Commissioner Interviews
5:20 – 7:00 PM

AGENDA
CHASKA CITY COUNCIL
CHASKA EVENT CENTER - 3210 CHASKA BLVD & ZOOM
Monday, January 24, 2022
7:05 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
   - 5.A. Chaska River City Day's update by Executive Director Billie-Jean Undesser.
6. Approve Previous Meeting Minutes
   - 6.A. Approve December 20, 2021 City Council Meeting Minutes
7. Consent Items
   - 7.A. Approve Support for Hwy 212 Expansion
   - 7.B. Election Judge Wage Increases
   - 7.C. Adopt Resolution 2022-1, Accepting Gifts and Donations
   - 7.D. Adopt Resolution 2022-4, Cogeneration and Small Power Production for City Electric Utility
   - 7.E. Disposition of Excess Property Near Highwood Drive

7.F. Adopt Resolution 2022-12, Approving the Final Plat for Del Webb at Chaska 2nd Addition/Pulte Homes/PC #2022-08

8. Action Items

8.A. PUBLIC HEARING: Adopt Resolution 2022-2, Approving the Drainage & Utility Easement Vacations for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08

8.B. Fire Truck Purchase

8.C. Adopt Resolution 2022-7, Bond Sale Reimbursement

8.D. Adopt Resolution 2022-8 and Ordinance 1008, Approving the Preliminary Plat, Preliminary Site & Building Plan, and Rezoning for West Creek Apartments/Community Asset Development Group/PC #2022-02

8.E. Adopt Resolution 2022-9, Approving the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center/Joel Buttenhoff/PC #2022-03

8.F. Adopt Resolution 2022-5, Approving the MBE Excavating Concept Plan/Sambatek on behalf of MBE Excavating/PC #2022-05

8.G. Adopt Resolution 2022-10, Approving the Concept Plan for 5 Single Family Lots on 6th Street and Maple Street/Landmark Builders/PC #2022-04

8.H. Adopt Resolution 2022-11, Approving the Preliminary Site & Building Plan for 212 Medical Center/Ridgeview Medical Center/PC #2022-07

8.I. Adopt Resolution 2022-3, Approving the Ess Lot & Ernst Home (Chaska Yards) Concept Plan/Carver County CDA/PC #2022-06

8.J. Appointment of Elected Representatives to the SW Transit Commission

9. Bills

9.A. ACCOUNTS PAYABLE COUNCIL ROSTER 1-24-2022

10. Other Business

10.A. City Administrator's Report

10.A.i. Biweekly Report 1-24-2022

10.B. Other Reports

10.B.i. Building Officials Analysis of 2021 Construction

10.B.ii. 4th-Qtr 2021 Investment Report dated January 24th, 2022

10.B.iii. Financial Reports - YTD 11/30/21

11. Adjourn

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- MINUTES -
CHASKA CITY COUNCIL
DECEMBER 20, 2021

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7:00 pm.

2.Pledge of Allegiance

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

Absent: None.

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

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

5. Visitor Presentation
None.

6. Minutes

6.A. Approve December 6, 2021 City Council Meeting Minutes
Motion by Councilmember Hubbard, second by Councilmember Grau to approve the minutes of the December 6, 2021 City Council meeting.
Motion carried.

7. Consent Agenda
Motion by Councilmember Grau, second by Councilmember Hatfield to approve the Consent Agenda Items A through Q:

A. Appoint the Chaska Herald as Official Newspaper for the City of Chaska for 2022

Motion to Appoint the Chaska Herald as Official Newspaper for the City of Chaska for 2022.

B. Appoint the Law Firm of Melchert, Hubert, Sjodin to Represent the City of Chaska in 2022

Motion to Appoint the Law Firm of Melchert, Hubert, Sjodin to Represent the City of Chaska in 2022.

C. Consider Additional 2021 COLA Increase for LELS Union

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Motion to Consider Additional 2021 COLA Increase for LELS Union.

D. Consider 2022 Employee Pay Classification, Salary Adjustment Rate Chart

Motion to Consider 2022 Employee Pay Classification, Salary Adjustment Rate Chart.

E. Accept Dontá Hughes Resignation as a Commissioner on the Human Rights Commission

Motion to Accept Dontá Hughes Resignation as a Commissioner on the Human Rights Commission.

F. Accept Russell St. John Resignation as Commissioner on the Heritage Preservation Commission

Motion to Accept Russell St. John Resignation as Commissioner on the Heritage Preservation Commission.

G. Adopt Resolution 2021-88, Approve MnDOT Signal Maintenance Agreement for T.H. 212 Ramps as C.S.A.H 11

Motion to Adopt Resolution 2021-88, Approve MnDOT Signal Maintenance Agreement for T.H. 212 Ramps as C.S.A.H 11.

H. Adopt Resolution 2021-89, Authorize Participation in National Opioid Settlements

Motion to Adopt Resolution 2021-89, Authorize Participation in National Opioid Settlements.

I. Authorize Mayor and City Administrator to sign a Purchase and Redevelopment Agreement with the Carver County Community Development Agency for the Ernst House Redevelopment Project

Motion to Authorize Mayor and City Administrator to sign a Purchase and Redevelopment Agreement with the Carver County Community Development Agency for the Ernst House Redevelopment Project.

J. Adopt Resolution 2021-90, Resolution Supporting the Safe Routes to School Infrastructure Grant Application for the Chaska Safe Routes to School project

Motion to Adopt Resolution 2021-90, Resolution Supporting the Safe Routes to School Infrastructure Grant Application for the Chaska Safe Routes to School project.

K. Disposition of Excess Property Near Highwood Drive

Motion for Disposition of Excess Property Near Highwood Drive.

L. Adopt Resolution 2021-91, Establish 2021 Interfund Tax Increment Financing

Motion to Adopt Resolution 2021-91, Establish 2021 Interfund Tax Increment Financing.

M. Policies and Procedures for Federal Awards Administration

Motion to Accept Policies and Procedures for Federal Awards Administration.

N. Adopt Resolution 2021-93, TH 41 Downtown MnDOT DCP Agreement for Federal Projects

Motion to Adopt Resolution 2021-93, TH 41 Downtown MnDOT DCP Agreement for Federal Projects.

O. Adopt Resolution 2021-95, Financing Police and City Vehicles

Motion to Adopt Resolution 2021-95, Financing Police and City Vehicles.

P. Adopt Ordinance MC 2021-1006, Adopt Ordinance MC 2021-1006, 2022 Development Fees

Motion to Adopt Ordinance MC 2021-1006, Adopt Ordinance MC 2021-1006, 2022 Development Fees.

Q. Authorize Memorandum of Agreement with Carver County for Highway 41 and 61 Improvement Project

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Motion to Authorize Memorandum of Agreement with Carver County for Highway 41 and 61 Improvement Project.
Motion carried.

8. Action Items
8.A. Adopt Resolution 2021-94 and Ordinance MC 2021-1007, Approving the Preliminary Plat, Preliminary Site & Building Plan, Sale of Excess City Land, and Rezoning for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08

City Administrator Podhradsky introduced this item.

City Planner Hanson provided a presentation on the preliminary plat, preliminary site and building plan.

Councilmember Hubbard expressed her concerns regarding traffic safety without their being a dedicated left turn lanes.

Councilmember Hatfield stated it seems odd to have the extra parking across the street and is concerned about safety of those people crossing the street.

Steve Cross, Costco Development Manager addressed the Council and explained that the employees will park across the street mainly and the members will park in the parking lot by the store entrance.

Councilmember Huang stated he is concerned about the turn lane causing rear-end collisions. He asked how many cars can be stacked in the turn lane going into the lot.

Clark Wicklund, Alliant Engineering addressed the Council. He stated MnDot has reviewed the plans and based on the traffic studies done; one by Kimely-Horn, prior to Alliant's involvement in the project, and a second by Alliant Engineering, both use the assumption that 50% of the traffic will be using the ¾ turn into the lot, and they support the amount of stacking proposed in the plan.

Nick Grage, Alliant Engineering, addressed the Council and explained the process in which they make their analysis. He stated they use both projected and historical data in their process to figure out how much traffic will use that entry point.

Councilmember Huang stated his concern is that the data they used isn't accurate because it includes an anomaly that occurred in 2007 which skews the data. He noted that anomaly combined with the fact that Carver County is one of the fastest growing in the country, lead him to believe the assumptions in the study are not currently accurate.

City Administrator Podhradsky stated he isn't surprised to see a decrease to traffic on Highway 41 in the studies provided. He noted it is based on the fact that the growth that is going to happen in the County will occur in the West and traffic isn't projected to flow up to the North,

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and that is consistent with what MnDot is projecting. He stated no one cares about this highway more than MnDot.

Mr. Grage stated they used a 1% projection of growth which gets them closer to the numbers projected in the 2040 Comp Plan.

Community Development Director Ringwald stated Costco is a member only retailer so they know best where most of their customers will be coming from and what their shopping habits are so the traffic studies show accurate numbers.

Mayor Windschitl opened the meeting for public comment at 7:55pm.

Cody Brach, 3700 N. Chestnut Street – addressed the Council and stated he is curious why they choose to use the Eden Prairie store location as a comparison instead of St. Louis Park because St. Louis Park has a liquor store so the traffic is different between the two locations.

Community Development Director Ringwald stated Eden Prairie, St. Louis Park and Eagan were evaluated at different times of the days to study what the traffic patterns.

Thelma Anderson, 871 Cascade Drive – addressed the Council and stated she is a parent who accesses a business near the site on a regular basis, almost 6 days a week, and she would like to know more about the ¾ access and the plan for the increased traffic in the area.

Robert Brought, 3700 N. Chestnut Street – addressed the Council and stated his concern is the safety of his family and students. He stated it would have been nice to be made aware of the possibility of this proposed plan earlier, noting he wasn't aware of it until the week of the Planning Commission meeting. He stated they will now have a car passing every 1.7 seconds with this plan. He asked that they include language that clearly says they will take the children and residents into consideration. He stated his wife was in a very bad car accident awhile ago in that area and wouldn't want that to happen again. He stated if he had an option to fix this issue he would like to see the roundabout moved South and it could be an asset to the area instead of a safety concern. He noted he is fine with whatever solution they can come up with at this point that will make it safer for everyone.

City Administrator Podhradsky stated he understands what is being said and he wants everyone to know they are talking with MnDot and will keep the conversations going and noted the Council will address the safety issues while considering how to move forward.

Motion by Councilmember Huang, seconded by Councilmember Hatfield to Adopt Resolution 2021-94 Approving the Preliminary Plat, Preliminary Site & Building Plan, Sale of Excess City Land, and Rezoning for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08.
Motion carried.

Motion by Councilmember Hubbard, seconded by Councilmember Grau to Adopt Ordinance MC 2021-1007, Approving the Preliminary Plat, Preliminary Site & Building Plan, Sale of Excess City Land, and Rezoning for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08.

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Motion carried.

8.B. Adopt Resolution 2021-85, Recommend Approval of the Concept Plan for Oak Creek and Clover Field Apartments/DR Horton & Chaska Investments/PC #2021-20

City Administrator Podhradsky introduced this item.

City Planner Hanson provided a presentation and background on this item.

Councilmember Grau asked if the u-shape on the drawing will be the final shape.

City Planner Hanson stated as of right now it is, but it could change as the process continues.

Councilmember Hubbard asked if the houses that are proposed to be in the cul-de-sac will automatically be part of the HOA. And asked if the traffic study was done.

City Administrator Podhradsky stated the houses on the proposed cul-de-sac won't necessarily be added to the HOA. He stated the first step is to find out if the concept is something that will work and then they move onto the next step which would include a traffic study.

Mike Suel with D.R. Horton addressed the Council and stated the Kelzer's have been clear that they want to maintain farm access through the parcel they don't own that lies in the middle of their two parcels. He noted they are working with them and the City to ensure they can still get to their fields.

Councilmember Hubbard asked what the greenbelt area could become.

Community Development Director Ringwald stated the greenbelt areas could develop into historic greenbelt properties or develop into 1 unit per/acre plots using only 1/3 of the property.

Mayor Windschitl asked if something will be put into the writing to let potential buyers know that it could potentially be developed at some point.

Mr. Suel stated they do include a disclosure that to the west it could be developed in the future but access wouldn't be through their development.

Mayor Windschitl stated he appreciates the work that has been done on this development and how the developer took all the feedback and made a thoughtful plan.

Councilmember Hubbard stated she likes the new drawing and noted it is much better than the old concept.

Councilmember Huang asked where they plan to put a park in fir the neighborhood.

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Mr. Suel stated a park would go somewhere between the north and south half of the site and there will be some trails that go back towards Sophia with a trail heading down towards the south, providing some walkability. He noted the park area would be big enough for a playset.

Mayor Windschitl opened to public comment at 9:50pm.

Ray Lindner 1401 Clover Preserve Drive – addressed the Council and stated he has lived there 15 years, he stated he doesn't like the fact that they capped off Sophia and another in Sagewood 1 was capped off, so now the only place they can put a connection is down their street, he noted he feels it was short sided planning on the City's part. He stated most people will choose to go South down Clover Preserve. He stated he is also concerned about the tree preservation.

Councilmember Grau stated he thinks that traffic studies are always a good idea because everyone has their ideas about what might happen but the studies show facts.

City Administrator Podhradsky stated the Planning Commission meeting happens the week before the Council meetings so there isn't time to get any mailings out regarding the items in the Planning Commission and that is the basis for the process informing the communities about upcoming items in meetings. He stated they are going to have a work session about the possibly updating their processes but the way it is done now is how it has been done to maintain consistency over time but they do recognize things have changed over time and it may be time to change some of the processes.

Cade Kachelmeier 2279 Clover Field Drive – addressed the Council and stated no one has brought up public transit in the area. He stated the traffic issues seem to be an issue because of the lack of public transit and he would like to know if there are any plans to set up a station around there.

City Administrator Podhradsky stated there hasn't been enough demand to continue the transit there.

Councilmember Huang stated Southwest Prime is like a public transit Uber which goes from stations to people's houses, the airport, Bloomington, and MOA so that is an option and he noted there are assistance services available to help offset the cost if anyone needs it.

Travis Olsen, 1439 Sophia Drive – addressed the Council and stated the tree preservation hasn't been talked about but in phase 2 they took out 70% of the trees in that lot and the Council allowed it. He stated this is the time when the Council can change that and stub off the cul-de-sac plans instead and leave as many trees as possible.

City Administrator Podhradsky stated it's important to note that the City doesn't have the authority to change things on private property and in theory the Kelzer's could go out there and cut down every tree down if they wanted to right now but the City likes to work with them as possible to make something work for everyone involved.

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Motion by Councilmember Hubbard, second by Councilmember Grau to Adopt Resolution 2021-85, Recommend Approval of the Concept Plan for Oak Creek and Clover Field Apartments/DR Horton & Chaska Investments/PC #2021-20. Voting aye: Councilmembers Grau, Hatfield, Hubbard, and Mayor Windschitl. Voting nay: Councilmember Huang.
Motion carried.

Councilmember Huang stated he appreciates the work put in and he understands they need to iron out some of the traffic concerns and he voted nay to ensure people they are listening although he expects it to pass. He stated D.R. Horton did say in the past they would preserve as many trees as possible but they didn't and instead they cut everything down right to the property line and he noted he'd like to see them in good faith preserve all the trees possible this time and ensure the traffic concerns are addressed and that this is done right.

Councilmember Hubbard stated this concept plan was vastly different than the one presented in 2020 and she is ok with that because the traffic study would have showed something much different in 2020.

Councilmember Hatfield echoed Councilmember Hubbard's thoughts and she thinks they should move forward with the concept plan tonight and see what the study shows.

Councilmember Grau stated he feels they don't need the South exit on Sophia but if the study shows otherwise then they need to figure out how to limit as much traffic going through Sophia as possible.

Mayor Windschitl called for a recess at 9:48pm.

Mayor Windschitl called the meeting back to order at 9:55pm.

8.C. Adopt Resolution 2021-86, Recommend Approval of the Concept Plan for Clover Ridge Apartments/AV Development LLC/PC #2021-21

City Administrator Podhradsky introduced this item.

City Planner Hanson provided a presentation and background to the Council on this item.

Vishal Dutt, Developer addressed the Council and stated they would like to start as soon as possible but the plan is to start on May 1, 2022.

Motion by Councilmember Huang, second by Councilmember Hatfield to Adopt Resolution 2021-86, Recommend Approval of the Concept Plan for Clover Ridge Apartments/AV Development LLC/PC #2021-21.
Motion carried.

8.D. Adopt Resolutions Adopt Resolution 2021-87, Recommend Approval of the Concept Plan for Chaska Creek Industrial Phase 3/Oppidan/PC #2021-19
City Planner Hanson provided a presentation and background on this item.

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Councilmember Huang asked if the pond will remain a pond.

City Planner Hanson stated yes and noted that is where the storm water would ideally drain out.

Bob Panning, 11315 Wetzel Lane - addressed the Council and stated when he bought his property in 1995 the law stated and continues to state that his property is inside the green zone that it should be preserved according to the City law. He stated now they want to move the green zone and the residents will be left in the middle of concrete buildings. He stated he'd like to know what the plan is. He stated if this moves forward he would like to ask that limits be set on the timeframes of construction equipment being allowed to run, but ultimately, he is asking to postpone approval of this until there is a plan for this area as a whole and his neighborhood.

City Administrator Podhradsky provided an overview of the comp plan and the process. He stated they do have a statutory timeframe in which they have to make a decision on the applications that come through and that is to process all applications within 60 days or it gets automatically approved.

Community Development Director Ringwald stated they can have a conversation with property owners and get some clarity on what they are hoping to see happen because they have some flexibility on what they do.

It was the consensus of the Council to have a conversation with residents before moving forward.

Jay Moore, Developer, addressed the Council and explained they held a community meeting to get input. He stated they want to give them the most screening possible and are sensitive to their needs. He explained how the grades on the farm field will work and explained that the loading dock will sit below the level of the houses so it will look good, as well as, they are open to adding fences and bigger trees etc. He stated he would appreciate a vote tonight either way to allow everyone to stay on schedule.

Motion by Councilmember Huang, second by Councilmember Hubbard to Adopt Resolution 2021-87, Recommend Approval of the Concept Plan for Chaska Creek Industrial Phase 3/Oppidan/PC #2021-19.
Motion carried.

8.E. Adopt Resolution 2021-92, Budget and Tax Levy Adoption for 2022
City Administrator Podhradsky introduced and provided background on this item.

Motion by Councilmember Hubbard, second by Councilmember Grau to Adopt Resolution 2021-92, Budget and Tax Levy Adoption for 2022.
Motion carried.

9. Bills
9.A. Accounts Payable Council Roster 12-20-2021

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

10. Other Business
10.A. City Administrator's Report
10.A.i. Bi-Weekly Report December 20, 2021
10.B. Monthly Financial Reports
10.C. Other Meeting Minutes
10.C.i. Human Rights Commission Meeting Minutes October 28, 2021

Councilmember Grau:
- Wished everyone happy holidays

Councilmember Hatfield:
- Noted the Santa Parade is coming up on Sunday
- Wished everyone happy holidays

Councilmember Huang:
- Wished Len at SouthWest Transit a happy retirement and congratulations
- Noted they are seeing a uptick in Transit rides

Councilmember Hubbard:
- Wished everyone a safe and happy holiday season

Mayor Windschitl:
- Thanked the IT and Maintenance Department, as well as, Mr. Wright for their help in the Chambers
- Stated the Santa Parade is on Sunday
- Wished everyone a Merry Christmas and Happy Holidays, and noted to remember to be responsible and have a sober ride if needed

11. Adjourn
Motion by Councilmember Hatfield, second by Councilmember Huang to adjourn the meeting at 12:21 am.
Motion carried.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/24/2022

Subject: **Support for Hwy 212 Expansion Project between Norwood Young American and Cologne**

Prepared By: **Matt Clark, City Engineer**

Background: On May 17, 2021, Council approved a letter of support for federal assistance under the US Department of Transportation discretionary Grant Programs for US Highway 212 Freight Mobility and Safety Project.

The Metropolitan Council has another comment period open through January 24th. This time it is for an amendment to their Transportation Policy Plan. The proposal includes amending the Highway 212 expansion project between Norwood Young America and Cologne into the 'Current Revenue Scenario'. This is an important designation and is being made because the project has secured federal and state funding.

Although this designation is more of a formality because the funding is already awarded, it requires a regional plan amendment and comment period. In each recent Metropolitan Council comment period, there has been a strong contingent of comments against funding for highways, especially highway expansion.

The Highway 212 Rural Freight Mobility and Safety Project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities, and improve the corridor's mobility and safety for all users.

CITY COUNCIL ACTION REQUESTED

Motion to support the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Chaska

January 12, 2022

Mayor James Hovland, Chair
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

SUBJECT: 2040 Transportation Policy Plan 2020 Update Amendment Public Comment

Dear Chair Hovland and TAB Members,

Thank you for the opportunity to review and comment on the 2040 Transportation Policy Plan 2020 Update (Plan) Amendment under consideration by the Metropolitan Council, which identifies policies and plans to guide the development of the region's transportation system.

The proposed Plan Amendment includes the recommendation to add six highway freight projects to the Current Revenue Scenario. These freight projects were selected for funding as the result of MnDOT's Minnesota Highway Freight Program, a competitive statewide program that allocates federal transportation funding to construction projects on public roads that provide measurable freight transportation benefits.

The Highway 212 Rural Freight Mobility and Safety Project in Carver County is one of the six freight projects selected in MnDOT's Minnesota Highway Freight Program for federal transportation funding with an award of $7.5 million. The project will reconstruct and expand Highway 212 between Norwood Young America and Cologne from a two-lane rural highway to a four-lane divided expressway and include overdue intersection safety improvements. The proposed improvements will remove barriers to efficient freight movement, provide economic development opportunities at key locations, preserve existing infrastructure, and improve the corridor's mobility and safety for all users.

The City of Chaska supports the inclusion and adoption of the six freight projects selected in MnDOT's Minnesota Highway Freight Program, including Highway 212 Rural Freight Mobility and Safety Project, as presented in the Metropolitan Council's proposed Plan Amendment.

Sincerely,

Matt Podhradsky
City Administrator

City Of Chaska Minnesota | One City Hall Plaza 55318-1962 | Phone 952/448-9200 | www.chaskamn.com

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: Request for Increase in Hourly Rate for Election Judges

Prepared By: Denise Beebe, Senior Clerk

Background: Prior to 2020 the City of Chaska had three types of Election Judges: Head Judge, Tabulator Judge and Regular Judge. In 2020 due to COVID and the increased number of duties and responsibilities placed on the Head Judges an Assistant Head Judge position was established for each Ward. Head Judges were tasked to mentor and provide continued Election Day training to Asst. Head Judges on all the daily duties, responsibilities, and required reporting using the following pay schedule:

Head Judge/Asst. Head Judges/Tabulators $11.00/hr
Regular Judge $10.00/hr

There will be two elections held in 2022. The Primary Election - August 9th and the General Election on November 8th. Election judges will soon be solicited for the two events.

Due to the state minimum wage increase to $10.33/hr effective January 1, 2022, the additional responsibilities and duties placed on Head Judges, the continued political atmosphere, and staying consistent in judges pay with surrounding cities that have a Head Judge, Asst. Head Judge, and Regular Judge staff is requesting the following wage changes:

Head Judges from $11/hr to $12.33hr.
Asst. Head Judges/Tabulators from $11.00/hr to $11.33hr.
Regular Judge from $10.00/hr to $10.33/hr.

Judges receive pay for approximately 2 to 3 hours of training and for working on Election Day.

CITY COUNCIL ACTION REQUESTED
Motion to approve the pay structure for election judges as follows: Head Judge to $12.33/hr, Asst. Head Judge/Tabulators from $11.00/hr to $11.33/hr and Regular Judge from $10.00/hr to $10.33/hr

Minimum wage rates

Effective: Jan. 1, 2022

	MINIMUM WAGE RATE
Large employer – Any enterprise with annual gross revenues of $500,000 or more	**$10.33**/hour
Small employer – Any enterprise with annual gross revenues of less than $500,000 **Training wage –** May be paid to employees aged 18 and 19 the first 90 consecutive days of employment **Youth wage –** May be paid to employees aged 17 or younger	**$8.42**/hour
J-1 Visa – May be paid to employees of hotels, motels, lodging establishments and resorts working under the authority of a summer work, travel Exchange Visitor (J) non-immigrant visa	**$8.42**/hour

		Small or state-covered employers	Large and federally covered employers
OVERTIME	Time-and-one-half the employee's regular rate of pay	After **48** hours	After **40** hours

EMPLOYEE RIGHTS	An employer may not discharge, discipline, threaten, discriminate or penalize an employee regarding the employee's compensation, conditions, location or privileges of employment because the employee reports a violation of any law or refuses to participate in an activity the employee knows is a violation of law.

View complete wage-rate information at www.dli.mn.gov/business/employment-practices/minimum-wage-minnesota.

DEPARTMENT OF LABOR AND INDUSTRY

651-284-5075 • 800 342 5354 • dli.laborstandards@state.mn.us • www.dli.mn.gov

Posting required by law in a location where employees can easily see this notice. October 2021

REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/24/2022

Subject: Accepting Gifts and Donations

Reviewed By: Kelly Grinnell, Finance Manager

Prepared By: Erin Barnum, Accounting Supervisor

The City receives various donations or gifts throughout the year. Pursuant to M.S. 465.03 all such gifts must be acknowledged and accepted by a resolution approved by a two-thirds majority of the City Council. Staff have drafted the attached proposed resolution that lists all monetary and nonmonetary gifts received by the City during the fourth quarter of 2021. Staff recommends approval of the resolution to acknowledge acceptance of each gift as listed.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2022-1 acknowledging and accepting gifts to the City of Chaska received during the period October 1, 2021 through December 31, 2021.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01-24-2022 **RESOLUTION NO.** 2022-1

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

A RESOLUTION ACKNOWLEDGING AND ACCEPTING GIFTS TO THE CITY OF CHASKA RECEIVED DURING THE PERIOD OF October 01, 2021 THROUGH December 31, 2021 (PURSUANT TO M.S. 465.03)

WHEREAS, the City of Chaska, City Council, pursuant to M.S. 465.03, may accept a grant or device of real or personal property and maintain such property for the benefit of its citizens in accordance with the terms prescribed by the donor; and

WHEREAS, nothing herein shall authorize such acceptance or use for religious or sectarian purposes; and

WHEREAS, every such acceptance shall be by resolution of the City of Chaska, City Council, adopted by a two-thirds majority of its members, expressing such terms in full.

NOW, THEREFORE, BE IT RESOLVED, that the City of Chaska City Council hereby acknowledges and accepts the following gifts to Chaska that have been received during the period of OCTOBER 01, 2021 through DECEMBER 31, 2021:

- Chaska Rotary Foundation $250 – Human Rights Commission Programming
- Chaska Lions Charitable Gambling $1,000 – Community Band
- Chaska Lions Charitable Gambling $500 – Community Choir
- Chaska Rotary Club $655 – Police Department Heroes & Helpers
- Miscellaneous Donations $120 – Police Department Heroes & Helpers
- Remax Advisors $250 – Police Department Heroes & Helpers
- Chaska Rotary Club $1,650 – Police Department Heroes & Helpers
- Benefit Bashers $2,000 – Police Department Crime Prevention Programming
- Chaska Lions Charitable Gambling $10,000 – Police Department Community Engagement
- Randall & Lan Sarkis $250 – Fire Department Donation
- Learning Links $181,250 – Par 30/Learning Links Project

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January 2022.

_____
Mark Windschitl, Mayor

Attest:_____

Chaska Deputy Clerk

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **Cogeneration and Small Power Production for City Electric Utility**

Prepared By: Andrew Romine, Interim Electric Director

Updated By: Wendy Hagen, Customer Services Manger
Noel Graczyk, Administrative Services Director

Background
The attached resolution is an annual update to a resolution last adopted in 2021. Annually the City needs to make updates to tariffs on schedule 1 (average retail rate) and schedule 4 (avoided costs.) These new rate schedules in the proposed resolution have been updated accordingly, based on actual 2021 sales, and are ready for adoption.

There are currently over 50 interconnected distributed generation customers on our electric system.

Recommendation
Staff recommends adoption of the proposed resolution.

CITY COUNCIL ACTION REQUESTED
Motion to adopt Resolution No 2022-4 for Cogeneration and Small Production Tariff

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01-24-2022 RESOLUTION NO. 2022-4

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Adopting a Cogeneration and Small Power Production Tariff for the City's Electric Utility

---

WHEREAS, this resolution relates to the municipal electric utility (the "Utility") operated by the City of Chaska, Minnesota (the "City") and governed by its City Council; and

WHEREAS, the City rules and Minnesota Statutes Section 216B.164 require the City Council to annually adopt a Cogeneration and Small Power Production Tariff; and

WHEREAS, a Cogeneration and Small Power Production Tariff is attached to this resolution, which Tariff contains the following schedules:

Schedule 1: Calculation of the average retail utility energy rate

Schedule 2: Standard contracts to be used with qualifying facilities

Schedule 3: City's safety standards, required operating procedures for interconnected operations, and the functions to be performed by any control and protective apparatus

Schedule 4: Estimated average incremental energy costs by seasonal, peak and off-peak periods for the utility's power supplier from which energy purchases are first avoided. Schedule 4 shall contain the net annual avoided capacity costs, if any, stated per kilowatt-hour and averaged over the on-peak hours and over all hours for the utility's power supplier from which capacity purchases are first avoided. Both the average incremental energy costs and net annual avoided capacity costs shall be increased by a factor equal to 50 percent of the utility and the utility's power supplier's overall line losses due to distribution, transmission and transformation of electric energy.

WHEREAS, these filings shall be maintained in the office of the City Clerk and shall be made available for public inspection during normal business hours;

NOW, THEREFORE, BE IT RESOLVED that, regarding the Utility, the Cogeneration and Small Power Production Tariff attached to this resolution is hereby adopted effective for transactions on and after January 24, 2022.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

Cogeneration and Small Power Production Tariff

Pursuant to its Rules Governing the Interconnection of Cogeneration and Small Power Production Facilities, the City of Chaska (the "Utility") hereby establishes and/or updates its Cogeneration and Small Power Production Tariff (the "Tariff") for billing and sales transactions effective as of January 24, 2022 as follows:

The Tariff shall consist of:

SCHEDULE 1.
Calculation of average retail utility energy rates.

SCHEDULE 2.
Standard contracts to be used with qualifying facilities.

SCHEDULE 3.
Interconnection process, safety standards, and technical requirements for distributed energy resource systems, required operating procedures for interconnected operations, and functions to be performed by any control and protective apparatus.

SCHEDULE 4.
Estimated average incremental energy costs by seasonal, peak and off-peak periods for the utility's power supplier from which energy purchases are first avoided. Schedule 4 shall also contain the net annual avoided capacity costs, if any, stated per kilowatt-hour and averaged over the on-peak hours and over all hours for the utility's power supplier from which capacity purchases are first avoided. Both the average incremental energy costs and net annual avoided capacity costs shall be increased by a factor equal to 50 percent of the utility and the utility's power supplier's overall line losses due to distribution, transmission and transformation of electric energy.

Average Retail Utility Energy Rate: Available to any Qualifying Facility of less than 40 kW capacity that does not select either Roll Over Credits, Simultaneous Purchase and Sale Billing or Time of Day rates.

Utility shall bill Qualifying Facilities for any excess of energy supplied by Utility above energy supplied by the Qualifying Facility during each billing period according to Utility's applicable rate schedule. Utility shall pay the customer for the energy generated by the Qualifying Facility that exceeds that supplied by Utility during a billing period at the "average retail utility energy rate." "Average retail utility energy rate" means, for any class of utility customer, the quotient of the total annual class revenue from sales of electricity minus the annual revenue resulting from fixed charges, divided by the annual class kilowatt-hour sales. Data from the most recent 12-month period available shall be used in the computation.

"Average retail utility energy rates" are as follows:

Customer Class	**Average Retail Utility Energy Rate**
Residential	$0.12901
Commercial	$0.07880
Industrial	$0.11135

UNIFORM CONTRACT FOR COGENERATION AND SMALL POWER PRODUCTION FACILITIES

THIS CONTRACT is entered into _____, ___, by the City of Chaska Electric Department, a municipal utility under Minnesota law, (hereafter called "Utility") and _____ (hereafter called "QF").

RECITALS

The QF has installed electric generating facilities, consisting of _____ _____ (Description of facilities), rated at ____kilowatts AC of electricity, on property located at _____ _____.

The QF is a customer of the Utility located within the assigned electric service territory of the Utility.

The QF is prepared to generate electricity in parallel with the Utility.

The QF's electric generating facilities meet the requirements of the rules adopted by the Utility on Cogeneration and Small Power Production and any technical standards for interconnection the Utility has established that are authorized by those rules.

The Utility is obligated under federal and Minnesota law to interconnect with the QF and to purchase electricity offered for sale by the QF.

A contract between the QF and the Utility is required.

AGREEMENTS

The QF and the Utility agree:

1. The Utility will sell electricity to the QF under the rate schedule in force for the class of customer to which the QF belongs.

2. The Utility will buy electricity from the QF under the current rate schedule filed with the city council or city-appointed governing body of the utility. The QF elects the rate schedule category hereinafter indicated:

____ a. Average retail utility energy rate.

- QF capacity must be less than 40 kW.

____ b. Simultaneous purchase and sale billing rate.

- QF capacity must be less than 40 kW.

____ c. Roll-over credits.

- QF capacity must be less than 40 kW.

____ d. Time-of-day purchase rates.

- QF capacity must be 40 kW or more and less than or equal to 100 kW.

A copy of the presently approved rate schedule is attached to this contract.

3. The rates for sales and purchases of electricity may change over the time this contract is in force, due to actions of the Utility or the State of Minnesota, and the QF and the Utility agree that sales and purchases will be made under the rates in effect each month during the time this contract is in force.

4. The Utility will compute the charges and payments for purchases and sales for each billing period. Any net credit to the QF, other than kilowatt-hour credits under clause 2(c), will be made under one of the following options as chosen by the QF.

____ a. Credit to the QF's account with the Utility.

____ b. Paid by check or electronic payment service to the QF within fifteen (15) days of the billing date.

5. Renewable energy credits associated with generation from the facility are owned by:

_____.

6. The QF must operate its electric generating facilities within any rules, regulations, and policies adopted by the Utility not prohibited by the rules governing Cogeneration and Small Power Production on the Utility's system which provide reasonable technical connection and operating specifications for the QF and are consistent with the Minnesota Public Utilities Commission's rules on Cogeneration and Small Power Production, as required under Minnesota Statutes §216B.164, subdivision 9.

7. The QF will not enter into an arrangement whereby electricity from the generating facilities will be sold to an end user in violation of the Utility's exclusive right to provide electric service in its service area under Minnesota Statutes, §216B.37-44.

8. The QF will operate its electric generating facilities so that they conform to the national, state, and local electric and safety codes, and will be responsible for the costs of conformance.

9. The QF is responsible for the actual, reasonable costs of interconnection which are estimated to be $_____. The QF will pay the Utility in this way:

_____

_____

___.

10. The QF will give the Utility reasonable access to its property and electric generating facilities if the configuration of those facilities does not permit disconnection or testing from the Utility 's side of the interconnection. If the Utility enters the QF's property, the Utility will remain responsible for its personnel.

11. The Utility may stop providing electricity to the QF during a system emergency. The Utility will not discriminate against the QF when it stops providing electricity or when it resumes providing electricity.

12. The Utility may stop purchasing electricity from the QF when necessary for the Utility to construct, install, maintain, repair, replace, remove, investigate, or inspect any equipment or facilities within its electric system. The Utility may stop

purchasing electricity from the QF in the event the generating facilities listed in this contract are documented to be causing power quality, safety or reliability issues to the Utility's electric distribution system.

The Utility will notify the QF before it stops purchasing electricity in this way:
_____
_____
_.

13. The QF will keep in force general liability insurance against personal or property damage due to the installation, interconnection, and operation of its electric generating facilities. The amount of insurance coverage will be $ _____. (The amount must be consistent with the distributed generation tariff adopted by the Utility pursuant to Minnesota Statutes §216B.1611, subdivision 3, clause 2.)

14. The QF and the Utility agree to attempt to resolve all disputes arising hereunder promptly and in a good faith manner.

15. The city council or city-appointed body governing the Utility has authority to consider and determine disputes, if any, that arise under this contract in accordance with procedures in the rules it adopts implementing Minnesota Statute §216B.164, pursuant to §216B.164, subdivision 9.

16. This contract becomes effective as soon as it is signed by the QF and the Utility. This contract will remain in force until either the QF or the Utility gives written notice to the other that the contract is canceled. This contract will be canceled thirty (30) days after notice is given. If the listed electric generating facilities are not interconnected to the Utility's distribution system within twelve months of the contract being signed by the QF and the Utility, the contract terminates. The QF and the Utility may delay termination by mutual agreement.

17. Neither the QF nor the Utility will be considered in default as to any obligation if the QF or the Utility is prevented from fulfilling the obligation due to an act of God, labor disturbance, act of public enemy, war, insurrection, riot, fire, storm or flood, explosion, breakage or accident to machinery or equipment, an order, regulation or restriction imposed by governmental, military or lawfully established civilian authorities, or other cause beyond the QF's or Utility's control. However, the QF or Utility whose performance under this contract is hindered by such an event shall make all reasonable efforts to perform its obligations.

18. This contract can only be amended or modified by mutual agreement in writing signed by the QF and the Utility.

19. The QF must notify the Utility prior to any change in the electric generating facilities' capacity size or generating technology according to the interconnection process adopted by the Utility.

20. Termination of this contract is allowed (i) by the QF at any time without restriction; (ii) by Mutual Agreement between the Utility and the QF; (iii) upon abandonment or removal of electric generating facilities by the QF; (iv) by the Utility if the electric generating facilities are continuously non-operational for any twelve (12) consecutive month period; (v) by the Utility if the QF fails to comply with applicable interconnection design requirements or fails to remedy a violation of the interconnection process; or (vi) by the Utility upon breach of this contract by the QF unless cured with notice of cure received by the Utility prior to termination.

21. In the event this contract is terminated, the Utility shall have the rights to disconnect its facilities or direct the QF to disconnect its generating facilities.

22. This contract shall continue in effect after termination to the extent necessary to allow either the Utility or the QF to fulfill rights or obligations that arose under the contract.

23. Transfer of ownership of the generating facilities shall require the new owners and the Utility to execute a new contract. Upon the execution of a new contract with the new owners this contract shall be terminated.

24. The QF and the Utility shall at all times indemnify, defend, and save each other harmless from any and all damages, losses, claims, including claims and actions relating to injury or death of any person or damage to property, costs and expenses, reasonable attorneys' fees and court costs, arising out of or resulting from the QF's or the Utility's performance of its obligations under this contract, except to the extent that such damages, losses or claims were caused by the negligence or intentional acts of the QF or the Utility.

25. The Utility and the QF will each be responsible for its own acts or omissions and the results thereof to the extent authorized by law and shall not be responsible for the acts or omissions of any others and the results thereof.

26. The QF's and the Utility's liability to each other for failure to perform its obligations under this contract shall be limited to the amount of direct damage actually occurred. In no event, shall the QF or the Utility be liable to each other for any punitive, incidental, indirect, special, or consequential damages of any

kind whatsoever, including for loss of business opportunity or profits, regardless of whether such damages were foreseen.

27. The Utility does not give any warranty, expressed or implied, to the adequacy, safety, or other characteristics of the QF's interconnected system.

28. This contract contains all the agreements made between the QF and the Utility. The QF and Utility are not responsible other than those stated in this contract.

THE QF AND THE UTILITY HAVE READ THIS CONTRACT AND AGREE TO BE BOUND BY ITS TERMS. AS EVIDENCE OF THEIR AGREEMENT, THEY HAVE EACH SIGNED THIS CONTRACT BELOW ON THE DATE LISTED BY SIGNER.

QF

By: _____

Printed Name: _____

DATE: _____

UTILITY

By: _____

Printed Name: _____

DATE: _____

Contract Version: *January 24, 2022*

CITY OF CHASKA

DISTRIBUTED ENERGY RESOURCE INTERCONNECTION PROCESS

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    c. Fast Track Process (see applicability within)
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2. Initial Procedural Forms
    a. Pre-application Report Request
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    c. Simplified Interconnection Application
    d. Standard Interconnection Application (for Fast Track and Study processes)
    e. Energy Storage Application
3. Supplemental Agreement Forms
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    b. System Impact Study Agreement
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4. Final Agreement Forms
    a. Uniform Contract (under 40kW capacity)
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Detroit Lakes Public Utility's 29.3 kW Select Solar Community Solar Garden
Detroit Lakes, MN

INTERCONNECTION PROCESS

Process Overview

ABSTRACT
Information for interconnecting all Distributed Energy Resources smaller than 10 megawatts in size to the utility distribution system.

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Foreword

The State of Minnesota currently has interconnection process standards in effect to address the interconnection of distributed energy resources (DER) to the distribution grid. Under Minnesota Statute §216B.1611, cooperatives and municipals shall adopt an interconnection process that addresses the same issues as the interconnection process approved by the Minnesota Public Utilities Commission. The City of Chaska Electric Department Distributed Energy Resources Interconnection Process (Interconnection Process) applies to any DER no larger than 10-megawatts (MW) AC interconnecting to and operating in parallel City of Chaska Electric Department's distribution system in Minnesota. This interconnection process document is designed to be customer-centric when explaining the steps and details to interconnect DER systems to the distribution grid.

The Interconnection Process is comprised of four manuals: 1) Process Overview, 2) Simplified Process, 3) Fast Track Process, and 4) Study Process and also contains several forms, including a final Interconnection Agreement. For the majority of DER interconnections, only the Process Overview and the Simplified Process manuals will apply. For larger and more complex DER interconnections, the Fast Track Process or the Study Process may apply.

As part of the Interconnection Process, an Interconnection Agreement is to be executed prior to interconnecting a DER system to the utility distribution grid. For most DER interconnections, the utility's Contract for Cogeneration and Small Power Production Facilities (Uniform Contract) will be used. For DER systems that do not fall under the terms of the Uniform Contract, the Municipal Minnesota Interconnection Agreement (MMIA) will apply.

The process to interconnect a DER system to the distribution grid starts with the submission of an Interconnection Application. Each track has different information that is requested in the application and the non-refundable interconnection application fees will vary. Both the electric utility and the interconnecting customer have timelines that are enforced to ensure a timely application review, contract execution and interconnection commissioning.

The key to a successful interconnection of a DER system is communication between all parties. Timely submission of the Interconnection Application prior to the purchase and installation of a DER system is strongly recommended. The Utility encourages customers to ask questions throughout the interconnection process. Interconnecting DER system to the distribution grid is not an effortless process, but it does not need to be a problematic process either.

1 Key Terminology

1.1. Distributed Energy Resource

Distributed Energy Resources, DER, were often referred to in past interconnection processes as Distributed Generation, DG, and on occasion also interchanged with the term Qualifying Facility, QF. This Interconnection Process uses the term DER to address all types of generation and energy resources that can be interconnected to the electric Distribution System. DER technologies can include photovoltaic solar systems, wind turbines, storage batteries or diesel generators and are not limited to renewable types of technologies.

1.2. Point of Common Coupling (PCC) / Point of DER Connection (POC)

DER systems often reside behind the utility's revenue meter of a residence or business. The meter is normally the point of demarcation between the utility-owned equipment and the customer-owned equipment. The term Point of Common Coupling, PCC, is the demarcation location between the utility and the customer.

The Point of DER Connection, PoC, can be different from the PCC. The PoC is the location where a DER system would interconnect to the electrical system normally owned by the customer. For example, the PoC for a rooftop photovoltaic solar system may be the main electrical panel in a customer's home.

1.3. Capacity

Throughout the Interconnection Process will be references to the capacity of the DER system. In most cases, the capacity listed is referring to the Nameplate Capacity of the DER system. All capacity references will be in alternating current, AC.

There can be multiple DER systems with different PoCs that all have the same PCC submitted on a single interconnection application. The capacity for this type of interconnection would be the aggregate Nameplate Capacity of all DER systems at the individual PoCs. Additional examples of DER system arrangements can be seen in Section 13 under the definition of Point of Common Coupling.

2 Roles

2.1. Overview

During the interconnection process for a proposed DER system, there may be multiple entities involved in the application, approval and commissioning processes. The main entities that are involved during the Interconnection Process for a proposed DER system are the Interconnection Customer, the Application Agent and the DER Interconnection Coordinator. Official definitions of each entity are defined in the Glossary (Section 13). Additional details are explained in the subsections below.

2.2. DER Interconnection Coordinator

The utility is referred to as the Area Electric Power Supply Operator in this Interconnection Process. The Area EPS Operator shall designate a DER Interconnection Coordinator to serve as a single point of contact from which general information on the application process may be obtained. The DER Interconnection Coordinator shall be available to provide coordination assistance with the Interconnection Customer but is not responsible for directly answering or resolving all of the issues involved in review and implementation of the interconnection process and standards.

The contact information of the DER Interconnection Coordinator will be posted on the Area EPS Operator's website if feasible, or available from the utility.

2.3. Interconnection Customer

The owner of the proposed DER system and the entity requesting interconnection to the distribution system.

2.4. Application Agent

The Interconnection Customer may designate, on the Interconnection Application or in writing after the application has been submitted, an Application Agent to serve as a single point of contact to coordinate with the DER Interconnection Coordinator on their behalf. Designation of an Application Agent does not absolve the Interconnection Customer from signing application documents and the responsibilities outlined in the Interconnection Process or in interconnection agreements. DER vendors, project managers or electricians are common entities that the Interconnection Customer may designate to perform this role.

2.5. Engineering Roles

Either party may designate a specific person to be a single point of contact to provide technical expertise during the Interconnection Process for themselves or their organization. The person to supply engineering expertise may be a third party such as an engineering consultant or manufacturer's engineer.

3 Processes

3.1. Overview

The Interconnection Process applies to any DER no larger than 10 MW AC interconnecting to and operating in parallel with an Area EPS distribution system in Minnesota. Interested parties with plans to interconnect DER systems larger than 10 MW AC to the distribution system should contact the Area EPS Operator for a case-specific interconnection process. Federal Energy Regulatory Commission's (FERC) interconnection process will supersede any

interconnection process the Area EPS Operator has for DER system interconnections that fall under the jurisdiction of FERC.

The Interconnection Process for DER is broken into three different tracks; the Simplified Process, the Fast Track Process, and the Study Process. The general classification of each track is summarized in Table 3.1 below.

Table 3.1. Interconnection Process Tracks

Track	DER Technology	Size Limitations
Simplified Process	Certified Inverter only	20 kW AC
Fast Track Process	All types	5 MW AC
Study Process	All types	10 MW AC

If engineering screens are failed during the application process, a proposed DER interconnection may be moved into a different track. When a proposed DER interconnection is moved into a different track, additional information may be requested and additional fees may apply.

3.2. Importance of Process Timelines

It is very important to pay attention to timelines listed for each process track. The timelines exist for an orderly and efficient process to interconnect DER systems to the Distribution System. If a timeline is missed by an Interconnection Customer, without the Interconnection Customer requesting a Timeline Extension explained in Section 10, the Interconnection Application will be deemed withdrawn by the Area EPS Operator.

The Area EPS Operator also needs to abide by the timelines listed for each process track. The process for an Area EPS Operator to request Timeline Extensions is also addressed in Section 10.

Unless otherwise stated, all time frames are measured in Business Days. For purpose of measuring these time intervals, the time shall be computed so as to exclude the first and include the last day of the prescribed duration of time. Any communication sent or received after 4:30 p.m. Central Prevailing Time or on a Saturday, Sunday or Holiday shall be considered to be sent on the next Business Day.

3.3. Simplified Process

An application to interconnect a certified[1], inverter-based DER system no larger than 20 kilowatts (kW) shall be evaluated under the Simplified Process. A common form of DER inverter certification is UL 1741. Proposed DER systems that require Area EPS system modifications to accommodate the interconnection do not qualify for the Simplified Process. A transformer change, fusing upgrades or line extensions are common examples of Area EPS system modification. Simplified Process eligibility does not imply or indicate the Interconnection Application will pass the initial review screens. Failure to pass the screens will route the Interconnection Application to the Fast Track Process.

3.4. Fast Track Process

An application to interconnect a DER shall be evaluated under the Fast Track Process if the eligibility requirements are not exceeded in Table 3.2 and the application does not qualify for the Simplified Process. Fast Track eligibility for DERs is determined based upon the generator type, the size of the generator, voltage of the line, and the location and type of line at the Point of Common Coupling, (PCC). All synchronous and induction machines must be no larger than 2 MW to be eligible for Fast Track Process consideration.

Table 3.2. Fast Track Eligibility for DER

Line Voltage	Fast Track Eligibility[2] Regardless of Location	Fast Track Eligibility for certified, inverter-based DER on a Mainline[3] and ≤ 2.5 Electrical Circuit Miles from Substation[4]
< 5 kV	≤ 500 kW	≤ 500 kW
≥ 5 kV and < 15 kV	≤ 1 MW	≤ 2 MW
≥ 15 kV and < 30 kV	≤ 2 MW	≤ 4 MW
≥ 30 kV and ≤ 69 kV	≤ 4 MW	≤ 5 MW

In addition to the size threshold, the Interconnection Customer's proposed DER must meet the codes, standards and certification requirements found in Section 15 and Section 14.

[1] Additional information regarding certified equipment is found in Sections 14 and 15.
[2] Synchronous and induction machine eligibility is limited to no more than 2 MW even when line voltage is greater than 15 kV.
[3] For purposes of this table, a Mainline is the three-phase backbone of a circuit. It will typically constitute lines with wire sizes of 4/0 American wire gauge, 266 kcmil, 336.4 kcmil, 397.5 kcmil, 477 kcmil and 795 kcmil.
[4] An Interconnection Customer can determine this information about its proposed interconnection location in advance by requesting a pre-application report described in Section 5.

3.5. Study Process

An application to interconnect a DER that does not meet the Simplified Process or Fast Track Process eligibility requirements or does not pass the review as described in either process, shall be evaluated under the Study Process.

3.6. Process Assistance

Prior to submitting an Interconnection Application, the Interconnection Customer may ask the Area EPS Operator's DER Interconnection Coordinator which process track a proposed interconnection is subject to and about additional details regarding each process track.

An Interconnection Customer can obtain, through an informal request, general information about the Interconnection Process and about potentially Affected System(s) for a proposed interconnection at a specific location. The existing electric system information provided to the Interconnection Customer should include relevant system study results, interconnection studies, and other materials useful to an understanding of an interconnection at a particular point on the Area EPS Operator's System. Information will be provided to the extent such provision does not violate the privacy policies of the Area EPS Operator, confidentiality provisions of prior agreements or critical infrastructure requirements. The Area EPS Operator shall comply with reasonable requests for such information.

4 Interconnection Application

4.1. Overview

Each process track has different information that needs to be provided to the Area EPS Operator. Table 4.1 indicates which application is to be completed in its entirety and submitted to the Area EPS Operator to start the interconnection process for the proposed DER system.

Table 4.1. Interconnection Application

Process Track	Application
Simplified	Simplified Interconnection Application
Fast Track	Standard Interconnection Application
Study	Standard Interconnection Application

The Area EPS Operator will provide all necessary Interconnection Applications, Interconnection Process documents and sample interconnection agreements on its website if possible. The Area EPS Operator will also accept Interconnection Applications submitted electronically either through a web portal or to an email address specified by the Area EPS Operator. The Area EPS Operator may allow the Interconnection Application to be submitted with an electronic signature.

4.2. Availability of Information

The Area EPS Operator will provide all necessary Interconnection Applications, Interconnection Process documents and sample interconnection agreements on its website if possible. If a website is not available, the applicable documents will be readily available at the Area EPS Operator's main office.

The Area EPS Operator will establish a public queue of active interconnection applications on its website once the Area EPS Operator has received at least 40 completed Interconnection Applications in a year. The public queue will be updated, at minimum, on a monthly basis.

4.3. Interconnection Application Process Fees

Each Interconnection Application submitted to the Area EPS Operator must include the appropriate interconnection application process fee prior to the Area EPS Operator reviewing the Interconnection Application. The required process fee for each process track is listed in Table 4.2.

Table 4.2. Interconnection Application Process Fee

Process Track		Process Fee
Simplified		$100
Fast Track	Certified[5] System	$100 + $1/kW
	Non-Certified System	$100 + $2/kW
Study		$1,000 + $2/kW down payment. Additional study fees may apply.

4.4. Application Review Timelines

The Interconnection Application shall be date- and time-stamped upon initial, and if necessary, resubmission receipt. The Area EPS Operator shall notify the Interconnection Customer if the Interconnection Application is deemed incomplete within ten (10) Business Days. This notification shall include a written list detailing all information that must be provided to complete the Interconnection Application. Depending on the process track the Interconnection Customer has between five (5) and ten (10) Business Days to provide the missing information unless additional time is requested with valid reasons. Failure to submit the requested information within the stated timeline will result in the Interconnection Application being withdrawn.

An Interconnection Application will be deemed complete upon submission to the Area EPS Operator when all documents, fees and information required with the Interconnection Application adhering to Minnesota Technical Requirements are included. The time- and date-

[5] Additional information regarding certified equipment is found in Sections 14 and 15.

stamp of the completed Interconnection Application shall be accepted as the qualifying date for purposes of establishing a queue position as described in Section 4.7.

Depending on the process track the Area EPS Operator has either a total of twenty (20) Business Days or twenty-five (25) Business Days to complete the Interconnection Application review and submit notice back to the Interconnection Customer stating the proposed DER system may proceed with the interconnection process or the proposed DER system requires additional engineering studies. The period of time when waiting for the Interconnection Customer to provide missing information is not included in the Area EPS Operator's twenty (20) Business Days or twenty-five (25) Business Days review timeline.

4.5. Comparability

The Area EPS Operator shall receive, process and analyze all Interconnection Applications in a timely manner. The Area EPS Operator shall use the same Reasonable Efforts in processing and analyzing Interconnection Applications from all Interconnection Customers.

4.6. Changing Process Queues

During the review of the initially submitted Interconnection Application for the proposed DER system, the Area EPS Operator may determine the proposed DER system should be in a different process track. For proposed DER systems that are moved into a different process track after submittal of the initial application, the difference between the originally submitted processing fee and the current process track's processing fee will be assessed. In addition, the Area EPS Operator may request the Interconnection Customer to provide additional information regarding the proposed DER system.

4.7. Queue Position

The Area EPS Operator shall maintain a single, administrative queue and may manage the queue by geographical region. The queue position of each completed Interconnection Application is used to determine the engineering review. The queue position is also used to determine the cost responsibility for system upgrades necessary to accommodate the interconnection.

An Interconnection Application will retain its queue number even when it is moved into a different process track. An Interconnection Application can lose its queue position if the Interconnection Customer misses timelines in the applicable process track. The Interconnection Customer and Area EPS Operator have the opportunity to request timeline extensions which are explained in detail in Section 10.

4.8. Site Control

Documentation of site control must be submitted with the Interconnection Application. Site control may be demonstrated by any of the following:

- Ownership of, a leasehold interest in, or a right to develop a site for the purpose of constructing the DER system.

- An option to purchase or acquire a leasehold site for constructing the DER system.

- An exclusivity or other business relationship between the Interconnection Customer and the entity having the right to sell, lease, or grant to the Interconnection Customer the right to possess or occupy a site for constructing the DER system.

For DER in the Simplified Process, proof of site control may be demonstrated by the site owner's signature on the Simplified Interconnection Application.

5 Pre-Application Report

5.1. Pre-Application Report Requests

The Interconnection Customer may submit a Pre-Application Report Request, including a non-refundable fee of $300, for a Pre-Application Report on a proposed project at a specific site. The Interconnection Customer must fill out the Pre-Application Request form as completely as possible. The Area EPS Operator shall provide the readily available data listed in Section 5.3 within fifteen (15) Business Days of receipt of a completed request form and payment. The Pre-Application Report produced by the Area EPS Operator is non-binding, does not confer any rights, and does not preclude the Interconnection Customer from any interconnection process steps including submission of the Interconnection Application.

5.2. Information Provided

Using the information provided in the Pre-Application Report Request form, the Area EPS Operator will identify the substation/area bus, bank or circuit likely to serve the proposed PCC. This selection by the Area EPS Operator does not necessarily indicate, after application of the screens and/or study, that this would be the circuit the project ultimately connects to. The Interconnection Customer must request additional Pre-Application Reports if information about multiple PCCs is requested.

The Pre-Application Report will only include existing data. A request for a Pre-Application Report does not obligate the Area EPS Operator to conduct a study or other analysis of the proposed DER in the event that data is not readily available. The Area EPS Operator will provide the Interconnection Customer with the data that is available. The confidentiality provisions in Section 12.1 apply to Pre-Application Reports.

5.3. Pre-Application Report Components

The Pre-Application Report shall include the following pieces of information provided the data currently exists and is readily available.

- Total capacity (in megawatts (MW)) of substation/area bus, bank or circuit based on normal or operating ratings likely to serve the proposed Point of Common Coupling.

- Existing aggregate generation capacity (in MW) interconnected to a substation/area bus, bank or circuit (i.e., amount of generation online) likely to serve the proposed Point of Common Coupling.

- Aggregate queued generation capacity (in MW) for a substation/area bus, bank or circuit (i.e., amount of generation in the queue) likely to serve the proposed Point of Common Coupling.

- Available capacity (in MW) of substation/area bus or bank and circuit likely to serve the proposed Point of Common Coupling (i.e., total capacity less the sum of existing aggregate generation capacity and aggregate queued generation capacity).

- Substation nominal distribution voltage and/or transmission nominal voltage if applicable.

- Nominal distribution circuit voltage at the proposed Point of Common Coupling.

- Approximate circuit distance between the proposed Point of Common Coupling and the substation.

- Relevant line section(s) actual or estimated peak load and minimum load data, including daytime minimum load and absolute minimum load, when available.

- Whether the Point of Common Coupling is located behind a line voltage regulator.
- Number and rating of protective devices and number and type (standard, bi-directional) of voltage regulating devices between the proposed Point of Common Coupling and the substation/area. Identify whether the substation has a load tap changer.

- Number of phases available on the Area EPS medium voltage system at the proposed Point of Common Coupling. If a single phase, distance from the three-phase circuit.

- Limiting conductor ratings from the proposed Point of Common Coupling to the distribution substation.

- Whether the Point of Common Coupling is located on a spot network, grid network, or radial supply.

- Based on the proposed Point of Common Coupling, existing or known constraints such as, but not limited to, electrical dependencies at that location, short circuit interrupting capacity issues, power quality or stability issues on the circuit, capacity constraints, or secondary networks.

6 Capacity of the Distributed Energy Resources

6.1. Existing DER System Expansion

If the Interconnection Application is for an increase in capacity to an existing DER system, the Interconnection Application shall be evaluated on the basis of the total new alternating current (AC) capacity of the DER. The maximum capacity for the DER shall be the aggregate maximum Nameplate Rating unless the conditions in Section 6.3 are met.

6.2. New DER Systems

An Interconnection Application for a DER that includes multiple energy production devices, (i.e. solar and storage), at a site for which the Interconnection Customer seeks a simple Point of Common Coupling, shall be evaluated on the basis of the aggregated maximum Nameplate Rating unless the conditions in Section 6.3 are met.

6.3. Limited Capacity

A DER system may include devices, (i.e. control systems, power relays or other similar device settings), that can limit the maximum capacity at which the DER system can generate into the Area EPS Operator's distribution system. For DER system that include capacity limited devices, the Interconnection Customer must obtain the Area EPS Operator's agreement to consider the DER system with the Nameplate Rating as the limited capacity. The Area EPS Operator's agreement shall not be unreasonably withheld provided proper documentation is provided showing the effective limit active power output will not adversely affect the safety and reliability of the Area EPS Operator's distribution system. If the Area EPS Operator does not agree, the Interconnection Application must be withdrawn or revised to specify the maximum capacity that the DER system is capable of injecting into the Area EPS Operator's distribution system without such limitations. Nothing in this section shall prevent the Area EPS Operator from considering a higher output, (i.e. aggregate Nameplate Rating), if the limitations do not provide adequate assurance, when evaluating the system impacts.

7 Modification to Interconnection Applications

7.1. Procedures

At any time after the Interconnection Application is deemed complete, the Interconnection Customer or the Area EPS Operator may identify modifications to the proposed DER system

that may improve costs and benefits (including reliability) of the proposed DER system and the ability for the Area EPS Operator to accommodate the proposed DER system. The Interconnection Customer shall submit to the Area EPS Operator in writing all proposed modifications to any information provided in the Interconnection Application. The Area EPS Operator cannot unilaterally modify the Interconnection Application.

Additional information regarding modifications to interconnection applications is found in each process track document.

8 Interconnection Agreements

8.1. Timelines

After the Interconnection Application has been approved by the Area EPS Operator, the Area EPS Operator shall provide the Interconnection Customer with an executable Interconnection Agreement within five (5) Business Days. The Interconnection Customer shall have thirty (30) Business Days to sign and return the Interconnection Agreement to the Area EPS Operator. The Area EPS Operator shall sign the Interconnection Agreement within five (5) business days after receiving the signed Interconnection Agreement from the Interconnection Customer.

If the Interconnection Customer fails to return a signed Interconnection Agreement to the Area EPS Operator within thirty (30) Business Days and fails to request an extension as explained in Section 10, the Interconnection Application will be deemed withdrawn.

8.2. Types of Agreements

There are two main types of Interconnection Agreements that may be executed with an approved Interconnection Application. In general, Interconnection Customers with a proposed DER system that qualifies for the Simplified Process track will sign the Area EPS Operator's Uniform Contract for Cogeneration and Small Power Production Facilities (Uniform Contract). Proposed DER systems less than 100 kW that are under the Fast Track process may also sign the Uniform Contract. All other sized DER system will sign the Municipal Minnesota Interconnection Agreement (MMIA). Area EPS Operators who do not purchase the excess generation of the proposed DER system will also require the MMIA to be executed for any size of DER system.

Table 8.1. Interconnection Agreements

Process Track		Interconnection Agreement
Simplified		Uniform Contract
Fast Track	Qualifies for Net Energy Billing	Uniform Contract
	Less than 100 kW & Area EPS Agrees to Purchase Excess Generation	Uniform Contract
	All Other DER systems	MMIA
Study		MMIA

Interconnection Customers may choose to sign the MMIA in lieu of the Uniform Contact. A separate power purchase agreement will also need to be executed if the Uniform Contract is not utilized. Interconnection of the proposed DER system will not occur until a signed Uniform Contract or the MMIA is returned to the Area EPS Operator no later than five (5) days prior to scheduled testing and inspection.

9 Interconnection

9.1. Metering

Any metering requirements necessitated by the use of the DER system shall be installed at the Interconnection Customer's expense. The metering requirement costs will be included in the final invoice of interconnection costs to the Interconnection Customer. The Interconnection Customer is also responsible for metering replacement costs not covered in the Interconnection Customer's general customer charge. The Area EPS Operator may charge Interconnection Customers an ongoing metering-related charge for an estimate of ongoing metering-related costs specifically demonstrated.

9.2. Inspection, Testing and Commissioning

The Interconnection Customer shall arrange for the inspection and testing of the DER system and the Customer's Interconnection Facilities prior to interconnection pursuant to Minnesota Technical Requirements. Commissioning tests of the Interconnection Customer's installed equipment shall be performed pursuant to applicable codes and standards of Minnesota's Technical Requirements and Section 15.

The Interconnection Customer shall notify the Area EPS Operator of testing and inspection no fewer than five (5) Business Days in advance, or as may be agreed to by the Parties. Depending on the process track, either a Certificate of Completion or a testing procedure shall be submitted to the Area EPS Operator prior to the testing and inspection date. The Area EPS Operator shall send qualified personnel to the DER site to inspect the interconnection and witness the testing. Testing and inspection shall occur on a Business Day at a mutually agreed upon time and date. The Area EPS Operator may waive the right to witness the testing.

9.3. Interconnection Costs

The Interconnection Customer shall pay for the actual cost of the Interconnection Facilities and Distribution Upgrades along with the Area EPS Operator's cost to commission the proposed DER system. An estimate of the interconnection costs shall be stated in the Uniform Contract or MMIA.

9.4. Technical Requirements

The Area EPS Operator shall use Reasonable Efforts to provide the Interconnection Customer the Minnesota Technical Requirements by providing the document with the notice of approval

of the interconnection application or by providing a website link to the document. Additionally, the Area EPS Operator shall notify the Interconnection Customer of any changes to these requirements as soon as they are known. Unless notified by the Area EPS Operator, the Interconnection Customer only needs to be in compliance with the current version of the Minnesota Technical Requirements at the time of interconnection.

9.5. Authorization for Parallel Operations

The Interconnection Customer shall not operate its DER system in parallel with the Area EPS Operator's distribution system without prior written authorization from the Area EPS Operator. The Area EPS Operator shall provide such authorization within three (3) Business Days from when the Area EPS Operator receives notification that the Interconnection Customer has complied with all applicable parallel operations requirements; the completion of a successful testing and inspection of the DER system and all payments for issued bills related to the interconnection process that are past due have been paid in full. Such authorization shall not be unreasonably withheld, conditioned or delayed.

10 Extension of Timelines

10.1. Reasonable Efforts

The Area EPS Operator shall make Reasonable Efforts to meet all time frames provided in these procedures. If the Area EPS Operator cannot meet a deadline provided herein, it must notify the Interconnection Customer in writing within three (3) Business Days after the deadline to explain the reason for the failure to meet the deadline and provide an estimated time by which it will complete the applicable interconnection procedure in the process.

10.2. Extensions

For applicable time frames described in these procedures, the Interconnection Customer may request, in writing, one extension equivalent to half of the time originally allotted (e.g., ten (10) Business Days for a twenty (20) Business Days original time frame) which the Area EPS Operator may not unreasonably refuse. No further extensions for the applicable time frame shall be granted absent a Force Majeure Event or other similarly extraordinary circumstance.

11 Disputes

11.1. Procedures

The Parties agree to make good faith efforts to attempt to resolve all disputes arising out of the interconnection process and associated study and Interconnection Agreements. The Parties agree to follow the established dispute resolution policy adopted by the Area EPS Operator.

12 Clauses

12.1. Confidentiality

Confidential Information shall mean any confidential and/or proprietary information provided by one Party to the other Party that is clearly marked or otherwise designated "Confidential." For purposes of these procedures, design, operating specifications, and metering data provided by the Interconnection Customer may be deemed Confidential Information regardless of whether it is clearly marked or otherwise designated as such. If requested by either Party, the other Party shall provide in writing the basis for asserting that the information warrants confidential treatment. Parties providing a Governmental Authority trade secret, or privileged or otherwise not public or nonpublic data under Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, shall identify such data consistent with the Commission's September 1, 1999 Revised Procedures for Handling Trade Secret and Privileged Data available online at: https://mn.gov/puc/puc-documents/#4.

Confidential Information does not include information previously in the public domain with proper authorization, required to be publicly submitted or divulged by Governmental Authorities (after notice to the other Party and after exhausting any opportunity to oppose such publication or release), or necessary to be publicly divulged in an action to enforce these procedures. Each Party receiving Confidential Information shall hold such information in confidence and shall not disclose it to any third party nor to the public without prior written authorization from the Party providing that information, except to fulfill obligations under these procedures, or to fulfill legal or regulatory requirements that could not otherwise be fulfilled by not making the information public.

Each Party shall hold in confidence and shall not disclose Confidential Information, to any person (except employees, officers, representatives and agents, who agree to be bound by this section). Confidential Information shall be clearly marked as such on each page or otherwise affirmatively identified. If a court, government agency or entity with the right, power, and authority to do so, requests or requires either Party, by subpoena, oral disposition, interrogatories, requests for production of documents, administrative order, or otherwise, to disclose Confidential Information, that Party shall provide the other Party with prompt notice of such request(s) or requirements(s) so that the other Party may seek an appropriate protective order or waive compliance with the terms of this Agreement. In the absence of a protective order or waiver the Party shall disclose such confidential information which, in the opinion of its counsel, the party is legally compelled to disclose. Each Party will use reasonable efforts to obtain reliable assurance that confidential treatment will be accorded to any confidential information furnished.

Critical infrastructure information or information that is deemed or otherwise designated by a Party as Critical Energy/Electric Infrastructure Information (CEII) pursuant to FERC regulation, 18 C.F.R. §388.133, as may be amended from time to time, may be subject to further protections for disclosure as required by FERC or FERC regulations or orders and the disclosing

Party's CEII policies. Each Party shall employ at least the same standard of care to protect Confidential Information obtained from the other Party as it employs to protect its own Confidential Information.

Each Party is entitled to equitable relief, by injunction or otherwise, to enforce its rights under this provision to prevent the release of Confidential Information without bond or proof of damages and may seek other remedies available at law or in equity for breach of this provision.

12.2. Non-Warranty

The Area EPS Operator does not give any warranty, expressed or implied, as to the adequacy, safety, or other characteristics of any structures, equipment, wires, appliances or devices owned, operated, installed or maintained by the Interconnection Customer, including without limitation the DER and any structures, equipment, wires, appliances or devices not owned, operated or maintained by the Area EPS Operator. The Area EPS Operator does not guarantee uninterrupted power supply to the DER and will operate the Distribution System with the same reliability standards for the entire customer base.

12.3. Indemnification

Each Party is protected from liability incurred to third parties as a result of carrying out the provisions of this interconnection process and subsequent interconnection agreements. The Parties shall at all times indemnify, defend, and save the other Party harmless from, any and all damages, losses, claims, including claims and actions relating to injury to or death of any person or damage to property, demand, suits, recoveries, costs and expenses, court costs, attorney fees, and all other obligations by or to third parties, arising out of or resulting from the other Party's action or inactions of its obligations under this agreement on behalf of the indemnifying Party, except in cases of gross negligence or intentional wrongdoing by the indemnified Party.

This indemnification obligation shall apply notwithstanding any negligent or intentional acts, errors or omissions of the indemnified Party, but the indemnifying Party's liability to indemnify the indemnified Party shall be reduced in proportion to the percentage by which the indemnified Party's negligent or intentional acts, errors or omissions caused the damages.

Neither Party shall be indemnified for its damages resulting from its sole negligence, intentional acts or willful misconduct. These indemnity provisions shall not be construed to relieve any insurer of its obligation to pay claims consistent with the provisions of a valid insurance policy.

If an indemnified person is entitled to indemnification under this article as a result of a claim by a third party, and the indemnifying Party fails, after notice and reasonable opportunity to proceed under this article, to assume the defense of such claim, such indemnified person may at the expense of the indemnifying Party contest, settle or consent to the entry of any judgment with respect to, or pay in full, such claim.

If an indemnifying party is obligated to indemnify and hold any indemnified person harmless under this article, the amount owing to the indemnified person shall be the amount of such indemnified person's actual loss, net of any insurance or other recovery.

Promptly after receipt by an indemnified person of any claim or notice of the commencement of any action or administrative or legal proceeding or investigation as to which the indemnity provided for in this article may apply, the indemnified person shall notify the indemnifying party of such fact. Any failure of or delay in such notification shall not affect a Party's indemnification obligation unless such failure or delay is materially prejudicial to the indemnifying party.

12.4. Limitation of Liability

Each party's liability to the other party for any loss, cost, claim, injury, liability, or expense, including reasonable attorney's fees, relating to or arising from any act or omission in its performance of this Agreement, shall be limited to the amount of direct damage actually incurred. In no event shall either party be liable to the other party for an indirect, incidental, special, consequential, or punitive damages of any kind whatsoever, except as allowed under in Section 12.3.

13 Glossary

Affected System – Another Area EPS Operator's System, Transmission Owner's Transmission System, or Transmission System connected generation which may be affected by the proposed interconnection.

Applicant Agent – A person designated in writing by the Interconnection Customer to represent or provide information to the Area EPS on the Interconnection Customer's behalf throughout the interconnection process.

Area EPS – The electric power distribution system connected at the Point of Common Coupling.

Area EPS Operator – An entity that owns, controls, or operates the electric power distribution systems that are used for the provision of electric service in Minnesota. For this Interconnection Process the Area EPS Operator is City of Chaska Electric Department.

Business Day – Monday through Friday, excluding Holidays as defined by Minn. Stat. §645.44, Subdivision 5. Any communication to have been sent or received after 4:30 p.m. Central Prevailing Time or on a Saturday, Sunday or holiday shall be considered to have been sent on the next Business Day.

Certified Equipment – Certified equipment is equipment that has been tested by a nationally recognized lab meeting a specific standard. For DER systems, a UL 1741 listing is a common form of DER inverter certification. Additional information is contained in Sections 14 and 15.

Confidential Information – Any confidential and/or proprietary information provided by one Party to the other Party and is clearly marked or otherwise designated "Confidential." All procedures, design, operating specifications, and metering data provided by the Interconnection Customer may be deemed Confidential Information. See Section 12.1 for further information.

Distributed Energy Resource (DER) – A source of electric power that is not directly connected to a bulk power system or central station service. DER includes both generators and energy storage technologies capable of exporting active power to an EPS. An interconnection system or a supplemental DER device that is necessary for compliance with this standard is part of a DER. For the purpose of the Interconnection Process and interconnection agreements, the DER includes the Customer's Interconnection Facilities but shall not include the Area EPS Operator's Interconnection Facilities.

Distribution System – The Area EPS facilities which are not part of the Local EPS, Transmission System or any generation system.

Distribution Upgrades – The additions, modifications, and upgrades to the Distribution System at or beyond the Point of Common Coupling to facilitate interconnection of the DER and render the distribution service necessary to effect the Interconnection Customer's connection to the Distribution System. Distribution Upgrades do not include Interconnection Facilities.

Electric Power System (EPS) – The facilities that deliver electric power to a load.

Fast Track Process – The procedure as described in the Interconnection Process - Fast Track Process for evaluating an Interconnection Application for a DER that meets the eligibility requirements of Section 3.4.

Force Majeure Event – An act of God, labor disturbance, act of the public enemy, war, insurrection, riot, fire, storm or flood, explosion, breakage or accident to machinery or equipment, an order, regulation or restriction imposed by governmental, military or lawfully established civilian authorities, or another cause beyond a Party's control. A Force Majeure Event does not include an act of negligence or intentional wrongdoing.

Good Utility Practice – Any of the practices, methods and acts engaged in or approved by a significant portion of the electric industry during the relevant time period, or any of the practices, methods and act which, in the exercise of reasonable judgment in light of the facts known at the time the decision was made, could have been expected to accomplish the desired result at a reasonable cost consistent with good business practices, reliability, safety and expedition. Good Utility Practice is not intended to be limited to the optimum practice, method, or act to the exclusion of all others, but rather to be acceptable practices, methods, or acts generally accepted in the region.

Governmental Authority – Any federal, state, local or other governmental regulatory or administrative agency, court, commission, department, board, or other governmental subdivision, legislature, rulemaking board, tribunal, or other governmental authority having jurisdiction over the Parties, their respective facilities, or the respective services they provide, and exercising or entitled to exercise any administrative, executive, police, or taxing authority or power; provided, however, that such term does not include the Interconnection Customer, the Area EPS Operator, or any Affiliate thereof. The governing authority of the municipal utility is the authority governing interconnection requirements unless otherwise provided for in the Minnesota Technical Requirements.

Interconnection Agreement – The terms and conditions between the Area EPS Operator and Interconnection Customer (Parties). See Section 8 for when the Uniform Contract or Municipal Minnesota Interconnection Agreement applies.

Interconnection Application – The Standard or Simplified Interconnection Application, as applicable, pursuant to Section 4.

Interconnection Customer – The person or entity, including the Area EPS Operator, who will be the owner of the DER and who proposes to interconnect a DER(s) with the Area EPS Operator's Distribution System. The Interconnection Customer is responsible for ensuring the DER(s) is designed, operated and maintained in compliance with the Minnesota Technical Requirements.

Interconnection Facilities – The Area EPS Operator's Interconnection Facilities and the Interconnection Customer's Interconnection Facilities. Collectively, Interconnection Facilities include all facilities and equipment between the DER and the Point of Common Coupling, including any modification, additions or upgrades that are necessary to physically and electrically interconnect the DER to the Area EPS Operator's System. Some examples of Customer Interconnection Facilities include supplemental DER devices, inverters, and associated wiring and cables up to the Point of DER Connection. Some examples of Area EPS Operator Interconnection Facilities include sole use facilities; such as, line extensions, controls, relays, switches, breakers, transformers and shall not include Distribution Upgrades or Network Upgrades.

Interconnection Process – The Area EPS Operator's interconnection standards in this document.

Material Modification – A modification to machine data, equipment configuration or to the interconnection site of the DER at any time after receiving notification by the Area EPS Operator of a complete Interconnection Application that has a material impact on the cost, timing, or design of any Interconnection Facilities or Upgrades, or a material impact on the cost, timing or design of any Interconnection Application with a later Queue Position or the safety or reliability of the Area EPS.[6]

MN Technical Requirements – The term including all of the DER technical interconnection requirement documents for the state of Minnesota; including Attachment 2 Distributed Generation Interconnection Requirements established in the Commission's September 28, 2004 Order in E-999/CI-01-1023) until superseded and upon Commission approval of updated Minnesota DER Technical Interconnection and Interoperability Requirements in E-999/CI-16-521.

Nameplate Rating – nominal voltage (V), current (A), maximum active power (kWac), apparent power (kVA), and reactive power (kVar) at which a DER is capable of sustained operation. For a Local EPS with multiple DER units, the aggregate nameplate rating is equal to the sum of all DERs nameplate rating in the Local EPS. For purposes of the Attachment V in the Interconnection Agreement, the DER system's capacity may, with the Area EPS's agreement, be limited thought use of control systems, power relays or similar device settings or adjustments as identified in IEEE 1547. The nameplate ratings referenced in the Interconnection Process are alternating current nameplate DER ratings at the Point of DER Coupling.

Network Upgrades – Additions, modifications, and upgrades to the Transmission System required at or beyond the point at which the DER interconnects with the Area EPS Operator's System to accommodate the interconnection with the DER to the Area EPS Operator's System. Network Upgrades do not include Distribution Upgrades.

Operating Requirements – Any operating and technical requirements that may be applicable due to the Transmission Provider's technical requirements or Minnesota Technical Requirements, including those set forth in the Interconnection Agreement.

Party or Parties – The Area EPS Operator and the Interconnection Customer.

Point of Common Coupling (PCC) – The point where the Interconnection Facilities connect with the Area EPS Operator's Distribution System. See figure 1. Equivalent, in most cases, to "service point" as

[6] A Material Modification shall include, but may not be limited to, a modification from the approved Interconnection Application that: (1) changes the physical location of the point of common coupling such that it is likely to have an impact on technical review; (2) increases the nameplate rating or output characteristics of the Distributed Energy Resource; (3) changes or replaces generating equipment, such as generator(s), inverter(s), transformers, relaying, controls, etc., and substitutes equipment that is not like-kind substitution in certification, size, ratings, impedances, efficiencies or capabilities of the equipment; (4) changes transformer connection(s) or grounding; and/or (5) changes to a certified inverter with different specifications or different inverter control settings or configuration. A Material Modification shall not include a modification from the approved Interconnection Application that: (1) changes the ownership of a Distributed Energy Resource; (2) changes the address of the Distributed Energy Resource, so long as the physical point of common coupling remains the same; (3) changes or replaces generating equipment such as generator(s), inverter(s), solar panel(s), transformers, relaying, controls, etc. and substitutes equipment that is a like-kind substitution in certification, size, ratings, impedances, efficiencies or capabilities of the equipment; and/or (4) increases the DC/AC ratio but does not increase the maximum AC output capability of the Distributed Energy Resource in a way that is likely to have an impact on technical review.

specified by the Area EPS Operator and described in the National Electrical Code and the National Electrical Safety Code.

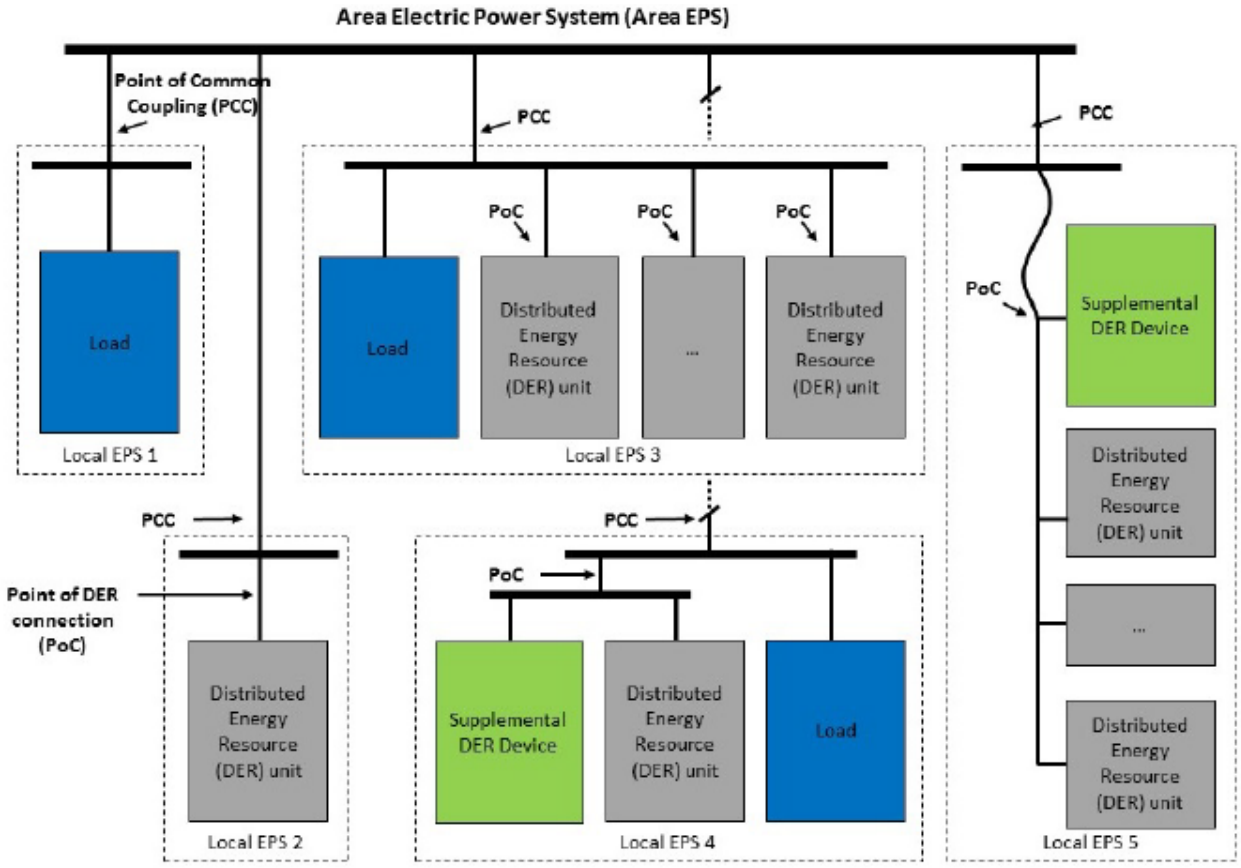


Figure 1: Point of Common Coupling and Point of DER Connection (Source: IEEE 1547)

Point of DER Connection (PoC) – When identified as the Reference Point of Applicability, the point where an individual DER is electrically connected in a Local EPS and meets the requirements of this standard exclusive of any load present in the respective part of the Local EPS (e.g. terminals of the inverter when no supplemental DER device is required). For DER unit(s) that are not self-sufficient to meet the requirements without a supplemental DER device(s), the Point of DER Connection is the point where the requirements of this standard are met by DER in conjunction with a supplemental DER device(s) exclusive of any load present in the respective part of the Local EPS.

Queue Position – The order of a valid Interconnection Application, relative to all other pending valid Interconnection Applications, that is established based upon the date- and time- of receipt of the complete Interconnection Application as described in Section 4.7.

Reasonable Efforts – With respect to an action required to be attempted or taken by a Party under these procedures, efforts that are timely and consistent with Good Utility Practice and are otherwise substantially equivalent to those a Party would use to protect its own interests.

Reference Point of Applicability – The location, either the Point of Common Coupling or the Point of DER Connection, where the interconnection and interoperability performance requirements specified in IEEE 1547 apply. With mutual agreement, the Area EPS Operator and Customer may determine a point between the Point of Common Coupling and Point of DER Connection. See Minnesota Technical Requirements for more information.

Simplified Process – The procedure for evaluating an Interconnection Application for a certified inverter-based DER no larger than 20 kW that uses the screens described in the Interconnection Process – Simplified Process document. The Simplified Process includes simplified procedures.

Study Process – The procedure for evaluating an Interconnection Application that includes the scoping meeting, system impact study, and facilities study.

Transmission Owner – The entity that owns, leases or otherwise possesses an interest in the portion of the Transmission System relevant to the Interconnection.

Transmission Provider – The entity (or its designated agent) that owns, leases, controls, or operates transmission facilities used for the transmission of electricity. The term Transmission Provider includes the Transmission Owner when the Transmission Owner is separate from the Transmission Provider. The Transmission Provider may include the Independent System Operator or Regional Transmission Operator.

Transmission System – The facilities owned, leased, controlled or operated by the Transmission Provider or the Transmission Owner that are used to provide transmission service. See the Commission's July 26, 2000 Order Adopting Boundary Guidelines for Distinguishing Transmission from Generation and Distribution Assets in Docket No. E-999/CI-99-1261.

Uniform Contract – the Area EPS Operator's Agreement for Cogeneration and Small Power Production Facilities (Uniform Contract) that may be applied to all qualifying new and existing interconnections between the Area EPS Operator and a DER system having capacity less than 40 kilowatts.

Upgrades – The required additions and modifications to the Area EPS Operator's Transmission or Distribution System at or beyond the Point of Interconnection. Upgrades may be Network Upgrades or Distribution Upgrades. Upgrades do not include Interconnection Facilities.

14 Certification of DER Equipment

Distributed Energy Resource (DER) equipment proposed for use in an interconnection system shall be considered certified for interconnected operation if the following criteria is met:

1) It has been tested in accordance with industry standards for continuous utility interactive operation in compliance with the appropriate codes and standards referenced below by any Nationally Recognized Testing Laboratory (NRTL) recognized by the United States Occupational Safety and Health Administration to test and certify interconnection equipment pursuant to the relevant codes and standards listed in the Overview Process,

2) It has been labeled and is publicly listed by such NRTL at the time of the interconnection application, and

3) Such NRTL makes readily available for verification all test standards and procedures it utilized in performing such equipment certification, and, with consumer approval, the test data itself. The NRTL may make such information available on its website and by encouraging such information to be included in the manufacturer's literature accompanying the equipment.

The Interconnection Customer must verify that the assembly and use of the equipment falls within the use or uses for which the equipment was tested, labeled, and listed by the NRTL.

Certified equipment shall not require further type-test review, testing, or additional equipment to meet the requirements of this interconnection procedure; however, nothing herein shall preclude the need for a DER Design Evaluation or an on-site commissioning test by the parties to the interconnection as provided for in the Minnesota Technical Requirements.

If the certified equipment package includes only interface components (switchgear, inverters, or other interface devices), then an Interconnection Customer must show that the generator or other electric source being utilized with the equipment package is compatible with the equipment package and is consistent with the testing and listing specified for this type of interconnection equipment.

Provided the generator or electric source, when combined with the equipment package, is within the range of capabilities for which it was tested by the NRTL and does not violate the interface components' labeling and listing performed by the NRTL, no further type-test review, testing or additional equipment on the customer side of the Point of Common Coupling shall be required to be considered certified for the purposes of this interconnection procedure; however, nothing herein shall preclude the need for a DER design evaluation or an on-site commissioning test by the parties to the interconnection as provided for in the Minnesota Technical Requirements.

An equipment package does not include equipment provided by the Area EPS.

15 Certification Codes and Standards

The existing Minnesota Technical Requirements and the following standards shall be used in conjunction with the Interconnection Process. The process has started to update the Technical Requirements to meet IEEE 1547-2018. Once that process is completed, the updated DER Technical Interconnection and Interoperability Requirements will supersede this section.

When the stated version of the following standards is superseded by an approved revision then that revision shall apply:

IEEE 1547-2003 IEEE Standard for Interconnecting Distributed Resources with Electric Power Systems

IEEE 1547a-2014 IEEE Standard for Interconnecting Distributed Resources with Electric Power Systems – Amendment 1

IEEE 1547.1-2005 IEEE Standard Conformance Test Procedures for Equipment Interconnecting Distributed Resources with Electric Power Systems

IEEE 1547.1a-2015 (Amendment to IEEE Std 1547.1-2005) IEEE Standard Conformance Test Procedures for Equipment Interconnecting Distributed Resources with Electric Power Systems – Amendment 1

UL 1741 Inverters, Converters, Controllers, and Interconnection System Equipment for Use in Distributed Energy Resources (2010)

NFPA 70 (2017), National Electrical Code

IEEE Std C37.90.1 (2012) (Revision of IEEE Std C37.90.1-2002), IEEE Standard for Surge Withstand Capability (SWC) Tests for Protective Relays and Relay Systems Associated with Electric Power Apparatus

IEEE Std C37.90.2 (2004) (Revision of IEEE Std C37.90.2-1995), IEEE Standard for Withstand Capability of Relay Systems to Radiated Electromagnetic Interference from Transceivers

IEEE Std C37.108-20021989 (Revision of C37.108-19892002), IEEE Guide for the Protection of Network Transformers

IEEE Std C57.12.44-2014 (Revision of IEEE Std C57.12.44-2005), IEEE Standard Requirements for Secondary Network Protectors

IEEE Std C62.41.2-2002, IEEE Recommended Practice on Characterization of Surges in Low-Voltage (1000 V and Less) AC Power Circuits

IEEE Std C62.41.2-2002_Cor 1-2012 (Corrigendum to IEEE Std C62.41.2-2002) – IEEE Recommended Practice on Characterization of Surges in Low-Voltage (1000 V and Less) AC Power Circuits Corrigendum 1: Deletion of Table A.2 and Associated Text

IEEE Std C62.45-2002 (Revision of IEEE Std C62.45-1992) – IEEE Recommended Practice on Surge Testing for Equipment Connected to Low-Voltage (1000 V and less) AC Power Circuits

ANSI C84.1-(2016) Electric Power Systems and Equipment – Voltage Ratings (60 Hertz)

IEEE Standards Dictionary Online, [Online]

NEMA MG 1-2016, Motors and Generators

IEEE Std 519-2014, IEEE Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems

Qualifying Facilities that qualify and select the Simultaneous Purchase and Sale or Time-of-Day rates for compensation for all generation shall be compensated by Utility as detailed in Parts N and O of the Utility's Rules Governing the Interconnection of Cogeneration and Small Power Production Facilities. Compensation will be based on the rates as follows:

	Energy ($/kWh)	**Capacity ($/kWh)**	**REC ($/kWh)**
Summer Months (June-September)			
OnPeak	$0.0337	$0	$0
Off Peak	$0.0235	$0	$0
All Hours	$0.0282	$0	$0
Winter Months (October-May)			
OnPeak	$0.0309	$0	$0
Off Peak	$0.0232	$0	$0
All Hours	$0.0268	$0	$0
Annual (January-December)	$0.0273	$0	$0

REQUEST FOR ACTION
CHASKA CITY COUNCIL
January 24, 2022

Subject: **Disposition of Excess Property Near Highwood Drive**

Prepared By: Nate Kabat, Community Development Director

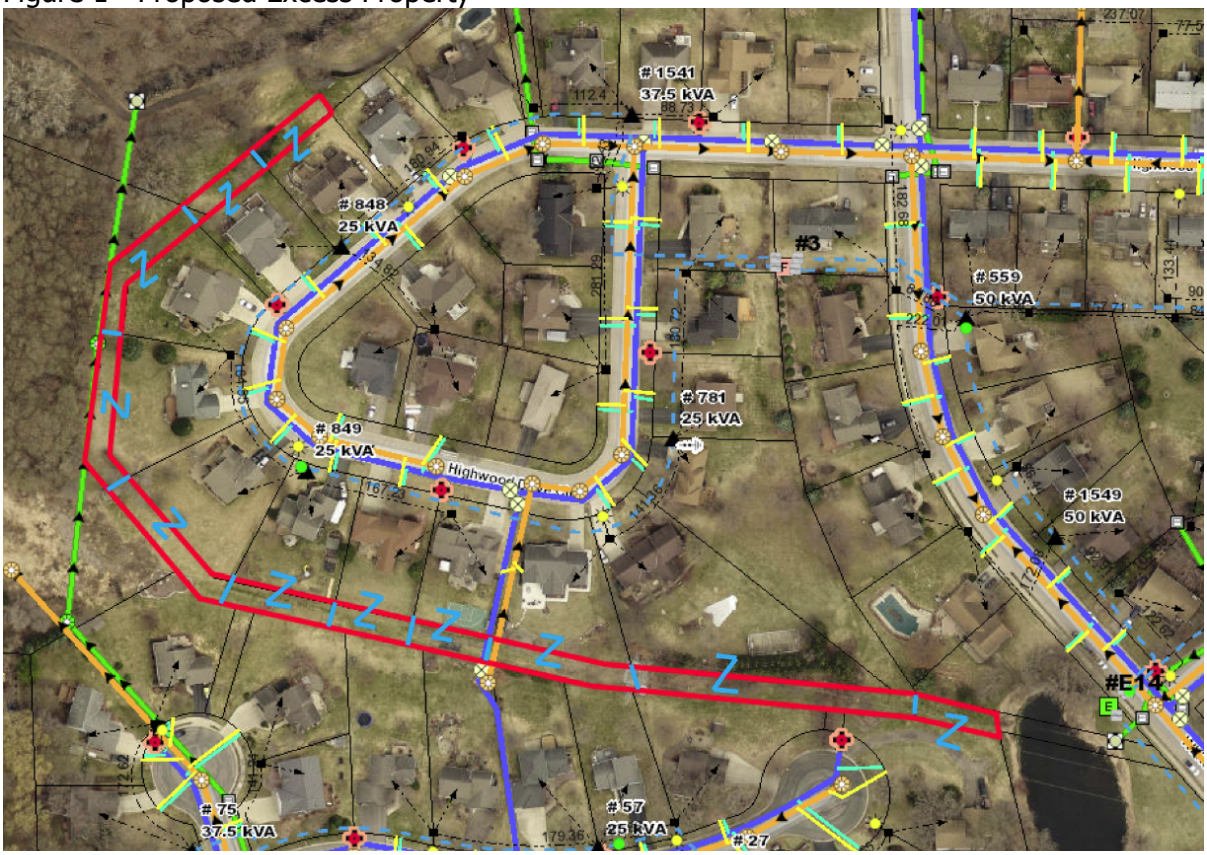
Background
The City is in receipt of a request to consider a strip of city owned land excess, so that the adjacent property owners may purchase it from the City and add onto their lots.

The property is generally located west and south of Highwood Drive (just north of Engler Boulevard) and consists of PID 306860160, PID 305800280, PID 305800290, and PID 305800240. The area outlined in red in Figure 1 is the area in question and the blue lot line extenders show how the excess property would be divided and the blue connectors show to whom it would be combined with (based on which plat the respective outlots came from).

The Parks and Recreation Director and the Public Works Director have reviewed the request and have confirmed that there are no plans to use this area as a trail connection. Necessary utility access was identified in limited areas which would be preserved through easements should the property be sold.

At its December 20, 2021 meeting, the City Council approved a motion requesting to the Planning Commission to declare that the property is excess City property, which is necessary for the property to be sold as proposed in Figure 1. Planning Commission reviewed this request at its January 12, 2022 and provided a recommendation to approve the sale of the property in question. Staff is now bringing this recommendation back to City Council to request authorization to proceed to work with the adjacent property owners on the purchase of the excess property.

Figure 1 - Proposed Excess Property



Recommendation

Community Development staff have reviewed this request with Parks and Recreation staff and with Public Works staff to determine this property is not needed for City purposes and sale would not be inconsistent with goals set by the Comprehensive Plan. Neighbors have expressed interest in purchasing the excess property. Planning Commission has reviewed and provided their recommendation to proceed. Therefore, staff recommends proceeding to declare the property described as excess and recommend approval of sale to the City Council.

PLANNING COMMISSION ACTION REQUESTED

Motion to authorizing the Mayor and City Administrator to execute the sale and necessary subdivision of excess City property at PID 306860160, PID 305800280, PID 305800290, and PID 305800240 generally located west and south of Highwood Drive as described in Figure 1.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **Del Webb at Chaska 2nd Addition (fka Pinnacle) – Final Plat**

Applicant: Pulte Homes

Location: West of Highway 41 and south of Highland Drive

Case No.: 2022-08

Synopsis: Applicant seeks to obtain approval of a 179-lot final plat for Del Webb at Chaska

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

The Concept Plan for Del Webb was approved in September 2018. The preliminary plat was approved in March and June of 2020. A Negative Declaration for an EIS was approved in June of 2020. It should be noted that in March of 2020 a Site Alteration Permit (SAP) was approved by the Heritage Preservation Commission (HPC) for the Hammers Saloon building located at the NE intersection of Cardinal Street and the new Del Webb Parkway. The SAP entailed renovating the structure, but was also contingent on a certain timeline and work to be done to line up with construction of Del Webb; if timing wasn't secured then the building would be demolished. The invested party was unable to secure financing for the project and the building was ultimately demolished in December 2020. A memorial plaque of the building and overlook area will now be added to the former site of the building.

In July of 2020, the Final Plat for the first phase was approved for 92 lots. Tonight, we are looking at the Final Plat for the remaining lots of Del Webb.

CURRENT PROPOSAL

The 179-lot final plat proposal on approximately 50-acres of property is located west of Highway 41 and south of Highland Drive. This new addition will essentially be an extension off of the existing Victoria Pointe development on Moers Drive and Liberty Heights Drive. Again, this will be a new development and not a part of the Victoria Pointe development.

The 179 lots proposed are for new detached villa lots.

Adjacent properties

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

Land Use

The proposed 179 lots have varying lot sizes; 44 feet wide lots, 50 feet wide lots (optional basements), and 60 feet wide lots (basements and 3-car garages). Minimum setbacks are

proposed to be front setback of 25 feet, side setback of 5 feet, corner lot side setback of 15 feet and rear yard setback of 20 feet.

Layout
The available access points for the property are Moers Drive to the northwest, Liberty Heights Drive to the north, and Cardinal Street to the northeast. These roads will be extended or re-aligned in some fashion to provide access into the development. An additional right-in access point has been constructed off of Highway 41 to provide stronger access to the development. This additional access (known as Del Webb Parkway) acts as the main entrance to the development providing an arrival drive with landscaping in the median that leads drivers directly from the main entrance to the amenity center. The amenity center was approved with the first phase of development, and will include a fitness center, social lounge and activity room(s). It will also provide an outdoor pool, fire pit gathering area, pickleball courts and bocce ball courts.

The model homes have been constructed just south of the recreation/amenity center, which will showcase the three different villas (44' wide, 50' wide and 60' wide). The 44' wide lots will be situated mainly in the center of the development; the 50' wide lots will be situated mainly around the internal edges of the site; and the 60' wide lots will be mainly situated around the south and west perimeters of the site to take advantage of the bluff vistas.

Transportation/ROW
The Final Plan proposes to provide for a network of internal residential roadways with connectivity to existing roadways. Cardinal Street has been realigned with the first phase of the plat and will essentially connect to the main entrance drive into the development. This realignment was necessary to accommodate the new entrance into the development due to the extremely steep grades. An item of note is that there is one looping street provided near the main entrance that will access 6 lots pm the street named Hammers Court. This street is designed to be a one-way, providing ingress at its easterly point and egress at its westerly point; a right-out only turning movement will be provided at the egress to connect into the grand entrance drive. This one-way movement was intentionally done to provide for adequate and safe movements.

There is a new right-in access constructed on Highway 41, which provides a main entrance into the development.

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

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

Stormwater
Stormwater ponding exists on the south side of the site. More ponding is proposed as a part of this plan showing expansion of the existing pond, and additional ponding on the northeasterly

areas of the site. Ponding access is shown via trails. The south pond can be accessed via the Mount Pleasant Cemetery driveway to the east. Stormwater ponding will have to meet all applicable agencies, including but not limited to, Carver County WMO, MnDNR, Corps of Engineers, and City of Chaska

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

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

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

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

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

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

The homes planned on the 50' wide lots will be 40 feet wide and range in size from 1,680-1,960 square feet (excluding basements). These homes are typically the largest selling product line in the active adult neighborhoods. They typically have two bedrooms and two-car garages. This product will also offer many options such as a third bedroom, a bonus room, and/or a finished basement. These will value from the mid $300k's to the mid $400k's.

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

Anti-Monotony Compliance & Analysis

Because the developer is not planning to build all the same product and exterior, City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires LP Smartside (or similar material) be used on all front elevations, maximum 65% garage width ratio, maximum garage protrusion to not exceed 12 feet from the front wall of the home, 4-inch window trim on all windows, and 360 degree architecture be incorporated on corner lots and lots whose sides are visible from public rights of way or across from open spaces.

The Developer plans to adhere to the City's anti-monotony code as noted above with the exception to LP Smartside. The development is not proposing to incorporate LP Smartside (or cementitious siding) on the front elevation, where in other anti-monotony areas this has been required. Instead the fronts of each home will be incorporating three different materials/patterns, which would include cultured stone, and two different patterns of siding. Staff is amenable to this change as the level of articulation and quality is being met. The reason LP Smartside is required on front elevations in other developments is due to the quality and look it provides. The proposal to have cultured stone on all the homes' fronts in addition to two other siding patterns will create a very qualitative and articulative look.

The following lots were subject to 360 degree architecture per the preliminary plat drawing of the full development approved June 1, 2020:

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

The following lots will be subject to 360 degree architecture per the final plat drawing for Del Webb 2nd Addition:

- Lot 9, Block 1
- Lot 12, Block 2
- Lots 1, 14, 15, 34, 38 and 48, Block 3
- Lots 2 and 17, Block 4
- Lots 1 and 4, Block 5
- Lot 7, Block 6
- Lots 1, 8, 9, and 15, Block 7
- Lot 9, Block 9
- Lots 1 and 9, Block 10

- Lots 1 and 11, Block 11
- Lot 1, Block 12
- Lots 1 and 6, Block 13

Trails, Sidewalks & Access into the Bluff Areas
The developer is showing private trails in portions of the development around the stormwater ponds, and one on the south side to connect to an overlook. At three private trailhead locations, the development is also planning mini parks that are intended to be small, convenient social gathering places. They anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping.

The plan is proposing to include sidewalks on both sides of the street. One area that did not incorporate sidewalks is around Cardinal Circle (the one way looping street at the entrance of the development). This area was considered similar to other bulbs of cul de sacs and thus doesn't require sidewalks around them.

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

Screening, Landscaping & Tree Preservation
The main entrance and arrival drive have a large amount of landscaping to deliver a resort-like experience. This includes greenery as well as color in the form of perennials and ornamental trees. Another key aspect of the landscape plan is the landscape buffers in key locations adjacent to existing homes and adjacent to the new homes along the arrival drive.

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

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

Parkland
The final plan does not incorporate any public park space. This was due in part to the feedback received from the Park Board and Parks Department seeing that there was no need for the expansion of Moers Park, and the expansion to Veterans Park on the south side of the site

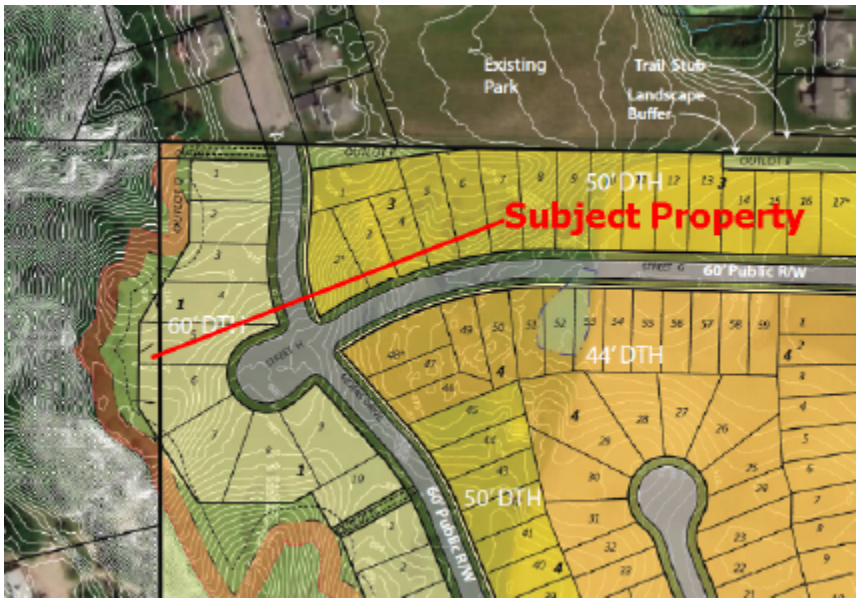
would be problematic due to extreme grades and the proximity of an archery range. The one exception is that the development is showing additional access into Moers Park at its southwest corner, and an expansion to its existing access on its southeast corner. It would appear that those expansion areas could satisfy some park dedication. It should be noted that the southwest corner access should maintain at least 20 feet of opening through this outlot.

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

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

City Parcel

In 2018, the City of Chaska purchased the property at 3690 Creek Road from the Bontrager's (PID - 300055000) which contains 6.37 acres for a total purchase price of $83,700. Most of the property is wooded steep slopes and Chaska Creek; however, the property contained a small pole barn (off of Creek Road) that the city is using for storage purposes, and on the easternmost edge of the property exists slightly more than .1 acres of developable land adjacent to the Del Webb development (noted as Outlot P in the Final Plat of Del Webb at Chaska). When the city purchased the land it was made clear the easternmost edge of the property contains developable property and that the city would sell that portion of the property for low density residential development and to put this property back on the tax rolls.



Pursuant to Mn State Statutes the Planning Commission has made a finding that the sale of the property would be consistent with the Comprehensive Plan. The 2040 Comprehensive Plan designates this portion of the property for Low Density Residential development. The proposed utilization of this property would be for single family residential development that is consistent with that designation.

The developer of the Del Webb project (Pulte) has offered to purchase the developable portion of the city property for the same purchase price that they are buying the Hammer property. Given that the small piece of city land is in a future phase of the development, the purchase price will have a price escalator that is based on the closing date. The City Attorney and the attorney for the developer will draft the deeds for the purchase.

The City joins in the Plat as the Owner of Outlot P and has already approved the split of the underlying Parcel (at the July 20, 2020 City Council meeting) owned by the City to create Outlot P and agrees to convey Outlot P to Pulte Homes of Minnesota, LLC ("Pulte") by Quit Claim Deed at such time as Pulte plats individual residential lots on the portion of Outlot B directly to the east of Outlot P and proposes to incorporate Outlot P into such residential lots for the following consideration:

Acquisition During	**Price**
2020	$10,841.00
2021	$11,112.00
2022	$11,390.00
2023	$11,959.00
2024	$12,557.00

If Pulte has not met the criteria for the acquisition and actually acquired Outlot P by December 31, 2024, its rights to acquire such Outlot are terminated. Pulte is solely responsible for all investigation, costs and expenses relating to the acquisition of Outlot P and the City makes no representations or warranties as to the condition of Outlot P other than the City having marketable title. The sale of the property shall occur prior to recording the final plat for Del Webb at Chaska 2nd Addition.

Signage
The developer has constructed two monument signs at the grand entrance drive off of Highway 41. They have also constructed secondary signs near the intersection of Cardinal Street and the grand entrance drive as well as the entrance of the amenity center.

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

1. Snow removal -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
2. Lawn service – This includes regular mowing, treatments, and leaf removal services.
3. Amenity center – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.
4. Facilitation coordinator – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips

and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.

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

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

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

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

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

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

Development Costs (Infrastructure Improvements)

Some development area fees are the following:

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

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

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

Final Plat

The request this evening is for final plat of 179 lots for new detached villa lots. The outlots are as follows:

a. Outlot A: access to the unbuildable bluff area, to be owned by the HOA
b. Outlot B: unbuildable bluff area, to be owned by the City of Chaska
c. Outlot C: unbuildable bluff area to be owned by the City of Chaska

d. Outlot D: access to the unbuildable bluff area, to be owned by the HOA
e. Outlot E: access to Moers Park, to be owned by the City of Chaska
f. Outlot F: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over pond
g. Outlot G: Private Open Space to be owned by the HOA
h. Outlot H: Private Open Space to be owned by the HOA
i. Outlot I: unbuildable bluff area, to be owned by the City of Chaska
j. Outlot J: Private Open Space to be owned by the HOA
k. Outlot K: Private Open Space to be owned by the HOA
l. Outlot L: unbuildable bluff area, to be owned by the City of Chaska
m. Outlot M: Private Open Space to be owned by the HOA
n. Outlot N: access to Moers Park, to be owned by the City of Chaska

Deadline for Agency Actions
The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 5, 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 *Wednesday, April 6, 2022*. The City may with the petitioners consent extend the review period beyond the Wednesday, April 6, 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 01/12/2022:
Motion to recommend to City Council approval of the Del Webb at Chaska 2nd Addition Final Plat for a 179-lot subdivision on 50 acres of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Del Webb at Chaska 2nd Addition (pgs 1-7), prepared by Westwood, undated
    b. Grading Drainage & Erosion Control – Overall, prepared by Westwood, dated December 22, 2021
    c. Grading Drainage & Erosion Control (pgs 03-07), prepared by Westwood, dated December 22, 2021
    d. Existing Ravine Improvements Plan and Profile (pg 08), prepared by Westwood, dated December 22, 2021
    e. Existing Ravine Improvements Details (pg 09), prepared by Westwood, dated December 22, 2021
    f. Topsoil Management Plan (pg 10), prepared by Westwood, dated December 22, 2021
    g. Typical Street Sections (pg 11), prepared by Westwood, dated December 22, 2021
    h. Typical Lot Sections (pg 12), prepared by Westwood, dated December 22, 2021
    i. Street Profiles (pgs 13-14), prepared by Westwood, dated December 22, 2021
    j. Details (pgs 15-17), prepared by Westwood, dated December 22, 2021
    k. Tree Preservation Plan – Overall (pg 18), prepared by Westwood, dated December 22, 2021
    l. Tree Preservation Plan (pgs 19-23), prepared by Westwood, dated December 22, 2021
    m. Tree Inventory (pg 24), prepared by Westwood, dated December 22, 2021
    n. Land Development Erosion Control Plan (pg 25), prepared by Westwood, dated December 22, 2021
    o. Home Construction Erosion Control Plan (pg 26), prepared by Westwood, dated December 22, 2021
    p. Home Construction Erosion Control Details (pg 27), prepared by Westwood, dated December 22, 2021
    q. Landscape Plan (pgs 1-16), prepared by Westwood, dated April 1, 2021
    r. Overall Plan (pg 2 of 33), prepared by Westwood, dated November 8, 2021
    s. Striping and Signage (pg 3 of 33), prepared by Westwood, dated November 8, 2021
    t. Sanitary Sewer and Watermain Plan (pgs 4-10 of 33), prepared by Westwood, dated November 8, 2021

u. Storm Sewer and Street Construction Plan (pgs 11-17 of 33), prepared by Westwood, dated November 8, 2021
v. Backyard Storm Sewer (pgs 18-20 of 33), prepared by Westwood, dated November 8, 2021
w. Intersection Details (pgs 21-24 of 33), prepared by Westwood, dated November 8, 2021
x. Typical Street Section (pg 25 of 33), prepared by Westwood, dated November 8, 2021
y. Details (pgs 26-33), prepared by Westwood, dated November 8, 2021

2. Adherence with the City Engineer's Memo dated January 6, 2022.
3. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision of sidewalks on both sides of all local streets up to the bulb of cul de sacs.
6. Adherence to the following building setbacks:
    a. Front (house): 25 feet
    b. Rear: 20 feet
    c. Side: 5 feet
    d. Side (corner): 15 feet
7. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
8. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
9. 30 foot buffer for the wetlands being preserved.
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision that adequate maintenance accesses are provided for the stormwater ponds.
12. Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.
13. Urbanized drainage should be avoided to directly discharge to the bluff or ravine, and reviewed and approved by the City Engineer prior to issuance of a grading permit.
14. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
15. Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.
16. Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.
17. Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.
18. Provision that no garage shall protrude in excess of twelve feet beyond the front wall of the house.
19. Provision that 4 inch window trim is used on all windows.
20. Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more specifically for these lots as seen in the final plat of Del Webb at Chaska 2nd Addition:
    - Lot 9, Block 1
    - Lot 12, Block 2
    - Lots 1, 14, 15, 34, 38 and 48, Block 3
    - Lots 2 and 17, Block 4
    - Lots 1 and 4, Block 5

- Lot 7, Block 6
- Lots 1, 8, 9, and 15, Block 7
- Lot 9, Block 9
- Lots 1 and 9, Block 10
- Lots 1 and 11, Block 11
- Lot 1, Block 12
- Lots 1 and 6, Block 13

21. Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.
22. Tree Preservation to be consistent with the Tree Preservation Plan.
23. Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.
24. Parkland credit will be given for the small slivers of land dedicated to Moers Park.
25. Parkland fees will be required for remainder of park dedication requirement.
26. Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1, and a Purchase Agreement to be executed prior to Final Plat recording.
27. HOA maintenance responsibilities consistent with the items noted in the 'HOA Maintenance' section of this report.
28. Trail credit will not be given for any proposed trails.
29. Trail fees will be required.
30. Provision that Lot 1, Block 1 of Del Webb at Chaska be changed to an outlot, and to be revised on the Del Webb at Chaska 2nd Addition final plat prior to its recording.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-12 approving the Final Plat for Del Webb at Chaska 2nd Addition (PC #2022-08).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-12

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Final Plat for Del Webb at Chaska 2nd Addition/Pulte Homes/PC #2022-08

WHEREAS, the 179-lot final plat proposal on approximately 50-acres of property is located west of Highway 41 and south of Highland Drive; and

WHEREAS, the proposed 179 lots have varying lot sizes; 44 feet wide lots, 50 feet wide lots (optional basements), and 60 feet wide lots (basements and 3-car garages); and

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

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

WHEREAS, the request this evening is for final plat of 179 lots for new detached villa lots, and the outlots are as follows:

a. Outlot A: access to the unbuildable bluff area, to be owned by the HOA
b. Outlot B: unbuildable bluff area, to be owned by the City of Chaska
c. Outlot C: unbuildable bluff area to be owned by the City of Chaska
d. Outlot D: access to the unbuildable bluff area, to be owned by the HOA
e. Outlot E: access to Moers Park, to be owned by the City of Chaska
f. Outlot F: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over pond
g. Outlot G: Private Open Space to be owned by the HOA
h. Outlot H: Private Open Space to be owned by the HOA
i. Outlot I: unbuildable bluff area, to be owned by the City of Chaska
j. Outlot J: Private Open Space to be owned by the HOA
k. Outlot K: Private Open Space to be owned by the HOA
l. Outlot L: unbuildable bluff area, to be owned by the City of Chaska
m. Outlot M: Private Open Space to be owned by the HOA
n. Outlot N: access to Moers Park, to be owned by the City of Chaska; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Final Plat for Del Webb at Chaska 2nd Addition (PC#2022-08); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Final Plat for Del Webb at Chaska 2nd Addition (PC#2022-08), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Del Webb at Chaska 2nd Addition (pgs 1-7), prepared by Westwood, undated
    b. Grading Drainage & Erosion Control – Overall, prepared by Westwood, dated December 22, 2021
    c. Grading Drainage & Erosion Control (pgs 03-07), prepared by Westwood, dated December 22, 2021

d. Existing Ravine Improvements Plan and Profile (pg 08), prepared by Westwood, dated December 22, 2021
e. Existing Ravine Improvements Details (pg 09), prepared by Westwood, dated December 22, 2021
f. Topsoil Management Plan (pg 10), prepared by Westwood, dated December 22, 2021
g. Typical Street Sections (pg 11), prepared by Westwood, dated December 22, 2021
h. Typical Lot Sections (pg 12), prepared by Westwood, dated December 22, 2021
i. Street Profiles (pgs 13-14), prepared by Westwood, dated December 22, 2021
j. Details (pgs 15-17), prepared by Westwood, dated December 22, 2021
k. Tree Preservation Plan – Overall (pg 18), prepared by Westwood, dated December 22, 2021
l. Tree Preservation Plan (pgs 19-23), prepared by Westwood, dated December 22, 2021
m. Tree Inventory (pg 24), prepared by Westwood, dated December 22, 2021
n. Land Development Erosion Control Plan (pg 25), prepared by Westwood, dated December 22, 2021
o. Home Construction Erosion Control Plan (pg 26), prepared by Westwood, dated December 22, 2021
p. Home Construction Erosion Control Details (pg 27), prepared by Westwood, dated December 22, 2021
q. Landscape Plan (pgs 1-16), prepared by Westwood, dated April 1, 2021
r. Overall Plan (pg 2 of 33), prepared by Westwood, dated November 8, 2021
s. Striping and Signage (pg 3 of 33), prepared by Westwood, dated November 8, 2021
t. Sanitary Sewer and Watermain Plan (pgs 4-10 of 33), prepared by Westwood, dated November 8, 2021
u. Storm Sewer and Street Construction Plan (pgs 11-17 of 33), prepared by Westwood, dated November 8, 2021
v. Backyard Storm Sewer (pgs 18-20 of 33), prepared by Westwood, dated November 8, 2021
w. Intersection Details (pgs 21-24 of 33), prepared by Westwood, dated November 8, 2021
x. Typical Street Section (pg 25 of 33), prepared by Westwood, dated November 8, 2021
y. Details (pgs 26-33), prepared by Westwood, dated November 8, 2021

2. Adherence with the City Engineer's Memo dated January 6, 2022.
3. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision of sidewalks on both sides of all local streets up to the bulb of cul de sacs.
6. Adherence to the following building setbacks:
    a. Front (house): 25 feet
    b. Rear: 20 feet
    c. Side: 5 feet
    d. Side (corner): 15 feet
7. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
8. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
9. 30 foot buffer for the wetlands being preserved.
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision that adequate maintenance accesses are provided for the stormwater ponds.
12. Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.
13. Urbanized drainage should be avoided to directly discharge to the bluff or ravine, and reviewed and approved by the City Engineer prior to issuance of a grading permit.
14. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
15. Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.
16. Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.
17. Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.
18. Provision that no garage shall protrude in excess of twelve feet beyond the front wall of

the house.

19. Provision that 4 inch window trim is used on all windows.
20. Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more specifically for these lots as seen in the final plat of Del Webb at Chaska 2nd Addition:
    - Lot 9, Block 1
    - Lot 12, Block 2
    - Lots 1, 14, 15, 34, 38 and 48, Block 3
    - Lots 2 and 17, Block 4
    - Lots 1 and 4, Block 5
    - Lot 7, Block 6
    - Lots 1, 8, 9, and 15, Block 7
    - Lot 9, Block 9
    - Lots 1 and 9, Block 10
    - Lots 1 and 11, Block 11
    - Lot 1, Block 12
    - Lots 1 and 6, Block 13
21. Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.
22. Tree Preservation to be consistent with the Tree Preservation Plan.
23. Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.
24. Parkland credit will be given for the small slivers of land dedicated to Moers Park.
25. Parkland fees will be required for remainder of park dedication requirement.
26. Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1, and a Purchase Agreement to be executed prior to Final Plat recording.
27. HOA maintenance responsibilities consistent with the items noted in the 'HOA Maintenance' section of this report.
28. Trail credit will not be given for any proposed trails.
29. Trail fees will be required.
30. Provision that Lot 1, Block 1 of Del Webb at Chaska be changed to an outlot, and to be revised on the Del Webb at Chaska 2nd Addition final plat prior to its recording.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

KNOW ALL PERSONS BY THESE PRESENTS: *That Pulte Homes of Minnesota LLC, a Minnesota limited liability company, owner of the following described property situated in the County of Carver, State of Minnesota, to wit:*

Outlot A, Outlot B, Outlot E, Outlot G, Outlot J and Outlot O, DEL WEBB AT CHASKA, according to the recorded plat thereof, Carver County, Minnesota.

KNOW ALL PERSONS BY THESE PRESENTS: *That Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, owner of the following described property situated in the County of Carver, State of Minnesota, to wit:*

Outlot P, DEL WEBB AT CHASKA, according to the recorded plat thereof, Carver County, Minnesota.

Has caused the same to be surveyed and platted as ***DEL WEBB AT CHASKA 2ND ADDITION*** *and does hereby donate and dedicate to the public for public use forever the public ways and also dedicates the easements as shown on this plat for drainage and utility purposes only.*

In witness whereof said Pulte Homes of Minnesota LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

PULTE HOMES OF MINNESOTA LLC

By _____
Jamie Tharp, Chief Manager

STATE OF _____
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by Jamie Tharp, Chief Manager of Pulte Homes of Minnesota LLC, a Minnesota limited liability company, on behalf of the company.

_____ _____
(Signature) (Name Printed)

Notary Public, _____ County, _____

My Commission Expires _____

In witness whereof said Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

CHASKA ECONOMIC DEVELOPMENT AUTHORITY

By _____

Its _____

STATE OF _____
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, its _____ of Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, on behalf of the corporation.

_____ _____
(Signature) (Name Printed)

Notary Public, _____ County, _____

My Commission Expires _____

I, Mathew J. Welinski, do hereby certify that this plat was prepared by me or under my direct supervision; that i am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____.

_____
Mathew J. Welinski, Licensed Land Surveyor
Minnesota License No. 53596

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me on _____ by Mathew J. Welinski, Licensed Land Surveyor, Minnestoa License No. 53596.

_____ _____
(Signature) (Name Printed)

Notary Public, _____ County, Minnesota

My Commission Expires _____

CITY COUNCIL, CITY OF CHASKA, MINNESOTA
This plat of ***DEL WEBB AT CHASKA 2ND ADDITION*** *was approved and accepted by the City Council of the City of Chaska, Minnesota at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.*

City Council, City of Chaska, Minnesota

By: _____ Mayor *By: _____ Clerk*

COUNTY SURVEYOR, Carver County, Minnesota
Pursuant to Chapter 395, Minnesota Laws of 1971, this plat has been approved this _____ day of _____, 20_____.

_____
Brian Praske, County Surveyor

COUNTY AUDITOR, Carver County, Minnesota
I hereby certify that taxes payable in 20_____ and prior years have been paid for land described on this plat. Dated this _____ day of _____, 20_____.

Crystal Campos, County Auditor

By:_____

COUNTY RECORDER, Carver County, Minnesota
I hereby certify that this plat of ***DEL WEBB AT CHASKA 2ND ADDITION*** *was filed this _____ day of _____, 20_____, at _____ o'clock _____.M., as Document No. _____.*

Kaaren Lewis, County Recorder

By: _____

Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

DETAIL A

DETAIL B

INSET A
(See Sheet 3 of 7 Sheets)

INSET B
(See Sheet 4 of 7 Sheets)

INSET C
(See Sheet 5 of 7 Sheets)

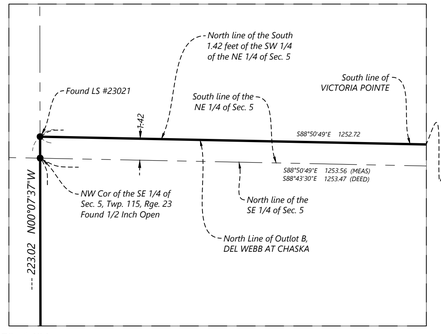
INSET D
(See Sheet 6 of 7 Sheets)

INSET E
(See Sheet 7 of 7 Sheets)

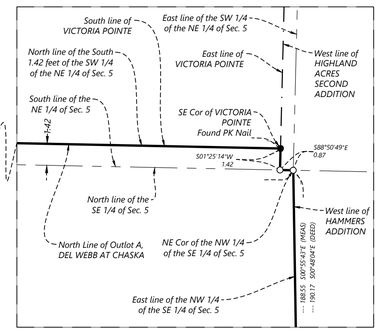
VICTORIA 2ND
MOERS DRIVE
POINTE ADDITION
VICTORIA POINTE
LIBERTY HEIGHTS DRIVE
HIGHLAND ACRES
HIGHLAND DRIVE
HAMMERS ADDITION
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT E
OUTLOT F
OUTLOT G
OUTLOT H
OUTLOT I
OUTLOT J
OUTLOT K
OUTLOT L
OUTLOT M
BLUEJAY AVENUE
MOERS COURT
MOERS DRIVE
ROBIN AVENUE
GOLDFINCH COURT
GOLDFINCH STREET
LIBERTY HEIGHTS COURT
DEL WEBB PARKWAY
HAMMERS COURT
ROBIN CURVE
CARDINAL STREET

S88°50'49"E 1252.72
1121.22
131.50
N01°25'14"E 21.42
S00°55'43"E 188.55
S88°58'17"E 649.67
N79°53'02"E 101.90
S88°48'38"E 199.12
N79°11'22"E 137.21
S28°48'50"W 51.43
R=71.30 R=70.00 Δ=50°10'16"
Δ=29°37'28" R=230.00 L=118.92
S00°48'38"E 18.50
142.03 N89°14'26"W
CB=N86°43'45"E Δ=8°03'38" R=692.70 L=97.45
S89°14'26"E 246.30
S24°07'20"E 101.25
N01°44'20"W 223.20
S88°15'40"W 140.25
S01°44'20"E 81.16
N68°21'52"W 389.81
S46°26'12"E 61.37
S41°03'59"E 61.37
S35°41'47"E 61.37
S30°19'34"E 178.78
S59°40'26"E 116.88
90.27 S88°15'40"W
R=470.00 L=61.37 Δ=7°28'54" CB=N13°41'17"W
144.11 S88°15'40"W
S17°52'51"E 91.27
S38°57'45"E 108.76
N54°13'26"W 345.09
N36°17'13"W 104.71
S39°09'12"E 56.14
S57°13'03"E 101.61
S51°48'25"E 61.37
S69°31'55"W 120.44
N30°10'54"W 231.02
L=395.40 R=540.00 Δ=41°57'12"
CB=S76°12'07"W Δ=29°06'54" R=460.00 L=233.75
L=439.42 R=960.00 Δ=26°13'34"
CB=N63°23'29"E Δ=18°32'59" R=1040.00 L=336.70
S43°27'25"E 90.01
Δ=11°11'47" L=164.15
L=274.66 R=840.00 Δ=18°44'03"
Δ=7°32'16" L=110.51
S56°17'53"W 258.20
DEL WEBB PARKWAY CB=S58°17'35"W Δ=3°59'23" R=745.00 L=51.85
S56°17'53"W 197.45
366°17'48"E 112.76
CB=S44°37'32"E Δ=13°00'39" R=770.00 L=174.85
L=236.34 R=1020.00 Δ=14°23'37" CB=S43°39'33"E
124.54 S38°49'28"W
124.77 N38°52'09"E
3.81 N51°12'13"W
S43°48'46"W 186.10
N67°50'53"E 156.11
N43°13'37"W 139.25
N32°32'40"W 67.23
N52°25'40"W 129.85
N13°27'38"W 170.03
N69°19'21"E 256.47
S73°55'46"W 60.15
131.84 S76°32'22"W
N23°36'46"W 249.51
S28°16'31"W 31.39
N48°03'42"E 62.79
120.00 S61°43'29"E
N81°11'25"E 43.72
N42°41'53"E 130.86
R=60.00 L=38.84 Δ=37°05'05" CB=S9°43'58"W
N00°07'37"W 223.02
N00°07'37"W 250.77
S01°09'11"W 128.65
S37°05'59"W 58.41
S32°11'59"E 62.46
N32°11'59"W 106.48
N90°00'00"W 142.85
N69°39'43"E 62.01
S09°59'49"E 62.00
N46°09'41"W 20.85
S21°17'27"E 177.82
N68°09'56"E 123.54
S71°33'28"W 60.11
S68°09'56"W 252.02
S21°50'04"E 59.00
S68°09'56"W 130.18
S12°57'22"E 1.96
N76°07'52"E 136.78
N76°32'42"E 60.00
S68°09'56"W 60.00
Δ=2°57'45" L=36.71
CB=S13°39'43"E Δ=0°24'50" R=770.00 L=5.56
CB=S21°03'56"E Δ=0°08'15" R=330.00 L=3.87
L=220.06 Δ=17°49'24"
CB=S20°03'23"E Δ=2°46'09" R=710.00 L=257.37
R=971.50 L=47.50 Δ=2°48'06" CB=S0°01'11"W
N01°25'14"E 245.18
N03°09'23"W 60.19
N10°26'43"W 96.50
CB=S5°45'24"E Δ=5°33'40" R=971.50 L=94.35
N01°25'14"E 245.18
S00°55'43"E 188.55
S88°58'17"E 649.67
N00°07'37"W 223.02
S88°50'49"E 1252.72
1121.22
Found 1/2 In Capped Iron LS not visible
N89°24'35"W 257.54
N23°36'46"W 74.30
179.16 S82°29'15"E
S68°09'56"W 282.42
CB=S29°00'13"E Δ=5°09'04" R=1080.00 L=97.10
N17°07'19"W 151.89
N48°21'04"W 144.20
N 1/2 OF THE SW 1/4 OF SEC. 5

DETAIL A
(NOT TO SCALE)



DETAIL B
(NOT TO SCALE)



0 100 200 300

SCALE: 1 INCH = 100 FEET

○ SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596

● FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

R.L.S. NO. 117

Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

INSET A

(FROM SHEETS 2 OF 7 SHEETS)

OUTLOT A
S88°50'49"E 164.45
OUTLOT B
OUTLOT E
S88°50'49"E 1121.22
OUTLOT N
S88°50'49"E 210.00
LIBERTY HEIGHTS DRIVE
MOERS DRIVE
MOERS COURT
BLUEJAY AVENUE
OUTLOT D
GOLDFINCH COURT
S88°34'46"E 480.50
N00°07'37"W 223.02
S01°09'11"W 128.65
N01°25'14"E 245.18
S88°50'49"E 123.76
S88°50'49"E 119.29
S88°50'49"E 155.90
S88°50'49"E 212.20
S88°50'49"E 134.14
S88°50'49"E 120.01
N88°44'25"E 121.26
N86°19'36"E 121.86
N83°54'47"E 123.24
N81°29'59"E 126.68
N79°30'27"E 120.00
N79°30'27"E 128.44
N90°00'00"W 142.85
N68°09'56"E 123.54
N68°09'56"W 252.02
N68°09'56"W 137.07
N68°09'56"W 130.18
N68°09'56"W 143.97
N68°09'56"W 155.02
N68°09'56"W 120.58
N68°09'56"W 122.37
N68°09'56"W 135.44
N68°09'56"W 120.00
N68°09'56"W 122.39
N68°09'56"W 140.34
N68°09'56"W 120.76
N68°09'56"W 181.35
N68°09'56"W 157.46
N68°09'56"W 140.02
N68°09'56"W 128.63
N68°09'56"W 120.00
N80°22'47"E 83.66
N87°29'41"E 127.55
N82°12'07"E 246.66
S74°31'58"W 149.67
S16°54'15"E 170.14
S12°31'50"E 162.76
S03°47'00"E 151.53
S01°25'14"W 148.67
S01°25'14"W 148.83
S01°25'14"W 149.06
S01°25'14"W 149.30
S01°25'14"W 149.53
S01°25'14"W 149.76
S01°25'14"W 124.76
S01°25'14"W 125.00
S01°25'14"W 125.23
S01°25'14"W 125.46
S01°25'14"W 125.69
S01°25'14"W 125.92
S01°25'14"W 126.15
S01°25'14"W 126.38
S01°25'14"W 126.61
S01°25'14"W 126.84
S01°25'14"W 127.07
S01°25'14"W 127.30
S01°25'14"W 127.53
S01°25'14"W 127.76
S01°25'14"W 127.99
S01°25'14"W 128.22
S01°25'14"W 128.45
S01°25'14"W 128.68
S01°25'14"W 128.91
S01°25'14"W 129.14
S01°25'14"W 129.37
S01°25'14"W

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

INSET B

(FROM SHEETS 2 OF 7 SHEETS)



Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.



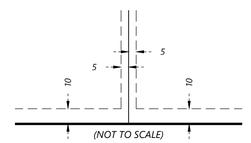
INSET D

(FROM SHEETS 2 OF 7 SHEETS)

- ○ *SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596*
- ● *FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY*

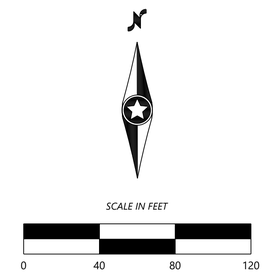
THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT



SCALE: 1 INCH = 40 FEET

Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

INSET C

(FROM SHEETS 2 OF 7 SHEETS)

OUTLOT C

N00°07'37"W 250.77

N32°11'29"W 106.24

N90°00'00"W 142.85

N60°39'43"E 32.01

S29°53'49"E 60.00

N46°09'41"W 20.85

S21°17'27"E 177.80

N48°21'04"W 144.20

N17°07'19"W 151.89

N89°24'35"W 257.54

S23°36'46"W 74.50

S82°29'15"E 179.16

S68°09'56"W 282.42

S68°09'56"W 262.00

N68°09'56"E 123.54

N68°09'56"E 124.11

N68°09'56"E 124.68

S71°33'28"W 60.11

S21°50'04"E 151.08

S21°50'04"E 123.00

S21°50'04"E 217.83

N27°50'04"W 89.48

N27°50'04"W 125.00

N08°56'03"W 130.31

N55°20'45"E 130.55

N23°12'21"E 129.51

S68°09'56"W 130.18

S68°09'56"W 128.82

S67°54'43"W 126.62

S65°10'37"W 124.35

S62°26'31"W 120.01

S56°17'53"W 123.70

S56°17'53"W 73.75

N76°07'52"E 126.78

N72°55'24"E 122.45

N69°42'57"E 120.94

N66°30'30"E 122.23

N63°18'03"E 126.33

S12°57'22"E 1.96

S38°24'36"E 42.76

S33°42'07"E 43.07

N76°32'42"E 60.00

S21°50'04"E 123.00

S21°50'04"E 123.00

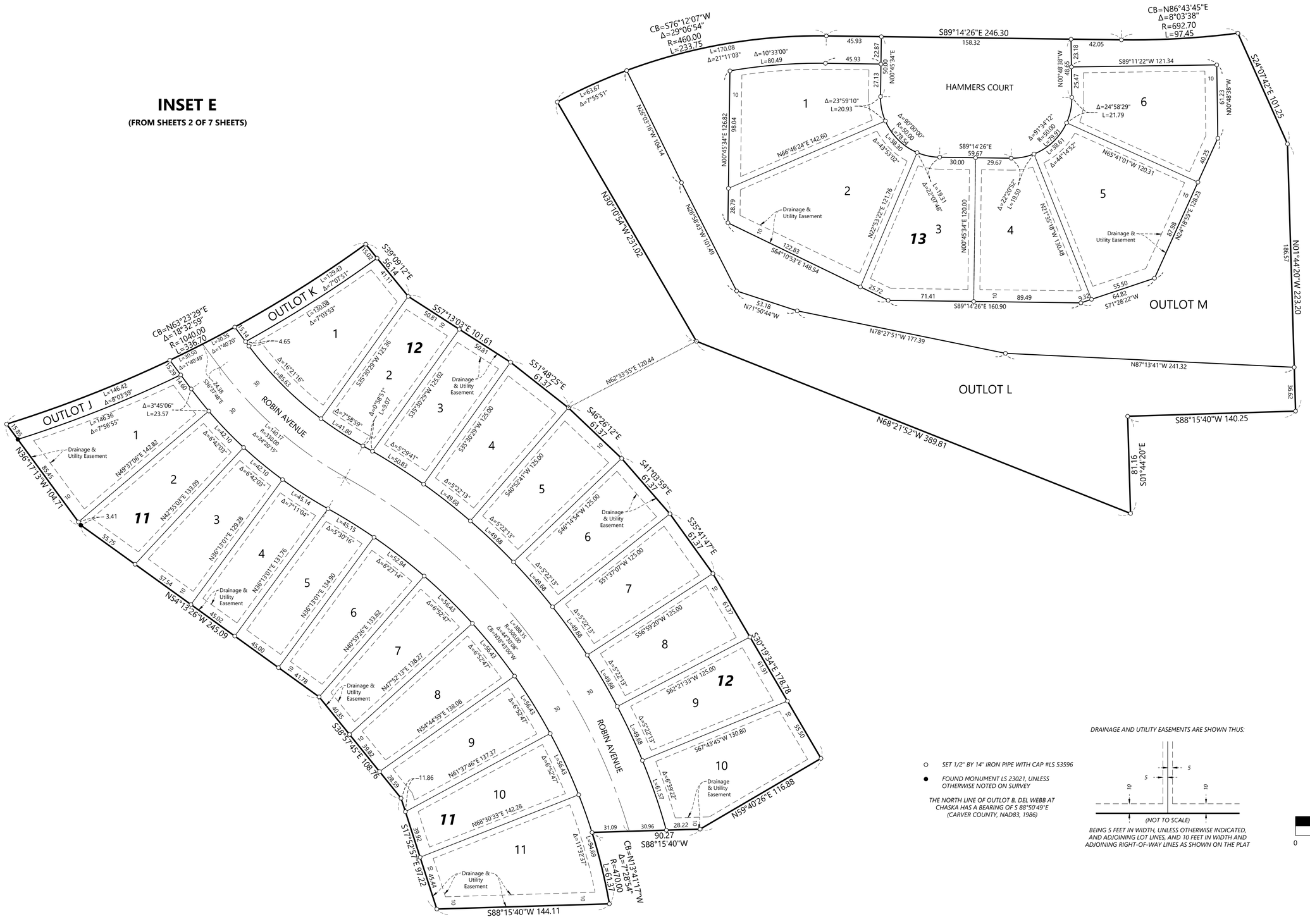
S21°50'04"E 123

DEL WEBB AT CHASKA 2ND ADDITION

PLAT FILE NO.
C.R. DOC. NO.

INSET E

(FROM SHEETS 2 OF 7 SHEETS)



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT

○ SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596

● FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

SCALE IN FEET

0 40 80 120

SCALE: 1 INCH = 40 FEET

Westwood
Professional Services, Inc.

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CONSTRUCTION PLANS

FOR

SANITARY SEWER, WATERMAIN, STORM SEWER AND STREETS

FOR

DEL WEBB AT CHASKA 2ND ADDITION

CHASKA, MN



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344
CONTACT: CHAD ONSGARD
PHONE: 952-229-0723
EMAIL: CHAD.ONSGARD@PULTEGROUP.COM

PREPARED BY:

Westwood

Phone (952) 937-5150
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Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.02
CONTACT: RYAN M. BLUHM

Drawing Index	
DRAWING NUMBER	DRAWING TITLE
1	Cover
2	Overall Plan
3	Striping and Signage
4	SANITARY SEWER AND WATERMAIN PLAN
5	SANITARY SEWER AND WATERMAIN PLAN
6	SANITARY SEWER AND WATERMAIN PLAN
7	SANITARY SEWER AND WATERMAIN PLAN
8	SANITARY SEWER AND WATERMAIN PLAN
9	SANITARY SEWER AND WATERMAIN PLAN
10	SANITARY SEWER AND WATERMAIN PLAN
11	STORM SEWER AND STREET CONSTRUCTION PLAN
12	STORM SEWER AND STREET CONSTRUCTION PLAN
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18	BACKYARD STORM SEWER
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21	Intersection Details
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23	Intersection Details
24	Intersection Details
25	Typical Street Sections
26	Details
27	Details
28	Details
29	Details
30	Details
31	Details
32	Details
33	Details

NO.	DATE	REVISION	SHEETS
1	-	-	-

CONSTRUCTION PLANS
FOR
SANITARY SEWER, WATERMAIN, STORM SEWER AND STREETS
FOR
DEL WEBB AT CHASKA 2ND ADDITION
CHASKA, MN

INITIAL SUBMITTAL DATE: 11/08/21 SHEET: 1 OF 33

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02CVF02.DWG

DEL WEBB AT CHASKA

PROJECT NUMBER: 0015521.02

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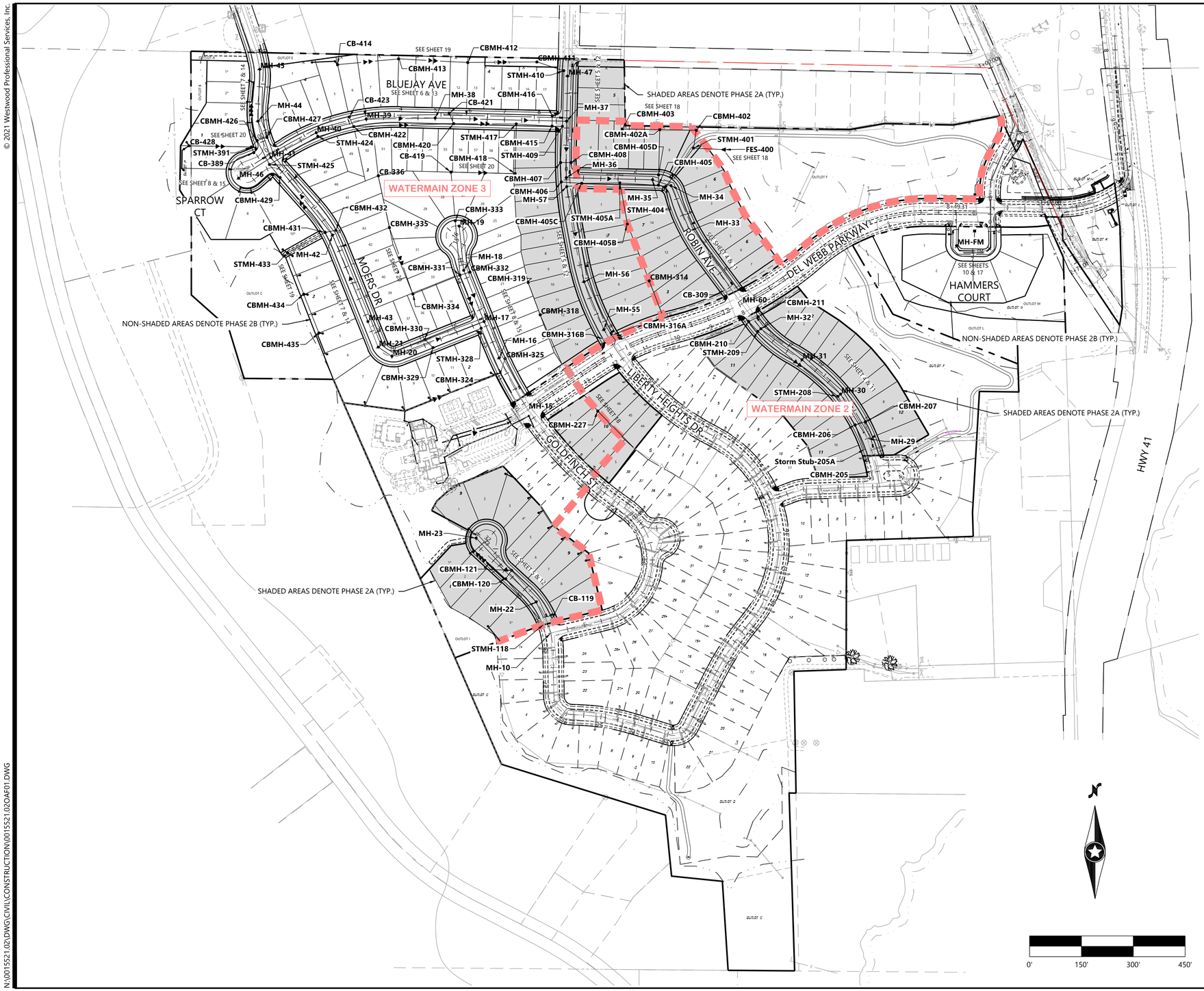

OVERALL UTILITY LEGEND

EXISTING	PROPOSED	FUTURE	
SAN			SANITARY SEWER
STO			STORM SEWER
DT			DRAIN TILE
WAT			WATER MAIN
WAT			HYDRANT

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Common Ground Alliance

GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
3. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMITS FOR ALL WORK OUTSIDE OF THE PROPERTY LIMITS.
4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.

STORM SEWER CASTING SCHEDULE

Structure			Casting Type
Number	Type	Dia.	
120	CBMH	48"	R-3067-V
121	CB	2'x 3'	R-3067-V
206	CBMH	48"	R-3067-V
207	CB	2'x 3'	R-3067-V
208	STMH	48"	R-1642-B
209	STMH	48"	R-1642-B
210	CBMH	48"	R-3067-VB
211	CB	2'x 3'	R-3067-VB
227	CB	27"	R-4342
314	CB	27"	R-4342
318	CBMH	48"	R-4342
319	CB	27"	R-4342
325	CB	2'x 3'	R-3067-V
328	STMH	48"	R-1642-B
329	CBMH	48"	R-3067-V
330	CB	2'x 3'	R-3067-V
331	CBMH	48"	R-3067-V
332	CB	2'x 3'	R-3067-V
333	CB	2'x 3'	R-3067-VB
334	CBMH	48"	R-4342
335	CBMH	48"	R-4342
336	CB	27"	R-4342
389	CB	2'x 3'	R-3067-VB
391	STMH	48"	R-1642-B
400	FES	33"	w/TRASHGUARD
401	STMH	60"	R-1642-B
402	CBMH	48"	R-4342
402A	CBMH	48"	R-4342
403	CB	27"	R-4342
404	STMH	48"	R-1642-B
405	CBMH	48"	R-3067-VB
405A	STMH	48"	R-1642-B
405B	CB	27"	R-4342
405C	CBMH	48"	R-3067-V
405D	CBMH	48"	R-3067-VB
406	CBMH	48"	R-3067-V
407	CBMH	48"	R-3067-VB
408	CB	2'x 3'	R-3067-VB
409	STMH	48"	R-1642-B
410	STMH	48"	R-1642-B
411	CBMH	48"	R-4342
412	CBMH	48"	R-4342
413	CBMH	48"	R-4342
414	CB	27"	R-4342
415	CBMH	48"	R-3067-V
416	CB	2'x 3'	R-3067-V
417	STMH	48"	R-1642-B
418	CBMH	48"	R-4342
419	CB	27"	R-4342
420	CBMH	48"	R-3067-V
421	CB	48"	R-3067-V
422	CBMH	48"	R-3067-V
423	CB	48"	R-3067-V
424	STMH	48"	R-1642-B
425	STMH	48"	R-1642-B
426	CBMH	48"	R-3067-V
427	CB	2'x 3'	R-3067-V
428	CB	27"	R-4342
429	CBMH	48"	R-3067-V
431	CBMH	48"	R-3067-VB
432	CB	2'x 3'	R-3067-VB
433	STMH	48"	R-4342
434	CBMH	48"	R-4342
435	CB	27"	R-4342

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DEL WEBB AT CHASKA

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 150'
VERTICAL SCALE:

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

OVERALL PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 2 OF 33
DATE: 11/08/21

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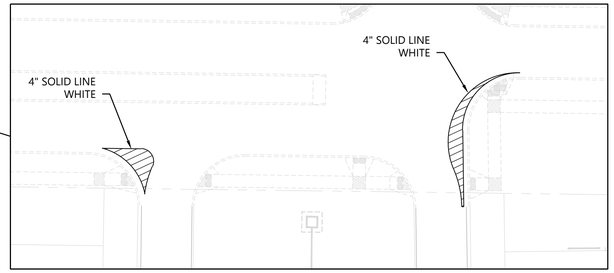
BLUEJAY AVE
SPARROW CT
MOERS DR
GOLDFINCH ST
LIBERTY HEIGHTS DR
ROBIN AVE
DEL WEBB PARKWAY
HAMMERS COURT
HWY 41

R1-1 STOP 30"x30"
MOERS DRIVE
BLUEJAY AVENUE
LIBERTY HEIGHTS DR.
HIGHLAND DR.
LIBERTY HEIGHTS DR.
ROBIN AVENUE
LIBERTY HEIGHTS DR.
BLUEJAY AVENUE
MOERS DRIVE
SPARROW COURT
GOLDFINCH STREET
MOERS DRIVE
DEL WEBB PRKWY
ROBIN AVENUE
DEL WEBB PRKWY
GOLDFINCH ST
DEL WEBB PRKWY
HAMMERS COURT

R4-7 24"x30" OM1-2

R6-1R ONE WAY 36"X12"

R5-1 30"X30" DO NOT ENTER



STRIPING LAYOUT FOR HAMMERS COURT

SCALE 1" = 30'

0' 150' 300' 450'

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02SSF01.DWG

DEL WEBB AT CHASKA

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 150'
VERTICAL SCALE:

INITIAL ISSUE: 11/08/21
REVISIONS:
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STRIPING AND SIGNAGE

SHEET NUMBER: 3 OF 33

PROJECT NUMBER: 0015521.02

DATE: 11/08/21

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LEGEND

- XXX.X — SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- WYE = X+XX / X.X' RISER / XXX.X — SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE; DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) — WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) — SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) — WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

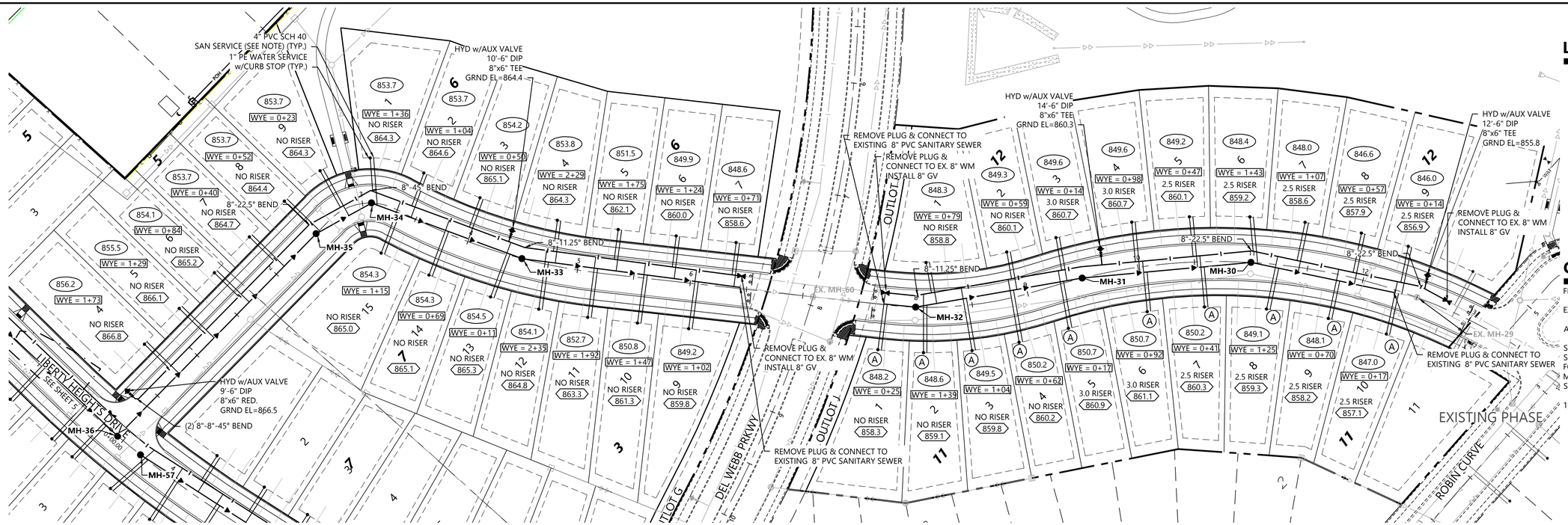
FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

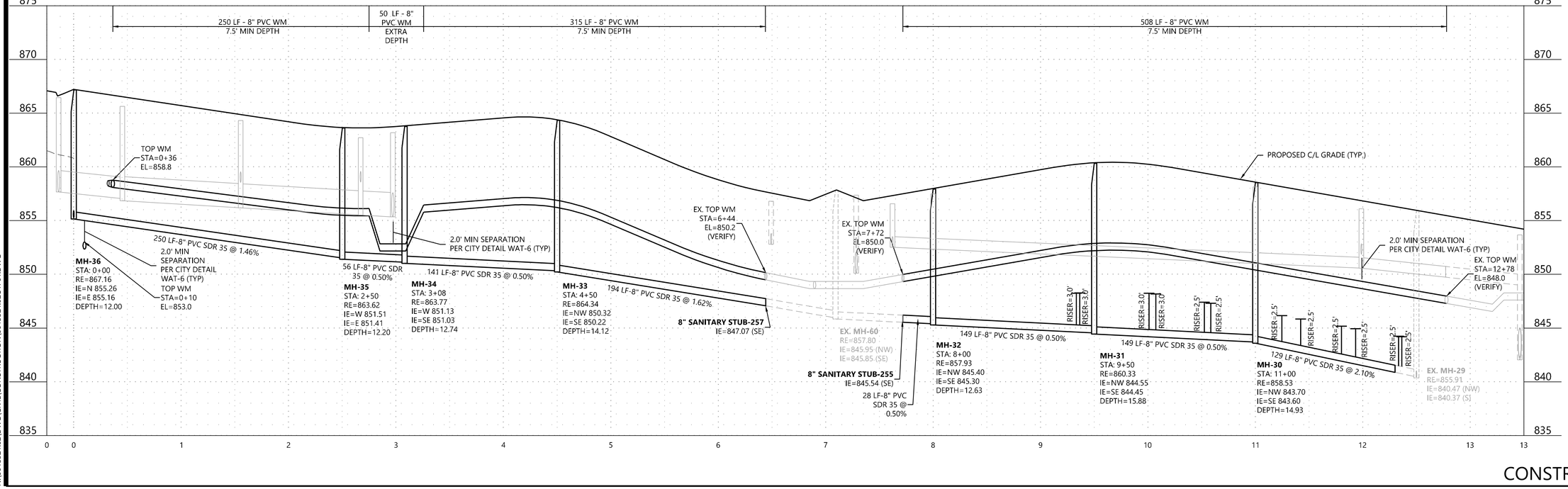
ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2



ROBIN AVENUE



CONSTRUCTION PLANS

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DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 4 OF 33
DATE: 11/08/21

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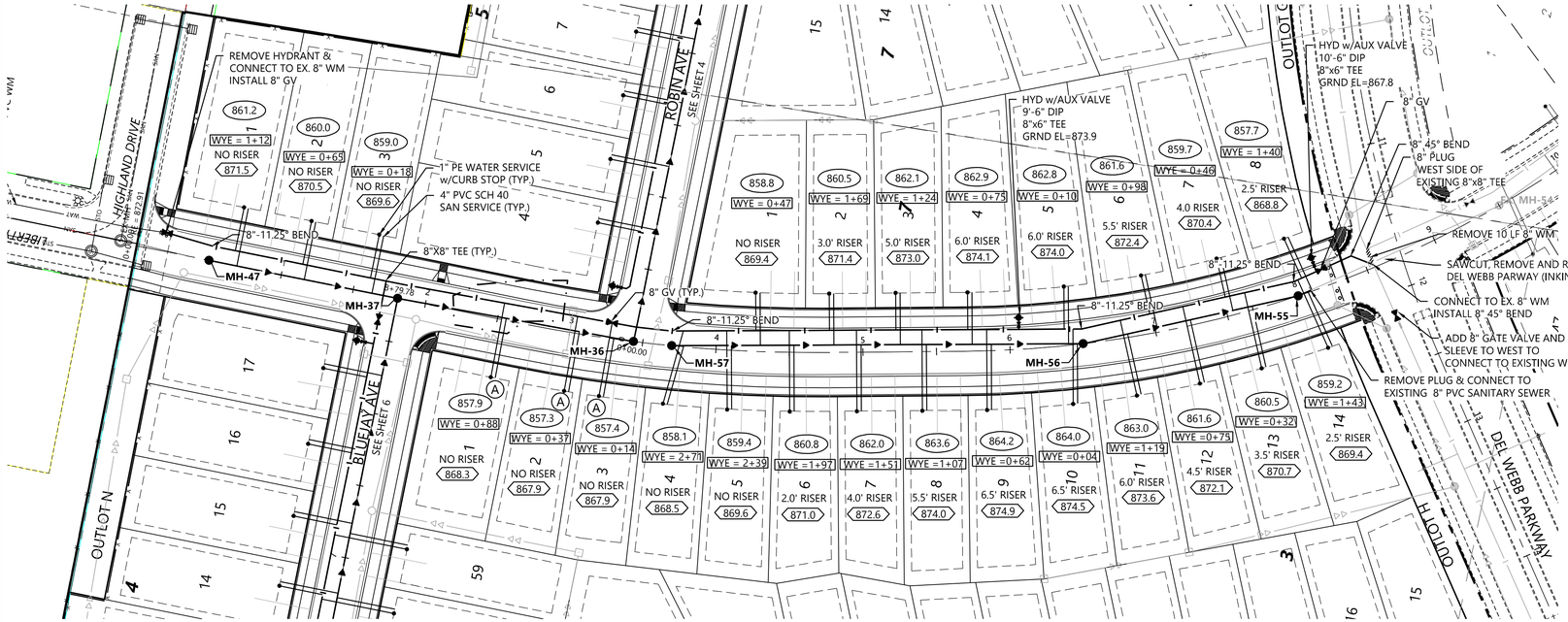
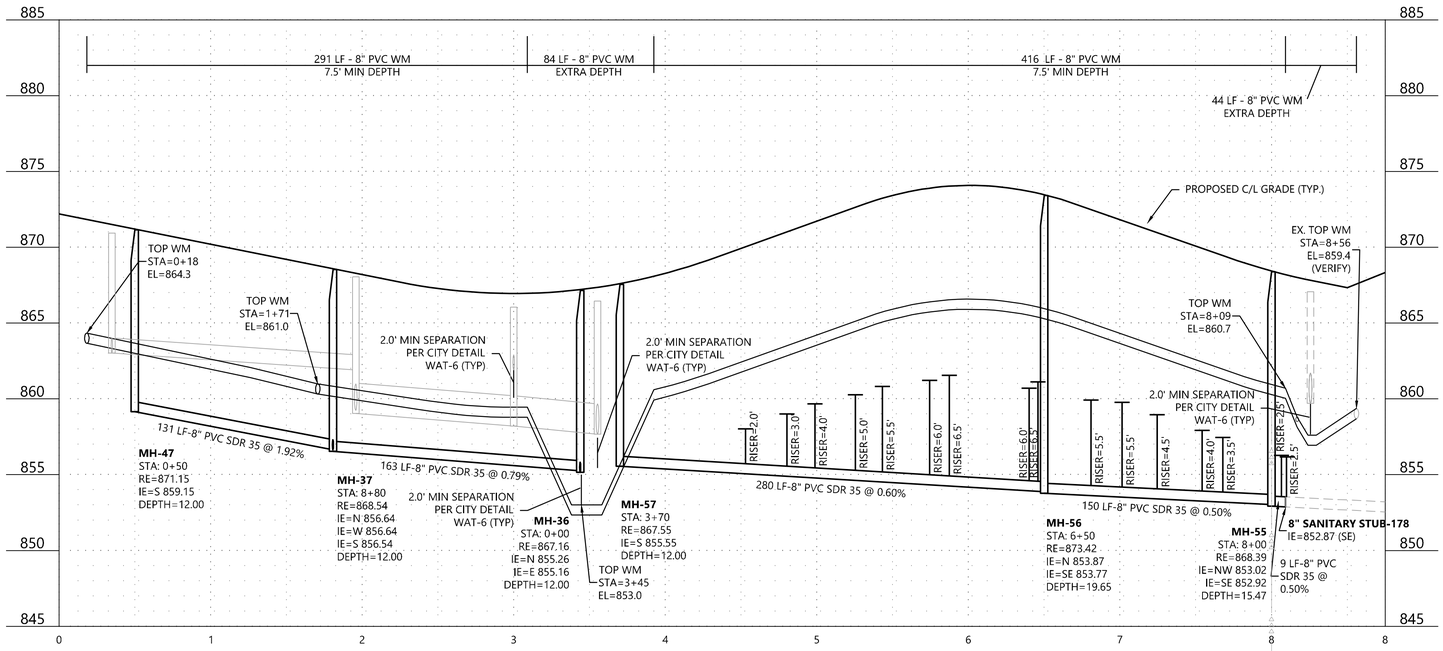


LIBERTY HEIGHTS DRIVE



CONSTRUCTION PLANS

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LEGEND

- (XXX.X) SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- [WYE = X+XX / X.X' RISER] SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
- <XXX.X> DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 5 OF 33
DATE: 11/08/21

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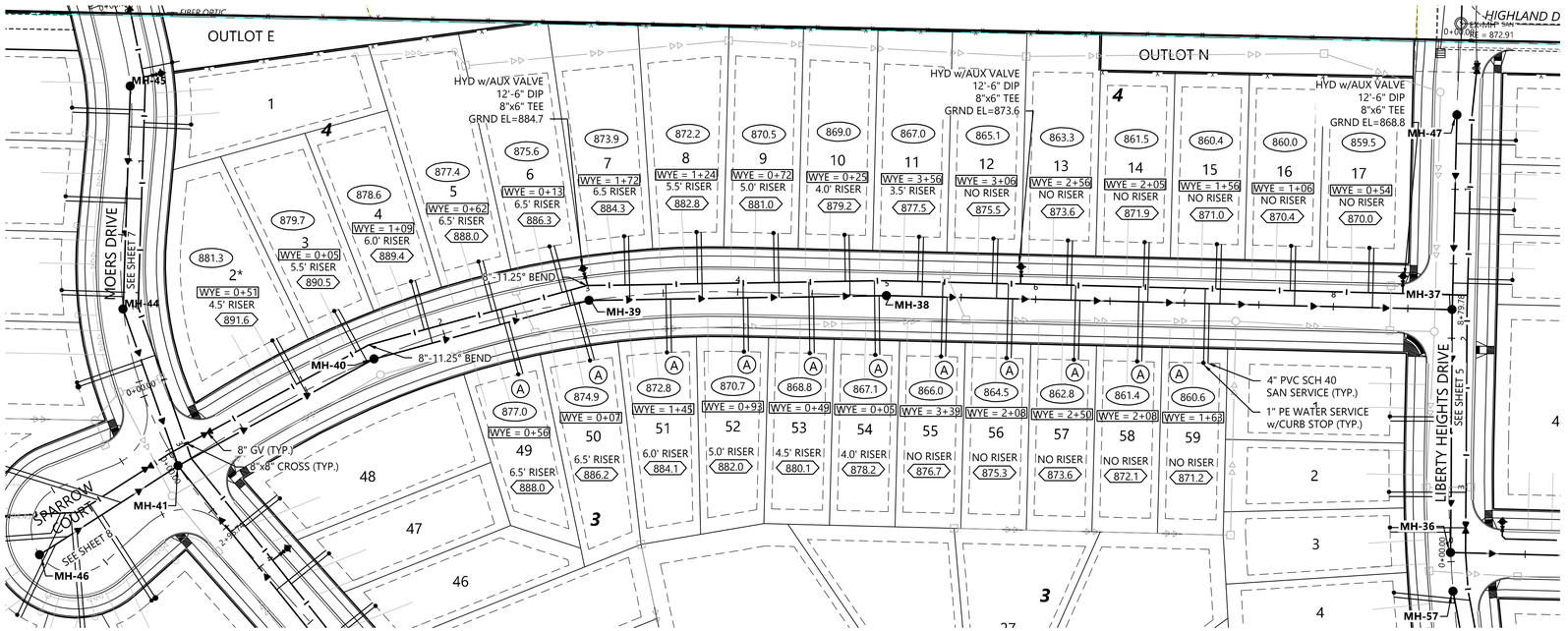
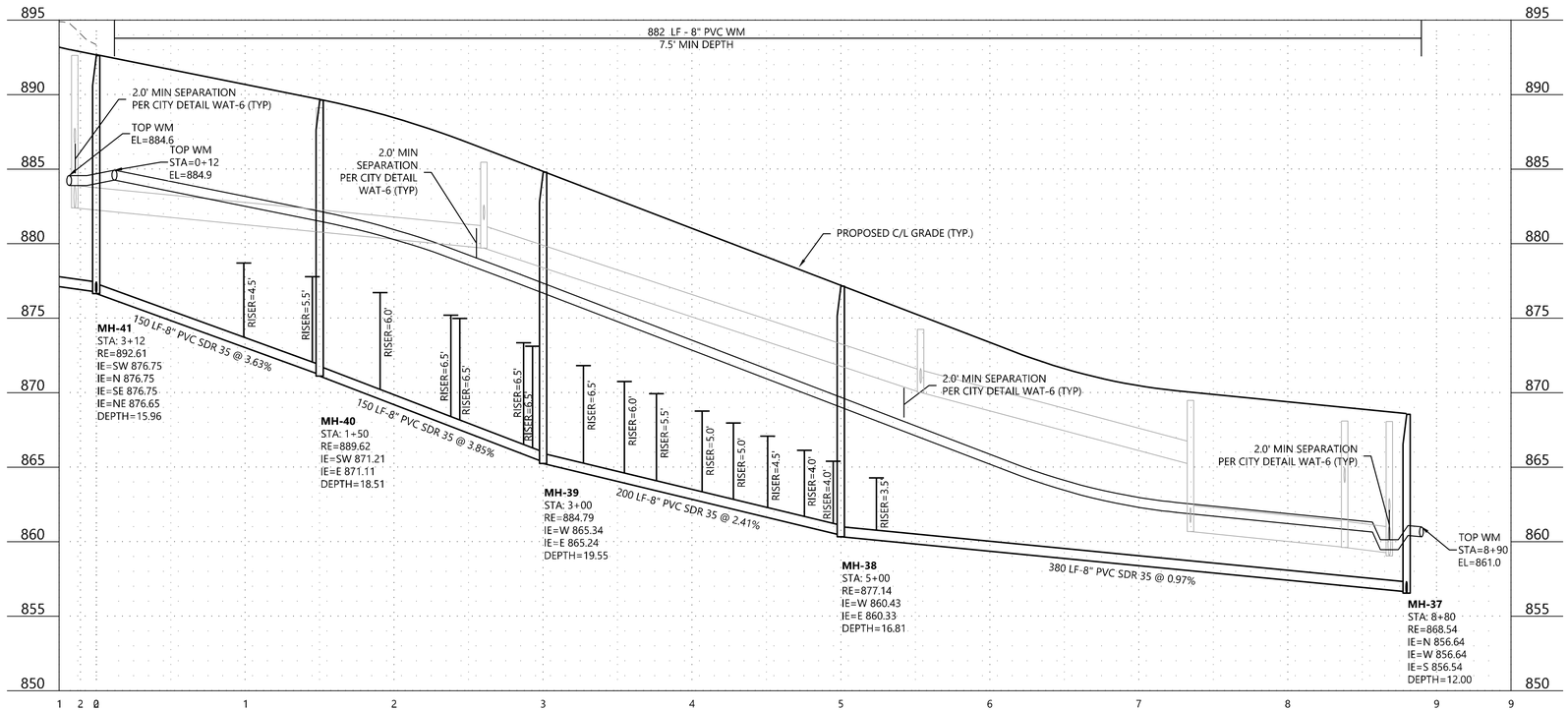


BLUEJAY AVENUE



LEGEND

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Common Ground Alliance

XXX.X	SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
WYE = X+XX X.X' RISER	SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
XXX.X	DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
A	WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
B	SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
C	WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 6 OF 33
DATE: 11/08/21

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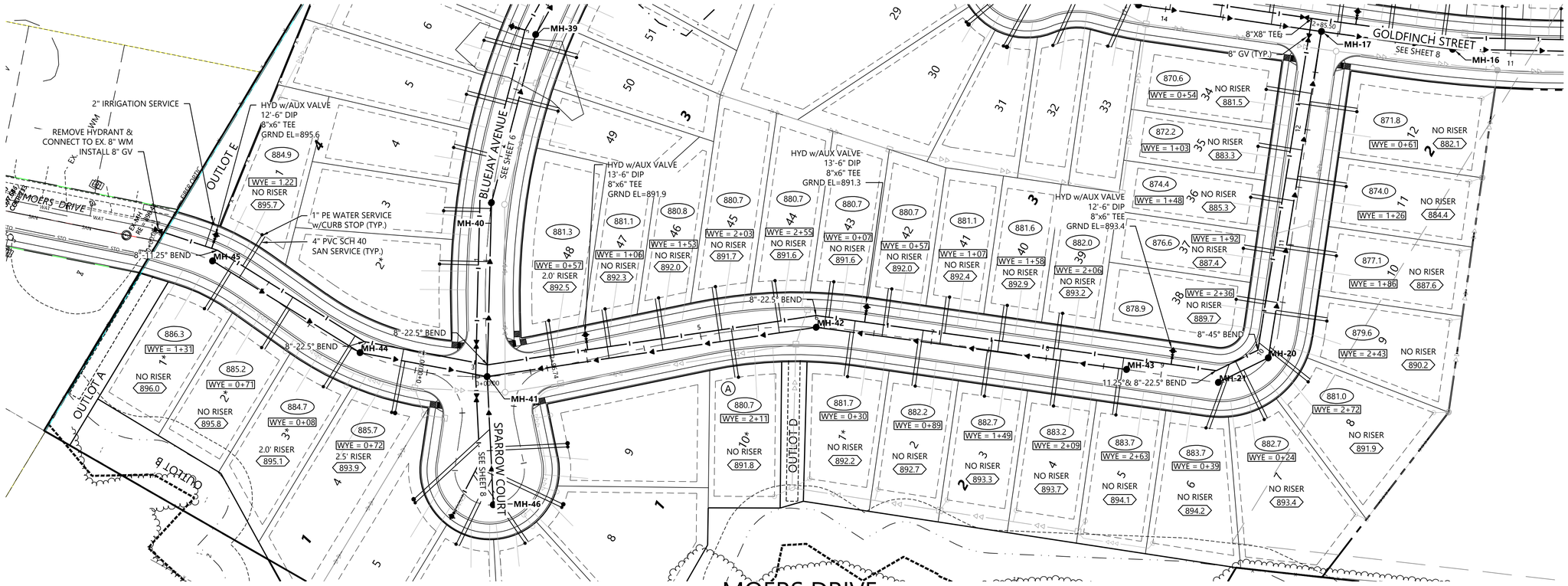
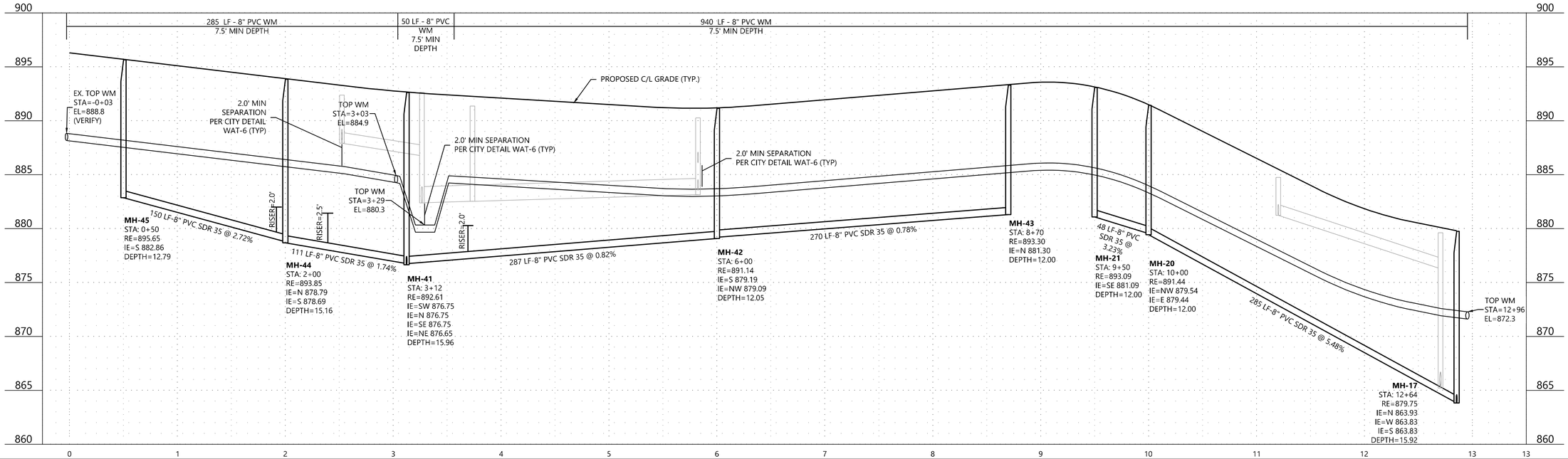


MOERS DRIVE



LEGEND

XXX.X	SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
WYE = X+XX / X.X' RISER / XXX.X	SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE; DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
A	WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
B	SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
C	WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

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

CONSTRUCTION PLANS

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 7 OF 33
DATE: 11/08/21

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DEL WEBB AT CHASKA 2ND ADDITION

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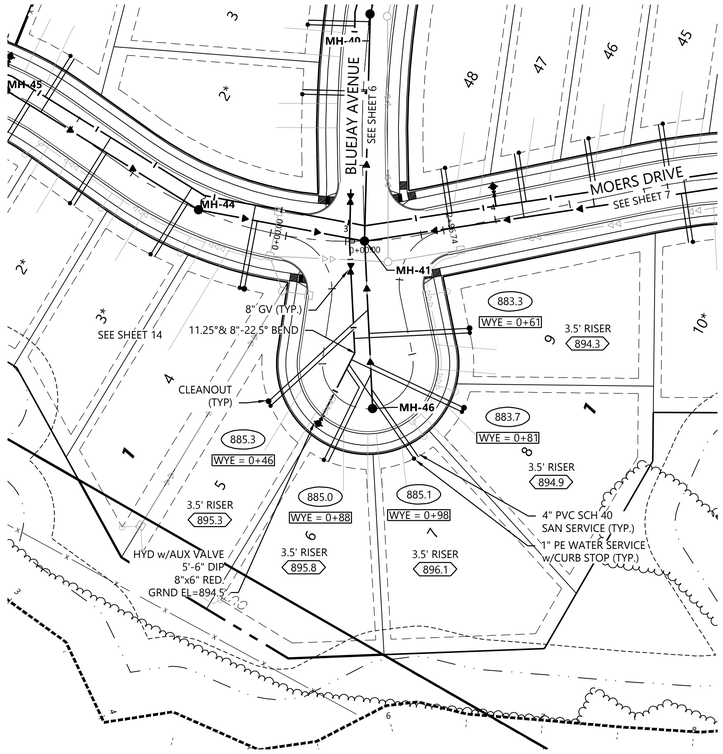
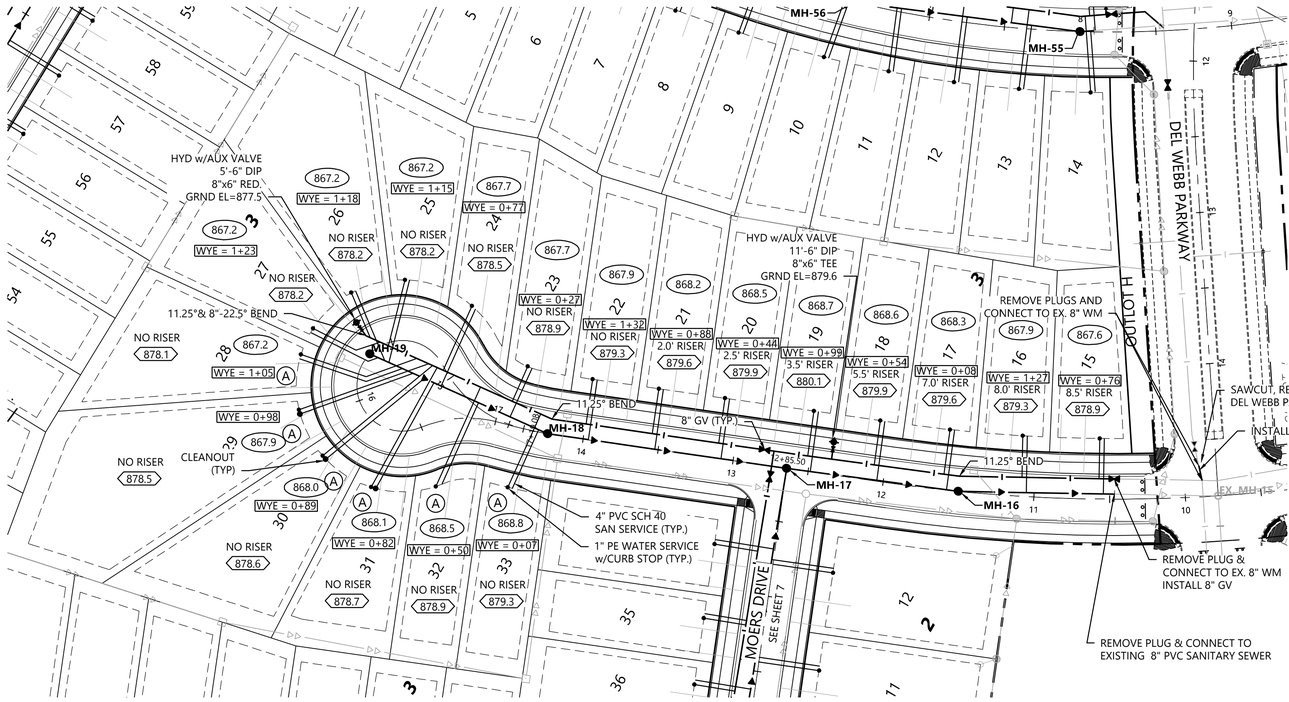


SPARROW COURT



GOLDFINCH STREET

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

LEGEND

- (XXX.X) SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- [WYE = X+XX / X.X' RISER] SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
- [XXX.X] DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

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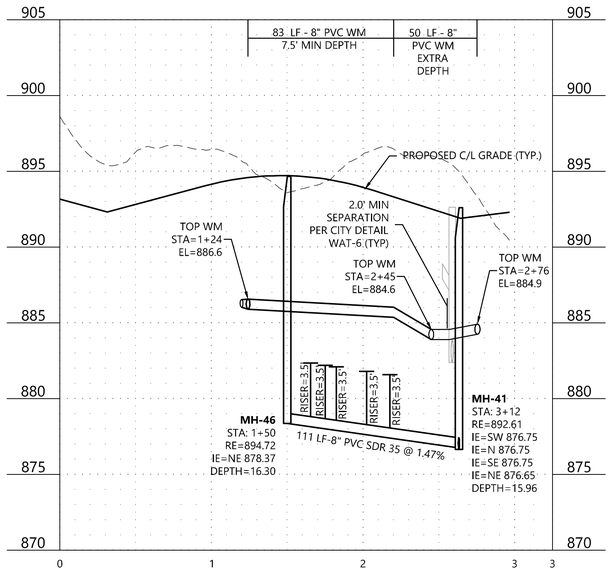
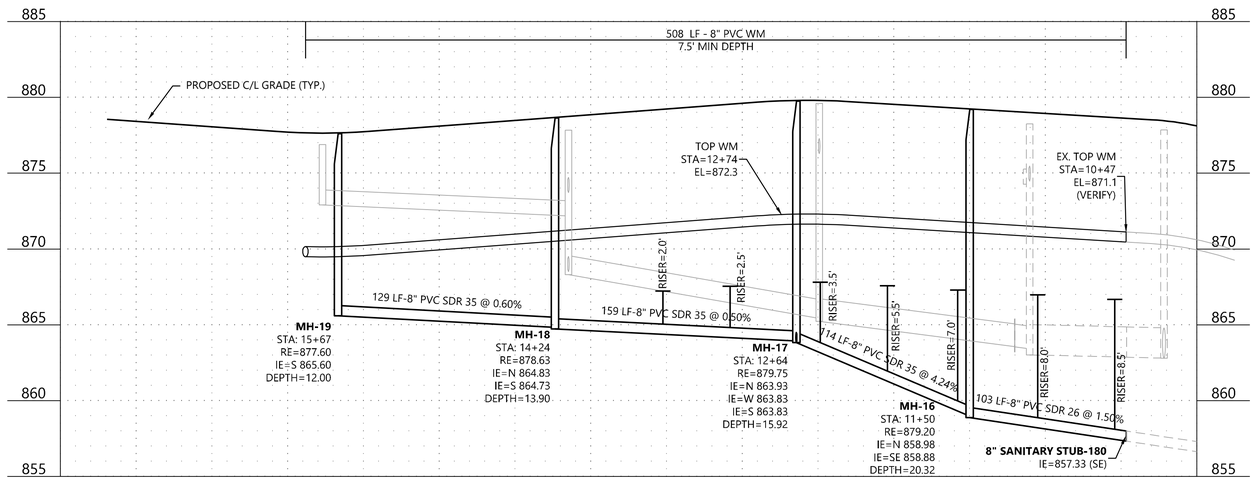
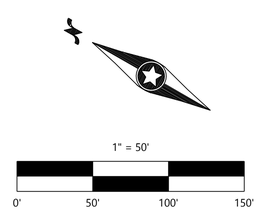
1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2







CONSTRUCTION PLANS

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DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 8 OF 33
DATE: 11/08/21

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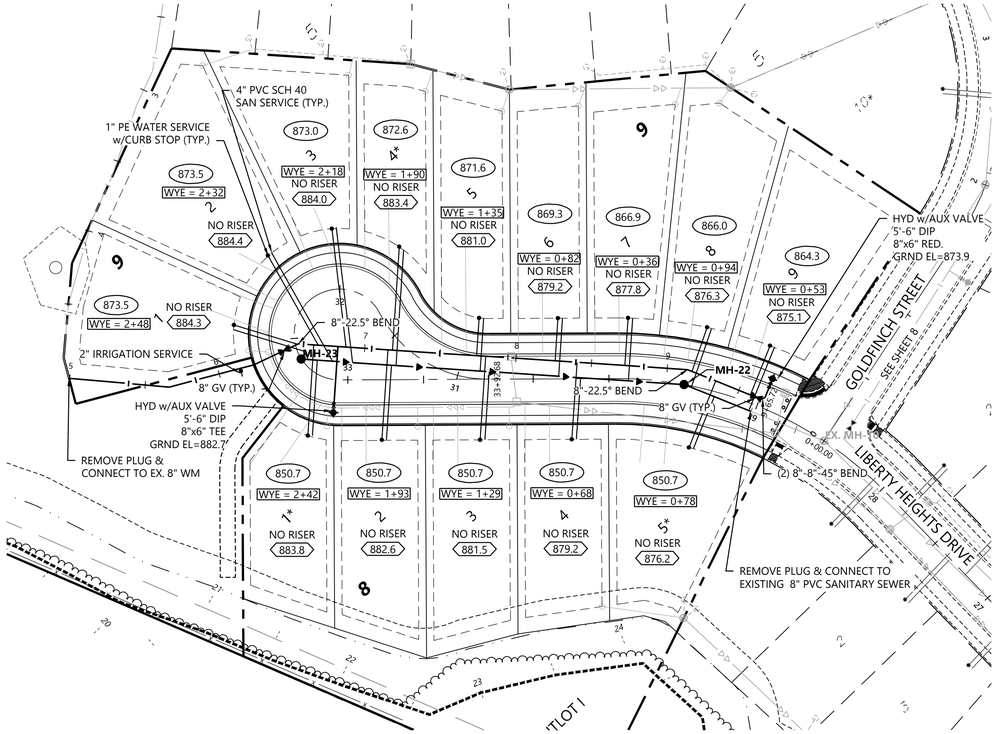
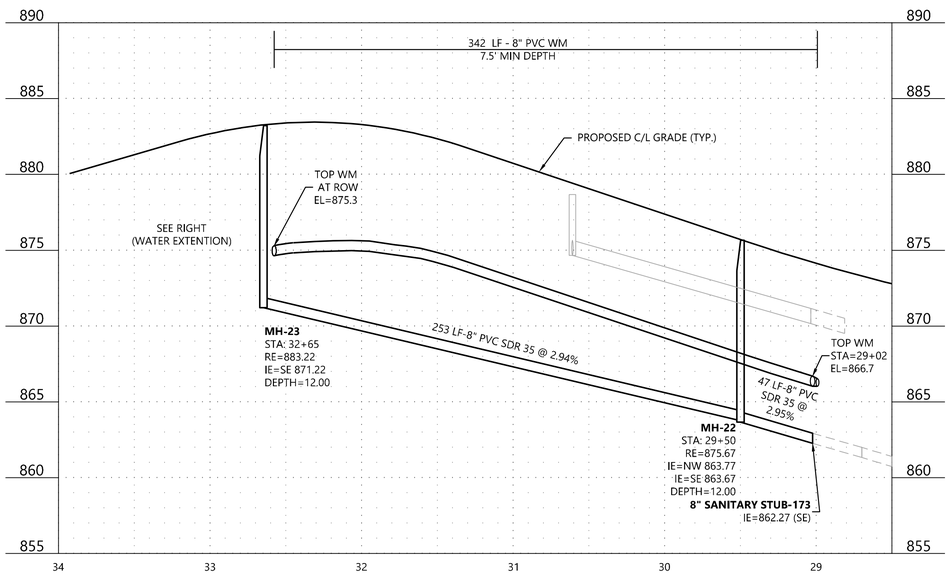


LIBERTY HEIGHTS DRIVE



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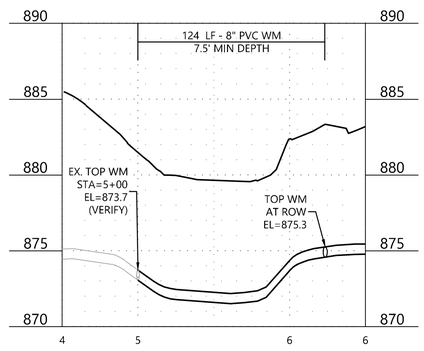

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- XXX.X — SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- WYE = X+XX / X.X' RISER — SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
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CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
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EDEN PRAIRIE, MN 55344

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SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 9 OF 33
DATE: 11/08/21

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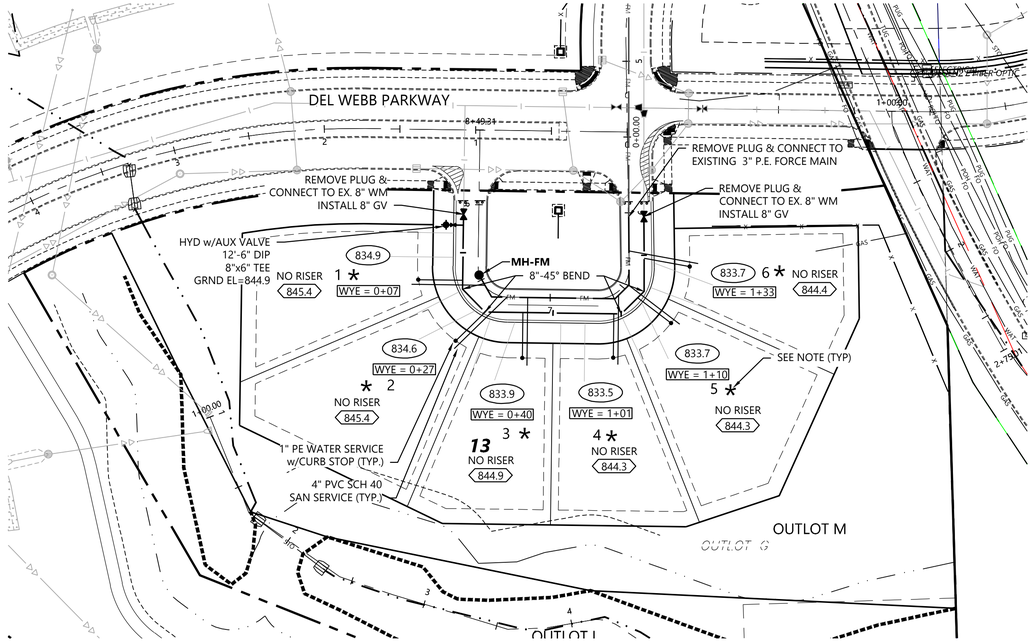
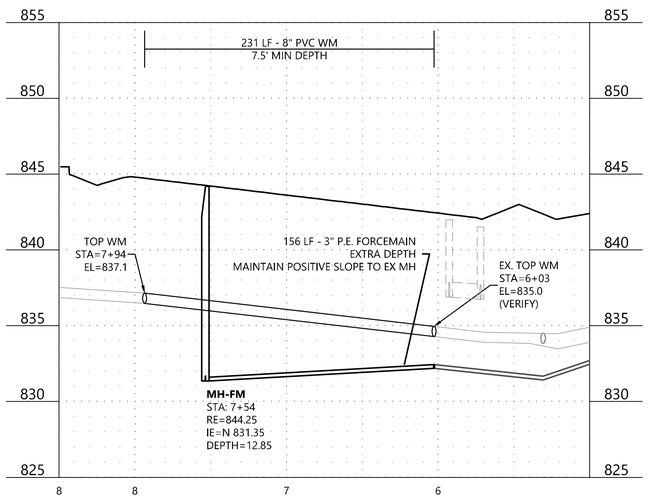


HAMMERS COURT



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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

* - ALL LOTS WILL REQUIRE A GRINDER PUMP FOR SEWER SERVICE

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 10 OF 33
DATE: 11/08/21

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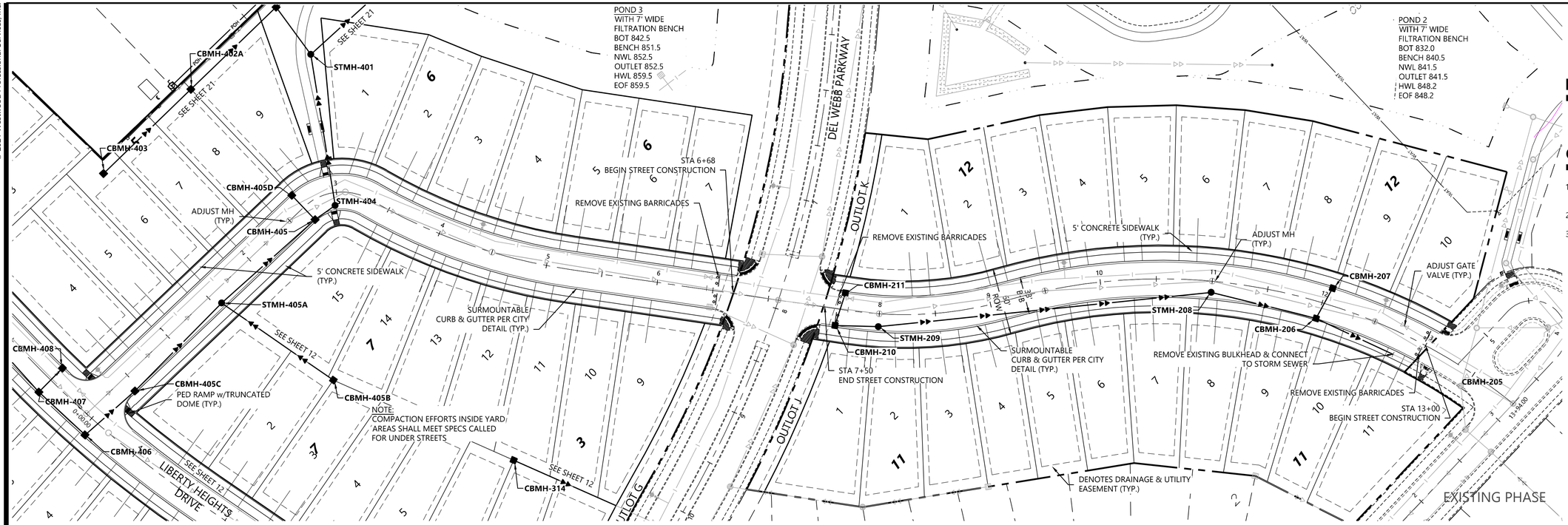
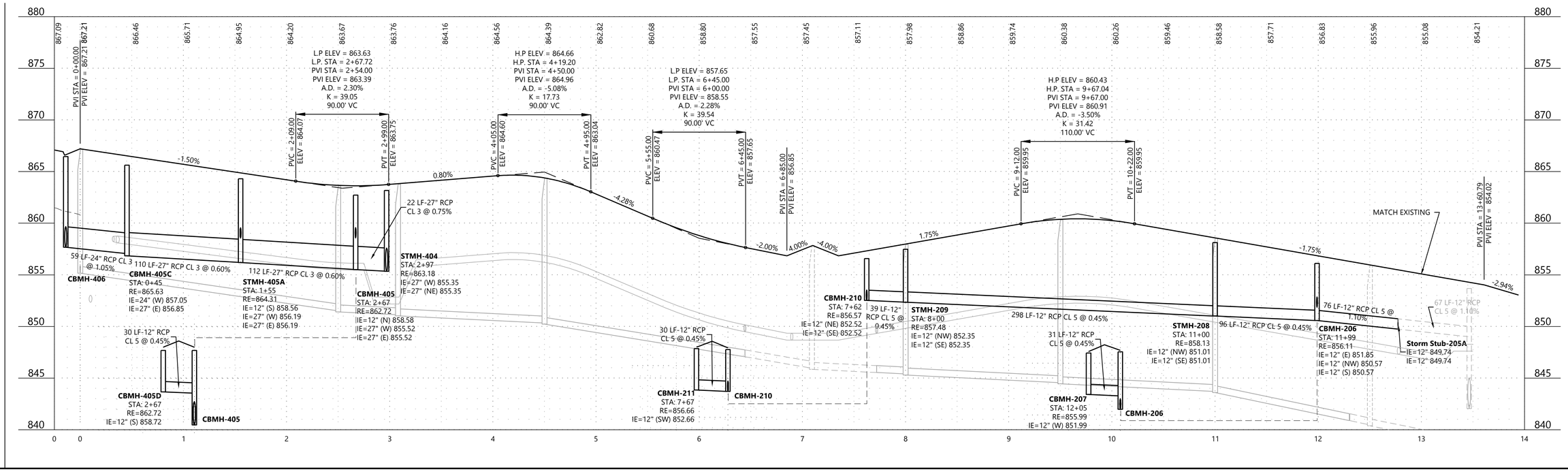


ROBIN AVENUE



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

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

1. RADIUS TO BE B618 CURB & GUTTER WITH 10' TRANSITIONS FROM SURMOUNTABLE CURB & GUTTER.
2. ALL RCP SHALL BE CLASS 5, UNLESS OTHERWISE NOTED.
3. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET. MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS SHOWN ON THE PROFILES REFLECT THE SUMPED ELEVATIONS.

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

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DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

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

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CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 11 OF 33
DATE: 11/08/21

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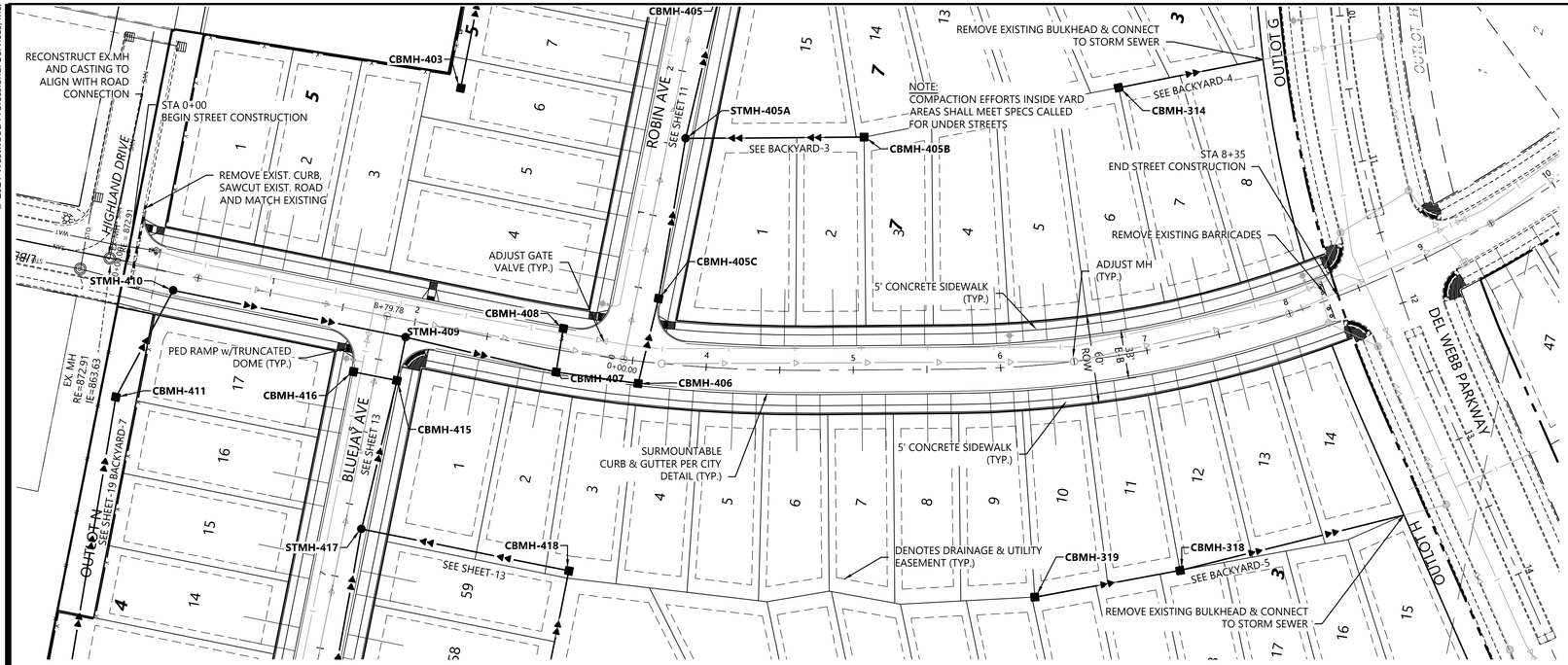

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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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1" = 50'

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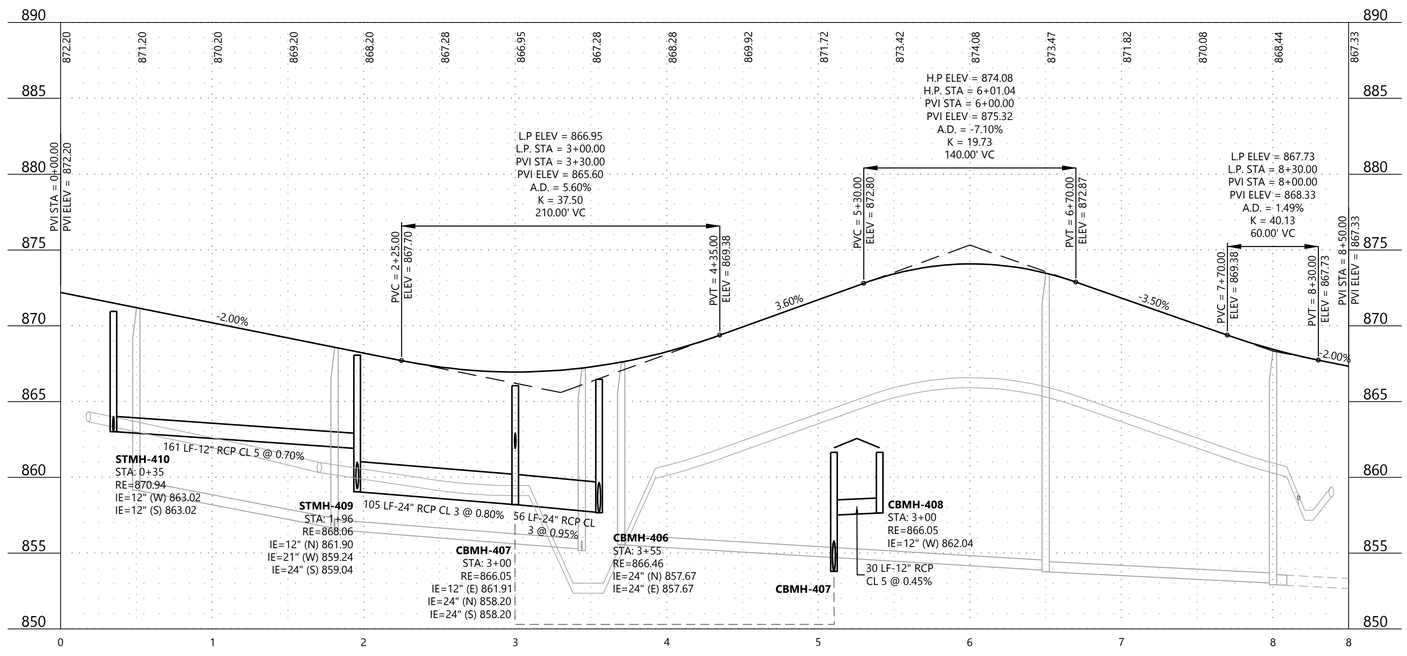
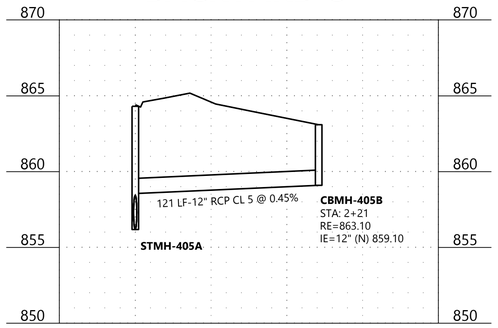
CONSTRUCTION PLANS

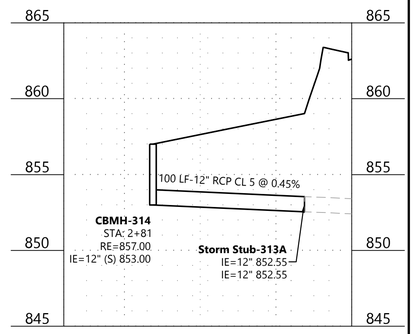
LIBERTY HEIGHTS DRIVE



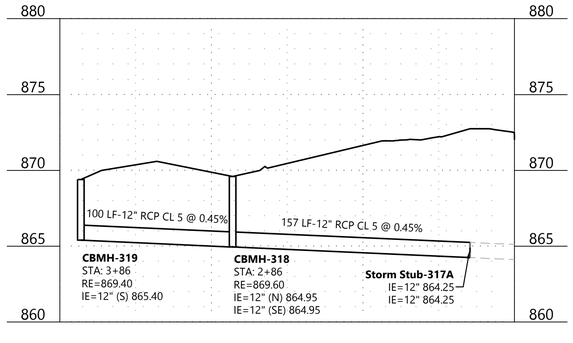
BACKYARD-3



BACKYARD-4



BACKYARD-5



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DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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CHASKA, MN

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STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 12 OF 33
DATE: 11/08/21

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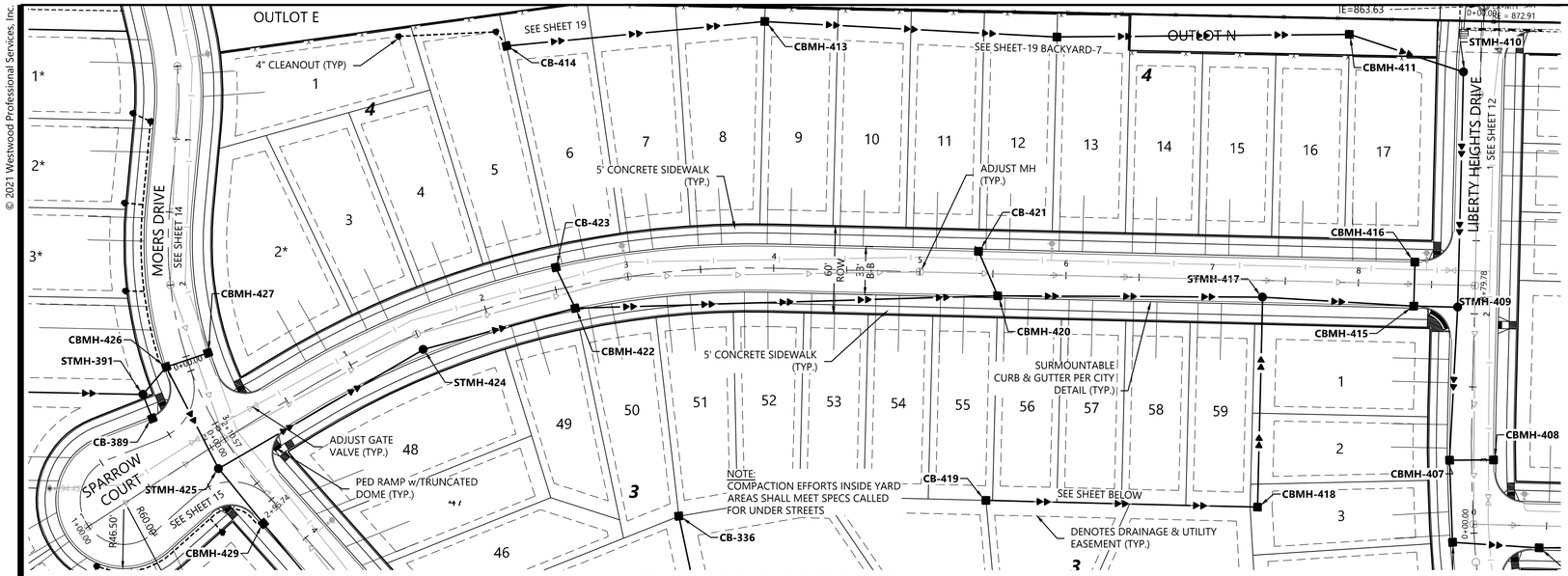

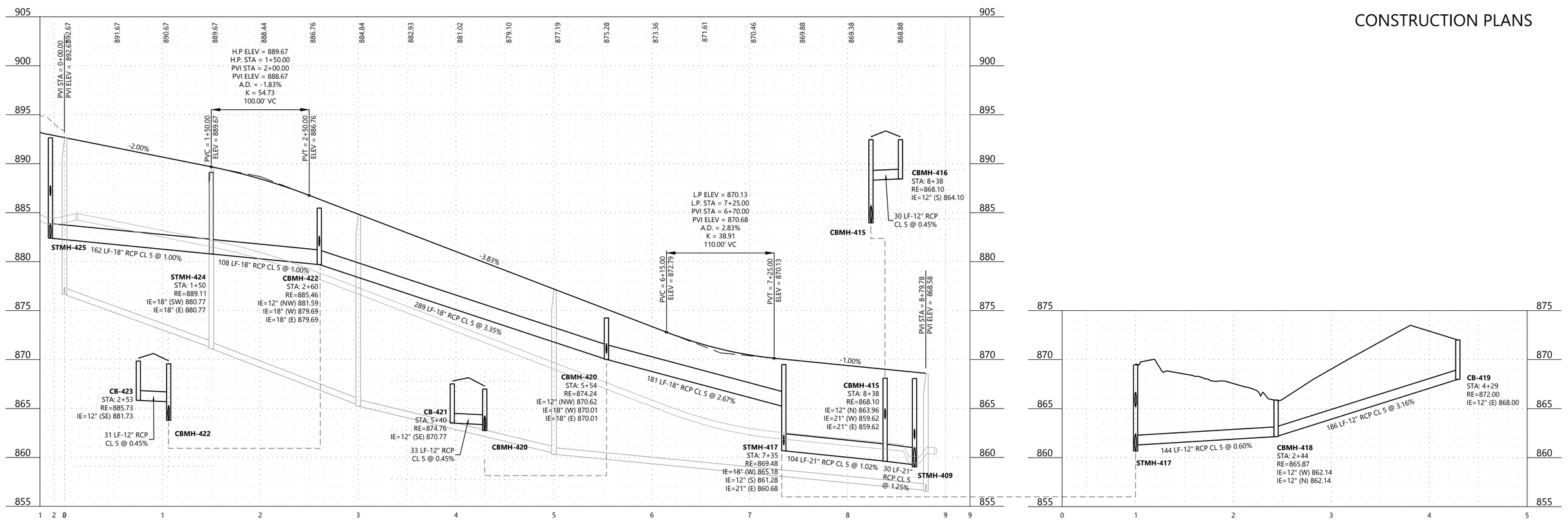

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DEL WEBB AT CHASKA 2ND ADDITION

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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
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INITIAL ISSUE: 11/08/21
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STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 13 OF 33
DATE: 11/08/21

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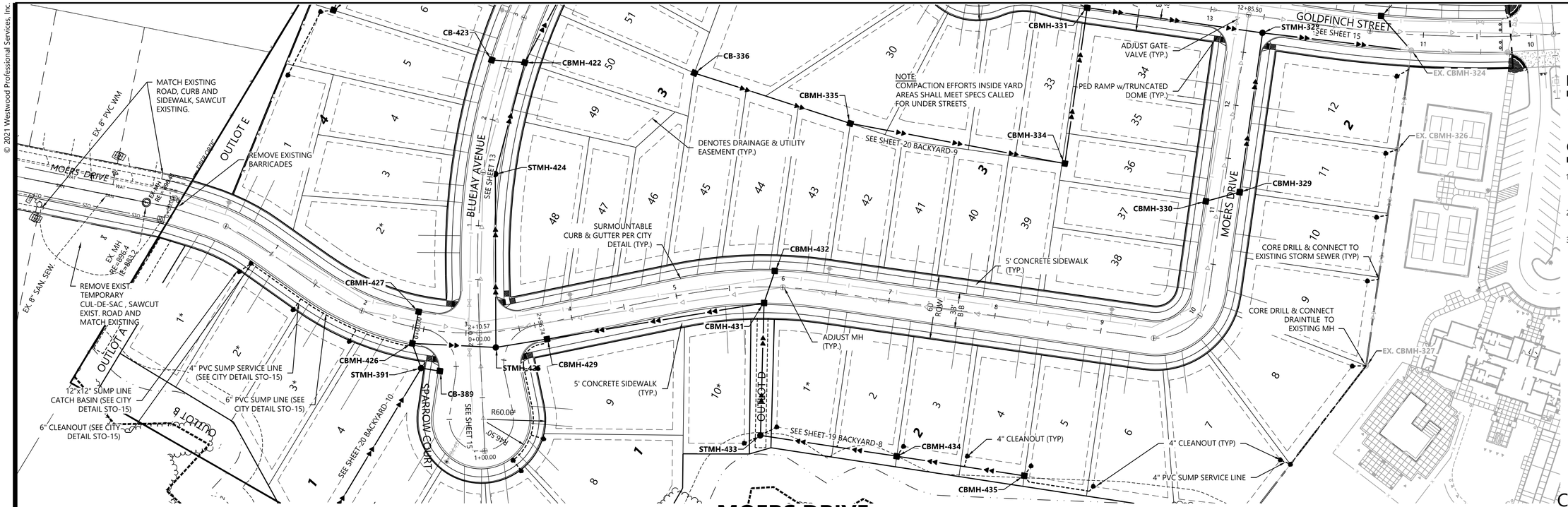

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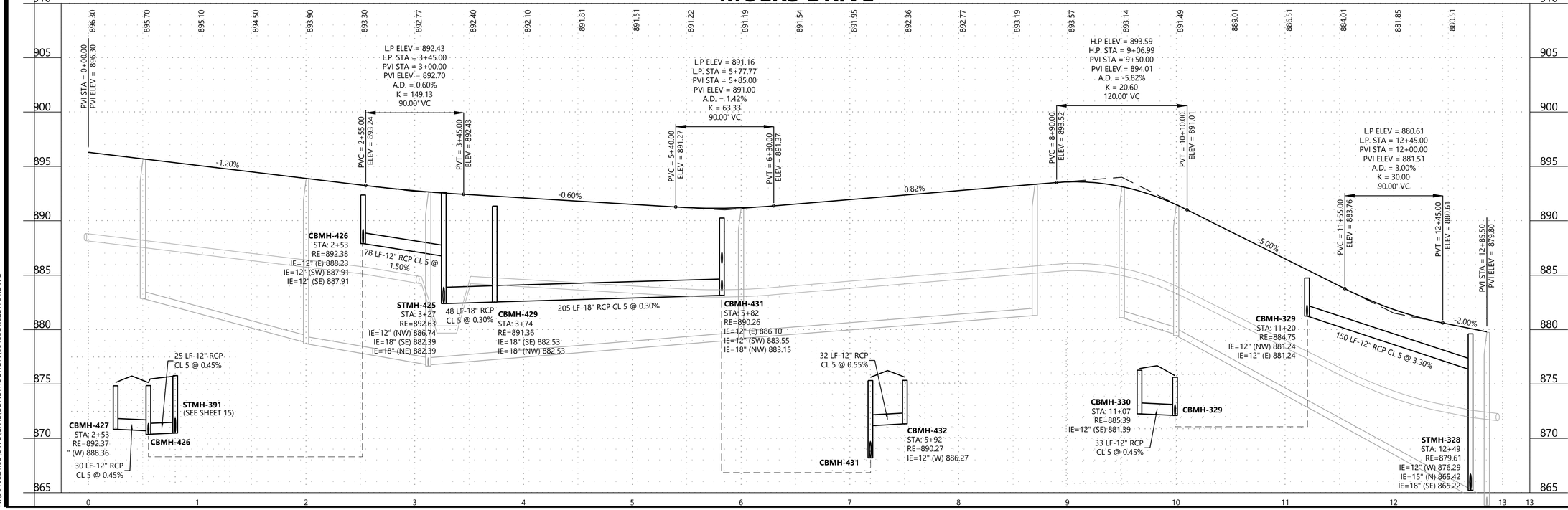
CONSTRUCTION PLANS

MOERS DRIVE



DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 14 OF 33
DATE: 11/08/21

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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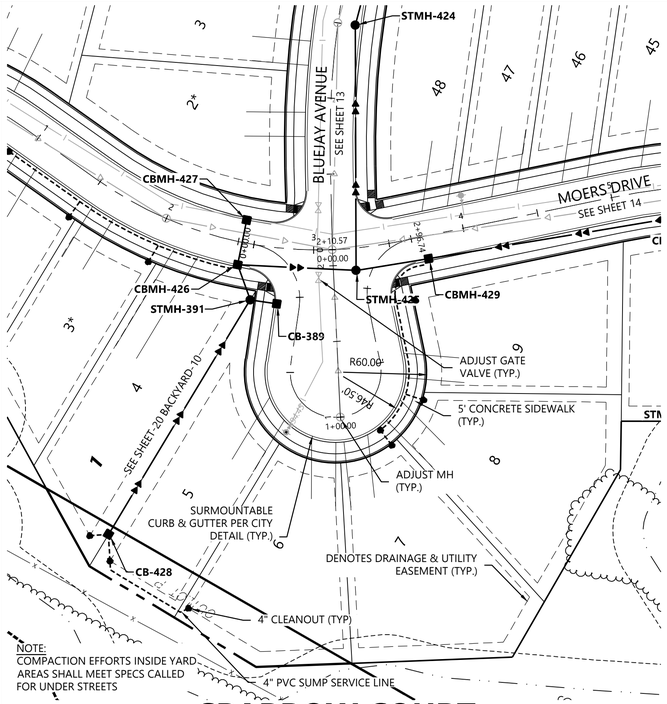
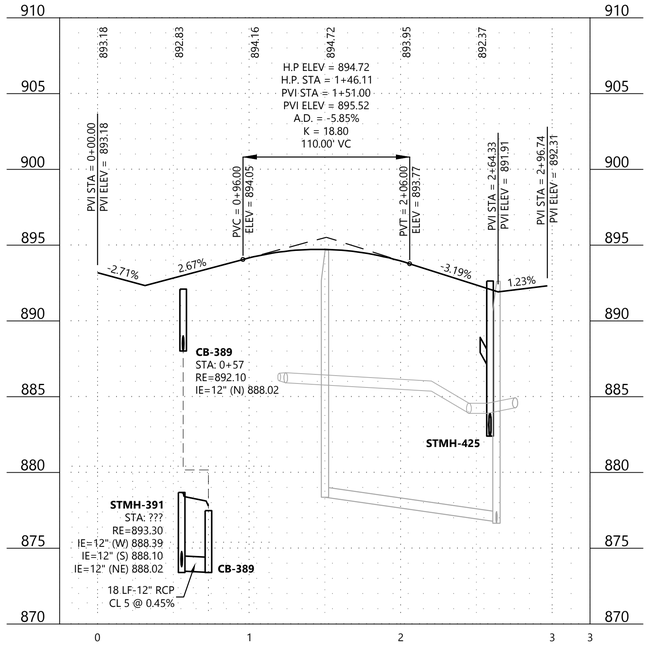
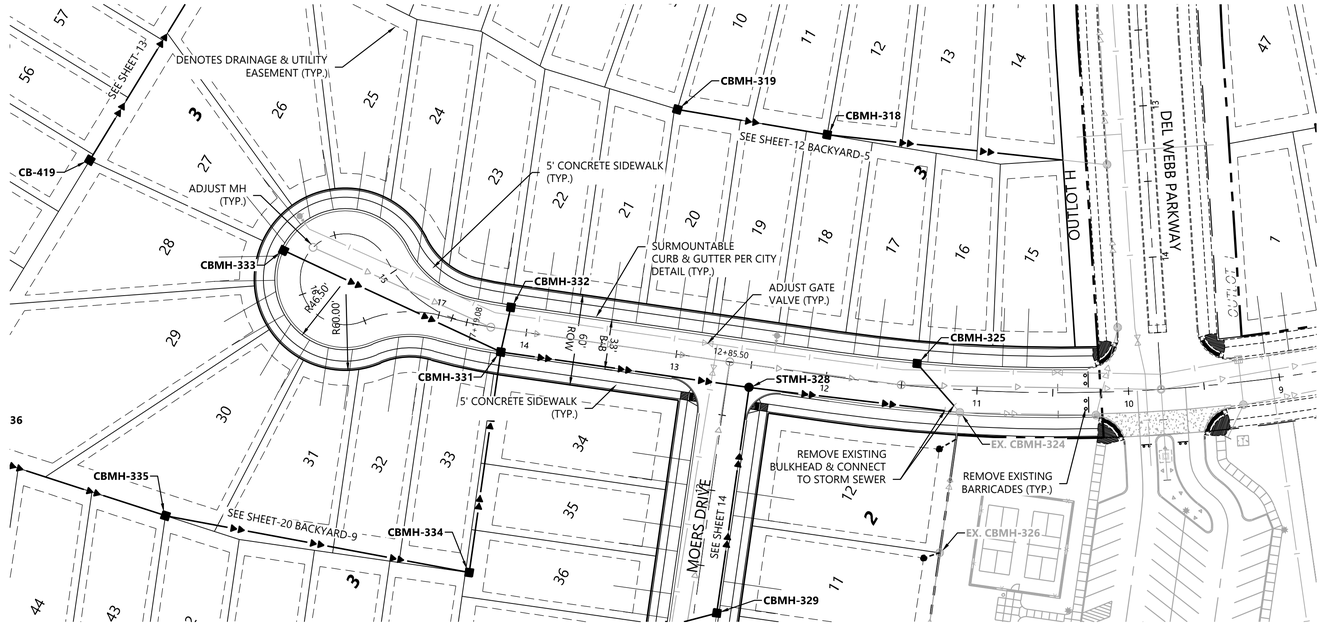
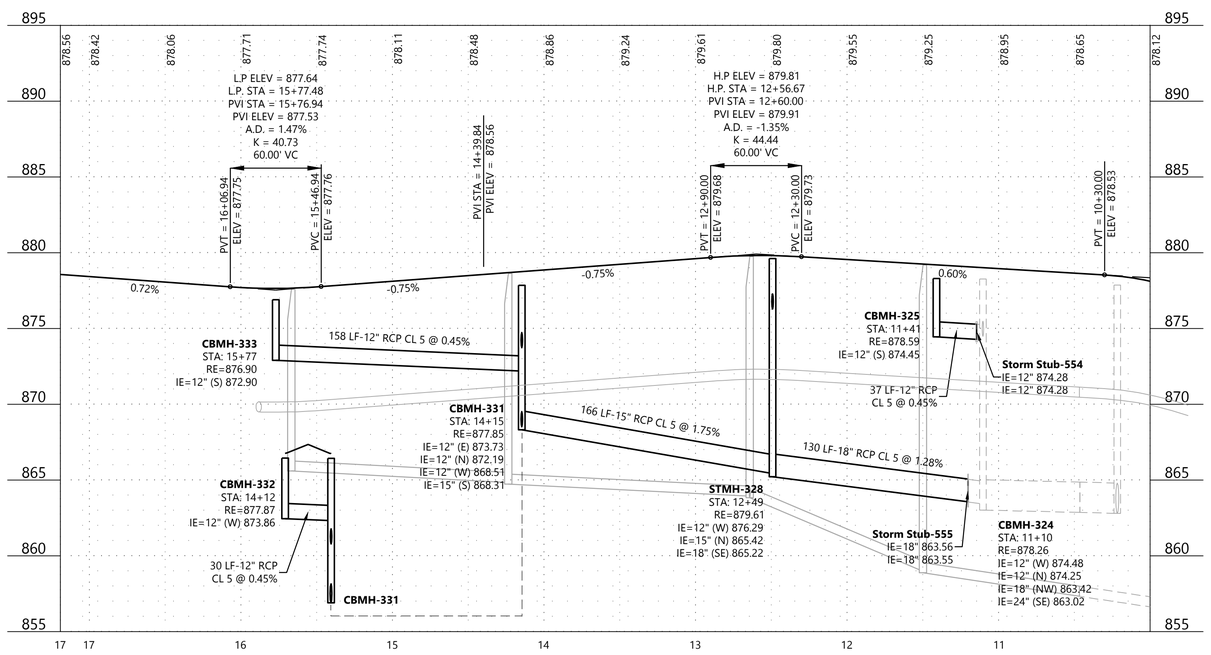


SPARROW COURT





GOLDFINCH STREET



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

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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1" = 50'
0' 50' 100' 150'

CONSTRUCTION PLANS

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
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PREPARED FOR:

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STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 15 OF 33
DATE: 11/08/21

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DEL WEBB AT CHASKA 2ND ADDITION

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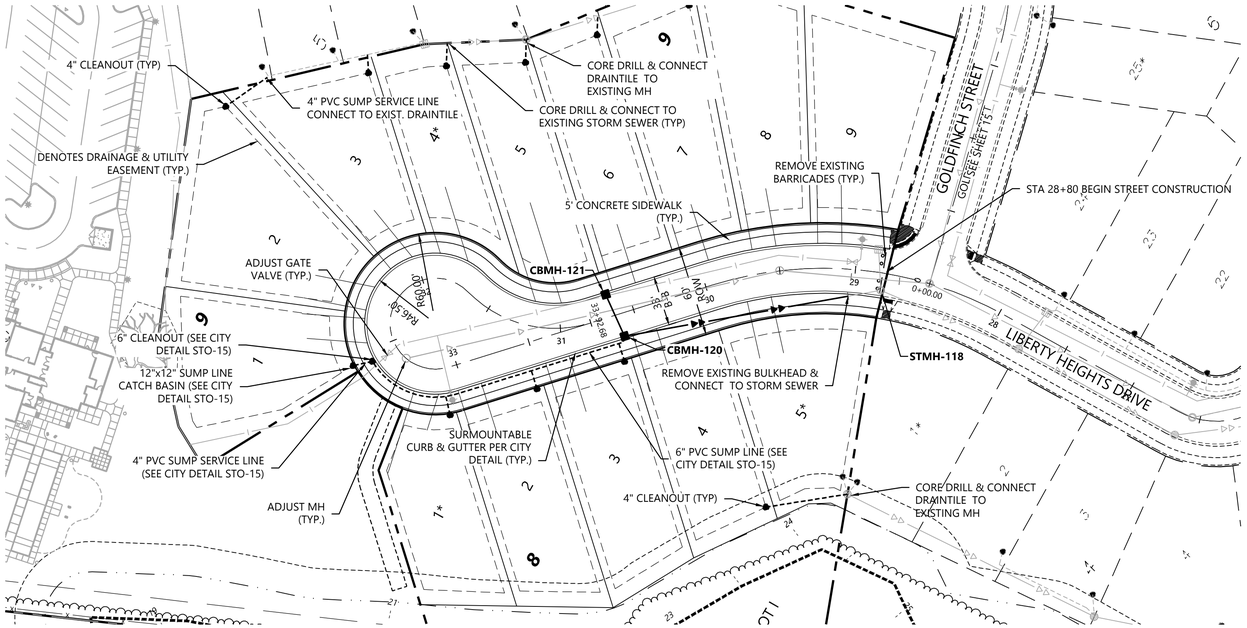
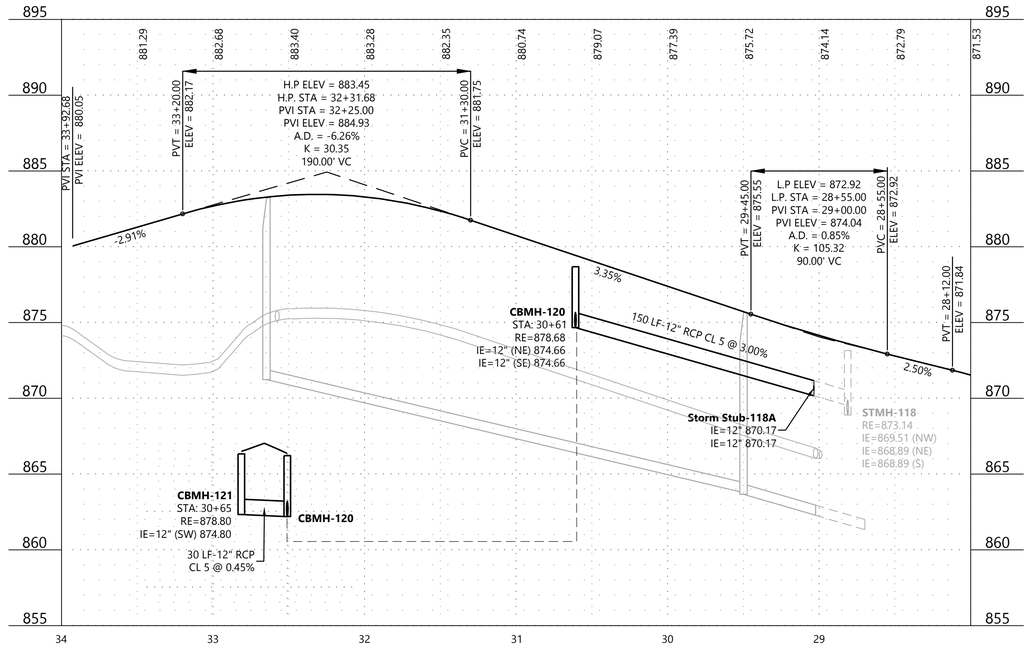


LIBERTY HEIGHTS DRIVE



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

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

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CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DESIGNED:	CLJ
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DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
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PREPARED FOR:

PULTE GROUP
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EDEN PRAIRIE, MN 55344

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Westwood Professional Services, Inc.

STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 16 OF 33
DATE: 11/08/21

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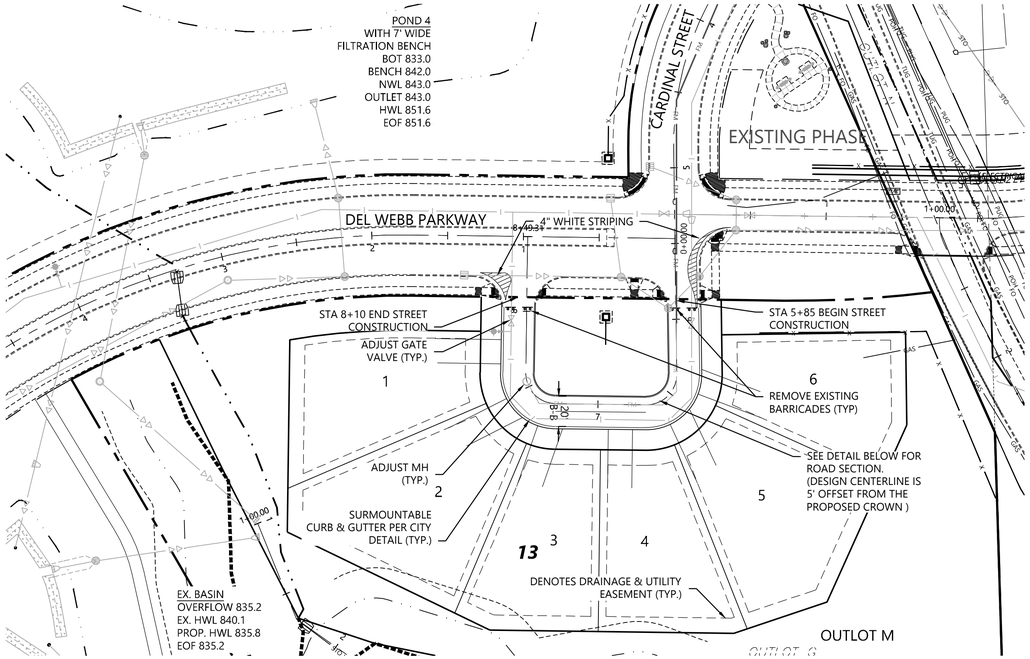
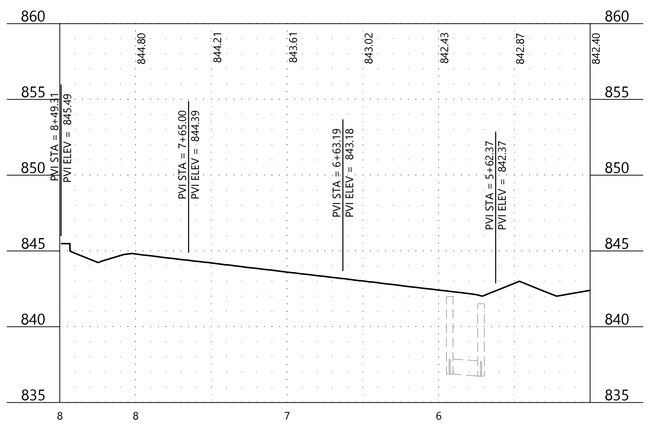
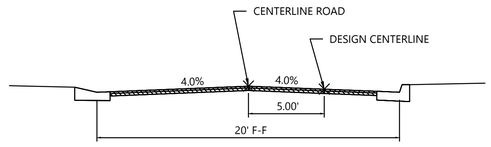


HAMMERS COURT



HAMMERS COURT OFFSET CENTERLINE ROAD SECTION



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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
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PREPARED FOR:

PULTE GROUP
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EDEN PRAIRIE, MN 55344

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DATE: 11/08/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 17 OF 33
DATE: 11/08/21

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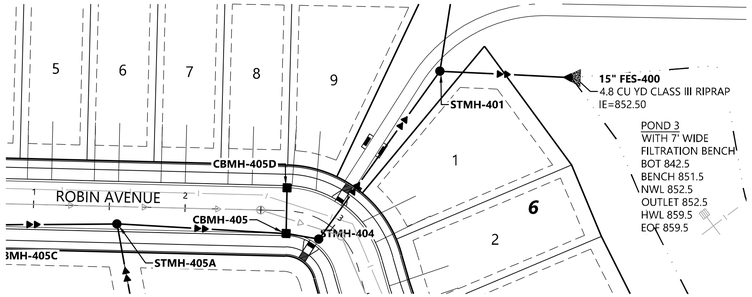
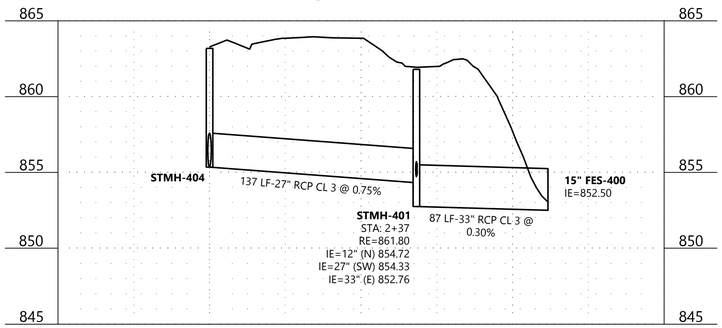
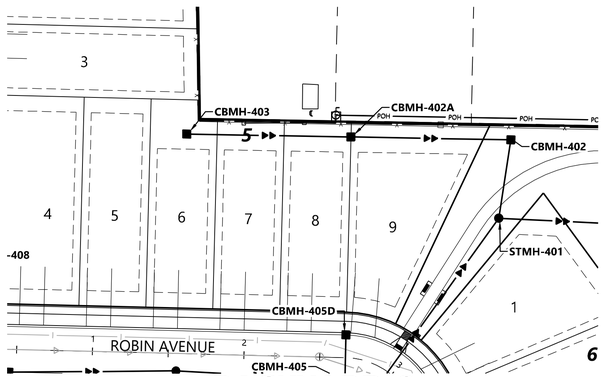
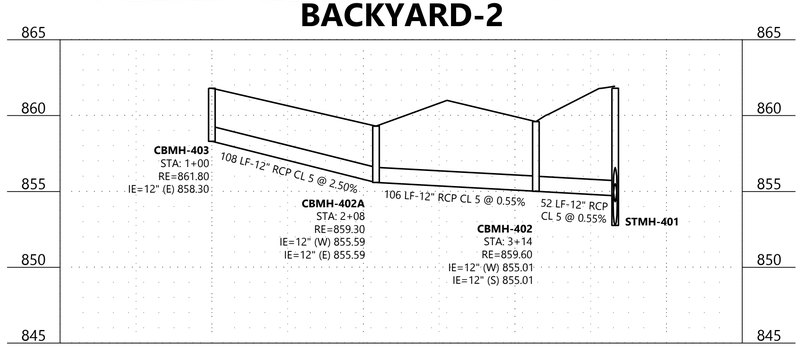


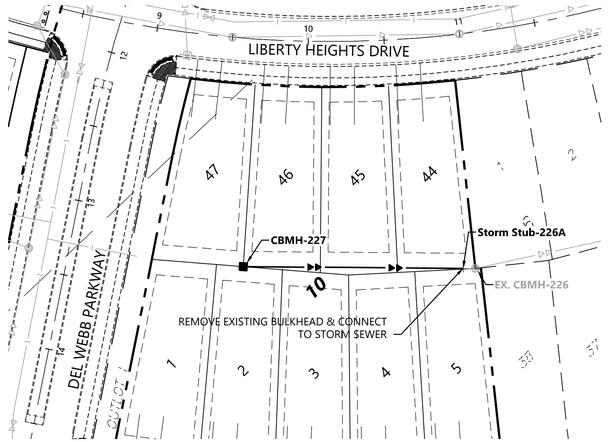
BACKYARD-1



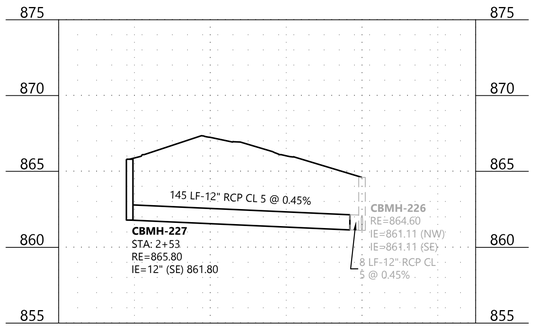


BACKYARD-2





BACKYARD-11



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

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

BACKYARD STORM SEWER

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 18 OF 33
DATE: 11/08/21

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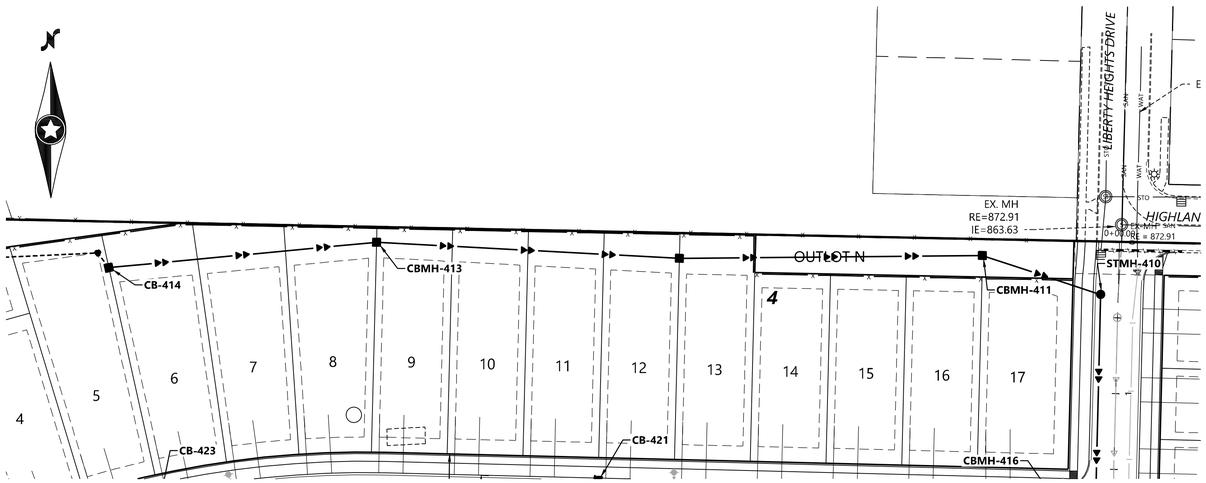

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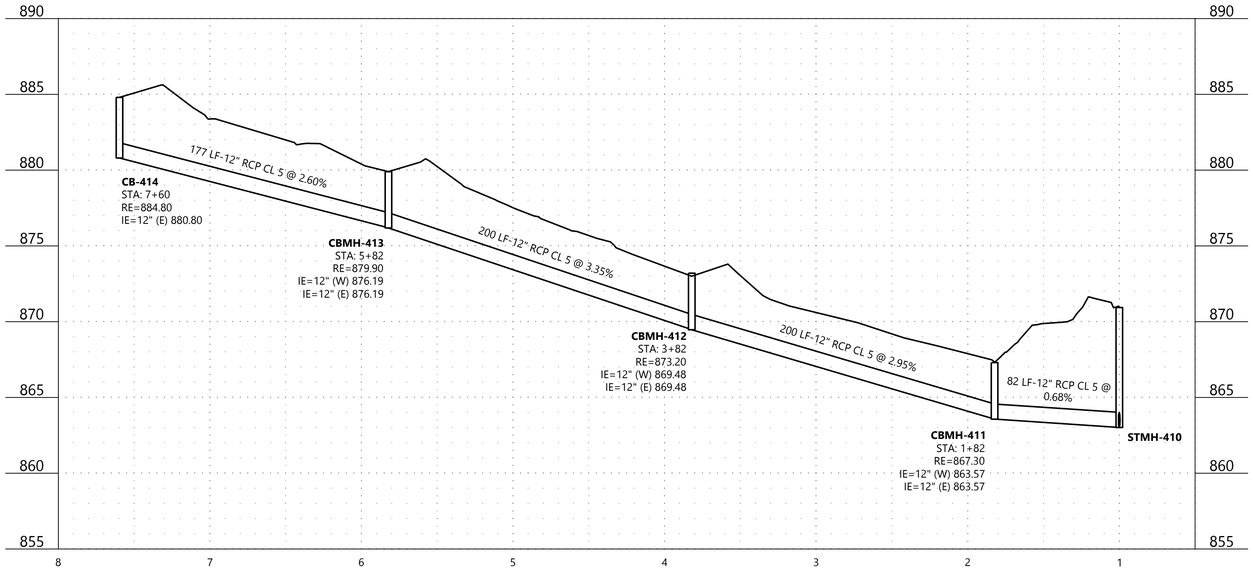
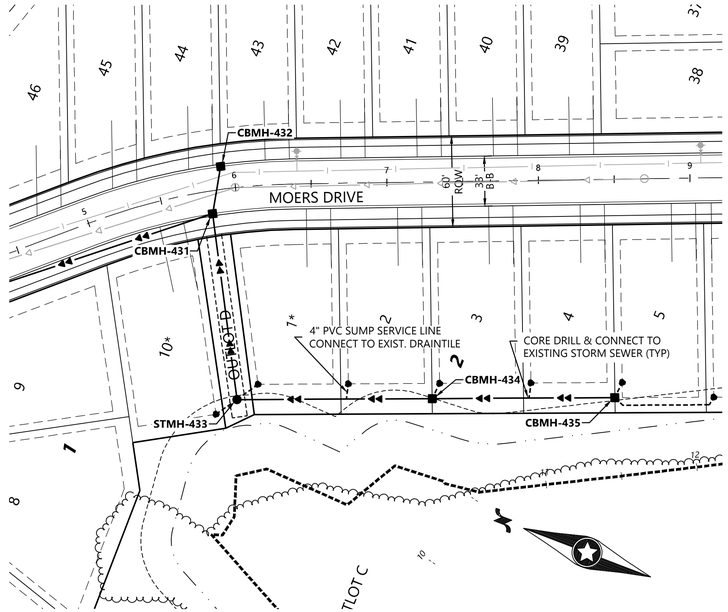
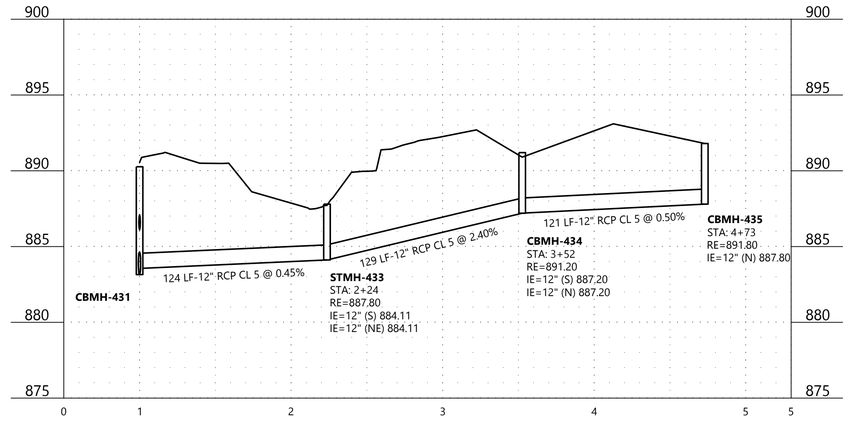




BACKYARD-8



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811 or call811.com
Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

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CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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BACKYARD STORM SEWER

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 19 OF 33
DATE: 11/08/21

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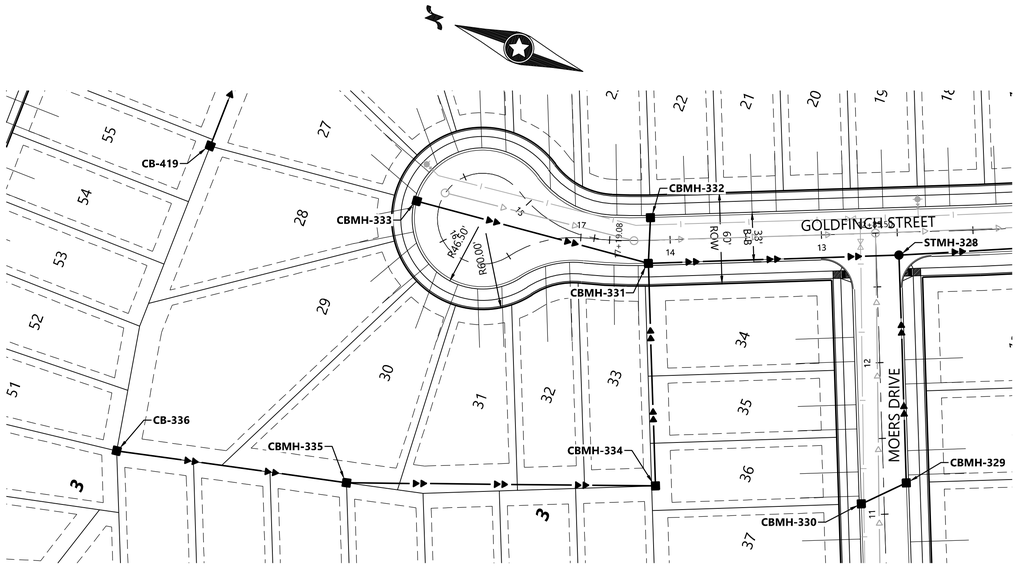
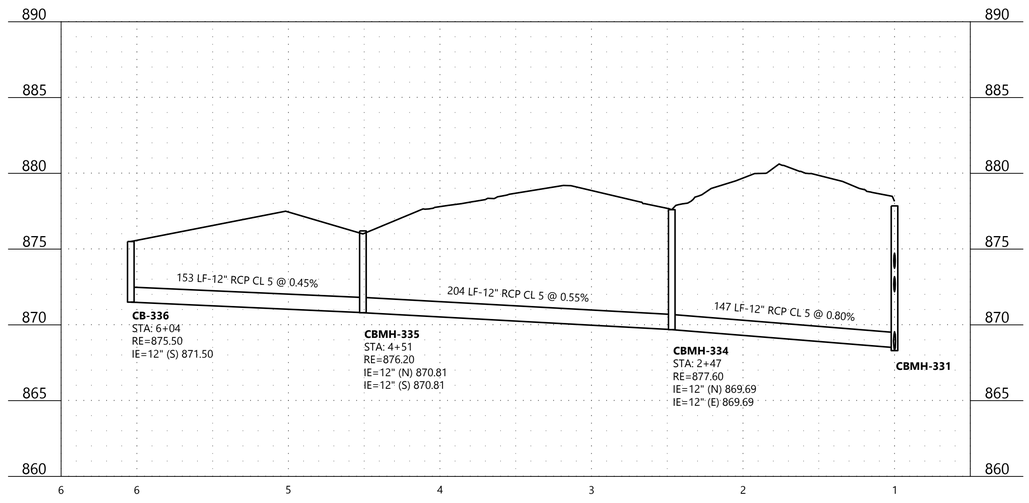
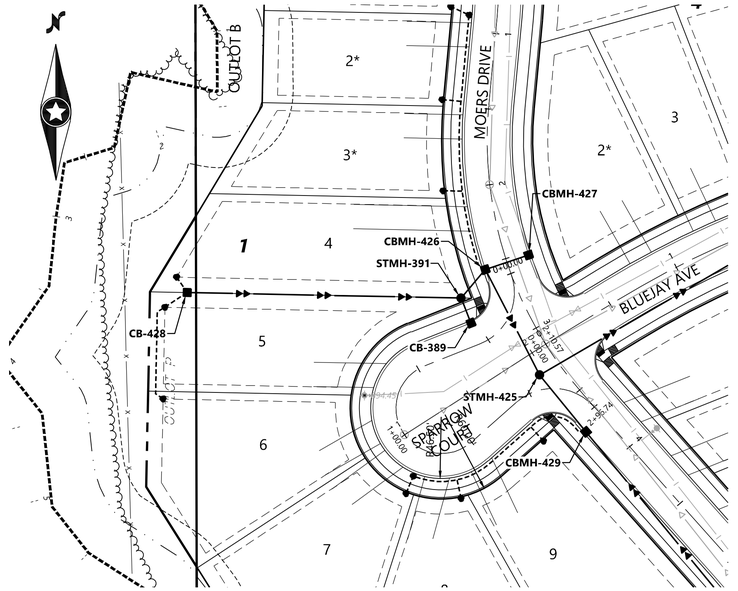


BACKYARD-9





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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
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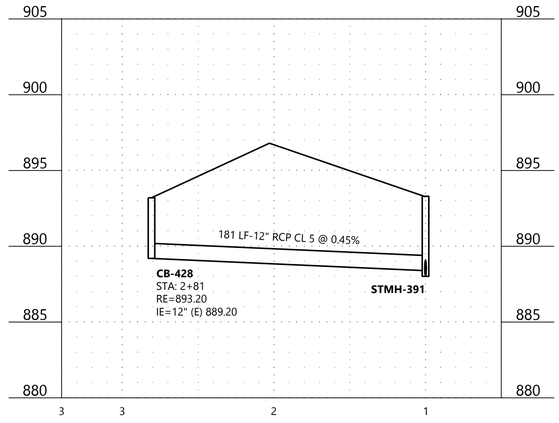
CONSTRUCTION PLANS

BACKYARD-10



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DEL WEBB AT CHASKA 2ND ADDITION

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
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CHASKA, MN

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Westwood Professional Services, Inc.

BACKYARD STORM SEWER

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 20 OF 33

DATE: 11/08/21

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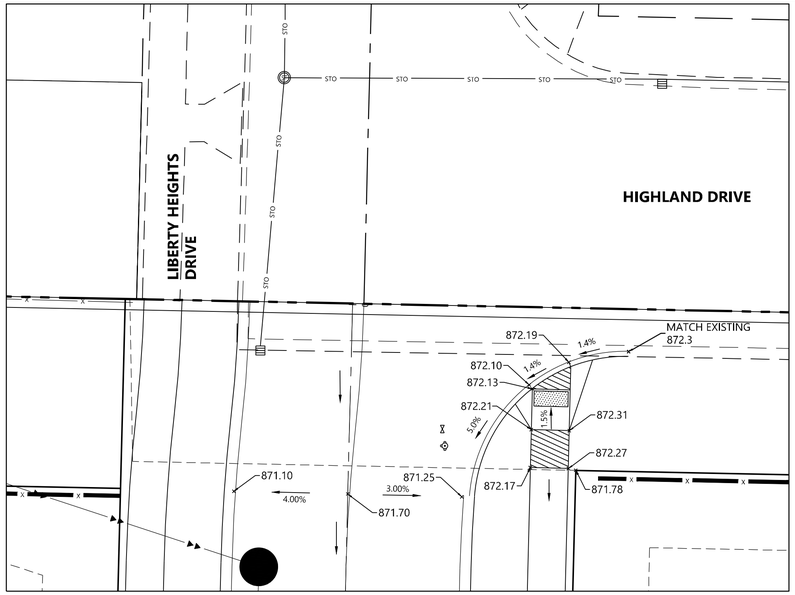

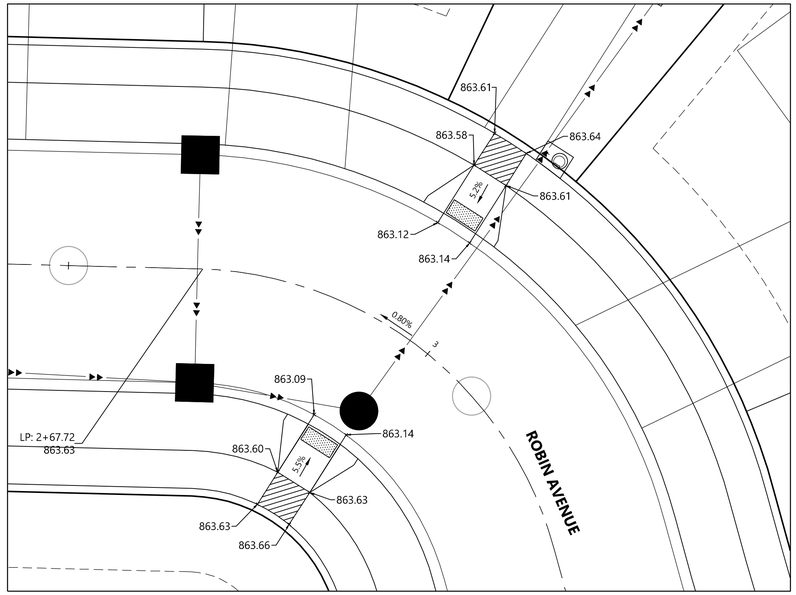

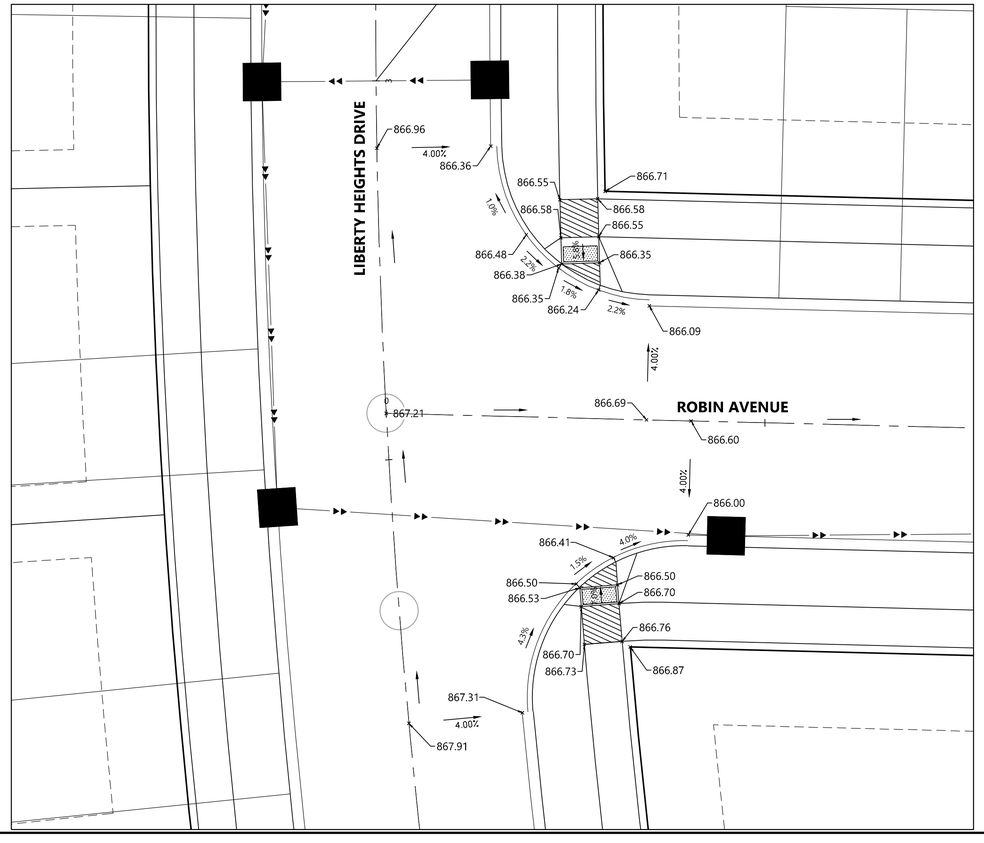

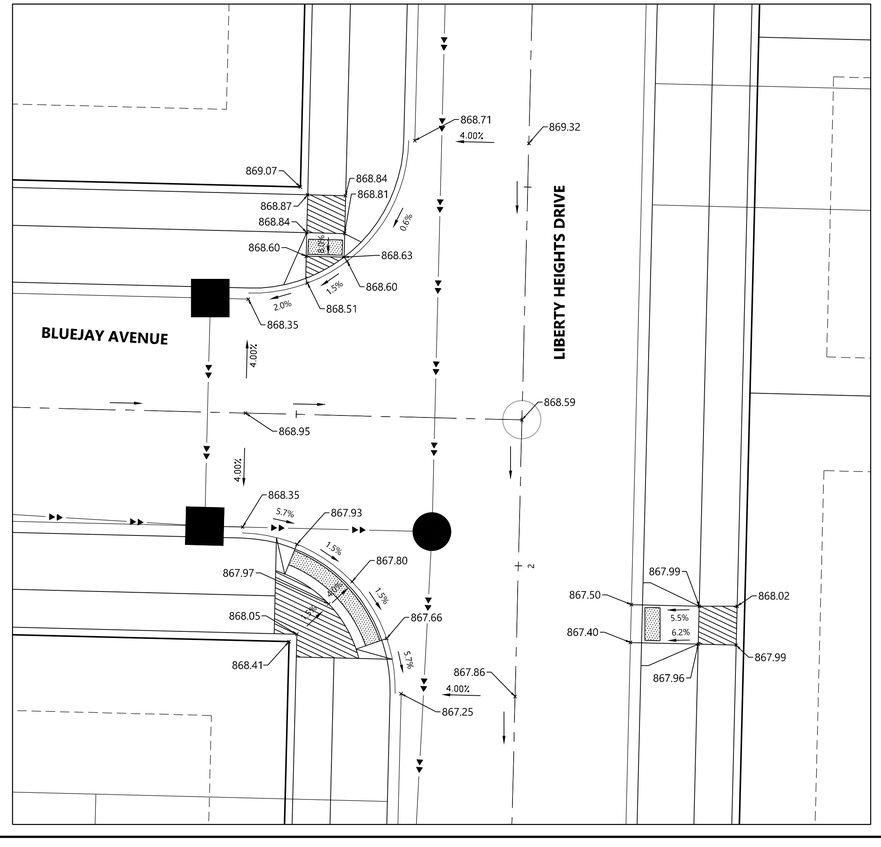

LEGEND

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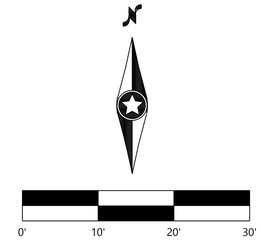
811 or call811.com
Common Ground Alliance

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STO		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES



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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

INTERSECTION DETAILS

SHEET NUMBER: 21 OF 33
PROJECT NUMBER: 0015521.02
DATE: 11/08/21

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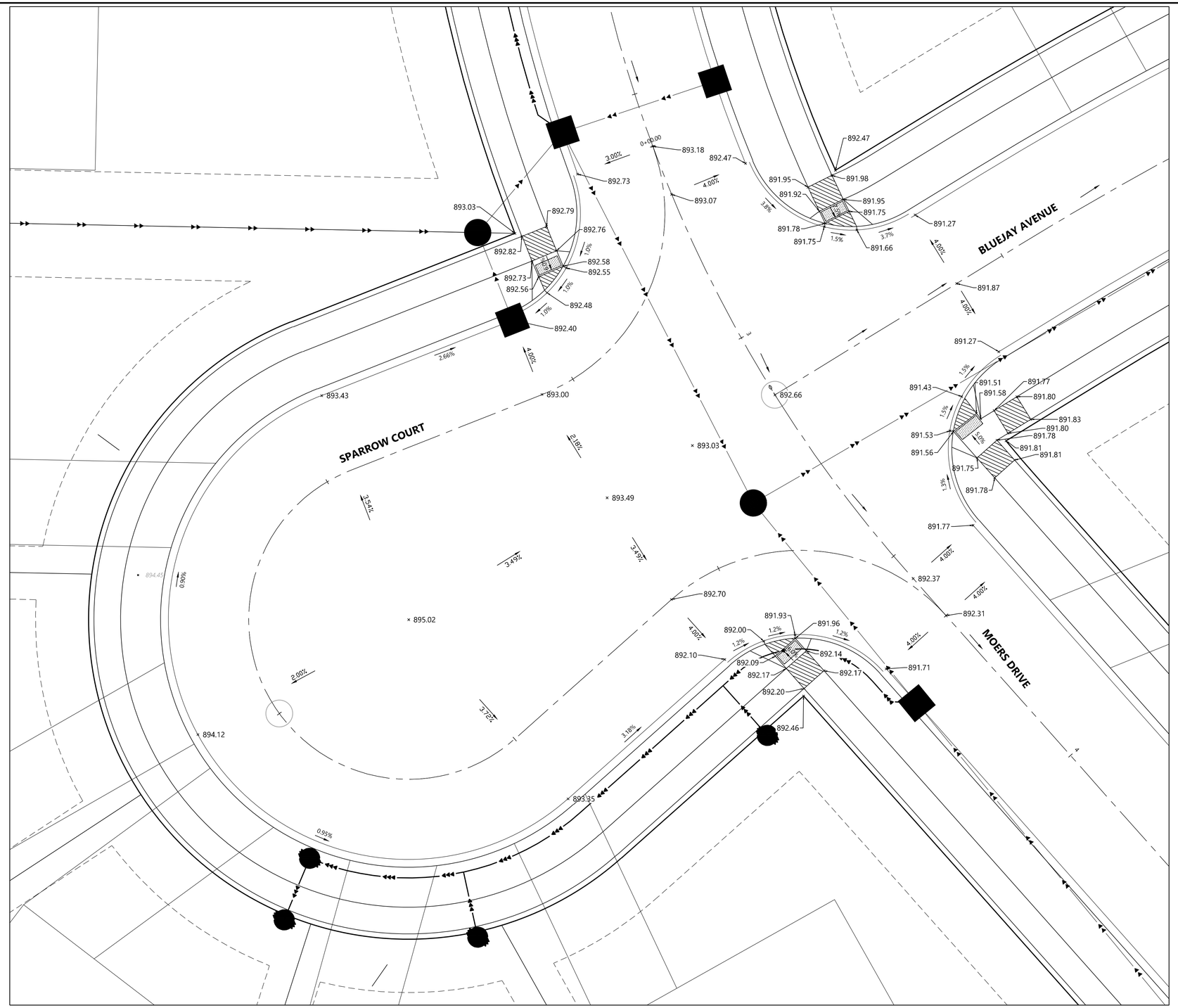
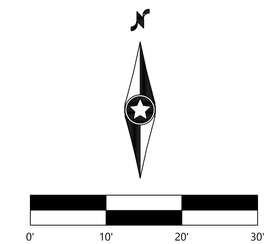
811 or call811.com
Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES





DEL WEBB AT CHASKA

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02IDF01.DWG

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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Fax (952) 937-5822 | Minnetonka, MN 55343
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INTERSECTION DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 22 OF 33
DATE: 11/08/21

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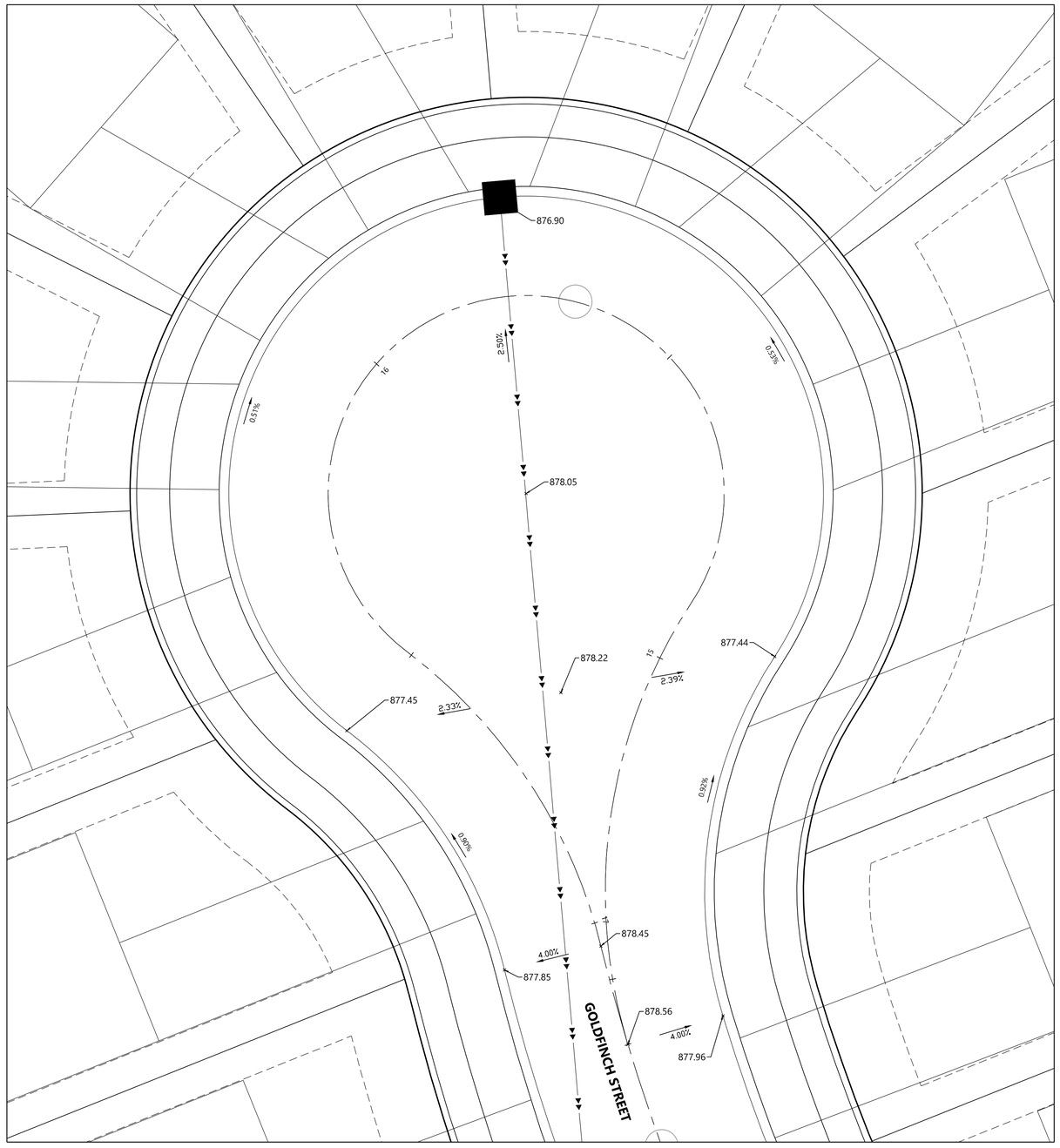
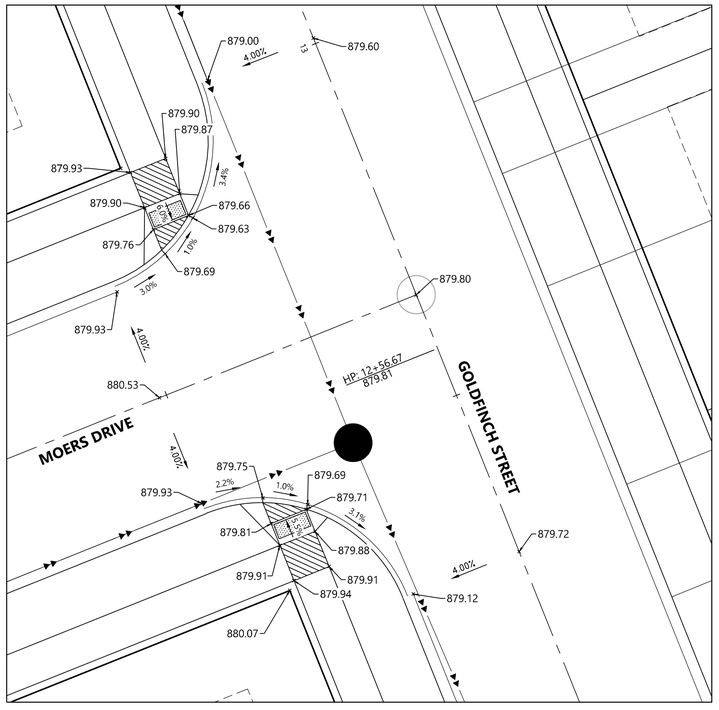
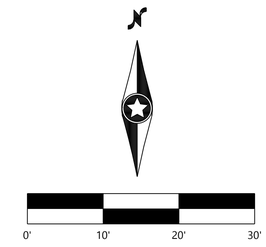
LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES







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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
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3 . .
4 . .
5 . .

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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INTERSECTION DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 23 OF 33
DATE: 11/08/21

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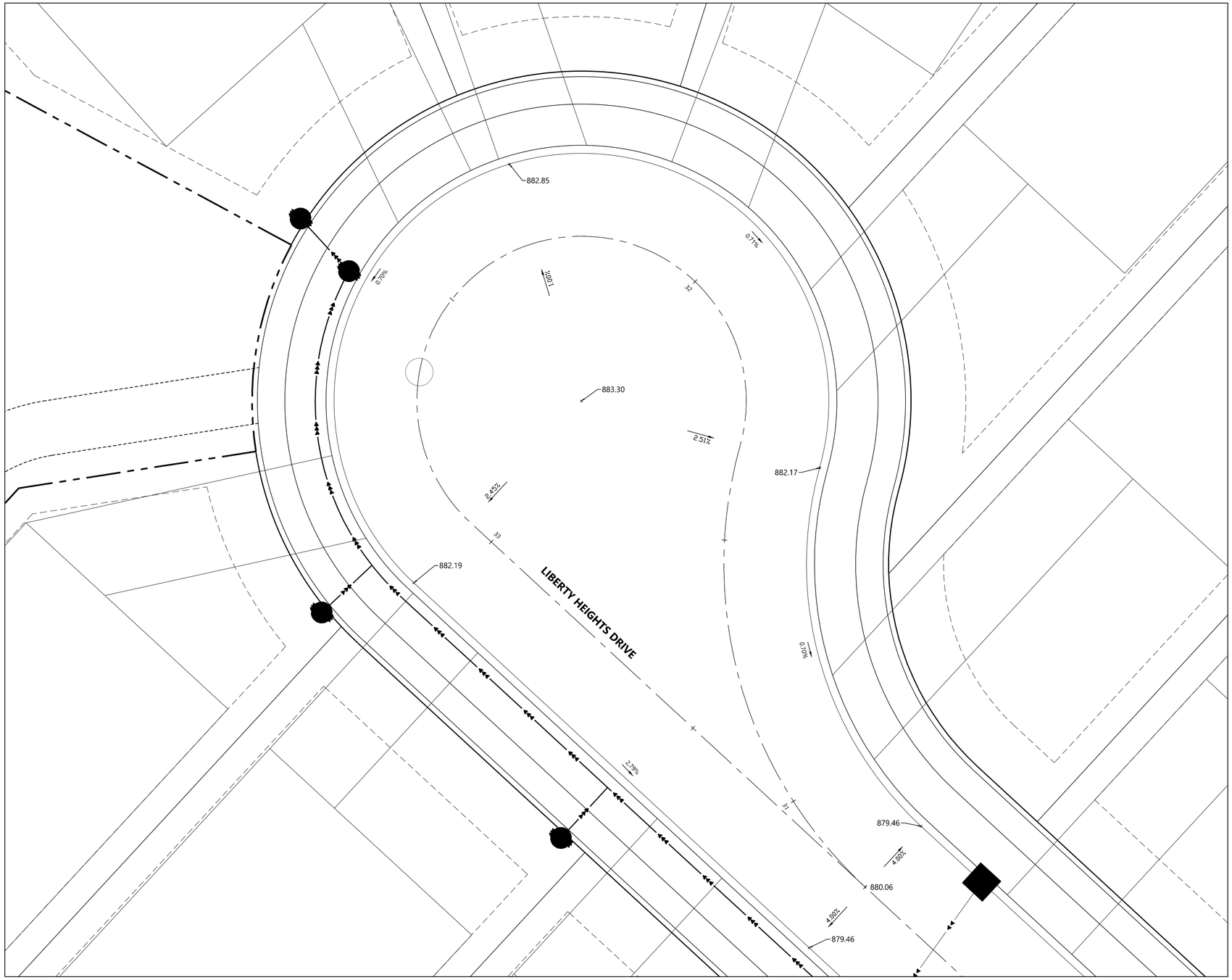

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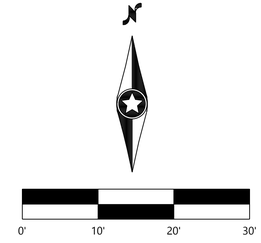
LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES



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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
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4 . .
5 . .

PREPARED FOR:

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

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RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

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INTERSECTION DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 24 OF 33
DATE: 11/08/21

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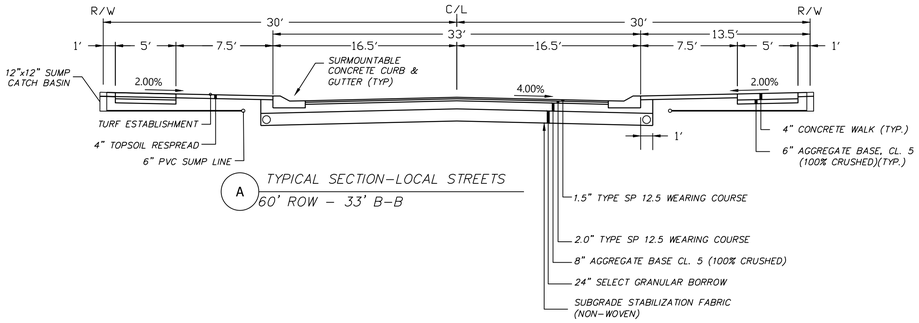

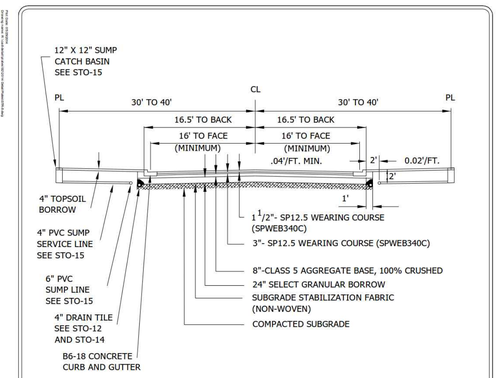

STANDARD STREET SECTION (9 TON)

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS A CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

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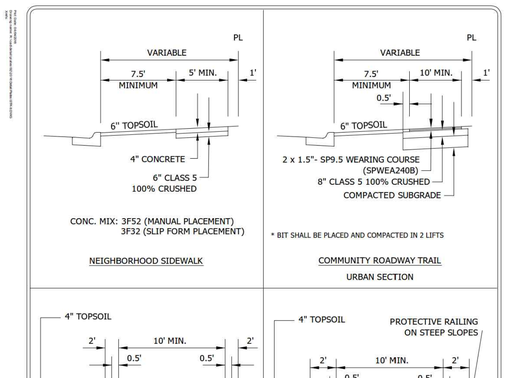
TYPICAL SECTION
9 TON

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-8



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TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-9

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
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5 . .

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Fax (952) 937-5822 Minnetonka, MN 55343
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TYPICAL STREET SECTIONS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 25 OF 33

DATE: 11/08/21

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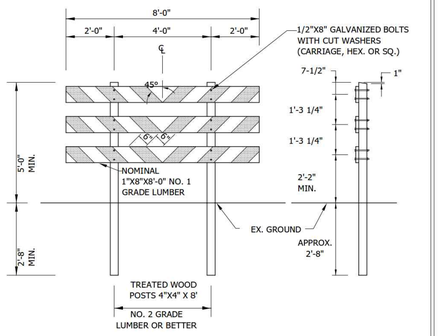

NOTE
THE BARRICADE BOARD FACE SURFACES SHALL BE FULLY RELECTORIZED IN ALTERNATE SILVER-WHITE AND RED STRIPING, USING A REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF MNDOT SPEC. 3352.

PRIOR TO INSTALLING THE REFLECTIVE SHEETING, THE BARRICADE BOARDS SHALL BE GIVEN A COMPLETE COATING OF WHITE WOOD PRIMER PAINT FOLLOWED BY A SECOND COAT OF WHITE EXTERIOR APPLIED ONLY TO THE SURFACES NOT COVERED WITH REFLECTIVE SHEETING.

THE BARRICADE BOARDS SHALL BE COMPLETELY PAINTED AND RELECTORIZED SHEETING APPLIED BEFORE BEING INSTALLED ON THE POSTS.

THE PLACEMENT OF THE BARRICADE SHALL BE 10'-0" FROM THE END OF THE BITUMINOUS ROAD WITH THE BARRICADE CENTERED ON THE ROADWAY FACING THE FLOW OF TRAFFIC.

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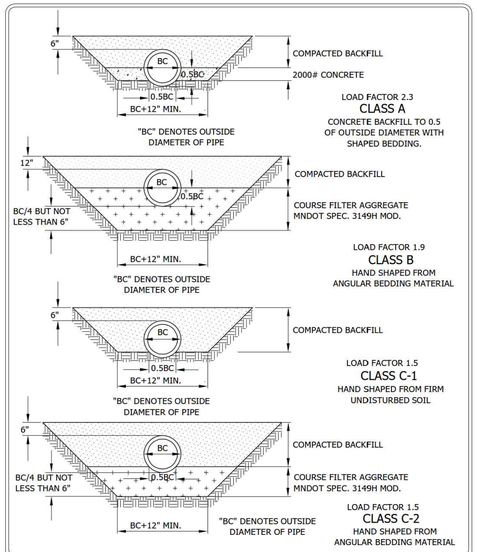
PERMANENT BARRICADE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2008
PLATE NO. GEN-4



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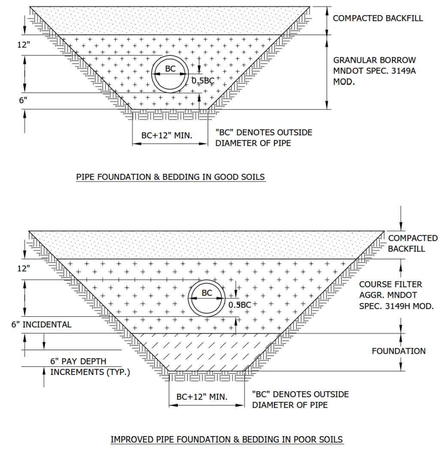
BEDDING METHODS FOR RCP OR DIP
CHASKA, MINNESOTA

LAST REVISION: MARCH 2001
PLATE NO. GEN-6



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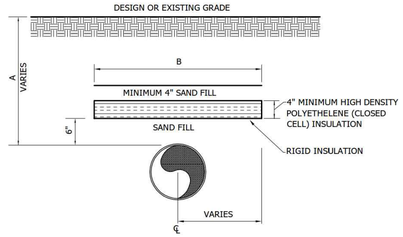
BEDDING METHODS FOR PVC
CHASKA, MINNESOTA

LAST REVISION: MARCH 2008
PLATE NO. GEN-7

NOTE: WATER MAIN BURIED LESS THAN 7.5' TO BE APPROVED BY OWNER



NOTE: PIPE SHALL BE CENTERED UNDER INSULATION UNLESS OTHERWISE SPECIFIED. STAGGER/ OFFSET JOINTS 2' MINIMUM BETWEEN SHEET LAYERS.

COVER OVER PIPE - A	WIDTH OF INSULATING BOARD - B
2'	11'
3'	9'
4'	7'
5'	5'
6'	3'

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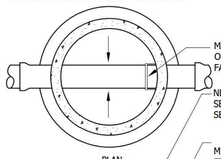
INSULATION DETAIL
CHASKA, MINNESOTA

LAST REVISION: APRIL 2016
PLATE NO. GEN-8

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

FRAME	A	B
R1642-2310B	27"	7"
R1755G	27"	7"



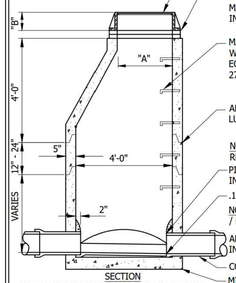
PLAN

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATION FOR CASTING NUMBER.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20"ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.



SECTION

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS MIN.

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.

COMPACT TO TOP OF PIPE, TO FIRST JOINT.

MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .

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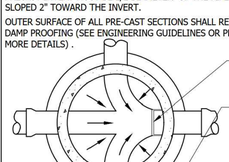
SANITARY SEWER MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-1

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.
OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .

FRAME	A	B
R16420245	27"	7"
R1755G	27"	7"



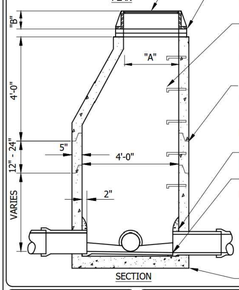
PLAN

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATIONS FOR CASTING NUMBER

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTING RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING



SECTION

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT OUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS (MIN.)

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.
MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

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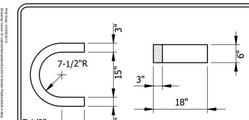
SANITARY SEWER JUNCTION MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-2

FRAME	A	B
R1642-2310B	27"	7"
R1755G	27"	7"



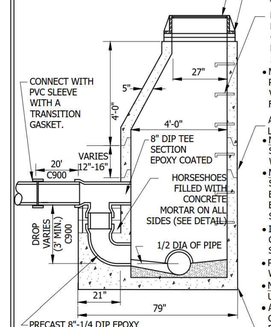
PLAN SECTION

HORSESHOE DETAILS

NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER", WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECS. FOR CASTING NUMBERS.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

- MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.



MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL.)

- MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

- NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.
- NOTE: OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS).
- INTERIOR MANHOLE WALL SHALL BE COMPLETELY LINED WITH HDPE, SEE SPEC FOR MORE DETAILS.
- PIPE SHALL BE CUT OUT FLUSH WITH INSIDE FACE OF WALL.
- NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.
- ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE. PRECAST INVERT SHOULD BE 1/2 DIAMETER OF PIPE AND BENCHES SLOPED 2" TOWARD INVERT.

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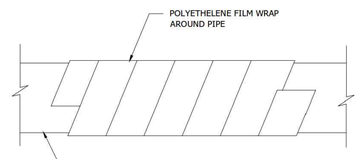
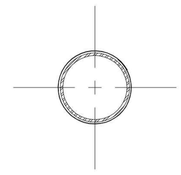
SANITARY SEWER DROP INLET MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-4





PIPE SECTION

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TYPICAL FORCEMAIN INSTALLATION
CHASKA, MINNESOTA

LAST REVISION: APRIL 2004
PLATE NO. SAN-7

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
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DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 26 OF 33
DATE: 11/08/21

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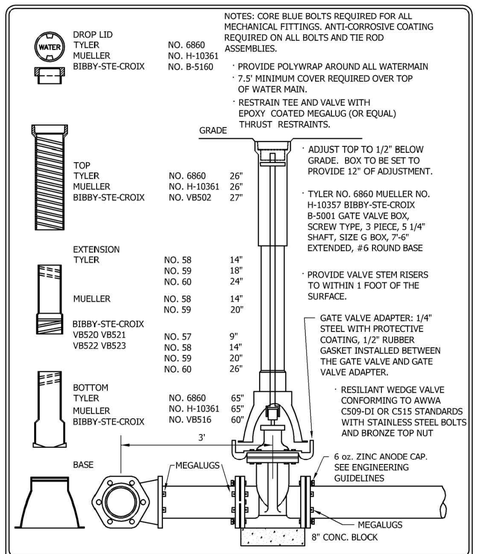

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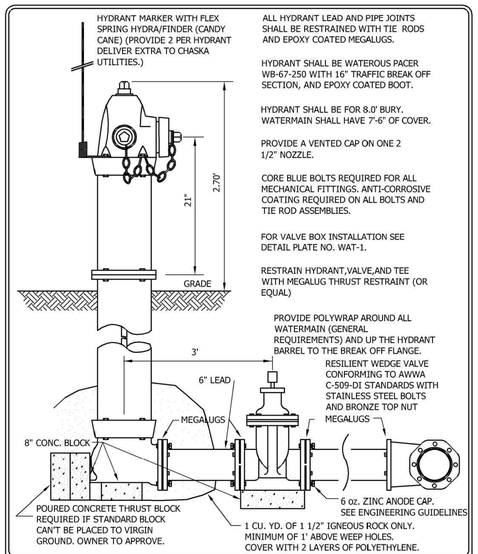
GATE VALVE AND BOX INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-1



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WATEROUS PACER HYDRANT AND VALVE INSTALLATION

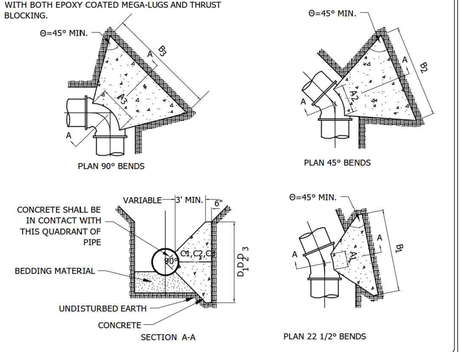
CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-2

NOTES:
1. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POURED AGAINST FIRM UNDISTURBED EARTH.
2. DIMENSION C1,C2,C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Θ EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A1,A2,A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH MJ BOLTS.
4. PROVIDE POLYETHYLENE WRAP AROUND ALL WATERMAIN.
5. ALL BENDS AND FITTINGS SHALL BE RESTRAINED WITH BOTH EPOXY COATED MEGA-LUGS AND THRUST BLOCKING.

PIPE SIZE	BUTTRESS DIMENSIONS					
	22 1/2° BEND		45° BEND		90° BEND	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'-5"	1'-5"	1'-5"	1'-5"	2'-1"	1'-6"
8"	1'-5"	1'-5"	2'-1"	1'-6"	2'-8"	2'-0"
12"	1'-10"	1'-10"	3'-4"	2'-0"	4'-9"	2'-6"
16"	3'-0"	2'-0"	3'-10"	3'-0"	6'-2"	3'-6"
20"	3'-6"	2'-8"	5'-6'	3'-4"	8'-4"	4'-0"
24"	4'-4"	3'-0"	6'-10"	3'-10"	9'-8"	5'-0"
30"	-	-	9'-3"	6'-0"	17'-0"	6'-0"



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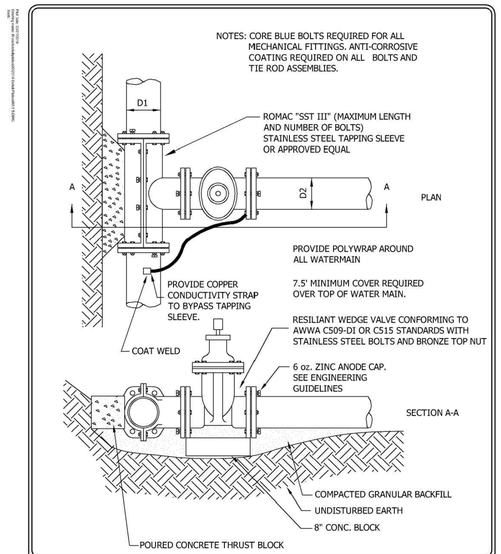
CONCRETE THRUST BLOCKING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2005

PLATE NO. WAT-4



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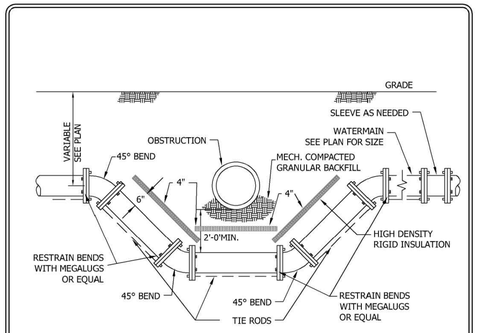
WATER MAIN WET TAP

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-5



1. USE EPOXY COATED MEGALUG THRUST RESTRAINTS AND COATED TIE RODS ON ALL JOINTS AND FITTINGS. CORE BLUE BOLTS REQUIRED ON ALL MECHANICAL JOINTS.
2. RESTRAIN A MINIMUM OF TWO PIPE JOINTS (40 LF) LEFT AND RIGHT OF THE LOWERING.
3. SEE PLATE NO. GEN-11 TO DETERMINE THE WIDTH OF THE INSULATING BOARD REQUIRED
4. SEE PLATE NO. WAT-4 TO DETERMINE THE REQUIRED CONCRETE THRUST BLOCKING.
5. ANTI CORROSIVE COATING REQUIRED ON ALL BOLT AND RESTRAINT ASSEMBLIES AND WELDS.
6. SACRAFICIAL ZINC ANODE CAPS ON EACH SIDE OF WATER FITTINGS. SEE ENGINEERING GUIDELINES.
7. INSTALL POLYETHELENE FILM WRAP AROUND ALL PIPE INCLUDED IN THE LOWERING.

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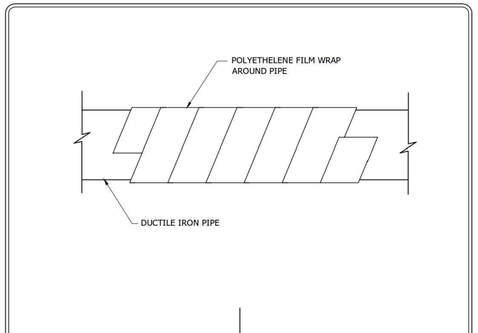
WATER MAIN LOWERING WITH INSULATION DETAIL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-6



PIPE SECTION

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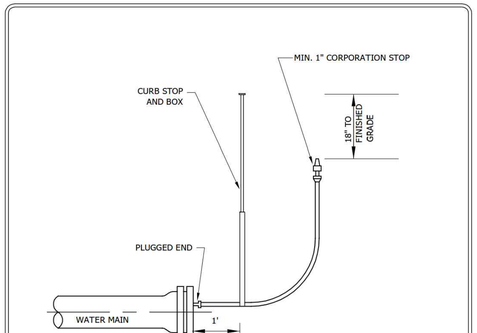
TYPICAL WATER MAIN INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. WAT-7



AFTER MEETING TEST REQUIREMENTS THE AIR BLEED LINE SHALL BE DISCONNECTED AT THE PLUG WITH NO ADDITIONAL COMPENSATION.

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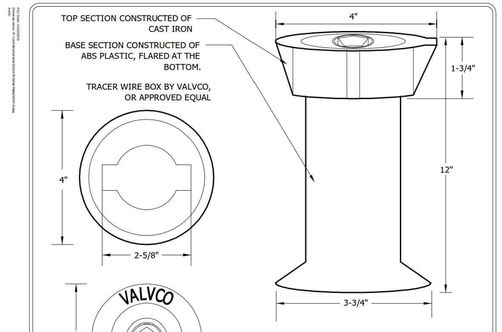
TYPICAL AIR BLEED INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. WAT-8



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DIP TO C900 WATERMAIN TRANSITION FOR TRACER WIRE

CHASKA, MINNESOTA

LAST REVISION: MAY 2016

PLATE NO. WAT-9

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

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HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
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5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 27 OF 33

DATE: 11/08/21

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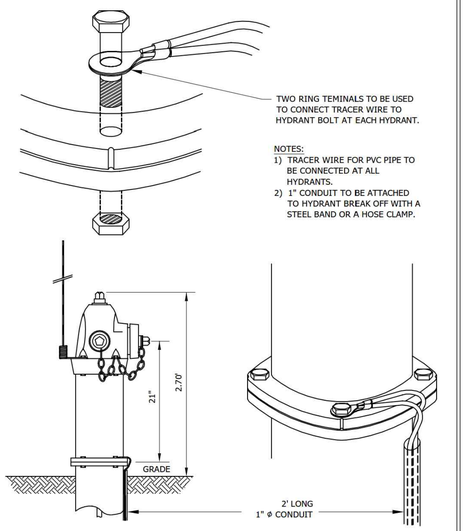

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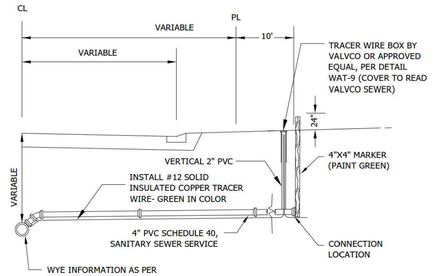
TRACER WIRE FOR PVC WATER MAIN

CHASKA, MN

LAST REVISION: APRIL 2008

PLATE NO. WAT-10



NOTES:
1. SEWER SERVICES, 4" SCHEDULE 40 PVC SEWER PIPE
2. SLOPE - 1/4" PER FOOT MINIMUM.
3. PIPE JOINTS SHALL BE NON GASKETED, SOLVENT WELD TYPE.
4. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) AGGREGATE WILL BE REQUIRED.
5. BENDS OF 45° OR LESS SHALL BE USED WITHIN THE LAST 5' OF THE SERVICE IF THE DEPTH OF THE SERVICE WOULD EXCEED 10'.
6. NO SERVICE RISERS LESS THAN 3 FEET SHALL BE PERMITTED.
7. A SEPARATE TRACER WIRE WILL EXTEND FROM THE FINISH GRADE AT TRACER WIRE BOX AND FOLLOW SEWER SERVICE TO STRUCTURE FOUNDATION. TRACER WIRE FROM BOX TO FOUNDATION BY OTHERS.
8. FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION, WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

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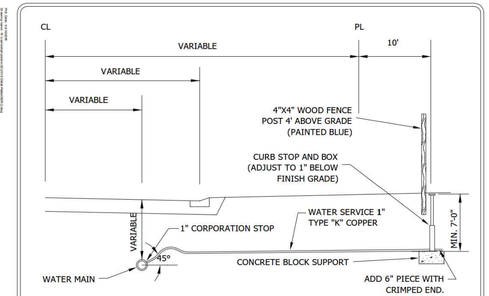
SEWER SERVICE CONNECTION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. SER-1



PVC WATER MAIN
STAINLESS STEEL SERVICE SADDLE
SMITH-BLAIR 372 OR APPROVED EQUAL

NOTE: FOR SERVICES LARGER THAN 1" A TAPPING SLEEVE IS REQUIRED. ROCKWELL TYPE 230, FULL CIRCLE, WITH TAP THREADED FOR APPROPRIATE SIZE COPPER CORPORATION STOP. (OR EQUAL)

CORPORATION STOP	CURB STOP	CURB BOX
MUELLER B-25000-N	MUELLER B-25154-N	MUELLER H-10300-N OR H-10302-N
FORD FB-600-4-NL OR-6-NL	FORD B22-444M-NL OR-666M-NL	FORD EM2-75-56R-NL OR EM2-75-57R-NL
A.Y. MCDONALD 74701-B	A.Y. MCDONALD 76104	A.Y. MCDONALD 75615 OR 75614

NOTES:
1. CURB BOX SHALL HAVE A STATIONARY ROD
2. CURB BOX SHALL EXTEND FROM 78" TO 90".
3. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) WILL BE REQUIRED.
4. IF CURB STOP IS IN DRIVEWAY, CONTRACTOR MUST INSTALL A FORD A-1 CASTING, MARKED WITH "WATER" ON LID.
5. CURB BOX LID SHALL BE MUELLER #89375 OR EQUAL.
6. ALL BRASS FITTINGS SHALL BE "NO LEAD BRASS"

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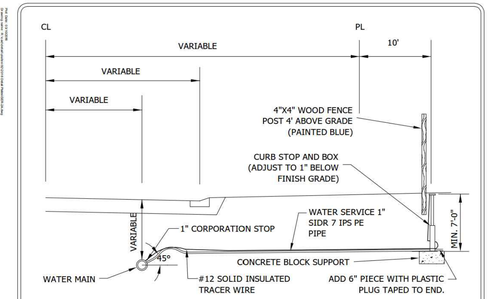
WATER SERVICE CONNECTION
COPPER PIPE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-2



PVC WATER MAIN
STAINLESS STEEL SERVICE SADDLE
SMITH-BLAIR 372 OR APPROVED EQUAL

NOTE: FOR SERVICES LARGER THAN 1" A TAPPING SLEEVE IS REQUIRED. ROCKWELL TYPE 230, FULL CIRCLE, WITH TAP THREADED FOR APPROPRIATE SIZE COPPER CORPORATION STOP. (OR EQUAL)

CORPORATION STOP	CURB STOP	CURB BOX
MUELLER B25009N	MUELLER B25222N	MUELLER H-10300-N OR H-10302-N
FORD FB1001-4Q	FORD B66444MQ	FORD EM2-75-56R-NL OR EM2-75-57R-NL
A.Y. MCDONALD 74704B	A.Y. MCDONALD 76104	A.Y. MCDONALD 75615 OR 75614

NOTES:
1. CURB BOX SHALL HAVE A STATIONARY ROD.
2. CURB BOX SHALL EXTEND FROM 78" TO 90".
3. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) WILL BE REQUIRED.
4. IF CURB STOP IS IN DRIVEWAY, CONTRACTOR MUST INSTALL A FORD A-1 CASTING, MARKED WITH "WATER" ON LID.
5. CURB BOX LID SHALL BE MUELLER #89375 "TW" OR EQUAL.
6. ALL BRASS FITTINGS SHALL BE "NO LEAD BRASS".
7. PIPE INSERT STIFFENERS REQUIRED FOR FITTING CONNECTIONS.
8. HDPE SERVICE PIPE SHALL BE MANUFACTURED BY ENDOPURE OR BLUE ULTRA PIPE.

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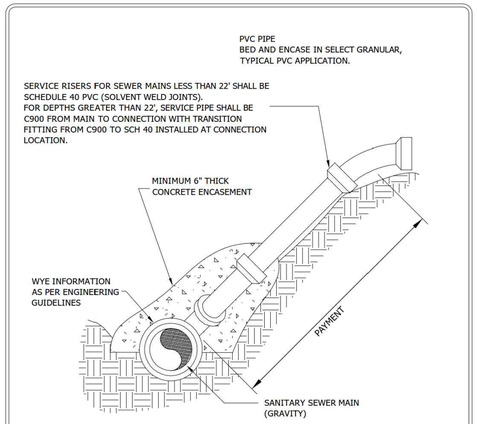
WATER SERVICE CONNECTION
HDPE PIPE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-2A



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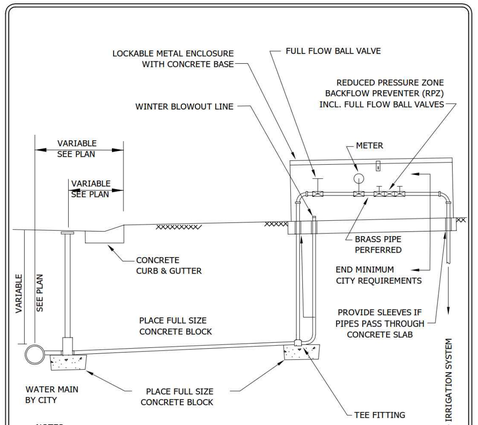
SERVICE RISER

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-3



NOTES:
1. CITY WATER SERVICE & PLUMBING PERMITS REQUIRED FOR WORK BY PRIVATE CONTRACTORS.
2. ANNUAL TESTING OF RPZ REQUIRED
3. REQUIRED EQUIPMENT MUST BE ENCLOSED AND SUPPORTED.
4. ENCLOSURE MUST BE APPROVED BY CITY WATER DEPT. ENCLOSURE MUST BE LOCKED WITH A HEAVY DUTY PADLOCK. (SUPPLIED BY CITY)
5. SLEEVES FOR PIPES IN CONCRETE SLABS SHALL BE 4" DIAMETER PVC OR SIMILAR.
6. IF A 1-1/2" IRRIGATION SERVICE IS USED THEN THE CURBSTOP MUST BE LOCATED IN THE GREEN AREA.

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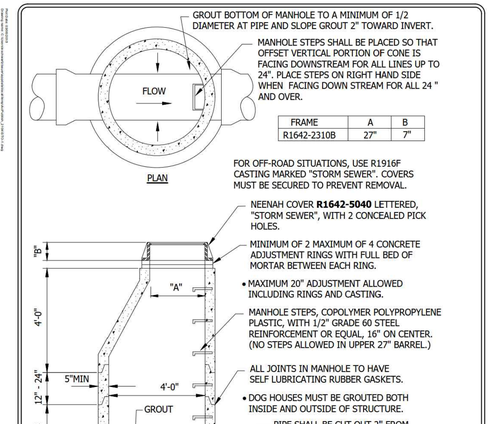
IRRIGATION SERVICE
BY PRIVATE CONTRACTOR

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SER-6



FRAME	A	B
R1642-2310B	27"	7"

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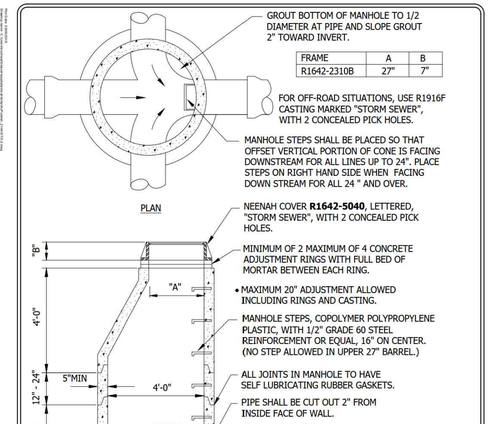
STORM SEWER MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-1



FRAME	A	B
R1642-2310B	27"	7"

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STORM SEWER JUNCTION MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-2

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CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
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4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
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DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 28 OF 33

DATE: 11/08/21

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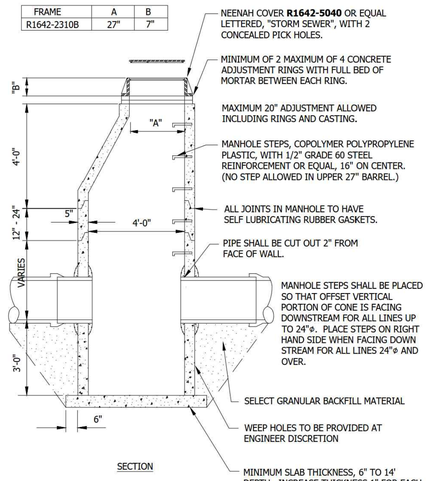
FRAME	A	B
R1642-2310B	27"	7"



NEENAH COVER **R1642-5040** OR EQUAL LETTERED, "STORM SEWER", WITH 2 CONCEALED PICK HOLES.

MINIMUM OF 2 MAXIMUM OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF MORTAR BETWEEN EACH RING.

MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEP ALLOWED IN UPPER 27" BARREL.)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS.

PIPE SHALL BE CUT OUT 2" FROM FACE OF WALL.

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM FOR ALL LINES UP TO 24"ø. PLACE STEPS ON RIGHT HAND SIDE WHEN FACING DOWN STREAM FOR ALL LINES 24"ø AND OVER.

SELECT GRANULAR BACKFILL MATERIAL

WEEP HOLES TO BE PROVIDED AT ENGINEER DISCRETION

SECTION

MINIMUM SLAB THICKNESS, 6" TO 14' DEPTH. INCREASE THICKNESS 1" FOR EACH 4' OF DEPTH GREATHER THAN 14', AND REINFORCE WITH PER MNDOT STD 4011

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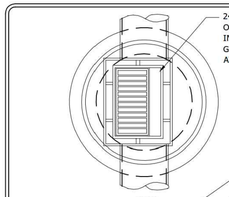
PERFORATED SUMP MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

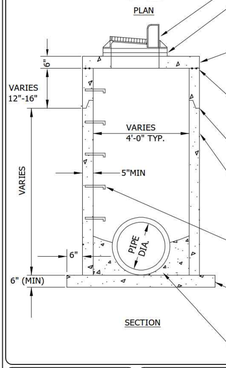
PLATE NO. STO-4



24"X36" SLAB OPENING FOR NEENAH R3067V OR ESS. BROS. 330 HIGH CAPACITY OR EQUAL. INSTALL R3290L FOR DRIVEWAYS AND VALLEY GUTTERS. INSTALL R3290VB BI-DIRECTIOAL AT LOW POINTS. (VANE GRATE SHOWN)

PLAN

DIMENSION FROM BACK OF CURB TO CENTER OF PIPE.
4' DIA. MH - 9" IN FROM BACK OF CURB
5' DIA. MH - 3" IN FROM BACK OF CURB
6' DIA. MH - 3" BEHIND BACK OF CURB
7' DIA. MH - 9" BEHIND BACK OF CURB
8' DIA. MH - 15" BEHIND BACK OF CURB



MORTAR BOLT HOLES IN BACK OF FRAME.

MINIMUM OF 2 MAXIMUM OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF MORTAR BETWEEN EACH RING.

6" PRECAST REINFORCED CONCRETE SLAB. FOR 6' DIA. MANHOLE, AN 8" PRECAST SLAB IS REQUIRED.

TOP OF BARREL SECTION UNDER TOP SLAB TO HAVE FLAT TOP EDGE SEALED WITH 2 BEADS OF RAMNEK OR EQUAL.

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS.

PRECAST CONCRETE SECTION

DOGHOUSES SHALL BE GROUTED ON BOTH THE OUTSIDE AND INSIDE.

MANHOLE STEPS SHALL BE PLACED BELOW THE DOWNSTREAM CORNER OF THE OPENING NEAREST THE STREET.

SECTION

MINIMUM SLAB THICKNESS, 6" TO 14' DEPTH. INCREASE THICKNESS 1" FOR EACH 4' OF DEPTH GREATHER THAN 14', AND REINFORCE WITH PER MNDOT STD 4011

GROUT BOTTOM

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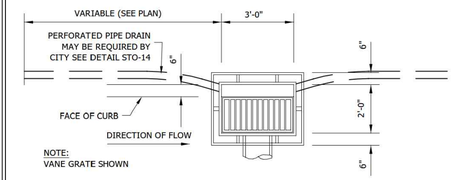
TYPE II
CATCHBASIN MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-5



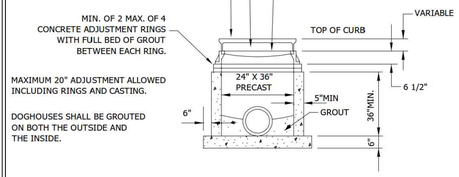
NOTE:
VANE GRATE SHOWN

PLAN

CATCHBASIN CASTING NEENAH R3067V OR ESS.BRO.330 HIGH CAPACITY OR EQUAL WITH VANE GRATE 3" RADIUS CURB BOX. INSTALL R3290L CASTING IN DRIVEWAYS AND VALLEY GUTTERS. INSTALL R3290VB BI-DIRECTIONAL AT LOW POINTS.

MORTAR BOLT HOLES IN BACK OF FRAME.

GRATE IN GUTTERLINE TO BE 2" BELOW GUTTER GRADE. 10' TRANSITION EACH SIDE OF CATCH BASIN.



SECTION

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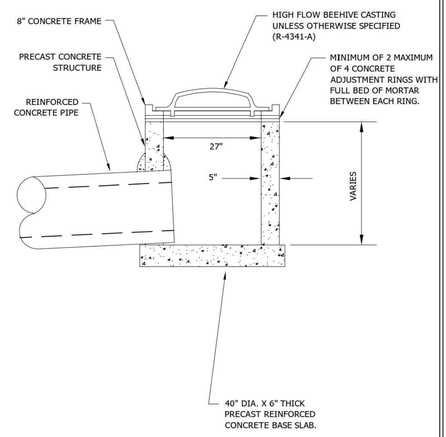
TYPE II
CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-6



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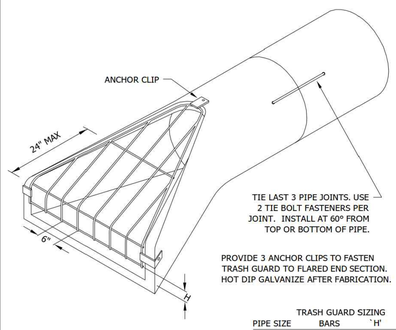
PRECAST 27" SHALLOW DEPTH BEEHIVE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-9

SEE CITY PLATE NO. STO-10 FOR RIPRAP PLACEMENT.



PROVIDE 3 ANCHOR CLIPS TO FASTEN TRASH GUARD TO FLARED END SECTION. HOT DIP GALVANIZE AFTER FABRICATION.

ISOMETRIC

TRASH GUARD SIZING

PIPE SIZE	BARS	`H'	BOLTS
12"	3/4"Ø	2 1/2"	5/8"
15"	3/4"Ø	3"	5/8"
18"	3/4"Ø	4"	5/8"
21"-24"	1"Ø	4"	3/4"
27"-36"	1"Ø	5"	3/4"
42"	1"Ø	6"	3/4"
48"-54"	1 1/4"Ø	6"	1"
60"-72"	1 1/4"Ø	7"	1"
78"-90"	1 1/4"Ø	8"	1"

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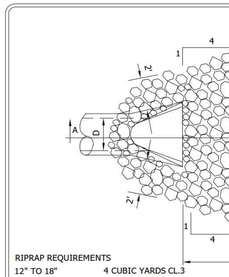
FLARED END SECTION AND TRASH GUARD

CHASKA, MINNESOTA

LAST REVISION: FEB. 1995

PLATE NO. STO-10

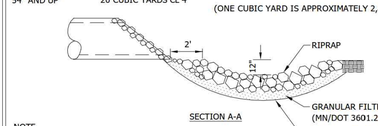


RIPRAP REQUIREMENTS

12" TO 18"	4 CUBIC YARDS CL.3
21" TO 27"	8 CUBIC YARDS CL.3
30" TO 36"	12 CUBIC YARDS CL.3
42" TO 48"	16 CUBIC YARDS CL.3
54" AND UP	20 CUBIC YARDS CL 4

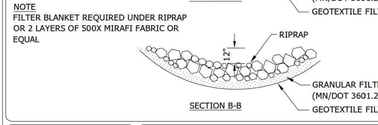
PLAN

(ONE CUBIC YARD IS APPROXIMATELY 2,800 LBS.)



SECTION A-A

NOTE
FILTER BLANKET REQUIRED UNDER RIPRAP OR 2 LAYERS OF 500X MIRAFI FABRIC OR EQUAL



SECTION B-B

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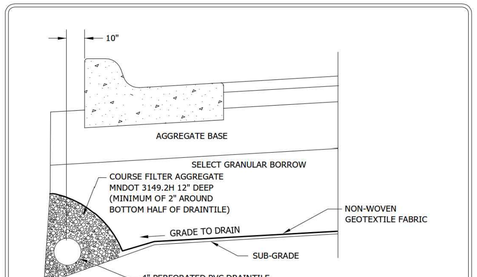
RIPRAP AT OUTLETS

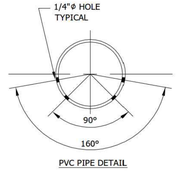
CHASKA, MINNESOTA

LAST REVISION: APRIL 2004

PLATE NO. STO-11



NOTCH CLAY SUB-GRADE FOR PIPE PLACEMENT. TOP OF PIPE MAX. 1" ABOVE EDGE OF SUBGRADE.



PVC PIPE DETAIL

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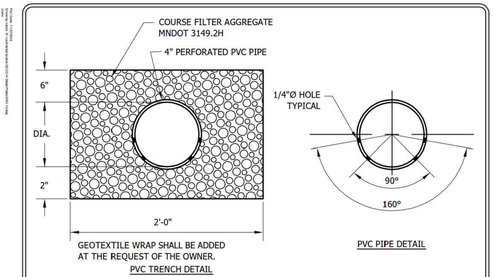
PERFORATED PVC DRAINTILE PIPE BELOW CONCRETE CURB

CHASKA, MINNESOTA

LAST REVISION: NOV. 2016

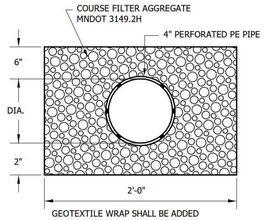
PLATE NO. STO-12



GEOTEXTILE WRAP SHALL BE ADDED AT THE REQUEST OF THE OWNER.

PVC TRENCH DETAIL

PVC PIPE DETAIL



GEOTEXTILE WRAP SHALL BE ADDED AT THE REQUEST OF THE OWNER.

P.E. TRENCH DETAIL

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PERFORATED PIPE TRENCH DETAIL

CHASKA, MINNESOTA

LAST REVISION: NOV. 2014

PLATE NO. STO-13

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 29 OF 33

DATE: 11/08/21

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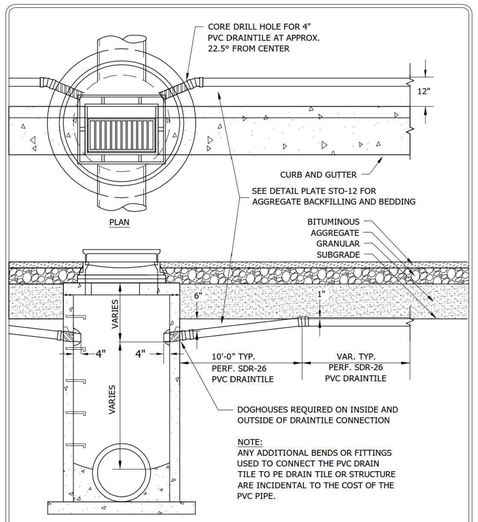

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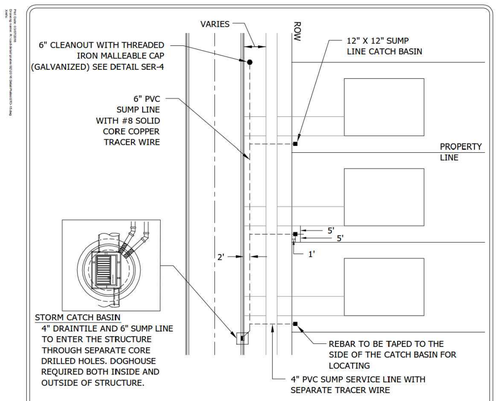
DRAINTILE INSTALLATION INTO CATCHBASIN MANHOLE

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STO-14



NOTES:
1. 6" PVC SUMP LINE TO BE INSTALLED 2' BELOW GRADE AND TO BE CORE DRILLED INTO NEAREST DOWNSTREAM CATCH BASIN.
2. EXTEND 4" PVC SUMP SERVICE FROM MAIN TO RIGHT OF WAY.
3. ALTERNATE CONFIGURATIONS ONLY WITH THE APPROVAL OF OWNER.
4. SEE ENGINEERING GUIDELINES OR SPECIFICATIONS FOR ADDITIONAL INFORMATION.
5. MAXIMUM SUMP LINE LENGTH 300'. IF LONGER SUMP LINE IS NECESSARY, INTERMEDIATE CLEANOUTS WILL BE REQUIRED EVERY 200'.
6. INSTALL 4" X 4" POST ADJACENT TO EACH SUMP CATCH BASIN FOR PROTECTION DURING CONSTRUCTION.
7. CLEAN OUT TO BE PLACED ON PROPERTY LINE AT END OF LAST SERVICE LINE. IF SERVICE FALLS IN DRIVEWAY THE MAINLINE WILL BE EXTENDED BEYOND DRIVEWAY/ALLEY TO ENSURE THE CLEANOUT IS IN GREEN SPACE.
8. A SEPARATE TRACER WIRE WILL EXTEND FROM THE FINISHED GRADE CLEANOUT LOCATION WITH TRACER WIRE BOX AND FOLLOW THE SUMP LINE TO THE STRUCTURE LOCATION.

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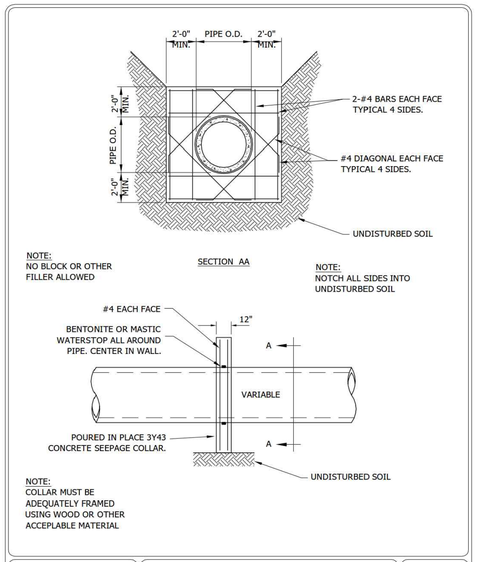
PVC SUMP LINE BEHIND CURB

CHASKA, MINNESOTA

LAST REVISION: MAY 2016

PLATE NO. STO-15



NOTE:
COLLAR MUST BE ADEQUATELY FRAMED USING WOOD OR OTHER ACCEPLABLE MATERIAL

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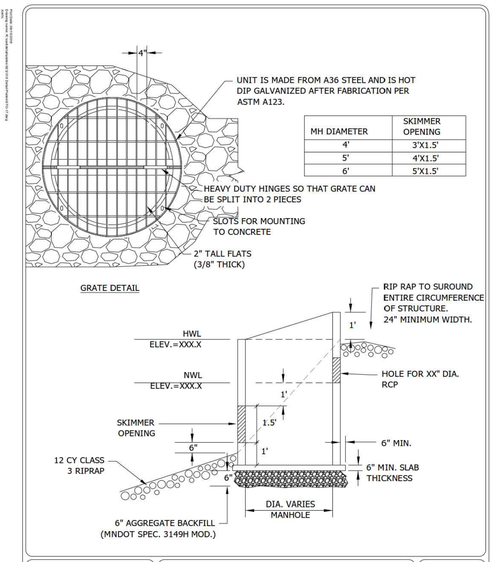
SEEPAGE COLLAR

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. STO-16



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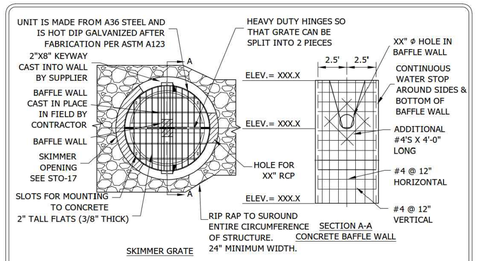
STANDARD SKIMMER STRUCTURE

CHASKA, MINNESOTA

LAST REVISION: JUNE 2018

PLATE NO. STO-17



WHEN FEASIBLE, SET INVERT FOR OUTLET PIPE BELOW NWL TO IMPROVE PIPE COVER AND MINIMIZE SLOPE AROUND SKIMMER.

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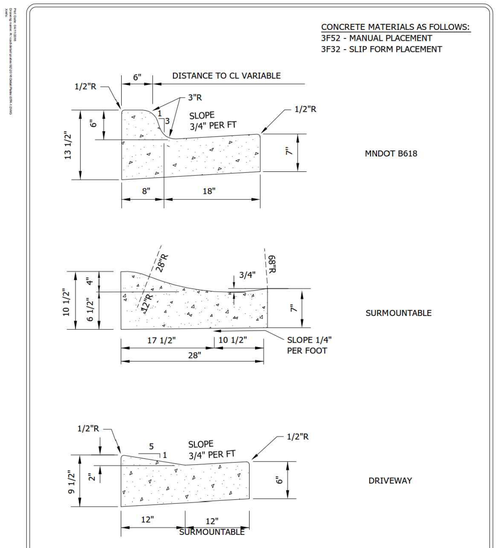
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18



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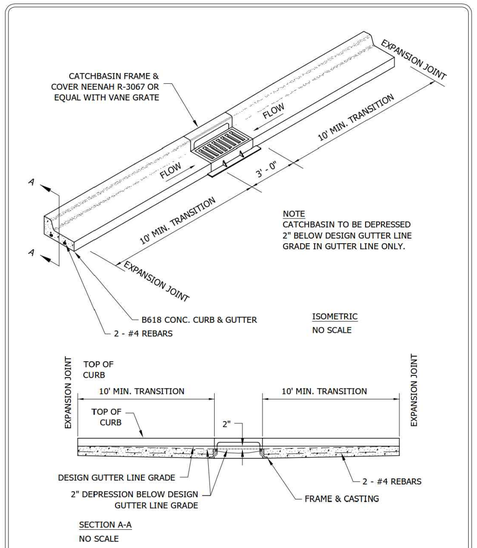
CURB AND GUTTER

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-1



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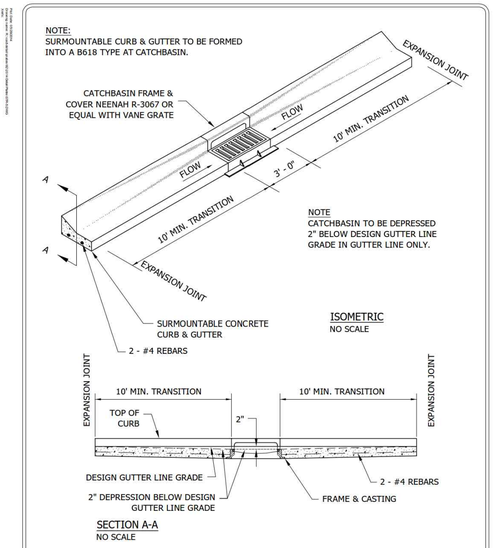
B618 CURB & GUTTER CONSTRUCTION AT CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. STR-4



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SURMOUNTABLE CURB & GUTTER CONSTRUCTION AT CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. STR-5

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

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Fax (952) 937-5822
Toll Free (888) 937-5150
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DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 30 OF 33

DATE: 11/08/21

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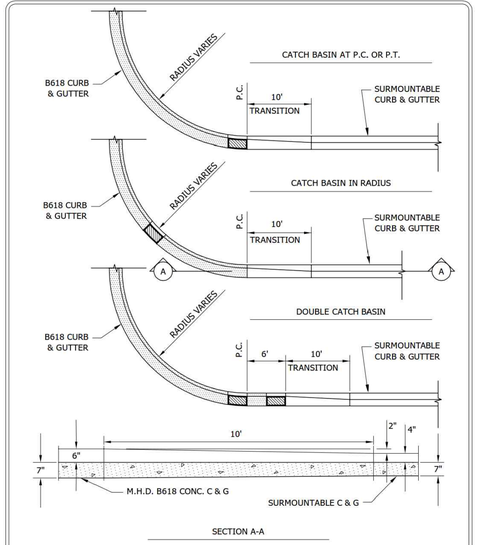

SECTION A-A

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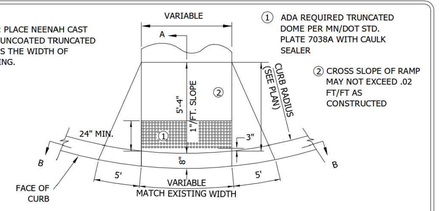
CONCRETE CURB & GUTTER TRANSITION

CHASKA, MINNESOTA

LAST REVISION: OCT. 1989

PLATE NO. STR-10

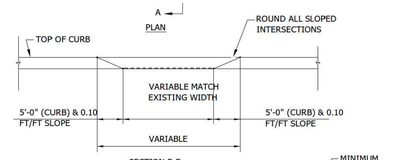
NOTE: PLACE NEENAH CAST IRON UNCOATED TRUNCATED DOMES THE WIDTH OF OPENING.



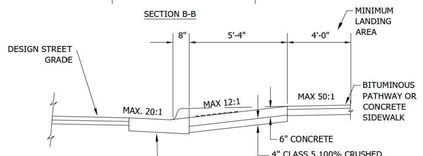
① ADA REQUIRED TRUNCATED DOME PER MN/DOT STD. PLATE 7038A WITH CAULK SEALER

② CROSS SLOPE OF RAMP MAY NOT EXCEED .02 FT/FT AS CONSTRUCTED

PLAN



SECTION B-B



SECTION A-A

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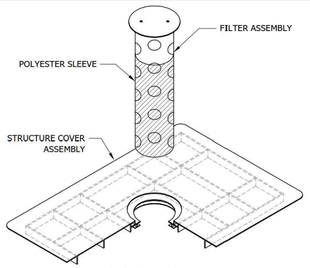
PEDESTRIAN CURB RAMP FOR PATHWAY/SIDEWALK

CHASKA, MINNESOTA

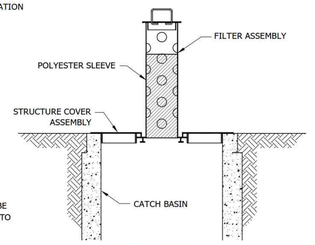
LAST REVISION: APRIL 2011

PLATE NO. STR-11



ISOMETRIC VIEW

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE OR TOP SLAB.



IN-PLACE ELEVATION VIEW

NOTE: ALL OTHER INLET PROTECTION DEVICES MUST BE APPROVED BY OWNER PRIOR TO INSTALLATION.

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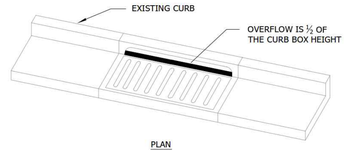
INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION

CHASKA, MINNESOTA

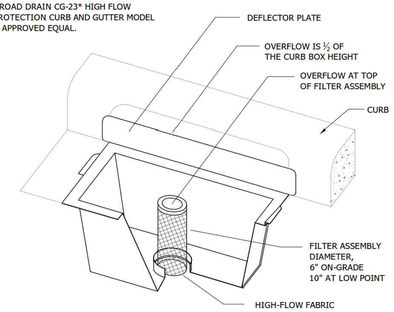
LAST REVISION: APRIL 2008

PLATE NO. ERO-4A



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

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INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

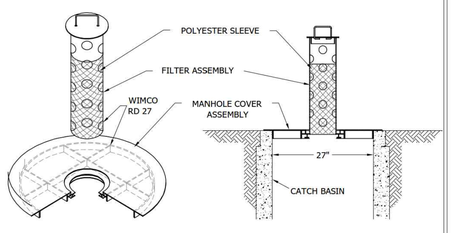
PLATE NO. ERO-4B

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE CONE OR TOP SLAB.

DEVICES SHOWN ARE AS MANUFACTURED BY WIMCO. MODEL NO. OF UNIT SHOWN: RD 27.

OTHER APPROVED INLET PROTECTION DEVICES FOR BEEHIVE CASTINGS ARE:

- ROYAL ENTERPRISES - MODEL NO 27 INFRASAFE SEDIMENT CONTROL BARRIER - DG.
- PRE MANUFACTURED UNIT BY CIRCLE "H" ENTERPRISES.



ISOMETRIC VIEW

IN-PLACE ELEVATION VIEW

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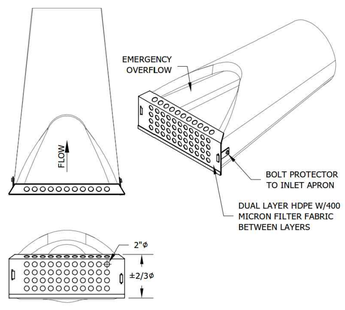
INLET PROTECTION BEEHIVE CASTING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4C



- FILTER FABRIC MAY BE REPLACED AS REQUIRED BY REMOVING BOLTS OR RIVETS CONNECTING HDPE LAYERS AND BOLTING OR RIVETING BACK TOGETHER.
- DEVICES SHOWN ARE AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS. INFRASAFE - CULVERT INLET PROTECTOR.

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FLARED END EROSION CONTROL

CHASKA, MINNESOTA

LAST REVISION: FEB 2005

PLATE NO. ERO-6

IRON ENHANCED BASIN 5

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 31 OF 33

DATE: 11/08/21

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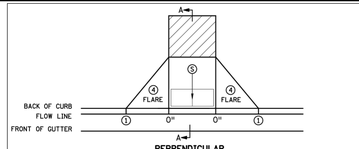
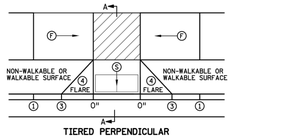
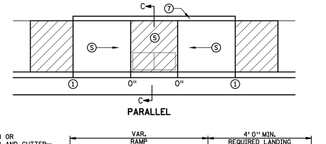
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



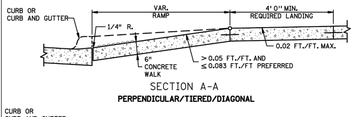
PERPENDICULAR



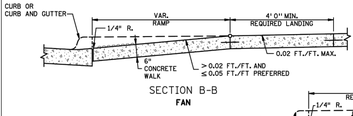
TIERED PERPENDICULAR



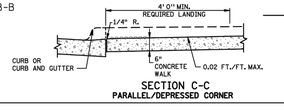
PARALLEL



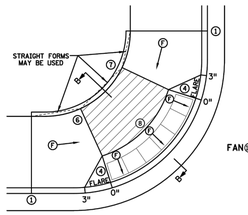
SECTION A-A
PERPENDICULAR/TIERED/DIAGONAL



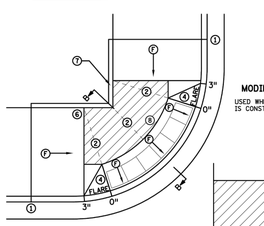
SECTION B-B
FAN



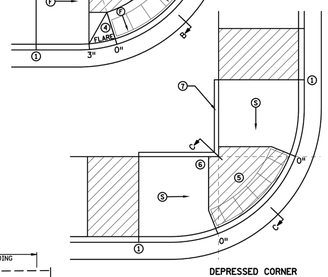
SECTION C-C
PARALLEL/DEPRESSED CORNER



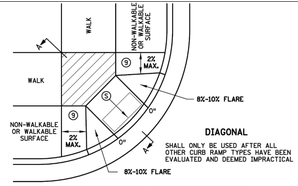
FAN⑩



MODIFIED FAN⑩
USED WHEN RIGHT-OF-WAY IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL
SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL

NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES. ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH, EXCEPT AS STATED IN ⑨ BELOW.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISIONS - PROSECUTION OF WORK (ADA).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'-LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/TRAIL WIDTH. ARC LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

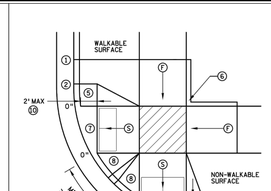
RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.

① MATCH FULL HEIGHT CURB.
② 4" MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
③ 3" HIGH CURB WHEN USING A 3'-LONG RAMP, 4" HIGH CURB WHEN USING A 4'-LONG RAMP.
④ SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS, WHEN INITIAL LANDING IS AT FULL CURB HEIGHT.
⑤ DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
⑥ THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
⑦ WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑧ A 7' MIN TOP RADIUS GRADE BREAK REQUIRED TO BE CONSTRUCTIBLE.
⑨ PAVE FULL WALK WIDTH.
⑩ "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

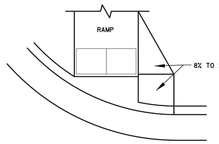
LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
LANDING AREA - 4'-X- 4' MIN. (5'-X- 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
X" CURB HEIGHT

REVISION:
APPROVED: JANUARY 23, 2017
OPERATIONS ENGINEER

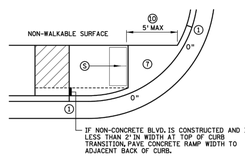
PEDESTRIAN CURB RAMP DETAILS
REVISED:
APPROVED: 1-23-2017
STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 1 OF 6



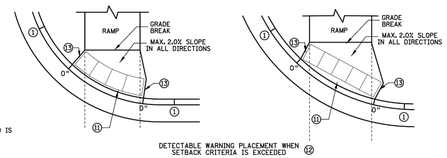
COMBINED DIRECTIONAL ⑨



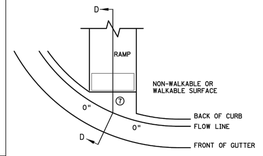
DIRECTIONAL RAMP WALKABLE FLARE



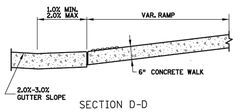
STANDARD ONE-WAY DIRECTIONAL ⑨



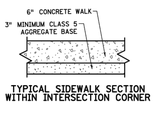
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



CURB FOR DIRECTIONAL RAMPS ⑭



SECTION D-D



TYPICAL SIDEWALK SECTION WITHIN INTERSECTION CORNER

NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP BACK OF CURB TO THE PAR. ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'-LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATH AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/PATH WIDTH. ARC LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

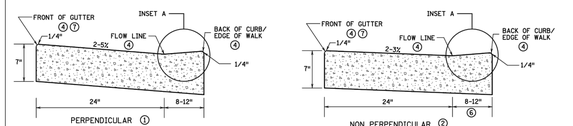
RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑫ & ⑬ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

① MATCH FULL CURB HEIGHT.
② 3" HIGH CURB WHEN USING A 3'-LONG RAMP
4" HIGH CURB WHEN USING A 4'-LONG RAMP.
③ 3" MINIMUM CURB HEIGHT (5.5" MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7" MIN. DISTANCE REQUIRED BETWEEN DOMES).
④ THE "RAMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.
⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHOULD BE USED. SEE THE DETAIL ON THIS SHEET.
⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑧ 8% TO 10% WALKABLE FLARE.
⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNING SHALL SPAN THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.
⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN DOMES AND EDGE OF CONCRETE.
⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

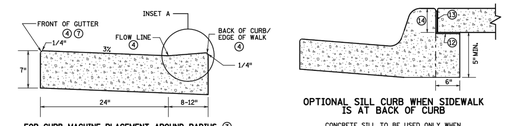
LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
LANDING AREA - 4'-X- 4' MIN. (5'-X- 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
X" CURB HEIGHT

REVISION:
APPROVED: JANUARY 23, 2017
OPERATIONS ENGINEER

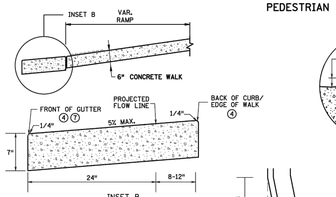
PEDESTRIAN CURB RAMP DETAILS
REVISED:
APPROVED: 1-23-2017
STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 2 OF 6



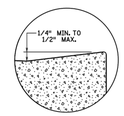
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



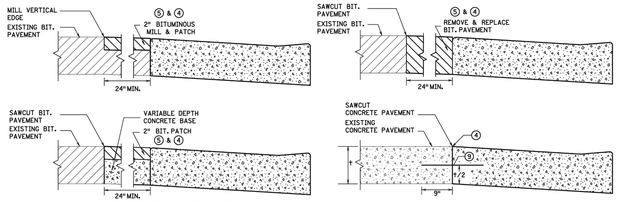
OPTIONAL SILL CURB WHEN SIDEWALK IS AT BACK OF CURB
CONCRETE SILL TO BE USED ONLY WHEN SPECIFIED IN THE PLAN.



INSET B
OUTFLOW GUTTER ⑥

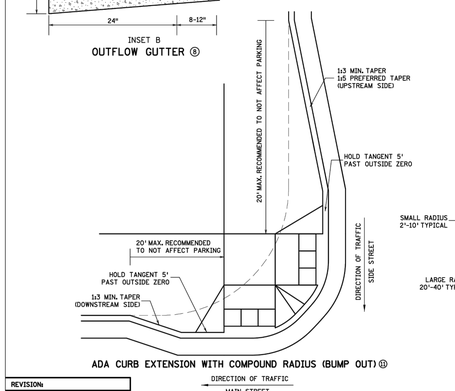


INSET A

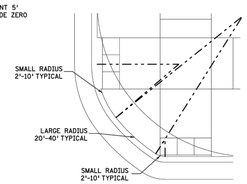


ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩ (COMPOUND RADIUS)

NOTES:
POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.
⑫ PLACE BOND BREAKER BETWEEN WALK AND TOP OF SILL.
⑬ 1/2" PREFORMED JOINT FILLER PER WNDOT SPEC. 3702.
⑭ DIMENSION TO BE SAME AS SIDEWALK THICKNESS, 4" MIN.

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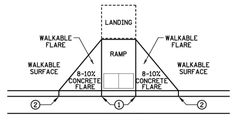
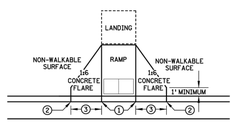
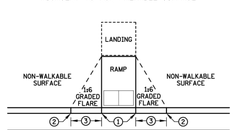


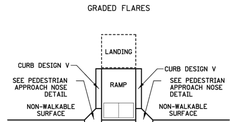
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

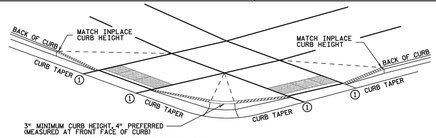


GRADED FLARES

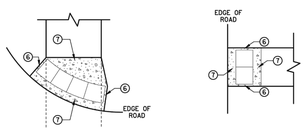


RETURNED CURB ⑮

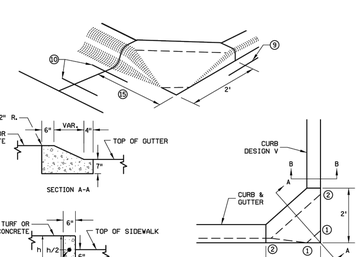
TYPICAL SIDE TREATMENT OPTIONS ④ ⑮



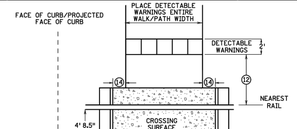
DETECTABLE EDGE WITH ⑥ CURB AND GUTTER



DETECTABLE EDGE WITHOUT CURB AND GUTTER



PEDESTRIAN APPROACH NOSE DETAIL
(FOR RETURNED CURB SIDE TREATMENT)



RAILROAD CROSSING PLAN VIEW

NOTES:
SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2" FOR 4" HIGH CURB AND 3" FOR 6" HIGH CURB.
④ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑤ TYPICALLY USED FOR MEDIANS AND ISLANDS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.
⑧ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
⑨ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER, REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.
⑩ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER, REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.
⑪ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6" LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE.
⑫ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.
⑬ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑫.
⑭ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
⑮ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.
⑯ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . . .
2 . . .
3 . . .
4 . . .
5 . . .

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
RYAN M. BLUHM
DATE: 11/

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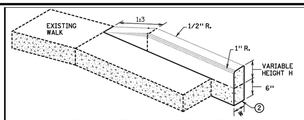
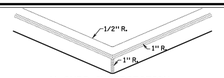
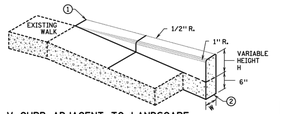


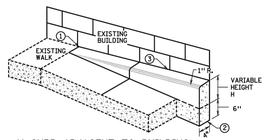
V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS



V CURB INTERSECTION

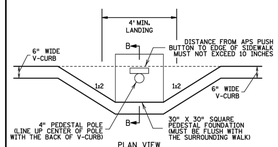


V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

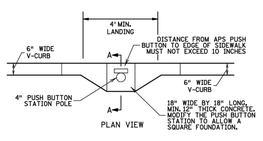


V CURB ADJACENT TO BUILDING OR BARRIER

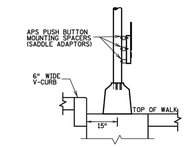
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



PLAN VIEW

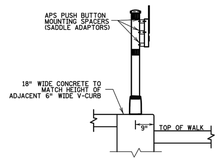


PLAN VIEW



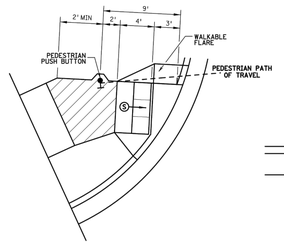
SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

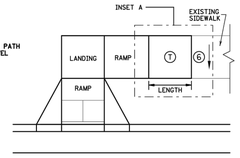
PUSH BUTTON STATION (V-CURB)

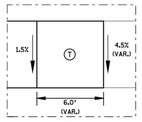


SEMI-DIRECTIONAL RAMP (3,4,9)

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





TRANSITION PANEL 4 5

NOTES:

A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

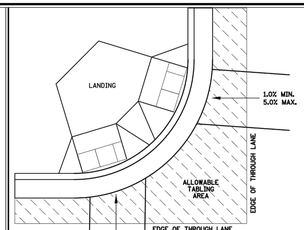
1. END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
2. ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
3. EDGE BETWEEN NEW V CURB AND INPLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
4. THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1%/LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.
5. TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
6. EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

- (5) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
- (7) TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

REVISIONS:	REVISED:	PEDESTRIAN CURB RAMP DETAILS	
APPROVED: JANUARY 23, 2017 OPERATIONS ENGINEER	APPROVED: 1-23-2017 STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	5 OF 6



CURB LINE AND ROAD CROSSING ADJUSTMENTS

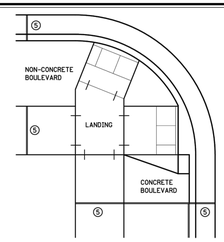
"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS ON FULL PAVEMENT REPLACEMENT PROJECTS
"TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

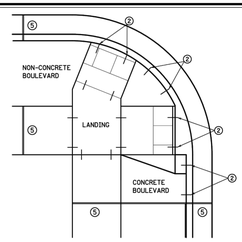
MILL & OVERLAY PROJECTS "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2% RAMPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

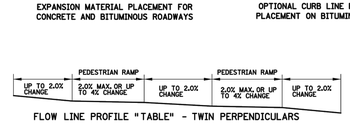
RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE 10ft EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL



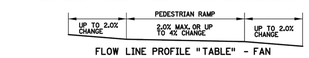
EXPANSION MATERIAL PLACEMENT FOR CONCRETE AND BITUMINOUS ROADWAYS



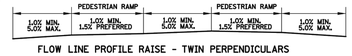
OPTIONAL CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS 4



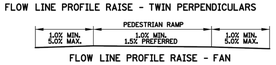
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



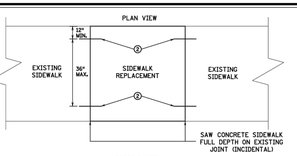
FLOW LINE PROFILE "TABLE" - FAN



FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

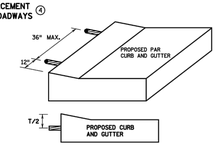


FLOW LINE PROFILE RAISE - FAN

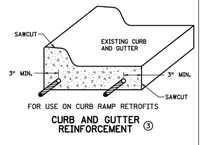


OPTIONAL SIDEWALK REINFORCEMENT

SIDEWALK REINFORCEMENT TO BE USED ONLY WHEN SPECIFIED IN THE PLAN.

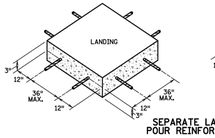


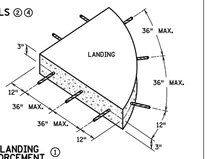
OPTIONAL CURB LINE REINFORCEMENT DETAILS 2 4



FOR USE ON CURB RAMP RETROFITS

CURB AND GUTTER REINFORCEMENT 3





SEPARATE LANDING POUR REINFORCEMENT 1

NOTES:

1. TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
2. DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS AT 36" MAXIMUM CENTER TO CENTER (EPOXY COATED). BARS TO BE ADJUSTED TO MATCH RAMP GRADE.
3. DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS WITHIN RADIUS.
4. THIS OPTIONAL CURB LINE REINFORCEMENT DETAIL SHOULD ONLY BE USED ON BITUMINOUS ROADWAYS WHEN SPECIFIED IN THE PLAN.
5. 1/2 IN. PREFORMED JOINT FILLER MATERIAL PER MNDOT SPEC. 3702.

REVISIONS:	REVISED:	PEDESTRIAN CURB RAMP DETAILS	
APPROVED: JANUARY 23, 2017 OPERATIONS ENGINEER	APPROVED: 1-23-2017 STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	6 OF 6

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

DETAILS

SHEET NUMBER: 33 OF 33

PROJECT NUMBER: 0015521.02

DATE: 11/08/21

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CONSTRUCTION PLANS

FOR

GRADING, DRAINAGE AND EROSION CONTROL

FOR

DEL WEBB AT CHASKA

CHASKA, MN



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344
CONTACT: CHAD ONSGARD
PHONE: 952-229-0723
EMAIL: CHAD.ONSGARD@PULTEGROUP.COM

PREPARED BY:

Westwood

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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.00
CONTACT: RYAN M. BLUHM

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03	Grading Drainage & Erosion Control
04	Grading Drainage & Erosion Control
05	Grading Drainage & Erosion Control
06	Grading Drainage & Erosion Control
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CONTRACTOR: ENEBAK CONSTRUCTION INC.
RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

CONSTRUCTION PLANS
FOR
GRADING, DRAINAGE AND EROSION CONTROL
FOR
DEL WEBB AT CHASKA
CHASKA, MN

INITIAL SUBMITTAL DATE: 04/23/20 SHEET: 01 OF 27

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DEL WEBB AT CHASKA

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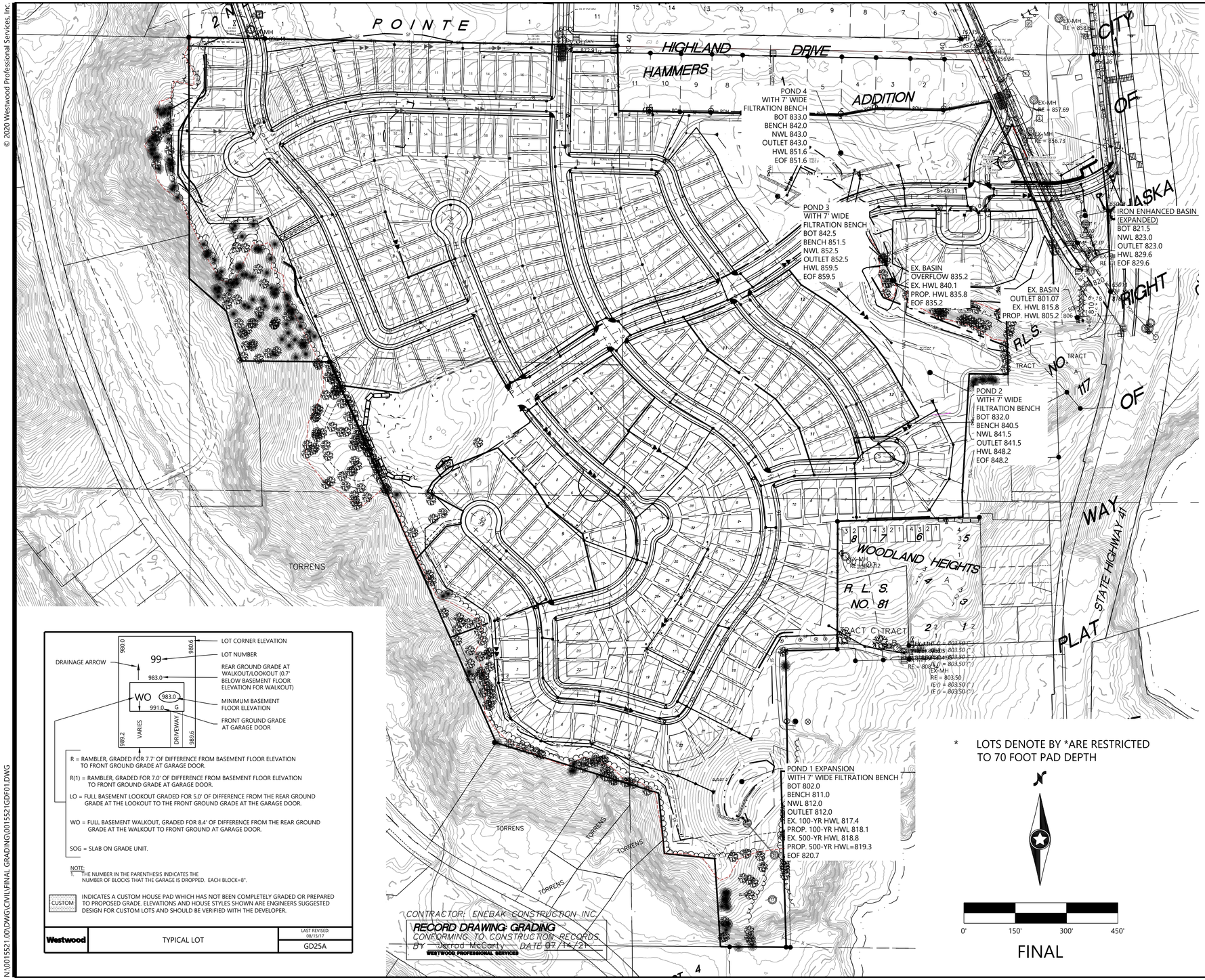

DRAINAGE ARROW

99 — LOT NUMBER

980.0 / 980.6 — LOT CORNER ELEVATION

983.0 — REAR GROUND GRADE AT WALKOUT/LOOKOUT (0.7' BELOW BASEMENT FLOOR ELEVATION FOR WALKOUT)

WO 983.0 / 991.0 G — MINIMUM BASEMENT FLOOR ELEVATION

989.2 VARIES DRIVEWAY 989.6 — FRONT GROUND GRADE AT GARAGE DOOR

R = RAMBLER, GRADED FOR 7.7' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

R(1) = RAMBLER, GRADED FOR 7.0' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

LO = FULL BASEMENT LOOKOUT GRADED FOR 5.0' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE LOOKOUT TO THE FRONT GROUND GRADE AT THE GARAGE DOOR.

WO = FULL BASEMENT WALKOUT, GRADED FOR 8.4' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE WALKOUT TO FRONT GROUND AT GARAGE DOOR.

SOG = SLAB ON GRADE UNIT.

NOTE:
1. THE NUMBER IN THE PARENTHESIS INDICATES THE NUMBER OF BLOCKS THAT THE GARAGE IS DROPPED. EACH BLOCK=8".

CUSTOM — INDICATES A CUSTOM HOUSE PAD WHICH HAS NOT BEEN COMPLETELY GRADED OR PREPARED TO PROPOSED GRADE. ELEVATIONS AND HOUSE STYLES SHOWN ARE ENGINEERS SUGGESTED DESIGN FOR CUSTOM LOTS AND SHOULD BE VERIFIED WITH THE DEVELOPER.

Westwood	TYPICAL LOT	LAST REVISED: 08/15/17 GD25A

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

FINAL

GRADING & EROSION CONTROL LEGEND

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

EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
900.00	× 900.00	SPOT ELEVATION
	× HP/LP 900.00	HIGH/LOW POINT
	× CL-CL 900.00	CL-CL ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
	X.XX%	PROPOSED STREET PROFILE GRADE
STO		STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
	GL	GRADING LIMITS
	SF	SILT FENCE
	POST-SF	SILT FENCE-POST GRADING
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		EROSION CONTROL CHECKS/BIOROLLS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
		POND NORMAL WATER LEVEL
		WETLAND LINE
		WETLAND FILL
		WETLAND BUFFER
		POND ACCESS MAINTENANCE BENCH
		WETLAND BUFFER LIMITS
		WETLAND BUFFER MONUMENT
	DND	DO NOT DISTURB

GRADING & DRAINAGE NOTES

1. ALL CONTOURS AND SPOT ELEVATIONS ARE SHOWN TO FINISHED SURFACE/GUTTER GRADES UNLESS OTHERWISE NOTED.
2. REFER TO THE SITE PLAN/RECORD PLAT FOR MOST CURRENT HORIZONTAL SITE DIMENSIONS AND LAYOUT.
3. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHICAL FEATURES WITH THE OWNERS AND FIELD-VERIFY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
4. ALL CONSTRUCTION SHALL CONFORM TO LOCAL RULES.
5. THE CONTRACTOR IS TO CONTACT GOPHER STATE "ONE CALL" FOR UTILITY LOCATIONS AT 651-454-0002.
6. THE GRADING CONTRACTOR MUST BE AWARE OF ALL EXISTING AND PROPOSED UTILITIES.
7. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
8. POSITIVE DRAINAGE FROM THE SITE MUST BE PROVIDED AT ALL TIMES.

EROSION CONTROL NOTES

1. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAY BALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
2. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A ROCK ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
3. REDUNDANT PERIMETER SEDIMENT CONTROLS ARE NECESSARY WHEN SOIL DISTURBANCE IS WITHIN 50 FEET OF SURFACE WATERS. REDUNDANT SEDIMENT CONTROLS COULD INCLUDE:
   - 3.1. TWO ROWS OF SILT FENCE (SEPARATED BY 8 FEET); OR
   - 3.2. SILT FENCE AND A TOPSOIL BERM (STABILIZE BERM WITH MULCH); OR
   - 3.3. SILT FENCE AND FIBER LOGS; OR
   - 3.4. TOPSOIL BERM AND FIBER LOGS (STABILIZE BERM WITH MULCH).
4. REDUNDANT SEDIMENT CONTROLS MUST BE INSTALLED PRIOR TO DISTURBING WITHIN 50 FEET OF THE SURFACE WATER.

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DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	10/13/20 Site, Grading, Utilities
2	06/26/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
3	07/22/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
4	08/12/20	CITY COMMENTS	07/14/21 RECORD PLANS
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

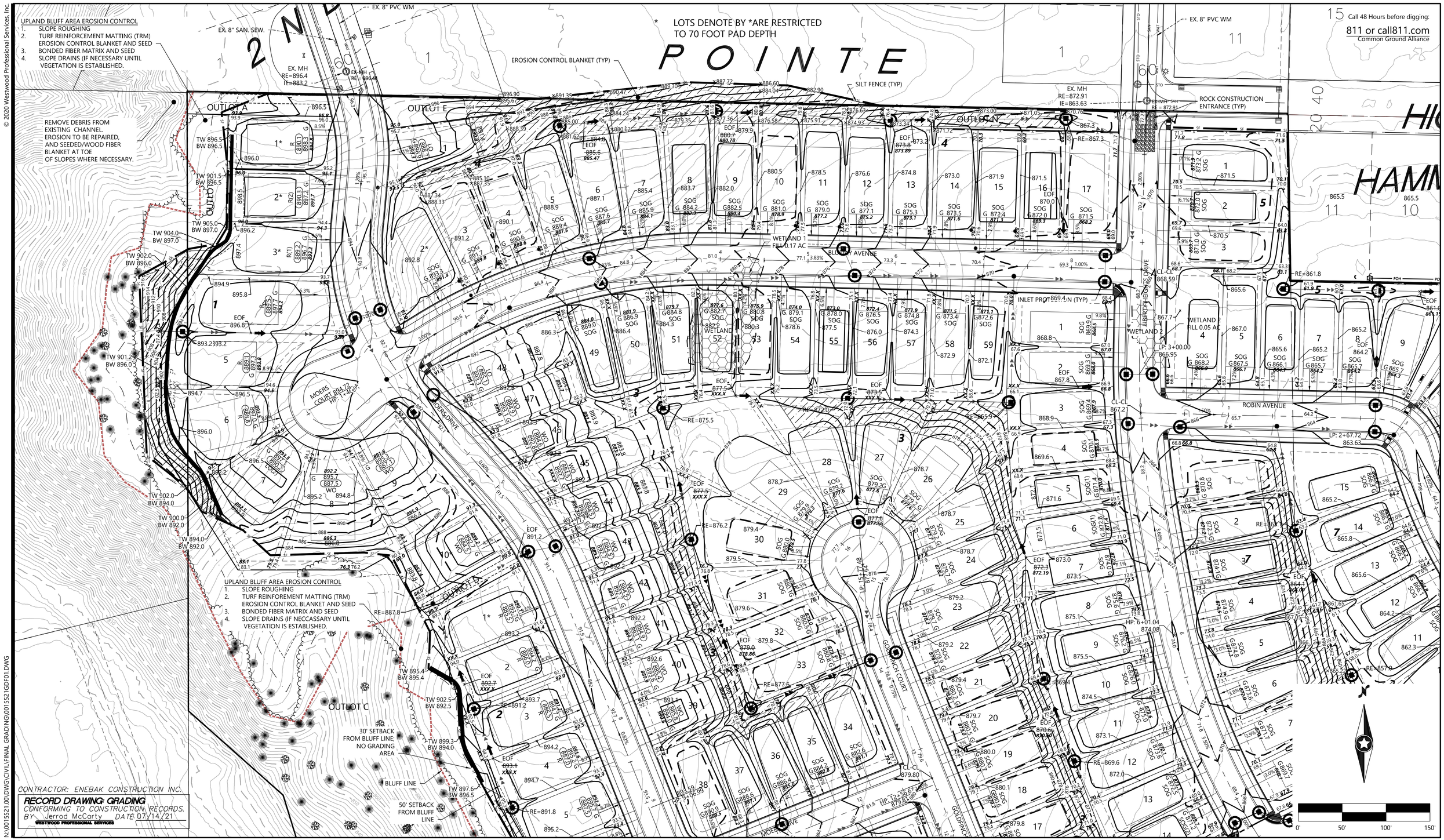
RYAN M. BLUHM
DATE: 12/22/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

GRADING DRAINAGE & EROSION CONTROL - OVERALL
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 02 OF 27
DATE: 12/22/21



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DEL WEBB AT CHASKA

DESIGNED:	
CHECKED:	
DRAWN:	
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 04/23/20

REVISIONS:

05/21/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
07/22/20	CITY COMMENTS	
08/12/20	CITY COMMENTS	
08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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RYAN M. BLUHM

DATE: 12/22/21 LICENSE NO. 41257

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CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
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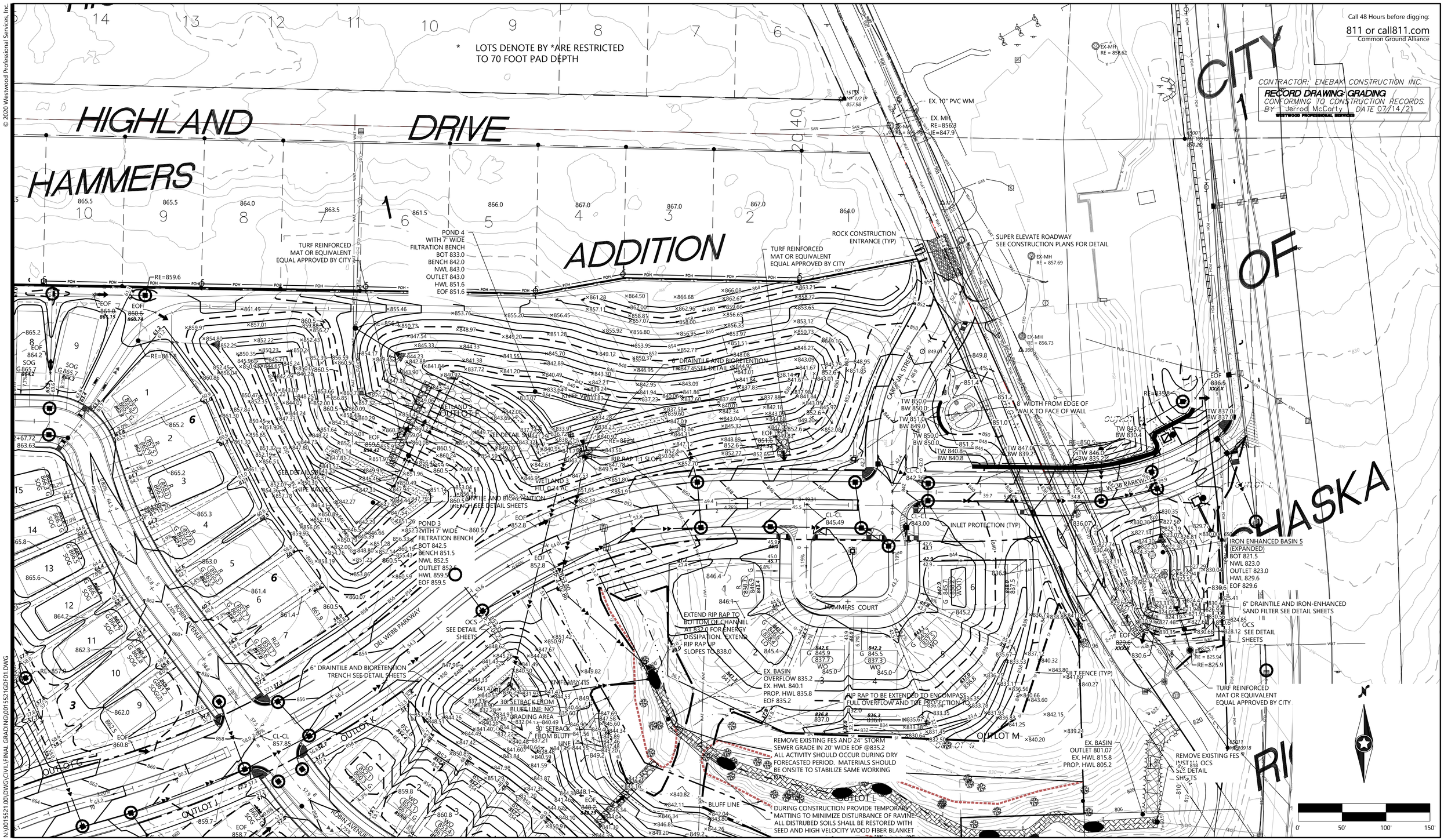
GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 03 OF 27

DATE: 12/22/21



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DEL WEBB AT CHASKA

DESIGNED:	
CHECKED:	
DRAWN:	
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 04/23/20

REVISIONS:

			08/31/20 MnDOT COMMENTS
△	05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS
△	06/26/20	CITY COMMENTS	09/25/20 CARDINAL STREET
△	07/22/20	CITY COMMENTS	10/13/20 Site, Grading, Uitlities
△	08/12/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
△	08/25/20	EXISTING RAVINE IMPROVEMENTS	03/16/21 HISTORIC OVERLOOK
			07/14/21 RECORD PLANS

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 04 OF 27

DATE: 12/22/21

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OUTLOT C
OUTLOT G
OUTLOT H
OUTLOT I
OUTLOT J

30' SETBACK FROM BLUFF LINE; NO GRADING AREA
BLUFF LINE
50' SETBACK FROM BLUFF LINE

MOERTEL DRIVE
GOLDFINCH STREET
DEL WEBB PARKWAY
LIBERTY HEIGHTS DRIVE
LIBERTY HEIGHTS COURT

EROSION CONTROL BLANKET (TYP)
INLET PROTECTION (TYP)
SILT FENCE (TYP)

LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

TORRENS

CONTRACTOR: ENEBAK CONTRUCTION CO.
RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS:
BY Jerrod McCarty DATE 11/30/2020
WESTWOOD PROFESSIONAL SERVICES

0' 50' 100' 150'

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DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	11/30/20 MODEL HOME RECORD GRADING
2	06/26/20	CITY COMMENTS	04/30/21 BLUEJAY AVENUE & ADJACENT LOTS
3	07/22/20	CITY COMMENTS	07/14/21 RECORD PLANS
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

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

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Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 05 OF 27
DATE: 12/22/21

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30' SETBACK FROM BLUFF LINE; NO GRADING AREA

50' SETBACK FROM BLUFF LINE

PROP. HWL 835.8
EOF 835.2

RIP RAP TO BE EXTENDED TO ENCOMPASS FULL OVERFLOW AND TOE PROTECTION TO

REMOVE EXISTING FES AND 24" STORM SEWER GRADE IN 20' WIDE EOF @835.2
ALL ACTIVITY SHOULD OCCUR DURING DRY FORECASTED PERIOD. MATERIALS SHOULD BE ONSITE TO STABILIZE SAME WORKING DAY.

BLUFF LINE

DURING CONSTRUCTION PROVIDE TEMPORARY MATTING TO MINIMIZE DISTURBANCE OF RAVINE. ALL DISTRUBED SOILS SHALL BE RESTORED WITH SEED AND HIGH VELOCITY WOOD FIBER BLANKET

TURF REINFORCED MAT OR EQUIVALENT EQUAL APPROVED BY CITY

EX. BASIN
OUTLET 801.07
EX. HWL 815.8
PROP. HWL 805.2

REMOVE EXISTING FES

INSTALL OCS
SEE DETAIL SHEETS

POND 2
WITH 7' WIDE FILTRATION BENCH
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

INLET PROTECTION (TYP)

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521GDF01.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE:	04/23/20		
REVISIONS:			
1	05/21/20	CITY COMMENTS	10/13/20 Site, Grading, Utilities
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5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 12/22/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 06 OF 27

DATE: 12/22/21

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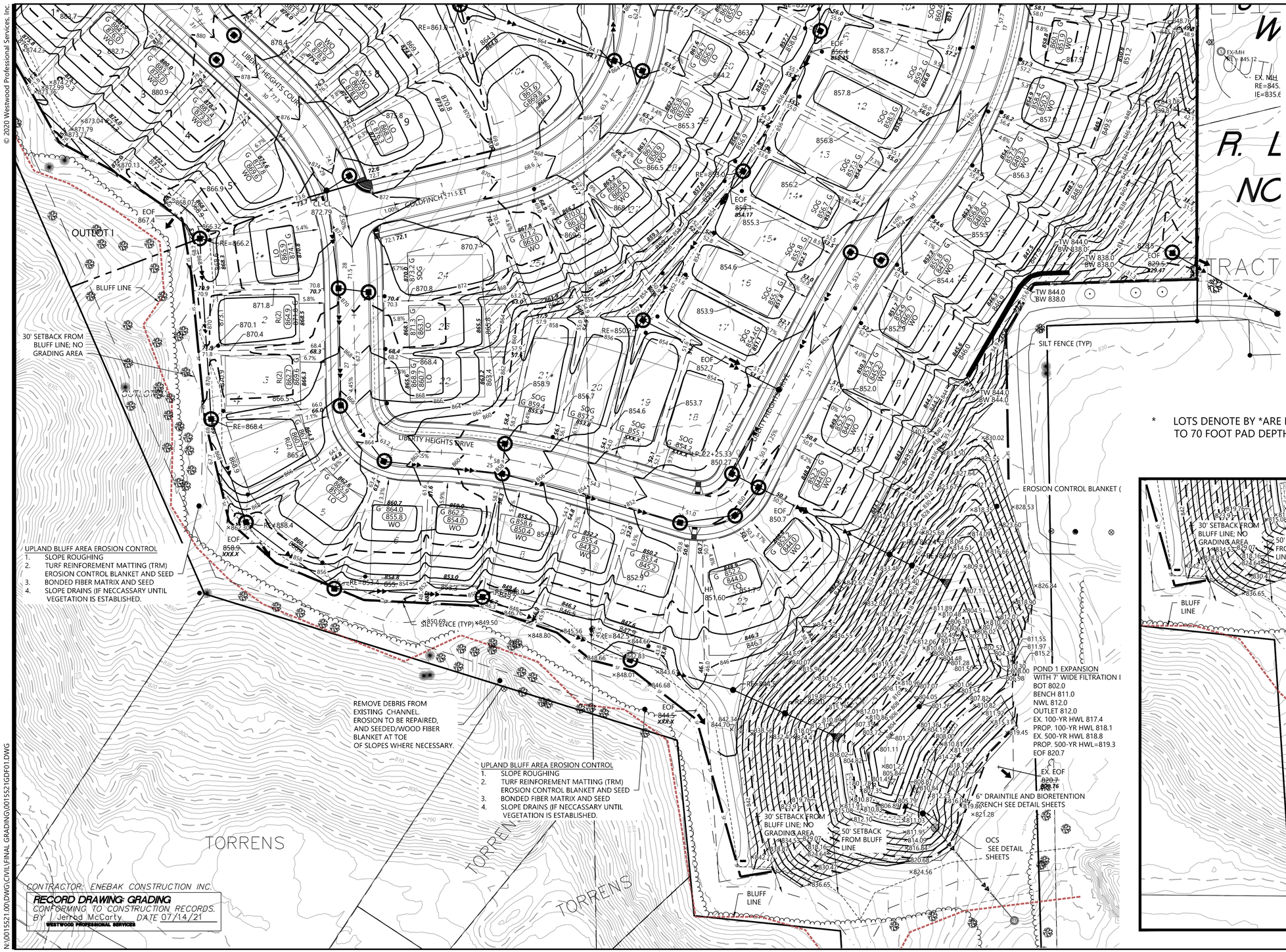
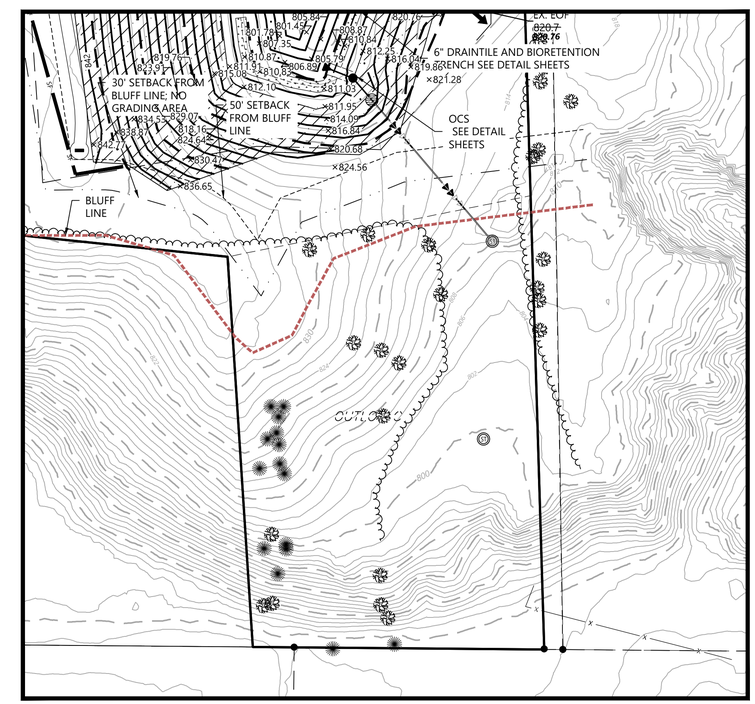


* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

0' 50' 100' 150'



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DEL WEBB AT CHASKA

DESIGNED:	.
CHECKED:	.
DRAWN:	.
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

△	05/21/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 12/22/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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GRADING DRAINAGE & EROSION CONTROL

SHEET NUMBER: 07 OF 27

PROJECT NUMBER: 0015521.00

DATE: 12/22/21

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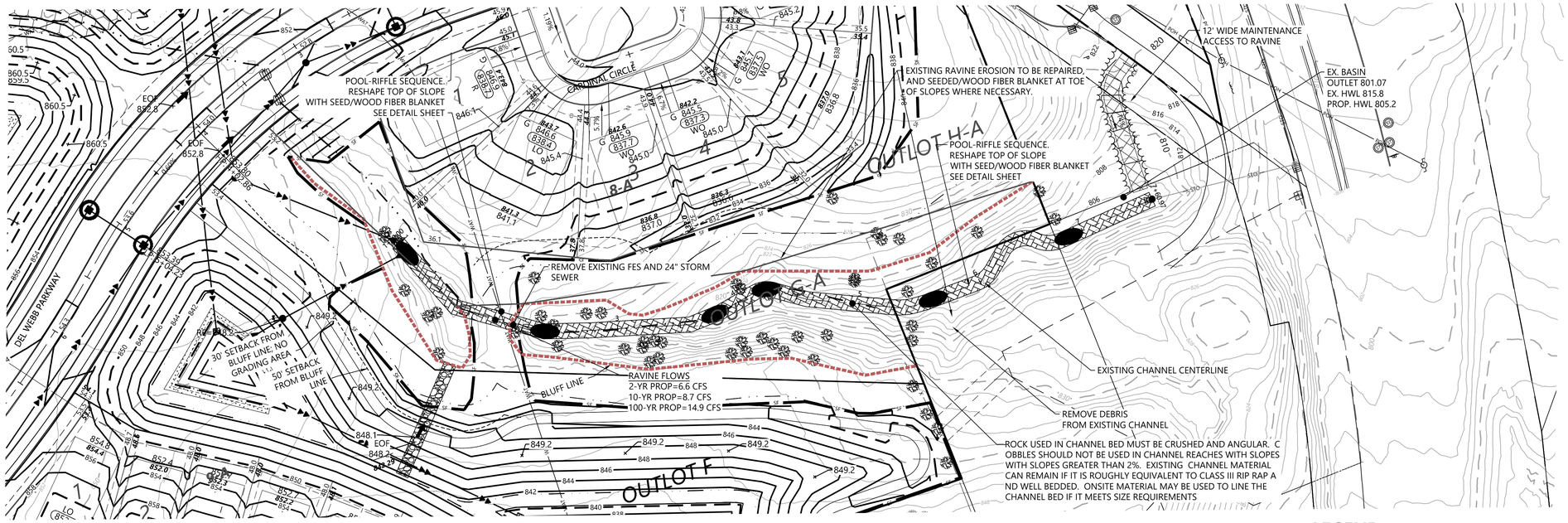

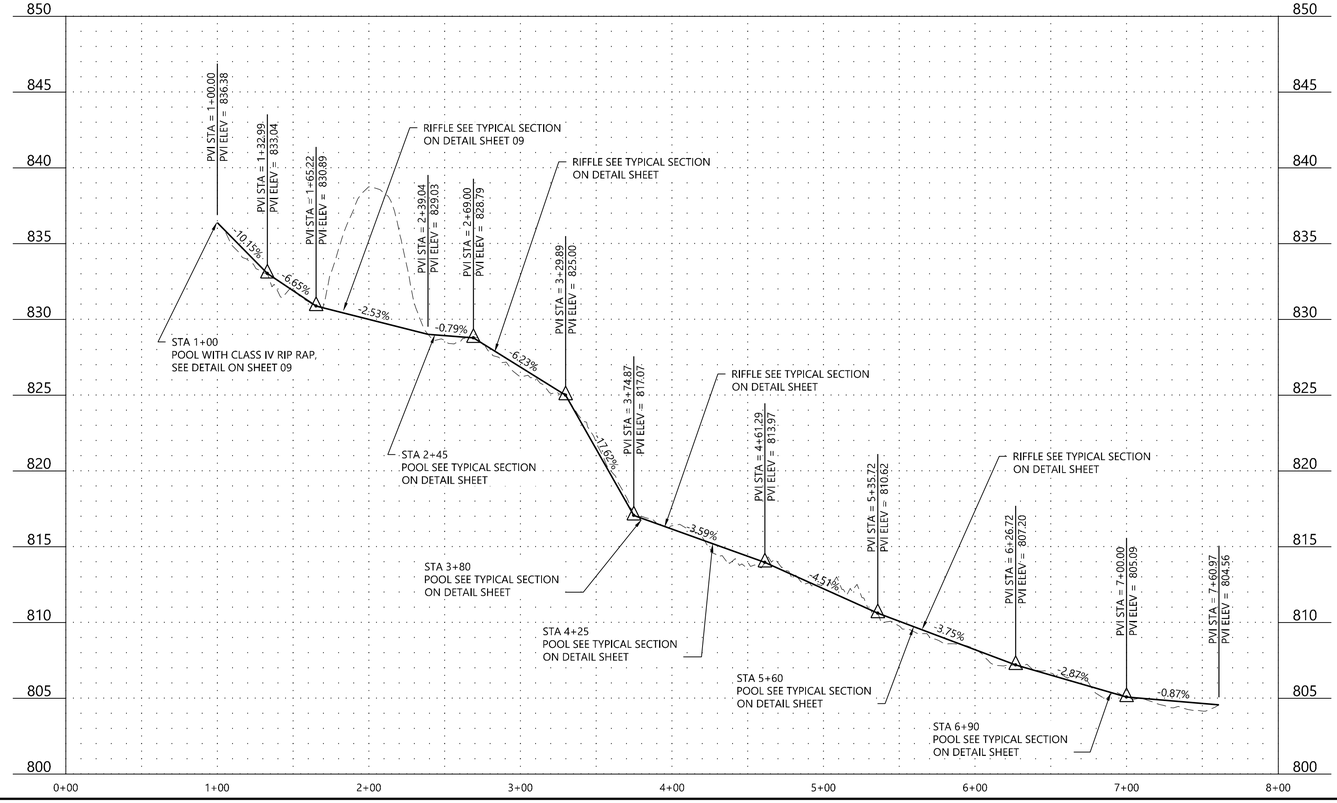

LEGEND

- POOL - SEE DETAIL SHEET 09
- RIFFLE - SEE DETAIL SHEET 09

CONSTRUCTION NOTES

1. Riffle and Pool installation can use existing onsite boulders and cobbles. Contractor shall remove and set aside existing rocks, grade proposed pool and riffle areas, then place materials along with imported materials.
2. Backhoe bucket should be used to press the rock into the channel. Visually observe the bucket placed on the rock and the front tracks come off the ground to show there is significant pressure setting the rock on a steep slope.
3. Each rock must have as much contact with adjacent stones as possible. While the flow depth is shallow at 0.2' to 0.3' on the steep sections there will be negative pressure behind an exposed rock so rocks must buttress each other.
4. Ensure the top of the exposed rock in the channel is uniform. Rock in the channel bed must be pressed into the channel with the backhoe bucket (item 2) to create a uniform bed.
5. Ravine improvements should be completed in the Fall of 2020, prior to freeze up.
6. Final pool placement and channel alignment should be approved in the field by the city of Chaska. Contact Brent Alcott at 952-227-7525.

0' 50' 100' 150'

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS
2	06/26/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
3	07/22/20	CITY COMMENTS	07/14/21 RECORD PLANS
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

CITY AND WATERSHED COMMENTS

PREPARED FOR:

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

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EXISTING RAVINE IMPROVEMENTS PLAN AND PROFILE

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 08 OF 27
DATE: 07/14/21

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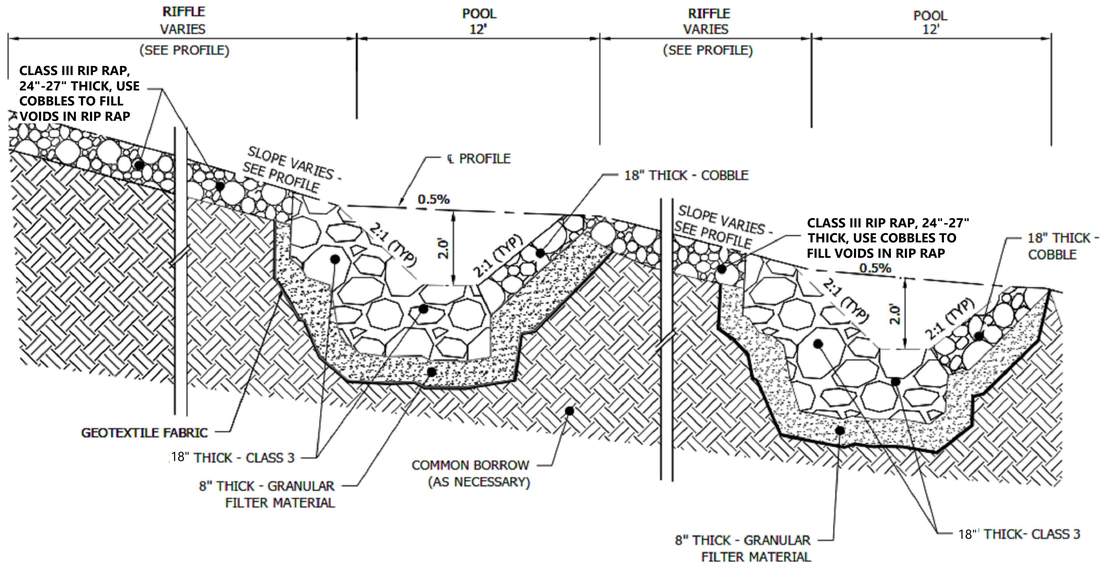
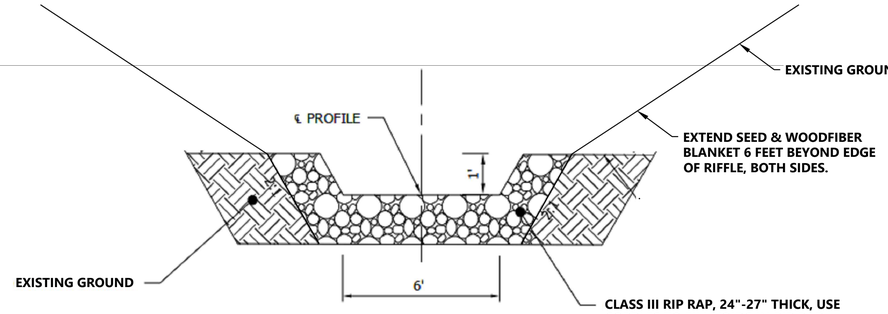
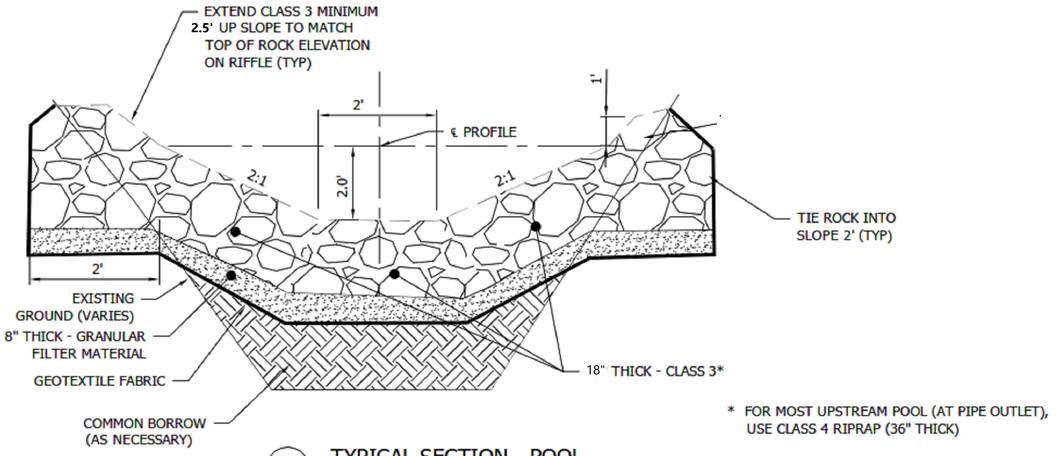


1 **ALTERNATING POOLS AND RIFFLES**
Scale: NTS

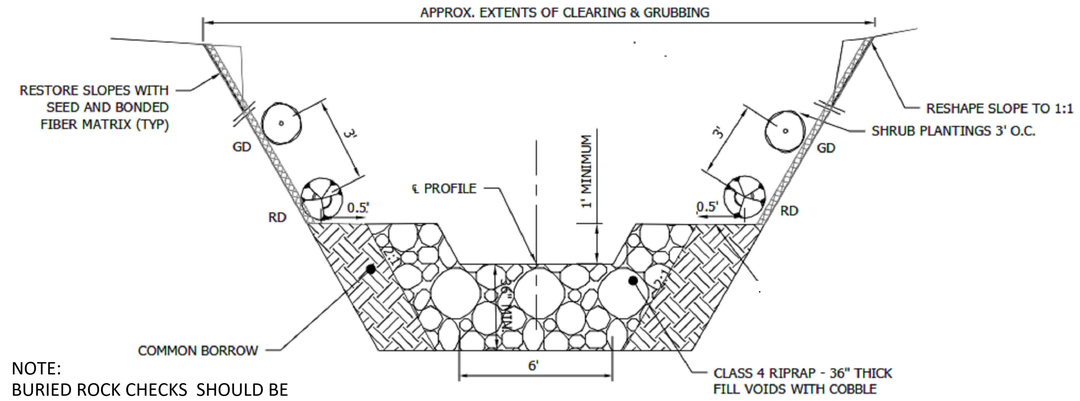


3 **TYPICAL SECTION - RIFFLE**
Scale: NTS



* FOR MOST UPSTREAM POOL (AT PIPE OUTLET), USE CLASS 4 RIPRAP (36" THICK)

4 **TYPICAL SECTION - POOL**
Scale: NTS



NOTE:
BURIED ROCK CHECKS SHOULD BE PROVIDED BETWEEN POOLS IN AREAS STEEPER THAN 4%

3a **TYPICAL SECTION - BURIED ROCK CHECK**
Scale: NTS

CONTRACTOR: ENEBAK CONSTRUCTION INC.

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EXISTING RAVINE IMPROVEMENTS DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 09 OF 27
DATE: 07/14/21

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PHASE 3-TOP SOIL STOCKPILE AREA - 8,950 CY

PHASE 2-TOP SOIL STOCKPILE AREA - 2,850 CY

PHASE 1-TOP SOIL STOCKPILE AREA - 5,800 CY

PHASE 1
PHASE 2
PHASE 3

LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
900.00	× 900.00	SPOT ELEVATION
STO	STO	STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
	GL	GRADING LIMITS
	SF	SILT FENCE
	POST-SF	SILT FENCE-POST GRADING
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		POND NORMAL WATER LEVEL
		WETLAND LINE

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TOPSOIL NOTES

1. EXISTING ONSITE TOPSOIL WILL BE USED FOR RESPREAD. IN PLACE TESTING HAS BEEN COMPLETED BY BRAUN INTERTEC. THESE RESULTS ARE AVAILABLE FOR REVIEW.
2. FOR TOPSOIL STRIPPING AND STOCKPILING
   - EXISTING TOPSOIL AVAILABLE ONSITE: 121,275 CY
   - TOPSOIL NEEDED TO RESTORE GREEN SPACES: 18,812 CY
   - TOTAL LOT AREA: 46.65 AC
   - EXISTING 1 FOOT OF DEPTH OF TOPSOIL AVAILABLE ONSITE
   - GRADING EQUIPMENT USED TO STRIP TOPSOILS SUCH AS DOZERS/SCRAPERS.
   - SILT FENCE WILL BE UTILIZED FOR EROSION CONTROL OF TOPSOIL STOCKPILES.
   - TEMPORARY SEED TOPSOIL STOCKPILES FOR EROSION CONTROL FOR STOCKPILES THAT WILL REMAIN IN PLACE FOR LONGER THAN 6 MONTHS.
3. STOCKPILING SAMPLING PROCEDURE
   - ONE SAMPLE SHALL BE COLLECTED PER 2,500 CUBIC METERS OF STOCKPILE (A MINIMUM OF ONE SAMPLE SHALL BE TAKEN IF STOCKPILES ARE LESS THAN 2,500 CUBIC METERS)
   - THE CONTRACTOR/SUPPLIER SHALL FORM A FACE FOR THE FULL HEIGHT OF THE STOCKPILE AT FOUR LOCATIONS>
   - A LOAD BUCKET OR SIMILAR EQUIPMENT SHALL THEN BE FILLED BY CHANNELING THE FULL HEIGHT OF THE STOCKPILE FACE, FROM THE BOTTOM TO THE TOP, IN ONE OPERATION.
   - THE BUCKET SHALL THEN BE LOWERED AND EMPTIED BY ROTATION TO FORM A SMALL PILE AT EACH SAMPLING LOCATION.
   - THE SAMPLER SHALL PLACE A SHOVEL FULL OF SOIL FROM EACH PILE INTO A LARGER CONTAINER. THE SOIL SHALL BE THOROUGHLY MIXED AND A SUFFICIENT AMOUNT OF MIXED TOPSOIL SHALL BE TAKEN TO FILL A STANDARD TOPSOILS SAMPLING CONTAINER.
   - SAMPLES SHALL BE SUBMITTED FOR ANALYSIS TO LAB QUALIFIED TO USE THE FOLLOWING TEST METHODS: ASTM D 422, ASTM D 2974, AND ASTM G 51. SAMPLES SHALL BE ANALYZED FOR CLAY, SILT, SAND, ORGANIC MATTER AND pH.
   - ADDITIONAL TOPSOIL SHALL NOT BE ADDED TO THE STOCKPILE AFTER SAMPLING
   - SAMPLE RESULTS SHALL BE SUBMITTED TO THE COUNTY FOR REVIEW. TEST RESULTS ARE VALID FOR 6 MONTHS.
4. CONSTRUCTION SCHEDULE AND PHASING:
   - STOCKPILING SHOULD BEGIN IN SPRING 2020
   - GREEN SPACES SHALL HAVE 6 INCHES OF TOPSOIL IN-PLACE AFTER GRADING HAS OCCURRED.
   - INDIVIDUAL LOTS WILL HAVE 1 TO 1.5 INCHES OF TOPSOIL PUT IN-PLACE DURING MASS GRADING. AFTER FINAL GRADING HAS BEEN COMPLETED AN ADDITIONAL 6 INCHES WILL BE PUT IN-PLACE.
   - SOIL DECOMPOSITION TO A SIX-INCH DEPTH SHALL TAKE PLACE PRIOR TO PLACEMENT OF TOPSOIL.
   - STOCKPILES SHALL BE SAMPLED AND TESTED PRIOR TO TOPSOIL PLACEMENT. SEE TESTING PROCEDURES ABOVE.
   - IF TOPSOIL TESTING SHOWS THAT THE SOILS DO NOT MEET SPECIFICATIONS IN TABLE 2, SOIL SHALL BE AMENDED TO BRING THEM INTO COMPLIANCE.
   - HOME BUILDING AND FINAL LOT GRADING WILL TAKE PLACE FROM XXXXX OF 202X, UNTIL XXXX OF 20XX.
   - TOPSOIL QUALITY AND DEPTH MUST BE VERIFIED BY COUNTY OR CITY STAFF PRIOR TO SEEDING OR SOD.
   - IF TOPSOIL IMPACT IS NEEDED, IT SHALL MEET THE CARVER COUNTY TOPSOIL STANDARD.

Carver County Topsoil Standard

Table 1. Carver County Topsoil Standard

Requirement	Range	Test Method
Material Passing the ¾ in [19 mm]	100 %	ASTM D 422
Material passing No 4 in [4.75 mm]	≥ 85%	-
Clay	5% – 30%	ASTM D 422
Silt	5% - 35%	ASTM D 422
Sand	38% - 75%	ASTM D 422
Organic matter	3% – 15%	ASTM D 2974
pH	6.1 – 7.5	ASTM G 51
Compaction	- 1,400 kilopascals (kPa) / 200 pounds per square inch (psi) in the upper 12 inches of soil, or - bulk density of less than 1.4 grams per cubic centimeter (g/cm3) in the upper 12 inches of soil	Field test

0' 150' 300' 450'

CONTRACTOR: ENEBAK CONSTRUCTION INC.

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CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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VERTICAL SCALE: 30' OR 15'

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PREPARED FOR:

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

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DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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TOPSOIL MANAGEMENT PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 10 OF 27
DATE: 07/14/21

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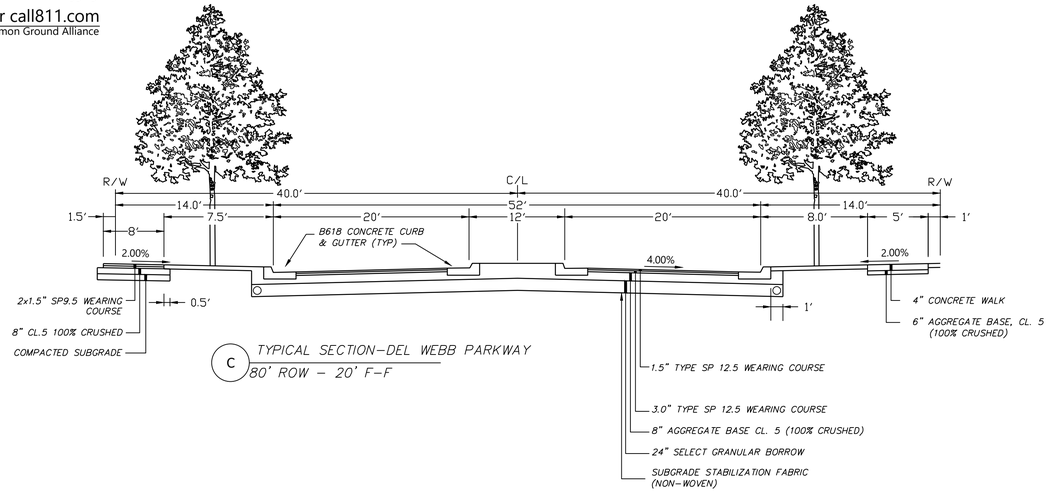
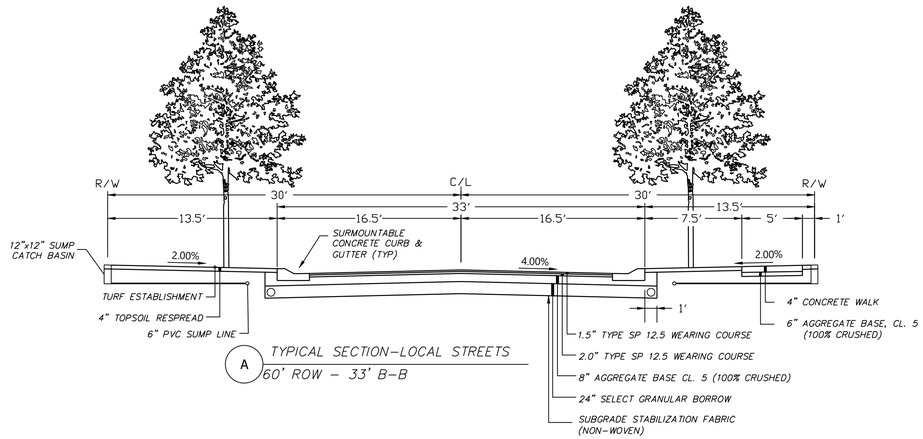
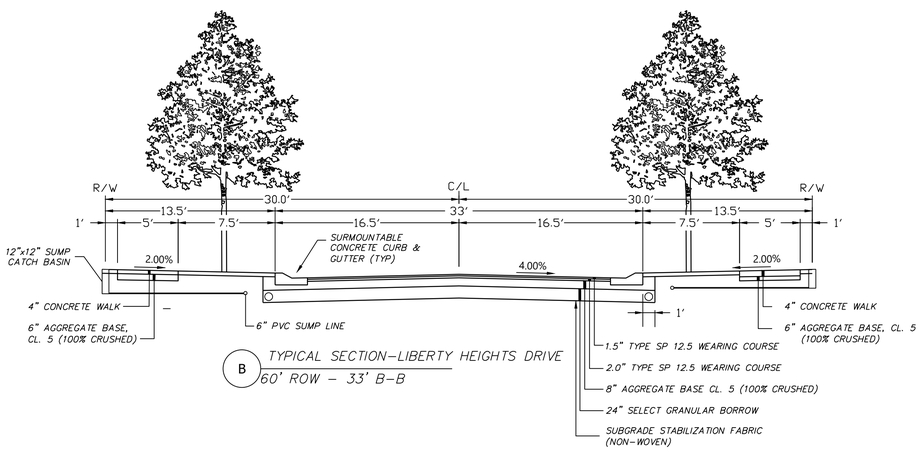


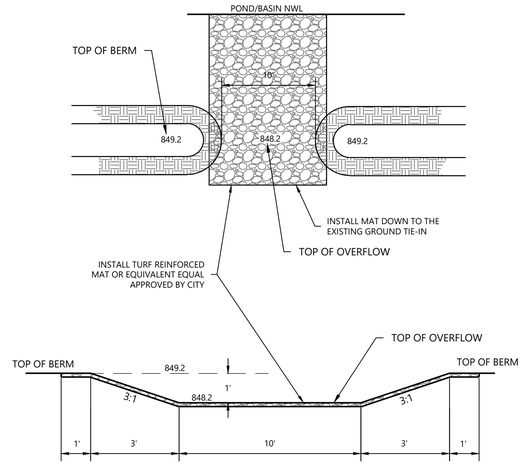
C TYPICAL SECTION–DEL WEBB PARKWAY
80' ROW – 20' F-F



A TYPICAL SECTION–LOCAL STREETS
60' ROW – 33' B-B

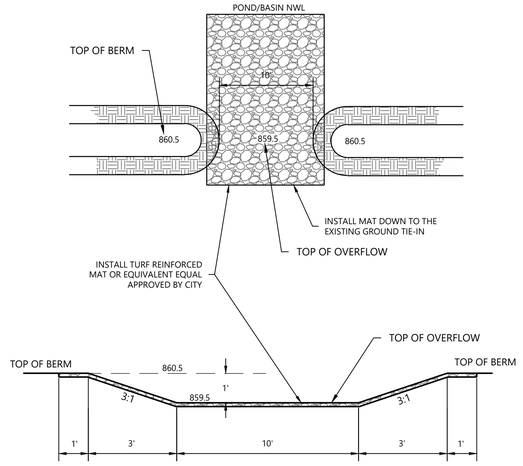


B TYPICAL SECTION–LIBERTY HEIGHTS DRIVE
60' ROW – 33' B-B



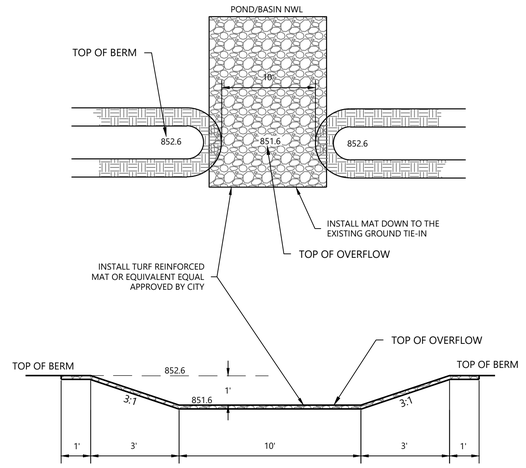
SECTION

POND 2 OVERFLOW



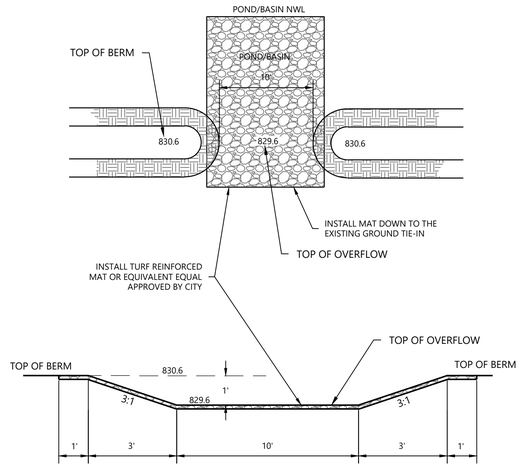
SECTION

POND 3 OVERFLOW



SECTION

POND 4 OVERFLOW



SECTION

POND 5 OVERFLOW

CONTRACTOR: ENEBAK CONSTRUCTION INC.

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BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
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4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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TYPICAL STREET SECTIONS POND OVERFLOW DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 11 OF 27
DATE: 07/14/21

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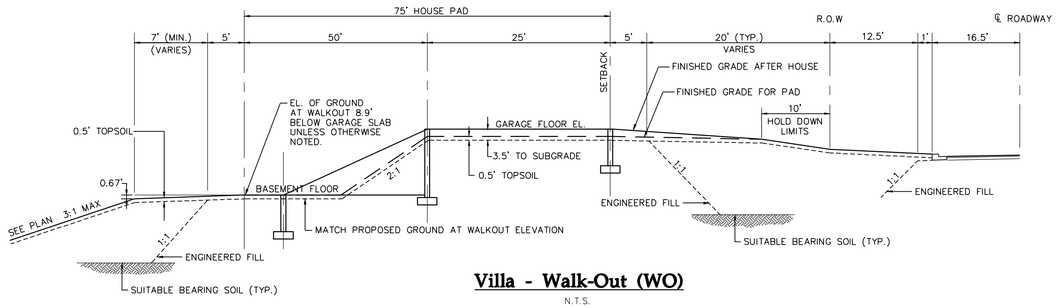
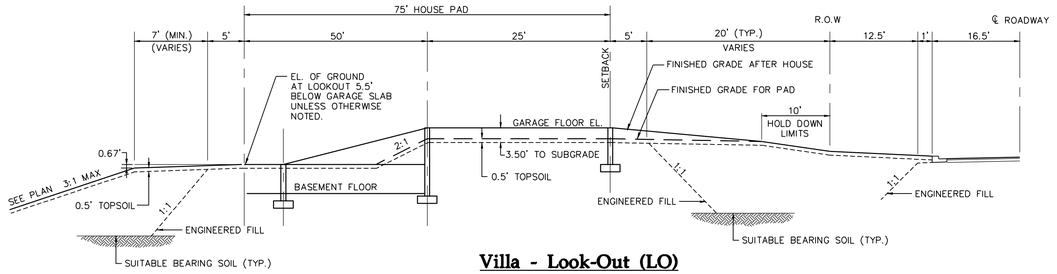


Villa - Walk-Out (WO)

N.T.S.



Villa - Look-Out (LO)

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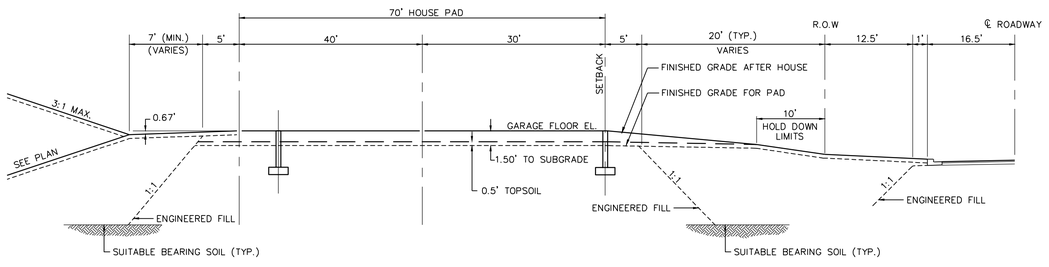
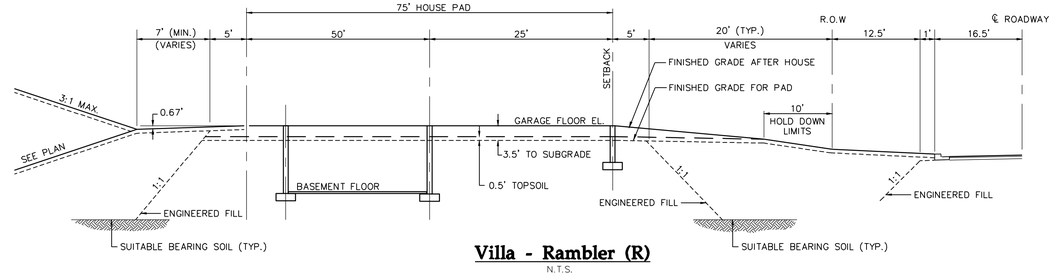


Villa - Slab on Grade (SOG)

N.T.S.



Villa - Rambler (R)

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TYPICAL LOT SECTIONS

SHEET NUMBER: 12 OF 27
PROJECT NUMBER: 0015521.00
DATE: 07/14/21

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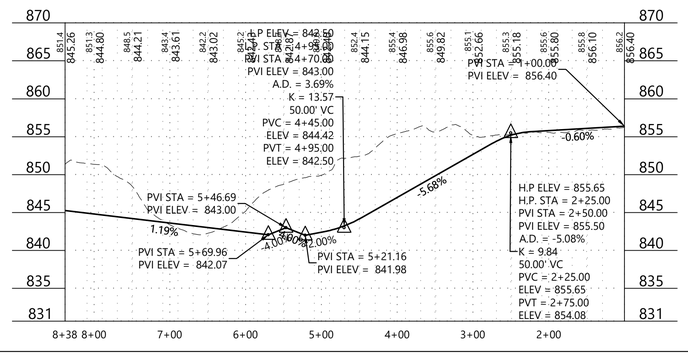
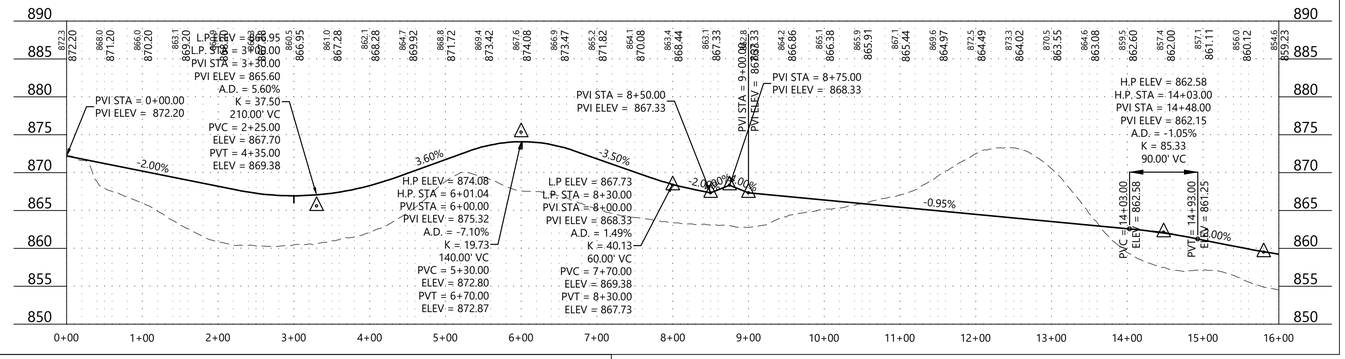
CARDINAL STREET



LIBERTY HEIGHTS DRIVE (0+00-16+00)



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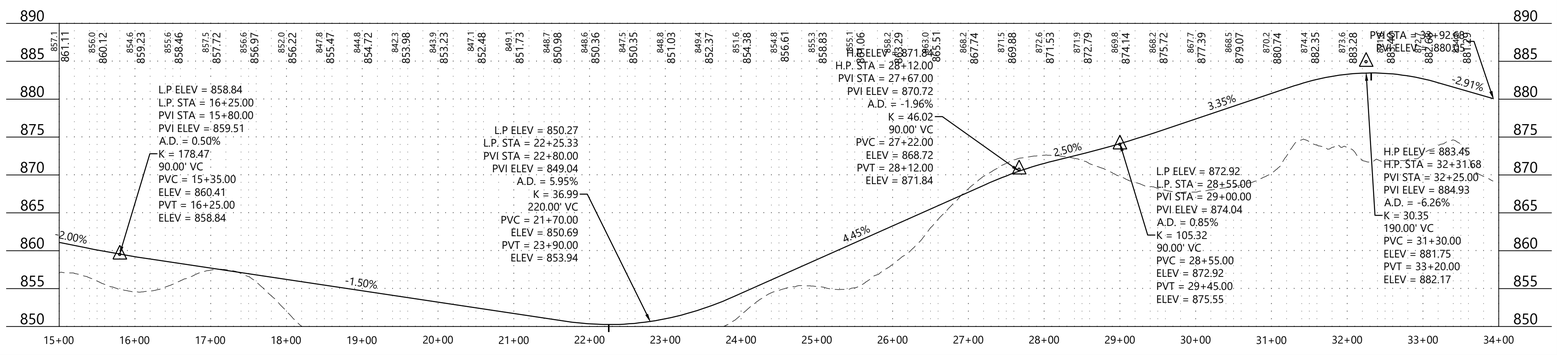
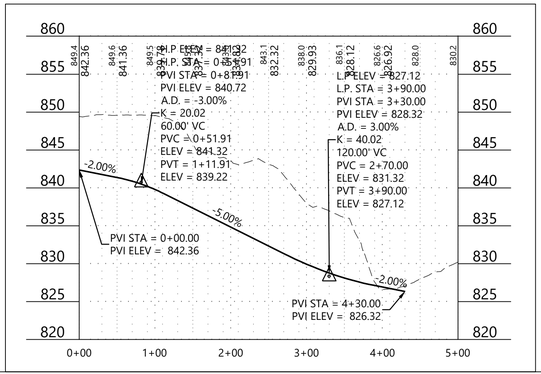
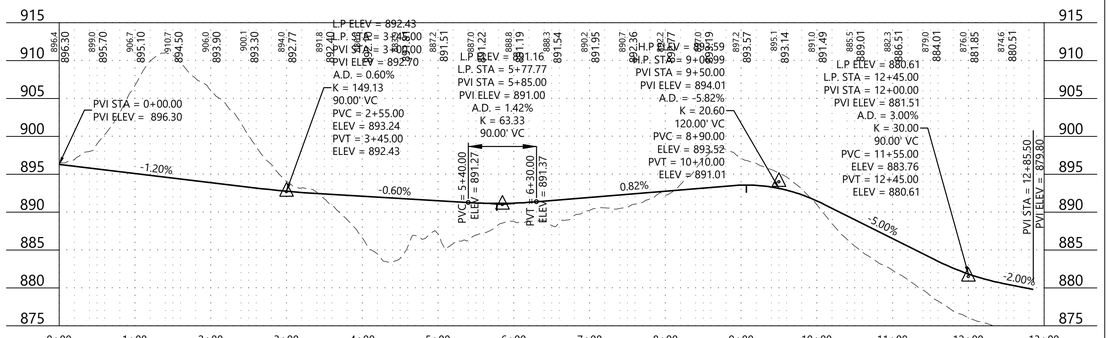
LIBERTY HEIGHTS DRIVE (15+00-34+00)



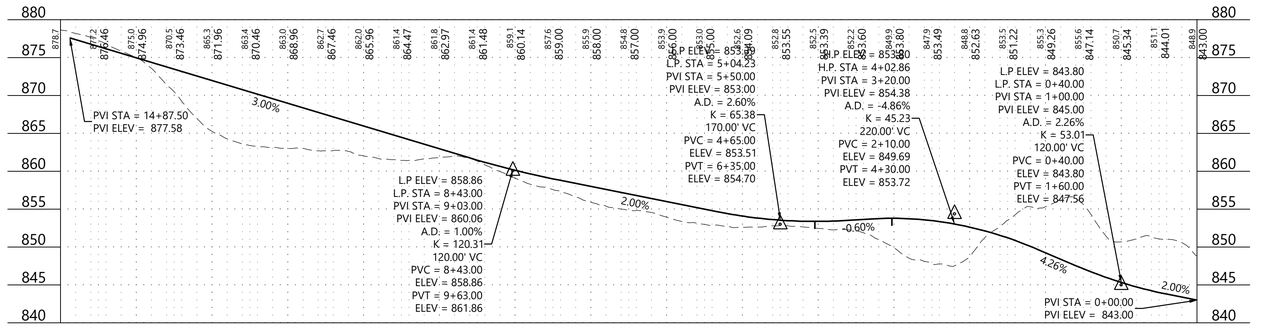
DEL WEBB PARKWAY ENTRANCE



MOERS DRIVE



DEL WEBB PARKWAY



CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

1" = 100'
0' 100' 200' 300'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521DTF02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	09/25/20 CARDINAL STREET
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

STREET PROFILES

SHEET NUMBER: 13 OF 27
PROJECT NUMBER: 0015521.00
DATE: 07/14/21

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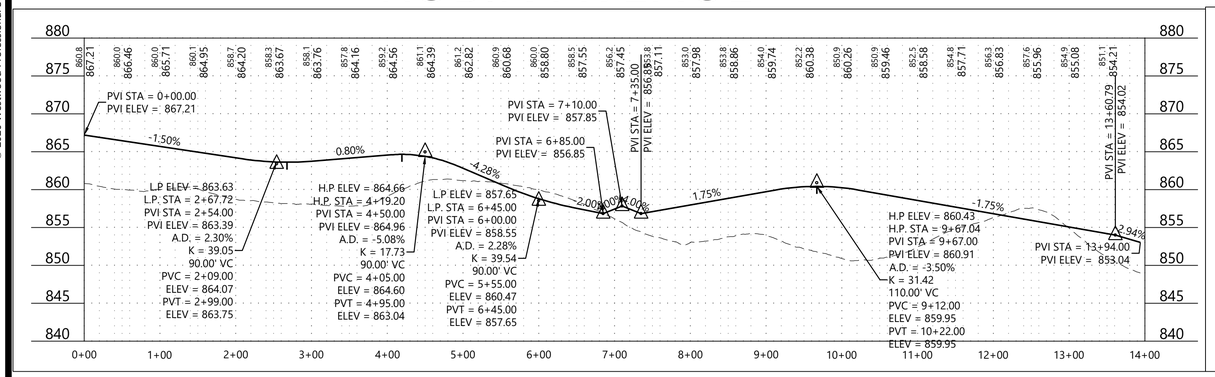
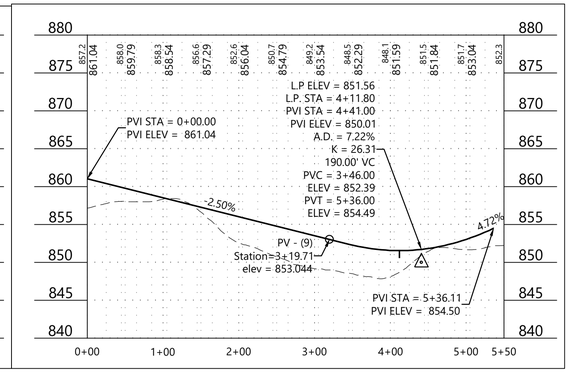
Common Ground Alliance

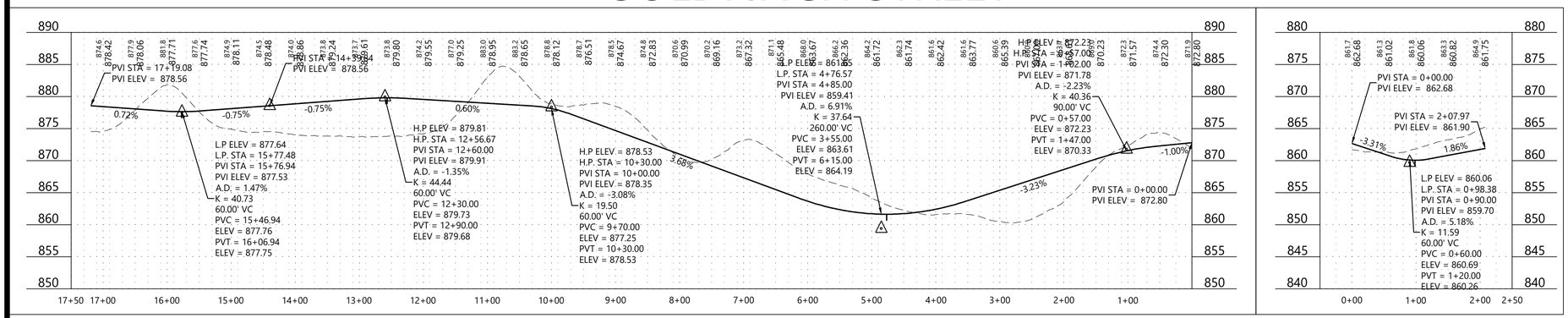
ROBIN AVENUE



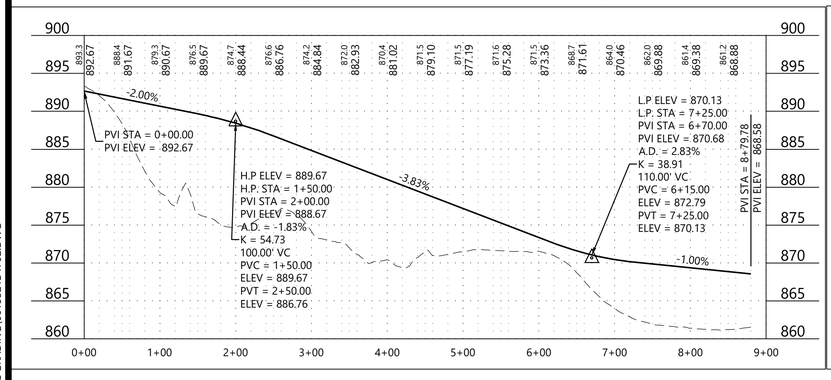
ROBIN CURVE



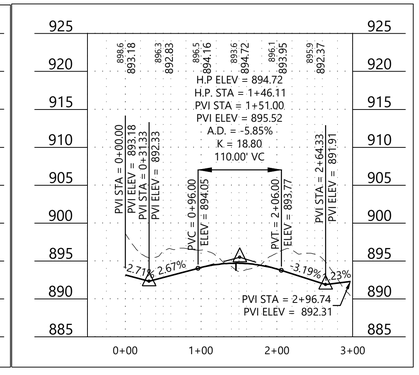
GOLDFINCH STREET



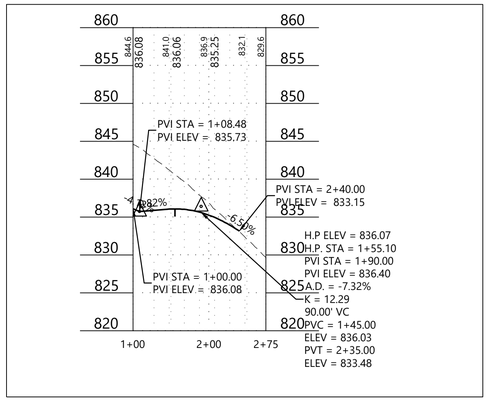
BLUEJAY AVENUE



SPARROW COURT



CARDINAL STREET S



CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 100' 200' 300'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521DTF02.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 04/23/20
REVISIONS:
1 05/21/20 CITY COMMENTS 05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
2 06/26/20 CITY COMMENTS 07/14/21 RECORD PLANS
3 07/22/20 CITY COMMENTS
4 08/12/20 CITY COMMENTS
5 08/25/20 EXISTING RAVINE IMPROVEMENTS

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

STREET PROFILES

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 14 OF 27
DATE: 07/14/21

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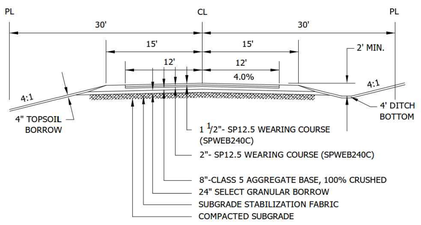
Common Ground Alliance



RURAL STREET SECTION

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

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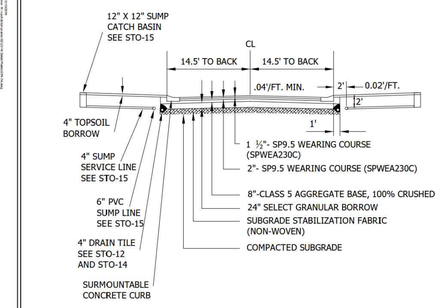
TYPICAL SECTIONS FOR RESIDENTIAL STREETS RURAL SECTIONS

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-6



PRIVATE STREET WITH CONCRETE CURB AND GUTTER

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION.OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS A CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

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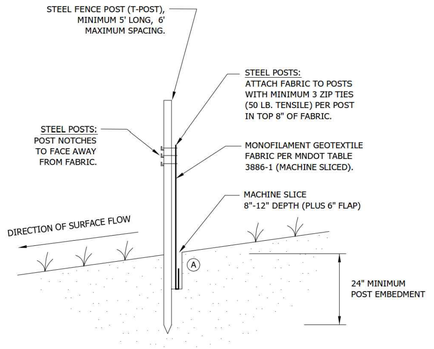
TYPICAL SECTIONS FOR RESIDENTIAL STREETS PRIVATE SECTION

CHASKA, MINNESOTA

LAST REVISION: OCT 2016

PLATE NO. STR-7A



NOTE:
THE MACHINE SLICED METHOD (THIS DETAIL) IS THE STANDARD SILT FENCE INSTALLATION METHOD. HEAVY DUTY (ERO-1B) SILT FENCE INSTALLATION METHODS SHOULD ONLY BE USED WHEN APPROVED OR DIRECTED BY THE CITY.

(A) COMPACTION:
AFTER "SLICING" IN THE FABRIC AND *BEFORE* INSTALLATION OF STEEL POSTS, DRIVE INSTALLATION EQUIPMENT OVER THE "SLICE" WHILE FABRIC IS LAYING ON THE GROUND. *THEN* INSTALL THE POSTS AND PULL UP FABRIC TO ATTACH AT A UNIFORM HEIGHT.

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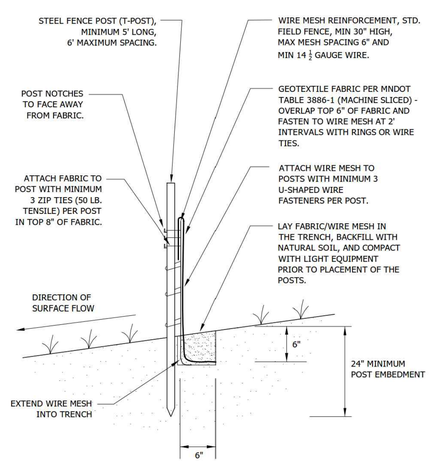
SILT FENCE MACHINE SLICED

CHASKA, MN

LAST REVISION: APRIL 2011

PLATE NO. ERO-1A



NOTE:
SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.

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SILT FENCE HEAVY DUTY

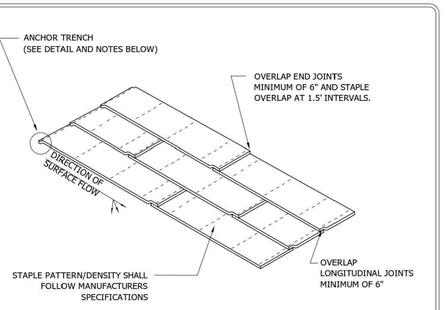
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

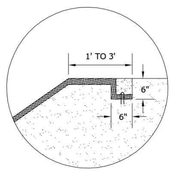
PLATE NO. ERO-1B

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH



NOTE:
SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

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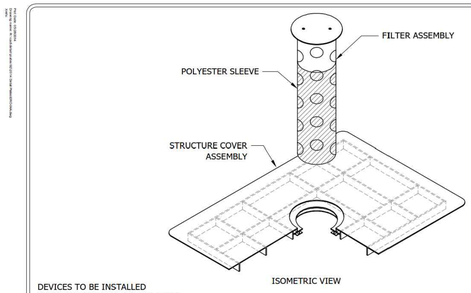
EROSION CONTROL BLANKET INSTALLATION

CHASKA, MINNESOTA

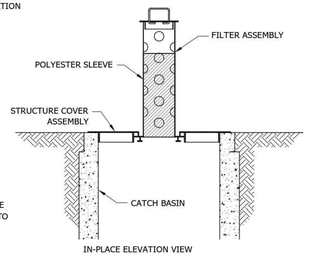
LAST REVISION: APRIL 2008

PLATE NO. ERO-2



ISOMETRIC VIEW

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE OR TOP SLAB.



IN-PLACE ELEVATION VIEW

NOTE: ALL OTHER INLET PROTECTION DEVICES MUST BE APPROVED BY OWNER PRIOR TO INSTALLATION.

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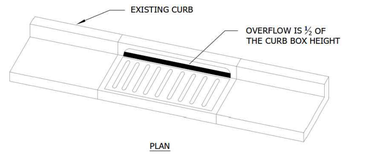
INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION

CHASKA, MINNESOTA

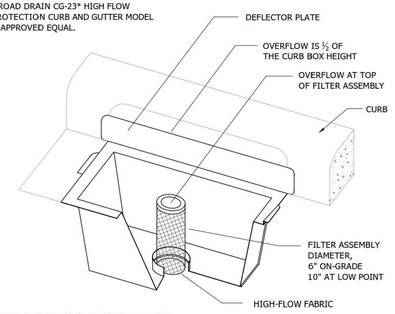
LAST REVISION: APRIL 2008

PLATE NO. ERO-4A



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

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INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION

CHASKA, MINNESOTA

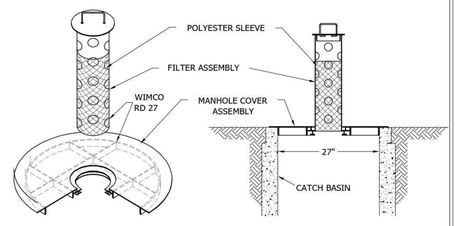
LAST REVISION: APRIL 2008

PLATE NO. ERO-4B

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE CONE OR TOP SLAB.

DEVICES SHOWN ARE AS MANUFACTURED BY WIMCO. MODEL NO. OF UNIT SHOWN: RD 27.

OTHER APPROVED INLET PROTECTION DEVICES FOR BEEHIVE CASTINGS ARE:
- ROYAL ENTERPRISES - MODEL NO 27 INFRASAFE SEDIMENT CONTROL BARRIER - DG.
- PRE MANUFACTURED UNIT BY CIRCLE "H" ENTERPRISES.



ISOMETRIC VIEW

IN-PLACE ELEVATION VIEW

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www.stantec.com

INLET PROTECTION BEEHIVE CASTING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4C

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 15 OF 27
DATE: 07/14/21

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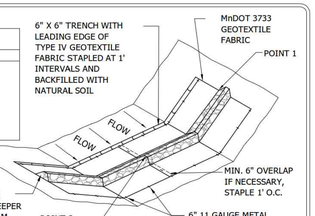
DITCH CHECK SPACING

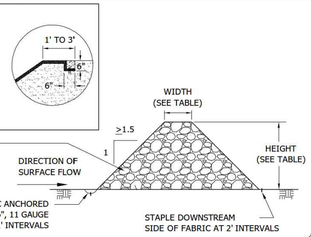
DITCH GRADE (%)	INTERVAL (FT)
2	100
4	75
6	50
8	40
10	25
10+	25



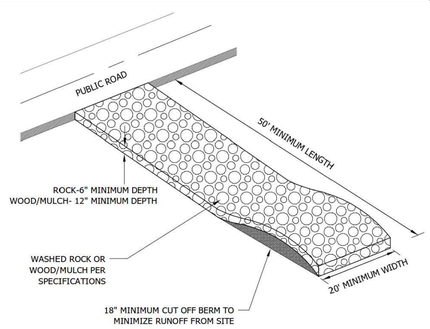
NOTE:
POINT 1 MUST BE A MINIMUM OF 6" HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS.

	HEIGHT (INCHES)	WIDTH (INCHES)	MATERIAL
SMALL CHECK	24	12 - 18	MnDOT 3601 CLASS II RIP RAP
LARGE CHECK	36	24 - 30	MnDOT 3601 CLASS III RIP RAP
ROCK WEEPER	18	6 - 12	MnDOT 3882 TYPE 9 MULCH (1 1/2" WASHED ROCK)

ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT

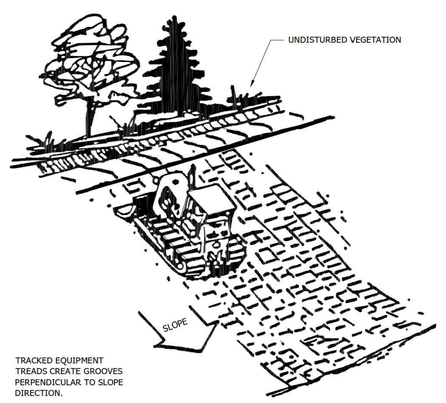


Stantec	DITCH CHECK / WEEPER SIZING AND MATERIALS CHASKA, MINNESOTA	LAST REVISION: APRIL 2008 PLATE NO. ERO-5



NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

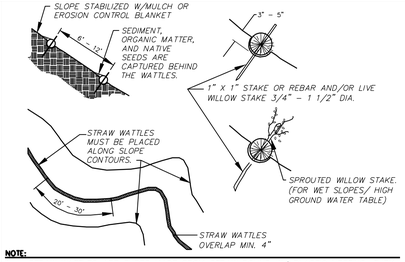
Stantec	ROCK CONSTRUCTION ENTRANCE CHASKA, MINNESOTA	LAST REVISION: APRIL 2008 PLATE NO. ERO-7



TRACKED EQUIPMENT TREADS CREATE GROOVES PERPENDICULAR TO SLOPE DIRECTION.

NOTE:
ALL SLOPES WITH A GRADE EQUAL TO OR STEEPER THAN 3:1 REQUIRE SLOPE TRACKING. SLOPES WITH A GRADE MORE GRADUAL THAN 3:1 REQUIRE SLOPE TRACKING IF THE STABILIZATION METHOD IS EROSION CONTROL BLANKET OR HYDROMULCH.

Stantec	SLOPE TRACKING CHASKA, MINNESOTA	LAST REVISION: FEB 2004 PLATE NO. ERO-10



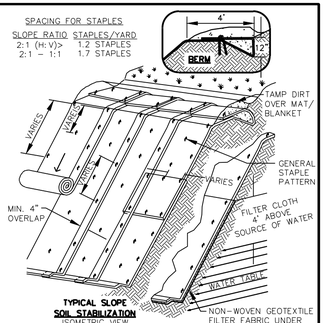
NOTE:
1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/ PLASTIC NETTING. THEY ARE APPROX. 8" DIA. AND 20 – 30 FT. LONG.
2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET & RILL EROSION BY REDUCING SLOPE LENGTH, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH, 1" – 3" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.
4. STRAW WATTLES USED FOR SLOPES MINIMUM 50FT LONG AND 3:1 SLOPE.
5. WOOD FIBER LOGS CAN BE SUBSTITUTED FOR STRAW.

Westwood	TEMPORARY FILTER LOG SLOPE BREAK	LAST REVISED: 03/03/08 GD20

CATEGORY OF BLANKET	STAPLE LENGTH
00	5"
0	5"
1	4"
2	4"
3	6"
4	6"
5	5"
6	5"
7	5"

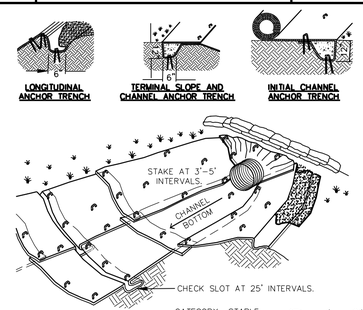
SPACING FOR STAPLES

SLOPE RATIO	STAPLES/YARD
2:1 (H: V)	1.2 STAPLES
2:1 – 1:1	1.7 STAPLES



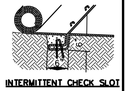
NOTE:
1. MATS/BLANKETS SHOULD BE INSTALLED VERTICALLY DOWNSLOPE.
2. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICK AND GRASS.
3. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
4. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL.
5. DO NOT STRETCH.

Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR SLOPES	LAST REVISED: 03/03/08 GD21

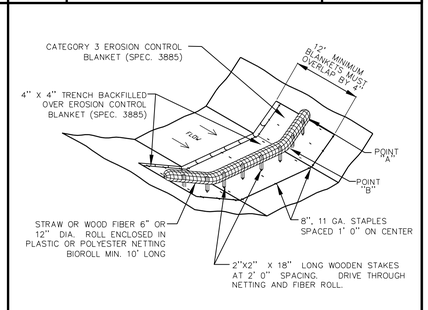


CATEGORY OF BLANKET	STAPLE LENGTH
2	4"
3	6"
4	6"
5	5"
6	5"
7	5"

NOTE:
1. CHECK SLOTS TO BE CONSTRUCTED PER MANUFACTURERS SPECIFICATIONS.
2. STAKING OR STAPLING LAYOUT PER MANUFACTURERS SPECIFICATIONS.
3. MINIMUM OF 3.5 STAPLES/YARD.

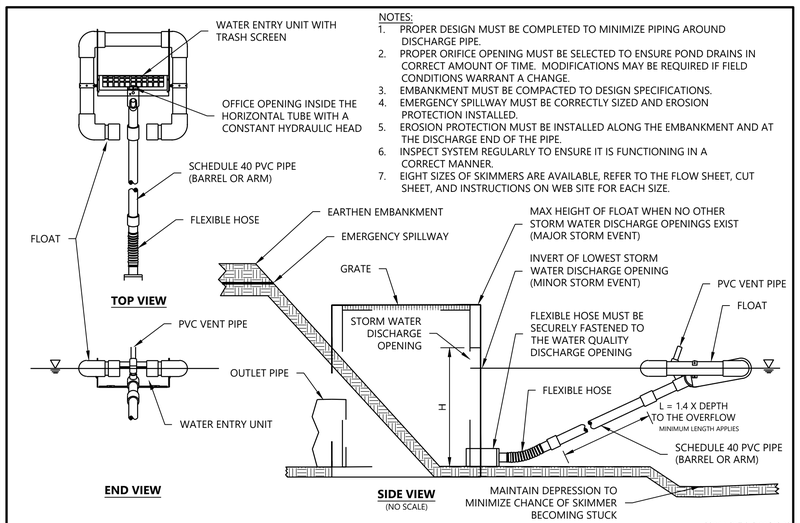


Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR CHANNELS	LAST REVISED: 03/03/08 GD22



NOTE:
1. POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.
2. TYPE 3 SPEC. 3889

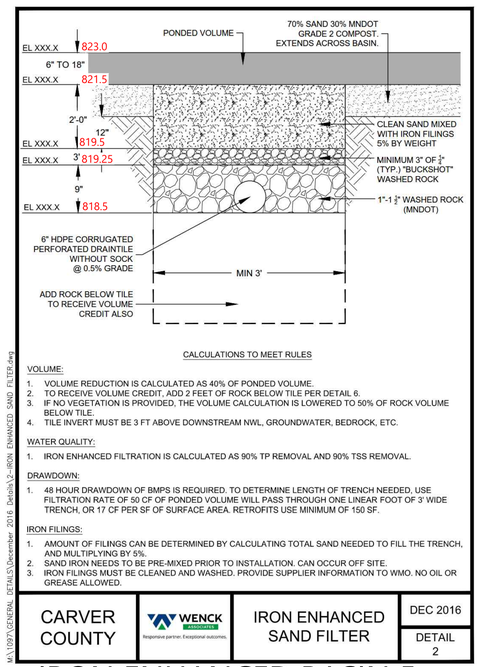
Westwood	TEMPORARY BIOROLL BLANKET SYSTEM (DITCH APPLICATION)	LAST REVISED: 03/03/08 GD23



NOTES:
1. PROPER DESIGN MUST BE COMPLETED TO MINIMIZE PIPING AROUND DISCHARGE PIPE.
2. PROPER ORIFICE OPENING MUST BE SELECTED TO ENSURE POND DRAINS IN CORRECT AMOUNT OF TIME. MODIFICATIONS MAY BE REQUIRED IF FIELD CONDITIONS WARRANT A CHANGE.
3. EMBANKMENT MUST BE COMPACTED TO DESIGN SPECIFICATIONS.
4. EMERGENCY SPILLWAY MUST BE CORRECTLY SIZED AND EROSION PROTECTION INSTALLED.
5. EROSION PROTECTION MUST BE INSTALLED ALONG THE EMBANKMENT AND AT THE DISCHARGE END OF THE PIPE.
6. INSPECT SYSTEM REGULARLY TO ENSURE IT IS FUNCTIONING IN A CORRECT MANNER.
7. EIGHT SIZES OF SKIMMERS ARE AVAILABLE, REFER TO THE FLOW SHEET, CUT SHEET, AND INSTRUCTIONS ON WEB SITE FOR EACH SIZE.

DRAWN BY T. R. EVANS 10/10

FAIRCLOTH SKIMMER DISCHARGE SYSTEM WITH OUTLET STRUCTURE	J. W. FAIRCLOTH & SON INC. WWW.FAIRCLOTHSKIMMER.COM TELEPHONE: (919) 732-1244 FAX: (919) 732-1266 EMAIL: WARREN@FAIRCLOTHSKIMMER.COM



CALCULATIONS TO MEET RULES

VOLUME:
1. VOLUME REDUCTION IS CALCULATED AS 40% OF PONDED VOLUME.
2. TO RECEIVE VOLUME CREDIT, ADD 2 FEET OF ROCK BELOW TILE PER DETAIL 6.
3. IF NO VEGETATION IS PROVIDED, THE VOLUME CALCULATION IS LOWERED TO 50% OF ROCK VOLUME BELOW TILE.
4. TILE INVERT MUST BE 3 FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.

WATER QUALITY:
1. IRON ENHANCED FILTRATION IS CALCULATED AS 90% TP REMOVAL AND 90% TSS REMOVAL.

DRAWDOWN:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE LENGTH OF TRENCH NEEDED, USE FILTRATION RATE OF 50 CF OF PONDED VOLUME WILL PASS THROUGH ONE LINEAR FOOT OF 3' WIDE TRENCH, OR 17 CF PER SF OF SURFACE AREA. RETROFITS USE MINIMUM OF 150 SF.

IRON FILINGS:
1. AMOUNT OF FILINGS CAN BE DETERMINED BY CALCULATING TOTAL SAND NEEDED TO FILL THE TRENCH, AND MULTIPLYING BY 5%.
2. SAND IRON NEEDS TO BE PRE-MIXED PRIOR TO INSTALLATION. CAN OCCUR OFF SITE.
3. IRON FILINGS MUST BE CLEANED AND WASHED. PROVIDE SUPPLIER INFORMATION TO WMO. NO OIL OR GREASE ALLOWED.

CARVER COUNTY	WENCK Responsive partner. Exceptional outcomes.	IRON ENHANCED SAND FILTER	DEC 2016 DETAIL 2

M:\1097\GENERAL_DETAILS\December 2016 Details\2-IRON ENHANCED SAND FILTER.dwg

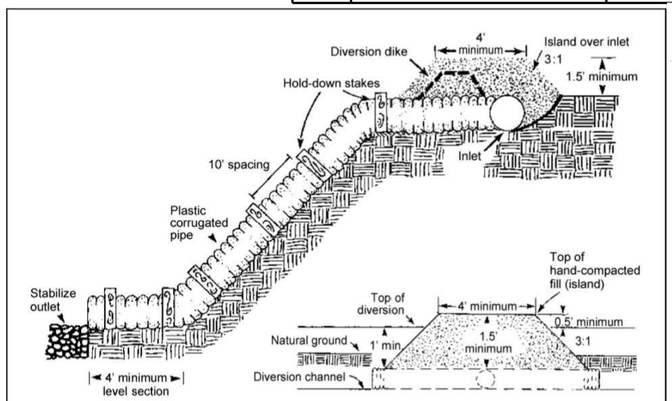
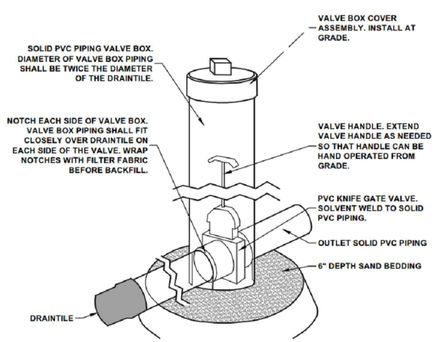


Figure 6.17-1 Cross section of a temporary a slope drain (source: North Carolina, May 1994)



NOTES:
1. SOLID PIPING AND FITTINGS SHALL BE PVC SCHEDULE 40 UNLESS NOTED OTHERWISE. PIPING DIAMETERS AND ELEVATIONS SHALL BE AS SHOWN ON THE PLANS. ALL SOLID PIPE FITTINGS AND JOINTS SHALL BE SOLVENT WELDED OR HAVE MECHANICAL COUPLER TO PROVIDE WATERTIGHT CONNECTIONS.
2. THE KNIFE GATE VALVE SHALL BE A VALTERRA GKV PVC SCHEDULE 40 WITH 304 STAINLESS STEEL PADDLE AND METAL HANDLE OR APPROVED EQUAL. THE VALVE DIAMETER SHALL MATCH THE DIAMETER OF THE DRAINTILE PIPING UNLESS NOTED OTHERWISE.
3. VALVE BOX COVER ASSEMBLY INCLUDES A PVC CLEAN-OUT ADAPTER WITH THREADED PLUG TO ACCESS VALVE HANDLE AND TRACE WIRES FROM GRADE.

KNIFE VALVE

Call 48 Hours before digging:
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Common Ground Alliance

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

IRON ENHANCED BASIN 5

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 16 OF 27
DATE: 07/14/21

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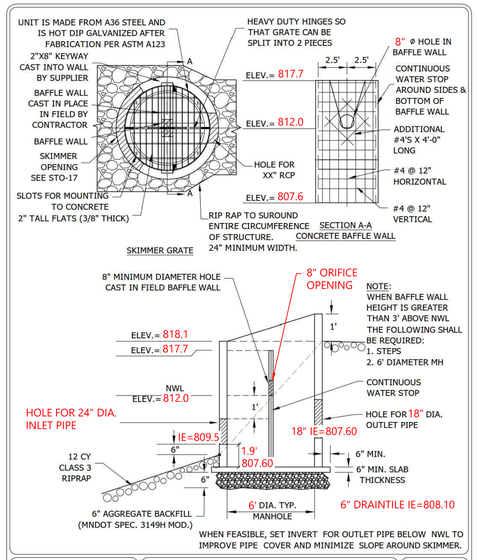

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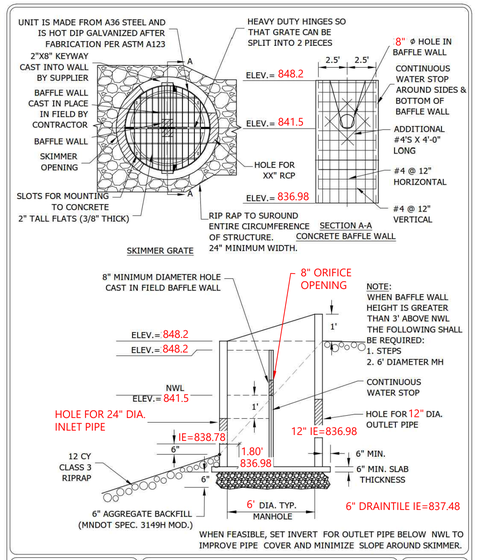
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 1 EXPANDED - OCS-150



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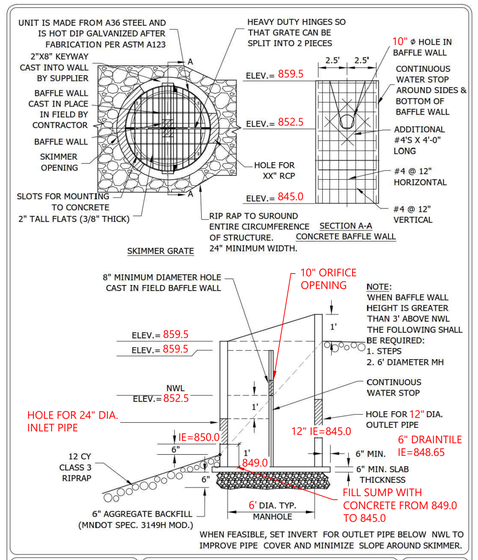
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 2 - OCS-261



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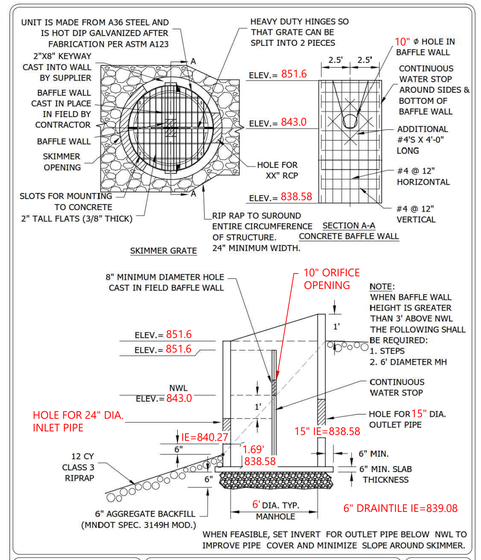
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 3 - OCS-451



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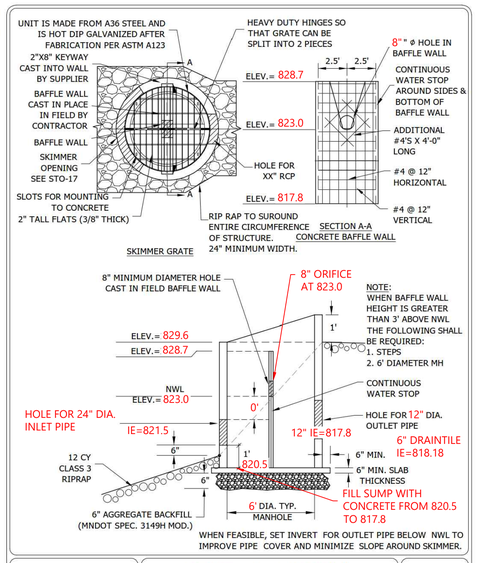
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 4 - OCS-351



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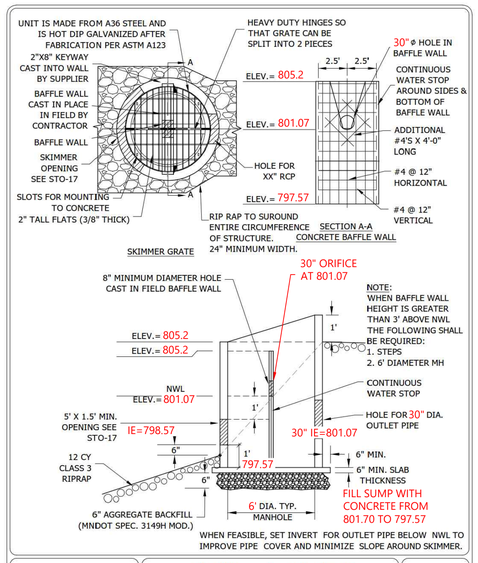
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 5 - OCS-550



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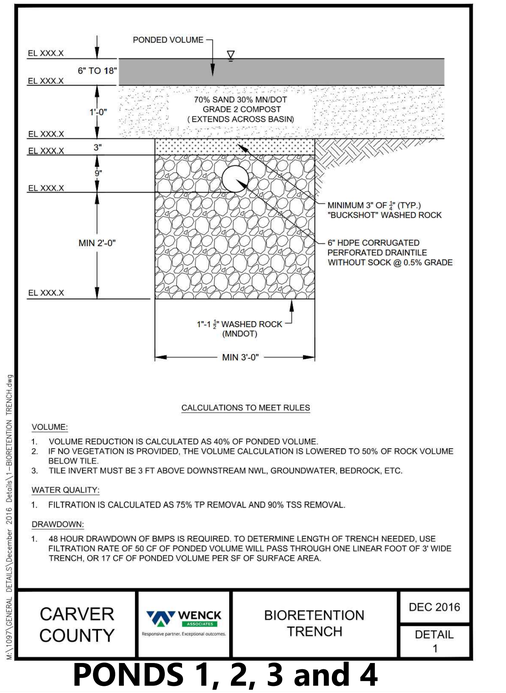
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

RAVINE - OCS-601



CALCULATIONS TO MEET RULES

VOLUME:
1. VOLUME REDUCTION IS CALCULATED AS 40% OF PONDED VOLUME.
2. IF NO VEGETATION IS PROVIDED, THE VOLUME CALCULATION IS LOWERED TO 50% OF ROCK VOLUME BELOW TILE.
3. TILE INVERT MUST BE 3 FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.

WATER QUALITY:
1. FILTRATION IS CALCULATED AS 75% TP REMOVAL AND 90% TSS REMOVAL.

DRAWDOWN:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE LENGTH OF TRENCH NEEDED, USE FILTRATION RATE OF 50 CF OF PONDED VOLUME WILL PASS THROUGH ONE LINEAR FOOT OF 3' WIDE TRENCH, OR 17 CF OF PONDED VOLUME PER SF OF SURFACE AREA.

M:\1097\GENERAL DETAILS\December 2016 Details\L-BIORETENTION TRENCH.dwg

CARVER COUNTY

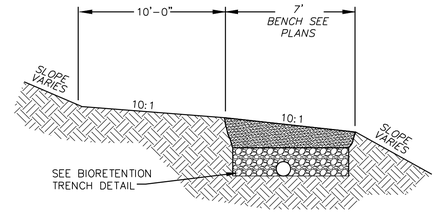
WENCK Responsive partner. Exceptional outcomes.

BIORETENTION TRENCH

DEC 2016

DETAIL 1

PONDS 1, 2, 3 and 4



POND BENCH DETAIL FOR PONDS 1, 2, 3, and 4

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

DEL WEBB AT CHASKA

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 17 OF 27

DATE: 07/14/21

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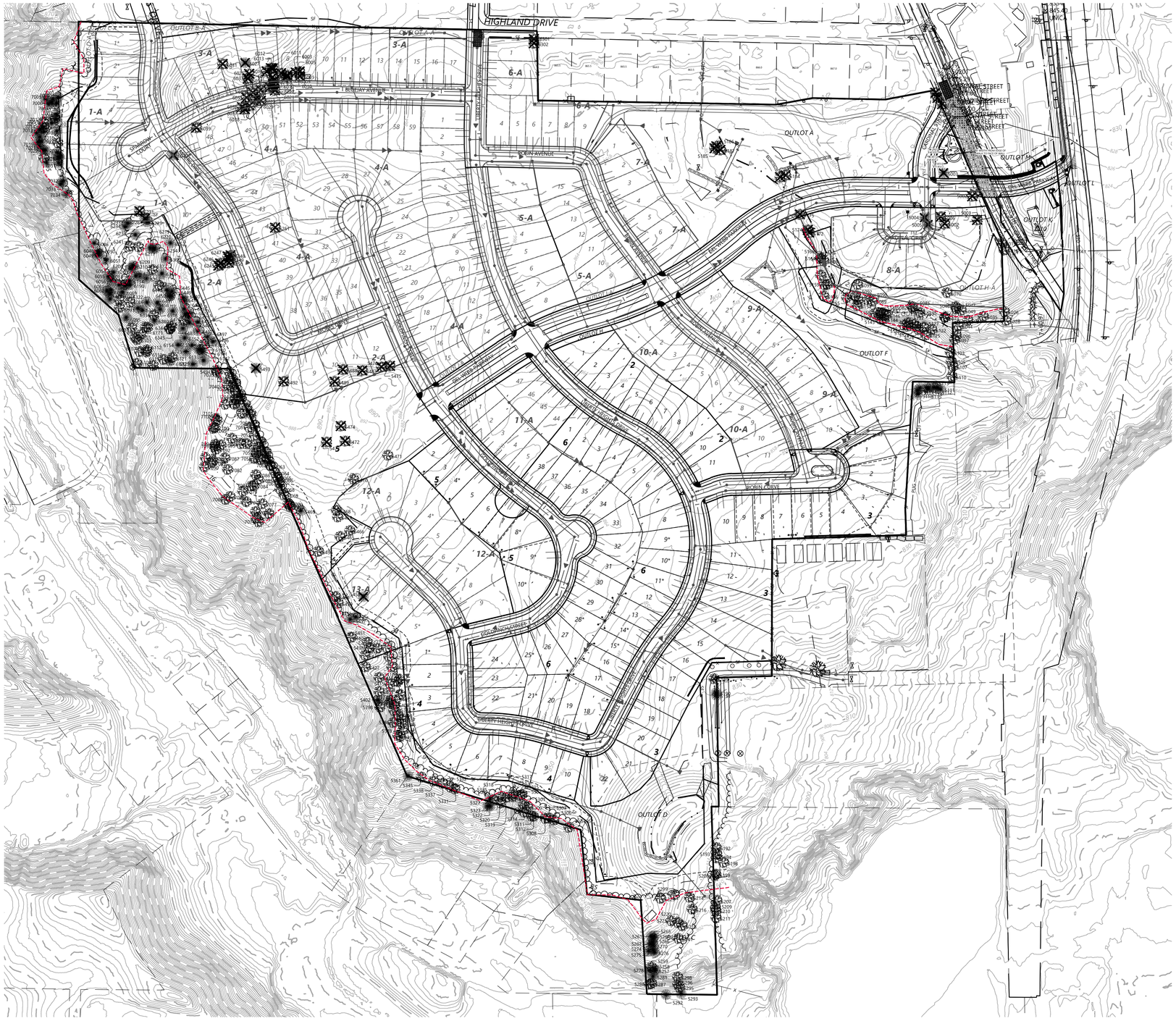

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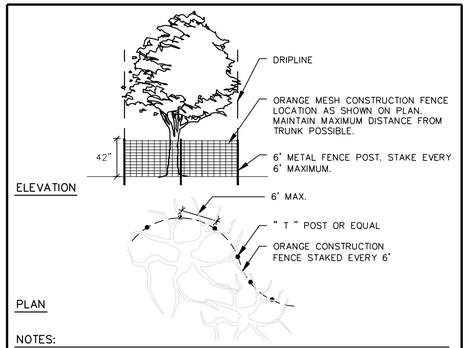
TREE PROTECTION DETAIL



NOTES:

1. PRUNING WILL BE DONE BY PROFESSIONALS DURING APPROPRIATE PRUNING SEASON.
2. NO STORAGE OF MATERIALS, OPERATION OF MACHINERY, OR DEVELOPMENT OF ANY SORT WILL OCCUR WITHIN THE FENCE-LINE WITHOUT APPROVAL IN WRITING FROM THE CITY.
3. SITE GRADING TO BE DONE ONLY AFTER PROTECTIVE MEASURES HAVE BEEN TAKEN, CITY HAS APPROVED FENCING LOCATIONS, AND ALL CONTRACTORS HAVE BEEN BRIEFED ON TREE PRESERVATION TECHNIQUES.

Westwood

TREE INVENTORY CALCULATIONS

SIGNIFICANT TREES:
DECIDUOUS HARDWOOD TREES - 12" DBH OR LARGER
CONIFEROUS TREES - 15' HT. OR LARGER
CONIFEROUS TREES CONVERSION RATE:
1' HT. = 2.4" DBH 15' HT. = 7" DBH

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RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 150' 300' 450'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TPP01.DWG

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000001'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

TREE PRESERVATION PLAN - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 18 OF 27
DATE: 07/14/21

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RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
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OUTLOT C-A
OUTLOT B-A
OUTLOT A-A
OUTLOT D-A
OUTLOT E-A
OUTLOT K-A
HIGHLAND DRIVE
LIBERTY HEIGHTS DRIVE
BLUEJAY AVENUE
SPARROW COURT
MOERS DRIVE
GOLDFINCH STREET
ROBIN AVENUE
865.5
865.5

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DEL WEBB AT CHASKA

N

0' 50' 100' 150'

FINAL

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
06/26/20	CITY COMMENTS	
07/22/20	CITY COMMENTS	
08/12/20	CITY COMMENTS	
08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA
Nicholas Meyer
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 19 OF 27
DATE: 07/14/21

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BY: Jerrod McCarty DATE 07/14/21
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OUTLOT A
OUTLOT M
OUTLOT L
OUTLOT K
OUTLOT H-A
OUTLOT G-A
OUTLOT F
OUTLOT I-A
OUTLOT H

CARDINAL STREET
CARDINAL CIRCLE
DEL WEBB PARKWAY
ROBIN AVENUE
LIBERTY AVENUE

8' WIDTH FROM EDGE OF WALK TO FACE OF WALL

TW 850.0
BW 850.0
TW 851.0
BW 849.0
TW 850.0
BW 850.0

0' 50' 100' 150'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50.000002'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE:	04/23/20	
REVISIONS:		
05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
06/26/20	CITY COMMENTS	
07/22/20	CITY COMMENTS	
08/12/20	CITY COMMENTS	
08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEB AT CHASKA
CHASKA, MN

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

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 20 OF 27

DATE: 07/14/21

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

MOERS DRIVE
QUEBRADA STREET
OUTLOT H
ROBIN AVENUE
OUTLOT J-A
DEL WEBB PARKWAY
OUTLOT I
LIBERTY HEIGHTS DRIVE
GOLDFINCH STREET
ROBIN CURVE
OUTLOT F-A
GOLDFINCH STREET

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 50' 100' 150'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 21 OF 27
DATE: 07/14/21

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OUTLOT F

OUTLOT H

OUTLOT J-A

OUTLOT I

DEL WEBB PARKWAY

ROBIN AVENUE

ROBIN CURVE

LIBERTY HEIGHTS DRIVE

GOLDFINCH STREET

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 50' 100' 150'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TPF01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 22 OF 27
DATE: 07/14/21

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OUTLOT C

OUTLOT D

OUTLOT C

LIBERTY HEIGHTS DRIVE

LIBERTY HEIGHTS DRIVE

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 50' 100' 150'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TPF01.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50.000002'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
Nicholas Meyer
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 23 OF 27

DATE: 07/14/21

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TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5001	Sugar Maple	20			REMOVED
5002	Sugar Maple	23			REMOVED
5003	Colorado Spruce	16			REMOVED
5004	Colorado Spruce	12			REMOVED
5005	Colorado Spruce	10			REMOVED
5006	Sugar Maple	15			REMOVED
5007	Sugar Maple	35			REMOVED
5013	Hackberry	15			SAVED(OFFSITE)
5016	Ash	12		EAB	SAVED(OFFSITE)
5026	Hackberry	32			SAVED(OFFSITE)
5028	Ash	12		EAB	SAVED(OFFSITE)
5035	American Elm	17	BD		SAVED
5042	Sugar Maple	12			SAVED
5044	Hackberry	16			SAVED(OFFSITE)
5046	Boxelder	14			SAVED
5047	Boxelder	12			SAVED
5049	Boxelder	12			SAVED
5070	Sugar Maple	13			SAVED
5071	Hackberry	19			SAVED
5073	Boxelder	17			SAVED
5082	Ash	23		EAB	SAVED
5085	Ash	18		EAB	SAVED
5089	Boxelder	28			SAVED
5090	American Elm	18			SAVED
5091	Black Willow	30			SAVED
5092	Hackberry	21			SAVED
5093	Boxelder	20			SAVED
5096	American Elm	13	BD		SAVED(OFFSITE)
5097	Sugar Maple	17			SAVED(OFFSITE)
5103	Hackberry	13			SAVED
5105	Hackberry	15			SAVED
5107	Boxelder	15			SAVED
5110	Hackberry	18			SAVED
5111	Red Pine	8			SAVED(OFFSITE)
5112	Red Pine	9			SAVED(OFFSITE)
5113	Red Pine	8			SAVED(OFFSITE)
5114	Red Pine	12			SAVED(OFFSITE)
5115	Red Pine	9			SAVED(OFFSITE)
5116	Red Pine	11			SAVED(OFFSITE)
5117	Red Pine	9			SAVED(OFFSITE)
5118	Red Pine	9			SAVED(OFFSITE)
5122	Sugar Maple	36			SAVED
5125	Basswood	14			SAVED
5126	Hackberry	16			SAVED
5127	Siberian Elm	17		INVASIVE	SAVED
5128	Siberian Elm	14		INVASIVE	SAVED
5130	Ash	12		EAB	SAVED
5133	Cottonwood	28			SAVED
5137	Sugar Maple	14			SAVED
5138	Sugar Maple	12			SAVED
5139	Ash	15		EAB	SAVED
5144	Ash	27		EAB	SAVED
5145	Boxelder	14	PD		SAVED
5146	American Elm	12			SAVED
5147	American Elm	18			SAVED
5148	American Elm	18			SAVED
5149	Boxelder	21			SAVED
5150	Boxelder	20			SAVED
5154	Boxelder	18			SAVED
5155	Boxelder	18			SAVED
5156	Boxelder	13			SAVED
5159	American Elm	12			SAVED
5160	American Elm	15			SAVED
5161	American Elm	32			SAVED
5164	Hackberry	13			SAVED
5165	Hackberry	12			SAVED
5166	Hackberry	13			SAVED
5172	Boxelder	14			REMOVED
5174	Boxelder	16			REMOVED
5175	Hackberry	16			REMOVED
5183	Black Willow	12			REMOVED
5184	Black Willow	28			REMOVED
5185	Boxelder	12			REMOVED
5186	Boxelder	15			REMOVED
5187	Boxelder	13			REMOVED
5189	Boxelder	35			SAVED
5190	Eastern Red Cedar	14			SAVED
5191	Eastern Red Cedar	15			SAVED
5192	Boxelder	21			SAVED(OFFSITE)
5193	Boxelder	13			SAVED(OFFSITE)
5194	Boxelder	12			SAVED(OFFSITE)
5198	Boxelder	12			SAVED(OFFSITE)
5199	Boxelder	23			SAVED(OFFSITE)
5200	Boxelder	16			SAVED(OFFSITE)
5207	Boxelder	15			SAVED(OFFSITE)
5209	Boxelder	18			SAVED(OFFSITE)
5210	Boxelder	19			SAVED(OFFSITE)
5211	Boxelder	15			SAVED(OFFSITE)
5214	Boxelder	13			SAVED
5216	Boxelder	18			SAVED
5218	Boxelder	12			SAVED
5220	Boxelder	14	BD		SAVED
5225	Boxelder	12			SAVED
5229	Boxelder	15			SAVED
5241	American Elm	12			SAVED
5257	Eastern Red Cedar	9			SAVED
5258	Eastern Red Cedar	8			SAVED
5259	Bur Oak	14			SAVED
5261	Eastern Red Cedar	10			SAVED
5264	Eastern Red Cedar	8			SAVED
5265	Eastern Red Cedar	11			SAVED
5266	Eastern Red Cedar	9			SAVED
5267	Eastern Red Cedar	12			SAVED
5270	Eastern Red Cedar	10			SAVED
5274	Eastern Red Cedar	8			SAVED
5275	Eastern Red Cedar	8			SAVED
5276	Eastern Red Cedar	8			SAVED
5278	Eastern Red Cedar	10			SAVED
5281	Eastern Red Cedar	11			SAVED
5287	American Elm	12			SAVED
5288	American Elm	12			SAVED
5292	Colorado Spruce	14			SAVED(OFFSITE)
5293	Colorado Spruce	13			SAVED
5295	Siberian Elm	13		INVASIVE	SAVED
5296	Siberian Elm	75		INVASIVE	SAVED
5298	Hackberry	12			SAVED
5299	Boxelder	26	BD		SAVED
5300	Ash	23		EAB	SAVED
5301	Boxelder	16			SAVED
5302	Siberian Elm	18		INVASIVE	SAVED
5305	Boxelder	13			SAVED(OFFSITE)
5306	Boxelder	12	BD		SAVED
5307	Boxelder	18			SAVED
5308	Boxelder	13			SAVED
5311	Boxelder	12			SAVED(OFFSITE)
5312	Boxelder	13			SAVED(OFFSITE)
5314	Ash	16		EAB	SAVED
5315	Boxelder	13			SAVED
5316	Boxelder	13			SAVED
5317	Boxelder	12			SAVED
5318	Boxelder	15			SAVED
5319	Boxelder	12	PD		SAVED
5320	Ash	18		EAB	SAVED
5322	Eastern Red Cedar	11			SAVED(OFFSITE)
5323	Eastern Red Cedar	7			SAVED(OFFSITE)
5325	Siberian Elm	13		INVASIVE	SAVED
5327	Eastern Red Cedar	8			SAVED
5331	Siberian Elm	22		INVASIVE	SAVED
5332	Siberian Elm	24		INVASIVE	SAVED
5337	Boxelder	16			SAVED
5338	Boxelder	12			SAVED
5345	Hackberry	13			SAVED
5361	Eastern Red Cedar	9			SAVED
5374	Siberian Elm	12		INVASIVE	SAVED
5377	Basswood	20			SAVED
5378	Basswood	18			SAVED
5382	Red Oak	16			SAVED
5385	American Elm	20			SAVED
5386	Red Oak	30			SAVED
5387	Basswood	14			SAVED
5390	Basswood	12			SAVED
5392	Siberian Elm	13		INVASIVE	SAVED
5398	Cottonwood	29			SAVED
5402	Eastern Red Cedar	7			SAVED
5403	Sugar Maple	17			SAVED
5404	Siberian Elm	14		INVASIVE	SAVED
5405	Siberian Elm	12		INVASIVE	SAVED
5406	Hackberry	14			SAVED
5408	Basswood	29			SAVED
5411	Hackberry	18			SAVED
5412	Hackberry	20			SAVED
5415	Bur Oak	22	BD		SAVED
5416	Bur Oak	38			SAVED
5425	Siberian Elm	14		INVASIVE	SAVED
5427	Siberian Elm	12		INVASIVE	SAVED
5429	Siberian Elm	20		INVASIVE	SAVED
5433	American Elm	13			SAVED
5436	American Elm	16			SAVED
5438	Siberian Elm	18		INVASIVE	SAVED
5440	Ironwood	14			SAVED
5442	Siberian Elm	20		INVASIVE	SAVED
5451	Bur Oak	31			SAVED
5455	Eastern Red Cedar	7			SAVED
5457	Eastern Red Cedar	12			SAVED
5458	Eastern Red Cedar	10			REMOVED
5459	Sugar Maple	40	BD		SAVED
5460	Red Oak	26			SAVED
5465	Sugar Maple	32			SAVED
5466	Sugar Maple	38			SAVED
5467	Sugar Maple	32			SAVED
5468	Bur Oak	28			SAVED
5469	Eastern Red Cedar	9			SAVED
5470	Sugar Maple	38			SAVED
5471	Bur Oak	40			SAVED
5472	Bur Oak	33			REMOVED
5473	Sugar Maple	28			REMOVED
5474	Bur Oak	28			REMOVED
5475	Basswood	23			REMOVED
5476	Hackberry	18			REMOVED
5483	Boxelder	15			REMOVED
5488	Sugar Maple	43			REMOVED
5489	Ash	22		EAB	REMOVED
5492	Sugar Maple	36			REMOVED
5493	Eastern Red Cedar	8			REMOVED
5494	Red Oak	20			SAVED(OFFSITE)
5496	Bur Oak	28			SAVED
5522	Hackberry	20			REMOVED(OFFSITE)
5525	Siberian Elm	25		INVASIVE	REMOVED(OFFSITE)
5527	Hackberry	13			REMOVED(OFFSITE)
6001	American Elm	13			REMOVED
6003	American Elm	13			REMOVED
6005	American Elm	18			REMOVED
6009	American Elm	16			REMOVED
6010	American Elm	16			REMOVED
6011	Boxelder	19			REMOVED
6012	Boxelder	12			REMOVED
6013	Boxelder	12			REMOVED
6014	Boxelder	22			REMOVED
6015	Boxelder	14			REMOVED
6016	Boxelder	14			REMOVED
6017	Boxelder	20			REMOVED
6018	Boxelder	17			REMOVED
6019	Boxelder	24			REMOVED
6021	American Elm	19			REMOVED
6022	American Elm	14			REMOVED
6023	Boxelder	13			REMOVED
6024	Boxelder	26			REMOVED
6026	Boxelder	18			REMOVED
6027	Eastern Red Cedar	7			REMOVED
6031	Boxelder	26			REMOVED
6033	Cottonwood	26			REMOVED
6034	American Elm	16			REMOVED
6035	Boxelder	22			REMOVED
6036	Boxelder	26			REMOVED
6037	American Elm	16			REMOVED
6038	Boxelder	12			REMOVED
6039	Boxelder	26			REMOVED
6040	Eastern Red Cedar	7			REMOVED
6046	Eastern Red Cedar	8			SAVED
6048	Eastern Red Cedar	8			SAVED
6049	Eastern Red Cedar	10			SAVED
6050	Eastern Red Cedar	8			SAVED
6051	Eastern Red Cedar	7			SAVED
6054	Eastern Red Cedar	10			SAVED
6055	Eastern Red Cedar	12			SAVED
6056	Eastern Red Cedar	10			SAVED
6057	Eastern Red Cedar	8			SAVED
6061	Eastern Red Cedar	9			SAVED
6062	Eastern Red Cedar	10			SAVED
6063	Eastern Red Cedar	7			SAVED
6069	Eastern Red Cedar	8			SAVED
6074	Ash	14		EAB	SAVED
6076	Eastern Red Cedar	20			SAVED
6083	Eastern Red Cedar	8			SAVED
6084	Eastern Red Cedar	7			SAVED
6086	Ash	16		EAB	SAVED
6091	Siberian Elm	13		INVASIVE	SAVED
6095	Eastern Red Cedar	18			SAVED
6097	American Elm	18			SAVED
6100	Boxelder	16			SAVED
6101	American Elm	16			SAVED
6103	Boxelder	12			SAVED
6107	American Elm	12			SAVED
6109	Hackberry	20			SAVED
6111	Ash	22		EAB	SAVED
6112	American Elm	14			SAVED
6115	American Elm	22			SAVED
6119	Boxelder	14			SAVED
6120	Eastern Red Cedar	7			SAVED
6121	Siberian Elm	12		INVASIVE	SAVED
6125	Eastern Red Cedar	18			SAVED
6129	Eastern Red Cedar	10			SAVED
6133	Eastern Red Cedar	14			SAVED
6140	Eastern Red Cedar	8			SAVED
6141	Eastern Red Cedar	7			SAVED
6142	Eastern Red Cedar	7			SAVED
6151	Eastern Red Cedar	11			SAVED
6152	Eastern Red Cedar	12			SAVED
6154	Eastern Red Cedar	20			SAVED
6171	Boxelder	14			SAVED
6172	American Elm	14			SAVED
6190	Eastern Red Cedar	8			SAVED
6194	Eastern Red Cedar	8			SAVED
6201	Eastern Red Cedar	8			SAVED
6203	Eastern Red Cedar	8			SAVED
6206	Eastern Red Cedar	7			SAVED
6209	Eastern Red Cedar	8			SAVED
6210	Eastern Red Cedar	7			SAVED
6217	Birch	14			SAVED
6219	Eastern Red Cedar	10			SAVED
6220	Eastern Red Cedar	13			SAVED
6225	Eastern Red Cedar	7			SAVED
6226	Eastern Red Cedar	8			REMOVED
6231	American Elm	14			REMOVED
6233	Eastern Red Cedar	10			SAVED
6234	Eastern Red Cedar	8			SAVED
6236	Eastern Red Cedar	7			SAVED
6241	American Elm	12			SAVED
6245	Boxelder	13			REMOVED
6246	American Elm	13			REMOVED
6247	Boxelder	20			REMOVED
6248	American Elm	12			REMOVED
6249	Boxelder	20			REMOVED
6250	Boxelder	18			REMOVED
6251	Sugar Maple	22			REMOVED
6252	Eastern Red Cedar	8			SAVED
6254	Eastern Red Cedar	11			SAVED
6263	Eastern Red Cedar	10			SAVED
6271	Eastern Red Cedar	8			SAVED
6280	Eastern Red Cedar	7			SAVED
6301	Boxelder	18			REMOVED
6302	Boxelder	18			REMOVED
6303	Boxelder	18			SAVED
6318	Eastern Red Cedar	8			SAVED
6322	Eastern Red Cedar	8			SAVED
6328	Eastern Red Cedar	8			SAVED
6334	Siberian Elm	12		INVASIVE	SAVED
6344	Siberian Elm	12		INVASIVE	SAVED
6345	Siberian Elm	12		INVASIVE	SAVED
6346	Siberian Elm	12		INVASIVE	SAVED
6364	Eastern Red Cedar	14			SAVED
6366	Eastern Red Cedar	7			SAVED
6372	Basswood	12			SAVED
6401	Eastern Red Cedar	8			SAVED
6432	Eastern Red Cedar	7			SAVED
6434	Eastern Red Cedar	8			SAVED
6436	Eastern Red Cedar	8			SAVED
6438	Eastern Red Cedar	8			SAVED
6439	Eastern Red Cedar	8			SAVED
6440	Eastern Red Cedar	8			SAVED
6445	Eastern Red Cedar	8			SAVED
6448	Eastern Red Cedar	8			SAVED
6449	Eastern Red Cedar	9			SAVED
6450	Eastern Red Cedar	10			SAVED
6458	Eastern Red Cedar	9			SAVED
6474	Eastern Red Cedar	8			SAVED
6476	Boxelder	20			SAVED
6479	Eastern Red Cedar	8			SAVED
6480	Eastern Red Cedar	8			SAVED
6483	Eastern Red Cedar	10			SAVED
6496	Eastern Red Cedar	7			SAVED
6497	Eastern Red Cedar	7			SAVED
7001	Eastern Red Cedar	8			SAVED(OFFSITE)
7002	Eastern Red Cedar	7			SAVED(OFFSITE)
7003	Eastern Red Cedar	7			SAVED(OFFSITE)
7004	Eastern Red Cedar	4			SAVED(OFFSITE)
7005	Eastern Red Cedar	18			SAVED(OFFSITE)
7006	Eastern Red Cedar	8			SAVED(OFFSITE)
7007	Eastern Red Cedar	7			SAVED(OFFSITE)
7008	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7009	Eastern Red Cedar	8			SAVED(OFFSITE)
7010	Eastern Red Cedar	5			SAVED(OFFSITE)
7011	Red Oak	13			SAVED(OFFSITE)
7012	Red Oak	14			SAVED(OFFSITE)
7013	Eastern Red Cedar	5			SAVED(OFFSITE)
7014	Eastern Red Cedar	4			SAVED(OFFSITE)
7015	Eastern Red Cedar	8			SAVED(OFFSITE)
7016	Eastern Red Cedar	4			SAVED(OFFSITE)
7018	Eastern Red Cedar	8			SAVED(OFFSITE)
7019	Eastern Red Cedar	6			SAVED(OFFSITE)
7020	Eastern Red Cedar	5			SAVED(OFFSITE)
7021	Eastern Red Cedar	5			SAVED(OFFSITE)
7022	Eastern Red Cedar	6			SAVED(OFFSITE)
7023	Eastern Red Cedar	9			SAVED(OFFSITE)
7024	Red Oak	12			SAVED(OFFSITE)
7025	Eastern Red Cedar	5			SAVED(OFFSITE)
7026	Eastern Red Cedar	10			SAVED(OFFSITE)
7027	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7028	Eastern Red Cedar	3			SAVED(OFFSITE)
7029	Eastern Red Cedar	8			SAVED(OFFSITE)
7030	Eastern Red Cedar	12			SAVED(OFFSITE)
7031	Eastern Red Cedar	11			SAVED(OFFSITE)
7032	Eastern Red Cedar	7			SAVED(OFFSITE)
7033	Eastern Red Cedar	8			SAVED(OFFSITE)
7034	Eastern Red Cedar	11			SAVED(OFFSITE)
7035	Red Oak	13			SAVED(OFFSITE)
7036	Sugar Maple	15			SAVED(OFFSITE)
7037	Sugar Maple	13			SAVED(OFFSITE)
7038	Sugar Maple	12			SAVED(OFFSITE)
7039	Red Oak	14			SAVED
7040	Sugar Maple	12			SAVED(OFFSITE)
7041	Sugar Maple	14			SAVED(OFFSITE)
7042	Sugar Maple	16			SAVED(OFFSITE)
7043	Sugar Maple	12			SAVED
7044	Red Oak	15			SAVED(OFFSITE)
7045	Red Oak	15			SAVED(OFFSITE)
7046	Sugar Maple	12			SAVED(OFFSITE)
7047	Sugar Maple	13			SAVED(OFFSITE)
7048	American Elm	12			SAVED
7049	Sugar Maple	12			SAVED(OFFSITE)
7050	Sugar Maple	17			SAVED
7051	Sugar Maple	17			SAVED
7052	Sugar Maple	12			SAVED(OFFSITE)
7053	Sugar Maple	17			SAVED(OFFSITE)
7054	Red Oak	16			SAVED
7055	Ironwood	12			SAVED(OFFSITE)
7056	Red Oak	16			SAVED(OFFSITE)
7057	Hackberry	12			SAVED
7058	Sugar Maple	12			SAVED(OFFSITE)
7059	Sugar Maple	12			SAVED(OFFSITE)
7060	Sugar Maple	16			SAVED(OFFSITE)
7061	Basswood	12			SAVED(OFFSITE)
7062	Siberian Elm	16	BD	INVASIVE	SAVED(OFFSITE)
7063	Sugar Maple	12			SAVED(OFFSITE)
7064	Sugar Maple	15			SAVED(OFFSITE)
7065	Sugar Maple	14			SAVED
7066	Sugar Maple	17			SAVED
7067	Sugar Maple	12			SAVED
7068	American Elm	18			SAVED
7069	Sugar Maple	16			SAVED(OFFSITE)
7070	Sugar Maple	16			SAVED
7071	Sugar Maple	14			SAVED
7072	Sugar Maple	12			SAVED
7073	Sugar Maple	12			SAVED
7074	Sugar Maple	13			SAVED(OFFSITE)
7075	Sugar Maple	12			SAVED(OFFSITE)
7076	Red Oak	19			SAVED(OFFSITE)
7077	Sugar Maple	12			SAVED(OFFSITE)
7078	Sugar Maple	14			SAVED(OFFSITE)
7079	Sugar Maple	12			SAVED(OFFSITE)
7080	Sugar Maple	14			SAVED(OFFSITE)
7081	Basswood	14			SAVED(OFFSITE)
7082	Sugar Maple	12			SAVED(OFFSITE)
7083	Sugar Maple	12			SAVED(OFFSITE)
7084	Hackberry	16			SAVED(OFFSITE)
7085	Sugar Maple	12			SAVED(OFFSITE)
7086	Sugar Maple	16			SAVED(OFFSITE)
7087	Sugar Maple	12			SAVED(OFFSITE)
7088	Sugar Maple	16			SAVED(OFFSITE)
7089	Red Oak	12			SAVED(OFFSITE)
7090	Red Oak	14			SAVED(OFFSITE)
7091	Sugar Maple	12			SAVED(OFFSITE)
7092	Basswood	12			SAVED(OFFSITE)
7093	Red Oak	12			SAVED(OFFSITE)
7094	Basswood	12			SAVED(OFFSITE)
7095	Sugar Maple	14			SAVED(OFFSITE)
7096	Basswood	12			SAVED(OFFSITE)
7097	Red Oak	24			SAVED(OFFSITE)
7098	Sugar Maple	12			SAVED(OFFSITE)
7099	Sugar Maple	12			SAVED(OFFSITE)
7100	Sugar Maple	12			SAVED(OFFSITE)
7101	Red Oak	12			SAVED(OFFSITE)
7102	Red Oak	14			SAVED(OFFSITE)
7103	Red Oak	13			SAVED(OFFSITE)

TREE INVENTORY SUMMARY

TOTAL HEALTHY CALIPER INCHES ONSITE	**3,874 DBH IN.**
TOTAL HEALTHY TREES ONSITE	**256 TREES**
TOTAL HEALTHY CALIPER INCHES SAVED	**2,662 DBH IN.**
TOTAL HEALTHY TREES SAVED	**189 TREES**
TOTAL HEALTHY CALIPER INCHES REMOVED	**1,212 DBH IN.**
TOTAL HEALTHY TREES REMOVED	**67 TREES**

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 04/23/20
REVISIONS:
1 05/21/20 CITY COMMENTS
2 06/26/20 CITY COMMENTS
3 07/22/20 CITY COMMENTS
4 08/12/20 CITY COMMENTS
5 08/25/20 EXISTING RAVINE IMPROVEMENTS
07/14/21 RECORD PLANS

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

TREE INVENTORY

SHEET NUMBER: 24 OF 27
PROJECT NUMBER: 0015521.00 DATE: 07/14/21

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INSTALL TEMPORARY BARRICADE TO PREVENT INGREES / EGRESS OF TRAFFIC OR INSTALL STABILIZED CONSTRUCTION EXIT

DISCHARGE VIA OVERLAND FLOW TO MS4 AND CONTRIBUTES TO CHASKA CREEK (IMPAIRED) APPROXIMATE 3,160 FEET TO WEST

INSTALL TEMPORARY BARRICADE TO PREVENT INGREES / EGRESS OF TRAFFIC OR INSTALL STABILIZED CONSTRUCTION EXIT

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

DND

TEMPORARY DEWATERING CHANNEL DURING ROUGH GRADING AND STREET / UTILITY CONSTRUCTION. INSTALL THREE ROCK CHECKS AND TEMPORARYILY STABILIZE WITH EROSION CONTROL BLANKET (TYP.)

TEMPOARY SEDIMENT BASIN WITH FLOATING SKIMMER

SILT FENCE POST GRADING AROUND STORMWATER PONDS

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

MULCH AND SEED EXPOSED SOILS / SLOPES EQUAL TO OR FLATTER THAN 4:1 (TYP.)

TORRENS

POND 1
WITH 7' WIDE FILTRATION BENCH
BOT 855.0
BENCH 842.0
NWL 843.0
OUTLET 843.0
HWL 851.5
EOF 859.5

POND 2
WITH 7' WIDE FILTRATION BENCH
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

EROSION CONTROL BLANKET

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

INLET PROTECTION FOR EXISTING INLETS NEAR SITE EXIT AND ADJACENT TO SITE EXPOSED SOILS (TYP.)

EX. BASIN 8-A
OVERFLOW 835.2
EX. 100-YR HWL 830.1
PROP. 100-YR HWL 835.8

EX. BASIN 7
OUTLET ROT 827.5
EX. HWL 01.5.0
PROP. HWL 830.2

DISCHARGE FROM CONSTRUCTED BASINS TO EXSTING BASINS VIA OVERLAND FLOW AND MS4 TO EAST CREEK APPROXIAMTELY 1,475 FEET OF THE SOUTHEAST AND THEN TO MINNESOTA RIVER APPROXIMATELY 4,650 FEET VIA EAST CREEK

RAVINE DISCHARGE: INSTALL RIPRAP ENERGY DISSAPATION AND ROCKLINED SUMP TO MINIMIZE SCOUR

TEMPORARY DEWATERING CHANNEL DURING ROUGH GRADING AND STREET / UTILITY CONSTRUCTION. INSTALL THREE ROCK CHECKS AND TEMPORARYILY STABILIZE WITH EROSION CONTROL BLANKET (TYP.)

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

TEMPORARY SLOPE DRAIN DURING ROUGH GRADING AND STREET AND UTILITY CONSTRUCTION TO DRAIN STREET TO TEMPORARY BASIN

POND 3
TEMPORARY BASIN WITH 7' WIDE FILTRATION BENCH
BOT 802.0
BENCH 811.0
NWL 812.0
OUTLET 812.0
EX. 100-YR HWL 817.4
PROP. 100-YR HWL 818.1
EX. 500-YR HWL 818.8
PROP. 500-YR HWL=819.3
EOF 820.7

EROSION CONTROL BLANKET

DISCHARGE VIA POND AND MS4 TO EAST CREEK (IMPAIRED) APPROXIMATELY 1,950 FEET TO THE SOUTHEAST AND THEN TO MINNESOTA RIVER LOCATED 3,590 FEET TO THE SOUTH VIA EAST CREEK

TEMPOARY SEDIMENT BASIN WITH FLOATING SKIMMER

LEGEND:

- DENOTES SOIL BORING
- PRE–SF — DENOTES PRE–GRADING SEDIMENT BARRIER
- PST–SF — DENOTES POST–GRADING SEDIMENT BARRIER
- 980 — DENOTES EXISTING CONTOURS
- 980 — DENOTES PROPOSED CONTOURS
- STO — DENOTES EXISTING STORM SEWER
- DENOTES PROPOSED STORM SEWER
- DENOTES INLET SEDIMENT CONTROL
- DENOTES AREA INLET PROTECTION DEVICE
- ANTI–TRACKING CONTROL
- DENOTES STABILIZATION BMP (EROSION CONTROL BLANKET) (3:1 AND STEEPER SLOPES)
- DND — DENOTES DO NOT DISTURB

PULTE HOMES ACTIVE SWPPP MAP LEGEND

* FIELD MANAGER TO COLOR CODE DURING CONSTRUCTION AS NECESSARY.

- Stockpiles
- Curb Logs
- Silt Fence
- Temporary Mulch Cover
- Temporary Hydromulch
- Erosion Control Blanket
- Active Construction Rock Driveway (with install date)
- Inlet Protection Devices
- Pavement (driveways)
- Sod (with install date)
- Port–O–Potty
- Dumpsters

0' 150' 300' 450'

FINAL

GENERAL NOTES:

1. GRADING DESIGN SHOWN ON THIS PLAN IS BY OTHERS. REFER TO APPROVED GRADING PLAN FOR DETAILS.
2. BASINS SHALL NOT BE LOCATED IN WETLAND, OR BUFFER AREAS.
3. GRADE SITE TO DRAIN TO TEMPORARY BASIN DURING MASS GRADING AND UTILITY PHASE.
4. MULCH AND SEED EXPOSED SOILS FOLLOWING MASS GRADING.

CONSTRUCTION STAGING

STAGE	BMP
MASS GRADING	PERIMETER CONTROL, EXISTING INLET PROTECTION DEVICES, STREET SWEEPING, ANTI–TRACKING CONTROL, TEMPORARY SEDIMENTATION BASINS, STABILIZATION BMP'S.
UTILITY	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI–TRACKING CONTROL, TEMPORARY SEDIMENTATION BASINS, TEMPORARY STABILIZATION BMP'S.
HOME CONSTRUCTION	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI–TRACKING CONTROL, TEMPORARY AND PERMANENT STABILIZATION BMP'S.

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Common Ground Alliance

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL.

Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521ECF01.DWG

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

LAND DEVELOPMENT EROSION CONTROL PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 25 OF 27
DATE: 07/14/21

DEL WEBB AT CHASKA

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DISCHARGE VIA OVERLAND FLOW TO MS4 AND CONTRIBUTES TO CHASKA CREEK (IMPAIRED) APPROXIMATE 3,160 FEET TO WEST

POND 4
WITH 7' WIDE
FILTRATION BENCH
BOT 833.0
BENCH 842.0
NWL 843.0
OUTLET 843.0
HWL 851.6
EOF 851.6

POND 3
WITH 7' WIDE
FILTRATION BENCH
BOT 842.5
BENCH 851.5
NWL 852.5
OUTLET 852.5
HWL 859.5
EOF 859.5

EX. BASIN
OVERFLOW 835.2
EX. HWL 840.1
PROP. HWL 835.8
EOF 835.2

IRON ENHANCED BASIN 5
(EXPANDED)
BOT 821.5
NWL 823.0
OUTLET 823.0
HWL 829.6
EOF 829.6

EX. BASIN
OUTLET 801.07
EX. HWL 815.8
PROP. HWL 805.2

DISCHARGE FROM CONSTRUCTED BASINS TO EXSTING BASINS VIA OVERLAND FLOW AND MS4 TO EAST CREEK APPROXIAMTELY 1,475 FEET OF THE SOUTHEAST AND THEN TO MINNESOTA RIVER APPROXIMATELY 4,650 FEET VIA EAST CREEK

POND 2
WITH 7' WIDE
FILTRATION BENCH
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

PERIMETER SEDIMENT CONTROL (TYP)

ANTI-TRACKING PAD (TYP)

HYDROMULCH TEMPORARY STABILIZATION (TYP)

SOD PERMANENT STABILIZATION (TYP)

PROTECTION INLET DEVICES (TYP)

POND 1 EXPANSION
WITH 7' WIDE FILTRATION BENCH
BOT 802.0
BENCH 811.0
NWL 812.0
OUTLET 812.0
EX. 100-YR HWL 817.4
PROP. 100-YR HWL 818.1
EX. 500-YR HWL 818.8
PROP. 500-YR HWL=819.3
EOF 820.7

DISCHARGE VIA POND AND MS4 TO EAST CREEK (IMPAIRED) APPROXIMATELY 1,950 FEET TO THE SOUTHEAST AND THEN TO MINNESOTA RIVER LOCATED 3,590 FEET TO THE SOUTH VIA EAST CREEK

0' 150' 300' 450'

LEGEND:

- DENOTES SOIL BORING
- DENOTES PRE-GRADING SEDIMENT BARRIER
- DENOTES POST-GRADING SEDIMENT BARRIER
- 980 DENOTES EXISTING CONTOURS
- 980 DENOTES PROPOSED CONTOURS
- STO DENOTES EXISTING STORM SEWER
- DENOTES PROPOSED STORM SEWER
- DENOTES INLET SEDIMENT CONTROL
- DENOTES AREA INLET PROTECTION DEVICE
- ANTI-TRACKING CONTROL
- DENOTES STABILIZATION BMP (EROSION CONTROL BLANKET) (3:1 AND STEEPER SLOPES)
- DND DENOTES DO NOT DISTURB

PULTE HOMES ACTIVE SWPPP MAP LEGEND

* FIELD MANAGER TO COLOR CODE DURING CONSTRUCTION AS NECESSARY.

- ☐ Stockpiles
- ☐ Inlet Protection Devices
- ☐ Curb Logs
- ☐ Pavement (driveways)
- ☐ Silt Fence
- ☐ Sod (with install date)
- ☐ Temporary Mulch Cover
- ☐ Port-O-Potty
- ☐ Temporary Hydromulch
- ☐ Dumpsters
- ☐ Erosion Control Blanket
- ☐ _____
- ☐ Active Construction Rock Driveway (with install date)
- ☐ _____

GENERAL NOTES:

MULCH AND SEED EXPOSED SOILS FOLLOWING MASS GRADING.

CONSTRUCTION STAGING

STAGE	BMP
HOME CONSTRUCTION	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI-TRACKING CONTROL, TEMPORARY AND PERMANENT STABILIZATION BMP'S.

* SEE LANDSCAPE PLAN BY WESTWOOD FOR PERMANENT SEED MIXES AND LOCATIONS.

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Common Ground Alliance

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL.

Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

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DEL WEBB AT CHASKA

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

INITIAL ISSUE: 04/23/20
REVISIONS:

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4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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

HOME CONSTRUCTION EROSION CONTROL PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 26 OF 27
DATE: 07/14/21

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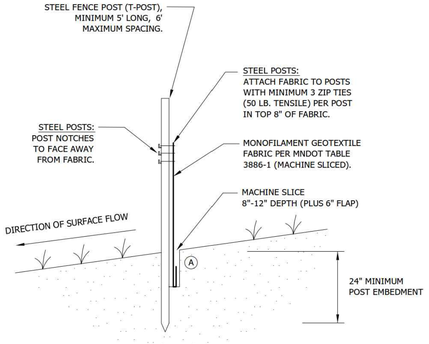


NOTE:
THE MACHINE SLICED METHOD (THIS DETAIL) IS THE STANDARD SILT FENCE INSTALLATION METHOD. HEAVY DUTY (ERO-1B) SILT FENCE INSTALLATION METHODS SHOULD ONLY BE USED WHEN APPROVED OR DIRECTED BY THE CITY.

(A) COMPACTION:
AFTER "SLICING" IN THE FABRIC AND *BEFORE* INSTALLATION OF STEEL POSTS, DRIVE INSTALLATION EQUIPMENT OVER THE "SLICE" WHILE FABRIC IS LAYING ON THE GROUND. *THEN* INSTALL THE POSTS AND PULL UP FABRIC TO ATTACH AT A UNIFORM HEIGHT.

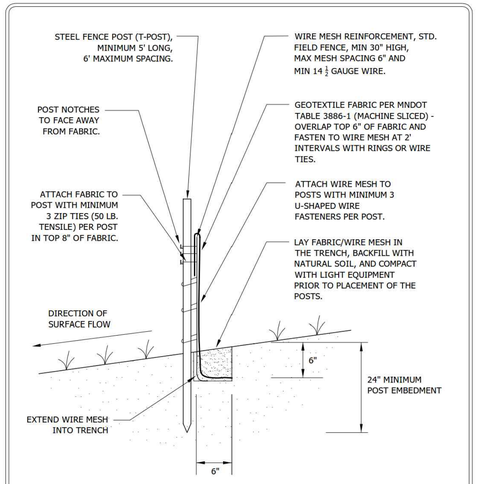
Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

SILT FENCE
MACHINE SLICED

CHASKA, MN

LAST REVISION: APRIL 2011

PLATE NO. ERO-1A



NOTE:
SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.

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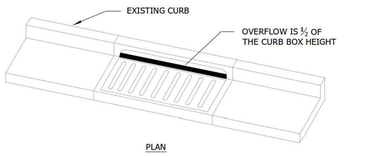
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

SILT FENCE
HEAVY DUTY

CHASKA, MINNESOTA

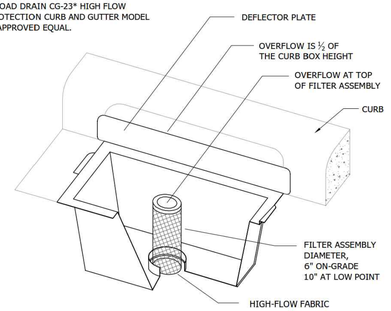
LAST REVISION: APRIL 2008

PLATE NO. ERO-1B



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

INLET PROTECTION - CATCH BASIN INSERT
AFTER CURB CONSTRUCTION

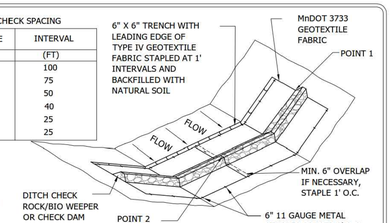
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4B

DITCH CHECK SPACING

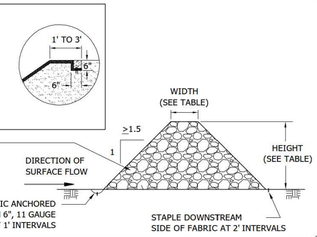
DITCH GRADE (%)	INTERVAL (FT)
2	100
4	75
6	50
8	40
10	25
10+	25



NOTE:
POINT 1 MUST BE A MINIMUM OF 6" HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS.

	HEIGHT (INCHES)	WIDTH (INCHES)	MATERIAL
SMALL CHECK	24	12 - 18	MnDOT 3601 CLASS II RIP RAP
LARGE CHECK	36	24 - 30	MnDOT 3601 CLASS III RIP RAP
ROCK WEEPER	18	6 - 12	MnDOT 3882 TYPE 9 MULCH (1 1/2" WASHED ROCK)

ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT



Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

DITCH CHECK / WEEPER
SIZING AND MATERIALS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-5

HOME BUILDING NOTES

- SEDIMENT BARRIERS SHOWN WILL BE INSTALLED AS NEEDED ON A LOT BY LOT BASIS DEPENDING UPON SITE ACTIVITY.
- ANTI-TRACKING CONTROL WILL BE INSTALLED AS NEEDED ON A LOT BY LOT BASIS DEPENDING UPON SITE ACTIVITY.
- CONCRETE WASHOUT IS DONE TRUCK BY TRUCK WITH A MOBILE WASHOUT SYSTEM PROVIDED AND COMPLETED BY THE CONCRETE CONTRACTOR.
- INSTALL SEDIMENT BARRIERS UP GRADIENT FROM SIDEWALKS & TRAILS.
- INSTALL ANTI-TRACKING CONTROLS FROM BACK OF CURB TO PAD, WHEN SIDEWALK IS PRESENT ROCK BOTH SIDES SIDEWALK.

SEDIMENT BARRIERS
1. SILT FENCE (MnDOT 3886)
2. CURB LOG
3. ROCK WEEPER

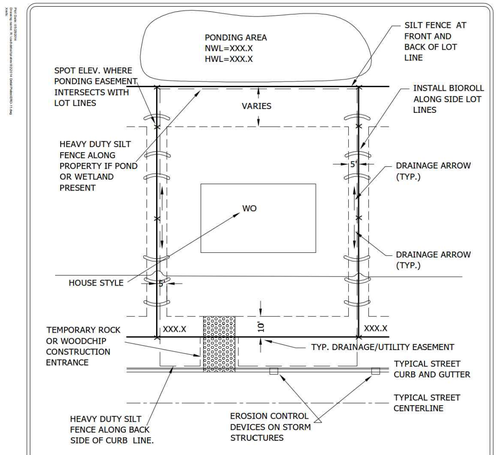
INLET PROTECTION DEVICES
1. WIMCO (MnDOT TYPE A & C)
2. INFRASAFE STORM DRAIN/CULVERT
3. SILT SACK (MnDOT TYPE A)
4. DANDY BAG (MnDOT TYPE B)

ANTI-TRACKING CONTROL
1. 3/4" – 1 1/2"AGGREGATE

TEMPORARY SEED MIX
1. MnDOT-100 (OATS 20-120 DAY STABILIZATION)
2. MnDOT-150 (1-2 YEAR STABILIZATION)

PERMANENT SEED MIX/STABILIZATION
1. MnDOT 270 (RESIDENTIAL TURF)
2. SOD

STABILIZATION BMP'S
1. STRAW/HAY MnDOT TYPE 1 MULCH
2. EROSION CONTROL BLANKET MnDOT CAT. 3
3. HYDROMULCH MnDOT TYPE 5
4. TURF REINFORCEMENT MAT SC250 NORTH AMERICAN GREEN OR EQUAL-MNDOT CAT 6



1.) INSTALL SILT FENCE PER DETAIL ERO-1A ALONG REAR AND SIDE PROPERTY LINES. INSTALL HEAVY DUTY SILT FENCE PER DETAIL ERO-1B ALONG BACK SIDE OF CURB.
2.) IF THERE IS A WETLAND OR PONDING AREA ADJACENT TO LOT, HEAVY DUTY SILT FENCE SHALL BE INSTALLED ALONG THAT SIDE OF LOT.
3.) CREATE ONE TEMPORARY CONSTRUCTION ENTRANCE PER LOT. SEE DETAIL ERO-7.
4.) INSTALL INLET PROTECTION ON ALL STORM STRUCTURES SUSCEPTIBLE TO RUNOFF FROM LOT. SEE DETAIL ERO-4B.

Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

EROSION CONTROL FOR LOT GRADING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2011

PLATE NO. ERO-11

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL.

Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty *DATE* 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ####
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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HOME CONSTRUCTION
EROSION CONTROL
DETAILS
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 27 OF 27
DATE: 07/14/21

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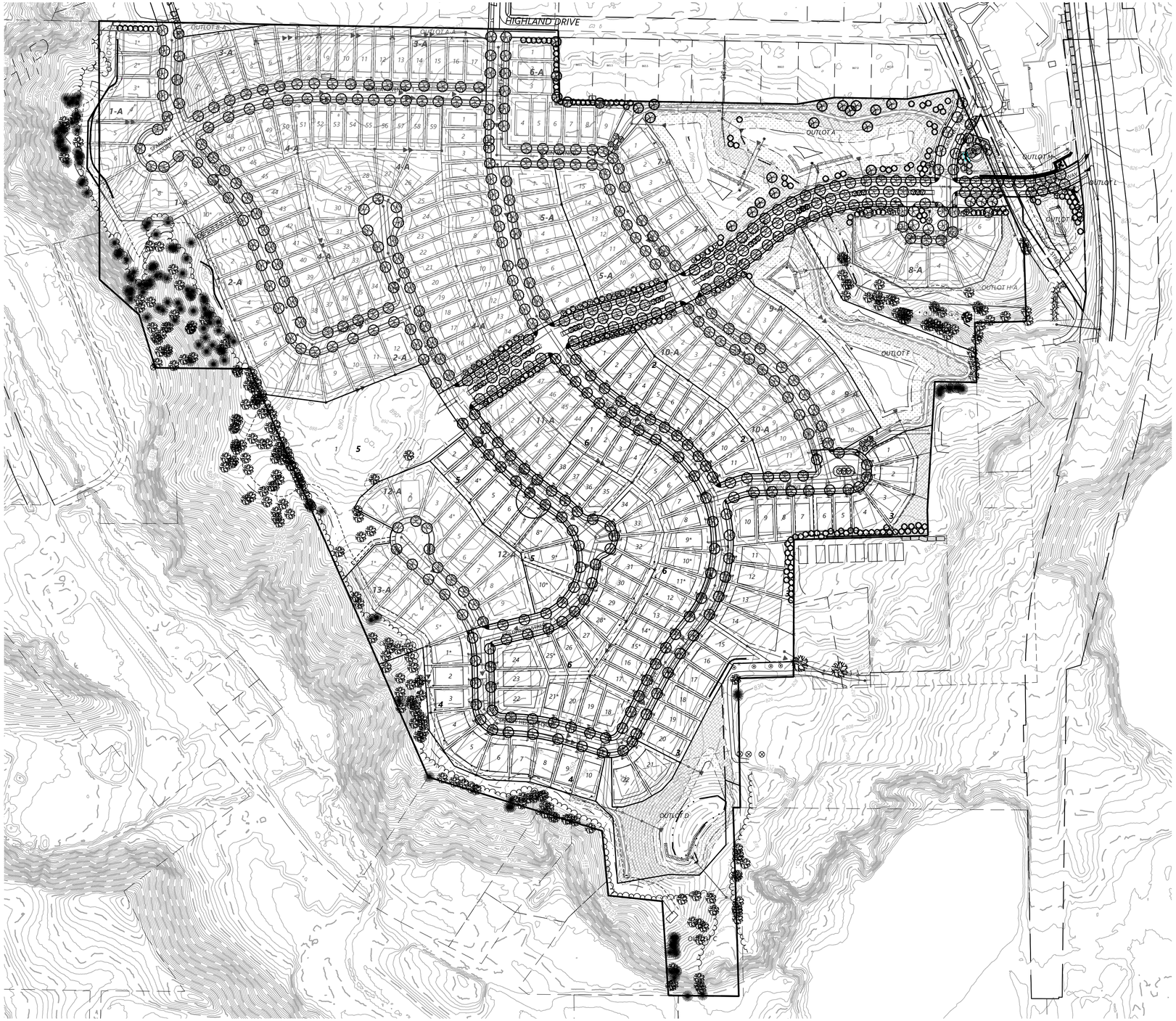

Call 48 Hours before digging:

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Common Ground Alliance

Final Plant Schedule

SYMBOL	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.	SPACING O.C.
OVERSTORY DECIDUOUS TREES					
ABM	39	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	2.5" BB	AS SHOWN	H 50'-60' W 40'
SUM	33	Sienna Glen Maple / Acer x freemanii 'Sienna'	2.5" BB	AS SHOWN	H 40'-50' W 35'-40'
RSM	38	Red Sunset Maple / Acer rubrum 'Franksred'	2.5" BB	AS SHOWN	H 45' W 35'
FFM4	41	Fall Fiesta Maple / Acer saccharum 'Bailsta'	4" BB	AS SHOWN	H 50'-75' W 50'
SKH	24	Skyline Honeylocust / Gleditsia tricanthos var. inermis 'Skycole'	2.5" BB	AS SHOWN	H 50' W 35'-40'
REO	30	Red Oak / Quercus rubra	2.5" BB	AS SHOWN	H 50'-70' W 40'-50'
SWO	40	Swamp White Oak / Quercus bicolor	2.5" BB	AS SHOWN	H 50'-60' W 40'
SWO3	25	Swamp White Oak / Quercus bicolor	3" BB	AS SHOWN	H 50'-60' W 40'
WHO	17	White Oak / Quercus alba	2.5" BB	AS SHOWN	H 50'-60' W 40'
BUO	8	Swamp White Oak / Quercus macrocarpa	2.5" BB	AS SHOWN	H 50'-60' W 40'
PRE	42	Princeton Elm / Ulmus americana 'Princeton'	2.5" BB	AS SHOWN	H 60'-80' W 40'-60'
ACE	34	Accolade Elm / Ulmus japonica x wilsoniana 'Morton'	2.5" BB	AS SHOWN	H 70' W 40'-50'
FYL	15	Frontyard Linden / Tilia americana 'Frontyard'	2.5" BB	AS SHOWN	H 60'-70' W 30'-40'
REL	9	Redmond Linden / Tilia americana 'Redmond'	2.5" BB	AS SHOWN	H 40'-60' W 30'
SEL	32	Sentry Linden / Tilia americana 'McKSentry'	2.5" BB	AS SHOWN	H 60' W 30'-40'
HAK	3	Hackberry / Celtis occidentalis	2.5" BB	AS SHOWN	H 50'-75' W 50'
AGG	17	Autumn Gold Ginkgo / Ginkgo biloba 'Autumn Gold'	2.5" BB	AS SHOWN	H 50' W 30'
ELP3	20	Exclamation London Planetree / Plantanus acerifolia 'Morton Circle'	3" BB	AS SHOWN	H 55'-65' W 40'-50'
WIL	5	Niobe Weeping Willow / Salix alba 'Tristis'	2.5" BB	AS SHOWN	H 50' W 50'
BUFFER EVERGREEN TREES					
BHS	14	Black Hills Spruce / Picea glauca densata	6' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS8	1	Black Hills Spruce / Picea glauca densata	8' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS10	12	Black Hills Spruce / Picea glauca densata	10' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS12	9	Black Hills Spruce / Picea glauca densata	12' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
NOS	31	Norway Spruce / Picea abies	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
COS	25	Colorado Spruce / Picea pungens	6' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
COS8	5	Colorado Spruce / Picea pungens	8' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
WHP	26	White Pine / Pinus strobus	6' HT., BB	AS SHOWN	H 50'-80' W 30'-40'
NOP	20	Norway Pine / Pinus resinosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP	24	Ponderosa Pine / Pinus ponderosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP8	2	Ponderosa Pine / Pinus ponderosa	8' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP10	3	Ponderosa Pine / Pinus ponderosa	10' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP12	1	Ponderosa Pine / Pinus ponderosa	12' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
CCF	14	Concolor Fir / Abies concolor	6' HT., BB	AS SHOWN	H 40'-50' W 15'-30'
LAR	10	American Larch / Larix larcina	6' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
ORNAMENTAL TREES					
TCH	10	Thornless Cockspur Hawthorn / Crataegus crusgalli 'Inermis'	2" BB	AS SHOWN	H 15'-20' W 15'-20'
JTL	13	Japanese Tree Lilac / Syringa reticulata	2" BB	AS SHOWN	H 25'-30' W 20'-25'
ALS	27	Autumn Brilliance Serviceberry / Amelanchier x grandiflora 'Autumn Brilliance'	8' HT., BB CLUMP, 5-7 STEMS	AS SHOWN	H 15'-25' W 15'-25'
SDC	21	Snowdrift Crab / Malus 'Snowdrift'	2" BB	AS SHOWN	H 20' W 20'
PRC	6	Prairie Rose Crab / Malus 'Prairie Rose'	2" BB	AS SHOWN	H 20' W 20'
QUA	4	Quaking Aspen / Populus tremuloides	3" BB	AS SHOWN	H 20' W 20'
QUA*	3	Quaking Apsen / Populus tremuliodes	12' HT. BB CLUMP, 3-5 STEMS	AS SHOWN	H 20' W 20'

NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.

Single Family Landscape Requirements

SINGLE FAMILY RESIDENTIAL SUBDIVISION REQUIREMENTS:	417 TREES
- ONE OVERSTORY DECIDUOUS TREE PER EVERY FIFTY (50) FEET ALONG PUBLIC STREETS, ON EACH SIDE, MINIMUM 2 ½ " CALIPER. THE TREES MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT NECESSARILY BE SPACED FIFTY (50) FEET APART. (20,917 LINEAR FEET OF FRONTAGE)	

Single Family Landscape Provisions

TOTAL SINGLE FAMILY LANDSCAPING PROVIDED:	751 TREES
* STREET TREES:	440 TREES
* BUFFER DECIDUOUS TREES:	30 TREES
* BUFFER EVERGREEN TREES:	197 TREES
* BUFFER ORNAMENTAL TREES:	84 TREES

NOTES:

1. TIMING OF PLANT INSTALLATION WILL BE DEPENDENT UPON SEASON AND PLANT AVAILABILITY.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL STREET TREES NOT APART OF THE MAIN ENTRY BOULEVARD SHALL BE INSTALLED ON FRONT OF INDIVIDUAL SINGLE FAMILY LOTS 16.5' FROM BACK OF CURB OR 3' BACK OF SIDEWALK/TRAIL IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.
5. ALL STREET TREES THAT ARE PART OF ENTRY BOULEVARD SHALL BE INSTALLED 4' FROM BACK OF CURB IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.

Native Seeding Legend

STORMWATER NATIVE SEED MIX (33-261)
TOTAL AREA (2.8 AC)

MESIC PRAIRIE GENERAL SEED MIX (35-241)
TOTAL AREA (4.1 AC)

* ALL DISTURBED AREAS TO BE SODDED UNLESS NOTED OTHERWISE

1" = 150'

0' 150' 300' 450'

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DEL WEBB AT CHASKA

DESIGNED: .
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HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 09/01/20 SITE PLAN UPDATES
3 03/17/21 ADDED OVERLOOK/UPSIZE ENTRY TREES
4 04/01/21 ISSUED FOR BID
5 ---- .

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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OVERALL LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 1 OF 16
DATE: 04/01/21

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MULCH TRAIL BLUFF ACCESS
5' ORNAMENTAL FENCE
7 NOS
EX-MH RE = 896.48
5' ORNAMENTAL FENCE
5' ORNAMENTAL FENCE
7 ABM
EX-MH RE = 872.91
HIGHLAND DRIVE
OUTLOT B-A
OUTLOT A-A
OUTLOT D-A
9 SWO
6 BHS
1 RSM
5 COS
5' ORNAMENTAL FENCE
865.5
865.5
1 HAK
4 NOP
2 SEL
5 COS
1 HAK
6 NOP
9 RSM
5 SKH
8 PRE
10 RSM
8 PRE
9 ACE
4 SDC
10 SUM
8 AGG
7 REQ
5 SKH
7 PRE
7 SWO
9 SWO
9 ABM
7 FYL
8 SUM
1 TCH
4 POP
2 SDC
OUTLOT K-A
MULCH TRAIL BLUFF ACCESS
OUTLOT E-A
1-A
2-A
3-A
4-A
5-A
6-A

1" = 50'
0' 50' 100' 150'

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1	02/26/20	CITY COMMENTS
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3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 2 OF 16
DATE: 04/01/21

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4 NOP
2 SEL
5 COS
1 HAK
6 NOP
3 BUO
MESIC PRAIRIE GENERAL NATIVE SEED MIX (35-241)
5' ORNAMENTAL FENCE
3 BUO
3 WHO
7 NOP
9 REL
OUTLOT A
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3 NOP
4 SDC
STORMWATER SOUTH & WEST NATIVE SEED MIX
3 LAR (33-261)
2 BUO
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3 POP
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2 COS8
1 BHS 12
2 SKH
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5' ORNAMENTAL FENCE
1 BHS 12
3 BHS10
2 COS8
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OUTLOT L
STORMWATER SOUTH & WEST NATIVE SEED MIX (33-261)
3 ALS
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2 BHS12
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2 NOS
3 ALS
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12 WHO
2 BHS10
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5' ORNAMENTAL FENCE
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2 POP10
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4 BHS10
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7 FYL
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4 NOS
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4 FFM4
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3 BHS
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8 SWO3
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3 NOS
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5 ELP3
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MESIC PRAIRIE GENERAL NATIVE SEED MIX (35-241)
OUTLOT F
STORMWATER SOUTH & WEST NATIVE SEED MIX (33-261)
3 ALS
4 SWO3
3 NOS
1 TCH
7 SUM
8 FYL
8 ACE
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5-A
7-A
8-A
9-A
10-A

1" = 50'
0' 50' 100' 150'

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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LANDSCAPE PLAN

SHEET NUMBER: 3 OF 16
PROJECT NUMBER: 0015521.00
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REVISIONS:		
1	02/26/20	CITY COMMENTS
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5	----	.

PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 4 OF 16

DATE: 04/01/21

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VERTICAL SCALE: ### OR ###

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REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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LANDSCAPE PLAN

SHEET NUMBER: 5 OF 16

PROJECT NUMBER: 0015521.00 DATE: 04/01/21

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HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

△	02/26/20	CITY COMMENTS
△	09/01/20	SITE PLAN UPDATES
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△	04/01/21	ISSUED FOR BID
△	----	.

PREPARED FOR:

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

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CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
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LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 6 OF 16
DATE: 04/01/21

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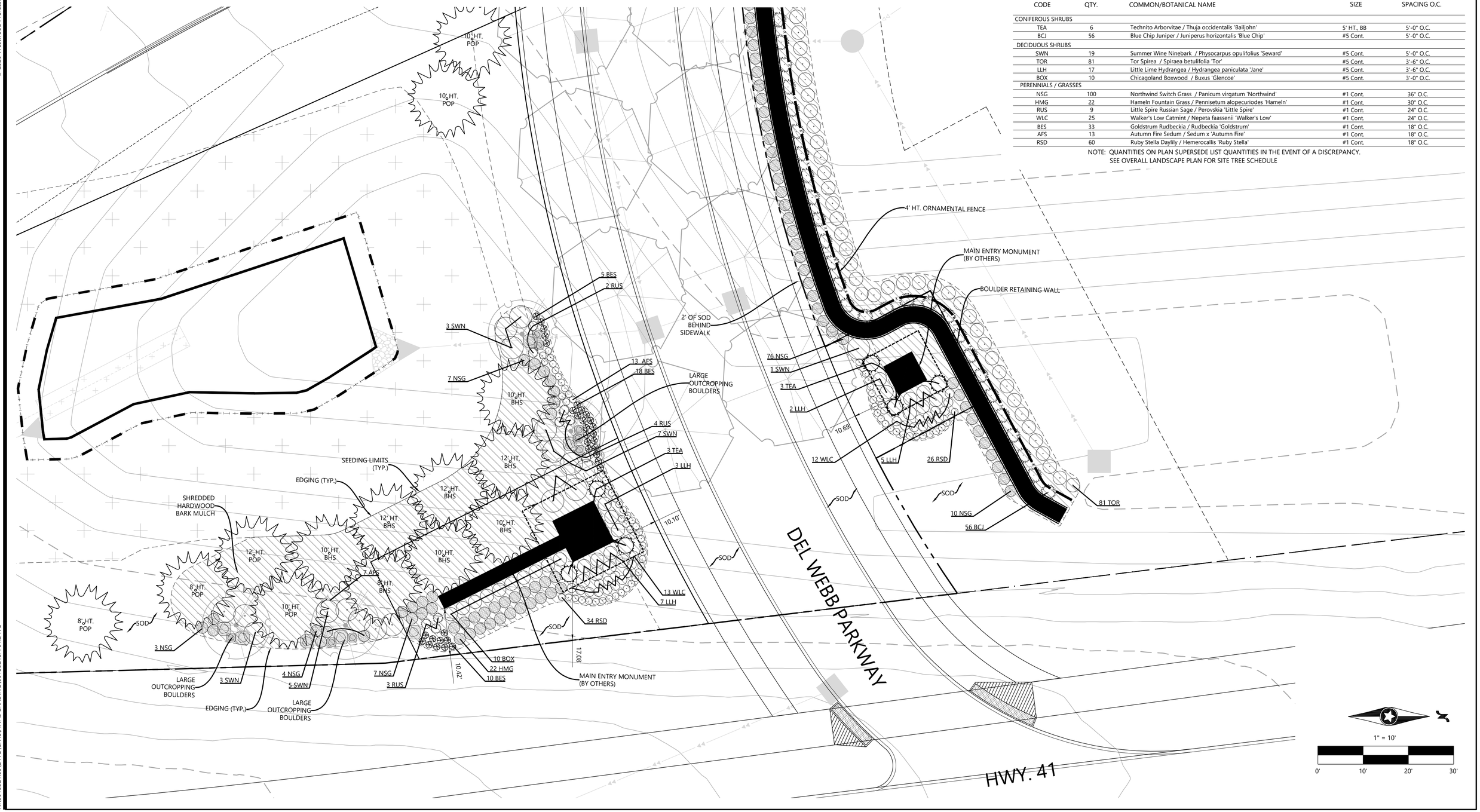
Hwy 41 Entry Monument Planting Detail



Entry Monument & Median Plant Schedule

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CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
CONIFEROUS SHRUBS				
TEA	6	Technito Arborvitae / Thuja occidentalis 'Bailjohn'	5' HT., BB	5'-0" O.C.
BCJ	56	Blue Chip Juniper / Juniperus horizontalis 'Blue Chip'	#5 Cont.	5'-0" O.C.
DECIDUOUS SHRUBS				
SWN	19	Summer Wine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
TOR	81	Tor Spirea / Spiraea betulifolia 'Tor'	#5 Cont.	3'-6" O.C.
LLH	17	Little Lime Hydrangea / Hydrangea paniculata 'Jane'	#5 Cont.	3'-6" O.C.
BOX	10	Chicagoland Boxwood / Buxus 'Glencoe'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
NSG	100	Northwind Switch Grass / Panicum virgatum 'Northwind'	#1 Cont.	36" O.C.
HMG	22	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
RUS	9	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
WLC	25	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
BES	33	Goldstrum Rudbeckia / Rudbeckia 'Goldstrum'	#1 Cont.	18" O.C.
AFS	13	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
RSD	60	Ruby Stella Daylily / Hemerocallis 'Ruby Stella'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

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DEL WEBB AT CHASKA

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INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
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ENTRY MONUMENT PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 7 OF 16
DATE: 04/01/21

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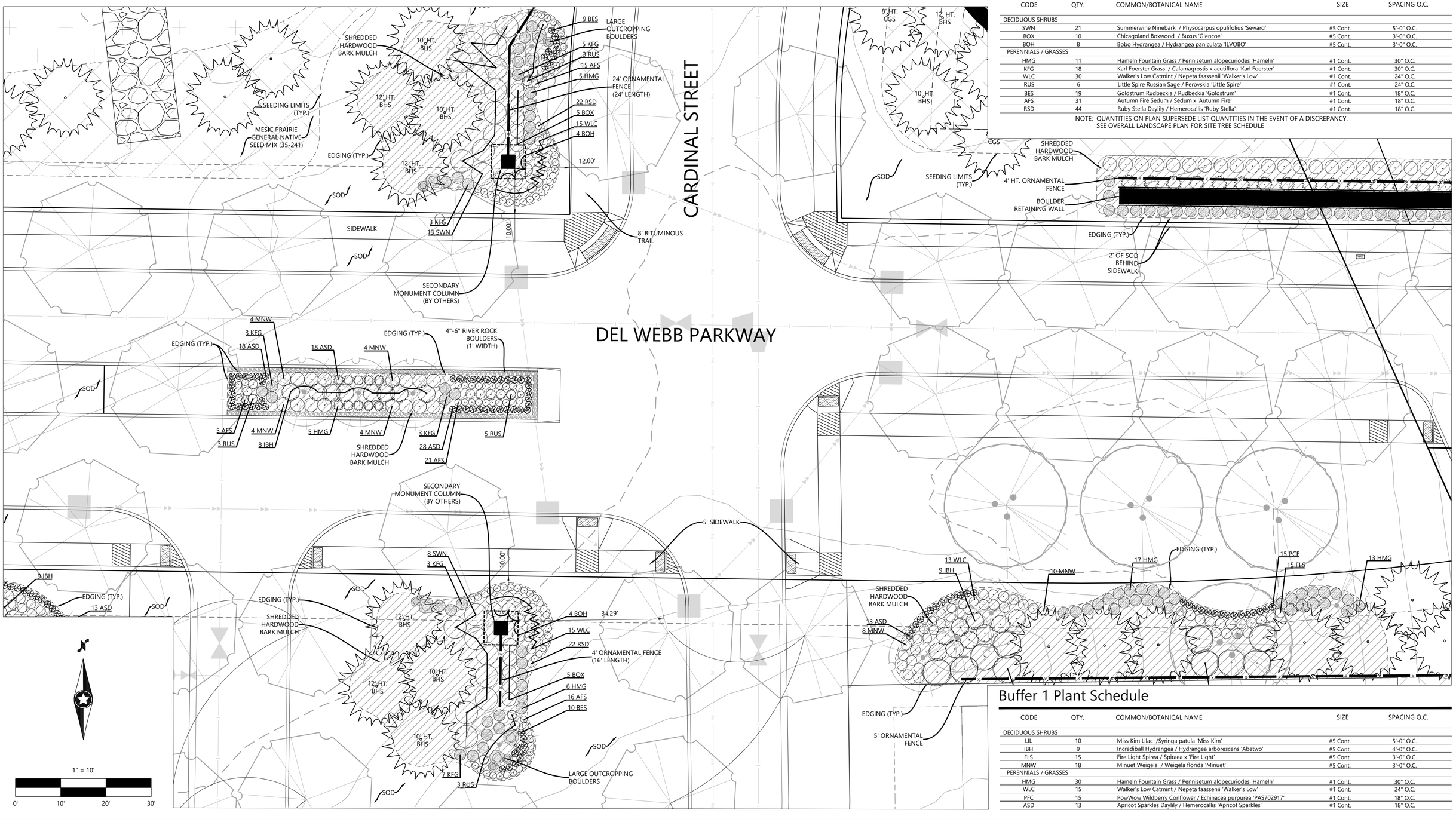
Secondary Entrance Planting Detail



Secondary Monument Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
SWN	21	Summerwine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
BOX	10	Chicagoland Boxwood / Buxus 'Glencoe'	#5 Cont.	3'-0" O.C.
BOH	8	Bobo Hydrangea / Hydrangea paniculata 'ILVOBO'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	11	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	18	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
WLC	30	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
RUS	6	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
BES	19	Goldstrum Rudbeckia / Rudbeckia 'Goldstrum'	#1 Cont.	18" O.C.
AFS	31	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
RSD	44	Ruby Stella Daylily / Hemerocallis 'Ruby Stella'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY. SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

Buffer 1 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
LIL	10	Miss Kim Lilac /Syringa patula 'Miss Kim'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	4'-0" O.C.
FLS	15	Fire Light Spirea / Spiraea x 'Fire Light'	#5 Cont.	3'-0" O.C.
MNW	18	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	30	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
WLC	15	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
PFC	15	PowWow Wildberry Conflower / Echinacea purpurea 'PAS702917'	#1 Cont.	18" O.C.
ASD	13	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

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INITIAL ISSUE: 02/04/20
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4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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SECONDARY ENTRANCE PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 8 OF 16
DATE: 04/01/21

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Median 1 and Buffer Planting Detail

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Common Ground Alliance

Median 1 Plant Schedule

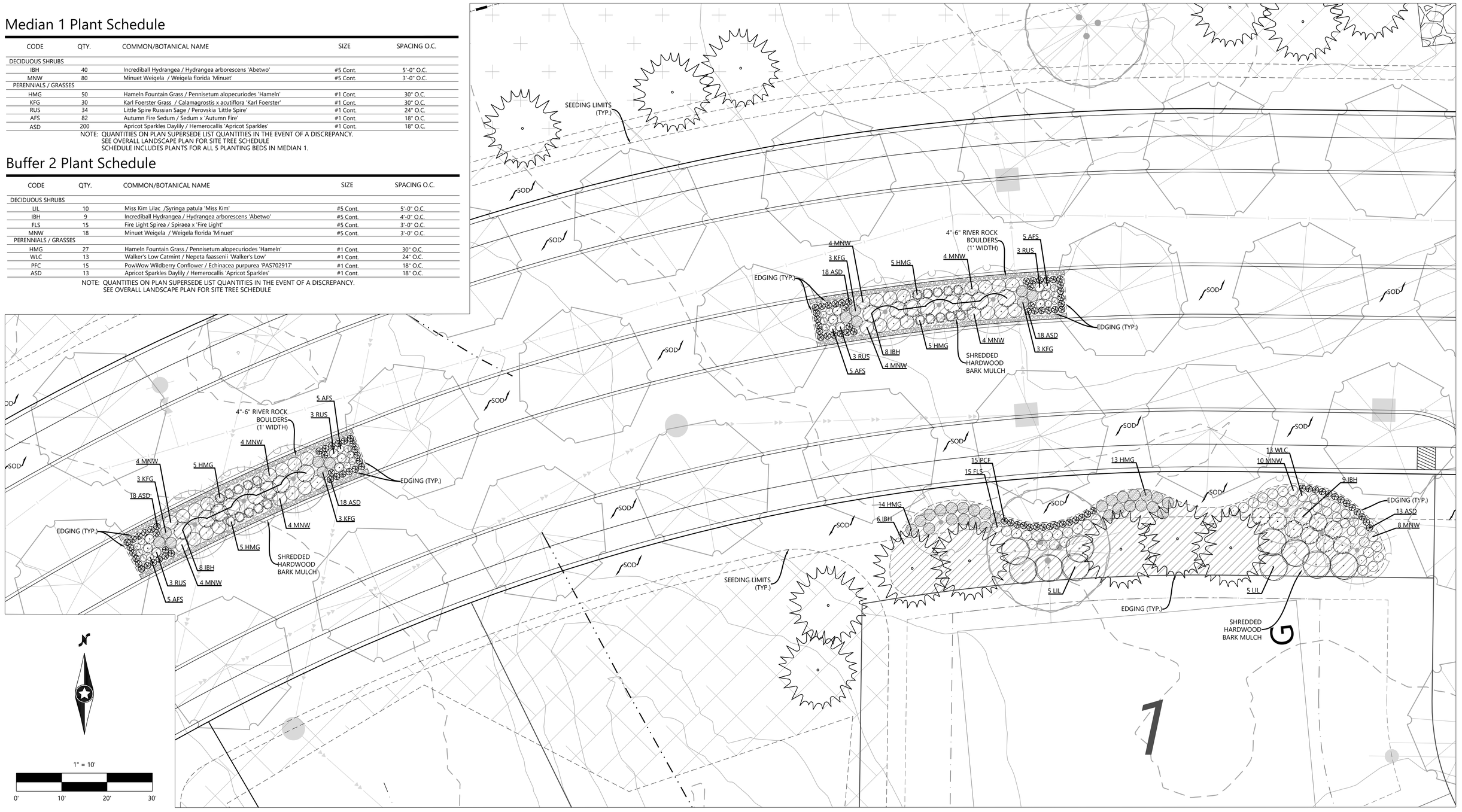
CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	40	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	80	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	50	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	30	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	34	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	82	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	200	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE
SCHEDULE INCLUDES PLANTS FOR ALL 5 PLANTING BEDS IN MEDIAN 1.

Buffer 2 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
LIL	10	Miss Kim Lilac /Syringa patula 'Miss Kim'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	4'-0" O.C.
FLS	15	Fire Light Spirea / Spiraea x 'Fire Light'	#5 Cont.	3'-0" O.C.
MNW	18	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	27	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
WLC	13	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
PFC	15	PowWow Wildberry Conflower / Echinacea purpurea 'PAS702917'	#1 Cont.	18" O.C.
ASD	13	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

ENTRY MEDIAN 1
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 9 OF 16
DATE: 04/01/21

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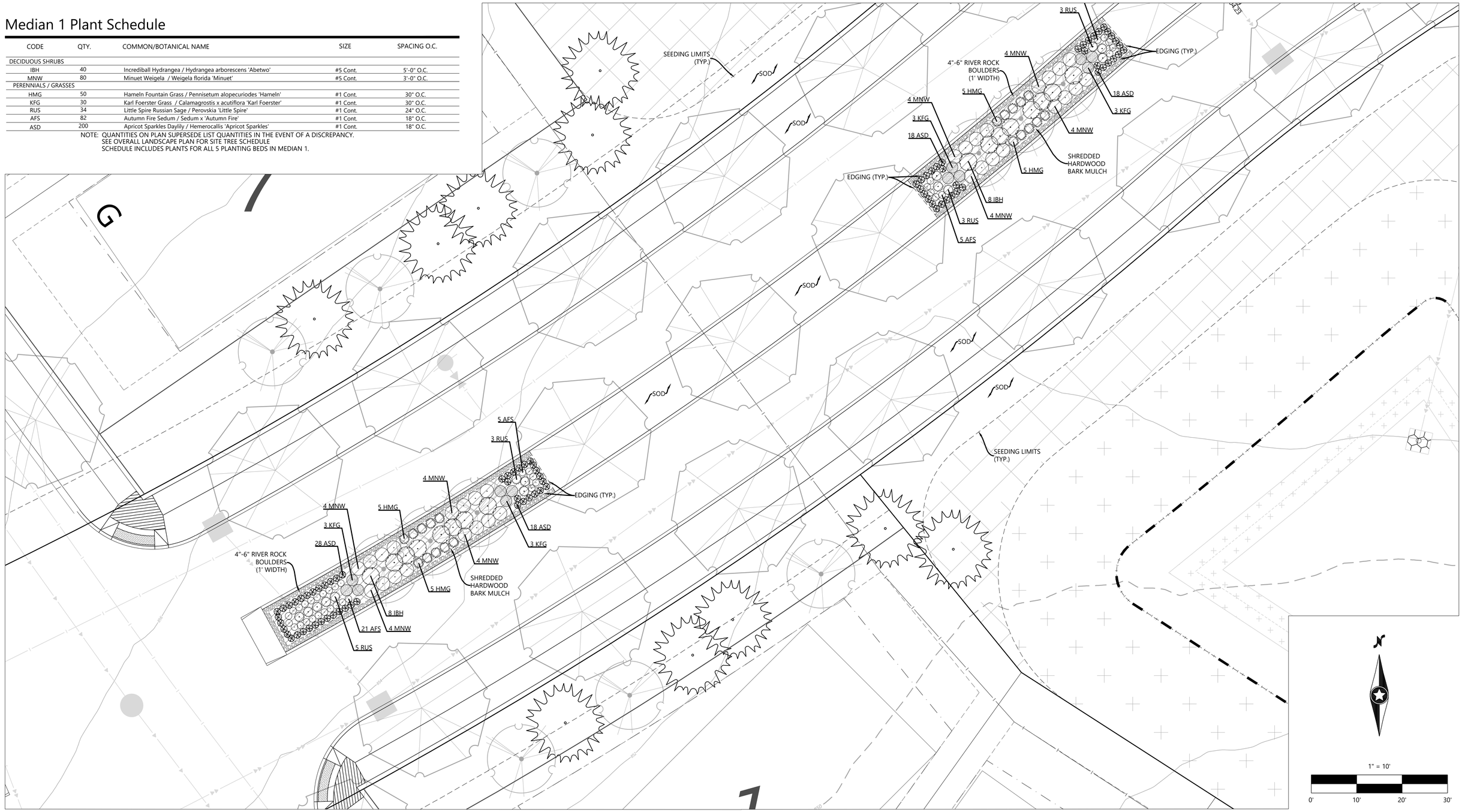
Common Ground Alliance

Median 1 Planting Detail

Median 1 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	40	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	80	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	50	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	30	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	34	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	82	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	200	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE
SCHEDULE INCLUDES PLANTS FOR ALL 5 PLANTING BEDS IN MEDIAN 1.



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PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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ENTRY MEDIAN 1
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 10 OF 16
DATE: 04/01/21

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Median 2 Planting Detail

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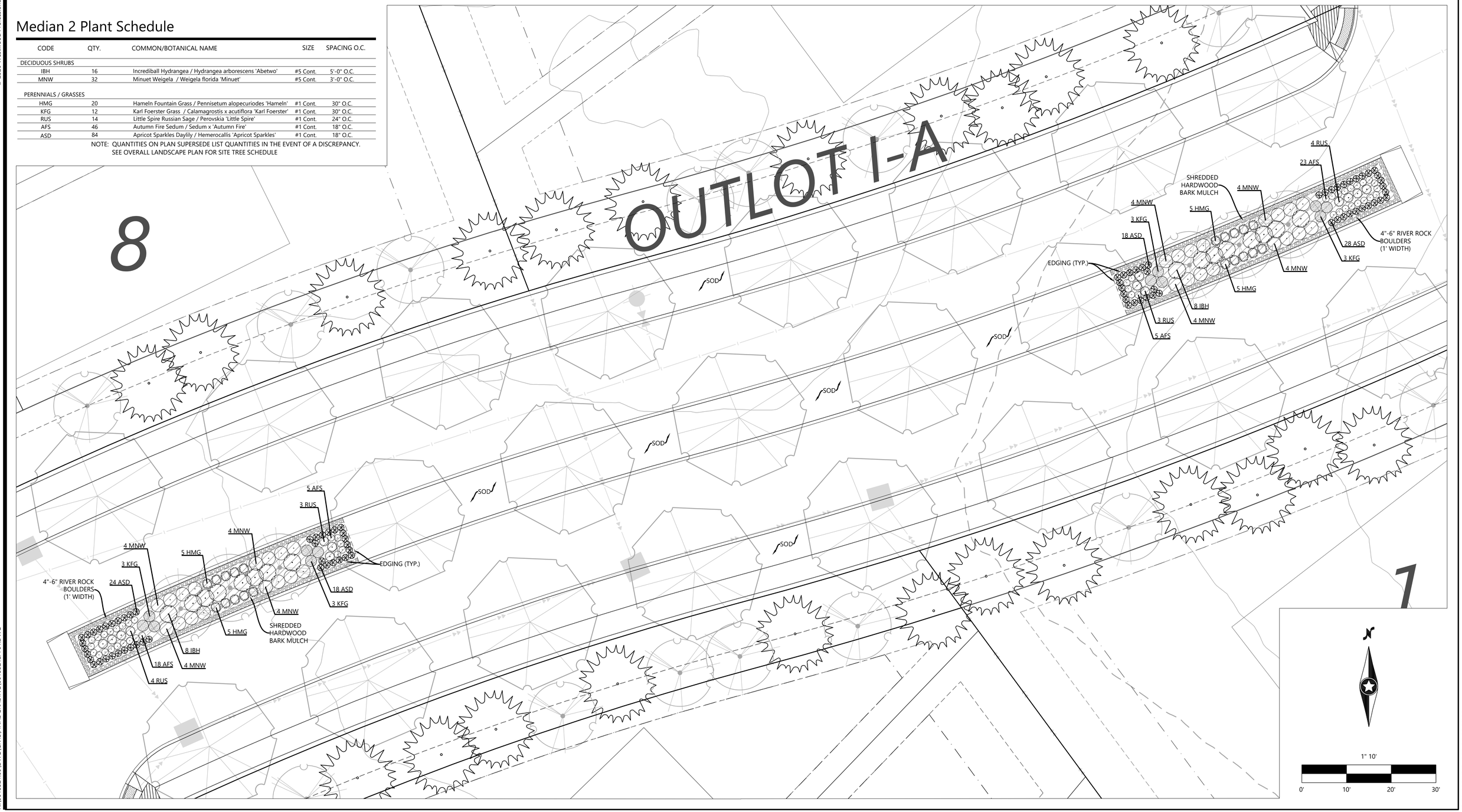
Common Ground Alliance

Median 2 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	16	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	32	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	20	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	12	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	14	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	46	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	84	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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ENTRY MEDIAN 2
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 11 OF 16
DATE: 04/01/21

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Median 3 Planting Detail

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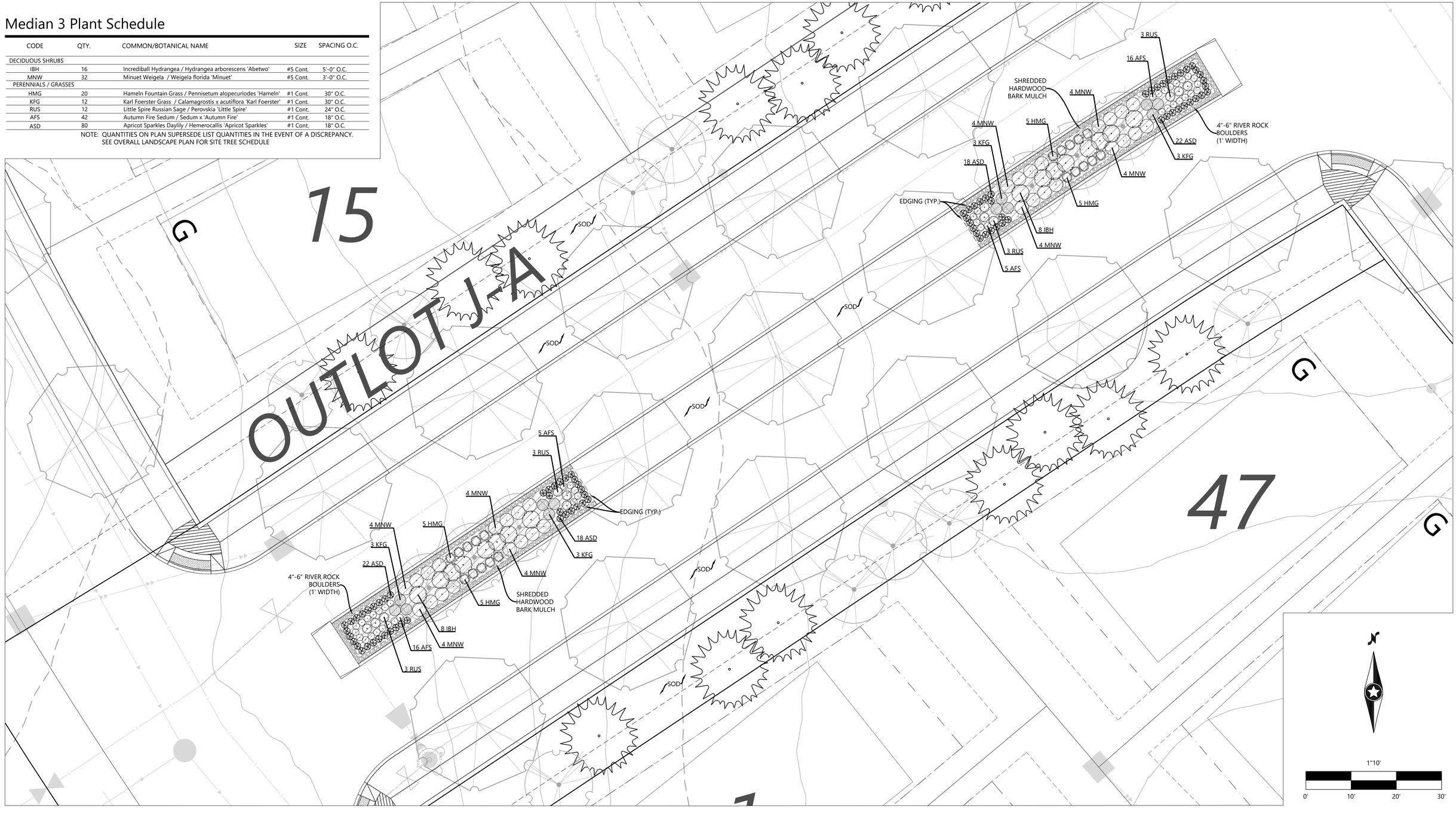
Common Ground Alliance

Median 3 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	16	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	32	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	20	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	12	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	12	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	42	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	80	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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ENTRY MEDIAN 3
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 12 OF 16
DATE: 04/01/21

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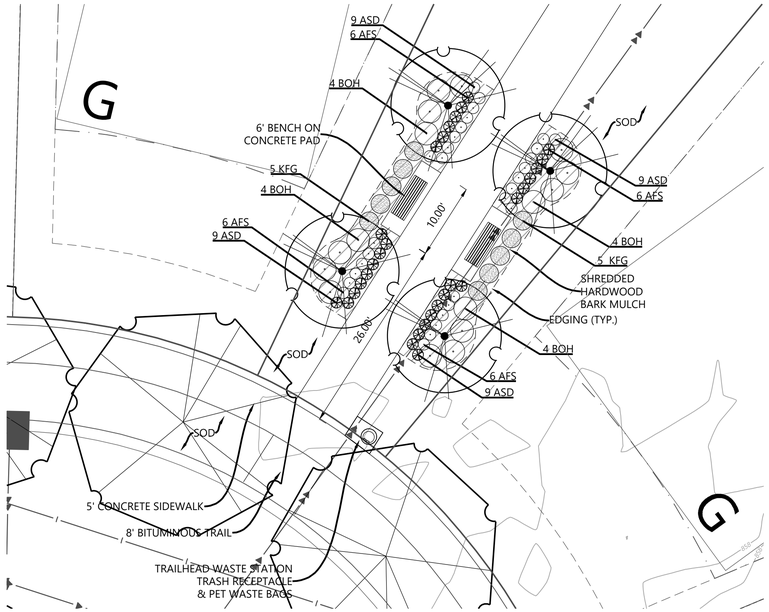
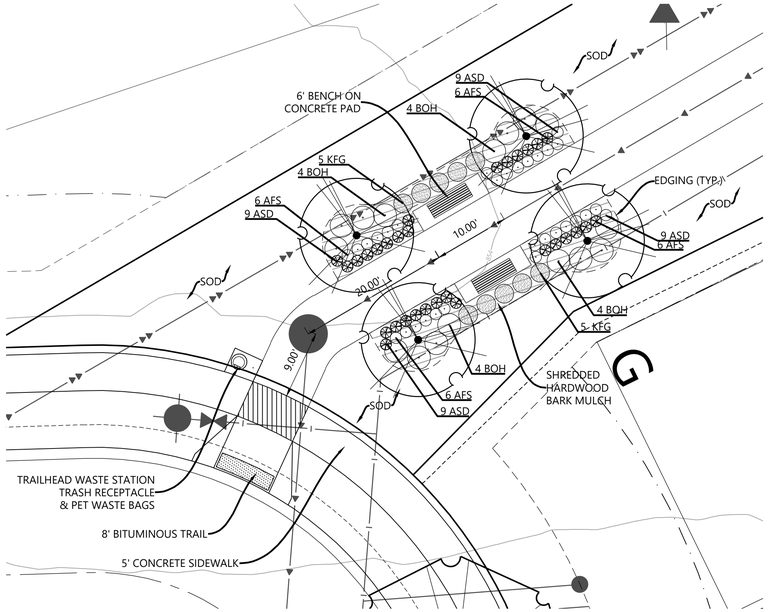
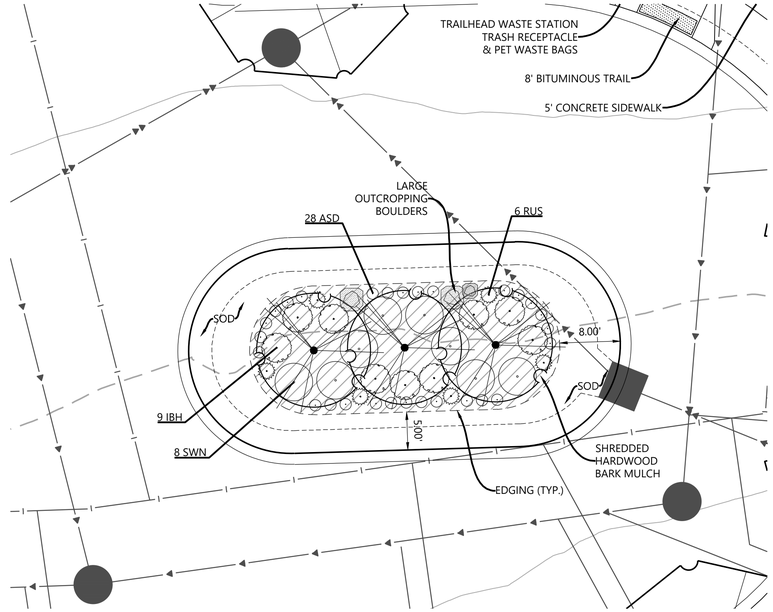
Trailhead Detail North



Trailhead Detail South



Cul-de-sac Planting Detail



Trailhead Plant Schedule (x2)

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
BOH	16	Bobo Hydrangea / Hydrangea paniculata 'ILVOBO'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
KFG	10	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
AFS	24	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	36	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

Cul-de-sac Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
SWN	8	Summerwine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
PERENNIALS / GRASSES				
RUS	6	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
ASD	28	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	24" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

1" = 10'

0' 10' 20' 30'

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PREPARED FOR:

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

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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

TRAILHEAD DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 13 OF 16
DATE: 04/01/21

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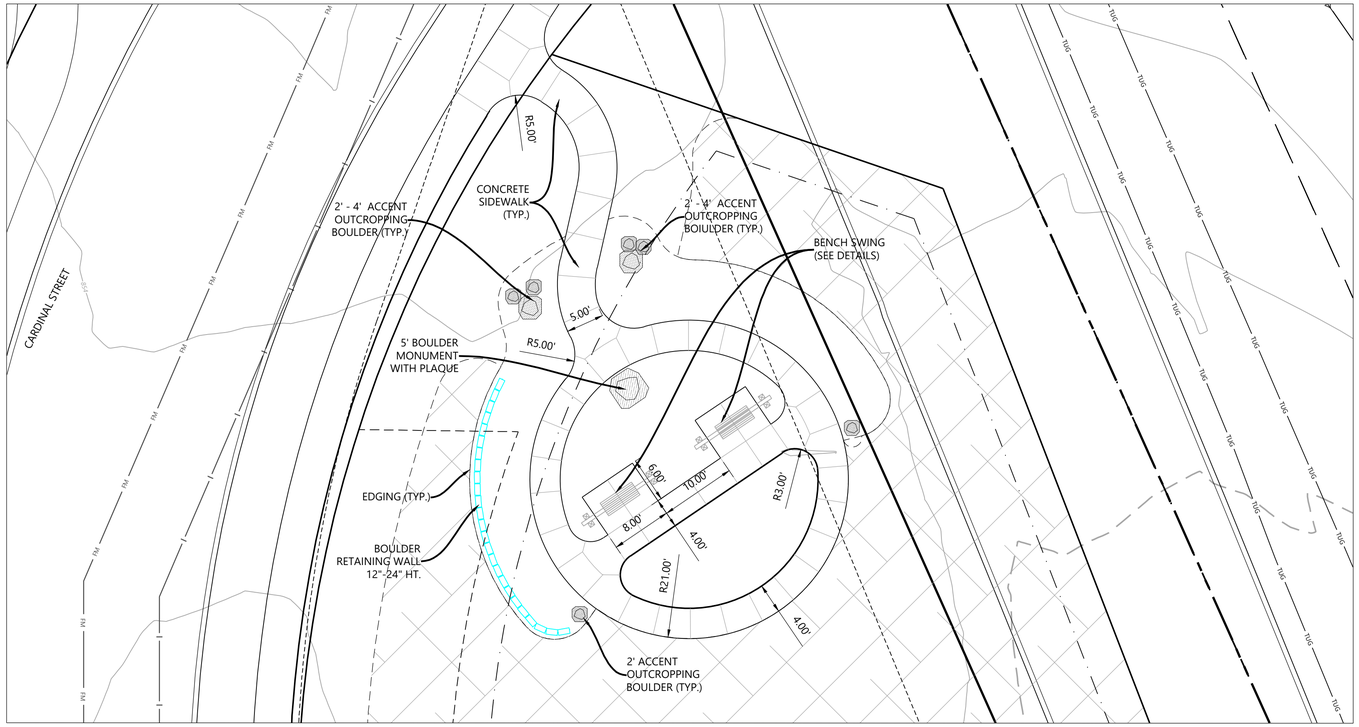
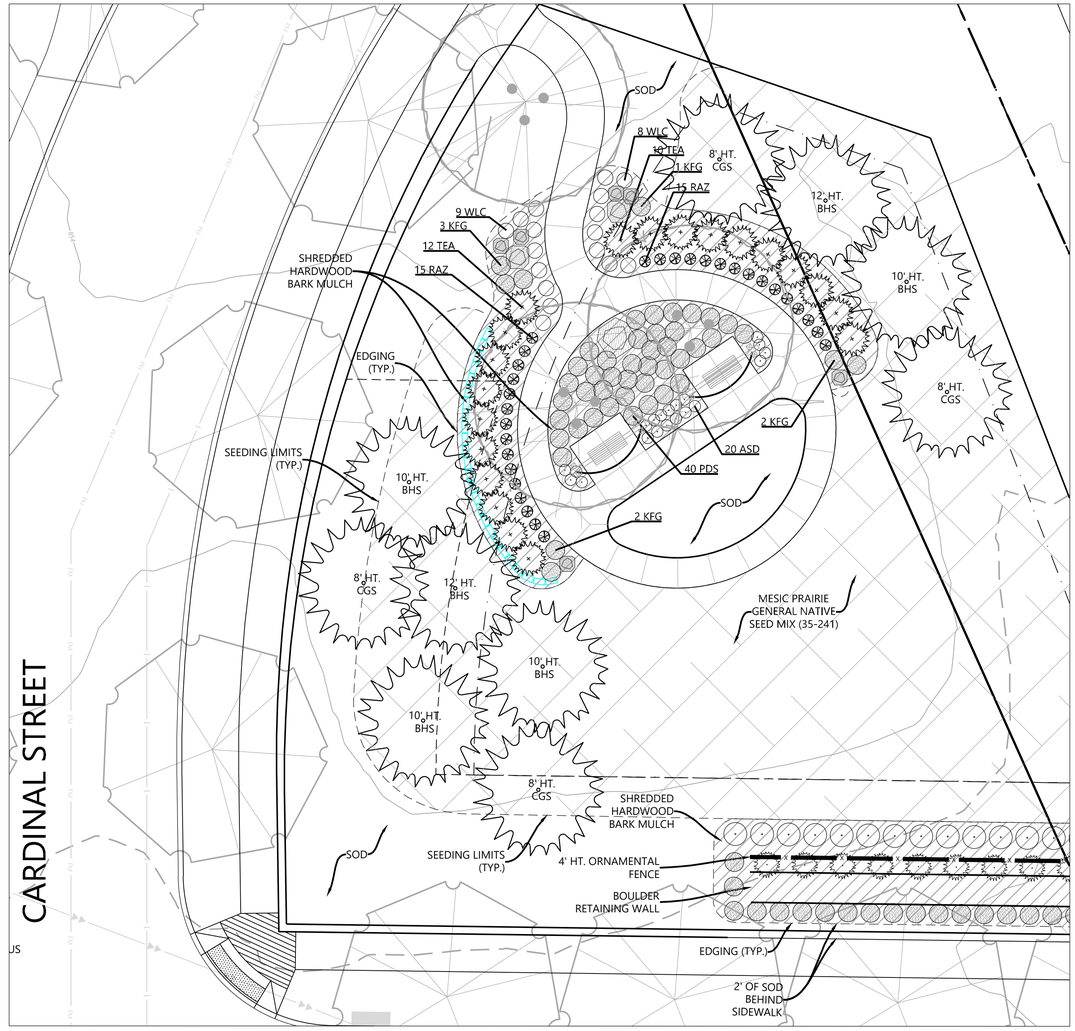
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

Overlook Site Detail



Overlook Planting Detail



Overlook Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
CONIFEROUS SHRUBS				
TEA	24	Techny Globe Arborvitae / Thuja occidentalis 'Techny Globe'	30" HT., BB	4'-0" O.C.
PERENNIALS / GRASSES				
PDS	40	Prairie Dropseed Grass / Sporobolus heterolepis	#1 Cont.	30" O.C.
KFG	8	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
WLC	17	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	30" O.C.
RAZ	30	Red Razzmatazz Daylily / Hemerocallis 'Red Razamatazz'	#1 Cont.	24" O.C.
ASD	20	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

1" = 10'

0' 10' 20' 30'

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 09/01/20 SITE PLAN UPDATES
3 03/17/21 ADDED OVERLOOK/UPSIZE ENTRY TREES
4 04/01/21 ISSUED FOR BID
5 ---- .

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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Westwood Professional Services, Inc.

ENTRY OVERLOOK

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 14 OF 16
DATE: 04/01/21

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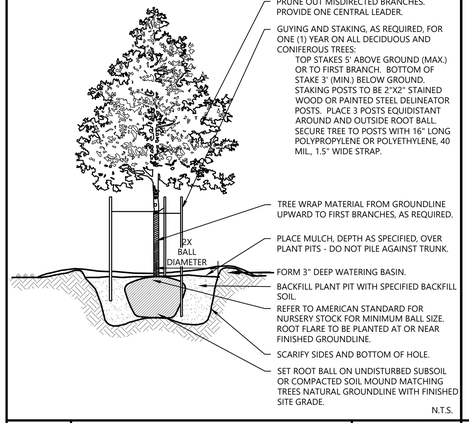
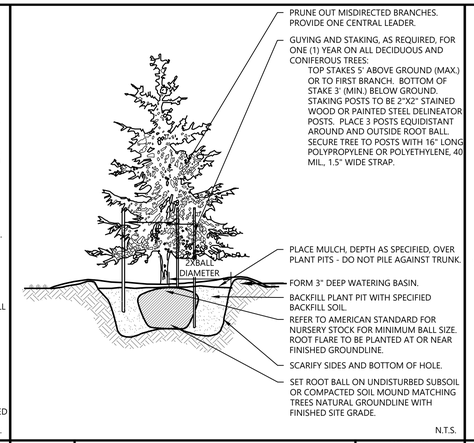
Planting Notes

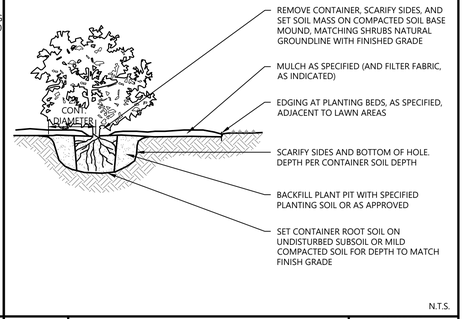
1. CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
6. ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS:
   ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC.
   ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES.
   ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
   ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING.
   CONIFEROUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.
7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
8. PLANTS TO BE INSTALLED AS PER MNLA & ANSI STANDARD PLANTING PRACTICES.
9. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
16. BACKFILL SOIL AND TOPSOIL TO ADHERE TO MN/DOT STANDARD SPECIFICATION 3877 (SELECT TOPSOIL BORROW) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 4" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.
17. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF SHREDDED HARDWOOD MULCH. SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND COLORED RED, OR APPROVED EQUAL. ROCK MULCH TO BE BUFF LIMESTONE, 1 1/2" TO 3" DIAMETER, AT MINIMUM 3" DEPTH, OR APPROVED EQUAL. ROCK MULCH TO BE ON COMMERCIAL GRADE FILTER FABRIC, BY TYPAR, OR APPROVED EQUAL WITH NO EXPOSURE. MULCH AND FABRIC TO BE APPROVED BY OWNER PRIOR TO INSTALLATION. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
18. EDGING TO BE COMMERCIAL GRADE VALLEY-VIEW BLACK DIAMOND (OR EQUAL) POLY EDGING OR SPADED EDGE, AS INDICATED. POLY EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH BASE OF TOP BEAD AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREE, SHRUB, OR RAIN-GARDEN BEDS TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
19. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. PARKING LOT ISLANDS TO BE SODDED WITH SHREDDED HARDWOOD MULCH AROUND ALL TREES AND SHRUBS. SOD TO BE STANDARD MINNESOTA GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED AND PER MN/DOT SPECIFICATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.
20. PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGN/BUILD BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING. SYSTEM SHALL BE WINTERIZED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. SYSTEM SHALL HAVE ONE-YEAR WARRANTY ON ALL PARTS AND LABOR. ALL INFORMATION ABOUT INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR.
21. CONTRACTOR SHALL PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.
22. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
23. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
24. RAIN GARDEN NOTE: PROVIDE AND INSTALL EROSION CONTROL BLANKET AT RAIN GARDEN AREA SIDE SLOPES AFTER ALL PLANTING HAVE BEEN INSTALLED. BLANKET TO BE ONE SEASON GEOJUTE, MN/DOT CATEGORY 2 (STRAW 1S, WOOD FIBER 1S), OR APPROVED EQUAL. BLANKET TO BE OVERLAPPED BY 4" AND ANCHORED BY SOD STAPLES. PLACE BLANKET PERPENDICULAR TO THE SLOPE. TRENCH IN EDGES OF BLANKET AREA TO PREVENT UNDER MINING. PROVIDE SILT FENCE AT TOP OF SLOPE AS NEEDED. SHREDDED HARDWOOD MULCH TO MATCH OTHER PROJECT PLANTING MULCH. PLACE 4" DEPTH OF MULCH AT ALL PLANTING AND EROSION CONTROL BLANKET AREA (NO FILTER FABRIC). SEE RAIN GARDEN DETAIL FOR FURTHER INFORMATION. RAIN GARDEN TO PROVIDE PROPER INFILTRATION AND DRAINAGE REQUIREMENTS PER ENGINEERS APPROVAL.



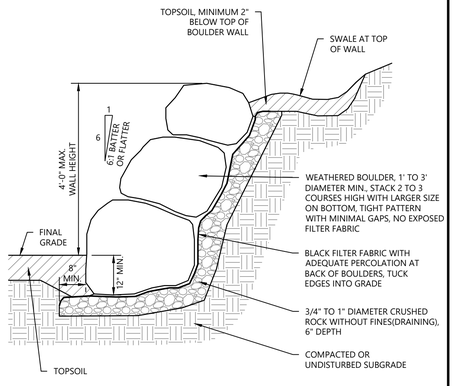
Westwood	DECIDUOUS TREE PLANTING	LAST REVISED: 10/19/18
		LA28



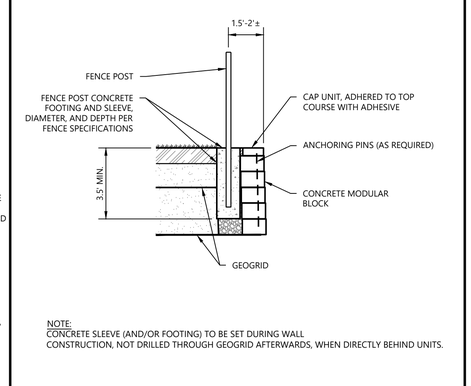
Westwood	EVERGREEN TREE PLANTING	LAST REVISED: 10/19/18
		LA29



Westwood	SHRUB & PERENNIAL CONTAINER PLANTING	LAST REVISED: 10/23/18
		LA27-C

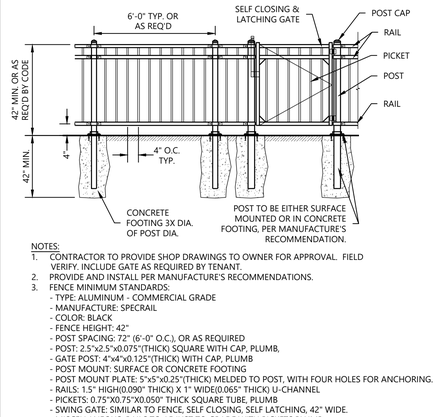


Westwood	BOULDER RETAINING WALL	LAST REVISED: 08/15/17
		SI42



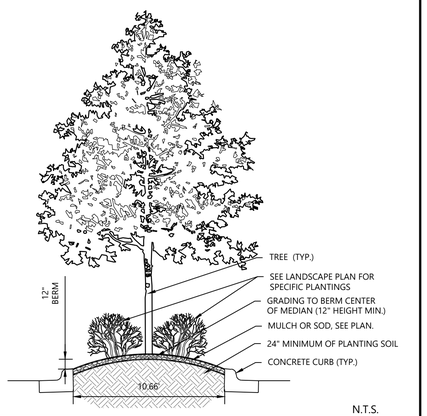
NOTE:
CONCRETE SLEEVE (AND/OR FOOTING) TO BE SET DURING WALL CONSTRUCTION, NOT DRILLED THROUGH GEOGRID AFTERWARDS, WHEN DIRECTLY BEHIND UNITS.

Westwood	FENCE AT MODULAR BLOCK WALL	LAST REVISED: 08/15/17
		SI41



NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO OWNER FOR APPROVAL. FIELD VERIFY. INCLUDE GATE AS REQUIRED BY TENANT.
2. PROVIDE AND INSTALL PER MANUFACTURE'S RECOMMENDATIONS.
3. FENCE MINIMUM STANDARDS:
   - TYPE: ALUMINUM - COMMERCIAL GRADE
   - MANUFACTURE: SPECRAIL
   - COLOR: BLACK
   - FENCE HEIGHT: 42"
   - POST SPACING: 72" (6'-0" O.C.), OR AS REQUIRED
   - POST: 2.5"x2.5"x0.075"(THICK) SQUARE WITH CAP, PLUMB,
   - GATE POST: 4"x4"x0.125"(THICK) WITH CAP, PLUMB
   - POST MOUNT: SURFACE OR CONCRETE FOOTING
   - POST MOUNT PLATE: 5"x5"x0.25"(THICK) MELDED TO POST, WITH FOUR HOLES FOR ANCHORING.
   - RAILS: 1.5" HIGH(0.090" THICK) X 1" WIDE(0.065" THICK) U-CHANNEL
   - PICKETS: 0.75"X0.75"X0.050" THICK SQUARE TUBE, PLUMB
   - SWING GATE: SIMILAR TO FENCE, SELF CLOSING, SELF LATCHING, 42" WIDE.
   - MISCELLANEOUS: RAILS TO ADJUST TO GRADE WITH PICKETS PLUMB

Westwood	ORNAMENTAL FENCE	LAST REVISED: 08/15/17
		SI35



Westwood	DEL WEBB PARKWAY MEDIAN DETAIL	LAST REVISED: 04/01/21
		LA14

Typical Ornamental Fence

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



ALUMINUM ORNAMENTAL FENCE TO BE USED TO DEFINE PROJECT BOUNDARY OR ACCENT.
COLOR: BLACK
HEIGHT: 4' TALL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521LP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

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

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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Westwood Professional Services, Inc.

LANDSCAPE NOTES AND DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 15 OF 16
DATE: 04/01/21

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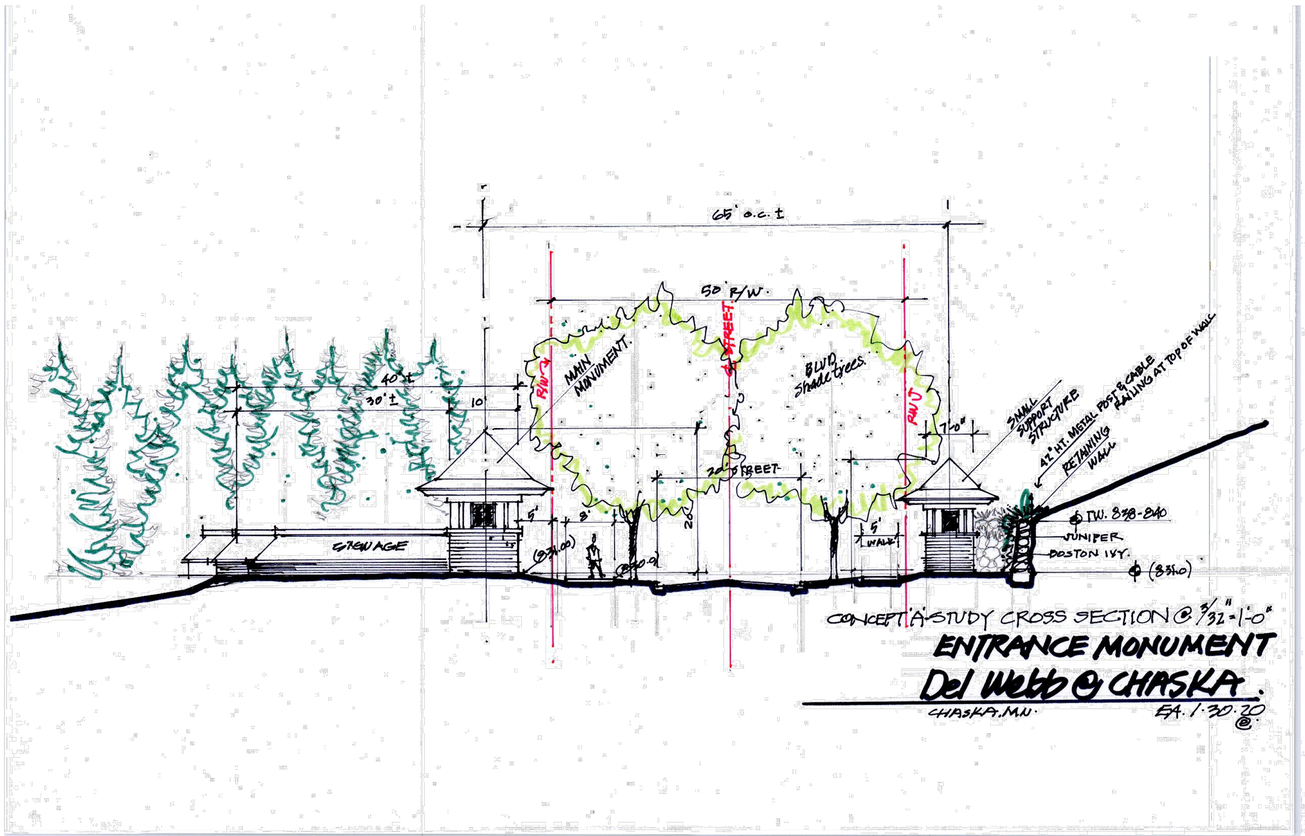
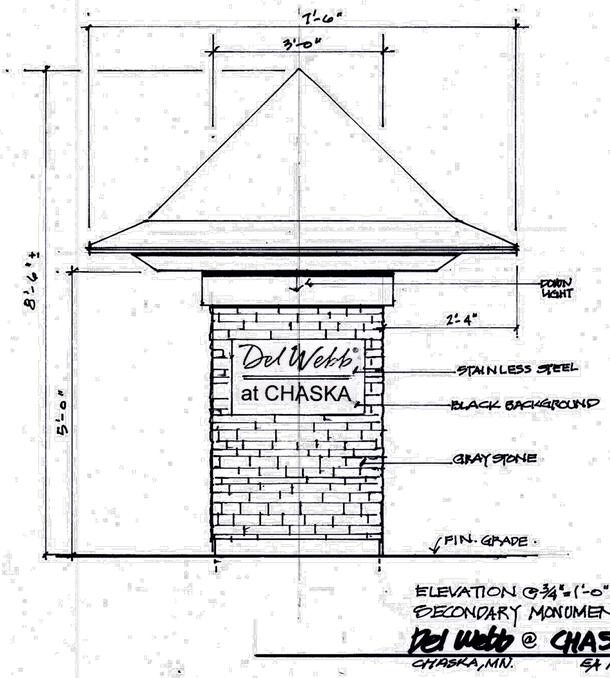
811 or call811.com
Common Ground Alliance





NOT FOR CONSTRUCTION

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
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PREPARED FOR:

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7500 FLYING CLOUD DRIVE, SUITE 670
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DATE: 04/01/21 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

ENTRY MONUMENTS - ELEVATIONS

SHEET NUMBER: 16 OF 16

PROJECT NUMBER: 0015521.00

DATE: 04/01/21

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: PUBLIC HEARING: Drainage & Utility Easement Vacations for Easements within the Oak Knoll Plat (aka Oak Ridge site)

Applicant: RCS-RCA Oak Ridge LLC

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

In December 1987 the Concept Plan, Rezoning, Preliminary Plat and Final Plat for the IDS Learning Center facility was approved. The Final Plat was named Oak Knoll. The Oak Ridge Conference Center and Hotel took over the existing IDS Learning Center facility, but ultimately closed its doors as of September 2020. In March 2020 the Concept Plan was approved for Oak Ridge and the remaining acreage around the building. In December 2021 the Preliminary Site & Building Plan, Preliminary Plat and Rezoning were approved. The developer is on their way to applying for the Final Site & Building Plan and Final Plat (Oak Knoll 2nd Addition) in the next coming months.

The subject property is currently encumbered with a number of existing drainage and utility easements from the Oak Knoll plat. Some of these existing easements will conflict with site improvements of the Oak Ridge development. The final plat that will be approved for Oak Ridge (Oak Knoll 2nd Addition) will establish new drainage and utility easements over the property.

Attached are 3 Easement Vacation exhibits, that provide the locations and legal descriptions for the easement areas being vacated.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-2 to approve the Drainage & Utility Easement Vacations within the Oak Knoll plat.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE JANUARY 24, 2022 RESOLUTION NO. 2022-2

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Right of Way Vacation of 10 feet on Northwest Corner of Creek Road and Chaska Creek Boulevard/Oppidan

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

WHEREAS, in December 2021 the Preliminary Site & Building Plan, Preliminary Plat and Rezoning were approved for Oak Ridge; and

WHEREAS, the subject property is currently encumbered with a number of existing drainage and utility easements from the Oak Knoll plat; and

WHEREAS, the final plat that will be approved for Oak Ridge (Oak Knoll 2nd Addition) will establish new drainage and utility easements over the property; and

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Chaska, Minnesota, hereby approves the Drainage & Utility Easement Vacations within the Oak Knoll plat, subject to the following conditions:

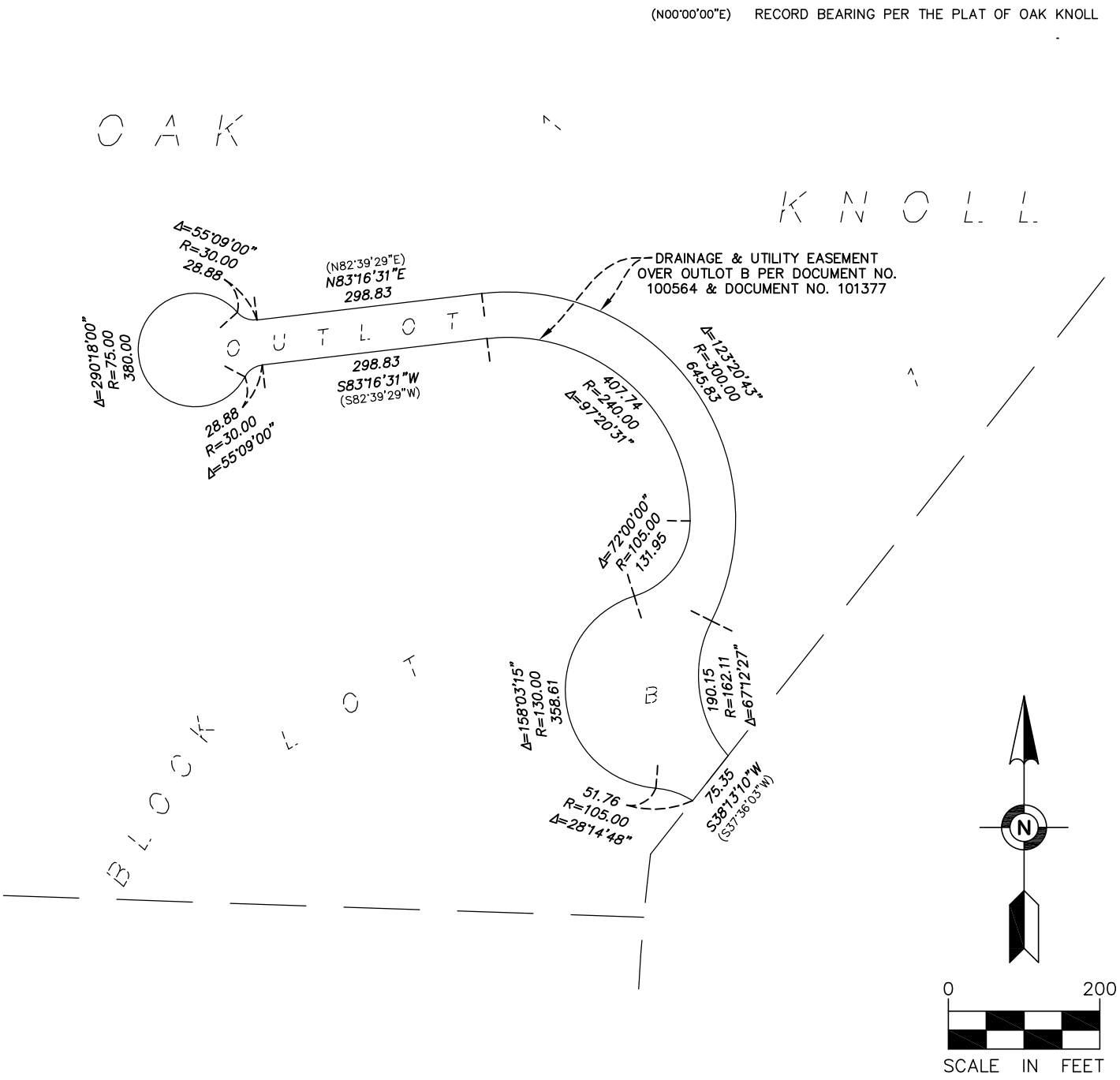
1. Approvals shall be based on the following graphic exhibits:
    a. Easement Vacation Exhibits (pgs 1-3), prepared by Egan, Field & Nowak, Inc., undated

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

EASEMENT VACATION EXHIBIT



Drainage and utility easement to be vacated:

An easement for public roadway, drainage and utility purposes over and across Outlot B, OAK KNOLL as described in Document No. 100564 and re–recorded / corrected per Document No. 1010377.

Said public roadway has been previously vacated per Document No. 117570 and Document No. 118999.

EASEMENT VACATION EXHIBIT FOR:

Atkinson Holdings, LLC

SITE LOCATION: 1 Oak Ridge Drive
Orono, Minnesota 55391

Egan, Field & Nowak, Inc.
landsurveyors since 1872

1229 Tyler Street NE, Suite 100
Minneapolis, Minnesota 55413
PHONE: (612) 466-3300
FAX: (612) 466-3383
WWW.EFNSURVEY.COM

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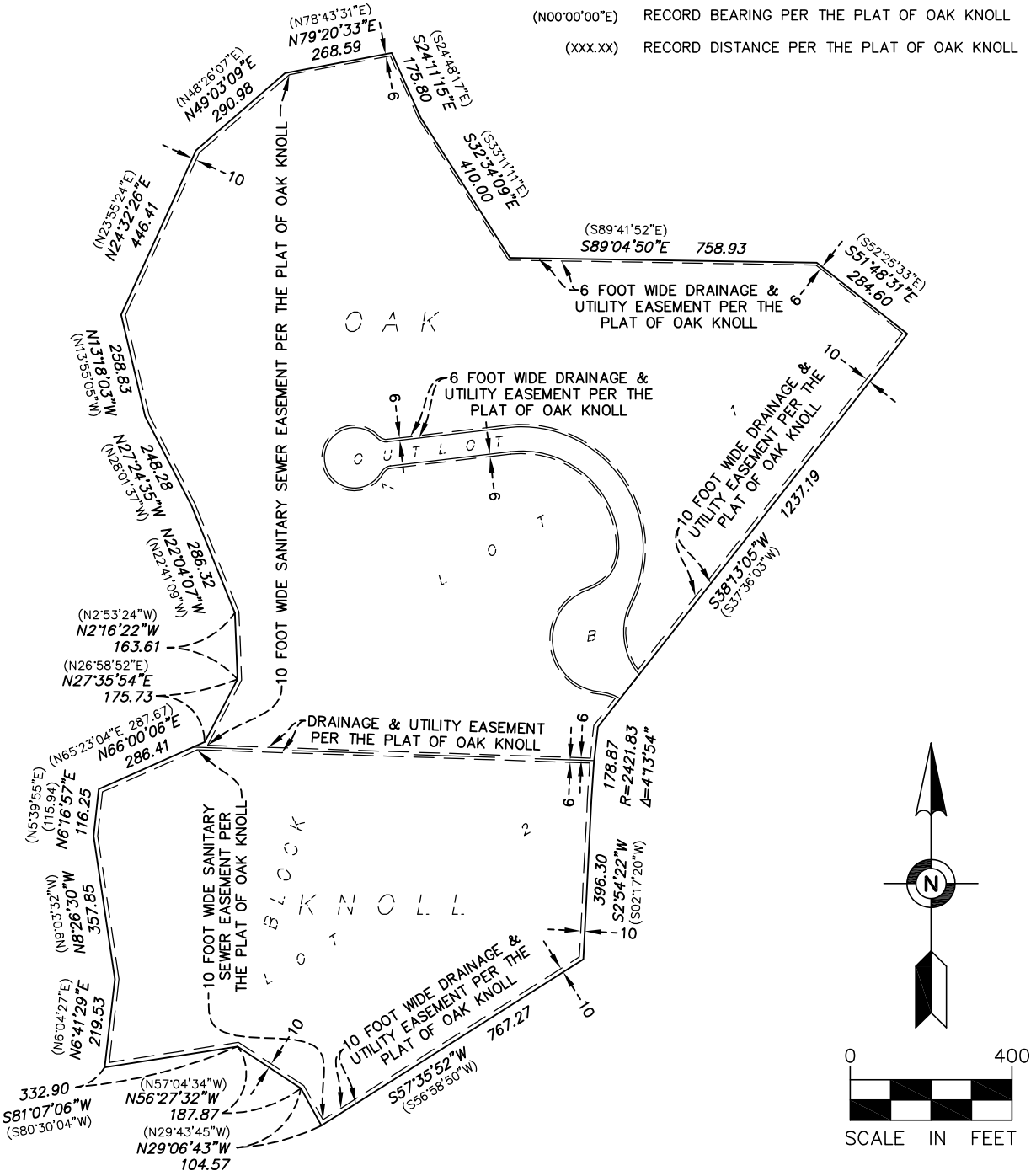
FIELD: DS 5970

DRAWING NAME: 38788 VACATIONS.dwg

EASEMENT VACATION EXHIBIT



Easements dedicated in the plat of OAK KNOLL to be vacated:

All that part of the 10 foot wide Sanitary Sewer easement as dedicated on the plat of OAK KNOLL.

AND

All those parts of of the 6 foot wide Drainage and Utility easements and the 10 foot wide Drainage and Utility easements as dedicated on the plat of OAK KNOLL.

EASEMENT VACATION EXHIBIT FOR:

Atkinson Holdings, LLC

SITE LOCATION: 1 Oak Ridge Drive
Orono, Minnesota 55391

Egan, Field & Nowak, Inc.
Landsurveyors since 1872

1229 Tyler Street NE, Suite 100
Minneapolis, Minnesota 55413
PHONE: (612) 466-3300
FAX: (612) 466-3383
WWW.EFNSURVEY.COM

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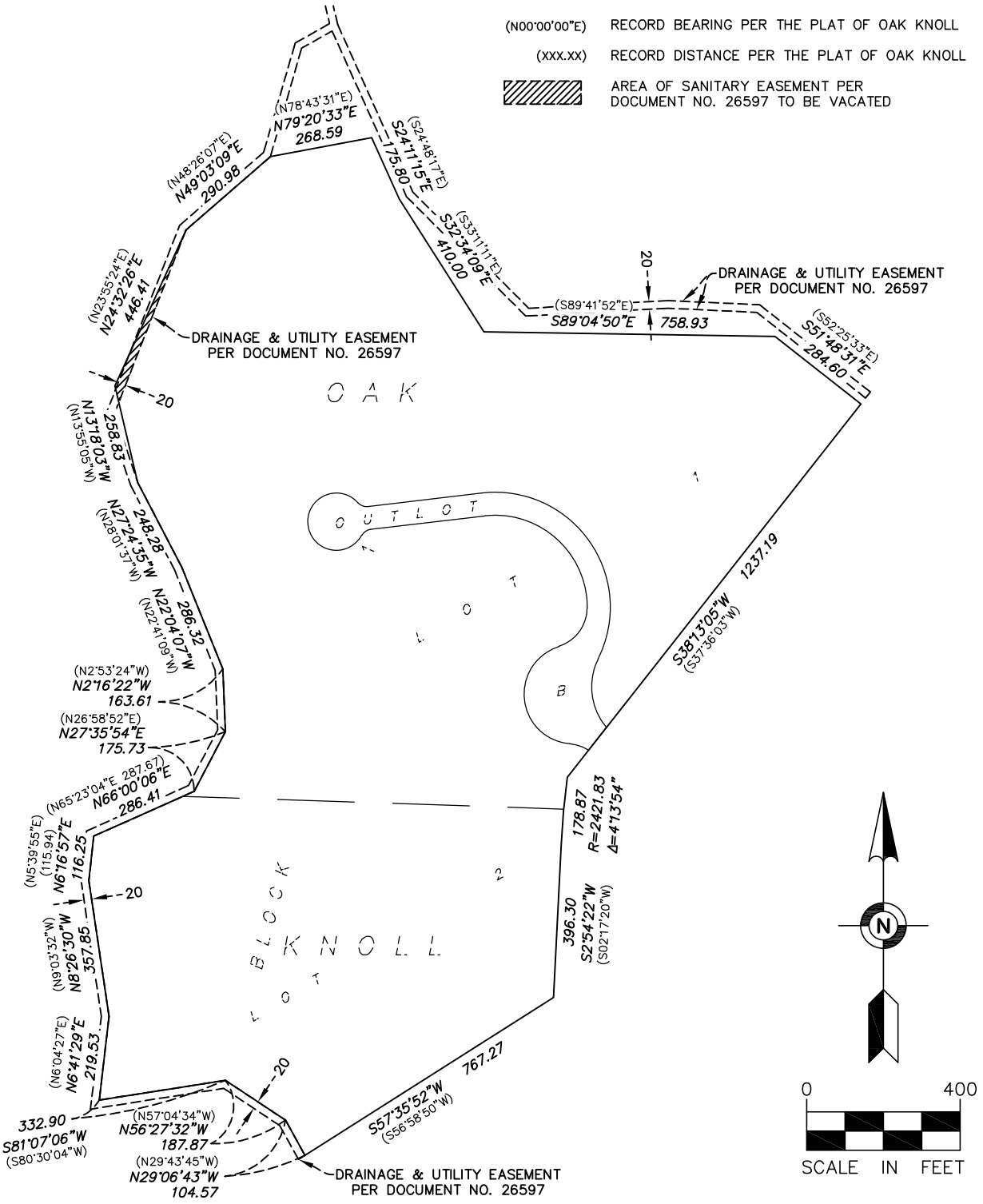
FILE NO: 5970

DRAWING NAME: 38788 VACATIONS.dwg

EASEMENT VACATION EXHIBIT



Portion of easement to be vacated:

All that part of the 20 foot wide Sanitary Sewer easement, as described in Document No. 26597, embraced within Lot 1, Block 1, OAK KNOLL.

EASEMENT VACATION EXHIBIT FOR:

Atkinson Holdings, LLC

SITE LOCATION: 1 Oak Ridge Drive
Orono, Minnesota 55391

Egan, Field & Nowak, Inc.
landsurveyors since 1872

1229 Tyler Street NE, Suite 100
Minneapolis, Minnesota 55413
PHONE: (612) 466-3300
FAX: (612) 466-3383
WWW.EFNSURVEY.COM

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FILE NO: 5970

DRAWING NAME: 38788 VACATIONS.dwg

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **Fire Truck Purchase**

Reviewed By: Kevin Gravalin, Acting Fire Chief
Tim Wiebe, Fire Chief

Prepared By: Noel Graczyk, Administrative Services Director

Background
The most recent equipment acquisition scheduled for the Fire Department includes $1.5 million in 2023 to purchase a replacement truck for the current ladder/platform fire truck. Based on recent needs for repairs and availability of replacement parts, both issues resulting in frequent and extend repair times, it would be best for the City to initiate in 2022 efforts to proceed with this planned replacement. Over the past several months, members of the Fire Department have been working with the Fire Chief to determine truck type, equipment needs, and configuration for a new replacement truck. There is also an anticipated lead times of 19 to 21 months to deliver a new truck once an order is placed.

Since 2017, the City has been a member of the HGAC (Houston-Galveston Area Council) cooperative purchasing group which is used by fire departments across the State of Minnesota to purchase fire engines and trucks. Acquisition of fire trucks though HGAC is permitted by State Statutes and satisfies Statutory competitive bidding requirements. By placing an order for a new fire truck prior to January 31, 2022, the City will avoid a 7% price increases and will also secure a start-build date in 2022.

Enclosed is a proposal at $1,657,763 from MacQueen Equipment, LLC through HGAC for a new ladder/platform fire truck. If the City prepays for the truck within ten days of placing an order a discount of $53,518 can be deducted for a final net price of $1,604,245.

In a separate action, the Council will be approving a reimbursement resolution that will provide an option for the City to issue equipment certificates to finance this fire truck with other planned 2022 and 2023 equipment purchases. Funding for this purchase may also a permitted use under the Federal COVID 19 Aid the City received in 2021 and will received in 2022. City staff will review requirements for possible permitted use of this Federal aid.

Recommendation
Staff recommends that the City move forward to purchase through HGAC a new ladder/platform fire truck and that the Mayor and City Administrator be authorized to sign documents to complete an order and purchase prior to January 31, 2022.

CITY COUNCIL ACTION REQUESTED

Motion to authorize the Mayor and City Administrator to execute documents to place on order and purchase from MacQueen Equipment, LLC prior to January 31, 2022 a ladder/platform fire truck.

EM-102

January 20, 2022

Fire Chief Tim Wiebe
City of Chaska
285 Engler Blvd
Chaska, MN 55318

Subject: **Proposal for one (1) Pierce Enforcer 100' Ascendant Tower**
Proposal / Bid 1015

Dear Fire Chief Wiebe,

With regard to the above subject, please find attached our completed proposal.

Pricing, is as follows, including 100% prepay option.

Pricing Summary:

Sale Price – **$1,657,763.00**
Houston-Galveston Area Council (HGAC) OR Sourcewell Consortium Pricing.

100% Performance Bond:

Included in the above price.

100% Prepayment Option:

Should the City of Chaska elect to make a 100% prepayment within 10 days of contract execution, a discount of ($53,518.00) can be subtracted from the above "Sale Price" resulting in a revised contract price of **$1.604,245.00.**

Terms and Conditions:

Taxes –	Not Applicable
Freight –	F.O.B. – Appleton, WI / Shipping to Chaska, MN
Terms –	Net due prior to vehicle(s) release at the Pierce Manufacturing Plant (Appleton, WI). Net due 10 days from Contract signing for **Prepay discount** to be applicable.
Delivery –	19-21 months from receipt and acceptance of contract.

Said apparatus and equipment are to be built and shipped in accordance with the specifications hereto attached, delays due to strikes, war, or international conflicts, or other causes beyond our control not preventing, could alter the delivery schedule.

The specifications herein contained, shall form a part of the final contract, and are subject to changes as desired by the purchaser, provided such changes are acknowledged and agreed to in writing by the purchaser.

This proposal for fire apparatus conforms with all Federal Department of Transportation (DOT) rules and regulations in effect at the time of bid, and with all National Fire Protection Association (NFPA) Guidelines for Automotive Fire Apparatus as published at the time of bid, except as modified by customer specifications.

The attached proposal is valid **until January 31, 2022.** *After 1/31/2022 an estimated 7% will need to be added to the Sale Price.*

We trust the above and the enclosed to be full and complete at this time; however, should you have any questions or require additional information, please do not hesitate to contact me at 920-450-4094 or brad.white@macqueengroup.com .

We wish to thank the City of Chaska for the opportunity to submit our proposal.

Respectfully,

Brad White

Brad White
Apparatus Sales
MacQueen Equipment LLC
DBA MacQueen Emergency Group

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **Bond Sale Reimbursement**

Reviewed By: Noel Graczyk, Administrative Services Director

Prepared By: Kelly Grinnell, Finance Manager

Background
The City anticipates issuing bonds in either 2022 or 2023 to finance a purchase of a new ladder/platform truck for the Fire Department. Prior to issuance of any such bonded debt the City must take action to 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 incurred project expenditures. Projects as listed in the proposed reimbursement resolution will incur costs that may be reimbursed from future bond sales and thus must be declared by the City for possible future reimbursement.

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

Recommendation
Staff recommends adoption of the resolution.

CITY COUNCIL ACTION REQUESTED
Motion to adopt Resolution 2022-7 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 01/24/2022 RESOLUTION NO. 2022-7

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 $1,766,000 (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 24th day of January 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Denise Beebe, Deputy Clerk

EXHIBIT A

PROJECTS:	
Fire Ladder/Platform Truck Fund 448	$1,766,000
Total All Projects	**$1,766,000**

ORDINANCE NO. 1008

AN ORDINANCE AMENDING ORDINANCE NO. 229 (ZONING ORDINANCE) OF THE CITY OF CHASKA BY REZONING CERTAIN REAL ESTATE WITHIN THE CITY OF CHASKA FROM THE MEDIUM DENSITY RESIDENCE (R2) ZONING DISTRICT TO PLANNED RESIDENTIAL DEVELOPMENT DISTRICT NO. 80 (PRD-80) AND BY ESTABLISHING PERMITTED USES AND REGULATIONS FOR PRD-80 HICKORY ADDITION (WEST CREEK APARTMENTS)

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

Section I. **Rezoning.** The boundaries of the Zoning Districts as established by Ordinance No. 229 and as shown on the Zoning Map of Chaska, Minnesota are hereby amended as follows:

The following described real estate situated in the City of Chaska is hereby removed from the Medium Density Residence Zoning District (R2) and rezoned to Planned Residential Development District No. 80 (PRD-80) for all of Block 1 of Hickory Addition.

The following graphic exhibits shall serve as the general guide for development of the Hickory Addition (West Creek Apartments) area:

1. Existing Conditions Hickory Addition, prepared by Sathre Bergquist, Inc., dated January 12, 2021
2. Tree Survey, prepared by Sathre Bergquist, Inc., dated April 23, 2021
3. Preliminary Plat, prepared by Sathre Bergquist, Inc., dated November 29, 2021
4. Site Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
5. Utility Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
6. Grading Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
7. Basin Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
8. Erosion Control and Topsoil, prepared by Sathre Bergquist, Inc., dated November 17, 2021
9. City Detail Plates (pgs 1-3), prepared by Sathre Bergquist, Inc., dated May 19, 2021
10. Tree Inventory Plan, prepared by 292 Design, dated November 2, 2021
11. Landscape Plan, prepared by 292 Design, dated November 2, 2021
12. Elevation at Patio, prepared by 292 Design, dated January 5, 2022
13. Patio Enlargement, prepared by 292 Design, dated November 2, 2021
14. Landscape Details, prepared by 292 Design, dated November 2, 2021
15. Photometric Site Plan, prepared by 292 Design, dated November 12, 2021

16. Exterior Image (pg A800), prepared by 292 Design, dated May 4, 2021
17. Exterior Image (pg A801), prepared by 292 Design, dated May 4, 2021
18. West Creek Apartments – First Floor Plan, prepared by 292 Design, dated October 21, 2021
19. West Creek Apartments – Second Floor Plan, prepared by 292 Design, dated May 4, 2021
20. Exterior Elevations (pg A_301), prepared by 292 Design, dated May 4, 2021
21. Exterior Elevations (pg A_302), prepared by 292 Design, dated May 4, 2021

Section II. **PRD-80 District regulations.** Permitted uses and regulations applicable to the PRD-80 District is hereby amended to read as follows:

A. Intent

The intent of PRD-80 is to create an apartment that supports/houses young adults coming out of homelessness.

B. Permitted Uses

Permitted uses shall be as follows:

1. Lot 1, Block 1, Hickory Addition:
    a. 19-unit apartment building with single-occupancy units that supports/houses young adults coming out of homelessness.

C. Building Setbacks

Minimum building setbacks shall be as follows:

1. From centerline of County Road 61 (Chaska Blvd): 125 feet
2. From Hickory Street: 20 feet
3. From Flood Channel Walls: 15 feet
4. Interior property lines: 10 feet

Minimum parking setbacks shall be as follows:

1. From Right-of-Way (ROW): 10 feet
2. From Flood Channel Walls: 15 feet
3. Interior property lines: 5 feet

D. Development Standards

Development standards are as follows:

1. Off-street parking and loading facilities as regulated by section 15.28.030 of the zoning ordinance, except that the 19-unit single-occupancy apartment for young adults coming out of homelessness shall provide at least 22 parking stalls on site.
2. All buildings, impervious surface, grading, filling, landscaping and/or any substantial earthwork are required to be setback at least 15 feet from the flood channel walls.

3. A change of use of the building beyond an apartment building that supports/houses young adults coming out of homelessness will require planning approvals as determined by the Planning Department.

E. <u>Signs</u>

Signs as regulated by the following:

1. All signs will have to meet the City's sign ordinance section 15.32.030 for Residential Signs, as well as comply with zoning section 15.32 except as otherwise provided herein.
2. One monument sign not exceeding 50 square feet maximum display area and 6 feet in height.
3. Signs cannot be internally illuminated.
4. Ground signs must meet a 10 foot setback from property lines.

<u>Section III</u>. <u>Effective Date.</u> 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 24th day of January, 2022.

_____
Windschitl, Mayor

Attest:_____
Deputy Clerk

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/22

Subject: **West Creek Apartments (fka Hickory Street Apartments) – Preliminary Site & Building Plan, Preliminary Plat, and Rezoning**

Applicant: Community Asset Development Group

Location: 401 Hickory Street; south of Chaska Boulevard, west of Hickory Street

Case No.: PC No. 2022-02

Synopsis: The applicant is requesting approval of a preliminary site & building plan, preliminary plat and rezoning to construct an apartment that supports young adults transitioning out of homelesseness.

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt resolution

BACKGROUND

At its May 15, 2017 City Council meeting, the applicant made their first introduction of a Homeless Transition Housing project at 401 Hickory Street to the Council under visitor presentation. At this time the applicant informed the Council on a proposal for supportive housing that would be targeted towards homeless individuals looking to find long term housing. The project was to provide a temporary place to live and counseling services to help them avoid homelessness. 28 dwelling units comprised of studios, one bedroom and two bedrooms were proposed on the Hickory Street site and approximately 1 acre of City-owned land. At this time, the applicant was seeking support from the City for the project to apply for State Funding. A letter of support from the City was necessary in their application. The Council directed Staff to draft a letter of support to be reviewed at the June 5, 2017 City Council meeting.

At its June 5, 2017 City Council meeting, the letter of support from staff was reviewed as a discussion item. There were a number of representatives there from organizations such as 180 Degrees, Launch Ministry, Carver County, and some residents that expressed support in the project. There were also a number of residents that expressed concern for the project. Concerns ranging from amount of time homeless residents are allowed to stay in the facility, proximity of project to residential neighborhoods, lack of affordable housing options, density, traffic, impacts on property values, and safety. The Council Members expressed support for the project's objective of helping the homeless, however, they were not in a position of supporting the project's site until it goes through the necessary planning approvals and more information is received. The letter of support drafted by the Mayor also reinforced this perspective. Only two Council Members voted aye, three voted nay against the consideration of providing a letter of support for the project. Motion failed.

At its May 20, 2019 City Council meeting, the original Concept Plan was approved for Hickory Street Apartments, which included two separate apartments buildings; one three-story apartment for 26 market-rate units, and one two-story for 16 units supporting homeless individuals. The Plan was also showed approximately 1-acre of City land to be sold to the developer for the project area. Also at this meeting the Council approved a letter of support to the State of Minnesota that supported the supportive housing project.

At its August 17, 2020 City Council meeting the 2040 Comprehensive Plan was adopted. The Comprehensive Plan changed this site to be Downtown Mixed Use, which also included appoximately 1-acre of the adjacent City owned land that is anticipated to be acquired into the project area.

At its January 3, 2022 City Council meeting the Concept Plan for West Creek Apartments was approved.

CHANGES SINCE JANUARY 2022 APPROVALS:

The following changes have occurred since the January 2022 approvals:

- A section drawing is included to show the patio landscaping
- Proof of parking in the amount of 4-6 stalls has been added to the site plan
- More usable programming has been added to the stormwater ponding area; a picnic table and bench

Homeless Transitional Housing

In January 2018, 94 persons were on the Carver County Homeless Waiting List with families accounting for 26% and individuals the remaining 74%. These surveys only count people that are known to housing case workers and who give permission for their information to be included so the numbers could be much higher. There are currently no emergency housing options for single adults or families in either Carver or Scott County, with the closest options being referrals to shelters in Minneapolis. Of particular concern, and the focus of the effort, is homelessness in the young adult population. In January 2019, 63 youth between the ages of 18-29 were on Carver County's "certified homeless list". 44 were single with an even split between males and females. Of the total individuals 60% originally resided in Carver County and the remainder were from Scott County.

In late 2015, a group of community partners gathered together to discuss strategies to meet these needs. These partners include members of nonprofit organizations, pastors and leaders of faith communities, local government, and concerned citizens. Throughout the last year, our emphasis has been developing a strategy to take the next step in addressing young adult homelessness by construction a new facility.

In partnership with Launch Ministries, the Community Asset Foundation is proposing to construct a 16 unit apartment building in Chaska targeted to single young adults. Founded in 2009, the mission of The Community Asset Foundation is to develop, construct, and renovate community assets in partnership with community operating entities. The Foundation operates as a nonprofit and is managed by a 5 member board of directors. The Foundation is committed to working closely with local community groups and the city to develop quality projects that meet the local

community's identified needs. Currently, the Foundation has assets in excess of $14 million and will be the prime financial backer of the 16-unit building

Although not fully finalized, resident selection would be based on the following criteria:

- Young adults 18 to 29 years of age
- Currently homeless and recommended by Launch Ministries
- Employed
- Previous resident or employed in Carver County, or attended school in the County
- Must continue to participate in Launch case management and other required programs
- Must maintain employment

CURRENT REQUEST

The request this evening is for Preliminary Site & Building Plan, Preliminary Plat and Rezoning approval for the construction of an apartment building totaling 19 units and 2 stories high.

The proposed building will be owned by the Community Asset Foundation, a local nonprofit. The Foundation has now received the full funding necessary to construct the building. The units will be rented to young adults coming out of a homeless situation. The building will be professionally managed by the Scott Carver CAP Agency who manages similar buildings in Scott County. Site counseling services will be provided by Launch Ministries of Chaska. Launch is currently the case manager for 34 young adults housed in scattered sites across the county. In addition, Launch operates a drop-in center in downtown Chaska serving this population. As a condition of the lease each resident will be required to participate in the counseling serve and follow Launch's counseling recommendations. On operational change from the original plan is that the front desk will now be staff on a 24 /7 basis. Additional, one of the units will be available for a "live in" staff person that would be responsible to monitoring the building during overnight hours. The Foundation has in place a 20-year funding plan that assures the site staffing and building operations can be sustained. Rents will be below market with rents set at a level affordable by a single person earning $15 per hour. The partner in the project will be Launch Ministries, which currently is the case manager for 16 young adults housing in scattered sites across the County.

Project Goals as identified by Developer

The applicant has listed out the following goals regarding the project:

- Adhere to the guidelines of Chaska Comprehensive Plan and Downtown Master Plan
- Provide an apartment that meets an affordable level for single young adults coming out of homelessness
- Enhance Hickory Street as entrance to downtown
- Utilize architecture consistent with historic Chaska
- Enhance the pedestrian connections to downtown and the existing community trail system
- Preserve the woods along Chaska Blvd & west of the site
- Improve Chaska's perception as a "quality small town" for all

Existing Conditions

The overall site is 2.5 acres in size (including approximately one-acre from the City-owned property to the northwest) and consists of a single family home and detached garage. The site abuts the City's flood channel which is situated on the site's south edge. The northern

portion of the property is wooded and acts as a buffer between the site and Chaska Boulevard. The topography of the site slopes down from Chaska Boulevard. The west side of the site is also wooded. There are two large storm sewer pipes that encumber the property.

Adjacent properties
The site is bounded on the south by the Flood Channel; the north by City-owned property and Chaska Boulevard; the east by Hickory Street and the ISD #112 Bus Barn site; and the west by the Flood Channel and open space.

Easements & Proximity to Flood Channel
The property is encumbered by two large storm sewers; one is 54 inches in diameter and the other is 60 inches in diameter. These storm sewers accommodate drainage from a large portion of Southwest Chaska and convey it into the flood channel. The 54 inch storm sewer pipe is on the site and generally runs adjacent to the Hickory Street right-of-way. The 60 inch storm sewer pipe bifurcates the site generally from the northeast to the southwest. Based on the plan it would appear that these pipes are not impacted.

Chaska's Flood Control system (i.e., Levee, Flood Channel, and adjacent appurtenances) is controlled by the Army Corps of Engineers. The developer and the City have engaged them to review the newest plan. They have concluded that the new plan does not appear to impact the flood system and its easements. As long as the plan is not infringing on the area 15 feet from the walls then a Section 408 review is not required. The 15 foot area must be void of substantial earthwork (i.e. buildings, impervious surface, grading, filling, etc).

The city property, which is being proposed to be utilized/acquired in this project, contains two overhead electric distribution facilities for the Chaska Electric Department. It appears that the project does not impact these facilities.

Comprehensive Plan & Zoning
The current 2040 Comprehensive Plan guides this site to be Downtown Mixed Use. The City-Owned property to the northwest is also guided to be Downtown Mixed Use.

The current zoning on the property is Medium Density Residential (R-2). The site will more than likely be rezoned to a Planned Residential Development District.

Building Location/Design
The 19 unit transitional housing building will be 2 stories with single-occupancy units targeted towards 18-29 year old transitioning out of homelessness. The intended look is to be more 'residential' with roof lines and window/siding treatments that are more similar to detached single family homes. Amenities will include lobby/gathering space, office, common laundry, and an outdoor picnic barbeque space. The proposed building will be owned by the Community Asset Foundation, a local non-profit.

Analysis
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, face brick modular, LP siding (shakes and board & batten) (100%)
Class II	Not provided
Class III	Not provided
CLASS I REQUIRED	80%; three different materials
CLASS III REQUIRED	Shall not exceed 5%
CLASS I PROVIDED	97%; three different materials
CLASS III PROVIDED	None

Another item of note, is showing a design that is compatible with downtown Chaska, and more importantly providing a positive downtown image as a gateway site. The applicant is showing to use a Chaska color face brick on the building. This application will tie in harmoniously with the other buildings within Chaska and downtown.

Parking/Access/Circulation

The site is proposing 26 parking spaces (22 constructed; 4 proof of parking). The following chart summarizes the overall parking demand on the site, based on the approximated sizes of the conceptual uses.

Uses	Approx. Size	Code Req.	Est. Parking Req.
Multi-Family	19 Units	2ps/dwelling unit	38 parking spaces
		REQUIRED	**38 parking spaces**
		PROVIDED	**26 parking spaces**

According to this table the applicant is deficient by 12 parking spaces. The apartment building is providing 22 surface parking stalls for its 19-unit facility; there are 4 viable proof of parking stalls that can be added as a westerly extension off the proposed parking lot making for a total of 26 stalls. These units will all be single-occupancy units and thus only need one vehicle per unit. There will be language in the leasing contracts that limit one vehicle per unit as well. The residents will also not all have vehicles according to the applicant. There will only be one staff member on site at any given time. Staff is amenable to the parking provision since the future zoning of the site (PRD-80) will reflect a permitted use and parking that matches what is being proposed now. If the building were to change uses in the future it would have to go through the proper zoning and site planning processes. In addition, the applicant has provided an analysis of the existing facilities in Eagan and Edina that operate similarly to the one proposed. The Eagan site (Lincoln Place Apartments; 1997 Gold Trail) has 24 dwelling units and 19 parking stalls. The Edina site (66 West Apartments; 3330 W 66th St) has 39 dwelling units and

19 parking stalls. The applicant states that neither location has had parking issues. It should be noted that these existing buildings are located in similar contexts as the Chaska location where street parking is not an option, and they have to rely on their own site accommodations.

Access into the site will come from an access point at the southern portion of the property. This access point will be generally in line with the Bus Barn's access point, which staff is favorable of.

Transit
Staff had questions on how the occupants of the transitional homeless building travel in the original concept plan. It would seem that some, or most, might not have access to personal vehicles and thus require a form of public transportation to travel around. Because of this, transit has been an important topic of discussion. The site does not afford itself to be located near public transportation opportunities/bus stops so it will be important to understand what the transportation options will be available to the occupants and whether the site being looked at is conducive to this initiative. The applicant has engaged Southwest Transit on services that could be offered to the new apartment building. Prime Micro Transit is an option that could be adequately utilized, which operates Monday-Saturday. This service can transport users from the core SW cities to Shakopee, Eden Prairie and the Minneapolis/St Paul airport. There are other services offered noted in the SW Transit attachment that would be of use to the residents of this new apartment building.

Setbacks
The required setbacks for the site are as follows:

BUILDING SETBACKS	
Direction	**Setback**
Chaska Boulevard	125 feet from centerline
From Hickory Street	20 feet
From Flood Channel Walls	15 feet
Interior Property Lines	10 feet

PARKING SETBACKS	
Direction	**Setback**
From Flood Channel Walls	15 feet
Property Lines	5 feet

Landscaping & Tree Preservation
Landscaping will have to meet the City's ordinance in terms of quantity and size. The table below indicates the landscaping requirements for this site and how the applicant meets or does not meet them:

LANDSCAPING		
	Required	**Proposed**
Overstory Trees	42.5 caliper inches (14 trees)	70 caliper inches (27 trees)
Understory Trees	4	5
Shrubs	23	157

A tree survey was conducted on site. 32 trees will be removed on site. A majority of these trees are elm and boxelder trees, and some maples which are located in the center of the site. They are proposing to preserve the tree edges on the west and south sides of the site. These areas mainly contain the larger caliber inch trees surveyed.

Usable Open Space
Multi-Family residential building sites are required to provide sufficient, usable open space, which is defined as 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". The applicant is showing an outdoor patio area on the northeast portion of the building (700 square feet). This area will provide a level of seating, tables, and landscaping. The applicant is also showing a bench and picnic table to be added near the stormwater pond. It should be noted that there are only 18 residents in this facility, and the two programmed spaces appear adequate to serve the size of residents

Pedestrian Connections
Currently there exists a public trail on the east side of Hickory Street that connects up to the Chaska Boulevard intersection and continues along Big Woods Boulevard. There is also a sidewalk on the west side of Hickory Street that stubs at the end of the Flood Channel bridge. The applicant is proposing to continue this sidewalk to the intersection of Chaska Boulevard and Hickory Street. The applicant will also have to show how this sidewalk will provide adequate and safe connection across Hickory Street to connect into the trail system on the east side.

Lighting
The exterior lighting proposed for this plan will be fully screened and face downward. The applicant has provided a photometric plan and lighting specs that meet the City's ordinance.

Utilities
Water and sewer are available to serve this site. Details on the connections to the public utilities will need to be coordinated with the City Engineer.

Stormwater
The applicant is proposing stormwater ponding on the southwest portion of the site. The site will have to provide a system that will meet all Carver County WMO and City standards.

City Land Conveyance
The City-owned land that abuts the west side of the site will need to be acquired for the development. Approximately one-acre abuts the property between Chaska Boulevard, however, the development is showing to include 0.1 acre of that portion needed for their site plan. A lot split will need to occur in order to deed off the parcel appropriately. The developer will have to

compensate accordingly for this land as determined by the City Council, so a purchase agreement will need to be worked on to officialize the transaction, and doneso prior to final plat recording.

Preliminary Plat
The preliminary plat is showing one lot including the City land adjacent. The applicant does not anticipate any outlots as the stormwater pond will be owned and maintained by the property owner.

Rezoning
The site will need to be rezoned from Medium Density Residential (R2) to a Planned Residential Development District (PRD-80).

Deadline for Agency Action
The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City is to act on this request by **Saturday, February 5, 2022 (60 days)**, however the City can provide the petitioner with a written letter for an additional 60-day review period for further review if so needed. This additional review period can extend to Wednesday, April 6, 2022. The City may, with the petitioner's consent, extend the review period beyond the Wednesday, April 6, 2022 date for an additional 60 days. 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 01/12/2022:
Motion to recommend approval of the Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Existing Conditions Hickory Addition, prepared by Sathre Bergquist, Inc., dated January 12, 2021
    b. Tree Survey, prepared by Sathre Bergquist, Inc., dated April 23, 2021
    c. Preliminary Plat, prepared by Sathre Bergquist, Inc., dated November 29, 2021
    d. Site Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
    e. Utility Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
    f. Grading Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
    g. Basin Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
    h. Erosion Control and Topsoil, prepared by Sathre Bergquist, Inc., dated November 17, 2021
    i. City Detail Plates (pgs 1-3), prepared by Sathre Bergquist, Inc., dated May 19, 2021
    j. Tree Inventory Plan, prepared by 292 Design, dated November 2, 2021
    k. Landscape Plan, prepared by 292 Design, dated November 2, 2021
    l. Elevation at Patio, prepared by 292 Design, dated January 5, 2022
    m. Patio Enlargement, prepared by 292 Design, dated November 2, 2021
    n. Landscape Details, prepared by 292 Design, dated November 2, 2021
    o. Photometric Site Plan, prepared by 292 Design, dated November 12, 2021
2. Compliance with section 9.11 Building Design/Materials in Multi Familly Residential.
3. Provision that modular face brick is used.
4. Provision to provide usable open space that meets zoning section 9.11.4.1.1A and to be submitted at preliminary.
5. Provision of a sidewalk on the west side of Hickory Street and safe pedestrian connection between the east and west sides of Hickory Street at the Chaska Blvd and Hickory St intersection, and to be shown at preliminary.

6. Parking on Hickory Street between Chaska Blvd and 4th Street will be prohibited.
7. Coordination with the City Engineer for the provision of public utilities to the site.
8. Provision of two fire hydrants on site to be in locations determined by the fire department, and to be shown on the preliminary plans.
9. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of a lot split to occur on the City-owned parcel prior to Final Plat approval.
12. Provision for developer to pay City for the City's land being added to the lot for a value determined by City Council, and a Purchase Agreement to be executed prior to Final Plat recording.

Motion to recommend approval of the rezoning from Medium Density Residential (R2) to Planned Residential Development (PRD-80).

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-8 approving the Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments (PC #2022-02).

Motion to adopt Ordinance No. 1008 approving the rezoning from R2 to PRD-80.

COMMUNITY ASSET
DEVELOPMENT GROUP
1110 Yellow Brick Road
Chaska, Mn 55318
612-703-5709

11/1/21

Kevin Ringwald, Community Development Director
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Dear Mr. Ringwald,

The Community Asset Foundation is submitting an application for rezoning to a planned residential district and site and building plans for a 19-unit apartment complex at the corner of Hickory and Chaska Blvd. In May of 2019 the City approved a concept plan for this development and we have used that plan for the basis of our submittal. In approving the concept, the City Council did so based on a number of conditions. In submitting this application, we have attempted to address each of the required conditions.

The goals for the project remain unchanged and are:

- ✓ *Adhere to the guidelines of Chaska Comprehensive Plan and Downtown Master Plan*
- ✓ *Provide an apartment that meets an affordable level for single young adults coming out of homelessness*
- ✓ *Enhance Hickory Street as entrance to downtown*
- ✓ *Utilize architecture consistent with historic Chaska*
- ✓ *Enhance the pedestrian connections to downtown and the existing community trail system*
- ✓ *Preserve the woods along Chaska Blvd & west of the site*
- ✓ *Improve Chaska's perception as a "quality small town" for all*

Currently, the site is a rental single-family home accessing onto Hickory Street. The site is served by sanitary sewer and water and has a major storm sewer running through the property with that pipe discharging into the West Creek Channel which is located on the south of the site. The location of the storm pipes and their accompanying easements have a significant impact on how the site can be redeveloped and where buildings can be located. The parcel has a fair amount of grade change with the site dropping 10 feet from the east to the west. Although now abandoned, at one time, the north portion of the site was a railroad corridor. In 1995 the City deeded the southern 50ft of the ROW to the previous owner of this parcel. To the east of the site is ISD 112's bus storage garage which is also slated for future redevelopment. Until the bus site is redeveloped, the bus storage, especially outdoor storage, will have a negative influence on the proposed site.

In conjunction with the Flood Control Project, Hickory St was reconstructed to a full urban section with curb and gutter. Recently, the City completed a major upgrading of the Hickory St/Chaska Blvd intersection adding turn lanes and a semaphore. Since it was assumed that this site would someday be converted to a higher use, the City determined that the site benefited from the intersection improvements and the property was assessed $70,000 as a benefiting parcel. With the residential development occurring to the north off of County Rd 140, traffic at this intersection will change significantly. Hickory St. will become the access point for ultimately

2,000 to 2,500 new residential units into the historic downtown. Our proposed development will be a small portion of the increased traffic at the intersection.

A full traffic study was completed for this proposal and a copy of the study is included.

The property is well situated relative to the community's trail system. To the south of the flood channel is a paved bike/walking trail that travels along the flood levee and connects to the full City system. Sidewalks exist along both sides of Hickory with these leading into downtown adjacent to 4th Street. Currently, no side walk exists on this parcel, but that sidewalk will be added as part of our project. A community trail is located on the north side of Chaska Blvd connecting the site to Firemen's Park and a future trail is planned along City RD 140 connecting the site to the future new housing area.

The site is designated as "neighborhood mixed use" in the Chaska Comprehensive Plan and was identified as a priority redevelopment area in Chaska's Downtown Master Plan. The proposed redevelopment intends to follow the guidelines of this designation. Consistent with the Comprehensive Plan, a minimum of 50% of the site is planned for higher density residential with a gross density of 24 units per acre. A 125 ft setback from the center-line of Chaska Blvd is required and will be provided. The proposed density, setbacks and parking are consistent with other multifamily dwellings in the downtown area.

The original plan as proposed consisted of a 24-unit, 3 story market rate apartment building with underground parking and a smaller two story, 18 unit building to the rear. Since that concept was approved, the development team determined that the 24-unit building was not feasible since:

- The 125 ft set back could not be met
- The two-building plan required an elaborate storm water solution to meet the current City and County standards
- The site soils were worse than originally anticipated
- By planning for only one building, the potential concerns from the Corps of Engineers could be addressed

The 19-unit building will be 2 stories with 9 efficiency units on the main floor and 10 efficiency units on the second. Included in the building will be a lobby/gathering space, office and a common laundry To the north is an area for an outdoor patio and picnic/barbecue space. Twenty surface parking spaces are planned which given the fact the the units are designed for single occupancy one parking space per unit is deemed to be adequate. We recognize that this is an exception to the standard requirement of two spaces per apartment unit, but since the units are all designed for single occupancy, 36 spaces would be excessive. The approved concept plan was based on one stall per unit for this building. The ownership will include language in the individual leases limiting tenants to a maximum of one vehicle per unit.

The architecture of building is intended to be more "residential" than commercial with roof lines and window/siding treatments that are similar to detached single family homes. In picking colors and brick/stone materials, the goal was to have materials that compliment historic downtown buildings. The plan, as summitted, meets the City architectural standards for multifamily buildings and will be an asset to downtown.

Having access to the downtown retail, social services, transit, grocery, employment and community gathering spaces is also one of the reasons this site was selected for the 19-unit building. A condition in the concept plan approval was that we provide an explanation on how transit services would be provided to serve these residents. Included in our submittal is a detailed description of the SW Transit Prime service which will be available to the residents.

In siting the building, a limiting factor is the location of the two storm water pipe easements running thru the site. Attached is an exhibit showing the location of the easements in relation to the building. No structures are proposed withing the easements and no changes in the easements are requested. In reviewing the title work the westerly pipe was constructed with no easement provided. Once the location of this pipe is determined by the City, we will provide the City an easement.

To comply with the concerns of the Corps of Engineers, minimal grading is proposed within 30 ft of the channel and no tree planning is proposed in this area.

The recommendation of the traffic consultant to locate the driveway access to the east edge of the site aligned with the access to the bus garage has been followed.

Trail access to the site is one of its positives and accessibility to the trail system is envisioned to be an attraction for future residents, thus a strong connection will enhance the site. The proposed plan is to create a sidewalk from Chaska Blvd to the bridge with appropriated streetscape to make this a prominent element of the development. Also, an internal sidewalk is provided to permit resident's direct access to the community trail/sidewalk system.

The site is wooded on the north and the west and these areas will be preserved. The tree line along Chaska Blvd is planned to remain. The survey identified two small natural wetlands on the west end of the site. The plan envisions preserving these areas. Generally, the site surface drains to the southwest and consequently the plan will require a pond being developed for treatment and retention at the southwest corner of the parcel.

The proposed building will be owned by the Community Asset Foundation, a local nonprofit. The Foundation has now received the full funding necessary to construct the building. The units will be rented to young adults coming out of a homeless situation. The building will be professional managed by the Scott Carver CAP Agency who manages similar buildings in Scott County. Site counseling services will be provided by Launch Ministries of Chaska. Launch is currently the case manager for 34 young adults housed in scattered sites across the county. In addition, Launch operates a drop-in center in downtown Chaska serving this population. As a condition of the lease each resident will be required to participate in the counseling serve and follow Launch's counseling recommendations. On operational change from the original plan is that the front desk will now be staff on a 24 /7 basis. Additional, one of the units will be available for a "live in" staff person that would be responsible to monitoring the building during overnight hours. The Foundation has in place a 20-year funding plan that assures the site staffing and building operations can be sustained. That plan along with service agreements with Launch and the CAP Agency have been shared and review with City staff.

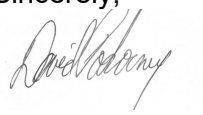
As part of our application package, we have included the following:

- Site survey
- Tree survey
- Site plan

- Grading Plan
- Utility plan
- Erosion control plan
- Landscape and site amenity plan
- Photometric plan
- Building elevations
- Floor plans
- Traffic study
- Wetland delineation
- Narrative on transit
- Stormwater calculations

If you need additional information, please contact me at your convenience.

Sincerely,



David Pokorney
Community Asset Development Group
davepokorney@gmail.com

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-8

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments/Community Asset Development Group/PC #2022-02

WHEREAS, the request this evening is for Preliminary Site & Building Plan, Preliminary Plat, and Rezoning approval for the construction of an apartment building totaling 19 units and 2 stories high; and

WHEREAS, the proposed building will be owned by the Community Asset Foundation, a local nonprofit; and

WHEREAS, the units will be rented to young adults coming out of a homeless situation, and the building will be professionally managed by the Scott Carver CAP Agency who manages similar buildings in Scott County; and

WHEREAS, as a condition of the lease each resident will be required to participate in the counseling serve and follow Launch Ministry's counseling recommendations; and

WHEREAS, one operational change from the original plan is that the front desk will now be staff on a 24 /7 basis, and one of the units will be available for a "live in" staff person that would be responsible to monitoring the building during overnight hours; and

WHEREAS, the property is encumbered by two large storm sewers; one is 54 inches in diameter and the other is 60 inches in diameter, which cannot be impacted; and

WHEREAS, Chaska's Flood Control system (i.e., Levee, Flood Channel, and adjacent appurtenances) is controlled by the Army Corps of Engineers; and

WHEREAS, as long as the plan is not infringing on the area 15 feet from the walls then a Section 408 review is not required according to the Army Corps of Engineers; and

WHEREAS, the 15 foot area must be void of substantial earthwork according to the Army Corps of Engineers (i.e. buildings, impervious surface, grading, filling, etc); and

WHEREAS, the 19 unit transitional housing building will be 2 stories with single-occupancy units targeted towards 18-29 year old transitioning out of homelessness; and

WHEREAS, the apartment building is providing 26 surface parking stalls (22 constructed; 4 proof of parking) for its 19-unit facility; and

WHEREAS, these units will all be single-occupancy units and thus only need one vehicle per unit; and

WHEREAS, there will be language in the leasing contracts that limit one vehicle per unit as well; and

WHEREAS, the residents will also not all have vehicles according to the applicant, and there will only be one staff member on site at any given time; and

WHEREAS, the site will need to platted to show one lot including the City land adjacent; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments (PC#2022-02); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments (PC#2022-02), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Existing Conditions Hickory Addition, prepared by Sathre Bergquist, Inc., dated January 12, 2021
    b. Tree Survey, prepared by Sathre Bergquist, Inc., dated April 23, 2021
    c. Preliminary Plat, prepared by Sathre Bergquist, Inc., dated November 29, 2021
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3. Provision that modular face brick is used.
4. Provision to provide usable open space that meets zoning section 9.11.4.1.1A and to be submitted at preliminary.
5. Provision of a sidewalk on the west side of Hickory Street and safe pedestrian connection between the east and west sides of Hickory Street at the Chaska Blvd and Hickory St intersection, and to be shown at preliminary.
6. Parking on Hickory Street between Chaska Blvd and 4th Street will be prohibited.
7. Coordination with the City Engineer for the provision of public utilities to the site.
8. Provision of two fire hydrants on site to be in locations determined by the fire department, and to be shown on the preliminary plans.
9. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of a lot split to occur on the City-owned parcel prior to Final Plat approval.
12. Provision for developer to pay City for the City's land being added to the lot for a value determined by City Council, and a Purchase Agreement to be executed prior to Final Plat recording.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

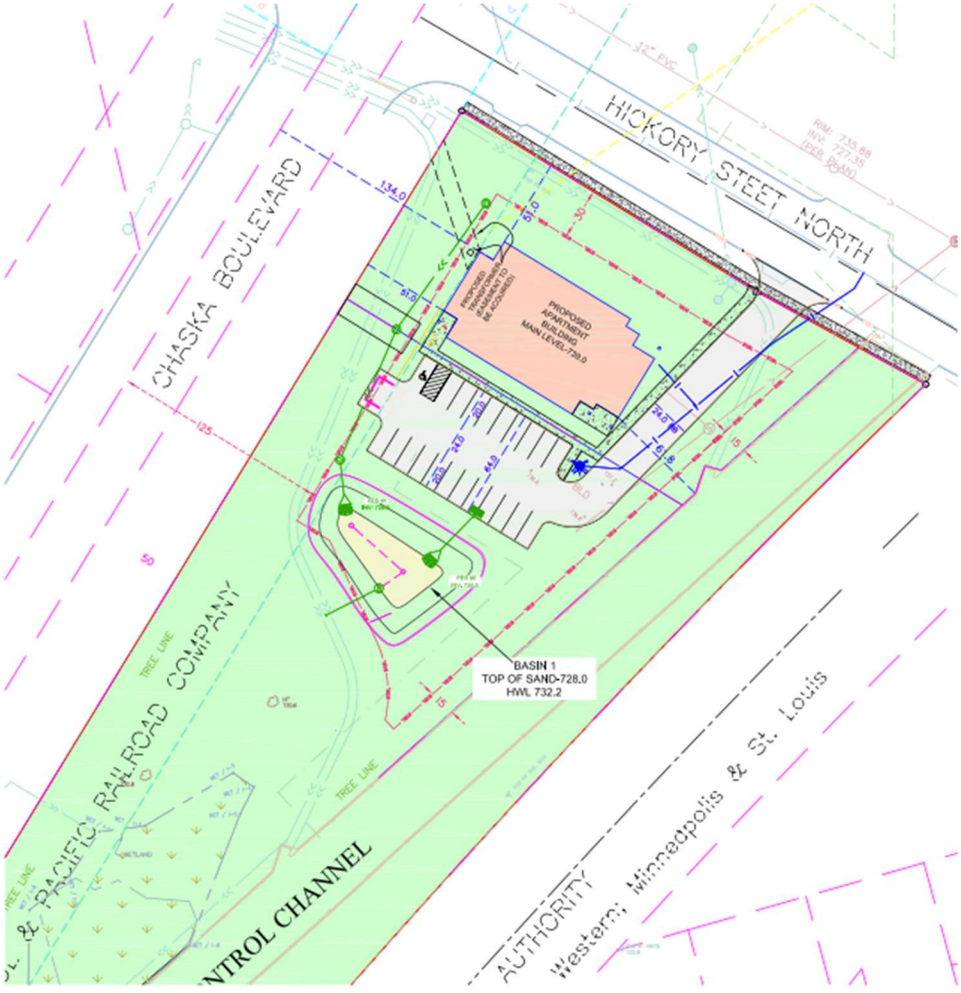
Attest:_____
Chaska Deputy Clerk

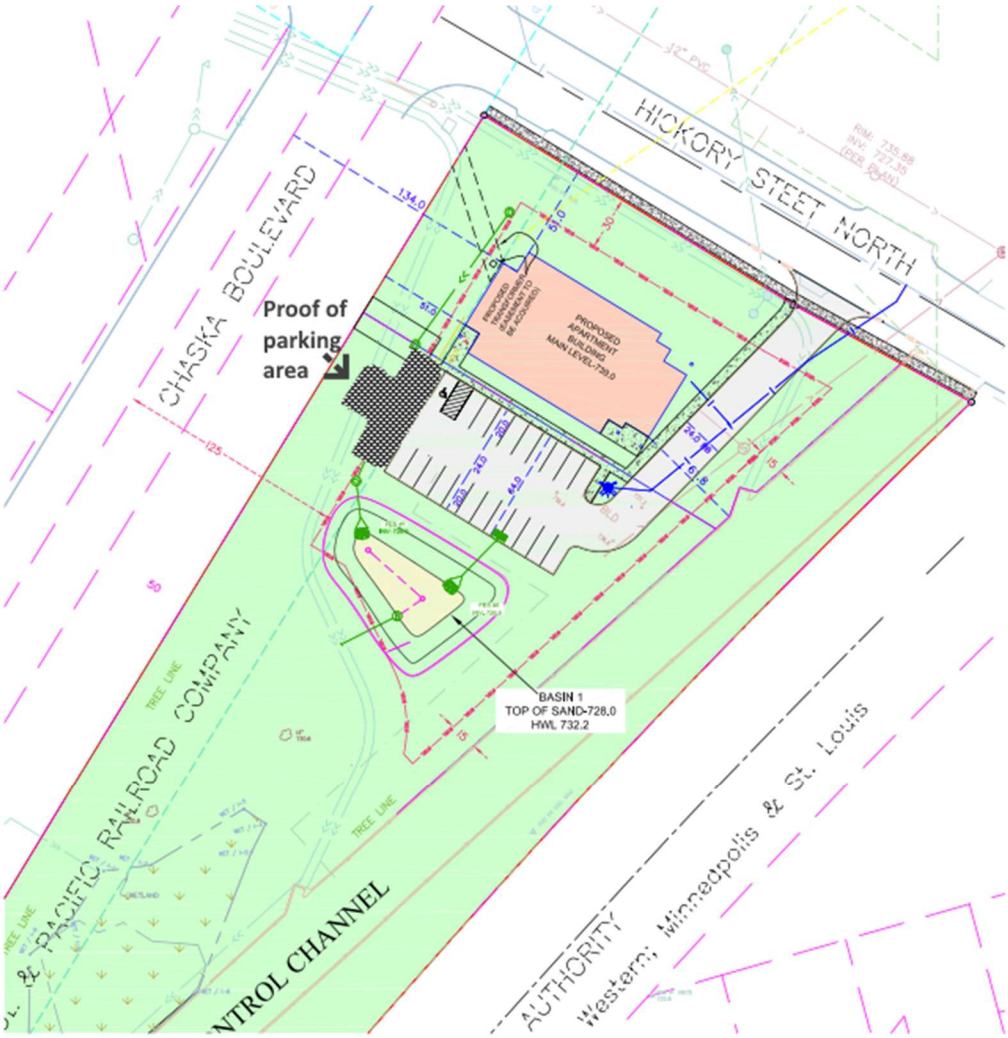
1/5/22

To: Liz Hanson, City Planner
From: Dave Pokorney, CADG
Subject: Parking Discussion

During discussion by the City Council regarding the West Creek concept plan, the topic of parking came up. Although it appeared that members understood the logic of having less than 2 parking stalls per unit, the Council expressed concern that there needed to be a plan if parking became an issue. Twenty-two surface parking spaces are planned which given the fact that the units are designed for single occupancy one parking space per unit is deemed to be adequate. We recognize that this is an exception to the standard requirement of two spaces per apartment unit, but since the units are all designed for single occupancy, 38 spaces would be excessive. Given the unique nature of the tenants that the building will be serving, we anticipate that less than 60% of the residents will own cars. In recent years there have been two similar suburban apartments developed that serve young adults coming out of homelessness. In the City of Eagan, Lincoln Place is 24 units and has 19 parking stalls. 66 West Apartments in Edina is a 39-unit building serving a similar population and has 19 parking spaces. Neither site has indicated a problem with parking.

To address this concern, the ownership will include language in the individual leases limiting tenants to a maximum of one vehicle per unit. In addition, we have reviewed the site plan and we can show 4 to 6 additional “proof of parking spaces” to the west of the exiting parking lot. The following is the proposed site plan and a plan showing the area for additional spaces.





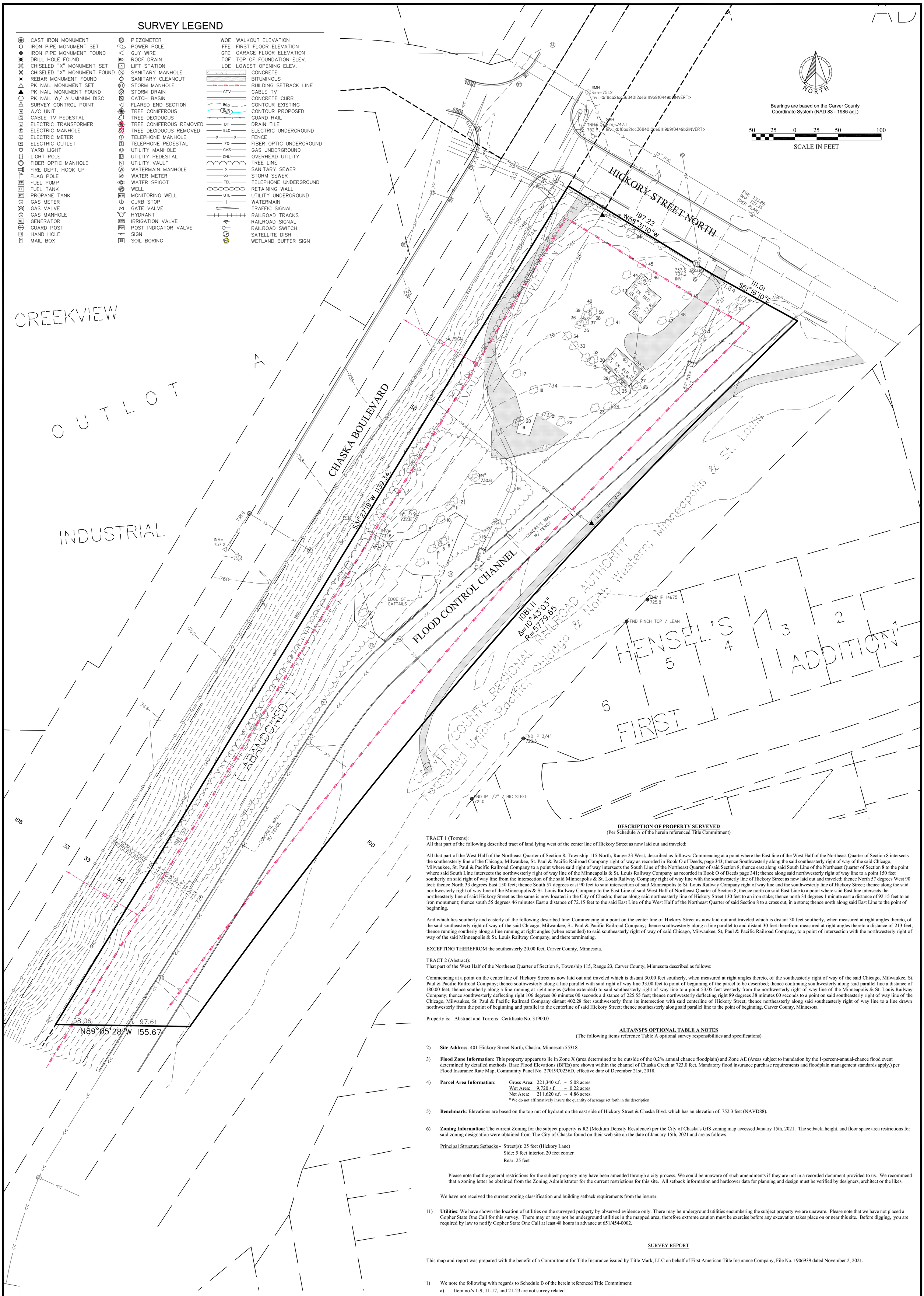
Further we understand that if in the future reconfiguring of the building or an alternative use is proposed, that would require additional City approvals.

SURVEY LEGEND

- CAST IRON MONUMENT
- IRON PIPE MONUMENT SET
- IRON PIPE MONUMENT FOUND
- DRILL HOLE FOUND
- CHISELED "X" MONUMENT SET
- CHISELED "X" MONUMENT FOUND
- REBAR MONUMENT FOUND
- PK NAIL MONUMENT SET
- PK NAIL MONUMENT FOUND
- PK NAIL W/ ALUMINUM DISC
- SURVEY CONTROL POINT
- A/C UNIT
- CABLE TV PEDESTAL
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC OUTLET
- YARD LIGHT
- LIGHT POLE
- FIBER OPTIC MANHOLE
- FIRE DEPT. HOOK UP
- FLAG POLE
- FUEL PUMP
- FUEL TANK
- PROPANE TANK
- GAS METER
- GAS VALVE
- GAS MANHOLE
- GENERATOR
- GUARD POST
- HAND HOLE
- MAIL BOX
- PIEZOMETER
- POWER POLE
- GUY WIRE
- ROOF DRAIN
- LIFT STATION
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM MANHOLE
- STORM DRAIN
- CATCH BASIN
- FLARED END SECTION
- TREE CONIFEROUS
- TREE DECIDUOUS
- TREE CONIFEROUS REMOVED
- TREE DECIDUOUS REMOVED
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- UTILITY MANHOLE
- UTILITY PEDESTAL
- UTILITY VAULT
- WATERMAIN MANHOLE
- WATER METER
- WATER SPIGOT
- WELL
- MONITORING WELL
- CURB STOP
- GATE VALVE
- HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- SIGN
- SOIL BORING

WOE WALKOUT ELEVATION
FFE FIRST FLOOR ELEVATION
GFE GARAGE FLOOR ELEVATION
TOF TOP OF FOUNDATION ELEV.
LOE LOWEST OPENING ELEV.

- CONCRETE
- BITUMINOUS
- BUILDING SETBACK LINE
- CABLE TV
- CONCRETE CURB
- CONTOUR EXISTING
- CONTOUR PROPOSED
- GUARD RAIL
- DRAIN TILE
- ELECTRIC UNDERGROUND
- FENCE
- FIBER OPTIC UNDERGROUND
- GAS UNDERGROUND
- OVERHEAD UTILITY
- TREE LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE UNDERGROUND
- RETAINING WALL
- UTILITY UNDERGROUND
- WATERMAIN
- TRAFFIC SIGNAL
- RAILROAD TRACKS
- RAILROAD SIGNAL
- RAILROAD SWITCH
- SATELLITE DISH
- WETLAND BUFFER SIGN



DESCRIPTION OF PROPERTY SURVEYED
(Per Schedule A of the herein referenced Title Commitment)

TRACT 1 (Torrens):
All that part of the following described tract of land lying west of the center line of Hickory Street as now laid out and traveled:

All that part of the West Half of the Northeast Quarter of Section 8, Township 115 North, Range 23 West, described as follows: Commencing at a point where the East line of the West Half of the Northeast Quarter of Section 8 intersects the southeasterly line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company right of way as recorded in Book O of Deeds, page 343; thence Southwesterly along the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company to a point where said right of way intersects the South Line of the Northeast Quarter of said Section 8, thence east along said South Line of the Northeast Quarter of Section 8 to the point where said South Line intersects the northwesterly right of way line of the Minneapolis & St. Louis Railway Company as recorded in Book O of Deeds page 341; thence along said northwesterly right of way line to a point 150 feet southerly on said right of way line from the intersection of the said Minneapolis & St. Louis Railway Company right of way line with the southwesterly line of Hickory Street as now laid out and traveled; thence North 57 degrees West 90 feet; thence North 33 degrees East 150 feet; thence South 57 degrees east 90 feet to said intersection of said Minneapolis & St. Louis Railway Company right of way line and the southwesterly line of Hickory Street; thence along the said northwesterly right of way line of the Minneapolis & St. Louis Railway Company to the East Line of said West Half of Northeast Quarter of Section 8; thence north on said East Line to a point where said East line intersects the northeasterly line of said Hickory Street as the same is now located in the City of Chaska; thence along said northeasterly line of Hickory Street 130 feet to an iron stake; thence north 34 degrees 1 minute east a distance of 92.15 feet to an iron monument; thence south 55 degrees 46 minutes East a distance of 72.15 feet to the said East Line of the West Half of the Northeast Quarter of said Section 8 to a cross cut, in a stone; thence north along said East Line to the point of beginning.

And which lies southerly and easterly of the following described line: Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30 feet southerly, when measured at right angles thereto, of the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel to and distant 30 feet therefrom measured at right angles thereto a distance of 213 feet; thence running southerly along a line running at right angles (when extended) to said southeasterly right of way of said Chicago, Milwaukee, St, Paul & Pacific Railroad Company, to a point of intersection with the northwesterly right of way of the said Minneapolis & St. Louis Railway Company, and there terminating.

EXCEPTING THEREFROM the southeasterly 20.00 feet, Carver County, Minnesota.

TRACT 2 (Abstract):
That part of the West Half of the Northeast Quarter of Section 8, Township 115, Range 23, Carver County, Minnesota described as follows:

Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30.00 feet southerly, when measured at right angles thereto, of the southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel with said right of way line 33.00 feet to point of beginning of the parcel to be described; thence continuing southwesterly along said parallel line a distance of 180.00 feet; thence southerly along a line running at right angles (when extended) to said southeasterly right of way line to a point 53.05 feet westerly from the northwesterly right of way line of the Minneapolis & St. Louis Railway Company; thence southwesterly deflecting right 106 degrees 06 minutes 00 seconds a distance of 225.55 feet; thence northwesterly deflecting right 89 degrees 38 minutes 00 seconds to a point on said southeasterly right of way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company distant 402.28 feet southwesterly from its intersection with said centerline of Hickory Street; thence northeasterly along said southeasterly right of way line to a line drawn northwesterly from the point of beginning and parallel to the centerline of said Hickory Street; thence southeasterly along said parallel line to the point of beginning, Carver County, Minnesota.

Property is: Abstract and Torrens Certificate No. 31900.0

ALTA/NSPS OPTIONAL TABLE A NOTES
(The following items reference Table A optional survey responsibilities and specifications)

2) **Site Address**: 401 Hickory Street North, Chaska, Minnesota 55318

3) **Flood Zone Information**: This property appears to lie in Zone X (area determined to be outside of the 0.2% annual chance floodplain) and Zone AE (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown within the channel of Chaska Creek at 723.0 feet. Mandatory flood insurance purchase requirements and floodplain management standards apply.) per Flood Insurance Rate Map, Community Panel No. 27019C0236D, effective date of December 21st, 2018.

4) **Parcel Area Information**:
Gross Area: 221,340 s.f. ~ 5.08 acres
Wet Area: 9,720 s.f. ~ 0.22 acres
Net Area: 211,620 s.f. ~ 4.86 acres.
*We do not affirmatively insure the quantity of acreage set forth in the description

5) **Benchmark**: Elevations are based on the top nut of hydrant on the east side of Hickory Street & Chaska Blvd. which has an elevation of: 752.3 feet (NAVD88).

6) **Zoning Information**: The current Zoning for the subject property is R2 (Medium Density Residence) per the City of Chaska's GIS zoning map accessed January 15th, 2021. The setback, height, and floor space area restrictions for said zoning designation were obtained from The City of Chaska found on their web site on the date of January 15th, 2021 and are as follows:

Principal Structure Setbacks - Street(s): 25 feet (Hickory Lane)
Side: 5 feet interior, 20 feet corner
Rear: 25 feet

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by designers, architect or the likes.

We have not received the current zoning classification and building setback requirements from the insurer.

11) **Utilities**: We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercise before any excavation takes place on or near this site. Before digging, you are required by law to notify Gopher State One Call at least 48 hours in advance at 651/454-0002.

SURVEY REPORT

This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Title Mark, LLC on behalf of First American Title Insurance Company, File No. 1906939 dated November 2, 2021.

1) We note the following with regards to Schedule B of the herein referenced Title Commitment:
a) Item no.'s 1-9, 11-17, and 21-23 are not survey related
b) Item no. 10 - Any encroachment, measurement, party walls, or other facts which a correct survey of the premises would show.
c) Item no. 18 - A Permanent Easement in favor of City of Chaska, a municipal corporation organized under the laws of the State of Minnesota, dated December 6, 1995; filed December 13, 1995 as Document No. T90050.
d) Item no. 19 - Reservation of easement by the City of Chaska for flood and drainage control and utility purposes pursuant to Quit Claim Deed dated December 6, 1995; filed December 13, 1995 as Document No. 188744.
e) Item no. 20 - Non-Exclusive Ingress and Egress Easement dated December 6, 1995; filed December 13, 1995 as Document No. 188745.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 23 day of May, 2021.

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

FIELD CREW	NO.	BY	DATE	REVISION
DM AK				
DRAWN				
EMW				
CHECKED				
DLS				
DATE				
5-23-21				

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SATHRE BERGQUIST INC.
150 SOUTH BROADWAY
WAYZATA, MN. 55391
(952) 476-6000

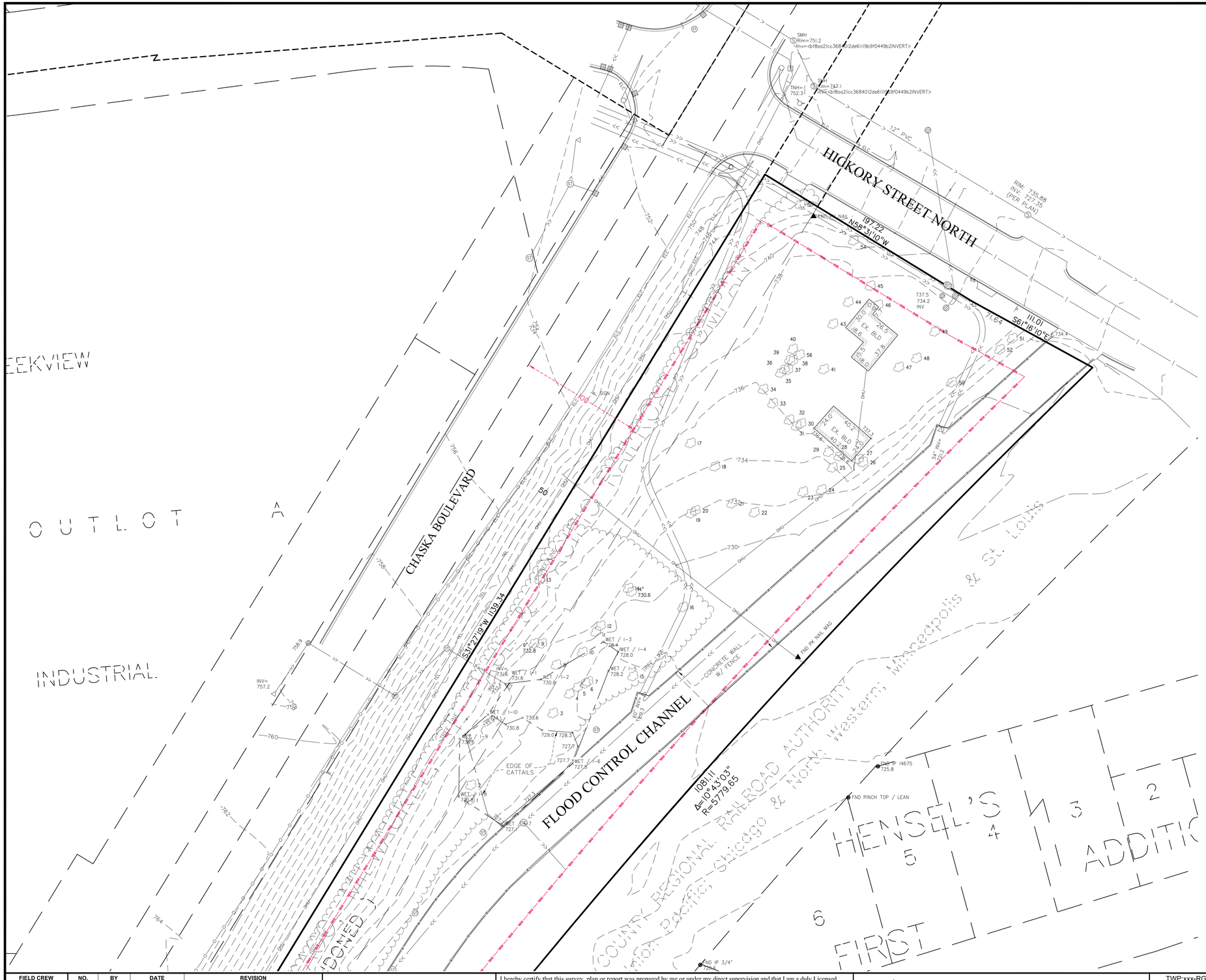
TWP:115-RGE.023-SEC.08
Carver County

CHASKA, MINNESOTA

EXISTING CONDITIONS HICKORY ADDITION
PREPARED FOR:
COMMUNITY ASSET DEVELOPMENT GROUP

FILE NO. 16572-002

1/1



Tree #	Species	DBH	Condition	Stems
1	Willow	12.5	Good	1
2	Willow	14.0	Good	1
3	Maple, silver	15.0	Good	1
4	Maple, silver	20.0	Good	1
5	Willow	42.0	Fair	3
6	Willow	15.0	Fair	1
7	Willow	14.5	Good	1
8	Basswood	18.5	Fair	1
9	Boxelder	15.0	Fair	1
10	Basswood	13.5	Good	1
11	Basswood	20.0	Fair	1
12	Cottonwood	45.0	Good	1
13	Boxelder	27.5	Fair	2
14	Cottonwood	39.0	Good	1
15	Spruce, blue	7.0	Fair	1
16	Olive, Russian	10.5	Poor	1
17	Willow	42.0	Poor	1
18	Willow	50.0	Poor	1
19	Elm, American	13.0	Fair	1
20	Cottonwood	21.0	Fair	1
21	Mulberry	42.0	Fair	8
22	Boxelder	17.0	Good	2
23	Boxelder	41.5	Fair	4
24	Boxelder	23.0	Fair	2
25	Boxelder	15.5	Good	1
26	Elm, Siberian	17.0	Fair	1
27	Walnut, black	15.0	Fair	1
28	Boxelder	23.0	Fair	2
29	Boxelder	15.5	Good	1
30	Maple, silver	25.0	Fair	1
31	Mulberry	20.0	Fair	1
32	Boxelder	22.0	Fair	2
33	Maple, silver	15.5	Good	1
34	Boxelder	14.5	Fair	2
35	Maple, silver	14.0	Fair	2
36	Boxelder	14.5	Good	1
37	Maple, silver	19.0	Fair	1
38	Maple, silver	20.0	Fair	1
39	Boxelder	12.5	Good	1
40	Boxelder	23.0	Poor	1
40	Maple, silver	16.0	Fair	1
41	Maple, sugar	19.0	Fair	1
43	Arborvitae	12.0	Good	5
44	Arborvitae	20.0	Good	4
45	Arborvitae	8.0	Good	1
46	Arborvitae	9.0	Good	1
47	Maple, sugar	18.0	Fair	1
48	Elm, American	35.0	Good	1
49	Maple, sugar	17.5	Good	1
50	Mulberry	38.0	Fair	5
51	Apple	11.0	Fair	1
52	Apple	15.0	Fair	3
53	Apple	8.0	Fair	1
54	Apple	9.0	Fair	1
55	Elm, American	19.0	Fair	3

FIELD CREW	NO.	BY	DATE	REVISION
DM				
DRAWN				
DLS				
CHECKED				
DLS				
DATE				
5/23/2021				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 23 day of May, 2021.

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000
WWW.SATHRE.COM

TWP:xxx-RGE:xx-SEC.xx
Carver County

CHASKA, MINNESOTA

TREE SURVEY

PREPARED FOR:

COMMUNITY DEVELOPMENT

FILE NO. 16572-002

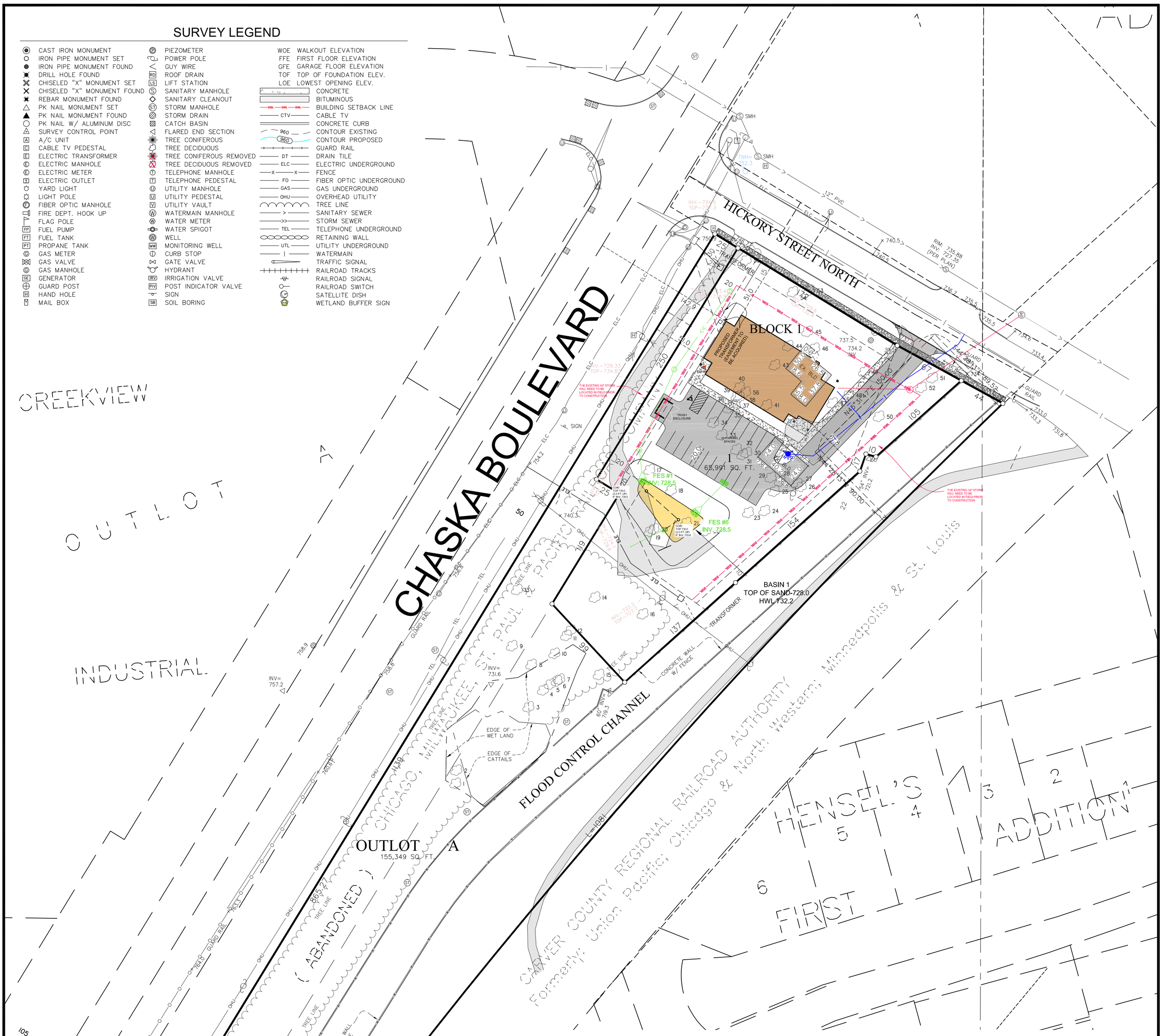
1 / 1

SURVEY LEGEND

- CAST IRON MONUMENT
- IRON PIPE MONUMENT SET
- IRON PIPE MONUMENT FOUND
- DRILL HOLE FOUND
- CHISELED "X" MONUMENT SET
- CHISELED "X" MONUMENT FOUND
- REBAR MONUMENT FOUND
- PK NAIL MONUMENT SET
- PK NAIL MONUMENT FOUND
- PK NAIL W/ ALUMINUM DISC
- SURVEY CONTROL POINT
- A/C UNIT
- CABLE TV PEDESTAL
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC OUTLET
- YARD LIGHT
- LIGHT POLE
- FIBER OPTIC MANHOLE
- FIRE DEPT. HOOK UP
- FLAG POLE
- FUEL PUMP
- FUEL TANK
- PROPANE TANK
- GAS METER
- GAS VALVE
- GAS MANHOLE
- GENERATOR
- GUARD POST
- HAND HOLE
- MAIL BOX
- PIEZOMETER
- POWER POLE
- GUY WIRE
- ROOF DRAIN
- LIFT STATION
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM MANHOLE
- STORM DRAIN
- CATCH BASIN
- FLARED END SECTION
- TREE CONIFEROUS
- TREE DECIDUOUS
- TREE CONIFEROUS REMOVED
- TREE DECIDUOUS REMOVED
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- UTILITY MANHOLE
- UTILITY PEDESTAL
- UTILITY VAULT
- WATERMAIN MANHOLE
- WATER METER
- WATER SPIGOT
- WELL
- MONITORING WELL
- CURB STOP
- GATE VALVE
- HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- SIGN
- SOIL BORING

WOE WALKOUT ELEVATION
FFE FIRST FLOOR ELEVATION
GFE GARAGE FLOOR ELEVATION
TOF TOP OF FOUNDATION ELEV.
LOE LOWEST OPENING ELEV.

- CONCRETE
- BITUMINOUS
- BUILDING SETBACK LINE
- CABLE TV
- CONCRETE CURB
- CONTOUR EXISTING
- CONTOUR PROPOSED
- GUARD RAIL
- DRAIN TILE
- ELECTRIC UNDERGROUND
- FENCE
- FIBER OPTIC UNDERGROUND
- GAS UNDERGROUND
- OVERHEAD UTILITY
- TREE LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE UNDERGROUND
- RETAINING WALL
- UTILITY UNDERGROUND
- WATERMAIN
- TRAFFIC SIGNAL
- RAILROAD TRACKS
- RAILROAD SIGNAL
- RAILROAD SWITCH
- SATELLITE DISH
- WETLAND BUFFER SIGN



DESCRIPTION OF PROPERTY SURVEYED
(Per Schedule A of the herein referenced Title Commitment)

TRACT 1 (Torrens):
All that part of the following described tract of land lying west of the center line of Hickory Street as now laid out and traveled:

All that part of the West Half of the Northeast Quarter of Section 8, Township 115 North, Range 23 West, described as follows: Commencing at a point where the East line of the West Half of the Northeast Quarter of Section 8 intersects the southeasterly line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company right of way as recorded in Book O of Deeds, page 343; thence Southwesterly along the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company to a point where said right of way intersects the South Line of the Northeast Quarter of said Section 8, thence east along said South Line of the Northeast Quarter of Section 8 to the point where said South Line intersects the northwesterly right of way line of the Minneapolis & St. Louis Railway Company as recorded in Book O of Deeds page 341; thence along said northwesterly right of way line to a point 150 feet southerly on said right of way line from the intersection of the said Minneapolis & St. Louis Railway Company right of way line with the southwesterly line of Hickory Street as now laid out and traveled; thence North 57 degrees West 90 feet; thence North 33 degrees East 150 feet; thence South 57 degrees east 90 feet to said intersection of said Minneapolis & St. Louis Railway Company right of way line and the southwesterly line of Hickory Street; thence along the said northwesterly right of way line of the Minneapolis & St. Louis Railway Company to the East Line of said West Half of Northeast Quarter of Section 8; thence north on said East Line to a point where said East line intersects the northeasterly line of said Hickory Street as the same is now located in the City of Chaska; thence along said northeasterly line of Hickory Street 130 feet to an iron stake; thence north 34 degrees 1 minute east a distance of 92.15 feet to an iron monument; thence south 55 degrees 46 minutes East a distance of 72.15 feet to the said East Line of the West Half of the Northeast Quarter of said Section 8 to a cross cut, in a stone; thence north along said East Line to the point of beginning.

And which lies southerly and easterly of the following described line: Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30 feet southerly, when measured at right angles thereto, of the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel to and distant 30 feet therefrom measured at right angles thereto a distance of 213 feet; thence running southerly along a line running at right angles (when extended) to said southeasterly right of way of said Chicago, Milwaukee, St, Paul & Pacific Railroad Company, to a point of intersection with the northwesterly right of way of the said Minneapolis & St. Louis Railway Company, and there terminating.

EXCEPTING THEREFROM the southeasterly 20.00 feet, Carver County, Minnesota.

TRACT 2 (Abstract):
That part of the West Half of the Northeast Quarter of Section 8, Township 115, Range 23, Carver County, Minnesota described as follows:

Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30.00 feet southerly, when measured at right angles thereto, of the southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel with said right of way line 33.00 feet to point of beginning of the parcel to be described; thence continuing southwesterly along said parallel line a distance of 180.00 feet; thence southerly along a line running at right angles (when extended) to said southeasterly right of way line of the Minneapolis & St. Louis Railway Company; thence southwesterly deflecting right 106 degrees 06 minutes 00 seconds a distance of 225.55 feet; thence northwesterly deflecting right 89 degrees 38 minutes 00 seconds to a point on said southeasterly right of way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company distant 402.28 feet southwesterly from its intersection with said centerline of Hickory Street; thence northeasterly along said southeasterly right of way line to a line drawn northwesterly from the point of beginning and parallel to the centerline of said Hickory Street; thence southeasterly along said parallel line to the point of beginning, Carver County, Minnesota.

Property is: Abstract and Torrens Certificate No. 31900.0

ALTA/NSPS OPTIONAL TABLE A NOTES
(The following items reference Table A optional survey responsibilities and specifications)

2) **Site Address**: 401 Hickory Street North, Chaska, Minnesota 55318

3) **Flood Zone Information**: This property appears to lie in Zone X (area determined to be outside of the 0.2% annual chance floodplain) and Zone AE (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown within the channel of Chaska Creek at 723.0 feet. Mandatory flood insurance purchase requirements and floodplain management standards apply.) per Flood Insurance Rate Map, Community Panel No. 27019C0236D, effective date of December 21st, 2018.

4) **Parcel Area Information**:

Gross Area:	221,340 s.f.	~ 5.08 acres
Wet Area:	9,720 s.f.	~ 0.22 acres
Net Area:	211,620 s.f.	~ 4.86 acres.

5) **Benchmark**: Elevations are based on the top nut of hydrant on the east side of Hickory Street & Chaska Blvd. which has an elevation of: 752.3 feet (NAVD88).

6) **Zoning Information**: The current Zoning for the subject property is R2 (Medium Density Residence) per the City of Chaska's GIS zoning map accessed January 15th, 2021. The setback, height, and floor space area restrictions for said zoning designation were obtained from The City of Chaska found on their web site on the date of January 15th, 2021 and are as follows:

Principal Structure Setbacks - Street(s): 30 feet (Hickory Lane)
Side: 15 from Channel
Chaska Blvd: 125 ft
Rear: 25 feet

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by designers, architect or the likes.

We have not received the current zoning classification and building setback requirements from the insurer.

11) **Utilities**: We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercise before any excavation takes place on or near this site. Before digging, you are required by law to notify Gopher State One Call at least 48 hours in advance at 651/454-0002.

DEVELOPER	ENGINEER/LAND SURVEYOR
Community Asset Development Group 1110 Yellow Brick Road Chaska, Minnesota 55318 Attn: Dave Pokorney Tel: 612-703-5709 Email: davepokorney@gmail.com	Sathre-Berguqist, Inc. 150 Broadway Ave. S. Wayzata, MN 55391 Engineer: Dan Schmidt Email:Schmidt@sathre.com Tel: 952-476-6000

NORTH

Bearings are based on the Carver County Coordinate System (NAD 83 - 1986 adj.)

50 25 0 25 50 100
SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
DM AK	1	DLS	5/28/2021	CITY COMMENTS
DRAWN	2	DLS	6/17/2021	CITY COMMENTS
EMW	3	DLS	11/29/2021	NEW LOT LINES
CHECKED				
DLS				
DATE				
12-29-20				

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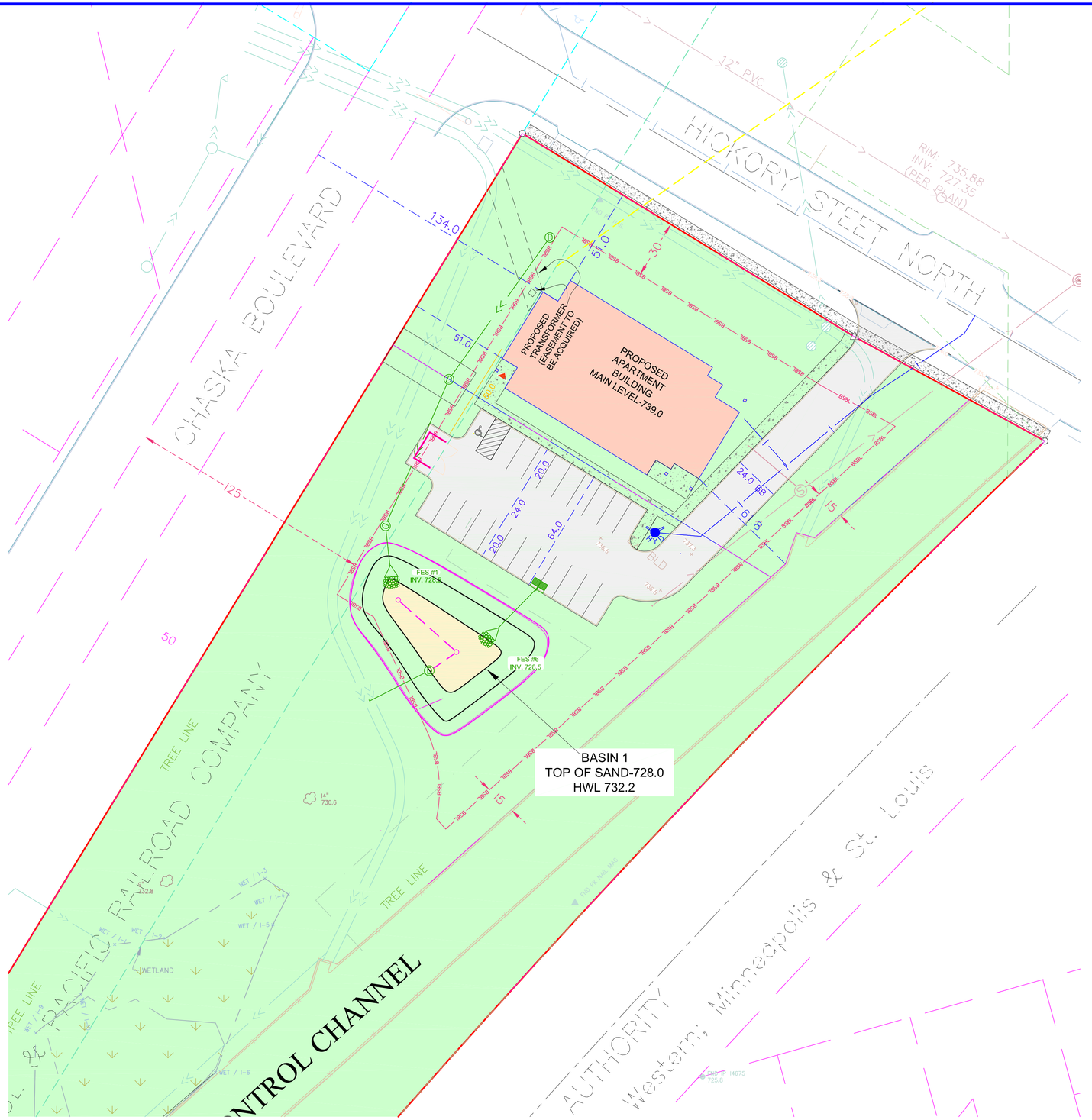
SATHRE BERGQUIST INC.
150 SOUTH BROADWAY
WAYZATA, MN. 55391
(952) 476-6000

TWP:115-RGE.023-SEC.08
Carver County

CHASKA, MINNESOTA

PRELIMINARY PLAT
HICKORY ADDITION
PREPARED FOR:
COMMUNITY ASSET DEVELOPMENT GROUP

FILE NO.
16572-002
PP1
PP1



SITE DATA

LOT STANDARDS

EXISITING ZONING: R2

COMPREHENSIVE PLAN: DOWNTOWN MIXED USE

PROPOSED ZONING: PLANNED RESIDENTIAL

SETBACKS
MIN. FRONT SETBACK = 30'
HIGHWAY 212 = 125 FEET FROM CENTERLINE
PROPOSED SETBACK FROM CHANNEL - 15'

PARKING COUNTS

LOTS - 20 Standard, 1 Handicap

SHEET INDEX TABLE

SHEET	Description
1	Title Sheet
2	Preliminary Utility Plan
3	Preliminary Grading Plan
4	Preliminary Erosion Control Plan
5	Erosion Control and Topsoil Plan
6-8	Details
	Existing Conditons
	Tree Survey

PREPARED BY	PREPARED FOR
ENGINEER SATHRE-BERGQUIST, INC. 150 SOUTH BROADWAY WAYZATA, MINNESOTA 55391 PHONE: (952) 476-6000 FAX: (952) 476-0104 CONTACT : DANIEL L. SCHMIDT EMAIL: SCHMIDT@SATHRE.COM	DEVELOPER COMMUNITY DEVELOPMENT 2870 Chaska Blvd. CHASKA, MN 55318 CONTACT: DAVE POKORNEY PHONE: (612) 703-5709 EMAIL: DAVEPOKORNEY@GMAIL.COM

30 15 0 15 30 60
SCALE IN FEET

NORTH

EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

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

DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 20147

ENGINEERS SURVEYORS DESIGNERS PLANNERS

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

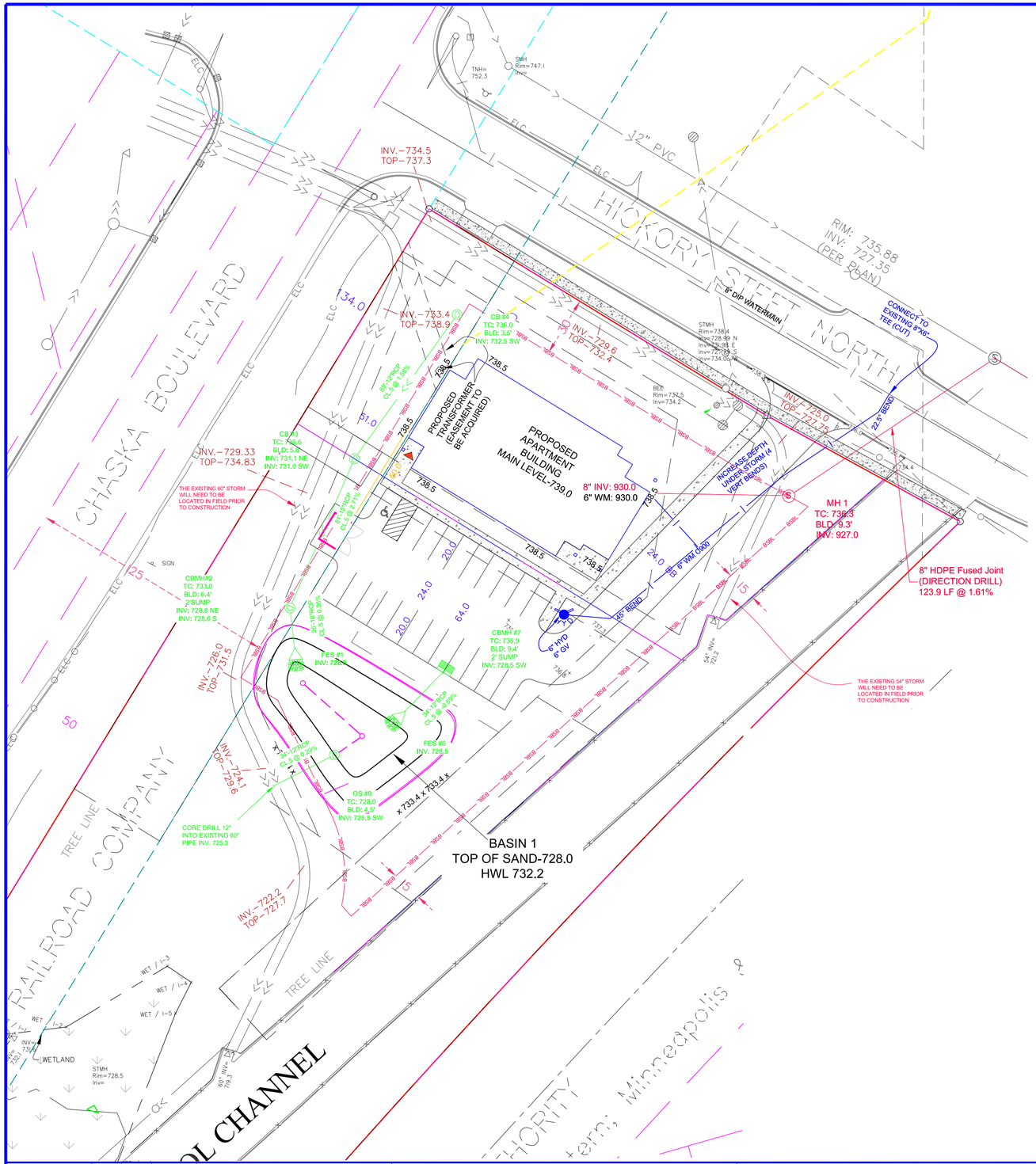
CITY PROJECT NO.

CHASKA,
MINNESOTA

SITE PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

1
8

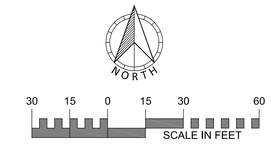


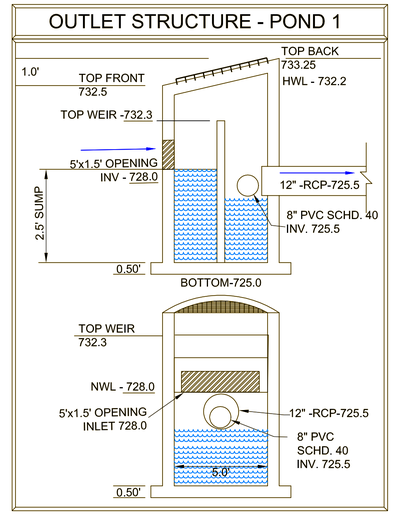
SANITARY SEWER AND WATERMAIN NOTES:

1. ALL SANITARY SEWER SERVICES SHALL BE SCHEDULE 40.
2. REFER TO DETAIL SHEETS TO SEE STRUCTURE DETAILS.
3. AFTER FILTRATION BASINS ARE EXCAVATED DO NOT DRIVE ON OR STORE MATERIALS IN THAT AREA.
4. ALL HYDRANT BENCHMARKS ARE TOP NUT OF HYDRANT.
5. WYE LOCATIONS TO BE SUPPLIED & VERIFIED BY CONTRACTORS. WYE STATIONING IS CALCULATED FROM THE DOWN STREAM MANHOLES.
6. ALL TIES AND DISTANCES ARE TO THE CENTER OF SURFACE STRUCTURES.
7. ALL HYDRANTS AND HYDRANT GATE VALVES ARE RESTRAINED AND TIED BACK TO THE WATERMAIN TEE BY MEANS OF APPROVED MEGALUGS UNLESS OTHERWISE NOTED. SEE DETAIL.
8. ALL SEWER SERVICES ARE LOCATED 3 FEET DOWNSTREAM OF WATER SERVICES IF SEWER AND WATER ARE IN THE SAME TRENCH.
9. ALL SEWER AND WATER SERVICES ARE EXTENDED 10 FEET BEYOND THE PROPERTY LINE UNLESS OTHERWISE NOTED.
10. ALL VALVES ON THE WATERMAIN FOR THIS PROJECT SHALL BE GATE VALVES. NO BUTTERFLY VALVES SHALL BE USED ON THE WATERMAIN FOR THIS PROJECT.
11. THE CITY OF CHASKA'S CURRENT "ENGINEERING GUIDELINES" AND "SPECIFICATIONS" SHALL GOVERN.
12. INSTALL HYDRANTS 5' BEHIND CURB (TYPICAL).

POLY WRAP ALL HYDRANT BARRELS
ii) BAG ALL HYDRANTS UNTIL THEY ARE TESTED AND PUT IN SERVICE.

13. ALL 4"-12" WATERMAIN SHALL BE PVC C900 (DR25).
14. MECHANICAL BALLS SHALL BE INSTALLED IN SANITARY SEWER AT CONNECTON POINTS FOLLOWING INSTALLATION OF PIPE TO PROTECT EXISTING LINES FROM DEBRIS, & SEDIMENT INFILTRATION. BALLS SHALL REMAIN UNTIL LINES ARE TELEVISED & ACCEPTED BY THE CITY.
15. THE CONTRACTOR SHALL CONTACT THE SEWER AND WATER DEPARTMENT AT LEAST 48 HOURS PRIOR TO ANY PUBLIC SEWER/WATERMAIN CONNECTION.
16. ALL SANITARY SEWER MANHOLE ADJUSTING RINGS INSTALLATIONS SHALL HAVE POLYMER I/I BARRIERS BY "STRIKE PRODUCTS" OR APPROVED EQUAL INSTALLED.
17. CONCRETE ADJUSTING RINGS SHALL BE USED ON ALL MANHOLES AND CATCH BASINS.
18. ALL BELOW GRADE BOLTS SHALL BE INSTALLED AS PER CITY OF CHASKA DETAIL PLATES.
19. RESTRAIN VERTICAL BENDS WITH STAINLESS STEEL TIE RODS PER CITY SPECIFICATION.
20. WATER SERVICES SHALL BE 1" POLYETHYLENE PIPE, SANITARY SERVICES SHALL BE 4" SCH 40 PVC.
21. ALL MANHOLE EXTERIORS SHALL BE COATED WITH BITUMINOUS AS PER CITY DETAIL PLATE.





DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

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SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.

CHASKA,
MINNESOTA

UTILITY PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

2
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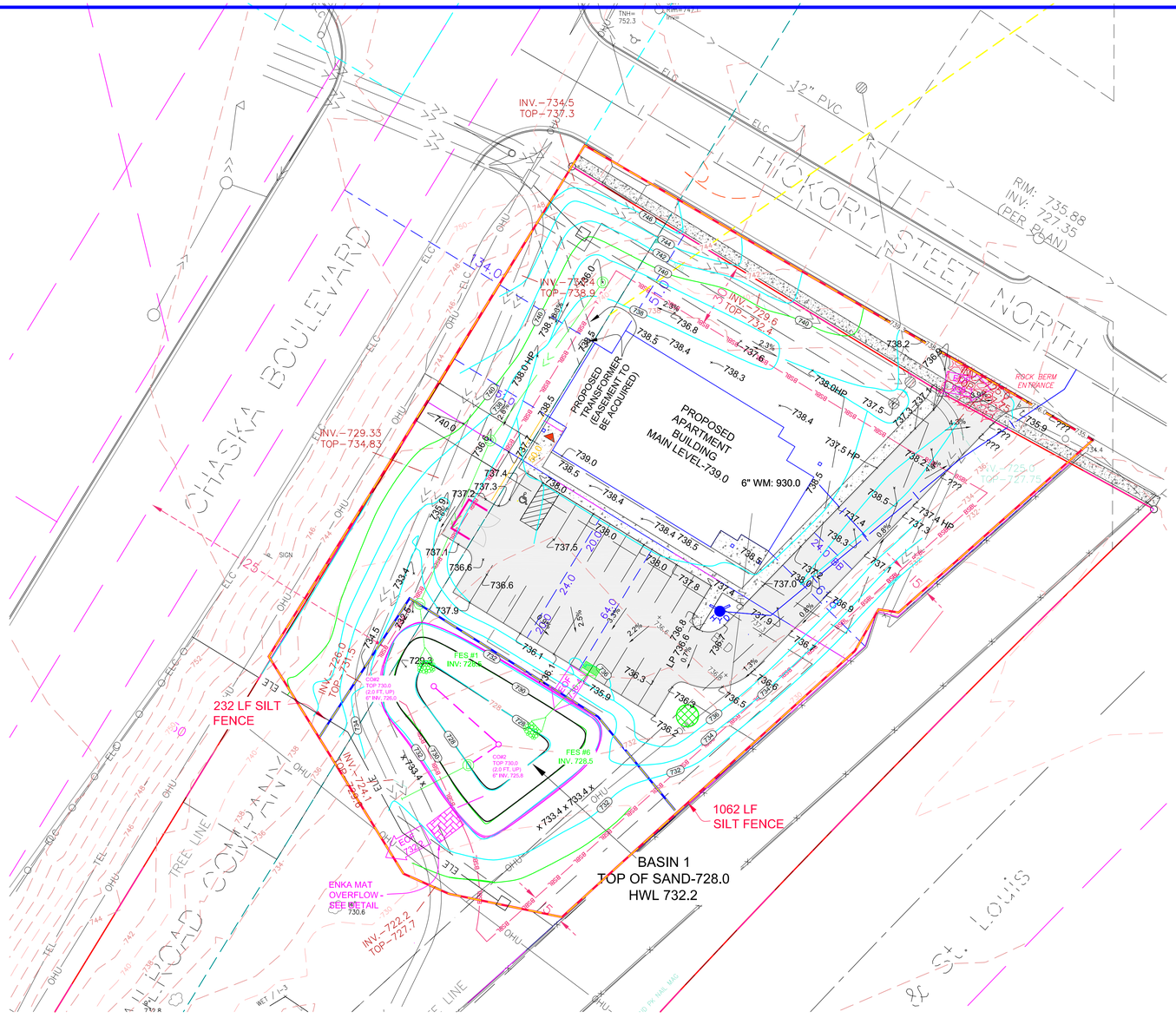

GENERAL NOTES:

1. INSTALL SILT FENCE AS SHOWN ON PLAN, AS REQUIRED BY THE CITY OF CHASKA OR DIRECTED BY THE ENGINEER.
2. THE WATER QUALITY POND MUST BE EXCAVATED AT THE BEGINNING OF GRADING OPERATIONS TO PROVIDE TEMPORARY STORM WATER DETENTION DURING CONSTRUCTION. SAND AND SILT MUST BE REMOVED FROM THE POND AS NECESSARY DURING CONSTRUCTION AND AT THE COMPLETION OF THE PROJECT.
3. BEGIN GRADING, INSTALL PERFORATED RISER PIPE IN POND WHEN POND GRADING IS COMPLETE. TEMPORARY DRAINAGE PIPE SHALL BE USED FOR INTERMEDIATE DRAINAGE DURING THE CONSTRUCTION PERIOD AS NECESSARY AND DIRECTED BY THE ENGINEER. INSTALL SILT FENCE AROUND EXCAVATED PONDS.
4. INSPECT POND, SILT FENCE, AND ROCK ENTRANCE BERM AFTER ALL RAINFALL EVENTS AS REQUIRED BY THE NPDES PERMIT.
5. LINE ALL PONDS WITH A MINIMUM 3" ORGANIC SOILS & SEED SLOPES BETWEEN NWL AND 100 YR HWL WITH A WATER TOLERANT MIX. (OR AS NOTED)
6. REMOVE PERFORATED RISER PIPE WHEN STORM SEWER AND OUTLET STRUCTURE FOR PONDS ARE INSTALLED.
7. POND - 10:1 BENCH (1 FOOT) THEN 3:1 MAX
8. LO & WO PADS 3:1 MAX. ALL OTHER SLOPES 4:1 MAX (UNLESS NOTED)
9. THE GRADING CONTRACTOR IS RESPONSIBLE FOR ALL STORM WATER INSPECTIONS ACCORDING TO THE MPCA STORM WATER PERMIT. THIS INCLUDES BOTH WEEKLY INSPECTIONS AND INSPECTIONS DONE AFTER A 0.5" RAIN EVENT. A COPY OF THE INSPECTION REPORT MUST BE EMAILED TO THE ENGINEER AND DEVELOPER ON A WEEKLY BASIS.
10. THE CONTRACTOR SHALL PLACE INLET PROTECTION DEVICES IN ACCORDANCE WITH THE CITY OF CHASKA DETAILS FOR ALL STORM SEWER INLETS AND MAINTAIN THEM AS AN EFFECTIVE SILT CONTROL DEVICE. INLET PROTECTION SHALL BE REMOVED WHEN RESTORATION HAS BEEN ESTABLISHED.
11. ALL RETAINING WALLS WILL REQUIRE A STRUCTURAL DESIGN, A BUILDING PERMIT & A FINAL INSPECTION REPORT.
12. A 1"-2" CRUSHED ROCK ENTRANCE BERM SHALL BE PLACED AT THE SITE ENTRANCE, TO REPLACE SILT FENCE, AND MINIMIZE EROSION ON TO THE STREETS. THE ROCK BERMS SHALL BE THE WIDTH OF THE ENTRANCE AND 2 FEET HIGH WITH 4:1 SLOPES.
13. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM THE BUILDING PAD AND STREET AREAS THROUGHOUT CONSTRUCTION.
14. THE CONTRACTOR SHALL ATTEMPT TO PREVENT SOIL MATERIALS FROM LEAVING THE SITE BY EROSION AND VEHICLE WHEEL TRACKING. HE SHALL BE RESPONSIBLE FOR CLEANING OF STREET, BOULEVARD AND UTILITY FACILITIES THAT RECEIVE ANY ERODED OR TRACKED SOIL MATERIAL OR OTHER CONSTRUCTION DEBRIS OR MATERIAL.
15. EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.
16. REMOVE ALL OLD FENCE LINES & DUMPSITE DEBRIS ON PROPERTY.
17. FIELD VERIFY ANY DEAD TREES NEAR PERIMETER THAT MAY NEED TO BE TAKEN.

ON-SITE BMPS

1. NURP POND - NURP POND WILL BE UTILIZED TO MEET OR EXCEED QUALITY AND RATE CONTROL REQUIREMENTS.
2. SKIMMERS - THE POND OUTLET STRUCTURE INCLUDES A SUBMERGED INLET PIPE TO ALLOW SKIMMING.
3. RIP RAP - RIP RAP WILL BE UTILIZED AT ALL APRONS FOR ENERGY DISSIPATION AND PROVIDE SEDIMENT CONTROL.
4. INLET PROTECTION - INLET PROTECTION WILL BE INSTALLED AND MAINTAINED IN ALL CATCH BASINS & REAR YARD STRUCTURES. REFER TO THE CITY DETAILS ST-22 & ST-23 TO DETERMINE WHICH INLET PROTECTION DEVICE IS APPLICABLE.
5. SLOPE STABILIZATION - SILT FENCE WILL BE INSTALLED ALONG DOWN GRADIENT GRADING LIMITS AND WOODFIBER BLANKET WILL BE UTILIZED ON ALL SLOPES 3:1 OR GREATER TO PROVIDE ADEQUATE SLOPE STABILIZATION.
6. BIOROLLS - BIOROLLS WILL BE INSTALLED ALONG REAR YARD SWALES TO PREVENT SEDIMENT FROM REACHING THE NURP POND AND ULTIMATELY DOWNSTREAM WETLANDS.
7. INFILTRATION/RETENTION AREAS - INFILTRATION/RETENTION AREAS WILL BE UTILIZED TO REDUCE/RETAIN THE RUNOFF FROM THE INCREASED HARD SURFACE.
8. STREET SWEEPING - STREET SWEEPING WILL BE DONE A MINIMUM OF ONCE PER WEEK OR MORE FREQUENTLY TO MINIMIZE DUST CONTROL AND VEHICLE TRACKING.
10. PHOSPHOROUS FREE FERTILIZER - PHOSPHOROUS FREE FERTILIZER WILL ALSO BE USED ON SITE.

RESTORATION NOTES

RESTORATION - 1.2 ACRES

A. RESTORE ALL DISTURBED AREAS WITH A MINIMUM OF 6" OF TOPSOIL, OR EXISTING ON-SITE ORGANIC MTRL. THE TOPSOIL DEPTH WILL BE VERIFIED BY CARVER COUNTY SOIL AND WATER AFTER HOME CONSTRUCTION IS COMPLETE.
B. SEED POND SLOPES AND DETENTION AREAS WITH MN/DOT 310 OR BWSR P8 SEED MIX AT A RATE OF 100 LBS./ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS./ACRE.
C. SEED BASIN AREAS WITH MN/DOT 33-261 SEED MIX AT A RATE OF 35 LBS./ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS./ACRE.
D. SEED ALL OTHER DISTURBED AREAS WITH MNDOT 250 SEED MIX AT A RATE OF 100 LBS./ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS./ACRE. (UNLESS OTHERWISE NOTED). SEE MNDOT SPECFICATIONS.
E. ONLY PHOSPHOROUS FREE FERTILIZER IS TO BE USED ON SITE.
F. MULCH WITH TYPE 1 AT A RATE OF 2 TONS/ACRE AND DISC ANCHOR IMMEDIATELY AFTER PLACEMENT. USE WOODFIBER BLANKET ON ALL SLOPES 3:1 (FT) OR GREATER.
G. PLACE APPROVED STORM SEWER INLET PROTECTION IN OR AROUND ALL STORM SEWER INLETS AND MAINTAIN UNTIL STREET CONSTRUCTION IS COMPLETED. REFER TO CITY DETAILS ST-22 & ST-23 FOR APPROVED DEVICES.
H. MAINTAIN ALL SILT FENCE UNTIL TURF HAS BEEN ESTABLISHED.
I. RESTORATION WORK WILL BE COMPLETED WITHIN 72 HOURS OF GRADING COMPLETION.

J. SILT FENCE, BEFORE GRADING - 1,062 LF
AFTER GRADING - 232 LF

K. WOODFIBER BLANKET - 1,700 SY

EOF DETAIL
POND 1
(NOT TO SCALE)



NORTH

30 15 0 15 30 60
SCALE IN FEET

DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

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Daniel L Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.

CHASKA,
MINNESOTA

GRADING PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

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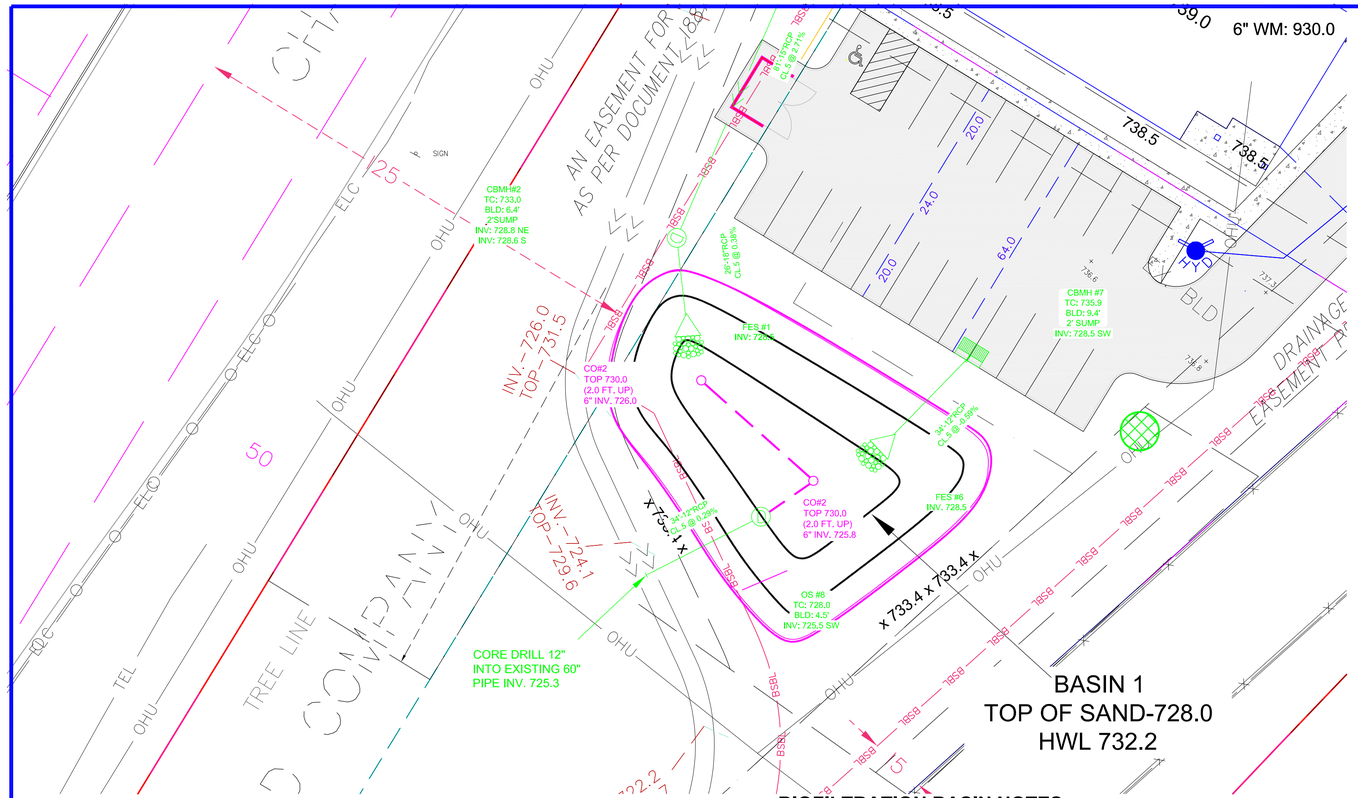
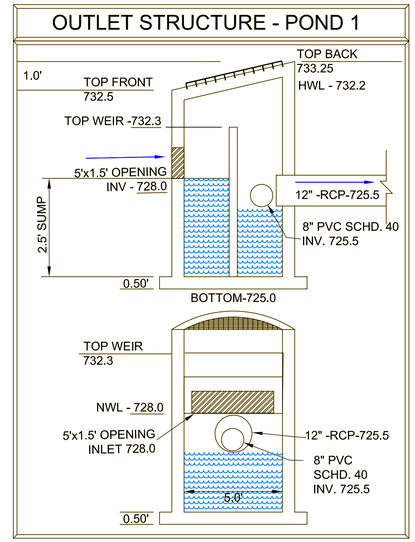
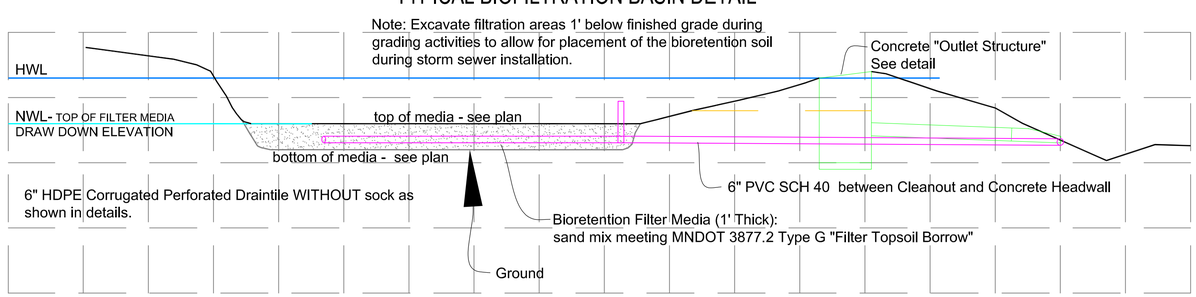


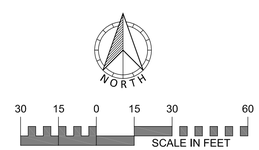


BIOFILTRATION BASIN NOTES:

1. Initial excavation of the basin shall be dug 1' below the finished final grade.
2. The biofiltraion soil within the filtration basins will be installed after the storm sewer outlet control structure is installed.
3. To prevent soil compaction, heavy equipment shall not be allowed within the basins at any time.
4. The bottom of the filtration basin shall be tilled a minimum of 12" prior to placing the biofiltration soil.
5. Relatively light equipment with tracks shall be used to excavate the filtration basins
6. Immediately upon completion of grading the filtration basins, silt fence shall be installed per the plan to establish perimeter control.
8. The biofiltration soil within the shelves will be 1' deep with a 6" draintile at the base of the biofiltration soil.
9. The biofiltration soil shall be compost / sand mix meeting MNDOT 3877.2 Type G "Filter Topsoil Borrow".
10. Biofiltration plant seed mixture should be MNDOT seed Mix 33-261 and shall be stabilized with MNDOT Erosion Control Blanket, Category 4 (wood fiber). Seed mixture shall be applied at a rate of 35 lbs/ac based on 100% live seed.
11. Minnesota Mulch & Soil can supply and deliver this soil premixed. (651) 330-0299
12. Maximum 45° bend allowed in draintile
13. Install cleanouts at all pipe ends
14. Cleanout risers shall be left 2ft above grade.
15. Draintile shall be 3 hole, 120° perforation pattern, no sock.

TYPICAL BIOFILTRATION BASIN DETAIL





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DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147

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CITY PROJECT NO.

CHASKA, MINNESOTA

BASIN PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

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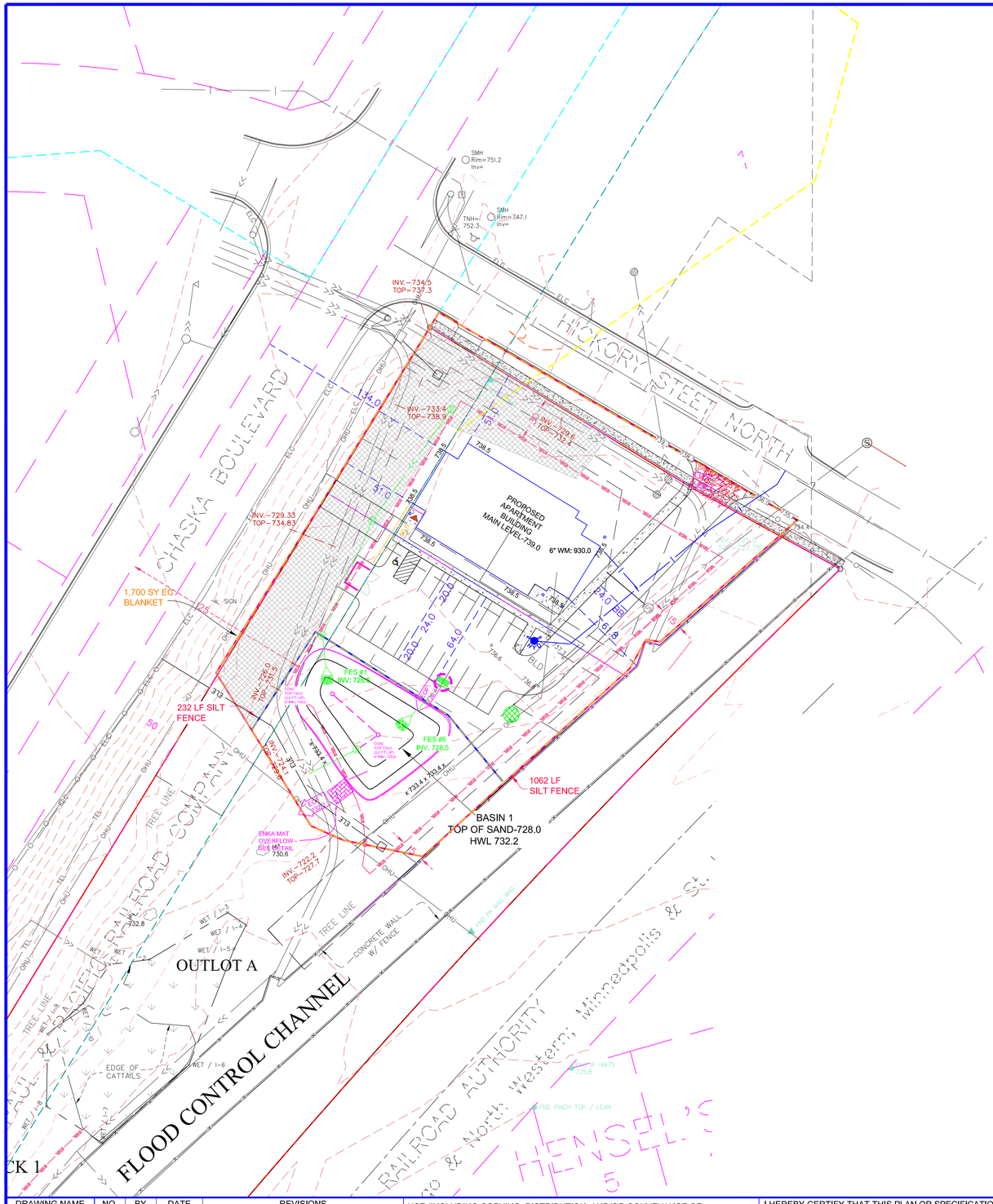


ROCK ENTRANCE BERM

SILT FENCE

BIO-ROLL

ROCK DITCH CHECK

CONCRETE WASHOUT

INLET PROTECTION

EROSION BLANKET

NORTH

30 15 0 15 30 60

SCALE IN FEET

1. Carver County Topsoil Standard

It is our intent to meet the following requirements. If existing on site soils do not meet this requirement we plan to meet with Chip Hentges on site to prepare a plan that is acceptable to the CCWMO.

Requirement	Range	Test Method
Material Passing the ¾ in [19 mm]	100 %	ASTM D 422
Material passing No 4 in [4.75 mm]	≥ 85% -	
Clay	5% – 30%	ASTM D 422
Silt	5% - 35%	ASTM D 422
Sand	38% - 75%	ASTM D 422
Organic matter	3% – 15%	ASTM D 2974
pH	6.1 – 7.5	ASTM G 51

Compaction — 1,400 kilopascals (kPa) / 200 pounds per square inch (psi) in the upper 12 inches of soil,
or
-bulk density of less than 1.4 grams per cubic centimeter (g/cm3) in the upper 12 inches of soil

2. Estimated quantity of topsoil available on site - Numerous stockpiles existing in mining area on site. If the previously graded area is short of topsoil, borrow will be available. 6" was spread over entire graded area during previous grading.

3. Quantity of topsoil needed to restore green space areas (6" of Topsoil, 20% shrinkage)

Total 1,300 c.y.

4. Estimated depth of topsoil available on site - 6"

5. Description of equipment to be used to strip topsoil - Dozer, Backhoe, and/or trucks

6. Temporary methods of erosion and sediment control for topsoil stockpile - Seed and Mulch.

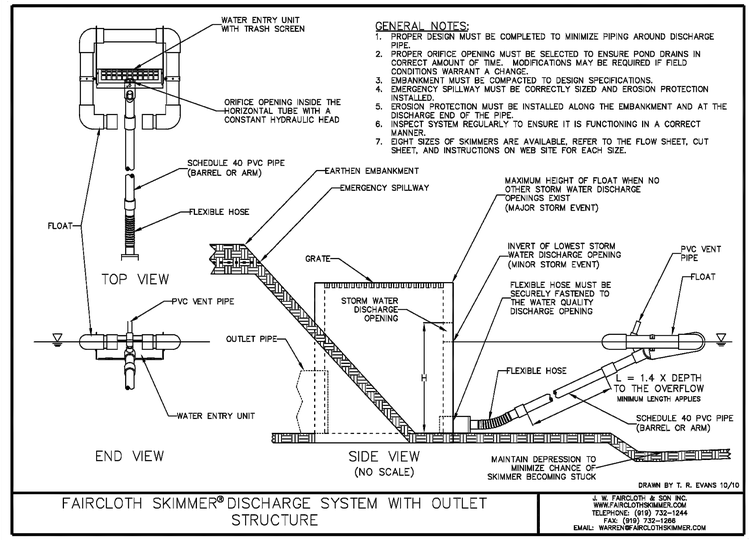
7. Permanent methods of erosion control for topsoil stockpile if stockpile will remain in place for longer than 6 months - If topsoil to remain in place longer than 6 months, contractor shall establish permanent methods of erosion control.

8. Topsoil Re-application Procedures- Topsoil to be respread by home construction.

9. Method for decompacting subsoil prior to reapplication shall be ripped to a depth of 9".

10. Method for re-applying stockpiled topsoil-
a. Topsoil to be striped and stockpiled prior to home construction
b. After home construction, topsoil to be respread and decompacted
c. Topsoil to be measure prior to placement of sod. If less than 6" then additional topsoil to be imported from stockpile in mining area.
d. Topsoil borrow to be tested for compaction, Ph, and organic matter.

11. Construction Schedule and Phasing.
Start - June 15, 2022
Finish - November 30, 2024



FAIRCLOTH SKIMMER® DISCHARGE SYSTEM WITH OUTLET STRUCTURE

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CITY PROJECT NO.

CHASKA, MINNESOTA

EROSION CONTROL AND TOPSOIL
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

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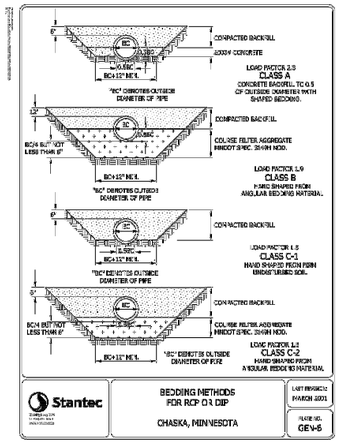
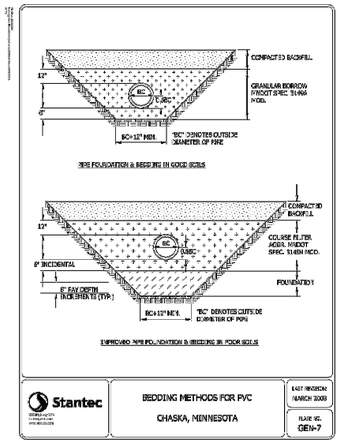
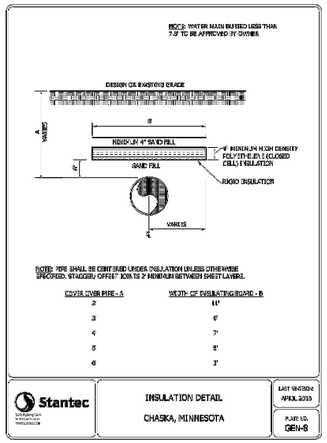


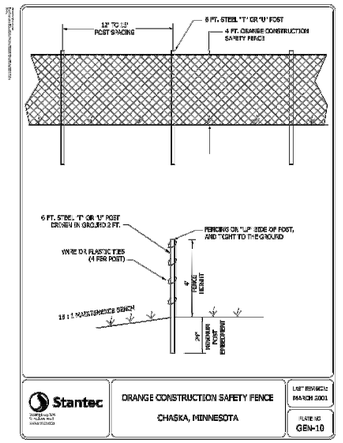
Stantec	BEDDING METHODS FOR RCP OR DIP	LAST REVISION: MARCH 2001
	CHASKA, MINNESOTA	PLATE NO. GEN-6



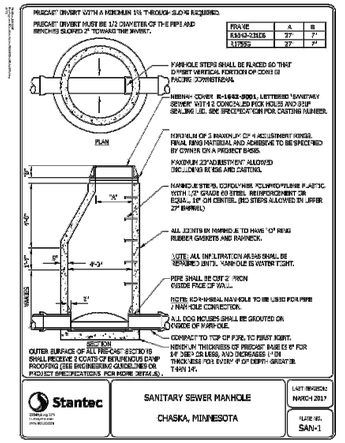
Stantec	BEDDING METHODS FOR PVC	LAST REVISION: MARCH 2009
	CHASKA, MINNESOTA	PLATE NO. GEN-7



Stantec	INSULATION DETAIL	LAST REVISION: APRIL 2019
	CHASKA, MINNESOTA	PLATE NO. GEN-8



Stantec	ORANGE CONSTRUCTION SAFETY FENCE	LAST REVISION: MARCH 2001
	CHASKA, MINNESOTA	PLATE NO. GEN-10



Stantec	SANITARY SEWER MANHOLE	LAST REVISION: MARCH 2017
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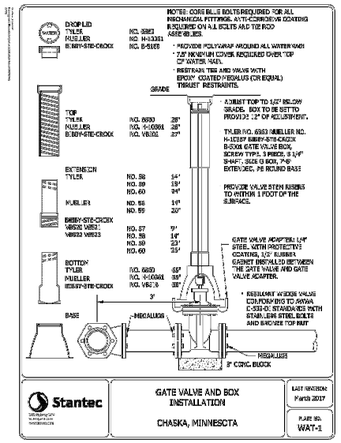
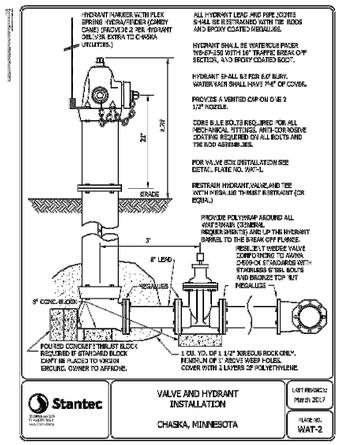
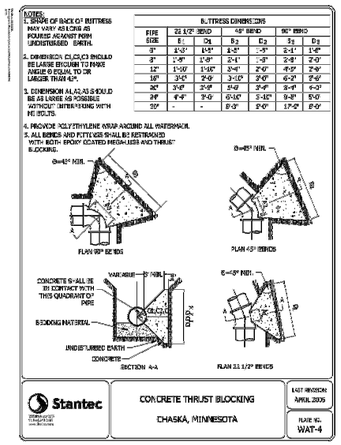


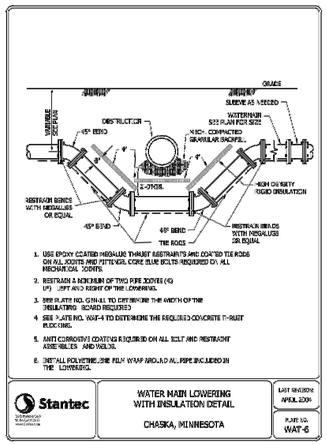
Stantec	GATE VALVE AND BOX INSTALLATION	LAST REVISION: March 2017
	CHASKA, MINNESOTA	PLATE NO. WAT-1



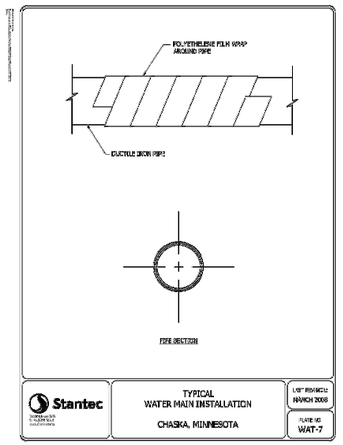
Stantec	VALVE AND HYDRANT INSTALLATION	LAST REVISION: March 2017
	CHASKA, MINNESOTA	PLATE NO. WAT-2



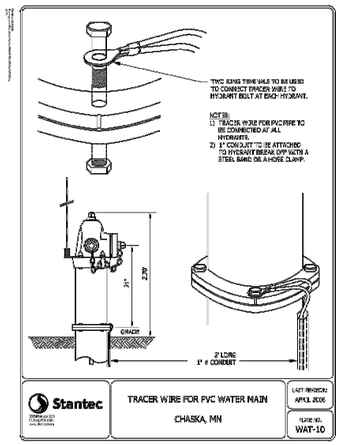
Stantec	CONCRETE THRUST BLOCKING	LAST REVISION: APRIL 2009
	CHASKA, MINNESOTA	PLATE NO. WAT-4



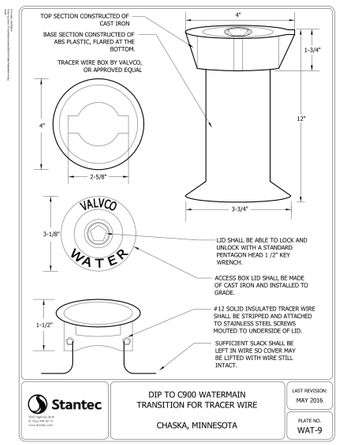
Stantec	WATER MAIN LOWERING WITH INSULATION DETAIL	LAST REVISION: APRIL 2009
	CHASKA, MINNESOTA	PLATE NO. WAT-6



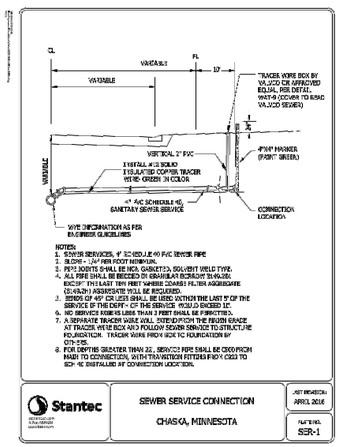
Stantec	TYPICAL WATER MAIN INSTALLATION	LAST REVISION: MARCH 2000
	CHASKA, MINNESOTA	PLATE NO. WAT-7



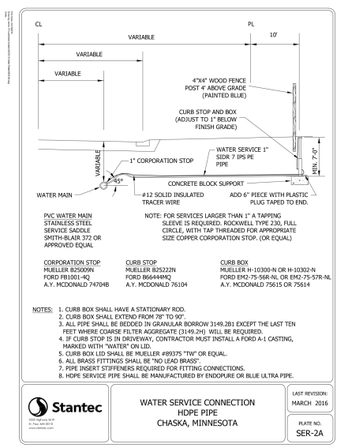
Stantec	TRACER WIRE FOR PVC WATER MAIN	LAST REVISION: APRIL 2006
	CHASKA, MN	PLATE NO. WAT-10



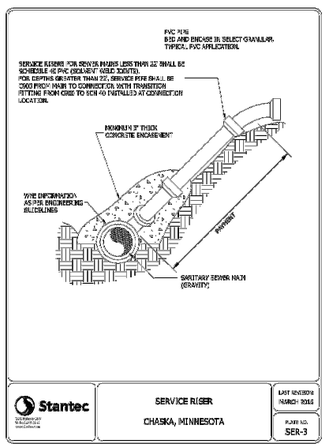
Stantec	DIP TO C900 WATERMAIN TRANSITION FOR TRACER WIRE	LAST REVISION: MAY 2016
	CHASKA, MINNESOTA	PLATE NO. WAT-9



Stantec	SEWER SERVICE CONNECTION	LAST REVISION: APRIL 2016
	CHASKA, MINNESOTA	PLATE NO. SER-1



Stantec	WATER SERVICE CONNECTION HDPE PIPE	LAST REVISION: MARCH 2016
	CHASKA, MINNESOTA	PLATE NO. SER-2A



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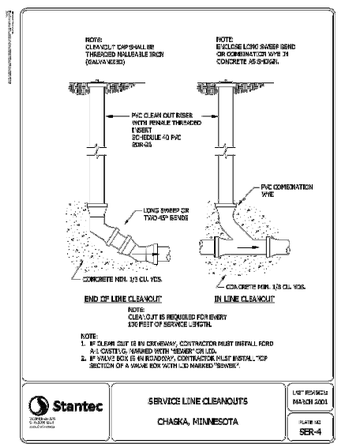
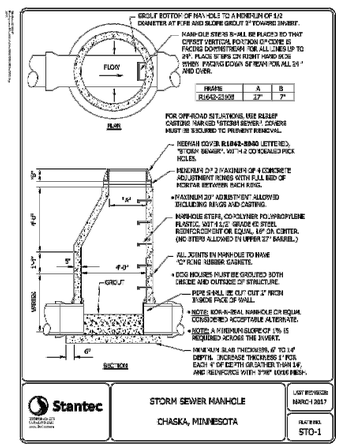
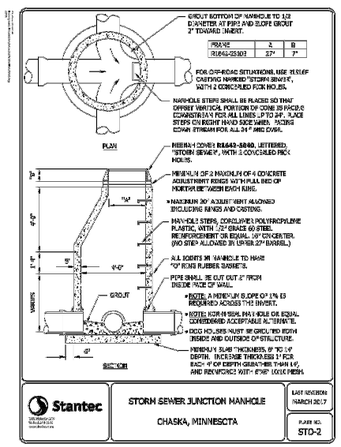
	CHASKA, MINNESOTA	PLATE NO. SER-3



Stantec	SERVICE LINE CLEANOUTS	LAST REVISION: MARCH 2001
	CHASKA, MINNESOTA	PLATE NO. SER-4



Stantec	STORM SEWER MANHOLE	LAST REVISION: MARCH 2017
	CHASKA, MINNESOTA	PLATE NO. STO-1



Stantec	STORM SEWER JUNCTION MANHOLE	LAST REVISION: MARCH 2017
	CHASKA, MINNESOTA	PLATE NO. STO-2

DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST	03	DLS	12/03/2020	SWMP REVISIONS
DRAWN BY	04	CAW	12/30/2020	GRADING REVISIONS
CHF	05	DLS	1/13/2021	STORM WATER REVISIONS
CHECKED BY	06	MJV	2/02/2021	SWMP REVISIONS
DATE	07	DLS	4/19/2021	STORM WATER REVISIONS
08/29/17	08	DLS	05/19/2021	RIP RAP DESIGN

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Daniel L. Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 08/29/17 Lic. No. 26147

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.
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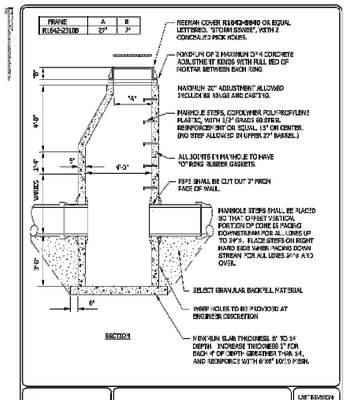
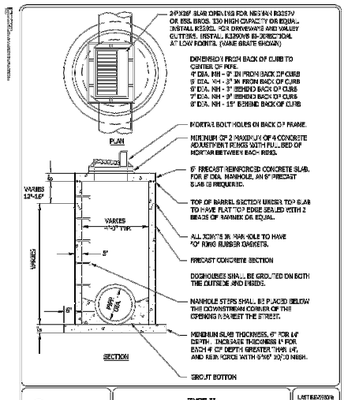
CHASKA, MINNESOTA

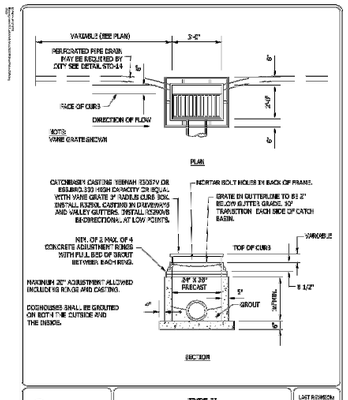
CITY DETAIL PLATES
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

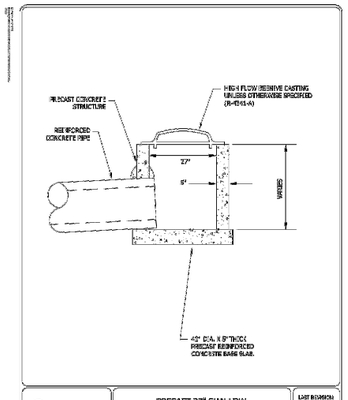
FILE NO.
19000-072
6
8

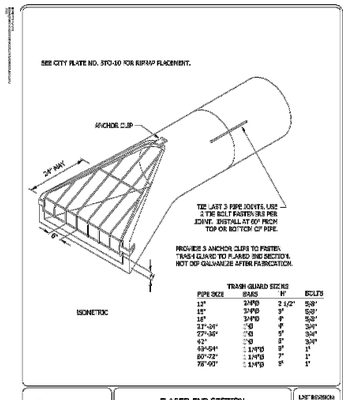
19000-072.CHASKA BLUFFS

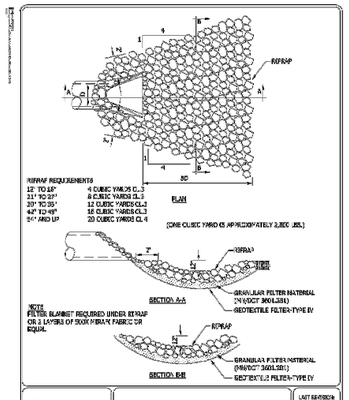


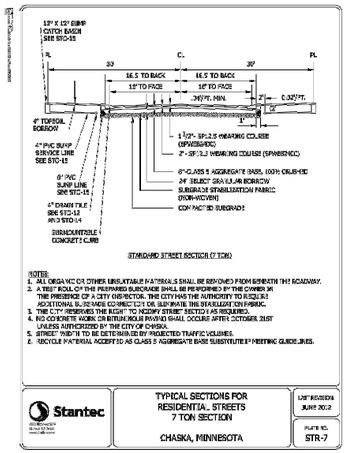


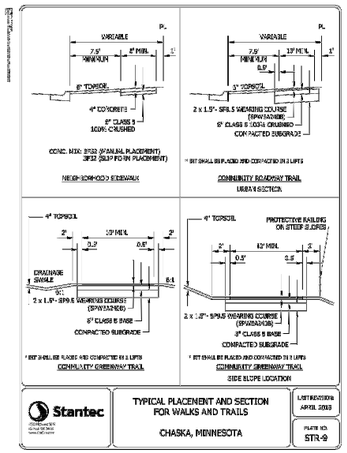


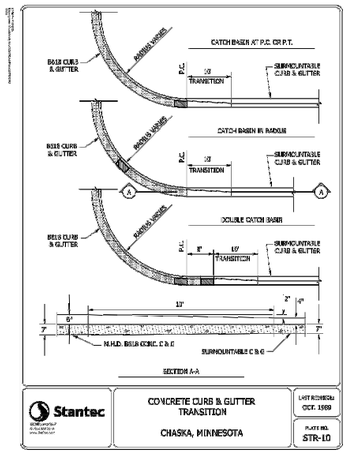


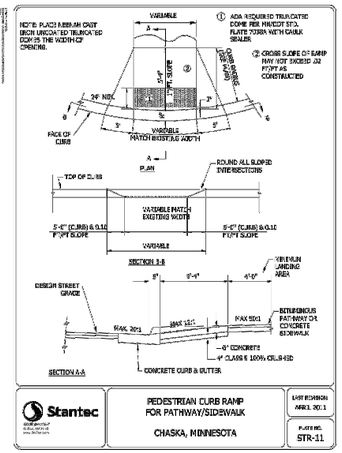


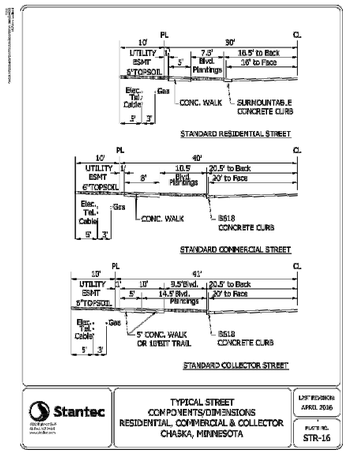


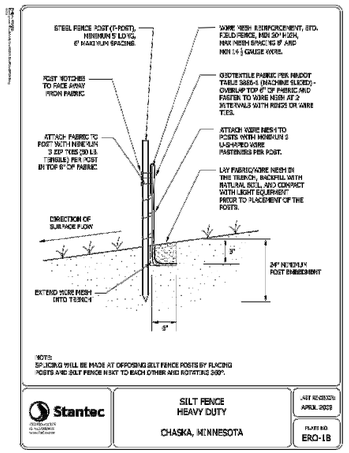


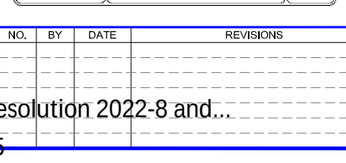


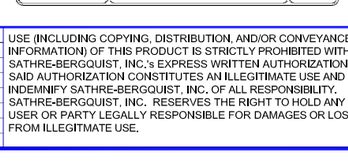


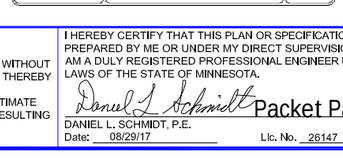


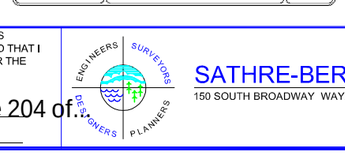


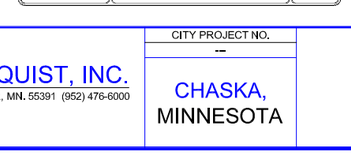














DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST				
DRAWN BY				
CHF				
CHECKED BY				
DATE				
08/29/17				

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CITY DETAIL PLATES
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO. 19000-072

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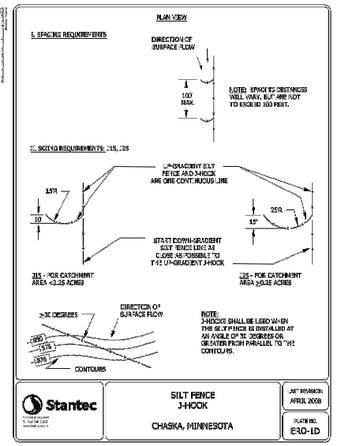

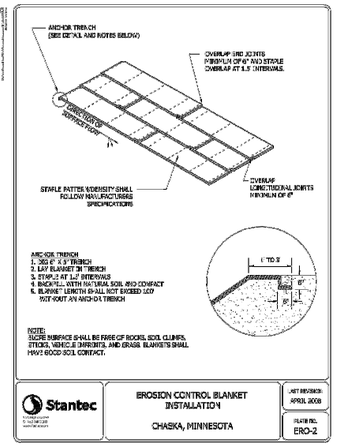

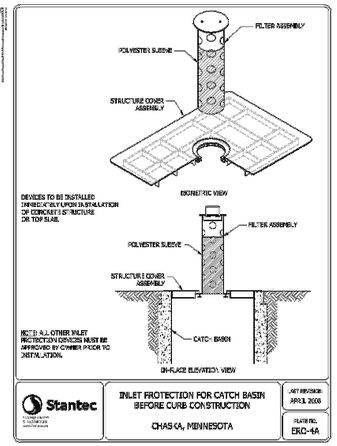

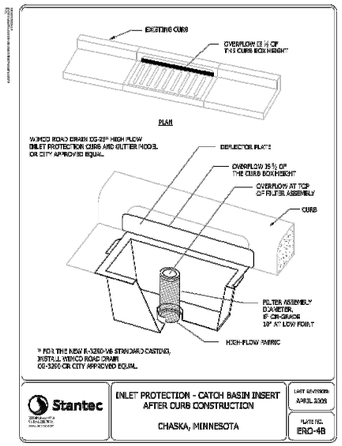

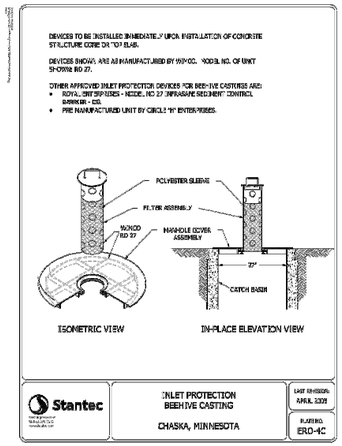

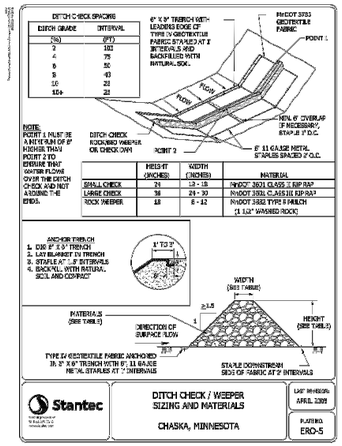

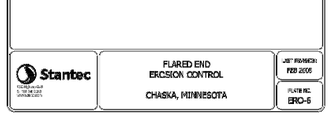

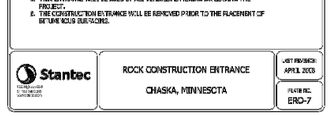





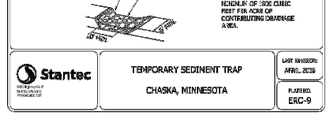

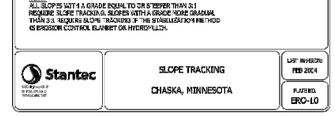

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DRAWN BY	04	CAW	12/30/2020	GRADING REVISIONS
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CITY DETAIL PLATES
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO. 19000-072
8
8

19000-072.CHASKA BLUFFS



SIGNIFICANT TREE TABLE

TREE #	SPECIES	DIAM	DISPOSITION
1	ELM	19"	REMOVED
2	APPLE	9"	REMOVED
3	APPLE	8"	REMOVED
4	MAPLE	17.5"	REMOVED
5	ELM	35"	REMOVED
6	MAPLE	18"	REMOVED
7	APPLE	11"	SAVED
8	APPLE	15"	SAVED
9	MULBERRY	38"	REMOVED
10	BOXELDER	23"	REMOVED
11	MAPLE	16"	REMOVED
12	MAPLE	19"	REMOVED
13	BOXELDER	12.5"	REMOVED
14	MAPLE	20"	REMOVED
15	BOXELDER	14.5"	REMOVED
16	MAPLE	19"	REMOVED
17	MAPLE	14"	REMOVED
18	BOXELDER	14.5"	REMOVED
19	MAPLE	15.5"	REMOVED
20	BOXELDER	22"	REMOVED
21	MAPLE	25"	REMOVED
22	MULBERRY	20"	REMOVED
23	BOXELDER	15.5"	REMOVED
24	BOXELDER	23"	REMOVED
25	WALNUT	15"	REMOVED
26	ELM	17"	REMOVED
27	BOXELDER	15.5"	REMOVED
28	BOXELDER	41.5"	REMOVED
29	BOXELDER	23"	REMOVED
30	WILLOW	42"	REMOVED
31	WILLOW	50"	REMOVED
32	ELM	19"	REMOVED
33	COTTONWOOD	21"	REMOVED
34	MULBERRY	42"	REMOVED
35	BOXELDER	17"	REMOVED
36	BOXELDER	27.5"	SAVED
37	COTTONWOOD	14"	SAVED
38	COTTONWOOD	14"	SAVED
39	BOXELDER	9"	SAVED
40	BOXELDER	15"	SAVED
41	COTTONWOOD	45"	SAVED
42	BASSWOOD	20"	SAVED

LEGEND

X NON-SIGNIFICANT TREE / SHRUB TO BE REMOVED

X 18 SIGNIFICANT TREE TO BE REMOVED

292Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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.

Gregory A. Johnson - LA

Date: Reg. No: 24610

NOT FOR CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

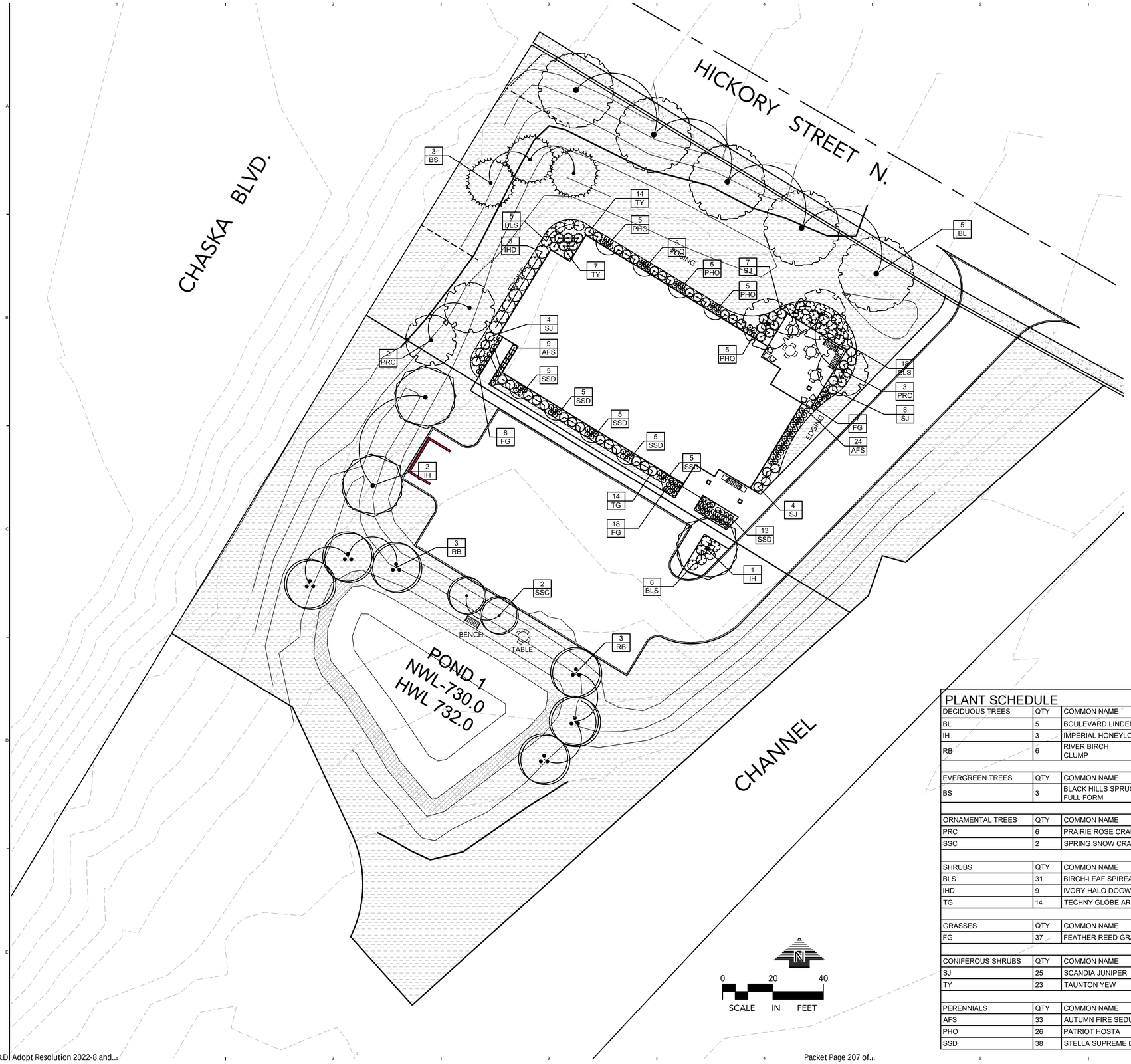
TREE INVENTORY PLAN

Project number	21238
Date	05.28.2021
Drawn by	GAJ
Checked by	21238

L100

Scale

4/23/2021 12:19:35 PM



CALL BEFORE YOU DIG!

Gopher State One Call

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CANOPY TREES	REQ'D	PROP
BUILDING GROSS SQUARE FOOTAGE - 13,480 SF	42.5 CAL. IN.	
PROPOSED CANOPY TREE - 2.5" CAL		35.0 CAL. IN.
PROPOSED EVERGREEN TREE - 2.5" CAL		7.5 CAL. IN.
TOTAL TREES		42.5 CAL. IN.

ORNAMENTAL TREES	REQ'D	PROP
ORNAMENTAL TREES = REQUIRED CANOPY TREES X 25%	11 CAL. IN.	12.0 CAL. IN.

SHRUBS	REQ'D	PROP
BUILDING FOOTPRINT - 6,740 SF /300	23	102

GROUNDCOVER LEGEND

SOD / TOPSOIL - SEE NOTES

MNDOT NATIVE SEED MIX 33-261
STORMWATER BASIN

PLANT SCHEDULE

DECIDUOUS TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
BL	5	BOULEVARD LINDEN	Tilia americana `Boulevard`	B & B	2.5"Cal		
IH	3	IMPERIAL HONEYLOCUST	Gleditsia triacanthos `Impcole` TM	B & B	2.5"Cal		
RB	6	RIVER BIRCH CLUMP	Betula nigra	B & B		8` HGT	
EVERGREEN TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
BS	3	BLACK HILLS SPRUCE FULL FORM	Picea glauca `Densata`	B & B		6` HGT	
ORNAMENTAL TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
PRC	6	PRAIRIE ROSE CRABAPPLE	Malus x `Prairie Rose`	B & B	1.5"Cal		
SSC	2	SPRING SNOW CRABAPPLE	Malus x `Spring Snow`	B & B	1.5"Cal		
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
BLS	31	BIRCH-LEAF SPIREA	Spirea x betulifolia `Tor`	5 gal	24" HGT		48" o.c.
IHD	9	IVORY HALO DOGWOOD	Cornus alba `Bailhalo` TM	5 gal	24" HGT		60" o.c.
TG	14	TECHNY GLOBE ARBORVITAE	Thuja occidentalis `Techny Globe`	5 gal			48" o.c.
GRASSES	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
FG	37	FEATHER REED GRASS	Calamagrostis x acutiflora `Karl Foerster`	1 gal			24" o.c.
CONIFEROUS SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
SJ	25	SCANDIA JUNIPER	Juniperus sabina `Scandia`	5 gal			48" o.c.
TY	23	TAUNTON YEW	Taxus x media `Taunton`	5 gal	18" SPRD		48" o.c.
PERENNIALS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
AFS	33	AUTUMN FIRE SEDUM	Sedum x `Autumn Fire`	1 gal			24" o.c.
PHO	26	PATRIOT HOSTA	Hosta x `Patriot`	1 gal			24" o.c.
SSD	38	STELLA SUPREME DAYLILY	Hemerocallis x `Stella Supreme`	1 gal			24" o.c.

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3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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.

Gregory A. Johnson - LA

Date: Reg. No: 24610

NOT FOR CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

LANDSCAPE PLAN

Project number	21238
Date	05.28.2021
Drawn by	GAJ
Checked by	21206

L200

Scale

4/23/2021 12:19:35 PM



WEST CREEK APARTMENTS
401 HICKORY ST CHASKA, MN 55318

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406



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	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

PATIO ENLARGEMENT

Project number	21238
Date	11/02/2021
Drawn by	GAJ
Checked by	NWE

L201

Scale

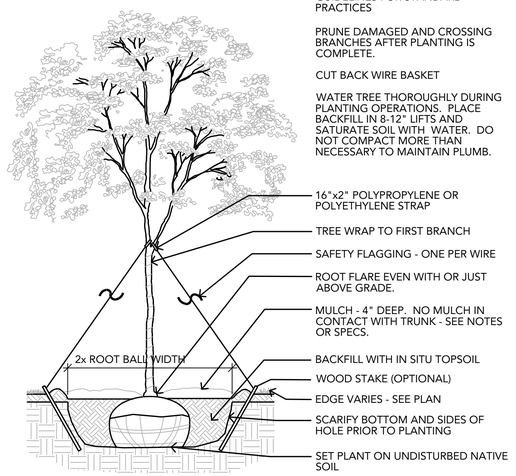
4/23/2021 12:19:35 PM

To: Liz Hanson, City Planner
From: Dave Pokorney, CADG
Subject: Useable open space

Relative to our application for the West Creek apartment you asked if we could provide an explanation of how the project is meeting the requirements for Usable Open Space. The parcel is approximately 1.5 acres and the required usable open space would be 15% or 9,800 sq ft. Attached is the proposed landscape plan with the designated open space areas. The north "frond yard" has approximately 7,300 sq ft. Included in this area is a 700 sq patio/ picnic area for residents. To the rear of the site, we have provided additional usable open space adjacent to the pond. That useable space is approximately 10,400 sq ft (excluding the pond) bringing the total useable space to 20,200 sq ft or 30% of the site. Since the targeted tenants will be young single adults the open space is intended to be places tenants can have outdoor gathering spaces as opposed to playground areas.



If you have questions or desire additional information please contact me



THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL TREES IN A PLUMB POSITION THROUGH THE WARRANTY PERIOD. STAKING IS SUGGESTED, BUT NOT REQUIRED. ANY STAKING MUST CONFORM WITH PRACTICES AS DEFINED IN A.N.A. GUIDELINES FOR STANDARD PRACTICES

PRUNE DAMAGED AND CROSSING BRANCHES AFTER PLANTING IS COMPLETE.

CUT BACK WIRE BASKET

WATER TREE THOROUGHLY DURING PLANTING OPERATIONS. PLACE BACKFILL IN 8-12" LIFTS AND SATURATE SOIL WITH WATER. DO NOT COMPACT MORE THAN NECESSARY TO MAINTAIN PLUMB.

16"x2" POLYPROPYLENE OR POLYETHYLENE STRAP

TREE WRAP TO FIRST BRANCH

SAFETY FLAGGING - ONE PER WIRE

ROOT FLARE EVEN WITH OR JUST ABOVE GRADE.

MULCH - 4" DEEP. NO MULCH IN CONTACT WITH TRUNK - SEE NOTES OR SPECS.

BACKFILL WITH IN SITU TOPSOIL

WOOD STAKE (OPTIONAL)

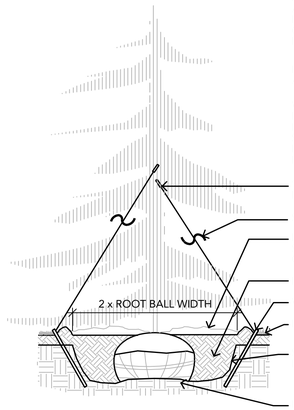
EDGE VARIES - SEE PLAN

SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING

SET PLANT ON UNDISTURBED NATIVE SOIL

CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS.

1	DECIDUOUS TREE PLANTING SCALE: 1/2" = 1'-0"	LOUCKS Deciduous Tree Planting.dwg



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PRUNE ANY DAMAGED BRANCHES AFTER PLANTING IS COMPLETE.

WATER TREE THOROUGHLY DURING PLANTING OPERATIONS. PLACE BACKFILL IN 8-12" LIFTS AND SATURATE SOIL WITH WATER. DO NOT COMPACT MORE THAN NECESSARY TO MAINTAIN PLUMB.

16"x2" POLYPROPYLENE OR POLYETHYLENE STRAP

SAFETY FLAGGING - ONE PER WIRE

MULCH - 4" DEEP - SEE NOTES OR SPECS. MULCH MUST NOT BE IN CONTACT WITH TRUNK.

BACKFILL WITH IN SITU TOPSOIL

WOOD STAKE (OPTIONAL)

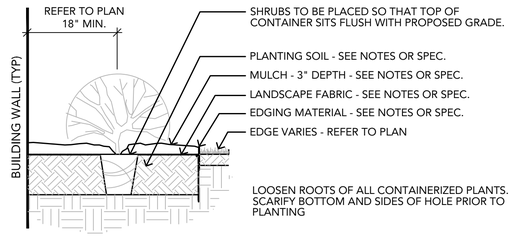
EDGE VARIES - SEE PLAN

SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING

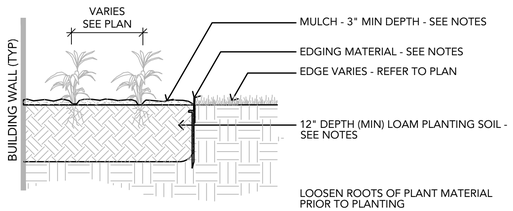
ROOT BALL SET ON UNDISTURBED SUBGRADE

CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS.

2	CONIFEROUS TREE PLANTING SCALE: 1/2" = 1'-0"	LOUCKS Coniferous Tree Planting.dwg



3	SHRUB PLANTING SCALE: 3/4" = 1'-0"	LOUCKS Shrub Planting.dwg



4	PERENNIAL PLANTING SCALE: 3/4" = 1'-0"	LOUCKS Perennial Planting.dwg

GENERAL NOTES

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

IRRIGATION NOTES

VERIFY PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SODDED AND LANDSCAPED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION. IRRIGATION IS NOT NEEDED IN NATIVE SEEDED AREAS.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM SHALL NOT SPRAY ACROSS PAVEMENT. THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTINGS AND SOD AREAS HAVE BEEN ESTABLISHED.

LANDSCAPE INSTALLATION

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL COMPLETE GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.

SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE AREAS NOTED TO RECEIVE SOD. MULCH FOR TURF SEEDED AREAS SHALL BE TYPE 5 WOOD FIBER HYDROMULCH CONFORMING WITH MNDOT 3884. MULCH FOR SEEDED AREAS WITH SLOPES 15% OR GREATER SHALL BE MNDOT CATEGORY 1, STRAW RD 1S BLANKET CONFORMING WITH MNDOT 3885.

SOD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED MINIMUM SHRUB HEIGHT OR WIDTH. ORNAMENTAL TREES SHALL HAVE NO V-CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL TO THE SPECIES, WITHOUT PRUNING.

PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS TAKE PRECEDENCE OVER NOTES.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH A 27-3-3 SLOW RELEASE FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS. PLANTS MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5" CALIPER PER TREE AND 3 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 27-3-3 THE FOLLOWING SPRING IN THE TREE SAUCER.

ALL PLANTING AREAS RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 12" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PEAT OR MANURE AND 10 PARTS SAND.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS. REMOVE ALL FLAGGING AND LABELS FROM PLANTS.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1.

COMMERCIAL GRADE 5" BLACK POLY EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOD/SEED UNLESS NOTED OTHERWISE.

MULCH SHALL BE CLEAN SHREDDED HARDWOOD MULCH WITH UNIFORM PIECE SIZE. ALL ANNUAL AND PERENNIAL BEDS TO RECIEVE 3" OF MULCH WITH NO WEED BARRIER. ALL SHRUB BED MASSINGS TO RECEIVE 3" DEEP MULCH WTH A FIBER MAT WEED BARRIER. ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DEEP MULCH WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

SPREAD GRANULAR PRE EMERGENT HERBICIDE (PREEN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED/INDICATED ON DRAWING OR IN SPECIFICATION.

ROCK MULCH SHALL BE 1"-1-1/2" GREY TRAP ROCK, 4" DEEP OVER A FIBER MAT WEED BARRIER.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCUREMENT AND/OR INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND DISEASE/PEST CONTROL.

CONTRACTOR SHALL WARRANTY NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR. WARRANTY SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

UNLESS NOTED OTHERWISE THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND SEED/SOD PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SODDING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 1. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15; DORMANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 1. FALL CONIFEROUS PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

LANDSCAPE CONTRACTOR SHALL ESTABLISH TO HIS SATISFACTION THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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Gregory A. Johnson - LA

Date: Reg. No: 24610

NOT FOR CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

LANDSCAPE DETAILS

Project number	21238
Date	05.28.2021
Drawn by	GAJ
Checked by	21238

L300

Scale

4/23/2021 12:19:35 PM





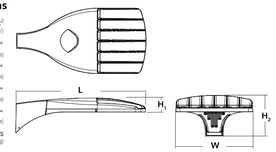
D-Series Size 0
LED Area Luminaire

DLC DLC PREMIUM DLC 5.1 Ready

d-series

Specifications

EPA:	0.95 ft²	(.09 m²)
Length:	26"	(66.0 cm)
Width:	13"	(33.0 cm)
Height$_1$:	3"	(7.62 cm)
Height$_2$:	7"	(17.8 cm)
Weight (max):	16 lbs	(7.25 kg)



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 [1] P4 [1] **Rotated optics** P10 [1] P12 [1] P11 [1] P13 [1,2]	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short (Automotive) T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short [1] T5S Type V short [1] T5M Type V medium [1] T5W Type V wide [1] BLC Backlight control [3] LCCO Left corner cutoff [3] RCCO Right corner cutoff [3]	MVOLT (120V–277V) [3,4] XVOLT (277V–480V) [3,5] 120 [6] 208 [6] 240 [6] 277 [6] 347 [6] 480 [6]	**Shipped included** SPA Square pole mounting RPA Round pole mounting [7] WBA Wall bracket [7] SPUMBA Square pole universal mounting adaptor [7] RPUMBA Round pole universal mounting adaptor [7] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) [7]

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark bronze
NLTAIR2	nLight AIR generation 2 enabled [8,34]	HS	House-side shield [27]	DBLXD	Black
PIRHN	Network, high/low motion/ambient sensor [9]	SF	Single fuse (120, 277, 347V) [6]	DNAXD	Natural aluminum
PER	NEMA twist-lock receptacle only (control ordered separate) [8]	DF	Double fuse (208, 240, 480V) [6]	DWHXD	White
PERS	Five-pin receptacle only (control ordered separate) [8,27]	L90	Left rotated optics [1]	DDBTXD	Textured dark bronze
PER7	Seven-pin receptacle only (leads exit future) (control ordered separate) [8,27]	R90	Right rotated optics [1]	DBLBXD	Textured black
DMG	0–10V dimming extend out back of housing for external control (control ordered separate) [8]	DDL	Diffused drop lens [22]	DNATXD	Textured natural aluminum
PIR	High/low, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 5fc [9,29]	HA	50°C ambient operations [1]	DWHGXD	Textured white
PIRH	High/low, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 5fc [9,29]	**Shipped separately**			
PIR1FC3V	High/low, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 1fc [9,29]	BS	Bird spikes [27]		
PIRH1FC3V	High/low, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 1fc [9,29]	EGS	External glare shield		
FAO	Field adjustable output [1]				

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Wattage	Distribution	Plot	Notes
	A		1	Lithonia Lighting	DSX0 LED P5 30K T2M MVOLT HS	DSX0 LED P5 30K T2M MVOLT with houseside shield	LED	8865	89	TYPE III, MEDIUM, BUG RATING: B1 - U0 - G2	 Max: 6913cd	
	B		2	Lithonia Lighting	DSX0 LED P5 30K T4M MVOLT	DSX0 LED P5 30K T4M MVOLT	LED	10613	89	TYPE IV, SHORT, BUG RATING: B2 - U0 - G3	 Max: 6040cd	
	C		1	Lithonia Lighting	DSX0 LED P5 30K TFTM MVOLT HS	DSX0 LED P5 30K TFTM MVOLT with houseside shield	LED	8465	89	TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G2	 Max: 6869cd	

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Site Lighting	+	0.6 fc	2.8 fc	0.0 fc	N/A	N/A

292 Design Group
292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

NOT FOR CONSTRUCTION

Date: 12.

Paulson & Clark Engineering
Structural | Mechanical | Electrical | Security
2352 E County Road J
White Bear Lake, MN 55110
Office: (651) 407-6056
www.paulsonclark.com

COMMUNITY ASSET DEVELOPMENT GROUP

WEST CREEK APARTMENTS 401 HICKORY STREET CHASKA, MN 55318

PHOTOMETRIC SITE PLAN

Project number	17015.00
Date	11.12.21
Drawn by	RA
Checked by	KB

PE100



VIEW OF NORTH SIDE OF BUILDING

292 Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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COMMUNITY ASSET DEVELOPMENT GROUP

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

EXTERIOR IMAGE

Project number	17015.00
Date	05.04.21
Drawn by	MTW
Checked by	MSW

A800



PATIO VIEW

292 Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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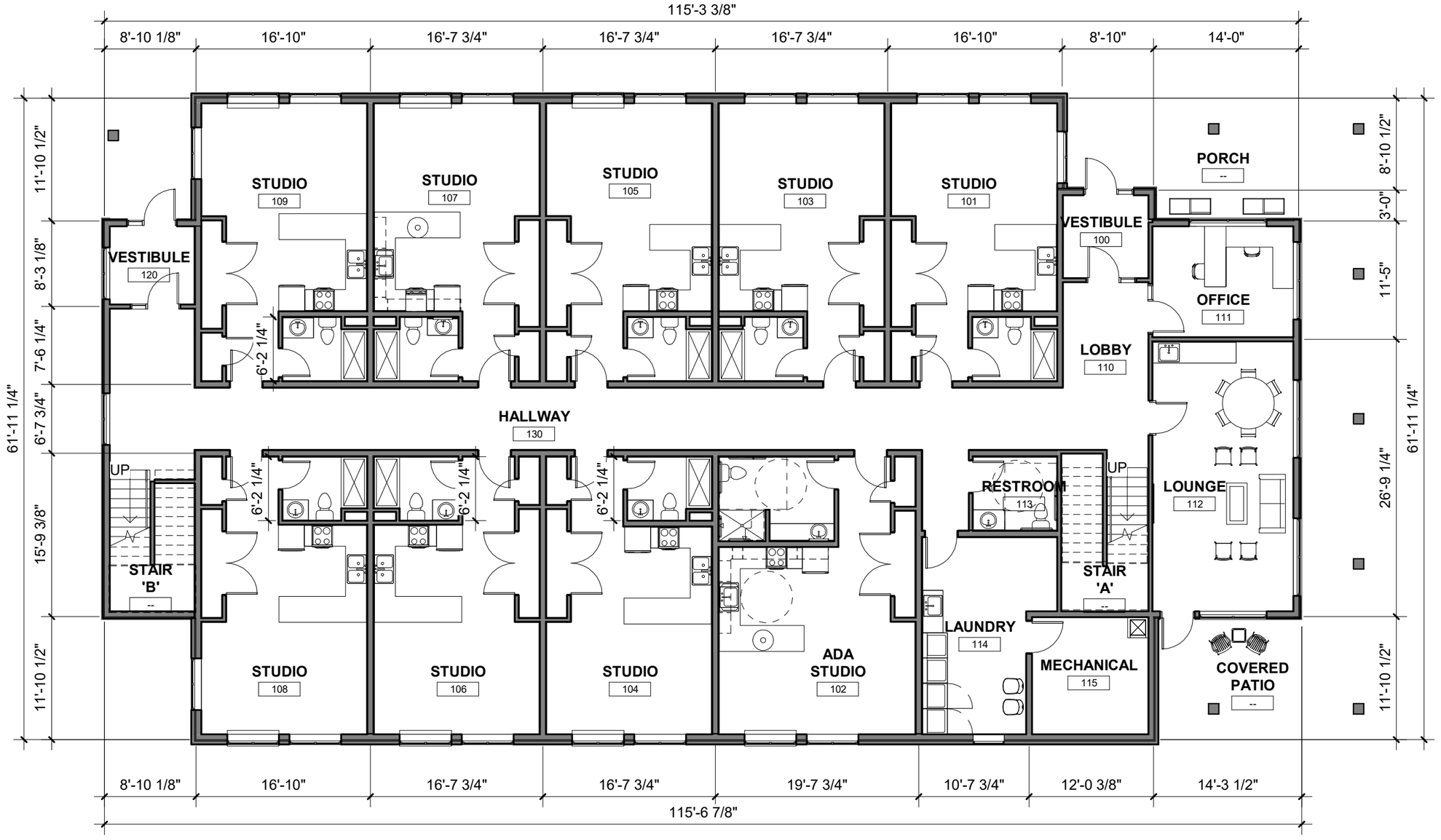
WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

EXTERIOR IMAGE

Project number	17015.00
Date	05.04.21
Drawn by	Author
Checked by	Checker

A801



1 FIRST FLOOR PLAN - REVISED 10/21/2021
3/32" = 1'-0"

COMMUNITY ASSET DEVELOPMENT GROUP
WEST CREEK APARTMENTS

8 FIRST FLOOR PLAN - REVISED 10/21/21

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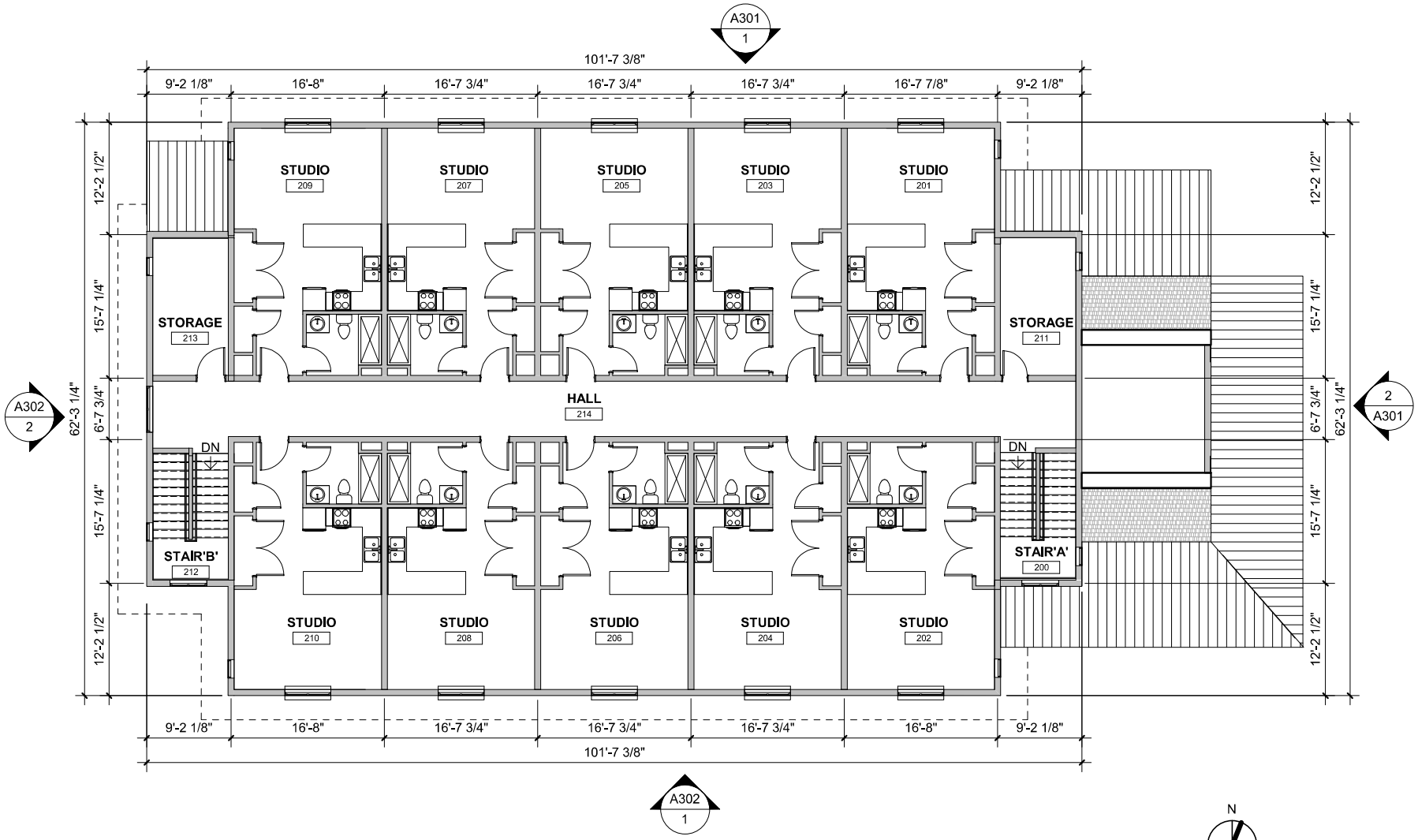
3533 E. LAKE STREET MINNEAPOLIS, MN 55406



1 SECOND FLOOR PLAN
3/32" = 1'-0"

292Design

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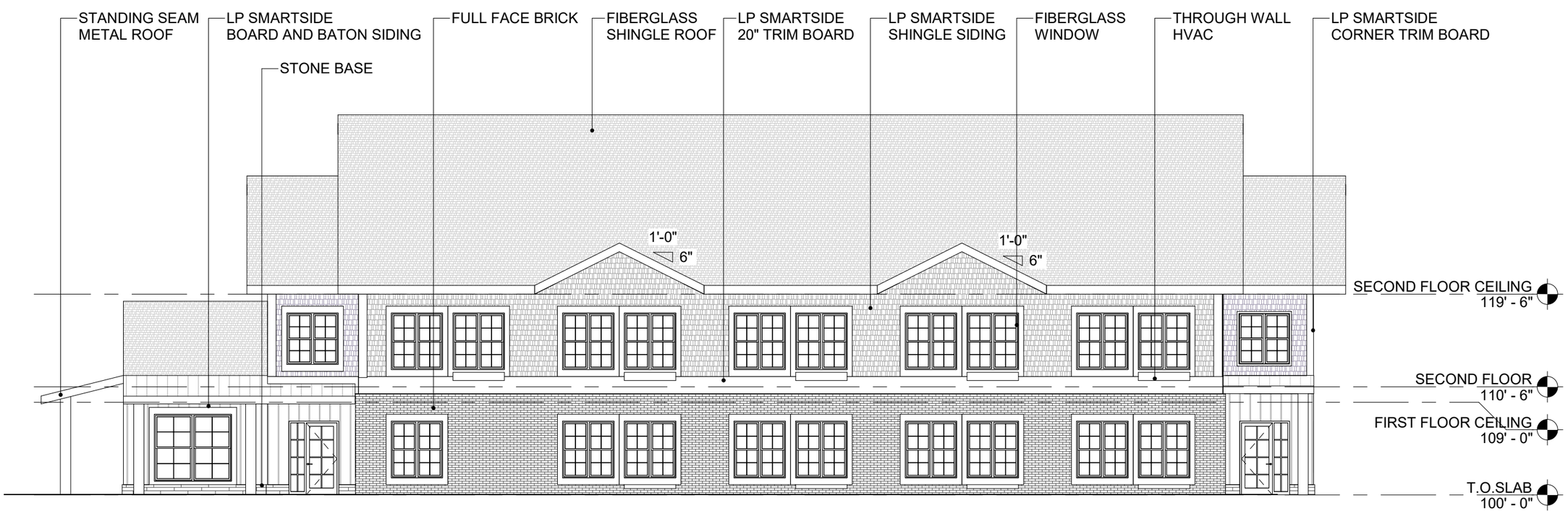
COMMUNITY ASSET DEVELOPMENT GROUP

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

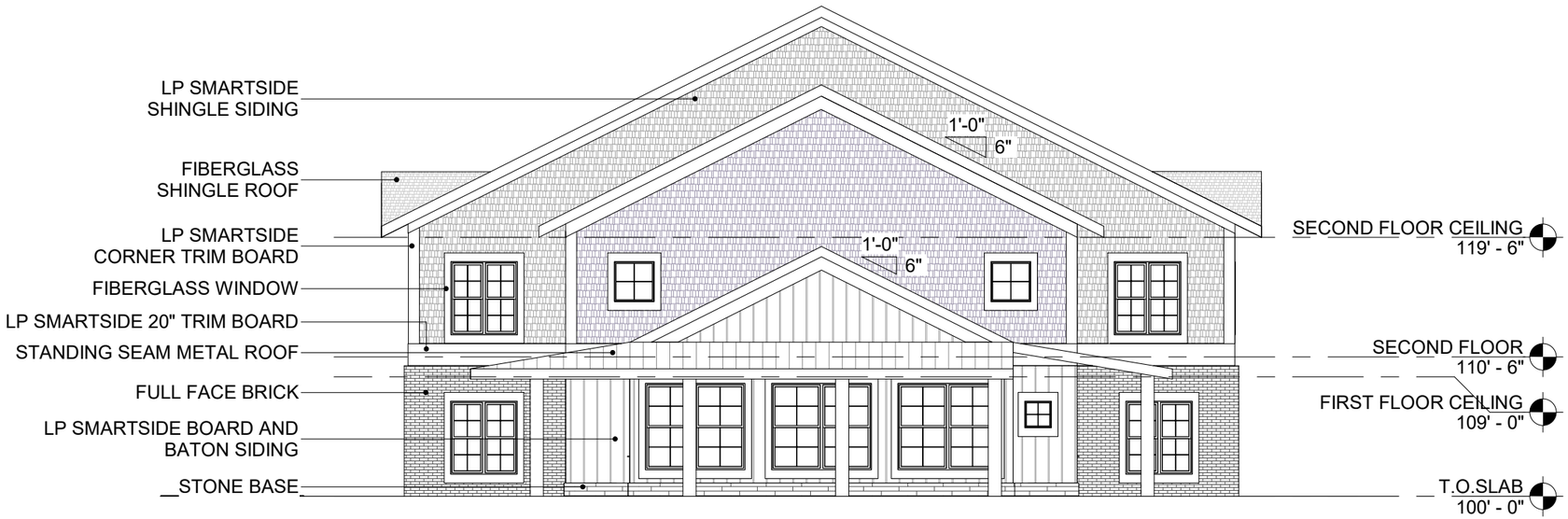
SECOND FLOOR PLAN

Project number	17015.00
Date	05.04.21
Drawn by	MTW
Checked by	MSW

A102



1 S BUILDING ELEVATION
3/32" = 1'-0"



2 E BUILDING ELEVATION
3/32" = 1'-0"

MATERIAL BREAK DOWN

CLASS	MATERIAL	SF	%
NORTH		2,100 SF	
1	BRICK	465 SF	24%
1	GLASS	860 SF	40%
1	BOARD AND BATTEN	190 SF	9%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	25%
EAST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	395 SF	25%
1	BOARD AND BATTEN	250 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	765 SF	48%
SOUTH		2,100 SF	
1	BRICK	480 SF	23%
1	GLASS	975 SF	46%
1	BOARD AND BATTEN	60 SF	3%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	26%
WEST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	370 SF	24%
1	BOARD AND BATTEN	260 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	780 SF	49%
TOTAL		7,400 SF	
1	BRICK	1,265 SF	17%
1	GLASS	2,600 SF	35%
1	BOARD AND BATTEN	760 SF	10%
1	STONE	140 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	2,635 SF	36%

292 Design
292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of
MINNESOTA

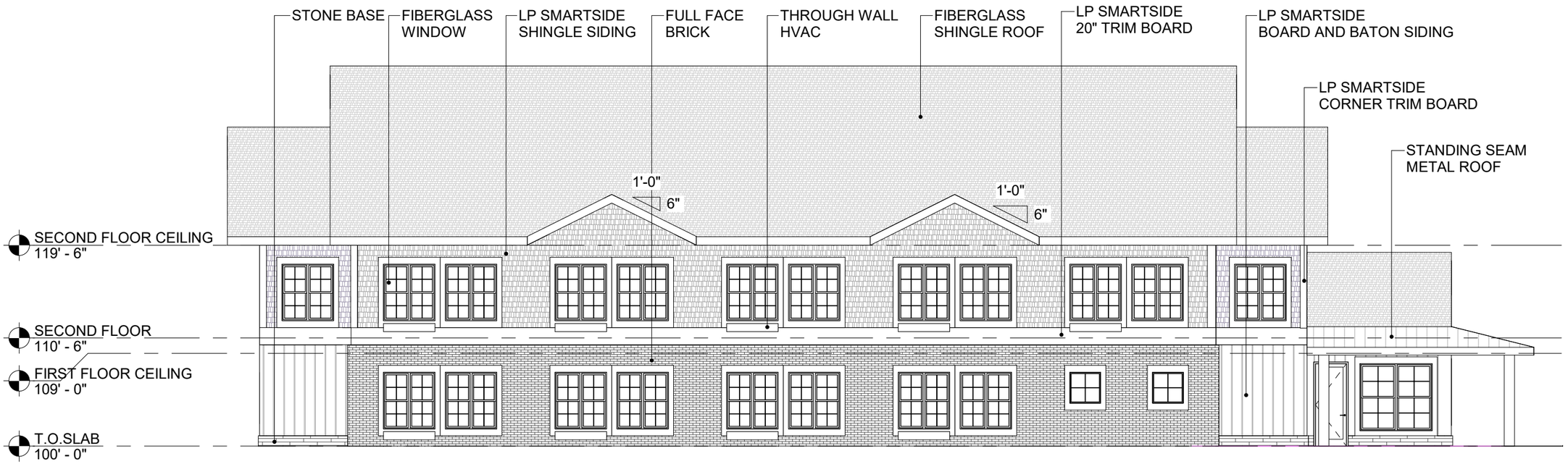
m. wenger

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

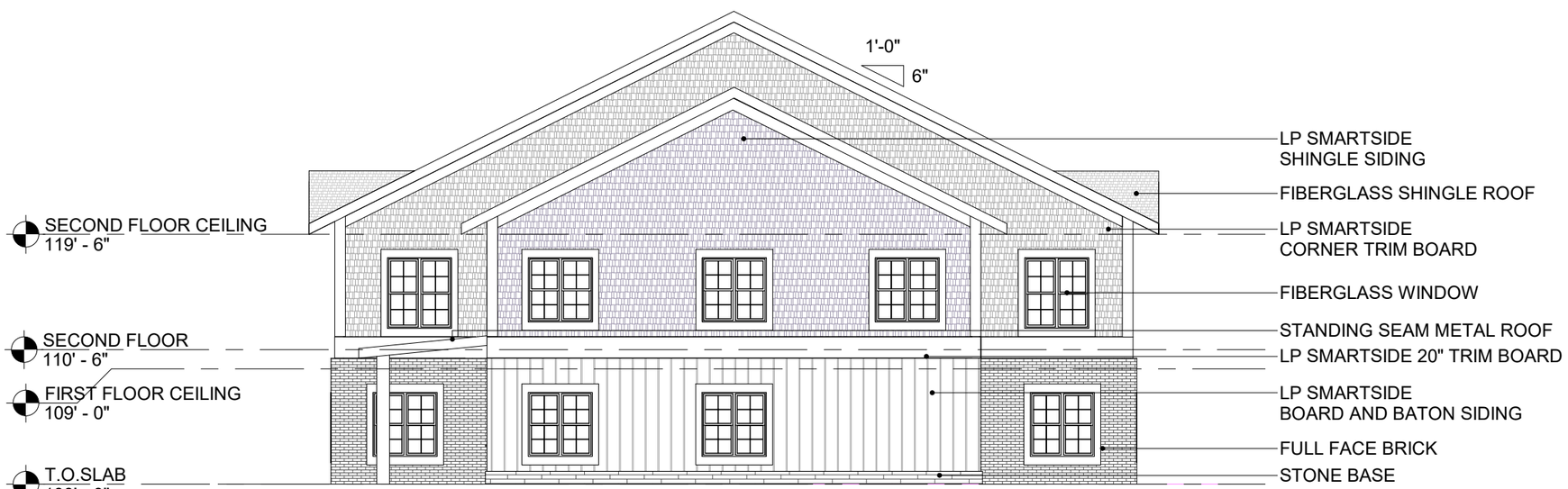
EXTERIOR ELEVATIONS

Project number	17015.00
Date	05.04.21
Drawn by	MTW
Checked by	MSW

A_301



1 N BUILDING ELEVATION
3/32" = 1'-0"



2 W BUILDING ELEVATION
3/32" = 1'-0"

MATERIAL BREAK DOWN

CLASS	MATERIAL	SF	%
NORTH		2,100 SF	
1	BRICK	465 SF	24%
1	GLASS	860 SF	40%
1	BOARD AND BATTEN	190 SF	9%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	25%
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MINNESOTA

m. wenger

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

EXTERIOR ELEVATIONS

Project number	17015.00
Date	05.04.21
Drawn by	MTW
Checked by	MSW

A_302

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/22

Subject: **River Valley Industrial Center – Preliminary Site & Building Plan and Preliminary Plat**

Applicants: Joel Buttenhoff

Location: Southeast corner of County Road 61 (Chaska Blvd) and County Road 15 (Audubon Rd) within the City of Chaska and Chanhassen limits

Case No.: 2022-03

Synopsis: Applicant seeks to obtain approval of a Preliminary Site & Building Plan and Preliminary Plat for one industrial building totaling 81,660 square feet

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

The site being looked at this evening falls within two separate jurisdictions; the City of Chaska and Chanhassen. The applicant is requesting the subdivision of three parcels into three lots and one outlot and site plan review for development of an approximate 82,000 square-foot, one-story, office-warehouse building (River Valley Industrial Center). The proposed subdivision is in both Chanhassen and Chaska. The proposed building is in Chanhassen. A portion of the parking lot is located within Chaska; the surrounding roads are also in Chaska. The City of Chanhassen has reviewed and approved the preliminary project in November of 2021.



(Above Blue Line: City of Chaska, Below Blue Line: City of Chanhassen)

COMPREHENSIVE PLAN

The 2040 Comprehensive Plan guides the subject property that is in Chaska as Industrial. The proposal is consistent with this.

EXISTING CONDITIONS

The overall site that the project is proposed on is approximately 24 acres including both parcels in Chanhassen (21 acres) and Chaska (3 acres). The site used to encompass the Gedney Pickle Factory operation however that has since left the property. The existing building is currently being used as a multi-tenant industrial/office building. The site has existing tanks with an elevated walkway, small abandoned buildings, and a water tower that were once used by the previous Gedney Pickle Factory. The applicant is proposing to remove all of the existing structures located on proposed Lot 2 in order to mass grade the site and construct all improvements. A transmission line and easement bifurcates the property north to south.

SURROUNDING PROPERTIES

The site is bound on the north by Chaska Boulevard; the east by an electric substation; the south by Stoughton Avenue and Riverview Terrace Mobile Home Park; and the west by Audubon Road and the businesses within Crystal Addition.

CURRENT REQUEST

The request this evening is for Preliminary Site & Building Plan and Preliminary Plat for an 81,660 square foot office-warehouse building. While the building is located within the municipal boundary of the City of Chanhassen, the public streets around the development are located within the City of Chaska. The City of Chanhassen will be primarily reviewing the Site & Building Plan and Plat for the project as most of the project falls within their boundaries. Chaska will have some review authority on site planning pieces within our boundaries such as access, right-of-way design, screening, and lighting. We will not be reviewing the building design, parking, utilities, landscaping quantities, as those are outside of our jurisdiction.

Access & Cross Access Easements

The site proposes to provide ingress/egress on Audubon Road (Co Rd 15) via two separate points of access; one full access on the south end of the property to line up with Crystal Lane, and one right-out access on the north end of the property. An additional access onto Stoughton Avenue exists on the southeast portion of the site. Cross access easements will be needed across the various lots proposed.

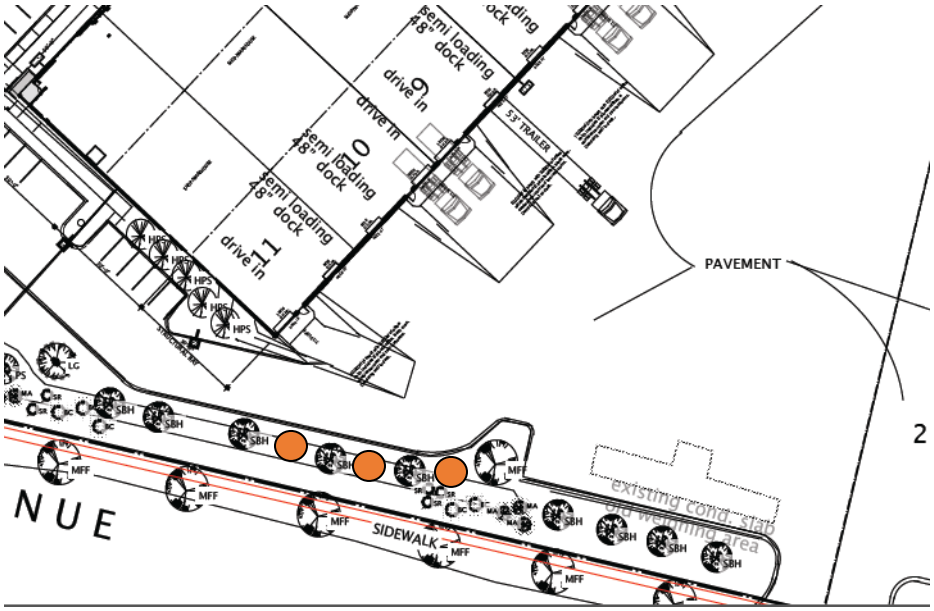
Landscaping & Screening

Landscaping will have to meet the City's ordinance for boulevard design in the right-of-way. The landscape plan is showing an installation consistent with this.

Screening

It was noted to the applicant that a strong buffered edge needs to occur in the greenspace areas between the loading dock area and Stoughton Avenue/Riverview Terrace. The landscape plan shows a layer of trees on the south edge of Lot 2 within the greenspace. A 2-foot berm is also proposed along this edge, however, it stops short before the access point on Stoughton Avenue. Staff would advise that the berm be incorporated to the extent of the access point as this area is also critical in screening the loading dock area. Staff would also advise to fill in a

couple areas with more coniferous trees to provide a lush vegetative edge to help screen the loading dock further. See image below for areas to fill in in orange.



Lighting
The lighting proposed on site was requested to stay within the City's requirements adjacent to residential. Pole lights are proposed around the site at a height of 25 feet, which meets the maximum height requirements adjacent to residential for the City. Wall packs are also proposed around the building facades at either 10 feet high in the front of the building or 16 feet high at the loading dock. Foot candles will also be near 0 at all property lines.

Traffic
The development is proposing new connections onto Chaska's local street system and did conduct a preliminary traffic analysis. The analysis evaluated a full access across from the existing right in access into Speedway gas station which is not consistent with City policy with full access onto collector roads which applies to Audubon Road. The applicant is now proposing a full access at Crystal lane which is consistent with the access that exists, but also providing a new right out onto Audubon which has not been fully analyzed. It will be required in the final submittal that this right-out access be properly analyzed in the traffic report. If deemed unsafe and/or unneeded, then the right-out access shall be removed from the plan.

Utilities
Utilities are served through the City of Chanhassen.

Pedestrian Sidewalks & Right-of-Way Design/Improvements
Sidewalks are being shown in the Right-of-Way for the full stretch of Audubon Road, and for the full extent of the site along Stoughton Avenue. The City will have to work with the developer on the timing and construction of the Stoughton Avenue sidewalk.

The right-of-way that abuts this site are currently in the City of Chaska. Currently Stoughton Avenue does not have curb and gutter on either side. The northerly side, since its being

developed, will be required to provide such improvements. The applicant will need to work with the Engineering department on the overall design of these areas.

Signs
If a monument sign is shown on property within the City of Chaska it will have to meet City sign requirements for Industrial zones. The applicant will have to apply for a sign permit with the City of Chaska if that's the case.

Development Costs (Infrastructure Improvements)
The area-wide development costs would include but not be limited to:

- Storm Sewer
- Parks
- Trails

Prior to final platting, the developer will need to work with Staff to determine which of these are applicable and what those fees will be. It should be noted that no parks or trails are proposed as a part of this development, and therefore, park and trail fees will be collected for the lot in Chaska, as opposed to land dedication.

Preliminary Plat
The request this evening involves preliminary plat of the site. Three lots are proposed; one 13.39-acre lot for the existing industrial building, and one 7.89-acre lot for the new approximately 82,000 square foot industrial building. These two lots are in the City of Chanhassen. Lot 3 (1.13 acres) is in Chaska, as well as Outlot A (1.71 acres). Lot 3 will encompass a portion of the parking lot for the overall site. Outlot A will be retained by the property owner.

Deadline for Agency Actions
The City of Chaska received the complete application for this request on Tuesday, December 22, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 20, 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, April 21, 2022*. The City may with the petitioners consent extend the review period beyond the Thursday, April 21, 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 01/12/2022:
Motion to recommend to City Council approval of the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Narrative (pgs 1-6), submitted by Joel Buttenhoff, Bill Karges and Phillip D. Johnson Architect, dated August 3, 2021 and December 22, 2021.
    b. Cover Sheet (pg C001), submitted by Westwood, dated November 29, 2021
    c. Boundary Survey (pg C100), submitted by Westwood, dated November 29, 2021
    d. Existing Conditions & Removals Plan (pg C101), submitted by Westwood, dated November 29, 2021

e. Preliminary Plat (pg C102), submitted by Westwood, dated November 29, 2021
f. Civil Site Plan (pg C200), submitted by Westwood, dated November 29, 2021
g. Site Plan Aerial Overlay (pg C201), submitted by Westwood, dated November 29, 2021
h. Grading & Drainage Plan (pg C300), submitted by Westwood, dated November 29, 2021
i. Erosion Control Plan (pg C400), submitted by Westwood, dated November 29, 2021
j. Utility Plan (pg C500), submitted by Westwood, dated November 29, 2021
k. Site Plan (pg A2), submitted by Phillip D. Johnson, dated December 7, 2021
l. Planting Plan (pg A2), submitted by Phillip D. Johnson, dated December 22, 2021
m. Lighting Plan, submitted by Luma Sales Associates, dated December 6, 2021
n. Floor Plan (pg A3), submitted by Phillip D. Johnson, dated August 3, 2021
o. Floor Plan (pg A4), submitted by Phillip D. Johnson, dated August 3, 2021

2. Adherence with the City Engineer's Memo dated January 6, 2022.
3. Adherence with the Carver County Public Works Memo dated August 26, 2021.
4. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
5. Provision of the berm to continue to the extent of the proposed access point on Stoughton Avenue, and to be addressed in the landscape plan at final submittal.
6. Provision that additional trees are filled in the southern greenspace adjacent to the loading dock, and to be addressed at final submittal.
7. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.
8. Adherence to the City's Boulevard Tree Policy and local street section design.
9. Provision to meet the City's sign regulations for any signage proposed within property in the City of Chaska, and for a sign permit to be obtained prior to installation.
10. Provision of cross access easements for the various lots, to be recorded with the Final Plat.
11. Provision that requirements set forth by the City of Chaska, Carver County and City of Chanhassen are adhered to prior to Final Plat submittal.
12. Provision of an updated traffic analysis, including the analysis of the full access at Crystal Lane and right-out access onto Audubon Road, to be submitted at final.
13. Provision of right-of-way requirements incorporated into the final plan that address all City and County requirements.
14. Provision that all trail and sidewalk facilities are within right-of-way and modified on the final plan.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-9 approving the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center (PC # 2022-03).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-9

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center/Joel Buttenhoff/PC #2022-03

WHEREAS, the overall site that the project is proposed on is approximately 24 acres including both parcels in Chanhassen (21 acres) and Chaska (3 acres); and

WHEREAS, the request this evening is for Preliminary Site & Building Plan and Preliminary Plat for an 81,660 square foot office-warehouse building; and

WHEREAS, while the building is located within the municipal boundary of the City of Chanhassen, the public streets around the development are located within the City of Chaska; and

WHEREAS, the City of Chanhassen will be primarily reviewing the Site & Building Plan and Plat for the project as most of the project falls within their boundaries; and

WHEREAS, Chaska will have some review authority on site planning pieces within our boundaries such as access, right-of-way design, screening, and lighting; and

WHEREAS, the City will not be reviewing the building design, parking, utilities, landscaping quantities, as those are outside of our jurisdiction; and

WHEREAS, staff would advise that the 2-foot berm be incorporated to the extent of the southerly access point as this area is also critical in screening the loading dock area; and

WHEREAS, staff would also advise to fill in a couple areas with more coniferous trees to provide a lush vegetative edge to help screen the loading dock further; and

WHEREAS, pole lights are proposed around the site at a height of 25 feet, which meets the maximum height requirements adjacent to residential for the City; and

WHEREAS, wall packs are also proposed around the building facades at either 10 feet high in the front of the building or 16 feet high at the loading dock; and

WHEREAS, foot candles will also be near 0 at all property lines; and

WHEREAS, the development is proposing new connections onto Chaska's local street system and did conduct a preliminary traffic analysis; and

WHEREAS, the applicant is proposing a full access at Crystal lane which is consistent with the access that exists, but also providing a new right out onto Audubon which has not been fully analyzed; and

WHEREAS, it will be required in the final submittal that this right-out access be properly analyzed in the traffic report; and

WHEREAS, if deemed unsafe and/or unneeded, then the right-out access shall be removed from the plan; and

WHEREAS, sidewalks are being shown in the Right-of-Way for the full stretch of Audubon Road, and for the full extent of the site along Stoughton Avenue; and

WHEREAS, the right-of-way that abuts this site are currently in the City of Chaska; and

WHEREAS, currently Stoughton Avenue does not have curb and gutter on either side; and

WHEREAS, the northerly side, since its being developed, will be required to provide such improvements; and

WHEREAS, the applicant will need to work with the Engineering department on the overall design of these areas; and

WHEREAS, if a monument sign is shown on property within the City of Chaska it will have to meet City sign requirements for Industrial zones; and

WHEREAS, the applicant will have to apply for a sign permit with the City of Chaska if that's the case; and

WHEREAS, it should be noted that no parks or trails are proposed as a part of this development, and therefore, park and trail fees will be collected for the lot in Chaska, as opposed to land dedication; and

WHEREAS, three lots are proposed to be platted; one 13.39-acre lot for the existing industrial building, and one 7.89-acre lot for the new approximately 82,000 square foot industrial building; and

WHEREAS, these two lots are in the City of Chanhassen;

WHEREAS, Lot 3 (1.13 acres) is in Chaska, as well as Outlot A (1.71 acres); and

WHEREAS, Lot 3 will encompass a portion of the parking lot for the overall site, and Outlot A will be retained by the property owner; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center (PC#2022-03); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center (PC#2022-03), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Narrative (pgs 1-6), submitted by Joel Buttenhoff, Bill Karges and Phillip D. Johnson Architect, dated August 3, 2021 and December 22, 2021.
    b. Cover Sheet (pg C001), submitted by Westwood, dated November 29, 2021
    c. Boundary Survey (pg C100), submitted by Westwood, dated November 29, 2021
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n. Floor Plan (pg A3), submitted by Phillip D. Johnson, dated August 3, 2021
o. Floor Plan (pg A4), submitted by Phillip D. Johnson, dated August 3, 2021

2. Adherence with the City Engineer's Memo dated January 6, 2022.
3. Adherence with the Carver County Public Works Memo dated August 26, 2021.
4. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
5. Provision of the berm to continue to the extent of the proposed access point on Stoughton Avenue, and to be addressed in the landscape plan at final submittal.
6. Provision that additional trees are filled in the southern greenspace adjacent to the loading dock, and to be addressed at final submittal.
7. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.
8. Adherence to the City's Boulevard Tree Policy and local street section design.
9. Provision to meet the City's sign regulations for any signage proposed within property in the City of Chaska, and for a sign permit to be obtained prior to installation.
10. Provision of cross access easements for the various lots, to be recorded with the Final Plat.
11. Provision that requirements set forth by the City of Chaska, Carver County and City of Chanhassen are adhered to prior to Final Plat submittal.
12. Provision of an updated traffic analysis, including the analysis of the full access at Crystal Lane and right-out access onto Audubon Road, to be submitted at final.
13. Provision of right-of-way requirements incorporated into the final plan that address all City and County requirements.
14. Provision that all trail and sidewalk facilities are within right-of-way and modified on the final plan.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 6, 2022**
Subject: **River Valley Industrial Center – Preliminary Plat**

The proposed business center, office-industrial-warehouse is new building development in Chanhassen. The area of land being developed is within the property previously owned by the Gedney Pickle plant factory with the new building and parking area being planned over portions of the site that were used for storage and outside containment. The site is guided by Chanhassen's comprehensive plan and is subject to planning, zoning, engineering requirements for City approvals. Chaska does not provide public utilities to service the property.

The development is proposing new connections onto Chaska's local street system and did conduct a preliminary traffic analysis. The analysis evaluated a full access across from the existing right in access into Speedway gas station which is not consistent with City policy with full access onto collector roads which applies to Audubon Road. The applicant is now proposing a full access at Crystal lane which is consistent with the access that exists, but also providing a new right out onto Audubon which has not been fully analyzed.

Carver County does plan to reconstruct the segment of CSAH 61 in the next five years and the conditions listed are to ensure safety and operations along Stoughton and identify improvements that are needed given the new development.

The engineering comments related to development focus ensuring the right out access that is proposed can be supported given current and future traffic demands for CSAH 61, and identifying improvements to Audubon Road are consistent with the County's corridor plan:

1. Regarding access
   a. No direct access to CSAH 61 is proposed. Additional County review and approval will be required if this condition changes.

   b. A traffic analysis is needed to evaluate the accesses that are proposed. Should the analysis warrant the proposed right-out access from the site to Audubon Rd. (City street) the access shall be moved to a location that does not impact the turn lanes serving the southern leg of the intersection.

   c. In addition, should the right out be warranted, the site plan shall include extending the raised concrete median south to prohibit left turns into or out of the right out only access.

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

c. Stoughton Avenue/Audobon Road is a municipal state aide route on both the local/regional highway system. Improvements that are identified to Stoughton Avenue in the traffic impact analysis are required to meet state/county design standards. Any improvements that may be required to Stoughton Avenue must have agency approvals prior to final plat.

2. Regarding right of way

a. The applicant shall address all comments regarding right of way requirements set forth by Carver County.

b. The current plat shows sidewalk and trail facilities outside the City/County right of way along the east side of Audubon Road. The plat shall be modified to incorporate trail and sidewalk facilities within the right of way.

c. The Right of way along Audubon Rd. needs to be further analyzed to include the median improvements and be consistent with Carver County's CSAH 61/Audubon Rd. intersection plans.

3. Regarding traffic impacts

a. A Traffic Impact Analysis is required to include analysis of the operations and safety for both the full access proposed at Crystal Lane and the right-out access onto Audubon Road.

i. Traffic operations for the proposed full access need to be evaluated i.e. turn lane or road improvements that may be identified to ensure there are no impacts to mainline traffic along Audubon Road.

ii. Traffic operations need to be studied and reviewed for the CSAH 61/CSAH 15/Audubon Rd. intersection. Information is needed regarding the proposed right out from Audubon Rd. onto CSAH 61 to analyze the impact of the added traffic to the intersection. Coordinate with County staff regarding traffic split assignments, trip generation calculations, and future traffic projections to use for this analysis.

iii. Provide truck turning templates to and from CSAH 61 and for each turn lane on Audubon Rd, and Stoughton Avenue.

4. The development is subject to a site development agreement with applicable City fees applied prior to final plat approval.

5. The applicant will need to provide a dedicated construction traffic and haul route prior for City approvals prior to construction activity

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

August 26, 2021

City of Chanhassen
c/o Bob Generous AICP
Senior Planner
952-227-1131
bgenerous@ci.chanhassen.mn.us

Re: Development / Access Review Comments: Preliminary Plat and Site Plan for 2100 Stoughton Avenue (River Valley Industrial Center) located at PID #250030700 and #301370090 adjacent to County State Aid Highway 61 (Chaska Blvd.) and the intersection of CSAH 61/CSAH 15/Audubon Rd.

Thank you for the opportunity to review the subject development in the City of Chanhassen. The County assumes compliance with State Statute 505.03 Subdivision 2 regarding road authority review. Consistent with the County Comprehensive Plan and County Codes, the following are comments and recommended conditions of approval and potential requirements for any necessary permits to be issued for the project:

1. Regarding access
    a. No direct access to CSAH 61 is proposed. Additional County review and approval will be required if this condition changes.
    b. The proposed access from the site to Audubon Rd. (City street) is approximately 350 ft. from the intersection of CSAH 61/CSAH 15/Audubon Rd. and shows planned impacts to the left turn lane serving the southern leg of the intersection. New local road access on local roads near County intersections is guided to be approximately 660 ft. from the intersection or at the greatest distance possible considering site constraints in order to avoid impacts to turn lanes serving the County Highway intersection and to minimize conflicts with traffic turning on to and off of the County Highway. In addition, the adopted CSAH 61/TH 41 Corridor Study final report identifies the future roadway concept for this intersection, which includes a median on the south leg of the intersection for at least 400 ft. south of the intersection (Link to adopted study, See page 39).
        i. Revise the proposed site plan regarding the access on Audubon Rd. to remove the access or shift it further south for consistency with adopted corridor study and to mitigate impacts to the CSAH 61/CSAH 15/Audubon Rd. intersection.
2. Regarding highway right of way
    a. CSAH 61 at this location is a 2-lane undivided rural roadway facility with a continuous left turn lane and no trail facilities. The existing total right of way is approximately 115 ft. with approximately 55 ft. from centerline on the southeast side adjacent to the subject parcel.
    b. The County's 2040 Comprehensive Plan (Figure B.6) identifies typical section widths for existing and future County highway facilities. The planned future typical section for this highway, per corridor study, is for a 2-lane divided urban roadway with the trail on the

CARVER COUNTY

Office (952) 466-5200 | Fax (952) 466-5223 | www.co.carver.mn.us

southeast side, which requires 65 ft. from centerline.

i. Revise the preliminary plat to incorporate a minimum of 10 ft. additional right of way dedication adjacent to CSAH 61 from the existing right of way for a total of 65 ft. from centerline.

ii. A sight triangle right of way dedication from the required right of way dedication for 100 feet along CSAH 61 and 80 feet along Audubon Rd. is required on the southeast corner of the CSAH 61/CSAH 15/Audubon Rd. intersection.

iii. Right of way along Audubon Rd. should be preserved by dedication for consistency with the CSAH 61/Audubon Rd. intersection plans as well as for any future pedestrian facilities planned by the Cities such as a sidewalk or trail along the east side of Audubon Rd.

3. Regarding pedestrian facilities

a. There is currently no pedestrian crossing infrastructure for the south or eastern legs of the CSAH 61/CSAH 15/Audubon Rd. intersection adjacent to the proposed development.

i. Work with the County to install crosswalk and pedestrian traffic signal system improvements for the southern and eastern legs of the intersection including installation of ADA compliant curb ramp(s) at the southeast corner of the intersection adjacent to the proposed development. An internal pedestrian connection on the site from this corner is recommended.

4. Regarding traffic impacts

a. The memo titled Buttenhoff Industrial Trip Generation and Access dated June 30, 2021 did not include analysis of the CSAH 61/CSAH 15/Audubon Rd. intersection.

i. Traffic operations need to be studied and reviewed for the CSAH 61/CSAH 15/Audubon Rd. intersection. Information is needed regarding the northbound left from Audubon Rd. onto CSAH 61 to analyze the impact of the added traffic to the intersection. Coordinate with County staff regarding traffic split assignments, trip generation calculations, and future traffic projections to use for this analysis.

ii. Provide truck turning templates to and from CSAH 61 and for each turn lane on Audubon Rd.

5. Regarding final approval and permitting

a. The County will need to review and approve the final grading plans adjacent to CSAH 61. A grading permit will be required for grading work within the highway right of way.

b. The technical details of the final plat, its boundaries and form(s) will need to be reviewed and approved by the County Surveyor.

c. Prior to any work affecting or on County highways or in County right of way, the applicant shall coordinate plans with the County Engineer and obtain a Utility or Excavating/Filling/Grading Permit(s) from Carver County Public Works: (https://www.co.carver.mn.us/departments/public-works/quick-links/permits). Final details of locations, grades, and profiles affecting County roads as well as any utility connections will need to be reviewed and approved prior to any permits.

d. Any damages, modifications, or changes incurred on County highways from current or

approved conditions will need to remedied or updated at development expense, including costs incurred by the County.

These are the County's comments at this time. If you have any questions or need further assistance, please contact staff noted below:

Joan Guthmiller Administrative Technician Carver County Public Works 952.466.5201 jguthmiller@co.carver.mn.us	Angie Stenson AICP Sr. Transportation Planner Carver County Public Works 952.466.5273 astenson@co.carver.mn.us	Dan McCormick, P.E. PTOE Traffic Services Supervisor Carver County Public Works 952.466.5208 dmccormick@co.carver.mn.us

CITY OF CHASKA

City GIS

Date: 1/5/2022

0 0.0175 0.035 0.07 0.105 0.14 mi

N



River Valley Industrial Center - Project Narrative

August 3, 2021

The proposed project, River Valley Industrial Center will be a Class A multi-tenant industrial facility. It is our intent to design the facility so that it is divisible down to 7,500sf with each tenant having their own recessed entry along with dock and drive in access to their warehouse. This small bay market has been ignored by developers in the Twin Cities for years. We believe this building could create a base of smaller users that will hopefully grow in the Chanhassen and Chaska communities in the years to come. We are a family based, local real estate company (our offices are in Chaska) with 1.5 million square feet of mostly industrial property. It is our intent to remain in the community and be long term holders of this proposed building.

Plans for the building and site work are being submitted by our architectural and civil engineering consultants. The proposed access for automobile traffic will be off of Audubon Road and truck traffic from Stoughton Avenue. The planned curb cut location off of Audubon is important for ease of access into the development area and the success of the project. The previously submitted traffic report supports the location of the proposed access point and shows the locations of new pavement markings on Audubon Road to provide adequate traffic control and turn lanes for the project entrance.

Since there is no available public sanitary sewer and watermain service for the development, there will be a private onsite septic system and new water well constructed to support the project. The location of the proposed septic and well facilities are shown on the Utility Plan. The new well will be used for domestic water needs within the proposed building. The existing onsite well and storage tank will be used for supplying water to the building's fire suppression system and the fire hydrants being proposed on the property.

We look forward to a successful development in your community and would invite you to contact me or any of our development team for questions about this project. Thank you!

Joel Buttenhoff
Cornerstone Investors LLC
102 Jonathan Blvd. N #200
Chaska MN 55318

River Valley Industrial Center - Project Mechanical Systems Narrative

August 3, 2021

Summary of the proposed mechanical systems for new Chanhassen Warehouse.

1. Potable water shall be supplied by a new well located outside the southwest side of the building. The water service shall enter the building below the frost line up to the water service room.
We estimate the well will be sized to deliver 100 gallons of water per minute.

2. Sanitary sewer shall leave the building at the middle of the northwest side of the building and to septic tanks and pumped to sanitary drain fields.

3. Storm drain system starting at the 5-inch roof drains and 5-inch overflow drains on the roof. Roof drains shall be piped together and leave the building below the frost line at two locations and run to two holding ponds.

4. The building sprinkler system shall enter the building below the frost line at about the center of the southeast side of the building and run up to the sprinkler room. The sprinkler pump shall be located in sprinkler room. The source of the water for the sprinkler system shall be from an existing water tank located northeast of an existing building which is northeast of the new building.

5. The new natural gas line shall come from the gas main located below Audubon Road. The gas line will serve all the gas fired unit heaters serving the warehouse and the gas fired rooftop units serving the tenants office spaces.

If there are any questions regarding the mechanical systems proposal, please contact Bill Karges at 612-599-7268

PHILLIP D. JOHNSON ARCHITECT
9116 34TH AVENUE NORTH, MINNEAPOLIS, MN 55427, 763-545-1072

December 22, 2021

City of Chaska
One City Hall Plaza
Cfhaska, MN 55318

Elizabeth Hanson

RE: LETTER OF DECEMBER 17, 2021

Joel Butenhoff as owner of Cornerstone Investments has requested that I forward his comments to you regarding the December 17 letter.

Item 1. • The existing building to the east (formerly the Gedney Pickel building) has been demised into four separate spaces from 38,000sf to 55,000sf. Three of the four spaces have been leased for long term storage, refrigerated storage and LED Distribution. 3% of the building is finished as office area. The building has limited employee and truck traffic.
• Standard engineering design practices regarding water control and use have been applied thus far. A permit application has been submitted to the Lower Minnesota Watershed District, but it is on hold until city approvals have been granted.

Item 2. • Outlot A will continue to be owned by our partnership and may incorporate future activities of our existing building. Lot 3 serves as parking and green area for the new building.
• The Developer will discuss and work with the City and County Staff as determinations for ROW requirements become clear.
• Access for traffic and parking between properties and municipalities will be established as needed and required.

Item 3. • See additional letter regarding planting and revised planting plan provided by Phillip D. Johnson Architect. Three full size plans and 5-11x17 reductions have been provided with this letter.

Item 4. •The stormwater plan and report has been updated as needed and submitted by the civil engineer.
• The Developer has had discussion with the trailer park owner in the past summer and has been told that he would allow the continued use of the private storm water system to service this development. The Developer willl approach him for a written easement as approvals allow us to proceed and we are planning on pulling a building permit.

Item 5 .•The Developer will work with the city to provide the required curbing on Audubon Road and Stoughton Avenue. Audubon Road is currently curbed There are no significant changes other than access to this property. The City will need to identify the required/desired curbing and street improvements on Stoughton Avenue along the frontage of this development on Lot 2 before the Developer can commit to those improvements.

Sincerely,



Phillip D. Johnson Architect

for Cornerstone Investments
Joel Buttenhoff

PHILLIP D. JOHNSON ARCHITECT
9116 34TH AVENUE NORTH, MINNEAPOLIS, MN 55427, 763-545-1072

December 22, 2021

City of Chaska
One City Hall Plaza
Cfhaska, MN 55318

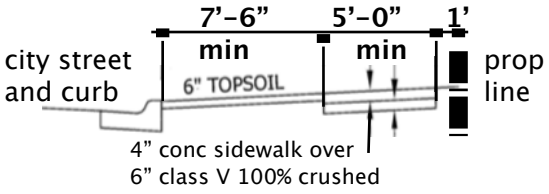
Elizabeth Hanson

RE: LETTER OF DECEMBER 17, 2021

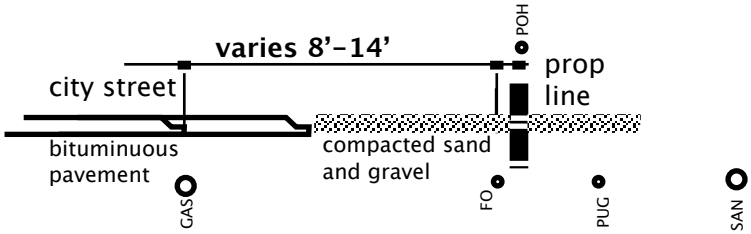
Item 3. Landscape Plan

The developer will relocate overstory trees shown on the planting plan to be 50' on center along Audubon Road (669') and Stoughton Avenue (614'). The tree location and spacing will be modified and agreed to in conjunction with the city of Chaska public works department and on site construction conditions.

The sketches below indicate the request from the city of Chaska and existing conditions.

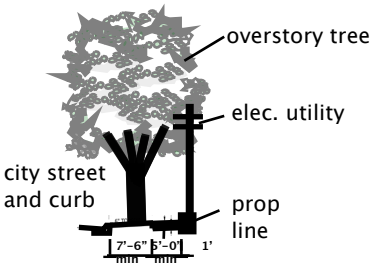


City of Chaska Template
Neihghborood sidewalk
SEE REDUCED SCALE
SECTION & ELEVATION BELOW



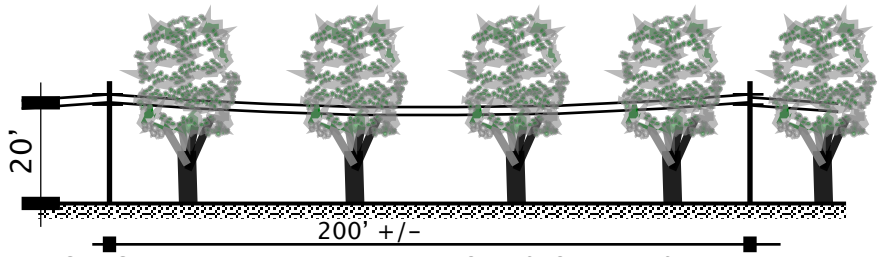
Typical existing condition
Stoughton Avenue
(-614' NE of Audubon Road)

EXISTING UTILITIES
Depth and distance from prop. line to be verified.
See Utility Plan. C500
WAT WATER UNDER STREEET
FO FIBER OPTIC
GAS GAS
POH OVERHEAD ELEC
SAN SAN SEWER



4" conc sidewalk over
6" class V 100% crushed

City of Chaska Template
Neighborhood sidewalk



ELECTRIC UTILITY LINES AT 20'-24'- HEIGHT

OVERSTORY TREES 40'—60'- HEIGHT

ELEVATIONS & SECTIONS; Existing condition along Stoughton Avenue (614') w/ requested overstory (40'-50' height, 30'-40' width") trees @ 50' o.c.

Similiar conditions exist along Audubon Road. The curb is about 10' from the property line and the gas and fiber optic lines are under the property line for the greater part of the 669'. At the north end as Audubon approaches the intersection the curb is within five feet of the property line and the utility lines are inside the property about 10'.

The requirements for site utilities, surface water drainage, water retention and parking also have an impact on the plant locations and will effect the location of the sidewalk and required trees along the property perimeter. The plan submitted earlier reflected much of these concerns but there will need to be some reevaluation of plant locations as construction is underway and planting has begun.

I am resubmitting the planting plan with overstory trees relocated along the outside of a proposed sidewalk at 50' on center. I hope that you will reevaluate the requirements of this section of your letter based on the information above and the existing site conditions.

I will also revaluate my plan to try to incorporate greater screening which I think may be the basis for your concern. This will mean that occasionally the boulevard will be less than 7'-6" and the sidewalk will occasionally be inside the property line. I willl definately aviod putting overystory trees within 15 feet of a overhead utility line and over a gas line. I will also avoid planting large trees with extensive and deep root systems over other buried utilities.

Sincerely,



Phillip D. Johnson Architect

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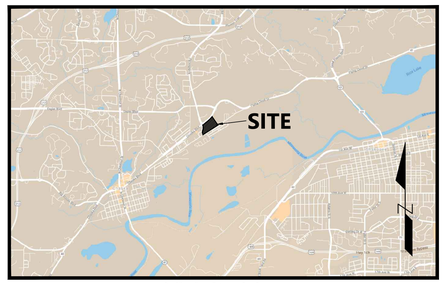
PRELIMINARY DEVELOPMENT PLANS

FOR

RIVER VALLEY INDUSTRIAL CENTER

CHANHASSEN, MINNESOTA



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

CAPSTONE INVESTORS, LLC

102 JONATHAN BLVD N #200
CHASKA, MN 55318
CONTACT: JOEL BUTTENHOFF
PHONE: 952-368-9009
EMAIL: JOEL@CORNERSTONE-MN.COM

PREPARED BY:

Westwood

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

Westwood Professional Services, Inc.

PROJECT NUMBER: 0031776.00
CONTACT: DANIEL M. PARKS

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C001	COVER
C100	BOUNDARY SURVEY
C101	EXISTING CONDITIONS & REMOVALS PLAN
C102	PRELIMINARY PLAT
C200	CIVIL SITE PLAN
C201	SITE PLAN AERIAL OVERLAY
C300	GRADING & DRAINAGE PLAN
C400	EROSION CONTROL PLAN
C500	UTILITY PLAN

NO.	DATE	REVISION	SHEETS
1	08/03/2021	CITY SUBMITTAL	ALL
	08/12/2021	CITY OF CHANHASSEN COMMENTS	
	11/29/2021	CITY OF CHASKA COMMENTS	
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PRELIMINARY DEVELOPMENT PLANS
FOR
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

INITIAL SUBMITTAL DATE: 08/03/2021 SHEET: C001

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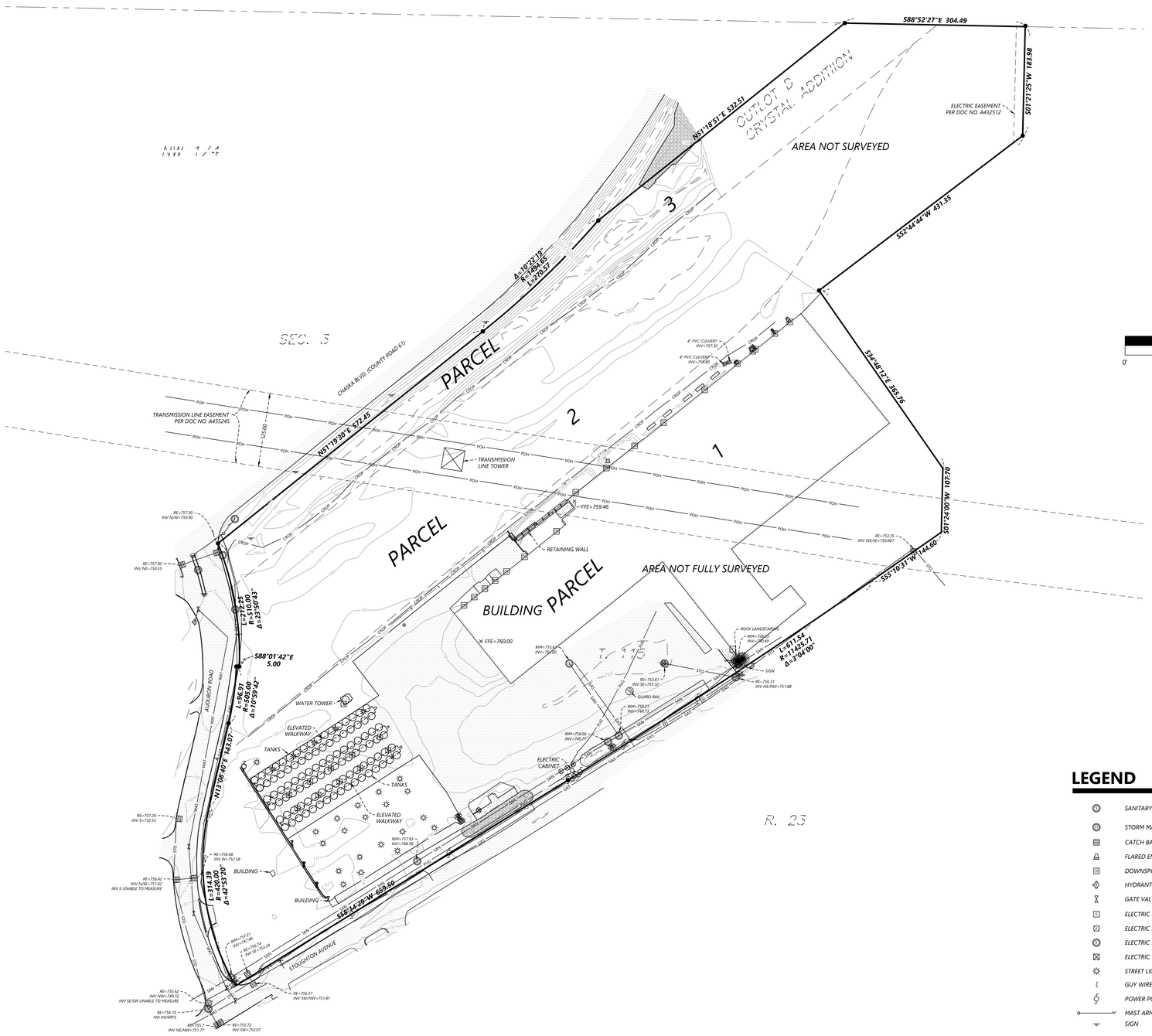
811 or call811.com
Common Ground Alliance



LEGEND

- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- FLARED END SECTION
- DOWNSPOUT
- HYDRANT
- GATE VALVE
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC TOWER
- STREET LIGHT
- GUY WIRE
- POWER POLE
- MAST ARM
- SIGN
- BOUNDARY LINE
- EASEMENT LINE
- GAS — GAS LINE
- POH — POWER OVERHEAD
- PUG — POWER UNDERGROUND
- SAN — SANITARY SEWER
- STO — STORM SEWER
- WAT — WATERMAIN
- FO — FIBER OPTIC
- x — FENCE LINE
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- FOUND MONUMENT (SEE LABEL)

LEGAL DESCRIPTION

Parcel 1:
That part of the Northwest Quarter of Section 3, Township 115, Range 23, Carver County, Minnesota, described as follows: Beginning at a point in the West line of said Section 3 distant 1795.7 feet due South of the Northwest corner thereof, said point being in the Southeasterly right of way line of the Minneapolis & St. Louis Railroad; thence running Northeasterly along said right of way line 997.8 feet; thence running due South parallel with the West line of said Section 3, 272.18 feet to a point in the centerline of the industry spur track, said point being the actual point of beginning of the tract of land to be described, said point also being in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East, 694.69 feet from said actual point of beginning; thence running Northeasterly along the centerline of said industry spur track and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve and along the centerline of said industry spur track 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left and along the centerline of said industry spur track, a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve and along the centerline of said industry spur track, 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right and along the centerline of said industry spur track 142.42 feet to its intersection with the Southeasterly right of way line of the Minneapolis & St. Louis Railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right of way line; thence running Northeasterly along said Southeasterly right of way line 48.93 feet to a point in the North line of said Section 3; thence running East along said North line 146.4 feet, more or less to the Northwest corner of the parcel of land conveyed to St. John's Evangelical Lutheran Church as recorded in Book 46 Deeds, Page 19, filed August 23, 1950; thence running South at right angles 593.85 feet; thence deflecting 53 degrees 47 minutes to the right and running Southwesterly parallel with the Northerly right of way line of the Chaska and Shakopee Road, 150 feet; thence deflecting 53 degrees 47 minutes to the left and running Southerly 175 feet to a point on the Northerly right of way line of the Chaska and Shakopee Road; thence running Southwesterly along said Northerly right of way line 1676.9 feet; more or less, to a point on a line drawn parallel with the West line of said Section 3 from the actual point of beginning; thence running North along said parallel line 367.62 feet, more or less, to the actual point of beginning.

For the purpose of this description the West line of Section 3, Township 115, Range 23 is considered to be a due North and South line.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.12 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.26 feet along a tangential curve concave to the East having a radius of 420.00 and a central angle of 45 degrees 03 minutes 13 seconds, and there terminating.

AND

Excepting therefrom the following described tract:

That part of the Northeast Quarter of the Northwest Quarter of Section 3, Township 115 North, Range 23 West of the 5th Principal Meridian, described as follows:

Commencing at the Northwest corner of the Northwest Quarter of said Section 3; thence on an assumed bearing of South 88 degrees 52 minutes 27 seconds East along the North line of said Northwest Quarter a distance of 2286.69 feet; thence South 01 degree 21 minutes 25 seconds West a distance of 195.90 feet to the point of beginning of the land to be described; thence South 52 degrees 44 minutes 44 seconds West a distance of 412.15 feet; thence South 34 degrees 48 minutes 12 seconds East to the intersection with the Westerly line of the parcel conveyed to Northern States Power Company by the document filed in Book 61 of Deeds, Page 58, in the office of the Carver County recorder; thence Northerly along said Westerly line to the Northwesterly line of said conveyed parcel; thence Northeasterly along said Northwesterly line to the intersection with the Westerly line of the parcel conveyed to St. John's Evangelical Lutheran Church by the document filed in Book 46 of Deeds, Page 19, in the office of the Carver County Recorder; thence Northerly along said West line to the intersection with a line bearing North 52 degrees 44 minutes 44 seconds East from the point of beginning; thence South 52 degrees 44 minutes 44 seconds West to the point of beginning.
Carver County, Minnesota
Abstract Property

Parcel 2:

That part of the Northwest Quarter of Section 3, Township 115 North, Range 23 West, Carver County, Minnesota, described as follows:

Beginning at a point in the West line of said Section 3 distant 1795.7 feet South of the Northwest corner thereof, said point being in the Southeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence running Northeasterly along said right-of-way line 997.8 feet to a point (which point is the Northwest corner of the tract previously conveyed to American Sugar Company as described in Book 44 of Deeds, Page 8 thereof), which point is the true point of beginning of the tract conveyed; thence running South parallel with the West line of said Section 3, 272.18 feet to a point (which point is the Northwest corner of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof) in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East 694.69 feet from said point; thence running Northeasterly along the Northwesterly line of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right 142.42 feet to its intersection with the Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right-of-way line; thence running Southwesterly along said Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad to the point of beginning.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.17 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.2 feet along a tangential curve concave to the East having a radius of 420.00 feet and a central angle of 45 degrees 03 minutes 13 seconds and there terminating.
Carver County, Minnesota
Abstract Property

Parcel 3:

Outlot D, Crystal Addition, Files of the Registrar of Titles, Carver County, Minnesota.
Torrens Property

NOT FOR CONSTRUCTION

N:\0031776\00\DWG\0031776-V-SURV.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 - -
5 - -

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
CHRIS R. FOLEY
DATE: 11/29/2021 LICENSE NO. 55343

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

BOUNDARY SURVEY

SHEET NUMBER: C100
PROJECT NUMBER: 0031776.00
DATE: 11/29/2021

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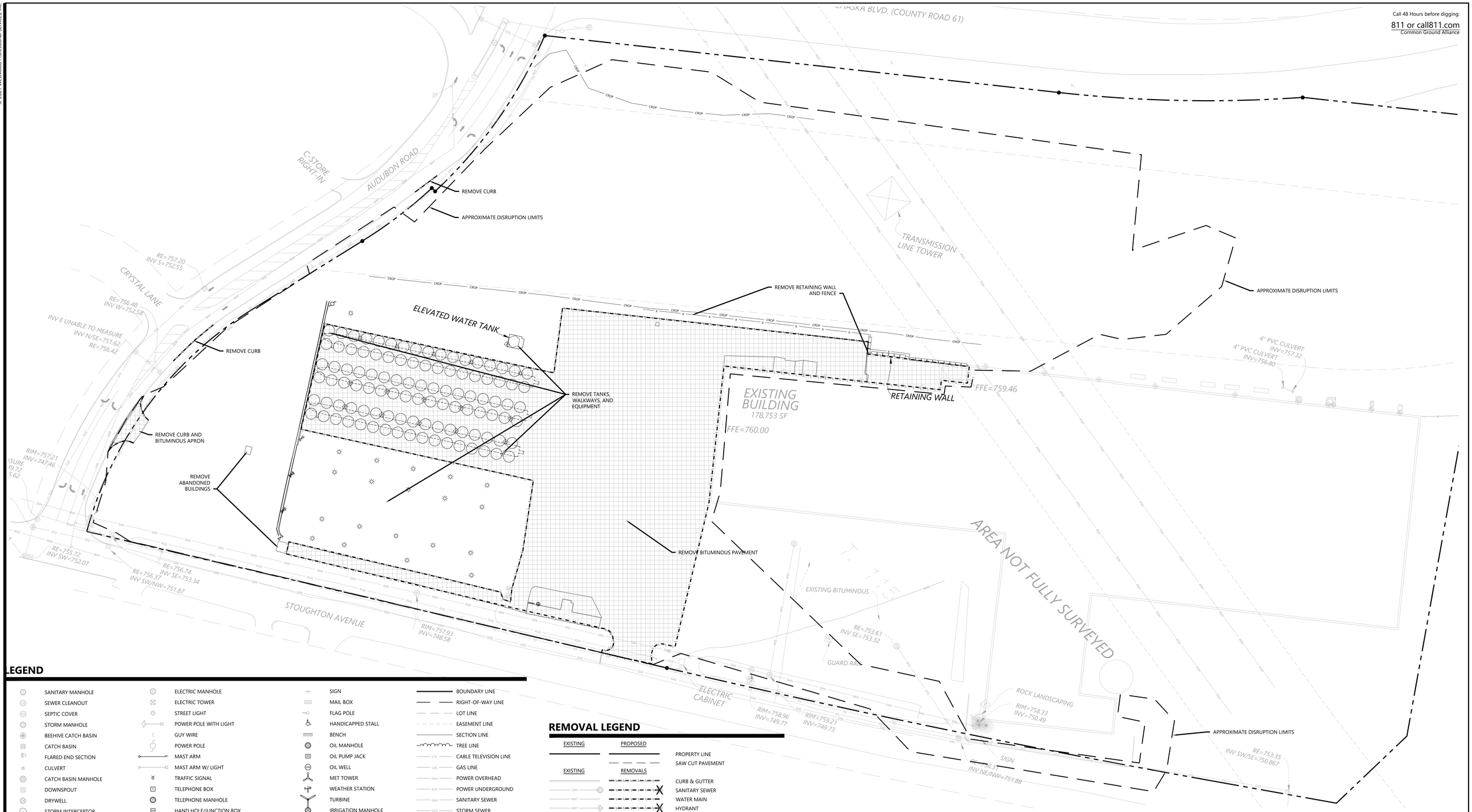
Common Ground Alliance



LEGEND

- SANITARY MANHOLE
- SEWER CLEANOUT
- SEPTIC COVER
- STORM MANHOLE
- BEEHIVE CATCH BASIN
- CATCH BASIN
- FLARED END SECTION
- CULVERT
- CATCH BASIN MANHOLE
- DOWNSPOUT
- DRYWELL
- STORM INTERCEPTOR
- HYDRANT
- GATE VALVE
- WATER METER
- FIRE DEPARTMENT CONNECTION
- CURB STOP BOX
- WATER MANHOLE
- WELL
- POST INDICATOR VALVE
- DOUBLE DETECTOR CHECK VALVE
- FARM HYDRANT
- REDUCE PRESSURE VALVE
- STOCK TANK
- WINDMILL
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC TOWER
- STREET LIGHT
- POWER POLE WITH LIGHT
- GUY WIRE
- POWER POLE
- MAST ARM
- MAST ARM W/ LIGHT
- TRAFFIC SIGNAL
- TELEPHONE BOX
- TELEPHONE MANHOLE
- HAND HOLE/JUNCTION BOX
- CABLE TV BOX
- CABLE TV MANHOLE
- FIBER OPTIC MANHOLE
- FIBER OPTIC PEDESTAL
- NATURAL GAS METER
- NATURAL GAS VALVE
- NATURAL GAS MANHOLE
- NATURAL GAS RISER/SERVICE
- NATURAL GAS VENT PIPE
- NATURAL GAS WELL
- AIR CONDITIONER
- UNKNOWN MANHOLE
- MISCELLANEOUS METER
- MISCELLANEOUS PEDESTAL
- STEEL/WOOD POST
- SIGN
- MAIL BOX
- FLAG POLE
- HANDICAPPED STALL
- BENCH
- OIL MANHOLE
- OIL PUMP JACK
- OIL WELL
- MET TOWER
- WEATHER STATION
- TURBINE
- IRRIGATION MANHOLE
- IRRIGATION SH
- IRRIGATION SP
- IRRIGATION VALVE
- SOIL BORING
- PERC TEST
- MONITORING WELL
- PIEZOMETER
- BUSH/SHRUB
- CONIFEROUS TREE
- DECIDUOUS TREE
- SAGURA
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- TREE LINE
- CABLE TELEVISION LINE
- GAS LINE
- POWER OVERHEAD
- POWER UNDERGROUND
- SANITARY SEWER
- STORM SEWER
- TELEPHONE OVERHEAD
- TELEPHONE UNDERGROUND
- WATERMAIN
- FIBER OPTIC
- FENCE LINE
- CONTROLLED ACCESS
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- WETLAND
- FOUND MONUMENT (SEE LABEL)
- SET MONUMENT (SEE LABEL)

REMOVAL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		SAW CUT PAVEMENT
EXISTING	REMOVALS	
SAN	SAN	SANITARY SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
STO	STO	STORM SEWER
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TUG	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
X	X	RETAINING WALL
		FENCE
CONCRETE	CONCRETE	CONCRETE
BITUMINOUS	BITUMINOUS	BITUMINOUS
BUILDING	BUILDING	BUILDING
		TREE
		LIGHT POLE
		TRAFFIC SIGN
		CONSTRUCTION BARRICADE
SB-19		SOIL BORING LOCATION

REMOVAL NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTOR SHALL COORDINATE LIMITS OF REMOVALS WITH PROPOSED IMPROVEMENTS AND FIELD VERIFY CONDITION OF EXISTING APPURTENANCES TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR REPLACING MISCELLANEOUS ITEMS (SUCH AS FENCES, SIGNS, IRRIGATION HEADS, ETC.) THAT MAY BE DAMAGED BY CONSTRUCTION.
3. CONTRACTOR SHALL PLACE ALL NECESSARY EROSION CONTROL MEASURES REQUIRED TO MAINTAIN SITE STABILITY PRIOR TO EXECUTING ANY SITE REMOVALS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH UTILITY PROVIDERS FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITIES AFFECTED BY SITE DEVELOPMENT. ALL PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776EX01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

EXISTING CONDITIONS & REMOVALS PLAN

PROJECT NUMBER: 0031776.00

SHEET NUMBER: C101

DATE: 11/29/2021

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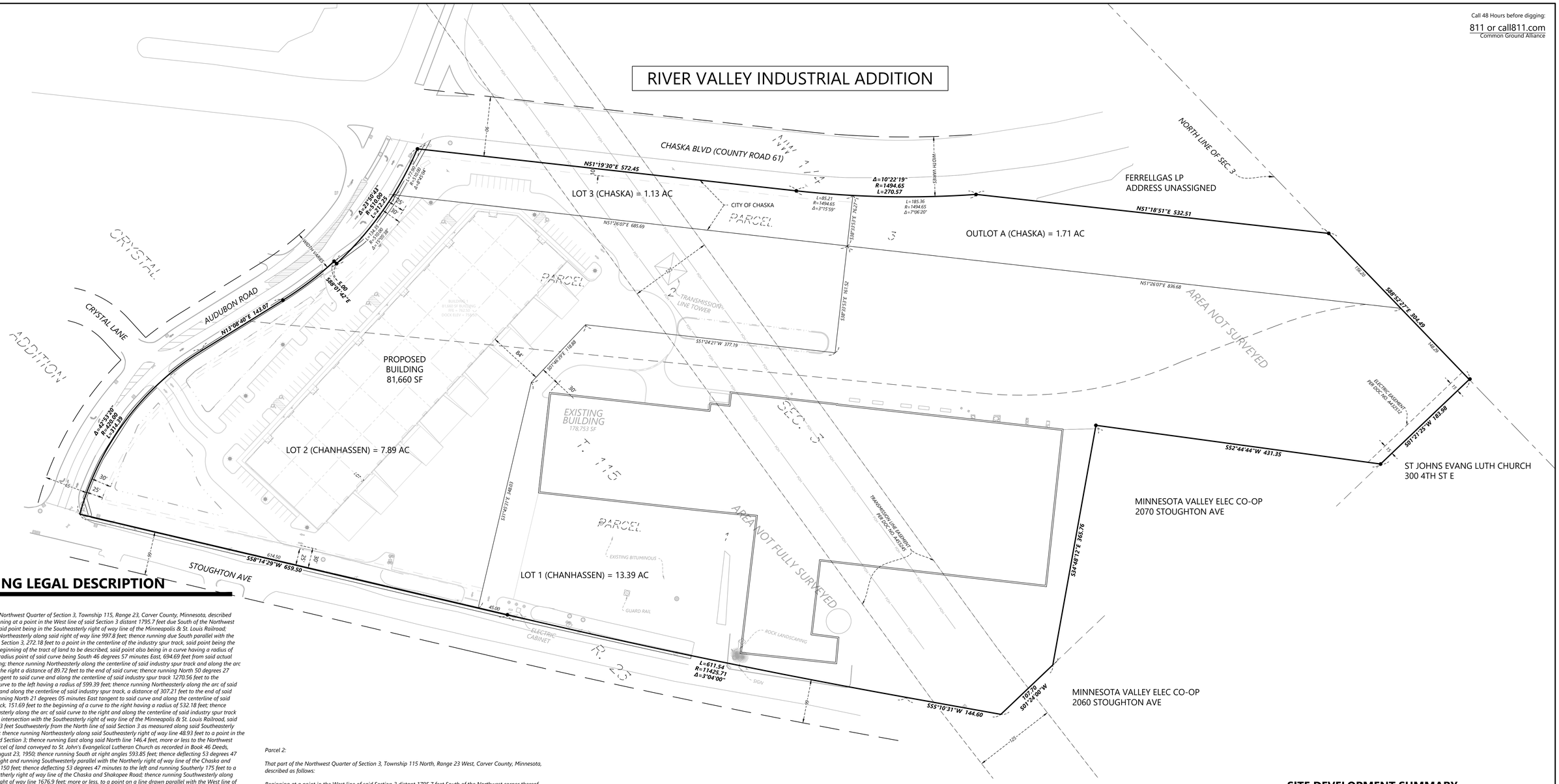
Common Ground Alliance



EXISTING LEGAL DESCRIPTION

Parcel 1:
That part of the Northwest Quarter of Section 3, Township 115, Range 23, Carver County, Minnesota, described as follows: Beginning at a point in the West line of said Section 3 distant 1795.7 feet due South of the Northwest corner thereof, said point being in the Southeasterly right of way line of the Minneapolis & St. Louis Railroad; thence running Northeasterly along said right of way line 997.8 feet; thence running due South parallel with the West line of said Section 3, 272.18 feet to a point in the centerline of the industry spur track, said point being the actual point of beginning of the tract of land to be described, said point also being in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East, 694.69 feet from said actual point of beginning; thence running Northeasterly along the centerline of said industry spur track and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve and along the centerline of said industry spur track 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left and along the centerline of said industry spur track, a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve and along the centerline of said industry spur track, 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right and along the centerline of said industry spur track 142.42 feet to its intersection with the Southeasterly right of way line of the Minneapolis & St. Louis Railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right of way line; thence running Northeasterly along said Southeasterly right of way line 48.93 feet to a point in the North line of said Section 3; thence running East along said North line 146.4 feet, more or less to the Northwest corner of the parcel of land conveyed to St. John's Evangelical Lutheran Church as recorded in Book 46 Deeds, Page 19, filed August 23, 1950; thence running South at right angles 593.85 feet; thence deflecting 53 degrees 47 minutes to the right and running Southwesterly parallel with the Northerly right of way line of the Chaska and Shakopee Road, 150 feet; thence deflecting 53 degrees 47 minutes to the left and running Southerly 175 feet to a point on the Northerly right of way line of the Chaska and Shakopee Road; thence running Southwesterly along said Northerly right of way line 1676.9 feet; more or less, to a point on a line drawn parallel with the West line of said Section 3 from the actual point of beginning; thence running North along said parallel line 367.62 feet, more or less, to the actual point of beginning.

For the purpose of this description the West line of Section 3, Township 115, Range 23 is considered to be a due North and South line.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.17 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.26 feet along a tangential curve concave to the East having a radius of 420.00 and a central angle of 45 degrees 03 minutes 13 seconds, and there terminating.

AND

Excepting therefrom the following described tract:

That part of the Northeast Quarter of the Northwest Quarter of Section 3, Township 115 North, Range 23 West of the 5th Principal Meridian, described as follows:

Commencing at the Northwest corner of the Northwest Quarter of said Section 3; thence on an assumed bearing of South 88 degrees 52 minutes 27 seconds East along the North line of said Northwest Quarter a distance of 2286.69 feet; thence South 01 degree 21 minutes 25 seconds West a distance of 195.90 feet to the point of beginning of the land to be described; thence South 52 degrees 44 minutes 44 seconds West a distance of 412.15 feet; thence South 34 degrees 48 minutes 12 seconds East to the intersection with the Westerly line of the parcel conveyed to Northern States Power Company by the document filed in Book 61 of Deeds, Page 58, in the office of the Carver County recorder; thence Northerly along said Westerly line to the Northwesterly line of said conveyed parcel; thence Northeasterly along said Northwesterly line to the intersection with the Westerly line of the parcel conveyed to St. John's Evangelical Lutheran Church by the document filed in Book 46 of Deeds, Page 19, in the office of the Carver County Recorder; thence Northerly along said West line to the intersection with a line bearing North 52 degrees 44 minutes 44 seconds East from the point of beginning; thence South 52 degrees 44 minutes 44 seconds West to the point of beginning.
Carver County, Minnesota
Abstract Property

Parcel 2:

That part of the Northwest Quarter of Section 3, Township 115 North, Range 23 West, Carver County, Minnesota, described as follows:

Beginning at a point in the West line of said Section 3 distant 1795.7 feet South of the Northwest corner thereof, said point being in the Southeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence running Northeasterly along said right-of-way line 997.8 feet to a point (which point is the Northwest corner of the tract previously conveyed to American Sugar Company as described in Book 44 of Deeds, Page 8 thereof), which point is the true point of beginning of the tract conveyed; thence running South parallel with the West line of said Section 3, 272.18 feet to a point (which point is the Northwest corner of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof) in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East 694.69 feet from said point; thence running Northeasterly along the Northwesterly line of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right 142.42 feet to its intersection with the Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right-of-way line; thence running Southwesterly along said Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad to the point of beginning.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.17 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.26 feet along a tangential curve concave to the East having a radius of 420.00 feet and a central angle of 45 degrees 03 minutes 13 seconds and there terminating.
Carver County, Minnesota
Abstract Property

Parcel 3:

Outlot D, Crystal Addition, Files of the Registrar of Titles, Carver County, Minnesota.
Torrens Property

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

SITE DEVELOPMENT SUMMARY

- EXISTING ZONING: ***IOP - INDUSTRIAL OFFICE PARK DISTRICT***
- PROPOSED ZONING: ***IOP - INDUSTRIAL OFFICE PARK DISTRICT***
- PARCEL DESCRIPTION: ***SEE SURVEY FOR LEGAL DESCRIPTION***
- TOTAL PROPERTY AREA: ***24.12 ACRES***
  - *LOT 1 (CHANHASSEN)* ***13.39 ACRES***
  - *LOT 2 (CHANHASSEN)* ***7.89 ACRES***
  - *LOT 3 (CHASKA)* ***1.13 ACRES***
  - *OUTLOT A (CHASKA)* ***1.71 ACRES***
- PERVIOUS SURFACE: ***4.02 ACRES (45%)***
- IMPERVIOUS SURFACE(RATIO): ***5.00 ACRES (55%)***
- BUILDING GROSS SIZE: ***81,660 SF***
  - ***OFFICE (EST. 15%): 12,660 SF***
  - ***WAREHOUSE/COMMON (EST. 85%): 69,000 SF***
- BUILDING SETBACK PER CODE: ***30*** =FRONT, ***10*** =SIDE, ***10*** =REAR
- PARKING SETBACK: ***10*** =FRONT AND ROW (CHASKA), ***5***'=SIDE AND REAR (CHASKA), ***25***'=FRONT, SIDE, AND REAR (CHANHASSEN)
- PARKING SPACE/DRIVE AISLE: ***9***' WIDE X ***18***' LONG, ***26***' AISLE
- PARKING RATIO REQUIREMENT: ***CITY OF CHANHASSEN***
  - ***OFFICE: 5 SPACE / 1000 SF OF OFFICE SPACE***
  - ***WAREHOUSE: 1 SPACE / 1000 SF UP TO 10,000 SF PLUS 1 SPACE / 2000 SF OVER 10,000 SF***
  - ***OFFICE(12,660 X 5/1000) 64 SPACES***
  - ***WAREHOUSE(10,000 / 1000 + 59,000 / 2000) 40 SPACES***
  - ***TOTAL SPACES REQUIRED: 104 SPACES***
- PARKING PROVIDED: ***110***

RIVER VALLEY INDUSTRIAL CENTER
N:\0031776.00\DWG\CIVIL\0031776P01.DWG

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 60'
VERTICAL SCALE:

INITIAL ISSUE: 7/15/2021
REVISIONS:

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA
CHRIS R. FOLEY
DATE: 11/29/2021 LICENSE NO. 55343

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

PRELIMINARY PLAT

SHEET NUMBER: C102
PROJECT NUMBER: 0031776.00
DATE: 11/29/2021

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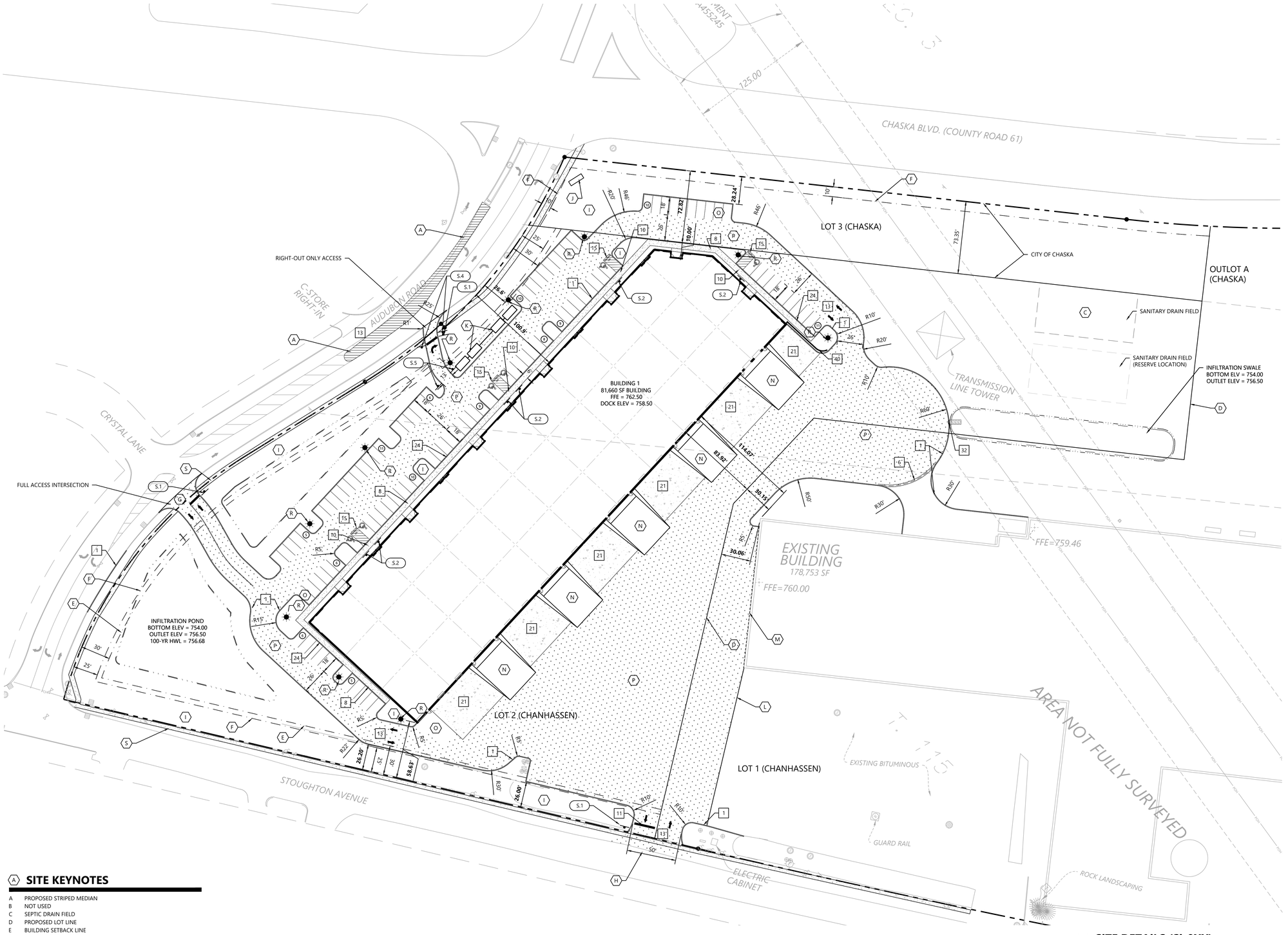
Common Ground Alliance



SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		STANDARD DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

SITE DEVELOPMENT SUMMARY

• EXISTING ZONING:	IOP - INDUSTRIAL OFFICE PARK DISTRICT
• PROPOSED ZONING:	IOP - INDUSTRIAL OFFICE PARK DISTRICT
• PARCEL DESCRIPTION:	SEE SURVEY FOR LEGAL DESCRIPTION
• TOTAL PROPERTY AREA: NEW BUILDING: LOT 2 (CHANHASSEN) NEW BUILDING: LOT 3 (CHASKA) EX. BUILDING: LOT 1 (CHANHASSEN) EX. BUILDING: OUTLOT A (CHASKA)	24.12 ACRES (1,050,667 SF) 7.89 ACRES (343,688 SF) 1.13 ACRES (49,223 SF) 13.39 ACRES (583,268 SF) 1.71 ACRES (74,488 SF)
• EXISTING BUILDING GROSS SIZE	***178,753 SF***
• BUILDING COVERAGE (% OF SITE) *NEW LOT, BUILDING 1 COVERAGE:* *EX. LOT, EX. BUILDING COVERAGE:*	 *20.78%* *27.18%*
BUILDING 1 INFORMATION	
• PERVIOUS SURFACE: • IMPERVIOUS SURFACE(RATIO):	4.02 ACRES (45%) 5.00 ACRES (55%)
• EXPECTED OCCUPANCY • BUILDING 1 HEIGHT	55 26' - ONE STORY
• BUILDING 1 GROSS SIZE: OFFICE (EST. 15%): WAREHOUSE/COMMON (EST. 85%):	81,660 SF 12,660 SF 69,000 SF
• BUILDING SETBACK PER CODE:	30'=FRONT 10'=SIDE 10'=REAR
• PARKING SETBACK:	10'=FRONT AND ROW (CHASKA) 5'=SIDE AND REAR (CHASKA) 25'=FRONT, SIDE, AND REAR (CHANHASSEN)
• PARKING SPACE/DRIVE AISLE:	9' WIDE X 18' LONG, 26' AISLE
• PARKING COVERAGE (% OF SITE) BUILDING 1 PARKING AND LOADING AREA	 2.14 ACRES (23.72%)
• PARKING RATIO REQUIREMENT OFFICE WAREHOUSE: OFFICE (12,660 X 5/1000) WAREHOUSE (10,000 / 1000 + 59,000 / 2000) TOTAL SPACES REQUIRED:	CITY OF CHANHASSEN 5 SPACE / 1000 SF OF OFFICE SPACE 1 SPACE / 1000 SF UP TO 10,000 SF PLUS 1 SPACE / 2000 SF OVER 10,000 SF 64 SPACES 40 SPACES 104 SPACES
• PARKING PROVIDED:	106

GENERAL SITE NOTES

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN, 04/06/2021.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE KEYNOTES

A	PROPOSED STRIPED MEDIAN
B	NOT USED
C	SEPTIC DRAIN FIELD
D	PROPOSED LOT LINE
E	BUILDING SETBACK LINE
F	PARKING SETBACK LINE
G	FULL ACCESS AUTO ONLY ENTRANCE
H	TRUCK ENTRANCE
I	LANDSCAPED AREA
J	PROJECT IDENTIFICATION SIGN
K	SEPTIC TANKS
L	VERIFY NEW PAVEMENT LINE WITH OWNER
M	SAWCUT EXISTING PAVEMENT
N	BITUMINOUS LOADING DOCK (AT FFE)
O	STANDARD DUTY BITUMINOUS PAVEMENT
P	HEAVY DUTY BITUMINOUS PAVEMENT
Q	DOUBLE YELLOW TRAFFIC STRIPE
R	LIGHT POLE (PROVIDED BY OTHERS)
S	FUTURE CITY SIDEWALK (BY OTHERS)

VARIANCE REQUEST

A VARIANCE IS REQUESTED FOR PARKING WITHIN THE SETBACK OF THE COMMON LOT LINE WITH CHANHASSEN & CHASKA.

SIGN LEGEND

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.4	DO NOT ENTER	30" X 30"	R5-1
S.5	BEGIN ONE WAY	24" X 30"	R6-X1

SITE DETAILS (SI-0XX)

1	B612 CURB AND GUTTER
6	CONCRETE CROSS GUTTER
8	PRIVATE CONCRETE SIDEWALK
10	PRIVATE PARALLEL PEDESTRIAN CURB RAMP
11	STOP BAR
13	TRAFFIC ARROW
15	HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
21	HEAVY DUTY LOADING DOCK (AT 4' BELOW FFE)
24	CONCRETE CURB AT SIDEWALK
32	CURB CUT WITH RIP RAP
40	RETAINING WALL (SEE ARCH PLANS)

1" = 40'

0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776\00\DWG\CIVIL\0031776SP01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4
5

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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

DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

CIVIL SITE PLAN

SHEET NUMBER: C200

PROJECT NUMBER: 0031776.00 DATE: 11/29/2021

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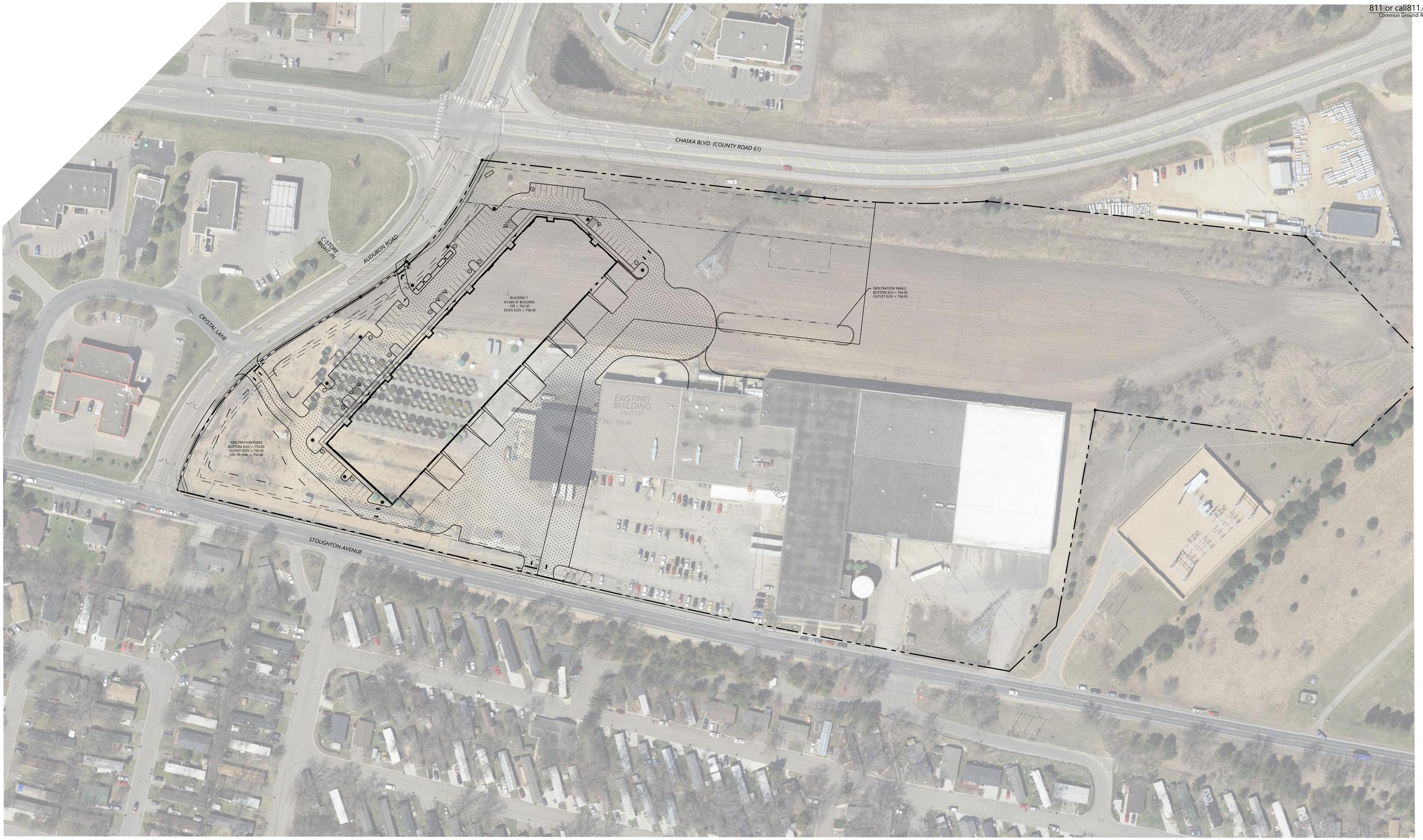

1" = 60'
0' 60' 120' 180'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776SP02.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 60'
VERTICAL SCALE: 12' or 6'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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

DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

SITE PLAN AERIAL OVERLAY

PROJECT NUMBER: 0031776.00

SHEET NUMBER: C201

DATE: 11/29/2021

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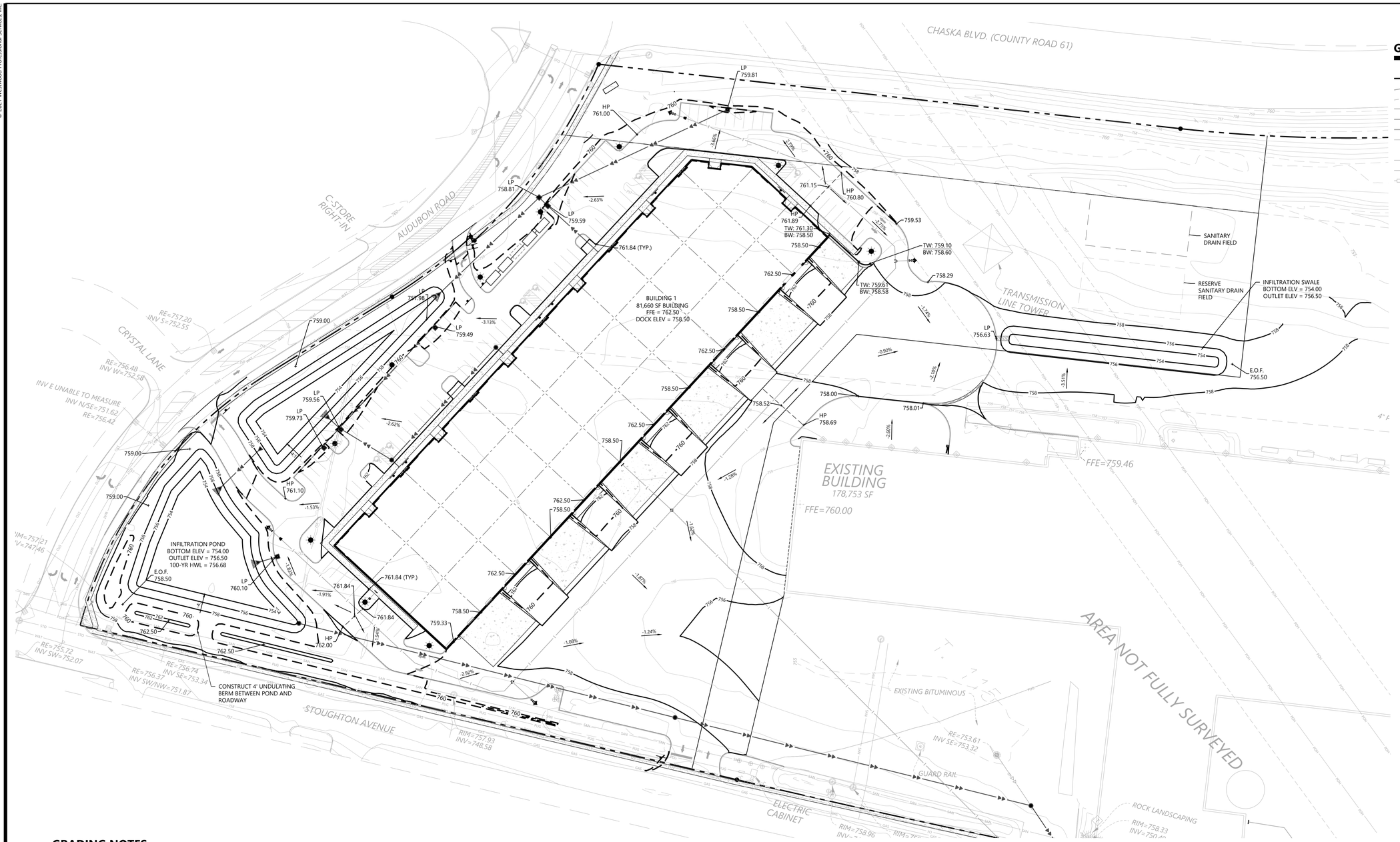
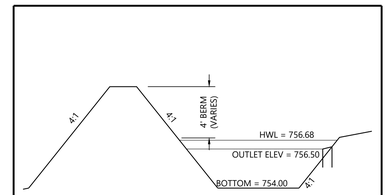
Common Ground Alliance

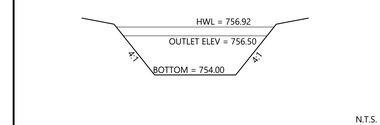
GRADING LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
		POND HIGH WATER LEVEL
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
		RIDGE LINE
	GL	GRADING LIMITS
× 900.00	× 900.00	SPOT ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION





Westwood	TYPICAL INFILTRATION BASIN SECTION	LAST REVISED 07/29/21 GD01-A



Westwood	TYPICAL INFILTRATION SWALE SECTION	LAST REVISED 07/29/21 GD01-B

GRADING NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. **SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.**
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.



1" = 40'
0' 40' 80' 120'

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RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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

DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

GRADING & DRAINAGE PLAN

SHEET NUMBER: C300
DATE: 11/29/2021

PROJECT NUMBER: 0031776.00

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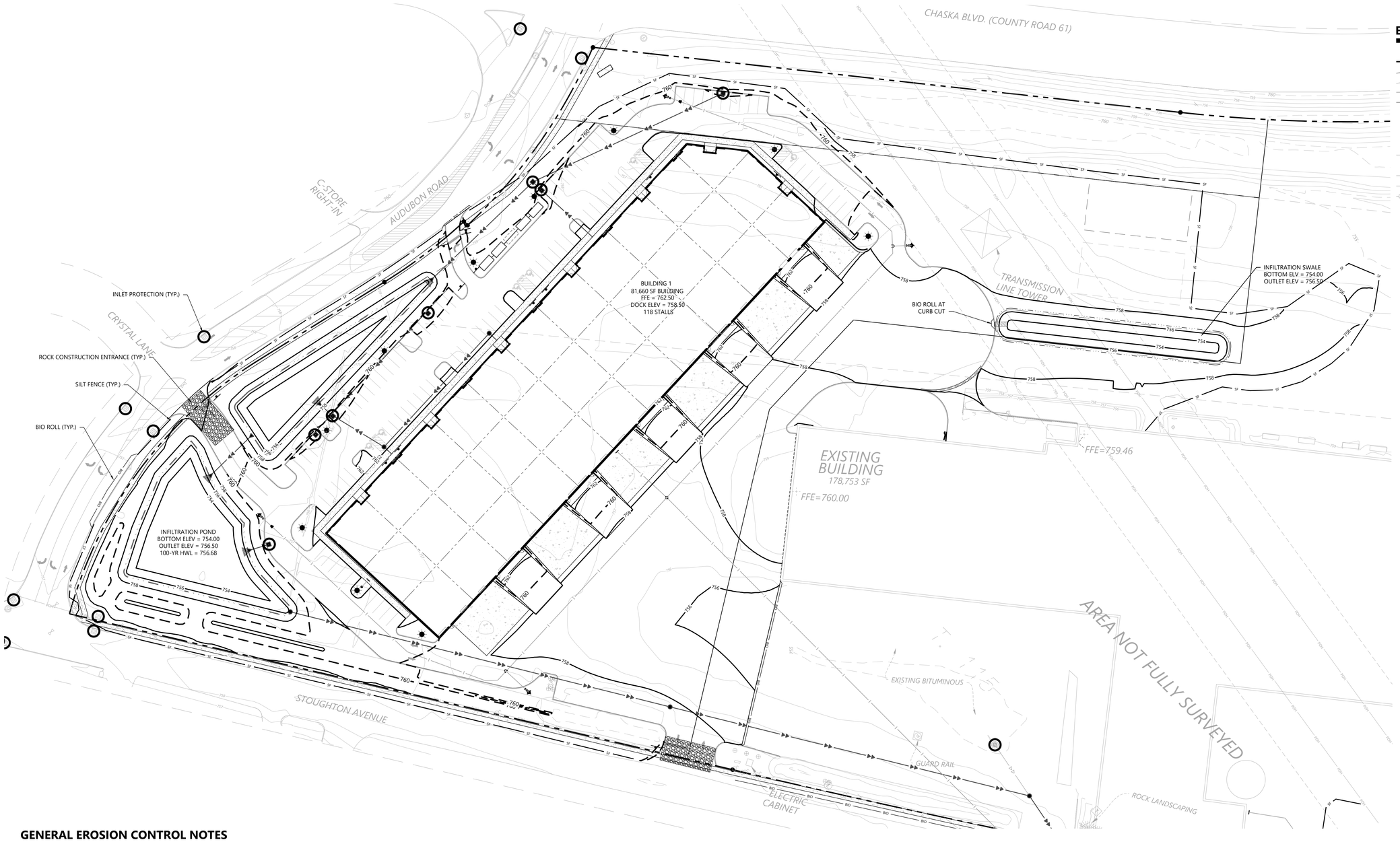

EROSION CONTROL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
	SF	SILT FENCE
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SILT CONTROL
	BIO	BIO-ROLL
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
	GL	GRADING LIMITS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION
		INLET PROTECTION

GENERAL EROSION CONTROL NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAYBALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
3. EROSION AND SILTATION CONTROL (ESC): THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED TO: CATCH BASIN INSERTS, CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. ESC SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN EVENT. AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.
4. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A CONSTRUCTION ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
5. PROPOSED PONDS SHALL BE EXCAVATED FIRST AND USED AS TEMPORARY PONDING DURING CONSTRUCTION.
6. WHEN INSTALLING END-OF-LINE FLARED END SECTIONS, BRING THE SILT FENCE UP & OVER THE FLARED END SECTIONS & COVER DISTURBED AREAS WITH RIP RAP. THE UPSTREAM FLARED END SECTIONS SHALL HAVE WOOD FIBER BLANKET INSTALLED ON THE DISTURBED SOILS.
7. ALL UNPAVED AREAS ALTERED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED WITH SEED AND MULCH, SOD, EROSION CONTROL BLANKET OR BE HARD SURFACE WITHIN 2 WEEKS OF COMPLETION OF CONSTRUCTION.
8. THE SITE MUST BE STABILIZED PER THE REQUIREMENTS OF THE MPCA, NPDES, MNDOT, AND CITY.
   - A. TEMPORARY (GREATER THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 22-111 AT 30.5-POUNDS PER ACRE.
   - B. TEMPORARY (LESS THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 21-112 (FALL) OR 21-111 (SPRING/SUMMER) AT 100-POUNDS PER ACRE
   - C. INFILTRATION/FILTRATION BASIN SHALL BE MNDOT SEED MIX 34-262 AT 14.5-POUNDS PER ACRE.
   - D. POND SLOPES SHALL BE MNDOT SEED MIX 33-261 AT 35-POUNDS PER ACRE.
   - E. GENERAL SEEDING SHALL BE MNDOT SEED MIX 25-151 AT 70-POUNDS PER ACRE.
   - F. MULCH SHALL BE MNDOT TYPE 1 APPLIED AT 2-TONS PER ACRE.
9. FOR AREAS WITH SLOPE OF 3:1 OR GREATER, RESTORATION WITH SOD OR EROSION CONTROL BLANKET IS REQUIRED.
10. ALL TEMPORARY STOCKPILES MUST HAVE SILT FENCE INSTALLED AROUND THEM TO TRAP SEDIMENT.
11. ALL PERMANENT PONDS USED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION SHALL BE DREDGED AFTER THE SITE HAS BEEN STABILIZED TO RESTORE THE POND TO THE PROPOSED BOTTOM ELEVATION.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL AND STATE RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. THE SITE MUST BE KEPT IN A WELL-DRAINED CONDITION AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DITCHES, PIPING OR OTHER MEANS REQUIRED TO INSURE PROPER DRAINAGE DURING CONSTRUCTION. LOW POINTS IN ROADWAYS OR BUILDING PADS MUST BE PROVIDED WITH A POSITIVE OUTFLOW.
14. PUBLIC STREETS USED FOR HAULING SHALL BE KEPT FREE OF SOIL AND DEBRIS. STREET SWEEPING SHALL BE CONCURRENT WITH SITE WORK.

1" = 40'
0' 40' 80' 120'

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HORIZONTAL SCALE: 40'
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1 08/03/2021 CITY SUBMITTAL
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5 . .

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
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DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

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

EROSION CONTROL PLAN

SHEET NUMBER: C400

PROJECT NUMBER: 0031776.00 DATE: 11/29/2021

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STORM SEWER CASTING SCHEDULE

STRUCTURE LOCATION	CASTING TYPE
CURB & GUTTER	R-3067-L
CURB & GUTTER @ LOW POINT	R-3067-VB
SURMOUNTABLE CURB & GUTTER AT DRIVEWAY LOCATION	R-3501-R
STMH IN PAVEMENT OR GREEN SPACE	R-1642 STAMPED "STORM SEWER"
CBMH IN PAVEMENT	R-2535
CBMH IN GREEN SPACE	R-4342
CBMH IN VALLEY GUTTER	R-3362-L

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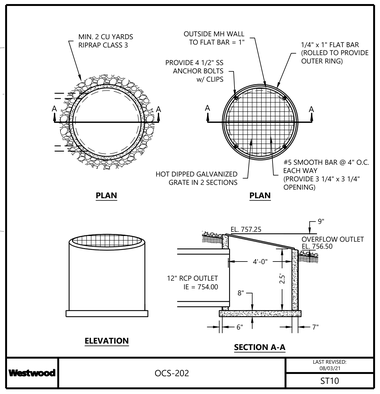

Westwood | OCS-202 | LAST REVISED: 08/26/21 | ST10

UTILITY LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		EASEMENT LINE
		CURB AND GUTTER
SAN	SAN	SANITARY SEWER
FM	FM	SANITARY SEWER FORCE MAIN
STO	STO	STORM SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TUG	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
DT	DT	DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE

SEPTIC TANK SYSTEM CROSS-SECTION

NOTE: FOR SCHEMATIC PURPOSES ONLY. SEE ADVANCED SEPTIC PLANS FOR DETAIL.

GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE <+7.5' OR 8'>> MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26, SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY.
    B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
    C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA RULES, PART 7560.0150.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

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RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
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DRAWN: -
HORIZONTAL SCALE: 40'
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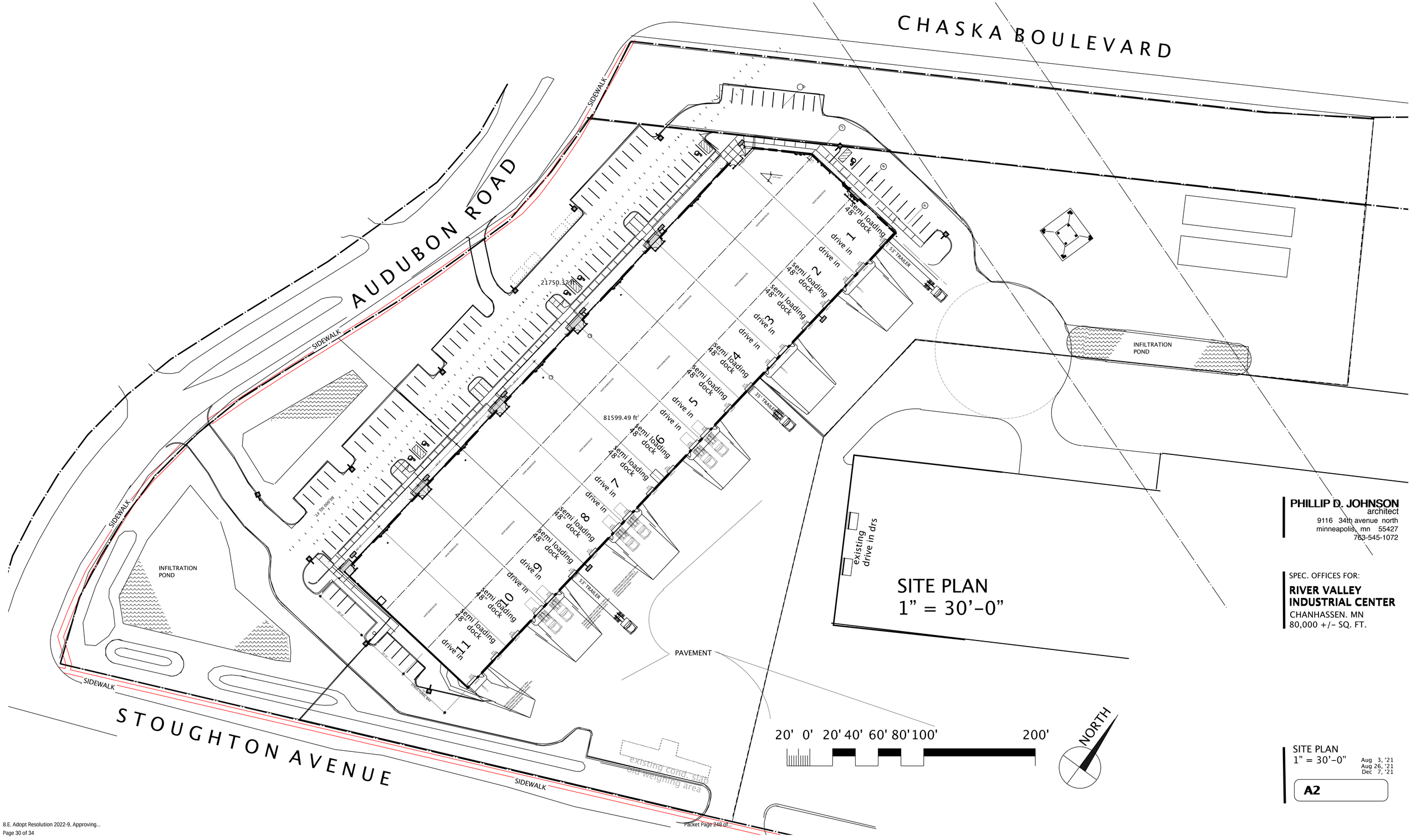
UTILITY PLAN

SHEET NUMBER: C500
DATE: 11/29/2021
PROJECT NUMBER: 0031776.00



SITE PLAN
1" = 30'-0"

PHILLIP D. JOHNSON
architect
9116 34th avenue north
minneapolis, mn 55427
763-545-1072

SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN
80,000 +/- SQ. FT.

SITE PLAN
1" = 30'-0"
Aug 3, '21
Aug 26, '21
Dec 7, '21

A2

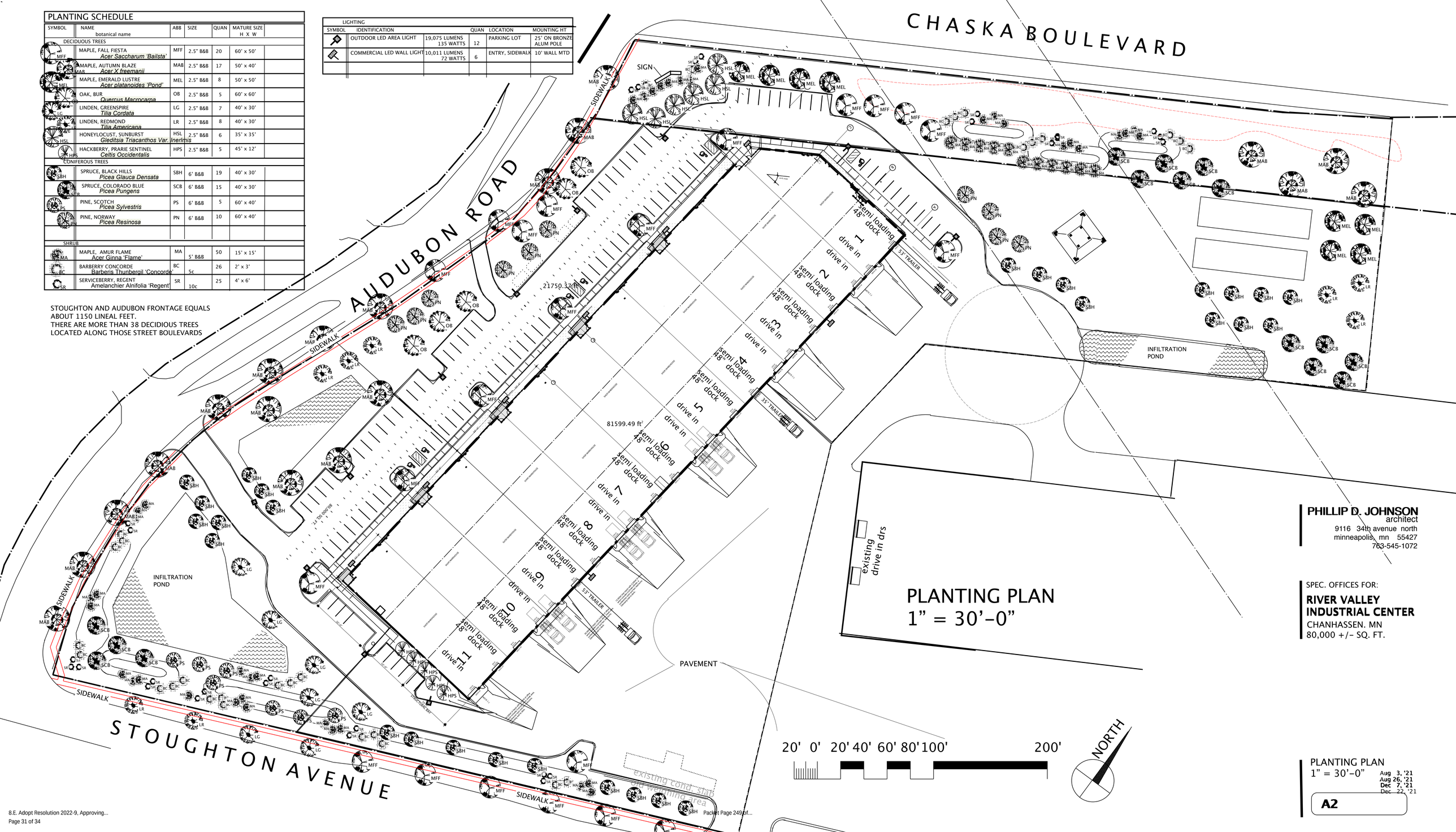
PLANTING SCHEDULE

SYMBOL	NAME botanical name	ABB	SIZE	QUAN	MATURE SIZE H X W
DECIDUOUS TREES					
MFF	MAPLE, FALL FIESTA *Acer Saccharum 'Bailsta'*	MFF	2.5" B&B	20	60' x 50'
MAB	MAPLE, AUTUMN BLAZE *Acer X freemanii*	MAB	2.5" B&B	17	50' x 40'
MEL	MAPLE, EMERALD LUSTRE *Acer platanoides 'Pond'*	MEL	2.5" B&B	8	50' x 50'
OB	OAK, BUR *Quercus Macrocarpa*	OB	2.5" B&B	5	60' x 60'
LG	LINDEN, GREENSPIRE *Tilia Cordata*	LG	2.5" B&B	7	40' x 30'
LR	LINDEN, REDMOND *Tilia Americana*	LR	2.5" B&B	8	40' x 30'
HSL	HONEYLOCUST, SUNBURST *Gleditsia Triacanthos Var. Inerlmis*	HSL	2.5" B&B	6	35' x 35'
HPS	HACKBERRY, PRARIE SENTINEL *Celtis Occidentalis*	HPS	2.5" B&B	5	45' x 12'
CONIFEROUS TREES					
SBH	SPRUCE, BLACK HILLS *Picea Glauca Densata*	SBH	6' B&B	19	40' x 30'
SCB	SPRUCE, COLORADO BLUE *Picea Pungens*	SCB	6' B&B	15	40' x 30'
PS	PINE, SCOTCH *Picea Sylvestris*	PS	6' B&B	5	60' x 40'
PN	PINE, NORWAY *Picea Resinosa*	PN	6' B&B	10	60' x 40'
SHRUB					
MA	MAPLE, AMUR FLAME Acer Ginna 'Flame'	MA	5' B&B	50	15' x 15'
BC	BARBERRY CONCORDE Barberis Thunbergil 'Concorde'	BC	5c	26	2' x 3'
SR	SERVICEBERRY, REGENT Amelanchier Alnifolia 'Regent'	SR	10c	25	4' x 6'

STOUGHTON AND AUDUBON FRONTAGE EQUALS ABOUT 1150 LINEAL FEET.
THERE ARE MORE THAN 38 DECIDIOUS TREES LOCATED ALONG THOSE STREET BOULEVARDS

LIGHTING

SYMBOL	IDENTIFICATION		QUAN	LOCATION	MOUNTING HT
	OUTDOOR LED AREA LIGHT	19,075 LUMENS 135 WATTS	12	PARKING LOT	25' ON BRONZE ALUM POLE
	COMMERCIAL LED WALL LIGHT	10,011 LUMENS 72 WATTS	6	ENTRY, SIDEWALK	10' WALL MTD



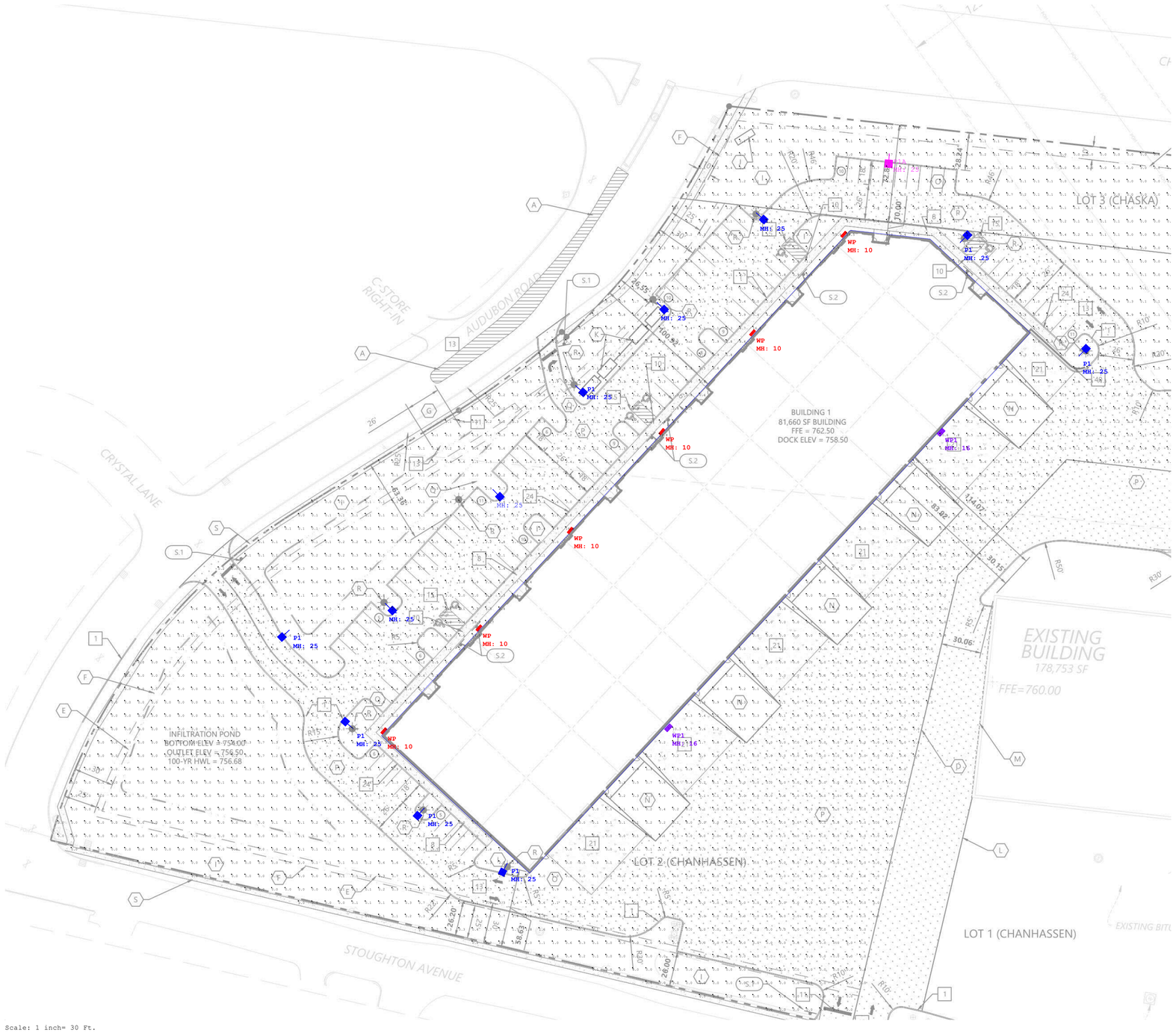
PLANTING PLAN
1" = 30'-0"

PHILLIP D. JOHNSON
architect
9116 34th avenue north
minneapolis, mn 55427
763-545-1072

SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN
80,000 +/- SQ. FT.

PLANTING PLAN
1" = 30'-0"
Aug 3, '21
Aug 26, '21
Dec 7, '21
Dec 22, '21

A2



Scale: 1 inch= 30 Ft.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description	Lum. Watts	Total Watts	Tag
	1	P1A	Single	12552	1.000	LSI SLM-LED-18L-SIL-3-40-70CRI-IL	135	135	25FT MH
	2	WP1	Single	13937	0.900	LSI SLW-LED-14L-3-UNV-DIM-40	104	208	16FT MH
	11	P1	Single	19072	0.900	LSI SLM-LED-18L-SIL-3- UNV DIM 40-70CRI BRZ	135	1485	25FT MH
	6	WP	Single	10011	0.900	LSI SMW-LED-10L-3-UNV-DIM-40 BZ	78	468	10 FT MH

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	0.90	19.8	0.0	N.A.	N.A.
PARKING-DRIVES	Illuminance	Fc	2.53	7.0	0.5	5.06	14.00

These drawings are for conceptual use only and are not intended for construction. Fixture runs and quantities should be verified prior to order. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

36x44

Luma Sales Associates
Lighting and Controls

#	Date	Comments

Revisions

Drawn By: Kathy Frey
Checked By:
Date:12/6/2021
Sales Agent: Steve Hahn

Scale: As Noted

RIVER VALLEY INDUSTRIAL CTR

CHANHASSEN MN

LS952-3822-2

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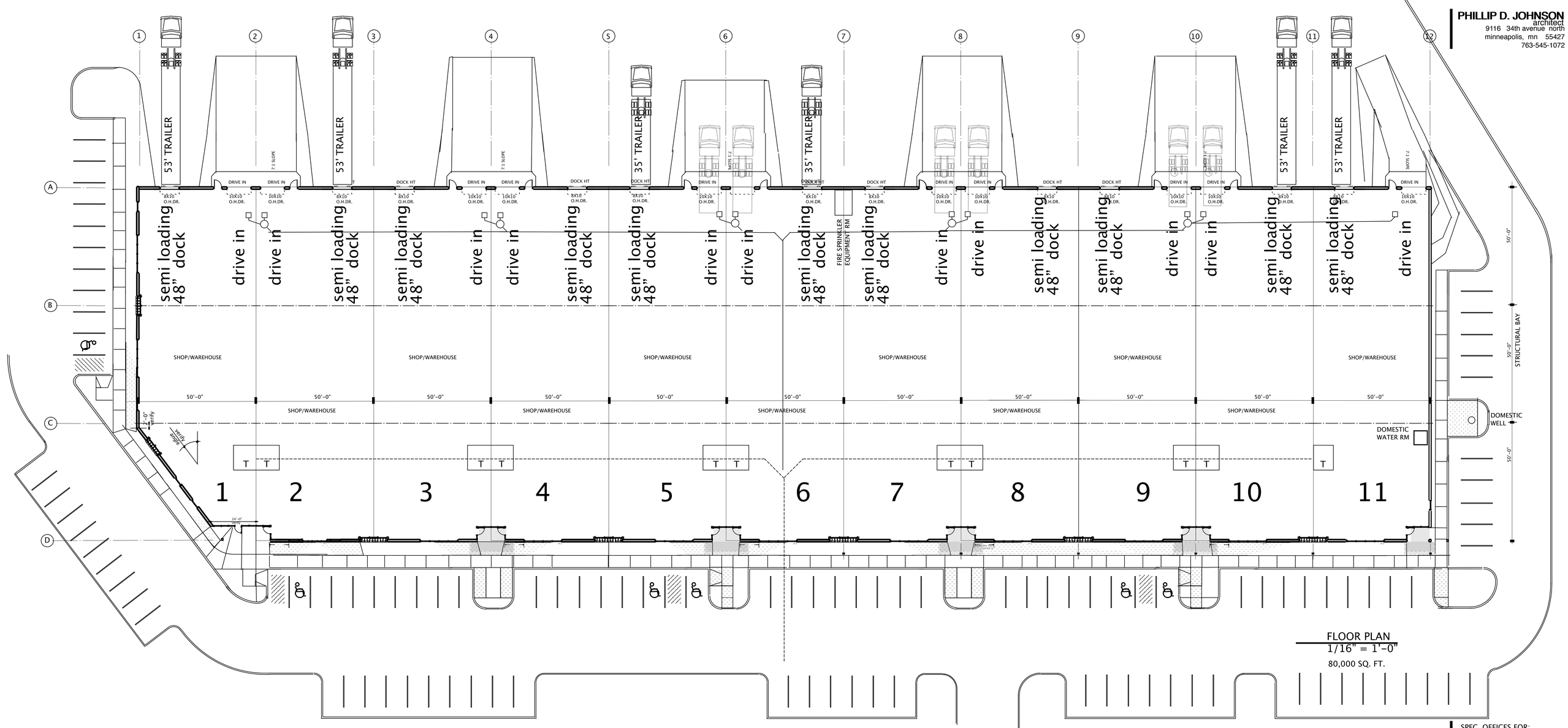


FLOOR PLAN
1/16" = 1'-0"
80,000 SQ. FT.

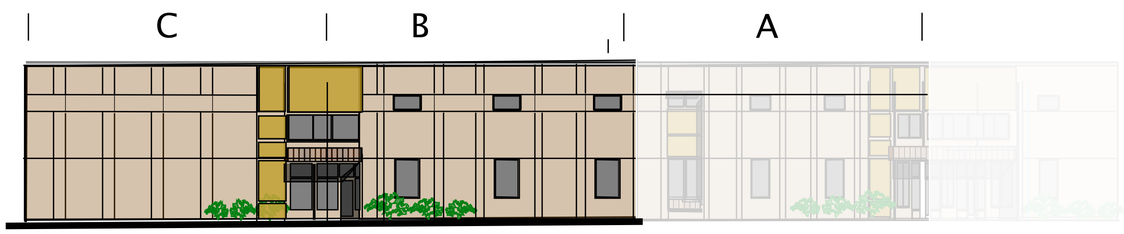
SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN

20' 0' 20' 40' 60' 80' 100' 200'

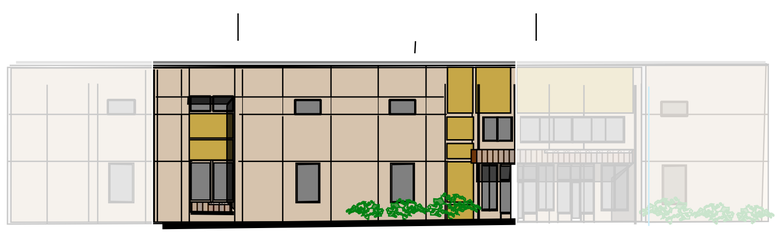
NORTH

FLOOR PLAN
1/16" = 1'-0" Aug 3, '21

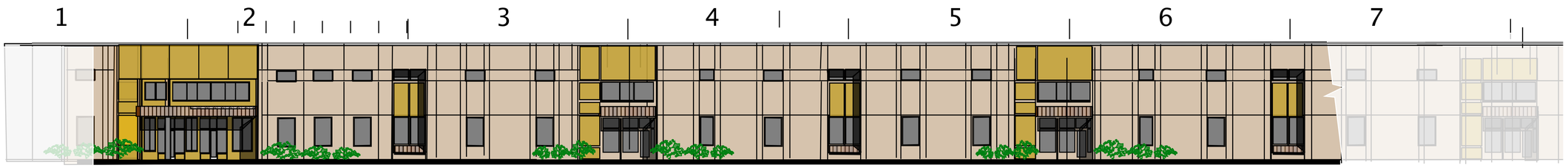
A3



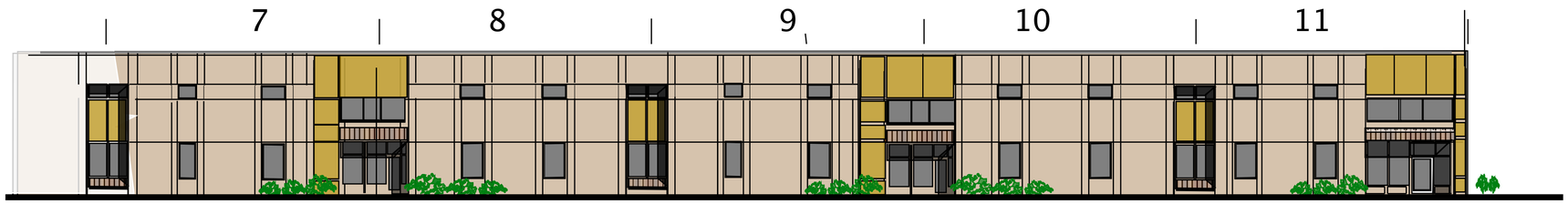
NORTH ELEVATION



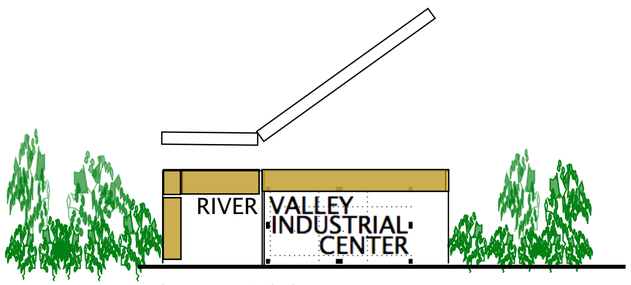
NORTHWEST ELEVATION



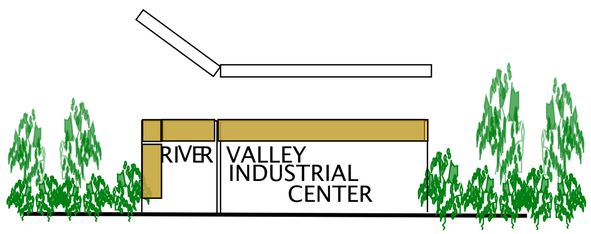
WEST ELEVATION – LEFT HALF

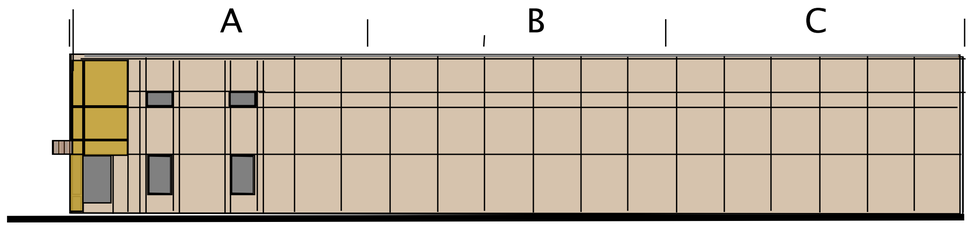


WEST ELEVATION – RIGHT HALF

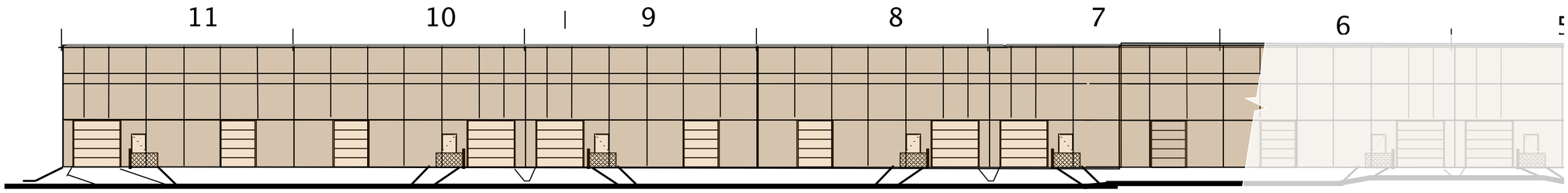


MONUMENT SIGN
1/8" = 1'-0"

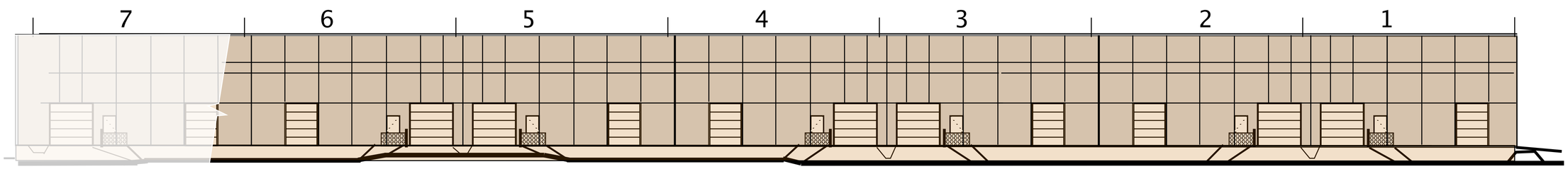




SOUTH ELEVATION



EAST ELEVATION – LEFT HALF



EAST ELEVATION – RIGHT HALF

7 6 5 4 3 2 1

PHILLIP D. JOHNSON
architect
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SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN

FLOOR PLAN
1/16" = 1'-0"Aug 3, '21

A4

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **MBE Excavating - Concept Plan**

Applicant: Sambatek on behalf of MBE

Location: North of Chaska Boulevard, west of existing Lano Gravel Pit

Case No.: 2022-05

Synopsis: Applicant seeks to obtain approval of a concept plan to mine approximately 13 acres of land owned by the Lano's

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

The existing Lano Gravel Pit is located at the address of 3730 Chaska Boulevard. When the gravel pit was originally approved it was in the jurisdiction of Chaska Township, where land use applications were processed by Carver County. A Conditional Use Permit for the pit was approved by Carver County years ago (earliest documents say 1979), however the family have indicated it's been in existence since 1929. When Chaska Township was eventually annexed (2005) into the City of Chaska the existing uses/homes came along with it (including the gravel pit and its Conditional Use Permit).

Neighborhood Meeting & Neighbor Concerns

The developer conducted a neighborhood meeting on November 30, 2021 to go over the concept plan. 21 people attended the meeting. The concerns/questions raised were time frame of operations, type of material being excavated, access, existing pit conditions, erosion issue near subject site, noise, and dust/erosion control. A couple letters have been supplied in the packet from adjacent neighbors reiterating their concerns with the project.

Project Goals

The identified goals in operating this use include the following:

- Protecting sensitive environmental areas
- Enhancing the land at this property as a community resource
- Community connections and support
- Helping Chaska live up to its mission to be the best small town in Minnesota
- Ensure a quality work environment at this location, and take measures to ensure personnel and operators working with the company practice good stewardship of the site and surrounding community resources, roads, and traffic laws

COMPREHENSIVE PLAN & ZONING

The Comprehensive Plan guides this area to be Low Density Residential. The current zoning is Open (O), which is a holding district until development occurs. Land excavation or filling in

excess of 2,000 cubic yards of material shall require a Conditional Use Permit (CUP) according to procedures outlined in Chaska Zoning Ordinance 15.08.070. A CUP would be the subsequent steps in the planning process should the Concept Plan be approved.

Planning Process Required
This type of request will need to take the planning review steps that other land use applications typically have to take. Those are as follows:

- Concept Plan – at this step now
- Preliminary Site Plan
- Final Site Plan & Conditional Use Permit (CUP)

CURRENT PROPOSAL
The request is for Concept Plan approval of a land excavation and reclamation use on 13 acres of land. The operator would be MBE Excavating, who are a trucking company in the business of importing and exporting aggregate materials for many excavating and grading contractors in the metropolitan area.

Adjacent properties
The site is bound on the north by trees and residential; to the west by trees and residential; the south by Chaska Boulevard and residential; and the east by Edgehill Road and residential.

Existing Conditions
The subject project is roughly 8 acres (Parcel ID 300087200) plus an additional approximately 5 acres of the 57- acre parcel (Parcel ID 300085300) for a total of approximately 13 acres. The larger parcel has been used for excavation and filling operations for a significant period. These operations have been primarily focused on the eastern portion of the site. The existing gravel pit's operations are nearly complete as most of the aggregates have been mined and back filled. Much of the property has been returned to an agricultural field. The western portion of this parcel is segregated from the eastern portion by a large/deep wooden ravine and is primarily composed mostly of open fields and areas of wooded, undisturbed steep slopes. The smaller parcel is also comprised of open agricultural fields with areas for wooden, undisturbed steep slopes to the south and east. Both parcels lie within the limits of the Lower Minnesota River Watershed. A preliminary wetland investigation was conducted, and no wetland impacts are anticipated on either of the two parcels. A deep wooded ravine runs from north to south through both parcels.

In recent years, the subject property has been challenged with a large scoured and eroded area that has developed from uncontrolled off-site runoff. This erosion has washed a trench more than 20 feet deep, 40 feet wide and 400 feet long. The silt from this washout enters the ravine that splits the property near the box culvert at Chaska Blvd. There is an existing private building on adjacent property (PID 30087100) that may be at risk of falling into the drainage way, trees are falling into the drainage way and leaving the area a tangled mess. Debris from the fallen trees are in danger of blocking the box culvert and surrounding properties. The correction of this erosion problem must be addressed with or without permitting the proposed plan.

Topographic elevations range from 780 to 890 with areas of steep slopes and undulation consistent with the surrounding Minnesota River Valley area. Rainfall runoff on the site generally flows from northwest to southeast. A Slope Analysis has been completed and is attached to the packet. Based upon LiDAR information, an 18% steep slope designation has been determined along with a 30' "no grade/mow" setback and 50' Building setback.

There are no existing public utilities in the vicinity of the site. The nearest watermain and sanitary sewer connections terminate at the intersection of Edgehill Road and Chaska Boulevard, roughly 1,200 feet north of the current access to the site.

Site Operations

MBE Excavating will be the operators of the gravel pit use. The operation is proposed to occur Monday-Saturday from 7am-7pm each day. Sundays there will be no operations. 2-4 employees will work on this operation with equipment ranging from excavators and track dozers to handle the material handling, plus water trucks and sweepers to provide dust and track-out clean up. Additional support equipment such as wheel loaders and graders will also be used when required. The subject parcel is estimated to hold 560,000 cubic yards of granular mineral resources. The applicant states that the primary material being sought is clean sand. Proposed mining contours show a mining depth of 770', which is roughly 70 feet below grade.

The time frame this operation will span is unclear at this time, however, the applicant has estimated 5-15 years. The applicant proposes that the gravel pit operations are dependent on the construction projects that require their material. A larger construction project could expedite the operation's mining, and reclamation, more than smaller/spread out projects. The applicant stated that a project like the Southwest Light Rail Transit could consume all the aggregate and much of the backfill for this site.

In conjunction with the excavations, structural fill will be backfilled into the site. The estimated volume of structural fill required to replace all the excavated material is approximately 812,000 CY.

Traffic and Access

The applicant states that traffic volumes for the proposed excavation and filling operation are relatively low volume in nature. Maximum daily trips could be up to 150 trips, however this will vary depending on the time of year. The applicant states that most months they will not see heavy truck volumes over 100 trips per day. The site will be active on most days during the summer construction season, and operations in the winter will be less steady. 2-4 employees will be on site, and 5-6 axle dump trucks and side dump trailers will be used. The applicant proposes operation hours between 7am-7pm on Monday-Saturday. Nothing on Sundays.

The preferred access location for the operation is proposed directly off of Chaska Boulevard (CSAH 61) and aligned with Lano Lane. It would likely be accessed off the driveway of the existing residential home at 3950 Chaska Boulevard. An access currently exists in this location so farmers can access the farm field on the subject site. Any easement requirement from the residential homeowner would have to be obtained. Also, coordination with the City of Chaska and Carver County would be necessary and permitted accordingly. A dedicated westbound right turn lane may be required on the County road for deceleration. If this access location would be

problematic, the existing access to the pit would likely be possible with the coordination of a ravine crossing.

Truck routes and access need to be further evaluated for this operation. The developer will have to work with the City Engineer and Carver County regarding this. A truck traffic plan and traffic analysis shall be submitted for review in the preliminary submittal.

Proposed Work Plan
MBE will initially create a haul road and track out entrance into the site to allow trucks, equipment, and materials to pass safely through. MBE will start by elevating the site nearest the road to allow construction traffic to more easily access the site. Once access is established, the damaged drainage area will need to be addressed immediately to avoid further erosion. The dead trees laying in the eroded wash will be collected and removed using excavators. A new water drainage management system will be installed to prevent further erosion damage to the site and to maintain both the natural and artificial waterways. Various methods will be used to slow down water in the site including rock channels, silt fence and holding ponds. This temporary system will protect the site from further erosion damage until a more permanent solution to this problem can be developed by the County and/or State. Maintaining a proper drainage profile will always be a main concern. Drainage ways will constantly change as the site grades travel up and down during excavation and restoration. Aggregate material from the site will be excavated and loaded directly onto trucks and hauled to local residential and commercial construction project. Sometimes simultaneously, clean fill will also be hauled back into the Lano property to build the site back up, filling the void from the aggregates.

Restoration/Reclamation Plan
A restoration/reclamation plan is required for any gravel pit operation to show how the site will be reverted back to workable/developable condition. At the end of excavation or filling operations, the disturbed area shall be restored with topsoil or other approved cover material and shall be reseeded to establish approved vegetation. Finished grades shall also be leveled in accordance with surrounding areas. The duration of the restoration process will depend entirely on the quantity of materials required for future construction projects in the area. A larger road project will expedite the restoration process given the greater quantities that are typically required, both import and export.

The site will either be developed into a residential neighborhood or restored back into usable farmland. A future development plan has been provided for reference only. Any development proposed would have to go through the necessary approvals with the City in the future.

Utilities
Utilities that are planned to serve the site are not within the City's near term development plan to service the property. The gravity sewer that is planned to serve the property is currently located along the Met Council interceptor sewer line near the intersection of CSAH 40 and CSAH 61. Water main that would serve the property is located at the end of 1st Street near the intersection of CSAH 61 and Edgehill Road. A feasibility analysis of future sewer and water utility extension that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.

Stormwater

Existing site drainage generally flow north to south and west to east. A large drainage ravine along the eastern property line connects with a drainage ravine along the south property line and discharge through a culvert under CSAH 61. Currently the site's drainage is uncontrolled with no storm water or erosion control BMPs. With the proposed project, storm water and erosion control will be required to the managed in accordance with the Watershed, City and State regulations for rate control and water quality. Due to the nature of the existing site conditions, a storm water basin will likely be in the southeastern portion of the site. Further discussion with the City, County and State will be necessary to determine what conditions are causing the erosion issues in the ravine. Stormwater/drainage from the project will have to meet all Carver County WMO, State and City standards.

Setbacks
The operation must meet the following setbacks:

SETBACKS	
Direction	**Setback**
From Adjacent Property Lines or Right-of-Way	100 feet from edge
From Existing Structures	300 feet from edge
Wooded Steep Slope	50 foot building setback; 30 foot grading/mowing setback from edge

The applicant will have to show how they meet the following setbacks in their next submittal.

Tree Preservation & Wooded Steep Slope
The site is currently wooded around most of its edges, plus internally. It appears that the grading operations would impact several treed areas outside of what is conceptually seen as wooded steep slope and its required grading setback. The wooded steep slope will need to be defined in the field with staff.

Staff would require that a tree survey be provided in the next submittal. An analysis needs to occur to interpret if there are any significant treed areas outside of wooded steep slopes that can be preserved. This type of analysis is customary with any residential subdivision application. This operation should not be treated any differently in regards to tree preservation since the ultimate use of the site will be residential.

Gravel Pit Examples
The applicant has provided various gravel pit examples from other communities in the narrative. Some examples show the progression from a gravel pit to actual development. This was done to show that gravel pit uses can be successfully converted to future development if proper conditions are put in place.

Staff Analysis & Items to Work on for Next Steps
There are several items that this type of request will have to work on prior to coming back for next steps (preliminary & final/CUP). These are laid out below:

- Noise and dust methods will need to be addressed in the subsequent submittal. These types of operations track dirt out onto the roads with every truck that enters and exits the site. How often will the streets be cleaned? What is the noise generation?
- Access will need to be further analyzed for a safe route into the operation; the current access called out looks problematic; the topographical contrast from the County road to the operation site is steep and the current road does not provide for turn lanes. The applicant will need to provide a traffic analysis evaluating this further.
- A detailed Reclamation Plan will need to be provided in the subsequent submittals; this plan will need to include grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
- Proposed mining contours show a mining depth of 770'; adjacent creek elevation ranges from 830' on the northern portion of the site to 780' to the SW. If extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation).
- Fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at preliminary.
- There needs to be a defined restoration plan of the severely eroded ravine area south of the mining operation. This area is compromised and needs to be addressed prior to any grading changes to occur around it.
- Tree preservation efforts need to be explored further with this site. A tree survey and preservation plan (outside of wooded steep slopes) would need to occur. This use should not be reviewed any differently from a residential subdivision since residential is the ultimate use of the site.
- Setbacks for this type of use need to be adhered to, related to property lines, right-of-way, structures, and wooded steep slopes. Wooded steep slopes will need to be determined in the field by City staff to understand the grading limitations of the site.
- More defined time frame for how long this operation will last, or could last.
- A bond, surety, or other financial security naming the City as the obligee in an amount deemed adequate by the City Council will be required. The surety shall be used to reimburse the City for any monies, labor, or material expended to bring the operation into compliance with the conditions of the permit. The surety may be used after failure to execute the restoration plan. The surety may also be used if there is a failure to execute a phase of a restoration plan specifically scheduled in the permit.

Deadline for Agency Actions
The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 5, 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 *Wednesday, April 6, 2022*. The City may with the petitioners consent extend the review period beyond the Wednesday, April 6, 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 01/12/2022:
Motion to recommend to City Council approval of the Concept Plan for MBE Excavating, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-19), prepared by Sambatek, dated December 7, 2021
    b. Context Map, prepared by Sambatek, dated December 6, 2021
    c. Existing Conditions, prepared by Sambatek, dated December 6, 2021
    d. Slope Analysis, prepared by Sambatek, dated December 6, 2021
    e. Site Forces Plan, prepared by Sambatek, dated December 6, 2021
    f. Photo View Reference, prepared by Sambatek, dated December 6, 2021
    g. Site Photo View 1, prepared by Sambatek, dated December 6, 2021
    h. Site Photo View 2, prepared by Sambatek, dated December 6, 2021
    i. Site Photo View 3, prepared by Sambatek, dated December 6, 2021
    j. Site Photo View 4, prepared by Sambatek, dated December 6, 2021
    k. Pit Excavation Plan, prepared by Sambatek, dated December 6, 2021
2. Adherence with the City Engineer's Memo, dated January 6, 2022.
3. Provision that a Conditional Use Permit (CUP) is applied for and approved at final submittal.
4. Provision of Carver County analysis and approval of any access proposed on the County road.
5. Provision to further evaluate tree preservation efforts on the site, and to be submitted with a Tree Survey and Preservation Plan at preliminary submittal.
6. Adherence to the following setbacks:
    a. From Adjacent Property Lines or ROW: 100 feet from edge
    b. From Existing Structures: 300 feet from edge
    c. Wooded Steep Slope: 50 feet from edge for buildings; 30 feet from edge for grading/mowing
7. Provision of a field walk of the wooded steep slope edge and its edge to be determined by City staff and to be completed prior to preliminary submittal.
8. Preservation of wooded steep slopes and their required setbacks.
9. Provision of a storm water management plan meeting City, State, and Carver County WMO standards.
10. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
11. Provision of a truck route plan to be submitted at preliminary submittal.
12. Provision of a traffic analysis to be submitted at preliminary submittal.
13. Provision to further explore other access points from an internal point off of the Lano property and be addressed at preliminary submittal.
14. Provision to meet zoning ordinance section 15.28.050 Land Excavation and Reclamation.
15. Provision of a Restoration/Reclamation plan that includes grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
16. Provisions for effectively controlling fire, rodents, and dispersal of material by wind or by hauling to and from the site, and for general maintenance of the site shall be made, and shall be addressed at preliminary submittal.
17. Provision of a dust control analysis to be completed and submitted at preliminary.
18. Provision of a noise study to be completed and submitted at preliminary.
19. Provision of a feasibility analysis of future sewer and water utilities that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.
20. Provision of a fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at

preliminary.

21. Provision of engineering maps of the mining operations that include existing and proposed conditions, new structures, clearing limits, fencing, mining limits, stockpile locations, parking, access roads, haul routes, mining staging and phasing plan, and to be submitted at preliminary.
22. Provision of a defined restoration plan of the severely eroded ravine area south of the mining operation, and to be submitted at preliminary.
23. Provision of soil boring information showing material depth profiles as well as water table elevation, and to be submitted at preliminary.
24. Provision of an analysis that if extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation), and to be submitted at preliminary.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-5 approving the Concept Plan for MBE Excavating (PC #2022-05).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-5

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Concept Plan for MBE Excavating/Sambatek on behalf of MBE Excavating/PC #2022-05

WHEREAS, the Comprehensive Plan guides this area to be Low Density Residential. and the current zoning is Open (O), which is a holding district until development occurs; and

WHEREAS, land excavation or filling in excess of 2,000 cubic yards of material shall require a Conditional Use Permit (CUP) according to procedures outlined in Chaska Zoning Ordinance 15.08.070; and

WHEREAS, this type of request will need to take the planning review steps that other land use applications typically have to take, and those are as follows:

- Concept Plan – at this step now
- Preliminary Site Plan
- Final Site Plan & Conditional Use Permit (CUP); and

WHEREAS, the request is for Concept Plan approval of a land excavation and reclamation use on 13 acres of land; and

WHEREAS, the operator would be MBE Excavating, who are a trucking company in the business of importing and exporting aggregate materials for many excavating and grading contractors in the metropolitan area; and

WHEREAS, the subject project is roughly 8 acres (Parcel ID 300087200) plus an additional approximately 5 acres of the 57- acre parcel (Parcel ID 300085300) for a total of approximately 13 acres; and

WHEREAS, in recent years, the subject property has been challenged with a large scoured and eroded area that has developed from uncontrolled off-site runoff; and

WHEREAS, this erosion has washed a trench more than 20 feet deep, 40 feet wide and 400 feet long; and

WHEREAS, the subject parcel is estimated to hold 560,000 cubic yards of granular mineral resources; and

WHEREAS, the time frame this operation will span is unclear at this time, however, the applicant has estimated 5-15 years; and

WHEREAS, the estimated volume of structural fill required to replace all the excavated material is approximately 812,000 CY; and

WHEREAS, the preferred access location for the operation is proposed directly off of Chaska Boulevard (CSAH 61) and aligned with Lano Lane; and

WHEREAS, any easement requirement from the residential homeowner of 3950 Chaska Boulevard would have to be obtained if access is proposed on their property; and

WHEREAS, coordination with the City of Chaska and Carver County on the access would also be necessary and permitted accordingly; and

WHEREAS, a feasibility analysis of future sewer and water utility extension that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development; and

WHEREAS, with the proposed project, storm water and erosion control will be required to the managed in accordance with the Watershed, City and State regulations for rate control and water quality; and

WHEREAS, stormwater/drainage from the project will have to meet all Carver County WMO, State and City standards; and

WHEREAS, it appears that the proposed grading operations would impact several treed areas outside of what is conceptually seen as wooded steep slope and its required grading setback.; and

WHEREAS, the wooded steep slope will need to be defined in the field with staff; and

WHEREAS, staff would require that a tree survey be provided in the next submittal; and

WHEREAS, an analysis needs to occur to interpret if there are any significant treed areas outside of wooded steep slopes that can be preserved; and

WHEREAS, this type of analysis is customary with any residential subdivision application; and

WHEREAS, this operation should not be treated any differently in regards to tree preservation since the ultimate use of the site will be residential; and

WHEREAS, there are several items that this type of request will have to work on prior to coming back for next steps (preliminary & final/CUP), and these are laid out below:

- Noise and dust methods will need to be addressed in the subsequent submittal. These types of operations track dirt out onto the roads with every truck that enters and exits the site. How often will the streets be cleaned? What is the noise generation?
- Access will need to be further analyzed for a safe route into the operation; the current access called out looks problematic; the topographical contrast from the County road to the operation site is steep and the current road does not provide for turn lanes. The applicant will need to provide a traffic analysis evaluating this further.
- A detailed Reclamation Plan will need to be provided in the subsequent submittals; this plan will need to include grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
- Proposed mining contours show a mining depth of 770'; adjacent creek elevation ranges from 830' on the northern portion of the site to 780' to the SW. If extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation).
- Fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at preliminary.

- There needs to be a defined restoration plan of the severely eroded ravine area south of the mining operation. This area is compromised and needs to be addressed prior to any grading changes to occur around it.
- Tree preservation efforts need to be explored further with this site. A tree survey and preservation plan (outside of wooded steep slopes) would need to occur. This use should not be reviewed any differently from a residential subdivision since residential is the ultimate use of the site.
- Setbacks for this type of use need to be adhered to, related to property lines, right-of-way, structures, and wooded steep slopes. Wooded steep slopes will need to be determined in the field by City staff to understand the grading limitations of the site.
- More defined time frame for how long this operation will last, or could last.
- A bond, surety, or other financial security naming the City as the obligee in an amount deemed adequate by the City Council will be required. The surety shall be used to reimburse the City for any monies, labor, or material expended to bring the operation into compliance with the conditions of the permit. The surety may be used after failure to execute the restoration plan. The surety may also be used if there is a failure to execute a phase of a restoration plan specifically scheduled in the permit; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Concept Plan for MBE Excavating (PC#2022-05); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Concept Plan for MBE Excavating (PC#2022-05), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-19), prepared by Sambatek, dated December 7, 2021
    b. Context Map, prepared by Sambatek, dated December 6, 2021
    c. Existing Conditions, prepared by Sambatek, dated December 6, 2021
    d. Slope Analysis, prepared by Sambatek, dated December 6, 2021
    e. Site Forces Plan, prepared by Sambatek, dated December 6, 2021
    f. Photo View Reference, prepared by Sambatek, dated December 6, 2021
    g. Site Photo View 1, prepared by Sambatek, dated December 6, 2021
    h. Site Photo View 2, prepared by Sambatek, dated December 6, 2021
    i. Site Photo View 3, prepared by Sambatek, dated December 6, 2021
    j. Site Photo View 4, prepared by Sambatek, dated December 6, 2021
    k. Pit Excavation Plan, prepared by Sambatek, dated December 6, 2021
2. Adherence with the City Engineer's Memo, dated January 6, 2022.
3. Provision that a Conditional Use Permit (CUP) is applied for and approved at final submittal.
4. Provision of Carver County analysis and approval of any access proposed on the County road.
5. Provision to further evaluate tree preservation efforts on the site, and to be submitted with a Tree Survey and Preservation Plan at preliminary submittal.
6. Adherence to the following setbacks:
    a. From Adjacent Property Lines or ROW: 100 feet from edge
    b. From Existing Structures: 300 feet from edge
    c. Wooded Steep Slope: 50 feet from edge for buildings; 30 feet from edge for grading/mowing
7. Provision of a field walk of the wooded steep slope edge and its edge to be determined by City staff and to be completed prior to preliminary submittal.
8. Preservation of wooded steep slopes and their required setbacks.
9. Provision of a storm water management plan meeting City, State, and Carver County WMO standards.
10. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.

11. Provision of a truck route plan to be submitted at preliminary submittal.
12. Provision of a traffic analysis to be submitted at preliminary submittal.
13. Provision to further explore other access points from an internal point off of the Lano property and be addressed at preliminary submittal.
14. Provision to meet zoning ordinance section 15.28.050 Land Excavation and Reclamation.
15. Provision of a Restoration/Reclamation plan that includes grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
16. Provisions for effectively controlling fire, rodents, and dispersal of material by wind or by hauling to and from the site, and for general maintenance of the site shall be made, and shall be addressed at preliminary submittal.
17. Provision of a dust control analysis to be completed and submitted at preliminary.
18. Provision of a noise study to be completed and submitted at preliminary.
19. Provision of a feasibility analysis of future sewer and water utilities that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.
20. Provision of a fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at preliminary.
21. Provision of engineering maps of the mining operations that include existing and proposed conditions, new structures, clearing limits, fencing, mining limits, stockpile locations, parking, access roads, haul routes, mining staging and phasing plan, and to be submitted at preliminary.
22. Provision of a defined restoration plan of the severely eroded ravine area south of the mining operation, and to be submitted at preliminary.
23. Provision of soil boring information showing material depth profiles as well as water table elevation, and to be submitted at preliminary.
24. Provision of an analysis that if extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation), and to be submitted at preliminary.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 6, 2022**
Subject: **MBE Excavating Lano Gravel Pit – Concept Plan**

The existing Lano Gravel Pit is located at the address of 3730 Chaska Boulevard. The proposed mining and development operations are planned over two separate parcels (Parcel ID 300087200) and (Parcel ID 300085300). The proposal plans for mining operations that would occur over the two separate parcels that would support future development.

The existing topography challenges the site in terms of a number of restrictions such as steep slopes, wetlands, and erosion over the property. Over the years, the ravine along the south edge of the property has experienced a significant erosion issue that remains a concern. If a CUP were to be granted for mining operations an engineered design stormwater management to address the erosion that has occurred over the property would be included as a part of the approvals necessary by state/county/city agencies.

The are number of items that will need to be addressed as a part of the CUP that is be requested for mining that involve all state/county/watershed agencies as well with City approvals that may be considered with future land development. The City may also wish to further evaluate existing ordinances as it relates to the mining operation to ensure current standards are met that support future housing planned over the property. Engineering items that will need to be considered with the preliminary process are as follows:

Access
Any access into the site planned to occur off of CSAH 61 requires an engineered design with County approval. The access for mining operations as well with the future development needs to be further coordinated with Carver County Public Works and City staff. If an access is proposed within the existing mine site it will also require a fully engineered design as well with Carver County Watershed Management approvals.

City Utilities
Utilities that are planned to serve the site are not within the City's near term development plan to service the property. The gravity sewer that is planned to serve the property is currently located along the Met Council interceptor sewer line near the intersection of CSAH 40 and CSAH 61. Water main that would serve the property is located at the end of 1st Street near the intersection of CSAH 61 and Edgehill Road. A feasibility analysis of future sewer and water utility extension that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.

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

Grading and Drainage/Stormwater/Steep Slopes/Erosion

The preliminary process will require a fully designed grading and drainage plan as well as stormwater management plan for the mining operations that would support future development. The stormwater management plans require all state/county/watershed agency approvals. The property is surrounded by steep slopes and a plan that ensures the integrity of the slopes is not compromised with the planned operations will be important. A detailed plan for dust and noise control is needed.

Engineering maps showing the existing and proposed conditions are needed for preliminary review that include items such as, new structures, clearing limits, fencing, mining limits, stockpile locations, parking, access roads, haul routes, mining staging and phasing plan etc.

Wetland Impact Analysis

The preliminary process will require a fully designed stormwater management plan both for the mining operations and for the development. Both plans require all state/county/watershed agency approvals.

Grading Permit

A detailed outline of operations needs to be better understood for provisions to be included with a CUP. Staff will be recommending that annual engineering reports and inspections be required by the applicant to ensure CUP conditions are met such as stormwater management, groundwater discharge, site surveying, soils testing, compaction testing, etc. All fill material that is proposed as being used within the net developable acreage for the site will be required to be free of contamination and to meet geotechnical engineering standards for compactable fill to support development.

December 7, 2021

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

SUBJECT: Request for City Approvals
MBE Excavating
Chaska, MN

Dear Ms. Hanson,

On behalf MBE Excavating and for the Chaska's consideration, we respectfully submit the Concept Site Plan Review application for the proposed project. This report has been prepared by Sambatek, on behalf of MBE, for the purpose of applying for approval of extending their excavation and filling operations within the City of Chaska. The subject property off Chaska Boulevard, PID No. 300085300 and 300087200. The following project narrative outlines various details of our proposed development application.

Subject Property Details

Address: Address not assigned
PID #: 30-00-872-00
Legal Description: See attached.

Address: Address not assigned.
PID #: 30-00-853-00
Legal Description: See attached.

Land Use/Zoning Classifications

	Existing Land Use
30-00-722-00	Low Density Residential
30-00-853-00	Low Density Residential

	Existing Zoning
30-00-722-00	Open Development
30-00-853-00	Open Development

Project Narrative

Background

The Lano property (PID 300085300) has been used for excavation and filling operations since 1929 and is still approved for that purpose by the City of Chaska. The site is nearing the end of its useful life as restoration is nearing completion. Over the years, the Lano property has provided a benefit to many businesses and contractors, as well as the overall growth and development of the City of Chaska. The Lano family would like to continue their development of their property on the southwest quadrant of the current parcel and the adjacent parcel (PID 300087200) which they also own. There is evidence that this area holds material that can be a resource and benefit additional construction within the City of Chaska and surrounding community for future development.

Adjacent Properties

The subject property is bounded on the north by several undeveloped parcels and a large single-family parcel, on the west by parcels used for agricultural purposes, and on the south by Chaska Blvd (CSAH 61). Refer to the Context Map for additional details.

Existing Conditions

The subject project is roughly 8 acres (Parcel ID 300087200) plus an additional approximately 5 acres of the 57-acre parcel (Parcel ID 300085300) for a total of approximately 13 acres. The 2018 zoning map identifies and Agricultural or Open designation on both parcels. The City's 2040 Comprehensive Plan designates a Low-Density Residential land use on both parcels.

The larger parcel has been used for excavation and filling operations for a significant period. These operations have been primarily focused on the eastern portion of the site. The western portion of this parcel is segregated from the eastern portion by a large/deep wooden ravine and is primarily composed mostly of open fields and areas of wooded, undisturbed steep slopes. The smaller parcel is also comprised of open agricultural fields with areas for wooden, undisturbed steep slopes to the south and east. Both parcels lie within the limits of the Lower Minnesota River Watershed. A preliminary wetland investigation was conducted, and no wetland impacts are anticipated on either of the two parcels. A deep wooded ravine runs from north to south through both parcels.

In recent years, the subject property has been challenged with a large scoured and eroded area that has developed from uncontrolled off-site runoff. We presume this started with a large rainfall event, but not that it was created after the completion of the Highway 212 project. This erosion has washed a trench more than 20 feet deep, 40 feet wide and 400 feet long. The silt from this washout enters the ravine that splits the property near the box culvert at Chaska Blvd. There is an existing private building on adjacent property (PID 30087100) that be at risk of falling into the drainage way, trees are falling into the drainage way and leaving the area a tangled mess. Debris from the fallen trees are in danger of blocking the box culvert and surrounding properties.

The correction of this erosion problem must be addressed with or without permitting the proposed plan. Please refer to Site Photos 1–4 for better perspective on the scale of this issue.

Topographic elevations range from 780 to 890 with areas of steep slopes and undulation consistent with the surrounding Minnesota River Valley area. Rainfall runoff on the site generally flows from northwest to southeast. A Slope Analysis has been completed and is attached hereto. Based upon LiDAR information, an 18% steep slope designation has been determined along with a 30' "no grade/mow" setback and 50' Building setback. With support of the City Planning Commission and City Council on the Concept Site Plan Review, a full topographic survey of the site will be completed along with a field delineation of 18% steep slope requirement.

There are no existing public utilities in the vicinity of the site. The nearest watermain and sanitary sewer connections terminate at the intersection of Edgehill Road and Chaska Boulevard, roughly 1200 feet north of the current access to the site. It is expected that watermain and sanitary sewer will be extended along Chaska Blvd in the future as indicated in the 2040 Comprehensive Plan, the Southwest Chaska Growth and Development Plan and the City of Chaska Sanitary Sewer Potential Chaska Service Expanse. Chaska Boulevard is classified as a minor reliever and Edgehill Road is classified as a local road according to the MnDOT functional classification system.

Refer to the Existing Conditions, Slope Analysis and Site Photos for additional details.

City of Chaska Mission Statement and Core Strategies

The City of Chaska Mission Statement is "to be the Best Small Town in Minnesota" which is supported by several Core Strategies. The project supports the City's Mission Statement and reinforces the Core Strategies of the City of Chaska. Well-planned and orderly community development is one of the City's Core Strategies, and this project is in line with the long-term planned land uses at this location. It is estimated that excavation and filling operations will take 5-15 years. By planning proactively, this project supports the long-term vision of residential development and open space at this location. Allowing this project to occur first ensures that valuable materials are not trapped underneath homes indefinitely. The proposed project maximizes the use of this property in the short term (excavation and grading) and long term (low density residential and open space) as identified in the 2040 Comprehensive Plan.

In addition, the proposed project will contribute to the City's tax base. Providing quality service while maintaining low property taxes is another Core Strategy of the City, and this project helps ensure that a healthy tax base exists to support this goal. Lastly, the proposed project supports entrepreneurship and the Core Strategy of maintaining a sense of community and small-town values. MBE is based in Delano, a small town less than 25 miles from Chaska. Delano's motto is "The Spirit of Community" and MBE is proud to be part of that community and proud to be in the business of helping neighboring communities develop their resources.

Project Goals and Guiding Principals

Five guiding principles have been identified for the excavating operations at this location. Principles of this project include 1.) protecting sensitive environmental areas and 2.) enhancing the land at this property as a community resource. Areas to be protected include the creek bed and slopes at this location. The excavation operations will also address stormwater drainage issues identified at this site including the cause of the creek erosion nearby. This site will ultimately be made ready for residential development after excavating operations are complete.

Another guiding principle is 3.) community connections and support. MBE is based in Delano and has operations in Chaska and other nearby communities. It is a priority to work with our neighbors with integrity and respect. It is with this in mind that MBE is also guided by 4.) helping Chaska live up to its mission to be the best small town in Minnesota. Lastly, MBE will work to 5.) ensure a quality work environment at this location, and we will take measures to ensure personnel and operators working with the company practice good stewardship of the site and surrounding community resources, roads, and traffic laws**.**

Site Features / Externalities (positive and negative)

An interim use as proposed has both positive and negative impacts on the surrounding properties and development process. The following list identifies the potential positive and negative impacts.

Positive

- Due to the site topography being generally low and constrained with steep slopes on all sides, the site is not feasible for low density residential development without significant soil import. The project would allow for fill to be imported in an engineered fashion and to grades that can support low density residential development in the future.
- The import of soils may allow for improved interconnectivity between adjoining properties. As development planning occurs for properties to the west and north, the City can consider opportunities to include connections to this property for the benefit of the broader development area.
- Carver County has prepared a Corridor study for TH 41 and CSAH 61. Preliminary development planning discussions can occur regarding access management and control. These discussions may provide direction to the City and County in regard to access options, timeframe for future development and interim traffic mitigation measures that can improve the existing traffic conditions.
- Significant soil erosion in the ravine along the south property has occurred in recent years. This is likely due to increased runoff volumes and rates from adjoining properties and roadway improvements. The erosion is beginning to undermine a portion of CSAH 61, and may begin to impact the adjoining residential property. The project can facilitate discussion amongst MnDOT, Carver County and the City to determine the root cause of the increased stormwater runoff, and provide a path for resolving this issue as a part of the proposed project.

- Excavation and fill sites in close proximity to development projects are rare and of value, particularly in developing and growing communities. They provide an opportunity to excavate valuable gravel and sand deposits and backfill clean soil in an engineered fashion suitable for future development.

Negatives

- Issues associated with the nature of an operation such as this. This would be items such as noise, dust, erosion control, soil tracking, etc.
- An increase in seasonal truck traffic associated with the use.
- A proposed use that does not specifically fit with in City's land use code. It will require an Interim Use Permit or Conditional Use Permit and not follow a already prescribed process that the City has defined.
- The general nature of unknowns with the proposed use such as How long will it operate? Where will it source material too, source material from? What will be the nature of the imported material? The land will operate as a business reacting to the land development / construction market until there is a higher and better use for the property.

Land Use

The current intended use of the site (PID's 300087200 & 300085300) is for the purpose of low-density residential housing development as indicated in the City of Chaska's 2040 Comprehensive Plan. It is estimated that excavation and filling operations can continue for the next 5-15 years. The proposed use, excavation and filling is compatible for the area as most of the adjoining parcels remain undeveloped and are primary used for agricultural purposes.

Traffic / Access

Traffic volumes for the proposed excavation and filling operation are relatively low volume in nature. Maximum daily trips could be 150 trips. The preferred access location to CSAH 61 would align with Lano Lane and likely be shared with the existing residential home. Any easement requirement from the residential homeowner would be obtained. Also, coordination with the City of Chaska and Carver County would be necessary and permitted accordingly. A dedicated westbound right turn lane may be required for deceleration. If this access location would be problematic, the existing access to the pit would likely be possible with the coordination of a ravine crossing.

Storm Water

Existing site drainage generally flow north to south and west to east. A large drainage ravine along the eastern property line connects with a drainage ravine along the south property line and discharge through a culvert under CSAH 61. Currently the drainage is uncontrolled with no storm water or erosion control BMPs. As discuss earlier, it appears a recent rainfall event inundated the north culvert under CSAH 61 and caused significant erosion on the southern ravine.

With the proposed project, storm water and erosion control will be required to the managed in accordance with the Watershed, City and State regulations for rate control and water quality. Due to the nature of the existing site conditions, a storm water basin will likely be in the southeastern portion of the site. Further discussion with the City, County and State will be necessary to determine what conditions are causing the erosion issues in the ravine. If it is determined that this is being caused by increased runoff from upstream tributaries, we will need to work with the City, County and State to determine an appropriate solution for managing the off-site drainage discharging through the site.

Site Operations

MBE Excavation is a trucking company in the business of importing and exporting aggregate materials for many excavating and grading contractors in the metropolitan area. As such a business, MBE seeks opportunities to partner with local landowners for the excavation of sand and gravel mineral resources and back filling clean soils as structural fill. The subject parcel is estimated to hold 560,000 cubic yards of granular mineral resources. In conjunction with the excavations, structural fill will be backfilled into the site. The estimated volume of structural fill required to replace all the excavated material is approximately 812,000 CY. All the back filled structural fill is environmentally clean and compacted in a manner to support future development of the site. Refer to the Pit Excavation Plan for additional details, additional details on daily operations are as follows.

- Proposed Hours of operations 7 am – 7 pm Monday – Saturday. No Sundays
- Equipment used: Excavators and track dozers for handling material. Water trucks and sweepers will be onsite for dust and track out mitigation. Additional support equipment such as wheel loaders and graders will also be used when required.
- Trucks used: 5-6 axle dump trucks. Side dump trailers.
- Employees onsite: 2-4
- Truck Traffic Volume: 0 – 150 trips per day. Traffic volumes will vary. Most months will not see heavy truck volumes over 100 trips per day. The site will be active on most days during the summer construction season. Operations in the winter will be less steady. "Truck Hauling" signs will be placed out on the county road at both sides of the entrance for traffic safety.

Excavation Work Plan

MBE will initially create a haul road and track out entrance into the site to allow trucks, equipment, and materials to pass safely through. MBE will start by elevating the site nearest the road to allow construction traffic to more easily access the site. Once access is established, the damaged drainage area will need to be addressed immediately to avoid further erosion. The dead trees laying in the eroded wash will be collected and removed using excavators. A new water drainage management system will be installed to prevent further erosion damage to the site and to maintain both the natural and artificial waterways. Various methods will be used to slow down water in the site including rock channels, silt fence and holding ponds. This temporary system will protect the site from further erosion damage until a more permanent solution to this problem can be developed by the County and/or State. Maintaining a proper drainage profile will always be a main concern. Drainage ways will constantly change as the site grades travel up and down during excavation and restoration.

Aggregate material from the site will excavated and loaded directly onto trucks and hauled to local residential and commercial construction project. Sometimes simultaneously, clean fill will also be hauled back into the Lano property to build the site back up, filling the void from the aggregates. This property is quite a bit lower than the adjacent County road. Any noise and dust created by the operations onsite will be greatly reduced by this elevation difference. Visually, much of the site is naturally hidden from view. The trees along the road and the borders of the property also constrict the view from the county road and the adjacent residences.

Restoration Plan

The duration of the restoration process will depend entirely on the quantity of materials required for future construction projects in the area. A larger road project will expedite the restoration process given the greater quantities that are typically required, both import and export. There is a large need for sites like these in the metro area, so demand should never be an issue. MBE will raise the entire site up using clean compactable fill near the elevation of the County road for future development. The intent is to create a visually appealing site that blends into the surrounding landscape. The site will either be developed into a residential neighborhood or restored back into usable farmland. Finish grades for a potential development will be established by a future developer. In either scenario. upon completion of the excavation and fill operations the site will be suitable for development in accordance with the City's Comprehensive Plan. A Future Development plan has been provided for reference only, we understand that any future development of the subject property will be required to be entitled in accordance with the City code and subdivision requires at that time.

Sites such as this are common throughout the Twin Cities metro area. Relevant examples have been provided by MBE, and Sambatek has also identified comparable sites, particularly in developing communities.

MBE Relevant Examples:

MBE is a qualified contractor with experience in locating, excavating, filling, and restoring sites as proposed here. Below are a few examples of previous projects:

Blaine NSC 2008–2019

Address: 1700 105th Ave NE Blaine. North of 105th
Imported: 1,000,000+ cy clean common fill
Exported: 100,000 cy sand

MBE was hired by the National Sports Center in Blaine to restore their property north of 105th Street in Blaine, MN. MBE took over this site in 2008 after a previous contractor went out of business. The previous contractor had been mining sand out of the site, which left multiple large holes in the ground. Material imported into the site, by MBE, originated from multiple projects in the metro area that had excess common fill. MBE restored the site starting on the north end near 109th Street and ending down to the south at 105th Street. As the site

continued to fill up to grade the Sports Center built new soccer fields behind the filling operations. The site was eventually restored to the National Sports Center's requirements.



Blaine NSC - Fall, 2008


Blaine NSC – Fall, 2013



Blaine NSC – Fall, 2020

Groskreutz Pit 2004-2006
Address: SE corner of 37th St SE (co rd 115) & SE Eaken Ave SE Rockford Township
Exported: 500,000 cy sand
Imported: 500,000 cy clean common fill

MBE was issued a permit by Rockford Township to mine sand from this site. The property originated as a farm field. Much of the sand exported from this site was used on the Long Lake Bypass Hwy 12 project. That same project had an equal about of excess common fill material coming out of it that was backhauled to the Groskreutz pit to fill the void left from the sand. After the Hwy 12 project was completed, the pit was fully restored, replacing black dirt that had been previously stripped off the field and stockpiled onsite. The property was given back to the farmer in its original state and is still a farm field today.

Falde Pit 2006-2018
Address: 1200 40th St SE Buffalo (NE corner of Hwy 25 & Co rd 115)
Exported: 500,000 cy sand
Imported: 250,000 cy clean common fill

MBE was issued a permit by Rockford Township to mine sand from this property. The site was an existing farm field to start. MBE mined out sand for use on various projects in the metro area. Once all the sand was mined out, the owner of the property required MBE to restore the pit into a low land wildlife preserve. The site was restored as requested by the owner.



Falde - Spring, 2011



Falde - Spring, 2018

Thiesen Pit 2005-Current
Address: 11899 County Hwy 16 Watertown
Exported: 100,000 cy sand
Imported: 100,000 cy clean common fill

MBE took over the mining operations on this property in the early 2000's. MBE came in and mined the remainder of the sand out of the southern end of the site nearest the road and filled it back to its original grade using clean common fill. That section was handed back to the farmer in 2017. MBE was issued a permit extension from Franklin Township to mine sand further to the north. The site is an active mining site today. The intent is to restore this northern section back to its original state when all the aggregates are removed and replaced with clean fill. MBE also uses part of this property for its concrete & asphalt recycling center.



Theisen - Spring, 2017

Lano Pit 1996-Current
3800 Chaska Blvd, Chaska
Exported: 200,000 cy sand
Imported: 500,000 cy clean common fill

The Lano pit was opened in the early 1900's. Various contractors have used the site over the years for use on projects in Chaska and entire Metro area. MBE was contracted in 1996 by Henry Lano to manage the entirety of the mining and restoration operations. The site is currently permitted and still in use.



Lano – Fall, 2020

Relevant Examples:

The excavation and filling of mineral resources is not an uncommon practice in our local communities. The creation of "pits" is necessary to support the need for mineral resources in the construction of City, County, and State roadway infrastructure and local development needs. The location of such "pits" are required to be located where the resources exist and mined prior to development occurring. Highlighted below are relevant examples of similar pits from small to large in local communities with similar zoning, land use and adjacent development to the subject parcel.

Shakopee Gravel, Inc. 1989-Current
1650 County Road 83
Shakopee, MN 55379
Zoned: AG, Agriculture Preservation
2040 Comp Plan Land Use: Mixed Use Center / Suburban Residential



Shakopee Gravel, Inc. – Fall, 2020

Prior Lake Aggregates, Inc.
8680 158th Street W.
Prior Lake, MN 55372
Zoned: PRD, Planned Residential Development / P-2 Public Building District
2030 Comp Plan Land Use: Low Density



Prior Lake Aggregates, Inc. – Summer, 2006



Prior Lake Aggregates, Inc. – Spring, 2016



Prior Lake Aggregates, Inc. – Fall, 2020

Apple Valley Red-E-Mix (AVR) Pit 1966-Current

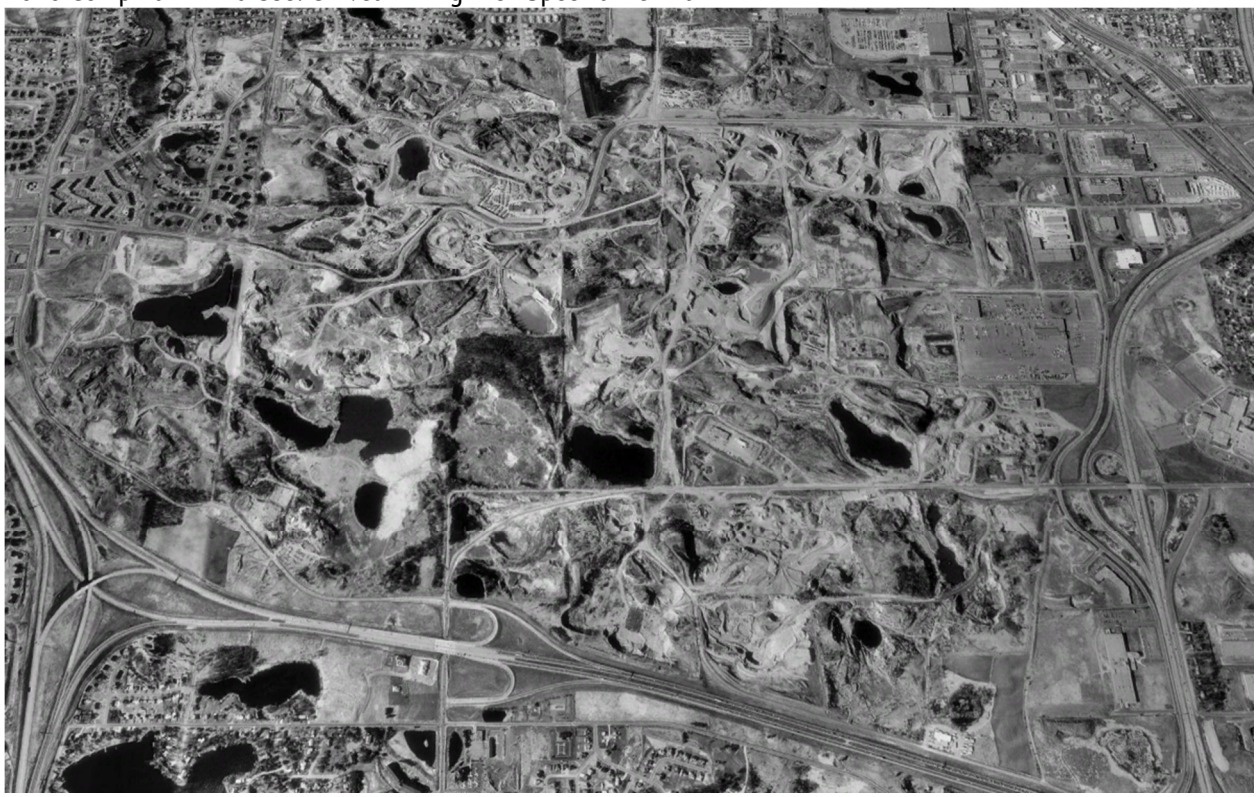
15305 Johnny Cake Ridge
Apple Valley, MN 55124
Zoned: A, Agriculture
2040 Comp Plan Land Use: Institutional / Parks & Open Space



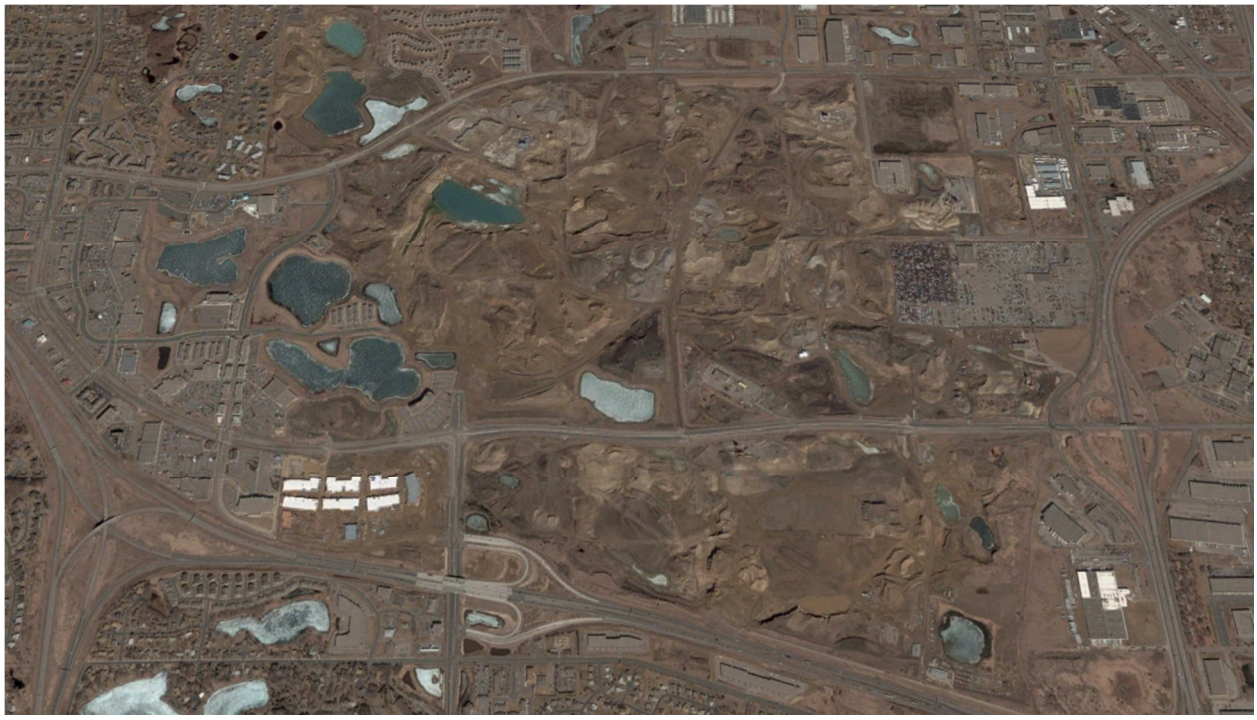
AVR – Spring, 2021

Barton Sand & Gravel Co. Maple Grove Pit #709

8000 Zachary Lane North
Maple Grove, MN 55369
Zoned: RA, Single Family Agriculture
2040 Comp Plan Land Use: Gravel Mining Area Special Area Plan



Maple Grove Pit – Spring, 1991



Maple Grove Pit – Spring, 2003



Maple Grove Pit – Fall, 2020

We hope this information is helpful to the City in review of the Concept Site Plan Review application. We understand that a Neighborhood meeting will be required prior to Planning Commission, we will work to schedule that meeting upon the City's acceptance of our applications.

We appreciate the City's consideration of this application and look forward to working with you on this exciting redevelopment project. Should you have any questions or would like to discuss this application, please reach me at 763-259-6687 or emiller@sambatek.com.

Sincerely,

Erik W. Miller, PE
Sr. Client Service Manager

December 7, 2021

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

SUBJECT: Neighborhood Meeting
MBE Excavating
Chaska, MN

Dear Ms. Hanson,

At the request of the City, a neighborhood meeting was held at 6:00 pm on Tuesday, November 30th at the Chaska Community Center. 21 individuals attended the meeting including the landowners, MBE and Samabtek. Erik Miller with Sambatek provided an introduction, briefly discussing purpose of neighborhood meeting, the project and next steps through City application process. Dan Zimmerman and Rob Perry discussed MBE Trucking interest in the project, what MBE does with projects of this nature and a brief discussion on their operations. An informal Q & A followed with the following items being the primary discussion points.

- Time frame for project, how long will it operate as an excavation and filling operation?
  - Bob responded to this question stating that their business in market driven. A project of the scale of SWLRT could consume all the aggregate and much of the backfill. Or several smaller projects over a period of time could utilize the material and site. A precise timeframe is unknown at this time.
- What is the primary material being sought?
  - MBE responded clean sand. No silca sand present on this site.
- How will the site be accessed, plans for improvements to CSAH 61?
  - This evolved into a broader discussion noting that Carver County is the AHJ for access on CSAH 61, we noted that the County has completed a corridor study with options for access improvements along the corridor. We discussed that the City entitlement and permitting process will begin discussion with the County and City on access for the project.
- Follow-up question regarding why the project cannot be accessed from the existing gravel mine?
  - We discussed that this may be a possibility, but it would require impacts to the existing ravine, steep slope setbacks and more tree impacts. The access proposed is based upon preliminary discussions with the City to avoid these impacts. Residents generally indicated that an access extension from the existing operation would be preferred over an additional access on CSAH 61.
- What is the status of the existing operation?

  - MBE responded that the existing operation is nearly complete, most of the aggregates have been mined and back filled. Much of the property has been returned to an agricultural field. The future timeframe of the operation is dependent on how this application moves forward and is received. The project may be an opportunity to close down and fully restore the existing gravel mine.
- What will be done to improve the eroded ravine, how/why is that erosion occurring?
  - This was a lengthy discussion. Mark Lano provided the history of the erosion following a large rainfall event and overflow across CSAH 61 from a MnDOT stormwater basin. He discussed his follow-up discussions with MnDOT, Carver County and the City to assist in resolving the matter. MBE and Sambatek discussion that resolution to this matter is necessary and that this project can facilitate discussion on how to resolve the matter with MnDOT, Carver County and the City. All parties acknowledged that the issue is larger than can be resolved by the landowner independently.
- General concerns about noise, dust and erosion control associated with such activities.
  - MBE acknowledged these items are associated with their operations, and that they will prepare a work plan to mitigate these issues as much as possible. They also indicated that they will be required to comply with all City Codes and a Carver County excavation permit.
- General questions regarding the process and next steps.
  - Sambatek stated that an application is planned to be submitted on December 7th for a Concept Development Plan Review with the City of Chaska. That will likely require a public hearing at a Planning Commission meeting in January, and approval by the City Council. Neighbors within 350' will be notified by the City of future public hearings where they can provide comment on the application. If the concept plan is approved, subsequent application with the City and County will be required. We indicated we hope that we can be through the entire process in 4 – 6 month timeframe.

Should you have any questions or would like to discuss this matter further, please reach me at 763-259-6687 or emiller@sambatek.com.

Sincerely,

Erik W. Miller

Erik W. Miller, PE
Senior Client Service Manager



CONCEPT SITE PLAN REVIEW - CONTEXT MAP

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 200 400 IN FEET

Sambatek



CONCEPT SITE PLAN REVIEW - EXISTING CONDITIONS

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

Sambatek

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

LEGEND

- 0 % - 6 % SLOPES
- 6 % - 18 % SLOPES
- 18 % - 25 % SLOPES
- 25 % - 33 % SLOPES
- 33 % - GREATER SLOPES

NORTH

CONCEPT SITE PLAN REVIEW - SLOPE ANALYSIS

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 100 200 IN FEET

Sambatek

30' GRADING SET BACK FOR STEEP SLOPES

Grading Area

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

Grading Area

RAVINE SEEN ON SITE SEE PHOTO 4 FOR REFERENCE

Potential Water Treatment Area

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

CONCEPT SITE PLAN REVIEW - SITE FORCES PLAN

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 100 200
SCALE IN FEET



CONCEPT SITE PLAN REVIEW - PHOTO VIEW REFERENCE

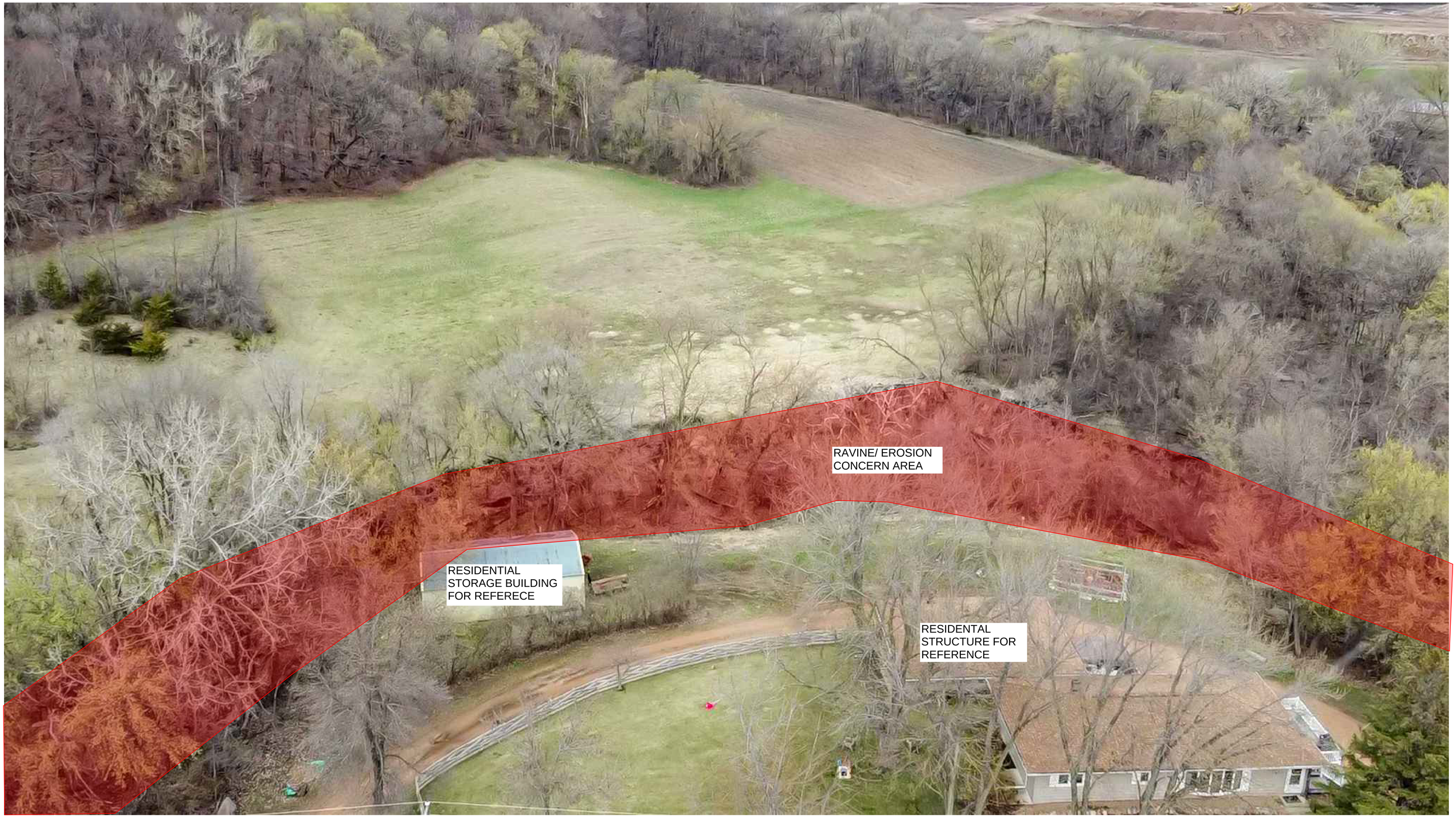
NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 100 200
SCALE IN FEET

Sambatek



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 1

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

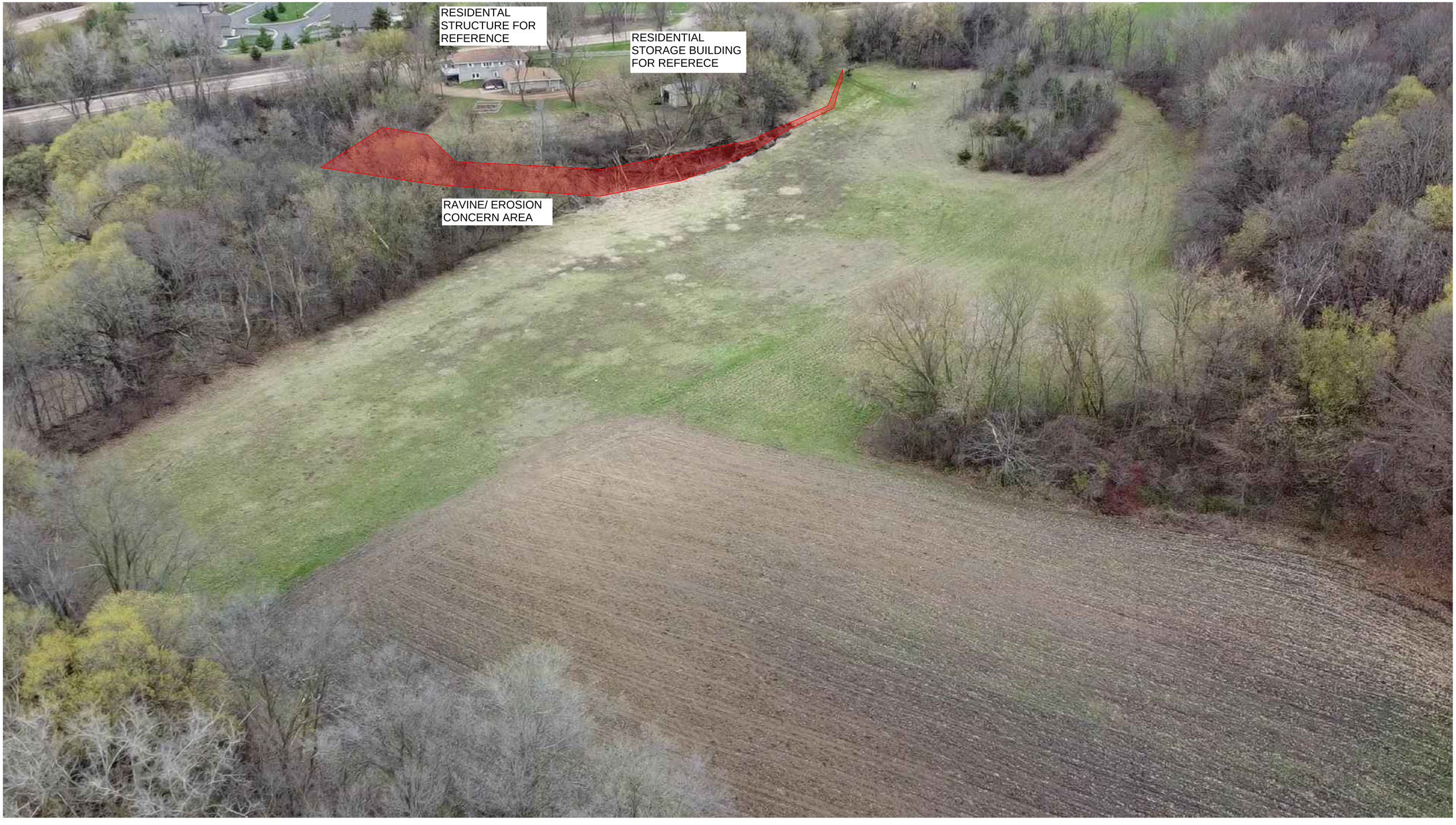
Sambatek



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 2

12.06.2021

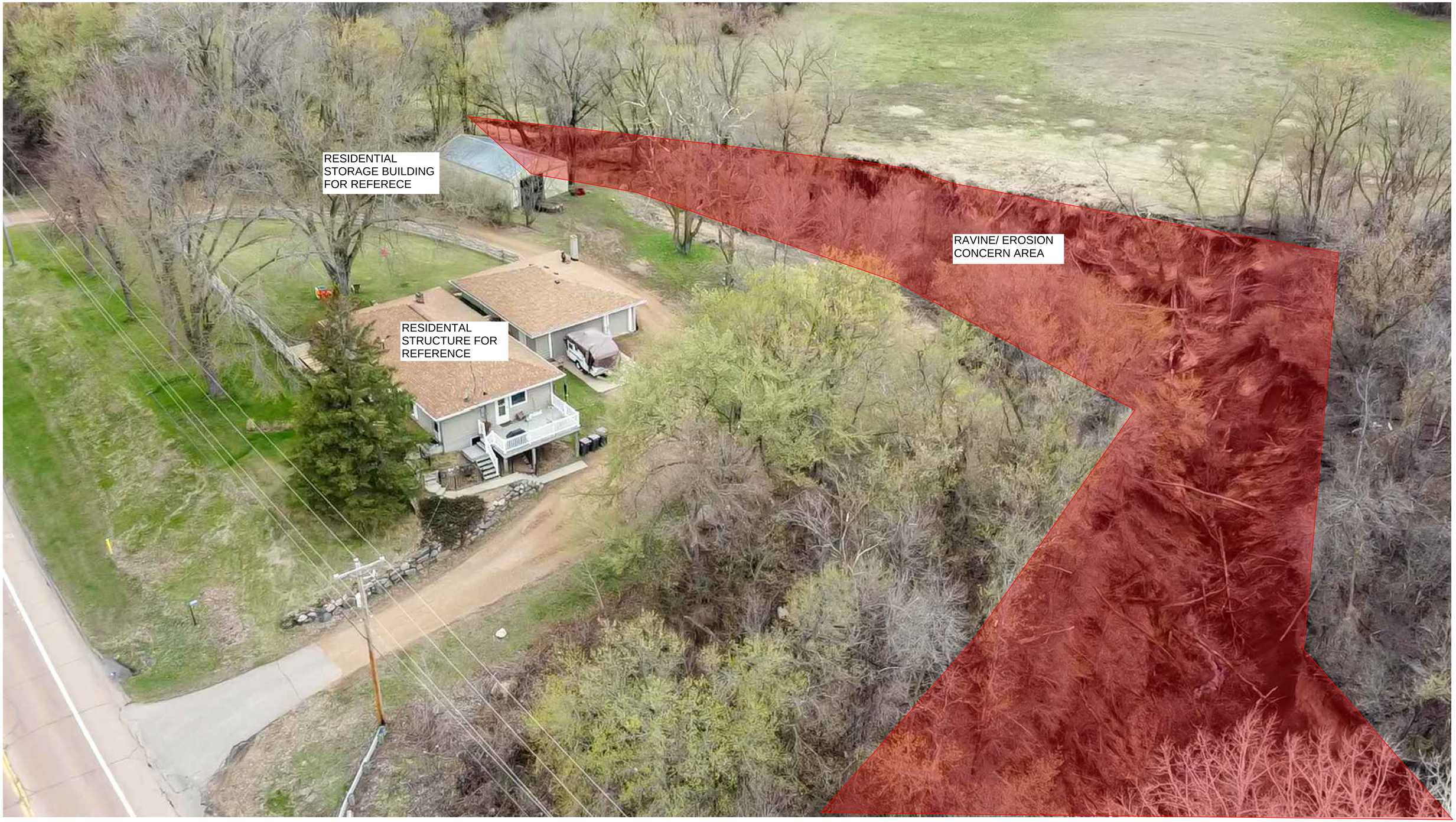
CHASKA, MN - MBE EXCAVATING, INC



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 3

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 4

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

Sambatek

PARCEL ID # 300070700
TAXPAYER: FRENZ FAMILY II LLC
MAP ACRES: 105.37

PARCEL ID # 300085300
TAXPAYER: RICHARD & KIM LANO TRUST
NET ACRES: 56.97

PARCEL ID # 300084800
TAXPAYER: SCOTT TALCOTT
MAP ACRES: 0.31

PARCEL ID # 300085000
TAXPAYER: BERCH HOLDINGS, LLC
MAP ACRES: 0.34

PARCEL ID # 300085100
TAXPAYER: ANDREW NYEN
MAP ACRES: 0.45

PARCEL ID # 300085200
TAXPAYER: MARTIN AMERICA
MAP ACRES: 0.37

PARCEL ID # 303150030
TAXPAYER: RANDAL & CYNTHIA LANO
MAP ACRES: 2.35

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

30' GRADING SET BACK FOR STEEP SLOPES

Preservation Area

Grading Area

Preservation Area

Grading Area

Preservation Area

PARCEL ID # 30071000
TAXPAYER: LAURA & ROBERT WORM TRUSTS
MAP ACRES: 22.05

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

PARCEL ID # 300087200
TAXPAYER: MARK LANO
NET ACRES: 7.96

RAVINE SEEN ON SITE SEE PHOTO 4 FOR REFERENCE

Potential Water Treatment Area

EXISTING STORM CULVERT

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

PARCEL ID # 300087100
TAXPAYER: RILEY THIESFELD
MAP ACRES: 0.92

PARCEL ID # 303150010
TAXPAYER: JOSEPH & KAREN ATKINSON
MAP ACRES: 2.42

CHASKA BLVD

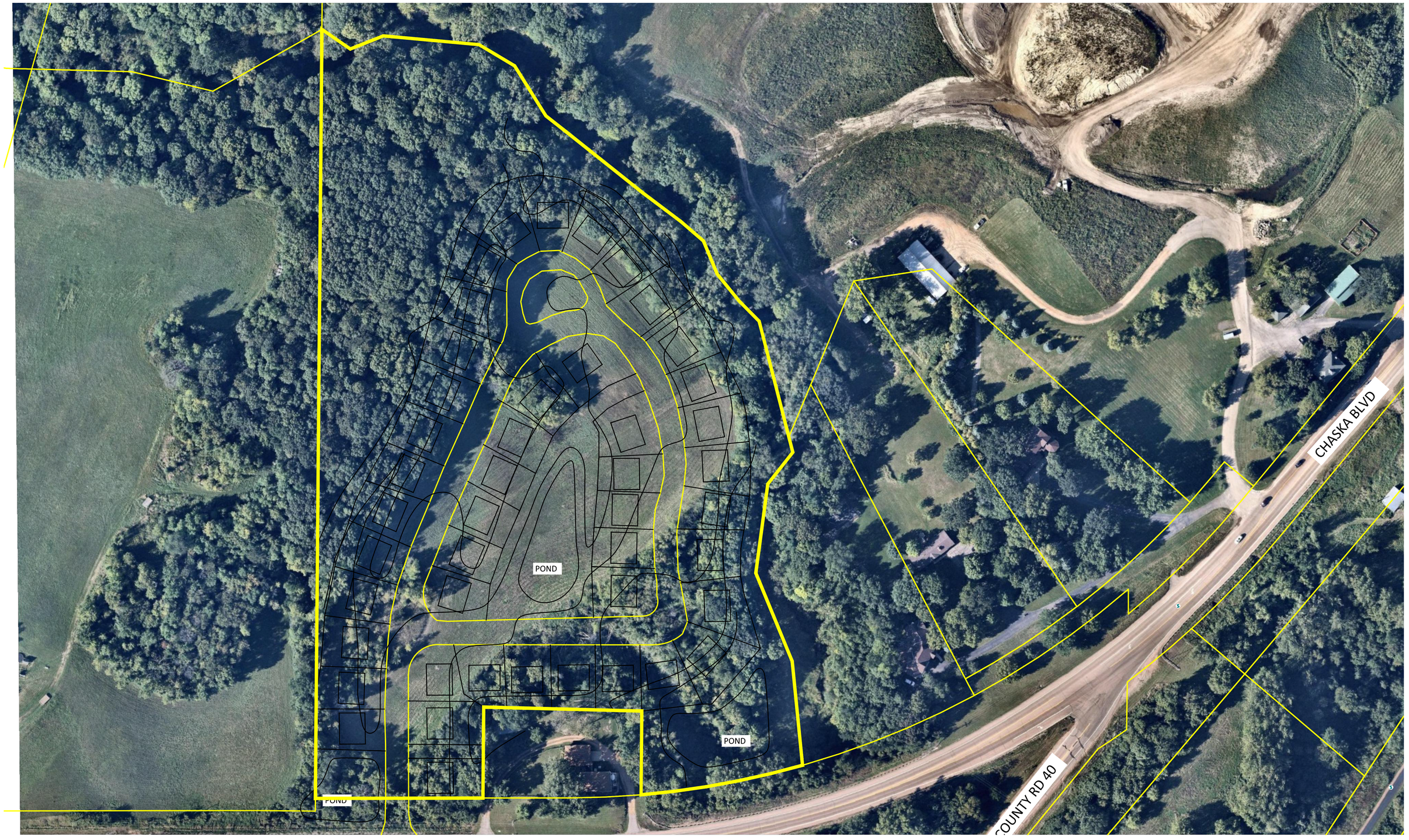
CONCEPT SITE PLAN REVIEW - PIT EXCAVATION PLAN

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 100 200
SCALE IN FEET



CONCEPT SITE PLAN REVIEW - FUTURE DEVELOPMENT SCENARIO - FOR REFERENCE ONLY

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 70 140
SCALE IN FEET

Sambatek

Dudley and Smith, P.A.
Attorneys and Counselors at Law
Since 1952

101 EAST FIFTH STREET, SUITE 2602
SAINT PAUL, MINNESOTA 55101
TEL: (651) 265-3660
FAX (651) 223-5055
EMAIL: info@dudleyandsmith.com
WEB SITE: www.dudleyandsmith.com

Steven C. Opheim
sopheim@dudleyandsmith.com

January 5, 2022

Via Electronic Mail at ehanson@chaskamn.com and U.S. Mail
Ms. Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: Sambatek, Inc./MBE Excavating
Proposed Lano Gravel Pit Extension
Our File No. 3759.2435

Dear Ms. Hanson:

We represent Joseph J. Atkinson and Karen K. Atkinson (hereinafter the "Atkinsons") with respect to the application of Sambatek, Inc. to extend the Lano Gravel Pit. Mr. and Ms. Atkinson are the owners of the adjacent real property located at 3880 Chaska Boulevard, Chaska, Minnesota which is affected by the gravel pit extension project.

Mr. and Ms. Atkinson have the following objections, comments, and concerns regarding the project:

1) Potential Water Treatment Area (see the blue colored area on the Site Forces Plan)
    a. The potential water treatment area is shown in the middle of the ravine basin. How will this water be retained? Will a barrier be constructed? Will the water be allowed to fill the ravine basin which is flanked by the subject property and the Atkinsons' property?
    b. If the ravine basin is allowed to fill, what measures will be taken to prevent further erosion of the Atkinsons' side of the ravine?
    c. Will flood insurance be provided to protect the Atkinsons' home directly above the erosion area? As flash flooding has happened in the past, the proposed land use could put the Atkinsons' home in danger.

2) Box culvert under Chaska Boulevard
    a. The box culvert is not shown on the Site Forces Plan, but it may be located on the Atkinsons' property. Will the current box culvert be able to handle additional volumes of water? Will it need to be replaced at some point?

3) Environmental Impact Study
    a. Has there been an environmental impact study performed to determine how this multi-decade project will impact the wildlife in the Minnesota River Valley directly downstream?

4) Property value
    a. Expansion of the gravel pit will likely reduce the value of the Atkinsons' property, as it would be directly adjacent to the expanded gravel pit. How will the Atkinsons be compensated for this proposed expansion project?

5) Ongoing Operations of the gravel pit
    a. Hours of operation have been proposed to be 7:00 a.m. to 7:00 p.m. Monday through Saturday. These hours will be a problem for both morning and afternoon commuting for the homeowners in the area. The combination of a hill and a curve on Chaska Boulevard (County Road 61) while driving into the sun is already dangerous. What will the addition of upwards of 150 dump truck loads per day do to the safety profile of the area?
    b. The noise of the equipment (trucks, loaders, elevators, etc.) will be at a high level and constant. What barriers will be installed to mitigate the noise?
    c. Gravel pits are notoriously dusty. Although the stated method of spraying water may help, are there further vegetation barriers, such as evergreen hedges, that will be put in place to contain the dust? This would also provide a visual block to the area.
    d. There are currently no measures to handle the increased acceleration/deceleration of the trucks entering and exiting the proposed gravel pit area. How will traffic safety be addressed?
    e. What measures overall are proposed to resolve and eliminate the negative effects on the Atkinsons use and enjoyment of their property, along with other property owners similarly affected?

For the above reasons, the application of Sambatek, Inc. should not be approved absent resolution of the above concerns and objections.

Please direct all communications to the undersigned.

Thank you.

Very truly yours,

DUDLEY AND SMITH, P.A.

Steven C. Opheim

SCO:wsm

cc: Mr. and Ms. Joseph J. Atkinson
Sambatek, Inc. – Attn: Erik Miller

December 21, 2021

Ms. Liz Hanson, City Planner
City of Chaska
One City Hall Plaza
Chaska, Minnesota 55318

Re: Lano Grading Application

Ms. Hansen,

This letter is in regards to the proposed grading and filling permit application for MBE Excavating and Mark & Randy Lano. On November 30th, a number of residents from our neighborhood attended an open house sponsored by applicants. There were also a number of property owners from other surrounding properties in attendance. The overall tone of the meeting was initially concern as to why the City and/or County would allow a new mining operation in the midst of a residential area. With growth rapidly occurring all around the parcel, it seemed like an odd location for a new or expanded sand and gravel mining operation. MBE/Lano representatives explained that the intent was to remove the gravel and then fill the site to make the property more developable for future residential. They also explained that it would allow for the stabilization of the deep ravine banks which has been on on-going concern. The primary concerns which the residents of our neighborhood have is follows:

Safety: Applicants indicated that the current intent would be to construct a new entrance with truck acceleration lanes to the west of the County Road 40 intersection. A new entrance on to CSAH 61 would seem to be a serious safety concern. Being located on a hill and on a curve, the intersection of CSAH 61 and Country Road 40 is already dangerous. Adding an additional intersection will increase the likelihood of collisions. We would support a reduction in the speed limit on CSAH 61, installation of signage regarding jake-braking and enforcement of the noise ordinance on CSAH 61.

Noise: Our neighborhood representatives have, in the past, spoken with the County about the noise concerns due to trucks jake-braking or gearing down as they come down the hill into Chaska. A new entrance would mean more truck traffic and increased concerns regarding noise. The Lano representatives indicated that their preference would be to maintain a single existing entrance further to the east on CSAH 61. This would mean Lano would have to grade and create a ravine crossing. They said that the City of Chaska's initial response was to avoid disruption of the ravine area. Lano said they are prepared to create a ravine crossing and that

they have both the equipment and materials necessary to complete that work. A single entrance road would be safer, would not require additional turn lanes or acceleration lanes, would address sediment control concerns and would minimize concerns regarding increased noise. We would oppose construction of a new entrance on to CSAH 61 and would support a single road entrance at the existing location.

Stormwater Management & Bank Stabilization: The steep banks along the ravine have created a serious erosion and sediment issue. The water flowing through these ravines flows directly into the Minnesota River. It seems that this application provides a perfect opportunity for the County and City to aid in correcting a serious water quality issue. We would support a request that requires applicants to stabilize the ravine banks using Best Management Practices for stormwater management.

Thank you for your consideration.

SIGNED:	CARVER, MN 55315	SIGNATURE/DATE
Roger & Janelle Johnson – 133 Highland Dr	Roger and Janelle Johnson	12/27/21
Kevin & Robin Norby - 131 Highland Dr	Kevin + Robin Norby	12-27-21
Pat & Sherri Powell - 134 Highland Dr		12/27/2
Steven & Sherri Sablak – 132 Highland Dr	Sherri & Steve Sablak	12/27/21
Bill & Gini Wermerskirchen – 129 Highland Dr	Bill + Gini Wermerskirchen	12-27-2
Gary & Cec Meister – 128 Highland Dr		12-27-21
Steve & Carolyn Thomas – 127 Highland Dr	Thomas & Steve	12-27-21
Dennis & Ruth Chadderdon – 125 Highland Dr.	Dennis J. Chadderdon Ruth Chadderdon	12/27/21

Cc; J.Meilke
M. Windschitl
M. Podahrasky

Elizabeth Hanson

From: Scott Van Meerten <cvsv@comcast.net>
Sent: Tuesday, January 18, 2022 12:55 PM
To: Elizabeth Hanson
Subject: Subject: [EXTERNAL]Proposed Expansion/MBE Excavating and Lano

Hello,

We are firmly against any expansion plans by MBE Excavating and Lano. There are too many large vehicles already and this will only serve to increase the volume.

We have voiced concerns already with the city regarding the use of “jake” brakes by large trucks that is not being enforced. The last correspondence we received from Chaska discussed the possibility of raising the berm at the north end of our development using fill from existing road construction. Still waiting for that to happen.

Thanks

Scott & Cindy VanMeerten
130 Highland Drive
Carver, MN 55315

Sent from my iPhone

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.

January 21, 2022

Ms. Liz Hanson, City Planner
City of Chaska
One City Hall Plaza
Chaska, Minnesota 55318

Re: Lano Grading Conditional Use Permit Application

Ms. Hansen,

After attending the January 12th Planning Commission meeting and speaking with a number of additional property owners on Lano Drive and Highland Drive, I wanted to reiterate my concern about the proposed concept plan for the Lano Conditonal Use permit application. My primary concern is two-fold 1.) increased safety issues on CR 61 due to a possible new entrance on the hill/curve west of the CR 40 & 61 intersection and .2) noise from truck jake braking and accelerating.

Safety. The concept plan indicates that Lano is proposing a new entrance onto County Road 61. As the developer stated, their preference would be to continue to use their existing entrance which is east of the CR 40/CR 61 intersection. The developer has indicated that by allowing them to continue using the existing entrance, they would need to install a box culvert and provide the necessary engineering and improvements required to stabilize the eroded ravine. They indicated that they have the proper equipment, soils and expertise necessary to complete that work. This water flows directly into the Minnesota River basin. I would support a request that requires Lano to stabilize the ravine banks using Best Management Practices for stormwater management.

This intersection is already unsafe and in addition witnessing a significant number of accidents since moving there 5 years ago, I have witnessed numerous close calls. The new entrance as proposed would be on a hill and on the curve and would make it more difficult to get on and off County Road 61. It would also increase safety concerns, particularly in the winter as cars try to pass trucks entering or existing CR 61 on the hill/curve.

Noise. The residents on Highland Drive and Lano Lane already currently have to deal with noise from trucks jake-braking on the CR 61 hill. Many of these trucks are the gravel trucks gearing down as they head east on CR 61 and prepare to turn into the current Lano gravel operation. Moving the entrance or constructing a second entrance would increase the noise in our neighborhoods.

I would request that the following conditions be attached to any proposed motion to approve the Conditional Use permit application:

This file has been converted from its original format for security purposes. Please use C25B891E50D7D as a reference.

* Continue use of the existing entrance road with no new access onto CR 61
* Enforcement of city noise ordinance pertaining to truck jake braking.
* Reduced speed limit on CR 61
* Stabilize the ravine using Best Management Practices
* Limited time period ie. 10 years for the conditional use permit

Thank you for your time and consideration.

Kevin Norby, ASGCA, RLA
131 Highland Drive
Carver, MN 55315
(612)865-3418

This file has been converted from its original format for security purposes. Please use C25B891E50D7D as a reference.

January 10, 2022

To: City of Chaska Planning Commissioners:

Brian Dahlke, Rob Brass
Carl Lacey Jr., Aaron Sailer
Todd Urbanski, Travis Olson
David Rylee

Re: MBE Excavation – Concept Site Plan Review
Property 300085300 (~ 5 acres) and Property 300087200 (~ 8 acres)

In reading Mr. Erik W. Miller, PE at Sambatek, Inc. December 7, 2021 letter for Request for City Approval:

I support Sambatek and MBE Excavating to be a part of the solution to the erosion problem stemming from the flow of water bordering both sides and under Chaska Boulevard.

I do not support the proposed 5–15-year excavation and filling operation (gravel pit) on said properties.

I question the need for a 13-acre gravel pit on this site as there are existing sand and gravel pits within ten miles of this location to support the community. The adverse effects of mining (which is a finite resource) are well documented. On the surface there will be noise, vibration, dust, and night light pollution. I have not seen/read the preliminary study to know the environmental impact on the underground water.

Currently two properties west of the proposed gravel pit site are for sale. Referencing the City of Chaska 2040 Future Land Use Map Property 300070700 (~ 103 acres) and Property 300071000 (~ 23 acres) including the proposed gravel pit site (~ 13 acres) are designated Low Density Residential and Open Space.

With new home construction on the horizon, the predevelopment planning for thoughtful layout of the entire acreage (~ 139) go hand in hand. Solving the current erosion problem, designing storm water management, placement of new roads for traffic, inclusion of paths for hiking and biking are essential. This whole area is picturesque and will be an ideal neighborhood for new residents and will serve the public best, when well planned.

A gravel pit on this location does not fit with these ideals; and the proposal should be reconsidered.

Sincerely,

Meg Peitersen
104 Lano Ln
Carver 55315

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/2022

Subject: **6th Street & Maple Street (former Firemen's Park II) - Concept Plan**

Applicant: Landmark Builders Inc.

Location: East of Maple Street, South of 6th Street

Case No.: 2022-04

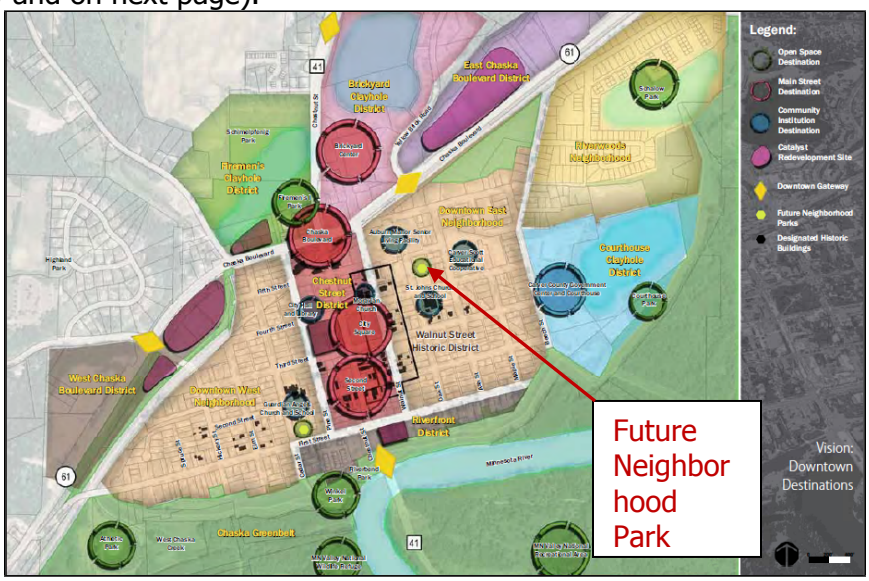
Synopsis: Applicant seeks to obtain approval of 5 single-family lots on approximately 1 acre of land in downtown Chaska

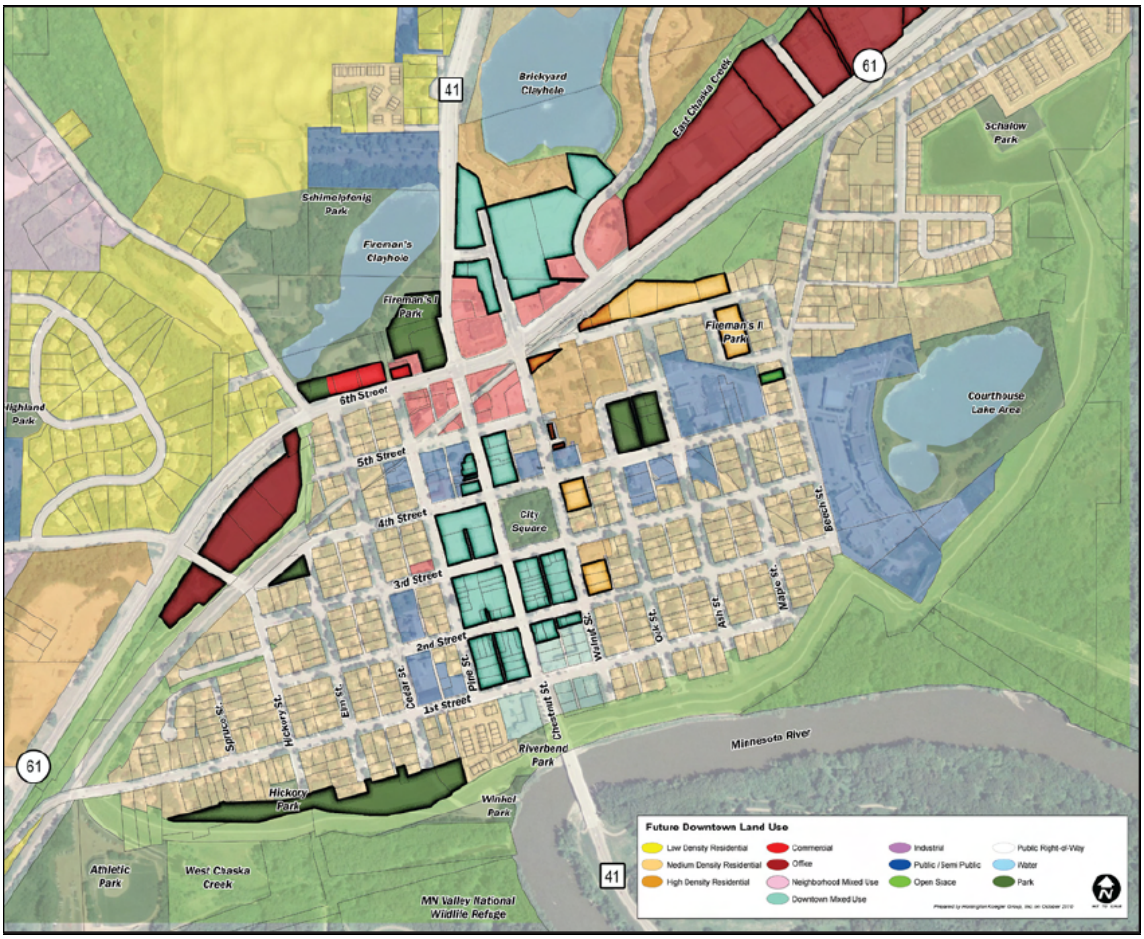
Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

The site being looked at this evening is the site of Firemen's Park II in downtown Chaska. It was owned by the school district (ISD 112), and thus has never actually been a public park (although looks and operates that way). The school district listed the site for sale a couple years ago, and it has since been purchased by a developer. Before the site was purchased by a developer the City was notified by the school and residents that the park was for sale. In fact, the City filed a "first right of refusal" on the property in order to be notified if an offer was made on the land. The Park and Recreation Commission reviewed the park at their March, April, and June 2019 meetings. It was determined at these meetings that the park was not desired to be pursued by the City. The park sign was also removed from the site shortly thereafter so as to not confuse residents or any interested parties. The focus of a neighborhood park is being considered on land owned by St. John's Lutheran Church in downtown near Oak Street and 4th Street East, which is consistent with the City's Downtown Master Plan guidance (see excerpts included below and on next page).





(excerpt from Downtown Master Plan; Future Land Use Patterns)

The City's Comprehensive Plan also does not include this area as a part of the public parks system. And because of that, this area is slated to be a future park search area, meaning the City will look within this general area for a public park (see excerpt below).



(excerpt from Ch. 7 Parks of 2040 Comprehensive Plan)

Project Goals
The identified goals in creating this new neighborhood include the following:

- Create new single – family homes.
- Save trees and environmental features of the site where possible.
- Design these new custom homes with a sense of community and connection.
- Create a development for a unique, high-quality housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

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

CURRENT PROPOSAL
The 5-lot detached single-family proposal on approximately 1-acre of property is located east of Maple Street and south of 6th Street in downtown Chaska.

Adjacent properties
The site is bound on the north by 6th Street, an industrial building, and residential; to the west by Maple Street and residential; the south by Maple Street and Chaska Creek; and the east by residential.

Existing Conditions
The site is approximately 1 acre in size and is located on Block 16 of the City Lots of Chaska plat. The area is flat and currently contains a commercial playground and picnic table. Both of these items will be removed at the time development occurs. There are trees that exist on the back side (east) of the property. There are 14 trees on the front side of the property. Trees might be removed during development. Trees growing on the back side of the property will remain undisturbed and be kept in its natural state. The proposed development will seek to maintain existing vegetation in this area where possible.

Land Use
The proposed one-acre plan consists of 5 new single family lots with a lot size of 60 feet wide and approximately 140 feet deep (~0.20 acres). The existing homes in downtown are generally this size as well.

The parcel of land that this development encompasses are currently zoned Medium Density Residential (R-2). This proposed development seeks to maintain the existing zoning and meet minimum lot size regulations. The proposed lot sizes are meeting the R-2 standards.

Layout
The neighborhood will be accessed from Maple Street with all the proposed lots facing west. No new roads are proposed. There is a half block alleyway platted in between these lots and the existing homes on Beech Street, however, there is no alleyway installed here. This is due to the significant topographical change here. In that regard, the proposed lots will have front-loaded driveways, like the homes on Beech Street.

Transportation/ROW/Construction Traffic
The Concept Plan does not propose any new streets, and will utilize the existing street systems in downtown Chaska. The current concept plan appears to show road right-of-way widths that are consistent with the City's typical 80 foot wide ROWs found in downtown. As part of the proposed development, an 80' wide right-of-way (40' ½ right-of-way adjacent to the subject property) is planned to be dedicated to accommodate the existing utilities and street as well as future infrastructure improvements. The homes proposed on the southern lots will be adjusted to the east to avoid utility and right of way conflicts and to accommodate required minimum building setbacks. The preliminary plat will need to address this layout by pulling back the lot lines appropriately.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer to determine an appropriate route. A construction traffic plan should be submitted for review in the preliminary submittal.

Utilities
Sewer and water utilities are available. It should be noted that there is an existing sanitary sewer pipe that runs along the southwest portion of the site. The two lots on the south side of the development appear to be encumbered by such. These lots will need to show easements in the preliminary plans that encompass this utility.

There is an electric transmission line that runs along the west side of the property limits. It is unclear at this time if any easements encroach into the subject property, however, it will be imperative to show such easements during preliminary to ensure the project impacts are outside of such.

Stormwater
There are no areas slated for additional ponding. The plan proposes to use the existing drainage facilities in the roadways. Stormwater ponding will have to meet all Carver County WMO and City standards.

Setbacks
Minimum setbacks will meet R-2 standards, which are a front setback of 20 feet, rear setback of 25 feet, side setbacks of 5 feet, and corner setbacks are 20 feet.

In addition to the above, the development must meet the following setbacks:

SETBACKS	
Direction	**Setback**
Chaska Creek	50 feet from edge

Architecture & Anti Monotony
Landmark Builders will be the sole builder in this development. The proposed homes will be custom homes. Pricing is anticipated to start in the mid $500,000s.

City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires that

homes provide LP Smartside on the front elevations, at least 4 inch window trim on all windows, and provide varied color packages on homes within one home on each side and directly across the street. In addition, 360 architecture will be required on homes/elevations on corners and/or homes/elevations that abut major roadways. This ordinance has been very successful in other newer residential developments.

Trails & Sidewalks
There are no trails proposed as a part of this development application therefore trail fees will be required. The Comprehensive Plan does not call out trail connections in this area.

The developer will be required to provide sidewalks on both sides of the streets per City policy and in accordance with the downtown street improvement plans. The developer will need to show this in their preliminary submittal.

Landscaping & Tree Preservation
Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street. This will need to be addressed in the preliminary.

Tree Preservation will be evaluated more in the preliminary submittal. The applicant will have to conduct and submit a tree survey during that time. The site area shows a couple areas of existing trees; both in the south and east sides. It will be important in the preliminary to show where tree preservation will occur.

Parkland
Parkland is not proposed as a part of this development. It will be required of the developer to pay park dedication fees. The nearest neighborhood park is Schalow Park. As noted before the general area that this development sits in is slated as a future park search area. There will be a closer park in the future when a site has been determined by the City.

Flood Plain
This site sits within a flood zone (Zone X). Zone X refers to areas *of 0.2% annual chance flood hazard and areas of 1% annual chance flood with average depth less than one foot or with drainage areas less than one square mile*. Homes/structures within these areas have to be elevated on fill so that the lowest floor is at or above the regulatory flood protection elevation. The finished fill elevation must be no lower than one foot below the regulatory flood protection elevation. Elevations are certified by a registered professional engineer, land surveyor or other qualified person, and shall be provided in the preliminary submittal. The developer does not anticipate basements for these homes at this time. Until flood elevations are established, or are deemed a non-hazard to basement levels, then the developer may pursue basements on the homes.

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.

Neighborhood Meeting

The developer conducted a neighborhood meeting on December 17, 2021 to go over the concept plan. The concerns raised at this meeting were building height, construction traffic, style of homes, playground removal, and proposed power line locations (these will stay as is).

PLANNING COMMISSION ACTION TAKEN 01/12/2022:

Motion to recommend to City Council approval of the 6th St & Maple St Concept Plan for a 5-lot subdivision on 1 acre of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-3), prepared by Eugene Vorobey, dated November 1, 2021
    b. Response to Incomplete Letter (pgs 1-3), prepared by Todd J. Olin of Landform, dated December 15, 2021
    c. Concept Sketch Plan, prepared by Landmark Builders, undated
    d. Existing Conditions, prepared by Landform, dated December 6, 2021
    e. Site Forces, prepared by Landform, dated December 6, 2021
2. Adherence with the City Engineer's Memo, dated January 12, 2022.
3. Provision of a preliminary plan showing adherence with ROW acquisition needs for Maple Street and meeting required setbacks.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision to further evaluate tree preservation efforts near the east side of the site, and to be submitted with a Tree Preservation Plan at preliminary submittal.
6. Provision of sidewalks on both sides of all local streets, and to be shown on plans at preliminary submittal.
7. Adherence to the following building setbacks:
    a. Front (house): 20 feet
    b. Rear: 25 feet
    c. Side(house/garage): 5 feet
    d. Side (corner): 20 feet
    e. Chaska Creek: 50 feet from edge
8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
9. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 15.28.290).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
12. Provision of a construction traffic plan to be submitted at preliminary submittal.
13. Provision of a survey indicating certified flood protection elevations and to be submitted at preliminary submittal.
14. Adherence with Zoning Code Section 15.20 Flood Protection.
15. Provision to show all easements, including transmission line, at preliminary submittal.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-10 approving the 6th St & Maple St Concept Plan for a 5-lot subdivision on 1 acre of land (PC #2022-04).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-10

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Concept Plan for 5 Single Family Lots on 6th Street East and Maple Street/Landmark Builders/PC #2022-04

WHEREAS, the 5-lot detached single-family proposal on approximately 1-acre of property is located east of Maple Street and south of 6th Street in downtown Chaska; and

WHEREAS, the proposed one-acre plan consists of 5 new single family lots with a lot size of 60 feet wide and approximately 140 feet deep (~0.20 acres); and

WHEREAS, the parcel of land that this development encompasses are currently zoned Medium Density Residential (R-2); and

WHEREAS, the neighborhood will be accessed from Maple Street with all the proposed lots facing west; and

WHEREAS, as part of the proposed development, an 80' wide right-of-way (40' ½ right-of-way adjacent to the subject property) is planned to be dedicated to accommodate the existing utilities and street as well as future infrastructure improvements; and

WHEREAS, the homes proposed on the southern lots will be adjusted to the east to avoid utility and right of way conflicts and to accommodate required minimum building setbacks; and

WHEREAS, the preliminary plat will need to address this layout by pulling back the lot lines appropriately; and

WHEREAS, construction traffic needs to be evaluated for routes into this new development, and the developer will have to work with the City Engineer to determine an appropriate route; and

WHEREAS, it should be noted that there is an existing sanitary sewer pipe that runs along the southwest portion of the site; and

WHEREAS, the two lots on the south side of the development appear to be encumbered by such; and

WHEREAS, these lots will need to show easements in the preliminary plans that encompass this utility; and

WHEREAS, there is an electric transmission line that runs along the west side of the property limits; and

WHEREAS, it is unclear at this time if any easements encroach into the subject property, however, it will be imperative to show such easements during preliminary to ensure the project impacts are outside of such; and

WHEREAS, stormwater ponding will have to meet all Carver County WMO and City standards; and

WHEREAS, the site area shows a couple areas of existing trees; both in the south and east sides, it will be important in the preliminary to show where tree preservation will occur; and

WHEREAS, it will be required of the developer to pay park dedication fees; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the 6th St & Maple St Concept Plan for a 5-lot subdivision on 1 acre of land (PC#2022-04); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the 6th St & Maple St Concept Plan for a 5-lot subdivision on 1 acre of land (PC#2022-04), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-3), prepared by Eugene Vorobey, dated November 1, 2021
    b. Response to Incomplete Letter (pgs 1-3), prepared by Todd J. Olin of Landform, dated December 15, 2021
    c. Concept Sketch Plan, prepared by Landmark Builders, undated
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2. Adherence with the City Engineer's Memo, dated January 12, 2022.
3. Provision of a preliminary plan showing adherence with ROW acquisition needs for Maple Street and meeting required setbacks.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision to further evaluate tree preservation efforts near the east side of the site, and to be submitted with a Tree Preservation Plan at preliminary submittal.
6. Provision of sidewalks on both sides of all local streets, and to be shown on plans at preliminary submittal.
7. Adherence to the following building setbacks:
    a. Front (house): 20 feet
    b. Rear: 25 feet
    c. Side(house/garage): 5 feet
    d. Side (corner): 20 feet
    e. Chaska Creek: 50 feet from edge
8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
9. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 15.28.290).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
12. Provision of a construction traffic plan to be submitted at preliminary submittal.
13. Provision of a survey indicating certified flood protection elevations and to be submitted at preliminary submittal.
14. Adherence with Zoning Code Section 15.20 Flood Protection.
15. Provision to show all easements, including transmission line, at preliminary submittal.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 12, 2022**
Subject: **Firemen's Park II Redevelopment – Assisted Living Concept Plan**

The concept plan development of the new site proposes new single family residential homes in downtown Chaska. Portions of the property are shown to be within a restricted flood zone that requires the Developer to work with the Department of Natural Resources to better understand any limitations with the property. The City is currently in the planning and feasibility stages for evaluating Maple Street to be a continuation of street reconstruction in downtown. The next step with preliminary design in regard to layout, right of way, setbacks, and utilities should continue to be coordinated with City staff.

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

To: City of Chaska

From: Eugene Vorobey, Landmark Builders Inc.

Re: Downtown Firemens LI park concept plan review

Date: November 1, 2021

Thank you for taking the time to review our concept plan for Chaska Firemens LI park.

The Property and Site Features

The property is located lots 6-10, Block 16, the Townsite (now City) of Chaska, Carver County, MN. The property consists of 1.01 Acres of flat land. There is currently a commercial playground and a picnic table which will be removed at the time of development of a future phase. Currently, the entire 1.01 acres of the property is proposed to be developed. The proposed development will be sensitive to maintaining existing vegetation, specifically the large trees. Trees growing on the back side of property will remain undisturbed and be kept in its natural state. In addition to the natural environment, landscaping works will be done that will improve the green area.

Location

This lot with 5 custom homes is conducive to the existing features on site while meeting the minimum density requirement.

Zoning

The property is currently zoned R 2. We will not request a rezoning.

Land Use

The 5 single family custom homes comprehensive plan designates the property for R2 zoning (R2 - Medium Density Residential) which allows for 60x142=8,520 SF.

Infrastructure

We will propose to connect existing sewer on Maple St and existing water connecting on 6th St, where the existing fire hydrant is located.

Brand

Landmark Builders Inc. is a subsidiary of the Landmark Construction Solutions Inc. company that has worked for decades to build brand and look forward to constructing our custom homes and with those, our image and reputation in this new neighborhood and the City of Chaska. It is our expectation that our custom homes will speak volumes in terms of our brand, our quality, and the pride we have in our designs and workmanship.

The Homes

We will be offering custom homes starting in the mid $500's. Please see attached informational sheets which show examples of some of the homes you may see here.

Grading and Tree Preservation

There are 14 trees on the front side of the property. Trees might be removed during development. New 2-inch trees will replace the trees that would need to be removed. Trees growing on the back side of the property will remain undisturbed and be kept in its natural state.

Chaska's Mission Statement and Core Strategies

The City has goals of well-planned, orderly development and sense of community and small – town values. The development we are proposing is sensitive to the environmental features of the site. These lots will provide the ability to build high-quality single family homes creating a beautiful sense of neighborhood.

Project Goals and Guiding Principals

- Create a new single – family homes.
- Save trees and environmental features of the site.

- Design these new custom homes with a sense of community and connection.
- Create a development for a unique, high-quality housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

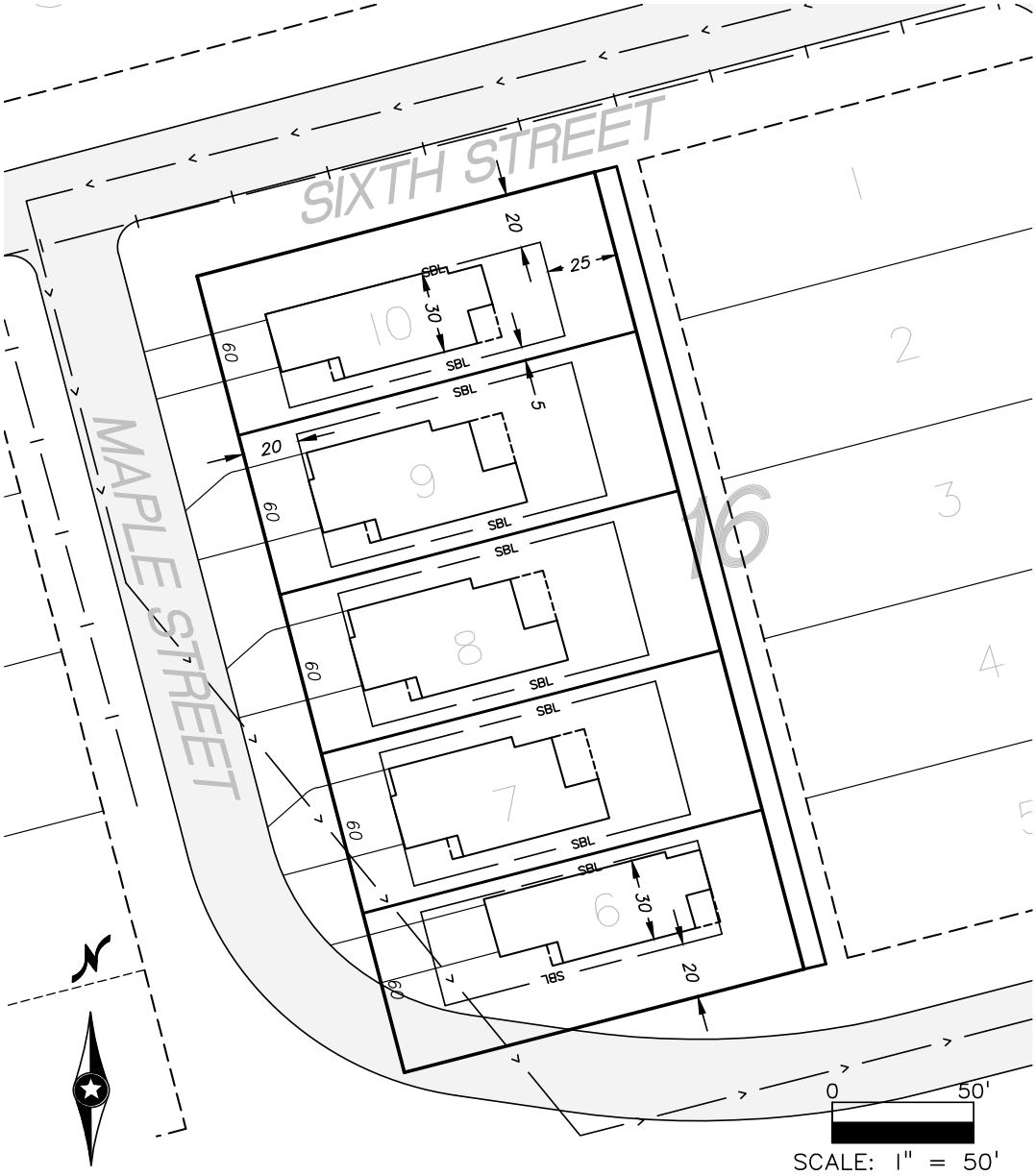
We appreciate the City taking the time to review our concept plan application. We look forward to working with Chaska as we move forward with our applications.

BUILDERS LANDMARK

Concept Sketch Plan

Chaska, MN

Parcel ID: 300500950



BUILDERS LANDMARK

FLOORPLAN 1

Style: Two Story

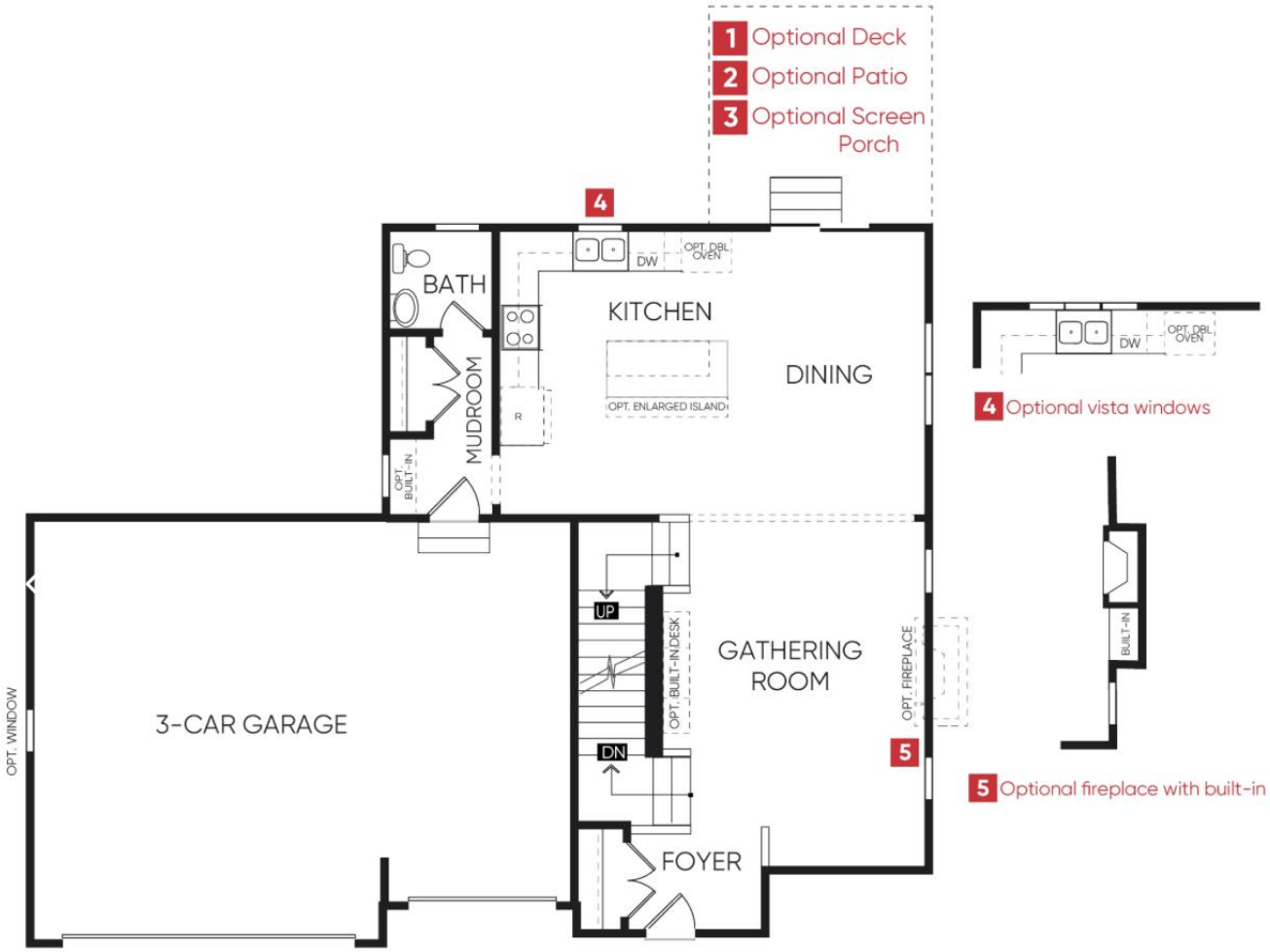
Finished Sq Ft: 2, 715

Bedrooms: 4

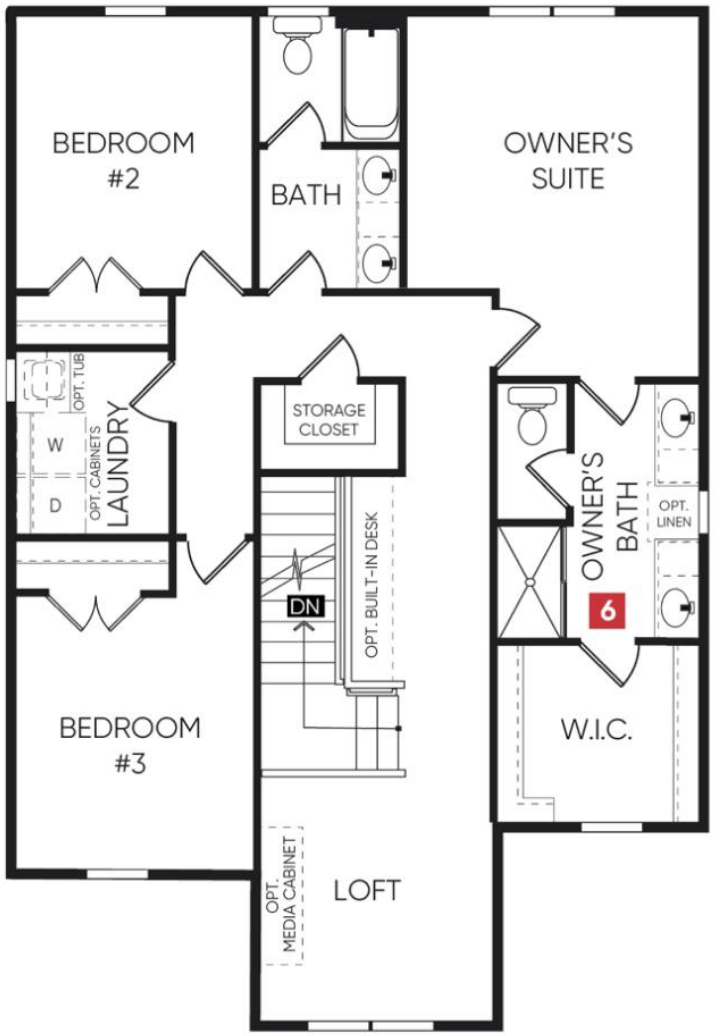
Bathrooms: 3,5

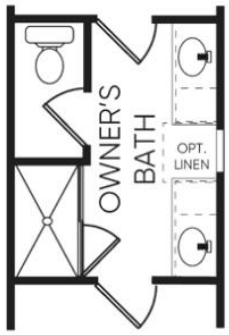
Garage: 3 Car

MAIN LEVEL


1 Optional Deck
2 Optional Patio
3 Optional Screen Porch
4
BATH
KITCHEN
DW
OPT. DBL OVEN
DINING
MUDROOM
OPT. ENLARGED ISLAND
R
OPT. BUILT-IN
UP
DN
OPT. BUILT-IN DESK
GATHERING ROOM
OPT. FIREPLACE
5
3-CAR GARAGE
OPT. WINDOW
FOYER
4 Optional vista windows
BUILT-IN
5 Optional fireplace with built-in

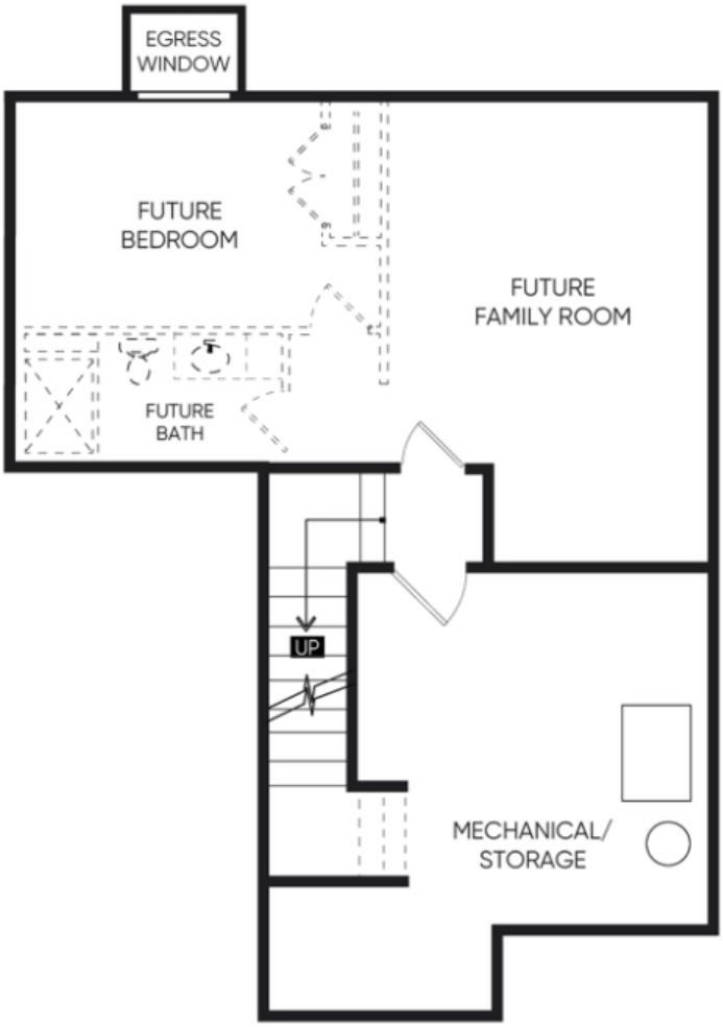
UPPER LEVEL





6 Optional Owner's bath 1 w/glass shower door

LOWER LEVEL


EGRESS WINDOW
FUTURE BEDROOM
FUTURE FAMILY ROOM
FUTURE BATH
UP
MECHANICAL/ STORAGE

BUILDERS LANDMARK

FLOORPLAN 2

Style: One Story

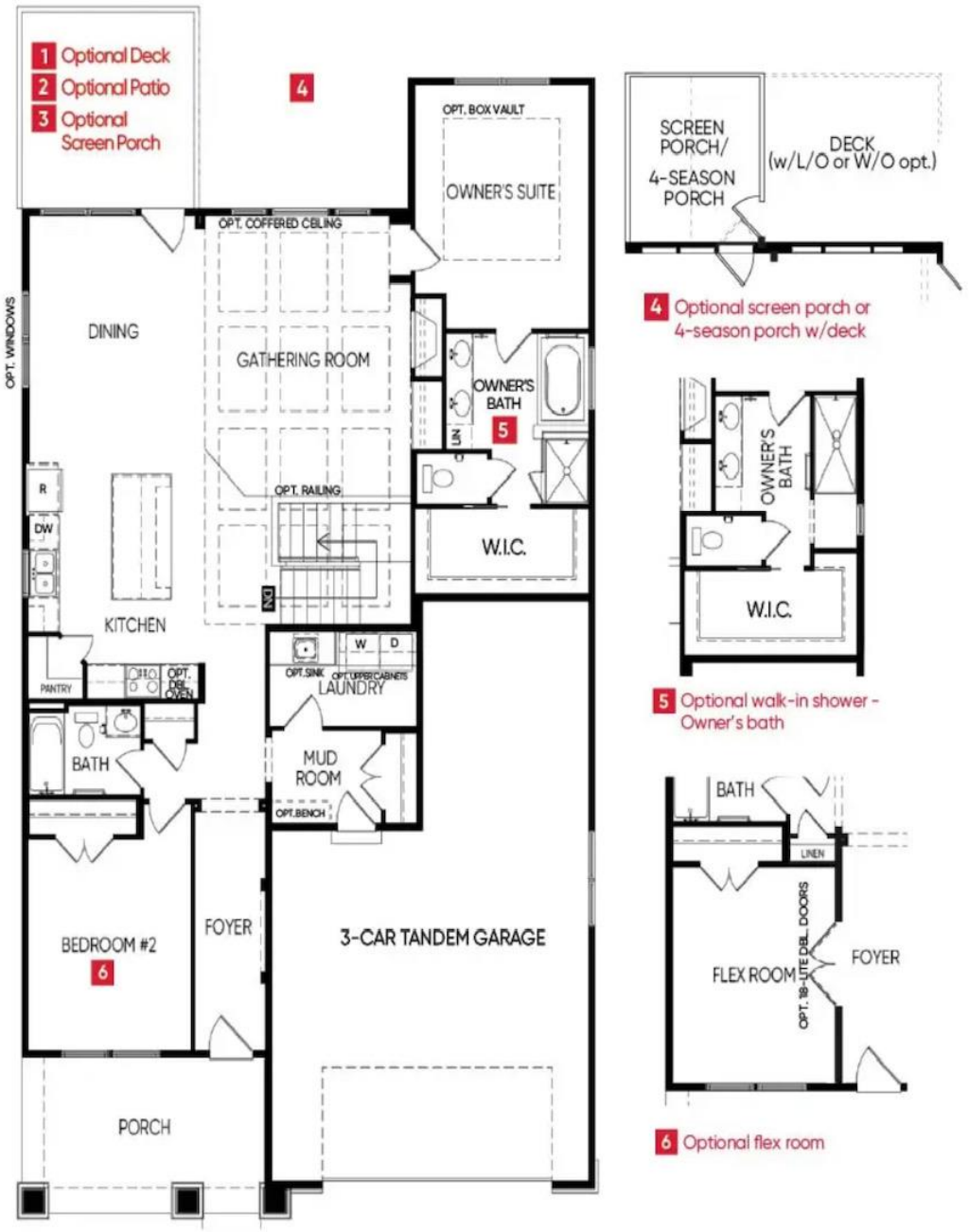
Finished Sq Ft: 3, 279

Bedrooms: 4

Bathrooms: 3

Garage: 3 Car

MAIN LEVEL


1 Optional Deck
2 Optional Patio
3 Optional Screen Porch
4
OPT. BOX VAULT
OWNER'S SUITE
OPT. COFFERED CEILING
OPT. WINDOWS
DINING
GATHERING ROOM
OWNER'S BATH
5
LIN
OPT. RAILING
W.I.C.
R
DW
KITCHEN
INC
W
D
OPT. SINK
OPT. UPPER CABINETS
LAUNDRY
PANTRY
OPT. DBL. OVEN
BATH
MUD ROOM
OPT. BENCH
BEDROOM #2
6
FOYER
3-CAR TANDEM GARAGE
PORCH
SCREEN PORCH/ 4-SEASON PORCH
DECK (w/L/O or W/O opt.)
4 Optional screen porch or 4-season porch w/deck
OWNER'S BATH
W.I.C.
5 Optional walk-in shower - Owner's bath
BATH
LINEN
OPT. 18" LITE DBL. DOORS
FLEX ROOM
FOYER
6 Optional flex room

LOWER LEVEL


EGRESS WINDOW
BEDROOM #3
7
FAMILY ROOM
OPT. FIREPLACE
UP
BATH
OPT. PENINSULA
STORAGE
OPT. WET BAR
MECHANICAL
BEDRC
BEDROOM #4
7 Optional bedroom #4

December 15, 2021

Elizabeth Hanson, AICP
City of Chaska City Planner
One City Hall Plaza
Chaska, MN 55318-1962

RE: Firemen's Park II Redevelopment Concept Plan
PID # 300500950, City of Chaska, Carver County, Minnesota

Dear Ms. Hanson,

We are writing on behalf of Eugene Vorobey, Landmark Builders, Inc. in regards to the Incomplete Submittal Letter provided by the City dated November 10, 2021.

Item #4 in the correspondence requests the following additional information;

- *Describe how the site/lots will stay out of the Flood Zone (Flood Zone map attached); will basements be installed?*

  We reviewed the flood plain maps provided. The information on the map reflects flood plain elevations along the adjacent creek, which is based on a hydraulic study. The color regions on the flood plain map appear to approximate. If the survey determines the flood plain differs from the current flood plain map, we will prepare a Letter of Map Adjustment (LOMA) and a Elevation Certificate to illustrate the limits of flood plain.

  If any portion of the 1-acre property is below the .1% or .2% flood elevation, the most desirable approach will be to adjust the development layout to avoid impact to the flood plain. If flood plain impact cannot be avoided, the next approach will be to grade the site such that there is no net loss. Permit applications to request flood plain fill, and compensating cut will need to be prepared for City review and consideration.

  It is my understanding that the proposed homes will be constructed with full basements, but the lowest opening elevations will be set to achieve the necessary vertical separation above the flood plain elevation. In addition, we will obtain soil borings on the site to identify the native soil materials on the site and to establish the ground water elevation. Basements will be set with the required buffer above the high ground water elevation. If the required separation cannot be achieved, the based options may need to be eliminated.

- ***Describe how the site/lots will stay out of existing infrastructure. (Transmission lines, utility lines on lots 6-7)***

  The project is currently in the conceptual phase of design and review. We have not completed a topographic or boundary survey on the property to date, which will verify the actual utility locations, depths and pipe sizes of the utilities in the area.

  Based on our preliminary review of the site and as-built utility records, it is our understanding that Maple Street and 6th Street are planned to be reconstructed, but the schedule and scope of the infrastructure improvements have not been determined. Approximate limits of the infrastructure improvements are included on the conceptual site plan.

  Existing municipal water and sanitary sewer utilities are located within Maple and 6th Street right-of-way, but utility services to serve the proposed development are not present. Utility service leads will need to be installed by the developer to serve the proposed homes. In addition, the sanitary sewer currently extends across the southwest corner of the subject site (refer to the as-built record attached).

  The alignment of Maple Street encroaches across the southwest corner of the subject property. As part of the proposed development, an 80' wide right-of-way (40' ½ right-of-way adjacent to the subject property) is planned to be dedicated to accommodate the existing utilities and street as well as future infrastructure improvements. The homes proposed on the southern lots will be adjusted to the east to avoid utility and right of way conflicts and to accommodate required minimum building setbacks. We do not anticipate the need for setback or yard reductions as part of this project.

  In addition to the municipal utilities, small utilities are located in the public alley along the east edge of the property and an electric transmission service is located along the east side of Maple Street. While the aerial services present a visual obstruction, they do not physically encumber the subject property. The developer will obtain a title commitment to identify easements, covenants and restrictions on the property, which will identify existing property restrictions.

- **Summarize both existing and proposed site drainage**

  Existing surface drainage generally flows to the south toward Maple Street that extends along the west and south edges of the site. The existing road consist of a bituminous surface, which is in poor condition. According to the as-built records, there is an existing outlet pipe at the south edge of the property that route surface water south toward the creek. There is a relatively steep grade in the alley to the east and to the north between the property and 6th Street. There are no improvements present on the property with the exception of a small playground in the northern portion of the property.

  Given the existing conditions, surface drainage generally flows southerly and is routed across Maple Street by the storm sewer. We are not certain of the size of the existing storm sewer or if there is an inlet or flared end section configuration.

  Proposed grading will be designed to meet the existing peak discharge rates for 2, 10 and 100-year design rainfall events. In order to achieve this, rate control may be necessary to regulate the discharge to the south. In addition, water quality BMP's will be incorporated into the design. The proposed storm water management system will meet the City of Chaska, Carver County Watershed and MPCA design requirements.

While we have not performed necessary surveys or completed the engineering design to determine the solutions for the proposed development, we performed adequate research to identify the potential challenges and considered possible solutions for those challenges.

Please review the information included in this letter and attached record drawing and contact me if there are any questions or concerns. We look forward to working with you through the course of design and review for this project.

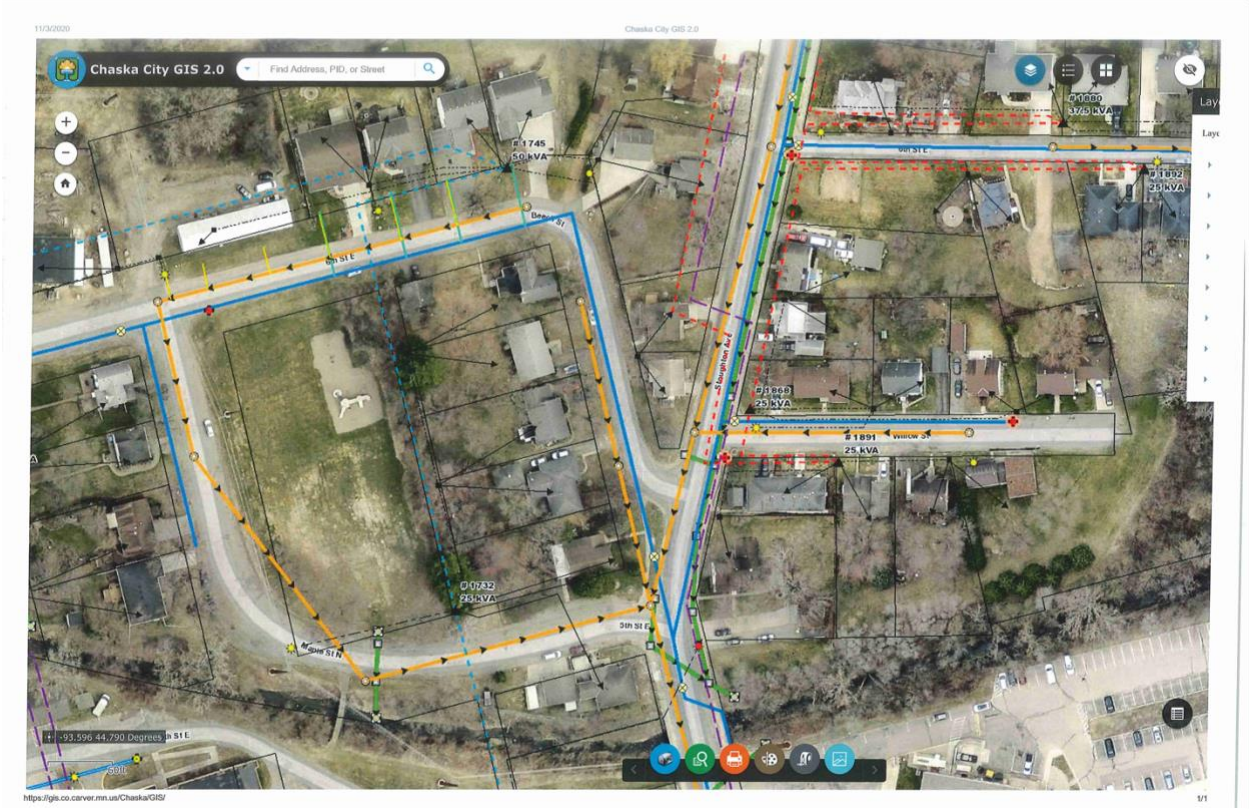
- **Will the homes have basements?**

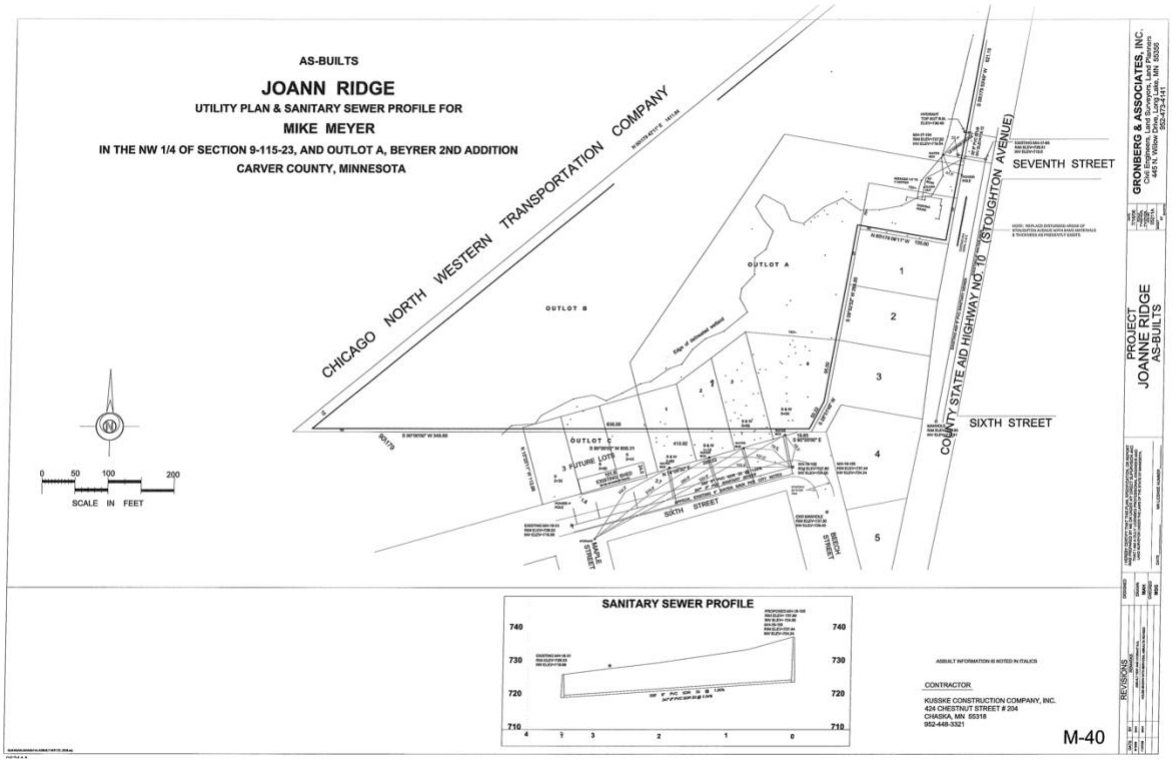
At this point the homes will not have basements

Sincerely,
Landform Professional Services, LLC



Todd J. Olin, Studio Lead


11/3/2020
Chaska City GIS 2.0
Chaska City GIS 2.0
Find Address, PID, or Street
1745
50 kVA
1880
37.5 kVA
1802
25 kVA
1868
25 kVA
1891
25 kVA
1732
25 kVA
Beech St
Stoughton Ave
Willow St
5th St E
-93.596 44.790 Degrees
https://gis.co.carver.mn.us/Chaska/GIS/
1/1


AS-BUILTS
JOANN RIDGE
UTILITY PLAN & SANITARY SEWER PROFILE FOR
MIKE MEYER
IN THE NW 1/4 OF SECTION 9-115-23, AND OUTLOT A, BEYRER 2ND ADDITION
CARVER COUNTY, MINNESOTA
CHICAGO NORTH WESTERN TRANSPORTATION COMPANY
SEVENTH STREET
SIXTH STREET
COUNTY STATE AID HIGHWAY NO. 10 (STOUGHTON AVENUE)
OUTLOT A
OUTLOT B
OUTLOT C
3 FUTURE LOTS
SIXTH STREET
MAPLE STREET
BEECH STREET
SCALE IN FEET
SANITARY SEWER PROFILE
CONTRACTOR
KUSSKE CONSTRUCTION COMPANY, INC.
424 CHESTNUT STREET # 204
CHASKA, MN 55318
952-448-3321
M-40
GRONBERG & ASSOCIATES, INC.
PROJECT
JOANNE RIDGE
AS-BUILTS
REVISIONS

Landmark Builders Inc.
Chaska Community Meeting
12/17/2021

Community members in attendance:

Wade and Barb (507 maple street)
Sharon (531 6th street)
Paul (303 Beach street)

Meeting began at 5:00pm with a brief presentation from Landmark Builders Inc. showing the concept phase for the site. After the presentation, time was allowed to listen to members in attendance and their concerns/questions. Representatives from Landmark Builders Inc. were able to take notes and provide insights and answers towards the concept phase of the project. The meeting adjourned at 5:35pm.

Topics of concern:

- Height of new structures and possible earth filling, and sight lines affected
- Construction traffic
    - Impacts on surrounding homes due to new home construction
    - Impacts from street and city construction
- Style and price of new home construction
- Playground for neighborhood children being removed
- Are power lines staying as-is currently

Kind regards,
Eli Munoz
Landmark Builders Inc.



Tax Parcel Legend

Flood Zones

Base Flood Elevation

Floodway

Flood Zone (2018 FEMA DFIRM)

- 0.2 Pct Annual Chance Food Hazard
- A (No detailed Hydraulic Analysis Performed)
- AE (Detailed Hydraulic Analysis Performed)

Right of Way

Tax Parcels

Parcel Lines

SITE DATA:

Gross Site Area: 1.01 ac.

Aerial Photography from the State of Minnesota: Topography from State LIDAR

NORTH
1 INCH = 100 FEET

0 100 200
SCALE IN FEET

EXISTING CONDITIONS

LANDFORM

in collaboration with:
LANDMARK BUILDERS

FIREMEN'S PARK II • CHASKA, MINNESOTA
CONCEPTUAL REVIEW • 2021-12-06

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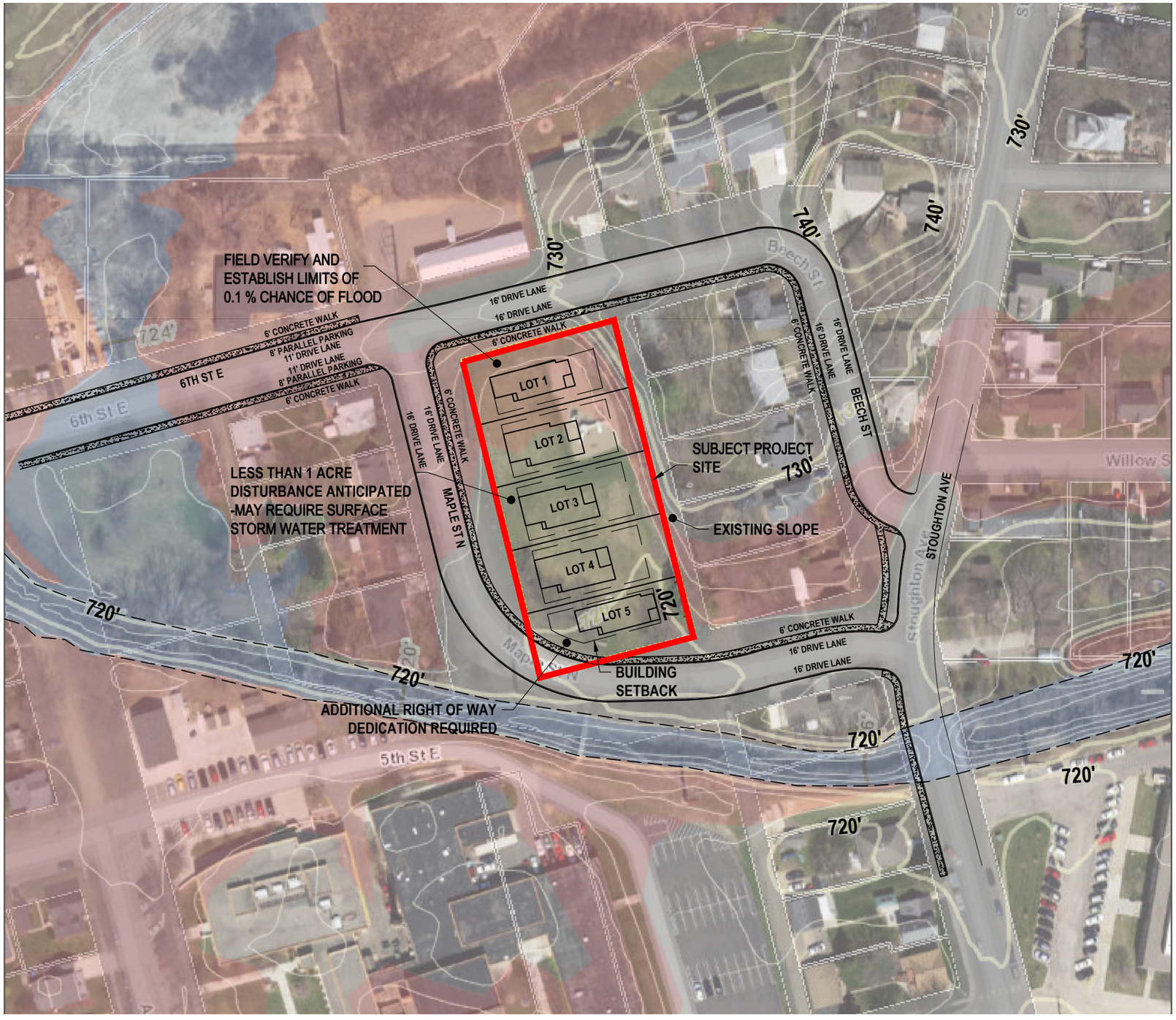

Tax Parcel Legend

Flood Zones

Base Flood Elevation

Floodway

Flood Zone (2018 FEMA DFIRM)

0.2 Pct Annual Chance Food Hazard

A (No detailed Hydraulic Analysis Performed)

AE (Detailed Hydraulic Analysis Performed)

Right of Way

Tax Parcels

Parcel Lines

NORTH

1 INCH = 40 FEET

0 100 200

SCALE IN FEET

SITE FORCES

LANDFORM

in collaboration with:
LANDMARK BUILDERS

FIREMEN'S PARK II • CHASKA, MINNESOTA

CONCEPTUAL REVIEW • 2021-12-06

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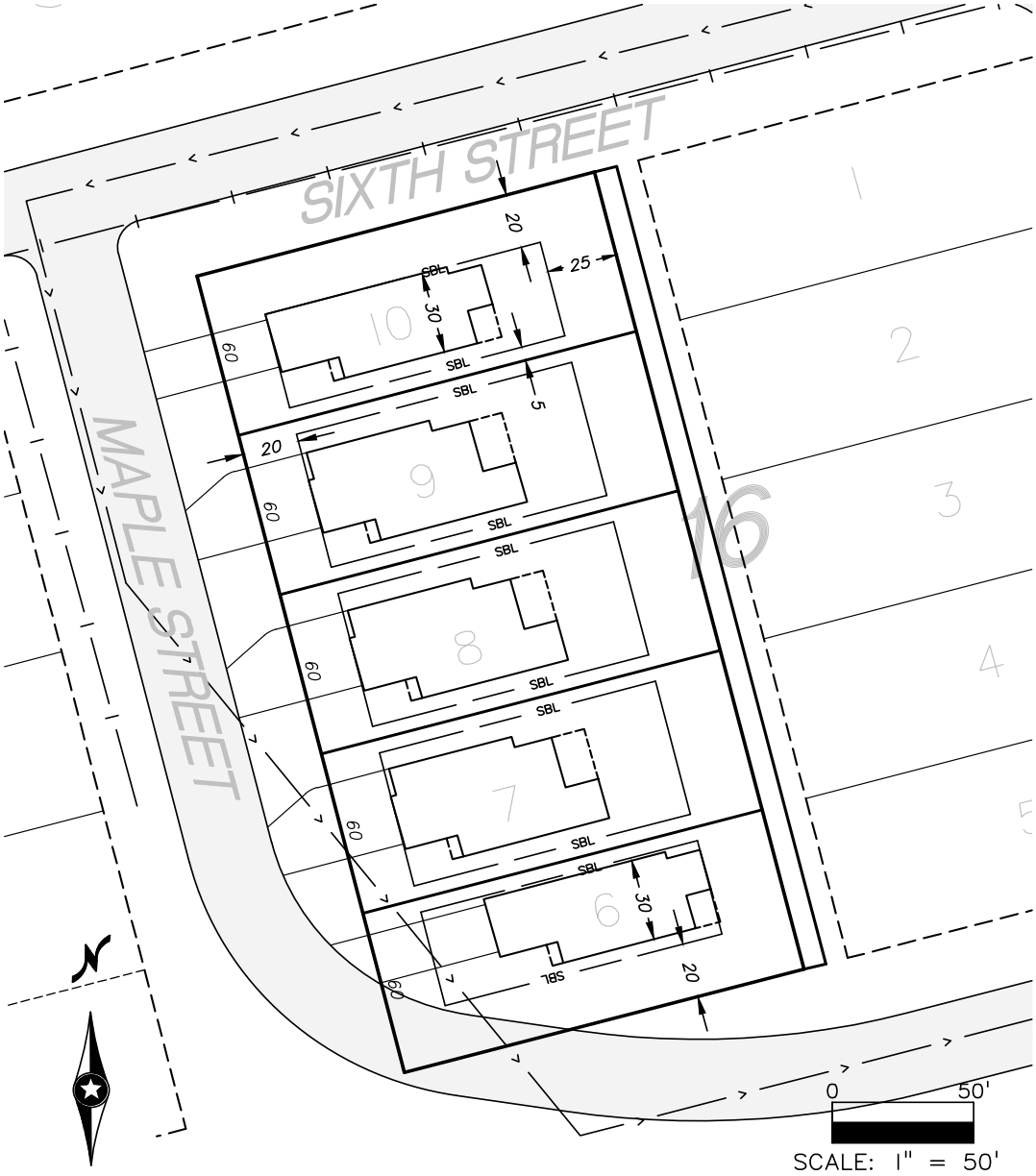
BUILDERS LANDMARK

Concept Sketch Plan

Chaska, MN

Parcel ID: 300500950



National Flood Hazard Layer FIRMette

93°36'5"W 44°47'36"N



93°35'28"W 44°47'11"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

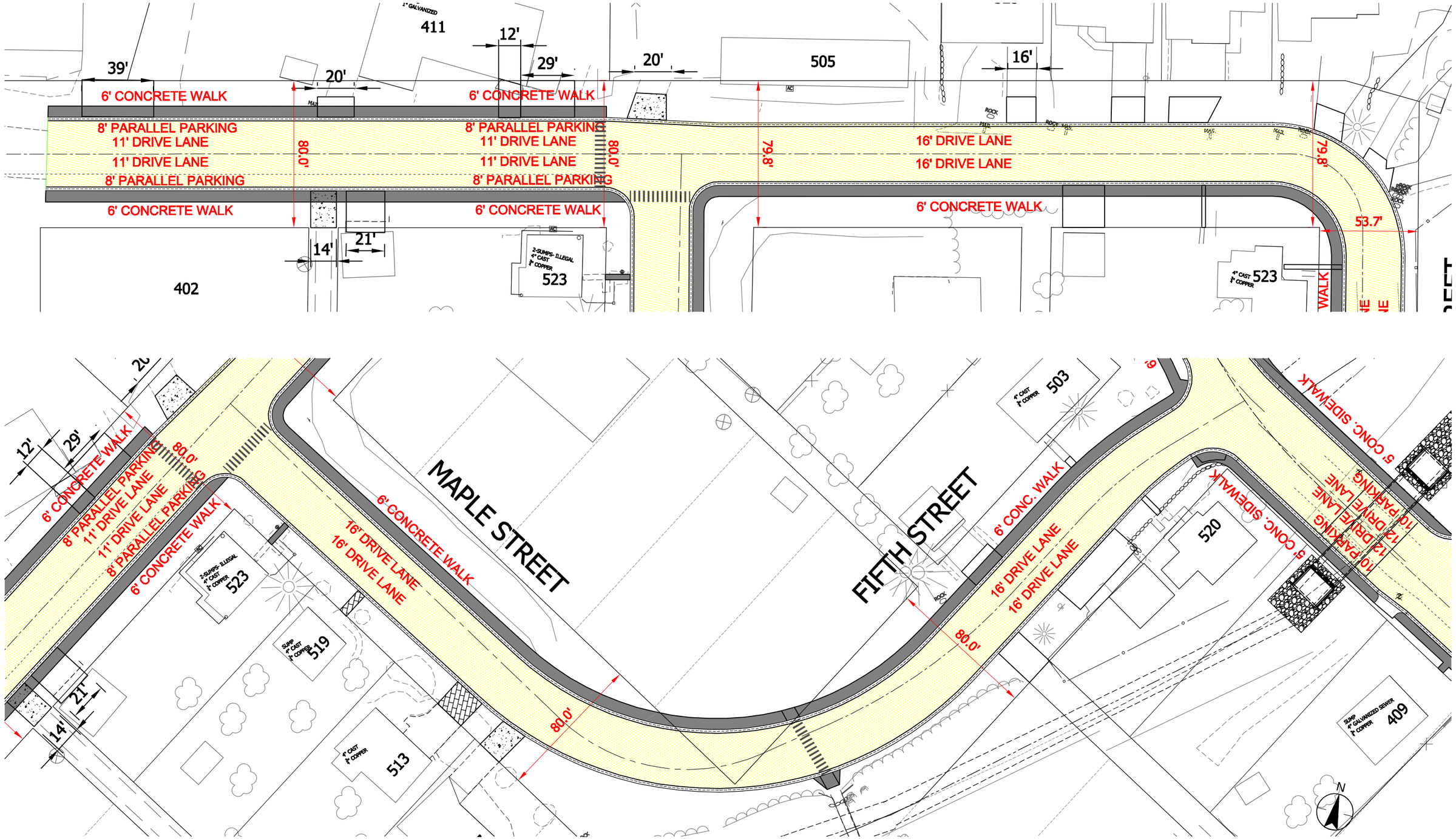
N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/10/2021 at 11:02 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



NORTHEAST DOWNTOWN AREA STREET IMPROVEMENTS

CITY OF CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION

FIGURE D-2

Stantec

733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

DATE: NOVEMBER, 2019 PROJ. NO.: 193804838

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/22

Subject: **212 Medical Center Building Addition: Preliminary Site and Building Plan Review**

Applicant: Ridgeview Medical Center

Location: Southeast corner of the intersection of Highway 41 and Hundertmark Road (across from Super America); on the north side of Highway 212

Case No.: 2022-07

Synopsis: The applicant is requesting approval of a preliminary site & building plan for the 212 Medical Center for the addition of a 5th story on their existing south building

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

In May of 2005, the property was rezoned to PCD-13 (Planned Commercial Development District No. 13). In January of 2009, the revised Concept Plan for the 212 Medical Center, the Preliminary and Final Plats, the Preliminary and Final Site/Building Plans, as well as a Zoning Ordinance Amendment to PCD-13 were approved. The proposal was revised at that time to include one large medical office building on the 16-acre site, with no additional buildings. Six stories were approved for the medical office building at this time, however, the first phase of construction only included the first four stories and approximately 159,000 square feet.

In August of 2012, the preliminary/final plat, and preliminary/final site plan requests were approved for an addition on the building. The building addition included 3-stories (plus a partial basement for storage) and 63,880 square feet added to the north side of the existing building; total square footage of the existing building amounts to approximately 223,000 square feet. The preliminary/final plat request included splitting the property into two separate lots; one lot to include the new northerly building addition as well as the northern parking lot areas, and one lot to include the, then, existing medical center, southern parking area, the heliport and eastern parking area. Staff added a condition to the 2012 approval that any request for expansion of the project beyond what is already in place (4 floors, south building), and what was approved in 2012 (3 floors, north addition), will be subject to formal review consistent with City Ordinances, including review and approval by Planning Commission and City Council. This was done primarily to evaluate the parking provisions and ensure they are adequate.

CURRENT REQUEST

Tonight the applicant is requesting approval of a preliminary site & building plan for a fifth story building addition totaling 38,867 square feet to be added to the existing medical center facility.

SITE PLAN
The total site area is 14.26 acres and is located on the southeast corner of Hundertmark Road and Highway 41.

The existing site includes one large medical office building that is broken into two pieces; the original south portion at 4-stories tall, and the north portion at 3-stories tall. The total existing square footage is 223,000.

The proposal this evening is to add a fifth floor addition to the original south building totaling approximately 39,000 square feet. This addition will bring the building to approximately 262,000 square feet. The fourth floor will be remodeled with the fifth floor addition. This renovation and addition will expand clinical and surgical services in the building to support the growing needs of the community.

PARKING/ACCESS
Access to the site will remain the same, which is the signalized intersection at Hundertmark.

Currently the building is 223,000 square feet in size and the fifth-floor addition will be approximately 39,000 square feet in size, totaling the building at 262,000 square feet. Per the Zoning Ordinance, 1 parking space is required for every 250 square feet of medical office use, which translates to 1,048 parking spaces.

748 parking spaces are currently installed on the site with 98 additional "proof of parking" surface stall spaces, thus totaling 846 surface parking spaces. Though this number falls short of the 1,048 required by Ordinance, the applicant has prepared a parking study outlining the patterns of parking at the 212 Medical Center. According to the "Two Twelve Medical Center Parking Study Update" prepared by Alliant Engineering, included in the packet this evening, their conclusions are:

- In September 2021, parking demand estimates were completed at the medical center based on vehicle ingress/egress observations at the site access over 3-plus days.
- Counts were done in 15 minute intervals and are displayed in Table 1 of the parking study.
- The maximum estimated parking demand was 432 vehicles in the late morning of Thursday, September 23, 2021. This peak parking demand equates to a rate of 1.93 parked vehicles per 1,000 square feet.
- Applying a peak parking demand rate of 1.93 parked vehicles per 1,000 square feet of building space to the proposed expanded total of 262,393 square feet yields a peak parking demand estimate of 507 vehicles. Dividing this estimate by 90 percent to account for potentially unoccupied leasable area inside the building produces a hypothetical maximum future parking demand of 564 vehicles.
- At this hypothetical maximum future parking demand of 564 vehicles, 184 parking stalls would still remain available within the 748-stall existing parking lot. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated.

That being said, staff is comfortable with the amount of parking provided with the existing building and the proposed fifth floor addition. The applicant has provided sufficient data through the parking study to conclude that there is sufficient parking at this time. In addition to that, they have also provided sufficient proof of parking shown in both surface stalls (98 stalls; 846 total for the site) and a future parking ramp implementation (551 stalls; 1,171 total for the site).

The applicant has also agreed to no more expansion on the site beyond the fifth floor addition until the parking situation is revisited again and any additional issues addressed. This may or may not include a parking ramp to accommodate parking needs, depending on the size/type of expansion proposed in the future.

Staff has added a condition to the approval this evening that any request for expansion of the project beyond what is already in place (4 floors on south building and 3 floors on north building), and what is being approved with this application (5th floor added to south building), will be subject to formal review consistent with City Ordinances, including review and approval by Planning Commission and City Council. The parking ramp will also require formal review/approval through Site Plan processes and Conditional Use Permit (CUP) should it be pursued.

PARKING RAMP CONSIDERATIONS

As noted before the site shows the potential installation of a multi-story parking ramp. This ramp is not being approved this evening, however, it was important in showing for proof of parking.

Although there is no formal approval occurring at this time for this ramp, staff still finds it helpful to address some items related to the ramp should it come in for approvals at a later date. The multi-level (3 stories are shown) ramp is shown on the eastern portion of the site. The ramp appears to be located adjacent to the existing berm and landscaping that edges the parking lot. As noted below, this was put in with the original approvals as a significant screening mechanism for the residential areas to the east. It will be important in the approvals of the ramp that this area is not impacted. In addition to that, the ramp will more than likely impact the landscape islands that parking ramp will be located over. It will be important to understand the impacts to the landscape provisions for the site and if additional areas need to be looked at to make up for those losses. Screening this structure will also be important. Understanding if there will be added visual impacts to adjacent properties (specifically the residential). The southeast portion of the site should be evaluated more to see if this area is the least visually encumbering spot for a parking ramp. And lastly, understanding what lighting will be proposed with the parking ramp.

In sum, but not limited to, the applicant should take into consideration the screening/landscaping requirements, viewshed impacts, and lighting when the parking ramp comes in for formal approvals.

LANDSCAPING

The landscaping that has been installed as part of the first and second phases of construction goes above and beyond what is required by Ordinance. Overstory trees and ornamental trees are scattered generously throughout the site in parking lot islands and other landscaped areas.

There are foundational plantings located around the building as well as substantial landscaping along Highway 41. The applicant also worked with City staff to create a "living hedge" on the east side of the site, next to the ravine, to help screen the project from the adjacent neighborhood to the east. This hedge is comprised of deciduous trees of varying heights from 10 to 14 feet, and has grown significantly since its implementation in 2009.

The new addition still stays within the landscape ordinance requirements provided on site. Should other additions (and/or parking ramp) be pursued the landscaping will have to be re-evaluated to see if additional landscaping/screening is required.

ELEVATIONS

The 5th Floor Addition will feature an upgraded façade expression using more glass than lower floors, plus champagne bronze-tone architectural metal panels. Both the glass and the metal panels match the same materials used before on the façade, complementing our generous use of Chaska brick as the predominant exterior material, as well as two additional brick colors (red and grey). Vertical brick 'tower' elements will continue up on the façade to anchor key corners and entry features. Rooftop mechanical equipment will continue to be screened behind metal louver panel wall systems, colored to match the building tones. Trash and recycling continue to be stored inside the loading dock area, located in the original portion of the building.

SIGNAGE & LIGHTING

As part of the original approvals, the applicant has installed several signs at the 212 Medical Center, including pylon signs, monument signs, wall signage (indicating the emergency room) and several directional signs. In 2012, an additional monument sign along Highway 41 was allowed with the north building addition. In 2014, a modification to the sign criteria for the medical center was approved to allow taller height on one of the monument signs. This was done to accommodate more signage for the tenants. The idea has always been that wall signage would be limited to signage needed to indicate an emergency room and that any tenant signage would be accommodated on the monument sign(s) (either the Pylon Sign at the southwest corner of the site or the proposed Monument Sign along TH 41).

No new site signs are proposed. The two existing "EMERGENCY" signs mounted on the upper parapet in the southwest building corner will be raised up to the new 5th Floor. All signage requires a separate application submittal and review by staff, and prior to installation, approval is required.

There are no site lighting changes occurring with this proposal.

CAMPUS MASTER PLAN

The applicant has also submitted a Campus Master Plan for information purposes (and is not part of the approval request this evening). The Master Plan shows:

- A future sixth floor on south Phase I building (totaling 38,867 sf)
- A future 3-story expansion on the north addition (totaling 54,962 sf)
- A future Imaging Expansion on the east side of Phase I (totaling 3,750 sf)
- A future Emergency Department expansion on the south side of Phase I (totaling 4,500 sf)
- A multi-level parking ramp; and

If the applicant pursues any of those possibilities, it will be necessary to go through the formal review process.

Neighborhood Meeting
The applicant conducted a neighborhood meeting on January 6, 2022. 3 neighbors showed up. Concerns/questions were raised regarding traffic, lighting, future plans, and parking.

PLANNING COMMISSION ACTION TAKEN 01/12/2022:
Motion to recommend approval to City Council of the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-6), prepared by Edward Farr Architects, dated December 7, 2021
    b. Two Twelve Medical Center Parking Study Update (pgs 1-12), prepared by Alliant Engineering, Inc., dated December 6, 2021
    c. Cover Sheet (sheet A0), prepared by Edward Farr Architects, dated December 7, 2021
    d. Existing Conditions Per Site Plan (sheet C1), prepared by Edward Farr Architects, dated November 23, 2021
    e. Existing Tree Inventory Plan (sheet L1), prepared by Edward Farr Architects, dated December 7, 2021
    f. Site Plan – Parking (sheet A1), prepared by Edward Farr Architects, dated December 7, 2021
    g. Site Plan – Proof of Parking (sheet A2), prepared by Edward Farr Architects, dated December 7, 2021
    h. Exterior Elevations (sheet A3), prepared by Edward Farr Architects, dated December 7, 2021
    i. Renderings (sheet (A4), prepared by Edward Farr Architects, dated December 7, 2021
    j. Floor Plan (sheet A5), prepared by Edward Farr Architects, dated December 7, 2021
    k. Master Plan Full Build-Out (sheet A6), prepared by Edward Farr Architects, dated December 7, 2021
    l. Proof-of-Parking Parking Deck (sheet A7), prepared by Edward Farr Architects, dated December 7, 2021
2. Adherence to the requirement of the City Engineer's memo dated January 12, 2022.
3. Adherence to the PCD-13 Ordinance #829.
4. All signage shall comply with the City of Chaska Zoning Ordinance, the PCD-13 (Planned Commercial Development District No. 13) Ordinance and the 212 Medical Center Sign Criteria.
5. Submittal of a sign permit application for all signage, to be approved by staff prior to installation.
6. Provision that no new wall signs are installed.
7. All roof mechanicals shall be screened per Section 15.28.120H of the Zoning Ordinance.
8. Provision of a roof mechanical screening detail, to be approved by the Planning Department.
9. Any request for expansion of the project beyond what is already in place (3 floors north addition; 4 floors south building; total of approximately 262,000 square feet) and what

is being approved with this application (5th floor south building; 38,867 square feet) shall be subject to formal site review consistent with City Ordinances, including review and approval by Planning Commission and City Council.

10. Provision that the multi-level parking ramp be subject to formal site review and Conditional Use Permit review consistent with City ordinances, including review and approval by Planning Commission and City Council.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-11 approving the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center (PC #2022-07).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-11

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center /Ridgeview Medical Center/PC #2022-07

WHEREAS, the applicant is requesting approval of a preliminary site & building plan for a fifth story building addition totaling 38,867 square feet to be added to the existing medical center facility; and

WHEREAS, the total site area is 14.26 acres and is located on the southeast corner of Hundertmark Road and Highway 41; and

WHEREAS, the existing site includes one large medical office building that is broken into two pieces; the original south portion at 4-stories tall, and the north portion at 3-stories tall, and the total existing square footage is 223,000; and

WHEREAS, this addition will bring the building to approximately 262,000 square feet; and

WHEREAS, per the Zoning Ordinance, 1 parking space is required for every 250 square feet of medical office use, which translates to 1,048 parking spaces; and

WHEREAS, 748 parking spaces are currently installed on the site with 98 additional "proof of parking" surface stall spaces, thus totaling 846 surface parking spaces; and

WHEREAS, though this number falls short of the 1,048 required by Ordinance, the applicant has prepared a parking study outlining the patterns of parking at the 212 Medical Center, and according to the "Two Twelve Medical Center Parking Study Update" prepared by Alliant Engineering their conclusions are:

- In September 2021, parking demand estimates were completed at the medical center based on vehicle ingress/egress observations at the site access over 3-plus days.
- Counts were done in 15 minute intervals and are displayed in Table 1 of the parking study.
- The maximum estimated parking demand was 432 vehicles in the late morning of Thursday, September 23, 2021. This peak parking demand equates to a rate of 1.93 parked vehicles per 1,000 square feet.
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- At this hypothetical maximum future parking demand of 564 vehicles, 184 parking stalls would still remain available within the 748-stall existing parking lot. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated; and

WHEREAS, that being said, staff is comfortable with the amount of parking provided with the existing building and the proposed fifth floor addition; and

WHEREAS, in addition to that, they have also provided sufficient proof of parking shown in both surface stalls (98 stalls; 846 total for the site) and a future parking ramp implementation (551 stalls; 1,171 total for the site); and

WHEREAS, the applicant has also agreed to no more expansion on the site beyond the fifth floor addition until the parking situation is revisited again and any additional issues addressed; and

WHEREAS, this may or may not include a parking ramp to accommodate parking needs, depending on the size/type of expansion proposed in the future; and

WHEREAS, the parking ramp will also require formal review/approval through Site Plan processes and Conditional Use Permit (CUP) should it be pursued; and

WHEREAS, the applicant should take into consideration the screening/landscaping requirements, viewshed impacts, and lighting when the parking ramp comes in for formal approvals; and

WHEREAS, the new addition still stays within the landscape ordinance requirements provided on site, and should other additions (and/or parking ramp) be pursued the landscaping will have to be re-evaluated to see if additional landscaping/screening is required; and

WHEREAS, no new site signs are proposed; and

WHEREAS, the two existing "EMERGENCY" signs mounted on the upper parapet in the southwest building corner will be raised up to the new 5th Floor; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center (PC#2022-07); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center (PC#2022-07), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-6), prepared by Edward Farr Architects, dated December 7, 2021
    b. Two Twelve Medical Center Parking Study Update (pgs 1-12), prepared by Alliant Engineering, Inc., dated December 6, 2021
    c. Cover Sheet (sheet A0), prepared by Edward Farr Architects, dated December 7, 2021
    d. Existing Conditions Per Site Plan (sheet C1), prepared by Edward Farr Architects, dated November 23, 2021
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i. Renderings (sheet (A4), prepared by Edward Farr Architects, dated December 7, 2021
j. Floor Plan (sheet A5), prepared by Edward Farr Architects, dated December 7, 2021
k. Master Plan Full Build-Out (sheet A6), prepared by Edward Farr Architects, dated December 7, 2021
l. Proof-of-Parking Parking Deck (sheet A7), prepared by Edward Farr Architects, dated December 7, 2021

2. Adherence to the PCD-13 Ordinance #829.
3. All signage shall comply with the City of Chaska Zoning Ordinance, the PCD-13 (Planned Commercial Development District No. 13) Ordinance and the 212 Medical Center Sign Criteria.
4. Submittal of a sign permit application for all signage, to be approved by staff prior to installation.
5. Provision that no new wall signs are installed.
6. All roof mechanicals shall be screened per Section 15.28.120H of the Zoning Ordinance.
7. Provision of a roof mechanical screening detail, to be approved by the Planning Department.
8. Any request for expansion of the project beyond what is already in place (3 floors north addition; 4 floors south building; total of approximately 262,000 square feet) and what is being approved with this application (5th floor south building; 38,867 square feet) shall be subject to formal site review consistent with City Ordinances, including review and approval by Planning Commission and City Council.
9. Provision that the multi-level parking ramp be subject to formal site review and Conditional Use Permit review consistent with City ordinances, including review and approval by Planning Commission and City Council.
10. Provision of a traffic analysis to be completed and submitted at Final Site & Building Plan submittal for the fifth floor expansion.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

Project Narrative
Two Twelve Medical Center – 5th Floor Addition
111 Hundertmark Road

Prepared By:
Edward Farr Architects
December 7, 2021

For Submission of:
Preliminary Site Plan Review

Applicant

Ridgeview Medical Center	Telephone	952-777-4151
500 South Maple St.		
Waconia, MN 55387		
Paul Ham and	email	Paul.Ham@RidgeviewMedical.org
Sara Aulizia	email	Sara.Aulizia@RidgeviewMedical.org

Architect

Edward Farr Architects Inc.	Telephone	952-943-9660
7710 Golden Triangle Drive		
Eden Prairie, MN 55344		
Ed Farr	email	e.farr@edfarrarch.com

Parking Consultant

Alliant Engineering, Inc.	Telephone	612-758-3080
233 Park Avenue South, Suite 300		
Minneapolis, MN. 55415		
Jordan Schwarze	email	JSchwarze@Alliant-Inc.com

History
The original ***Two Twelve Medical Center*** (TTMC) project was approved in early 2009 and has been serving customers since early 2011. It has its own PCD-13 zoning district. As part of the original approval, the building was planned to extend up to a total of 6 stories tall; however only 4 stories are currently built, leaving the 5th and 6th floors for future development. In 2012, the ***North Addition*** project was approved and was completed in 2014. Like the original TTMC structure, the North Addition is planned to extend up to a total of 6 stories tall; however only 3 stories are currently built, leaving floors 4, 5 and 6 for future development.

New Project Overview
This application proposes to construct a new 5th floor, and to remodel the existing 4th floor, on top of the existing 4 story main building on the south end of the campus. This renovation and addition will expand clinical and patient care spaces in the building to support the growing needs of the community.

We are able to provide adequate surface parking for this vertical expansion without needing to construct a multi-level parking ramp, based on a thorough evaluation of actual parking counts for our unique mix of various types of medical uses. Refer to the enclosed Parking Analysis by Alliant Engineering, and a more detailed parking summary on the following pages.

The 14.26 acre net site is legally subdivided into two parcels for convenience of the two property ownership entities; but we continue to view the ***Two Twelve Medical Center*** building complex as one whole, including:

- same address (111 Hundertmark Rd),
- same / shared public and private utilities for many services,
- same building management / security / controls over the entire building,
- same / shared parking facilities on site,
- same / shared main entry lobby and reception,
- ability to walk between both portions of the building freely, on all floor levels,
- same / shared loading dock delivery area,
- same building façade design for continuity.

There are legal documents between both landowners for the shared facilities. Some building systems are purposely separated between the portions of the building, such as sanitary sewer service and water supply, including the wet-pipe fire suppression system & fire pump.

Compliance with PCD-13

We will remain in compliance with the existing PCD-13 regulations. (*all percentages calculated below use the overall site area of 15.56 ac that includes the 1.3 ac Outlot previously deeded to the city*)

- Land Coverage = 25% maximum. We are currently at 10% Coverage, and no changes are proposed.
- Open Area = 30% minimum. We are currently at 33.4% open, and no changes are proposed.
- Building Height = 6 stories maximum. We are not planning on building taller than 6 stories.
- Setbacks for parking and buildings. We are not planning on encroaching into the minimum required parking or building setbacks with this proposal.

Campus Master Plan

For informational purposes only, we have provided an updated Campus Master Plan showing Ridgeview Medical Center's long-range vision beyond this 5th Floor Addition. Specifically, this campus could continue to expand in the future, if/as demand calls for it, by adding the remaining upper floors to ***Two Twelve Medical Center;*** and if parking demand requires such, a multi-level parking structure could be built to support that growth. The Campus Master Plan is only conceptual; and is generally consistent with prior versions. The applicant is not seeking approval for this entire scope at this time.

5th Floor Addition

The proposal is to construct a fifth floor on top of the existing Two Twelve Medical Center building; plus a new elevator core on the east end of the building. TTMC currently has approx. 223,526 sq ft, plus a non-occupied basement level. The 5th Floor Addition project consists of 38,867 sq ft; so the total building complex will be approx. 262,393 sq ft for floors 1 – 5.

Landscaping and Greenspace

An Existing Tree Inventory Plan has been provided which depicts the existing trees on site that were planted in the previous two development phases. The previous landscape plans included a mix of overstory, coniferous and ornamental trees along with other plants/shrubbery. The trees planted with Phase 1 (2010-11) are now 10+ years older and those within Phase 2 (2012-2013) are now +/-8 years older. The plan indicates the total net caliper inches planted at completion of the second phase and the total trees planted onsite per the compiled landscape plans. In addition to the landscaping we provided, it should be noted that we deeded 1.3 acres of wooded, natural land (Outlot A) to the city as part of our original development

Parking

We currently have a total of 748 stalls, plus another 98 stalls available for Proof of Parking, for a total site maximum surface parking potential of 846 stalls. Due to our unique mix of medical provider uses and parking demands, we have recently completed an updated parking survey of the property. Refer to the Parking Analysis made part of our application, prepared by Alliant Engineering, for detailed results. Our findings include:

- Parking demand is spread out throughout the weekday, peaking in late morning and early afternoon hours. This pattern remains a consistent finding over the years, as earlier reported in Alliant's 2012 Parking Analysis.
- The blend of ordinary Medical Clinic uses, Emergency Dept, Urgent Care, Day Surgery Center and special medical uses result in significantly fewer parking stalls when benchmarked against ordinary Medical Clinic use. Specifically, a ratio of 1.93 cars / 1,000 sq ft of building area was reported; and after adjusting from a 90% occupied building up to 100% occupied; the hypothetical maximum parking ratio is 2.15 cars / 1,000 sq ft.
- For the proposed 5th Floor Addition, the total building area will be approx. 262,393 sq ft, which results in a hypothetical maximum parking demand of 564 cars.
- Existing surface parking facilities (748 stalls) adequately serve the existing and proposed building areas, with 184 excess stalls to spare.

In 2012, our Parking Analysis suggested the following conservative Proof of Parking Ratios, which we are still using to benchmark our ability to provide a Proof of Parking safety net:

- Medical Clinics 1 car / 250 sf (*also city ordinance ratio*)
- Emergency Dept & Urgent Care 1 car / 500 sf
- Day Surgery Use 1 car / 333 sf
- Hospital Use 1 car / 3 beds (*also city ordinance ratio*)

Our original zoning application in 2008 included the following chart, depicting the parking counts for our 2-phased approach to our 6-story building. Note that Required Parking was computed using 1 car / 250 sf parking ratio:

Building Area	City Req'd Pkg (1/250)	Provided Parking
1st phase (4 stories) – 156,560 sf*	627 stalls	885 stalls
2nd phase (6 stories) – 227,890 sf*	912 stalls	940 stalls

***** *Areas are adjusted for basement storage area and open second story of lobby*

A recalculation of the building area (original 4 story TTMC, plus 3 story North Add'n, plus new 5th Floor Add'n) using our TTMC Proof of Parking Ratios above, result in the following tabulation:

Building Use	Area	Parking Ratios	Required / Proof of Parking	Provided Parking
Medical Clinics	148,203 sf	1 / 250 sf	593 stalls	
Emergency Dept & Urgent Care	23,000 sf	1 / 500 sf	46 stalls	
Retail	0 sf	1 / 500 sf	0 stalls	
Day Surgery Cntr	39,000 sf	1 / 333 sf	117 stalls	
Hospital	52,190 sf	1/3 beds x 20	7 stalls	
Totals	**262,393 sf**		**763 stalls**	**748 paved + 98 POP = 846 total**

We are proposing to continue using our 748 surface stalls, plus leaving room for our 98 Proof of Parking stalls, for a total surface parking potential of 846 stalls. The 748 stalls still provide us with a comfortable number, based upon our actual experience with the building's parking demands.

Site Access / Public Access
We are not requesting any changes for vehicular or pedestrian site access. The signalized entry driveway intersection with Hundertmark Rd functions well; and pedestrian sidewalks already offer welcoming connectivity to the site.

Architectural Design and Building Materials
The 5th Floor Addition will feature an upgraded façade expression using more glass than lower floors, plus champagne bronze-tone architectural metal panels. This improved façade expression:

- Increases the % of glass on the façade from 18% on a typical floor to 35% on 5th Floor,
- Increases the amount of natural daylighting,
- Allows greater interior design layout flexibility for windows within perimeter rooms,
- It establishes a prominent cap to the building, in scale with the proportions of the structure,
- The thinner metal panel system allows for thicker thermal insulation behind it, needed to comply with current MN Energy Code requirements.

Both the glass and the metal panels match the same materials used before on the façade, complementing our generous use of Chaska brick as the predominant exterior material, as well as two additional brick colors (red and grey). Vertical brick 'tower' elements will continue up on the façade to anchor key corners and entry features. Rooftop mechanical equipment will continue to be screened behind metal louver panel wall systems, colored to match the building tones. Trash and recycling continue to be stored inside the loading dock area, located in the original portion of the building.



Sustainability / Energy Performance
We are proposing several sustainable features for this project:

- The new 5th Floor exterior envelope will meet the new Minnesota Energy Code for higher thermal insulation values, to minimize energy costs.
- Natural daylighting will be increased with the higher percentage of glass.
- All new interior lighting will be LED lamp sources, which consume less energy than fluorescent.
- Use of sunscreens at our glass curtainwall minimizes unwanted glare.
- No additional asphalt pavement is required, so we are not increasing the heat-island effect.
- No additional site lighting is required, so we are not adding to neighborhood light pollution.
- The structural steel frame contains a high percentage of recycled steel content,
- The aluminum window framing contains recycled aluminum.

- The contractor will be sorting construction waste to minimize land fill impacts.
- We will use low VOC paints and sealants, etc, in the construction wherever possible.
- HVAC equipment will be high efficiency rated for energy conservation, while at the same time offering maximum levels of fresh air intake to maintain a clean indoor air environment. Careful design of HVAC zoning minimizes the risk of airborne contaminants being re-distributed back into other areas of the facility.

Utility Services
The 5th Floor Addition will be served by the same water service and sanitary sewer service as floors below.

Storm Water
No changes are needed to the existing storm water system, as no significant changes on grade are being proposed.

Snow Storage
Snow will continue to be stored in the proof-of-parking area, located in the SE corner of the site, until such time as further expansions may trigger construction of those remaining parking stalls. At that time, the owner will contract for excess snow removal service from the site as snowfall amounts require.

Site Lighting and Site Signage
No changes to site lighting are proposed; we will not be increasing light pollution. No new site signs are proposed. The two existing "EMERGENCY" signs mounted on the upper parapet in the southwest building corner will be raised up to the new 5th Floor.

Building Code Compliance
The 5th Floor Addition, like the original TTMC structure, will be built to the same IBC Type I-A Construction level, as well as applicable NFPA 101, Chapter 18 provisions for Healthcare occupancies.

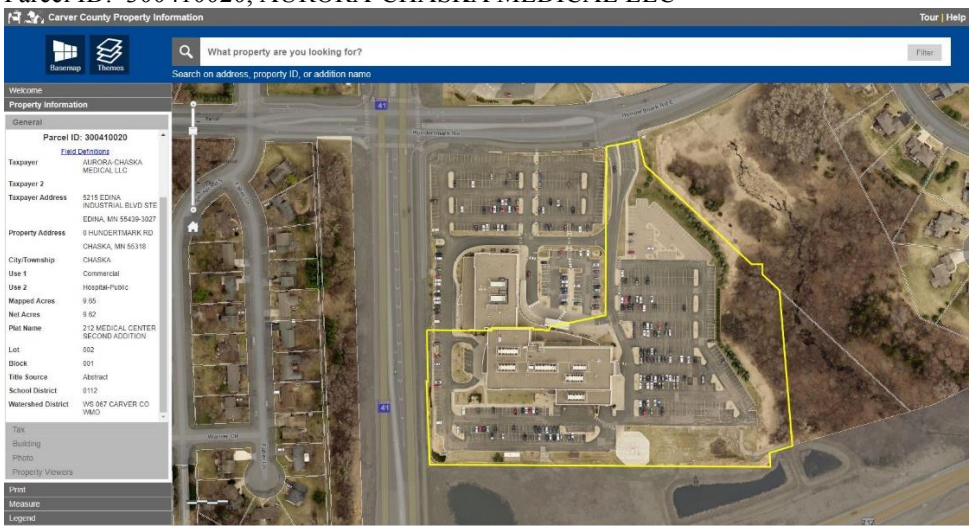
End of narrative

Attachment A – Property Ownership Maps

Parcel ID: 300410010, RIDGEVIEW TWO TWELVE NORTH ADDITION LLC



Parcel ID: 300410020, AURORA-CHASKA MEDICAL LLC



Parcel ID: 300400010, (deeded Outlot) CITY OF CHASKA



TTMC Neighborhood Meeting Notes

Date: January 6, 2022, 6:30pm

Attendees:

- Ed Farr, Edward Farr Architects
- Paul Ham, Ridgeview Medical
- Sara Aulizia, Ridgeview Medical
- Holly Loosbrook, 2289 MANUELA DR
- Todd and Barbara Swanson, 2269 MANUELA CIR
- Mike Huang, 2265 MANUELA CIR

Ed provided a project overview via PowerPoint presentation.

Questions / Concerns from Neighbors:

(some Q & A consolidated from various discussions)

Q: What is the purpose of the 5th floor?

> **A:** A demand in services increases – adding 38,000 sf to expand clinical and surgical in building. Free up space for continued growth.

Q: Light coming from building windows. The new 5th floor may be above the tree line as I look out the back of my house. I would prefer to have all brick on the top floor, not windows, so that the lights coming through the windows at night don't shine into my house. Are the lights in the building going to be on or off at night?

> **A:** The use of the space may require some lights to be on during nighttime hours, but most of them will be off. (Most medical users in the building keep their blinds closed inside; and the distance between the building and the resident exceeds 900 feet; so the possibility of glare disturbance is remote)

Q: I see a new 5th floor 'cap' to building; but isn't there going to be a 6th floor? What happens then?

> **A:** Yes, the Master Plan has the potential for a 6th floor, but we are not requesting approval for that currently. We have pre-designed a compatible 6th floor façade with matching cap.

Q: Can the addition be added to north wing rather than south?

> **A:** Leasing constraints and layout issues influenced the location for this 5th floor addition. The Master Plan allows for building additions on both wings, up to 6 floors on each wing; but we are not seeking approval for that currently.

Q: When you conducted the Parking Study, did you make adjustments for Covid / fewer visitors during the pandemic?

> **A:** We did evaluate the reduction of clinic hours and visitor trips during our study week and adjusted our numbers up 10% accordingly.

Q: It's already hard to leave our neighborhood (Manuela Dr onto Hundertmark) when school gets out mid-afternoon, so isn't this going to increase the traffic problem?

> **A:** Our proposed expansion is forecasted to add approx. 80 cars in our parking lot. The city Comprehensive Guide Plan source* on roadway capacities shows that neither Hundertmark or Chestnut / Hwy 41 has capacity problems; so there should be plenty of road capacity to continue to support our development. Importantly, our

use as a medical provider is not a “peak use” that spikes during rush hours, like other businesses and schools that have set start / quit times.

**City of Chaska – 2040 Comprehensive Guide Plan, Chapter 6 Transportation, Figure 8; pg 6-33*

Q: Where would a future parking ramp be built if needed? We would be concerned about headlights shining towards our homes.

A: The Master Plan was shown, depicting a future parking ramp on the east side of the site. At full build-out, it is projected to be approx. 2 elevated decks above grade, clad with brick to match the building. The east side of the parking deck can be solid or screened to prevent headlights shining east. This would be a future approval item.

Q: An earlier version of the Master Plan had another building on the site; is that still part of the Master Plan? What is the extent of your current Master Plan; and what are the traffic impacts?

A: The freestanding building on the east side of the site was removed from the Master Plan. The current Master Plan contemplates the existing building footprints extended up to 6 stories, both north wing and south wing; plus two small one-story additions for the Emergency Dept (southwest corner) and Imaging Dept (east corner). A parking structure would be approx. 2 levels above grade, to achieve our ‘proof of parking’ numbers. Our current proposal takes the project to 262,393 sq ft with 763 stalls req’d (proof of pkg); and the Master Plan tops out at 364,472 sq ft with 1,167 stalls req’d (proof of pkg). At such time as future additions are proposed, a traffic study may be warranted to evaluate impacts to the public street system at key intersections.

Q: Do you know the Level of Service (LOS) of the street intersections?

A: No we don’t; the only source for road congestion we found was the Figure in the city Comp Guide Plan that identifies streets that are at or near capacity; none of which are in this immediate area. Further development applications may require a local traffic study; but currently there is excess capacity in the local street system.

ALLIANT

MEMORANDUM

DATE: December 6, 2021

TO: Edward Farr Architects, Inc.

FROM: Jordan Schwarze, PE, Alliant Engineering
Todd Olson, PE, Alliant Engineering

SUBJECT: **Two Twelve Medical Center Parking Study Update**

Introduction

Alliant Engineering, Inc. has completed a parking study for the proposed expansion of the Two Twelve Medical Center located at 111 Hundertmark Road in Chaska, MN (see **Figure 1**). The proposed Two Twelve Medical Center expansion includes a one-story, 38,867-square-foot, vertical addition to the existing facility structure.

Study Purpose

This parking study will evaluate the viability of the existing parking supply against the parking demand expected to be generated by the expanded medical center facility. To achieve this, the following goals have been established:

- Establish the existing peak parking demand per 1,000 square feet of building space on a typical weekday.
- Compare the existing peak parking demand per 1,000 square feet of building space to the peak parking rate observed in a July 2012 parking study completed by Alliant Engineering (included in **Appendix A**) prior to the first expansion of the Two Twelve Medical Center.
- Utilize the maximum observed peak parking rate (from either 2012 or 2021) to estimate the maximum parking demand expected to be generated by the expanded medical center facility.
    - If necessary, identify any potential parking demand mitigation or alternative parking supply options that could be considered in the event of parking shortfalls.

Minneapolis, MN 55402
612.758.3099 FAX
www.alliant-inc.com



Two Twelve Medical Center Parking Study Update

Figure 1
Project Location

Proposed Facility Expansion

Under the existing configuration, the Two Twelve Medical Center has 223,526 square feet of building space and 748 surface lot parking stalls. The proposed facility expansion would add 38,867 square feet of building space without affecting the existing parking supply. In total, the expanded Two Twelve Medical Center would consist of 262,393 square feet of building space. While additional surface parking could be constructed onsite (up to 98 additional proof of parking surface lot stalls or via the implementation of a multi-story parking ramp), the results of this parking study will dictate whether additional parking capacity will be needed. It should be noted that employees of the Two Twelve Medical Center are encouraged to park south of the facility, thus leaving more visible parking lots north and east of the facility for visitors.

Parking Demand Analysis

In September 2021, parking demand estimates were completed at the Two Twelve Medical Center based on vehicle ingress/egress observations at the site access over three-plus days. At the beginning of the vehicle ingress/egress observations, a parking lot occupancy baseline count was collected. The baseline parking demand was then adjusted by calculating the difference in observed vehicle ingress/egress over 15-minute intervals for the subsequent three-plus days. It should be noted that delivery and ambulance vehicles were excluded from the vehicle ingress/egress counts and parking demand estimates.

Table 1 summarizes the total estimated parking demand at the Two Twelve Medical Center over the September 2021 data collection window, while **Figure 2** illustrates the estimated parking demand versus the total parking supply across each observation day. The maximum estimated parking demand was 432 vehicles in the late morning of Thursday, September 23, 2021. This peak parking demand equates to a rate of 1.93 parked vehicles per 1,000 square feet of building space.

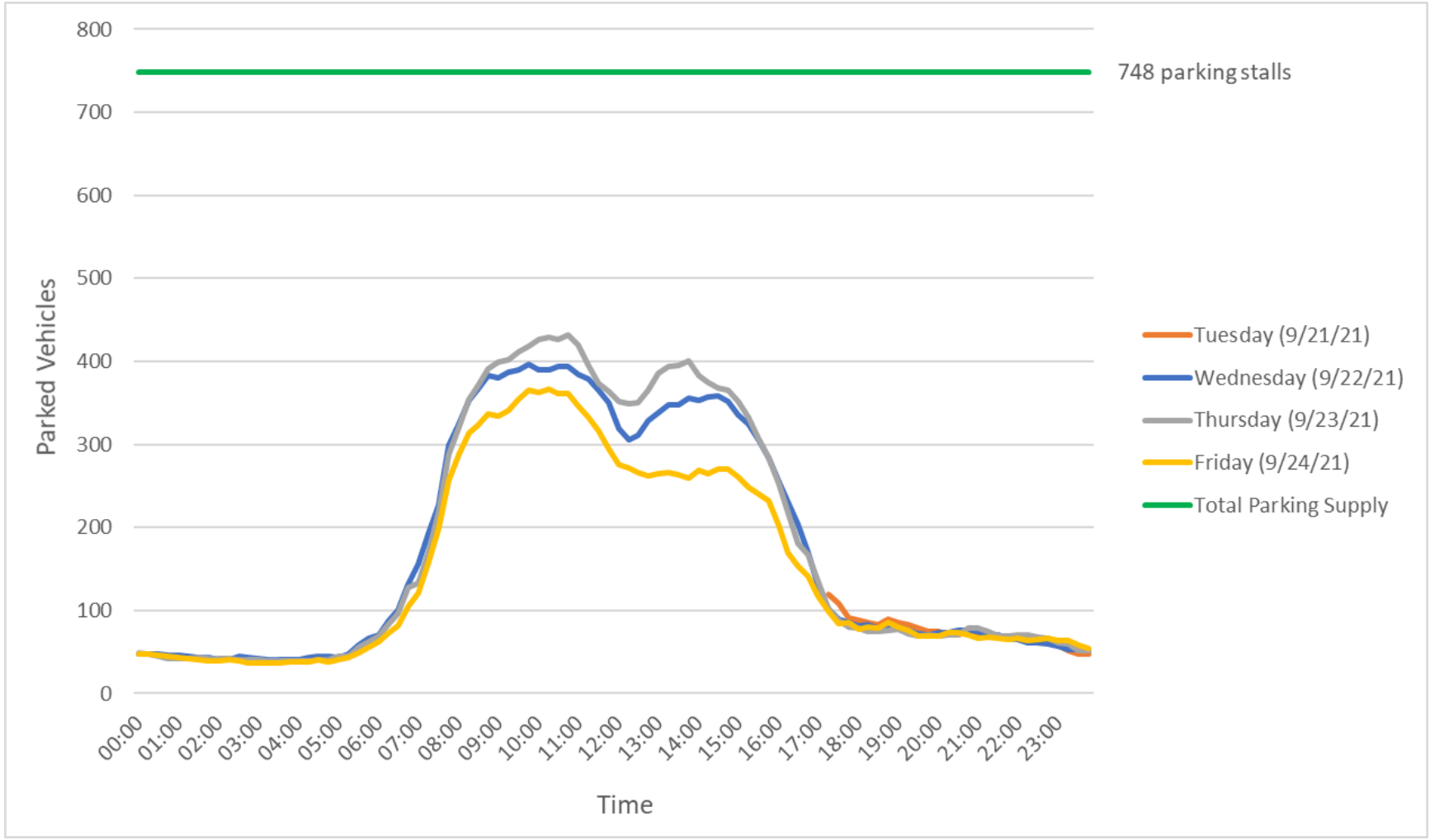
Results of the July 2012 parking study at the Two Twelve Medical Center indicate the maximum estimated parking demand was 235 vehicles. This peak parking demand equated to a rate of 1.47 parked vehicles per 1,000 square feet of building space. Therefore, the peak parking rate estimated based on observations of existing conditions represents a higher parking demand rate. However, it should be noted that leasable area within the Two Twelve Medical Center is currently only 90 percent occupied. Therefore, the maximum estimated parking demand of 432 vehicles under existing conditions was divided by 90 percent to estimate a hypothetical maximum parking demand of 480 vehicles at full building occupancy. This hypothetical maximum existing parking demand is well below the existing parking capacity of 748 parking stalls.

Table 1. Parking Count Summary

Time		Tuesday, September 21st, 2021		Wednesday, September 22nd, 2021		Thursday, September 23rd, 2021		Friday, September 24th, 2021	
00:00	12:00			47	319	49	352	48	275
00:15	12:15			47	306	47	349	47	271
00:30	12:30			47	311	44	350	46	266
00:45	12:45			46	328	42	365	44	262
01:00	13:00			46	338	42	385	43	265
01:15	13:15			44	347	42	394	42	266
01:30	13:30			43	348	43	395	40	264
01:45	13:45			43	356	42	401	39	259
02:00	14:00			41	353	42	383	39	269
02:15	14:15			41	357	42	375	40	265
02:30	14:30			44	358	40	368	39	270
02:45	14:45			43	351	40	365	37	270
03:00	15:00			42	336	40	351	37	260
03:15	15:15			41	325	39	333	37	249
03:30	15:30			40	306	39	307	37	240
03:45	15:45			41	284	39	284	38	232
04:00	16:00			41	255	39	253	38	202
04:15	16:15			43	231	39	219	38	170
04:30	16:30			44	203	40	181	40	153
04:45	16:45			44	170	40	167	38	141
05:00	17:00			43	129	44	134	40	117
05:15	17:15		120	47	101	45	101	43	99
05:30	17:30		108	58	90	56	88	49	84
05:45	17:45		91	67	86	62	80	55	86
06:00	18:00		88	71	81	69	79	62	77
06:15	18:15		85	88	83	84	75	73	80
06:30	18:30		82	100	79	96	74	81	78
06:45	18:45		90	132	79	127	76	104	85
07:00	19:00		85	156	80	133	77	121	80
07:15	19:15		83	193	76	169	72	157	76
07:30	19:30		79	227	72	219	69	198	69
07:45	19:45		75	298	71	288	71	256	69
08:00	20:00		75	325	73	321	69	288	69
08:15	20:15		70	353	73	355	71	313	73
08:30	20:30		70	366	76	370	71	323	73
08:45	20:45		74	383	76	391	78	337	71
09:00	21:00		73	380	75	399	79	334	67
09:15	21:15		72	387	69	402	74	341	68
09:30	21:30		67	389	70	412	69	354	67
09:45	21:45		67	396	67	418	69	365	65
10:00	22:00		67	389	65	427	71	362	66
10:15	22:15		67	390	61	429	70	367	64
10:30	22:30		66	394	61	427	68	361	65
10:45	22:45		63	394	60	432	66	361	66
11:00	23:00		58	384	57	420	61	346	64
11:15	23:15		52	379	53	395	60	333	63
11:30	23:30		48	365	53	373	51	316	58
11:45	23:45		48	350	53	364	51	295	54

Note: Parking counts at Two Twelve Medical Center (111 Hundertmark Road, Chaska, MN) derived from ingress/egress vehicle observations completed in 15-minute intervals from Tuesday, September 21, 2021, through Friday, September 24, 2021.

Figure 2. Parking Demand vs. Supply – September 2021



Applying a peak parking demand rate of 1.93 parked vehicles per 1,000 square feet of building space to the proposed expanded total of 262,393 square feet yields a peak parking demand estimate of 507 vehicles. Dividing this estimate by 90 percent to account for potentially unoccupied leasable area produces a hypothetical maximum future parking demand of 564 vehicles. At this hypothetical maximum future parking demand, 184 parking stalls would still remain available within the 748-stall existing parking lot at the Two Twelve Medical Center. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Results of this analysis indicate the existing parking lot has sufficient capacity to accommodate the additional parking generated by 100 percent occupancy of leasable area within the existing Two Twelve Medical Center as well as that of the proposed expansion. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated.

Summary and Conclusions

The following summary and conclusions are offered for consideration:

- The hypothetical maximum future parking demand at full occupancy of leasable area within the expanded Two Twelve Medical Center is estimated to be 564 vehicles. At this hypothetical maximum future parking demand, 184 parking stalls would still remain available within the 748-stall existing parking lot. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated. A summary of peak parking demand estimates is shown in **Table 2**.

Table 2. Peak Parking Demand Estimates Summary

Observation/ Estimation Period	Two Twelve Medical Center Floor Area (Square Feet)	Peak Parking Demand Estimate (Vehicles)	Hypothetical Max Parking Demand Estimate @ 100% Leasable Occupancy (Vehicles)	Parking Surplus @ Existing 748-Stall Capacity (Stalls)
July 2012 (Original Facility)	159,646	235 (1)		
September 2021 (First Expansion)	223,526	432 (1)	480 (2)	
Future (Second Expansion)	262,393	507 (3)	564 (2)	184

(1) Peak parking demand estimate derived from ingress/egress vehicle observations completed in 15-minute intervals.

(2) Hypothetical maximum parking demand estimate based on 90 percent occupancy of existing leasable building area.

(3) Peak parking demand estimate based on a rate of 1.93 parked vehicles per 1,000 square feet of building space derived from September 2021 ingress/egress vehicle observations.

Appendix A
July 2012 Two Twelve Medical Center Parking Study

ALLIANT PROJ. NO. 12-0043

MEMORANDUM

DATE: July 3rd, 2012

TO: John Prondzinski – Ridgeview Medical Center

FROM: Katie Bruwelheide, PE – Traffic Engineer

SUBJECT: Two Twelve Medical Center – North Addition – Existing Parking Conditions

This memorandum was prepared to detail the existing parking characteristics of the Two Twelve Medical Center in Chaska, MN. The Two Twelve Medical Center (TTMC) opened in 2011 and contains four stories. It was approved for 6 stories, leaving the 5th and 6th floors for future medical office development which has not been built. The existing parking lot has 735 striped parking stalls.

A new addition to the TTMC is proposed with campus expansion to the north instead of vertically via the previously approved 5th and 6th floors. The expansion to the north consists of three floors of medical office space totaling 63,880 GSF. It is noted that the north addition is smaller in area (63,880 GSF) than the previously approved 5th & 6th floor vertical expansion option (70,484 GSF).

A study of the existing parking characteristics was completed to accompany the site plan application. The existing parking characteristics are helpful in determining the future parking operations of the proposed site. The following details the data collection process along with a summary of the existing parking conditions.

I. Existing Parking Data Collection

The existing parking lot activity was monitored by Alliant Engineering for the following 6-day period:

- Wednesday, June 20th, 2012 to Tuesday, June 26th, 2012.

To monitor the parking lot, a video camera was mounted at the signalized access intersection and the parking lot in/out movements were recorded and counted for these six days. It is noted that the signalized access is the only way in and out of the parking lot. At the time the video camera was installed and began recording a survey of the parking lot was conducted to determine a baseline number of parked vehicles. From this baseline count and the video counts the number of parked cars for the six day period was determined for 15-minute intervals. Emergency vehicles and delivery trucks were counted in a separate category and not included in the parking counts.

The 15-minute parking intervals for the study days are detailed in Table 1. Figure 1 presents a chart showing the daily fluctuations of the parking usage.

Additionally, the main entrance of the medical center was monitored for drop-off and pick-up of patients. The main entrance was observed from 11:45 to 12:45 on Monday, July 2nd, 2012. During this timeframe there was one patient drop-off and three patient pick-ups observed. Since the drop-off/pick-up operations are low and generally only occur during the weekday appointment hours, reductions to the parking usage were not calculated.

II. Summary of Existing Parking Characteristics

- The peak parking usage was 235 parked vehicles occurring on Monday at 3:15 PM.
- During the weekdays there are two parking peaks that occur, one during the morning around 10:30 AM and the other in the afternoon around 3:15 PM. This could coincide with the highest number of appointment times.
- During the weekends there are a steady number of parked vehicles (ranging from 50 to 75 vehicles) that can be attributable to employees of the first floor Emergency Department. This number of parked vehicles is also similar to the overnight parked numbers.
- The number of patient drop-offs and pick-ups are relatively low, around 4 per hour during appointment times. Reductions to the parking usage based on drop-offs and pick-ups were not calculated.

Table 1. 212 Medical Center Parking Count Summary

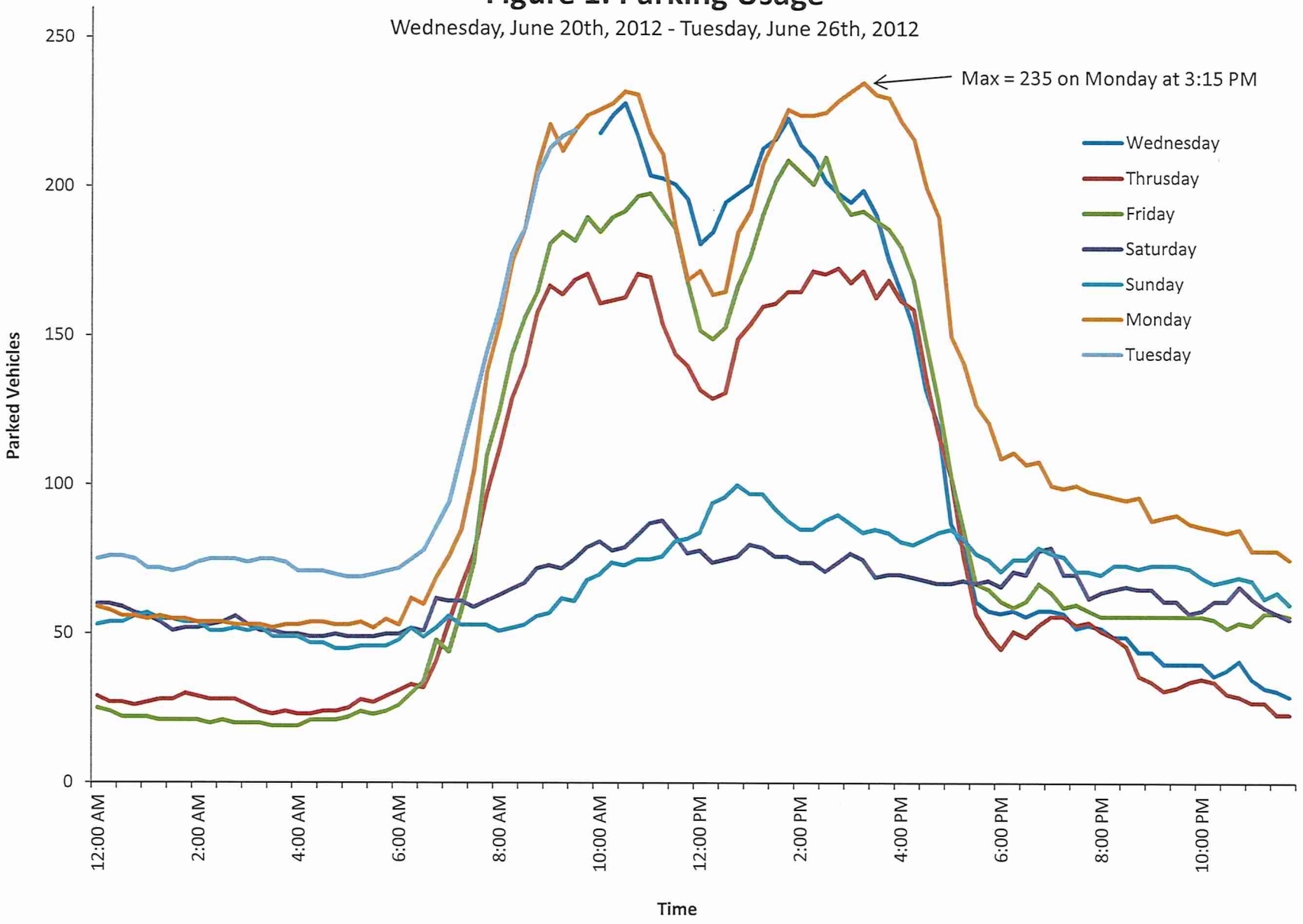
Time	Wednesday, June 20th, 2012	Thursday, June 21st, 2012	Friday, June 22nd, 2012	Saturday, June 23rd, 2012	Sunday, June 25th, 2012	Monday, June 26th, 2012	Tuesday, June 27th, 2012
12:30 PM	195	131	153	75	96	165	
12:45 PM	198	149	167	76	100	185	
1:00 PM	201	154	177	80	97	192	
1:15 PM	213	160	191	79	97	208	
1:30 PM	216	161	202	76	92	217	
1:45 PM	223	165	209	76	88	226	
2:00 PM	214	165	205	74	85	224	
2:15 PM	210	172	201	74	85	224	
2:30 PM	202	171	210	71	88	225	
2:45 PM	198	173	197	74	90	229	
3:00 PM	195	168	191	77	87	232	
3:15 PM	199	172	192	75	84	235	Peak Parking
3:30 PM	191	163	189	69	85	231	
3:45 PM	176	169	186	70	84	230	
4:00 PM	165	162	180	70	81	222	
4:15 PM	153	159	169	69	80	216	
4:30 PM	132	136	148	68	82	200	
4:45 PM	120	117	128	67	84	190	
5:00 PM	87	103	103	67	85	150	
5:15 PM	79	76	85	68	82	141	
5:30 PM	61	57	67	67	77	127	
5:45 PM	58	50	65	68	75	121	
6:00 PM	57	45	61	66	71	109	
6:15 PM	58	51	59	71	75	111	
6:30 PM	56	49	61	70	75	107	
6:45 PM	58	53	67	78	79	108	
7:00 PM	58	56	64	79	77	100	
7:15 PM	57	56	59	70	76	99	
7:30 PM	52	53	60	70	71	100	
7:45 PM	53	54	58	62	71	98	
8:00 PM	52	51	56	64	70	97	
8:15 PM	49	49	56	65	73	96	
8:30 PM	49	46	56	66	73	95	
8:45 PM	44	36	56	65	72	96	
9:00 PM	44	34	56	65	73	88	
9:15 PM	40	31	56	61	73	89	
9:30 PM	40	32	56	61	73	90	
9:45 PM	40	34	56	57	72	87	
10:00 PM	40	35	56	58	69	86	
10:15 PM	36	34	55	61	67	85	
10:30 PM	38	30	52	61	68	84	
10:45 PM	41	29	54	66	69	85	
11:00 PM	35	27	53	62	68	78	
11:15 PM	32	27	57	59	62	78	
11:30 PM	31	23	57	57	64	78	
11:45 PM	29	23	56	55	60	75	

Table 1. 212 Medical Center Parking Count Summary

Time	Wednesday, June 20th, 2012	Thursday, June 21st, 2012	Friday, June 22nd, 2012	Saturday, June 23rd, 2012	Sunday, June 25th, 2012	Monday, June 26th, 2012	Tuesday, June 27th, 2012
12:00 AM		29	25	60	53	59	75
12:15 AM		27	24	60	54	58	76
12:30 AM		27	22	59	54	56	76
12:45 AM		26	22	57	56	56	75
1:00 AM		27	22	56	57	55	72
1:15 AM		28	21	54	55	56	72
1:30 AM		28	21	51	55	55	71
1:45 AM		30	21	52	54	55	72
2:00 AM		29	21	52	54	54	74
2:15 AM		28	20	53	51	54	75
2:30 AM		28	21	54	51	54	75
2:45 AM		28	20	56	52	53	75
3:00 AM		26	20	53	51	53	74
3:15 AM		24	20	51	52	53	75
3:30 AM		23	19	51	49	52	75
3:45 AM		24	19	50	49	53	74
4:00 AM		23	19	50	49	53	71
4:15 AM		23	21	49	47	54	71
4:30 AM		24	21	49	47	54	71
4:45 AM		24	21	50	45	53	70
5:00 AM		25	22	49	45	53	69
5:15 AM		28	24	49	46	54	69
5:30 AM		27	23	49	46	52	70
5:45 AM		29	24	50	46	55	71
6:00 AM		31	26	50	48	53	72
6:15 AM		33	30	52	52	62	75
6:30 AM		32	34	51	49	60	78
6:45 AM		41	48	62	52	69	86
7:00 AM		54	44	61	56	76	94
7:15 AM		66	58	61	53	85	111
7:30 AM		77	74	59	53	105	128
7:45 AM		97	110	61	53	138	145
8:00 AM		112	125	63	51	154	159
8:15 AM		129	144	65	52	175	178
8:30 AM		140	156	67	53	186	186
8:45 AM		158	165	72	56	207	204
9:00 AM		167	181	73	57	221	213
9:15 AM		164	185	72	62	212	217
9:30 AM		169	182	75	61	219	219
9:45 AM		171	190	79	68	224	
10:00 AM	218	161	185	81	70	226	
10:15 AM	224	162	190	78	74	228	
10:30 AM	228	163	192	79	73	232	
10:45 AM	217	171	197	83	75	231	
11:00 AM	204	170	198	87	75	218	
11:15 AM	203	154	192	88	76	211	
11:30 AM	201	144	186	83	81	187	
11:45 AM	196	140	168	77	82	169	
12:00 PM	181	132	152	78	84	172	
12:15 PM	185	129	149	74	94	164	

Figure 1. Parking Usage

Wednesday, June 20th, 2012 - Tuesday, June 26th, 2012



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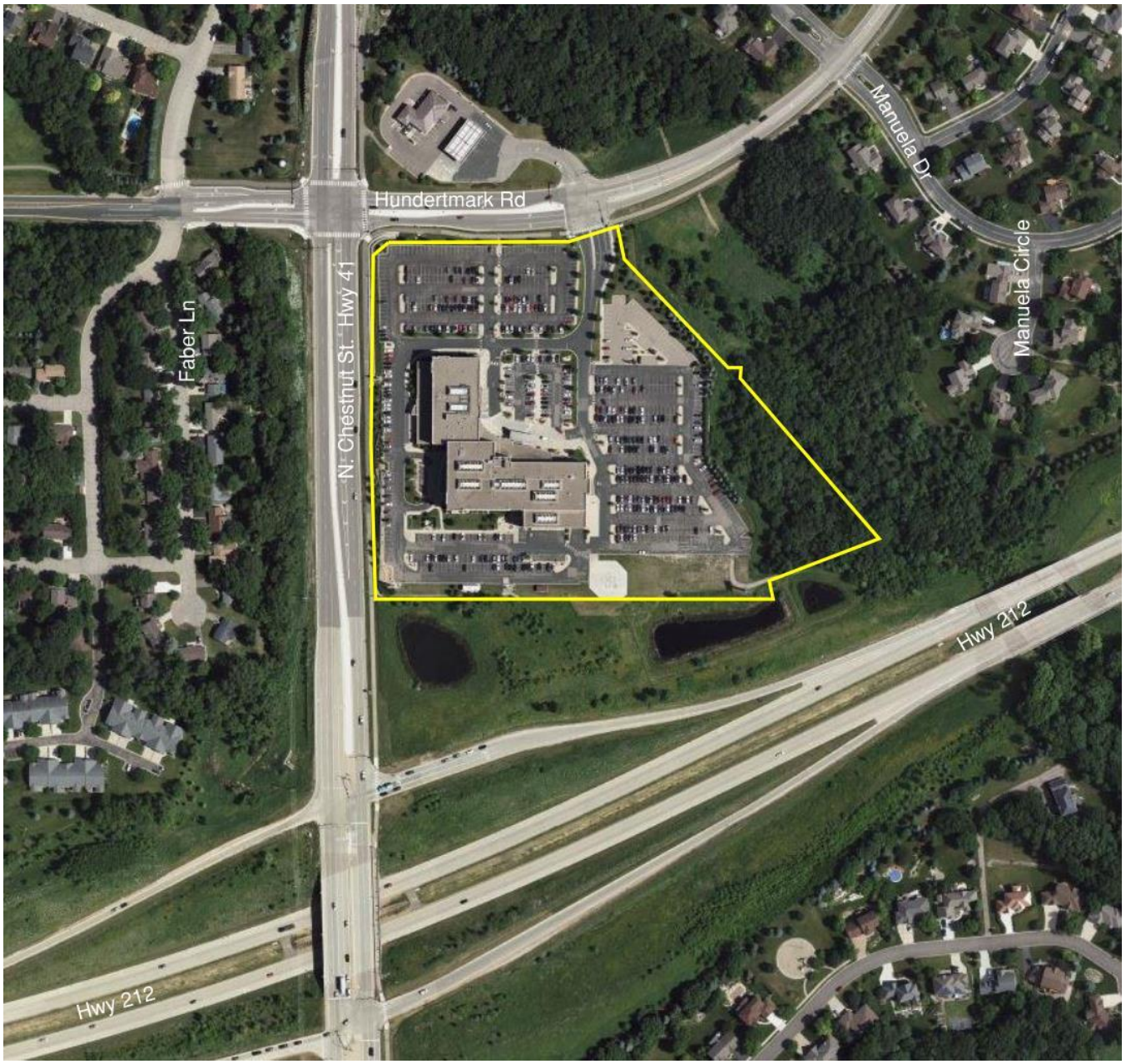
Two Twelve Medical Center – Aerial Site Exhibit







TWO TWELVE MEDICAL CENTER EXPANSION

111 HUNDERTMARK ROAD

CHASKA, MN.

OWNER:

RIDGEVIEW MEDICAL CENTER
dba
RIDGEVIEW REAL ESTATE II, LLC
500 SOUTH MAPLE STREET
WACONIA, MN 55387

CONTACT:
PAUL HAM (952) 777-4543
paul.ham@ridgeviewmedical.org

SARA AULIZIA (952) 777-4151
sara.aulizia@ridgeviewmedical.org

ARCHITECT:

EDWARD FARR ARCHITECTS
7710 GOLDEN TRIANGLE DR.
EDEN PRAIRIE, MN 55334

CONTACT:
DON ANDERSEN (952) 697-1084
d.andersen@edfarrarch.com

PARKING CONSULTANT:

ALLIANT ENGINEERING, Inc.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415

CONTACT:
JORDAN SCHWARZE (612) 767-9334
jschwarze@allaint-inc.com

SHEET INDEX:

TITLE

A0 COVER SHEET

SITE INFORMATION

C1 EXISTING CONDITIONS
L1 EXISTING TREE INVENTORY PLAN

ARCHITECTURAL

A1 SITE PLAN - PARKING
A2 SITE PLAN - PROOF of PARKING
A3 EXTERIOR ELEVATIONS
A4 RENDERINGS
A5 FLOOR PLAN
A6 MASTER PLAN FULL BUILD-OUT

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Date Date Reg. No. 16362
Project Manager
DLA
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Client
two twelve MEDICAL CENTER

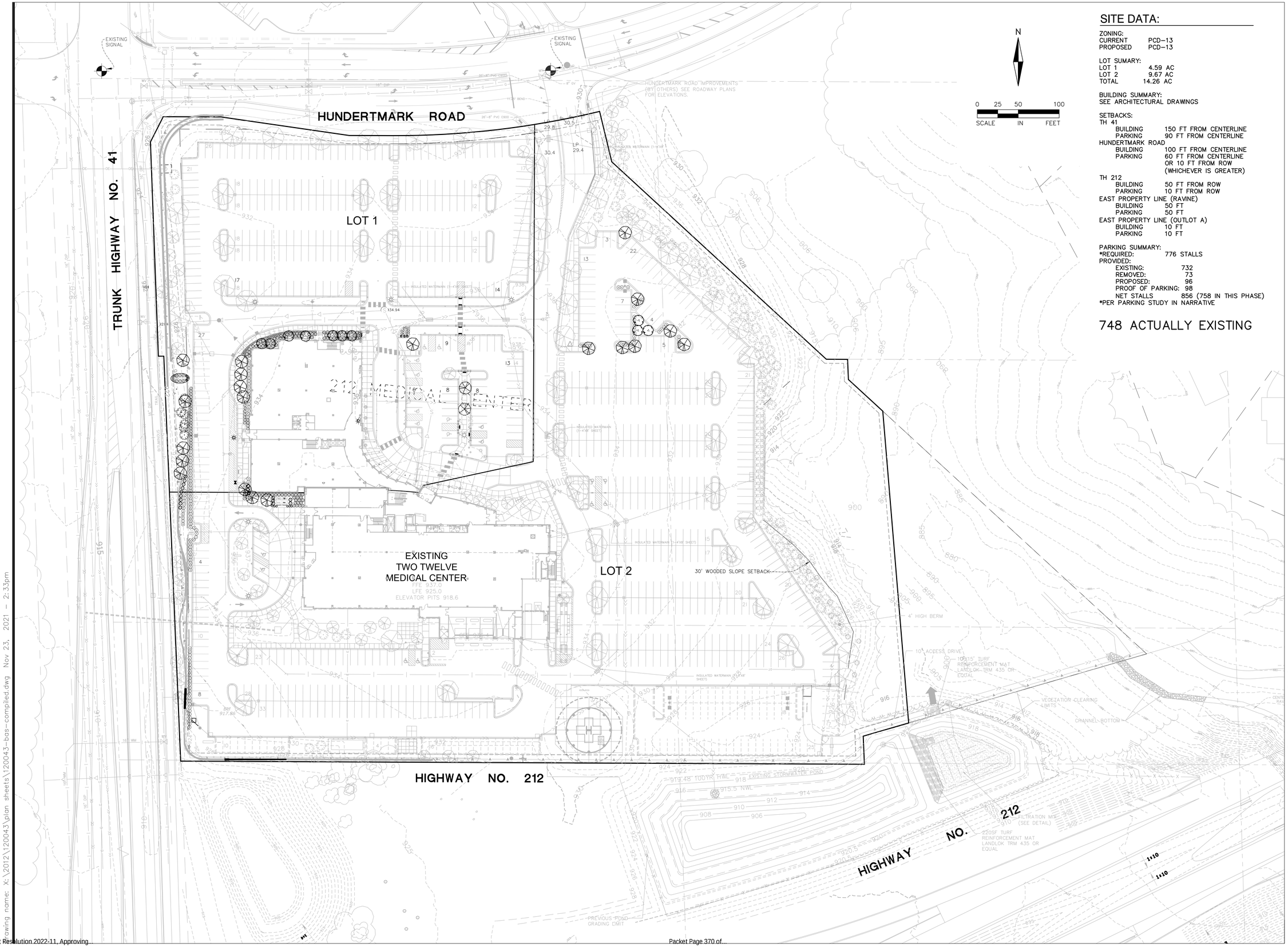
Project
Two Twelve Medical Center Expansion

Location
111 Hundertmark Rd
Chaska, MN 55318

Issued For	*Date*
SITE PLAN REVIEW	12-07-2021

Sheet Title
COVER SHEET

Project Number 21.040
Sheet Number A0



SITE DATA:

ZONING:
CURRENT PCD-13
PROPOSED PCD-13

LOT SUMARY:
LOT 1 4.59 AC
LOT 2 9.67 AC
TOTAL 14.26 AC

BUILDING SUMMARY:
SEE ARCHITECTURAL DRAWINGS

SETBACKS:
TH 41
BUILDING 150 FT FROM CENTERLINE
PARKING 90 FT FROM CENTERLINE
HUNDERTMARK ROAD
BUILDING 100 FT FROM CENTERLINE
PARKING 60 FT FROM CENTERLINE OR 10 FT FROM ROW (WHICHEVER IS GREATER)
TH 212
BUILDING 50 FT FROM ROW
PARKING 10 FT FROM ROW
EAST PROPERTY LINE (RAVINE)
BUILDING 50 FT
PARKING 50 FT
EAST PROPERTY LINE (OUTLOT A)
BUILDING 10 FT
PARKING 10 FT

PARKING SUMMARY:
*REQUIRED: 776 STALLS
PROVIDED:
EXISTING: 732
REMOVED: 73
PROPOSED: 96
PROOF OF PARKING: 98
NET STALLS 856 (758 IN THIS PHASE)
*PER PARKING STUDY IN NARRATIVE

748 ACTUALLY EXISTING

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MARK RAUSCH
Date _____ Reg. No. 43480
Project Manager

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Client
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Project
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Location
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Chaska, MN 55318

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Sheet Title
EXISTING CONDITIONS PER SITE PLAN

Project Number 21.040
Sheet Number C1

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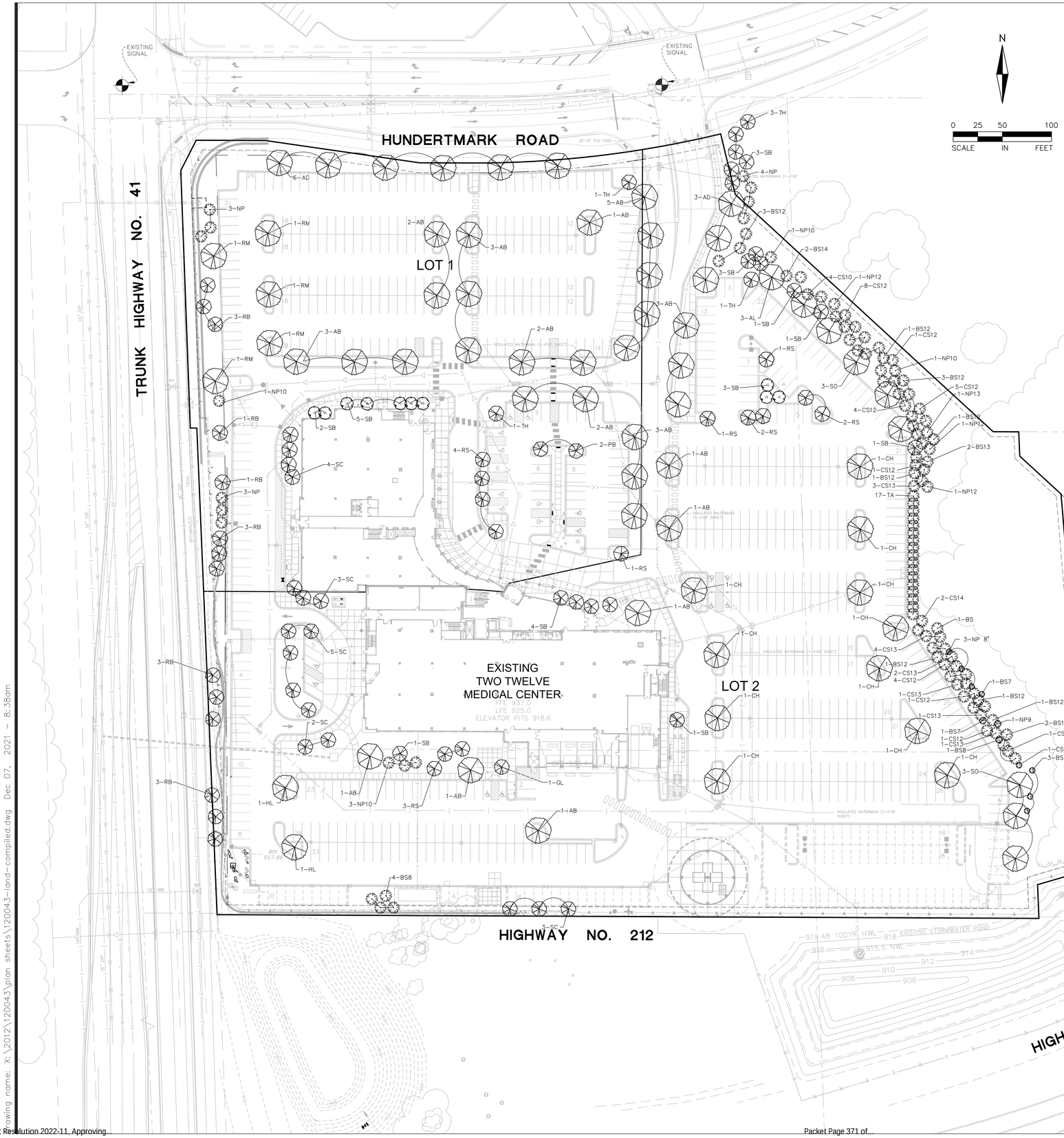

LANDSCAPE SCHEDULE

QTY.	KEY	COMMON NAME / BOTANICAL NAME
		OVERSTORY TREES
33	AB	AUTUMN BLAZE MAPLE Acer x freemanii 'Jeffersred'
9	AD	AUTUMN BLAZE MAPLE Acer x freemanii 'Jeffersred'
3	AL	AMERICAN LINDEN Tilia americana
11	CH	COMMON HACKBERRY Celtis occidentalis
2	GL	GREENSPIRE LINDEN Tilia cordata 'Greenspire'
9	HL	SKYLINE HONEYLOCUST G. triacanthos var. inermis 'Skycole'
4	PB	CLUMP RENAISSANCE BIRCH Betula papyrifera 'Renei'
20	RB	CLUMP RIVER BIRCH Betula nigra
5	RM	NORTHWOODS RED MAPLE Acer rubrum 'Northwood'
6	SO	SWAMP WHITE OAK Quercus Alba
		ORNAMENTAL TREES
19	RS	PRAIRIFIRE FLOWERING CRAB Malus 'Prairifire'
26	SB	CLUMP SERVICEBERRY A. x grandiflora 'Autumn Brilliance'
21	SC	SPRING SNOW FLOWERING CRAB Malus 'Spring Snow'
9	TH	THORNLESS HAWTHORN Crataegus crus-galli var. inermis
		CONIFEROUS TREES
8	BS	BLACK HILLS SPRUCE Picea glauca densata
4	BS8	BLACK HILLS SPRUCE Picea glauca densata
9	BS12	BLACK HILLS SPRUCE Picea glauca densata
2	BS14	BLACK HILLS SPRUCE Picea glauca densata
4	CS	COLORADO BLUE SPRUCE Picea pungens glauca
4	CS10	COLORADO BLUE SPRUCE Picea pungens glauca
17	NP	NORWAY PINE Pinus resinosa
12	NP10	NORWAY PINE Pinus resinosa
16	TA	TECHNY ARBORVITAE Thuja occidentalis 'Techny'

TREES PLANTED TO DATE

OVERSTORY TREES	102
CONIFEROUS TREES	75
ORNAMENTAL TREES	76
TOTAL =	253

NET TREE CALCULATION AT COMPLETION OF PHASE 2:

TYPE	TOTAL CALIPER INCH. PROVIDED	REQUIRED CALIPER INCH. (EX. 4-STORY, 163,085 S.F.) (PROPOSED 3-STORY ADD., 63,880 S.F.) (TOTAL BUILDING AREA, 226,965 S.F.)
DECIDUOUS OVERSTORY AND CONIFEROUS TREES	811.5	709.3
ORNAMENTAL TREES	179.8	177.3

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Location

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EXISTING TREE INVENTORY PLAN

Project Number	*Sheet Number*
21.040	L1

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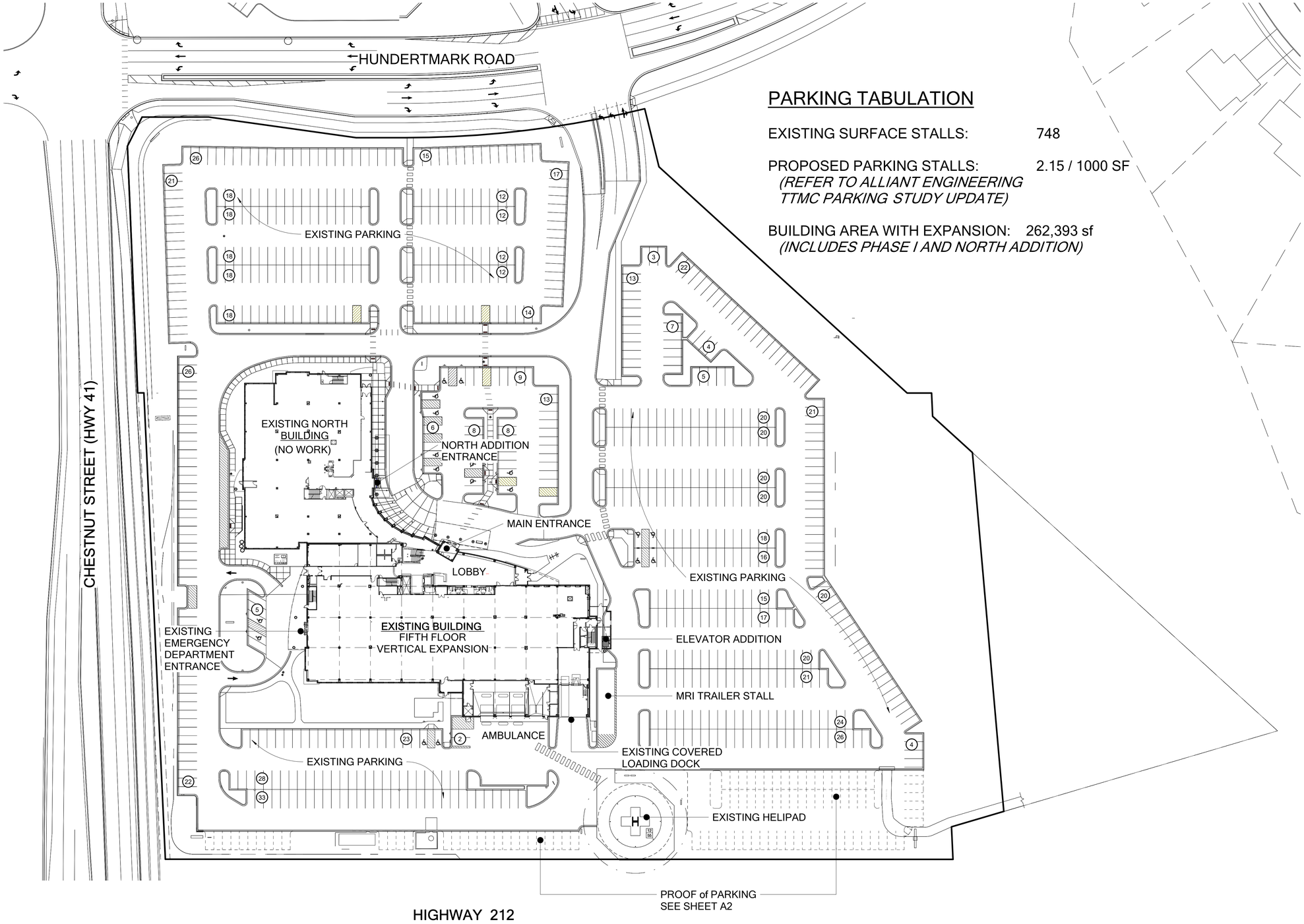

PARKING TABULATION

EXISTING SURFACE STALLS: 748

PROPOSED PARKING STALLS: 2.15 / 1000 SF
(REFER TO ALLIANT ENGINEERING TTMC PARKING STUDY UPDATE)

BUILDING AREA WITH EXPANSION: 262,393 sf
(INCLUDES PHASE I AND NORTH ADDITION)

1 SITE PLAN
A1 SCALE: 1" = 50'-0"

0' 25' 50' 100'

N

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Client
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Project
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Location
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Chaska, MN 55318

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SITE PLAN REVIEW	12-07-2021

Sheet Title
SITE PLAN - PARKING

Project Number 21.040
Sheet Number A1

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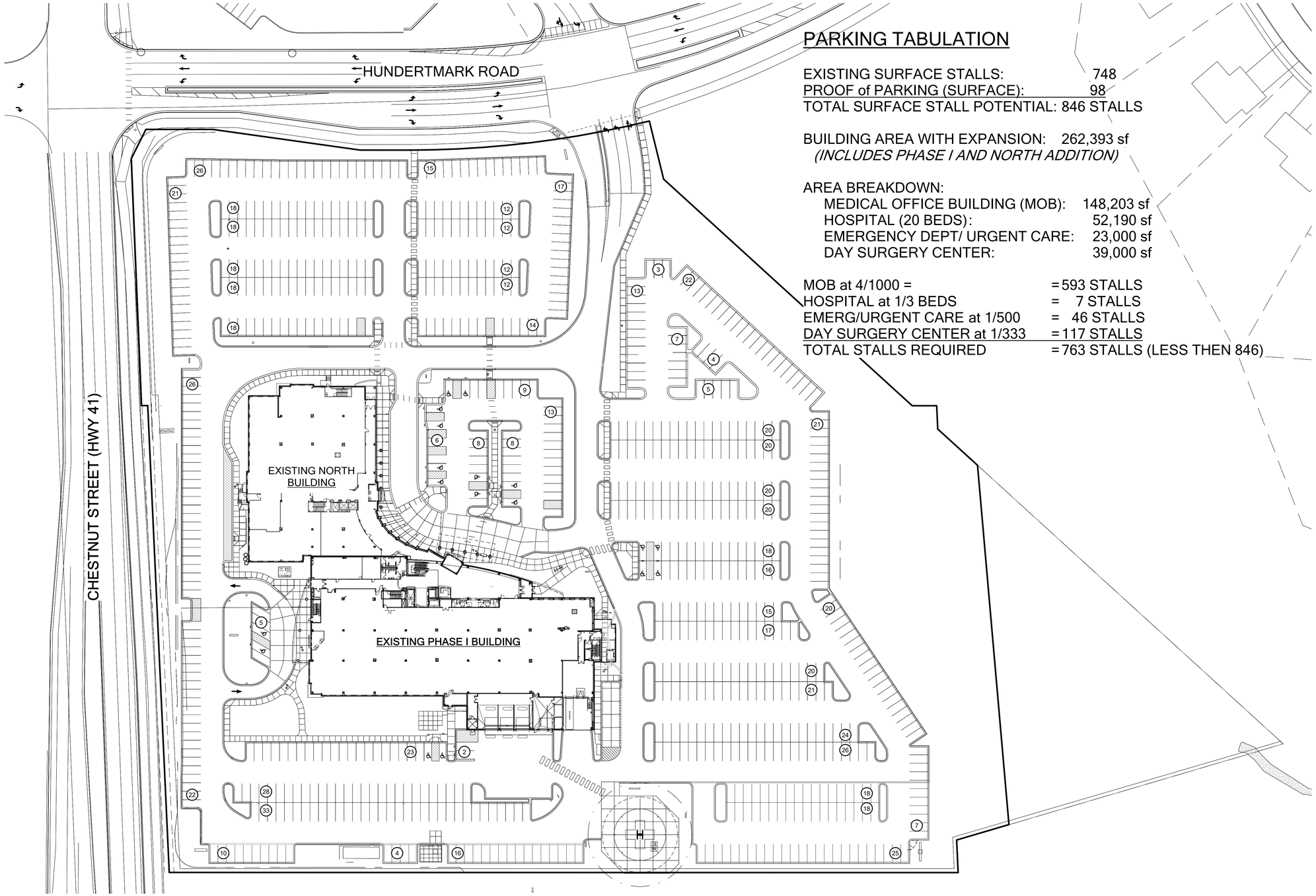

PARKING TABULATION

EXISTING SURFACE STALLS: 748
PROOF of PARKING (SURFACE): 98
TOTAL SURFACE STALL POTENTIAL: 846 STALLS

BUILDING AREA WITH EXPANSION: 262,393 sf
(INCLUDES PHASE I AND NORTH ADDITION)

AREA BREAKDOWN:
- MEDICAL OFFICE BUILDING (MOB): 148,203 sf
- HOSPITAL (20 BEDS): 52,190 sf
- EMERGENCY DEPT/ URGENT CARE: 23,000 sf
- DAY SURGERY CENTER: 39,000 sf

MOB at 4/1000 =	= 593 STALLS
HOSPITAL at 1/3 BEDS	= 7 STALLS
EMERG/URGENT CARE at 1/500	= 46 STALLS
DAY SURGERY CENTER at 1/333	= 117 STALLS
TOTAL STALLS REQUIRED	= 763 STALLS (LESS THEN 846)

1 A2 PROOF of PARKING
SCALE: 1" = 50'-0"

0' 25' 50' 100'

N

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Location
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SITE PLAN REVIEW	12-07-2021

Sheet Title
SITE PLAN - PROOF of PARKING

Project Number 21.040
Sheet Number A2

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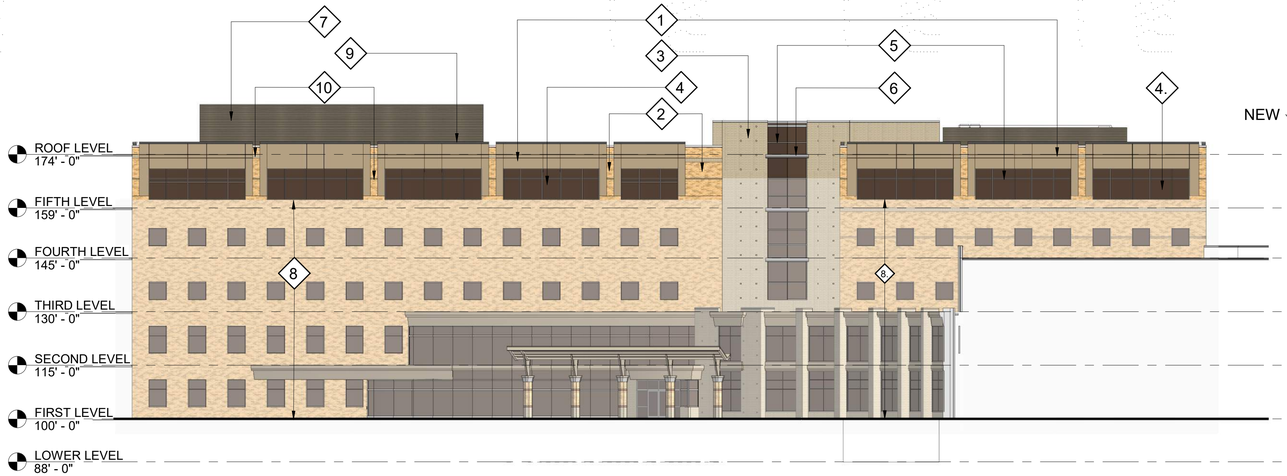
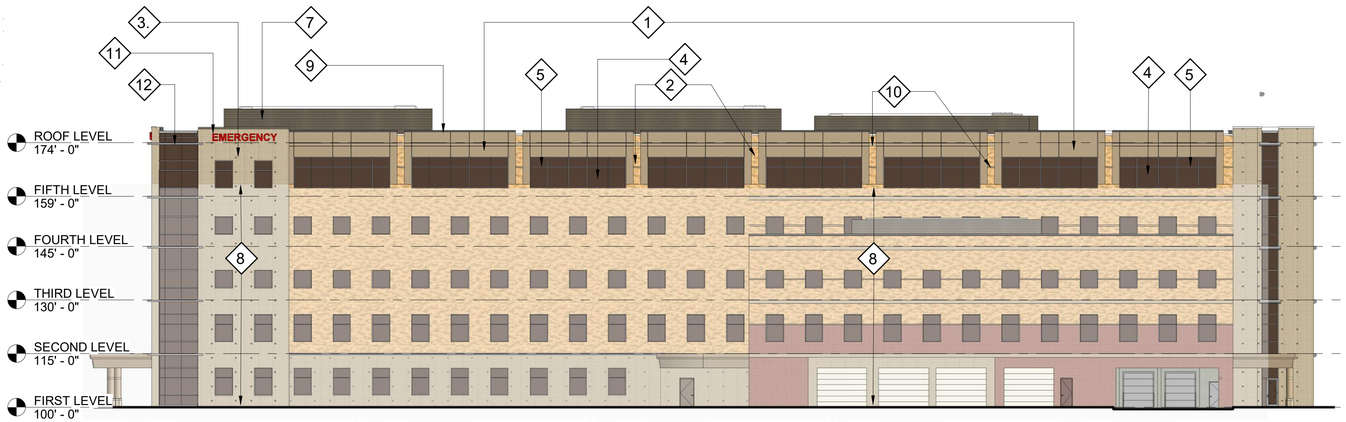


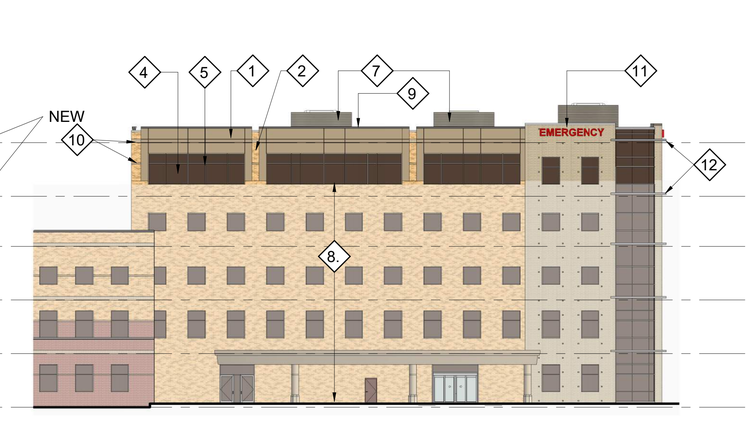
1 A3 NORTH ELEVATION
SCALE: 1" = 20'-0"



3 A3 EAST ELEVATION
SCALE: 1" = 20'-0"



2 A3 SOUTH ELEVATION
SCALE: 1" = 20'-0"



4 A3 WEST ELEVATION
SCALE: 1" = 20'-0"

212 MEDICAL CENTER

Wall Area	Total Area	Glass	Glass %	Brick	Brick %	Metal MCM	Metal MCM %	HM Doors	HM Doors %	OH Doors	OH Door %	Total
North - Existing	22,131	7,347	33.2%	13,669	61.8%	1,088	4.9%	27	0.1%	0	0.0%	100.0%
South - Existing	21,000	4,043	19.3%	16,042	76.4%	239	1.1%	60	0.3%	616	2.9%	100.0%
East - Existing	19,210	4,858	25.3%	13,341	69.4%	1,011	5.3%	0	0.0%	-	0.0%	100.0%
West - Existing	19,434	4,430	22.8%	14,473	74.5%	507	2.6%	24	0.1%	-	0.0%	100.0%
North - New 5th Level	5,850	2,034	34.8%	1,802	30.8%	2,014	34.4%	0	0.0%	0	0.0%	100.0%
South - New 5th Level	6,024	2,236	37.1%	1,688	28.0%	2,100	34.9%	0	0.0%	0	0.0%	100.0%
East - New 5th Level	2,843	699	24.6%	1,522	53.5%	622	21.9%	0	0.0%	-	0.0%	100.0%
West - New Fifth Level	2,740	1,076	39.3%	819	29.9%	845	30.8%	0	0.0%	-	0.0%	100.0%
Total Area	**99,232**	**26,723**	**26.9%**	**63,356**	**63.8%**	**8,426**	**8.5%**	**111**	**0.1%**	**616**	**0.6%**	**100.0%**

EXTERIOR MATERIAL KEYNOTES

1	PRE-FINISHED ARCHITECTURAL METAL WALL PANEL
2	BRICK COLOR #1 (CHASKA BRICK)
3	BRICK COLOR #2 (GRAY BRICK)
4	REFLECTIVE LOW E GLASS
5	ANODIZED ALUMINUM WINDOW FRAMES
6	ANODIZED ALUMINUM BAND MULL COVER
7	MECHANICAL RTU SCREEN - HORIZONTAL RIBBED
8	EXISTING CONSTRUCTION
9	PRE-FINISHED METAL COPING
10	BRICK COLOR #2 ACCENT BANDS (GRAY BRICK)
11	EXISTING SIGN RELOCATED
12	ALUMINUM SUNSCREEN

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Date Date Reg. No. 16362
Project Manager
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Client
two twelve MEDICAL CENTER

Project
Two Twelve Medical Center Expansion

Location
111 Hundertmark Rd
Chaska, MN 55318

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Sheet Title
EXTERIOR ELEVATIONS

Project Number 21.040
Sheet Number A3

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NORTHEAST PERSPECTIVE



SOUTHEAST PERSPECTIVE



VIEW FROM HIGHWAY 41 & 212 BRIDGE



VIEW FROM HUNDERTMARK ROAD AND HIGHWAY 41 INTERSECTION

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Date Date Reg. No. 16362

Project Manager

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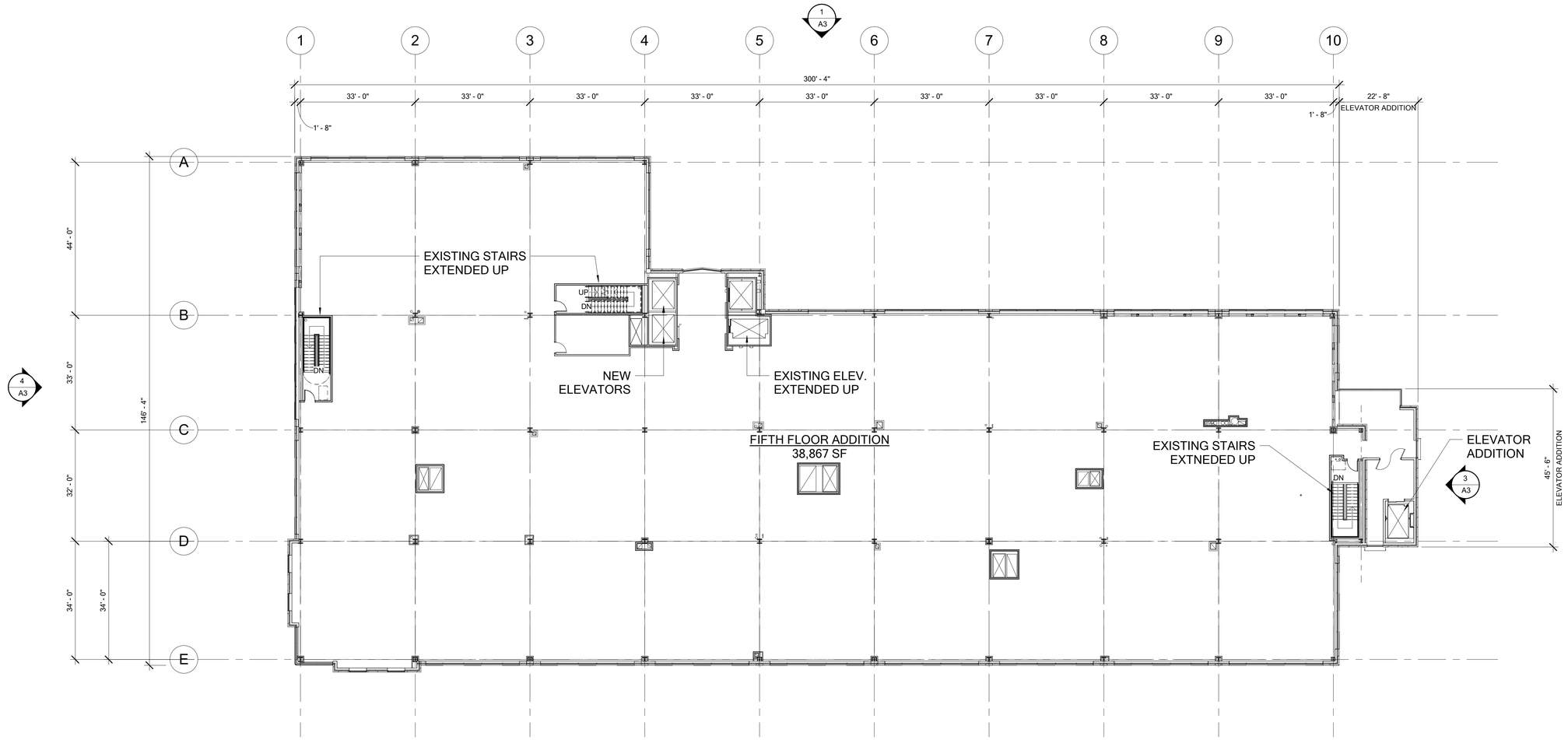
Sheet Title

RENDERINGS

Project Number 21.040

Sheet Number A4



1 FIFTH LEVEL SPR
A5 SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

N

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Project Manager

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SITE PLAN REVIEW	12-07-2021

Sheet Title

FLOOR PLAN

Project Number 21.040

Sheet Number A5



SOUTHWEST PERSPECTIVE of BUILDING at FULL BUILD-OUT

BUILDING AREA WITH THIS EXPANSION:	262,393 sf
FUTURE SIXTH FLOOR - PHASE I BUILDING:	38,867 sf
FUTURE 3-STORY NORTH ADDITION EXPANSION:	54,962 sf
IMAGING EXPANSION:	3,750 sf
EMERGENCY DEPARTMENT EXPANSION:	4,500 sf
BUILDING AREA FULL BUILD-OUT:	364,473 sf

MULTI-LEVEL PARKING DECK BUILT TO SUPPORT ACTUAL PARKING LOAD AND PROOF-of-PARKING PER CITY PARKING STANDARDS.

1 A6 MASTER PLAN - FULL BUILD-OUT
SCALE: 1" = 50'-0"

0' 25' 50' 100'

N

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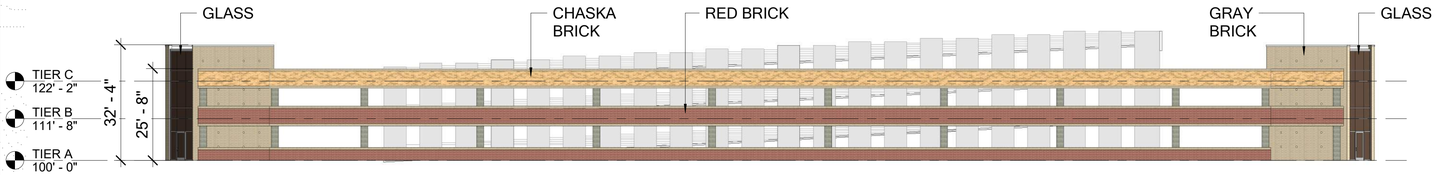
SITE PLAN REVIEW	12-07-2021

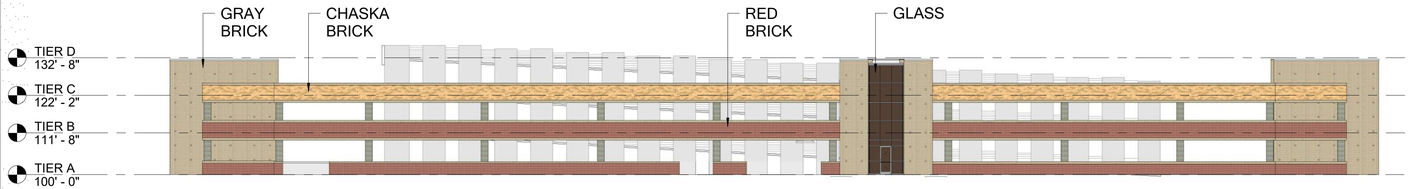
Sheet Title
MASTER PLAN FULL BUILD-OUT

Project Number 21.040
Sheet Number A6

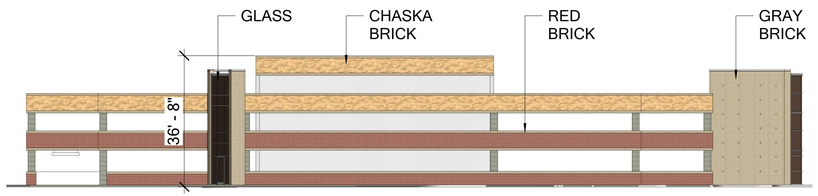
12/7/2021 10:45:05 AM



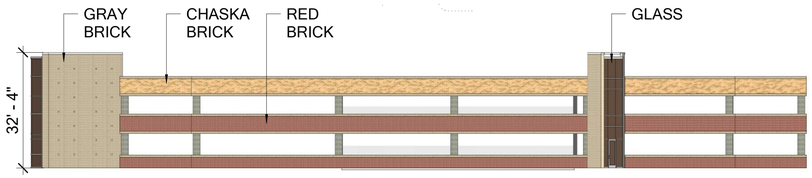
1 A7 PARKING DECK EAST
SCALE: 1" = 20'-0"



3 A7 PARKING DECK WEST
SCALE: 1" = 20'-0"



2 A7 PARKING DECK NORTH
SCALE: 1" = 20'-0"



4 A7 PARKING DECK SOUTH
SCALE: 1" = 20'-0"

PROOF-of-PARKING TABULATION
FULL BUILD-OUT

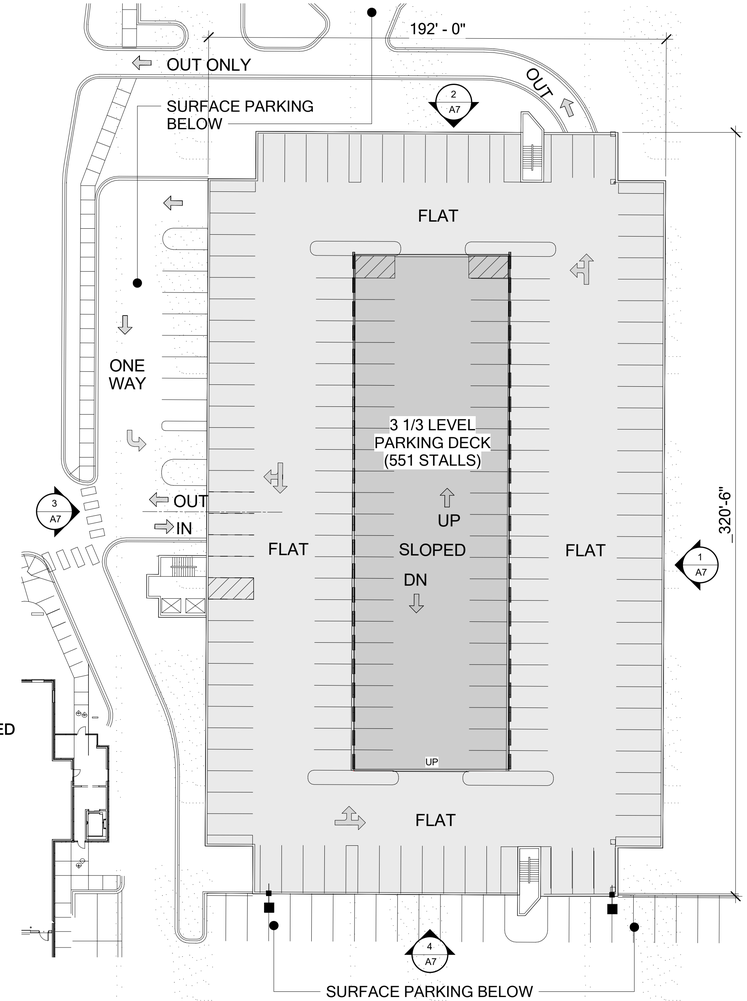
BUILDING AREA W/ THIS EXPANSION *(SEE BREAKDOWN ON SHEET A2)*	262,393 sf	763 STALLS

PARKING TABULATION FOR FUTURE BUILD-OUT

6TH FLOOR TTMC (MOB)	38,867 sf	
4TH, 5TH & 6TH FLOORS NA (MOB)	54,962 sf	
MEDICAL OFFICE BLDG (MOB) TOTAL	93,829 sf	375 STALLS (4/1000)
IMAGING EXPANSION (4/1000)	3,750 sf	15 STALLS
EMERGENCY DEPARTMENT (3/1000)	4,500 sf	14 STALLS
TOTAL FUTURE BUILD-OUT	**364,472 sf**	**1,167 STALLS REQUIRED**

PARKING DECK PARKING CALCULATION

TIER A (ON GRADE)	143 STALLS
TIER B	181 STALLS
TIER C	181 STALLS
1/3 TIER	46 STALLS
TOTAL PARKING DECK	**551 STALLS**
NET SURFACE PARKING NOT INCLUDING TIER A	620 STALLS
TOTAL PROOF-of-PARKING	**1,171 STALLS**



5 A7 PARKING DECK PLAN
SCALE: 1" = 30'-0"

I hereby certified that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota

Edward A. Farr
Date Date Reg. No. 16362
Project Manager
DLA
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EDWARD FARR ARCHITECTS INC
7710 Golden Triangle Drive
Eden Prairie, Minnesota 55344
Tel: 952.943.9660
www.edfarrarch.com

Client
two twelve MEDICAL CENTER

Project
Two Twelve Medical Center Expansion

Location
111 Hundertmark Rd
Chaska, MN 55318

Issued For	*Date*

Sheet Title
PROOF-of-PARKING
PARKING DECK

Project Number 21.040
Sheet Number A7

12/22/2021 3:08:22 PM

REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/24/22

Subject: **Ess Lot & Ernst Home (Chaska Yards) – Concept Plan**

Applicant: Carvery County CDA

Location: 217 Walnut Street and 211 Walnut Street

Case No.: 2022-06

Synopsis: Applicant seeks to obtain approval of a concept plan to construct 3 new housing units on 217 Walnut Street and restore the Ernst Home for a total of 4 owner-occupied units

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

In the middle of 2014, the City approved the relocation of the Riedele House (Ernst House) from the Firemen's Park lot to the empty lot at 211 Walnut Street to help aid in the redevelopment efforts of Firemen's Park. The home has since been relocated and has been sitting vacant on this lot for some time.

In late 2014, a fire caused major damage to the Ess House at 217 Walnut Street, which is on the lot just north of the Ernst House. In 2015, the City stepped in to purchase it, with the express goal of saving the building. The City went through two grant cycles (2015 & 2016) with the State Historic Preservation Office (SHPO) in hopes of obtaining significant funds to help save the home. The City was unsuccessful in both of these grant applications and thus had no other option but to demolish the home, which was done in 2017.

In December 2018, a Concept Plan was approved for 7 residential rental units by Talle & Associates, Inc. In June 2019, a Preliminary Site & Building Plan, Preliminary Plat, and Rezoning (PRD-74) was approved for the same project. The project did not move forward from Preliminary approval, citing financing issues.

The City currently owns both parcels. The City has been marketing the Ess lot and Ernst Home for redevelopment so that the Ess lot can be built on and the Ernst House can be rehabbed.

PROJECT GOALS

The developer has identified the following goals below for this project:

- Build on the historic fabric of Downtown Chaska
- Provide high quality open spaces for residents
- Add high-quality housing to the town center to create new walkable housing option for residents
- Contribute to the historic preservation of the city's architectural heritage

CURRENT PROPOSAL

The applicant, Carver County CDA, is requesting approval of a concept plan to (211 and 217 Walnut Street) incorporate four residential owner-occupied units: one unit in the renovated Ernst House with a private patio area, three new individual housing units with private yards, and a new detached garage. One garage and one surface parking space would be provided for each housing unit. These units will be affordable housing units sold to households at 80% Area Median Income (AMI).

Adjacent properties

The site is bound on the north by commercial, to the west by an alleyway and commercial, the south by a city-owned parking lot, and the east by Walnut Street and residential.

Existing Conditions

The Ess lot (0.2 acres) and Ernst Home lot (0.2 acres) together are 0.4 acres in total. The Ess lot is currently vacant and used to house the Joseph Ess House. In 2014 a fire caused significant damage to the home and it was subsequently demolished in 2017. The Ernst Home was originally located on the Firemen's Park lot but was subsequently relocated to 211 Walnut Street to aid in the redevelopment of the park. It has been sitting vacant on 211 Walnut Street since 2015.

Land Use

The two lots are currently in the Planned Residential Development (PRD-74) zoning district, which was put in place with the previous Talle & Associates, Inc. project. This zoning district allows for multi-family residential, however, will need to be amended to reflect the new use and project.

Layout/Transportation/Sidewalks

The new houses are organized around a small "commons," which provides space for gathering and meeting with neighbors and friends. The commons also engages the Ernst House, unifying the old with the new. South of the commons is a larger community space that will incorporate sites for private gardens and a small play area, as well as stormwater management and a possible geothermal system. Both the new housing and the Ernst House will also have private yards, ideally separated from more public spaces and each other by low fences, to clearly define spaces that are for personal use. These yards will have room for small patios and amenities like grilles, tables, and chairs.

The site has a central walkway that connects the proposed Paseo to Walnut Street and provides access to all the units, including the Ernst House. At the east end, an entrance wall, steps, and landscaping will help define the sense of entry to the site and provide a small bank of locked boxes for mail delivery. At the west end, a low gate from the Paseo will reinforce that the interior site is not a public space but may occasionally be traversed by visitors. The walkway provides access to the garages and the garbage/recycling bins for residents.

Currently, the available vehicle access points for the property are in the rear from the alleyway via a small parking area; there is a detached garage also situated near the rear of the property that will provide an interior stall for each housing unit. The alleyway gains access from 3rd Street East, and from the City-owned parking lot to the south, however the 3rd street access will eventually be relocated to the parking lot just west of it when the paseo goes in. Two

additional parallel parking stalls are shown in the rear accessed from the alleyway, which are for visitors or the public to use. The relationship of these parking stalls appear awkward in relationship to the alleyway since in the future the alleyway on the north side will be closed off. It will be important in the preliminary to show how these parking stalls relate to the future paseo and provide appropriate access.

Paseo
It should be noted that as a part of the Downtown Master Plan, the paseo concept was mentioned as a part of the alleyway in the rear of these lots. Specifically, *"Main Street" will be complemented by attractive "Town Center" cross-streets, as well as the Brick City Paseo paralleling it to the east and west.* The paseo concept was a plan to mitigate noise, buffer and provide a beautiful walk for pedestrians. The alleyway behind the businesses fronting Highway 41 was targeted as a paseo opportunity to give pedestrians an alternative versus walking down the busy highway. HKGI have been working on designs for the paseo that runs in between this block that has been attached as a supplement to this packet.

Because of this paseo concept, it will be important that the west side of this lot, which abuts the paseo, shows an appropriate edge. Staff will require the applicant to provide an analysis of this edge via plans and section drawings to show how they will be providing an appropriate relationship between their site and the paseo during their preliminary submittal.

Utilities
Sewer and water utilities are available to serve the site.

Setbacks
The setbacks are the same that have been established by PRD-74. Namely, the front yard setback (east) is 10 feet. The rear yard setback shall be 20 feet. The side yard setback is 5 feet. Parking setbacks are 3 feet from property lines.

Architecture
The architecture of the new construction will be very important for this project as it is a site that is located in downtown Chaska and also a national district (Walnut Street Historic District).

Ernst Home
The Ernst Home will be relatively unchanged on the exterior, with the exception of maintenance work and the orientation of the front porch entrance relocating to the front (east) side of the home (vs the north side). The Historic Ernst house that was moved to this site will be restored back to a single-family house. Currently the house has interior modifications that converted it to a commercial office structure and a rental unit on the second floor. These recent modifications will be removed and reconfigured to become a historic 3-bedroom house:

- The brick will be repaired, with appropriate mortar being installed and bricks chosen to match where they need to be replaced.
- Historic images will guide porch repair.
    - Chaska Historical Society provided photos of the historic house; it appears that the current elements are in fact the historic elements on the house.
    - The columns, cornice, dentils, balusters, and railings will be repaired where possible.

    - Where elements are missing or too deteriorated for reuse, the historic elements will be used to fabricate replica pieces.
- The back entrance canopy will be reinstalled, but still waiting on additional historic photographs to help guide that design.
- Historic windows will be repaired.
- More recent windows will be replaced with new windows to match the historic configuration.
- Exterior trim will be repaired.
- The interior will be reconfigured with new finishes/fixtures for a family.
- The design will maximize the retention of historic materials/configuration/finishes as part of the project.

New Housing Units

The new units are designed to be "respectful" to the historic Ernst Home. They will include lap siding with simple bands and potentially varying lap dimensions. Brick is not used on these new buildings in order to keep costs down as well as not create a false sense of history. The new units will have the same floor plans, but their orientations shifted around the Community Green spaces. The general floor plan is a split level to take advantage of the sloped site and use a very efficient structural system. But more importantly, the split level allows for compatibility with the Ernst house, so the height of the new structures do not dominate the site, but rather "act in concert" with the historic house. The floor plans will include two bedrooms, a shared bathroom, laundry storage, and mechanical on the lower level; a mid-level entrance out to the commons; a main bedroom and bathroom, kitchen, dining, living, guest powder room, and exterior door on the upper level.

There is a parking garage proposed in the rear of the property that will house 4 parking stalls, plus 4 surface stalls. The applicant has not provided a detailed elevation of this structure at this point, however, the design of such should be done to match the new units and complement the Ernst House. The HPC have already commented that this building should utilize a pitched roof like the proposed housing units and Ernst House, and staff agrees. In addition, this building will be facing the alleyway/paseo, and thus will be significant in terms of the design and architecture provided on its west façade. Staff will stress the importance of providing 360-degree architecture on this building to ensure its western edge is aesthetically pleasing as well as the southern edge as it abuts a public parking lot. That could also include looking at qualitative garage doors that provide an appealing edge.

Looking at the elevation concepts provided it appears that the new is significantly differentiated from the old, however, it does not appear to be compatible or complementary to the historic context/Ernst Home. The design looks too contemporary still. Staff would recommend to the applicant to further explore historic elements such as larger front porches, gabled front facades, details in the cornice, detailed/decorative window trim, decorative porch railings, etc, that can show attributions to Chaska's historical design. These elements will be of most importance as there is no brick being proposed, which was an intentional decision by the applicant to help save on cost. Chaska-colored full face brick is typically a significant material application to help provide a nod to Chaska context. SHPO has also commented that this is a significant/compatible application for the historic Walnut Street District (their comment letter from June 2019 is attached to the packet). With that said, significant

attention should be made to other elements/designs on the homes that can provide more compatibility to the historic context. The HPC shared these comments.

The applicant should continue to refine the above noted items so as to create a complementary appearance with the historic context. Staff will continue to work with the applicant on these items as the overall design should achieve a lasting impression on the fabric of downtown Chaska.

Landscaping
Landscaping will be required for this site. Staff would like to see how the front area of the site can be landscaped to provide an aesthetically pleasing edge to the Walnut Street District. The landscaping shall be done in a way that helps complement the site and provide a nice entrance into the units. This should also be addressed in some manner on the western side of the site. It should also meet section 15.28.070 of the zoning ordinance in terms of species, quantity and size.

Parking
The parking proposed will provide two parking spaces for each unit (one parking garage stall and one surface parking stall). In addition, there are two parallel stalls off the alleyway to be used by the public or visitors. In total, there will be 10 on-site parking stalls. Staff finds that this meets the parking requirements for this type and size of use. Additional on-street parking is provided in front of the buildings.

Platting
This site will have to undergo preliminary and final plat. Currently the lot is showing to encroach into the City-owned parking lot to the south. The plat will have to correct this encroachment. The City currently owns the site and will ultimately be selling it to the applicant, therefore, they City and applicant will have to work to achieve a plat that makes sense for the site and the City's needs.

HPC Meeting January 4, 2022 and SHPO Comments
The City and applicant conducted a Heritage Preservation Commission meeting on Tuesday, January 4, 2022. The purpose of this meeting was to address the project as it relates to this historic structure, Ernst Home, and the Walnut Street Historic District. The HPC were favorable of the layout proposed, however, the design of the new housing units, and detached garage need to be more enhanced as it comes through the next steps. Meaning the buildings should be designed more appropriately with the historic setting and the garage should install a pitched roof to fit in with the other housing units. The applicant still has to undergo, and receive approval on, a Site Alteration Permit (SAP) with the HPC, which would be done with the preliminary application process.

In addition to the HPC, the State Historic Preservation Office (SHPO) has provided comments on the previous project proposed on this site in 2019. Their comment letter is attached. It provides analysis related to spatial relationships, materials, etc, which are all, in some respect, relevant to what is proposed with this project. The applicant has had two meetings with SHPO representatives to discuss their current project proposed this evening. The applicant states their feedback has been generally favorable. The applicant will be required to submit a formal

application for their review, which they plan to do after Concept Plan approvals have been received.

Deadline for Agency Action
The City of Chaska received the complete application for this request on Wednesday, December 29, 2021. Pursuant to Minnesota State Statutes the City is to act on this request by **Sunday, February 27th, 2022 (60 days)**, however the City can provide the petitioner with a written letter for an additional 60-day review period for further review if so needed. This additional review period can extend to Thursday, April 28, 2022. The City may, with the petitioner's consent, extend the review period beyond the Thursday, April 28, 2022 date for an additional 60 days. 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:
Motion to recommend to City Council approval of the Concept Plan for 4 housing units on the Ess Lot and Ernst Home, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-5), prepared by MacDonald & Mack Architects, dated December 29, 2021
    b. Chaska Yards Context Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    c. Chaska Yards Existing Conditions Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    d. Chaska Yards Site Forces Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    e. Chaska Yards Site Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    f. Chaska Yards Birdseye View (pgs 1-9), prepared by MacDonald & Mack Architects, dated December 28, 2021
    g. Floor Plans, prepared by MacDonald & Mack Architects, dated December 28, 2021
    h. Ernst House Elevations, prepared by MacDonald & Mack Architects, dated December 28, 2021
    i. New Housing Unit Elevations, prepared by MacDonald & Mack Architects, dated December 28, 2021
2. Adherence with the City Engineers Memo dated January 5, 2022.
3. Provision of an analysis on the qualities of the edge and spatial relationship between the surface parking lot and alleyway/paseo on the western edge of the site to be provided during preliminary submittal.
4. Provision of an access analysis for all parking stalls oriented off the alleyway and to be provided during preliminary submittal.
5. Provision of 360-degree architecture be provided on the west and south facades of the detached garage.
6. Provision that traditional historic Chaska details are explored further in the new housing units and detached garage building to be submitted at preliminary submittal.
7. Provision that mechanical equipment will be fully screened from view.
8. Provision of decorative garage doors on the parking garage building are used.
9. Provision of an approved Site Alteration Permit by the HPC for the Ernst Home and Ess Lot (Chaska Yards) prior to final submittal.
10. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
11. Provision that building code is adhered to for all buildings.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-3 approving the Concept Plan for 4 housing units on the Ess Lot and Ernst Home (PC #2022-06).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 01/24/2022 RESOLUTION NO. 2022-3

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Concept Plan for 4 Housing Units on the Ess Lot and Ernst Home/Carver County CDA/PC #2022-06

WHEREAS, the applicant, Carver County CDA, is requesting approval of a concept plan to (211 and 217 Walnut Street) incorporate four residential owner-occupied units: one unit in the renovated Ernst House with a private patio area, three new individual housing units with private yards, and a new detached garage; and

WHEREAS, one garage and one surface parking space would be provided for each housing unit; and

WHEREAS, these units will be affordable housing units sold to households at 80% Area Median Income (AMI); and

WHEREAS, the new houses are organized around a small "commons," which provides space for gathering and meeting with neighbors and friends; and

WHEREAS, the site has a central walkway that connects the proposed Paseo to Walnut Street and provides access to all the units, including the Ernst House; and

WHEREAS, because of this paseo concept, it will be important that the west side of this lot, which abuts the paseo, shows an appropriate edge; and

WHEREAS, namely, the front yard setback (east) is 10 feet; the rear yard setback shall be 20 feet; the side yard setback is 5 feet; and parking setbacks are 3 feet from property lines; and

WHEREAS, looking at the elevation concepts for the new housing units it appears that the new is significantly differentiated from the old, however, it does not appear to be compatible or complementary to the historic context/Ernst Home; and

WHEREAS, staff would recommend to the applicant to further explore historic elements such as larger front porches, gabled front facades, details in the cornice, detailed/decorative window trim, decorative porch railings, etc, that can show attributions to Chaska's historical design; and

WHEREAS, the applicant will be required to submit a formal application for SHPO's review, which they plan to do after Concept Plan approvals have been received; and

WHEREAS, on January 12, 2022 the Planning Commission recommended approval to the City Council of the Concept Plan for 4 Housing Units on the Ess Lot and Ernst Home (PC#2022-06); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Concept Plan for 4 Housing Units on the Ess Lot and Ernst Home (PC#2022-06), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-5), prepared by MacDonald & Mack Architects, dated December 29, 2021
    b. Chaska Yards Context Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
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    i. New Housing Unit Elevations, prepared by MacDonald & Mack Architects, dated December 28, 2021
2. Adherence with the City Engineers Memo dated January 5, 2022.
3. Provision of an analysis on the qualities of the edge and spatial relationship between the surface parking lot and alleyway/paseo on the western edge of the site to be provided during preliminary submittal.
4. Provision of an access analysis for all parking stalls oriented off the alleyway and to be provided during preliminary submittal.
5. Provision of 360-degree architecture be provided on the west and south facades of the detached garage.
6. Provision that traditional historic Chaska details are explored further in the new housing units and detached garage building to be submitted at preliminary submittal.
7. Provision that mechanical equipment will be fully screened from view.
8. Provision of decorative garage doors on the parking garage building are used.
9. Provision of an approved Site Alteration Permit by the HPC for the Ernst Home and Ess Lot (Chaska Yards) prior to final submittal.
10. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
11. Provision that building code is adhered to for all buildings.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 24th day of January, 2022.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 5, 2022**
Subject: **Ess Lot and Ernst Home (Chaska Yards) – Concept Plan**

The design of the new parking lot and paseo that is being constructed with the TH 41 Downtown Chaska project this summer requires vehicle closure restrictions for access and parking within the alley corridor. Areas north and south of the new City parking lot entrances will be restricted from allowing vehicles to enter and exit off of 2nd and 3rd Streets. The proposed parking and entrance design shown in the layout will need to be further evaluated and coordinated with the City's paseo' design being constructed this summer. The preliminary design will need to focus on aligning parking entrances and evaluating turning movements for vehicle circulation entering and exiting the new complex.

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

June 28, 2019

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

RE: Rehabilitation of the Riedele (Ernst) House, 211 Walnut Street North
Construction of new townhomes/carriage houses at 217 Walnut Street North
Chaska, Carver County
SHPO Number: 2019-1730

Dear Ms. Hanson,

Thank you for consulting with our office regarding the above referenced project. Information received in our office on May 29, 2019 has been reviewed pursuant to the responsibilities given the State Historic Preservation Office by the Minnesota Historic Sites Act. Our comments are provided below.

As you are aware, we previously commented on the Environmental Assessment Worksheet (EAW) that was prepared for the demolition of the Joseph Ess House, which was formerly located at 217 Walnut Street North. The Joseph Ess House was a contributing property within the Walnut Street Historic District, which is listed in the National Register of Historic Places (NRHP). In our letter dated January 12, 2017, we recommended that any new infill construction at this location should be designed in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (Standards), specifically Standards 9 and 10.

You have now submitted a project submittal titled "Ess Lot and Ernst Home Redevelopment." As we understand it, the adjacent Riedele (Ernst House) was moved to its current site at 211 Walnut Street North and will be rehabilitated as part of this project. The currently vacant lot at 217 Walnut Street North will be redeveloped to include townhomes with associated carriage houses/garages. We have reviewed the following materials included with your May 22, 2019 submittal:

- Memo dated May 7, 2019 from Laura Russ of Talle & Associates to Nate Kabat, Kevin Ringwald and Liz Hanson, City of Chaska, titled *Preliminary Plan Submission for Ernst House Parcel*; and
- Excerpt (pgs 74 & 75) from the Preservation Design Manual, Chaska, MN (December 23, 2003): (Philip) Riedele House "Existing Conditions" and "Renovation Potential"; and
- Preliminary Site Plans (dated 5/7/19) for the "Ernst House Redevelopment."

Our comments as they pertain to the proposed project and its adherence to the Standards are provided below.

Reidele House Rehabilitation

- Please provide a scaled elevation drawing which illustrates the historic house adjacent to the proposed infill at all elevations.
- Any masonry cleaning must be achieved using the gentlest methods possible. These parameters will need to be clearly indicated in all construction documents. Abrasive cleaning measures, especially sandblasting, strong acids (particularly fluoride-based acids), or high-pressure water cleaning and/or metal bristle brushes are not recommended.

- Repointing shall only occur where necessary. In order to meet Standards, repointing mortar must match the historic mortar in color, texture, strength, joint width and joint profile. Repointing work must be accomplished with minimal damage to surrounding materials and in accordance with the guidance provided in **Preservation Brief 2, Repointing Mortar Joints in Historic Masonry Buildings** - https://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm. This guidance should also be incorporated into the specification development and construction documents for this project.
- Historic windows and doors should be retained, repaired, and reused whenever possible. If the historic doors and windows are beyond repair, please submit visual documentation and a written assessment of their condition or deficiencies. Has the project considered introducing a storm window to improve historic window performance?
- Wood clad windows are an acceptable replacement window when necessary. Please provide details at the sill, head, jamb, and meeting rails of the historic window and the proposed replacement window.
- Historic openings and windows should not be infilled. Please provide more information regarding any proposed infill.
- Cabinets, walls, and new systems should be held back a minimum of 5 feet from all glazing and should not intersect with any windows.
- Staff has concerns about the proposed design of the front porch. We understand that the photos from the design manual shows a porch floor at-grade and that you are achieving an ADA accessible entrance by placing the first floor porch at-grade. However, historically this porch would most likely have been lifted off the ground either with a footing or with a wood structure sitting on grade. Please submit a historic photograph to support the porch at-grade or reconsider your design to take into consideration a more standard historic porch feature and design detail. Salvaged historic porch materials should be reused whenever possible.

New Townhomes/Carriage Houses

- It appears that historically the outbuildings for this house were also brick. As such, the total impact of the mass, scale, and quantity of lap-siding proposed on the carriage houses/garages overwhelms the disproportionately small amount of brick retained and used on this site.
- The proposed mass of the carriage houses/garages is overwhelming to the site. The units should be broken up, preferably to be more in line with the proposed walkway between the historic house and the new townhomes. Also, the overall height and mass of the carriage house/garage directly behind the Reidele house should be reduced.
- Additionally, the north elevation of the townhomes must have more articulation. There is a large expanse of lap siding with no fenestration, design articulation, or detail.

Please take our above comments into consideration and submit the requested information and revised drawings for our review.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, Procedures of the Advisory Council on Historic Preservation for the protection of historic properties. If this project is considered for federal assistance, or requires a federal permit or license, it should be submitted to our office by the assisting federal agency.

Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us if you have any questions regarding our review or would like to discuss next steps, including whether or not the City would welcome the opportunity to discuss comments and recommendations provided in this letter with myself and SHPO Design Reviewer for the proposed project.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc: Michael Koop, Minnesota State Historic Preservation Office



BENCHMARKS (BM)

(NAVD 88)

1) MnDOT 1008R survey disk in bridge railing in Chaska, 2.2 miles south along Trunk Highway 41 from the junction of Trunk Highway 41 and Trunk Highway 212, in rail in the northeast corner bridge rail of Trunk Highway 41 bridge number 10012 over the Minnesota River, 29.8 feet east of Trunk Highway 41.
Elevation = 727.548 feet

2) Scribed "X" 2.0'± feet easterly of the west end of the concrete wall in the northwest corner of the subject property.
Elevation = 734.81 feet

3) Top of spike in the northwest side of the power pole located midway along the west boundary of the subject property.
Elevation = 733.64 feet

4) Top of top nut of fire hydrant in the southeast quadrant of 3rd Street and Walnut Street.
Elevation = 734.24 feet

GENERAL NOTES

1.) Survey coordinate and bearing basis: Carver County coordinates

2.) Adjoining ownership information shown hereon was obtained from the Carver County Property Tax Information web site.

3.) There was no evidence of recent earth moving work, building construction or building additions observed in the process of conducting the fieldwork.

4.) There are no proposed changes in street right of way lines per the City of Chaska Engineering Department. There was no evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.

5.) There were no wetland delineation markers observed in the process of conducting the fieldwork.

6.) At the time fieldwork was performed for this survey, there was a significant amount of snow on the ground. Physical features were located to the best of our ability, but there may be additional features that were not visible and, therefore, not shown hereon.

UTILITY NOTES

1.) Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. In addition, Gopher State One Call locate requests from surveyors may be ignored or result in an incomplete response. Where additional or more detailed information is required, excavation and/or a private utility locate request may be necessary.

2.) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.

3.) Some underground utility locations are shown as marked onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 190250334.

4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.

FLOOD ZONE NOTES

1.) The subject property appears to lie within Other Areas Zone X (Areas determined to be outside the 0.2% annual chance floodplain), and Other Flood Areas Zone X (Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood), per the National Flood Insurance Program, Flood Insurance Rate Map Community Panel No. 2752340236D, dated December 21, 2018. This information was obtained from the FEMA Map Service Center web site.

2.) The flood zone demarcation line shown hereon is approximate only per scaled map location and/or graphic plotting. FEMA maps are not precisely drawn and do not scale uniformly. Contact FEMA for final determination.

PARKING

There are no parking spaces designated on the subject property.

AREA

Gross = 17,230 square feet or 0.396 acres

LEGEND

○	Denotes iron monument set marked with P.L.S. No. 44890
●	Denotes found iron monument
◉	Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-44890 set

BE	Denotes building entrance
BTL	Denotes beavertail curb
CB	Denotes catch basin
CBX	Denotes communication box
CDS	Denotes civil defense siren
CHIM HI	Denotes chimney height
COL	Denotes building column
CONC	Denotes concrete
CS	Denotes curb stop
CWB	Denotes concrete wall base
CWT	Denotes concrete wall top
EB	Denotes electric box
EM	Denotes electric meter
FOL	Denotes fiber optic line
G	Denotes gutter
GAS V	Denotes gas valve
GM	Denotes gas meter
GW	Denotes guy wire
HCR	Denotes disabled ramp
HYD	Denotes fire hydrant
INV	Denotes structure invert
KWB	Denotes keystone wall top
LP	Denotes light pole
OHC	Denotes overhead communication line
OHE	Denotes overhead electric line
OVH	Denotes overhang
(P)	Denotes per plan
PPLP	Denotes power and light pole
PPT	Denotes power pole with transformer
PPU	Denotes power pole with underground utility
PVC	Denotes polyvinylchloride pipe
RCP	Denotes reinforced concrete pipe
RD	Denotes roof drain
ROOF ELEV	Denotes roof elevation
SAN	Denotes sanitary manhole
SAN S	Denotes sanitary sewer
SANC	Denotes sanitary cleanout
ST S	Denotes storm sewer
SWB	Denotes stone wall base
SWT	Denotes stone wall top
TC	Denotes top of concrete curb
TRANS	Denotes transformer
UGC	Denotes underground communication line
W	Denotes water line
BIR	Denotes Birch tree
LOC	Denotes Locust tree
MPL	Denotes Maple tree
SHB	Denotes shrub
TR	Denotes deciduous tree

DESCRIPTION OF PROPERTY SURVEYED

(Per First American Title Insurance Company Commitment for Title Insurance Commitment No. 1906676, commitment date January 25, 2019, issued by Title Mark, LLC)

Parcel 1:

Lot 2, Block 37, except the Northerly 6 feet of the Westerly 48 feet thereof and also including the South 4 feet of the Easterly 94 feet of Lot 1, Block 37, CITY LOTS OF CHASKA, Carver County, Minnesota.

Parcel 2:

Lot 3, Block 37, CITY LOTS OF CHASKA, Carver County, Minnesota.

Property is: Abstract

PLAT RECORDING INFORMATION

The plat of Map of Chaska Townsite was filed of record on February 15, 1868, in Book A of Townsites.

[ ] Bearings and/or dimensions listed within brackets are per plat or record documents.

TITLE COMMITMENT

First American Title Insurance Company Commitment for Title Insurance Commitment No. 1906676, commitment date January 25, 2019, issued by Title Mark, LLC, was relied upon as to matters of record.

Schedule B Exceptions:

(1) Exceptions are indicated on survey with circled numbers unless otherwise noted. Items not listed below are standard exceptions and/or are not survey related.

There are no easements listed in Schedule B – Section 2 of the title commitment to be shown.

LIST OF POSSIBLE ENCROACHMENTS

The following list of possible encroachments is only the opinion of this surveyor; should not be interpreted as a legal opinion and should not be interpreted as a complete listing.

[A] Possible encroachments are indicated on survey with boxed letters as listed below.

A.) Concrete curb, parking areas and sign lying within the subject property along the southeasterly property line.

B.) Transformer lying easterly of the southwesterly property line.

C.) Storm sewer lying within the property and draining towards the southeast without an easement.

SURVEYOR'S CERTIFICATION

To Chaska Economic Development Authority, Thies & Talle Management, Inc., Title Mark, LLC and First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 16, 17, 18, 19 and 20 of Table A thereof. The fieldwork was completed on February 8, 2019.

Dated this 12th day of February, 2019

SUNDE LAND SURVEYING, LLC.

By: Leonard F. Carlson
Leonard F. Carlson, P.L.S. Minn. Lic. No. 44890

LEONARD F. CARLSON LICENSED LAND SURVEYOR 44890 STATE OF MINNESOTA

N

20 0 20 40
SCALE IN FEET

Revision	By	Date
	SMT	

Drawing Title:
ALTA/NSPS LAND TITLE SURVEY FOR:
CITY OF CHASKA
Ernst House
211 and 217 Walnut Street, Chaska, MN

SUNDE LAND SURVEYING
Main Office:
9001 East Bloomington Freeway (35W) • Suite 118
Bloomington, Minnesota 55420-3435
952-881-2455 (Fax: 952-888-9526)
www.sunde.com

Project: 2019-007 Bk/Pg: 918/42	Date: 02/12/2019
Township: 115 Range: 23 Section: 9	Sheet: 1 of 1
File: 2019007001.dwg	

MACDONALD & MACK
ARCHITECTS

400 South Fourth Street Suite 712 Minneapolis MN 55415
P 612.341.4051 • F 612.337.5843 • www.mmarchltd.com

Stuart MacDonald Robert Mack Todd Grover Angela Wolf Scott

December 29. 2021

Elizabeth Hanson, AICP
City Planner
City of Chaska
One City Hall Plaza,
Chaska, MN 55138

RE: Concept Site Plan Submittal – Ernst House Site/Chaska Yards

Thank you for the opportunity to submit this Concept Site Plan for the Ernst House Site in Downtown Chaska. Working with the Elise Durbin at the Carver County CDA our team of MacDonald & Mack Architects, Close Associates, Bob Close Studio, and Damon Farber are excited about this affordable housing development that will transform this site in the local and national historic district to be a vital part of the community. These four units will be brought into the Carver County Community Land Trust and sold to households at 80% AMI.

The goal of this project is to build on the unique historic fabric of Downtown Chaska. With its overlapping national and local historic districts, it contains a rich collection of commercial and residential structures that have evolved through 165-years of development. This collection of affordable houses will utilize the existing Ernst House and add 3 more structures on the site. These structures are designed to be compatible and complimentary to the Ernst House and the context of the historic district. By building on and adding to this central site of the City, we will be striving to meet the mission of the City to enhance and maintain the high quality of life while respecting its historic roots.

Carver County will be using State Housing Infrastructure Funds, which will require State Historic Preservation Office review. We have already met with SHPO and during this initial meeting they were receptive to the site plan concept presented as part of this application, although no formal reviews have been completed. Formal submittals will be sent at 30%, 60%, and 90% development for review and comment.

Historic Development

This site was the historic location of the Ess House. Several years ago, the Ernst House was moved to this site and alongside the Ess House with the intention to fill the empty space in the historic district. After the loss of the Ess House to fire, the empty site was prime for a revived life. Our proposal now offers an opportunity to add residential use back to the site. As part of the process, and to best respond to the existing and historic density of the site, we carefully developed a concept that best fits the historic setting. This was done by looking at historic documentation (Sanborn maps and historic images) and overlaying them with the changes that have occurred in time to ensure the development is compatible.

Existing Site Narrative

The site is bordered on the north by the backsides of several commercial structures that front onto East 3rd St. These rear elevations are utilitarian, with few windows, a dumpster behind the westerly structure (Von Hanson's Meats), "volunteer" trees and bushes, and signs of deferred maintenance. The site design will respond to the buildings with screening.

To the east, the site fronts onto N. Walnut Street and has clear views of a large 3+ story apartment building with single family homes to its south. Existing street trees will eventually help mitigate the scale of the apartment building, which seems out of character with surrounding residences.

To the south, the site overlooks a city-owned parking lot and rooftops of commercial buildings fronting onto E. 2nd St. Views of side and rear walls that form the west side of the alley as it descends to 2nd are also part of the viewshed. In addition to these immediate elements, there are distant views of apartment buildings and more distant treetops. The openness to the south allows plentiful sunlight into the site and provides welcome opportunities for community gardening, play areas and gathering spaces.

To the west, the site faces onto the alley and rear elevations of commercial buildings (some with second story uses) and parking lots that serve them. Power lines and poles run along the east side of the alley and feed buildings on both sides. The parking lots are not well organized or maintained and present an unsightly view. The proposed Paseo plan could significantly improve the character of the space, but screening to minimize the impact of the alley and parking lots is still desirable. Planned garages and fencing will help mitigate the alley's impact.

In addition to the overhead power lines along the west edge of the site, there are underground utilities that will need to be further vetted, including an apparent underground gas line (which may need to be relocated; the survey only identifies a small warning sign), an existing 12" storm sewer line (that may be partially abandoned and doesn't interfere with proposed plans), subgrade utility lines to the Ernst House from Walnut, and subgrade utility stubs from Walnut to the site of the former Ess House.

The site drops relatively gently from the northwest corner to the southeast corner, allowing for ample opportunities to intercept surface water and manage it on-site. In addition, the open portion of the south side of the site (west of the Ernst House) could accommodate a well field for geothermal heating, should it be feasible. The relative flatness of the site also provides the opportunity to have new housing units and the Ernst House relate well to each other to create a "sense of community" within the development. An east-west walkway through the site is planned to primarily serve immediate residents and their guests, although the walk could also allow periodic use by non-residents.

Chaska Yards Site Concept

The site development is based on several underlying principles; all have successful precedents that support their efficacy in an historic urban context such as this.

The new houses are organized around a small "commons," which provides space for gathering and meeting with neighbors and friends. The commons also engages the Ernst House, unifying the old with the new. South of the commons is a larger community space that will incorporate sites for private gardens and a small play area, as well as stormwater management and a possible geothermal system. These spaces support community interaction and have historic precedents dating back to pocket neighborhoods of the 1920s. Both the new housing and the Ernst House will also have private yards, ideally separated from more public spaces and each other by low fences, to clearly define spaces that

are for personal use. These yards will have room for small patios and amenities like grilles, tables, and chairs.

The site has a central walkway that connects the proposed Paseo to Walnut Street and provides access to all the units, including the Ernst House. At the east end, an entrance wall, steps, and landscaping will help define the sense of entry to the site and provide a small bank of locked boxes for mail delivery. At the west end, a low gate from the Paseo will reinforce that the interior site is not a public space but may occasionally be traversed by visitors. The walkway provides access to the garages and the garbage/recycling bins for residents.

The concept of defensible space is integral to the site layout, establishing clear transitions between public, semi-public, and private spaces on the site. This "hierarchy" creates a safer environment for residents and reinforces the concept of "eyes on the street," a proven, passive approach to enhancing site security.

The frontage along Walnut borrows from the private houses across Walnut and elsewhere in the community: houses typically are located with a common setback that aligns with neighboring houses, with side yards between houses. On this site, the new house fronting onto Walnut is designed to match the setback of the Ernst House yet show deference to the larger, historic home with simpler massing and details. The central walk intersects with walks that go to both the Ernst House and the new house, establishing a symmetry between the two. Along the public sidewalk, a limestone wall, composed of stone blocks that are available on-site, will further define the site edge and provide an elegant elevation to street.

A primary goal of the project is to provide high quality open spaces for residents. To reduce the footprint of parking we located the second parking stall for each unit in front of the garages. The alternative is to introduce an east-west drive isle and parking lot that prevents the formation of communal open spaces on site. The northwest side of the site also has two spaces for public or visitor use. These spaces were oriented parallel to reduce light trespass from cars and to provide equitable green space to unit 3. We will continue to analyze how these spaces will work with the Paseo, knowing that design is still in early phases of development to ensure these two spaces function as planned. There is also on-street parking along Walnut that could be used by residents and visitors. Walnut is not a commercial street and should not have the same parking demand that other streets have in the district.

The site will be one lot with each owner and Carver County entering into a HOA for the use and maintenance of the site.

Ernst House Concept

The Historic Ernst house that was moved to this site will be restored back to a single-family house. Currently the house has interior modifications that converted it to a commercial office structure and a rental unit on the second floor. These recent modifications will be removed and reconfigured to become a historic 3-betroom house:

- The brick will be repaired, with appropriate mortar being installed and bricks chosen to match where they need to be replaced.
- Historic images will guide porch repair.
    - Chaska Historical Society provided photos of the historic house; it appears that the current elements are in fact the historic elements on the house.
    - The columns, cornice, dentils, balusters, and railings will be repaired where possible.

    - Where elements are missing or too deteriorated for reuse, the historic elements will be used to fabricate replica pieces.
- The back entrance canopy will be reinstalled, but still waiting on additional historic photographs to help guide that design.
- Historic windows will be repaired.
- More recent windows will be replaced with new windows to match the historic configuration.
- Exterior trim will be repaired.
- The interior will be reconfigured with new finishes/fixtures for a family.
- The design will maximize the retention of historic materials/configuration/finishes as part of the project.

New Housing Concept

The new units will have the same floor plans, but their orientations shifted around the Community Green spaces. The general floor plan is a split level to take advantage of the sloped site and use a very efficient structural system. But more importantly, the split level allows for compatibility with the Ernst house, so the height of the new structures does not dominate the site, but rather acts in concert with the historic house. The Secretary of the Interior's Standards and Chaska's Preservation Design Manual for New Construction Considerations emphasize that the design of new buildings in Historic Districts need to respect their older neighbors with similar massing, opening orientation, and materials but also be "of their time". It seemed appropriate for the new houses on this site to be slightly smaller, shorter than the existing/older Ernst House in deference to its size and history. The proposed project development:

- Reflects the current and historic rhythm that was on this site and along the street with openings between buildings and reestablishing the visual continuity of the street.
- Creates a density of structures similar to when the Ess House and outbuildings occupied the site.
- The scale of the new houses is shorter than the Ernst house, again, giving deference to the historic structures in the district.
- Pitched roofs were used to reflect the typical residential forms found in the district.

As we begin to look at the exterior details of the house, we have found several baseline characteristics of the historic district that we used for understanding the direction and detailing the new units:

- The more decorative ornamentation was typically found on the larger houses that fronted City Square. The smaller houses in the broader historic district used much simpler elements.
- In addition, the details found on newer houses or additions to historic houses were typically simpler than the historic structures.
- The predominant siding material used in the district when newer houses or additions were built is horizontal lap siding. This offers a distinct differentiation between the original, historic brick buildings and reflects more recent changes.
- Shutters were infrequently used. Even the historic photos of the Ernst House shows that shutters were never installed on that house. Adding shutters to this site would be inappropriate.
- The porch detailing on the Ernst House is original (as noted above) but is still very simple. Any decorative detailing on the new units must not overpower the limited detailing on the historic house.
- The window and door trim on the Ernst House is original, and very simple.

To reinforcing the new units' respectful role (as an affiliated group of structures around Ernst), we are proposing the exterior details could include:

- Lap siding with simple bands and potentially varying the lap dimensions.
    - We feel that adding brick will create a false sense of history on this site, blurring the perception of historic versus contemporary building.

    - Also, putting brick on a framed structure is not true to the historic construction methods of how/where brick was used in the district.
- Designing the siding to also include simple, enlarged trim, including horizontal banding to break up the vertical dimension of the new units.
- Simple, built-up trim for the doors and windows, to create visual interest and shadow lines.
- Balustrades and railings with simple turned and routed shapes to create shadow lines and elements of decoration at the entrances.
- Since we want to keep these units as affordable as possible, and as we refine these details, we will work with our contractor to identify designs that be efficient and inexpensive to build.
    - The goal is to add interest and detail while not trying to replicate or create a false sense of historic detailing for the new units.
    - We also want to avoid adding detail that will create undue expense for the affordable units and potential long-term expense as the future homeowners maintain the property.

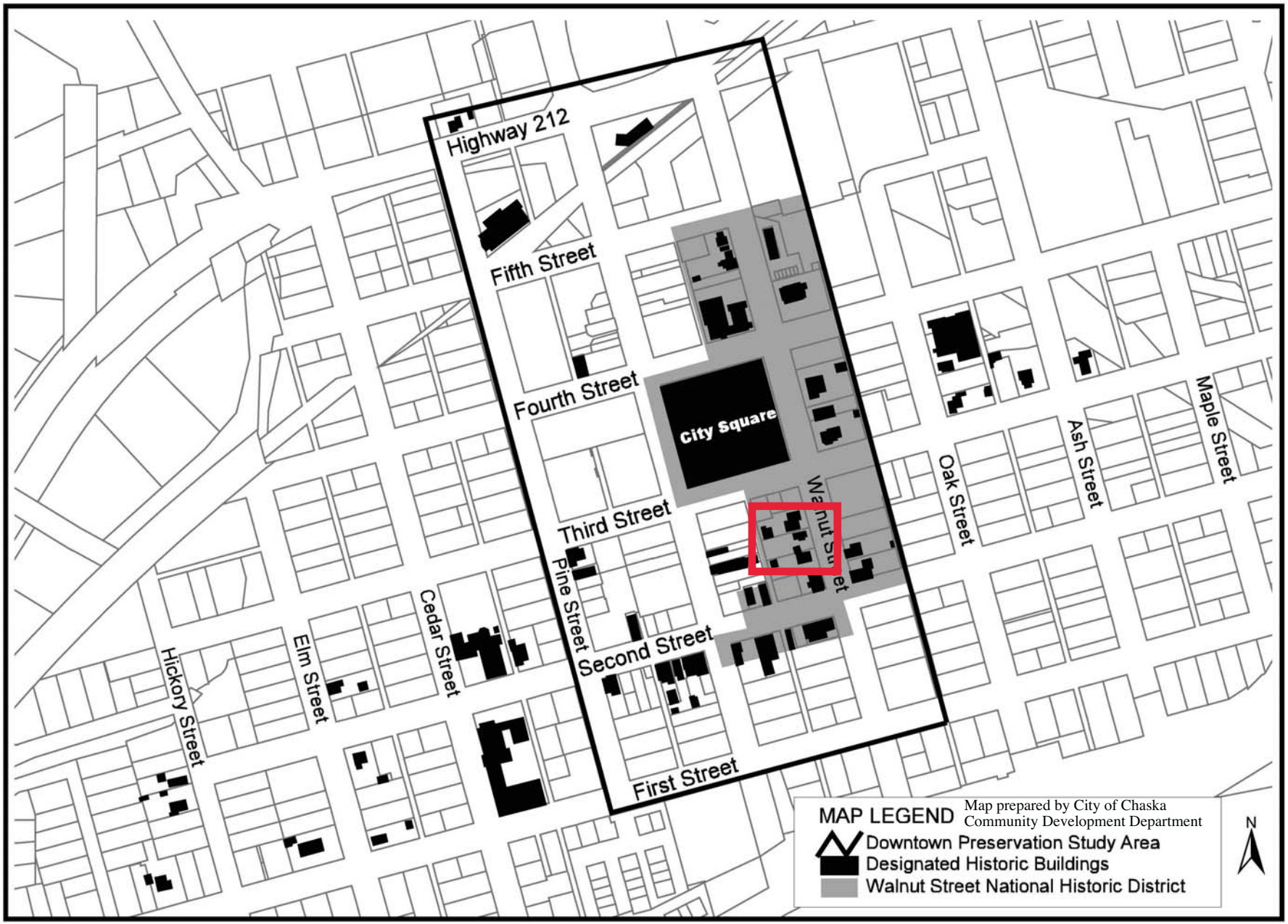
The floor plans will include:

- Two bedrooms, a shared bathroom, laundry, storage, and mechanical on the lower level.
- A mid-level entrance out to the commons.
- A master bedroom/bathroom, kitchen, dining, living, guest powder room, and exterior door on the upper level.
- The upper level will have vaulted ceilings over the stairs, kitchen, living, and dining areas.
- A multitude of storage spaces at the entries, in the living areas, bedrooms, and above the master bedroom under the pitched roof.

One focus of the development is to incorporate sustainable practices into all design efforts. As the design progresses, we will endeavor to include:

- A highly insulated envelope, possibly including structural insulated panels (SIPs) as part of the construction.
- Geothermal heating and cooling.
- Solar panels on the flat roof of the garage.
- Storm water management and reuse on-site.
- Material durability analysis for changing climates.
- Sustainable materials, finishes, and construction practices.

HISTORIC DOWNTOWN CHASKA



Chaska Historic District Site - Sanborn Study



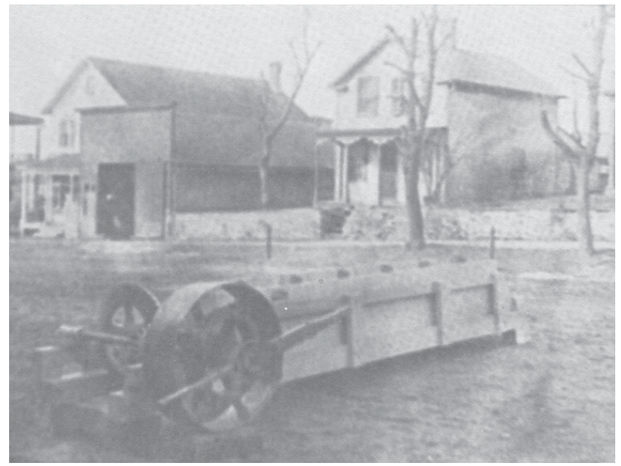


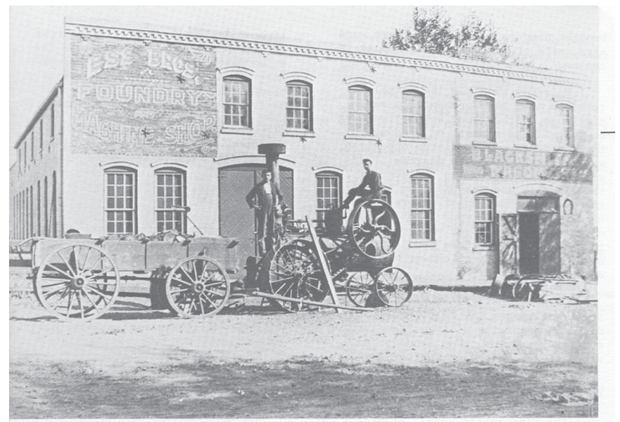




Chaska Historic District Site - Sanborn Study and Historic Context





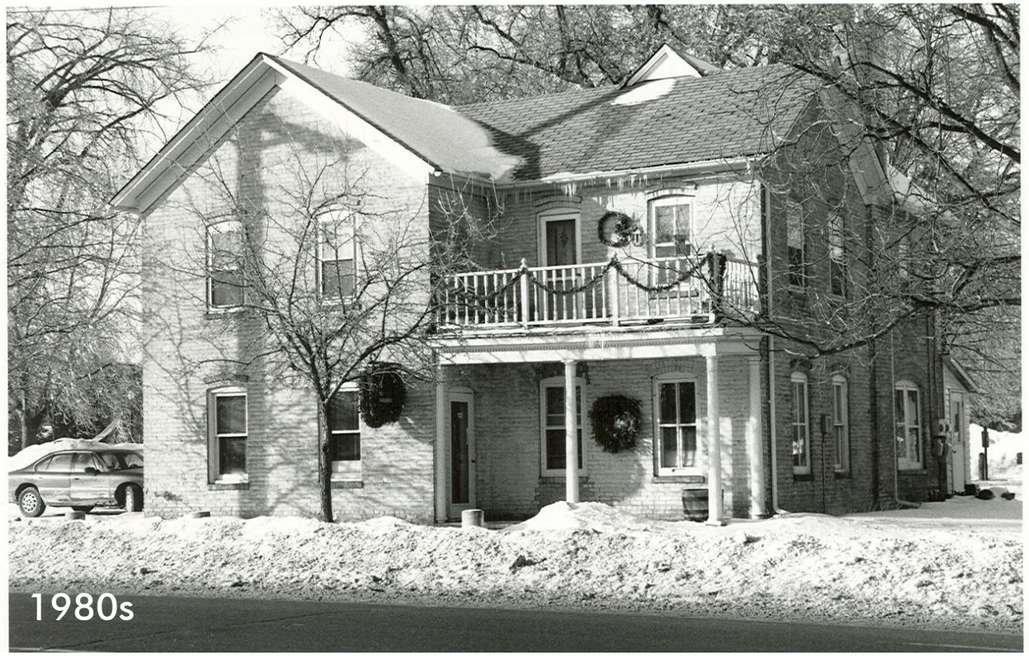


Ess Bros. Foundry



Chaska Historic District Site - Historic Ernst House


1943


1980s



Chaska Historic District Site - Recent Context







Chaska Historic District Site - Current Context



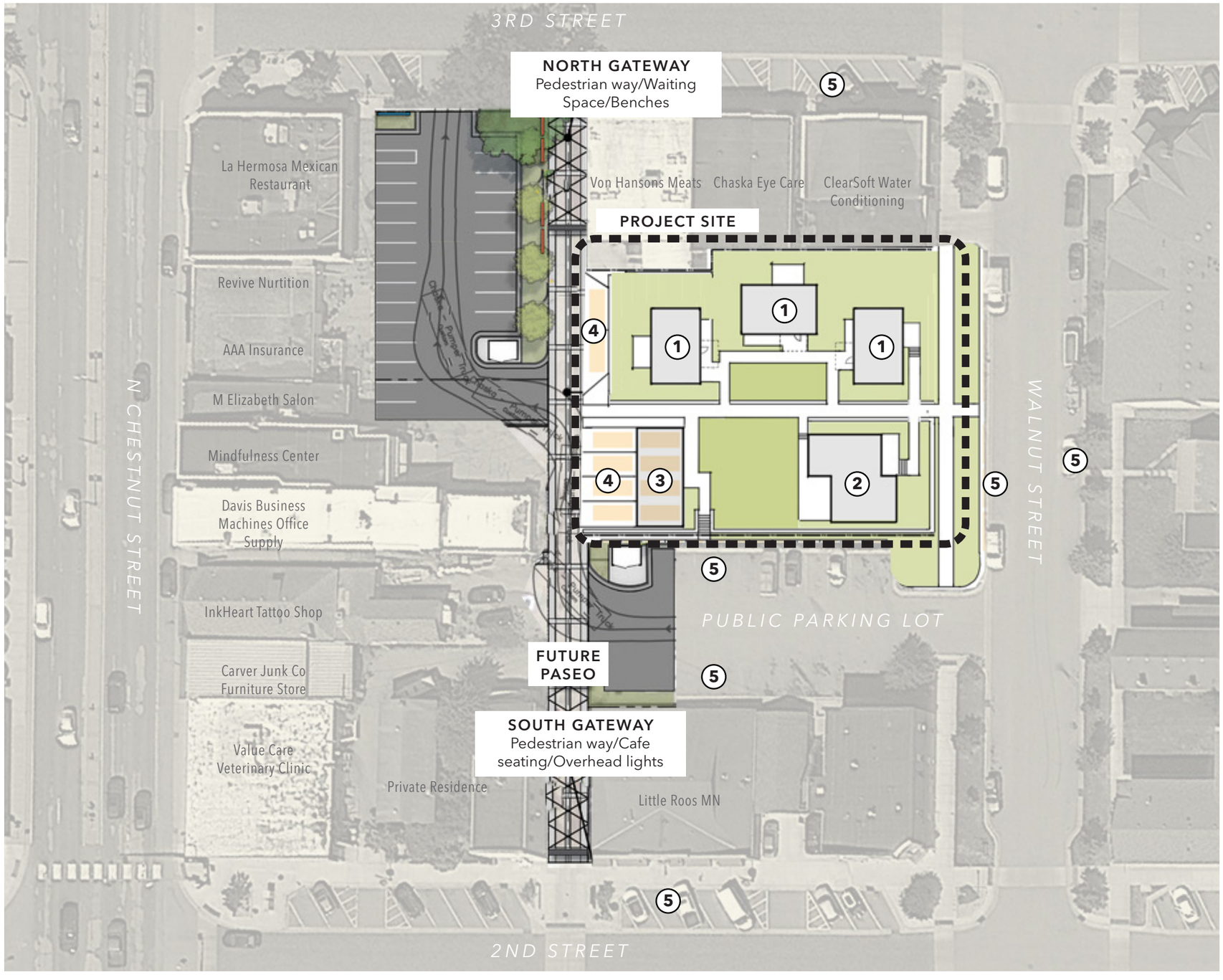




Chaska Historic District Site - Current Context



CHASKA YARDS
context plan



1. PROPOSED HOUSING UNITS
2. HISTORIC ERNST HOUSE (RENOVATED)
3. GARAGE
4. ON SITE PARKING
5. EXISTING PUBLIC PARKING

   -Public parking removed off Chesnut St with hwy 41 reconstruction

0 25 50 75 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
existing conditions plan

1/2 block to
park/open space

Project limits

3 Dumpster/
service

Electric pole

Transformer

1 Existing retaining wall

2 Temporary
Sidewalk

Existing historic
Ernst House

1/2 block to
commercial street

Public parking lot



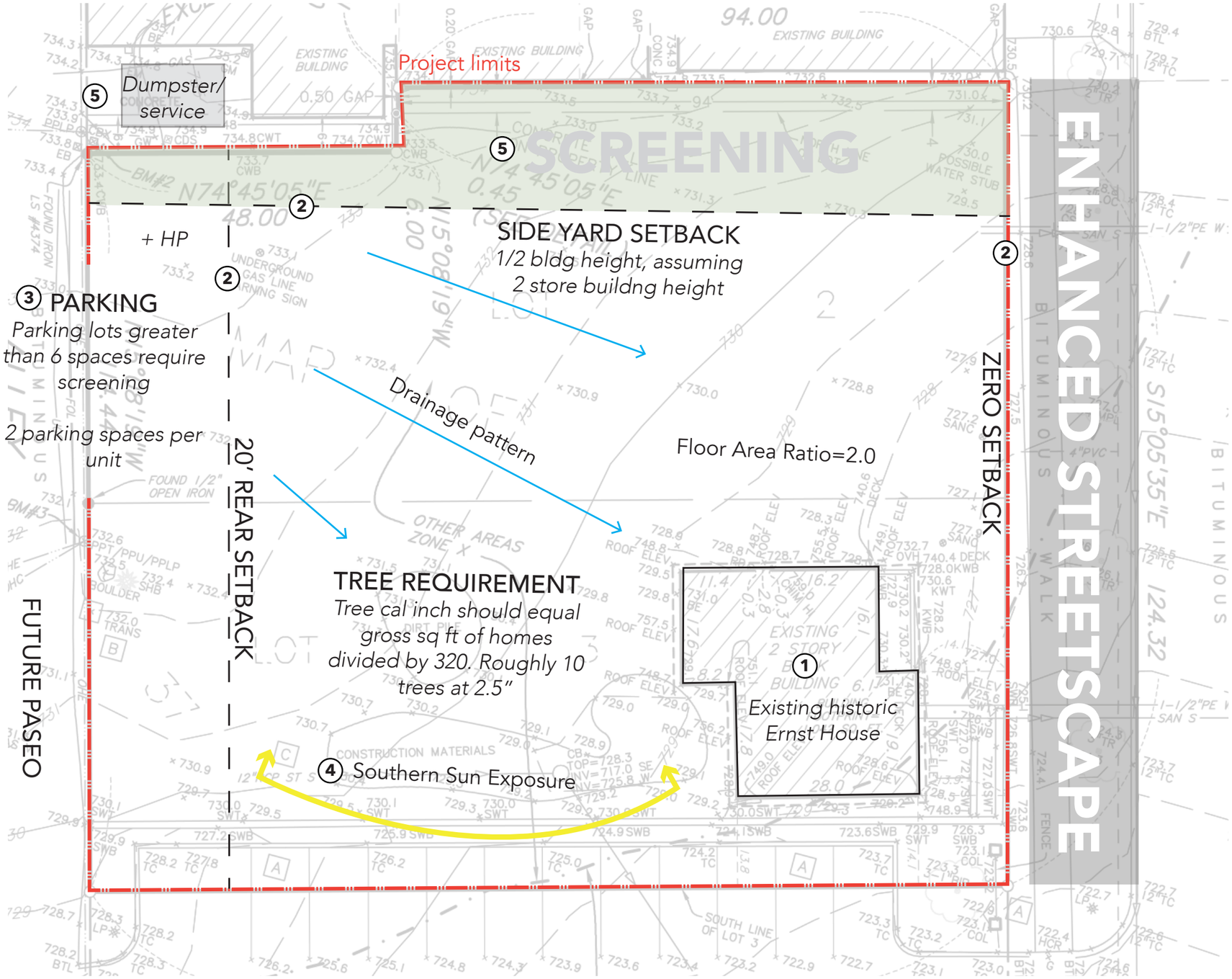




0 10 20 30 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
site forces plan



1 HISTORIC ERNST HOUSE

2 SETBACK REQUIREMENTS

3 PARKING REQUIREMENTS (8 STALLS)

4 SOUTHERN EXPOSURE UTILIZED FOR COMMONS

5 SCREEN ADJACENT STRUCTURES

0 10 20 30 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/



PUBLIC PARKING LOT

CHASKA YARDS
site plan

1. CENTRAL WALKWAY
2. LIMESTONE RETAINING WALL
3. STAIRS
4. PARALLEL PARKING (PUBLIC)
5. EXISTING PUBLIC PARKING

0 10 20 30 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
southwest birdseye view

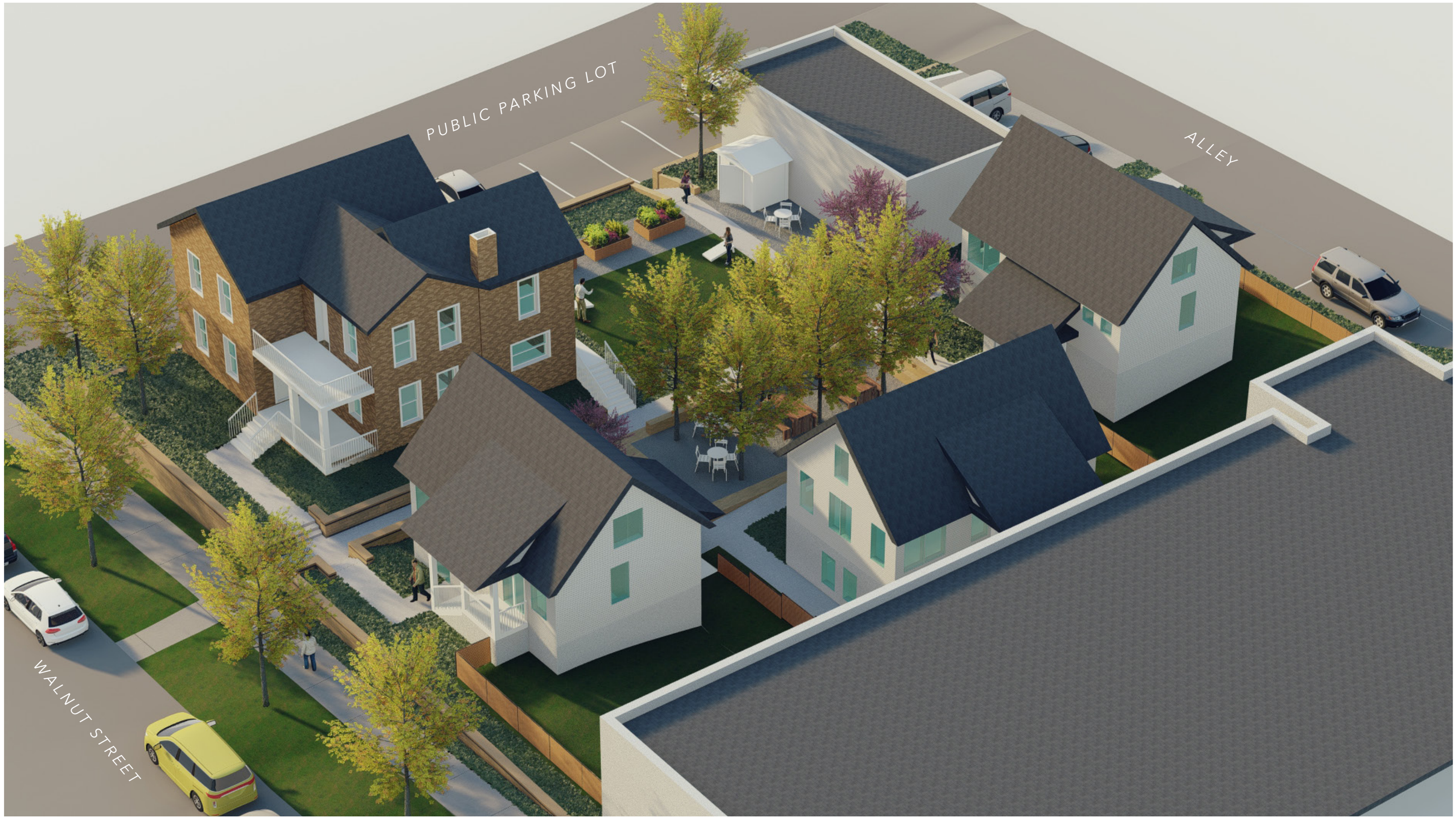


CHASKA YARDS
southeast birdseye view



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
northeast birdseye view



CHASKA YARDS
northwest birdseye view



CHASKA YARDS
walnut street birdseye view



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
walnut street view



CHASKA YARDS
walnut street frontage

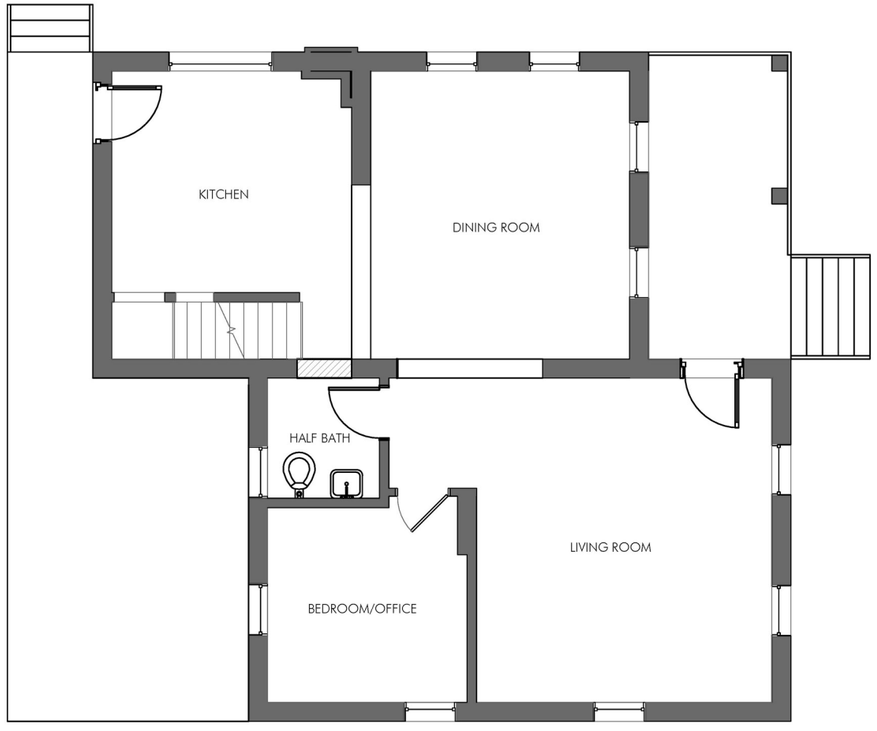


CHASKA YARDS
commons birdseye view

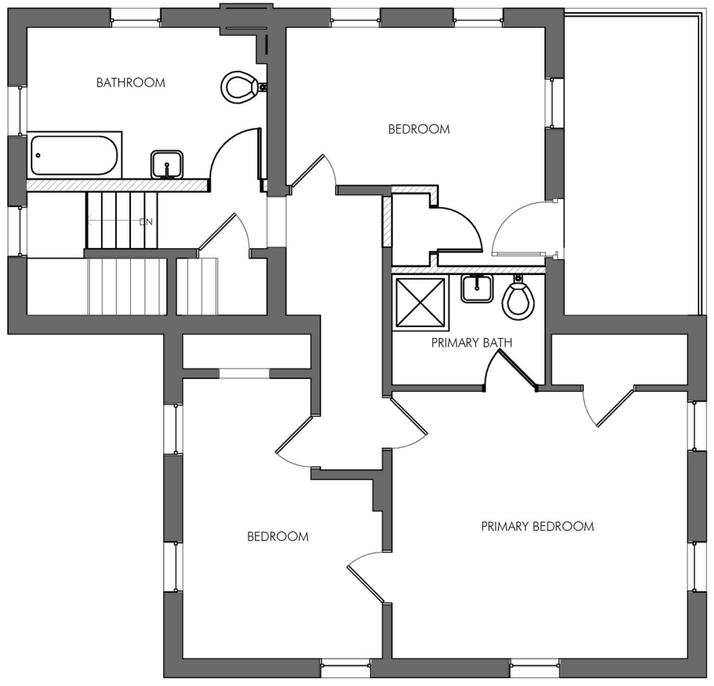


CHASKA YARDS
commons eye level view

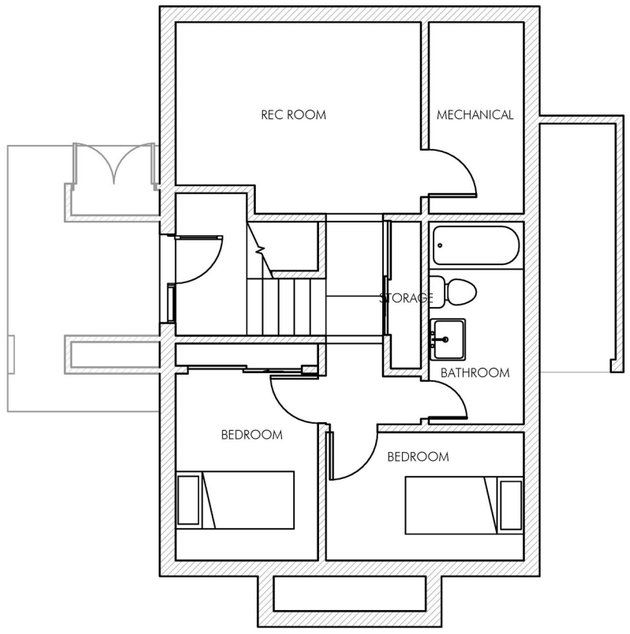




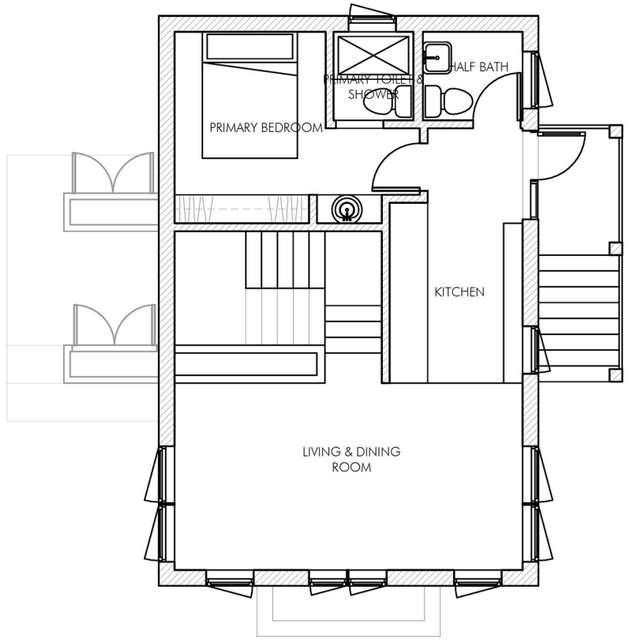
1 A01 - FIRST FLOOR
1/4" = 1'-0"



1 ERNST HOUSE - 02_SECOND FLOOR
1/4" = 1'-0"



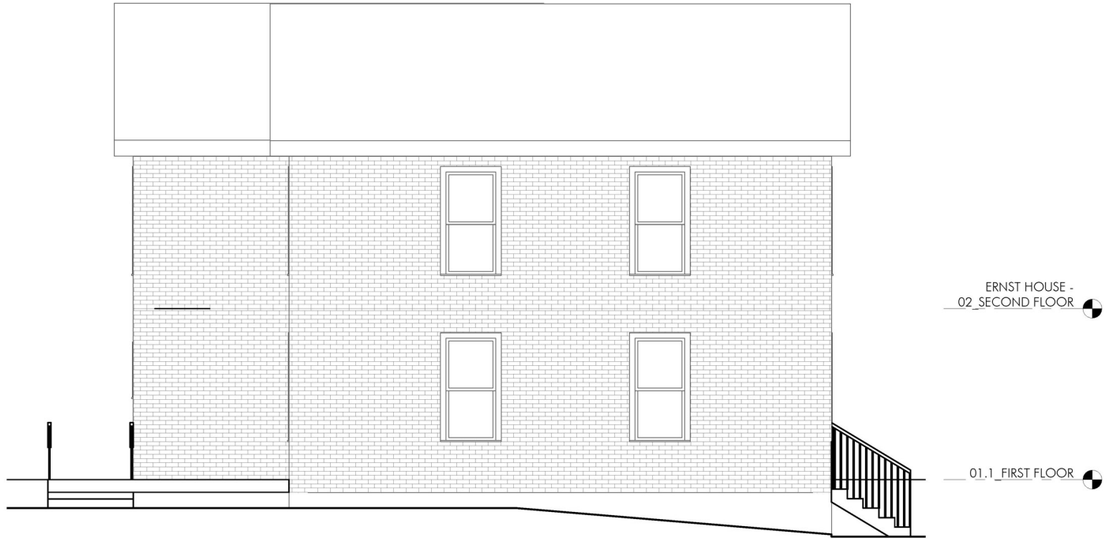
1 00 SPLIT - Lower level
1/4" = 1'-0"



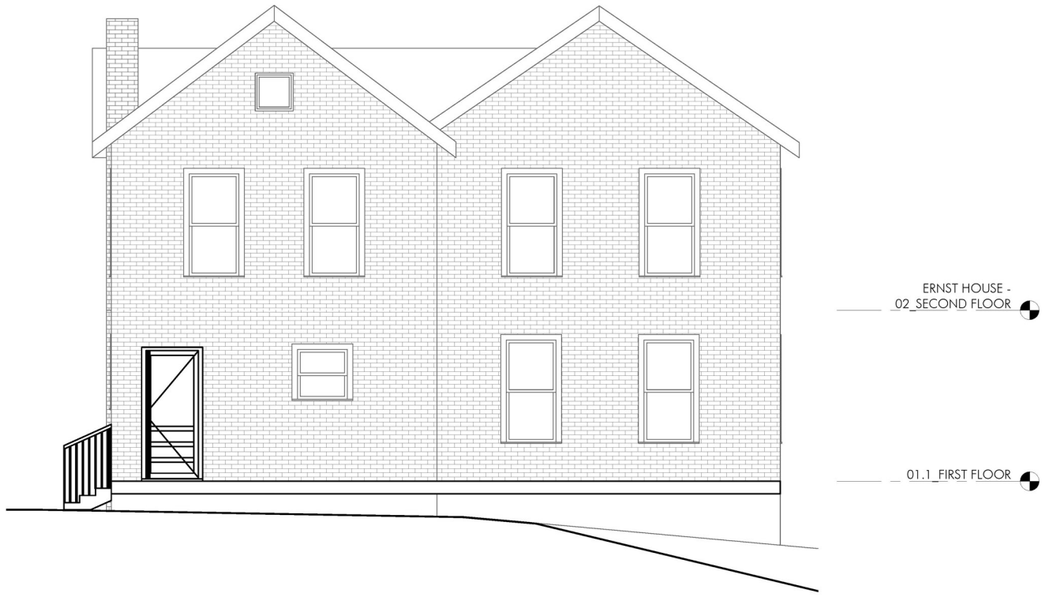
1 01 SPLIT - FIRST FLOOR
1/4" = 1'-0"



1 ERNST HOUSE - EAST ELEVATION
1/4" = 1'-0"



1 ERNST HOUSE - SOUTH ELEVATION
1/4" = 1'-0"



1 ERNST HOUSE - WEST ELEVATION
1/4" = 1'-0"



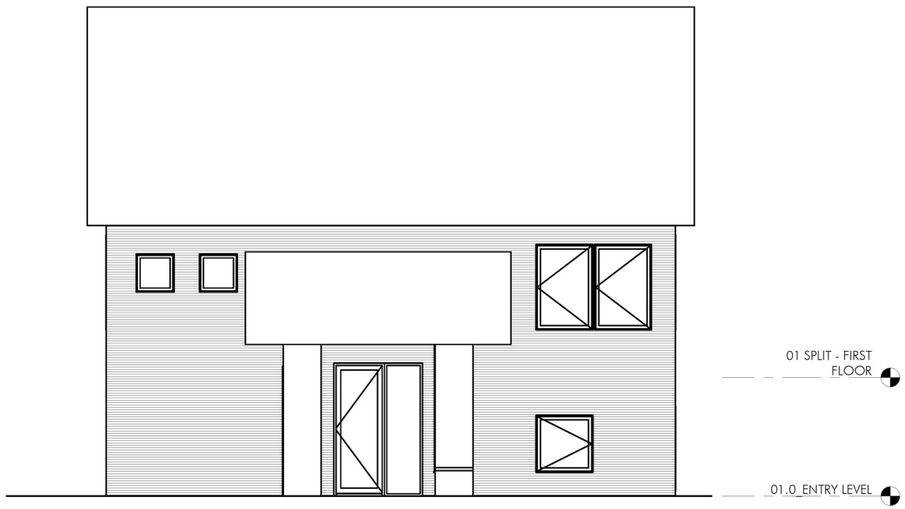
1 ERNST HOUSE - NORTH ELEVATION
1/4" = 1'-0"



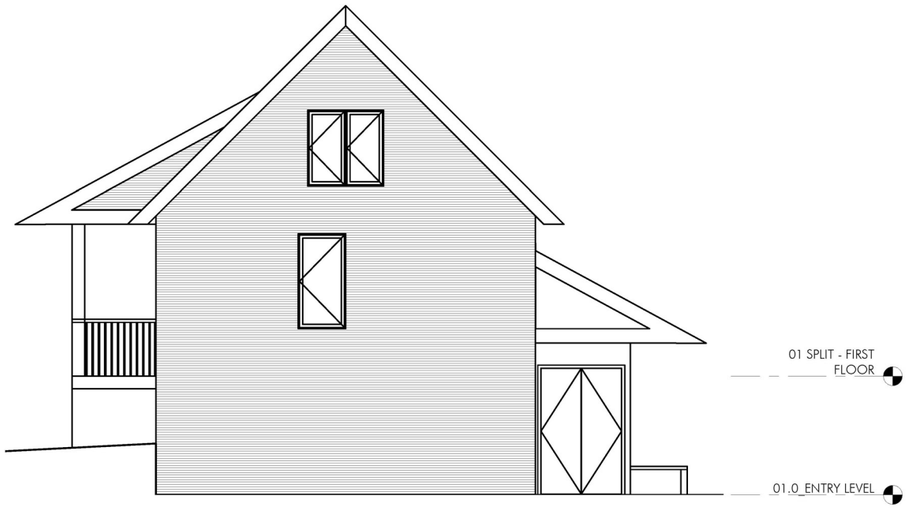
1 UNIT 01 - EAST
1/4" = 1'-0"



1 UNIT 01 - SOUTH
1/4" = 1'-0"



1 UNIT 01 - WEST
1/4" = 1'-0"



1 UNIT 01 - NORTH
1/4" = 1'-0"

REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/24/2022

Subject: Appointment of an Elected Representatives to the Southwest Transit Commission

Prepared By: Matt Podhradsky

As the Council is aware, the Southwest Transit Commission Board is made up of representatives of the three communities this service serves-Eden Prairie, Chanhassen, and Chaska. Over the years, each of the communities has been able to choose two members to serve on the board with at least one of the City's representatives needing to be an elected official from the Council of that City. The communities have had the opportunity to decide whether to have the second representative be an elected official, or whether to have that position filled by a community member. In the past, Eden Prairie and Chanhassen have chosen to fill both positions with elected representatives, while Chaska has had one Council member and one community member fill these seats. Our most recent representatives from Chaska have been Mike Huang from the City Council and Bob Roepke as our community representative.

Recently, we received the resignation of Bob Roepke from the SW Transit Commission. In his resignation he indicated that he was stepping down at this time because he felt it was important for Chaska to have two elected representatives on the board as opposed to one because of the amount of lobbying that is now having to occur to keep Southwest Transit viable at the State level. He felt that the Commission could be much stronger in its lobbying efforts if each of the members of the board were elected officials. This is something that CEO Len Simich has also recommended.

With this recommendation coming from SW Transit, and the Council in need of not only filling Bob Roepke's vacant position, but also considering the reappointment of Council Member Huang to the position on the Board (he is currently serving as Chair), Staff is recommending that at the meeting tonight we not only take action on appointing Council Member Huang to another term, but to also choose another Council member to fill the second position on the Board. With the next SW Transit Commission meeting occurring before our next Council meeting on February 7th (where we are appointing all other representatives to our City Commissions), we are recommending that the Council act on this item at this meeting to make sure we have full representation at the next SW Transit Commission meeting.

CITY COUNCIL ACTION REQUESTED

Motion to reappoint Mike Huang to serve another term as one elected representative for the City to the Southwest Transit Commission, and to appoint Council Member _____ to serve as the second representative to the SW Transit Commission Board.

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING: **January 24, 2022**

Paid and Unpaid Invoices:
Check #'s 340927-341149 **$1,395,803.57**

Paid Electronic Invoices:
Wire #'s 3037-3088 **$6,435,386.15**

Amount for Approval-Council Meeting:
January 24, 2022 **$7,831,189.72**

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100002 2ND WIND EXERCISE EQUIPMENT INC									
21-068892 CHECK DATE: 01/11/2022		08/20/2021	011122	340934	281.50	09/23/2021	INV	PD	CCC EQUIP SVC+INTEREST
100006 SCOTT A HUTNICK									
96747 CHECK DATE: 01/04/2022		12/31/2021	010422-2	340927	450.00	01/15/2022	INV	PD	Dec animal control
108949 ADVANTAGE COLLECTION PROFESSIONALS LLC									
8173012 CHECK DATE: 01/25/2022		01/01/2022	012522	340981	137.86	01/31/2022	INV	PD	Dec Collection Commission
103944 FIMCO INC									
481623 CHECK DATE: 01/25/2022		12/27/2021	012522	340982	31.69	01/27/2022	INV	PD	#920 WATER TANK FOR SKATI
100843 AH HERMEL COMPANY									
909453 CHECK DATE: 01/25/2022		01/06/2022	012522	340983	106.59	02/06/2022	INV	PD	WATER FOR FD
110316 AHEAD LLC									
INV0500993 CHECK DATE: 01/25/2022		11/10/2021	012522	340984	675.26	02/04/2022	INV	PD	RESALE
100073 AMARIL UNIFORM CO									
IV223132 CHECK DATE: 01/25/2022		01/10/2022	012522	340985	46.00	02/10/2022	INV	PD	N. EBERT FACE SHIELD CITY
100119 SHAKOPEE VALLEY FORD									
FOCS703493 CHECK DATE: 01/25/2022		01/11/2022	012522	340986	229.94	02/11/2022	INV	PD	#108 DUMP TRUCK REPAIR
100122 ARAMARK REFRESHMENT SERVICES									
5096502 CHECK DATE: 01/25/2022		12/22/2021	012522	340987	63.20	01/22/2022	INV	PD	COFFEE FOR FD

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
104422 ARCHETYPE SIGNMAKERS INC									
102964 CHECK DATE: 01/25/2022		12/28/2021	012522	340988	2,650.00	01/27/2022	INV	PD	Panel for Fire Monument-V
102965 CHECK DATE: 01/25/2022		12/28/2021	012522	340988	1,290.00	01/28/2022	INV	PD	Additions to Fire Monumen
					3,940.00				
110311 ARMSTRONG, ANDREW									
183409202-2021-1 CHECK DATE: 01/25/2022		12/29/2021	012522	340989	348.17	01/29/2022	INV	PD	DEC REBATE-RESIDENTIAL LE
106736 ARTSPACE PROJECTS INC									
INV3263 CHECK DATE: 01/25/2022		01/03/2022	012522	340990	20,000.00	02/03/2022	INV	PD	MARKET SURVEY-CITY SQUARE
100146 ASPEN MILLS INC									
285963 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	99.70	01/22/2022	INV	PD	DUTY UNIFORM-ANDERSON
285964 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	145.84	01/22/2022	INV	PD	DUTY UNIFORM-BUNTIN
285965 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	89.85	01/22/2022	INV	PD	DUTY UNIFORM-KIRSCH
285966 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	150.90	01/22/2022	INV	PD	DUTY UNIFORM-NUNEZ
285967 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	18.85	01/22/2022	INV	PD	DUTY UNIFORM-SCHRUPP
285968 CHECK DATE: 01/25/2022		12/22/2021	012522	340991	189.13	01/22/2022	INV	PD	DUTY UNIFORM-VANHOFWEGEN
286266 CHECK DATE: 01/25/2022		12/29/2021	012522	340991	59.99	01/28/2022	INV	PD	DUTY UNIFORM-MORRISSEY
286267 CHECK DATE: 01/25/2022		12/29/2021	012522	340991	129.95	01/28/2022	INV	PD	DUTY BOOTS-KIRSCH
286268 CHECK DATE: 01/25/2022		12/29/2021	012522	340991	113.74	01/28/2022	INV	PD	DUTY UNIFORM-SMITH
286269 CHECK DATE: 01/25/2022		12/29/2021	012522	340991	257.70	01/28/2022	INV	PD	DUTY UNIFORM-PIERCE
286499		12/30/2021	012522	340991	643.15	01/29/2022	INV	PD	DUTY UNIFORM-CPT KIRSCH

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
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286732		12/30/2021	012522	340991	242.14	01/29/2022	INV	PD	DUTY UNIFORM-TREBIATOWSKI
CHECK DATE: 01/25/2022									
286733		12/30/2021	012522	340991	249.93	01/29/2022	INV	PD	DUTY UNIFORM-TREBIATOWSKI
CHECK DATE: 01/25/2022									
					2,390.87				
100155 AUBURN MANOR									
JAN 2022	220004	01/01/2022	012522	340992	200.00	01/31/2022	INV	PD	JAN SENIOR CITIZEN DONATI
CHECK DATE: 01/25/2022									
104425 BAKKELUND TREE AND LANDSCAPE SERVICE LLC									
3457		12/24/2021	012522	340993	4,000.00	01/23/2022	INV	PD	REMOVAL OF HAZARD TREE ON
CHECK DATE: 01/25/2022									
100174 BAUER BUILT TIRE AND BATTERY									
180277438		12/28/2021	012522	340994	259.00	02/15/2022	INV	PD	#108 NEW TIRE
CHECK DATE: 01/25/2022									
100188 BERRY COFFEE COMPANY									
880886		01/12/2022	012522	340995	44.92	02/12/2022	INV	PD	Lodge coffee
CHECK DATE: 01/25/2022									
103120 ACROSS THE STREET PRODUCTIONS INC									
INV09478		11/30/2021	012522	340996	2,500.00	02/06/2022	INV	PD	BLUE CARD RENEWAL 10/15/2
CHECK DATE: 01/25/2022									
100201 BCBSM INC									
220104481240		01/04/2022	012022	340960	154,545.75	01/20/2022	INV	PD	FEB EMP INS PREM-MEDICAL
CHECK DATE: 01/20/2022									
100204 BMI									
41897345		01/02/2022	012522	340997	391.00	02/02/2022	INV	PD	2022 MUSIC LICENSE ACCT 2
CHECK DATE: 01/25/2022									
100214 BORDER STATES INDUSTRIES INC									
923486347	220001	01/05/2022	012522	340998	610.93	02/25/2022	INV	PD	ELBW 1/0 TEST PNT, SPICE

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
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923523656		01/12/2022	012522	340998	34.20	02/25/2022	INV	PD	METER SOCKET BLANKS
CHECK DATE: 01/25/2022									
923523657	220008	01/12/2022	012522	340998	2,838.94	02/12/2022	INV	PD	CONNECT PED 4 COVERED 350
CHECK DATE: 01/25/2022									
					3,484.07				
100226 BRAUN INTERTEC CORPORATION									
B280848		01/14/2022	012522	340999	2,844.00	02/14/2022	INV	PD	CHASKA CREEK BLVD PHASE 2
CHECK DATE: 01/25/2022									
100247 BROADWAY AWARDS INC									
50219		01/06/2022	012522	341000	89.07	02/06/2022	INV	PD	SEASON LONG PLAQUE UPDATE
CHECK DATE: 01/25/2022									
102474 STATE OF MINNESOTA; DEPARTMENT OF PUBLIC SAFETY									
00000685254		12/31/2021	012522	341001	270.00	01/30/2022	INV	PD	Data processing
CHECK DATE: 01/25/2022									
110323 BYRNE, CORY									
34905		01/14/2022	012522	341002	76.93	02/14/2022	INV	PD	METER DEPOSIT REFUND-1596
CHECK DATE: 01/25/2022									
100275 CALLAWAY GOLF									
934075670		12/28/2021	012522	341003	989.10	02/26/2022	INV	PD	RESALE
CHECK DATE: 01/25/2022									
107442 CARVER COUNTY COMMUNITY DEVELOPMENT AGENCY									
80206100-2021-3		12/30/2021	012522	341004	2,581.90	01/30/2022	INV	PD	DEC REBATE-BUSINESS LIGHT
CHECK DATE: 01/25/2022									
100314 CARVER COUNTY IS/GIS DEPT									
2988		01/18/2022	012522	341005	265.00	02/18/2022	INV	PD	JAN INTERNET SERVICE
CHECK DATE: 01/25/2022									
100332 CENTERPOINT ENERGY RESOURCES CORP									
105010300/DEC21		01/04/2022	012022	340961	6,032.36	02/01/2022	INV	PD	DEC 3210 CHASKA BLVD GAS

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
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109045922/DEC21		01/05/2022	012022	340961	15,687.24	02/02/2022	INV	PD	DEC 1661 PARK RIDGE GAS S
CHECK DATE: 01/20/2022									
109052076/DEC21		01/05/2022	012022	340961	8,880.70	02/02/2022	INV	PD	DEC 1611 PARK RIDGE GAS S
CHECK DATE: 01/20/2022									
80000146268/DEC21		01/12/2022	012022	340961	8,071.32	02/08/2022	INV	PD	DEC GAS SVC
CHECK DATE: 01/20/2022									
80000167843/DEC21		01/12/2022	012022	340961	4,755.41	02/08/2022	INV	PD	DEC GAS SVC
CHECK DATE: 01/20/2022									
					43,427.03				
100333 CENTERPOINT ENERGY RESOURCES CORP									
80000167793/DEC21		01/12/2022	012022	340962	75.00	02/08/2022	INV	PD	DEC CITY PKS GAS SVC
CHECK DATE: 01/20/2022									
100337 QWEST CORPORATION									
254848849		12/16/2021	010422-2	340928	12,246.11	01/15/2022	INV	PD	DEC INTERNET SERVICE
CHECK DATE: 01/04/2022									
313692512/JAN22		01/01/2022	012022	340963	256.19	01/28/2022	INV	PD	JAN TC CLUBHS LOC PHN SVC
CHECK DATE: 01/20/2022									
313773369/JAN22		01/01/2022	011122	340935	98.13	01/28/2022	INV	PD	JAN CCC BURGLAR ALARM
CHECK DATE: 01/11/2022									
					12,600.43				
100338 QWEST CORPORATION									
202001327/DEC21		12/21/2021	010422-2	340929	40.95	01/18/2022	INV	PD	DEC T1 FOR PHONE SYSTEM
CHECK DATE: 01/04/2022									
100374 CHANHASSEN, CITY OF									
December 2021		01/11/2022	012522	341006	30.91	02/01/2022	INV	PD	DEC HWY 41/82ND ST SIGNAL
CHECK DATE: 01/25/2022									
November 2021		01/11/2022	012522	341006	32.90	02/01/2022	INV	PD	NOV HWY 41/82ND ST SIGNAL
CHECK DATE: 01/25/2022									
					63.81				
100346 CHASKA DOWNTOWN BUSINESS ALLIANCE									
Q1 2022		01/03/2022	012522	341007	14,525.00	02/02/2022	INV	PD	1ST QTR SPECIAL SERVICES
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100362 CHASKA HIGH SCHOOL									
NOV-DEC 2021 CHECK DATE: 01/25/2022		01/05/2022	012522	341008	5,828.12	02/11/2022	INV	PD	HOCKEY GATE RECEIPTS NOV-
100363 CHASKA HISTORICAL SOCIETY									
96967 CHECK DATE: 01/25/2022		01/11/2022	012522	341009	30.00	02/11/2022	INV	PD	30 ORNAMENTS FOR NEW HIRE
100377 CHASKA ROTARY CLUB									
5643 CHECK DATE: 01/25/2022		01/05/2022	012522	341010	300.00	02/05/2022	INV	PD	1ST QTR DUES, MEALS-PODHR
100312 CHASKA/CHAN HOCKEY ASSOCIATION									
DEC 21 CHECK DATE: 01/25/2022		01/05/2022	012522	341011	3,472.65	02/05/2022	INV	PD	DEC ARENA CONCESSIONS PAY
NOV 21 CHECK DATE: 01/25/2022		01/05/2022	012522	341011	5,061.50	02/05/2022	INV	PD	NOV ARENA CONCESSIONS PAY
					8,534.15				
110240 CINTAS CORPORATION NO 2									
4105761125 CHECK DATE: 01/25/2022		12/27/2021	012522	341012	90.71	01/27/2022	INV	PD	CCC Rug Service
4106415038 CHECK DATE: 01/25/2022		01/03/2022	012522	341012	90.71	02/03/2022	INV	PD	CCC Rug Service
4107100678 CHECK DATE: 01/25/2022		01/10/2022	012522	341012	90.71	02/10/2022	INV	PD	CCC Rug Service
					272.13				
103458 CITY OF CHASKA-PUBLIC WORKS									
40072100-2021-1 CHECK DATE: 01/25/2022		12/29/2021	012522	341013	78,500.00	01/29/2022	INV	PD	DEC REBATE-VFD-OAK ST LIF
109942 MANSFIELD TOP SERVICES INC									
32009006323 CHECK DATE: 01/25/2022		01/12/2022	012522	341014	192.18	02/11/2022	INV	PD	Curl/Event Cleaning Incre
42009002596		12/28/2021	012522	341014	494.84	01/27/2022	INV	PD	Event labor & cleanings

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/25/2022									
42009002731		01/06/2022	012522	341014	249.26	02/05/2022	INV	PD	Holiday pay for cleaning
CHECK DATE: 01/25/2022									
					936.28				
100418 CLEARSOFT INC									
147-322		01/01/2022	012022	340964	75.00	01/27/2022	INV	PD	JAN FD WATER SOFTENER REN
CHECK DATE: 01/20/2022									
100419 CLOVER CONDOMINIUM ASSOCIATION									
00498838-8	220002	01/01/2022	011122	340936	419.95	01/01/2022	INV	PD	JAN COMMUNITY ROOM DUES
CHECK DATE: 01/11/2022									
109691 PRO-SHOPKEEPER COMPUTER SOFTWARE COMPANY									
358691		12/17/2021	012522	341015	625.00	02/05/2022	INV	PD	DEC TC SOFTWARE
CHECK DATE: 01/25/2022									
359418		01/04/2022	012522	341015	625.00	02/05/2022	INV	PD	JAN TC SOFTWARE
CHECK DATE: 01/25/2022									
					1,250.00				
108919 COMPASS GROUP USA INC									
1142105		06/01/2021	012522	341016	360.00	01/23/2022	INV	PD	2021 ANNUAL DUES
CHECK DATE: 01/25/2022									
100768 CODE 4 SERVICES INC									
6826		01/04/2022	012522	341017	895.40	02/03/2022	INV	PD	Squad 1161 tear-down & tr
CHECK DATE: 01/25/2022									
6845		01/07/2022	012522	341017	5,545.53	02/06/2022	INV	PD	Squad 1221 Set Up
CHECK DATE: 01/25/2022									
					6,440.93				
100436 COMCAST CORPORATION									
0036243/JAN22-TC		01/07/2022	012022	340965	222.51	02/01/2022	INV	PD	JAN CLUBHOUSE CABLE
CHECK DATE: 01/20/2022									
0055482/DEC21-FD		12/12/2021	010422-2	340930	6.75	01/06/2022	INV	PD	DEC FD CABLE
CHECK DATE: 01/04/2022									
97079		01/09/2022	012022	340966	79.78	02/03/2022	INV	PD	Cable-PD
CHECK DATE: 01/20/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					309.04				
109773 COMMUNITY DESIGN GROUP INC									
FJ-10		01/03/2022	012522	341018	2,808.00	02/03/2022	INV	PD	Ped/Bike Plan-Dec
CHECK DATE: 01/25/2022									
105466 COMPUTER INTEGRATION TECHNOLOGIES INC									
318192		11/15/2021	012522	341019	8,313.20	02/11/2022	INV	PD	2022 DARKTRACE RENEWAL
CHECK DATE: 01/25/2022									
320409		12/31/2021	012522	341019	220.00	01/31/2022	INV	PD	DEC CYBER SECURITY TRAINI
CHECK DATE: 01/25/2022									
320410		12/31/2021	012522	341019	220.00	01/30/2022	INV	PD	JAN CYBER SECURITY TRAINI
CHECK DATE: 01/25/2022									
					8,753.20				
107686 CONCENTRA HEALTH SERVICES INC									
15356838		12/20/2021	012522	341020	328.00	02/01/2022	INV	PD	DRUG TESTING, DOT ANNUAL
CHECK DATE: 01/25/2022									
100450 COOL AIR MECHANICAL									
24114		12/13/2021	012522	341021	361.00	01/13/2022	INV	PD	Found Ammonia Leak-CCC
CHECK DATE: 01/25/2022									
107485 CROWN COLLEGE									
29		01/06/2022	012522	341022	350.00	01/26/2022	INV	PD	EMT/EMR TRAINING-EMTI
CHECK DATE: 01/25/2022									
100475 CRYSTEEL TRUCK EQUIPMENT INC									
LP207403		12/28/2021	012522	341023	183.67	01/28/2022	INV	PD	BOSS V PLOW PARTS
CHECK DATE: 01/25/2022									
100479 CULLIGAN-METRO BROOKLYN PARK									
114-01594506-5 DEC21		12/31/2021	011822	340952	30.54	01/20/2022	INV	PD	COOLER RENT & WATER-TC MA
CHECK DATE: 01/18/2022									
100478 CULLIGAN-METRO MINNETONKA									
101X35608101		10/20/2021	011122	340937	258.00	01/15/2022	INV	PD	CCC Water Softener Inspec

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/11/2022									
103057 CUSTOMIZED FIRE RESCUE TRAINING INC									
2004		12/30/2021	012522	341024	4,710.00	01/30/2022	INV	PD	FF TRAINING FOR ROOKIES
CHECK DATE: 01/25/2022									
104863 LESTER F DAHLBERG									
1070		12/22/2021	012522	341025	150.00	01/14/2022	INV	PD	Plaques for MLK & Name Pl
CHECK DATE: 01/25/2022									
100508 DDK CONSTRUCTION INC									
4299 HARROW COVE		01/18/2022	012522	341026	1,500.00	02/18/2022	INV	PD	BUILDER DEPOSIT REFUND
CHECK DATE: 01/25/2022									
110324 DELICH, JENNIFER									
35609		01/14/2022	012522	341027	56.45	02/14/2022	INV	PD	METER DEPOSIT REFUND-2784
CHECK DATE: 01/25/2022									
101342 STATE OF MINNESOTA									
10035005620 21M119725		01/12/2022	012522	341028	25.00	02/11/2022	INV	PD	HAZARDOUS CHEMICAL INVENT
CHECK DATE: 01/25/2022									
107812 SCOTT CONGDON									
5649		12/27/2021	012522	341029	195.00	01/26/2022	INV	PD	INSPECTION NOTICE FORMS
CHECK DATE: 01/25/2022									
103870 DIVERSIFIED PLUMBING AND HEATING INC									
32371		12/28/2021	012522	341030	3,720.00	01/28/2022	INV	PD	ANNUAL RPZ TESTING
CHECK DATE: 01/25/2022									
100549 DORSEY AND WHITNEY LLP									
3717991		12/29/2021	012522	341031	29,375.00	01/29/2022	INV	PD	LEGAL FEES-LEASE PURCHASE
CHECK DATE: 01/25/2022									
100550 DOTCOM PRINTING INC									
26324		01/03/2022	012522	341032	597.43	02/03/2022	INV	PD	TC GIFT CARD HOLDERS
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
105629 DICKS SANITATION SERVICE INC									
DT0004381863 CHECK DATE: 01/25/2022		12/31/2021	012522	341033	1,370.68	01/30/2022	INV	PD	MSB
DT0004381864 CHECK DATE: 01/25/2022		12/31/2021	012522	341033	178.32	01/30/2022	INV	PD	FIRE STATION
DT0004381865 CHECK DATE: 01/25/2022		12/31/2021	012522	341033	561.21	01/30/2022	INV	PD	CITY HALL
DT0004381866 CHECK DATE: 01/25/2022		12/31/2021	012522	341033	169.44	01/30/2022	INV	PD	VETERAN'S PARK
					2,279.65				
100566 DVS									
C1690010 CHECK DATE: 01/25/2022		01/06/2022	012522	341034	28.50	01/27/2022	INV	PD	Squad 1173/1151 registrat
100603 KEVIN G SULLIVAN									
1920 CHECK DATE: 01/11/2022		12/15/2021	011122	340938	1,390.00	01/14/2022	INV	PD	EMR INITIAL COURSE FOR RO
110104 RALNY FALLS VENTURES LLC									
10126 CHECK DATE: 01/25/2022		12/21/2021	012522	341035	1,374.20	01/21/2022	INV	PD	FF GEAR CLEANING & REPAIR
102657 ENERGY MANAGEMENT SOLUTIONS INC									
10351 CHECK DATE: 01/25/2022		01/01/2022	012522	341036	7,327.00	02/05/2022	INV	PD	JAN 2022 RETAINER
104594 ESP INC									
012320 CHECK DATE: 01/25/2022		01/11/2022	012522	341037	1,527.95	02/11/2022	INV	PD	Annual Fire Testing-Curli
105728 FIDELITY SECURITY LIFE INSURANCE COMPANY									
165057012 CHECK DATE: 01/11/2022		11/25/2021	011122	340939	670.72	12/25/2021	INV	PD	DEC EMP INS PREM-VISION+I
165097047 CHECK DATE: 01/18/2022		12/25/2021	011822	340953	684.99	01/25/2022	INV	PD	JAN EMP INS PREM-VISION

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					1,355.71				
100653 FERGUSON ENTERPRISES INC									
8987727		01/03/2022	012522	341038	87.00	02/03/2022	INV	PD	TANK TRUCK - ICE RINKS
CHECK DATE: 01/25/2022									
9001618		01/03/2022	012522	341038	99.81	02/03/2022	INV	PD	FITTINGS TO REPAIR LEAK I
CHECK DATE: 01/25/2022									
9008540		01/05/2022	012522	341038	136.89	02/05/2022	INV	PD	VALVE FOR EYEWASH IN COMP
CHECK DATE: 01/25/2022									
					323.70				
100655 FERRELLGAS 7780961									
1117747543		12/15/2021	012522	341039	48.03	01/15/2022	INV	PD	PROPANE
CHECK DATE: 01/25/2022									
110125 FIFTH ASSET INC									
1107		12/31/2021	012522	341040	7,500.00	01/30/2022	INV	PD	2022 DEBTBOOK SUBSCRIPTIO
CHECK DATE: 01/25/2022									
104338 FORD, MICHAEL									
96740		12/25/2021	012522	341041	638.80	01/25/2022	INV	PD	WATER TOWER CAMERAS REIMB
CHECK DATE: 01/25/2022									
100693 FS3 INC									
75979	220006	01/10/2022	012522	341042	6,200.00	02/09/2022	INV	PD	CONTINOUS CONDUIT 3" (2,0
CHECK DATE: 01/25/2022									
75980	220006	01/10/2022	012522	341042	7,095.00	02/09/2022	INV	PD	CONTINOUS CONDUIT 3" (2,0
CHECK DATE: 01/25/2022									
					13,295.00				
110307 GARCIA, ELVIA									
2011644.002		12/30/2021	012522	341043	368.25	01/30/2022	INV	PD	REFUND DAMAGE DEPOSIT-QUI
CHECK DATE: 01/25/2022						PAYEE: GARCIA, ELVIA			
110270 GARTNER REFRIGERATION INC									
11419058		01/07/2022	012522	341044	5,125.00	02/07/2022	INV	PD	Overhaul of compressor 2-
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
104426 GENERAL SPRINKLER CORP									
37070		10/17/2021	012522	341045	410.00	01/17/2022	INV	PD	WELL #7 ANNUAL INSPECTION
CHECK DATE: 01/25/2022									
108000 GEORGE PHILLIPS CURLING STONE									
642650		12/08/2021	012522	341046	646.00	01/31/2022	INV	PD	Blade sharpening for ice
CHECK DATE: 01/25/2022									
106901 INFLECTION.COM INC									
CIT02939042		12/31/2021	012522	341047	164.00	01/30/2022	INV	PD	DEC BACKGROUND CHECKS
CHECK DATE: 01/25/2022									
101463 GOPHER STATE ONE CALL									
1120280		12/31/2021	012522	341048	172.80	01/30/2022	INV	PD	DECEMBER LOCATES
CHECK DATE: 01/25/2022									
100759 GRAINGER									
9156781230		12/20/2021	012522	341049	227.40	01/19/2022	INV	PD	MOTOR FOR ICE ARENA EXHAU
CHECK DATE: 01/25/2022									
9157461337		12/21/2021	012522	341049	173.96	01/20/2022	INV	PD	CONNECTORS FOR METERS
CHECK DATE: 01/25/2022									
					401.36				
100810 HAWKINS INC									
6090427		12/23/2021	012522	341050	15.00	02/06/2022	INV	PD	DEMURRAGE
CHECK DATE: 01/25/2022									
6094486		12/30/2021	012522	341050	5,180.37	02/13/2022	INV	PD	WTP CHEMICALS
CHECK DATE: 01/25/2022									
6096025		12/30/2021	012522	341050	168.32	02/13/2022	INV	PD	WTP CHEMICALS
CHECK DATE: 01/25/2022									
					5,363.69				
100821 HEALTHPARTNERS INC									
109998847		01/10/2022	012022	340967	7,101.02	02/10/2022	INV	PD	FEB EMP INS PREM-DENTAL
CHECK DATE: 01/20/2022									
107645 HENNING PROFESSIONAL SERVICES INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
111-11		01/13/2022	012522	341051	322.26	02/13/2022	INV	PD	6TH ST BRIDGE-2021 DT ST
CHECK DATE: 01/25/2022									
954-17		01/13/2022	012522	341051	247.50	02/13/2022	INV	PD	CITY SQUARE WEST
CHECK DATE: 01/25/2022									
955-16		01/13/2022	012522	341051	1,071.00	02/13/2022	INV	PD	CREEK RD
CHECK DATE: 01/25/2022									
					1,640.76				
100848 HIGH TECH CLEANING INC									
17332		01/01/2022	012522	341052	3,092.25	02/01/2022	INV	PD	CITY HALL
CHECK DATE: 01/25/2022									
17333		01/01/2022	012522	341052	485.16	02/01/2022	INV	PD	COMMUNITY ROOM-CLOVER RID
CHECK DATE: 01/25/2022									
17334		01/01/2022	012522	341052	1,495.91	02/01/2022	INV	PD	FIRE STATION
CHECK DATE: 01/25/2022									
17335		01/01/2022	012522	341052	1,140.83	02/01/2022	INV	PD	HISTORY CENTER
CHECK DATE: 01/25/2022									
17336		01/01/2022	012522	341052	202.15	02/01/2022	INV	PD	IT DEPARTMENT
CHECK DATE: 01/25/2022									
17337		01/01/2022	012522	341052	1,971.55	02/01/2022	INV	PD	MSB
CHECK DATE: 01/25/2022									
17338		01/01/2022	012522	341052	161.72	02/01/2022	INV	PD	STANTEC BUILDING
CHECK DATE: 01/25/2022									
17339		01/01/2022	012522	341052	625.00	02/01/2022	INV	PD	WTP
CHECK DATE: 01/25/2022									
17380		01/05/2022	012522	341052	55.98	02/05/2022	INV	PD	CLOVER RIDGE COMMUNITY RO
CHECK DATE: 01/25/2022									
17399		01/13/2022	012522	341052	1,153.53	02/13/2022	INV	PD	CLEANING SUPPLIES
CHECK DATE: 01/25/2022									
					10,384.08				
106151 HOLT TOUR AND CHARTER INC									
46492		12/14/2021	011122	340940	625.00	01/14/2022	INV	PD	transportation to Ives Th
CHECK DATE: 01/11/2022									
100878 HUEBSCH									
84176/DEC2021		12/31/2021	012522	341053	1,464.94	01/10/2022	INV	PD	DEC RUG/MAT SVC

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/25/2022									
108162 HYDRO-DESIGNS INC									
0064999-IN		12/31/2021	012522	341054	680.96	01/30/2022	INV	PD	RPZ TESTING MGT DEC 2021
CHECK DATE: 01/25/2022									
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP									
2021/1231-ICMA		12/31/2021	010422-2	340931	6,410.11	12/31/2021	INV	PD	123121 Payroll 457 & Roth
CHECK DATE: 01/04/2022									
2022/0114-ICMA		01/14/2022	012022	340968	6,367.47	01/14/2022	INV	PD	011422 Payroll 457 & Roth
CHECK DATE: 01/20/2022									
					12,777.58				
100896 IMAGE TREND INC									
132755		01/04/2022	012522	341055	270.13	02/04/2022	INV	PD	FIRE CAD ANNUAL FEE
CHECK DATE: 01/25/2022									
104751 IMPACT MAILING OF MINNESOTA INC									
156575		01/04/2022	012522	341056	9,724.27	02/04/2022	INV	PD	Dec Bills & Qtrly Stormwa
CHECK DATE: 01/25/2022									
156576		01/04/2022	012522	341056	1,194.16	02/04/2022	INV	PD	Dec Reminders
CHECK DATE: 01/25/2022									
156577		01/04/2022	012522	341056	253.16	01/31/2022	INV	PD	Dec Final Bills
CHECK DATE: 01/25/2022									
					11,171.59				
100920 INTIME SERVICES INC									
11281		12/31/2021	012522	341057	3,360.00	01/31/2022	INV	PD	Employee scheduling softw
CHECK DATE: 01/25/2022									
110176 JAYTECH INC									
211161		12/01/2021	012522	341058	552.32	01/04/2022	INV	PD	TREATMENT FOR BOILER SYS
CHECK DATE: 01/25/2022									
211701		12/30/2021	012522	341058	271.50	01/29/2022	INV	PD	FILTERS FOR BOILER SYS WA
CHECK DATE: 01/25/2022									
					823.82				
100943 JEFFERSON FIRE & SAFETY INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
IN136645		12/30/2021	012522	341059	69.89	01/19/2022	INV	PD	FF GEAR REPAIR
CHECK DATE: 01/25/2022									
102031 TYCO FIRE & SECURITY (US) MANAGEMENT INC									
88388024		12/22/2021	012522	341060	1,476.26	01/22/2022	INV	PD	FIRE SYS SVC-TC MAINT
CHECK DATE: 01/25/2022									
88413627		01/05/2022	012522	341060	528.00	02/05/2022	INV	PD	FIRE SYS SVC-TC MAINT
CHECK DATE: 01/25/2022									
					2,004.26				
108437 JOHNSON, KELLY									
2011720.002		01/19/2022	012522	341061	69.80	02/19/2022	INV	PD	RFD-WOMENS VOLLEYBALL LEA
CHECK DATE: 01/25/2022					PAYEE: JOHNSON, KELLY				
108948 AUDRANN INC									
1348956		01/04/2022	012522	341062	298.77	02/18/2022	INV	PD	ACTUATOR FOR COMPRESSOR R
CHECK DATE: 01/25/2022									
110315 TANECSHA JONES									
96943		01/11/2022	012522-2	341148	100.00	02/11/2022	INV	PD	MLK Celebration Musician
CHECK DATE: 01/25/2022									
110286 JAY R MCGRATH									
6023		12/21/2021	012522-2	341149	13,765.00	01/21/2022	INV	PD	GOLF MATS (35) FOR RANGE
CHECK DATE: 01/25/2022									
110279 KACHELMEIER, CADE									
350031760-2021-2		12/02/2021	012522	341065	445.00	02/10/2022	INV	PD	CORRECT NOV SOLAR REBATE
CHECK DATE: 01/25/2022					PAYEE: KACHELMEIER, CADE				
110325 KULLA, KEVIN									
35663		01/14/2022	012522	341066	11.22	02/14/2022	INV	PD	METER DEPOSIT REFUND-220
CHECK DATE: 01/25/2022									
101043 LANO EQUIPMENT INC									
01-885046		12/27/2021	012522	341067	207.30	01/27/2022	INV	PD	#125 BOBCAT PARTS
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
01-885256		12/28/2021	012522	341067	209.51	01/28/2022	INV	PD	#162 BOBCAT PARTS
CHECK DATE: 01/25/2022									
01-885292		12/28/2021	012522	341067	156.36	01/28/2022	INV	PD	#125 BOBCAT PARTS
CHECK DATE: 01/25/2022									
01-885350		12/28/2021	012522	341067	604.13	01/28/2022	INV	PD	#162 SNOW BOBCAT SIDE BRO
CHECK DATE: 01/25/2022									
01-886952		01/05/2022	012522	341067	4,697.40	02/05/2022	INV	PD	#187 BOBCAT SIDE BROOM
CHECK DATE: 01/25/2022									
					5,874.70				
101050 LAW ENFORCEMENT LABOR SERVICES INC									
Jan-22		01/14/2022	011822	340954	1,560.00	01/14/2022	INV	PD	Jan-22 Police Union Dues
CHECK DATE: 01/18/2022									
108054 LEADSONLINE LLC									
323067		11/15/2021	012522	341068	1,881.00	02/03/2022	INV	PD	Investigation System 2022
CHECK DATE: 01/25/2022									
101093 LITTLE FALLS MACHINE INC									
362867		12/29/2021	012522	341069	956.28	01/29/2022	INV	PD	SNOW PLOW PARTS
CHECK DATE: 01/25/2022									
101097 LOCATORS & SUPPLIES INC									
0297114-IN		12/29/2021	012522	341070	82.29	01/29/2022	INV	PD	CITY ISSUED WINTER GLOVES
CHECK DATE: 01/25/2022									
105139 LUBE TECH AND PARTNERS LLC									
2804085		01/04/2022	012522	341071	333.32	02/03/2022	INV	PD	FUELS AND LUBE
CHECK DATE: 01/25/2022									
105710 MACQUEEN EMERGENCY GROUP									
P01457		01/05/2022	012522	341072	2,223.33	02/05/2022	INV	PD	FF HELMETS (7)
CHECK DATE: 01/25/2022									
P01462		01/06/2022	012522	341072	636.97	02/06/2022	INV	PD	FF HELMETS (2)
CHECK DATE: 01/25/2022									
P01464		01/06/2022	012522	341072	144.26	02/06/2022	INV	PD	E11 INTAKE VALVE REBUILD
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
P06180		12/20/2021	012522	341072	-312.45	12/31/2021	CRM	PD	CREDIT-E11 MIRROR
CHECK DATE: 01/25/2022									
P06181		12/20/2021	012522	341072	-119.10	01/20/2022	CRM	PD	CREDIT-E11 MIRROR BRACKET
CHECK DATE: 01/25/2022									
P06300		01/14/2022	012522	341072	251.53	02/18/2022	INV	PD	E11 HUB CAP PARTS
CHECK DATE: 01/25/2022									
					2,824.54				
103449 MADDEN GALANTER HANSEN LLP									
96989		01/11/2022	012522	341073	874.00	02/11/2022	INV	PD	DEC LEGAL
CHECK DATE: 01/25/2022									
101177 METROPOLITAN AREA MANAGEMENT ASSOC									
998		01/04/2022	012522	341074	45.00	02/04/2022	INV	PD	2022 Dues-Podhradsky
CHECK DATE: 01/25/2022									
106661 MAYER LUMBER COMPANY INC									
210163		12/16/2021	012522	341075	9,712.95	01/16/2022	INV	PD	STEEL/MATERIALS REROOF CO
CHECK DATE: 01/25/2022									
108565 MCGRANN SHEA CARNIVAL STRAUGHN AND LAMB CHARTERED									
139434		01/12/2022	012522	341076	92.50	02/12/2022	INV	PD	ELECTRIC SERVICE TERRITOR
CHECK DATE: 01/25/2022									
103343 MCLAUGHLIN GORMLEY KING									
260200000-2021-2		12/28/2021	012522	341077	255.00	01/28/2022	INV	PD	DEC REBATE-BUSINESS LIGHT
CHECK DATE: 01/25/2022									
101168 MELCHERT HUBERT SJODIN PLLP									
159913		01/12/2022	012522	341078	1,822.80	02/12/2022	INV	PD	PLANNING & ZONING
CHECK DATE: 01/25/2022									
159927		01/12/2022	012522	341078	4,341.60	02/12/2022	INV	PD	GENERAL FUND
CHECK DATE: 01/25/2022									
159928		01/12/2022	012522	341078	741.60	02/12/2022	INV	PD	COUNCIL MTGS
CHECK DATE: 01/25/2022									
159929		01/12/2022	012522	341078	3,592.80	02/12/2022	INV	PD	ELECTRIC DEPARTMENT
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
159930		01/12/2022	012522	341078	784.00	02/12/2022	INV	PD	ENERGY FRANCHISE ORDINANC
CHECK DATE: 01/25/2022									
159931		01/12/2022	012522	341078	1,176.00	02/12/2022	INV	PD	COMCAST FRANCHISE AGREEME
CHECK DATE: 01/25/2022									
159932		01/12/2022	012522	341078	1,764.00	02/12/2022	INV	PD	HAZELTINE SHORES-PAR 30
CHECK DATE: 01/25/2022									
159933		01/12/2022	012522	341078	343.00	02/12/2022	INV	PD	WAGNER WOODS
CHECK DATE: 01/25/2022									
159934		01/12/2022	012522	341078	1,760.80	02/12/2022	INV	PD	UNITED PROPERTIES-COSTCO-
CHECK DATE: 01/25/2022									
					16,326.60				
101183 METROPOLITAN COUNCIL									
DEC 2021 SAC		12/31/2021	012522	341079	66,424.05	01/31/2022	INV	PD	DEC SAC CHARGES
CHECK DATE: 01/25/2022									
101182 METROPOLITAN COUNCIL									
0001134766		01/06/2022	012522	341080	236,023.00	02/01/2022	INV	PD	FEB SEWER SERVICES FOR ME
CHECK DATE: 01/25/2022									
101187 METRO SALES INC									
INV1960250		01/05/2022	012522	341081	197.00	02/04/2022	INV	PD	Contract Invoice
CHECK DATE: 01/25/2022									
INV1967016		01/17/2022	012522	341081	136.00	02/16/2022	INV	PD	Ricoh/MP C3003 Color
CHECK DATE: 01/25/2022									
					333.00				
101204 MIDWEST PLAYSCAPES INC									
9499		01/11/2022	012522	341082	33,432.00	02/11/2022	INV	PD	DEPOSIT-BLEACHER SYS ATHL
CHECK DATE: 01/25/2022									
101217 MINNESOTA CHILD SUPPORT PMT CTR									
PR011422001510208001		01/14/2022	011822	340955	184.58	01/14/2022	INV	PD	011422 Payroll Child Supp
CHECK DATE: 01/18/2022									
PR123121001510208001		12/31/2021	010422-2	340932	184.58	12/31/2021	INV	PD	123121 Payroll Child Supp
CHECK DATE: 01/04/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					369.16				
101229 MINNESOTA DEPT OF EMPLOYMENT									
23	220005	01/01/2022	011322	340950	2,433.64	01/15/2022	INV	PD	FORMACOAT LLC LOAN REPAYM
CHECK DATE: 01/13/2022									
101226 MINNESOTA DEPARTMENT OF NATURAL RESOURCES									
1975-6124-2022		01/12/2022	012522	341083	19,270.24	02/12/2022	INV	PD	2022 WATER PERMIT BASED O
CHECK DATE: 01/25/2022									
101247 MINNESOTA MUNICIPAL UTILITIES ASSN									
58664		01/05/2022	012522	341084	34,157.00	02/04/2022	INV	PD	2022 ELECTRIC UTILITY MEM
CHECK DATE: 01/25/2022									
101303 MN TEAMSTER PUBLIC AND LAW ENFORCEMENT									
Jan-22		01/14/2022	011822	340956	4,356.00	01/14/2022	INV	PD	Jan-22 Local #320 Union D
CHECK DATE: 01/18/2022									
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE									
107050711/DEC21		12/27/2021	011122	340941	794.86	01/22/2022	INV	PD	DEC ST LITES-TOWN COURSE
CHECK DATE: 01/11/2022									
121770311/DEC21		12/27/2021	011122	340941	23.79	01/22/2022	INV	PD	DEC 4255 CREEK RD
CHECK DATE: 01/11/2022									
778377500/DEC21		01/07/2022	011822	340957	52.16	02/02/2022	INV	PD	DEC 12500 CTY RD 11 SIGNA
CHECK DATE: 01/18/2022									
778377800/DEC21		01/07/2022	011822	340957	35.71	02/02/2022	INV	PD	DEC 4250 ENGLER BLVD SIGN
CHECK DATE: 01/18/2022									
778377900/DEC21		01/07/2022	011822	340957	35.00	02/02/2022	INV	PD	DEC 4100 ENGLER BLVD SIGN
CHECK DATE: 01/18/2022									
781385500/DEC21		01/07/2022	011822	340957	10.57	02/02/2022	INV	PD	DEC 4463 CTY RD 44
CHECK DATE: 01/18/2022									
					952.09				
101238 MINNESOTA DEPARTMENT OF HEALTH									
FBL-10842-5445 2022		01/13/2022	012022	340969	1,595.00	01/31/2022	INV	PD	2022 CCC POOL LICENSE
CHECK DATE: 01/20/2022									
FBL-31854-44018 2022		01/13/2022	012022	340969	1,275.00	01/31/2022	INV	PD	2022 Concession, Splash P
CHECK DATE: 01/20/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					2,870.00				
101341 MINNESOTA DEPT OF LABOR & INDUSTRY									
ALR0128762X CHECK DATE: 01/11/2022		12/18/2021	011122	340942	200.00	01/17/2022	INV	PD	CCC Annual Elevator Licen
DECEMBER0190352021 CHECK DATE: 01/25/2022		12/31/2021	012522	341085	4,267.63	01/31/2022	INV	PD	DEC PERMIT SURCHARGES
					4,467.63				
101307 MOBILE MINI INC									
9012731778 CHECK DATE: 01/25/2022		01/10/2022	012522	341086	676.00	02/09/2022	INV	PD	CLOVER RIDGE WARMING HOUS
107078 MOBOTREX INC									
255617 CHECK DATE: 01/25/2022	220003	01/06/2022	012522	341087	132.00	02/05/2022	INV	PD	TRAFFIC LAMP LED YELLOW (
105853 MOR GOLF AND UTILITY INC									
30456 CHECK DATE: 01/25/2022		12/29/2021	012522	341088	140.92	01/29/2022	INV	PD	GOLF CART REPAIR PART
101324 MOTOROLA									
96882 CHECK DATE: 01/25/2022		12/26/2021	012522	341089	6,837.13	01/25/2022	INV	PD	Encryption kits/radio upg
102968 KIMBERLY MOTSCHENBACHER									
109 CHECK DATE: 01/25/2022		12/29/2021	012522	341090	1,650.00	01/29/2022	INV	PD	WELLNESS PROGRAM-YOGA SEP
101327 MP NEXLEVEL LLC									
1769322 CHECK DATE: 01/25/2022		01/05/2022	012522	341091	4,085.83	02/05/2022	INV	PD	WO# 987 HRVST WST - BORIN
101261 MINNESOTA RECREATION & PARK ASSOC									
10287 CHECK DATE: 01/25/2022		12/31/2021	012522	341092	125.00	01/31/2022	INV	PD	Curl job posting

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
103088 SID TOOL CO INC									
5094669001		12/20/2021	011122	340943	464.27	01/20/2022	INV	PD	SHOP STOCK
CHECK DATE: 01/11/2022									
103588 MINNESOTA STATE FIRE CHIEFS ASSOCIATION									
3319		12/16/2021	012522	341093	280.00	02/10/2022	INV	PD	2022 DUES
CHECK DATE: 01/25/2022									
101354 MTI DISTRIBUTING INC #700767									
1331159-00		12/29/2021	012522	341094	110.22	01/29/2022	INV	PD	BEDKNIVES
CHECK DATE: 01/25/2022									
1331161-00		12/29/2021	012522	341094	1,371.64	01/29/2022	INV	PD	BEDKNIVES
CHECK DATE: 01/25/2022									
1332317-00		01/06/2022	012522	341094	119.03	02/06/2022	INV	PD	BEARING FLEX 21
CHECK DATE: 01/25/2022									
					1,600.89				
106657 MUNICIPAL ASSET MANAGEMENT INC									
01132022M1		01/10/2022	012022	340970	4,983.31	01/13/2022	INV	PD	CCC FITNESS EQUIP LEASE P
CHECK DATE: 01/20/2022									
01132022M2		01/11/2022	012022	340970	4,983.31	02/13/2022	INV	PD	CCC FITNESS EQUIP LEASE P
CHECK DATE: 01/20/2022									
0618356		01/01/2022	011822	340958	151.05	02/15/2022	INV	PD	CCC SCIFIT PRO LEASE PMT
CHECK DATE: 01/18/2022									
					10,117.67				
101365 STAR GROUP LLC									
4472/DEC2021		12/31/2021	012022	340971	7,983.81	01/10/2022	INV	PD	DEC PARTS & SUPPLIES
CHECK DATE: 01/20/2022									
106198 NAVIANT INC									
0144165-IN		12/28/2021	011322	340951	30,029.31	01/17/2022	INV	PD	ONBASE SAAS TO 2/28/23
CHECK DATE: 01/13/2022									
0144191-IN		01/03/2022	011122	340944	3,043.65	01/23/2022	INV	PD	DEC ONBASE HOSTING FEE
CHECK DATE: 01/11/2022									
					33,072.96				
107999 NICE HEALTHCARE LLC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
1617		01/01/2022	011122	340945	46,842.96	01/01/2022	INV	PD	2022 EMP INS PREM-MEDICAL
CHECK DATE: 01/11/2022									
101403 NIKE USA INC									
9614848249		10/27/2021	012522	341095	88.05	01/29/2022	INV	PD	RESALE
CHECK DATE: 01/25/2022									
102654 NORTH AMERICAN SAFETY INC									
INV61861		01/05/2021	012522	341096	708.45	02/05/2022	INV	PD	SAFETY SUPPLIES AND PAINT
CHECK DATE: 01/25/2022									
INV61877		01/06/2022	012522	341096	403.96	02/06/2022	INV	PD	MASKS
CHECK DATE: 01/25/2022									
					1,112.41				
101470 O'REILLY AUTOMOTIVE STORES INC									
556275/DEC2021		12/28/2021	011122	340946	708.55	01/20/2022	INV	PD	DEC PARTS & SUPPLIES
CHECK DATE: 01/11/2022									
101445 OFFICE DEPOT									
216059692001		12/10/2021	012522	341098	142.22	01/14/2022	INV	PD	Paper clips, copy paper
CHECK DATE: 01/25/2022									
216059847001		12/10/2021	012522	341098	59.67	01/14/2022	INV	PD	Notepads
CHECK DATE: 01/25/2022									
217397889001		12/22/2021	012522	341097	51.99	01/22/2022	INV	PD	Bankers boxes for Kari in
CHECK DATE: 01/25/2022									
218566764001-1		12/23/2021	012522	341097	42.68	01/22/2022	INV	PD	Pens for Ron Erickson
CHECK DATE: 01/25/2022									
218566764001-2		12/23/2021	012522	341097	7.65	01/22/2022	INV	PD	Yellow post it notes
CHECK DATE: 01/25/2022									
219280446001-1		12/28/2021	012522	341097	47.67	01/29/2022	INV	PD	3 hole punch paper for UB
CHECK DATE: 01/25/2022									
219280446001-2		12/28/2021	012522	341097	7.78	01/29/2022	INV	PD	Post it Notes for the wor
CHECK DATE: 01/25/2022									
					359.66				
101465 ON SITE SANITATION INC									
0001267916		01/05/2022	012522	341099	88.64	02/04/2022	INV	PD	CLOVER RIDGE HOCKEY RINK

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/25/2022									
0001267917		01/05/2022	012522	341099	83.43	02/04/2022	INV	PD	FIREMAN'S PARK ICE RINK
CHECK DATE: 01/25/2022									
					172.07				
110308 JONATHAN PALMER									
96809		12/29/2021	012522	341100	500.00	01/29/2022	INV	PD	HRC-MLK CELEBRATION SPEAK
CHECK DATE: 01/25/2022									
101482 PANNING, HUNTER									
96944		12/17/2021	012522	341101	4,560.00	02/11/2022	INV	PD	2021 TUITION REIMBURSEMEN
CHECK DATE: 01/25/2022									
101484 PAPCO INC									
223569		01/07/2022	012522	341102	56.70	02/06/2022	INV	PD	Part for Auto Scrubber
CHECK DATE: 01/25/2022									
101510 PERFORMANCE PLUS LLC									
122473		01/10/2022	012522	341103	515.00	02/10/2022	INV	PD	FLU SHOTS FOR FF
CHECK DATE: 01/25/2022									
108564 PERSONNEL EVALUATION INC									
42655		12/31/2021	012522	341104	20.00	01/31/2022	INV	PD	PEP test new hire Benjami
CHECK DATE: 01/25/2022									
101530 PING INC									
16100716		01/12/2022	012522	341105	294.14	03/14/2022	INV	PD	RESALE
CHECK DATE: 01/25/2022									
101536 PITNEY BOWES GLOBAL FINANCIAL SERVICES LLC									
3105238825		12/26/2021	012522	341106	499.14	01/29/2022	INV	PD	Lease for Mail Machine 10
CHECK DATE: 01/25/2022									
109689 PLANSOURCE BENEFITS ADMINISTRATION INC									
IN270544		12/27/2021	012022	340972	8,663.79	01/27/2022	INV	PD	ANNUALSUBSCRIPTION
CHECK DATE: 01/20/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101551 POPPITZ CONSTRUCTION INC									
1262		05/27/2021	012522	341107	2,688.00	02/10/2022	INV	PD	SNOW HAULING
CHECK DATE: 01/25/2022									
1339		01/06/2022	012522	341107	784.00	02/05/2022	INV	PD	SNOW HAULING
CHECK DATE: 01/25/2022									
					3,472.00				
110326 PORTER, SOPHIE									
35665		01/14/2022	012522	341108	76.18	02/14/2022	INV	PD	METER DEPOSIT REFUND-3000
CHECK DATE: 01/25/2022									
101557 POWER SYSTEM ENGINEERING INC									
9040101		01/12/2022	012522	341109	1,965.00	02/12/2022	INV	PD	MISC ENGINEERING AND PLAN
CHECK DATE: 01/25/2022									
101571 PREMIUM WATERS INC									
318542776		12/31/2021	012022	340974	61.85	01/31/2022	INV	PD	Water cooler
CHECK DATE: 01/20/2022									
417080-12-21		12/31/2021	012022	340973	12.83	01/31/2022	INV	PD	WATER-TC CLUBHOUSE
CHECK DATE: 01/20/2022									
					74.68				
103055 QUALITY PROPANE INC									
225127		12/20/2021	012522	341110	119.88	01/19/2022	INV	PD	Zamboni LP Gas
CHECK DATE: 01/25/2022									
107855 STAPLES INC									
21715750		12/16/2021	012522	341112	110.97	01/15/2022	INV	PD	2022 JOURNALS FOR FOREMAN
CHECK DATE: 01/25/2022									
21718297		12/16/2021	012522	341112	29.28	01/15/2022	INV	PD	OFFICE SUPPLIES
CHECK DATE: 01/25/2022									
21846109		12/23/2021	012522	341112	164.96	01/22/2022	INV	PD	ORGANIZERS FOR ELECTRIC S
CHECK DATE: 01/25/2022									
21922726		12/29/2021	012522	341111	32.99	01/28/2022	INV	PD	Storage boxes for Bldg In
CHECK DATE: 01/25/2022									
21923324		12/29/2021	012522	341112	93.96	01/28/2022	INV	PD	S. MUNKELWITZ'S CUBICAL
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
21923326-1		12/29/2021	012522	341111	122.49	01/28/2022	INV	PD	Pens, tape, write out
CHECK DATE: 01/25/2022									
21923326-2		12/29/2021	012522	341111	30.60	01/28/2022	INV	PD	Storage boxes for bldg in
CHECK DATE: 01/25/2022									
21923326-3		12/29/2021	012522	341111	102.95	01/28/2022	INV	PD	HP toner cartridge for An
CHECK DATE: 01/25/2022									
21923518		12/29/2021	012522	341112	17.79	01/28/2022	INV	PD	S. MUNKELWITZ'S CUBICAL
CHECK DATE: 01/25/2022									
21923661		12/29/2021	012522	341111	115.96	01/28/2022	INV	PD	Cups, forks, plates coffe
CHECK DATE: 01/25/2022									
21933594		12/30/2021	012522	341112	34.64	01/29/2022	INV	PD	S. MUNKELWITZ'S CUBICAL
CHECK DATE: 01/25/2022									
21983459		01/03/2022	012522	341112	32.98	02/02/2022	INV	PD	MAINT DEPT OFFICE SUPPLIE
CHECK DATE: 01/25/2022									
22026796		01/04/2022	012522	341112	7.59	02/03/2022	INV	PD	MAINT DEPT OFFICE SUPPLIE
CHECK DATE: 01/25/2022									
22044586		01/05/2022	012522	341112	32.99	02/04/2022	INV	PD	MAINT DEPT OFFICE SUPPLIE
CHECK DATE: 01/25/2022									
22259785		01/12/2022	012522	341111	21.49	02/11/2022	INV	PD	Card Stock Paper for Golf
CHECK DATE: 01/25/2022									
22272948		01/12/2022	012522	341111	23.99	02/11/2022	INV	PD	6 X 9 envelope
CHECK DATE: 01/25/2022									
					975.63				
101684 R & R SPECIALTIES OF WISCONSIN INC									
0074734-IN		01/06/2022	012522	341113	65.00	02/06/2022	INV	PD	Zamboni Blade sharpening
CHECK DATE: 01/25/2022									
101616 RDO EQUIPMENT COMPANY									
P8432570		01/12/2022	012522	341114	452.74	02/12/2022	INV	PD	NOZZLES FOR VACTOR
CHECK DATE: 01/25/2022									
101657 RITA VANNETT PHOTOGRAPHY INC									
5783		11/15/2021	012522	341115	904.00	02/11/2022	INV	PD	PHOTOS OF ROOKIES & FF
CHECK DATE: 01/25/2022									
101699 SAFETY-KLEEN SYSTEMS INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
87680678		12/30/2021	012522	341116	357.18	01/30/2022	INV	PD	PARTS WASHER SOLVENT
CHECK DATE: 01/25/2022									
101703 SALVATION ARMY									
DEC/21 HS		01/12/2022	012522	341117	116.19	02/12/2022	INV	PD	DEC HEAT SHARE CONTRIBUTI
CHECK DATE: 01/25/2022									
101738 SCHILLING SUPPLY COMPANY									
848499-00		11/03/2021	012522	341118	-14.40	01/07/2022	CRM	PD	Credit for 2 Rolls missin
CHECK DATE: 01/25/2022									
854026-00		12/20/2021	012522	341118	1,540.87	01/20/2022	INV	PD	Cleaning Supplies-CCC
CHECK DATE: 01/25/2022									
854772-00		12/23/2021	012522	341118	137.64	01/23/2022	INV	PD	Paper Towels
CHECK DATE: 01/25/2022									
854776-00		12/27/2021	012522	341118	779.96	01/27/2022	INV	PD	Paper Towels
CHECK DATE: 01/25/2022									
854848-00		12/28/2021	012522	341118	-917.60	01/28/2022	CRM	PD	Credit for wrong towels d
CHECK DATE: 01/25/2022									
856358-00		01/10/2022	012522	341118	1,964.16	02/10/2022	INV	PD	Cleaning Supplies-CCC
CHECK DATE: 01/25/2022									
					3,490.63				
101775 THE SHERWIN-WILLIAMS COMPANY-CHANHASSEN									
2718-3		01/06/2022	012022	340975	95.35	02/20/2022	INV	PD	WELL #6
CHECK DATE: 01/20/2022									
104827 ROHN INDUSTRIES									
565760		12/27/2021	012522	341119	20.25	01/27/2022	INV	PD	Security Console
CHECK DATE: 01/25/2022									
101828 SOUTHWEST NEWS MEDIA									
2150679		12/16/2021	012022	340976	88.38	01/25/2022	INV	PD	2022 WATER & SEWER RATES
CHECK DATE: 01/20/2022									
2150680		12/16/2021	012022	340976	53.03	01/25/2022	INV	PD	2022 ELECTRIC RATES SUMMA
CHECK DATE: 01/20/2022									
2151016		12/23/2021	012022	340976	35.35	01/25/2022	INV	PD	SAP PORCH REDESIGN 322 1S
CHECK DATE: 01/20/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2151159		12/30/2021	012022	340976	219.00	01/25/2022	INV	PD	ELECTRIC DIRECTOR JOB AD
CHECK DATE: 01/20/2022									
2151160		12/30/2021	012022	340976	572.67	01/25/2022	INV	PD	2022 DEVELOPMENT FEES
CHECK DATE: 01/20/2022									
2151161		12/30/2021	012022	340976	35.35	01/25/2022	INV	PD	MEMORY CARE BLDG-PRELIM P
CHECK DATE: 01/20/2022									
2151162		12/30/2021	012022	340976	38.89	01/25/2022	INV	PD	BUTTENHOFF INDUSTRIAL BLD
CHECK DATE: 01/20/2022									
2151163		12/30/2021	012022	340976	38.89	01/25/2022	INV	PD	HICKORY ST APTS-PRELIM PL
CHECK DATE: 01/20/2022									
					1,081.56				
101847 SRF CONSULTING GROUP INC									
12504.00-31		12/31/2021	012522	341120	2,338.38	02/07/2022	INV	PD	TH 212 INTERCHANGE & CSAH
CHECK DATE: 01/25/2022									
110200 STERICYCLE INC									
8000777311		01/18/2022	012522	341121	106.23	02/17/2022	INV	PD	Shredding-PD
CHECK DATE: 01/25/2022									
101884 STOP PROCESSING CENTER INC									
19584		01/01/2022	012522	341122	111.50	01/31/2022	INV	PD	Online Auto Pay sign ups-
CHECK DATE: 01/25/2022									
101888 STREICHERS									
I1544567		01/07/2022	012522	341123	314.31	02/10/2022	INV	PD	Department ammunition
CHECK DATE: 01/25/2022									
I1544628		01/07/2022	012522	341123	51.98	02/10/2022	INV	PD	Kane-Zafke-Initial Issue-
CHECK DATE: 01/25/2022									
I1545695		01/12/2022	012522	341123	140.00	02/12/2022	INV	PD	Badge for future officer-
CHECK DATE: 01/25/2022									
I1545998		01/14/2022	012522	341123	51.00	02/18/2022	INV	PD	Kane-Zafke-Initial Issue-
CHECK DATE: 01/25/2022									
					557.29				
101892 STUART C IRBY CO									
S012462334.005	220007	01/03/2022	012522	341124	14,502.00	02/02/2022	INV	PD	50 & 37.5KVA TRANSFORMERS
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
103677 SUN LIFE ASSURANCE COMPANY OF CANADA									
237741/JAN22		01/01/2022	011122	340947	4,899.31	01/31/2022	INV	PD	JAN EMP LIFE INS PREM
CHECK DATE: 01/11/2022									
101934 TC HABITAT FOR HUMANITY									
101600500-2021-1		12/28/2021	012522	341125	650.56	02/12/2022	INV	PD	DEC REBATE-APPLIANCE
CHECK DATE: 01/25/2022									
101600500-2021-2		12/28/2021	012522	341125	341.73	02/12/2022	INV	PD	DEC REBATE-RESIDENTIAL LE
CHECK DATE: 01/25/2022									
101600600-2021-1		12/28/2021	012522	341125	650.56	01/28/2022	INV	PD	DEC REBATE-APPLIANCE
CHECK DATE: 01/25/2022									
101600600-2021-2		12/28/2021	012522	341125	341.73	02/12/2022	INV	PD	DEC REBATE-RESIDENTIAL LE
CHECK DATE: 01/25/2022									
					1,984.58				
110312 TEL MANUFACTURING & ENGINEERING OF AMERICA									
266670000-2021-1		12/29/2021	012522	341126	81,770.55	01/29/2022	INV	PD	DEC REBATE-CUSTOM-EQUIPME
CHECK DATE: 01/25/2022									
100757 THE GRAPHIC EDGE LLC									
1560800		12/29/2021	012522	341127	216.85	01/29/2022	INV	PD	Preschool Gymnastics/Spor
CHECK DATE: 01/25/2022									
104908 TIMESAVER OFF SITE SECRETARIAL INC									
M26973		12/31/2021	012522	341128	446.00	01/31/2022	INV	PD	Council 12/6, HRC 12/16 m
CHECK DATE: 01/25/2022									
101966 TK ELEVATOR CORPORATION									
3006336020		01/01/2022	012522	341129	603.62	02/01/2022	INV	PD	WTP ELEVATOR MONITORING 1
CHECK DATE: 01/25/2022									
101995 TRANE									
312299618		01/04/2022	012522	341130	1,488.00	02/03/2022	INV	PD	CITY HALL QTRLY SVC AGREE
CHECK DATE: 01/25/2022									
103946 TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
1549467-202112-1		01/01/2022	012522	341131	135.00	02/15/2022	INV	PD	Data Processing
CHECK DATE: 01/25/2022									
102028 TWIN CITY WATER CLINIC INC									
17068		01/08/2022	012522	341132	510.00	02/07/2022	INV	PD	DECEMBER SAMPLES
CHECK DATE: 01/25/2022									
110053 TX CHILD SUPPORT SDU									
PR0114220012725283		01/14/2022	011822	340959	147.69	01/14/2022	INV	PD	011422 Payroll Child Supp
CHECK DATE: 01/18/2022									
PR1231210012725283		12/31/2021	010422-2	340933	147.69	12/31/2021	INV	PD	123121 Payroll Child Supp
CHECK DATE: 01/04/2022									
					295.38				
102051 UPS									
000027V7Y7012		01/01/2022	012022	340977	19.66	01/12/2022	INV	PD	TC SHIPPING-CLUB REPAIR R
CHECK DATE: 01/20/2022									
102064 US BANK									
6365724		12/24/2021	012522	341133	450.00	01/24/2022	INV	PD	2017D PAYING AGENT FEES
CHECK DATE: 01/25/2022									
6365727		12/24/2021	012522	341133	450.00	01/24/2022	INV	PD	2017E PAYING AGENT FEES
CHECK DATE: 01/25/2022									
6365891		12/24/2021	012522	341133	500.00	01/24/2022	INV	PD	2019D PAYING AGENT FEES
CHECK DATE: 01/25/2022									
6366062		12/24/2021	012522	341133	500.00	01/24/2022	INV	PD	2020F PAYING AGENT FEES
CHECK DATE: 01/25/2022									
6371619		12/24/2021	012522	341133	1,700.00	01/24/2022	INV	PD	2017A EDA TRUSTEE FEES
CHECK DATE: 01/25/2022									
6373881		12/24/2021	012522	341133	500.00	01/24/2022	INV	PD	2015C PAYING AGENT FEES
CHECK DATE: 01/25/2022									
6373888		12/24/2021	012522	341133	500.00	01/24/2022	INV	PD	2019E PAYING AGENT FEES
CHECK DATE: 01/25/2022									
					4,600.00				
107745 US BANK NATIONAL ASSOCIATION									
460832124		12/21/2021	011122	340948	439.53	01/15/2022	INV	PD	CCC COLOR COPIER LEASE PM

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/11/2022									
104522 US FOODS INC									
5968994		12/29/2021	012522	341134	176.34	01/28/2022	INV	PD	OAK 19 DISH MACHINE RENTA
CHECK DATE: 01/25/2022									
107687 UNIVERSAL PROTECTION SERVICE LP									
12123807		12/16/2021	012522	341135	152.82	01/16/2022	INV	PD	Event Ctr security
CHECK DATE: 01/25/2022									
107815 UTILITY LOGIC LLC									
13115		11/30/2021	012522	341136	693.60	01/07/2022	INV	PD	CAMERA HEAD REPAIR
CHECK DATE: 01/25/2022									
102102 VERIZON WIRELESS									
9895733039		12/23/2021	011122	340949	626.52	01/15/2022	INV	PD	DEC CRADLEPOINTS
CHECK DATE: 01/11/2022									
102109 VICTORIA REPAIR & MANUFACTURING									
10012		12/22/2021	012522	341137	156.00	01/22/2022	INV	PD	SPRAY BAR FOR WATER TANK
CHECK DATE: 01/25/2022									
102227 ONVOY LLC									
0009426220101		01/01/2022	012022	340978	1,853.53	01/25/2022	INV	PD	JAN EDU CTR INTERNET/ETHE
CHECK DATE: 01/20/2022									
0009486220101		01/01/2022	012022	340978	889.21	01/25/2022	INV	PD	JAN CITY HALL ETHERNET
CHECK DATE: 01/20/2022									
					2,742.74				
102133 WAGNER PRESS & GRAPHICS									
34530		09/13/2021	012522	341138	47.00	02/10/2022	INV	PD	BUSINESS CARDS-TOLSTEDT
CHECK DATE: 01/25/2022									
34920		01/06/2022	012522	341138	33.00	01/26/2022	INV	PD	Business Cards-Duzan
CHECK DATE: 01/25/2022									
					80.00				
102141 WASTE MANAGEMENT OF MINNESOTA INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
7596926-1593-4		01/06/2022	012022	340979	177.41	02/05/2022	INV	PD	TOWN COURSE MAINTENANCE
CHECK DATE: 01/20/2022									
7598638-1593-3		01/06/2022	012022	340979	96.04	02/05/2022	INV	PD	PAR 30
CHECK DATE: 01/20/2022									
					273.45				
102157 MICHAEL P WELLENS									
6974		11/03/2021	012522	341139	55,025.00	01/29/2022	INV	PD	PAR 30 HYDROMULCH
CHECK DATE: 01/25/2022									
102174 WHEELER HARDWARE COMPANY									
SPI126173		01/06/2022	012522	341140	325.80	02/05/2022	INV	PD	CITY HALL MASTER KEYS
CHECK DATE: 01/25/2022									
110327 WHITEAKER, CAROL D									
35669		01/14/2022	012522	341141	47.50	02/14/2022	INV	PD	METER DEPOSIT REFUND-220
CHECK DATE: 01/25/2022									
102178 WICKENHAUSER, GREG									
96738		10/21/2021	012522	341142	144.04	01/30/2022	INV	PD	MILEAGE-TREE TRIMMIMG WOR
CHECK DATE: 01/25/2022									
104657 WINSLOW, DAVID									
2011642.002		12/30/2021	012522	341143	15.00	01/30/2022	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 01/25/2022									
102189 WM MUELLER & SONS									
271024		10/15/2021	012522	341144	511.36	01/03/2022	INV	PD	WO# 941 DWNTWN RECON - TR
CHECK DATE: 01/25/2022									
271470		10/27/2021	012522	341144	93.09	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
271602		10/27/2021	012522	341144	232.51	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
271622		11/01/2021	012522	341144	92.22	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
271948		11/09/2021	012522	341144	144.00	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
272227		11/16/2021	012522	341144	105.93	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
272522		11/23/2021	012522	341144	112.35	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
272540		11/24/2021	012522	341144	215.07	01/30/2022	INV	PD	POTHOLE PATCHING
CHECK DATE: 01/25/2022									
273037		12/10/2021	012522	341144	46.60	01/03/2022	INV	PD	WO#941 DWNTWN RECON - SAN
CHECK DATE: 01/25/2022									
273149		12/15/2021	012522	341144	12,410.34	01/25/2022	INV	PD	2021 DT RECON TEMP BLACKT
CHECK DATE: 01/25/2022									
273180		12/16/2021	012522	341144	8,500.00	01/25/2022	INV	PD	2021 DT RECON PLANT COST
CHECK DATE: 01/25/2022									
					22,463.47				
102220 XIGENT SOLUTIONS LLC									
82415		01/04/2022	012522	341145	8,535.05	02/08/2022	INV	PD	CISCO LICENSE RENEWAL
CHECK DATE: 01/25/2022									
82450		01/04/2022	012522	341145	6,715.00	02/08/2022	INV	PD	JAN RECOVERY SVC
CHECK DATE: 01/25/2022									
82451		01/04/2022	012522	341145	13,914.69	02/08/2022	INV	PD	JAN SUPPORT SVC
CHECK DATE: 01/25/2022									
82452		01/04/2022	012522	341145	1,778.44	02/08/2022	INV	PD	JAN VULNERABILITY SVC
CHECK DATE: 01/25/2022									
					30,943.18				
102226 ZARNOTH BRUSH WORKS INC									
0187578-IN		12/16/2021	012522	341146	2,310.00	01/15/2022	INV	PD	BOBCAT WAFER BROOMS
CHECK DATE: 01/25/2022									
105150 ZAYO GROUP HOLDINGS INC									
2022010011266		01/01/2022	012022	340980	27,205.59	01/31/2022	INV	PD	JAN FIBER MAINT
CHECK DATE: 01/20/2022									
102231 ZIEGLER INC									
IN000365840		12/21/2021	012522	341147	142.92	01/21/2022	INV	PD	#141 LOADER PARTS
CHECK DATE: 01/25/2022									
IN000381272		01/06/2022	012522	341147	249.72	02/06/2022	INV	PD	#143 BACKHOE PARTS
CHECK DATE: 01/25/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
IN000381626		01/06/2022	012522	341147	77.64	02/06/2022	INV	PD	#141 LOADER PARTS
CHECK DATE: 01/25/2022									
IN000381789		01/06/2022	012522	341147	92.15	02/06/2022	INV	PD	#143 BACKHOE PARTS
CHECK DATE: 01/25/2022									
IN000383271		01/07/2022	012522	341147	255.24	02/07/2022	INV	PD	#143 BACKHOE
CHECK DATE: 01/25/2022									
SI000116195		12/17/2021	012522	341147	415.37	01/17/2022	INV	PD	UNIT G2 CITY HALL GEN REP
CHECK DATE: 01/25/2022									
367 INVOICES					1,395,803.57				

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

Electronic Payments

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100005 MINNESOTA MUNICIPAL MONEY MARKET FUND									
96718 CHECK DATE: 12/30/2021		12/30/2021	123021	3057	3,000,000.00	12/30/2021	DIR	PD	XFER ONB TO 4M-CASHFLOW
105243 ALERUS FINANCIAL									
C118025 CHECK DATE: 01/20/2022		01/07/2022	012022	3085	108.50	01/20/2022	DIR	PD	DEC 2021 PARTICIPANT FEES
100351 CHASKA, CITY OF									
10003000-10016221 CHECK DATE: 01/14/2022		12/21/2021	011422	3072	5,446.37	01/14/2022	DIR	PD	TEST PMT OF CHASKA UTILIT
101454812-10012011 CHECK DATE: 01/07/2022		12/21/2021	010722	3068	1,569.22	01/07/2022	DIR	PD	TEST PMT OF CHASKA UTILIT
					7,015.59				
107490 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
96448 CHECK DATE: 01/03/2022		12/31/2021	010322	3063	1,831.42	01/03/2022	DIR	PD	123121 Payroll - HCSP Con
96982 CHECK DATE: 01/18/2022		01/14/2022	011822	3078	1,829.71	01/18/2022	DIR	PD	011422 Payroll - HCSP Con
					3,661.13				
107744 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
96449 CHECK DATE: 01/03/2022		12/31/2021	010322	3064	400.00	01/03/2022	DIR	PD	123121 Payroll - MNDCP Co
96983 CHECK DATE: 01/18/2022		01/14/2022	011822	3079	400.00	01/18/2022	DIR	PD	011422 Payroll - MNDCP Co
					800.00				
101756 MII LIFE INCORPORATED									
2022/0101 CHECK DATE: 01/05/2022		01/01/2022	010522	3065	24,544.00	01/05/2022	DIR	PD	1/1/22 VEBA CITY CONTRIBU
40068466 CHECK DATE: 12/30/2021		12/28/2021	123021	3056	1,429.24	12/30/2021	DIR	PD	12/30/21 FSA REIMBURSEMEN
40076280-2021 CHECK DATE: 01/06/2022		01/04/2022	010622	3066	39.26	01/06/2022	DIR	PD	2021-1/6/22 FSA REIMB HEA
40076280-2022		01/04/2022	010622	3067	4.86	01/06/2022	DIR	PD	2022-1/6/22 FSA REIMB-HEA

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/06/2022									
40081151-2021		01/11/2022	011322	3070	1,097.05	01/13/2022	DIR	PD	2021-1/13/22 FSA REIMB-DA
CHECK DATE: 01/13/2022									
40081151-2022		01/11/2022	011322	3071	2,296.07	01/13/2022	DIR	PD	2022-1/13/22 FSA REIMB-HE
CHECK DATE: 01/13/2022									
40088301-2021		01/18/2022	012022	3087	1,172.81	01/20/2022	DIR	PD	2021-1/20/22 FSA REIMB-DA
CHECK DATE: 01/20/2022									
40088301-2022		01/18/2022	012022	3088	595.01	01/20/2022	DIR	PD	2022-1/20/22 FSA REIMB-HE
CHECK DATE: 01/20/2022									
					31,178.30				
100927 INTERNAL REVENUE SERVICE									
96443		12/31/2021	123121	3058	132,386.11	12/31/2021	DIR	PD	123121 Payroll - SS, Medi
CHECK DATE: 12/31/2021									
96976		01/14/2022	011422	3073	129,893.06	01/14/2022	DIR	PD	011422 Payroll - SS, Medi
CHECK DATE: 01/14/2022									
					262,279.17				
101346 MINNESOTA COMMISSIONER OF REVENUE									
2021/1231-CC		12/31/2021	011922	3084	8,963.20	01/19/2022	DIR	PD	DEC-21 CARVER CTY TRANSIT
CHECK DATE: 01/19/2022									
2021/1231-SLS/UB		12/31/2021	011922	3082	123,647.47	01/19/2022	DIR	PD	DEC-21 GEN/UB SALES TAX
CHECK DATE: 01/19/2022									
2021/1231-USE		12/31/2021	011922	3083	1,089.36	01/19/2022	DIR	PD	DEC-21 USE TAX
CHECK DATE: 01/19/2022									
					133,700.03				
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES									
96444		12/31/2021	010322	3061	27,278.85	01/03/2022	DIR	PD	123121 Payroll - MN State
CHECK DATE: 01/03/2022									
96977		01/14/2022	011822	3077	25,660.95	01/18/2022	DIR	PD	011422 Payroll - MN State
CHECK DATE: 01/18/2022									
					52,939.80				
101249 MINNESOTA MUNICIPAL POWER AGENCY									
3592		01/05/2022	012022	3086	2,679,963.61	01/20/2022	DIR	PD	DEC 2021 ELECTRIC SERVICE
CHECK DATE: 01/20/2022									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
96445		12/31/2021	123121	3059	13,355.54	12/31/2021	DIR	PD	123121 Payroll - 457 Cont
CHECK DATE: 12/31/2021									
96978		01/14/2022	011422	3075	13,555.39	01/14/2022	DIR	PD	011422 Payroll - 457 Cont
CHECK DATE: 01/14/2022									
					26,910.93				
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
96447		12/31/2021	123121	3060	6,584.15	12/31/2021	DIR	PD	123121 Payroll - Roth Con
CHECK DATE: 12/31/2021									
96981		01/14/2022	011422	3076	6,222.62	01/14/2022	DIR	PD	011422 Payroll - Roth Con
CHECK DATE: 01/14/2022									
					12,806.77				
104668 OPTUM BANK INC									
96980		01/14/2022	011922	3080	17,791.19	01/19/2022	DIR	PD	011422 Payroll - HSA Cont
CHECK DATE: 01/19/2022									
101525 PITNEY BOWES POSTAGE									
2022/0110-PB		01/10/2022	011122	3069	1,200.00	01/11/2022	DIR	PD	1/10/22 REPLENISH POSTAGE
CHECK DATE: 01/11/2022									
109689 PLANSOURCE BENEFITS ADMINISTRATION INC									
JAN2022		12/25/2021	011922	3081	4,288.28	01/19/2022	DIR	PD	JAN INS PREM-LTD/CI/ACC
CHECK DATE: 01/19/2022									
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION									
96446		12/31/2021	010322	3062	105,625.22	01/03/2022	DIR	PD	123121 Payroll - PERA Con
CHECK DATE: 01/03/2022									
96979		01/14/2022	011422	3074	95,117.63	01/14/2022	DIR	PD	011422 Payroll - PERA Con
CHECK DATE: 01/14/2022									
33 INVOICES					6,435,386.15				

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

Biweekly Report
January 24, 2022
By
Matt Podhradsky

UPCOMING COUNCIL MEETING SCHEDULE

- January 24th: We will be wrapping up interviews for Commission positions prior to the Council meeting on Monday. This will start at 5:20. A reminder that we will be meeting in the Chaska Event Center until further notice because of Covid concerns. We will also be having a short special meeting prior to the Council meeting for the Council to consider declaring an emergency because of the current spike in Covid. We currently have one Council member that may not be able to meet in person Monday because of Covid and I fear that this could change quickly for everyone. To be able to allow the Council to meet via zoom during this time if they are unable to attend in public, an emergency would need to be declared. We are noticing the paper of this so they are aware that we will be considering this on Monday night.

- January 31st: This is the 5th Monday of the month. We will be having no Council meeting that night but will be having a Work Session that starts at 6:00 pm. We are going to have the Work Session in the Council Chambers as we can spread out at tables in front of the Council bench. We will also have a Zoom option if people are unable or uncomfortable to attend. We will be discussing three topics that night:

    - Appointments to Commission position and staggering of Commission terms (the actual appointments won't happen until the meeting on February 7th
    - Presentation by Len Simich at SW Transit to talk about the State of the Agency and legislative initiatives they will be taking on this year. He will also be able to talk about the transition in the organization as he is retiring soon
    - Talk about feedback we received from the Citizen focus group who toured our General Fund City facilities on January 13th

In February, the two Council meetings will be on February 7th and 28th, as the 21st is President's Day. We are uncertain at this time if we will need a work session at either meeting. Please let me know if you are unable to attend any of these meetings.

If there are any questions or concerns, please let me know so that we can adjust, as necessary.

POSITION RECRUITMENT STATUS

As I have shared with Council, we are currently in the job recruitment/interview process for three key positions in the organization-the Assistant City Administrator, the Electric Director and the Fire Chief. Just as an update in these processes, we just finished the final interviews for the Assistant City Administrator position this past Thursday, with us interviewing 3 outstanding candidates in this final round. I do plan to be in a position of deciding on this position by the

middle of this week (week of January 24th) and will share that with you as soon as a decision is made. I would expect that we see someone starting in this position in the middle of February. On Monday (January 24th) we will be doing the first round of interviews for the Electric Director position. This is the second time that we have advertised for this position with us receiving much stronger applications this time around. My hope is that we will be able to move to a second round of interviews the week of January 31st and that I would be able to make an offer by the end of that week. If that is the case, I would expect that position to be starting at the beginning of March. Finally, for the Fire Chief position, we were able to just finish a process with the entire Fire Department facilitated by Richard and Irina Fursman to talk about what would be the characteristics of a high-quality candidate for the position, understand what some of our challenges and opportunities will be coming up the next few years, and use this information to develop the job description and advertisement for the position. We have used this process in every process where we have been hiring a department head with it being a great way to start that process. We will now be moving to advertise the position which will likely be open until the end of February, with us planning to interview in the beginning of March. Given that time schedule, I would expect someone coming into this position in the middle of April.

If there are any questions about these processes, just let me know. I really am excited about these processes and the opportunities to bring more excellent candidates into the organization!

FIRE DEPARTMENT ICE FISHING CONTEST

Just a reminder that the Chaska Fire Department will be holding their annual Ice Fishing Contest on Saturday February 5th at Clayhole Lake in Firemen's Park. This event will go from 1-3 pm in the afternoon with both on-lake fishing and off-lake activities and food/beverage available. As always, the Fire Relief Association is currently selling raffle tickets for the event, with those purchasing the tickets being able to win even if they are not present at the event. This is a great annual event that draws a lot of people into the downtown and is well worth it if you have never had the chance to attend. If you have any questions about this, or are interested in purchasing any raffle tickets, just let me know.

UPDATE ON CCC MASTER PLANNING PROCESS

As an update to the process, Staff did receive two high quality proposals from architects to help lead this process for the City. On the 27th and 31st we will be moving forward with interviewing both groups utilizing our internal Project Management Team (made up of people from multiple departments) and will be coming back to the Park Board and Council in February with recommendations on which group Staff feels would be good to move forward with in this process.

At the same time, we have been accepting applications from the public for participation in the citizen positions on the Master Planning Task Force. I am happy to say that we have had great interest in this Task Force with close to 30 applications having been received. We will be coming back to the Park Board and Council with a process shortly on how to review these applications to allow us to move forward with appointing people to this Commission.

We are currently on schedule with this overall project and would expect that we will be able to both complete getting an architect chosen and the Task Force appointed in February, allowing

us to move forward with this project in March. If you have any questions on this, feel free to let me know.

FACILITY NAMING RIGHTS CONSULTANT

Another process the Parks and Recreation Department is moving forward with now is completing the review of the consulting firms we had submit an RFP for the Naming Rights project. We did receive great proposals for this, with the Park Board now having been able to review to make a recommendation to Council. We expect to bring that recommendation back to the Council to consider for the February 7th meeting. The first task of the chosen group will be to do an inventory of our facilities and study the potential opportunities that exist within the City for us to consider and what value these opportunities could potentially provide. This will allow us in the next few months to be able to look at this analysis result and see if there are facilities we would like to move forward with to consider for naming rights opportunities. We are in no way obligating ourselves to move forward with naming rights on any facility but will provide us with more information to know whether it is an opportunity worth pursuing or not. Please let me know if you have any questions about this.

ANALYSIS OF 2021 CONSTRUCTION
Building Department Year End Summary Report
By: John Schmidt

- New single-family dwelling construction was higher in 2021 than in 2020. In 2021, 182 single-family homes were constructed, as compared to 105 single-family homes in 2020.

- The average estimated valuation of each single-family housing start in 2021 was $353,980.00 which is more than the 2020 average valuation of $259,430.00 per dwelling unit.

  NOTE: *Valuation does not include lot costs.*

- The total number of new residential townhouse units in 2021 was 44, compared to 8 in 2020.

- The total number of new residential apartment units in 2021 was 0, compared to 0 in 2020.

- The total residential single-family and townhouse valuation in 2021 was $74,768,559.50, compared to the 2020 total of $28,362,364.00

- Total New Industrial valuation in 2021 was $9,000,000.00 compared to the 2020 total of $2,999,490.00.

- Total New Commercial valuation in 2021 was $21,059,778.00, compared to the 2020 total of $0

- Total Commercial alteration valuation in 2021 was $8,522,035.00 compared to the 2020 total of $6,961679.00

- Total building permit valuation in 2021 was $120,301,622.50 compared to the 2020 total of $51,398,828.00.

CITY OF CHASKA
MEMORANDUM

TO: **Mayor and City Council Members**
Matt Podhradsky, City Administrator

FROM: **Noel Graczyk, Administrative Service Director**

DATE: **Monday January 24, 2022**

RE: **Investment Report for Fourth Quarter 2021**

This investment report covers the three-month period ending December 31, 2021 and provides an overview of all City investment activity. This report is based on preliminary financial records that have not yet been reviewed by the City's independent auditor.

City investments are managed with an emphasis on safety and security of invested principal. These two objectives are intended to reduce the risk of loss of principal. Additional investment objectives include liquidity for overall City cash-flow needs, marketability of securities held by the City, and return on investment.

Investments are placed both externally and through interfund loans made between City funds. Interfund loans provide funding resources for City activities that have been previously committed or completed by the City. The total of all City investments as of the end of the reporting period is $53.5 million and consists of the following internal and external positions.

External Deposits and Investments	$	48,000,727.97
Internal Funding - Interfund Loans		5,484,828.74
Total All City Investments:	**$**	**53,485,556.71**

The $48 million in external deposits and investments have been placed using various securities. To reduce credit risk (the risk of principal not being returned) investment positions are placed in securities with high quality credit ratings. Most securities also have active secondary markets, providing for liquidity.

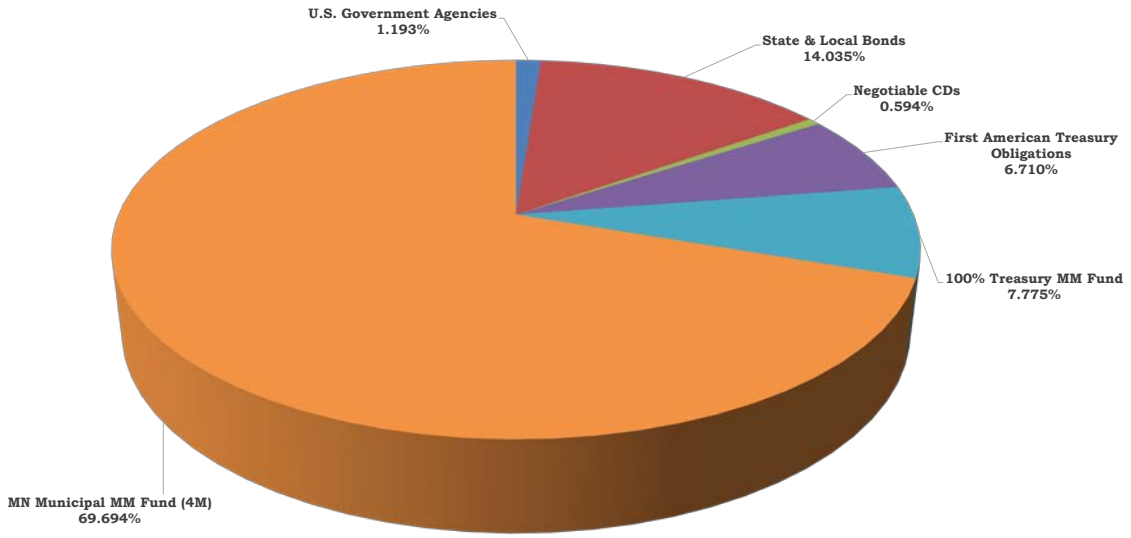
To reduce interest rate risk (the loss of value due to changes in interest rates) investments are placed using money market type funds or are invested in securities with a final maturity less than five (5) years. Many securities with a final maturity greater than two (2) years out include a call provision.

The following table and chart summarize the type of investments in which the City holds a position and the associated risk levels.

City of Chaska
Cash & Investments
December 31, 2021

	Credit Risk		Interest Risk - Maturity Duration in Years			
	Rating	Agency	Less Than 1 (<12/31/2022)	1 to 5 (01/01/2023 -12/31/2027)	More than 5 (>12/31/2027)	Total
U.S. Government Agencies	AA+	S&P	$ -	$ 500,400.00	$ -	$ 500,400.00
State & Local Bonds	Aaa	Moody's	1,365,000.00	3,772,492.70	750,000.00	5,887,492.70
Negotiable CD's	N.R.	N.R.	249,000.00	-	-	249,000.00
Investments in Mutual Funds & Money Markets						
First American Treasury Obligations	AAAm	S&P	N/A	N/A	N/A	2,815,004.57
100% Treasury MM Fund	AAAmm	S&P	N/A	N/A	N/A	3,261,504.52
MN Municipal MM Fund (4M & 4M Plus)	N.R.	N.R.	N/A	N/A	N/A	29,236,195.44
Total Investments:			**$ 1,614,000.00**	**$ 4,272,892.70**	**$ 750,000.00**	**$ 41,949,597.23**

Unclassified Demand Deposits:	5,313,851.05
Total Deposits and Investments at Book Value:	**$ 47,263,448.28**
Net Adjustment for Checks and (Deposits) in Transit:	737,279.69
Deposits and Investments:	**$ 48,000,727.97**



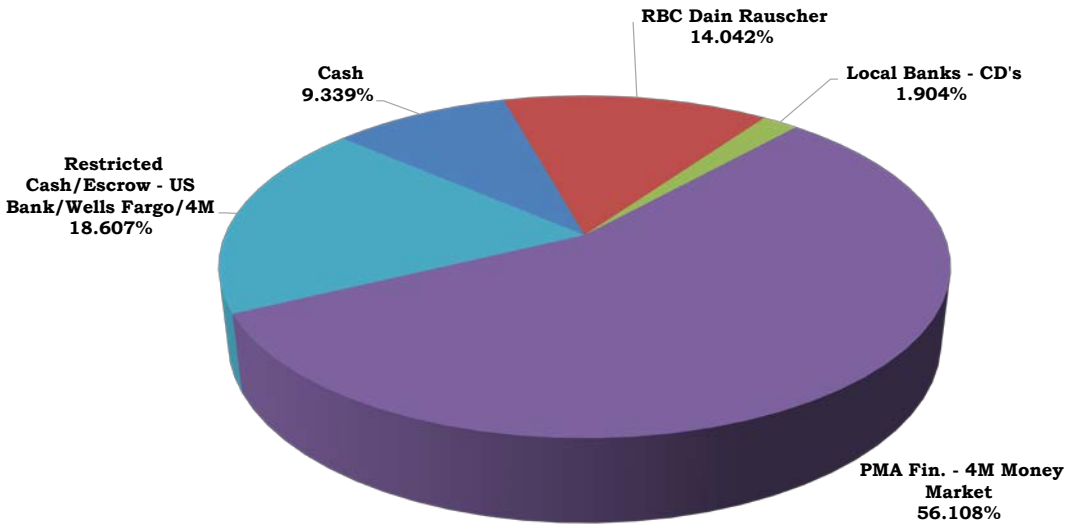
Deposits and investments are placed using local banks, escrow agents and investment brokers. The City practice is to deposit up to $250,000 in certificates of deposits (CDs) with each bank that maintains a local branch office within the City. These deposits are fully insured by the FDIC. Deposits with a local bank more than the FDIC limit of $250,000 are fully collateralized by the bank pledging to a third party, on behalf of the City, securities that ensure the safety of City deposits.

Investments placed through an escrow agent invest bond proceeds held for future project activity or that have been pledged for future bond refunding payments. Bond proceeds held by escrow agents are invested in money market mutual funds, guaranteed investment contracts (GIC), commercial paper, or U.S. government agencies. All four (4) types of securities provide a high level of liquidity to meet payment demands.

Third party investment dealers are used to gain access to money market type funds or direct placement of securities. The following table and chart summarize the third parties used by the City to place investments.

City of Chaska
Cash & Investments by Source
4Q/2021

Cash - Reconciled	$	4,413,851.05
Investments		
RBC Dain Rauscher	$	6,636,892.70
Security Bank-CD	$	225,000.00
Charter Bank-CD		225,000.00
Old National Bank-CD		225,000.00
Bank Vista-CD		225,000.00
PMA Fin. - 4M Money Market		26,518,517.40
Restricted Cash / Escrow		
US Bank	$	2,815,004.57
Wells Fargo		3,261,504.52
PMA Fin. - 4M Money Market		2,717,678.04
Total Cash & Invesments by Source:	**$**	**47,263,448.28**



The managed investment portfolio is the portion of the deposits and investments that City staff invests, as needed, on an ongoing basis. The managed investments portfolio is what remains after deducting deposits and investments that have been restricted.

The managed investment portfolio at $34.1 million is determined as follows.

External Deposits and Investments	$	48,000,727.97
Less Invested Bond Proceeds		(2,717,678.04)
Less Required Cash in Escrow		(6,076,509.09)
Total Managed Cash & Investments:	**$**	**39,206,540.84**
Less Cash in Deposit Accounts	**$**	**(5,151,130.74)**
Total Managed Investments:	**$**	**34,055,410.10**

The investment portfolio generated earnings for the period of $24,299.97, which is $10,655.32 more compared to the prior quarter. The portfolio also saw a decrease in fair value of $41,193.54, which is $25,667.64 less than compared to the prior quarter. The overall earnings and changes in fair value are summarized in the following table.

City of Chaska
General Investments
12/31/2021

	10/1/2020 12/31/2020	1/1/2021 3/31/2021	4/1/2021 6/30/2021	7/1/2021 9/30/2021	10/1/2021 12/31/2021
Beginning Fair Value	$ 24,323,026.26	$ 32,125,183.02	$ 22,708,648.57	$ 26,862,290.03	$ 28,130,447.32
Beginning Weighted Avg Mat.	2.9 Months	2.6 Months	3.4 Months	3.9 Months	5.1 Months
Ending Fair Value	$ 32,125,183.02	$ 22,708,648.57	$ 26,862,290.03	$ 28,130,447.32	$ 34,055,410.10
Earnings for Period	5,343.51	12,517.27	15,938.78	13,644.65	24,299.97
Change in Fair Value for Period	-	(5,675.77)	(13,957.14)	(15,525.90)	(41,193.54)
Year to Date Earnings	117,006.59	12,517.27	28,456.05	42,100.70	66,400.67
Year to Date Change Fair Value	6,730.00	(5,675.77)	(19,632.91)	(35,158.81)	(76,352.35)
Ending Weighted Avg Mat.	2.6 Months	3.4 Months	3.9 Months	5.1 Months	4.8 Months

The current holdings in the portfolios produced the following yield results.

Current Holdings	12/31/20	3/31/21	6/30/21	9/30/21	12/31/21
Average Yield	1.57%	1.54%	1.44%	1.37%	1.40%
Current Yield	0.08%	0.22%	0.24%	0.26%	0.37%
Yield to Maturity	0.48%	0.80%	0.92%	0.84%	1.01%

The average yield is the estimated average yield of all investments in the portfolio. The current yield is an estimated weighted average based on the principal size of each investment in the portfolio. The yield to maturity is an estimate of the overall portfolio yield if all items in the portfolio are held to final maturity.

The following table is a detailed listing of all deposits and investments held by the City.

City of Chaska
Cash & Investments by Source
4Q/2021

Bank/Dealer	Investment		Fair Market 4Q/2021	Estimated Yield
Restricted Cash and Investments				
Invested Bond Proceeds				
PMA Financial	Money Market Account (4M)	$	2,717,678.04	0.010%
Total Invested Bond Proceeds:		**$**	**2,717,678.04**	
Required Escrow Accounts				
US Bank	First American Treasury Obligations		-	
US Bank	Escrow invested in Commercial Paper		-	
US Bank	First American Treasury Obligations		1,117,464.89	
US Bank	First American Treasury Obligations		880,062.64	
US Bank	First American Treasury Obligations		311,194.80	
US Bank	First American Treasury Obligations		108,975.36	
US Bank	First American Treasury Obligations		21.57	
US Bank	First American Treasury Obligations		-	
US Bank	First American Treasury Obligations		82,128.21	
US Bank	First American Treasury Obligations		84,138.56	
US Bank	US Treasury Securities		-	
US Bank	First American Treasury Obligations		231,018.54	
Wells Fargo	Escrow invested in Money Market		3,261,504.52	
Total Required Escrow Accounts:		**$**	**6,076,509.09**	
Total Restricted Cash and Investments:		**$**	**8,794,187.13**	
General Cash and Investments				
Investments				
PMA Financial	Money Market Account (4M)	$	13,729,631.53	0.010%
PMA Financial	Money Market Account (4MPlus)		12,788,885.87	0.030%
RBC	State & Local Bonds		5,887,492.70	0.106% - 0.75%
RBC	U.S. Government Agencies		500,400.00	0.090%
RBC	Negotiable CD's		249,000.00	0.142%
Local Banks	CDs		900,000.00	0.40% - 3.00%
Total General Investments:		**$**	**34,055,410.10**	-
Deposits				
OldNationalBank	Demand Deposit	**$**	**5,151,130.74**	0.010%
Total General Cash and Investments:		**$**	**39,206,540.84**	
	TOTAL CASH AND INVESTMENTS:	**$**	**48,000,727.97**	

This report has been prepared with the assistance of Kelly Grinnell, Finance Manager, Lisa Nelson, Controller, and Matt Burt, Accountant who work with me on an ongoing basis to manage overall City deposits and investments.

Please contact me if I may be of any assistance in your review of this report.

City of Chaska
Memorandum

To: Administration, Mayor and City Council

From: Lisa Nelson
Controller

Date: January 21, 2022

RE: Financial Reports –
Year-To-Date (YTD) Ending November 30, 2021

FINACIAL REPORTS
Enclosed are year-to-date financial reports as of 11/30/21.

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 11/30/20. 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 November.
- YTD vendor payments that:
    1) were previously approved by the City Council, or
    2) are pending approval by the Council at the January 24th meeting.
- Administrative charges and allocations
- Workers Comp and Property Insurance allocations.

These draft reports do not include the following revenues and expenditures:

- General investment earnings revenue (allocated at year-end)
- Depreciation expense (recorded at year-end)

GENERAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET, AMENDED BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 ORIGINAL BUDGET	2021 AMENDED BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	ACTUAL AS OF 11/30/2020
REVENUES:						
Property Taxes *	$ 7,743,413	$ 7,743,413	$ 4,073,236	$ (3,670,177)	53%	$ 3,557,679
Franchise Fees (Cable TV & Gas)	757,200	757,200	575,046	(182,154)	76%	571,809
Licenses	202,830	191,310	186,935	(4,375)	98%	183,480
Permits:						
Building	711,230	875,098	1,483,912	608,814	170%	639,326
Other Permits	29,298	29,298	35,828	6,530	122%	40,259
Intergovernmental:						
Federal	-	-	29,750	29,750		1,694
State	580,671	580,671	576,273	(4,398)	99%	569,733
Regional, County, School & Local	160,329	160,329	191,080	30,751	119%	19,693
Charges For Services:						
General Government	103,340	103,340	122,731	19,391	119%	122,088
Public Safety	59,397	59,397	49,348	(10,049)	83%	36,766
Public Works	124,090	124,090	119,399	(4,691)	96%	87,952
Parks & Recreation	172,635	172,635	167,151	(5,484)	97%	76,365
Administrative Charges	4,870,670	4,870,670	4,656,135	(214,535)	96%	4,478,015
Fines And Forfeitures	71,623	61,423	32,831	(28,592)	53%	28,453
Investment Earnings	22,000	22,000	(773)	(22,773)	-4%	(2,284)
Other Revenue	171,950	171,950	205,968	34,018	120%	232,925
TOTAL REVENUES	15,780,676	15,922,824	12,504,850	(3,417,974)	79%	10,643,953
EXPENDITURES:						
General Government:						
Mayor & Council	145,078	145,078	155,539	(10,461)	107%	175,872
Communications	112,115	112,115	57,400	54,715	51%	98,841
Administration	866,591	866,591	749,158	117,433	86%	719,542
Human Resources	286,290	286,290	321,193	(34,903)	112%	235,368
Elections	5,402	5,402	10,769	(5,367)	199%	41,539
Finance/Admin Services	1,666,915	1,666,915	1,520,858	146,057	91%	1,540,000
Information Services & Fiber Sys.	1,337,091	1,337,091	1,064,735	272,356	80%	1,151,271
Legal - City Attorney	80,400	80,400	120,694	(40,294)	150%	119,238
Community Development	366,569	366,569	294,169	72,400	80%	372,512
Engineering	480,685	480,685	471,391	9,294	98%	408,508
Government Buildings	239,710	239,710	219,655	20,055	92%	224,798
Facility Maintenance	476,253	476,253	434,889	41,364	91%	188,196
Total General Government	6,063,099	6,063,099	5,420,450	642,649	89%	5,275,685
Public Safety:						
Police	5,146,205	5,139,470	4,522,896	616,574	88%	4,316,090
Fire	2,120,171	2,120,171	2,137,805	(17,634)	101%	1,969,563
Building Inspections (Comm.Dev)	624,651	763,215	716,676	46,539	94%	589,732
Civil Defense	5,756	5,756	5,320	436	92%	11,653
COVID-19	-	-	7,726	(7,726)		288,282
Total Public Safety	7,896,783	8,028,612	7,390,423	638,189	92%	7,175,320
Public Works:						
Administration	417,742	417,742	372,823	44,919	89%	408,582
Streets & Alleys	1,880,342	1,880,342	1,599,457	280,885	85%	1,624,975
Snow Removal	247,430	247,430	273,300	(25,870)	110%	184,229
Signs	11,381	11,381	4,005	7,376	35%	3,258
Municipal Services/Building	235,081	235,081	195,420	39,661	83%	163,057
Parks Maintenance	1,218,315	1,218,315	1,363,110	(144,795)	112%	1,214,017
ISD #112 Grounds Maintenance	37,205	37,205	32,348	4,857	87%	25,310
Tree Maintenance	40,720	40,720	46,708	(5,988)	115%	7,552
Total Public Works	4,088,216	4,088,216	3,887,171	201,045	95%	3,630,980
Parks & Recreation:						
Administration	541,424	541,424	479,411	62,013	89%	493,362
Community Events	-	-	58,456	(58,456)		-
Programs (Youth/Teen/Adult/Sr.)	279,797	279,797	220,237	59,560	79%	224,002
Beach/Firemen's Park	121,664	121,664	106,197	15,467	87%	63,220
Hockey & Skating Rinks	11,670	11,670	1,071	10,599	9%	10,054
Parks	-	-	64,907	(64,907)		-
Total Parks & Recreation	954,555	954,555	930,279	24,276	97%	790,638
Unallocated	466,623	476,942	350,481	126,461	73%	22,207
Debt Service	3,400	3,400	3,134	266		3,134
TOTAL EXPENDITURES	19,472,676	19,614,824	17,981,938	1,632,886	92%	16,897,964
OTHER FINANCING SOURCES (USES):						
Transfers In	4,327,000	4,327,000	3,893,190	(433,810)	90%	4,191,178
Transfers Out	(635,000)	(635,000)	(457,500)	177,500		-
NET TRANSFERS	3,692,000	3,692,000	3,435,690	(256,310)		4,191,178
NET CHANGE IN FUND BALANCES	$ -	$ -	$ (2,041,398)	$ (2,041,398)		$ (2,062,833)

* Tax settlements are received from Carver County in June/July and December.

MOUNT PLEASANT MAINTENANCE FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD ACTUAL 11/30/2020
REVENUES:					
Property Taxes *	$ 6,000	$ 3,158	$ (2,842)	53%	$ 3,085
Charges For Services/Lot Sales	2,400	3,950	1,550	165%	1,750
Investment Earnings	300	-	(300)	0%	-
TOTAL REVENUES	8,700	7,108	(1,592)	82%	4,835
EXPENDITURES:					
Current:					
Public Works:					
Professional Services And Charges	8,500	11,160	(2,660)	131%	12,638
Capital Outlay	5,000	-	5,000	0%	-
TOTAL EXPENDITURES	13,500	11,160	2,340	83%	12,638
NET CHANGE IN FUND BALANCES	$ (4,800)	$ (4,052)	$ 748		$ (7,803)

* Tax settlements are received from Carver County in June/July and December.

ECONOMIC DEVELOPMENT AUTHORITY (EDA) FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET, ACTUAL, AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/21 AND 11/30/20

	2021 BUDGET	ACTUAL AS OF 11/30/21	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD ACTUAL 11/30/2020
REVENUES:					
Property Taxes *	$ 171,598	$ 89,724	$ (81,874)	52%	$ 85,735
Intergovernmental	-	13	13	0%	270,000
Charges For Services	167,435	167,435	-	100%	85,000
Special Assessments	40,000	21,189	(18,811)	53%	24,437
Investment Earnings (Charges)	(5,400)	-	5,400	0%	-
Leases/Rent	32,200	29,556	(2,644)	92%	28,695
TOTAL REVENUES	405,833	307,917	(97,916)	76%	493,867
EXPENDITURES:					
Current:					
Administration:					
Professional Services	23,172	878	22,294	4%	3,774
Other Charges and Special Events	35,347	30,091	5,256	85%	35,319
Remit Grant Revenue	11,603	-	11,603		270,000
Administrative Fees	258,530	258,530	-	100%	160,957
Economic Development Projects/Programs:					
Professional Services	41,303	58,963	(17,660)	143%	82,660
Other Charges and Special Events	19,479	17,594	1,885	90%	18,258
Debt Service:					
Principal - Promissory Note	13,499	70,658	(57,159)	523%	11,928
Interest - Promissory Note	2,900	2,872	28	99%	3,472
Capital Outlay	-	-	-		8,858
TOTAL EXPENDITURES	405,833	439,586	(33,753)	108%	595,226
NET CHANGE IN FUND BALANCES	$ -	$ (131,669)	$ (131,669)		$ (101,359)

* Tax settlements are received from Carver County in June/July and December.

In 2020, the EDA received a pass-thru grant of $270,000.

EQUIPMENT ACQUISITION FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 BUDGET	ACTUAL AS OF 11/30/21	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
REVENUES:					
Property Taxes *	$ 3,233,159	$ 483,092	$ (2,750,067)	15%	$ 117,849
Intergovernmental	-	157,609	157,609		258
Charges For Services	4,000	4,000	-	100%	4,000
Interest Earnings	-	47,031	47,031		54,346
Leases (tower)	96,000	135,723	39,723	141%	126,586
Donations/Contributions	-	2,000	2,000		1,650
TOTAL REVENUES	3,333,159	829,455	(2,503,704)	25%	304,689
EXPENDITURES:					
Current:					
General Government	10,000	-	10,000		-
Debt Service:					
Issuance Costs & Fiscal Agent Fees	50,000	-	50,000		-
Capital Outlay:					
Furniture And Equipment					
Communications	10,000	-	10,000	0%	-
Admin. Services-Finance	13,000	-	13,000	0%	-
Admin. Services-Information Services	63,000	37,961	25,039	60%	91,803
Engineering	-	5,550	(5,550)		
Police	82,000	200,617	(118,617)	245%	182,152
Fire	80,000	352,375	(272,375)	440%	-
Public Works	167,000	101,289	65,711	61%	287,355
TOTAL EXPENDITURES	475,000	697,792	(222,792)	147%	561,310
OTHER FINANCING SOURCES (USES):					
Transfers In	28,000	28,000	-	100%	24,000
Transfers Out	(3,865,932)	(438,966)	3,426,966	11%	(850,000)
Bonds Issued	170,000	-	(170,000)	0%	-
Sale of Capital Assets	-	24,094	24,094		6,150
TOTAL OTHER FINANCING SOURCES (USES)	(3,667,932)	(386,872)	3,281,060		(819,850)
NET CHANGE IN FUND BALANCES	$ (809,773)	$ (255,209)	$ 554,564		$ (1,076,471)

* Tax settlements are received from Carver County in June/July and December.

ELECTRIC FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED / EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Residential Sales	$ 9,209,000	$ 8,593,352	$ (615,648)	93%	$ 8,103,395
Senior Sales	544,000	512,650	(31,350)	94%	495,701
Commercial Sales	1,160,000	957,487	(202,513)	83%	1,033,681
Industrial Sales	27,032,000	26,179,118	(852,882)	97%	24,716,341
Intradepartmental	980,000	1,075,348	95,348	110%	836,223
Service Charges	1,588,000	7,706,965	6,118,965	485%	1,314,484
Other Sales	187,000	191,420	4,420	102%	91,631
TOTAL OPERATING REVENUES	40,700,000	45,216,340	4,516,340	111%	36,591,456
OPERATING EXPENSES:					
Purchased Power	25,901,000	30,486,845	(4,585,845)	118%	26,391,843
Distribution:					
Personnel Services	1,877,202	1,585,404	291,798	84%	1,676,416
Supplies, Services & Other Charges	533,074	493,735	39,339	93%	346,468
Administration:					
Personnel Services	383,798	204,386	179,412	53%	205,149
Supplies, Services & Other Charges	2,966,510	3,040,024	(73,514)	102%	2,757,665
Utility Billing:					
Personnel Services	260,361	217,342	43,019	83%	234,717
Supplies, Services & Other Charges	338,347	296,988	41,359	88%	359,300
Conservation Programs	669,919	404,607	265,312	60%	294,109
Capital Outlay	663,000	778,786	(115,786)	117%	1,843,700
TOTAL OPERATING EXPENSES	33,593,211	37,508,117	(3,914,906)	112%	34,109,367
OPERATING INCOME	7,106,789	7,708,223	601,434		2,482,089
NON-OPERATING REVENUES:					
Investment Earnings	16,500	(2,138)	(18,638)	-13%	3,846
Intergovernmental	-	155	155		49
Gain on Disposal of Capital Assets	-	3,960	3,960		1,540
TOTAL NON-OPERATING REVENUES	16,500	1,977	(14,523)		5,435
NON-OPERATING EXPENSES:					
Debt Service - Principal	502,977	425,000	77,977	84%	430,000
Debt Service - Interest	327,387	220,852	106,535	67%	295,545
Debt Service - Agent Fees	450	1,300	(850)		-
TOTAL NON-OPERATING EXPENSES	830,814	647,152	183,662	78%	725,545
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	6,292,475	7,063,048	770,573		1,761,979
CAPITAL CONTRIBUTIONS	-	159,791	159,791		433,597
TRANSFERS IN (OUT):					
Transfers In	-	57,011	57,011		-
Transfers (Out)	(6,292,000)	(5,684,190)	607,810		(5,430,650)
TOTAL TRANSFERS IN (OUT)	(6,292,000)	(5,627,179)	664,821		(5,430,650)
CHANGE IN NET POSITION	$ 475	$ 1,595,660	$ 1,595,185		$ (3,235,074)

Service Charges are broken out from sales differently in 2021 than 2020

WATER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIOD ENDED 11/30/2021 AND 11/30/2020

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Residential Sales	$ 1,358,000	$ 1,705,314	$ 347,314	126%	$ 1,355,543
Commercial Sales	1,043,000	1,091,015	48,015	105%	914,795
Industrial Sales	518,000	400,264	(117,736)	77%	309,410
Other Sales	459,040	575,334	116,294	125%	402,836
TOTAL OPERATING REVENUES	3,378,040	3,771,927	393,887	112%	2,982,584
OPERATING EXPENSES:					
Pumping	261,970	345,087	166,883	67%	247,919
Treatment	322,742	336,572	(13,830)	104%	307,805
Distribution:					
Personnel Services	498,160	446,507	51,653	90%	446,708
Supplies, Services & Other Charges	362,437	216,944	145,493	60%	229,983
Administration:					
Personnel Services	125,732	112,066	13,666	89%	111,359
Supplies, Services & Other Charges	645,538	634,198	11,340	98%	593,092
Utility Billing:					
Personnel Services	130,182	108,672	21,510	83%	116,892
Supplies, Services & Other Charges	66,824	71,635	(4,811)	107%	75,621
Capital Outlay	290,500	261,178	(220,678)	645%	161,465
TOTAL OPERATING EXPENSES	2,704,085	2,532,859	171,226	94%	2,290,844
OPERATING INCOME	673,955	1,239,068	565,113	184%	691,740
NON-OPERATING REVENUES:					
Investment Earnings	16,200	(670)	(16,870)	-4%	(3,157)
Intergovernmental	-	5,894	5,894		7,424
Lease - Bountiful Basket	30,600	28,076	(2,524)	92%	27,589
Insurance Claims	-	-	-		17,750
TOTAL NON-OPERATING REVENUES	46,800	33,300	(13,500)	71%	49,606
NON-OPERATING EXPENSES:					
Debt Service - Principal	699,214	235,440	463,774	34%	625,000
Debt Service - Interest	331,258	387,275	(56,017)	117%	370,065
Issuance Costs & Fiscal Agent Fees	-	735	(735)		98,704
Old Water Treatment Plant/Bountiful Basket	1,900	1,541	359		3,645
TOTAL NON-OPERATING EXPENSES	1,032,372	624,991	407,381	61%	1,097,414
INCOME (LOSS) BEFORE TRANSFERS	(311,617)	647,377	958,994		(356,068)
TRANSFERS IN (OUT):					
Transfers In	506,000	-	(506,000)		485,000
Transfers (Out)	(117,000)	(126,518)	(9,518)		(83,941)
NET TRANSFERS IN (OUT)	389,000	(126,518)	(515,518)		401,059
CHANGE IN NET POSITION	$ 77,383	$ 520,859	$ 443,476		$ 44,991

SEWER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Residential Sales	$ 1,657,900	$ 1,445,134	$ (212,766)	87%	$ 1,320,894
Commercial Sales	1,130,000	958,890	(171,110)	85%	909,725
Industrial Sales	1,114,500	1,157,234	42,734	104%	911,126
Other Sales	792,350	959,406	167,056	121%	690,654
TOTAL OPERATING REVENUE	4,694,750	4,520,664	(174,086)	96%	3,832,399
OPERATING EXPENSES:					
Pumping	25,829	22,692	3,137	88%	56,162
Treatment	2,713,317	2,713,317	-	100%	2,675,539
Collection:					
Personnel Services	498,160	447,052	51,108	90%	452,113
Supplies, Services & Other Charges	199,387	211,474	(12,087)	106%	88,810
Administration:					
Personnel Services	125,730	112,066	13,664	89%	111,359
Supplies, Services & Other Charges	631,368	636,636	(5,268)	101%	579,362
Utility Billing:					
Personnel Services	130,182	108,672	21,510	83%	116,892
Supplies, Services & Other Charges	62,220	69,359	(7,139)	111%	65,883
Capital Outlay	17,500	21,930	(4,430)	125%	132,515
TOTAL OPERATING EXPENSES	4,403,693	4,343,198	60,495	99%	4,278,635
OPERATING INCOME	291,057	177,466	(113,591)		(446,236)
NON-OPERATING REVENUES:					
Investment Earnings	6,700	(114)	(6,814)	-2%	(435)
Intergovernmental	-	115	115		12
TOTAL NON-OPERATING REVENUES	6,700	1	(6,699)	0%	(423)
NON-OPERATING EXPENSES:					
Debt Service - Principal	139,214	203,561	(64,347)	146%	125,000
Debt Service - Interest	76,899	77,958	(1,059)	101%	106,758
Issuance Costs & Fiscal Agent Fees	-	485	(485)		8,126
TOTAL NON-OPERATING EXPENSES	216,113	282,004	(65,891)		239,884
INCOME (LOSS) BEFORE TRANSFERS	81,644	(104,537)	(186,181)		(686,543)
TRANSFERS IN (OUT):					
Transfers (Out)	(177,000)	(192,771)	(15,771)		(128,291)
CHANGE IN NET POSITION	$ (95,356)	$ (297,308)	$ (201,952)		$ (814,834)

CHASKA COMMUNITY CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, AMENDED BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 ORIGINAL BUDGET	2021 AMENDED BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:						
Admissions	$ 433,200	$ 304,664	$ 104,595	$ (200,069)	34%	$ 122,773
Memberships	1,354,292	710,720	623,192	(87,528)	88%	577,048
Rentals	1,126,648	995,973	855,816	(140,157)	86%	887,432
Charges for Services/Lessons	543,960	312,243	265,104	(47,139)	85%	168,279
Other Revenue	143,720	71,510	16,607	(54,903)	23%	64,343
TOTAL OPERATING REVENUE	$ 3,601,820	$ 2,395,110	$ 1,865,314	$ (529,796)	78%	$ 1,819,875
OPERATING EXPENSES:						
Personnel Services	2,164,659	1,956,291	1,893,230	63,061	97%	2,081,006
Operating Supplies	229,326	229,326	198,854	30,472	87%	262,095
Professional Services	801,931	801,931	961,418	(159,487)	120%	642,454
Other Charges	211,934	211,934	206,588	5,346	97%	522,700
Capital Outly	175,000	175,000	170,120	4,880	97%	213,936
TOTAL OPERATING EXPENSES	3,582,850	3,374,482	3,430,210	(55,728)	102%	3,722,191
OPERATING INCOME	18,970	(979,372)	(1,564,896)	(585,524)		(1,902,316)
NON-OPERATING REVENUES:						
Intergovernmental Revenue	-	-	40,000	40,000		8,500
Investment Earnings (Charges)	(11,900)	(11,900)	13	11,913	0%	164
Sale of Capital Assets	20,000	20,000	-	(20,000)		-
TOTAL NON-OPERATING REVENUES	8,100	8,100	40,013	31,913	494%	8,664
NON-OPERATING EXPENSES:						
Debt Service - Principal	355,000	355,000	295,000	60,000	83%	340,000
Debt Service - Interest	146,320	146,320	136,226	10,094	93%	158,982
Issuance Costs & Fiscal Agent Fees	2,750	2,750	3,400	(650)	124%	119,953
TOTAL NON-OPERATING EXPENSES	504,070	504,070	434,626	69,444	86%	618,935
INCOME (LOSS) BEFORE TRANSFERS	(477,000)	(1,475,342)	(1,959,509)	(484,167)		(2,512,587)
TRANSFERS IN (OUT):						
Transfers In	477,000	477,000	477,000	-		541,196
CHANGE IN NET POSITION	$ -	$ (998,342)	$ (1,482,509)	$ (484,167)		$ (1,971,391)

CHASKA PAR 30 FUND / THE LOOP
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL, AND PRIOR YEAR TO DATE
FOR THE PERIOD ENDED 11/30/21 AND 11/30/20

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:				
Green Fees	$ -	$ -	$ -	$ 184,972
Cart Rental	-	-	-	15,988
Merchandise & Other Sales	-	-	-	3,829
TOTAL OPERATING REVENUES	-	-	-	204,789
OPERATING EXPENSES:				
Golf - Maintenance Dept:				
Personnel Services	-	-	-	71,295
Supplies, Services & Other Charges	-	5,226	(5,226)	13,714
Golf - Club House:				
Personnel Services	-	-	-	43,214
Supplies, Services & Other Charges	-	209	(209)	37,386
Merchandise for Resale	-	-	-	2,091
Capital Outlay - Golf Course Construction	-	2,173,940	(2,173,940)	812,333
TOTAL OPERATING EXPENSES	-	2,179,375	(2,179,375)	980,033
OPERATING INCOME	-	(2,179,375)	(2,179,375)	(775,244)
NON-OPERATING REVENUES:				
Intergovernmental Revenue	-	76	76	-
Refunds/Reimbursements	-	59	59	-
TOTAL NON-OPERATING REVENUES	-	135	135	-
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	-	(2,179,240)	(2,179,240)	(775,244)
CAPITAL CONTRIBUTIONS	-	181,250	181,250	124,000
CHANGE IN NET POSITION	$ -	$ (1,997,990)	$ (1,997,990)	$ (651,244)

Golf course is closed for construction
Bonds were issued for The Loop project in December 2021

CHASKA TOWN COURSE FUND

REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL, AND PRIOR YEAR TO DATE
FOR THE PERIOD ENDED 11/30/21 AND 11/30/20

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Green Fees	$ 1,464,000	$ 1,877,981	$ 413,981	128%	$ 1,720,304
Driving Range	125,000	165,045	40,045	132%	138,193
Golf Rentals	356,000	440,124	84,124	124%	339,833
Merchandise	250,000	315,004	65,004	126%	230,175
Other Sales	139,000	149,911	10,911	108%	108,281
TOTAL OPERATING REVENUE	$ 2,334,000	$ 2,948,065	$ 614,065	126%	$ 2,536,786
OPERATING EXPENSES:					
Golf - Maintenance Dept:					
Personnel Services	698,622	653,585	45,037	94%	594,405
Supplies, Services & Other Charges	283,179	294,847	(11,668)	104%	242,818
Golf - Club House:					
Personnel Services	534,894	508,376	26,518	95%	488,141
Supplies, Services & Other Charges	333,654	426,494	(92,840)	128%	391,372
Merchandise for Resale	174,284	204,793	(30,509)	118%	166,552
Capital Outlay	135,500	120,628	14,872	89%	225,959
TOTAL OPERATING EXPENSES	2,160,133	2,208,723	(48,590)	102%	2,109,247
OPERATING INCOME	173,867	739,342	565,475		427,539
NON-OPERATING REVENUES:					
Investment Earnings (Charges)	(3,300)	-	3,300		-
TOTAL NON-OPERATING REVENUES	(3,300)	-	3,300		-
NON-OPERATING EXPENSES:					
Debt Service - Principal	121,400	-	121,400	0%	-
Debt Service - Interest	30,600	30,399	201	99%	30,009
TOTAL NON-OPERATING EXPENSES	152,000	30,399	121,601	20%	30,009
INCOME (LOSS) BEFORE TRANSFERS	18,567	708,943	690,376		397,530
TRANSFERS IN (OUT):					
Transfers In	-	-	-		9,333
CHANGE IN NET POSITION	$ 18,567	$ 708,943	$ 690,376		$ 406,863

TURBINE GENERATOR FUND

REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL, AND PRIOR YEAR TO DATE
FOR THE PERIOD ENDED 11/30/21 AND 11/30/20

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Lease Revenue	$ 2,486,184	$ 1,192,779	$ (1,293,405)	48%	$ 1,252,160
OPERATING EXPENSES:					
Professional Services	105,000	98,807	6,193	94%	93,637
Other Charges	229,445	172,084	57,361	75%	169,759
TOTAL OPERATING EXPENSES	334,445	270,891	63,554	81%	263,396
OPERATING INCOME	2,151,739	921,888	(1,229,851)		988,764
NON-OPERATING REVENUES:					
Investment Earnings	-	(122)	(122)		(2,364)
Interfund Loan Payments	104,219	-	(104,219)	0%	-
TOTAL NON-OPERATING REVENUES	104,219	(122)	(104,341)	0%	(2,364)
NON-OPERATING EXPENSES:					
Debt Service - Principal	1,275,000	1,275,000	-	100%	1,195,000
Debt Service - Interest	801,250	600,937	200,313	75%	862,250
Issuance Costs & Fiscal Agent Fees	4,500	4,500	-	100%	4,500
TOTAL NON-OPERATING EXPENSES	2,080,750	1,880,437	200,313	90%	2,061,750
INCOME (LOSS) BEFORE TRANSFERS	175,208	(958,671)	(1,133,879)		(1,075,350)
TRANSFERS IN (OUT):					
Transfers (Out)	-	(57,011)	(57,011)		-
CHANGE IN NET POSITION	$ 175,208	$ (1,015,682)	$ (1,190,890)		$ (1,075,350)

STORM WATER FUND

REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, ACTUAL, AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 13/30/21 AND 11/30/20

	2021 BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD AS OF 11/30/2020
OPERATING REVENUES:					
Residential Sales	$ 1,043,000	$ 1,119,378	$ 76,378	107%	$ 987,275
Industrial Sales	788,000	847,082	59,082	107%	755,505
All Other Receipts	14,385	8,779	(5,606)	61%	6,448
TOTAL OPERATING REVENUE	1,845,385	1,975,239	129,854	107%	1,749,228
OPERATING EXPENSES:					
Collections:					
Personnel Services	366,900	130,675	236,225	36%	147,878
Supplies, Services & Other Charges	348,482	242,835	105,647	70%	191,999
Administration:					
Personnel Services	131,336	117,389	13,947	89%	116,361
Supplies, Services & Other Charges	389,871	391,620	(1,749)	100%	356,425
Utility Billing:					
Supplies, Services & Other Charges	63,500	66,331	(2,831)	104%	53,942
Depreciation	30,000	-	30,000	0%	-
Capital Outlay	217,500	255,078	(37,578)	117%	108,355
TOTAL OPERATING EXPENSES	1,547,589	1,203,928	343,661	78%	974,960
OPERATING INCOME	297,796	771,311	473,515		774,268
NON-OPERATING REVENUES:					
Investment Earnings (Charges)	6,500	(370)	(6,870)	-6%	(765)
Intergovernmental	-	91,526	91,526		5,000
TOTAL NON-OPERATING REVENUES	6,500	91,156	84,656		4,235
NON-OPERATING EXPENSES:					
Debt Service - Principal	137,333	115,999	21,334	84%	80,000
Debt Service - Interest	55,456	53,688	1,768	97%	70,476
Issuance Costs & Fiscal Agent Fees	-	280	(280)		6,769
TOTAL NON-OPERATING EXPENSES	192,789	169,967	22,822	88%	157,245
INCOME (LOSS) BEFORE TRANSFERS	111,507	692,500	580,993		621,258
TRANSFERS IN (OUT):					
Transfers In	204,603	204,603	-	100%	206,186
Transfers (Out)	(246,000)	(277,570)	(31,570)	113%	(228,058)
NET TRANSFERS IN (OUT)	(41,397)	(72,967)	(31,570)		(21,872)
CHANGE IN NET POSITION	$ 70,110	$ 619,533	$ 549,423		$ 599,386

CHASKA CURLING AND EVENT CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET, AMENDED BUDGET, ACTUAL AND PRIOR YEAR TO DATE
FOR THE PERIODS ENDING 11/30/2021 AND 11/30/2020

	2021 ORIGINAL BUDGET	2021 AMENDED BUDGET	ACTUAL AS OF 11/30/2021	VARIANCE POSITIVE (NEGATIVE)	PERCENT OF BUDGET RECEIVED/ EXPENDED	PRIOR YEAR YTD ACTUAL 11/30/2020
OPERATING REVENUES:						
Memberships	$ 149,900	$ 135,350	$ 118,714	$ (16,636)	88%	$ 134,447
Rentals	167,007	99,296	112,026	12,730	113%	63,697
Lessons	255,000	131,000	104,558	(26,442)	80%	94,430
Leagues	225,500	180,000	172,180	(7,820)	96%	153,414
Leases	409,000	297,878	286,521	(11,357)	96%	175,041
Other Revenue	52,779	39,484	28,095	(11,389)	71%	28,346
TOTAL OPERATING REVENUES	1,259,186	883,008	822,094	(60,914)	93%	649,375
OPERATING EXPENSES:						
Administration:						
Personnel Services	363,802	363,802	279,828	83,974	77%	311,854
Supplies, Services & Other Charges	362,024	362,024	390,237	(28,213)	108%	311,104
Event Center:						
Personnel Services	104,317	103,317	89,162	14,155	86%	87,826
Supplies, Services & Other Charges	13,026	13,026	13,116	(90)	101%	16,384
Curling Center:						
Personnel Services	241,991	199,641	164,614	35,027	82%	177,599
Supplies, Services & Other Charges	93,616	93,616	56,337	37,279	60%	54,392
Crooked Pint	58,525	58,525	56,776	1,749	97%	75,368
Capital Outlay	5,000	5,000	-	5,000		-
TOTAL OPERATING EXPENSES	1,242,301	1,198,951	1,050,070	148,881	88%	1,034,527
OPERATING INCOME	16,885	(315,943)	(227,976)	87,967		(385,152)
NON-OPERATING REVENUES:						
Investment Earnings (Charges)	(12,154)	(12,154)	80	12,234		710
TOTAL NON-OPERATING REVENUES	(12,154)	(12,154)	80	12,234		710
NON-OPERATING EXPENSES:						
Debt Service-Principal	1,025,000	1,025,000	1,025,000	-	100%	1,000,000
Debt Service-Interest	559,501	559,501	254,492	305,009	45%	472,636
Issuance Costs & Fiscal Agent Fees	1,600	1,600	3,200	(1,600)	200%	3,200
TOTAL NON-OPERATING EXPENSES	1,586,101	1,586,101	1,282,692	303,409	81%	1,475,836
INCOME (LOSS) BEFORE TRANSFERS	(1,581,370)	(1,914,198)	(1,510,588)	403,610		(1,860,278)
TRANSFERS IN (OUT):						
Transfers In	1,586,101	1,586,101	1,586,101	-	100%	1,599,137
CHANGE IN NET POSITION	$ 4,731	$ (328,097)	$ 75,513	$ 403,610		$ (261,141)