AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Wednesday, June 12, 2024
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
   - 5.A. Approve the May 8th, 2024 Planning Commission Meeting Minutes
6. Consent Items
7. Action Items
   - 7.A. PUBLIC HEARING: Recommend Approval of the Preliminary Plat, Rezoning, and Variance for Highpoint Vistas/Forestar Group - Midwest/PC #2024-02
   - 7.B. Recommend Approval of the Concept Plan for Hazeltine Golf Course - Performance Center/Hazeltine Golf Course/PC #2024-09
8. Other Business
9. Receive Other Meeting Minutes
   - 9.A. Receive the April 15th, May 6th, and May 20th City Council Meeting Minutes
   - 9.B. Receive the Feb 13, 20024 Park Board Meeting Minutes
10. Adjourn

CHASKA PLANNING COMMISSION
MINUTES
MAY 8, 2024

1. Call to Order
Chairperson Brass called the meeting to order at 7 pm.

2. Roll Call
Roll call was taken. Members present: Commissioners Olson, Gaare, Aasen, Purdy, Kerber, Campbell, Baswa (arrived at 7:02 pm) and Chairperson Brass.

Members absent: Commissioners Urbanski

Also present: Nate Kabat, Community Development Director; Ashley Cauley, City Planner; and, Liz Hanson, City Planner.

3. Adopt the Agenda
Motion by Commissioner Purdy, second by Commissioner Olson, to adopt the agenda as presented.
Motion carried.

4. Visitor Presentation
No one appeared under Visitor Presentation.

5. Approve Previous Meeting Minutes
a. Approve the April 10, 2024 Planning Commission Meeting Minutes

Motion by Commissioner Aasen, second by Commissioner Baswa, to approve the minutes of the April 10, 2024 Planning Commission meeting.
Motion carried.

6. Consent Agenda

7. Action Items
a. POSTPONED TO JUNE 12, 2024 PLANNING COMMISSION: Preliminary Plat, Rezoning, and Variance for Highpoint Vistas/Forestar Group/PC #2024-02

b. PUBLIC HEARING: Recommend Approval of the Concept Plan for Jaspers Circle/Todd Olin/PC #2024-06
City Planner Cauley presented the item to the Commission.

Commissioner Purdy asked about the average size of the neighboring homes.

City Planner Cauley stated that she did not have the exact square footage and noted that they had walked the neighborhood about a month ago and would estimate that they are roughly in the same square footage as what is shown in the Concept Plan at about 3,000 sq. ft.

Commissioner Olson stated that he understands the idea that Engler will be able to handle the traffic but noted that the information in the table shows that the local street is already past its desired capacity of 1,000 trips/day which he thinks is because the original plan was for White Oak Drive to connect to Bavaria Road. He stated that he did not think that was going to happen which now means that all of these cars will come down White Oak. He noted that these plans show the addition of another 16 homes now and then another 12 later, which seems like a lot considering the local street was already over capacity. He asked if the traffic numbers presented in the staff report were correct.

City Planner Cauley stated that the Institution of Transportation Engineers (ITE) collects information from single family home trips across the country so this is a calculation based on that information but noted that there are ranges within the data. She explained that there are residential developments that are on the low end of the range as well as on the high end and noted that the numbers used in this calculation were from the mid-range. She noted that the pandemic has greatly changed the number of vehicles and trips because working from home has become more prevalent. She stated that the most recent data from ITE available is from 2017 and those numbers will indicate that the numbers are high because they do not have more recent data available.

Commissioner Olson asked if the City was actually using this data to make decisions and recommendations related to density and growth in certain areas of the City where there are obvious constraints that are these local roadways.

City Planner Cauley stated that the Engineering and Public Works Departments are very aware of traffic volumes and volume coming from the Comprehensive Plan are counted towards those densities and explained that the simple answer was 'yes'.

Chairperson Brass stated that the guidelines are not a 'pass' or 'fail' kind of situation.

Commissioner Purdy stated that he had some concerns about having 2 roundabouts that close together because it will create a lot of traffic. He stated that he lives near this neighborhood and noted that it was already very crowded in the mornings.

Chairperson Brass stated that he thinks the roundabouts will help alleviate the traffic in the area and free up the congestion a bit.

Commissioner Olson stated that he was glad that the ghost plats were provided for potential possibilities, but a resident coming into the neighborhood while knowing that there was going to be development in the future, made their purchasing decisions based on what was available at the time, which was the ghost plat. He stated that this concept plan is significantly different than the ghost plat and explained that he had a lot of heartburn with the density that is proposed even before he read through some of the concerns submitted by residents. He stated that he understands that things can change, but reiterated that everyone who lives in the neighborhood

based their decision on the original ghost plat. He stated that there was narrative in the staff report about the plans changing from 25 to 21 to 17, but noted that was still 2 or 3 times more than what was originally designed. He asked why there wasn't more emphasis on trying to be closer to the original ghost plat than what was presented and then changed following the neighborhood meeting.

City Planner Cauley stated that was a question that would need to be directed to the applicant.

Commissioner Olson asked if that meant that staff did not do anything to promote using the ghost plat or using the previous platting to help drive the development of this area.

City Planner Cauley explained that if a developer comes in and inquires about developing a property, staff will provide them with a ghost plat, if there is one available. She stated that staff can advocate to support a ghost plat for specific reasons, but at the end of the day, the applicant has their own right to move forward with a plan of their choosing.

Chairperson Brass stated that he does not like ghost plats because this kind of situation is what happens. He stated that the developer, in the past, put a ghost plat forward, for land that he did not own. He explained that he felt a ghost plat ends up portraying a false sense of what will happen, which was why he does not like them. He stated that a developer who purchases the property can present a plan that fits within the City's rules, even if it goes against the ghost plat. He stated that the ghost plat is simply some drawings that are a placeholder which he does not like. He explained that he would like to have further conversations within the City about possible ways to address this issue because it ends up giving a false sense of security to people for the vacant land in the area.

Commissioner Baswa gave the example of someone planning to come into the City and purchase a home and asked how the City can give some guidelines to the developers in order to protect people who are buying. He asked if there were any measures or details that were being given so that whoever is buying right now can be protected.

City Planner Cauley stated that ultimately that is what the Comprehensive Plan is intended to do because it sets an expectation of what the density range is, so if a developer comes in with a proposal that does not fall within that range there is an extensive process that they have to do through in order to guide the property to something else. She explained that the ghost plat shows that someone in the past contemplated single family residential development on this property and in 1997 they anticipated 8 lots that were larger. She stated that ghost plats are a tool and are not the 'end all/be all' in terms of an expectation. She noted that in this case, the property is zoned Open Development so there is the expectation that it would be rezoned in the future which would allow residents to provide feedback on any changes.

Commissioner Baswa asked if in 1997 there was anything that stated that this is the number of things that can be there and if it changed over a period of time with the City or it has remained the same since 1997.

City Planner Cauley stated that the subject property did not have an anticipated number of lots because there is not a zoning district that would essentially prescribe what those lot sizes and

areas would be because that happens as part of this current process. She explained that in 1997, there was the guide plan and assumes that it was low density residential which staff can confirm.

Chairperson Brass stated that it was still low density residential and the concerns raised by the residents were related to how much low density residential, however, this concept falls into the low density category.

Commissioner Baswa noted that his point was that he questioned whether the City should be grandfathering this in and if they should be considering the guidelines from 1997 or the current guidelines.

Community Development Director Kabat explained that what the City is held to, at this point in time, is the Comprehensive Plan that currently exists. He noted that he did not think it had changed in this specific area since 1997, but would need to go back and check to make sure. He explained that even if it was found to have been different in 1997, what they are measuring this application against is the Comprehensive Plan that is currently in place and approved by the City Council. He stated that Comprehensive Plans can change how they guide properties and reiterated that what is in place for this parcel is guidance for a single family neighborhood.

Commissioner Gaare stated that judging from the elevation exhibits, the styles of the homes seem to be very similar to the existing homes.

City Planner Cauley stated that based on their field survey of the neighborhood, she would say that they are generally pulling architectural features from the existing homes.

Chairperson Brass opened the public hearing at 7:40 p.m.

Fred Koivumaki, 276 Jaspers Circle N, stated that his concern with this proposal is with the density because it would essentially double the current density. He stated that the goal stated was to 'work within the existing neighborhood character to support the community values of current residents'. He stated that he is not sure if this proposal actually did that and noted that there are a number of current residents here tonight and most of them are shaking their heads indicating that they did not consult the current residents. He explained that he had attended the meeting with the developer but stated that he felt the concerns that were raised related to density were washed over. He explained that his other issue is with the aesthetics of their proposal because it would put homes that have an offset of 5 feet on each side, meaning the homes would be 10 feet apart. He stated that the closest home to his was about 22 to 25 feet and the offset from the road to his garage is 40 feet and not 20 feet like what is being proposed. He stated that he feels allowing these homes at the end of Jaspers Circle will aesthetically change the whole character of the neighborhood.

Lou Pomeroy, 225 Jaspers Circle, stated that her home is 3 houses down from the new development. She stated that she agreed with Mr. Koivumaki on the density issues he had raised. She stated that the proposal was also not consistent with the neighborhood in size or style of homes despite what staff has indicated. She stated that the size of the lots are completely inconsistent with the existing neighborhood. She noted that they sent out information yesterday that showed smaller homes and larger homes in the City and explained that every single example

that was shared was within Clover Ridge, which was designed and set up for this type of intermingling. She stated that she did not feel that the recent photos submitted were any kind of representation of what will go up in this situation because the existing homes have generous lots and they will be followed by ones that have itty bitty amounts of space. She asked if the Fire Department had been able to comment on these plans and stated that when Southwest Christian was built and White Oak stopped, they were concerned that the road did not go through because they do not like to have neighborhoods where there is only one way in and out.

Commissioner Kerber asked about the square footage is of Ms. Pomeroy's home.

Ms. Pomeroy stated that her home was 3,100 sq. ft. and noted that she has a nice generous lot and garden area in the back.

Chairperson Brass asked if the City involved the Fire Department involved at the concept level.

City Planner Cauley stated that they do and noted that the staff report was really a summary of comments and review from all City departments.

Neil Pomeroy, 225 Jaspers Circle, stated that they moved into this home in 2001 and the clear expectations from the realtors was the ghost plat and were told that it would be finished at some point and with an additional 5 to 7 similar homes. He stated that he thinks it is a mistake to make a comparison in the supplemental material of comparing this to other neighborhoods that the City has approved. He stated that he agreed with the concerns that have been raised about the traffic and shared that he does not have to go out on the roads at 8:30 a.m. because he is retired, but noted that he has sat at the intersection with White Oak for 5 minutes when traffic has been backed up. He stated that the interesting thing that was done in the presentation for the roundabouts was that the number one issue that they were trying to deal with was not related to traffic but was to prevent serious accidents. He reiterated that he has concerns about the roundabouts and noted that he also has not seen neighborhoods only have one exit. He explained that one of the things that he had opposed when they building the Southwest Christian High School was that there would be no secondary exit.

Rita Larson, 240 Oakview Court, stated that they are at the top of the hill when you come in off of White Oak and explained that she has a safety concern about the traffic. She stated that when people come up the hill it can be very fast and there are a lot of blind spots as well. She stated that if someone has parked on the corner the other cars have to get far out into the intersection in order to see and noted that there is always traffic coming in and out. She stated that she was concerned that the plans are to put in 16 new homes with another 12-14 homes because there is only one way in and out of the neighborhood which leaves her concerned about safety.

Lee Rostad, 205 Jaspers Circle S, stated that the homes in this new development will be his direct neighbors. He stated that even though the Commission had asked them not to reiterate points, he felt he had to touch again on the density issue. He stated that there are 22 houses total between Jaspers Circle N and Jaspers Circle S. He explained that adding 16 additional homes would be a 72% increase. He stated that at the previous meeting, the developer had stated that the new plan to extend from the two Jaspers Circle would be a completely different development than what is existing because the Willow Wood development has existing guidelines for lot size

and setbacks. He referenced PRD-33, Ordinance No. 614, and noted that their assertion is that this is a new development so they can build whatever they want with relation to lot sizes and homes which seems a bit ridiculous to him. He explained that it could not possibly be a new development if it is directly attached to an existing development. He stated that everyone in the area knew that this property was going to be developed so that was not the issue but explained that the issue was with the number of houses. He stated that he felt these plans would screw up the character of the neighborhood and its charm by having more houses crammed into less space. He stated that if they put in the additional 12 homes that they have talked about, that would be over a 100% increase in density in the area. He reiterated that they know development will happen but are asking that it just fit in with the neighborhood better and match what is already there. He stated that he does not want to see all the new homes and new traffic because that, in his opinion, will make the neighborhood suck. He stated that he would like to see the character and quality of the neighborhood as it is right now and adding 16 or 28 more homes will ruin that.

Chairperson Brass asked if 16 was too many, how many homes the neighborhood felt would be acceptable.

Mr. Rostad stated that he thinks having something like 8 to 10 homes would be acceptable. He stated that he felt that if anyone had been in the neighborhood and see the actual space, they would understand that putting in 16 homes would be ridiculous and would ruin the character of the neighborhood forever.

Paul Price, 273 Jaspers Circle N, stated that he agrees with everything that has already been shared but also has two additional concerns. He stated that one concern is related to safety and explained that there was a public park on White Oak and as you come into the neighborhood, it is downhill which means you are constantly fighting gravity. He stated that the curve is kind of a blind curve which means, 'boom' you are at the park. He stated that there is no parking for the park so all of the parking happens on the street, which means there are also kids darting in and out between the cars. He stated that right now he felt that there was already enough traffic to make this dangerous for the children and if they add this much proposed density, it will make that area even less safe. He stated that the other thing he would add is that a few times there have been some bad storms that have blown down branches and have blocked White Oak and explained that it is a terrifying feeling to be in the neighborhood and not able to get out. He stated that an alternate exit onto 41 would be great and reiterated that when you are trapped in your neighborhood it is a big deal.

Andrew Heieie, 303 Groves Drive, stated that he has brokered land development deals across the metro area for the last 15 years and wanted to share his perspective on this situation. He stated that he would not reiterate the things that his neighbors have already shared even though he completely agreed with everything that has been shared. He explained that he wanted to emphasize the Comprehensive Plan a bit and noted that while he understands that it provides a guideline, every site stands by itself. He stated that this is not another 50 acre farm that is being opened up for development and is almost an in-fill site for the City because it is a continuation of a neighborhood. He stated that he feels the City should look at the neighborhood and see if it will work and 'feels' right and not simply rubber stamp the proposal. He recommended that the Commission really take a look at the Comprehensive Plan and how it relates to this specific

neighborhood. He stated that the ghost plat that brings the plans from 8 homes to 16 homes and the future northern portion of the development that shows 12 additional homes. He asked what could stop this from having the proposed 12 lots for the northern portion of the development becoming 24 new homes which would be double what the previous plat was. He stated that he feels the City may end up setting a precedent with this decision. He suggested that perhaps the developer could table their request in order to meet with the neighborhood residents in order to have a thorough discussion on some of the current sticking points. He stated that if the developer was not willing to do that he felt it was fairly clear that his intent was to pump the density into the neighborhood and that the feeling was 'profits over people', which would be unfortunate.

City Planner Hanson asked if there was anyone on-line who wanted to speak to this agenda item and noted that nobody had raised their hand to speak.

Chairperson Brass closed the public hearing at 8:00 p.m.

Commissioner Olson asked if the developer was present at the meeting.

Chairperson Brass invited the developer to step forward and address the Commission.

Todd Olin, Land & Resource Consulting, explained that they were the ones who prepared the plans for this development for Gavnat. He explained that as far as the density and the fit, they walked the neighborhood and found that the density transitions up and down as you move through. He stated that initially they had been looking to have some separation between the houses and when they were done putting together plans and including things like stormwater design, which is not normally done for a ghost plat, this is what they ended up with. He explained that after meeting with staff and holding the neighborhood meeting, they felt the better approach was to locate the stormwater basin in a way that gives a maximum amount of separation between the existing homes and the new homes and had also dropped a lot from what they had presented earlier. He stated that they also changed the plans to incorporate landscaping buffers. He stated that if they utilize the ghost plat from 1997 and put the standard lot sizes in this development it really wouldn't fit. He stated that if they go with the larger lot, they have to put the cost into the lot which means that bigger homes would get built and those bigger homes also wouldn't fit, just like a really small home would not fit. He explained that they were trying to find a balance and a transition that will work for everyone. He stated that they have put this kind of developments in other communities, such as Medina and Woodbury, which have been very successful. He noted that many times these homes are purchased by first time home buyers or young professionals who do not want to have a large yard to take care of and explained that this area is well supported by public infrastructure such as the parks and the extensive trail system. He stated that he felt that a key part of the Comprehensive Plan is that when it is updated, it includes community input. He explained that their plans fit within the guidance from the Comprehensive Plan but admitted that the whole range does not fit into this neighborhood. He stated that it is guided for 2-5 units/acre and they are at 3.3 units/acre, which is right in the middle. He stated that the other point he wanted to make in relation to density is that while everybody is not looking for a smaller lot, there is a sector of homebuyers that are looking for a smaller lot which is currently not well represented in the City. He explained that they were looking to put in homes that range from $550,000 to $650,000 which fits into the demographics of what is there right now. He stated that they are not asking the existing neighborhood to give up their privacy, back yard

space, setbacks or homes. He stated that they will still be able to enjoy using their homes as they currently do and noted that the people buying these new homes will be young professionals such as teachers, that just don't want the maintenance of a bigger lot. He stated that it would also allow somebody to stay in the neighborhood during all stages of their lives. He stated that to address the comment made about this being a completely different development, he probably had not done a good job of explaining the zoning. He stated that one of the neighbors was quoting from the PRD Ordinance that was written for their development and the question was asking about the zoning and setbacks for this new development. He stated that they do not currently have the setbacks and other information for their piece of property because it was currently zoned Open space which will require rezoning for anything to be done with the property. He stated that one of the key things that came up during the review was that the City had coordinated with MnDOT and it was made clear that they will not be able to have any access to Highway 41. He stated that he felt their proposal was a careful balance of what is already there and noted that in his opinion, ghost platting rarely works out well.

Commissioner Aasen stated that the information in the packet says front yard 20 feet and noted that he assumed that was to the property line and asked how much space there would actually be from the curb line to the home.

Mr. Olin stated there is usually about 9 feet between the property line and the curb so there would be 20 feet from the property line to the face of the garage. He stated that there is a pretty clear architectural façade requirement that would apply and noted that he believes that there were 6 of the lots that qualify for 360 facades, because of 41 on one side and the new road on the other.

Chairperson Brass stated that he thought he had heard that Mr. Olin was open to moving from of the setbacks and home placement in order to match the character of the neighborhood a bit better.

Mr. Olin stated that can be done a few ways and gave the example of some of the lots that are deeper than the minimum which could allow them to push them away from the road a bit more. He stated that this would be recorded in the PRD zoning.

Chairperson Brass asked about the south portion that has 50 foot setbacks that is marked an outlot, and asked if that just meant that there would be a larger lot for that landowner.

Mr. Olin stated that it would be a bigger lot, have a larger width, and would also have a further setback which would be recorded in the PRD. He reminded the Commission that they were also planning to have additional landscaping in the transition area on both the north and south side.

Commissioner Olson asked how many developments Mr. Olin had done in the City.

Mr. Olin stated that he had personally been involved in two other developments in the City, but they were never developed.

Commissioner Olson explained that he asked because he was trying to get an understanding about how that Mr. Olin had gone through the neighborhood meeting and heard their concerns

with what had been presented, and what he planned to do differently moving forward. He stated that he was sitting in the same seat as the residents were about 7 years ago. He stated that he wanted to know what Mr. Olin would take from what he had heard from the neighborhood and which adjustments he planned to make moving forward to the Preliminary Plat.

Mr. Olin stated that they did go to the neighborhood meeting and took note of everything that had been shared and have made some changes to the plans. He stated that they eliminated a lot, increased setbacks and increased landscaping which should address many of their concerns but noted that not everyone will be happy and compromises would need to be made. He stated that they are before the City looking for approval of a concept plan and reiterated that he believes that they have heard the neighbors concerns with the exception of reducing the overall number of homes, but explained that they look for solutions that work for everybody.

Commissioner Olson stated that his expectation is that there will be continued dialogue and an openness to hearing and applying the changes. He stated that he understands that this is a concept plan, however there is a lot of concern, which is where he thinks they need to be able to work through them in order to find the balance. He noted that what Mr. Olin has presented checks all the boxes for a concept plan but also creates a lot of concerns for the neighbors that this will abut because it is completing their neighborhood.

Mr. Olin stated that they were not planning to stop communication with the neighborhood. He explained that the developer was not opposed to working with them to try to come up with the best solutions. He noted that they had tried to hear who was directly effected by their plans and have increased setbacks and landscaping. He stated that he does not think it will be possible to get to a point that the overwhelming comments supports what they have because they cannot just build what the neighborhood already has because it does not fit there and would be in the $800,000 to $900,000 price range. He explained that they are trying to find the balance between what they have and where their home values are so it fits. He stated that there will be compromises but that particular step may be outside the hoop.

Commissioner Olson asked if he was implying that he used the size of the lot as the justification for the price of the home that is put on it. He stated that he feels that they can have a larger lot with the same size house and noted that he believes there is a misconception that just because there is a bigger lot it would need to have a bigger home. He stated that there are people that are living in 2,100 sq. ft. to 3,000 sq. ft homes on the larger lots.

Chairperson Brass stated that 3 decades later, the economics are different, so he would agree that the lot sizes and the homes are not exclusive to each other, but economically that is not typically what would be seen and noted that if they put in 8 lots that would also be out of character with the neighborhood as well because that would mean there would be a little pocket of super nice homes. He stated that he felt there was a fine line in what goes in and noted that he thinks they may be able to put townhomes in there.

Mr. Olin stated that was something they considered but then they walked the neighborhood.

Chairperson Brass explained that he was just trying to point that out as the opposite end of the scale of something that would not at all fit the neighborhood. He stated that he understands the

concerns of the neighbors and thinks that they should try to address them, if possible, but this isn't 1997 and it wouldn't make sense to put $500,000 homes on 8 lots. He stated that he thinks what has been presented is 'within reason' but would like to see how there may be able to be a bit more of a compromise in order to appease some of the concerns that have been raised. He stated that if they set aside the concerns related to density, there were also concerns raised about travel, traffic, safety, and access. He noted that he lives in a neighborhood that only has one way in and out and would agree that it was not ideal but that is the way it is. He stated that he did not think that, for example, changing from 16 homes down to 12 would drastically change the traffic safety situation. He stated that there will not be an access onto Highway 41 because MnDOT would not approve it and a second access to the neighborhood was not part of this proposal. He stated that he would like to see Mr. Olin find a way to match the setbacks that exist in the neighborhood however, he also had concerns that doing that may make it look even more irregular.

Commissioner Olson stated that he felt consistency was necessary and noted that by just going around the loop he feels there will be three different developments. He stated that they get to create the rules, but they are abutting to a neighborhood that is already set at a different setback and feels that they should be able to use the transition from one to the other as a litmus of what the setbacks should be because they are not constrained by 41 or steep grades. He stated that he felt that the setbacks should be in line with what Jaspers N and Jaspers S are now and what the PRD set forth.

Commissioner Campbell asked what would happen if they changed the sight line, for example, on the south side of Jaspers. He stated that there is one very distinct established neighborhood and now there is a new neighborhood going in with a big retention pond and this jogs around a bit which changes the site line for those neighbors so they would not be seeing the setback for every home around the circle. He stated that his thinking was that they would not be looking down 3 miles of a straight roadway.

Chairperson Brass stated that it may be different if this neighborhood was placed in the beginning of the neighborhood and people had to drive through it to get to the rest of the neighborhood because it is kind of off on its own. He stated that he would agree that it may be inconsistent, but it would not be an eyesore at the start of the neighborhood.

Commissioner Campbell stated that he does not believe there are sidewalks in the neighborhood.

The audience responded that there were not sidewalks on Jaspers but they did have them on White Oak.

Commissioner Campbell stated that he understands the safety concerns and explained that he grew up running around and playing in the street, but reiterated that there is not a straight site line and things change as they go around the circle.

Mr. Olin stated that it is one of the unique issue where they aren't doing it at the entrance because it is the extended end of the development as the last phase. He noted that none of the neighbors will have to drive through it or even walk their dog through it, if they do not want to. He stated that if consistency of the setbacks is more important than the separation to the existing homes,

then they can move things around. He stated that he felt it had been communicated loud and clear at the neighborhood meeting that they wanted this to be moved as far away from them as possible, which is what they did.

Chairperson Brass stated that he does not feel comfortable just ambiguously picking a number of homes and saying that will solve the problem. He stated that he understands the resident concerns because he lived in Clover Ridge where there was a mix of uses. He noted that he also understands that when something comes in that is different than what they expected, which is why he does not like the ghost plats. He reiterated that he did not think the City should continue to use ghost plats in the future. He stated that he believes they should do more on the south side than what has been shown in the packet which may mean losing one more lot and possibly increasing the side setbacks. He reiterated that he does not feel comfortable when it falls into the parameters on the lower end of the density that is allowed, to just ambiguously pick a number. He stated that with that said, he does feel like something more should be done to try to fit it into the character of the neighborhood a bit better.

Commissioner Purdy agreed and stated that he felt that 16 homes was too much knowing the size of the development and would be too many homes in too small of an area. He stated that he agreed with Chair Brass that it was not the Commissions right to be able to say they can also only have 8 homes.

Commissioner Olson stated that he agreed that the Commission cannot set the number of lots, but believes that they can set the direction, which he believes is something smaller than what was currently being presented. He stated that he believed the direction would also be to have something that is more cohesive to the neighborhood that they are in. He stated that he thinks that there can be some kind of resolution for the two sides but it must be done together. He stated that he believed that would start with the developer's willingness to actually change their plans.

Chairperson Brass asked what the Commission wanted to do to craft that language into the conditions. He stated that he understands that this is just the first step in the overall process for approval, but noted that what is done tonight will set the tone moving forward.

Commissioner Kerber asked about the statement that was made about a bigger lot having a bigger home. She stated that she was having hard time with that concept because she purchased her home for the lot, not for the home itself. She stated that she chose to have a smaller home and had paid more for her lot and noted that she felt that there are people out there that want to have a bigger lot. She stated that she was born and raised in the City and stated that she cringes when she sees the new developments going in because the homes are on top of each other.

Chairperson Brass stated that is happening everywhere in the Twin Cities.

Commissioner Kerber agreed and reiterated that she was having a hard time with the concept that they cannot have a bigger lot with a smaller home and still stay within the preferred price range.

Chairperson Brass stated that he just did not think that was what the market is right now.

Commissioner Kerber stated that she did not think everybody wanted to have a small lot with as big of a house as possible.

Chairperson Brass reiterated that he did not think the Commission could arbitrarily pick a number and cautioned that what has been presented is within the parameters. He stated that despite being within the parameters he does feel that there is the opportunity to find a bit more of a compromise.

Josh Risberg, Gavnat Properties, stated that he wanted to let the neighborhood know that Mr. Pierce, who owns Gavnat Properties is not a developer. He explained that this is something new for them and this would be their first development. He noted that Mr. Pierce has two children that were looking to live in this neighborhood which is how this whole project came about. He stated that the question about the size of the lots and explained that the problem they are fighting right now is their developing costs. He stated that every time they make the lot bigger they have to increase the price on the lot which will increase the pricing for the house. He referenced a jumbo loan for a mortgage which, prior to COVID, was at $420,000 and was currently at $840,000. He stated that it is a high risk loan which is why they drive the interest rate higher and explained that they were trying to keep those prices down so they can have first and second time home buyers in the neighborhood. He stated that he understands the concerns of the neighbors because he had property that was annexed and someone built 3 feet off the property line which was approved. He stated that he didn't like it and doesn't understand why it was approved and actually ended up moving because of that decision. He stated that he currently lives in Rosemount there they are building with 5 foot setbacks everywhere. He stated that he was just trying to explain to everyone how they had gotten to this lot size and reiterated that it just keeps driving the price of them developing it. He stated that he was hopeful that the Commission would understand that making these lots smaller is one of the only way that they can develop this land and keep it affordable for the people that will be buying the lots. He stated that he was willing to answer any of the neighborhood questions or sit down and talk with them. He stated that they are trying to work with the buffer line in order to make things flow consistently with the same size, but explained that they cannot make it look exactly like the existing neighborhood because of how old it is. He asked if there were any neighborhoods in Chaska that had 5 foot setbacks.

Chairperson Brass stated that they did have neighborhoods that had 5 foot side yard setbacks.

Mr. Risberg stated that they are trying to stay out of the jumbo loan situation and reiterated that they are trying to make the developing costs work with the size of the lots. He stated that he knows that they will not be able to make everyone happy and explained that the margins on this project are not large and they were just trying to create a balance. He reiterated that they were not developers just trying to make a bunch of money off of this and were trying to build affordable homes.

Commissioner Aasen asked if Mr. Risberg had approached the property owner to the north in order to try to do one development and complete this whole area.

Mr. Risberg stated that he believes that they were approached but were not interested in selling.

Commissioner Baswa asked about plans for an HOA and if they were planning to be part of the current HOA or a different one.

Mr. Risberg stated that they were not planning to have an HOA.

Chairperson Brass stated that he did not think there was an existing HOA for the other neighborhood either. He stated that thinks that it appears as though the storm pond will be a pretty good buffer, but the buffer on the south side was quite small. He stated that he would prefer that there be some sort of outlot on the south side as well which could be used for a small play area or a book sharing location.

Commissioner Olson expressed concern about who would maintain that area. He stated that he felt creating an outlot was a good idea, but maintaining it would be a different thing.

Chairperson Brass stated that he agreed that they did not have all those details in place but could be for them to figure out. He stated that if they had an additional outlot that would give the neighborhood an additional buffer.

Commissioner Olson stated that none of the comments from the neighbors were about a buffer and thinks it is more about the sheer number of homes being planned. He stated that he thinks the City can ask them to work together and come back with a better plan at the Preliminary.

Community Development Director Kabat stated that listening to the discussion he has heard a lot from the Commission about the desire that the developer work with the neighborhood. He stated that the neighborhood is asking for fewer lots and noted that what they have seen work in the past, for example with Autumn Woods and Wagner Farms, they convened a few representatives from the neighborhood to work with the developer to help them work through the plans. He stated that they found this to be a successful dialogue in those instances. He stated that he was not sure something like that needed to be included as a condition, but could be direction given to staff to coordinate those conversations. He stated that because this is concept, they are not trying to get to all the final details, but are trying to give some direction and noted that there are some proposed conditions to get to the idea of buffering between the two developments. He stated that there may be things that the Commission may want to bolster in the conditions.

Tim Daines, 1869 White Oak Drive, stated that his lot is right next to the walking trail and explained that it is not just Jaspers N and Jaspers S that the Commission should be concerned about because there are homes on White Oak that go up to Southwest Christian and homes on Grove and even homes from the other direction as you are going out on White Oak that merge in as well. He stated that he wasn't sure that they could understand the density and the traffic unless they have been in the neighborhood in the morning because they would be able to get a feel for the frustration of getting out of the neighborhood. He referenced the roundabouts by the Gulf Zone at rush hour and shared that he felt it was a major accident waiting to happen. He stated that the traffic was not just coming from Bavaria and is also coming from Waconia. He stated that it was not fair to just look at the extension of Jaspers N and Jaspers S. He noted that, in his opinion, 16 homes is way too many for this location and understands the information shared

regarding the financing but feels that there has to be a consensus that somehow the number of homes be reduced. He stated that traffic that only has one way in and out is concerning. He stated that he did not care if there was a roundabout or not and noted that he was trying to figure out how they were going to get out of the neighborhood during the construction process for the roundabout. He stated that he was not able to attend the roundabout meeting but his neighbors did and what they told him was that the people in charge of the roundabout did not know about this development coming until the afternoon before the meeting. He stated that there are a lot of cars and a lot of in and out from the neighborhood and stated that he hopes that the Commission listens to the people who live in the neighborhood that experience this every day when they go in and out.

Chairperson Brass stated that he felt that the Commission was listening to the residents. He asked, in Mr. Daine's opinion, how many homes would work for this new development.

Mr. Daine stated that felt it should be something close to what was described when he had initially bought his property in 2001. He stated that he didn't think it needed to just be 8 homes but also felt that the plans being portrayed as a 'compromise' when they simply changed their plans from 17 homes to 16 homes was not actually a compromise. He stated that he would like to see the plans get somewhere closer to the ghost plat.

Commissioner Olson stated that he would like to make a recommendation that they adjust the side yard setbacks from 5 feet to 10 feet.

Chairperson Brass stated that he would like there to be an option between either increase the side yard setback which would give it more character to fit into the neighborhood or to create a larger buffer on the south side so this little neighborhood would be a bit more detached from the existing neighborhood. He stated that the developer can work with the neighborhood and choose which path they would like to go down. He stated that he didn't want the Commission to say that it had to be a specific setback because the neighbors may actually want a larger buffer area.

Commissioner Olson stated that if the plans come back with 16 homes again at the next step, it will be an easy 'no' and needs to be something less.

Motion by Commissioner Olson, second by Commissioner Aasen, to recommend approval to the City Council approval of the concept plan for Jasper Circle, a 16-lot subdivision, subject to the following conditions:
1. Approvals shall be based on the following graphic exhibits unless modified by the conditions below:
a. Narrative, revision dated March 5, 2024
b. Existing Conditions and Site Forces and Features Exhibits submitted on March 5, 2024
c. Concept Plan Dated March 22, 2024
d. Scale and Mass exhibit submitted March 5, 2024
e. Landscape Elements, Grading and Drainage Exhibit submitted March 5, 2024
f. Views and Composite Exhibit submitted March 5, 2024
g. Elevations and Architectural Concept Exhibits submitted March 5, 2024.
h. Ghost plat submitted March 5, 2024

2. ~~The applicant must review existing development patterns and explore design and landscaping opportunities to incorporate the new development into the surrounding context. These design concepts should be submitted for review with an application to rezone or subdivide the properties.~~
3. In addition to the items required by City Code Sec. 15.36.050, the following must be submitted for a preliminary plat application to be complete:
a. Tree inventory and preservation plan;
b. Grading plans; and
c. Landscaping plans in conformance with City Code Sec. 15.28.070. This plan must also incorporate a landscaped berm along Lots 3 – 9 for highway noise mitigation, and a buffer of the new development along the western property line.
4. Coordination with:
a. City Engineer regarding utilities, grading, access, and drainage.
b. MnDOT regarding noise mitigation plans, permanent and construction access.
c. Electrical department on service locations.
5. Compliance with City Ordinances, including:
a. Sec. 15.28.290, Anti-monotony and Design requirements: including LP Smartside on front elevations and 4-inch window trim on all windows.
b. Sec. 15.28.100, Setback from Steep Slopes: including 50 feet from the edge of the 18-percent slope and 30-foot "no-grade/ mow" zone adjacent to the 18-percent slope for purposes of erosion control.
c. Sec. 15.36.080, Subdivision Design Standards: including streets and sidewalk
6. Setbacks are follows:
a. Front yard setback: 20 - feet
b. Side yard setbacks:
Interior: 5 – feet
Street: 20 – feet
c. Rear yard setback: 25 – feet
d. Setback measured from centerline of Hwy 41: 75 feet.
7. A construction management plan will be required prior to the release of a permit for any construction [site or building]. The plan must address work hours, construction access and parking, and overall site maintenance compliance.
8. The developer should work with neighborhood representatives on the plan prior to preliminary submittal.

Motion carried.

c. PUBLIC HEARING: Recommend Approval of the Preliminary Site and Building Plan and Rezoning for Hazeltine National Golf Course-Northwest/Hazeltine National Golf Course/PC #2024-07

City Planner Hanson presented the item to the Commission.

Chairperson Brass stated that he agreed with staff's recommendation regarding the sidewalk and entrance plans.

Commissioner Olson stated that he believes it was the neighbors to the north who had asked for the sidewalk and not staff or Hazeltine. He stated that the landowners to the north are the City

and the HOA for the townhomes. He explained that if the residents want a sidewalk, he thinks that is where it should be located. He stated that the City, when they completed a loop, they didn't actually put in a sidewalk and noted that there is a crosswalk to actually get from the corner across Hazeltine to the loop, but it stops there because there is no sidewalk to invite those neighbors to walk to the loop. He stated that he has the opposite opinion from Chair Brass related to the sidewalk because just because the development was going there he did not think that necessarily meant that they should have to put the sidewalk there and also maintain it for the next 40-50 years for the benefit of somebody that lives just to the north.

Chairperson Brass asked how Commissioner Olson felt about the entrance plans.

Commissioner Olson stated that he wanted to understand what the use of that east service access is because he does not know what the reason for it is. He stated that he would like to hear from the applicant on what issues come with the recommendation of trying to combine the east and the main entrance. He stated for the plans related to parking they know that for big events everything with be shuttled over and it seems as though they will be able to handle everything else with their additional lot. He asked about the City's recommendation of making the sidewalk 10 feet wide which would match the bike path and asked why they would extend a this to a dead end on a private golf club. He stated that he feels that there are many things that do not work well such as the sidewalk getting pushed down and almost feels like the City is using the 'easy' button versus actually solving the situation that was brought up by the residents. He reiterated that he would like to know why they were proposing that this be 10 feet side.

City Planner Hanson explained that it was to provide continuity with the section to the west. She stated that she felt that there was additional evaluation that needs to go into that from a feasibility standpoint. She stated that with spacing, providing a boulevard and green space, it may need to be shaved down a bit in order to preserve trees out there as well.

Commissioner Olson asked if there would be an alternative to using on-street, similar to the options that were presented in the walk and bike Chaska information. He asked if they could use the north side and carve off a walking path that does not constitute actually putting a sidewalk in, but gives the residents a path to be able to get out of the neighborhood that is safe. He explained that he felt that this would be another alternative that has not been covered.

City Planner Hanson stated that the City wants to promote the safest and the most contiguous connection on the forefront and if they need to look at other options they could absolutely explore those. She stated that from staff's stand point, from the safety and cohesive perspective , they recommend that they initially look at a matching trail section on the west side.

Chairperson Brass opened the public hearing at 9:27 p.m.

Phil Anderson, stated that related to the entrance, for events they like to have multiple areas for exiting. He stated that when they are running major events with traffic coming in they have done that in order to provide a better safety element for the community. He stated that the exit that they have that is adjacent to it provides another exit so there are multiple ways to get out of the property which is helpful rather than just combining it all into one. He stated that if they go down the street to the Hazeltine Professional Building, there are 3 exits out of the building, with even

less parking spots, which was their rationale for why they need multiple areas to get things like delivery trucks in and out and also something for safety and security to get people in and out. He stated that for the sidewalk, they heard from the neighborhood and want to make sure that they are a good neighbor. He stated that there are 208 residences on that side of the property to the north and they are putting in 8 villas. He stated that he does not envision anyone from the villas leaving the property on foot and explained that they would be concerned about putting a sidewalk in on their side and having the entire neighborhood moving across earlier on in that process. He stated that there is already a crosswalk closer to the loop and they would love to see the sidewalk on the north side. He stated that they have completed engineering studies and believe that there is enough room in the right-of-way to address that without having to deal with the HOA. He stated that they also feel it will be much safer and provide a better experience for the neighborhood to stay on that side of the property.

Chairperson Brass asked if Hazeltine would like to keep all three entrances.

Mr. Anderson confirmed that they would like to keep all three entrances and explained that they see the first one as a wonderful opportunity to be used for deliveries and noted that everything would be gated. He stated that it would also give them another way in and out of the property for tournaments which they feel is important.

Chairperson Brass asked about people who may leave the tournament on foot.

Mr. Anderson explained that typically Hazeltine Boulevard will be shut down, except for residents so there would not be foot traffic walking in through the main entrance. He stated that anyone coming on foot would be coming onto their property but reiterated that none would be coming from the main entrance area.

Chairperson Brass asked if Hazeltine had spoken to landowners and regarding the sidewalk.

Mr. Anderson stated that they had not spoken with the HOA but have spoken with a number of the residents that live in the area that were in favor of having a sidewalk. He stated that he does think there are still some things that will need to be worked through with staff, for example some of the grading and infrastructure in order to implement something on that side.

Chairperson Brass explained that he wanted there to be a sidewalk.

Mr. Anderson explained that they would just prefer to not have the sidewalk on their side of the property and stated that they also feel it would be a safety concern for the 208 residents on the other side of the street.

Chairperson Brass stated that he was not sure what 'safety concern' there would be.

Mr. Anderson stated that there were multiple situations along Hazeltine Boulevard where there are crosswalks.

City Planner Hanson stated that she wanted to clarify an issue from Public Works related to safety. She stated that for the crosswalk that is currently on Hazeltine Boulevard they have been told

that this is an unsafe crossing because of the intersection and having it on the west side. She noted that being able to have a crosswalk on the east side of Hundertmark Road as you get more into the residential side would be preferred, from a safety standpoint.

Chairperson Brass referenced the existing crosswalk at Hundertmark and Hazeltine and noted that it seems a bit busy.

Commissioner Olson stated that would not change and may actually get worse.

Chairperson Brass asked if City Planner Hanson was saying that they want to move it further to the east so it is further into the neighborhood.

City Planner Hanson stated that was correct because bringing a crosswalk on the east side to that location would be safer. She emphasized the point of having the south side of Hazeltine with a sidewalk would allow movements to happen more internally down to the south side and across the already established crosswalk.

Chairperson Brass stated that would mean people cross on Hundertmark rather than Hazeltine.

Commissioner Olson asked what the City's recommendation was to actually make the crosswalk to the loop safe. He stated that he would assume that they would install some type of button that wills top traffic or notify people that somebody is walking there.

Community Development Director Kabat stated that he thinks the point that City Planner Hanson was trying to make was that the current configuration is not ideal for a crosswalk and in order to make it safer that would occur at the time there is a road construction project happening. He explained that while they are evaluating it and looking at options staff's recommendation about the south side and trying to make it a safer crossing at Hundertmark as opposed to Hazeltine, given the current situation, is that they would prefer not to add to an undesirable situation by making it a more used crosswalk.

Chairperson Brass noted that at Hundertmark people would be stopped and on Hazeltine the traffic is moving.

Community Development Director Kabat noted that they were also looking at the configuration of a sidewalk and how that would fit into the current right-of-way because there is limited space there. He explained that the engineers assessments is that the ability to put the sidewalk in the configuration that the City desires is way more feasible on the south side than the north side.

Chairperson Brass reiterated that staff was saying that they would prefer people cross Hundertmark than Hazeltine.

Commissioner Olson stated that people are currently walking right now and there is no sidewalk there nor has there been one for the last 20 years that those residents have lived there and asked why one was needed now.

Chairperson Brass stated that he felt it was needed in order to make it more safe.

Commissioner Olson stated that he didn't feel it was right to play the safety card because there are already 200 residents there and asked what the City has done for their safety over the last 20 years.

Commissioner Purdy stated that when they were built there should have been a sidewalk built and asked why Hazeltine should have to pay for it.

Commissioner Olson agreed but stated that this wrong does not make a right. He stated that the City did not present well in making this pedestrian friendly when that development came through.

Chairperson Brass stated that things do change and explained that he felt that they now had the opportunity to try to make it safer.

Commissioner Purdy stated that was true but questioned whose responsibility it should be.

Commissioner Campbell stated that they were offering to do it on the other side.

Mr. Anderson stated that they were willing to help and explore doing it correctly. He stated that another part of this is with the apartment complex going in, the crosswalk to the loop will be busy.

Commissioner Olson stated that this was why he felt they needed to be careful when they talk about safety because he did not feel that argument could be made behind the reason for it to be located on the south side because right now people are currently walking on both sides of the street and probably crossing.

Chairperson Brass noted that if Public Works and staff were telling the Commission that they think it is safer on that side, he will take their recommendations, as the experts.

Commissioner Olson noted that there has not been any changes made for the last 20 years for the people who have been living there. He stated that they are slightly changing the number of cars and noted that he felt from the traffic side of things that will be negligible and would not be adding residents.

Chairperson Brass asked if Commission Olson was in favor of not even adding a sidewalk.

Commissioner Olson stated that he was not in agreement with condition #11 as it was currently written because it says it has to be a 10 foot bike path on the south side.

Chairperson Brass stated that he understands that but asked if Commissioner Olson supported a sidewalk or if he was advocating that there not be a sidewalk, in general.

Commissioner Olson stated that he did not think there should be a sidewalk on the south side and would be okay if there was one on the north side. He reiterated that he was not in agreement with the language used in condition #11. He stated that this was his stance the last time the Commission had discussed this as well and explained that the City had come back and basically

said it was too much work for the City to work with the property owners on the north side. He stated that he feels there are other avenues rather than saying what was presented in #11 of the proposed conditions. He reiterated that his stance was that a sidewalk being installed on the north side would be perfectly fine.

Chairperson Brass stated that was not the stance of the safety experts.

Commissioner Olson stated that it was not a safety problem.

Chairperson Brass stated that according to the experts it is a safety problem.

Commissioner Olson stated that if it was truly a safety concern it should have been addressed by the City anytime over the last few decades.

Chairperson Brass stated that it sounds like there is agreement that they want a sidewalk.

Commissioner Olson stated that was correct and the golf course is willing to help with that, but not on their property. He stated that they would be required to maintaining it and they would receive zero benefit from it and may be more of a hinderance because of the maintenance and it would also change the dynamics of their landscaping plan. He stated that he felt the City was trying to push this just because they are coming through with a proposal that doesn't really change much of the surrounding area or impact the neighbors.

Chairperson Brass asked staff to elaborate on the safety concerns on the north side.

Community Development Director Kabat stated that he was not sure he had a lot to elaborate on beyond what has already been discussed. He stated that he felt the concern was the current configuration of the crosswalk with traffic movements and volumes that are currently on Hazeltine as compared to Hundertmark. He stated he tended to trust the City Engineer's evaluation and recommendation, which was what staff has carried forward.

Commissioner Olson asked if the City Engineer had stated that there was no option for the north side.

Community Development Director Kabat stated that City staff had brought forth a recommendation for the best option. He stated that the City Engineer is very talented and capable and his recommendation of the best option was on the south side.

Chairperson Brass asked the applicant why they did not want the sidewalk to be located on the south side. He stated that he suspects the real reason is related to privacy.

Mr. Anderson stated that they do not envision anyone from their property using the sidewalk and when they look at the area that they are developing with the villas and the short course, they do envision privacy in that area and want as much as possible. He stated that their engineer is also here tonight and has looked at the walking components and thinks there may be some other solutions to figuring out how to get people to cross in a safe manner. He explained that there are members of the club that live in that area that walk over and he would be worried if they

start having everyone cross over further up people will have to be starting and stopping when coming out of the entrance. He reiterated that they did not feel it should be located there but are happy to work with the team as they move into final approvals to help find a solution. He stated that they are not opposed to a sidewalk but want to find the best spot for it.

Chairperson Brass noted that Hazeltine is a great asset for the community.

John Getch, 5 Hazeltine Estates, stated that he has lived there for 15 years and walks down to the Home Depot area and it has always amazed him that there wasn't some way to walk down to that area. He stated that he currently walks down on the south side and comes back the same way into traffic and when necessary, steps off onto the Hazeltine property. He stated that does not work during the winter months and explained that he felt something needed to be done there because almost everyone who lives in Birdie Lane and Carvers Green walks down that way. He stated that the major problem with coming on the north side is the grade from the entrance into Hazeltine Shores because it is steeper than on the south side and there is also a high pressure gas line between the entrances of Hazeltine Shores and Carvers Green which is not something they will want to mess with.

Chairperson Brass confirmed that Mr. Getch's opinion would be for the sidewalk to be located on the south side.

Mr. Getch stated that he would support a sidewalk on either side but understands the concern raised that the sidewalk really does not benefit Hazeltine very much. He stated that he is a social member at Hazeltine and noted that it was not always easy to walk to the club. He explained that almost all of the time he ends up on the south side walking down mainly because of the grade, but agreed that a sidewalk on either side would work for him. He stated that he also did not think that the sidewalk needed to be 10 feet wide because it would mainly be used for foot traffic. He stated that there are times where it is not safe to walk down there, for example, when an event is letting out because there is a lot of traffic coming out of there.

Chairperson Brass closed the public hearing at 9:52 p.m.

Chairperson Brass suggested that the Commission set aside the conversation about the sidewalks for the time being and touch on some of the other items, such as the entrances. He stated that he felt staff was really trying to limit it down to one entrance.

City Planner Hanson clarified that on the east side they were trying to limit it to one because of the spacing conflict and explained that she felt they were still amenable to the west service entrance remaining. She explained that they were looking to limit the amount of conflict points on Hazeltine Boulevard.

Commissioner Olson stated that he thought the gated service entrances were only used a few times.

Chairperson Brass stated that they would be used daily for deliveries.

Mr. Anderson stated that they would both probably be used between 3-10 times/day with their deliveries. He stated that it would be different for events and explained that he would prefer to have multiple areas where they could have flow going in and out.

Chairperson Brass asked if he was saying that he would like to have more than just using the west entrance.

Mr. Anderson stated that he thinks if they combine that into one area there then they will have all of the 355 parking spots exiting in one spot along with the delivery trucks.

Chairperson Brass asked if there were only 3-10 deliveries a day whether it would be a big deal to combine at least two of the entrances and just have one extra exit.

Mr. Anderson agreed that they do not get tons of traffic, but as they look at the Hazeltine experience for members and guests, they would prefer to keep delivery trucks separate.

Commissioner Olson stated that it sounds like it more about keeping the deliveries and their members from mixing.

Chairperson Brass noted that Interlochen and Edina just have one entrance.

Commissioner Gaare stated that was their right.

Mr. Anderson gave the example of a certain player that they are trying to get in and out of a Ryder Cup team up at the clubhouse to not have them go through the main gate and be able to have separate entrances for different transportation would be ideal. He explained that the road was already closed during those events, but they would like to have different options because multiple points are helpful rather than just 1 or 2.

Chairperson Brass asked if having 2 entrances would be workable.

Mr. Anderson explained that they could make 2 entrances work, but if the City felt that 3 were a problem, they could go right down the street to the professional building they have less parking spots and 3 entrances. He stated that they are asking for that same privilege and the knowledge that they have more parking and more logistical components to what they do. He reiterated that they could make 2 entrances work, but would prefer not to. He stated that he wanted to make it clear that on this issue and the sidewalk issue they want to work with the City to come up with the best resolutions when they come back with the final plans.

Commissioner Olson stated that, as the conditions are written, he thinks it is difficult to make a motion, because it is stipulating what the answer is going to be for the entrances and the sidewalk. He stated that what is written pigeon holes what the answer has got to be and he personally felt that neither one, as written, was truly the way it needed to be. He stated that he felt that there was a valid reason why they have the service roads that they currently have which is for the 'experience'. He stated that he was not a member, but would guess that you don't want to mix box trucks with the cars. He noted that he had already expressed his opinion on the

sidewalk and stated that he felt some adjustments to the conditions were necessary before this moves forward.

Chairperson Brass asked for the opinion from the rest of the Commission.

Commissioner Aasen stated that he felt the sidewalk made more sense on the north side.

Commissioner Purdy stated that he agreed and also agrees with Hazeltine being able to keep their 3 entrance points.

Commissioner Aasen stated that he also did not believe the sidewalk needed to be 10 feet wide and could simply be a 'regular' sized sidewalk.

Chairperson Brass stated that as long as there was a sidewalk, he was open to its placement, as long as they are willing to figure it out and take care of it.

Commissioner Baswa agreed that there needed to be a sidewalk.

Commissioner Kerber stated that she agreed and felt it would be great on the north side and would be fine on the south side.

Commissioner Campbell noted that there is the grading issue on the north side so there would be a large expense to adjusting things on that side.

Chairperson Brass stated that they have indicated that they were willing to do that.

Mr. Anderson stated that they were willing to participate in this process and would request the opportunity to explore this issue, with the team, as they move towards their final plans.

Commissioner Kerber stated that she did not see having 3 entrances as that big of a problem.

Chairperson Brass stated that it is also not like this is a major road with a lot of traffic either. He stated that he believes he was hearing from the Commission that conditions #9 and #11 were not adequate the way they were currently worded. He asked if the Commission would like to remove #9 and just have them work with the City on that issue and for #11 to make it clear that they would explore both options rather than stipulating the specifics as long a 'a sidewalk' is installed.

Motion by Commissioner Kerber, second by Commissioner Aasen, to recommend to the City Council approval of the Hazeltine National Golf
Course (Northwest side) Preliminary Site & Building Plan, subject to the following conditions:
1. Approvals shall be based on the following exhibits:
a. Project Narrative (pgs 1-5), submitted by Hazeltine National
b. Response to Incomplete & Additional Items Needed Letter (pgs 1-3), submitted by Sambatek, dated April 25, 2024
c. Title Sheet (pg C1.01), submitted by Sambatek, dated April 25, 2024

d. Existing Conditions (pg C2.01), submitted by Sambatek, dated April 24, 2024
e. Site Plan (pgs C3.01 and C3.02), submitted by Sambatek, dated April 25, 2024
f. Site Plan Aerial Overlay (pg C3.03), submitted by Sambatek, dated April 25, 2024
g. Turning Exhibit (pg C3.04), submitted by Sambatek, dated April 25, 2024
h. Grading Plan (pg C4.01 and C4.02), submitted by Sambatek, dated April 25, 2024
i. Phase 1 Erosion Control Plan (pg C5.01), submitted by Sambatek, dated April 25, 2024
j. Phase 2 Erosion Control Plan (pg C5.02), submitted by Sambatek, dated April 25, 2024
k. Erosion Control Notes (pg C5.03), submitted by Sambatek, dated April 25, 2024
l. SWPPP (pg C5.04), submitted by Sambatek, dated April 25, 2024
m. Utility Plan (pg C6.01), submitted by Sambatek, dated April 25, 2024
n. Storm Sewer Plan (pg C7.01), submitted by Sambatek, dated April 25, 2024
o. Standard Details (pg C8.01), submitted by Sambatek, dated April 25, 2024
p. Tree Removal Plan (pg L0.01), submitted by Sambatek, dated April 25, 2024
q. Tree Inventory (pg L0.02), submitted by Sambatek, dated April 25, 2024
r. Landscape Overlay Plan (pg L1.01), submitted by Sambatek, dated April 25, 2024
s. Shrubs Plan (pg L1.02), submitted by Sambatek, dated April 25, 2024
t. Landscape Notes & Details (pg L1.03), submitted by Sambatek, dated April 25, 2024
u. Floor Plan & Elevations (pgs 1-6), submitted by Shea, dated April 25, 2024
v. Photometric Concept Site Plan, submitted by Davis, dated April 23, 2024
2. Adherence to the City Engineer's memo dated May 1, 2024.
3. Coordination with the City Engineer for the provision of public utilities to the site.
4. Provision of a storm water management plan meeting City and Carver County WMO standards.
5. Provision of a wetland delineation report to be submitted at preliminary submittal.
6. Provision that any wetland impacts are reviewed and approved by the TEP.
7. Any and all new signage shall be submitted separately, comply with zoning ordinance Section 15.32, and shall require approval of a sign permit by staff prior to installation.
8. Compliance with applicable zoning requirements, in particular zoning section

15.28 (Special Regulations).
~~9. Provision that the main entrance and eastern-most service road entry be combined into one access and to be addressed at final submittal.~~
10.Provision that the main entrance design including the driveway opening, main entrance center median, and golf course monument sign that are shown in City right-of-way (ROW) on the east side of Hazeltine Boulevard are to be owned and maintained by Hazeltine Golf Course.
11.Provision that the applicant and the City explore sidewalk options on the north and south sides of Hazeltine Boulevard as long as 'a sidewalk' is installed, and to be shown on the final plans.
~~a pedestrian connection is added on the south side of Hazeltine Boulevard between Hundertmark Road and the Golf Course main entrance, and to match the trail section north of Hazeltine Plaza, and to be shown on the final plans.~~
12.Provision of two cross sections between Hazeltine Boulevard and Hundertmark Road detailing the berming, landscaping, and lighting from adjacent residential, and to be submitted at final submittal.
13.Provision of adequate fire access and turnaround for Villa 1 and a 20 foot wide paved turnaround for fire access in front of Villas 7 & 8 and to be approved by the Fire Department and shown on the final plans.
14.Provision that exterior lighting meets the City's zoning ordinance Section 15.28.250.
15.Provision to obtain a transient accommodation permit with the City, if needed.

Motion carried.

Motion by Commissioner Aasen, second by Commissioner Olson to recommend approval of the rezoning from Open (O) to Planned Multi-Use District (PMD-23).

Motion carried.

d. PUBLIC HEARING: Recommend Approval of the Preliminary Plat and Rezoning for Carlson Bluffs (FKA Ensconced Woods 2nd)/Johnson-Reiland Homes/PC #2024-08

City Planner Cauley presented the item to the Commission.

Commissioner Olson stated that he was interested to see the tree preservation because he feels this is important because there are significant trees that cannot be replaced. He stated that more that can be saved along the edge, the better.

Chairperson Brass stated that he likes how the lot lines have changed. He stated that he would reiterate his comment from earlier in the evening that he did not like ghost plats.

Chairperson Brass opened the public hearing at 10:13 p.m.

No one wished to address the Commission.

Chairperson Brass closed the public hearing at 10:13 p.m.

Commissioner Olson asked about the 'no mow' section and asked if it would truly be handled on the honor system with just signs erected. He stated that normally the City has them set up as outlots so it is not even the property owners side of things but in this case it appears as though the steep slope will be their property.

Chairperson Brass stated that he once had a house with wetland and there was a buffer that was 'no mow' and it was handled on an honor system basis and in that situation everyone played by the rules.

City Planner Cauley stated that as part of final plat review, staff has asked for some additional signage and information on how the applicant was planning to ensure that the steep slope was protected. She confirmed that it will be handled with an honor system and explained that City staff would go out and enforce it if they receive a complaint.

Commissioner Aasen stated that his only question was on the trees and asked how many were ash trees.

City Planner Cauley stated that the inventory goes through and specifically calls out the different species and explained that she could gather that information for the Commission if she had a few moments.

Commissioner Aasen stated that in his neighborhood there have probably already been about 50 trees removed and there are probably another 100 to go.

Commissioner Olson stated in looking at the inventory list, it looks like there are only about 5 ash trees and almost all of the trees are junipers.

Motion by Commissioner Brass, second by Commissioner Baswa, to recommend the City Council approve the Rezoning and Preliminary Plat of Carlson Bluffs, a 14-lot subdivision, subject to the following conditions:
1. Approvals shall be based on the following plans and exhibits unless modified by the conditions below:
a. Narrative, dated April 2, 2024
Figure 7: Utility Plan
b. Boundary and topographic survey, dated Feb. 15, 2024
c. Preliminary plat, dated April 29, 2024
d. Site plan, erosion and sediment control plan, grading plans, utility plan, and landscape plans, dated April 29, 2024
2. Continued coordination with:
a. City engineer regarding utilities, grading, access, and drainage.
b. Electrical department on service locations.
3. In addition to the items required by City Code Sec. 15.36.070, the following must be submitted for a final plat to be considered complete:
a. Buffer sign plan. This plan must identify the locations of buffer signs at either the

lot line – or – the 30-foot no grade/ no mow setback line, whichever is greater.
b. A stormwater management plan meeting City and Carver County's WMO standards.
c. A revised grading plan that reduces tree removals to the greatest extent possible. Considerations to tighten the grading limits on the north and eastern lots should be made.
4. Compliance with City Ordinances, including:
a. Sec. 15.28.290, Anti-monotony and Design requirements: including LP Smartside on front elevations and 4-inch window trim on all windows.
b. Sec. 15.28.100, Setback from Steep Slopes: including 50 feet from the edge of the 18-percent slope and 30-foot "no-grade/ mow" zone adjacent to the 18-percent slope for purposes of erosion control.
c. Sec. 15.36.080, Subdivision Design Standards: including streets and sidewalk.
d. Sec. 15.28.070, Landscaping ordinance: including one overstory tree per 50 feet along public streets to be planted within six months of home occupancy.
5. Setbacks are follows:
a. Front yard setback: 23 - feet
b. Side yard setback: 5 – feet
c. Rear yard setback: 20 – feet
d. Steep Slope: 30-foot buffer and 50-foot setback from the wooded steep slope
6. Prior to approval and release of the final plat for recording:
a. Developer shall enter into an agreement with the City for the provision of necessary fees and costs, including parkland dedication fees and any infrastructure and associated development costs.
7. Prior to the release of a permit, the following must be submitted:
a. Construction management plan which outlines hours of construction, parking, and traffic routes.

Motion carried.

8. Other Business
9. Receive Other Meeting Minutes
a. Receive the April 1, 2024 City Council Meeting Minutes

Commissioner Aasen

- Asked about parking requirements for commercial areas and referenced Home Depot that has about one-third of the parking lot covered in pallets and supplies. He asked if there may be something in the zoning requirements that would stop them from doing that type of activity.

City Planner Hanson stated that is that was a formal complaint, staff could look into it further.

10. Adjourn
Motion by Commissioner Gaare, second by Commissioner Olson, to adjourn the meeting at 10:21 pm.
Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
06/12/2024

Subject: **Frenz & Worm Properties (Highpoint Vistas) – Preliminary Plat, Rezoning & Variance**

Applicant: Forestar Group - Midwest

Location: East of Highway 212 and north of County Road 61 (Chaska Boulevard)

Case No.: 2024-02

Synopsis: Applicant seeks to obtain approval of a 162-lot single family home residential development on 103 acres of land on the Frenz property at 4250 Chaska Boulevard and on the Worm property at 4130 Chaska Boulevard.

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

In 2017, a purchase agreement was executed to purchase the future collector road right-of-way (ROW) for the extension of Savanna Way southward from the roundabout at Big Woods Boulevard, community park and elementary school areas from the Holasek family. The City currently owns the ROW (~6 acres) and future community park acreage (~52 acres), while Eastern Carver County Schools owns the future elementary school acreage (~6). The ROW purchased terminates at the school district's property, but will eventually need to continue southward connecting with County Road 61. See below.

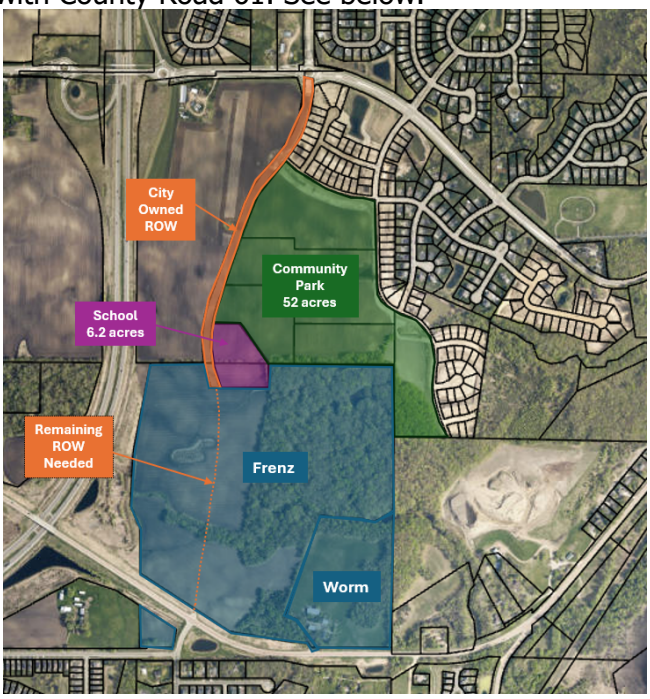


Figure 1: ROW, Community Park and School exhibit

PREVIOUS APPROVALS

In February 2022, the Concept Plan was approved for the property which showed 190 lots on a total of 127 acres.

Some of the key discussion items that came out of this approval were the following:

- Preservation of the big woods area through park dedication and city acquisition
- Park dedication area on the north side of the site contiguous and accessible to the adjacent school site and the City's community park
- Access points into the big woods and ravine areas
- Preservation of wooded steep slopes and adherence to applicable setbacks
- Adequate landscaping and berming along major roadways
- Exploration of access into Lano site east of project

Figure 2: 2022 Concept Plan

Changes Since Concept Plan Approval

The following are changes to the plan since concept plan approval:

- Lots & Site Area; reduction from 190 lots to 162 lots; and reduction from ~127-acres of total site area to ~103 acres (the Frenz family will retain approximately 24 acres in the northeast portion of the site mainly composed of wetlands and ravine).

- Northwest Cul de Sac; a cul de sac was added to the northwest side of the site to meet minimum access spacing requirements on the collector road.

Figure 3: Proposed Preliminary Plan

- Park Dedication; park dedication is shown as Outlot G and totals 6.77 acres (4.01 acres of which are not encumbered by wooded steep slopes and wetlands). The 2022 Concept Plan originally showed a ~10 acre area for park dedication. City staff advised the developer to satisfy park dedication with a combination of land (approx. 4 developable acres) and fees, which is being proposed with this plan.

- Lano Access; a preserved access into the Lano property is no longer being explored after deeper analysis involving the city, Forestar, and Lano's showed topographical challenges. The steep grade change between the properties would require significant run on the resulting neighborhood street in order to maintain acceptable slope on the road. The length of road would significantly limit development opportunity on the Lano property as compared to other viable options including a limited connection onto County Road 61 or a ravine crossing to the north. All parties have concluded that access to the Lano property through Highpoint Vistas would prevent the highest and best use being achieved. This access area is now being used for stormwater ponding that is necessary for the Highpoint Vistas development. Placing stormwater ponding in this area preserves the ability for a possible future access which would require the stormwater to be relocated as part of the Lano development. When the Lano's come in for development they will have to explore their access options with the City and County further to determine the most feasible and least invasive access.

PROJECT GOALS

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

- *Develop a healthy single-family neighborhood that is connected to the surrounding neighborhoods and seamlessly integrates into the City of Chaska and the surrounding proposed amenities (i.e., proposed park, new school property).*
- *Construct a development that is sensitive to the surrounding natural resources, including wetlands, ravines, and the Big Woods.*
- *Develop the land that allows for future downstream development needs of adjacent properties within the confines of the area's topography.*
- *Facilitate the completion of the City's goals of acquiring the Big Woods.*

The developer has described alignment with the City's mission and core strategies as follows:

> *The Project is consistent with Chaska's mission to be the best small town in Minnesota. The Project will provide an increase in tax base and be a natural and orderly extension of the existing development to the north of the City-owned parkland. The Project will preserve the Big Woods and adjacent ravines, allowing them to be incrementally integrated into the City's adjacent parklands as funding becomes available.*
>
> *The Project is aligned with the core strategies of the City, including the enhancement of Chaska's high-quality of life, by preserving open spaces and environmental amenities, including the Big Woods and adjacent ravines through the use of environmentally sensitive site design. The Project will further the goals of providing quality cost-effective services to taxpayers and ensuring orderly and well-planned community development by ensuring that the costs of utilities and ROW Extension will be borne by the future residents that are benefitted by the utility extensions. Forestar is committed to working*

with the City and adjacent landowners to enter into a joint assessment agreement to address those costs as the land becomes developed. The utilities will also be designed to anticipate the future development of the Frenz remnant parcel south of Chaska Boulevard as well as the contiguous land to that parcel on the west.

Preliminary Plat, Rezoning & Variance

The applicant is requesting approval of a Preliminary Plat, Rezoning and Variance. The following is intended to summarize the applicant's request and staff's analysis:

- **Existing Conditions.** The overall property is 127.42 acres in size. It is composed of two separate properties; one owned by the Worm family totaling 22.05 acres and one owned by the Frenz family totaling 105.37 acres. The overall development area will encompass a total of 103.48 acres of the 127.42 acre site as the Frenz family intends to retain 23.94 acres of their property. The Frenz family property consists of most of the Big Woods and agriculture area. The Frenz property does not contain any built structures. The Worm family property consists of farmed area with wooded steep slopes on the north and easterly boundaries of the property. The Worm property includes an existing farmstead made up of a residential home and three outbuildings. The Big Woods area makes up approximately 42 acres of the Frenz property and is oak tree savanna that includes very large hundreds of years old oak trees and other high quality tree species. A wetland delineation of the site concluded there are 15 wetlands and 6 watercourses present on site.

Figure 4: Existing Site & Adjacencies

- **Adjacent properties.** The site is bordered to the west by Highway 212; to the south by Chaska Boulevard (CR61) and City of Carver; to the east by currently undeveloped property owned by the Lano family and guided for open space and low density residential; to the north by the nearly 60-acre future City community park, elementary school site, and currently farmed property owned by the Holasek family and guided mixed residential.

- **Comprehensive Plan.** The Comprehensive Plan guides this area to be Low Density Residential and Open Space. The proposal tonight is generally consistent with this guidance as it pertains to the low-density residential areas and areas guided as Open Space (i.e. Big Woods area). The 2040 Comprehensive Plan defines the guided land uses as follows:

Figure 5: 2040 Comprehensive Guide Plan

  Low Density Residential
  Lots or parcels guided for predominantly single-family detached dwellings, but also allowing single-family attached dwellings and mid-rise multiple-family housing such as apartments and condominiums. Density range allowed is from two (2) to five (5) dwelling units per net acre including local access streets.

  Open Space
  Land guided for open space preservation, including environmental protection, historic preservation, homeowners' association recreation (e.g. Jonathan), public/semi-public use or other public purposes, and for which development is prohibited through ownership, ordinances or other legal means.

- **Land Use.** The proposed 103-acre Frenz-Worm property project consists of 162 single-family lots that are mainly 60 and 65 foot wide. The density proposed is approximately 2.4 dwelling units per net acre. The lot dimensions are similar in scale to lots found in the existing Harvest neighborhood to the north of County Road 44/Big Woods Boulevard and Rivertown Heights neighborhood to the north of this site off of the future Savanna Way connection. Minimum setbacks are proposed to be: front setback of 20 feet, side setback of 5 feet, corner lot side setback of 20 feet and rear yard setback of 25 feet.

  The parcels of land that this development encompasses are currently zoned Open (O). The area in question is being rezoned to Planned Residential Development (PRD-86).

- **Preliminary Plat.** The 103-acre site proposal consists of 162 single family lots and 11 outlots. The outlots are proposed as follows:

  1. **Outlot A**: stormwater and wetland to be owned by the City of Chaska
  2. **Outlot B**: wooded steep slopes to be owned by the City of Chaska
  3. **Outlot C**: stormwater to be owned by the City of Chaska
  4. **Outlot D**: stormwater and wooded steep slopes to be owned by the City of Chaska
  5. **Outlot F**: big woods, stormwater and wooded steep slopes to be owned by the City of Chaska
  6. **Outlot G**: big woods, wooded steep slopes, and wetland and proposed park dedication area to be owned by the City of Chaska

7. **Outlot H**: stormwater to be owned by the City of Chaska
8. **Outlot J**: big woods, wooded steep slope and wetland to be owned by the developer
9. **Outlot K**: stormwater and wooded steep slopes to be owned by the City of Chaska
10. **Outlot M**: future development to be owned by the developer
11. **Outlot N**: wooded steep slopes and open space to be owned by the City of Chaska

The preliminary plat identifies a MnDOT easement between proposed lots 31 and 32. This easement needs to be platted as an outlot in the final plat.

- **Rezoning.** The property is proposed to be rezoned from Open (O) to Planned Residential District No. 86 (PRD-86).

- **Variance.** The applicant is requesting a variance request to encroach into the Wooded Steep Slopes and 30' no grade/no mow setback with the construction of the new collector road (Savanna Way); see Figure 6 below.

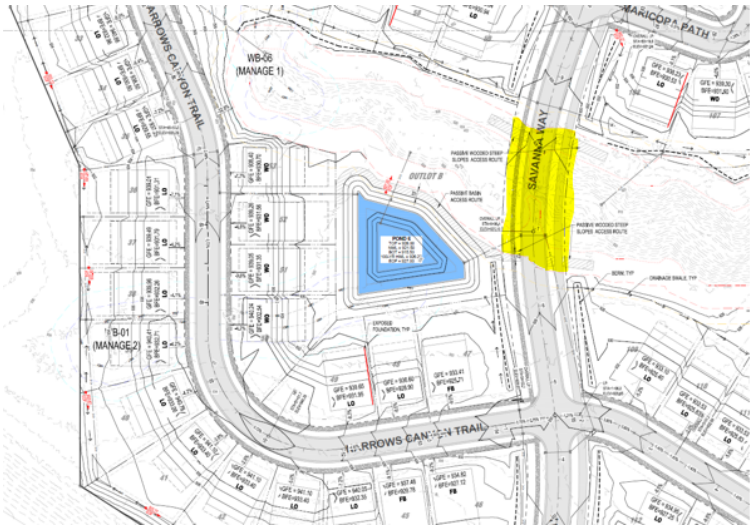


Figure 6: Savanna Way encroachment into wooded steep slope & 30' setback

Variance Facts

Minnesota State Statutes Chapter 462.357, Subdivision 6, (2) and City Zoning Ordinance Section 15.08.080 requires that: "Variances shall only be permitted when they are in harmony with the general purposes and intent of the ordinance and when the variances are consistent with the comprehensive plan. Variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance. "Practical difficulties," as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance; the plight of the landowner is due to circumstances unique to the property not created by the landowner; and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties. Practical difficulties include,

but are not limited to, inadequate access to direct sunlight for solar energy systems." *Each of the factors listed in the above definition must be satisfied in order to grant a variance.*

In order for a variance to be granted, the applicant must show how they meet the following criteria:

- Conditions that create a *practical difficulty,* (see definition above) that would prohibit reasonable development without a Variance;
- Conditions on the property that create a *practical difficulty*, that are not present on similar sized lots in the same area and zoning district; and
- Relationships with abutting property that will not be adversely affected by the Variance, or alter the essential character of the locality.

In addition to the above 3 factors, the following are some of the questions Staff asks with each variance request to understand the need for the variance.

- The variance shall not impair the health, safety, comfort and general welfare of the public?
- The variance shall not be contrary to the intent and purpose of the Comprehensive Plan, Official Map or any ordinances of the City?
- Variances shall not allow a use in a district that is not otherwise allowed?
- The variance should not be greater than necessary to accomplish the landowner's objective?
- Are there alternative locations, development concepts or space requirements that would reduce or eliminate the request?
- The variance, if granted, would not alter the essential character of the locality (neighborhood)?
- Conforming to City Code, the property could not be put to a "reasonable" use?
- The variance would improve an existing non-conforming condition.
- The variance will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood?
- Are there unique characteristics to the property itself (not the applicant's personal use of the property) that prevent compliance with the code?

Staff Analysis & Recommendations

The applicant is requesting a variance from zoning regulations that establish preservation over wooded steep slopes and a 30 foot no grade/no mow setback (Section 15.28.100.C). Section 15.28.100.C states:

"Setback From Steep Slopes. *Wooded land with an eighteen (18) percent slope or greater shall be preserved in its natural state for environmental value, particularly to deter soil erosion on the steep slopes/ravines and protect natural wildlife habitat areas. In addition, buildings (except for residential decks as regulated in CZO 15.12.200 paragraph J) and parking shall be set back at least fifty (50) feet from the edge of the eighteen (18) percent slope and a thirty (30) foot "no-grade/mow" zone provided for*

adjacent to the edge of the eighteen (18) percent slope for purposes of erosion control. The point of measurement shall be where slopes of eighteen (18) percent or greater exist. No building or structures shall be constructed on wooded slopes of eighteen (18) percent or more in grade."

The applicant is proposing a single-family development that includes construction of the collector road (Savanna Way) encroaching into an area of wooded steep slope and the 30 foot no-grade/no mow setback.

Staff analysis and recommendation;

Criterion 1. The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance

The applicant's request is for a variance for the collector road (Savanna Way) to encroach into wooded steep slope and the 30' no-grade/no-mow setback. This use is reasonable because the applicant has sought to minimize the impact on the wooded steep slope and because there are not reasonable alternatives to locate the collector road. There is a pinch point of land within the slope that the applicant is using to cross which appears to be the most reasonable location for the road. This pinch point was a previous cart path used by previous farmers. The developer has worked with City Engineering to evaluate route alternatives through the collector road feasibility study, and the proposed route has been determined to be the least impactful while also meeting City design requirements for collector roads.

Criterion 2. The plight of the landowner is due to circumstances unique to the property not created by the landowner

Unique circumstances exist on the property due to the topography of the site, namely the presence of wooded steep slopes that split the north and south sides of the property. The City's Comprehensive Plan and the Southwest Chaska Development Plan establishes a north-south collector road to serve southwest Chaska as necessary infrastructure to accommodate City growth. A Feasibility Study was completed for this proposed segment of the collector road with the direction and oversight of City Engineering to ensure the geometry and pathway of the collector road meets City requirements for safety, traffic throughput, and to minimize adverse impacts. In addition, and in conformance with the Comprehensive Plan, the City has acquired right-of-way to the north that sets the general path for the road.

Criterion 3. The variance, if granted, will not alter the essential character of the locality.

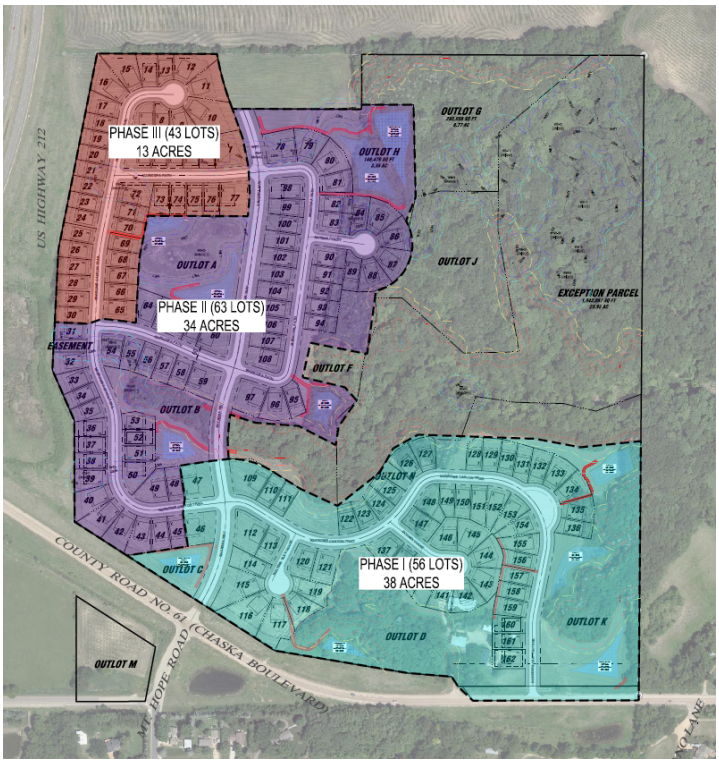
The variance would not necessarily alter the essential character of the locality. The variance is requested to support a use which would be permitted, under the proposed rezoning, and is in character with the type of roadway infrastructure which is typical of residential neighborhood developments. The application shows

a location for the collector road that is generally consistent with existing ROW and in a spot that is the least invasive location through the wooded steep slopes. The location of the roadway is consistent with the City's long-range plans for this area including the 2040 Comprehensive Plan and Southwest Chaska Plan. In addition, the feasibility study completed for the collector road defined and recommended the location of the road where it's proposed.

It is Staff's opinion that the applicant has shown practical difficulties for this particular variance because the proposed collector road location is reasonable, the necessity for a collector road in this location is not due entirely to the applicant's own acts or decisions, and because the collector road is generally consistent with the character of the property as it has been guided in the Comprehensive Plan, Southwest Chaska Plan and Feasibility Study, and is proposed to be rezoned. Staff therefore recommends that the Planning Commission recommend approval of this variance.

- **Layout.** As envisioned in the Chaska Comprehensive Plan, Savanna Way will be the collector route through the overall project and provide important connections within the city. The developer plans to connect Savanna way to County Road 61 (Chaska Boulevard) and extend the collector road northward to meet where the City presently owns right-of-way next to the future school site. Eventually this collector road will extend north to connect into the round-about at Big Woods Boulevard. The developer also proposes a secondary neighborhood street access (Narrows Canyon Trail) to County Road 61 east of the collector road connection.

  The expansive woodland located in the NE area of the site is a remnant piece of big woods oak savanna and steep slope wooded ravines; a key environmental feature that the City has envisioned as open space in the Comprehensive Plan and Southwest Chaska Plan. The proposed site layout protects most of this wooded area and the pocket wetlands found there via Outlots F, G & J. The development is concentrated mainly within the agricultural areas of the site. Preservation of the NE woodland area is an opportunity for this development to connect to the planned community park adjacent north through a more passive natural area experience.



- **Phasing.** The developer anticipates the project will be developed in 3 phases beginning in the southeast:

- Phase 1 (2024): will include 38 acres and development of the Worm property and portions of the Frenz property located on the southeast side with 56 lots. This phase will also include the construction of both access points on County Road 61.
- Phase 2 (2025): will include 34 acres within the central portion of the Frenz property with 63 lots.
- Phase 3 (2026): will include 13 acres within the northwest portion of the Frenz property with 43 lots.

Transportation/ROW/Lano Access. The Preliminary Plan proposes to provide for the extension of the Savanna Way collector road from the planned access point at Mount Hope Road intersection on County Road 61 northward to right-of-way property owned by the City next to the future school property. The collector road will not provide direct access to any of the proposed single-family lots in Highpoint Vistas. Access to the single-family lots will be provided via a network of internal residential roadways. The remaining collector road extension connecting to the roundabout on Big Woods Boulevard would occur as development north of this site warrants it.

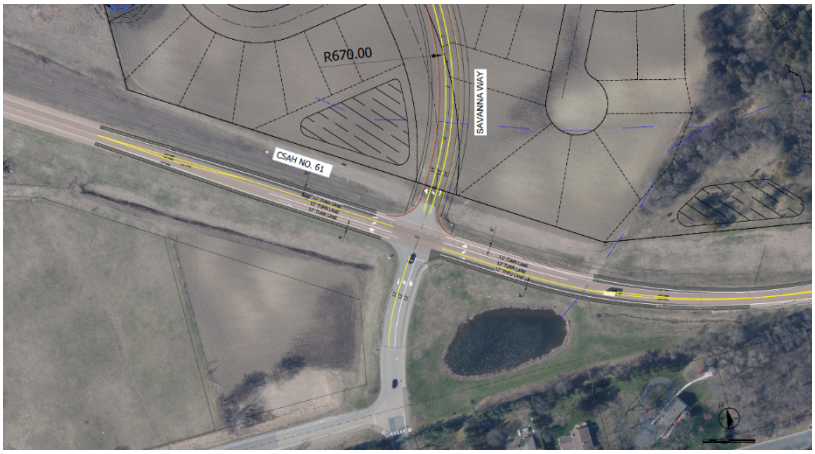


Figure 8: Savanna Way/CR61 interim condition

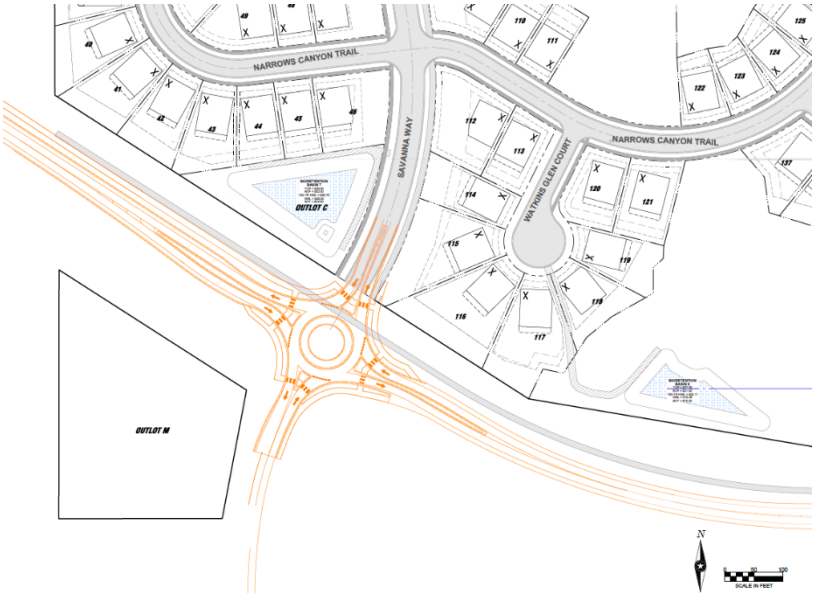


Figure 9: Savanna Way/CR61 ultimate condition

Eastward of the proposed collector road connection to County Road 61, the developer is proposing a secondary full access from a proposed neighborhood street, Narrows Canyon Trail (also known as Access A). Both proposed connections to County Road 61 are consistent with the County's plan but will need to be evaluated and approved by

Figure 7: Development Phasing

Carver County Public Works before installation.

Figure 10: Access A interim condition

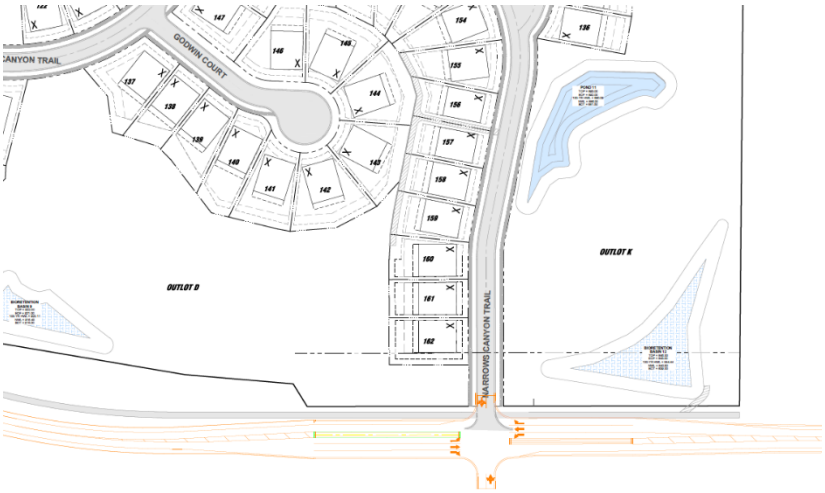


Figure 11: Access A ultimate condition

The access improvements planned on County Road 61 (Savanna Way and Access A) are being evaluated for interim and ultimate conditions. The *interim* condition is what's required in the near term to sufficiently accommodate the proposed Highpoint Vistas development. The *ultimate* condition is a future layout that accommodates the proposed Highpoint Vistas development and surrounding development and associated traffic forecasts. For either access and their interim and ultimate conditions, it is still being discussed what condition will be built with the onset of this development. The City continues to work with Carver County and the developer on these decisions. It was important to understand how either condition would fit into proposed right-of-way (ROW). While either option generally fits the development's layout, there may still need to be minor corrections on their plan to ensure ROW is adequate. Prior to final approval, the decision on what gets built for either access will be further defined and ROW needs will be further understood.

The collector road access at County Road 61 is proposed to operate as a full access. In its interim condition it will operate as a two-way stop control with dedicated left turn lanes. The northbound and southbound approaches will have stop signs (see figure 8). In its ultimate condition it will operate as a single-lane roundabout (see figure 9)

The Narrows Canyon Trail access at County Road 61 (Access A) is proposed to operate as a full access. In its interim condition it will operate as a 'T' intersection with one-way stop control and dedicated left turn lanes on CR61. The southbound approach will have a stop sign (see figure 10). In its ultimate condition it will be a 4-way stop control

intersection connecting to the City of Carver to the south via the re-alignment of Lano Lane. The northbound and southbound approaches will have stop signs (see figure 11). City fo Carver staff have been invovled in the design of this connection and approve of the direction being taken. City of Carver agrees with the long-term intent to relocate the Lano Lane connection, and intends for this relocation to be development driven.

The current plan appears to show road right-of-way widths that are consistent with the designs in the existing adjacent developments; the local street network will be at least 60 feet wide, and the collector road (Savanna Way) will be at least 80 feet wide.

Lano Access

As advised in the Concept Plan, access to the Lano property east of the Worm property needed to be further evaluated. Grading challenges exist at the interface of these two properties, which makes access difficult to the Lano site. The City, along with the Lano's, evaluated access into Lano's site coming directly from Highpoint Vistas and directly from CR61. Between the options, direct access onto CR61 proved to be the more physically feasible option grade-wise, and was the preferred approach by the Lano's compared to direct access from Highpoint Vistas.

The Lano property between the Highpoint Vistas property and former gravel pit property is surrounded by ravines on the north and east sides, which makes it a challenge to provide access to. Proposing direct access onto CR61 will warrant Carver County approval. Carver County has stated that direct access onto CR61 from the Lano's is not impossible but the access will likely be limited, and a thorough traffic evaluation will be needed at the time of development. Another option posed by the Lano's is the idea to cross the ravine, which would provide internal access between the former gravel pit site and the site immediately east of Highpoint Vistas. This option would require impacts to the ravine and wooded steep slopes. When the Lano's opt to develop the former gravel pit site and the site immediately east of Highpoint Vistas they will be tasked with evaluating their access options fully, and provide the least invasive, most safe, and physically feasible access option. At this time, because there are physical limitations to the direct access from Highpoint Vistas, and other access options exist that have not been fully evaluated, the City has allowed the developer to change the southeast area of their site into stormwater ponding instead of preserving access for the Lano property. If the Lano's feel that the option through Highpoint Vistas is the option they'd like to pursue during their development then they will be responsible for replacing the impacted stormwater facilities.

- **Utilities.** Sewer and water utilities are currently not available to this site. Water that is planned to service this site is

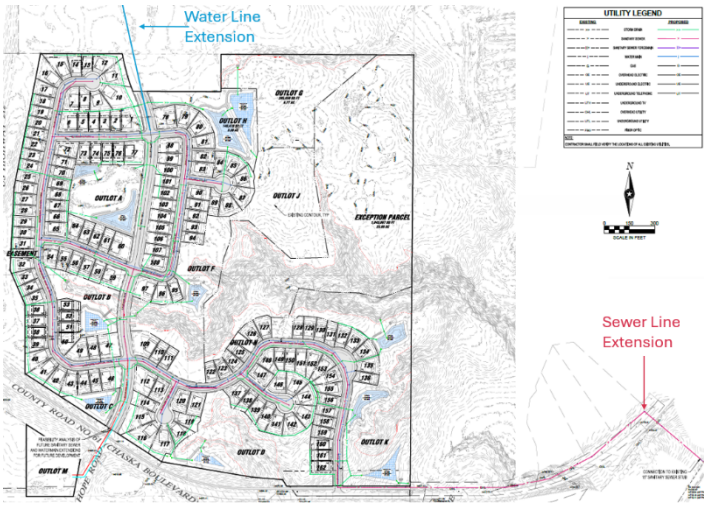


Figure 12: Utility Plan

currently located at the terminus of Founder's Path in the Rivertown Heights neighborhood and planned to be extended south through the City-owned right of way of the future Savanna Way extension (see Figure 12, blue line).

Sewer is being extended from the sewer interceptor that is located south and east of Chaska Boulevard. This connection will run west down Chaska Boulevard and connect into the development at the proposed secondary access of Narrows Canyon Trail (see Figure 12, red line). The extension of this line will require an easement through the Brakemeier-owned property.

The Lano property directly abuts the east side of Highpoint Vistas. It will need to be further evaluated on how water and sewer connections serve this property, and to be looked at for final submittal.

City staff have explained to the developer that the cost of these necessary extensions of water and sewer to their property, including property acquisitions/rights-of-way, would need to be born (paid for) by the developer. This is because the developer's proposal will require these extensions to occur ahead of the naturally anticipated path of development, which would be to proceed north to south from Big Woods Boulevard and generally following the planned Savanna Way collector extension.

- **Stormwater and Wetlands**
  The development plan proposes a stormwater management system that includes 11 stormwater ponds and associated infrastructure. Maintenance accesses are shown as passive (non-paved) pathways. As noted in the Concept Plan, maintenance accesses shall be provided by way of outlots and not through private lots. The plan is showing multiple areas where maintenance paths are located along private lots; between lots 69 and 70, lots 117 and 118, and lots 134 and 135 (see Figure 13; red lines). These areas will need to be revised in the final plans to show the maintenance access paths on outlots.

  A total of 15 wetlands and 6 water courses have been identified on site. The developer has applied for the wetland impact permits and are currently being reviewed by the Technical Evaluation Panel (TEP). Final project design will need to adhere to WCA permitting/mitigation for wetland impacts and Chaska Wetland Protection Standards. Prior to final submittal, the wetland mitigation plan needs to be completed and approved.

- **Setbacks**
  The setbacks will be generally consistent with single-family residential developments. Namely, the front yard setback will be no less than 20 feet. The rear yard setback will be 25 feet. The side yard setback will be 5 feet. Corner lots will have a side yard setback of 20 feet.

  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	Varies based on wetland type
Savanna Way	100 feet from centerline
County Road 61	150 feet from centerline
Trunk Highway 212	50 feet from the ROW line or 225 feet from the centerline, whichever is greater

- **Architecture**

  The developer has stated that once the project is approved, Forestar will select an official home builder for project. Forestar is a majority-owned subsidiary of national home builder DR Horton. If DR Horton is selected as the builder, the developer anticipates home exteriors, floor plans and pricing will be similar to homes in the Sagewood and Rivertown Heights developments (elevations and plans of these have been submitted with the preliminary application). The proposed homes will be 2-story single-family designs. Each floor plan will have multiple elevation options, which will create variety throughout. Final Builder selection is anticipated to occur prior to the start of Land Development and is subject to the City of Chaska's approval.

Figure 13: Proposed Preliminary Plan

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

- **Trails, Sidewalks & Access into the Bluff Areas.**

  A 10 foot City trail currently exists on the east side of Savanna Way north of Big Woods Boulevard. This trail connection will proceed south along Savanna Way as it connects to Chaska Boulevard. Another proposed city trail is also planned on the north side of

Chaska Boulevard and abutting the south side of the Highpoint Vistas property. The extent of this trail is shown from the east side up to the west side of the property limits. The developer will be responsible to build this section of trail with their development.

The preliminary plan is showing sidewalks on both sides of the street up to the bulbs of cul de sacs to meet City policy.

Passive openings to connect to the ravine areas are shown on the plan in multiple locations highlighted in red in Figure 13. Additionally, there are other openings between lots 111 and 122, lots 125 and 126, and lots 127 and 128. These openings and connections will encourage and facilitate safe and meaningful access to the preserved Big Woods areas that have been programmed as public open space in the City's comprehensive plan.

- **Parkland Dedication & Big Woods Acquisition**
  A neighborhood park is not identified in this area per the Comprehensive Plan due to the site's proximity to the planned community park north of the property, which will serve the neighborhood's recreational needs.

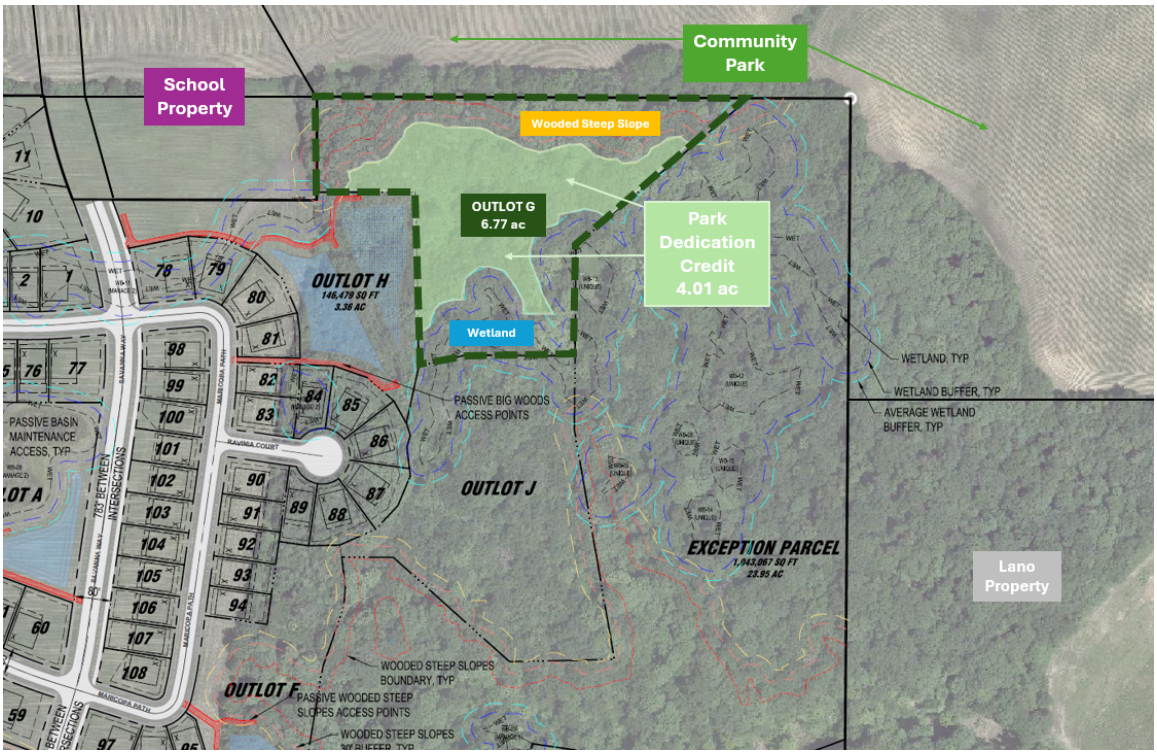


Figure 14: Park Dedication Credit Exhibit

Parkland dedication is required and can be accepted by land donation, cash donation, or a combination of both depending on the City's need and direction. Parkland credit can be given for any public park space that the City accepts and is deemed "developable". Parkland credit will not be given for bluff areas, wetlands, stormwater ponds, right of way, or land area deemed undevelopable that are dedicated to the City. If land

donation is pursued then 10% of the gross area is required for parkland dedication; for this site, it would be 10.35 acres.

As the City has been evaluating the park dedication for this area, they provided direction to the developer to achieve an outlot that is approximately 4 acres in developable area and contiguous to the school and community park site. The remaining of the park dedication would be accepted in a cash donation to help supplement other park projects in the City, including development of the SW community park property adjacent north to this development.

The developer has identified Outlot G for parkland dedication, which totals 6.77 acres with 4.01 acres of those as "developable". Outlot G encompasses a portion of the Big Woods area and is a contiguous connection to the community park and school properties. A pedestrian connection is achieved through Outlot H that can get users from the development and adjoining properties to the parkland space. With these factors in place, the City can consider the 4.01 developable acres in Outlot G as credit towards parkland dedication. The 4.01 acres covers 39% of the parkland dedication requirements (10.35 acres) and therefore the applicant will have to satisfy the remaining 61% (6.34 acres) in parkland dedication fees. The remaining park dedication fees are calculated by taking the remaining acreage (6.34 acres) and applying the acreage value, which would bring the fee total to **$504,251.90**.

The Parks and Recreation Director and Park & Recreation Commission will be evaluating the park dedication noted above at their upcoming meeting on June 11, 2024 and we will be able to provide an update at the Planning Commission meeting regarding their recommendation to City Council.

Big Woods Acquisition

The existing conditions of the overall Frenz and Worm properties identifies approximately 42 acres of Big Woods area and wooded steep slopes on the northeast portion of the site. 23.94 acres will be retained by the Frenz family, which leaves approximately 18 acres on the Highpoint Vistas site. Of that 18 acres approximately 12 acres are planned to be preserved through Outlots F, G & J. Approximately 6 acres of the Big Woods area will be impacted by the proposed development layout (streets, lots and stormwater ponding).

The City is working with the developer to preserve Outlots F, G & J through parkland dedication and city acquisition. Outlot F contains Big Woods, wooded steep slope and stormwater ponding and will be deeded to the City. Outlot G is being dedicated to the City as parkland dedication. Outlot J is intended to be owned by the developer with the intention for the City to purchase for preservation. The City is currently pursuing two grant applications to obtain the funds to purchase Outlot J. The applications are being administered through the agencies Legislative-Citizen Commission on Minnesota Resources (LCCMR) and the Department of Natural Resources (DNR). The City hopes to receive updates on the grant applications within the year.

It should be noted that there is no guarantee that the City will obtain the grant funding needed to purchase Outlot J. If the City is incapable of purchasing Outlot J by way of

grants then it would open up the ability to develop the area. If the developer wishes to pursue development in this area they will be required to pursue all necessary land use applications such as, but not limited to, Concept Plan, Preliminary Plat, Comprehensive Plan Amendment, Rezoning, Final Plat, etc.

- **Screening, Landscaping & Tree Preservation**

The landscape plan proposed shows the inclusion of landscaping in the street boulevards and along the edges to act as buffers between the major streets and homes. A total of 678 new trees will be added to the site in these areas.

This development abuts Trunk Highway 212 and County Road 61 and includes a collector road through the center. The preliminary submittal has included a landscape plan and section drawings showing the landscaping and berming that are being incorporated along the edges that abut these roadways. The landscaping and berming appears consistent with other developments near this project that abut major roadways.

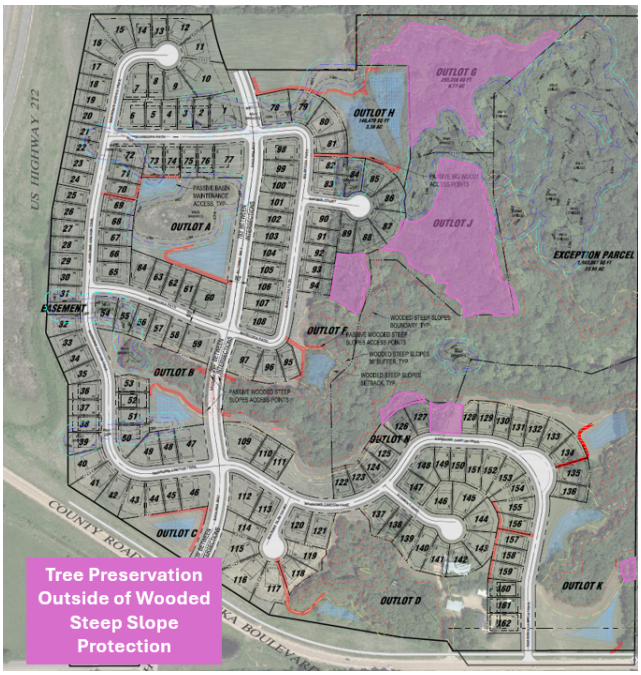


Figure 15: Tree Preservation Areas

Trees will be required in all boulevards for every 50 linear feet to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street. Boulevard trees are not shown in the boulevard along Savanna Way. The final plan will need to show this inclusion in the final plans to meet the City's Boulevard Tree Policy.

Although tree areas are minimal in the areas proposed for development on this site, it was noted that tree preservation is still an important piece of discussion for this development, specifically along areas where bluffs are present, and areas adjacent and encroaching into the Big Woods remnant. The applicant has provided a tree preservation plan that states 789 trees were surveyed in these areas, and 571 of those trees will be removed (218 trees saved). Of the 218 trees saved 120 significant trees will be protected, which are trees 12 inches in caliper and above. Figure 15 shows the areas proposed for tree preservation that fall outside of areas already protected. In addition to what is being saved the developer will be incorporating a large addition of new trees beyond the amount that is being removed. In staff's opinion the level of tree preservation that is proposed with this plan is proportionate.

The preliminary plan is proposing to preserve approximately 12 acres of the Big Woods remnant area and all wooded steep slopes in Outlots F, G & J. It should be noted that Outlots G & J areas did not provide full tree survey information since they will be

preserved in their entirety at this point, so there are more trees beyond the 218 trees identified that will be saved. Should the grant applications be unsuccessful and Outlot J be pursued for development a full tree survey and preservation plan will be needed at that time.

- **Noise Study**
  The applicant conducted a noise study along the edges abutting Highway 212 and County Road 61. The results of that study showed noise readings that met or fell below the maximum noise output per MnDOT standards. MnDOT was able to review the study and did not state necessary mitigation methods based on the conclusions. They verbally indicated that the addition of berming and landscaping on the highway and county road edges shown on the development plans will help mitigate sound.

- **Retaining Wall**
  A large retaining wall is proposed between the rear lots of 143-144 and lots 155-160. This wall varies in height but at its highest point it reaches almost 15 feet tall. The preliminary plat shows a 40 foot wide drainage and utility easement over the top of this structure. A master HOA is proposed to be responsible for the ownership and maintenance of the retaining walls. In addition, the developer will have to show how the retaining wall meets the City's ordinance Section 15.28.100.F.

- **Development Costs (Infrastructure Improvements)**
  The City of Chaska has a number of area-wide development cost such as, but not limited to:
  - Arterial Road Network
  - Collector Roads
  - Storm Sewer
  - Trails
  - Parks

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

Deadline for Agency Decisions

Complete Application Received	60-day review *	**120 – day ****
February 12, 2024	April 13, 2024	**June 11, 2024**

* Pursuant to MN State Statutes the City must act on the request within 60-days.

** The city can provide the applicant with a written letter requesting an additional 60-day review period if further review is needed; ***The City requested for an additional 60 days in a letter dated March 14, 2024, which brought the deadline for City action to June 11, 2024.***

*** The City may *with the petitioner's consent* extend the review period beyond June 11, 2024; ***the petitioner (developer) consented in an email dated May 2, 2024 to extend the review to the June 12th Planning Commission and June 17th City***

PLANNING COMMISSION ACTION REQUESTED:

Motion to recommend to City Council approval of the Frenz & Worm Properties Preliminary Plat for a subdivision on approximately 103 acres of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-2), prepared by ISG, inc., dated May 31, 2024
    b. Title (pg 1), prepared by ISG inc, dated May 31, 2024
    c. Soils and Construction Notes (pg 2), prepared by ISG, inc., dated May 31, 2024
    d. Site Details (pgs 3-15), prepared by ISG, inc., dated May 31, 2024
    e. Preliminary Plat (pgs 16-20), prepared by ISG, inc., dated May 31, 2024
    f. SWPPP (pgs 21-25), prepared by ISG, inc., dated May 31, 2024
    g. Existing Site and Removal Plan (pg 26), prepared by ISG, inc., dated May 31, 2024
    h. Tree Preservation Plan (pgs 27-35), prepared by ISG, inc., dated May 31, 2024
    i. Site and Utility Plans (pgs 36-45), prepared by ISG, inc., dated May 31, 2024
    j. Plan & Profiles (pgs 46-57), prepared by ISG, inc., dated May 31, 2024
    k. Grading Plans (pgs 58-68), prepared by ISG, inc., dated May 31, 2024
    l. Landscape Plans (pgs 69-81), prepared by ISG, inc., dated May 31, 2024
    m. Signage Plan (pg 82), prepared by ISG, inc., dated May 31, 2024
    n. Noise Study (pgs 1-20), prepared by esi engineering, dated May 8, 2024
    o. Traffic Study - Draft (pgs 1-39), prepared by Stantec, dated March 29, 2024
    p. Highway 61 & Savannah Way (Ultimate Overlay), prepared by ISG, inc., dated June 7, 2024
    q. Highway 61 & Narrows Canyon Tr (Ultimate Overlay), prepared by ISG, inc., dated June 7, 2024
2. Adherence with the City Engineer's Memo dated May 2, 2024.
3. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way for Savanna Way.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision of boulevard trees every 50 feet between the curb and sidewalk for the full extent of Savanna Way, and to be shown on the final plans.
6. Provision of sidewalks on both sides of all local streets.
7. Adherence to the following building setbacks:
    a. Front: 20 feet
    b. Rear: 25 feet
    c. Side: 5 feet
    d. Side (corner): 20 feet
    e. Wooded Steep Slopes: 50 feet building setback and 30 feet no grade/no mow setback
    f. Wetlands: Varies based on wetland type
    g. Savanna Way: 100 feet from centerline
    h. County Road 61: 150 feet from centerline
    i. Trunk Highway 212: 50 feet from the ROW line or 225 feet from the centerline, whichever is greater
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. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
11. Provision of a wetland mitigation plan to be completed and approved prior to issuance of a grading permit and prior to final submittal.
12. Provision of a storm water management plan meeting City and Carver County WMO standards.

13. Provision that the CCWMO has reviewed and approved the stormwater plan prior to a grading permit being issued and prior to final submittal.
14. Provision that all storm sewer systems on private lots are encompassed by a drainage and utility easement as directed by the engineering department and to be shown on the final plans.
15. Provision that adequate maintenance accesses are provided for the stormwater ponds, be placed in outlots and not private properties, and to be shown on the plans at final submittal.
16. Provision to provide adequate landscaping, berming, and buffering along the development edges abutting Highway 212, County Road 61 and the Savanna Way collector extension.
17. Provision that Outlot M be served with utilities for future development.
18. Provision to show water and sewer connections to the Lano parcels at PIDs 300087200 and 300085300, and to be addressed at final submittal.
19. Provision that all accesses onto County Road 61 are approved by Carver County prior to final submittal.
20. Provision that applicable easements, as identified by the Engineering department, for the extension of City utilities are secured prior to final plat recording.
21. Provision to show proposed City trails on the east side of Savanna Way, north side of Chaska Boulevard, and through the Big Woods areas.
22. Provision that all trails are constructed as a part of the development.
23. Provision that the retaining wall between Lots 143-144 and Lots 155-160 is owned and maintained by the HOA.
24. Provision that the easement area between lots 31 and 32 be platted as an outlot, and to be shown on the final plat.
25. Provision that if development is pursued on Outlot J that applicable land use applications are applied for and approved as determined by the Planning department.
26. Provision that the developer designs public utilities from Highpoint Vistas to not preclude development on Outlot J should the City not be able to purchase it, and to be addressed at final submittal.
27. Provision that proposed retaining walls meet zoning section 15.28.100.F and to be addressed in the final submittal.
28. Provision of developer to remove any hazardous trees as determined by Public Works after site grading is completed and prior to issuance of a building permit.
29. Provision of meeting zoning section 15.36.090 park dedication by dedicating 4.01 acres of developable land in Outlot G and providing cash in lieu of land to a fee total of $504,251.90.
30. Provision that sufficient public right-of-way (ROW) is provided for the ultimate road conditions for the County Road 61 access points, and to be shown on the final plat at final submittal.

Motion to recommend approval of the rezoning from Open (O) to Planned Residential District (PRD-86).

Motion to recommend approval of the variance request for construction of the collector road (Savanna Way) encroaching into an area of wooded steep slope and the 30 foot no-grade/no mow setback, based on the criterion listed in the body of this report.

CITY OF CHASKA

ORDINANCE NO. Click or tap here to enter text.

MOTION BY COUNCILMEMBER _____, SECOND BY COUNCILMEMBER _____

AN ORDINANCE AMENDING ORDINANCE NO. 229 (ZONING ORDINANCE) BY REZONING CERTAIN REAL ESTATE WITHIN THE CITY OF CHASKA

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

Section I. Rezoning. The boundaries of the Zoning District 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 is hereby removed from the O, Open Development zoning district and rezoned to PRD-86, Planned Residential District No. 86 for all of Blocks 1-14 of Highpoint Vistas, Carver County, Minnesota.

The following graphic exhibits shall serve as the general guide for the development of the Highpoint Vistas area:

i. Title (pg 1), prepared by ISG inc, dated May 31, 2024
ii. Soils and Construction Notes (pg 2), prepared by ISG, inc., dated May 31, 2024
iii. Site Details (pgs 3-15), prepared by ISG, inc., dated May 31, 2024
iv. Preliminary Plat (pgs 16-20), prepared by ISG, inc., dated May 31, 2024
v. SWPPP (pgs 21-25), prepared by ISG, inc., dated May 31, 2024
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xiii. Noise Study (pgs 1-20), prepared by esi engineering, dated May 8, 2024
xiv. Traffic Study - Draft (pgs 1-39), prepared by Stantec, dated March 29, 2024

xv. Highway 61 & Savannah Way (Ultimate Overlay), prepared by ISG, inc., dated June 7, 2024
xvi. Highway 61 & Narrows Canyon Tr (Ultimate Overlay), prepared by ISG, inc., dated June 7, 2024

Section II. **PRD-86 District regulations.** Permitted uses and regulations applicable to the PRD-86 District to read as follows:

A. Intent

The intent of PRD - 86 is to create an area for Low Density Residential, which is reflective of the SW Chaska Growth and Development Plan:

- Housing is predominately single-family detached houses.
- A mix of single-family detached lot sizes, housing sizes, prices, and ownership styles provided.
- Large-lot, higher-priced housing opportunities are located proximate to downtown, at neighborhood edges, and adjacent to natural areas.
- Block sizes and curvilinear grid street network that support a walkable residential neighborhood environment; smaller blocks near the neighborhood center with larger blocks allowed on the neighborhood edges.
- Housing is oriented to streets to create an attractive and walkable residential neighborhood environment.
- Streets designed to balance walking, biking, and driving needs.

In addition to the above, the intent of this area is to protect natural amenities that are unique to the site such as the wooded ravines and areas known as the "Big Woods" as they are defined in the Comprehensive Plan and SW Chaska Growth and Development Plan.

B. Guiding Principles

The Guiding Principles for Neighborhoods within the SW Chaska Growth and Development Plan are as follows:

- Neighborhoods that have an identifiable center and edges.
- Neighborhoods where the most important and visible property is utilized by public gathering places (e.g. civic buildings, schools, parks, plazas).
- Neighborhoods whose size is limited by the distance from the edge to the center, generally a five to ten minute walk (1/4 to 1/2 mile radius).
- Neighborhoods that consist of an integrated network of walkable streets.
- Neighborhoods that have strong physical connections to the overall community, including the historic downtown, community facilities and parks, street network, open space and trails network.

- Neighborhoods that contain diversity in land uses, housing types, housing sizes, housing prices, and styles of ownership, thereby, providing good lifecycle and affordable housing options for residents.

C. <u>SW Chaska Growth Plan</u>

The document entitled "SW Chaska Growth and Development Plan" shall serve as the development guide for this development.

D. <u>Detached Single Family</u>

The following described real estate shall be limited in its use to Detached Single Family all of Blocks 1-14, all in the plat of Highpoint Vistas, Carver County, Minnesota.

1. Permitted Uses shall be those as found in the R-1, Low Density Residence, zoning ordinance Section 15.12.050, Special Uses shall be those found in the zoning ordinance Section 15.12.050c, and Accessory Uses shall be as found in the zoning ordinance Section 15.12.050D.
2. Minimum principal structure setbacks shall be:
    a. Front: 20 feet
    b. Rear: 25 feet (15 feet for unenclosed decks)
    c. Side: 5 feet
    d. Side, corner: 20 feet
    e. Wooded Steep Slopes: 50 feet building setback (40 feet for unenclosed decks) and 30 feet no grade/no mow setback
    f. Wetlands: Varies based on wetland type
    g. Savanna Way: 100 feet from centerline
    h. County Road 61: 150 feet from centerline
    i. Trunk Highway 212: 50 feet from the ROW line or 225 feet from the centerline, whichever is greater
3. Minimum accessory structure setbacks shall be:
    a. Front: 20 feet
    b. Rear: 5 feet
    c. Side, corner: 20 feet
    d. Side, interior: 5 feet
    e. In addition, no swimming pools or other recreational courts or appurtenant equipment shall be located in a front or side yard. Setbacks shall be measured from the impervious surfaces of such uses.
4. Preservation of wooded steep slopes, including 30-foot no grade/ no mow from the wooded steep slope edge, and a 50-foot building setback from the wooded steep slope edge.
5. 360-degree architecture shall be provided for corner lots and lots where the rear or side of the building would be visible from public rights-of-way or open spaces, specifically these lots as defined in the preliminary plat:

a. Lot 1
b. Lots 6-7
c. Lots 10-11
d. Lots 41-46
e. Lot 47
f. Lot 54
g. Lots 59-60
h. Lot 65
i. Lot 72
j. Lots 77-78
k. Lot 83
l. Lot 90
m. Lots 97-108
n. Lot 109
o. Lots 112-117
p. Lot 120
q. Lot 137
r. Lot 147
s. Lot 162

E. Outlots

The following described real estate shall be limited in its use to the following:

1. **Outlot A:** stormwater and wetland to be owned by the City of Chaska
2. **Outlot B:** wooded steep slopes to be owned by the City of Chaska
3. **Outlot C:** stormwater to be owned by the City of Chaska
4. **Outlot D:** stormwater and wooded steep slopes to be owned by the City of Chaska
5. **Outlot F:** Big Woods, stormwater and wooded steep slopes to be owned by the City of Chaska
6. **Outlot G:** Big Woods, wooded steep slopes, and wetland and proposed park dedication area to be owned by the City of Chaska
7. **Outlot H:** stormwater to be owned by the City of Chaska
8. **Outlot J:** Big Woods, wooded steep slope and wetland to be owned by the developer
9. **Outlot K:** stormwater and wooded steep slopes to be owned by the City of Chaska
10. **Outlot M:** future development to be owned by the developer
11. **Outlot N:** wooded steep slopes and open space to be owned by the City of Chaska

all in the plat of Highpoint Vistas, Carver County, Minnesota.

Section III. Effective Date. This Ordinance shall be in full force and effect from and after its date of passage, adoption, and publication according to law.

Passed and adopted by the City Council of the City of Chaska, Minnesota this 17th day of June, 2024.

_____
Mark Windschitl, Mayor

Attest:_____
Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **May 2, 2024**
Subject: **Highpoint Vistas – Preliminary Plat**

This development represents a continuation of the City's planned residential development in the SW area of Chaska as shown in the Comprehensive Plan. In anticipation of the development, trunk sanitary sewer and water main utilities are in place to service the proposed development shown on the attached trunk utility exhibit. The existing site generally drains to a three-ravine system which ultimately combines downstream. The drainage patterns over the entire property flow west to east. There are several known wetlands within the property. The layout proposes wetland impacts that require City consent and wetland agency permitting. The highest-grade wetlands, classified as 'unique', are planned to be preserved with the overall layout which is consistent with the City's stormwater goals.

Access into the development is proposed from County State Aid Highway 61 (Chaska Boulevard) and is consistent with the City's planning and transportation studies that have been completed. In terms of coordination, the City is the lead to design and construct the City collector road and improvements to the County Highway. Coordination with Carver County is underway with the proposed access improvements providing for an interim condition to support the immediate development while also considering the design of ultimate corridor improvements. The City will be the responsible party delivering improvements for the County Highway and the collector road.

Consistent with layout requirements that have been in place for some time, it is proposed the development plat all right-of-way to a sixty (60) foot width. The street section includes a thirty-two (32) foot wide street that allows parking on both sides, an eight-foot (8) wide planting boulevard on each side and a five-foot (5) concrete sidewalk on each side of the street. With the elevation change that exists over the site, it will be important that the grading plan evaluates opportunities to maintain trees, limit private walls, and keep the area inside the right of way unrestricted.

A stormwater management plan that accommodates the City and watershed stormwater management requirements will be needed. Steep slope protection and tree preservation will be important. Ponding areas for the development stormwater will need to be evaluated in detail along with routing and discharge to limit impacts to the bluff and ravine. The site and grading plan will need to accommodate dedicated outlot areas to allow for City stormwater maintenance activities.

The engineer comments related to the preliminary plan are listed below:

1. Grading/Wetlands

    a. All State, County, and local permit approvals will be necessary, along with financial sureties, all of which are subject to agreements with agencies prior to grading work occurring.

    b. A wetland mitigation plan must be approved and executed with all agencies for wetland areas being impacted within the development prior to grading work occurring.

2. Utilities
    a. The development requires extension of trunk sanitary sewer and water main utilities. The extensions must be designed to align with the City's comprehensive plan. Gravity sanitary sewer and water main connections require all permitting agency approvals prior to final plat approval.

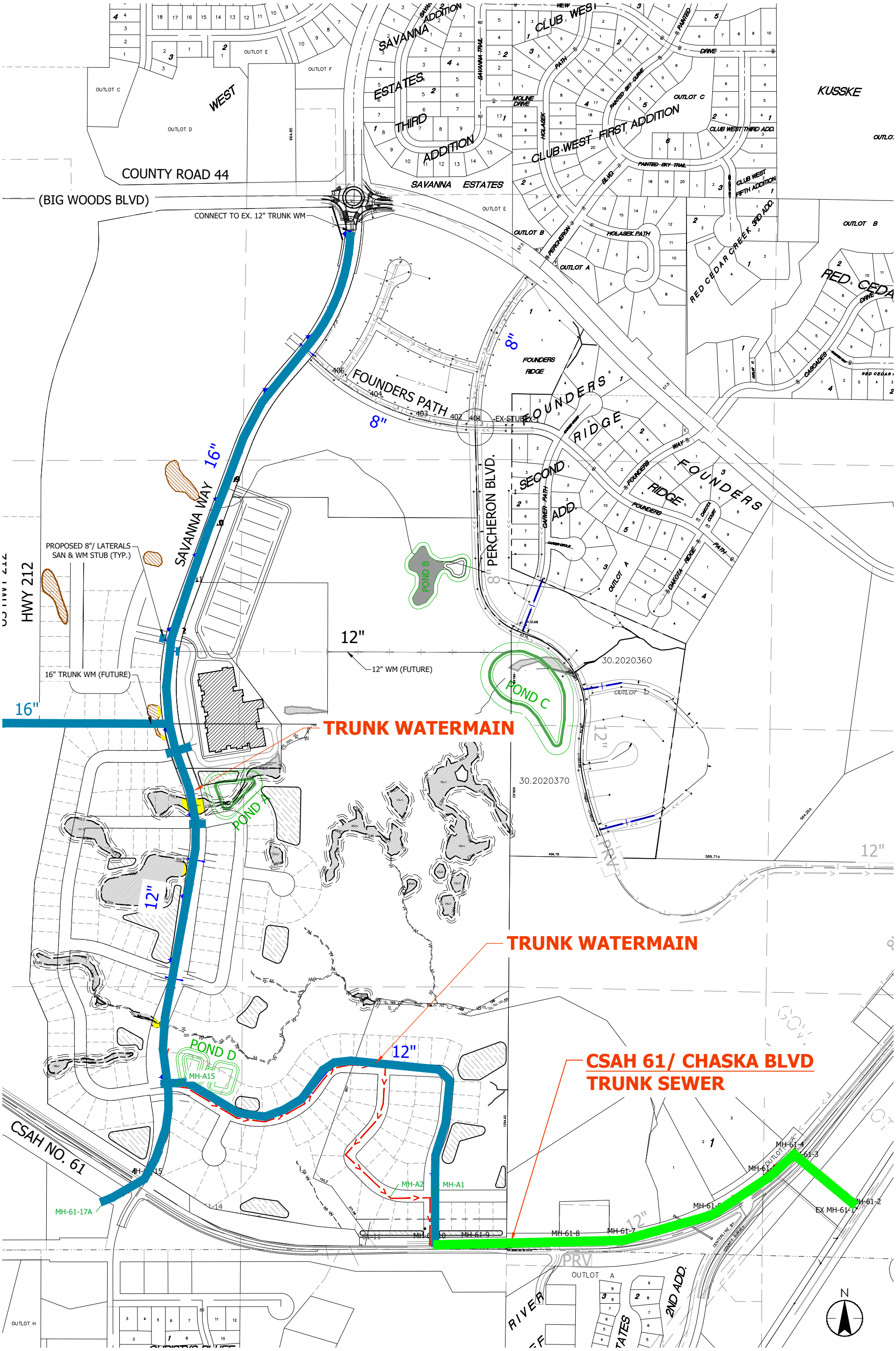
    b. The extension of trunk sewer will require easements from property owners. Final approvals of the development will require easements needed to support the extension of City utilities are secured and on file.

3. Traffic
    a. The development layout is consistent with the City's SW transportation plan. The plan provides for a new collector road connecting CSAH 44 (Big Woods Boulevard) and County State Aid Highway 61 (Chaska Boulevard). The development layout proposes new access onto the County Highway which requires Carver County consent and approval prior to the final plat.
    b. Access improvements onto CSAH 61 require County approval and are in the process of being reviewed. While an interim access may be warranted to support the development, the right of way dedication for the development requires the ultimate design for corridor improvements are met.

        i. Consistent with previous developments, collector roads and highway improvements are designed and constructed by the City. The City is working directly with Carver County on the new development access design.

        ii. Prior to the final plat being approved, road and utility right of way dedication is required for public improvements. Further, the final plat will require County approval of improvements to County Highway 61 (Chaska Boulevard) and City approval for the collector road plans.

4. Process
    a. A City development agreement is required for the new development. Agreements between the County, City, and Developer, along with financial securities, are needed prior to plat approval.



CITY TRUNK UTILITY EXHIBIT - HIGH POINT VISTA DEVELOPMENT

CITY OF CHASKA

SAVANNA WAY SOUTH

FIGURE 2

DATE: 4/3/2024 PROJ. NO. 193804009

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

Plot Date: 04/03/2024 - 3:03pm
Drawing name: \\US0291-PPFS01\workgroup\1938\active\193804009\CAD\Dwg Figures\Cost\193804009-400-SanWM-COST-opt2.dwg
Xrefs: 193804009-XSPL, 193804009-XSXT, 193804009-XSST, 193804009-Wetlands, 193804009-XSWT, 002707C-SITE, 193804009-XSNO, 193804009-XSSS

MAY 31, 2024

Nate Kabat
Community Development Director
City of Chaska
One City Hall Plaza
Chaska, MN 55318
952-448-9200

RE: REZONING & PRELIMINARY PLAT NARRATIVE
HIGHPOINT VISTAS DEVELOPMENT

Nate,

On behalf of the developer Forestar, and the property owners, ISG has prepared a Rezoning and Preliminary Plat application for a new residential subdivision, Highpoint Vistas. The two existing properties included in this Rezoning and Preliminary Plat submittals are the following:

Parcel #: 300070700
Owner: Frenz Family II, LLC
Size: 105.37 acres total, 23.94 acres exception
81.43 acres applicable
Zoning: O- Open Development
Property Type: Abstract
Property Address:
4250 Chaska Blvd
Chaska, MN 55318

Parcel #: 300071000
Owner: Laura Worm Revocable Trust
Size: 22.05 acres

Zoning: O- Open Development
Property Type: Abstract
Property Address:
4130 Chaska Blvd
Chaska, MN 55318

Both properties are currently zoned O – Open Development and are proposed to be zoned to PRD – Planned Residential Development. The proposed rezoning to a PRD – Planned Residential Development is in alignment with the City's Comprehensive Plan and Future Land Use Map designation of low density residential for the subject property. The intended development will consist of single-family homes and support connectivity to the existing and proposed road and trail network in the area.

The preliminary plat development is a total of 103.48 acres following the removal of a 23.94-acre exception parcel, with 162 proposed lots. The proposed development standards generally follow the R2 district standards, in which the proposed lots will have a minimum lot area of 7,200 SF and minimum lot width of 60-ft. The front setback is 20-ft, the side setbacks 5-ft and the rear yard setback 25-ft. The minimum proposed centerline setback from Chaska Boulevard is 150 feet, from Savanna Way is 100 feet and from Highway 212 is 345 feet. A 50-foot building setback (40-foot deck setback) is proposed from the right-of-way of Highway 212. There will be 12 outlots and 11 ponds throughout the development to accommodate stormwater and respect the existing land topography.

Highpoint Vistas is proposed to be a 3-phase development with the 1st addition starting in 2024, consisting of 38 acres and 56 lots. The 2nd addition consists of 34 acres and 63 lots with the 3rd and final consisting of 13 ac and 43 lots. Lot sales and model construction of the 1st addition are anticipated in winter 24/25 with models opening for sales in spring of 2025. The community is expected to be built by one builder for all homes which is yet to be formally selected by Forestar.

The existing properties include the "Big Woods Area" containing steep slopes, wetlands and forested area. Within this area, an exception parcel is proposed to remain under ownership of the Frenz Family. The owners have expressed being open to discussions with the City surrounding the purchase of this property. In addition, two outlots are proposed which the City has expressed interest in purchasing. As funding for the purchase of these outlots is uncertain, several options would be considered including fee credits or expansion of the residential development within the developable area. Allowing additional time for acquisition of funding, this area is not proposed during the initial phase of development.

The development has explored various layouts and worked with Staff and their consultant regarding the access along Savanna Way to reach acceptable spacing due to existing conditions. Based on the City Code, access spacing to a collector roadway shall be 600 feet, however where existing property divisions or topography makes this impractical or impossible, shorter spacing can be allowed. The southern intersection of Narrows Canyon Trail is proposed 539 feet north of Chaska Boulevard to avoid

impacting the existing steep slopes. Similarly, north of the steep slopes, Maricopa Path is proposed 556 feet north of Narrows Canyon Trail. A cul-de-sac has been implemented in lieu of a connection of the northern reach of Narrows Canyon Trail to accommodate access spacing north of Maricopa Path on Savanna Way. Conversations have been had with the neighboring property to ensure this does not negatively impact their current future intent.

Serviceability to the adjacent potential development areas has been considered in the design of the proposed development. The development proposes a sanitary extension via Chaska Blvd to the MCES interceptor stub to the east to service the proposed and adjacent development. Potential development on Outlot M, based on LiDAR, could be served if sewer extended from the intersection of Narrows Canyon Trail and Savanna Way south and could have 8-10 feet of cover within Spring Creek Drive. It is anticipated that the site would require grading adjustments to allow both vehicular and utility connections. In addition, a right-of-way dedication towards the Lano property to the East has been evaluated for future development and is no longer proposed per City Staff direction following coordination with the Lano family.

The existing site encompasses a large amount of slope through the property particularly within the wooded steep slopes and across the existing Worm property, on the southeast side of the proposed development. Due to the features of the existing site, the use of a retaining wall between lots 143-144 and 155-160 is necessitated to accommodate the development and protect the wooded steep slopes and their setbacks. A master HOA is proposed to be responsible for the ownership and maintenance of the retaining walls, which are proposed to be a natural aesthetic with easements to accommodate maintenance of these features.

The Highpoint Vistas development team has worked with the City over the past two years on the initial stages of the development process by completing a Pre-Application meeting, a Concept Site Plan Review, a Neighborhood Meeting, and a Woodland Steep Slope Delineation site walk with the City in addition to ongoing coordination. In addition, the County has been involved in the review process. A noise analysis has been completed and is included with this submittal, MnDOT has reviewed and concurred with the proposed conditions. A wetland delineation and classification has been performed for the development and an application for wetland impacts, including alternative designs, WCA process has been initiated and will continue to progress. It is understood that construction documents for the Savanna Way improvements will be City led; this preliminary plat shows improvements within the Savanna ROW but indicate general intent only. ISG will be performing the civil design work for the development project and will be responsible for the Final Plat, Watershed Permit, and all site work permits to the City after the Rezoning and Preliminary Plat applications are approved.

Thank you again for reviewing the attached materials. Please contact me at 952.426.0699 or via email at Andrea.Rand@ISGInc.com with any questions or if there is any additional information we can provide in support of this project.

Sincerely,

Andrea Rand, AICP
Project Coordinator

Becky Guenther, PE
Project Engineer

FORESTAR
HIGHPOINT VISTAS

CHASKA, MN

ISG PROJECT # 22-27575

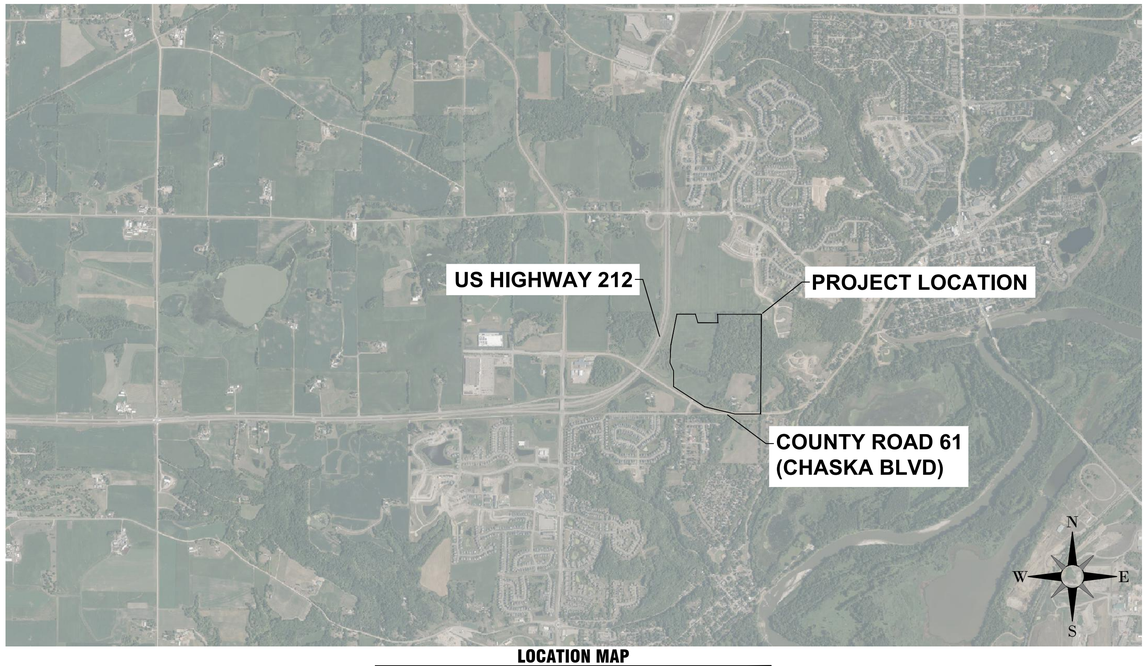
LEGEND

EXISTING

- CITY LIMITS
- SECTION LINE
- QUARTER SECTION LINE
- RIGHT OF WAY LINE
- PROPERTY / LOTLINE
- EASEMENT LINE
- ACCESS CONTROL
- WATER EDGE
- WETLAND BOUNDARY
- WETLAND / MARSH
- FENCE LINE
- CULVERT
- STORM SEWER
- SANITARY SEWER
- SANITARY SEWER FORCEMAIN
- WATER
- GAS
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- UNDERGROUND TV
- OVERHEAD UTILITY
- UNDERGROUND UTILITY
- UNDERGROUND FIBER OPTIC
- CONTOUR (MAJOR)
- CONTOUR (MINOR)
- DECIDUOUS TREE
- CONIFEROUS TREE
- TREE LINE
- MANHOLE/STRUCTURE
- CATCH BASIN
- HYDRANT
- VALVE
- CURB STOP
- POWER POLE
- UTILITY PEDESTAL / CABINET

PROPOSED

- LOT LINE
- RIGHT OF WAY
- EASEMENT
- CULVERT
- STORM SEWER
- STORM SEWER (PIPE WIDTH)
- SANITARY SEWER
- SANITARY SEWER (PIPE WIDTH)
- WATER
- GAS
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- UNDERGROUND TV
- CONTOUR
- MANHOLE (STORM, SANITARY)
- CATCH BASIN
- HYDRANT
- VALVE



LOCATION MAP

SCALE IN FEET

0 2000 4000

SHEET INDEX

1	TITLE
2	SOILS AND CONSTRUCTION NOTES
3-15	SITE DETAILS
16-20	PRELIMINARY PLAT
21-25	SWPPP
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58-68	GRADING PLANS
69-81	LANDSCAPE PLANS
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ABBREVIATIONS:

AC	ACRE	CL	CENTERLINE	FDC	FIRE DEPARTMENT CONNECTION	HH	HANDHOLE	LSO	LOWEST STRUCTURAL OPENING	PP	POLYPROPYLENE	STA	STATION
ADA	AMERICANS WITH DISABILITIES ACT	CMP	CORRUGATED METAL PIPE	FDN	FOUNDATION	HORIZ	HORIZONTAL	MAX	MAXIMUM	PSI	POUNDS PER SQUARE INCH	SY	SQUARE YARD
ADD	ADDENDUM	CO	CLEANOUT	FES	FLARED END SECTION	HR	HOUR	MB	MAIL BOX	PVC	POLYVINYL CHLORIDE	T/C	TOP OF CURB
AFF	ABOVE FINISHED FLOOR	CONC	CONCRETE	FFE	FINISHED FLOOR ELEVATION	HWL	HIGH WATER LEVEL	MECH	MECHANICAL	PVMT	PAVEMENT	TEL	TELEPHONE
AGG	AGGREGATE	CONST	CONSTRUCTION	FPM	FEET PER MINUTE	HWY	HIGHWAY	MH	MANHOLE	QTY	QUANTITY	TEMP	TEMPORARY
APPROX	APPROXIMATE	CONT	CONTINUOUS	FPS	FEET PER SECOND	HYD	HYDRANT	MIN	MINIMUM	R	RIM	THRU	THROUGH
ARCH	ARCHITECT, ARCHITECTURAL	CY	CUBIC YARD	FT	FOOT, FEET	I	INVERT	MISC	MISCELLANEOUS	RAD	RADIUS	TNFH	TOP NUT OF FIRE HYDRANT
BFE	BASEMENT FLOOR ELEVATION	C&G	CURB AND GUTTER	FTG	FOOTING	ID	INSIDE DIAMETER	NO	NUMBER	RCP	REINFORCED CONCRETE PIPE	TRANS	TRANSFORMER
BIT	BITUMINOUS	DEMO	DEMOLITION	GA	GAUGE	IN	INCH	NTS	NOT TO SCALE	RD	ROOF DRAIN	TV	TELEVISION
BM	BENCHMARK	DIA	DIAMETER	GAL	GALLON	INV	INVERT	NWL	NORMAL WATER LEVEL	REBAR	REINFORCING BAR	T/W	TOP OF WALL
CAD	COMPUTER-AIDED DESIGN	DIM	DIMENSION	GALV	GALVANIZED	IP	IRON PIPE	OC	ON CENTER	REM	REMOVE	TYP	TYPICAL
CB	CATCH BASIN	DS	DOWNSPOUT	GC	GENERAL CONTRACTOR	IPS	IRON PIPE SIZE	OCEW	ON CENTER EACH WAY	ROW	RIGHT OF WAY	UT	UTILITY, UNDERGROUND TELEPHONE
CFS	CUBIC FEET PER SECOND	EA	EACH	GFE	GARAGE FLOOR ELEVATION	J-BOX	JUNCTION BOX	OH	OVERHEAD	R/W	RIGHT OF WAY		
CF	CUBIC FOOT	ELEC	ELECTRICAL	GL	GUTTER LINE	JT	JOINT	OHD	OVERHEAD DOOR	SAN	SANITARY	VCP	VITRIFIED CLAY PIPE
CI	CAST IRON	ELEV	ELEVATION	GPM	GALLONS PER MINUTE	LF	LINEAR FEET	OZ	OUNCE	SCH	SCHEDULE	W/O	WITHOUT
CIP	CAST IRON PIPE	EOF	EMERGENCY OVERFLOW	GV	GATE VALVE	LIN	LINEAR	PED	PEDESTAL, PEDESTRIAN	SF	SQUARE FOOT	W/	WITH
CIPC	CAST IN PLACE CONCRETE	EQ	EQUAL	HDPE	HIGH DENSITY POLYETHYLENE	LPS	LOW PRESSURE STEAM	PERF	PERFORATED	SPEC	SPECIFICATION	YD	YARD
CJ	CONTROL JOINT	EX	EXISTING	HD	HEAVY DUTY	LS	LUMP SUM	PL	PROPERTY LINE	SQ	SQUARE	YR	YEAR

PROJECT GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CONTRACT DOCUMENTS, WHICH INCLUDE, BUT ARE NOT LIMITED TO, THE OWNER - CONTRACTOR AGREEMENT, THE PROJECT MANUAL (WHICH INCLUDES GENERAL SUPPLEMENTARY CONDITIONS AND SPECIFICATIONS), DRAWINGS OF ALL DISCIPLINES AND ALL ADDENDA, MODIFICATIONS, AND CLARIFICATIONS ISSUED BY ARCHITECT/ENGINEER.
2. CONTRACT DOCUMENTS SHALL BE ISSUED TO ALL SUBCONTRACTORS BY THE GENERAL CONTRACTOR IN COMPLETE SETS IN ORDER TO ACHIEVE THE FULL EXTENT AND COMPLETE COORDINATION OF ALL WORK.
3. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
4. FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
5. DETAILS SHOWN ARE INTENDED TO BE INDICATIVE OF THE PROFILES AND TYPE OF DETAILING REQUIRED THROUGHOUT THE WORK. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO DETAILS SHOWN. WHERE SPECIFIC DIMENSIONS, DETAILS, OR DESIGN INTENT CANNOT BE DETERMINED, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
6. ALL MANUFACTURED ARTICLES, MATERIALS, AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, CLEANED, AND CONDITIONED ACCORDING TO MANUFACTURERS' INSTRUCTIONS. IN CASE OF DISCREPANCIES BETWEEN MANUFACTURERS' INSTRUCTIONS AND THE CONTRACT DOCUMENTS, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
7. ALL DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO AVOID GALVANIC CORROSION.
8. THE LOCATION AND TYPE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY AND ARE ACCURATE AND COMPLETE TO THE BEST OF THE KNOWLEDGE OF I & S GROUP, INC. (ISG). NO WARRANTY OR GUARANTEE IS IMPLIED. THE CONTRACTOR SHALL VERIFY THE SIZES, LOCATIONS, AND ELEVATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
9. THE CONTRACTOR IS TO CONTACT "GOPHER STATE ONE CALL" FOR UTILITY LOCATIONS A MINIMUM OF 2 BUSINESS DAYS PRIOR TO ANY EXCAVATION / CONSTRUCTION (1-800-252-1166).

PROJECT INDEX:

OWNER:

STEPHEN W. GARDINER
20860 KENBRIDGE CT (SUITE 100)
LAKEVILLE/MN/55044
PH: 612.581.8940

PROJECT ADDRESS / LOCATION:

SEC 7/TOWNSHIP 115N/RANGE 23W

CARVER COUNTY
CHASKA, MN

MANAGING OFFICE:

BLOOMINGTON OFFICE
7900 INTERNATIONAL DRIVE
SUITE 550
MINNEAPOLIS, MN 55425
PHONE: 952.426.0699

PROJECT MANAGER: BECKY GUENTHER
EMAIL: BECKY.GUENTHER@ISGINC.COM

SPECIFICATIONS REFERENCE

ALL CONSTRUCTION SHALL COMPLY WITH THE CITY OF CHASKA REQUIREMENTS AND MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2020 EDITION, THE MnDOT SUPPLEMENTAL SPECIFICATIONS, SEPTEMBER 2022, THE STANDARD SPECIFICATIONS FOR SANITARY SEWER, STORM DRAIN AND WATERMAIN AS PROPOSED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA 2018, AND THE CURRENT VERSION OF THE MINNESOTA STATE PLUMBING CODE UNLESS DIRECTED OTHERWISE.

PROJECT DATUM

HORIZONTAL COORDINATES HAVE BEEN REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83), 1996 ADJUSTMENT (NAD83(1996)) ON THE CARVER COUNTY COORDINATE SYSTEM, IN U.S. SURVEY FEET.

ELEVATIONS HAVE BEEN REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
RTK GPS METHODS WERE USED TO ESTABLISH HORIZONTAL AND VERTICAL COORDINATES FOR THIS PROJECT.

B.M. ELEVATION=948.96

MnDOT GSID Station #108660
LOCATED 0.75 MILES NE FROM JUNCTION OF HIGHWAY 212 AND JONATHAN CARVER PARKWAY IN CHASKA

TOPOGRAPHIC SURVEY

THIS PROJECT'S TOPOGRAPHIC SURVEY CONSISTS OF DATA COLLECTED IN FALL OF 2022 AND FALL OF 2023 BY ISG.

FORESTAR

NOTE:
THE CLARITY OF THESE PLANS DEPEND UPON COLOR COPIES. IF THIS TEXT DOES NOT APPEAR IN COLOR, THIS IS NOT AN ORIGINAL PLAN SET AND MAY RESULT IN MISINTERPRETATION.

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

DATE _____ LIC. NO. _____

THIS DOCUMENT IS THE PROPERTY OF I & S GROUP, INC. AND MAY NOT BE USED, COPIED OR DUPLICATED WITHOUT PRIOR WRITTEN CONSENT.

PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-GENERAL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TITLE

SHEET

1 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 11:58 AM

SOIL AND CONSTRUCTION NOTES

1. TOP OF THE GRADING GRADE: THE TOP OF GRADING GRADE FOR THIS PROJECT IS DEFINED AS THE BOTTOM OF THE AGGREGATE BASE.

2. SUITABLE GRADING MATERIAL: ON THIS PROJECT SUITABLE GRADING MATERIAL SHALL INCLUDE ALL MINERAL SOILS IN ACCORDANCE WITH THE TRIAXIAL CHART IN THE MnDOT GRADING AND BASE MANUAL, EXCEPT SILT. UNSUITABLE MATERIALS SHALL INCLUDE DEBRIS, MARL, PEAT, WOOD, OR ANY OTHER ORGANIC SOILS. SELECT GRADING MATERIAL SHOULD BE RESERVED FOR EMBANKMENT PLACEMENT WITHIN THE ROADWAY CORE.

3. STRIP ALL INPLACE TOPSOIL AND SLOPE DRESSING IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. INPLACE TOPSOIL AND SLOPE DRESSING, ENCOUNTERED IN THE AREAS OF PROPOSED CONSTRUCTION.

4. PROVIDE A SAWCUT WHERE PLACING NEW PAVEMENT NEXT TO INPLACE PAVEMENT TO ENSURE A UNIFORM JOINT. THE CONTRACTOR SHALL SAWCUT THE EXISTING BITUMINOUS PAVEMENT AT ALL LOCATIONS WHERE THE NEW PAVEMENT MATCHES IN PLACE PAVEMENT, PROVIDING A CLEAN STRAIGHT EDGE. PRIOR TO PAVING THE WEAR COURSE, THE CONTRACTOR SHALL MILL THE EDGE OF ADJACENT PAVEMENTS TO PROVIDE FULL DEPTH OF THE WEAR COURSE TO THE EDGE. SAW CUTTING AND MILLING OF THE EDGES OF THE EXISTING PAVEMENTS AT THE CONSTRUCTION LIMITS SHALL BE INCIDENTAL TO PAVING. THE CONTRACTOR SHALL ALSO BE REQUIRED TO CLEAN THE UNDERLYING PAVEMENT SURFACE PRIOR TO PAVING THE WEAR COURSE. A WATER TRUCK AND PICK-UP STREET SWEEPER WILL BE REQUIRED FOR THIS WORK TO MINIMIZE DUST AND DIRT IMPACTS ON ADJACENT RESIDENCES.

5. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION AND EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE RECYCLED TO THE EXTENT ALLOWED IN BASE AND SURFACING ITEMS OR DISPOSED OF OFF THE PROJECT LIMITS IN ACCORDANCE WITH MnDOT SPECIFICATION SPEC. 2104.3C3.

6. OBTAIN COMPACTION ON THE GRADING PORTION OF PERMANENT CONSTRUCTION IN ACCORDANCE WITH THE GEOTECHNICAL REPORT AND IF IT ISNT SPECIFICALLY OUTLINED THEN FOLLOW THE "QUALITY COMPACTION METHOD" REQUIREMENTS.

7. OBTAIN COMPACTION ON THE MnDOT CLASS 5 PORTION OF THE PAVEMENT SECTION IN ACCORDANCE WITH THE GEOTECHNICAL REPORT AND CITY OF CHASKA.

8. TEST ROLLING SHALL BE REQUIRED ON ALL ROADWAYS WITH A LOADED TRI-AXLE DUMP TRUCK AT THE BOTTOM OF THE SUBGRADE AND THE TOP OF THE AGGREGATE BASE.

9. IN ANY PROPOSED CONSTRUCTION THE CONTRACTOR SHALL STRIVE TO SUBSTANTIALLY MATCH THE SOILS INPLACE IN THE TOP 4' OF THE ROADWAYS. GRANULAR BACKFILL SHALL NOT BE PERMITTED ADJACENT TO INPLACE NON-GRANULAR SOILS IN ORDER TO PREVENT AN ABRUPT SOILS DIFFERENTIAL.

10. THE BOTTOM OF ALL SUBCUTS SHALL BE SHAPED AND COMPACTED BY THE "QUALITY COMPACTION METHOD".

11. IN ANY CASE WHERE GRANULAR EMBANKMENTS OR BACKFILL JOIN NON-GRANULAR SOIL EMBANKMENTS OR BACKFILL, PROVIDE A 1(V):20(H) TRANSITION TAPER BETWEEN THE CHANGES IN MATERIAL TO PREVENT AN ABRUPT SOILS DIFFERENTIAL. THE 1(V):20(H) TAPER SHALL BE CONSTRUCTED SO THAT THE GRANULAR BACKFILL MATERIAL OVERLAYS THE ADJACENT NON-GRANULAR SOILS BACKFILL.

12. WHERE CONNECTING NEW SURFACING ADJACENT TO ANY INPLACE PAVEMENTS TO BE WIDENED, CUT VERTICALLY TO THE BOTTOM OF THE INPLACE SURFACING OR TO THE BOTTOM OF THE NEW SURFACING DESIGN, WHICH EVER IS DEEPER, THEN AT A 2(V):1(H) SLOPE TO THE BOTTOM OF THE RECOMMENDED SUBGRADE EXCAVATION.

13. WHERE SUBCUTS RUN INTO DRIVEWAYS OR LOCAL ROADS, CUT VERTICALLY TO THE BOTTOM OF THE INPLACE SURFACING OR TO THE BOTTOM OF THE NEW SURFACING DESIGN, WHICHEVER IS DEEPER, THEN AT A 1(V):4(H) TAPER TO THE BOTTOM OF THE RECOMMENDED SUBGRADE EXCAVATION.

14. THE CONTRACTOR IS HEREBY REMINDED OF THEIR RESPONSIBILITY UNDER STATE LAW TO CONTACT ALL UTILITIES THAT MAY HAVE FACILITIES IN THIS AREA. CONTACT MUST BE MADE THROUGH GOPHER STATE ONE-CALL.

15. SLOPE DRESSING ON THIS PROJECT IS DEFINED AS THE TOPSOIL OR OTHER SOIL PLACED DURING CONSTRUCTION TO PROVIDE A MEDIUM FOR ESTABLISHING TURF.

16. ANY DEBRIS WHICH MAY BE ENCOUNTERED DURING GRADING SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT RIGHT OF WAY IN A SUITABLE DISPOSAL AREA.

17. EXTREME CARE SHALL BE TAKEN SO THAT ALL EXISTING TREES LOCATED WITHIN & ADJACENT TO THE CONSTRUCTION AREAS ARE NOT REMOVED OR DAMAGED, UNLESS NOTED OTHERWISE. THE CONTRACTOR SHALL CONTACT THE OWNER WITH ANY POTENTIAL CONFLICTS.

18. UNLESS OTHERWISE RECOMMENDED, PROVIDE FOR ALL SUBCUTS AND BACKFILL ACCORDINGLY THROUGHOUT THE ENTIRE PROJECT AS DEFINED ON THE GRADING PLANS.

19. PROVIDE 1(V):20(H) TAPERS WHEN CHANGING SUBCUT DEPTHS.

20. PIPE SEWERS CONNECTING MANHOLES AND CATCH BASINS SHALL BE IN ACCORDANCE WITH MNDOT SPEC. 2503 AND CITY OF CHASKAS REQUIREMENTS. BEDDING AND BACKFILL SHALL CONSIST OF UNIFORM SUITABLE GRADING MATERIAL MATCHING ADJACENT SOILS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

21. NO EXTRA PAYMENT WILL BE MADE FOR TEMPORARY STOCKPILING OF EXCAVATION, EMBANKMENT AND/OR BORROW MATERIAL.

22. CONSTRUCTION ACTIVITY SHALL BE PERFORMED IN SUCH A MANNER THAT ACCESS IS MAINTAINED TO ALL RESIDENCES. WHERE CONSTRUCTION OPERATIONS REQUIRE CLOSURE OF ACCESS TO SITE OR SURROUNDING PROPERTIES, CONTRACTOR SHALL COORDINATE WITH SAID PROPERTY OWNER AT LEAST 24 HOURS BEFORE THE ANTICIPATED ACCESS INTERRUPTION AND ALL ACCESS SHALL BE AT LEAST TEMPORARILY RESTORED EACH NIGHT BEFORE THE END OF THE WORK DAY. NO PROPERTY OWNER SHALL BE LEFT WITHOUT ADEQUATE ACCESS OVERNIGHT OR OVER THE WEEKEND. EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AS WELL.

23. AS SHOWN ON THE PLANS, VARIOUS UTILITIES ARE LOCATED WITHIN THE PROJECT LIMITS. THERE ARE ADDITIONAL UTILITIES THAT MAY EXIST AND ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR ACTIVITIES WITH THE AFFECTED UTILITY COMPANIES AND/OR ADJACENT PROPERTY OWNERS AND WILL BE RESPONSIBLE FOR VERIFICATION AND PROTECTION OF ALL UTILITIES IN THEIR EXISTING LOCATION (POWER POLES, PEDESTALS, ETC.). THE CONTRACTOR SHALL COORDINATE WITH THE PRIVATE UTILITIES AND/OR ADJACENT PROPERTY OWNERS TO ARRANGE SUPPORTING/RELOCATE AND/OR REPAIRS TO ALL FACILITIES AS NEEDED FOR ALL UTILITY AND STREET IMPROVEMENTS. THE OWNER SHALL NOT INCUR ADDITIONAL COSTS IF THE LOCATIONS OF UTILITIES ARE NOT SHOWN ON THE PLANS FOR FOR DELAYS IN CONSTRUCTION CAUSED FROM CONFLICTS WITH PRIVATE UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH CARVER COUNTY, THE CITY OF CHASKAS, AND ALL UTILITY COMPANIES FOR ANY NECESSARY REMOVAL AND RELOCATION OF THEIR FACILITIES. THE CONTRACTOR SHALL PERFORM GRADING OPERATIONS AROUND ALL OVERHEAD ELECTRIC POWER POLES AND GUY WIRES. COORDINATE WITH LOCAL ELECTRIC COMPANY.

24. STORAGE AREAS ARE ONLY FOR NEW MATERIALS TO BE INCORPORATED INTO THE WORK OR MATERIALS SALVAGED FROM THE PROJECT THAT ARE TO BE REINSTALLED AS PART OF THE PROJECT. CONTRACTOR WILL NOT BE ALLOWED TO STORE PROJECT REMOVAL ITEMS (SUCH AS CONCRETE PAVEMENTS, SIDEWALKS, OLD MANHOLE STRUCTURES, ETC.) FOR LATER DISPOSAL. THOSE TYPES OF MATERIALS SHALL BE REMOVED FROM THE PROJECT AREA ON THE DAY THAT IT IS REMOVED FROM ITS EXISTING LOCATION,. THE CONTRACTOR SHALL ERECT A TEMPORARY BARRIER SYSTEM TO PREVENT THE GENERAL PUBLIC FROM ACCESSING THE STORAGE AREA. THE BARRIER SYSTEM SHALL BE APPROVED BY THE ENGINEER AND ERECTED PRIOR TO STORING MATERIALS. THE STORAGE AREAS SHALL BE RESTORED TO EXISTING OR BETTER QUALITY PRIOR TO PROJECT ACCEPTANCE. ALL COSTS INCURRED BY THE CONTRACTOR TO PROVIDE, MAINTAIN AND REMOVE THE TEMPORARY BARRIER SYSTEM AND RESTORE THE STORAGE AREA ARE INCIDENTAL TO THE PROJECT.

25. CONCRETE WASHOUT SHALL BE IN ACCORDANCE WITH MnDOT SPECIFICATION 1717 AND AS MAY BE MODIFIED IN THE SPECIAL PROVISIONS. ALL MATERIALS AND WORK NECESSARY TO CONSTRUCT AND MAINTAIN THE CONCRETE WASHOUT AREA SHALL BE INCIDENTAL TO CONCRETE PAY ITEMS.

26. ANY DISTURBED PROPERTY PINS SHALL BE REPLACED AND RESET AT NO COST TO THE OWNER.

27. ALL CURB RAMPS & SIDEWALKS SHALL CONFORM TO THE LATEST ADA REQUIREMENTS.

28. UTILITY TRENCHES SHALL BE COMPACTED BY THE METHODS LISTED IN THE GEOTECHNICAL REPORT. IF MEANS ARE NOT SPECIFIED THEN FOLLOW THE THE "QUALITY COMPACTION METHOD" PER MnDOT SPECIFICATIONS.

29. THE REMOVAL OF BITUMINOUS/CONCRETE PAVEMENT SHALL INCLUDE ALL NECESSARY SAWCUTS AS INCIDENTAL.

30. ALL FIELD TILES CROSSING THE EXISTING AND/OR NEW RIGHT OF WAY SHALL BE PROTECTED AT ALL TIMES. TILE LINES MARKED ON THIS PLAN AND ANY LOCATED DURING CONSTRUCTION OPERATIONS SHALL BE VERIFIED TO BE IN WORKING ORDER AT THE COMPLETION OF MASS EARTHWORK AND AGGREGATE PLACEMENT OPERATIONS. INSPECTION, DOCUMENTATION AND REPAIR/REPLACEMENT OF TILE LINES, IF NECESSARY DUE TO THE NEGLIGENCE OF THE CONTRACTOR, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

31. THE CONTRACTOR SHALL INSTALL TEMPORARY MAIL BOXES AND SUPPORTS AT LOCATIONS DESIGNATED BY THE POST MASTER DURING CONSTRUCTION OPERATIONS, INCIDENTAL.

32. IT IS SUSPECTED THAT UNKNOWN TILES ARE LOCATED WITHIN THE EXCAVATION AREA. SHOULD A TILE BE BROKEN DURING EXCAVATION ACTIVITES AND DETERMINED TO BE A LIVE TILE, THE CONTRACTOR SHALL FURNISH AND UTILIZE THE SAME OR SIMILAR MATERIAL AS THE BROKEN PIPE TO RECONNECT THE BROKEN TILE. WHERE THE NEW PIPING AND EXISTING PIPE ARE OF DIFFERENT SIZES AND/OR MATERIALS, THE CONTRACTOR SHALL FURNISH AND INSTALL ECCENTRIC FITTINGS OR "FERNCOS" TO PROVIDE A CONSTANT FLOW LINE ELEVATION AND WATERTIGHT CONNECTION.

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-GENERAL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

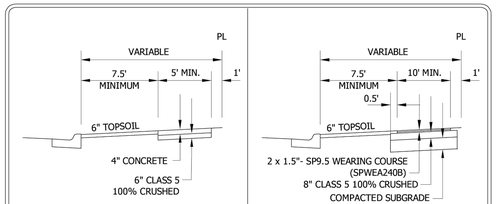
SOILS AND CONSTRUCTION NOTES

SHEET

2 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 11:58 AM



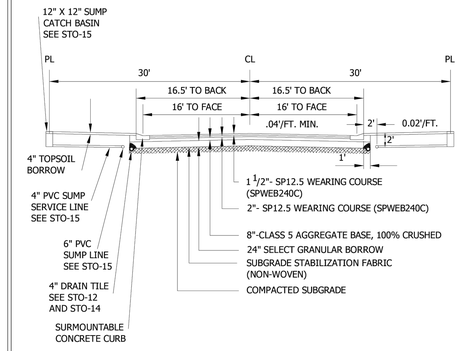
Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-9



STANDARD STREET SECTION (7 TON)

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

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St. Paul, MN 55113
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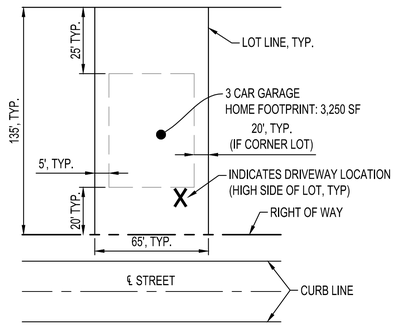
TYPICAL SECTIONS FOR RESIDENTIAL STREETS 7 TON SECTION

CHASKA, MINNESOTA

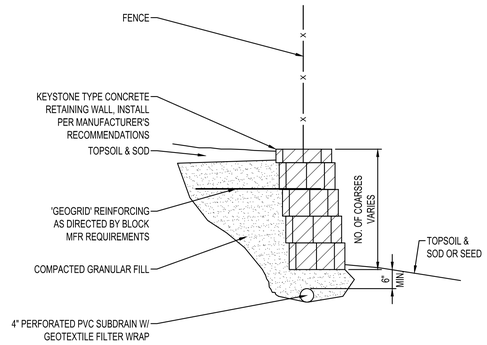
LAST REVISION: JUNE 2012

PLATE NO. STR-7



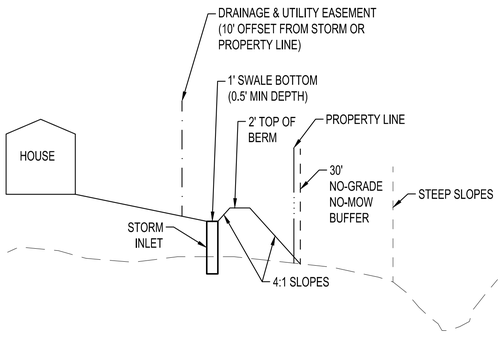
65' SINGLE FAMILY
TYPICAL LOT LAYOUT

NTS



KEYSTONE
RETAINING WALL SECTION

NTS LD501



REAR YARD BERM AND SWALE

NTS

PLOT DATE: 5/31/2024 11:59 AM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

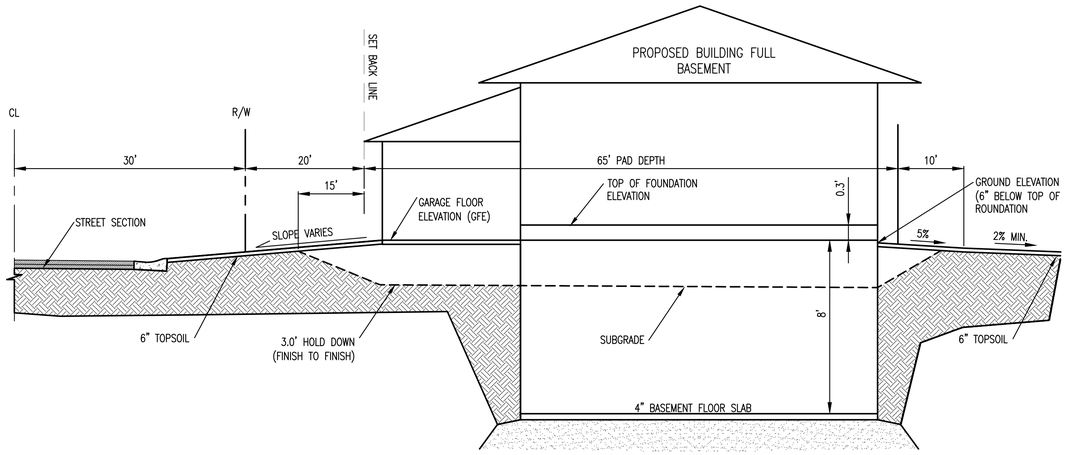
SITE DETAILS

SHEET

3

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



SINGLE FAMILY FULL BASEMENT (FB)
3.0' HOLD DOWN

N.T.S.

NOTE:

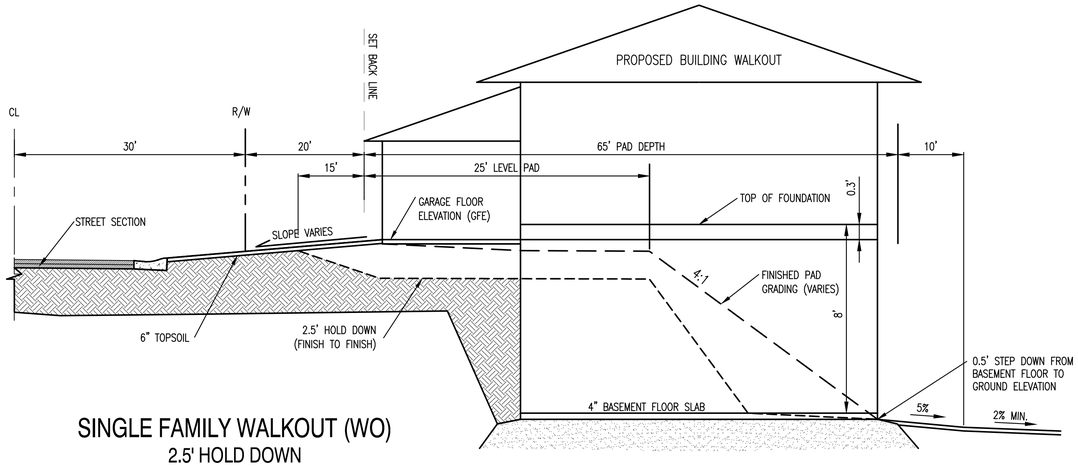
FB = FULL BASEMENT

LO = LOOK OUT BASEMENT

WO = WALKOUT BASEMENT

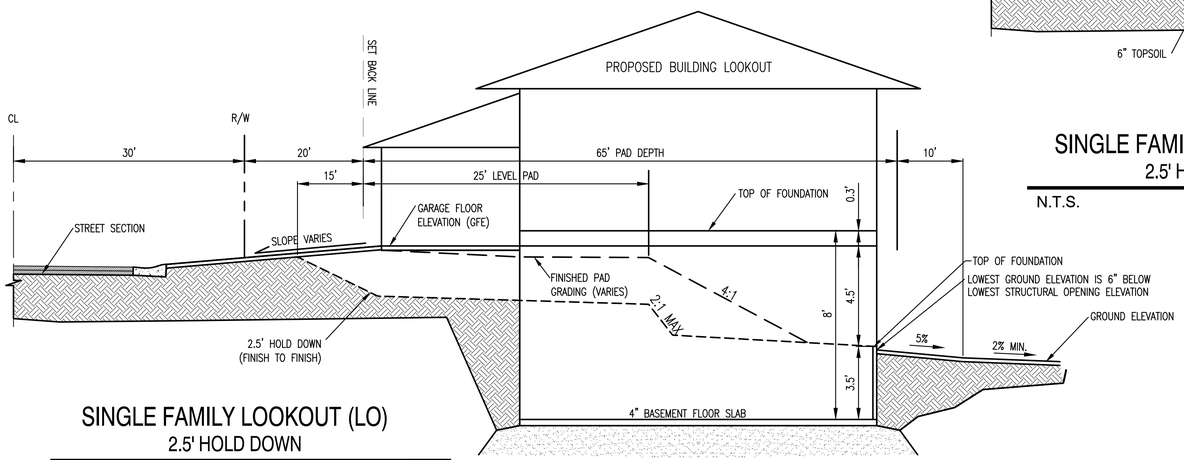
THE FIRST ELEVATION LISTED REFERS TO THE GARAGE FLOOR ELEVATION (GFE). THE SECOND ELEVATION LISTED REFERS TO THE LOWEST STRUCTURAL OPENING (LSO). IF NO SECOND ELEVATION IS LISTED THEN THE PRIMARY ELEVATION IS THE LOWEST STRUCTURAL OPENING.

SEE DETAILS OF EACH TYPE.



SINGLE FAMILY WALKOUT (WO)
2.5' HOLD DOWN

N.T.S.



SINGLE FAMILY LOOKOUT (LO)
2.5' HOLD DOWN

N.T.S.

NOTE:
THESE DETAILS ARE FOR 65-FT DEEP SINGLE FAMILY HOME PRODUCTS.

PRELIMINARY NOT FOR CONSTRUCTION

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

SITE DETAILS

SHEET

4

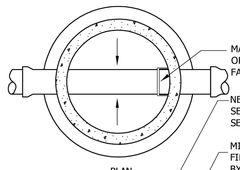
OF 82

PLOT DATE: 5/31/2024 12:25 PM

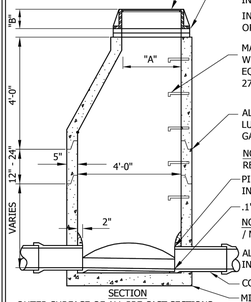
PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.

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



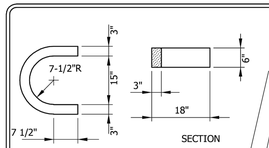
SECTION

- 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.
- INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.
- 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, RAMNECK. AND GATOR WRAP.
- 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) .

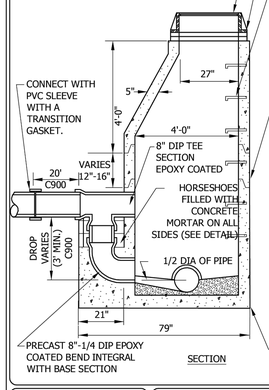
Stantec	SANITARY SEWER MANHOLE	LAST REVISION: MARCH 2023
2335 Highway 36 W St. Paul, MN 55113 www.stantec.com	CHASKA, MINNESOTA	PLATE NO. SAN-1

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



PLAN SECTION

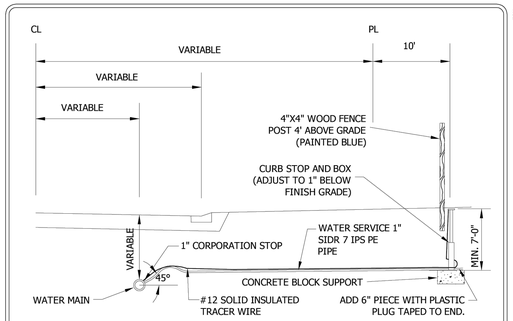
HORSESHOE DETAILS



SECTION

- 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.
- INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.
- 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, RAMNECK, AND GATOR WRAP.
- 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 OR APPROVED SPRAY ON LINER SYSTEM, 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.

Stantec	SANITARY SEWER DROP INLET MANHOLE	LAST REVISION: MARCH 2023
2335 Highway 36 W St. Paul, MN 55113 www.stantec.com	CHASKA, MINNESOTA	PLATE NO. SAN-4



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
MUELLER B25009N
FORD FB1001-4Q
A.Y. MCDONALD 74701B-3Q

CURB STOP
MUELLER B25222N
FORD B66444MQ
A.Y. MCDONALD 76104-3Q

CURB BOX
MUELLER H-10300-N OR H-10302-N
FORD EM2-75-56R-NL OR EM2-75-57R-NL
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.

Stantec	WATER SERVICE CONNECTION HDPE PIPE	LAST REVISION: MARCH 2023
2335 Highway 36 W St. Paul, MN 55113 www.stantec.com	CHASKA, MINNESOTA	PLATE NO. SER-2A

HYDRANT MARKER WITH FLEX SPRING HYDRA/FINDER (CANDY CANE) (PROVIDE 2 PER HYDRANT DELIVER EXTRA TO CHASKA UTILITIES.)

PROVIDE WEATHERSHIELD NUT/CAP ON ALL HYDRANTS

ALL HYDRANT LEAD AND PIPE JOINTS SHALL BE RESTRAINED WITH TIE RODS AND EPOXY COATED MEGALUGS.

HYDRANT SHALL BE CLOW VALVE MEDALLION F-2545 WITH 304 SS UPPER AND LOWER STEM WITH BRONZE LOWER PLATE

HYDRANT SHALL BE FOR 8.0' BURY. WATERMAIN SHALL HAVE 7'-6" OF COVER.

PROVIDE ANTI-VACUUM CAP ON ONE 2 1/2" NOZZLE.

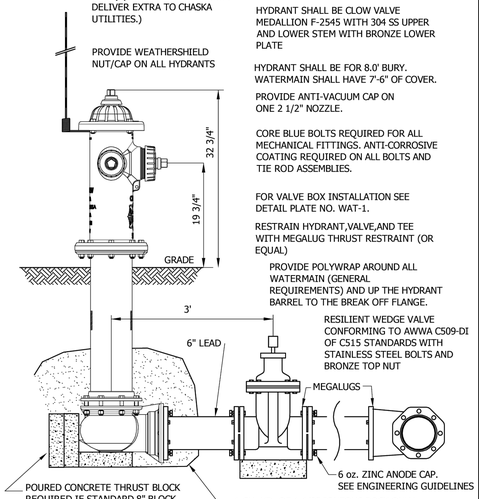
CORE BLUE BOLTS REQUIRED FOR ALL MECHANICAL FITTINGS. ANTI-CORROSIVE COATING REQUIRED ON ALL BOLTS AND TIE ROD ASSEMBLIES.

FOR VALVE BOX INSTALLATION SEE DETAIL PLATE NO. WAT-1.

RESTRAIN HYDRANT,VALVE,AND TEE WITH MEGALUG THRUST RESTRAINT (OR EQUAL)

PROVIDE POLYWRAP AROUND ALL WATERMAIN (GENERAL REQUIREMENTS) AND UP THE HYDRANT BARREL TO THE BREAK OFF FLANGE.

RESILIENT WEDGE VALVE CONFORMING TO AWWA C509-DI OF C515 STANDARDS WITH STAINLESS STEEL BOLTS AND BRONZE TOP NUT



Stantec	CLOW MEDALLION HYDRANT AND VALVE INSTALLATION	LAST REVISION: AUGUST 2023
733 Marquette Ave Suite 1000 Minneapolis, MN 55402 www.stantec.com	CHASKA, MINNESOTA	PLATE NO. WAT-11

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

SITE DETAILS

SHEET

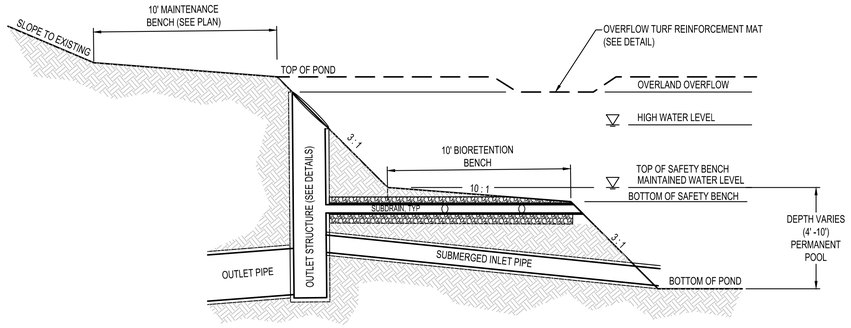
5

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 11:59 AM

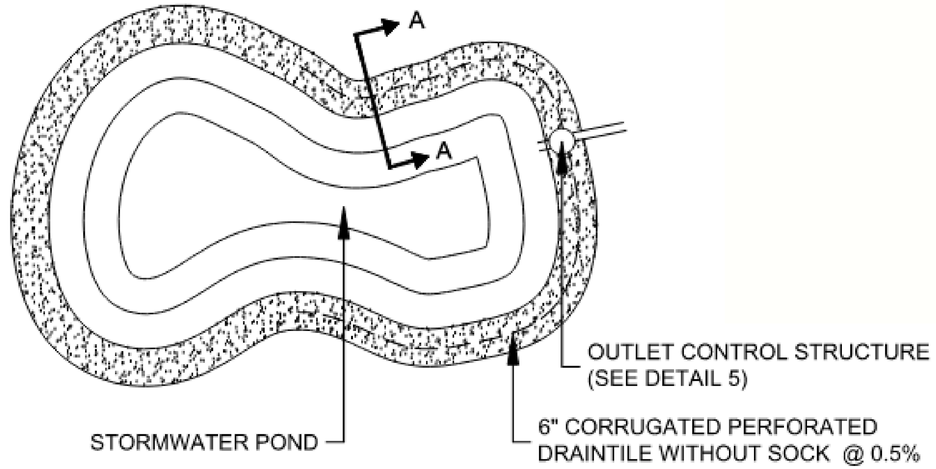
WET BASIN SUMMARY					
BASIN	TOP	EOF	100-YR HWL	NWL	BOTTOM
1	931.00	930.00	929.80	924.00	919.50
2	936.75	935.75	935.21	934.00	928.00
3	936.75	935.75	935.25	934.00	929.75
5	927.00	926.00	924.86	919.00	913.00
10	901.00	900.00	899.07	894.00	888.00
11	893.00	892.00	890.09	886.00	881.50



TYPICAL WET BASIN WITH BIORETENTION BENCH

NTS SD800

PLAN VIEW



TYPICAL WET BASIN WITH BIORETENTION BENCH PLAN VIEW

NTS CARVER COUNTY DETAIL 8

FILTRATION BASIN CONSTRUCTION:

A. Work Shall Include - All excavation and construction as outlined in the plans, specifications and details outlining the construction of the filtration basin.
B. The Contractor shall maintain silt fence around the perimeter of the filtration basin during all phases of construction. The filtration area must be staked off and marked to keep all construction traffic, equipment and material stockpiles out of the proposed filtration area.
C. The Contractor shall ensure that the filtration basin is not used as a sediment trap during construction and that no runoff enters the basin prior to the completion of construction and complete stabilization of surrounding areas draining to the basin. All upland drainage must be diverted to prevent runoff from entering filtration basin work area.
D. Filtration basin shall be constructed at the end of the project after all areas surrounding it and draining into it have been constructed and fully stabilized, this includes the sanitary sewer. In order to avoid soil compaction in the basin no equipment shall be driven in the area of the basin prior to its construction, and when it is constructed only light earth moving equipment with tracks shall be used.
E. After final grading the basin's floor shall be tilled to a depth of at least 6 inches to provide a well-aerated, porous surface. Smearing of the soil in the basin shall be avoided and if smearing does occur it shall be corrected by raking or retilling of the basin.
F. Immediately following filtration basin construction, the entire basin shall be seeded and stabilized as indicated in the plans. Filtration basin MUST be fully stabilized prior to any upstream runoff being directed to basin.

FILTRATION BASIN SUMMARY					
BASIN	TOP	EOF	100-YR HWL	NWL	BOTTOM
1-A	928.00	927.00	926.31	924.00	922.50
6	928.00	927.00	926.18	921.50	920.00
12	846.00	845.00	844.44	840.50	839.00

BIORETENTION SOIL:
- 85-88 percent by volume sand
  - 95 percent clean washed construction sand
  - 5 percent iron fillings
- 8 to 12 percent fines by volume
- 3 to 5 percent organic matter by dry weight
- recommended P content between 12 and 30 mg/kg per Mehlich III (or equivalent) test

OR

BIORETENTION SOIL:
- 85-88 percent by volume sand
- 8 to 12 percent fines by volume
- 3 to 5 percent organic matter by dry weight
- recommended P content between 12 and 30 mg/kg per Mehlich III (or equivalent) test

BASIN SEEDING:
Refer to SWPPP Notes for basin seeding requirements.

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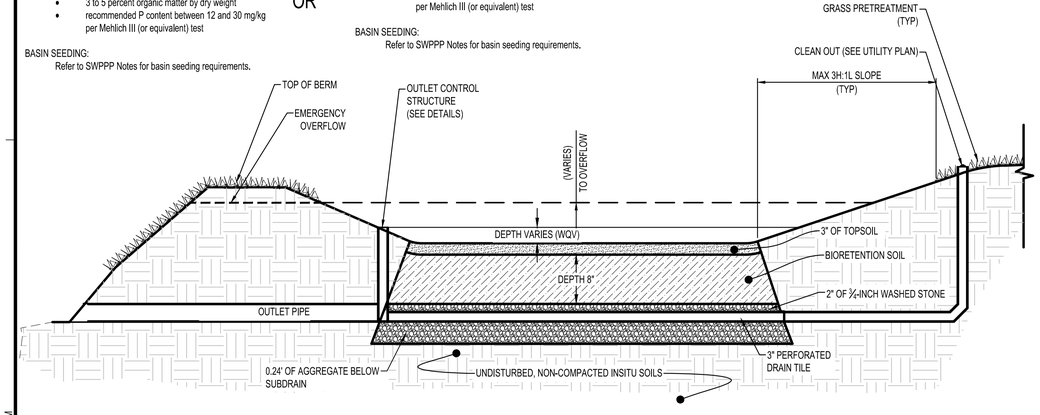
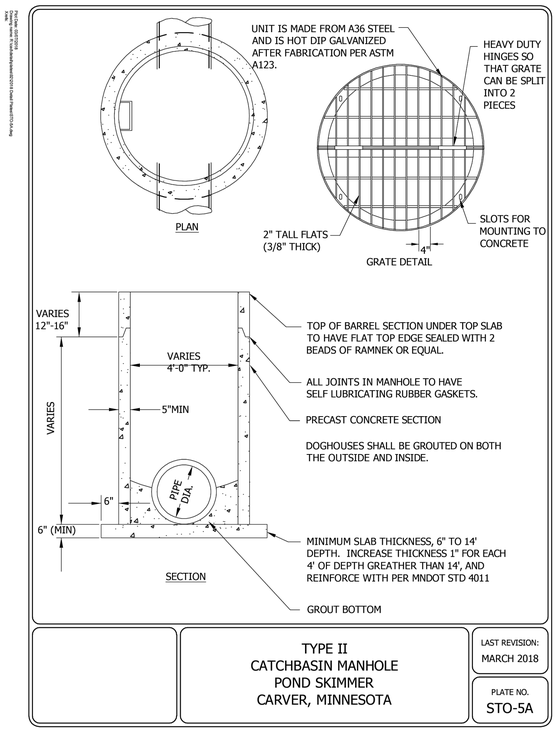
Refer to SWPPP Notes for basin seeding requirements.



FILTRATION BASIN

NTS SD800



TYPE II
CATCHBASIN MANHOLE
POND SKIMMER
CARVER, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-5A

PLOT DATE: 5/31/2024 11:59 AM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

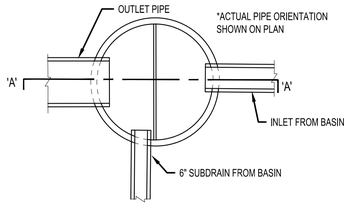
STORM WATER BASIN DETAILS

SHEET

6

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



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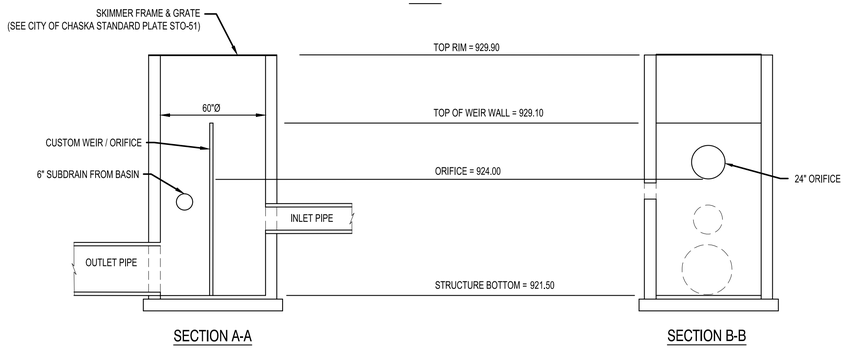
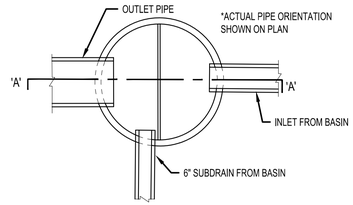


OUTLET CONTROL STRUCTURE - BASIN 1

NTS



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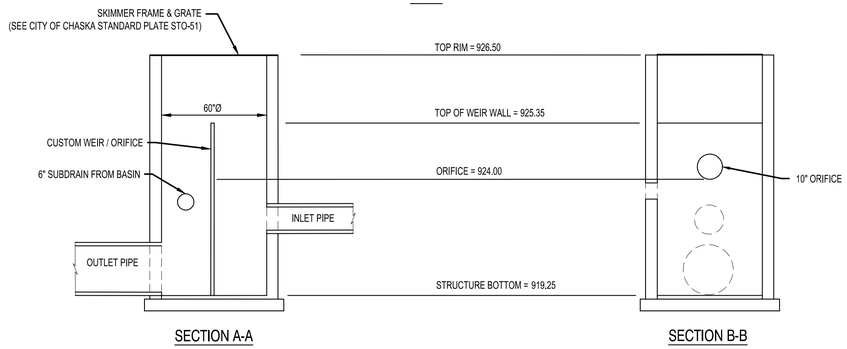

OUTLET CONTROL STRUCTURE - BASIN 1-A NORTH

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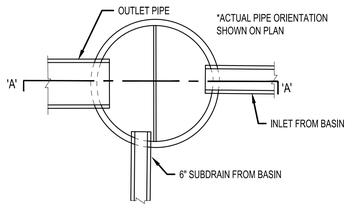

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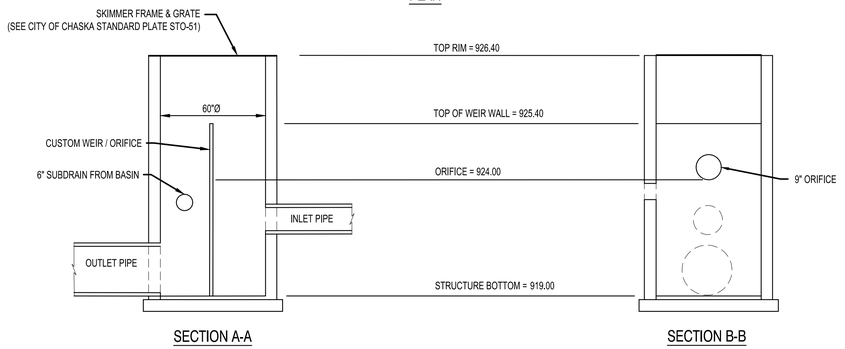

OUTLET CONTROL STRUCTURE - BASIN 1-A SOUTH

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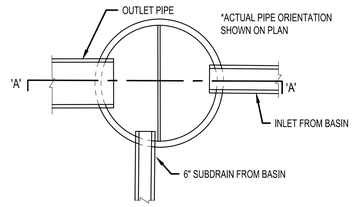

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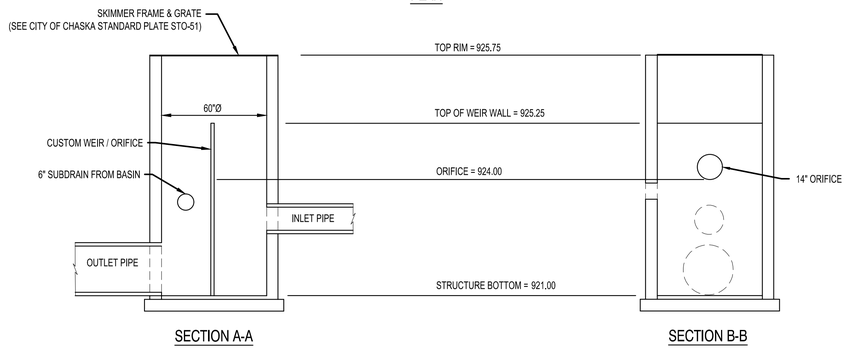

OUTLET CONTROL STRUCTURE - BASIN 2

NTS

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HIGHPOINT VISTAS

CHASKA MN

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PROJECT NO.	22-27575
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DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

STORM WATER BASIN DETAILS

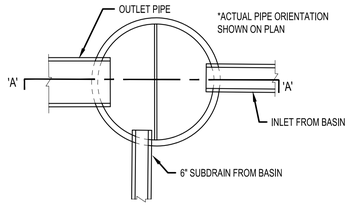
SHEET

7

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 11:59 AM



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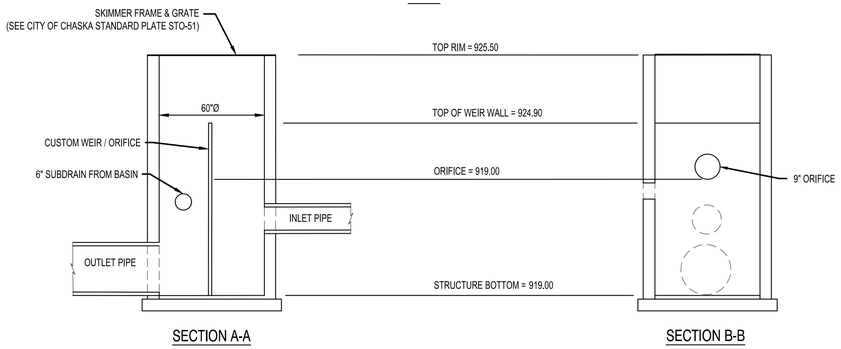
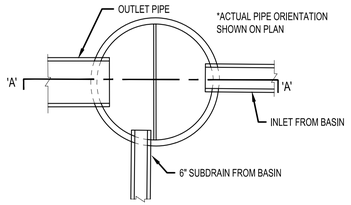


SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 5

NTS



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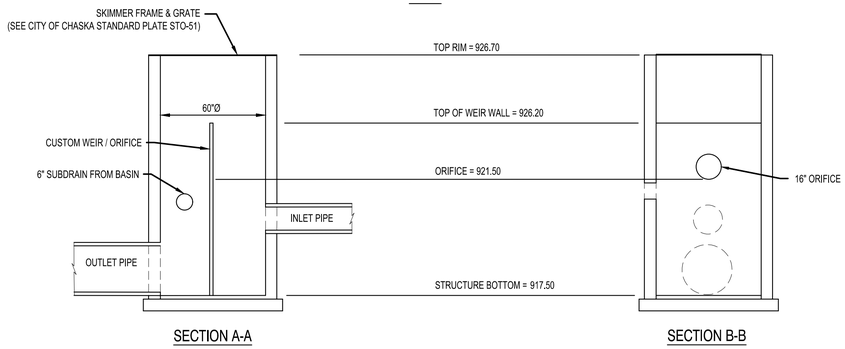
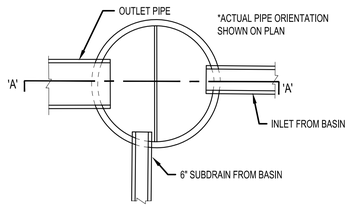


SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 6

NTS



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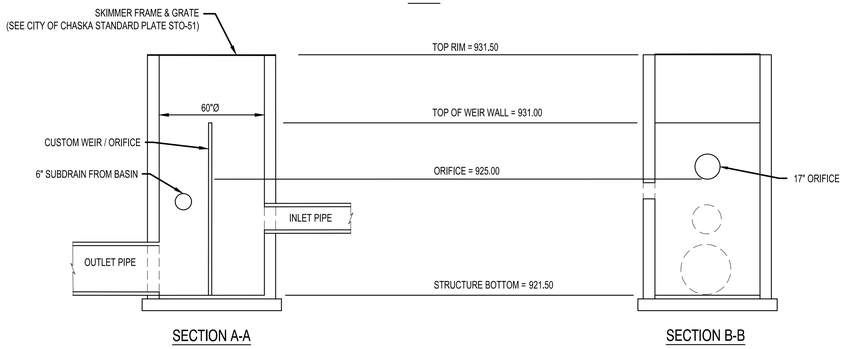
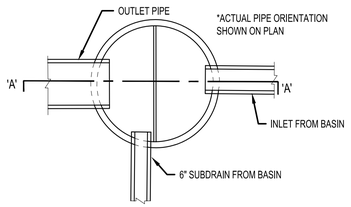


SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 7

NTS



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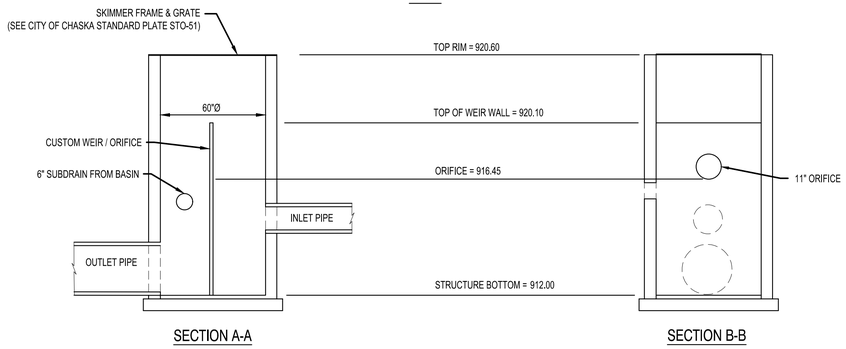

SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 9

NTS

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

STORM WATER BASIN DETAILS

SHEET

8

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

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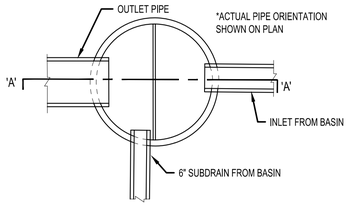

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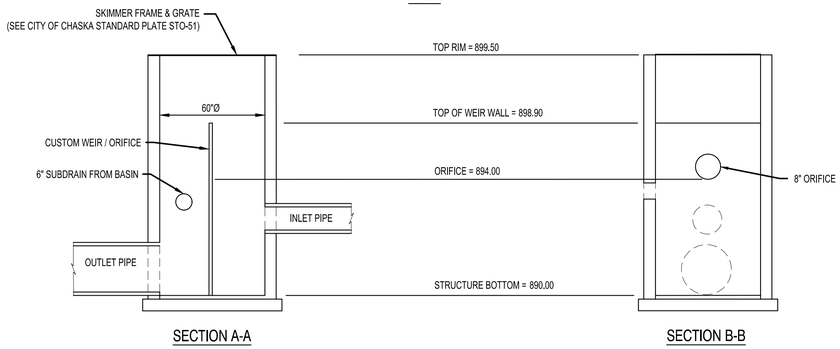
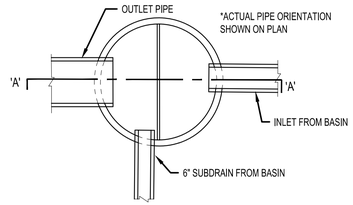


SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 10

NTS



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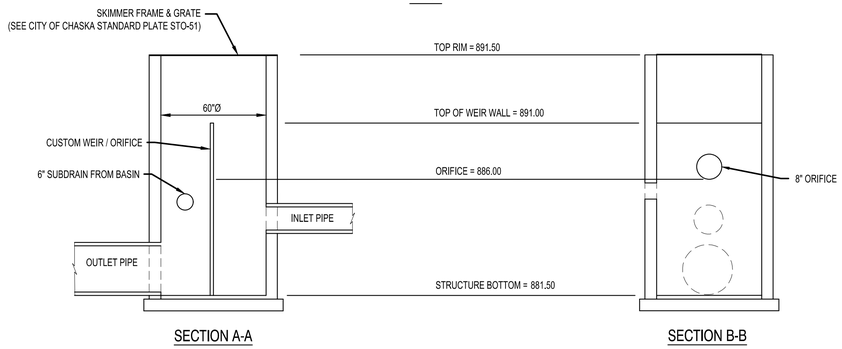

SECTION A-A SECTION B-B

OUTLET CONTROL STRUCTURE - BASIN 11

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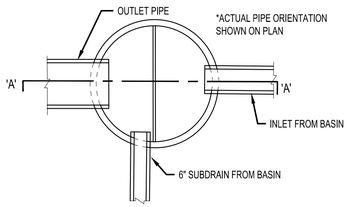

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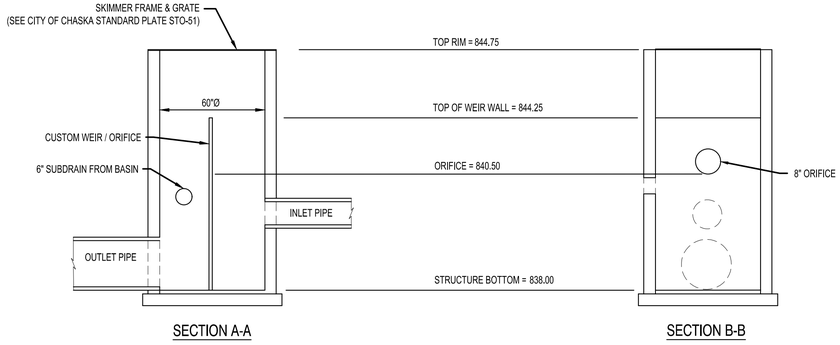
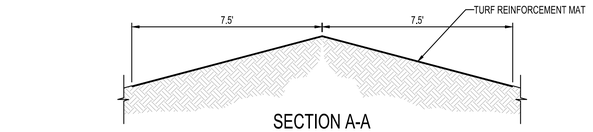


SECTION A-A SECTION B-B

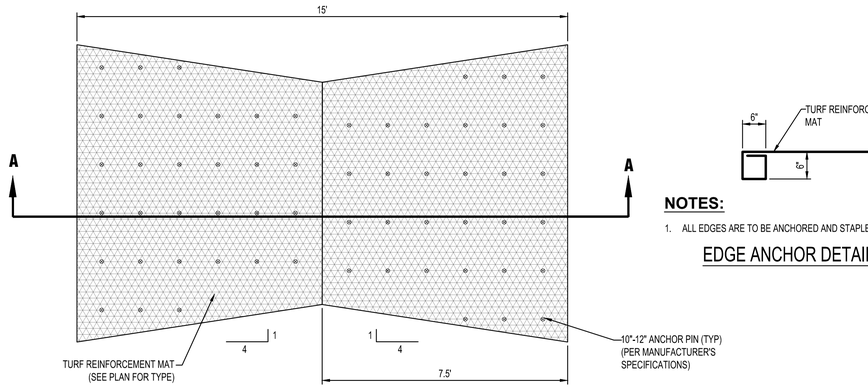
OUTLET CONTROL STRUCTURE - BASIN 12

NTS



SECTION A-A

STAPLE REQUIREMENTS	
SLOPES	# OF STAPLES PER SY
< 1:2	1.2
1:2 - 1:1	1.7
CHANNEL & DITCH APPLICATIONS	3.5



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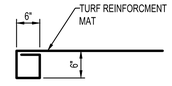

NOTES:

1. ALL EDGES ARE TO BE ANCHORED AND STAPLED EVERY FOOT

EDGE ANCHOR DETAIL

OVERFLOW TURF REINFORCEMENT MAT

NTS SD730-U

PLOT DATE: 5/31/2024 11:59 AM

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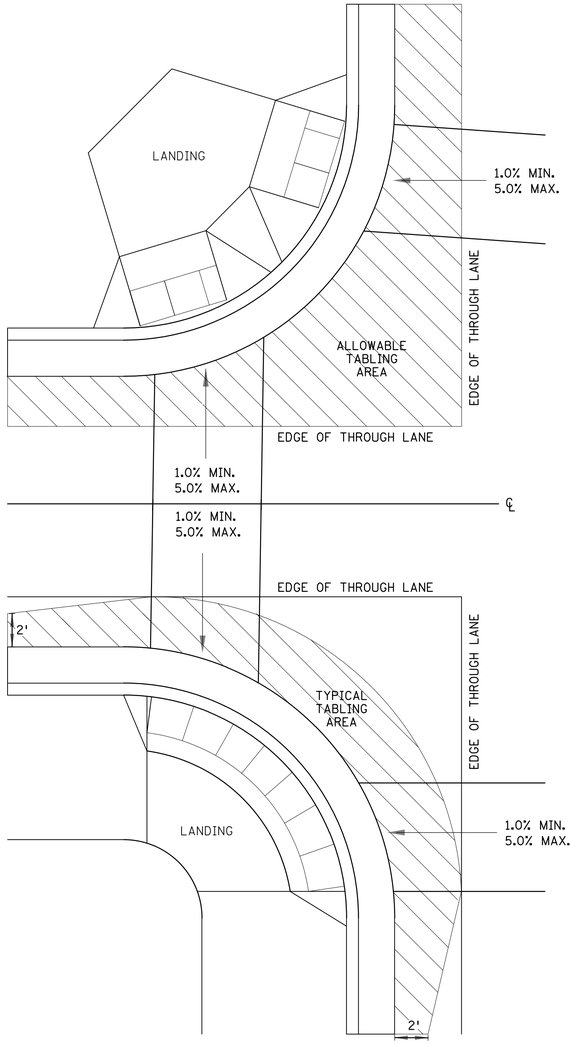
STORM WATER BASIN DETAILS

SHEET

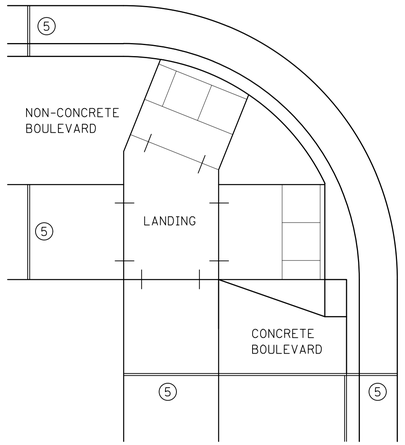
9

OF 82

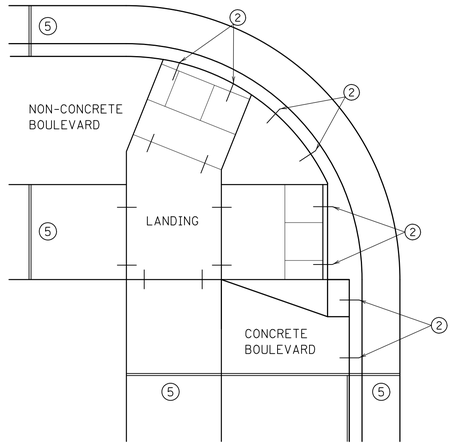
PRELIMINARY NOT FOR CONSTRUCTION



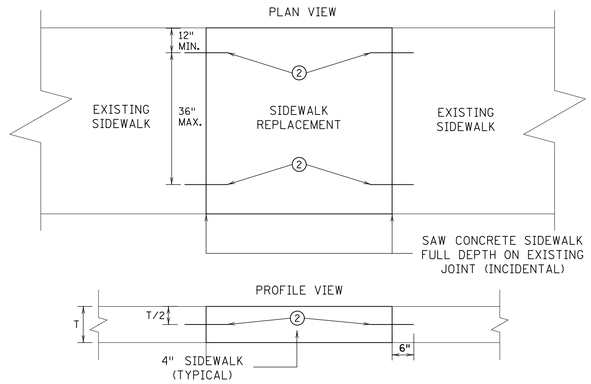
CURB LINE AND ROAD CROSSING ADJUSTMENTS



EXPANSION MATERIAL PLACEMENT FOR CONCRETE AND BITUMINOUS ROADWAYS

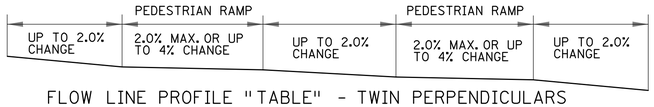


OPTIONAL CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS (4)

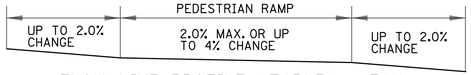


OPTIONAL SIDEWALK REINFORCEMENT

SIDEWALK REINFORCEMENT TO BE USED ONLY WHEN SPECIFIED IN THE PLAN.



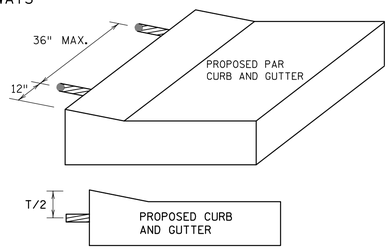
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



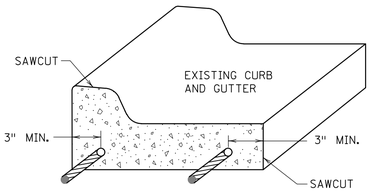
FLOW LINE PROFILE "TABLE" - FAN

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

FLOW LINE PROFILE RAISE - FAN

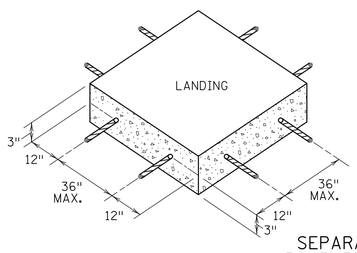


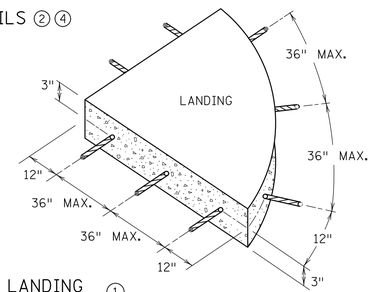
OPTIONAL CURB LINE REINFORCEMENT DETAILS (2)(4)



FOR USE ON CURB RAMP RETROFITS

CURB AND GUTTER REINFORCEMENT (3)





SEPARATE LANDING POUR REINFORCEMENT (1)

"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%. WARPING 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 (ON 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

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.

REVISION:

APPROVED: JANUARY 23, 2017

OPERATIONS ENGINEER

MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE DESIGN ENGINEER

REVISED:

APPROVED: 1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 6 OF 6

PLOT DATE: 5/31/2024 12:00 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

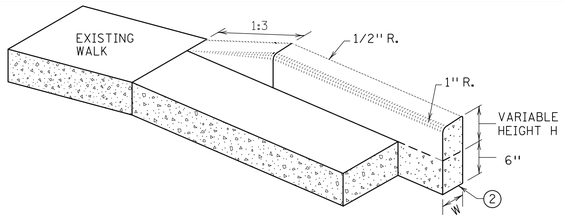
MNDOT PED RAMP DETAILS

SHEET

10

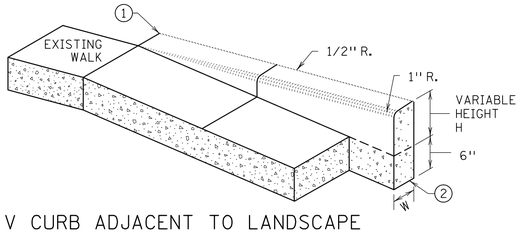
OF 82

PRELIMINARY NOT FOR CONSTRUCTION



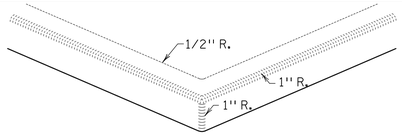
V CURB ADJACENT TO LANDSCAPE

CURB WITHIN SIDEWALK LIMITS

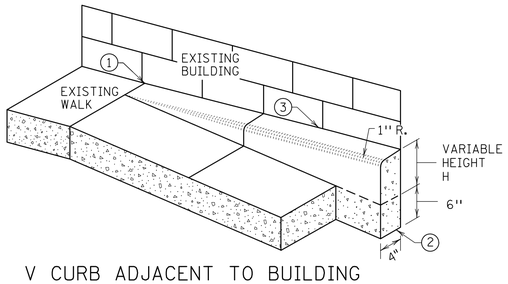


V CURB ADJACENT TO LANDSCAPE

CURB OUTSIDE SIDEWALK LIMITS

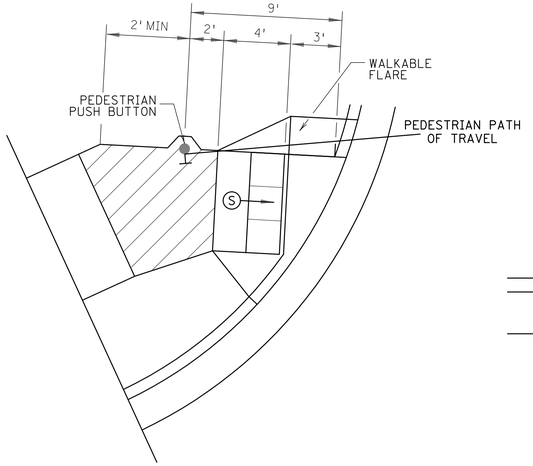


V CURB INTERSECTION



V CURB ADJACENT TO BUILDING OR BARRIER

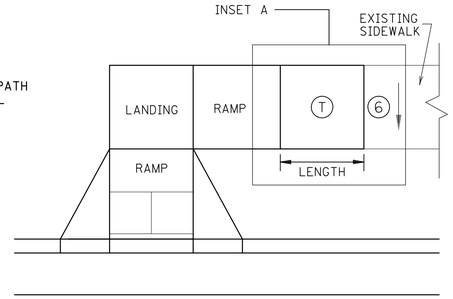
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"

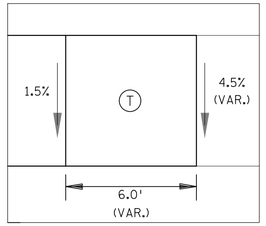


SEMI-DIRECTIONAL RAMP (3,4,9)

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

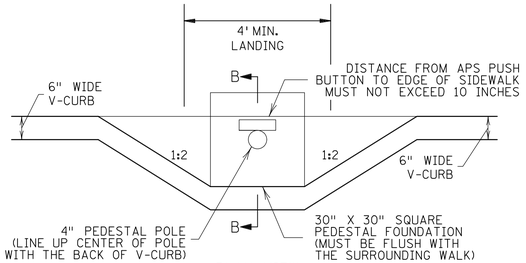
PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)



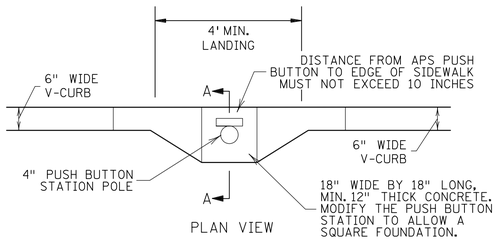


INSET A

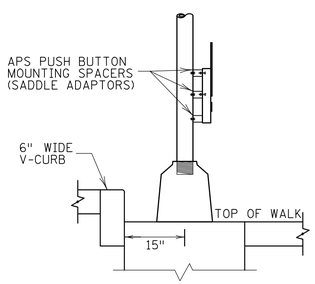
TRANSITION PANEL ④⑤



PLAN VIEW

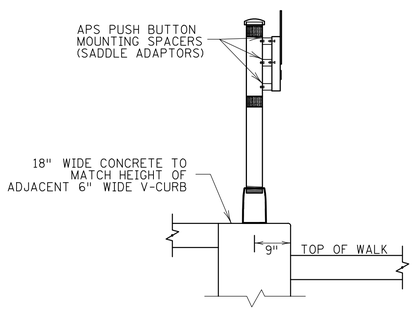


PLAN VIEW



SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

PUSH BUTTON STATION (V-CURB)

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.

- (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%.
- 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.
- (T) 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.

REVISION:

APPROVED: JANUARY 23, 2017

OPERATIONS ENGINEER

MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE DESIGN ENGINEER

REVISED:

APPROVED: 1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 5 OF 6

PLOT DATE: 5/31/2024 12:00 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

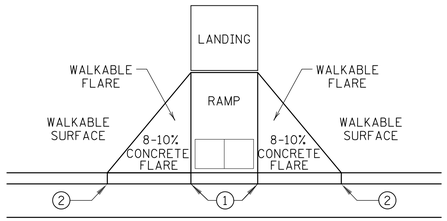
TITLE

MNDOT PED RAMP DETAILS

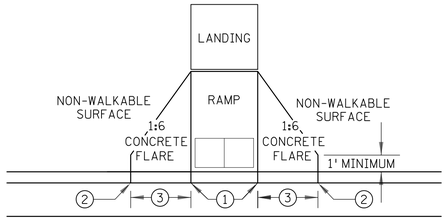
SHEET

11

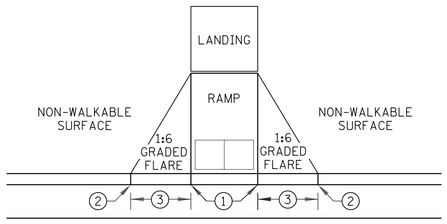
OF 82



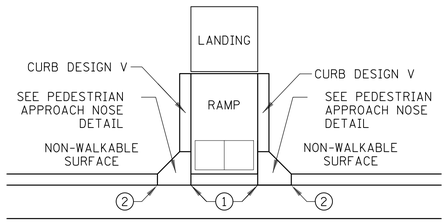
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

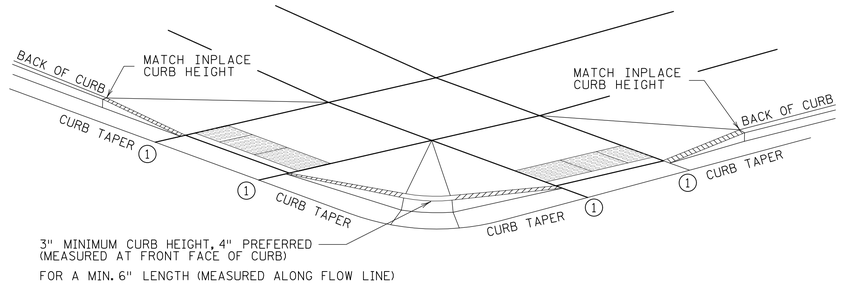


GRADED FLARES

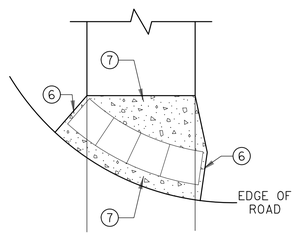


RETURNED CURB ⑤

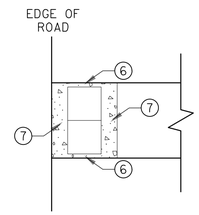
TYPICAL SIDE TREATMENT OPTIONS ④ ⑪



DETECTABLE EDGE WITH ⑧
CURB AND GUTTER

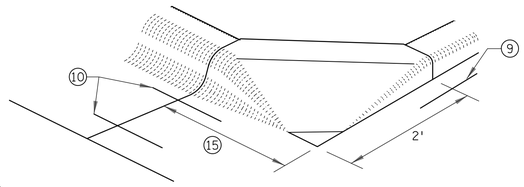


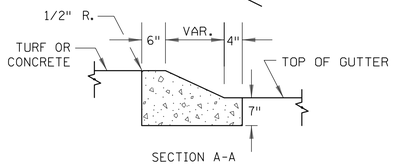
RADIAL DETECTABLE WARNING



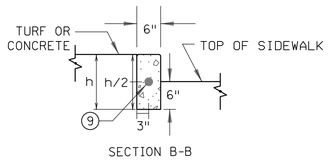
RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

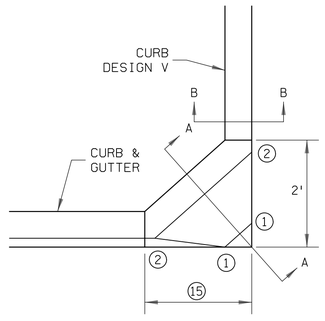




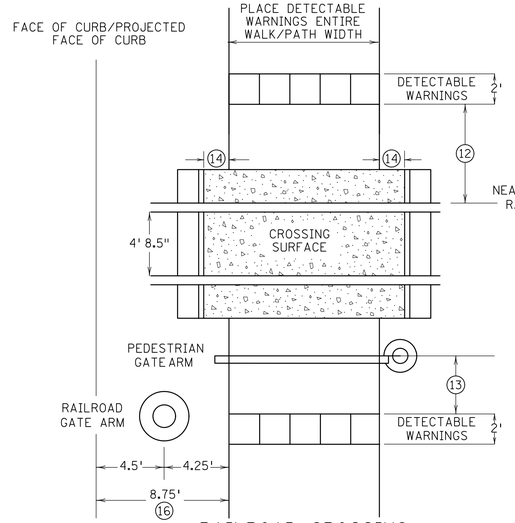
SECTION A-A



SECTION B-B



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.

REVISION:

APPROVED: JANUARY 23, 2017

OPERATIONS ENGINEER

MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE DESIGN ENGINEER

REVISED:

APPROVED: 1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 4 OF 6

PLOT DATE: 5/31/2024 12:01 PM

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

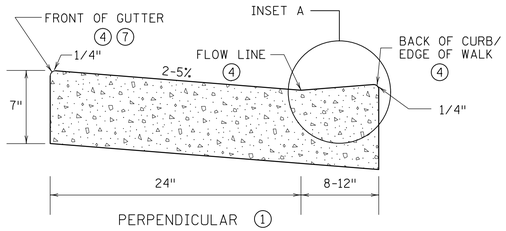
TITLE

MNDOT PED RAMP DETAILS

SHEET

12 OF 82

PRELIMINARY NOT FOR CONSTRUCTION



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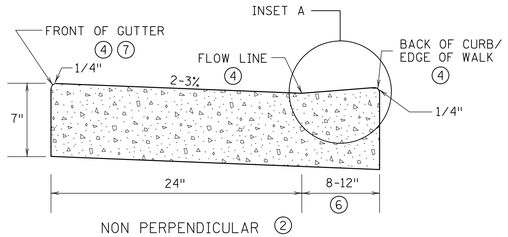

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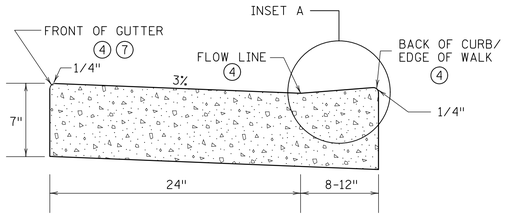
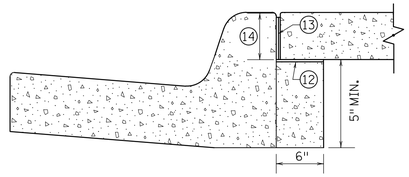


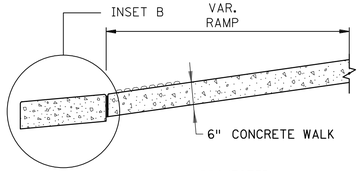
FOR CURB MACHINE PLACEMENT AROUND RADIUS (3)
(REGARDLESS OF RAMP TYPE)

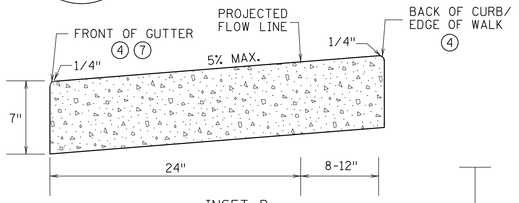
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



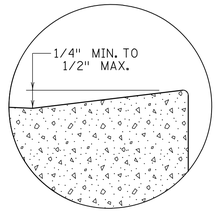
OPTIONAL SILL CURB WHEN SIDEWALK
IS AT BACK OF CURB

CONCRETE SILL TO BE USED ONLY WHEN
SPECIFIED IN THE PLAN.

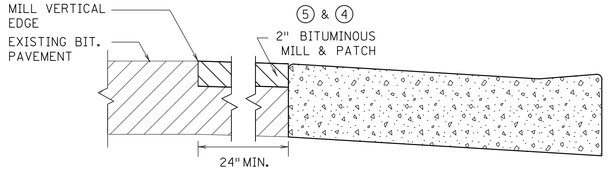


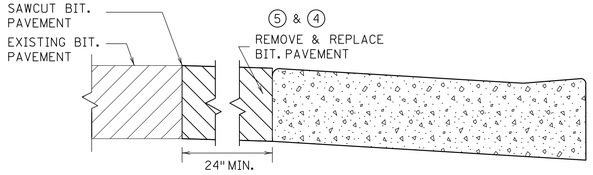


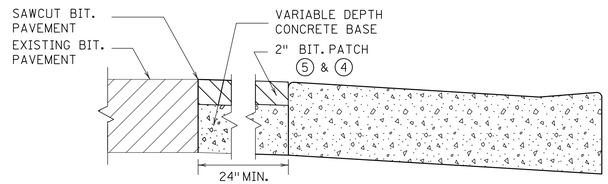
INSET B
OUTFLOW GUTTER (8)



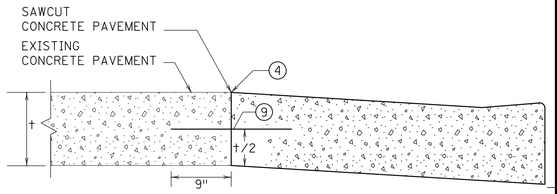
INSET A





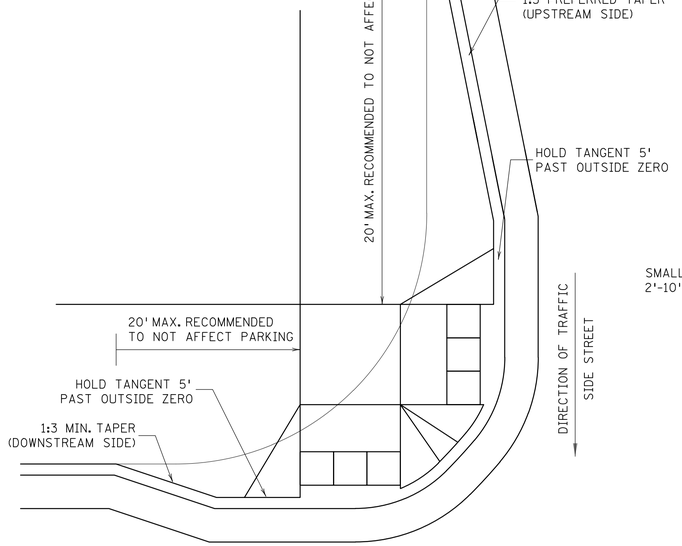


ONLY ALLOWED PER ENGINEER'S APPROVAL



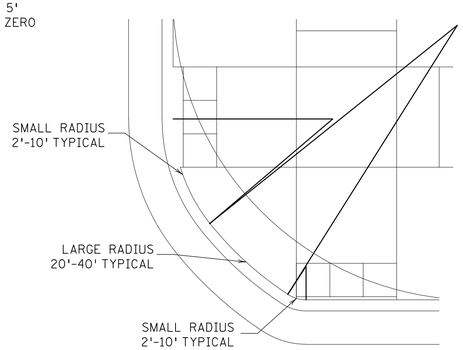
PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) (11)

DIRECTION OF TRAFFIC
MAIN STREET



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, TIERED 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 MNDOT SPEC. 3702.

(14) DIMENSION TO BE SAME AS SIDEWALK THICKNESS, 4" MIN.

REVISION:

APPROVED: JANUARY 23, 2017
OPERATIONS ENGINEER

REVISED:

APPROVED:
1-23-2017
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 3 OF 6

PLOT DATE: 5/31/2024 12:01 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

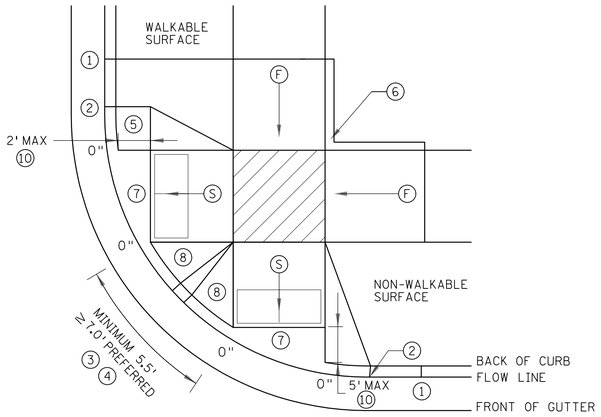
MNDOT PED RAMP DETAILS

SHEET

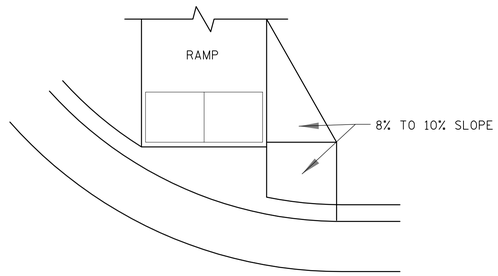
13

OF 82

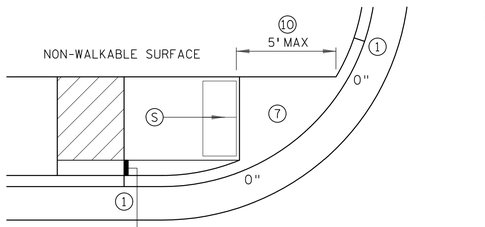
PRELIMINARY NOT FOR CONSTRUCTION



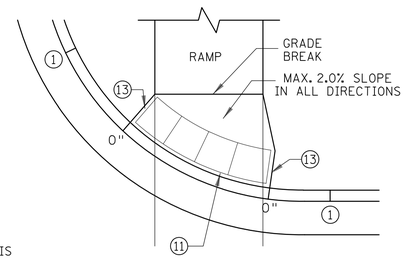
COMBINED DIRECTIONAL ⑨



DIRECTIONAL RAMP WALKABLE FLARE

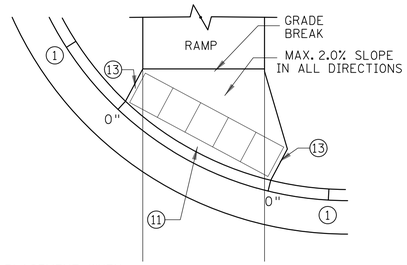


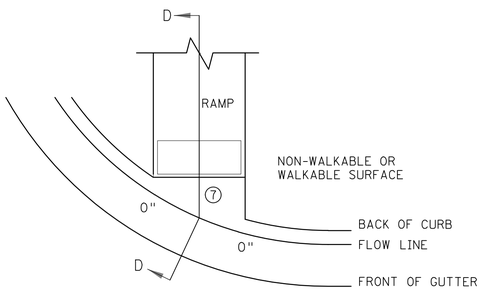
STANDARD ONE-WAY DIRECTIONAL ⑨



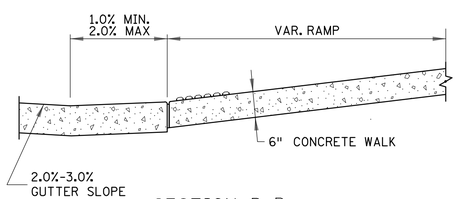
DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

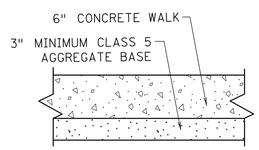




CURB FOR DIRECTIONAL RAMPS ⑭



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 GRADE BREAK 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.

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 ⑩ & ⑪ 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 "BUMP" 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 WARNINGS SHALL COVER 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 EDGE OF 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.

Ⓢ 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%.

Ⓕ 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

MINNESOTA DEPARTMENT OF TRANSPORTATION
STATE DESIGN ENGINEER

REVISED:
APPROVED: 1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 2 OF 6

PLOT DATE: 5/31/2024 12:01 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

MNDOT PED RAMP DETAILS

SHEET
14
OF 82

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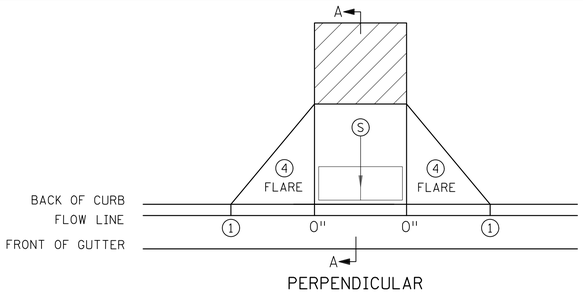

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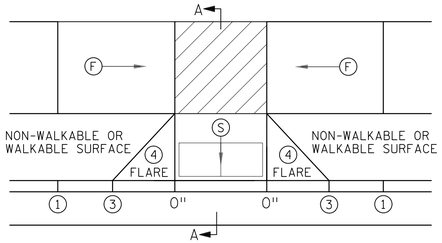

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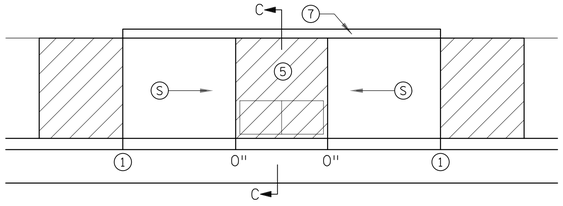
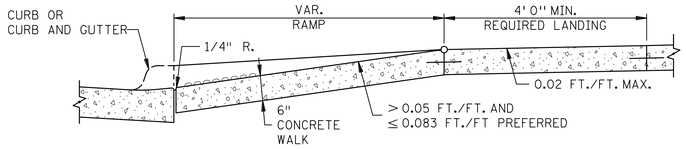
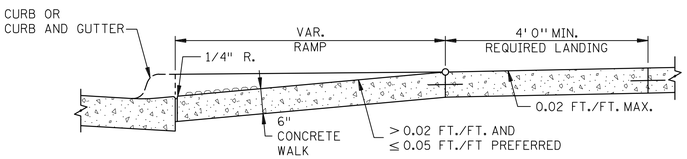


PARALLEL



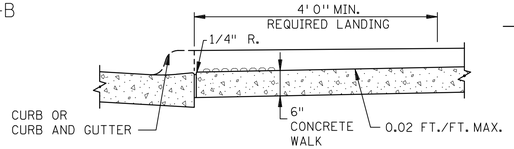
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



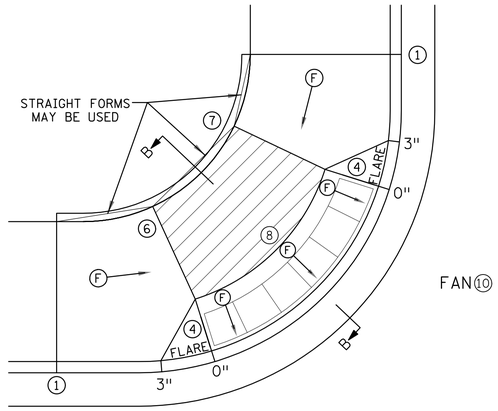
SECTION B-B

FAN

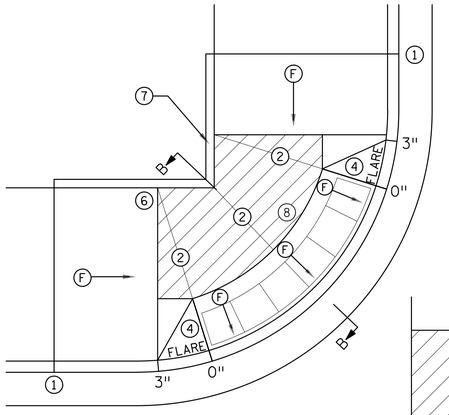


SECTION C-C

PARALLEL/DEPRESSED CORNER

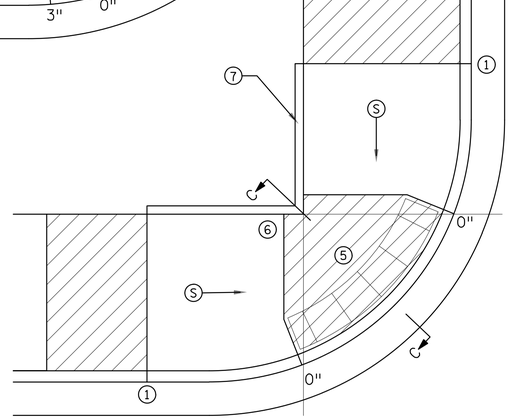


FAN (10)

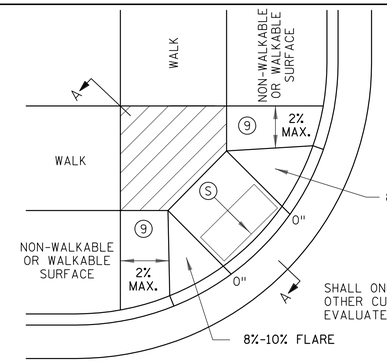


MODIFIED FAN (10)

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 (6) 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

MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE DESIGN ENGINEER

REVISED:

APPROVED: 1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250 | 1 OF 6

PLOT DATE: 5/31/2024 12:01 PM

ISG

FORESTAR

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C0-DETAILS - ADA
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

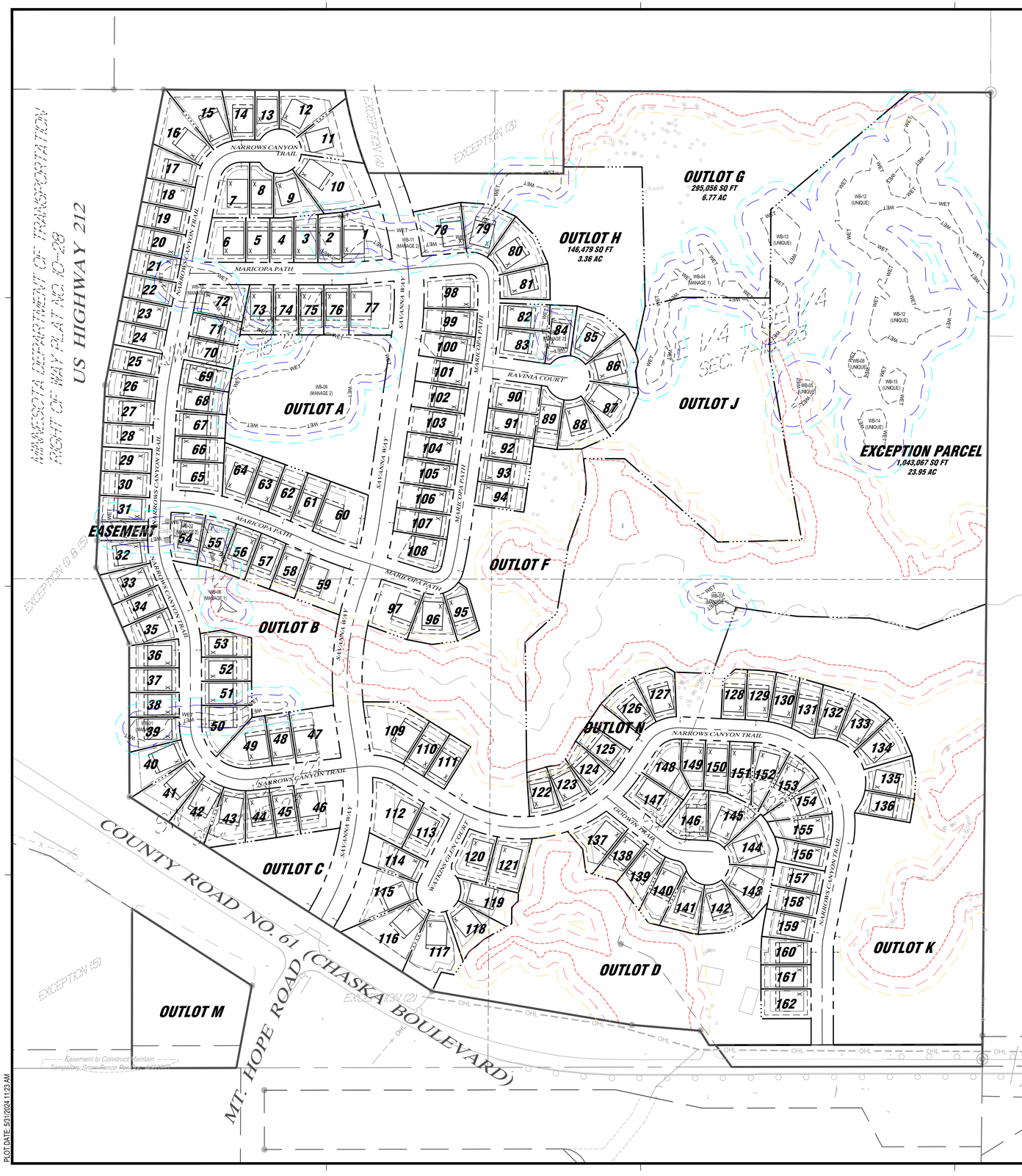
MNDOT PED RAMP DETAILS

SHEET

15

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



PLOT DATE: 5/31/2024 11:22 AM

AREA TABLE

LOT	AREA (SQ FT)	AREA (AC)	USE	DEV. AREA (AC)	NON-DEV. AREA (AC)	PROPOSED OWNERSHIP
EASEMENT	6,888	0.16	MNDOT DRAINAGE EASEMENT	0.00	0.16	MNDOT
EXCEPTION PARCEL	1,043,067	23.95	TO REMAIN UNDER CURRENT OWNERSHIP	0.00	23.95	FRENZ FAMILY
OUTLOT A	148,734	3.41	STORM / WETLAND	0.00	3.41	CITY
OUTLOT B	96,698	2.22	WOODED STEEP SLOPES	0.00	2.22	CITY
OUTLOT C	39,564	0.91	STORM	0.00	0.91	CITY
OUTLOT D	272,789	6.26	WOODED STEEP SLOPES	0.00	6.26	CITY
OUTLOT F	250,630	5.75	WOODED STEEP SLOPES	0.00	5.75	CITY
OUTLOT G	295,056	6.77	PARKLAND DEDICATION	4.01	2.76	CITY
OUTLOT H	146,479	3.36	STORM	0.00	3.36	CITY
OUTLOT J	244,27	5.61	FUTURE DEVELOPMENT OR PARK	4.61	1.00	FORESTAR
OUTLOT K	457,700	10.51	WOODED STEEP SLOPES AND STORM SEWER	0.00	10.51	CITY
OUTLOT M	100,715	2.31	FUTURE DEVELOPMENT	2.31	0.00	FORESTAR
OUTLOT N	7,590	0.17	WOODED STEEP SLOPES AND OPEN SPACE	0.00	0.17	CITY

EXISTING LEGAL DESCRIPTION:
(Per Title Commitment No. CA 32554)

The Southeast Quarter of Section 7, Township 115, Range 23, excepting therefrom five parcels of land to be described:

1. Parcel 8, Minnesota Department of Transportation Right-of-Way Plat Numbered 10-29, Carver County, Minnesota.
2. Parcel 9, Minnesota Department of Transportation Right-of-Way Plat Numbered 10-29, Carver County, Minnesota.
3. That part of the Southeast Quarter of Section 7, Township 115, Range 23, Carver County, Minnesota described as follows: Commencing at the East Quarter corner of said Section 7; thence North 89 degrees 48 minutes 03 seconds West assumed bearing along the North line of said Southeast Quarter, a distance of 1151.12 feet to the point of beginning; thence South 00 degrees 11 minutes 57 seconds West, perpendicular to said North line of the Southeast Quarter, a distance of 223.00 feet to the South line of the North 223.00 feet of said Southeast Quarter of said Section 7; thence North 89 degrees 48 minutes 03 seconds West along said South line of the North 223.00 feet, a distance of 441.33 feet; thence North 20 degrees 29 minutes 12 seconds West, 51.30 feet; thence northwesterly 182.07 feet along a tangential curve concave to the northeast having a radius of 1060.00 feet and central angle of 9 degrees 50 minutes 29 seconds to said North line of the Southeast Quarter; thence South 89 degrees 48 minutes 03 seconds East along said North line of the Southeast Quarter, 508.85 feet to the point of beginning.
4. That part of the Southeast Quarter Section 7, Township 115, Range 23, Carver County, Minnesota described as follows: Commencing at the East Quarter corner of said Section 7; thence North 89 degrees 48 minutes 03 seconds West assumed bearing along the North line of said Southeast Quarter, a distance of 1151.12 feet; thence South 00 degrees 11 minutes 57 seconds West, perpendicular to said North line of the Southeast Quarter, a distance of 223.00 feet to the South line of the North 223.00 feet of said Southeast Quarter of said Section 7; thence North 89 degrees 48 minutes 03 seconds West along said South line of the North 223.00 feet, a distance of 441.33 feet to the point of beginning; thence North 20 degrees 29 minutes 12 seconds West, 51.30 feet; thence northwesterly 182.07 feet along a tangential curve concave to the northeast having a radius of 1060.00 feet and central angle of 9 degrees 50 minutes 29 seconds to said North line of the Southeast Quarter; thence North 89 degrees 48 minutes 03 seconds West along said North line of the Southeast Quarter 81.35 feet; thence southeasterly 211.12 feet along a non-tangential curve concave to the northeast having a radius of 1140.00 feet, central angle of 10 degrees 36 minutes 38 seconds and chord bearing of South 15 degrees 10 minutes 53 seconds East; thence South 20 degrees 29 minutes 12 seconds East tangent to last described curve 21.09 feet to said South line of the North 223.00 feet of the Northeast Quarter; thence South 89 degrees 48 minutes 03 seconds East along said South line of the North 223.00 feet, a distance of 85.51 feet to the point of beginning.
5. Beginning at the northwest corner of the Southwest Quarter of the Southeast Quarter of Section 7, Township 115, Range 23; thence East on quarter section line 4.26 chains; thence South 26 degrees 30 minutes East 2.9 chains; thence South 17.37 chains to south line of said Section 7; thence West on said south section line 5.57 chains to southwest corner of said Southwest Quarter of the Southeast Quarter of said Section; thence North on quarter section line 20.00 chains to place of beginning, Carver County, Minnesota.

AND
Commencing at the Southeast corner of said Section 7, thence running North on the Section line 19.62 chains to a post in a creek; thence South 69 degrees West 3.00 chains along the creek; thence North 77 degrees West 2.00 chains; thence North 89 degrees West 3.00 chains; thence North 82 degrees West 2.50 chains; thence South 19 degrees West 14.50 chains; thence South 66.50 degrees East 1.55 chains; thence South 36.50 degrees East 5.63 chains to a post in the line between Sections 7 and 8; thence East along said line 10.62 chains to the place of beginning containing 24.50 acres, more or less, Carver County, Minnesota.

The Southeast Quarter of the Southwest Quarter of Section 7, Township 115, Range 23.

Beginning at the center of Section 7, Township 115, Range 23; thence East on quarter section line 6.7 chains; thence South 11 degrees West 12.30 chains; thence South 4 degrees West 7.5 chains; thence South 26 degrees 30 minutes East 2 rods to quarter section line; thence West on quarter section line 4.26 chains to southwest corner of the Northwest Quarter of Southeast Quarter of said Section 7; thence North on quarter section line 20 chains to place of beginning.

OWNERS / DEVELOPERS:
Forestar (USA) Real Estate Group Inc.
2221 E. Lamar Blvd., Suite 790
Arlington, TX 76006

SURVEYOR:
ISG
7900 International Drive Suite 550
Minneapolis, MN 55425
952-426-0699

EXISTING PROPERTY:
ZONED: O - Open Development

FLOOD ZONE:
The surveyed premises appears to be classified as Flood Zone X (area of minimal flood hazard according to Flood Insurance Rate Map Community Panel Numbers 27019C0219D and 27019C0217D, published by the Federal Emergency Management Agency, effective date December 21, 2018.

N

0 150 300
SCALE IN FEET

ISG

FORESTAR

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DATE_____ LIC. NO._____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PPLAT
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

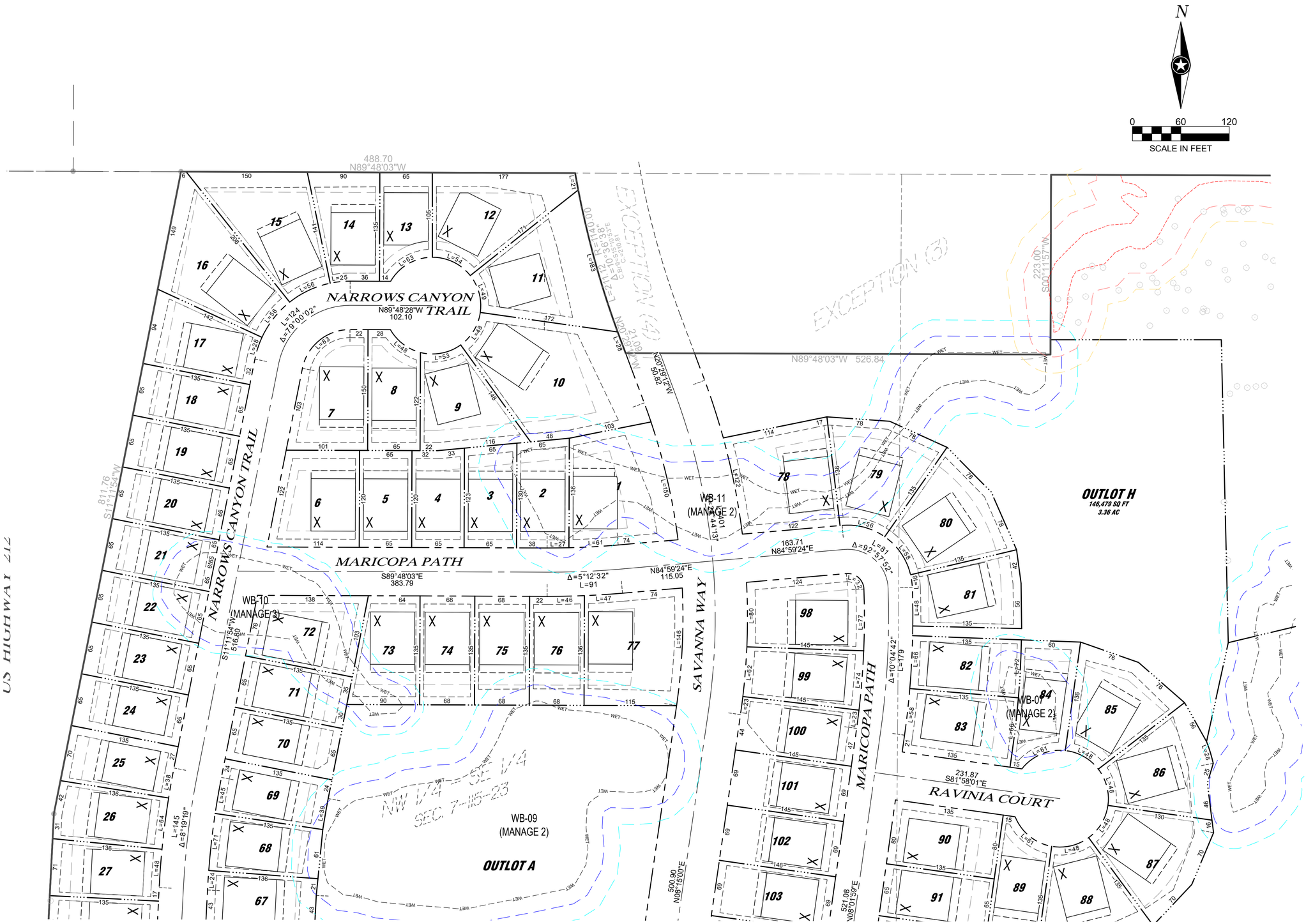
PRELIMINARY PLAT

SHEET

16

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



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FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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CLIENT PROJECT NO.	-

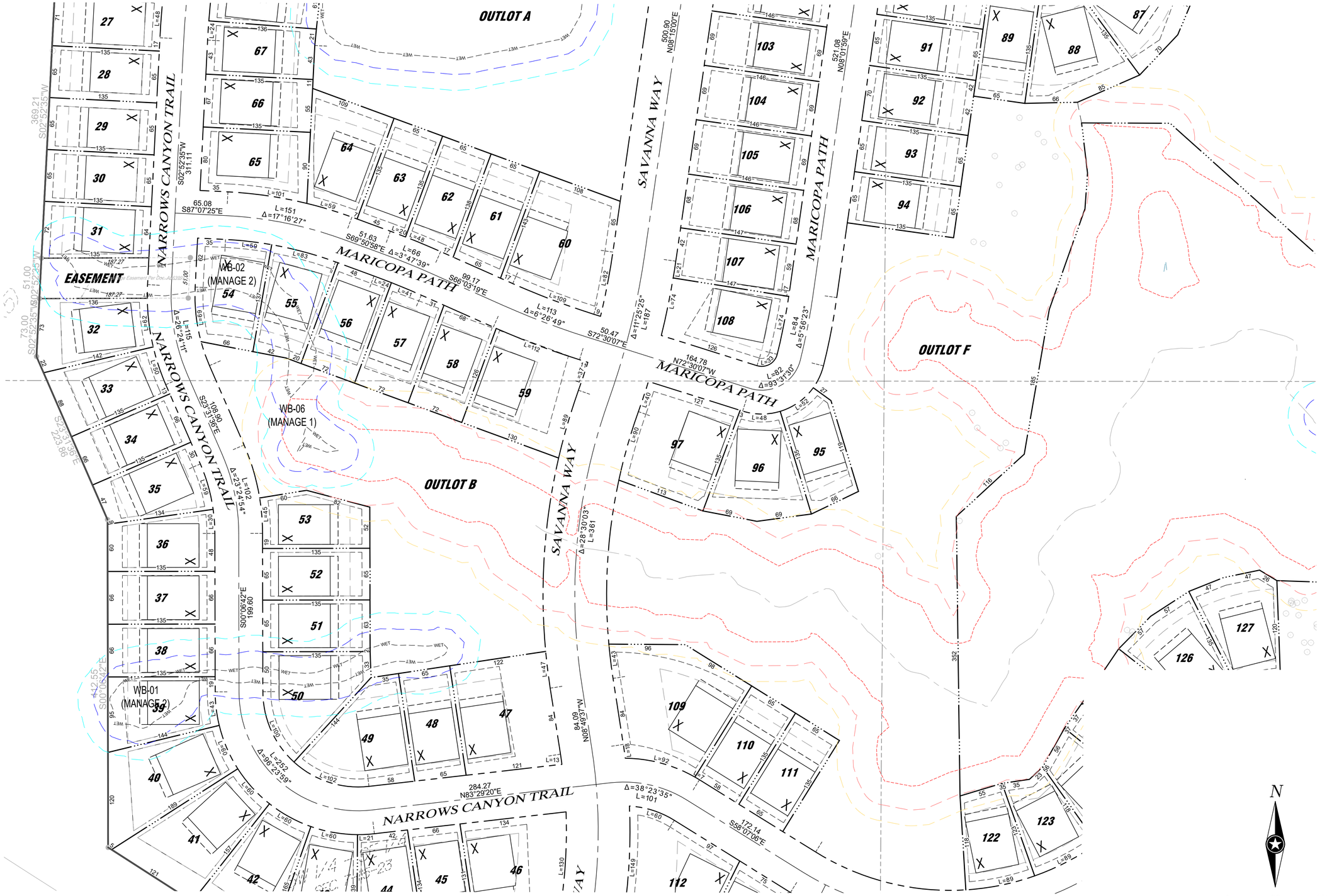
TITLE

PRELIMINARY PLAT (N)

SHEET

17 OF 82

PLOT DATE: 5/31/2024 11:23 AM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PPLAT
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

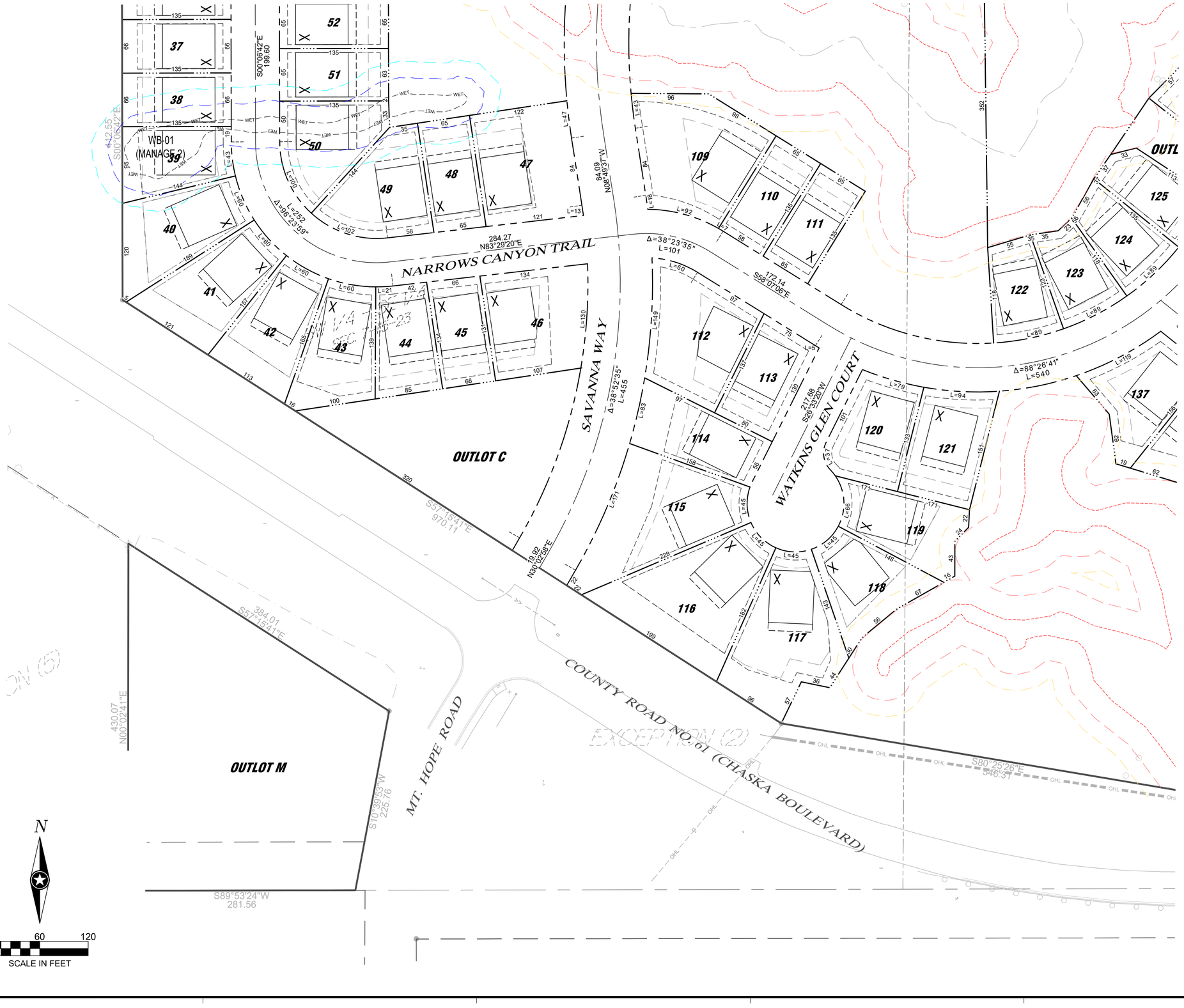
PRELIMINARY PLAT (CENTRAL)

SHEET

18

OF 82

PLOT DATE: 5/31/2024 11:24 AM



PLOT DATE: 5/31/2024 11:24 AM

PRELIMINARY NOT FOR CONSTRUCTION

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HIGHPOINT VISTAS

CHASKA MN

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PROJECT NO.	22-27575
FILE NAME	27575 PPLAT
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DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

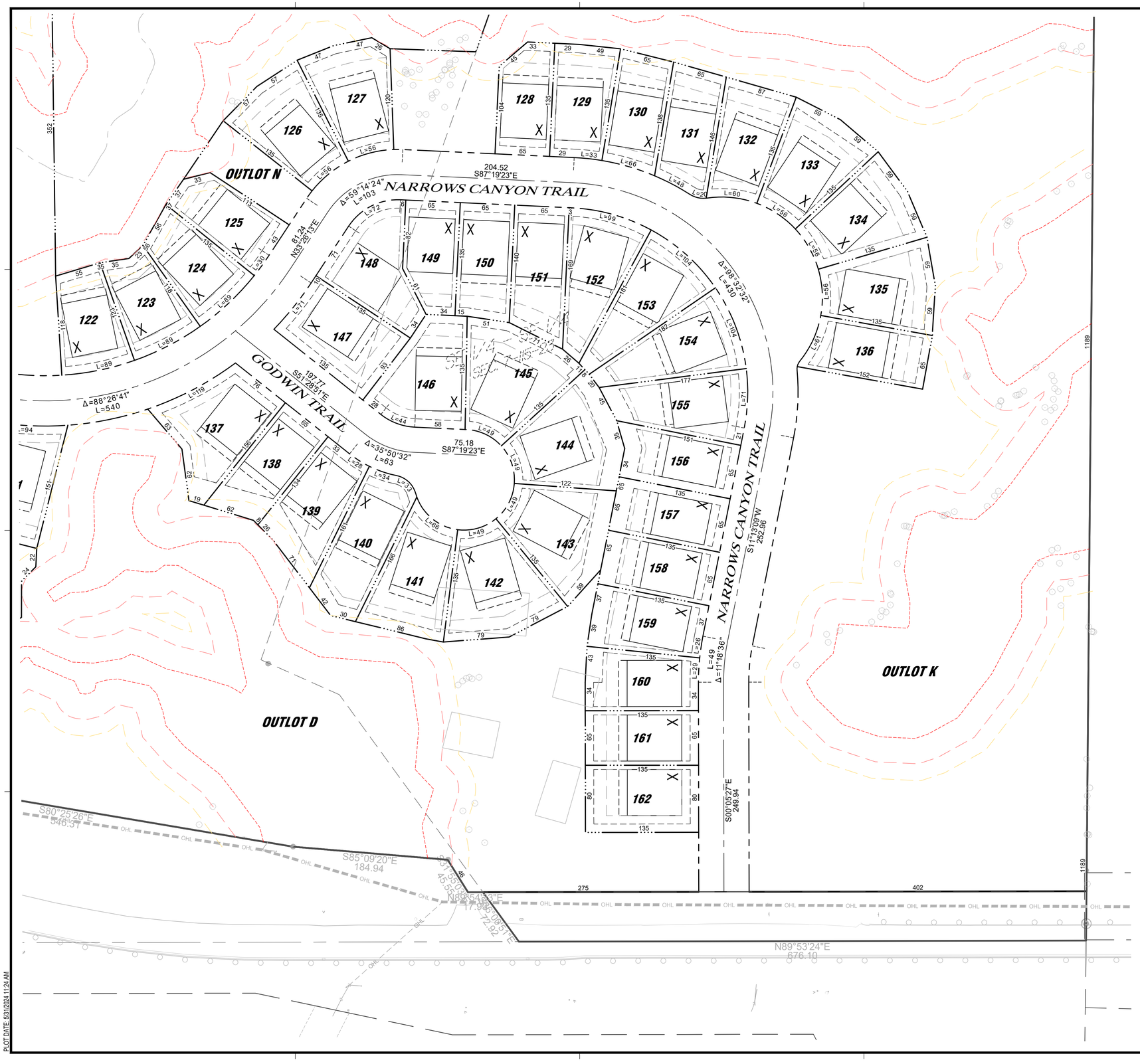
TITLE

PRELIMINARY PLAT (SW)

SHEET

19

OF 82



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PRELIMINARY NOT FOR CONSTRUCTION

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

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DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

PRELIMINARY PLAT (SE)

SHEET

20

OF 82

US HIGHWAY 212
COUNTY ROAD NO. 61 (CHASKA BOULEVARD)
MT. HOPE ROAD
LANO LANE
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT F
OUTLOT G
295,056 SQ FT
6.77 AC
OUTLOT H
140,473 SQ FT
3.23 AC
OUTLOT J
OUTLOT K
OUTLOT M
OUTLOT N
EXCEPTION PARCEL
1,043,067 SQ FT
23.95 AC
EASEMENT
MARIGOLD CIRCLE
MARIGOLD COURT
MARIGOLD GATE
MARIGOLD WAY
MARIGOLD PATH
MARIGOLD TRAIL
MARIGOLD CANYON TRAIL
MARIGOLD OAK TRAIL
MARIGOLD GLEN
MARIGOLD OAK TRAIL
MARIGOLD RIDGE
MARIGOLD CANYON
MARIGOLD OAK
MARIGOLD GLEN
MARIGOLD OAK

EROSION CONTROL LEGEND

SYMBOL	DESCRIPTION
	RANDOM RIPRAP, CLASS III
PC	PERIMETER CONTROL
SF	SILT FENCE, PREASSEMBLED
TPF TPF	TREE PROTECTION FENCE

	STORM DRAIN INLET PROTECTION
	CULVERT END CONTROL
	SEDIMENT CONTROL LOG
	STABILIZED CONSTRUCTION EXIT
	EROSION CONTROL BLANKET, CATEGORY 30

	TURF REINFORCEMENT MAT, CATEGORY 74
	CONCRETE WASHOUT AREA
	EXISTING DRAINAGE ARROW
	PROPOSED DRAINAGE ARROW
101	EXISTING CONTOUR (MINOR INTERVAL)

100	EXISTING CONTOUR (MAJOR INTERVAL)
101	PROPOSED CONTOUR (MINOR INTERVAL)
100	PROPOSED CONTOUR (MAJOR INTERVAL)

PERIMETER CONTROL CAN BE SILT FENCE OR SEDIMENT CONTROL LOG.

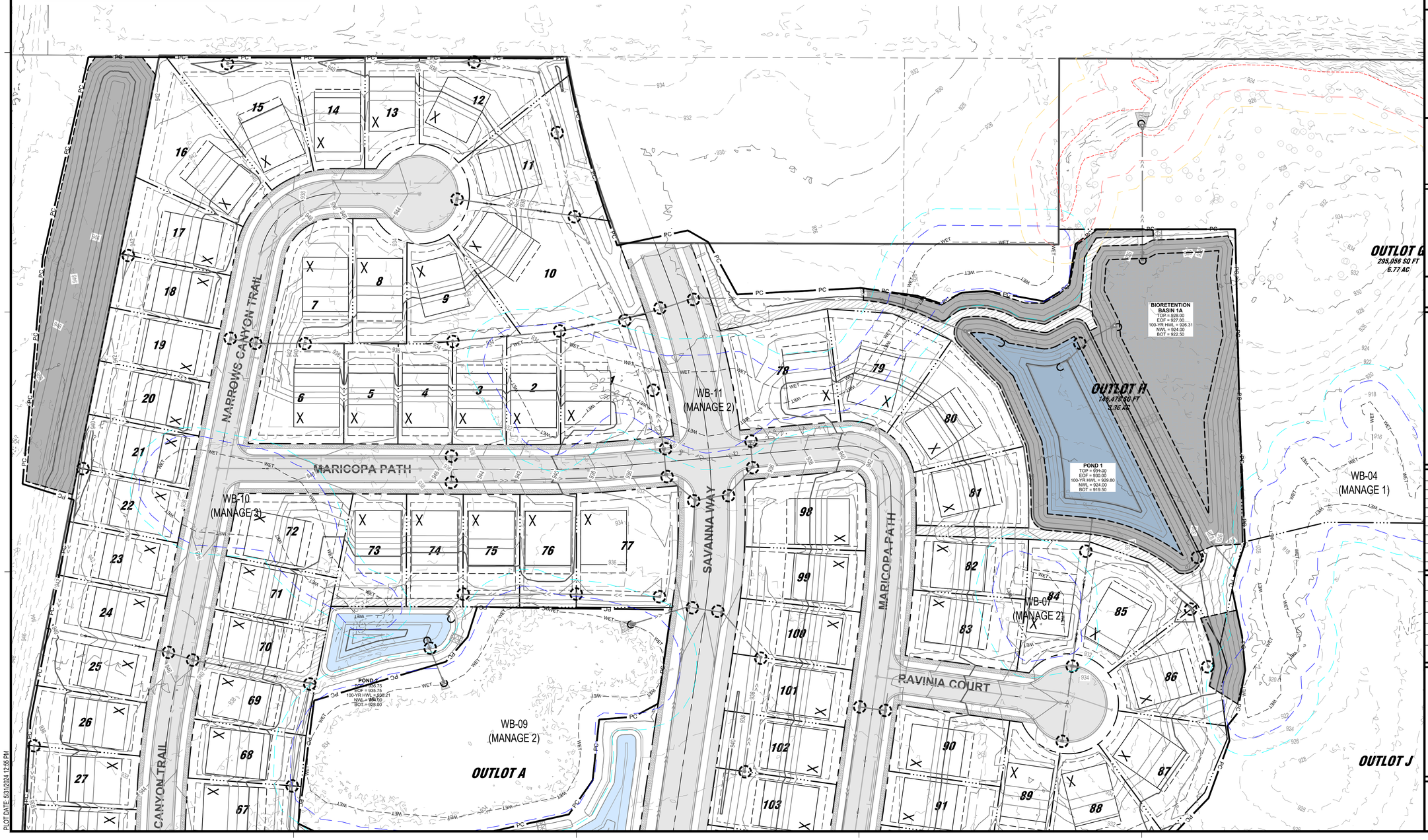
SEE SITE RESTORATION PLAN FOR FINAL TURF ESTABLISHMENT.

NOTE: SWPPP COVERAGE INCLUDES ELECTRIC, GAS, TELEPHONE, AND CABLE INSTALLATION; EACH COMPANY OR THEIR SUBCONTRACTOR IS RESPONSIBLE TO FOLLOW THE REQUIREMENTS OF THIS SWPPP INCLUDING PROVIDING THEIR OWN RESTORATION IF INSTALLATION OCCURS AFTER PRIMARY INSTALLATION OF SEEDING/SODDING/MULCHING DURING CONSTRUCTION OF EACH UTILITY.

N

0 60 120

SCALE IN FEET



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C1-SWPPP
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

PROPOSED SWPPP (N)

SHEET

22 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

EROSION CONTROL LEGEND

SYMBOL	DESCRIPTION
	RANDOM RIPRAP, CLASS III
PC	PERIMETER CONTROL
SF	SILT FENCE, PREASSEMBLED
TPF TPF	TREE PROTECTION FENCE
	STORM DRAIN INLET PROTECTION
	CULVERT END CONTROL
	SEDIMENT CONTROL LOG
	STABILIZED CONSTRUCTION EXIT
	EROSION CONTROL BLANKET, CATEGORY 30
	TURF REINFORCEMENT MAT, CATEGORY 74
	CONCRETE WASHOUT AREA
	EXISTING DRAINAGE ARROW
	PROPOSED DRAINAGE ARROW
101	EXISTING CONTOUR (MINOR INTERVAL)
100	EXISTING CONTOUR (MAJOR INTERVAL)
101	PROPOSED CONTOUR (MINOR INTERVAL)
100	PROPOSED CONTOUR (MAJOR INTERVAL)

PERIMETER CONTROL CAN BE SILT FENCE OR SEDIMENT CONTROL LOG.

SEE SITE RESTORATION PLAN FOR FINAL TURF ESTABLISHMENT.

NOTE: SWPPP COVERAGE INCLUDES ELECTRIC, GAS, TELEPHONE, AND CABLE INSTALLATION. EACH COMPANY OR THEIR SUBCONTRACTOR IS RESPONSIBLE TO FOLLOW THE REQUIREMENTS OF THIS SWPPP INCLUDING PROVIDING THEIR OWN RESTORATION IF INSTALLATION OCCURS AFTER PRIMARY INSTALLATION OF SEEDING/SODDING/MULCHING DURING CONSTRUCTION OF EACH UTILITY.

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

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FILE NAME	27575 C1-SWPPP
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

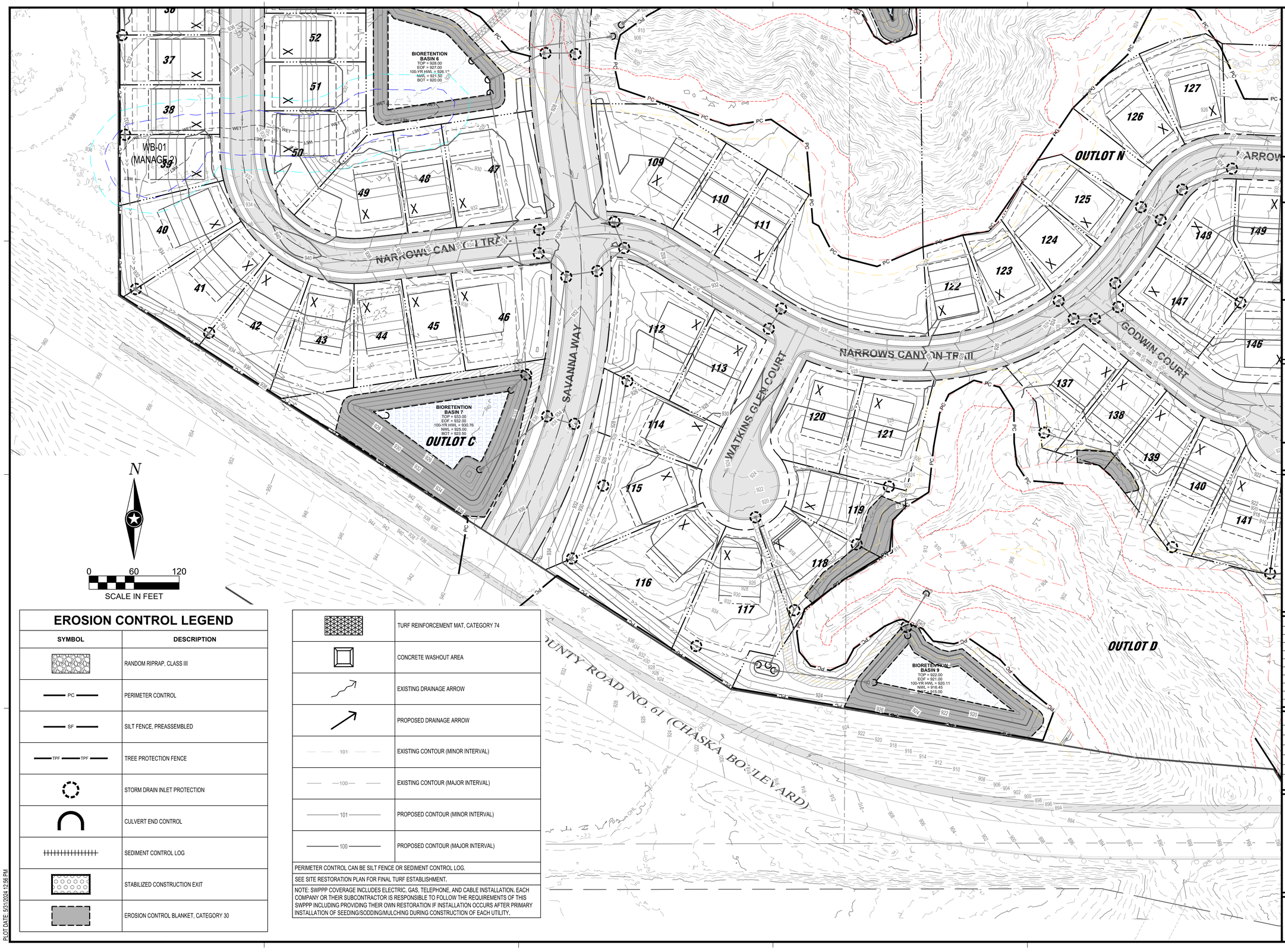
PROPOSED SWPPP (CENTRAL)

SHEET

23 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 12:55 PM



EROSION CONTROL LEGEND

SYMBOL	DESCRIPTION
	RANDOM RIPRAP, CLASS III
PC	PERIMETER CONTROL
SF	SILT FENCE, PREASSEMBLED
TPF TPF	TREE PROTECTION FENCE
	STORM DRAIN INLET PROTECTION
	CULVERT END CONTROL
	SEDIMENT CONTROL LOG
	STABILIZED CONSTRUCTION EXIT
	EROSION CONTROL BLANKET, CATEGORY 30
	TURF REINFORCEMENT MAT, CATEGORY 74
	CONCRETE WASHOUT AREA
	EXISTING DRAINAGE ARROW
	PROPOSED DRAINAGE ARROW
101	EXISTING CONTOUR (MINOR INTERVAL)
100	EXISTING CONTOUR (MAJOR INTERVAL)
101	PROPOSED CONTOUR (MINOR INTERVAL)
100	PROPOSED CONTOUR (MAJOR INTERVAL)

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PLOT DATE: 5/31/2024 12:56 PM

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C1-SWPPP
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

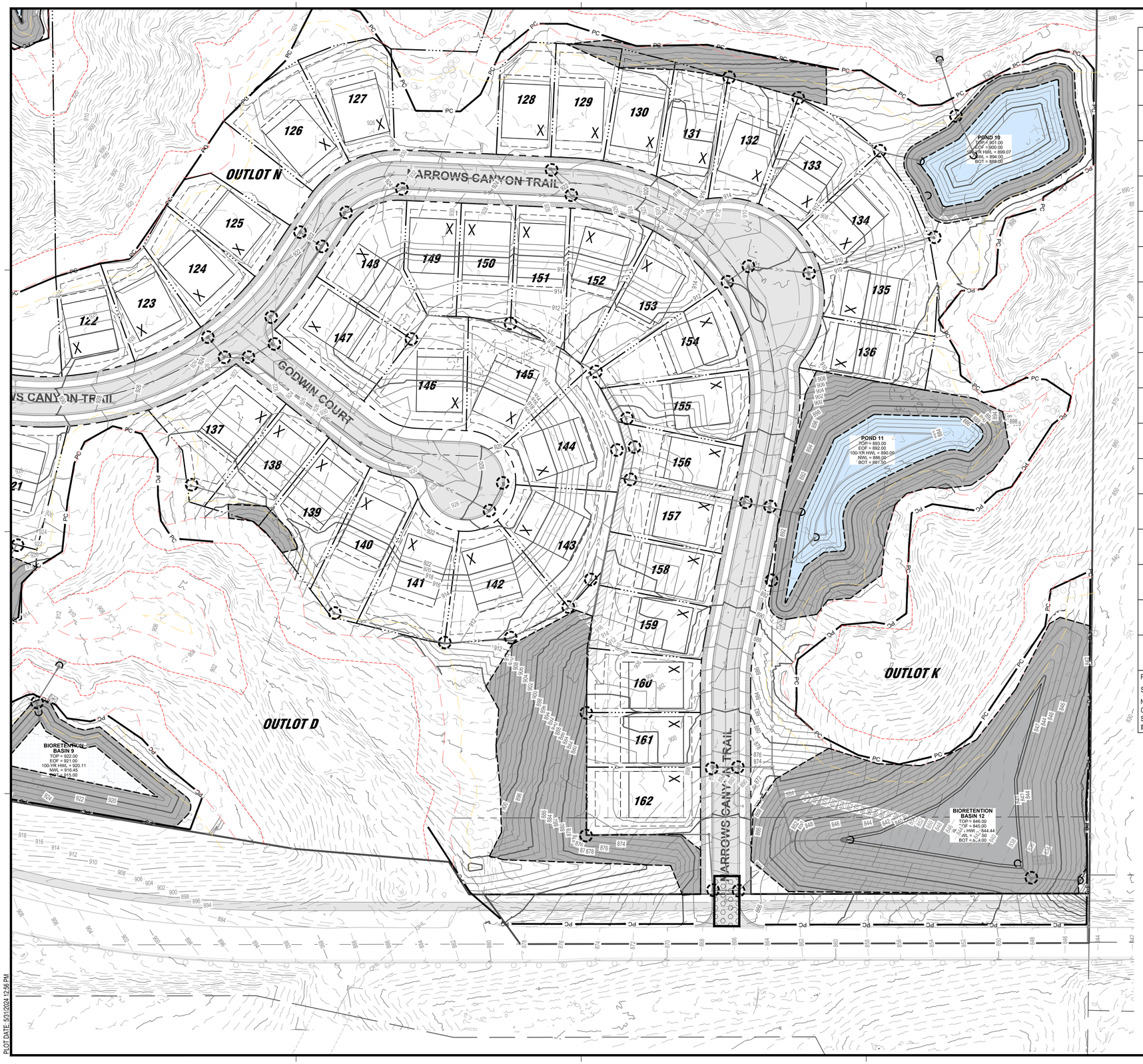
TITLE

PROPOSED SWPPP (SW)

SHEET

24 OF 82

PRELIMINARY NOT FOR CONSTRUCTION



EROSION CONTROL LEGEND

SYMBOL	DESCRIPTION
	RANDOM RIPRAP, CLASS III
PC	PERIMETER CONTROL
SF	SILT FENCE, PREASSEMBLED
TPF TPF	TREE PROTECTION FENCE
	STORM DRAIN INLET PROTECTION
	CULVERT END CONTROL
	SEDIMENT CONTROL LOG
	STABILIZED CONSTRUCTION EXIT
	EROSION CONTROL BLANKET, CATEGORY 30
	TURF REINFORCEMENT MAT, CATEGORY 74
	CONCRETE WASHOUT AREA
	EXISTING DRAINAGE ARROW
	PROPOSED DRAINAGE ARROW
101	EXISTING CONTOUR (MINOR INTERVAL)
100	EXISTING CONTOUR (MAJOR INTERVAL)
101	PROPOSED CONTOUR (MINOR INTERVAL)
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N

0 60 120

SCALE IN FEET

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C1-SWPPP
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

PROPOSED SWPPP (SE)

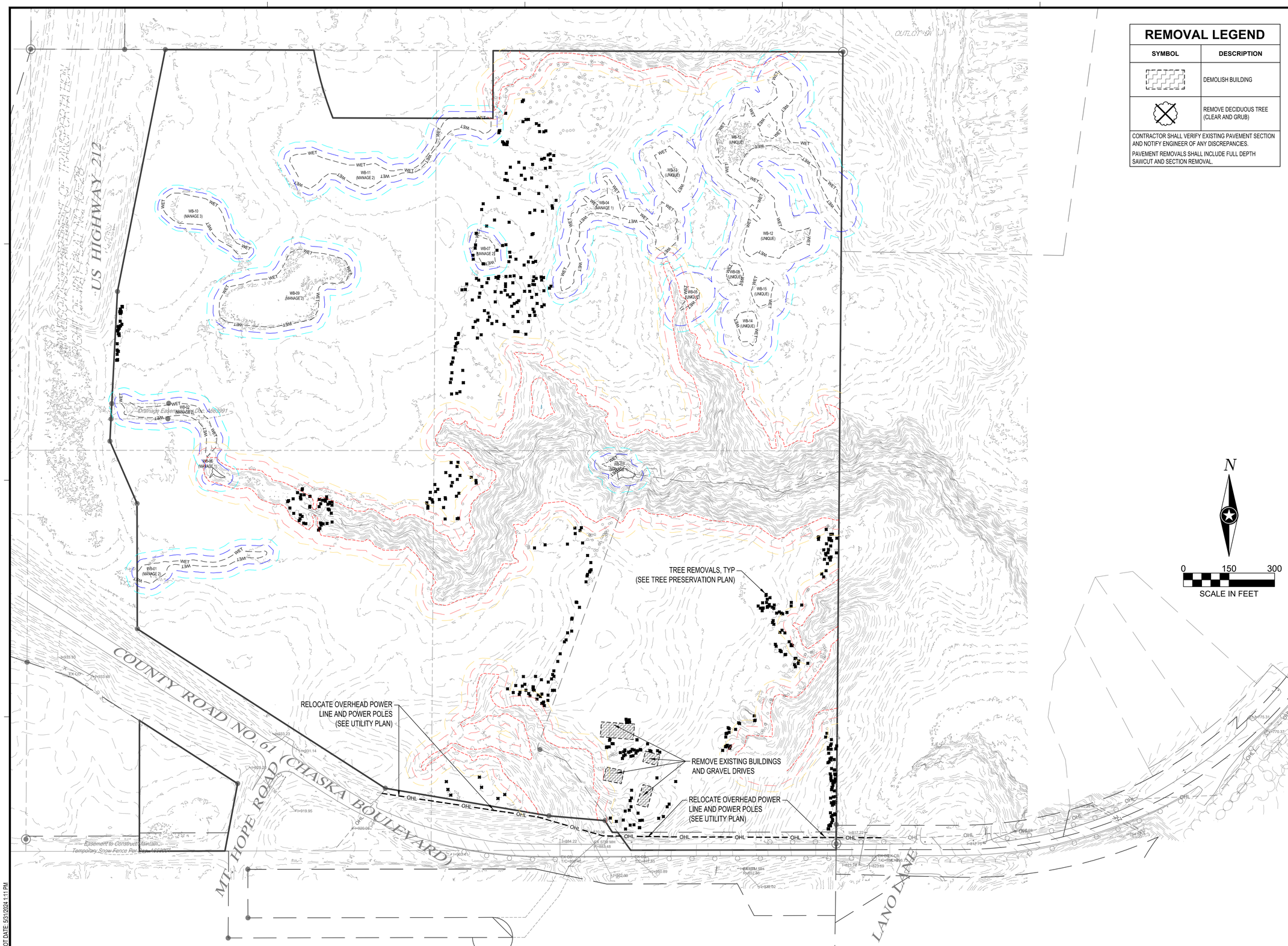
SHEET

25

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 12:56 PM



REMOVAL LEGEND

SYMBOL	DESCRIPTION
	DEMOLISH BUILDING
	REMOVE DECIDUOUS TREE (CLEAR AND GRUB)

CONTRACTOR SHALL VERIFY EXISTING PAVEMENT SECTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

PAVEMENT REMOVALS SHALL INCLUDE FULL DEPTH SAWCUT AND SECTION REMOVAL.

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-EXIST
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

EXISTING SITE AND REMOVAL PLAN

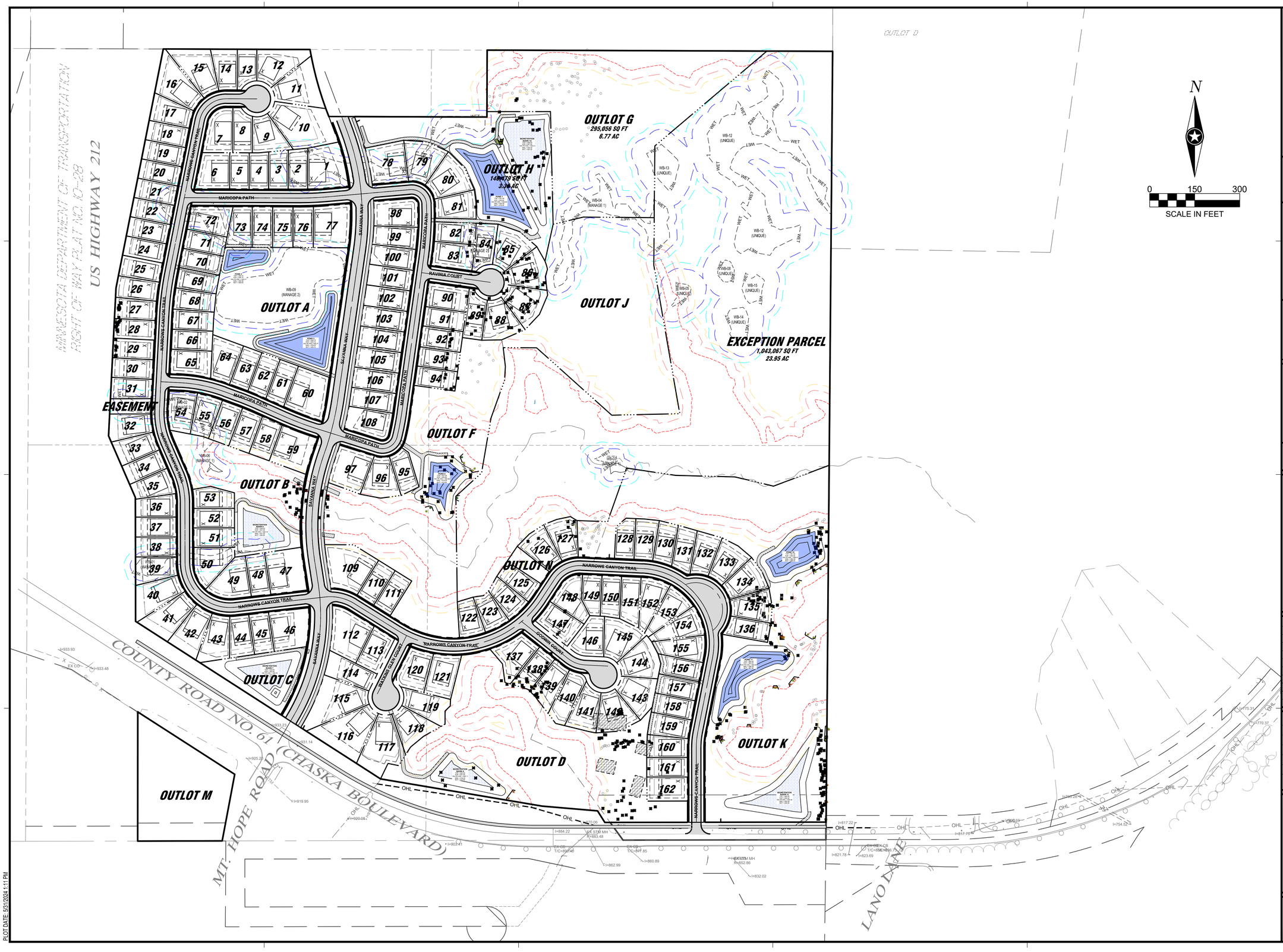
SHEET

26

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 1:11 PM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES SITE OVERLAY
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

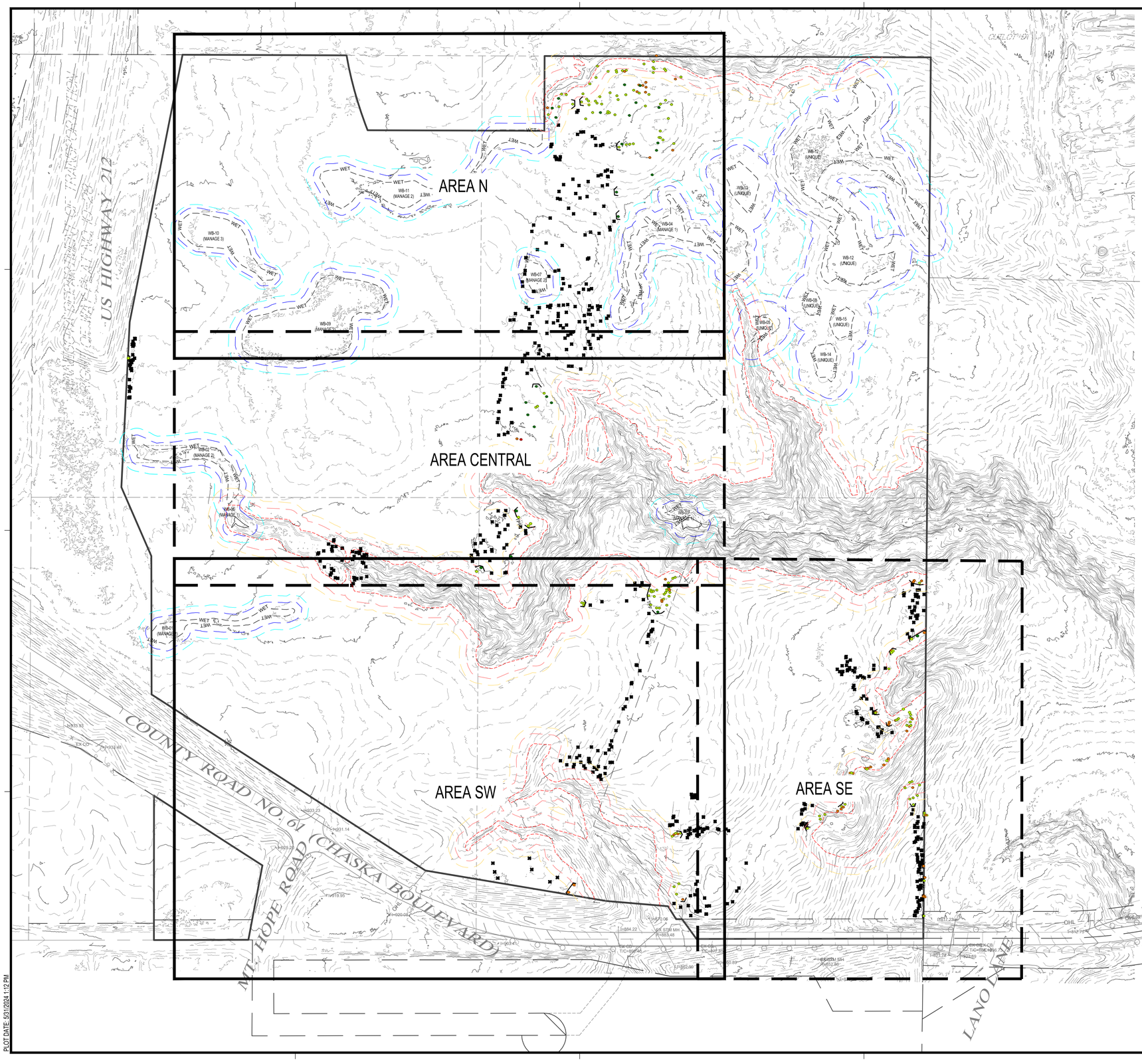
TREE PRESERVATION OVERLAY

SHEET

27

OF 82

PLOT DATE: 5/31/2024 1:11 PM



N

0 150 300

SCALE IN FEET

TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
	EXCELLENT
	GOOD
	FAIR
	POOR
	REMOVAL
TPF TPF	TREE PROTECTION FENCE

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE PRESERVATION (OVERALL)

SHEET

28

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 1:12 PM

TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
	EXCELLENT
	GOOD
	FAIR
	POOR
	REMOVAL
TPF TPF	TREE PROTECTION FENCE

N

0 60 120

SCALE IN FEET

TREE PROTECTION FENCE, TYP

WB-11 (MANAGE 2)

WB-10 (MANAGE 3)

WB-09 (MANAGE 2)

WB-07 (MANAGE 2)

WB-0 (MANAG

US HIGHWAY 212

PLOT DATE: 5/31/2024 1:12 PM

PRELIMINARY NOT FOR CONSTRUCTION

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

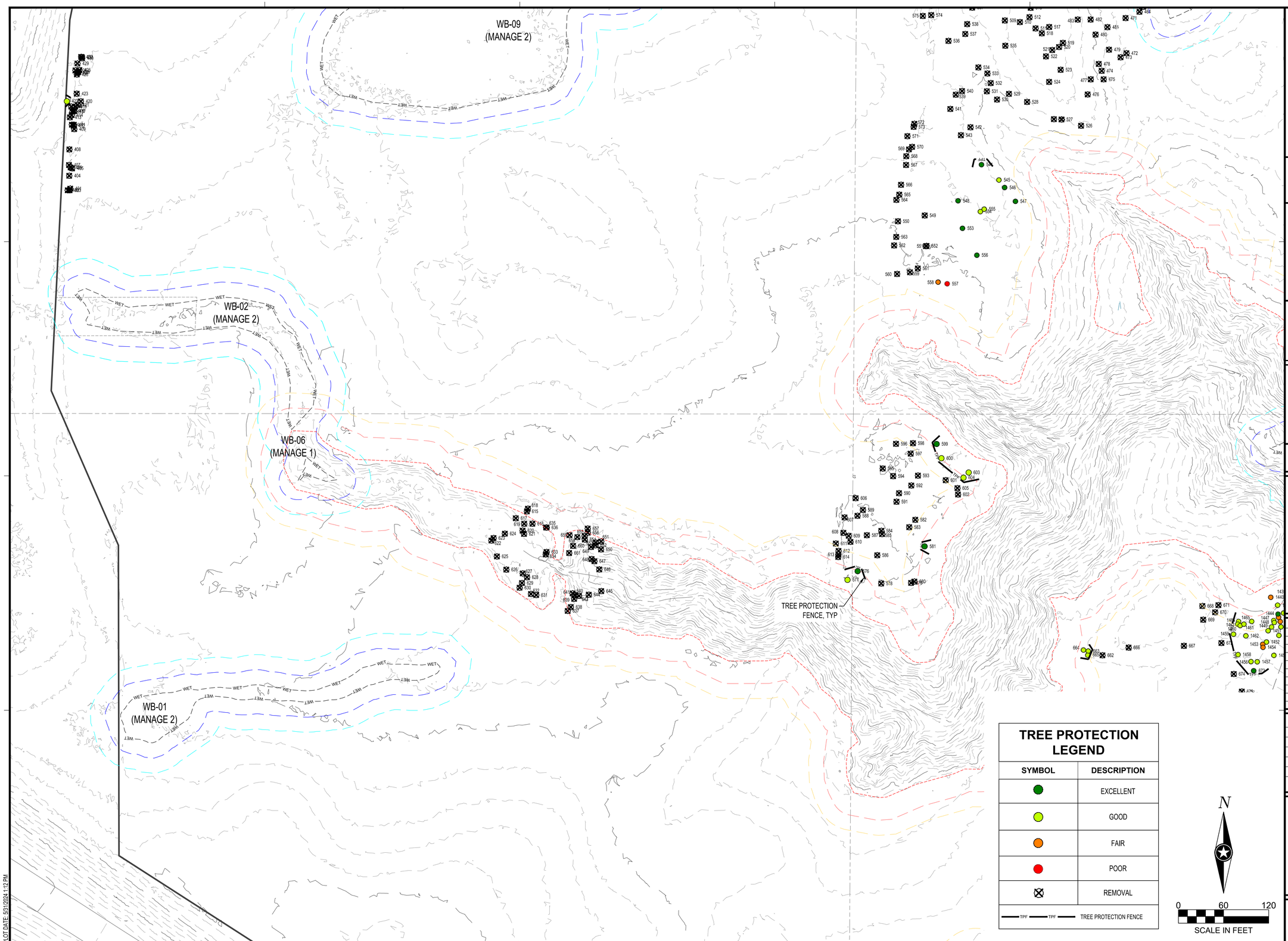
PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE PRESERVATION (N)

SHEET

29 OF 82



TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
●	EXCELLENT
●	GOOD
●	FAIR
●	POOR
⊠	REMOVAL
TPF — TPF	TREE PROTECTION FENCE

N

0 60 120

SCALE IN FEET

PLOT DATE: 5/31/2024 1:12 PM

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

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FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE PRESERVATION (CENTRAL)

SHEET

30

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

WB-01
(MANAGE 2)

WET

COUNTY ROAD NO. 61 (CHASKA BOULEVARD)

933.44
933.25
930.98
925.17
920.03
919.12
903.47
870.05
884.60

TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
	EXCELLENT
	GOOD
	FAIR
	POOR
	REMOVAL
TPF TPF	TREE PROTECTION FENCE

N

0 60 120

SCALE IN FEET

PLOT DATE: 5/31/2024 1:12 PM

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

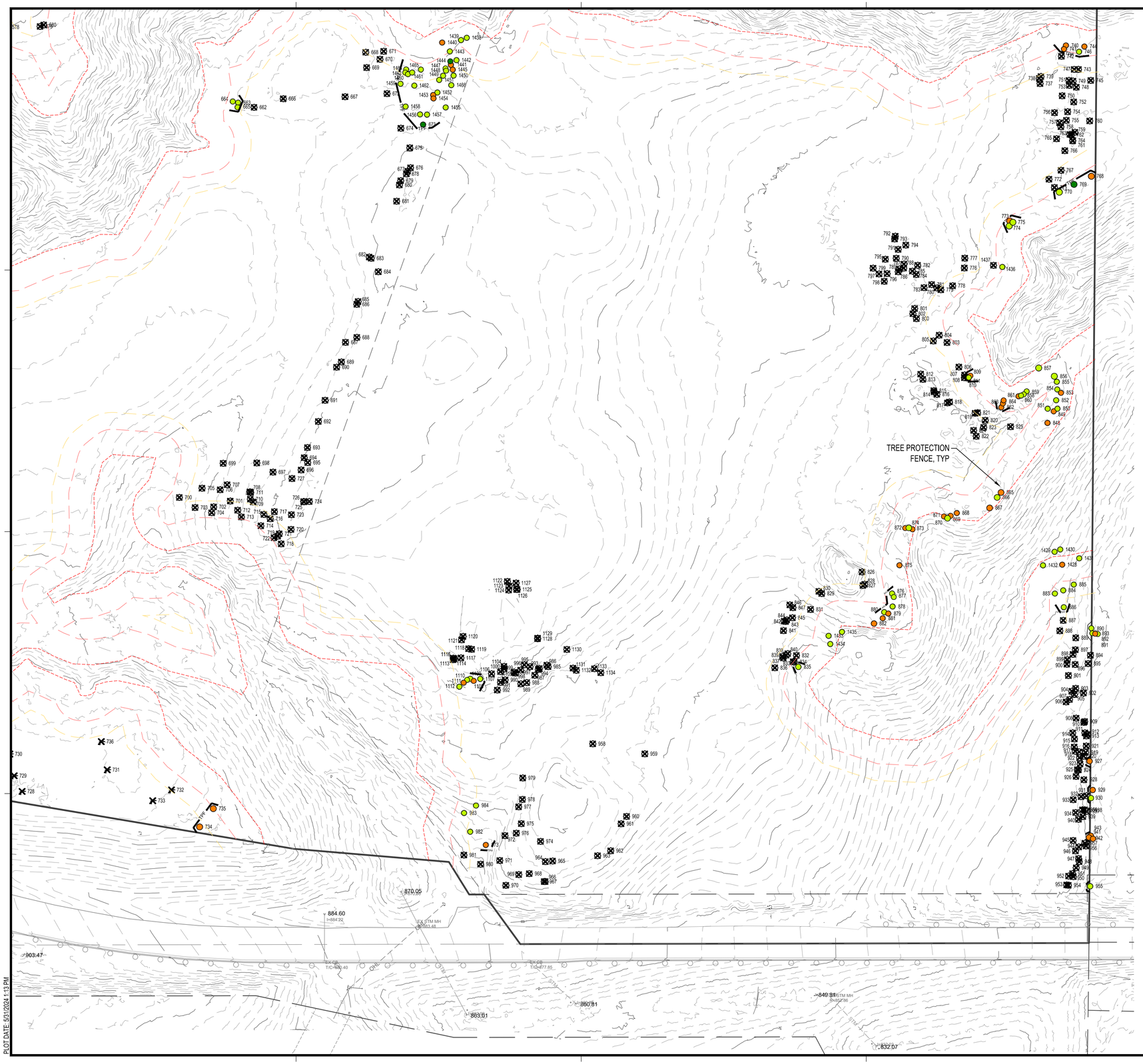
TREE PRESERVATION (SW)

SHEET

31

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
	EXCELLENT
	GOOD
	FAIR
	POOR
	REMOVAL
TPF TPF	TREE PROTECTION FENCE

N

0 60 120

SCALE IN FEET

PLOT DATE: 5/31/2024 1:13 PM

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE PRESERVATION (SE)

SHEET

32

OF 82

PRELIMINARY NOT FOR CONSTRUCTION

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
401	Hackberry	7	2-Good	2-Good		X
402	Walnut, Black	44	3-Fair	3-Fair	X	X
403	Walnut, Black	13	2-Good	2-Good	X	X
404	Elm, American	8	2-Good	2-Good		X
405	Ironwood	8.5	2-Good	2-Good		X
406	Ironwood	11	2-Good	2-Good	X	X
407	Ironwood	9.5	2-Good	2-Good		X
408	Ironwood	10	3-Fair	3-Fair	X	X
409	Oak, Bur	30	2-Good	2-Good	X	X
410	Basswood, American	10	2-Good	2-Good	X	X
411	Basswood, American	9	2-Good	2-Good		X
412	Basswood, American	9	2-Good	2-Good		X
413	Ash, White	8	2-Good	2-Good		X
414	Ash, White	9	2-Good	2-Good		X
415	Ash, White	8	2-Good	2-Good		X
416	Ash, White	7	2-Good	2-Good		X
417	Ash, White	8	2-Good	2-Good		X
418	Ash, White	10	2-Good	2-Good		X
419	Oak, Bur	6	2-Good	2-Good		X
420	Basswood, American	12	2-Good	2-Good	X	X
421	Basswood, American	15.5	2-Good	2-Good	X	X
422	Hickory, Bitternut	8	2-Good	2-Good		
423	Hickory, Bitternut	10.5	2-Good	2-Good	X	X
424	Ash, White	8	2-Good	2-Good		X
425	Ash, White	9.5	2-Good	2-Good		X
426	Ash, White	8.5	2-Good	2-Good		X
427	Ash, White	7	2-Good	2-Good		X
428	Ash, White	7.5	2-Good	2-Good		X
429	Ash, White	11.5	2-Good	2-Good		X
430	Ash, White	7	2-Good	2-Good		X
431	Ash, White	10	2-Good	2-Good		X
432	Ash, White	13	2-Good	2-Good		X
433	Oak, Northern Red	8.5	2-Good	2-Good		X
434	Elm, American	6.5	2-Good	2-Good		X
435	Ash, White	9	2-Good	2-Good		X
436	Oak, Northern Red	19.5	2-Good	2-Good	X	X
437	Oak, White	16	2-Good	2-Good	X	X
438	Basswood, American	15.5	2-Good	2-Good	X	X
439	Oak, Bur	21	2-Good	2-Good	X	X
440	Oak, White	25	2-Good	2-Good	X	X
441	Oak, Bur	22	2-Good	2-Good	X	X
442	Oak, Bur	36	2-Good	2-Good	X	X
443	Oak, White	24	1-Excellent	1-Excellent	X	X
444	Oak, White	28.5	2-Good	2-Good	X	X
445	Oak, Bur	37.5	1-Excellent	1-Excellent	X	X
446	Oak, Bur	23	2-Good	2-Good	X	X
447	Oak, Bur	31	1-Excellent	1-Excellent	X	X
448	Elm, American	10	2-Good	2-Good	X	X
449	Oak, White	30.5	1-Excellent	1-Excellent	X	X
450	Basswood, American	40	3-Fair	3-Fair	X	X
451	Oak, White	36	1-Excellent	1-Excellent	X	X
452	Oak, Bur	27	2-Good	2-Good	X	X
453	Oak, Bur	25.5	3-Fair	3-Fair	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
454	Oak, Bur	30.5	3-Fair	3-Fair	X	X
455	Elm, American	16.5	2-Good	2-Good	X	X
456	Basswood, American	8.5	2-Good	2-Good		X
457	Elm, American	7.5	2-Good	2-Good		X
458	Oak, Bur	31	3-Fair	3-Fair	X	X
459	Ironwood	16	3-Fair	3-Fair	X	X
460	Elm, Slippery	7.5	2-Good	2-Good	X	X
461	Maple, Sugar	8	2-Good	2-Good	X	X
462	Elm, American	8	2-Good	2-Good	X	X
463	Ironwood	11.5	2-Good	2-Good	X	X
464	Oak, Bur	27	2-Good	2-Good	X	X
465	Oak, Bur	22	1-Excellent	1-Excellent	X	X
466	Maple, Sugar	13	2-Good	2-Good	X	X
467	Oak, Bur	24.5	2-Good	2-Good	X	X
468	Maple, Sugar	20	3-Fair	3-Fair	X	X
469	Maple, Sugar	9	3-Fair	3-Fair	X	X
470	Maple, Sugar	15	2-Good	2-Good	X	X
471	Maple, Sugar	26	3-Fair	3-Fair	X	X
472	Maple, Sugar	23	2-Good	2-Good	X	X
473	Maple, Sugar	33	2-Good	2-Good	X	X
474	Maple, Sugar	21	2-Good	2-Good	X	X
475	Maple, Sugar	22.5	2-Good	2-Good	X	X
476	Maple, Sugar	25	2-Good	2-Good	X	X
477	Maple, Sugar	25	3-Fair	3-Fair	X	X
478	Maple, Sugar	14.5	2-Good	2-Good	X	X
479	Maple, Sugar	17.5	2-Good	2-Good	X	X
480	Maple, Sugar	15	2-Good	2-Good	X	X
481	Maple, Sugar	18.5	3-Fair	3-Fair	X	X
482	Maple, Sugar	17	2-Good	2-Good	X	X
483	Maple, Sugar	25	2-Good	2-Good	X	X
484	Maple, Sugar	13	1-Excellent	1-Excellent	X	X
485	Maple, Sugar	15.5	2-Good	2-Good	X	X
486	Maple, Sugar	15.5	1-Excellent	1-Excellent	X	X
487	Maple, Sugar	22.5	2-Good	2-Good	X	X
488	Maple, Sugar	24.5	2-Good	2-Good	X	X
489	Elm, American	12	2-Good	2-Good	X	X
490	Elm, American	10	2-Good	2-Good	X	X
491	Maple, Sugar	9	1-Excellent	1-Excellent	X	X
492	Elm, American	12	2-Good	2-Good	X	X
493	Ash, White	36	3-Fair	3-Fair	X	X
494	Oak, Bur	29.5	2-Good	2-Good	X	X
495	Oak, Bur	36	1-Excellent	1-Excellent	X	X
496	Elm, American	7.5	2-Good	2-Good		X
497	Basswood, American	11	1-Excellent	1-Excellent	X	X
498	Elm, American	9	2-Good	2-Good	X	X
499	Cherry, Black	10	2-Good	2-Good	X	X
500	Boxelder	23.5	2-Good	2-Good	X	X
501	Elm, American	9.5	2-Good	2-Good	X	X
502	Maple, Sugar	8	1-Excellent	1-Excellent	X	X
503	Elm, American	19	1-Excellent	1-Excellent	X	X
504	Redcedar, Eastern	9	2-Good	2-Good	X	X
505	Oak, White	30.5	1-Excellent	1-Excellent	X	X
506	Oak, White	30.5	1-Excellent	1-Excellent	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
507	Oak, White	32	1-Excellent	1-Excellent	X	X
508	Oak, White	50.5	3-Fair	3-Fair	X	X
509	<Null>	36	4-Poor	4-Poor	X	X
510	Oak, Bur	28	2-Good	2-Good	X	X
511	Elm, American	7.5	3-Fair	3-Fair		X
512	Elm, American	7	3-Fair	3-Fair		X
513	Elm, American	8.5	2-Good	2-Good	X	X
514	Oak, White	20.5	2-Good	2-Good	X	X
515	Elm, American	7	3-Fair	3-Fair		X
516	Basswood, American	22.5	2-Good	2-Good	X	X
517	Basswood, American	18	3-Fair	3-Fair	X	X
518	Basswood, American	34.5	2-Good	2-Good	X	X
519	Ironwood	7	3-Fair	3-Fair		X
520	Maple, Sugar	7.5	2-Good	2-Good		X
521	Maple, Sugar	9	2-Good	2-Good	X	X
522	Maple, Sugar	9.5	2-Good	2-Good	X	X
523	Oak, Bur	30	2-Good	2-Good	X	X
524	Hackberry	8	3-Fair	3-Fair	X	X
525	Redcedar, Eastern	14	3-Fair	3-Fair	X	X
526	Maple, Sugar	31	1-Excellent	1-Excellent	X	X
527	Oak, White	23.5	2-Good	2-Good	X	X
528	Redcedar, Eastern	9	3-Fair	3-Fair	X	X
529	Elm, American	9	3-Fair	3-Fair	X	X
530	Oak, White	40	3-Fair	3-Fair	X	X
531	Elm, American	8	2-Good	2-Good	X	X
532	Oak, Bur	17	2-Good	2-Good	X	X
533	Oak, Bur	17.5	3-Fair	3-Fair	X	X
534	Oak, Bur	37	2-Good	2-Good	X	X
535	Oak, White	35	4-Poor	4-Poor	X	X
536	Oak, Bur	34	2-Good	2-Good	X	X
537	Elm, American	8.5	3-Fair	3-Fair	X	X
538	Oak, Northern Red	6.5	3-Fair	3-Fair		X
539	Oak, Bur	35	1-Excellent	1-Excellent	X	X
540	Oak, Bur	21	2-Good	2-Good	X	X
541	Oak, Bur	26	1-Excellent	1-Excellent	X	X
542	Maple, Sugar	8	1-Excellent	1-Excellent		X
543	Maple, Sugar	6.5	1-Excellent	1-Excellent		X
544	Oak, Northern Red	6	1-Excellent	1-Excellent		
545	Oak, Northern Red	8	2-Good	2-Good		
546	Oak, Northern Red	8.5	1-Excellent	1-Excellent		
547	Redcedar, Eastern	10	1-Excellent	1-Excellent	X	
548	Oak, Bur	30	1-Excellent	1-Excellent	X	
549	Oak, Northern Red	9	1-Excellent	1-Excellent		X
550	Oak, Northern Red	8	1-Excellent	1-Excellent		X
551	Oak, Northern Red	7	1-Excellent	1-Excellent		X
552	Oak, Northern Red	8	2-Good	2-Good		X
553	Oak, Bur	29.5	1-Excellent	1-Excellent	X	
554	Redcedar, Eastern	6.5	2-Good	2-Good	X	
555	Redcedar, Eastern	9	2-Good	2-Good	X	
556	Oak, Bur	35.5	1-Excellent	1-Excellent	X	
557	Oak, Bur	28	4-Poor	4-Poor	X	
558	Maple, Sugar	9	3-Fair	3-Fair		
559	Oak, White	30	3-Fair	3-Fair	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
560	Oak, Northern Red	8	1-Excellent	1-Excellent		X
561	Oak, Northern Red	7	1-Excellent	1-Excellent		X
562	Redcedar, Eastern	9.5	1-Excellent	1-Excellent	X	X
563	Oak, Northern Red	7.5	1-Excellent	1-Excellent		X
564	Oak, Bur	7.5	2-Good	2-Good		X
565	Oak, Northern Red	8	1-Excellent	1-Excellent		X
566	Redcedar, Eastern	7	2-Good	2-Good		X
567	Oak, Northern Red	12.5	1-Excellent	1-Excellent	X	X
568	Oak, Northern Red	7	1-Excellent	1-Excellent		X
569	Oak, Northern Red	8	1-Excellent	1-Excellent		X
570	Oak, Bur	10	1-Excellent	1-Excellent	X	X
571	Oak, Northern Red	10	2-Good	2-Good	X	X
572	Oak, Bur	7.5	1-Excellent	1-Excellent		X
573	Redcedar, Eastern	6	1-Excellent	1-Excellent		X
574	Ash, White	8.5	2-Good	2-Good		X
575	Oak, Bur	6.5	2-Good	2-Good		X
576	Oak, Bur	31	1-Excellent	1-Excellent	X	
577	Oak, Bur	25	2-Good	2-Good	X	
578	Oak, Bur	26.5	3-Fair	3-Fair	X	X
579	Redcedar, Eastern	10	1-Excellent	1-Excellent	X	X
580	Redcedar, Eastern	9	1-Excellent	1-Excellent	X	X
581	Oak, Bur	33	1-Excellent	1-Excellent	X	
582	Redcedar, Eastern	13	1-Excellent	1-Excellent	X	X
583	Oak, Bur	26	1-Excellent	1-Excellent	X	X
584	Redcedar, Eastern	14	1-Excellent	1-Excellent	X	X
585	Basswood, American	38.5	1-Excellent	1-Excellent	X	X
586	Redcedar, Eastern	8.5	1-Excellent	1-Excellent	X	X
587	Redcedar, Eastern	13	1-Excellent	1-Excellent	X	X
588	Oak, Northern Red	8.5	1-Excellent	1-Excellent		X
589	Oak, Northern Red	8	1-Excellent	1-Excellent		X
590	Redcedar, Eastern	6.5	2-Good	2-Good	X	X
591	Redcedar, Eastern	9	2-Good	2-Good	X	X
592	Oak, Northern Red	8	1-Excellent	1-Excellent		X
593	Redcedar, Eastern	15	1-Excellent	1-Excellent	X	X
594	Oak, Bur	28	2-Good	2-Good	X	X
595	Oak, Bur	33.5	1-Excellent	1-Excellent	X	X
596	Redcedar, Eastern	8.5	1-Excellent	1-Excellent		X
597	Oak, Bur	40	2-Good	2-Good	X	X
598	Oak, Bur	35	2-Good	2-Good	X	X
599	Redcedar, Eastern	10	1-Excellent	1-Excellent	X	
600	Ironwood	6.5	2-Good	2-Good		
601	Redcedar, Eastern	7.5	1-Excellent	1-Excellent		X
602	Oak, Bur	34	1-Excellent	1-Excellent	X	X
603	Maple, Sugar	20.5	2-Good	2-Good	X	
604	Maple, Sugar	16.5	2-Good	2-Good	X	
605	Oak, Bur	27	3-Fair	3-Fair	X	X
606	Oak, Northern Red	7	1-Excellent	1-Excellent		X
607	Oak, Northern Red	7	2-Good	2-Good		X
608	Redcedar, Eastern	15	1-Excellent	1-Excellent	X	X
609	Oak, Northern Red	6.5	1-Excellent	1-Excellent		X
610	Oak, Northern Red	6.5	1-Excellent	1-Excellent		X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
611	Oak, Northern Red	7.5	1-Excellent	1-Excellent		X
612	Oak, Northern Red	7	1-Excellent	1-Excellent		X
613	Oak, Northern Red	7	2-Good	2-Good		X
614	Oak, Northern Red	6	1-Excellent	1-Excellent		X
615	Elm, American	12	2-Good	2-Good	X	X
616	Elm, American	15	1-Excellent	1-Excellent	X	X
617	Hickory, Bitternut	10	1-Excellent	1-Excellent	X	X
618	Hickory, Bitternut	6.5	2-Good	2-Good		X
619	Elm, American	18	3-Fair	3-Fair	X	X
620	Maple, Sugar	6	2-Good	2-Good		X
621	Elm, American	14.5	3-Fair	3-Fair	X	X
622	Basswood, American	8.5	3-Fair	3-Fair		X
623	Basswood, American	18	3-Fair	3-Fair	X	X
624	Basswood, American	14.5	3-Fair	3-Fair	X	X
625	Ash, White	11.5	2-Good	2-Good	X	X
626	Elm, American	14	4-Poor	4-Poor	X	X
627	Elm, American	7	2-Good	2-Good		X
628	Maple, Sugar	10	3-Fair	3-Fair	X	X
629	Elm, American	6.5	2-Good	2-Good		X
630	Ash, White	11.5	3-Fair	3-Fair	X	X
631	Elm, American	21.5	3-Fair	3-Fair	X	X
632	Elm, American	7	3-Fair	3-Fair		X
633	Elm, American	8	3-Fair	3-Fair		X
634	Elm, American	13	3-Fair	3-Fair	X	X
635	Elm, American	11	3-Fair	3-Fair	X	X
636	Elm, American	10	3-Fair	3-Fair	X	X
637	Maple, Sugar	10	2-Good	2-Good	X	X
638	Maple, Sugar	7.5	2-Good	2-Good		X
639	Ash, White	17	2-Good	2-Good	X	X
640	Hackberry	7	2-Good	2-Good		X
641	Basswood, American	24	2-Good	2-Good	X	X
642	Maple, Sugar	16	2-Good	2-Good	X	X
643	Basswood, American	48.5	3-Fair	3-Fair	X	X
644	Maple, Sugar	25.5	3-Fair	3-Fair	X	X
645	Maple, Sugar	21	2-Good	2-Good	X	X
646	Maple, Sugar	10	2-Good	2-Good	X	X
647	Oak, Northern Red	32.5	3-Fair	3-Fair	X	X
648	Maple, Sugar	9	2-Good	2-Good		X
649	Maple, Sugar	6.5	2-Good	2-Good		X
650	Maple, Sugar	10	3-Fair	3-Fair	X	X
651	Maple, Sugar	10	3-Fair	3-Fair	X	X
652	Maple, Sugar	9	3-Fair	3-Fair		X
653	Hickory, Bitternut	16	3-Fair	3-Fair	X	X
654	Maple, Sugar	13	3-Fair	3-Fair	X	X
655	Elm, American	10.5	3-Fair	3-Fair	X	X
656	Maple, Sugar	15	3-Fair	3-Fair	X	X
657	Elm, American	7.5	3-Fair	3-Fair		X
658	Elm, American	13	3-Fair	3-Fair	X	X
659	Elm, American	18	3-Fair	3-Fair	X	X
660	Maple, Sugar	24.5	3-Fair	3-Fair	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
661	Elm, American	15	2-Good	2-Good	X	X
662	Oak, Northern Red	9	3-Fair	3-Fair		X
663	Oak, Northern Red	8.5	2-Good	2-Good		
664	Oak, Northern Red	7	2-Good	2-Good		
665	Oak, Northern Red	7	2-Good	2-Good		
666	Oak, Bur	38.5	1-Excellent	1-Excellent	X	X
667	Oak, Bur	41	1-Excellent	1-Excellent	X	X
668	Oak, Bur	34	2-Good	2-Good	X	X
669	Redcedar, Eastern	14	1-Excellent	1-Excellent	X	X
670	Redcedar, Eastern	11	1-Excellent	1-Excellent	X	X
671	Elm, American	7	2-Good	2-Good		X
672	Oak, Bur	32.5	3-Fair	3-Fair	X	X
673	Oak, Northern Red	16	1-Excellent	1-Excellent	X	
674	Redcedar, Eastern	15	2-Good	2-Good	X	X
675	Oak, Northern Red	24	2-Good	2-Good	X	X
676	Redcedar, Eastern	13	3-Fair	3-Fair	X	X
677	Oak, Northern Red	11	3-Fair	3-Fair	X	X
678	Elm, American	9.5	2-Good	2-Good		X
679	Oak, Northern Red	12	3-Fair	3-Fair	X	X
680	Elm, American	9.5	3-Fair	3-Fair		X
681	Elm, American	19	2-Good	2-Good	X	X
682	Redcedar, Eastern	9	1-Excellent	1-Excellent	X	X
683	Redcedar, Eastern	7.5	1-Excellent	1-Excellent	X	X
684	Ash, White	11	3-Fair	3-Fair	X	X
685	Oak, Northern Red	15	2-Good	2-Good	X	X
686	Oak, Northern Red	9	3-Fair	3-Fair		X
687	Hackberry	9	2-Good	2-Good		X
688	Boxelder	9	2-Good	2-Good		X
689	Redcedar, Eastern	15.5	1-Excellent	1-Excellent	X	X
690	Redcedar, Eastern	18	2-Good	2-Good	X	X
691	Redcedar, Eastern	12	2-Good	2-Good	X	X
692	Redcedar, Eastern	7.5	2-Good	2-Good	X	X
693	Ash, White	15	3-Fair	3-Fair		X
694	Redcedar, Eastern	15	2-Good	2-Good	X	X
695	Redcedar, Eastern	22	2-Good	2-Good	X	X
696	Ash, White	11.5	3-Fair	3-Fair		X
697	Ash, White	11	3-Fair	3-Fair		X
698	Redcedar, Eastern	13.5	2-Good	2-Good		X
699	Redcedar, Eastern	7	3-Fair	3-Fair		X
700	Ash, White	9	3-Fair	3-Fair		X
701	Redcedar, Eastern	6.5	1-Excellent	1-Excellent	X	X
702	Redcedar, Eastern	9	1-Excellent	1-Excellent	X	X
703	Redcedar, Eastern	9	1-Excellent	1-Excellent	X	X
704	Redcedar, Eastern	9	2-Good	2-Good	X	X
705	Redcedar, Eastern	6.5	1-Excellent	1-Excellent	X	X
706	Redcedar, Eastern	10	1-Excellent	1-Excellent	X	X
707	Redcedar, Eastern	7.5	1-Excellent	1-Excellent	X	X
708	Ash, White	7	1-Excellent	1-Excellent		X
709	Redcedar, Eastern	10	2-Good	2-Good	X	X
710	Redcedar, Eastern	7	3-Fair	3-Fair	X	X

PLOT DATE: 5/31/2024 1:13 PM

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FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE INVENTORY

SHEET

33 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
711	Redcedar, Eastern	9	3-Fair	3-Fair	X	X
712	Redcedar, Eastern	7	1-Excellent	1-Excellent	X	X
713	Redcedar, Eastern	10.5	1-Excellent	1-Excellent	X	X
714	Redcedar, Eastern	7.5	1-Excellent	1-Excellent	X	X
715	Redcedar, Eastern	7.5	1-Excellent	1-Excellent	X	X
716	Redcedar, Eastern	6.5	1-Excellent	1-Excellent	X	X
717	Redcedar, Eastern	7	1-Excellent	1-Excellent	X	X
718	Ash, White	14.5	3-Fair	3-Fair		X
719	Redcedar, Eastern	8.5	2-Good	2-Good	X	X
720	Hackberry	12	3-Fair	3-Fair	X	X
721	Maple, Sugar	11.5	2-Good	2-Good	X	X
722	Redcedar, Eastern	12	1-Excellent	1-Excellent	X	X
723	Hackberry	10	3-Fair	3-Fair	X	X
724	Hackberry	9	2-Good	2-Good		X
725	Oak, Northern Red	10	3-Fair	3-Fair	X	X
726	Redcedar, Eastern	10	3-Fair	3-Fair	X	X
727	Redcedar, Eastern	19	2-Good	2-Good	X	X
728	Redcedar, Eastern	29	3-Fair	3-Fair	X	X
729	Redcedar, Eastern	30	4-Poor	4-Poor	X	X
730	Redcedar, Eastern	33.5	4-Poor	4-Poor	X	X
731	Redcedar, Eastern	26.5	3-Fair	3-Fair	X	X
732	Redcedar, Eastern	24	2-Good	2-Good	X	X
733	Redcedar, Eastern	25	2-Good	2-Good	X	X
734	Redcedar, Eastern	25	3-Fair	3-Fair	X	
735	Boxelder	22	3-Fair	3-Fair	X	
736	Redcedar, Eastern	27.5	4-Poor	4-Poor	X	X
737	Oak, Northern Red	8.5	2-Good	2-Good		X
738	Oak, Northern Red	9.5	2-Good	2-Good		X
739	Oak, Northern Red	11	2-Good	2-Good	X	X
740	Elm, American	6	3-Fair	3-Fair		
741	Ash, White	11	3-Fair	3-Fair	X	
742	Oak, White	7	2-Good	2-Good		X
743	Maple, Sugar	15	2-Good	2-Good	X	X
744	Ash, White	13.5	3-Fair	3-Fair		
745	Ash, White	8	2-Good	2-Good		X
746	Maple, Sugar	11	2-Good	2-Good	X	
747	Hackberry	16	2-Good	2-Good	X	X
748	Oak, Northern Red	18.5	2-Good	2-Good	X	X
749	Maple, Sugar	12.5	1-Excellent	1-Excellent	X	X
750	Ash, White	19.5	2-Good	2-Good	X	X
751	Hackberry	12.5	2-Good	2-Good	X	X
752	Oak, Northern Red	15	2-Good	2-Good	X	X
753	Oak, White	9	2-Good	2-Good		X
754	Ash, White	14	2-Good	2-Good	X	X
755	Oak, Northern Red	16.5	3-Fair	3-Fair	X	X
756	Oak, Northern Red	19.5	2-Good	2-Good	X	X
757	Ash, White	14	3-Fair	3-Fair	X	X
758	Oak, Northern Red	12	2-Good	2-Good	X	X
759	Oak, Northern Red	12.5	2-Good	2-Good	X	X
760	Oak, Northern Red	10	3-Fair	3-Fair	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
761	Oak, Northern Red	17.5	2-Good	2-Good	X	X
762	Oak, Northern Red	7	2-Good	2-Good		X
763	Oak, Northern Red	16	2-Good	2-Good	X	X
764	Ash, White	25.5	3-Fair	3-Fair		X
765	Ash, White	16	2-Good	2-Good		X
766	Elm, American	12	2-Good	2-Good	X	X
767	Ash, White	16	3-Fair	3-Fair	X	X
768	Basswood, American	14	3-Fair	3-Fair	X	
769	Oak, Northern Red	9.5	1-Excellent	1-Excellent		
770	Oak, Northern Red	13	2-Good	2-Good	X	
771	Oak, White	7	2-Good	2-Good		X
772	Basswood, American	8	2-Good	2-Good		X
773	Ash, White	9	3-Fair	3-Fair		
774	Ash, White	10	2-Good	2-Good		
775	Cherry, Black	7	2-Good	2-Good		
776	Elm, American	10.5	2-Good	2-Good	X	X
777	Oak, Northern Red	6	2-Good	2-Good		X
778	Oak, Northern Red	17.5	2-Good	2-Good	X	X
779	Oak, White	7.5	2-Good	2-Good		X
780	Ash, White	7	3-Fair	3-Fair		X
781	Ash, White	8	3-Fair	3-Fair		X
782	Ash, White	12.5	3-Fair	3-Fair		X
783	Ash, White	14.5	3-Fair	3-Fair		X
784	Ash, White	7	3-Fair	3-Fair		X
785	Ash, White	12.5	2-Good	2-Good		X
786	Hackberry	13	2-Good	2-Good	X	X
787	Elm, American	7.5	3-Fair	3-Fair		X
788	Ash, White	9	2-Good	2-Good		X
789	Ash, White	12.5	2-Good	2-Good		X
790	Ash, White	8.5	4-Poor	4-Poor		X
791	Ash, White	14.5	3-Fair	3-Fair		X
792	Elm, American	14	3-Fair	3-Fair	X	X
793	Elm, American	8	3-Fair	3-Fair		X
794	Elm, American	7	3-Fair	3-Fair		X
795	Ash, White	24	4-Poor	4-Poor		X
796	Basswood, American	17	3-Fair	3-Fair	X	X
797	Oak, Northern Red	23	3-Fair	3-Fair	X	X
798	Basswood, American	13	3-Fair	3-Fair	X	X
799	Elm, American	11	3-Fair	3-Fair	X	X
800	Hackberry	8	2-Good	2-Good		X
801	Hackberry	12	2-Good	2-Good	X	X
802	Ash, White	11.5	3-Fair	3-Fair		X
803	Elm, American	20	3-Fair	3-Fair	X	X
804	Oak, Northern Red	27	3-Fair	3-Fair	X	X
805	Oak, Northern Red	34.5	3-Fair	3-Fair	X	X
806	Ash, White	14	3-Fair	3-Fair		X
807	Ash, White	11.5	3-Fair	3-Fair		X
808	Ash, White	9	3-Fair	3-Fair		X
809	Boxelder	24	3-Fair	3-Fair	X	
810	Ash, White	10	3-Fair	3-Fair		X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
811	Hackberry	9	2-Good	2-Good		
812	Ash, White	8	2-Good	2-Good		X
813	Elm, American	13	3-Fair	3-Fair	X	X
814	Ash, White	8	2-Good	2-Good		X
815	Ash, White	6	3-Fair	3-Fair		X
816	Ash, White	6	3-Fair	3-Fair		X
817	Ash, White	7.5	2-Good	2-Good		X
818	Ash, White	6.5	2-Good	2-Good		X
819	Ash, White	9	3-Fair	3-Fair		X
820	Oak, Northern Red	20	2-Good	2-Good	X	X
821	Ash, White	8	3-Fair	3-Fair		X
822	Oak, Northern Red	8	2-Good	2-Good		X
823	Oak, Northern Red	11	3-Fair	3-Fair	X	X
824	Oak, Northern Red	10	3-Fair	3-Fair	X	X
825	Oak, Northern Red	7.5	2-Good	2-Good		X
826	Ash, White	9	3-Fair	3-Fair		X
827	Ash, White	15	3-Fair	3-Fair		X
828	Ash, White	6.5	3-Fair	3-Fair		X
829	Elm, American	7	2-Good	2-Good		X
830	Elm, American	16	3-Fair	3-Fair	X	X
831	Boxelder	28.5	4-Poor	4-Poor	X	X
832	Elm, American	9	2-Good	2-Good		X
833	Elm, American	7.5	2-Good	2-Good		X
834	Oak, Northern Red	10	2-Good	2-Good	X	X
835	Oak, Northern Red	10	2-Good	2-Good	X	
836	Elm, American	7	2-Good	2-Good		X
837	Elm, American	6	3-Fair	3-Fair		X
838	Oak, Northern Red	11.5	4-Poor	4-Poor	X	X
839	Elm, American	18	2-Good	2-Good	X	X
840	Elm, American	7	2-Good	2-Good		X
841	Oak, Northern Red	13	3-Fair	3-Fair	X	X
842	Elm, American	10	2-Good	2-Good	X	X
843	Elm, American	6	2-Good	2-Good		X
844	Elm, American	8.5	3-Fair	3-Fair		X
845	Boxelder	30	4-Poor	4-Poor	X	X
846	Elm, American	8	2-Good	2-Good		X
847	Elm, American	7	2-Good	2-Good		X
848	Oak, Northern Red	9	3-Fair	3-Fair		
849	Ash, White	9	3-Fair	3-Fair		
850	Oak, Northern Red	10.5	2-Good	2-Good	X	
851	Basswood, American	13.5	2-Good	2-Good	X	
852	Oak, Northern Red	15	2-Good	2-Good	X	
853	Oak, Northern Red	13.5	3-Fair	3-Fair	X	
854	Oak, Northern Red	15.5	2-Good	2-Good	X	
855	Elm, American	20.5	2-Good	2-Good	X	
856	Hackberry	15.5	2-Good	2-Good	X	
857	Ironwood	14.5	2-Good	2-Good	X	
858	Maple, Sugar	7	2-Good	2-Good		
859	Maple, Sugar	9	2-Good	2-Good		
860	Maple, Sugar	6.5	2-Good	2-Good		

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
861	Boxelder	8.5	3-Fair	3-Fair		
862	Boxelder	11	3-Fair	3-Fair	X	
863	Boxelder	7	3-Fair	3-Fair		
864	Boxelder	9	3-Fair	3-Fair		
865	Ash, White	14.5	3-Fair	3-Fair		
866	Ash, White	39	2-Good	2-Good		
867	Ironwood	7.5	3-Fair	3-Fair		
868	Ash, White	15.5	3-Fair	3-Fair	X	
869	Ash, White	8.5	3-Fair	3-Fair		
870	Ash, White	13	2-Good	2-Good	X	
871	Ash, White	8	3-Fair	3-Fair		
872	Boxelder	8	3-Fair	3-Fair		
873	Boxelder	7	3-Fair	3-Fair		
874	Elm, American	23	2-Good	2-Good	X	
875	Boxelder	7	3-Fair	3-Fair		
876	Ash, White	13	2-Good	2-Good		
877	Ash, White	13.5	2-Good	2-Good		
878	Elm, American	8	2-Good	2-Good		
879	Elm, American	7	3-Fair	3-Fair		
880	Ash, White	12.5	2-Good	2-Good		
881	Hackberry	7	3-Fair	3-Fair		
882	Maple, Sugar	7	3-Fair	3-Fair		
883	Basswood, American	11	2-Good	2-Good	X	
884	Ash, White	11	2-Good	2-Good		
885	Hackberry	9	2-Good	2-Good		
886	Elm, American	7.5	2-Good	2-Good		
887	Boxelder	10.5	3-Fair	3-Fair	X	X
888	Hackberry	12.5	2-Good	2-Good	X	X
889	Hackberry	7.5	2-Good	2-Good		X
890	Ash, White	12.5	2-Good	2-Good		
891	Ash, White	9	3-Fair	3-Fair		
892	Ash, White	11	2-Good	2-Good		
893	Oak, Northern Red	16	2-Good	2-Good	X	
894	Ash, White	9	2-Good	2-Good		X
895	Oak, Northern Red	6.5	2-Good	2-Good		X
896	Hackberry	11	2-Good	2-Good	X	X
897	Ironwood	7.5	3-Fair	3-Fair		X
898	Ash, White	13	2-Good	2-Good	X	X
899	Oak, Northern Red	8.5	3-Fair	3-Fair		X
900	Ash, White	9.5	2-Good	2-Good		X
901	Oak, Northern Red	7.5	3-Fair	3-Fair		X
902	Boxelder	9.5	3-Fair	3-Fair		X
903	Elm, American	8	3-Fair	3-Fair		X
904	Elm, American	9	2-Good	2-Good		X
905	Elm, American	11	3-Fair	3-Fair	X	X
906	Elm, American	8.5	3-Fair	3-Fair		X
907	Elm, American	8	3-Fair	3-Fair		X
908	Elm, American	18	2-Good	2-Good	X	X
909	Ash, White	7.5	3-Fair	3-Fair		X
910	Elm, American	6.5	3-Fair	3-Fair		X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
911	Ash, White	11	2-Good	2-Good		X
912	Boxelder	6	3-Fair	3-Fair		X
913	Boxelder	6	3-Fair	3-Fair		X
914	Elm, American	6.5	3-Fair	3-Fair		X
915	Ash, White	14.5	2-Good	2-Good		X
916	Elm, American	8.5	3-Fair	3-Fair		X
917	Elm, American	8	3-Fair	3-Fair		X
918	Elm, American	6	3-Fair	3-Fair		X
919	Elm, American	7.5	3-Fair	3-Fair		X
920	Elm, American	8	3-Fair	3-Fair		X
921	Oak, Northern Red	9.5	2-Good	2-Good		X
922	Hackberry	6.5	3-Fair	3-Fair		X
923	Elm, American	11.5	2-Good	2-Good	X	X
924	Elm, American	8.5	3-Fair	3-Fair		X
925	Hackberry	9	3-Fair	3-Fair		X
926	Elm, American	11.5	2-Good	2-Good	X	X
927	Hackberry	6	3-Fair	3-Fair		
928	Hackberry	10	3-Fair	3-Fair	X	X
929	Boxelder	7.5	3-Fair	3-Fair		
930	Hackberry	12.5	2-Good	2-Good	X	
931	Hackberry	10	2-Good	2-Good	X	X
932	Hackberry	10.5	2-Good	2-Good	X	X
933	Elm, American	14	2-Good	2-Good	X	X
934	Hackberry	16	3-Fair	3-Fair	X	X
935	Hackberry	10.5	2-Good	2-Good	X	X
936	Hackberry	6.5	3-Fair	3-Fair		X
937	Hackberry	7	3-Fair	3-Fair		X
938	Hackberry	11	2-Good	2-Good	X	
939	Hackberry	10.5	3-Fair	3-Fair	X	X
940	Hackberry	9	3-Fair	3-Fair		X
941	Boxelder	7	3-Fair	3-Fair		
942	Hackberry	8.5	3-Fair	3-Fair		
943	Hackberry	7	3-Fair	3-Fair		
944	Elm, American	12.5	4-Poor	4-Poor	X	X
945	Hackberry	11.5	2-Good	2-Good	X	X
946	Hackberry	6.5	3-Fair	3-Fair		X
947	Hackberry	11	2-Good	2-Good	X	X
948	Hackberry	8	2-Good	2-Good		X
949	Hackberry	10	3-Fair	3-Fair	X	X
950	Elm, American	7.5	3-Fair	3-Fair		X
951	Hackberry	14.5	2-Good	2-Good	X	X
952	Elm, American	17	2-Good	2-Good	X	X
953	Oak, Northern Red	16	3-Fair	3-Fair	X	X
954	Boxelder	6.5	3-Fair	3-Fair		X
955	Hackberry	10	2-Good	2-Good	X	
956	Hackberry	6.5	3-Fair	3-Fair		X
957	Hackberry	10	3-Fair	3-Fair	X	X
958	Ash, White	23	1-Excellent	1-Excellent		X
959	Ash, White	17	2-Good	2-Good		X
960	Elm, American	28	3-Fair	3-Fair	X	X

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
961	Spruce, Colorado	17.5	2-Good	2-Good	X	X
962	Spruce, Colorado	21.5	2-Good	2-Good	X	X
963	Elm, American	9	3-Fair	3-Fair		X
964	Boxelder	27	4-Poor	4-Poor	X	X
965	Boxelder	17	4-Poor	4-Poor	X	X
966	Boxelder	14	4-Poor	4-Poor	X	X
967	Boxelder	12	4-Poor	4-Poor	X	X
968	Spruce, Colorado	7	3-Fair	3-Fair	X	X
969	Spruce, Colorado	9	2-Good	2-Good	X	X
970	Oak, White	24	2-Good	2-Good	X	X
971	Oak, Northern Red	13.5	2-Good	2-Good	X	X
972	Spruce, Colorado	6	2-Good	2-Good	X	X
973	Maple, Sugar	6.5	3-Fair	3-Fair		
974	Boxelder	22	2-Good	2-Good	X	X
975	Ash, White	12	3-Fair	3-Fair		X
976	Maple, Sugar	17.5	2-Good	2-Good	X	X
977	Maple, Silver	14	2-Good	2-Good	X	X
978	Maple, Silver	20	2-Good	2-Good	X	X
979	Elm, American	40.5	2-Good	2-Good	X	X
980	Maple, Sugar	19	2-Good	2-Good	X	X
981	Maple, Silver	19.5	2-Good	2-Good	X	X
982	Maple, Silver	23	2-Good	2-Good	X	
983	Cottonwood, Eastern	19	2-Good	2-Good	X	
984	Maple, Silver	22	2-Good	2-Good	X	
985	Boxelder	14.5	3-Fair	3-Fair	X	X
986	Elm, American	12	3-Fair	3-Fair	X	X
987	Spruce, Colorado	15	2-Good	2-Good	X	X
988	Spruce, Colorado	6	2-Good	2-Good		X
989	Spruce, Colorado	16	2-Good	2-Good	X	X
990	Spruce, Colorado	15	2-Good	2-Good	X	X
991	Spruce, Colorado	10.5	2-Good	2-Good	X	X
992	Spruce, Colorado	20.5	3-Fair	3-Fair	X	X
993	Ash, White	12	4-Poor	4-Poor		X
994	Ash, White	15	3-Fair	3-Fair		X
995	Ash, White	7	3-Fair	3-Fair		X
996	Ash, White	8.5	3-Fair	3-Fair		X
997	Ash, White	8.5	3-Fair	3-Fair		X
998	Ash, White	11	3-Fair	3-Fair		X
999	Ash, White	11.5	3-Fair	3-Fair		X
1000	Ash, White	12.5	3-Fair	3-Fair		X
1104	Ash, White	9.5	3-Fair	3-Fair		X
1105	Ash, White	9.5	3-Fair	3-Fair		X
1106	Ash, White	11	3-Fair	3-Fair		X
1107	Ash, White	15	2-Good	2-Good		
1108	Ash, White	7	3-Fair	3-Fair		
1109	Ash, White	17	2-Good	2-Good		
1110	Ash, White	11	2-Good	2-Good		
1111	Ash, White	9	3-Fair	3-Fair		
1112	Ash, White	17	2-Good	2-Good		
1113	Boxelder	12.5	3-Fair	3-Fair	X	X

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

TREE INVENTORY

SHEET

34 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 1:13 PM

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
1114	Boxelder	10	3-Fair	3-Fair	X	X
1115	Boxelder	10	3-Fair	3-Fair	X	X
1116	Boxelder	10.5	3-Fair	3-Fair	X	X
1117	Boxelder	9	3-Fair	3-Fair		X
1118	Boxelder	14	3-Fair	3-Fair	X	X
1119	Boxelder	10	3-Fair	3-Fair	X	X
1120	Boxelder	15	3-Fair	3-Fair	X	X
1121	Boxelder	7.5	3-Fair	3-Fair		X
1122	Elm, American	13	3-Fair	3-Fair	X	X
1123	Elm, American	14	3-Fair	3-Fair	X	X
1124	Elm, American	6.5	3-Fair	3-Fair		X
1125	Elm, American	6	3-Fair	3-Fair		X
1126	Elm, American	14	3-Fair	3-Fair	X	X
1127	Elm, American	7	3-Fair	3-Fair		X
1128	Boxelder	10	3-Fair	3-Fair	X	X
1129	Boxelder	12.5	3-Fair	3-Fair	X	X
1130	Cottonwood, Eastern	23	2-Good	2-Good	X	X
1131	Ash, White	15.5	2-Good	2-Good		X
1132	Ash, White	9.5	3-Fair	3-Fair		X
1133	Ash, White	14.5	2-Good	2-Good		X
1133	Ash, White	14.5	2-Good	2-Good		X
1308	Oak, White	33	1-Excellent	2-Good	X	X
1309	Oak, White	33	1-Excellent	2-Good	X	
1310	Maple, Sugar	8	2-Good	2-Good		
1311	Redcedar, Eastern	7	3-Fair	3-Fair		
1312	Oak, White	33	1-Excellent	2-Good	X	
1313	Oak, White	21	2-Good	2-Good	X	
1314	Oak, White	28	1-Excellent	2-Good	X	
1315	Ironwood	10	2-Good	2-Good	X	
1316	Oak, White	23	2-Good	2-Good	X	
1317	Oak, White	25.5	2-Good	2-Good	X	
1318	Oak, White	21.5	2-Good	2-Good	X	
1319	Oak, White	28.5	2-Good	2-Good	X	
1320	Oak, White	29	2-Good	2-Good	X	
1321	Maple, Sugar	10	2-Good	2-Good	X	
1322	Oak, White	25	2-Good	2-Good	X	
1323	Oak, White	28.5	2-Good	2-Good	X	
1324	Oak, White	25.5	2-Good	2-Good	X	
1325	Maple, Sugar	21.5	3-Fair	3-Fair	X	
1326	Oak, White	19.5	2-Good	2-Good	X	
1327	Oak, White	25	2-Good	2-Good	X	
1328	Oak, White	20	2-Good	2-Good	X	
1329	Oak, White	13	3-Fair	3-Fair	X	
1330	Oak, White	29	2-Good	2-Good	X	
1331	Oak, White	18	2-Good	2-Good	X	
1332	Oak, White	27	2-Good	2-Good	X	
1333	Oak, White	18.5	2-Good	2-Good	X	
1334	Oak, White	26.5	2-Good	2-Good	X	
1335	Oak, White	25	2-Good	2-Good	X	
1336	Redcedar, Eastern	7	3-Fair	4-Poor		

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
1337	Maple, Sugar	25	2-Good	2-Good	X	
1338	Oak, White	22	2-Good	2-Good	X	
1339	Oak, White	28	2-Good	2-Good	X	
1340	Oak, White	31	1-Excellent	2-Good	X	
1341	Maple, Sugar	7	2-Good	2-Good		
1342	Oak, White	29	2-Good	2-Good	X	
1343	Oak, White	31.5	1-Excellent	2-Good	X	
1344	Maple, Sugar	6.5	3-Fair	3-Fair		
1345	Ironwood	6.5	2-Good	2-Good		
1346	Maple, Sugar	7	3-Fair	3-Fair		
1347	Maple, Sugar	6.5	2-Good	2-Good		
1348	Maple, Sugar	7	3-Fair	3-Fair		
1349	Maple, Sugar	6.5	3-Fair	3-Fair		
1350	Maple, Sugar	6.5	3-Fair	3-Fair		
1351	Oak, White	29	1-Excellent	2-Good	X	
1352	Ironwood	8	3-Fair	3-Fair		
1353	Maple, Sugar	8	2-Good	2-Good		
1354	Oak, White	29	1-Excellent	2-Good	X	
1355	Oak, White	22	2-Good	2-Good	X	
1356	Oak, White	21.5	2-Good	2-Good	X	
1357	Oak, White	28.5	2-Good	2-Good	X	
1358	Maple, Sugar	24	2-Good	2-Good	X	
1359	Oak, White	21.5	2-Good	2-Good	X	
1360	Oak, White	23	2-Good	2-Good	X	
1361	Oak, White	24	2-Good	2-Good	X	
1362	Oak, White	24.5	2-Good	2-Good	X	
1363	Oak, White	17.5	2-Good	2-Good	X	
1364	Oak, White	18	2-Good	2-Good	X	
1365	Oak, White	16	2-Good	2-Good	X	
1366	Oak, White	15.5	2-Good	2-Good	X	
1367	Oak, White	22	2-Good	2-Good	X	X
1368	Oak, White	20	2-Good	2-Good	X	X
1369	Oak, White	18	2-Good	2-Good	X	
1370	Oak, White	23.5	2-Good	2-Good	X	
1371	Oak, White	26	2-Good	2-Good	X	
1372	Oak, White	26	1-Excellent	2-Good	X	
1373	Oak, White	17.5	2-Good	2-Good	X	
1374	Oak, White	17.5	2-Good	2-Good	X	
1375	Oak, White	25	2-Good	2-Good	X	
1376	Maple, Sugar	8	2-Good	2-Good		
1377	Oak, White	25.5	1-Excellent	2-Good	X	
1378	Oak, Northern Red	9	2-Good	2-Good	X	
1379	Butternut	8.5	2-Good	2-Good	X	
1380	Hickory, Bitternut	7	2-Good	2-Good		
1381	Poplar, White	7.5	2-Good	2-Good		
1382	Oak, White	28.5	1-Excellent	2-Good	X	
1383	Oak, Northern Red	7	2-Good	2-Good		
1384	Oak, White	7	3-Fair	3-Fair		
1385	Oak, White	33.5	1-Excellent	2-Good	X	
1386	Maple, Sugar	10	3-Fair	2-Good	X	

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
1387	Oak, White	27	1-Excellent	2-Good	X	
1388	Oak, White	28	1-Excellent	2-Good	X	
1389	Oak, Northern Red	8	2-Good	2-Good		
1390	Ash, White	6.5	2-Good	2-Good		
1391	Ash, White	9	2-Good	2-Good		
1392	Oak, Northern Red	13	2-Good	2-Good	X	
1393	Oak, Northern Red	8.5	2-Good	2-Good		X
1394	Oak, Northern Red	7.5	2-Good	2-Good		X
1395	Oak, White	26	1-Excellent	2-Good	X	X
1396	Oak, White	32.5	1-Excellent	2-Good	X	X
1397	Elm, American	6.5	3-Fair	3-Fair		X
1398	Oak, White	19	2-Good	2-Good	X	X
1399	Oak, White	34	1-Excellent	2-Good	X	X
1400	Cherry, Black	7.5	2-Good	2-Good		X
1401	Redcedar, Eastern	19	2-Good	2-Good	X	X
1402	Ash, White	8	2-Good	2-Good		X
1403	Ash, White	7	2-Good	2-Good		X
1404	Oak, White	33	1-Excellent	2-Good	X	X
1405	Oak, White	24.5	2-Good	2-Good	X	X
1406	Oak, White	29	1-Excellent	2-Good	X	X
1407	Oak, White	31	1-Excellent	2-Good	X	X
1408	Oak, White	24.5	2-Good	2-Good	X	X
1409	Oak, White	24.5	2-Good	2-Good	X	X
1410	Oak, White	24.5	2-Good	2-Good	X	X
1411	Elm, American	8	2-Good	2-Good		X
1412	Oak, White	13	3-Fair	3-Fair	X	X
1413	Oak, White	17	2-Good	2-Good	X	X
1414	Oak, White	24	2-Good	2-Good	X	X
1415	Oak, White	17	2-Good	2-Good	X	X
1416	Oak, White	28	1-Excellent	2-Good	X	
1417	Oak, White	26.5	1-Excellent	2-Good	X	
1418	Oak, White	24	2-Good	2-Good	X	X
1419	Oak, White	19	2-Good	2-Good	X	X
1420	Oak, White	22	2-Good	2-Good	X	X
1421	Maple, Sugar	24.5	2-Good	2-Good	X	X
1422	Oak, White	32	1-Excellent	2-Good	X	X
1423	Oak, White	31.5	1-Excellent	2-Good	X	X
1424	Oak, Northern Red	6.5	2-Good	2-Good		X
1425	Elm, American	6.5	3-Fair	3-Fair		X
1426	Elm, American	8	3-Fair	3-Fair		X
1427	Oak, White	26.5	1-Excellent	2-Good	X	X
1428	Hackberry	8	3-Fair	3-Fair		
1429	Boxelder	7	2-Good	2-Good		
1430	Hackberry	14.5	2-Good	2-Good	X	
1431	Ash, White	14.5	2-Good	2-Good	X	
1432	Redcedar, Eastern	9	2-Good	2-Good	X	
1433	Maple, Sugar	7.5	2-Good	2-Good		
1434	Elm, American	16	2-Good	2-Good	X	
1435	Oak, White	18	2-Good	2-Good	X	
1436	Ironwood	6.5	3-Fair	3-Fair		

Table 1. Tree Inventory Summary

Tree Tag Number	Tree Species	DBH (Inches)	Structural Condition	Health Condition	Significant	Removal
1437	Basswood, American	10.5	2-Good	2-Good	X	X
1438	Maple, Sugar	7	2-Good	2-Good		
1439	Maple, Sugar	11	2-Good	2-Good	X	
1440	Oak, White	6.5	3-Fair	3-Fair		
1441	Basswood, American	8	3-Fair	3-Fair		
1442	Basswood, American	11	2-Good	2-Good	X	
1443	Oak, Northern Red	7	2-Good	2-Good		
1444	Oak, Northern Red	25	1-Excellent	2-Good	X	
1445	Ironwood	7	3-Fair	3-Fair		
1446	Maple, Sugar	11.5	3-Fair	3-Fair	X	X
1447	Oak, Northern Red	12.5	2-Good	2-Good	X	
1448	Oak, Northern Red	16	2-Good	2-Good	X	
1449	Oak, Northern Red	22.5	2-Good	2-Good	X	
1450	Oak, Northern Red	16.5	2-Good	2-Good	X	
1451	Oak, Northern Red	21	2-Good	2-Good	X	
1452	Oak, Northern Red	8	2-Good	2-Good		
1453	Oak, Northern Red	7	3-Fair	3-Fair		
1454	Oak, Northern Red	6.5	3-Fair	3-Fair		
1455	Oak, Northern Red	19.5	2-Good	2-Good	X	
1456	Redcedar, Eastern	8.5	2-Good	2-Good		
1457	Boxelder	8.5	2-Good	2-Good		
1458	Maple, Sugar	7	2-Good	2-Good		
1459	Oak, Northern Red	7	2-Good	2-Good		
1460	Hackberry	10	2-Good	2-Good	X	
1461	Oak, Northern Red	8.5	2-Good	2-Good		
1462	Maple, Sugar	9	2-Good	2-Good		
1463	Maple, Sugar	8.5	2-Good	2-Good		
1464	Maple, Sugar	7	2-Good	2-Good		
1465	Oak, Northern Red	8	2-Good	2-Good		X

TREE PRESERVATION SUMMARY

789 SURVEYED TREES MEETING ORDINANCE THRESHOLD
571 TOTAL PROPOSED REMOVALS

SIGNIFICANT TREES
470 TOTAL
350 PROPOSED REMOVALS

120 SIGNIFICANT TREES TO BE PROTECTED

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C2-TREE PRES
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

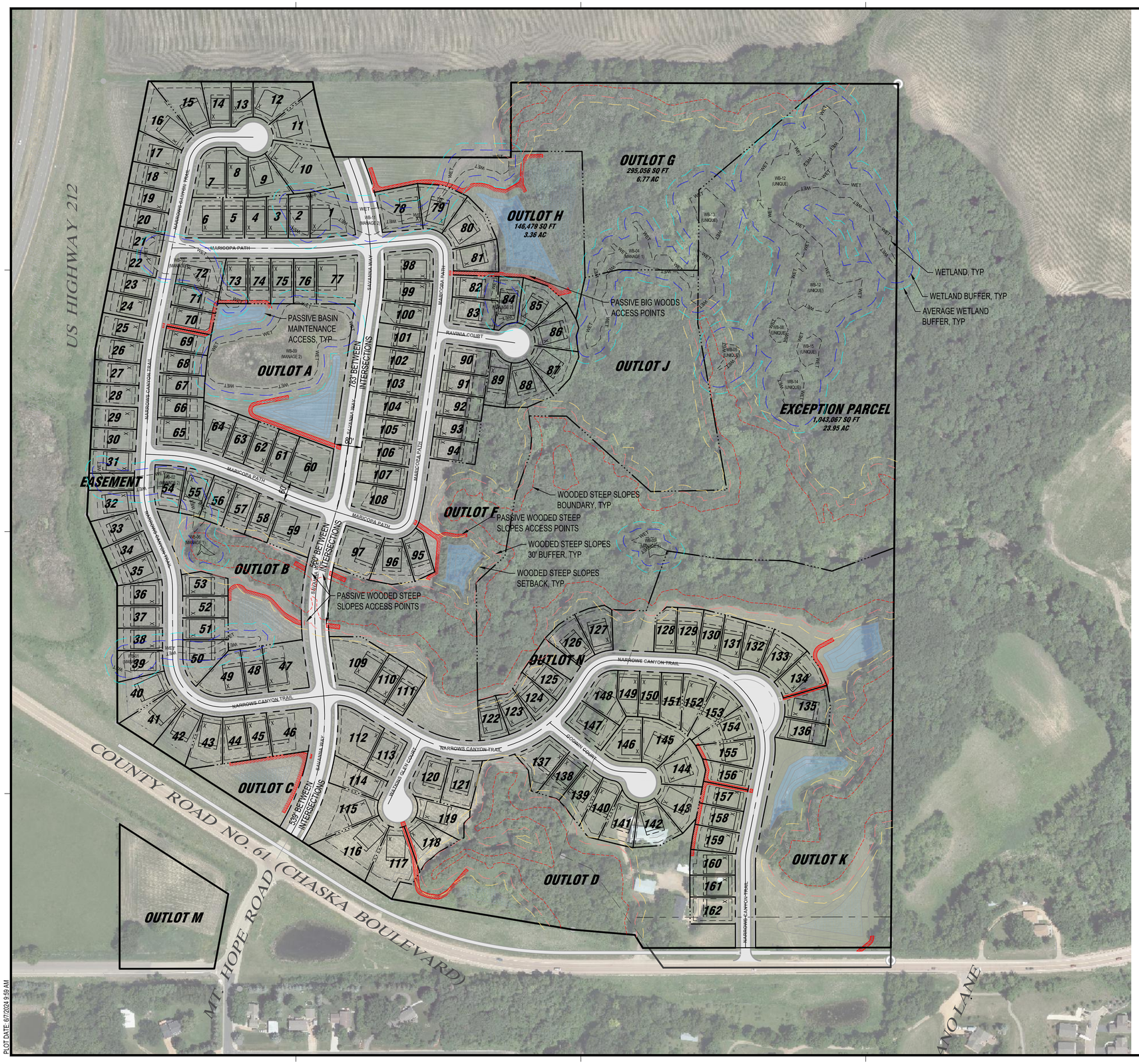
TITLE

TREE INVENTORY

SHEET

35 OF 82

PLOT DATE: 5/31/2024 1:13 PM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE - OVERALL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

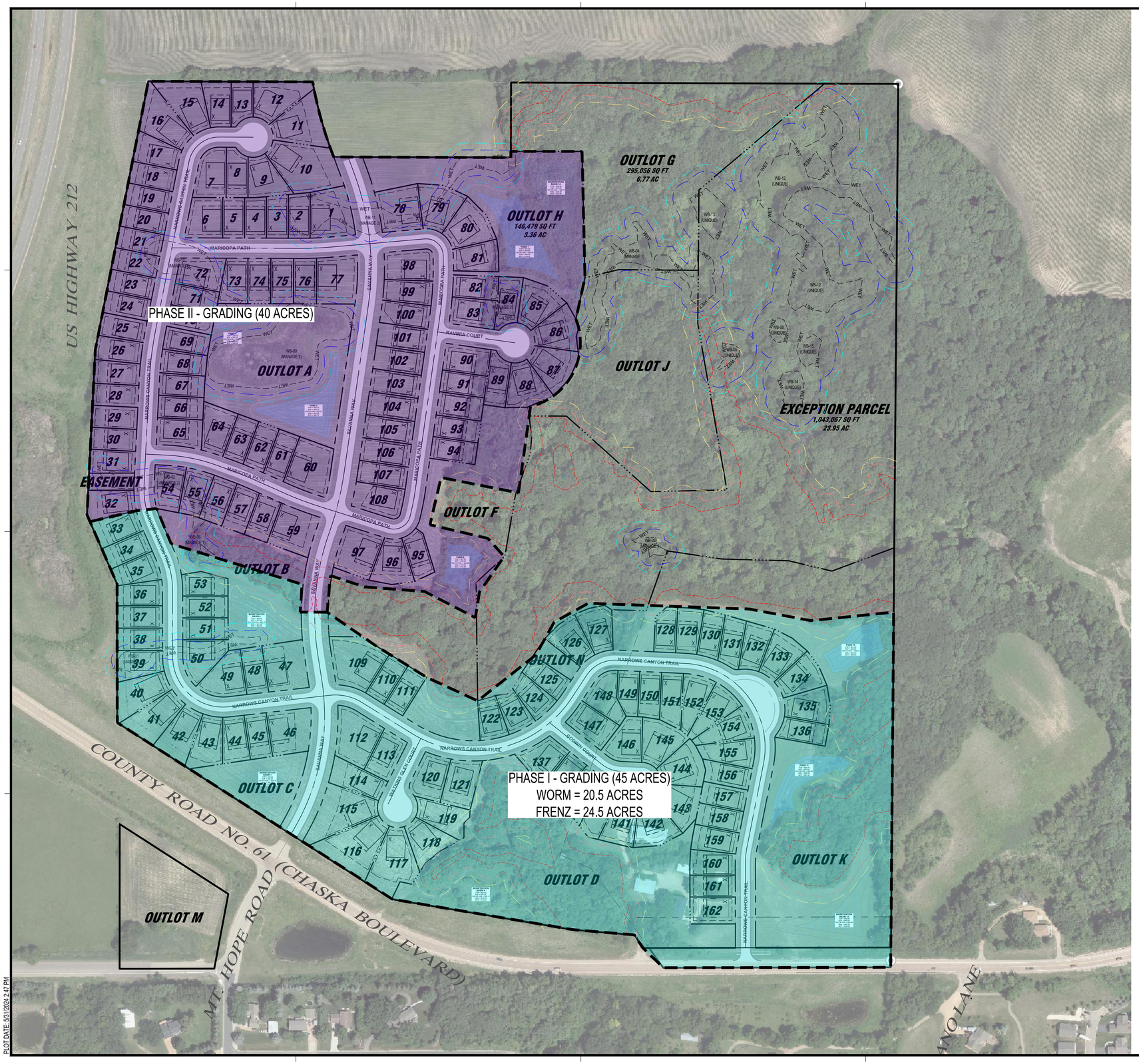
SITE PLAN - OVERALL

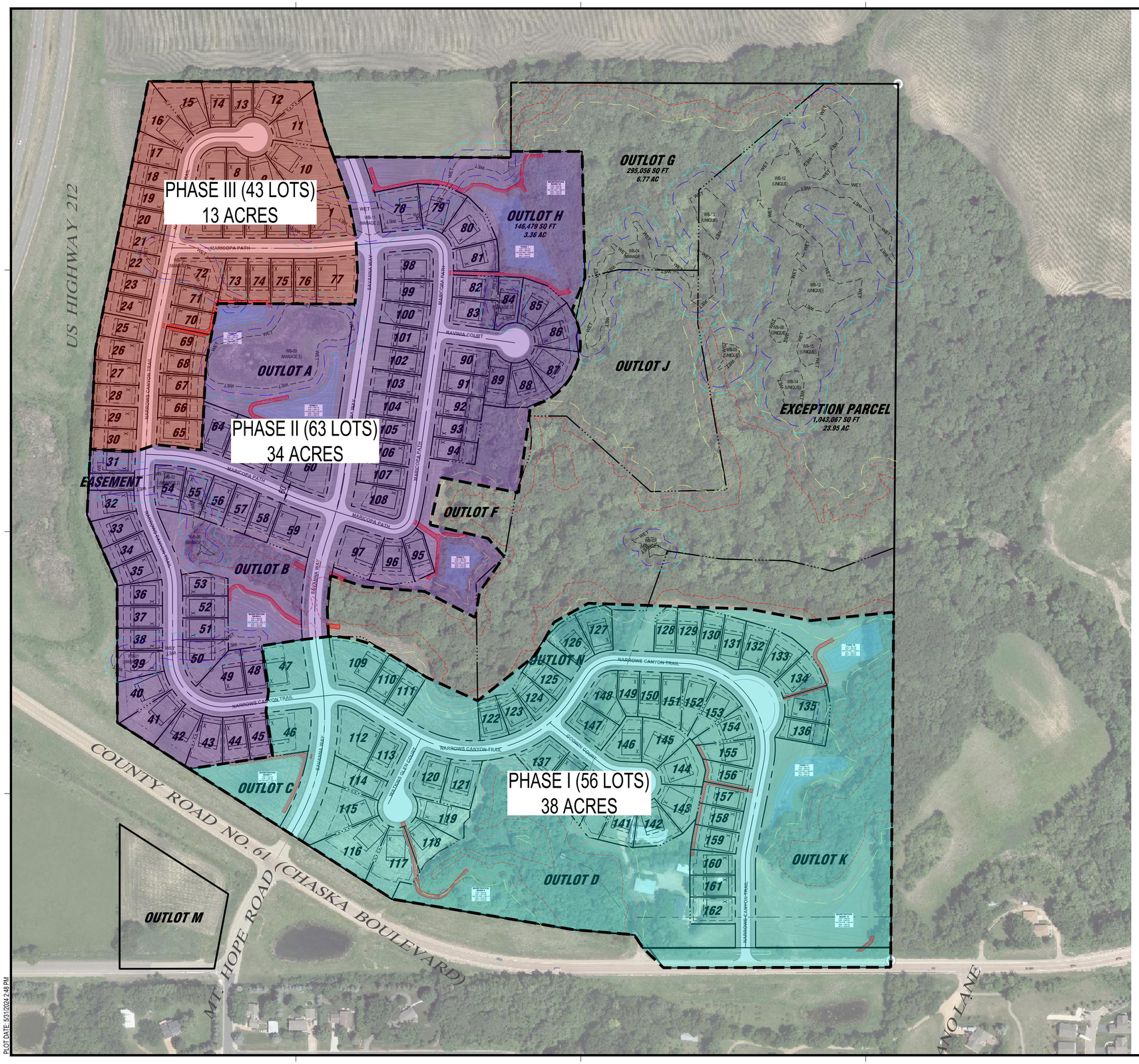
SHEET

36

OF 82

PLOT DATE: 6/7/2024 9:59 AM


US HIGHWAY 212
PHASE II - GRADING (40 ACRES)
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT E
OUTLOT F
OUTLOT G
295,056 SQ FT
6.77 AC
OUTLOT H
146,479 SQ FT
3.36 AC
OUTLOT J
OUTLOT K
OUTLOT M
EXCEPTION PARCEL
1,043,067 SQ FT
23.95 AC
EASEMENT
PHASE I - GRADING (45 ACRES)
WORM = 20.5 ACRES
FRENZ = 24.5 ACRES
COUNTY ROAD NO. 61 (CHASKA BOULEVARD)
MT. HOPE ROAD
MARIGOLD PATH
MARIGOLD PATH
MARIGOLD PATH
SAVANNA WAY
SAVANNA WAY
RAVINIA COURT
NARROWS CANYON TRAIL
NARROWS CANYON TRAIL
NARROWS CANYON TRAIL
NARROWS CANYON TRAIL
NARROWS CANYON TRAIL
SAVANNA WAY
SAVANNA WAY
SAVANNA WAY



N

0 150 300

SCALE IN FEET

PRELIMINARY NOT FOR CONSTRUCTION

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE - OVERALL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

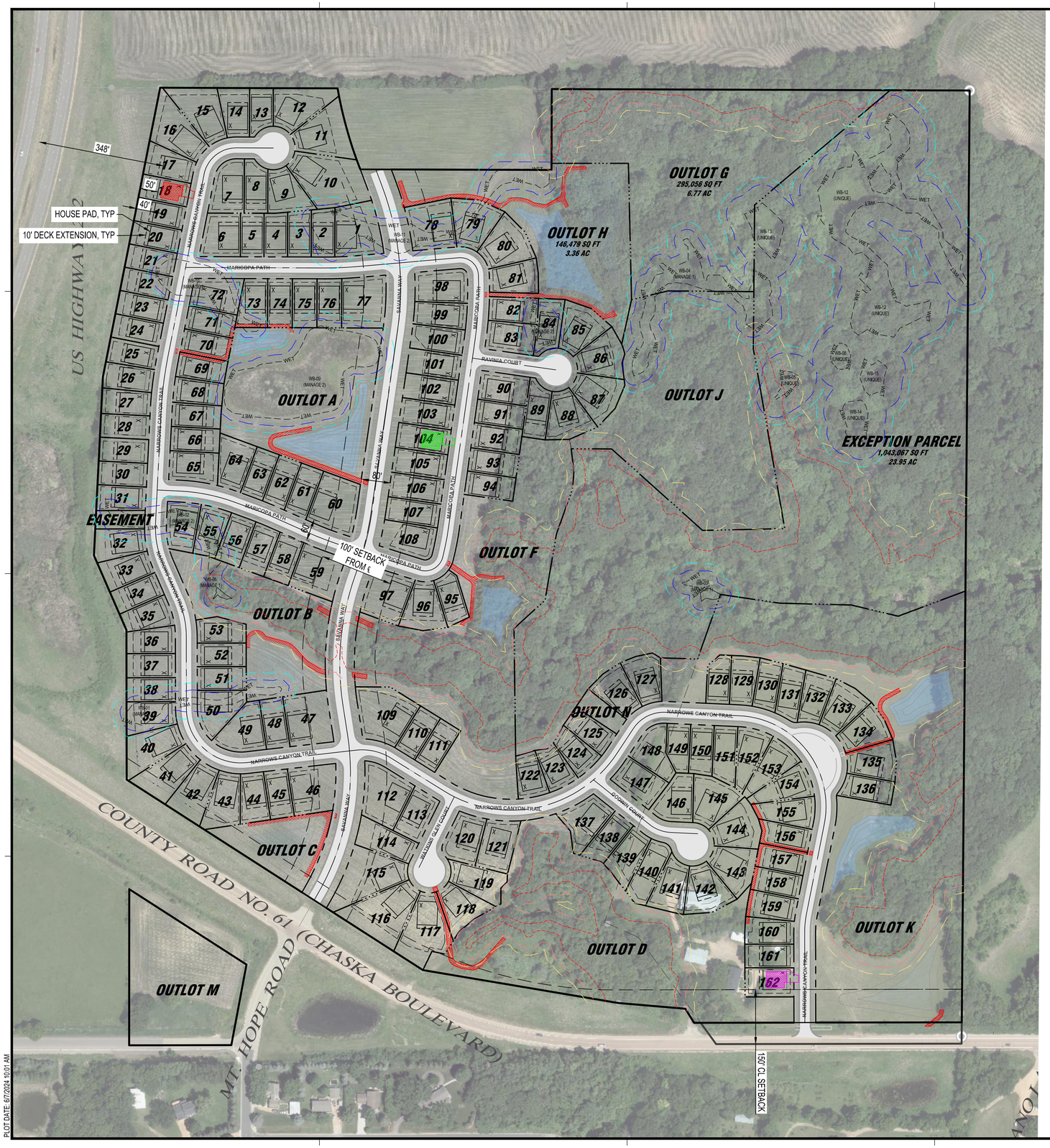
TITLE

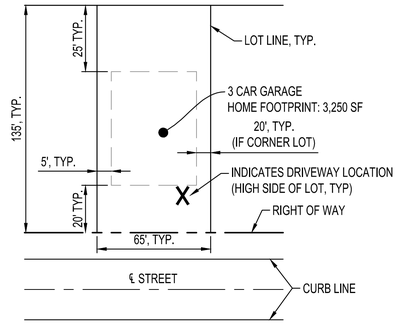
ROAD AND UTILITIES PHASING PLAN

SHEET

38 OF 82

PLOT DATE: 5/31/2024 2:48 PM





65' SINGLE FAMILY
TYPICAL LOT SETBACKS
NTS

N

0 150 300
SCALE IN FEET

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE - OVERALL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

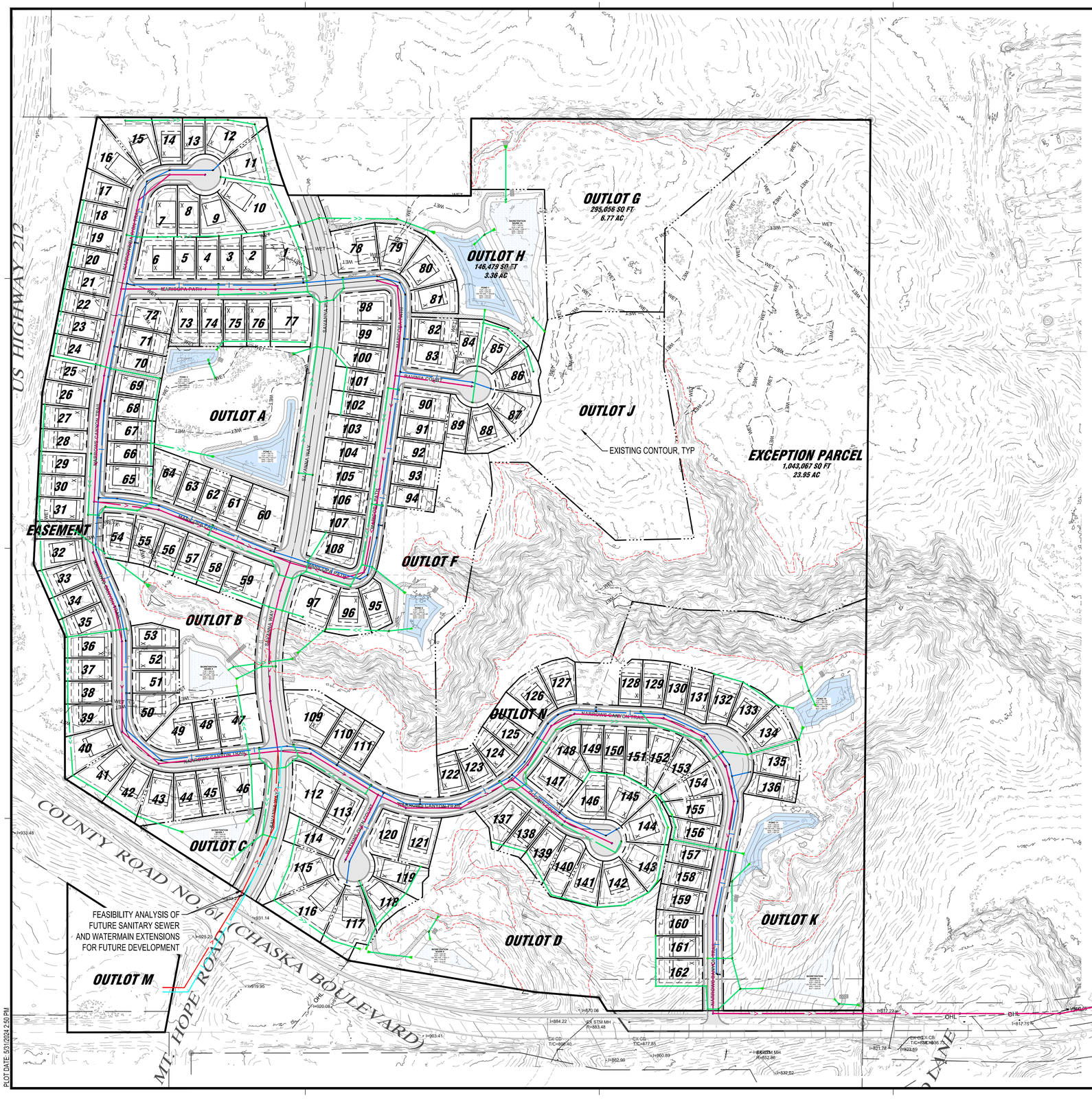
SETBACK PLAN

SHEET

39

OF 82

PLOT DATE: 6/7/2024 10:01 AM



UTILITY LEGEND

EXISTING		PROPOSED
— — — >> — — —	STORM DRAIN	>>
— — — > — — —	SANITARY SEWER	>
— — — II> — — —	SANITARY SEWER FORCEMAIN	II>
— — — I — — —	WATER MAIN	I
— — — G — — —	GAS	G
— — — OE — — —	OVERHEAD ELECTRIC	OE
— — — UE — — —	UNDERGROUND ELECTRIC	UE
— — — UT — — —	UNDERGROUND TELEPHONE	UT
— — — UTV — — —	UNDERGROUND TV	
— — — OHL — — —	OVERHEAD UTILITY	
— — — UTL — — —	UNDERGROUND UTILITY	
— — — FBO — — —	FIBER OPTIC	

NOTE:
CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES.

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FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

OVERALL UTILITY

SHEET

40 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 2:50 PM

UTILITY LEGEND

EXISTING		PROPOSED
— — — >> — — —	STORM DRAIN	>>
— — — > — — —	SANITARY SEWER	>
— — — II> — — —	SANITARY SEWER FORCEMAIN	II>
— — — I — — —	WATER MAIN	I
— — — G — — —	GAS	G
— — — OE — — —	OVERHEAD ELECTRIC	OE
— — — UE — — —	UNDERGROUND ELECTRIC	UE
— — — UT — — —	UNDERGROUND TELEPHONE	UT
— — — UTV — — —	UNDERGROUND TV	
— — — OHL — — —	OVERHEAD UTILITY	
— — — UTL — — —	UNDERGROUND UTILITY	
— — — FBO — — —	FIBER OPTIC	

NOTE:
CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES.

HYDRANT (TYP)
6" GV & BOX (TYP)
8" X 6" TEE (TYP)
8" WATER (TYP)

POND 1
TOP = 931.00
EOF = 930.00
100-YR HWL = 929.80
NWL = 924.00
BOT = 919.50

POND 2
TOP = 936.75
EOF = 935.75
100-YR HWL = 934.21
NWL = 928.00
BOT = 928.00

BIORETENTION
MN 1A
TOP = 928.00
EOF = 927.00
100-YR HWL = 926.31
NWL = 924.00
BOT = 922.50

OUTLOT A
OUTLOT H
146,478 SQ FT
3.36 AC

US HIGHWAY 212
NARROW CANYON TRAIL
MARICOPA PATH
SAVANNA WAY
RAVINIA COURT

0 60 120
SCALE IN FEET

PLOT DATE: 5/31/2024 2:50 PM

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

UTILITY (N)

SHEET

41 OF 82

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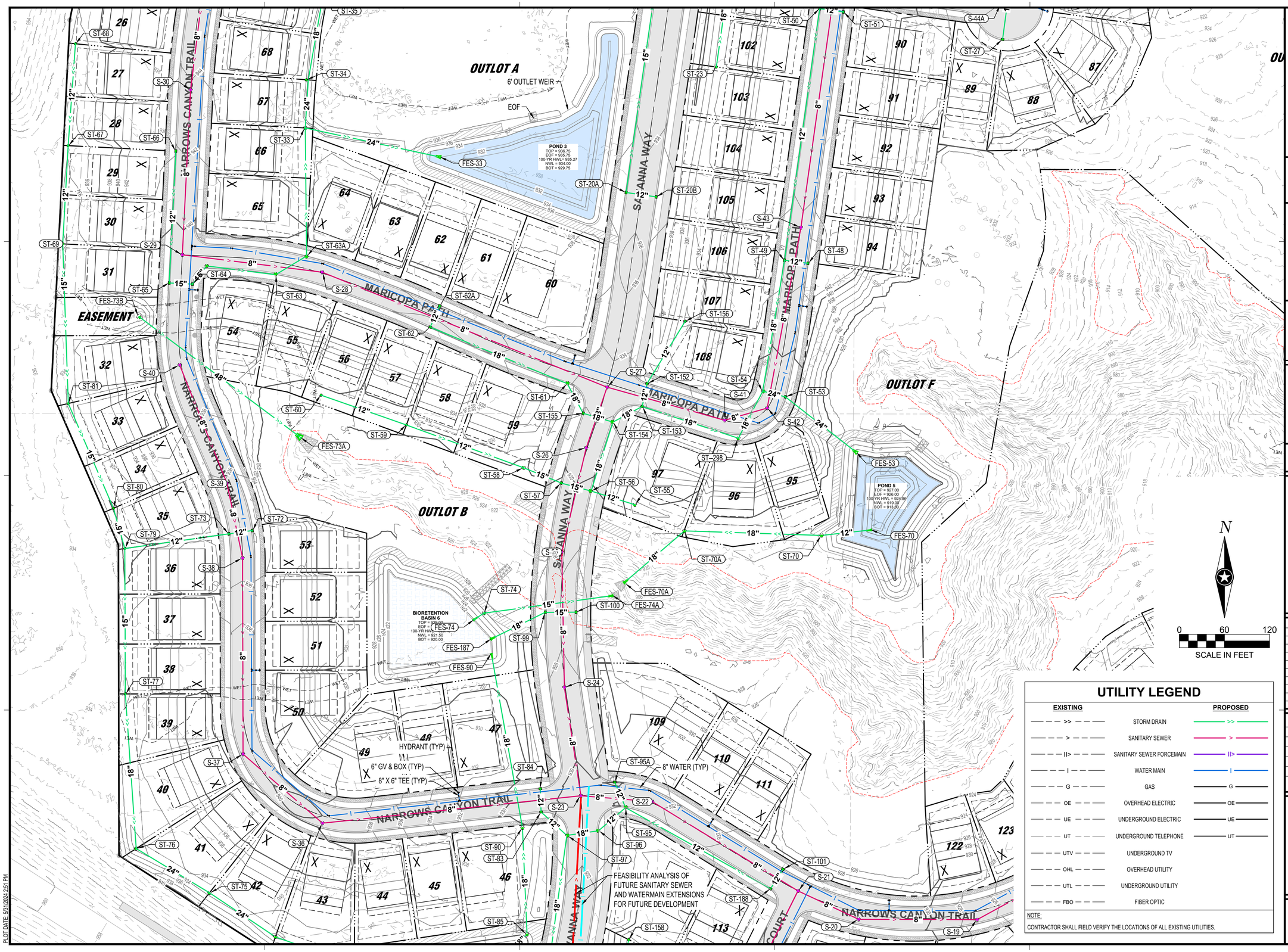

UTILITY LEGEND

EXISTING		PROPOSED
>>	STORM DRAIN	>>
>	SANITARY SEWER	>
II>	SANITARY SEWER FORCEMAIN	II>
W	WATER MAIN	W
G	GAS	G
OE	OVERHEAD ELECTRIC	OE
UE	UNDERGROUND ELECTRIC	UE
UT	UNDERGROUND TELEPHONE	UT
UTV	UNDERGROUND TV	
OHL	OVERHEAD UTILITY	
UTL	UNDERGROUND UTILITY	
FBO	FIBER OPTIC	

NOTE:
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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

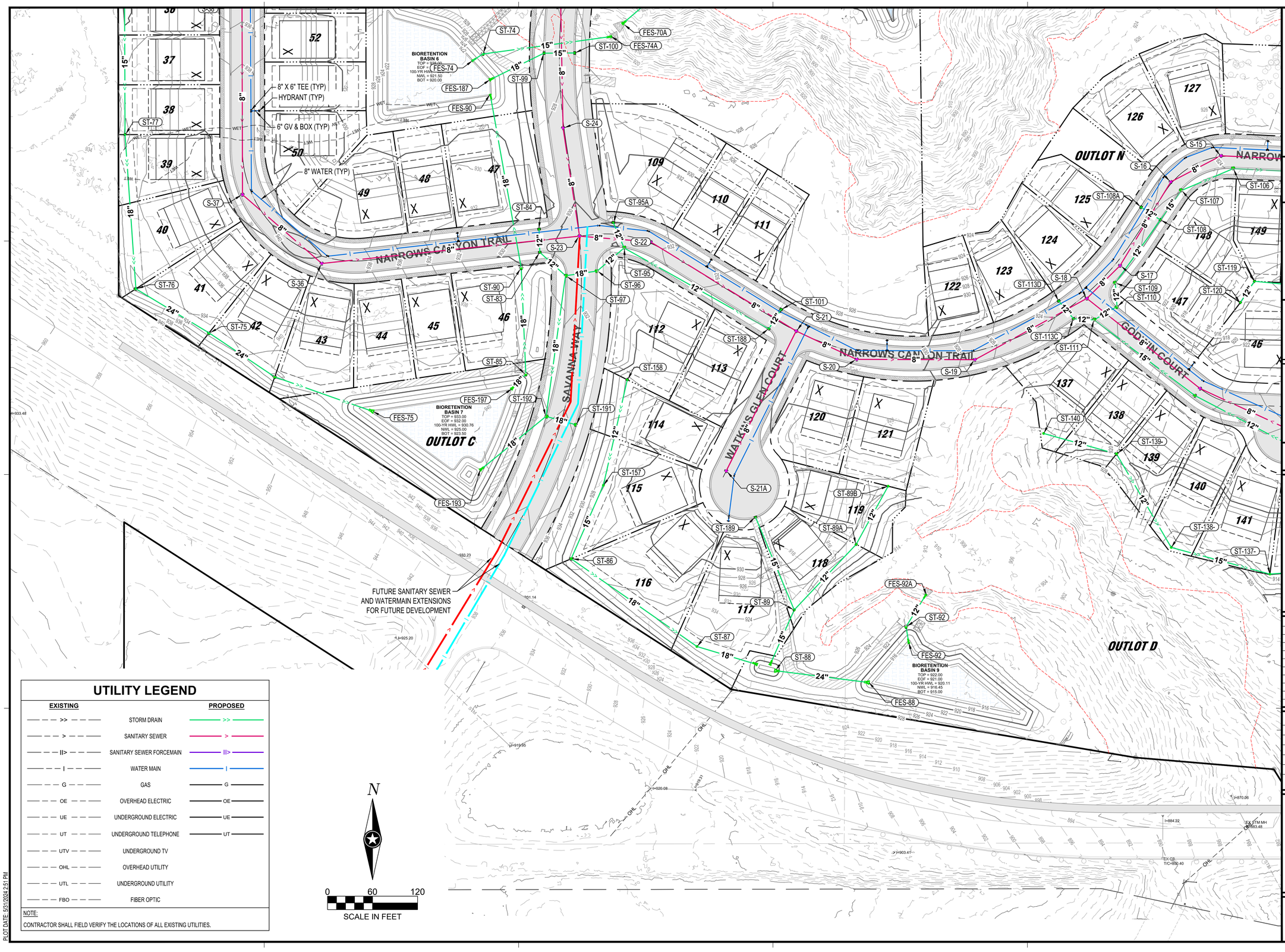
UTILITY (CENTRAL)

SHEET

42 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 2:51 PM



UTILITY LEGEND

EXISTING		PROPOSED
>>	STORM DRAIN	>>
>	SANITARY SEWER	>
II>	SANITARY SEWER FORCEMAIN	II>
I	WATER MAIN	I
G	GAS	G
OE	OVERHEAD ELECTRIC	OE
UE	UNDERGROUND ELECTRIC	UE
UT	UNDERGROUND TELEPHONE	UT
UTV	UNDERGROUND TV	
OHL	OVERHEAD UTILITY	
UTL	UNDERGROUND UTILITY	
FBO	FIBER OPTIC	

NOTE:
CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES.

PLOT DATE: 5/31/2024 2:51 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

UTILITY (SW)

SHEET

43 OF 82

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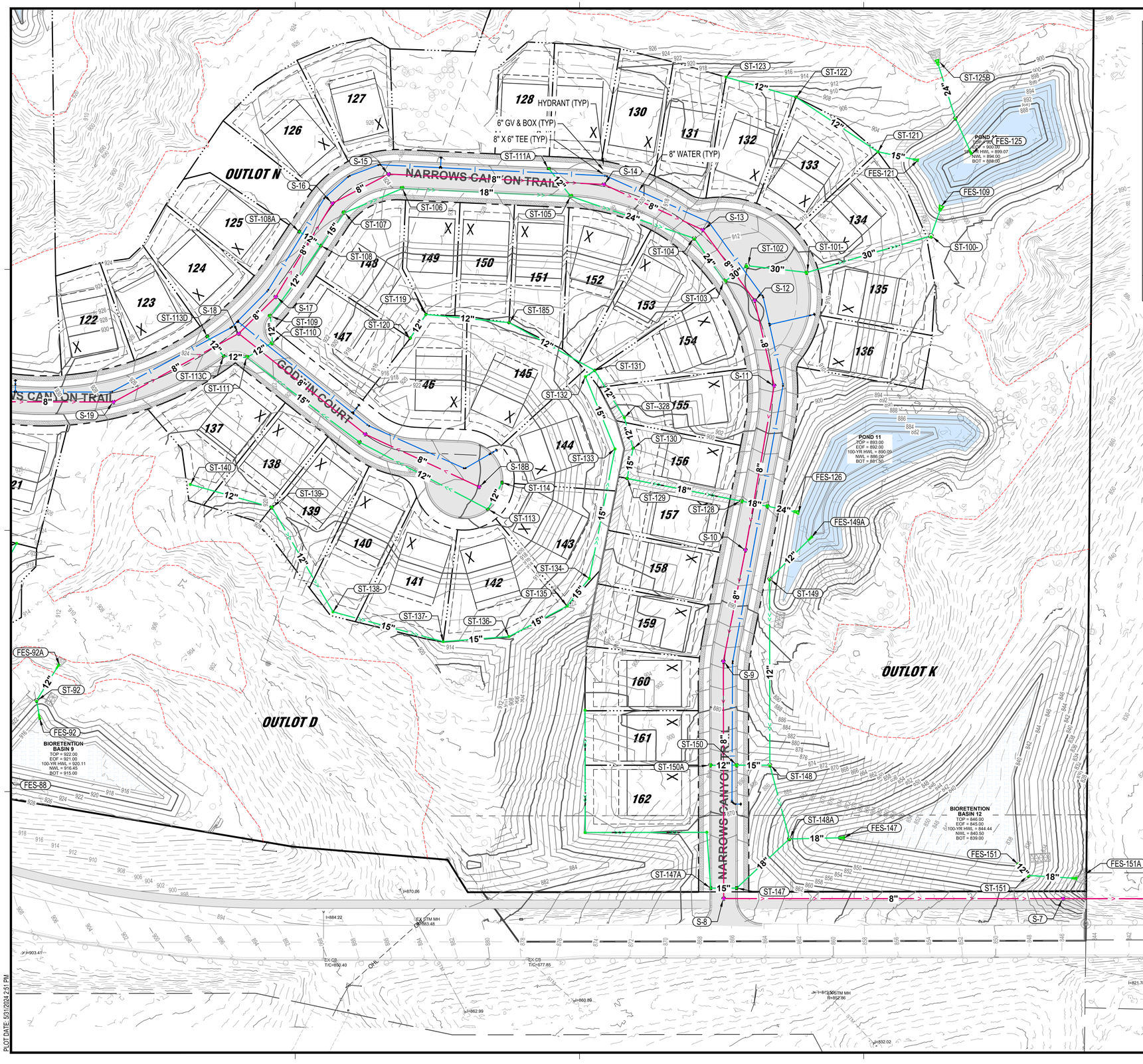

UTILITY LEGEND

EXISTING		PROPOSED
>>	STORM DRAIN	>>
>	SANITARY SEWER	>
II>	SANITARY SEWER FORCEMAIN	II>
I	WATER MAIN	I
G	GAS	G
OE	OVERHEAD ELECTRIC	OE
UE	UNDERGROUND ELECTRIC	UE
UT	UNDERGROUND TELEPHONE	UT
UTV	UNDERGROUND TV	
OHL	OVERHEAD UTILITY	
UTL	UNDERGROUND UTILITY	
FBO	FIBER OPTIC	

NOTE:
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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-SITE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

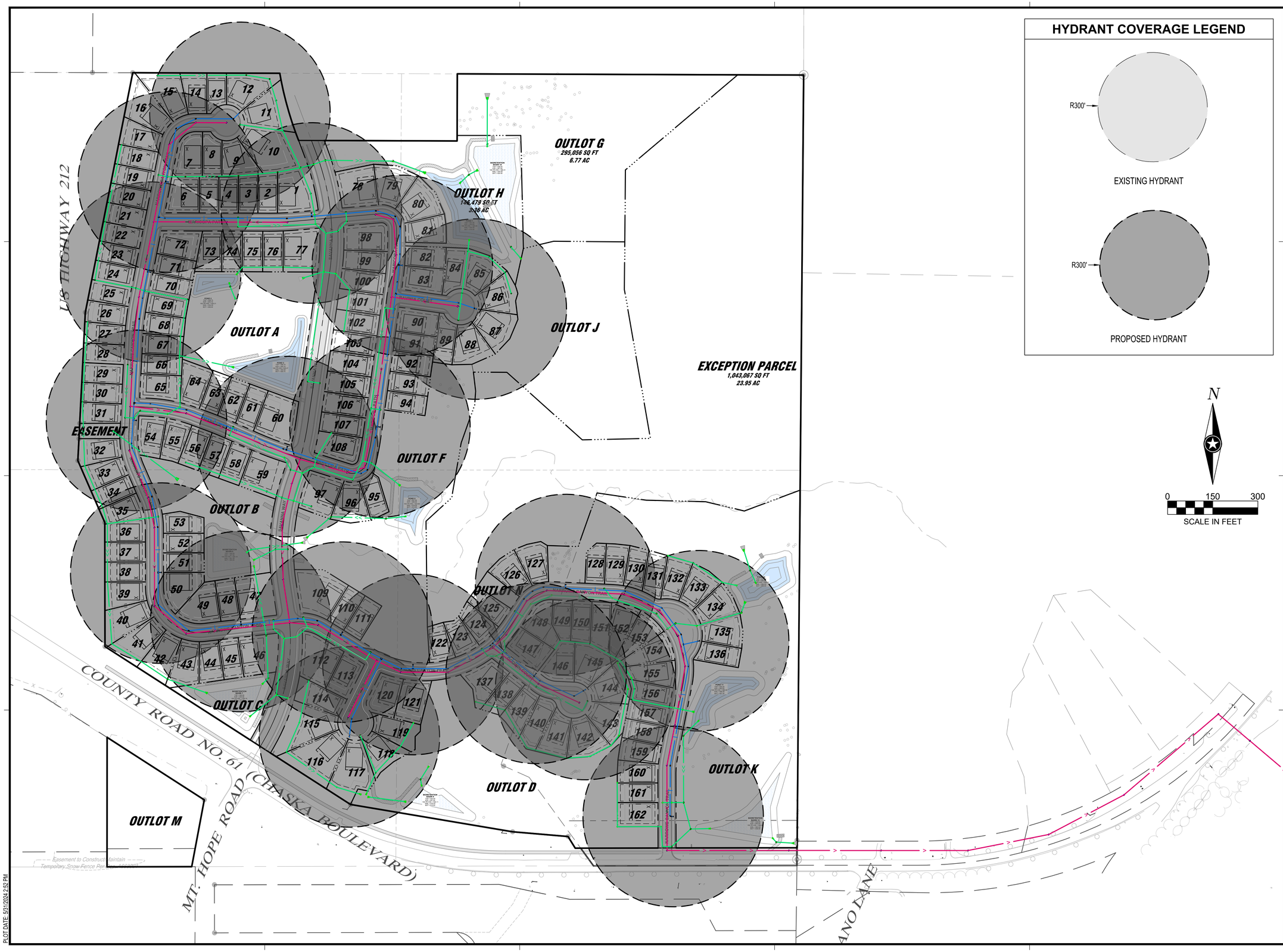
UTILITY (SE)

SHEET

44 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 2:51 PM



HYDRANT COVERAGE LEGEND

R300'

EXISTING HYDRANT

R300'

PROPOSED HYDRANT

N

0 150 300

SCALE IN FEET

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C3-HYD
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

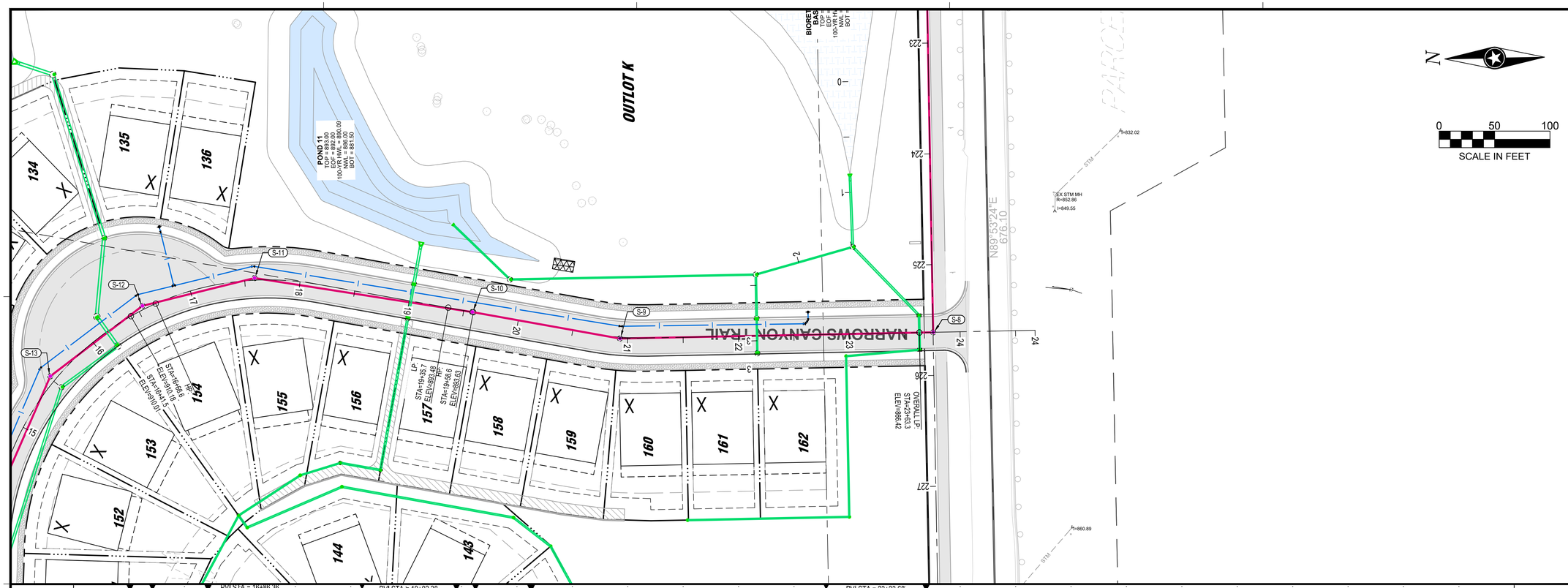
HYDRANT COVERAGE PLAN

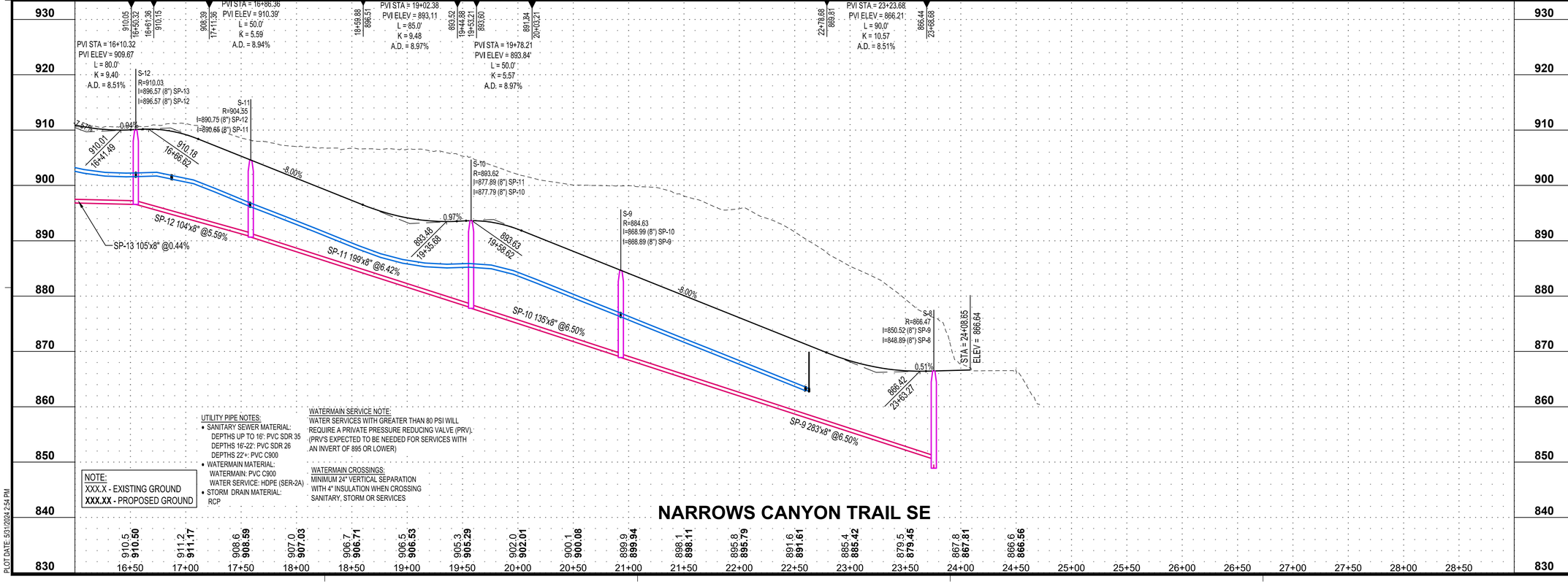
SHEET

45 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 2:52 PM





UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

WATERMAIN SERVICE NOTE:
WATER SERVICES WITH GREATER THAN 80 PSI WILL REQUIRE A PRIVATE PRESSURE REDUCING VALVE (PRV). (PRV'S EXPECTED TO BE NEEDED FOR SERVICES WITH AN INVERT OF 895 OR LOWER)

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

PLOT DATE: 5/31/2024 2:54 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (N CANYON SE)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

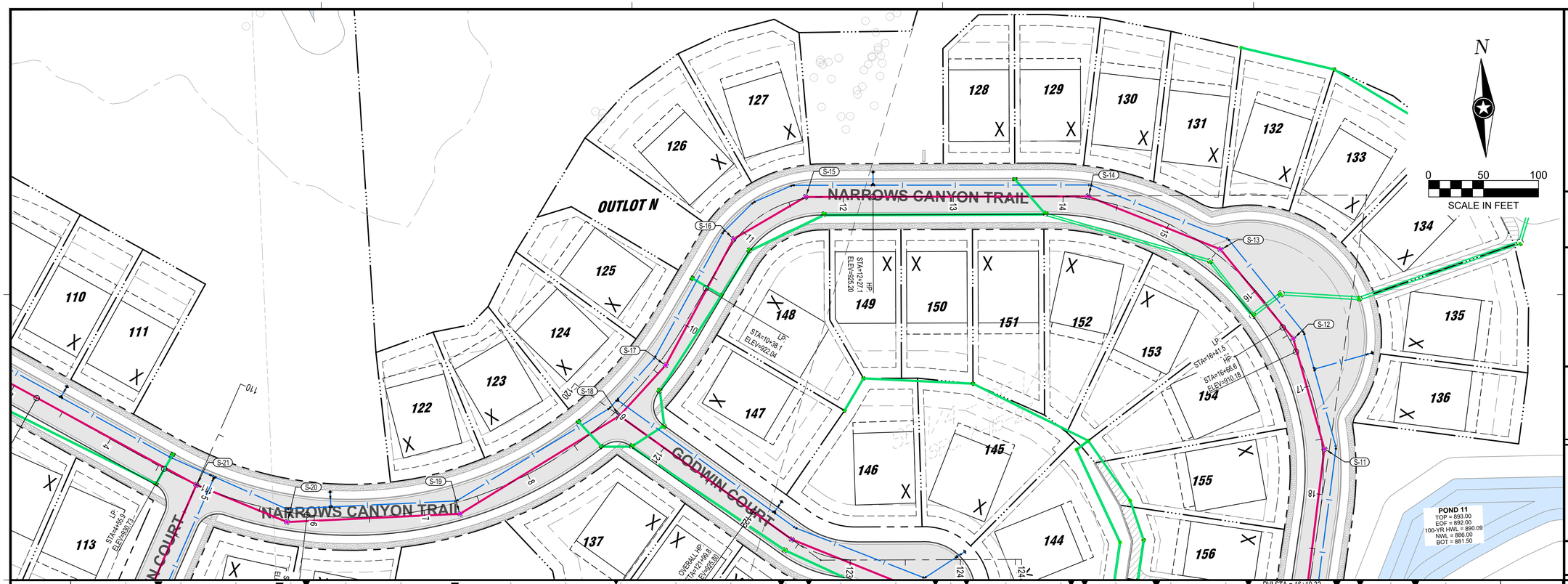
TITLE

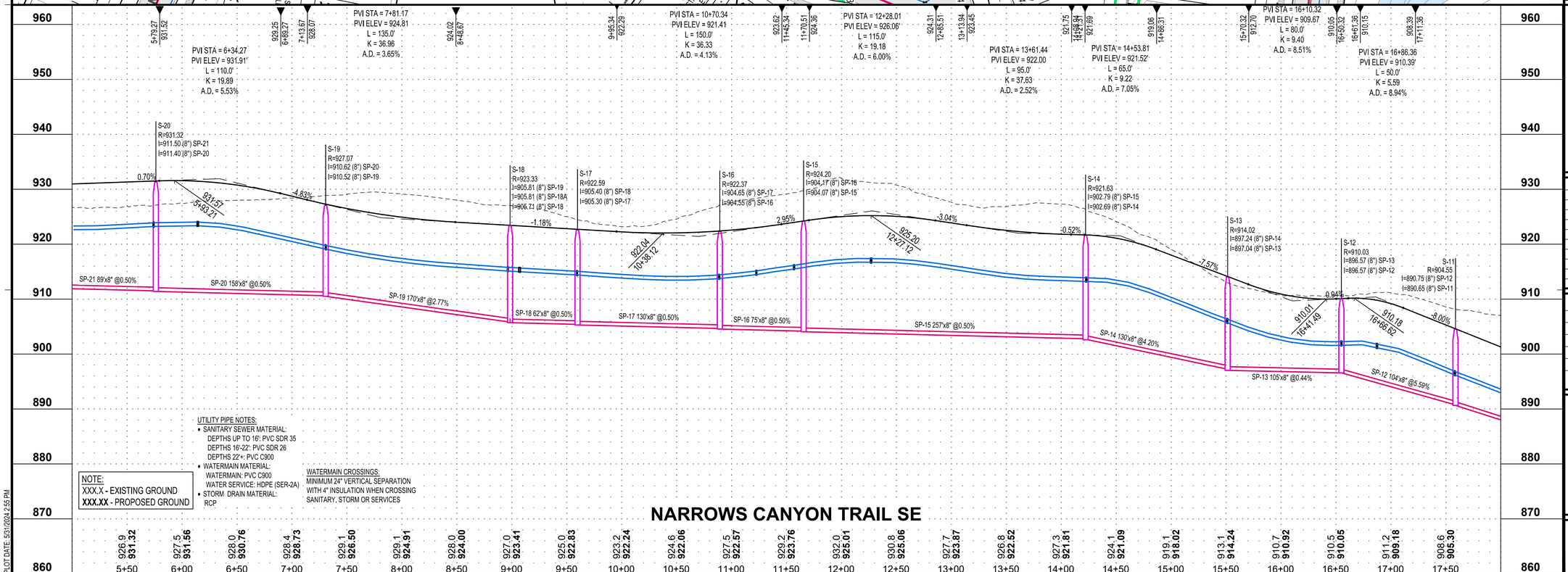
PLANNED STREET AND UTILITY CONSTRUCTION (NARROWS CANYON TRAIL)

SHEET

46 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





PLOT DATE: 5/31/2024 2:55 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

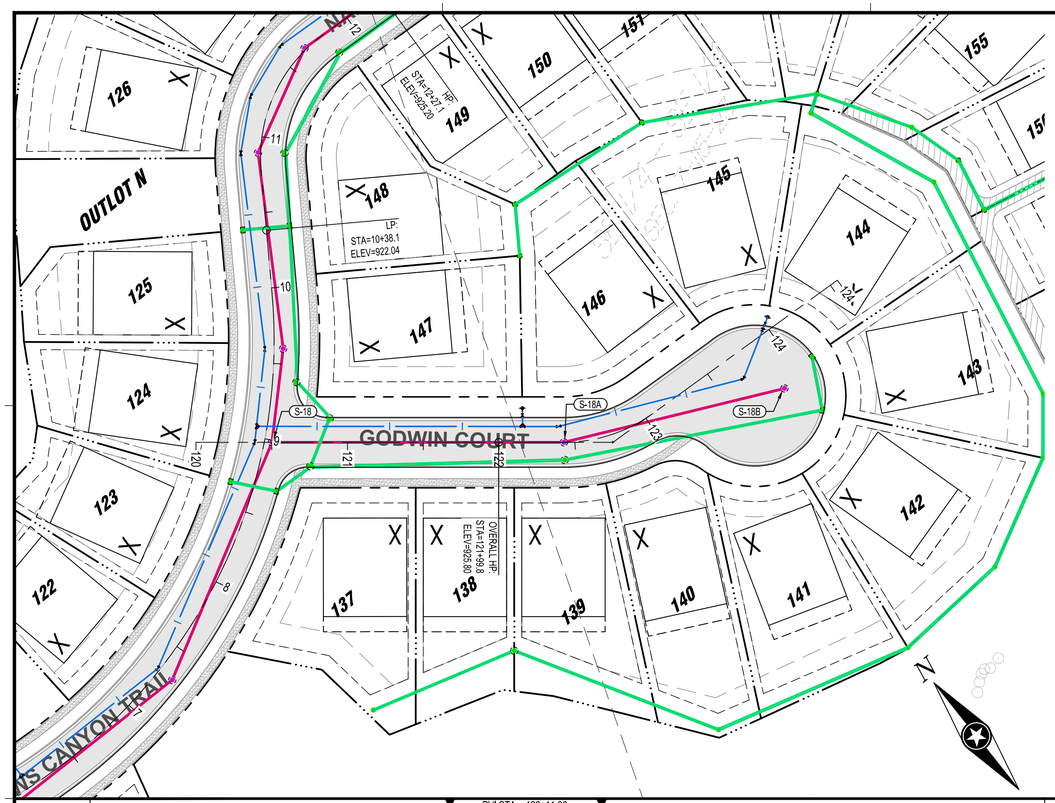
PROJECT NO.	22-27575
FILE NAME	27575 PROF (N CANYON SE)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

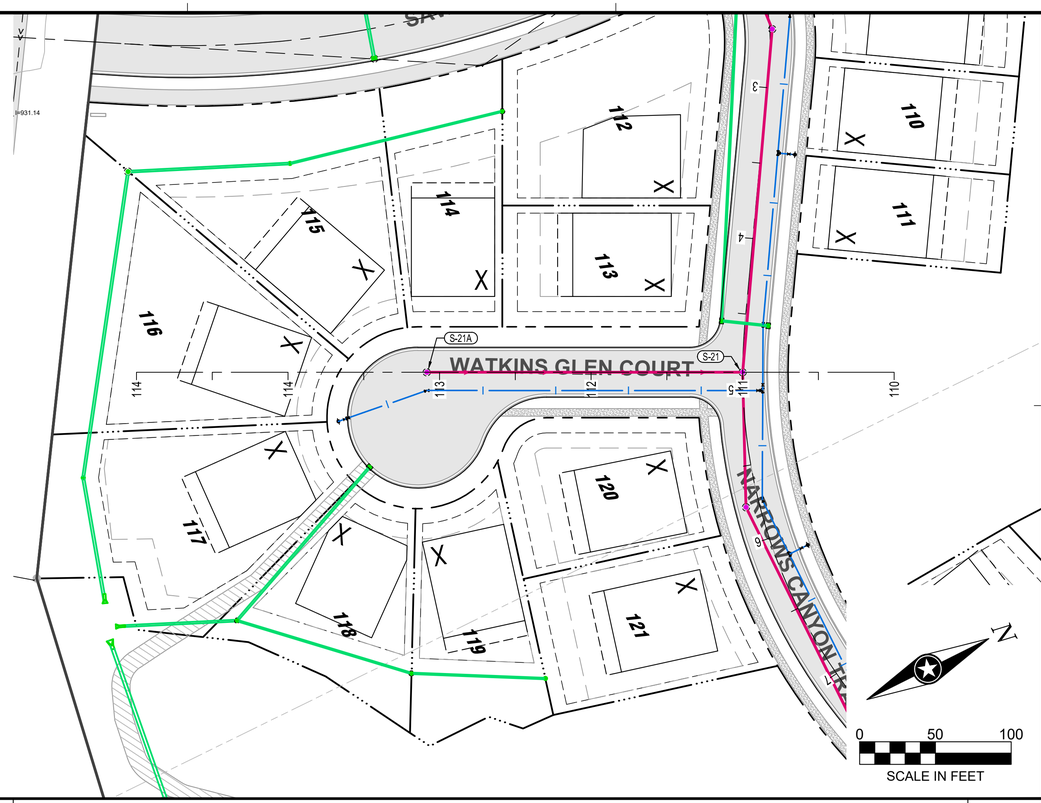
PLANNED STREET AND UTILITY CONSTRUCTION (NARROWS CANYON TRAL)

SHEET

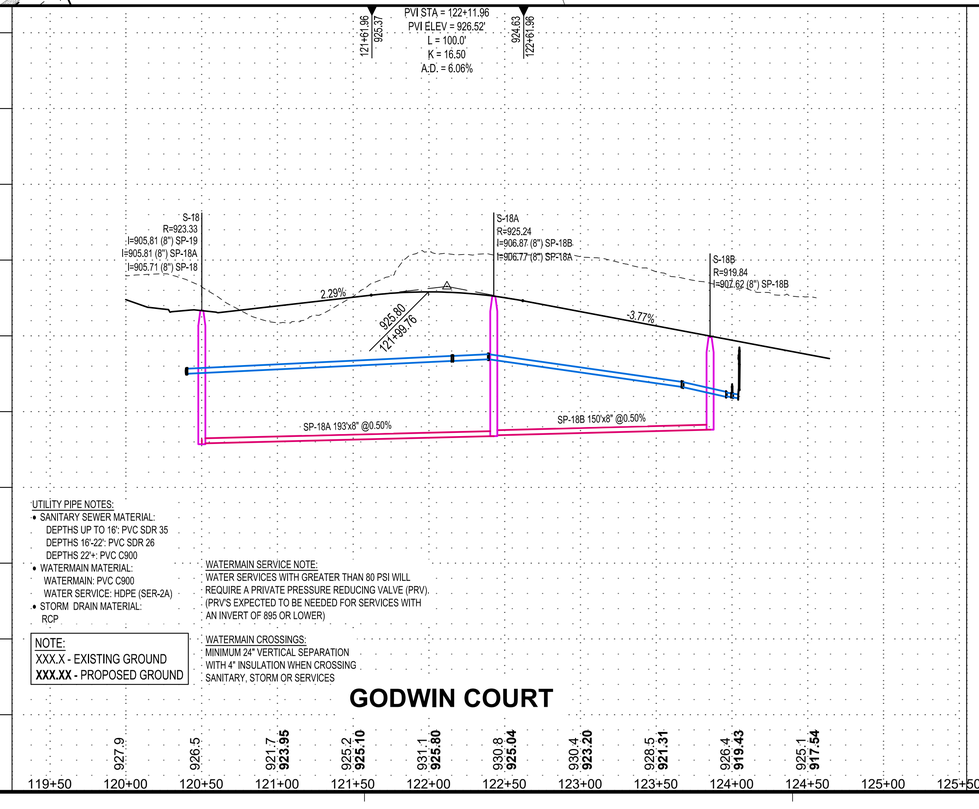
47 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





0 50 100
SCALE IN FEET



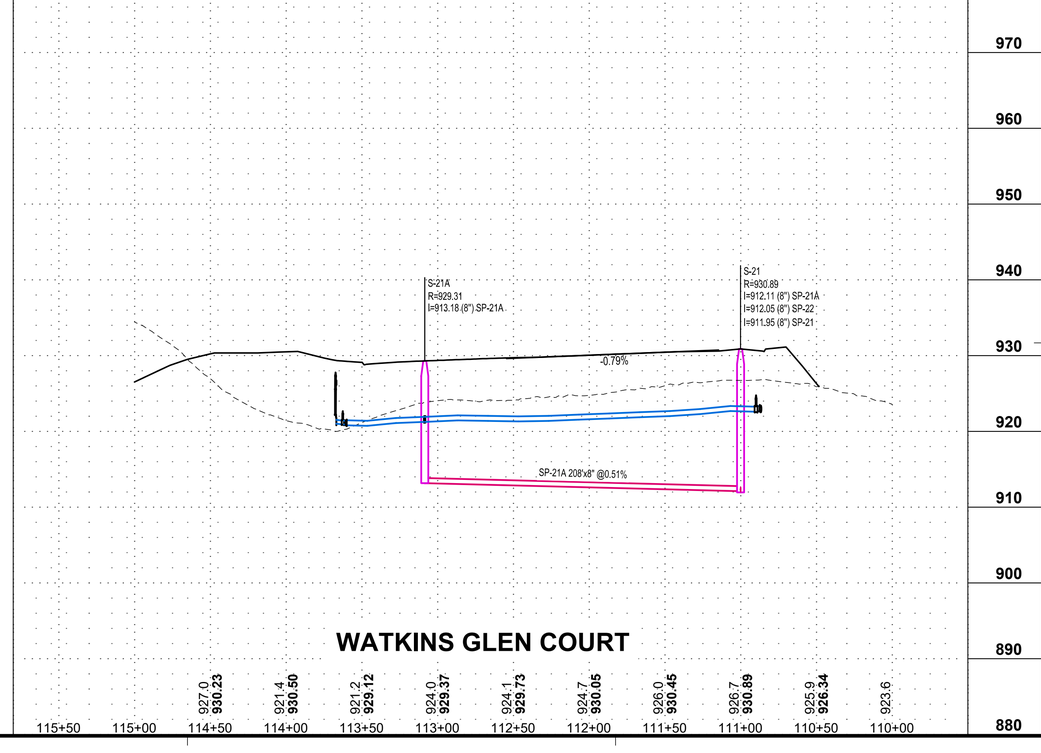
UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

WATERMAIN SERVICE NOTE:
WATER SERVICES WITH GREATER THAN 80 PSI WILL REQUIRE A PRIVATE PRESSURE REDUCING VALVE (PRV). (PRV'S EXPECTED TO BE NEEDED FOR SERVICES WITH AN INVERT OF 895 OR LOWER)

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

GODWIN COURT



WATKINS GLEN COURT

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (GODWIN)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

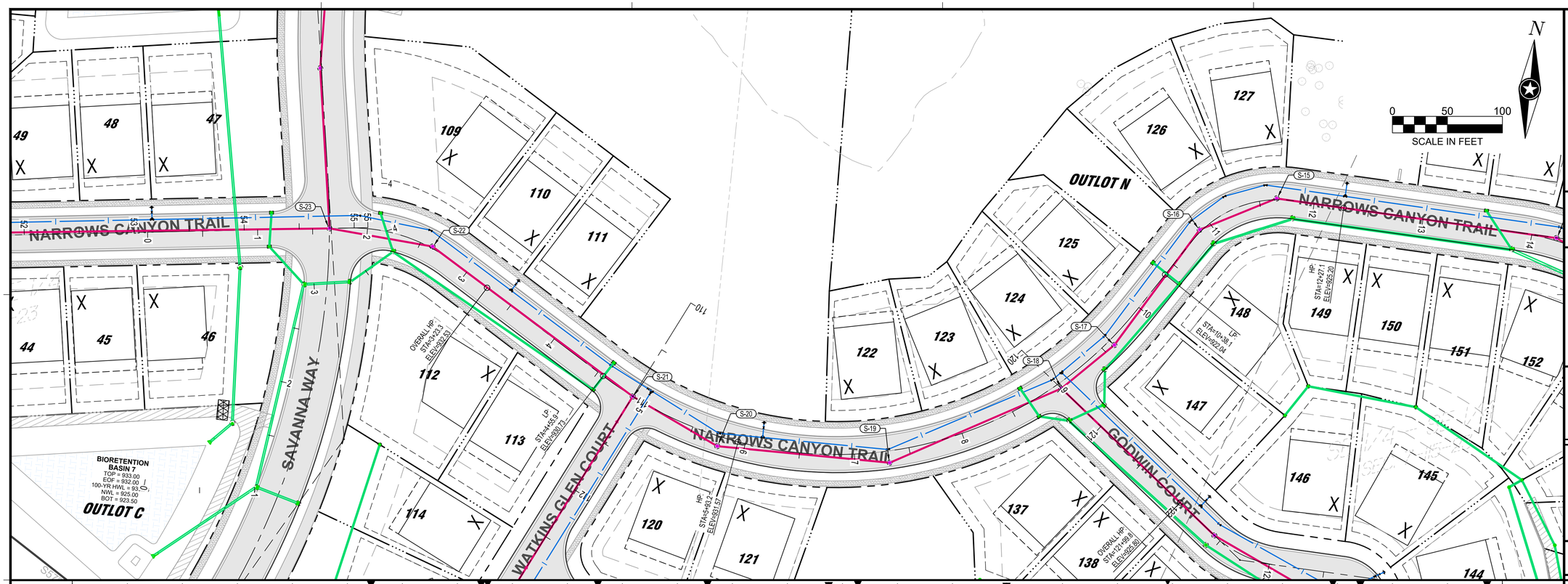
PLANNED STREET AND UTILITY CONSTRUCTION (GODWIN TRAIL)

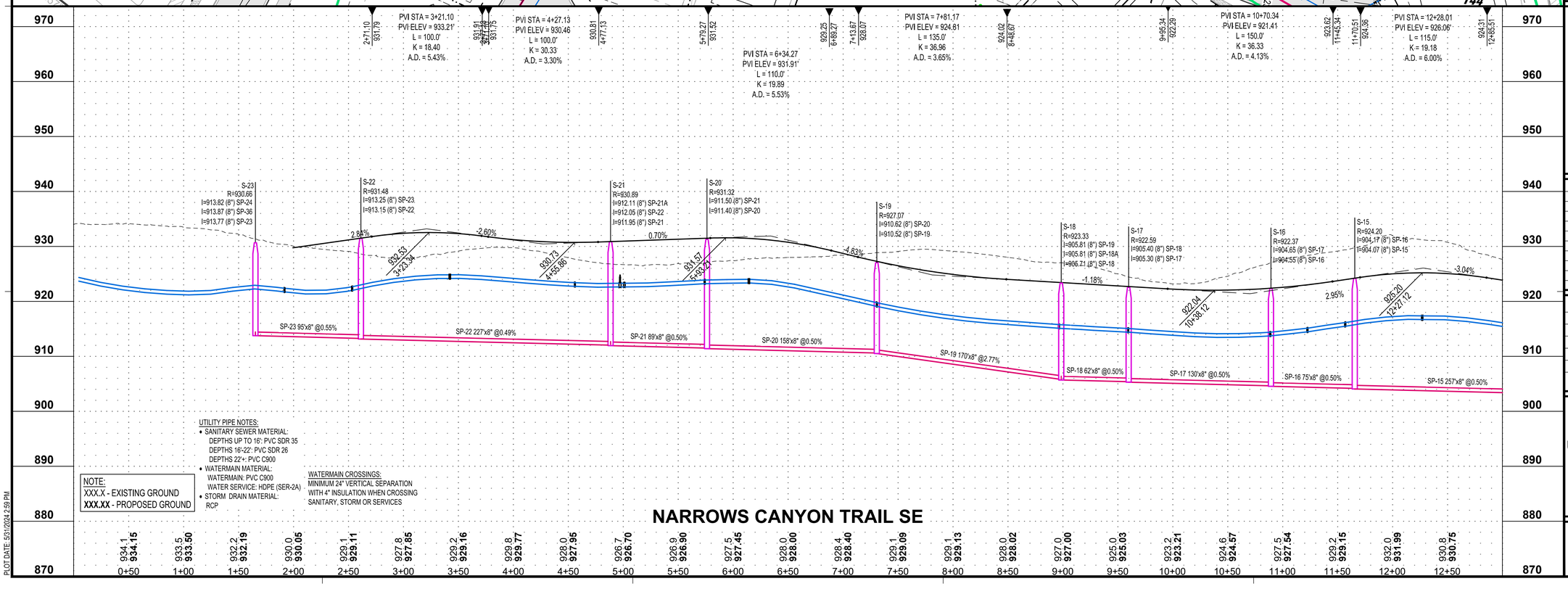
SHEET

48 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 2:57 PM





UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

PLOT DATE: 5/1/2024 2:59 PM

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (N CANYON SE)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

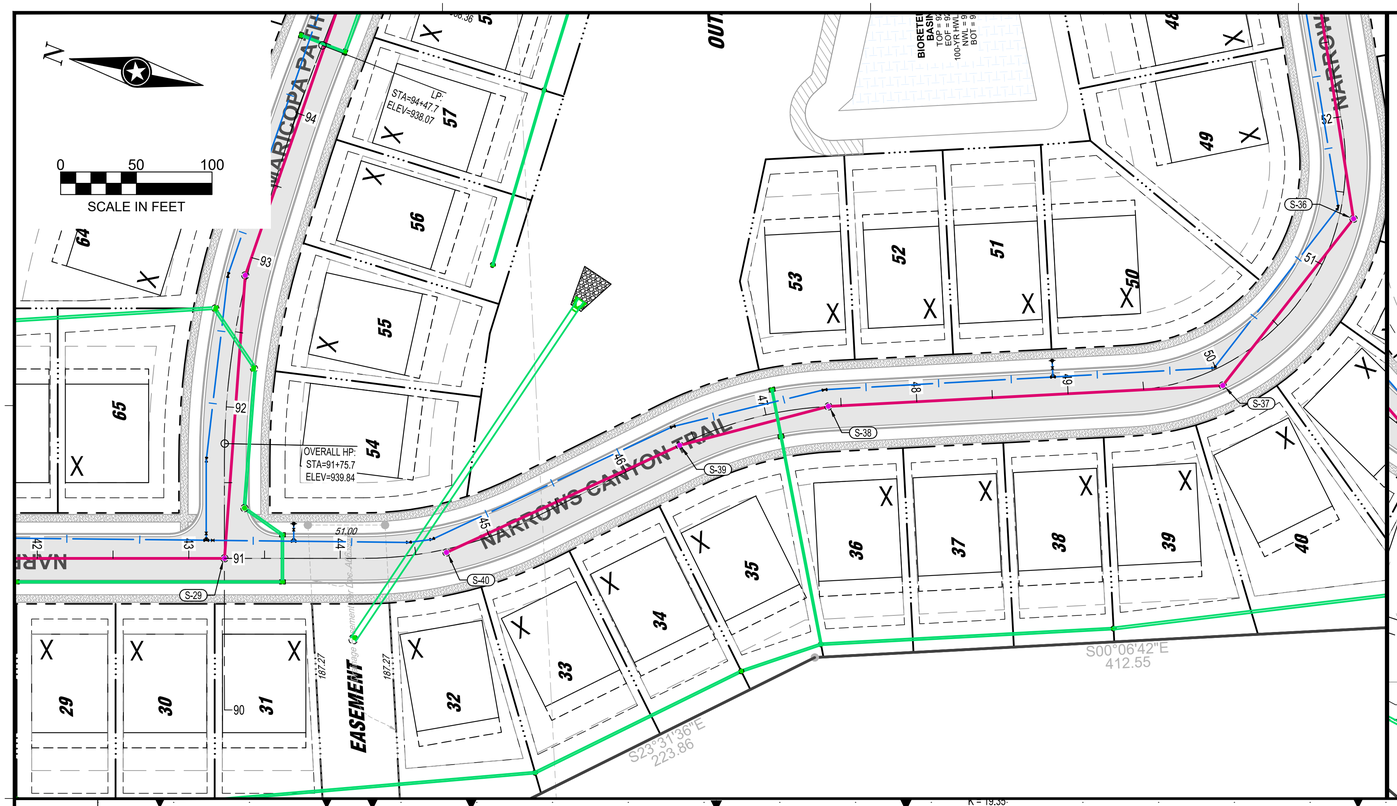
TITLE

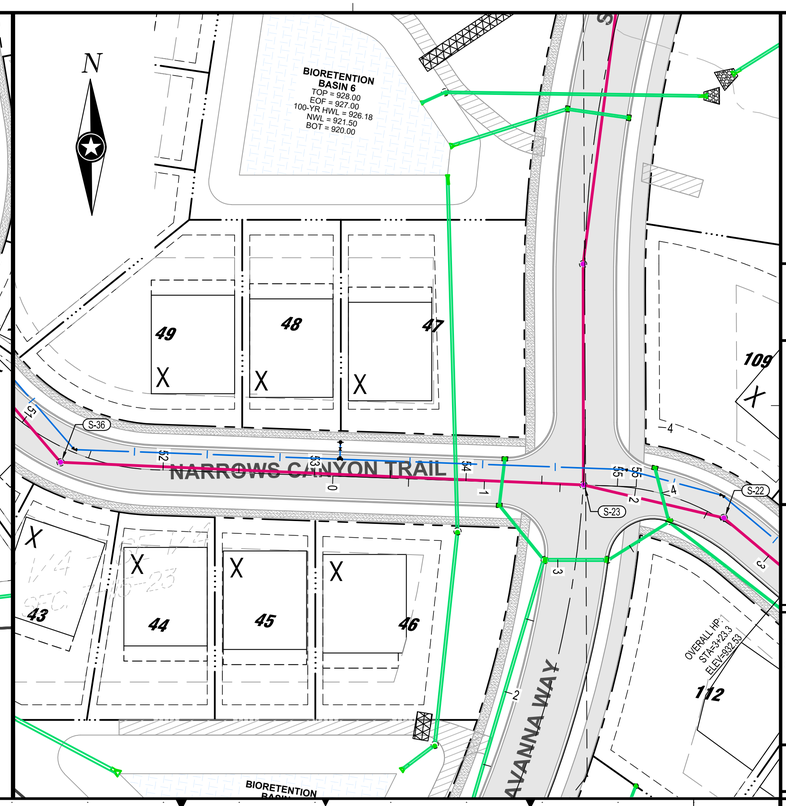
PLANNED STREET AND UTILITY CONSTRUCTION (NARROWS CANYON TRAIL)

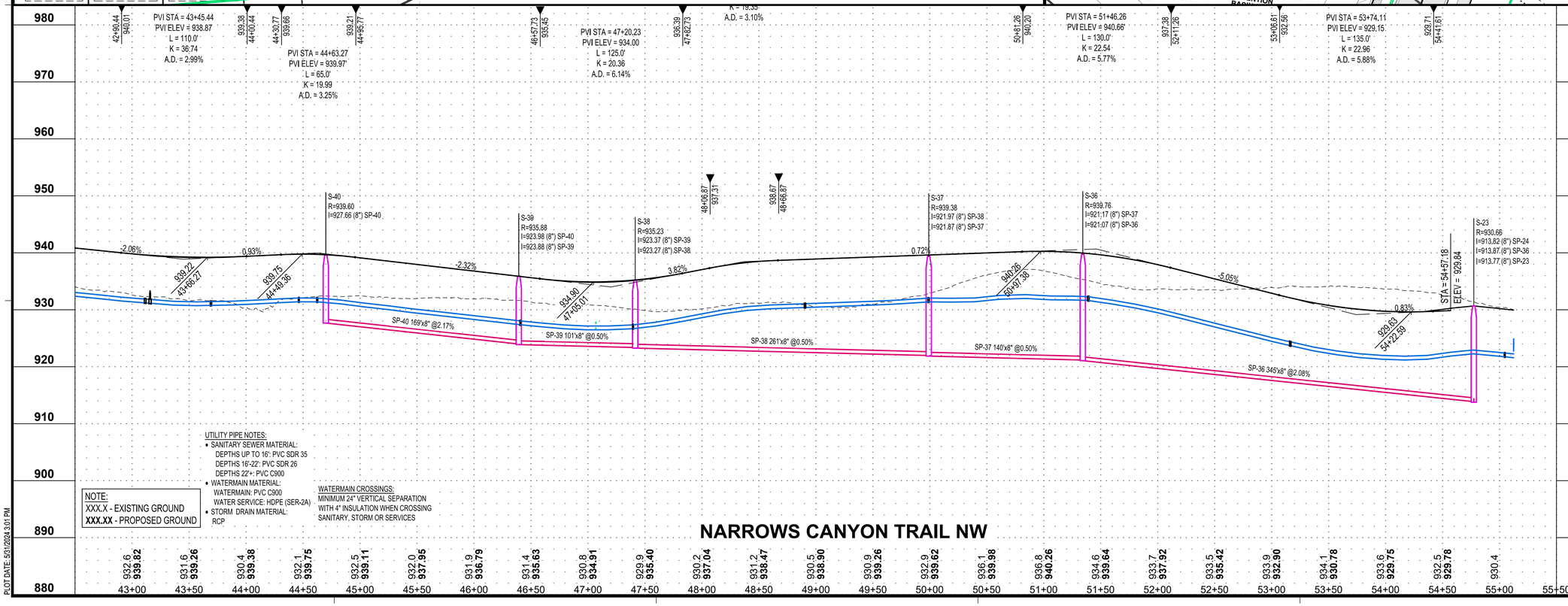
SHEET

49 OF 82

PRELIMINARY NOT FOR CONSTRUCTION







UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

NARROWS CANYON TRAIL NW

932.6	931.6	930.4	932.1	932.5	932.0	931.9	931.4	930.8	929.9	930.2	931.2	930.5	930.9	932.9	936.1	936.8	934.6	933.7	933.5	933.9	934.1	933.6	932.5	930.4
939.82	**939.26**	**939.38**	**939.75**	**939.11**	**937.95**	**936.79**	**935.63**	**934.91**	**935.40**	**937.04**	**938.47**	**938.90**	**939.26**	**939.62**	**939.98**	**940.26**	**939.64**	**937.92**	**935.42**	**932.90**	**930.78**	**929.75**	**929.78**	

PLOT DATE: 5/31/2024 3:01 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (N CANYON NW)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

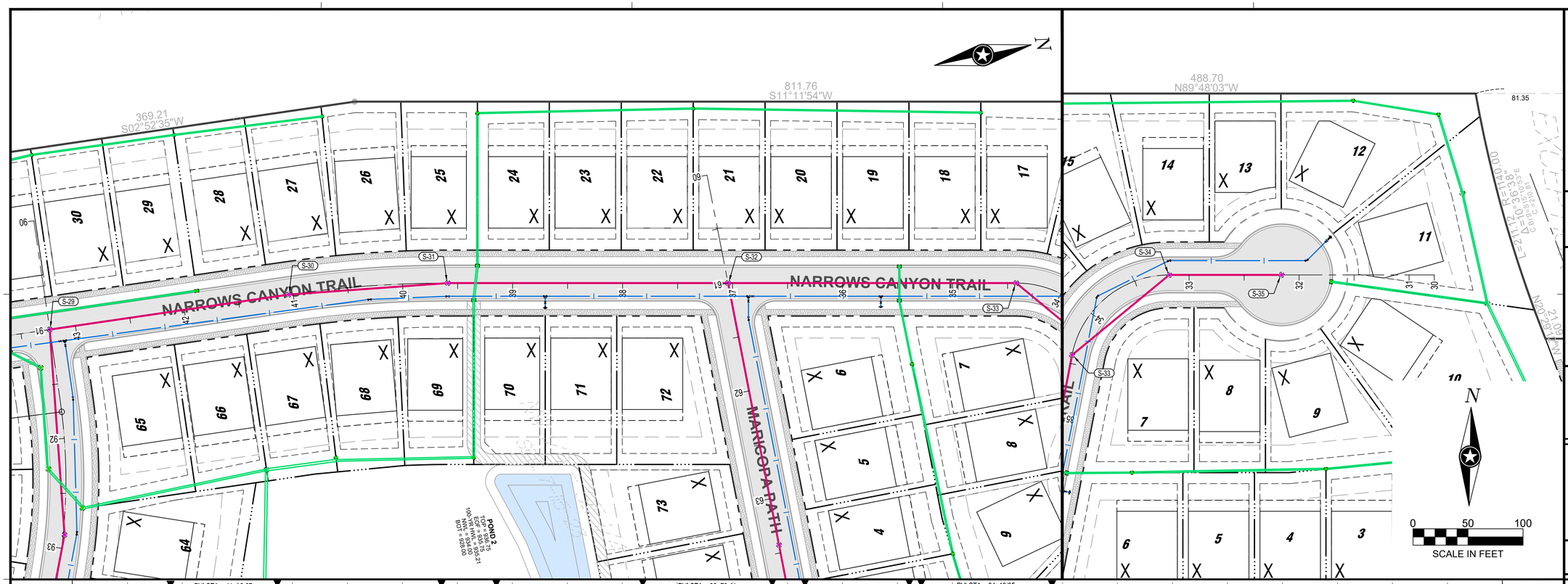
TITLE

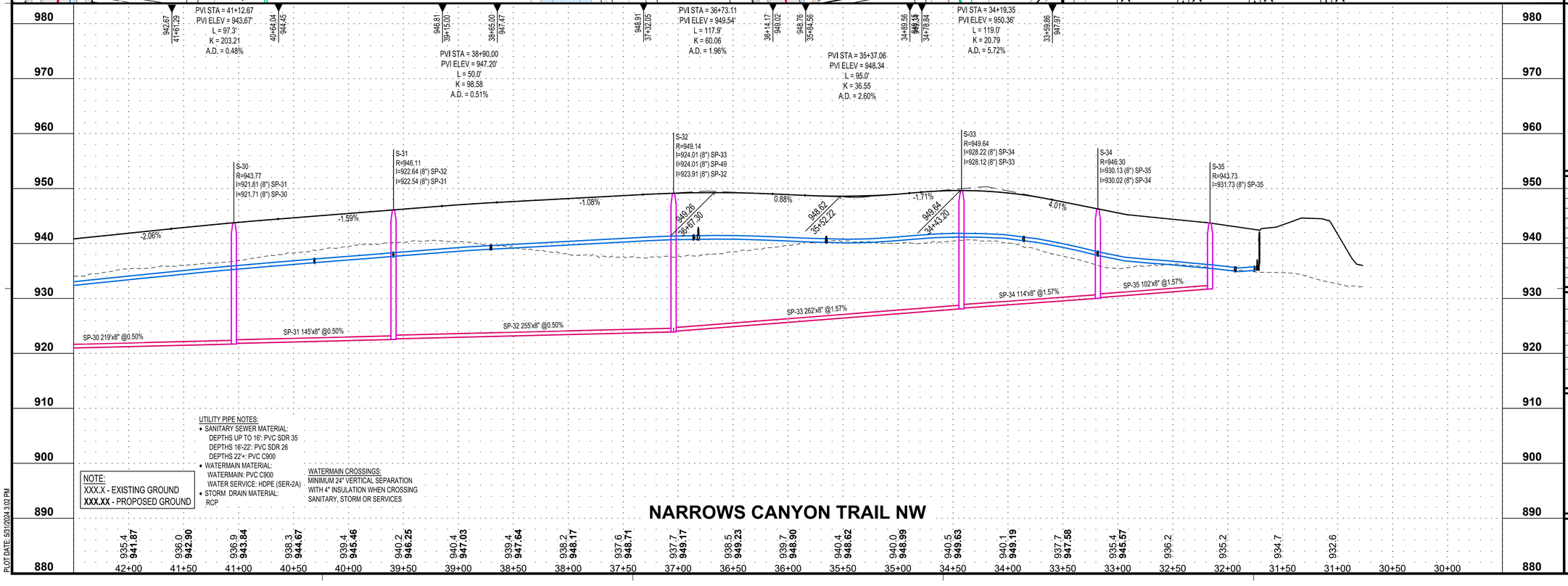
PLANNED STREET AND UTILITY CONSTRUCTION (NARROWS CANYON TRAIL)

SHEET

50 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

PLOT DATE: 5/31/2024 3:02 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (N CANYON NW)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

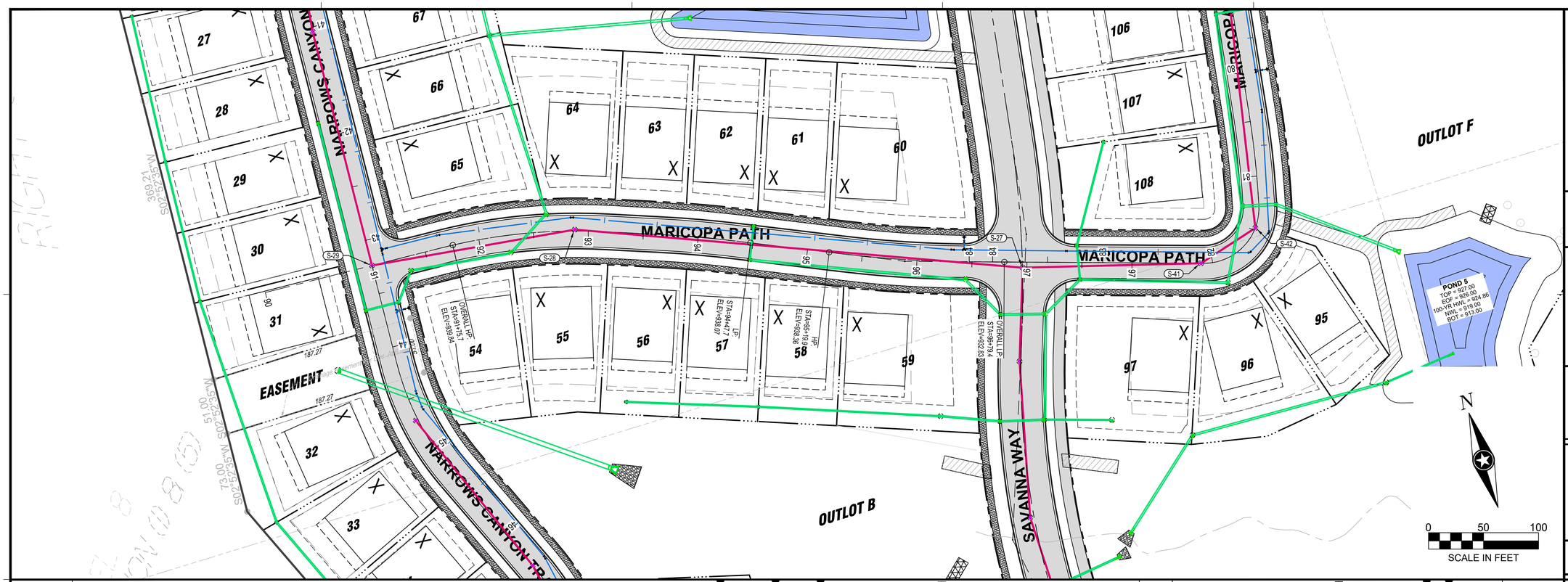
TITLE

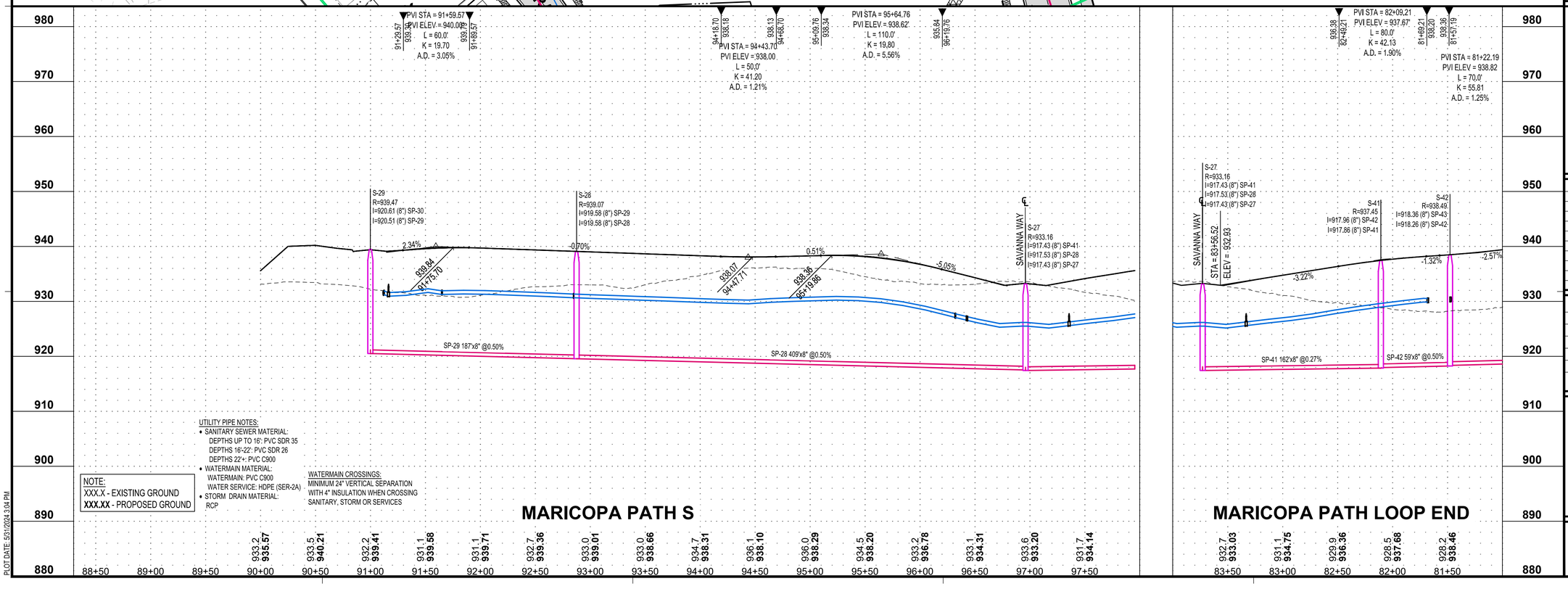
PLANNED STREET AND UTILITY CONSTRUCTION (NARROWS CANYON TRAIL)

SHEET

51 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

MARICOPA PATH S

933.2 **935.57** | 933.5 **940.21** | 932.2 **939.41** | 931.1 **939.58** | 931.1 **939.71** | 932.7 **939.36** | 933.0 **939.01** | 933.0 **938.66** | 934.7 **938.31** | 936.1 **938.10** | 936.0 **938.29** | 934.5 **938.20** | 933.2 **936.78** | 933.1 **934.31** | 933.6 **933.20** | 931.7 **934.14**

MARICOPA PATH LOOP END

932.7 **933.03** | 931.1 **934.75** | 929.9 **936.36** | 928.5 **937.68** | 928.2 **938.46**

PLOT DATE: 5/31/2024 3:04 PM

PRELIMINARY NOT FOR CONSTRUCTION

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

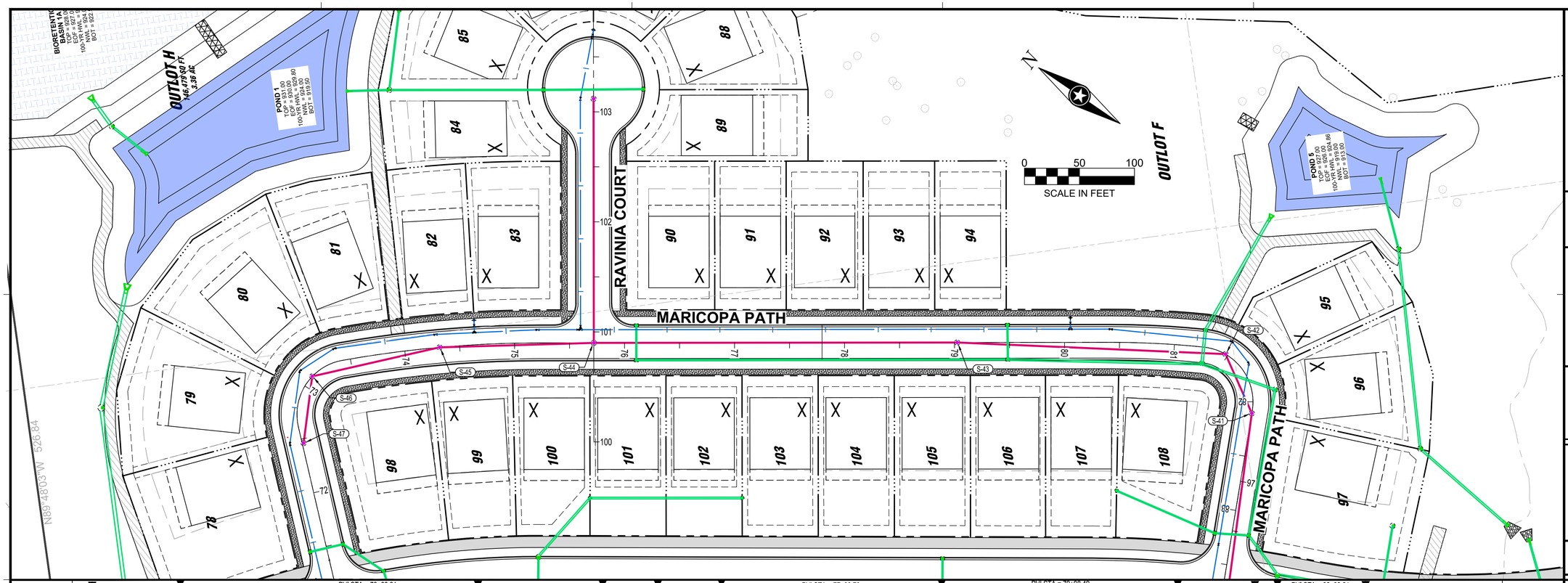
PROJECT NO.	22-27575
FILE NAME	27575 PROF (MARICOPA S)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

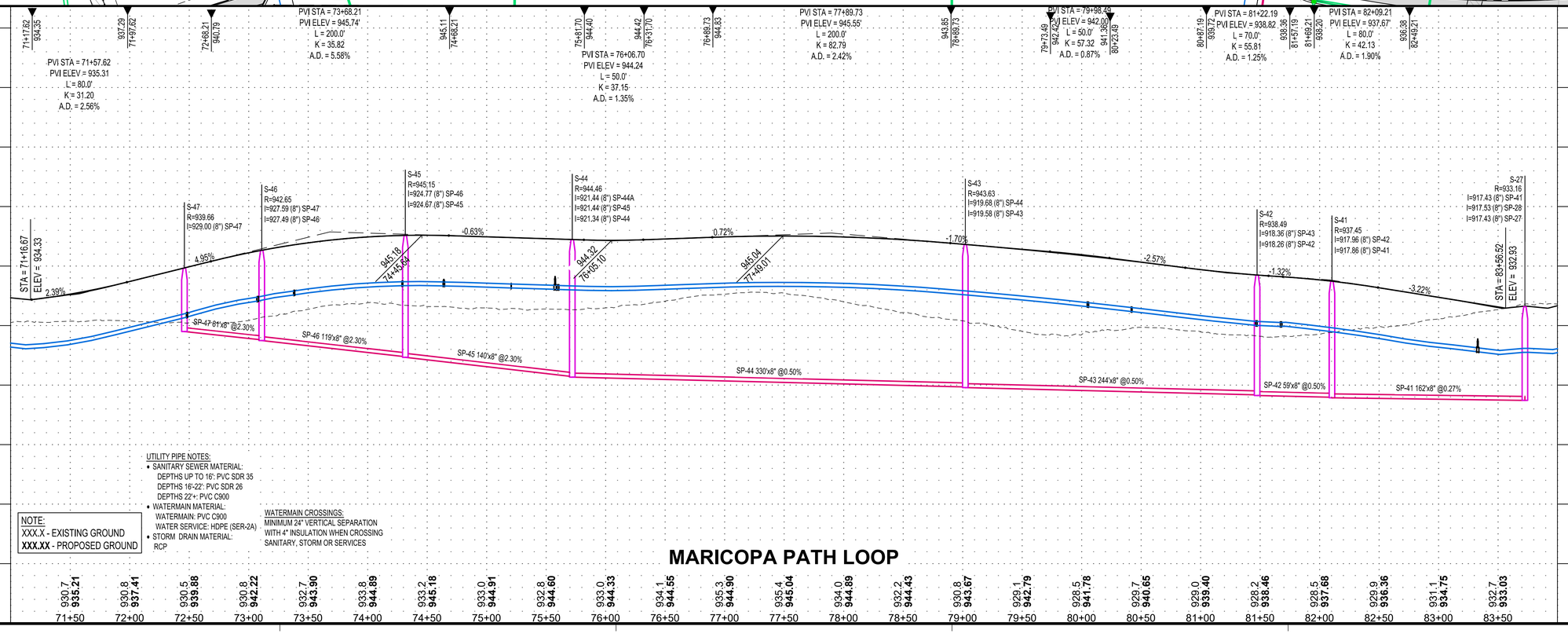
TITLE

PLANNED STREET AND UTILITY CONSTRUCTION (MARICOPA S)

SHEET

52 OF 82





UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

MARICOPA PATH LOOP

930.7	930.8	930.5	930.8	932.7	933.8	933.2	933.0	932.8	933.0	934.1	935.3	935.4	934.0	932.2	930.8	929.1	928.5	929.7	929.0	928.2	928.5	929.9	931.1	932.7
935.21	**937.41**	**939.88**	**942.22**	**943.90**	**944.89**	**945.18**	**944.91**	**944.60**	**944.33**	**944.55**	**944.90**	**945.04**	**944.89**	**944.43**	**943.67**	**942.79**	**941.78**	**940.65**	**939.40**	**938.46**	**937.68**	**936.36**	**934.75**	**933.03**

PRELIMINARY NOT FOR CONSTRUCTION

ISG

FORESTAR

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (MARICOPA LOOP)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

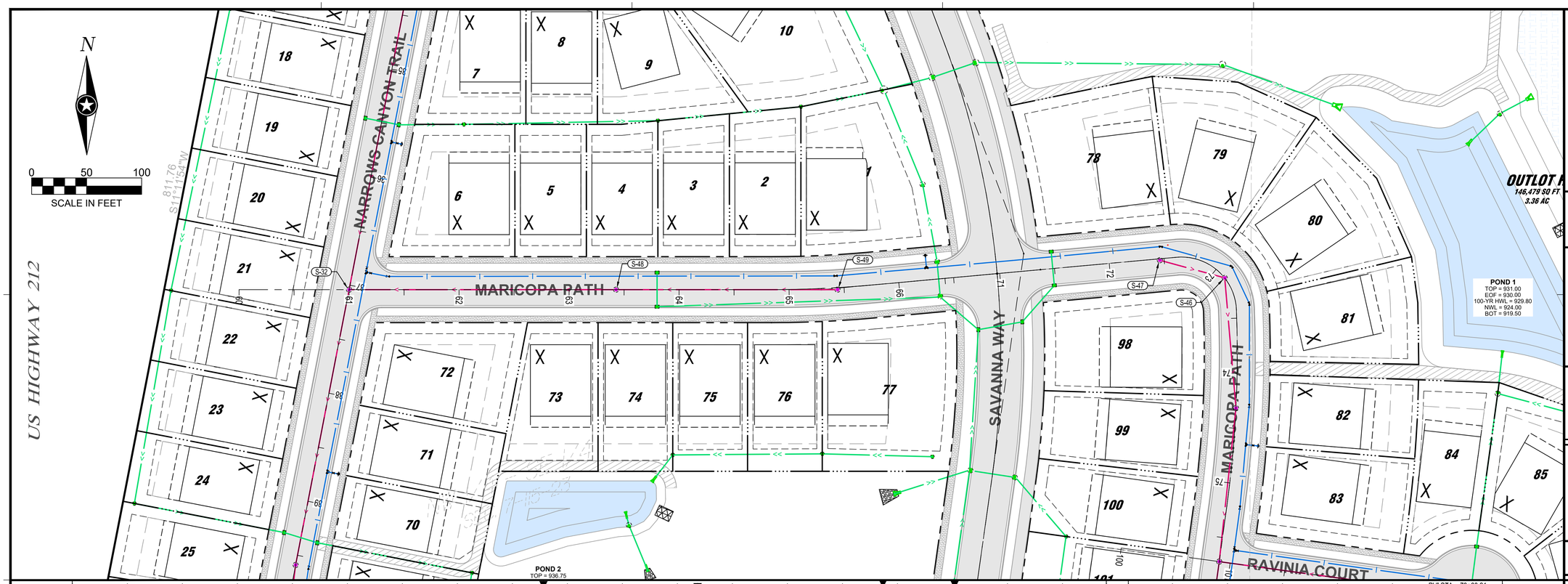
TITLE

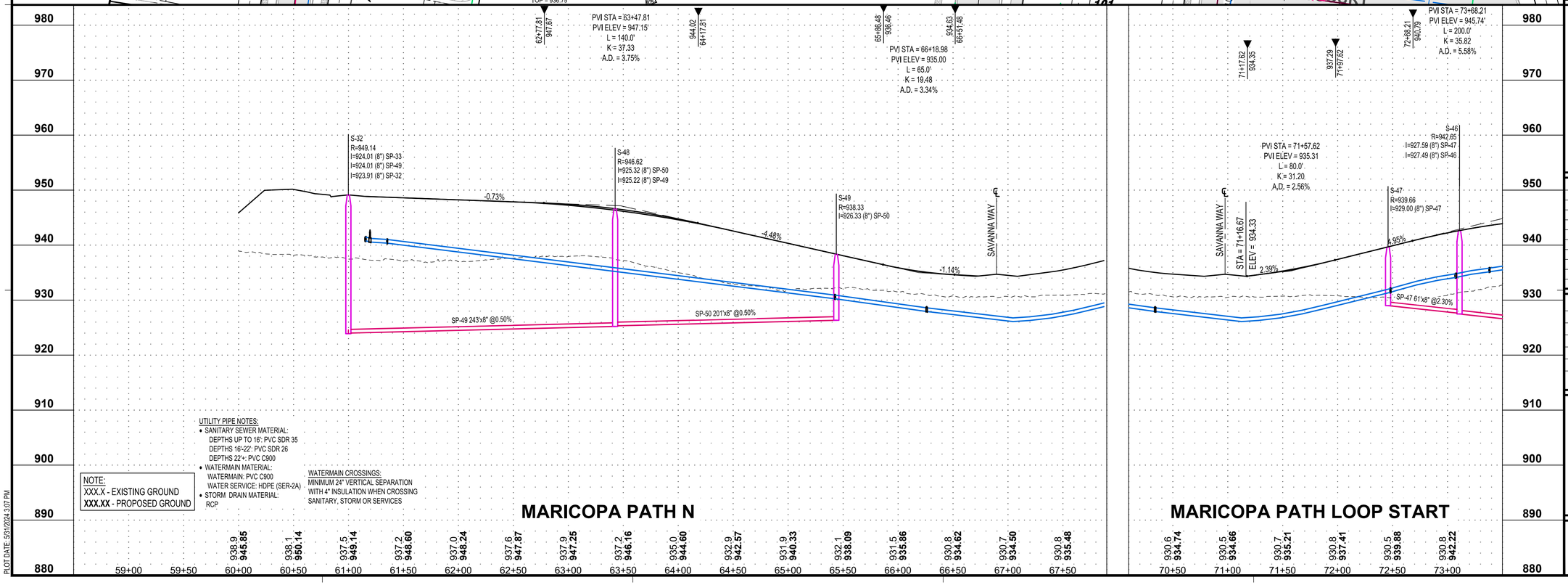
PLANNED STREET AND UTILITY CONSTRUCTION (MARICOPA LOOP)

SHEET

53 OF 82

PLOT DATE: 5/31/2024 3:05 PM





NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

MARICOPA PATH N

MARICOPA PATH LOOP START

PLOT DATE: 5/31/2024 3:07 PM

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FORESTAR

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DATE _____ LIC. NO. _____

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (MARICOPA N)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

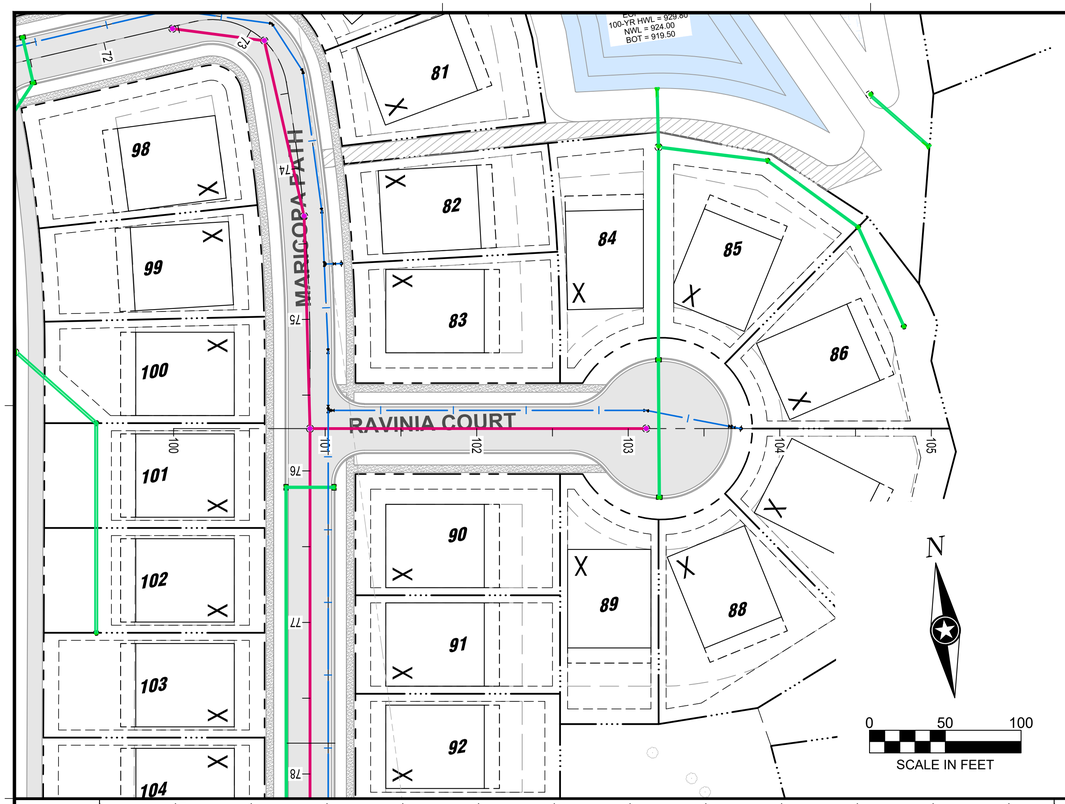
TITLE

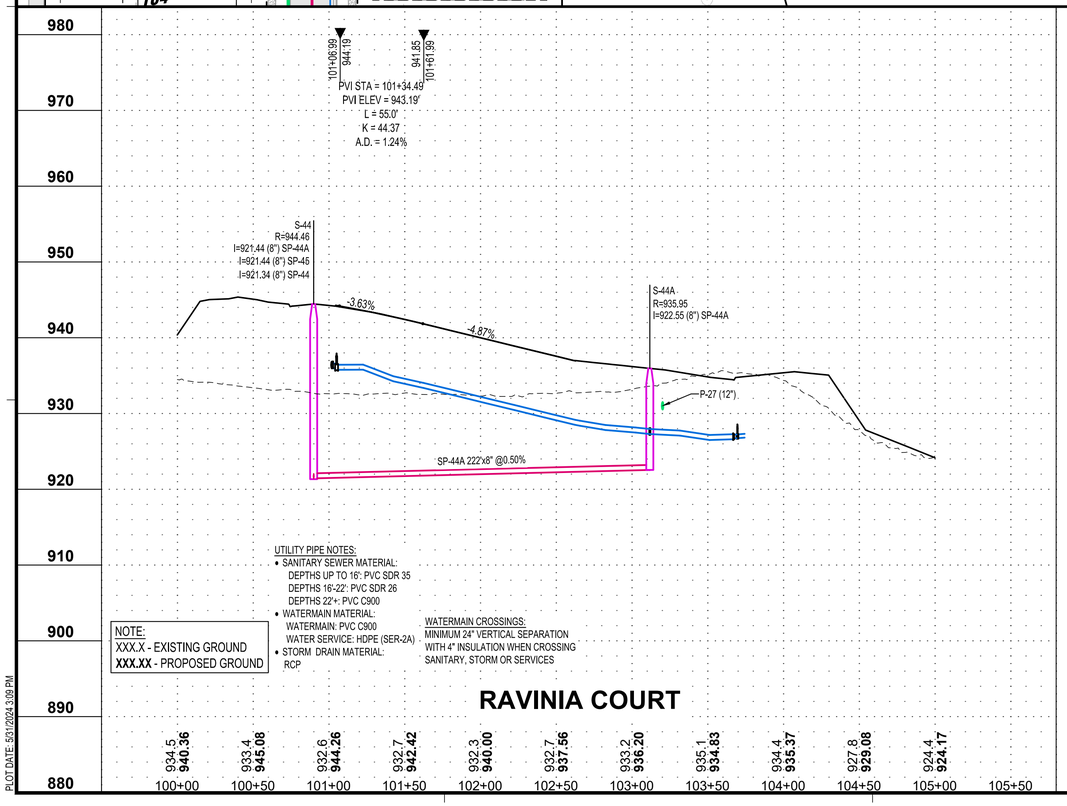
PLANNED STREET AND UTILITY CONSTRUCTION (MARICOPA N)

SHEET

54 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





PLOT DATE: 5/31/2024 3:09 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (CULDESACS)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

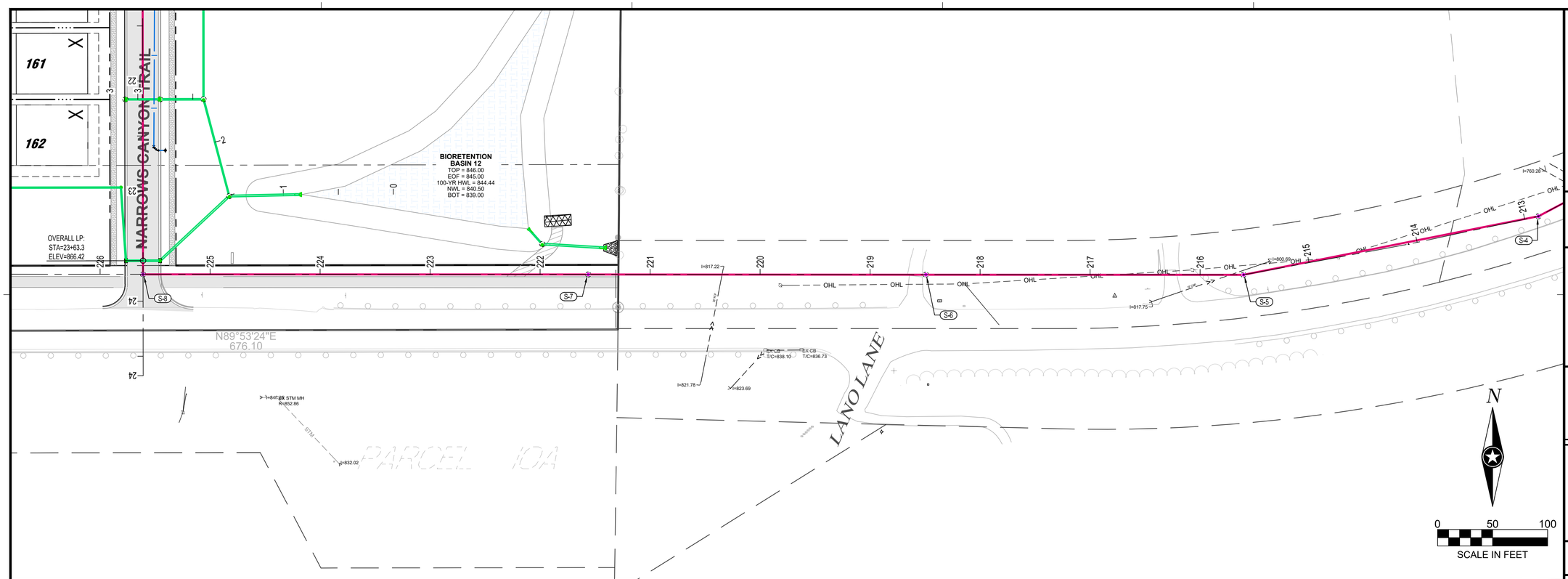
TITLE

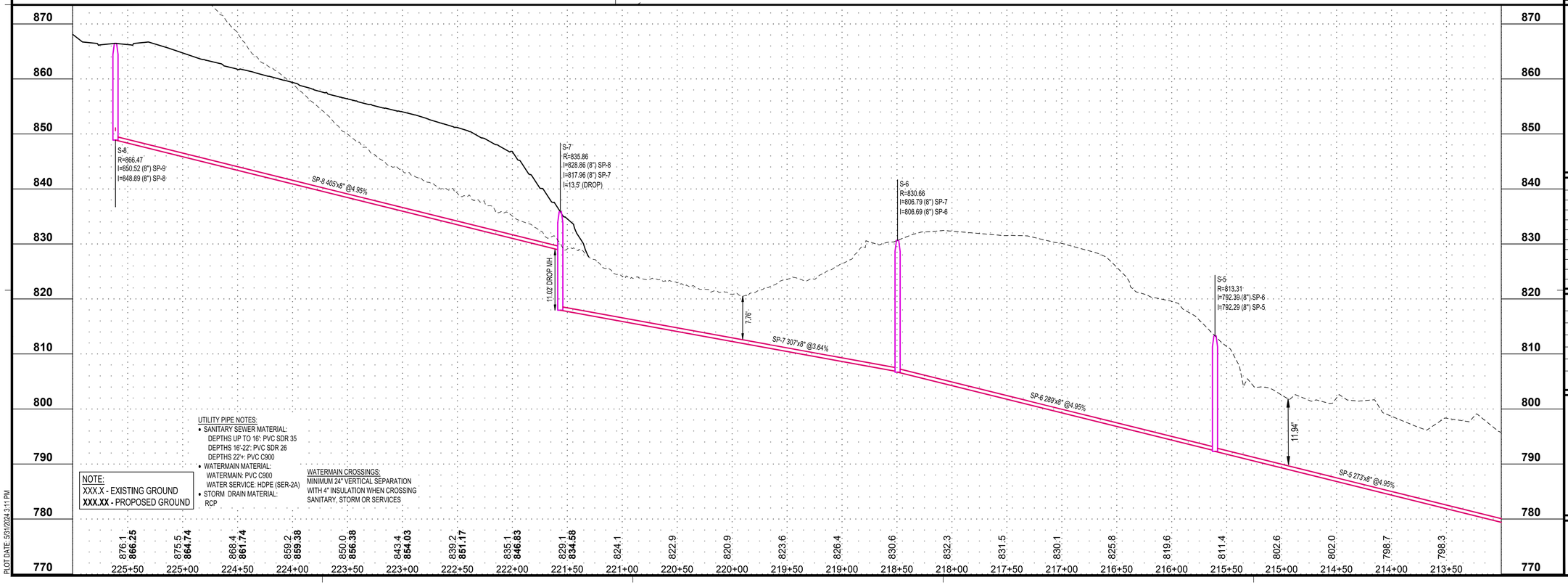
PLANNED STREET AND UTILITY CONSTRUCTION (CUL DE SAC'S)

SHEET

55 OF 82

PRELIMINARY NOT FOR CONSTRUCTION





UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

PLOT DATE: 6/3/2024 3:11 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (SAN CONNECTION)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

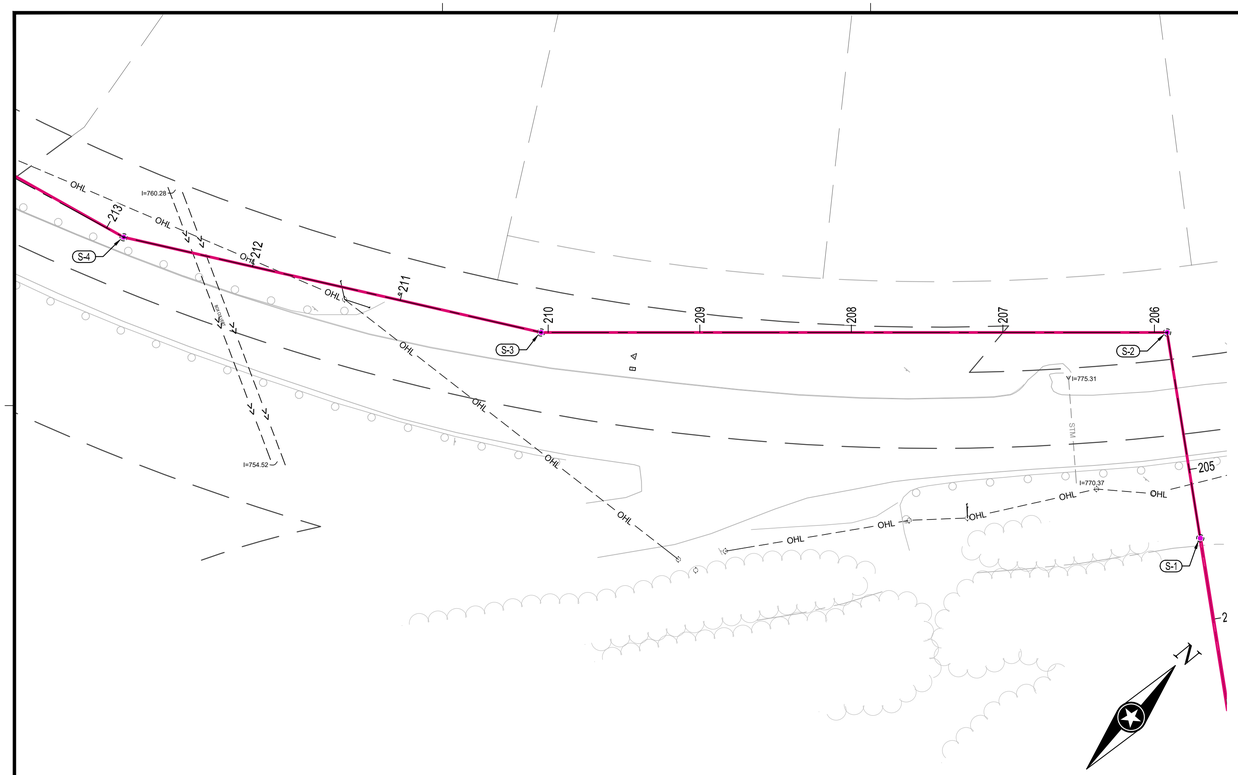
TITLE

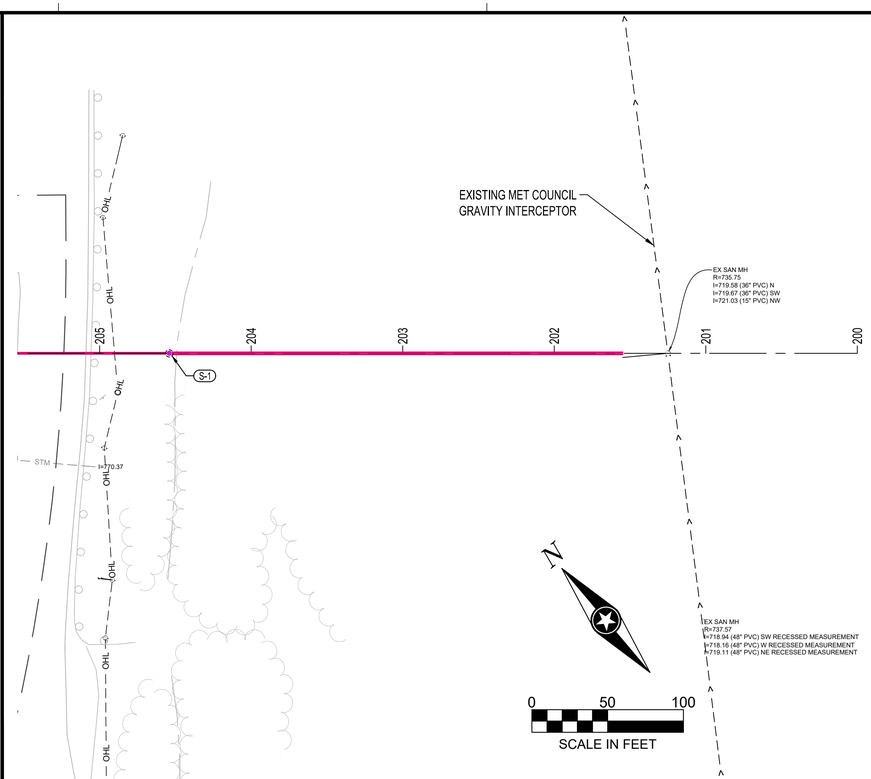
PLANNED SANITARY SEWER CONNECTION

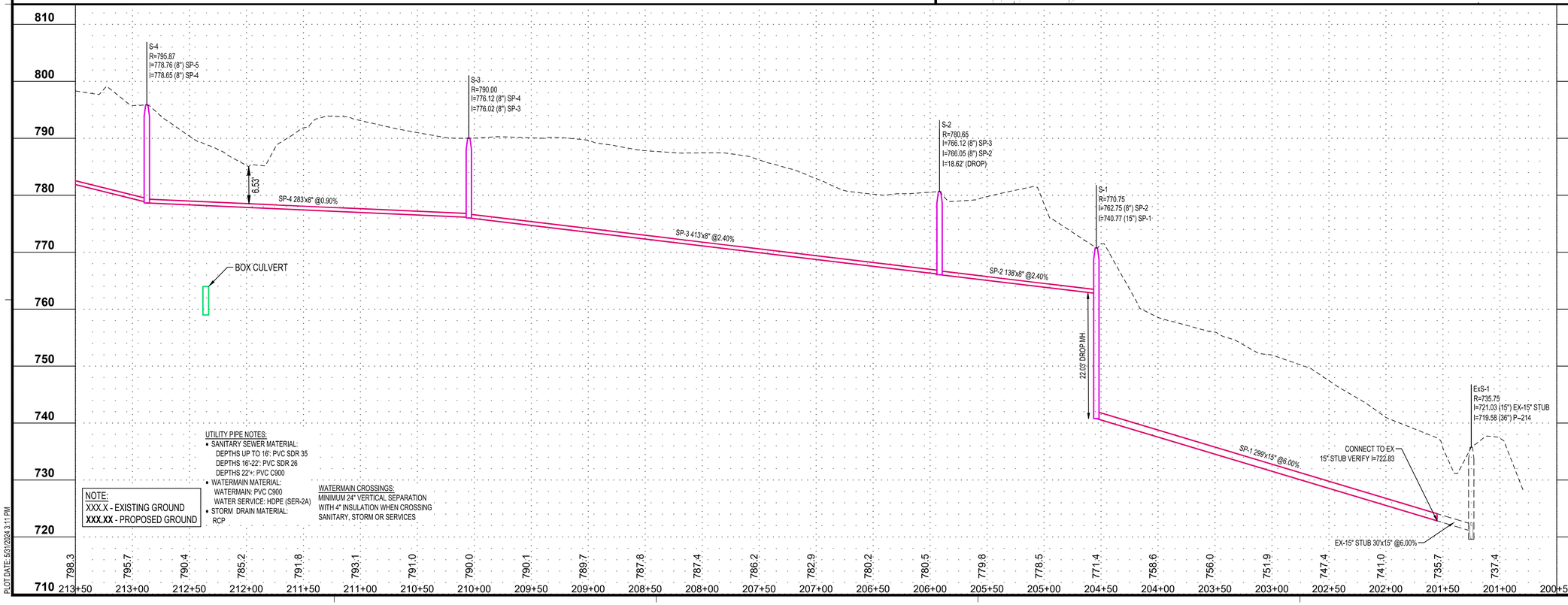
SHEET

56 OF 82

PRELIMINARY NOT FOR CONSTRUCTION







UTILITY PIPE NOTES:
- SANITARY SEWER MATERIAL:
  DEPTHS UP TO 16': PVC SDR 35
  DEPTHS 16'-22': PVC SDR 26
  DEPTHS 22'+: PVC C900
- WATERMAIN MATERIAL:
  WATERMAIN: PVC C900
  WATER SERVICE: HDPE (SER-2A)
- STORM DRAIN MATERIAL:
  RCP

WATERMAIN CROSSINGS:
MINIMUM 24" VERTICAL SEPARATION WITH 4" INSULATION WHEN CROSSING SANITARY, STORM OR SERVICES

NOTE:
XXX.X - EXISTING GROUND
XXX.XX - PROPOSED GROUND

PLOT DATE: 5/31/2024 3:11 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 PROF (SAN CONNECTION)
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

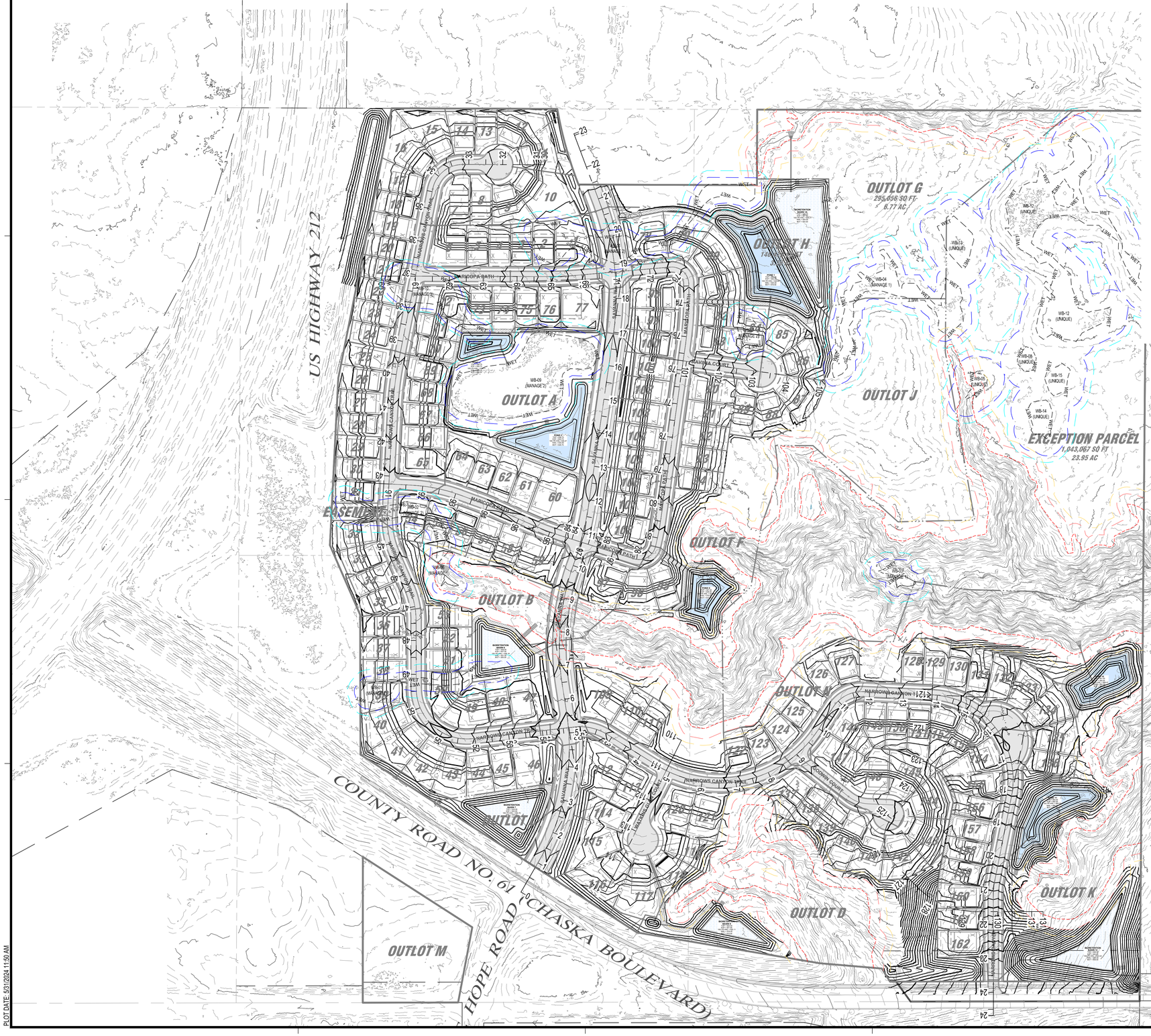
TITLE

PLANNED SANITARY SEWER CONNECTION

SHEET

57 OF 82

PRELIMINARY NOT FOR CONSTRUCTION



GRADING LEGEND

101	EXISTING CONTOUR (MINOR INTERVAL)
100	EXISTING CONTOUR (MAJOR INTERVAL)
101	PROPOSED CONTOUR (MINOR INTERVAL)
100	PROPOSED CONTOUR (MAJOR INTERVAL)
XXX.XX	PROPOSED SPOT ELEVATION
XXX.XX	PROPOSED TOP BACK OF CURB / TOP OF TURNDOWN WALK SPOT ELEVATION
XXX.XX TW XXX.XX BW	PROPOSED TOP OF RETAINING WALL (T/W) AND BOTTOM OF RETAINING WALL (B/W)
X.X%	SURFACE GRADE / DIRECTION

GENERAL GRADING NOTES

PROPOSED CONTOURS SHOW FINISHED GRADE ELEVATIONS. BUILDING PAD AND PAVEMENT HOLD DOWNS ARE NOT INCLUDED. WHEN CONSTRUCTING BUILDING PADS WITH A HOLD DOWN, GRADE AREAS TO ENSURE POSITIVE BUILDING PAD DRAINAGE.

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE - OVERALL
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

GRADING PLAN (OVERALL)

SHEET

58 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 11:59 AM

PRELIMINARY NOT FOR CONSTRUCTION

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

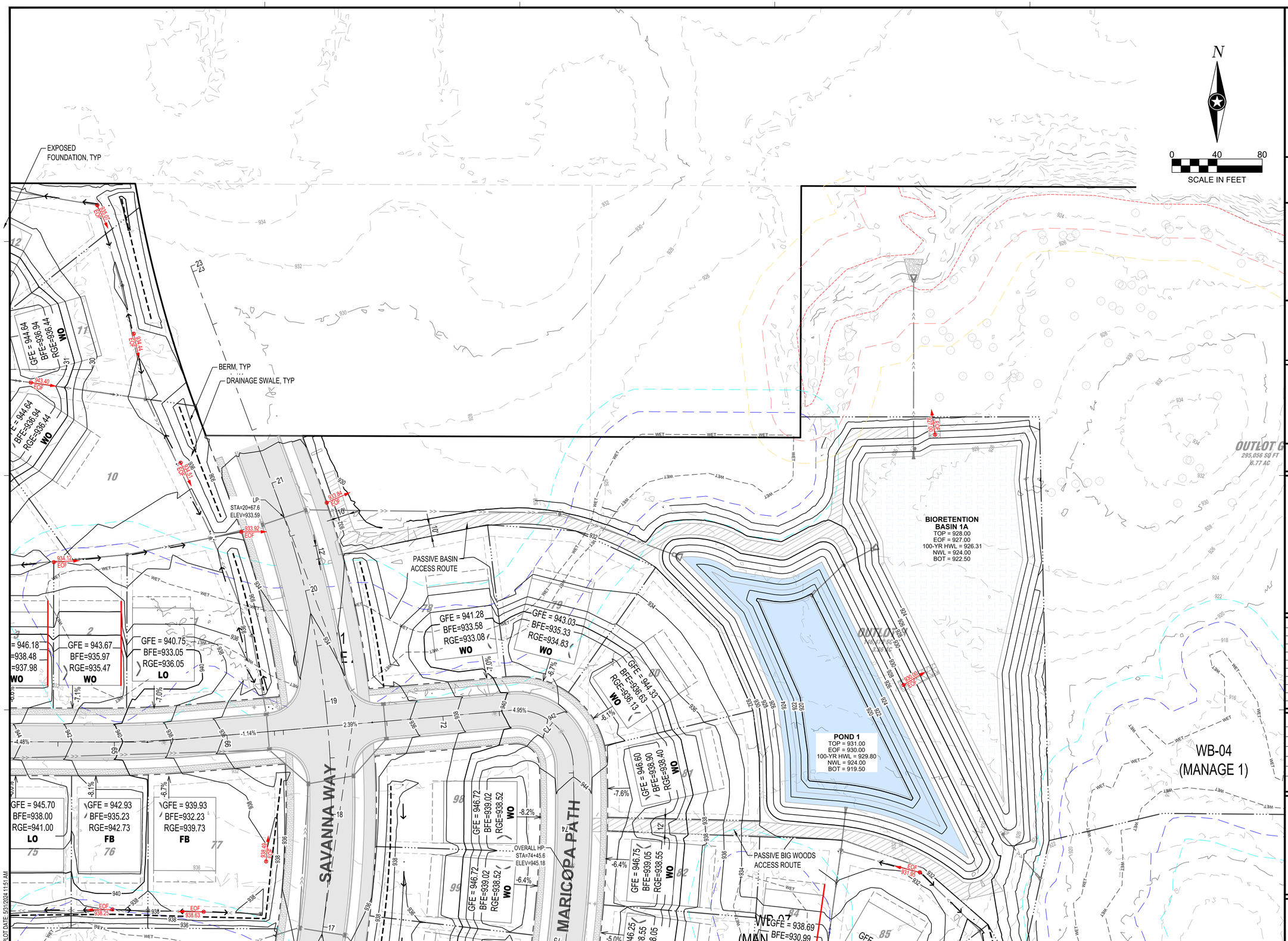
TITLE

GRADING PLAN

SHEET

59 OF 82

PLOT DATE: 5/31/2024 11:51 AM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

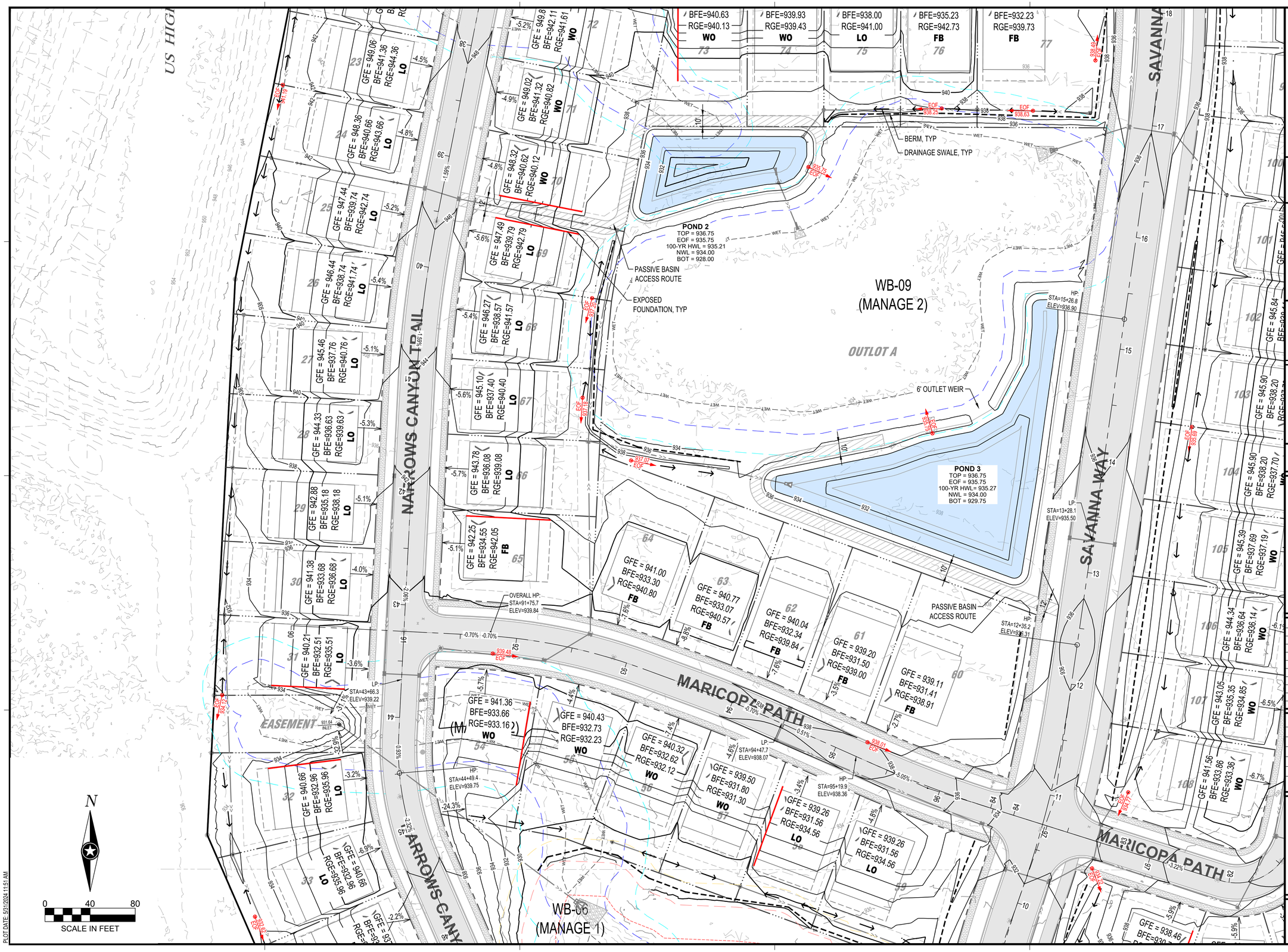
TITLE

GRADING PLAN

SHEET

60 OF 82

PLOT DATE: 5/31/2024 11:51 AM



PLOT DATE: 5/31/2024 11:51 AM

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

GRADING PLAN

SHEET

61 OF 82

PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY NOT FOR CONSTRUCTION

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

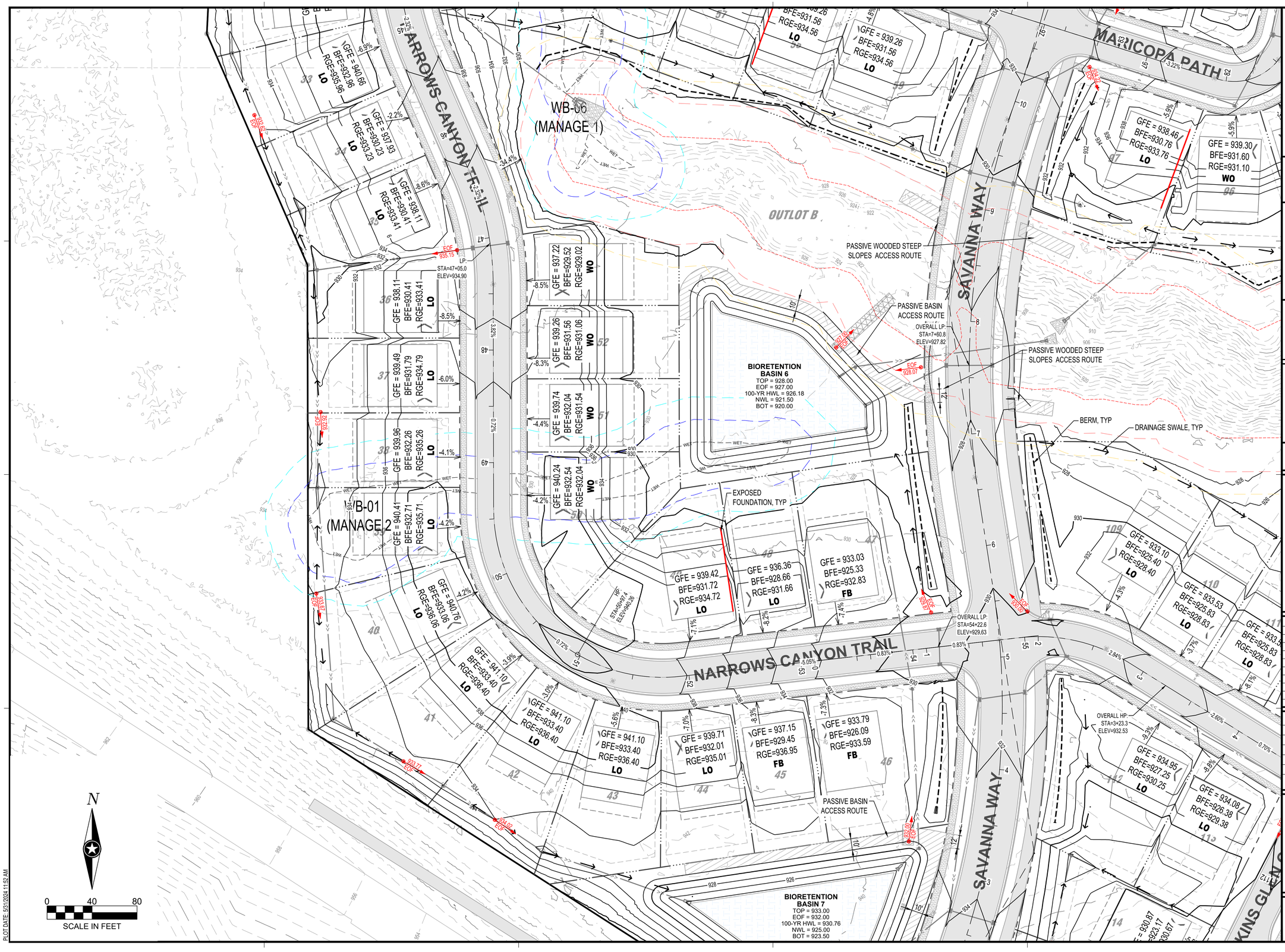
TITLE

GRADING PLAN

SHEET

62 OF 82

PLOT DATE: 5/31/2024 11:52 AM



PLOT DATE: 5/31/2024 11:52 AM

PRELIMINARY NOT FOR CONSTRUCTION

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
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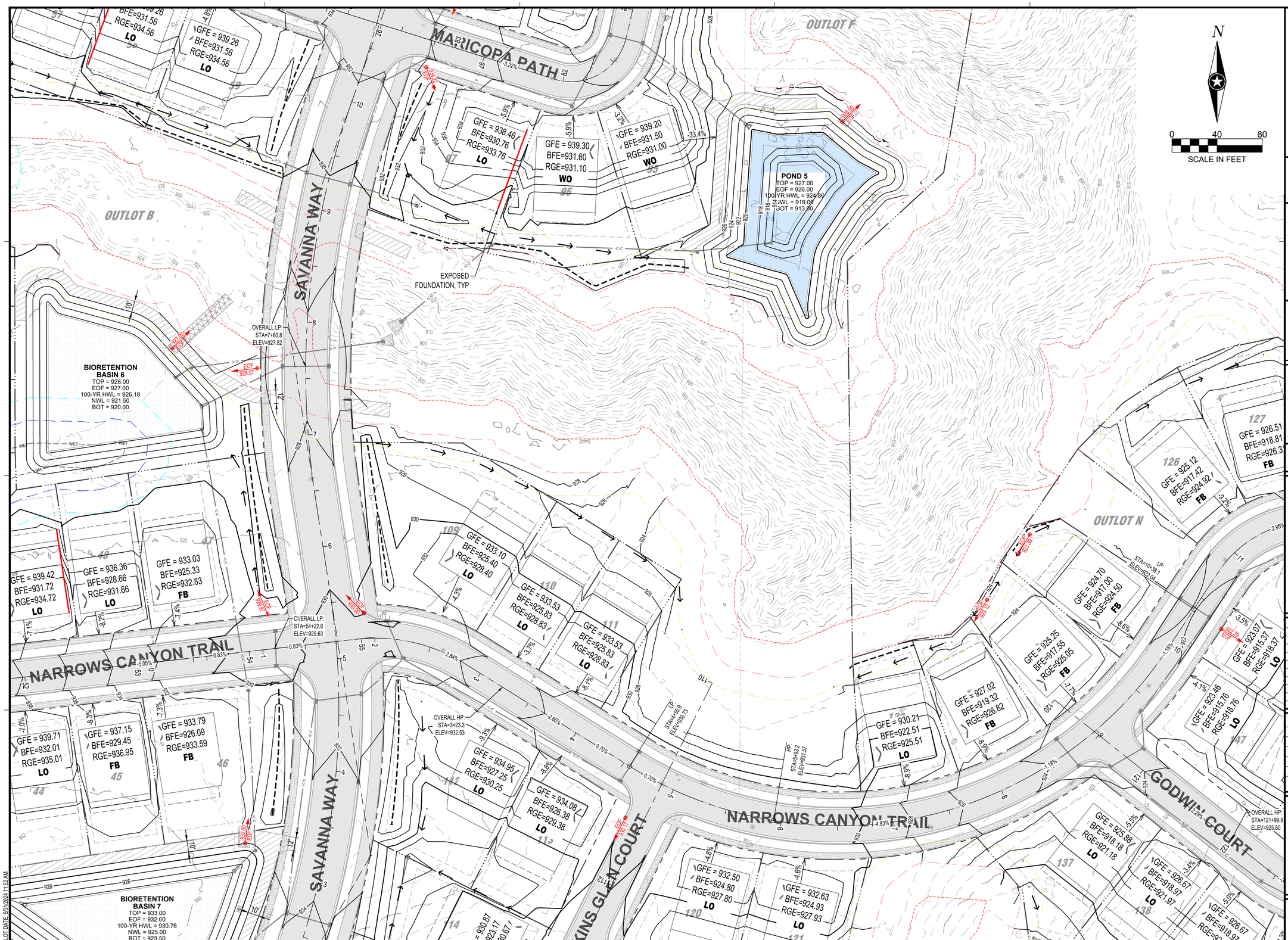
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

GRADING PLAN

SHEET

63 OF 82



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

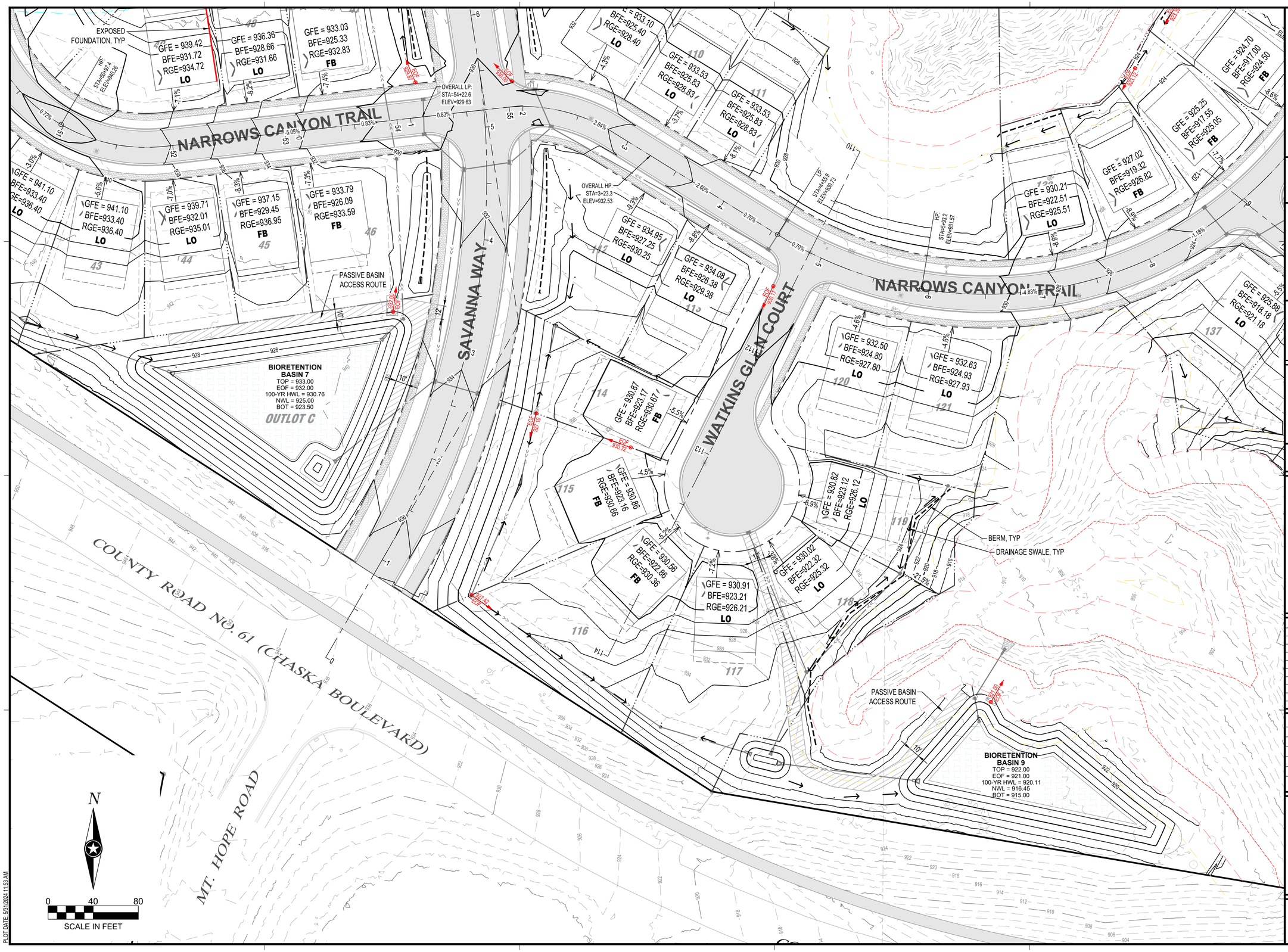
TITLE

GRADING PLAN

SHEET

64 OF 82

PLOT DATE: 5/31/2024 11:52 AM



PLOT DATE: 5/31/2024 11:53 AM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

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PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
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CLIENT PROJECT NO.	-

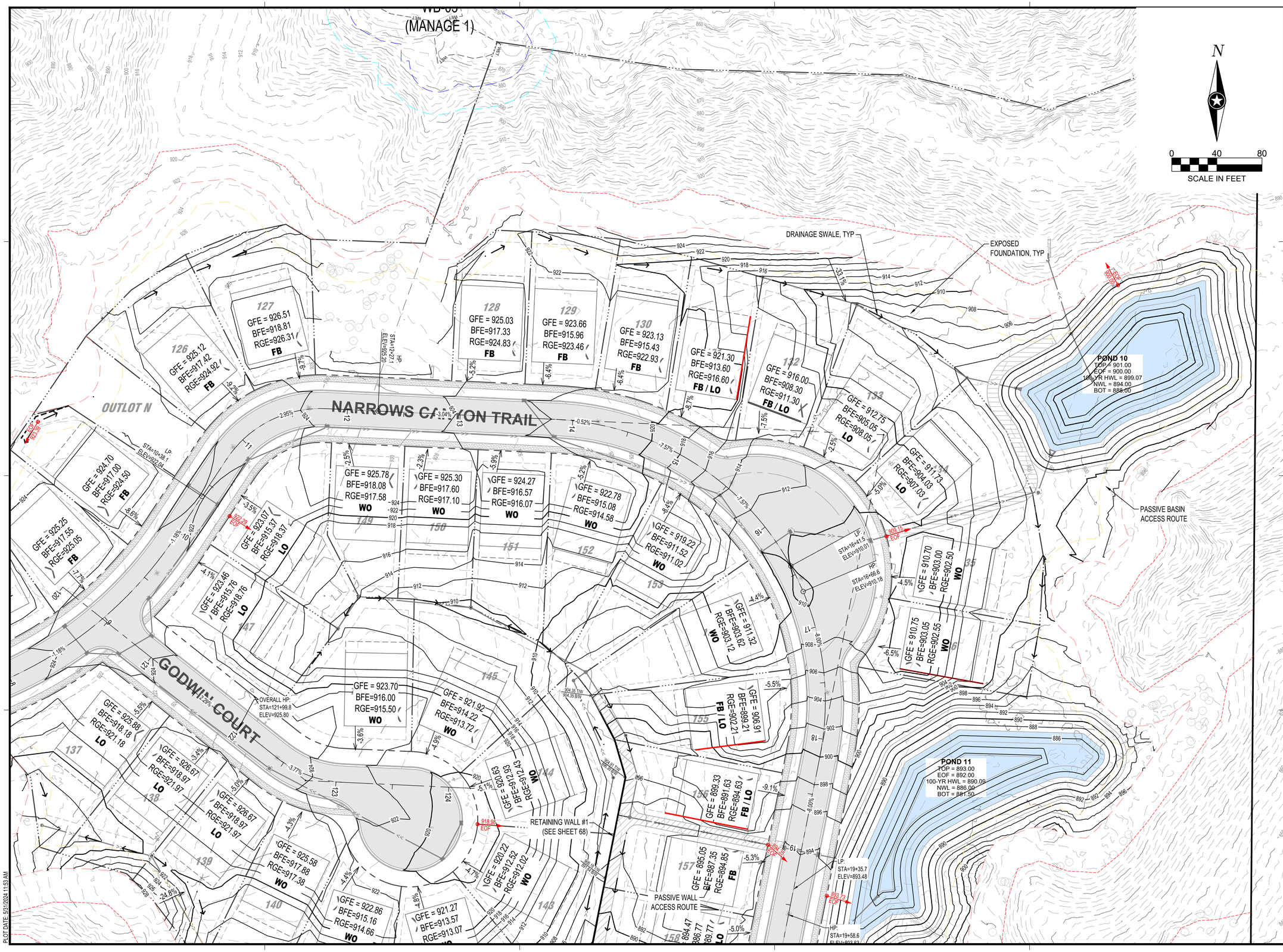
TITLE

GRADING PLAN

SHEET

65 OF 82

PRELIMINARY NOT FOR CONSTRUCTION



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PROJECT

FORESTAR

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CHASKA MN

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PROJECT NO.	22-27575
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CLIENT PROJECT NO.	-

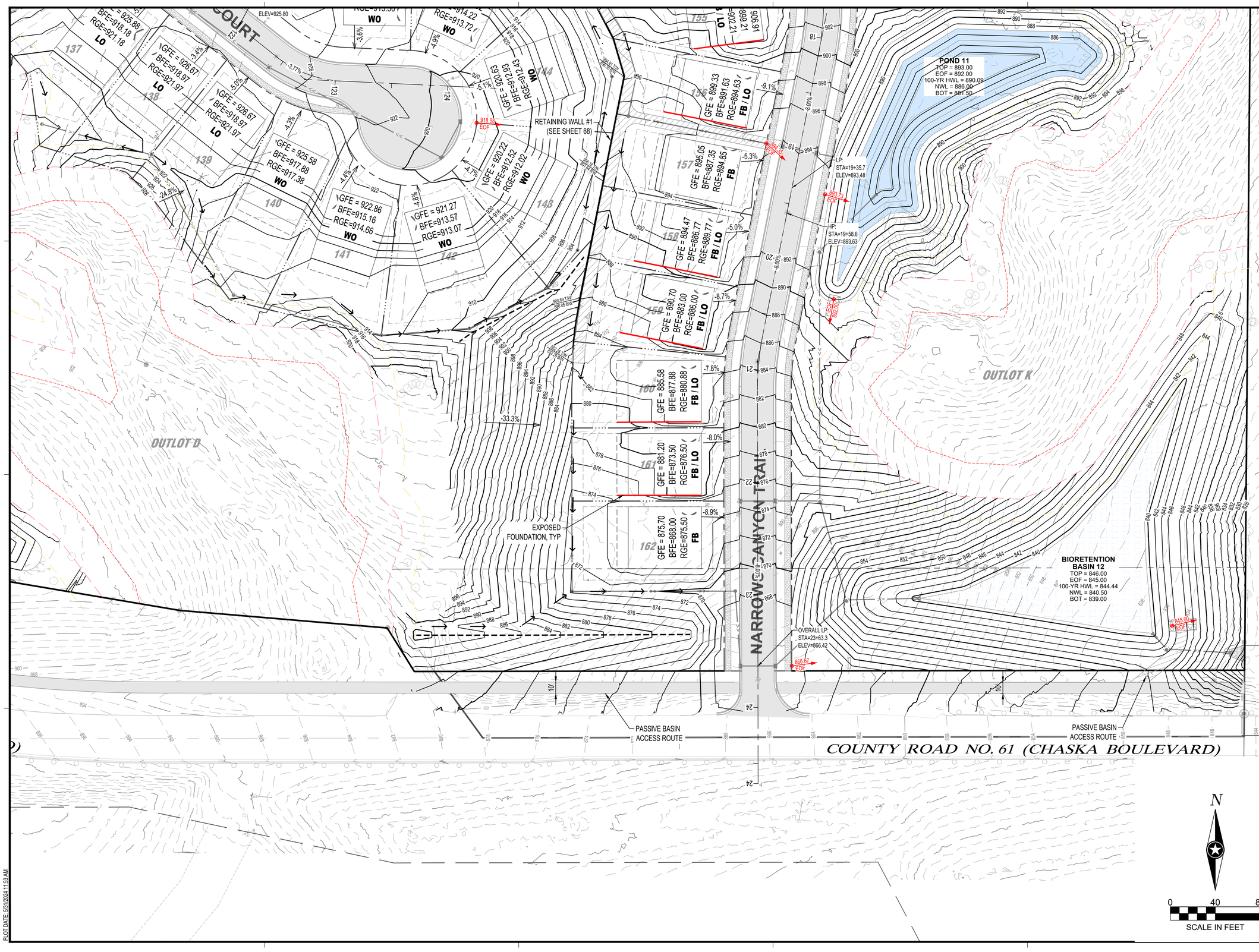
TITLE

GRADING PLAN

SHEET

66 OF 82

PLOT DATE: 5/31/2024 11:53 AM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C4-GRADE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

GRADING PLAN

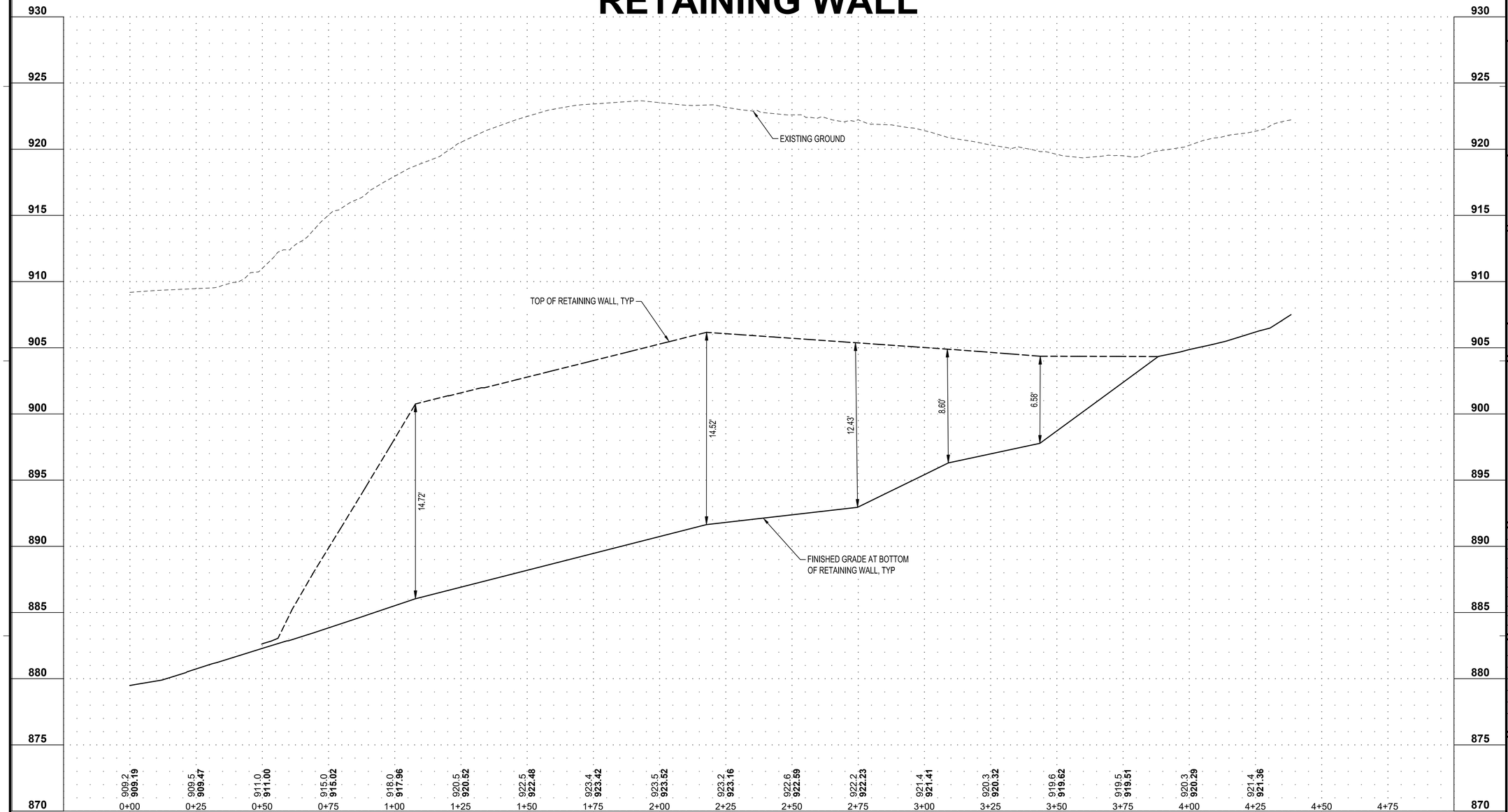
SHEET

67

OF 82

PLOT DATE: 5/31/2024 11:53 AM

RETAINING WALL



0 20 40
SCALE IN FEET

PLOT DATE: 5/31/2024 11:53 AM

ISG

FORESTAR

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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CLIENT PROJECT NO.	-

TITLE

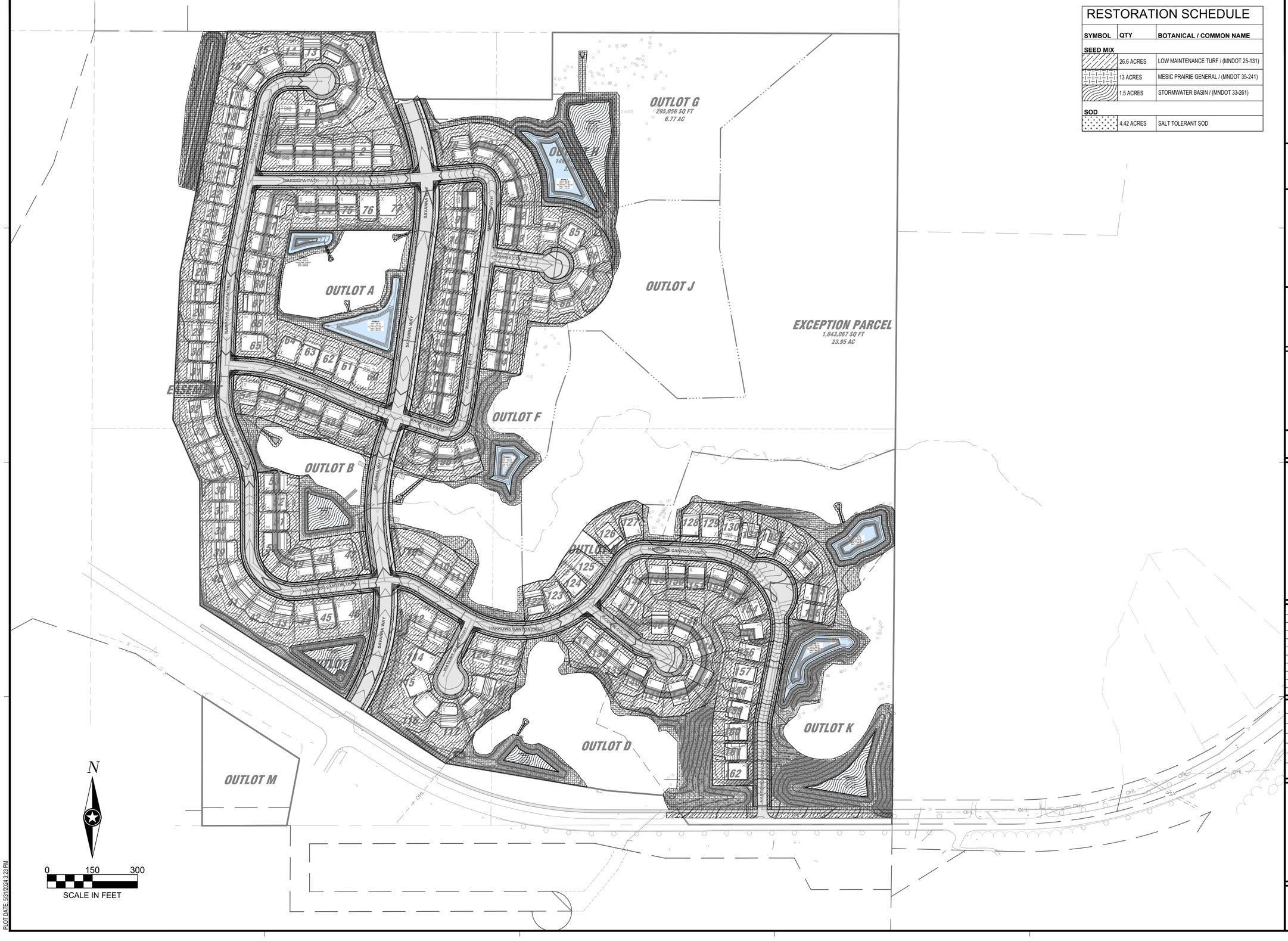
RETAINING WALL SECTIONS

SHEET

68

OF 82

PRELIMINARY NOT FOR CONSTRUCTION



PLOT DATE: 5/31/2024 3:23 PM

RESTORATION SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME
SEED MIX		
	26.6 ACRES	LOW MAINTENANCE TURF / (MNDOT 25-131)
	13 ACRES	MESIC PRAIRIE GENERAL / (MNDOT 35-241)
	1.5 ACRES	STORMWATER BASIN / (MNDOT 33-261)
SOD		
	4.42 ACRES	SALT TOLERANT SOD

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

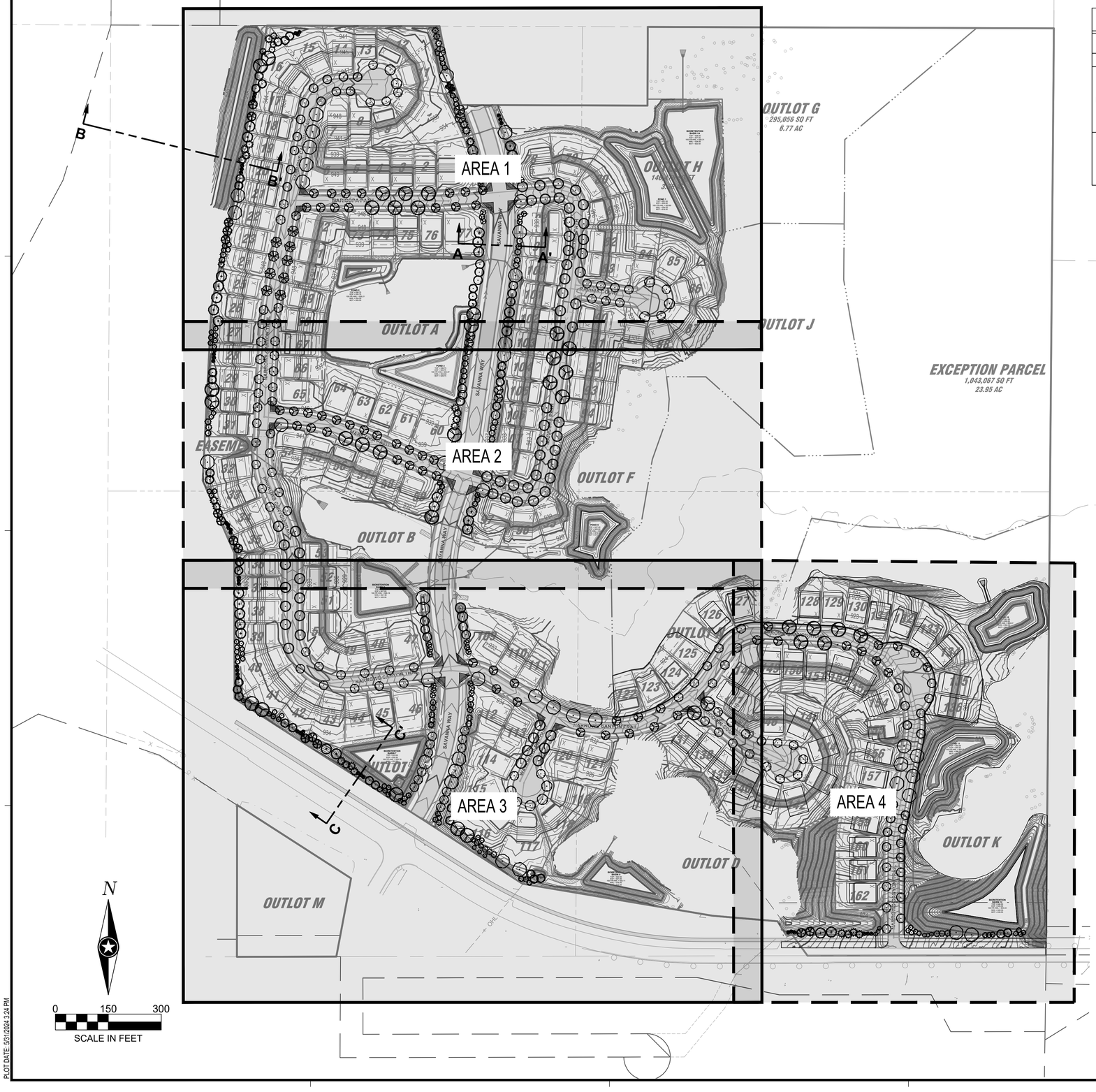
TITLE

RESTORATION PLAN

SHEET

69

PRELIMINARY NOT FOR CONSTRUCTION



PLOT DATE: 5/31/2024 3:24 PM

LANDSCAPE REQUIREMENTS

AS REQUIRED IN CHASKA, MN

LOCATION	TYPE	REQUIRED	PROVIDED
ENTIRE SITE	STREET TREES	(1) OVERSTORY TREE SHALL BE PROVIDED FOR EVERY 50 FT ALONG PUBLIC STREETS, ON EACH SIDE, AT A MINIMUM 2.5" CAL. TREES TO BE PLACED NO LESS THAN 40 FT APART AND MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT BE SPACED 50 FT APART. (1) OVERSTORY TREE REQUIRED PER LOT.	9,530 LF OF CENTERLINE X (2)(EACH SIDE) = 381 TREES REQUIRED, 443 PROVIDED.
PERIMETER	SCREENING	ALONG COLLECTOR AND ARTERIAL STREETS, EARTH BERMS AND PLANT MATERIAL SHALL BE PROVIDED FOR VISUAL SCREENING.	EVERGREEN AND OVERSTORY TREES HAVE BEEN PROVIDED FOR VISUAL SCREENING FROM ADJACENT COLLECTOR AND ARTERIAL STREETS.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT
EVERGREEN TREES					
	AB	48	ABIES BALSAMEA BALSAM FIR	6' HT MIN	B & B
	PA	24	PICEA ABIES NORWAY SPRUCE	6' HT MIN	B & B
	PB	44	PICEA GLAUCA DENSATA BLACK HILLS SPRUCE	6' HT MIN	B & B
	PN	14	PINUS NIGRA AUSTRIAN PINE	6' HT MIN	B & B
	PR	39	PINUS RESINOSA NORWAY PINE	6' HT MIN	B & B
	PW	31	PINUS STROBUS EASTERN WHITE PINE	6' HT MIN	B & B
	TP	47	THUJA OCCIDENTALIS 'HETZ WINTERGREEN' HETZ WINTERGREEN ARBORVITAE	6' HT MIN	B & B
ORNAMENTAL TREES					
	AG	24	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE APPLE SERVICEBERRY	6' HT. MIN.	
	MS	34	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	2.5" CAL	B & B
	SI	10	SYRINGA RETICULATA 'IVORY SILK' IVORY SILK JAPANESE TREE LILAC	2" CAL	B & B
OVERSTORY TREES					
	AF	31	ACER X FREEMANII 'AF#1' FIREFALL™ MAPLE	2.5" CAL	B & B
	AS	11	ACER X FREEMANII 'SIENNA' SIENNA GLEN® MAPLE	2.5" CAL	B & B
	BN	63	BETULA NIGRA RIVER BIRCH	2.5" CAL	B & B
	CO	12	CELTIS OCCIDENTALIS COMMON HACKBERRY	2.5" CAL	B & B
	GA	64	GINKGO BILOBA 'AUTUMN GOLD' TM AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL	B & B
	GT	44	GLEDITSIA TRIACANTHOS 'SKYCOLE' F. INERMIS THORNLESS SKYLINE HONEYLOCUST	2.5" CAL	B & B
	QB	40	QUERCUS BICOLOR SWAMP WHITE OAK	2.5" CAL	B & B
	QR	36	QUERCUS RUBRA RED OAK	2.5" CAL	B & B
	PE	62	ULMUS 'PATRIOT' PATRIOT ELM	2.5" CAL	B & B

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

OVERALL PLANTING PLAN

SHEET

70

PRELIMINARY NOT FOR CONSTRUCTION

LANDSCAPE REQUIREMENTS

AS REQUIRED IN CHASKA, MN

LOCATION	TYPE	REQUIRED	PROVIDED
ENTIRE SITE	STREET TREES	(1) OVERSTORY TREE SHALL BE PROVIDED FOR EVERY 50 FT ALONG PUBLIC STREETS, ON EACH SIDE, AT A MINIMUM 2.5" CAL. TREES TO BE PLACED NO LESS THAN 40 FT APART AND MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT BE SPACED 50 FT APART. (1) OVERSTORY TREE REQUIRED PER LOT.	9,530 LF OF CENTERLINE X (2)(EACH SIDE) = 381 TREES REQUIRED, 443 PROVIDED.
PERIMETER	SCREENING	ALONG COLLECTOR AND ARTERIAL STREETS, EARTH BERMS AND PLANT MATERIAL SHALL BE PROVIDED FOR VISUAL SCREENING.	EVERGREEN AND OVERSTORY TREES HAVE BEEN PROVIDED FOR VISUAL SCREENING FROM ADJACENT COLLECTOR AND ARTERIAL STREETS.

PLANT SCHEDULE AREA 1

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	ROOT
EVERGREEN TREES				
	AB	ABIES BALSAMEA BALSAM FIR	6` HT MIN	B & B
	PA	PICEA ABIES NORWAY SPRUCE	6` HT MIN	B & B
	PB	PICEA GLAUCA DENSATA BLACK HILLS SPRUCE	6` HT MIN	B & B
	PN	PINUS NIGRA AUSTRIAN PINE	6` HT MIN	B & B
	PR	PINUS RESINOSA NORWAY PINE	6` HT MIN	B & B
	PW	PINUS STROBUS EASTERN WHITE PINE	6` HT MIN	B & B
	TP	THUJA OCCIDENTALIS 'HETZ WINTERGREEN' HETZ WINTERGREEN ARBORVITAE	6` HT MIN	B & B
ORNAMENTAL TREES				
	AG	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE APPLE SERVICEBERRY	6` HT. MIN.	
	MS	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	2.5" CAL	B & B
OVERSTORY TREES				
	AF	ACER X FREEMANII 'AF#1' FIREFALL™ MAPLE	2.5" CAL	B & B
	AS	ACER X FREEMANII `SIENNA` SIENNA GLEN® MAPLE	2.5" CAL	B & B
	BN	BETULA NIGRA RIVER BIRCH	2.5" CAL	B & B
	CO	CELTIS OCCIDENTALIS COMMON HACKBERRY	2.5" CAL	B & B
	GA	GINKGO BILOBA 'AUTUMN GOLD' TM AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL	B & B
	GT	GLEDITSIA TRIACANTHOS 'SKYCOLE' F. INERMIS THORNLESS SKYLINE HONEYLOCUST	2.5" CAL	B & B
	QB	QUERCUS BICOLOR SWAMP WHITE OAK	2.5" CAL	B & B
	QR	QUERCUS RUBRA RED OAK	2.5" CAL	B & B
	PE	ULMUS 'PATRIOT' PATRIOT ELM	2.5" CAL	B & B

REFER TO SHEET 70 FOR OVERALL PLANTING QUANTITIES

US HIGHWAY 212

NARROWS CANYON TRAIL

MARICOPA PATH

SAVANNA WAY

RAVINIA COURT

OUTLOT A

MATCH LINE

MATCH LINE

POND 2
TOP = 936.75
EOF = 935.75
100-YR HWL = 935.21
NWL = 934.00
BOT = 928.00

A

A'

N

0 60 120
SCALE IN FEET

PLOT DATE: 5/31/2024 3:24 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

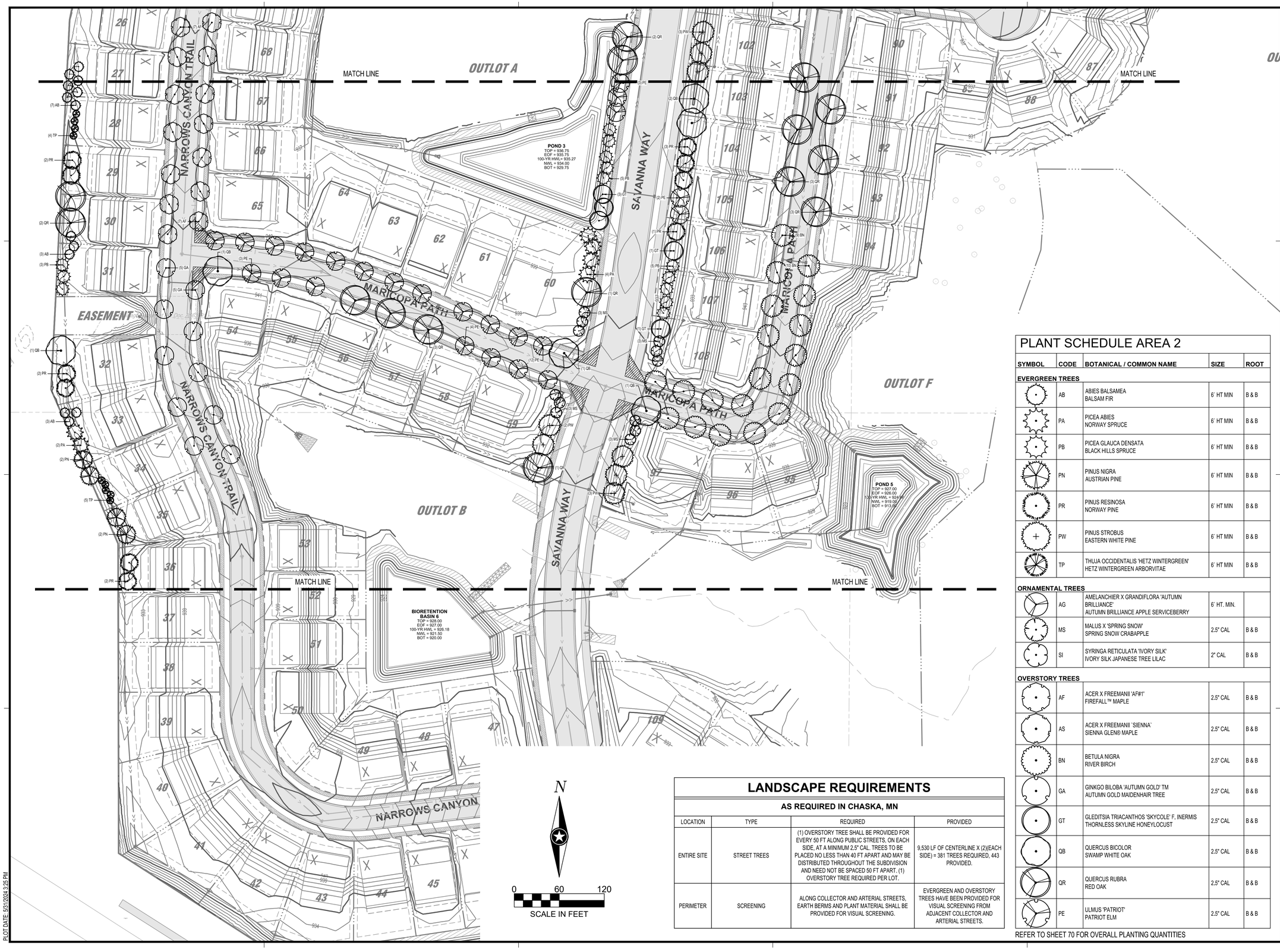
TITLE

PLANTING PLAN AREA 1

SHEET

71

PRELIMINARY NOT FOR CONSTRUCTION



LANDSCAPE REQUIREMENTS

AS REQUIRED IN CHASKA, MN

LOCATION	TYPE	REQUIRED	PROVIDED
ENTIRE SITE	STREET TREES	(1) OVERSTORY TREE SHALL BE PROVIDED FOR EVERY 50 FT ALONG PUBLIC STREETS, ON EACH SIDE, AT A MINIMUM 2.5" CAL. TREES TO BE PLACED NO LESS THAN 40 FT APART AND MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT BE SPACED 50 FT APART. (1) OVERSTORY TREE REQUIRED PER LOT.	9,530 LF OF CENTERLINE X (2)(EACH SIDE) = 381 TREES REQUIRED, 443 PROVIDED.
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PLANT SCHEDULE AREA 2

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	ROOT
EVERGREEN TREES				
	AB	ABIES BALSAMEA BALSAM FIR	6` HT MIN	B & B
	PA	PICEA ABIES NORWAY SPRUCE	6` HT MIN	B & B
	PB	PICEA GLAUCA DENSATA BLACK HILLS SPRUCE	6` HT MIN	B & B
	PN	PINUS NIGRA AUSTRIAN PINE	6` HT MIN	B & B
	PR	PINUS RESINOSA NORWAY PINE	6` HT MIN	B & B
	PW	PINUS STROBUS EASTERN WHITE PINE	6` HT MIN	B & B
	TP	THUJA OCCIDENTALIS 'HETZ WINTERGREEN' HETZ WINTERGREEN ARBORVITAE	6` HT MIN	B & B
ORNAMENTAL TREES				
	AG	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE APPLE SERVICEBERRY	6` HT. MIN.	
	MS	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	2.5" CAL	B & B
	SI	SYRINGA RETICULATA 'IVORY SILK' IVORY SILK JAPANESE TREE LILAC	2" CAL	B & B
OVERSTORY TREES				
	AF	ACER X FREEMANII 'AF#1' FIREFALL™ MAPLE	2.5" CAL	B & B
	AS	ACER X FREEMANII `SIENNA` SIENNA GLEN® MAPLE	2.5" CAL	B & B
	BN	BETULA NIGRA RIVER BIRCH	2.5" CAL	B & B
	GA	GINKGO BILOBA 'AUTUMN GOLD' TM AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL	B & B
	GT	GLEDITSIA TRIACANTHOS 'SKYCOLE' F. INERMIS THORNLESS SKYLINE HONEYLOCUST	2.5" CAL	B & B
	QB	QUERCUS BICOLOR SWAMP WHITE OAK	2.5" CAL	B & B
	QR	QUERCUS RUBRA RED OAK	2.5" CAL	B & B
	PE	ULMUS 'PATRIOT' PATRIOT ELM	2.5" CAL	B & B

REFER TO SHEET 70 FOR OVERALL PLANTING QUANTITIES

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FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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DESIGNED BY	AJR / LM
REVIEWED BY	RAG
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CLIENT PROJECT NO.	-

TITLE

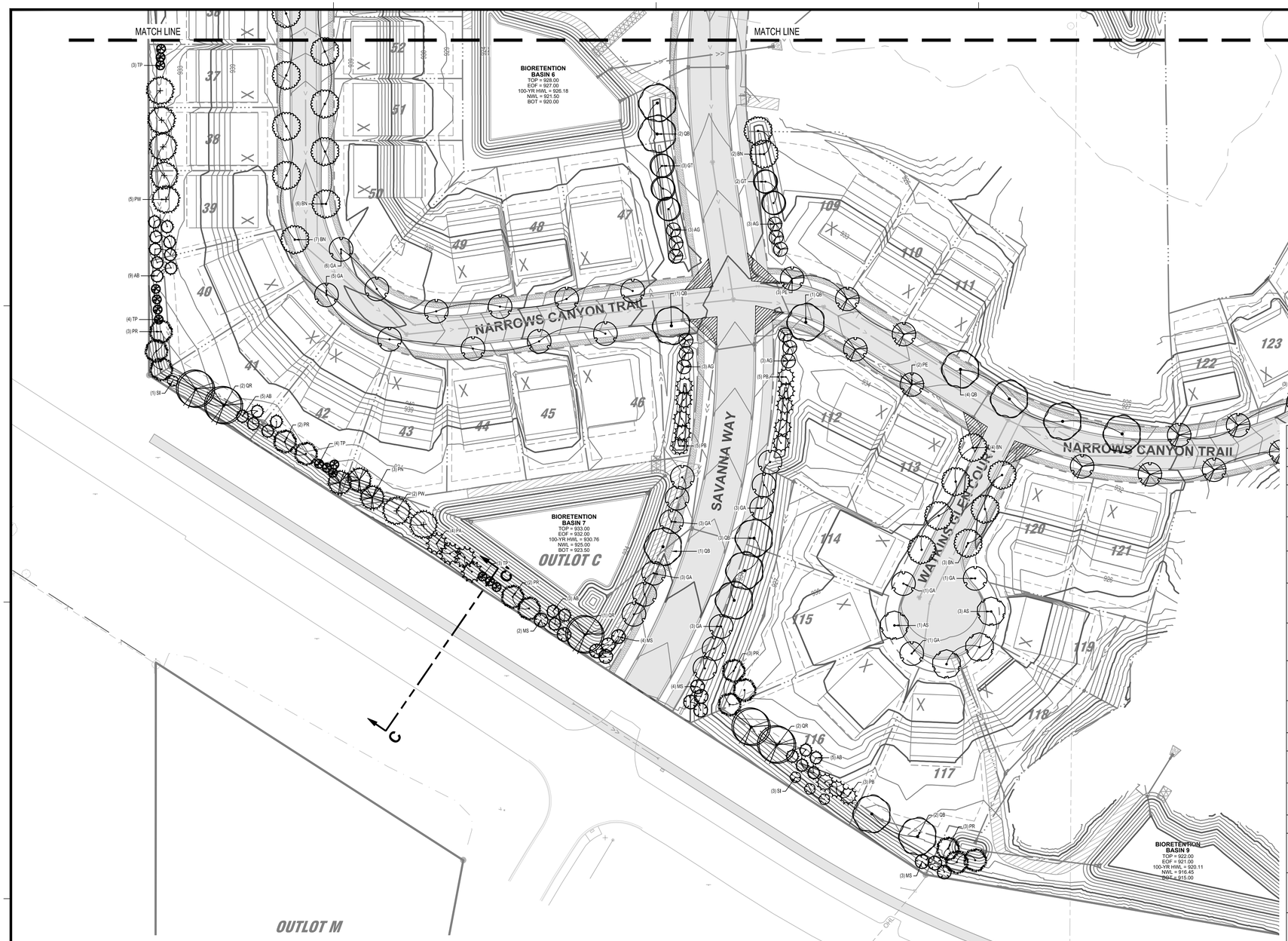
PLANTING PLAN AREA 2

SHEET

72

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 3:25 PM



PLANT SCHEDULE AREA 3

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	ROOT
EVERGREEN TREES				
	AB	ABIES BALSAMEA BALSAM FIR	6` HT MIN	B & B
	PA	PICEA ABIES NORWAY SPRUCE	6` HT MIN	B & B
	PB	PICEA GLAUCA DENSATA BLACK HILLS SPRUCE	6` HT MIN	B & B
	PN	PINUS NIGRA AUSTRIAN PINE	6` HT MIN	B & B
	PR	PINUS RESINOSA NORWAY PINE	6` HT MIN	B & B
	PW	PINUS STROBUS EASTERN WHITE PINE	6` HT MIN	B & B
	TP	THUJA OCCIDENTALIS 'HETZ WINTERGREEN' HETZ WINTERGREEN ARBORVITAE	6` HT MIN	B & B
ORNAMENTAL TREES				
	MS	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	2.5" CAL	B & B
	SI	SYRINGA RETICULATA 'IVORY SILK' IVORY SILK JAPANESE TREE LILAC	2" CAL	B & B
OVERSTORY TREES				
	AF	ACER X FREEMANII 'AF#1' FIREFALL™ MAPLE	2.5" CAL	B & B
	AS	ACER X FREEMANII `SIENNA` SIENNA GLEN® MAPLE	2.5" CAL	B & B
	BN	BETULA NIGRA RIVER BIRCH	2.5" CAL	B & B
	GA	GINKGO BILOBA 'AUTUMN GOLD' TM AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL	B & B
	GT	GLEDITSIA TRIACANTHOS 'SKYCOLE' F. INERMIS THORNLESS SKYLINE HONEYLOCUST	2.5" CAL	B & B
	QB	QUERCUS BICOLOR SWAMP WHITE OAK	2.5" CAL	B & B
	QR	QUERCUS RUBRA RED OAK	2.5" CAL	B & B

REFER TO SHEET 70 FOR OVERALL PLANTING QUANTITIES

LANDSCAPE REQUIREMENTS

AS REQUIRED IN CHASKA, MN

LOCATION	TYPE	REQUIRED	PROVIDED
ENTIRE SITE	STREET TREES	(1) OVERSTORY TREE SHALL BE PROVIDED FOR EVERY 50 FT ALONG PUBLIC STREETS, ON EACH SIDE, AT A MINIMUM 2.5" CAL. TREES TO BE PLACED NO LESS THAN 40 FT APART AND MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT BE SPACED 50 FT APART. (1) OVERSTORY TREE REQUIRED PER LOT.	9,530 LF OF CENTERLINE X (2)(EACH SIDE) = 381 TREES REQUIRED, 443 PROVIDED.
PERIMETER	SCREENING	ALONG COLLECTOR AND ARTERIAL STREETS, EARTH BERMS AND PLANT MATERIAL SHALL BE PROVIDED FOR VISUAL SCREENING.	EVERGREEN AND OVERSTORY TREES HAVE BEEN PROVIDED FOR VISUAL SCREENING FROM ADJACENT COLLECTOR AND ARTERIAL STREETS.

N

0 60 120

SCALE IN FEET

PLOT DATE: 5/31/2024 3:25 PM

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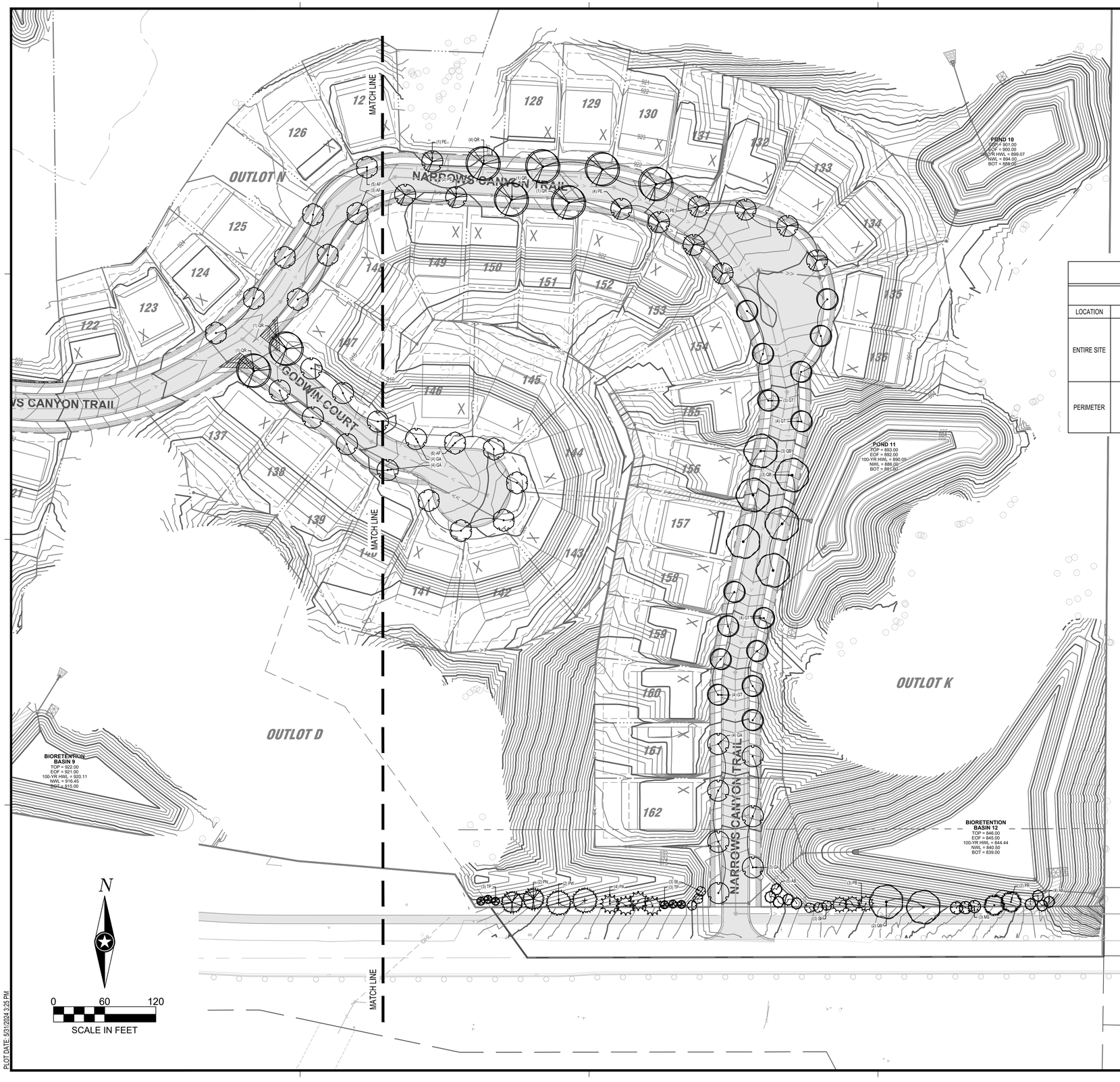
TITLE

PLANTING PLAN AREA 3

SHEET

73

PRELIMINARY NOT FOR CONSTRUCTION



LANDSCAPE REQUIREMENTS

AS REQUIRED IN CHASKA, MN

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PLANT SCHEDULE AREA 4

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	ROOT
EVERGREEN TREES				
	AB	ABIES BALSAMEA BALSAM FIR	6' HT MIN	B & B
	PA	PICEA ABIES NORWAY SPRUCE	6' HT MIN	B & B
	PB	PICEA GLAUCA DENSATA BLACK HILLS SPRUCE	6' HT MIN	B & B
	PN	PINUS NIGRA AUSTRIAN PINE	6' HT MIN	B & B
	PR	PINUS RESINOSA NORWAY PINE	6' HT MIN	B & B
	PW	PINUS STROBUS EASTERN WHITE PINE	6' HT MIN	B & B
	TP	THUJA OCCIDENTALIS 'HETZ WINTERGREEN' HETZ WINTERGREEN ARBORVITAE	6' HT MIN	B & B
ORNAMENTAL TREES				
	MS	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	2.5" CAL	B & B
	SI	SYRINGA RETICULATA 'IVORY SILK' IVORY SILK JAPANESE TREE LILAC	2" CAL	B & B
OVERSTORY TREES				
	AF	ACER X FREEMANII 'AF#1' FIREFALL™ MAPLE	2.5" CAL	B & B
	GA	GINKGO BILOBA 'AUTUMN GOLD' TM AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL	B & B
	GT	GLEDITSIA TRIACANTHOS 'SKYCOLE' F. INERMIS THORNLESS SKYLINE HONEYLOCUST	2.5" CAL	B & B
	QB	QUERCUS BICOLOR SWAMP WHITE OAK	2.5" CAL	B & B
	QR	QUERCUS RUBRA RED OAK	2.5" CAL	B & B
	PE	ULMUS 'PATRIOT' PATRIOT ELM	2.5" CAL	B & B

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

PLANTING PLAN AREA 4

SHEET

74

PRELIMINARY NOT FOR CONSTRUCTION

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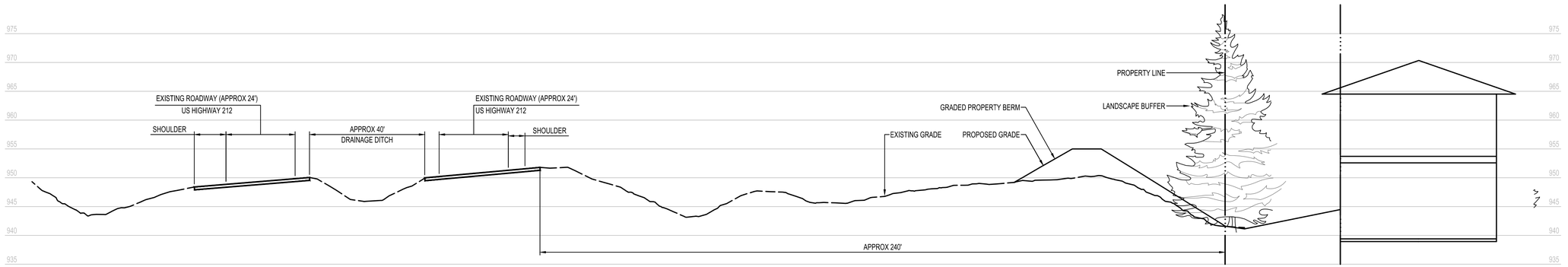
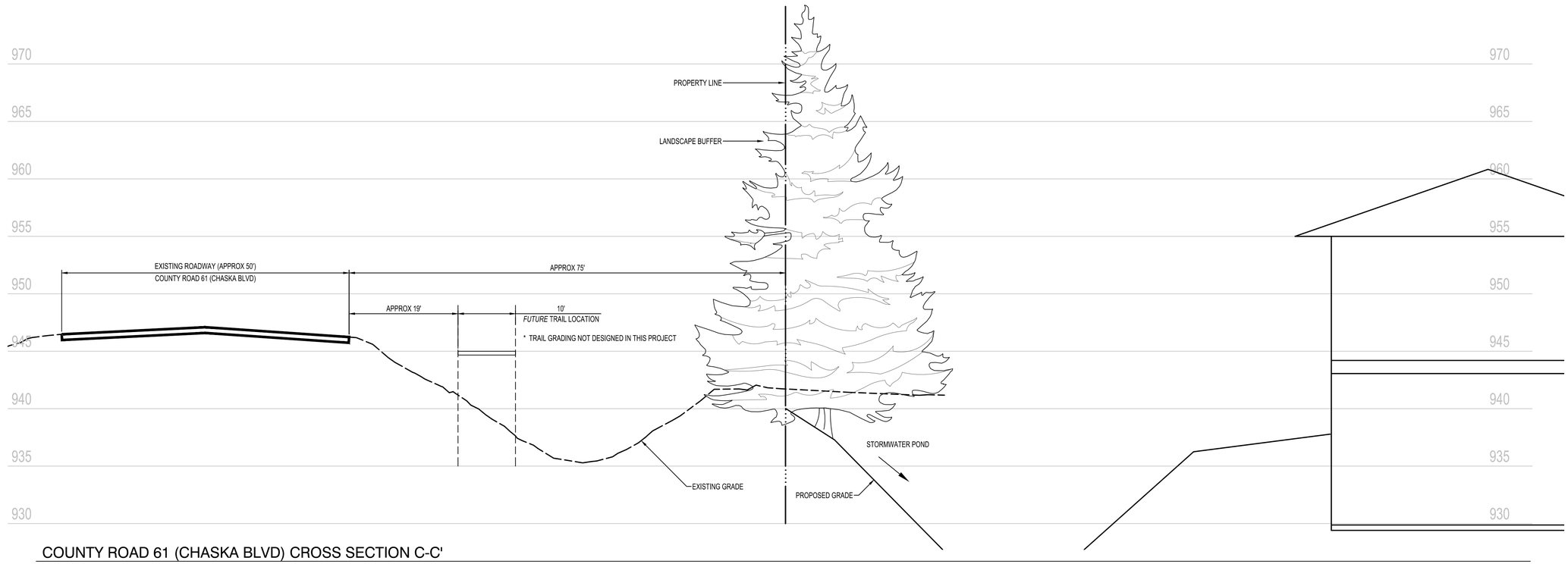


US HIGHWAY 212 CROSS SECTION B-B'

1" = 20'-0" * EXISTING GRADE IS APPROXIMATE, FOR REFERENCE ONLY



COUNTY ROAD 61 (CHASKA BLVD) CROSS SECTION C-C'

1" = 10'-0" * EXISTING GRADE IS APPROXIMATE, FOR REFERENCE ONLY

PLOT DATE: 5/31/2024 3:25 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

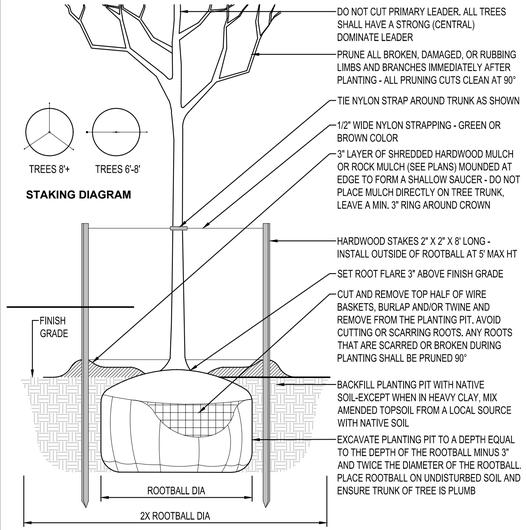
TITLE

PLANTING NOTES AND DETAILS

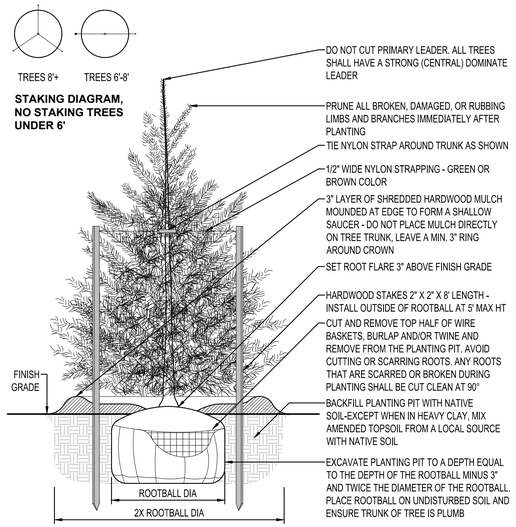
SHEET

75

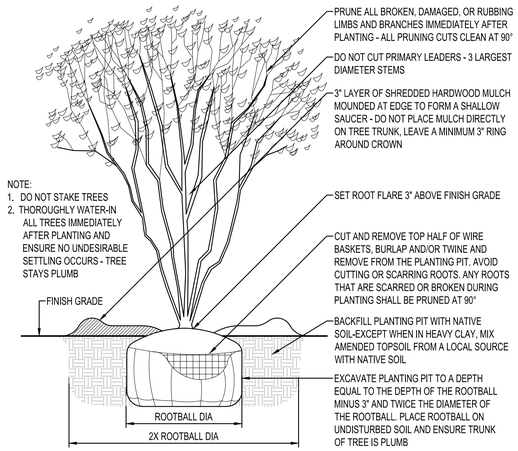
PRELIMINARY NOT FOR CONSTRUCTION



DECIDUOUS TREE PLANTING
NTS



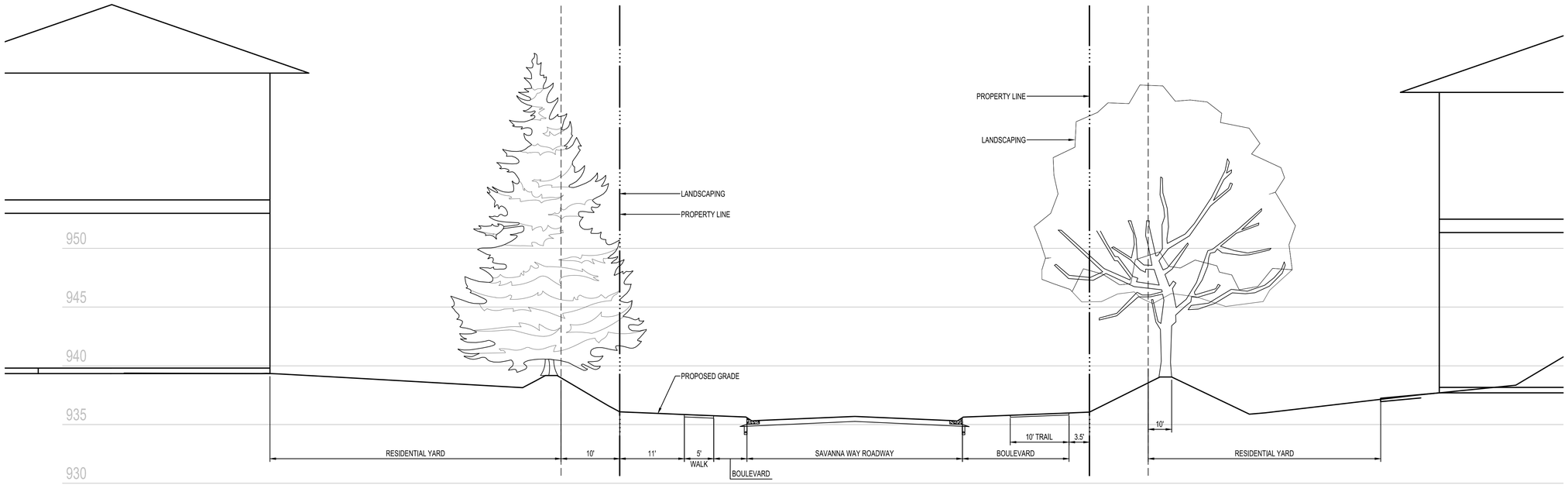
EVERGREEN TREE PLANTING
NTS



MULTI-STEM TREE PLANTING
NTS

PLANTING NOTES

1. COORDINATE LOCATION OF ALL UTILITIES (LINES, DUCTS, CONDUITS, SLEEVES, FOOTINGS, ETC.) WITH LOCATIONS OF PROPOSED LANDSCAPE ELEMENTS (FENCE, FOOTINGS, TREE ROOTBALLS, ETC.). CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE PRIOR TO CONTINUING WORK.
2. SAVE AND PROTECT ALL EXISTING TREES NOT NOTED TO BE REMOVED.
3. REMOVE ALL CONSTRUCTION DEBRIS AND MATERIALS INJURIOUS TO PLANT GROWTH FROM PLANTING PITS AND BEDS PRIOR TO BACKFILLING WITH PLANTING MIX.
4. REFER TO PLANTING DETAILS FOR AMENDED SOIL DEPTH SURROUNDING TREES.
5. FIELD STAKE PLANTINGS ACCORDING TO PLAN. OWNER'S REPRESENTATIVE SHALL APPROVE ALL PLANT LOCATIONS PRIOR TO INSTALLATION. OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REVISE PLANTING LAYOUT AT TIME OF INSTALLATION.
6. ALL PLANT MATERIALS SHALL BE TRUE TO THEIR SCIENTIFIC NAME AND SIZE AS INDICATED IN THE PLANT SCHEDULE.
7. IF DISCREPANCIES EXIST BETWEEN THE NUMBER OF PLANTS DRAWN ON THE PLANTING PLAN AND THE NUMBER OF PLANTS IN THE SCHEDULE, THE PLANTING PLAN SHALL GOVERN.
8. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE, AND ONLY AFTER WRITTEN APPROVAL OF THE OWNER'S REPRESENTATIVE.
9. ALL PLANT MATERIALS MUST CONFORM TO AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1), LATEST EDITION PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, WASHINGTON D.C. LARGER SIZED PLANT MATERIALS OF THE SPECIES LISTED MAY BE USED IF THE STOCK CONFORMS TO ANSI Z60.1.
10. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN A LIVE AND HEALTHY GROWING CONDITION FOR ONE FULL GROWING SEASON (ONE YEAR) AFTER FINAL PROJECT ACCEPTANCE OR SHALL BE REPLACED BY THE CONTRACTOR FREE OF CHARGE WITH THE SAME GRADE AND SPECIES.
11. ALL TREES SHALL HAVE A STRONG CENTRAL LEADER. ANY TREES DEEMED NOT TO HAVE A STRONG CENTRAL LEADER SHALL BE REJECTED.
12. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE DUE TO CONSTRUCTION OPERATIONS. ANY AREAS THAT ARE DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
13. PROVIDE SHREDDED HARDWOOD MULCH SURROUNDING ALL PROPOSED TREES (5' Ø) TO A 3" MINIMUM DEPTH IN ALL AREAS LOCATED ON PLAN. DO NOT USE AN UNDERLAYMENT SUCH AS PLASTIC SHEET OR LANDSCAPE FABRIC. REFER TO PLANS FOR ADDITIONAL DETAILS. REFER TO STORMWATER DETAILS FOR BASIN CONSTRUCTION AND MULCH APPLICATION.
14. HARDWOOD MULCHING MATERIAL SHALL BE SHREDDED HARDWOOD MULCH, WITH NO INDIVIDUAL PIECES LARGER THAN 3", FREE OF GROWTH OR GERMINATION INHIBITING INGREDIENTS, 3" MINIMUM DEPTH. MINIMUM DEPTHS AT LOCATIONS INDICATED ON DRAWINGS.
15. CONTRACTOR SHALL PROVIDE SAMPLE OF MULCH TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
16. INDICATED QUANTITIES ARE ESTIMATES AND SHALL BE CONFIRMED BY THE CONTRACTOR.
17. ADJUST SPACING OF PLANT MATERIALS AROUND ADJACENT UTILITY STRUCTURES.
18. ALL TURF AREAS DISTURBED BY CONSTRUCTION SHALL BE SODDED.



SAVANNA WAY CROSS SECTION A-A'
1" = 10'-0"

ISG
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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-LAND
DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

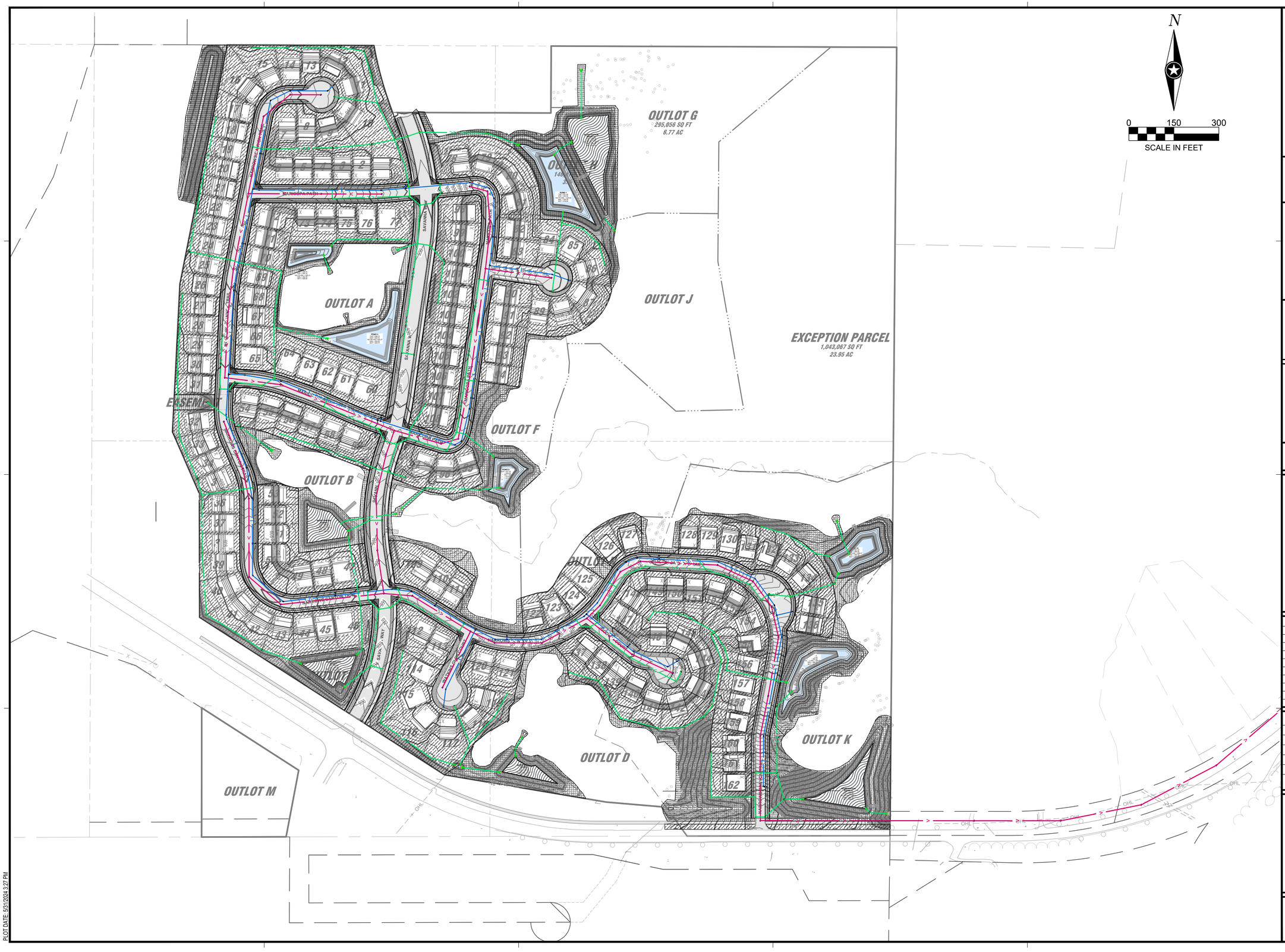
PLANTING NOTES AND DETAILS

SHEET

76

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 3:25 PM



N

0 150 300

SCALE IN FEET

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C5-OVERLAY
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

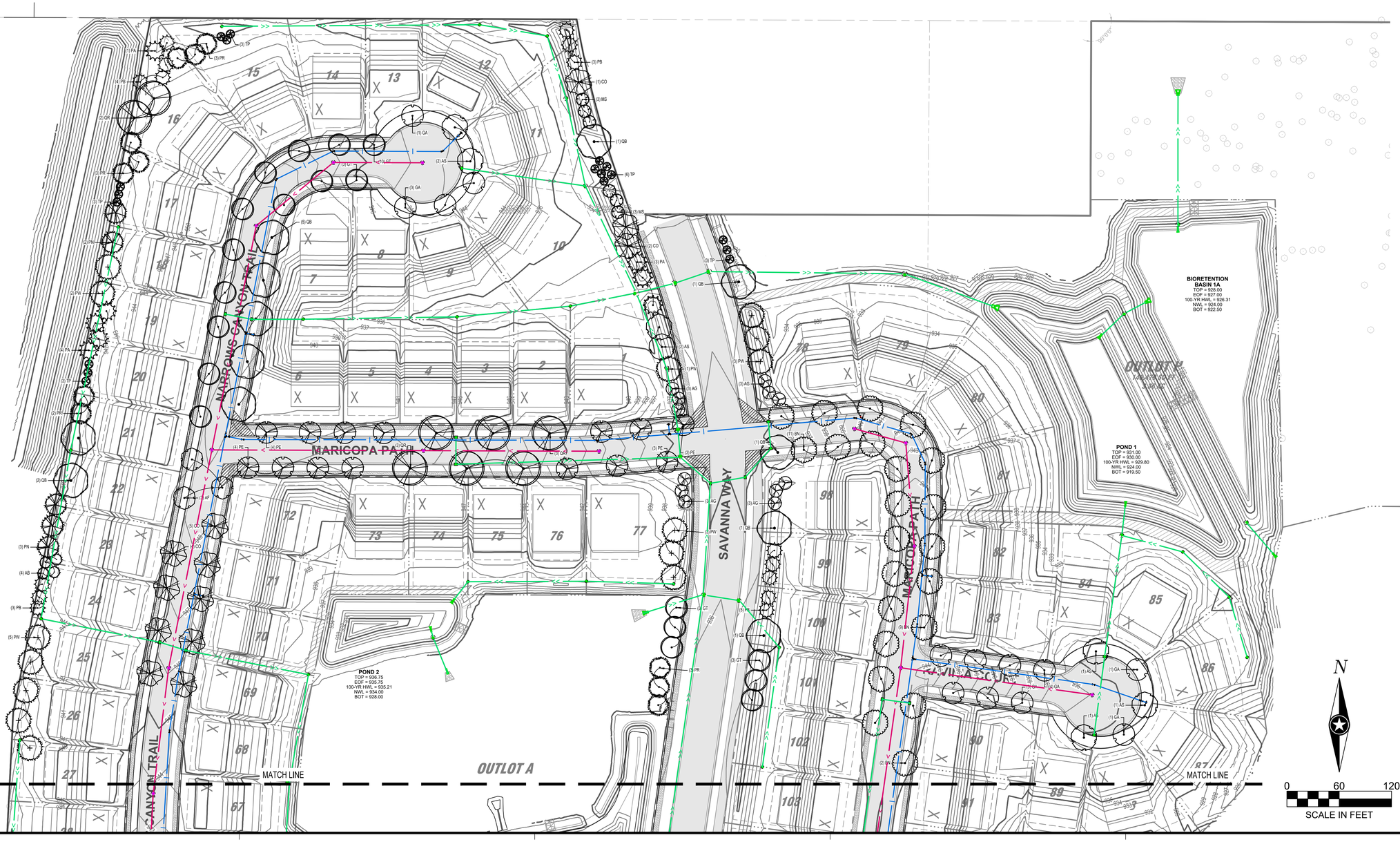
OVERALL OVERLAY PLAN

SHEET

77

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 5/31/2024 3:27 PM



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

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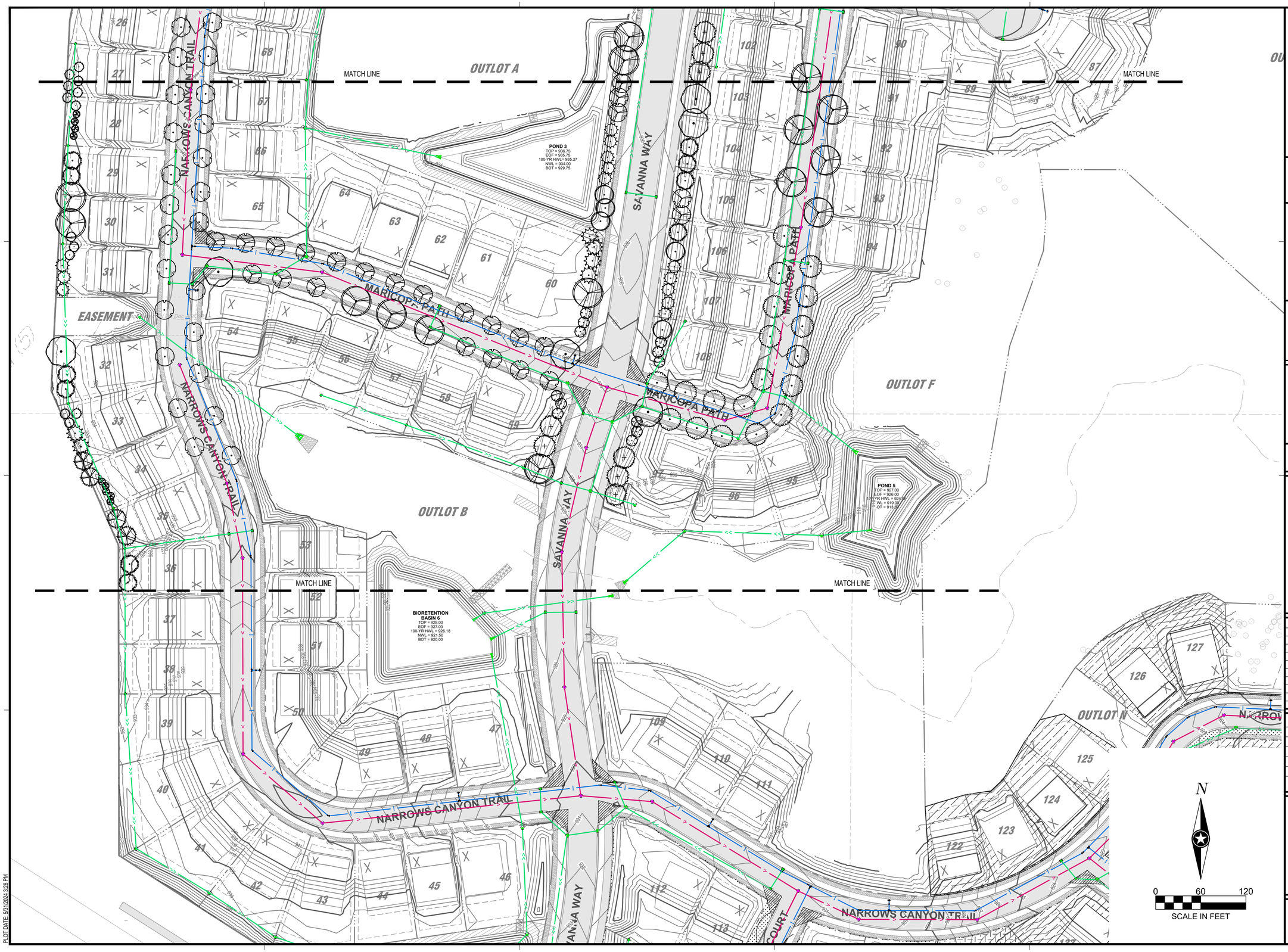
FILE NAME	27575 C5-OVERLAY
DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

OVERLAY PLAN (N)

SHEET

78



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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

OVERLAY PLAN (CENTRAL)

SHEET

79

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

BIORETENTION
BASIN 6
TOP = 928.00
EOF = 927.00
100-YR HWL = 926.18
NWL = 921.50
BOT = 920.00

BIORETENTION
BASIN 7
TOP = 933.00
EOF = 932.00
100-YR HWL = 930.76
NWL = 925.00
BOT = 923.50

BIORETENTION
BASIN 9
TOP = 922.00
EOF = 921.00
100-YR HWL = 920.11
NWL = 916.45
BOT = 915.00

NARROWS CANYON TRAIL

SAVANNA WAY

WATKINS LAKE COURT

GODWIN COURT

OUTLOT C

OUTLOT D

OUTLOT M

OUTLOT N

OHL

N

0 60 120

SCALE IN FEET

PLOT DATE: 5/31/2024 3:28 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

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PROJECT NO.	22-27575
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DRAWN BY	MNA
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

OVERLAY PLAN (SW)

SHEET

80

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

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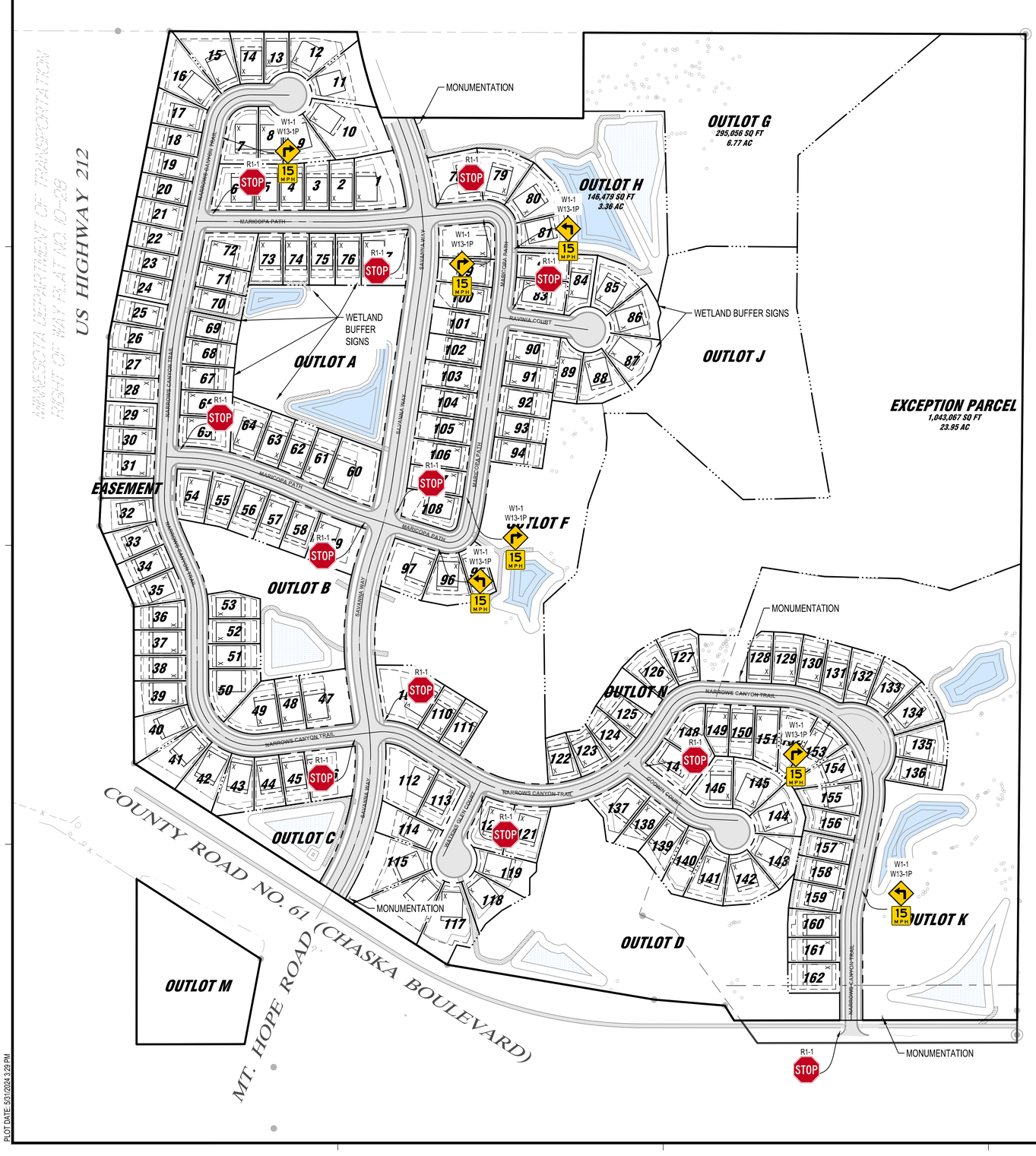
CLIENT PROJECT NO.	-

TITLE

OVERLAY PLAN (SE)

SHEET

81



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SCALE IN FEET

PLOT DATE: 5/31/2024 3:29 PM

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	27575 C7-SIGNAGE
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	05/31/24
CLIENT PROJECT NO.	-

TITLE

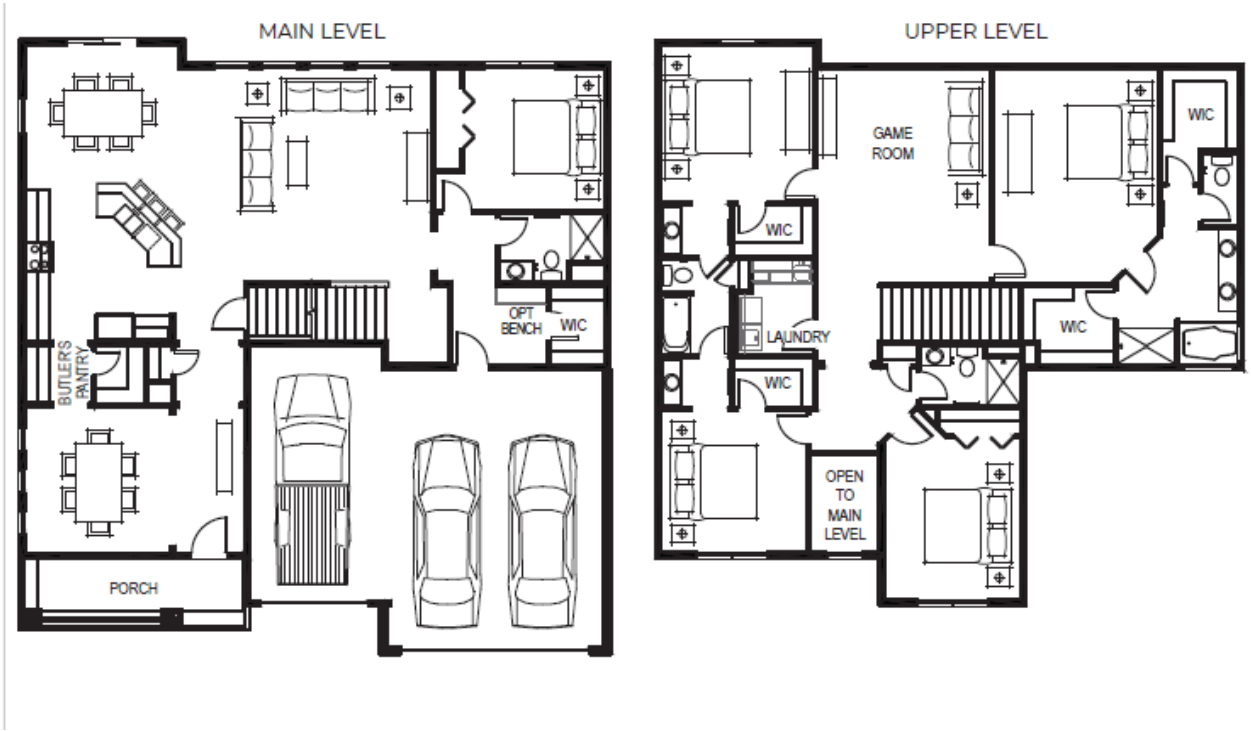
SIGNAGE PLAN

SHEET

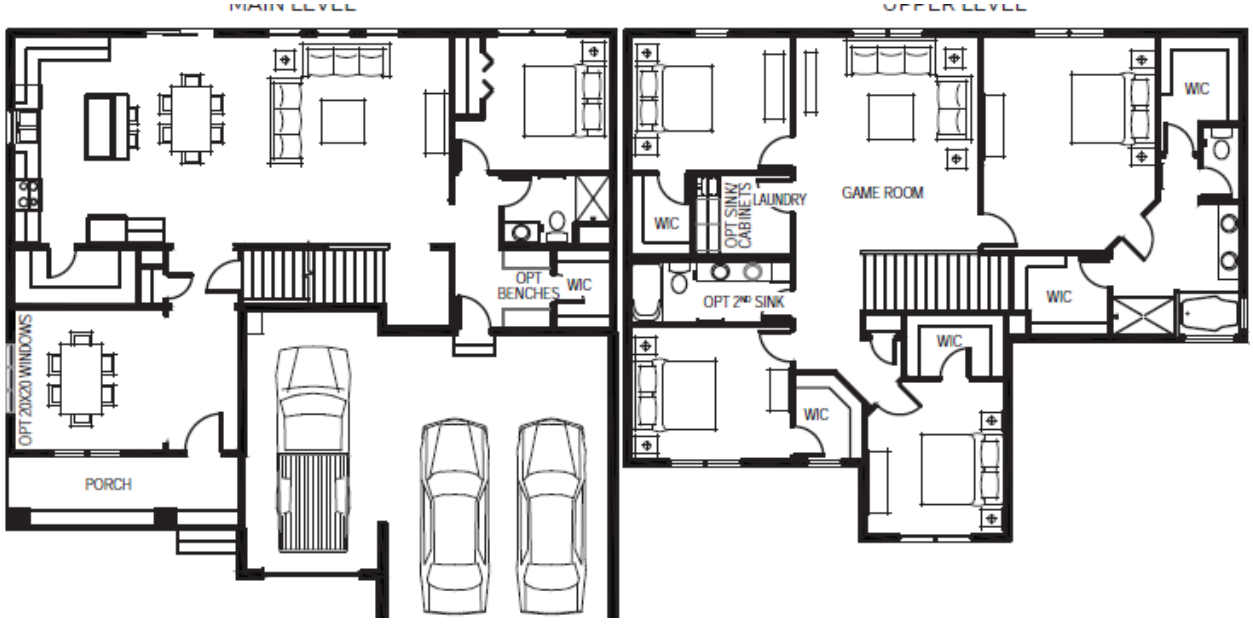
82

OF 82

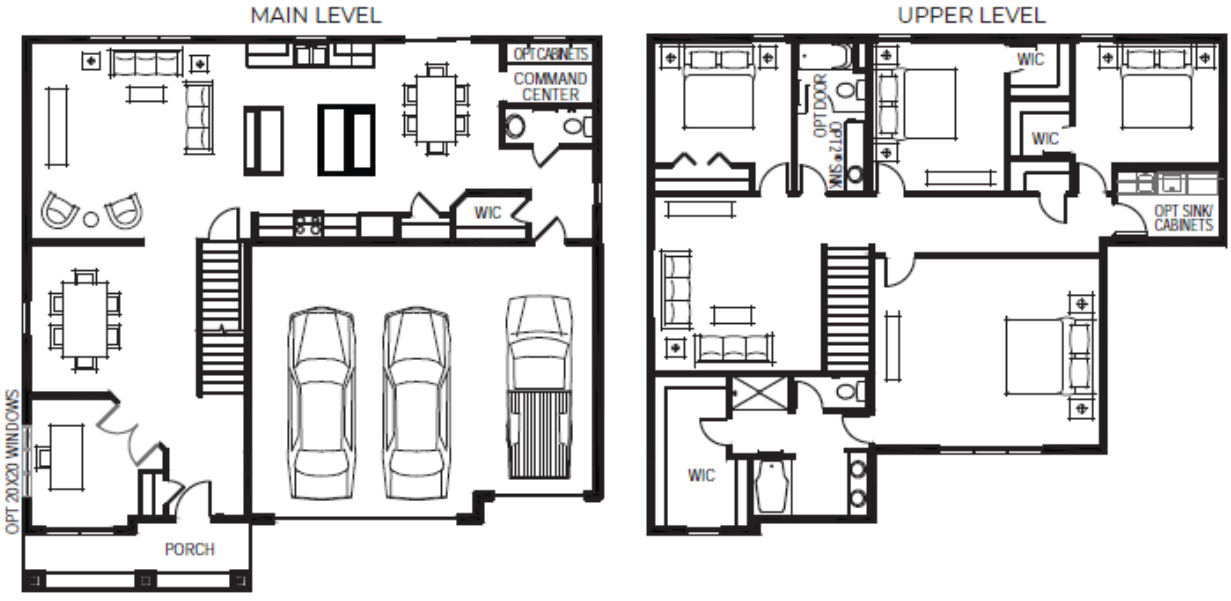
Highpoint Vistas – Typical Architectural Style



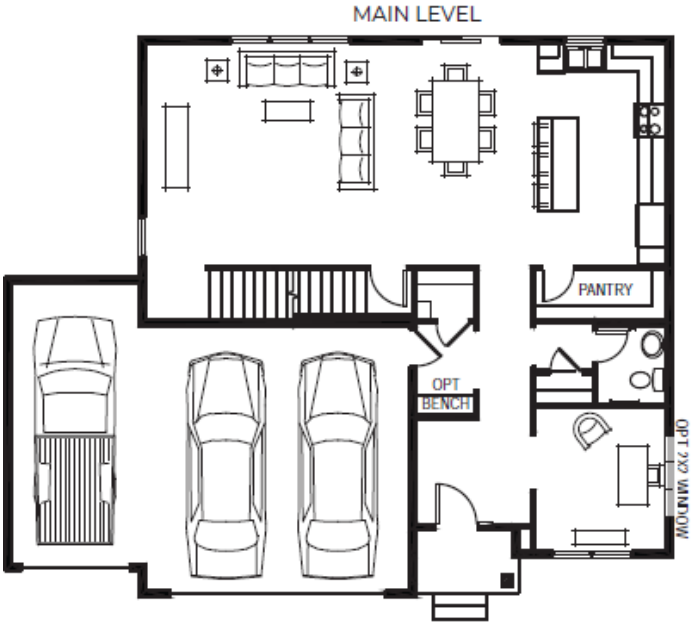
Highpoint Vistas – Typical Architectural Style

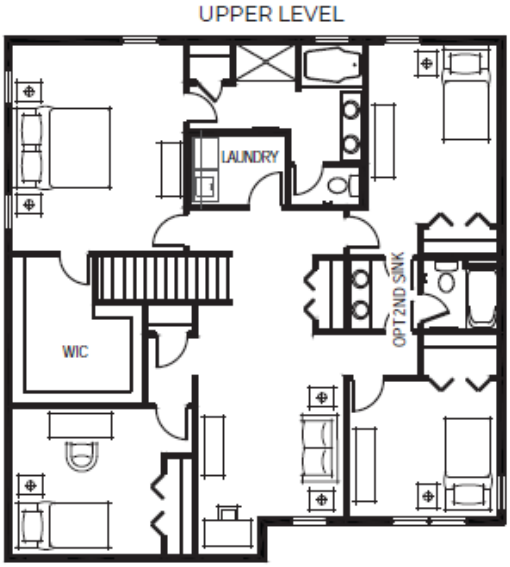


Highpoint Vistas – Typical Architectural Style

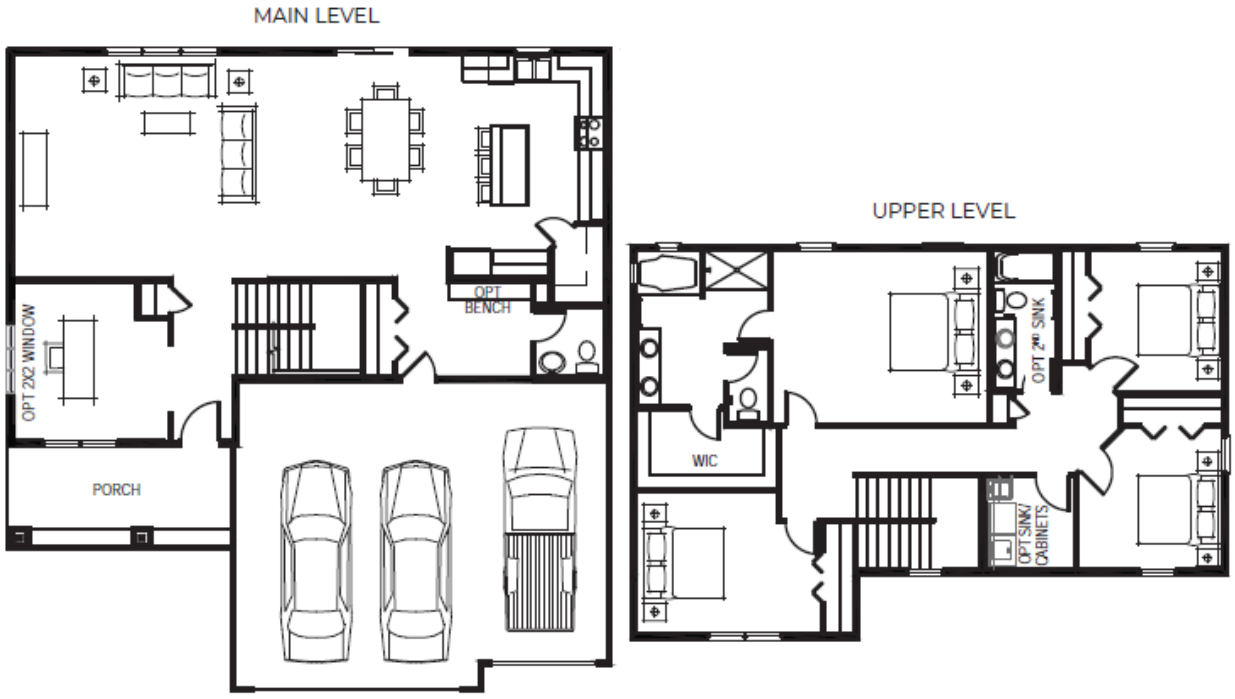


Highpoint Vistas – Typical Architectural Style

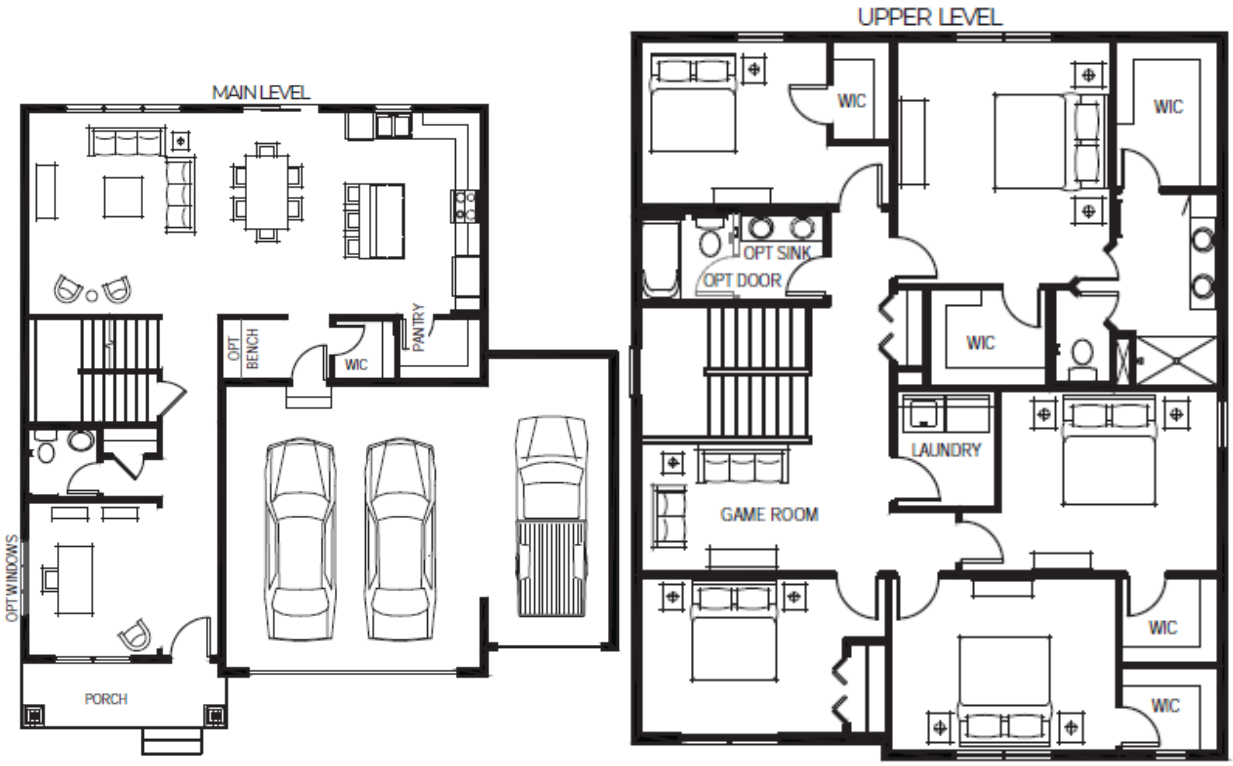




Highpoint Vistas – Typical Architectural Style



Highpoint Vistas – Typical Architectural Style



esi engineering

May 8, 2024

Mr. Stephen Gardiner
Forestar Group Inc.
20860 Kenbridge Ct, Ste 100
Lakeville, MN 55044

Subject: Summary Report for
Residential Development, Traffic Noise Control
Highpoint Vistas – Chaska, Minnesota

Dear Mr. Gardiner:

We understand you are planning the Highpoint Vistas residential development in Chaska, Minnesota. As shown in Figure 1, the 130-acre site is located northeast of the Hwy 212 / CR 61 (Chaska Blvd) intersection. The City of Chaska is requiring the project to submit an outdoor traffic noise analysis prepared following the MnDOT requirements. ESI Engineering was asked to monitor traffic noise levels at the site, prepare calculations using MnDOT approved methods to evaluate traffic noise, and if necessary, develop recommendations to meet the MnDOT requirements. The following is a summary of our analysis.

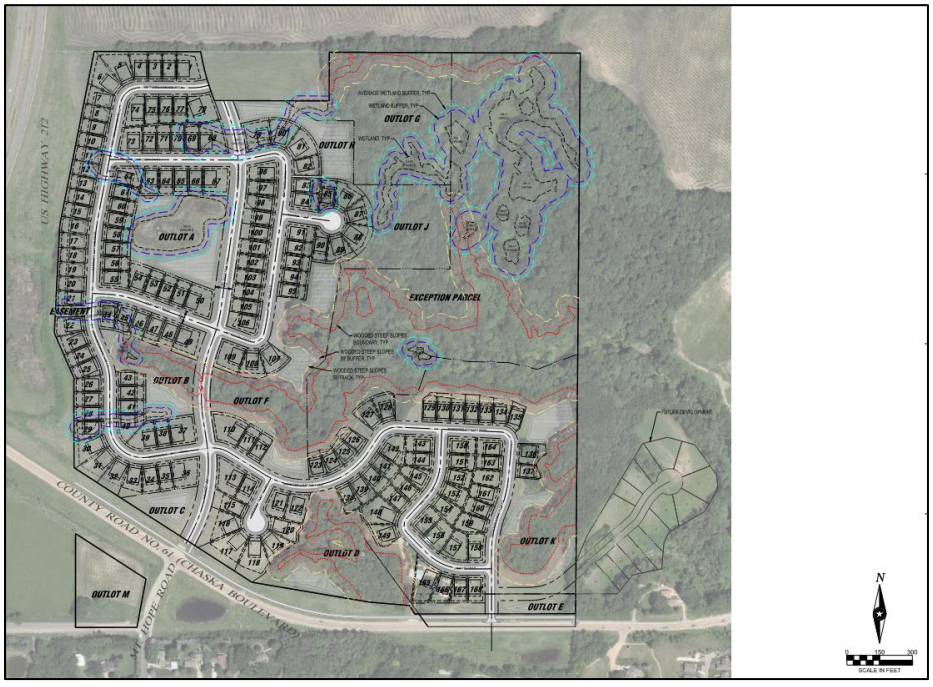


Figure 1 – Site plan showing 168 lots for single family homes next to Hwy 212 and CR 61.

Site Conditions

The proposed project site currently has agricultural land, forest, and one homestead. As shown in Figure 1 above, the project has 168 lots for single family homes. The nearest roadways to the project site are Hwy 212 to the west, CR 61 to the south and east, and CR 44 to the north. The distances between these roads and the nearest property / lot lines are shown in Figure 2.

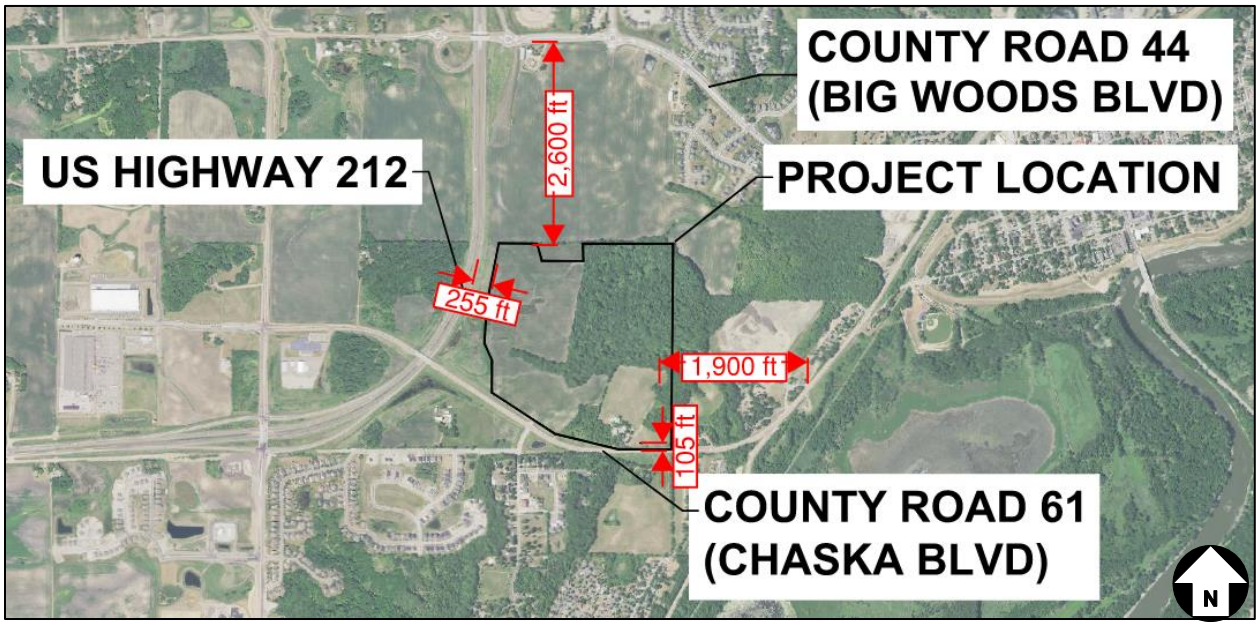


Figure 2 – Aerial image showing the nearest roads to the project site and distances to the nearest property / lot lines.

Many of the lots that are located along the west and south sides of the project site have direct line-of-sight to the adjacent roadways. The lots at the northwest end of site are closest to Hwy 212. While there is an existing berm between some of the western lots and Hwy 212 that blocks portions of the roadway, this berm does not continue all the way to the north end of the site. However, we understand the project team plans to extend this berm to the north to provide additional separation for the adjacent lots. The subsequent modeling includes this berm extension. Figure 3 shows the existing elevations of the highway and berm in this area (dashed lines), as well as the elevations of the proposed berm extension and adjacent yards (solid lines). In addition to providing a visual barrier for these lots, the berm also reduces the highway traffic noise at nearby receiver positions.

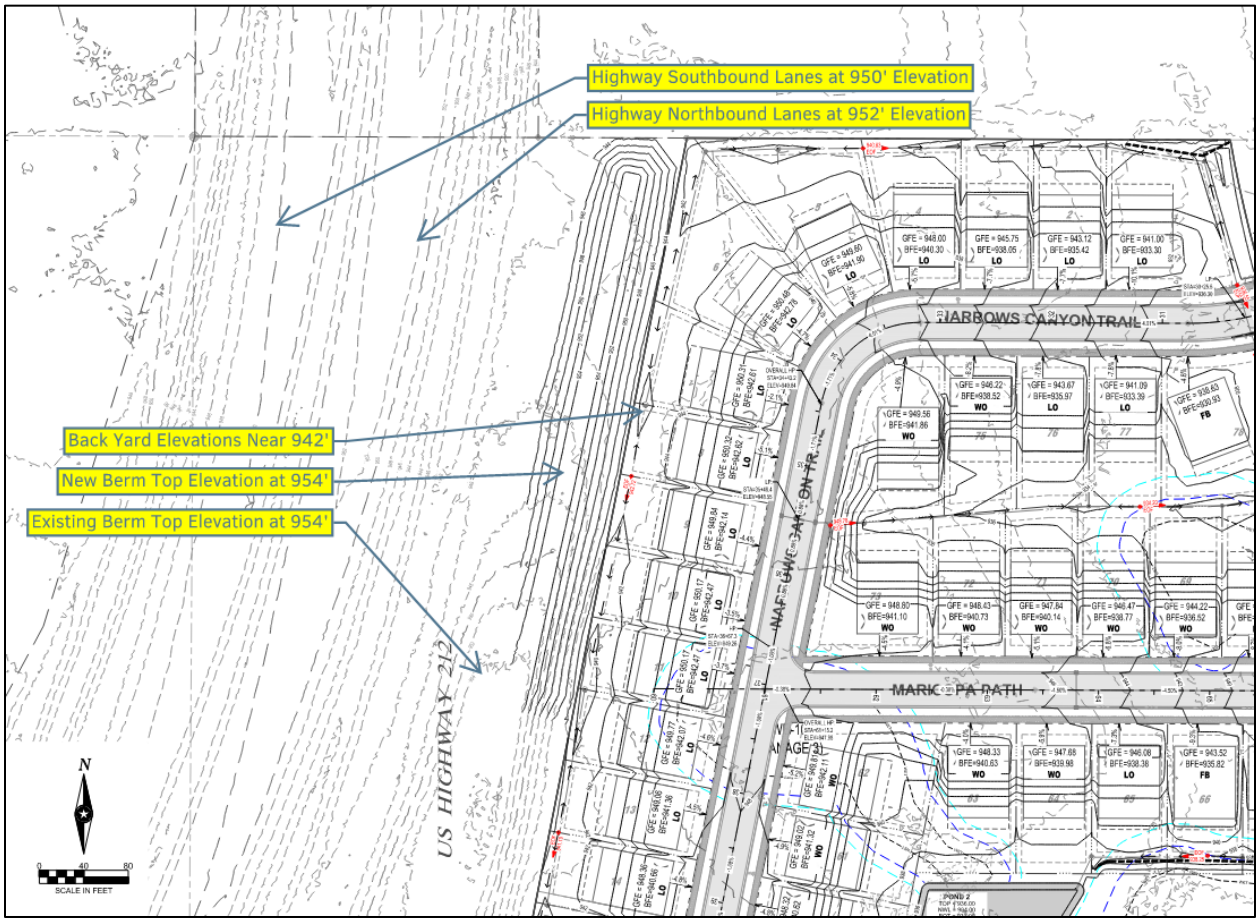


Figure 3 – ISG partial grading plan showing the existing (dashed lines) and proposed (solid lines) topography at the northwest end of the project site.

Noise Requirements

The Minnesota Department of Transportation (MnDOT) reviewed an early concept sketch for the project and provided the following feedback regarding noise in a letter to Ms. Elizabeth Hanson (City Planner, City of Chaska) dated February 9, 2021 (letter provided in Attachment A):

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

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

Following this letter, the City of Chaska asked the Highpoint Vistas project team to perform a MnDOT noise analysis. Based on our review of the MnDOT Noise Requirements document[1], we understand the following:

- In Section 4.0 Analysis of Traffic Noise Impacts, MnDOT shows how the Federal Highway Administration document FHWA 23 CFR 772 is used for traffic noise criteria. Table 1 – Noise Abatement Criteria (NAC) of the FHWA document shows that a residential site requires abatement for levels of 67 dBA[2] or higher. The traffic noise is to be evaluated as average hourly sound levels, or $L_{eq(h)}$[3].
- In Section 1.0 Definitions, a Traffic Noise Impact is defined as, "*Design year build condition noise levels that approach or exceed the FHWA NAC or create a substantial noise increase.*"
- In Section 2.1 Purpose, MnDOT states, "*FHWA requires that states give numerical meaning to the phrase "approach the criterion." MnDOT defines "approach" as being 1 dBA, or less, below the applicable Federal NAC (e.g., 66 dBA for Category B residential land uses).*"

Therefore, traffic noise levels at the nearest Highpoint Vistas property / lot lines to adjacent roadways may not exceed an **$L_{eq(h)}$ of 65 dBA**.

---

[1] Minnesota Department of Transportation. "Noise Requirements for MnDOT and other Type I Federal-aid Projects", Saint Paul, MN. July 10, 2017.

[2] As defined in ANSI S12:60, "*A-weighted sound level.* Sound pressure level measured with a conventional frequency weighting that roughly approximates how the human ear hears different frequency components of sounds at typical listening levels for speech. The A-weighting (see IEC 61672-1) attenuates the low-frequency (or low-pitch) content of a sound. A-weighted sound level is expressed in decibels, unit symbol dB[A]."

[4] Minnesota Pollution Control Agency. "A Guide to Noise Control in Minnesota: Acoustical Properties, Measurement, Analysis, and Regulation" Saint Paul, MN. November 2015.

Noise Measurements

Section 4.2 of the MnDOT Noise Requirements document states that noise measurements must be performed at the project site for comparison to the calculated noise analysis results. Noise monitoring equipment was set up at locations A and B that are shown in Figure 4. These locations were selected because they were near Hwy 212 and CR 61, respectively, had direct line-of-sight to long stretches of each adjacent roadway, and allowed for the equipment to be secured to adjacent trees. Noise levels were monitored for 24-hours at Location A on Thursday, January 18, 2024 and for 24-hours at Location B on Thursday, January 11, 2024.

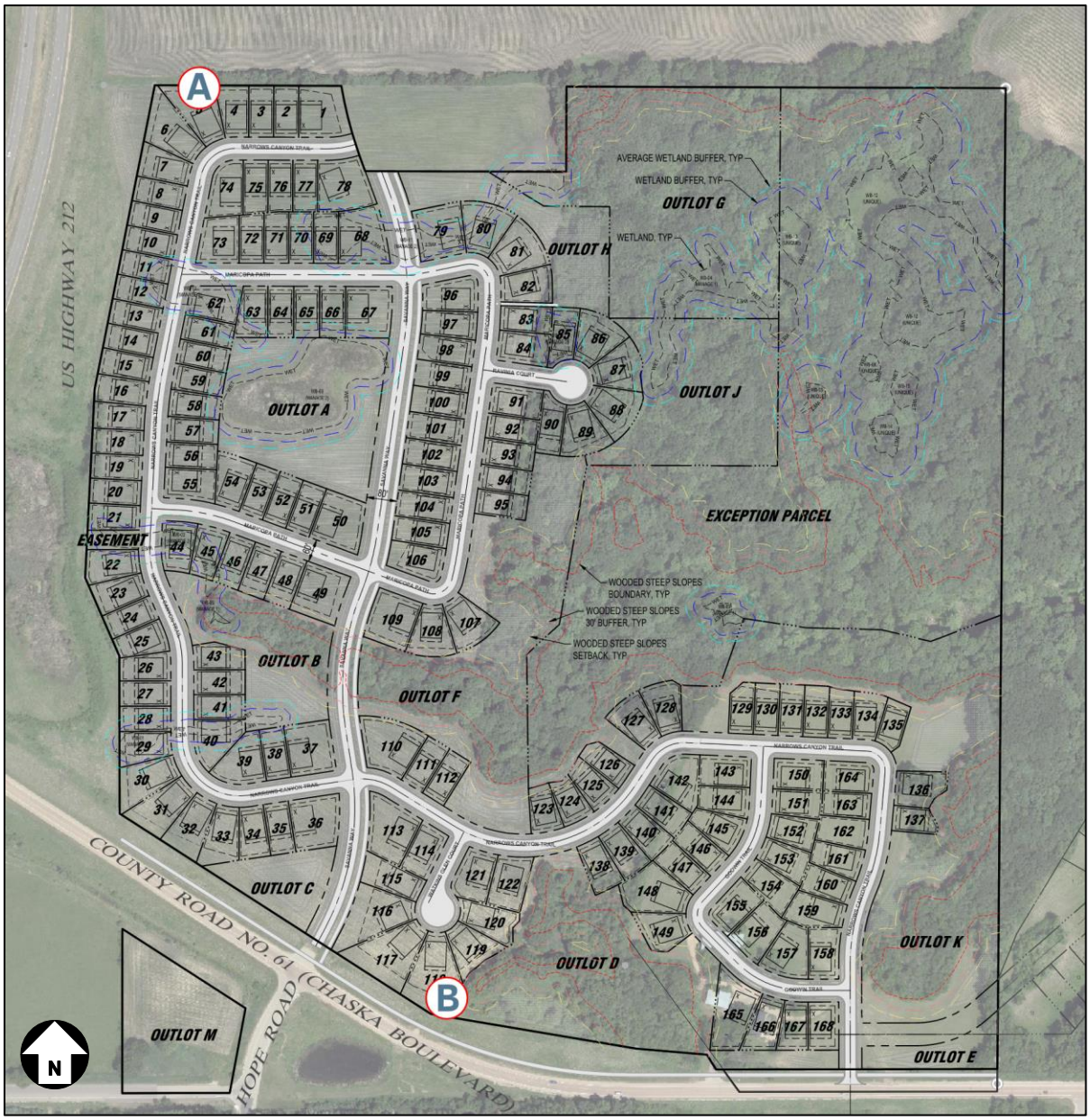


Figure 4 – Aerial image showing the noise measurement locations.

Each monitoring location had one sound level meter in a weather-resistant case and a microphone located on a tripod (see Figure 5). The monitoring equipment logged one-second and hourly noise levels for the duration of each monitoring period. The equipment also recorded audio when a noise event exceeded a set threshold. The measurement methodology followed the MnDOT and Minnesota Pollution Control Agency[4] requirements and recommendations. The one exception was that traffic noise counts were not observed or documented at each location for the 24-hour periods, which MnDOT lists as a requirement in section 4.2 of the Noise Requirements document.

Figure 5 – Photos showing the noise monitoring equipment installed at Location A (top) and Location B (bottom) and the nearest roadways in the distance.

[4] Minnesota Pollution Control Agency. "A Guide to Noise Control in Minnesota: Acoustical Properties, Measurement, Analysis, and Regulation" Saint Paul, MN. November 2015.

Table 1 shows the measured $L_{eq(h)}$ noise levels for the 24 hours of Thursday, January 18th at Location A, and Table 2 show the results at Location B for Thursday, January 11th. Data sheets for the measurements at Locations A and B are provided in Attachments B and C, respectively. Based on our site observations and a review of the audio recordings, the dominant noise sources at each measurement location were vehicular traffic.

Table 1 – Location A Ambient Noise Measurement Results from January 18, 2024

Hour	Measured $L_{eq(h)}$ at Location A, dBA	Maximum $L_{eq(h)}$ Criterion, dBA	Weather Conditions		
			Temp	Wind	Condition
12:00 AM	51	66	6 °F	0 mph	Fair
1:00 AM	49		6 °F	3 mph	Fair
2:00 AM	53		4 °F	6 mph	Fair
3:00 AM	53		5 °F	6 mph	Fair
4:00 AM	57		3 °F	6 mph	Fair
5:00 AM	60		3 °F	3 mph	Fair
6:00 AM	63		2 °F	6 mph	Fair
7:00 AM	64		2 °F	8 mph	Partly Cloudy
8:00 AM	61		3 °F	9 mph	Fair
9:00 AM	58		6 °F	10 mph	Mostly Cloudy
10:00 AM	57		6 °F	9 mph	Mostly Cloudy
11:00 AM	58		7 °F	8 mph	Mostly Cloudy
12:00 PM	58		9 °F	10 mph	Cloudy
1:00 PM	58		8 °F	9 mph	Cloudy
2:00 PM	59		10 °F	12 mph	Cloudy
3:00 PM	60		9 °F	14 mph	Cloudy
4:00 PM	61		8 °F	13 mph	Cloudy
5:00 PM	60		8 °F	12 mph	Cloudy
6:00 PM	59		7 °F	14 mph	Mostly Cloudy
7:00 PM	57		7 °F	12 mph	Cloudy
8:00 PM	57		6 °F	14 mph	Cloudy
9:00 PM	56		5 °F	10 mph	Mostly Cloudy
10:00 PM	53		3 °F	13 mph	Mostly Cloudy
11:00 PM	52		2 °F	13 mph	Partly Cloudy

Table 2 – Location B Ambient Noise Measurement Results from January 11, 2024

Hour	Measured $L_{eq(h)}$ at Location B, dBA	Maximum $L_{eq(h)}$ Criterion, dBA	Weather Conditions		
			Temp	Wind	Condition
12:00 AM	53	66	26 °F	0 mph	Cloudy
1:00 AM	53		27 °F	3 mph	Cloudy
2:00 AM	53		26 °F	6 mph	Cloudy
3:00 AM	53		26 °F	7 mph	Cloudy
4:00 AM	59		26 °F	6 mph	Cloudy
5:00 AM	62		25 °F	9 mph	Cloudy
6:00 AM	64		24 °F	15 mph	Cloudy
7:00 AM	66		20 °F	12 mph	Cloudy
8:00 AM	65		18 °F	10 mph	Light Snow
9:00 AM	64		15 °F	10 mph	Light Snow
10:00 AM	65		14 °F	10 mph	Fair
11:00 AM	65		15 °F	10 mph	Fair
12:00 PM	66		15 °F	12 mph	Mostly Cloudy
1:00 PM	65		15 °F	13 mph	Partly Cloudy
2:00 PM	65		15 °F	10 mph	Fair
3:00 PM	66		14 °F	8 mph	Mostly Cloudy
4:00 PM	66		14 °F	8 mph	Mostly Cloudy
5:00 PM	66		12 °F	9 mph	Partly Cloudy
6:00 PM	64		11 °F	9 mph	Mostly Cloudy
7:00 PM	61		10 °F	10 mph	Mostly Cloudy
8:00 PM	60		9 °F	8 mph	Mostly Cloudy
9:00 PM	58		8 °F	10 mph	Cloudy
10:00 PM	57		8 °F	9 mph	Cloudy
11:00 PM	54		9 °F	8 mph	Cloudy

The results showed that most of the measured hourly noise levels for the existing conditions did not exceed the 65 dBA criterion. The few hours that had a measured level of 66 dBA probably had elevated noise levels due to the microphone being located more than 5' above the ground (direct line of sight to longer lengths of roadway) and snow/moisture on the roadway. Because of these conditions, we understand that the measurement results are considered acceptable to MnDOT.

As required by MnDOT, the maximum measured noise level at each location was used in the following section for comparison to the calculated noise analysis results for the developed site. MnDOT requires that the calculated noise levels be within 3 dBA of the measured levels at the same locations.

Noise Analysis

MnDOT requires that a traffic noise analysis be prepared using the latest version of the FHWA Traffic Noise Model (TNM) software, which is TNM version 3.1. The information entered into the TNM calculations was based on the project civil drawings dated January 2, 2024 and guidelines in the MnDOT Noise Requirements document. The following summarize the inputs that were entered into the traffic noise model.

1. MnDOT does not allow for a "Flat Earth" analysis. The calculations use terrain as a noise barrier if it blocks the line-of-sight between a roadway and receiver. The topographical contour lines of the project site were entered based on those shown on the project grading plans and in the Google Earth Pro software. The civil grading plans included the existing topography for locations adjacent to the new development, as well as the proposed elevations for the graded property. The terrain contour lines in the model are shown in Figure 6 as red points connected by green lines.

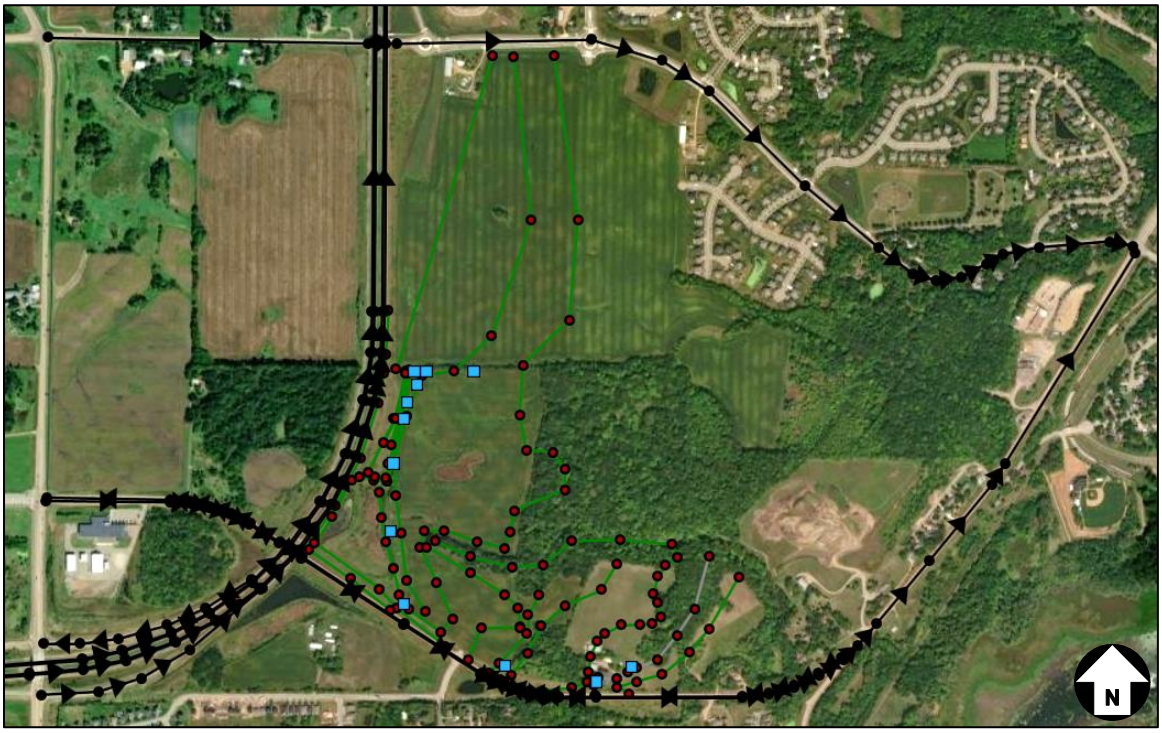


Figure 6 – Snip of the 'Plan Builder' view from the traffic noise model, which shows the black roadway lines, green terrain lines, and blue box receiver positions.

2. As recommended by MnDOT, roadway sources (black lines in Figure 6) were included for all four lanes of Hwy 212 to the west of the project site and both lanes of CR 61 to the south. Individual source lines were also included for CR 61 to the east, CR 44 to the north, and the two nearest on/off ramps between Hwy 212 and Johnathan Carver Parkway to the west. Table 3 details some of the calculation inputs for these roadways.

Table 3 – Roadway Source Details

Roadway	Direction from Project Site	Elevation Min. - Max (Feet)	Auto Volume (MnDOT AADT)	Auto Speed (MPH)	Pavement Type
Hwy 212	West	925 - 955	26400	65	Average (MnDOT Required)
Hwy 212 On Ramp		946 - 965	4277		
Hwy 212 Off Ramp		943 - 971	4414		
CR 61	South	785 - 973	5704	50	
	East	752 - 785	10752		
CR 44	North	752 - 952	3350	40 & 55	

3. Twelve receiver positions were included in the analysis (blue boxes in Figure 6). Positions were selected at property / lot lines with relatively short distances to the adjacent Hwy 212 and/or CR 61 roadways. The receiver heights were set at 5' above the ground level (MnDOT required).

Table 4 shows additional details about the receiver inputs, as well as the calculated traffic noise results. The receiver positions are identified by their lot number (see lot locations in Figure 4 on page 5 above) and where they were located on the property (nearest property line (PL) to a roadway or at another location on the lot).

Table 4 – Traffic Noise Model Receiver Details and Calculation Results

Lot No.	Nearest Roadway	Receiver Location	Distance from Nearest Roadway	Ground Elevation	Calculated $L_{eq(h)}$ Level, dBA	Maximum Measured $L_{eq(h)}$, dBA	Maximum $L_{eq(h)}$ Criterion, dBA
1	Hwy 212	West PL	635'	938'	59	-	66
5		Msmt Loc A	365'	940'	63	64	
6		NW PL Corner	265'	941'	65	-	
		Back of House	300'	945'	65	-	
8		West PL	255'	942'	63	-	
10		West PL	260'	942'	64	-	
16		West PL	305'	940'	62	-	
22		West PL	430'	934'	61	-	
31	CR 61	South PL	110'	935'	63	-	
118		South PL / Msmt Loc B	130'	924'	64	66	
158		South PL	290'	880'	59	-	
165		South PL	110'	876'	65	-	

The following is a summary of the MnDOT required calculation results for the development:

1. All the calculated noise level results were less than the maximum criterion of 66 dBA. No additional noise control was necessary to meet the MnDOT requirements.
2. The calculated result at Location A was 63 dBA, and the measured result was 64 dBA. This 1 dBA difference falls within the acceptable MnDOT range of ±3 dBA. We estimate that the difference is due to the additional calculated noise reduction from the proposed berm along the northwest side of the site.
3. The calculated and measured results at Location B were 64 dBA and 66 dBA, respectively, which is an acceptable difference of 2 dBA. The slightly louder measurement result may have been due to moisture on the road or the greater than 5' microphone elevation that had line-of-sight to a longer length of the roadways.

Conclusions

Forestar Group is planning the Highpoint Vistas residential development in Chaska, Minnesota. ESI Engineering was asked to monitor traffic noise levels, prepare calculations to evaluate traffic noise using MnDOT methods, and if necessary, develop recommendations to meet the MnDOT requirements. Because MnDOT and the FHWA require abatement for sites with hourly traffic noise levels of 67 dBA or higher, and maximum criterion for the project was 66 dBA.

Highway 212 and County Road 61 are along the west and south boundaries, respectively, of the project site. Noise was monitored at two locations on the site for 24 hours each. At a position that was about 365' east of Hwy 212, the loudest hourly traffic noise level was 64 dBA. At a second location that was 130' north of CR 61, the loudest hourly level was 66 dBA.

Calculations were prepared to evaluate traffic noise levels for the developed site at the nearest property lines to these roadways. The calculations were based on information provided in the MnDOT Noise Requirements document, the project civil drawings, and other resources. The basis-of-design conditions produced calculated traffic noise levels that were less than the maximum criterion for the project. Also, the calculated results at the two measurement locations were within 2 dBA of the measurement results, which met the MnDOT requirement of ±3 dBA. The calculation results showed that the developed site met the MnDOT noise requirements and therefore, no additional mitigation measures were necessary.

We appreciate the opportunity to serve the needs of Forestar Group on this project and remain available to assist in the resolution of these and any other matters. Please let us know if you have any questions or need more information.

Sincerely,

Ryan L. Skoug, P.E. (OR), INCE Bd. Cert.
Consulting Engineer
ESI Engineering, Inc.

Anthony J. Baxter, P.E. (MN)
Principal
ESI Engineering, Inc.

Attachments

Attachment A

Frenz and Worm Concept Plan – MnDOT Review Letter to the City of Chaska

Highpoint Vistas Residential Development – May 8, 2024

Metropolitan District
1500 County Road B-2 West
Roseville, MN 55113

February 9, 2021

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

SUBJECT: Frenz and Worm Concept Plan
MnDOT Review #PRE22-001
NE quadrant of US 212 and CR 61
Control Section: 1017
Chaska, Carver County

Dear Elizabeth Hanson,

Thank you for submitting the concept sketch for the Frenz and Worm properties. The Minnesota Department of Transportation (MnDOT) has reviewed the documents, received 1/25/22, and has the following comments:

Right of Way
MnDOT's drainage easement is not shown on the sketch. See attachments.

Please contact Doug Nelson, Metro Right of Way, at 651-234-7583 or douglas.nelson@state.mn.us with any questions.

Drainage
The sketch appears to show lots being proposed in MnDOT's drainage easement. No changes or disturbances are allowed in the drainage easement without obtaining a MnDOT drainage permit. The drainage easement serves as the outlet path for the adjacent M115 Wetland Mitigation facility. Any modifications or changes must accommodate all outflows from this facility.

Please contact Jason Swenson, Water Resources Engineering, at jason.swenson@state.mn.us or 651-234-7539 or with any questions.

Pedestrian and Bicycle
The CR 61/Chaska Blvd bridge over US 212 includes a sidewalk and decorative fencing along the north side. It is recommended that the City and applicant work together to fill gaps in the pedestrian network along the north side of Chaska Blvd.

Please contact Jesse Thornsen, Pedestrian and Bicycle Planning, at jesse.thornsen@state.mn.us or 651-234-7788 with any questions.

Noise

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

MnDOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such developed areas. The project proposer is required to assess the existing noise situation and take the action deemed necessary to minimize the impact to the proposed development from any highway noise.

If you have any questions regarding MnDOT's noise policy please contact Natalie Ries in Metro District's Noise and Air Quality Unit at 651-234-7681 or natalie.ries@state.mn.us.

Permits

Any other work that affects MnDOT right of way will require an appropriate permit. All permits are available and should be submitted at: https://olpa.dot.state.mn.us/OLPA/. Please upload this letter when applying for any permits.

For questions regarding permit submittal requirements, please contact Buck Craig of MnDOT's Metro District Permits Section at 651-775-0405 (cell) or buck.craig@state.mn.us.

Review Submittal Options

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

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. Documents can be zipped as well. If multiple emails are necessary, number each message.
2. For files over 20 megabytes, upload the PDF file(s) to MnDOT's Web Transfer Client site: https://mft.dot.state.mn.us. Contact MnDOT Planning development review staff using the same email above for uploading instructions, and send an email listing the file name(s) after the document(s) has/have been uploaded.

You are welcome to contact me at 651-234-7792, or david.kratz@state.mn.us with any questions.

Sincerely,

David Kratz
Senior Planner

Copy sent via email:

Jason Swenson, Water Resources
Buck Craig, Permits
Chinou Vue, Right of Way
Doug Nelson, Right of Way
Almin Ramic, Traffic
Jason Junge, Transit
Natalie Ries, Noise
Mohamoud Mire, Area Support
Diane Langenbach, Area Engineer
Ryan Wilson, Area Manager
Lance Schowalter, Design
Mike Samuelson, Ped/Bike Planning
Jesse Thornsen, Ped/Bike Planning
Tod Sherman, Planning
Cameron Muhic, Planning
Jake Schutt, Planning
Jordan Olson, Surveying
Michael Nelson, Surveying
Russell Owen, Metropolitan Council

Attachment B

Location A Sound Data Sheet

Highpoint Vistas Residential Development – May 8, 2024

esi engineering

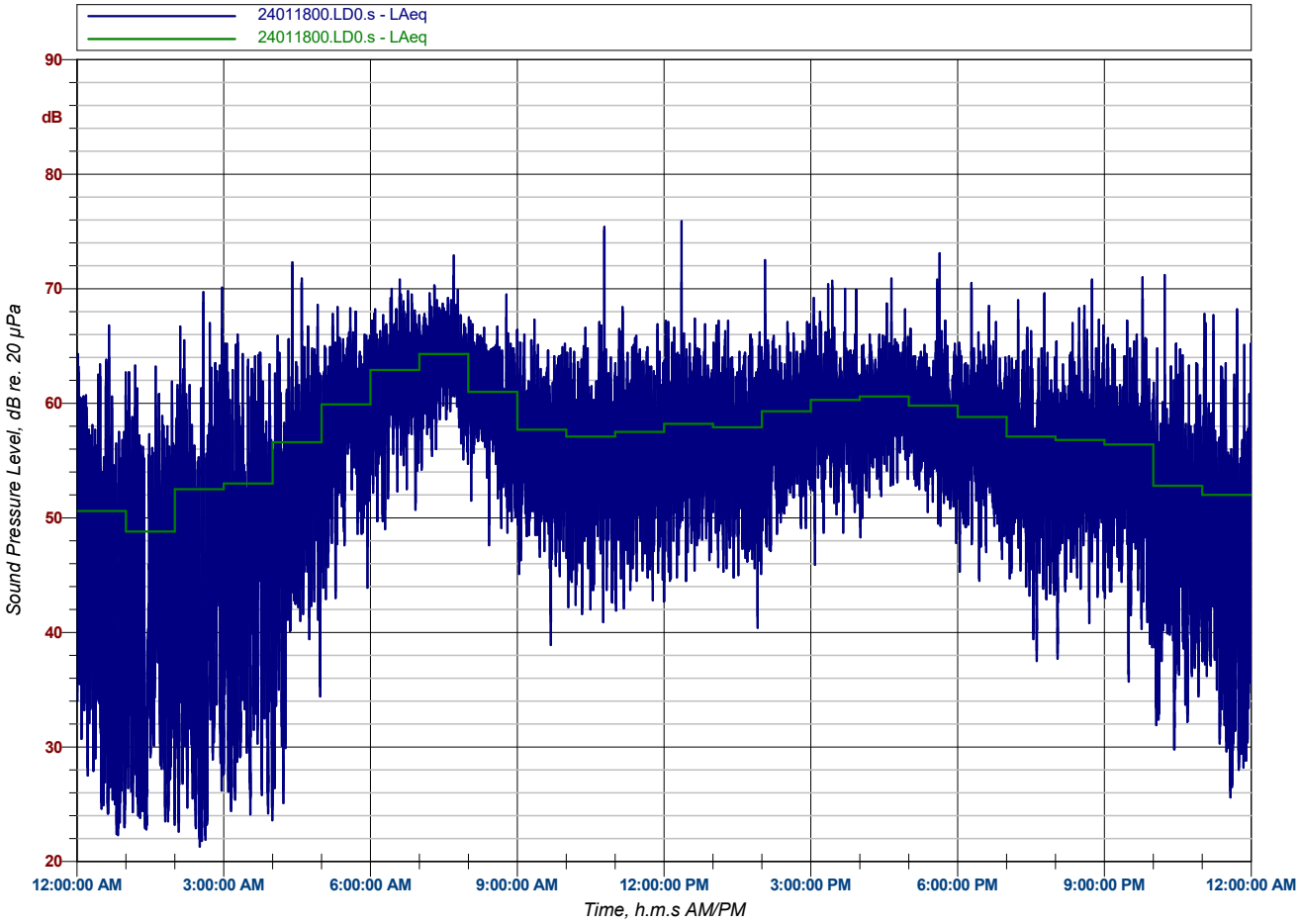
Acoustic Test Results

Minneapolis, Minnesota | o: 952.831.4646 | esi-engineering.com

Project No:	P3001	**Analyzer:**	Larson Davis 831 s/n 4694
Project:	ISG - Highpoint Vistas	**Preamplifier:**	Larson Davis PRM831 s/n 070949
Location:	Chaska, MN	**Microphone:**	Larson Davis 377C20 s/n 320010
Engineer:	R.L. Skoug	**Calibrator:**	Larson Davis CAL200 s/n 18322
		Last Calibrated:	January 30, 2023

Location:	Location A (Lot 5, North PL)	**Meteorology:**	Temperature: 2°F to 10°F Wind Speed / Dir.: 0-14 MPH / NW Humidity: 55% to 76%
Date:	1/18/2024		
Start Time:	12:00:00 AM		
End Time:	12:00:00 AM	**Calibration Check:**	Calibration Frequency: 1 kHz Initial Calibration: 94.0 dB Final Calibration: 93.9 dB Last Cal. Check: 1/19/24 @ 10:14 AM
Run Time:	86400.0 seconds		

Measurements: One Second and Hourly Ambient Noise Levels
A-Weighted Leq Results
Thursday, January 18, 2024



Noise Monitoring
Measured Hourly LAeq Data

Time	LAeq	Time	LAeq	Time	LAeq	Time	LAeq
12:00:00 AM	51 dBA	6:00:00 AM	63 dBA	12:00:00 PM	58 dBA	6:00:00 PM	59 dBA
1:00:00 AM	49 dBA	7:00:00 AM	64 dBA	1:00:00 PM	58 dBA	7:00:00 PM	57 dBA
2:00:00 AM	53 dBA	8:00:00 AM	61 dBA	2:00:00 PM	59 dBA	8:00:00 PM	57 dBA
3:00:00 AM	53 dBA	9:00:00 AM	58 dBA	3:00:00 PM	60 dBA	9:00:00 PM	56 dBA
4:00:00 AM	57 dBA	10:00:00 AM	57 dBA	4:00:00 PM	61 dBA	10:00:00 PM	53 dBA
5:00:00 AM	60 dBA	11:00:00 AM	58 dBA	5:00:00 PM	60 dBA	11:00:00 PM	52 dBA

Figure A1

Attachment C

Location B Sound Data Sheet

Highpoint Vistas Residential Development – May 8, 2024

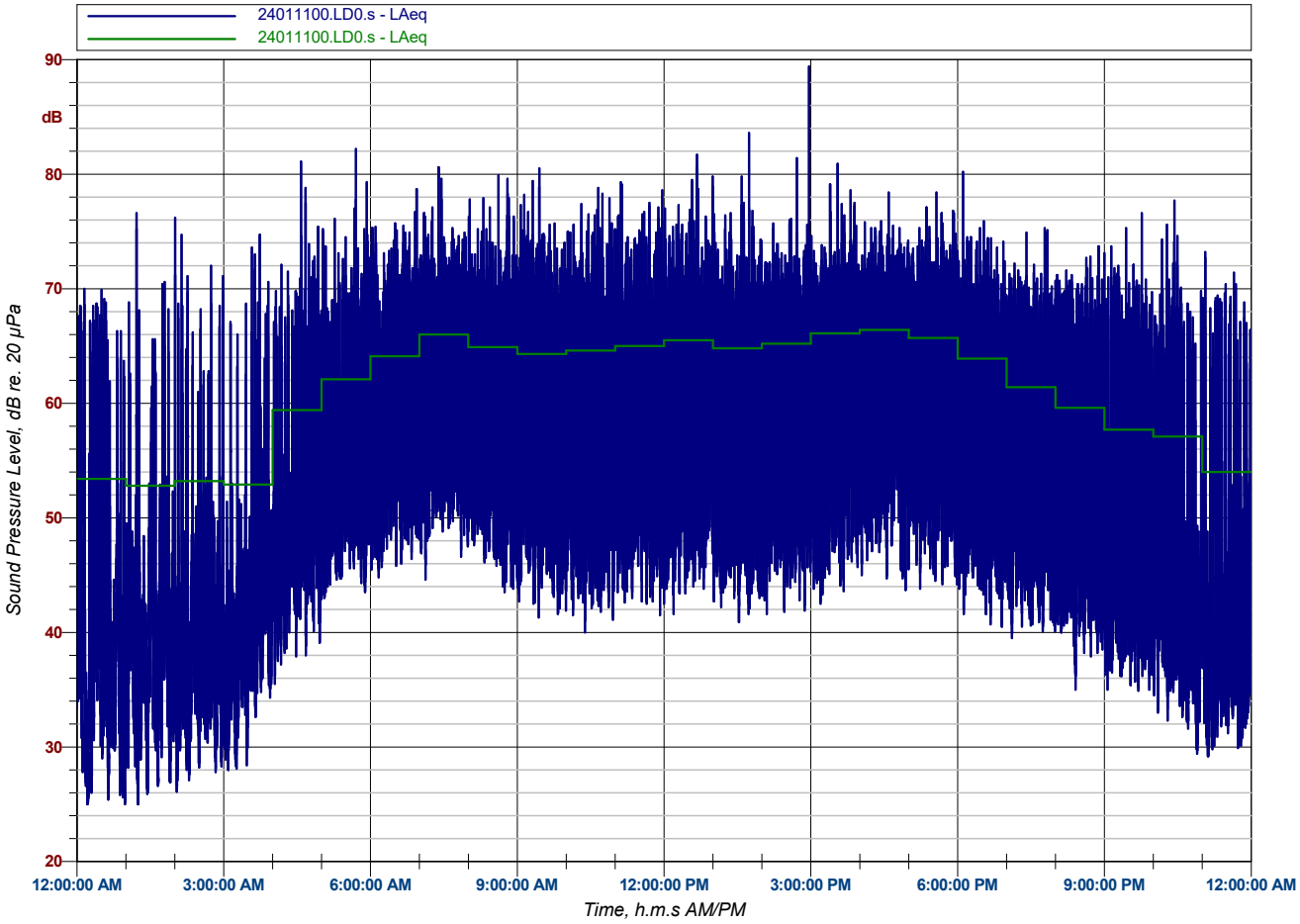
esi engineering

Acoustic Test Results

Minneapolis, Minnesota | o: 952.831.4646 | esi-engineering.com

Project No:	P3001	**Analyzer:**	Larson Davis 831 s/n 4694
Project:	ISG - Highpoint Vistas	**Preamplifier:**	Larson Davis PRM831 s/n 070949
Location:	Chaska, MN	**Microphone:**	Larson Davis 377C20 s/n 320010
Engineer:	R.L. Skoug	**Calibrator:**	Larson Davis CAL200 s/n 18322
		Last Calibrated:	January 30, 2023

Location:	Location B (Lot 118, South PL Corner)	**Meteorology:**	Temperature: 8°F to 27°F Wind Speed / Dir.: 0-13 MPH / W Humidity: 56% to 78%
Date:	1/11/2024		
Start Time:	12:00:00 AM		
End Time:	12:00:00 AM	**Calibration Check:**	Calibration Frequency: 1 kHz Initial Calibration: 94.0 dB Final Calibration: 94.0 dB Last Cal. Check: 1/12/24 @ 8:06 AM
Run Time:	86400.0 seconds		
Measurements:	One Second and Hourly Ambient Noise Levels A-Weighted Leq Results Thursday, January 11, 2024		



Noise Monitoring
Measured Hourly LAeq Data

Time	LAeq	Time	LAeq	Time	LAeq	Time	LAeq
12:00:00 AM	53 dBA	6:00:00 AM	64 dBA	12:00:00 PM	66 dBA	6:00:00 PM	64 dBA
1:00:00 AM	53 dBA	7:00:00 AM	66 dBA	1:00:00 PM	65 dBA	7:00:00 PM	61 dBA
2:00:00 AM	53 dBA	8:00:00 AM	65 dBA	2:00:00 PM	65 dBA	8:00:00 PM	60 dBA
3:00:00 AM	53 dBA	9:00:00 AM	64 dBA	3:00:00 PM	66 dBA	9:00:00 PM	58 dBA
4:00:00 AM	59 dBA	10:00:00 AM	65 dBA	4:00:00 PM	66 dBA	10:00:00 PM	57 dBA
5:00:00 AM	62 dBA	11:00:00 AM	65 dBA	5:00:00 PM	66 dBA	11:00:00 PM	54 dBA

Figure B1

File #193804009
March 29, 2024

DRAFT

Traffic Study for CSAH 61/ Savanna Way/Mt. Hope Road in Chaska, MN

Prepared for:
City of Chaska

One City Hall Plaza
Chaska, MN 55318

Prepared by:

Stantec Consulting Services Inc.
One Carlson Pkwy, #100
Plymouth, MN 55447
Phone: 7963-479-4200
Fax: 763-479-4242

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FIGURES

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FIGURE 4 WEEKDAY AM AND PM PEAK HOUR TRAFFIC VOLUMES 3-5

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

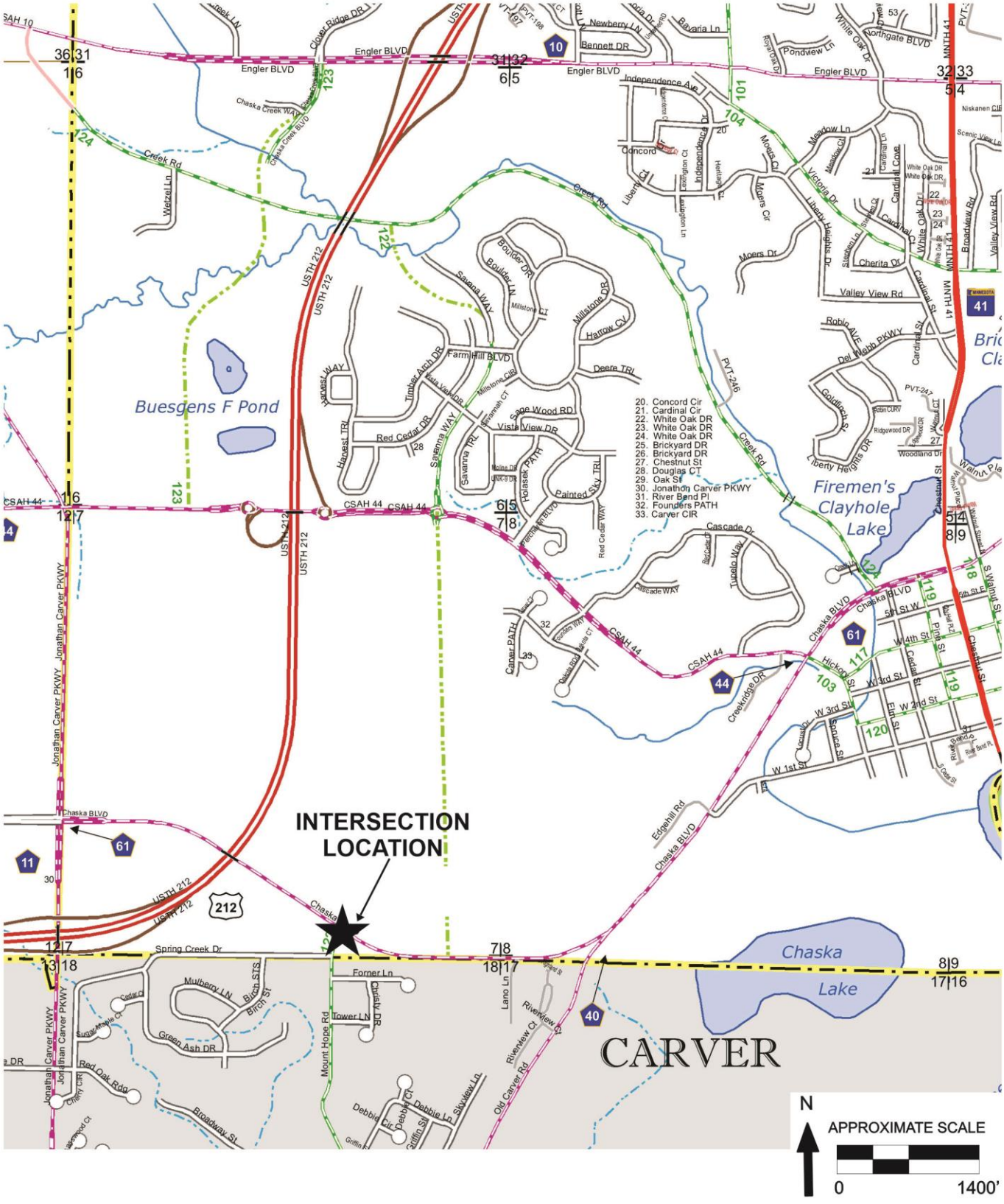
_____ DATE: March 29, 2024
Edward F. Terhaar
License No. 24441

1.0 Purpose and Background

The purpose of this Traffic Study is to evaluate existing and future conditions at the CSAH 61/Savanna Way/Mt. Hope Road intersection to determine the appropriate configuration and control. The intersection is located east of USTH 212 near the border of Chaska and Carver. The project location is shown in **Figure 1**.

The City of Chaska transportation plan identifies a new north/south collector roadway between CSAH 44 and CSAH 61 to accommodate future traffic in the southwest portion of the city. This roadway, named Savanna Way, will connect with CSAH 61 at Mt. Hope Road and with CSAH 44 at the existing Savanna Way intersection.

Traffic forecasts, intersection operations analyses, and signal warrant analysis information are provided in this report.



Stantec

TRAFFIC STUDY FOR
CSAH 61/SAVANNA WAY/
MT. HOPE ROAD
IN CHASKA, MN

FIGURE 1

INTERSECTION LOCATION

2.0 Existing Conditions

CSAH 61 is a two-lane undivided roadway with a posted speed limit of 50 miles per hour. The 2022 Annual Average Daily Traffic (AADT) on CSAH 61 is 5,704. Mt. Hope Road is a two-lane undivided roadway with a posted speed limit of 30 miles per hour. The 2023 AADT on Mt. Hope Road is estimated at 1,200.

The existing intersection has three legs and is controlled with a stop sign on the northbound Mt. Hope Road approach. The eastbound approach provides one through lane and one right turn lane. The westbound approach provides one left turn/through lane and one through by-pass lane. The northbound approach provides one left turn lane and one right turn lane. Existing conditions at the intersection are shown in **Figure 2**.

Land uses near the intersection consist of agricultural land to the north and residential units to the south.

Weekday turn movement count data was collected in October, 2023 as part of the Traffic Impact Analysis for the Highpoint Vistas residential development completed by ISG Engineering. The peak hours were identified at 7:00 – 8:00 a.m. and 4:15 – 5:15 p.m.

Crash data was obtained from the Minnesota Crash Mapping Analysis Tool (MnCMAT2) for the five-year period of January 1, 2019, to December 31, 2023. The number and severity of the crashes are shown in **Table 2-1**.

Table 2-1
Intersection Crash Data

Intersection	Crash Severity					Total Crashes
		Personal Injury				
	Fatal	Type A	Type B	Type C	Property Damage	
CSAH 61/Mt. Hope Road	0	0	0	0	2	2

The two crashes included a sideswipe of a vehicle parked on the shoulder 50 feet west of Mt. Hope Road and a vehicle hitting a deer at the intersection.

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TRAFFIC STUDY FOR
CSAH 61/SAVANNA WAY/
MT. HOPE ROAD
IN CHASKA, MN

FIGURE 2

EXISTING CONDITIONS

3.0 Future Conditions

Traffic Forecast Scenarios

Traffic forecasts and analyses were completed for the years 2026 and 2046. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2024 Existing*. Existing volumes were determined through traffic counts at the subject intersection. The existing volume information includes trips generated by existing uses near the project site.

- *2026 Build*. Existing volumes were increased by 2.0 percent per year to account for background growth in the surrounding area. In addition, trips generated by the proposed Highpoint Vistas residential development were included in the 2026 volumes. The growth rate was determined using 2040 Scenario 3.5 traffic forecasts developed by Carver County.

  This scenario assumes Savanna Way is constructed north of CSAH 61 to the northern end of the Highpoint Vistas development but does not extend all the way to CSAH 44.

- *2046 Build*. Existing volumes were increased by 2.0 percent per year to account for background growth in the surrounding area. In addition, trips generated by the proposed Highpoint Vistas residential development and other nearby developments were included in the 2026 volumes. The growth rate was determined using 2040 Scenario 3.5 traffic forecasts developed by Carver County.

  This scenario assumes Savanna Way is constructed all the way to CSAH 44 to accommodate nearby development and other through traffic. This scenario also assumes Lano Lane is relocated to align with the proposed Highpoint Vistas access on CSAH 61, creating a four legged intersection.

Trip Generation for Nearby Developments

The expected new trips for nearby developments were calculated based on data presented in Trip Generation, Eleventh Edition, published by the Institute of Transportation Engineers. These calculations represent total trips that will be generated by the future developments. The resultant trip generation estimates are shown in **Table 3-1**.

Table 3-1
Weekday Trip Generation for Nearby Developments

Location Number	Land Use	Size	Weekday AM Peak Hour 8:30 to 9:30 a.m.			Weekday PM Peak Hour 3:30 to 4:30 p.m.			Weekday Daily
			In	Out	Total	In	Out	Total	Total
1	Single Family (ITE code 210)	120 DU	21	63	84	71	42	113	1132
2	Single Family (ITE code 210)	46 DU	8	24	32	27	16	43	434
3	City Park (ITE code 411)	58 acres	1	0	1	4	2	6	45
4	Elementary School (ITE code 520)	600 students	240	204	444	44	52	96	1362
5	Single Family (ITE code 210)	168 DU	30	89	119	102	60	162	1626
6	Single Family (ITE code 210)	78 DU	14	41	55	46	27	73	736

Note: DU = dwelling units

The locations of these developments are shown in **Figure 3**.

Trip Distribution Percentages

Trip distribution percentages for the development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for trips generated by the proposed development are as follows:

- 2026 (without Savanna Way extended to CSAH 44)
  - 43 percent to/from the east on CSAH 61
  - 57 percent to/from the west on CSAH 61

- 2046 (with Savanna Way extended to CSAH 44)
  - 55 percent to/from the north on Savanna Way
  - 25 percent to/from the east on CSAH 61
  - 20 percent to/from the west on CSAH 61

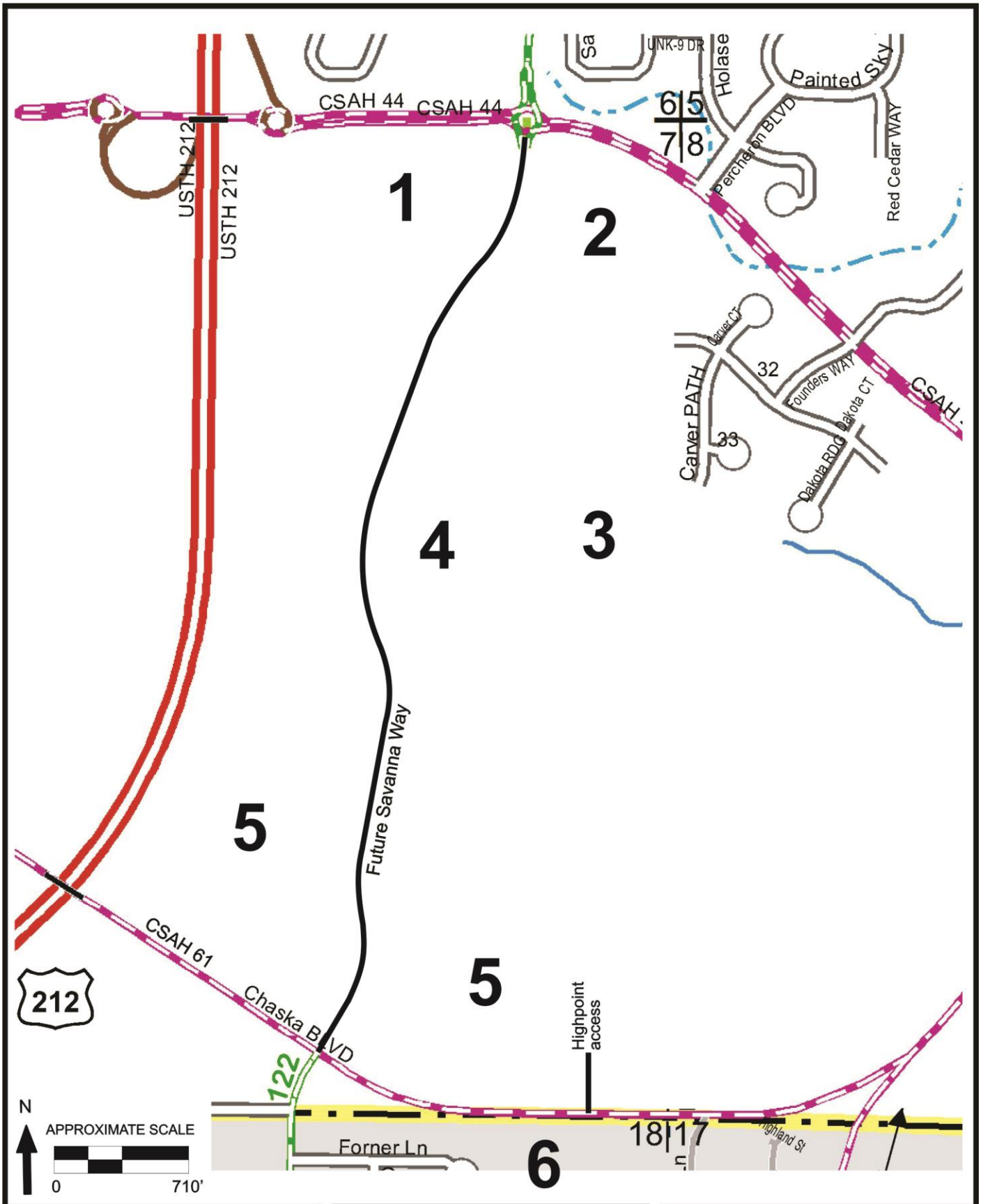
Through Traffic

Once Savanna Way is fully constructed between CSAH 44 and CSAH 61, some traffic volume from the surrounding area will use the corridor as a though route. The amount of through traffic was estimated by reviewing previous traffic forecasts completed as part of the CSAH 44 improvement project as well as considering the location of the new corridor relative to existing north/south connections. Based on this information, the amount of through traffic is estimated as follows:

- 2046 a.m. peak hour – 92 southbound and 40 northbound
- 2046 p.m. peak hour – 86 southbound and 201 northbound

Traffic Volumes

Development trips from Table 4-1 were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant peak hour volumes are shown in **Figure 4**.



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TRAFFIC STUDY FOR
CSAH 61/SAVANNA WAY/
MT. HOPE ROAD
IN CHASKA, MN

FIGURE 3

DEVELOPMENT LOCATIONS

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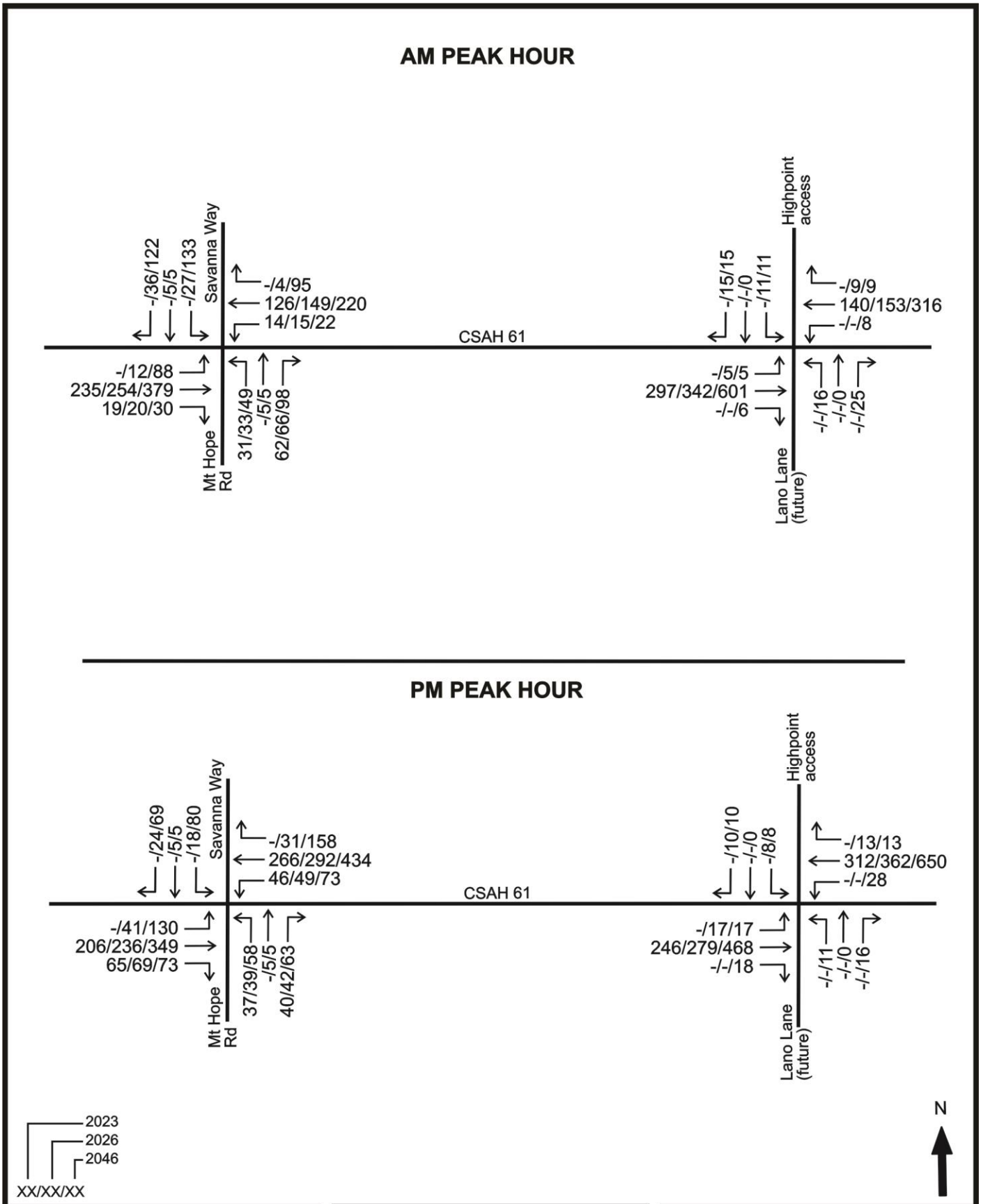

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TRAFFIC STUDY FOR
CSAH 61/SAVANNA WAY/
MT. HOPE ROAD
IN CHASKA, MN

FIGURE 4

WEEKDAY A.M. AND P.M. PEAK HOUR VOLUMES

4.0 Traffic Analysis

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. In accordance with Minnesota Department of Transportation (MnDOT) guidelines, this analysis used the LOS D/E boundary as an indicator of acceptable traffic operations. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.

- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.

- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.

- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.

- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.

- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The following intersection geometrics and control were analyzed for the 2026 Build scenario:

- CSAH 61/Savanna Way/Mt. Hope Road
    - Two way stop control with stop signs on the northbound and southbound approaches
    - Eastbound and Westbound CSAH 61 – one left turn lane and one through/right turn lane
    - Northbound Mt. Hope Road – one left turn lane and one through/right turn lane
    - Southbound Savanna Way – one left turn lane and one through/right turn lane
- CSAH 61/Highpoint Vistas access
    - Minor street stop control with a stop sign on the southbound approach
    - Eastbound CSAH 61 – one left turn lane and one through lane
    - Westbound CSAH 61 – one through lane and one right turn lane
    - Southbound access – one left turn/right turn lane

The following intersection geometrics and control were analyzed for the 2046 Build scenario:

- CSAH 61/Savanna Way/Mt. Hope Road
    - Two way stop control with stop signs on the northbound and southbound approaches
    - Traffic signal control
    - Roundabout control
    - Eastbound and Westbound CSAH 61 – one left turn lane and one through/right turn lane
    - Northbound Mt. Hope Road – one left turn lane and one through/right turn lane
    - Southbound Savanna Way – one left turn lane and one through/right turn lane
- CSAH 61/Highpoint Vistas access/Lano Lane
    - Two way stop control with stop signs on the northbound and southbound approaches
    - Eastbound and Westbound CSAH 61 – one left turn lane, one through lane, and one right turn lane
    - Northbound Lano Lane and Southbound access – one left turn/through/right turn lane

The LOS results are described below. All LOS worksheets are included in the Appendix for further detail.

2024 Existing

Weekday A.M. and P.M. Peak Hour LOS Results

Intersection	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
CSAH 61/Mt. Hope Rd	NB stop	A/B	A/B

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

The overall intersection operates at LOS A and all movements operate at LOS B or better during the a.m. and p.m. peak hours.

2026 Build – Two Way Stop Control at CSAH 61/Savanna Way/Mt. Hope Rd

Weekday A.M. and P.M. Peak Hour LOS Results

Intersection	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
CSAH 61/Savanna Way/Mt. Hope Rd	NB/SB stop	A/C	A/C
CSAH 61/Highpoint Vistas access	NB/SB stop	A/B	A/B

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

Both intersections operate at LOS A and all movements operate at LOS C or better during the a.m. and p.m. peak hours.

2046 Build – Two Way Stop Control at CSAH 61/Savanna Way/Mt. Hope Rd

Weekday A.M. and P.M. Peak Hour LOS Results

Intersection	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
CSAH 61/Savanna Way/Mt. Hope Rd	NB/SB stop	C/F	B/F
CSAH 61/Highpoint Vistas access/Lano Lane	NB/SB stop	A/C	A/C

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

The CSAH 61/Savanna Way/Mt. Hope Rd intersection operates at LOS C or better during the a.m. and p.m. peak hours. The northbound and southbound left turns operate at LOS F during both the a.m. and p.m. peak hours. The CSAH 61/Highpoint Vistas access/Lano Lane intersection operates at LOS A and all movements operate at LOS C or better during the a.m. and p.m. peak hours.

2046 Build – Traffic Signal Control at CSAH 61/Savanna Way/Mt. Hope Rd

Weekday A.M. and P.M. Peak Hour LOS Results

Intersection	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
CSAH 61/Savanna Way/Mt. Hope Rd	Traffic Signal	B/C	B/C
CSAH 61/Highpoint Vistas access/Lano Lane	NB/SB stop	A/C	A/C

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

The CSAH 61/Savanna Way/Mt. Hope Rd intersection operates at LOS B and all movements operate at LOS C or better during the a.m. and p.m. peak hours. The CSAH 61/Highpoint Vistas access/Lano Lane intersection operates at LOS A and all movements operate at LOS C or better during the a.m. and p.m. peak hours.

2046 Build – Roundabout Control at CSAH 61/Savanna Way/Mt. Hope Rd

Weekday A.M. and P.M. Peak Hour LOS Results

Intersection	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
CSAH 61/Savanna Way/Mt. Hope Rd	Traffic Signal	A/A	A/B
CSAH 61/Highpoint Vistas access/Lano Lane	NB/SB stop	A/C	A/C

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

The CSAH 61/Savanna Way/Mt. Hope Rd intersection operates at LOS A and all movements operate at LOS B or better during the a.m. and p.m. peak hours. The CSAH 61/Highpoint Vistas access/Lano Lane intersection operates at LOS A and all movements operate at LOS C or better during the a.m. and p.m. peak hours.

Traffic Signal Warrant Analysis

The traffic forecasts for the 2026 and 2046 scenarios were used to determine if specific warrants are satisfied based on published criteria outlined in the Minnesota Manual of Uniform Traffic Control Devices (MMUTCD). Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour Volume) were assessed. Since the posted speed limits on CSAH 61 is 50 mph, the analyses presented consider reductions for speeds greater than 40 mph.

The results of the signal warrant analysis for the 2026 and 2046 scenarios are described below. The signal warrant worksheets are attached for more detail.

- Year 2026
  - Warrant 1 (Eight-Hour Vehicular Volume) is not met.
  - Warrant 2 (Four-Hour Vehicular Volume) is not met.
  - Warrant 3 (Peak Hour Volume) is not met.

- Year 2046
  - Warrant 1 (Eight-Hour Vehicular Volume) is met.
  - Warrant 2 (Four-Hour Vehicular Volume) is met.
  - Warrant 3 (Peak Hour Volume) is met.

The results of the signal warrant analysis indicate all three warrants are met under the 2046 scenario. None of the warrants met under the 2026 scenario.

5.0 Conclusions and Recommendations

Based on the analysis in this report it is recommended that the following intersection control plan be implemented:

2026 Recommendations:

- CSAH 61/Savanna Way/Mt. Hope Road
  - Two way stop control with stop signs on the northbound and southbound approaches
  - Eastbound and Westbound CSAH 61 – one left turn lane and one through/right turn lane
  - Northbound Mt. Hope Road – one left turn lane and one through/right turn lane
  - Southbound Savanna Way – one left turn lane and one through/right turn lane
- CSAH 61/Highpoint Vistas access
  - Minor street stop control with a stop sign on the southbound approach
  - Eastbound CSAH 61 – one left turn lane and one through lane
  - Westbound CSAH 61 – one through lane and one right turn lane
  - Southbound access – one left turn/right turn lane

2046 Recommendations:

- CSAH 61/Savanna Way/Mt. Hope Road
  - Roundabout control
  - Eastbound and Westbound CSAH 61 – single lane approaches
  - Northbound Mt. Hope Road – single lane approach
  - Southbound Savanna Way – single lane approach
- CSAH 61/Highpoint Vistas access/Lano Lane
  - Two way stop control with stop signs on the northbound and southbound approaches
  - Eastbound and Westbound CSAH 61 – one left turn lane, one through lane, and one right turn lane
  - Northbound Lano Lane and Southbound access – one left turn/through/right turn lane

Intersection layouts for each option are included in the Appendix.

6.0 Appendix

- Level of Service worksheets
- Crash data
- Turn movement data
- Intersection layouts

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	19	14	126	31	62
Future Vol, veh/h	235	19	14	126	31	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	22	16	148	36	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	456	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1263	-	562	763
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1263	-	555	763
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	678	-	-	1263	-
HCM Lane V/C Ratio	0.161	-	-	0.013	-
HCM Control Delay (s)	11.3	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	342	153	9	11	15
Future Vol, veh/h	5	342	153	9	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	402	180	11	13	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	600	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1383	-	-	-	464	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	462	856
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1383	-	-	-	629
HCM Lane V/C Ratio	0.004	-	-	-	0.049
HCM Control Delay (s)	7.6	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	254	20	15	149	4	33	5	66	27	5	36
Future Vol, veh/h	12	254	20	15	149	4	33	5	66	27	5	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	299	24	18	175	5	39	6	78	32	6	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	323	0	0	577	555	311	595	565	178
Stage 1	-	-	-	-	-	-	339	339	-	214	214	-
Stage 2	-	-	-	-	-	-	238	216	-	381	351	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1237	-	-	428	440	729	416	434	865
Stage 1	-	-	-	-	-	-	676	640	-	788	725	-
Stage 2	-	-	-	-	-	-	765	724	-	641	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1237	-	-	395	429	729	361	423	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	429	-	361	423	-
Stage 1	-	-	-	-	-	-	669	634	-	780	714	-
Stage 2	-	-	-	-	-	-	711	713	-	562	626	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	12.2	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	395	695	1396	-	-	1237	-	-	361	767
HCM Lane V/C Ratio	0.098	0.12	0.01	-	-	0.014	-	-	0.088	0.063
HCM Control Delay (s)	15.1	10.9	7.6	-	-	8	-	-	15.9	10
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.4	0	-	-	0	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	601	6	8	316	9	16	0	25	11	0	15
Future Vol, veh/h	5	601	6	8	316	9	16	0	25	11	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	707	7	9	372	11	19	0	29	13	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	714	0	0	1128	1124	711	1133	1122	378
Stage 1	-	-	-	-	-	-	723	723	-	396	396	-
Stage 2	-	-	-	-	-	-	405	401	-	737	726	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1175	-	-	886	-	-	181	205	433	180	206	669
Stage 1	-	-	-	-	-	-	417	431	-	629	604	-
Stage 2	-	-	-	-	-	-	622	601	-	410	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	886	-	-	174	202	433	166	203	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	202	-	166	203	-
Stage 1	-	-	-	-	-	-	415	429	-	626	598	-
Stage 2	-	-	-	-	-	-	599	595	-	380	428	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	20.9	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	274	1175	-	-	886	-	-	293
HCM Lane V/C Ratio	0.176	0.005	-	-	0.011	-	-	0.104
HCM Control Delay (s)	20.9	8.1	-	-	9.1	-	-	18.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	24.7

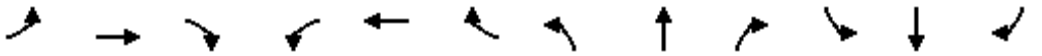
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	379	30	22	220	95	49	5	98	133	5	122
Future Vol, veh/h	88	379	30	22	220	95	49	5	98	133	5	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	446	35	26	259	112	58	6	115	156	6	144

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	481	0	0	1114	1095	464	1099	1056	315
Stage 1	-	-	-	-	-	-	672	672	-	367	367	-
Stage 2	-	-	-	-	-	-	442	423	-	732	689	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1188	-	-	1082	-	-	185	214	598	190	225	725
Stage 1	-	-	-	-	-	-	445	454	-	653	622	-
Stage 2	-	-	-	-	-	-	594	588	-	413	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1188	-	-	1082	-	-	133	190	598	~ 137	200	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	190	-	~ 137	200	-
Stage 1	-	-	-	-	-	-	406	414	-	596	607	-
Stage 2	-	-	-	-	-	-	460	574	-	300	407	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.5	25.7	99.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	133	542	1188	-	-	1082	-	-	137	657
HCM Lane V/C Ratio	0.433	0.224	0.087	-	-	0.024	-	-	1.142	0.227
HCM Control Delay (s)	51.3	13.5	8.3	-	-	8.4	-	-	183.8	12.1
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.9	0.8	0.3	-	-	0.1	-	-	9	0.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	379	30	22	220	95	49	5	98	133	5	122
Future Volume (veh/h)	88	379	30	22	220	95	49	5	98	133	5	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	446	35	26	259	112	58	6	115	156	6	144
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	588	736	624	468	713	604	299	9	175	339	10	232
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.05	0.12	0.12	0.09	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	79	1518	1781	64	1531
Grp Volume(v), veh/h	104	446	35	26	259	112	58	0	121	156	0	150
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1597	1781	0	1595
Q Serve(g_s), s	1.8	10.9	0.8	0.5	5.7	2.7	1.6	0.0	4.1	4.4	0.0	5.0
Cycle Q Clear(g_c), s	1.8	10.9	0.8	0.5	5.7	2.7	1.6	0.0	4.1	4.4	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.96
Lane Grp Cap(c), veh/h	588	736	624	468	713	604	299	0	184	339	0	242
V/C Ratio(X)	0.18	0.61	0.06	0.06	0.36	0.19	0.19	0.00	0.66	0.46	0.00	0.62
Avail Cap(c_a), veh/h	588	736	624	468	713	604	364	0	542	339	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	13.8	10.8	9.1	12.7	11.8	20.5	0.0	24.2	20.0	0.0	22.7
Incr Delay (d2), s/veh	0.7	3.7	0.2	0.2	1.4	0.7	0.3	0.0	3.9	1.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.7	0.3	0.2	2.4	1.0	0.6	0.0	1.7	1.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	17.5	10.9	9.4	14.1	12.5	20.9	0.0	28.2	21.0	0.0	25.3
LnGrp LOS	A	B	B	A	B	B	C	A	C	C	A	C
Approach Vol, veh/h		585			397			179			306	
Approach Delay, s/veh		15.6			13.4			25.8			23.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	11.1	9.5	27.0	7.5	13.2	10.2	26.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	19.4	5.0	22.5	5.1	19.4	5.7	21.8
Max Q Clear Time (g_c+I1), s	6.4	6.1	2.5	12.9	3.6	7.0	3.8	7.7
Green Ext Time (p_c), s	0.0	0.5	0.0	2.0	0.0	0.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	585	397	179	306
Demand Flow Rate, veh/h	597	405	182	312
Vehicles Circulating, veh/h	192	171	720	350
Vehicles Exiting, veh/h	470	731	69	226
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.4	6.6	9.0	7.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	597	405	182	312
Cap Entry Lane, veh/h	1134	1159	662	966
Entry HV Adj Factor	0.980	0.980	0.983	0.980
Flow Entry, veh/h	585	397	179	306
Cap Entry, veh/h	1112	1136	651	947
V/C Ratio	0.526	0.349	0.275	0.323
Control Delay, s/veh	9.4	6.6	9.0	7.2
LOS	A	A	A	A
95th %tile Queue, veh	3	2	1	1

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	75	46	268	39	37
Future Vol, veh/h	201	75	46	268	39	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	77	47	273	40	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	282	0	572	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1280	-	482	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	464	836
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	592	-	-	1280	-
HCM Lane V/C Ratio	0.131	-	-	0.037	-
HCM Control Delay (s)	12	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	279	362	13	8	10
Future Vol, veh/h	17	279	362	13	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	285	369	13	8	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	695	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1176	-	-	-	408	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	402	670
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	517
HCM Lane V/C Ratio	0.015	-	-	-	0.036
HCM Control Delay (s)	8.1	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	236	69	49	292	31	39	5	42	18	5	24
Future Vol, veh/h	41	236	69	49	292	31	39	5	42	18	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	241	70	50	298	32	40	5	43	18	5	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	311	0	0	789	790	276	798	809	314
Stage 1	-	-	-	-	-	-	360	360	-	414	414	-
Stage 2	-	-	-	-	-	-	429	430	-	384	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1229	-	-	1249	-	-	308	322	763	304	314	726
Stage 1	-	-	-	-	-	-	658	626	-	616	593	-
Stage 2	-	-	-	-	-	-	604	583	-	639	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1249	-	-	277	298	763	268	291	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	298	-	268	291	-
Stage 1	-	-	-	-	-	-	636	605	-	595	569	-
Stage 2	-	-	-	-	-	-	555	560	-	578	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.1	15.1	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	277	654	1229	-	-	1249	-	-	268	577
HCM Lane V/C Ratio	0.144	0.073	0.034	-	-	0.04	-	-	0.069	0.051
HCM Control Delay (s)	20.2	10.9	8	-	-	8	-	-	19.4	11.6
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0.2	0.1	-	-	0.1	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	468	18	28	650	13	11	0	16	8	0	10
Future Vol, veh/h	17	468	18	28	650	13	11	0	16	8	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	478	18	29	663	13	11	0	16	8	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	496	0	0	1254	1255	487	1257	1258	670
Stage 1	-	-	-	-	-	-	521	521	-	728	728	-
Stage 2	-	-	-	-	-	-	733	734	-	529	530	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	915	-	-	1068	-	-	149	172	581	148	171	457
Stage 1	-	-	-	-	-	-	539	532	-	415	429	-
Stage 2	-	-	-	-	-	-	412	426	-	533	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	1068	-	-	141	164	581	139	163	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	164	-	139	163	-
Stage 1	-	-	-	-	-	-	529	522	-	407	417	-
Stage 2	-	-	-	-	-	-	392	414	-	508	517	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	20.8	22.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	915	-	-	1068	-	-	227
HCM Lane V/C Ratio	0.108	0.019	-	-	0.027	-	-	0.081
HCM Control Delay (s)	20.8	9	-	-	8.5	-	-	22.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.3

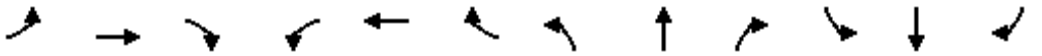
Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	349	102	73	434	158	58	5	63	80	5	69
Future Vol, veh/h	130	349	102	73	434	158	58	5	63	80	5	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	300	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	356	104	74	443	161	59	5	64	82	5	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	460	0	0	1383	1426	408	1381	1398	524
Stage 1	-	-	-	-	-	-	674	674	-	672	672	-
Stage 2	-	-	-	-	-	-	709	752	-	709	726	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	974	-	-	1101	-	-	121	135	643	121	141	553
Stage 1	-	-	-	-	-	-	444	454	-	445	454	-
Stage 2	-	-	-	-	-	-	425	418	-	425	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	974	-	-	1101	-	-	87	109	643	89	114	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	87	109	-	89	114	-
Stage 1	-	-	-	-	-	-	383	392	-	384	424	-
Stage 2	-	-	-	-	-	-	342	390	-	326	371	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.9	57.2	88.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	87	473	974	-	-	1101	-	-	89	439
HCM Lane V/C Ratio	0.68	0.147	0.136	-	-	0.068	-	-	0.917	0.172
HCM Control Delay (s)	108	13.9	9.3	-	-	8.5	-	-	157.4	14.9
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	3.3	0.5	0.5	-	-	0.2	-	-	5.1	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	349	102	73	434	158	58	5	63	80	5	69
Future Volume (veh/h)	130	349	102	73	434	158	58	5	63	80	5	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	356	104	74	443	161	59	5	64	82	5	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	782	662	568	775	657	301	10	130	311	11	148
Arrive On Green	0.10	0.42	0.42	0.10	0.41	0.41	0.05	0.09	0.09	0.07	0.10	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	116	1487	1781	107	1495
Grp Volume(v), veh/h	133	356	104	74	443	161	59	0	69	82	0	75
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1603	1781	0	1601
Q Serve(g_s), s	2.1	7.4	2.2	1.1	9.9	3.6	1.6	0.0	2.2	2.2	0.0	2.4
Cycle Q Clear(g_c), s	2.1	7.4	2.2	1.1	9.9	3.6	1.6	0.0	2.2	2.2	0.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.93
Lane Grp Cap(c), veh/h	503	782	662	568	775	657	301	0	141	311	0	158
V/C Ratio(X)	0.26	0.46	0.16	0.13	0.57	0.25	0.20	0.00	0.49	0.26	0.00	0.47
Avail Cap(c_a), veh/h	503	782	662	568	775	657	369	0	561	359	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	11.4	9.8	7.3	12.2	10.4	20.7	0.0	23.6	20.5	0.0	23.1
Incr Delay (d2), s/veh	1.3	1.9	0.5	0.5	3.1	0.9	0.3	0.0	2.6	0.4	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.0	0.7	0.4	4.1	1.2	0.6	0.0	0.9	0.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	13.3	10.4	7.7	15.3	11.3	21.0	0.0	26.3	20.9	0.0	25.3
LnGrp LOS	A	B	B	A	B	B	C	A	C	C	A	C
Approach Vol, veh/h		593			678			128			157	
Approach Delay, s/veh		11.9			13.5			23.8			23.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	9.3	9.8	27.2	7.4	9.9	10.0	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.3	22.7	5.0	19.0	5.5	22.5
Max Q Clear Time (g_c+I1), s	4.2	4.2	3.1	9.4	3.6	4.4	4.1	11.9
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.0	0.3	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	593	678	128	157
Demand Flow Rate, veh/h	605	691	130	160
Vehicles Circulating, veh/h	164	201	583	587
Vehicles Exiting, veh/h	583	512	186	305
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.1	11.4	6.6	7.2
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	605	691	130	160
Cap Entry Lane, veh/h	1167	1124	761	758
Entry HV Adj Factor	0.980	0.981	0.984	0.981
Flow Entry, veh/h	593	678	128	157
Cap Entry, veh/h	1144	1103	749	744
V/C Ratio	0.518	0.615	0.171	0.211
Control Delay, s/veh	9.1	11.4	6.6	7.2
LOS	A	B	A	A
95th %tile Queue, veh	3	4	1	1

Crash Summary

CSAH 61/Mt. Hope Road

Crash Severity/Crash Year

Crash Severity	Total	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	2	0	0	0	0	0	1	0	0	1	0	0
Total	2	0	0	0	0	0	1	0	0	1	0	0

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	2	0	1	1	0
Total	2	0	1	1	0

Basic Type Summary

	Total	%
Pedestrian	0	0.0
Bike	0	0.0
Single Vehicle Run Off Road	0	0.0
Single Vehicle Other	1	50.0
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	0	0.0
Rear End	0	0.0
Head On	0	0.0
Left Turn	0	0.0
Angle	0	0.0
Other	1	50.0
Total	2	100.0

First Harmful Event Summary

	Total	%
Pedestrian	0	0.0
Bicyclist	0	0.0
Motor Vehicle In Transport	0	0.0
Parked Motor Vehicle	1	50.0
Train	0	0.0
Deer/Animal	1	50.0
Other - Non Fixed Object	0	0.0
Collision Fixed Object	0	0.0
Non-Collision Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	2	100.0

Relationship to Intersection Summary

	Total	%
Not at Intersection/Interchange	1	50.0
Four-Way Intersection	0	0.0
T or Y Intersection	1	50.0
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	0	0.0
Driveway Access Related	0	0.0
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	0	0.0
Total	2	100.0

Weather 1 Summary

	Total	%
Clear	2	100.0
Cloudy	0	0.0
Rain	0	0.0
Snow	0	0.0
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	0	0.0
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	2	100.0

Light Condition Summary

	Total	%
Daylight	0	0.0
Sunrise	0	0.0
Sunset	0	0.0
Dark (Str Lights On)	2	100.0
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	0	0.0
Dark (Unknown Light)	0	0.0
Other/Unknown	0	0.0
Total	2	100.0

Crash Summary

CSAH 61/Mt. Hope Road

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	1	0	0	0	0	0	0	0	0	1	50.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	1	0	0	0	0	0	0	0	0	0	0	0	1	50.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	0	0	1	0	0	0	0	0	0	0	0	2	100.0
%	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	1	0	0	0	1	33.3
30-34	1	0	0	0	1	33.3
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	1	1	33.3
Total	2	0	0	1	3	100.0
%	66.7	0.0	0.0	33.3	100.0	100.0

Month Summary

Month Summary	Total	%
January	0	0.0
February	0	0.0
March	0	0.0
April	0	0.0
May	0	0.0
June	0	0.0
July	0	0.0
August	0	0.0
September	0	0.0
October	1	50.0
November	0	0.0
December	1	50.0
Total	2	100.0

Physical Condition Summary

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	2	100.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	0	0.0
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	2	100.0

Selection Filter:

WORK AREA: State - FILTER: Date('01/01/2019','12/31/2023') - SPATIAL FILTER APPLIED

Analyst: Ed Terhaar

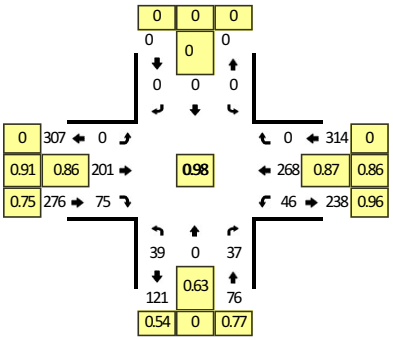
Notes:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

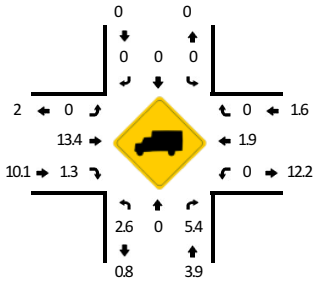
LOCATION: Mount Hope Rd -- Chaska Blvd
CITY/STATE: Chaska, MN

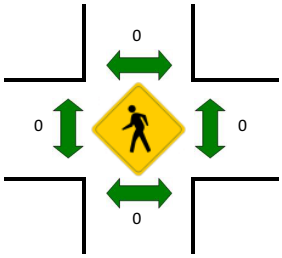
QC JOB #: 16377001
DATE: Wed, Oct 25 2023

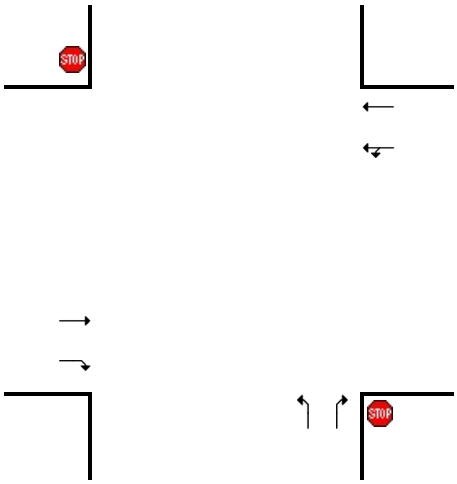


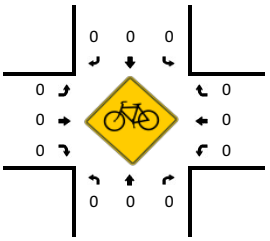
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

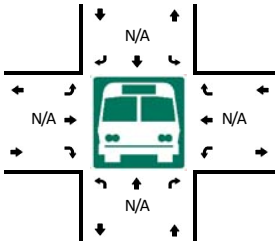
TRUE DATA TO IMPROVE MOBILITY

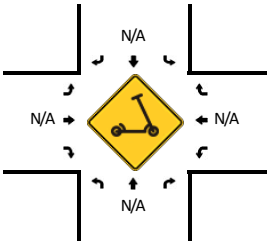












15-Min Count Period Beginning At	Mount Hope Rd (Northbound)				Mount Hope Rd (Southbound)				Chaska Blvd (Eastbound)				Chaska Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	0	10	0	0	0	0	0	0	50	7	0	3	28	0	0	104	
7:15 AM	8	0	20	0	0	0	0	0	0	33	2	0	4	33	0	0	100	
7:30 AM	11	0	18	0	0	0	0	0	0	75	8	0	2	30	0	0	144	
7:45 AM	6	0	14	0	0	0	0	0	0	77	2	0	5	35	0	0	139	487
8:00 AM	15	0	5	0	0	0	0	0	0	41	8	0	2	30	0	0	101	484
8:15 AM	10	0	7	0	0	0	0	0	0	45	6	0	3	15	0	0	86	470
8:30 AM	3	0	12	0	0	0	0	0	0	33	15	0	4	22	0	0	89	415
8:45 AM	8	0	6	0	0	0	0	0	0	34	6	0	1	32	0	0	87	363
9:00 AM	5	0	8	0	0	0	0	0	0	21	7	0	6	18	0	0	65	327
9:15 AM	1	0	8	0	0	0	0	0	0	24	6	0	3	23	0	0	65	306
9:30 AM	7	0	4	0	0	0	0	0	0	30	9	0	4	23	0	0	77	294
9:45 AM	4	0	6	0	0	0	0	0	0	25	8	0	5	36	0	0	84	291
10:00 AM	1	0	4	0	0	0	0	0	0	33	5	0	6	27	0	0	76	302
10:15 AM	6	0	3	0	0	0	0	0	0	21	5	0	7	21	0	0	63	300
10:30 AM	3	0	2	0	0	0	0	0	0	32	3	0	6	23	0	0	69	292
10:45 AM	3	0	1	0	0	0	0	0	0	27	4	0	3	28	0	0	66	274
11:00 AM	5	0	5	0	0	0	0	0	0	27	4	0	3	21	0	0	65	263
11:15 AM	6	0	3	0	0	0	0	0	0	20	9	0	5	22	0	0	65	265
11:30 AM	5	0	7	0	0	0	0	0	0	29	10	0	5	22	0	0	78	274
11:45 AM	7	0	3	0	0	0	0	0	0	28	11	0	6	32	0	0	87	295
12:00 PM	9	0	4	0	0	0	0	0	0	30	4	0	6	29	0	0	82	312
12:15 PM	3	0	9	0	0	0	0	0	0	41	11	0	6	28	0	0	98	345
12:30 PM	6	0	8	0	0	0	0	0	0	27	8	0	6	31	0	0	86	353
12:45 PM	7	0	5	0	0	0	0	0	0	37	12	0	1	30	0	0	92	358
1:00 PM	1	0	7	0	0	0	0	0	0	30	10	0	5	32	0	0	85	361
1:15 PM	7	0	1	0	0	0	0	0	0	27	8	0	3	29	0	0	75	338
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1:45 PM	5	0	1	0	0	0	0	0	0	31	10	0	7	44	0	0	98	352
2:00 PM	5	0	2	0	0	0	0	0	0	42	13	0	1	40	0	0	103	370
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15-Min Count Period Beginning At	Mount Hope Rd (Northbound)				Mount Hope Rd (Southbound)				Chaska Blvd (Eastbound)				Chaska Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	3	0	9	0	0	0	0	0	0	54	11	0	12	78	0	0	167	624
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6:00 PM	11	0	8	0	0	0	0	0	0	24	17	0	13	36	0	0	109	511
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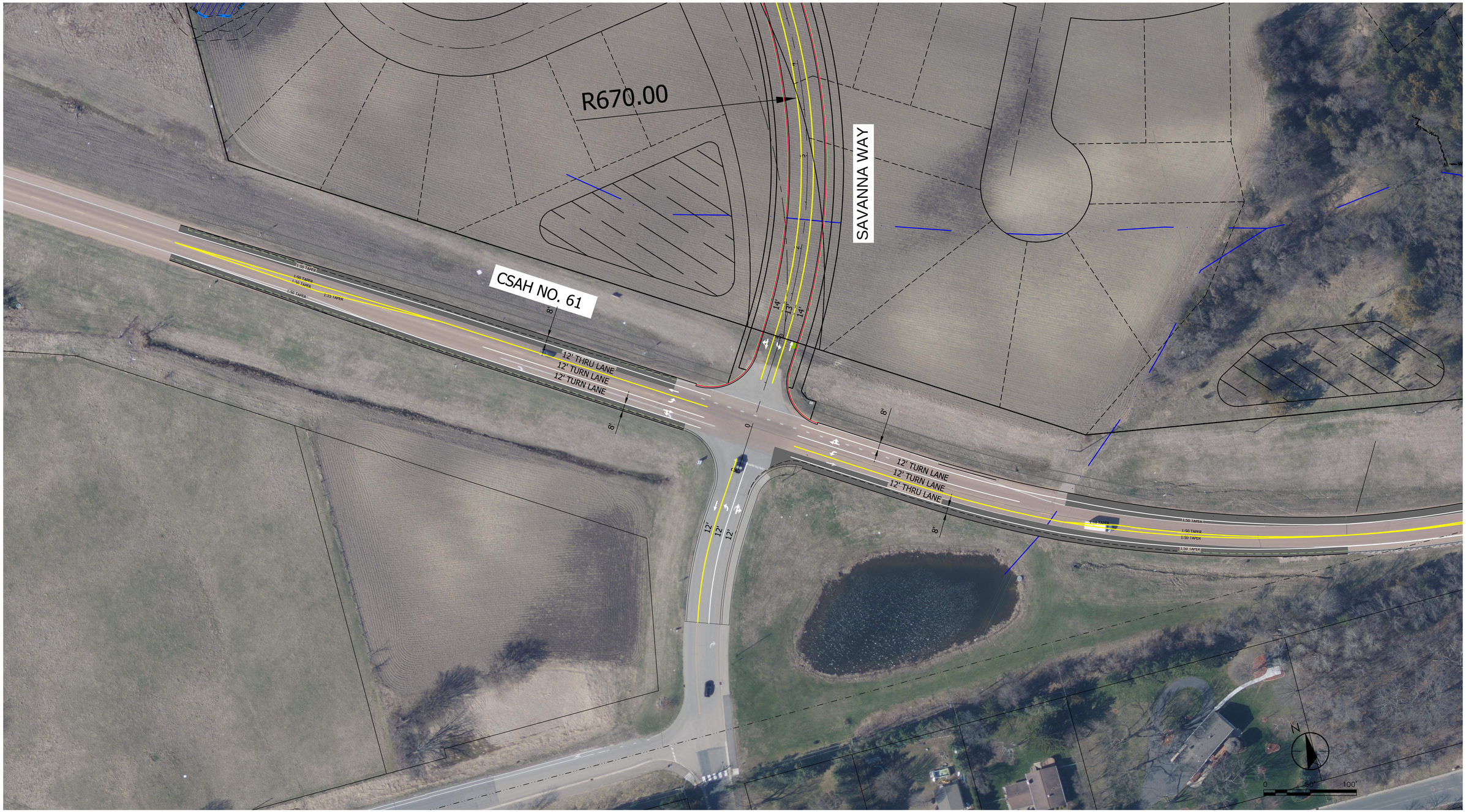
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	0	48	0	0	0	0	0	0	180	76	0	44	260	0	0	680
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	0	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/1/2023 12:53 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



PROPOSED STREET IMPROVEMENTS - INTERIM - SAVANNA WAY

CARVER COUNTY

COUNTY ROAD 61 / CHASKA BLVD

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

Plot Date: 02/10/2024 - 11:26am
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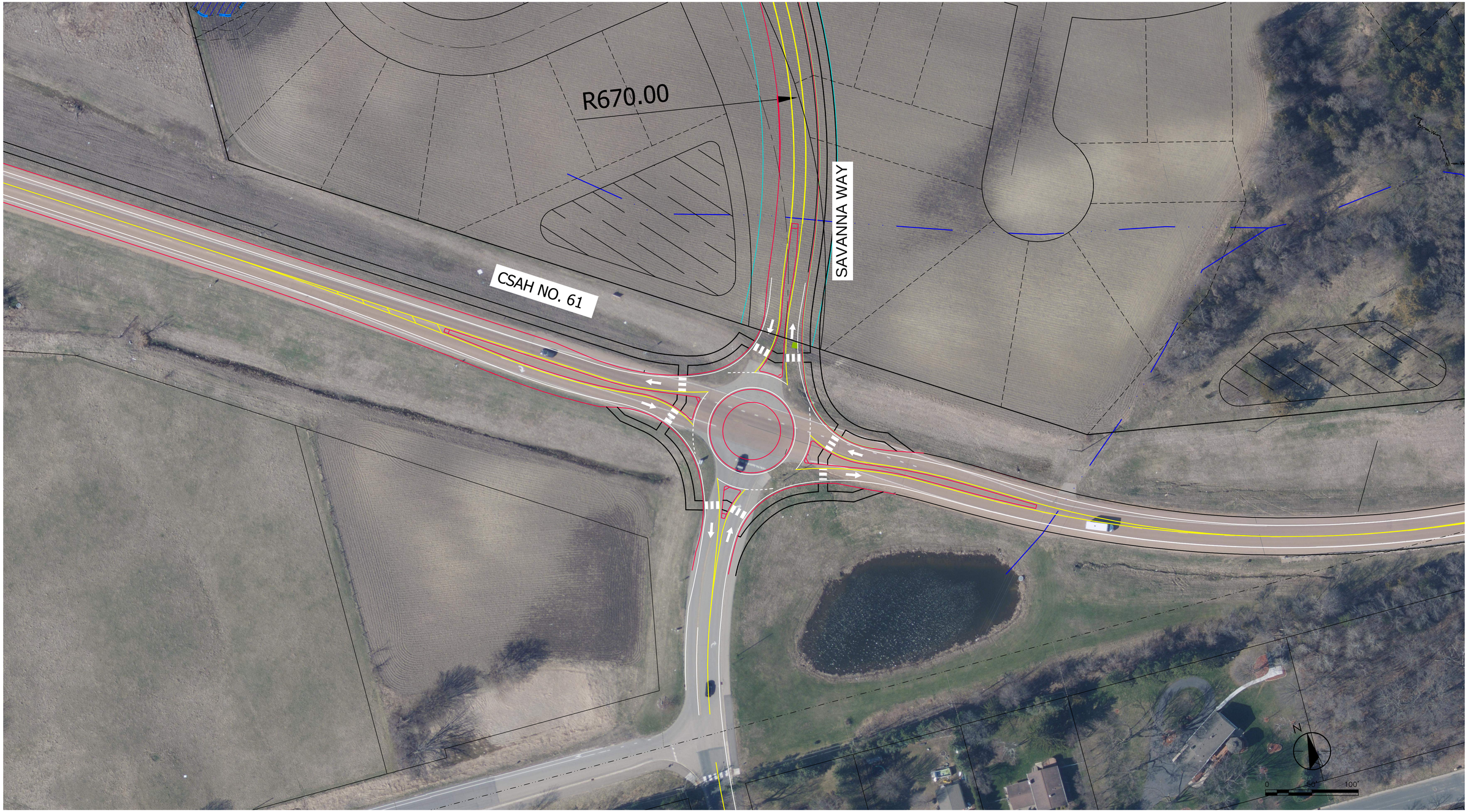

PROPOSED STREET IMPROVEMENTS - ALT 2 - SAVANNA WAY

CARVER COUNTY

COUNTY ROAD 61 / CHASKA BLVD

Stantec
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Minneapolis, MN 55402
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PROPOSED STREET IMPROVEMENTS - INTERIM - ACCESS A - TURN LANE

CARVER COUNTY

COUNTY ROAD 61 / CHASKA BLVD

Stantec
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PROPOSED STREET IMPROVEMENTS - ALT 1 - ACCESS A

CARVER COUNTY

COUNTY ROAD 61 / CHASKA BLVD

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Minneapolis, MN 55402
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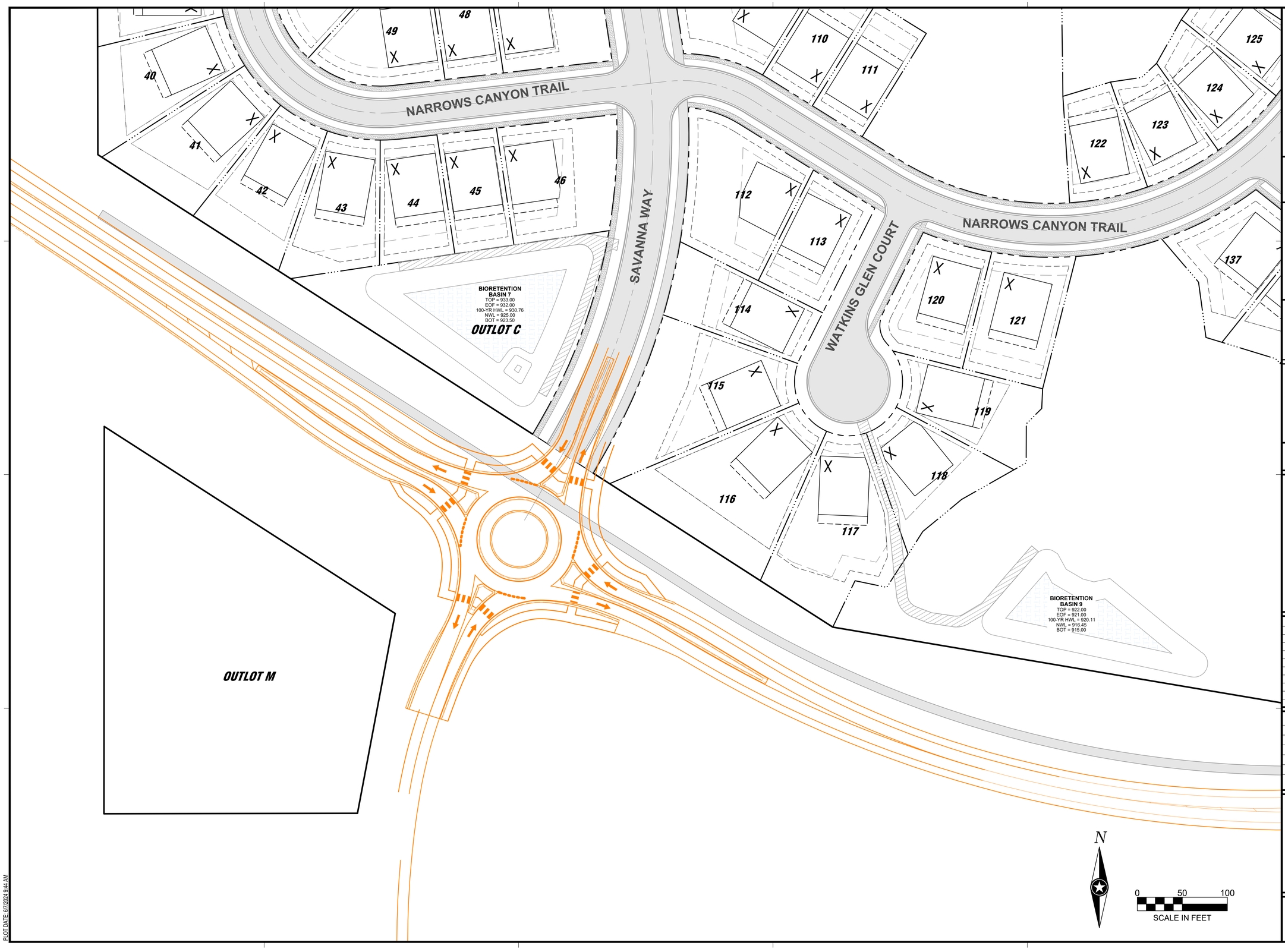

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	29676 - HIGHPOINT VISTAS - HWY 61 OVERLAY 2024-06-07
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	02/12/24
CLIENT PROJECT NO.	-

TITLE

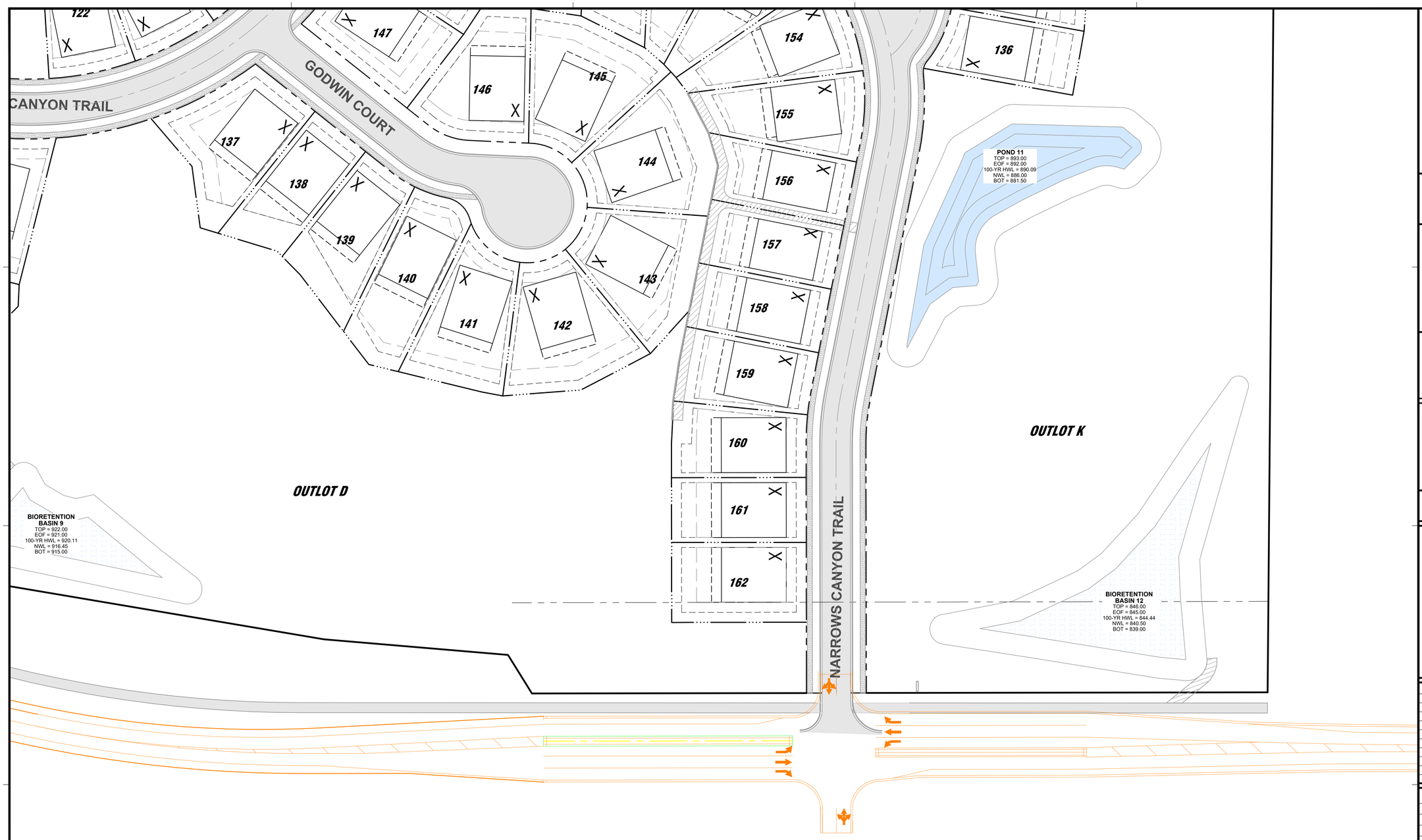
HIGHWAY 61 & SAVANNAH WAY (ULTIMATE OVERLAY)

SHEET

1 OF 2

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: 6/7/2024 9:44 AM



PLOT DATE: 6/7/2024 9:44 AM

ISG

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PROJECT

FORESTAR

HIGHPOINT VISTAS

CHASKA MN

REVISION SCHEDULE

DATE	DESCRIPTION	BY

PROJECT NO.	22-27575
FILE NAME	29676 - HIGHPOINT VISTAS - HWY 61 OVERLAY 2024-06-07
DRAWN BY	AJR / LM
DESIGNED BY	AJR / LM
REVIEWED BY	RAG
ORIGINAL ISSUE DATE	02/12/24
CLIENT PROJECT NO.	-

TITLE

HIGHWAY 61 & NARROWS CANYON TR (ULTIMATE OVERLAY)

SHEET

2

OF 2

PRELIMINARY NOT FOR CONSTRUCTION

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
06/12/2024

Subject: **Hazeltine National Golf Course (Performance Center) – Concept Plan**

Applicant: Hazeltine National Golf Course

Location: Southeast corner of Hazeltine Boulevard and Hundertmark Road

Case No.: 2024-09

Synopsis: Applicant seeks to obtain approval of a concept plan for a new performance center building on the site of Hazeltine National Golf Course

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to City Council

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Introduction

Hazeltine National Golf Club has been in discussions with the City as it relates to the future of the northwestern portion of the golf course holdings (adjacent to Hundertmark Road and Hazeltine Boulevard). The following exhibit below is intended to show the general site area and adjoining uses:

Figure 1: Existing Site & Adjoining Uses

Neighborhood Meeting – May 14, 2024

A neighborhood meeting was held by the applicant on Tuesday, May 14, 2024 at 6:00pm at Hazeltine National Golf Course. The questions that arose from this meeting pertained to location of the performance center and construction timing.

Previous Approvals

In March 2013, a concept plan was approved for the west side of the golf course. The concept plan was approved for "neighborhood mixed use". The plan's land uses consisted of a mix of residential, commercial and permanent open space. The southwest area of the golf course was approved for commercial and the northwest area was approved for residential.

In March 2024, the Concept Plan was approved for the northwest area, which included 8 villas, a new short course, a new putting course, a new parking lot layout, and realignment of the main vehicle entrance on Hazeltine Boulevard (refer to Figure 2 below).

In May 2024, the Preliminary Site & Building Plan and Rezoning were approved for the project noted above. The property was rezoned to Planned Multi-Use District (PMD-23).

Concept Plan – Performance Center

The applicant is requesting approval of a concept plan for their performance center building. The following is intended to summarize the applicant's request:

- **Existing Conditions.** The Hazeltine National Golf Course spans across approximately 335 acres. The northwest portion of the site where the preliminary plan is proposed is approximately 13 acres and is only used for large event parking. The existing terrain features rolling hills, native grasses, and trees primarily along Hazeltine Boulevard. Two service roads currently connect to Hazeltine Boulevard and Hundertmark Road to provide access for maintaining the golf course. The site is lowest along Hundertmark Road and generally rises towards the clubhouse on the east.

- **Concept Plan.** The concept plan contemplates adding a performance center building totaling approximately 9,000 square feet and 23 feet tall. The golf performance center will be for members only and provide multiple indoor-outdoor simulator/hitting bays, an indoor putting and chipping area as well as a small dining and lounge component. The performance center will be situated to the south and east of the proposed villas and just west of the driving range (see orange box in figure 2). This concept plan only

Figure 2: Proposed Concept Plan

contemplates the addition of the performance center building and does not include the former site plan elements preliminarily approved in May 2024. In July the performance center's preliminary site plan application will be coupled with the final application for the villas-short course-putting course-parking layout-main entrance drive.

Goals: The applicant has identified the following goals for the project: (1) enhancement of the property by adding a new golf performance center; (2) improve the ability of the property to attract and cater to large-scale golf events such as the Ryder Cup and Women's PGA Championship while attracting significant interest for corporate investments; (3) further promote Hazeltine National and the City of Chaska as a highly desired golf destination; (4) focus on sustainable site initiatives in designing the new golf performance center; and (5) create a complementary design for the new golf performance center that naturally blends in with the existing architectural vernacular of Hazeltine.

Parking: 355 parking spaces will be provided for Hazeltine Golf Course in the form of existing and proposed parking. 128 parking spaces exist in the main parking lot adjacent to the clubhouse. 227 parking spaces are proposed in the new parking lot north of the proposed performance center.

Utilities and Stormwater: Utility connections are available and can be extended through the site.

Underground stormwater tanks are contemplated on the north side of the site and under the new parking lot.

Wetlands: There are three known wetlands that exist on site; one that is directly south of Hazeltine Boulevard and two south of the existing service road off Hundertmark Road.

- **Land Use.** The property is currently zoned Planned Multi-Use District (PMD-23). The request to add a golf performance center is consistent with the zoning.

Staff Analysis

- **Comprehensive Plan.** The 2040 Comprehensive Plan guides Hazeltine National Golf Course as Golf Course (denoted as dark green in Figure 5), and the approximately 500 feet wide strip adjacent to Hundertmark Road as Mixed Residential (denoted as pink in Figure 5) and the portion of land between those two as Open Space (denoted as light green in Figure 5).

Mixed Residential, per the Comprehensive Plan, is defined as "*Areas guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential and/or office uses above and commercial uses at street level) or horizontally as a planned development (e.g. planned mixed developments designed to integrate complementary land uses). Land uses allowed are residential, commercial, office, park, civic, and open space. Low, Medium, and High Density Residential uses are allowed. Density range allowed is three (3) to 40 dwelling units per net residential acre including local access streets. Residential uses should generally represent a minimum of 75 percent of the overall mixed use area rather than each property or development site. A lower residential percentage, in terms of acres, may be allowed where medium and high density residential is part of the development. The important natural resource systems and open spaces within the area must be identified, prioritized, and protected, using the Environmental Features Map (FIGURE 3.7) as the basis for open space preservation. Protected wildlife corridors should have a general width of 150 feet. Public access to these natural resource systems and open spaces is required.*"

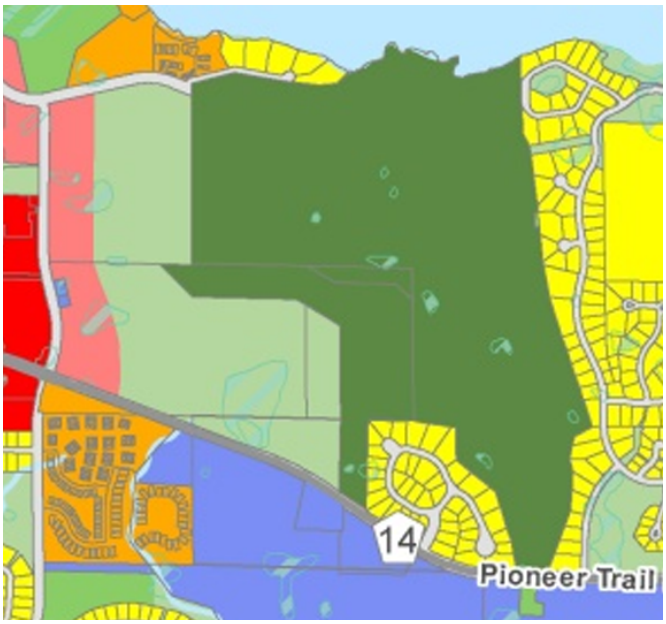


Figure 3: 2040 Comprehensive Guide Plan

The proposal to add a golf performance center on Hazeltine National Golf Course is appropriate and consistent with the Comprehensive Plan.

- **Setbacks**
  The following tables summarize the required setbacks for the site:

BUILDING SETBACKS	
Direction	**Setback**
From Centerline of Hundertmark Rd	100 feet
Hazeltine Blvd	30 feet
Interior Property Lines adjacent to residential	30 feet

PARKING SETBACKS	
Direction	**Setback**
North & West Property Lines	10 feet from ROW
Interior Property Lines	5 feet

- **Parking**
  The site will incorporate 355 parking spaces from proposed parking and existing parking (37 of which are proof of parking). The following chart summarizes the overall parking demand on site, based on the City's parking code.

Uses	Approx. Size	Code Req.	Est. Parking Req.
Golf Course/ Clubhouse	50,000 sf	20 spaces + 1ps/300 sf	187
Villas (8)	8 villas	2ps/villa	16
Performance Center	8,785 sf	20 spaces + 1ps/300 sf	49
		REQUIRED	**252 parking spaces**
		PROVIDED	**355 parking spaces**

  According to the table above the applicant is sufficient in meeting parking for the site based on the existing and proposed uses.

- **Access & Circulation**
  Access to the proposed performance center will come from the new main vehicle entrance proposed at the east end of Hazeltine Boulevard. Users can park in the new parking lot north of the performance center to gain access to the building.

  The performance center is situated just south of the proposed vehicle turnaround south of the new parking lot. The performance center will be fire sprinkled.

- **Tree Preservation & Landscaping**
  The table below indicates the landscaping requirements for this building:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	**Proposed**
Overstory Trees	Villas: 79 caliper inches (28 trees) + Performance Center: 27.5 caliper inches (11 trees) TOTAL: 39 trees	173 trees
Understory Trees	10	70
Shrubs	84	770

- **Building Design & Materials**
  The proposed performance center will be one-story and constructed with stone, composite siding, and aluminum windows. The look of this building will match the clubhouse building and other buildings proposed on site. The building will be just under 9,000 square feet and a total of 23 feet in height. The building will provide multiple indoor-outdoor simulator/hitting bays, an indoor putting and chipping area as well as a small dining and lounge component.

- **Utilities**
  Utilities are able to serve the new performance center. There is an existing trunk sewer and water line that runs north-south on the site. City staff typically have to maintain this utility corridor at least 3 times a year, which the applicant/property owner have acknowledged in previous response.

- **Stormwater**
  Stormwater will need to meet City and County requirements.

- **Wetlands**
  Because there are known wetlands on site, the applicant will have to conduct a wetland delineation report for their preliminary submittal. Any wetland impacts need to be reviewed and approved by the TEP.

Deadline for Agency Decisions

Complete Application Received	60-day review *	**120 – day ****
May 31, 2024	July 30, 2024	September 28, 2024
* Pursuant to MN State Statutes the City must act on the request within 60-days. ** The city can provide the applicant with a written letter requesting an additional 60-day review period if further review is needed. *** The City may *with the petitioner's consent* extend the review period beyond September 28, 2024		

Planning Commission Action Requested:

Motion to recommend to the City Council approval of the Hazeltine National Golf Course (Performance Center) Concept Plan, subject to the following conditions:

1. **Approvals shall be based on the following exhibits:**
   a. **Project Narrative (pgs 1-3), submitted by Hazeltine National**
   b. **Response to Incomplete & Additional Items Needed Letter (pgs 1-2), submitted by Sambatek, dated May 31, 2024**
   c. **Existing Conditions (pg C2.01), submitted by Sambatek, dated March 28, 2024**
   d. **Site Plan (pgs C3.01), submitted by Sambatek, dated May 24, 2024**
   e. **Short Course Site Plan (pg C3.02), submitted by Sambatek, dated May 24, 2024**
   f. **Site Plan Aerial Overlay (pg C3.03), submitted by Sambatek, dated May 24, 2024**
   g. **Grading Plan (pg C4.01 and C4.02), submitted by Sambatek, dated May**

24, 2024

h. **Utility Plan (pg C6.01), submitted by Sambatek, dated May 24, 2024**
i. **Storm Sewer Plan (pgs C7.01 and C7.02), submitted by Sambatek, dated May 24, 2024**

2. **Coordination with the City Engineer for the provision of public utilities to the site.**
3. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
4. **Provision of a wetland delineation report to be submitted at preliminary submittal.**
5. **Provision that any wetland impacts are reviewed and approved by the TEP.**
6. **Any and all new signage shall be submitted separately, comply with zoning ordinance Section 15.32, and shall require approval of a sign permit by staff prior to installation.**
7. **Compliance with applicable zoning requirements, in particular zoning section 15.28 (Special Regulations).**
8. **Provision that exterior lighting meets the City's zoning ordinance Section 15.28.250.**
9. **Provision that maintenance access to the City's trunk water-sewer lines remain unobstructed.**

CONCEPT SITE PLAN SUBMITTAL
HAZELTINE NATIONAL
GOLF PERFORMANCE CENTER

Project Narrative

The name “Hazeltine” is synonymous with championship golf. The immaculate course spans rolling hills, mature woods, picturesque lakes, and vast prairies to provide an unparalleled golfing challenge and destination like no other.

In addition to the new villas, gate house, putting course & short course currently being reviewed for site plan approval, we are proposing to add an additional amenity to the site with a new golf performance center. The golf performance center will be for members only and provide multiple indoor-outdoor simulator/hitting bays, an indoor putting and chipping area as well as a small dining and lounge component. The golf performance center will be the starting point for members & guests looking to use the new putting and short course being proposed on the NW corner of the site.

The project will contribute to and reinforce the Chaska Mission Statement and its stated Core Strategies by the following:

1. Hazeltine National is one of a few golf clubs in the country to have hosted every premier golf championship offered by the USGA and PGA of America. In addition, Hazeltine National is the only club in the country selected to host the Ryder Cup for a second time. The proposed golf performance center will help the club continue to attract these high-profile events and further elevate Hazeltine National as well as the City of Chaska. A high-quality, corporate community is aggressively promoted by the City, which results in a strong employment and tax base.
2. The new golf performance center will provide an enhanced golf experience for club members and guests by offering an indoor golf amenity that can be used year-round.
3. Chaska’s high quality of life standard will be supported by Hazeltine National providing:
    a. Improved and diverse leisure and volunteer opportunities through world renowned events.
    b. New employment opportunities to support the golf performance center.
    c. Promoting natural resources and preserving open space with landscape & building integration.

4. Chaska's strong sense of community values will be supported by the Hazeltine National improvements:
    a. Residents have another reason to be proud of Chaska. An enhanced premier golf experience will further reinforce the club as an unparalleled golf experience and help to generate interest for non-residents to come visit and experience the City's other amenities.
    b. Chaska's history with Hazeltine National is preserved and further strengthened. Since 1962, Hazeltine National has been intertwined with Chaska's development and identity. The proposed golf performance center is a testament to the success of that relationship as reinforces Hazeltine's reputation as a world class golf destination.

5. Project goals and guiding principles:
    a. Enhancement of the overall property by adding a new golf performance center.
    b. Improve the ability of the property to attract and cater to large-scale golf events such as the Ryder Cup and Women's PGA Championship while attracting significant interest for corporate investments.
    c. Further promote Hazeltine National and the City of Chaska as a highly desired golf destination.
    d. Focus on sustainable building & site initiatives in designing the new golf performance center.
    e. Create a complimentary design for the new golf performance center that naturally blends in with the existing architectural vernacular of Hazeltine.

<u>Contextualism and the Understanding of Place</u>

The new golf performance center is being proposed just west of the existing driving range and in a location currently used as a chipping area. The building will be strategically citied where direct access to the adjacent driving range and proposed putting and short courses can be provided. The building will be situated so all indoor/outdoor hitting bays align with the center of the existing driving range while the dining and lounge portions are aligned with views directly towards the proposed putting and short courses.

The golf performance center will be centralized between the existing clubhouse and new site amenities on the NW corner - villas, putting course and short course. The building will be approx. 665' south of Hazeltine Blvd & 950' east of Hundertmark Road so visibility to the golf performance center and any sound coming from the building will not affect the adjacent neighbors.

Since the overall golf course site is much larger than the scope of this improvement, our focus will be on the portion of the site closest to the existing driving range and any adjacent neighboring conditions along the North and West property lines. Adjacent property ownership along these lot lines is a mix of undeveloped City-owned parcels along with a mix of multi-family residential. The adjacent property building construction to the north is primarily one and two-story residential. The adjacent property building construction to the west is currently under construction and is assumed to be a four-story apartment building.

From a grading and drainage perspective, the proposed golf performance center is a natural extension of the villa, short course, and parking improvements. Runoff from the new impervious will be captured and treated within the Hazeltine property to City of Chaska and Carver County Watershed Management Organization standards.

Programming and Project Opportunity Development

Refer to the attached supporting documents.

May 31, 2024

Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318-1962

Dear Ms. Hanson:

Please see below and attached for responses to the Incomplete and Additional Items Needed Letter, dated May 17, 2024.

1. **Site Forces Exhibit**, showing:
   - The diagrammatic study of the site. The surrounding area should demonstrate an understanding and analysis of topography, hydrology, vertical relationships and the public views. (please provide a concept plan packet similar to the one supplied for the villas in March)
     Response: Please see the overall site, grading and utility plans included with the resubmittal documents showing how the GPC fits within the site.

2. **Narrative**, with these additives:
   - Explain additional traffic patterns and parking anticipation that will happen with the new performance center (i.e. how many more cars are expected to travel to the site for the performance center)
     Response: Please see updated trip generation memo included with the resubmittal documents.

   - Square footage, height and capacity of the performance center?
     Response: Currently, the footprint of the proposed GPC is 8,785 SF and it is 23' tall above FFE. If fully occupied, the capacity is 66 occupants inside and 48 on the patio.

   - Load information and electric needs for performance center?
     Response: 1,200 amps, 3 phase. This information has been provided to Chaska Electric separately.

   - Will the building planned to be fire sprinkled?
     Response: Yes.

   - Explain the overall long-term vision for the golf course (10 years out). Should we expect any other additions or proposals to the site?
     Response: HNGC's planned improvements within this timeframe are limited to improvements to the existing main course. These improvements will not change the use or area of the main course.

- Concept or example pictures of the type of amenities proposed within the building.
  Response: Please see the updated Architectural Design Elements document included with the resubmittal documents.

3. **Concept Site Plan**, showing:
   - Location of north-south utility corridor in relation to performance center
     Response: Please see existing utility locations in the overall plan sheets noted in the response to item #1 above.

Sincerely,

Brady Busselman, P.E.

SUBJECT PROPERTY

Property Description:

Outlot 1, Hazeltine Acres, according to the recorded plat thereof.

and

All that part of Lot 6, Hazeltine Acres, according to the recorded plat thereof, which lies easterly of the northerly extension of the east line of the Southwest Quarter of the Northwest Quarter of Section 28, Township 116 North, Range 23 West of the 5th Principal Meridian.

Except those parts of said Outlot 1 and Lot 6 embraced within Chaska Commons.

Carver County, Minnesota.

Being Registered land as is evidenced by Certificate of Title No. 37446.0.

SURVEY NOTES

1. The bearing system is based on the Carver County coordinate system, NAD83 (1986 Adjust), with an assumed bearing of N 89°22'54"W for the North line of the Northwest Quarter, Section 28 , Township 116 , Range 23.
2. The vertical datum is based on NAVD88. The originating bench marks are HAZE MNDT and 1008 M, both referenced from the MnDOT Geodetic Database.

   BENCHMARK #1
   TNH: Elev.=976.24

   BENCHMARK #2
   TNH: Elev.=949.30
3. Evidence of underground utilities existing on or serving the surveyed property is shown per a Gopher State One Call (GSOC) request was placed on 01/03/2024 and assigned GSOC Ticket No. 240031123

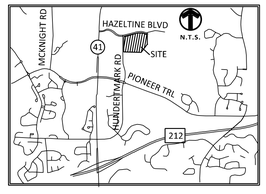
   Utility information shown hereon is a compilation of provided map information and those visible utilities and marked utilities which were located during the survey field work. Utility suppliers often do not respond to locate requests in the field but may provide maps, plans, and drawings in lieu of physical location. The surveyor makes no guarantees that the underground utilities shown hereon comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown hereon are in the exact location as indicated, although they are located as accurately as possible from the available information. The surveyor has not physically located the underground utilities. Pursuant to MS 216.D contact Gopher State One Call at (651-454-0002) prior to any excavation.

LEGEND

- FOUND MONUMENT
- FOUND CAST IRON MONUMENT
- SET MONUMENT MARKED LS 53642
- GATE VALVE / HYDRANT
- SANITARY MANHOLE
- STORM MANHOLE
- STORM CATCH BASIN
- FLARED END SECTION
- TRANSFORMER
- LIGHT
- MAILBOX
- SIGN
- GAS VALVE
- COMMUNICATION PEDESTAL
- VAULT/HANDHOLE
- SPOT ELEVATIONS
- DECIDUOUS TREE
- CONIFEROUS TREE

(100.00) PLAT DIMENSION
BITUMINOUS CURB
CONCRETE CURB
CHAIN LINK FENCE
902 CONTOUR
RETAINING WALL
POND / WATER LINE
SANITARY SEWER LINE
STORM SEWER LINE
DRAIN PIPE
WATERMAIN
UNDERGROUND ELECTRIC
UNDERGROUND GAS LINE
UNDERGROUND FIBER OPTIC
BITUMINOUS SURFACE
CONCRETE SURFACE
REGULAR PARKING STALL COUNT

VICINITY MAP



NORTH
0 60 120
SCALE IN FEET

NO	DATE	BY	CKD	APPR	COMMENT

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I hereby certify that this plan, survey, 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.

Print Name: Jared Averbeck

Date 3/28/2024 License # 53642

PRELIMINARY	DRAWN BY JJA
DESIGN REVIEW	DESIGNED BY
PERMIT SUBMITTAL	CHECKED BY JJA
CONSTRUCTION DOCUMENTS	PROJECT NO. 52736

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EXISTING CONDITIONS

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET
C2.01

24.15 (LMS TECH) | JARED AVERBECK | 2/7/2024 9:56:47 AM
L:\PROJECTS\52736\DATA\SURVEY\SHEETS\52736 ALTA.DWG EX COND 22X40

LEGEND

PROPOSED / EXISTING

- BOUNDARY LINE
- CONCRETE CURB
- EASEMENT LINE
- BUILDING LINE
- RETAINING WALL
- WETLAND
- TREE LINE
- SAW CUT LINE
- SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY
- SIGN
- BOLLARD
- (##) PARKING STALL COUNT
- (1) KEY NOTE
- LIGHT POLE (BY OTHERS)

- STANDARD DUTY ASPHALT PAVING
- HEAVY DUTY ASPHALT PAVING
- CONCRETE PAVING
- CONCRETE SIDEWALK
- MILL & OVERLAY

DEVELOPMENT SUMMARY

AREA		
NET SITE AREA	1,436,265 SF	32.97 AC

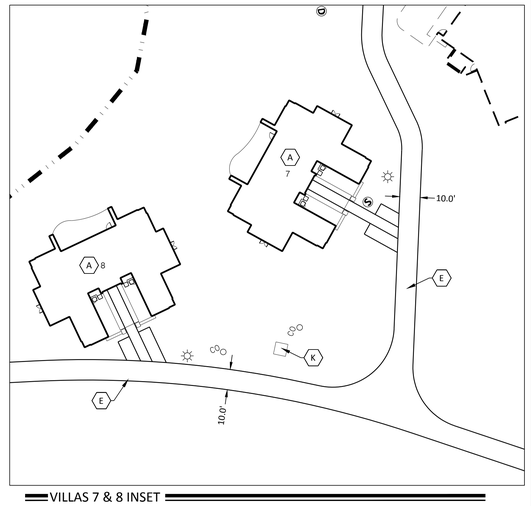
PARKING SUMMARY	
STANDARD PROVIDED	310 STALLS
ADA PROVIDED	8 STALLS
PROOF OF PARKING	37 STALLS

SETBACKS	
BUILDING SETBACK (NORTH)	30 FT
BUILDING SETBACK (SOUTH)	100 FT
PARKING SETBACK	10 FT
ZONING	
EXISTING ZONING	OPEN (O)
PROPOSED ZONING	PDD

PLANTING ISLAND AREA CALCULATIONS	
REQUIRED PLANTING ISLAND AREA	10%
TOTAL PARKING AREA	95,547 SF
TOTAL PLANTING ISLAND AREA	15,112 SF
PROVIDED PLATING ISLAND AREA	15.82%

KEY NOTES

A. BUILDING, STOOPS, STAIRS (SEE ARCHITECTURAL PLANS)
B. B-612 CONCRETE CURB AND GUTTER
C. BITUMINOUS TRAIL
D. MONUMENT SIGN - RELOCATE EXISTING (NO FOOTINGS)
E. SERVICE ROAD
F. ACCESSIBLE RAMP
G. ACCESSIBLE STALL STRIPING
H. ACCESSIBLE PARKING SIGN
I. AUTOMATIC GATE
J. FIRE ACCESS DRIVE
K. TRANSFORMER



NORTH
SCALE 0 30 60 IN FEET

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NO	DATE	BY	CKD	APPR	COMMENT
1	4/25/2024	JHB	EJC	BDB	CITY REVIEW COMMENTS
2	05/24/2024	EJC	BDB	BDB	GRADING PERMIT SUBMITTAL

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: BRADY BUSSELMAN, P.E.

Date _____ License # _____

PRELIMINARY
DESIGN REVIEW
PERMIT SUBMITTAL
GRADING - 5/24/2024
CONSTRUCTION DOCUMENTS

DRAWN BY EC/JHB
DESIGNED BY EC/JHB
CHECKED BY BB
PROJECT NO. 52736

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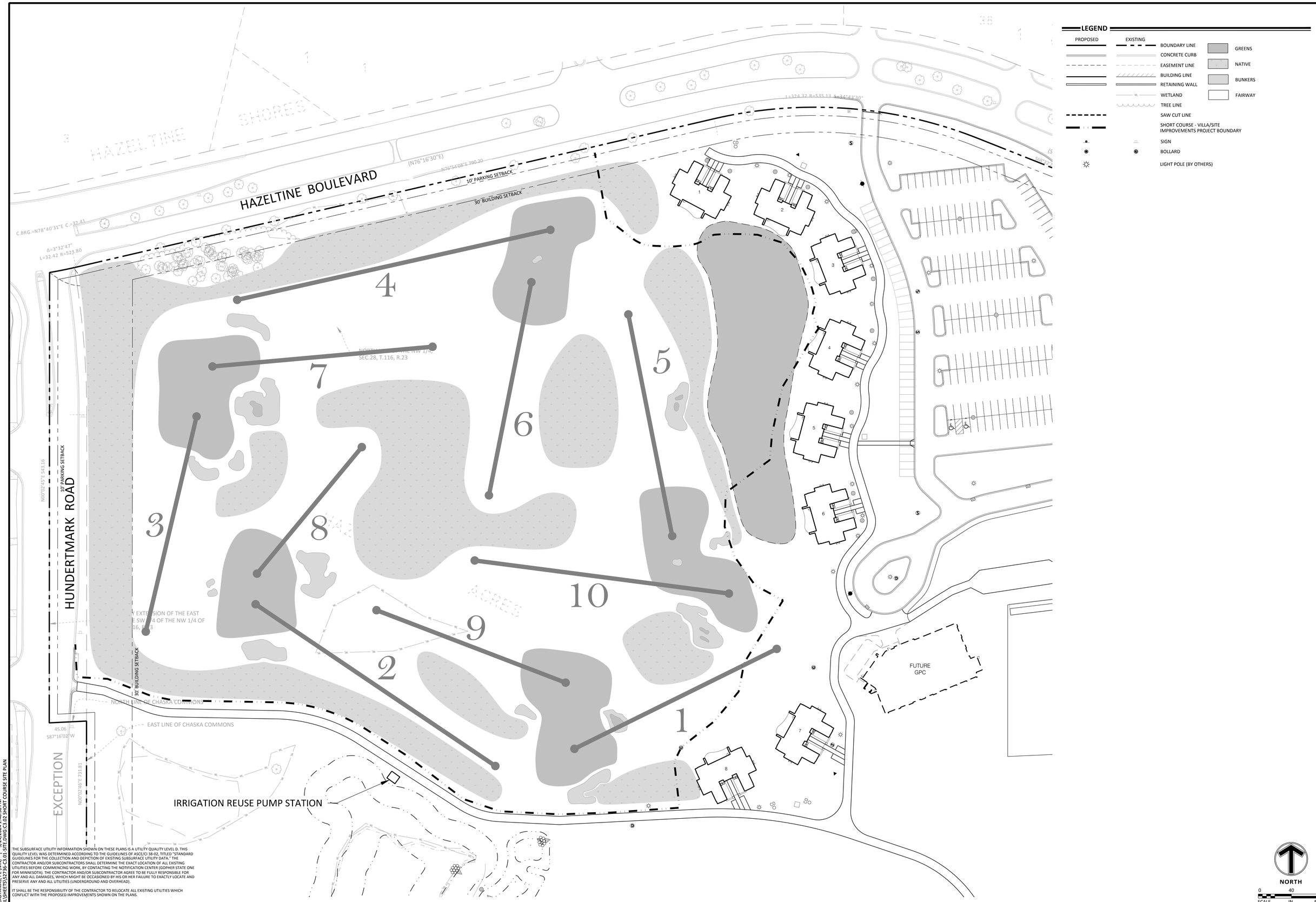
SITE PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET C3.01
3 OF 24
REV. #

24-15 (LMS TECH) | EMILY CASTANAS, PE (MN) | 5/24/2024 1:48:58 PM
J:\PROJECTS\52736\CAD\CIVIL\SHEETS\52736-C3.01_SITE.DWG C3.01 SITE PLAN



LEGEND

PROPOSED	EXISTING		
		BOUNDARY LINE	GREENS
		CONCRETE CURB	NATIVE
		EASEMENT LINE	BUNKERS
		BUILDING LINE	FAIRWAY
		RETAINING WALL	
		WETLAND	
		TREE LINE	
		SAW CUT LINE	
		SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY	
		SIGN	
		BOLLARD	
		LIGHT POLE (BY OTHERS)	

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

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NORTH

0 40 80
SCALE IN FEET

24-15 LIMS TECH | EMILY CASTANIAS, PE (MN) | 5/24/2024 1:48:58 PM
J:\PROJECTS\52736\CAD\CIVIL\SHEETS\52736-C3.02-SITE.DWG C3.02 SHORT COURSE SITE PLAN

NO	DATE	BY	CKD	APPR	COMMENT
1	4/25/2024	JHB	EJC	BDB	CITY REVIEW COMMENTS
2	05/24/2024	EJC	BDB	BDB	GRADING PERMIT SUBMITTAL

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DL3 LOVE GOLF DESIGN

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: BRADY BUSSELMAN, P.E.

Date _____ License # _____

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DESIGN REVIEW	
PERMIT SUBMITTAL GRADING - 5/24/2024	
CONSTRUCTION DOCUMENTS	
DRAWN BY	EC/JHB
DESIGNED BY	EC/JHB
CHECKED BY	BB
PROJECT NO.	52736

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SHORT COURSE SITE PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET C3.02
4 OF 24
REV.

LEGEND

PROPOSED	EXISTING	
		BOUNDARY LINE
		CONCRETE CURB
		EASEMENT LINE
		BUILDING LINE
		RETAINING WALL
		WETLAND
		TREE LINE
		SAW CUT LINE
		SIGN
		BOLLARD
##		PARKING STALL COUNT
		LIGHT POLE (BY OTHERS)

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NORTH

0 80 160
SCALE IN FEET

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SITE PLAN AERIAL OVERLAY

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET
C3.03
5 OF 24
REV.

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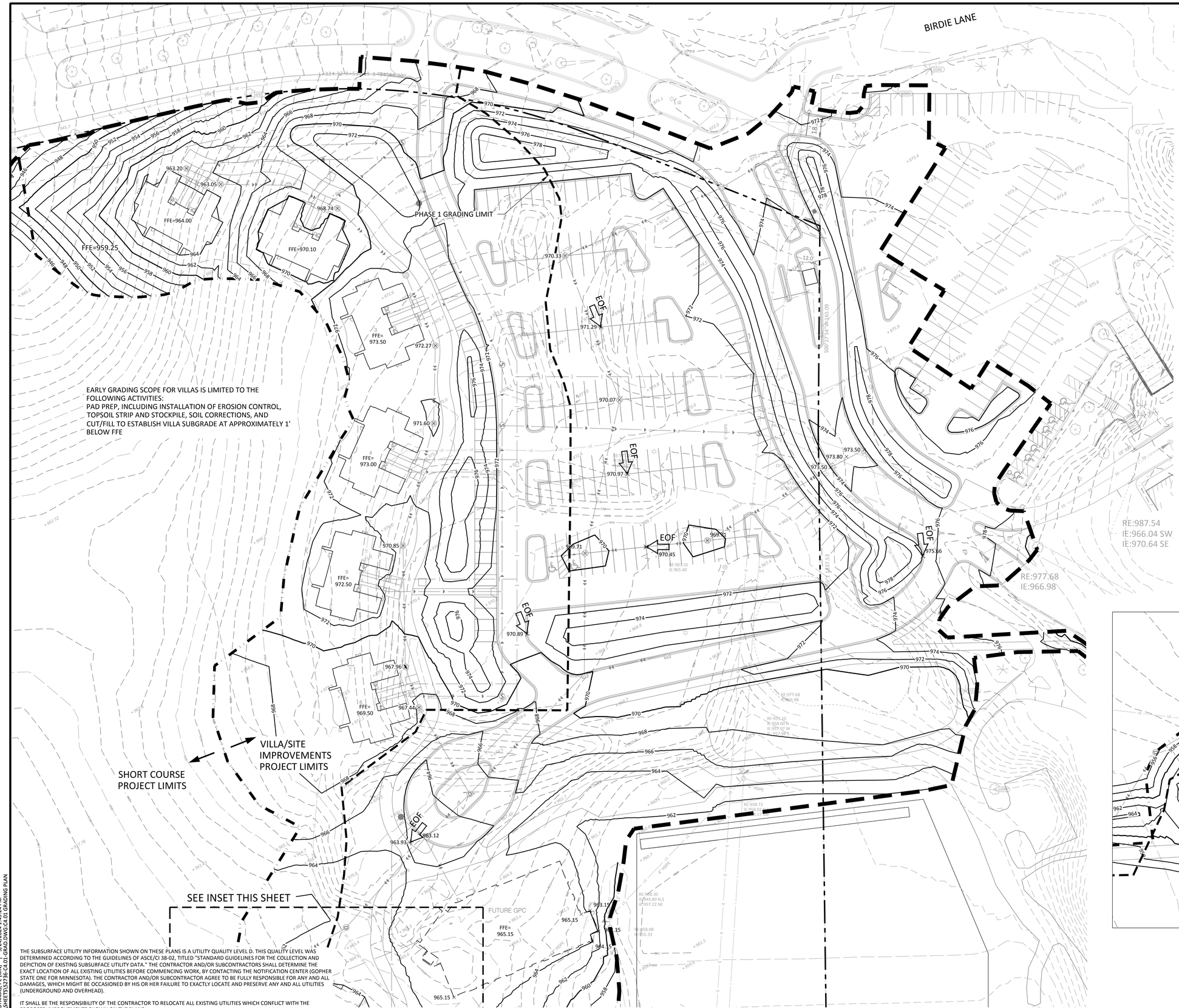


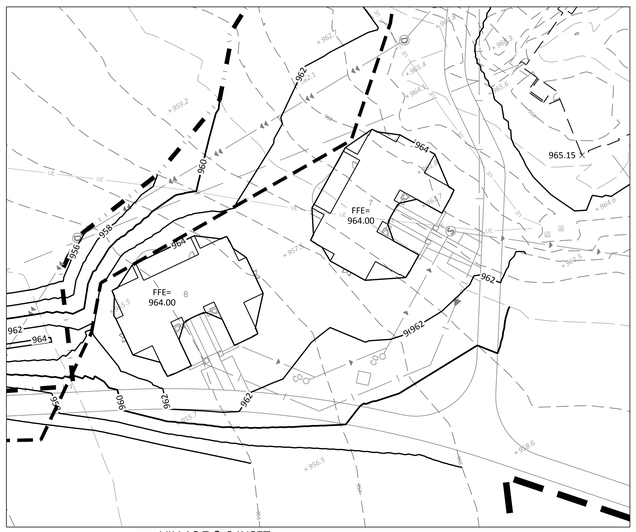
LEGEND

PROPOSED	EXISTING	
		BOUNDARY LINE
		CONCRETE CURB
		STORM SEWER
		DRAINTILE
		BUILDING LINE
		RETAINING WALL
902	902	CONTOUR
	WL	WETLAND
		TREE LINE
902.50	902.50	SPOT ELEVATIONS
		RIPRAP
EOF 902.50		OVERFLOW ELEV.
	ST # 999.9	SOIL BORING
		LIMITS OF DISTURBANCE
		SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY

CONCRETE PAVING

CONCRETE SIDEWALK

PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)



VILLAS 7 & 8 INSET

NORTH

0 30 60
SCALE IN FEET

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2	05/24/2024	EJC	BDB	BDB	GRADING PERMIT SUBMITTAL

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Print Name: BRADY BUSSELMAN, P.E.

Date _____ License # _____

PRELIMINARY

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PERMIT SUBMITTAL
GRADING - 5/24/2024

CONSTRUCTION DOCUMENTS

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PROJECT NO. 52736

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GRADING PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET C4.01 OF 24
REV.

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L:\PROJECTS\52736\CAD\CIVIL\SHEETS\52736-C4.01-GRAD.DWG:C4.01 GRADING PLAN

HAZELTINE BOULEVARD

HUNDERTMARK ROAD

EXCEPTION

EARLY GRADING SCOPE FOR VILLAS IS LIMITED TO THE FOLLOWING ACTIVITIES:
PAD PREP, INCLUDING INSTALLATION OF EROSION CONTROL, TOPSOIL STRIP AND STOCKPILE, SOIL CORRECTIONS, AND CUT/FILL TO ESTABLISH VILLA SUBGRADE AT APPROXIMATELY 1' BELOW FFE

SHORT COURSE GRADING DESIGN BUILD BY OTHERS

SHORT COURSE CONTRACTOR SHALL ADJUST GRADES TO PROVIDE FILL OR ACCEPT SPOIL FROM VILLA/SITE IMPROVEMENTS AS NECESSARY

CONTRACTOR TO PROTECT WETLAND AT ALL TIMES CURING CONSTRUCTION

20' WETLAND BUFFER

SHORT COURSE PROJECT LIMITS

VILLA/SITE IMPROVEMENTS PROJECT LIMITS

PHASE 1 GRADING LIMIT

PROPOSED NURP POND
NWL = 943.74
100-YR HWL = 950.15

PROPOSED FILTRATION BASIN
BOTTOM = 947
100-YR HWL = 950.15

LOT 6

LEGEND

PROPOSED	EXISTING
	BOUNDARY LINE
	CONCRETE CURB
	STORM SEWER
	DRAINTILE
	BUILDING LINE
	RETAINING WALL
902	CONTOUR
	WETLAND
	TREE LINE
902.50	SPOT ELEVATIONS
	RIPRAP
EOF 902.50	OVERFLOW ELEV.
	SOIL BORING
	LIMITS OF DISTURBANCE
	SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY

CONCRETE PAVING
CONCRETE SIDEWALK
SHORT COURSE (BY OTHERS)

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NORTH

0 40 80
SCALE IN FEET

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GRADING PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET
C4.02
7 OF 24
REV.

24.15 (LKS TECH) | EMILY CASTANAS, PE (MN) | 5/24/2024 1:49:24 PM
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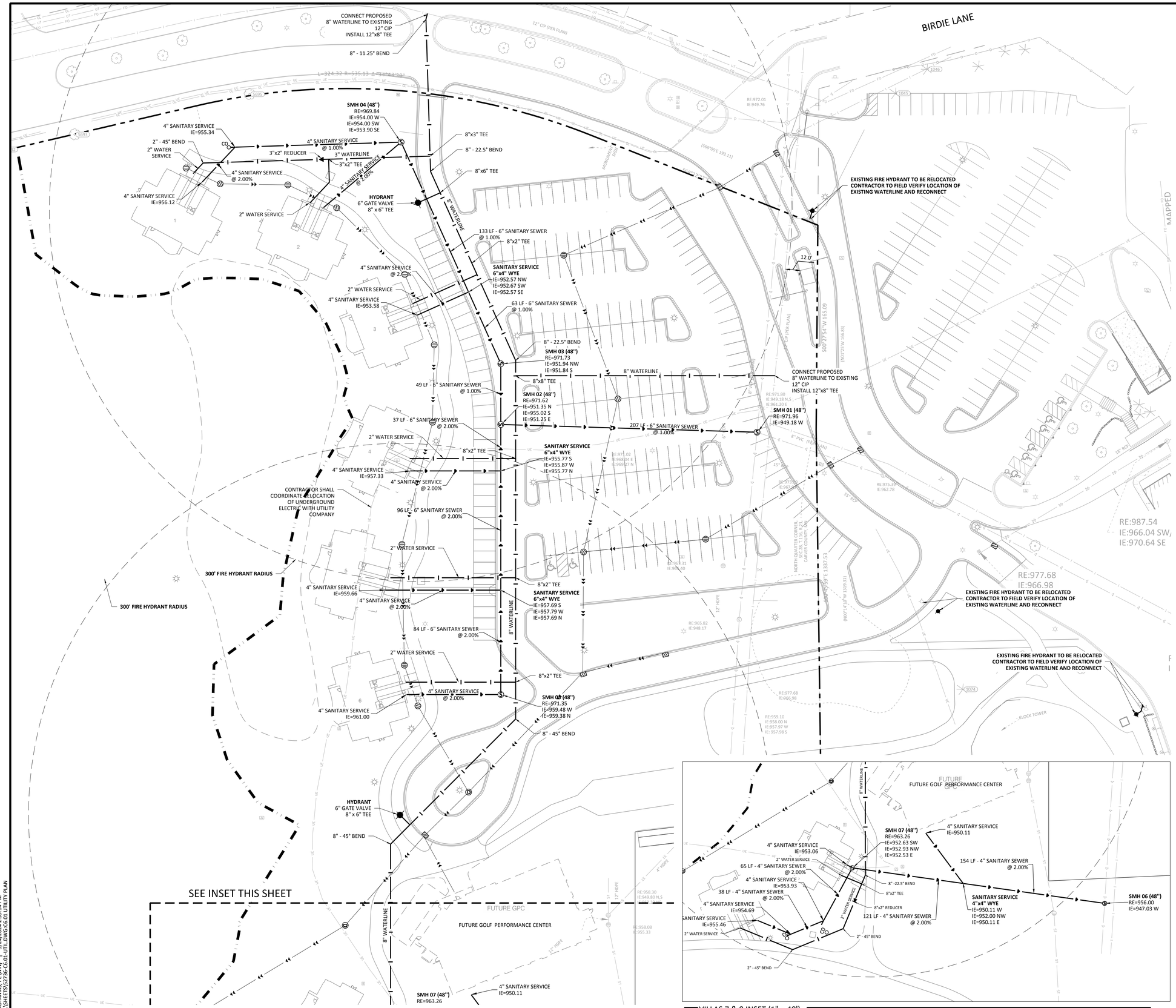

LEGEND

PROPOSED	EXISTING	
		SANITARY SEWER
		FORCEMAIN (SAN.)
		STORM SEWER
		DRAINTILE
		WATERMAIN
		UNDERGROUND GAS LINE
		UNDERGROUND TELEPHONE
		UNDERGROUND ELECTRIC
		CONCRETE CURB
		EASEMENT LINE
		SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY

UTILITY CONSTRUCTION NOTES

1. THE UTILITY IMPROVEMENTS FOR THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD UTILITIES SPECIFICATIONS" AS PUBLISHED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), EXCEPT AS MODIFIED HEREIN. CONTRACTOR SHALL OBTAIN A COPY OF THESE SPECIFICATIONS.
   a. ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIRMENTS, INCLUDING BUT NOT LIMITED TO CITY, DEPARTMENT OF LABOR AND INDUSTRY AND MINNESOTA DEPARTMENT OF HEALTH REQUIREMENTS.
   b. CONTRACTOR SHALL NOT OPEN, TURN OFF, INTERFERE WITH, OR ATTACH ANY PIPE OR HOSE TO OR TAP WATERMAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF ANY SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE THE LIABILITY OF CONTRACTOR.
   c. A MINIMUM VERTICAL SEPARATION OF 18 INCHES, AND HORIZONTAL SEPARATION OF 10-FEET, BETWEEN OUTSIDE PIPE AND/OR STRUCTURE WALLS, IS REQUIRED AT ALL WATERMAIN AND SEWER CROSSINGS.
2. ALL MATERIALS SHALL BE AS SPECIFIED IN CEAM SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.
   a. ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY.
   b. ALL SANITARY SEWER TO BE PVC SDR-35, UNLESS NOTED OTHERWISE.
   i. ALL SANITARY SEWER SERVICES TO BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   ii. ALL SANITARY SEWER WITHIN 10 FEET OF, CROSSING ABOVE, OR WITHIN 12-INCHES BELOW, A POTABLE WATER LINE SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   c. ALL WATERMAIN TO BE DUCTILE IRON - CLASS 52, OR PVC C-900, UNLESS NOTED OTHERWISE.
   i. ALL WATERMAIN TO HAVE 7.5-FEET OF COVER OVER TOP OF WATERMAIN.
   ii. PROVIDE THRUST BLOCKING AND MECHANICAL JOINT RESTRAINTS ON ALL WATERMAIN JOINTS PER CITY STANDARDS.
   iii. WHERE A SEWER LINE CROSSES A WATER SERVICE, THE WATER SERVICE SHALL NOT CONTAIN ANY JOINTS OR CONNECTIONS WITHIN 10 FEET OF THE CROSSING.
   d. ALL STORM SEWER PIPE TO BE SMOOTH INTERIOR DUAL WALL HDPE PIPE WITH WATERTIGHT GASKETS, UNLESS NOTED OTHERWISE.
   i. ALL STORM SEWER CROSSING ABOVE, OR WITHIN 12-INCHES BELOW, A POTABLE WATER LINE SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   ii. ALL STORM SEWER PIPE FOR ROOF DRAIN SERVICES TO THE BUILDING, OR WITHIN 10' OF A BUILDING, SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   e. RIP RAP SHALL BE MN/DOT CLASS 3.
3. COORDINATE ALL BUILDING SERVICE CONNECTION LOCATIONS AND INVERT ELEVATIONS WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION.
4. ALL BUILDING STORM SEWER CONNECTIONS (WITH FIVE FEET OR LESS COVER ARE TO BE INSULATED FROM BUILDING TO POINT WHERE 5-FEET OF COVER IS ACHIEVED.
5. ALL BUILDING SANITARY AND WATER SERVICE CONNECTIONS WITH 7.5 FEET OR LESS COVER ARE TO BE INSULATED FROM BUILDING TO POINT WHERE 7.5 FEET OF COVER IS ACHIEVED.
6. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
7. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
8. ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.
9. 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. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
10. ALL SOILS TESTING SHALL BE COMPLETED BY AN INDEPENDENT SOILS ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. THE UTILITY BACKFILL CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND SOIL INSPECTIONS WITH THE SOILS ENGINEER. A GEOTECHNICAL ENGINEERING REPORT HAS BEEN COMPLETED BY:COMPANY:
    ADDRESS:
    PHONE:
    DATED:
    CONTRACTOR SHALL OBTAIN A COPY OF THIS SOILS REPORT.
11. CONTRACTOR SHALL SUBMIT 2 COPIES OF SHOP DRAWINGS FOR MANHOLE AND CATCH BASIN STRUCTURES TO SAMBATEK. CONTRACTOR SHALL ALLOW 5 WORKING DAYS FOR SHOP DRAWING REVIEW.
12. CONTRACTOR AND MATERIAL SUPPLIER SHALL DETERMINE THE MINIMUM DIAMETER REQUIRED FOR EACH STORM SEWER STRUCTURE.
13. THE UNDERGROUND STORMWATER SYSTEM SHOWN ON THE UTILITY PLAN AND THE DETAIL SHEETS IS FOR INFORMATIONAL PURPOSES ONLY AND DEPICTS THE MINIMUM STORAGE REQUIREMENTS AND THE SYSTEM ELEVATIONS. THE CONTRACTOR (WITH THEIR SUPPLIER OR DESIGNER) SHALL SUBMIT DESIGN DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE DESIGN DRAWINGS SHALL DEPICT THE FINAL LAYOUT AND DETAILS FOR CONSTRUCTION. THE DRAWINGS SHALL BE CERTIFIED BY A LICENSED ENGINEER FOR THE STATE IN WHICH THE PROJECT IS CONSTRUCTED. THE SUBMITTAL SHALL INCLUDE ALL NECESSARY PRODUCT INFORMATION, DESIGN CALCULATIONS AND BEDDING REQUIREMENTS FOR THE PROPOSED STORMWATER SYSTEM. FOLLOWING CONSTRUCTION, THE CERTIFYING ENGINEER SHALL SUBMIT A LETTER TO THE OWNER AND ENGINEER INDICATING THEY OBSERVED THE INSTALLATION AND THE INSTALLATION OF THE STORMWATER SYSTEM WAS IN CONFORMANCE WITH THE CERTIFIED DRAWINGS.
14. THE UTILITY DESIGN DOES NOT INCLUDE WATERMAIN ELEVATIONS. THE CONTRACTOR SHALL INSTALL WATERMAIN AT DEPTHS REQUIRED BY APPLICABLE AGENCIES AND SHALL DETERMINE LOCATIONS OF CONFLICTS WITH OTHER UTILITIES AND INCLUDE THE REQUIRED EFFORTS TO AVOID CONFLICTS (BENDS, MATERIAL CHANGES, ETC.) IN THEIR BIDS.
15. CONTRACTOR SHALL PROVIDE RECORD PLANS AS REQUIRED BY PERMITTING AGENCIES.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NORTH
0 30 60
SCALE IN FEET

NO	DATE	BY	CKD	APPR	COMMENT
1	4/25/2024	JHB	EJC	BDB	CITY REVIEW COMMENTS
2	05/24/2024	EJC	BDB	BDB	GRADING PERMIT SUBMITTAL

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: BRADY BUSSELMAN, P.E.

Date _____ License # _____

PRELIMINARY	
DESIGN REVIEW	
PERMIT SUBMITTAL GRADING - 5/24/2024	
CONSTRUCTION DOCUMENTS	
DRAWN BY	EC/JHB
DESIGNED BY	EC/JHB
CHECKED BY	BB
PROJECT NO.	52736

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UTILITY PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET
C6.01
14 OF 24
REV. #

24.15 (LMS TECH) | EMILY CASTANAS, PE (MN) | 5/24/2024 2:39:14 PM
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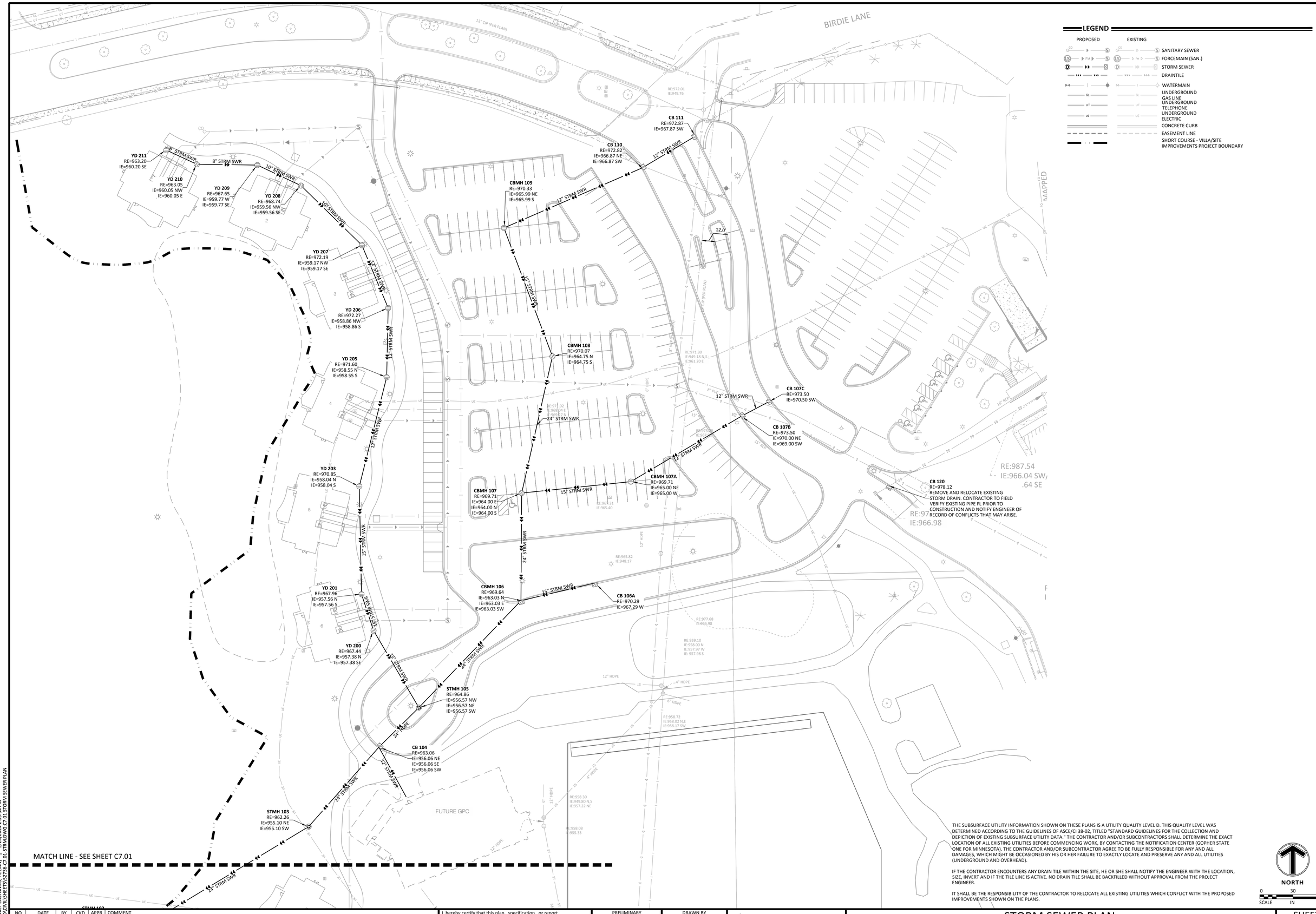

LEGEND

PROPOSED	EXISTING
	SANITARY SEWER
	FORCEMAIN (SAN.)
	STORM SEWER
	DRAINTILE
	WATERMAIN
GL	UNDERGROUND GAS LINE
UT	UNDERGROUND TELEPHONE
UE	UNDERGROUND ELECTRIC
	CONCRETE CURB
	EASEMENT LINE
	SHORT COURSE - VILLA/SITE IMPROVEMENTS PROJECT BOUNDARY

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NORTH

SCALE 0 30 60 IN FEET

NO	DATE	BY	CKD	APPR	COMMENT
1	4/25/2024	JHB	EJC	BDB	CITY REVIEW COMMENTS
2	05/24/2024	EJC	BDB	BDB	GRADING PERMIT SUBMITTAL

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: BRADY BUSSELMAN, P.E.

Date _____ License # _____

PRELIMINARY
DESIGN REVIEW
PERMIT SUBMITTAL
GRADING - 5/24/2024
CONSTRUCTION DOCUMENTS

DRAWN BY EC/JHB
DESIGNED BY EC/JHB
CHECKED BY BB
PROJECT NO. 52736

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STORM SEWER PLAN

HAZELTINE NATIONAL GOLF CLUB
SHORT COURSE, VILLA & PARKING IMPROVEMENTS
PRELIMINARY
CHASKA, MINNESOTA

SHEET C7.01
15 OF 24
REV. #

24-15 (LMS TECH) | EMILY CASTANIAS, PE (MN) | 5/24/2024 2:39:34 PM
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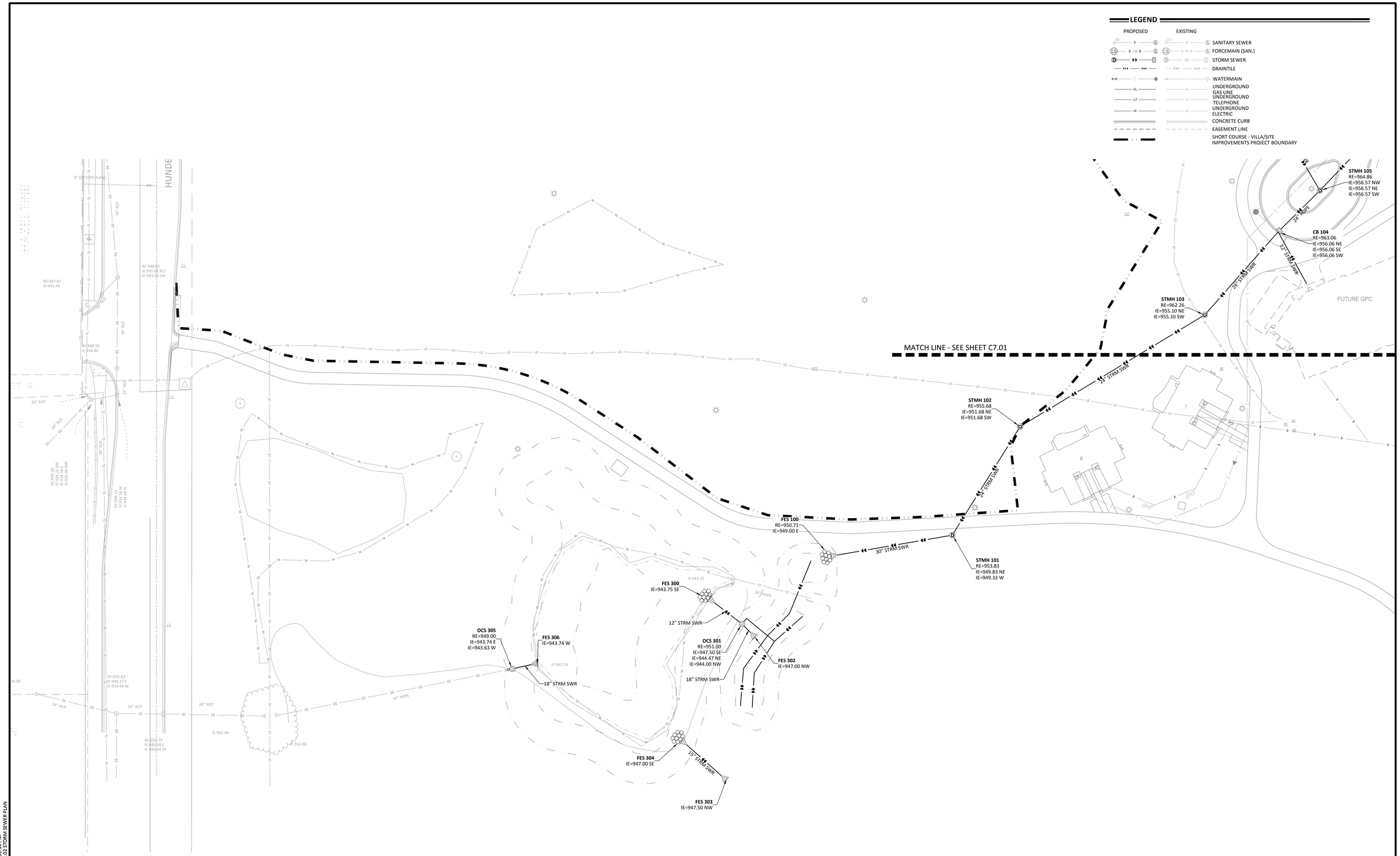

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Date _____ License # _____

PRELIMINARY

DESIGN REVIEW

PERMIT SUBMITTAL
GRADING - 5/24/2024

CONSTRUCTION DOCUMENTS

DRAWN BY EC/JHB

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PROJECT NO. 52736

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STORM SEWER PLAN

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PRELIMINARY
CHASKA, MINNESOTA

SHEET
C7.02
16 OF 24
REV. #

24.1S (LMS TECH) | EMILY CASTANIAS, PE (MN) | 5/24/2024 2:39:34 PM
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Hazeltine National Golf Club

GOLF PERFORMANCE CENTER

Concept Site Plan Review

shea

MAY 7, 2024

8961.02

CONTEXT | SITE IMAGES

CONTEXT | SITE IMAGES

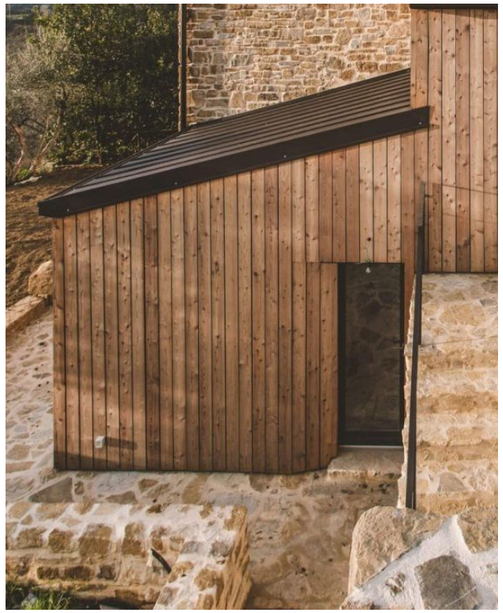
NORTH VIEW

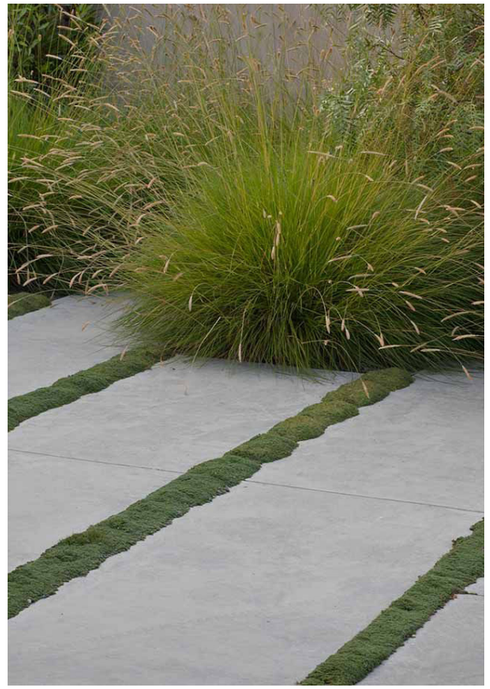
EAST VIEW

SOUTH VIEW

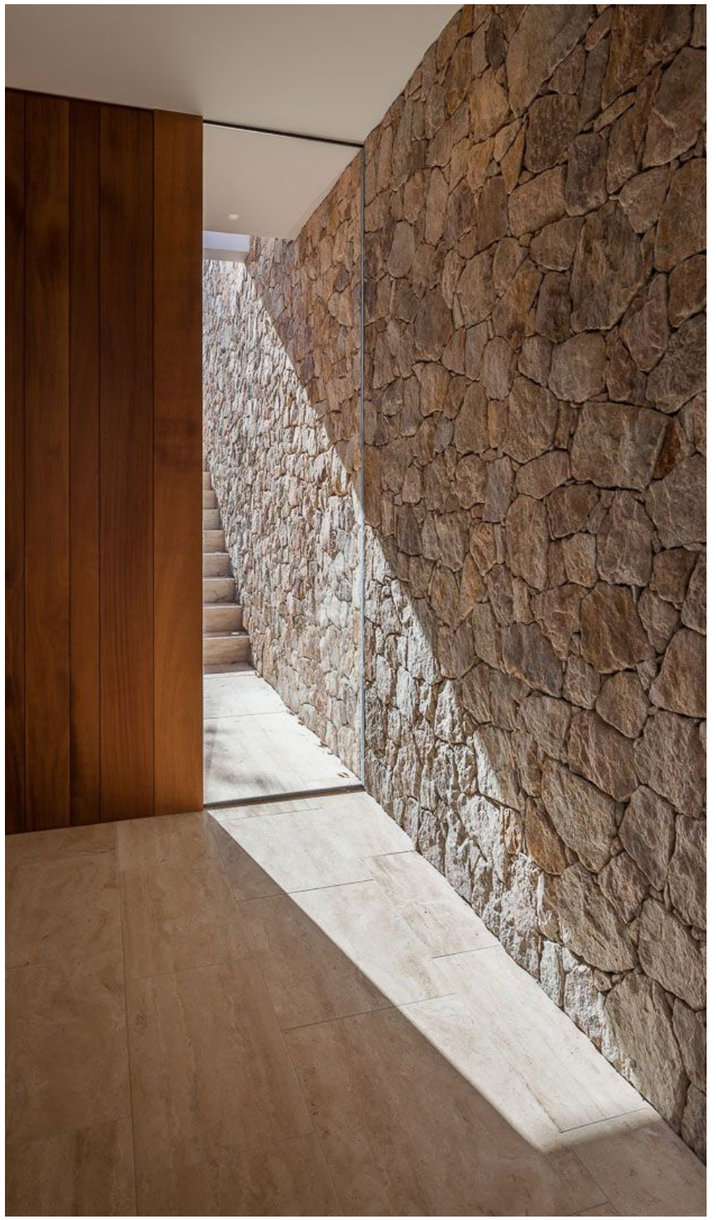
WEST VIEW

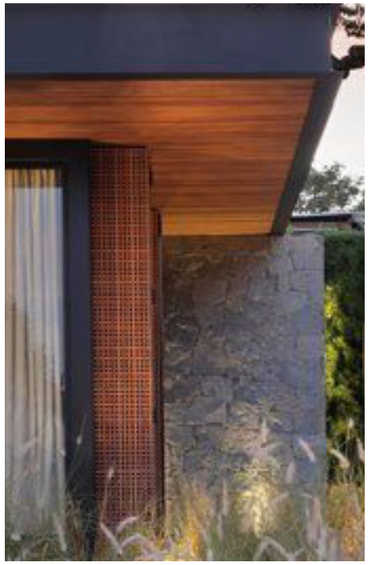
CONCEPTUAL SENSING | OVERALL





CONCEPTUAL DESIGN | MATERIALS





CONCEPTUAL DESIGN | INTERIOR AMENITIES

Thank you

shea

sheadesign.com

- MINUTES -
CHASKA CITY COUNCIL
APRIL 15, 2024

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7 p.m.

2.Pledge of Allegiance

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

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Elise Durbin, Assistant City Administrator; Nate Kabat, Community Development Director; Christophe Morschen, City Attorney; and Matt Clark, City Engineer.

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

5. Visitor Presentation
5.A. Michelle Arnett - Concerns regarding Highway 10 Development impacting Skyview Dr.
Michelle Arnett, 1549 Skyview Drive, explained she attended the Highway 10 public meeting recently. It seemed to be a proposed project at the meeting, but the County representatives have said otherwise. After speaking with the County, they directed her to speak with the City. Safety is only addressed at the main intersection. However, there isn't any information about the impact on Skyview Drive. She has concerns regarding the roundabouts, particularly with the speed, snow implications, and impacts on property values. Ms. Arnett proposed an alternative solution of speed bumps on Skyview Drive. It enhances safety, decreases speed, and decreases noise.

Mayor Windschitl asked if Ms. Arnett thought there would be increased traffic on Skyview Drive. Ms. Arnett explained the speed limit is 30 miles per hour on the residential street, and there isn't an option to reduce the speed. Skyview Drive is on a downward slope, and the speed limit is often broken. Speed bumps would be a way to keep the children of the neighborhood safe.

Mayor Windschitl asked where the cars are going. Ms. Arnett stated Skyview Drive is used as a shortcut for other areas. Regardless, the downward slope and speed limit are unsafe.

City Administrator Podhradsky agreed Ms. Arnett's neighborhood is used as a shortcut because people want to avoid the intersection at 41 and Engler. Councilmembers Hatfield and Grau agreed it is a shortcut area.

Ms. Arnett stated the downward slope and speed limit are unsafe, even if the roundabouts were to redirect traffic. Councilmember Grau stated if the shortcuts were eliminated, then any people speeding would be neighbors. Also, speed bumps are an issue with snow removal.

Councilmember Hubbard stated the people that live in front of the speed bump may benefit from the slower traffic, but drivers make up for that speed between the bumps. Also, drivers may drive on the sidewalk to avoid the bumps.

City Administrator Podhradsky stated the cut-through traffic could be reduced with improvements to the lights on 41.

Ms. Arnett stated if speed bumps are not a viable option, she suggested there be stop signs added to the two streets that intersect Skyview Drive and children's warning signs.

Councilmember Hatfield agreed people drive too quickly on residential streets. A possible solution could be through additional enforcement.

Councilmember Grau thanked Ms. Arnett for bringing her concerns to the Council, and her feedback is important. He agreed with City Administrator Podhradsky that getting the cars to the proper roads would be helpful.

Ms. Arnett stated the construction project won't be complete for a number of years. She requested stop signs in the interim. City Administrator Podhradsky stated the City would have to do an analysis to warrant stop signs. He obtained Ms. Arnett's phone number to follow up with her.

Ms. Arnett thanked the Council for their time.

Mayor Windschitl asked if there are additional visitors looking to speak.

Christian Luken, 30 River Bend Place, explained he is in attendance at the Council meeting to complete a school assignment.

6. Approve Previous Meeting Minutes
6.A. Approve the April 1, 2024 City Council Meeting Minutes
Motion by Councilmember Hubbard, second by Councilmember Grau to approve the minutes of the April 1, 2024 City Council meeting.
Motion carried.

7. Consent Agenda
Councilmember Huang pointed out the value in the McKnight Wetland Bank Conservation Easement is extremely impactful and unique to Chaska.

(22:00) Mayor Windschitl asked were the Seminary Fen is located. City Engineer Clark stated there is a trail near the Xcel transmission line.

Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the Consent Agenda Items A through E:

A. Approve Temporary On-Sale Liquor License - Chaska Lions Club

Motion to approve Temporary On-Sale Intoxicating License TW 24.02 for the Chaska Lions Club, that allows them to serve intoxicating beverages at Chaska Lions Wood Bat Tournament, on June 14th-16th, 2024.

B. On-Sale Liquor at Community Event - Oak 19 Fare and Refreshment

Motion to approve On-Sale Intoxicating License at a Community Event, Lic# OSCF24.01, for Oak 19 Fare and Refreshment, 3000 Town Course Drive, Chaska MN for The Loop at Chaska Grand Opening, effective May 5th, 2024.

C. Approve Lieutenants Contract for 2024-2025

Motion to approve the Labor Agreement between The City of Chaska and the Law Enforcement Labor Services Local #447 (Lieutenants) for January 1, 2024 through December 31, 2025.

D. Approve McKnight Wetland Bank Conservation Easement

Motion to Approve the Conservation Easement Agreement for the McKnight Wetland Bank and Authorizing the Mayor and City Administrator to fully execute.

E. Accept Seminary Fen C-2 Ravine Stabilization Grant

Motion to execute grant agreement and associated work plan with the Board of Soil and Water Resources to accept $615,000 in grant funds for the stabilization of Seminary Fen Ravine C-2.
Motion carried.

8. Action Items

8.A. Designation of Official Newspaper

City Administrator Podhradsky introduced the item to the Council and provided a presentation on it.

Councilmember Hubbard noted the School Board was able to post notifications online. City Administrator Podhradsky explained the School Board obtained special legislation, and there is potential for cities to have similar rules in the future.

Mayor Windschitl stated the system is antiquated. The *Chaska Herald* has been around for a number of years and has preserved the history of Chaska. It is sad to see the newspaper go, and it is a big loss for the City. He thanked the newspaper and its staff for its service to Chaska over the years.

Motion by Councilmember Huang, second by Councilmember Hatfield to appoint the *Patriot* as the City's new official newspaper for the remainer of 2024.

Councilmember Huang pointed out many newspapers have closed all over the country and are a challenge for smaller communities. Several newspapers in the surrounding area are also closing. The *Herald* is one of the longest-operating newspapers in the State. It was founded when Abraham Lincoln was President during the Civil War while Minnesota was still grappling

with the Dakota War of 1862. Also, milk pasteurization had just been invented and Congress had recently approved the printing of dollar bills. It was 14 years before the invention of the telephone, 17 years before the lightbulb, 24 years before the car as it is known today, and 41 years before a successful plane.

Motion carried.

8.B. Adopting Resolution 2024-34 voting against the installation of proposed noise walls along County State Aid Highway (CSAH) 10 and Trunk Highway 41 as part of the Highway 41/CSAH 10 project

City Administrator Podhradsky introduced the item to the Council and Luke Schwarz, Carver County representative, provided a presentation on it.

Councilmember Grau noted the estimated cost for the Noise Wall #9 has not been updated to current costs. City Administrator Podhradsky pointed out it is a federal process which requires using federal numbers.

Mayor Windschitl stated the true cost could be double of the estimate. Councilmember Hubbard stated more accurate data should be provided.

Councilmember Huang stated the noise wall would not allow the trail to access the road. The trail would still be visible to homeowners.

Councilmember Hubbard explained Noise Wall #7 would be very expensive because it would require relocation of power lines.

Councilmember Grau stated the road would basically feel like a tunnel. Even if someone wasn't directly impacted by the wall, the atmosphere would be extremely different.

Councilmember Hubbard added the walls didn't take into account the reflection of the sun and impacts on the opposite side of the wall.

Councilmember Grau noted the noise walls don't consider the future of cars. For example, electric cars are becoming more common, and they are much quieter than gas cars. Councilmember Huang agreed there are flaws in the methodology.

Councilmember Hatfield asked if any community members expressed concerns with sound. Mr. Schwarz stated he didn't personally hear any remarks about concerns with the sound.

Ms. Arnette stated she doesn't support the walls, based on the look and cost, and she has heard desire for landscaping to be a more natural noise barrier. Mr. Schwarz stated the landscaping plans are still in progress, and there is a desire to enhance the area's aesthetic.

City Administrator Podhradsky explained there has been interest in landscaping as a means for noise reduction. Unfortunately, landscaping doesn't buffer any noise. Mr. Schwarz pointed out there needs to be about 100 feet of dense foliage for any noise impact.

Councilmember Huang stated another option to reduce noise is berming, but that requires a lot of ground area as well to prevent erosion.

Mayor Windschitl added he previously expressed concern about the responsibility for maintenance. Upkeep isn't part of the budgeting either.

Councilmember Huang asked what the total cost was based on the analysis. Mr. Schwarz stated he would have to double check, but it would be over $3 million.

Councilmember Hatfield asked about the next steps for communication with residents. Mr. Schwarz stated there will be one more public meeting. Due to some design challenges and issues with approval, the projects won't begin until 2025.

Councilmember Hubbard asked what the consensus from the comment cards showed. Mr. Schwarz stated he hasn't seen those results.

Councilmember Hubbard asked who is following up with commenters regarding their concerns. Mr. Schwarz stated someone from the County follows up with commenters if requested on the comment cards.

Councilmember Huang pointed out the County is looking into walls because it is a requirement of the process. Mr. Schwarz confirmed since the road is expanding from two lanes to four lanes, there are federal requirements to look into noise walls. Councilmember Huang thanked Mr. Schwarz and other County workers for their work on the project.

Mayor Windschitl asked if all construction plans will be pushed back a year. Mr. Schwarz stated three projects' timelines have been impacted.

Motion by Councilmember Huang, second by Councilmember Grau to adopt resolution 2024-34 voting on the installation of proposed noise walls along County State Aid Highway (CSAH) 10 and Highway 41 as part of the Highway 41/CSAH 10 project.
Motion carried.

9. Bills

9.A. Accounts Payable Claims Roster 15-4-2024

The Council requested further information about bills on pages 3 and 13.

City Administrator Podhradsky provided further information regarding those bills.

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

10. Other Business

10.A. City Administrator's Report
10.A.i. Bi-Weekly Report 15-4-2024
10.B. Hawk Pride Recap
10.C. Financial Reports as of 02/29/2024

Councilmember Grau:

- Noted a number of baseball fields and parks are receiving AEDs.

Councilmember Huang:

- Stated there will be a tree planting on Saturday, April 20, 2024 at Lion's Park.
- Noted April 29, 2024 will be the last day the Fire Department is in its current building.
- Pointed out May 4, 2024 is Christmas in May.
- Stated the opening of the revitalized park The Loop will be May 5, 2024.
- Noted Taste of Chaska is May 8, 2024.
- Added River City Days is July 26, 2024.
- Stated the Chaska History Society is hosting tours and reenactment performances.
- Pointed out 16 teachers from Chaska High School were nominated for Teacher of the Year and four others were nominated for Support Staff of the Year.
- Explained Orchestra Director, Kate Kowalkoski has been selected to perform with the Minnesota Orchestra as part of the first educator side-by-side performance; only 34 string educators in Minnesota and Wisconsin were selected.
- Congratulated the Knowledge Bowl Team for placing third at the regional tournament.
- Shared two students qualified for the DECA International Conference and Halle Browning qualified for the 2024 National Speech & Debate Association National Tournament.
- Noted three students were selected for the MMEA All-State Choir, two for the ACDA 9/10 Honor Choir, and two for the MMEA All-State Band.
- Added six Chaska High School theater students received Hennepin Theatre Trust Spotlight Honors and another six received awards at West Conference Visual Arts Festival.
- Stated the Chaska Hawks Concert Choir, Symphonic Band and Wind Symphony competed at the Region 2AA Contest and received the highest ratings of "Superior".
- Pointed out 2024 Scholastic Award Winners included two Gold Key winners, eight Silver Key winners, and five honorable mentions.
- Shared two Chaska High wrestlers competed at state and the Boys Swim and Dive Team finished 11th overall.
- Explained Aubrey Heyer was selected as the 2024 Athena Award Winner.
- Added four students were selected for Minnesota Association of Dance Teams All State Teams.

Councilmember Hubbard:

- Pointed out Spring Clean-Up is May 4, 2024.
- Noted she attended the Chaska Bash fundraiser, and it was well-attended.

Councilmember Hatfield:

- Asked for details on making tee times for The Loop. City Administrator Podhradsky stated he would look into it.
- Pointed out Squad Car Story Time is April 16, 2024.
- Stated food distribution is April 18, 2024.
- Noted Coffee with a Cop is April 24, 2024.
- Added Earth Day in May is May 4, 2024.
- Explained the summer music series will be returning.
- Stated a constituent expressed concerns about being neighborly. She encouraged residents to be considerate of one another.

Assistant City Administrator Durbin:

- Stated Moratta Controls is applying for the MIF funds, and they are having a ribbon cutting on April 22, 2024. She invited Councilmembers to attend with her.

City Administrator Podhradsky:

- Pointed out the legislation regarding missing middle housing is not moving forward.

(1:22:00) Graham Johnson:

- Explained the final edition of the *Herald* is coming out on April 25, 2024.

Mayor Windschitl:

- Thanked Staff and other cities for their work on the missing middle housing legislation.

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Hubbard to adjourn the meeting at 8:24 p.m.
Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
MAY 6, 2024

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7 p.m.

2.Pledge of Allegiance

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

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Krista Mark, Communications Coordinator; Elise Durbin, Assistant Administrator; and Christophe Morschen, City Attorney.

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

5. Proclamation
5.A. Professional Municipal Clerks Week
Mayor Windschitl read the proclamation recognizing Professional Municipal Clerks Week.

City Administrator Podhradsky pointed out the City has two clerks, and one is finishing up their certification this week.

Mayor Windschitl noted Armed Forces Day is May 18, National Police Week is May 12 through 18, Military Appreciation Month is for the entire month of May, Firefighters Day is May 4, National Teacher's Appreciation Week is May 6 through 10, Nurses Week is May 6 through 12, and Public Service Recognition Week is May 5 to 11.

Councilmember Grau added May is also Asian Pacific American Heritage Month.

Councilmember Hubbard stated it is also Correction Officer Week.

6. Visitor Presentation
6.A. State of the Library Presentation – Jodi Edstrom and Kevin Spencer
Jodi Edstrom, Carver County Library Director, introduced herself and Kevin Spencer, Chaska Branch Manager. She explained the theme of the Annual Report is community through community learning, gathering, partnership, and grants. She listed a number of programs and opportunities offered by the Carver County Library system throughout the year.

Ms. Edstrom noted the library introduced automatic renewals for books without waiting lists. There are also text messaging notifications. There are also in-person, online, hybrid, and self-directed programs, and there were more than 13,000 adult participants.

Ms. Edstrom pointed out there were over 1.3 million checkouts for library items. Storytime attendance topped 10,000 kids. One of the online youth services programs reached over 22,000 views. Additionally, library meeting rooms were booked over 875 times.

Mr. Spencer showed a pie chart. A large majority of the circulation in 2023 was children's books. Almost 3,000 library card holders were added, which increased the total card holders to over 15,000. More than 2,500 people attended in-library programs and over 565 of volunteer time was donated.

Mr. Spencer noted his philosophy for the library is a community hub. He detailed events and programs such as the 101 Year celebration, the adult winter reading program, the seed library extension, teen programming, the youth summer reading program, and story times. Connecting with the community is the most important part of a library.

Mr. Spencer explained all of the processing of materials is a huge job and takes place at the Library Administration building. He recognized the impact of Friends of the Chaska Library.

Mr. Spencer added he is focused on the future of the library. He hopes to create a library as a destination by incorporating a children's museum or something else to attract even more visitors. He showed images of other libraries around the United States.

Councilmember Hubbard noted her love of the library and all it has to offer. The library goes above and beyond what one would expect of a library.

Councilmember Huang stated libraries are an institution intersecting with some issues retail faces. They have been impacted by COVID-19 and technology. Libraries are so much more than books. Mr. Spencer agreed libraries are a vibrant place.

Councilmember Grau shared an opportunity for the library to obtain more Asian heritage materials through the May Book Project. Mr. Spencer stated it is important for all people to find reflections of themselves in the library.

Councilmember Hatfield pointed out it was Mr. Spencer's presentation to the Council. He has done a great job filling Ms. Edstrom's shoes after her promotion. It is exciting to hear updates from the library. She thanked them for their work in Chaska.

Mayor Windschitl noted he has been to the library more in the past year than the rest of his life. The City will be building a new library soon. He asked if there is a standard footprint the County recommends or any processes underway.

City Administrator Podhradsky stated the typical process is a collaboration between the County and the City. There is also usually a citizen task force that provides input. The square

footage is usually one square foot for each person in the City. The current building is 8,000 square feet, which is rather small for a community of Chaska's size.

Mayor Windschitl stated Staff and the community need to start preparations to streamline the future building process.

7. Approve Previous Meeting Minutes

7.A. Approve the April 15, 2024 City Council Meeting Minutes

Motion by Councilmember Hubbard, second by Councilmember Hatfield to approve the minutes of the April 15, 2024 City Council meeting.
Motion carried.

8. Consent Agenda

Mayor Windschitl asked for more information on Consent Agenda Item 8F. Adopt Resolution 2024-35 Approving and Amending the Municipal State Aid (MSA) Streets of the City of Chaska. City Administrator Podhradsky explained some streets need to be added and some removed to the MSA.

Councilmember Hatfield asked if all of the transient accommodations renewals are addressed at the same time, referring to Consent Agenda Item 8L. Approve Transient Accommodation Renewal - Super 8. She pointed out one location is not listed. City Administrator Podhradsky stated the other location is working on selling. Staff plans to bring the item back to the Council once the owner works on some improvements.

Councilmember Hubbard asked when Costco is going to open. City Administrator Podhradsky stated the opening date is planned for July 13, 2024. However, the plumbers are on strike, which might delay some of the work.

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

A. Adopt Resolution 2024-36 Awarding bid for the NE Collector - Savanna Way Phase 2 Project

Motion to adopt Resolution 2024-36, awarding the bid for the NE Collector – Savanna Way Phase 2 Project to Swan Companies, Inc. in the low bid total amount of $1,879,880.03.

B. Adopt Resolution 2024-38 Awarding bid for Bavaria Road Turn Lane Improvements at SW Christian High School

Motion to adopt Resolution 2024-38, awarding the bid for the Bavaria Road Turn Lane Improvements at Southwest Christian High School project to Kusske Construction Co. in the low bid total amount of $914,480.80.

C. Adopt Resolution 2024-40 Awarding Bid for the 2024 Overlay Program

Motion to approve Resolution 2024-40 awarding the bid for the 2024 Overlay Program to Northwest Asphalt in the low bid amount of $503,302.72.

D. Adopt Resolution 2024-41 Approving a Real Estate Donation Agreement - Lucero Izaguirre

Motion to adopt Resolution 2024-41 approving a Settlement and Release and Easement Agreement with Lucero Izaguirre.

E. Adopt Resolution 2024-39 Approving a Real Estate Donation Agreement - United Sugar Producers & Refiners Cooperative

Motion to adopt Resolution 2024-39 approving a Real Estate Purchase and Donation Agreement for property PID 30.6400110.

F. Adopt Resolution 2024-35 Approving and Amending the Municipal State Aid Streets of the City of Chaska

Motion to Adopt a Resolution 2024-35 Approving and Amending the Municipal State Aid Streets of the City of Chaska.

G. Adopt Resolution 2024-37 Accepting Gifts and Donations

Motion to adopt Resolution 2024-37 acknowledging and accepting gifts to the City of Chaska received during the period January 1, 2024 through March 31, 2024.

H. Approval of 2023 Interfund Transfers

Motion to approve 2023 interfund transfers to be reported as Other Financing Sources and Uses in the 2023 Annual Financial Report.

I. Approve Teamsters Local #320 Contract

Motion to approve employment contract for the 2024-2025 period between the City of Chaska and Teamsters Local 320, with this agreement becoming effective January 1, 2024.

J. Approval of Off Sale Intoxicating and Sunday Sale Liquor License – Costco

Motion to approve an Off-Sale Intoxicating Liquor License and Sunday Sale license for Costco Wholesale Corporation, DBA Costco Wholesale #1646, located at 2 Oakridge Drive, Chaska.

K. Approve Temporary On-Sale Intoxicating License for Guardian Angels Church

Motion to approve Temporary On-Sale Intoxicating License TW.24.03 for Guardian Angels Church, allowing them to serve intoxicating beverages at the AngelFest Celebration, effective September 29, 2024.

L. Approve Transient Accommodation Renewal - Super 8

Motion to approve the 2024-2025 transient accommodation license effective May 1, 2024, through April 30, 2025.
Motion carried.

9. Action Items

10. Bills
10.A. Accounts Payable Claims Roster 6-5-2024
The Council requested further information about bills on pages 1, 34, and 35.

City Administrator Podhradsky provided further information regarding those bills.

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

11. Other Business
11.A. City Administrator's Report
11.A.i. Bi-Weekly Report 6-5-2024

Councilmember Hatfield:

- Noted Christmas in May was recently held.
- Pointed out The Loop opened.
- Stated the Fire Department and Police Department are having another Battle of the Badges with a food drive.
- Stated there is a bike and helmet sale at the Municipal Services Building.
- Shared Coffee with a Cop is on May 15 at the south Caribou.
- Added Food Distribution is May 16.
- Encouraged people to check out the Parks and Recreation page for information on more events.

Councilmember Hubbard:

- Agreed Christmas in May was an amazing event.
- Thanked St. John's for their participation in Christmas in May.
- Attended the opening of The Loop. Many people participated in the preparations and success of the event and the course itself.
- Attended the Cinco de Mayo celebration hosted by the local Rotary Club.
- Attended the First Responder Luncheon where Officer Jahnke was honored.
- Pointed out Mother's Day is the upcoming weekend and thanked the caregivers for their service.

Councilmember Huang:

- Pointed out the Fire Department moved to its temporary location on April 25, 2024.
- Noted the turnout for Christmas in May was impressive.
- Attended The Loop grand opening. Barrier-free golf is a wonderful, unique concept.
- Noted Taste of Chaska is May 8, 2024.
- Stated River City Days is July 26, 2024.
- Stated the Chaska History Society is hosting tours and reenactment performances.
- Shared the Veteran's Day Service is coming up.
- Pointed out Officer Jahnke is retiring at the end of the month.
- Added Southwest Transit is working on a new prototype run of autonomous vehicles in Eden Prairie.
- Wished the mothers a Happy Mother's Day.

Councilmember Grau:

- Agreed Christmas in May is a great community event.
- Noted the Chaska Classic will be that coming weekend with 51 baseball teams participating.

Assistant City Administrator Durbin:

- Pointed out demolition began on the old Fire Station.

City Administrator Podhradsky:

- Thanked the community for their efforts with Christmas in May.
- Noted his appreciation of The Loop and the opportunity for his disabled son to participate in such an event.

Mayor Windschitl:

- Stated he is proud of The Loop and its impact on the community.
- Thanked the Council for their boldness in their support of The Loop.
- Agreed Christmas in May was an amazing event and encouraged more people to participate in future years.
- Pointed out the Under-5 Curling Championship was hosted at the end of April, and a Duluth team won it.
- Added the U.S. Amateur Golf Championship will be held at Hazeltine National Golf Club and Chaska Town Course in April.
- Encouraged the community to attend the Veteran's event on Monday.
- Noted the fishing opener is soon.
- Wished folks a Happy Mother's Day.

12. Adjourn

Motion by Councilmember Hubbard, second by Councilmember Huang to adjourn the meeting at 8:06 p.m.
Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
MAY 20, 2024

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7 p.m.

2.Pledge of Allegiance

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

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Noel Graczyk, Administrative Services Director; Krista Mark, Communications Coordinator; Elise Durbin, Assistant City Administrator; Marshall Grange, Parks and Recreation Director; Nate Kabat, Community Development Director; Liz Hanson, City Planner; Ashley Cauley, City Planner; and Christophe Morschen, City Attorney.

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

5. Visitor Presentation
John Sigfreid, 110696 Village Road #105, stated the contract regarding landscaping downtown has a high variance between the lowest and highest bid. The best bid was $400,000 cheaper than other bids and $300,000 less than what the Engineer estimated. He asked if there is a contingency or policy in place to handle change orders.

Mr. Sigfried added parking has been destroyed by construction or is inaccessible due to construction. There is no solution offered by the City. He requested the construction workers not take up the best parking spots. Some financial assistance was provided to the wine store to offset the loss of business from construction. The same should be considered for La Hermosa and Revive Nutrition.

Fred Koivumaki, 276 Jasper Circle N, pointed out he emailed each member of the Council regarding a development. Mayor Windschitl stated the development is on the agenda for the evening, so the Council will discuss it. Mr. Koivumaki noted the infrastructure is interesting because it will complete a circle. He requested it be compatible with the lot size that is already in place.

6. Approve Previous Meeting Minutes
6.A. Approve the May 6, 2024 City Council Meeting Minutes

Motion by Councilmember Hatfield, second by Councilmember Grau to approve the minutes of the May 6, 2024 City Council meeting.
Motion carried.

7. Consent Agenda

Councilmember Hatfield stated she drove by the Habitat for Humanity development, and it looks great. She thanked Habitat for Humanity for their work in the community.

Councilmember Grau asked for Staff's thoughts on the landscaping bid. City Administrator Podhradsky explained the Engineering Department has the most concern about bids and the bidder's ability to complete the projects. The City doesn't have a lot of leeway to reject bids. Staff sits down with the best bidder before bringing any bids to the Council. The bidder is going to work quickly and use a lot of staff.

Mayor Windschitl added some people bid really high because they are unable to take on the project.

Councilmember Huang asked if Chaska had worked with the contractor before. City Administrator Podhradsky stated the City has not worked with the contractor previously.

Councilmember Huang asked if options are in place should the contractor not follow through. City Attorney Christophe Morschen noted there are a number of legal avenues the City could access should need to seek out recourse.

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

A. Adopt Resolution 2024-42 Awarding the Bid for 2-115kV Breakers for the Minnesota River Substation

Motion to Adopt Resolution No. 2024-42, awarding the bid for the 2-115kV Breakers for the Minnesota River Substation to Siemens for the amount of $208,700.00.

B. Adopt Resolution 2024-43 Awarding Bid for Exterior Renovation and Roof Replacement of FoodShelf/Well 4 Building

Motion to Adopt Resolution No. 2024-43, awarding the bid for the Exterior Renovation and Roof Replacement of the Bountiful Baskets Food Shelf/Well 4 Building to Allied Construction, in the amount of $321,320.00.

C. Adopt Resolution 2024-45 Awarding bid for the 2024 Downtown Project - Landscaping/Irrigation Project

Motion to adopt Resolution No. 2024-45, Awarding the bid for the 2024 Downtown Project – Landscaping/Irrigation Project to Valdes Land Care and Snow Removal, LLC in the low bid total amount of $534,662.50.

D. Joint Powers and Mutual Aid Agreement for State Delegated Building Inspections

Motion authorizing the Mayor and City Administrator to enter into a Joint Powers and Mutual Aid Agreement for state delegated building inspections with the Cities of Chanhassen and Victoria.

E. Approve 2024-2025 Liquor License Renewals

Motion to approve liquor license renewals as itemized on Schedule A attached, effective July 1, 2024 through June 30, 2025, with contingencies as noted.

F. RFA Approve Meeting Time Change for Parks and Recreation Commission

Motion to Approve the Parks and Recreation Commission Request to Change the Monthly Meeting Start Time To 6:30 pm for the remainder of 2024.

G. Accepting Public Improvements – Shepard of the Hills Development by Twin Cities Habitat for Humanity

Motion to accept the public improvements for the Shepherd of the Hill Development as municipal facilities and adjust bond accordingly.
Motion carried.

8. Action Items

8.A. Motion to adopt Resolution No. 2024-50 approving the Concept Plan for Jaspers Circle/ Todd Olin/ PC #2024-06

City Administrator Podhradsky introduced the item to the Council and City Planner Ashley Cauley provided a presentation on it.

Councilmember Hatfield noted she drove through the area. It is important for the developer to fit the existing neighborhood. Traffic is always hard, but the roundabouts will be helpful.

Councilmember Hubbard asked if the ghost plot was considered. Ms. Cauley explained it would be considered with the Comprehensive Guide Plan.

Councilmember Huang asked if the future ghost plot is the same density as the proposal. Ms. Cauley stated she doesn't have the exact calculation with her.

Mayor Windschitl asked if the ghost plat was originally planned or if there is one in the future. Ms. Cauley stated the initial ghost plat was submitted in 1997. The second ghost plat was submitted with this Concept Plan.

Councilmember Hubbard clarified her previous question was regarding the future ghost plat. Ms. Cauley stated she can't answer with a specific number.

City Administrator Podhradsky pointed out they use a general calculation for the ghost plat. Ms. Cauley stated the intersections would have been built with the ghost plats in consideration.

Mayor Windschitl asked if the future ghost plat would only be in place should the owner sell the land. Community Development Director Nate Kabat explained the applicant isn't putting anything forward for the northern portion. It is merely a proof of concept showing a potential option. Mayor Windschitl stated it is important to talk about it nonetheless.

Councilmember Huang stated he would like to know how many lots would be in the future ghost plat should the same density be applied to it.

Councilmember Grau stated the thresholds aren't being hit which would require green space or landscaping requirements. Ms. Cauley confirmed that was correct.

Mayor Windschitl asked how high a berm would be on the side for Hwy 41. Ms. Cauley stated one condition of approval is a berm on lots three through nine. The specific height has yet to be determined. Mayor Windschitl pointed out the berms make the lots much smaller.

Mayor Windschitl asked if the public had any comments.

Donelle Heieie, 303 Groves Drive, noted she is concerned about the proposed number of lots. The developer pushes a self-serving narrative and ignores the community's values. The increased density should not be accepted due to poor planning or bad investment. People are more important than profits.

Jill Randall, 1696 White Oak Drive, pointed out she wasn't aware of previous meetings as she was not within the notification area. However, the development would impact her. There should be an additional access point to the neighborhood for safety purposes. Her car has been hit by a truck, and she has had to run for her life while cars are fishtailing on her street. There is also a lot of dead wildlife in the streets due to the speeding. Additional traffic would only make the neighborhood less safe.

Commissioner Hubbard explained infill projects are always hard. The reason for only one access is a decision by the Minnesota Department of Transportation. There seems to be justification for the lot sizes. However, the lot sizes are too small. Both the current and future residents need to be considered.

Commissioner Hubbard noted it is likely that the Planning Commission struggled with a decision, which is why they added so many conditions. She stated she would like to see the lot sizes be made more similar to the existing lots.

Commissioner Grau agreed the traffic increase is inconvenient. The average lot size is comparable to other nearby developments. However, the price point seems much higher. Ultimately, it is the market that will dictate the price. The berm is questionable. He chose his location for his family because of the larger lot size as it is more suitable for a family. There is a huge value in lot size.

Commissioner Grau pointed out it is expected for a developer to make the most money off of their investment. There is some change in the plan during the site plan review. The economics have changed over time.

City Administrator Podhradsky explained the concept plan phase is the appropriate time to inform the developer of preferred density in order for them to have a chance at the site plan phase.

Commissioner Hubbard added landscaping as screening takes a lot to make an impact. Commissioner Grau stated he wouldn't like to see a wall there either.

Councilmember Huang stated the current neighborhood is built at a density of 1.8. The developer is looking to build at the median of the current standard, which is different than previous standards. It is a hard balance between reducing density while keeping the price point within a reasonable range. He added a higher price point would also bring in a different type of neighbor.

Councilmember Huang agreed the berm is concerning. There isn't enough space to create a noise barrier with landscaping. The berm, however, also takes up a lot of room.

Councilmember Huang stated he wouldn't be comfortable with the proposal until all impacted parties are okay with it. He doesn't want to leave a legacy of poor decisions. The residents will be in their homes much longer than the Councilmembers will be on the Council.

Councilmember Hatfield stated she lives downtown, and none of the homes look alike. However, she likes that. New builds are never going to perfectly match the existing homes. Also, infill is hard. When the Council asks for fewer lots, the developer has to offer larger houses.

Councilmember Grau stated while the lot average is listed at 0.19, if the largest lot is removed from the average, the average goes down to 0.17. Multiple lots are 0.14. Those can fit elsewhere, but it's not appropriate for the area.

Councilmember Hatfield added removing only two lots would make a big impact on other lots. Councilmember Hubbard stated consistency in lot size makes a more cohesive neighborhood.

Mayor Windschitl asked if the starting cost of $550,000 is for the small lots. Todd Olin, Land and Resource Consulting, stated the smaller lots cost $550,000 while the larger ones are closer to $650,000. They plan to build a similar square footage home as the existing homes.

Mr. Olin explained the proposal is very similar to other infill. The fixed costs remain the same despite the number of homes built. They hope to keep the homes at a reasonable price point that are similar to others in the neighborhood. Ultimately, the developer is committed to working with the neighbors and Staff to reach a compromise.

Mr. Olin stated the proposal is similar to homes north or south on White Oak. There is also value in creating a neighborhood with a range of options. The higher end of the density requirements are able to be met because land is removed for stormwater and right of ways.

Mr. Olin added the developer wants to build two of the homes for his own children because he values the community.

Mr. Olin noted the developer always needs to make a profit off an investment, otherwise there wouldn't be any new development. They typically aim for profits of 40 to 50 percent at the start with a final profit margin of 35 percent. The proposal is already on the lower end of appropriate profit margins to best suit the interests of the neighborhood.

Mayor Windschitl asked what Mr. Olin heard from the neighbors. Mr. Olin stated the neighbors expressed concerns about traffic, character, and density. Mayor Windschitl asked how those concerns can be addressed. Mr. Olin stated they plan to go back to the drawing board to determine what best fits the character of the neighborhood.

Mayor Windschitl stated the area was ghosted for eight, but the developer is at 16. There needs to be another option to serve all parties. The developer needs to be creative as 16 is too many.

Mayor Windschitl added there is no cutting through the neighborhood, and the majority of speeders are neighbors. He suggested the neighborhood start an email chain to call out speeders.

Commissioner Huang stated the best litmus test of a successful development is happy neighbors. Mr. Olin noted he isn't sure they will get there, but they will make the best effort to find a compromise.

Mayor Windschitl stated the Council can vote for approval to allow time for the developer to make some changes. The development could still be rejected at the site plan phase. City Administrator Podhradsky confirmed that would be appropriate. He suggested stronger language be used to direct Staff to work with the developer to determine the appropriate size of density.

Commissioner Grau thanked Mr. Olin for speaking with the Council and his willingness to work with the neighbors.

Councilmember Huang pointed out he would not vote in favor of the approval. He plans to change his vote once the neighbors are on board.

Mayor Windschitl asked what would happen if all Councilmembers voted against the proposal. Mr. Kabat stated the developer would have to resubmit the concept plan. There would typically need to be findings to support the denial.

Mr. Olin asked if there is a one-year time period required before a similar concept plan is submitted. City Administrator Podhradsky stated Staff will have to check the Zoning Ordinance for requirements.

Mayor Windschitl explained the Planning Commission approved the proposal because it meets the legal requirements in the code. The Council makes the determination if the specific proposal fits with the area. Voting in favor of the concept plan would allow the developer to further refine the plan.

City Administrator Podhradsky stated there is a waiting period for resubmission when rezoning is being considered, but there is not for the concept plan.

Motion by Councilmember Hatfield, second by Councilmember Hubbard to adopt Resolution 2024-50 approving the concept plan for Jasper Circle including the conditions from the Planning

Commission recommendation with an additional condition to direct Staff to work with the developer to determine an appropriate density.
Motion carried 4-1.

8.B. Motion to adopt Resolution No. 2024-48 OR Resolution 2024-52 and Ordinance No. 1045 Approving the Preliminary Site & Building Plan and Rezoning for Hazeltine National Golf Course - Northwest/Hazeltine National Golf Course/PC #2024-07
City Administrator Podhradsky introduced the item to the Council and City Planner Liz Hanson provided a presentation on it.

Mayor Windschitl asked if it is legal for the two items to be combined. Ms. Hanson confirmed it is legal, though there are two separate motions due to differing timelines.

Councilmember Hubbard asked why the developer wants to eliminate the ninth condition. Ms. Hanson stated they didn't believe it was necessary because one access is minimally used.

Councilmember Hatfield asked why the developer wants to keep open to two sidewalks. Ms. Hanson stated the developer wanted to keep their options open.

City Administrator Podhradsky noted it would be very rare for the eleventh condition to work out because there are different property owners.

Mayor Windschitl stated the options have already been explored, and it is more feasible to keep the sidewalk on the south side.

Mr. Kabat recommended the condition be clarified. The applicant is implementing the sidewalk, whether it is on the south or north side. It is unheard of for the City to contribute to that. City Administrator Podhradsky stated there is no precedent for a developer to push a sidewalk or other feature onto another property.

Councilmember Huang asked if the Council could eliminate the ninth condition and add the eleventh condition. City Administrator Podhradsky confirmed that could be done.

Councilmember Grau asked if cities, where Airbnbs and the like are banned, would disallow the villas. City Administrator Podhradsky stated that wouldn't be a conflict.

Phil Anderson, General Manager of Hazeltine National Golf Club, explained the access points are important to the Club for situations such as deliveries or busses with certain professionals.

Mayor Windschitl asked how the service access is set up. Mr. Anderson stated the service access has a gate with a right-hand turn to the loading area. The deliveries flare on both sides. It is important to have multiple exit options for certain guests the course has.

Mayor Windschitl asked Staff why they prefer fewer access points. Ms. Hanson noted it is to increase safety at the intersection.

Mr. Anderson stated it is a right-hand turn into the facility, and there isn't an opportunity to turn left out of the gate. One service gate is for entry and one service gate is for exiting. They try to separate the delivery traffic from the guest traffic.

Mr. Kabat stated there is a service exit near Birdie Lane, which is an opportunity to combine it with the main access.

Councilmember Hubbard asked if there is a stop sign at the main entrance. Mr. Anderson stated there is a guard house with an employee. Members would have access with technology usage. As for exit, there is a stop before continuing down the road.

Brady Busselman, representative of Sambatek and consulting Civil Engineer, explained Hazeltine Boulevard is essentially acting as a cul-de-sac. The entrance is designed to guide guests to the main gate.

Mr. Anderson showed a map of the route the trucks take to access the loading dock by backing in. Mayor Windschitl stated the route shows the trucks already mingle with the guests by going through the parking area.

Mr. Busselman stated the alternative on the west entrance would require significant widening. There is also an opportunity for busses to access through the service gate adjacent to the main gate.

Mayor Windschitl stated the main exit is a pinch point. Mr. Anderson shared an example of a bus full of a team entering the area could be streamlined instead of going through security with spectators or other guests. Their shareholders have requirements for multiple access points. Mayor Windschitl stated it makes sense for the right-hand turn to enter, but it still crosses the guest parking.

Commissioner Grau stated the approach is important to promote member experience at the entrance and exit. They are trying to promote celebrity and privacy.

Councilmember Hubbard noted there is an issue with pedestrian safety. Routing trucks through the same area as pedestrians and parking isn't safe.

Mr. Anderson stated the residents living on the property aren't regularly leaving the property. Also, the road is closed during major events.

Councilmember Hubbard pointed out weddings are hosted at the venue. Mr. Anderson confirmed that is correct, and the parking is mainstreamed. Moving the gate up and eliminating the left-hand turn is intended to promote pedestrian safety. Also, there are only six to eight deliveries each day. Councilmember Hubbard stated her concern isn't with the deliveries but pedestrians crossing the parking lot.

Mr. Busselman provided a document to the Council showing the alternative and explained the median and access point would have to be opened up on the west side. In that scenario, trucks would be routed through both parking lots.

Mr. Kabat noted it is uncommon for there to be so many access points onto a roadway as it is generally less safe. Staff has tried to minimize the impact. Options to eliminate the access have not been thoroughly explored. The intention is to work toward a solution for all parties.

City Administrator Podhradsky stated Council can approve the item and allow Staff to review alternative options. Councilmember Huang asked if there can be a condition requiring the access points be worked out with Staff. City Administrator Podhradsky stated that could be an option. Ultimately, the issue isn't a hill to die on, and it is being over-complicated.

Mr. Kabat pointed out Staff prepared multiple options for the Council to consider.

City Administrator Podhradsky added their needs to be direction from Council on the trail side.

Mr. Anderson stated the Course is passionate about having a safe community and working with their neighbors. They have considered the option of only one crossing over Hazeltine Boulevard to promote safety.

Councilmember Grau asked if the option would require Hazeltine to purchase the land for the sidewalk. City Administrator Podhradsky stated for it to be equitable with other developments in the City, it shouldn't be paid for by the City.

Councilmember Grau asked if Hazeltine has considered purchased the property to add the sidewalk. Mr. Anderson stated they aren't looking to buy more property. Instead, they are hoping to make an investment in the community and help pay for the cost of the sidewalk. They need to explore if there is enough room in the right of way.

Councilmember Huang stated there needs to be sidewalk no matter what. It is the onus of the developer to pay for it. City Administrator Podhradsky pointed out he has never seen a scenario where a sidewalk or trail is shifted across the road. The other side of the road likely has other requirements to consider. Councilmember Huang added consistency is key.

Mr. Anderson explained no one is exiting the property from the villas to access the sidewalk. City Administrator Podhradsky stated no one is disputing that.

Councilmember Grau stated he understands the uniqueness of the entrance requirements. However, the sidewalk is another story. It has to fit the neighborhood and be consistent with other developments in Chaska.

Mayor Windschitl stated he doesn't see what else can be explored beyond what has been discuss. The sidewalk needs to be in line with City standards.

Mr. Busselman stated the plans show right of way on the northern side of the property, so considerations of the right of way need to be considered for the sidewalk.

Mayor Windschitl stated the right of way is for utility access. City Administrator Podhradsky agreed a sidewalk wouldn't be put on top of utilities. There are utilities on the north and south sides of the Boulevard.

Mayor Windschitl stated Staff will need to sit down with the applicant to determine alternative options for the sidewalk and access points. It is the appropriate way to do business.

Mr. Anderson explained the sidewalk proposal was to decrease the number of street crossings for their neighbors.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution 2024-48 approving the Preliminary Site & Building Plan for Hazeltine Golf Course consistent with Staff's recommendations to keep condition #11 to require a pedestrian connection on the south side of Hazeltine Boulevard and to direct Staff to work with the applicant regarding access and condition #9.

Ms. Hanson requested a sixteenth condition be amended to tie the approval of the final plans of the villas to the upcoming preliminary plans for a new performance center.

Substitute motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution 2024-48 approving the Preliminary Site & Building Plan for Hazeltine Golf Course consistent with Staff's recommendations to keep condition #11 to require a pedestrian connection on the south side of Hazeltine Boulevard, add condition #16 to look at the preliminary for the performance center together with the item, and to direct Staff to work with the applicant regarding access and condition #9.

Councilmember Grau thanked the applicant for their time and their investment in the City. Hazeltine will continue to be a world-class facility. Councilmember Huang noted his agreement.

Mayor Windschitl agreed and noted they got caught up in the details because they didn't have all of the information in the packet. The Council wants to ensure projects are done well. He thanked the applicant for working with the Council.

Motion carried.

8.B.i. Ordinance No. 1045
Motion by Councilmember Grau, second by Councilmember Hatfield to adopt Ordinance No. 1045 approving the rezoning from Open (O) to Planned Multi-Use District (PMD-23).
Motion carried.

8.C. Motion to adopt Resolution No. 2024-049 and Ordinance No. 1046, Approval of the Preliminary Plat and Rezoning for Carlson Bluffs (fka Ensconced Woods 2nd)/Johnson-Reiland Homes/PC #2024-08

City Administrator Podhradsky introduced the item to the Council and City Planner Ashley Cauley provided a presentation on it.

Mayor Windschitl asked if the ghost plat was temporary access for Carlson. Ms. Cauley stated the ghost plat contemplated some connection to the south property and development of the adjacent property was contingent on the access. There is no access from outlot A.

Mayor Windschitl asked if the new name includes a plan for a new entrance monument. Paul Reiland, representative of Johnson-Reiland Homes, explained the previous meeting revealed the Council didn't favor an entrance monument, so it was removed.

Mayor Windschitl asked if there is a requirement for an entrance monument. City Administrator Podhradsky noted his distaste for monument signs and stated there is no requirement for them.

Councilmember Hubbard asked for clarification on the reasoning for the name change. Councilmember Grau explained there is a current Ensconced Woods to the northeast of the proposed development, so there were concerns about wayfinding.

Councilmember Grau thanked the applicant for their response to the Council's feedback. The development is a good fit, and the neighbors are looking forward to it.
Councilmember Huang thanked the developer for bringing a quality product to Chaska.

Motion by Councilmember Huang, second by Councilmember Grau to adopt Resolution No. 2024-049 approving the Preliminary Play of Carlson Bluffs.
Motion carried.

8.C.i. Ordinance No. 1046
Motion by Councilmember Hubbard, second by Councilmember Grau to adopt Ordinance No. 2024-1046 approving the rezoning from Open Development District to PRD, Planned Residential District.
Motion carried.

8.D. Recommend City Council Approval of the Chaska Community Center Master Plan Report and the Acceptance of the Citizen Task Force's Recommendation
City Administrator Podhradsky introduced the item to the Council and Parks and Recreation Director Marshall Grange provided a presentation on it, along with two representatives, Donelle Heieie and Todd Urbanski of the Citizen Task Force.

Councilmember Grau shared some community members have expressed concerns about the large expense. Some residents might be uninterested in a Community Center, but it is likely the minority. Preliminary data shows that 60 percent of sales are from non-residents. Therefore, the residents would only have to pay for 40 percent of the Community Center. City Administrator Podhradsky added the opening of Costco will only increase the external sales.

Councilmember Grau noted it may create a burden on some local businesses.

Councilmember Hubbard thanked the representatives of the Citizen Task Force for attending the meeting. Hard decisions had to be made, and there is no way to make every community member happy. Ultimately, it was impressive to reconfigure an old building to be useful, modern, and provide new offerings. The Council hopes their hard decisions will benefit future Councils and residents. Part of her platform when running for Council was in part based on reviving the Community Center.

Mayor Windschitl added the cost is much more reasonable than other community centers. City Administrator Podhradsky noted Maple Grove is adding onto their Community Center with a cost of $115 million. Mayor Windschitl thanked the Citizen Task Force for their work.

Motion by Councilmember Huang, second by Councilmember Hubbard to approve the Chaska Community Center Master Plan Report and the acceptance of the Citizen Task Force's recommendation.
Motion carried.

8.E. Adopt Resolution No. 2024-46 Authorizing Issuance and Sale of $51,370,000 Lease Revenue Bonds, Series 2024 by the Chaska EDA

City Administrator Podhradsky introduced the item to the Council and Administrative Services Director Noel Graczyk provided a presentation on it. Mikaela Huot, Director at Baker Tilly, also provided information to the Council.

Councilmember Huang asked if the bonds would still be secured if the market were to change. Ms. Huot explained the action would come back before the Council if there were any major changes. If Staff foresaw any concerns, Staff would reconsider.

City Administrator Podhradsky pointed out the initial debt service payment calculations showed a higher estimate than today's calculations. Also, the rates can't be redone for ten years.

Motion by Councilmember Hubbard, second by Councilmember Huang to adopt Resolution No. 2024-46 Requesting that the City Economic Development Authority Issue Lease Revenue Bonds, Series 2024.
Motion carried.

9. Bills

9.A. Accounts Payable Claims Roster 20-5-2024

The Council requested further information about bills on pages 3 and 6.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Grau to approve the bills with the exception of the item for parking lot use. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, Grau and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report
10.A.i. Bi-Weekly Report 20-5-2024

Councilmember Hatfield:
- Explained the Council went to a middle school civics class to answer questions.
- Thanked Officer Janke for her investment in both Chaska and Councilmember Hatfield's personal life.

Councilmember Hubbard:
- Noted her appreciation of the Public Works Staff for the new trails being paved.
- Encouraged community members to celebrate Memorial Day.

Councilmember Huang:
- Pointed out Taste of Chaska was a well-attended, great event.
- Stated the Chaska History Society is hosting tours and reenactment performances.
- Added Officer Janke will celebrate her retirement on May 30, 2024.

Councilmember Grau:
- Stated the Chaska Classic went well.
- Agreed the time with the seventh graders was fun.

Officer Janke:
- Expressed her love for the Chaska community and her career. She added she will remain involved with the Police Department and the community.

City Attorney Morschen:
- Explained it is common for communities to have a time limit for reapplication regarding zoning requests. Chaska doesn't have a time period restricting reapplication.
- Noted the Council previously approved two agreements regarding the regional Bluffs, and the property acquisitions have been accomplished.

Mayor Windschitl:
- Thanked Officer Janke for her service to the community.
- Asked for an update on the creek road. City Administrator Podhradsky confirmed the sewer has been installed.
- Encouraged community members to participate in the Veteran's Park event over the long weekend.

10.B.i. Q1 – 2024 – Investment Report Memo

11. Adjourn
Motion by Councilmember Huang, second by Councilmember Hatfield to adjourn the meeting at 11:26 p.m.
Motion carried.

Chaska Parks and Recreation Commission
Meeting Minutes
February 13, 2024

1. Call to Order

The February 13, 2024, meeting of the Chaska Parks and Recreation Commission was called to order by Chair Jason Branch at 7:00 pm.

2. Roll Call

Attendance: Chair Jason Branch, Vice Chair Elizabeth Wynveen, Kevin Hill, Karli Wittner, and Samsam Hassan

Absent: Donelle Heieie, Georgiann Keyport, Zach Saueressig, Terrence Schwerm, and Michael Heuer

Staff: Parks and Recreation Director Marshall Grange, Assistant to the Director Mary Monteith,

IT staff, Michelle Blasko

3. Adopt Agenda

Motion by Wittner, second by Wynveen, to adopt the February 13, 2024, meeting Agenda.

Roll Call for Approval

4. Visitor Presentation

Grange introduced Kevin Hill, the newest member of the Parks and Recreation Commission. Hill stated he is looking forward to giving back to the community and providing fun spaces for kids to get outdoors. Grange congratulated reappointed members and Branch and Wynveen on their appointments as Chair and Vice Chair, respectively.

5. Approve Previous Meeting Minutes

5A. Motion by Hill, second by Hassan, to approve the Chaska Parks & Recreation meeting minutes of December 12, 2023.

Roll Call for Approval

6. Staffing Update

Grange recognized Community Center Manager, Kelsi McNutt, for her work and accomplishments over the last five years. McNutt will be leaving Chaska for the city of Shakopee, where she will be the Parks and Recreation Director. McNutt came on board here in 2019 right before Covid hit. In her newly created role, she was able to navigate us through a very challenging time, as well as create a strong sense of team with her staff.

The Commission thanked McNutt for her work on behalf of the City of Chaska.

7. Action Items

7A. Recommendation to Council for Approval of the 2024 Pedestrian & Bicycle Master Plan

Grange brought the Pedestrian and Bicycle Master Plan forward once again. Recently there was a joint work session with the Council to preview the plan and get feedback from those in attendance. There was overwhelming support for the plan itself as well as great ideas stemming out of it. Tonight, we are bringing it back as part of the formal process, and so it is on record. We will open things up for discussion and questions at the end and ultimately looking for a motion to Council for approval of the plan.

7A.i. Master Plan
7A.ii. Survey
7A.iii. Maps with Comments

Grange offered thanks to those who helped make this happen. Starting with Carver County Public Health, who provided program funding via their Ship Grant program. Grange described the purpose and development of the plan, as well as referenced the task force committee's role. He stated there will be on-going recommendations requiring further evaluation, community engagement, funding considerations, and council approval before any implementation. Grange also discussed the goals, guiding principles, benefits, and community engagements that occurred through the process. He noted the plan has already been reviewed by multiple committees, commissions, and the general public for approximately five months.

The Commission discussed the application process to become a bicycle friendly community. The application deadline is mid-June. Grange stated the city is currently doing many of the requirements to receive a bronze level status. Wynveen inquired about the application denial and the time for reapplication. Grange stated it would be approximately two years before reapplication could occur. Grange stated upon approval tonight, this item will be placed on the March 4th City Council meeting agenda for final approval. Branch expressed his excitement to see this plan move forward and stated his appreciation to Wynveen for representing the commission during this process.

Motion by Wittner, second by Wynveen, to recommend to City Council approval of the 2024 Chaska Pedestrian and Bicycle Master Plan.

Roll Call for Approval

8. Receive Council and Planning Meeting Minutes

8A. City Council Meeting Minutes December 18, 2023, January 8, 2024, January 22, 2024

8B. Planning Meeting Minutes November 8, 2023

Hassan left the meeting at 8:09 p.m.

9. Discussion Items

9A. Community Center Master Plan Update

Grange provided an update on the Community Center Master Plan. He noted the finalized report from the consulting team, Perkins and Will, has been distributed to the Citizen Task Force and Project Management Team for review. He stated they will meet on February 21st to review and provide feedback, develop a recommendation for Council, and discuss financing options. Grange noted there will be a joint work session with City Council and the Parks and Recreation Commission on Monday, March 18th to review the plan. He noted the finalized report has not been shared with the Commission, as there still could be last-minute updates to the plan.

9B. Department Happenings

Monteith stated batting cages are open Saturdays, Sundays, and Wednesdays with the times being 2-5 p.m., 11 a.m.-1 p.m., and 6-9 p.m., respectively, through April.

Rookie sporting events have started.

The Sweetheart's Dance will be February 16th from 6:30-8 p.m. at the Event Center.

Parents Night Out will be February 23rd from 5:30 p.m.-8:30 p.m.

Adaptive golf will run Saturdays from February 24th - March 9th.

The Community Center Carnival will be held March 1st from 5:30-7:30 p.m.

The AOA theater dessert event will host Fiddler on the Roof on March 9th at the Community Center Theater from 12:45-5 p.m. with a return to the Lodge for dessert.

There will also be a curling night out on March 4th.

10. Other Business

10A. Round Table

Wynveen inquired about the open Community Center Manager position. Grange stated he will backfill for now and is exploring potential options including restructuring the position. Wynveen noted the clubhouse at the Loop is almost completed and the Taste of Chaska, Christmas in May, and National Bike Month will all be held in May.

11. Adjourn Meeting

Motion to Adjourn the February 13, 2024, meeting by Wynveen, second by Wittner.

Roll Call to Adjourn at 8:22 p.m.

Next meeting: March 12, 2024