



AGENDA
CHASKA PLANNING COMMISSION
ONE CITY HALL PLAZA, CHASKA CITY HALL
Wednesday, March 11, 2020
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
 - 3.A. March 11 Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
 - 5.A. Approve the draft minutes of the February 12, 2020 Planning Commission Meeting
6. Consent Items
7. Action Items
 - 7.A. PUBLIC HEARING: Recommend Approval of the Preliminary Plat for Pinnacle on the Hammers Site/Pulte Homes/PC #2020-05
 - 7.B. Recommend Approval of the Concept Plan for Sagewood 3rd/DR Horton/PC #2020-06
 - 7.C. Recommend Approval of the Concept Plan for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2020-07
8. Other Business
 - 8.A. Receive Other Meeting Minutes
 - 8.A.i. Receive the Minutes of the February 3rd 2020 City Council Meeting.
 - 8.A.ii. Receive the Minutes of the February 3rd 2020 EDA Meeting
9. Adjourn



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CHASKA PLANNING COMMISSION MINUTES Feb 12, 2020

1. Call to Order

Chair Dahlke called the meeting to order at 7:00 pm.

2. Roll Call

Roll call was taken. Members present: Commissioners Bowe, Cross, Dahlke, Urbanski, Sailer, Brass, Olson, Rylee.

Members absent: Member Lacey

Also present: Kevin Ringwald, Community Development Director; and, Liz Hanson, City Planner.

3. Adopt the Agenda

Motion by Commissioner Cross, second by Commissioner Olson to adopt the agenda as presented. Motion carried.

4. Visitor Presentation - None

5. Minutes

Motion by Commissioner Brass, second by Commissioner Urbanski, to approve the minutes of the Jan 08, 2020 Planning Commission meeting.

Motion carried.

6. Consent Items - none

7.A. Approve the Concept Plan for Chaska Bluffs 2nd Addition/DDK Construction/PC #2020-04.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Cross confirmed that the lot setbacks met the standards.

City Planner Hanson stated that they may choose to make them larger since they are larger lots, but typically it is a 15-foot separation.

Commissioner Urbanski stated that one of the photos that had been sent to the Commission showed a potential trail and asked if there was additional information on the trail.

City Planner Hanson stated that was one of the ideas early in the submittal process and now that they have been out to the site, have determined that it will be very difficult because of the grade, so they are not recommending a City trail be put in this location.

Ryan Filmore, 4141 Painted Sky Trail, stated that they are 10-year residents in Chaska. He stated that it appears as though the developer is planning to develop into the area behind their back yard that is undevelopable. He expressed concern about this development being able to build in

the bluff line that they have been told they cannot touch. He stated that there are markers all over the area that say that you cannot build past this point.

City Planner Hanson explained the location of the bluff line and the setback requirements.

Mr. Filmore explained that he paid a premium price and was told when he purchased his lot that he would not have obstructed view.

Erin Pickar, 4201 Millstone Drive, stated that right now this area is completed wooded and this concept plan is now saying that this will be going away.

Mr. Filmore stated that this area now is beautiful woods and with these plans there will be other people's yards. He stated that he has concerns about the potential for grading and drainage problems in the area. He stated that this area is beautiful and undulating and expressed concern that the City doesn't have a lot of trees and this plan will take those away.

Councilmember Bowe stated that the questions Mr. Filmore was raising were all valid and explained how the process to develop works in the City. She stated that what is presented tonight is a concept plan just the first step in the process. She stated that many of the questions being asked will have to be incorporated in their plans at the next step, which is Preliminary Plat. She stated that at that point they will have to show more detail regarding the grading and the retention pond. She stated that it is important for people to voice their concerns so they are heard and reflected in the minutes. She stated that the developer will have to take all of the feedback and concerns into account for the next plans.

Mr. Filmore stated that he is not against development but wants the City to be careful about what it is taking away from the overall topography of the City. He stated that his wife heard that there was going to be a sidewalk or trail from this development cutting through the woods to downtown.

City Planner Hanson showed the plans and reiterated that there will not be a trail connecting to downtown.

Mr. Filmore asked about the timeline of this development.

City Planner Hanson stated that the developer would like to start grading this year. She noted that the next step could happen as soon as the April meeting and noted that notifications will be sent out. She stated that there will be more details at the next meeting regarding elevations and grading.

Mr. Filmore stated that he may have more of an issue with his own builder, Robert Thomas rather than the City. He expressed concern about the drainage in the entire area because of the development. He stated that he already has a dip in his yard that he was told was just how it was going to be and asked about how the changes made to this property will affect their properties.

City Planner Hanson stated that the City does not have any of those details right now and the City Engineer will need to take a close look at all this information.

Dave Pokorney, representing DDK, reviewed the history of this property and noted that as they studied the area, the biggest issue was sanitary sewer and whether it would be gravity or lift station. He explained that they did not want to see a lift station so they then started looking at ways they could do something different with gravity sanitary sewer with larger lot widths. He explained the original plans for the area from Traditions and stated that DDK has minimal grading plans for the area. He stated that although they are not seeking grading plan approval, they have completed the grading plans already. He stated that they are planning to preserve quite a few of the trees and the ones that are coming down are from what used to be former farmland and not the large oak trees. He stated that they expect the lots to be on the higher end of the pricing with much higher end homes as well.

Commissioner Brass confirmed that the master plan for the entire area was available for other area builders to see that there was development planned in this area. He stated that this concept plan helps to partially preserve the site lines for Mr. Filmore because with the original master plan there would have been homes in his site line. He asked what types of homes would be near Mr. Filmore.

Mr. Pokorney stated that all but 2 of the 17 homes will be walk-out lots. He stated that they plan to come back during the spring with the Preliminary Plat and would like to get the rough grading done during the summer and bring back the Final Plat late this year.

Erin Pickar, 4201 Millstone, stated that she is happy to hear the number of trees will be coming out have been reduced from the original plan. She referenced the aerial picture that showed the tree line and stated that many of the trees are at least 100 feet tall and have taken years to get that large. She expressed her concern with taking down the trees and the taking away the natural habitat for the wildlife in the area. She stated that she is also concerned about building homes in an area that also has such large marsh-like land and potential problems with the sewer systems and drainage in the area.

Commissioner Brass stated that these homes will be hooked up to a sanitary sewer systems and will not have septic tanks. He explained the difference between a gravity and lift station system. He reminded the residents that this plan is only at the Concept Plan level so there is a lot more work and detail that will need to go into it before it moves forward within the City.

Commissioner Urbanski stated that he is also happy to see this plan shrink from the original master plan and supports preserving as many trees as possible.

Commissioner Cross noted that most of the trees that will be taken out will be what are called "weed trees" even though they are large, they are not lifelong trees.

Motion by Commissioner Bowe, second by Commissioner Cross, to recommend to City Council approval of a concept plan for Chaska Bluffs 2nd Addition/DDK Construction/PC#2020-04; subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Concept Plan Packet (pgs 1-12), prepared by DDK Construction
 - b. Certificate of Survey, prepared by Sathre-Bergquist, Inc., dated September 1, 2017
 - c. Concept Sketch, prepared by Sathre-Bergquist, Inc., dated January 23, 2020
 - d. Tree Plan (T1 and T2), prepared by Sathre-Bergquist, Inc., dated January 3, 2020
2. Adherence with the City Engineer's Memo dated February 5, 2020.
3. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.
4. Provision to delineate all wooded steep slopes on all plans for preliminary submittal.
5. Provision of a 60 feet Right of Way width for all local streets.
6. Adherence to the City's Boulevard Tree Policy and local street section design.
7. Provision of sidewalks on both sides of all local streets.
8. Provision of an Environmental Site Assessment (ESA) indicating the remediation efforts to clean up any dump areas and contaminated areas of the site to be submitted at preliminary submittal.
9. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
10. Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.
11. Preservation of trees as noted in the Tree Plan T1 and T2.
12. LP Smartside to be used on front elevations.
13. 4-inch window trim to be used on all windows.
14. All construction traffic to be directed and adhere to the new collector road Savanna Way and be directed through the existing neighborhood by a designated route approved by the City Engineer.
15. Utility connections to each lot to adhere to City standards and be approved by the City Engineer.
16. Provision that no grading will occur in the 30-foot no grade/no mow setback from wooded steep slopes.
17. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.
18. Provision that pond maintenance accesses are located entirely within City owned land and not private lots, and to be revised on the plan for preliminary submittal.
19. Provision of a wetland delineation report to be completed and submitted at preliminary submittal.
20. Provision to revise the maintenance accesses to be in the least invasive location, particularly locating the northerly maintenance access between lots 3 and 4 as denoted on the Concept Sketch.
21. Provision that maintenance accesses do not encroach into 30 foot no grade/no mow setback and be revised on the plans for preliminary submittal.
22. Provision that all lots' property lines do not encroach into the 30 foot no grade/no mow setback and be revised on the plans for preliminary submittal.
23. Provision that the property lines of the lots are revised to be outside of the preserved wooded areas and be revised on the plans for preliminary submittal.

24. Provision of a conservation easement over all preserved trees not within City ownership and to be signed and executed prior to release of the final plat.
25. Provision to adhere to the City's Anti-Monotony regulations in Section 9.28 of the zoning ordinance.

Motion carried.

7.B. Approve the Preliminary Site Plan & Building Plan for QualiTech Inc./Omar Haque/PC #2020-03.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Cross asked about the parking on the east side and whether there is water storage underneath.

City Planner Hanson confirmed that there is water storage underneath the parking area.

Commissioner Cross asked how that would be dealt with if it gets full.

City Planner Hanson stated that is a question for the applicant.

Whitney Streamer, site designer and Joe Wagner, project manager for QualiTech introduced themselves to the Commission.

Commissioner Brass asked about the functionality of the wall in the plans.

Mr. Wagner stated that their intent is to cut out the precast from the north wall and abut it to the roof line. He explained that this will allow them to bring forklifts and things of that nature through.

Commissioner Cross asked about the waste product and where it will be handled.

Mr. Wagner stated that the product comes in bulk, on pallets and liquid product will also be brought in and are housed in the pallet area in order to bring it into the process rooms and the mixing room. He explained that, in general, there is no by-product or waste. He stated that after the product is made, they do have to pressure wash the space which are essentially clean rooms. He stated that the water and dust remains will be handled in a gray water system before it is released into the City system.

Commissioner Cross stated that although she understands that this is an existing business however she cannot recall a door where the waste products would go out besides the loading docks and asked for an explanation.

Mr. Wagner stated that there is an existing trash compactor and explained the location of the dumpsters.

Commissioner Brass asked what the product is that they are creating.

Meaghan Hegland, QualiTech, explained that they manufacture food flavor and gave examples of flavors they have manufactured that they turn around and sell to companies such as General Mills. She stated that much of their waste by-products are natural and noted that they partner with pig farmers to dispose of those materials. She explained that QualiTech is a family run company that has been around for 46 years and noted that the family still resides in Chaska.

Ms. Streamer stated that the underground water retention system is basically an underground infiltration basin. She explained the system design and how the water will flow through the system and have controlled outflow. She stated that all of the stormwater will be treated underground. She stated that maintenance will be needed and will be done by a vacuum truck. She noted that they are also working with the City and the watershed district on their plans to add permeable pavers to the parking area.

Commissioner Bowe asked if there was any concern about trucks backing into areas where cars will be parking.

Ms. Streamer stated that they are not concerned because the driving lane was widened for that reason in order to accommodate trucks turning.

Ms. Hegland stated that staff utilizes the other existing parking area, so she doesn't expect those spots to be heavily utilized. She explained that their facility is a "clean" facility and the employees all have to utilize the main entrance which is controlled. She stated that those additional parking spots were simply required by code to be installed.

Commissioner Urbanski asked if this expansion would be adding more jobs to QualiTech.

Ms. Hegland stated that one of the driving forces for this expansion is that they are at capacity with their existing customer base. She stated that with new technology they have an opportunity to continue to grow and are looking at adding 2-5 new employees. She explained that if they do not expand, there is no opportunity for growth. She stated that they currently rent warehouse space in Shakopee and this expansion will also allow them to consolidate that usage in this space.

Motion by Commissioner Brass, second by Commissioner Sailer, to recommend to City Council approval of a Preliminary Site & Building Plan for an approximately 26,000 square foot building addition at QualiTech Inc. PC #2020-03; subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative – Preliminary Site Plan, submitted by Omar Haque, dated January 24, 2020
 - b. Site Data (C0-00), submitted by ISG, dated January 7, 2020
 - c. Site Details (C0-20 through C0-24), submitted by ISG, dated January 7, 2020

- d. Stormwater Details (C0-25 through C0-26), submitted by ISG, dated January 7, 2020
 - e. Stormwater Pollution Prevention Plan (C1-10), submitted by ISG, dated January 7, 2020
 - f. SWPPP Notes (C1-20), submitted by ISG, dated January 7, 2020
 - g. SWPPP Details (C1-21 through C1-22), submitted by ISG, dated January 7, 2020
 - h. Existing Site & Removal Plan (C2-10), submitted by ISG, dated January 7, 2020
 - i. Site Plan (C3-10), submitted by ISG, dated January 7, 2020
 - j. Site Utility Plan (C3-11), submitted by ISG, dated January 7, 2020
 - k. Grading Plan (C4-10), submitted by ISG, dated January 7, 2020
 - l. Restoration & Planting Plan (C5-10), submitted by ISG, dated January 7, 2020
 - m. Planting Notes & Details (C5-20), submitted by ISG, dated January 7, 2020
 - n. Lighting Plan (C6-10), submitted by ISG, dated January 7, 2020
 - o. Proof of Parking Exhibit, submitted by ISG, dated January 5, 2020
 - p. Existing Site Exhibit, submitted by ISG, dated January 23, 2020
 - q. Truck Turning Exhibit, submitted by ISG, dated December 6, 2019
 - r. Floor Plans (A1-21 and A1-22), submitted by ISG, dated December 18, 2019
 - s. Exterior Elevations (A2-11), submitted by ISG, dated January 6, 2020
 - t. Architectural Precast Concrete Texture Guide (pgs 1-16)
 - u. Level 1 Wetland Delineation (pgs 1-19), submitted by ISG, dated December 18, 2019
 - v. Stormwater Management Report (pgs 1-152), submitted by ISG, dated January 7, 2020
- 2. Coordination with the City Engineer with regard to utilities, grading and drainage.
 - 3. Provision that all landscaping will be installed within the property lines and be revised on the landscape plan for final submittal.
 - 4. Installation of all site lighting at a 0-degree angle with the light source fully concealed at the property line.
 - 5. Provision that wall mount lighting cannot exceed 18 feet in height on the building.
 - 6. Provision of hydrant placement needs to accommodate City standards for hydrant placement and fire code standards.
 - 7. Provision that building will be fire sprinkled.
 - 8. Provision to submit Utility and Site Plan As-Built at the time a building permit is issued.
 - 9. Provision of a storm water management plan meeting City and Carver County WMO standards.
 - 10. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
 - 11. Provision that all mechanical equipment will be fully screened from view.
 - 12. Adherence with the Engineers Memo dated February 5, 2020.
 - 13. Provision that a formal level 2 wetland delineation is completed and reviewed and approved by all appropriate City, County and State agencies prior to issuance of a building permit.

Motion carried.

8. Other Business

8.A. Receive Other Meeting Minutes

- 8. A.i Receive the January 13th, 2020 Park Board Meeting Minutes.
- 8. A. ii Receive the Minutes of the December 16th 2019, January 6th 2020, and January 27th 2020 City Council Meetings.
- 8. A. iii Receive the Minutes of the January 6th EDA Meeting.

Commissioner Cross

- Has received comments from residents that are concerned about all the new houses that are going in, but the school district bond was not passed
- Noted that most of the industrial area was built before there were rules and it seems clear that a lot of stuff is falling into the water. She suggested that the City ask the industrial lots if they would at least sweep their parking lots every spring to help keep this material out of the water. She understands the City cannot retrofit a stormwater system in this area, but feels the City can ask them to help make the situation better.

Commissioner Bowe

- Asked for up update on City Square West.

Community Development Director Kevin Ringwald stated that the City Council has authorized the City to enter into purchase agreements for the properties near the strip center, the bank, and the post office. She stated that they have also sent out RFQs to find a developer for the development plan for the site. He stated that the hope is to have a developer on board by April and move forward with plans for the site.

Commissioner Rylee

- Looking forward to working with the Commission

9. Adjourn

Motion by Commissioner Urbanski, second by Commissioner Brass to adjourn the meeting at 8:52 pm.

Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
03/11/2020

Subject: Pinnacle – Del Webb – Preliminary Plat

Applicant: Pulte Homes

Location: West of Highway 41 and south of Highland Drive

Case No.: 2020-05

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

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

BACKGROUND

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

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

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

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

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

Highway 41 Access

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

Driveway Access to Brodman and O'Brien Parcels

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

Moers Park and Veterans Park Expansions

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

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

Tree Preservation

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

Sidewalks on Both Sides of Street

It was a condition of approval in the concept plan that sidewalks be provided on both sides of the street. The developer has not added sidewalks to both sides of the street on some streets and is arguing that they are not needed.

Hammers Saloon

The Hammers Saloon (1092 Cardinal Street) is a locally designated resource. It was made a condition of approval in the concept plan that a Site Alteration Permit (SAP) be approved by the HPC for the demolition or relocation of this structure prior to preliminary approval of the development. The developer, City staff, HPC, and Kierstin Case (interested investor) have been working diligently since the 2018 concept plan approval to save the structure. At their

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

EAW

An Environmental Assessment Worksheet (EAW) was required to be prepared due to the scale of this development. The developer has prepared this document and has issued it for public comment. It is currently undergoing its mandatory 60 day review. In order for the preliminary plat to be reviewed and approved by City Council the EAW must be finished in its review and a Negative Declaration for EIS (Environmental Impact Statement) is adopted by City Council. Because of this the preliminary plat is tentatively scheduled to go before the Council in April.

PROJECT GOALS

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

High Quality of Life Enhanced

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

Taxpayers Perceive they are Getting Cost-Effective Service

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

Well-Planned and Orderly Community Development is a Priority

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

A Sense of Community and Small-Town Values are Maintained

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

A Commitment to Excellence

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

Comprehensive Plan

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

CURRENT PROPOSAL

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

Adjacent properties

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

Existing Conditions

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

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

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

Land Use

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

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

Layout

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

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

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

Recreation/Amenity Center

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

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

- 7,200 sf clubhouse building with:

- o Fitness center and locker rooms
- o Social lounge
- o Activity/craft room
- o Club meeting rooms
- o Kitchen
- Outdoor pool
- Outdoor fire pit area
- Outdoor event area
- 6 pickleball courts
- 2 bocce courts

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

Transportation/ROW

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

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

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

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

Cardinal Street Right-of-Way Vacation

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

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

Traffic

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

Utilities

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

The Brodman lot, neighbor to the south of this development at 1066 Cardinal Street, and O'Brien lot, also south of the development, have indicated their desires to gain access to City sewer as the Hammers property gets developed. The development plan currently shows a utility connection for the undeveloped O'Brien property that neighbors the City water tower. The location of the utility extension will need to be coordinated between property owners and City staff as a part of the final plans. If the Brodman's would still desire connecting to City utilities, they will have to work with their adjacent neighbors on extending utilities to their property.

Stormwater

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

Efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation. Site specific areas that propose contributing drainage to into

ponding areas must be designed to accommodate the 100-year storm event. No urbanized drainage should be permitted to directly discharge to the bluff or ravine.

Setbacks

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

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

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

Architecture

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

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

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

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

Anti-Monotony Compliance & Analysis

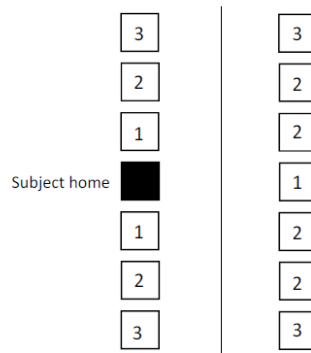
Because the developer is not planning to build all the same product and exterior, City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires LP Smartside (or similar material) be used on all front elevations, 4-inch window trim on all windows, and 360

degree architecture be incorporated on corner lots and lots whose sides are visible from public rights of way or across from open spaces.

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

- *Anti-Monotony Code*

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



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

Staff Recommendation:

Staff is not comfortable straying away from the normal anti-monotony code language as it has worked quite well in previous developments, including other Pulte developments (Brooks Ridge). Therefore, we will be recommending that the original language be met as stated previously in italics.

- *LP Smartside on Front*

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

Staff Recommendation:

Staff is amenable to this change as the level of articulation and quality is being met. The reason LP Smartside is required on front elevations in other developments is due to the quality and look it provides. The proposal to have cultured stone on all the

homes' fronts in addition to two other siding patterns will create a very qualitative and articulative look.

- Garage Width

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

Staff Recommendation

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

- Garage Protrusion

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

Staff Recommendation

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

- Window Trim

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

Staff Recommendation

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

- 360 Degree Architecture

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

Staff Recommendation

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

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

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

Trails, Sidewalks & Access into the Bluff Areas

The developer is showing private trails in portions of the development around the stormwater ponds, and one on the south side to connect to an overlook. One major trail connection is shown along the south side of the grand entrance drive to connect into the pedestrian system at Highway 41. At three private trailhead locations, the development is also planning mini parks that are intended to be small, convenient social gathering places. They anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping.

The plan is proposing to include sidewalks, but only on one side of the street for most streets; the only exceptions are the grand entrance drive and a majority of Liberty Heights Drive, which show pedestrian connections on both sides. The developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy. The developer is requesting to deviate from this policy as they feel there is no added value to having sidewalks on both sides of the street. This is not something City staff are recommending to deviate from, and thus are requiring to incorporate these on both sides of all streets.

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

Screening, Landscaping & Tree Preservation

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

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

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

Parkland

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

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

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

City Land Conveyance

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

Signage

The developer is proposing two monument signs at the grand entrance drive off of Highway 41, plus two secondary signs near the intersection of Cardinal Street and the grand entrance drive. Detail drawings have been provided and show the main monument signs at approximately 20 feet in height, and the secondary signs at 8.5 feet in height. This exceeds the City's

requirement of 6 feet in height for residential signs. Staff will need further evaluation on the importance of these signs, by providing other Del Webb monument sign examples and evaluating how these signs are sensitive to their site's context; in other words, are they highlighting elements notable in Chaska or the Hammers site.

HOA Maintenance

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

- 1. Snow removal** -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
- 2. Lawn service** – This includes regular mowing, treatments, and leaf removal services.
- 3. Amenity center** – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.
- 4. Facilitation coordinator** – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.
- 5. Entrance experience maintenance** – This includes the entrance monument and landscaping along the arrival drive, including the medians. The resort-like feel of a Del Webb community relies upon a high level of maintenance and manicuring. It is very common for an HOA to maintain plantings and monuments within public rights-of-way. It reduces the burden on City staff. A simple license agreement will be executed to enable this maintenance.
- 6. Private open space** – Maintenance of the natural plantings in the private open spaces.
- 7. Private trails and trailheads** – We have created some beautiful walking experiences throughout the neighborhood that provide for exercise and beautiful views.
- 8. Retaining wall** – The HOA will maintain the wall at the entrance to the neighborhood.
- 9. Decorative fencing** – Fencing will be placed in some areas of the perimeter of the neighborhood as shown on the landscape plan.
- 10. Garbage service** – We find that there are economies of scale when the HOA bids garbage service for an entire neighborhood. This also benefits the City because garbage trucks create the most wear and tear on City streets. We will have one provider instead of a handful of providers driving through the neighborhood.

Development Costs (Infrastructure Improvements)

Some development area fees are the following:

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

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

Developer's Request & Staff Recommendation

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

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

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

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

"Provision of Excess Private Open Space:

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

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

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

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

Preliminary Plat

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

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

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

Phasing

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

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

Although the amenity center is shown in Phase 3, the developer anticipates construction of the amenity center beginning roughly one year after they begin selling homes in the neighborhood. Many buyers wish to see a completed and beautiful arrival drive prior to purchasing a home. Therefore, the developer will be delaying the beginning of sales until mid-2021. It should also

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

HPC Meeting March 3, 2020 & Hammers Saloon:

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

Deadline for Agency Action

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

EAW

Under Minnesota state statutes, this residential development exceeded the threshold for preparation of a mandatory Environmental Assessment Worksheet (EAW). The EAW has been prepared and is undergoing its mandatory 60 day review. The developer will have to complete the mandatory review plus have the City Council adopt a Negative Declaration for an EIS prior to receiving Council approval on their preliminary plat. The City Council review of the preliminary plat will be postponed until these two pieces are done.

PLANNING COMMISSION ACTION REQUESTED

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

1. Approvals shall be based on the following graphic exhibits:

- a. Project Narrative (pgs. 1-24), prepared by Pulte Homes, dated February 26, 2020
- b. Letter, prepared by Pulte Homes, dated February 4, 2020
- c. Cover Sheet, prepared by Westwood, dated February 26, 2020
- d. Existing Conditions, prepared by Westwood, dated February 26, 2020
- e. Preliminary Plat – Overall, prepared by Westwood, dated February 26, 2020
- f. Phasing Plan, prepared by Westwood, dated February 26, 2020
- g. Typical Sections, prepared by Westwood, dated February 26, 2020
- h. Preliminary Plat (sheets 6-8), prepared by Westwood, dated February 26, 2020
- i. Turn Lane Plan, prepared by Westwood, dated February 26, 2020
- j. Preliminary Grading, Drainage & Erosion Control (sheets 10-15), prepared by Westwood, dated February 26, 2020
- k. Preliminary Wetland Impact Plan, prepared by Westwood, dated February 26, 2020
- l. Preliminary Utility Plan (sheets 17-18), prepared by Westwood, dated February 26, 2020
- m. Street Profiles (sheets 19-20), prepared by Westwood, dated February 26, 2020
- n. Details, prepared by Westwood, dated February 26, 2020

- o. Tree Preservation Plan (sheets 22-27), prepared by Westwood, dated February 26, 2020
 - p. Tree Inventory, prepared by Westwood, dated February 26, 2020
 - q. Landscape Plan (sheets 29-34), prepared by Westwood, dated February 26, 2020
 - r. Landscape Planting Detail, prepared by Westwood, dated February 26, 2020
 - s. Landscape Notes and Details, prepared by Westwood, dated February 26, 2020
 - t. Main Entry Monument Concept Plan, prepared by Westwood, dated February 26, 2020
 - u. Recreation Center – Building, prepared by Westwood, dated February 26, 2020
 - v. Recreation Center – Layout, prepared by Westwood, dated February 26, 2020
 - w. Turning Movements Exhibit, prepared by Westwood, dated February 19, 2020
 - x. Concept Site Plan – Color, prepared by Westwood, dated March 3, 2020
2. Adherence with the City Engineer's Memo dated March 5, 2020.
 3. Adherence with MnDOT letter dated February 27, 2020.
 4. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.
 5. Adherence to the City's Boulevard Tree Policy and local street section design.
 6. Provision of sidewalks on both sides of all local streets.
 7. Adherence to the following building setbacks:
 - a. Front (house): 25 feet
 - b. Rear: 20 feet
 - c. Side: 5 feet
 - d. Side (corner): 15 feet
 8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
 9. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
 10. 30 foot buffer for the wetlands being preserved.
 11. Provision of a storm water management plan meeting City and Carver County WMO standards.
 12. Provision that adequate maintenance accesses are provided for the stormwater ponds.
 13. Completion of an EAW of the site prior to be submitted at time of preliminary submittal.
 14. Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.
 15. Provision of Drainage & Utility easements over entire outlots for monument signs and to be shown on the final plat prior to recording.
 16. Provision that the proposed entrance retaining wall meet Section 9.9.6 of the zoning ordinance and a detail provided at final submittal.
 17. Provision that the amenity center meets Section 9.11.4 of the zoning ordinance for Permitted Materials.
 18. Provision to obtain an access permit from MnDOT prior to construction of the right-in entrance at Highway 41.
 19. Provision to further evaluate the design and traffic movement of the driveway access into the Brodman (1066 Cardinal Street) and O'Brien lots, and to be addressed at final submittal.
 20. Provision that utility extensions to the Brodman and O'Brien lots will need to be coordinated between property owners, developer, and City staff as a part of the final plans.

- 21.No urbanized drainage should be permitted to directly discharge to the bluff or ravine.
- 22.Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
- 23.Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.
- 24.Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.
- 25.Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.
- 26.Provision that no garage shall protrude in excess of twelve feet beyond the front wall of the house.
- 27.Provision that 4 inch window trim is used on all windows.
- 28.Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more specifically for these lots as seen in the preliminary plat:
 - a. Lot 9, Block 1
 - b. Lot 12, Block 2
 - c. Lots 2 & 17, Block 3
 - d. Lots 1, 14, 15 & 48, Block 4
 - e. Lots 1, 8, 9 & 15, Block 5
 - f. Lots 1 & 4, Block 6
 - g. Lot 7, Block 7
 - h. Lots 1 & 6, Block 8
 - i. Lot 1, Block 9
 - j. Lot 10, Block 10
 - k. Lots 1, 11, 12 & 22, Block 11
 - l. Lots 1, 20, 22, 26 & 47, Block 12
 - m. Lot 10, Block 13
- 29.Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.
- 30.Tree Preservation to be consistent with the Tree Preservation Plan.
- 31.Landscape Plan to be revised to eliminate the plantings proposed in the outlots providing access to Moers Park, and to be shown at final submittal.
- 32.Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.
- 33.Parkland credit will be given for Outlots B & P.
- 34.Parkland fees will be required for remainder of park dedication requirement.
- 35.Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1 for a value determined by City Council.
- 36.Provision of a detailed sign plan to include evaluation of other Del Webb monument signs and how the sign is sensitive to the site's context, to be submitted at preliminary submittal.
- 37.Provision of the amenity center to be on a buildable lot, and to be revised on the plans submitted at final submittal.
- 38.HOA maintenance responsibilities consistent with the items noted in the 'HOA

Maintenance' section of this report.

39.Trail credit will not be given for any proposed trails.

40.Trail fees will be required.

41.Provision of a slope analysis (report) of the bluff conditions adjacent to the site will be required as part of the grading plan approval.



City of Chaska Memorandum

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

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

1. Street and Utility Improvements

a. Sanitary Sewer

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

b. Water Main

- i. Two trunk water mains exist that will service the overall property. Water trunk service is available at Cardinal Street

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

2. Site Grading

a. Existing Conditions

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

b. Grading Plan

- i. The proposed site grading plan will require mass grading over the entire 80 acre site with changes to the existing topography. The grading and drainage plan propose routing water through storm sewer piping systems and providing treatment with storm water retention ponds which is consistent with the City's stormwater standards. It will be important that as a part of the final grading plan to restrict where possible overland surface drainage to the ravines/bluffs to minimize erosion.
- ii. The applicant has noted that steep wooded slopes do exist and are to be preserved. The overall grading plan shall meet all applicable building (50') and grading (30') setback requirements. With this in mind, as a part of the concept plan approval an analysis(report) of the bluff and steep slope

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

- iii. In order to construct the new access off of TH 41 retaining walls are needed to support the existing grades. The retaining walls that are needed should be constructed outside the City right of way and maintained by the HOA.
- iv. The retaining wall shown in the ponding area of outlot I needs to be further evaluated for options to eliminate.

3. Storm Water

- a. Efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation. Site specific areas that propose contributing drainage to into ponding areas must be designed to accommodate the 100-year storm event.
- b. It is important that the ponding that was created on the south edge of the property remain protected without being negatively impacted from area development. The City's stormwater design standards that were incorporated when the pond was constructed will be important to meet or reduce the overall runoff from which the system was originally designed to manage.
- c. No urbanized drainage should be permitted to directly discharge to the bluff or ravine.
- d. Stormwater reuse irrigation is being proposed with the development. Consistent with all previous development plans where stormwater reuse has been implemented, the HOA will be responsible for ownership and maintenance of the system.
- e. All agency regulatory requirements must be met, including but not limited to Carver County WMO, MnDNR, Corps of Engineers, and City of Chaska.

4. Wetlands (See Wetlands Exhibit)

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

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

5. Traffic

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

6. Cardinal Street Right of Way Vacation

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



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



N



0 375 Feet



Hammer Property (KES 2018-147)
Chaska, Minnesota

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

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

NA:0015521.00.DWG(C:\V\PRELIM\00155215.PPP01.DWG) 02/04/2020 Westwood Professional Services, Inc.

SITE LEGEND

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

DEVELOPMENT NOTES

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

Existing Trunk Water Main

New Stormwater Pond

Existing Trunk Water Main

New Stormwater Pond

New Stormwater Pond

Bluff/Steep Slope

Gravity Sewer Connection

Expand Existing Stormwater Pond

OUTLOT TABLE

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

PROPERTY DESCRIPTION

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

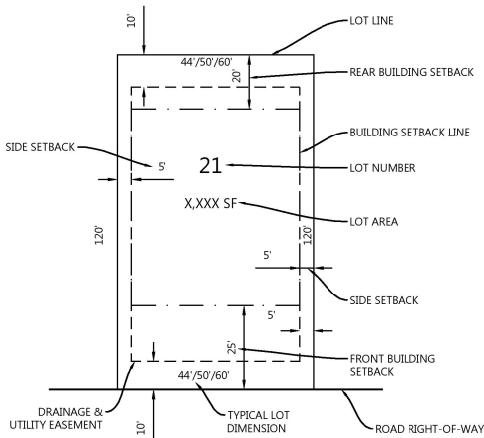
Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the East line of said Section 5, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence North 88 degrees 43 minutes 30 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East along the South line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Northwest Quarter of the Southeast Quarter a distance of 101.98 feet; thence continuing North 88 degrees 43 minutes 30 seconds East along the South line of said Northwest Quarter of the Southeast Quarter a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Northwest Quarter of the Southeast Quarter a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 77.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 173.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 856.78 feet to the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on the South line of said Southeast Quarter; thence North 03 degrees 35 minutes 45 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

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

SITE DEVELOPMENT DATA

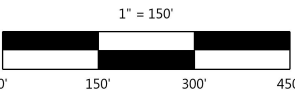
EXISTING ZONING:	O - OPEN DEVELOPMENT
PROPOSED ZONING:	PDD/PRD PLANNED RESIDENTIAL DISTRICT
GROSS SITE AREA:	86.05 AC
BLUFF AREAS:	7.67 AC
NET SITE AREA:	78.38 AC
DEVELOPMENT SUMMARY	
44' DETACHED TOWNHOME LOT:	122 HOMES
50' DETACHED TOWNHOME LOT:	89 HOMES
60' DETACHED TOWNHOME LOT:	57 HOMES
PRESERVED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

TYPICAL DETACHED TOWNHOME DETAIL



LOT STANDARDS

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



NOT FOR CONSTRUCTION

PREPARED FOR:

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

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

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

DEL WEBB AT CHASKA
CHASKA, MN

Westwood

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

PRELIMINARY PLAT -
OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

3

OF

39

DATE: 02/04/20

CITY OF CHASKA LAND USE/DEVELOPMENT APPLICATION

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

APPLICATION/REQUEST FOR:	X	APPLICATION FEE	PROCESSING FEE	DATE PAID	RECEIPT NUMBER
Planned Development Districts					
Concept Plan/Rezoning	X	\$3784	\$712		
Preliminary Plat	X	\$1392	\$467		
Final Plat (Account Codes A & C)					
Non PDD					
Concept Plan/Rezoning					
Preliminary Plat					
Final Plat					
Lot Consolidation/Division and Vacations (Account Codes A & C)	X	\$186	\$232		
Others					
Building/Site Plan Review					
Public Hearing Mailing List Fee	X		\$117		
Zoning/Comp Plan Amend.					
Other (Account Codes A & C)					
Permits					
Special (Conditional) Use Permit					
Variance					
Site Alteration Permit (HPC)					
Mining/Filling Permit (Account Codes B & C)					
Total Amount Due		\$5362 +	\$1528 +	Equals	\$6890

Location of Property: 1084 CARDINAL STREET

Legal Description of Property: SEE NARRATIVE

Existing Zoning: OPEN DEV. Use: AGRICULTURAL

Description of Request: PLANNED RESIDENTIAL DISTRICT

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

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

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

Applicant Name: PAUL HEUER - PULTE HOMES Phone: _____

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

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

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

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

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

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



“DEL WEBB AT CHASKA”

**APPLICATION FOR:
Planned Development District Preliminary Plat and Vacation**

**CHASKA, MINNESOTA
February 26, 2020**

Introduction

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

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

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

Background

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

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

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

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

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

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

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

The Property

The owner of the property is:

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

Legal Description:

Parcel 1:

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

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

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

Carver County, Minnesota

Parcel 2:

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

Abstract Property

Property Identification Number:
30-0053800

Address:
1084 Cardinal Street
Chaska, MN 55318

Key Facts

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

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

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

Neighborhood Vision & Design

Del Webb – An Iconic Brand

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

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

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

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

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

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

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

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

Context Within the City of Chaska

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

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

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

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

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

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

Environmental Assessment Worksheet

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

Access

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

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

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

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

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

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

Henry Hammers House/Saloon

Background

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

Findings

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

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

Resolution

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

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

Park & Trail Dedication

Public Parks

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

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

Public Trails & Sidewalks

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

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

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

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

Private Parks

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

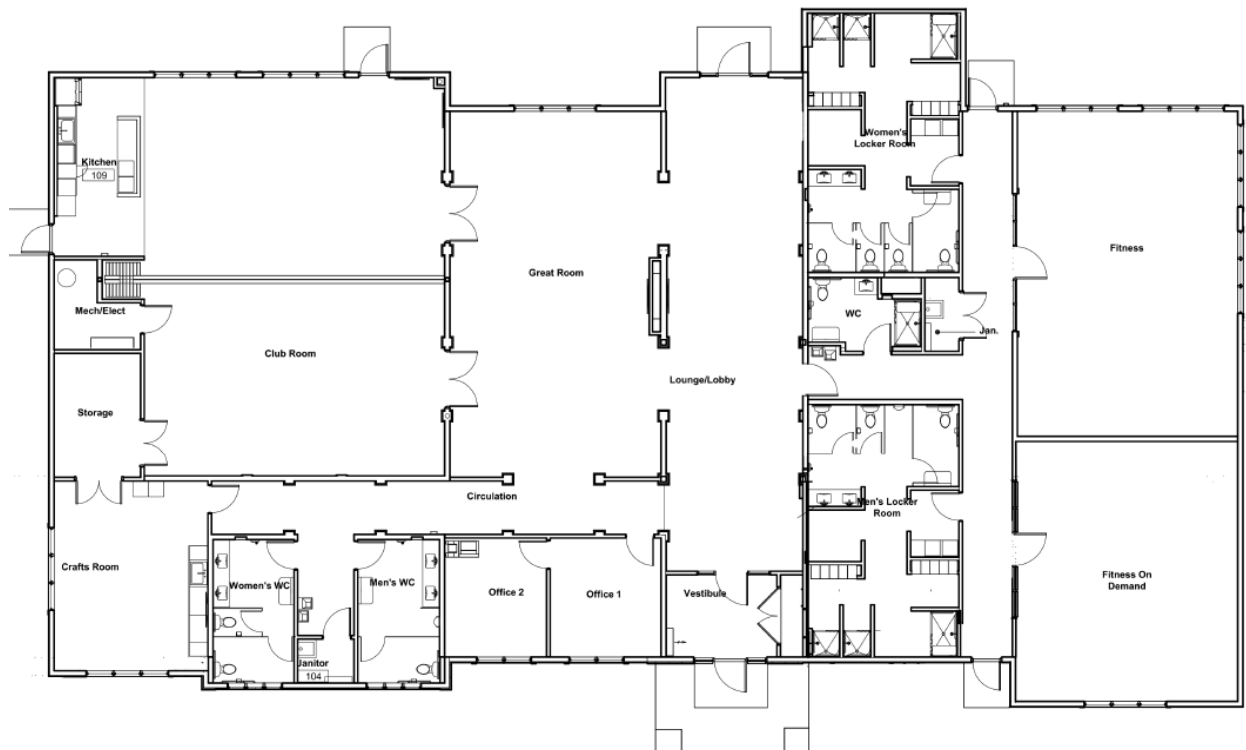
The amenity center is strategically placed at the end of the “arrival drive” at the high point of the neighborhood. We have worked hard to preserve some scattered mature oak and maple trees along the south side the amenity center. These trees will be seen in the distance as drivers gradually approach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



Amenity center conceptual layout (above)



Clubhouse conceptual rendering (above)



Clubhouse conceptual floor plan (above)

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

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

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

Private Trails

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

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

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

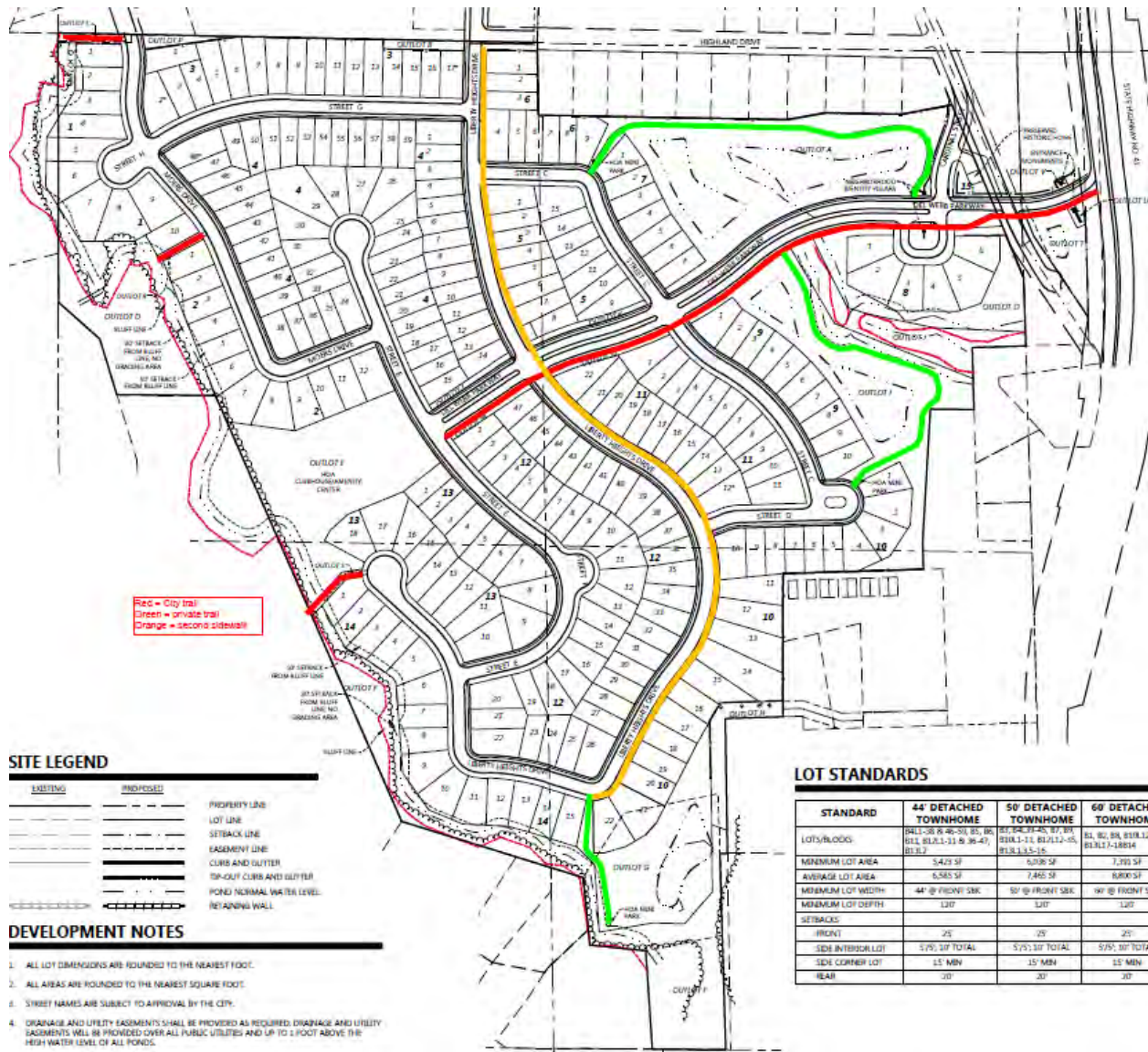


Exhibit showing public trails (red), private trails (green), and secondary sidewalk (orange).

Satisfying Park & Trail Dedication

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

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

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

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

"Provision of Excess Private Open Space:

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

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

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

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

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

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

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

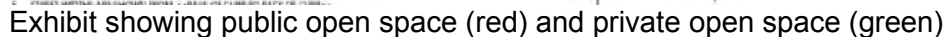
Areas		
Item	Area for Impact Fees	Area for Park Ded
Gross area	86.05	86.05
Bluff areas	7.67	7.67
Net area	78.38	78.38

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

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

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

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



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

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

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

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

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

City Land

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

Infrastructure

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

Our Homes

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

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

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

44-Foot Wide Lots

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

50-Foot Wide Lots

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

60-Foot Wide Lots

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

Architecture

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

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

The Uniqueness of an Age Restricted Community

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

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

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

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

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

Del Webb at Chaska Architecture

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

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

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

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

We encourage you to visit Bellwether in Corcoran

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

Architecture Compliance

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

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

Areas of Non-Compliance

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

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

Areas Exceeding the Code

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

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

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

Homeowners Association (HOA)

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

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

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

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

Vacation of Cardinal Street Right-of-Way

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

City of Chaska Mission Statement

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

High Quality of Life Enhanced

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

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

Taxpayers Perceive they are Getting Cost-Effective Service

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

Well-Planned and Orderly Community Development is a Priority

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

A Sense of Community and Small-Town Values are Maintained

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

A Commitment to Excellence

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

Covenants

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

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

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

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

Concept Plan Review Comments

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

Planned Development District (PDD)

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

City Benefits

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

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

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

Deviations from City Standards

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

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

Phasing & Schedule

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

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

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

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

This submittal includes:

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



February 4, 2020

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

Dear Liz:

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

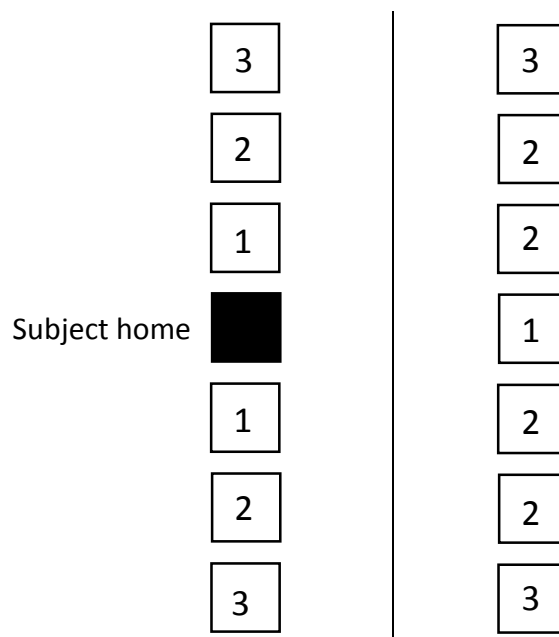
Sincerely,

A handwritten signature in black ink, appearing to be "PH", written over a light blue circular background.

Paul Heuer
Director of Land Planning & Entitlement



MONOTONY CODE GRAPHIC



- 1

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

 Home can be the same floorplan and elevation as Subject home, but MUST be a different color package.
- 3

 May be identical to Subject home.

34' homes on 44' lots

ATTIC VENT SCHEDULE

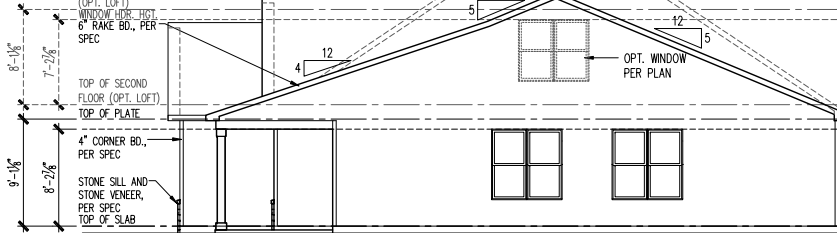
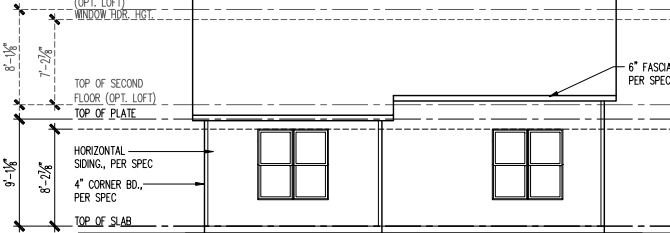
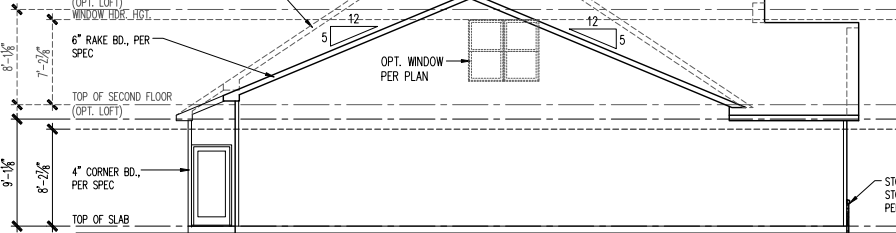
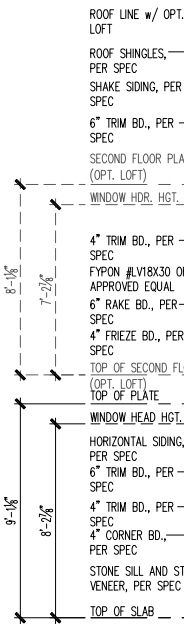
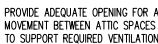
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS

* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION HR2G

ROOF AREA "A"		SQ FTG	1967	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. 4"X24")	POT SMALL (SQ. IN. 4"X24")	RIDGE VENT (SQ. IN. 16"X1)	EAVE VENT (SQ. IN. 16"X4")	CONT. VENT (SQ. IN. 16"X1)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.62	3.28	2.97	45.09	7	0		
AT EAVE	3.93	3.28	3.61	54.91			0	52.00
TOTAL (MIN)	6.56	6.56	6.58	100.00				
HIGH - RIDGE VENT	2.62	3.28	3.13	47.37	0	0	25.00	
AT EAVE	3.93	3.28	3.47	52.63			0	50.00
TOTAL (MIN)	6.56	6.56	6.60	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



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Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab

[illegible]

Garage Left

PLAN NAME	Discover
NPC PLAN NUMBER	1936.300
LAWSON PLAN ID	

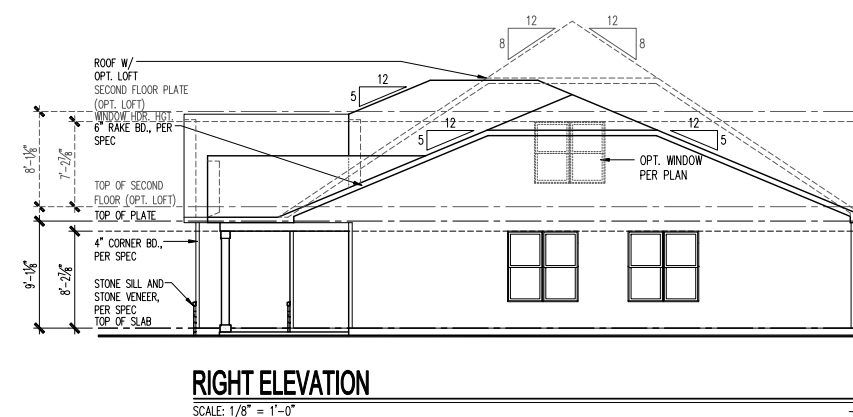
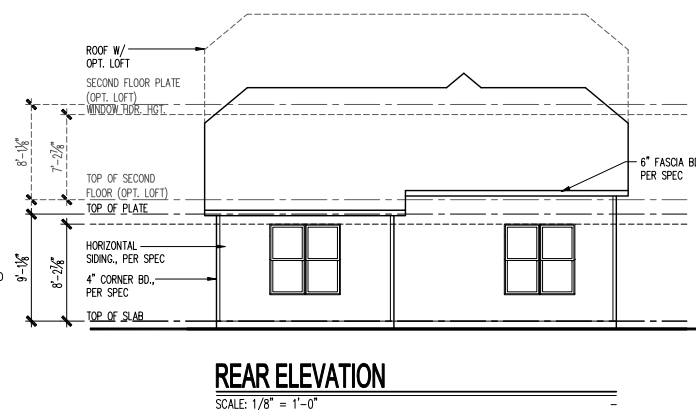
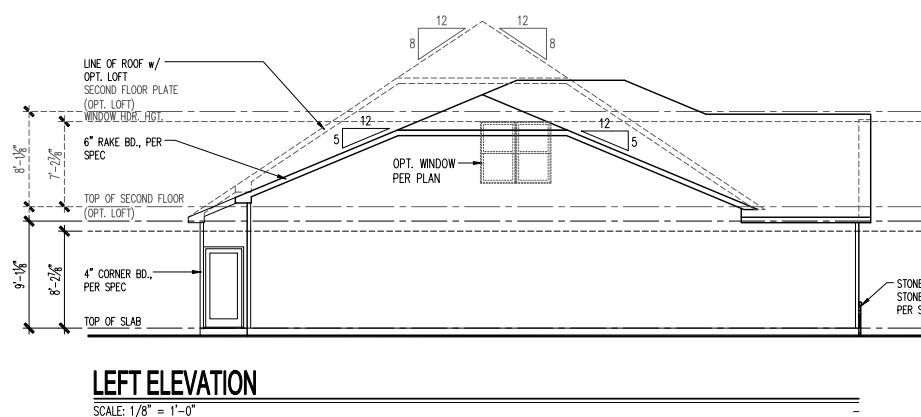
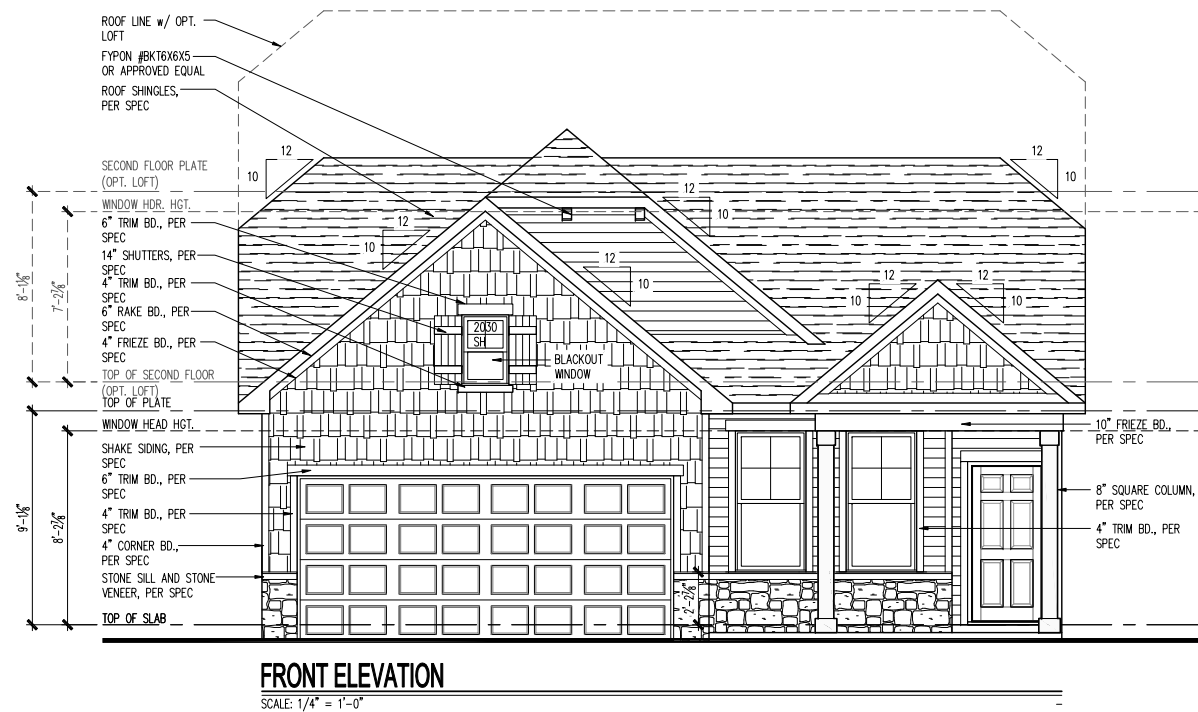
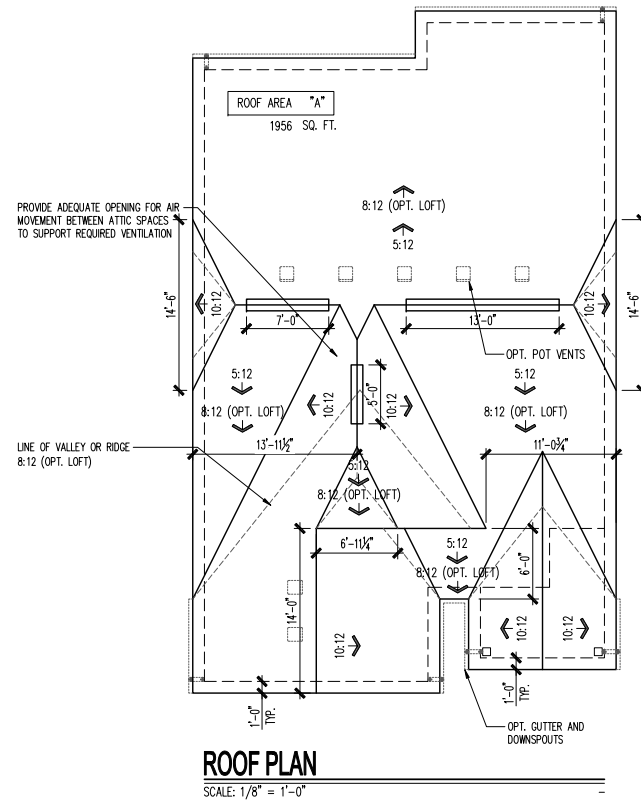
SHEET

A3-HR2G

2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL, AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION EC2G									
ROOF AREA "A"		SQ FTG	1956	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE PSI IN RANGE	POT SMALL PSI IN RANGE	RIDGE VENT PSI IN RANGE	EAVE VENT PSI IN RANGE	CONT. VENT PSI IN RANGE	
HEAD- POT VENT ONLY	2.61 3.26	2.97	45.09	61.00	40.00	18.00	28.00	10.00	
AT EAVE	3.91 3.26	3.61	54.91				0	52.00	
TOTAL (MIN)	6.52 6.52	6.58	100.00						
HEAD- RIDGE VENT	2.61 3.26	3.13	47.87	0	0	25.00			
AT EAVE	3.91 3.26	3.40	52.13				0	49.00	
TOTAL (MIN)	6.52 6.52	6.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



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Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

[illegible]

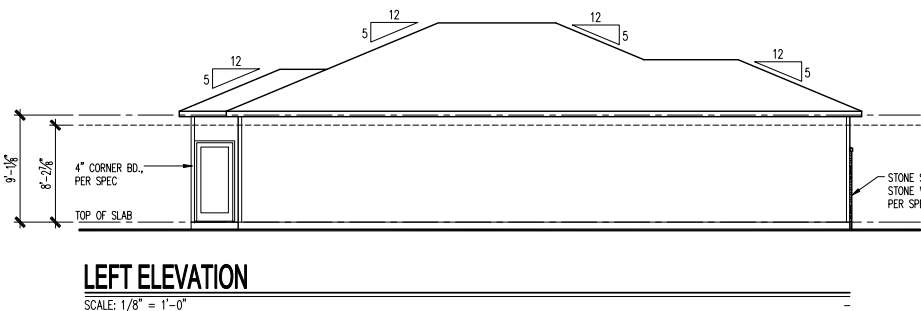
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PLAN NAME	Discover
NPC PLAN NUMBER	1936.300
LAWSON PLAN ID	

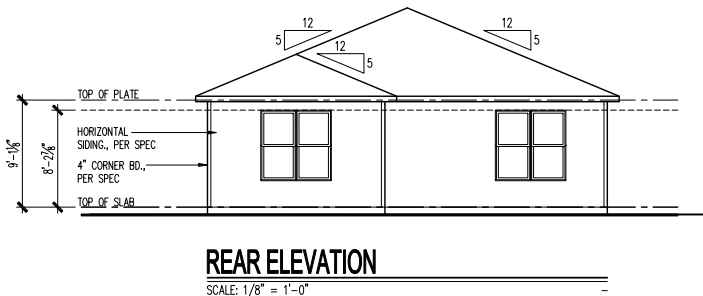
SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

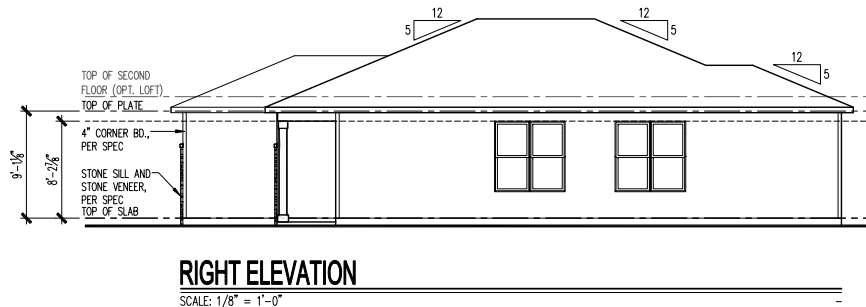
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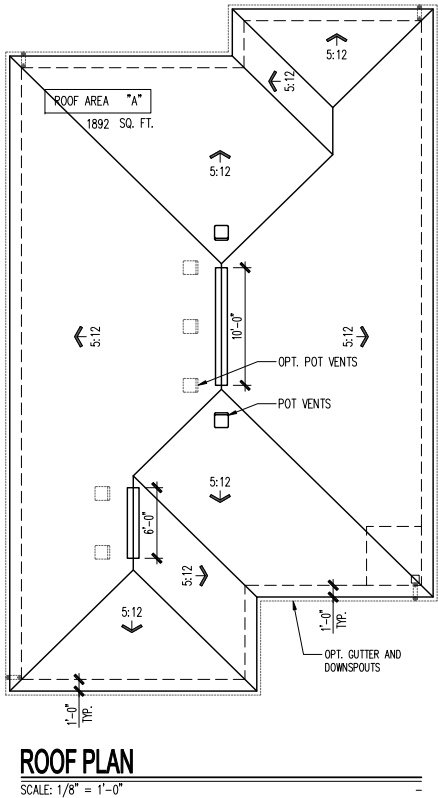
LEFT ELEVATION
SCALE: 1/8" = 1'-0"



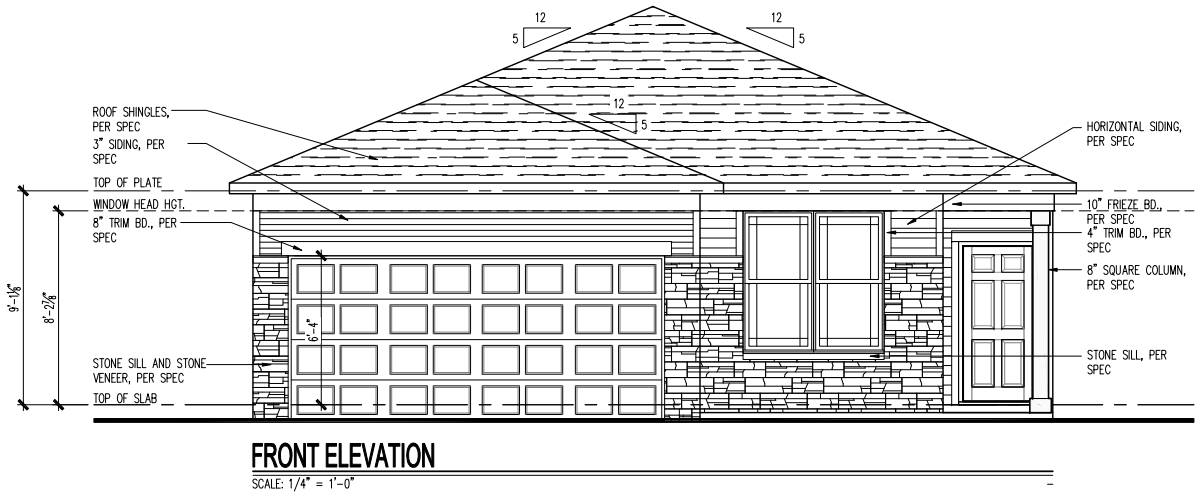
REAR ELEVATION
SCALE: 1/8" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



ROOF PLAN
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

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* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2M

ROOF AREA "A"		SQ. FTG	1892	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)
HIGH - POT VENTS ONLY	2.52 - 3.15	2.97	48.56	7	0			
AT EAVE	3.78 - 3.15	3.40	53.44				0	49.00
TOTAL (MIN)	6.31	6.31	6.37	100.00				
HIGH - RIDGE VENT	2.52 - 3.15	2.85	45.05	2	0	16.00		
AT EAVE	3.78 - 3.15	3.47	54.95				0	50.00
TOTAL (MIN)	6.31	6.31	6.32	100.00				

ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE

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Schaumburg, Illinois 60173

Del Webb

Elevation - Prairie 2M - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER		
Rick Starkey		
INITIAL RELEASE DATE:		
11/02/2018		
CURRENT RELEASE DATE:		
11/02/2018		
REV #	DATE	DESCRIPTION
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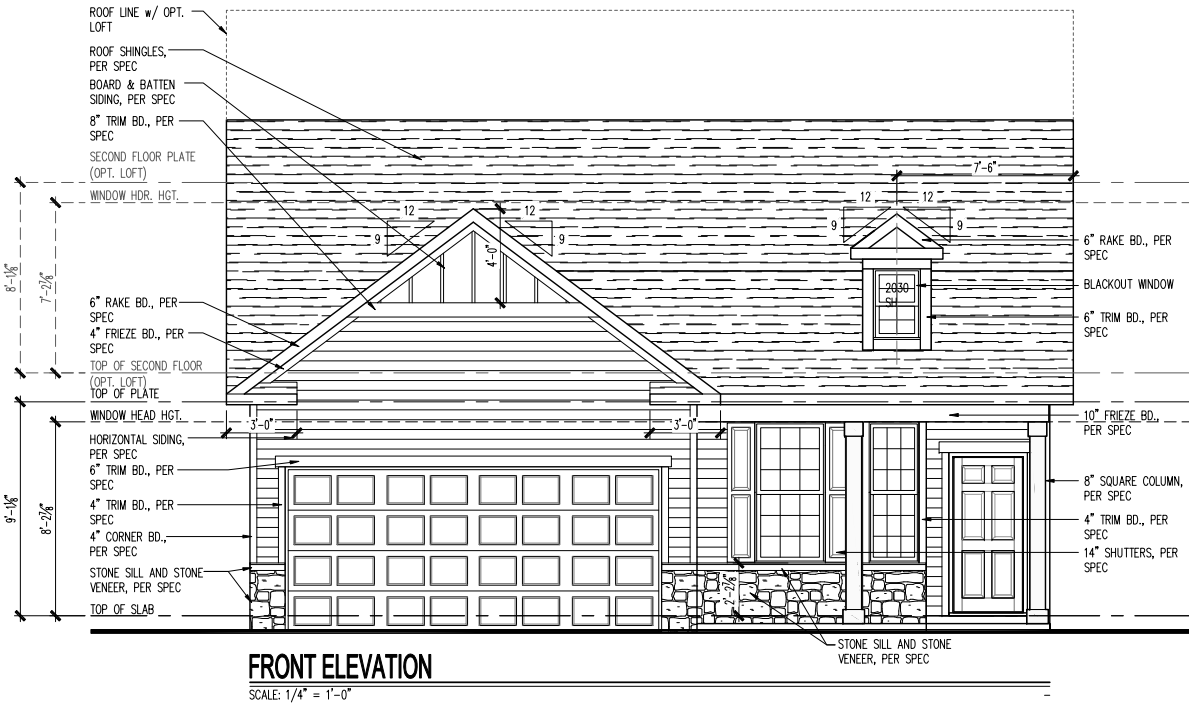
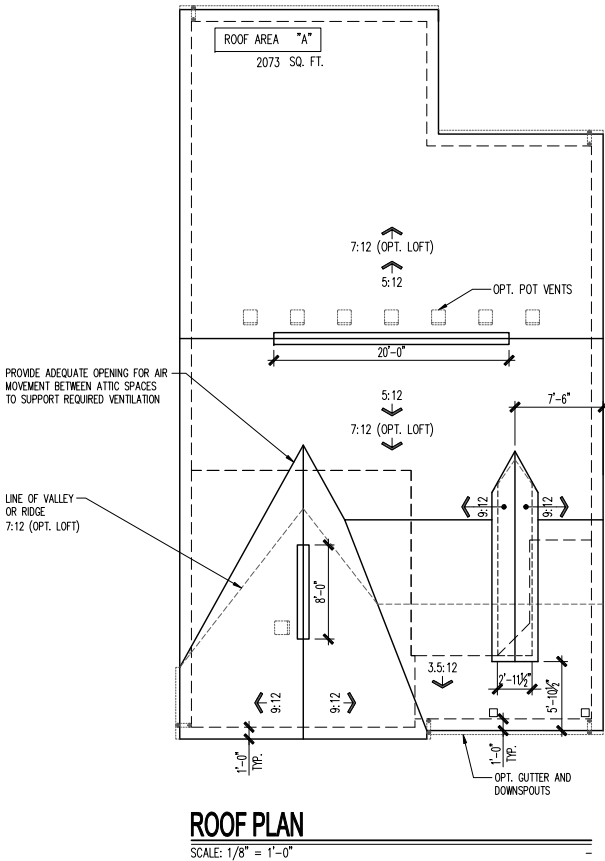
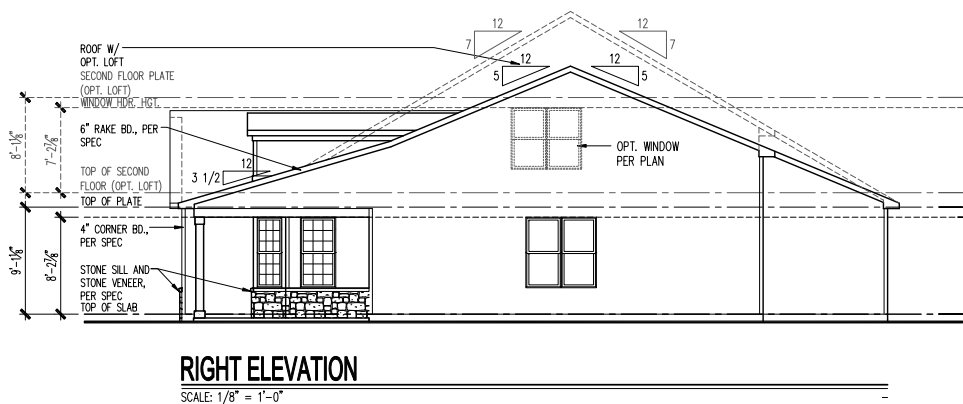
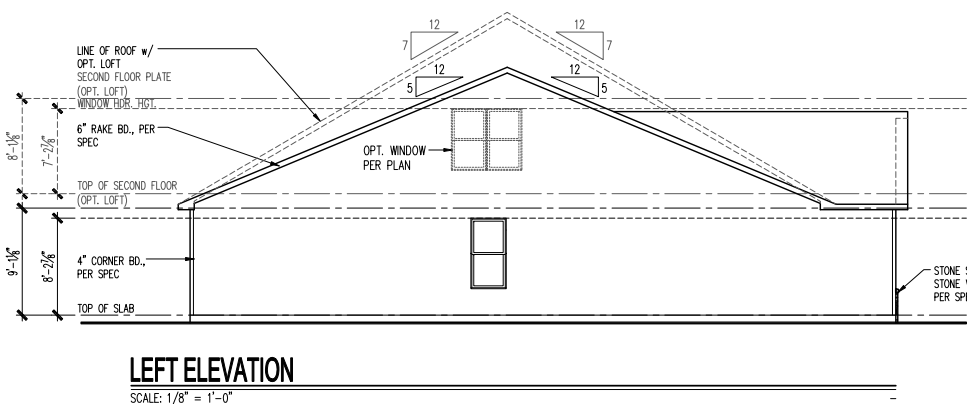
GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID

SHEET
A3-PR2M
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

1937-TRAILBLAZER-CZ-BASZ-EL-HR2G.DWG / Michael Urban / January 15, 2019



ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

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* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION HR2G

ROOF AREA "A"		SQ FTG	2073	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	2.76 - 3.46	3.39	48.90	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.15 - 3.46	3.54	51.10				0	51.00
TOTAL (MIN)	6.91	6.91	6.93	100.00				
HIGH - RIDGE VENT	2.76 - 3.46	3.50	50.20	0	0	28.00		
AT EAVE	4.15 - 3.46	3.47	49.80				0	50.00
TOTAL (MIN)	6.91	6.91	6.97	100.00				
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE								

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Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018		
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2	09/04/2014	PLAN REVISIONS
3	10/31/2015	TB REDLINES
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5		
6		
7		
8		
9		
10		

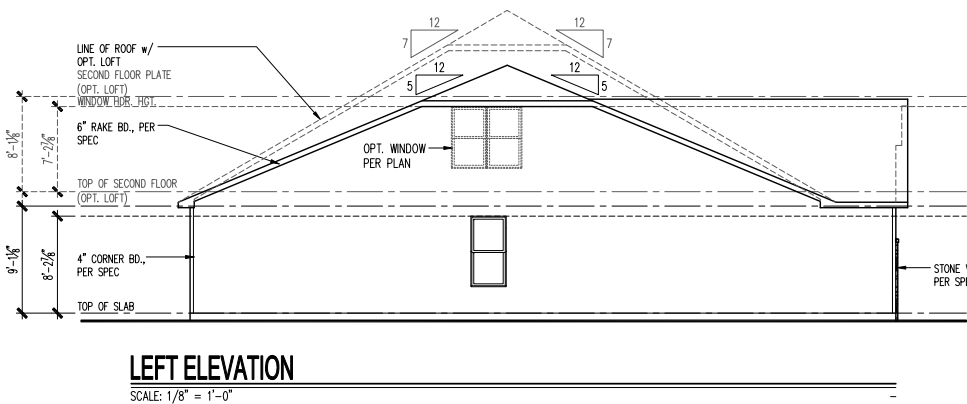
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Garage Left

PLAN NAME
Trailblazer
NPG PLAN NUMBER
1937.000
LAWSON PLAN ID

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

1937-TRAILBLAZER-CZ-BAS2-EL-EC2G.DWG / 1937-TRAILBLAZER-CZ-BAS2-EL-EC2G.DWG / 1937-TRAILBLAZER-CZ-BAS2-EL-EC2G.DWG



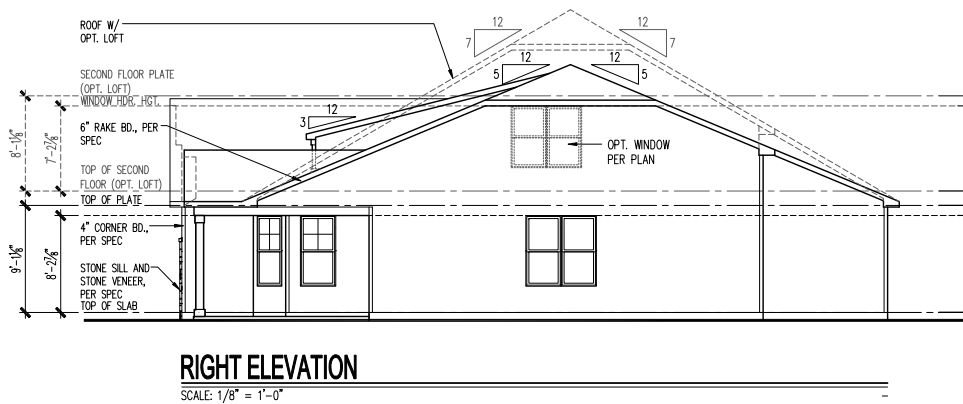
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



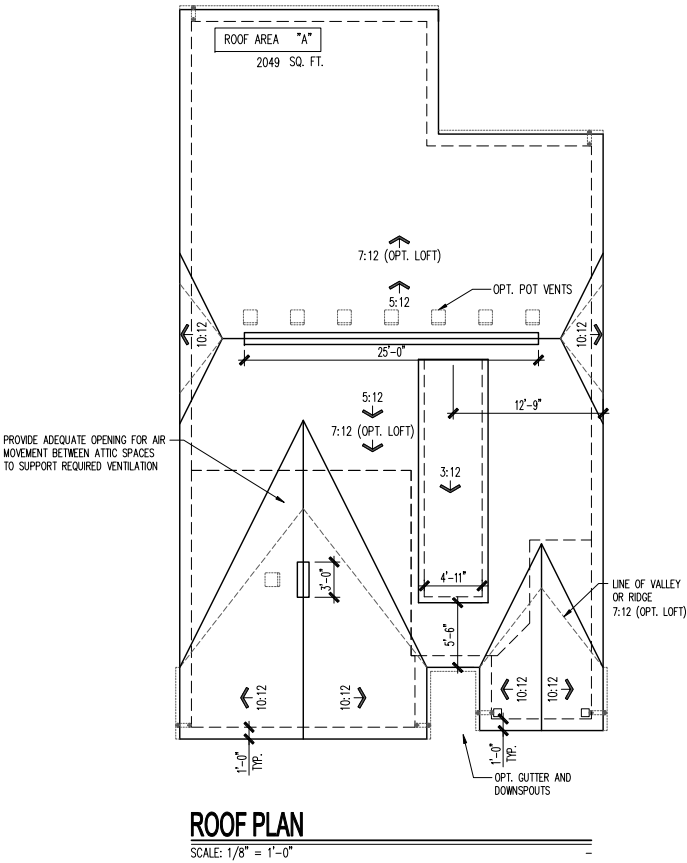
REAR ELEVATION

SCALE: 1/8" = 1'-0"



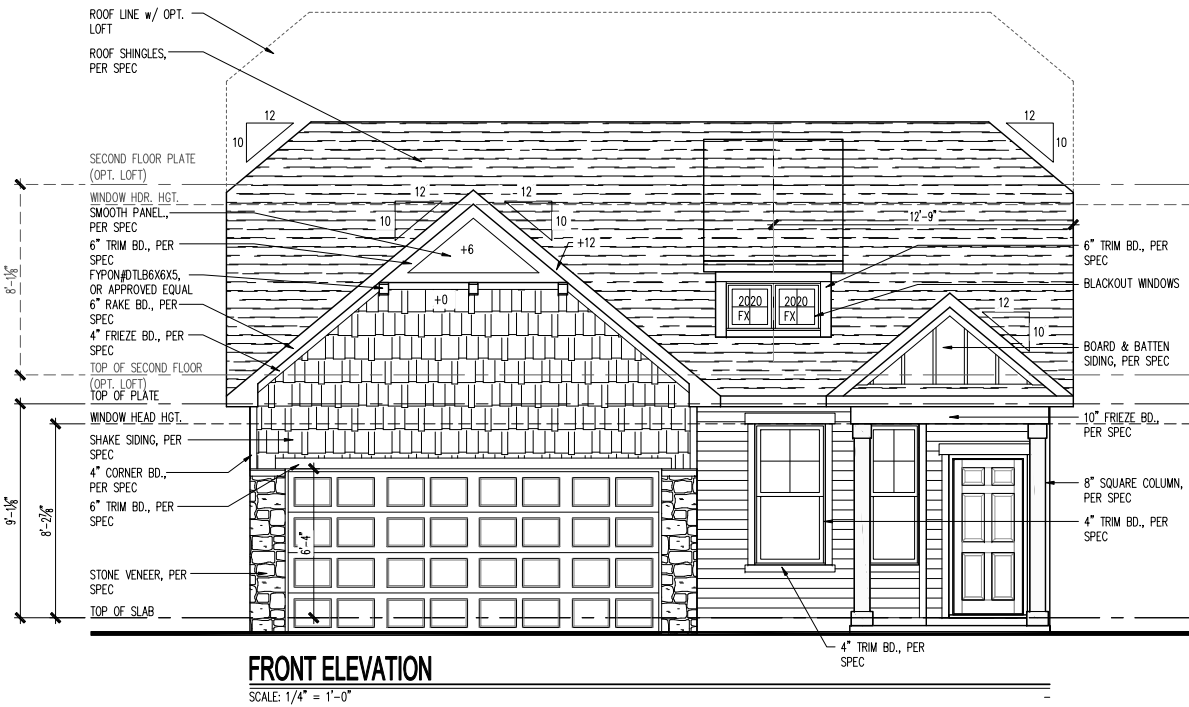
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

ATTIC VENT SCHEDULE

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* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50.60% OF TOTAL AND RIDGE AT 49.90% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

ROOF AREA "A"		SQ. FTG	2049	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)
HIGH - POT VENTS ONLY	2.73 3.42	3.39	49.39	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.10 3.42	3.47	50.61				0	50.00
TOTAL (MM)	6.83 6.83	6.86	100.00					
HIGH - RIDGE VENT	2.73 3.42	3.50	50.70	0	0	28.00		
AT EAVE	4.10 3.42	3.40	49.30				0	49.00
TOTAL (MM)	6.83 6.83	6.90	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

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Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018		
REV #	DATE	DESCRIPTION
1	03/07/2014	FIELD REDLINES
2	09/04/2014	PLAN REVISIONS
3	10/31/2015	TB REDLINES
4		
5		
6		
7		
8		
9		
10		

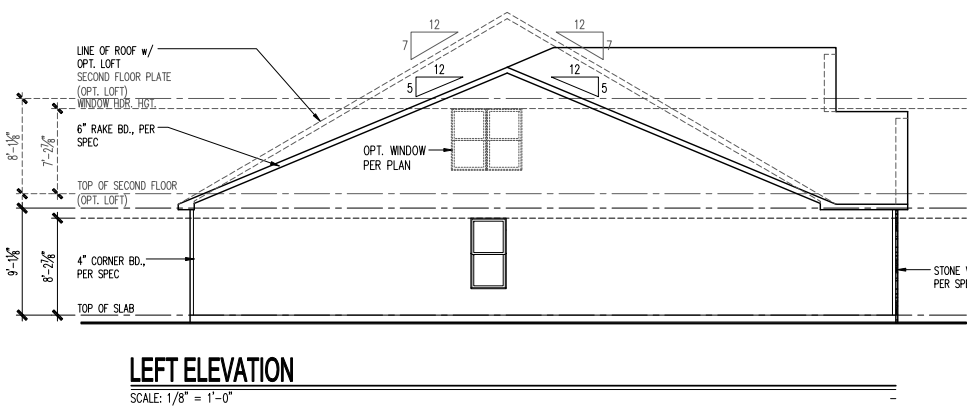
GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPG PLAN NUMBER
1937.000
LAWSON PLAN ID

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

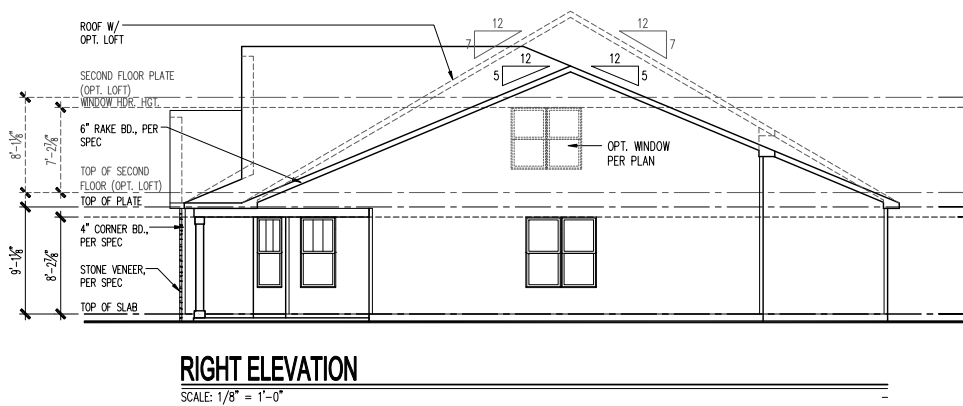
Project: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-CZ-BASZ-EL-NC2G.DWG



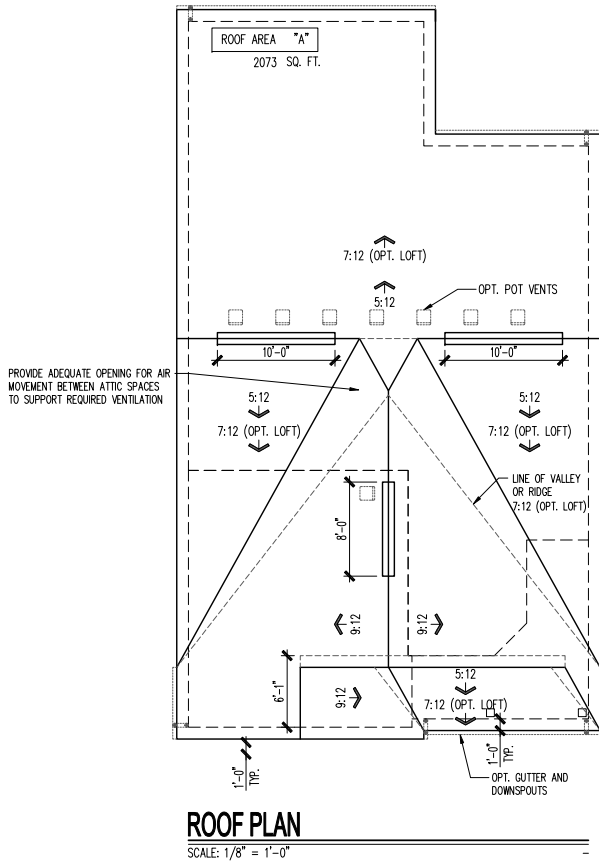
LEFT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

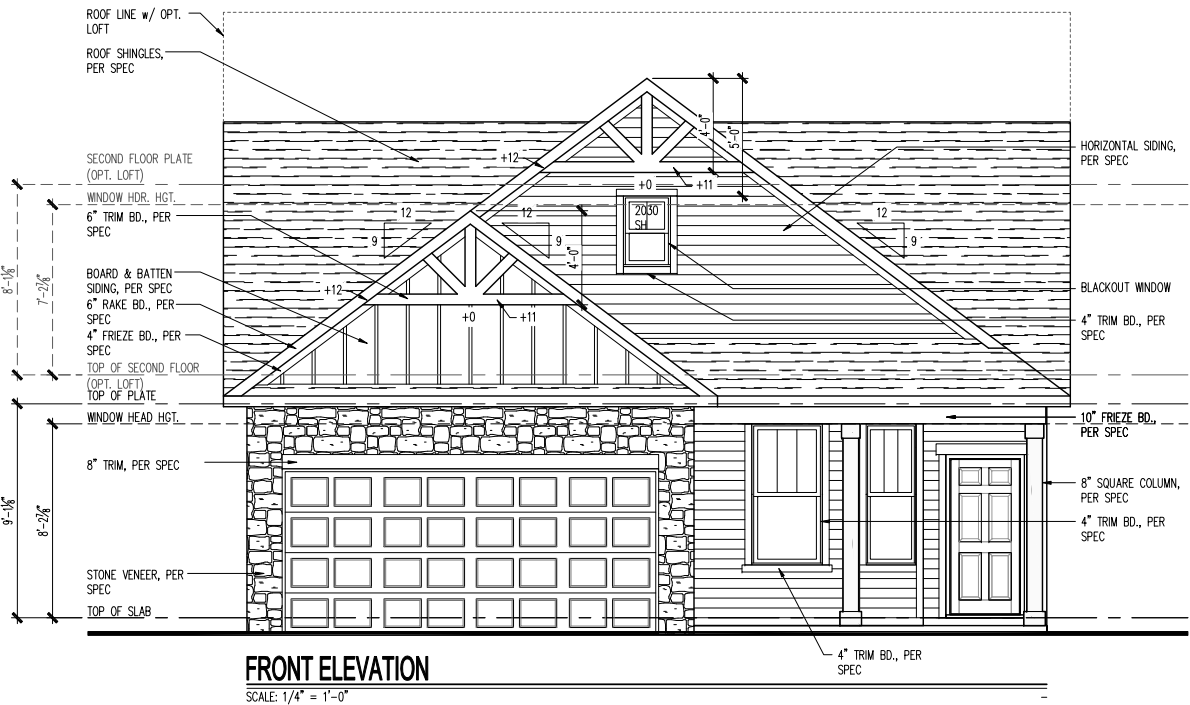


RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



ROOF PLAN
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE									
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS									
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50.60% OF TOTAL AND RIDGE AT 49.90% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2G									
ROOF AREA "A"		SQ FTG		2073		AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)	
HIGH - POT VENTS ONLY	2.76 - 3.46	3.46	3.39	48.90	0	18.00	28.00	10.00	
AT EAVE	4.15 - 3.46	3.54	51.10				0	51.00	
TOTAL (MIN)	6.91	6.91	6.93	100.00					
HIGH - RIDGE VENT	2.76 - 3.46	3.50	50.20	0	0	28.00			
AT EAVE	4.15 - 3.46	3.47	49.80				0	50.00	
TOTAL (MIN)	6.91	6.91	6.97	100.00					
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE									



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

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Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018		
REV #	DATE	DESCRIPTION
△	03/07/2014	FIELD REDLINES
△	09/04/2014	PLAN REVISIONS
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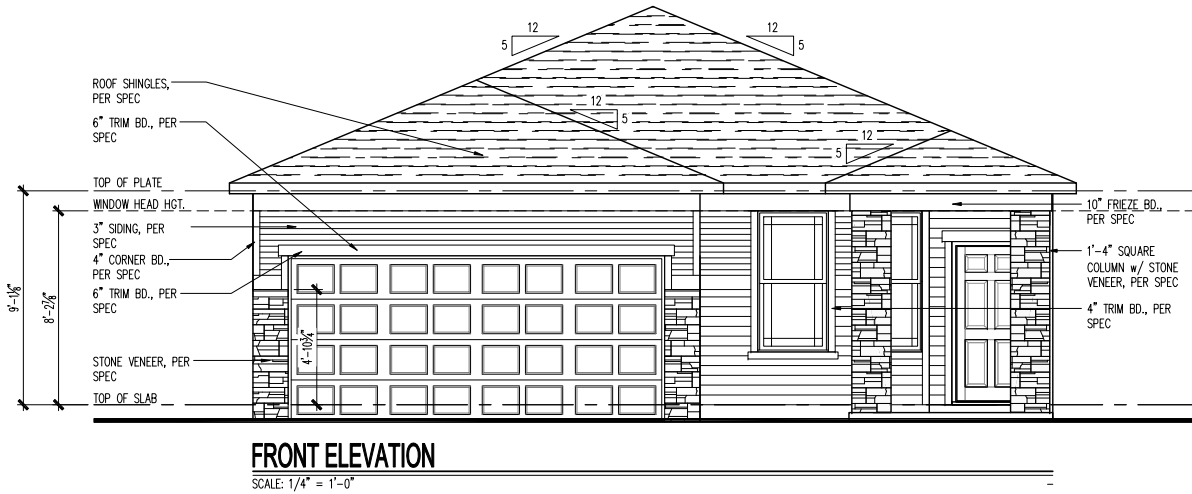
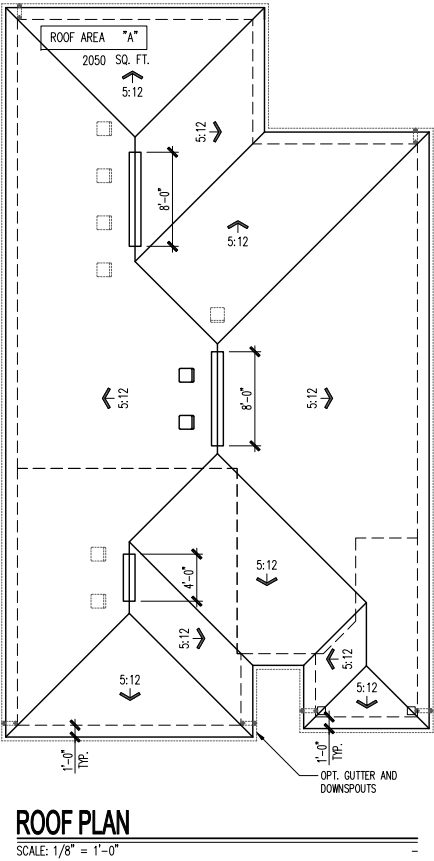
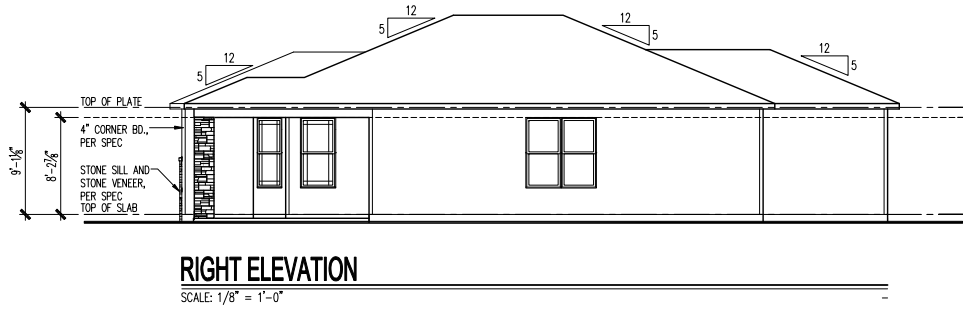
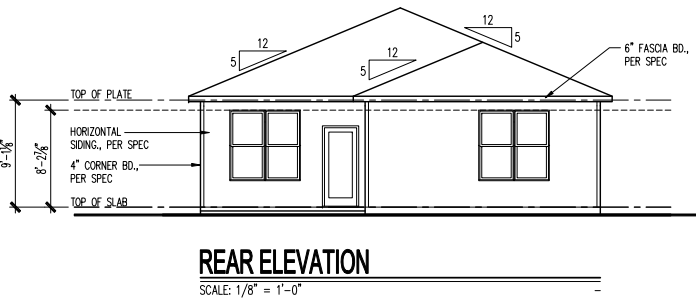
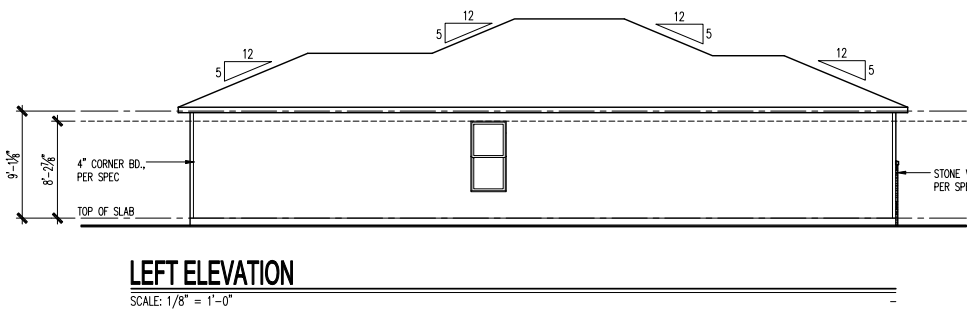
GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPG PLAN NUMBER
1937.000
LAWSON PLAN ID

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

Project: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-CZ-BASZ-EL-PR2M.DWG



ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS

* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50.60% OF TOTAL AND RIDGE AT 49.90% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2M

ROOF AREA "A"		SQ FTG	2050	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.73 - 3.42	3.39	49.39	8	0			
AT EAVE	4.10 - 3.42	3.47	50.61				0	50.00
TOTAL (MIN)	6.83 - 6.83	6.86	100.00					
HIGH - RIDGE VENT	2.73 - 3.42	3.35	48.59	2	0	20.00		
AT EAVE	4.10 - 3.42	3.54	51.41				0	51.00
TOTAL (MIN)	6.83 - 6.83	6.89	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

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Elevation - Prairie 2M - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

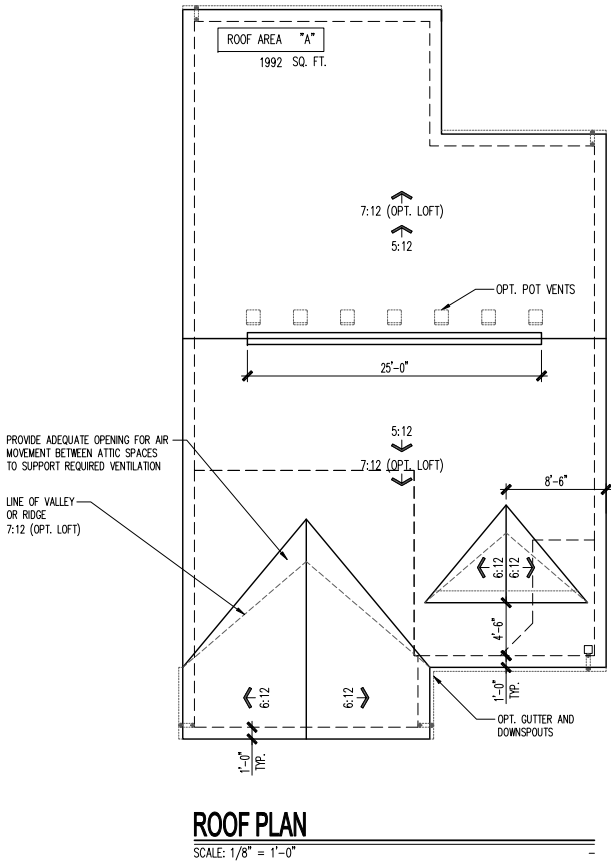
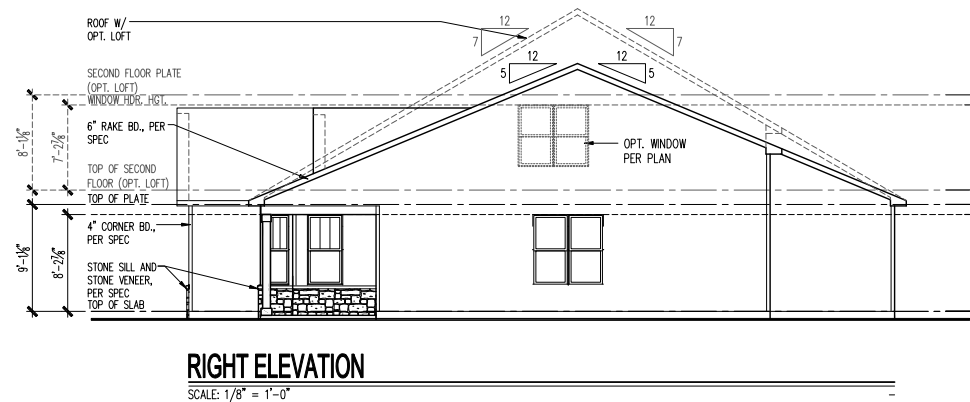
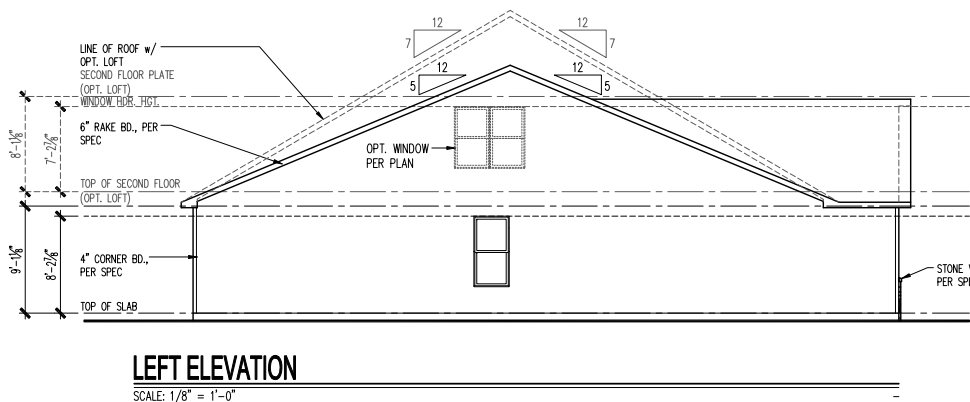
REV #	DATE / DESCRIPTION
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△	09/04/2014 PLAN REVISIONS
△	10/31/2015 TB REDLINES
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GARAGE HANDING
Garage Left

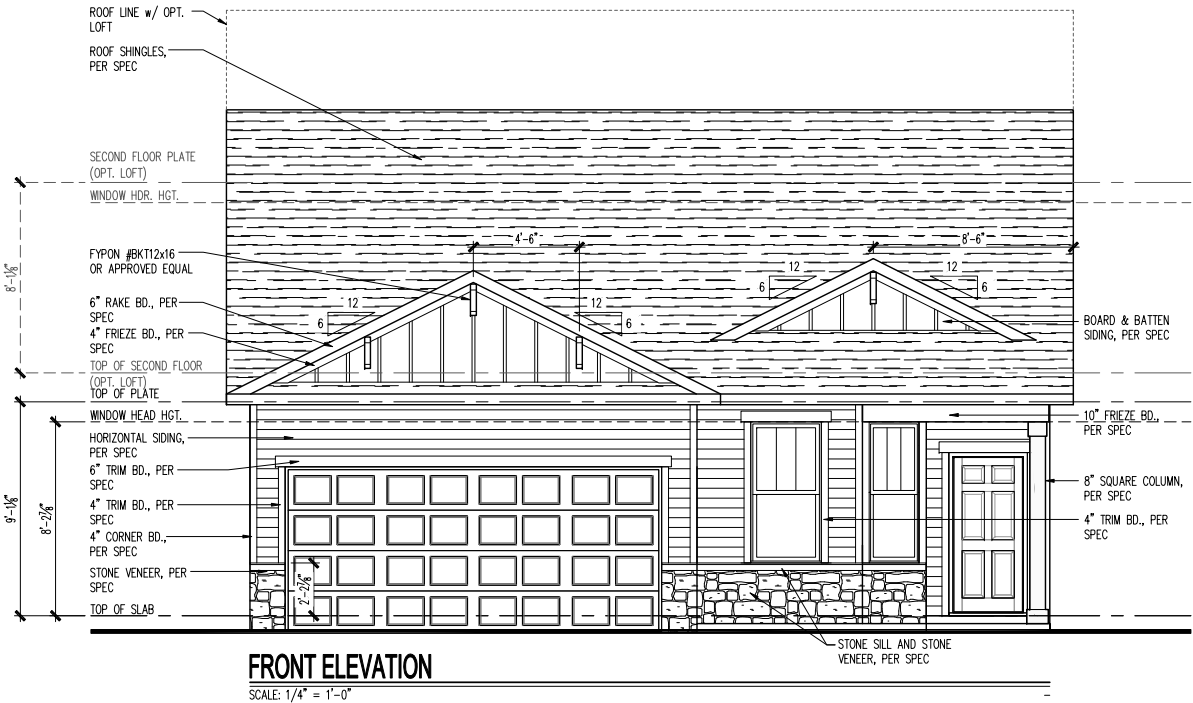
PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
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SHEET
A3-PR2M
2FS.5

Project: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-CZ-BASZ-EL-CR2G.DWG



ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE									
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS									
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION CR2G									
ROOF AREA "A"		SQ FTG		1992		AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)	
HIGH - POT VENTS ONLY	2.66 - 3.32	3.32	2.97	44.62	7	0			
AT EAVE	3.98 - 3.32	3.68	55.38				0	53.00	
TOTAL (MIN)	6.64	6.64	6.65	100.00					
HIGH - RIDGE VENT	2.66 - 3.32	3.13	46.98	0	0	25.00			
AT EAVE	3.98 - 3.32	3.54	53.13				0	51.00	
TOTAL (MIN)	6.64	6.64	6.67	100.00					ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE



PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE	DESCRIPTION
△	03/07/2014	FIELD REDLINES
△	09/04/2014	PLAN REVISIONS
△	10/31/2015	TB REDLINES
△		
△		
△		
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△		

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPG PLAN NUMBER
1937.000
LAWSON PLAN ID
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SHEET
A3-CR2G
2FS.5

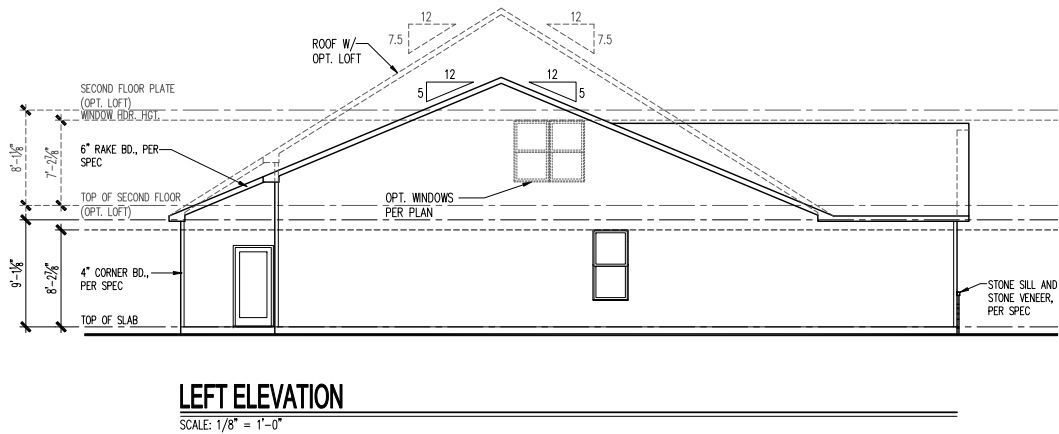
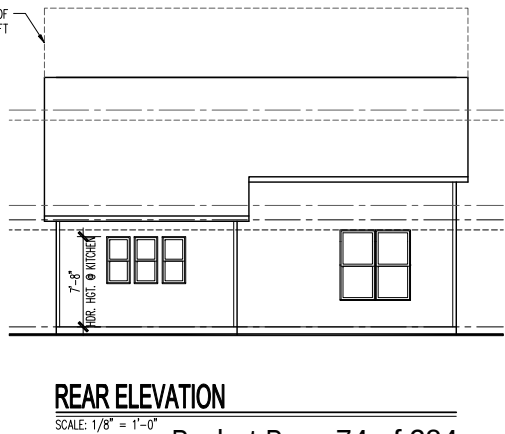
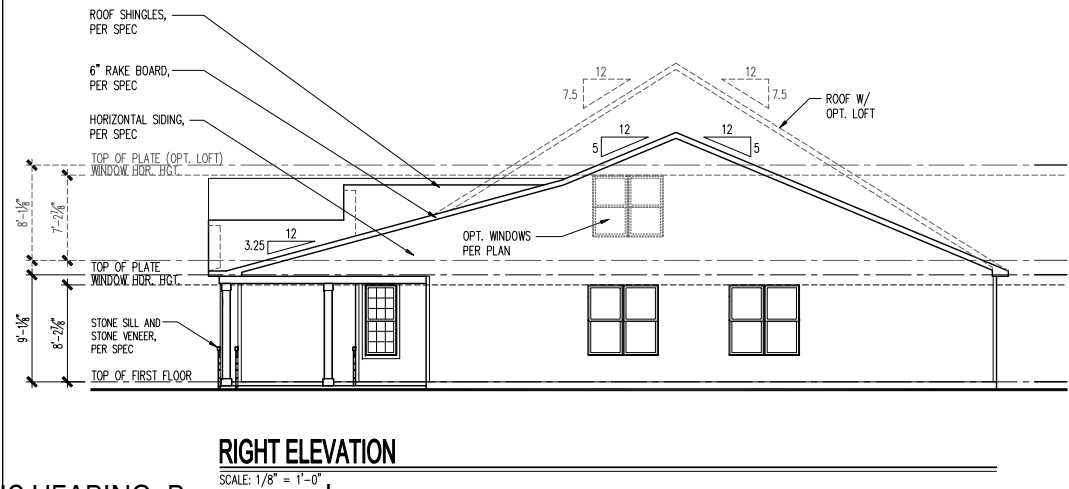
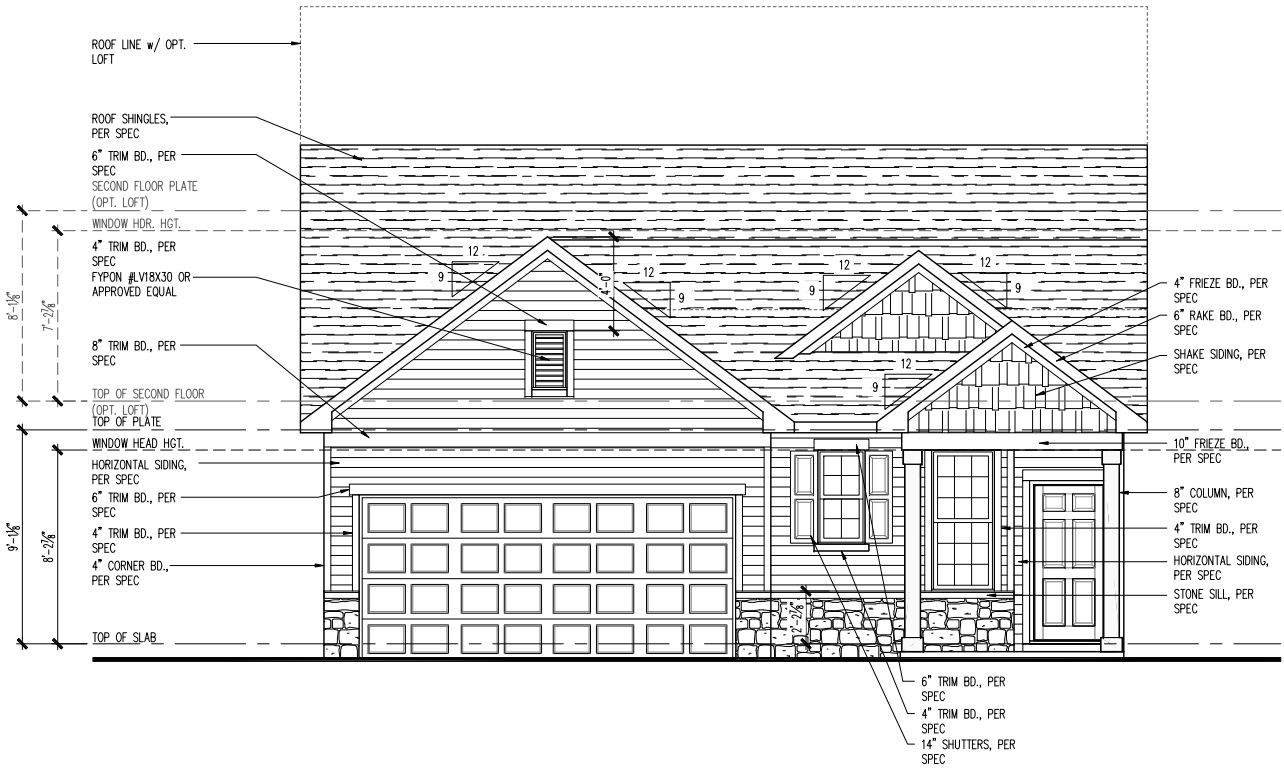
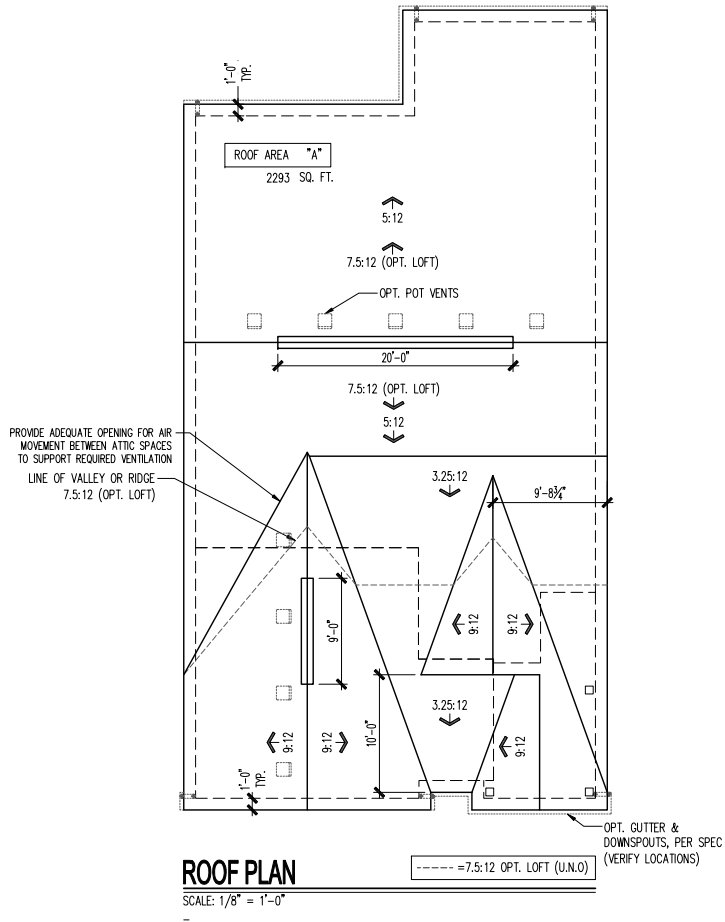
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1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 55-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION								
ELEVATION HR2G								
ROOF AREA "A"		SQ FTG	2293	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)
HIGH - POT VENTS ONLY	3.06 - 3.82	3.82	3.83	49.95	9	0		
AT EAVE	4.59 - 3.82	3.82	50.05				0	55.00
TOTAL (MIN)	7.64	7.64	7.63	100.00				
HIGH - RIDGE VENT	3.06 - 3.82	3.63	47.37	0	0	29.00		
AT EAVE	4.59 - 3.82	4.00	52.63				0	59.00
TOTAL (MIN)	7.64	7.64	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



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Schaumburg, Illinois 60173

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Elevation - Heartland 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER	RICK STARKEY
INITIAL RELEASE DATE:	11/02/2018
CURRENT RELEASE DATE:	11/02/2018
REV #	DATE / DESCRIPTION
1	11/06/2013
2	03/05/2014
3	05/28/2014
4	09/04/2014
5	10/31/2015
6	
7	
8	
9	
10	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPS PLAN NUMBER
1938.300
LAWSON PLAN ID

SHEET
A3-HR2G
2FS.5

ATTIC VENT SCHEDULE

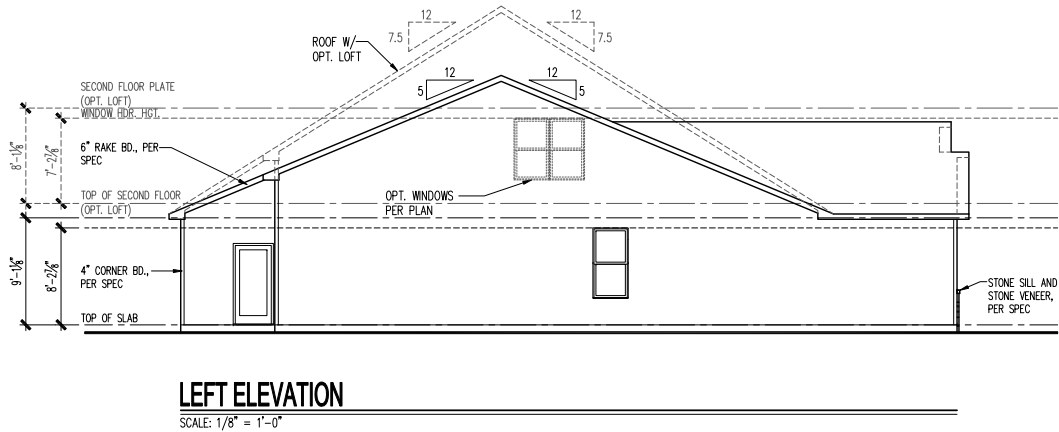
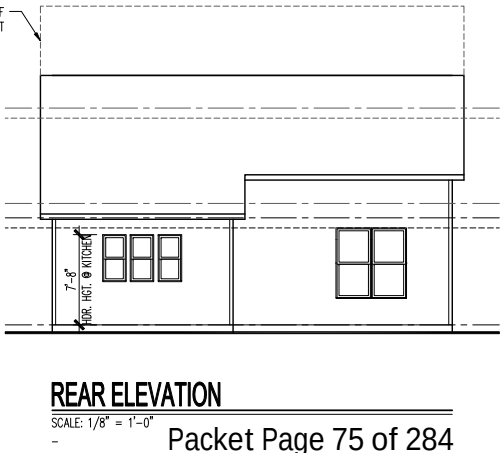
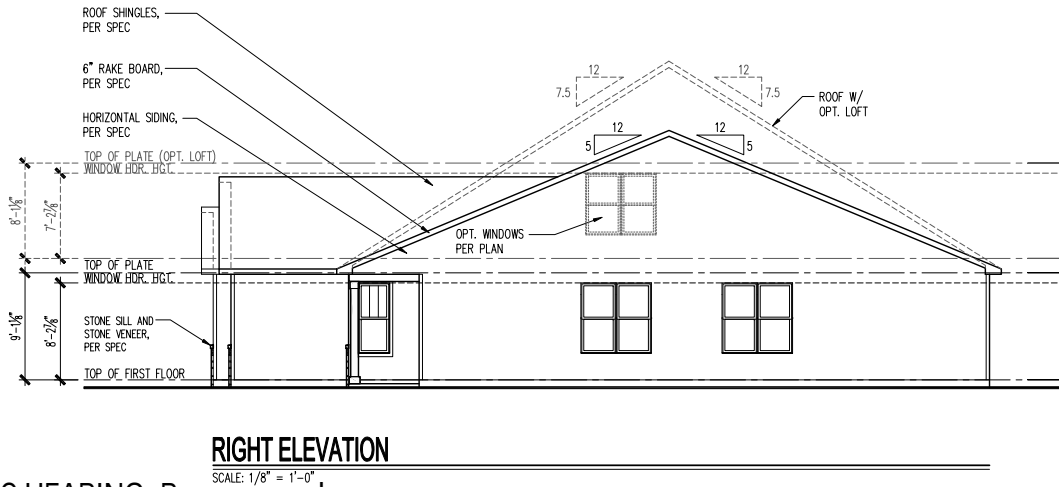
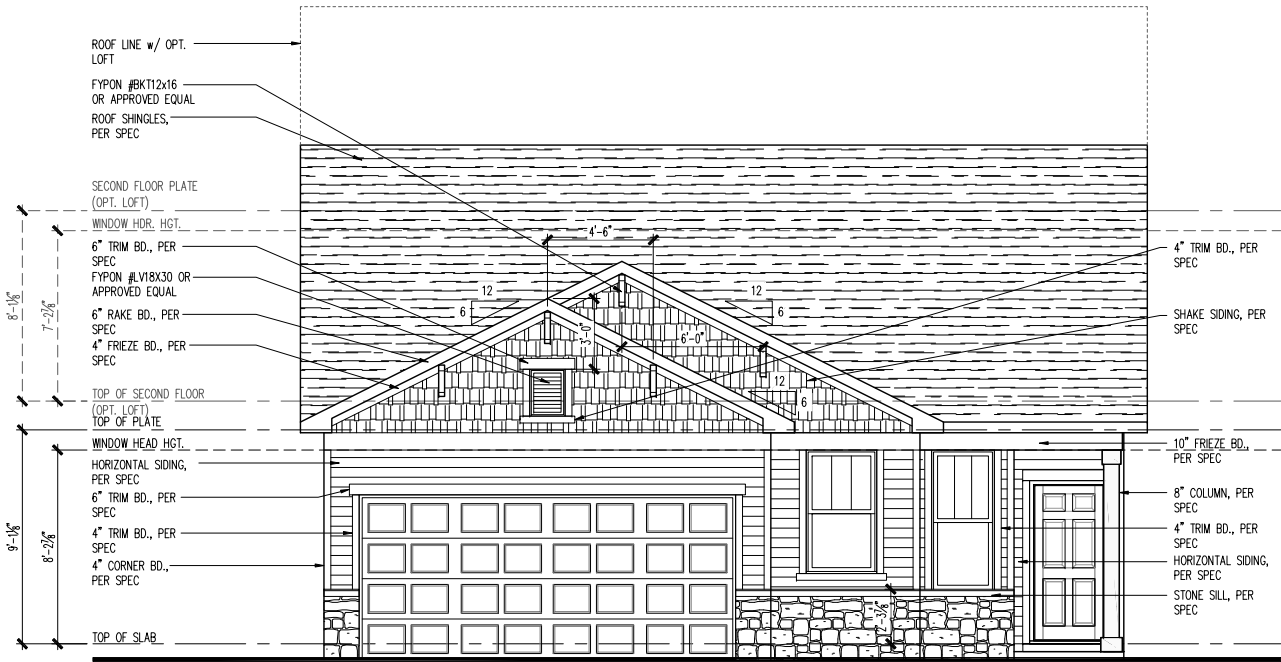
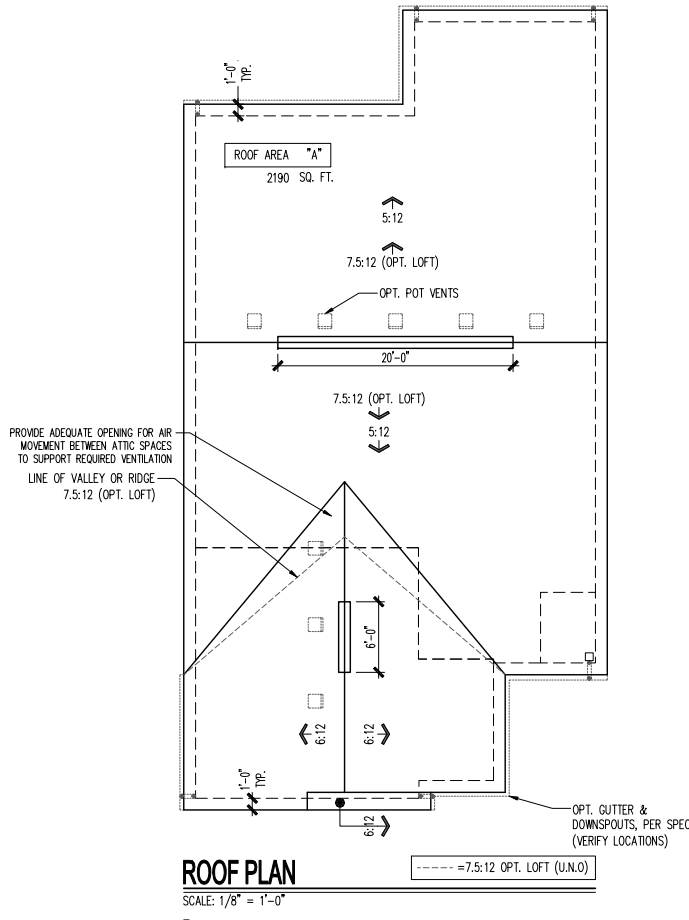
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS

* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 55-65% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

ROOF AREA "A"		SQ FTG	2190	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)
HIGH - POT VENTS ONLY	2.92 - 3.85	3.39	46.12	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.38 - 3.85	3.96	53.88				0	57.00
TOTAL (MIN)	7.30	7.30	7.35	100.00				
HIGH - RIDGE VENT	2.92 - 3.85	3.25	44.23	0	0	26.00		
AT EAVE	4.38 - 3.85	4.10	55.77				0	59.00
TOTAL (MIN)	7.30	7.30	7.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



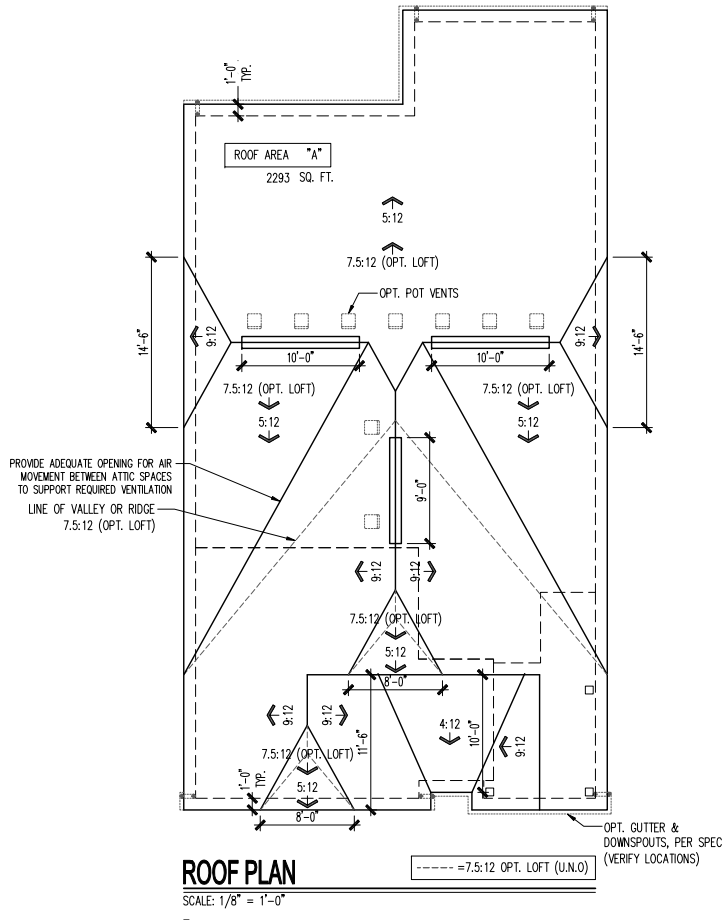
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1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

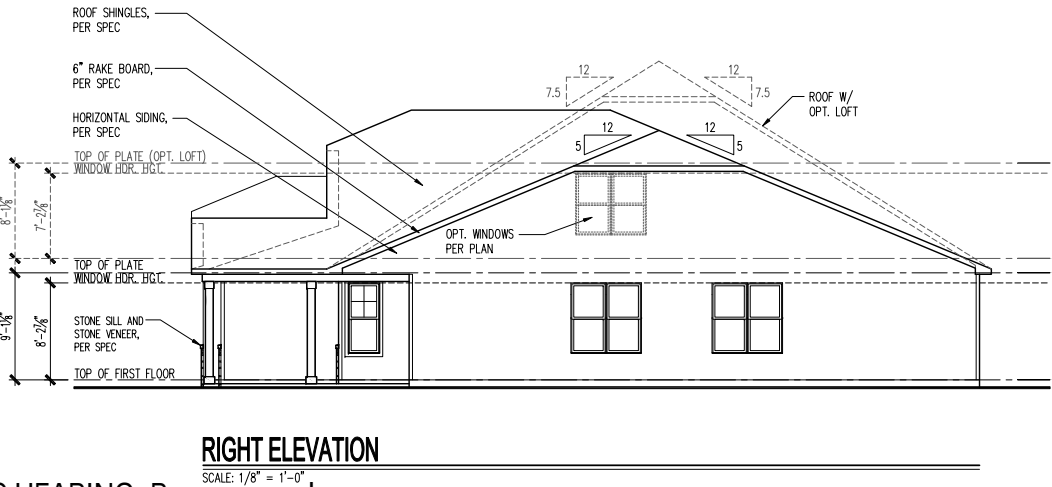
Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018	
REV #	DATE / DESCRIPTION
△	11/06/2013 FIELD COMMENTS
△	03/05/2014 FIELD REDLINES
△	05/28/2014 FIELD COMMENTS
△	09/04/2014 PLAN REVISIONS
△	10/31/2015 TB REDLINES
△	
△	
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△	
△	
GARAGE HANDING Garage Left	
PLAN NAME Passport NPS PLAN NUMBER 1938.300 LAWSON PLAN ID	
SHEET A3-CR2G	
2FS.5	

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 55-65% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION								
ELEVATION EC2G								
ROOF AREA "A"		SQ FTG	2293	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	3.06 - 3.82	3.81	49.95	9	0	18.00	28.00	10.00
AT EAVE	4.59 - 3.82	3.82	50.05				0	55.00
TOTAL (MIN)	7.64	7.64	7.63	100.00				
HIGH - RIDGE VENT	3.06 - 3.82	3.63	47.37	0	0	29.00		
AT EAVE	4.59 - 3.82	4.03	52.83				0	59.00
TOTAL (MIN)	7.64	7.64	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



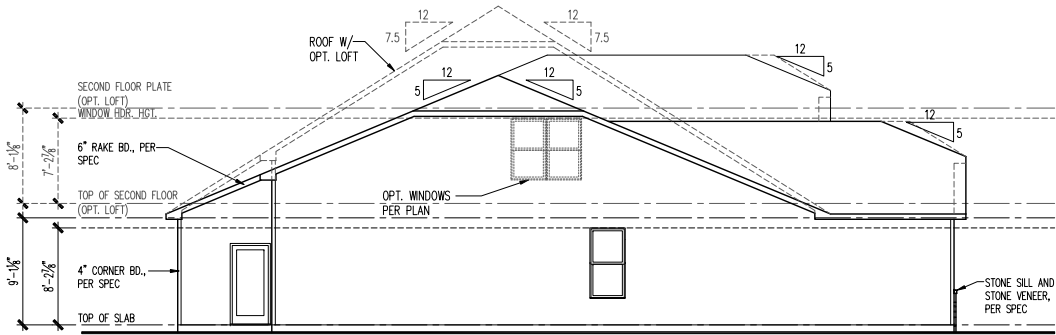
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

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Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018	REV #	DATE / DESCRIPTION
	1	11/06/2013
	2	FIELD COMMENTS
	3	03/05/2014
	4	FIELD REDLINES
	5	05/28/2014
	6	FIELD COMMENTS
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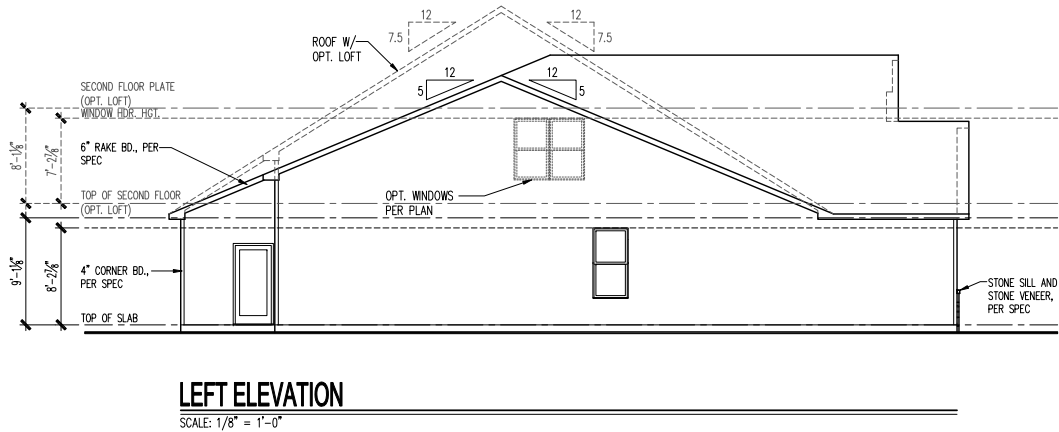
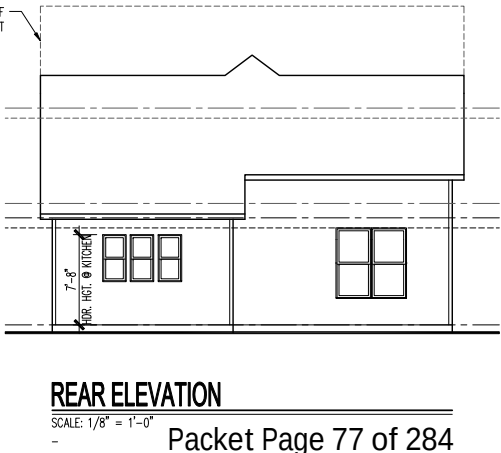
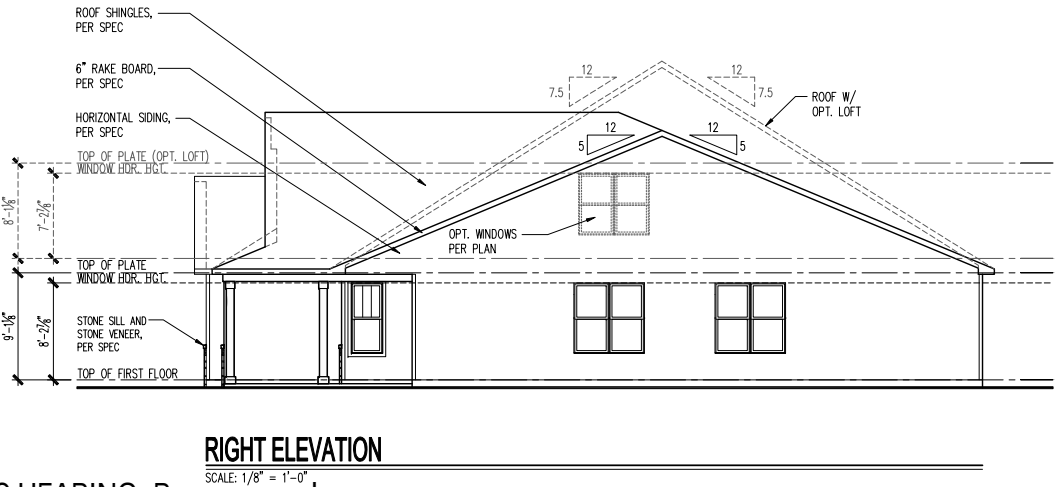
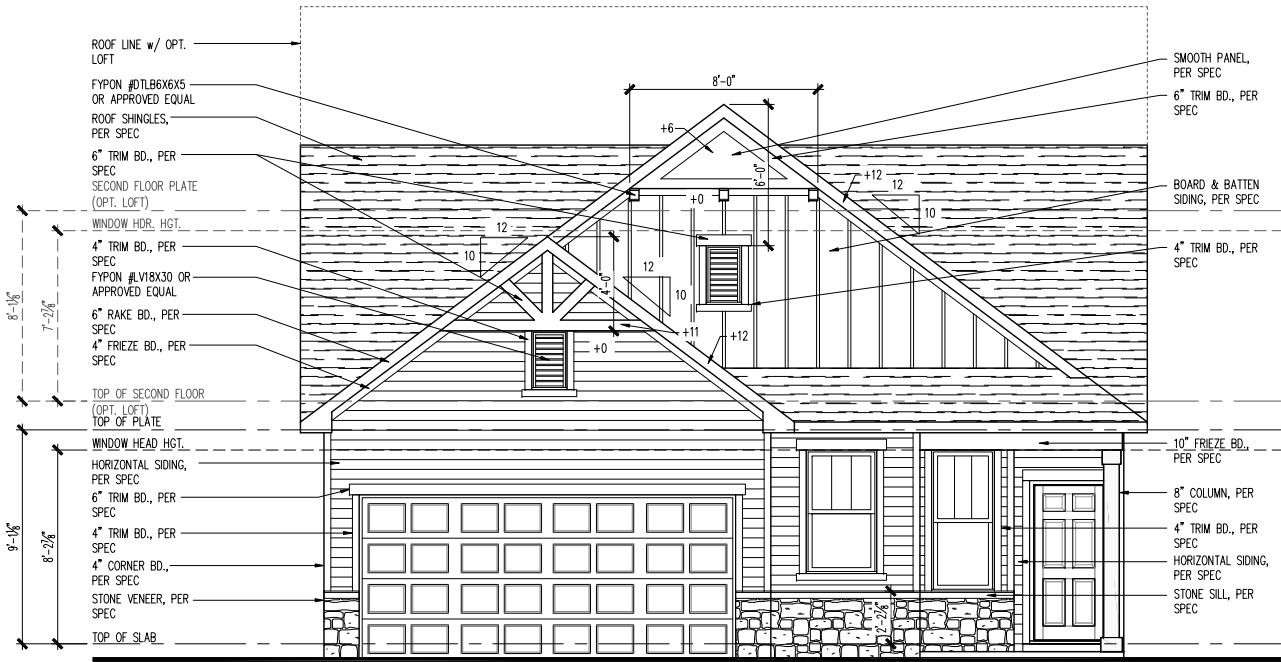
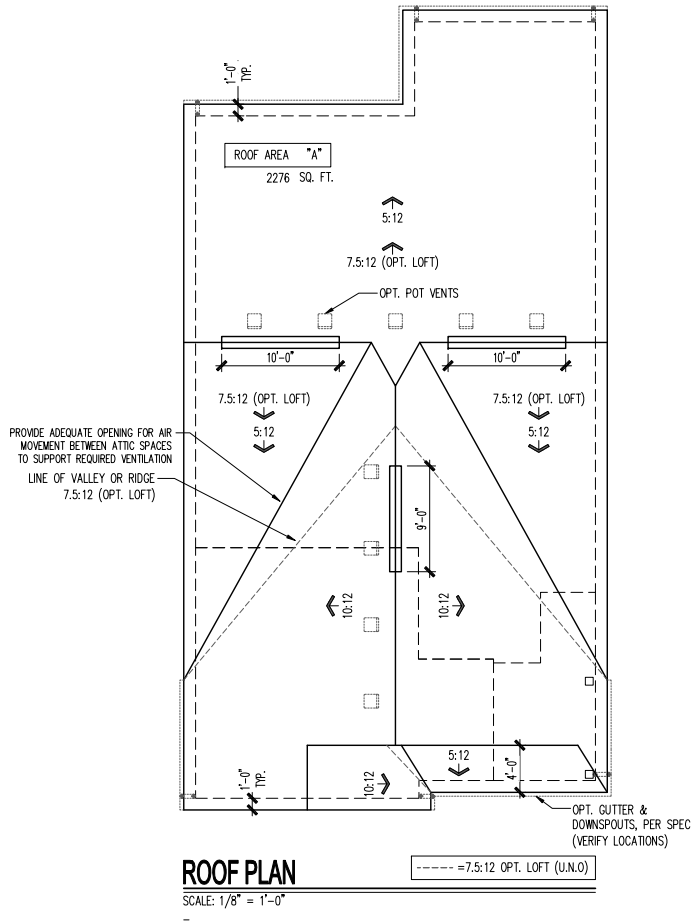
GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPS PLAN NUMBER
1938.300
LAWSON PLAN ID

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22X34 SHEETS - 11X17 SHEETS REPRESENT 1/2 SCALE PLOTS

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 55-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION								
ELEVATION NC2G								
ROOF AREA "A"		SQ FTG	2276	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	3.03 - 3.79	3.81	49.95	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.55 - 3.79	3.82	50.05				0	55.00
TOTAL (MIN)	7.59	7.59	7.63	100.00				
HIGH - RIDGE VENT	3.03 - 3.79	3.63	47.37	0	0	29.00		
AT EAVE	4.55 - 3.79	4.00	52.63				0	59.00
TOTAL (MIN)	7.59	7.59	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



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Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

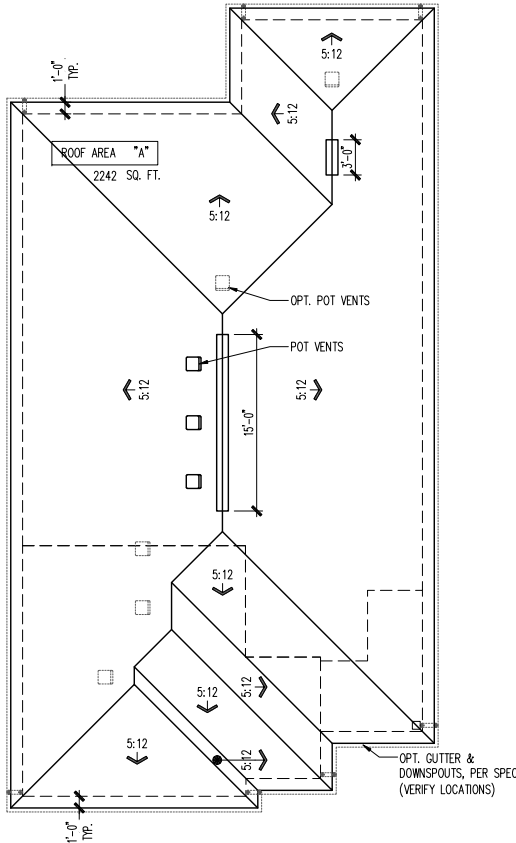
PRODUCTION MANAGER RICK STARKEY INITIAL RELEASE DATE: 11/02/2018 CURRENT RELEASE DATE: 11/02/2018	REV #	DATE / DESCRIPTION
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	2	FIELD COMMENTS
	3	03/05/2014
	4	FIELD REDLINES
	5	05/28/2014
	6	FIELD COMMENTS
	7	09/04/2014
	8	PLAN REVISIONS
	9	10/31/2015
	10	TB REDLINES
	11	
	12	
	13	
	14	
	15	
	16	
	17	
	18	
	19	
	20	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPS PLAN NUMBER
1938.300
LAWSON PLAN ID

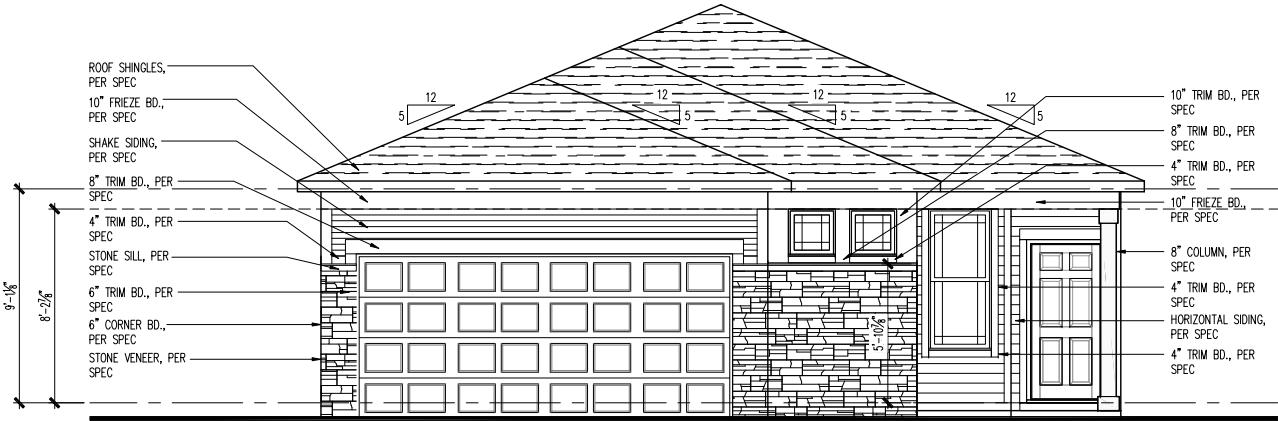
SHEET
A3-NC2G
2FS.5

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 55-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION								
ELEVATION PR2M								
ROOF AREA "A"		SQ FTG	2242	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	2.99 - 3.74	3.39	45.27	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.48 - 3.74	4.10	54.73				0	59.00
TOTAL (MIN)	7.47	7.47	7.49	100.00				
HIGH - RIDGE VENT	2.99 - 3.74	3.52	47.08	3	0	18.00		
AT EAVE	4.48 - 3.74	3.96	52.92				0	57.00
TOTAL (MIN)	7.47	7.47	7.48	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



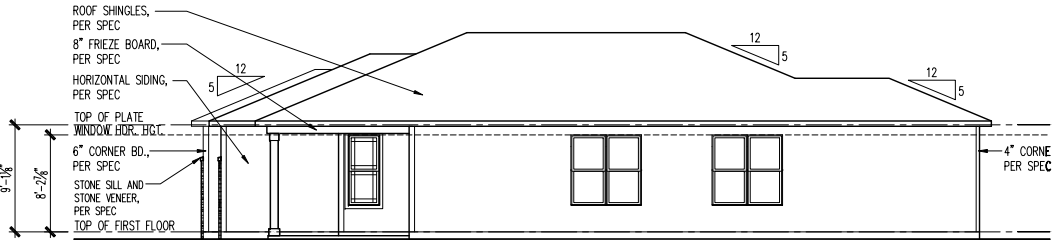
ROOF PLAN

SCALE: 1/8" = 1'-0"



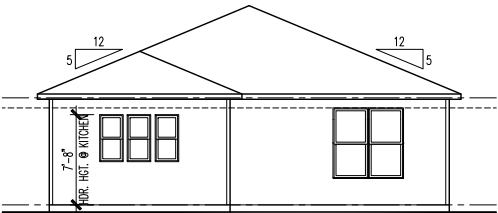
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



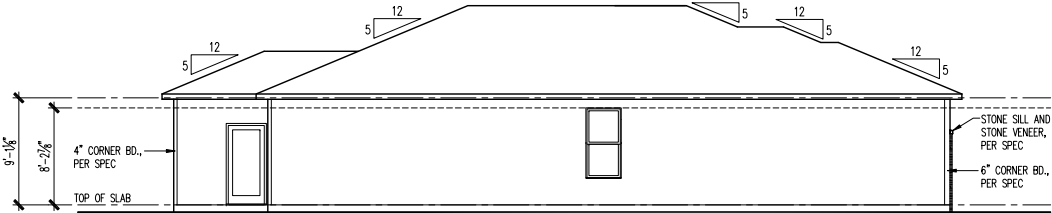
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

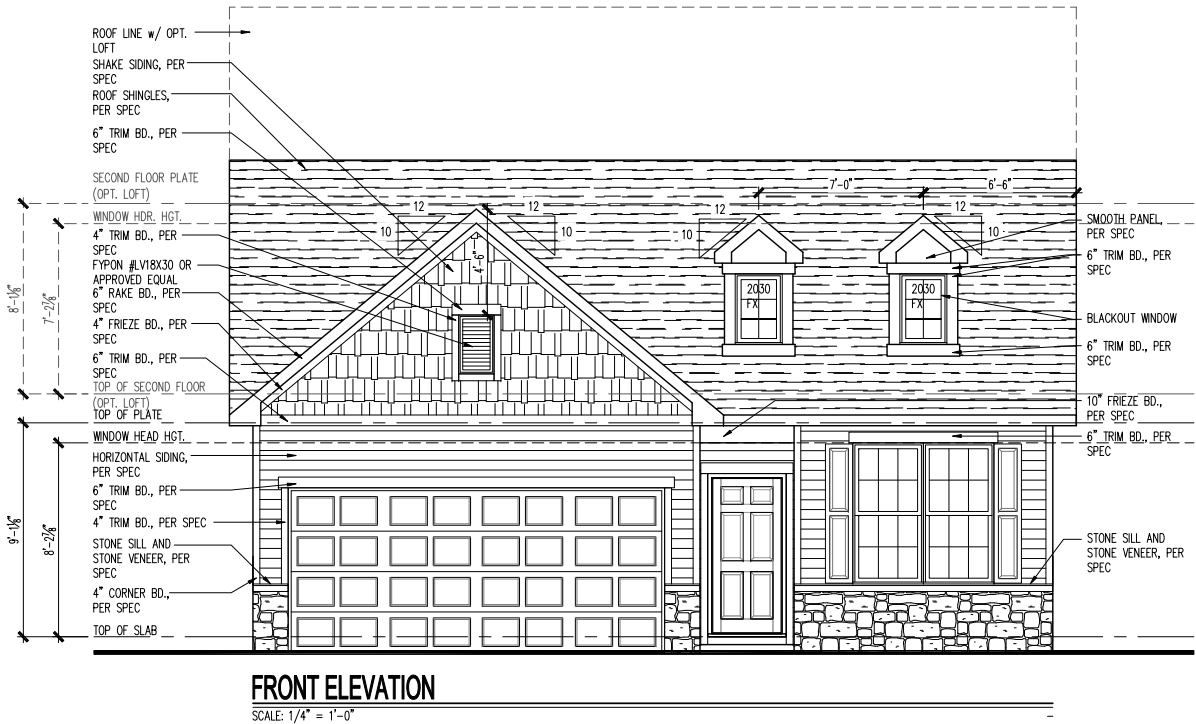
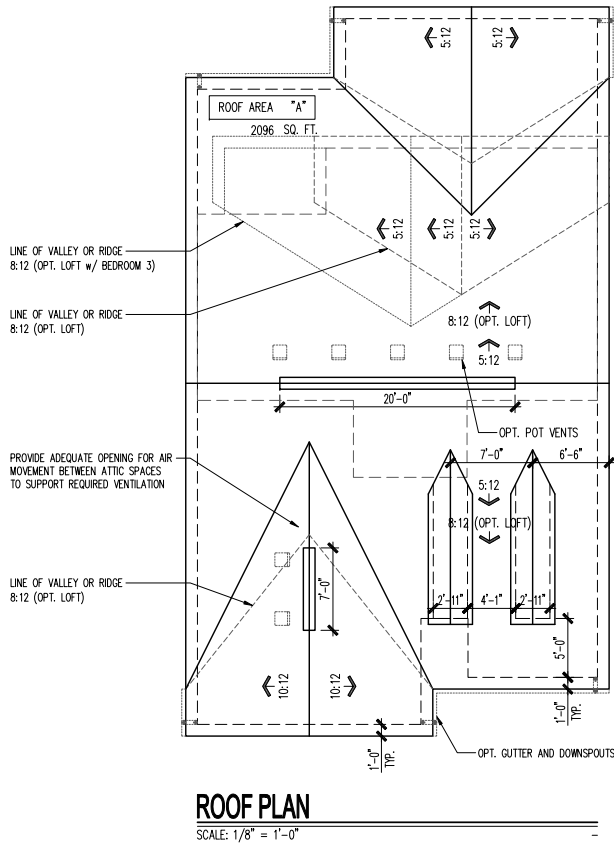
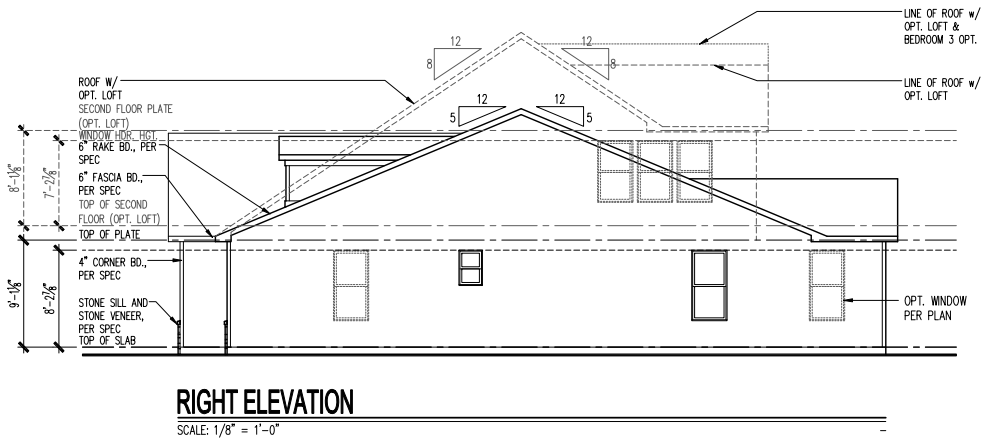
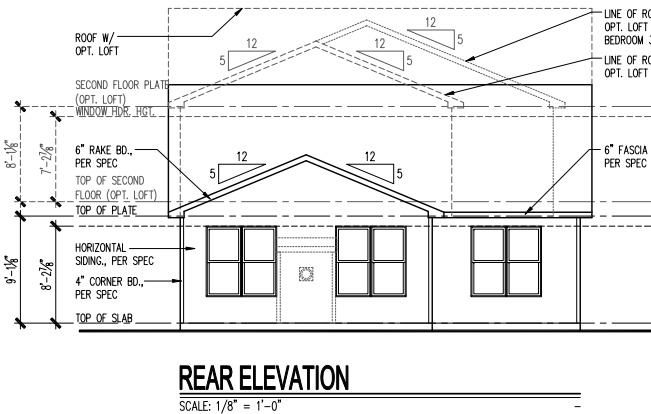
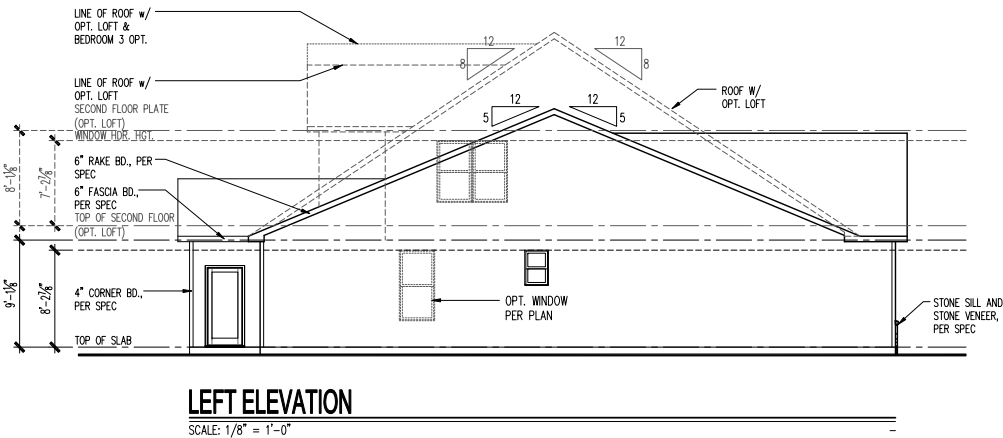
SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

1994-BLUE ROCK-WZ-BASE-EL-HR2G.DWG / Michael Urban / January 22, 2019



ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION HR2G									
ROOF AREA "A"		SQ FTG		2096		AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)	
HIGH- POT VENTS ONLY	2.79 3.49	2.97	42.40	61.00	40.00	18.00	26.00	10.00	
AT EAVE	4.19 3.49	4.03	57.60				0	58.00	
TOTAL (MIN)	6.99 6.99	6.99	100.00						
HIGH- RIDGE VENT	2.79 3.49	3.38	48.31	0	0	27.00			
AT EAVE	4.19 3.49	3.61	51.69				0	52.00	
TOTAL (MIN)	6.99 6.99	6.99	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

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1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE	DESCRIPTION
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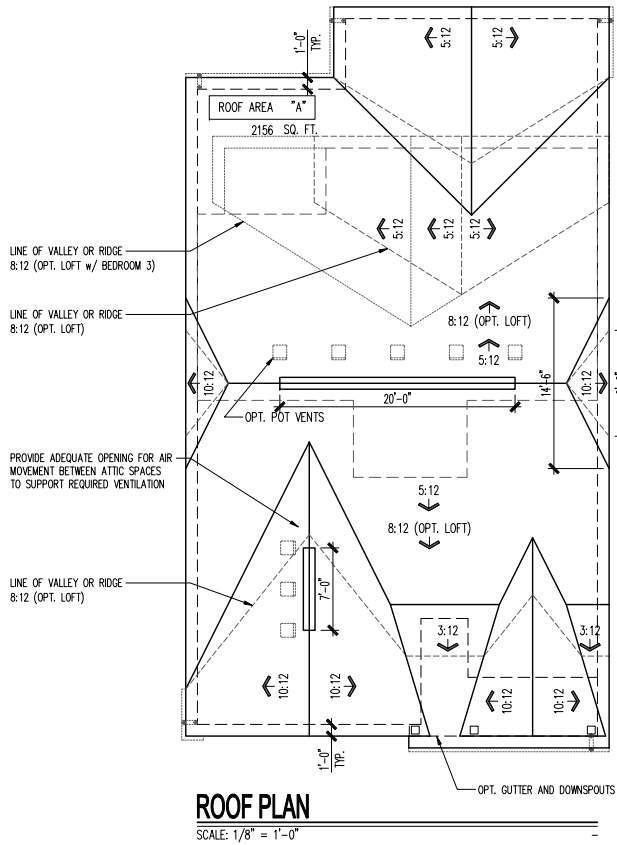
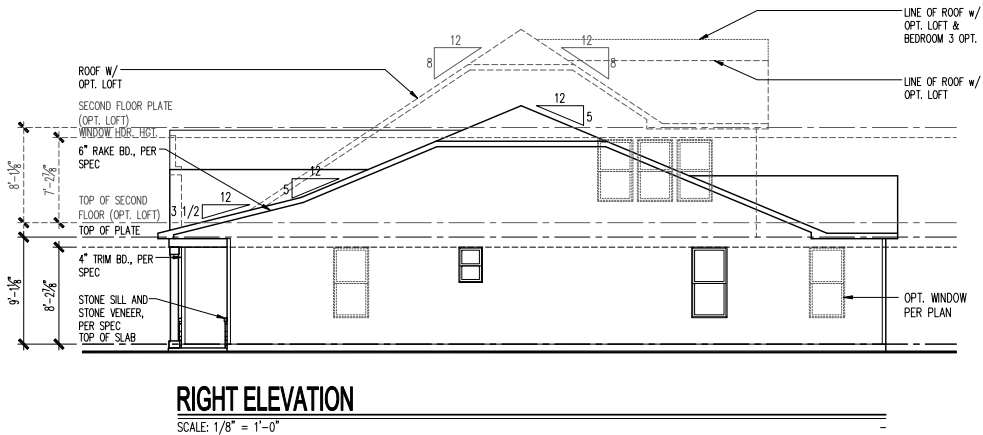
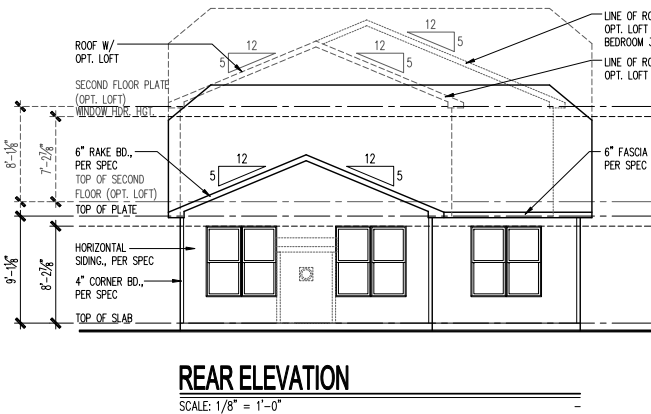
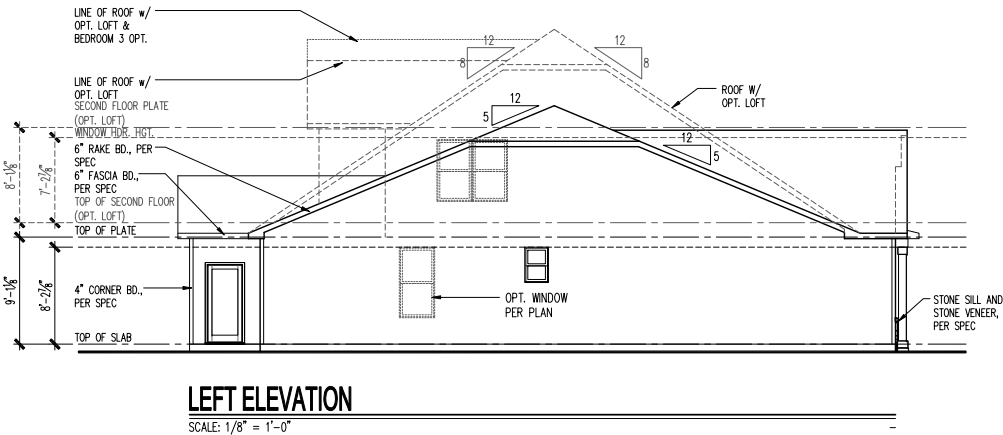
GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

1994-BLUE ROCK-WZ-BASE-EL-EC2G.DWG / Michael Urban / January 22, 2019

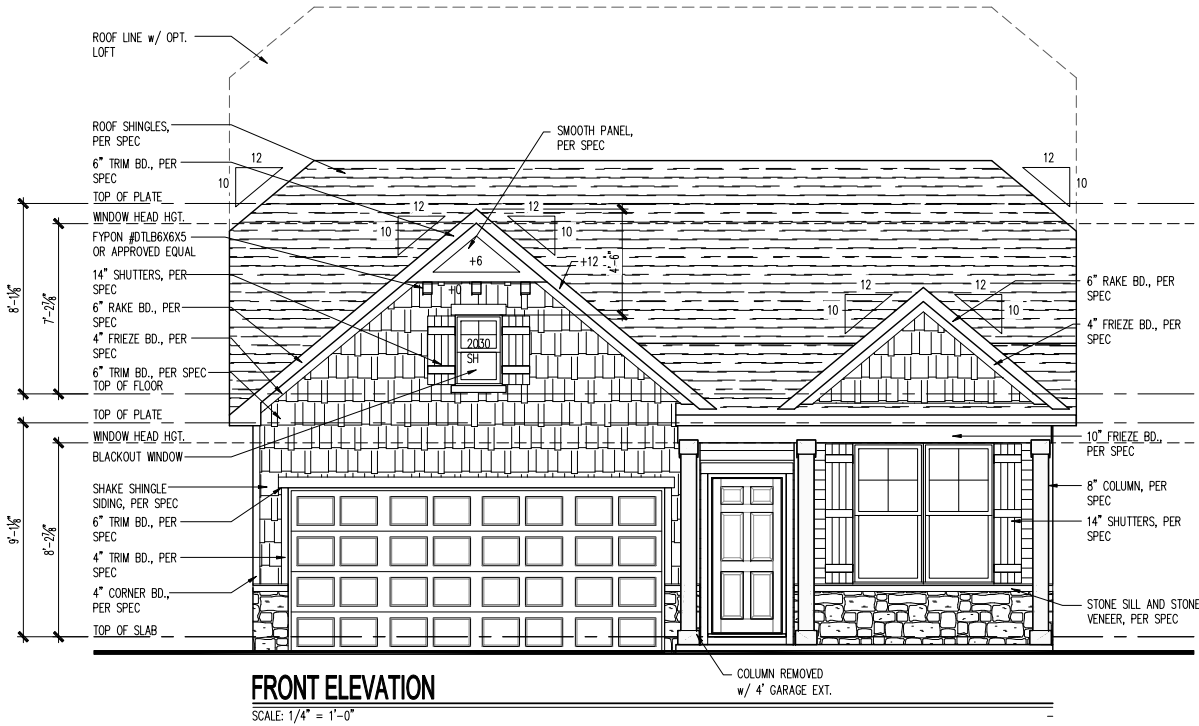


ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

ROOF AREA "A"		SQ FTG		2156	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)	
HIGH - POT VENTS ONLY	2.87 - 3.59	3.39	47.01	8	0	18.00	28.00	10.00	
AT EAVE	4.31 - 3.59	3.82	52.99						
TOTAL (MIN)	7.19	7.19	7.21	100.00					
HIGH - RIDGE VENT	2.87 - 3.59	3.38	46.91	0	0	27.00	0	55.00	
AT EAVE	4.31 - 3.59	3.82	53.09						
TOTAL (MIN)	7.19	7.19	7.19	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



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Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE	DESCRIPTION
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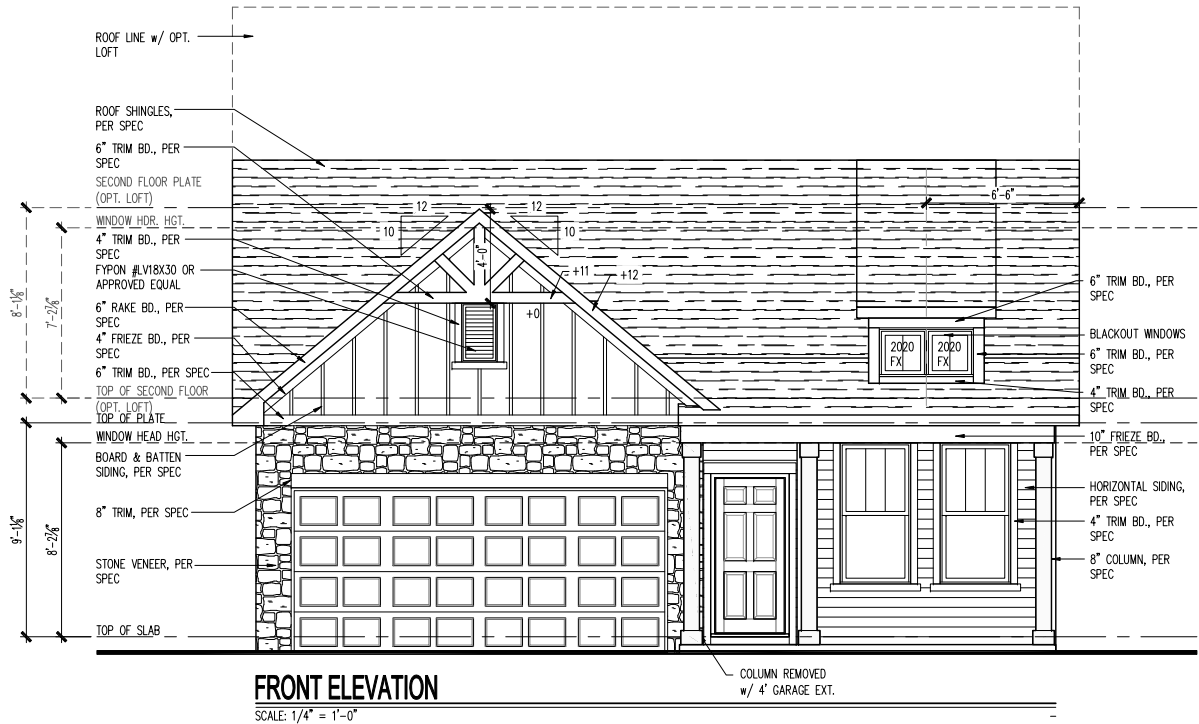
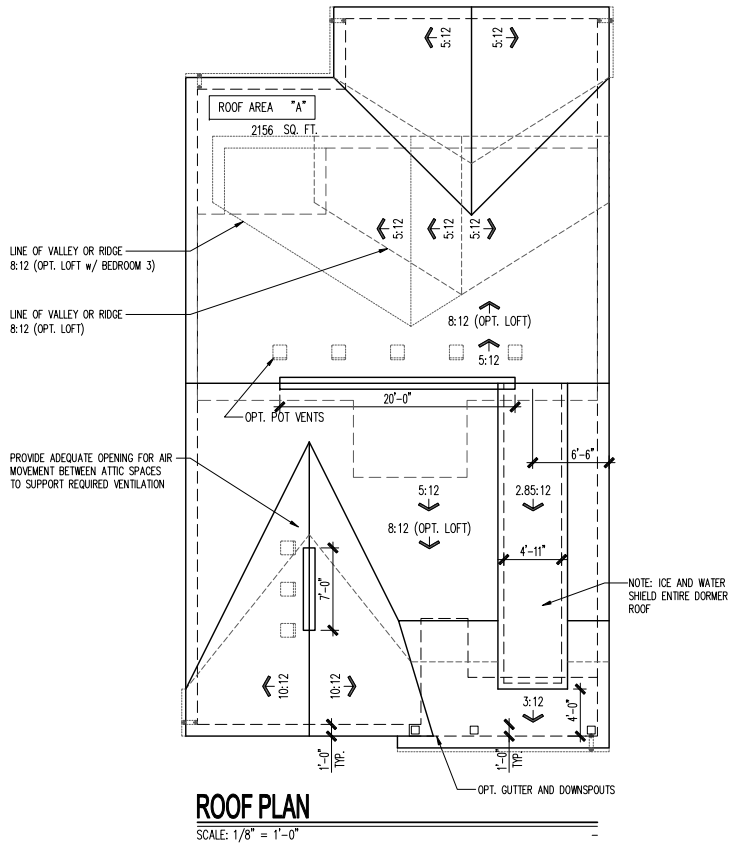
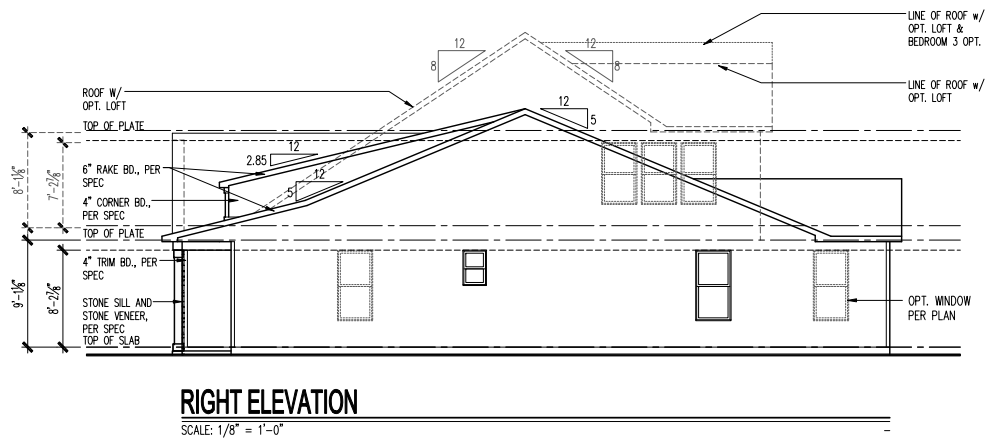
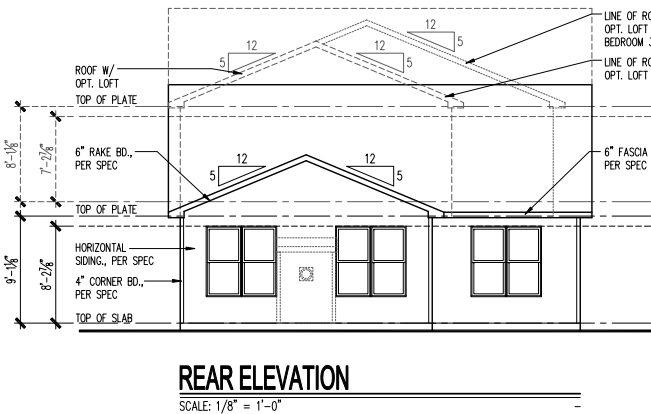
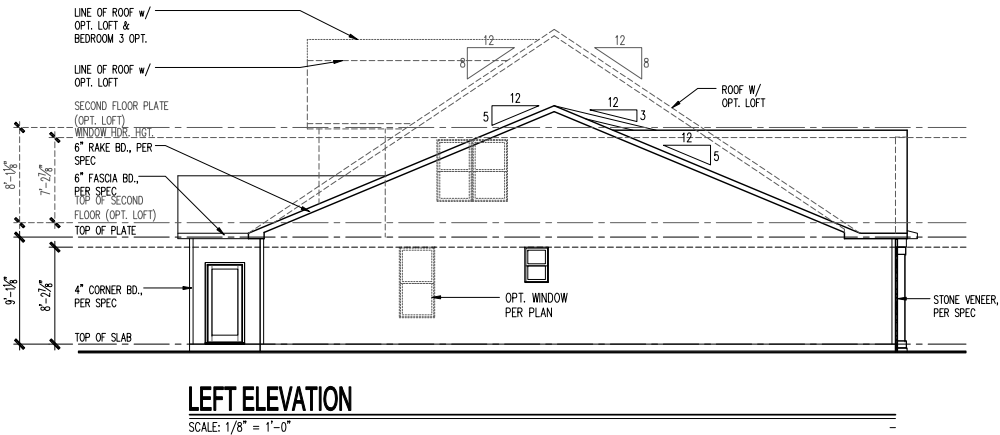
GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

1994-BLUE ROCK-WZ-BASE-EL-NC2G.DWG / Michael Urban / January 22, 2019



ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE

** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS

* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

ROOF AREA "A"		SQ FTG	2156	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)
HIGH - POT VENTS ONLY	2.87 - 3.59	3.39	47.01	8	0			
AT EAVE	4.31 - 3.59	3.82	52.99				0	55.00
TOTAL (MIN)	7.19	7.19	7.21	100.00				
HIGH - RIDGE VENT	2.87 - 3.59	3.38	46.91	0	0	27.00		
AT EAVE	4.31 - 3.59	3.82	53.09				0	55.00
TOTAL (MIN)	7.19	7.19	7.19	100.00				

ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE

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Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE	DESCRIPTION
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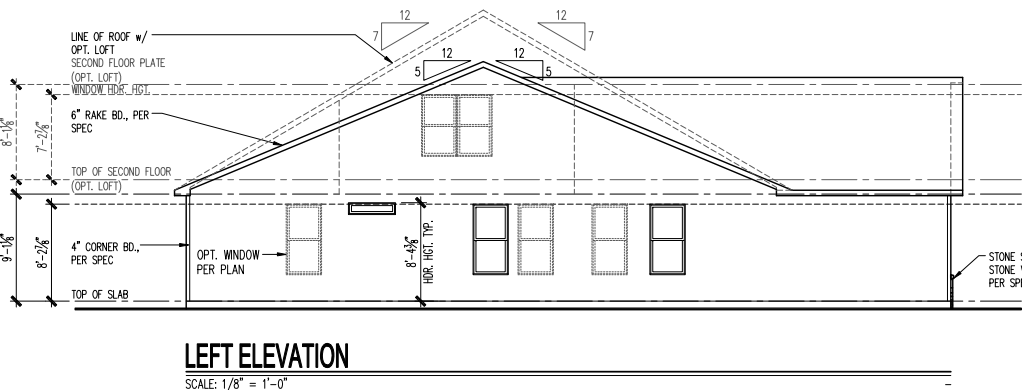
GARAGE HANDING
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PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID
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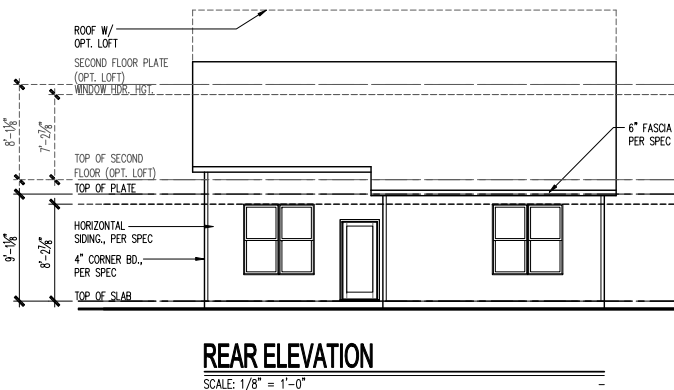
SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

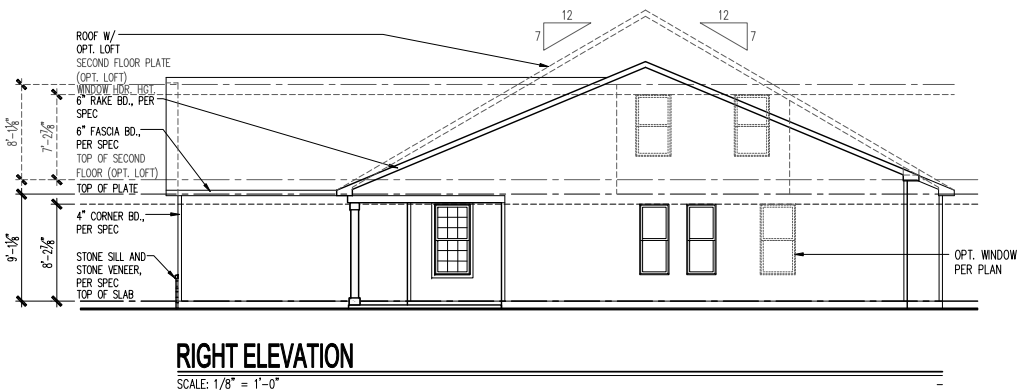
Plot: January 22, 2019 / Michael Urban / 1995-NOIR HILL-MZ-BASE-EL-HR22G.DWG



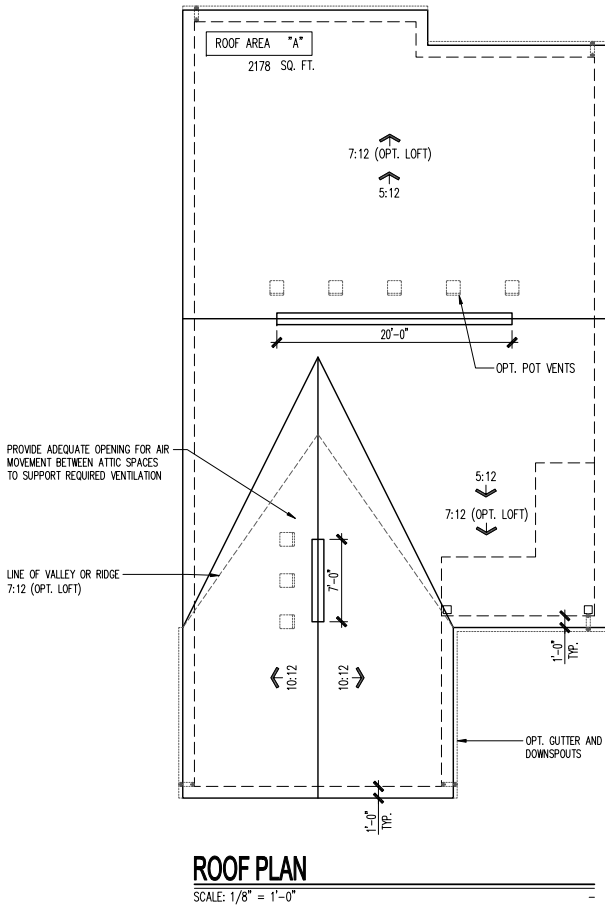
LEFT ELEVATION
SCALE: 1/8" = 1'-0"



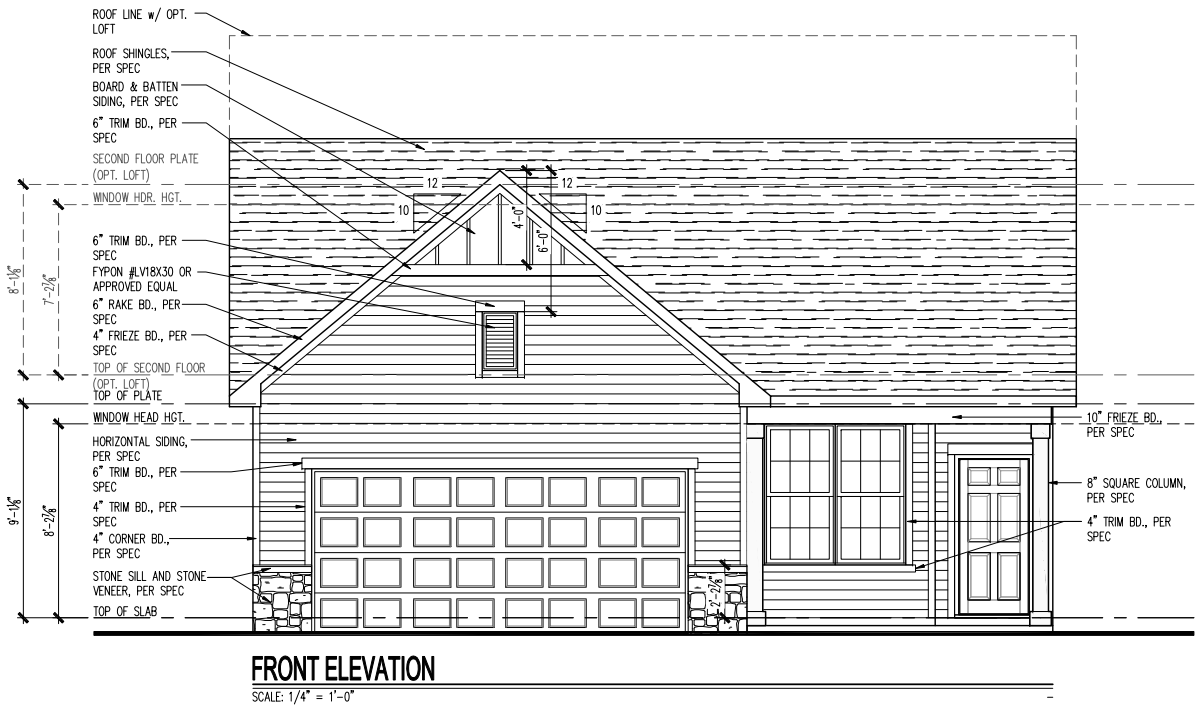
REAR ELEVATION
SCALE: 1/8" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



ROOF PLAN
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE									
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS									
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION HR2G									
ROOF AREA "A"		SQ. FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. REQ'D)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. REQ'D)	
HIGH - POT VENTS ONLY	2.90 - 3.63	3.63	49.56	8	0	40.00	18.00	28.00	10.00
AT EAVE	4.36 - 3.63	3.89	53.44				0	56.00	
TOTAL (MIN)	7.26	7.26	7.28	100.00					
HIGH - RIDGE VENT	2.90 - 3.63	3.39	46.46	0	0	27.00			
AT EAVE	4.36 - 3.63	3.89	53.54				0	56.00	
TOTAL (MIN)	7.26	7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

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Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

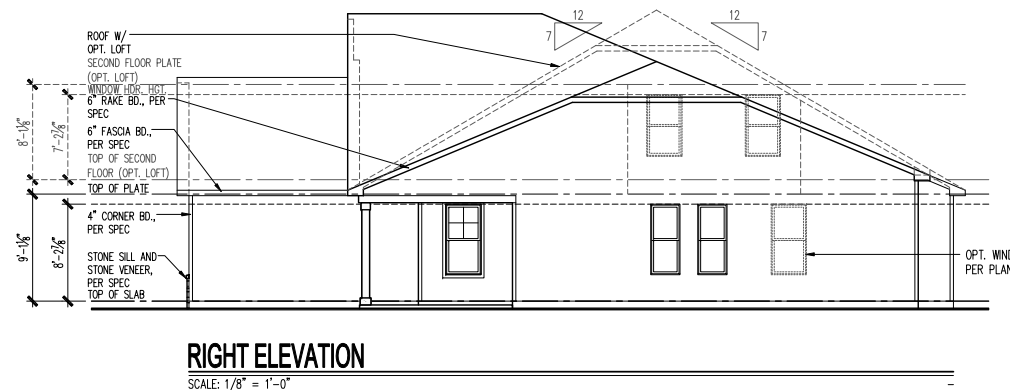
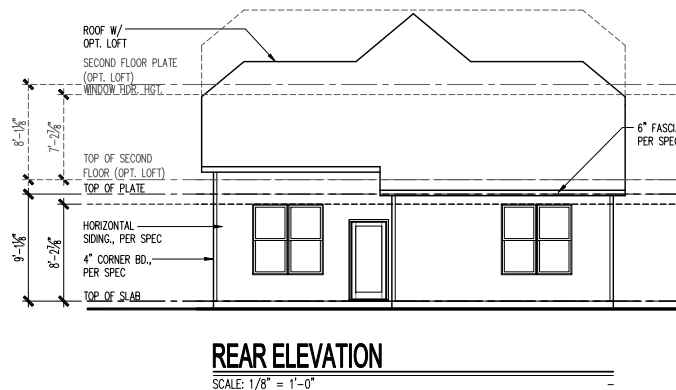
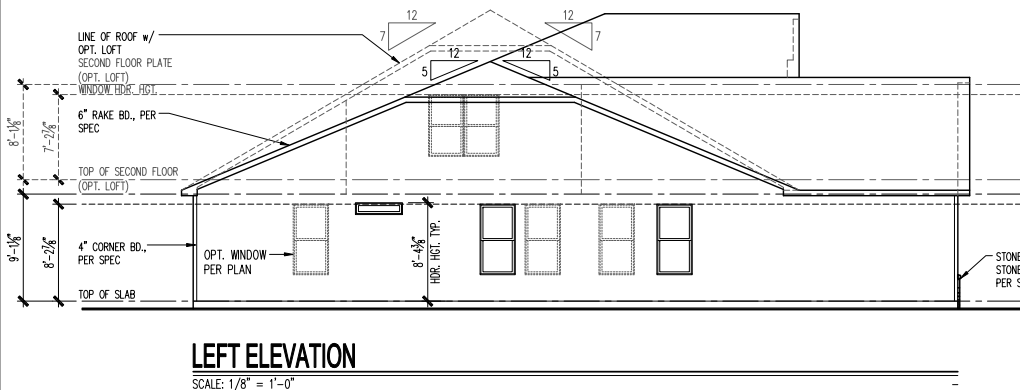
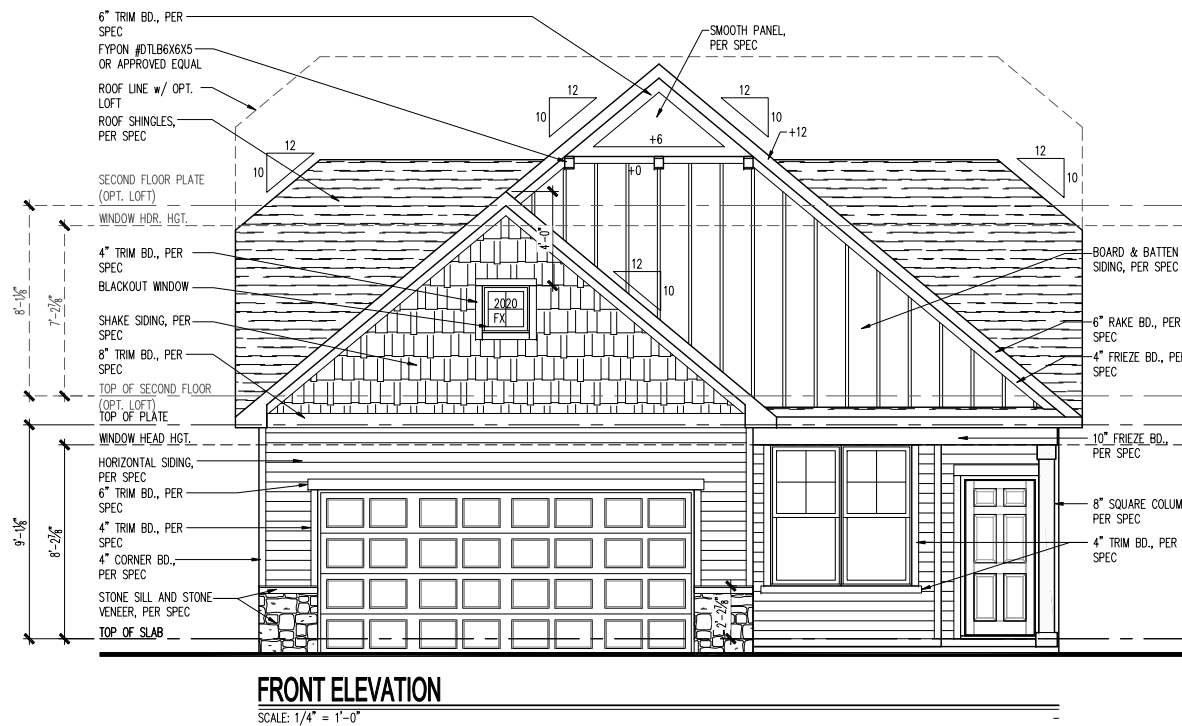
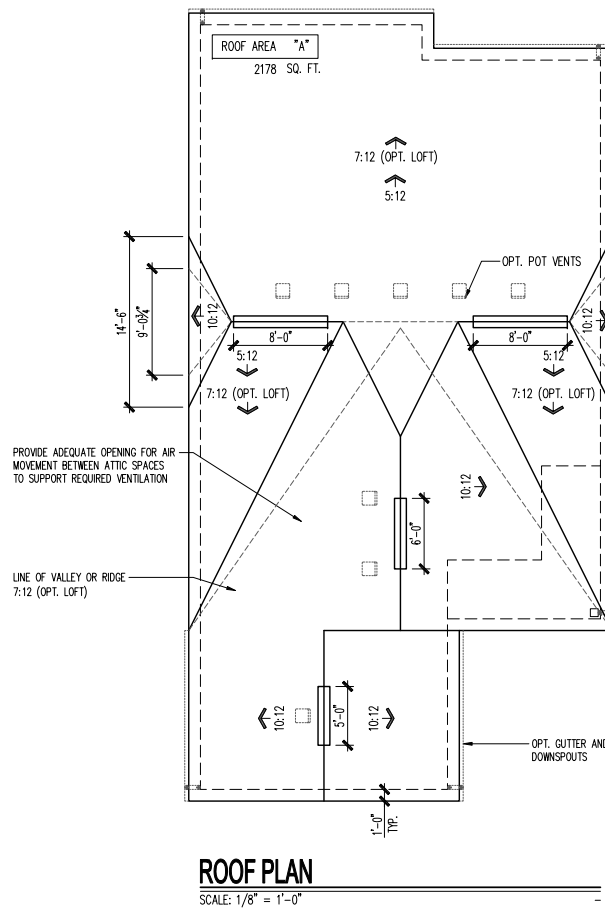
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GARAGE HANDING
Left

PLAN NAME
Noir Hill
NPC PLAN NUMBER
1995.300.00.NPC
LAWSON PLAN ID
-

SHEET
A3-HR2G
2FS.5

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 40-50% OF TOTAL AND 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION EC2G									
ROOF AREA "A"		SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE PSI IN LATCH	POT SMALL PSI IN LATCH	RIDGE VENT PSI IN RIDGE	EAVE VENT PSI IN EAVE	CONT. VENT PSI IN CONT.	
HIGH POT VENTS ONLY	2.90 3.63	3.39	46.56	61.00	40.00	18.00	28.00	10.00	
AT EAVE	4.36 3.63	3.89	53.44				0	56.00	
TOTAL (MIN)	7.26 7.26	7.28	100.00						
HIGH RIDGE VENT	2.90 3.63	3.38	46.46	0	0	27.00			
AT EAVE	4.36 3.63	3.89	53.54				0	56.00	
TOTAL (MIN)	7.26 7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



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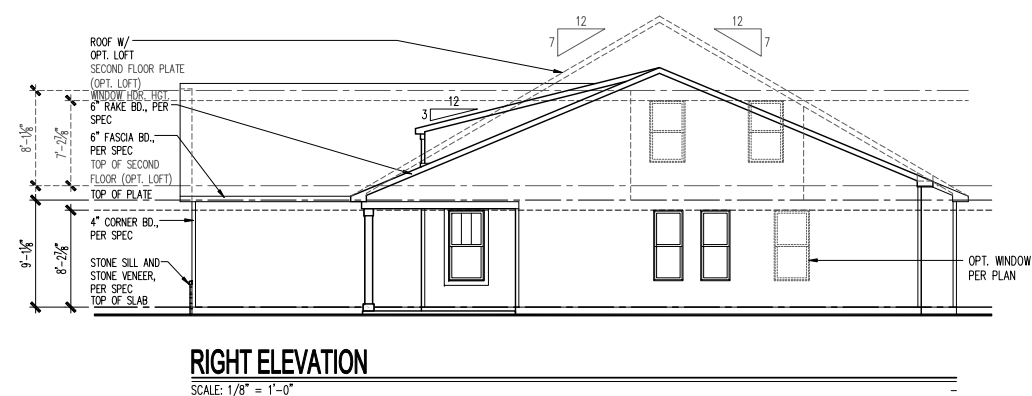
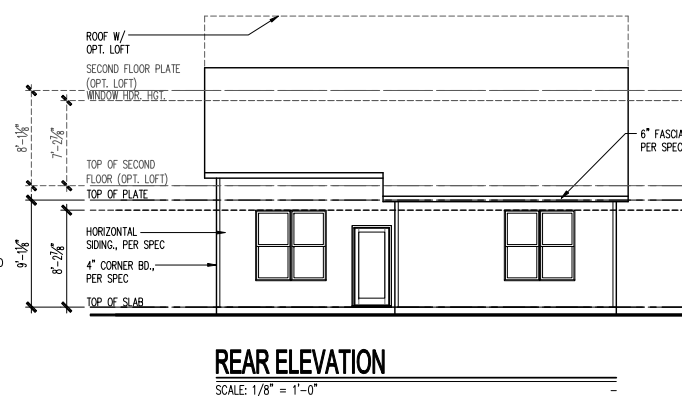
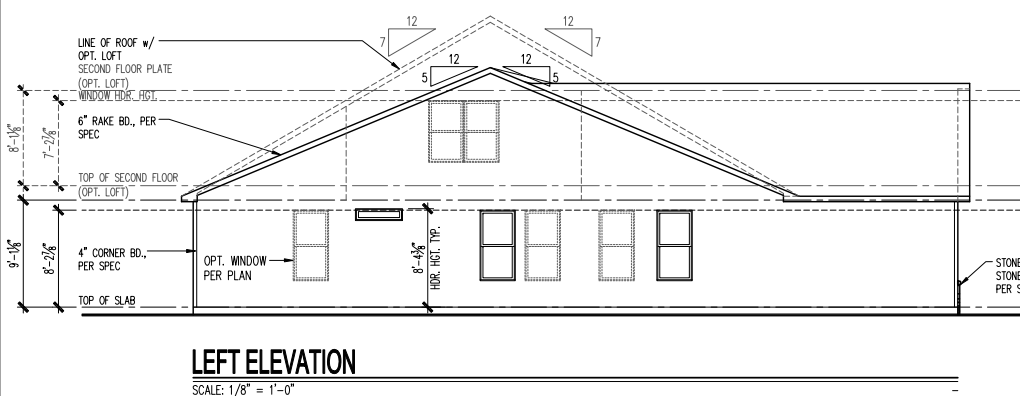
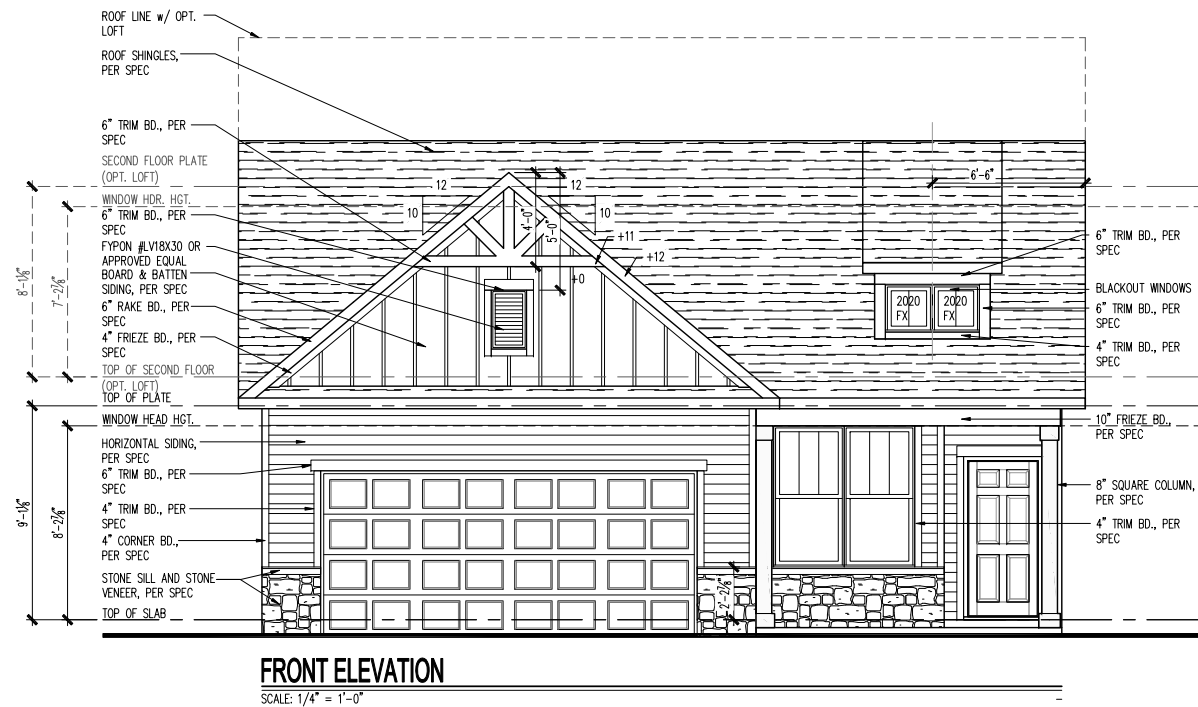
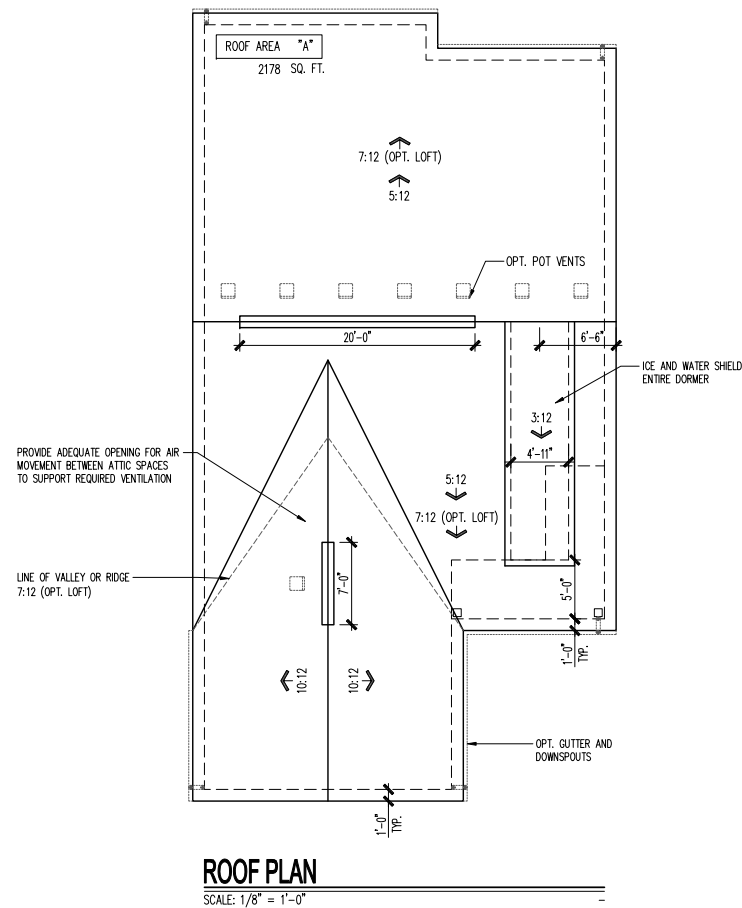
Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

[illegible]

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL, AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2G									
ROOF AREA "A"		SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE PSI IN EAVE	POT SMALL PSI IN EAVE	RIDGE VENT PSI IN RIDGE	EAVE VENT PSI IN EAVE	CONT. VENT PSI IN RIDGE	
				61.00	40.00	18.00	28.00	10.00	
HEAD- POT VENT ONLY	2.90 3.63	3.39	46.56	8	0				
AT EAVE	4.36 3.63	3.89	53.44				0	56.00	
TOTAL (MIN)	7.26 7.26	7.28	100.00						
HEAD- RIDGE VENT	2.90 3.63	3.38	46.40	0	0	27.00			
AT EAVE	4.36 3.63	3.89	53.54				0	56.00	
TOTAL (MIN)	7.26 7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



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Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

[illegible]

Left

PLAN NAME	Noir Hill
NPC PLAN NUMBER	1995.300.00.NPC
LAWSON PLAN ID	

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

MASONRY PERCENTAGE		
ELEVATION CR2G		
MATERIALS	S.F.	%
MASONRY	57.97	18
NON-MASONRY	264.27	82
TOTAL=	322.24	100
MASONRY % =		18

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE

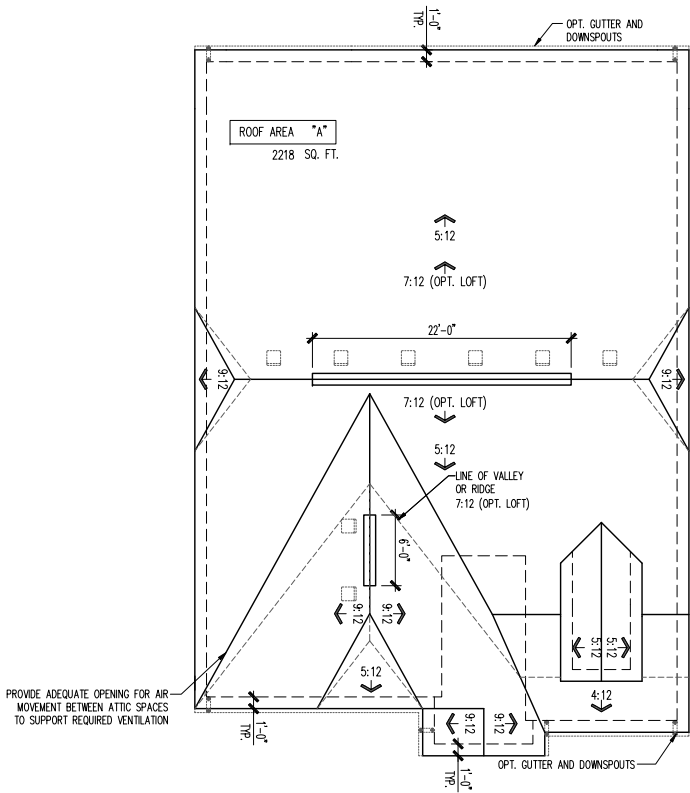


SHEET
A3-CR2G
2FS.11

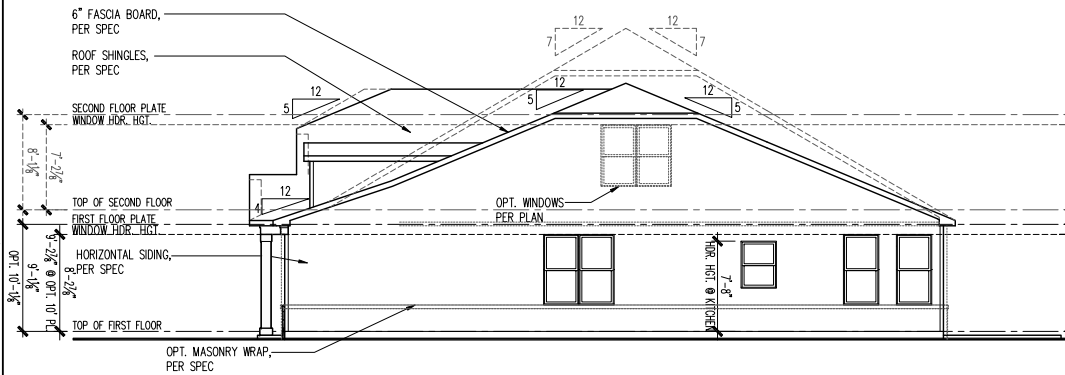
ATTIC VENT SCHEDULE							
VENTILATION REQUIRED AND SUPPLIED IS BASED ON VENT VALUES AND ROOF VENT VALUES SHOWN IN TABLE ABOVE							
CORRELATION BETWEEN VENT VALUES AND SUPPLY VALUES FOR VENTING THIS HOME WILL APPLY VENTILATION TO MEET CODE REQUIREMENTS							
* FORMULAS FOR CALCULATING ATTIC VENTILATION ARE BASED ON SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT, SQUARE OF TOTAL AREA OF VENT							
ELEVATION EC2G							
ROOF AREA "A"		SQ. FT.	SQ. FT.	PERCENT	AT / NEAR RIDGE		
VENT TYPE		REQUIRED	SUPPLIED	OF TOTAL	PERCENT	PERCENT	PERCENT
ROOF VENT ONLY		2.96	3.70	46.69	61.00	40.00	18.00
AT RISE		4.44	3.70	40.00	18.00	28.00	10.00
TOTAL		7.39	7.39	7.42	100.00		
ROOF VENT ONLY		2.96	3.70	46.69	0	0	28.00
AT RISE		4.44	3.70	40.00	0	0	28.00
TOTAL		7.39	7.39	7.42	100.00		
ADDITIONAL VENT VENT MAY BE REQUIRED IF THERE IS INSUFFICIENT ROOF AVAILABLE							

MASONRY PERCENTAGE		
ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	58.15	16
NON-MASONRY	311.23	84
TOTAL=	369.38	100
MASONRY % = 16		

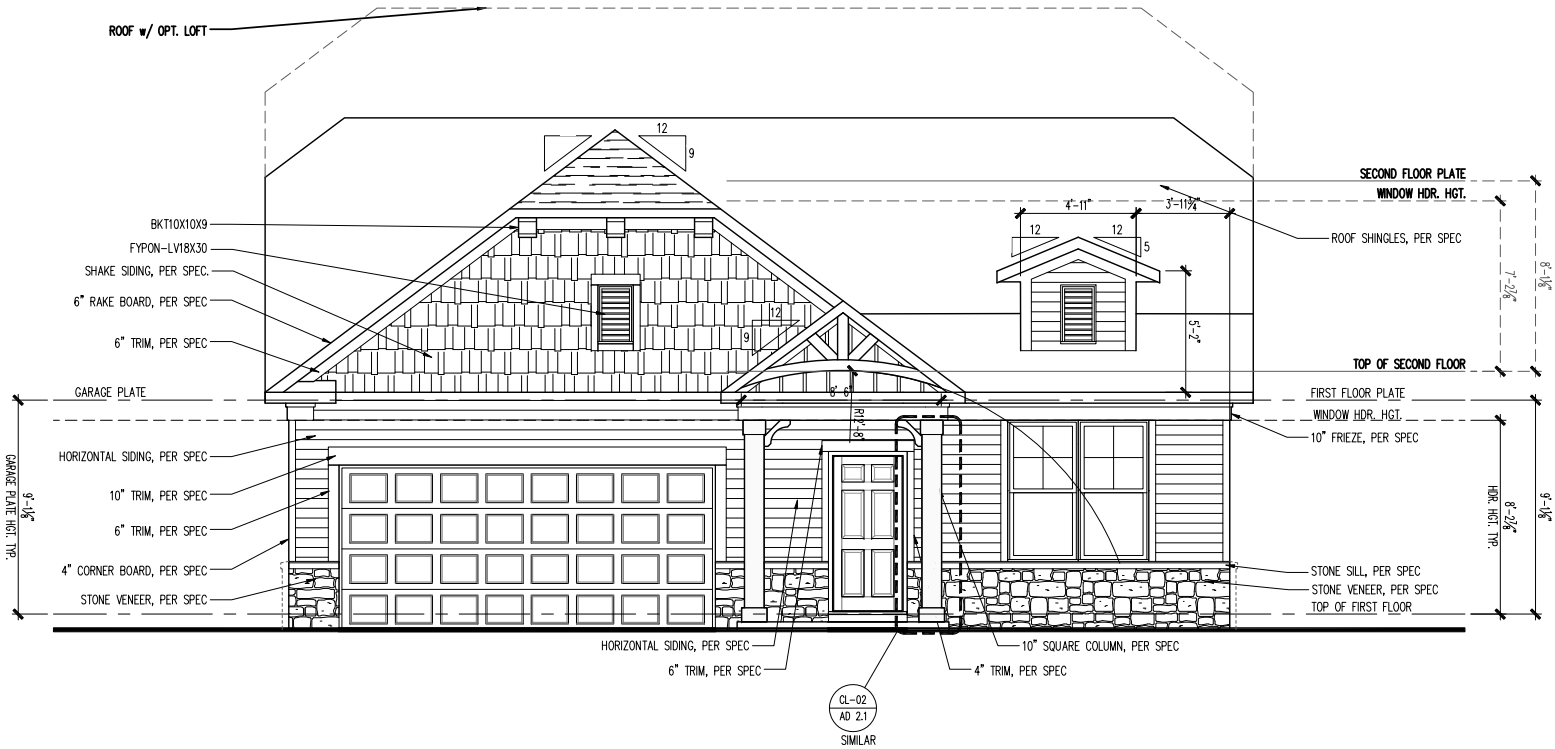
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



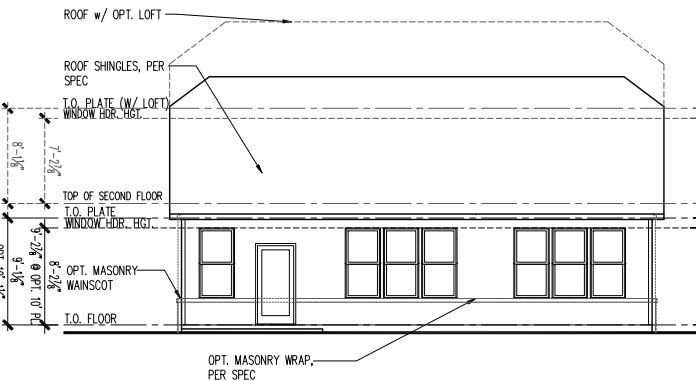
ROOF PLAN
SCALE: 1/8" = 1'-0"



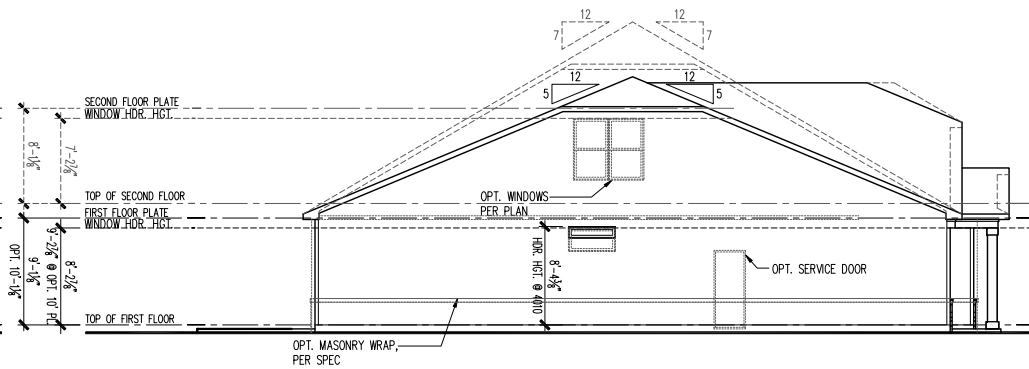
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation EC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 03/07/2014
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	11/03/2014
4	10/31/2015
5	01/26/2018
6	04/30/2018
7	
8	
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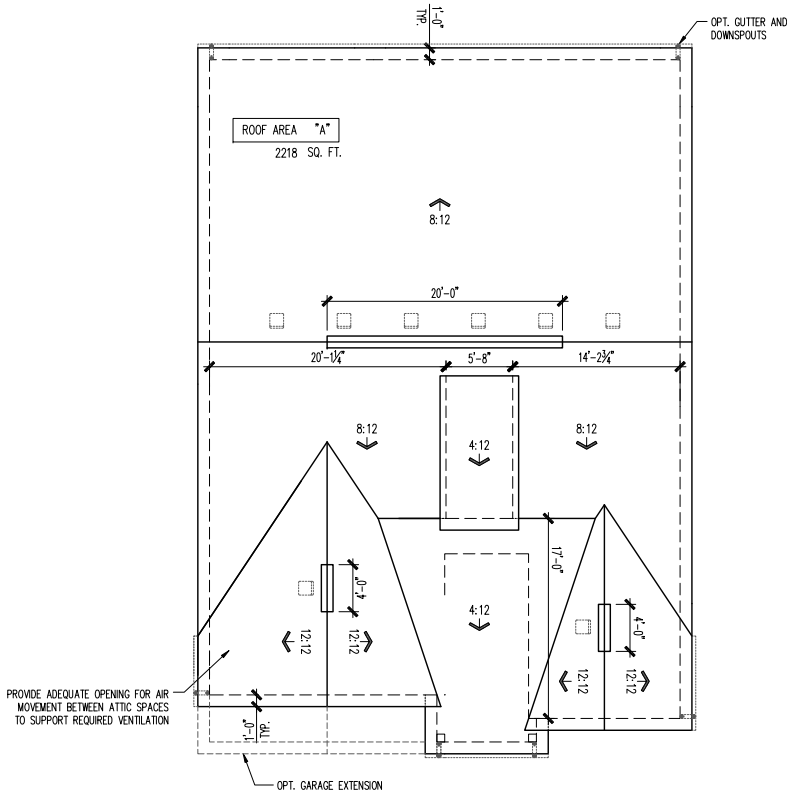
PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

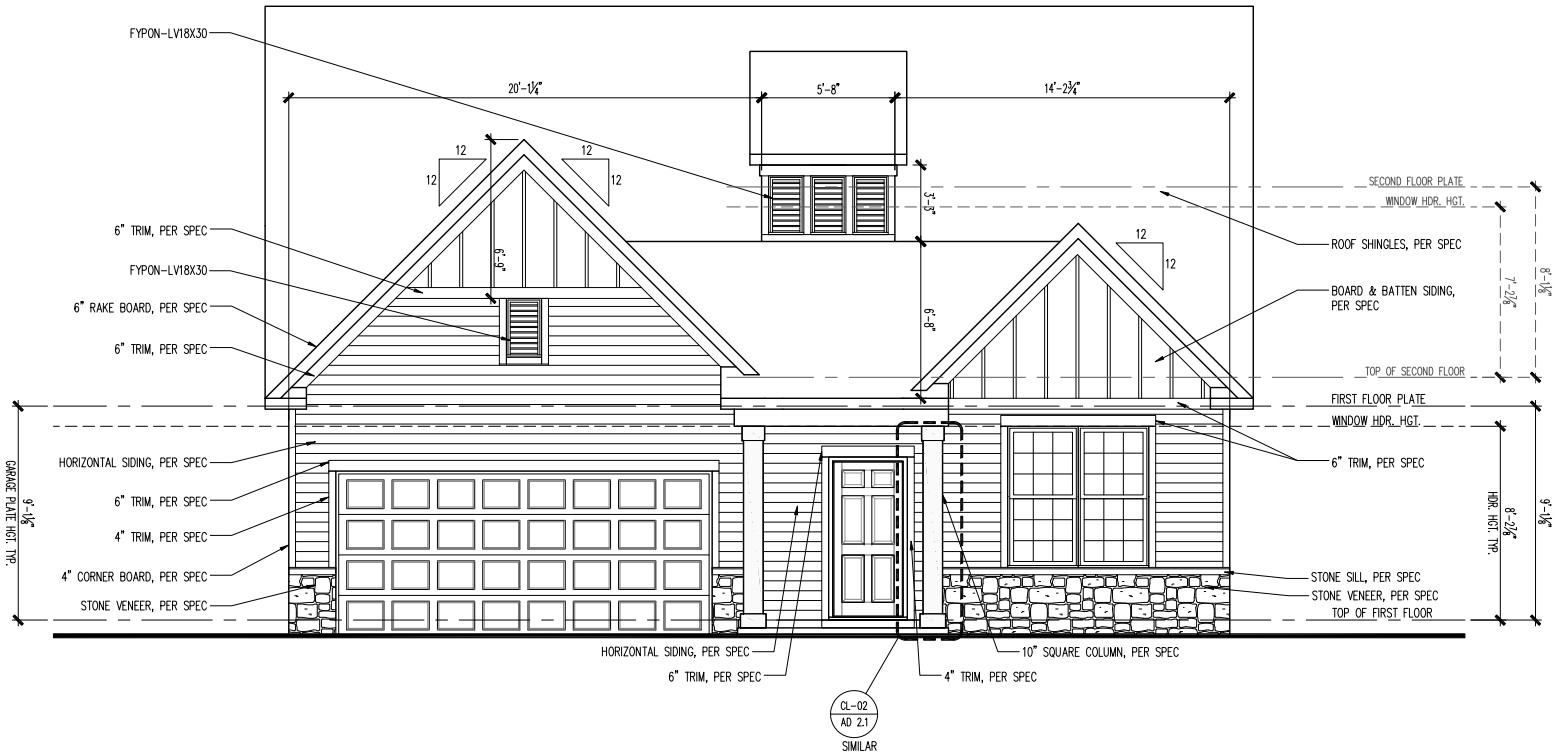
SHEET
A3-EC2G
2FS.11

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON FIVE VENT VALUES AND ROOF VENT VALUES SHOWN IN TABLE ABOVE									
*CORRECTION FACTOR CALCULATED BASED ON THE FOLLOWING: 1. RATIO OF TOTAL VENT AREA TO TOTAL ROOF AREA 2. RATIO OF TOTAL VENT AREA TO TOTAL ROOF AREA									
ELEVATION HR2Q									
ROOF AREA "A"		SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	AT / NEAR RIDGE		AT / NEAR EAVE		
VENT TYPE	VENT TYPE				POT. LARGE VENT (SQ. FT.)	POT. SMALL VENT (SQ. FT.)	RAVE VENT (SQ. FT.)	CONT. VENT (SQ. FT.)	CONT. VENT (SQ. FT.)
MIN. POT. VENT ONLY	MIN. POT. VENT ONLY	2.96	3.70	3.39	46.69	8	0		
AT EAVE	AT EAVE	4.44	3.70	4.03	54.31			0	28.00
TOTAL MIN.	TOTAL MIN.	7.39	7.39	7.42	100.00				
MIN. POT. VENT ONLY	MIN. POT. VENT ONLY	2.96	3.70	3.39	46.69	8	0	28.00	
AT EAVE	AT EAVE	4.44	3.70	4.03	54.31			0	28.00
TOTAL MIN.	TOTAL MIN.	7.39	7.39	7.42	100.00				
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT ROOF AVAILABLE									



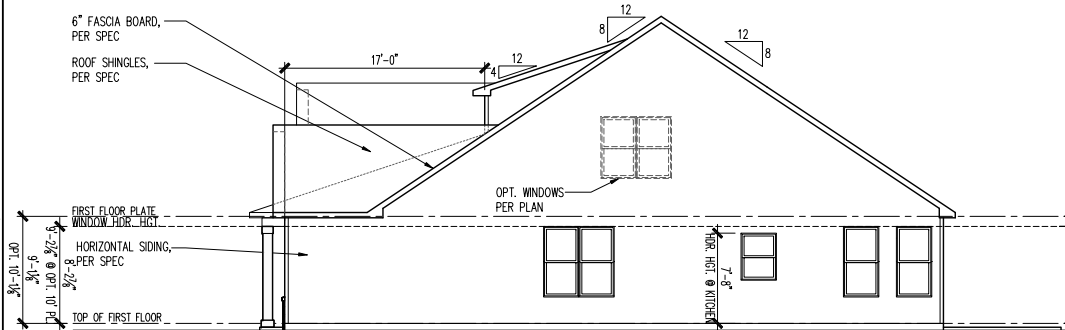
ROOF PLAN

SCALE: 1/8" = 1'-0"



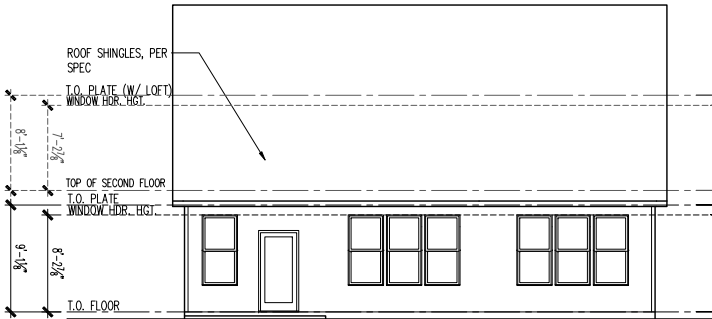
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



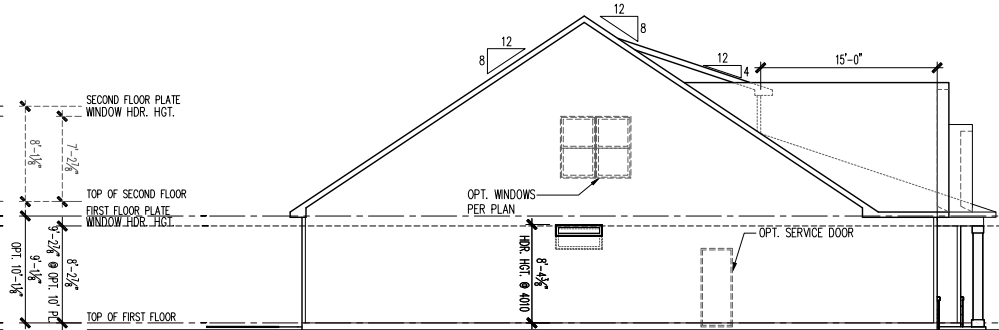
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation HR2Q w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 03/07/2014
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	11/03/2014
4	10/31/2015
5	01/26/2018
6	04/30/2018
7	01/26/2018
8	04/30/2018
9	01/26/2018
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95	01/26/2018
96	04/30/2018
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98	04/30/2018
99	01/26/2018
100	04/30/2018

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

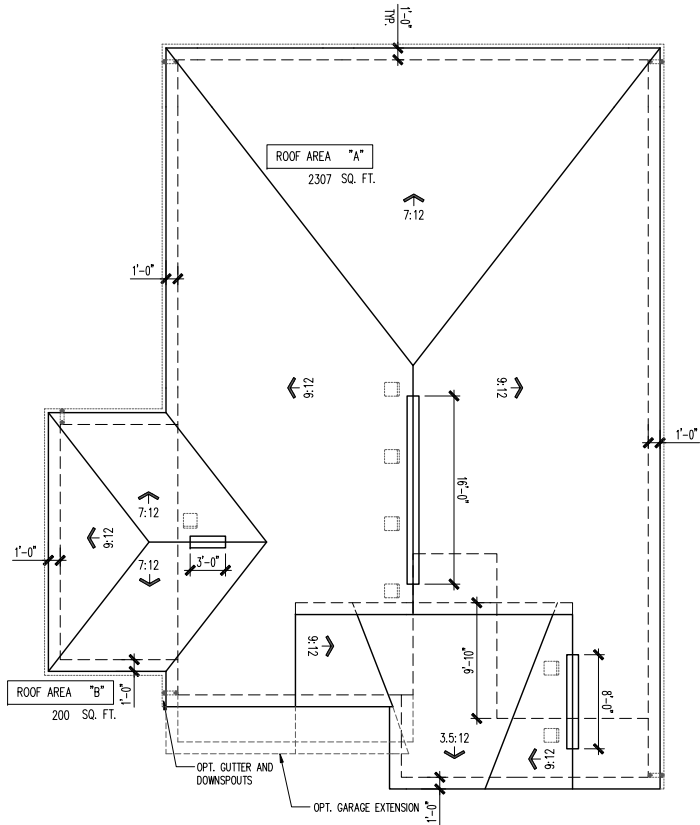
PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-HR2Q
2FS.11

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-90% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2K									
ROOF AREA "A"		SQ FTG	2307	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. MIN)	POT SMALL (SQ. FT. MIN)	RIDGE VENT (SQ. FT. MIN)	EAVE VENT (SQ. FT. MIN)	CONT. VENT (SQ. FT. MIN)	
HIGH - POT VENTS ONLY	3.08 3.85	2.54	38.69	61.00	40.00	18.00	28.00	10.00	
AT EAVE	4.61 3.85	4.03	61.31				0	58.00	
TOTAL (MIN)	7.69 7.69	6.57	100.00						
HIGH - RIDGE VENT	3.08 3.85	3.00	42.69	0	0	24.00			
AT EAVE	4.61 3.85	4.03	57.31				0	58.00	
TOTAL (MIN)	7.69 7.69	7.03	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

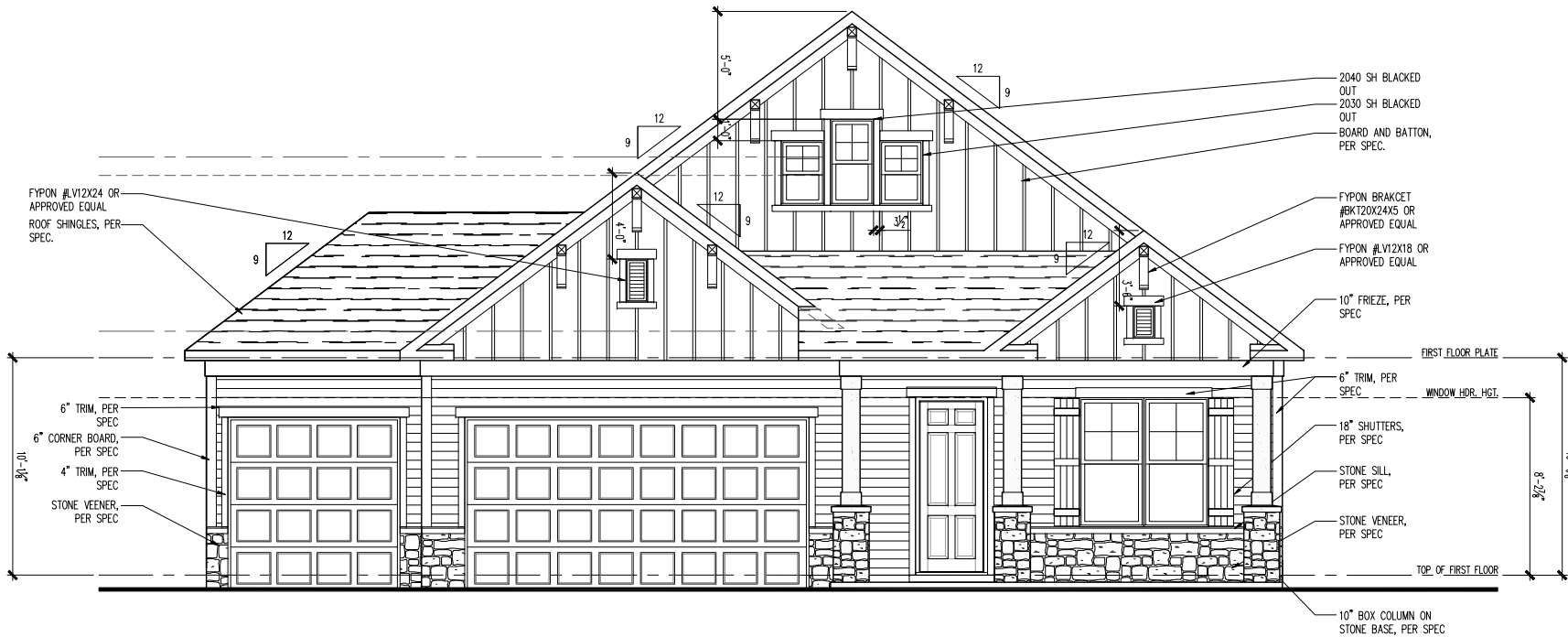
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-90% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2K									
ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. MIN)	POT SMALL (SQ. FT. MIN)	RIDGE VENT (SQ. FT. MIN)	EAVE VENT (SQ. FT. MIN)	CONT. VENT (SQ. FT. MIN)	
HIGH - POT VENTS ONLY	0.27 0.33	0.42	43.26	61.00	40.00	18.00	28.00	10.00	
AT EAVE	0.40 0.33	0.56	56.74				0	8.00	
TOTAL (MIN)	0.67 0.67	0.98	100.00						
HIGH - RIDGE VENT	0.27 0.33	0.38	40.30	0	0	3.00			
AT EAVE	0.40 0.33	0.56	59.70				0	8.00	
TOTAL (MIN)	0.67 0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

50' homes on 60' lots



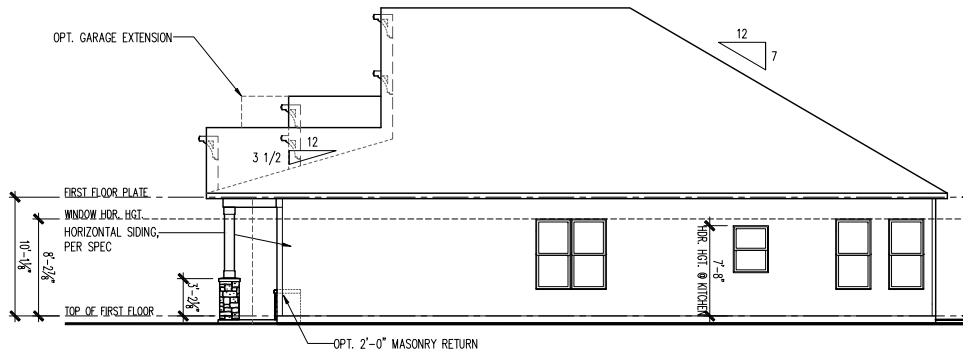
ROOF PLAN

SCALE: 1/8" = 1'-0"



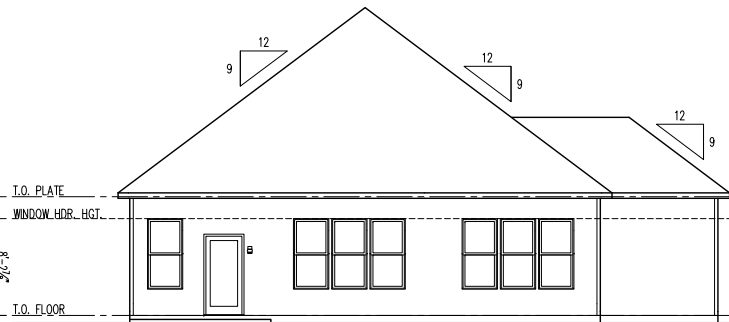
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



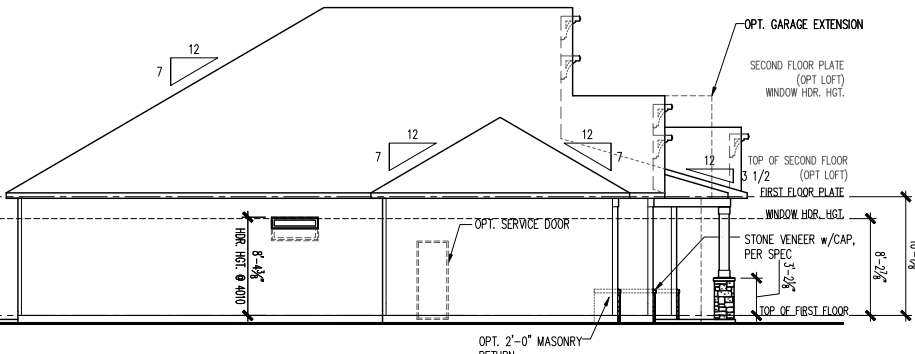
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Northern Craftsman 2K
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE DATE: 03/07/2014	
REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
5	01/26/2018 ADD'L ELEV.
6	04/30/2018 PCR REVISIONS

PROJECT TYPE
Single Family

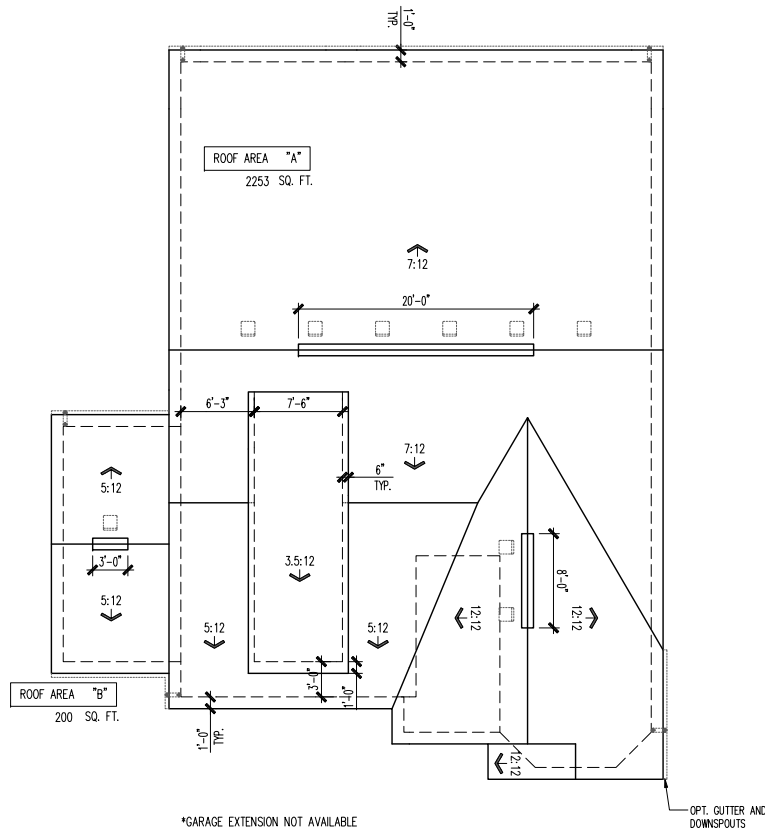
SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2K
3FS.13

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-90% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2L									
ROOF AREA "A"		SQ FTG	2253	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	3.00 3.76	3.39	45.69	8	0				
AT EAVE	4.51 3.76	4.03	54.31				0		58.00
TOTAL (MIN)	7.51 7.51	7.42	100.00						
HIGH - RIDGE VENT	3.00 3.76	3.50	46.49	0	0	25.00			
AT EAVE	4.51 3.76	4.03	53.51				0		58.00
TOTAL (MIN)	7.51 7.51	7.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-90% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2L									
ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	0.27 0.33	0.42	43.26	1	0				
AT EAVE	0.40 0.33	0.56	56.74				0		8.00
TOTAL (MIN)	0.67 0.67	0.98	100.00						
HIGH - RIDGE VENT	0.27 0.33	0.38	40.30	0	0	3.00			
AT EAVE	0.40 0.33	0.56	59.70				0		8.00
TOTAL (MIN)	0.67 0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



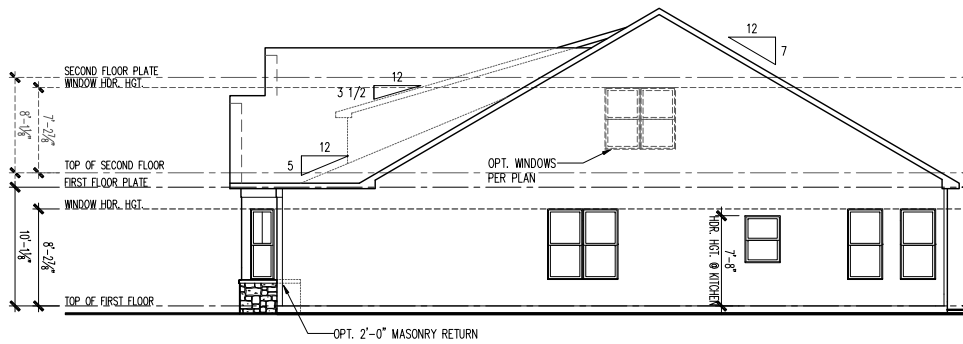
ROOF PLAN

SCALE: 1/8" = 1'-0"



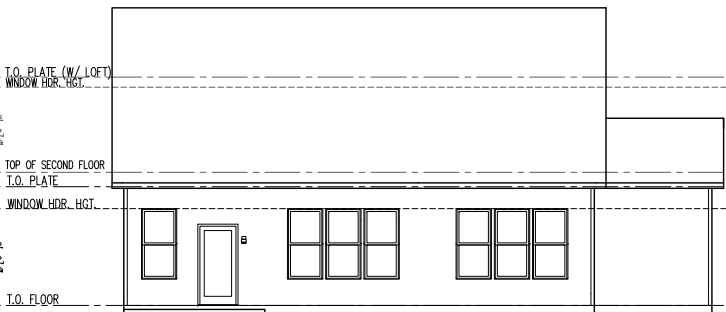
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



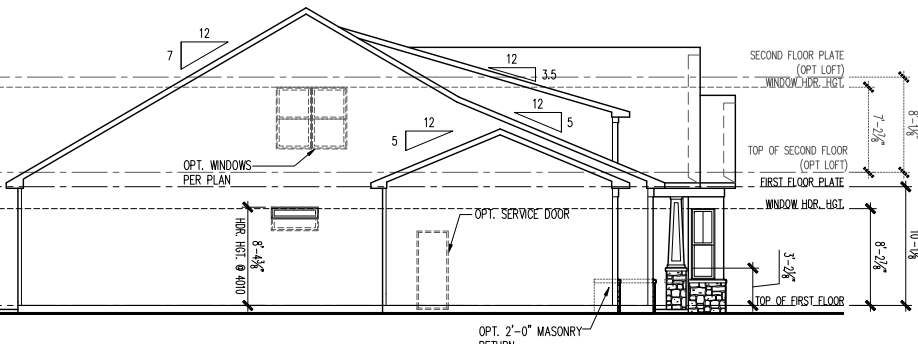
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Northern Craftsman 2L
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	
DATE:	03/07/2014
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	11/03/2014
4	10/31/2015
5	01/26/2018
6	04/30/2018
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PROJECT TYPE
Single Family

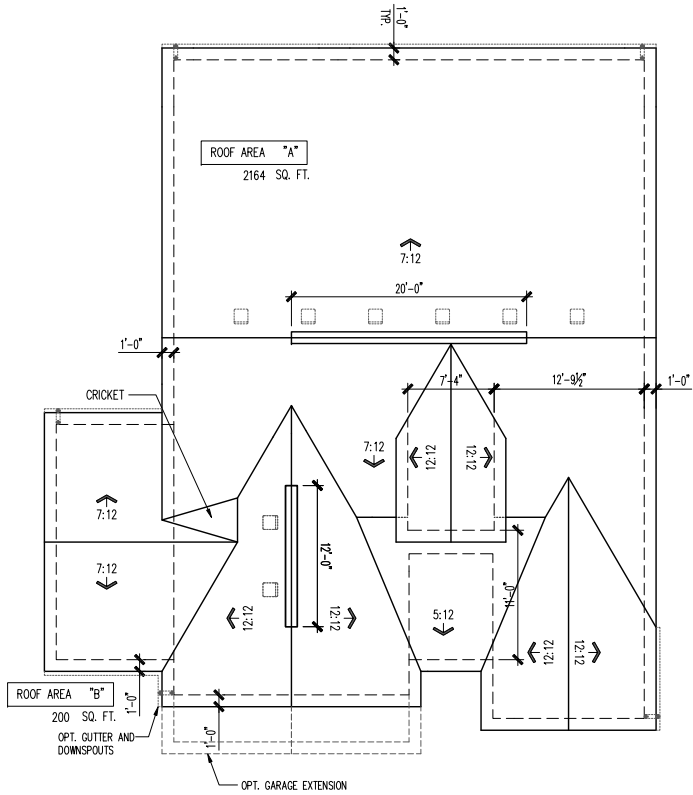
SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2L
3FS.13

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-80% OF TOTAL AND RIDGE AT 40-40% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2M									
ROOF AREA "A"		SQ FTG	2164	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)	
HIGH - POT VENTS ONLY	2.89 3.61	3.39	45.49	8	0	18.00	28.00	10.00	
AT EAVE	4.33 3.61	4.03	54.31				0	58.00	
TOTAL (min)	7.21 7.21	7.42	100.00						
HIGH - RIDGE VENT	2.89 3.61	4.00	49.83	0	0	32.00			
AT EAVE	4.33 3.61	4.03	50.17				0	58.00	
TOTAL (min)	7.21 7.21	8.03	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-80% OF TOTAL AND RIDGE AT 40-40% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2M									
ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)	
HIGH - POT VENTS ONLY	0.27 0.33	0.00	0.00	0	0				
AT EAVE	0.40 0.33	1.39	100.00				0	20.00	
TOTAL (min)	0.67 0.67	1.39	100.00						
HIGH - RIDGE VENT	0.27 0.33	0.00	0.00	0	0	0.00			
AT EAVE	0.40 0.33	1.39	100.00				0	20.00	
TOTAL (min)	0.67 0.67	1.39	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



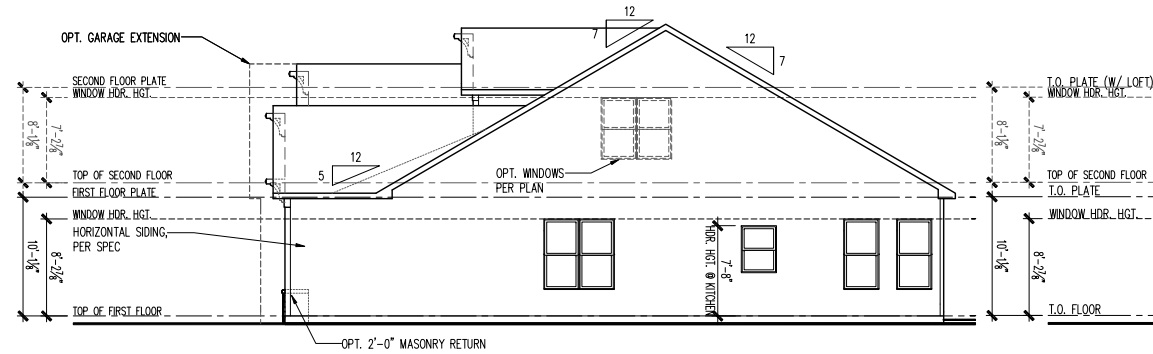
ROOF PLAN

SCALE: 1/8" = 1'-0"



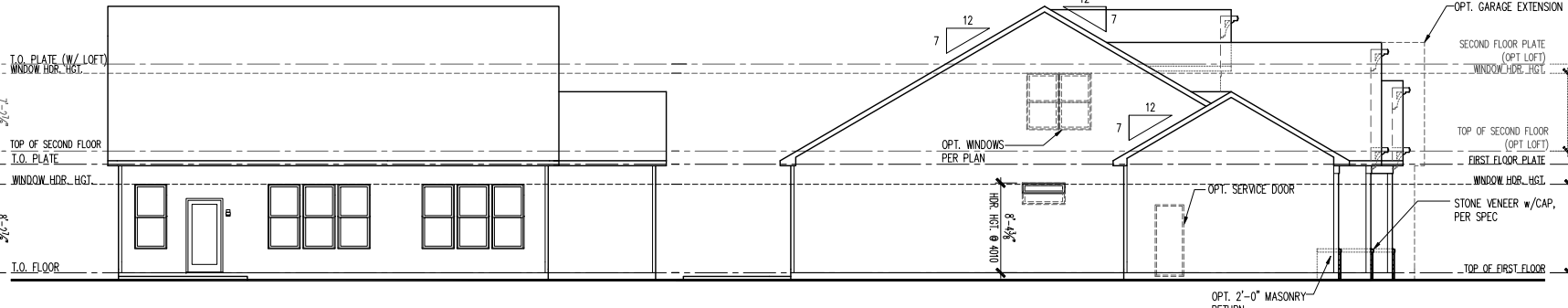
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



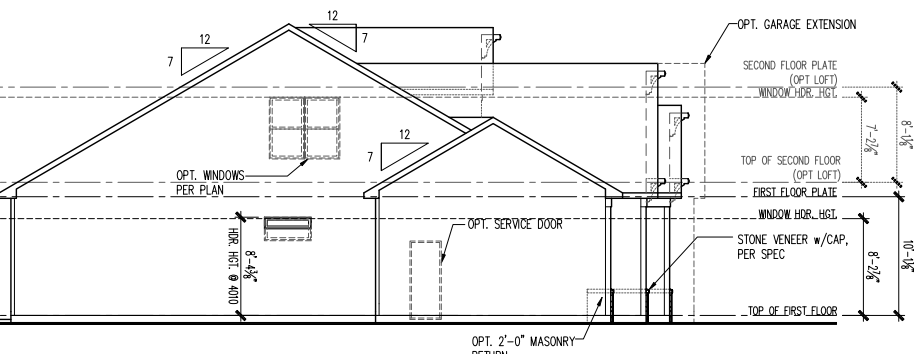
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

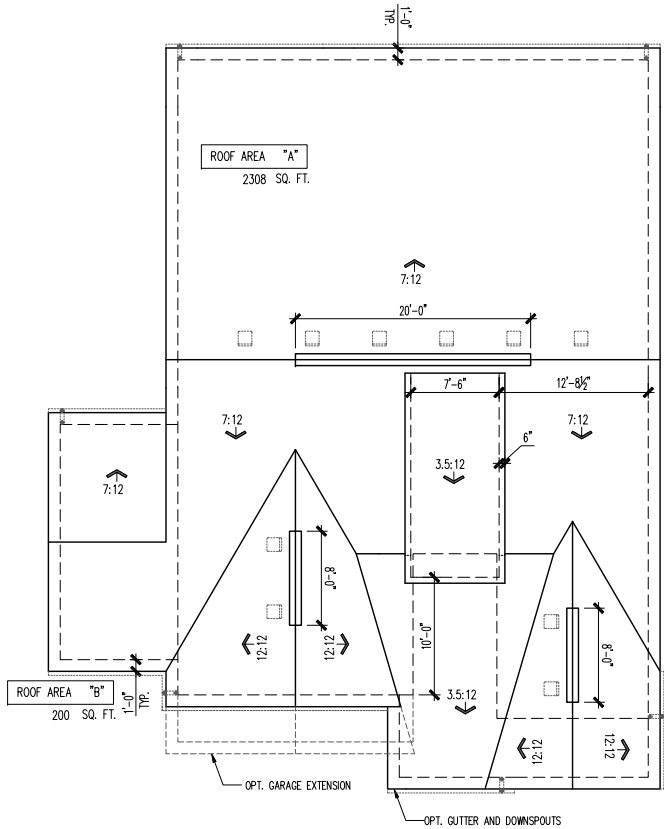


LEFT ELEVATION

SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-40% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2N									
ROOF AREA "A"		SQ. FTG	2308	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	3.08 3.85	4.34	81.24	10	0				
AT EAVE	4.62 3.85	4.03	46.74				0		58.00
TOTAL (MIN)	7.69 7.69	8.26	100.00						
HIGH - RIDGE VENT	3.08 3.85	4.50	82.77	0	0	34.00			
AT EAVE	4.62 3.85	4.03	47.23				0		58.00
TOTAL (MIN)	7.69 7.69	8.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-40% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2N									
ROOF AREA "B"		SQ. FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	0.27 0.33	0.00	0.00	0	0				
AT EAVE	0.40 0.33	1.39	100.00				0		20.00
TOTAL (MIN)	0.67 0.67	1.39	100.00						
HIGH - RIDGE VENT	0.27 0.33	0.00	0.00	0	0	0.00			
AT EAVE	0.40 0.33	1.39	100.00				0		20.00
TOTAL (MIN)	0.67 0.67	1.39	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



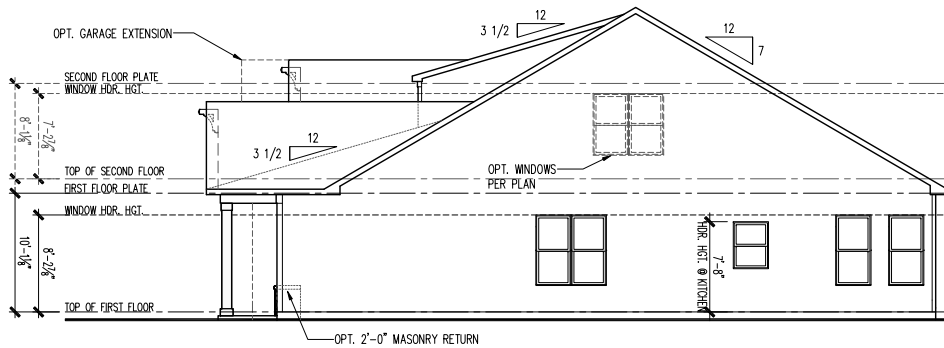
ROOF PLAN

SCALE: 1/8" = 1'-0"



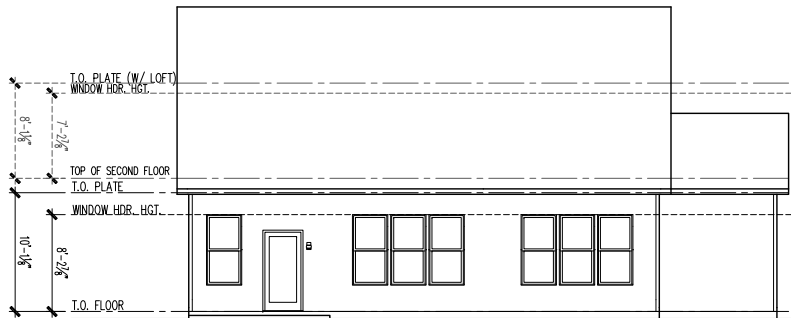
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



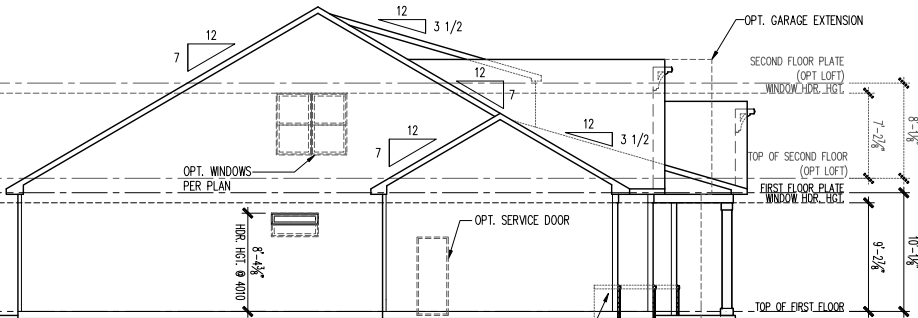
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



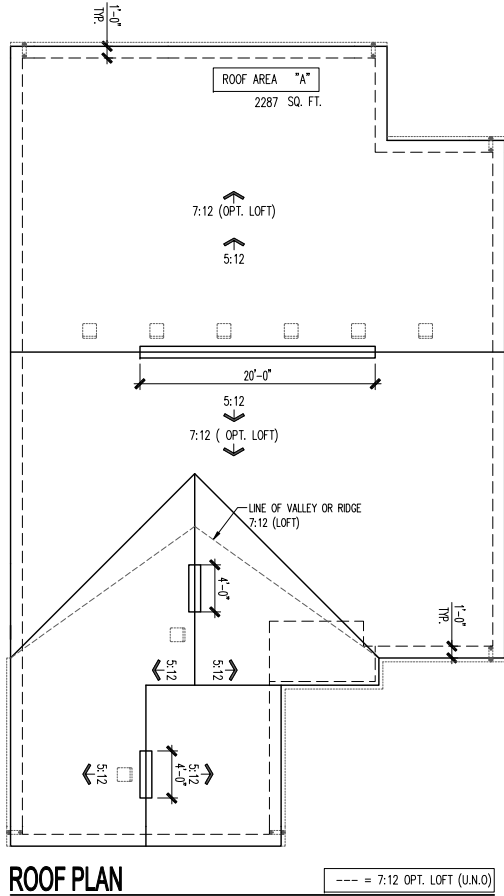
LEFT ELEVATION

SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULING BEST CALCULATED ASSUMING EAVE VENTILATION AT 40-JOES OF TOTAL AND RIDGE AT 40-JOES OF TOTAL REQUIRED VENTILATION									
ELEVATION CR2G									
ROOF AREA "A"		SQ FTG	2287	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)	
HIGH-POT VENTS ONLY	3.05 3.81	3.30	44.04	8	0				
AT EAVE	4.57 3.81	4.31	55.94					0	62.00
TOTAL (sq ft)	7.62 7.62	7.69	100.00						
HIGH-POT RIDGE VENT	3.05 3.81	3.30	44.04	0	0	28.00			
AT EAVE	4.57 3.81	4.31	55.94					0	62.00
TOTAL (sq ft)	7.62 7.62	7.61	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

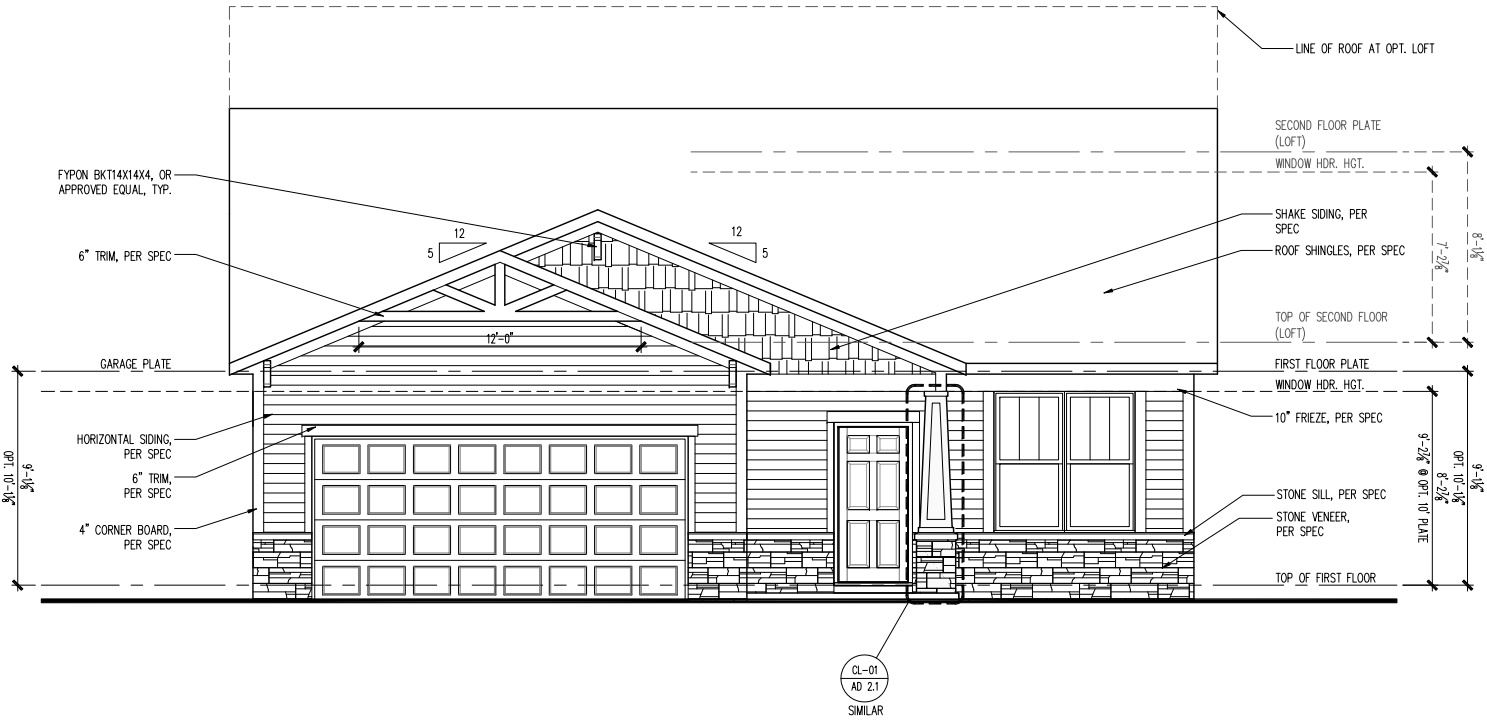
MASONRY PERCENTAGE ELEVATION CR2G		
MATERIALS	S.F.	%
MASONRY	65.52	22
NON-MASONRY	237.94	78
TOTAL=	303.46	100
MASONRY % = 22		

ALSO AVAILABLE IN:

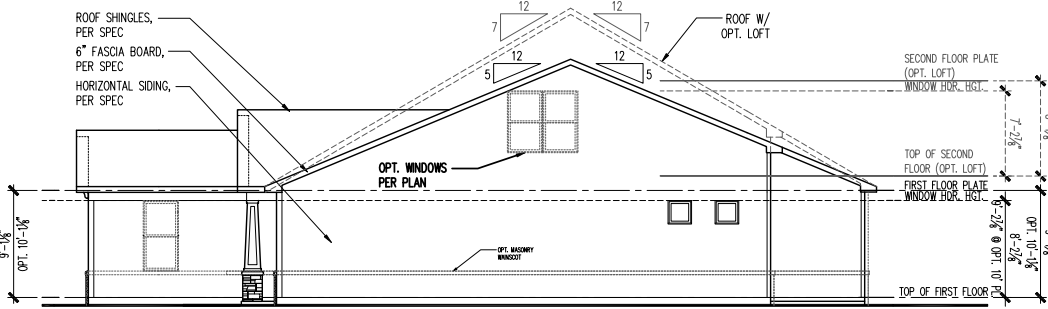


ROOF PLAN
SCALE: 1/8" = 1'-0"

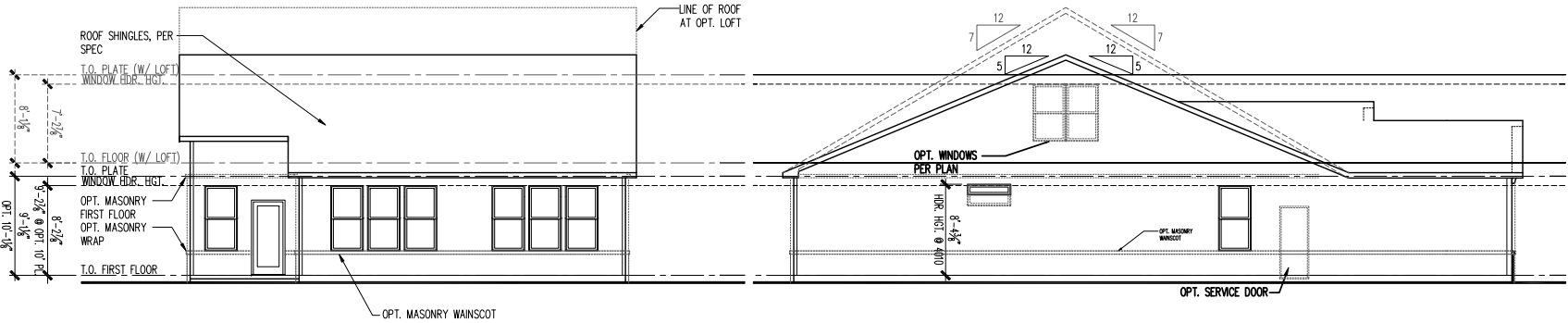
40' homes on 50' lots



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION



REAR ELEVATION

LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation CR2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE 06/07/2013	
REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	-
8	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

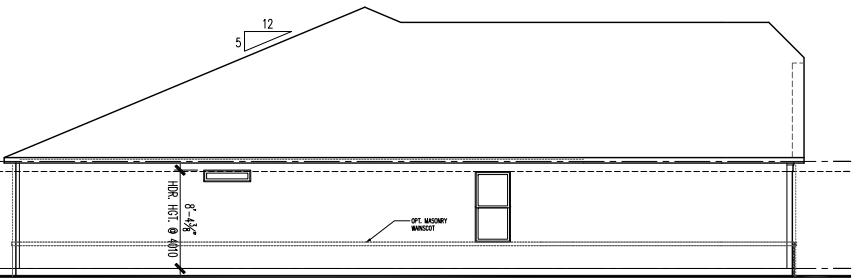
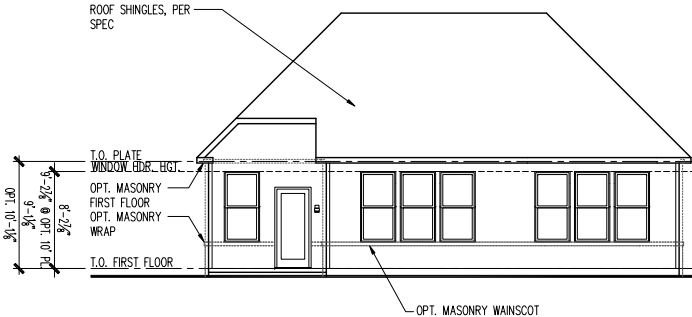
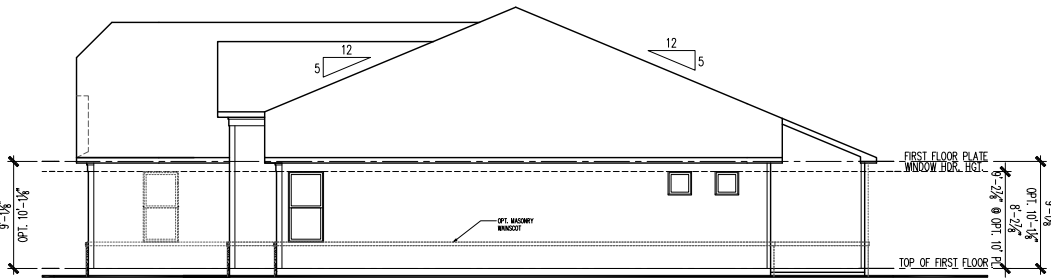
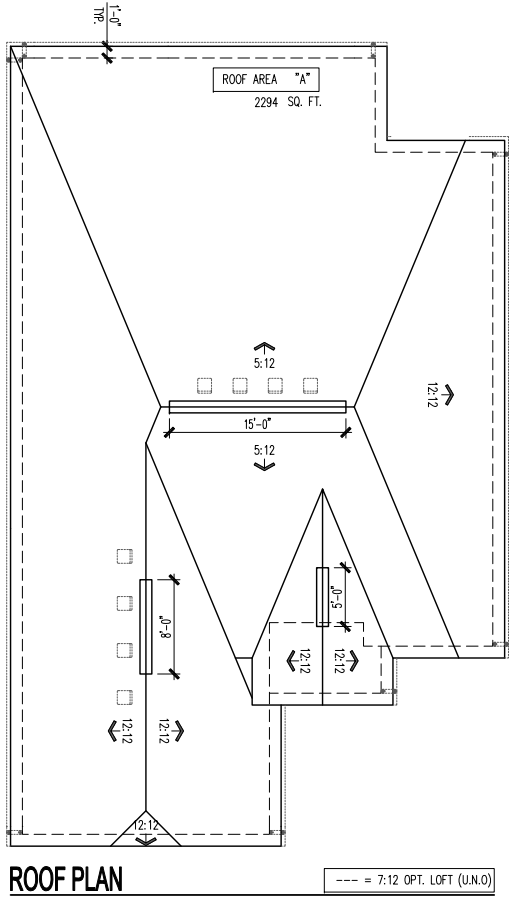
PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-CR2G
2FS.11

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULING BEEN CALCULATED ASSUMING EAVE VENTILATION AT 20-JOES OF TOTAL AND RIDGE AT 40-JOES OF TOTAL REQUIRED VENTILATION								
ELEVATION EC2G								
ROOF AREA "A"		SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
HIGH - POT VENTS ONLY	3.04 - 3.82	3.39	44.04	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.59 - 3.82	4.31	55.94				0	42.00
TOTAL (sq ft)	7.65	7.65	7.69					
HIGH - RIDGE VENT	3.04 - 3.82	3.39	44.04	0	0	28.00		
AT EAVE	4.59 - 3.82	4.31	55.94				0	42.00
TOTAL (sq ft)	7.65	7.65	7.81					
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE								

MASONRY PERCENTAGE ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	58.83	14
NON-MASONRY	374.67	86
TOTAL=	433.50	100
MASONRY % = 14		

ALSO AVAILABLE IN:



Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation EC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE 06/07/2013	REV#	DATE/DESCRIPTION
	1	11/06/2013 FIELD COMMENTS
	2	03/07/2014 FIELD REDLINES
	3	05/28/14 FIELD REDLINES
	4	09/04/2014 PLAN REVISIONS
	5	10/31/2015 TB REDLINES
	6	04/30/2018 PCR REVISIONS
	7	
	8	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

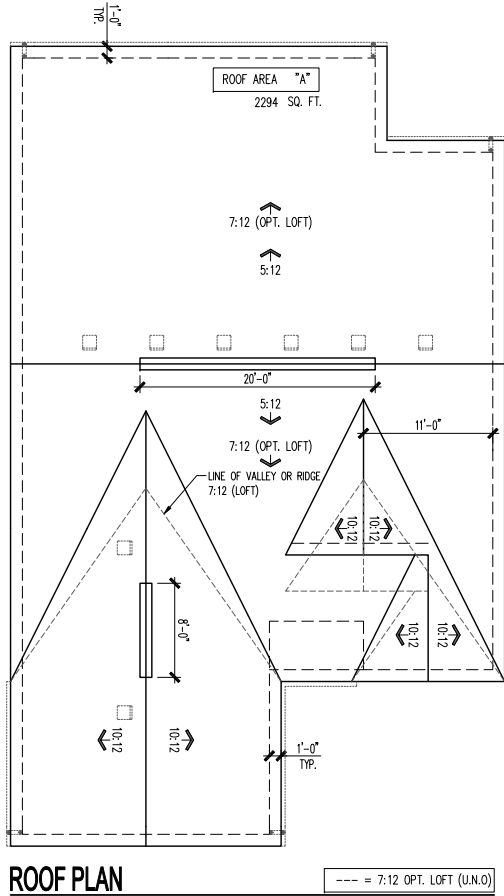
PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-EC2G
2FS.11

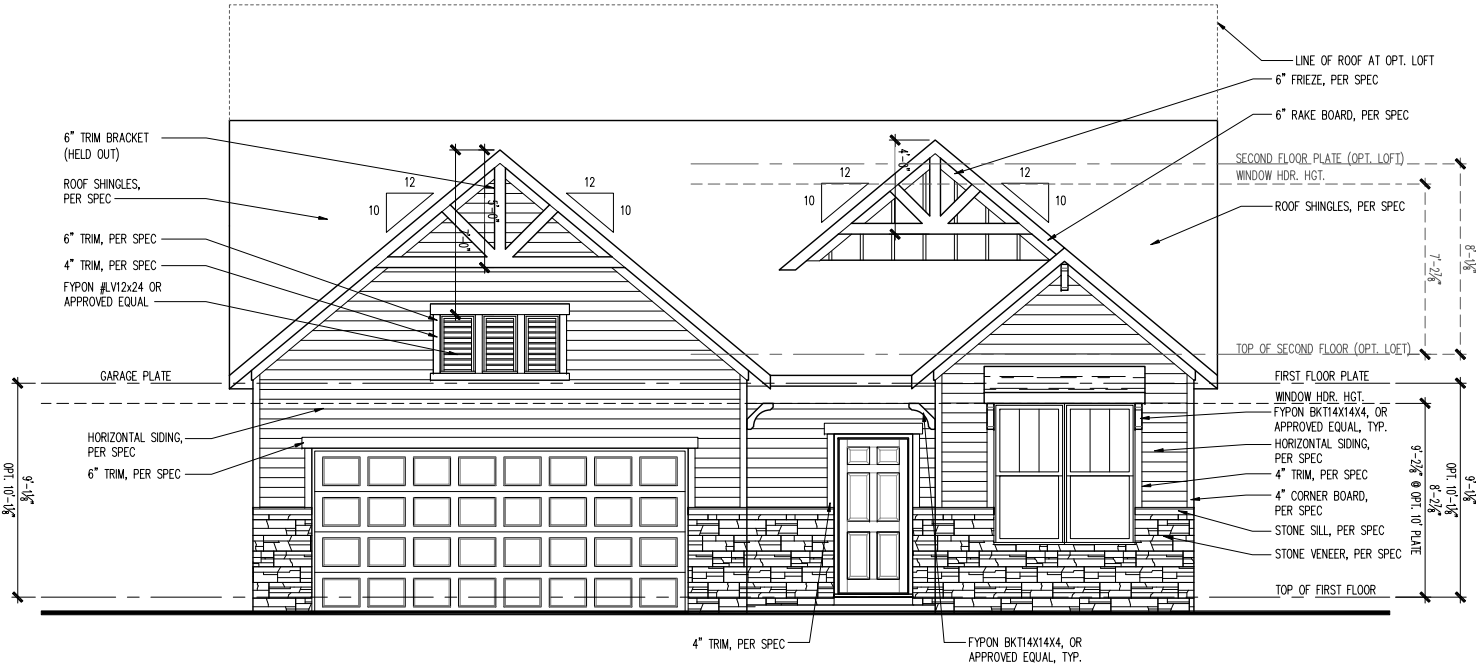
ATTIC VENT SCHEDULE							
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULING MUST CALCULATED ASSUMING EAVE VENTILATION AT 20-40% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION							
ELEVATION NC2G							
ROOF AREA "A"		SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	3.04 - 3.82	3.39	44.04	61.00	40.00	18.00	28.00
AT EAVE	4.59 - 3.82	4.31	55.94				0
TOTAL (sq ft)	7.65	7.65	7.69	100.00			62.00
HIGH - RIDGE VENT	3.04 - 3.82	3.50	44.84	0	0	28.00	
AT EAVE	4.59 - 3.82	4.31	55.16				0
TOTAL (sq ft)	7.65	7.65	7.81	100.00			62.00
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE							

MASONRY PERCENTAGE ELEVATION NC2G		
MATERIALS	S.F.	%
MASONRY	81.77	22
NON-MASONRY	282.97	78
TOTAL=	364.74	100
MASONRY % = 22		

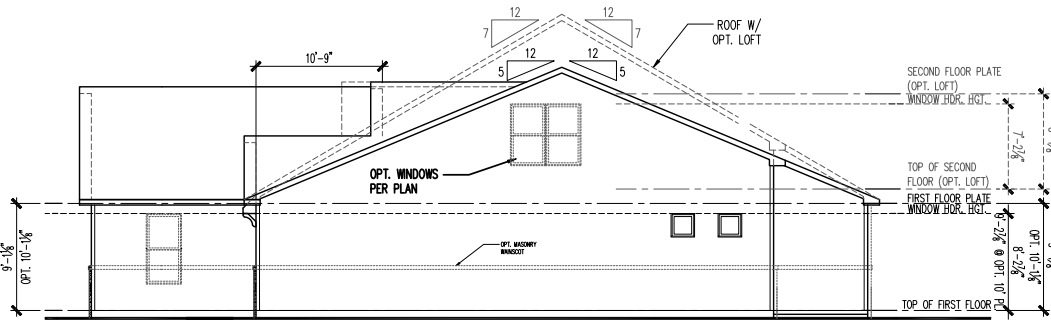
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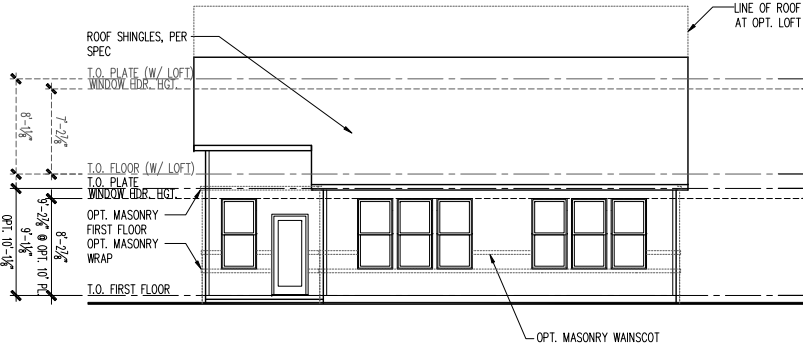
ROOF PLAN
SCALE: 1/8" = 1'-0"



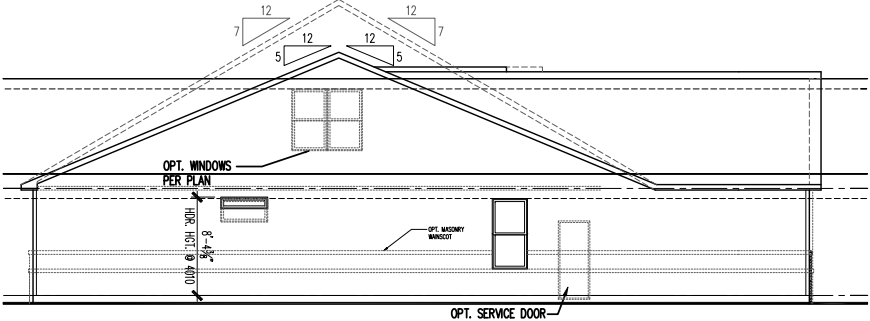
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation NC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE 06/07/2013
REV# DATE/DESCRIPTION
11/06/2013
03/07/2014
05/28/14
09/04/2014
10/31/2015
04/30/2018
PCR REVISIONS

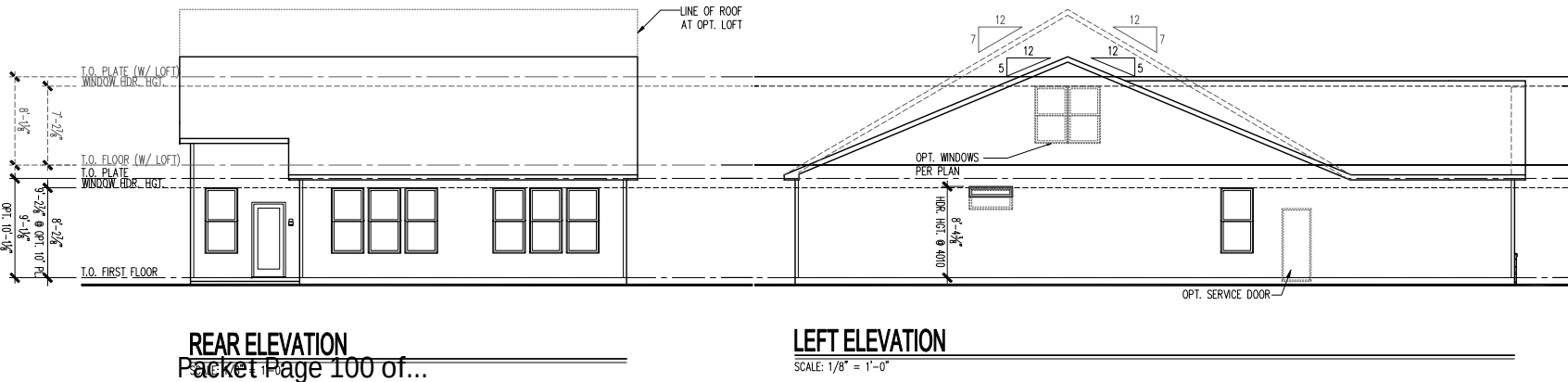
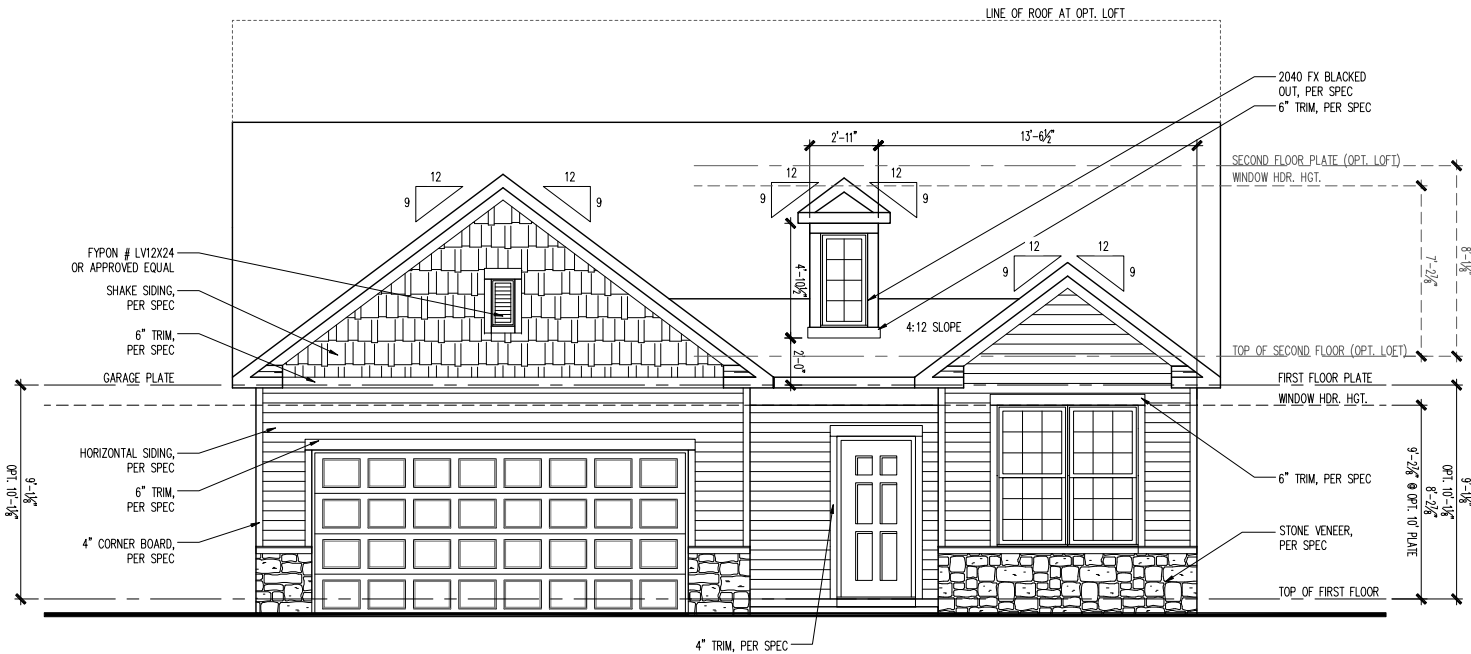
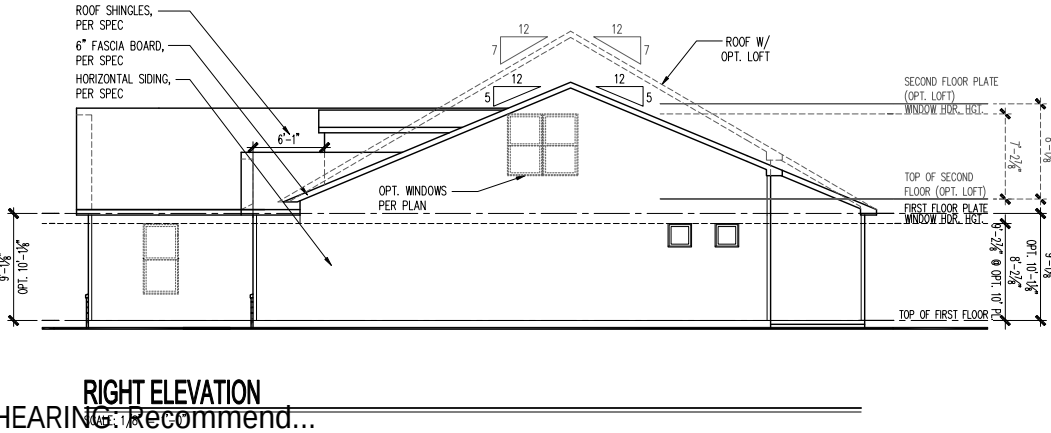
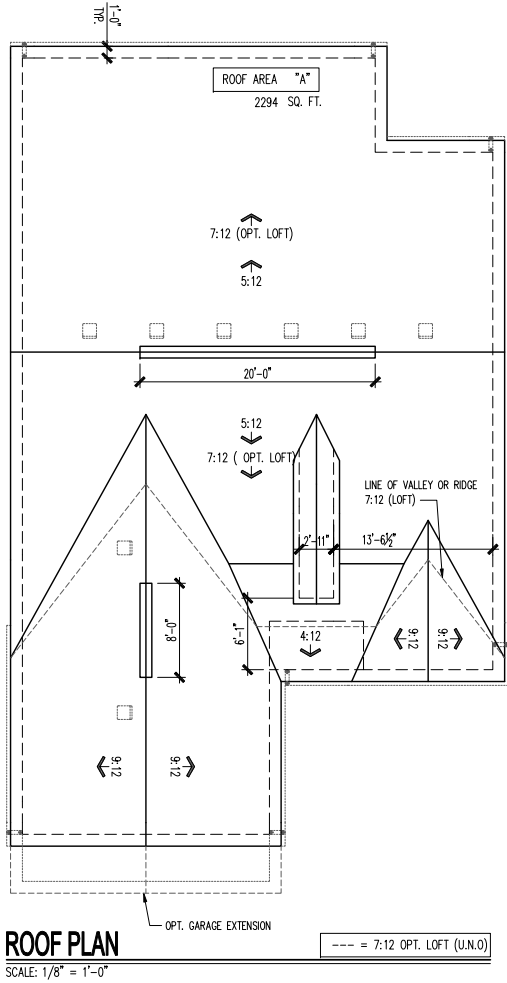
PROJECT TYPE
Single Family

SPECIFICATION LEVEL

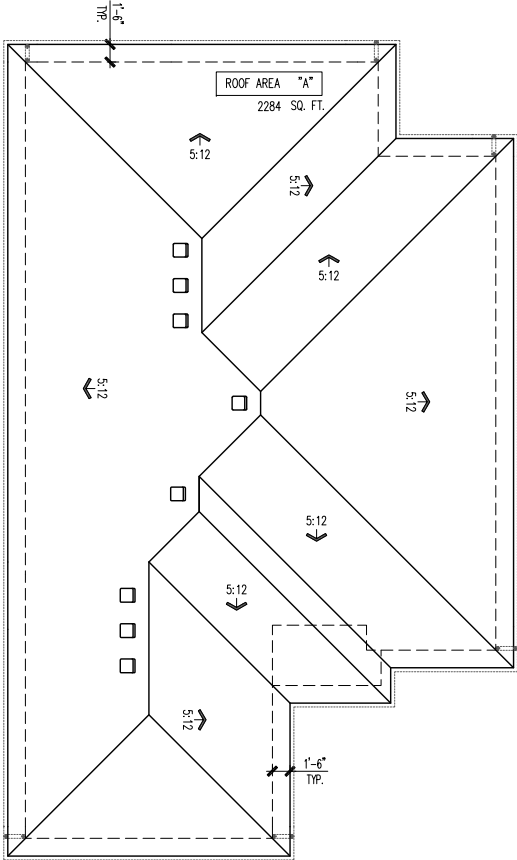
PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC2G
2FS.11

ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULING BEEN CALCULATED ASSUMING EAVE VENTILATION AT 40-40% OF TOTAL AND RIDGE AT 40-40% OF TOTAL REQUIRED VENTILATION								
ELEVATION HR2Q								
ROOF AREA "A"		SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)
HIGH - POT VENTS ONLY	3.04 - 3.82	3.39	44.04	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.59 - 3.82	4.31	55.94				0	42.00
TOTAL (sq ft)	7.65	7.65	7.69					
HIGH - RIDGE VENT	3.04 - 3.82	3.50	44.84	0	0	28.00		
AT EAVE	4.59 - 3.82	4.31	55.14				0	42.00
TOTAL (sq ft)	7.65	7.65	7.81					
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE								

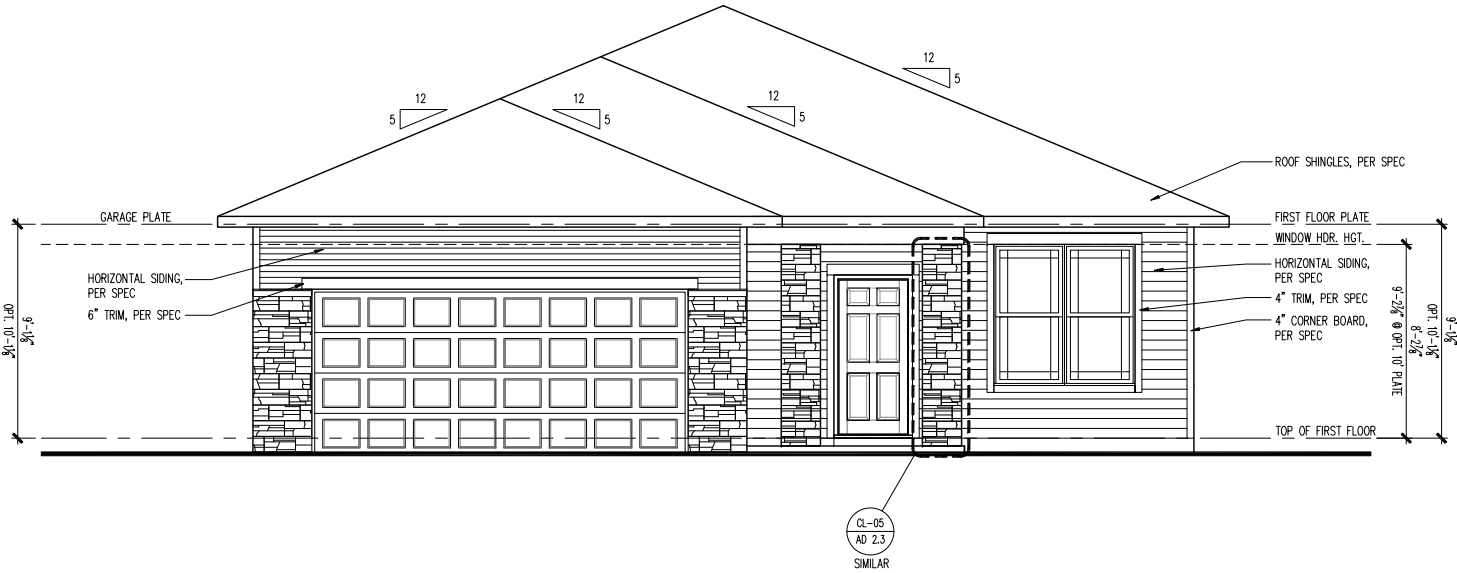


ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULING BEST CALCULATED ASSUMING EAVE VENTILATION AT 40-JOB OF TOTAL AND RIDGE AT 40-JOB OF TOTAL REQUIRED VENTILATION								
ELEVATION PR2N								
ROOF AREA "A"		SQ FTG	2284	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
HIGH-POT VENTS ONLY	3.05 3.81	3.39	44.04	61.00	40.00	18.00	28.00	10.00
AT EAVE	4.57 3.81	4.31	55.94				0	62.00
TOTAL	7.61	7.61	7.69					



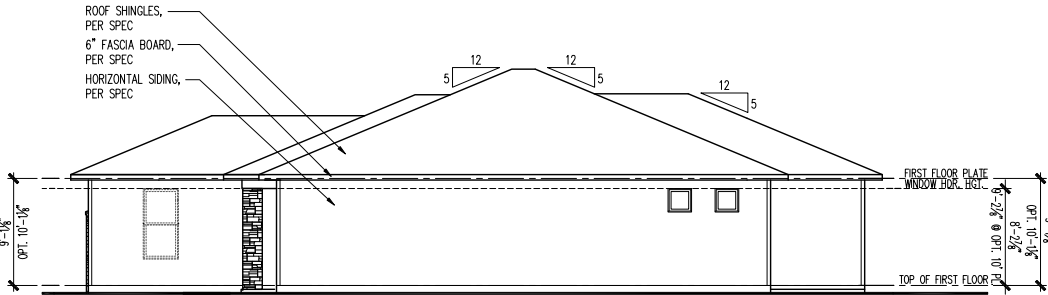
ROOF PLAN

SCALE: 1/8" = 1'-0"

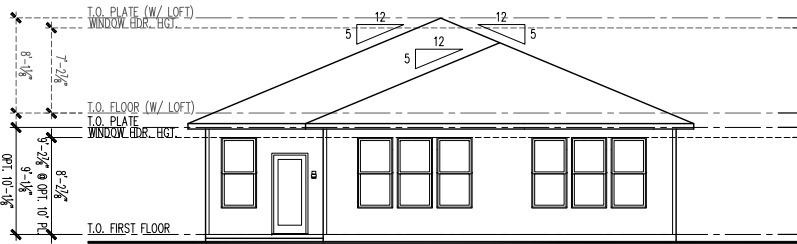


FRONT ELEVATION

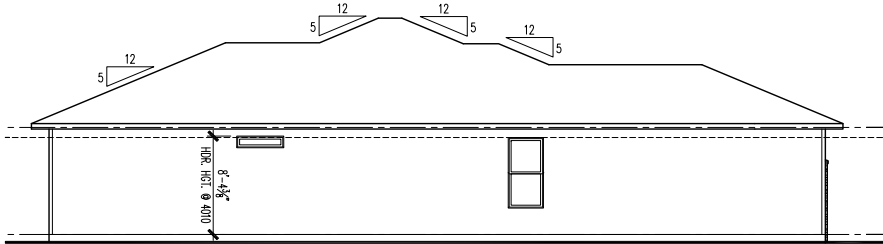
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION



REAR ELEVATION

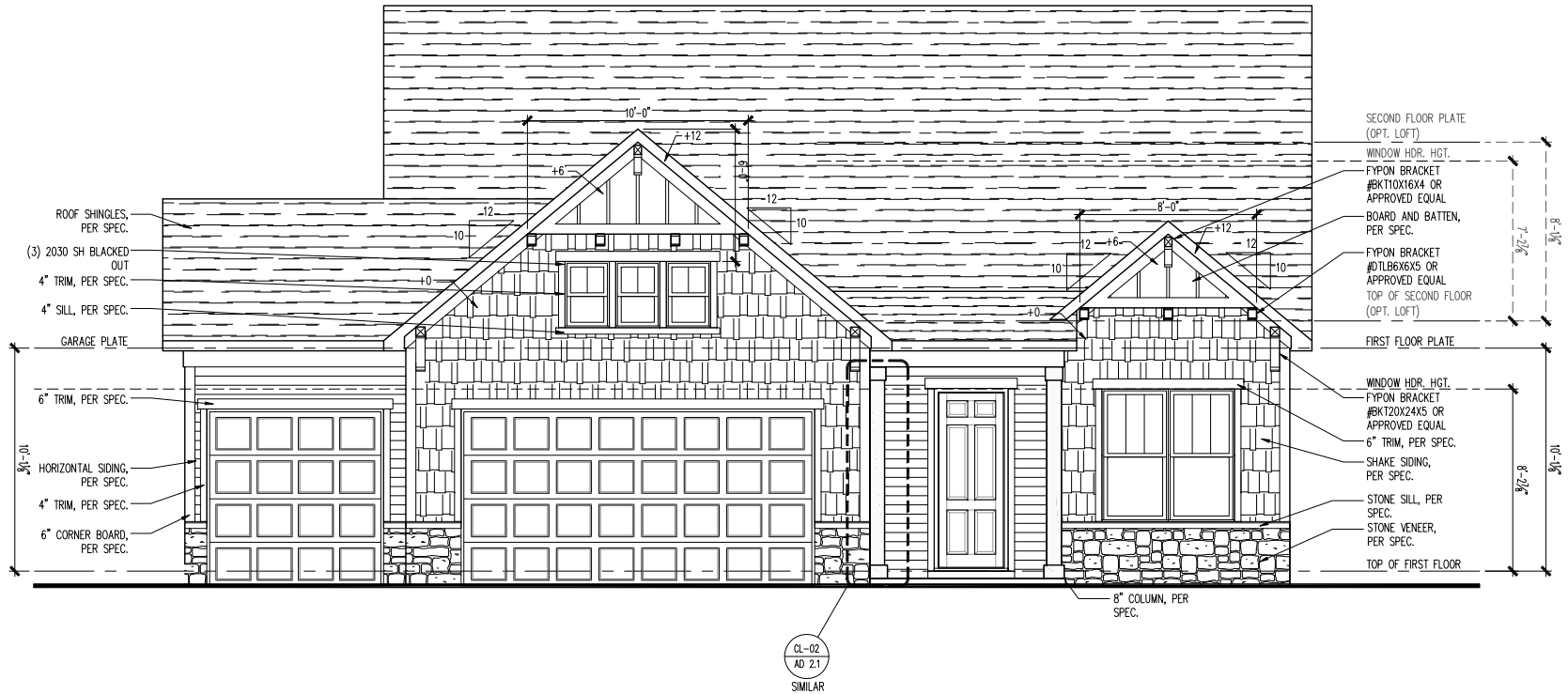
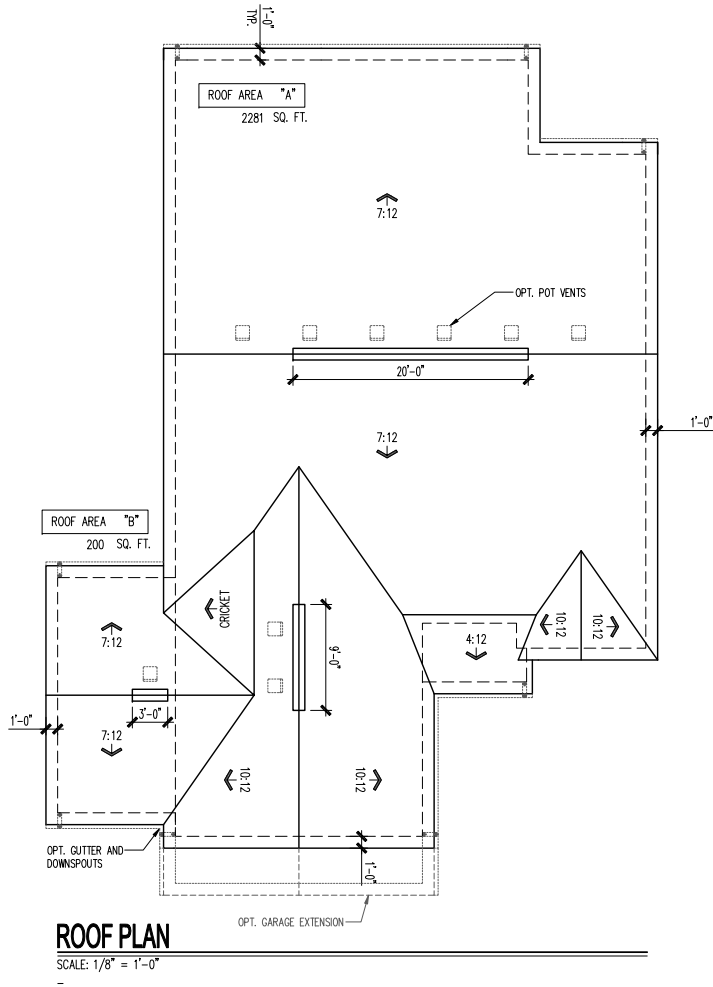


LEFT ELEVATION

SCALE: 1/8" = 1'-0"

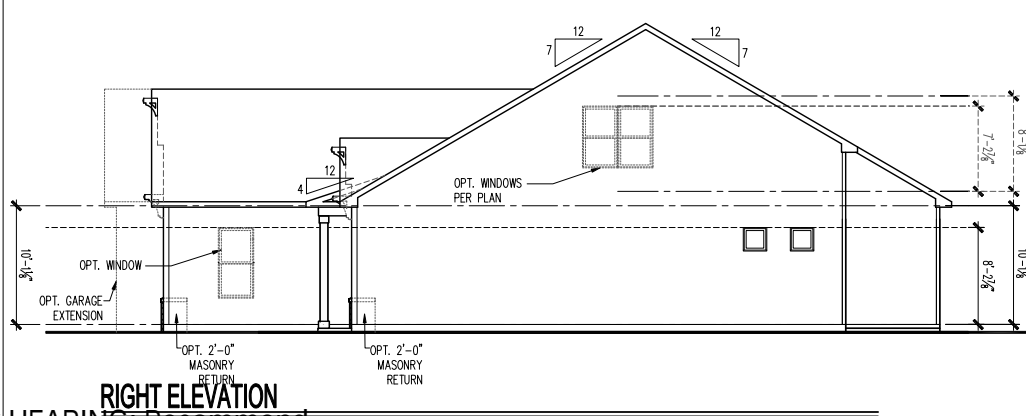
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * IF CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2J									
ROOF AREA "A"		SQ FTG	2281	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)	
HIGH - POT VENTS ONLY	3.04 3.80	3.39	44.85	8	0	18.00	28.00	10.00	
AT EAVE	4.56 3.80	4.17	55.15				0	60.00	
TOTAL (min)	7.60 7.60	7.56	100.00						
HIGH - RIDGE VENT	3.04 3.80	3.63	47.37	0	0	29.00			
AT EAVE	4.56 3.80	4.03	52.63				0	58.00	
TOTAL (min)	7.60 7.60	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

50' homes on 60' lots



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

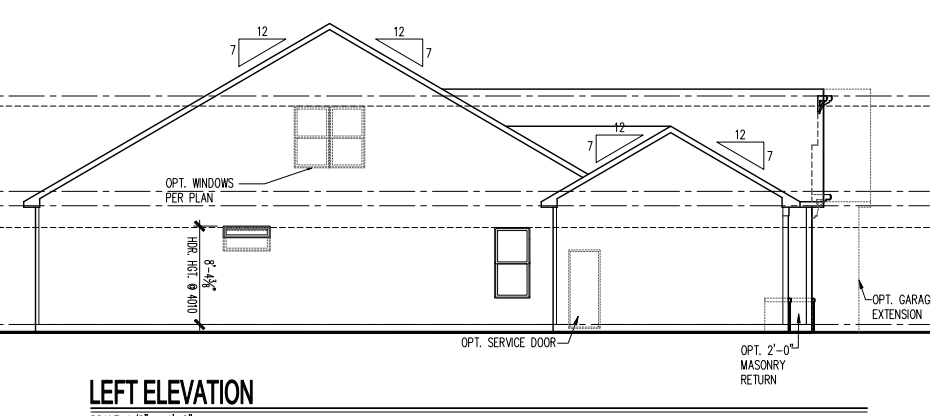


RIGHT ELEVATION



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation Northern Craftsman J w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	06/07/2013
REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS

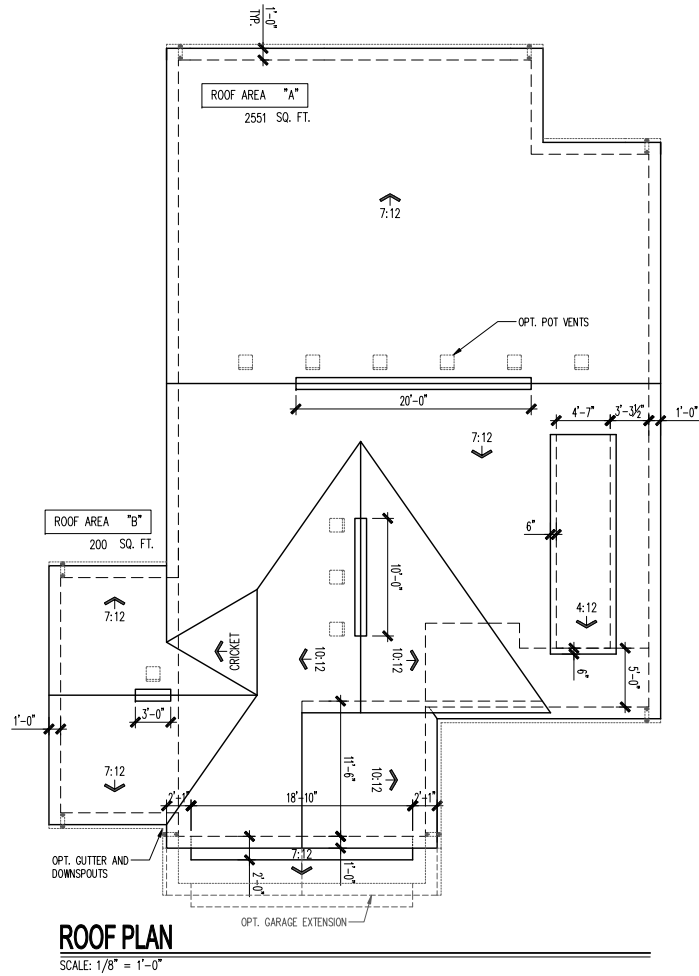
PROJECT TYPE
Single Family

SPECIFICATION LEVEL

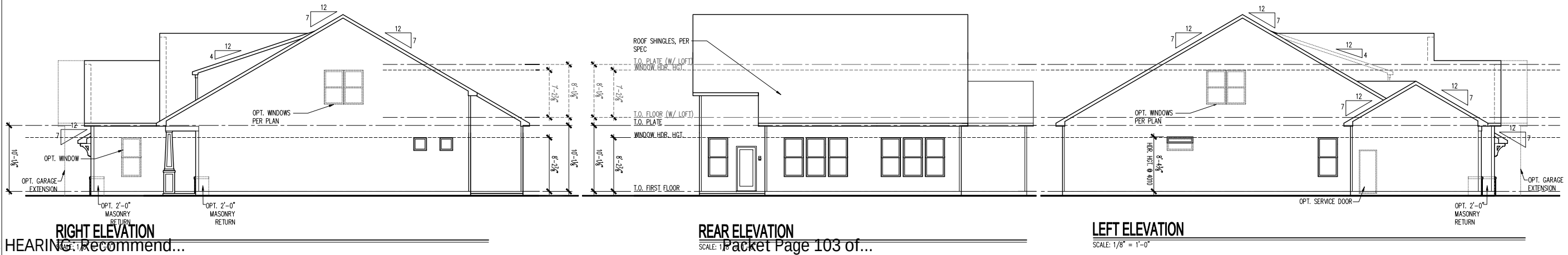
PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC2J
3FS.13

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE *CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS *SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2K									
ROOF AREA "A"		SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)	
HIGH-POT VENTS ONLY	3.13 3.92	3.81	48.63	9	0				
AT EAVE	4.70 3.92	4.03	51.37				0	58.00	
TOTAL (min)	7.84 7.84	7.84	100.00						
HIGH-RIDGE VENT	3.13 3.92	3.75	48.31	0	0	30.00			
AT EAVE	4.70 3.92	4.03	51.79				0	58.00	
TOTAL (min)	7.84 7.84	7.78	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

REAR ELEVATION

LEFT ELEVATION

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation Northern Craftsman 2K w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	06/07/2013
REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS

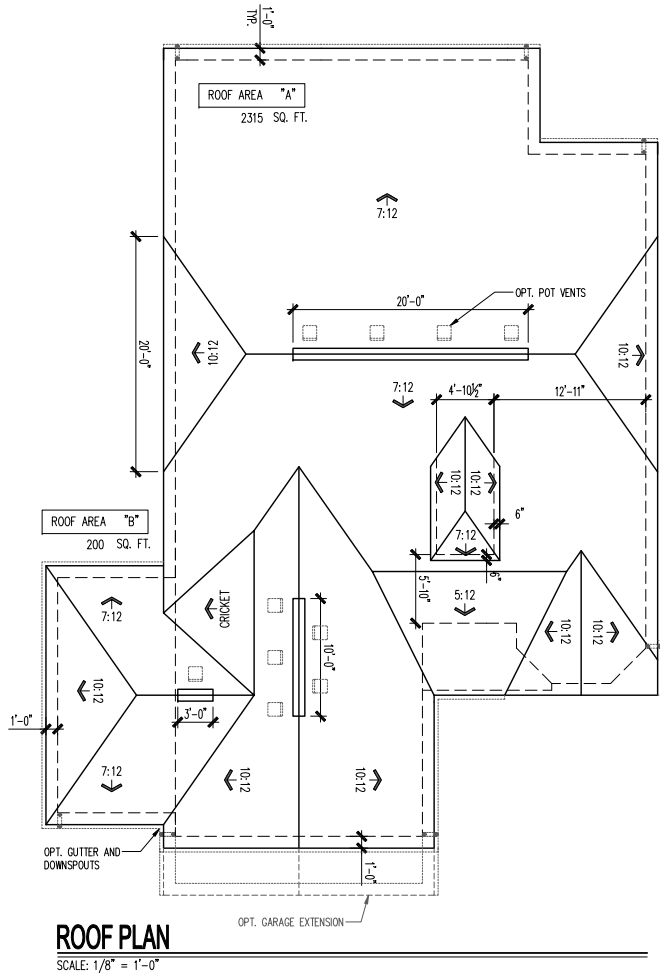
PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

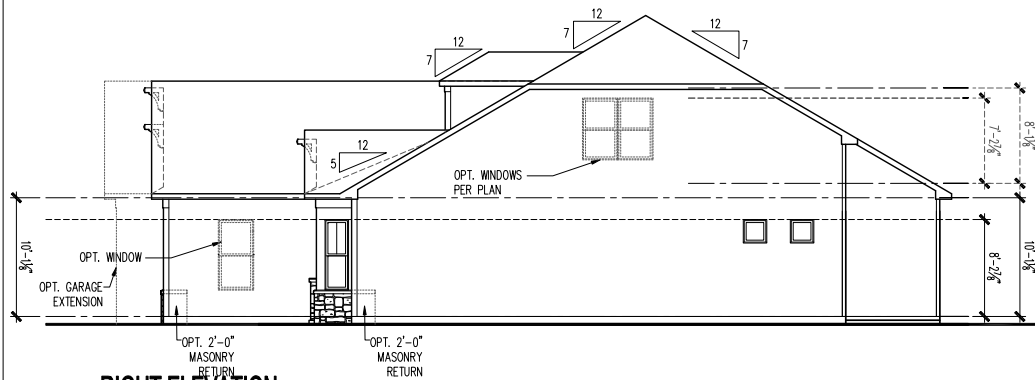
SHEET
A3-NC2K
3FS.13

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2L									
ROOF AREA "A"		SQ FTG	2315	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)	
HIGH - POT VENTS ONLY	3.09 3.86	3.81	48.63	9	0	18.00	28.00	10.00	
AT EAVE	4.63 3.86	4.03	51.37				0	58.00	
TOTAL (min)	7.72 7.72	7.84	100.00						
HIGH - RIDGE VENT	3.09 3.86	3.63	46.52	0	0	29.00			
AT EAVE	4.63 3.86	4.17	53.48				0	60.00	
TOTAL (min)	7.72 7.72	7.79	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

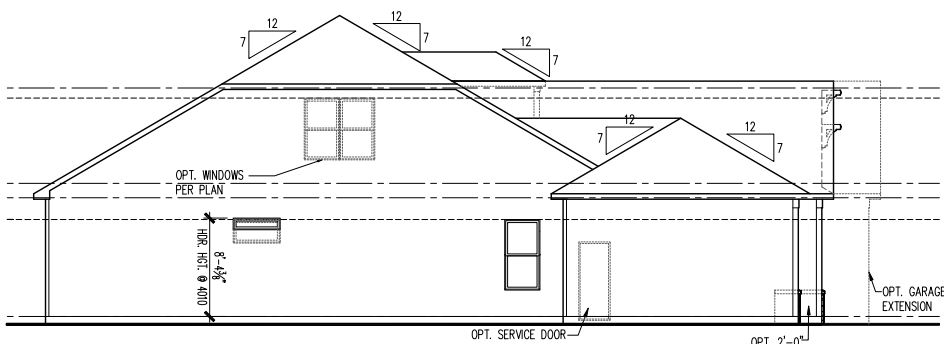


RIGHT ELEVATION



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation Northern Craftsman 2L w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	06/07/2013
REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS

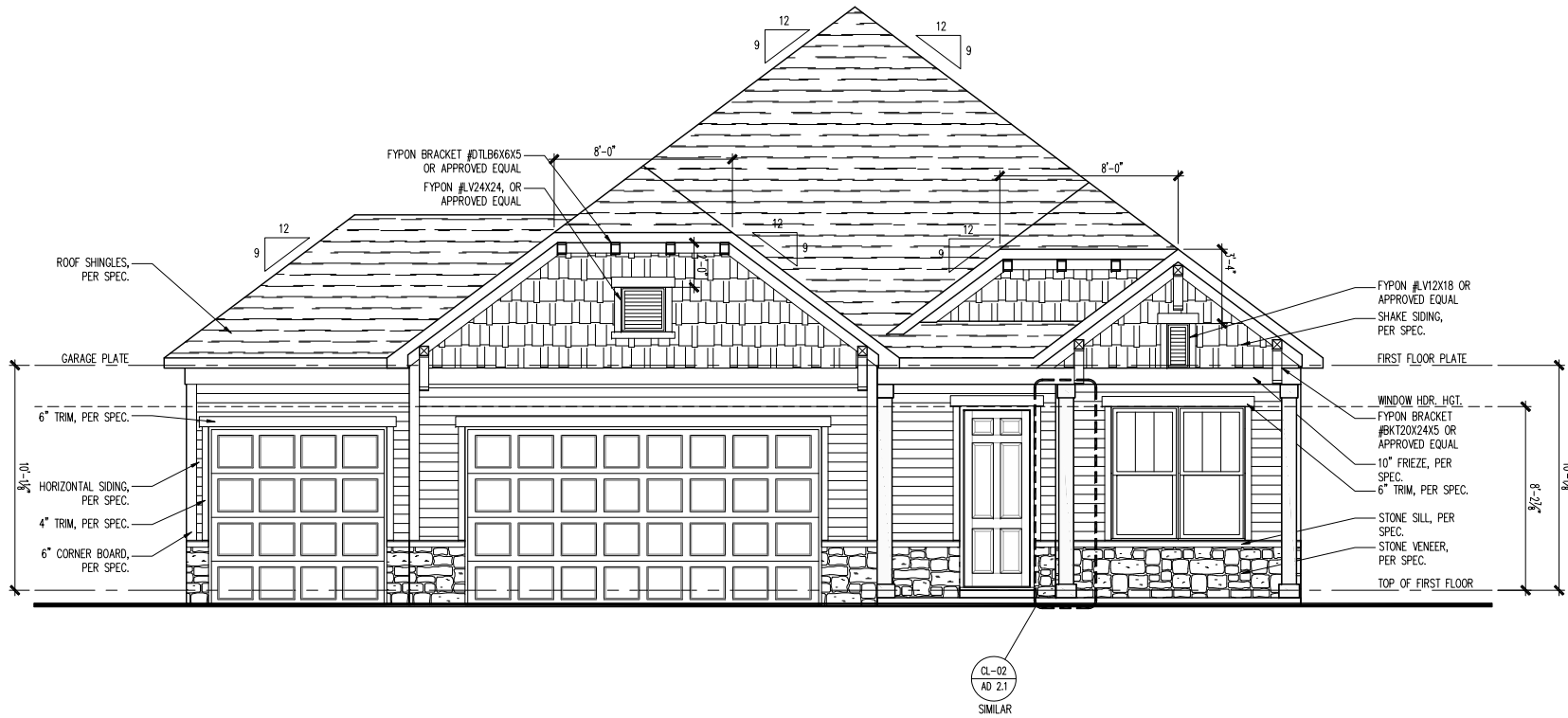
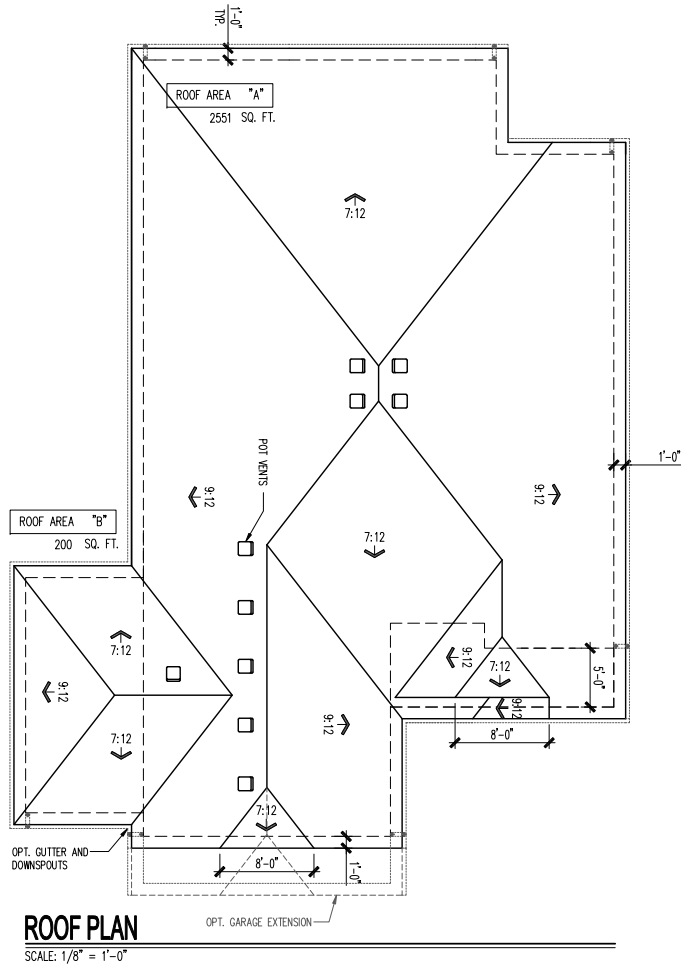
PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

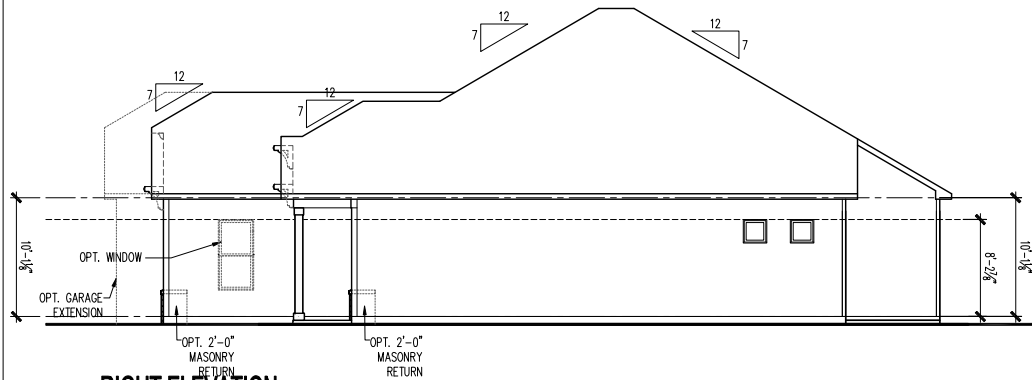
PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC2L
3FS.13

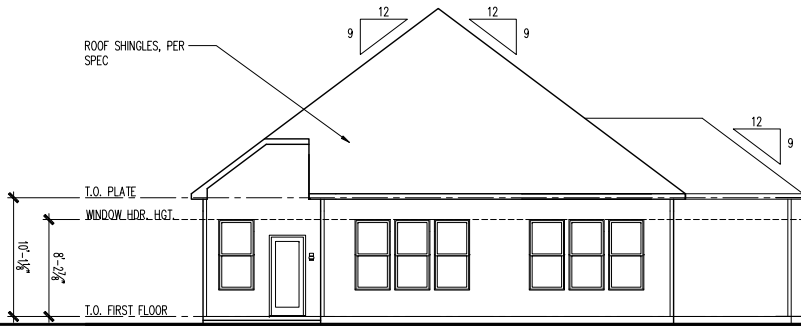
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE *CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS *SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC3G									
ROOF AREA "A"		SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LIN)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LIN)	
HIGH - POT VENTS ONLY	3.13 3.92	3.81	48.63	9	0	18.00	28.00	10.00	
AT EAVE	4.70 3.92	4.03	51.37				0	58.00	
TOTAL (min)	7.84 7.84	7.84	100.00						
HIGH - RIDGE VENT	3.13 3.92	0.00	#####	0	0	0.00			
AT EAVE	4.70 3.92	0.00	####				0	0.00	
TOTAL (min)	7.84 7.84	0.00	#####	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



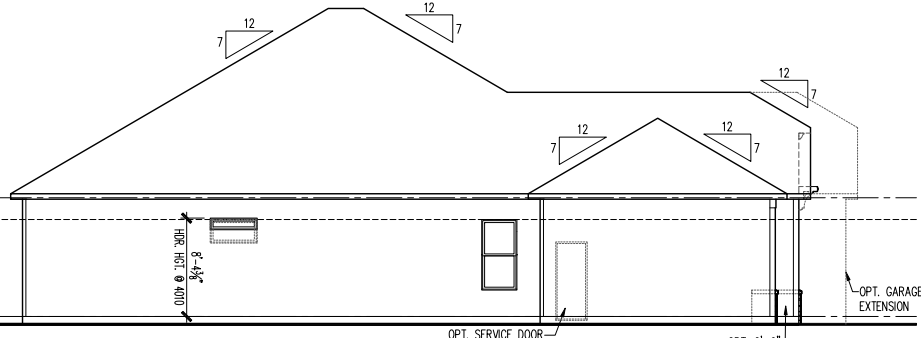
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

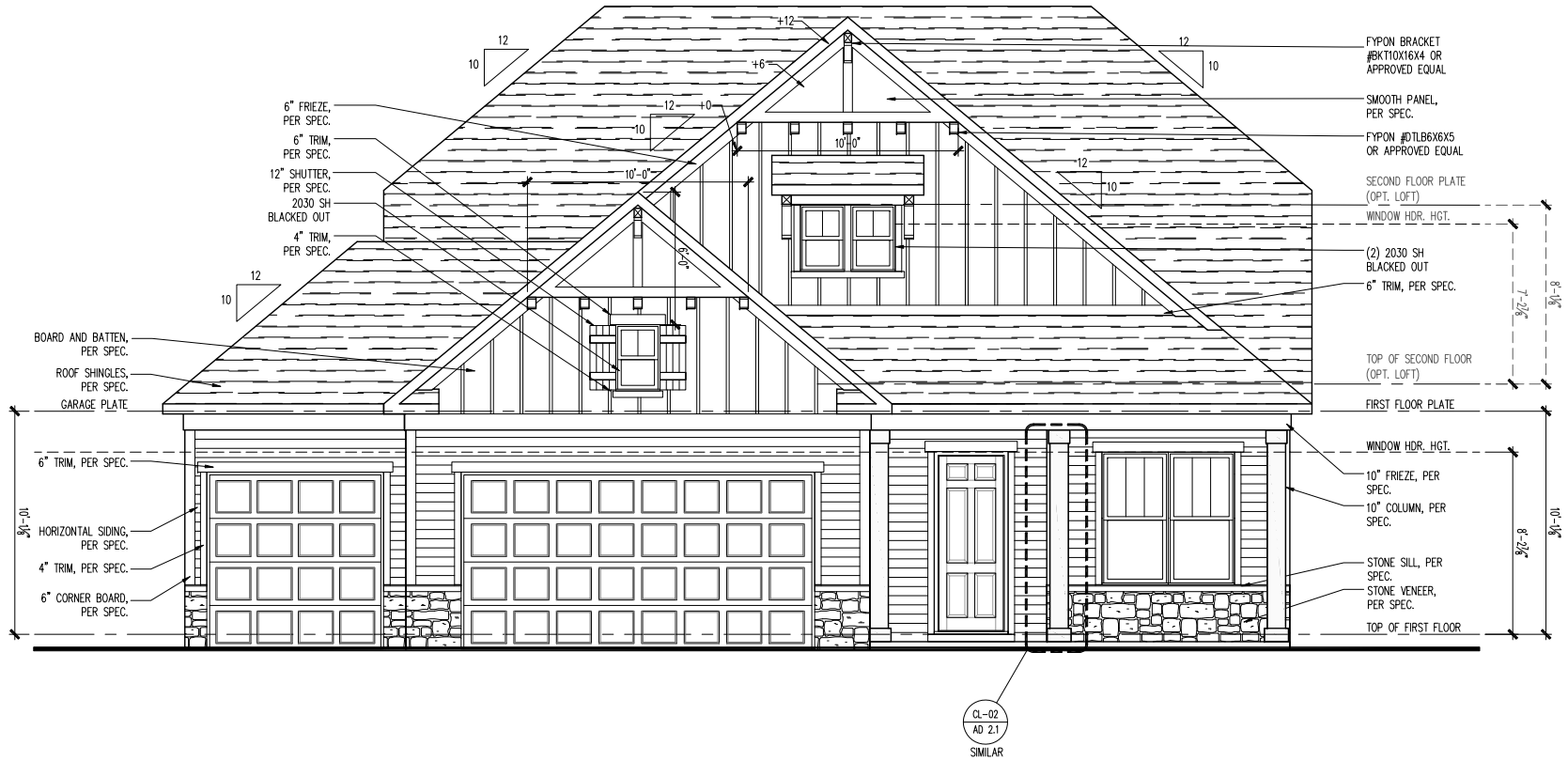
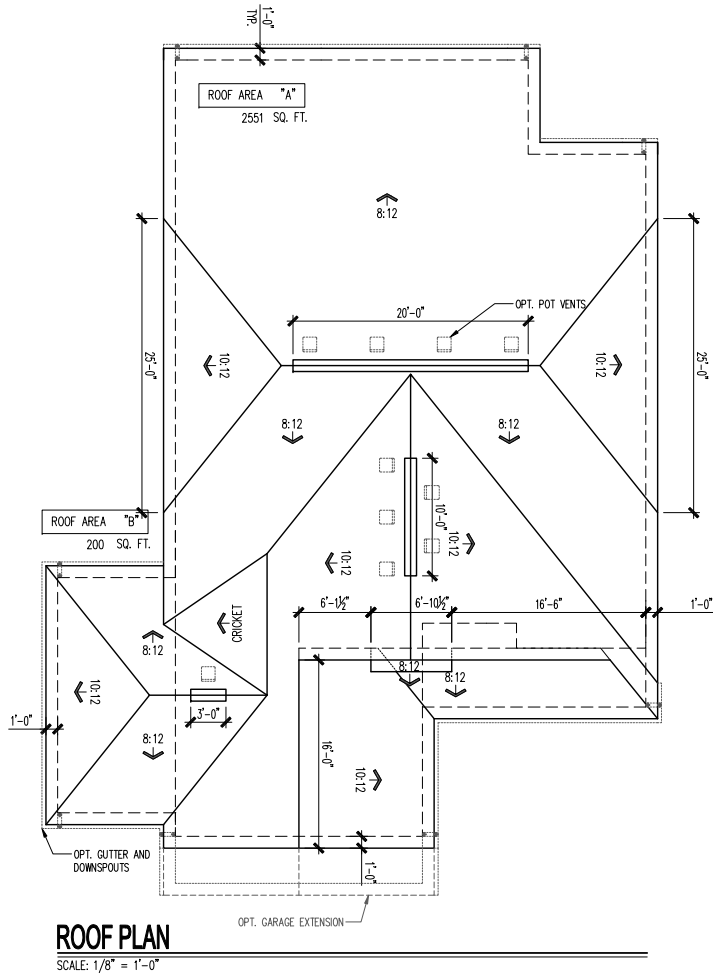


REAR ELEVATION



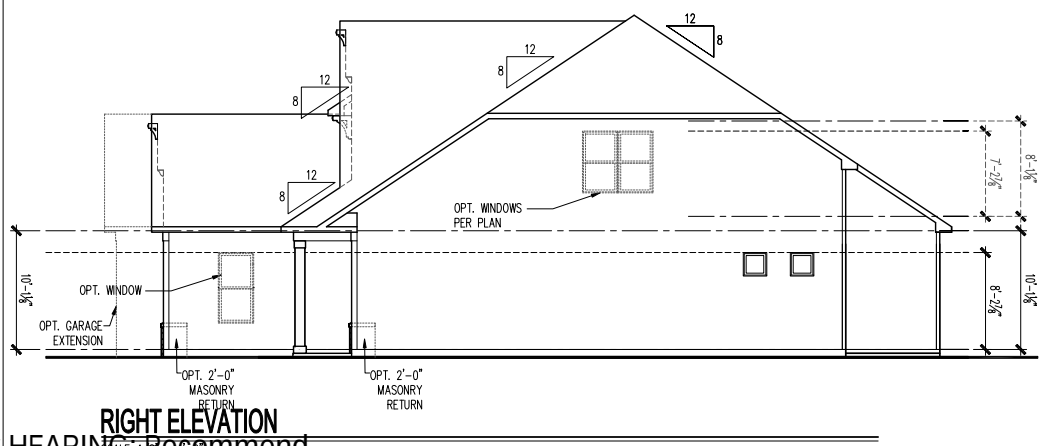
LEFT ELEVATION

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * IF CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC3H									
ROOF AREA "A"		SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)	
HIGH-POT VENTS ONLY	3.13 3.92	3.81	48.63	9	0				
AT EAVE	4.70 3.92	4.03	51.37				0	58.00	
TOTAL (min)	7.84 7.84	7.84	100.00						
HIGH-RIDGE VENT	3.13 3.92	3.63	46.52	0	0	29.00			
AT EAVE	4.70 3.92	4.17	53.48				0	60.00	
TOTAL (min)	7.84 7.84	7.79	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

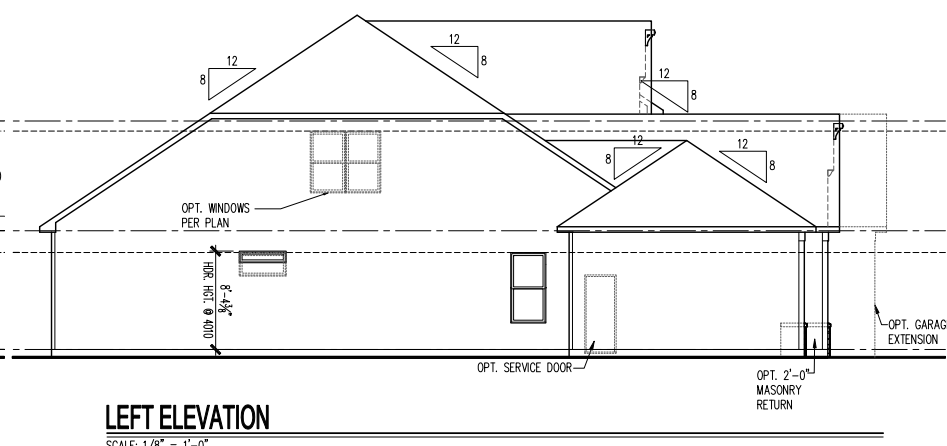


RIGHT ELEVATION



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation Northern Craftsman 3H w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	06/07/2013
REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

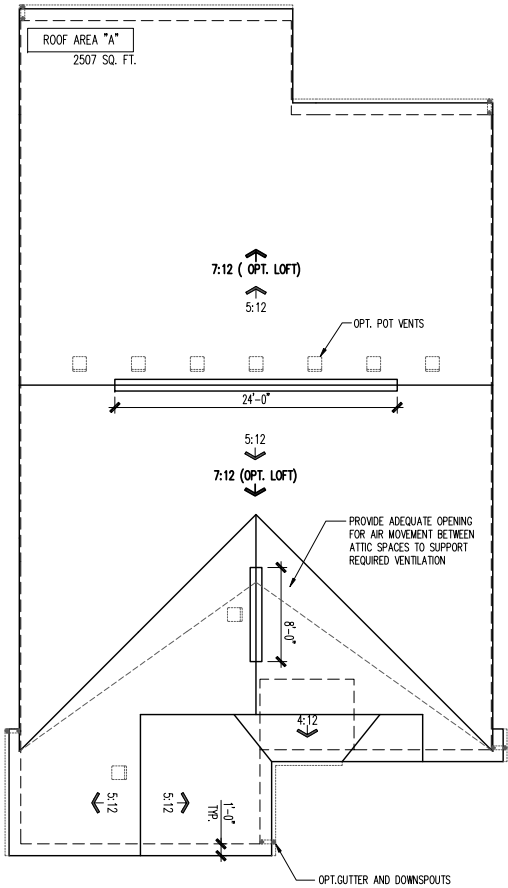
SHEET
A3-NC3H
3FS.13

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-00% OF TOTAL AND RIDGE AT 40-00% OF TOTAL REQUIRED VENTILATION									
ELEVATION CR2G									
ROOF AREA "A"		SQ. FTG	2507	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)	
				61.00	40.00	18.00	28.00	10.00	
HIGH - POT VENTS ONLY	3.34 - 4.18	3.81	45.41	9	0				
AT EAVE	5.01 - 4.18	4.58	54.59				0	66.00	
TOTAL (min)	8.36 - 8.36	8.40	100.00						
HIGH - RIDGE VENT	3.34 - 4.18	4.00	46.60	0	0	32.00			
AT EAVE	5.01 - 4.18	4.58	53.40				0	66.00	
TOTAL (min)	8.36 - 8.36	8.58	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

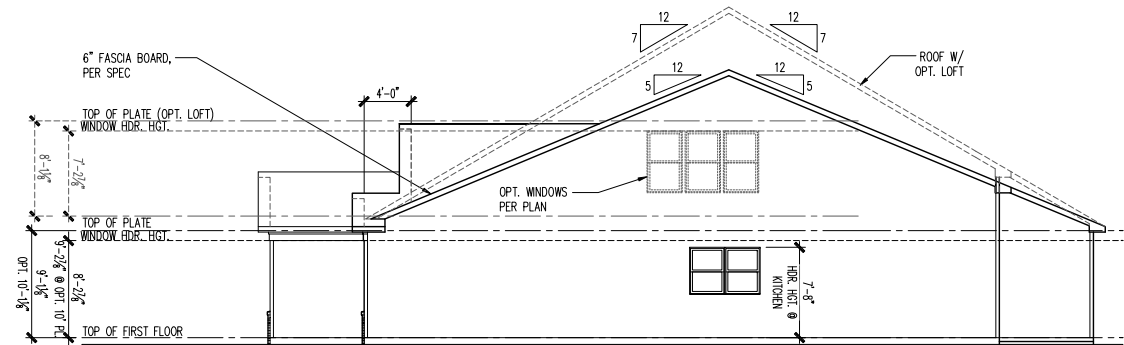
MASONRY PERCENTAGE		
ELEVATION CR2G		
MATERIALS	S.F.	%
MASONRY	61.03	16
NON-MASONRY	325.65	84
TOTAL=	386.68	100
MASONRY % = 16		

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE

40' homes on 50' lots



ROOF PLAN
SCALE: 1/4" = 1'-0"



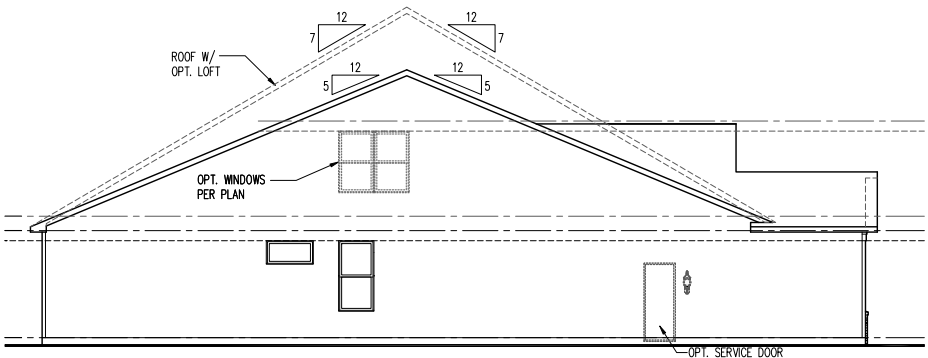
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation CR2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE DATE: 06/07/2013	
REV#	DATE/DESCRIPTION
△	03/07/2014 FIELD REDLINES
△	09/04/2014 PLAN REVISIONS
△	10/31/2015 TB REDLINES
△	12/20/2016 -----
△	04/30/2018 PCR REVISIONS
△	
△	
△	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

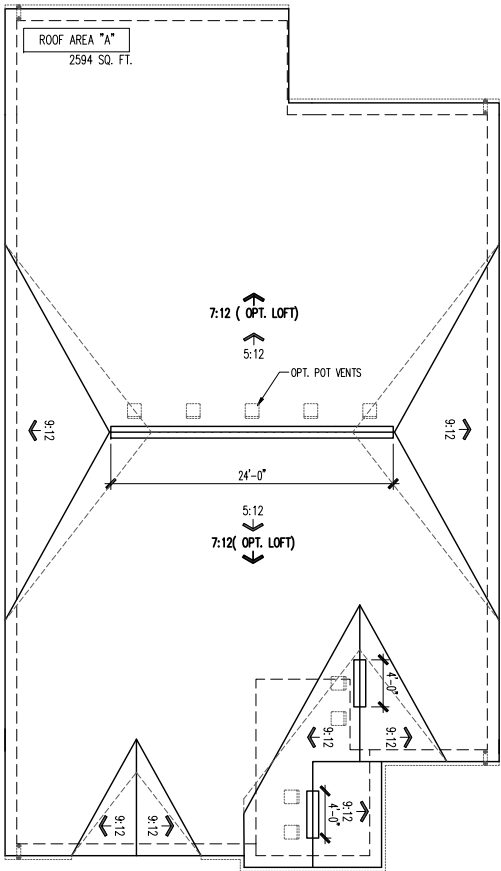
PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-CR2G
2FS.11

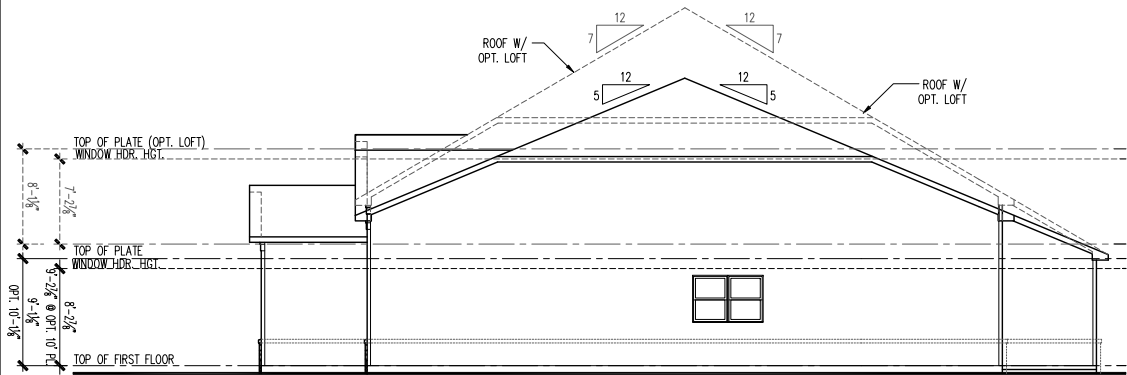
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING RAVE VENTILATION AT 20-40% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION EC2G									
ROOF AREA "A"		SQ. FTG	2594	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. PER FT.)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	3.44 - 4.32	3.81	43.94	61.00	40.00	18.00	28.00	10.00	
AT EAVE	5.19 - 4.32	4.86	56.04						0 70.00
TOTAL (min)	8.65	8.65	8.67	100.00					
HIGH - RIDGE VENT	3.44 - 4.32	4.00	45.14	0	0	32.00			
AT EAVE	5.19 - 4.32	4.86	54.86						0 70.00
TOTAL (min)	8.65	8.65	8.86	100.00					ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE

MASONRY PERCENTAGE		
ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	61.03	19
NON-MASONRY	266.98	81
TOTAL=	328.01	100
MASONRY % = 19		

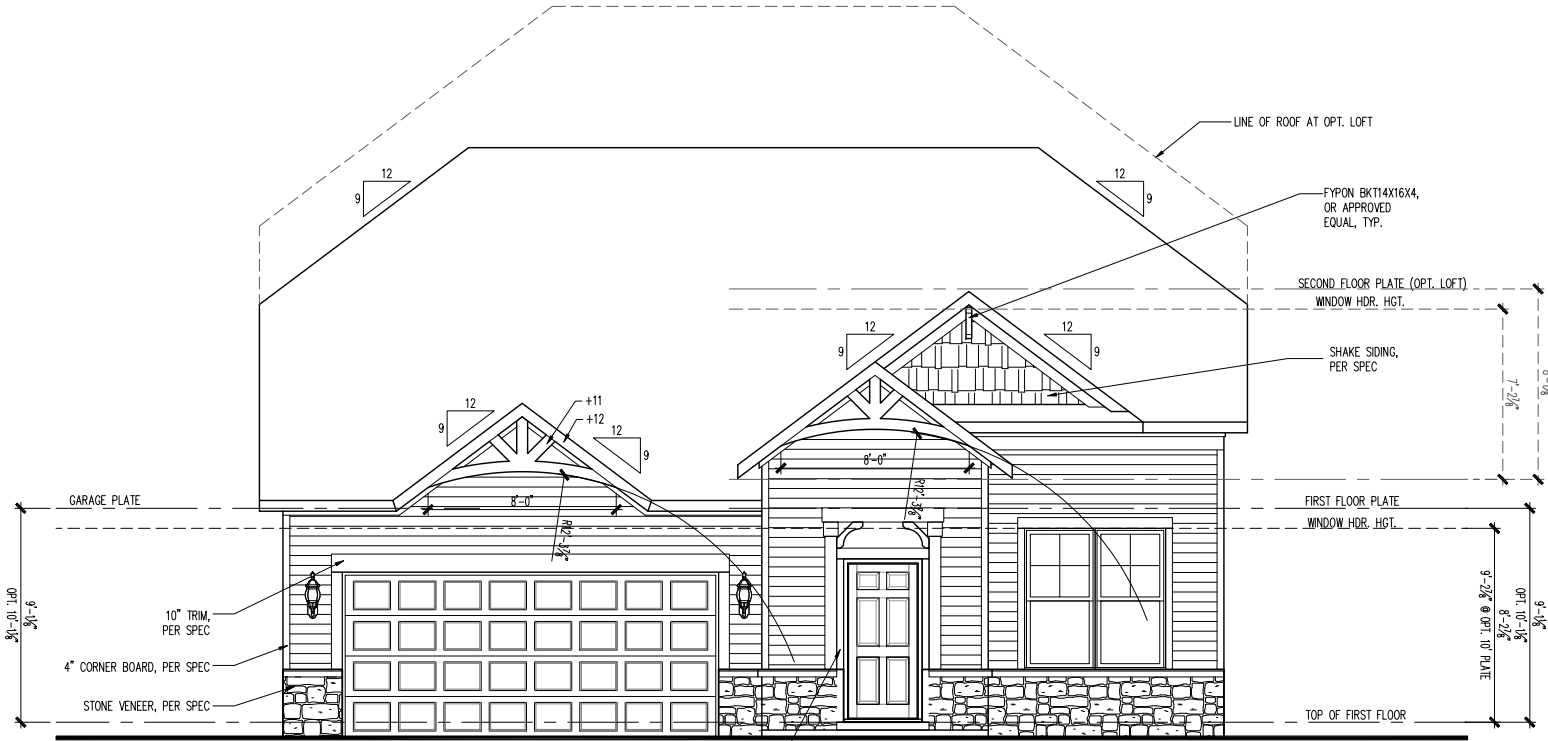
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



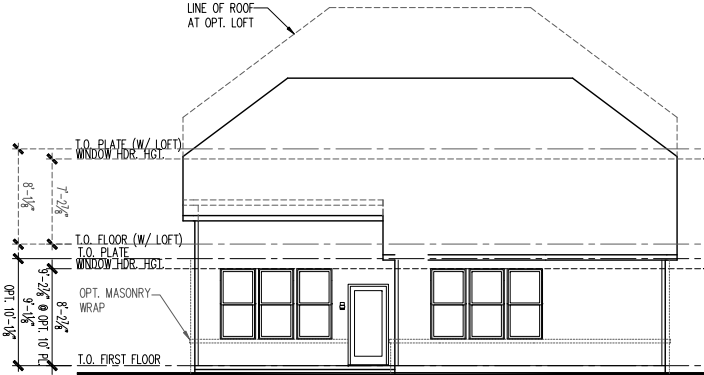
ROOF PLAN
SCALE: 1/4" = 1'-0"



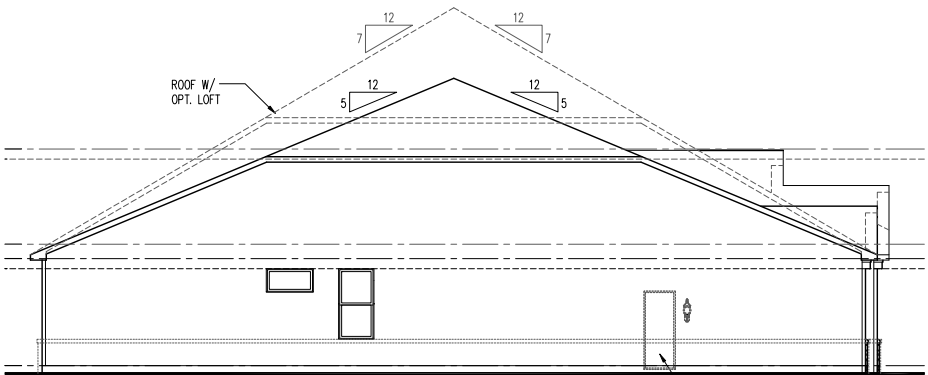
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation EC2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	10/31/2015
4	12/20/2016
5	04/30/2018

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

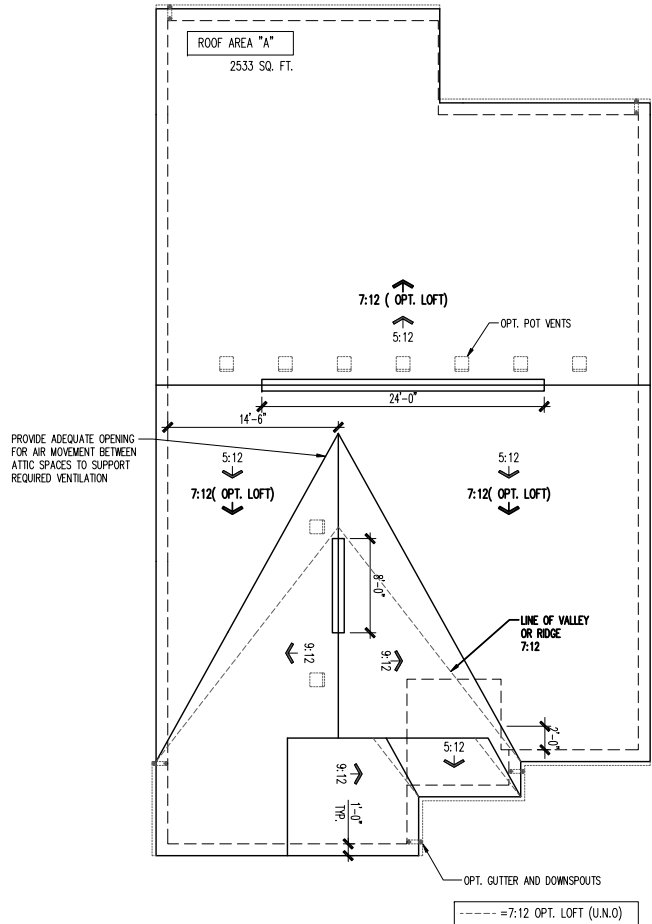
SHEET
A3-EC2G
2PS.11

PCD: May 14, 2018 / Tiffany Perreault / A3-NC2G-2FS11.DWG

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING RAFTER VENTILATION AT 20-000 OF TOTAL AND RIDGE AT 40-000 OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2G									
ROOF AREA "A"		SQ. FTG	2533	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)	
HIGH - POT VENTS ONLY	3.38 - 4.22	3.81	44.47	9	0				
AT EAVE	5.07 - 4.22	4.72	55.33					0	68.00
TOTAL (min)	8.44	8.44	8.53	100.00					
HIGH - RIDGE VENT	3.38 - 4.22	4.00	46.40	0	0	32.00			
AT EAVE	5.07 - 4.22	4.58	53.40					0	66.00
TOTAL (min)	8.44	8.44	8.58	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE		
ELEVATION NC2G		
MATERIALS	S.F.	%
MASONRY	60.03	19
NON-MASONRY	260.80	81
TOTAL =	320.83	100
MASONRY % = 19		

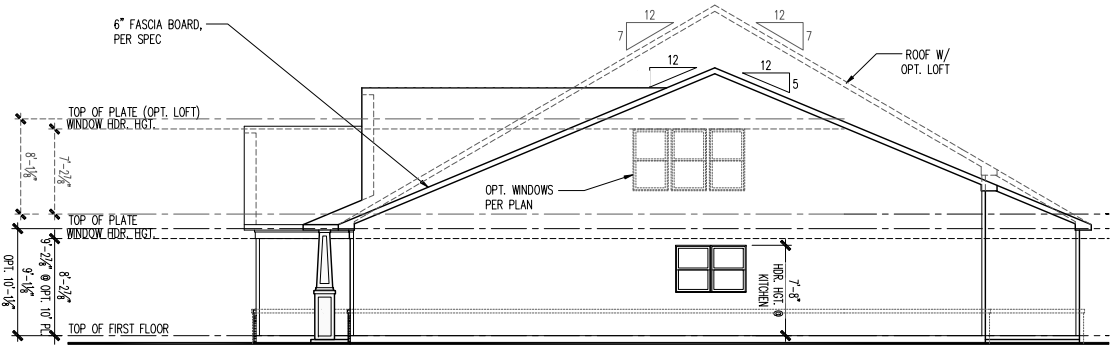
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



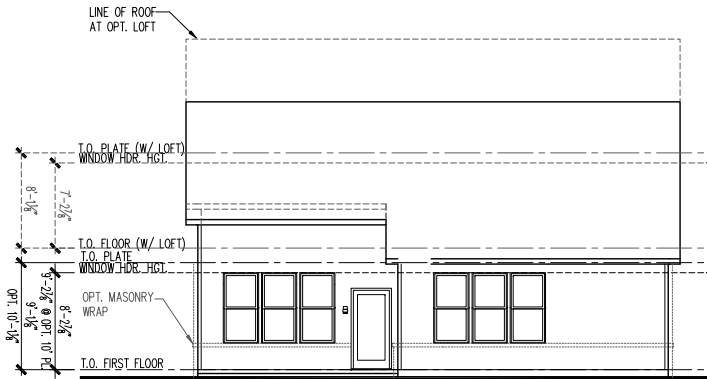
ROOF PLAN
SCALE: 1/4" = 1'-0"



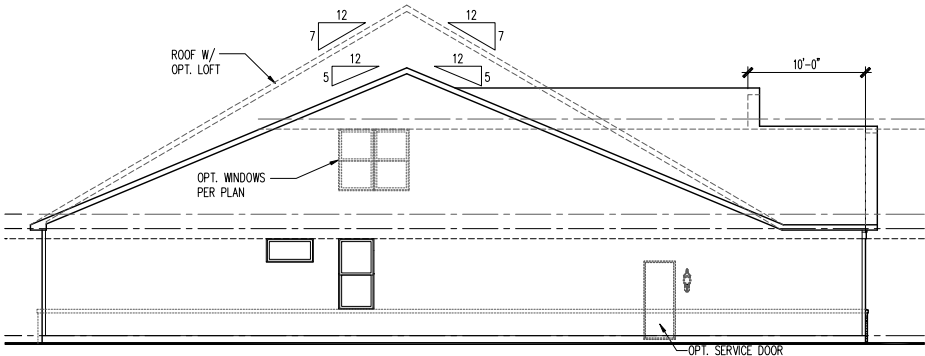
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation NC2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER Rick Starkey INITIAL RELEASE DATE: 06/07/2013
REV# DATE/DESCRIPTION
03/07/2014 FIELD REDLINES
09/04/2014 PLAN REVISIONS
10/31/2015 TB REDLINES
12/20/2016 PCR REVISIONS
04/30/2018 PCR REVISIONS

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

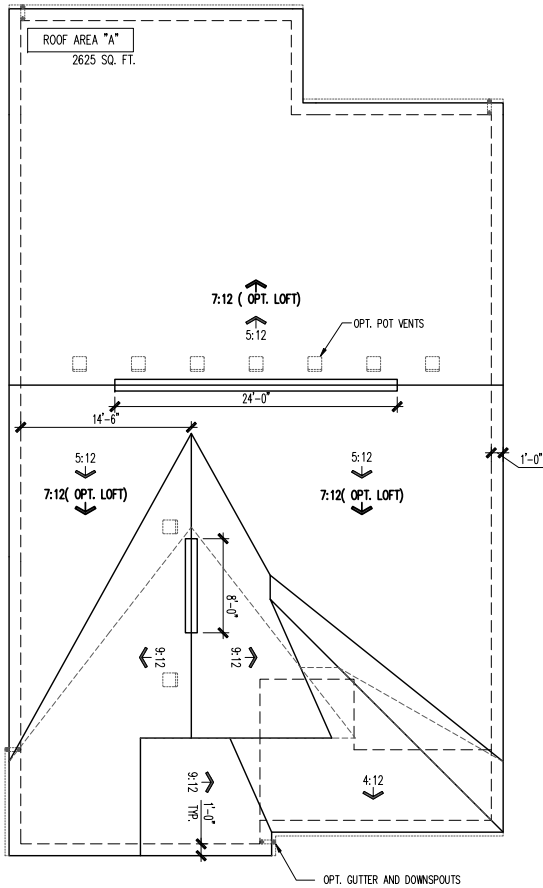
SHEET
A3-NC2G
2FS.11

ATTIC VENT SCHEDULE

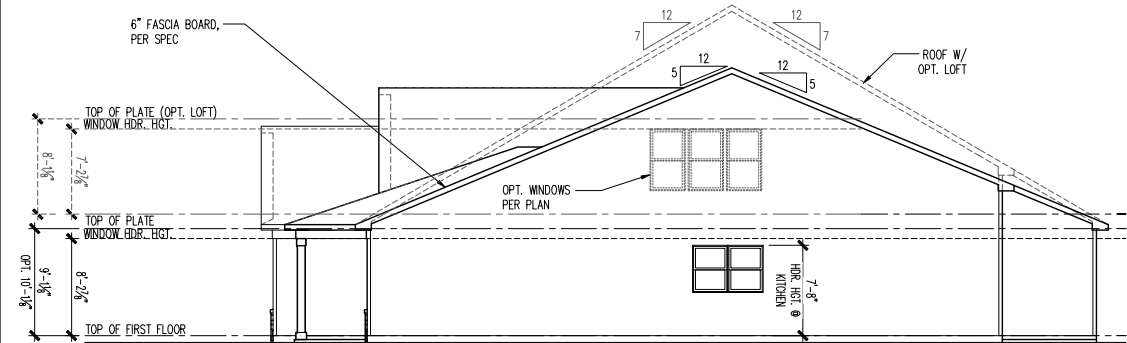
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 40-USE OF TOTAL AND RIDGE AT 40-USE OF TOTAL REQUIRED VENTILATION

ELEVATION HR2Q

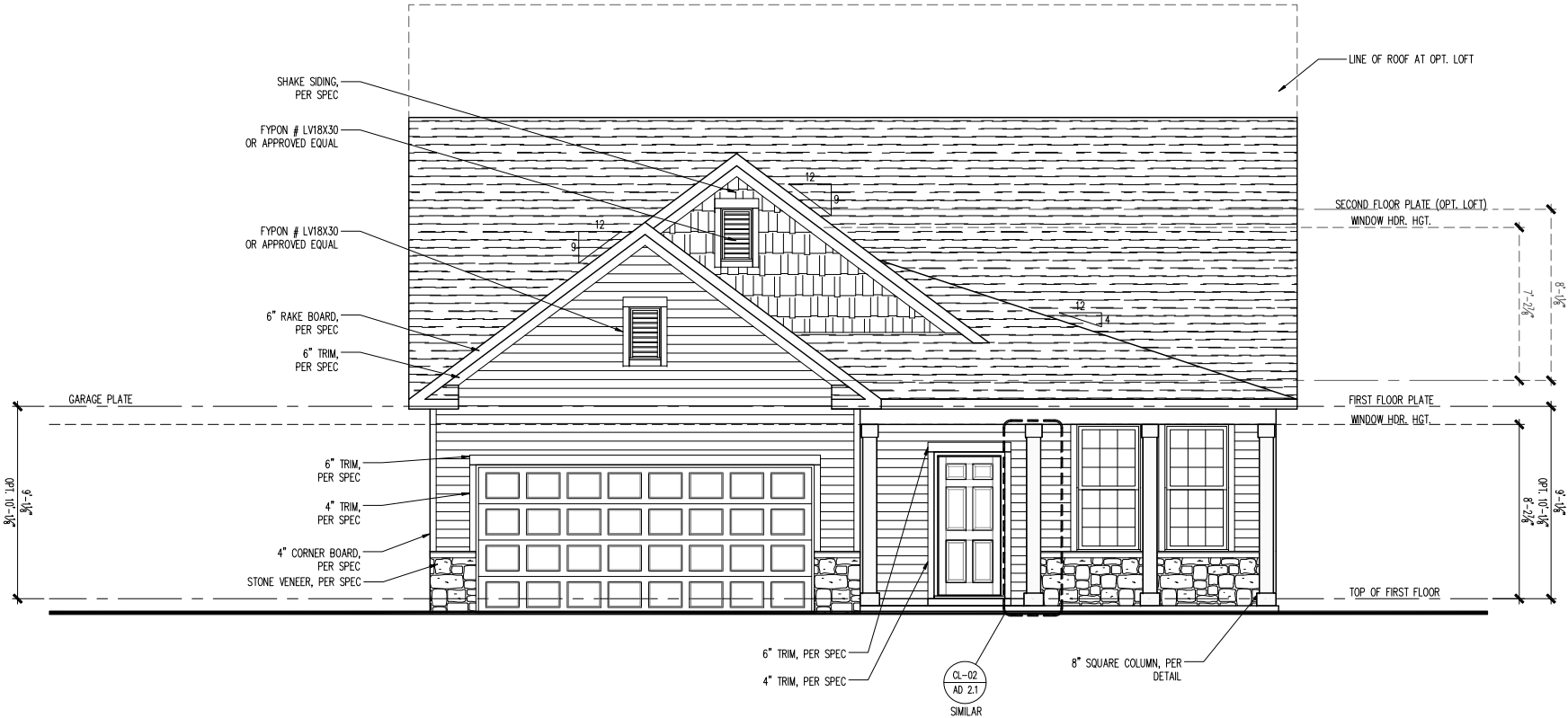
ROOF AREA "A"		SQ FTG	2625	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.50 4.38	3.81	43.24	9	0			
AT EAVE	5.25 4.38	5.00	56.74				0	72.00
TOTAL (min)	8.75 8.75	8.81	100.00					
HIGH - RIDGE VENT	3.50 4.38	4.00	45.14	0	0	32.00		
AT EAVE	5.25 4.38	4.86	54.86				0	70.00
TOTAL (min)	8.75 8.75	8.86	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



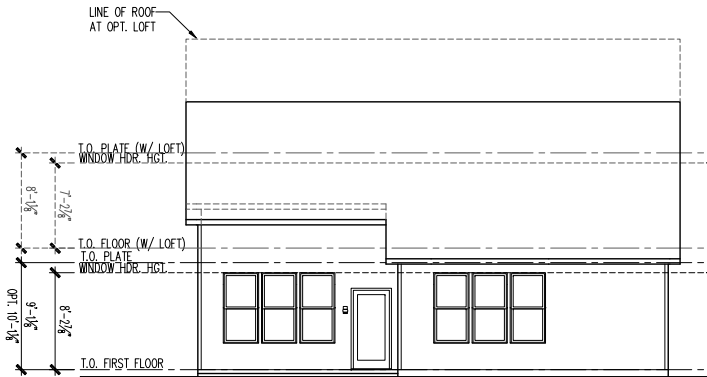
ROOF PLAN
SCALE: 1/4" = 1'-0"



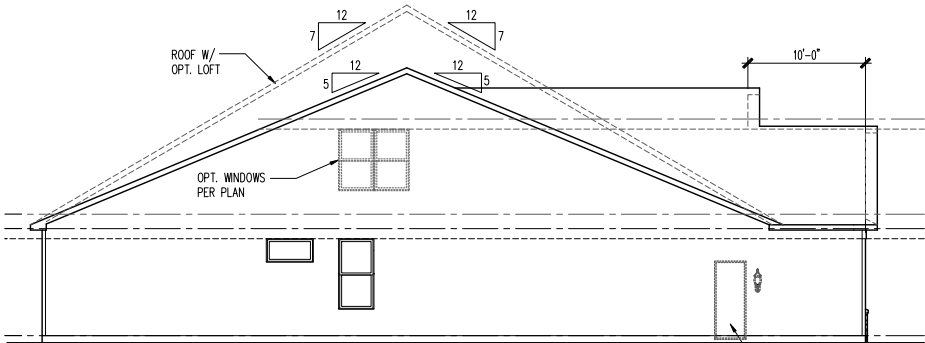
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation HR2Q w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	10/31/2015
4	12/20/2016
5	04/30/2018

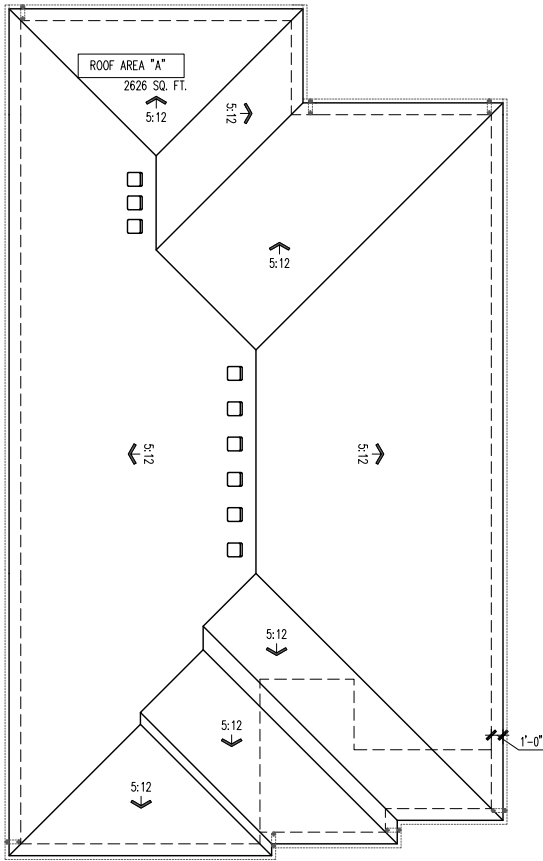
PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

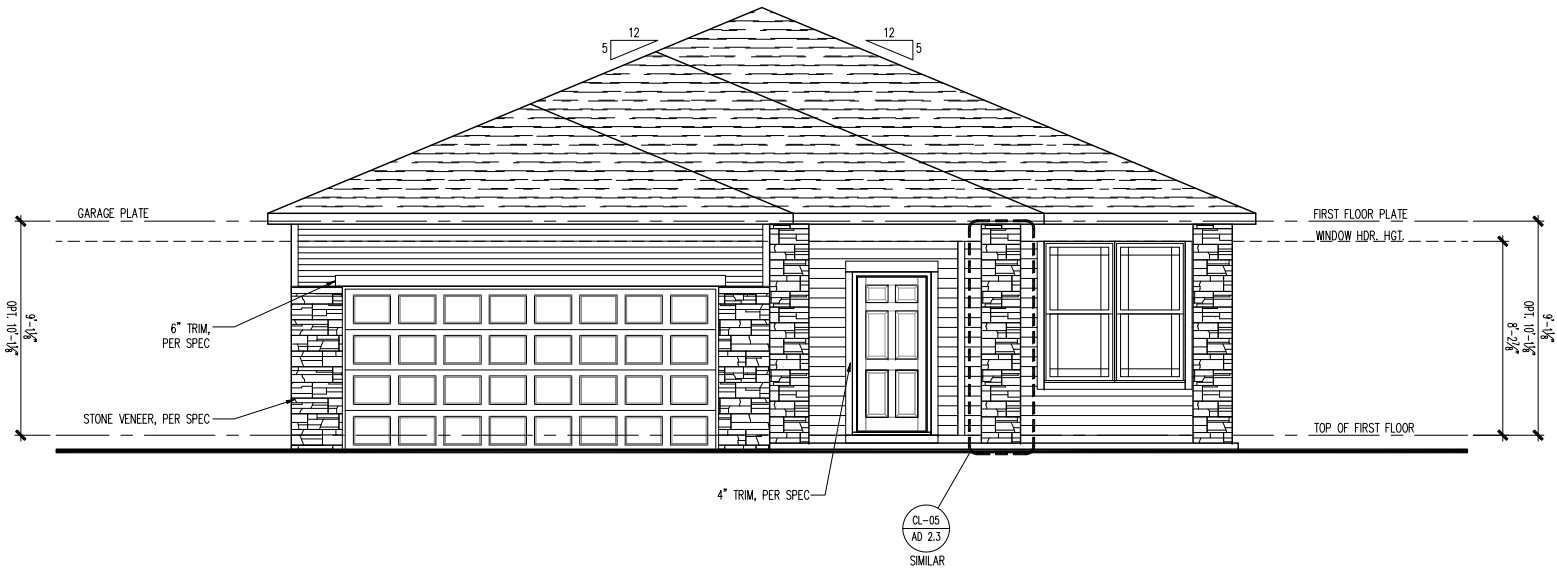
PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-HR2Q
2FS.11

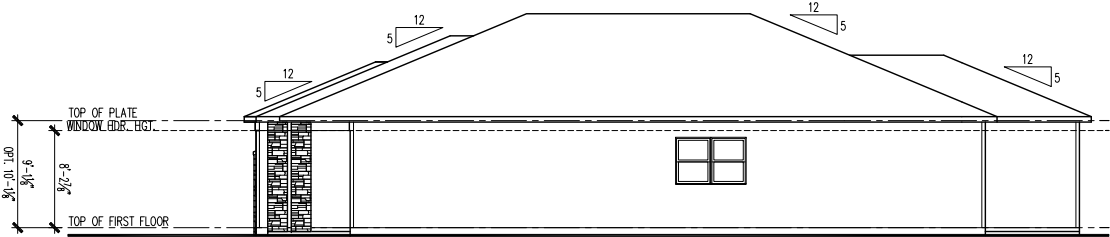
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE ** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 20-80% OF TOTAL AND RIDGE AT 40-80% OF TOTAL REQUIRED VENTILATION									
ELEVATION PR2N									
ROOF AREA "A"		SQ FTG		2626	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT.)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.80	4.38	3.81	43.24	9	0			
AT EAVE	5.25	4.38	5.00	56.74				0	72.00
TOTAL (MIN)	8.75	8.75	8.81	100.00					



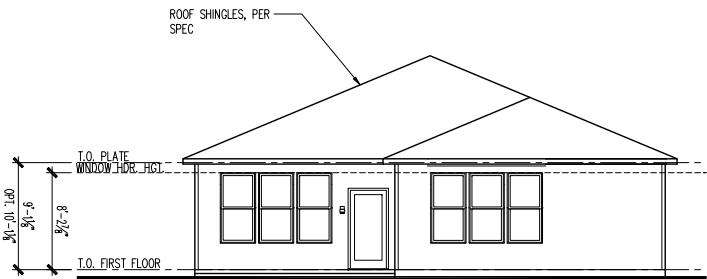
ROOF PLAN
SCALE: 1/4" = 1'-0"



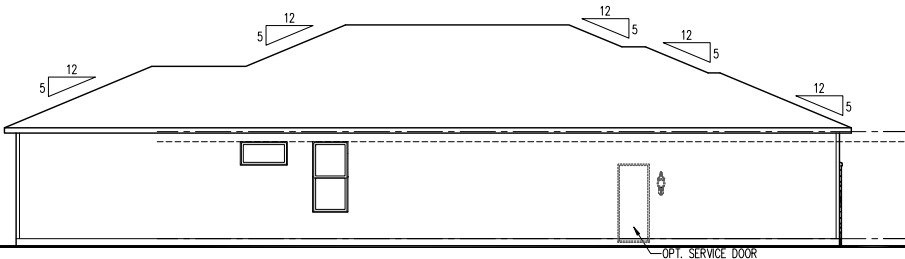
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



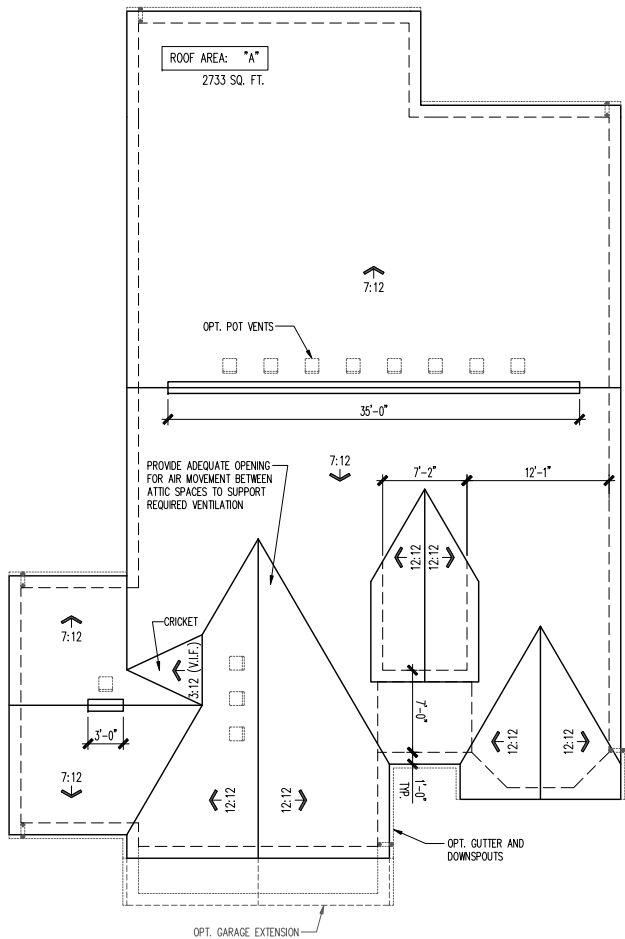
LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE

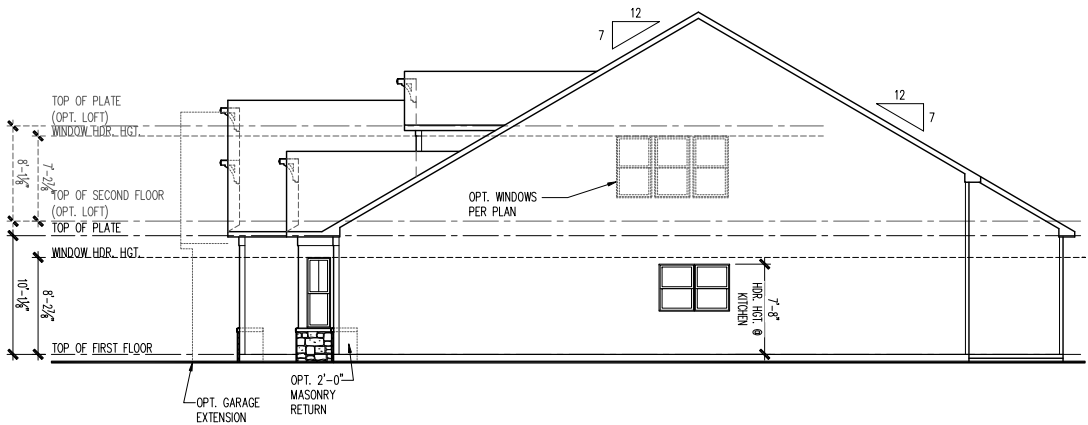
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-80% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

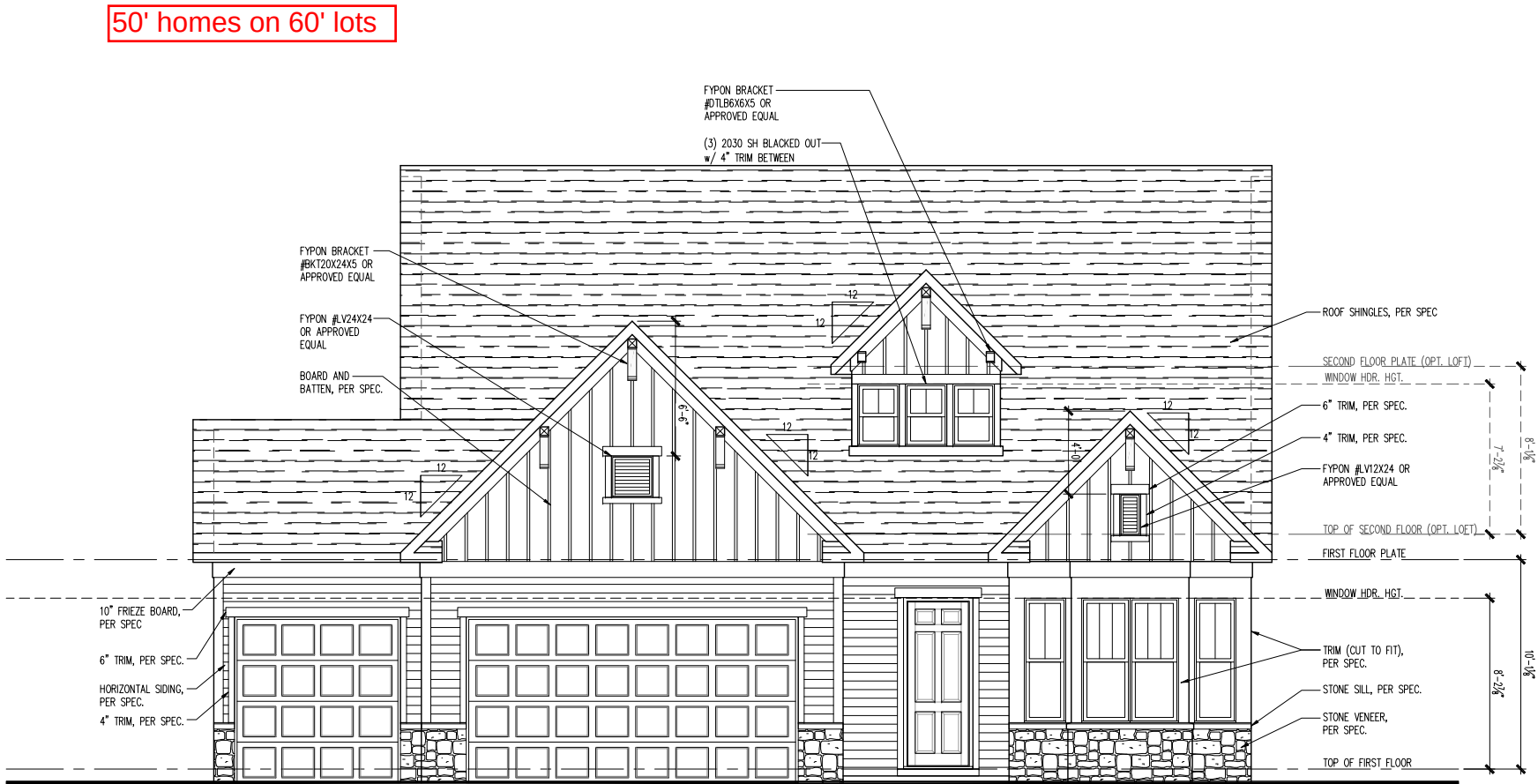
ROOF AREA "A"		SQ. FTG	2733	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)	
HIGH - POT VENTS ONLY	3.64	4.56	4.66	49.67	11	0			
AT EAVE	5.47	4.56	4.72	50.33			0	68.00	
TOTAL (MIN)	9.11	9.11	9.38	100.00					
HIGH - RIDGE VENT	3.64	4.56	4.63	49.48	0	0	37.00		
AT EAVE	5.47	4.56	4.72	50.52				0	68.00
TOTAL (MIN)	9.11	9.11	9.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



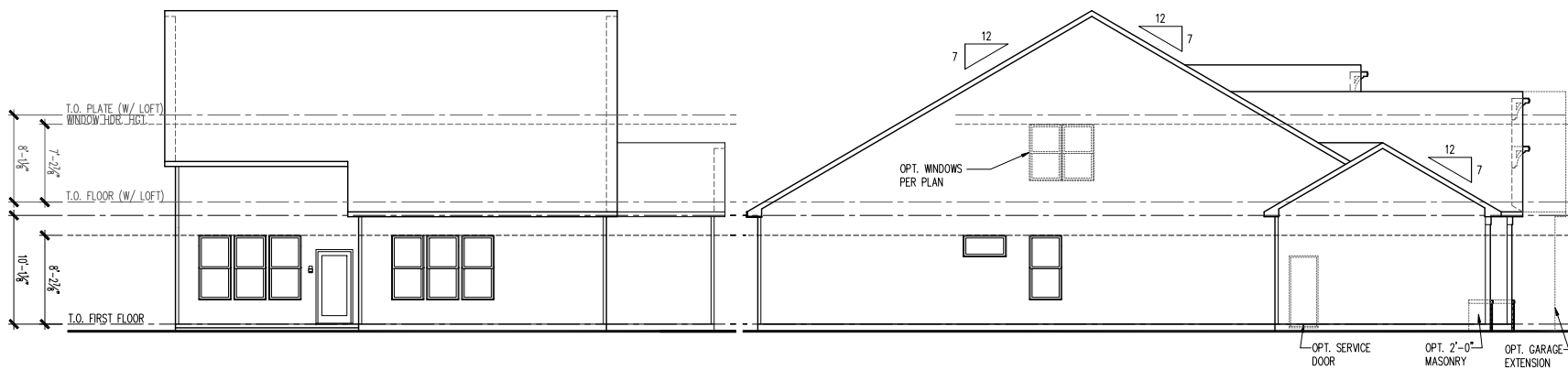
ROOF PLAN
SCALE: 1/8" = 1'-0"



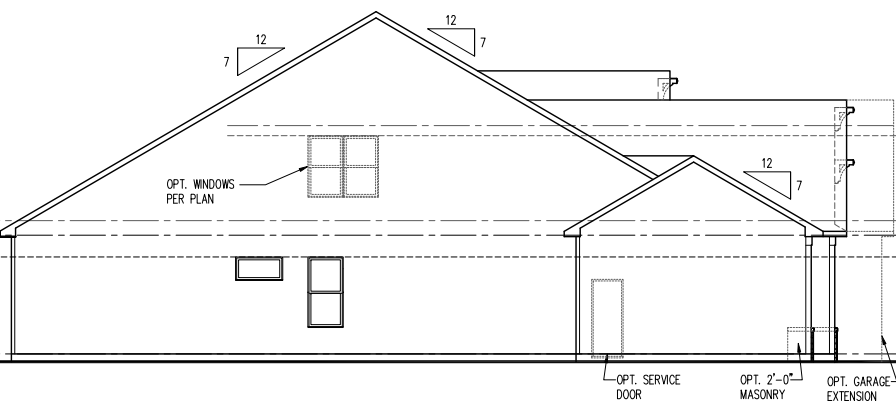
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

50' homes on 60' lots

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Northern Craftsman 2K
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	
DATE:	06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	09/04/2014
3	10/31/2015
4	12/20/2016
5	04/30/2018
6	
7	
8	
9	
10	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

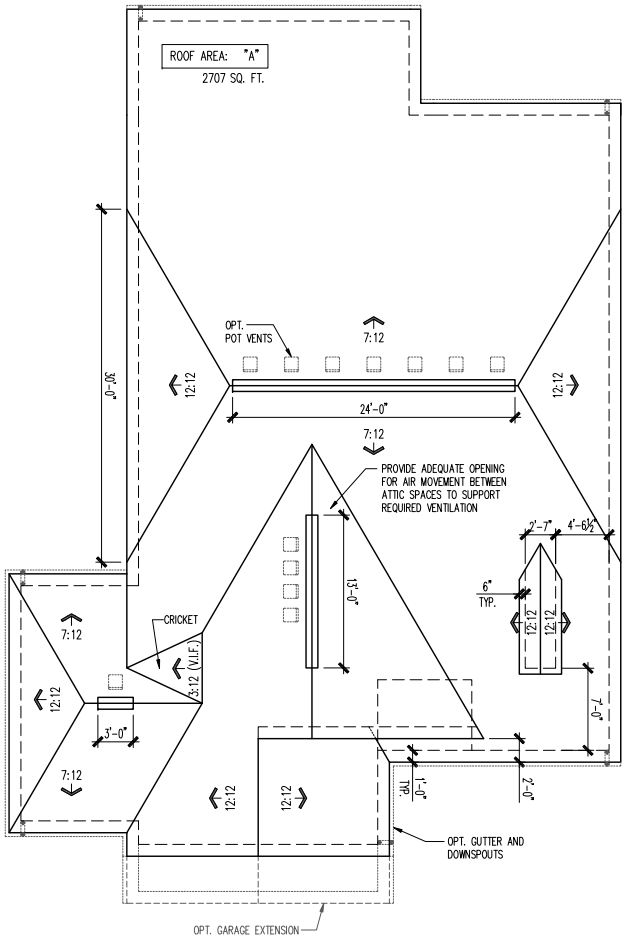
SHEET
A3-NC2K
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-80% OF TOTAL AND RIDGE AT 40-40% OF TOTAL REQUIRED VENTILATION

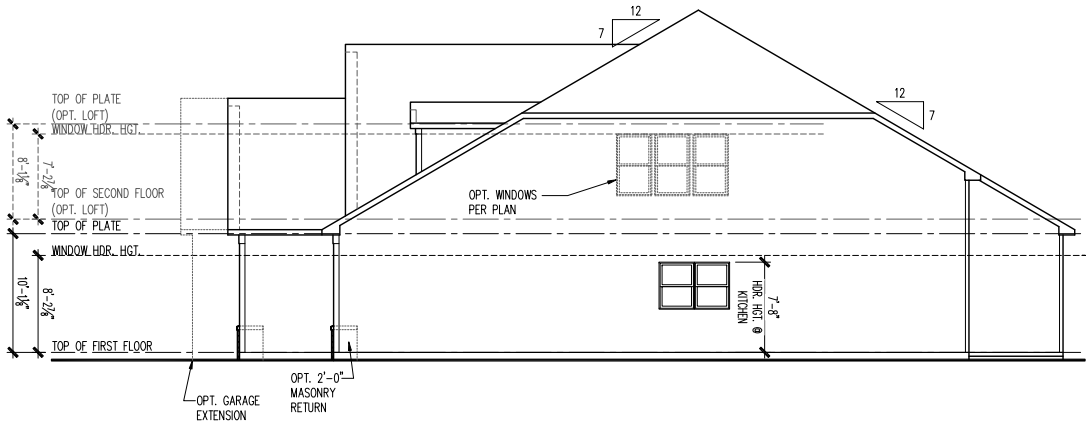
ELEVATION NC2L

ROOF AREA "A"		SQ FTG	2707	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LIN.)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LIN.)
HIGH- POT VENTS ONLY	3.61 4.51	4.66	49.67	11	0	18.00	28.00	0
AT EAVE	5.41 4.51	4.72	50.33				0	68.00
TOTAL (MIN)	9.02 9.02	9.38	100.00					
HIGH- RIDGE VENT	3.61 4.51	4.63	49.48	0	0	37.00		
AT EAVE	5.41 4.51	4.72	50.52				0	68.00
TOTAL (MIN)	9.02 9.02	9.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN

SCALE: 1/8" = 1'-0"



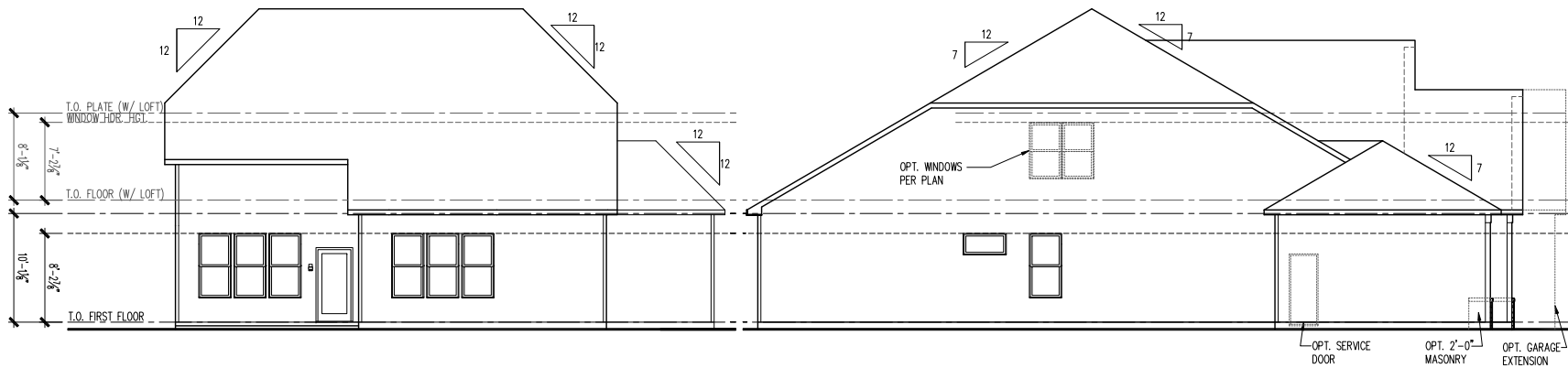
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



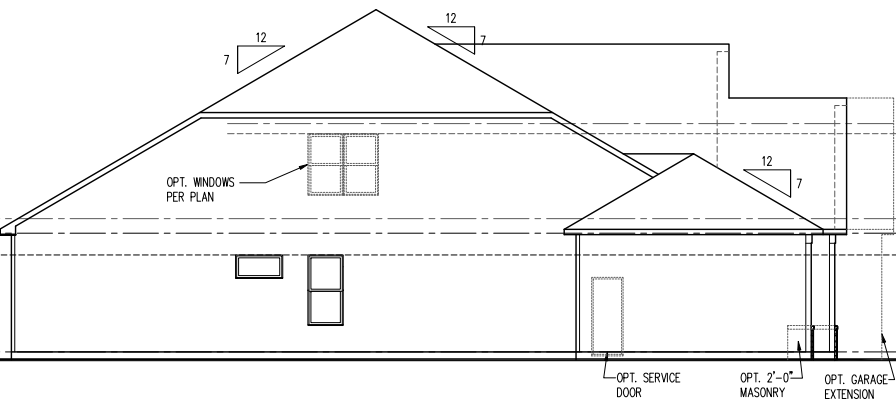
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

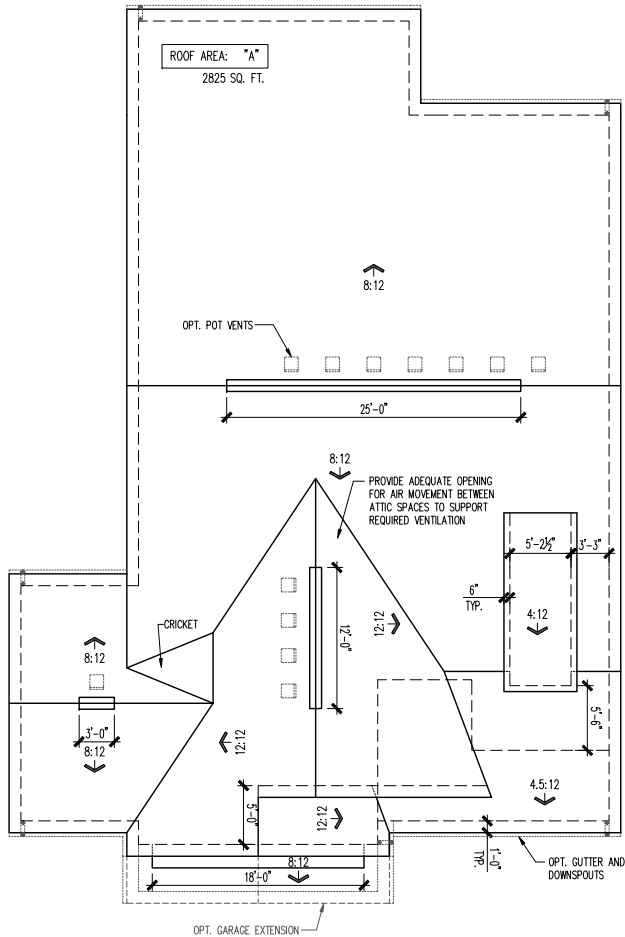
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE

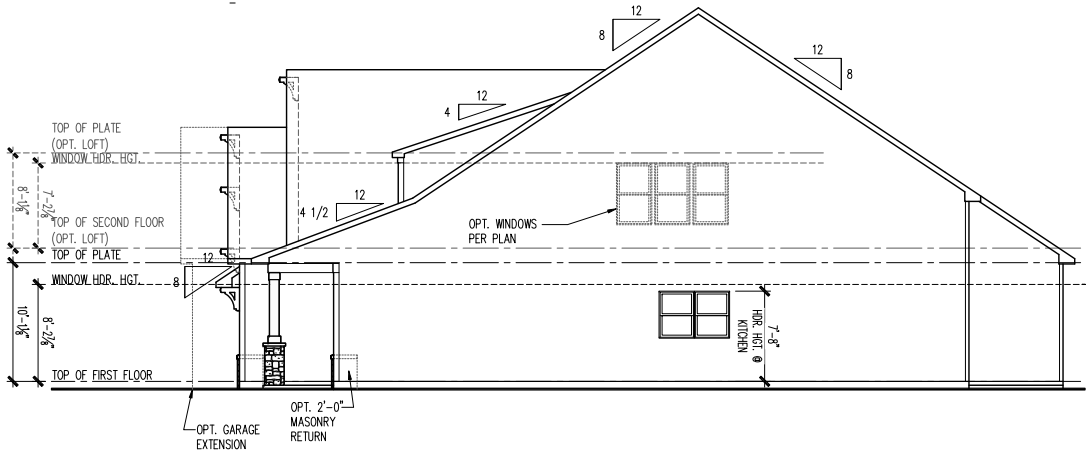
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-SIZE OF TOTAL AND RIDGE AT 40-SIZE OF TOTAL REQUIRED VENTILATION

ELEVATION NC2M

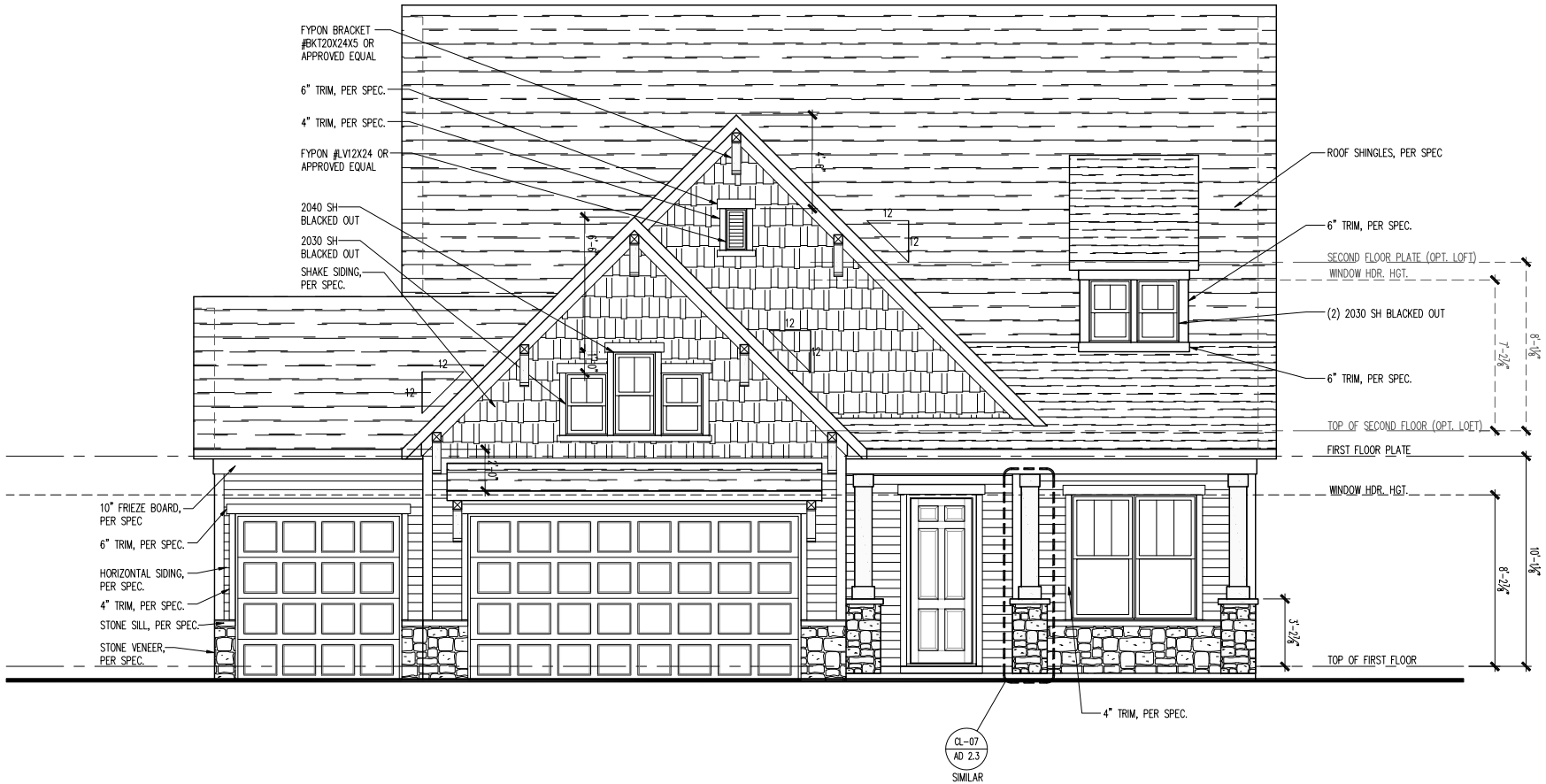
ROOF AREA "A"		SQ FTG	2825	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE BS IN. EACH	POT SMALL BS IN. EACH	RIDGE VENT BS IN. PER LF	EAVE VENT BS IN. EACH	CONT. VENT BS IN. PER LF
HIGH- POT VENTS ONLY	3.77 - 4.71	4.66	49.30	11	0	18.00	28.00	10.00
AT EAVE	5.65 - 4.71	4.79	50.70				0	49.00
TOTAL (MIN)	9.42 - 9.42	9.45	100.00					
HIGH- RIDGE VENT	3.77 - 4.71	4.66	49.12	0	0	37.00		
AT EAVE	5.65 - 4.71	4.79	50.88				0	49.00
TOTAL (MIN)	9.42 - 9.42	9.42	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



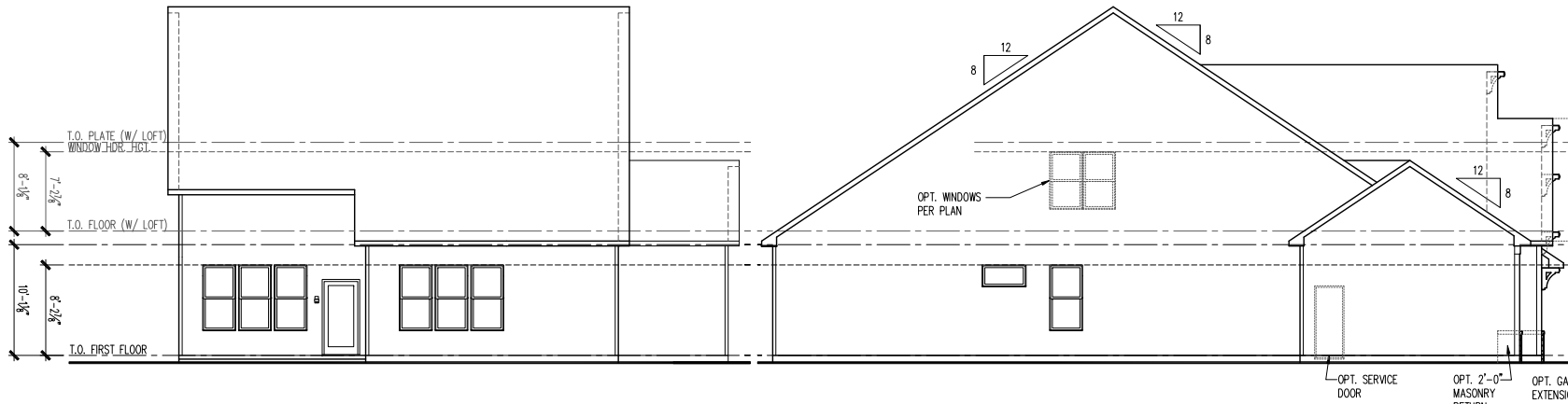
ROOF PLAN
SCALE: 1/8" = 1'-0"



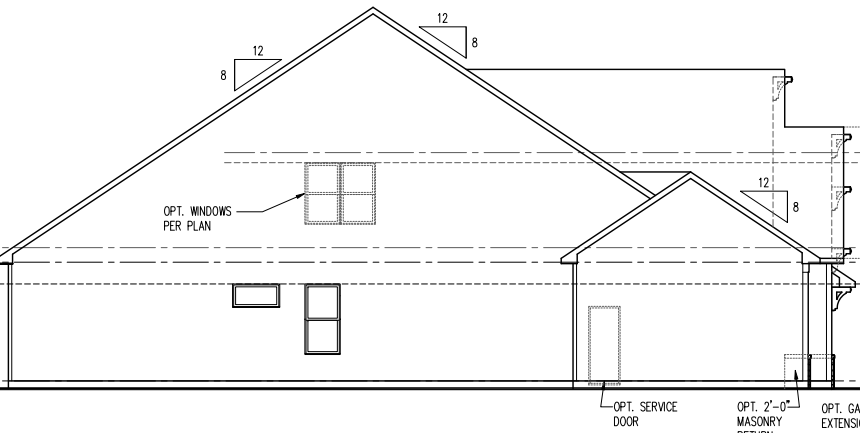
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



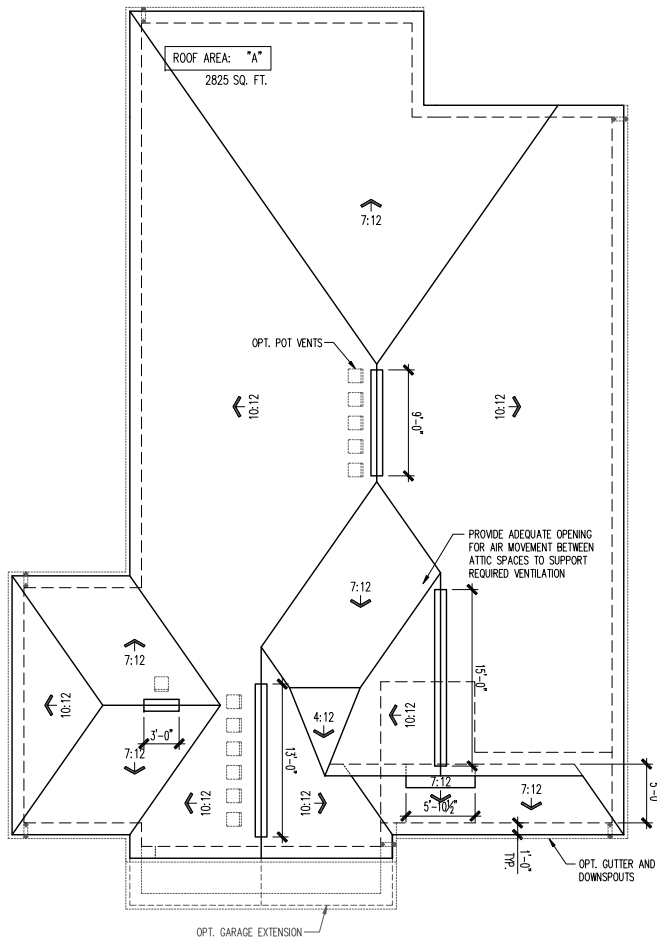
LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE

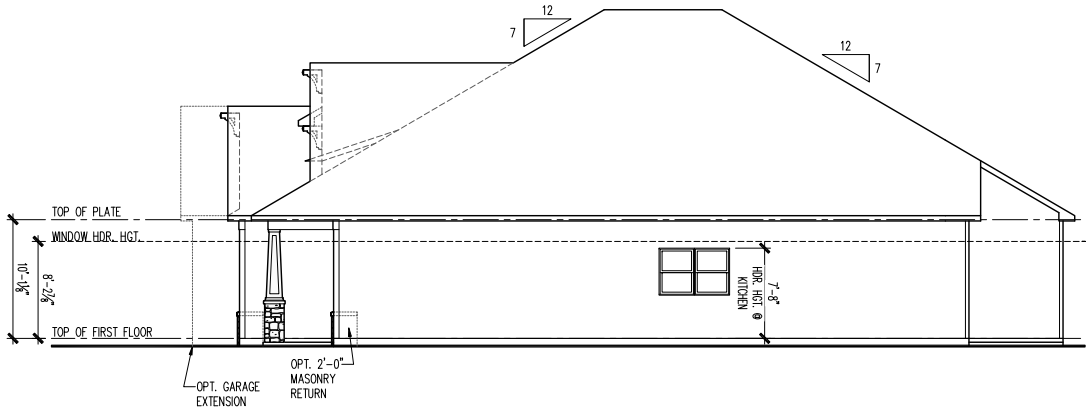
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-SQ.FT. OF TOTAL AND RIDGE AT 40-SQ.FT. OF TOTAL REQUIRED VENTILATION

ELEVATION NC3G

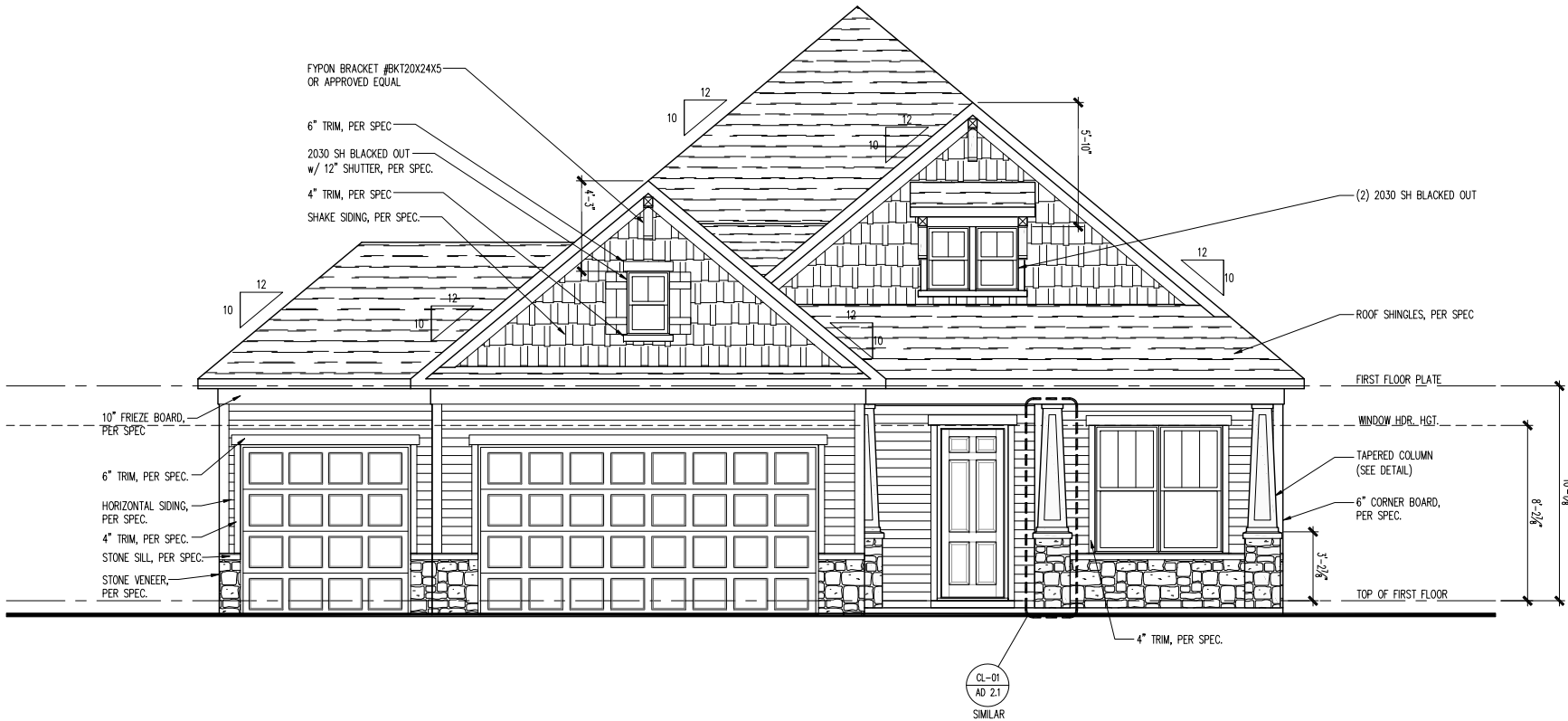
ROOF AREA "A"		SQ. FTG	2825	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE BS IN INCH	POT SMALL BS IN INCH	RIDGE VENT BS IN PER LF	EAVE VENT BS IN EACH	CONT. VENT BS IN PER LF
HIGH- POT VENTS ONLY	3.77 - 4.71	4.66	49.30	11	0	18.00	28.00	10.00
AT EAVE	5.65 - 4.71	4.79	50.70				0	49.00
TOTAL (MIN)	9.42 - 9.42	9.45	100.00					
HIGH- RIDGE VENT	3.77 - 4.71	4.66	49.12	0	0	37.00		
AT EAVE	5.65 - 4.71	4.79	50.88				0	49.00
TOTAL (MIN)	9.42 - 9.42	9.42	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



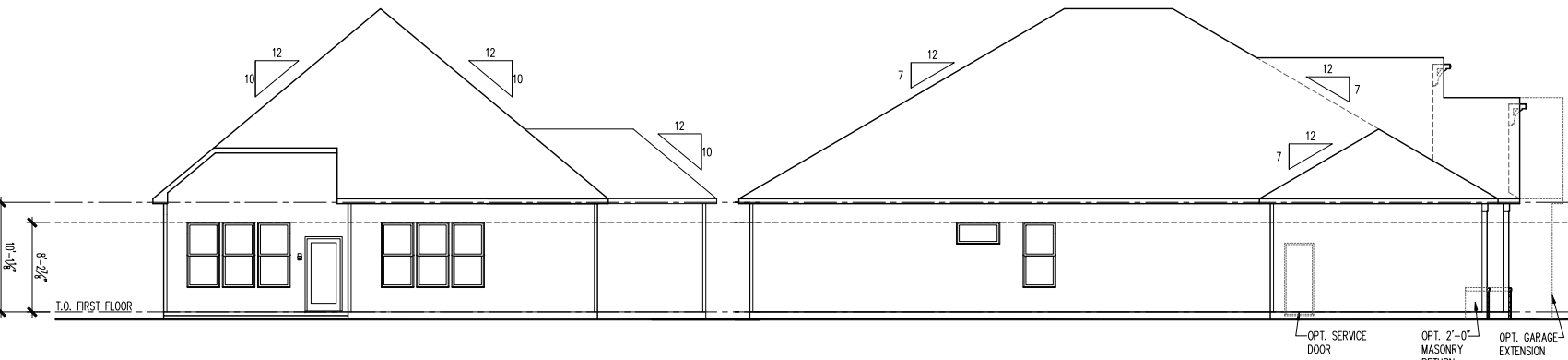
ROOF PLAN
SCALE: 1/8" = 1'-0"



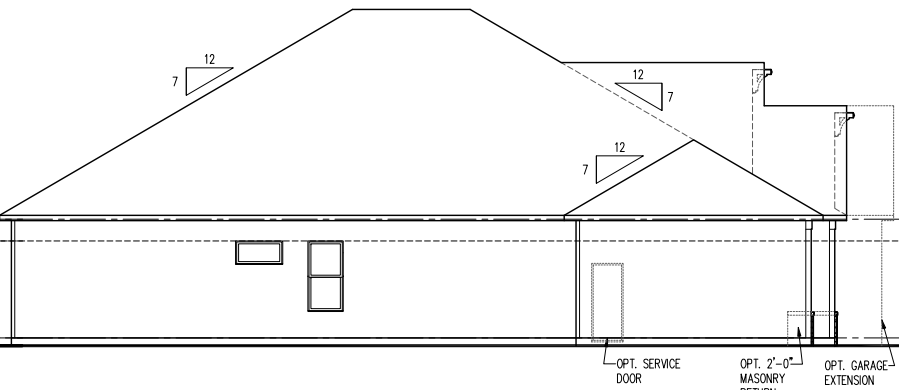
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Northern Craftsman 3G
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	
DATE:	06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	FIELD REDLINES
3	09/04/2014
4	PLAN REVISIONS
5	10/31/2015
6	TB REDLINES
7	12/20/2016
8	04/30/2018
9	PCR REVISIONS
10	
11	
12	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

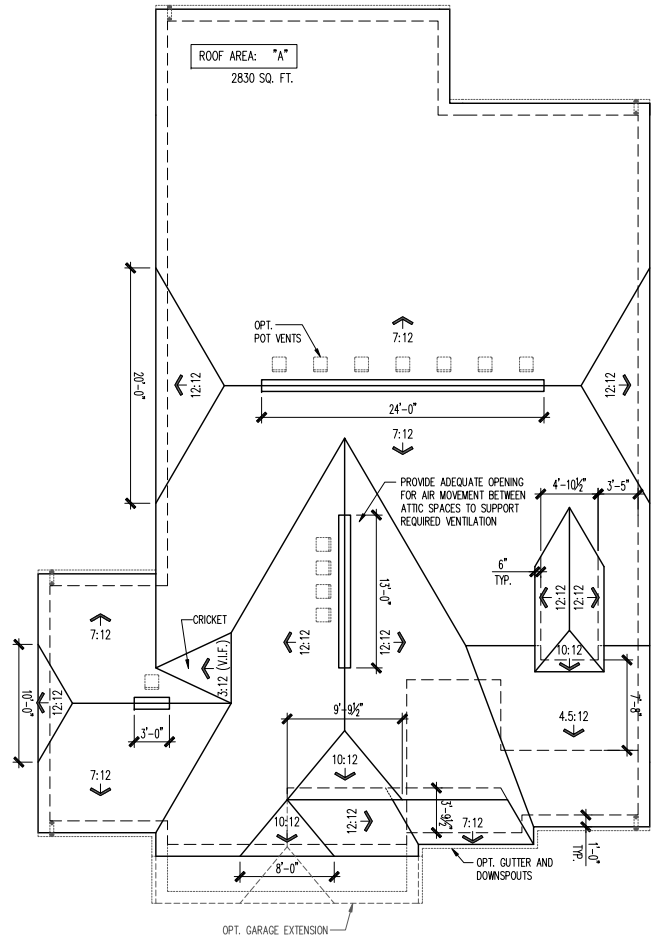
SHEET
A3-NC3G
3FS.13

ATTIC VENT SCHEDULE

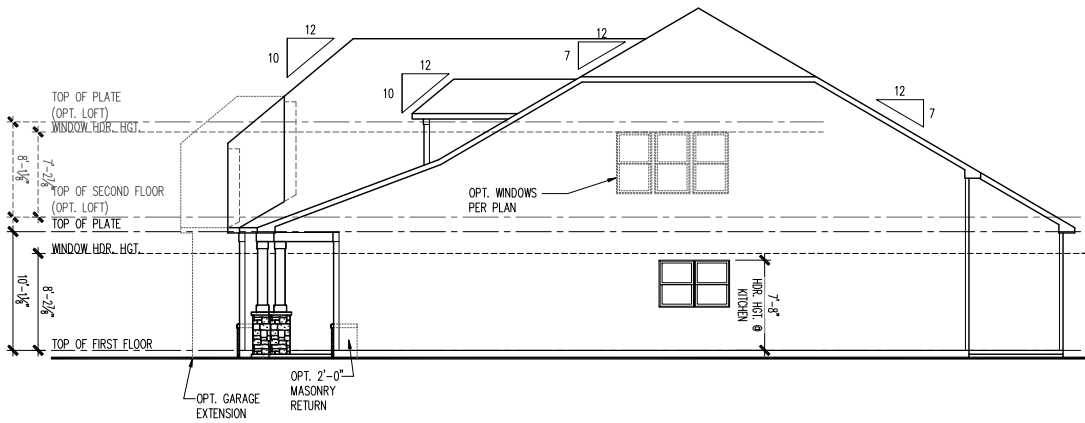
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
* CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 80-80% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3H

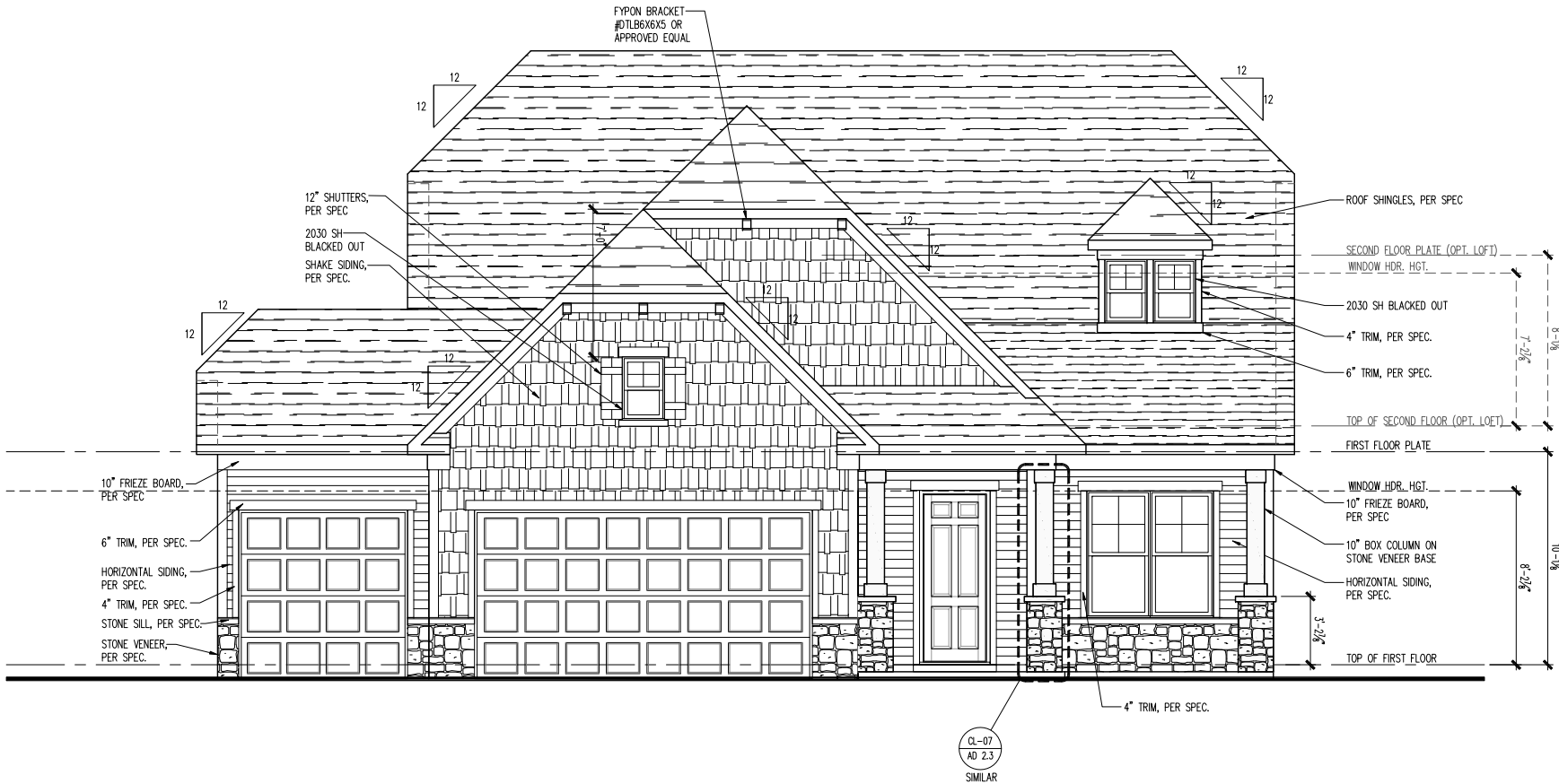
ROOF AREA "A"		SQ FTG	2830	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. EACH)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. EACH)
HIGH - POT VENTS ONLY	3.77 - 4.72	4.66	48.94	11	0	18.00	28.00	10.00
AT EAVE	5.66 - 4.72	4.86	51.06				0	70.00
TOTAL (MIN)	9.43 - 9.43	9.52	100.00					
HIGH - RIDGE VENT	3.77 - 4.72	4.63	48.76	0	0	37.00		
AT EAVE	5.66 - 4.72	4.86	51.24				0	70.00
TOTAL (MIN)	9.43 - 9.43	9.49	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



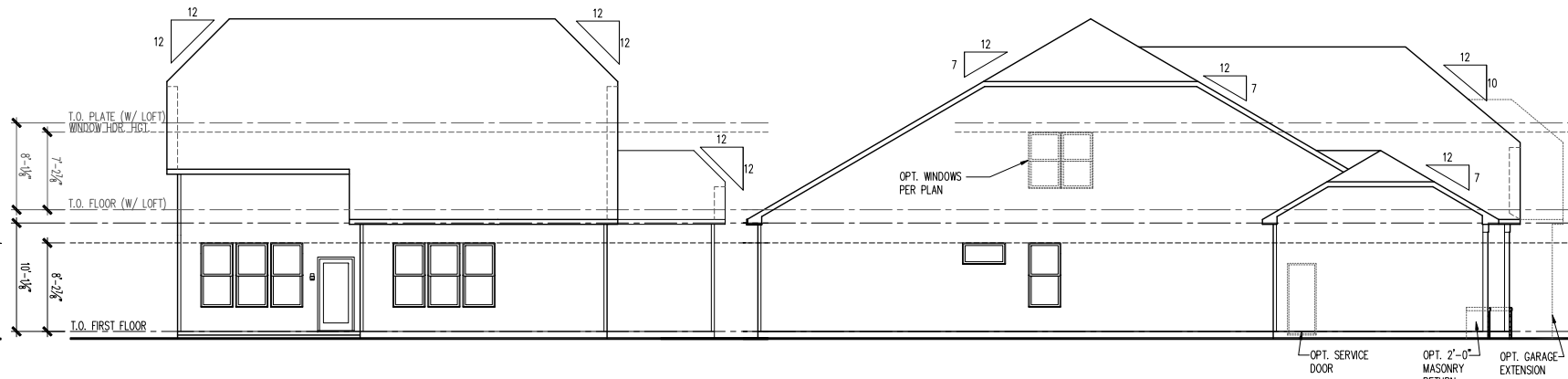
ROOF PLAN
SCALE: 1/8" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

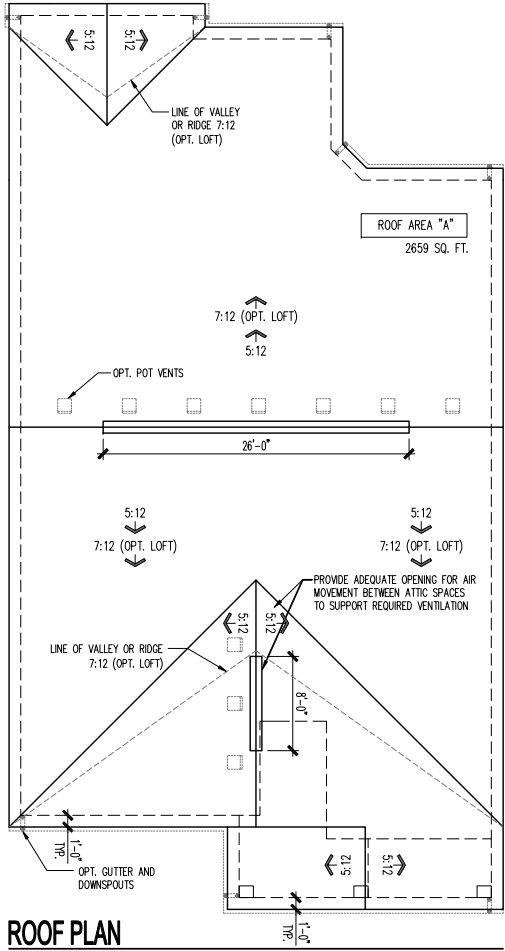
LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SATISFY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING GABLE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION CR2G									
ROOF AREA "A"		SQ FTG		2659		AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. REQUIRED)	POT SMALL (SQ. FT. REQUIRED)	RIDGE VENT (SQ. FT. REQUIRED)	EAVE VENT (SQ. FT. REQUIRED)	CONT. VENT (SQ. FT. REQUIRED)	
HIGH-POT VENTS ONLY	3.55 - 4.43	4.24	47.29	10	0				
AT EAVE	5.32 - 4.43	4.72	52.71				0	68.00	
TOTAL (min)	8.86 - 8.86	8.96	100.00						
HIGH-RIDGE VENT	3.55 - 4.43	4.25	47.37	0	0	34.00			
AT EAVE	5.32 - 4.43	4.72	52.63				0	68.00	
TOTAL (max)	8.86 - 8.86	8.97	100.00						
ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE									

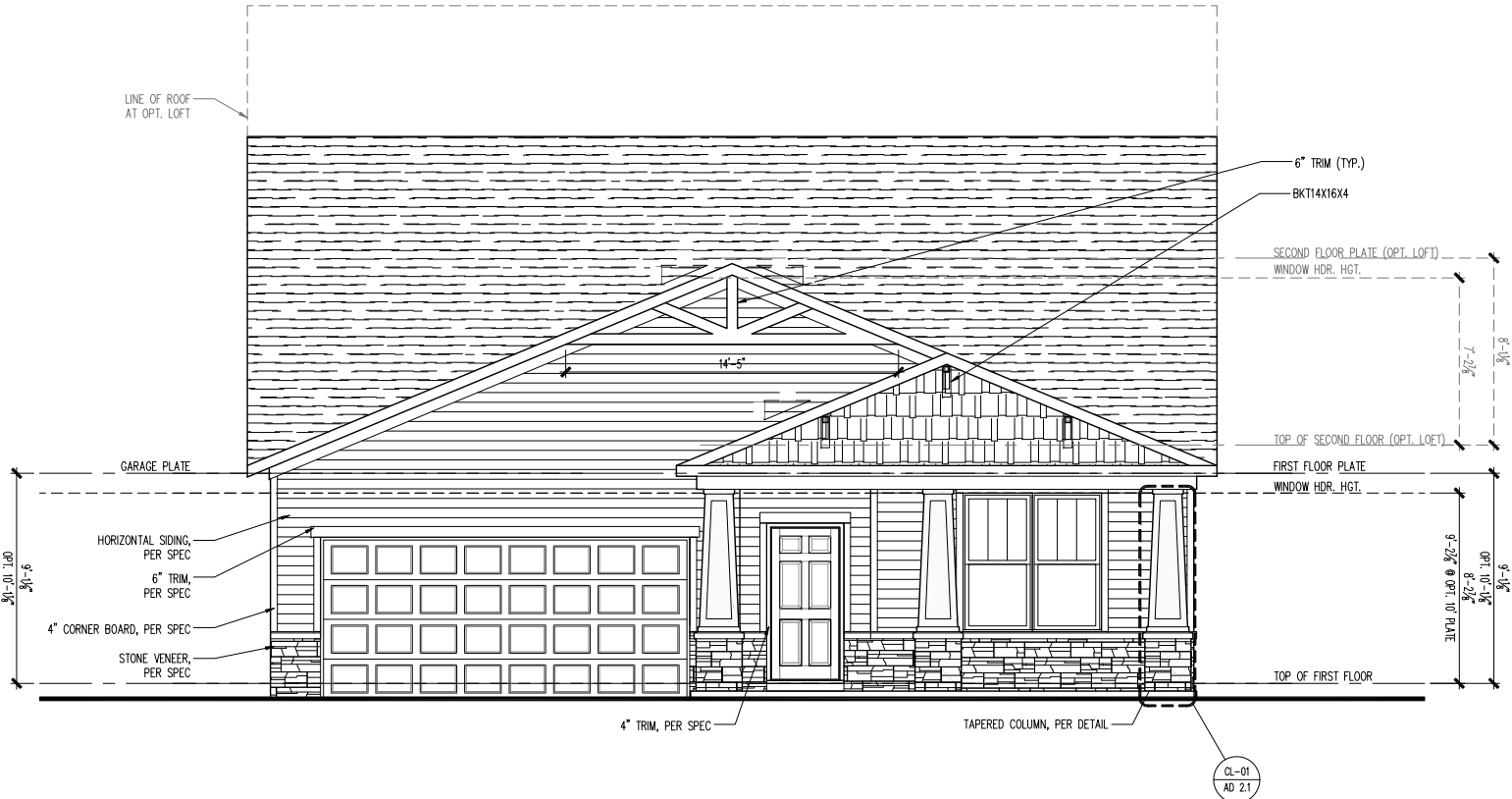
MASONRY PERCENTAGE		
ELEVATION CR2G		
MATERIALS	S.F.	%
MASONRY	57.97	15
NON-MASONRY	318.23	85
TOTAL=	376.20	100
MASONRY % =		15

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE

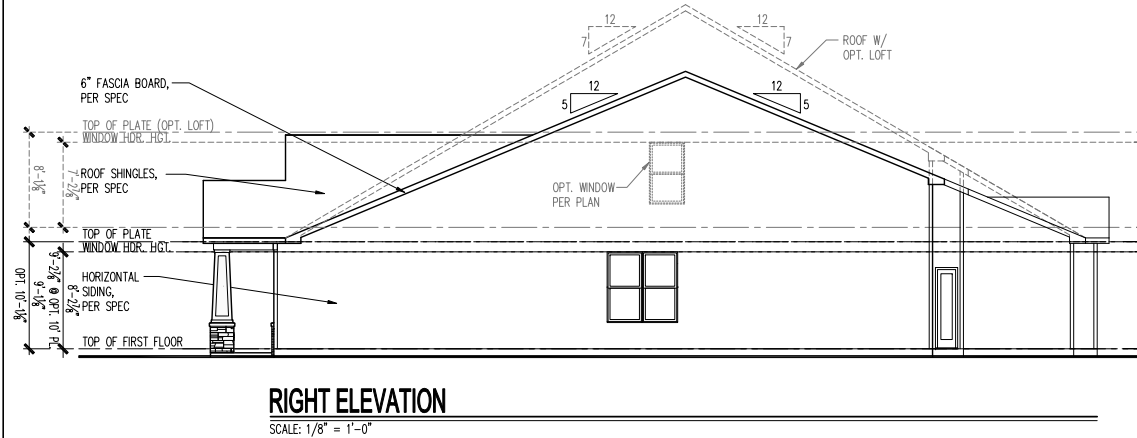
40' homes on 50' lots



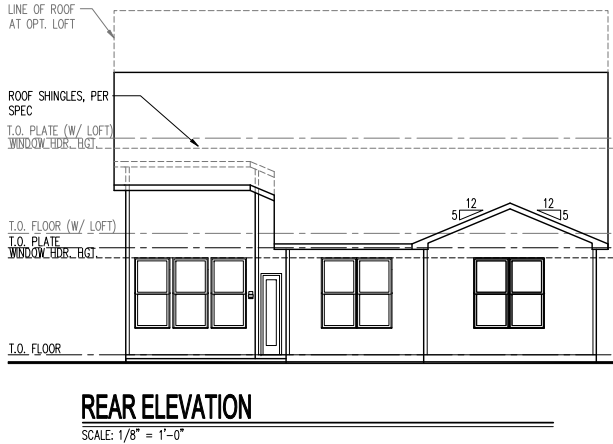
ROOF PLAN
SCALE: 1/4" = 1'-0"



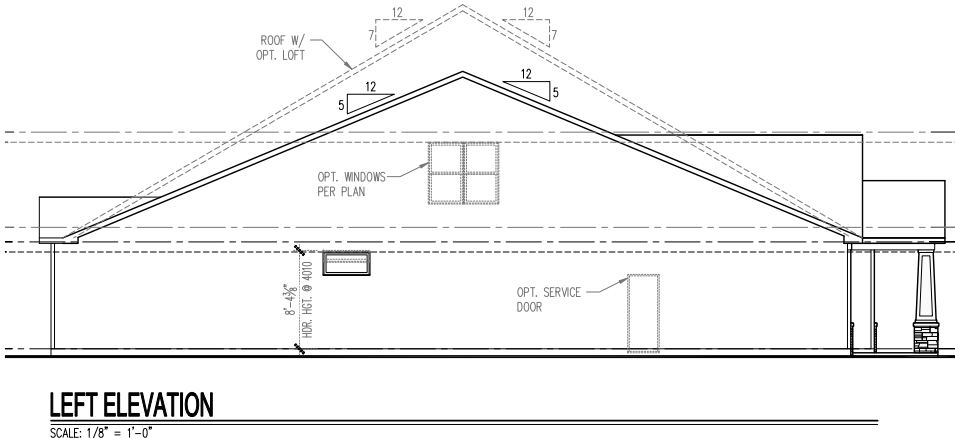
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation CR2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	FIELD REDLINES
3	10/31/2015
4	TB REDLINES
5	04/30/2018
6	PCR UPDATE
7	
8	
9	
10	
11	
12	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
-

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

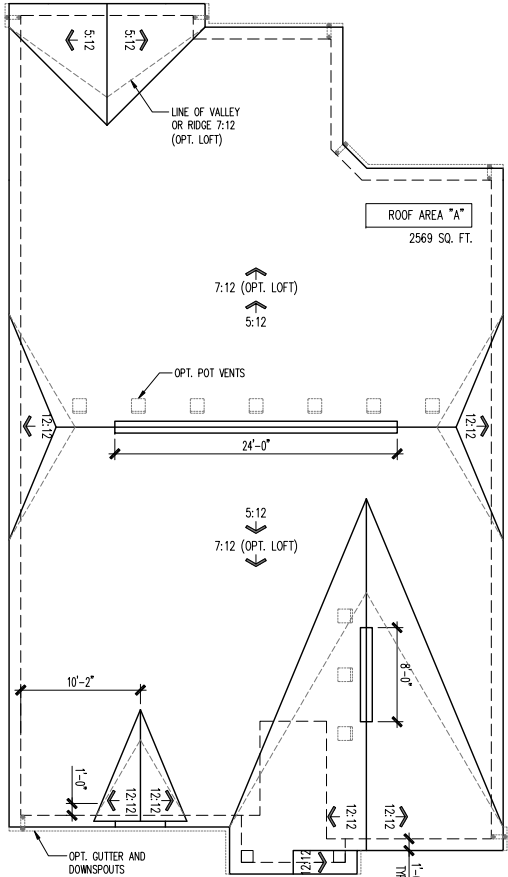
SHEET
A3-CR2G

2FS.11

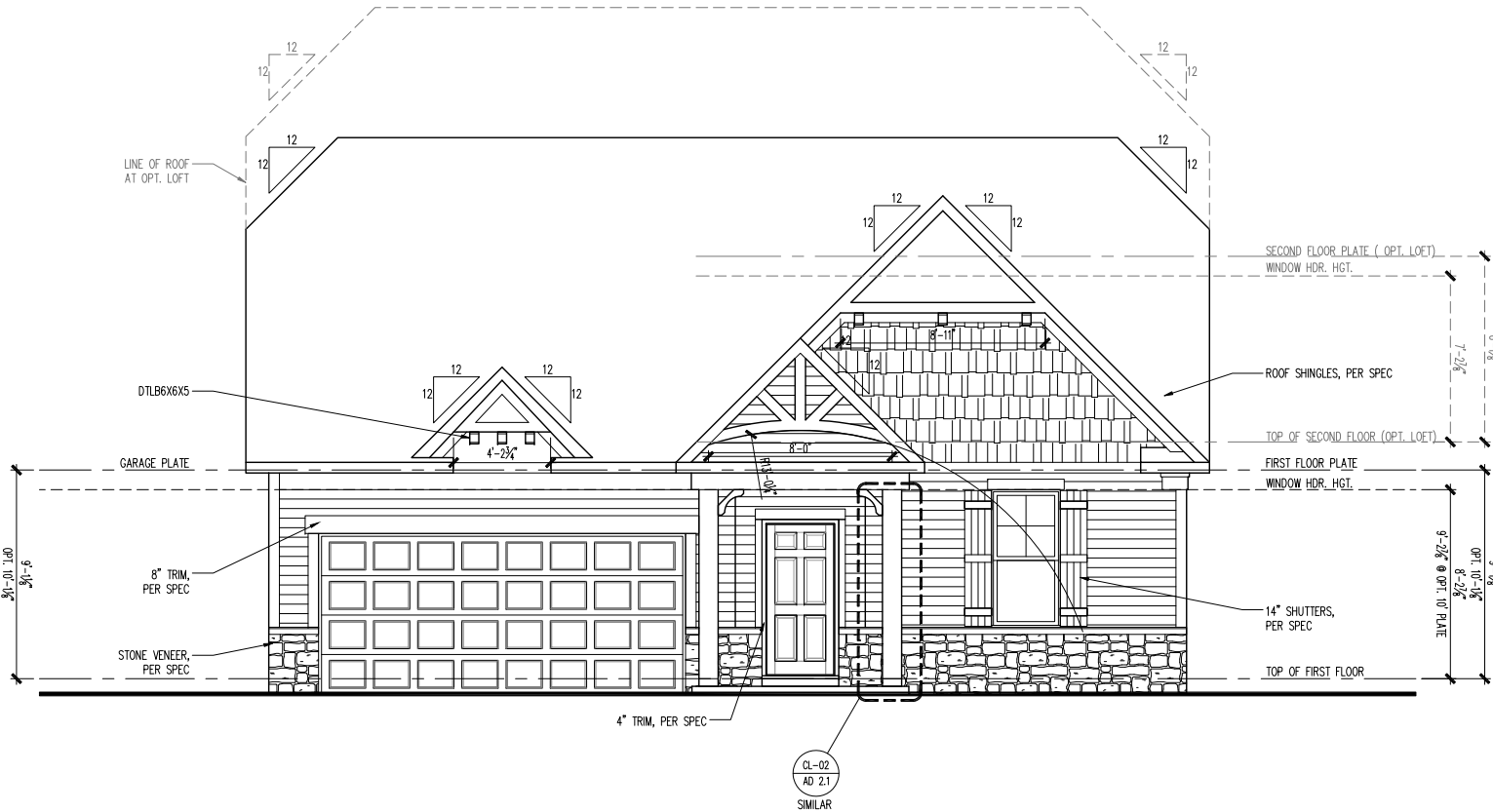
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SATISFY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION EC2G									
ROOF AREA "A"		SQ FTG	2569	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. REQ'D)	POT SMALL (SQ. FT. REQ'D)	RIDGE VENT (SQ. FT. REQ'D)	EAVE VENT (SQ. FT. REQ'D)	CONT. VENT (SQ. FT. REQ'D)	
HIGH - POT VENTS ONLY	3.43 - 4.28	4.24	47.29	10	0				
AT EAVE	5.14 - 4.28	4.72	52.71				0	68.00	
TOTAL (min)	8.56 - 8.56	8.96	100.00						
HIGH - RIDGE VENT	3.43 - 4.28	4.00	45.84	0	0	32.00			
AT EAVE	5.14 - 4.28	4.72	54.14				0	68.00	
TOTAL (min)	8.56 - 8.56	8.72	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

MASONRY PERCENTAGE		
ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	53.71	16
NON-MASONRY	282.75	84
TOTAL=	336.46	100
MASONRY % =		16

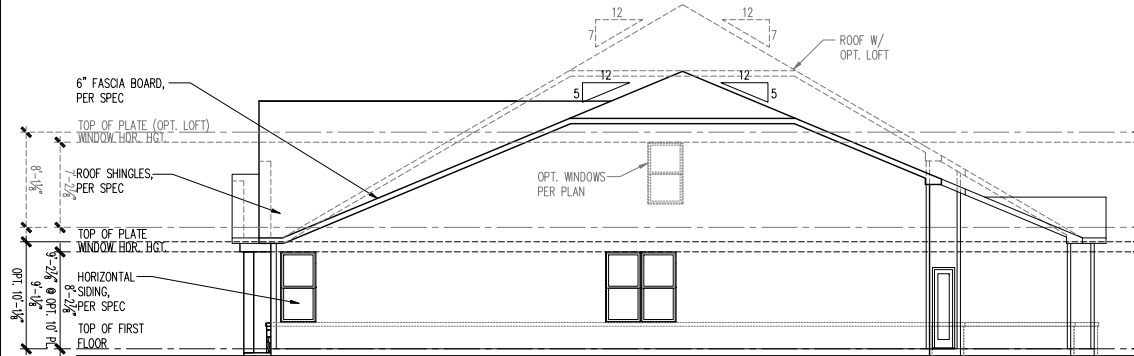
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



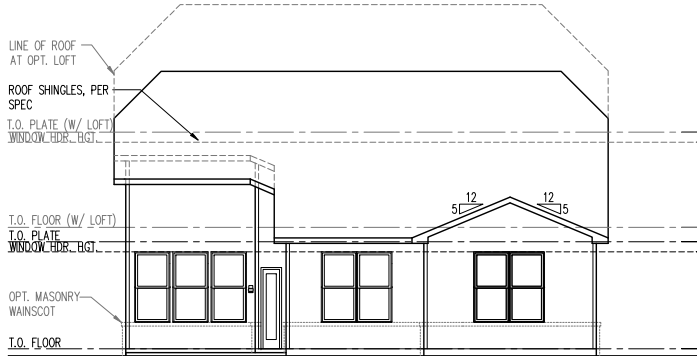
ROOF PLAN
SCALE: 1/4" = 1'-0"



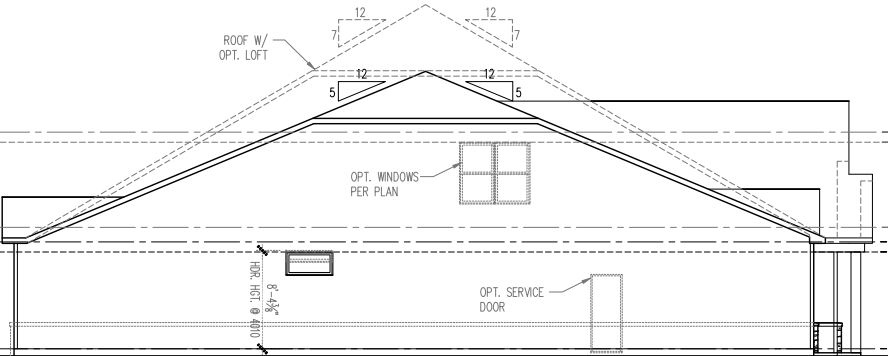
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

DalWebb

Elevation EC2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	FIELD REDLINES
3	10/31/2015
4	TB REDLINES
5	04/30/2018
6	PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

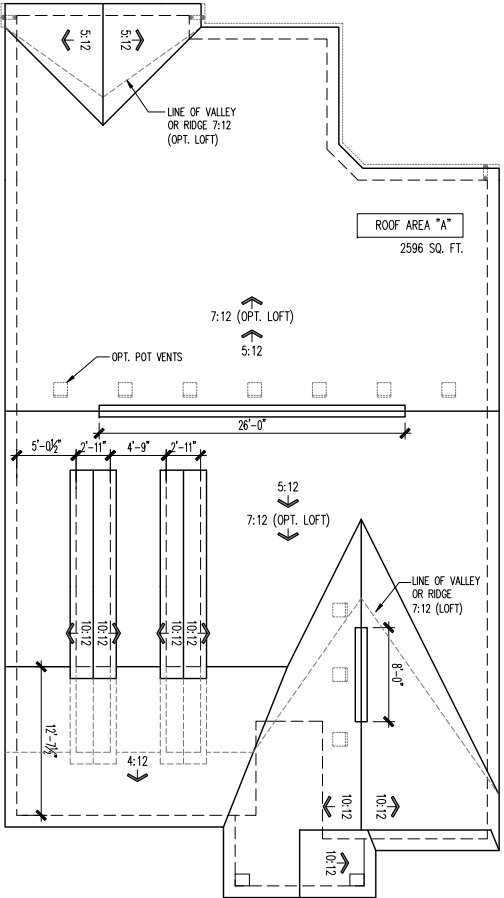
SHEET
A3-EC2G

2FS.11

ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION NC2M									
ROOF AREA "A"		SQ FTG	2596	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. FT. REQ'D)	POT. SMALL (SQ. FT. REQ'D)	RIDGE VENT (SQ. FT. REQ'D)	EAVE VENT (SQ. FT. REQ'D)	CONT. VENT (SQ. FT. REQ'D)	
HIGH - POT VENTS ONLY	3.46 - 4.33	4.24	47.29	10	0				
AT EAVE	5.19 - 4.33	4.72	52.71				0	68.00	
TOTAL (min)	8.65 - 8.65	8.96	100.00						
HIGH - RIDGE VENT	3.46 - 4.33	4.25	47.37	0	0	34.00			
AT EAVE	5.19 - 4.33	4.72	52.63				0	68.00	
TOTAL (min)	8.65 - 8.65	8.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE					

MASONRY PERCENTAGE		
ELEVATION NC2M		
MATERIALS	S.F.	%
MASONRY	89.25	29
NON-MASONRY	216.99	71
TOTAL=	306.24	100
MASONRY % =		29

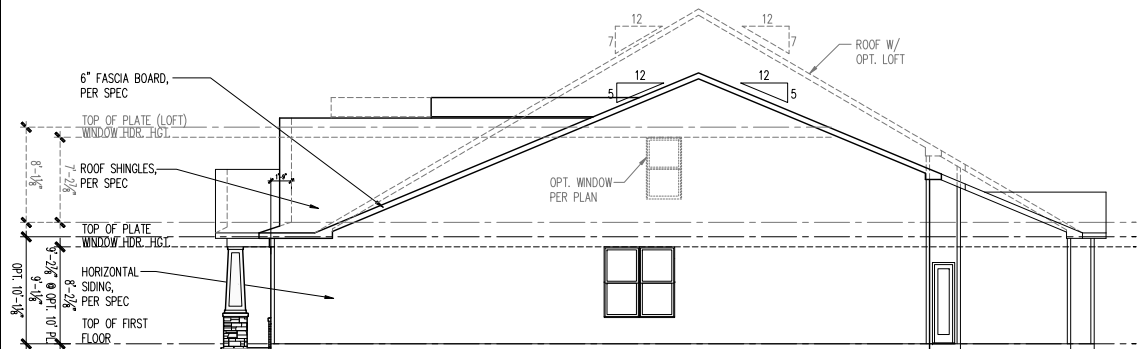
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



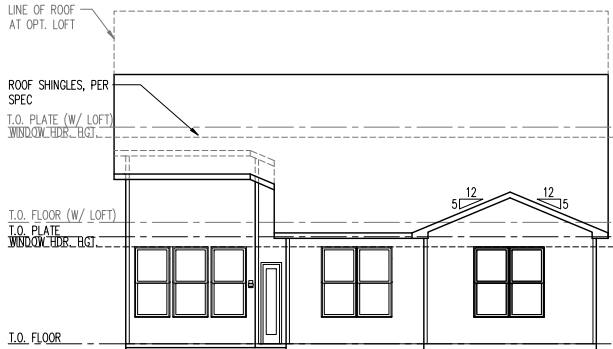
ROOF PLAN
SCALE: 1/4" = 1'-0"



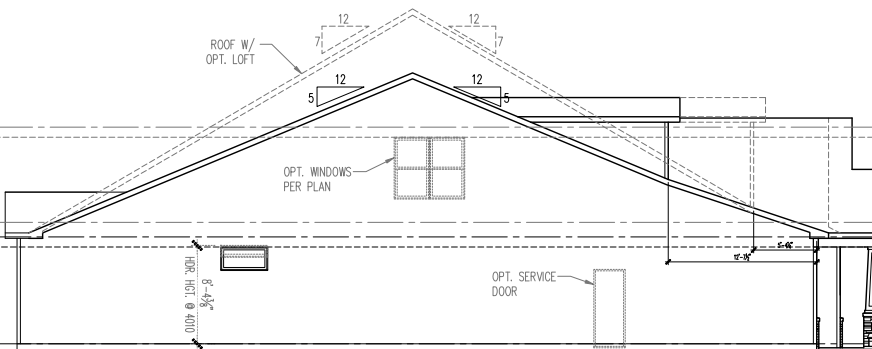
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

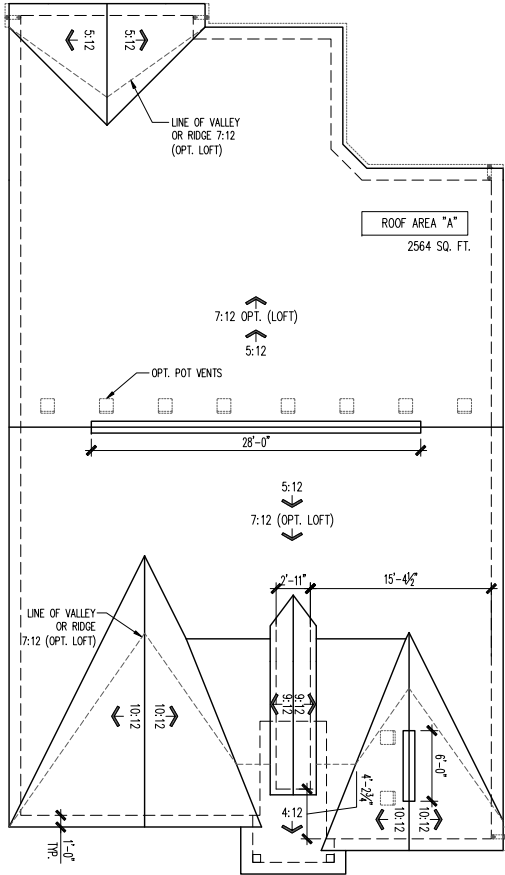
DalWebb

Elevation NCM w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

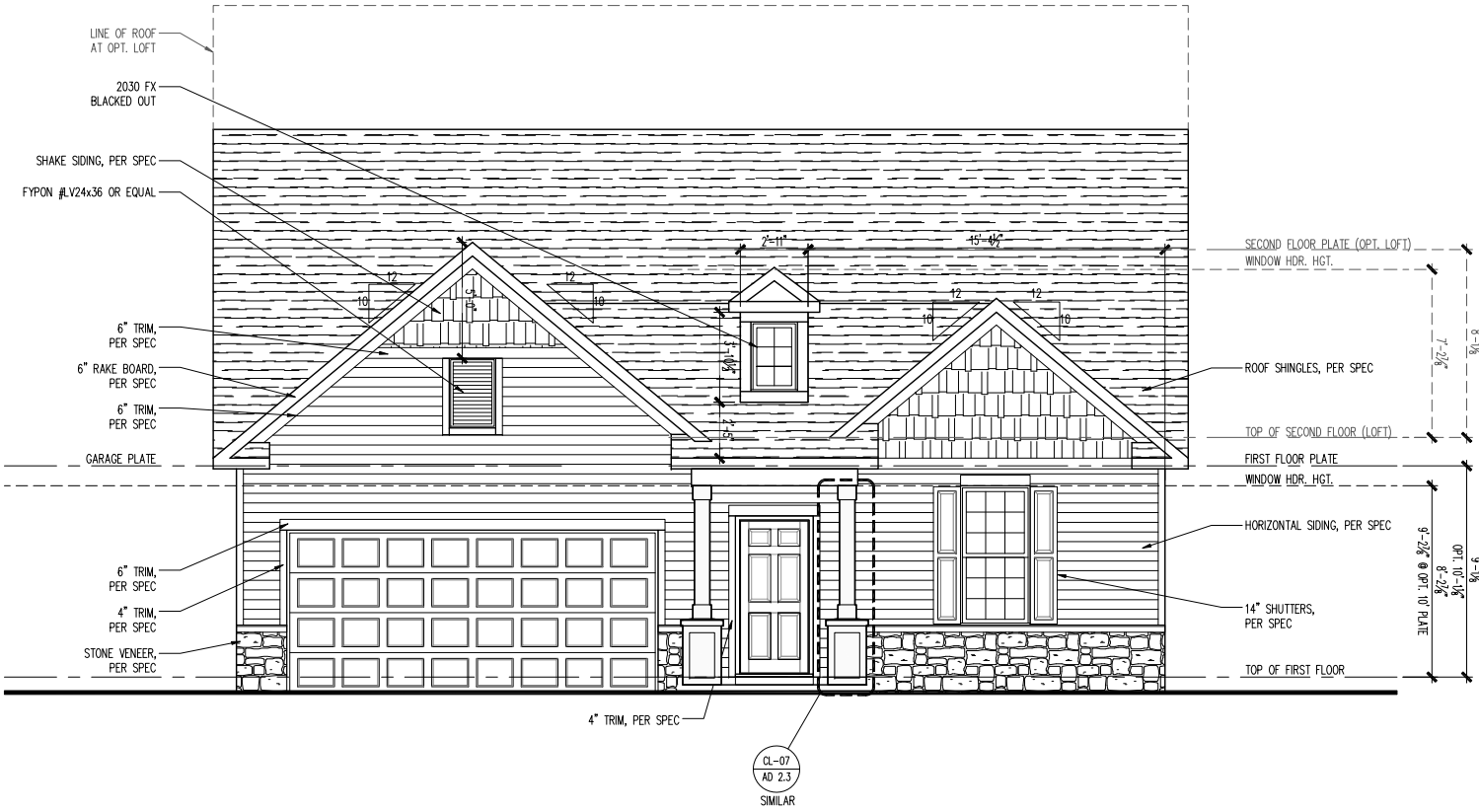
PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE	DATE: 06/07/2013
REV#	DATE/DESCRIPTION
1	03/07/2014
2	03/07/2014
3	10/31/2015
4	04/30/2018
5	04/30/2018
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96	04/30/2018
97	04/30/2018
98	04/30/2018
99	04/30/2018
100	04/30/2018

PROJECT TYPE	Single Family
SPECIFICATION LEVEL	
PLAN NAME	Ascend
NPC CHILD NUMBER	1992.300
SHEET	A3-NC2M
	2FS.11

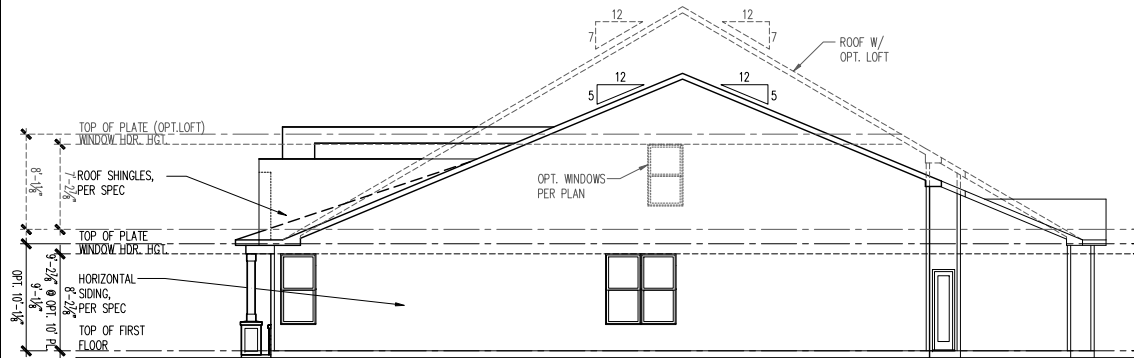
ATTIC VENT SCHEDULE									
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE * CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SATISFY VENTILATION TO MEET CODE REQUIREMENTS * SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-40% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION									
ELEVATION HR2Q									
ROOF AREA "A"		SQ FTG		2564			AT / NEAR RIDGE		AT / NEAR EAVE
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. FT. REQ'D)	POT. SMALL (SQ. FT. REQ'D)	RIDGE VENT (SQ. FT. REQ'D)	EAVE VENT (SQ. FT. REQ'D)	CONT. VENT (SQ. FT. REQ'D)	
HIGH - POT VENTS ONLY	3.42 - 4.27	4.24	47.29	10	0				
AT EAVE	5.13 - 4.27	4.72	52.71				0	68.00	
TOTAL (min)	8.55	8.55	8.96	100.00					
HIGH - RIDGE VENT	3.42 - 4.27	4.25	47.37	0	0	34.00			
AT EAVE	5.13 - 4.27	4.72	52.63				0	68.00	
TOTAL (min)	8.55	8.55	8.97	100.00					ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE



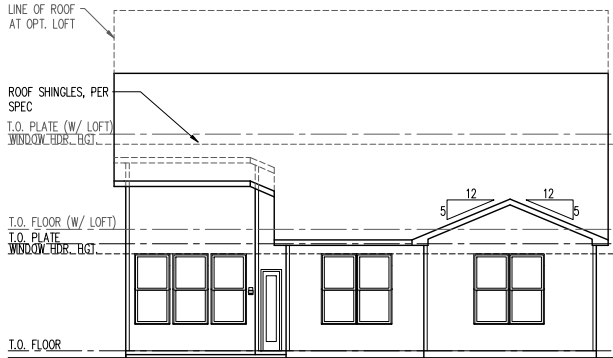
ROOF PLAN
SCALE: 1/4" = 1'-0"



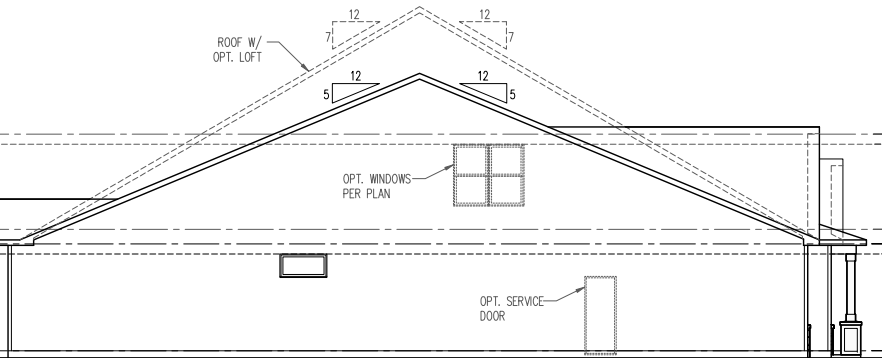
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-40% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2N									
ROOF AREA "A"		SQ FTG	2605	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. EACH)	POT SMALL (SQ. FT. EACH)	RIDGE VENT (SQ. IN. PER LIN. FT.)	EAVE VENT (SQ. IN. PER LIN. FT.)	CONT. VENT (SQ. IN. PER LIN. FT.)	
HIGH - POT VENTS ONLY	3.47 4.34	3.81	43.61	61.00	40.00	18.00	28.00	10.00	
AT EAVE	5.21 4.34	4.93	56.39				0	71.00	
TOTAL (min)	8.68 8.68	8.74	100.00						

ELEVATION PR2N									
ROOF AREA "A"		SQ FTG	2605	AT / NEAR RIDGE			AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. FT. EACH)	POT SMALL (SQ. FT. EACH)	RIDGE VENT (SQ. IN. PER LIN. FT.)	EAVE VENT (SQ. IN. PER LIN. FT.)	CONT. VENT (SQ. IN. PER LIN. FT.)	
HIGH - RIDGE VENT	3.47 4.34	4.00	44.79	0	0	32.00			
AT EAVE	5.21 4.34	4.93	55.21				0	71.00	
TOTAL (min)	8.68 8.68	8.93	100.00						

ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE

ROOF PLAN

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

REAR ELEVATION

SCALE: 1/8" = 1'-0"

LEFT ELEVATION

SCALE: 1/8" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

Midwest Zone Office

1900 Golf Road - Suite 300

Schaumburg, Illinois 60173

Del Webb

Elevation PR2N w/ Masonry - Slab

2 Car Front Entry

Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey

INITIAL RELEASE
DATE: 06/07/2013

REVISIONS
DATE/DESCRIPTION
03/07/2014 FIELD REDLINES
10/31/2015 TB REDLINES
04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

PLAN NAME
Ascend

NPC CHILD NUMBER
1992.300

SHEET
A3-PR2N

2FS.11

7.A. PUBLIC HEARING: Recommend...

Page 110 of...

Packet Page 121 of...

ROOF AREA "A"		SG FTG	200	AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SG FT. REQUIRED (MINIMUM)	SG FT. REQUIRED (MAXIMUM)	PERCENT OF REQUIRED	POT LARGE (MIN. AREA)	POT SMALL (MIN. AREA)	REGO VENT (MIN. AREA)	SAVE VENT (MIN. AREA)
HIGH-PIKE VENT ONLY	0.37	0.38	42.30	41.80	45.80	18.30	28.30
AT EAVE	0.46	0.38	56.71	1			10.30
TOTAL	0.86	0.67	0.98	100.00			0.00
HIGH-PIKE VENT	0.37	0.38	42.30	0	0	3.80	
AT EAVE	0.46	0.38	56.71	89.70			0.00
TOTAL	0.86	0.67	0.93	100.00			

ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE



SHEET
A3-NC2K
3FS.13

ROOF AREA "A"		SG FGT	200	AT / NEAR RIDGE		AT / NEAR EAVE	
VENT TYPE	SG F.T. REQUIRED (SQ. FT.)	SG F.T. REQUIRED (SQ. FT.)	PERCENT OF REQUIRED	POT LARGE (SQ. FT. LARGE)	POT SMALL (SQ. FT. SMALL)	ROOF VENT (SQ. FT.)	SAVE VENT (SQ. FT.)
HIGH-PIKE VENT ONLY	0.37	0.38	42.38	41.80	45.80	18.00	28.00
AT EAVE	0.46	0.53	56.71	1			
TOTAL SAVE	0.67	0.67	0.98				0.00
			100.00				
HIGH-PIKE VENT	0.27	0.38	42.38	0	0	3.00	
AT EAVE	0.46	0.53	56.71				
TOTAL SAVE	0.67	0.67	0.93				0.00

ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE



PRODUCT MANAGER Rick Starkey	
INITIAL RELEASE	
DATE: 06/07/2013	
REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE
4	
5	
6	
7	
8	

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
1

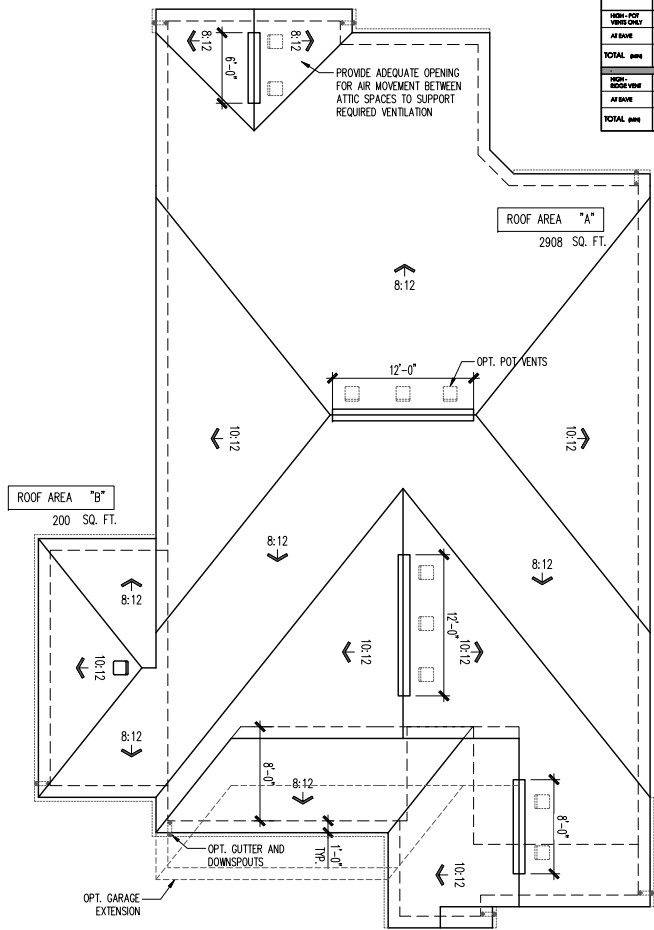
PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC31
3FS.13

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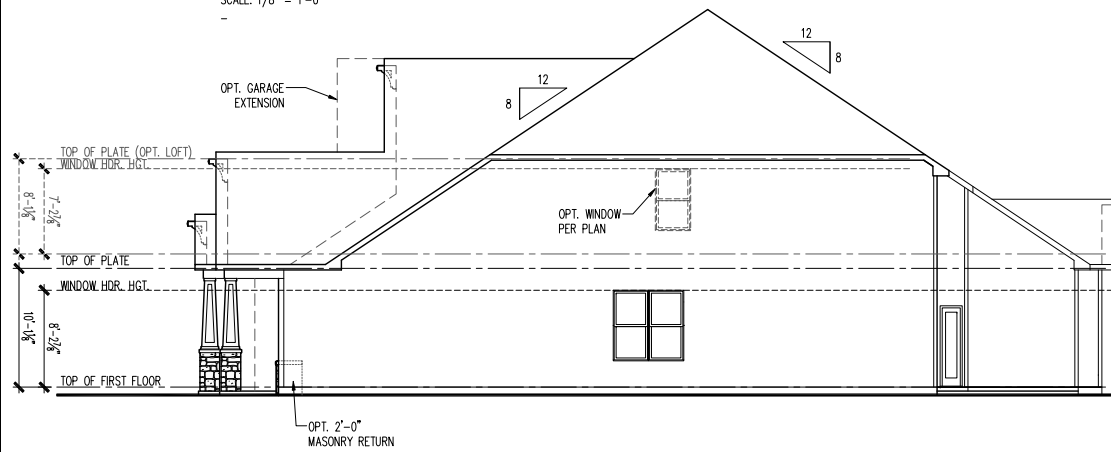
ATTIC VENT SCHEDULE								
VENTILATION REQUIRED AND SUPPLIED IS BASED ON FLOOR VENT VALUES AND ROOF VENT VALUES SHOWN IN TABLE ABOVE. FLOOR VENTILATION REQUIRED FROM EACH ROOM IS RESPONSIBLE FOR PROVIDING THE FLOOR VENT AREA. THE SUPPLY REQUIREMENT TO MEET CODE REQUIREMENTS. *SCHEDULE HAS BEEN CALCULATED ASSUMING 5 MPH WINDS. VENTILATION AT 20 MPH OF TOTAL, AND ROOF AT 10 MPH OF TOTAL, REQUIRED VENTILATION.								
ELEVATION NC31								
ROOF AREA "A"		SQ. FTG	2908	AT / NEAR RIDGE		AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POF LARGE (SQUARE INCHES)	POF SMALL (SQUARE INCHES)	ROOF VENT (SQUARE INCHES)	EAVE VENT (SQUARE INCHES)	CORNER VENT (SQUARE INCHES)
HIGH-POF VENTS ONLY	3.88 - 4.80	4.34	44.80	10	0			
AT EAVE	0.62 - 4.80	0.38	95.47				0	74.00
TOTAL (sqin)	9.49	9.49	9.51	100.00				
HIGH-ROOF VENT	3.88 - 4.80	4.71	48.72	0	0	38.00		
AT EAVE	0.62 - 4.80	0.40	91.38				0	72.00
TOTAL (sqin)	9.49	9.49	9.75	100.00				
ADDITIONAL POF VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE								

ROOF AREA "B"		SQ. FTG	200	AT / NEAR RIDGE		AT / NEAR EAVE		
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POF LARGE (SQUARE INCHES)	POF SMALL (SQUARE INCHES)	ROOF VENT (SQUARE INCHES)	EAVE VENT (SQUARE INCHES)	CORNER VENT (SQUARE INCHES)
HIGH-POF VENTS ONLY	0.37 - 0.30	0.42	43.34	1	0			
AT EAVE	0.46 - 0.30	0.34	96.74				0	0.00
TOTAL (sqin)	0.67	0.67	0.98	100.00				
HIGH-ROOF VENT	0.37 - 0.30	0.00	0.00	0	0	0.00		
AT EAVE	0.46 - 0.30	0.00	0.00				0	0.00
TOTAL (sqin)	0.67	0.67	0.00	0.00				
ADDITIONAL POF VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE								



ROOF PLAN

SCALE: 1/8" = 1'-0"



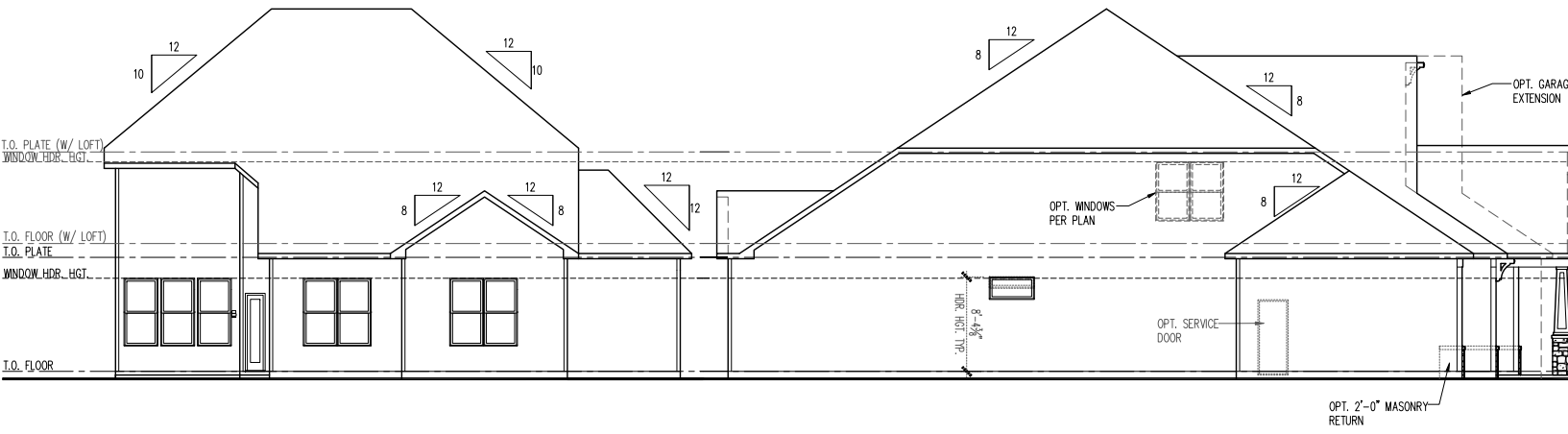
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PRELIMINARY PLANS

FOR

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

FOR

DEL WEBB AT CHASKA CHASKA, MN

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670

EDEN PRAIRIE, MN 55344

CONTACT: PAUL HEUER

PREPARED BY:

Westwood

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

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.00

CONTACT: RYAN M. BLUHM



Vicinity Map
(NOT TO SCALE)

SHEET INDEX

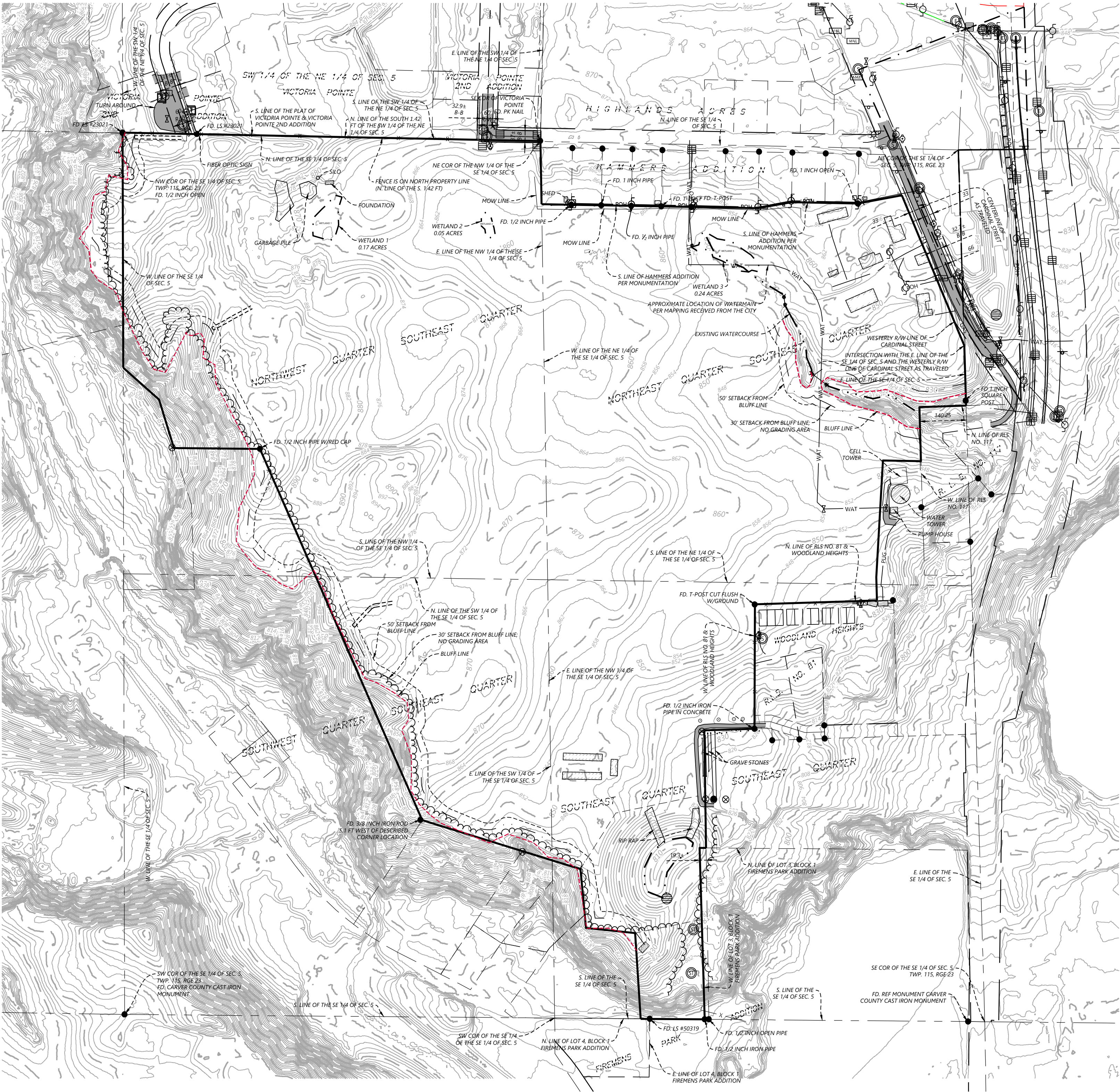
Sheet Number	Sheet Title
1	Cover
2	Existing Conditions
3	Preliminary Plat - Overall
4	Phasing Plan
5	Typical Sections
6	Preliminary Plat
7	Preliminary Plat
8	Preliminary Plat - Detail
9	Turn Lane Plan
10	Preliminary Grading, Drainage & Erosion Control - Overall
11	Preliminary Grading, Drainage & Erosion Control
12	Preliminary Grading, Drainage & Erosion Control
13	Preliminary Grading, Drainage & Erosion Control
14	Preliminary Grading, Drainage & Erosion Control
15	Preliminary Grading, Drainage & Erosion Control
16	Preliminary Wetland Impact Plan
17	Preliminary Utility Plan - North
18	Preliminary Utility Plan - South
19	Street Profiles
20	Street Profiles
21	Details
22	Tree Preservation Plan - Overall
23	Tree Preservation Plan
24	Tree Preservation Plan
25	Tree Preservation Plan
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27	Tree Preservation Plan
28	Tree Inventory
29	Overall Landscape Plan
30	Landscape Plan
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34	Landscape Plan
35	Landscape Planting Detail
36	Landscape Notes and Details
37	Main Entry Monument Concept Plan
38	Entry Monuments - Elevations
39	Recreation Center - Building
40	RECREATION CENTER - LAYOUT

NO.	DATE	REVISION	SHEETS
	02/26/20	CITY COMMENTS	
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PRELIMINARY PLANS

FOR
PLAT, SITE, GRADING, EROSION
CONTROL, UTILITIES AND TREE
PRESERVATION
FOR
DEL WEBB AT CHASKA
CHASKA, MN

INITIAL SUBMITTAL DATE: 02/04/20 SHEET: 1 OF 40



PROPERTY DESCRIPTION:

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

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

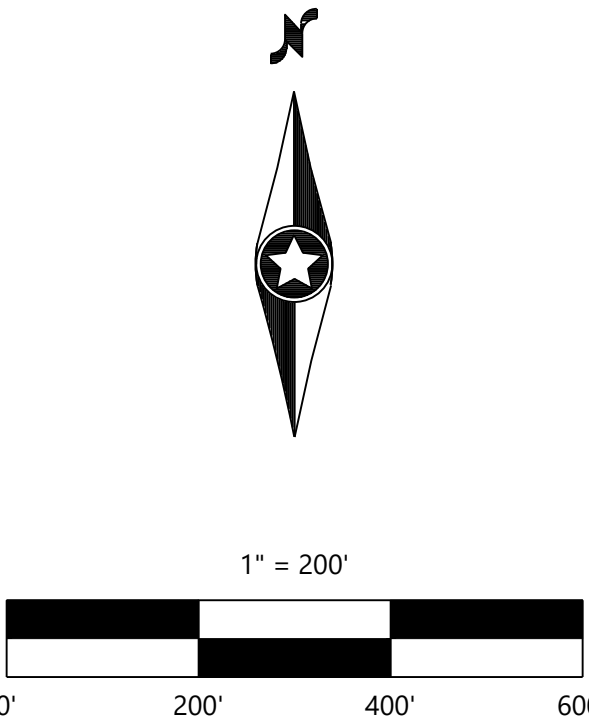
Parcel 2:
The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

Abstract Property

LEGEND

	SANITARY MANHOLE		ELECTRIC BOX		FIBER OPTIC PEDESTAL		BOUNDARY LINE		SANITARY SEWER
	STORM MANHOLE		ELECTRIC METER		NATURAL GAS METER		RIGHT-OF-WAY LINE		STORM SEWER
	BEEHIVE CATCH BASIN		STREET LIGHT		NATURAL GAS VALVE		LOT LINE		TELEPHONE UNDERGROUND
	CATCH BASIN		POWER POLE WITH LIGHT		NATURAL GAS RISER/SERVICE		EASEMENT LINE		WATER MAIN
	FLARED END SECTION		GUY WIRE		NATURAL GAS VENT PIPE		SECTION LINE		FIBER OPTIC
	HYDRANT		POWER POLE		NATURAL GAS WELL		TREE LINE		FENCE LINE
	GATE VALVE		TELEPHONE BOX		AIR CONDITIONER		CABLE TELEVISION LINE		CURB & GUTTER
	WELL		HAND HOLE/JUNCTION BOX		STEEL/WOOD POST		GAS LINE		CONCRETE SURFACE
	FARM HYDRANT		CABLE TV BOX		SIGN		POWER OVERHEAD		BITUMINOUS SURFACE
	REDUCE PRESSURE VALVE		FIBER OPTIC MANHOLE		MAIL BOX		POWER UNDERGROUND		GRAVEL SURFACE
							50' SETBACK FROM BLUFF LINE		WETLAND
							30' SETBACK FROM BLUFF LINE (NO GRADING AREA)		
							BLUFF LINE		

- FOUND MONUMENT (SEE LABEL)
- ⦿ CAST IRON MONUMENT (SEE LABEL)
- SET MONUMENT (SEE LABEL)



NOT FOR CONSTRUCTION

PREPARED FOR:

PULTE GROUP

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

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

BRENT R PETERS
DATE: 02/04/20 LICENSE NO. 44123

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

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

EXISTING CONDITIONS

SHEET NUMBER:

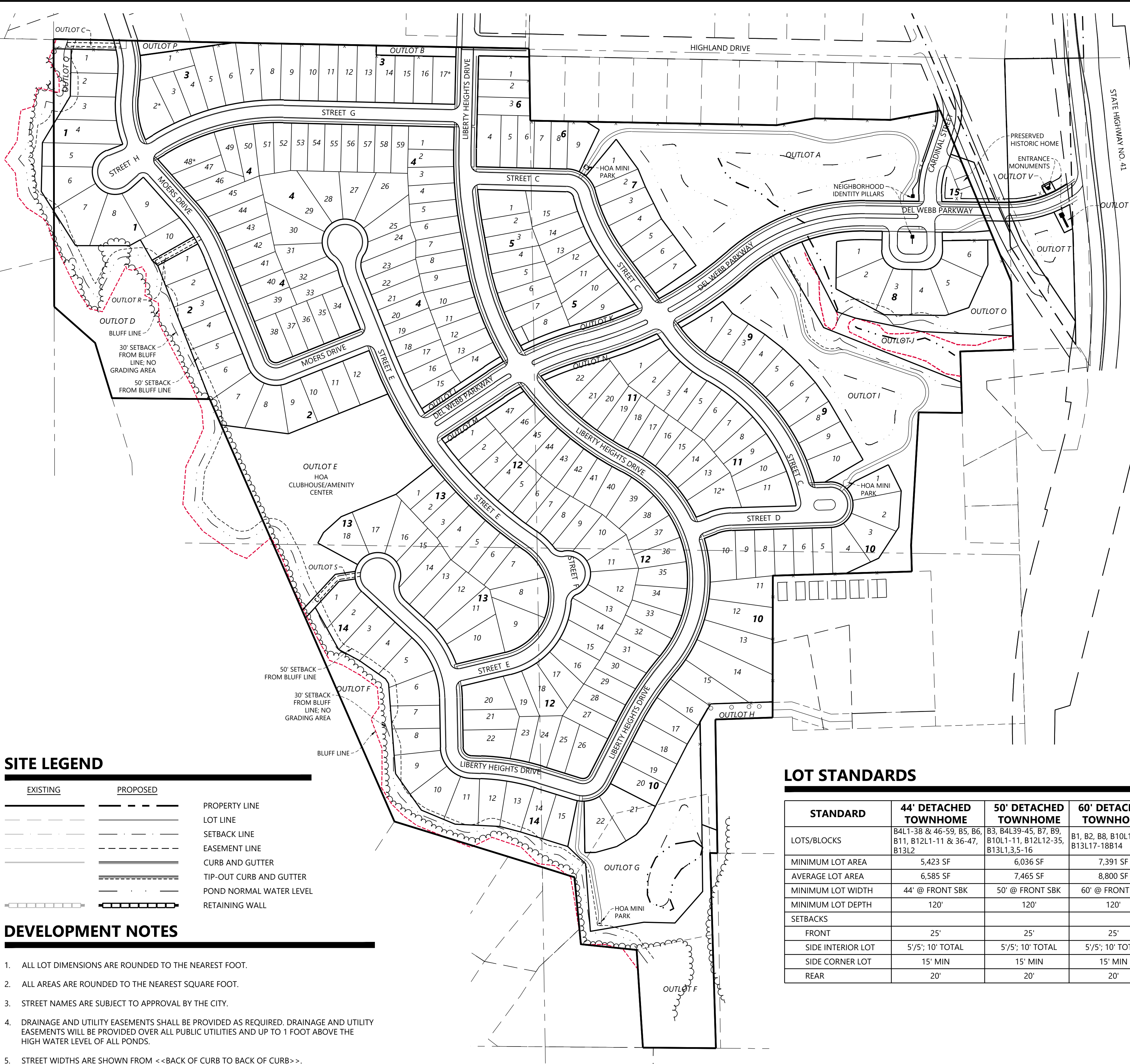
2

OF

40

PROJECT NUMBER: 0015521.00

DATE: 02/04/20



SITE LEGEND

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

DEVELOPMENT NOTES

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

LOT STANDARDS

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

PROPERTY DESCRIPTION

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

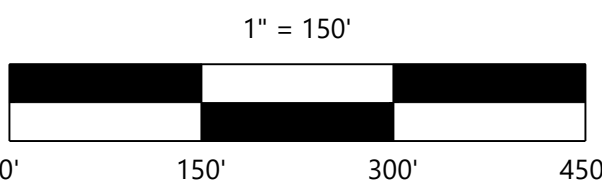
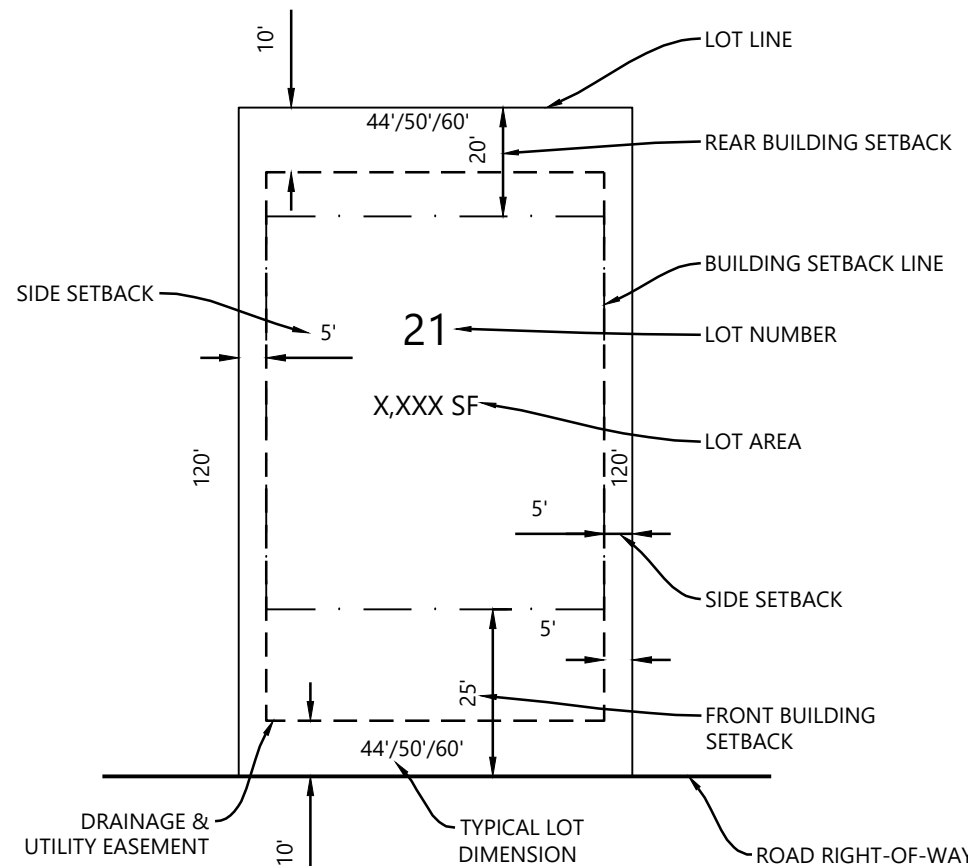
SITE DEVELOPMENT DATA

• EXISTING ZONING:	O - OPEN DEVELOPMENT
• PROPOSED ZONING:	PDD/PRD PLANNED RESIDENTIAL DISTRICT
• GROSS SITE AREA:	86.05 AC
• BLUFF AREAS:	7.67 AC
• NET SITE AREA:	78.38 AC
• DEVELOPMENT SUMMARY	
44' DETACHED TOWNHOME LOT:	122 HOMES
50' DETACHED TOWNHOME LOT:	89 HOMES
60' DETACHED TOWNHOME LOT:	58 HOMES
PRESERVED HISTORIC HOME LOT:	1 HOME
TOTAL HOMES:	270 HOMES
• PROJECT OPEN SPACE:	24.04 AC (30.12%)
• SEE OUTLOT TABLE BELOW	
• TOTAL LENGTHS OF TRAILS:	
PRIVATE TRAILS:	2,500 LF
CITY TRAILS (DEL WEBB PKWY; NAT. BLUFF TRLS):	2,200 LF
LIBERTY HEIGHTS DR (SECOND SWK):	2,200 LF
• PROJECT DENSITY:	
GROSS:	±3.13 UN/AC
NET:	±3.43 UN/AC

OUTLOT TABLE

OUTLOT	USE	OWNERSHIP	GROSS AREA
A	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	4.84 AC
B	PARK	CITY	0.57 AC
C	PARK	CITY	0.29 AC
D	BLUFF/BUFFER	CITY	2.60 AC
E	HOA PARK	HOA	3.28 AC
F	PARK/BLUFF	CITY	3.71 AC
G	OPEN/SPACE STORMWATER	HOA/CITY EASEMENT	2.16 AC
H	CEMETERY	CITY	0.43 AC
I	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	3.36 AC
J	BLUFF	CITY	1.07 AC
K	OPEN SPACE	HOA	0.11 AC
L	OPEN SPACE	HOA	0.09 AC
M	OPEN SPACE	HOA	0.09 AC
N	OPEN SPACE	HOA	0.11 AC
O	OPEN SPACE	HOA	1.15 AC
P	PARK	CITY	0.11 AC
Q	BLUFF	CITY	0.17 AC
R	PARK	CITY	0.06 AC
S	PARK	CITY	0.08 AC
T	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	0.51 AC
U	MONUMENT SIGN	HOA	0.05 AC
V	MONUMENT SIGN	HOA	0.02 AC

TYPICAL DETACHED TOWNHOME DETAIL



NOT FOR CONSTRUCTION

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

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minneapolis, MN 55433
Toll Free (888) 937-5150 westwoods.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT -
OVERALL

PROJECT NUMBER: 0015521.00

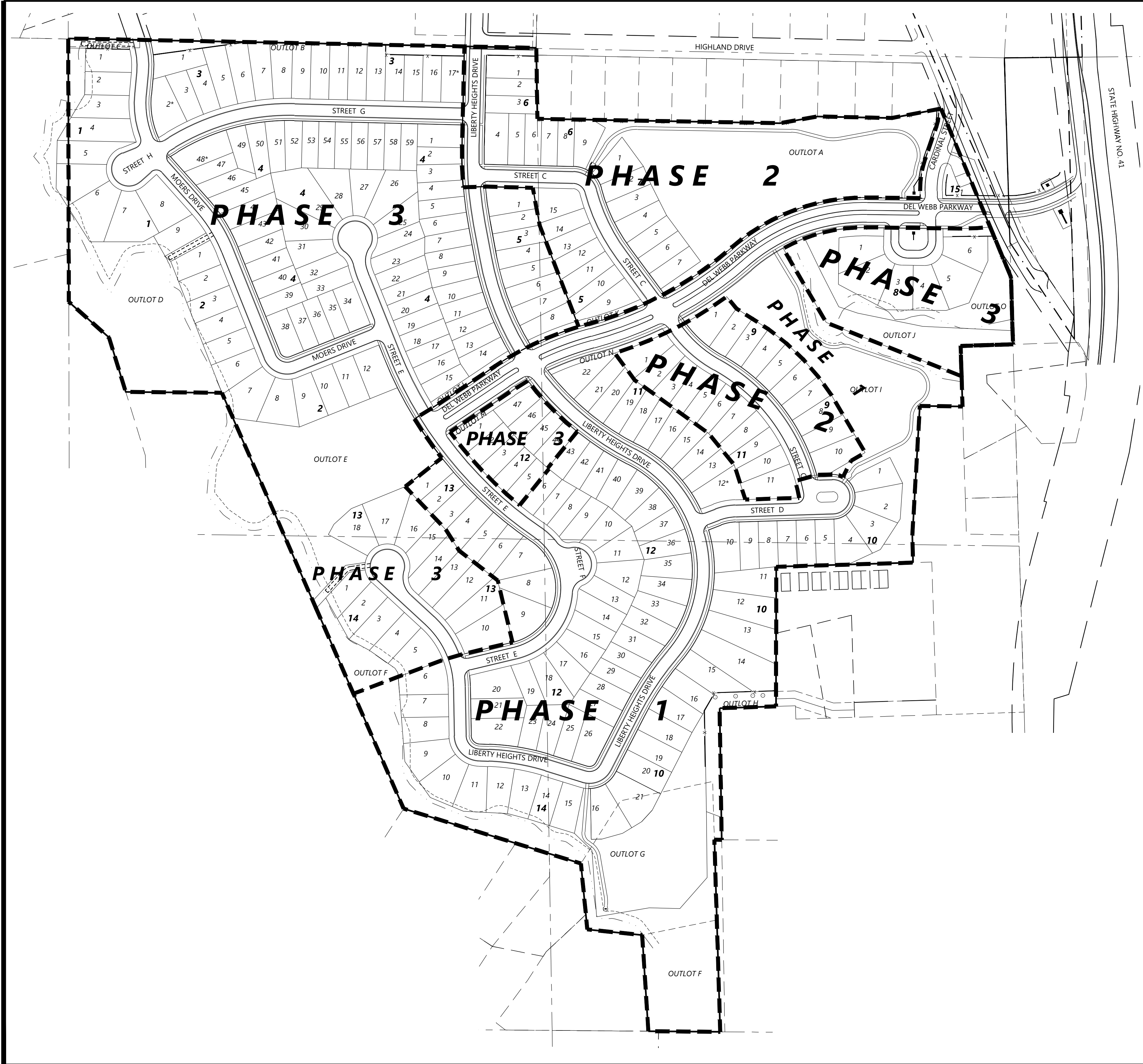
SHEET NUMBER:

3

OF

40

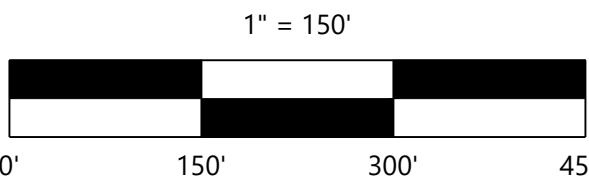
DATE: 02/04/20



PHASE 1 = 33.87 AC

PHASE 2 = 14.20 AC

PHASE 3 = 37.98 AC



NOT FOR CONSTRUCTION

DEL WEBB AT CHASKA

DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

PREPARED FOR:

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

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DEL WEBB AT CHASKA

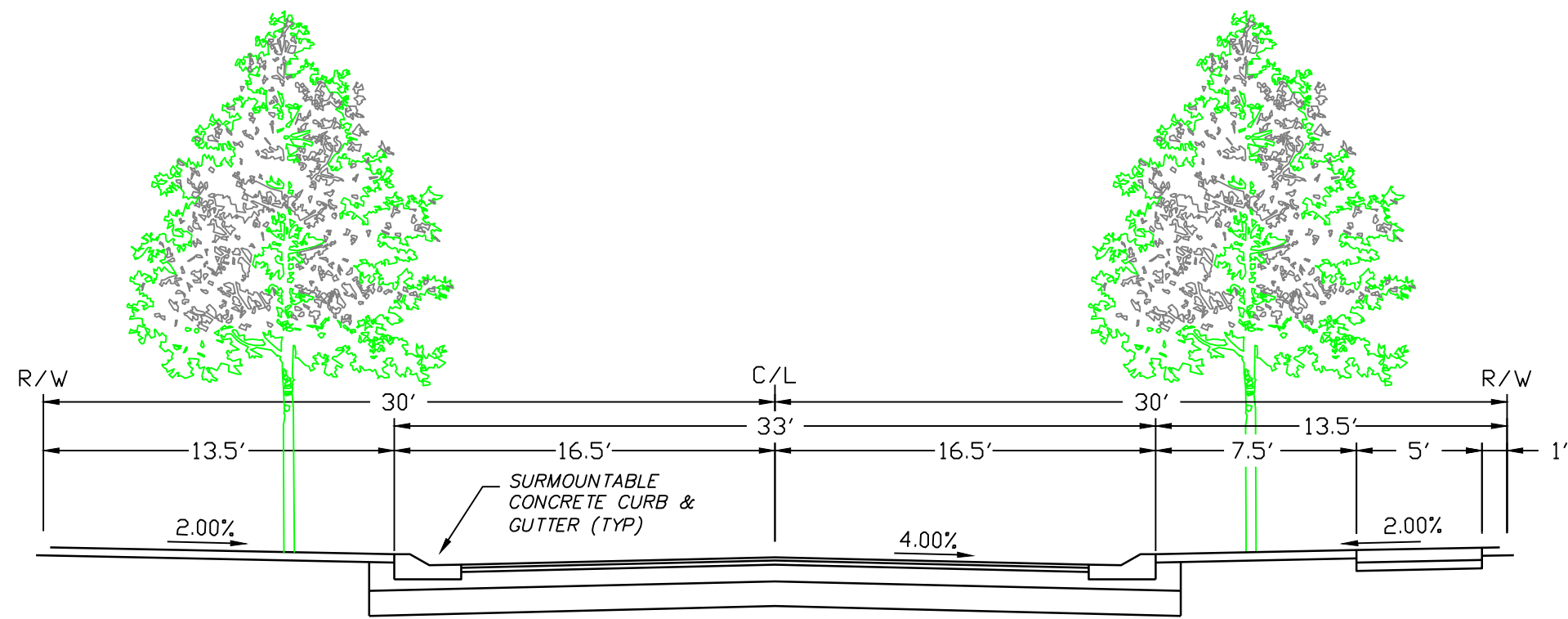
CHASKA, MN

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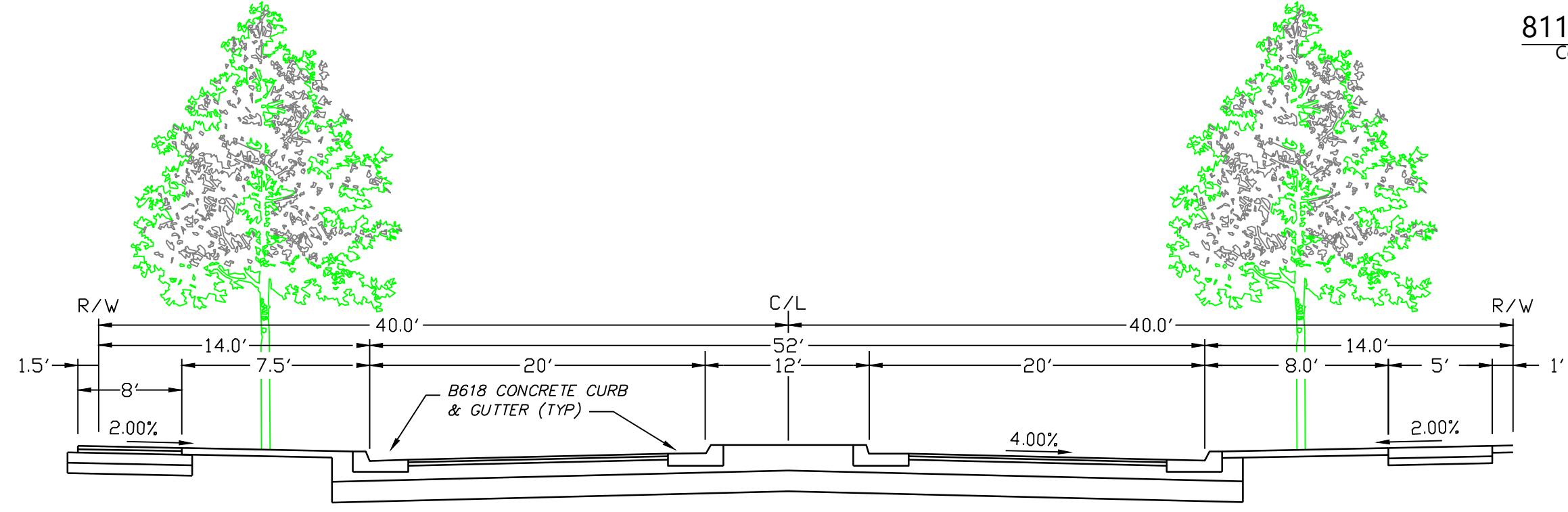
PHASING PLAN

PROJECT NUMBER: 0015521.00

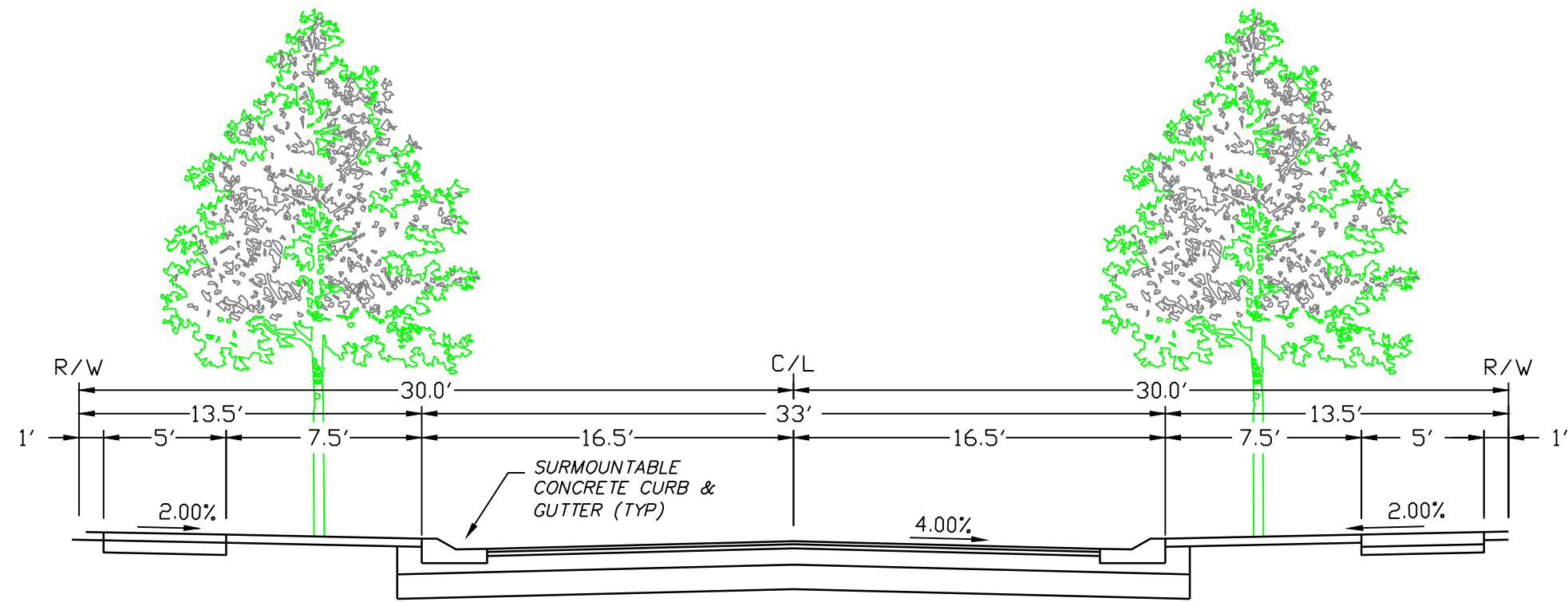
SHEET NUMBER:
4 OF 40
DATE: 02/04/20



A TYPICAL SECTION-LOCAL STREETS
60' ROW - 33' B-B



C TYPICAL SECTION-DEL WEBB PARKWAY
80' ROW - 20' F-F



B TYPICAL SECTION-LIBERTY HEIGHTS DRIVE
60' ROW - 33' B-B

NOT FOR CONSTRUCTION

DEL WEBB AT CHASKA

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

INITIAL ISSUE:	02/04/20
REVISIONS:	
△	02/26/20 CITY COMMENTS
△	
△	
△	
△	

PREPARED FOR:

PULTE GROUP

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
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DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS
OF THE STATE OF MINNESOTA

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

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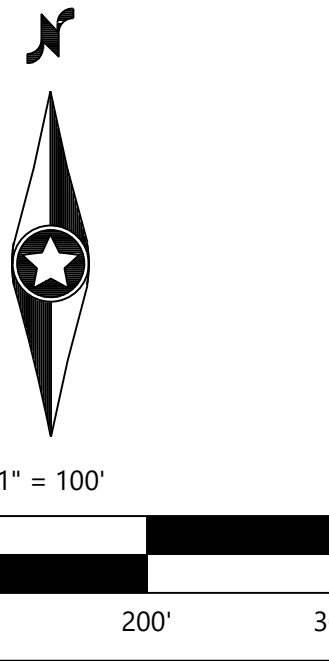
TYPICAL SECTIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

5 OF 40

DATE: 02/04/20



DESIGNED:	INITIAL ISSUE: 02/04/20
CHECKED:	REVISIONS:
DRAWN:	02/26/20 CITY COMMENTS
HORIZONTAL SCALE: 100'	
VERTICAL SCALE: 20' OR 10'	

PREPARED FOR:

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

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

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

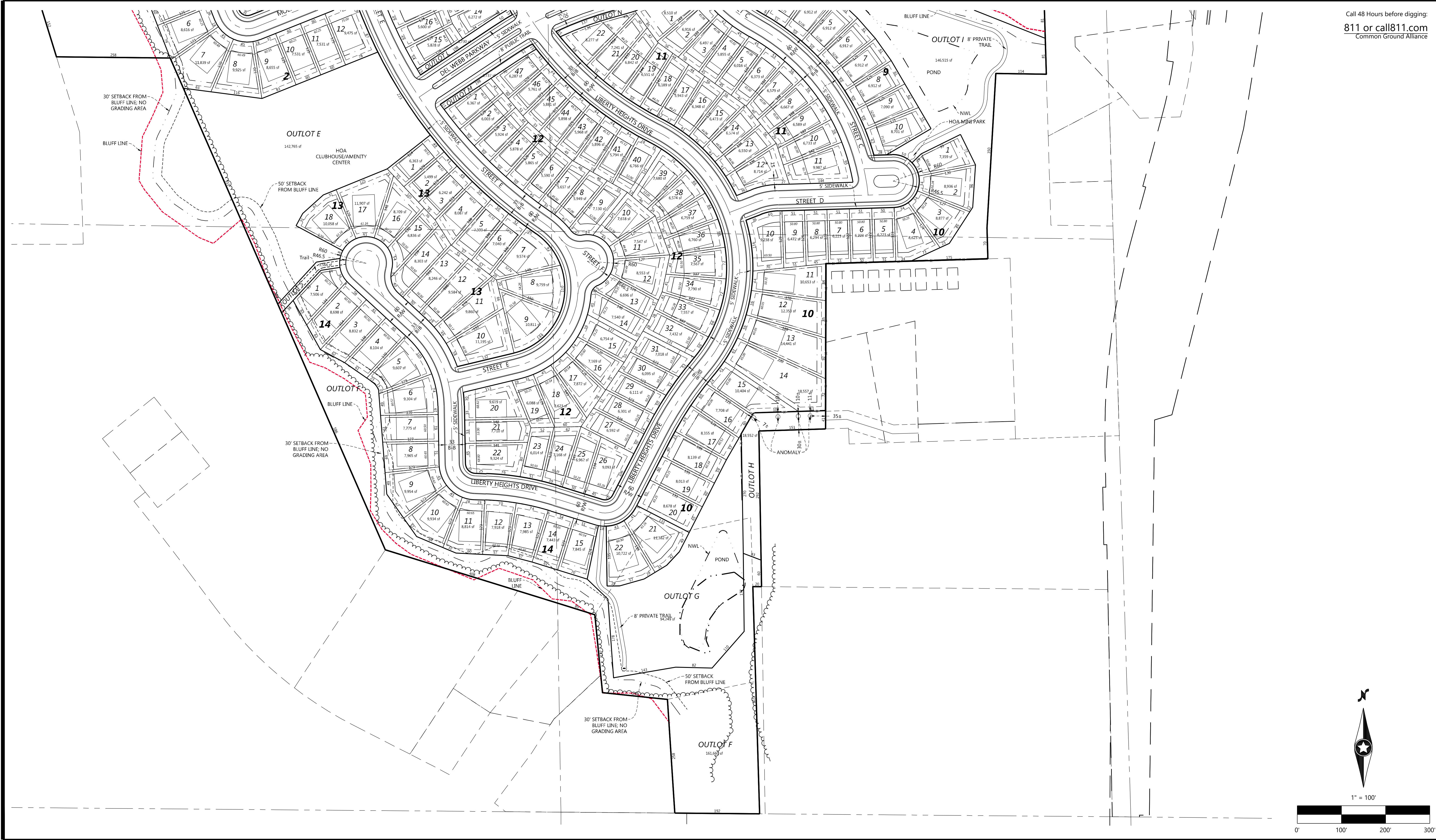
DEL WEBB AT CHASKA
CHASKA, MN

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

SHEET NUMBER: 6 OF 40

PRELIMINARY PLAT

PROJECT NUMBER: 0015521.00 DATE: 02/04/20



DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 100.000001"
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

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

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OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

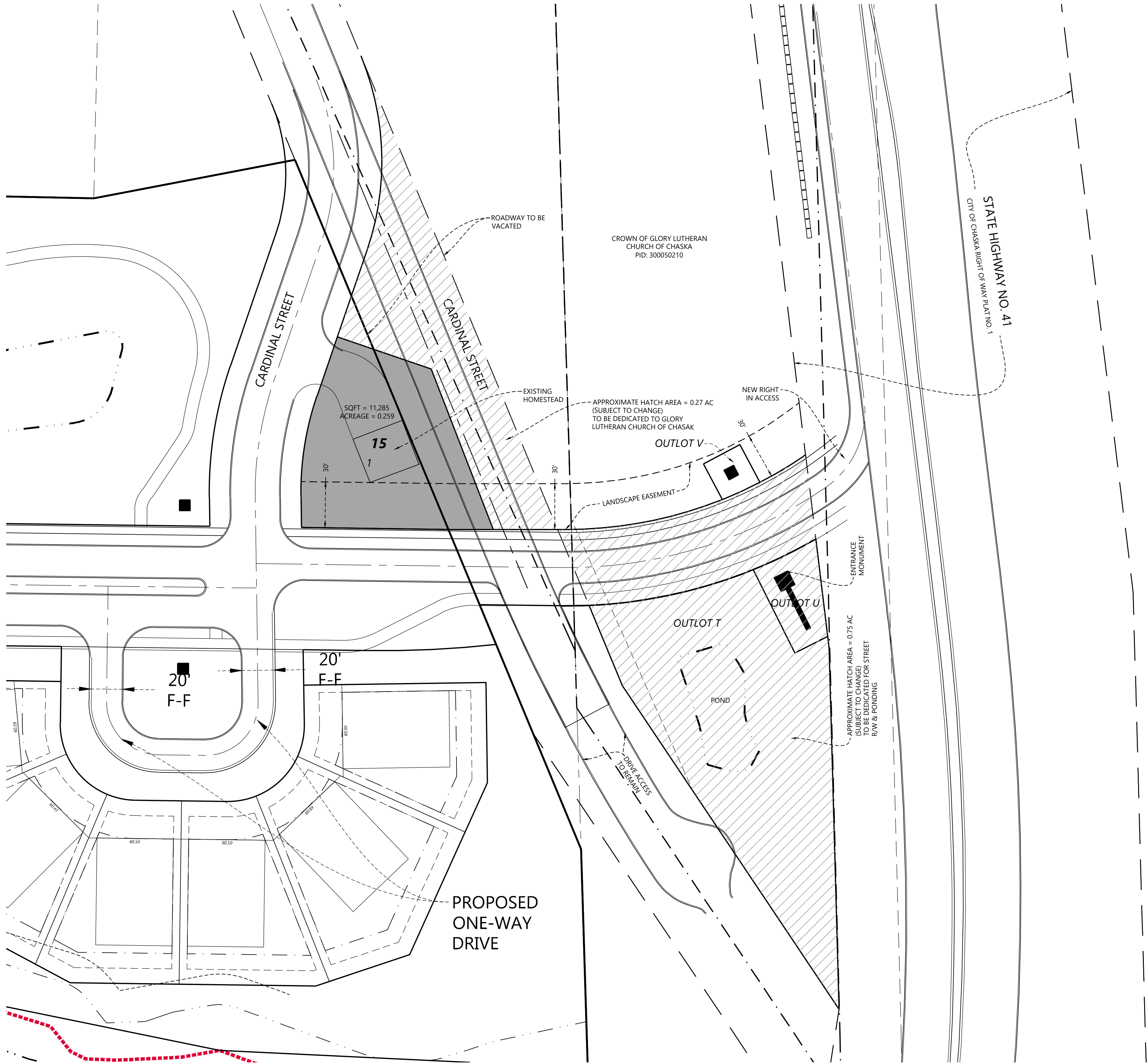
DEL WEBB AT CHASKA
CHASKA, MN

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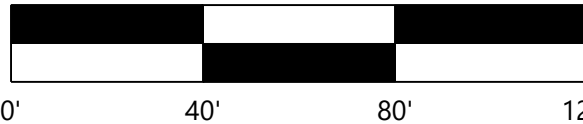
PRELIMINARY PLAT

PROJECT NUMBER: 0015521.00

SHEET NUMBER:
7 OF 40
DATE: 02/04/20



1" = 40'



DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' OR 4'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

PREPARED FOR:

PULTE GROUP

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

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

DATE: _____ LICENSE NO. _____

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

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PRELIMINARY PLAT -
DETAIL

PROJECT NUMBER: 0015521.00

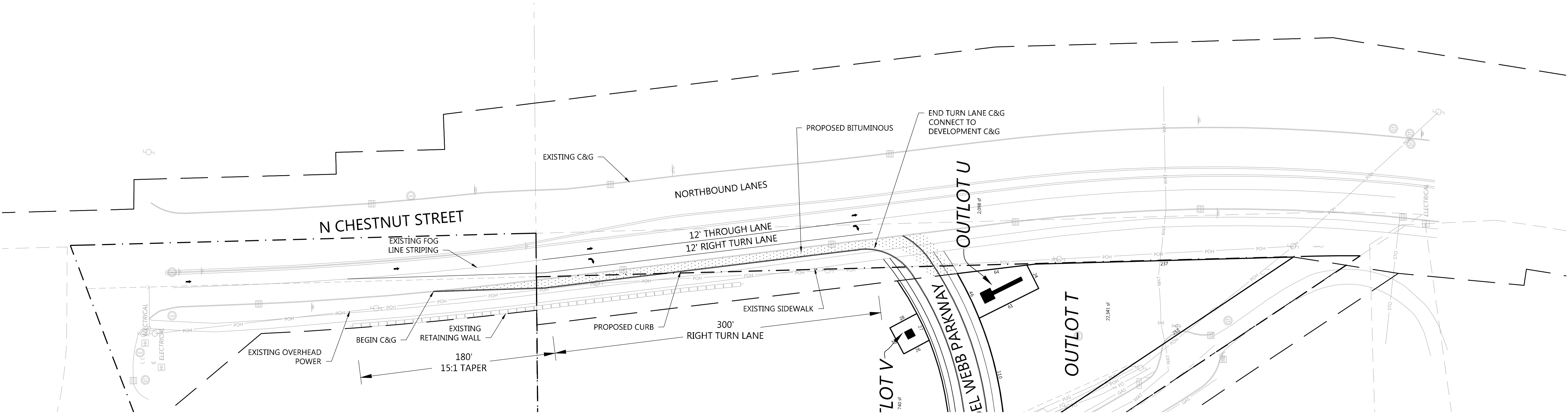
SHEET NUMBER:

8 OF 40

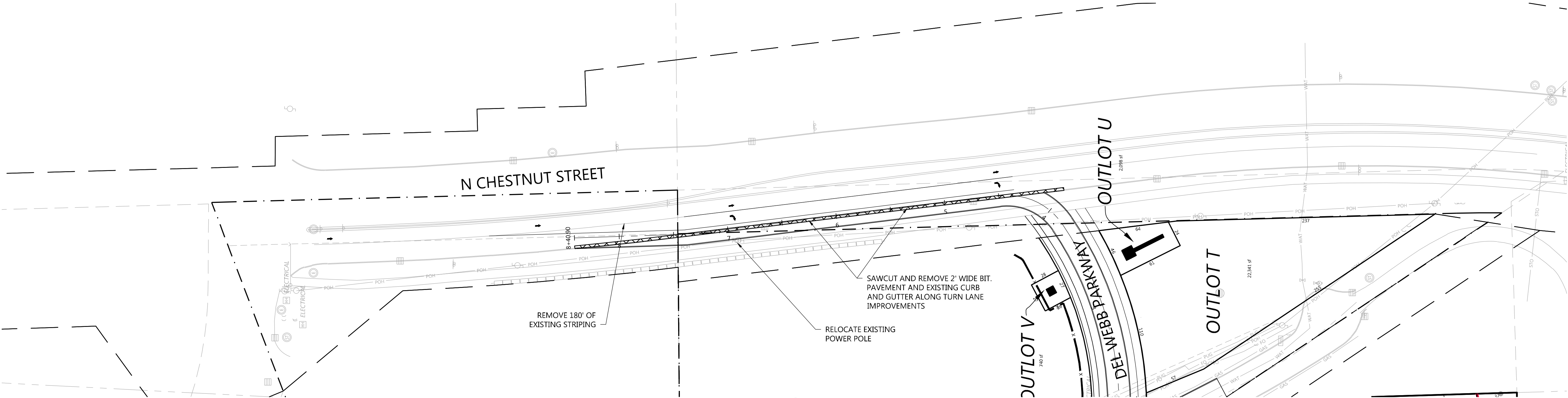
DATE: 02/04/20

Geometric Layout

Call 48 Hours before digging:
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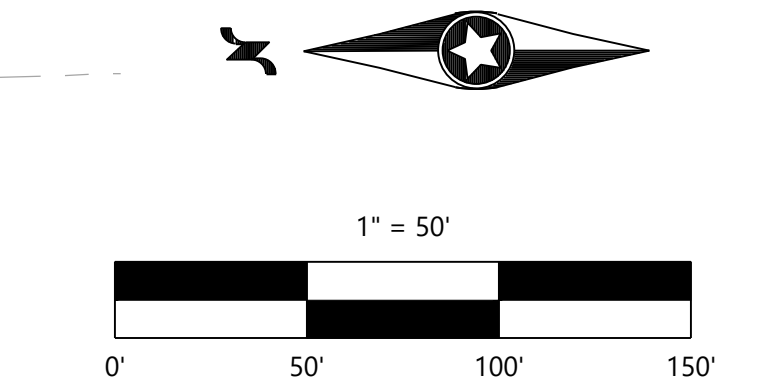


Removals Plan



Legend

- Existing Pavement
- Removal Limits
- New Pavement
- Limits



NOT FOR CONSTRUCTION

DESIGNED:	INITIAL ISSUE: 02/04/20
CHECKED:	REVISIONS:
DRAWN:	02/26/20 CITY COMMENTS
HORIZONTAL SCALE: ###	
VERTICAL SCALE: ### OR ###	

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

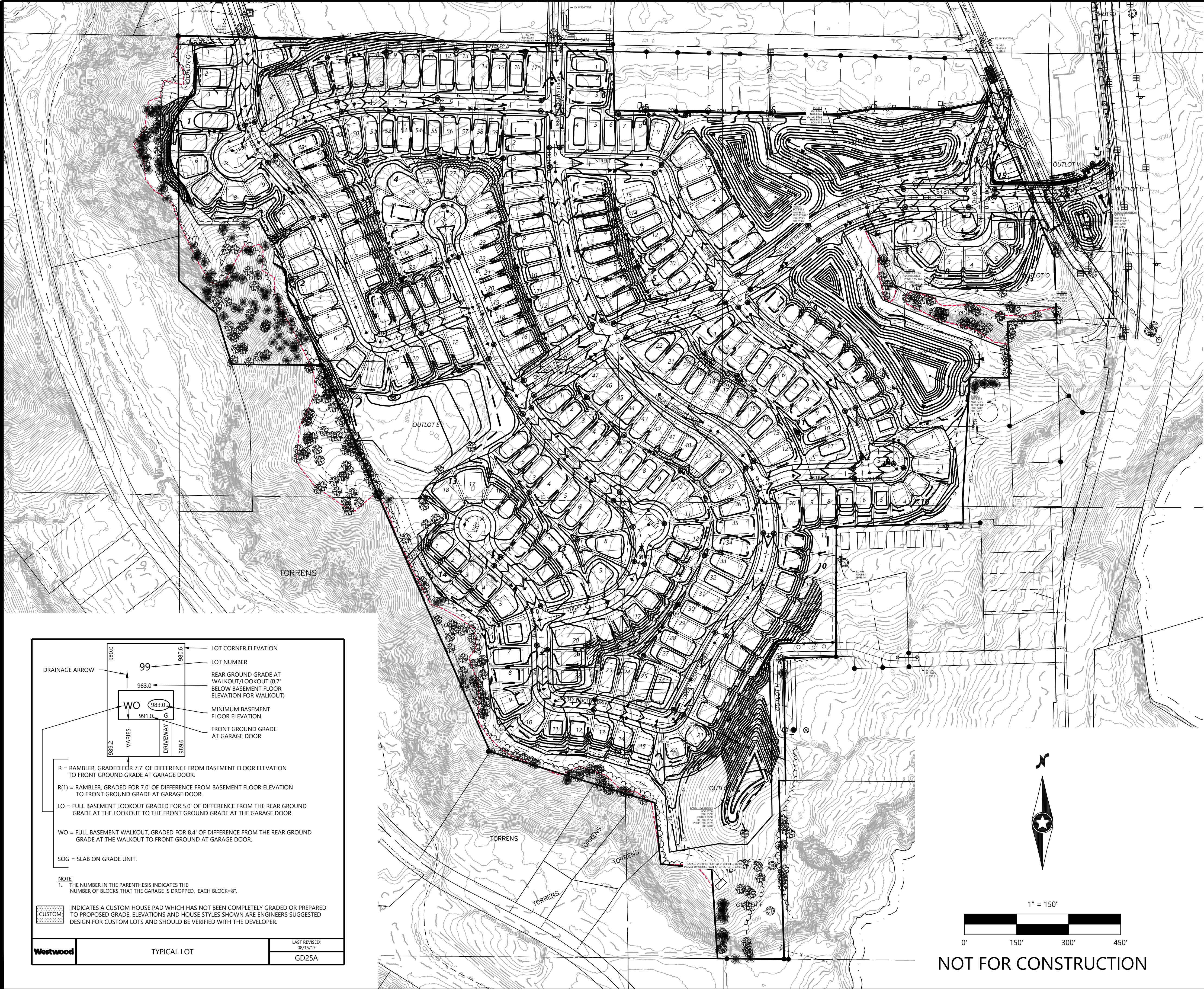
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
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DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS
OF THE STATE OF MINNESOTA
RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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TURN LANE PLAN

SHEET NUMBER:
9 OF 40
DATE: 02/04/20
PROJECT NUMBER: 0015521.00



GRADING & EROSION CONTROL LEGEND

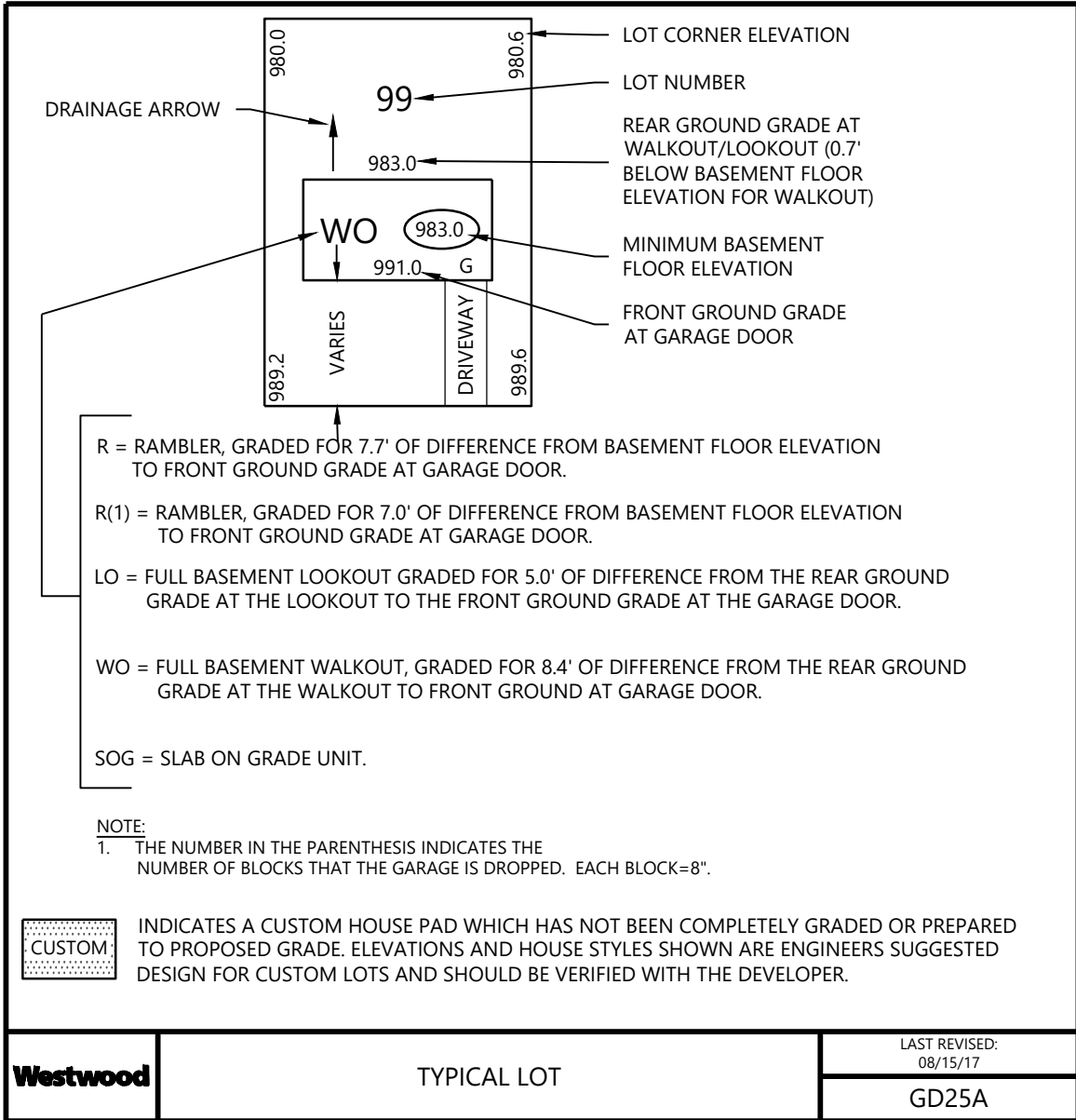
EXISTING	PROPOSED	
		PROPERTY LINE
		SOIL BORING LOCATION
		INDEX CONTOUR
		INTERVAL CONTOUR
		SPOT ELEVATION
		HIGH/LOW POINT
		CL-CL ELEVATION
		FLOW DIRECTION
		TOP AND BOTTOM OF RETAINING WALL
		EMERGENCY OVERFLOW
		PROPOSED STREET PROFILE GRADE
		STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
		GRADING LIMITS
		SILT FENCE
		SILT FENCE-POST GRADING
		HEAVY DUTY SILT FENCE
		REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		EROSION CONTROL CHECKS/BIOROLLS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
		POND NORMAL WATER LEVEL
		WETLAND LINE
		WETLAND FILL
		WETLAND BUFFER
		POND ACCESS MAINTENANCE BENCH
		WETLAND BUFFER LIMITS
		WETLAND BUFFER MONUMENT
		DO NOT DISTURB

DND
GRADING & DRAINAGE NOTES

- ALL CONTOURS AND SPOT ELEVATIONS ARE SHOWN TO FINISHED SURFACE/GUTTER GRADES UNLESS OTHERWISE NOTED.
- REFER TO THE SITE PLAN/RECORD PLAT FOR MOST CURRENT HORIZONTAL SITE DIMENSIONS AND LAYOUT.
- THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHICAL FEATURES WITH THE OWNERS AND FIELD-VERIFY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
- ALL CONSTRUCTION SHALL CONFORM TO LOCAL RULES.
- THE CONTRACTOR IS TO CONTACT GOPHER STATE "ONE CALL" FOR UTILITY LOCATIONS AT 651-454-0002.
- THE GRADING CONTRACTOR MUST BE AWARE OF ALL EXISTING AND PROPOSED UTILITIES.
- HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
- POSITIVE DRAINAGE FROM THE SITE MUST BE PROVIDED AT ALL TIMES.

EROSION CONTROL NOTES

- ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAY BALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A ROCK ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
- REDUNDANT PERIMETER SEDIMENT CONTROLS ARE NECESSARY WHEN SOIL DISTURBANCE IS WITHIN 50 FEET OF SURFACE WATERS. REDUNDANT SEDIMENT CONTROLS COULD INCLUDE:
 - TWO ROWS OF SILT FENCE (SEPARATED BY 8 FEET); OR
 - SILT FENCE AND A TOPSOIL BERM (STABILIZE BERM WITH MULCH); OR
 - SILT FENCE AND FIBER LOGS; OR
 - TOPSOIL BERM AND FIBER LOGS (STABILIZE BERM WITH MULCH).
- REDUNDANT SEDIMENT CONTROLS MUST BE INSTALLED PRIOR TO DISTURBING WITHIN 50 FEET OF THE SURFACE WATER.



DESIGNED:	02/04/20
CHECKED:	
DRAWN:	
HORIZONTAL SCALE:	150'
VERTICAL SCALE:	30' OR 15'

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS
OF THE STATE OF MINNESOTA
RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Westwood Professional Services, Inc.

PRELIMINARY GRADING,
DRAINAGE & EROSION
CONTROL - OVERALL

PROJECT NUMBER: 0015521.00

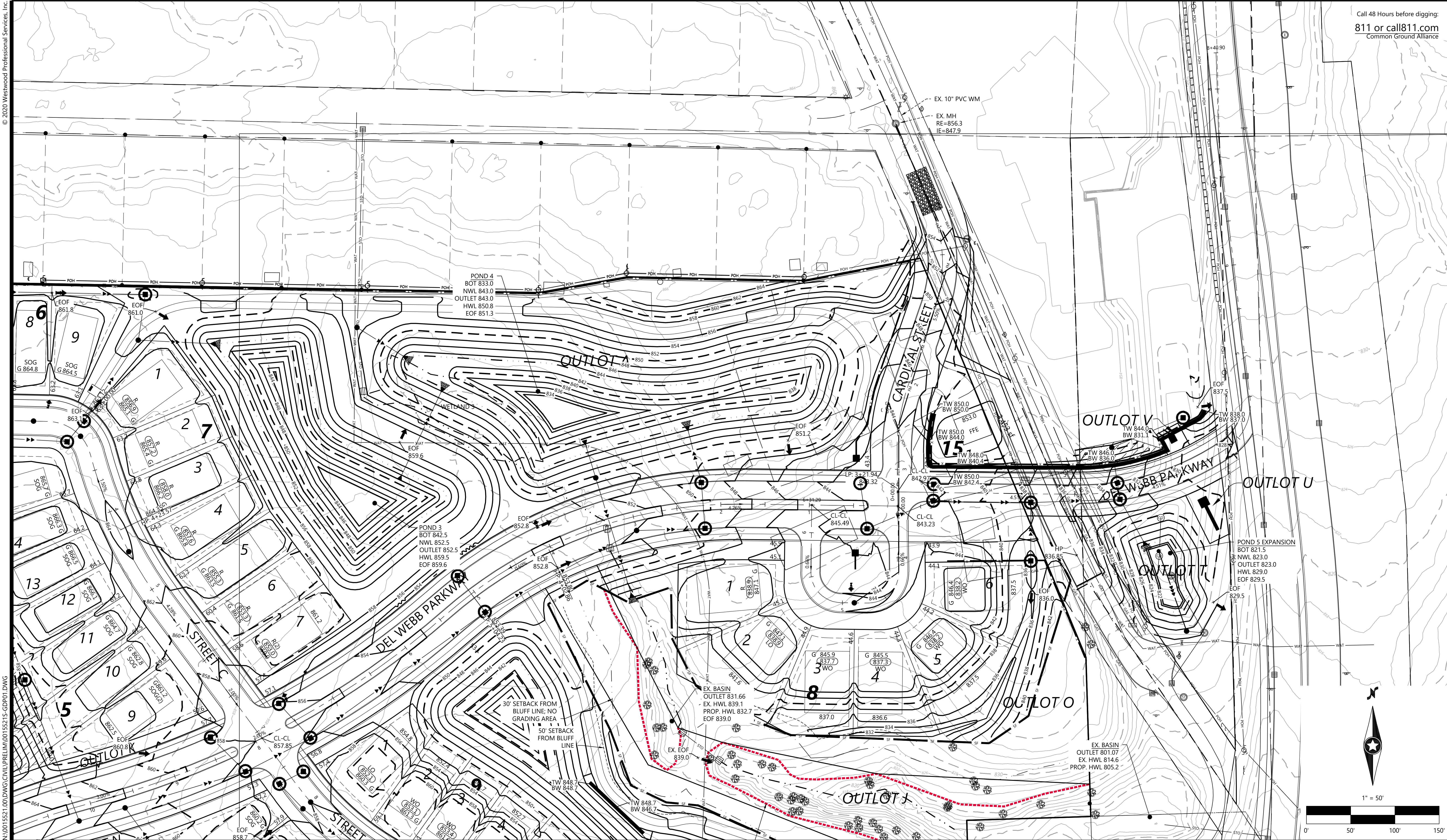
SHEET NUMBER:

10 OF 40

DATE: 02/04/20



DATE: 02/04/20



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DEL WEBB AT CHASKA

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS

PREPARED FOR:

PULTE GROUP

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

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**PRELIMINARY GRADING,
DRAINAGE & EROSION
CONTROL**

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

12 OF **40**

DATE: 02/04/20



DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

PREPARED FOR:

PULTE GROUP

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

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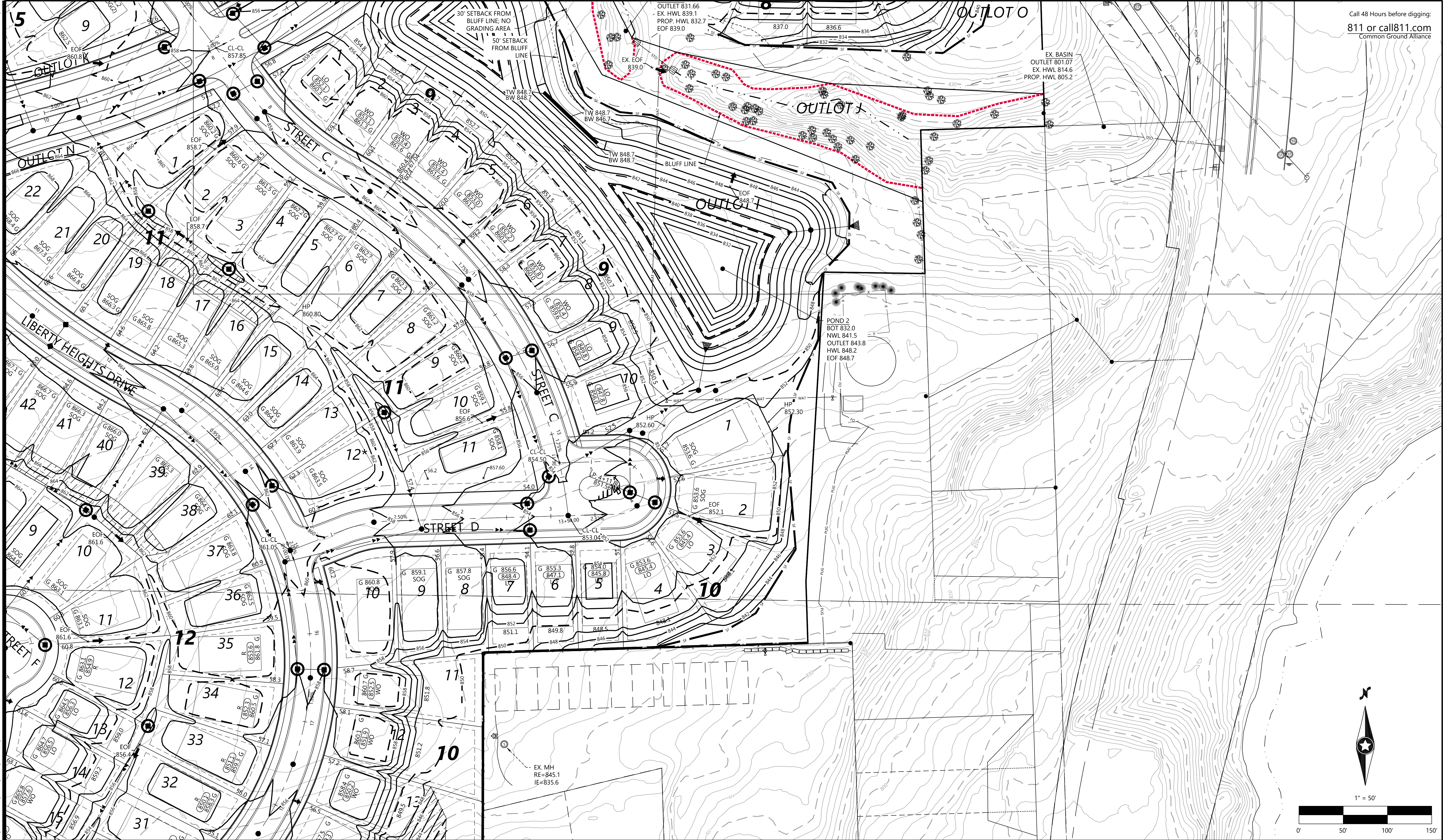
PRELIMINARY GRADING,
DRAINAGE & EROSION
CONTROL

PROJECT NUMBER: 0015521.00

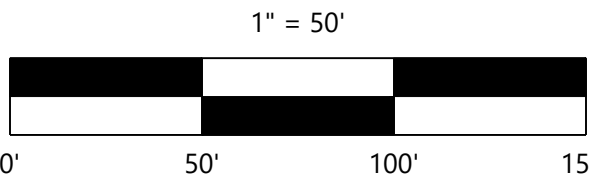
SHEET NUMBER:

13 OF 40

DATE: 02/04/20



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CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20

REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

PREPARED FOR:

PULTE GROUP

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

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**PRELIMINARY GRADING,
DRAINAGE & EROSION
CONTROL**

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

14 OF **40**

DATE: 02/04/20

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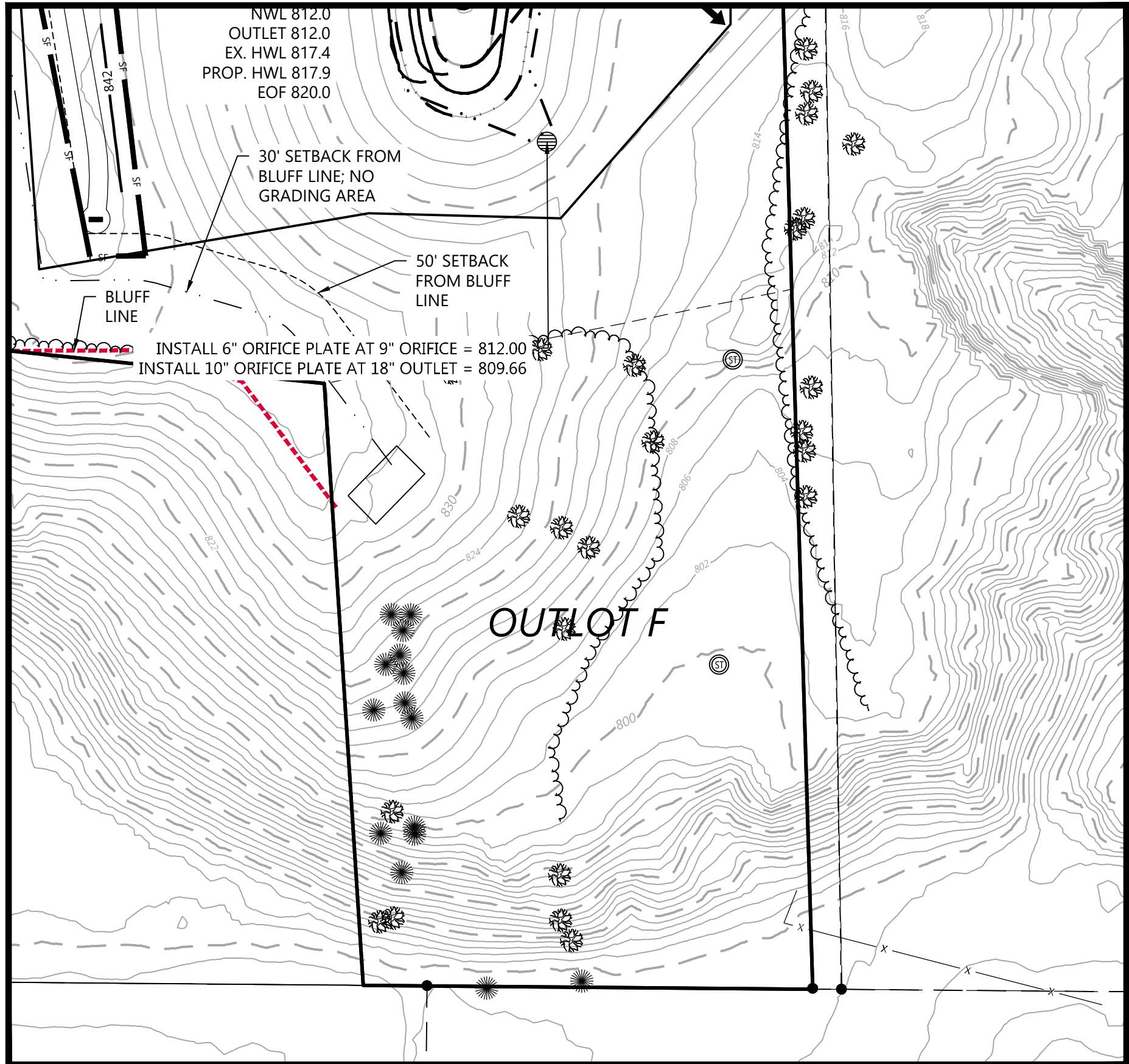
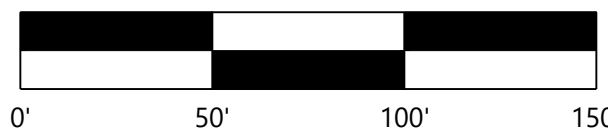
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EX. MH
RE=845.6
IE=835.6



1" = 50'



DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS

PREPARED FOR:

PULTE GROUP

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

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DATE: 02/04/20 LICENSE NO. 41257

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PRELIMINARY GRADING,
DRAINAGE & EROSION
CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

15 OF 40

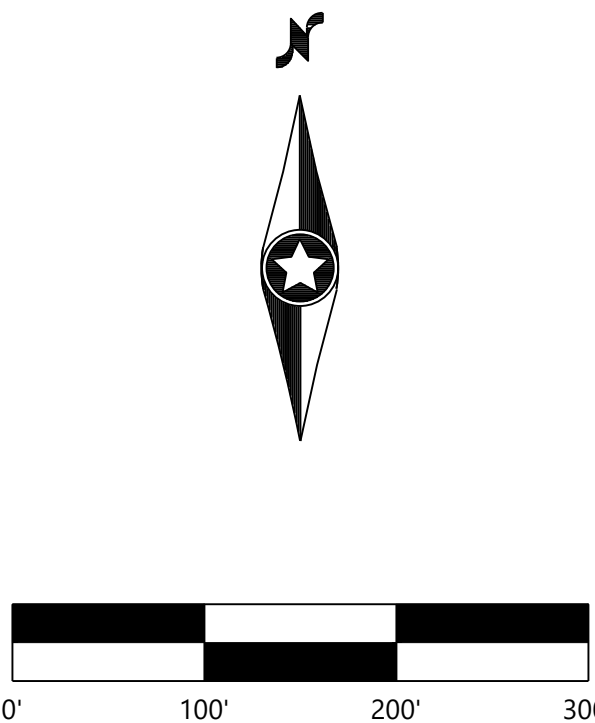
DATE: 02/04/20



WETLAND TABULATION

EXISTING	PROPOSED	
		PROPERTY LINE
		SOIL BORING LOCATION
		INDEX CONTOUR
		INTERVAL CONTOUR
		STORM SEWER
		SILT FENCE
		WETLAND LINE
		WETLAND FILL

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NOT FOR CONSTRUCTION

DESIGNED:	.
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DRAWN:	.
HORIZONTAL SCALE:	100.000037'
VERTICAL SCALE:	20' OR 10'

INITIAL ISSUE:	02/04/20	
REVISIONS:		
	02/26/20	CITY COMMENTS
	----	,
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	----	,
	----	,

PREPARED FOR:

PULTE GROUP
10 FLYING CLOUD DRIVE, SUITE 200
EDEN PRAIRIE, MN 55344

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PRELIMINARY WETLAND IMPACT PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER

16 OF 40

DATE: 02/04/20

UTILITY LEGEND

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

GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
3. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMITS FOR ALL WORK OUTSIDE OF THE PROPERTY LIMITS.
4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.
6. WATER SERVICE SHALL BE INSTALLED WITH A MIN. OF 7.5' OF COVER. THE CONTRACTOR SHALL VERIFY AS-BUILT CONSTRUCTION PLANS TO CHECK LOCATION AND MATERIAL TYPE.
7. ALL STORM SEWER PIPE SHALL BE CLASS 5 UNLESS OTHERWISE NOTED.
8. SEWER AND WATER SERVICES SHALL BE PLACED TO AVOID DRIVEWAYS.

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DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS
02/26/20 CITY COMMENTS
02/26/20 CITY COMMENTS
02/26/20 CITY COMMENTS
02/26/20 CITY COMMENTS

PREPARED FOR:

PULTE GROUP

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

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**PRELIMINARY UTILITY
PLAN - NORTH**

PROJECT NUMBER: 0015521.00

SHEET NUMBER:

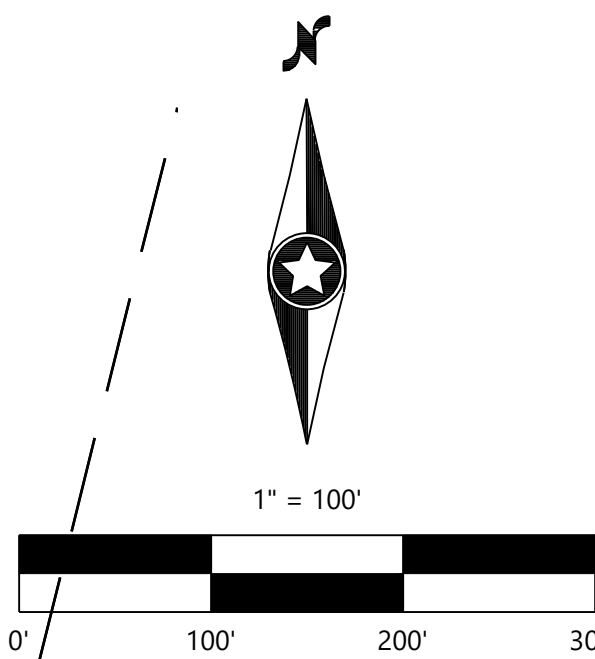
17

OF

40

DATE: 02/04/20

NOT FOR CONSTRUCTION



DEL WEBB AT CHASKA

UTILITY LEGEND

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

GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
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4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.
6. WATER SERVICE SHALL BE INSTALLED WITH A MIN. OF 7.5' OF COVER. THE CONTRACTOR SHALL VERIFY AS-BUILT CONSTRUCTION PLANS TO CHECK LOCATION AND MATERIAL TYPE.
7. ALL STORM SEWER PIPE SHALL BE CLASS 5 UNLESS OTHERWISE NOTED.
8. SEWER AND WATER SERVICES SHALL BE PLACED TO AVOID DRIVEWAYS.

PREPARED FOR:

PULTE GROUP

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

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OF THE STATE OF MINNESOTA

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

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PRELIMINARY UTILITY PLAN - SOUTH

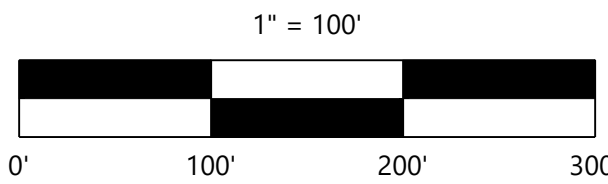
PROJECT NUMBER: 0015521.00

SHEET NUMBER:

18 OF 40

DATE: 02/04/20

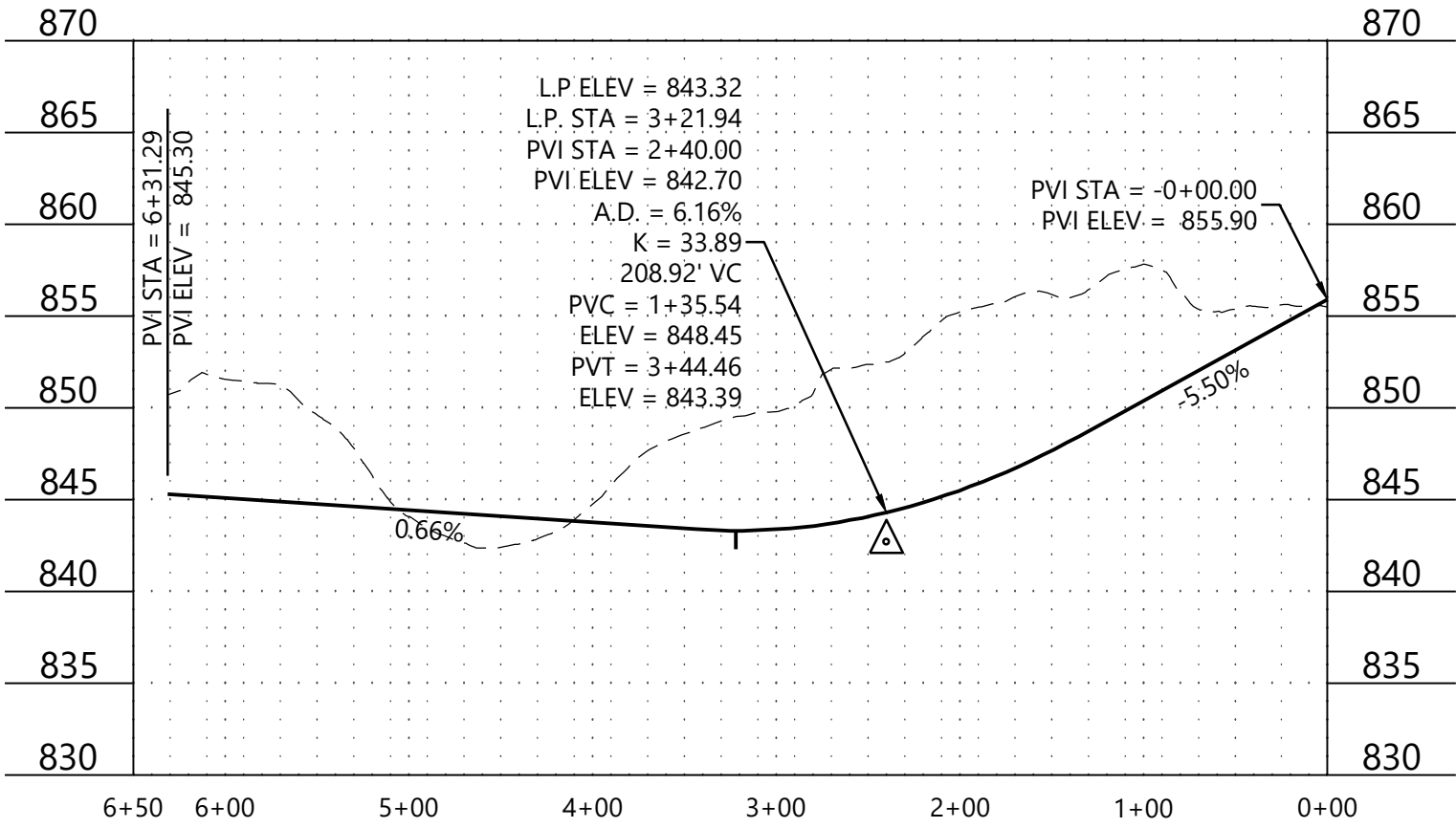
NOT FOR CONSTRUCTION



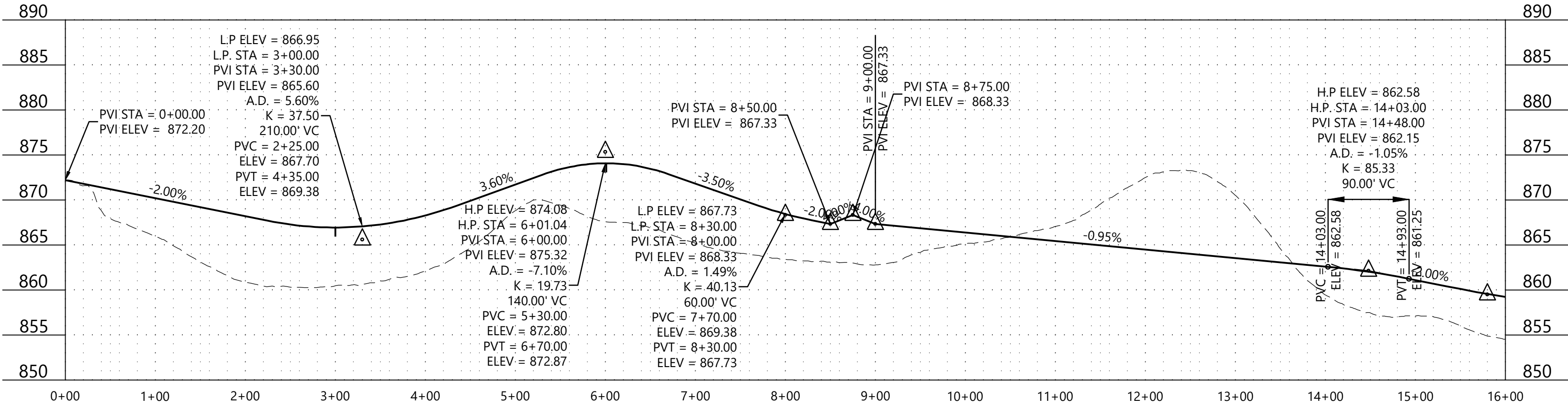
DEL WEBB AT CHASKA

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CARDINAL STREET

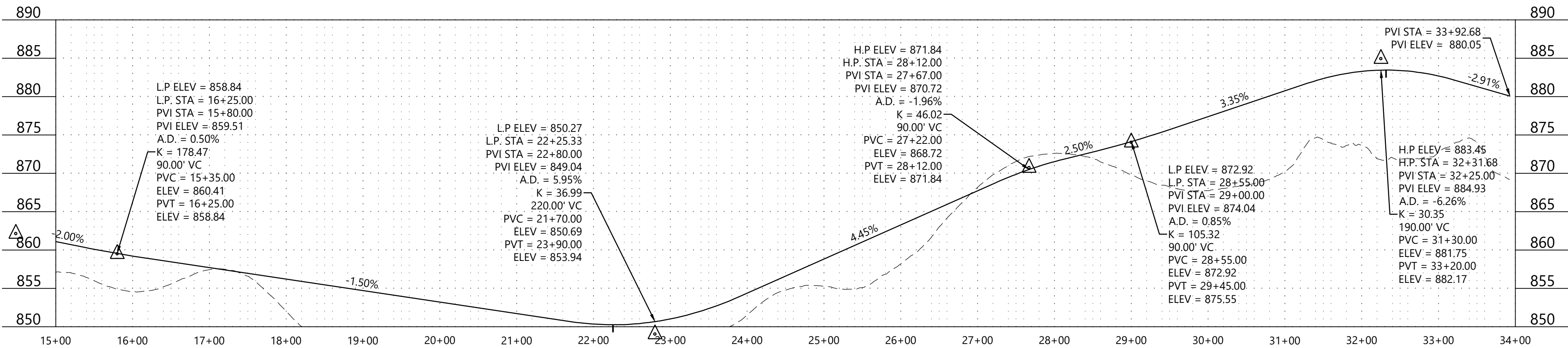


LIBERTY HEIGHTS DRIVE (0+00-16+00)

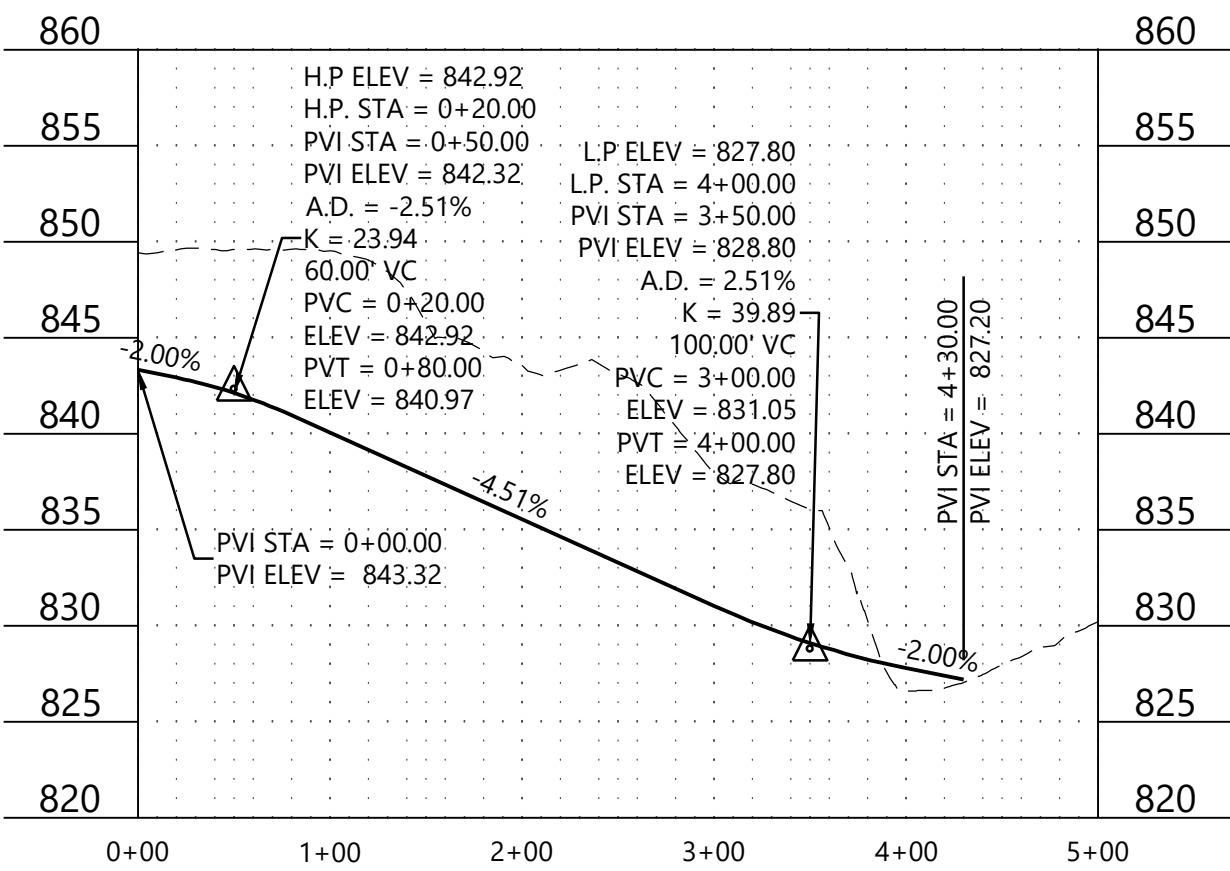


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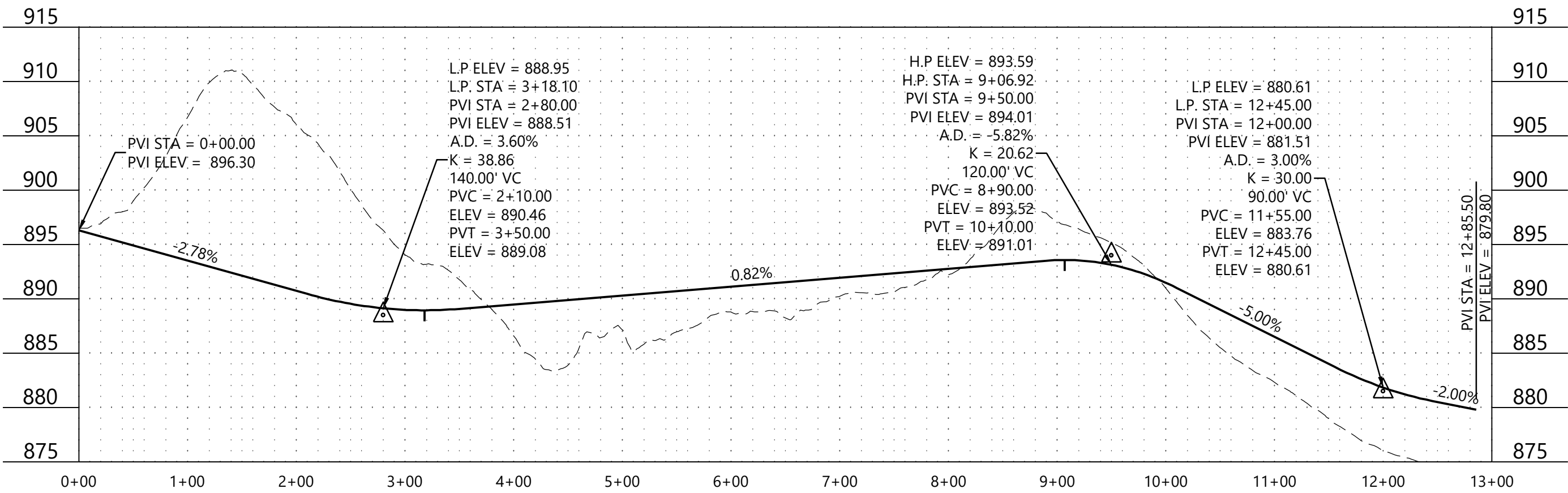
LIBERTY HEIGHTS DRIVE (15+00-34+00)



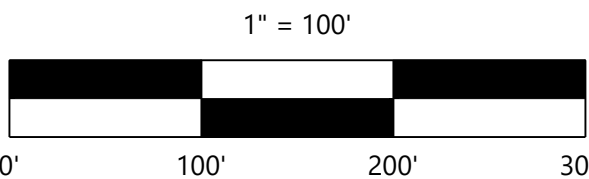
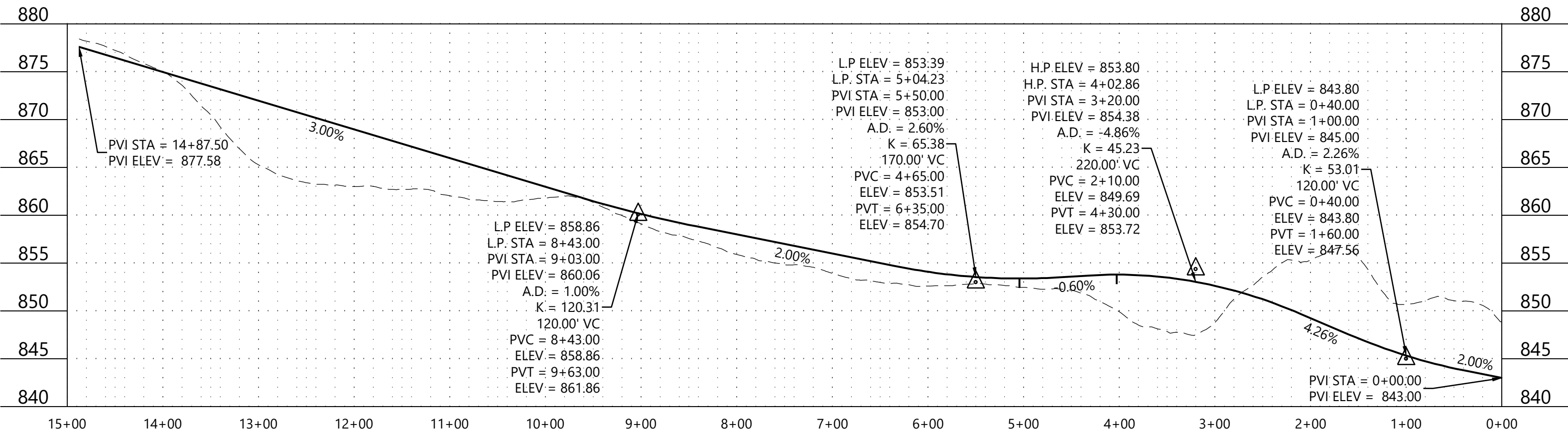
STREET A



MOERS DRIVE



STREET B



NOT FOR CONSTRUCTION

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DEL WEBB AT CHASKA

DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS

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

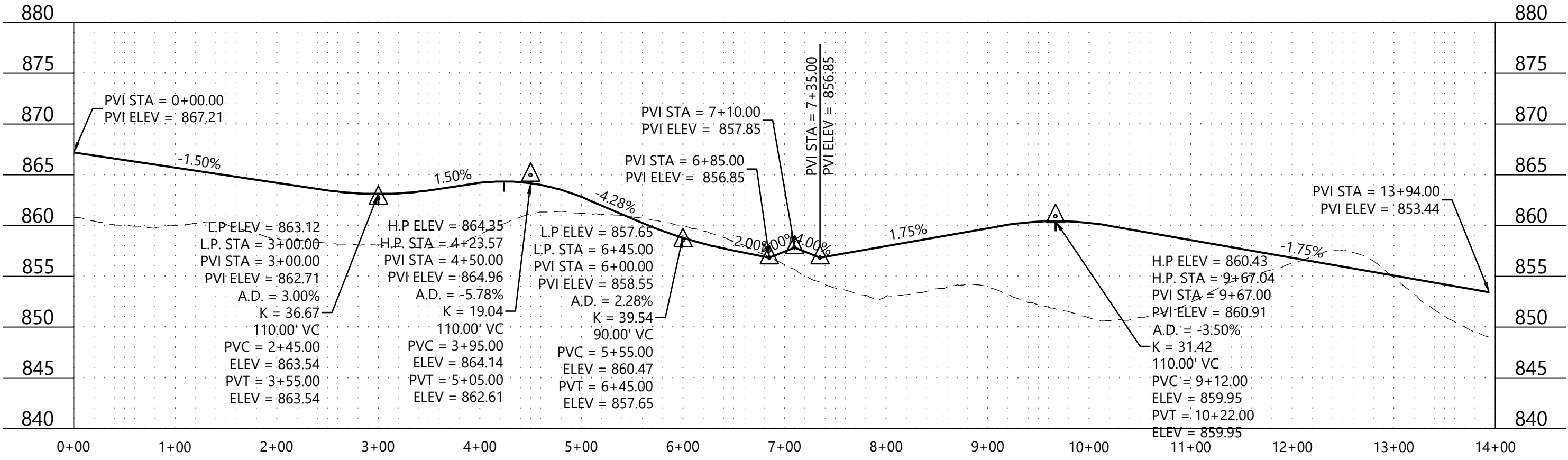
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
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RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

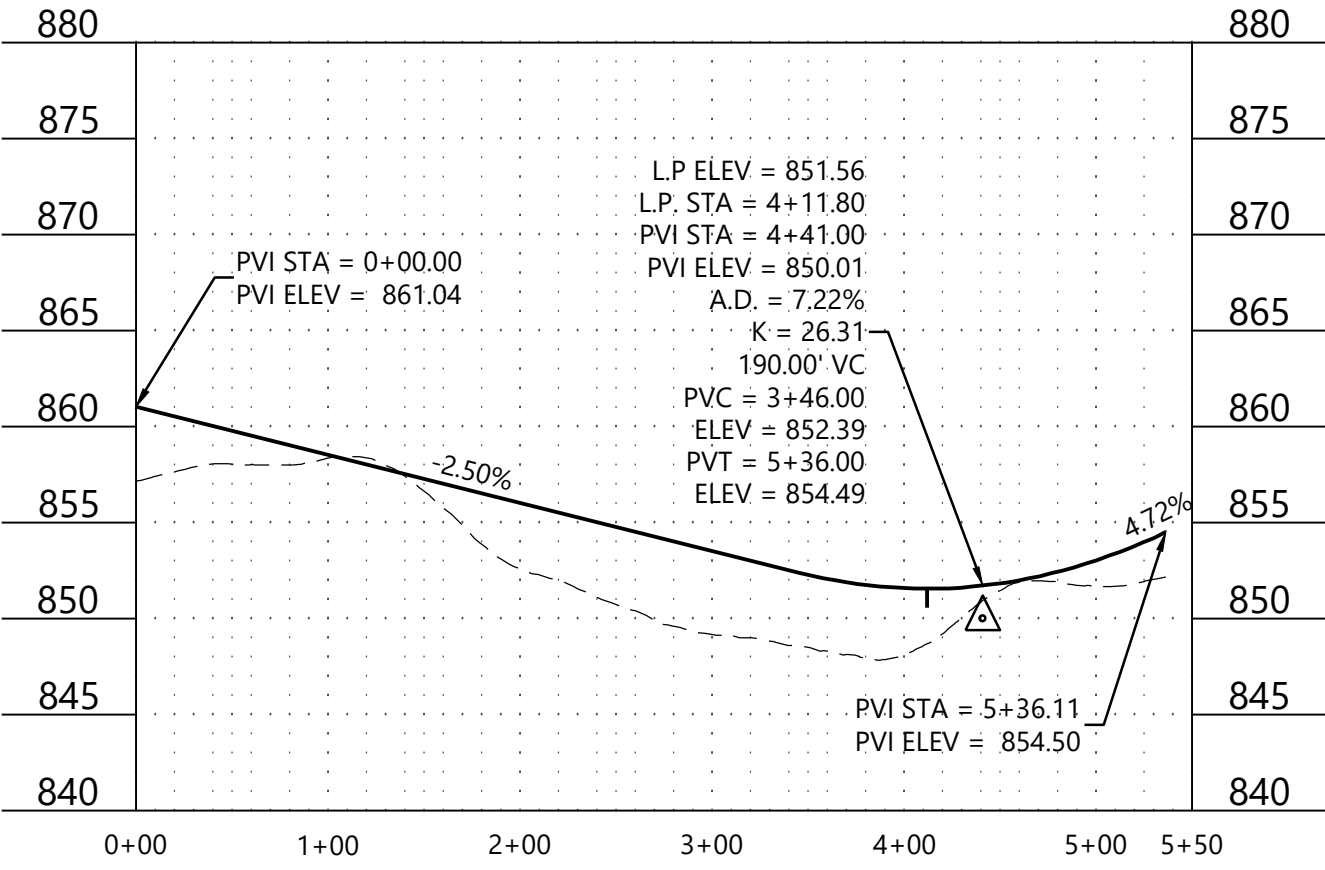
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SHEET NUMBER:
19 OF **40**
STREET PROFILES
PROJECT NUMBER: 0015521.00 DATE: 02/04/20

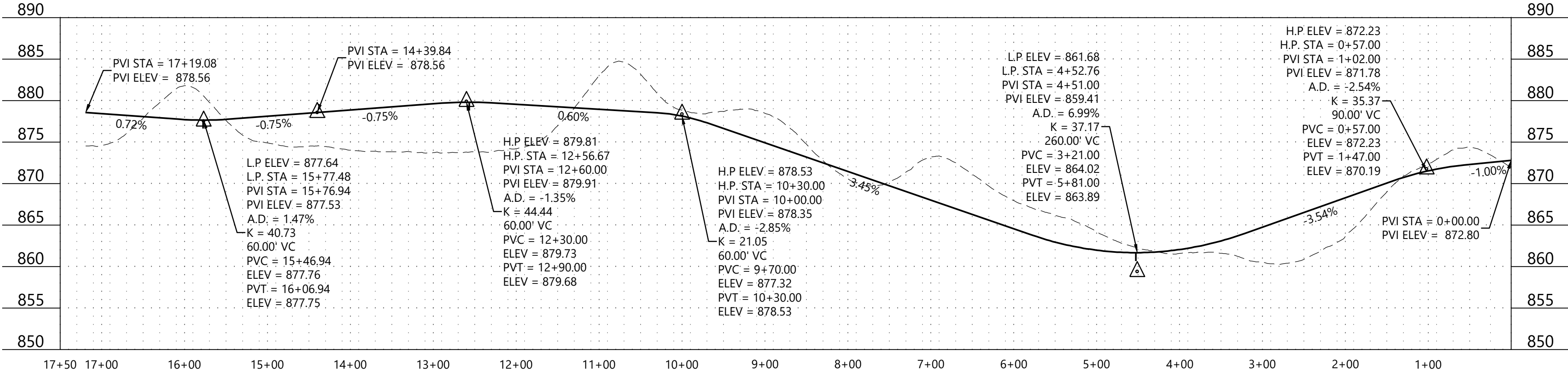
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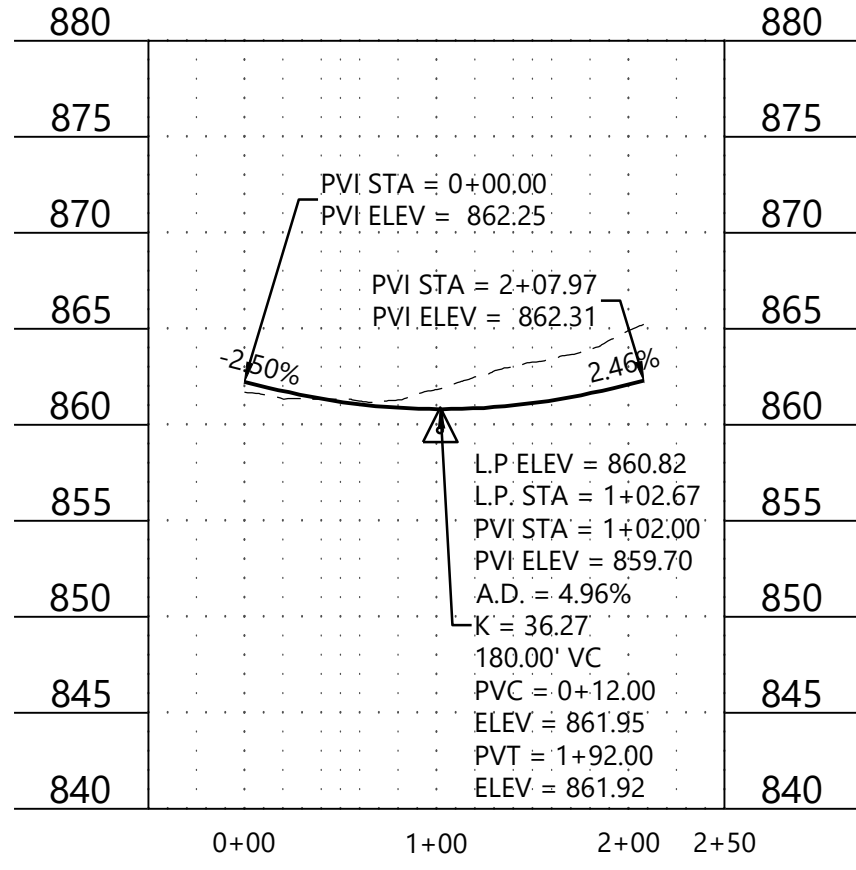
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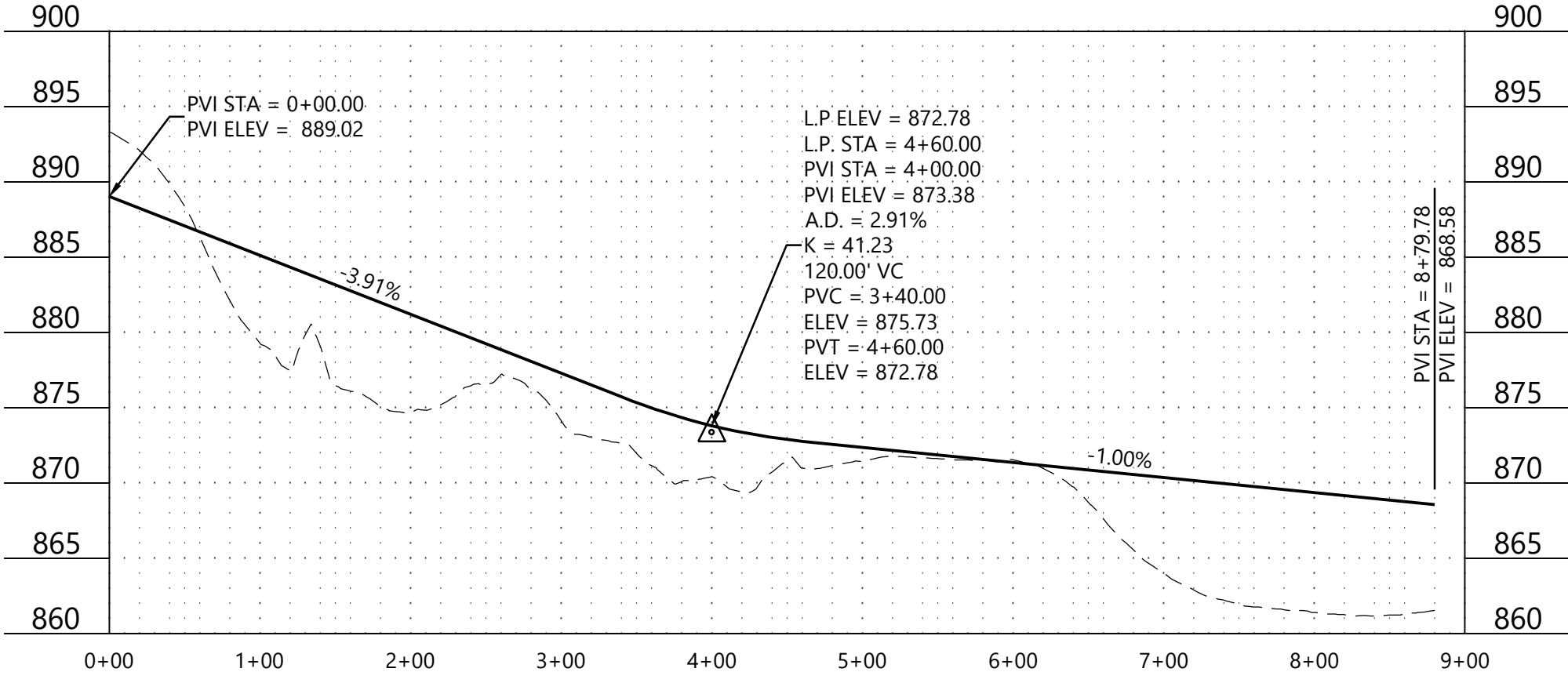
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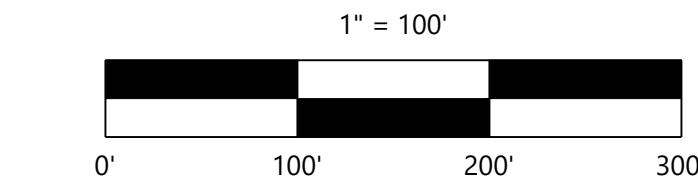
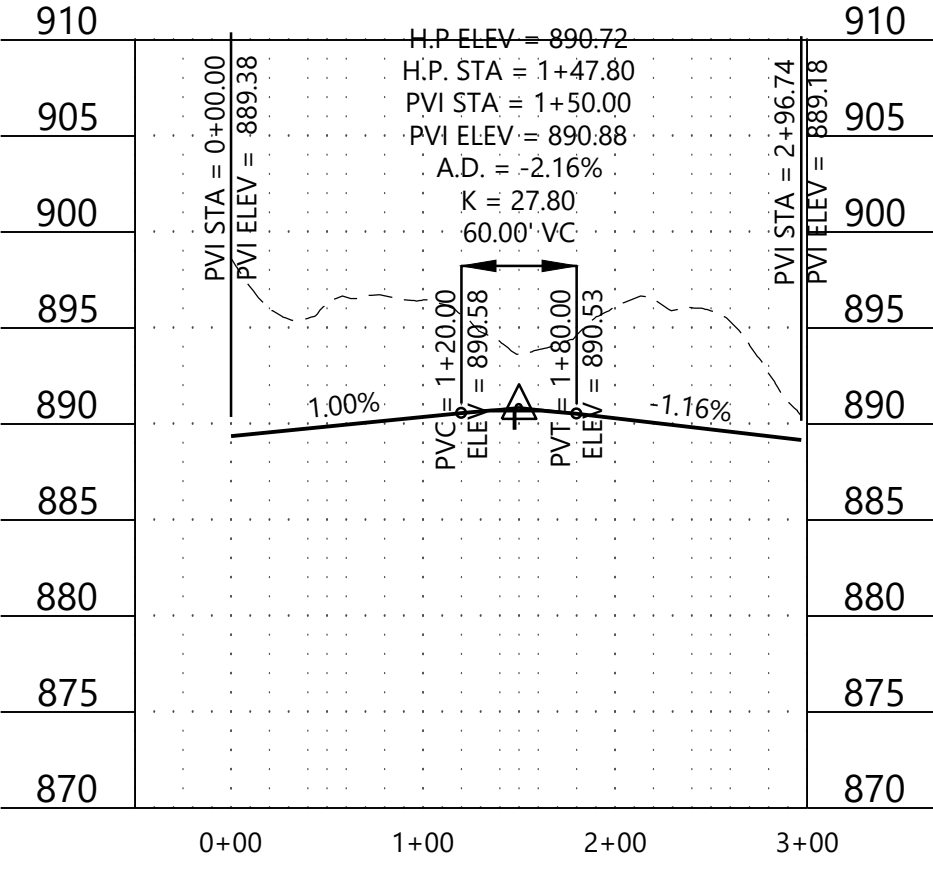
STREET F



STREET G



STREET H



NOT FOR CONSTRUCTION

DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS
OF THE STATE OF MINNESOTA
RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

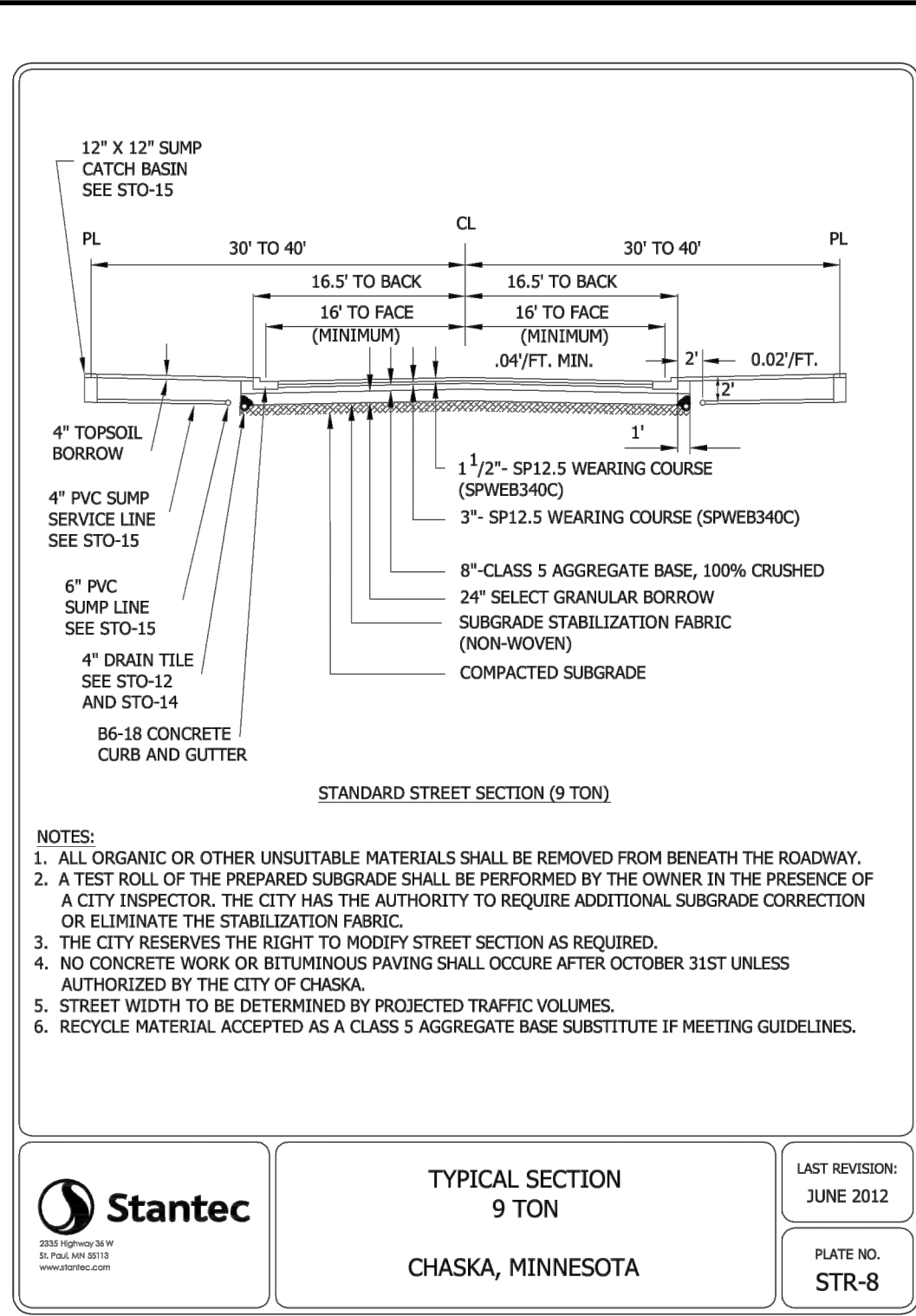
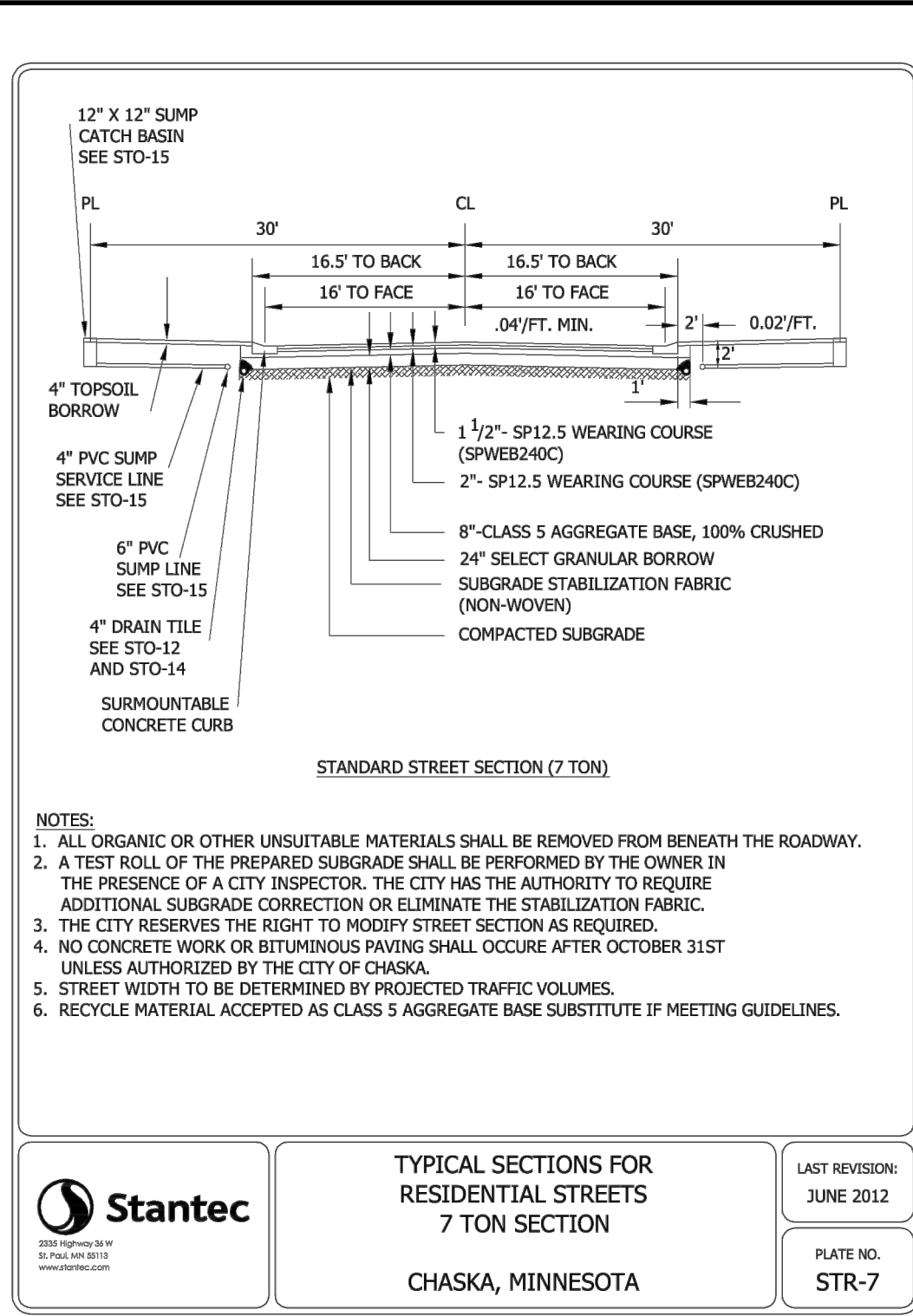
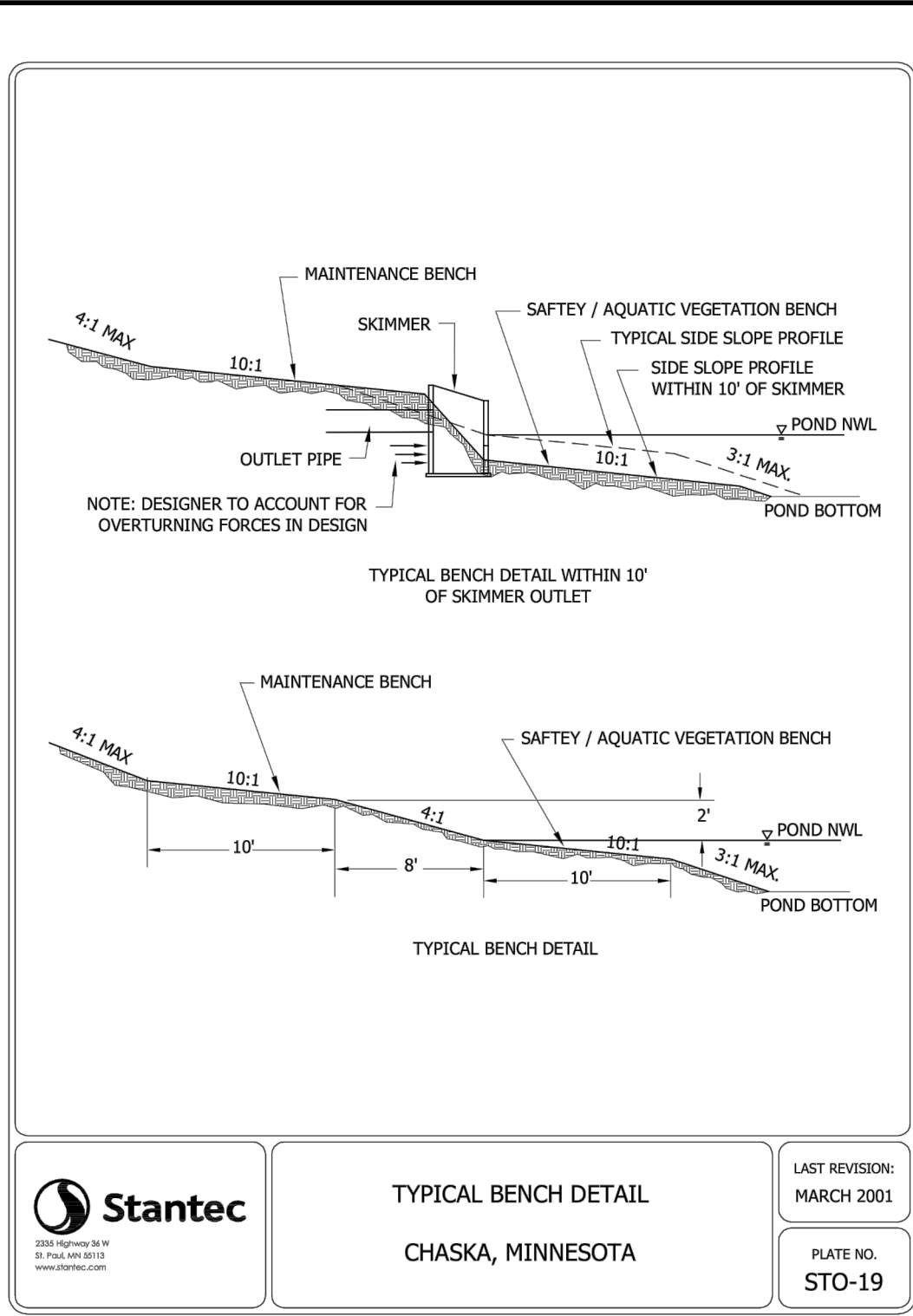
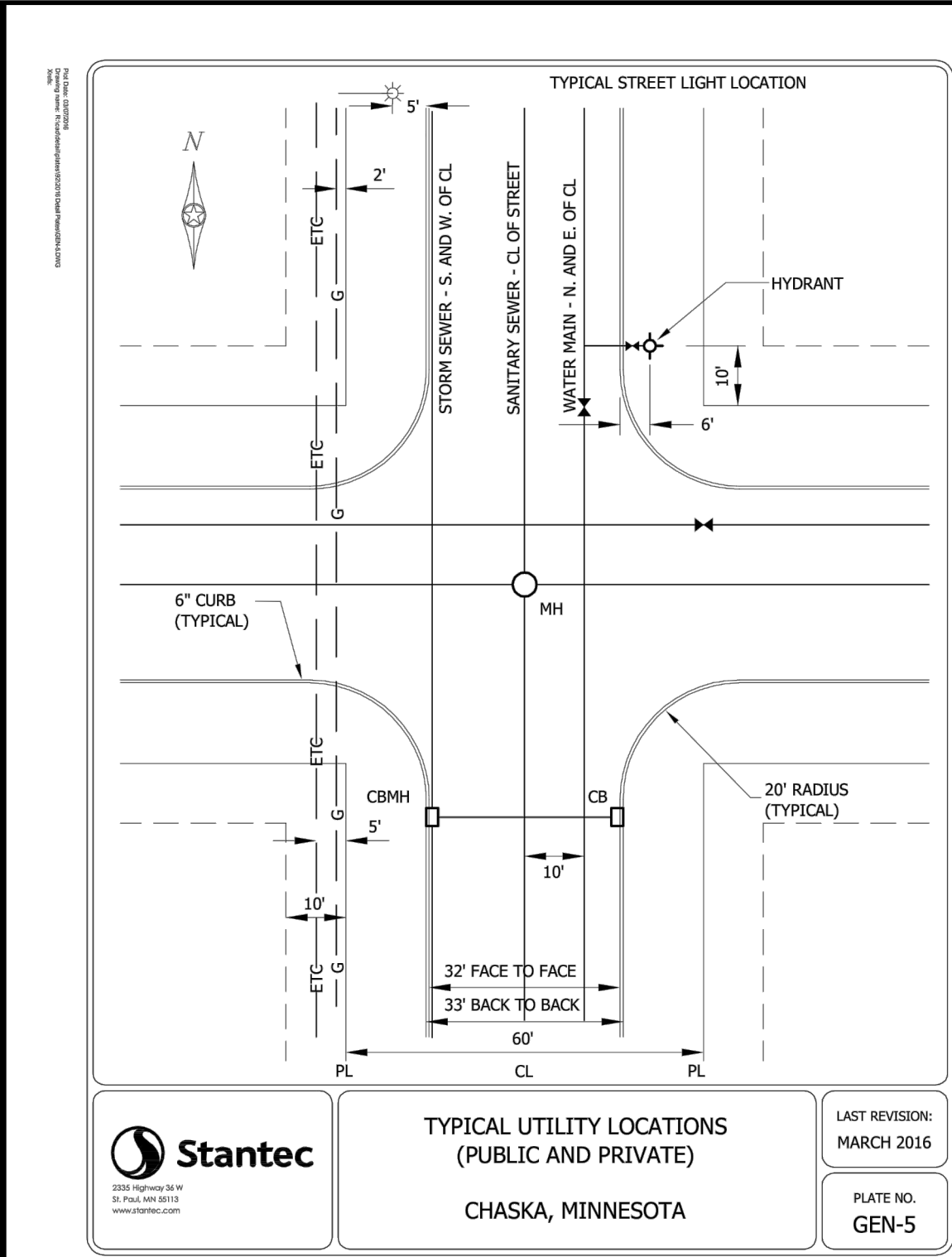
DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
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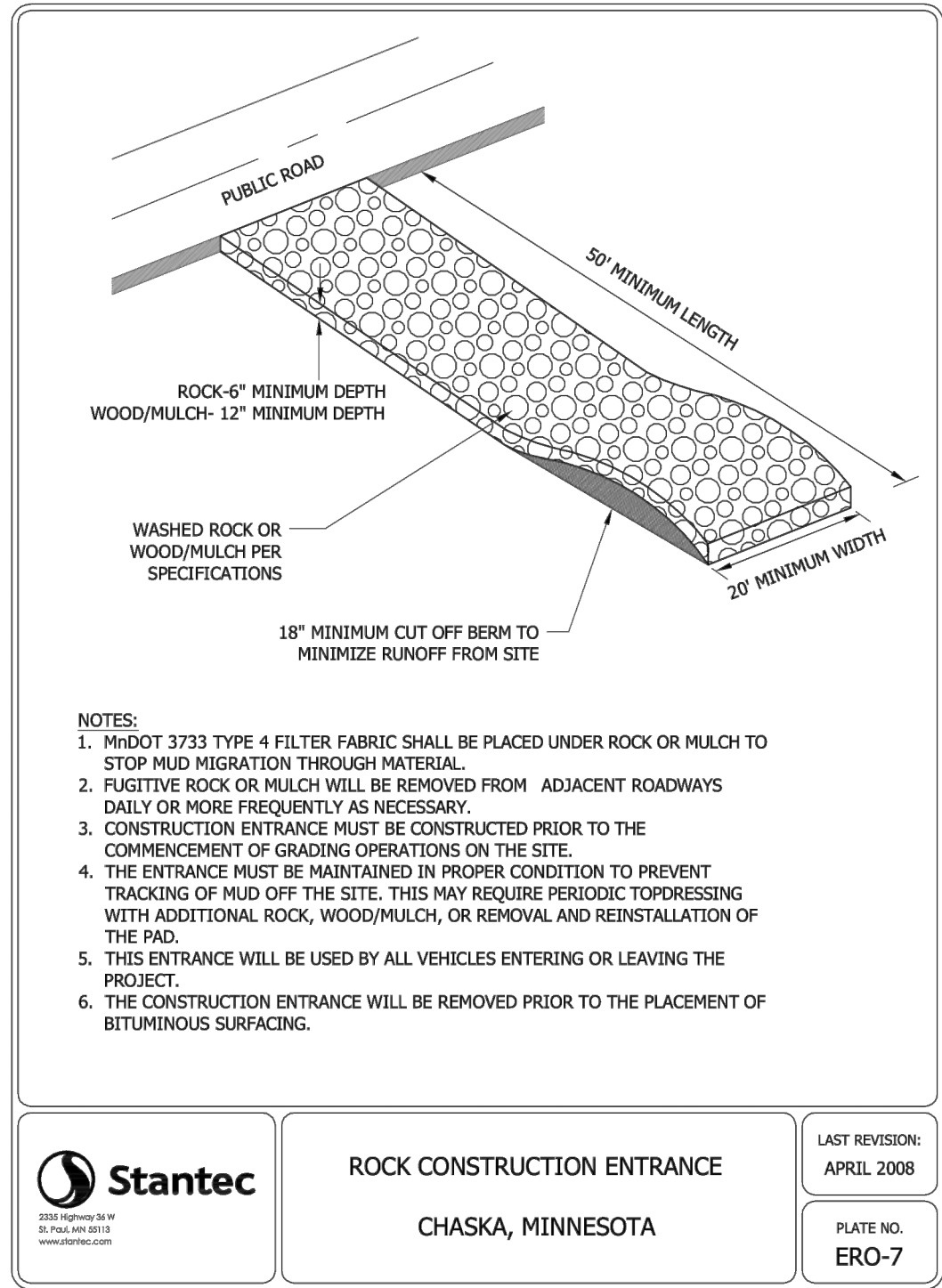
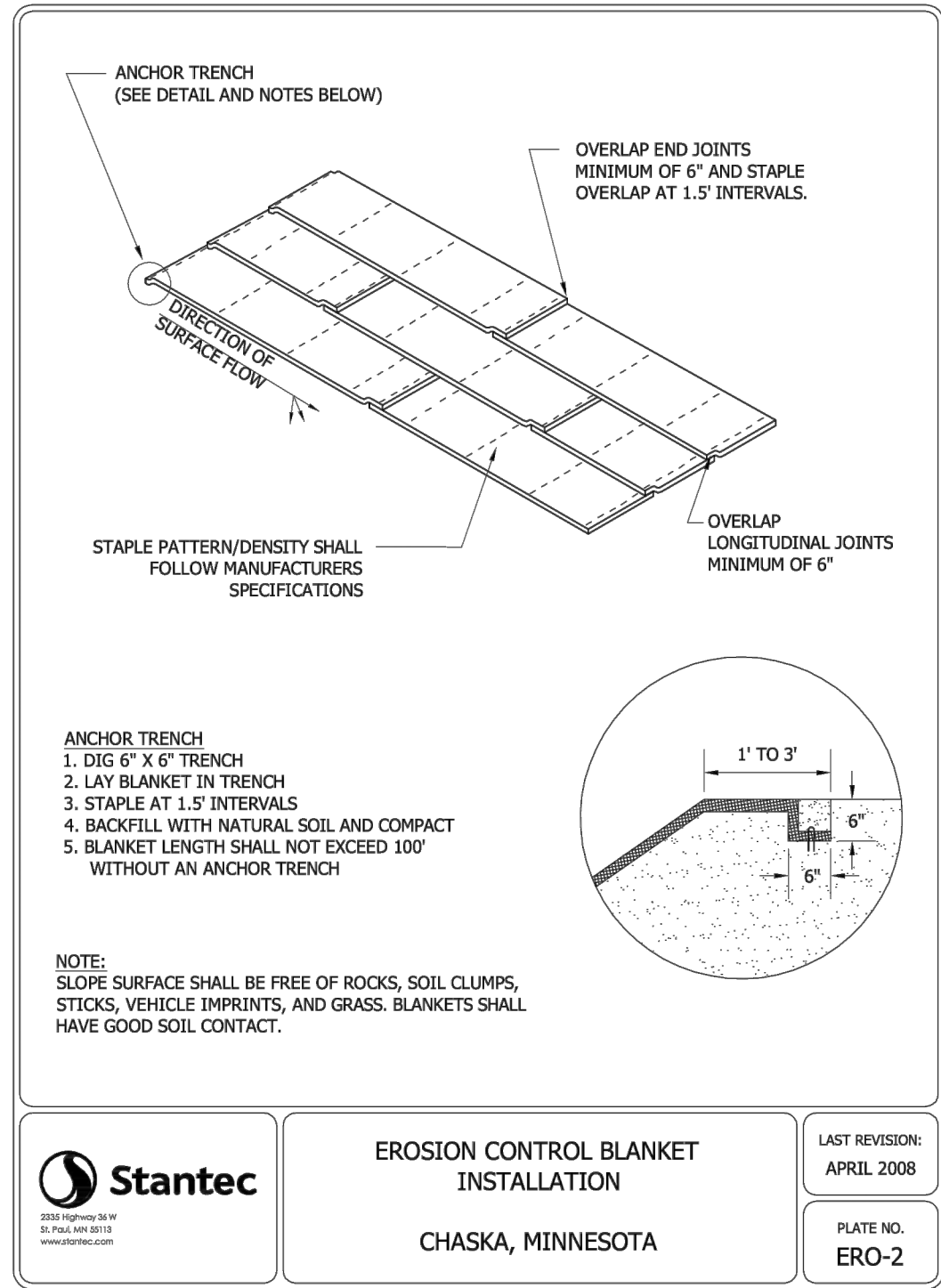
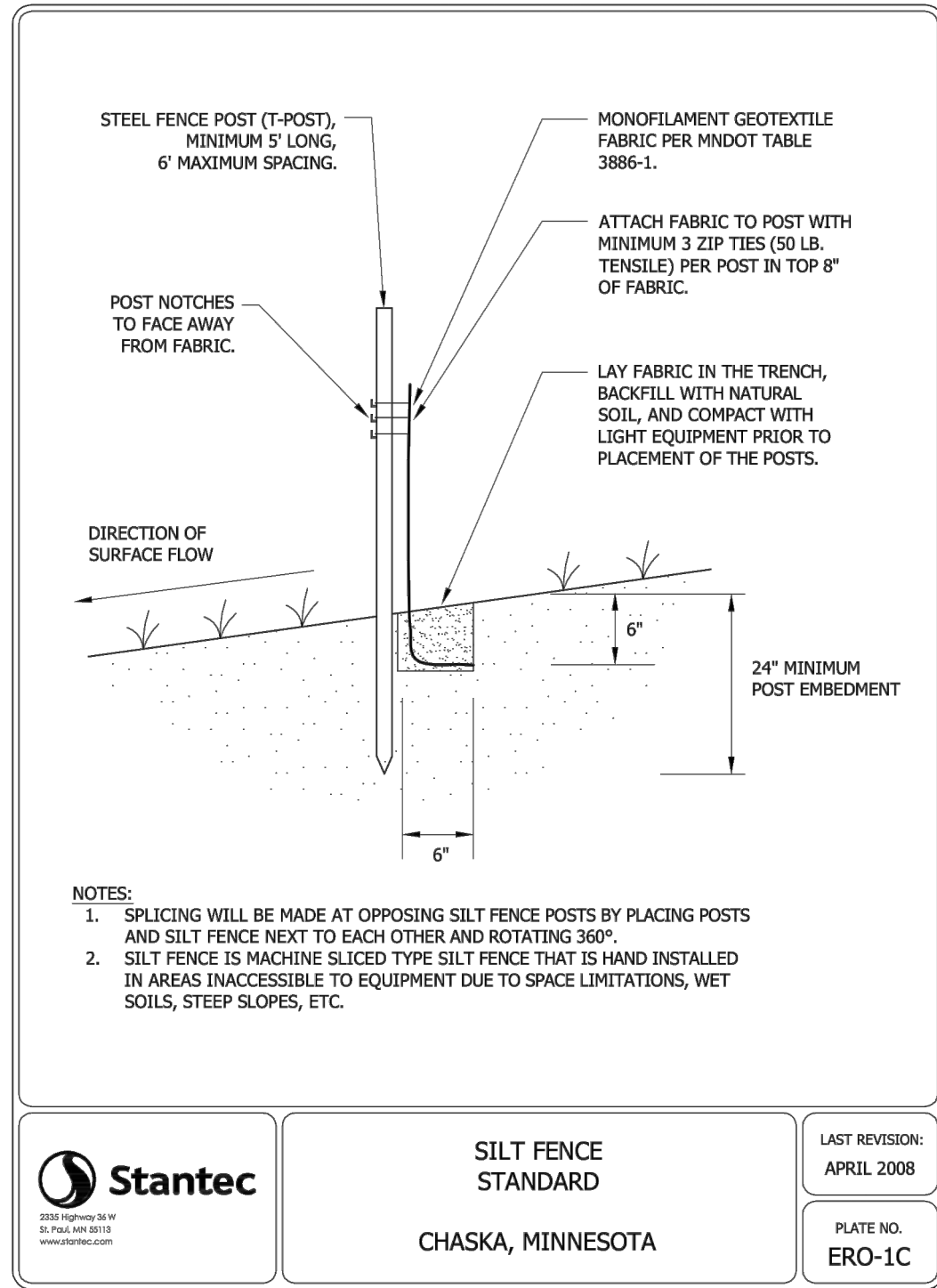
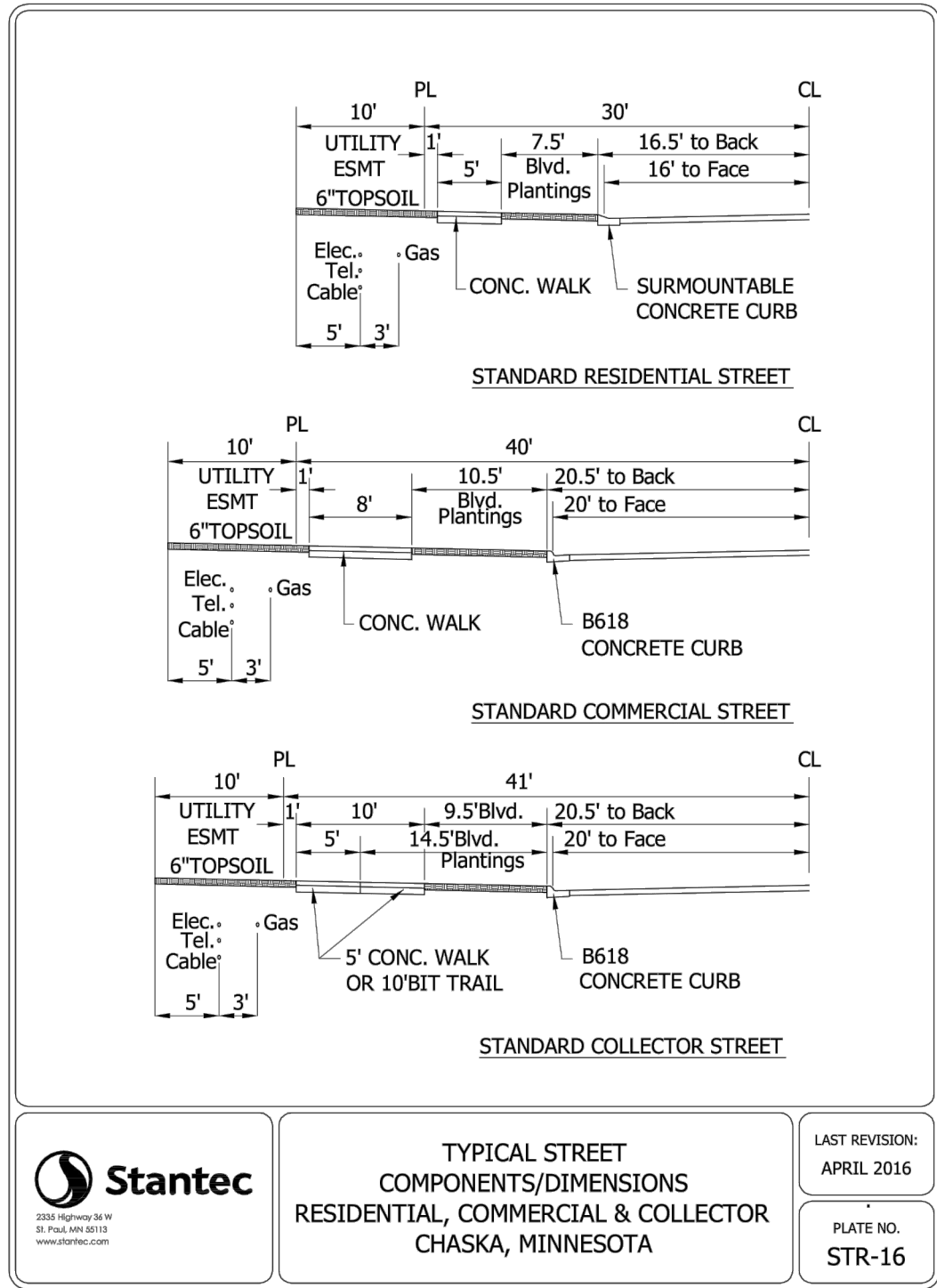
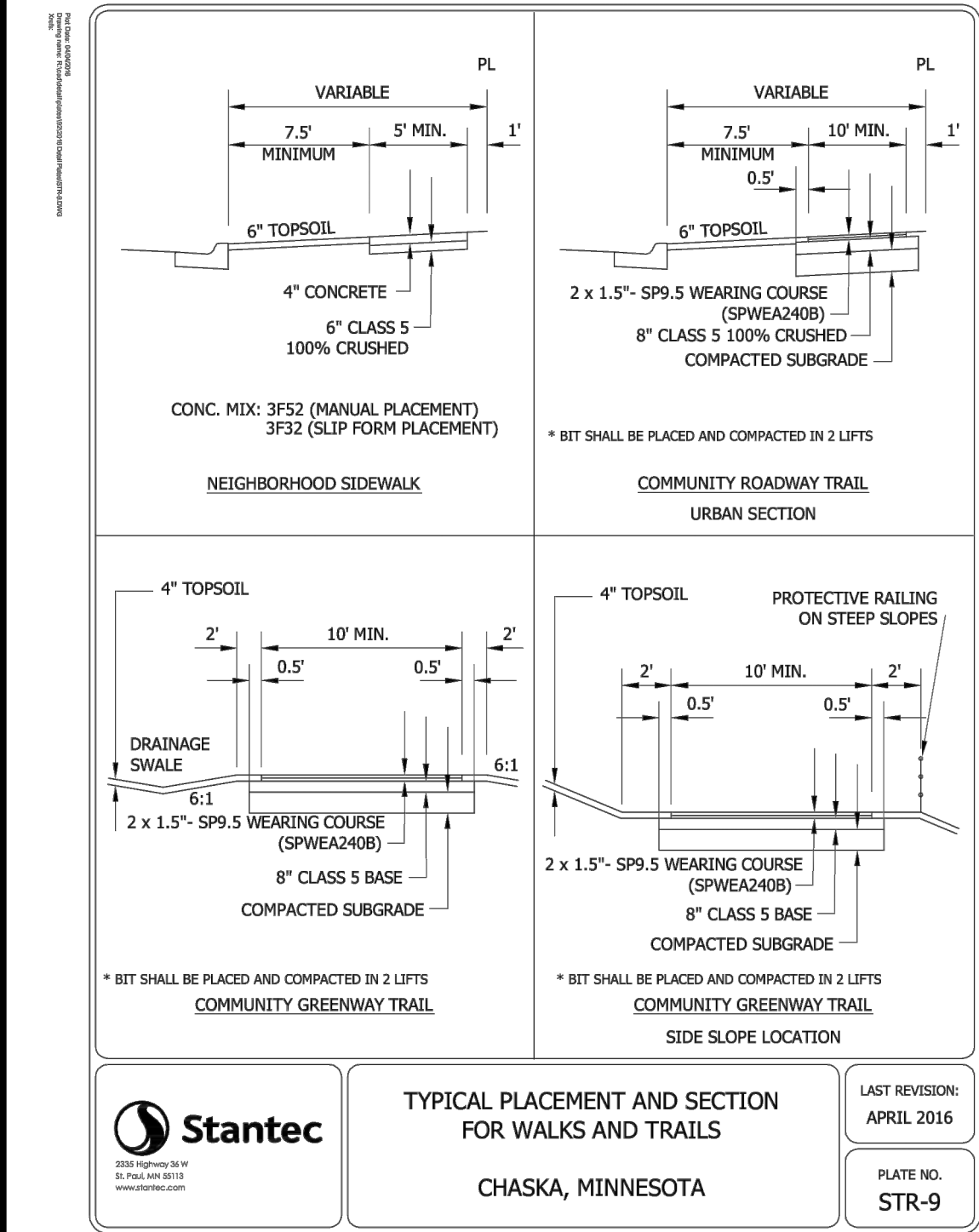
STREET PROFILES

SHEET NUMBER:
20 OF **40**
DATE: 02/04/20

PROJECT NUMBER: 0015521.00



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



NOT FOR CONSTRUCTION

PREPARED FOR:

PULTE GROUP

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

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

Packet Page 147 of...

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DETAILS

PROJECT NUMBER: 0015521.00

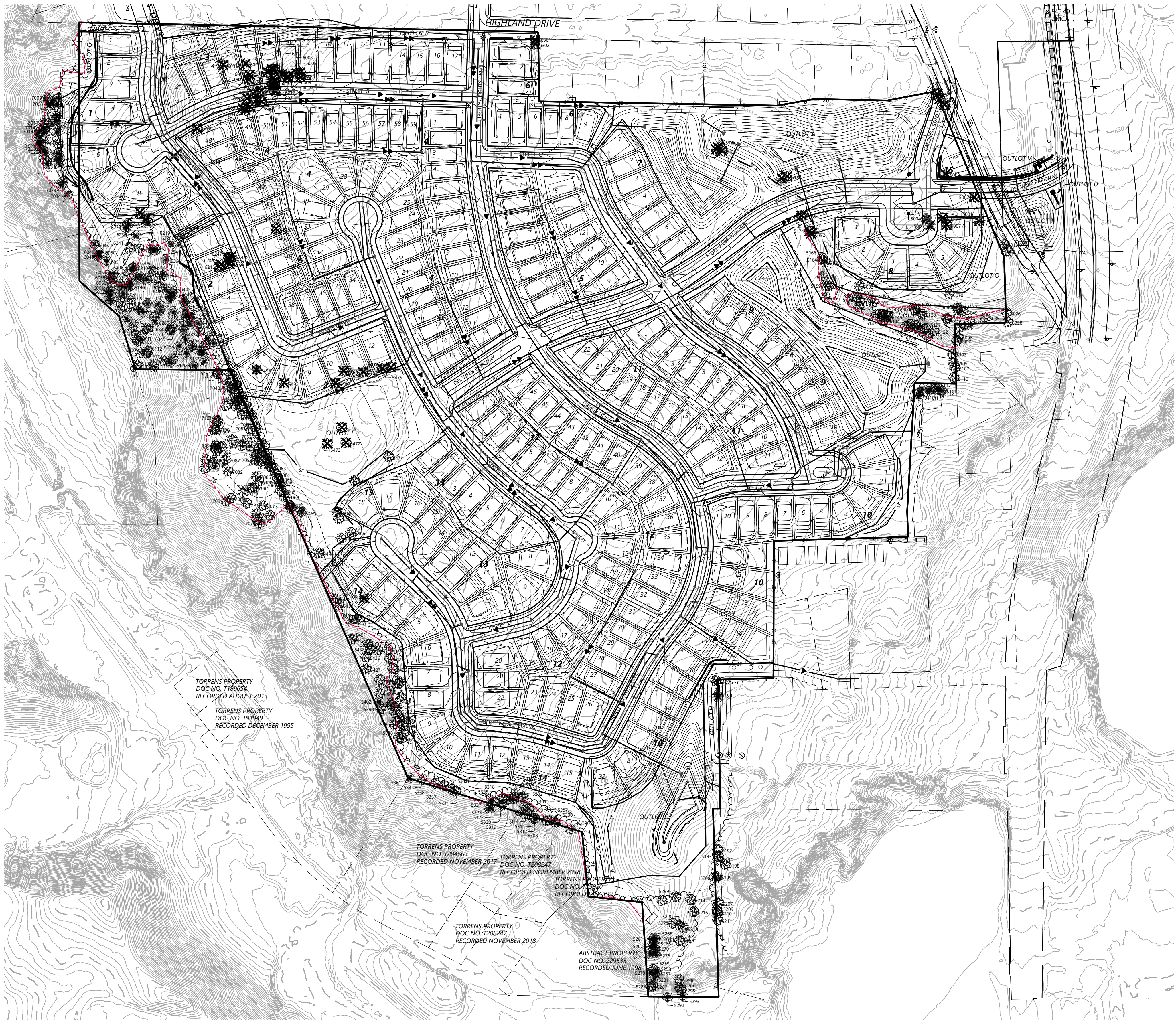
SHEET NUMBER:

21

OF

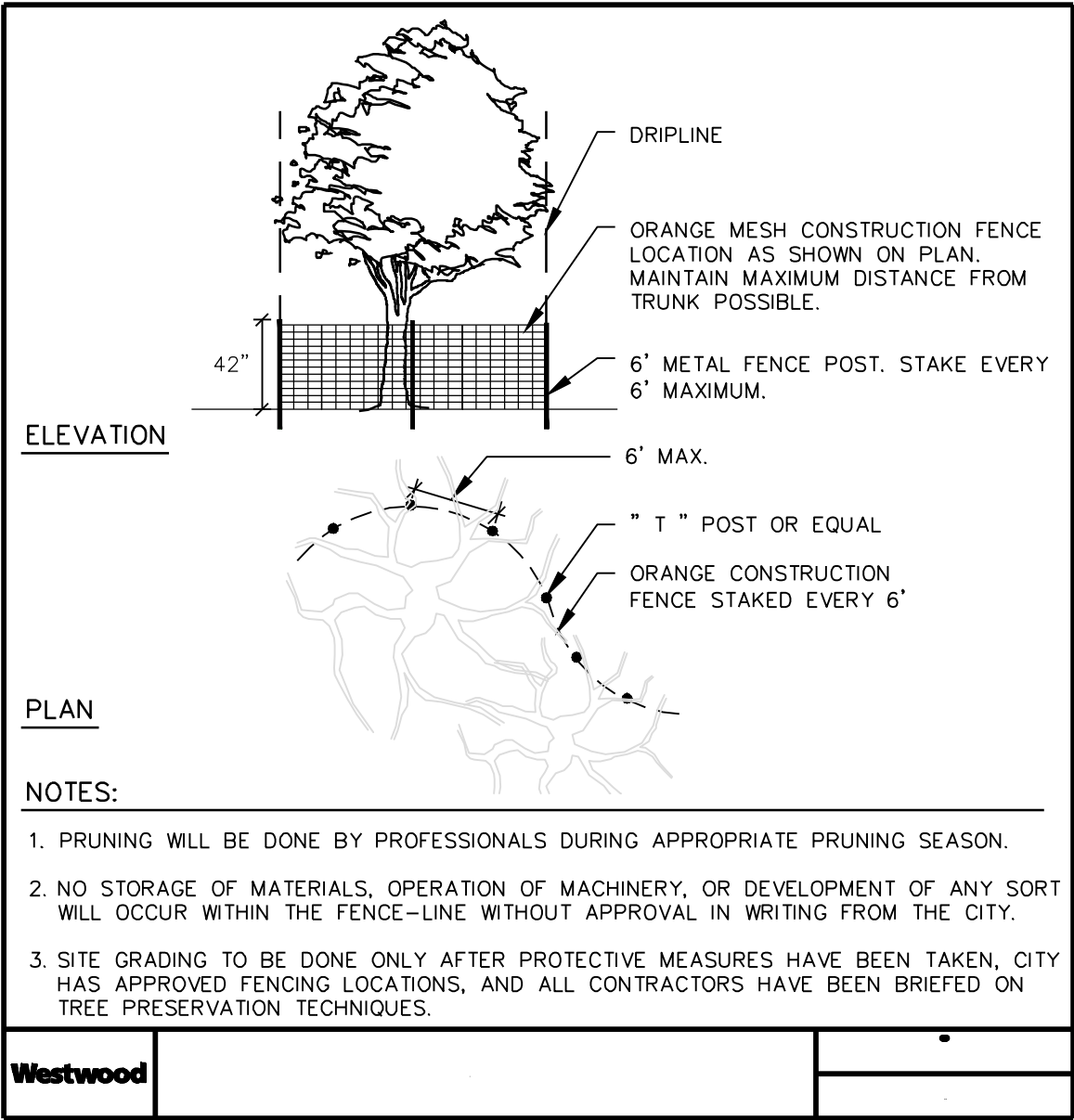
40

DATE: 02/04/20



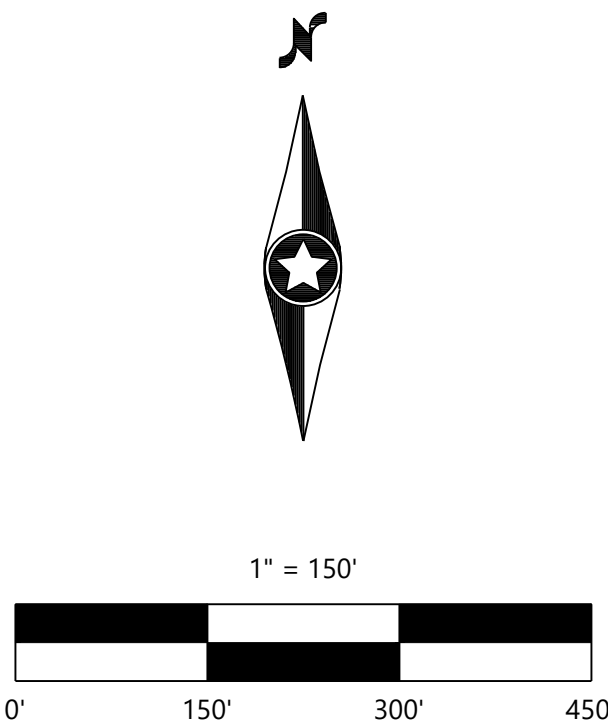
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TREE PROTECTION DETAIL



TREE INVENTORY CALCULATIONS

SIGNIFICANT TREES:
DECIDUOUS HARDWOOD TREES - 12" DBH OR LARGER
CONIFEROUS TREES - 15' HT. OR LARGER
CONIFEROUS TREES CONVERSION RATE:
1' HT. = 2.4" DBH 15' HT. = 7" DBH



DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: 150.000001"
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ _____
△ _____
△ _____
△ _____

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

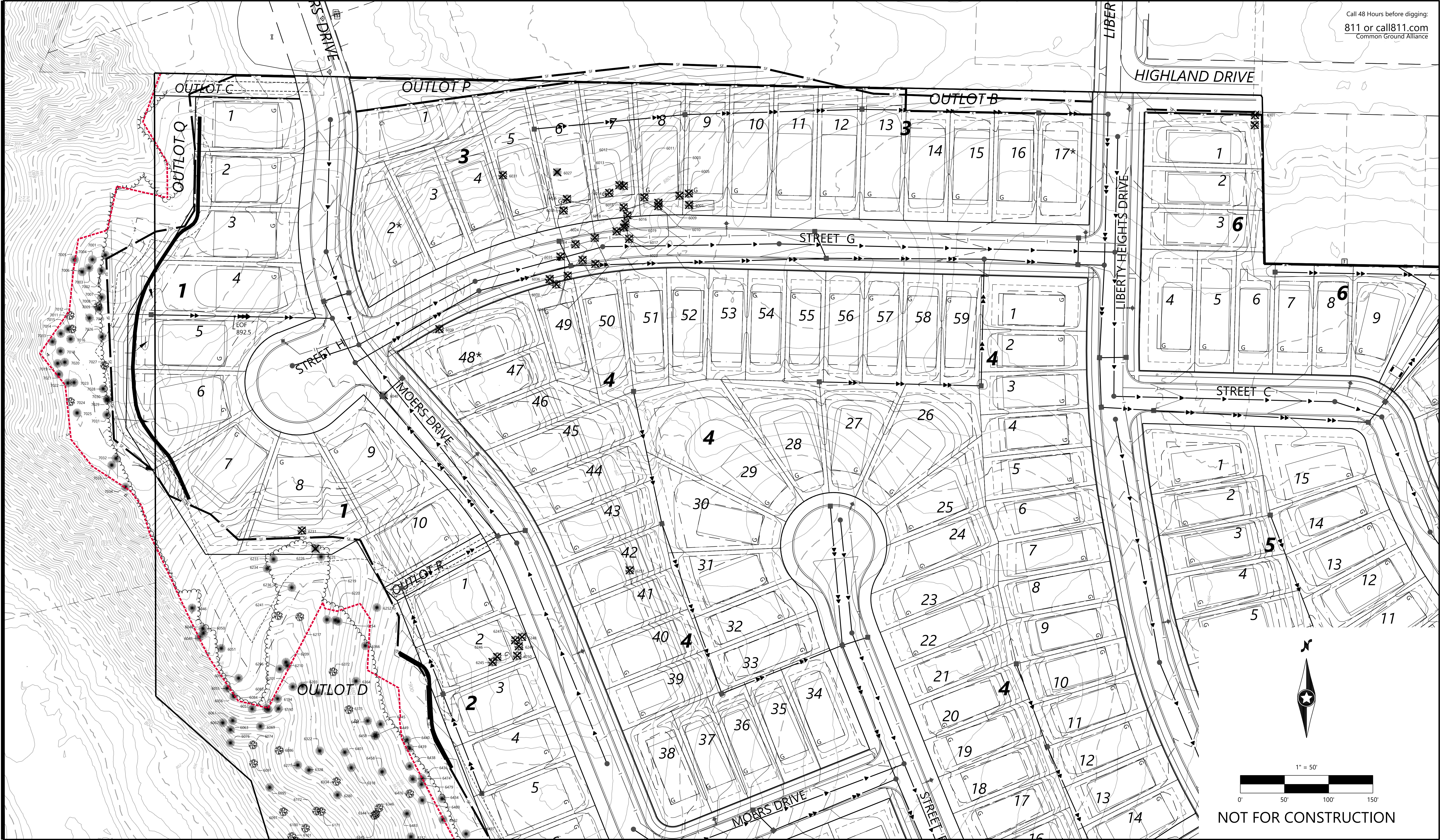
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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TREE PRESERVATION
PLAN - OVERALL

SHEET NUMBER:
22 OF 40
DATE: 02/04/20
PROJECT NUMBER: 0015521.00



DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 50.000002"
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ ---
△ ---
△ ---
△ ---

PREPARED FOR:

PULTE GROUP

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

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

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CHASKA, MN

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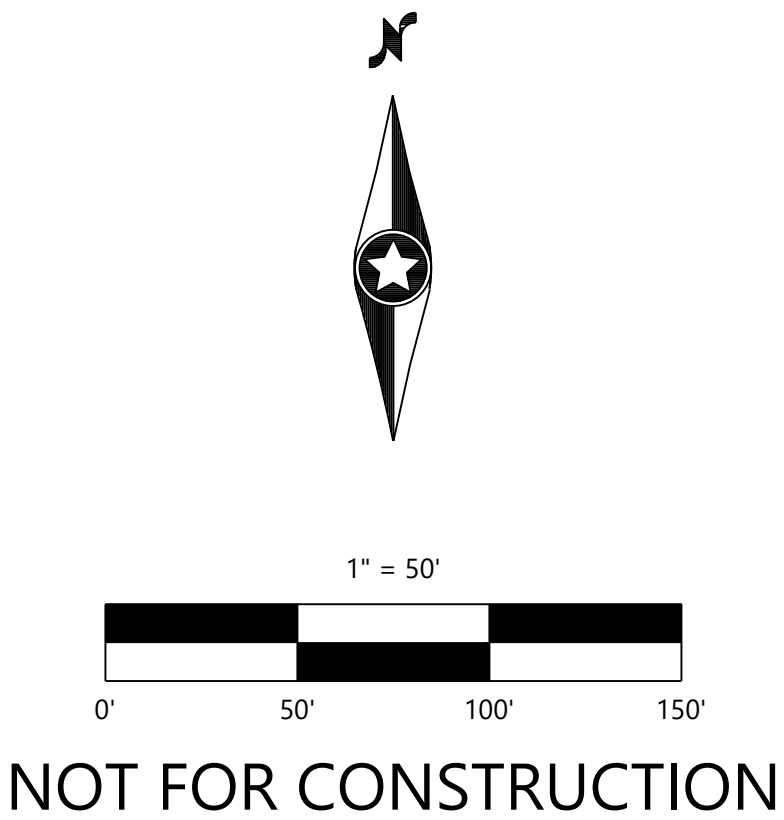
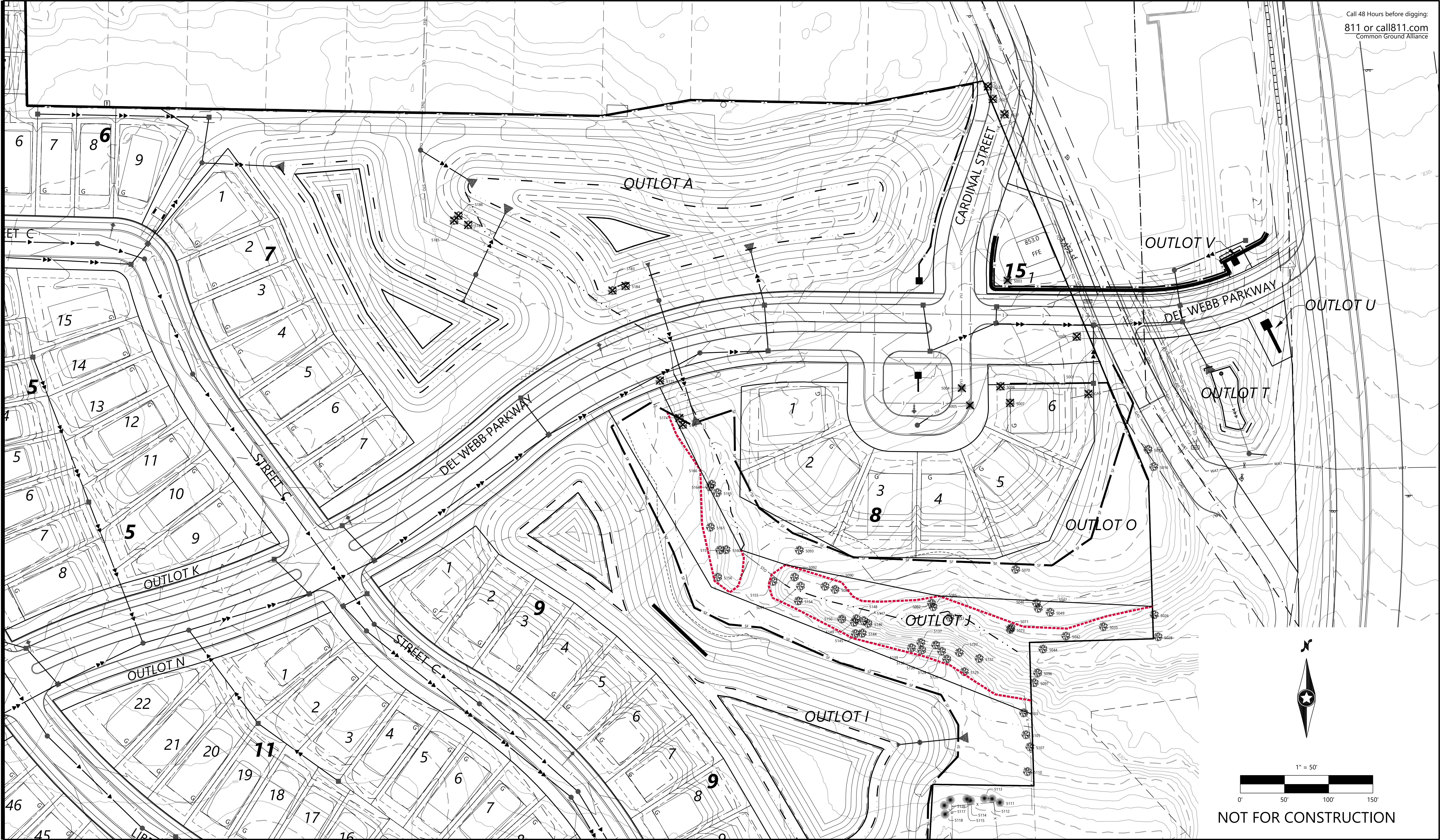
**TREE PRESERVATION
PLAN**

SHEET NUMBER:

23 OF **40**

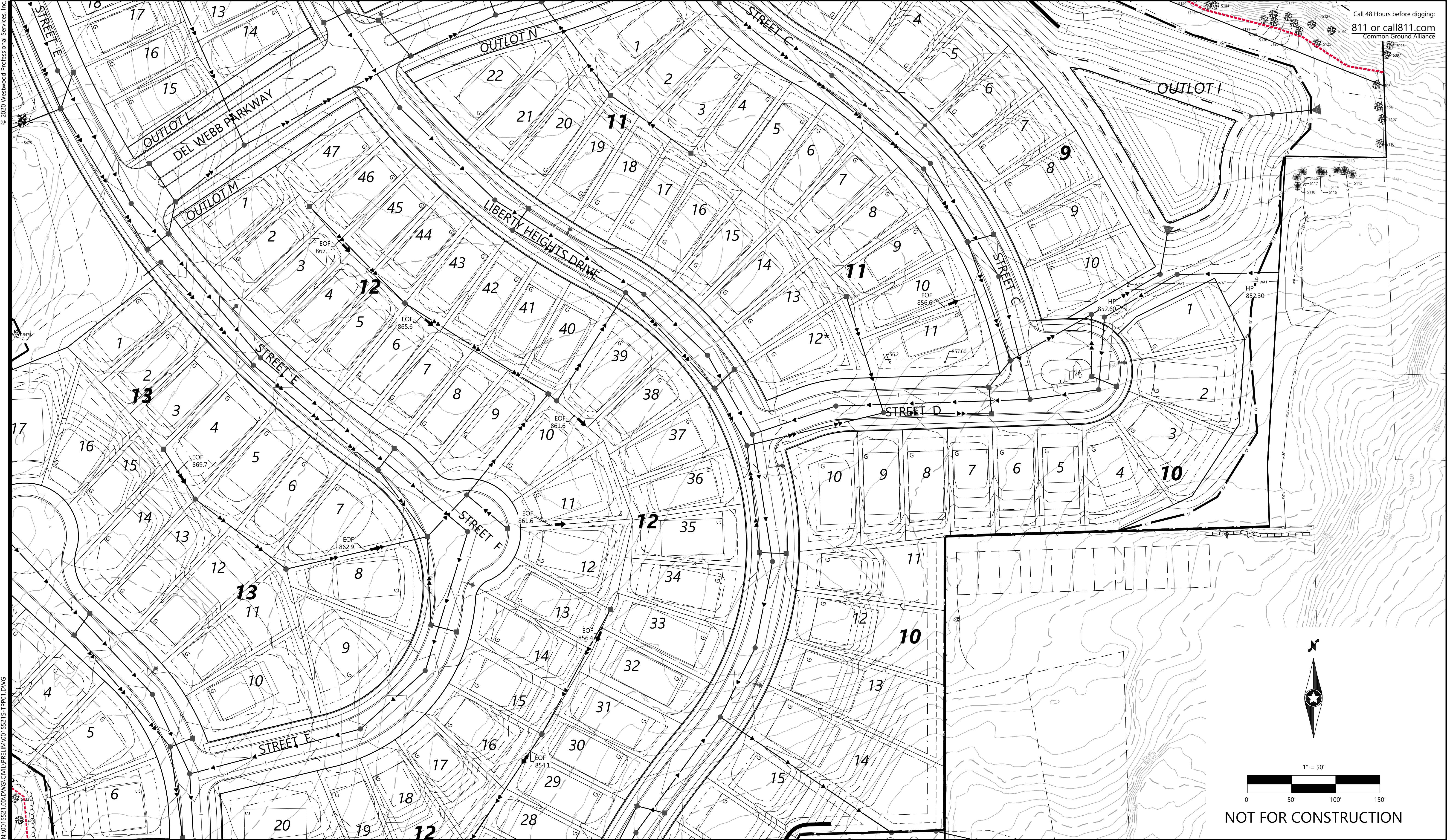
DATE: 02/04/20

PROJECT NUMBER: 0015521.00

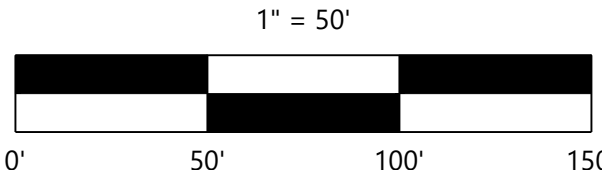




DATE: 02/04/20

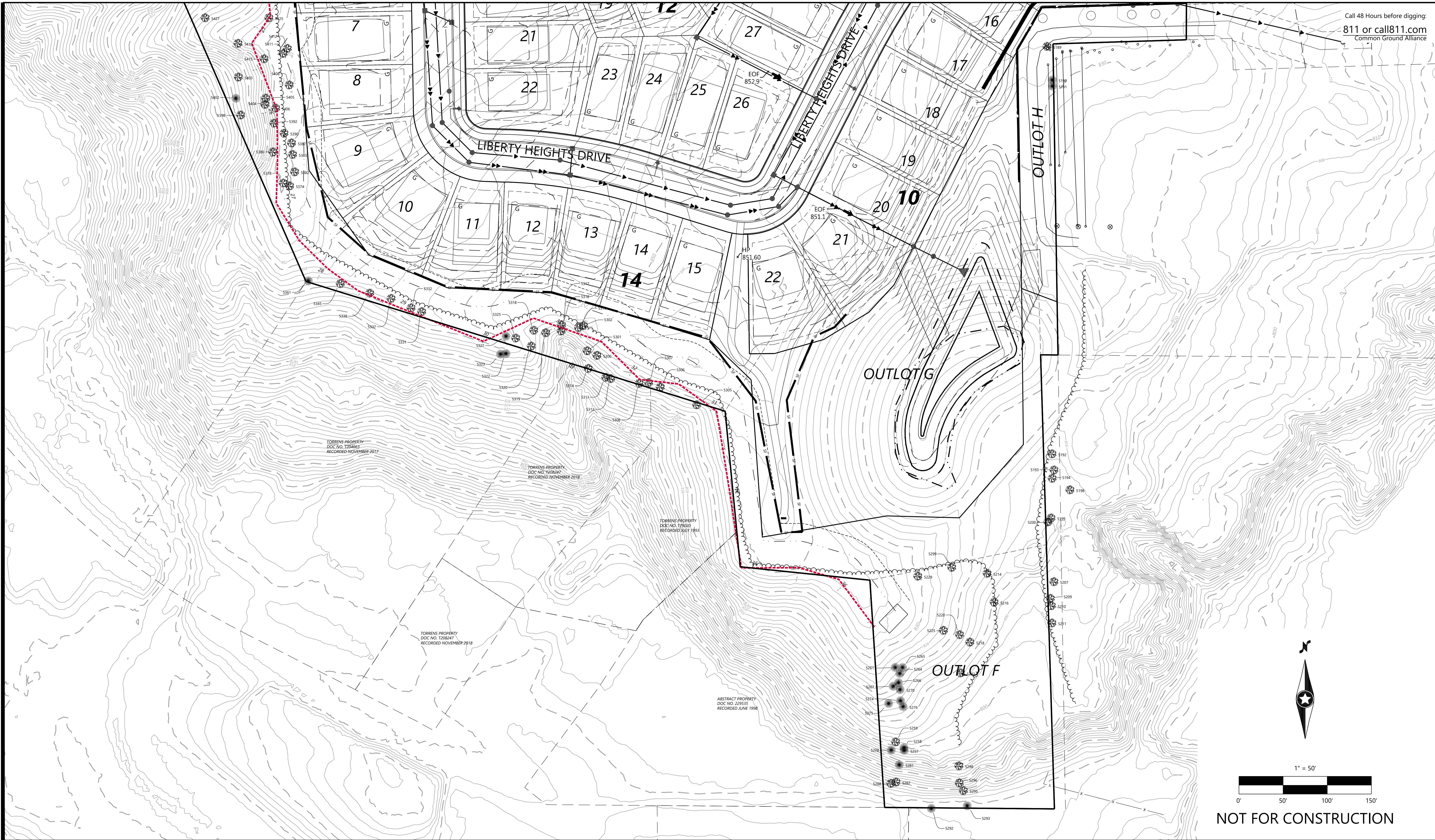


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DEL WEBB AT CHASKA



INITIAL ISSUE: 02/04/20	
REVISIONS:	
△ 02/26/20	CITY COMMENTS
△	----
△	----
△	----
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DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER

DATE: 02/04/20 LICENSE NO. 53774

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Fax	(952) 937-5822	Minnetonka, MN 55343
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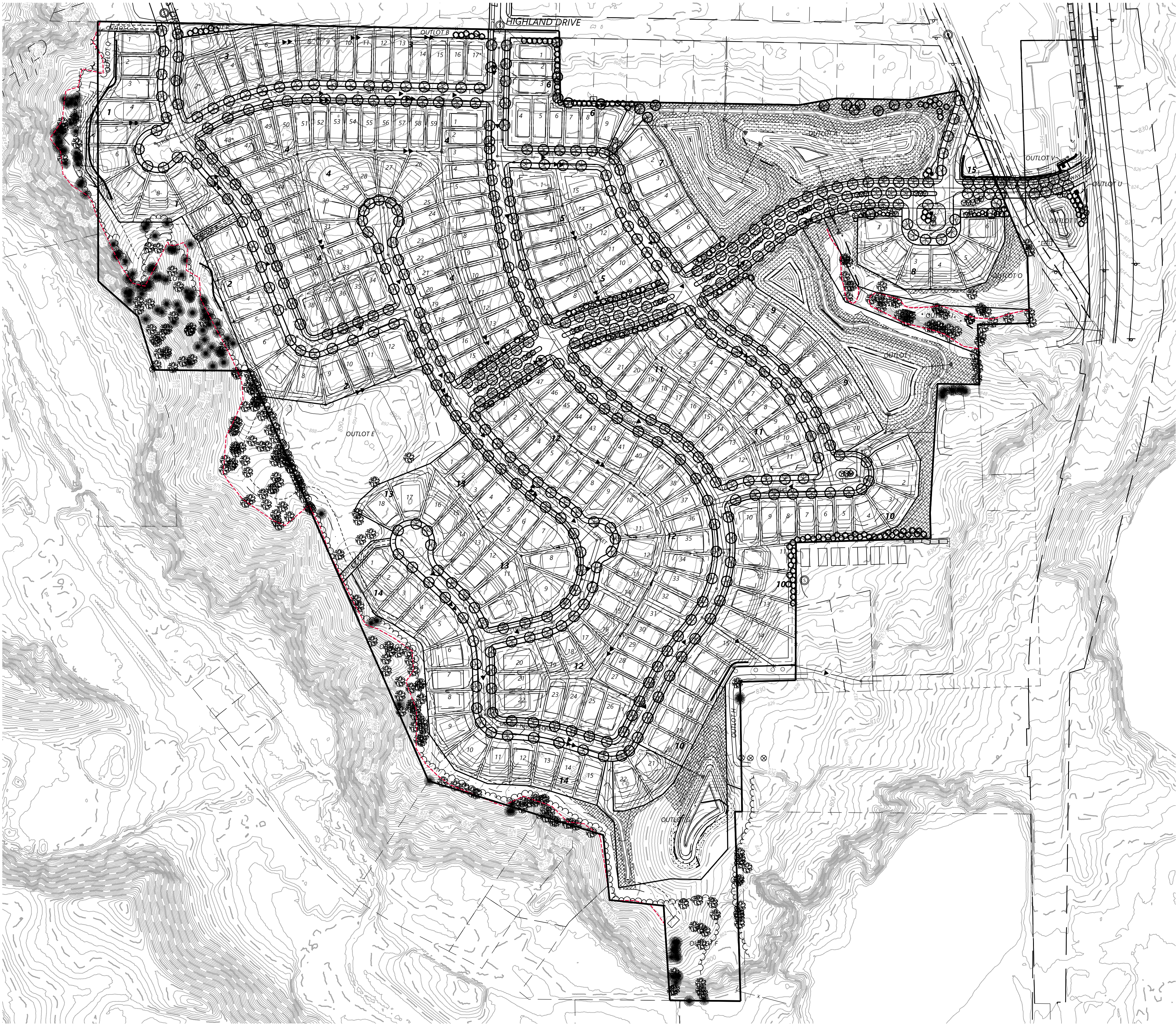
PROJECT NUMBER: 0015521.00

SHEET NUMBER:
27 OF **40**
DATE: 02/04/20

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5001	Sugar Maple	20			REMOVED
5002	Sugar Maple	23			REMOVED
5003	Colorado Spruce	16			REMOVED
5004	Colorado Spruce	12			REMOVED
5005	Colorado Spruce	10			REMOVED
5006	Sugar Maple	15			REMOVED
5007	Sugar Maple	35			REMOVED
5013	Hackberry	15			SAVED(OFFSITE)
5016	Ash	12		EAB	SAVED(OFFSITE)
5026	Hackberry	32			SAVED(OFFSITE)
5028	Ash	12		EAB	SAVED(OFFSITE)
5035	American Elm	17	BD		SAVED
5042	Sugar Maple	12			SAVED
5044	Hackberry	16			SAVED(OFFSITE)
5046	Boxelder	14			SAVED
5047	Boxelder	12			SAVED
5049	Boxelder	12			SAVED
5070	Sugar Maple	13			SAVED
5071	Hackberry	19			SAVED
5073	Boxelder	17			SAVED
5082	Ash	23		EAB	SAVED
5085	Ash	18		EAB	SAVED
5089	Boxelder	28			SAVED
5090	American Elm	18			SAVED
5091	Black Willow	30			SAVED
5092	Hackberry	21			SAVED
5093	Boxelder	20			SAVED
5096	American Elm	13	BD		SAVED(OFFSITE)
5097	Sugar Maple	17			SAVED(OFFSITE)
5103	Hackberry	13			SAVED
5105	Hackberry	15			SAVED
5107	Boxelder	15			SAVED
5110	Hackberry	18			SAVED
5111	Red Pine	8			SAVED(OFFSITE)
5112	Red Pine	9			SAVED(OFFSITE)
5113	Red Pine	8			SAVED(OFFSITE)
5114	Red Pine	12			SAVED(OFFSITE)
5115	Red Pine	9			SAVED(OFFSITE)
5116	Red Pine	11			SAVED(OFFSITE)
5117	Red Pine	9			SAVED(OFFSITE)
5118	Red Pine	9			SAVED(OFFSITE)
5122	Sugar Maple	36			SAVED
5125	Basswood	14			SAVED
5126	Hackberry	16			SAVED
5127	Siberian Elm	17		INVASIVE	SAVED
5128	Siberian Elm	14		INVASIVE	SAVED
5130	Ash	12		EAB	SAVED
5133	Cottonwood	28			SAVED
5137	Sugar Maple	14			SAVED
5138	Sugar Maple	12			SAVED
5139	Ash	15		EAB	SAVED
5144	Ash	27		EAB	SAVED
5145	Boxelder	14	PD		SAVED
5146	American Elm	12			SAVED
5147	American Elm	18			SAVED
5148	American Elm	18			SAVED
5149	Boxelder	21			SAVED
5150	Boxelder	20			SAVED
5154	Boxelder	18			SAVED
5155	Boxelder	18			SAVED
5156	Boxelder	13			SAVED
5159	American Elm	12			SAVED
5160	American Elm	15			SAVED
5161	American Elm	32			SAVED
5164	Hackberry	13			SAVED
5165	Hackberry	12			SAVED
5166	Hackberry	13			SAVED
5172	Boxelder	14			REMOVED
5174	Boxelder	16			REMOVED
5175	Hackberry	16			REMOVED
5183	Black Willow	12			REMOVED
5184	Black Willow	28			REMOVED
5185	Boxelder	12			REMOVED
5186	Boxelder	15			REMOVED
5187	Boxelder	13			REMOVED
5189	Boxelder	35			SAVED
5190	Eastern Red Cedar	14			SAVED
5191	Eastern Red Cedar	15			SAVED
5192	Boxelder	21			SAVED(OFFSITE)
5193	Boxelder	13			SAVED(OFFSITE)
5194	Boxelder	12			SAVED(OFFSITE)
5198	Boxelder	12			SAVED(OFFSITE)
5199	Boxelder	23			SAVED(OFFSITE)
5200	Boxelder	16			SAVED(OFFSITE)
5207	Boxelder	15			SAVED(OFFSITE)
5209	Boxelder	18			SAVED(OFFSITE)
5210	Boxelder	19			SAVED(OFFSITE)
5211	Boxelder	15			SAVED(OFFSITE)
5214	Boxelder	13			SAVED
5216	Boxelder	18			SAVED
5218	Boxelder	12			SAVED
5220	Boxelder	14	BD		SAVED
5225	Boxelder	12			SAVED
5229	Boxelder	15			SAVED
5241	American Elm	12			SAVED
5257	Eastern Red Cedar	9			SAVED
5258	Eastern Red Cedar	8			SAVED
5259	Bur Oak	14			SAVED
5261	Eastern Red Cedar	10			SAVED
5264	Eastern Red Cedar	8			SAVED

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5265	Eastern Red Cedar	11			SAVED
5266	Eastern Red Cedar	9			SAVED
5267	Eastern Red Cedar	12			SAVED
5270	Eastern Red Cedar	10			SAVED
5274	Eastern Red Cedar	8			SAVED
5275	Eastern Red Cedar	8			SAVED
5276	Eastern Red Cedar	8			SAVED
5278	Eastern Red Cedar	10			SAVED
5281	Eastern Red Cedar	11			SAVED
5287	American Elm	12			SAVED
5288	American Elm	12			SAVED
5292	Colorado Spruce	14			SAVED(OFFSITE)
5293	Colorado Spruce	13			SAVED
5295	Siberian Elm	13		INVASIVE	SAVED
5296	Siberian Elm	75		INVASIVE	SAVED
5298	Hackberry	12			SAVED
5299	Boxelder	26	BD		SAVED
5300	Ash	23		EAB	SAVED
5301	Boxelder	16			SAVED
5302	Siberian Elm	18		INVASIVE	SAVED
5305	Boxelder	13			SAVED(OFFSITE)
5306	Boxelder	12	BD		SAVED
5307	Boxelder	18			SAVED
5308	Boxelder	13			SAVED
5311	Boxelder	12			SAVED(OFFSITE)
5312	Boxelder	13			SAVED(OFFSITE)
5314	Ash	16		EAB	SAVED
5315	Boxelder	13			SAVED
5316	Boxelder	13			SAVED
5317	Boxelder	12			SAVED
5318	Boxelder	15			SAVED
5319	Boxelder	12	PD		SAVED
5320	Ash	18		EAB	SAVED
5322	Eastern Red Cedar	11			SAVED(OFFSITE)
5323	Eastern Red Cedar	7			SAVED(OFFSITE)
5325	Siberian Elm	13		INVASIVE	SAVED
5327	Eastern Red Cedar	8			SAVED
5331	Siberian Elm	22		INVASIVE	SAVED
5332	Siberian Elm	24		INVASIVE	SAVED
5337	Boxelder	16			SAVED
5338	Boxelder	12			SAVED
5345	Hackberry	13			SAVED
5361	Eastern Red Cedar	9			SAVED
5374	Siberian Elm	12		INVASIVE	SAVED
5377	Basswood	20			SAVED
5378	Basswood	18			SAVED
5382	Red Oak	16			SAVED
5385	American Elm	20			SAVED
5386	Red Oak	30			SAVED
5387	Basswood	14			SAVED
5390	Basswood	12			SAVED
5392	Siberian Elm	13		INVASIVE	SAVED
5398	Cottonwood	29			SAVED
5402	Eastern Red Cedar	7			SAVED
5403	Sugar Maple	17			SAVED
5404	Siberian Elm	14		INVASIVE	SAVED
5405	Siberian Elm	12		INVASIVE	SAVED
5406	Hackberry	14			SAVED
5408	Basswood	29			SAVED
5411	Hackberry	18			SAVED
5412	Hackberry	20			SAVED
5415	Bur Oak	22	BD		SAVED
5416	Bur Oak	38			SAVED
5425	Siberian Elm	14		INVASIVE	SAVED
5427	Siberian Elm	12		INVASIVE	SAVED
5429	Siberian Elm	20		INVASIVE	SAVED
5433	American Elm	13			SAVED
5436	American Elm	16			SAVED
5438	Siberian Elm	18		INVASIVE	SAVED
5440	Ironwood	14			SAVED
5442	Siberian Elm	20		INVASIVE	SAVED
5451	Bur Oak	31			SAVED
5455	Eastern Red Cedar	7			SAVED
5457	Eastern Red Cedar	12			SAVED
5458	Eastern Red Cedar	10			REMOVED
5459	Sugar Maple	40	BD		SAVED
5460	Red Oak	26			SAVED
5465	Sugar Maple	32			SAVED
5466	Sugar Maple	38			SAVED
5467	Sugar Maple	32			SAVED
5468	Bur Oak	28			SAVED
5469	Eastern Red Cedar	9			SAVED
5470	Sugar Maple	38			SAVED
5471	Bur Oak	40			SAVED
5472	Bur Oak	33			REMOVED
5473	Sugar Maple	28			REMOVED
5474	Bur Oak	28			REMOVED
5475	Basswood	23			REMOVED
5476	Hackberry	18			REMOVED
5483	Boxelder	15			REMOVED
5488	Sugar Maple	43			REMOVED
5489	Ash	22		EAB	REMOVED
5492	Sugar Maple	36			REMOVED
5493	Eastern Red Cedar	8			REMOVED
5494	Red Oak	20			SAVED(OFFSITE)
5496	Bur Oak	28			SAVED
5522	Hackberry	20			REMOVED(OFFSITE)
5525	Siberian Elm	25		INVASIVE	REMOVED(OFFSITE)
5527	Hackberry	13			REMOVED(OFFSITE)
6001	American Elm	13			REMOVED

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
6003	American Elm	13			REMOVED
6005	American Elm	18			REMOVED
6009	American Elm	16			REMOVED
6010	American Elm	16			REMOVED
6011	Boxelder	19			REMOVED
6012	Boxelder	12			REMOVED
6013	Boxelder	12			REMOVED
6014	Boxelder	22			REMOVED
6015	Boxelder	14			REMOVED
6016	Boxelder	14			REMOVED
6017	Boxelder	20			REMOVED
6018	Boxelder	17			REMOVED
6019	Boxelder	24			REMOVED
6021	American Elm	19			REMOVED
6022	American Elm	14			REMOVED
6023	Boxelder	13			REMOVED
6024	Boxelder	26			REMOVED
6026	Boxelder	18			REMOVED
6027	Eastern Red Cedar	7			REMOVED
6031	Boxelder	26			REMOVED
6033	Cottonwood	26			REMOVED
6034	American Elm	16			REMOVED
6035	Boxelder	22			REMOVED
6036	Boxelder	26			REMOVED
6037	American Elm	16			REMOVED
6038	Boxelder	12			REMOVED
6039	Boxelder	26			REMOVED
6040	Eastern Red Cedar	7			REMOVED
6046	Eastern Red Cedar	8			SAVED
6048	Eastern Red Cedar	8			SAVED
6049	Eastern Red Cedar	10			SAVED
6050	Eastern Red Cedar	8			SAVED
6051	Eastern Red Cedar	7			SAVED
6054	Eastern Red Cedar	10			SAVED
6055	Eastern Red Cedar	12			SAVED
6056	Eastern Red Cedar	10			SAVED
6057	Eastern Red Cedar	8			SAVED
6061	Eastern Red Cedar	9			SAVED
6062	Eastern Red Cedar	10			SAVED
6063	Eastern Red Cedar	7			SAVED
6069	Eastern Red Cedar	8			SAVED
6074	Ash	14		EAB	SAVED
6076	Eastern Red Cedar	20			SAVED
6083	Eastern Red Cedar	8			SAVED
6084	Eastern Red Cedar	7			SAVED
6086	Ash	16		EAB	SAVED
6091	Siberian Elm	13		INVASIVE	SAVED
6095	Eastern Red Cedar	18			SAVED
6097	American Elm	18			SAVED
6100	Boxelder	16			SAVED
6101	American Elm	16			SAVED
6103	Boxelder	12			SAVED
6107	American Elm	12			SAVED
6109	Hackberry	20			SAVED
6111	Ash	22		EAB	SAVED
6112	American Elm	14			SAVED
6115	American Elm	22			SAVED
6119	Boxelder	14			SAVED
6120	Eastern Red Cedar	7			SAVED
6121	Siberian Elm	12		INVASIVE	SAVED
6125	Eastern Red Cedar	18			SAVED
6129	Eastern Red Cedar	10			SAVED
6133	Eastern Red Cedar	14			SAVED
6140	Eastern Red Cedar	8			SAVED
6141	Eastern Red Cedar	7			SAVED
6142	Eastern Red Cedar	7			SAVED
6151	Eastern Red Cedar	11			SAVED
6152	Eastern Red Cedar	12			SAVED
6154	Eastern Red Cedar	20			SAVED
6171	Boxelder	14			SAVED
6172	American Elm	14			SAVED
6190	Eastern Red Cedar	8			SAVED
6194	Eastern Red Cedar	8			SAVED
6201	Eastern Red Cedar	8			SAVED
6203	Eastern Red Cedar	8			SAVED
6206	Eastern Red Cedar	7			SAVED
6209	Eastern Red Cedar	8			SAVED
6210	Eastern Red Cedar	7			SAVED
6217	Birch	14			SAVED
6219	Eastern Red Cedar	10			SAVED
6220	Eastern Red Cedar	13			SAVED
6225	Eastern Red Cedar	7			SAVED
6226	Eastern Red Cedar	8			REMOVED
6231	American Elm	14			REMOVED
6233	Eastern Red Cedar	10			SAVED
6234	Eastern Red Cedar	8			SAVED
6236	Eastern Red Cedar	7			SAVED
6241	American Elm	12			SAVED
6245	Boxelder	13			REMOVED
6246	American Elm	13			REMOVED
6247	Boxelder	20			REMOVED
6248	American Elm	12			REMOVED
6249	Boxelder	20			REMOVED
6250	Boxelder	18			REMOVED
6251	Sugar Maple	22			REMOVED
6252	Eastern Red Cedar	8			SAVED
6254	Eastern Red Cedar	11			SAVED
6263	Eastern Red Cedar	10			SAVED
6271	Eastern Red Cedar	8			SAVED
6280	Eastern Red Cedar	7			SAVED



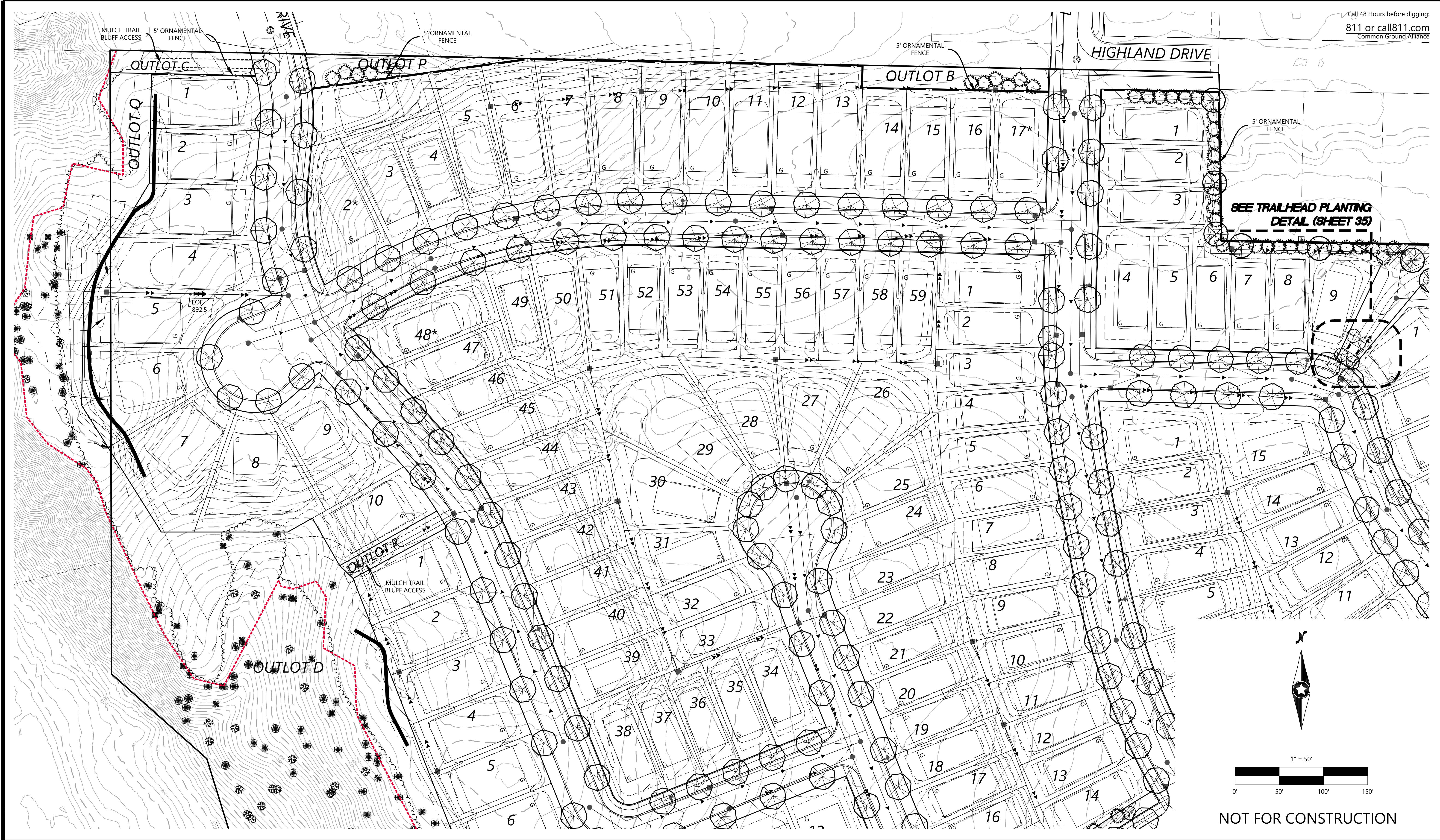
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Common Ground Alliance

Preliminary Plant Schedule

	SYMBOL	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.	SPACING O.C.			
OVERSTORY DECIDUOUS STREET TREES		399	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	2.5" BB	AS SHOWN	H 50'-60" W 40'			
			Sienna Glen Maple / Acer x freemanii 'Sienna'	2.5" BB	AS SHOWN	H 40'-50" W 35'-40'			
			Red Sunset Maple / Acer rubrum 'Franksred'	2.5" BB	AS SHOWN	H 45' W 35'			
			Fall Fiesta Maple / Acer saccharum 'Bailsta'	2.5" BB	AS SHOWN	H 50'-75' W 50'			
			Skyline Honeylocust / Gleditsia tricanthos var. inermis 'Skyscote'	2.5" BB	AS SHOWN	H 50' W 35'-40'			
			Red Oak / Quercus rubra	2.5" BB	AS SHOWN	H 50'-70' W 40'-50'			
			Northern Pin Oak / Quercus ellipsoidalis	2.5" BB	AS SHOWN	H 50'-60' W 40'-50'			
			Swamp White Oak / Quercus bicolor	2.5" BB	AS SHOWN	H 50'-60' W 40'			
			Princeton Elm / Ulmus americana 'Princeton'	2.5" BB	AS SHOWN	H 60'-80' W 40'-60'			
			Accolade Elm / Ulmus japonica x wilsoniana 'Morton'	2.5" BB	AS SHOWN	H 70' W 40'-50'			
LARGE OVERSTORY TREES		23	Frontyard Linden / Tilia americana 'Frontyard'	2.5" BB	AS SHOWN	H 60'-70' W 30'-40'			
			Redmond Linden / Tilia americana 'Redmond'	2.5" BB	AS SHOWN	H 40'-60' W 30'			
			Autumn Gold Ginkgo / Ginkgo biloba 'Autumn Gold'	2.5" BB	AS SHOWN	H 50' W 30'			
			Hackberry / Celtis occidentalis	2.5" BB	AS SHOWN	H 50'-75' W 50'			
			River Birch / Betula nigra	10' HT. BB CLUMP	AS SHOWN	H 50'-75' W 50'			
			BUFFER EVERGREEN TREES		165	Black Hills Spruce / Picea glauca densata	6' HT. BB	AS SHOWN	H 30'-40' W 20'-30'
						Norway Spruce / Picea abies	6' HT. BB	AS SHOWN	H 60'-80' W 25'-30'
						Colorado Spruce / Picea pungens	6' HT. BB	AS SHOWN	H 40'-60' W 15'-30'
						White Pine / Pinus strobus	6' HT. BB	AS SHOWN	H 50'-80' W 30'-40'
						Norway Pine / Pinus resinosa	6' HT. BB	AS SHOWN	H 60'-80' W 25'-30'
Ponderosa Pine / Pinus ponderosa	6' HT. BB	AS SHOWN				H 60'-80' W 25'-30'			
Concolor Fir / Abies concolor	6' HT. BB	AS SHOWN				H 40'-50' W 15'-30'			
Techny Arborvitae / Thuja occidentalis 'Techny'	6' HT. BB	AS SHOWN				H 12'-15' W 6'-8'			
SMALL OVERSTORY TREES		89				Thornless Cockspur Hawthorn / Crataegus crusgalli 'Inermis'	2" BB	AS SHOWN	H 15'-20' W 15'-20'
						Japanese Tree Lilac / Syringa reticulata	6' HT. BB CLUMP	AS SHOWN	H 25'-30' W 20'-25'
			Allegheny Serviceberry / Amelanchier laevis	6' HT. BB CLUMP	AS SHOWN	H 15'-25' W 15'-25'			
			Quaking Aspen / Populus tremuloides	2" BB	AS SHOWN	H 40'-60' W 20'-30'			
			Prairie Rose Crab / Malus 'Prairie Rose'	2" BB	AS SHOWN	H 20' W 20'			

NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
REFER TO FINAL LANDSCAPE PLANS FOR SPECIES LOCATIONS AND QUANTITIES.



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

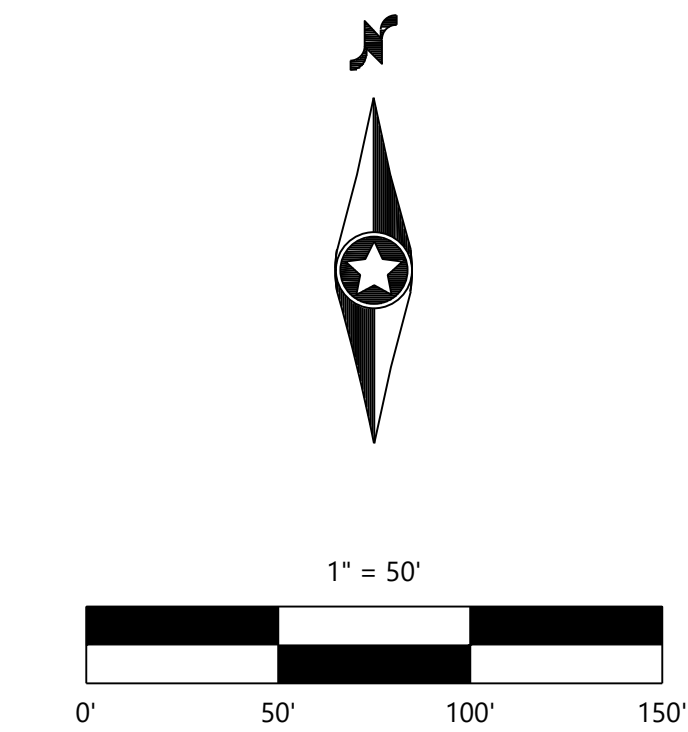
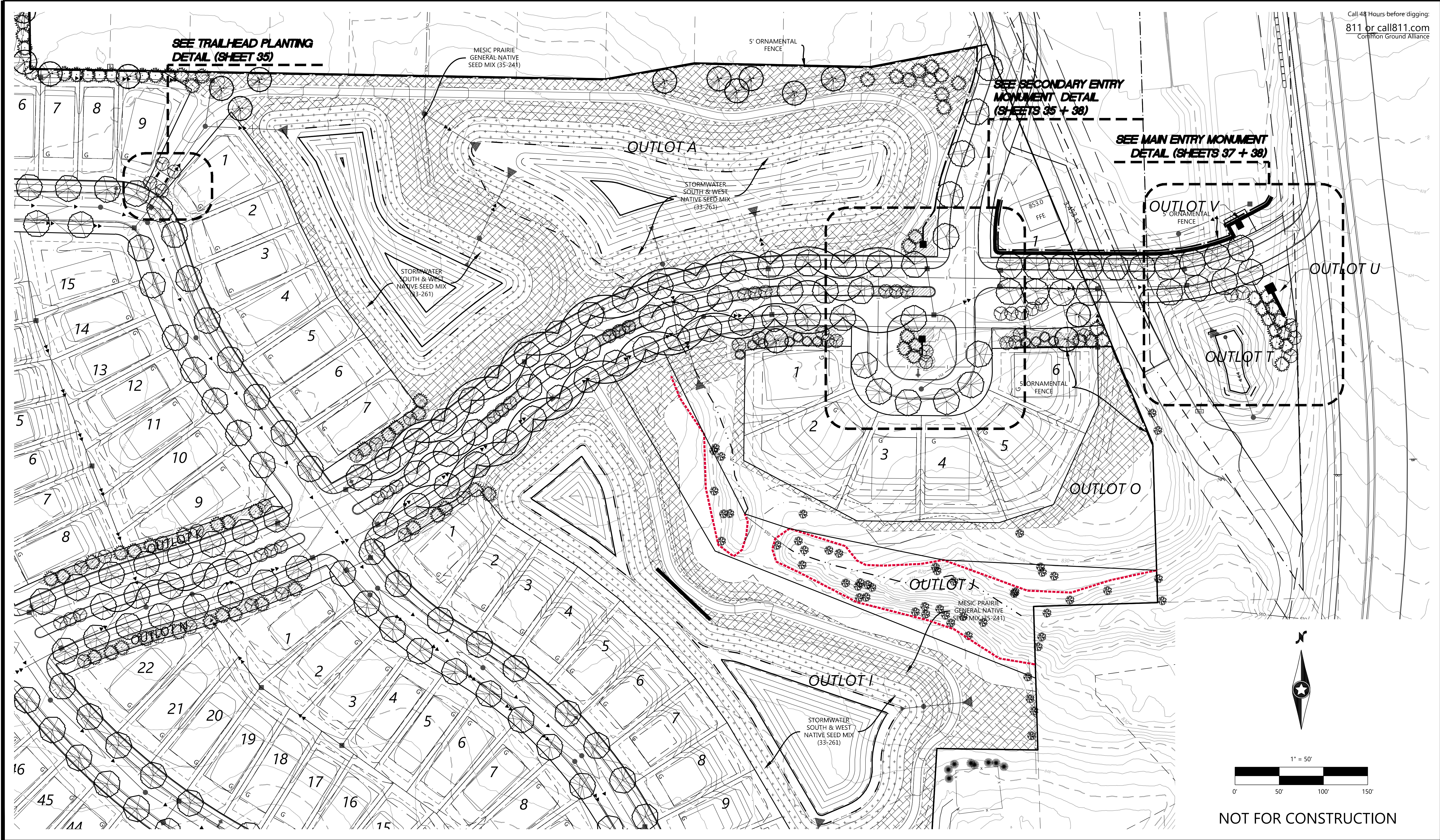
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OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

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CHASKA, MN

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Westwood Professional Services, Inc.

LANDSCAPE PLAN

SHEET NUMBER:
30 OF **40**
DATE: 02/04/20
PROJECT NUMBER: 0015521.00



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31 OF **40**
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LANDSCAPE PLAN

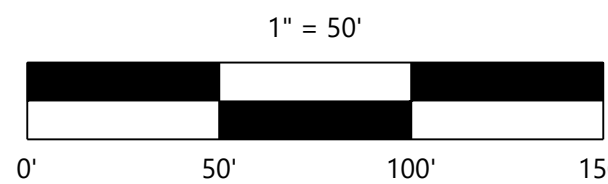
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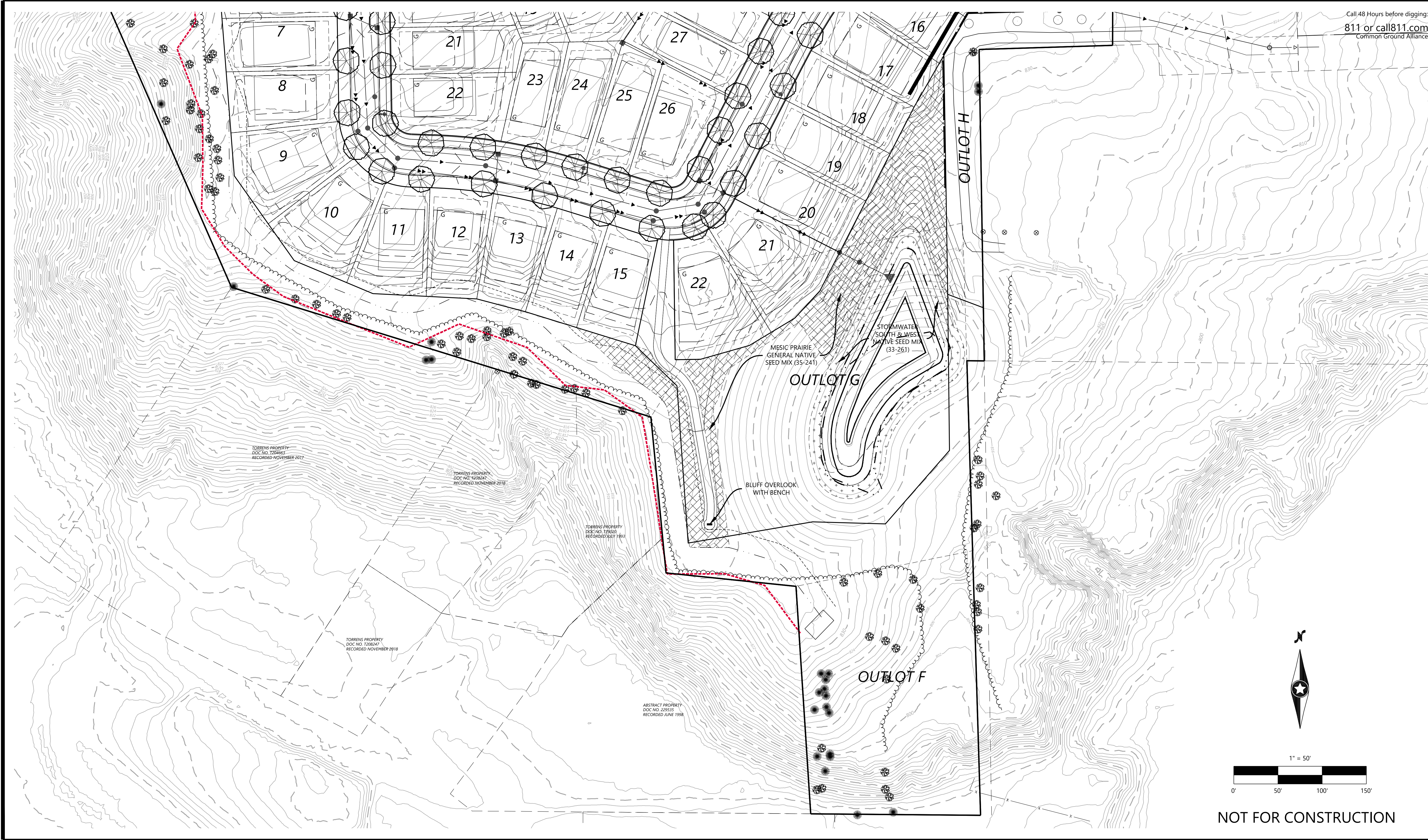
33 OF **40**

DATE: 02/04/20

PROJECT NUMBER: 0015521.00

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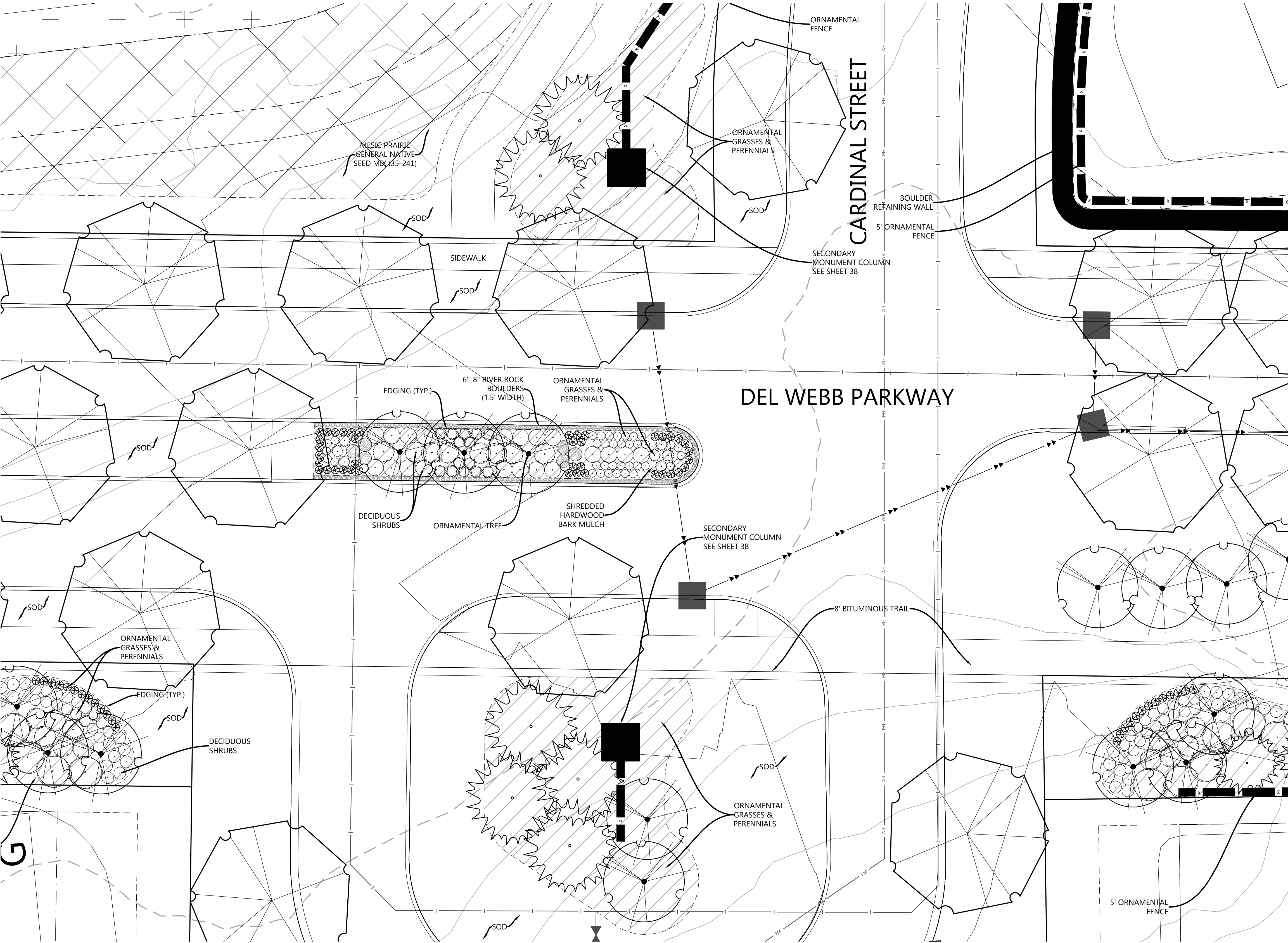
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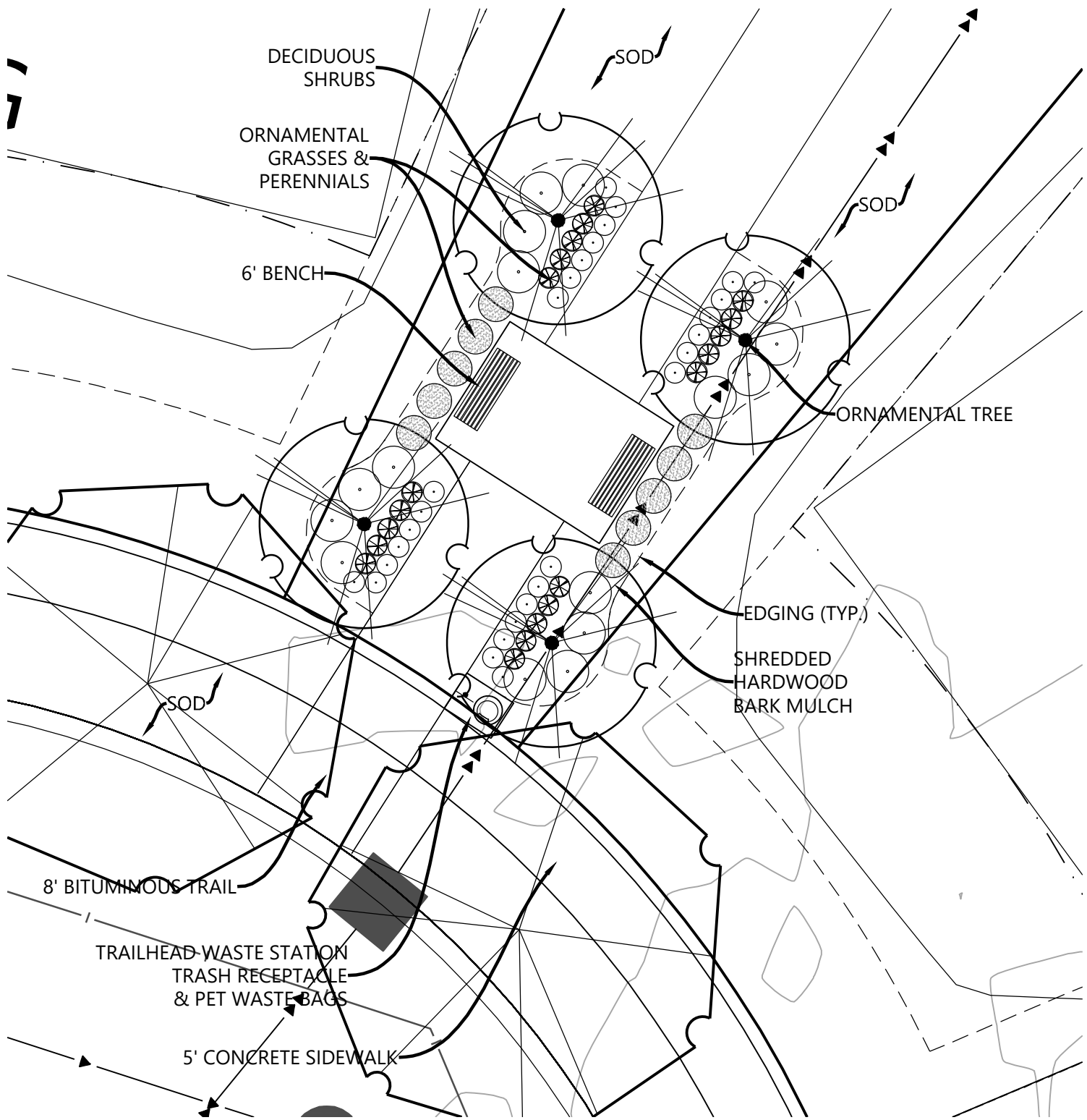
LANDSCAPE PLAN

SHEET NUMBER:
34 OF **40**
DATE: 02/04/20
PROJECT NUMBER: 0015521.00

Secondary Monument & Median Planting Detail



Trailhead Detail (Typ.)



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**LANDSCAPE PLANTING
DETAIL**

SHEET NUMBER:
35 OF **40**
DATE: 02/04/20
PROJECT NUMBER: 0015521.00

PLANTING NOTES

1. CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.

2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.

3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.

5. CONTRACTOR SHALL PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.

6. ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS:
ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC.
ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES.
ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING.
CONIFEROUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.

7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.

8. PLANTS TO BE INSTALLED AS PER MNLA & ANSI STANDARD PLANTING PRACTICES.

9. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.

10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.

11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.

12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.

13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.

14. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.

15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.

16. BACKFILL SOIL AND TOPSOIL TO ADHERE TO MN/DOT STANDARD SPECIFICATION 3877 (SELECT TOPSOIL BORROW) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 4" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.

17. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF SHREDDED HARDWOOD MULCH. SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND COLORED RED, OR APPROVED EQUAL ROCK MULCH TO BE BUFF LIMESTONE, 1 1/2" TO 3" DIAMETER, AT MINIMUM 3" DEPTH, OR APPROVED EQUAL ROCK MULCH TO BE ON COMMERCIAL GRADE FILTER FABRIC, BY TYPAR, OR APPROVED EQUAL WITH NO EXPOSURE. MULCH AND FABRIC TO BE APPROVED BY OWNER PRIOR TO INSTALLATION. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).

18. EDGING TO BE COMMERCIAL GRADE VALLEY-VIEW BLACK DIAMOND (OR EQUAL) POLY EDGING OR SPADED EDGE, AS INDICATED. POLY EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH BASE OF TOP BEAD AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREE, SHRUB, OR RAIN-GARDEN BEDS TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).

19. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. PARKING LOT ISLANDS TO BE SODDED WITH SHREDDED HARDWOOD MULCH AROUND ALL TREES AND SHRUBS. SOD TO BE STANDARD MINNESOTA GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED AND PER MN/DOT SPECIFICATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.

20. PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGN/BUILD BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING. SYSTEM SHALL BE WINTERIZED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. SYSTEM SHALL HAVE ONE-YEAR WARRANTY ON ALL PARTS AND LABOR. ALL INFORMATION ABOUT INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR.

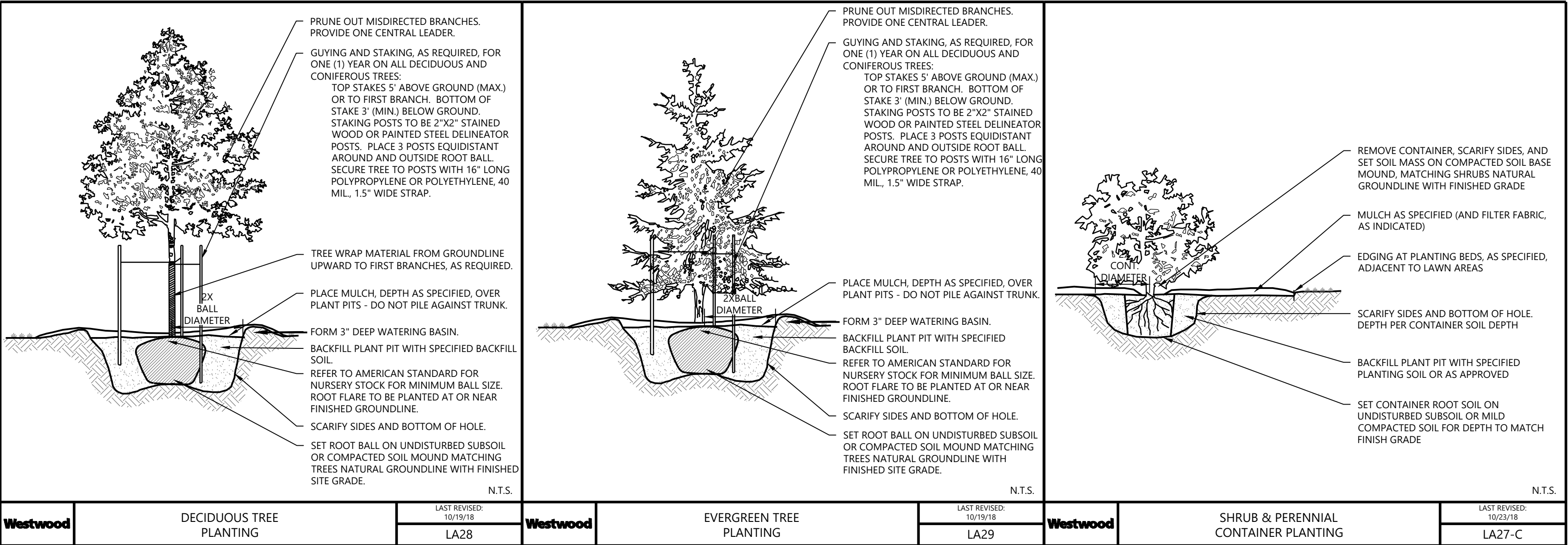
21. CONTRACTOR SHALL PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.

22. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.

23. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.

24. RAIN GARDEN NOTE: PROVIDE AND INSTALL EROSION CONTROL BLANKET AT RAIN GARDEN AREA SIDE SLOPES AFTER ALL PLANTING HAVE BEEN INSTALLED. BLANKET TO BE ONE SEASON GEOJUTE, MN/DOT CATEGORY 2 (STRAW 1S, WOOD FIBER 1S), OR APPROVED EQUAL. BLANKET TO BE OVERLAPPED BY 4" AND ANCHORED BY SOD STAPLES. PLACE BLANKET PERPENDICULAR TO THE SLOPE. TRENCH IN EDGES OF BLANKET AREA TO PREVENT UNDER MINING. PROVIDE SILT FENCE AT TOP OF SLOPE AS NEEDED. SHREDDED HARDWOOD MULCH TO MATCH OTHER PROJECT PLANTING MULCH. PLACE 4" DEPTH OF MULCH AT ALL PLANTING AND EROSION CONTROL BLANKET AREA (NO FILTER FABRIC). SEE RAIN GARDEN DETAIL FOR FURTHER INFORMATION. RAIN GARDEN TO PROVIDE PROPER INFILTRATION AND DRAINAGE REQUIREMENTS PER ENGINEERS APPROVAL.

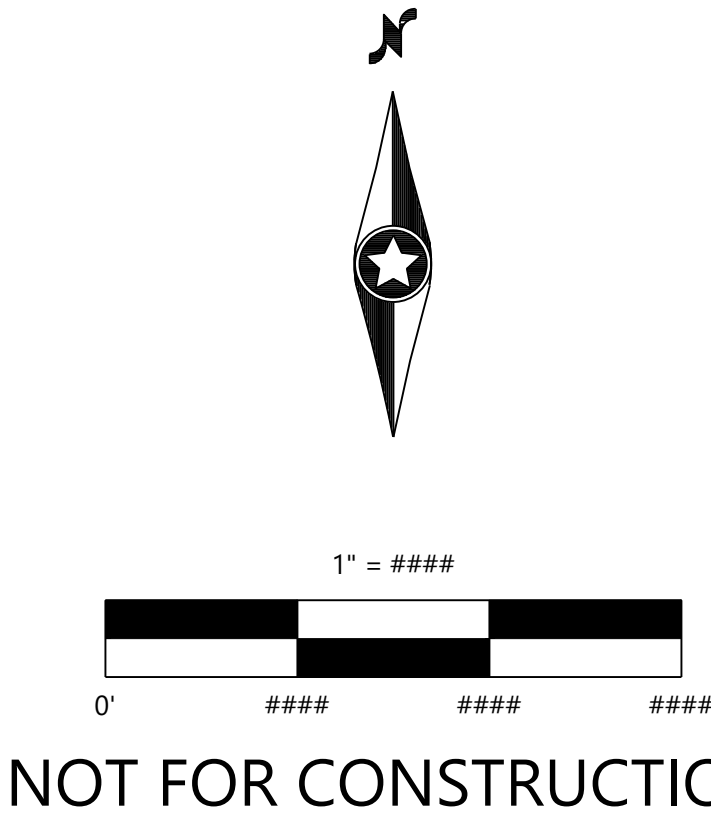
Landscape Planting Details



Typical Ornamental Fence



ALUMINUM ORNAMENTAL FENCE TO BE USED TO DEFINE PROJECT BOUNDARY OR ACCENT.
COLOR: BLACK
HEIGHT: 5' TALL



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CHASKA, MN

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LANDSCAPE NOTES AND
DETAILS

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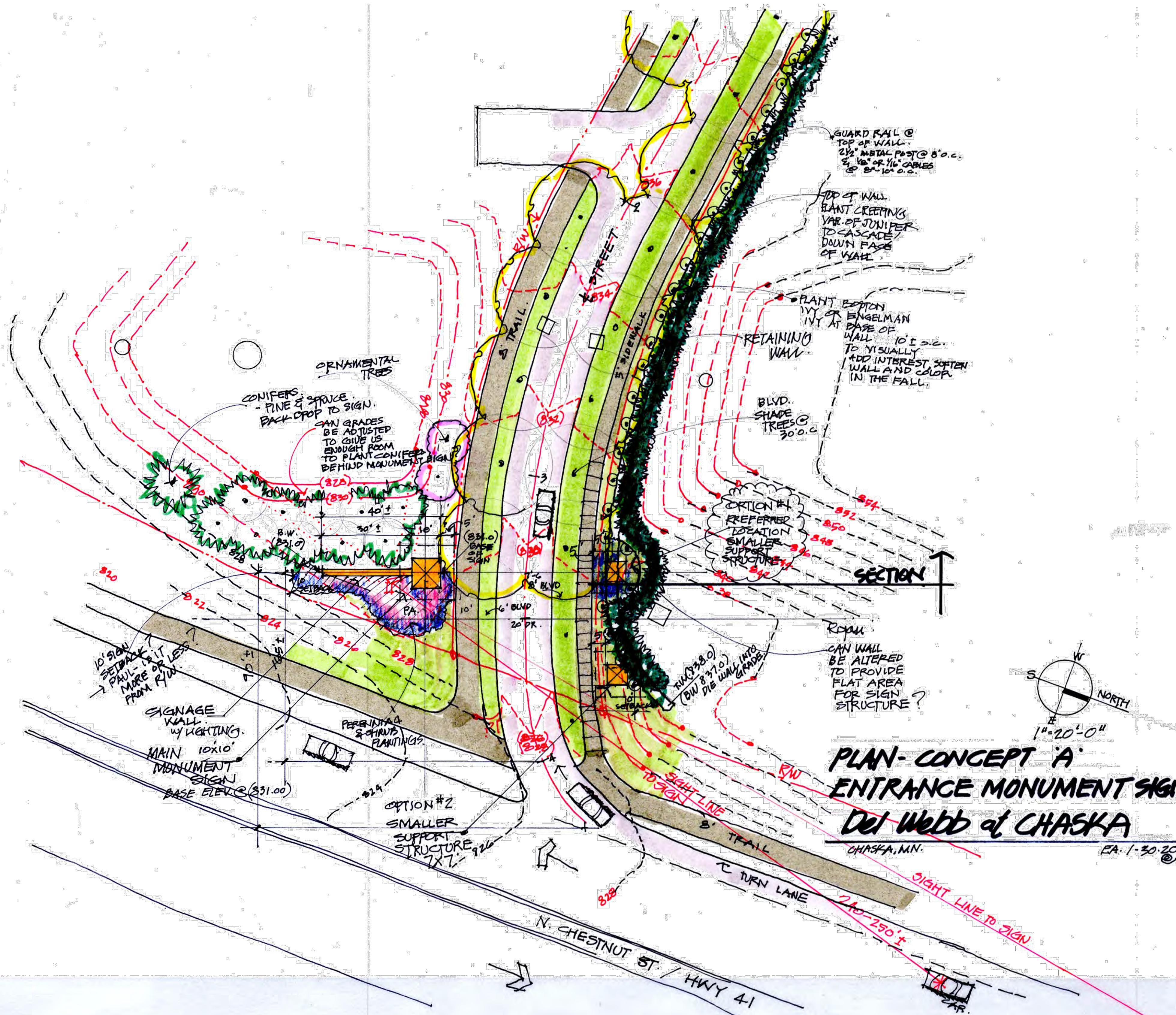
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DATE: 02/04/20

Example Image

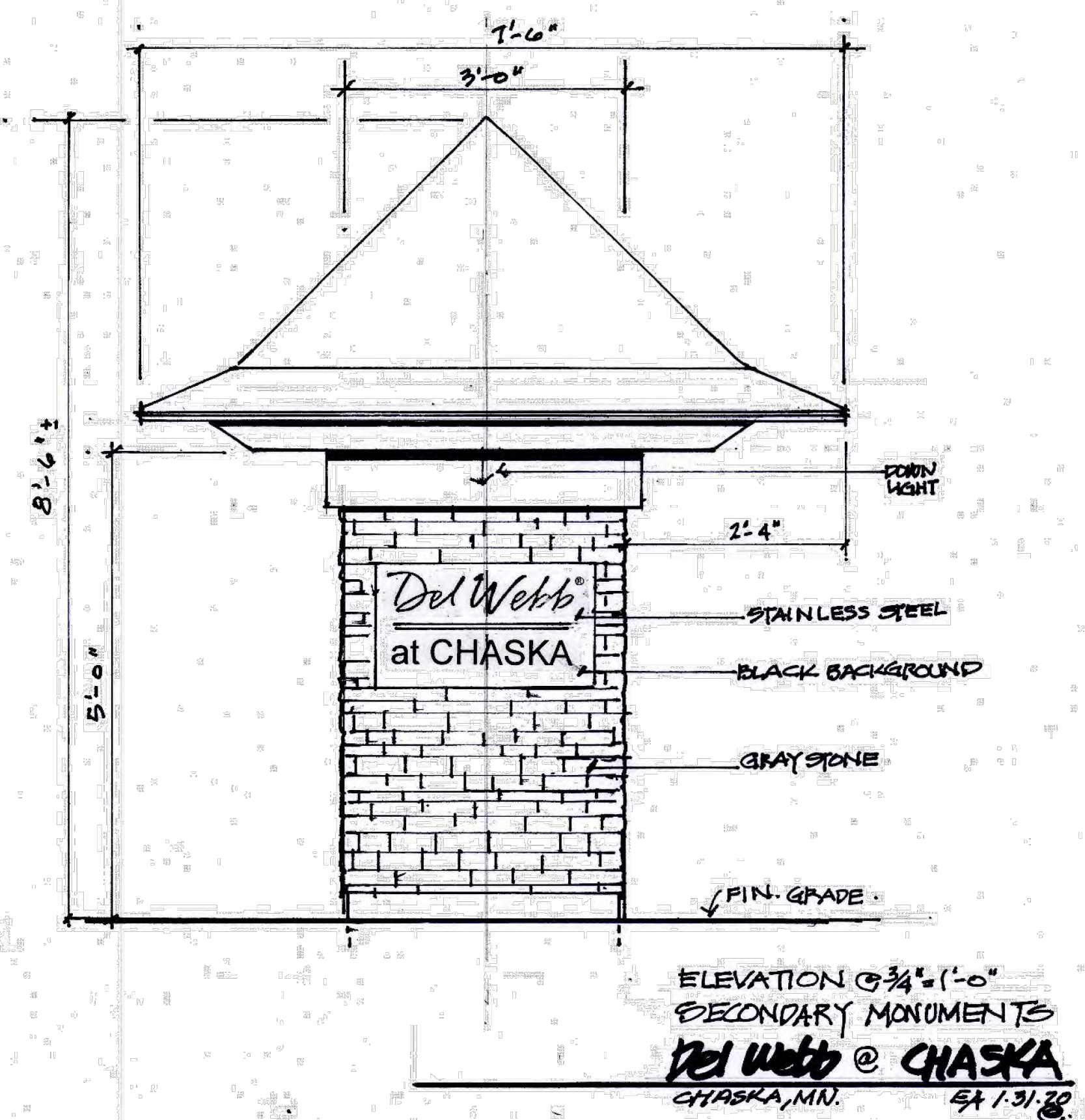


PROPOSED SCREENING VINES GROWING OVER FENCE.



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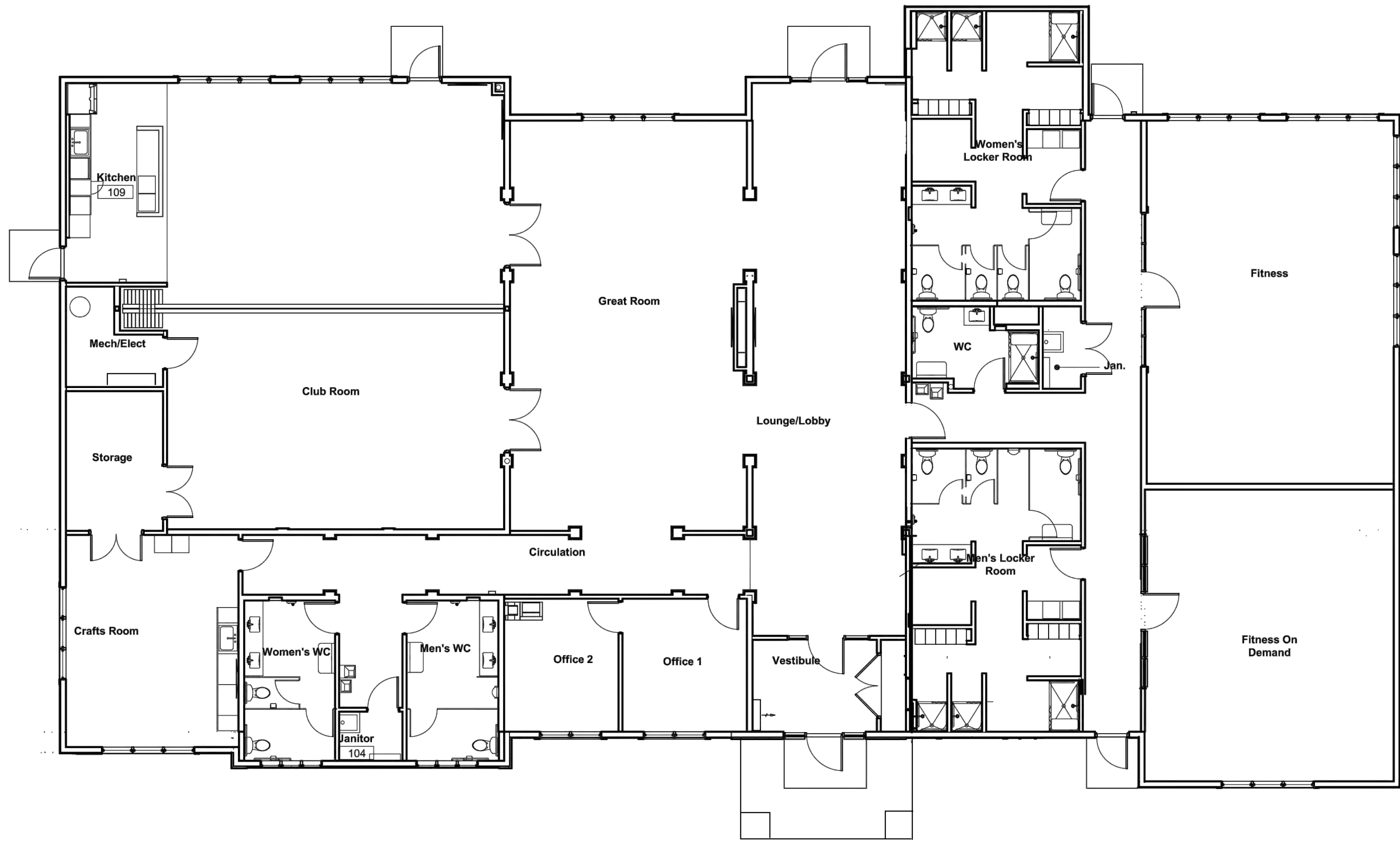
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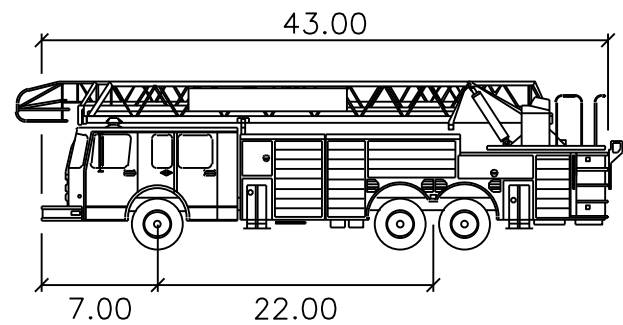


MAIN LEVEL FLOOR PLAN
3/32" = 1'-0"

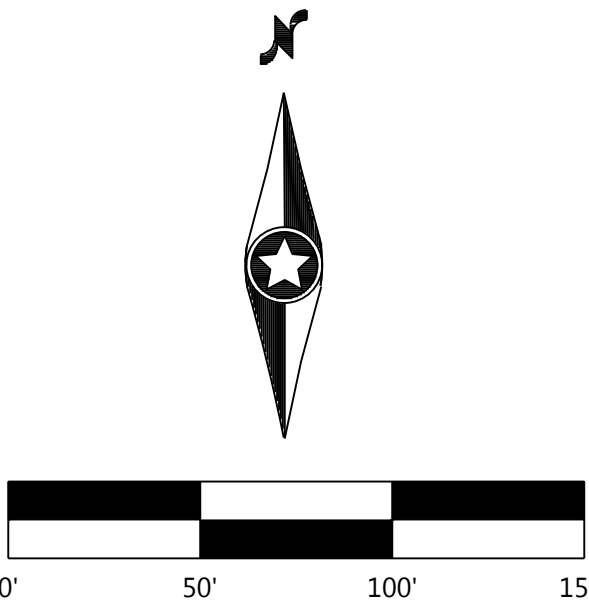
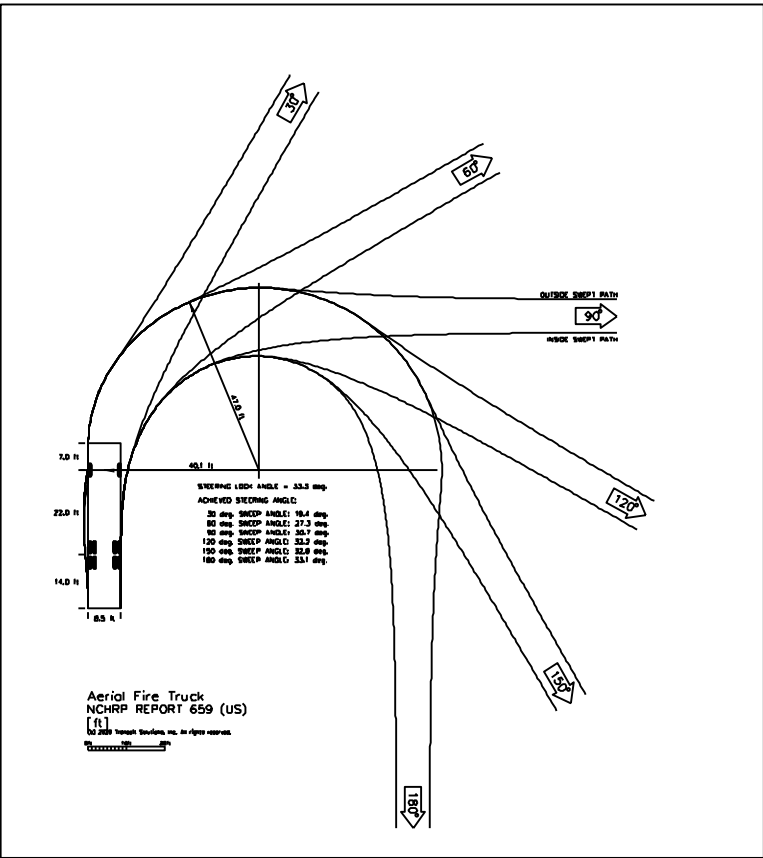
1.31.20

WHITTEN ASSOCIATES, INC. RECREATION CENTER - CHASKA, MN DEL WEBB AT CHASKA

NOT FOR CONSTRUCTION



Aerial Fire Truck		feet
Width	:	8.50
Track	:	8.50
Lock to Lock Time	:	6.0
Steering Angle	:	33.3



NOT FOR CONSTRUCTION

DESIGNED: _____
CHECKED: _____
DRAWN: _____
HORIZONTAL SCALE: _____
VERTICAL SCALE: _____

INITIAL ISSUE: XX/XX/XX
REVISIONS:
△ _____
△ _____
△ _____
△ _____
△ _____

PREPARED FOR:

PULTE GROUP

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

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

DATE: XX/XX/XX LICENSE NO. _____

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

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

Turning Movements
Exhibit

SHEET NUMBER:

1 OF 1

DATE: 02/19/20

PROJECT NUMBER: 0015521.00



NOT FOR CONSTRUCTION

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

INITIAL ISSUE:	02/04/20
REVISIONS:	
△	02/26/20 CITY COMMENTS
△	
△	
△	
△	

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

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A
DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA
DATE: 02/04/20 LICENSE NO. _____

Packet Page 167 of...

DEL WEBB AT CHASKA
CHASKA, MN



**RECREATION CENTER -
LAYOUT**

PROJECT NUMBER: 0015521.00

SHEET NUMBER:
40 OF **40**
DATE: 02/04/20

CONCEPT SITE PLAN



CONCEPT DATA

Gross Site Area:	86.0 ac
Delineated Wetlands:	0.46 ac (By others)
Wooded Bluff & buffers:	7.67 ac (Outlots D, E, J, Q)
Park Expansion:	1.11 ac (Outlot B, C, P, R and S)
Cemetery Parcel:	0.43 ac (Outlot H)
Ponding / Openspace:	12.1 ac (Outlot A,E,F, G,I,K,L,M,N,O, and T less wetlands)
Net Developed Area:	78.4 ac (Gross area less city dedicated outlots above)
Overall Proposed Homes:	268 homes
44' DTH Lots:	122 homes 44' x 120'-125' typical lot size
50' DTH Lots:	89 homes 50' x 120'-125' typical lot size
60' DTH Lots:	57 homes 60' x 120'-125' typical lot size
Overall Gross Density:	3.1 un/ac 268 units / 86.0 ac (gross site area)
Overall Net Density:	3.4 un/ac 268 units / 78.4 ac (net developable area)
Local Streets:	11,255 LF
Public Trails:	6,900 LF

Aerial photography from State of Minnesota;
Topography from State LIDAR

REQUEST FOR ACTION

CHASKA PLANNING COMMISSION

03/11/2020

Subject: **Sagewood 3rd - Concept Plan on Kelzer Land in Orderly Annexation Area of Laketown Township**

Applicant: DR Horton

Location: North of Engler Boulevard/Co Rd 10, west of Clover Preserve Drive

Case No.: 2020-06

Synopsis: Applicant seeks to obtain approval of a 83 lot development on 42 acres of land in the orderly annexation Laketown Township area

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

BACKGROUND

At its May 15, 2000 City Council meeting the Clover Ridge Concept Plan was approved. The Concept Plan showcased an assortment of housing and densities throughout the development, which included the portion of Kelzer's site that is being looked at tonight.

In July of 2002 the Final Plat for Clover Preserve 2nd Addition was approved, which encompassed the lots on Sophia Drive and a street stub that ended at the Chaska-Laketown Township border. Several signs were put along the edge of Sophia Drive and Kelzer's land to inform residents that the area will be developing.

In May 2018 the concept plan for Sagewood was approved, which encompassed the 1st and 2nd additions. The 1st and 2nd additions were the extension and termination of Clover Field Circle, and the extension of Clover Preserve Drive up to the western border of Chaska abutting Laketown Township. The Final Plat for Sagewood was approved in October 2018, and the final plat for Sagewood 2nd was approved in April 2019.

Tonight we are looking at a concept plan of Sagewood 3rd addition that shows the westerly extension of Clover Preserve Lane and Sophia Drive into the orderly annexation area of Laketown Township.



Project Goals

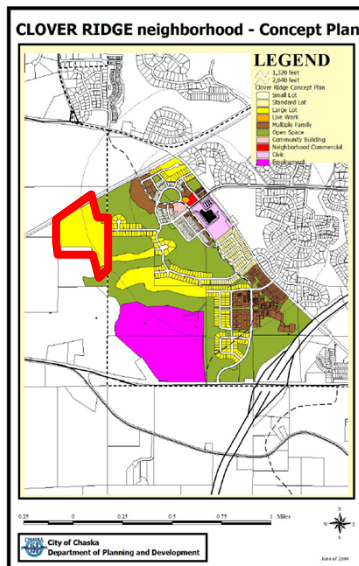
Sagewood 3rd is a portion of Laketown Township to be annexed and developed as part of Chaska. The identified goals in creating this new neighborhood include the following:

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing 2-story homes on larger lots

- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage patterns
- Preservation of trees and buffer to existing homes.
- Enhancement of a small community feel

Comprehensive Plan & Clover Ridge Concept Plan

The Comprehensive Plan guides this area to be Low Density Residential. The proposal tonight is consistent with this guidance. The Clover Ridge concept plan also guided this area to be standard lot residential, which the proposal is consistent with.



The Clover Ridge neighborhood was approved in May 2000. In September of 2002 it was amended to show that the Kelzer site to the south would be developed for Employment (ie. Business Park), and the Kelzer site to the west would be developed for Low Density Residential as shown in the red outline of the attached Clover Ridge Concept Plan. This amendment was due as a result of an assessment agreement between the City and the Kelzer family.

The delineation of this low-density residential area was dictated by the sewer capacity that could reach those limits. See sewer plan to right for reference.

CURRENT PROPOSAL

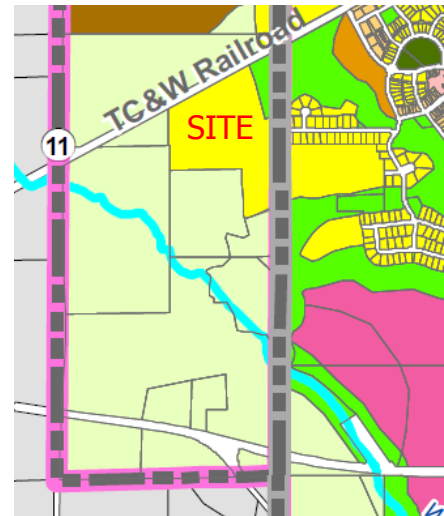
The 83-lot proposal on approximately 42-acres of property is located north of Engler Boulevard/County Road 10 and west of Clover Preserve Drive and Sophia Drive. This new addition will essentially be an extension of the existing Sagewood neighborhood in the orderly annexation Laketown Township area.

Adjacent properties

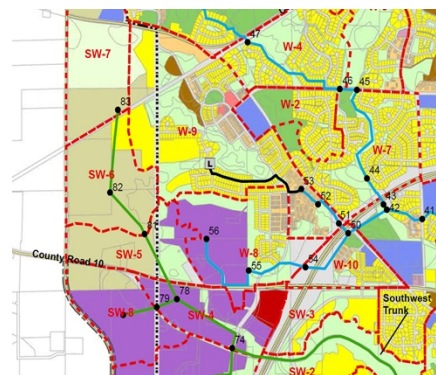
The site is bound on the north by the Twin Cities & Western railway and Steve Kelzer's farm property; to the west by Victoria Drive (CR 11), the Brose family farm and the remaining portion of Kelzer's land; the south by Kelzer's farmland and land owned by Cal Haasken; and the east by single family residential in Clover Ridge and Sagewood.

Existing Conditions

The 42-acre site is located in the western edge of the Clover Ridge and Sagewood neighborhoods. The site is entirely located in the orderly annexation area of Laketown Township. The site naturally drains to the creek located along the west side of the side and



Excerpt from 2030 Land Use Plan



Sewer Plan

ultimately off-site to the south. It is this feature that influenced the design of separate north and south areas with ponding located throughout the site.

There are significant clusters of trees (mainly oaks) that exist on the southeastern portions of the subject site. A tree survey indicates approximately 141 trees of varying sizes but mainly oaks. The average size of these trees are averaging around 20-35 inches in caliper. There is also a 'Heritage Tree' noted on the southwest corner of the site outside of the development area. This tree has been noted as one of the oldest trees in the community, and plans to remain.

Poor soils were noted on the southerly most tip of the subject site. Because of this the developer will be looking at this area for ponding.

The applicant has not been able to do an official wetland report yet. Staff would require that a wetland delineation report be completed and provided at time of their preliminary submittal.

Land Use

The proposed 42-acre Sagewood 3rd consists of 83 single family lots with a typical lot size of 65 feet wide by 140 feet deep. The dimensions are slightly large than the homes in Clover Ridge, however they will be generally consistent with the existing lots in Sagewood. Minimum setbacks are proposed to be consistent with those approved for Sagewood 1st and 2nd: front setback of 26 feet, side setback of 5 feet, corner lot side setback of 26 feet and rear yard setback of 20 feet.

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

Layout

Due to its natural topography, the creek, and drainage patterns, Sagewood is divided into two sections: North and South. The North portion will be accessed via a crossing of the creek with a street from the southern portion of the site and consists of 60 home sites. The South portion will be directly connected to Sophia Drive and Clover Preserve Lane and contain 23 home sites. Sidewalks will be an extension of the existing conditions to both streets.

A private neighborhood park is planned for the site in a location to be determined, but likely on the south side of the creek. Park amenities will include a play structure and seating. It is anticipated that these homes will be part of the existing Sagewood Homeowners Association.

There were a number of site conditions that were reviewed and considered in the conceptual layout of Sagewood 3rd. These include:

- Existing Terrain and Creek. The site naturally drains to the creek located along the west side of the site and ultimately off-site to the south. It is this feature that influenced the design of separate north and south areas with ponding located throughout the site.
- View sheds. The topography of the site is such that the north portion sits higher than the south. This creates open sight lines to the south and west. The design takes

advantage of this feature by providing a majority of the homes with desirable views. Those homes that face the north or east will benefit from the pond or wooded views.

- Tree Preservation. There is a large grove of trees located in the east area of the site. The site layout is sensitive to this feature and therefore accommodates preservation of trees. A more detailed analysis of tree preservation will take place at the time of preliminary plat.
- Utilities. Water & sewer is stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.
- Railroad. The Twin City and Western Railroad have a set of tracks along the north boundary of the site. Additional buffer and setback for lots that back the railroad tracks will be required. Due to the grade differential adjacent to the tracks, varying approaches to screening will include berming and landscaping.
- Farm Access. Currently, Steve Kelzer, the land owner, accesses the site for farming via a driveway over the railroad tracks. Upon development of the northerly portion of the site, farm access will be rerouted through the public road system to access the southerly & westerly retained parcels.

Transportation/ROW/Construction Traffic

The Concept Plan proposes to provide for a network of internal residential roadways with connectivity to arterial roadways. Specifically, Clover Preserve Lane and Sophia Lane are extended to the west to provide access to the south portion of the proposal. A street extension over the creek will provide access to the north portion, which will then terminate into several cul de sacs.

The current concept plan appears to show road right-of-way widths (54 feet) that are consistent with the designs in the existing Clover Ridge and Sagewood developments, which is smaller than the City's typical 60 foot wide ROWs. City crews have evaluated this change in the 1st and 2nd additions of Sagewood and have determined that the 54 foot wide ROW is acceptable to carry through and provide more of a seamless approach to the existing neighborhoods.

Currently the westerly portion of the development on the north side shows a cul de sac that runs up to its westerly edge. The cul de sac appears very forced in this corner and staff would advise the applicant to look at this layout further. It would appear that rounding out the street would be a better, more seamless, approach.

A traffic study will be required to understand the traffic impacts of the 83 lots, and will need to be submitted at preliminary submittal.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer to determine an appropriate route through the existing

Clover Ridge and Sagewood developments. The developer has previously worked with staff to properly direct construction traffic through their existing phases, and they have been quite receptive to comments and concerns. A construction traffic plan shall be submitted for review in the preliminary submittal.

Utilities

Sewer and water utilities are available. Water and sewer are stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.

Stormwater

Stormwater ponding is proposed as a part of this proposal on the south side of the site, center of the site just west of the creek, and north of the site. It will be required that the developer provides adequate maintenance access into these areas to be shown during their preliminary submittal. Stormwater ponding will have to meet all Carver County WMO and City standards.

Phasing

The phasing of the project has not been determined yet, but the site will be developed in multiple phases depending on a number of factors such as market demands and local lot absorption. The timing will also depend on the developer's ability to annex the area into the City of Chaska.

Setbacks

The setbacks will be consistent with Sagewood 1st and 2nd. Namely, the front yard setback should be no less than 26 feet. The rear yard setback should be 20 feet. The side yard setback should be 5 feet. Corner lots should have a side yard setback of 26 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	30 feet

Architecture

DR Horton will be the sole builder in this development. The proposed homes will be 2-story single family designs, which are like those in the current Sagewood neighborhood. We anticipate offering approximately 9 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing will also be similar to homes in Sagewood, starting in the lower \$400,000s. A sample of the home designs accompany this concept plan. These homes are the same that are being built in the 1st and 2nd additions.

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 has been very successful in the recent past with the result of neighborhoods with varied housing design and architecture.

Trails & Sidewalks

There are no trails proposed as a part of this development nor are there trails called out for this area in the Comprehensive Plan. Because of this the developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement.

The concept plan is proposing to include sidewalks. The developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy.

Screening, Landscaping & Tree Preservation

Because this development abuts the Twin Cities and Western railway it will be important that the homes that back up to this use have adequate screening. Typically a mix of deciduous and coniferous trees with a level of berming is the best practice adjacent to railways. The applicant will have to show in their preliminary landscape plan how this screening will be achieved. In addition, it will be important to see how the east edge on the north side of Sophia Drive will be addressed between the new Sagewood 3rd lot and the existing Sophia Drive lot. The applicant is showing a buffer area on the south side so it would seem appropriate to do the same on the north side. This could also provide an opportunity for additional tree preservation and a natural break between Sagewood and Clover Preserve 2nd addition.

Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street.

Tree Preservation will be an important piece of this development, specifically in the southeast area where significant trees are present. The applicant has already conducted and submitted a tree survey as a part of this proposal. As noted previously, there are 141 trees surveyed which are mainly oak trees ranging from 20-35 inches in caliper. The developer has already started to show certain areas for tree preservation on the proposed site. Specifically, an outlot is shown on the east edge of the site that abuts the development on Sophia Drive that will be used for tree preservation and buffering. Other open areas also exist on the west side of the proposed south portion's street, which will also be used for tree preservation purposes. From a high-level perspective, staff believes the applicant has provided a good first look at tree preservation. There are also a good portion of beautiful oaks that speckle the yards of some of the more easterly lots that staff would like the applicant to further evaluate for preservation. Sagewood 2nd addition preserved some rear yard trees through the use of a conservation easement. This same



practice could be carried into the 3rd addition to help preserve more trees that fall outside of outlots or future City-owned areas. The developer will have to provide a tree survey and a tree preservation plan during their preliminary submittal.

It should be noted that there is a cottonwood tree on the southwest tip of the subject site that has been deemed as one of the City's oldest cottonwood trees; it is called out in the Existing Conditions Plan as the 'Heritage Tree', and pictured in the previous image. The developer has stated that this tree is not incorporated into the development and will remain preserved.

Parkland

A private neighborhood park is planned for the site in a location to be determined, but likely on the south side of the creek. Park amenities will include a play structure and seating. It is anticipated that these homes will be part of the existing Sagewood Homeowners Association.

The developer will have to show in their preliminary submittal the final location for the park and how it will be programmed. It should be noted that a parkland shall go in a location that will not impact the preservation of trees.

Although this plan is proposing park space, it will still be required of the developer to pay park dedication fees since the park proposed is private.

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.

Annexation

The subject site is currently located in the orderly annexation area of Laketown Township. This orderly annexation area was put in place in the 1980's to have zoning control over the areas that will be added to the City of Chaska in the future. The developer will have to annex the area into the City before they can come back for further approvals, such as preliminary plat and final plat. The developer will be responsible for all annexation fees.

Jonathan Association

During the reviews of Sagewood 1st and 2nd additions it was discussed whether or not Sagewood would be incorporated into the Jonathan Association, which is a Homeowners Association that encompasses the area over Clover Ridge. At that time the developer had the choice of either opting to be in the Association or create their own and provide their own private park. The developer opted for their own private park and the creation of their own Homeowners Association. As this new extension of the Sagewood development is in the orderly annexation area of Laketown Township, it is not required to be a part of the Jonathan Association by location. The developer is opting to include this extension into their existing Sagewood Homeowners Association.

Neighborhood Meeting March 2, 2020:

DR Horton conducted a neighborhood meeting for their concept plan on March 2, 2020. They have provided a summary of this meeting as an attachment in the packet. In sum, there were concerns on traffic, density, roads, tree preservation, and school capacity. As it relates to traffic the developer will be required to do a traffic study to submit at preliminary (see condition #24); to density, low density residential allows for 2-5 dwelling units per net acre per the Comprehensive Plan. The plan is proposing 2.1 dwelling units per net acre; to roads, the traffic study will provide insight on the serviceability of roads (see condition # 24); to tree preservation, the developer will have to evaluate additional areas for tree preservation (see conditions #8 & 9); to school capacity, the city cannot comment on this as it is a separate jurisdictional matter.

The applicant will have an opportunity to address these concerns in their preliminary submittal.

PLANNING COMMISSION ACTION REQUESTED

Motion to recommend to City Council approval of the Sagewood 3rd Concept Plan for a 83-lot subdivision on 42 acres of land in the orderly annexation area of Laketown Township, subject to the following conditions:

- 1. Approvals shall be based on the following graphic exhibits:**
 - a. Project Narrative (pgs 1-3), prepared by DR Horton, dated February 21, 2020
 - b. Regional Context Plan, prepared by Westwood, dated February 5, 2020
 - c. Site Forces Exhibit, prepared by Westwood, dated February 5, 2020
 - d. Concept Sketch Plan, prepared by Westwood, dated February 17, 2020
 - e. Tree Inventory Plan (pgs 1-2), prepared by Westwood
 - f. Rendered Home Plans (pgs 1-18), prepared by DR Horton
- 2. Adherence with the City Engineer's Memo dated March 5, 2020.**
- 3. Adherence to the City's Boulevard Tree Policy and local street section design.**
- 4. Provision that boulevard trees are placed between the sidewalk and street.**
- 5. Provision that boulevard trees are placed throughout the entire boulevard, including corner lot areas, to meet the Tree Policy.**
- 6. Provision of adequate berming and landscaping along north edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.**
- 7. Provision of adequate screening and landscaping along east edge abutting the Clover Preserve 2nd Addition lots to be addressed at Preliminary submittal.**
- 8. Provision to further evaluate the tree preservation efforts in private lots and to be addressed at preliminary submittal.**
- 9. Provision to further evaluate tree preservation efforts on the lot north of Sophia Drive and west of Clover Preserve 2nd Addition.**
- 10. Provision to preserve 'Heritage Tree' on the southwest corner of the site.**
- 11. Provision of sidewalks on both sides of all local streets.**
- 12. Adherence to the following building setbacks:**
 - a. Front (house): 26 feet
 - b. Rear: 20 feet
 - c. Side: 5 feet
 - d. Side (corner): 26 feet
- 13. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**

- 14. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).**
- 15. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.**
- 16. Preservation of wetlands and a 30 foot buffer.**
- 17. Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.**
- 18. Provision of a storm water management plan meeting City and Carver County WMO standards.**
- 19. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.**
- 20. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.**
- 21. Provision that the 42 acres site will be annexed into the City of Chaska prior to preliminary submittal.**
- 22. Provision of a park detail and location that does not impact tree preservation and to be included at preliminary submittal.**
- 23. Provision to further evaluate westerly-most cul de sac in terms of its layout and to be addressed at preliminary submittal.**
- 24. Provision of a traffic study be completed and submitted at preliminary submittal.**
- 25. Provision of a construction traffic plan to be submitted at preliminary submittal.**



City of Chaska Memorandum

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

The concept plan of Sagewood 3rd addition dates back to the City development approvals that were considered with the Clover Ridge residential development. The 42 acre property is located on the western edge of Clover Ridge and Sagewood neighborhoods and was included in the City's comprehensive development plan. The Engineering comments/conditions regarding the proposed concept plan are as follows:

- 1) Subject to past agreements and comprehensive plan amendments the gravity trunk system that was installed with the clover ridge neighborhood accounted for the providing capacity to serve the proposed area. The proposed area cannot be served via gravity sewer and will require a new lift station. A Water main extension is readily available for connection from Clover Preserve Lane and Sophia drive to service the proposed development.
- 2) Site grading will need to address the rolling terrain of the development area as well as the creek system that divides the eastern third of the property. With this in mind, the storm water plan will be critical in meeting City and CCWMO requirements for run-off rates, volume control and erosion elimination.
- 3) As part of the preliminary submittal, a wetland delineation report for the entire development site will be required.
- 4) The internal street layout although adequate to handle traffic flow will bring more trips through the local neighborhood streets. Staff is recommending a traffic analysis be completed to understand the influence with the adjoining residential neighborhood streets. The City's collector road network which includes Clover Ridge Drive has accounted for development in this area.

- 5) The layout proposes a stub street for future extension at the western edge of the property which is inconsistent with the City's overall comprehensive plan. Staff is recommending the layout be revised to remove future access to the west and south to align with the greenbelt area designated in comprehensive plan.



SAGEWOOD Phase 3

Concept Plan Narrative

Chaska, MN

EXISTING CONDITIONS

The nearly 77-acre site is located to the west of the Sagewood and Clover Preserve neighborhoods and south of the Twin Cities & Western Railroad line. The site, currently used for agricultural purposes, is in Laketown Township and subject to annexation by the City.

The southerly portion of the site contains an area of trees. A tree survey indicates approximately 207 trees of varying sizes and species that are evenly distributed throughout. The majority is Oak. The remaining species include a combination of Cedar, Basswood, Ash and Elm among a few others. The concept plan shows 80 trees being saved.

A wetland investigation took place fall 2019 and it was determined that there are 10 wetlands on the site. The wetlands range in size from 158 sq. ft. to 21,953 sq. ft. A small creek also transverses the site from north to south. The current concept plan avoids all of the wetlands. A formal application has been filed and anticipated to receive a final decision spring 2020.

NEIGHBORHOOD GOALS

Sagewood Phase 3 is the next portion of Laketown Township to be annexed and developed as part of Chaska. The identified goals in creating this new neighborhood include the following:

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing 2-story homes in and around Sagewood
- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage patterns
- Preservation of trees and buffer to existing homes.
- Enhancement of a small community feel

THE NEIGHBORHOOD

General Site Information

The proposed 77-acre Sagewood 3rd Phase consists of 83 single family lots with a typical lot size of 65 feet wide by 140 feet deep. Minimum setbacks are proposed to be consistent with those approved for Clover Preserve and Sagewood: front setback of 26 feet, side setback of 5 feet, corner lot side setback of 26 feet and rear yard setback of 20 feet.

The neighborhood will be accessed from extensions of Sophia Drive and Clover Preserve Lane. Due to its natural topography, the creek and drainage patterns, Sagewood 3rd Phase is divided into two sections: North and South. The North portion will be accessed via a crossing of the creek with a street from the southern portion of the site and consists of 60 home sites. The street will be extended up to the westerly property boundary, so that it may be extended in the future. The South portion will be directly connected to Sophia Drive and Clover Preserve Lane and contain 23 home sites. Sidewalks will be an extension of the existing conditions to both streets.

A private neighborhood park is planned for the site in a location to be determined, but likely on the south side of the creek. Park amenities will include a play structure and seating. It is anticipated that these homes will be part of the existing Sagewood Homeowners Association.

The proposed homes will be 2-story single family designs, which are like those in the current Sagewood neighborhood. We anticipate offering approximately 9 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing will also be similar to homes in Sagewood, starting in the lower \$400,000s. A sample of the home designs accompany this application.

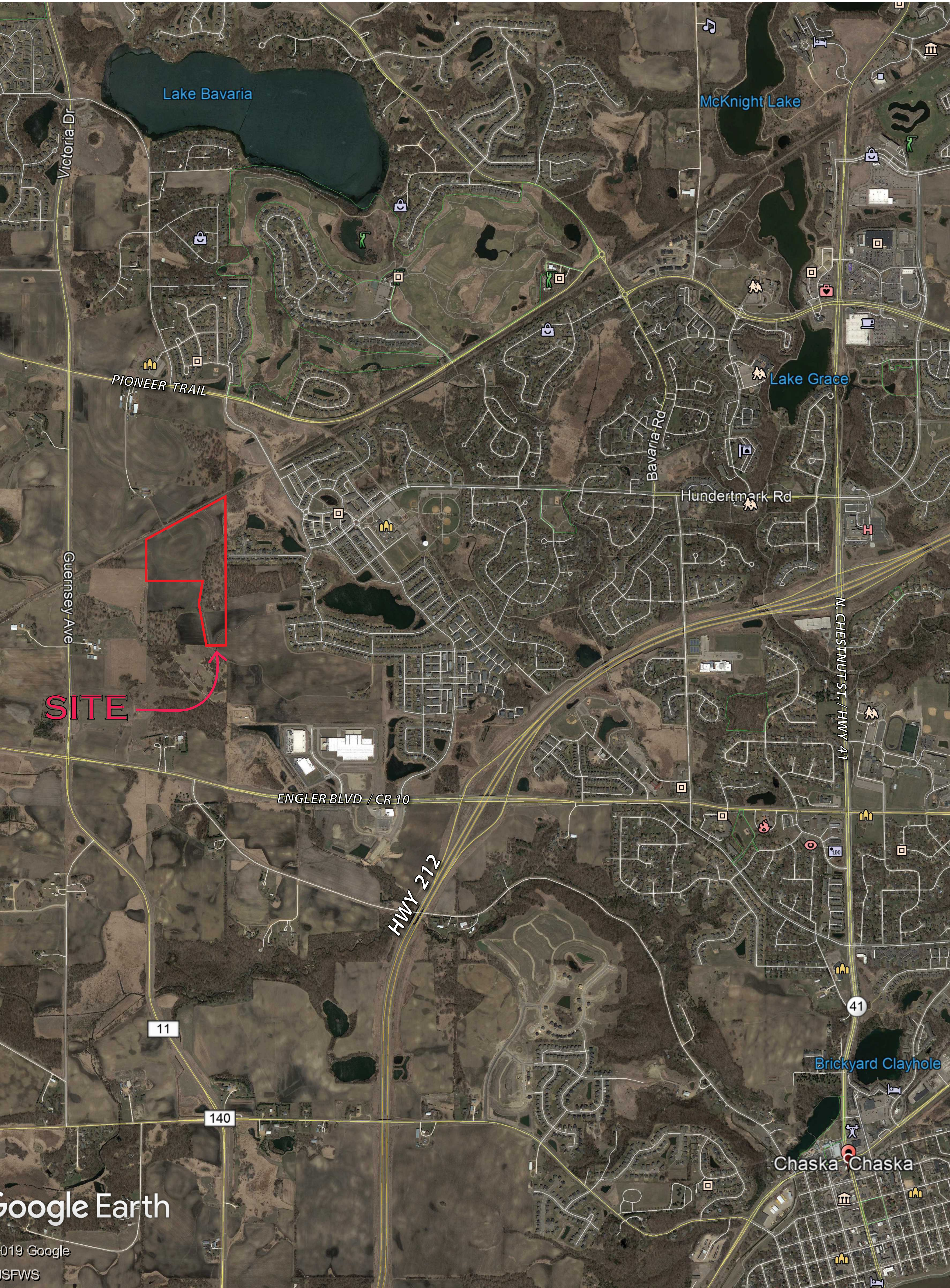
Layout

There are a number of site conditions that were reviewed and considered in the conceptual layout of Sagewood. These include:

- Existing Terrain and Creek. The site naturally drains to the creek located along the west side of the site and ultimately off-site to the south. It is this feature that influenced the design of separate north and south areas with ponding located throughout the site.

- View sheds. The topography of the site is such that the north portion sits higher than the south. This creates open sight lines to the south and west. The design takes advantage of this feature by providing a majority of the homes with desirable views. Those homes that face the north or east will benefit from the pond or wooded views.
- Tree Preservation. There is a large grove of trees located in the south area of the site. The site layout is sensitive to this feature and therefore accommodates preservation of trees. A more detailed analysis of tree preservation will take place at the time of preliminary plat.
- Utilities. Water & sewer is stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.
- Railroad. The Twin City and Western Railroad have a set of tracks along the north boundary of the site. Additional buffer and setback for lots that back the railroad tracks will be required. Due to the grade differential adjacent to the tracks, varying approaches to screening will include berming and landscaping.
- Farm Access. Currently, the land owner accesses the site for farming via a driveway over the railroad tracks. Upon development of the northerly portion of the site, farm access will be rerouted through the public road system to access the southerly & westerly retained parcels.

Regional Context



Google Earth

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USFWS

Westwood

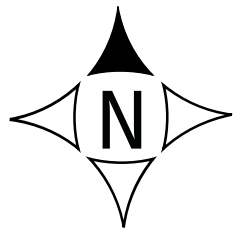
Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150

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Minnetonka, MN 55343
westwoods.com

D.R. HORTON DRI NYSE
America's Builder

Sagewood 3rd
Chaska, MN

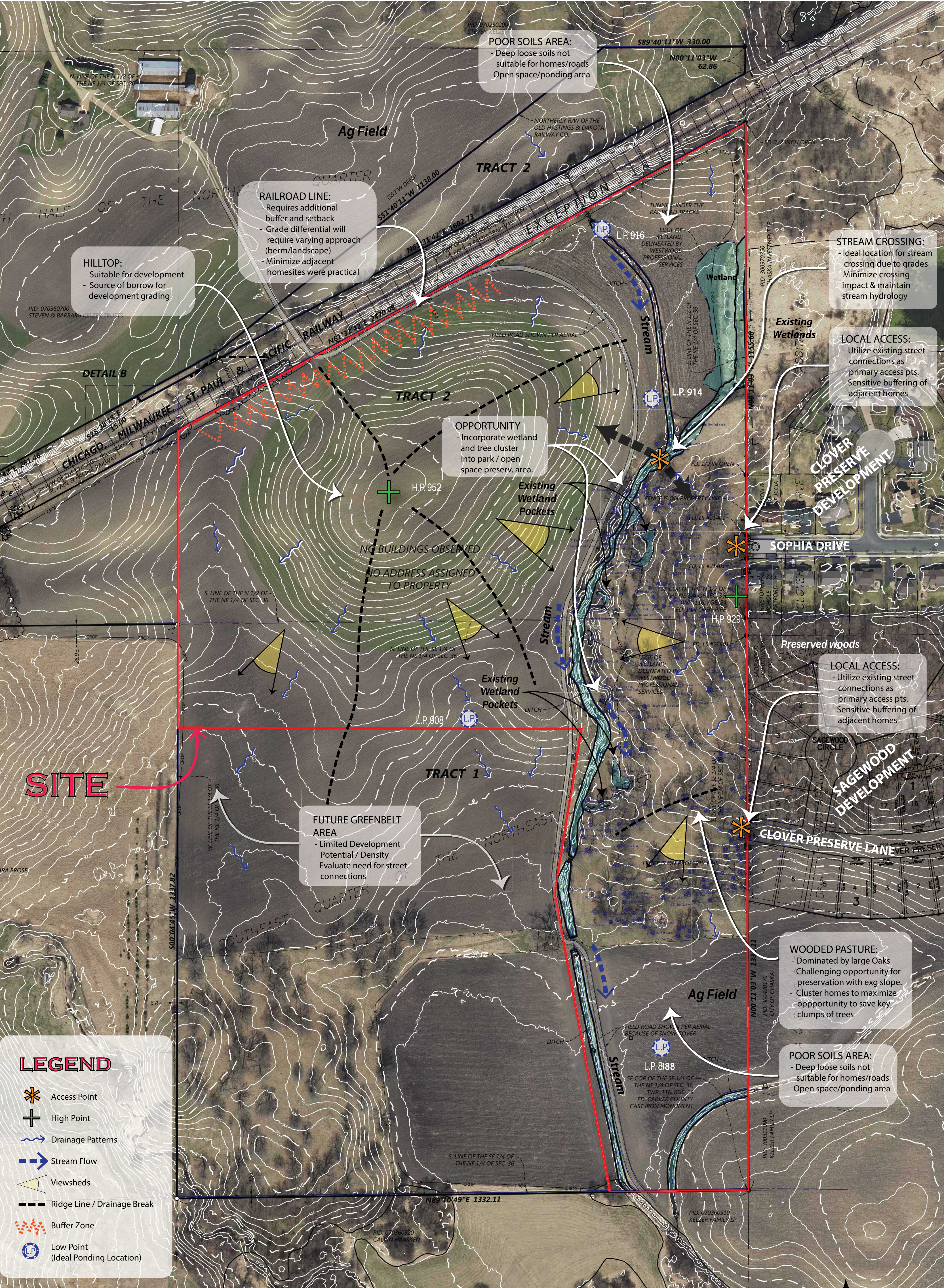
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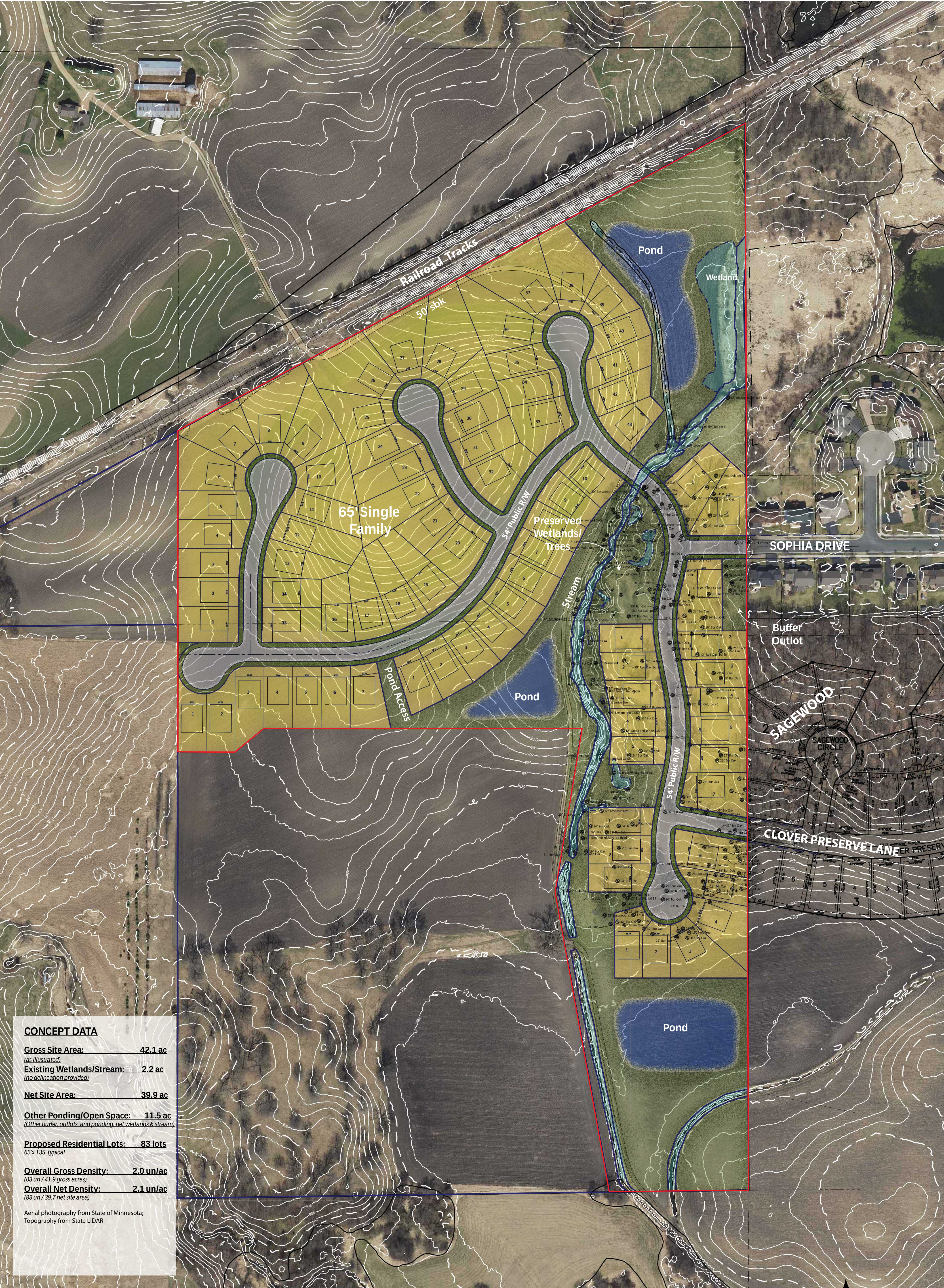
Existing Conditions



Site Forces



Concept Sketch Plan



CONCEPT DATA

Gross Site Area: 42.1 ac
(as illustrated)
Existing Wetlands/Stream: 2.2 ac
(no delineation provided)
Net Site Area: 39.9 ac
Other Ponding/Open Space: 11.5 ac
(Other buffer, outlots, and ponding, net wetlands & stream)
Proposed Residential Lots: 83 lots
65' x 135' typical
Overall Gross Density: 2.0 un/ac
(83 un / 41.9 gross acres)
Overall Net Density: 2.1 un/ac
(83 un / 39.7 net site area)

Aerial photography from State of Minnesota;
Topography from State LIDAR

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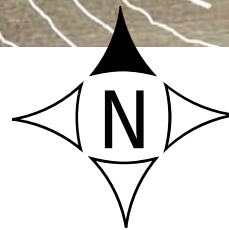
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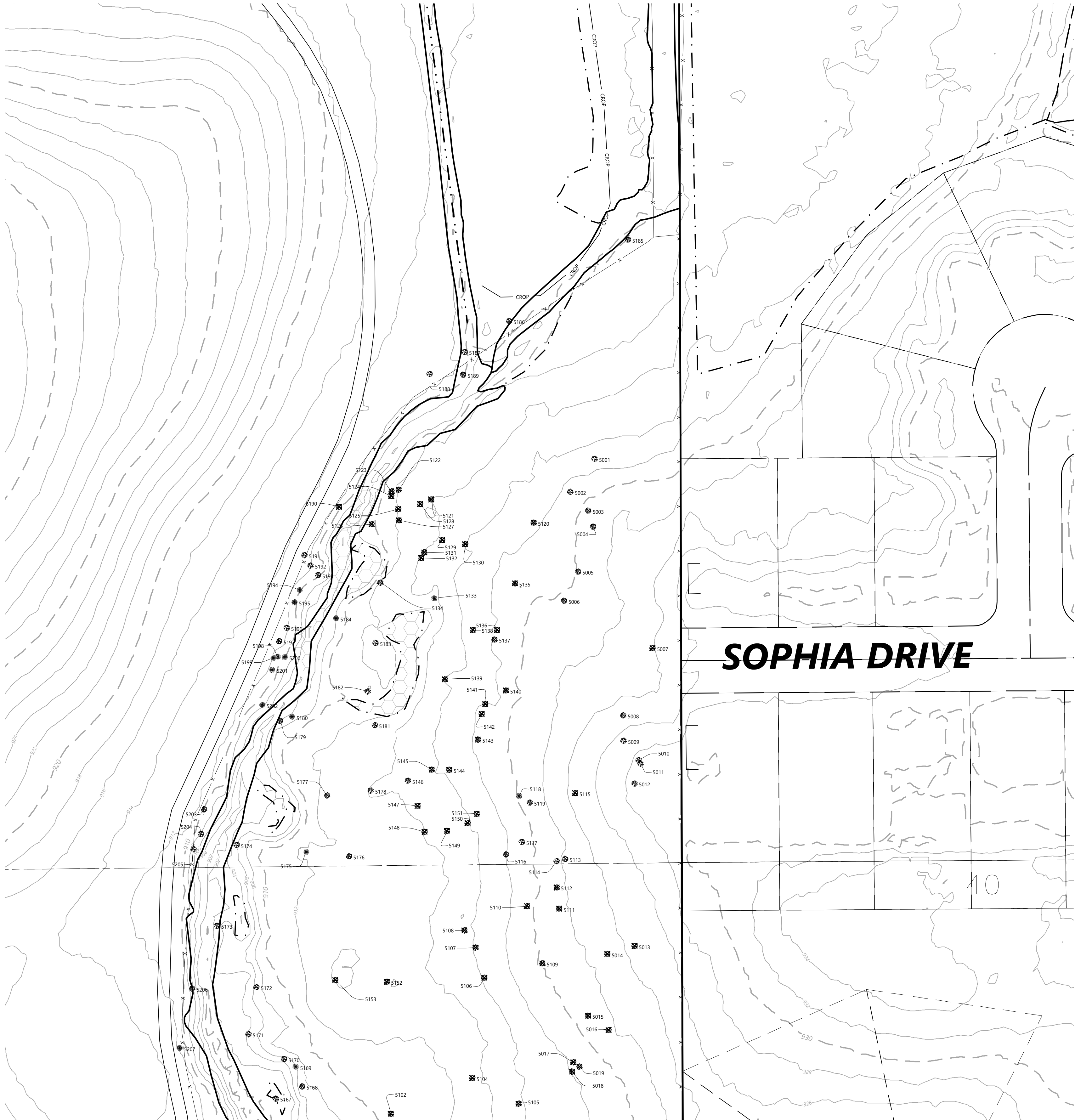
RH
MINNESOTA
NYSE

Sagewood 3rd
Chaska, MN

Packet Page 187 of...



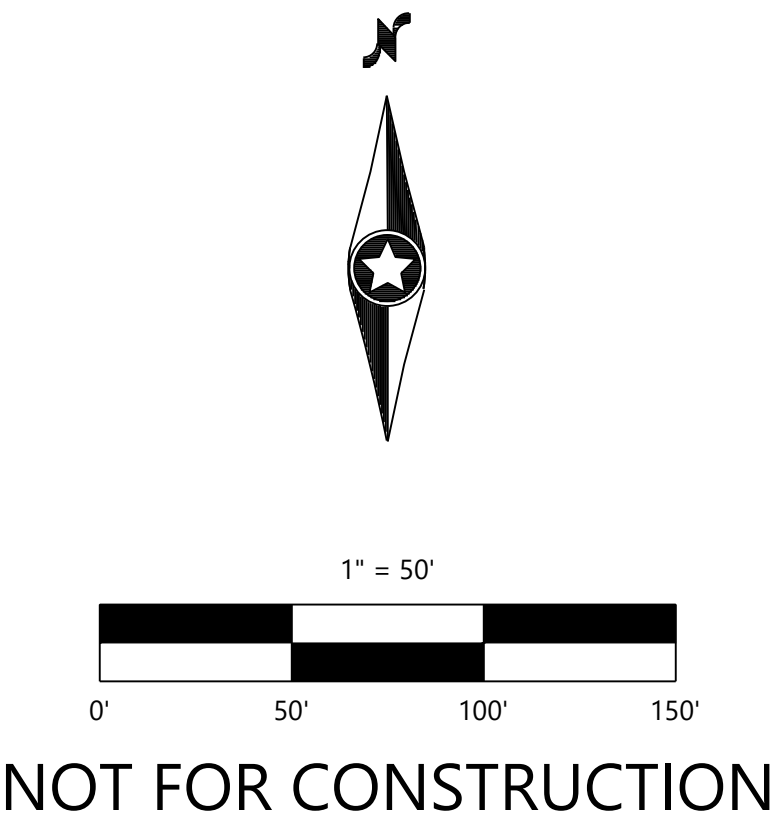
0' 100' 200' 300'



Tree Inventory

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT
5001	Red Oak	37	BD	
5002	Bur Oak	43		
5003	Bur Oak	24		
5004	Bur Oak	24		
5005	Bur Oak	29		
5006	Bur Oak	23		
5007	Ash	43		EAB
5008	Sugar Maple	38		
5009	Red Oak	26		
5010	Bur Oak	20	X	
5011	Bur Oak	25		
5012	Bur Oak	26		
5013	Bur Oak	25		
5014	Bur Oak	41		
5015	Bur Oak	29		
5016	Bur Oak	59		
5017	American Elm	12		
5018	American Elm	14		
5019	Bur Oak	29		
5020	Red Oak	39	BD	
5021	Bur Oak	13		
5022	Bur Oak	28		
5023	Bur Oak	31		
5024	Bur Oak	28		
5025	Red Oak	37		
5026	Bur Oak	22		
5027	Bur Oak	26		
5028	Bur Oak	29		
5029	Bur Oak	35		
5030	Bur Oak	20		
5031	Bur Oak	13		
5032	Bur Oak	18		
5033	Bur Oak	20		
5034	Bur Oak	34		
5035	Bur Oak	21		
5036	Bur Oak	15		
5037	Bur Oak	28		
5038	Bur Oak	24		
5039	Bur Oak	28	BD	
5040	Bur Oak	28		
5041	Bur Oak	25		
5042	Bur Oak	20		
5043	Bur Oak	45		
5044	Bur Oak	19		
5045	Bur Oak	39		
5046	Bur Oak	32		
5047	Bur Oak	24		
5048	Bur Oak	18		
5049	Bur Oak	18		
5050	Bur Oak	19		
5051	Bur Oak	23		
5052	Bur Oak	32		
5053	Bur Oak	32		
5054	Bur Oak	23		
5055	American Elm	12		
5056	Bur Oak	28		
5057	Bur Oak	26		
5058	Fruit Tree	19		
5059	Bur Oak	31		
5060	Bur Oak	19		
5061	Bur Oak	19		
5062	Basswood	18		
5063	Bur Oak	30		
5064	Bur Oak	27		
5065	Bur Oak	17		
5066	Bur Oak	34		
5067	Bur Oak	20		
5068	Bur Oak	25		
5069	Bitternut Hickory	34		
5070	Bur Oak	25		

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT
5071	Bur Oak	17	BD	
5072	Bur Oak	16		
5073	Bur Oak	24		
5074	Bur Oak	16		
5075	Bur Oak	16		
5076	Bur Oak	30		
5077	Bur Oak	26		
5078	Basswood	35	X	
5079	Bur Oak	26		
5080	Bur Oak	24		
5081	Bur Oak	30		
5082	Siberian Elm	17		Invasive
5084	Siberian Elm	12		Invasive
5085	Bur Oak	29		
5086	Bur Oak	19		
5087	Bitternut Hickory	29	BD, Dead	
5088	Bur Oak	25		
5089	Bur Oak	24		
5090	Bur Oak	28		
5091	Bur Oak	28		
5092	Bur Oak	34		
5093	Bur Oak	22		
5094	Bur Oak	22		
5095	Bur Oak	32		
5096	Bur Oak	23		
5097	Bur Oak	30		
5098	Bur Oak	29		
5099	Bur Oak	24		
5100	Bur Oak	29		
5101	Bur Oak	28		
5102	Basswood	41	PD, Dead	
5103	Bur Oak	35		
5104	Bur Oak	21		
5105	Red Oak	36	BD	
5106	Bur Oak	28		
5107	Red Oak	24		
5108	Bur Oak	28		
5109	Red Oak	42	BD	
5110	Bur Oak	24		
5111	Bur Oak	22		
5112	Bur Oak	18		
5113	Bur Oak	24		
5114	Bur Oak	20		
5115	Red Oak	39	BD, Dead	
5116	Bur Oak	18		
5117	Bur Oak	22		
5118	Eastern Red Cedar	7		
5119	Bur Oak	27		
5120	Bur Oak	26		
5121	Bur Oak	24		
5122	Bur Oak	19		
5123	Bur Oak	16		
5124	Bur Oak	17		
5125	Bur Oak	21		
5126	Bur Oak	13		
5127	Bur Oak	16		
5128	Bur Oak	20		
5129	Bur Oak	18		
5130	Bur Oak	27		
5131	Bur Oak	12		
5132	Bur Oak	26		
5133	Eastern Red Cedar	9		
5134	Bur Oak	17		
5135	Bur Oak	23		
5136	Bur Oak	24		
5137	Bur Oak	16		
5138	Bur Oak	24		
5139	Bur Oak	26		
5140	Bur Oak	29		
5141	Bur Oak	24	X	



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

DESIGNED:	CHF
CHECKED:	RMB
DRAWN:	CHF
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE:	XX
REVISIONS:	
△	
△	
△	
△	
△	

PREPARED FOR:

DR HORTON, INC. - MINNESOTA

20860 KENBRIDGE COURT, SUITE 100
LAKEVILLE, MINNESOTA 55044

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

NICHOLAS T. MEYER

DATE: XX LICENSE NO. 53774

SAGEWOOD

CHASKA, MN

Westwood

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

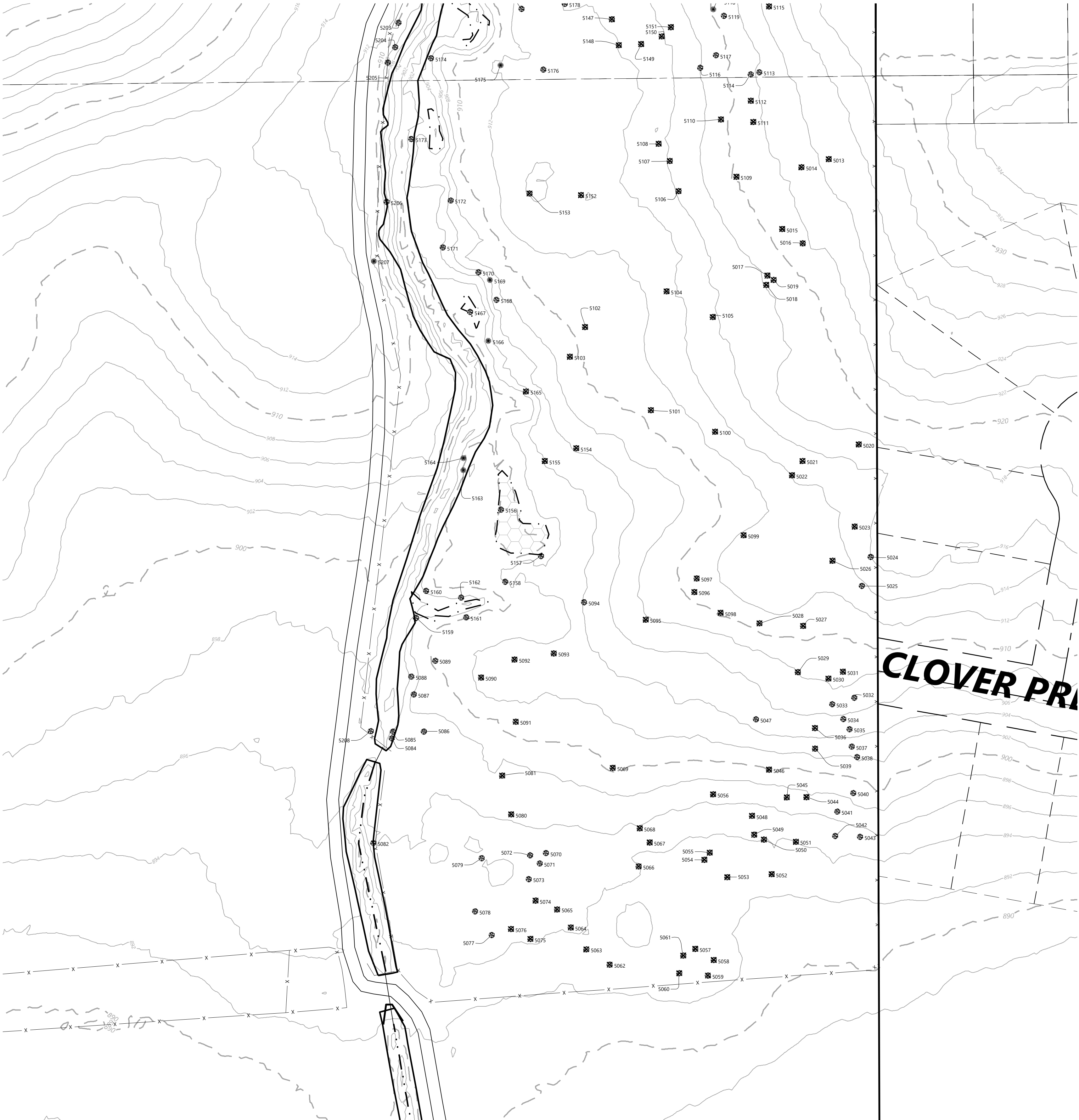
TREE INVENTORY PLAN

PROJECT NUMBER: 0025307

SHEET NUMBER:

XX OF XX

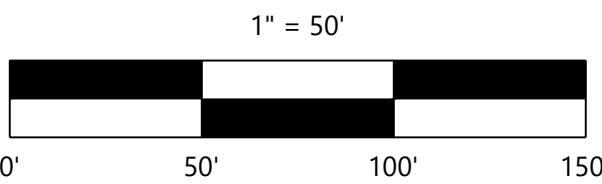
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Tree Inventory

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT
5142	Bur Oak	38		
5143	Bur Oak	22		
5144	Bur Oak	24		
5145	Bur Oak	20		
5146	Bur Oak	19		
5147	Bur Oak	24		
5148	Bur Oak	29		
5149	Bur Oak	28	PD	
5150	Bur Oak	19		
5151	Bur Oak	18		
5152	Bur Oak	28		
5153	Red Oak	70	BD	
5154	Bur Oak	35		
5155	Bur Oak	34		
5156	Black Willow	28	BD	
5157	Bur Oak	37		
5158	Bur Oak	39		
5159	Basswood	39		
5160	Bur Oak	42		
5161	American Elm	12		
5162	Bur Oak	32		
5163	Eastern Red Cedar	7		
5164	Eastern Red Cedar	7		
5165	Ash	12		EAB
5166	Eastern Red Cedar	9	X	
5167	Siberian Elm	12		Invasive
5168	Red Oak	32		
5169	Eastern Red Cedar	6		
5170	American Elm	12		
5171	Bur Oak	30		
5172	Basswood	29		
5173	Siberian Elm	13		Invasive
5174	Sugar Maple	26		
5175	Eastern Red Cedar	10		
5176	Bur Oak	50	BD	
5177	Ash	30	BD	EAB
5178	Bur Oak	32		
5179	Ash	13		EAB
5180	Eastern Red Cedar	5		
5181	Bur Oak	30		
5182	Bur Oak	40		
5183	Bur Oak	34		
5184	Eastern Red Cedar	7		
5185	American Elm	12	BD, Dead	
5186	American Elm	12	BD, Dead	
5187	Bowelder	14		
5188	American Elm	14		
5189	Ash	37		EAB
5190	Basswood	30	X	
5191	American Elm	20		
5192	Bur Oak	74		
5193	Basswood	22		
5194	Eastern Red Cedar	13		
5195	Eastern Red Cedar	6		
5196	Basswood	30		
5197	Basswood	36	X	
5198	Eastern Red Cedar	7		
5199	Eastern Red Cedar	6		
5200	Eastern Red Cedar	9		
5201	Eastern Red Cedar	11		
5202	Eastern Red Cedar	21		
5203	Basswood	37	X	
5204	Basswood	21		
5205	American Elm	12		
5206	Red Oak	29		
5207	Eastern Red Cedar	15		
5208	Bur Oak	34		

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NOT FOR CONSTRUCTION

DESIGNED: CHF
CHECKED: RMB
DRAWN: CHF
HORIZONTAL SCALE: 50.0000005"
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: XX
REVISIONS:
△
△
△
△
△

PREPARED FOR:
DR HORTON, INC. - MINNESOTA
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LAKEVILLE, MINNESOTA 55044

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TREE INVENTORY PLAN

PROJECT NUMBER: 0025307

SHEET NUMBER:
XX OF XX
DATE: XX



AMERICAN CLASSIC

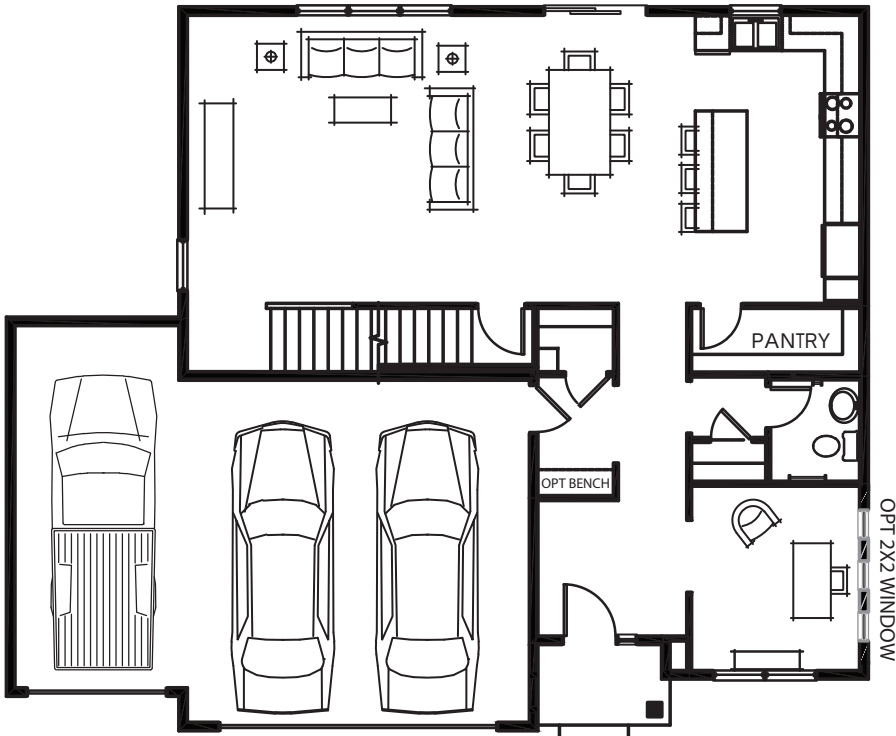


HEARTLAND COTTAGE

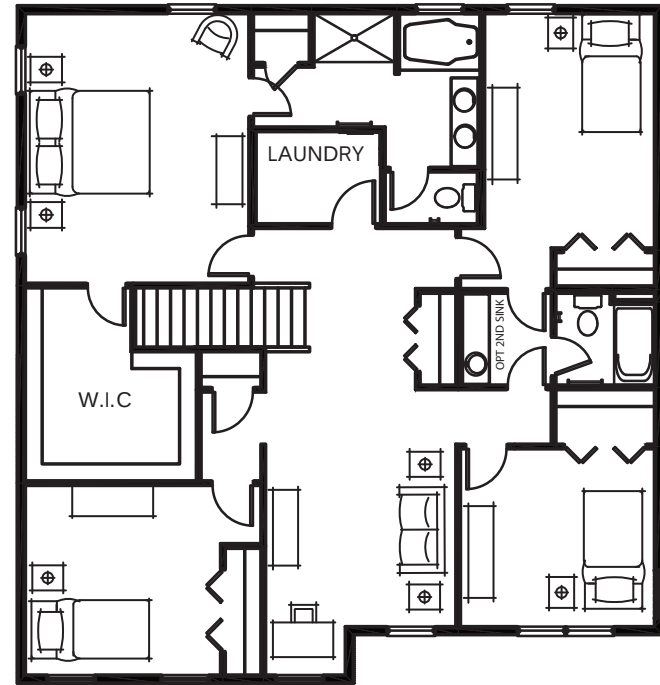


NORTHERN CRAFTSMAN

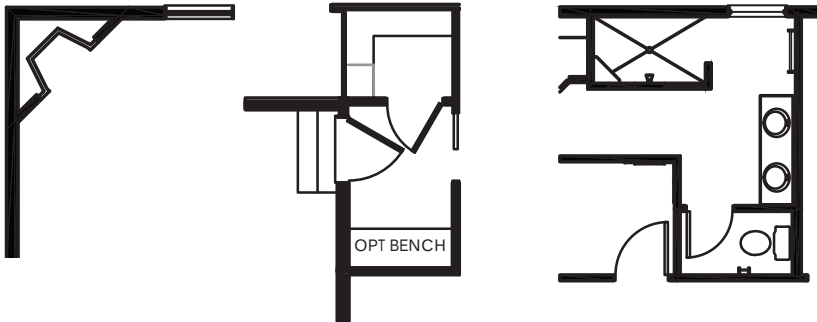
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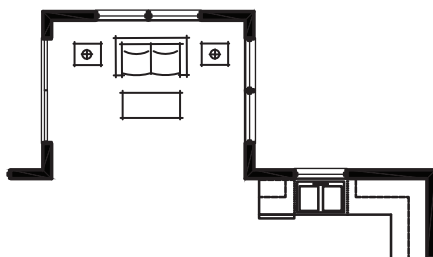
UPPER LEVEL



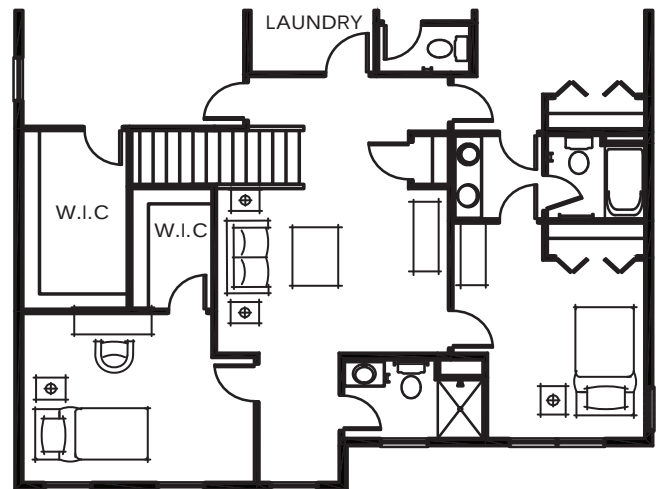
OPTIONAL GAS FIREPLACE OPTIONAL POCKET DOOR OPTIONAL WALK-IN SHOWER



OPTIONAL SUNROOM



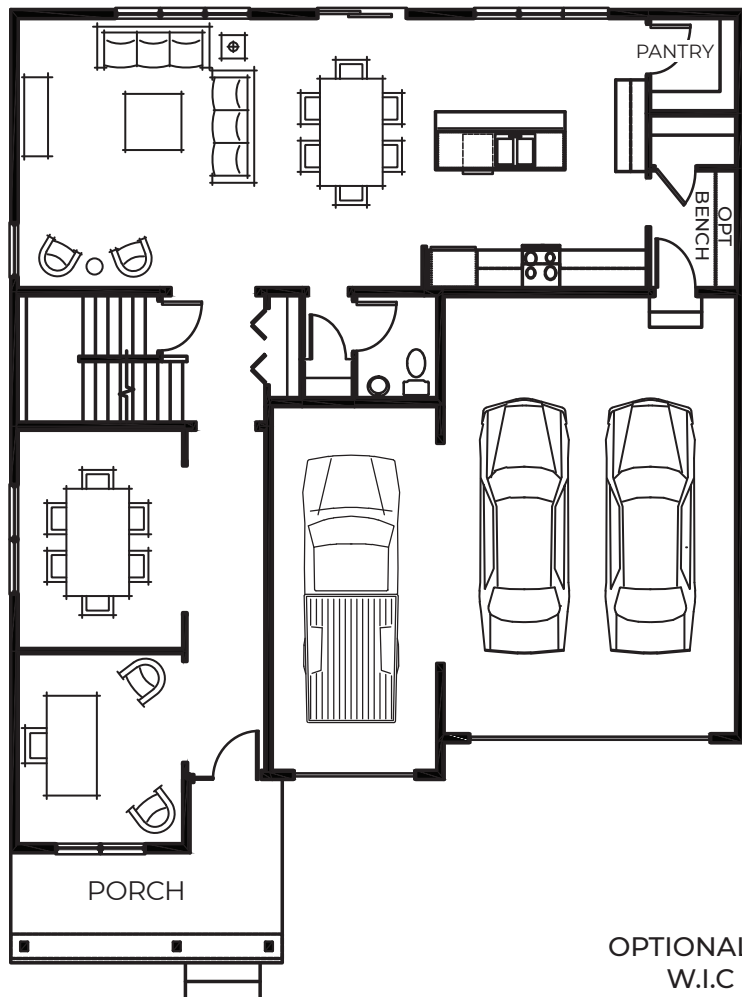
OPTIONAL JACK & JILL 3RD BATH



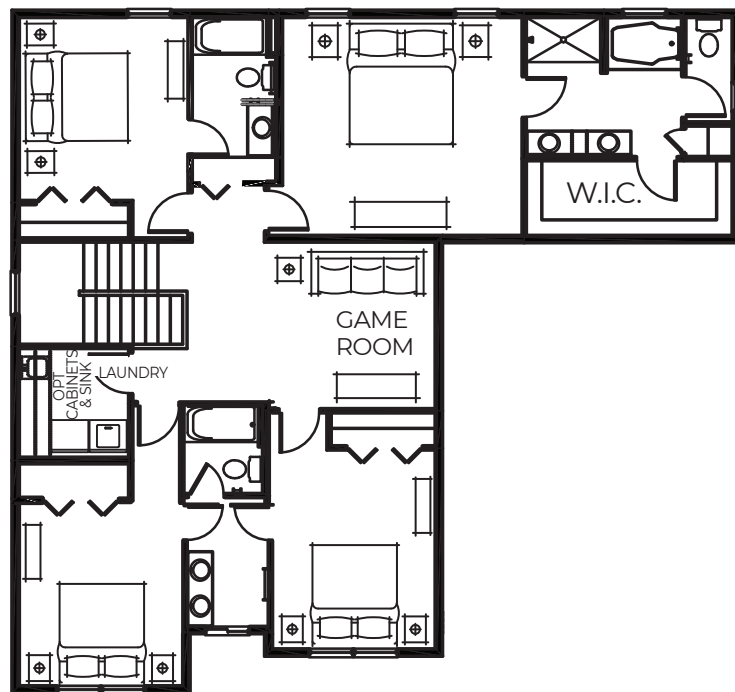
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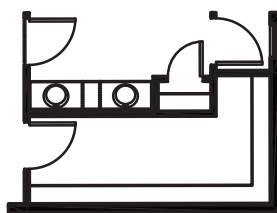
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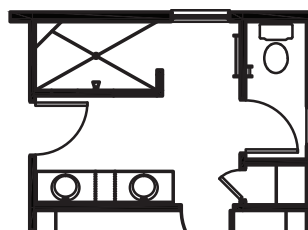
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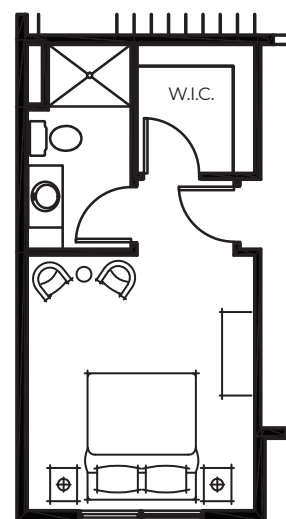
OPTIONAL OWNERS
W.I.C. DOOR



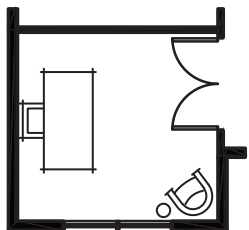
OPTIONAL WALK-IN
SHOWER
IN OWNERS BATH



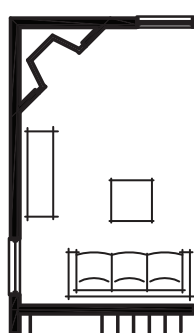
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BEDROOM



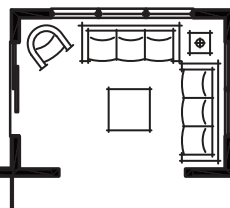
OPTIONAL
STUDY DOORS



OPTIONAL
FIREPLACE



OPTIONAL
SUNROOM



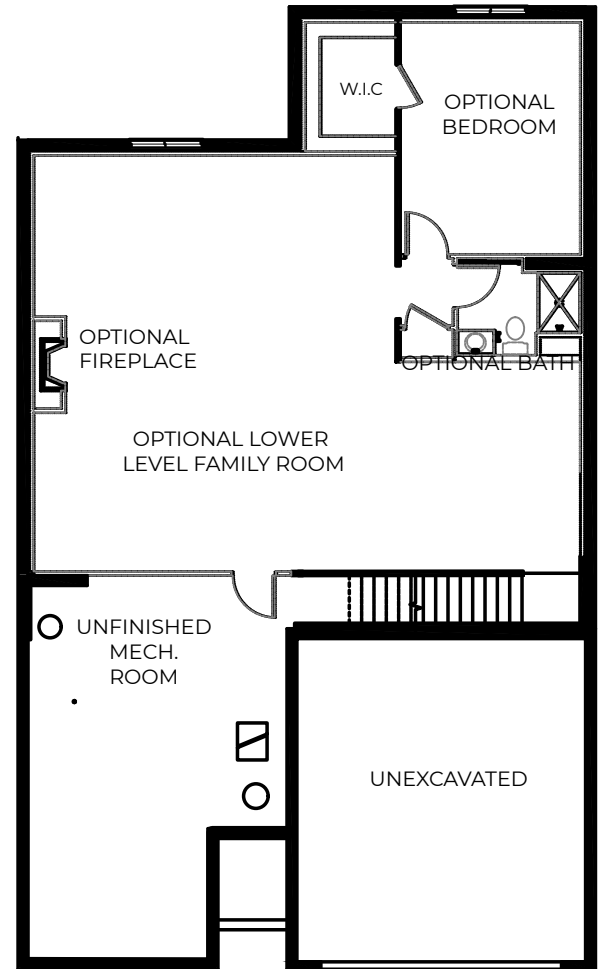
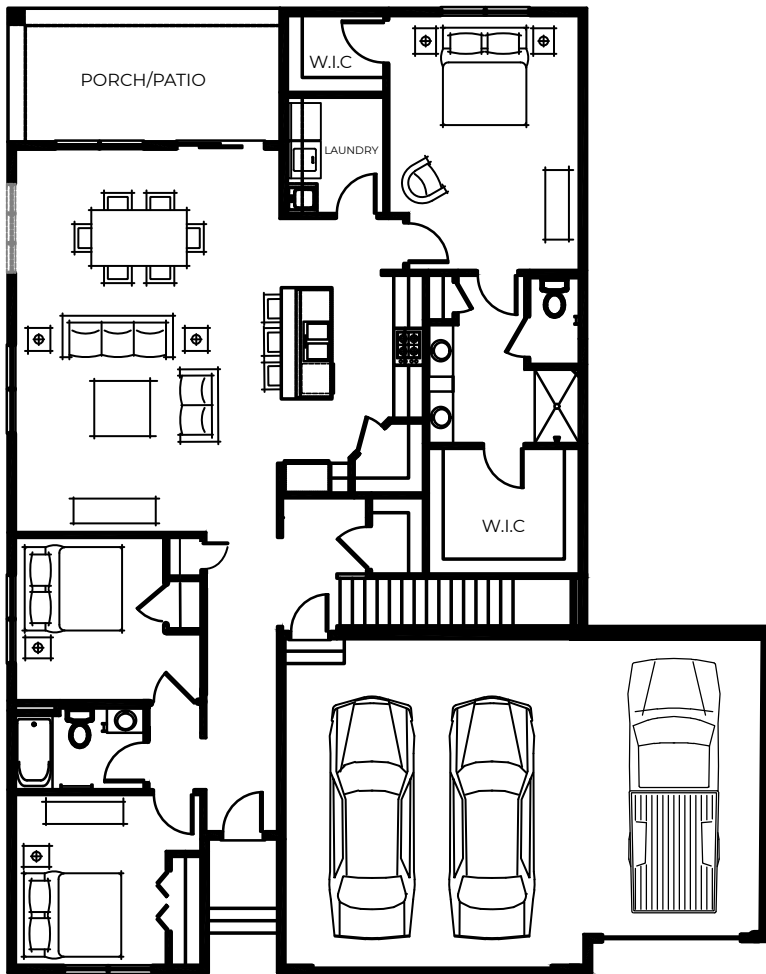
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THE CLIFTON



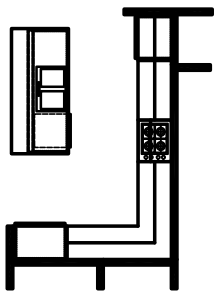
MAIN LEVEL

FOR LOWER LEVEL PLANS

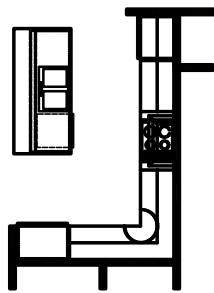


MAIN LEVEL OPTIONS

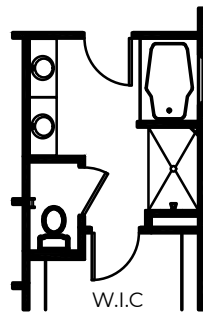
OPTIONAL
SIGNATURE KITCHEN



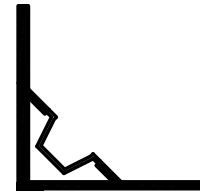
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GOURMET KITCHEN



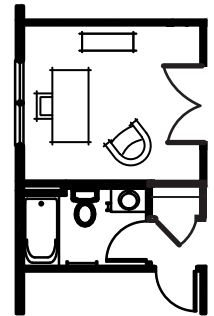
OPTIONAL
BATHROOM
CONFIGURATION



OPTIONAL
CORNER FIREPLACE



OPTIONAL
STUDY



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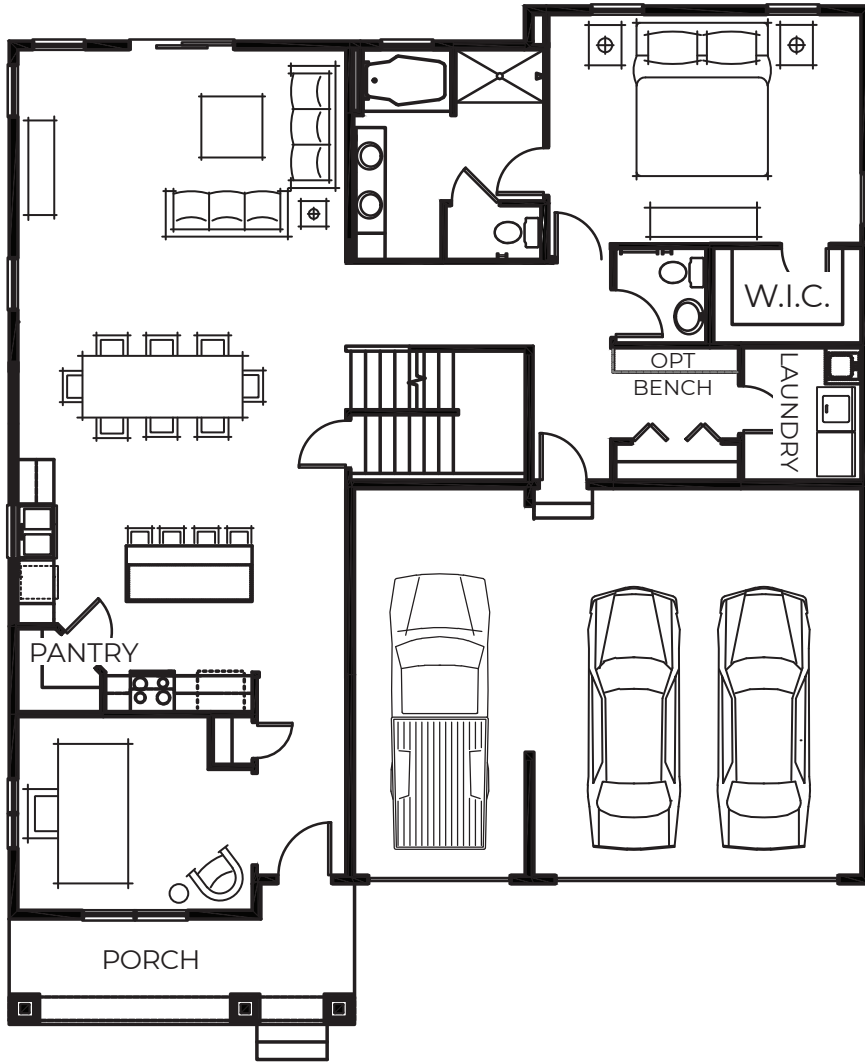
THE EVANS



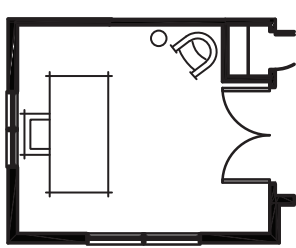
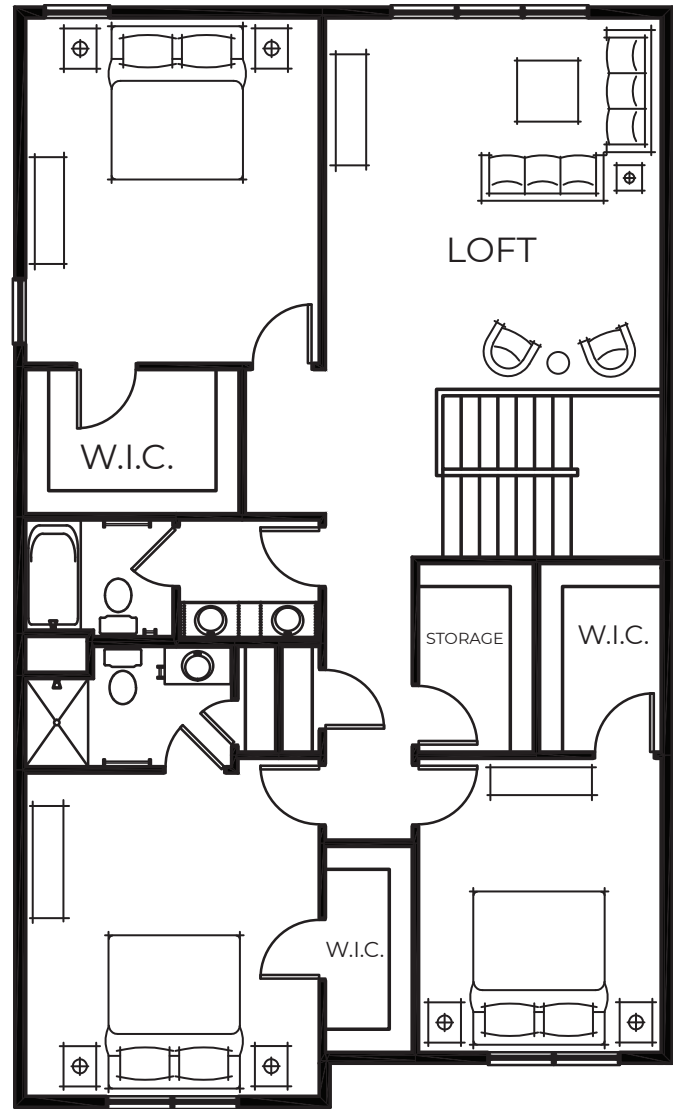
NORTHERN CRAFTSMAN

7.B. Recommend Approval of the Concept... Packet Page 196 of...

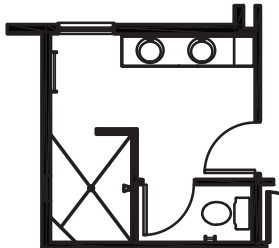
MAIN LEVEL



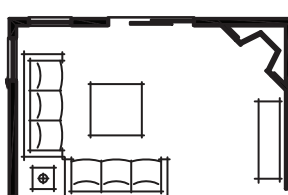
UPPER LEVEL



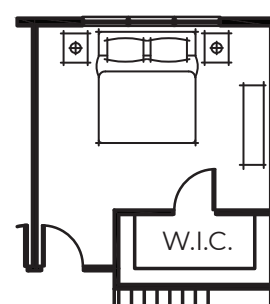
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DOUBLE DOORS



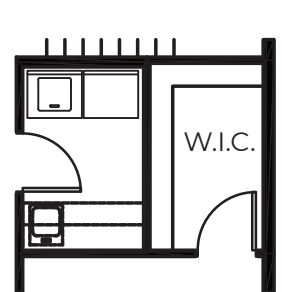
OWNER'S SUITE
OPTIONAL WALK-IN
SHOWER



OPTIONAL
GAS
FIREPLACE



OPTIONAL 5TH
BEDROOM



OPTIONAL UPPER
LEVEL 2ND
LAUNDRY

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THE HARRISON



AMERICAN CLASSIC

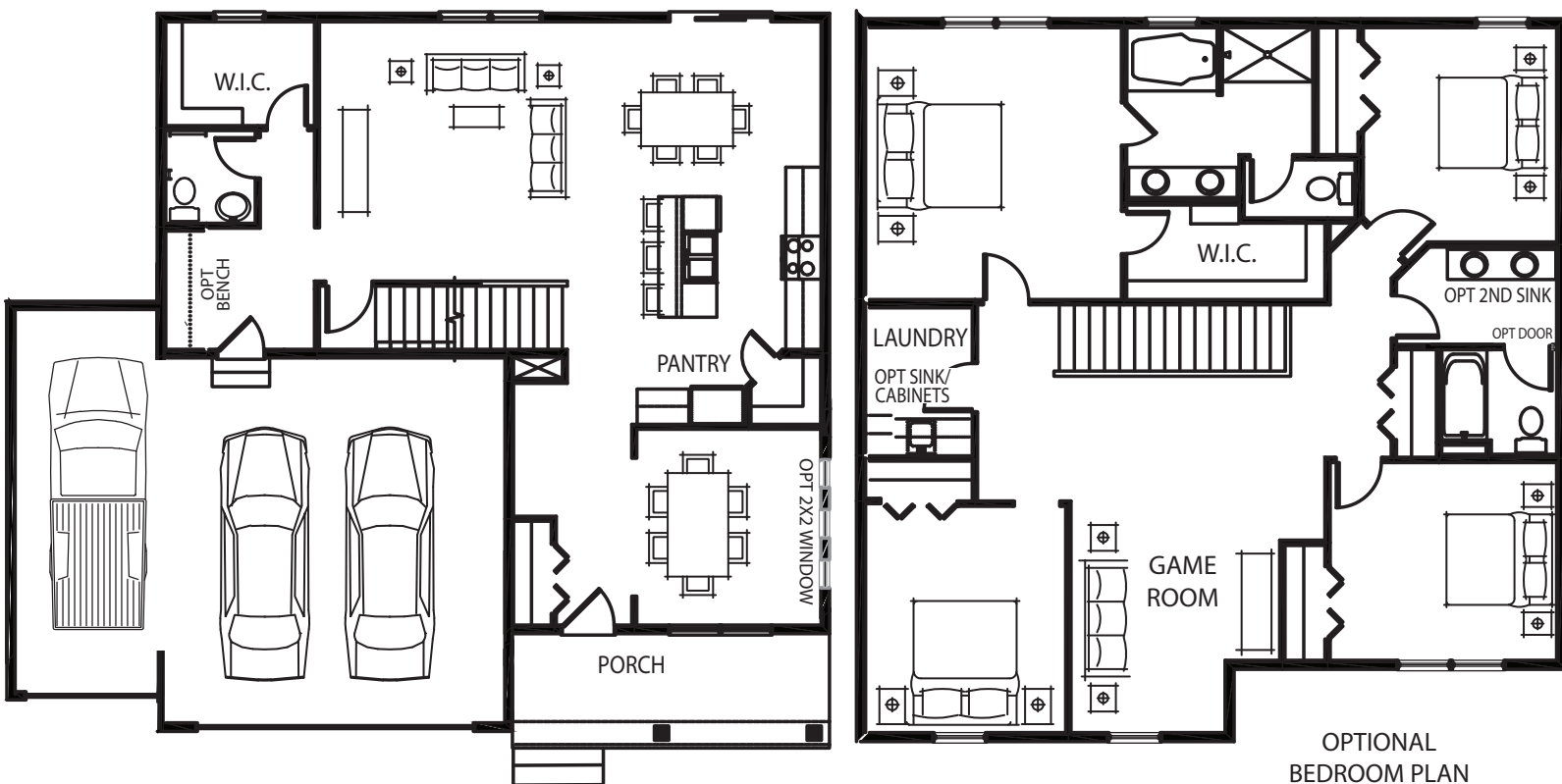


HEARTLAND COTTAGE



NORTHERN CRAFTSMAN

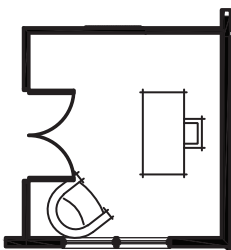
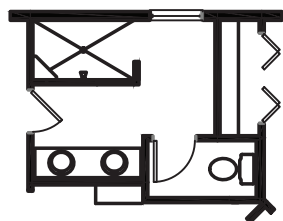
7.B. Recommend Approval of the Concept... Packet Page 198 of...



OPTIONAL
BEDROOM PLAN
W/ FULL BATH

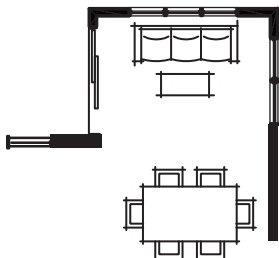
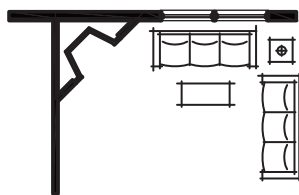
OPTIONAL
WALK-IN SHOWER
IN OWNER'S BATH

OPTIONAL
STUDY



OPTIONAL
GAS FIREPLACE

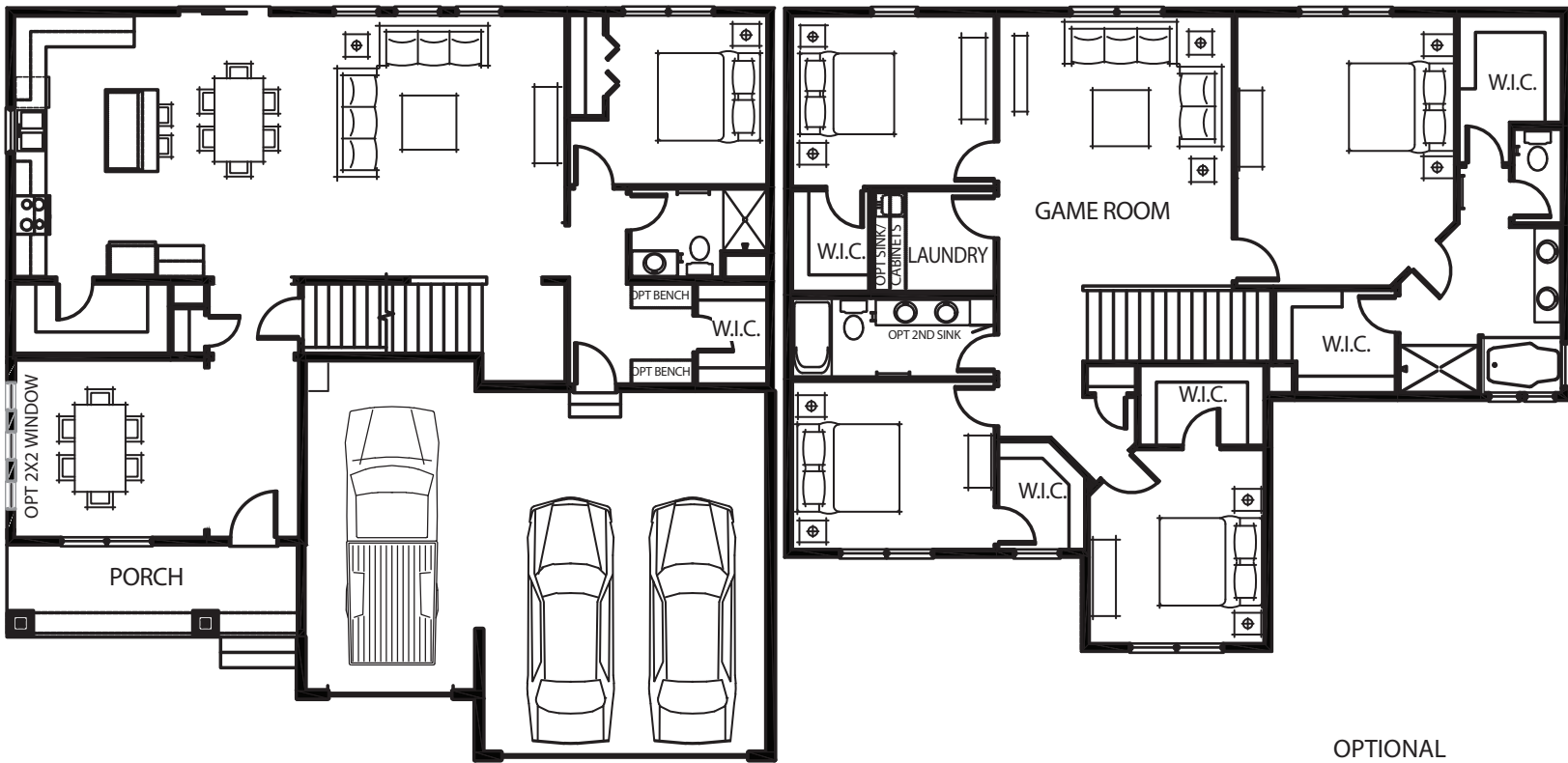
OPTIONAL
SUNROOM



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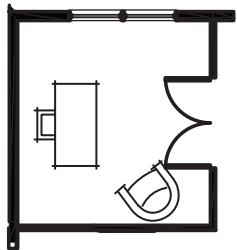




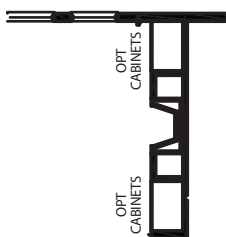


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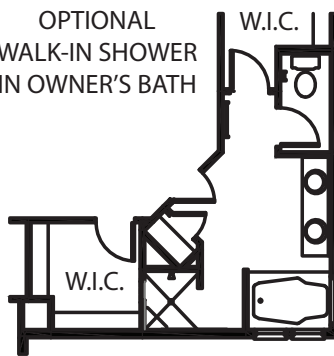
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STUDY



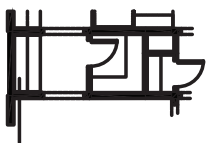
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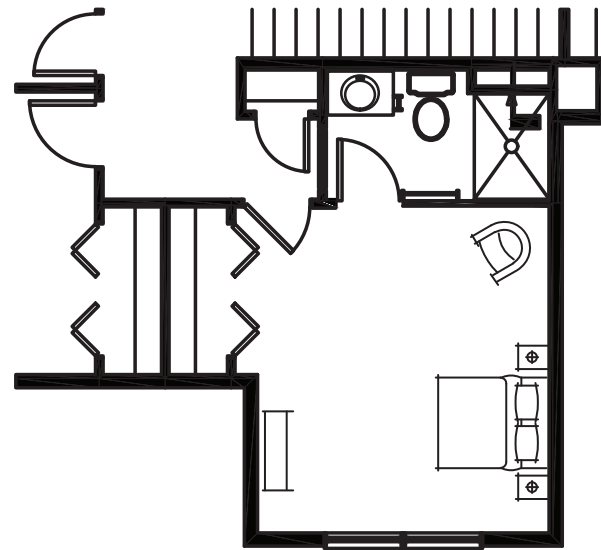
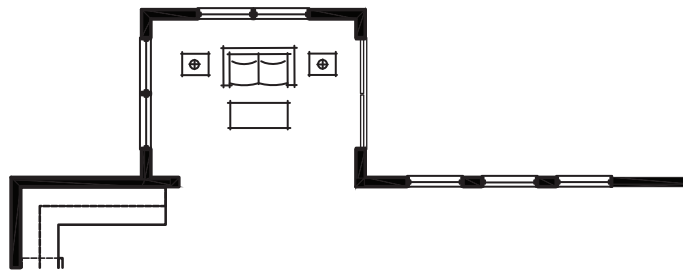
OPTIONAL
WALK-IN SHOWER
IN OWNER'S BATH



OPTIONAL
BUTLER'S PANTRY



OPTIONAL
SUNROOM



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THE REDWOOD



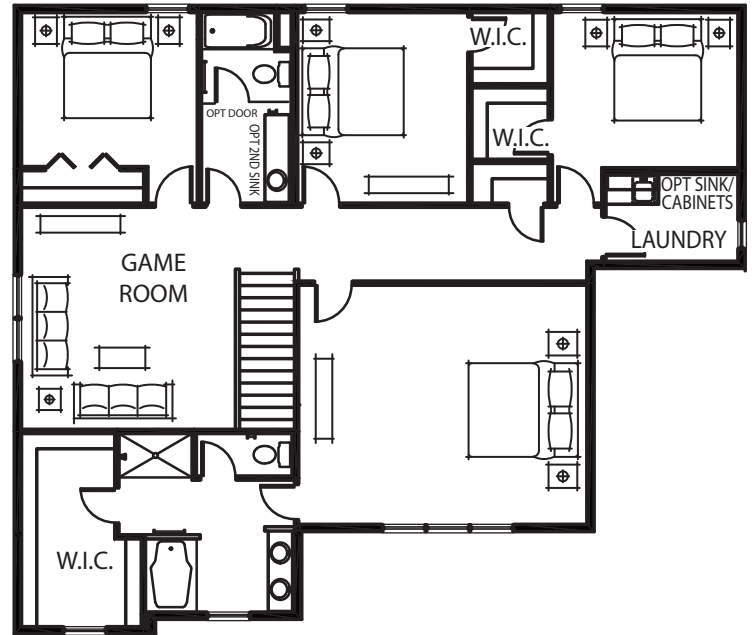
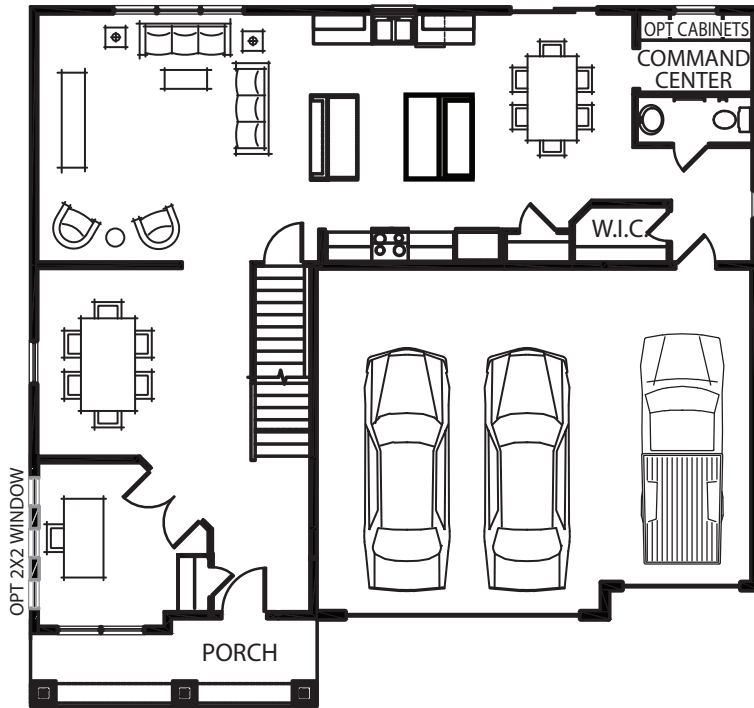
AMERICAN CLASSIC



HEARTLAND COTTAGE



NORTHERN CRAFTSMAN

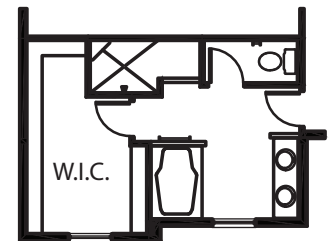
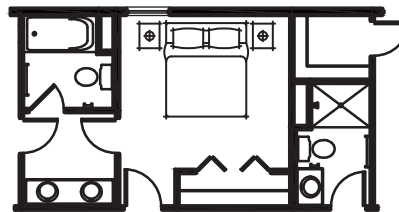
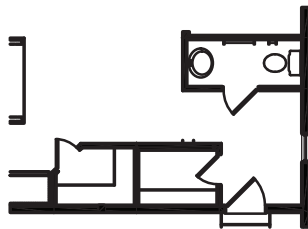
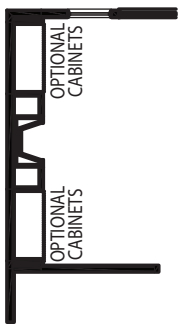


OPTIONAL
GAS FIREPLACE

OPTIONAL
WALK-IN PANTRY

OPTIONAL
JACK & JILL PLUS
HALL BATH

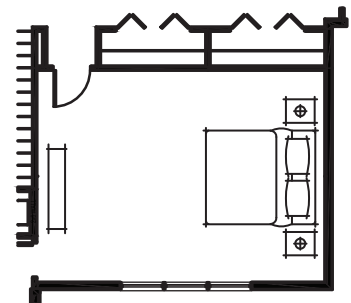
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WALK-IN SHOWER
IN OWNER'S BATH



OPTIONAL
SEE-THROUGH
GAS FIREPLACE

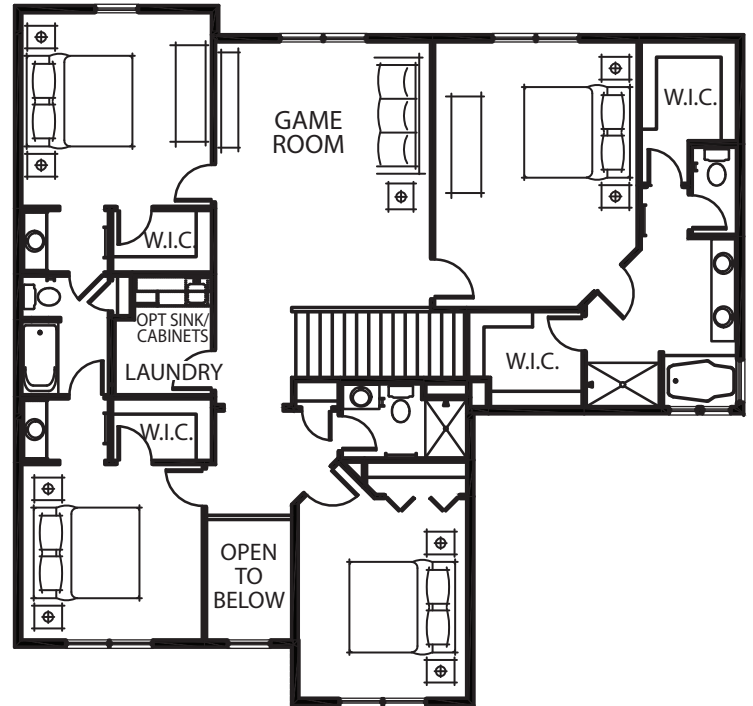
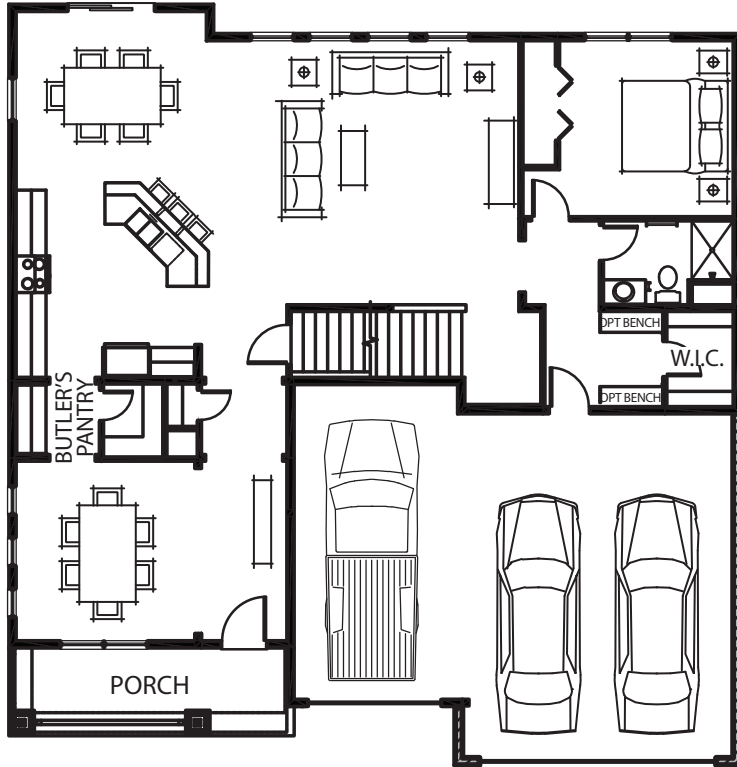


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LINEN CLOSETS

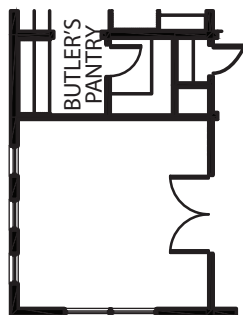


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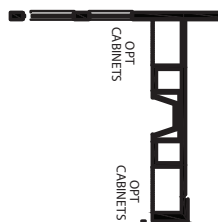




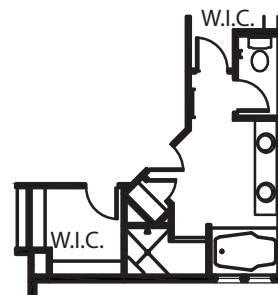
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STUDY



OPTIONAL
GAS FIREPLACE



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WALK-IN SHOWER IN
OWNER'S BATH

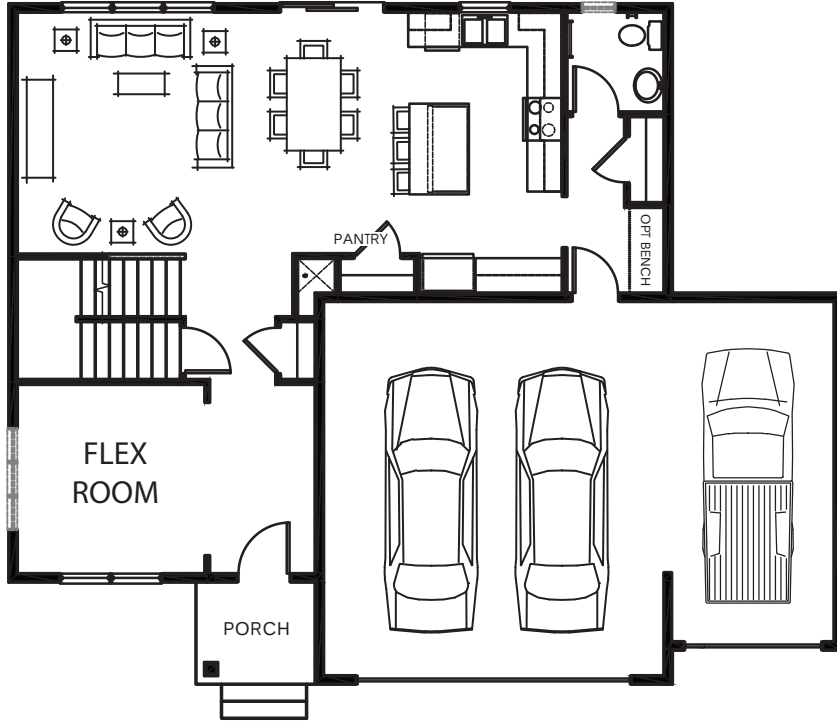


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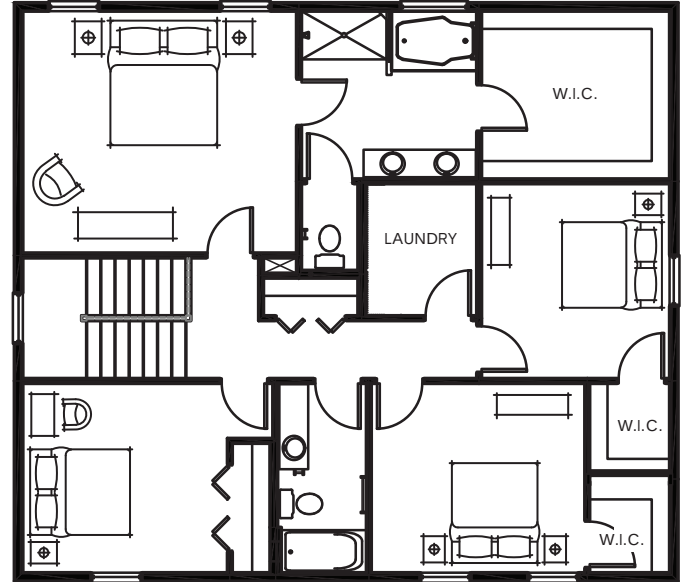
THE WINSTON



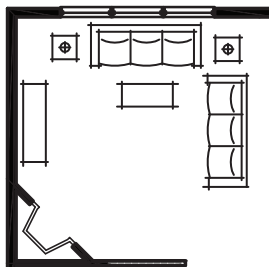
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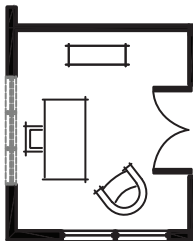
UPPER LEVEL



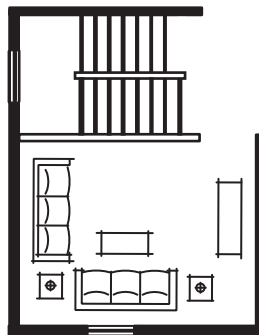
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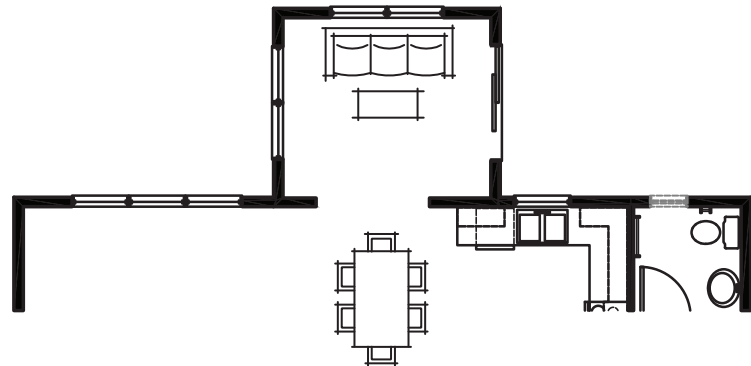
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STUDY



OPTIONAL LOFT IN
LIEU OF BEDROOM #4



OPTIONAL
SUNROOM



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SAGEWOOD
NEIGHBORHOOD MTG
Mon, 3/2/20 at 6:30PM
Chaska Community Center, Sun Room

Attendees: Approximately 30 homes represented (sign-in sheet attached)

Introductions:

Mike Suel, DR Horton

Deb Ridgeway, DR Horton

Cory Meyer, Westwood

Brief description of the Plan & Explanation of City Process

Questions/Concerns/Discussion Items:

Traffic

- Is a Traffic Study being done? *Yes.*
- Is there a standard for # of homes per stretch of residential street? *Not sure, but will inquire if City has a standard.*
- Does Horton typically build onto existing roads with 1 outlet?
- Are there examples of similar neighborhoods with single access roads? *Horton to research this.*
- Does the traffic study entail physically counting cars? *No. there is a standard number of trips per day for single family homes; 10 trips per day includes owners, garbage trucks, deliveries, etc.*
- Current traffic around school is busy during drop-off & pick-up; there are back-ups from Sophia to Hundermark.
- Is there a risk mitigation plan in place for traffic & damage to roads due to construction traffic?

Connection

- Creek Crossing – why can't this be further south? *The classification of the creek toward the south falls under different jurisdictional rules of the DNR &/or Army Corps of Engineers.*
- Connection to the south – why can't a connection be made further south? *Ask City.*
- Connection along railroad line to the east – Can a connection be made along south side of railroad track to Clover Ridge Dr? *This will be reviewed, but believe there is a wetland complex in that area.*
- Why does Sophia Dr need to extend? Can Horton resubmit plans without connection to Sophia & leave Sophia as a dead end?
- Comment from neighbor that it is not fair to funnel all traffic through Clover Preserve Lane to prevent traffic on Sophia.

Schools

- School district concerns – recent levy did not pass; no room for kids in the middle & high schools; no money to pay for schools; this type of housing attracts families with school age children. *Response from another neighbor that it is unreasonable to put Horton at fault for overpopulated schools.*

Miscellaneous

- Why is the name “Sagewood” shouldn't it be “Sophia” since access is through Sophia?
- Can City staff attend Neighborhood meetings? *The City does not typically attend; wants developer to meet with neighbors before public hearing process.*
- How many trees are there & how many are being saved? *207 trees; approximately 40% being saved.*
- Neighborhood will not be part of Jonathan Association. Shouldn't be able to access the site by going through a Jonathan neighborhood.
- Comment that the neighborhood needs to understand the bigger picture for the rest of the land. *Horton explained that sewer needs to extend from the south to serve the easterly property; expensive improvement that will take years.*

SAGEWOOD 3RD ADD - NEIGHBORHOOD MEETING

3/2/2020

Name	Address
Anthony Nacasa	1475 Sophia Dr. Chaper
John Oetter	1472 Sophia Dr
Travis Olson	1439 Sophia Dr
Shannon Melville	2750 Clover Preserve Dr
Chris Hartford	1479 Sophia Drive
JEFF SMITH	1462 SOPHIA CIR
Alan Harrison	1470 Sophia Circle
Beth Sanchez	1448 Sophia Dr
Angie + Matt Smalley	1477 Sophia Dr.
Chris Goemer	1452 Sophia Dr
Sto Sun or	1443 Sophia Ave
Bart + Steve Kugel	2025 Pioneer
Joe Meier	1419 Sophia Dr
Russ Lalim	1451 Sophia Dr
Tyler Fartzl	1459 Sophia Dr.
Kris Kelly	1459 Sophia Dr.
Brooke Sorenson	1456 Sophia Dr.
Wade Sorenson	1456 Sophia Dr.

Name	Address
Oriah Hoy	1436 Sophia Drive
Reesa Hoy	1436 Sophia Dr.
W ARO THOMAS	1468 SOPHIA CIRCLE
Janel Goemer	1452 Sophia Drive
Angela Lalim	1451 Sophia Drive
Bijay Shrestha	1476 Sophia Drive

Elizabeth Hanson

From: Kevin Ringwald
Sent: Tuesday, March 3, 2020 5:39 AM
To: Elizabeth Hanson
Subject: Fwd: Sagewood 3rd addition - need to really evaluate before making decisions here

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From: Matthew Smalley <matthewjsmalley@yahoo.com>
Sent: Tuesday, March 3, 2020 12:59 AM
To: Kevin Ringwald
Cc: Mark Windschitl; Deb Ridgeway
Subject: Sagewood 3rd addition - need to really evaluate before making decisions here

City of Chaska (+ Deb at DRH as FYI know you are just trying to do a job but residence dont really care at this point and have lost faith)

Tonight we sat in another 'it's all up to the City of Chaska' DR Horton ("DRH") 'community' meeting for yet another massive housing development being defended without City of Chaska representation. What's being proposed, once again, is painfully potentially going to impact our lives short and long, our housing equity, our schools, our roots, our environment, our sense community, and our safety.

While we understand Farmer Kelzer must sadly sell off farming land due to enormous interest debt they are under due to the Cities massive tax Assessment placed upon them; please do not let these circumstances burned his adjacent neighbors (once again). It's not our fault he has to sell, it's yours.

Below are the 5 main pillars why we need to delay / thoroughly think though Sagewood 3rd addition with recommend actions :

1. Traffic
 1. Not only directly to Sophia Drive but connecting streets (Hundermark) in route to major arteries (41 and Engler)
 2. I have a Chaska high school kid now that drives to school now and takes her over 20 minutes on average. CHS is only 2.8 miles away from our house. Google it.
 3. No traffic studies have been done to determine true impact. DRH acknowledged tonight they have invested in no additional traffic studies on their dime leading the audience to believe they don't care; rather 'we have no reason to believe Chaska won't agree to our concept and what they believe to be viable traffic flow' (or soothing to that effect)
 4. Does Chaska have 'rules' that need to be followed relative to new development and traffic flow? Has it utilized any 3rd parties to get a consultative/imperial view on what tolerable, safe, effective, permissible relative to similar proposed changes? Do we have any neighborhoods in Chaska with similar circumstances to point to? I'm a 15 year resident can't think of any.
 5. Will the kids that live in the 1st, 2nd, 3rd addition take the bus to Clover Ridge? Sophia is a walking street (no service). Will thus change? Do we want 'our neighbors' threatening safety of our walkers? Although 'walkers' on Sophia Drive, no parent ever (we have 3) is going to scoot their kid out the door in

first grade when the temp is -20 to +40 degrees - parents drive them. Look at the pick up line in front of CRE - it already complicates traffic on Hunertmark and beyond.

6. Impact to roundabout during school open and close hours I front of CRE? We have 4th grade kids with one volunteer teacher guiding traffic every morning and afternoon. While I love this 'small town feel' and one of the reasons we built here originally, this is not safe or sustainable.
7. See below for more...
8. What about construction vehicles for the next 2 years? Is Chaska going to red-asphalt Sophia Drive to fix damage?
9. Have other service vehicles such as garbage, mail, service, milk, ups, fedex, etc been considered as a part of traffic flow and safety?
2. School impact
 1. Have any studies or projections been done to determine the impact of growth of Clover Ridge Elementary School (primarily), middle schools, and Chaska high school?
 2. With the school referendum not passing and schools already busting at the seams (pupils per class on the climb especially) is the school board aware of the explosive growth to Clover Ridge with DR Horton phase 1, 2, and now concept for 3 for 80+ New homes (2.5 kids average per house X 130 homes = 325 new pupils K-5 potentially) in 2 years time. Happy to consult with the CLRE Principal if needed. Would be interesting to understand where Chaska now sits with average class size compared to other similar demographics.
3. Jonathan Association
 1. Sophia Drive is a part of Johnathan and pays mandatory heavy dues (for reasons to be debated as feel we don't get much and sub par service). DRH has seemed to 'escape' the Johnathan association.
 2. The people in DRH 1, 2, and now concept 3 will get to use all things we pay for: parks, sidewalks, etc as we are their entry way into their homes.
 3. If the concept for Phase 3 comes to life will Sophia also be annexed from Johnathan association? The new DRH community completely wraps around Sophia drive, so why not.
4. Trees
 1. We heard from DRH at the meeting that roughly 60%+ of the trees from Kelzer's land will be removed to fulfill DRH's concept.
 2. Shame on you for letting this happen. Need to look for alternative ways to accommodate.
 3. Shame on you even worse for allow the massive tree cut for phase 1 and 2. I have before and after drone pics if anyone want to see real truth. We have so much agricultural land in Chaska, please look for ways to protect these 80+ year old woods with habitats. I had a deer in my back yard yesterday - how cool!
 4. These are serious mature trees that have brought and maintained wonderful wildlife to Chaska (again, one of the other reasons we built here originally)
5. West corridor?
 1. Seems to be a Twilight Zone combo with Groundhogs Day
 2. You have 40+ people show up for a builders plan meeting and no one knows with any sense of accuracy what the city zones for the surrounding western areas. DRH went down a path a some sewer line that could cost millions, we plan change from farm to low density housing to high density to Greenland to Commercial to the South to Industrial.
 1. We are Chaska residence. We are teachers, business people, students, service professionals, etc. how is anyone supposed to understand the always changing dynamics of an artificial label of a piece of property and make Long term family and Economic decisions on this when they seem to change overnight with no communication
 3. Chaska needs to, prior to approving anything 3rd additional wise, educate Chaska residence on what's coming to the West and provide viable options, now or long term, for these 3rd Addition folks to escape West as well as boarder macro plans.
 4. Cannot make vacuum decisions without proactive public knowledge

Proposals:

7.B. Recommend Approval of the Concept... Packet Page 212 of...

1. Approve nothing until 1-5 are 100% flushed out and aligned upon; DRH, local residence, school board, 3rd parties, Jonathan Association, Chaska, laketown township, etc.
2. Dead end Sophia Drive and seek creative alternative routes for DRH phase 3 to get to: Engler/212/ Pioneer Trail even if it means more land buy from Kelzer, land buy to make corridor West, railroad tunnel, or wetland bridge to get tracks/pioneer trail A direct line to Engler best as most people need to hit 212 for work/airport. But, kids and buses need to hit CRE apparently too? We need to see a revived DRH concept with all of this in mind. Even if this means thinking long term and buying more land from Kelzer now (or agriculture neighbors, or railroad/wetlands/greenway currently deemed tracks. We need to understand and want to be apart of the long term vs acre by acre plan the City has effectively ruined our housing values and community feel.
3. Understand and be very clear what the school impact with be (and let the broader community know too as pupil size effects all going to schools). Would hope a joint response from school board and Chaska to ensure left/right are talking.
4. Understand and be very clear what the Johnathan association impact will be to current members. We need a statement from them to ensure all parties are aligned before anything is passed.
5. Let all Chaska residence know that The City Chaska has approved to cut down 60 + mature trees (another 100+ with phase 1 and 2) via a letter to the Chaska community via a post on its Facebook and letter to local and Mlps papers. I think it would be a great idea too if City of Chaska got involved with our school systems and presented to the children of this community why taking down trees is a good idea when we have so much alternative land to develop with no trees when we preach the contrary.

Lastly, and reflects all point above. I dont think Chaska residence out side of the directly adjoining properties got the update on DRH plans to expand. If they did, I'm sure they would have a negative option, or a voice - especially when they are trying to get to Target, 212, Engler, Pioneer Trail, the High School, or even trying to walk to Clover Ridge from the East or South of school or show up for school and there are 50+kids in the class room.

Rest assured, not as a threat but more so as a chance to prepared for March meeting, you will see a lot of Chaska representation. Not sure what the rules are yet but I plan to invite the media if they are interested in this story as it can't hurt raise a voice or more importantly a civilized conversation in what seems we have not had around the strong arm growth around us. To us and our neighbors, is that big, once again.

Thanks for listening and am always available for idea discussion.

Matt Smalley
1477 Sophia Drive
Chaska
C:952.215.2509

Elizabeth Hanson

From: Kevin Ringwald
Sent: Tuesday, March 3, 2020 10:23 AM
To: Elizabeth Hanson
Cc: Matt Podhradsky
Subject: Fwd: DRH New development/Sophia Drive

FYI

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From: Nichole Hartford <hartzy34@netzero.net>
Sent: Tuesday, March 3, 2020 9:46 AM
To: Kevin Ringwald
Subject: Fwd: DRH New development/Sophia Drive

Sent from my iPhone

Begin forwarded message:

From: Nichole Hartford <nicky.hartford42@gmail.com>
Date: March 3, 2020 at 9:07:54 AM CST
To: Nichole Hartford <hartzy34@netzero.net>, "mwindschitl@chaskamn.com" <mwindschitl@chaskamn.com>
Subject: DRH New development/Sophia Drive

Good morning-

I am reaching out to you for help. We live on Sophia Drive and had a neighborhood meeting last night with DRH about the addition of the new Sagewood homes.

I am reaching out to you begging and pleading to reconsider approving this new development/concept plan. It needs a lot of work.

We live in the last house on Sophia and I run a home childcare. As of now, I need no fencing and the children can ride their toys and play without and concern for their safety. I am so very

scared beyond belief as to what will happen if they open Sophia Drive to a new development as big as they are planning. The amount of construction and traffic(similar to 494)could possibly force me out of my business. Sophia Drive is not built big enough to allow that many cars down our street. If any extra cars are parked on the street, we cannot get one car down the road. It stops the flow. Can you possibly imagine another 500-1000 cars trying to fit down the road?? Please consider opening a different outlet and closing off our street, Sophia Drive.

I just recently had a licensing visit with the Carver County Daycare licenser and she already expressed concern over the boundaries of the new development directly behind us. I have been in business for 16 years and not sure what I will do along with the families I care for, if I have to close. Please, I'm begging you to reconsider the current plan.

Besides my business, it's the wildlife, trees and most importantly the school district and our community. Did you know one of the CRE classrooms have 29 kids in the class?? The teacher has no idea who is hurting who and who wrote on whose chrome book. Can you imagine trying to manage this classroom?? Why on earth would anyone think that these poor teachers could handle more!!! Along with the amount of traffic going through the Clover roundabout.

We will be at the City Council meeting next week and I'm hoping for some positive news. News that says you are listening and willing to work with us and your community.

Please feel free to contact me.

Nichole Hartford

612-382-9621

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REQUEST FOR ACTION CHASKA PLANNING COMMISSION 03/11/2020

Subject: Oak Ridge – Concept Plan

Applicant: RCS-RCA Oak Ridge LLC

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

Case No.: 2020-07

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

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

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

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

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

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

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

PMD-5 & COMPREHENSIVE PLAN

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

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

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

CONCEPT PLAN

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

Project Goals. The applicant stated their project goals as:

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

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

Site Data

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

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

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

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

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

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

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

Staff notes:

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

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

Staff notes:

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

Commercial facilities beyond those specified in (3) above provided that the City Council shall find prior to any such retail use being made part of the PMD district that the use is compatible with the PMD District.” Therefore, the City Council will have to determine that the proposed retail use is compatible at the time preliminary and rezoning approvals are to occur.

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

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

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

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

Staff notes:

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

- *Parking. At 160 dwelling units, the parking code requires 320 parking stalls (2 per dwelling unit). The site plan is only showing 197 stalls for this lot (125 surface stalls, 72 underground stalls). This is a deficit of 123 parking stalls, which is extremely large. The applicant will have to meet the City's code for parking.*

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

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

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

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

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

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

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

Staff notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

Development Costs (Infrastructure Improvements)

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

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

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

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

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

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

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

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

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

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

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

PLANNING COMMISSION ACTION REQUESTED:

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

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

of-way via architectural walls and/or heavy landscaping and berming and to be addressed at preliminary submittal.

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



City of Chaska Memorandum

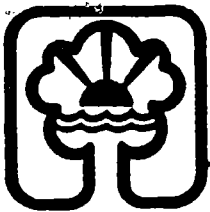
To: Planning Commission
From: Matt Clark, City Engineer
Date: March 6, 2020
Subject: Oak Ridge Center

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

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

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





REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7

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

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

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

Planning Commission Recommendation

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

City Council Action Requested

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

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE DECEMBER 21, 1987 RESOLUTION NO. 87-106

MOTION BY ALDERMAN _____ SECONDED BY ALDERMAN _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Building Coverage

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

3. Floor Area Ratio

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

4. Signage

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

5. Parking

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

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

6. Slope Preservation

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

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

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

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

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

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

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

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

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

B. Intent:

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

C. Permitted Principal Uses:

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

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

D. Permitted Accessory Uses:

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

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

E. Development Standards:

1. Minimum Building Setbacks

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

2. Building Coverage

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

3. Floor Area Ratio

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

4. Signage

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

5. Parking

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

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6. Slope Preservation

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

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

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

2. Preliminary Plat

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

3. Final Plat

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

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

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

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

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE DECEMBER 21, 1987 RESOLUTION NO. 87-107

MOTION BY ALDERMAN _____ SECONDED BY ALDERMAN _____

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

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

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

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

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

and,

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

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

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

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

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

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

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

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

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk

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

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

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

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

LEGAL DESCRIPTION - IDS LOTS TO BE REZONED

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

ORDINANCE NO. 425
DECEMBER 21, 1987
PAGE 2

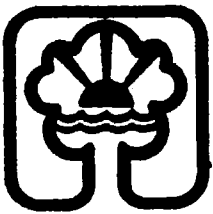
To be platted as Lots 1, 2 and Outlot B, Block 1, OAK KNOLL, Carver
County, State of Minnesota.

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

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

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk



REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7c

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

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

The Engineer is estimating the project cost to be:

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

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

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

NO. 20-00-00000000

NO. 20-00-00000000
NO. 20-00-00000000
NO. 20-00-00000000

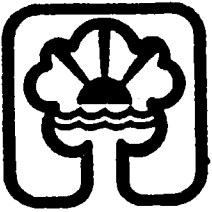
Although the construction cost of \$290,000 for dams was not originally anticipated in the cost estimates, the dam construction is necessary in order to implement the City's overall Storm Water Management Plan and would need to be constructed sometime in the future if not in conjunction with the IDS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

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

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

City Council Action Requested

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



REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7d

SL SUBJECT: MNDOT LETTER

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

City Council Action Requested

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

Oak Ridge Center

Concept Plan Submittal Package



February 3, 2020

Revised February 26, 2020

Presented By

RCS-RCA Oakridge LLC

Concept Package Narrative

Oak Ridge Center Master Plan - Chaska, MN

Project Introduction

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

PROJECT VISION

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

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

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

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

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

PROJECT GOALS

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

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

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

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

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

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

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

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

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

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

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

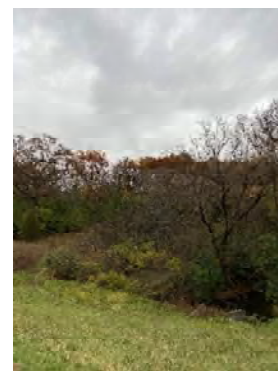
Existing Conditions Analysis

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

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



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



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

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

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

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

Site Planning Options

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

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

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

Site Context Exhibit

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

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

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



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

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

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

Overarching Master Plan Themes

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

Conceptual Land-Use

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

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

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

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

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



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

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

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

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

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

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

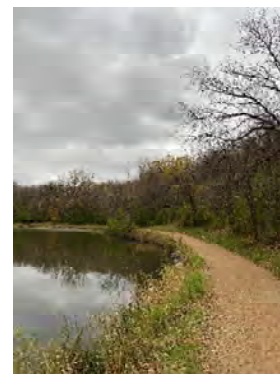


The other major change on the concept plan is the access to the to the site. As discussed with City staff, we understand there is a desire to move the main entrance into the project site to align with Peavey Road on the north end of the property. This relocation is amenable to the developer, as the new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

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

Pedestrian Friendly Concept

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



Tree Preservation

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

Stormwater Treatment

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

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

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

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

Water and Sanitary Sewer Service

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

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

Site Grading

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

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

Traffic Impacts

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

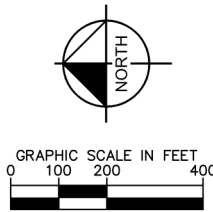
There are two proposed site accesses, the existing Oakridge Drive access and a new access that lines up with Peavey Road. The Peavey Road access will be the main access and it was assumed the intersection will be reconstructed to provide dedicated left and right turn lanes on all four approaches. A signal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

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

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

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

Old Concept Plans



PRELIMINARY - NOT FOR CONSTRUCTION

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

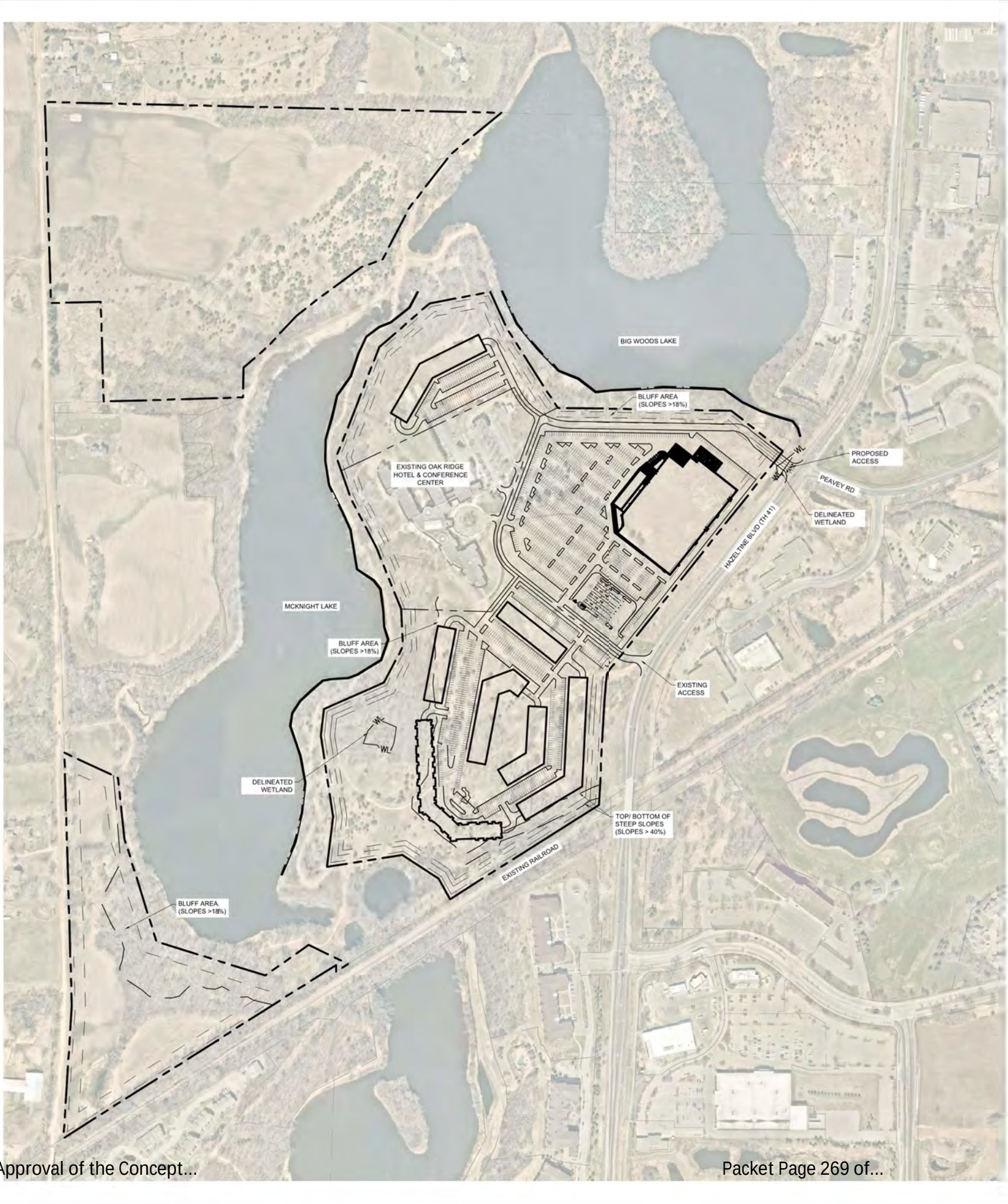
CONCEPTUAL
SITE PLAN

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

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

No.	REVISIONS	DATE	BY

SHEET NUMBER
CP-01



LEGEND

PROPERTY LINE

STEEP SLOPE AREA

SETBACK LINE

PROPOSED STORMWATER MANAGEMENT AREA

PROPERTY SUMMARY

OAK RIDGE MASTER PLAN

NORTH PROPERTY AREA

±66.70 AC

SOUTH PROPERTY AREA

±16.44 AC

ZONING SUMMARY

EXISTING ZONING

PLANNED MULTI-USE DEVELOPMENT

PROPOSED ZONING

PLANNED MULTI-USE DEVELOPMENT **

PARKING SETBACKS

SIDE/REAR/ROAD = 15'

BUILDING SETBACKS

ROAD = 40' FOR COMMERCIAL
ROAD = 60' FOR RESIDENTIAL* : SIDE = 0/10'

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

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

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

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

BUILDING DATA SUMMARY

AREAS

PROPOSED PROPERTY

±66.70 AC

BUILDING AREA - RETAIL

±161,000 SF

BUILDING AREA - SENIOR LIVING

±52,500 SF

BUILDING AREA - MULTI FAMILY 1

±41,000 SF

BUILDING AREA - MULTI FAMILY 2

±26,000 SF

BUILDING AREA - MULTI FAMILY 3

±20,000 SF

BUILDING AREA - MULTI FAMILY 4

±57,000 SF

BUILDING AREA - MULTI FAMILY 5

±39,000 SF

BUILDING AREA - MULTI FAMILY 6

±31,000 SF

NORTHWEST MULTI-FAMILY LOT AREA

±10.0 AC

HOTEL/CONFERENCE CENTER LOT AREA

±14.0 AC

RETAIL LOT AREA

±17.4 AC

SOUTH MULTI-FAMILY LOT AREA

±20.0 AC

OUTLOT AREA

±4.6 AC

NORTHERN RESIDENTIAL LOT AREA

±40.0 AC

SOUTHERN RESIDENTIAL LOT AREA

±16.0 AC

PARKING

REQUIRED PARKING - RETAIL

805 SPACES @ 1/200 SF

PROPOSED PARKING - RETAIL

838 SPACES

CHASKA

MINN

OAK RIDGE MASTER PLAN PREPARED FOR OAKRIDGE LLC

CONCEPTUAL SITE PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

DATE

BY

Kimley»Horn

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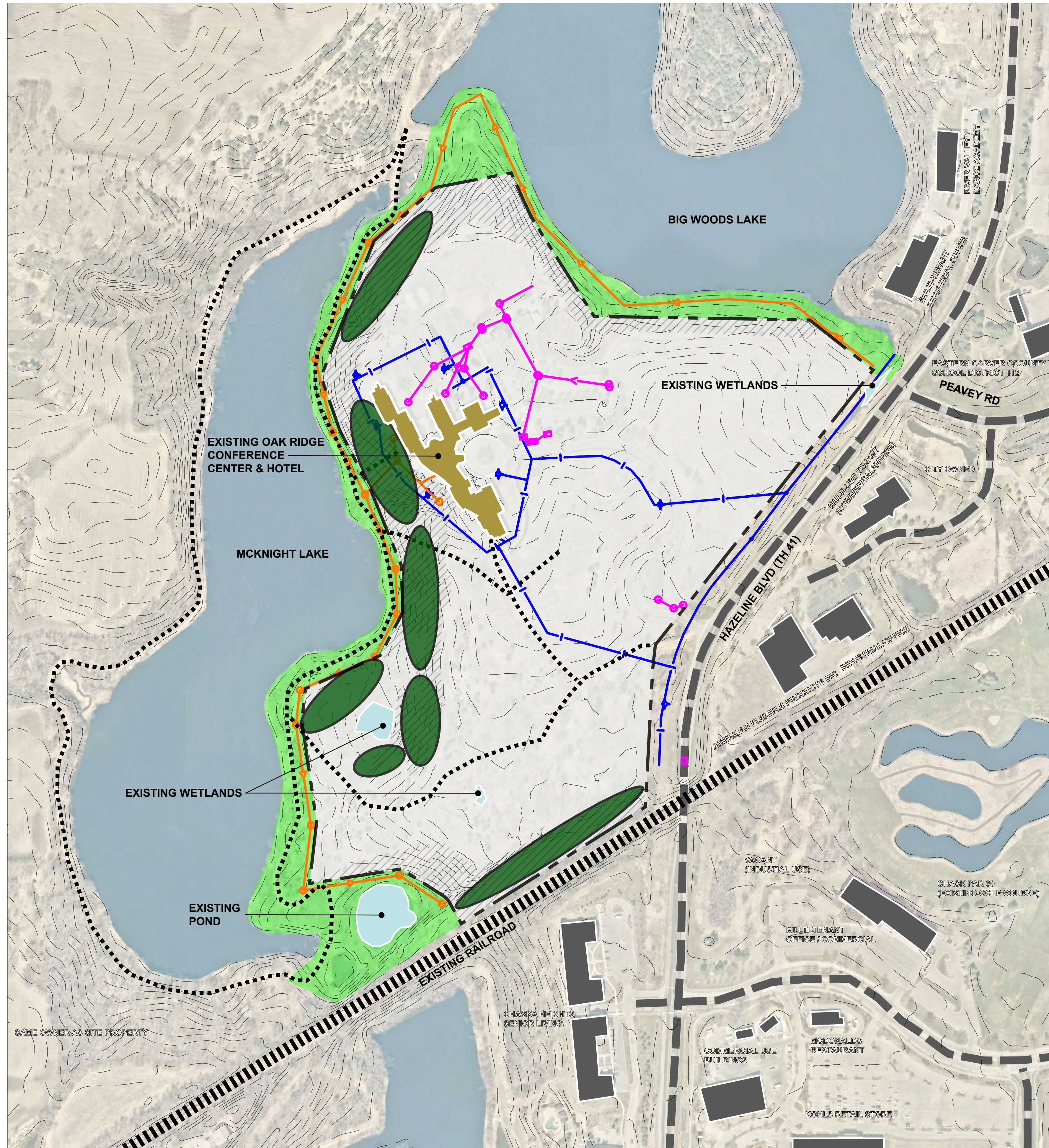
Packet Page 269 of...

Existing Conditions

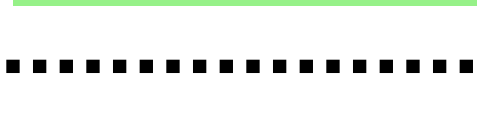
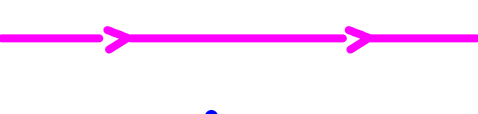
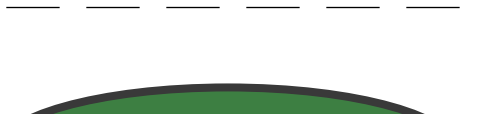


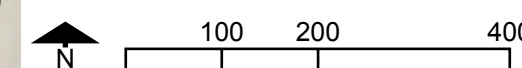
LEGEND

- PROPERTY LINE
- EXISTING CONTOUR LINES

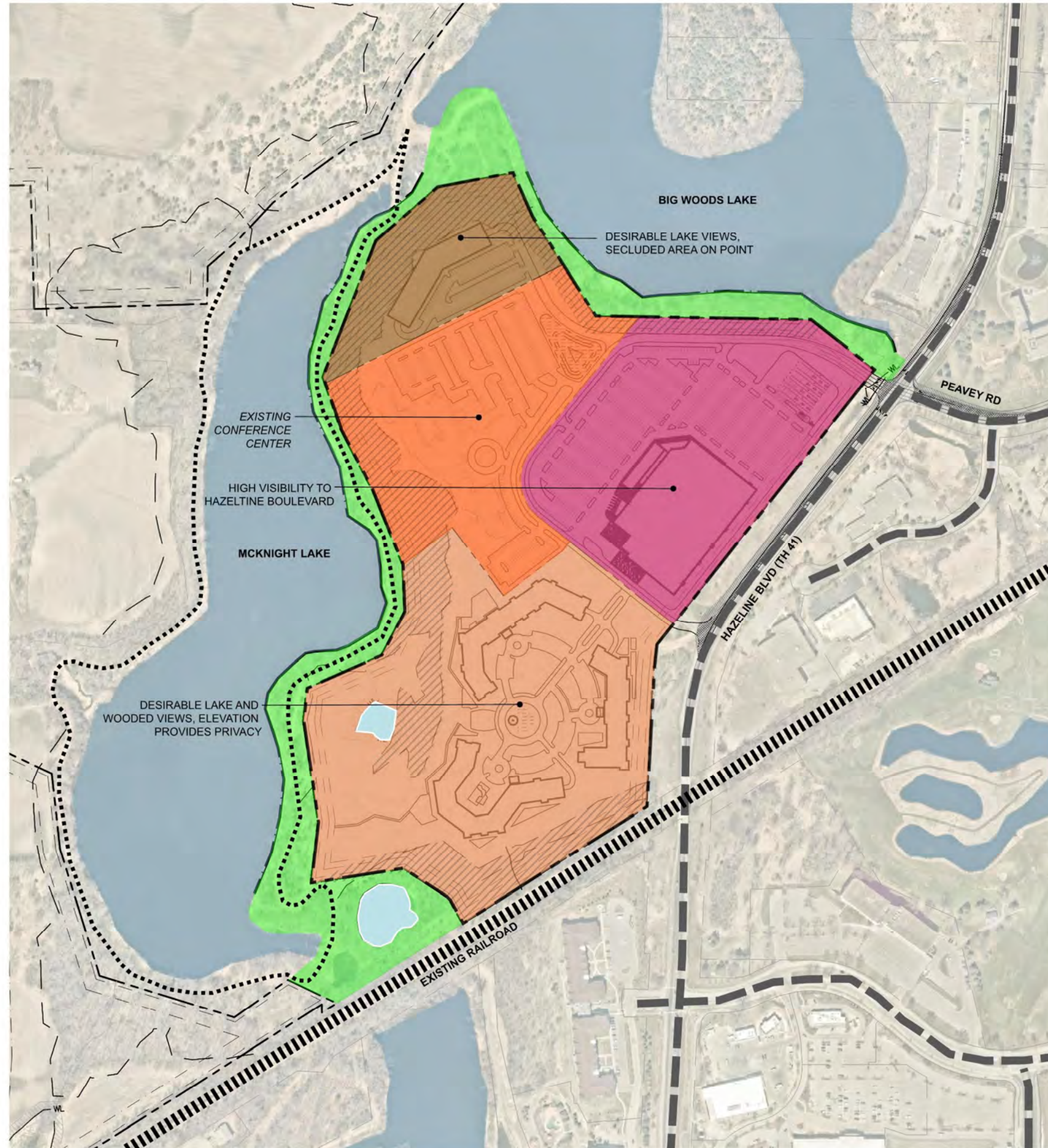


LEGEND

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

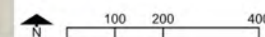


Land Use



LEGEND

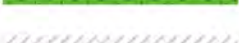
	MULTI - FAMILY
	EXISTING HOTEL & CONFERENCE CENTER
	BIG BOX - RETAIL
	SENIOR LIVING / MULTI-USE CAMPUS
	PUBLIC GREEN SPACE
	PROPOSED GREEN SPACE
	WOODED / STEEP SLOPE AREA
	LAKES
	WETLANDS
	ROADS
	RAILROADS

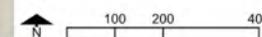


Overall Concept Plan



LEGEND

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





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

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

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

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

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

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

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

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

TOTAL STALLS = 385

PRELIMINARY - NOT FOR CONSTRUCTION

OAK RIDGE MASTER PLAN
PREPARED FOR
RCS-RCA

CHASKA

CONCEPTUAL SITE PLAN

MN

REVISIONS

DATE

BY

Kimley»Horn

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

PROJECT
160129000

DATE
01/22/2020

SCALE
AS SHOWN

DESIGNED BY
CPC, APC

DRAWN BY
CPC, APC

CHECKED BY
MCS

SHEET NUMBER
EX-2

- MINUTES -
CHASKA CITY COUNCIL
February 3, 2020

1. Call to Order

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

2. Pledge of Allegiance

3. Roll Call

Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, Grau, and Mayor Windschitl. Absent: None.

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

4. Adopt the Agenda

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

Motion carried.

5. Visitor Presentation

5.A. Recognition of Commission Members Retiring Appointments

Mayor Windschitl recognized Heather Pfeiffer and Pat Whitrock for service on the Planning Commission and Park Board, respectively.

Ms. Pfeiffer and Ms. Whitrock both spoke of their joy in serving on Chaska Commissions.

Mayor Windschitl also recognized the service of Donzel Leggett on the Human Rights Commission, Lauren Mihajlov on the Park Board, and Sean Olsen on the Park Board.

The Council thanked the everyone for their service to the City.

6. Minutes

Motion by Councilmember Hubbard, second by Councilmember Hatfield to approve the minutes of the January 27, 2020 City Council meeting.

Motion carried.

7. Consent Agenda

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

A. Wetland Replacement Plan - Peavey Road Industrial Building

Motion to approve the wetland replacement plan for Peavey Road Industrial Building.

- B. Adopt Resolution 2020-9, Accepting Gifts and Donations
Motion to adopt Resolution No. 2020-9 acknowledging and accepting gifts to the City of Chaska received during the period October 01, 2019 through December 31, 2019.
 - C. Adopt Resolution 2020-10, Resolution Calling for a Public Hearing on the Establishment of TIF District No. 23 City Square West Redevelopment
Motion to adopt Resolution calling for a public hearing by the City Council on Monday, March 16, 2020, at approximately 7:00 P.M., on the modification of the Redevelopment Plan for Redevelopment Project No. 4, the establishment of Tax Increment Financing (Redevelopment) District No. 23 (City Square West Redevelopment), and the adoptions of a Tax Increment Financing Plan therefor.
 - D. On Sale Intoxicating and Sunday Liquor License - La Hermosa
Motion to approve an On-Sale Intoxicating and Sunday Liquor Licenses for La Hermosa Mexican Restaurant, located at 222 N. Chestnut St., Chaska.
 - E. Adopt Resolution 2020-11, City Bridge 10J52 Replacement for Sixth Street East
Motion to adopt Resolution No. 2020-11, approving the request to the State to secure bridge bond funds for replacement of Bridge 10J52.
 - F. Approve Temporary On-Sale Intoxicating License - Guardian Angels School
Motion to approve Temporary On-Sale Intoxicating License TW.20.01 for Guardian Angels School, allowing them to serve intoxicating beverages at the Leap of Faith Celebration, effective February 29, 2020.
- Motion carried.

8. Action Items

8.A. City Commission Appointments

Mayor Windschitl introduced the item.

Motion by Councilmember Grau, second by Councilmember Hatfield to appoint David Pylee to the Planning Commission for the term January 27, 2020 to December 31, 2022.

Motion by Councilmember Hubbard, second by Councilmember Huang to appoint Georgiann Keyport, Zach Saueressing, and Vincent Kim to the Park and Rec Board for the term January 27, 2020 to December 31, 2022.

Motion by Councilmember Huang, second by Councilmember Grau to appoint Jennifer Welvaert to the Human Rights Commission for the term January 27, 2020 to December 31, 2022.

Motion by Councilmember Hatfield, second by Councilmember Hubbard to appoint Russell St. John, Scott Welvaert, and James Pleis to the Heritage Preservation Commission for the term January 27, 2020 to December 31, 2022.

8.B. Adopt Ordinance 976, Amending Chapter 3 of the Code of Ordinances

City Administrator Podhradsky introduced the item to the Council.

Administrative Assistant Kabat presented the item to the Council.

The Council looked for clarification in some of the details of the amendment.

Administrative Assistant Kabat and City Administrator Podhradsky provided further information regarding the details of the amendment.

Aaron Schram, owner of Schram House Brewery, provided further explanation of the amendment regulations for businesses.

The Council and Mr. Schram further discussed the ordinance amendment.

Motion by Councilmember Hubbard, second by Councilmember Huang to Adopt Ordinance No. 976, amending Chapter 3, Article 1, Section 25 of the Code of Ordinances. Motion carried.

9. Bills

9.A. Accounts Payable Council Roster 1-27-2020

The Council requested further information about bills on pages 1, 3, 4, 7, 10, 13, 14, 18, 19, 26, 28, and 31.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Grau to approve the 1-27-2020 bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, Grau and Mayor Windschitl. Voting nay: None
Motion carried.

9.B. Accounts Payable Council Roster 2-3-2020

The Council requested further information about bills on pages 1, 2, 3, 8, and 12.

City Administrator Podhradsky, Administrative Services Director Graczyk, and City Engineer Clark provided further information regarding those bills.

Motion by Councilmember Hubbard, second by Councilmember Huang to approve the 2-3-2020 bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, Grau and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

10.A.i. Bi-Weekly Report 2-3-2020

Councilmember Huang:

- Noted the human trafficking conference is on February 15, 2020 at the Chaska Community Center from 9am to 1pm.
- Noted the second Marnita's Table is on February 18, 2020 at the Chaska Event Center from 6-9pm.

Councilmember Hatfield:

- Noted the Charity Tap Night benefiting the Chaska Fire Department is on February 6, 2020 at Schram's.
- Noted Black History 365 is on February 6, 2020 at the Chaska Event Center.
- Noted on February 5, 2020 from 5-7pm at the McColl Pond Environmental Learning Center in Savage, MnDot is having an open house regarding potential improvements to Hwy 13 between Hwy 169 and Nicollet Avenue in Burnsville.

Councilmember Hubbard:

- Reported that she attended the listening session held by Representative Boe and Senator Jensen last Saturday.
- Noted the Tot-Time Sweethearts Dance at the Chaska Community Center from 6:30-8pm on February 7, 2020.

Mayor Windschitl:

- Noted the Chaska Fire Department Annual Fishing Contest at Fireman's Park is from 1-3pm on February 8, 2020.
- Noted the Guardian Angels Beef and Sausage Dinner is from 11am-1pm on February 9, 2020.
- Reported that City Administrator Podhradsky, Assistant Administrator Kabat, and he met with Representative Boe and Senator Jensen this week and summarized their talking points. The Council discussed having Senator Jensen and Representative Boe come to a future meeting to address priorities.

11. Closed Session

11.A. For the Purpose of Discussion Regarding Acquisition of Property for the Reconstruction of County Road 44

Mayor Windschitl read a summary of the litigation to be discussed during the closed sessions.

Motion by Councilmember Hubbard, second by Councilmember Huang, for the Council to move to a closed session. Motion carried.

12. Open Session

Motion by Councilmember Hubbard, second by Councilmember Huang to move to an open session. Motion carried.

Motion by Councilmember Huang, second by Councilmember Grau to accept the settlement agreement. Motion carried.

13. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Hubbard to adjourn the meeting at 8:51 pm.

Motion carried.

- MINUTES -
CHASKA ECONOMIC DEVELOPMENT AUTHORITY
FEBRUARY 3, 2020

1. Call to Order

President Windschitl called the meeting to order at 8:53 pm.

2. Roll Call

Roll call was taken. Present: Commissioners Hatfield, Hubbard, Grau, Huang, and President Windschitl.

Absent: None.

Also Present: Nate Kabat, Assistant Executive Director and Matt Podhradsky, Executive Director.

3. Agenda

Motion by Commissioner Huang, second by Commissioner Hatfield to adopt the agenda as presented.

Motion carried.

4. Minutes

Motion by Commissioner Grau, second by Commissioner Hubbard to approve the minutes of the January 6, 2020 EDA meeting.

Motion carried.

5. Authorize Staff to Release an RFQ and Pursue Property Acquisition for the City Square West Redevelopment

Executive Director Podhradsky presented the item to the Commission.

President Windschitl inquired about the timing of the acquisition versus RFQ.

Executive Director Podhradsky provided further detail regarding the purpose of the timing.

Commissioner Huang asked if the relocation of the affected tenants from the strip mall is part of this plan.

Executive Director Podhradsky stated that it is and explained the relocation funding in more detail.

Motion by Commissioner Huang, second by Commissioner Hatfield to authorize Staff to pursue the following actions in support of advancing the City Square West Redevelopment project:

- Release the RFQ and pursue the process to identify a preferred developer with the intent to negotiate a preliminary development agreement;
- Negotiate purchase agreements for properties on the block to be presented to the EDA Board for approval; and
- Pursue the process to establish a TIF district to support financing of the project.

Motion carried.

6. Other Business

There was no other business.

7. Adjourn

Motion by Commissioner Huang, second by Commissioner Hubbard to adjourn the meeting at 9:06 pm.
Motion carried.