



AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Wednesday, April 9, 2025
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
 - 5.A. Approve the March 12th Planning Commission Meeting Minutes
6. Consent Items
7. Action Items
 - 7.A. Recommend Approval of the Preliminary Site & Building Plan for Beckman Coulter at 316 Lake Hazeltine Drive/CRB/PC #2025-05
8. Other Business
9. Adjourn

**CHASKA PLANNING COMMISSION
MINUTES
MARCH 12, 2025**

1. Call to Order

Chairperson Brass called the meeting to order at 7 pm.

2. Roll Call

Roll call was taken. Members present: Commissioners Aasen, Urbanski, Baswa, Purdy, Kerber, Campbell, Sailer, Rostad, and Chairperson Brass.

Members absent: None.

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

3. Adopt the Agenda

Motion by Commissioner Brass, second by Commissioner Urbanski, to adopt the agenda as presented.

Motion carried.

4. Visitor Presentation

No one appeared under Visitor Presentation.

5. Approve Previous Meeting Minutes

- a. Approve December 11, 2024, Meeting Minutes
- b. Approve February 12, 2025, Meeting Minutes

Motion by Commissioner Urbanski, second by Commissioner Aasen, to approve the minutes of the December 11, 2024, and February 12, 2025, Planning Commission meeting.

Motion carried.

6. Consent Agenda

Motion by Commissioner Brass, second by Commissioner Purdy, to approve the Consent Agenda as follows:

- a. Recommend Approval of the Final Plat for Highpoint Vistas/Forestar/PC-#2024-20

Motion carried.

7. Action Items

- a. Recommend Approval of the Concept Plan for EDCO on Creek Road/Pope Design Group/PC-#2025-02

City Planner Hanson presented the item to the Commission.

Chairperson Brass asked if they were planning two-stories of manufacturing in the warehouse.

City Planner Hanson explained that what was indicated in the plans was that only the office component would be the full two-story piece.

Chairperson Brass invited the applicant to come forward.

Jon Lacasse, Pope Design Group, introduced himself.

Chairperson Brass stated that he agreed with the staff input regarding loading that it would be worth looking into some way where it would not face Engler. He asked who would actually be the developer and if there was a contractor selected to build this.

Mr. Lacasse stated that Gardner Builders had been hired to be the contractor.

Chairperson Brass asked about the secondary access and if it was planned to be a stub in, at this point, and then create a road in the future.

Mr. Lacasse stated that he appreciated the Chair Brass mentioning the loading issue and explained that since they had submitted their application, they had a civil engineer look at the site. He noted that they were looking at things like grading and wetland impacts, in order to try to avoid mitigation. He explained that they had also looked at stormwater ponding and infiltration and the civil engineer was recommending that they turn the building about 10-12 degrees in order to put the loading in the southeast corner. He noted that they were also looking at narrowing the building a bit in order to avoid the wetland and felt that with the wetland delineation, they may be able to find an option that would work a bit better. He stated that it was a fairly common notion that they should avoid passenger traffic and truck traffic in the same location and explained that they would like to put in the secondary access on day one, if possible.

Chairperson Brass asked if they were just planning on docks or if they would have drive-in doors.

Mr. Lacasse stated that there would be one drive-in door.

Chairperson Brass asked if the plan was for there to be multiple shifts.

Travis Christl, Chief Financial Officer for EDCO, 2615 Pondview Curve – Victoria, stated that their manufacturing currently only runs one shift, but their distribution side does have a second shift in order to stage shipments for next day orders.

Commissioner Urbanski asked for a rough time frame for the expansion.

Mr. Christl explained that they did not have a timeframe in mind because it would depend on how they grow. He noted that their business had been constrained for space in their current location for the last decade, and they were excited that in their new location they will actually have the possibility of growth. He stated that any possible expansion would most likely not be for another 10 years or so and would expect that it would be mostly warehouse space, because he did not believe that they would need much more manufacturing space.

Commissioner Urbanski asked how many truck trips were expected each day.

Mr. Christl stated that he expected it would be around 12 truck trips per day.

Chairperson Brass asked if the number of truck trips a day was picked up during the summer months.

Mr. Christl acknowledged that there would be a little bit more during the summertime, but clarified that it would not be significant. He stated that his estimate would be that during the winter it would be around 10 trips/day and in the summer around 20 trips/day.

Commissioner Urbanski stated that on the other side of Creek Road is Dahlgren Township and noted that he felt many of the trucks would want to come in from that direction, which meant there would be wear and tear on the roads and asked if the City had communicated with Dahlgren Township on this possibility.

Community Development Director Kabat stated that was an area that was thought to, in the long-term, be annexed by the City, so that a Creek Road connection to Engler would be a City street but noted that Commissioner Urbanski had raised a good point related to the interim time.

Mr. Christl explained that they envision the majority of their employees and trucks coming from 212.

Commissioner Kerber asked if there was any indication on how this build may be timed with the other planned projects in the area.

City Planner Hanson stated that she felt timing-wise, this would likely happen before the City started construction on their building because they were just beginning to ramp up the design process for the Municipal Services building so she felt the earliest they could start construction would be early in 2026.

Community Development Director Kabat noted that the street improvements timeline is yet to be flushed out, but this project and the City's Municipal Services building will help push those discussions along. He noted that typically they will try to have the street installation or improvement happen at the tail end of the development project due to the heavy truck traffic involved.

Chairperson Brass noted that he thought he was hearing a beeping in the chambers.

Community Development Director Kabat stated that he also heard a beeping noise, but it was outside of the chambers.

Chairperson Brass noted that this was not a Public Hearing item, but would open it up to the public for comments.

Norm Glock, 4825 Creek Road, asked where the person was standing that took the photo being displayed that had green vegetation.

City Planner Hanson explained that the photo he was referring to was a Google image and was taken from a vehicle traveling on Creek Road, which meant it was facing northwest.

Mr. Glock asked about plans for using vegetation for noise control.

Chairperson Brass explained that there would be a tree and landscaping plan requirement that happened in the next stage of planning. He noted that the City had a pretty robust tree requirement and explained that the applicant would have to show where they planned to install trees. He stated that generally they are installed along the perimeter in order to help block the view.

Commissioner Urbanski noted that they also can do berming in addition to trees.

Mr. Glock asked what would be happening with Creek Road and noted that it had been a mess for years.

Chairperson Brass stated that the City will be working on improvements to the road and staff had shared that they felt this development would help spur that work.

Mr. Glock asked how many vehicles per day they were planning for.

Chairperson Brass explained that the applicant had indicated that they were expecting 12-20 trucks as well as their 150 employees.

Mr. Glock asked if Creek Road would remain a two-lane road.

City Planner Hanson stated that she expected it would remain a two-lane road.

Community Development Director Kabat stated that the exact lay out of the road still needed to be studied, but agreed that his expectation was also that the road would remain as one-lane in each direction. He explained that it was likely that there would be turn lanes that would serve the business properties and reiterated that the City would try to time the road improvements at the tail end of the construction in the area.

Chairperson Brass asked if there could be minimal/general maintenance done on Creek Road in the meantime in order to fill in potholes.

Community Development Director Kabat explained that he believed that they have done some work to fill potholes, but agreed that the road was currently in rough condition and needed improvement.

Mr. Glock asked who he could talk to in order to leverage this for improvements to Creek Road.

Community Development Director Kabat noted that Mr. Glock being present and speaking at the meeting tonight was a good step. He stated that the City has heard his concerns but believed that there was also some coordination that would need to take place with the Dahlgren Township, which the City would pursue.

Mr. Glock asked about the anticipated noise level in the parking lot.

Community Development Director Kabat stated that he did not have numbers in front of him, but felt a good precedent example would be the two industrial buildings that were already opened in the area.

Mr. Glock asked about the current structures on the north side of Creek Road and what portion of the buildings were currently being used.

Community Development Director Kabat stated that, combined, he felt the two buildings were about 90% full.

Mr. Glock asked about relations between the City and the 'powers that be' in Dahlgren Township.

Community Development Director Kabat explained that the City did not interact, on a daily basis, with them, but felt these plans would help spur on some conversations with them.

Mr. Glock asked about relations between the City and Dahlgren Township with relation to the road.

Community Development Director Kabat stated that typically, the City would be responsible for maintenance of their streets and the Township would be responsible for maintenance of their streets, but noted that he believed that the City did plow the entirety of Creek Road.

Chairperson Brass suggested that it may be beneficial for Mr. Glock to also have some conversations with Dahlgren Township about his concerns.

Mr. Glock stated that it sounded like the City was asking him to accept wishful thinking.

Community Development Director Kabat explained that he had been trying to communicate that the City would need to work with Dahlgren Township on the road as things move forward. He reiterated Chairperson Brass' suggestion that, as a resident of Dahlgren Township, Mr. Glock could have a conversation with them as well and assured Mr. Glock that the City would be reaching out to Dahlgren Township.

Mr. Glock asked what percentage of Creek Road was Dahlgren Township.

Community Development Director Kabat stated that he did not know the percentage.

City Planner Hanson used a map to point out the location of the Township line.

Chairperson Brass noted that from what staff just pointed out, it appeared that it was all Township where Mr. Glock was located. He reiterated that the City would be in communication with Dahlgren Township regarding the road and that it would be beneficial for Mr. Glock to also speak with them about his concerns.

Amanda Nemetz, 4880 Creek Road, explained that their only real concern was where the trees are now, there are plans to put in a parking lot, which meant there would be a direct line of sight from their living areas. She stated that it appeared that the second shift would be loading trucks until around 11:00 p.m. and she wanted to make sure that there was some type of screening or a berm. She stated that the largest concerns were related to truck noise and lights because their bedroom is on that side of the home and noted that the berm coming all the way to the south end of the parking line was not a big deal to them as the open space closer to Engler was.

Chairperson Brass thanked Ms. Nemetz for this input and noted that staff was taking notes on her concerns. He noted that during the Preliminary Plan phase there would be more details related to landscaping, screening, and lighting and encouraged Ms. Nemetz to come to the Planning Commission meeting when the plans were reviewed.

Nathan Glock, 4825 Creek Road, noted that he was Norm Glock's son and was not in favor of having this built across the road from his home. He stated that he did not feel more industrial development was needed in this location and felt it would be better if it were located closer to Highway 212. He stated that he also felt that they could hook up the road to the road in Chaska Creek Center that goes mostly to the east and west and would make more sense to come from that direction.

Chairperson Brass noted that the portion of the map he was referencing was not a road.

Motion by Commissioner Aasen, second by Commissioner Baswa, to recommend approval to the City Council of the concept plan for the EDCO building on Creek Road, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits unless modified by the conditions below:
 - a. Narrative (pgs 1-4), prepared by Pope Design Group, dated February 4, 2025 and revised February 25, 2025
 - b. Proposed EDCO Development Neighborhood Meeting, prepared by Pope Design Group, dated January 30, 2025
 - c. Existing Conditions, prepared by Pope Design Group, dated February 4, 2025
 - d. Existing Land Use, prepared by Pope Design Group, dated February 4, 2025
 - e. City Land Proximity Map, prepared by Pope Design Group, dated February 4, 2025
 - f. Existing Conditions with photos, prepared by Pope Design Group, dated February 4, 2025
 - g. Future Conditions, prepared by Pope Design Group, dated February 4, 2025
 - h. Architectural Site Plan, prepared by Pope Design Group, dated February 4, 2025
 - i. Exterior Elevations, prepared by Pope Design Group, dated February 4, 2025
 - j. Rendering, prepared by Pope Design Group, dated February 4, 2025
2. Adherence to the City Engineer memo dated March 12, 2025.
3. Adherence to the Carver County memo when made available.
4. Compliance with City Code Sec. 15.28 (Special Regulations), including but not limited to the following, and to be submitted with the preliminary site plan application:
 - a. Tree inventory and preservation plan;
 - b. Landscaping plans in conformance with City Code Sec. 15.28.070;
 - c. Grading plans;

- d. Stormwater plan; and
- e. Wetland Mitigation Plan
- f. Truck turning exhibit
- g. Fire truck turning exhibit
- h. Lighting plans in conformance with City Code Sec. 15.28.250
- i. Parking plan meeting proposed and future needs of the site and in conformance with City Code Sec. 15.28.030
- j. Cross sections showing adjacent residential, street grades, screening/landscaping, parking areas, loading dock areas and building
- k. Trail extension along Creek Road up to the western property limits
- 5. Evaluation and provision of the following to be submitted at preliminary submittal:
 - a. Pedestrian gathering places for employees, and connecting people to the natural amenities of the site that could also connect with the adjacent Chaska Creek Business Center's site
 - b. Reorientation of the loading dock to the southeast portion of the site/building
 - c. Screening in the form of landscaping and berming from the proposed parking and loading dock areas and to be high enough to screen the top of the dock doors
 - d. Access options to 2.5 acre Haasken property through EDCO's site
- 6. Coordination with:
 - a. City Engineer regarding utilities, grading, drainage, access, and Creek Road reconstruction.
 - b. Electrical agency Minnesota Valley on electric service requirements.
 - c. Carver County Public Works on platting and right-of-way requirements along County Road 10
- 7. Building setbacks are as follows:
 - a. Interior Property Lines: 15 – feet
 - b. West Property Line: 100 - feet
 - c. Engler Boulevard Centerline: 125 – feet
 - d. Creek Road Centerline: 100 - feet
 - e. Wetlands: Varies based on wetland type
- 8. Parking setbacks are as follows:
 - a. Right-of-way or residential: 10 – feet
 - b. Interior Property Lines: 5 – feet
 - c. Wetlands: Varies based on wetland type
- 9. Provision of a storm water management plan meeting City and Carver County WMO standards for both proposed and future needs of the site.
- 10. Provision of a wetland mitigation plan to be completed and approved prior to issuance of a grading permit and prior to preliminary submittal.
- 11. Cost participation agreement between the developer and city on the utility extensions and street reconstruction of Creek Road.

Motion carried.

Chairperson Brass explained that the Planning Commission had recommended approval to the City Council, who would make the final decision and encouraged the residents to attend the March 17, 2025, City Council meeting.

8. Other Business

9. Adjourn

Motion by Commissioner Kerber, second by Commissioner Aasen, to adjourn the meeting at 7:57 pm.
Motion carried.

REQUEST FOR ACTION CHASKA PLANNING COMMISSION 4/9/2025

Subject: Beckman Coulter – 316 Lake Hazeltine Drive – Preliminary Site & Building Plan

Applicant: Beckman Coulter and Clark, Richardson & Biskup Consulting Engineers (CRB)

Location: 316 Lake Hazeltine Drive

Case No.: P.C. No. 2025-05

Synopsis: The applicant is requesting Preliminary Site & Building Plan approval for a two-story building addition totaling approximately 148,000 square feet

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

Introduction

The property in question (316 Lake Hazeltine Drive) is located on the northeast edge of the City. The following exhibit below is intended to show the general site area and adjoining uses:



Figure 1: Existing Site & Adjoining Uses

The developer held a neighborhood meeting on Tuesday, October 22nd at 6:15pm. No one from the public attended the meeting.

At their July 16, 1984 meeting the City Council approved the site and building plan for the existing building at 316 Lake Hazeltine Drive. The site plan approvals contemplated a

[illegible]

Figure 2: 1984 Site Plan Approval

[illegible]

Figure 3: Concept Plan approved

At their December 16, 2024 meeting City Council approved the Concept Plan for Beckman Coulter's building addition. The concept plan can be seen in Figure 3.

Preliminary Plan

The applicant is requesting approval of a Preliminary Site & Building Plan. The following is intended to summarize the applicant's request:

- **Existing Conditions.** The site, 316 Lake Hazeltine Drive, is comprised of 12.9 acres and is located west of Lyman Blvd (CR18), south of the Twin Cities & Western Railroad, and north of Lake Hazeltine. The property currently contains a one-story building totaling approximately 60,500 square feet and a surface parking on the south and east sides totaling 182 stalls. Access to the site comes directly off of Lake Hazeltine Drive from two driveway points. The topography is relatively level, but generally slopes from south to north, with two existing wetlands and wooded areas along the northern property line abutting the railroad tracks. Approximately 4.5 acres of the existing 12.90-acre site has been disturbed/developed with the existing building and parking areas with the remainder of the property being occupied by existing wetlands, trees/landscape areas, and stormwater management areas. An NSP electric easement exists on the north side of the property that is 48 feet wide.



Figure 4: Existing Conditions

- **Preliminary Plan.** The preliminary site & building plan contemplates a two-story building addition totaling 148,000 square feet. The building addition would expand the manufacturing footprint at 316 Lake Hazeltine Drive, and is proposed on the northeast corner of the existing building. The parking lot will also be expanded on the east and north sides of the site. The 316 Lake Hazeltine Drive building is an existing building responsible for the manufacturing process for multiple medical devices, namely diagnostic testing products. Beckman Coulter is proposing an expansion of this manufacturing building as they look to expand their capabilities for manufacturing/warehousing new products while also consolidating and moving some existing product lines from Beckman Coulter facilities in Miami to Chaska.

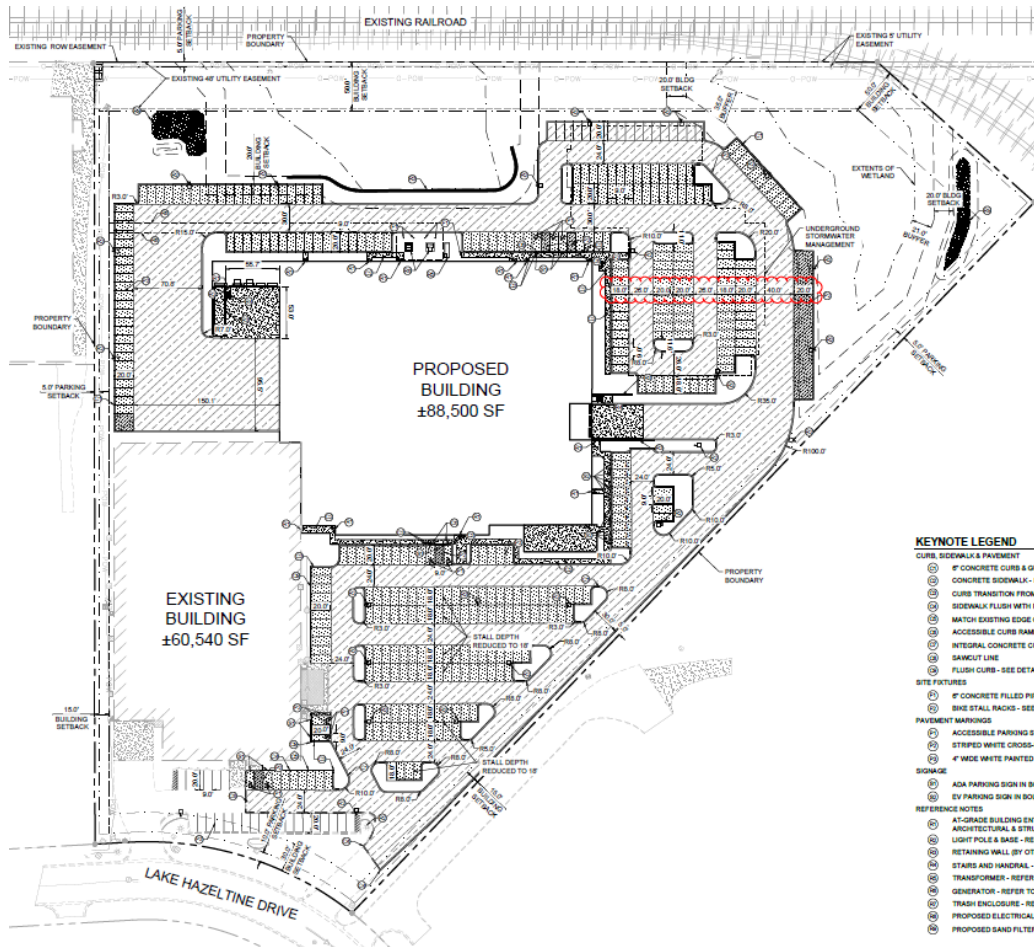


Figure 5: Proposed Preliminary Plan

Goals: The applicant has identified the following goals and guiding principles for the project:

- Create optimal flow with new building addition
- Create flexibility by avoiding monuments within the building design
- Create collaboration across functions and spaces within the workplace
- Create employee wellbeing through sustainability and quality of design

Parking: 529 parking stalls will be provided for the site (128 shown as proof of parking). Included in the proposed parking count are 10 electric vehicle (EV) spaces. The EV spaces are located on the east side of the proposed building addition.

Building Design: The existing building is a concrete tip-up, one story building and totals approximately 60,500 square feet. The proposed building addition is two stories and totals approximately 148,000 square feet for both stories. The addition proposes to use precast concrete panels with reveals, glazed entrances, and punched openings (windows).

Access: Two points of access exist on Lake Hazeltine Drive. Both provide access to the employee parking areas and loading docks.

Utilities and Stormwater: Utility connections currently serve the property. With the building addition the utilities will be extended through the site.

Stormwater will be captured through above ground and underground systems. The underground system is proposed under the parking lot on the northeast side of the site.

- **Land Use.** The property is currently zoned Planned Multi-Use District (PMD-1). The zoning shows this site as industrial use (see below) and refers to the City's standard Industrial (I) zoning district for permitted uses and setbacks.

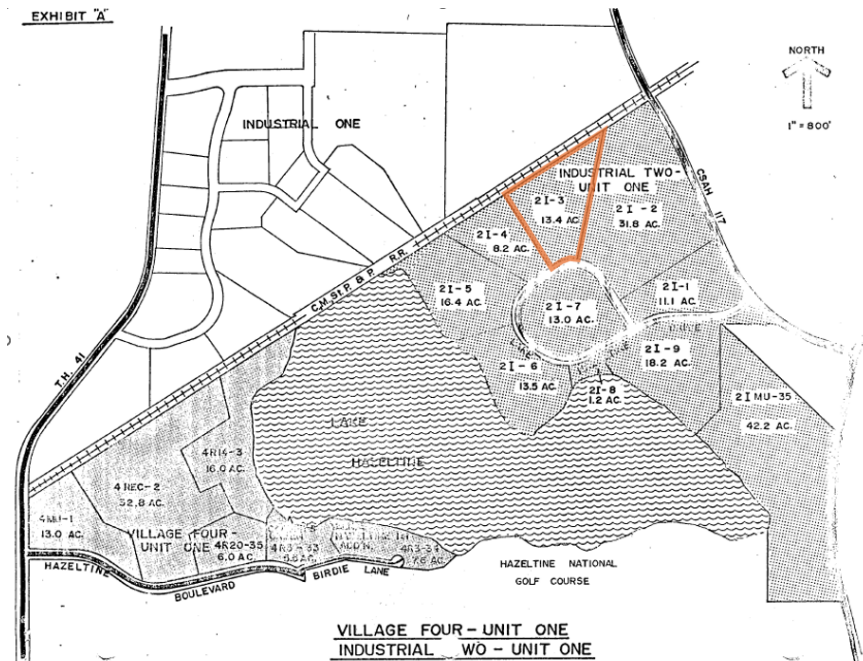


Figure 6: map excerpt from PMD-1 zoning

Preliminary Plan - Staff Analysis

The applicant is requesting approval of a Preliminary Site & Building Plan at 316 Lake Hazeltine Drive. The following is intended to summarize staff's analysis of the applicants request:

- **Comprehensive Plan**

The comprehensive plan guides the site as Industrial (purple). The proposed use is consistent with this.

Industrial

Lots or parcels guided for buildings and associated office, administrative and truck service facilities for the following activities: manufacturing, fabrication, assembly, processing, packaging, compounding or storage of materials, goods and products. Also included are scientific research, investigation, testing, experimentation, wholesaling (except live animals), contractors, goods movement facilities, communication, and utilities.



Figure 7: 2040 Comprehensive Plan

Land Use

Beckman Coulter currently owns 316 Lake Hazeltine Drive, along with 5 other buildings on Lake Hazeltine Drive. Beckman Coulter develops, manufactures, markets and sells products for biomedical testing, with a focus on making laboratories more efficient. Its diagnostic systems are found in hospitals and other critical care settings around the world and produce information used by physicians to diagnose disease, make treatment decisions, and monitor patients. Beckman is exploring options to grow its life sciences manufacturing functions at their 316 Lake Hazeltine Drive location, which would bring in approximately 300 more full-time employees to Beckman Coulter's buildings within the next 3 years.

The parcel of land that this development encompasses is currently zoned Planned Multi-Use District (PMD-1). Zoning regulates this site as industrial use, and refers to the city's standard Industrial (I) district for permitted uses and setbacks. The request to continue and expand the site's manufacturing use is consistent with the zoning.

- **Setbacks & Development Standards**

The following tables summarize the required setbacks for the site, and how the building addition meets them:

BUILDING SETBACKS		
Direction	Required Setback	Proposed Setback
South Property Line	30 feet	~342 feet
Interior Property Lines	15 feet	~98 feet
Railroad ROW (north)	50 feet from ROW	~203 feet
Wetlands	Varies based on wetland type	Varies

PARKING SETBACKS		
Direction	Required Setback	Proposed Setback
Street ROW	10 feet	10 feet
Interior Property Lines	5 feet	5 feet
Wetlands	Varies based on wetland type	Varies

The following table summarizes the development standards for the site, and how the building meets them:

DEVELOPMENT STANDARDS		
Item	Requirement	Proposed
FAR (floor to area ratio)	0.5	0.37
Building Coverage	50%	26.5%

- **Layout**

The proposed building addition will be connected to the northeast corner of the existing one-story building. New parking will be constructed on the north and east sides of the site. The proposed layout was selected to reduce the amount of impacts on the existing wetlands.

The site is accessed from Lake Hazeltine Drive at two access points. Both vehicle entrances provide access to the parking and loading dock areas.

- **Parking**

The site can accommodate a total of 529 parking spaces (401 initial construction and 128 proof of parking). The following chart summarizes the overall parking demand on site, based on the City's parking code.

Uses	Approx. Size	Code Req.	Est. Parking Req.
Office	49,446 sf	1ps/250 sf	198
Manufacturing	106,232 sf	1ps/350 sf	304
Warehousing	51,446 sf	1ps/2,000 sf	26
REQUIRED			528 parking spaces
PROVIDED			529 parking spaces

According to the table above the applicant is sufficient in meeting parking for the site based on the existing and proposed uses.

Beckman Coulter proposes to provide a total of 401 parking spaces with the construction of the building addition. The business is expected to employ a total of approximately 420 employees at this building, which includes a proportion of office, direct/shift employees, and office/management staff who support multiple buildings on campus and park at other buildings. The following information provides additional details of employee activity on site.

- a) Office employees: 120 employees (10 fully remote, 10 parked at other buildings)
- b) Direct shift employees: 300 employees
 - Day shift (07:00 am to 3:00 pm) – 225 employees
 - Evening / night shift (3:00 pm to 11:00 pm) – 75 employees
- c) Daily visitors / deliveries: 32 vehicles per day
 - Day shift (07:00 am to 3:00 pm) – 4 kitchen staff
 - Receiving dock – 16 visits per day
 - Shipping dock – 6 visits per day
 - Visitors – 6 visits per day

The project team has indicated that approximately 10 employees are expected to have fully remote positions and another 10 would be supporting B316 while parked at other campus buildings. Based on the above project details, the team has estimated that during the peak period on first shift, approximately 325 employees would be expected on site at any given time. Assuming a 1:1 employee to parking ratio, 401 spaces provide over 15% excess parking capacity, which supports winter/snow inefficiency, and variations in labor

demands. Therefore, the proposed 401 parking spaces is expected to be sufficient to serve the proposed improvements.

Additionally, the applicant has provided two proof of parking concepts (Concepts 1 & 2) to show how the site can accommodate additional parking to meet parking requirements. Concept 1 shows the addition of 128 more parking spaces on site by performing simple restriping and expansion to the north of the proposed parking areas outside of the wetland areas. Parking expansion into the wooded and stormwater areas would require the current proposed stormwater facilities to be constructed below the expanded parking fields. The additional parking would extend into the existing NSP electrical easement, which is an allowed use within the easement area.

Concept 2 shows a schematic design of a single-level parking deck located south of the proposed building addition. The parking deck would also yield a net addition of 128 more parking spaces. This option is not the most desired option to explore per the applicant and the city as it is more costly, obstructs the view of the building addition, and eliminates the ability for parking lot landscaping. This option would also require the review and approval of a Conditional Use Permit should it be pursued (Section 15.28.280).

- **Truck Circulation**

The site is designed to accommodate semi-trailer trucks up to 73 feet in length to access the loading dock areas. The main truck access point is positioned on the east side of the site and is 30 feet wide. Landscaping shown on the east edge of the site will also be linear in profile so that as growth occurs there will be minimal overhang in to the truck access. All the dock areas are designed to allow trucks to back in and drive out while other dock bays are occupied. Trucks will exit the site at the same two access drives along Lake Hazeltine Drive. Additionally, fire truck movements have been studied to ensure adequate access to the building and 10 newly constructed hydrants.

- **Landscaping**

The table below indicates the landscaping requirements for this building addition:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	Proposed
Overstory Trees	465 caliper inches (186 trees)	46 caliper inches existing + 419 caliper inches proposed = 465 caliper inches
Understory Trees	47	51
Shrubs	496	496
Planting Islands	10% of Parking	20%

The applicant is meeting the landscape ordinance (Section 15.28.070).

- **Building Design & Materials**

The proposed building addition will be two stories and constructed with precast panels and glass. The look of the building addition will use the same material (concrete) and general design as the existing building but have a different concrete finish (precast panels with reveals). The addition will be setback over 200 feet from the existing building so the visibility from the street will be minimal. In general, it appears the new will fit in well with the existing.

The building addition will be approximately 148,000 square feet for both stories and a total of 35.5 feet in height at it's tallest point. The footprint of the building addition will total approximately 88,000 square feet.

With a building addition, the intent is to design it seamless with the existing building. Based on what the applicant is proposing that appears to be the case. It is not necessary that the building addition meet the Industrial design standards as that was not applied back in 1984 when the building was originally approved. Implicating these regulations on the building addition would create an improper material balance between the existing and the proposed areas of the building.

- **Pedestrian Connections**

The building, 316 Lake Hazeltine Drive, is located within an industrial park of Chaska. Lake Hazeltine Drive currently does not have sidewalks on either side of the street. There is a striped walkway on the outer edge of the street for pedestrians to use. Beckman Coulter has a few internal pedestrian walkways between their buildings in the event that employees need to go to other buildings. The applicant states that the building addition proposed would not significantly impact how Beckman Coulter employees connect between the buildings. The proposed plan provides campus consolidation of the hardware instrument manufacturing into one building at 316 Lake Hazeltine Drive. Therefore, with the additional office seating and warehouse capacity it results in fewer instances of personnel needing to walk to other buildings.

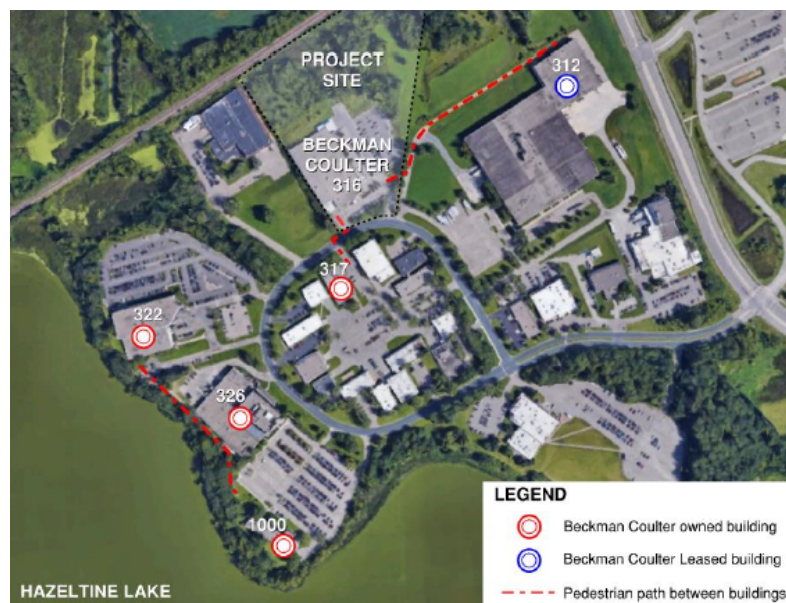


Figure 8: Map of Beckman Coulter Owned/Leased Buildings and pedestrian walkways

- **Lighting**

Lighting is proposed in the form of pole lighting and wall packs. 30 foot high pole lighting is situated around the perimeter and within the planting islands of the parking lot. Wall packs are proposed on all sides of the building addition.

- **Utilities**

Utilities are able to serve the building addition. There is an existing trunk sewer and water line that runs north-south on the site.

- **Stormwater**

Stormwater management is shown as an above ground and underground system. The underground system is located on the northeast side of the site and under the parking lot. Stormwater will need to meet City and County requirements.

- **Wetlands**

Because there are known wetlands on site and a proposal to impact a portion of the north wetland, the applicant has conducted a wetland delineation report and mitigation/impact analysis for their preliminary submittal. Any wetland impacts need to be reviewed and approved by the Technical Evaluation Panel (TEP).

The applicant is proposing approximately 0.4 acres of impact to the existing northerly wetland to accommodate the proposed improvements. As noted above and in the applicant's narrative, other layouts were evaluated but not selected as it would result in significantly more impacts to the wetlands.

Deadline for Agency Decisions

Complete Application Received	60-day review *	120 – day **
March 27, 2025	May 26, 2025	July 25, 2025
* Pursuant to MN State Statutes the City must act on the request within 60-days. ** The city can provide the applicant with a written letter requesting an additional 60-day review period if further review is needed.		

Planning Commission Action Requested:

Motion to recommend approval to the City Council approval of the Preliminary Site & Building Plan for the building addition at 316 Lake Hazeltine Drive, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits unless modified by the conditions below:
 - a. Project Narrative (pgs 1-16), prepared by Beckman Coulter, dated March 4, 2025
 - b. Cover Sheet, prepared by Kimley Horn, dated March 4, 2025
 - c. General Notes, prepared by Kimley Horn, dated March 4, 2025
 - d. ALTA Topographic Survey, prepared by Kimley Horn, dated March 4, 2025
 - e. ALTA Topographic Enlargement (pgs C102-C103), prepared by Kimley Horn, dated March 4, 2025
 - f. Site Demolition Plan, prepared by Kimley Horn, dated March 4, 2025

- g. Erosion and Sediment Control Plan – Phase 1, prepared by Kimley Horn, dated March 4, 2025
- h. Erosion and Sediment Control Details, prepared by Kimley Horn, dated March 4, 2025
- i. Site Dimension Plan, prepared by Kimley Horn, dated March 4, 2025
- j. Site Details, prepared by Kimley Horn, dated March 4, 2025
- k. Grading and Drainage Plan, prepared by Kimley Horn, dated March 4, 2025
- l. Grading Plan Enlargements (pgs C501-C502), prepared by Kimley Horn, dated March 4, 2025
- m. Storm Sewer Plan, prepared by Kimley Horn, dated March 4, 2025
- n. Grading & Storm Sewer Details (pgs C504-C507), prepared by Kimley Horn, dated March 4, 2025
- o. Utility Plan, prepared by Kimley Horn, dated March 4, 2025
- p. Utility Details, prepared by Kimley Horn, dated March 4, 2025
- q. Tree Inventory & Preservation Plan (pgs L100-L101), prepared by Kimley Horn, dated March 4, 2025
- r. Landscape Plan, prepared by Kimley Horn, dated March 4, 2025
- s. Landscape Details, prepared by Kimley Horn, dated March 4, 2025
- t. Existing Conditions Photographs, prepared by CRB, dated March 4, 2025
- u. Existing Site, prepared by CRB, dated March 4, 2025
- v. Space Function Diagrams Level 1, prepared by CRB, dated March 4, 2025
- w. Space Function Diagrams Level 2, prepared by CRB, dated March 4, 2025
- x. Building Materials and Precedents, prepared by CRB, dated March 4, 2025
- y. Renderings, prepared by CRB, dated March 4, 2025
- z. Elevations New Building Addition, prepared by CRB, dated March 4, 2025
- aa. Electrical Site Plan, prepared by CRB, dated March 4, 2025
- 2. Adherence to the City Engineer memo dated April 3, 2025.
- 3. Compliance with City Code Sec. 15.28 (Special Regulations), including but not limited to the following, and to be submitted with the final site plan application:
 - a. Tree inventory and preservation plan;
 - b. Landscaping plans in conformance with City Code Sec. 15.28.070;
 - c. Grading plans;
 - d. Stormwater plan;
 - e. Wetland Mitigation Plan;
 - f. Truck turning exhibit;
 - g. Fire truck turning exhibit; and
 - h. Parking summary explaining need for the site/operation
- 4. Coordination with:
 - a. City Engineer regarding utilities, grading, access, and drainage.
 - b. Chaska electrical department on service requirements.
- 5. Setbacks are as follows:
 - a. Front yard setback (south property line): 30 - feet
 - b. Side yard setbacks (east & west property lines):
 - i. Interior: 15 – feet
 - c. Rear yard setback (north property line):
 - i. Property Line: 20 – feet
 - ii. Railroad ROW: 50 - feet
 - d. Wetlands: Varies based on wetland type

6. Development standards are as follows:
 - a. Floor Area Ratio (FAR) maximum: 0.5
 - b. Building Coverage maximum: 50%
7. Provision of a storm water management plan meeting City and Carver County WMO standards.
8. Provision of a wetland mitigation plan to be completed and approved prior to issuance of a grading permit.
9. Provision of a maintenance agreement for stormwater infrastructure to be recorded prior to issuance of a grading permit or building permit, whichever comes first.



City of Chaska Memorandum

To: Planning Commission
From: Alex Mollenkamp, Assistant City Engineer
Date: April 3, 2025
Subject: Beckman Coulter Preliminary Site & Building Plan – Engineer’s Memo

The Beckman Coulter property being considered is located at 316 Lake Hazeltine Drive. The project proposes a building expansion and parking lot expansion to increase the developed space on the site.

The site contains two wetland areas requiring agency review and acceptance prior to final City approvals.

The project requires all agency storm water standards are met. The City’s stormwater standards are outlined in the surface water management plan. For a grading permit for the site to be considered, all the wetland and storm water agency approvals must be secured.

Per state statute, a maintenance declaration for stormwater infrastructure will need to be recorded prior to final approvals. The agreement shall outline the maintenance responsibilities and frequencies for the onsite stormwater infrastructure. A draft agreement will be shared with the project team for their use.

In terms of city utilities, the site is already served with city sewer and water and will continue to be with the building expansion. The site design proposes to extend internal sewer and water facilities to accommodate the increased building size.

The site plan shows no changes to the two access drives off Lake Hazeltine Drive.

4 March 2025
City of Chaska Preliminary Site Plan Review
316 Lake Hazeltine Drive, Chaska, Minnesota

PROJECT NARRATIVE

The Best Small Town in Minnesota

Beckman Coulter knows the value of living and working in Chaska. While already established in the neighborhood, the expansion of Building 316 will create additional job opportunities, fostering economic growth and enhancing the community. The new building expansion creates an opportunity for quality development along Lake Hazeltine Drive by expanding an environmentally friendly manufacturing process for diagnostic hardware instrumentation assembly. Site context strongly informs the external characteristics of the addition, creating a seamless transition from one property to the next. Beckman Coulter, part of Danaher, accelerates the power of science and technology to improve human health and save lives. Globally one million tests per hour are run on Beckman Coulter Diagnostics laboratory systems, impacting over a billion patients per year. This is the kind of business Chaska can be proud to call home.

Neighborhood Meeting

A neighborhood meeting was held on October 22nd, 2024 to allow members of the community to ask questions regarding the design and construction of the proposed building addition. The Beckman Coulter and Design team introduced themselves and the project to those present. A quick overview of Beckman Coulter's company figures and statistics was presented along with an explanation for the manufacturing expansion needs of Building 316. The rendering was shared with the group, along with a list of benefits provided by this project including:

1. Access to Twin Cities educational institutions and its labor market
2. Positive economic impact and job creation for 2025-2027 and beyond
3. A sustainable and environmentally friendly manufacturing process
4. A consolidated location for Beckman Coulter

Project Goals and Guiding Principles

The following guiding principles remain unchanged and represent Beckman Coulter's roadmap to optimal solutions for this project:

1. Flow
2. Flexibility
3. Collaboration (Gemba)
4. Cost
5. Attraction and Sustainability
6. Transition

The flow of the project focuses on both people and material flows on this site as well as within the existing and new building addition. Efficient flows are created with the two dock locations, creating a linear movement of materials from receiving to assembled and tested instruments for shipping. Flexibility is maintained by avoiding monuments within the building design. Collaboration across functions and adjacencies of certain spaces facilitates collaboration and continuous improvement within the workplace. The cost of operations and capital expenses are important factors that will be considered for the design of the expansion. Employee wellbeing, sustainability, and quality of work environment are important considerations for Beckman Coulter and have

informed the concept. Employee wellness elements have been programmed for the project from prayer and mother's rooms to a full-service cafeteria. Natural light is provided to interior spaces and impact to site wetland areas has been minimized to the largest extent possible. EV charging stations and considerations for solar arrays are included. Finally, transition focuses on the time and impact to current production. A full renovation to the existing building was considered but was ultimately found to not be a feasible solution for the need for expansion. Transition needs guided the project toward the new building addition concept.

Project Background

Beckman Coulter, Inc is looking to expand manufacturing capabilities at their Chaska, Minnesota location. Currently, Beckman Coulter operates out of multiple buildings on their Chaska site. Building 316 is an existing manufacturing building producing clinical diagnostic hardware instruments. It is the desire to expand this manufacturing footprint by approximately two times into one centralized Chaska campus location. Adding to Building 316 is the logical result of applying the project's guiding principles to site selection.

Understanding of Place and Site Forces

The 12.90-acre site in Carver County is located at 316 Lake Hazeltine Drive and is owned and operated by Beckman Coulter. Beckman Coulter also owns and operates on adjacent properties to the proposed development site (317 Lake Hazeltine Drive, 322 Lake Hazeltine Drive, 326 Lake Hazeltine Drive, and 1000 Lake Hazeltine Drive). Building 312 leases a large portion of its warehousing capabilities to Beckman Coulter as well. The 316 Lake Hazeltine Drive building is an existing building responsible for the manufacturing process for multiple medical devices, namely diagnostic testing products. Beckman Coulter is proposing an expansion of this manufacturing building as they look to expand their capabilities for manufacturing/warehousing new products while also consolidating and moving some existing product lines from Beckman Coulter facilities in Miami to Chaska. The proposed development site and the adjacent parcels are zoned PMD01 and Guided for Industrial in the City's 2040 Comprehensive Plan, which is consistent with the existing and future use of the expanded building.

The proposed site is relatively level, but generally slopes from south to north, with two existing wetlands and wooded areas along the northern property line abutting the railroad tracks. Approximately 4.5 acres of the existing 12.90-acre site has been disturbed/developed with the existing building and parking areas with the remainder of the property being occupied by existing wetlands, trees/landscape areas, and stormwater management areas. The proposed building expansion size and orientation was influenced by several factors including minimizing wetland impacts, preserving natural vegetative buffers to adjacent properties and existing wetlands to the extent practicable, manufacturing workflow and adjacencies to support the Beckman Coulter operations, and the need to maintain existing manufacturing operations while under construction. The sections to follow will provide greater context on how these factors influenced the project's building programming/adjacencies, parking, access/circulation, wetland avoidance/impact minimization, grading, stormwater, utilities, landscaping, and sustainability initiatives.

This preliminary plan does not significantly impact how Beckman Coulter employees connect between the buildings along Lake Hazeltine Drive, nor would it significantly affect traffic volume.

The preliminary plan provides a campus consolidation of the hardware instrument manufacturing into one building at the 316 Lake Hazeltine Drive address. Therefore, with the additional office seating and warehouse capacity it results in fewer instances of personnel to travel to 316 Lake Hazeltine Drive from the other Beckman Coulter buildings. The proposed plan will reduce the truck traffic to and from 316 and other nearby buildings such as the leased warehouse space at 312 Lake Hazeltine Drive.

A level of reduced truck traffic between buildings is expected and the employee travel between buildings will remain by either personal vehicle or walking along Lake Hazeltine Drive. As indicated, this is not changing with the plans, only decreasing in instances.

The installation of public sidewalks along Lake Hazeltine Drive for the general safety of pedestrian traffic in the park can be considered by the City of Chaska and would be welcomed by Beckman Coulter.



Figure 1: Bird's Eye View of Lake Hazeltine Drive



Figure 2: Extents of 316 Lake Hazeltine Drive site with existing Building 316 and greenfield space for the building addition.

The PMD01 zoning district allows for a variety of complementary uses in a cohesive, rather intensely developed arrangement, but not necessarily geared predominately to either residential, commercial and public use. Any uses listed as Permitted Uses in the Planned Residential Development District, Planned Commercial Development District, and the Planned Industrial Development District are allowed. The proposed site use is a combination of office and lab space, manufacturing space, and warehouse space. Except for warehousing, all proposed uses are permitted under the PMD01 zoning district. The existing building on site is to remain and expand its footprint +/- 88,000 SF. Additional parking, drive aisles, utilities, and landscaping is to be included with the site improvements. Access to the site is proposed to remain as it exists today. There are two entry points along Lake Hazeltine Drive, one near the east property line and one near the west property line. Each access road is 30 feet wide.

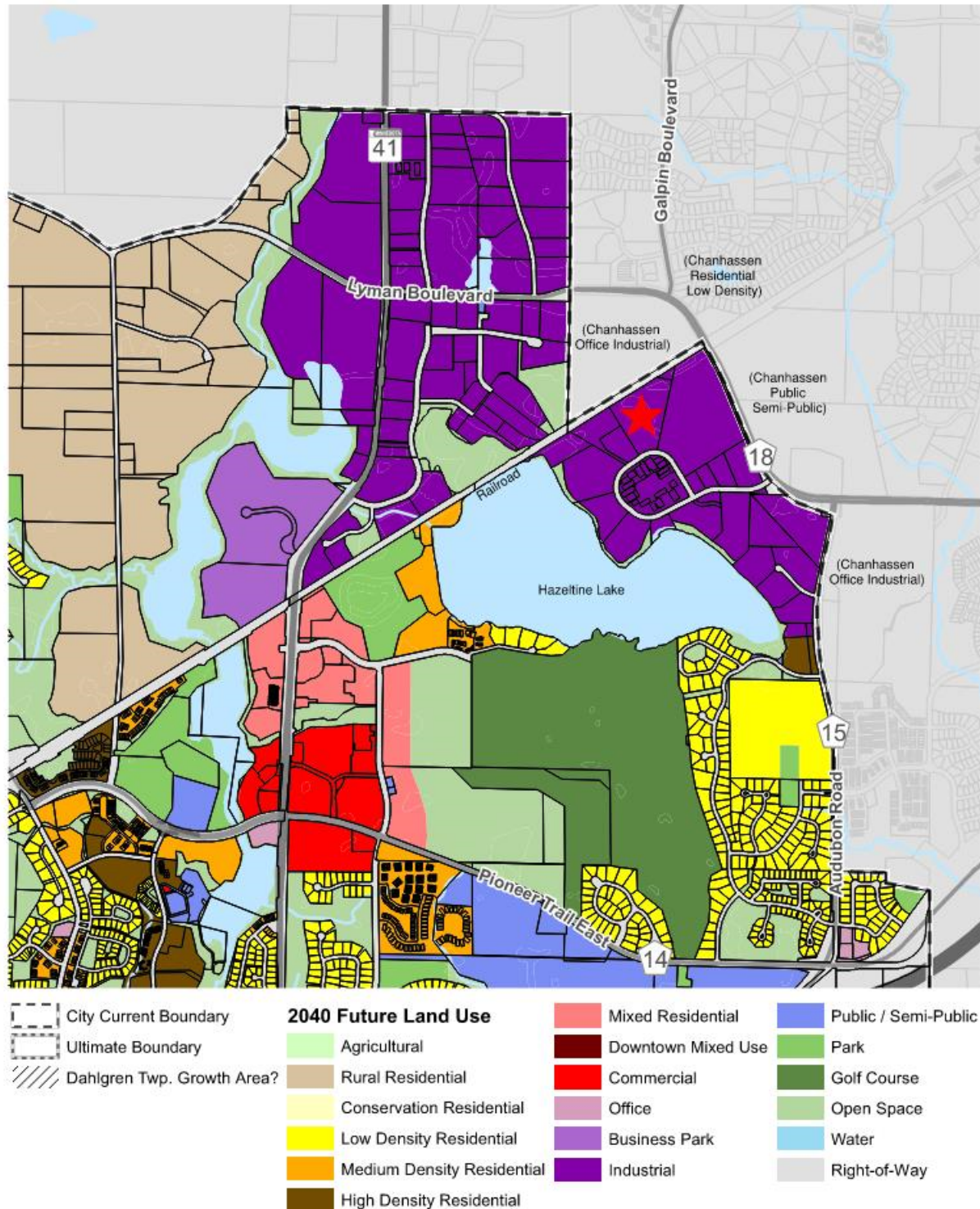


Figure 3: Chaska 2040 Future Land Use. 316 Lake Hazeltine Drive identified with a red star.

Programming and Design

The Beckman Coulter expansion project consists of an existing one-story building of approximately 60,500 square feet (SF) and a two-story greenfield expansion of approximately 88,000 square feet (SF). The existing building was originally constructed in 1984 with the latest renovation in 2014. The building is in good condition with renovation on the north side of the existing warehouse planned for new work functionality and connection to the new structure.

When CRB joined the project, the team visited Building 316 as well as the other Beckman Coulter Chaska sites along Lake Hazeltine Drive. CRB tasked each department lead to fill out a Pre-Read Kick-Off Questionnaire to gather information regarding function and organization, priorities, wish list items, mechanical, electrical, plumbing and architectural space requirements. Beckman Coulter and CRB then worked through the results and developed an overall program document, listing the SF, headcount, and room requirements. An Adjacency Matrix was also filled out as a group to illustrate the strong, medium, and weak adjacency requirements.

CRB assessed this information and created massing diagrams atop the site plan. The massing diagrams were beneficial for assessing how different iterations impacted the site.



Figure 4: Example of massing diagrams used to investigate expansion solutions.

Following the initial feedback gathered from the concept plan review, CRB and the design team have further advanced the site design by balancing parking requirements, landscaping and tree preservation, minimizing wetland impacts, and providing a comprehensive stormwater management plan. The resulting plan balances the infrastructure needs of the facility with the surrounding environment.

Wetlands

There are two wetland areas on the north and northeast of the property and efforts were made to avoid significantly impacting either by reducing the program and building footprint as much as possible. The overall focus of the massing diagram iteration exercise was to reduce the size of the expansion footprint while maintaining program functionality. This was accomplished by providing a second level for manufacturing and efficiently designing the flow and adjacencies of the functions within the expansion and connecting them with the existing building programs. As a result, we were able to protect the existing wetland in the northeast corner of the site which is hydraulically connected to the downstream discharge of the property beneath the railroad.

Efforts were made to reduce the impacts of the land locked wetland in the northern portion of the site by reducing the proposed building expansion footprint from over 120,000 square feet to approximately 88,000 square feet.

Additionally, an approximate 7-foot-tall retaining wall would be constructed adjacent to the wetland area to further limit impacts. The preliminary plans provide parking counts which meet our requirements and use underground stormwater BMPs to further limit the impact to the existing wetlands

The proposed site plan provides sufficient parking for the anticipated B316 operations and demonstrates the ability to construct additional proof-of-parking that will not further impact the wetlands if future demand for parking increases. By utilizing this approach, initial constructed parking has been reduced by approximately 25% to preserve upland vegetation, buffers, and provide for larger interior landscape islands.

The proposed plan minimizes disturbance and results in approximately 0.36 acres of impacts to the existing northerly wetland. During the design process, the team met with the local Wetland Conservation Act (WCA) administrator and the Technical Evaluation Panel (TEP) to discuss the project, understand priorities, and develop a plan prior to making a formal application. In addition to minimizing the wetland impacts on the site, the Beckman Coulter team is proposing to purchase replacement wetland bank credits at a 2:1 ratio to mitigate the on-site impacts. The formal WCA application was submitted on February 19th, 2025, and is currently under review by the TEP. A notice of decision is expected from the WCA Administrator in mid to late April following a 60-day review period. A copy of the full application and narrative is attached to this preliminary plan submittal.

Community and Pedestrian Scale

The building design is thoughtfully planned to be welcoming to all, from the street to the front door. The two existing entrance drives are maintained, ensuring easy access, while additional accessible parking spaces are added near the new main entrance, improving convenience and inclusivity. Landscaping is carefully placed at the perimeter of the building and throughout the parking areas to provide a pedestrian scale to the building and surrounding improvements. The parking lot has been designed to safely funnel pedestrians to the building entries, while avoiding high traffic truck routes where possible. The addition introduces a front facade that creates an inviting entryway, leading into a spacious, open lobby that enhances the welcoming atmosphere for guests. Community gathering spaces are central to the design, with a vibrant cafe and town hall space with versatile seating arrangements that can accommodate a variety of events. An outdoor patio provides a relaxed area for dining or informal gatherings. Additionally, the first-floor kitchen serves a variety of food options, including coffee, hot meals, and grab-and-go cold food, ensuring that all guests have access to refreshments throughout the day. A second floor gathering area featuring a kitchenette, coffee and shared workspace are located above the central lobby to encourage connection and collaboration.

Building Materials

Lake Hazeltine Drive features a neighborhood context characterized by buildings with concrete facades, incorporating a mix of precast, tilt-up, and CMU block wall construction. A few structures also feature brick elements, typically in shades of brown or red. The majority of buildings are finished in a light concrete beige, with subtle color variations from the brick accents. Small fenestrations are commonly seen across the exterior, with a few structures showcasing distinctive storefront window corner designs. Notably, the Beckman Coulter headquarters at Building 326 highlights this corner window feature. Building 316 blends seamlessly into the surrounding neighborhood, while its new addition follows this established architectural language. The south-facing facade of the addition is made of precast concrete, matching the light beige concrete color of nearby buildings. This facade includes punched windows, along with full-height storefront windows at the center, marking the guest entrance and the southeast corner where the building's amenity space is located. The west, north, and east facades of the addition also feature precast concrete with punched windows, maintaining harmony with the surrounding architectural style.

Parking Analysis

Based on the proposed size and use of the existing building and addition, current City of Chaska code requires 528 parking stalls. Below is a breakdown of the required parking:

- Office and Lab: 1 space / 250 SF = 49,446 SF / 250 SF = 198 spaces
- Manufacturing: 1 space / 350 SF = 106,232 SF / 350 SF = 304 spaces
- Warehouse: 1 space / 2,000 SF = 51,446 SF / 2,000 SF = 26 spaces

With years of industry experience, employee projections, and expected site operations taken into consideration, the team is proposing a total of 401 parking spaces for the site. The business is expected to employ a total of approximately 420 employees, which includes a proportion of office, direct/shift employees, and office/management staff who support multiple buildings on campus and park at other buildings. The following information provides additional details of employee activity on site.

- a) Office employees: 120 employees (10 fully remote, 10 parked at other buildings)
- b) Direct shift employees: 300 employees
 - Day shift (07:00 am to 3:00 pm) – 225 employees
 - Evening / night shift (3:00 pm to 11:00 pm) – 75 employees
- c) Daily visitors / deliveries: 32 vehicles per day
 - Day shift (07:00 am to 3:00 pm) – 4 kitchen staff
 - Receiving dock – 16 visits per day
 - Shipping dock – 6 visits per day
 - Visitors – 6 visits per day

The project team has indicated that approximately 10 employees are expected to have fully remote positions and another 10 would be supporting B316 while parked at other campus buildings.

Based on the above project details, the team has estimated that during the peak period on first shift, approximately 325 employees would be expected on site at any given time. Assuming a 1:1 employee to parking ratio, 401 spaces provide over 15% excess parking capacity, which supports winter/snow inefficiency, and variations in labor demands. Therefore, the proposed 401 parking spaces is expected to be sufficient to serve the proposed improvements.

To further support the reduction of proposed parking, a list of opportunities is provided here to ensure the planned spaces are sufficient to support operations. The following actions at the site are taken by the development team (and can be adopted by any future tenants).

- 1) Carpool – promote carpooling as part of new employee welcome packets and commuter bulletin boards.
 - a. Carpool incentives – designate at least 10 preferred parking spaces for carpool use only. Depending upon the success and utilization of these spaces adjust the number to result in the maximum benefit
- 2) Promote bicycle commuting – provide storage for (10) bicycles via racks on site outside the building. Provide employee showers and lockers on-site.

- 3) Shift exchange times – to reduce impacts associated with shift change employees, shifts will not overlap except for a few key associates. The proposed development team will avoid having shift changes from 7:30-8:30 a.m. and 4:30-5:30 p.m. to help alleviate traffic congestion.
- 4) Overflow parking on campus – promote use of the existing / underutilized parking lots and spaces available at both B317 and B322 which are located within a short walk to B316
- 5) Demonstrate proof-of-parking – additional parking areas up to the code requirement have been identified to increase capacity if future demand warrants expansion.

While the proposed Preliminary Plan includes less than the City Code minimum parking requirements, two proof-of-parking concepts were developed should future parking demands increase beyond current projections.

- 1) Proof-of-Parking Concept 1 (Practical) – Areas for an additional 129 parking stalls were identified throughout the site that can be constructed in different phases. The 129 proof-of-parking stalls demonstrate the feasible construction of additional parking to meet the City Code minimum requirements. The areas range from simple restriping of existing paved areas to the expansion of the parking facilities to the north into the wooded and stormwater areas adjacent to the existing wetlands. Parking expansion into the wooded and stormwater areas would require the current proposed stormwater facilities to be constructed below the expanded parking fields. The additional parking would extend below the existing overhead electrical easement, which is an allowed use within the easement area.
- 2) Proof-of-Parking Concept 2 (Not practical) – Concept 2 shows the schematic design of a single-level parking deck located south of the proposed addition within the main parking field of the project. The parking deck would yield a net addition of 128 parking stalls, meeting the City Code minimum requirements. While the concept shows that the construction of the parking deck to meet the parking requirements is possible for future users, the parking deck does not align with the project goals of the City or the Beckman Coulter team. The construction of the parking deck would negatively impact the sense of Community and Pedestrian Scale by obstructing the views of the building addition and landscape from the public ROW. Additionally, the parking deck would eliminate parking lot landscaping and trees in front of the building where it is most visible to the public. Most importantly, the construction of any parking deck is not financially feasible as part of Beckman Coulter's project plans in Chaska.

The two Proof-of-Parking concepts show the feasible build-out of additional parking should demand increase, or if the property changes ownership. Refer to the Proof-of-Parking Concept Exhibits for additional information.

Included in the proposed parking count are nine accessible spaces, all of which are van accessible. The accessible parking spaces are located at the building entries, three along the north side of the building, two along the south side of the existing building, two along the east side of the existing building, and two south of the proposed building expansion.

Included in the proposed parking count are 10 EV spaces. The EV spaces are located near the southeast corner of the proposed building expansion.

Truck Circulation

The site is designed for semi-trailer trucks up to 73 feet in length (WB-67) to access the loading dock areas. Trucks will access the site at the two existing access drives along Lake Hazeltine Drive, with the truck access lane located on the exterior of the property to minimize truck and passenger vehicle conflict points to the extent possible. The truck route drive aisles are 30 feet wide. All the dock areas are designed to allow trucks to back in and drive out while other dock bays are occupied. Trucks will exit the site at the same two access drives along Lake Hazeltine Drive. Additionally, fire truck movements have been studied to ensure access to the building and

newly constructed hydrants. Exhibits showing the proposed truck and fire access movements have been provided for review.

Retaining Wall / Guard Rail / Fence

A +/-7-foot retaining wall is anticipated along the northern parking lot to minimize impacts to the wetland. This retaining wall is anticipated to be a reinforced modular block retaining wall. A guard rail and fence will be designed and proposed along the top of the retaining wall for vehicular and pedestrian safety.

Setbacks / Other Constraints

The proposed site follows the City of Chaska requirements for building and parking setbacks. The building and parking setbacks along the lot frontage abutting Lake Hazeltine Drive are 30 feet and 10 feet, respectively. The interior lot lines have a 15-foot building setback and 5-foot parking setback. The northern property line abutting the existing railroad has a 50-foot building setback and 5-foot parking setback. Wetland buffers width varies, and all minimum and average buffer widths have been met.

Stormwater Infrastructure and Management

This site is subject to the stormwater design standards of the Carver County Watershed Management Organization (CCWMO) and the City of Chaska. The site is required to meet requirements specific to volume control, water quality, water quantity, and freeboard elevations. A comprehensive stormwater management report has been included with the preliminary plan submittal.

Stormwater surface flow and roof drainage will be captured with storm drain inlets and conveyed via a private storm sewer network to a series of stormwater Best Management Practices (BMPs) before ultimately discharging to the onsite wetlands. To control the rate and volume of stormwater leaving the site, an underground stormwater detention system will be constructed consisting of an HDPE arch pipe gallery (ADS Stormtech or equal) surrounded in stone. The primary purpose of the underground system is to detain stormwater and release it below pre-development discharge rates. The underground system has an open bottom to promote infiltration and reduce the discharge volume leaving the site. After discharging from the underground system, stormwater is routed to iron-enhanced sand filters where it is filtered to remove phosphorus and suspended solids before ultimately discharging to the adjacent wetlands.

A comprehensive stormwater management report is included as an appendix to the preliminary plan application.

New Utilities

Additional utilities will be constructed with the site improvements. The existing domestic water service and meter will be utilized to supply the domestic and fire protection needs of the proposed building expansion. An existing 8-inch water line serving a private site fire hydrant runs east of the existing building. This water line will be extended around the proposed addition to new hydrants to provide fire coverage for the expanded building footprint. A new sanitary sewer line will connect to the existing sanitary sewer service stub in the southern parking field adjacent to Lake Hazeltine Drive. There is very limited information available for the as-built locations of the existing water and sewer services. It is anticipated that further investigation and potholing will be required to locate the exact locations of the existing services for extension.

The existing 1200A electrical service served from an existing 1000KVA transformer located west of the existing building will remain existing. Two new 3000A electrical services are proposed for the new expansion which will be served from primary voltage power from a new Chaska Electric switch located on the northwest corner of the property line near the railway and 318 Lake Hazeltine Drive (QualiTech Building). A 10' easement is proposed to

serve the new transformers located north of the proposed the building. In addition to the new easement, voluntary and invasive trees and brush will be removed from all existing and proposed electrical easements.

Landscaping and Tree Preservation

The proposed landscaping for the site has been designed to meet and exceed the City's landscape code requirements for overstory/understory trees, shrubs, interior parking, and screening requirements. Based on the size of the building addition, City Code requires the planting of 465 inches of overstory trees, 117 inches of understory trees, and 496 shrubs.

City Code includes provisions to allow for a 1:1 credit (at the discretion of the City) for existing trees that are to be preserved on site. A tree survey was completed to identify the size and species of existing trees onsite. The tree survey identified 2,772 caliper inches of trees over 6 inches in diameter onsite. At the request of the City, and in addition to trees removed for the proposed improvements, additional trees are scheduled to be removed to provide clear access to electrical equipment, install additional stormwater quality features, and to remove invasive and disease prone species. Of the existing significant trees surveyed, 21 overstory trees totaling over 350 caliper inches are set to be preserved with the proposed plan. Of the 350 inches preserved, 3 trees totaling 46 inches are prominently located along Lake Hazeltine Drive and are currently credited against the required planting. To meet code requirements, an additional 419 caliper inches of overstory trees, 124.5 caliper inches of understory trees, and 496 shrubs are proposed to be planted. While the plan is code compliant, there is some concern that the density of plantings may prove to be difficult to maintain and flourish. The design team intends to keep working with City Staff on balancing the planting of new trees with those that are preserved.

A comprehensive tree preservation and landscape plan have been prepared to support the narrative.

Sustainability

Beckman Coulter has corporate sustainability goals to meet net zero carbon by 2050 and 100% green power. Chaska Electric offers renewable energy where 100% of its electricity supply from renewable sources such as wind, solar, bioenergy and hydropower. By participating in this program, a certificate and decal will be providing to show the business as being powered by 100% renewable energy.

Electric Vehicle Supply Equipment (EVSE)

(10) level 2 commercial EVSE's are included and are shown on the Civil Site Plan.

Solar (Photovoltaic Panels)

Solar power is being considered for this project and the current scope allows for a future PV-panel install. The electrical design includes a dedicated circuit breaker at one of the new switchboards for the future solar connection. The future photovoltaic system will require inverters and possible some battery storage units for energy storage. The roof structural framing has been designed to include a 5 psf load allowance to accommodate the future placement of photovoltaic solar panels.

Exterior Glazing

High-efficiency glazing can provide sustainable solutions for the project. Improved thermal insulation, reliance on artificial lighting, and reduced energy cost and carbon footprint are all benefits of high-efficiency glazing. Low-emissivity coatings and triple-pane designs can provide indoor comfort while maintaining the exterior aesthetic design.

Energy efficient equipment and energy recovery

The project is under 2024 Minnesota Energy Code for commercial building. Chapter 6 of the code addresses heating, ventilation and air conditioning systems

All roof top units will meet the required energy efficiency performance requirements. The equipment is configured to provide ability to modulate air, heating and cooling capacity to meet building load demand. In addition, the units are configured with energy recovery wheel to be able to recover latent and sensible heat from exhaust air.

The kitchen make-up air is decoupled from the main air conditioning system to reduce load on HVAC equipment and to reduce the energy used to condition make-up air provided to kitchen exhaust hoods.

Electrical

The project will be designed based on 2024 Minnesota Energy Code which is equivalent to 2021 International Energy Conservation Code (IECC) for commercial building. Section C405 of 2021 IECC covers the Electrical Power and Lighting System.

Lighting and Lighting Control

- LED fixtures will be specified for both interior and exterior lighting throughout the entire project.
- Occupant Sensors will be provided per code. Occupant sensors shall be set per the control function as listed in IECC – manual/auto on/off. Additional light reduction through diming is required for Warehouse, Open Offices and Corridors.
- Lighting reduction control (such as dimmers) is not required in areas where there are occupancy sensor controls. Provide dimmer capability in enclosed offices, conference rooms and training rooms to give user flexibility to adjust the brightness level and further reduce energy consumption.
- Daylight responsive control shall be provided to control the general lighting within daylight zones as described in the code. Daylight control is to be programmed to dim lights continuously from full light output to 15 percent of full light output or lower and will completely shut off all controlled lights when there is sufficient daylight.
- Exterior lighting is provided for parking area and building entrances/exits. Building mounted light fixtures have full cutoff optical for glare control. Pole light fixtures have precise optic and are Dark-Sky approved. Lighting is controlled with minimum light trespassing. Refer to the site lighting photometric plan for light distribution.
- Exterior lighting is controlled by a lighting control panel with a photocell sensor where the lights will be turned off when daylight is present and satisfies the lighting needs. The lighting is automatically reduced by not less than 50 percent from not later than one hour after business closing to not earlier than one hour before business opening per IECC C405.2.7.3.

Power

- At least 50% of 20A/1P. 120V receptacles in enclosed offices, conference rooms, rooms used primarily for copy/print functions, breakrooms, classrooms and open office requires automatic receptacle control as described in the code. Typically, these controlled receptacles are connected to occupant sensors that turn off the receptacles within 20 minutes of all occupants leaving the room.
- Energy Monitoring is required per 2021 IECC to provide measurement devices to collect energy consumption for each end-use category. Submetering will be segregated with the following categories per energy code: HVAC, interior lighting, exterior lighting, plug loads, process loads, and building operations / miscellaneous loads. EV chargers, kitchen equipment, and manufacturing power are circuited to designated panels which are equipped with submeters.

Concept Plan Conditions of Approval

The Beckman Coulter team has worked diligently with City staff and stakeholders following Concept Plan approval to both advance design to the Preliminary Plan stage, as well as address the conditions of approval from the Concept Plan Resolution. Below is a detailed response to the eight conditions of approval. Conditions are repeated for reference in *grey italics* with response to conditions in **red**.

1. *Approvals shall be based on the following graphic exhibits unless modified by the conditions below:*

- a. *Narrative (pgs 1-9), prepared by Beckman Coulter, dated November 5, 2024 and revised November 18, 2024*
 - i. **Narrative has been updated and expanded to incorporate the Preliminary Plan narrative requirements.**
- b. *Existing Conditions Photographs, prepared by CRB, dated November 5, 2024*
 - i. **Existing Conditions Photographs are included in this application without changes.**
- c. *ALTA/NSPS Land Title Survey (pgs 1-3), prepared by EFN, undated*
 - i. **The Survey remains unchanged and is included in the Preliminary Civil and Landscape Plan Set attached to this application.**
- d. *Site Plan, prepared by Kimley Horn, dated October 25, 2024*
 - i. **An updated Site Plan is included in the Preliminary Civil and Landscape Plan Set attached to this application.**
- e. *Grading Plan, prepared by Kimley Horn, dated October 25, 2024*
 - i. **An updated Grading Plan is included in the Preliminary Civil and Landscape Plan Set attached to this application.**
- f. *Utility Plan, prepared by Kimley Horn, dated October 25, 2024*
 - i. **An updated Utility Plan is included in the Preliminary Civil and Landscape Plan Set attached to this application. The fire hydrant service was increased in size to 8" in diameter to meet City Public Work's minimum standards. The electrical service was discussed in multiple meetings with City Electrical Department and reflects their recommendations.**
- g. *Landscape Plan, prepared by Kimley Horn, dated October 25, 2024*
 - i. **An updated Landscape Plan is included in the Preliminary Civil and Landscape Plan Set attached to this application. An existing tree inventory and preservation plan has been added for additional context to the application.**
- h. *Existing Site, prepared by CRB, dated November 5, 2024*
 - i. **Existing Site view is included in this application with no updates.**
- i. *Space Function Diagrams Level 1, prepared by CRB, dated November 5, 2024*
 - i. **The Space Function Diagram Level 1 includes the revised Civil Site Plan and updated parking layout background. The interior space function blocks are otherwise unchanged from the previous Concept application.**
- j. *Space Function Diagrams Level 2, prepared by CRB, dated November 5, 2024*

- i. The Space Function Diagram Level 2 includes the revised Civil Site Plan and updated parking layout background. The interior space function block layout is unchanged but cleaned up graphically from the previous Concept application.
- k. *Building Materials and Precedents, prepared by CRB, dated November 5, 2024*
 - i. Building Materials and Precedents is included in this application with no updates.
- l. *Renderings, prepared by CRB, dated November 5, 2024*
 - i. Updated renderings are included in this application.
- m. *Elevations New Building Addition, prepared by CRB, dated November 5, 2024*
 - i. Updated Elevations are included in this application.
- 2. *Adherence to the City Engineer memo dated December 6, 2024*
 - a. The Beckman Coulter Team has met with members of the City's Engineering Staff, Carver County Water Management Organization, and the WCA TEP to develop a stormwater management plan and wetland impact application to meet requirements of the applicable jurisdictions. A comprehensive stormwater management plan is attached to this Preliminary Plan application along with the WCA application for the proposed wetland impacts.
- 3. *Compliance with City Code Sec. 15.28 (Special Regulations), including but not limited to the following, and to be submitted with the preliminary site plan application:*
 - a. *Tree inventory and preservation plan;*
 - i. A tree inventory and preservation plan are included in the Preliminary Civil and Landscape Plan Set attached to this application. The narrative has been updated with this information.
 - b. *Landscaping plans in conformance with City Code Sec. 15.28.070;*
 - i. The landscaping plan has been updated to meet City Code Requirements and is attached to this application. The narrative has been updated with this information and the Beckman Coulter team looks forward to continuing the conversation on balancing new plantings with tree preservation.
 - c. *Grading plans;*
 - i. A grading plan and associated details are included in the Preliminary Civil and Landscape Plan Set attached to this application. Additional areas of grading were developed to incorporate additional stormwater BMPs adjacent to the existing wetlands.
 - d. *Stormwater plan; and*
 - i. A comprehensive Stormwater Management Plan is included as an appendix to this application. The narrative has been updated to reflect the current stormwater management plan.

e. *Wetland Mitigation Plan*

- i. An application for wetland impacts and proposed mitigation was submitted to the WCA LGU (City of Chaska) on February 19th. A notice of decision is anticipated in mid to late April. A copy of the wetland application is included in this application as an appendix to the Preliminary Plan application.

f. *Truck turning exhibit*

- i. Truck turning exhibits are included in this application as an appendix to the Preliminary Plan application. The site was designed to accommodate trucks up to 73' (WB-67).

g. *Fire truck turning exhibit*

- i. A fire truck turning exhibit is included in this application as an appendix to the Preliminary Plan application. The site was designed to accommodate a fire truck to critical locations and fire hydrants around the proposed building addition.

h. *Parking summary explaining parking need for the site/operation*

- i. The parking summary was updated in the body of this narrative explaining operations and parking needs for the facility. Two proof-of-parking concepts (one practical and one not) showing additional parking to meet code minimums are included with this package as an appendix to the Preliminary Plan application.

4. *Coordination with:*

a. *City Engineer regarding utilities, grading, access, and drainage.*

- i. The Beckman Coulter team has met with City Engineering Staff during the development of the Preliminary Plan Set and looks forward to continuing that coordination.

b. *Electrical department on service requirements.*

- i. The Beckman Coulter team has met with City Electrical Department Staff during the development of the Preliminary Plan Set and looks forward to continuing that coordination. Preliminary routing and additional easements are shown on the Preliminary Plan set to reflect that coordination.

5. *Setbacks are as follows:*

a. *Front yard setback (south property line): 30 - feet*

b. *Side yard setbacks (east & west property lines):*

- i. *Interior: 15 – feet*

c. *Rear yard setback (north property line):*

- i. *Property Line: 20 – feet*

d. *Railroad ROW: 50 - feet*

- e. *Wetlands: Varies based on wetland type*
 - i. All setbacks are shown on the updated Preliminary Civil and Landscape Plans. A separate Wetland Buffer exhibit is also included within the Stormwater Management Plan.
- 6. *Development standards are as follows:*
 - a. *Floor Area Ratio (FAR) maximum: 0.5*
 - i. The proposed Floor Area Ratio is 37.24% (209,310 gsf building / 562,000 sf lot size). A note has been added to the Site Dimension Plan for reference.
 - b. *Building Coverage maximum: 50%*
 - i. The Building Coverage is 26.52% (149,040 sf footprint / 562,085 sf parcel). A note has been added to the Site Dimension Plan for reference.
- 7. *Provision of a storm water management plan meeting City and Carver County WMO standards.*
 - a. A storm water management plan has been provided with this preliminary plan application. An application with Carver County WMO has been submitted and is currently under review.
- 8. *Provision of a wetland mitigation plan to be completed and approved prior to issuance of a grading permit and prior to final submittal.*
 - a. The wetland mitigation plan and application has been provided with this preliminary plan application. The Preliminary Plan proposes a wetland bank credit purchase of 0.72 acres to offset 0.36 acres of proposed impact. A notice of decision is anticipated prior to application for a final submittal and grading permit.

MEMORANDUM

To: Elizabeth Hanson, AICP – City Planner

From: Dave Modrow, P.E.
Kimley-Horn and Associates, Inc.

Date: 3/27/2025

Subject: Beckman Coulter – 316 Lake Hazeltine Drive – Preliminary Site & Building Plan – Incomplete and Additional Items Needed Response Letter

Kimley-Horn has reviewed the comments provided by the City of Chaska, MN dated March 19 , 2025 and has modified the plans, narrative, and exhibits accordingly. The comments and responses are listed below. Responses to comments are in ***bold italics***.

INCOMPLETE COMMENTS

1. Land Use Application - Signed
A signed Land Use Application has been included with the application.
2. Site Plan – FAR Calculation
The FAR calculation has been added to the Site Dimension Plan (Sheet C400) and is included in the project narrative.

ADDITIONAL REQUESTED INFORMATION

1. Utility Plan, including:
 - a. 8 inch watermain pipe up to northern-most fire hydrant (6 inch pipe can be used between northern-most hydrant and northwestern hydrant)
The utility plan was updated to show an 8" watermain up to the northern-most hydrant.
 - b. Only one water service into site (not two) – questions on 1.a-b. should be directed to Matt Haefner – Water/Sewer Director
The existing water service is proposed to be utilized to serve the building addition.
2. Proof of Parking exhibit, including:
 - a. Areas for future parking not in easement areas (specifically on north side)
The existing electrical easement allows for the construction of parking, curb, pavement, and utilities within the easement area. The narrative has been updated to reflect this and a copy of the easement is attached to this letter.

- b. If proof of parking cannot be achieved on surface then other alternatives like building up (i.e. parking ramp) should be considered – the area circled in red below might be a good area to look for this as an alternative if needed
Concept 1 shows that surface parking is a viable solution, the narrative was updated to include more information. An additional Proof-of-Parking Concept was included showing the construction of a parking deck south of the building addition. The narrative was updated to include this concept.
- c. If future parking areas impact above ground stormwater areas – then provide commentary to how stormwater would be re-evaluated if and when parking is located over these facilities
The narrative was updated to discuss the replacement of the displaced stormwater facilities.
- 3. Truck turning exhibit, including:
 - a. Overlay of landscape plan on all exhibits – there are concerns with the proposed turning movements impacting the curbing and landscaping along the east edge of property.
The landscape plan was overlaid on all truck turning exhibits. Truck movements show the proposed plantings will not interfere with operations. Tree species that grow up with limited canopy spread (Prairie Sentinel Hackberry and Kindred Spirit Oak) were selected adjacent to the main truck traffic areas. See sheet L200 for additional information.
 - b. Colorized distinctions between forward and back movements – it is unclear the direction of certain truck traffic with all the lines.
All truck turning exhibits were revised and colorized for additional clarity.
 - c. Reason for this movement on all truck traffic exhibits.
The movement in question was removed from the truck exhibits, this was an unfortunate plotting error showing the fire truck movement on all plans.
- 4. Fire truck turning exhibit, including:
 - a. Use city's fire truck template (attached)
The City's fire truck template was used in the updated fire truck turning exhibit. Minor modifications to the drive aisle and parking stall width are reflected on sheet C400 to accommodate the City's truck template.

Thank you for the thorough review of the application. Please contact me with any questions regarding the responses.

Sincerely,



Dave Modrow, P.E.
Kimley-Horn and Associates



KINDRED SPIRIT
← OAK

PRAIRIE SENTINEL
HACKBERRY →



ELECTRICAL EASEMENT AT THE
NORTH END OF THE PROJECT SITE

Document No. T205322

OFFICE OF THE REGISTRAR OF TITLES
CARVER COUNTY, MINNESOTA

Filed on -January 17, 2018 4:00 PM

Cert # 36378

Fee: \$46.00



Kaaren Lewis
Registrar of Titles

EASEMENT

The undersigned, Beckman Coulter, Inc. hereinafter called "Grantor," in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration to Grantor, the receipt and sufficiency of which are hereby acknowledged, does hereby grant unto Northern States Power Company, a Minnesota corporation, hereinafter called "Grantee" or "NSP," its successors and assigns, the right, privilege and easement to survey, construct, operate, maintain, use, rebuild, relocate, upgrade or remove electric lines with all towers, structures, poles, foundations, crossarms, cables, wires, guys, supports, counterpoises, fixtures, devices, and equipment appurtenant thereto (collectively referred to as the "Facilities"); said Facilities being necessary for the purposes of conducting electric energy, light, and communication impulses through, over, under and across the following described lands situated in the County of Carver, State of Minnesota, described on the attached Exhibit A (the "**Property**").

Except for the rights of access, tree trimming, and to temporary construction area(s) granted herein upon the Property, the easement granted herein shall be limited to that certain part of the Property described on Exhibit A as the "**Easement Area**."

Grantor agrees to execute and deliver to NSP, at NSP's cost, without additional compensation any additional documents needed to correct the legal description of the Easement Area to conform to the right of way actually occupied by the Facilities, provided, Grantee shall not be obligated to accept an Easement Area that is larger than the Easement Area described on Exhibit A hereto or that is located in an area materially different from the Easement Area described on Exhibit A hereto.

NSP shall have the right to enter upon the Property, to survey for and construct said Facilities and also the right to trim or remove from said Easement Area any structures (other than those existing as of the date of this agreement, if any), trees (including tall or leaning trees located within the Property adjacent to the Easement Area, which may endanger said Facilities by reason of falling thereon) or objects, except fences, which in the reasonable opinion of NSP will interfere with said lines.

The grant of easement herein contained shall also include the right of NSP to have reasonable access to said Easement Area across the Property. The grant of easement herein contained shall also include the right of reasonable temporary use by NSP of Property adjacent to said Easement Area during construction, repair or replacement of said Facilities, for additional construction area.

Page 1 of 5

NSP File: S 21, T 116, R 23, CARVER

Parcel No. 5

Grantor: Beckman Coulter, Inc.

Line No. 5570

rev(l) 10-4-04

Said Facilities and supporting structures from time to time may be reconstructed or relocated on said Easement Area with changed dimensions and to operate at different voltages.

Grantee shall have the right to install within the Easement Area additional equipment and facilities for the distribution of energy, light, and communication impulses. All Facilities installed and placed by or on behalf of NSP in the Easement Area shall remain the property of NSP.

Grantor agrees not to erect any buildings, structures or other objects, permanent or temporary, except fences, upon the Easement Area. Grantor further agrees not to plant any trees within the Easement Area, nor to not perform any act which will interfere with or endanger said Facilities.

Grantor reserves the right to cultivate, use and occupy the Easement Area in a manner that is not inconsistent with NSP's rights granted herein. Grantor also reserves the right to dedicate and have or permit to be improved, maintained, graded and used for the purposes of streets, curbs and gutters, sewers, water and underground utilities (hereinafter called "Improvements"), the portion of said Easement Area not occupied by the structures supporting NSP's Facilities, provided that said Improvements do not in the opinion of NSP impair the structural or electrical integrity of or ability to maintain said electric Facilities. Grantor further agrees not to materially alter the existing ground elevations in a manner to interfere with NSP's maintenance of its Facilities; or to result in a ground or other clearance of less than the minimum requirements specified by the National Electrical Safety Code and any other applicable laws or regulations or other codes in effect. Grantor, its agents or assigns must submit plans of Improvements or other installations within the Easement Area for review and written determination of compatibility by NSP prior to installation of the Improvements.

After installation of the Facilities or after the exercise of any of the rights granted herein, Grantee agrees to restore the Property and the Easement Area to as near their original condition as is reasonably possible and remove therefrom all debris, spoils, resulting from the use of the Property and Easement Area. NSP shall pay for all damages and crops, caused by the construction or maintenance of said lines. Claims on account of such damages may be referred to NSP's nearest office.

Grantor covenants for the benefit of Grantee, its successors and assigns, that Grantor is the owner of the Property and has the right to convey easements as set forth herein. The easements and covenants contained in this instrument shall run with and against the Property. It is mutually understood and agreed that this instrument covers all the agreements and stipulations between the parties related to the subject matter contained herein and that the terms herein may only be modified in writing. This instrument shall be governed by the laws of the state in which the Property is located.

This instrument is exempt from the Minnesota Deed Tax.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed as of the 10 day of January, 2018.

GRANTOR
Beckman Coulter, Inc.

Charles A Pittman Jr
By: Charles A Pittman Jr
Its: VP Global Facilities

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2018, by _____ its _____ of Beckman Coulter, Inc., a _____, on behalf of the corporation.

See Attached
Notary Public

This Instrument was drafted by: Brian Sullivan
Northern States Power Company d/b/a Xcel Energy
414 Nicollet Mall, GO-6A
Minneapolis, MN 55401

Page 3 of 5

NSP File: S 21, T 116, R 23, CARVER
Parcel No. 5

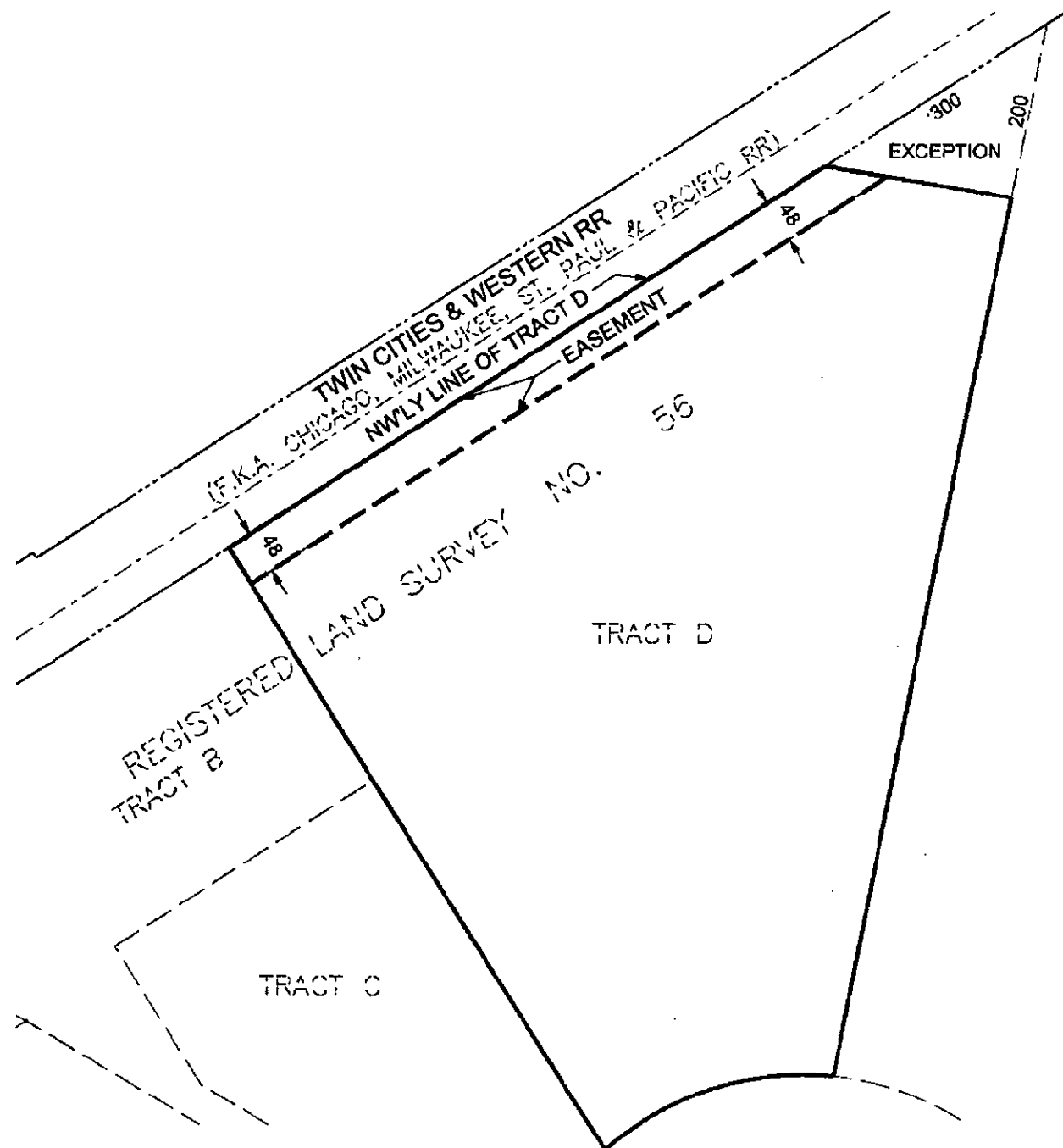
Grantor: Beckman Coulter, Inc.
Line No. 5570

rev(l) 10-4-04



N

Scale: 1"=200'



Wm. J. Brown

LIC. NO. 40035

DATE 10-13-17

LINE: 5570
PARCEL: #5 Beckman
SEC. 21, T. 116 N., R. 23 W., 5th P.M.
CO.: Carver

Line No. 5570

Page 45 of 87



NORTHERN STATES POWER
MINNESOTA

EXHIBIT A SHEET 2 OF 2 SHEETS

Certificate of Survey
Location: Chaska, MN
Grantor: Beckman Coulter, Inc.

"Property":

Tract D, REGISTERED LAND SURVEY NO. 56, files of Registrar of Titles, Carver County, Minnesota;
EXCEPT: That part of said Tract D described as follows:
Beginning at the Northwest corner of Tract C, REGISTERED LAND SURVEY NO. 51 on file and of record in the office of the Registrar of Titles, Carver County, Minnesota; thence South 10 degrees 52 minutes 04 seconds West a distance of 200 feet, thence northwesterly to a point on the North line of Tract D, 300 feet distant from the Northwest corner of Tract C, thence North 56 degrees 57 minutes 24 seconds East a distance of 300 feet to the point of beginning.

"Easement Area":

An easement over, under and across the northwesterly 48.00 feet of Tract D, Registered Land Survey No. 56, Carver County, Minnesota, as measured at right angles to the northwesterly line of said Tract D, also being the southerly line of the Twin Cities and Western Railroad, formerly known as Chicago, Milwaukee, St. Paul and Pacific Railroad.

Containing 0.92 acres, more or less.

LINE: 5570
PARCEL: #5 Beckman
SEC. 21, T. 116 N., R. 23 W., 5th P.M.
CO.: Carver

NSP File: S 21, T 116, R 23, CARVER

Parcel No. 5

Grantor: Beckman Coulter, Inc.

Line No. 5570

rev(l) 10-4-04



414 Nicollet Mall,
Minneapolis, MN
5410

Compensation Worksheet

Line 5570 - Lake Hazeltine Tap 115kV Transmission Line

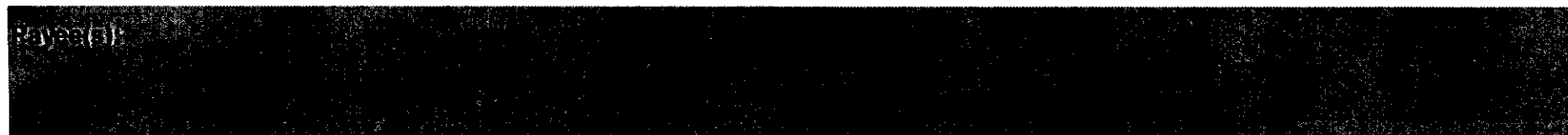
Property Owner: BECKMAN COULTER INC
Property ID Number: 30521005

Parcel Number 5

In consideration for granting an electric transmission line easement that crosses your property, NSP d/b/a as Xcel Energy will pay the amount noted below. The amount paid for the easement is based on a percentage of the value of the land. Land value determined by an analysis of comparable land sales prepared by an appraiser.

Value of Land: \$196,020 per acre Easement Payment outside setback area is 50%
Value of Land: \$196,020 per acre Easement Payment within setback area is 25%

Commercial Land Easement Compensation	Compensation per acre	Acres From Survey	Easement Compensation
Easement Payment for land in setback (25% of land value)	\$49,005.00	0.37	\$18,131.85
Easement Payment for land outside setback (50% of land value)	\$98,010.00	0.55	\$53,905.50
Attorney Fees			\$1,000.00
Signing Payment			\$1,500.00
TOTAL PAYMENT			\$74,537.35



Accepted by: James A. Peterson

Date: 01/10/2018

Accepted by: _____

Date: _____

Prepared by: Brian Sullivan

Brian Sullivan
612-366-0234

Date: 01/10/18

CALIFORNIA CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of Orange)

On January 10, 2018 before me, Patricia Granillo, Notary Public,
(here insert name and title of the officer)

personally appeared Charles Pittman

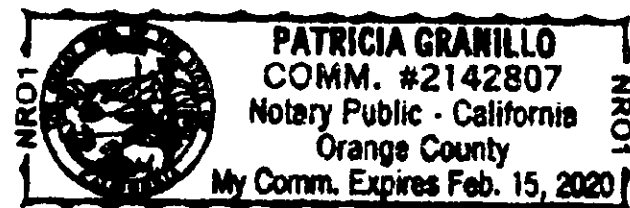
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Patricia Granillo

(Seal)



Optional Information

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of Compensation Worksheet

containing 6 pages, and dated January 10, 2018

The signer(s) capacity or authority is/are as:

☐ Individual(s)

☐ Attorney-in-Fact

☒ Corporate Officer(s)

Charles Pittman

Title(s)

VP Global Facilities

☐ Guardian/Conservator

☐ Partner - Limited/General

☐ Trustee(s)

☐ Other:

representing: Beckman Coulter Inc.
Name(s) of Person(s) or Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer(s) ☐ Signer(s) Thumbprint(s)

☐



1. VIEW FROM LAKE HAZELTINE DRIVE, LOOKING NORTHWEST



2. VIEW FROM SE CORNER OF SITE, LOOKING NORTHWEST

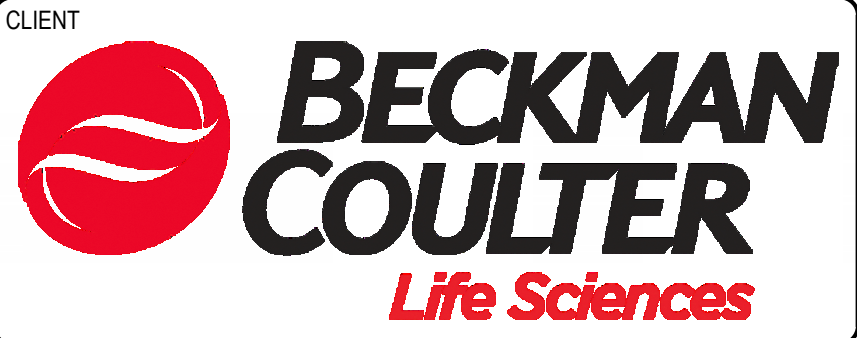


3. VIEW NORTH OF BUILDING 316, LOOKING NORTHWEST AT WETLAND #1



4. VIEW FROM NORTHEAST OF BUILDING 316, LOOKING NORTHEAST AT WETLAND #2

KEY PLAN:



CONSULTING ARCHITECT/ENGINEER
CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE
OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

REV	BY	DATE	DESCRIPTION
A	EEA	08NOV2024	CONCEPT SITE PLAN REVIEW
B	EEA	04MAR2025	PRELIMINARY SITE PLAN REVIEW

LICENSEE
NOT FOR CONSTRUCTION

INFORMATION CONTAINED HEREIN IS CONSIDERED CONFIDENTIAL. THIS DOCUMENT IS NOT TO BE USED, REPRODUCED, OR DISCLOSED IN WHOLE OR PART WITHOUT THE PRIOR WRITTEN PERMISSION OF BECKMAN COULTER.

PROJ. NO.	240396	DESIGNED BY:	Designer
SCALE:		CHECKED BY:	Checker
SHEET SIZE:	30x42	APPROVED BY:	Approver

DRAWING TITLE
EXISTING CONDITIONS
PHOTOGRAPHS

DRAWING NUMBER
A0-00

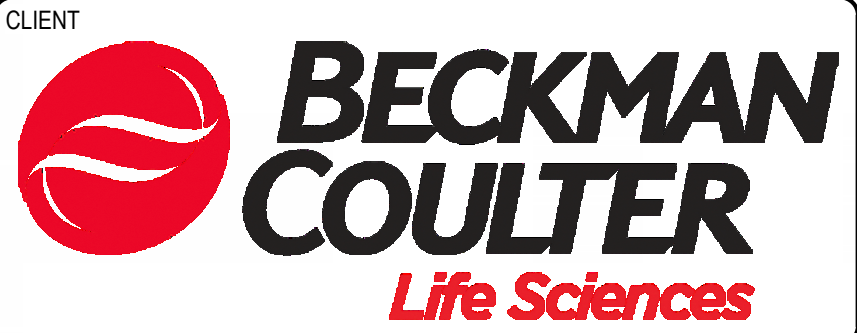


EXISTING
BUILDING
318

EXISTING
BUILDING
316

EXISTING
BUILDING
312

CLIENT



CONSULTING ARCHITECT/ENGINEER



CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
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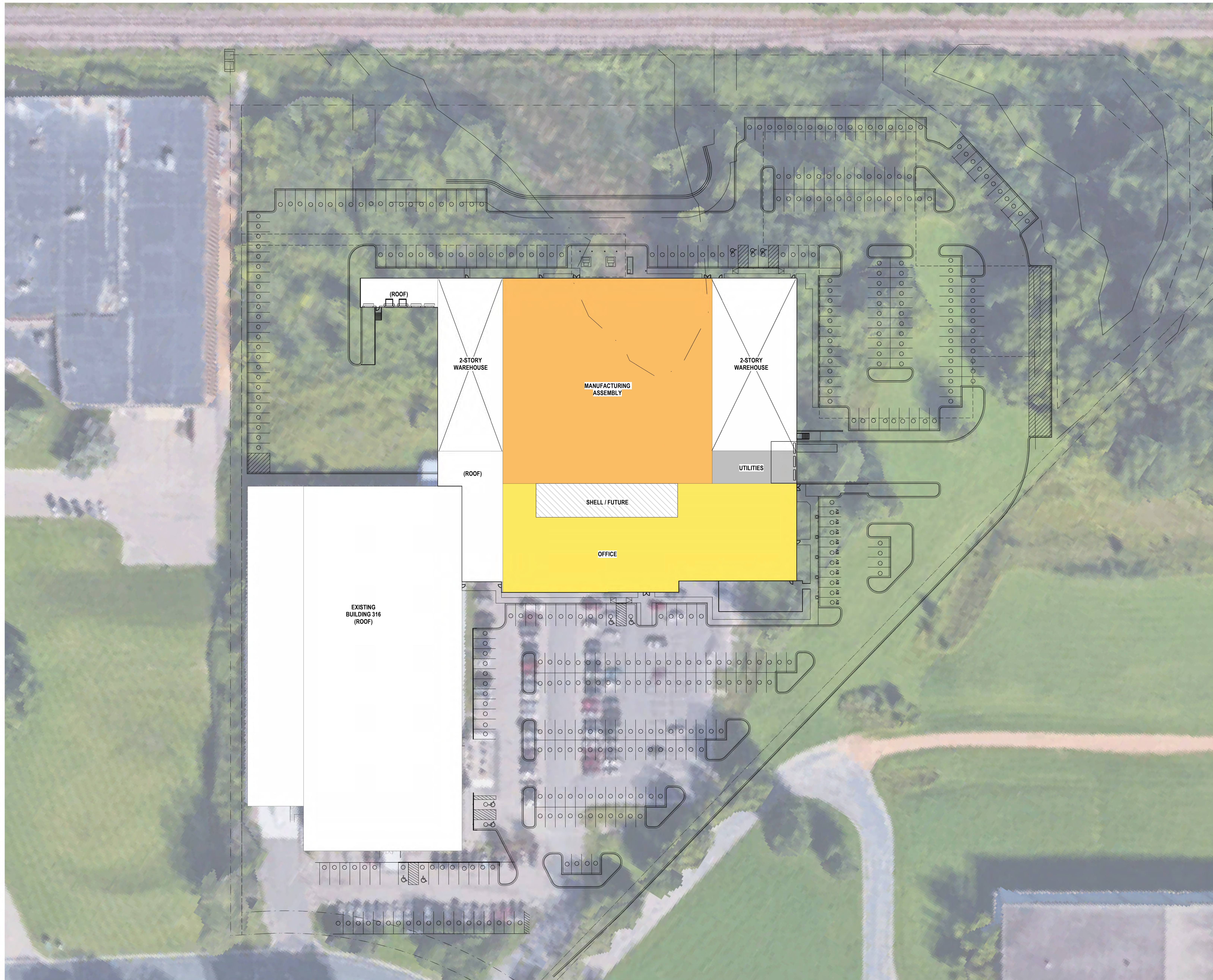
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SCALE:	1/32" = 1'-0"	CHECKED BY:	Checker
SHEET SIZE:	30x42	APPROVED BY:	Approver

DRAWING TITLE

EXISTING SITE

DRAWING NUMBER

A1-00



SPACE FUNCTION LEGEND

	OFFICE
	MANUFACTURING ASSEMBLY
	WAREHOUSE
	AMENITY
	MANUFACTURING SUPPORT LABS
	BUILDING SERVICES
	SHELL
	ROOF BELOW

CLIENT



CONSULTING ARCHITECT/ENGINEER



PROJECT TITLE

OLIVE PROGRAM - TWIN HARDWARE EXPANSION

REV	BY	DATE	DESCRIPTION
A	EEA	05NOV2024	CONCEPT SITE PLAN REVIEW
B	EEA	04MAR2025	PRELIMINARY SITE PLAN REVIEW

CENSEE

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ROJ. NO.	240396	DESIGNED BY:	Designer
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SHEET SIZE:	30x42	APPROVED BY:	Approver

DRAWING TITLE

SPACE FUNCTION DIAGRAMS LEVEL 2

DRAWING NUMBER

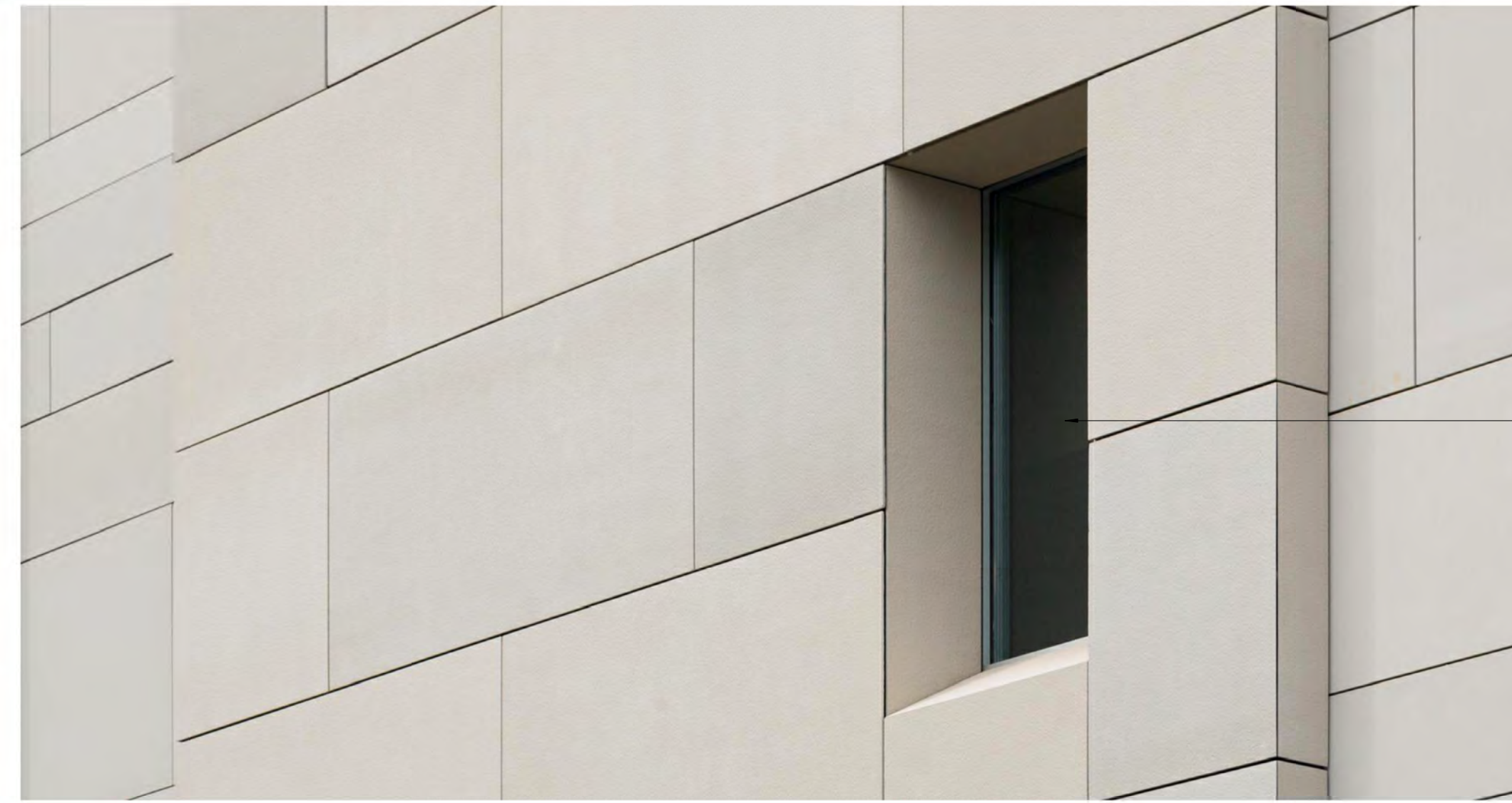
A1-02

A photograph of a modern building with vertical ribbed siding and a dark roof. The building has several narrow, vertical windows. In the foreground, there is a gravel landscaping bed with some green shrubs. To the right, there is a paved area with yellow parking lines, picnic tables, and a green umbrella. The sky is blue with scattered white clouds.



A photograph of a modern building's exterior. The building features a light-colored, vertically-ribbed facade. A prominent dark-colored entrance canopy is centered, with the number "316" displayed in large, white, sans-serif digits. The entrance consists of glass doors and windows. To the left of the entrance, there are several tall, narrow, dark-framed windows. To the right, there are more windows, some of which are partially covered by dark frames. A blue handicapped parking sign is visible on the right side of the image. The sky is blue with scattered white clouds. The foreground shows a paved area and some landscaping with small plants and gravel.

PUNCHED OPENINGS

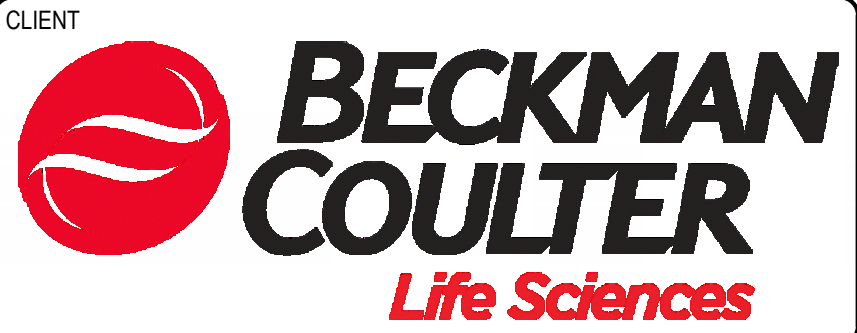


COMPTON® 6 CLARK, FID-MC5034S BLOWUP CONSULTING, INC.
2/2/25 10:22:40 AM
Auburn Toxicology Center - Charles Ave., N4306, C03, R2214

EXISTING WITH BUILDING ADDITION, STREET VIEW



BUILDING ADDITION, PERSPECTIVE VIEW



CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
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B	EEA	04MAR2025	PRELIMINARY SITE PLAN REVIEW

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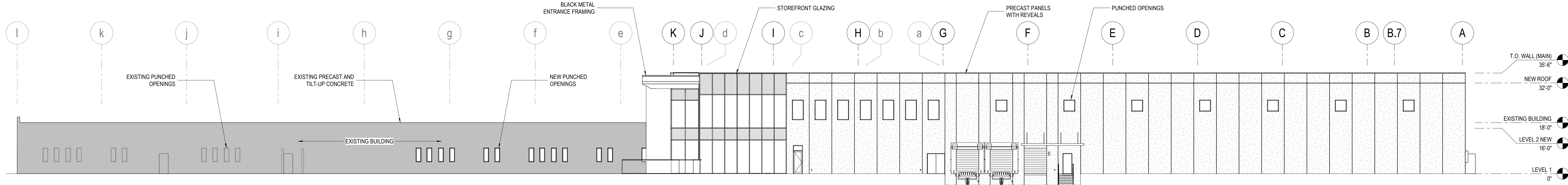
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SCALE:	NONE	CHECKED BY:	Checker
SHEET SIZE:	30x42	APPROVED BY:	Approver

DRAWING TITLE

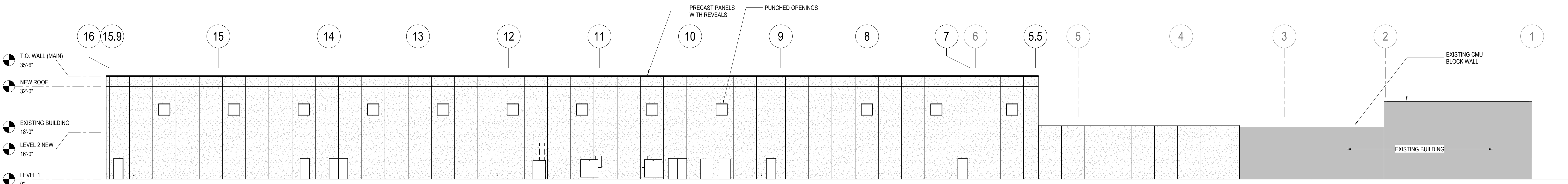
RENDERINGS

DRAWING NUMBER

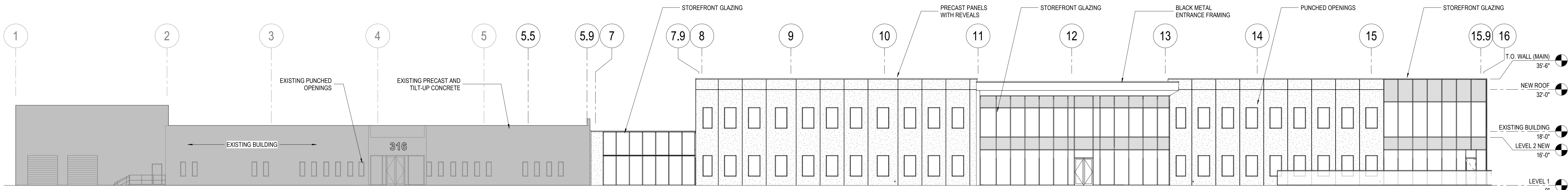
A1-04



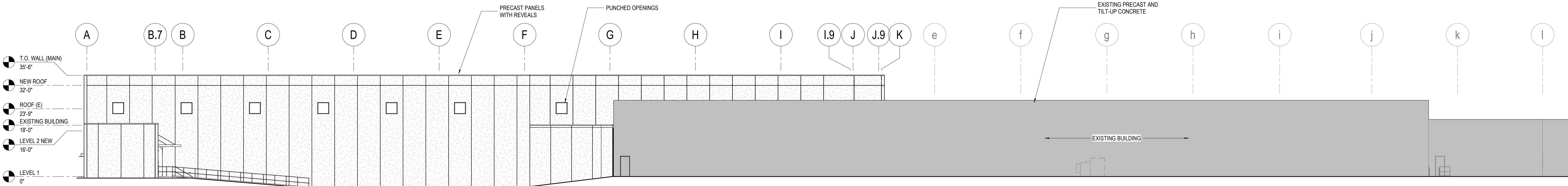
1 EAST EXTERIOR ELEVATION
1/16" = 1'-0"
PERCENTAGE MAKEUP OF MATERIALS: 2% METAL, 10% STOREFRONT GLAZING, 84% PRECAST, 4% PUNCHED OPENINGS



2 NORTH EXTERIOR ELEVATION
1/16" = 1'-0"
PERCENTAGE MAKEUP OF MATERIALS: 83% PRECAST, 2% PUNCHED OPENINGS, 15% CMU



3 SOUTH EXTERIOR ELEVATION
1/16" = 1'-0"
PERCENTAGE MAKEUP OF MATERIALS: 3% METAL, 28% STOREFRONT GLAZING, 56% PRECAST, 13% PUNCHED OPENINGS



4 WEST EXTERIOR ELEVATION
1/16" = 1'-0"
PERCENTAGE MAKEUP OF MATERIALS: 98% PRECAST, 2% PUNCHED OPENINGS



CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
ORB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE
OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

REV	BY	DATE	DESCRIPTION
A	EEA	08NOV2024	CONCEPT SITE PLAN REVIEW
B	EEA	04MAR2025	PRELIMINARY SITE PLAN REVIEW

LICENSEE
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SCALE:	1/16" = 1'-0"	CHECKED BY:	Checker
SHEET SIZE:	30x42	APPROVED BY:	Approver

DRAWING TITLE
ELEVATIONS
NEW BUILDING ADDITION

DRAWING NUMBER
A1-05

SITE DEVELOPMENT PLANS
FOR
BECKMAN COULTER EXPANSION CHASKA

1000 LAKE HAZELTINE DRIVE
CHASKA, CARVER COUNTY, MN

PROJECT TEAM:

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.



PREPARED BY: BRIAN M. WURDEMAN
11995 SINGLETREE LANE, SUITE 225
EDEN PRAIRIE, MN 55344
TELEPHONE (612) 315-1272

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
767 N EUSTIS STREET, SUITE 100
ST PAUL, MN 55114
TELEPHONE: 651-645-4197
CONTACT: RYAN HYLLESTED

OWNER / DEVELOPER
BECKMAN COULTER, INC.
1000 LAKE HAZELTINE DRIVE
CHASKA, MN 55318
TELEPHONE: (952) 448-4848

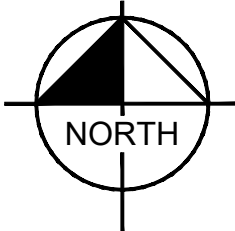
SURVEYOR
EGAN, FIELD & NOWAK, INC.
475 OLD HWY 8 NW,
NEW BRIGHTON, MN 55112
TELEPHONE: (612) 466-3300
CONTACT: ERIC A. ROESER

GEOTECHNICAL ENGINEER
BRAUN INTERTECT
11001 HAMPSHIRE AVENUE S
MINNEAPOLIS, MN 55438
TELEPHONE: (952) 995-2000
FAX: (952) 995-2020
CONTACT: IAN C. BECKET

ARCHITECT
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY,
SUITE 500
KANSAS CITY, MO 64116
TELEPHONE: 816-880-9800
FAX: 816-880-9898
CONTACT: STEVE MCKEE, P.E.



VICINITY
N.T.S.



Sheet List Table	
Sheet Number	Sheet Title
C000	COVER SHEET
C100	GENERAL NOTES
C101	ALTA TOPOGRAPHIC SURVEY
C102	ALTA TOPOGRAPHIC ENLARGEMENT
C103	ALTA TOPOGRAPHIC ENLARGEMENT
C200	SITE DEMOLITION PLAN
C300	EROSION AND SEDIMENT CONTROL PLAN - PHASE 1
C301	EROSION AND SEDIMENT CONTROL DETAILS
C400	SITE DIMENSION PLAN
C401	SITE DETAILS
C500	GRADING AND DRAINAGE PLAN
C501	GRADING PLAN ENLARGEMENTS
C502	GRADING PLAN ENLARGEMENTS
C503	STORM SEWER PLAN
C504	GRADING & STORM SEWER DETAILS
C505	GRADING & STORM SEWER DETAILS
C506	GRADING & STORM SEWER DETAILS
C507	GRADING & STORM SEWER DETAILS
C600	UTILITY PLAN
C601	UTILITY DETAILS
L100	TREE INVENTORY & PRESERVATION PLAN
L101	TREE INVENTORY & PRESERVATION PLAN
L200	LANDSCAPE PLAN
L201	LANDSCAPE DETAILS

NOTES:

- CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.
- IF REPRODUCED, THE SCALES SHOWN ON THESE PLANS ARE BASED ON A 30x42 SHEET.
- ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICES COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
- ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

BM #1 TOP OF MINNESOTA DEPARTMENT OF TRANSPORTATION
GEODETIC MONUMENT HAZE MNDT.
ELEVATION= 965.76 FT

SBM #2 TOP OF 3/8 INCH REBAR WITH CAP MARKED "EFN CONTORL".
ELEVATION= 947.23 FT



CIVIL ENGINEER

Kimley»Horn

2024 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

CLIENT



CONSULTING ARCHITECT/ENGINEER



CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE

OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF CHASKA PRELIMINARY PLAN

LICENSEE

NOT FOR CONSTRUCTION

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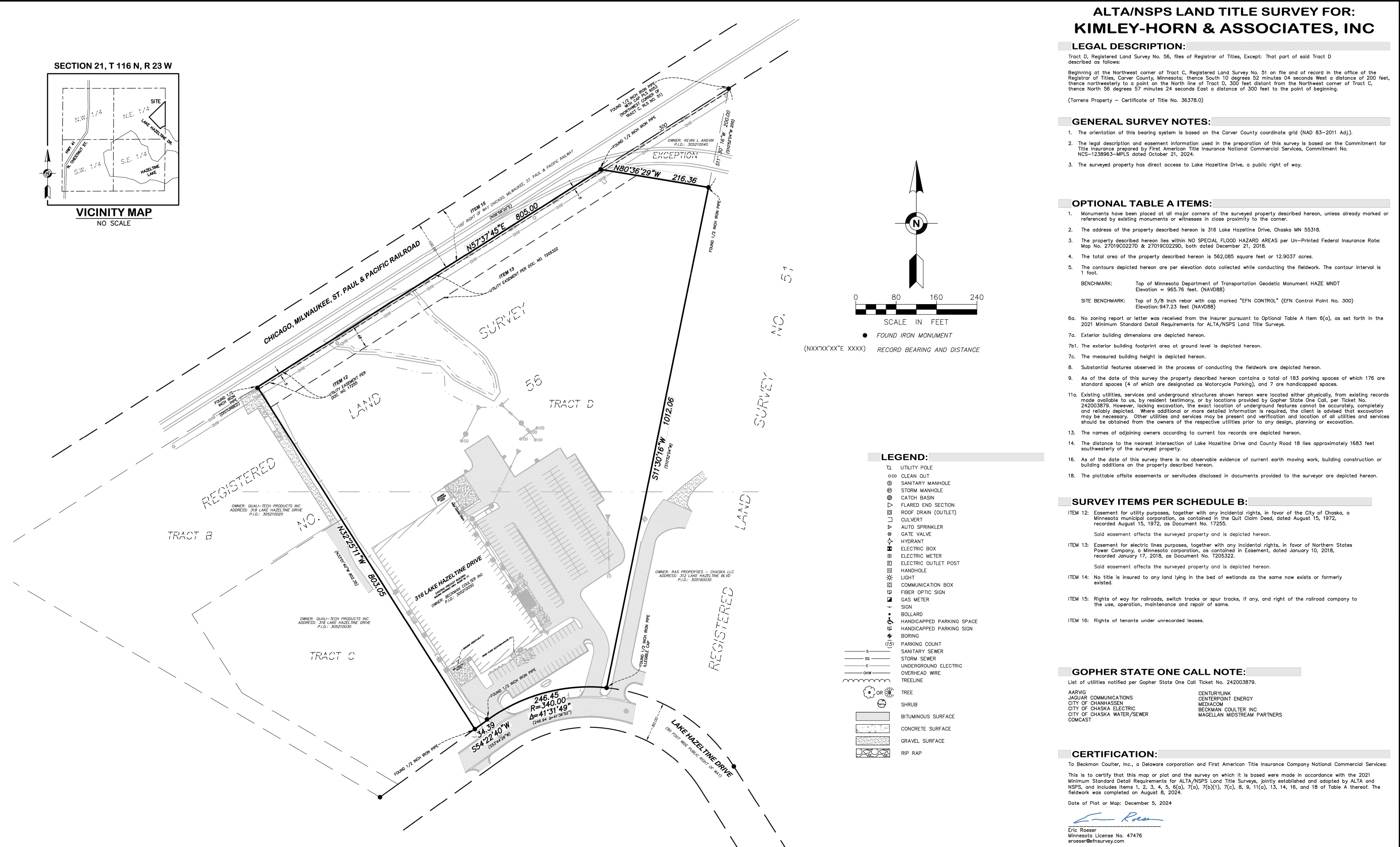
PROJ. NO.	240396	DESIGNED BY:	KLSC
SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

DRAWING TITLE

COVER SHEET

DRAWING NUMBER

C000



LEGAL DESCRIPTION: Tract D, Registered Land Survey No. 56, files of Registrar of Titles, Except: That part of said Tract D described as follows:

Tract D, Registered Land Survey No. 58, files of Registrar of Titles, Except: That part of said Tract D described as follows:

Beginning at the Northwest corner of Tract C, Registered Land Survey No. 51 on file and of record in the office of the Registrar of Titles, Carver County, Minnesota; thence South 10 degrees 52 minutes 04 seconds West a distance of 200 feet to a point on the North line of Tract D, 300 feet distant from the Northwest corner of Tract C, thence North 56 degrees 57 minutes 24 seconds East a distance of 300 feet to the point of beginning.

(Torrens Property – Certificate of Title No. 36378.0)

1. The orientation of this bearing system is based on the Corver County coordinate grid (NAD 83-2011 Adj.).
2. The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by First American Title Insurance National Commercial Services, Commitment No. NCS-1238963-MPLS dated October 21, 2024.
3. The surveyed property has direct access to Lake Hazeltine Drive, a public right of way.

60. Measurements have been placed at all major corners of the surveyed property described herein, unless directly marked or indicated by existing monuments or adjacent lots, and close proximity to the corner.
61. The address of the property described herein is 316 Lake Hazelle Drive, Chicago MN 55318.
62. The surveyed area extends between lot lines within ND SPECIAL FLOOD HAZARD AREAS per Un-Printed Federal Insurance Rate: Map No. 2791902022Z and 2791902023D, both dated December 21, 2018.
63. The total area of the property described herein is 562,085 square feet or 12,903.7 acres.
64. The contours depicted herein are per elevation data collected while conducting the fieldwork. The contour interval is 1 foot.
- BENCHMARK:
Top of Minnesota Department of Transportation Geodetic Monument HAZE MNDT
Elevation = 965.76 feet. (NAVD88)
- SITE BENCHMARK:
Top of 5/8 inch rebar with cap marked "EFN CONTROL" (EFN Control Pnht No. 300)
Elevation: 947.23 feet. (NAVD88)
65. No zoning report or letter was received from the Insurer pursuant to Optional Table A Item 6(a), as set forth in the 2021 Minimum Standard Detail Requirements for ALTA/NPSLS Land Title Surveys.
66. Exterior building foundations are depicted herein.
67. The exterior building footprint area at ground level is depicted herein.
68. The measured building height is depicted herein.
69. Substantial features observed in the process of conducting the fieldwork are depicted herein.

As of the date of this survey the property described herein contains a total of 183 parking spaces of which 176 are standard spaces (4 of which are designated as Motorcycle Parking), and 7 are handicapped spaces.
70. Existing utilities, services and underground structures shown herein were located either physically, from existing records made available to us, by resident testimony, or by locations provided by Gopher State One Call, per Ticket No. _____
71. All utility lines, structures and other facilities of underground features cannot be accurately computed, mapped and reliably depicted. Where additional or more detailed information is required, the Client is advised that excavation may be required. Other methods of investigation such as geophysical surveys and location of all utilities and services should be obtained from the owners of the respective utilities prior to any design, planning or excavation.
72. The names of adjoining owners according to current tax records are depicted herein.
73. The distance to the nearest intersection of Lake Hazelle Drive and County Road 18 lies approximately 1683 feet southwesterly to the surveyed property.
74. As of the date of this survey there is no discernible evidence of current earth moving work, building construction or other notable additions to the property described herein.
75. The plottable office elements or servitudes disclosed in documents provided to the surveyor are depicted herein.

ITEM 12: Easement for utility purposes, together with any incidental rights, in favor of the City of Chicago, to Minnesota-based corporation, as set forth in the plat of record, dated August 15, 1972, recorded August 15, 1972, as Document No. 17250.

Said easement afflicts the surveyed property and is depicted hereon.

ITEM 13: Easement for electric lines purposes, together with any incidental rights, in favor of Northern States Power Company, a Minnesota corporation, as set forth in the plat of record, dated January 10, 2018, recorded January 17, 2018, as Document No. 12205322.

Said easement afflicts the surveyed property and is depicted hereon.

ITEM 14: No title is insured to any land lying in the bed of wetlands as the same now exists or formerly existed.

ITEM 15: Rights of way for railroads, street tracks or spur tracks, if any, and right of the railroad company to the use, operation, maintenance and repair of same.

ITEM 16: Rights of tenants under unrecorded leases.

List of utilities notified per Gopher State One Call Ticket No. 242003879.

AARVIG	CENTURYLINK
JAGUAR COMMUNICATIONS	CENTERPOINT ENERGY
CITY OF CHANHASSEN	MEDIA.COM
CITY OF CHASKA ELECTRIC	BECKMAN COULTER INC
CITY OF CHASKA WATER/SEWER	MACELLAN MIDSTREAM PARTNERS
COMCAST	

To Beadman Koutler, Inc., a Delaware corporation and First American Title Insurance Company National Commercial Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6(a), 7(b)(1), 7(c), 8, 9, 11(c), 13, 14, 16, and 18 of Table A thereof. The date of completion was August 8, 2024.

Date of Plat or Map: August 8, 2024

Eric Roesser
Minnesota License No. 47476
eross@efnlsurvey.com

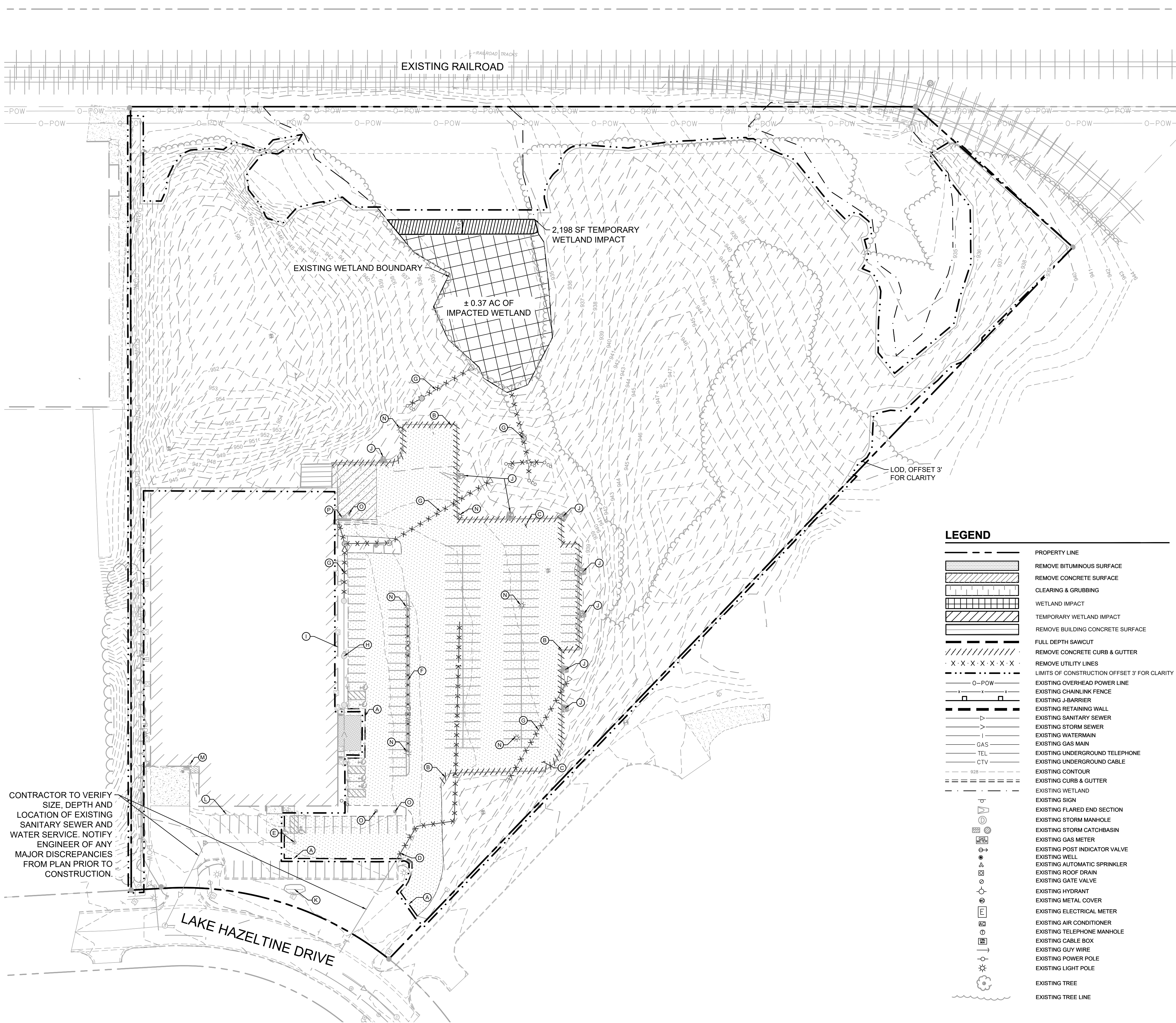
FIELD BOOK	PAGE	FIELDWORK CHIEF:	REVISIONS		
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		DRAWN BY:			
		DBF			
DRAWING NAME:					
42118 ALTA.dwg					
JOB NO. 42118		CHECKED BY:			
FILE NO. 59071E		EAR			

PROPERTY ADDRESS:
316 Lake Hazeltine Drive
Chaska, MN 55044



Egan, Field & Nowak, Inc.
land surveyors since 1872

475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
WWW.EFNSURVEY.COM
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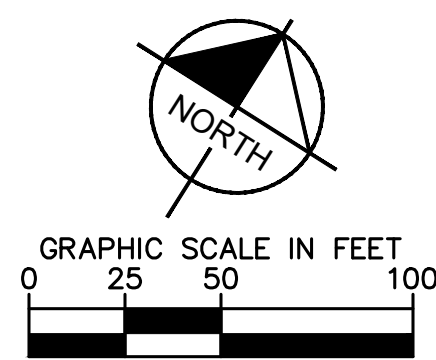


DEMOLITION PLAN NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL (IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC. SUCH THAT THE IMPROVEMENTS ON THE PLANS CAN BE CONSTRUCTED. FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL, AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE PROJECT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING OF THE DEBRIS IN A LAWFUL MANNER AND IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEMOLITION AND DISPOSAL FROM THE APPROPRIATE LOCAL AND STATE AGENCIES. CONTRACTOR SHALL PROVIDE COPIES OF THE PERMIT AND RECEIPTS OF DISPOSAL OF MATERIALS TO THE OWNER AND OWNERS REPRESENTATIVE, INCLUDING THE TYPE OF DEBRIS AND LOCATION WHERE IT WAS DISPOSED.
3. THE CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ADJACENT PROPERTIES AT ALL TIMES. UTILITY SERVICES SHALL NOT BE INTERRUPTED WITHOUT APPROVAL FROM THE CONSTRUCTION MANAGER AND COORDINATION WITH THE ADJACENT PROPERTIES AND/OR THE CITY.
4. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
5. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANIES TO PROVIDE LOCATIONS OF EXISTING UTILITIES WITHIN PROPOSED WORK AREA.
6. EXISTING SEWERS, PIPING AND UTILITIES SHOWN ARE BASED ON AVAILABLE RECORD PLAN DATA AND/OR FIELD UTILITY MARKINGS AND ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION. ADDITIONAL UNMARKED OBSTACLES MAY EXIST ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED UNDERGROUND FEATURES. GIVE NOTICE TO AFFECTED UTILITY COMPANIES REGARDING REMOVAL OF SERVICE LINES AND CAP ANY ABANDONED LINES BEFORE PRECEDING WITH THE PROPOSED WORK.
7. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN ANY ROAD RIGHT-OF-WAY DURING CONSTRUCTION.
8. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER. MAINTENANCE OF TRAFFIC CONTROL SHALL BE COORDINATED IN ACCORDANCE WITH THE CITY, COUNTY, AND STATE DOT AS NECESSARY.
9. CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION, AND SHALL NOTIFY ADJACENT PROPERTY OWNERS IF ACCESS WILL BE INTERRUPTED OR ALTERED AT ANY TIME DURING CONSTRUCTION.
10. PRIOR TO THE START OF DEMOLITION, INSTALL EROSION CONTROL BMP'S IN ACCORDANCE WITH THE EROSION & SEDIMENT CONTROL PLANS / SWPPP.
11. CONTRACTOR MAY LIMIT SAWCUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT OR CURB, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
12. THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE CITY WATER AND FIRE DEPARTMENTS TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE AND SURROUNDING PROPERTIES THROUGH ALL PHASES OF CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE CITY. ANY COSTS ASSOCIATED WITH WATER MAIN SHUT OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
13. IN THE EVENT A WELL IS FOUND, THE CONTRACTOR SHALL CONTACT THE ENGINEER AND OWNER IMMEDIATELY. ALL WELLS SHALL BE SEALED BY A LICENSED WELL CONTRACTOR IN ACCORDANCE WITH STATE REQUIREMENTS.
14. IN THE EVENT THAT UNKNOWN CONTAINERS OR TANKS ARE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER AND/OR OWNERS REPRESENTATIVE IMMEDIATELY. ALL CONTAINERS SHALL BE DISPOSED OF AT A PERMITTED LANDFILL PER THE PROJECT DOCUMENTS.
15. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY EXISTING DRAINILE IS ENCOUNTERED ON SITE. ACTIVE DRAINILES SHALL NOT BE REMOVED WITHOUT APPROVAL FROM THE ENGINEER.
16. IF CONTAMINATED MATERIAL IS ENCOUNTERED ON THE PROJECT SITE, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE OWNER AND ENGINEER IMMEDIATELY.

KEYNOTE LEGEND

- (A) SAWCUT EXISTING PAVEMENT
- (B) REMOVE EXISTING CURB
- (C) REMOVE EXISTING PAVEMENT
- (D) REMOVE EXISTING WATER LINE / HYDRANT / VALVE
- (E) PROTECT EXISTING SEWER LINE / STRUCTURE
- (F) REMOVE EXISTING ELECTRICAL LINE / EQUIPMENT
- (G) REMOVE EXISTING STORM LINE / STRUCTURE
- (H) PROTECT EXISTING STORM LINE / STRUCTURE
- (I) PROTECT EXISTING BUILDING / STRUCTURE
- (J) REMOVE EXISTING ROCK SPILLWAYS
- (K) PROTECT EXISTING MONUMENT IN PLACE
- (L) PROTECT EXISTING SIGNAGE IN PLACE
- (M) PROTECT EXISTING FIRE DEPARTMENT CONNECTION
- (N) REMOVE EXISTING LIGHTING
- (O) REMOVE EXISTING BOLLARD
- (P) REMOVE EXISTING STAIRS



CIVIL ENGINEER

Kimley»Horn

2024 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

CLIENT



CONSULTING ARCHITECT/ENGINEER

CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE

OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF GHASKA PRELIMINARY PLAN

LICENSEE

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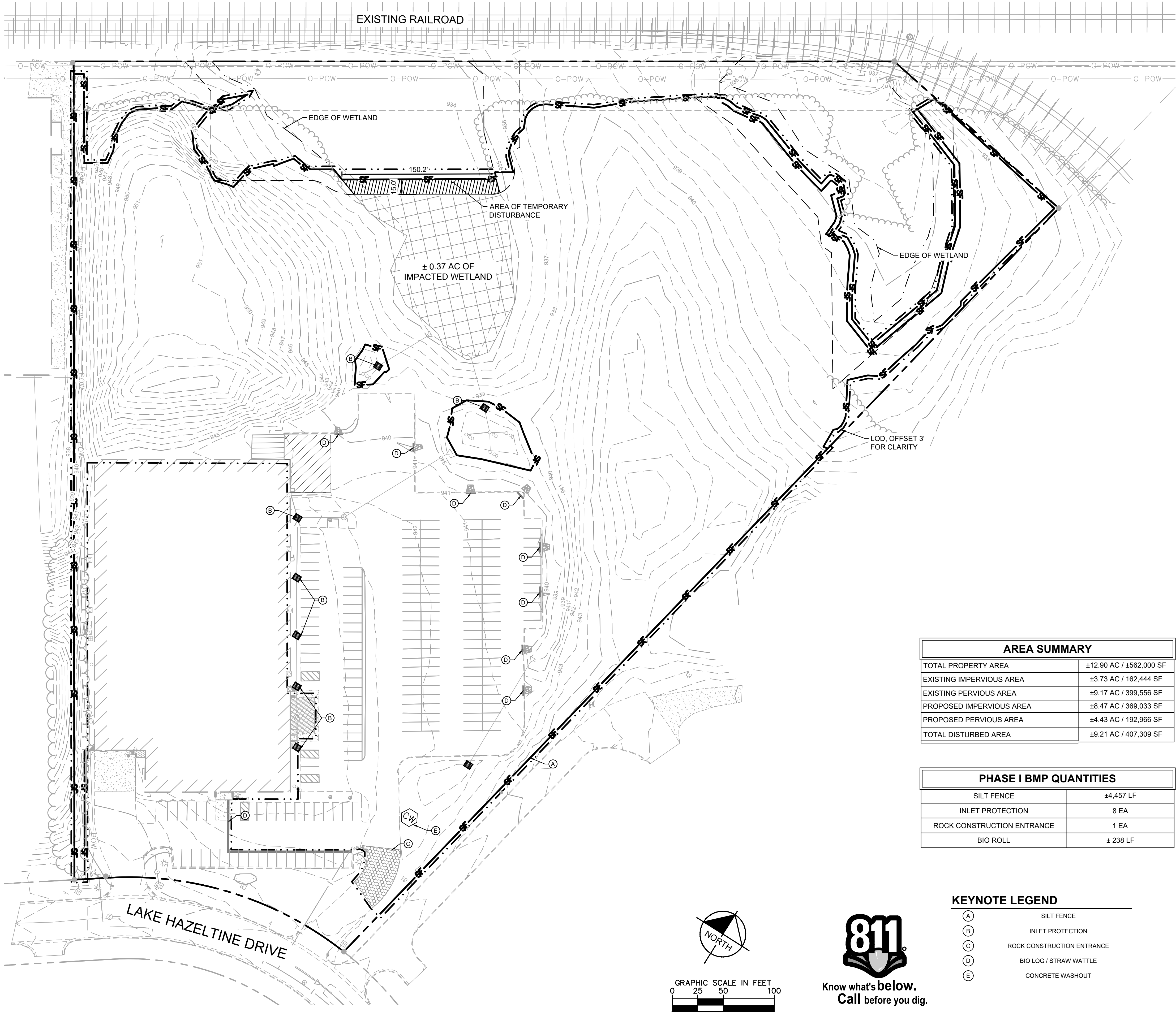
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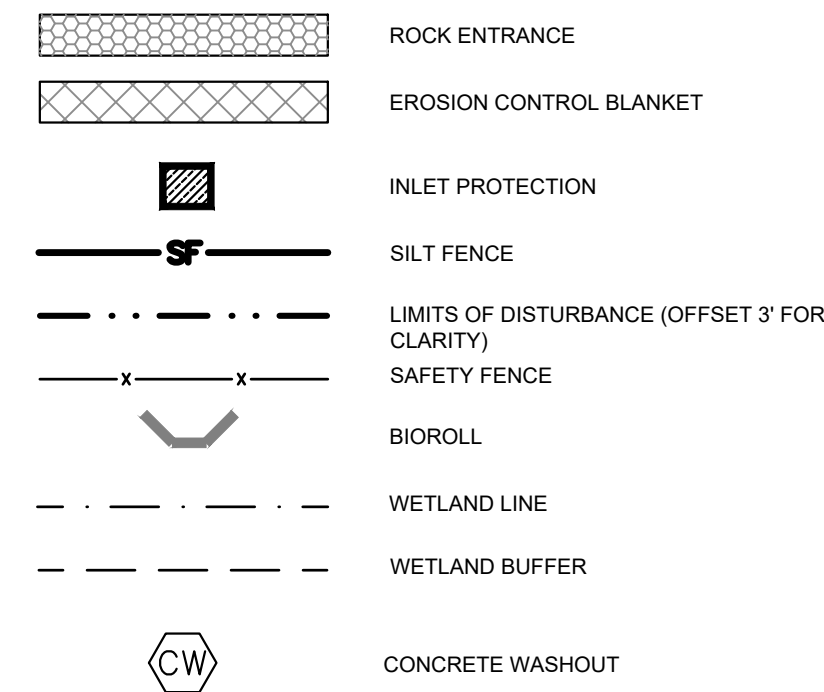
**SITE DEMOLITION
PLAN**

DRAWING NUMBER

C200



LEGEND



EROSION CONTROL PLAN NOTES

- THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN THE SPECIFICATIONS OF THE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH LAND DISTURBING ACTIVITIES SHALL OBTAIN A COPY OF THE SWPPP AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT, AND BECOME FAMILIAR WITH THEIR CONTENTS.
- BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE AND LOCAL REQUIREMENTS, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY, ENGINEER OR OWNER.
- SITE ENTRY AND EXIT LOCATIONS SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT THE TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADWAYS. SEDIMENT SPILLED, DROPPED, OR TRACKED ONTO A PUBLIC ROADWAY FROM THE CONSTRUCTION SITE MUST BE REMOVED AS SOON AS PRACTICABLE. WHEN WASHING IS REQUIRED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ANY FINES IMPOSED FOR DISCHARGING SEDIMENT ONTO A PUBLIC RIGHT OF WAY SHALL BE PAID BY THE CONTRACTOR.
- TEMPORARY SEEDING OR OTHER APPROVED METHODS OF STABILIZATION SHALL BE INITIATED WITHIN 7 DAYS OF THE LAST DISTURBANCE ON ANY AREA OF THE SITE.
- THE CONTRACTOR SHALL MINIMIZE LAND DISTURBANCE AND CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
- CONTRACTOR SHALL DENOTE ON THE PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- ALL WASH WATER FROM THE CONSTRUCTION SITE (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED BEFORE DISPOSAL.
- SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ON SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- STAGING AREAS, STOCKPILES, SPOILS, ETC. SHALL BE LOCATED OUTSIDE OF DRAINAGE WAYS SUCH THAT STORM WATER RUNOFF WILL NOT BE ADVERSELY AFFECTED. PROVIDE STABILIZATION MEASURES SUCH AS PERIMETER EROSION CONTROL BMP'S, SEEDING, OR OTHER COVERING AS NECESSARY TO PREVENT EROSION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING ANY EROSION CONTROL BMP DISTURBED DURING CONSTRUCTION OPERATIONS. NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DEFICIENCIES IN THE ESTABLISHED EROSION CONTROL MEASURES THAT MAY LEAD TO UNAUTHORIZED DISCHARGE OF STORM WATER POLLUTANTS. UNAUTHORIZED POLLUTANTS INCLUDE (BUT ARE NOT LIMITED TO) EXCESS CONCRETE DUMPING, CONCRETE RESIDUE, PAINTS, SOLVENTS, GREASES, FUELS, LUBRICANT OILS, PESTICIDES, AND SOLID WASTE MATERIALS.
- EROSION CONTROL BMP'S SHOWN ON THESE PLANS SHALL BE INSTALLED PRIOR TO THE START OF LAND-DISTURBING ACTIVITIES ON THE PROJECT, AND INITIATED AS SOON AS PRACTICABLE.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION, AND SHALL MAINTAIN COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS FOR THE DURATION OF CONSTRUCTION.
- THE CONTRACTOR SHALL FIELD ADJUST AND/OR PROVIDE ADDITIONAL EROSION CONTROL BMP'S AS NEEDED TO PREVENT EROSION AND OFF-SITE SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE. LOG AND RECORD ANY ADJUSTMENTS AND DEVIATIONS FROM THE APPROVED EROSION CONTROL PLANS WITHIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.

SWPPP UPDATES & AMENDMENTS

THE CONTRACTOR MUST UPDATE THE SWPPP BY NOTING ON THE SITE MAPS IN THE JOB SITE BINDER TO REFLECT THE PROGRESS OF CONSTRUCTION ACTIVITIES AND GENERAL CHANGES TO THE PROJECT SITE FOR THE DURATION OF LAND DISTURBING ACTIVITIES. AT A MINIMUM, UPDATES SHALL BE MADE DAILY TO TRACK CONSTRUCTION PROGRESS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR NOTING THE LOCATION OF THE JOB SITE TRAILER, TEMPORARY PARKING & LAYDOWN AREAS, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL & MATERIAL STORAGE, SOLID WASTE CONTAINERS, AND OTHER CONSTRUCTION RELATED FACILITIES THAT MAY IMPACT STORMWATER RUNOFF.

PHASE 1 SEQUENCE OF CONSTRUCTION

- INSTALL PERIMETER EROSION CONTROL (I.E. SILT FENCE) AND INLET PROTECTION AT EXISTING STORMWATER INLETS.
- CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND CONCRETE WASHOUT.
- PREPARE TEMPORARY PARKING AND STORAGE AREA.
- CONSTRUCT AND STABILIZE DIVERSIONS AND TEMPORARY SEDIMENT BASINS.
- CLEAR AND GRUB THE SITE.
- BEGIN MASS SITE GRADING AND ROUGH GRADE SITE SUFFICIENTLY TO ESTABLISH PROPOSED DRAINAGE PATTERNS.
- START CONSTRUCTION OF THE BUILDING PAD AND STRUCTURES.
- TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE OR AS REQUIRED BY THE NPDES AND/OR CITY GRADING PERMIT(S).

NOTE: THE SEQUENCE OF CONSTRUCTION IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY.

CIVIL ENGINEER

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PROJECT TITLE

OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF CHASKA PRELIMINARY PLAN

LICENSEE

NOT FOR CONSTRUCTION

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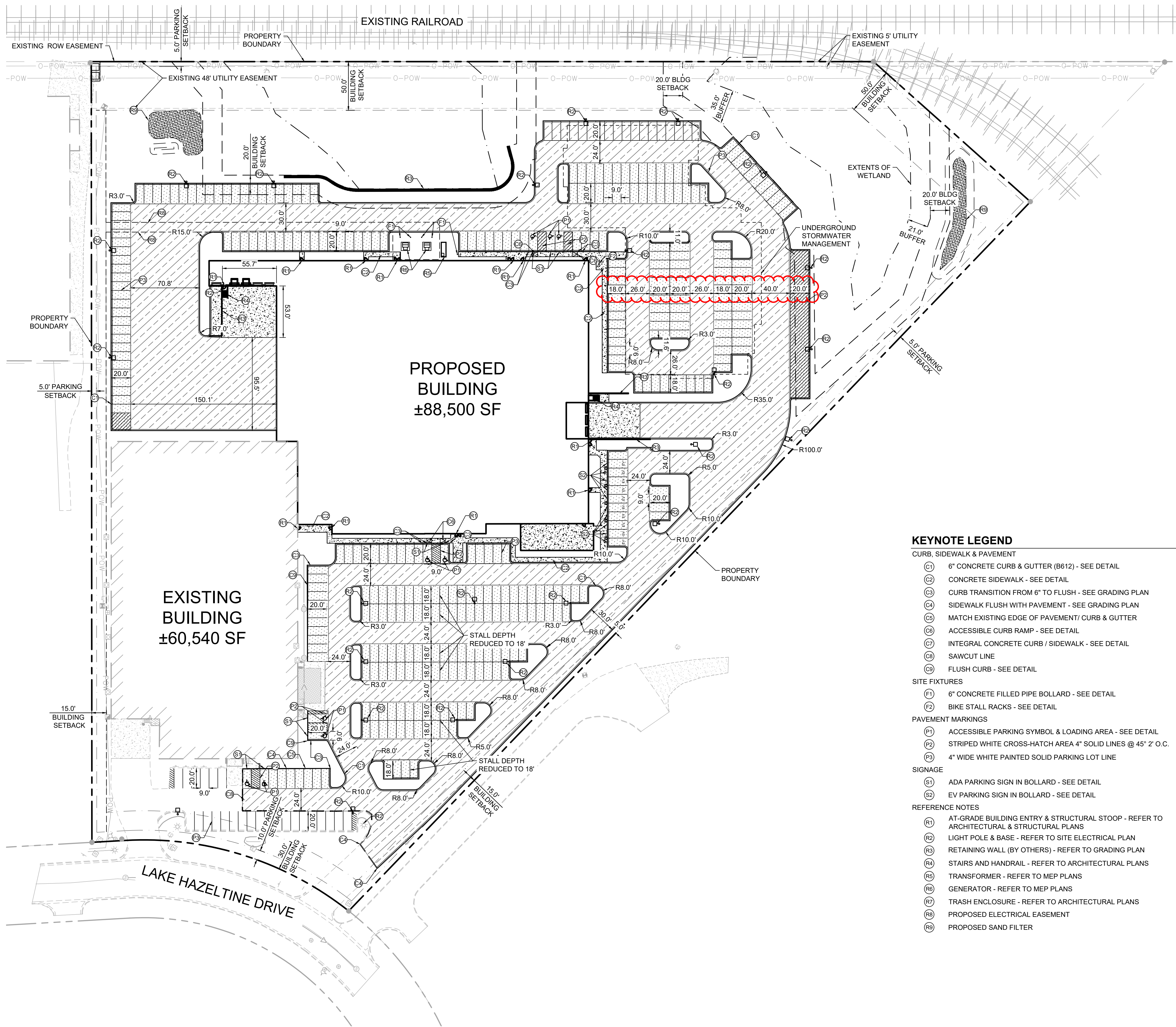
PROJ. NO.	240396	DESIGNED BY:	KLSC
SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

DRAWING TITLE

**EROSION AND
SEDIMENT CONTROL
PLAN - PHASE 1**

DRAWING NUMBER

C300



LEGEND	
	PROPERTY LINE
	SETBACK LINE
	DRAINAGE AND UTILITY EASEMENT
	RETAINING WALL
	PROPOSED CURB AND GUTTER
	PROPOSED SAND FILTER
	PROPOSED HEAVY DUTY ASPHALT
	PROPOSED STANDARD DUTY ASPHALT
	PROPOSED CONCRETE PAVEMENT
	WETLAND IMPACT
	SAWCUT LINE
	WETLAND LINE
	WETLAND BUFFER
	UNDERGROUND STORMWATER MANAGEMENT

PROPERTY SUMMARY	
TOTAL PROPERTY AREA	±12.90 AC / ±562,000 SF
DISTURBED AREA	±9.35 AC / ±407,309 SF
EXISTING IMPERVIOUS AREA	±3.73 AC / ±162,444 SF
EXISTING PERVIOUS AREA	±9.17 AC / 399,556 SF
PROPOSED IMPERVIOUS AREA	±8.47 AC / ±369,033 SF
PROPOSED PERVIOUS AREA	±4.43 AC / ±192,966 SF
NET INCREASE IN IMPERVIOUS AREA	±4.81 AC / 209,639 SF
AREA OF WETLAND IMPACT	±0.36 AC / ±15,700 SF

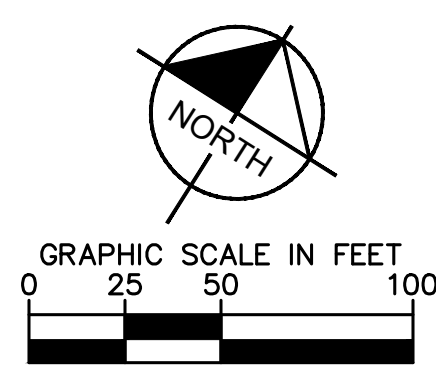
SITE DATA	
EXISTING ZONING	PMD (PLANNED MULTI-USE DEVELOPMENT)
PROPOSED LAND USE	INDUSTRIAL
PARKING SETBACKS	SIDE/REAR = 5' RIGHT OF WAY = 10'
BUILDING SETBACKS	FRONT = 30' SIDE = 15' REAR = 15' FROM RAILROAD = 50'

BUILDING DATA			
	EXISTING	PROPOSED	TOTAL
BUILDING FOOTPRINT	60,540	88,500	149,040
GROSS FLOOR AREA	60,540	148,770	209,310
BUILDING FOOTPRINT COVERAGE	10.77%	26.47%	--
FLOOR AREA RATIO (FAR)	10.77%	37.24%	--
MAXIMUM BUILDING HEIGHT	16'-0"	35'-6"	--
PROPOSED MAXIMUM BUILDING HEIGHT ALLOWED		150'-0"	

PARKING SUMMARY	
REQUIRED PARKING	
OFFICE (49,446 / 250 SF)	198 SPACES
MANUFACTURING (106,232 / 350 SF)	304 SPACES
WAREHOUSE (51,446 / 2,000 SF)	26 SPACES
TOTAL SPACES REQUIRED	528 SPACES
TOTAL PROPOSED PARKING	401 SPACES
REQUIRED ACCESSIBLE PARKING	9 SPACES
PROPOSED ACCESSIBLE PARKING	9 SPACES
PROOF OF PARKING SHOWN ON SEPARATE EXHIBIT	

SITE PLAN NOTES

- REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF STOOPS, TRUCK DOCKS, TRASH ENCLOSURES & PRECISE BUILDING DIMENSIONS. REFER TO THE SITE ELECTRICAL PLAN FOR LOCATIONS OF PROPOSED LIGHT POLES, CONDUITS, AND ELECTRICAL EQUIPMENT.
- REFER TO CERTIFIED SITE SURVEY OR PLAT FOR EXACT LOCATION OF EXISTING EASEMENTS, PROPERTY BOUNDARY DIMENSIONS, AND ADJACENT RIGHT-OF-WAY & PARCEL INFORMATION.
- DIMENSIONS AND RADII ARE DRAWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED. DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT, AND AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
- UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING EXISTING SITE IMPROVEMENTS THAT CONFLICT WITH THE PROPOSED WORK, INCLUDING BUT NOT LIMITED TO TRAFFIC SIGNS, LIGHT POLES, ABOVEGROUND UTILITIES, ETC. PERFORM WORK IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS. COST SHALL BE INCLUDED IN BASE BID.
- TYPICAL PARKING STALL DIMENSIONS SHALL BE 9.0-FEET IN WIDTH AND 20-FEET IN LENGTH UNLESS OTHERWISE INDICATED.
- MONUMENT SIGN(S) ARE DETAILED ON THE ARCHITECTURAL PLANS AND ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIGN DIMENSIONS, LOCATION AND REQUIRED PERMITS WITH THE OWNER.



KEYNOTE LEGEND

- CURB, SIDEWALK & PAVEMENT**
- (C1) 6" CONCRETE CURB & GUTTER (B612) - SEE DETAIL
 - (C2) CONCRETE SIDEWALK - SEE DETAIL
 - (C3) CURB TRANSITION FROM 6" TO FLUSH - SEE GRADING PLAN
 - (C4) SIDEWALK FLUSH WITH PAVEMENT - SEE GRADING PLAN
 - (C5) MATCH EXISTING EDGE OF PAVEMENT/ CURB & GUTTER
 - (C6) ACCESSIBLE CURB RAMP - SEE DETAIL
 - (C7) INTEGRAL CONCRETE CURB / SIDEWALK - SEE DETAIL
 - (C8) SAWCUT LINE
 - (C9) FLUSH CURB - SEE DETAIL
- SITE FIXTURES**
- (F1) 6" CONCRETE FILLED PIPE BOLLARD - SEE DETAIL
 - (F2) BIKE STALL RACKS - SEE DETAIL
- PAVEMENT MARKINGS**
- (P1) ACCESSIBLE PARKING SYMBOL & LOADING AREA - SEE DETAIL
 - (P2) STRIPED WHITE CROSS-HATCH AREA 4" SOLID LINES @ 45° 2' O.C.
 - (P3) 4" WIDE WHITE PAINTED SOLID PARKING LOT LINE
- SIGNAGE**
- (S1) ADA PARKING SIGN IN BOLLARD - SEE DETAIL
 - (S2) EV PARKING SIGN IN BOLLARD - SEE DETAIL
- REFERENCE NOTES**
- (R1) AT-GRADE BUILDING ENTRY & STRUCTURAL STOOP - REFER TO ARCHITECTURAL & STRUCTURAL PLANS
 - (R2) LIGHT POLE & BASE - REFER TO SITE ELECTRICAL PLAN
 - (R3) RETAINING WALL (BY OTHERS) - REFER TO GRADING PLAN
 - (R4) STAIRS AND HANDRAIL - REFER TO ARCHITECTURAL PLANS
 - (R5) TRANSFORMER - REFER TO MEP PLANS
 - (R6) GENERATOR - REFER TO MEP PLANS
 - (R7) TRASH ENCLOSURE - REFER TO ARCHITECTURAL PLANS
 - (R8) PROPOSED ELECTRICAL EASEMENT
 - (R9) PROPOSED SAND FILTER

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PROJECT TITLE

CHASKA HARDWARE EXPANSION

REV	BY	DATE	DESCRIPTION
0		20MAR2025	ISSUED FOR BID - EARLY PACKAGE
		27MAR2025	PRELIMINARY PLAN REVISIONS

LICENSEE

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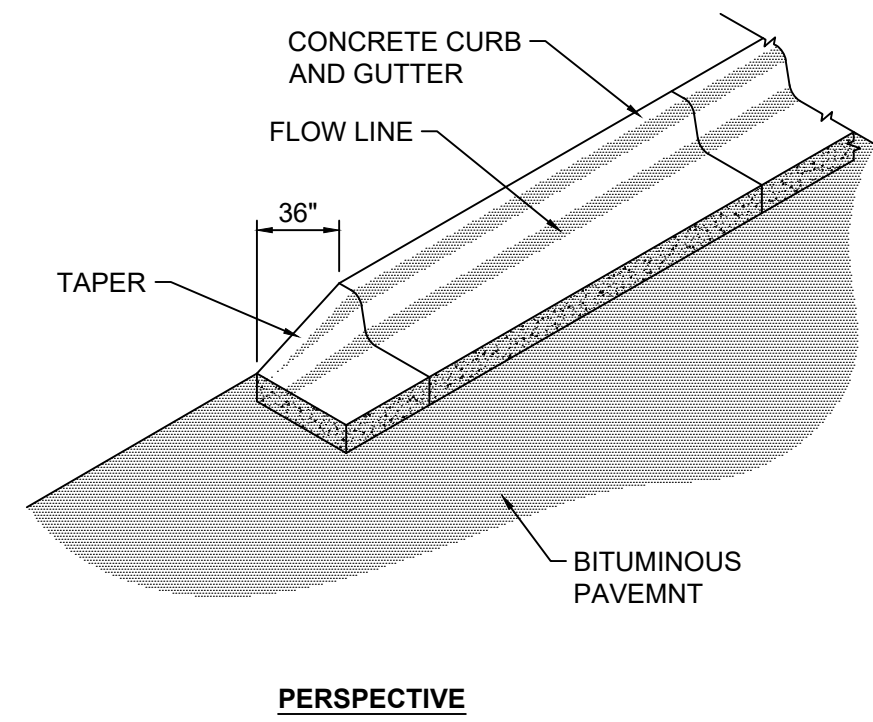
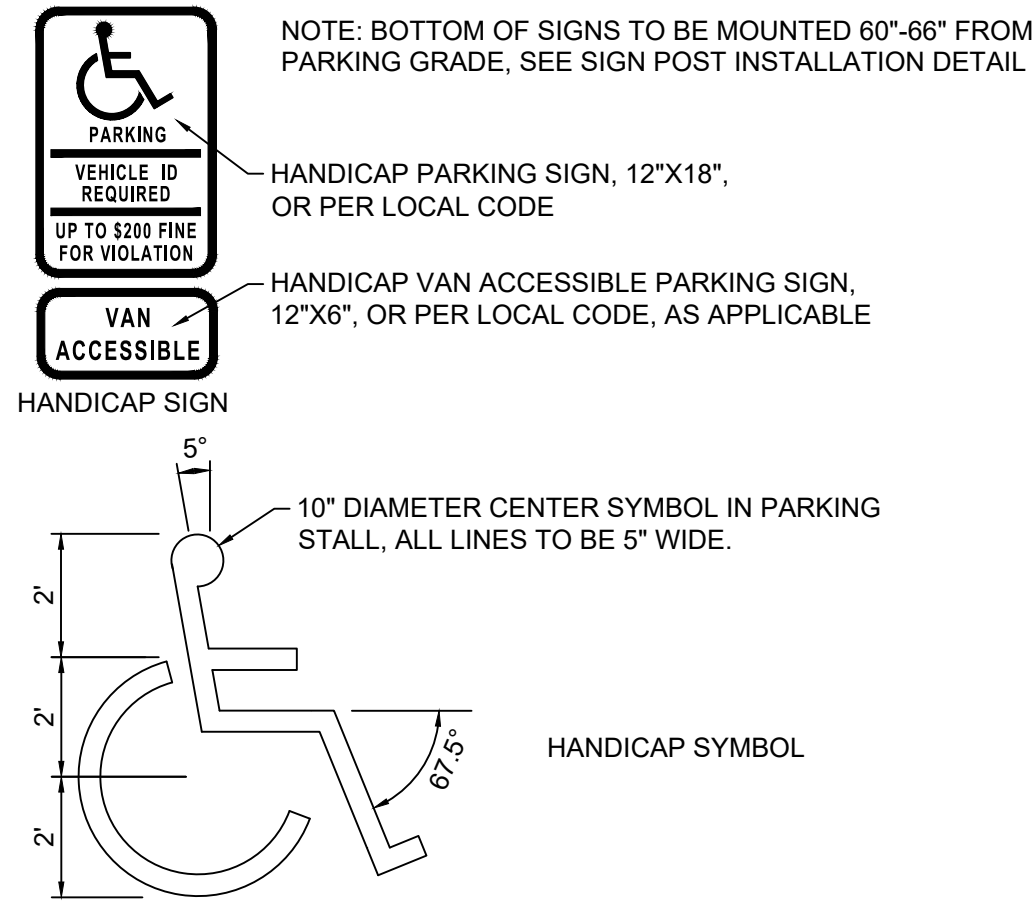
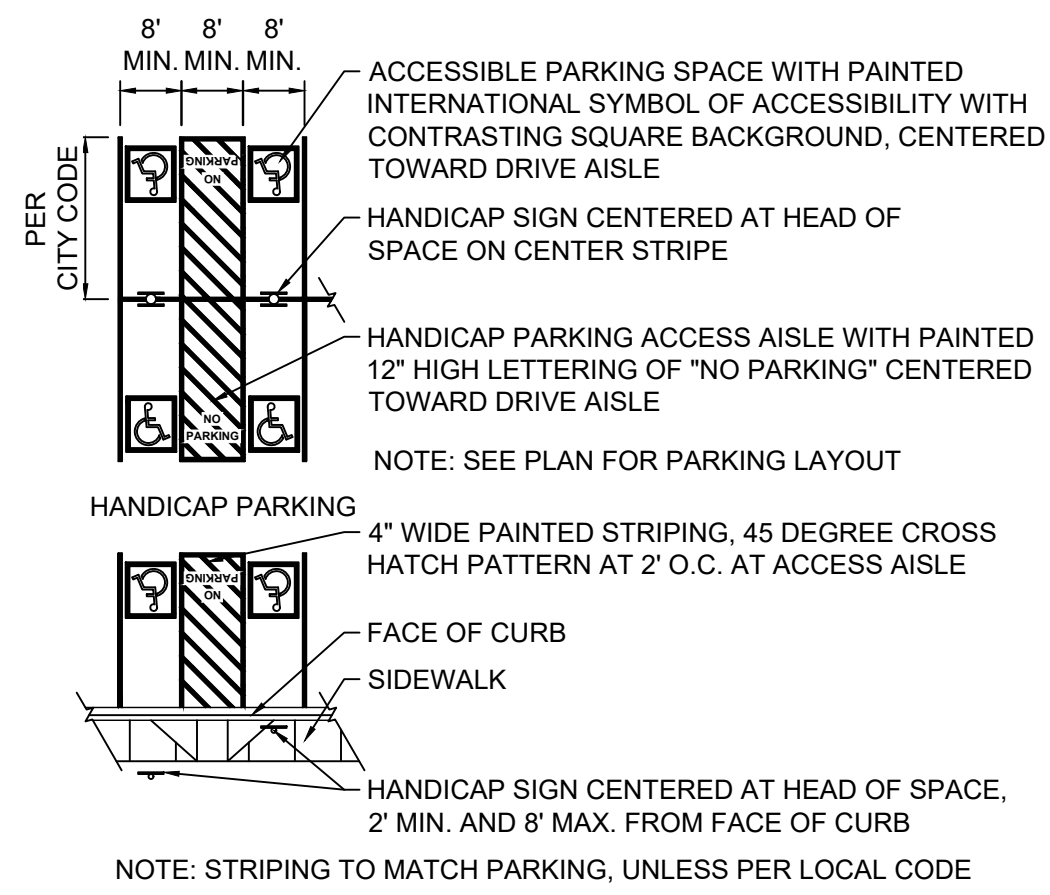
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SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

DRAWING TITLE

**CIVIL
SITE DIMENSION PLAN**

DRAWING NUMBER

C400



2 HANDICAP ACCESSIBLE SIGNAGE AND STRIPING

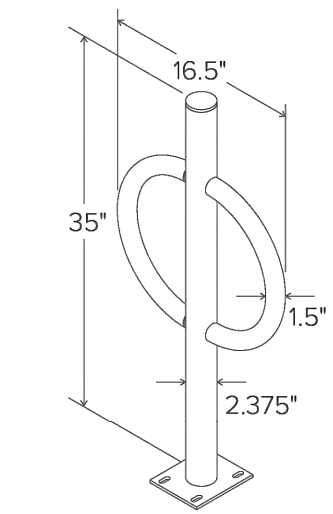
SCALE: NTS

3 CURB TAPER

NO SCALE



Submittal Sheet



CAPACITY 2 Bikes

MATERIALS Centerbeam: 2" schedule 40 pipe (2.375" OD)
Ring: 1.5" OD 11 gauge tube

FINISHES

☐ **Galvanized**
An after fabrication hot dipped galvanized finish is our standard option.

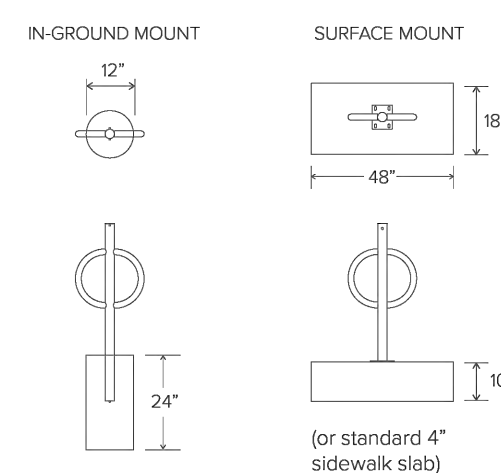
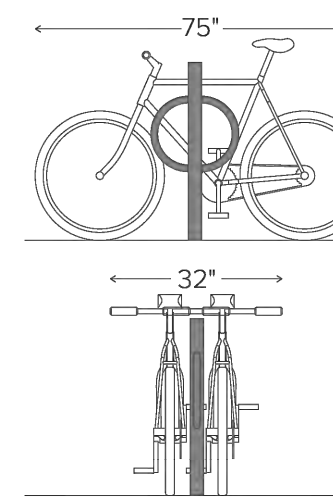
☒ **Powder Coat**
Our powder coat finish assures a high level of adhesion and durability by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. First thick 150C polyester powder coat

☐ **Stainless**
Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

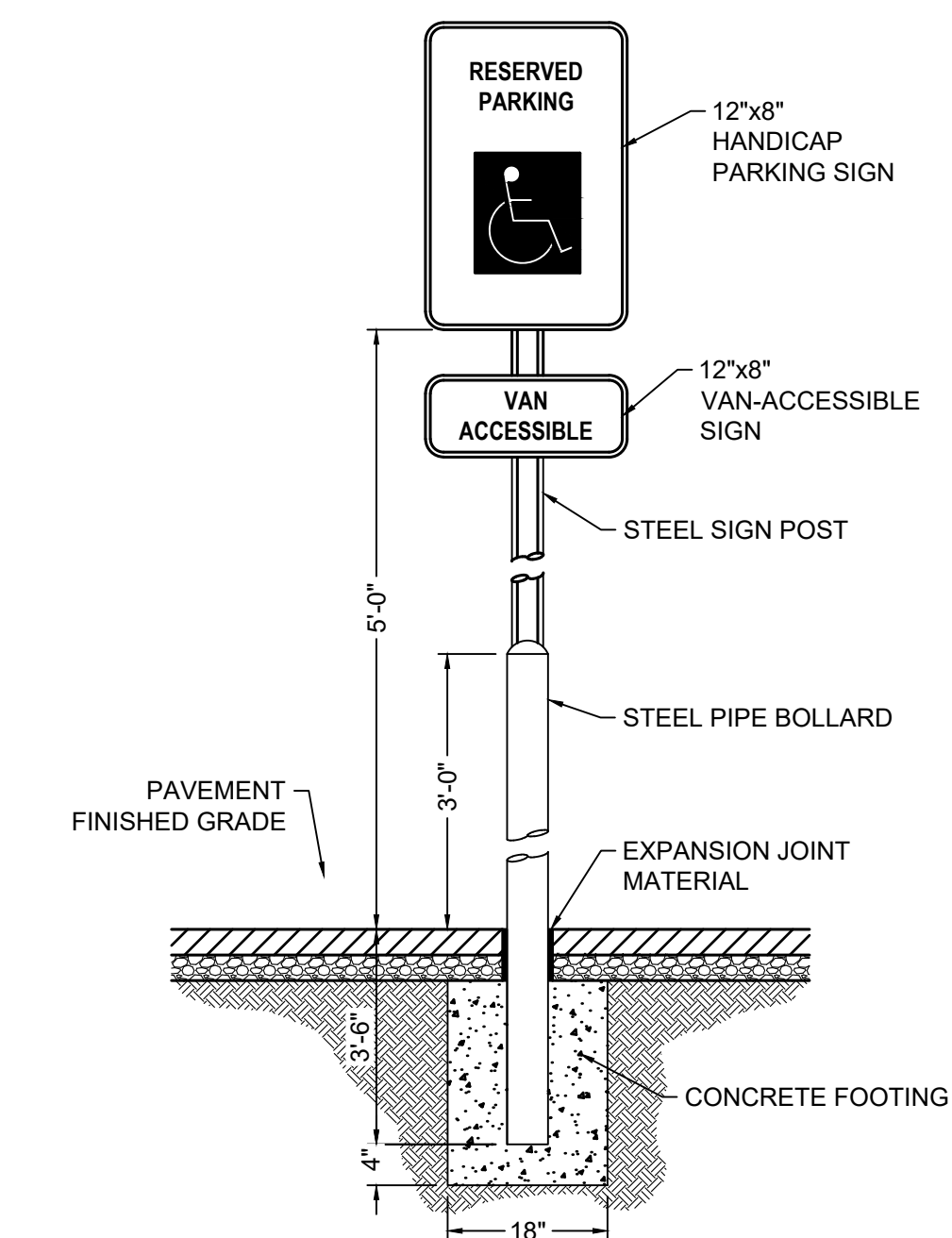
MOUNT OPTIONS

☒ **Surface**
Post Mount has a 5" x 6" x 25" foot with four anchors per foot. Specify foot mount for this option. Tamper-resistant fasteners available upon request.

☐ **In-Ground**
In-ground mount is embedded into concrete base. Specify in-ground mount for this option.



62022

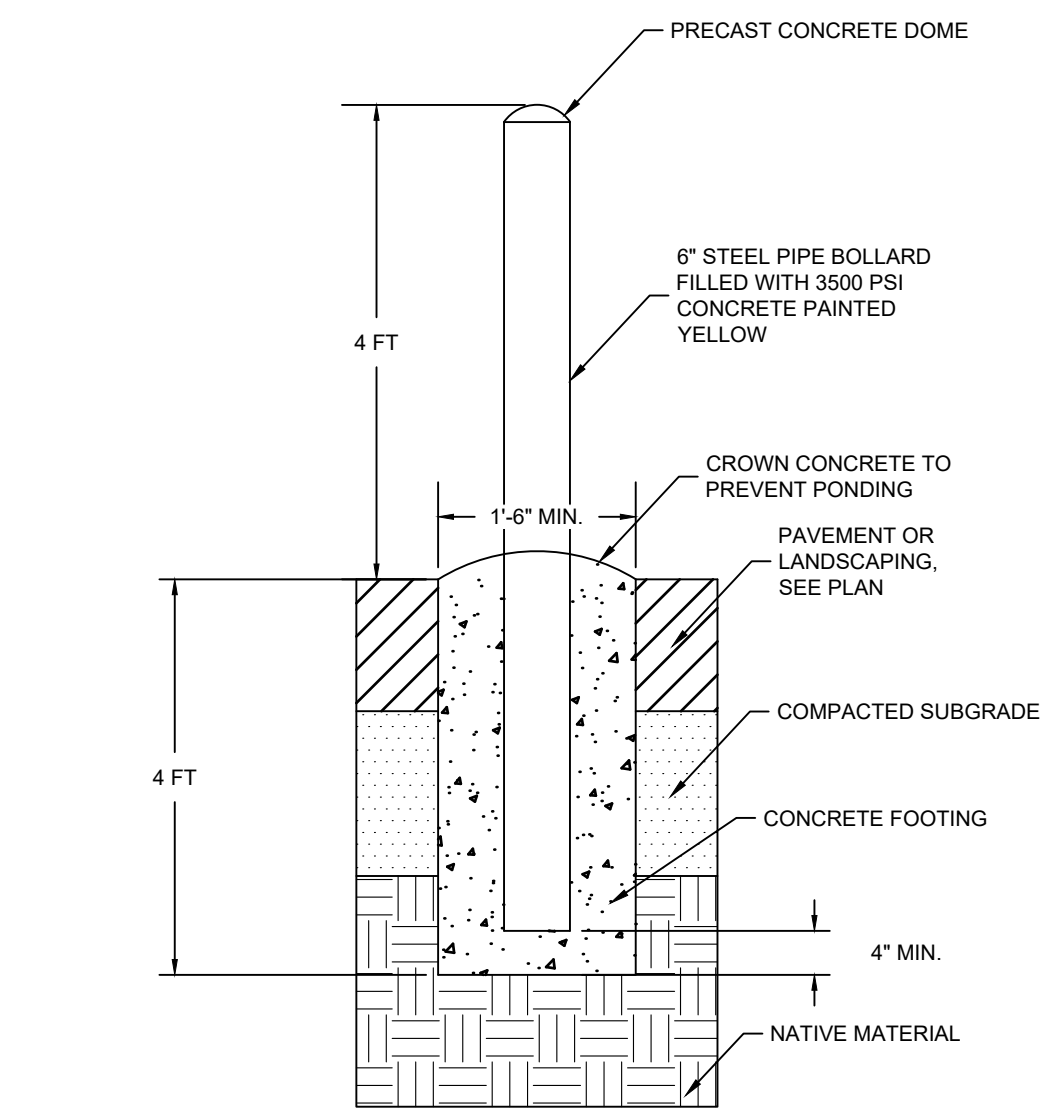


NOTES:

- SIGNS SHALL BE 18 GAUGE STEEL, WITH BAKED ENAMEL WHITE LETTERS AND BORDER ON BLUE BACKGROUND, WHERE APPLICABLE.
- POST SHALL BE 3"x3" 11-GAUGE GALVANIZED SQUARE STEEL.
- BOLLARD SHALL BE 6"Ø SCH-40 STEEL PIPE FILLED WITH CONCRETE & PAINTED YELLOW.
- SIGNS SHALL COMPLY WITH LOCAL MUTCD REQUIREMENTS.

1 ACCESSIBLE PARKING SIGN IN BOLLARD

SCALE: NTS

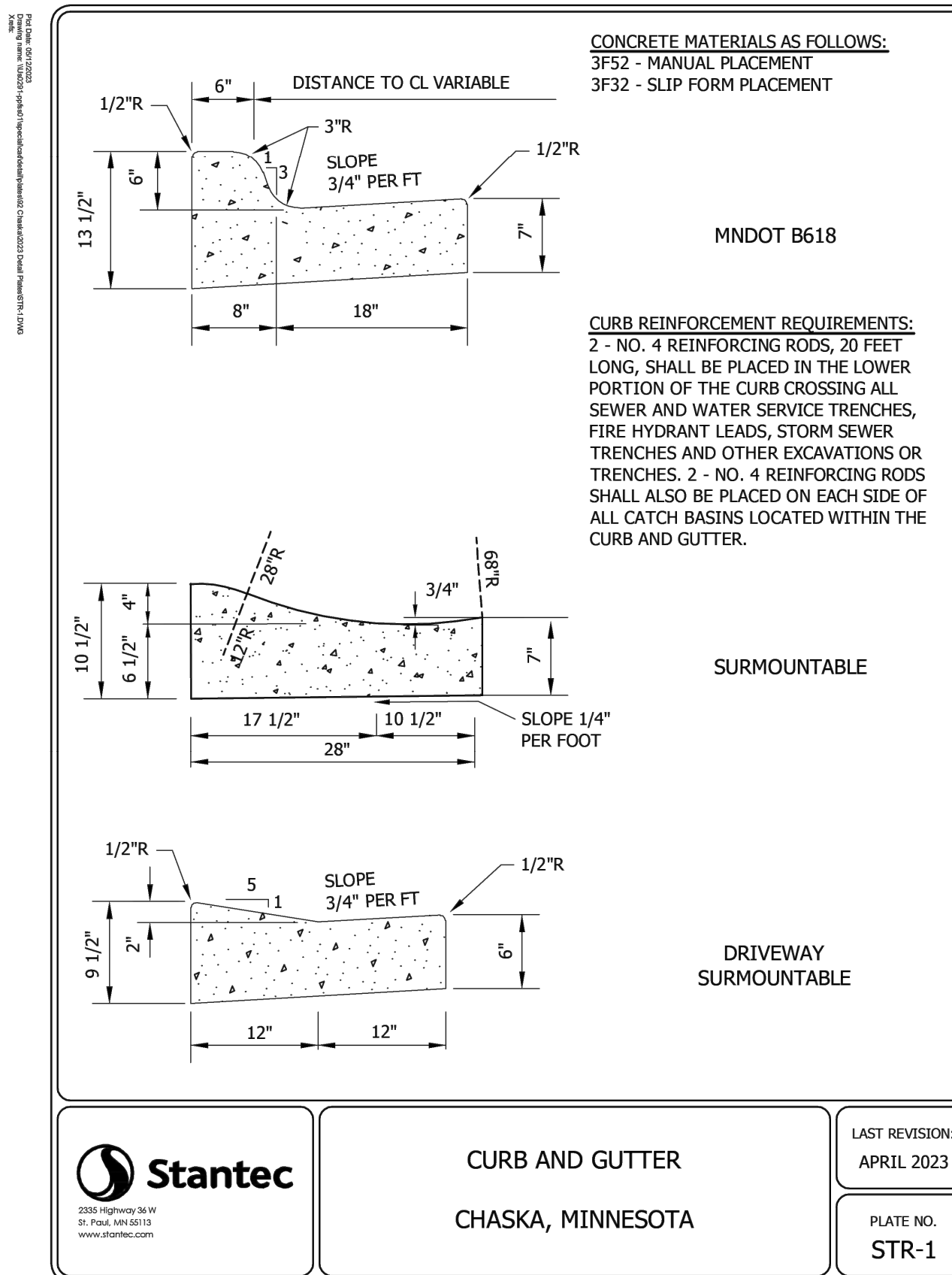


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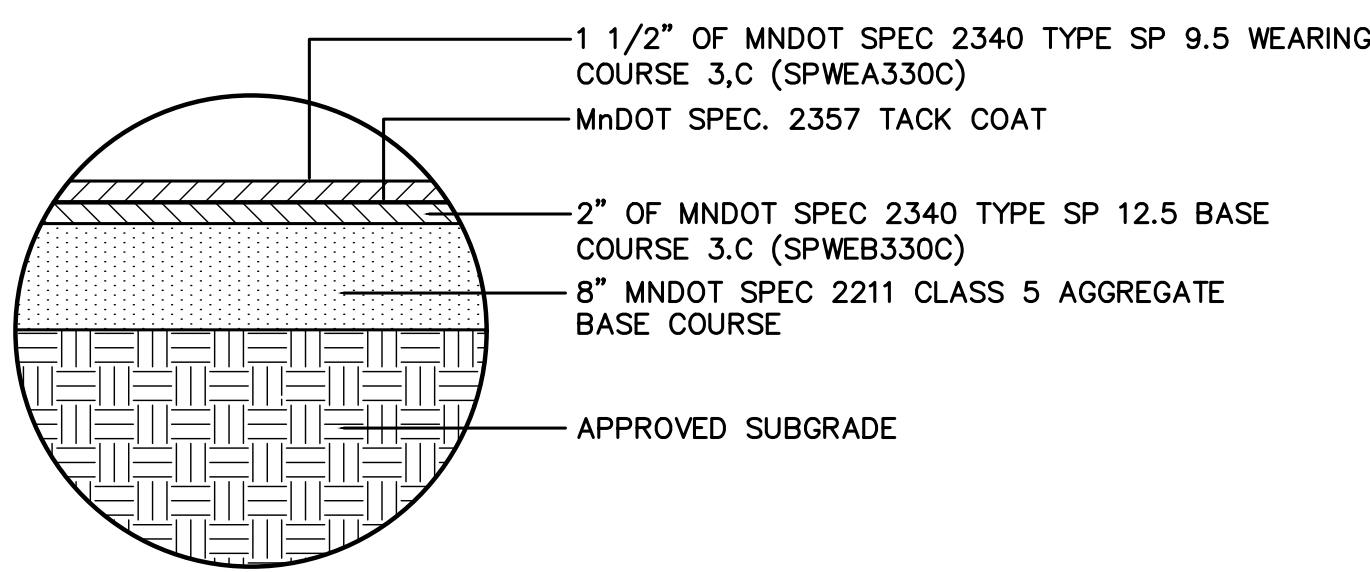
- ALL SIGNS ARE TO BE AFFIXED TO POST WITH RUST RESISTANT HARDWARE.
- SATIN FINISH ACRYLIC POLYURETHANE ENAMEL OR TO CONFORM TO ARCHITECTURAL DESIGN CRITERIA.
- REFER TO GEOTECHNICAL REPORT AND/OR STRUCTURAL PLANS FOR SITE-SPECIFIC RECOMMENDATIONS.

5 STEEL PIPE BOLLARD DETAIL

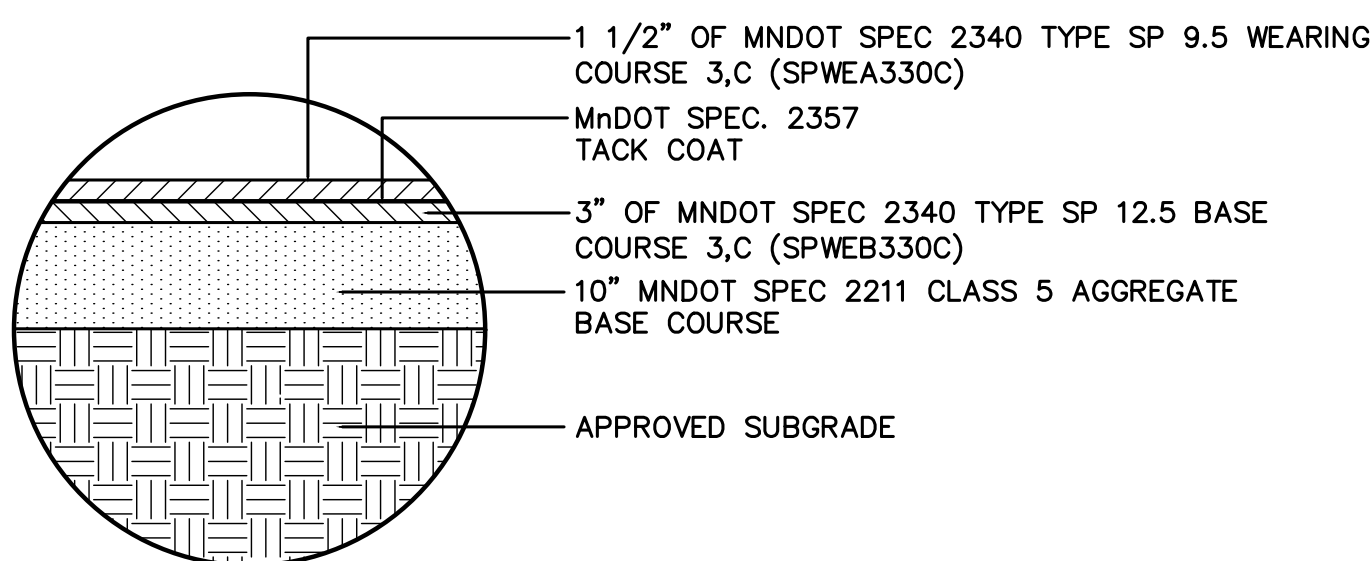
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PAVEMENT SECTIONS SHOWN ARE PROVIDED AS A REFERENCE ONLY. REFER TO GEOTECHNICAL REPORT FOR ALL PAVEMENT, SUBGRADE PREPARATION AND COMPACTION REQUIREMENTS.



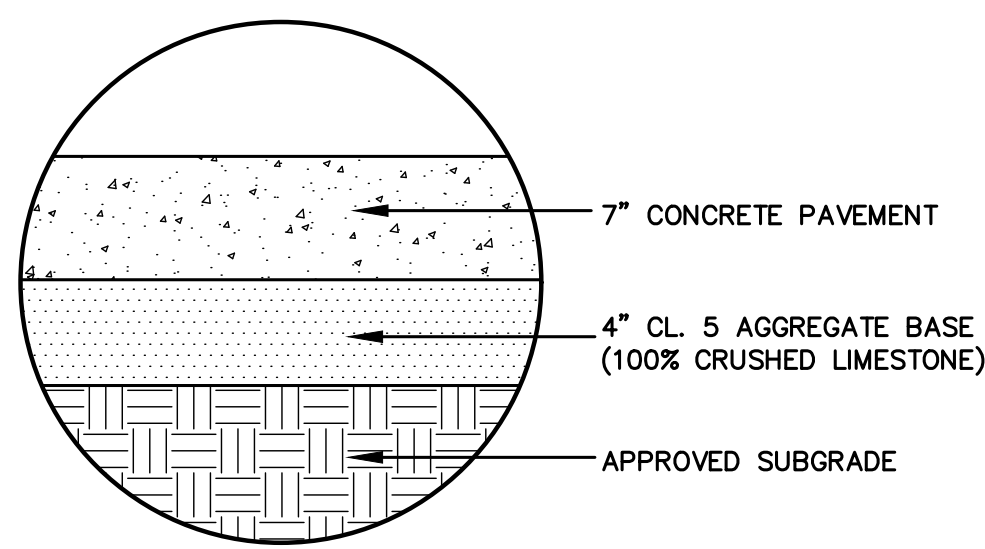
DETAIL 5 LIGHT DUTY BITUMINOUS



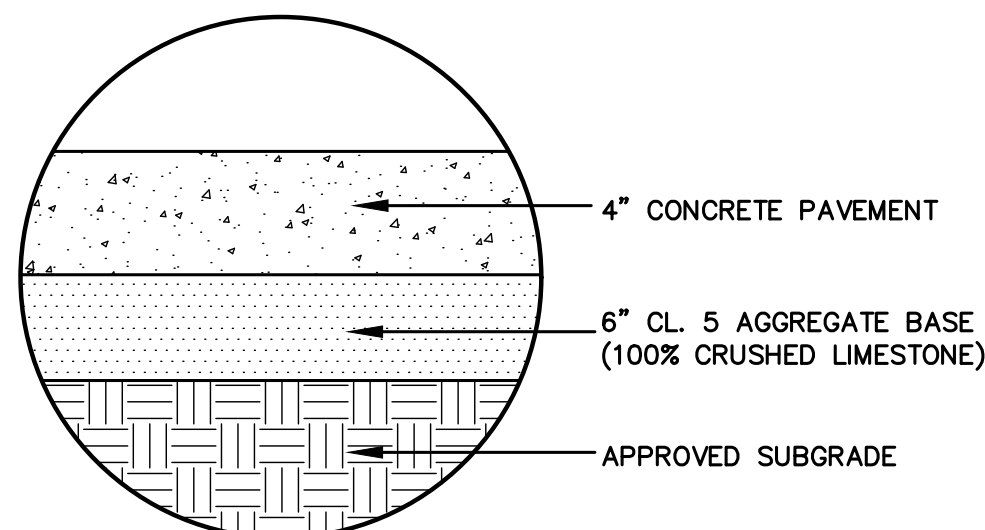
DETAIL 6 HEAVY DUTY BITUMINOUS

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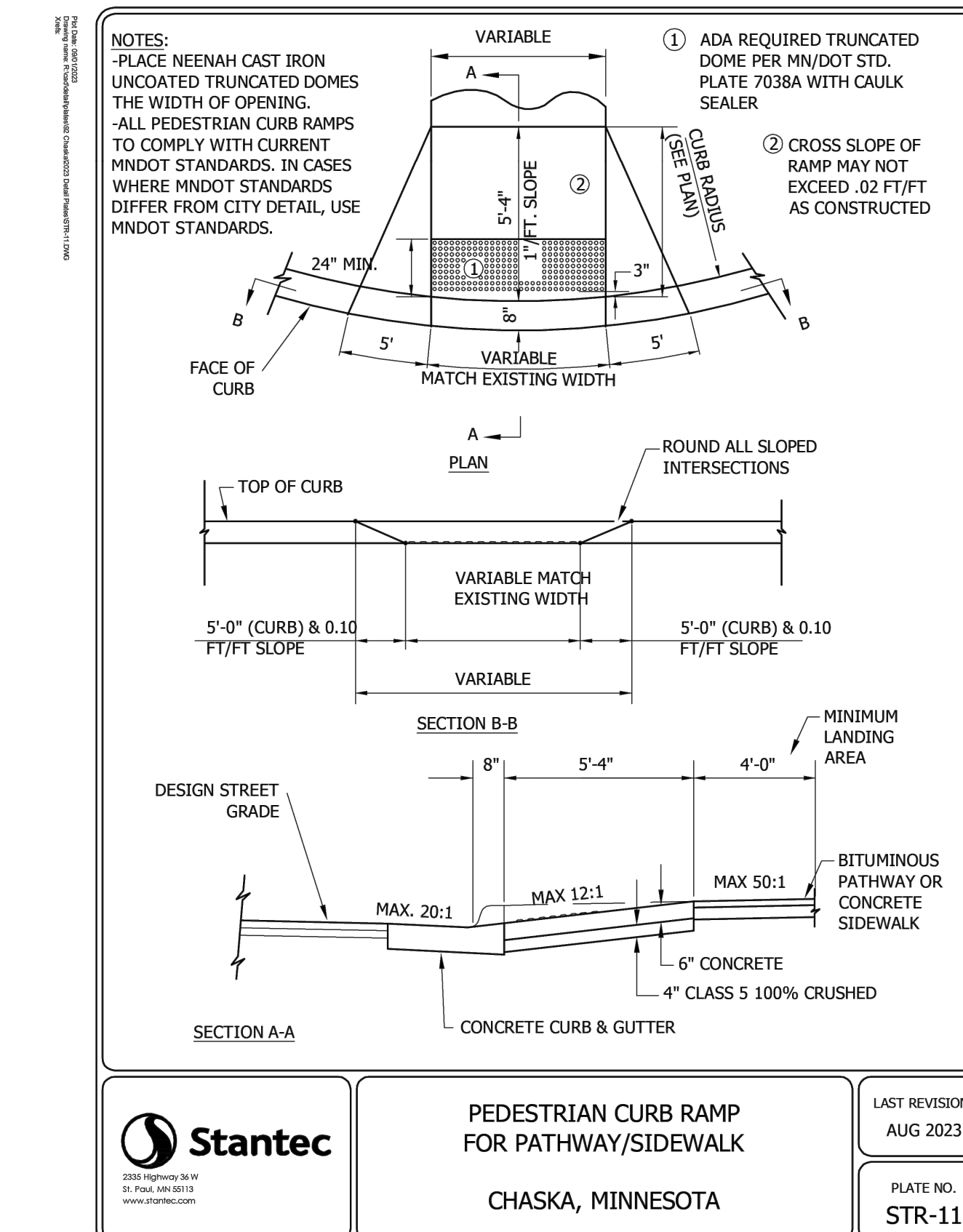
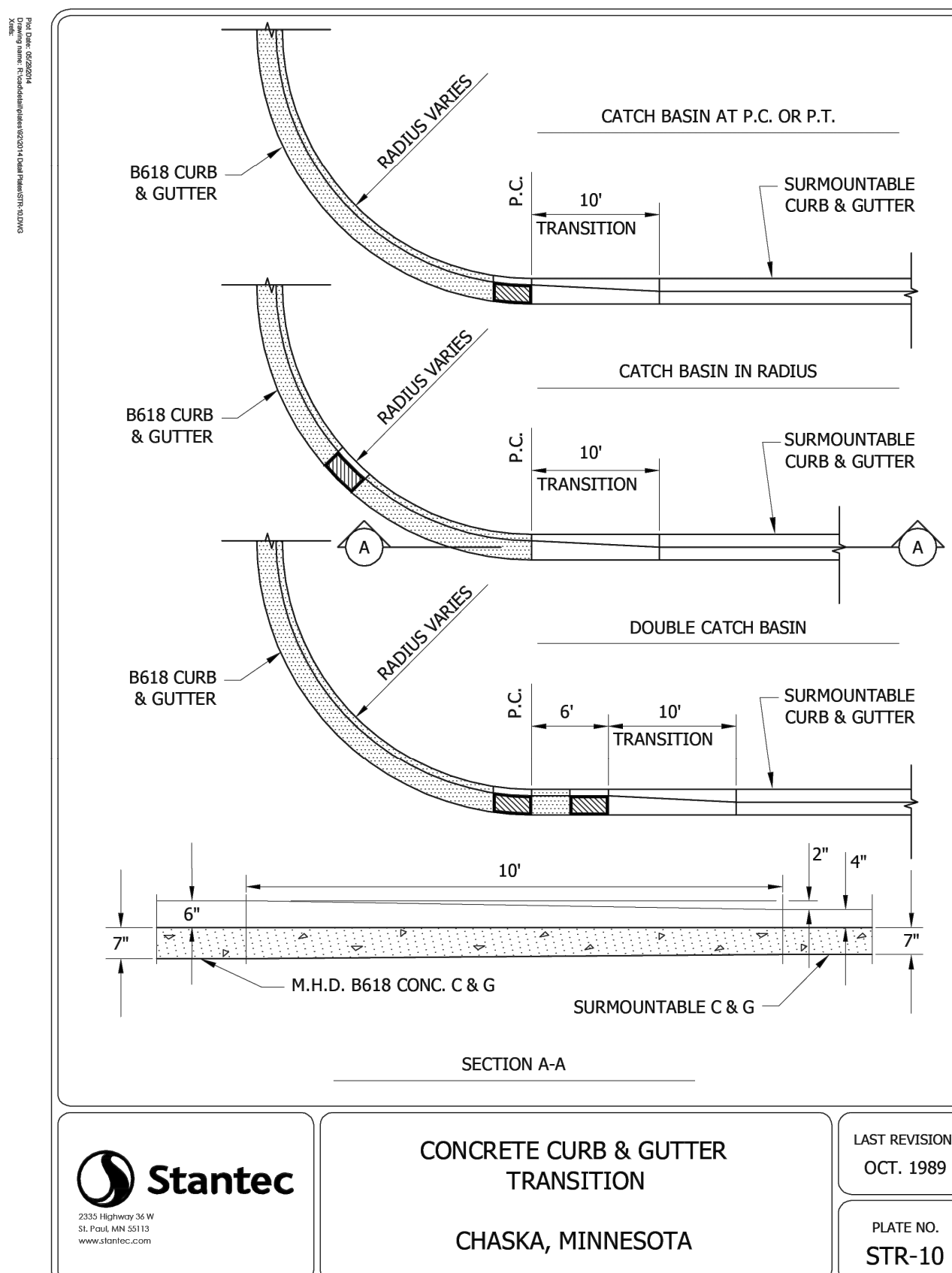


DETAIL 7 CONCRETE VEHICULAR PAVEMENT



DETAIL 8 CONCRETE SIDEWALK PAVEMENT

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PROJECT TITLE OLIVE PROGRAM - TWIN HARDWARE EXPANSION

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF CHASKA PRELIMINARY PLAN

LICENSEE

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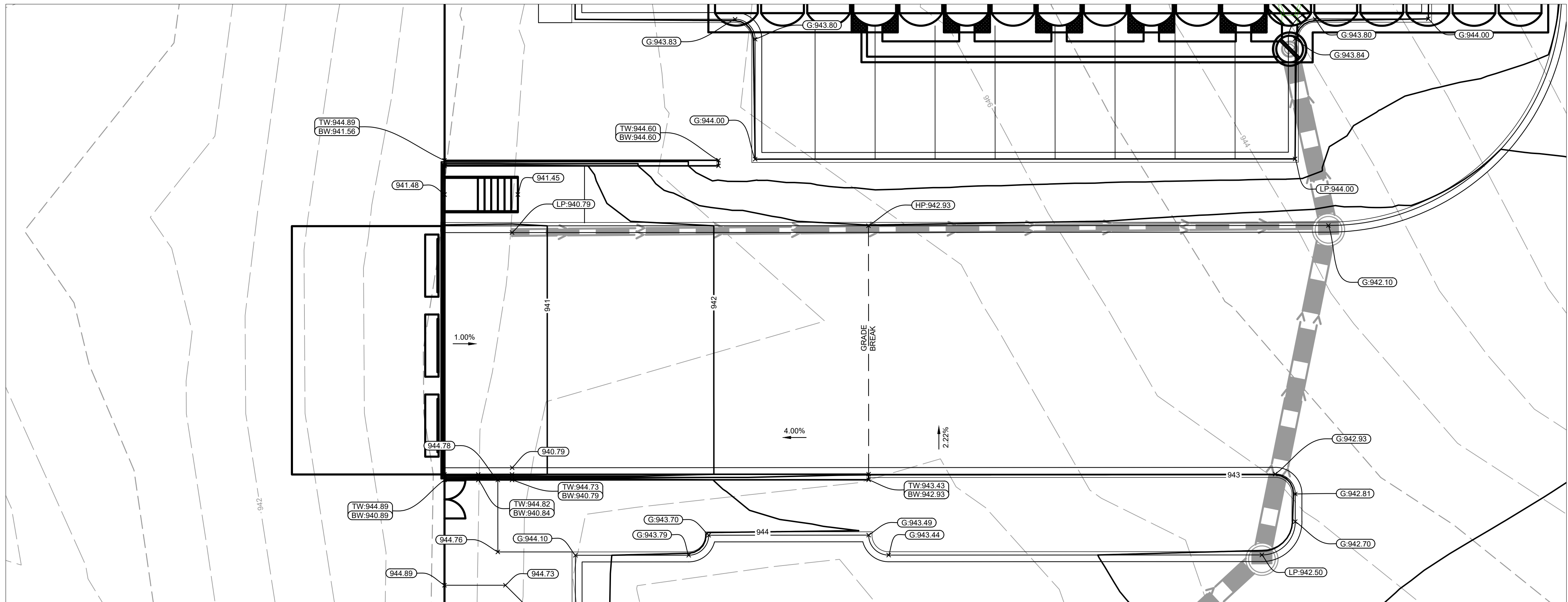
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SITE DETAILS

DRAWING NUMBER

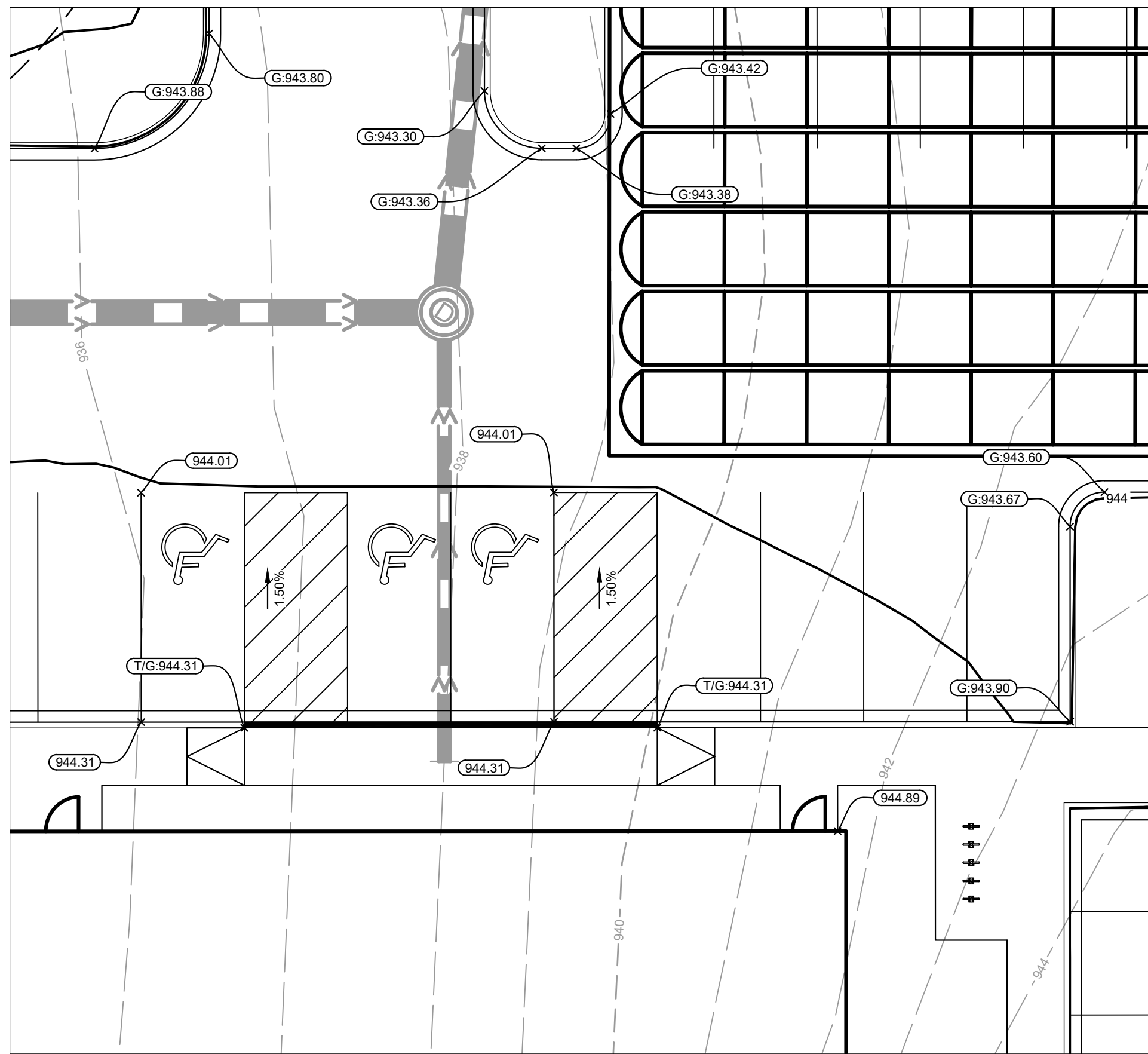
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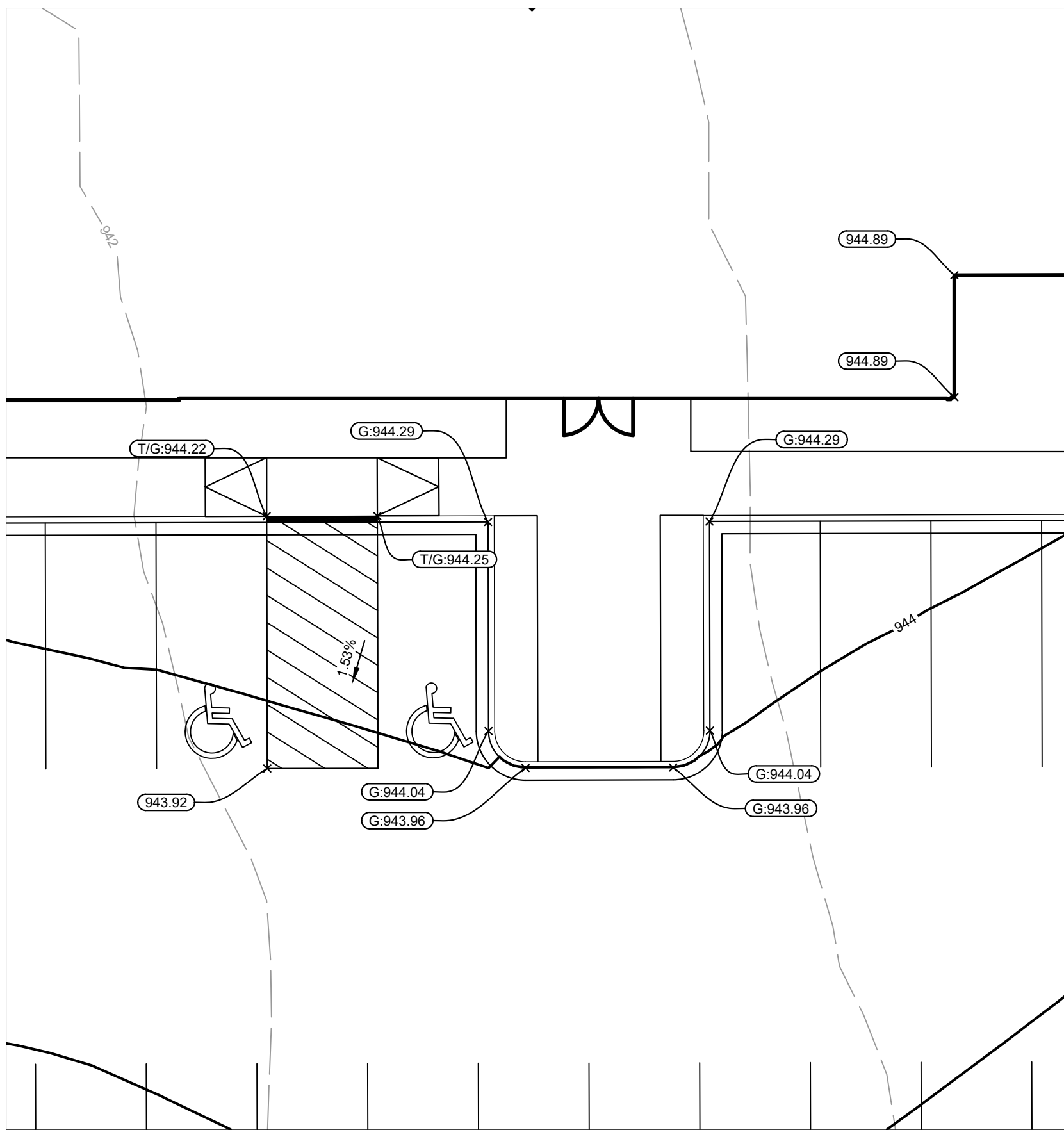
- LEGEND**
- PROPERTY LINE
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED RIDGE LINE
 - PROPOSED SWALE
 - PROPOSED STORM MANHOLE (SOLID CASTING)
 - PROPOSED STORM MANHOLE (ROUND INLET CASTING)
 - PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CASTING)
 - PROPOSED STORM SEWER CLENOUT
 - PROPOSED FLARED END SECTION
 - PROPOSED RIPRAP
 - PROPOSED STORM SEWER
 - PROPOSED SPOT ELEVATION
 - PROPOSED HIGH POINT ELEVATION
 - PROPOSED LOW POINT ELEVATION
 - PROPOSED GUTTER ELEVATION
 - PROPOSED TOP OF CURB ELEVATION
 - PROPOSED FLUSH PAVEMENT ELEVATION
 - MATCH EXISTING ELEVATION
 - PROPOSED EMERGENCY OVERFLOW ELEVATION
 - PROPOSED TOP/BOTTOM OF WALL ELEVATION
 - PROPOSED DRAINAGE DIRECTION



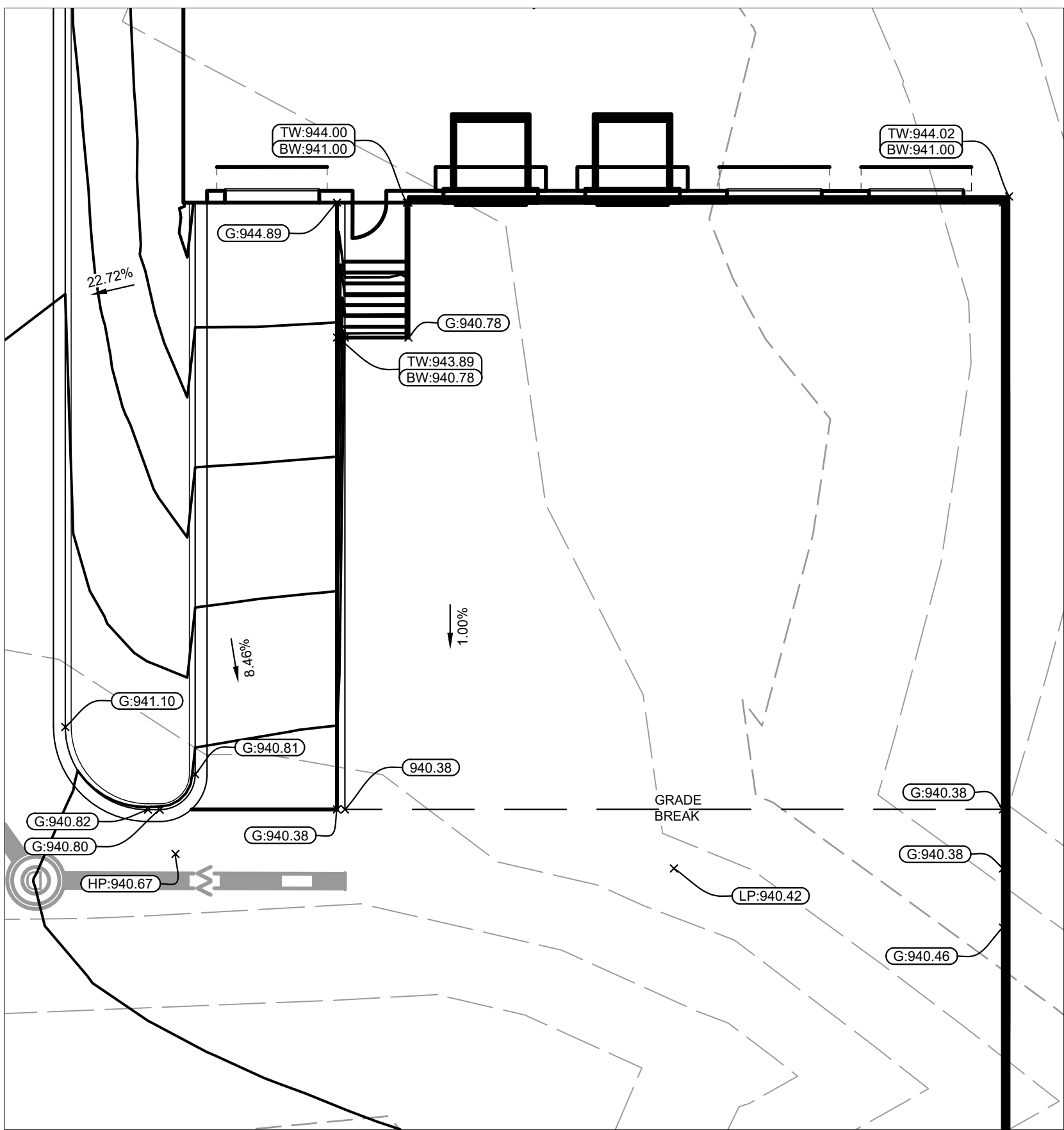
1 EAST LOADING DOCK
Scale: 1"=10'



2 NORTH ADA RAMPS
Scale: 1"=10'



3 SOUTH ADA RAMPS
Scale: 1"=10'



4 WEST LOADING DOCK
Scale: 1"=10'

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PROJECT TITLE

**OLIVE PROGRAM - TWIN HARDWARE
EXPANSION**

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF GHASKA PRELIMINARY PLAN

LICENSEE

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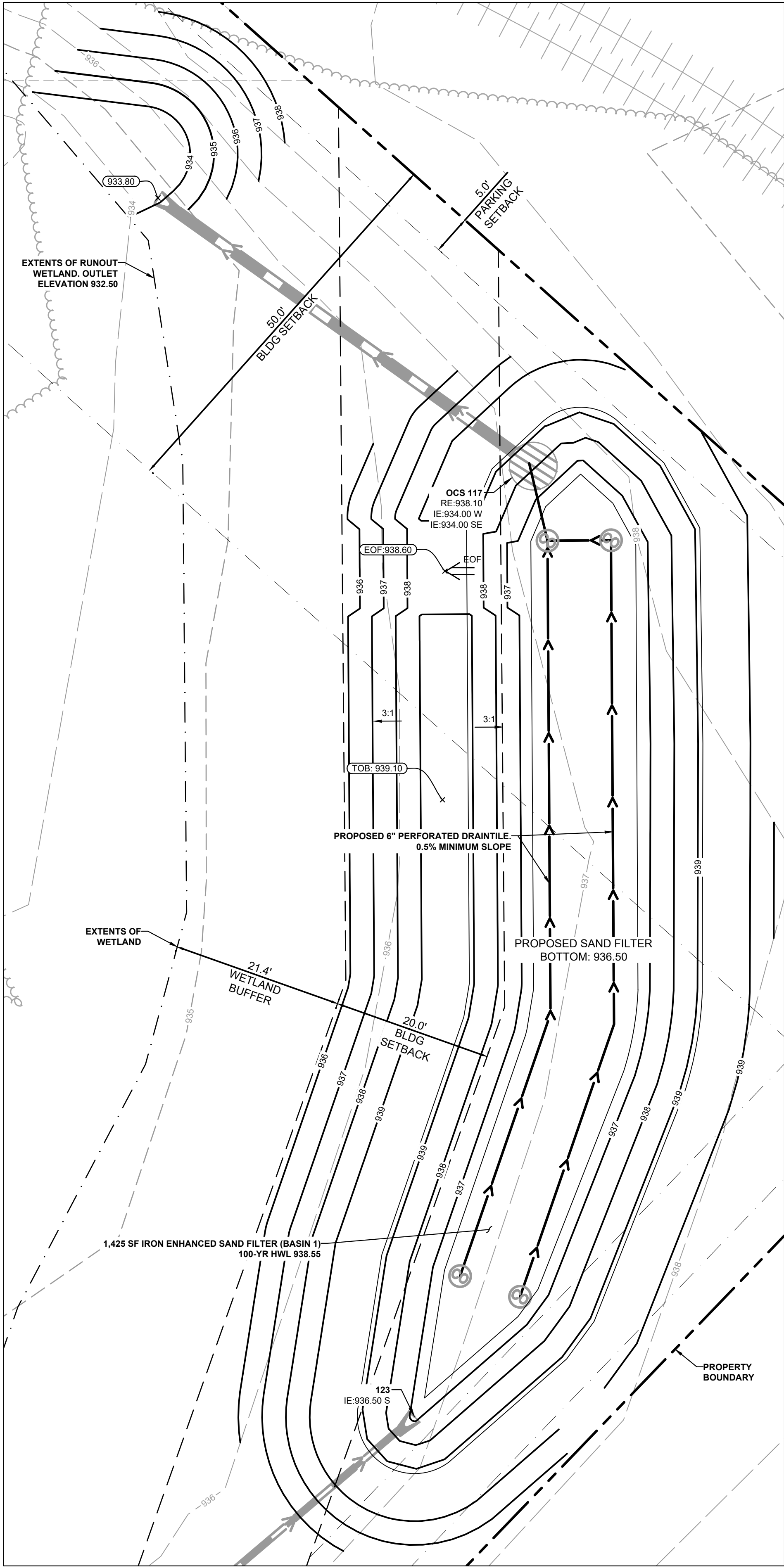
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DRAWING TITLE

**GRADING PLAN
ENLARGEMENTS**

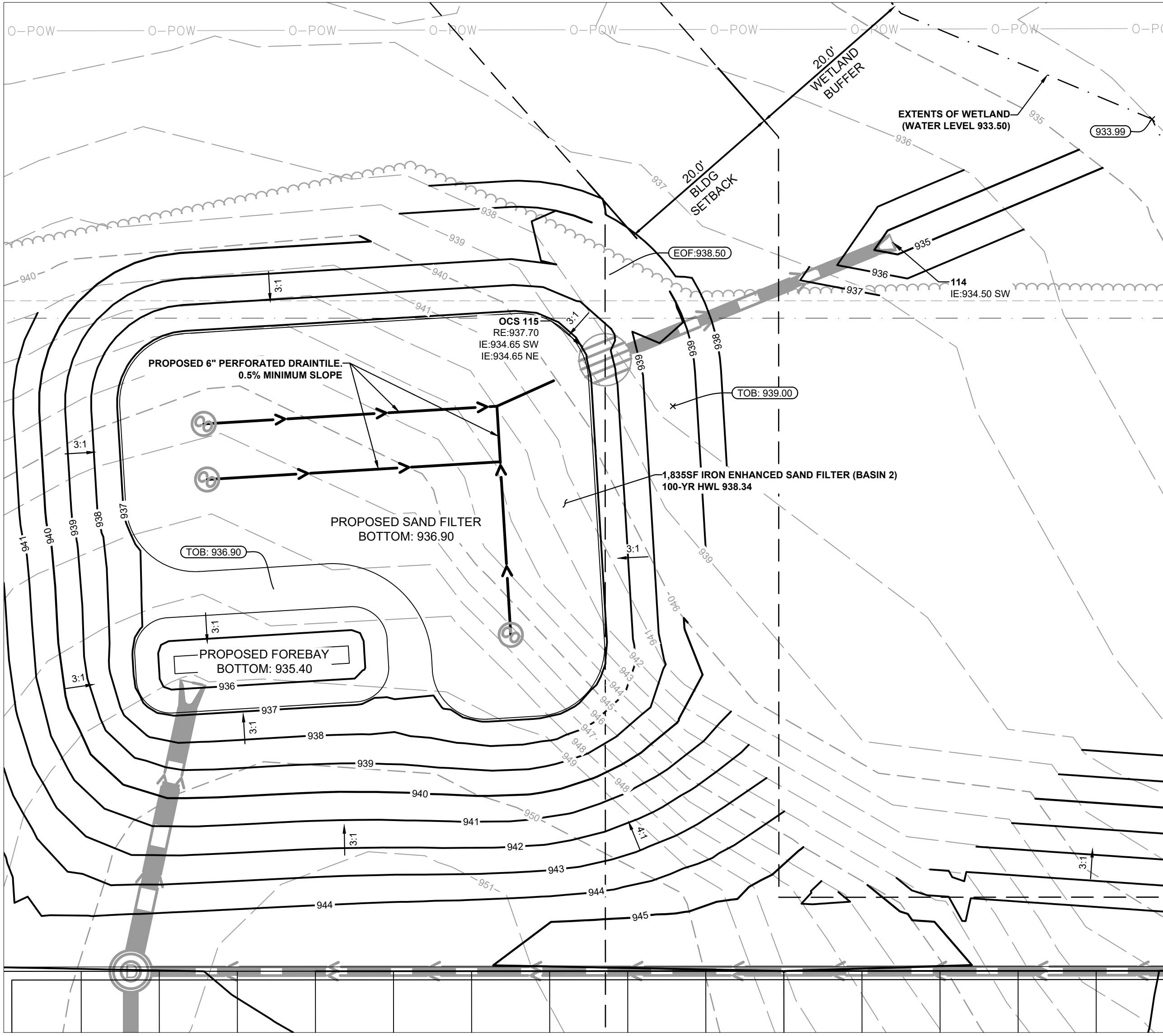
DRAWING NUMBER

C501



EAST IRON ENHANCED SAND FILTER

Scale: 1"=10'



WEST IRON ENHANCED SAND FILTER

Scale: 1"=10'

LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED RIDGE LINE
- PROPOSED SWALE
- PROPOSED STORM MANHOLE (SOLID CASTING)
- PROPOSED STORM MANHOLE (ROUND INLET CASTING)
- PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CASTING)
- PROPOSED STORM SEWER CLENOUT
- PROPOSED FLARED END SECTION
- PROPOSED RIPRAP
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- PROPOSED HIGH POINT ELEVATION
- PROPOSED LOW POINT ELEVATION
- PROPOSED GUTTER ELEVATION
- PROPOSED TOP OF CURB ELEVATION
- PROPOSED FLUSH PAVEMENT ELEVATION
- MATCH EXISTING ELEVATION
- PROPOSED EMERGENCY OVERFLOW ELEVATION
- PROPOSED TOP OF BERM ELEVATION
- PROPOSED TOP/BOTTOM OF WALL ELEVATION
- PROPOSED DRAINAGE DIRECTION



CIVIL ENGINEER

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767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
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**BECKMAN
COULTER**
Life Sciences

CONSULTING ARCHITECT/ENGINEER

**CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.**

1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE

**OLIVE PROGRAM - TWIN HARDWARE
EXPANSION**

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF GHASKA PRELIMINARY PLAN

LICENSEE

NOT FOR CONSTRUCTION

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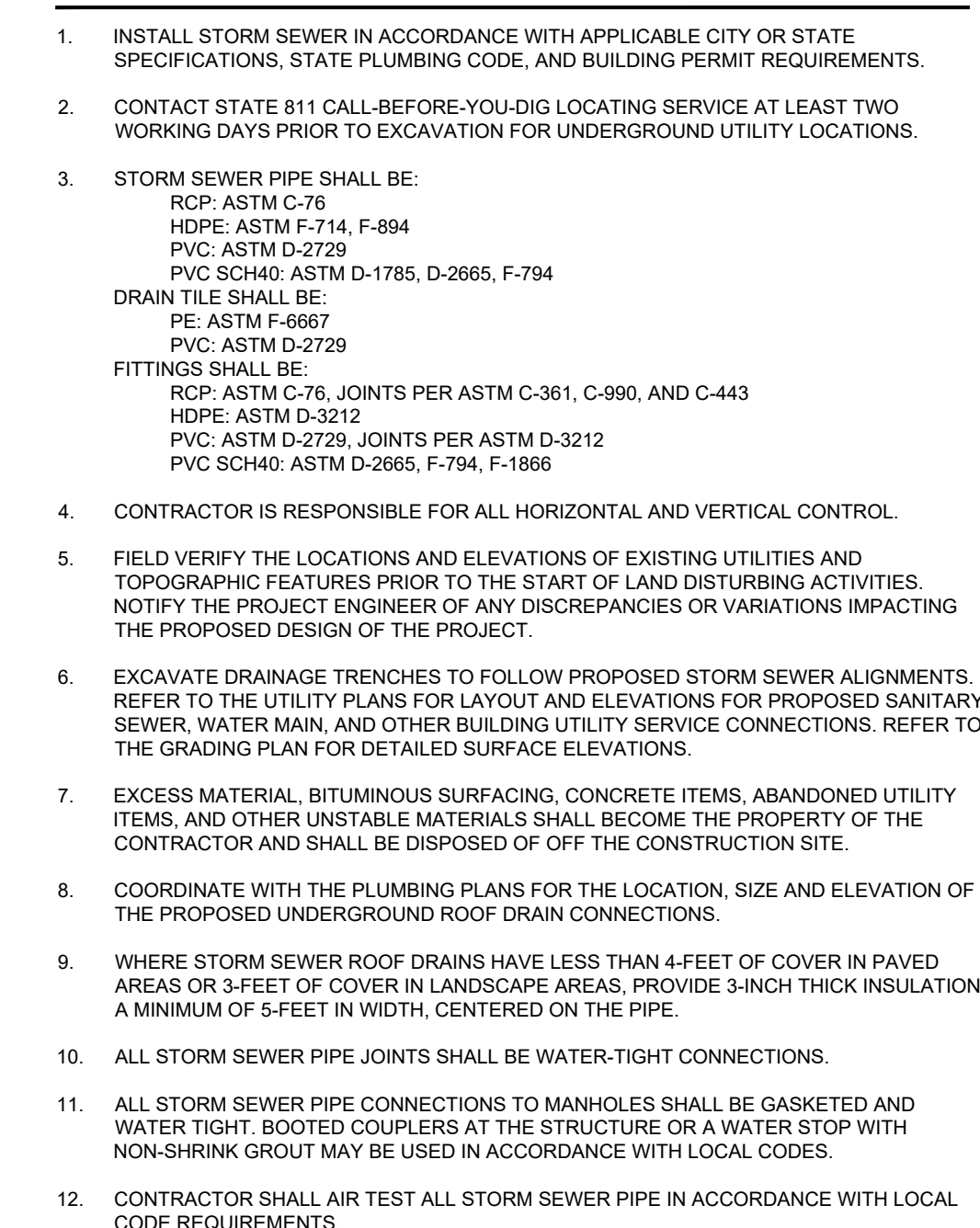
PROJ. NO.	240396	DESIGNED BY:	KLSC
SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

DRAWING TITLE

**GRADING PLAN
ENLARGEMENTS**

DRAWING NUMBER

C502



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OLIVE PROGRAM - TWIN HARDWARE EXPANSION

LICENSEE

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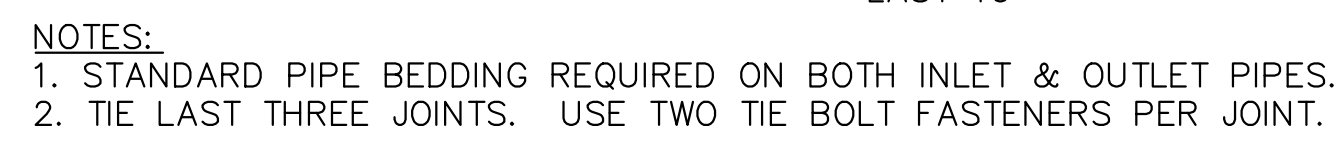
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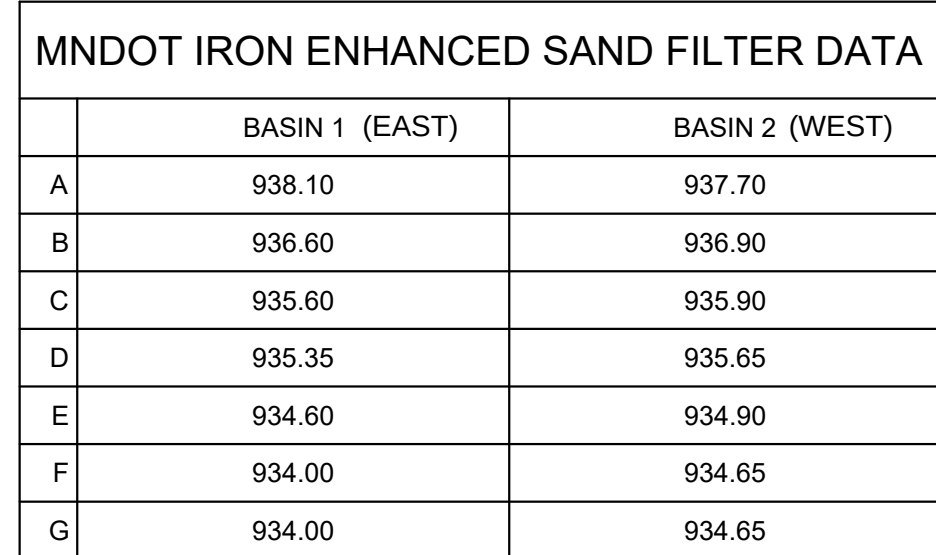
STORM SEWER PLAN

C503

1. GRATES TO BE MADE IN (2) PIECES
2. ALL METAL SHALL BE HOT-DIPPED-GALVANIZED



1 BASIN 1 & 2 - OCS
NO SCALE



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OLIVE PROGRAM - TWIN HARDWARE EXPANSION

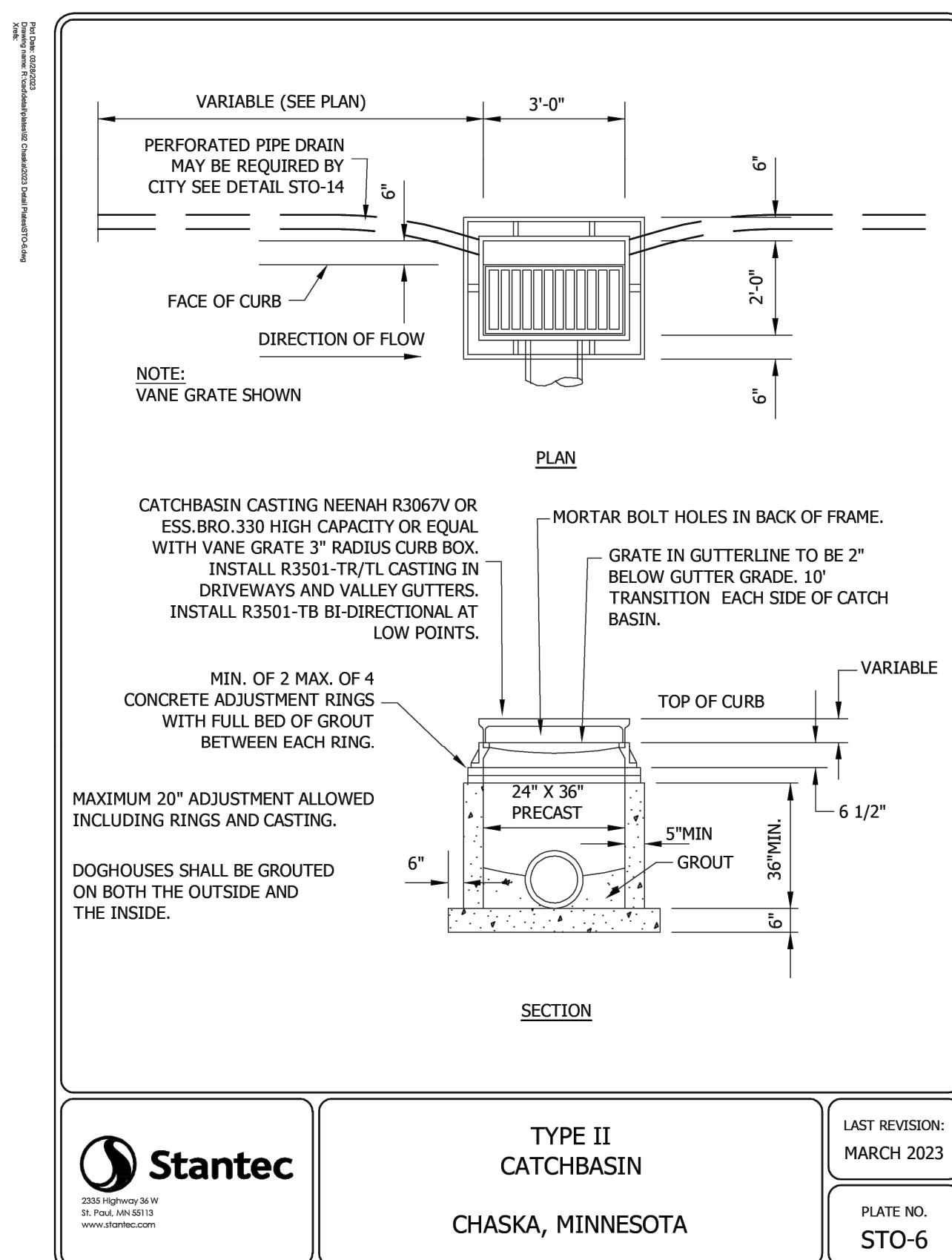
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GRADING & STORM SEWER DETAILS

C504



CONSULTING ARCHITECT/ENGINEER

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PROJECT TITLE
OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

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DRAWING TITLE

**GRADING & STORM
SEWER DETAILS**

DRAWING NUMBER

C505

MC-3500 TECHNICAL SPECIFICATION

NOMINAL CHAMBER SPECIFICATIONS
 SIZE: ON X 1 X INSTALLED LENGTH
 CHAMBER STORAGE: 109.9 CUBIC FEET (3.11 m³)
 MINIMUM INSTALLED STORAGE*: 170.0 CUBIC FEET (4.86 m³)
 WEIGHT: 134 lbs. (60.8 kg)

NOMINAL END CAP SPECIFICATIONS
 SIZE: ON X 1 X INSTALLED LENGTH
 END CAP STORAGE: 14.9 CUBIC FEET (0.42 m³)
 MINIMUM INSTALLED STORAGE*: 45.1 CUBIC FEET (1.28 m³)
 WEIGHT: 49 lbs. (22.2 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION, 6" SPACING BETWEEN CHAMBERS, 6" (152 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
STUBS AT TOP OR END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A WELDED CROWN PLATE END WITH "C"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "Y"

PART #	STUB	B	C
MC3500EPPOBT	6" (150 mm)	33.21" (844 mm)	—
MC3500EPPBOB	—	31.15" (791 mm)	0.66" (17 mm)
MC3500EPPBOT	6" (200 mm)	—	0.81" (21 mm)
MC3500EPPBOT	10" (250 mm)	29.50" (738 mm)	—
MC3500EPPBOB	—	0.93" (24 mm)	—
MC3500EPPBOT	12" (300 mm)	26.36" (670 mm)	1.35" (34 mm)
MC3500EPPBOT	—	23.39" (594 mm)	1.50" (38 mm)
MC3500EPPBOT	15" (375 mm)	—	—
MC3500EPPBOT	—	20.93" (509 mm)	—
MC3500EPPBOT	18" (450 mm)	—	1.77" (45 mm)
MC3500EPPBOT	—	14.48" (368 mm)	—
MC3500EPPBOT	24" (600 mm)	—	2.06" (52 mm)
MC3500EPPBOT	30" (750 mm)	—	2.79" (70 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL.

CUSTOM PRECURED INVERTS ARE AVAILABLE UPON REQUEST.
 INVENTED MANIFOLDS INCLUDE:
 12" (305 mm) MAX LIFT TO A MIN. 90% PROCTOR DENSITY FOR
 AND 18" (457 mm) MAX LIFT TO A MIN. 90% PROCTOR DENSITY FOR
 ECCENTRIC MANIFOLDS. CUSTOM
 INVERT LOCATIONS ON THE MC-3500
 END CAP CUT IN THE FIELD ARE NOT
 RECOMMENDED FOR PIPE SIZES
 GREATER THAN 10" (250 mm).
 THE INVERT LOCATION IN COLUMN "B"
 IS THE HIGHEST POSSIBLE FOR
 THE PIPE SIZE.

2 MC-3500 TECHNICAL SPECIFICATION

ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D FINAL FILL: FILL MATERIAL FOR LAYER "D" STARTS FROM THE TOP OF THE "C" LAYER TO THE BOTTOM OF CHAMBERS OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE "D" LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS OR PER ENGINEER'S PLANS. CHECK PLAN FOR PAVEMENT SUBBASE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEERS' PLAN. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
E INITIAL FILL: FILL MATERIAL FOR LAYER "E" STARTS FROM THE TOP OF THE EMBEDMENT STONE ("B" LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE "E" LAYER	GRANULAR WELL-GRADED SOIL/AGGREGATE MATERIALS, <36% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M43 ¹ A-1, A-2.4, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 90% PROCTOR DENSITY FOR WELL GRADED MATERIAL, AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ("A" LAYER) TO THE "C" LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE*	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE*	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{1,3}

PLEASE NOTE:

- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
- STORMTECH COMPACTION REQUIREMENTS ARE MET FOR "A" LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) MAX LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
- WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
- ONCE LAYER "C" IS PLACED, ANY "SOIL/MATERIAL CAN BE PLACED IN LAYER "D" UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER "C" OR "D" AT THE SITE DESIGN ENGINEERS DISCRETION.
- WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS "A" OR "B" THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".

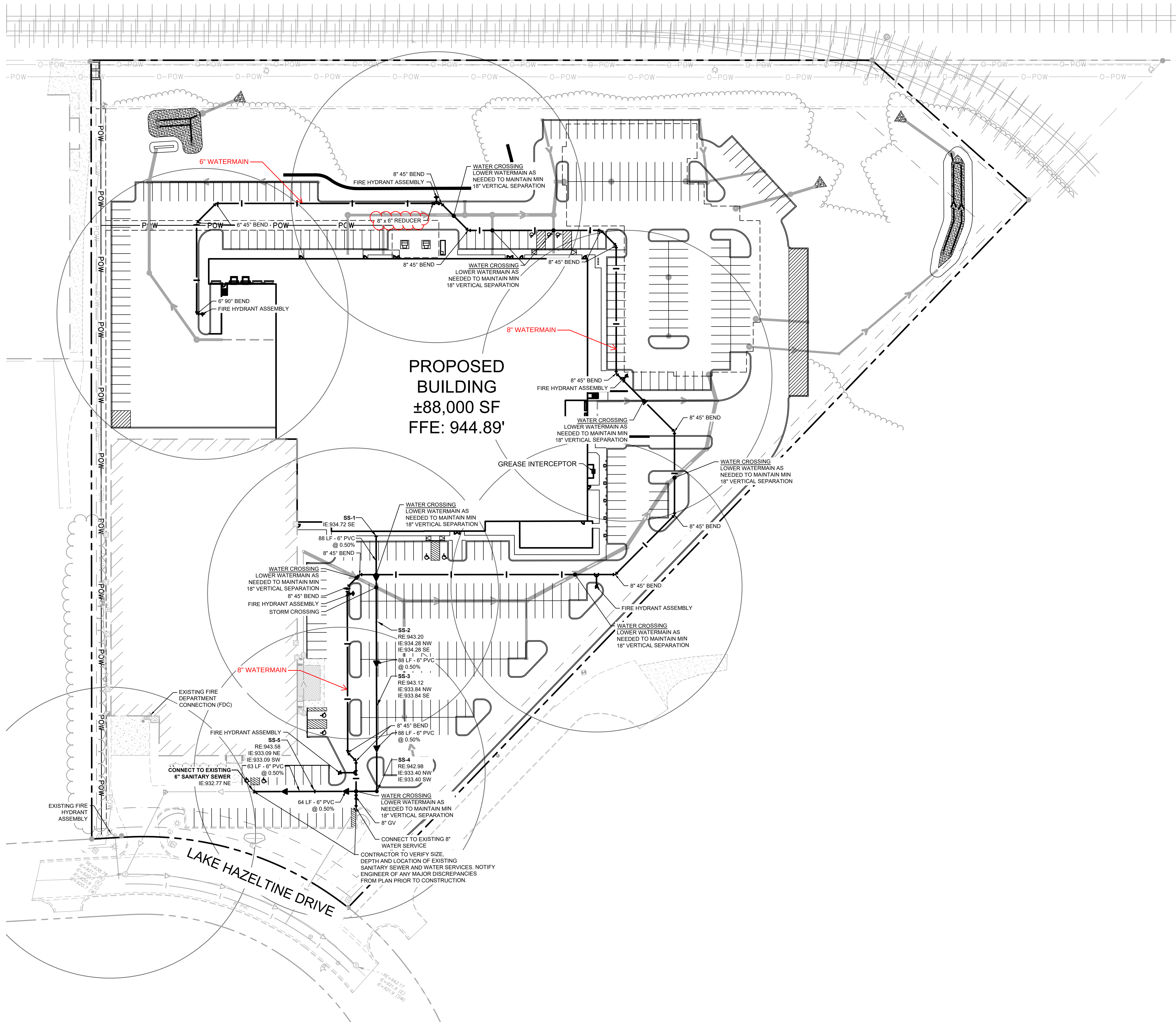
NOTES:

- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45/76 DESIGNATION SS.
- MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE ALLOWABLE BEARING CAPACITY OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL, AND SLOPED EXCAVATION WALLS.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STANDING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 400 LB-SQ/FT². THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418, AND 3) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73 °F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

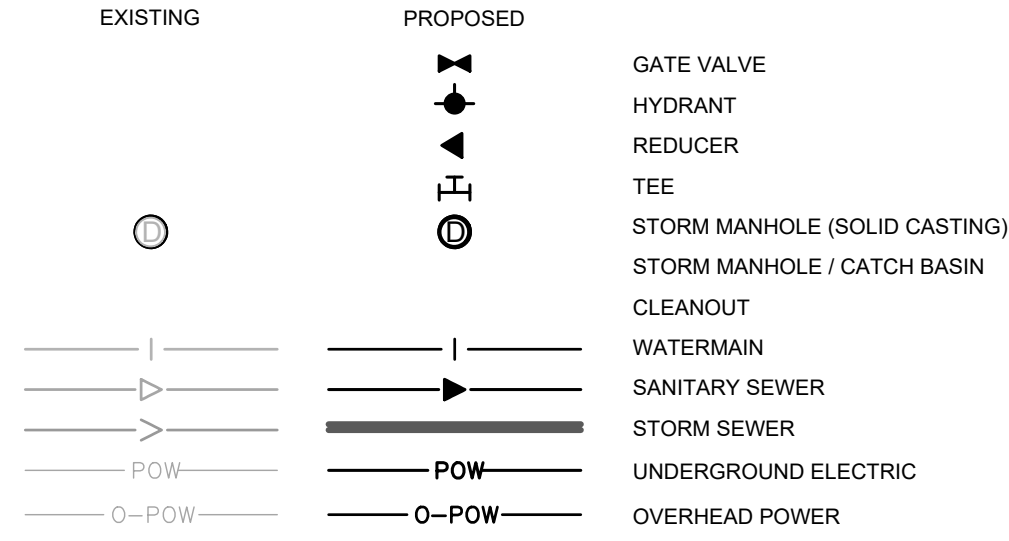
1 MC-3500 CROSS SECTION DETAIL

	4640 TRUEMAN BLVD CLEVELAND, OH 43026 1-800-773-7473	StormTech® Chamber System 1-800-821-8710 WWW.STORMTECH.COM	BECKMAN COULTER SC-800 CHASKA, MN, USA	DRAWN: DM CHECKED: N/A PROJECT #:	DATE: 03/03/2025
				REV:	NOT TO SCALE

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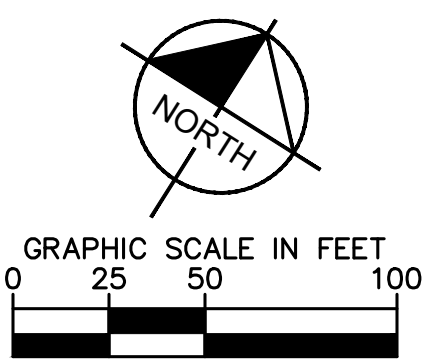


LEGEND



UTILITY PLAN NOTES

1. INSTALL UTILITIES IN ACCORDANCE WITH APPLICABLE CITY SPECIFICATIONS, STATE PLUMBING CODE, AND BUILDING PERMIT REQUIREMENTS.
2. CONTACT STATE 811 CALL-BEFORE-YOU-DIG LOCATING SERVICE AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION FOR UNDERGROUND UTILITY LOCATIONS.
3. CONTRACTOR IS RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
4. SANITARY SEWER PIPE SHALL BE:
PVC: ASTM D-2729, D-3034
PVC SCH 40: ASTM D-1785, F-714, F-884
SANITARY SEWER FITTINGS SHALL BE:
PVC: ASTM D-2729, D-3034
PVC SCH 40: ASTM D-2665, F-2704, F-1866
5. WATER MAIN PIPE SHALL BE:
PVC: ASTM D-1785, D-2241, AWWA C-300
DUCTILE IRON: AWWA C-115
WATER MAIN FITTINGS SHALL BE:
PVC: ASTM D-2464, D-2466, D-2467, F-1970, AWWA C-907
DUCTILE IRON: AWWA C-153, C-110, ASME 316.4
6. STORM SEWER PIPE SHALL BE:
RCP: ASTM C-76
HDPE: ASTM F-714, F-894
PVC: ASTM D-2729
PVC SCH 40: ASTM D-1785, D-2665, F-794
DRAIN TILE SHALL BE:
PE: ASTM F-4687
PVC: ASTM D-2729
STORM SEWER FITTINGS SHALL BE:
RCP: ASTM C-76, JOINTS PER ASTM C-361, C-690, AND C-443
HDPE: ASTM D-3212
PVC: ASTM D-2729, JOINTS PER ASTM D-3212
PVC SCH 40: ASTM D-2665, F-794, F-1866
7. WHEN CONNECTING TO AN EXISTING UTILITY LINE, FIELD VERIFY THE LOCATION, DEPTH, AND SIZE OF THE EXISTING PIPE(S) PRIOR TO INSTALLATION OF THE NEW LINES. NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS IMPACTING THE PROPOSED DESIGN OF THE PROJECT.
8. PLACE AND COMPACT ALL FILL MATERIAL PRIOR TO INSTALLATION OF PROPOSED UNDERGROUND UTILITIES. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
9. MAINTAIN A MINIMUM OF 7'-6" COVER ON ALL WATER LINES.
10. FOR WATER LINES AND STUB-OUTS UTILIZE MECHANICAL JOINTS WITH RESTRAINTS SUCH AS THRUST BLOCKING, WITH STAINLESS STEEL OR COBALT BLUE BOLTS, OR AS INDICATED IN THE CITY SPECIFICATIONS AND PROJECT DOCUMENTS.
11. MAINTAIN 18-INCH MINIMUM VERTICAL SEPARATION WHERE SEWER PIPE CROSSES WATER LINES (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE OR STRUCTURE). PROVIDE 10-FOOT HORIZONTAL SEPARATION BETWEEN SEWER PIPE AND WATER LINES.
12. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (OR ANY OBSTRUCTION EXISTING AND PROPOSED), THE SANITARY PIPE MATERIAL SHALL BE PVC SCHEDULE 40 OR PVC C-900 AND HAVE MECHANICAL JOINTS AT LEAST 10 FEET ON EITHER SIDE OF THE CENTER LINE OF THE CROSSING. THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE FASTENERS AS REQUIRED TO PROVIDE A MINIMUM OF 18-INCH VERTICAL SEPARATION MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
13. ALL PVC & HDPE SEWER AND WATER PIPE SHALL HAVE A TRACER WIRE INSTALLED IN THE TRENCH AND TERMINATED PER THE DETAILS.
14. UNDERGROUND UTILITY LINES SHALL BE INSTALLED, INSPECTED AND APPROVED PRIOR TO PLACING BACKFILL.
15. IN PAVEMENT AREAS, RAISE MANHOLE CASTINGS TO BE FLUSH WITH PROPOSED FINISHED SURFACE GRADE. IN GREEN AREAS, RAISE MANHOLE CASTINGS TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATION & INSTALL A WATERTIGHT LID.
16. REFER TO PLUMBING PLANS FOR LOCATION, SIZE AND ELEVATION OF UTILITY SERVICE CONNECTIONS AND ROOF DRAINS TO THE INTERIOR BUILDING SYSTEMS. BACKFLOW DEVICES (DDOV AND PRZ ASSEMBLIES) & METERS ARE LOCATED INSIDE THE BUILDING.
17. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
18. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES. COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
19. REFER TO THE SITE ELECTRICAL PLANS FOR SPECIFICATIONS OF THE PROPOSED SITE LIGHTING AND ELECTRICAL EQUIPMENT.
20. EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS. REFER TO THE UTILITY PLANS FOR LAYOUT AND ELEVATIONS FOR PROPOSED SANITARY SEWER, WATER MAIN, AND OTHER BUILDING UTILITY SERVICE CONNECTIONS. REFER TO THE GRADING PLAN FOR DETAILED SURFACE ELEVATIONS.
21. EXCESS MATERIAL, ABANDONED UTILITY ITEMS, AND OTHER UNUSABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
22. COORDINATE WITH THE PLUMBING PLANS FOR THE LOCATION, SIZE AND ELEVATION OF THE PROPOSED UNDERGROUND ROOF DRAIN CONNECTIONS.
23. WHERE STORM SEWER ROOF DRAINS HAVE LESS THAN 4'-FEET OF COVER IN PAVED AREAS OR 3'-FEET OF COVER IN LANDSCAPE AREAS, PROVIDE 3-INCH THICK INSULATION A MINIMUM OF 5'-FEET IN WIDTH, CENTERED ON THE PIPE.
24. ALL STORM SEWER PIPE JOINTS SHALL BE WATER-TIGHT CONNECTIONS.
25. ALL STORM SEWER PIPE CONNECTIONS TO MANHOLES SHALL BE GASKETED AND WATER TIGHT. BOOTED COUPLERS AT THE STRUCTURE OR A WATER STOP WITH NON-SHRINKING GROUT MAY BE USED IN ACCORDANCE WITH LOCAL CODES.
26. CONTRACTOR SHALL AIR TEST ALL STORM SEWER PIPE IN ACCORDANCE WITH LOCAL CODE REQUIREMENTS.



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CLIENT



CONSULTING ARCHITECT/ENGINEER



PROJECT TITLE

CHASKA HARDWARE EXPANSION

REV	BY	DATE	DESCRIPTION
0		20MAR2025	ISSUED FOR BID - EARLY PACKAGE
		27MAR2025	PRELIMINARY PLAN REVISIONS

LICENSEE

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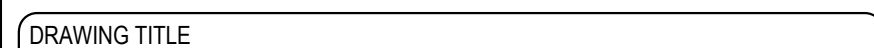
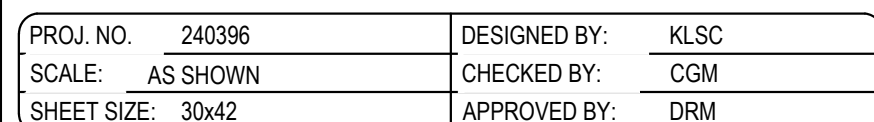
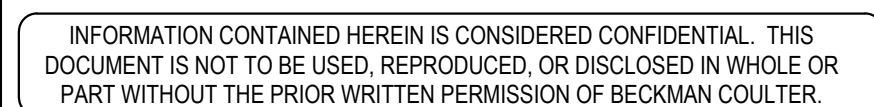
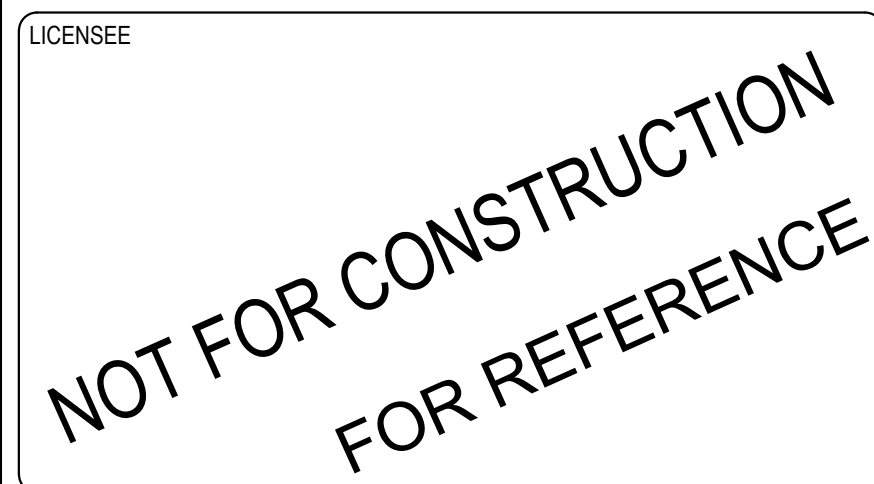
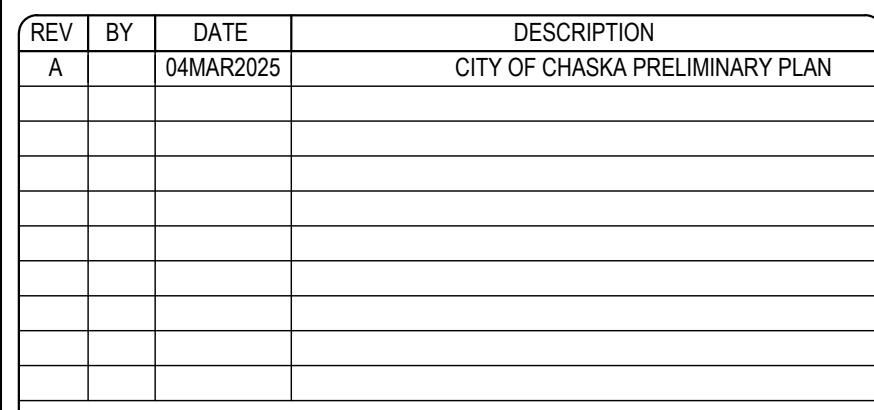
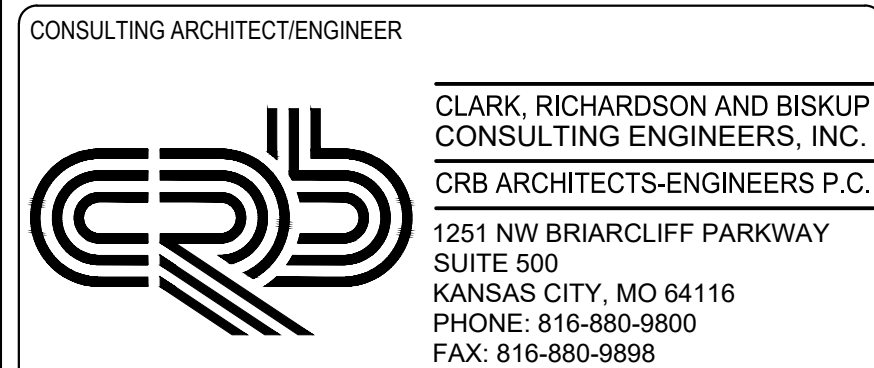
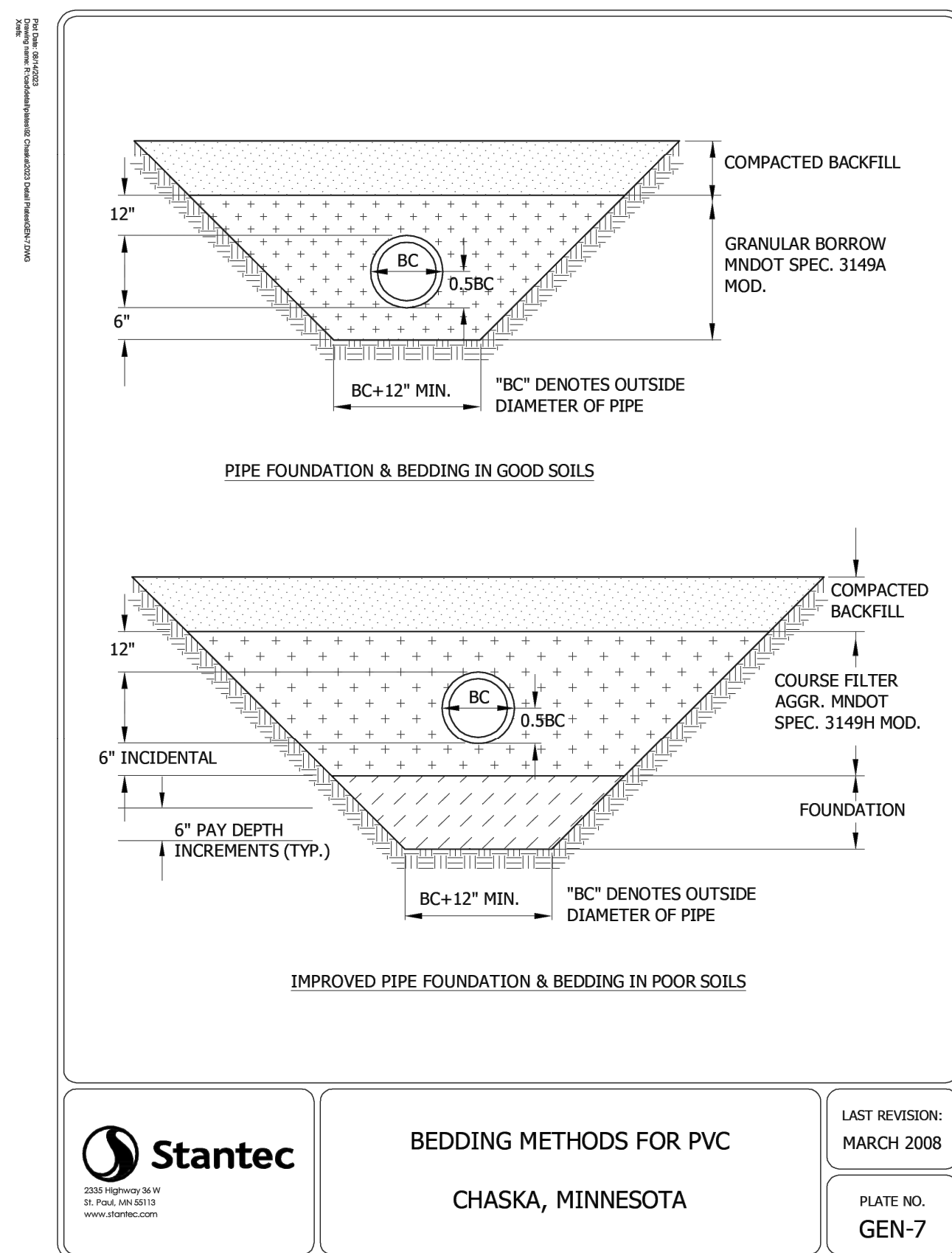
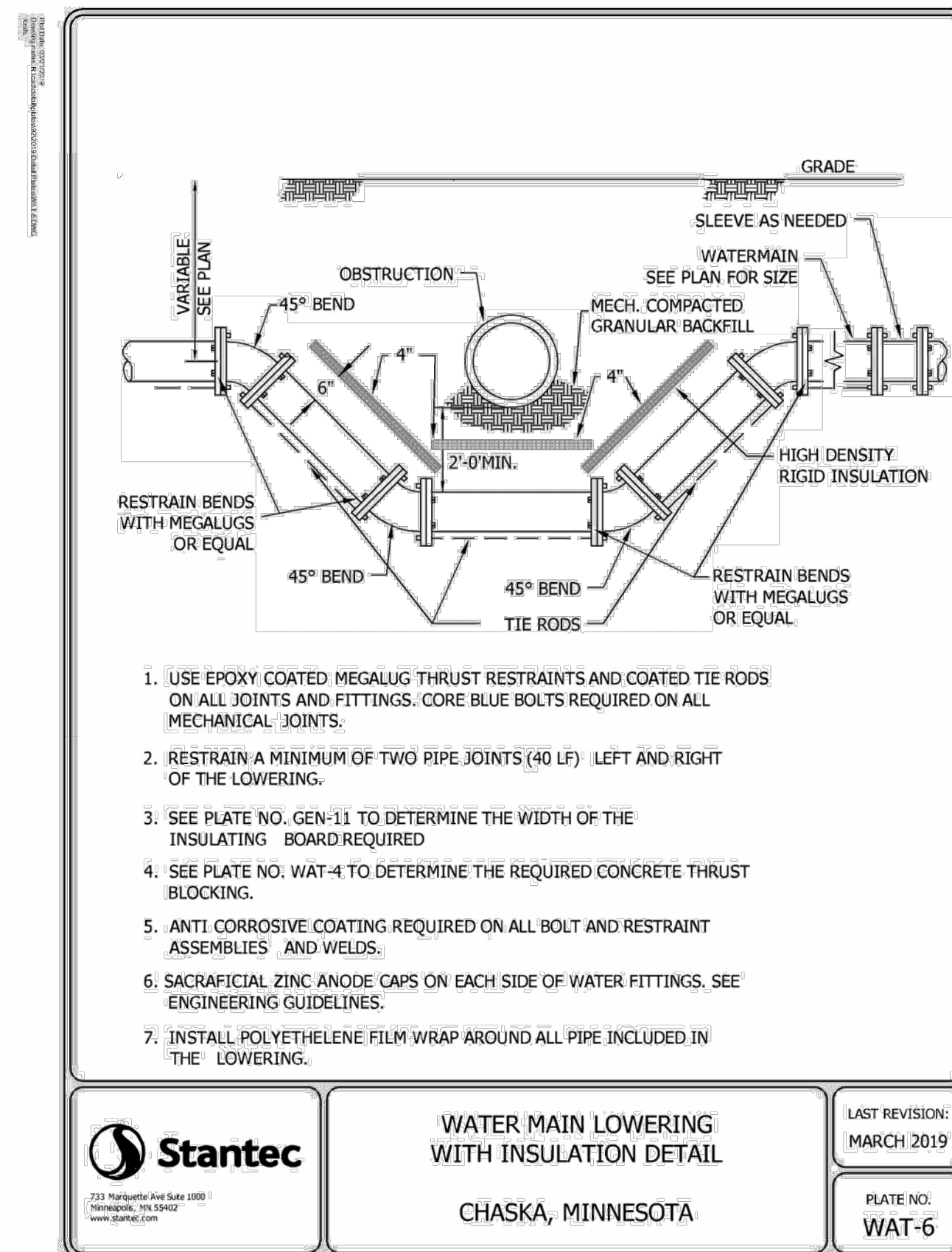
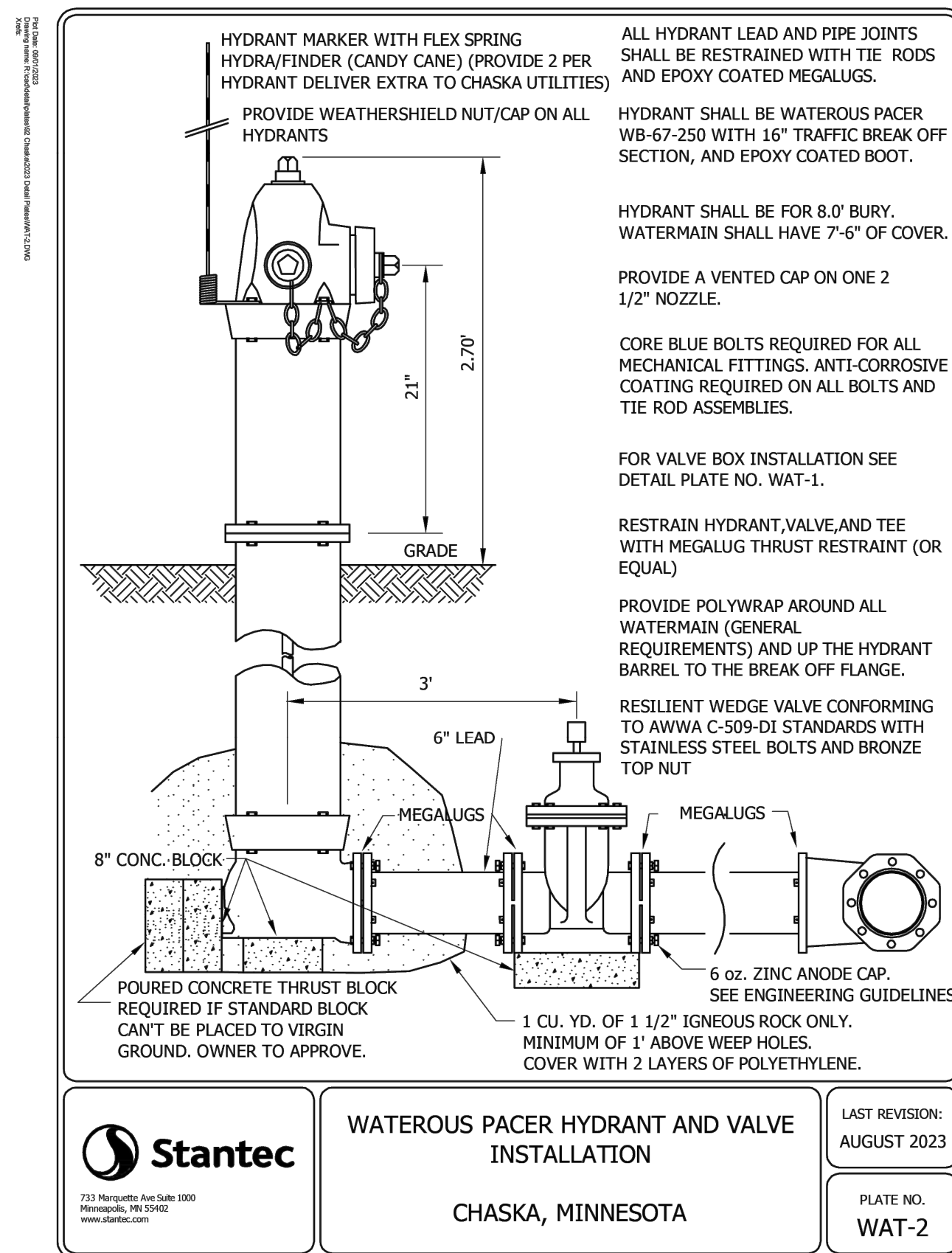
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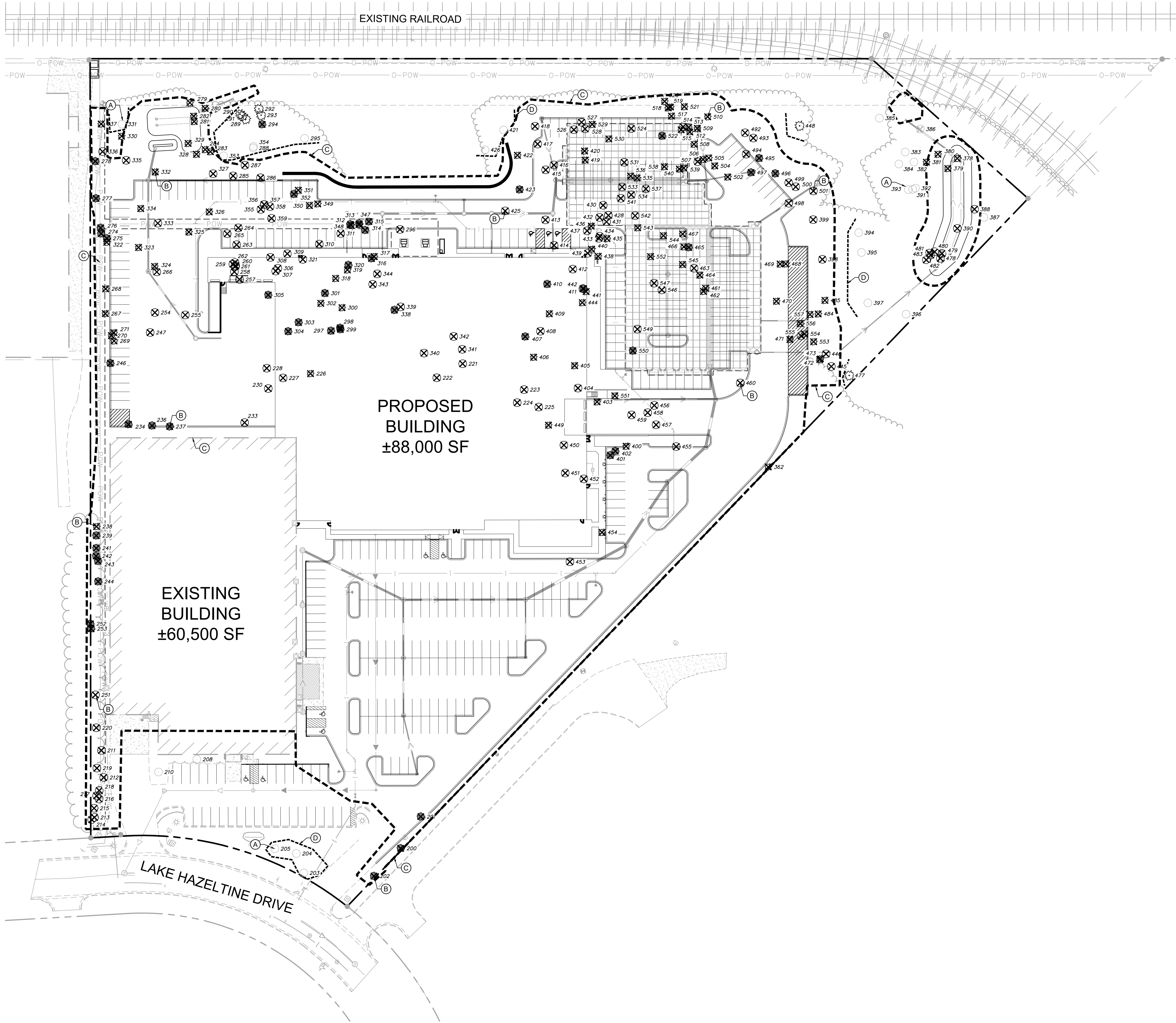
DRAWING TITLE

CIVIL
UTILITY PLAN

DRAWING NUMBER

C600





LANDSCAPE LEGEND

--- PROPERTY LINE
- - - LIMITS OF CONSTRUCTION (TYP.)
- - - TREE PROTECTION FENCE

○ TREE TO REMAIN
⊗ TREE TO BE REMOVED
⊗ TREE NOT COUNTED - POOR HEALTH, INSIGNIFICANT, INFECTED WITH EAB OR OFFSITE
○ OAK/MAPLE (DRIPLINE SHOWN)

KEYNOTE LEGEND

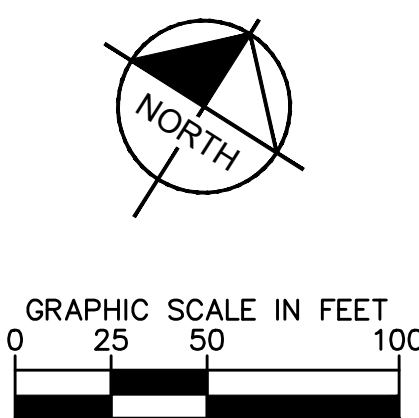
Ⓐ EXISTING TREE TO BE SAVED (TYP.)
Ⓑ EXISTING TREE TO BE REMOVED (TYP.)
Ⓒ LIMITS OF CONSTRUCTION (TYP.)
Ⓓ TREE PROTECTION FENCE (SEE DETAIL) (TYP.)

TREE SURVEY SUMMARY		
TOTAL TREES SURVEYED	358 TREES	3,514 CALIPER INCHES
OFFSITE TREES NOT COUNTED (NOT ON PLAN)	27 TREES	224 CALIPER INCHES
TREES UNDER 6" NOT COUNTED (NOT ON PLAN)	29 TREES	119 CALIPER INCHES
EXEMPT TREES NOT COUNTED (ASH TREES SHOWN ON PLAN)	47 TREES	400 CALIPER INCHES
TOTAL TREES COUNTED	255 TREES	2,772 CALIPER INCHES
PRESERVED SIGNIFICANT OVERSTORY TREES	21 TREES	350 CALIPER INCHES
PRESERVED SIGNIFICANT UNDERSTORY TREES	1 TREES	6 CALIPER INCHES
PRESERVED OVERSTORY TREES	10 TREES	78 CALIPER INCHES
REMOVED SIGNIFICANT OVERSTORY TREES	114 TREES	1,586 CALIPER INCHES
REMOVED SIGNIFICANT UNDERSTORY TREES	1 TREES	20 CALIPER INCHES
REMOVED OVERSTORY TREES	108 TREES	732 CALIPER INCHES

- TREE PROTECTION NOTES**
- PRUNING WILL BE DONE BY PROFESSIONALS DURING APPROPRIATE PRUNING SEASON.
 - NO STORAGE OF MATERIALS, OPERATION OF MACHINERY, OR DEVELOPMENT OF ANY SORT WILL OCCUR WITHIN THE FENCE-LINE WITHOUT APPROVAL IN WRITING FROM CITY.
 - SITE GRADING TO BE DONE ONLY AFTER PROTECTIVE MEASURES HAVE BEEN TAKEN, CITY HAS APPROVED FENCING LOCATIONS, AND ALL CONTRACTORS HAVE BEEN BRIEFED ON TREE PRESERVATION TECHNIQUES.
 - EXISTING TREES TO REMAIN OR REMOVED TO BE CLEARLY IDENTIFIED, WITHIN DISTURBANCE LIMITS AND 10' OUTSIDE OF THE DISTURBANCE LIMITS.
 - TREE PRESERVATION TO BE APPROVED BY OWNER AND PER LOCAL GOVERNMENTAL AUTHORITY.

FURNISH AND INSTALL TEMPORARY FENCE AT THE TREE'S DRIPLINE OR CONSTRUCTION LIMITS AS SPECIFIED, PRIOR TO ANY CONSTRUCTION. WHEN POSSIBLE PLACE FENCE 25 FEET BEYOND THE DRIPLINE. PLACE PROTECTION SIGNS ALONG FENCE AT 20' INTERVALS.

1 TEMPORARY TREE PROTECTION FENCE PLACEMENT
SCALE: N.T.S. L100



CIVIL ENGINEER

Kimley»Horn

2024 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

CLIENT

BECKMAN COULTER
Life Sciences

CONSULTING ARCHITECT/ENGINEER

CRB

CLARK, RICHARDSON AND BISKUP
CONSULTING ENGINEERS, INC.
CRB ARCHITECTS-ENGINEERS P.C.
1251 NW BRIARCLIFF PARKWAY
SUITE 500
KANSAS CITY, MO 64116
PHONE: 816-880-9800
FAX: 816-880-9898

PROJECT TITLE
OLIVE PROGRAM - TWIN HARDWARE EXPANSION

REV	BY	DATE	DESCRIPTION
A		04MAR2025	CITY OF GHASKA PRELIMINARY PLAN

LICENSEE

NOT FOR CONSTRUCTION

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PROJ. NO.	240396	DESIGNED BY:	KLSC
SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

DRAWING TITLE
TREE INVENTORY & PRESERVATION PLAN

DRAWING NUMBER
L100

LANDSCAPE REQUIREMENTS

PROPOSED 1ST FLOOR ADDITION: 88,500 GFA
PROPOSED 2ND FLOOR ADDITION: 60,270 GFA
TOTAL BUILDING AREA: 148,770 GFA

SIGNIFICANT TREE CALIPER INCHES PRESERVED: 606 CALIPER INCHES (ALL TREES 10" DBH OR GREATER)**
REQUIRED OVERSTORY CALIPER INCHES: 465 CALIPER INCHES = 148,770 GFA / 320
PROVIDED OVERSTORY CALIPER INCHES: 465 CALIPER INCHES = 46 CREDITED INCHES EXISTING + 419 CAL INCHES PROPOSED
60% 2.5" CAL / 6' HT. - 167.5 CAL. IN. / 6' PROPOSED TREES
10% 3" CAL / 7' HT. - 57 CAL. IN. / 19 PROPOSED TREES
10% 3.5" CAL / 8' HT. - 87.5 CAL. IN. / 25 PROPOSED TREES
10% 4" CAL / 10' HT. - 44 CAL. IN. / 11 PROPOSED TREES
10% 4.5" CAL / 11' HT. - 63 CAL. IN. / 14 PROPOSED TREES
419 CAL. IN. / 135 PROPOSED TREES

SIGNIFICANT UNDERSTORY TREE CALIPER INCHES PRESERVED: 6 CALIPER INCHES (ALL UNDERSTORY TREES 6" DBH OR GREATER)**
REQUIRED UNDERSTORY CALIPER INCHES: 117 CALIPER INCHES = 465 REQ. OVERSTORY CAL. IN. * 0.25
PROVIDED UNDERSTORY CALIPER INCHES: 119 CALIPER INCHES = 119 PROPOSED CAL. IN. = (13) 2.5" CAL. / 6' HT. UNDERSTORY TREES*
(17) 2" CAL. UNDERSTORY TREES + (21) 6' HT. CONIFEROUS TREE

** SEE TREE PRESERVATION PLAN FOR LIST OF EXISTING TREES TO BE PRESERVED
NOTE: 6' HT. PROPOSED TREE = 2.5" CAL. IN.

SHRUBS REQUIRED: 496 SHRUBS = 3,117 LF OF SITE PERIMETER / 30
OR
148,770 GFA / 300
(WHICHEVER IS GREATER)

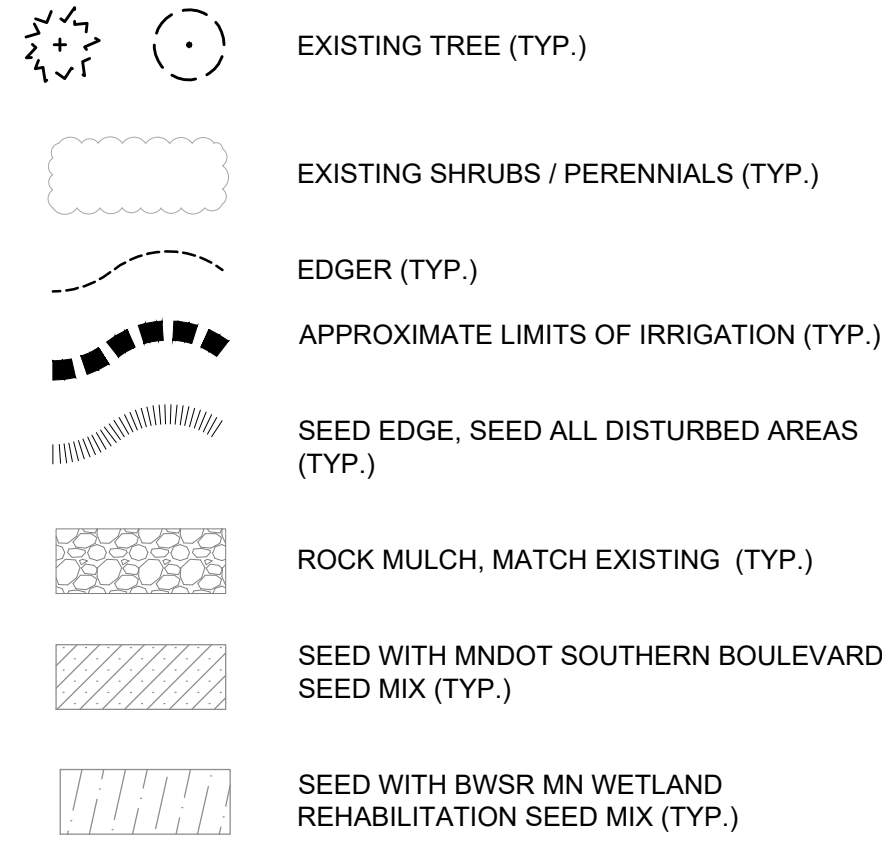
SHRUBS PROVIDED: 496 SHRUBS

PARKING LOT REQUIREMENTS

ISLAND AREA REQUIRED: 22,010 SF = 10% OF PARKING AREA = (220,100 * .1)
ISLANDS AREA PROVIDED: 43,600 SF (20%)

SCREENING REQUIRED: 4' HT SCREENING AT 75% OPACITY FROM LAKE HAZELTINE DRIVE
SCREENING PROVIDED: SEE PLAN

LANDSCAPE LEGEND

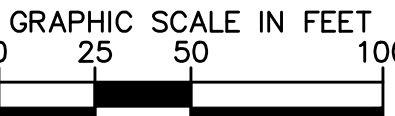
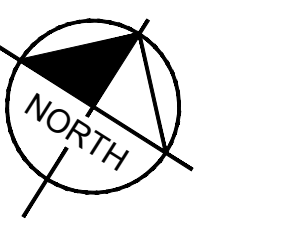
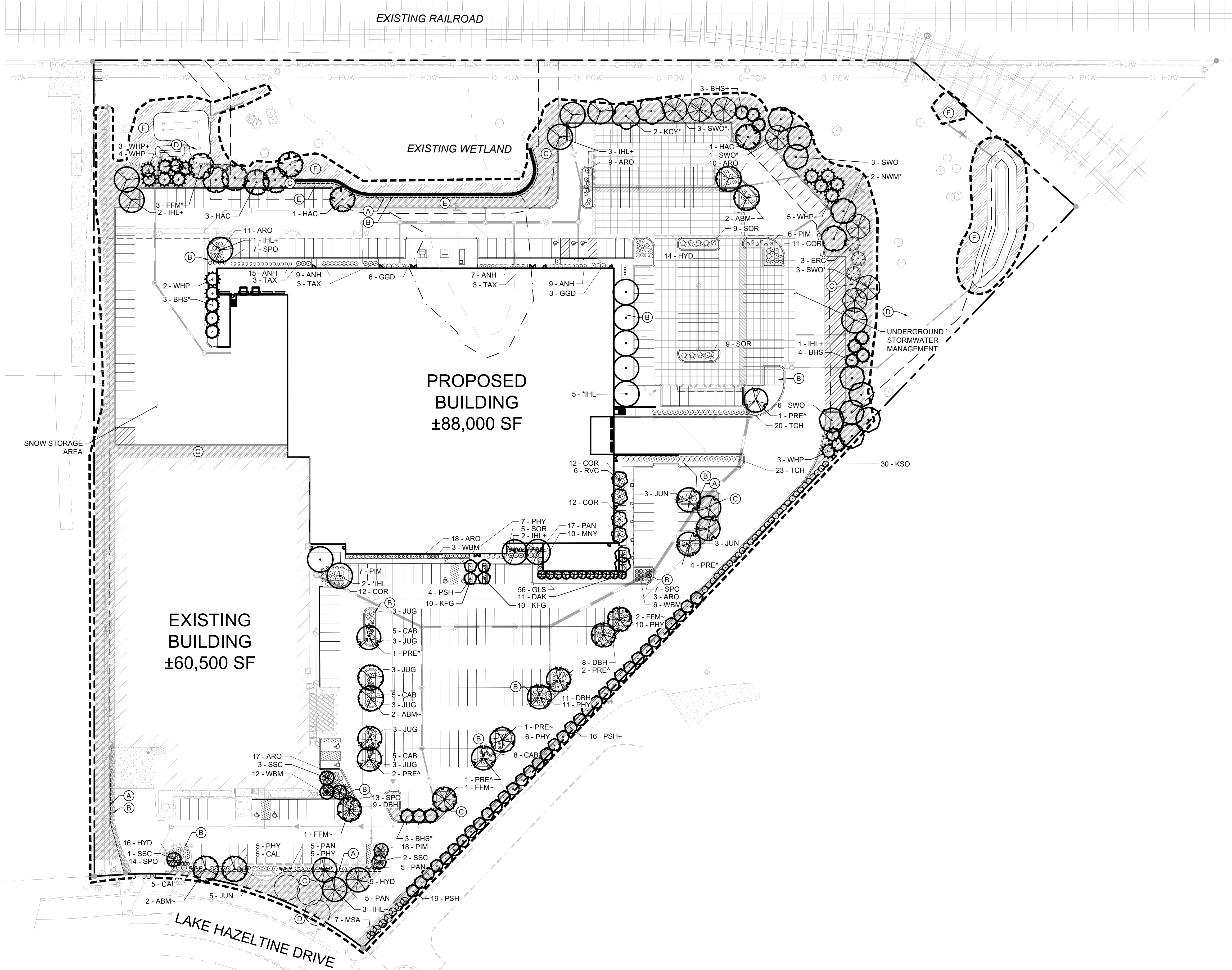


LANDSCAPE KEYNOTES

- (A) EDGER (TYP.)
(B) ROCK MULCH, MATCH EXISTING (TYP.)
(C) SEED WITH MNDOT SOUTHERN BOULEVARD SEED MIX (TYP.)
(D) EXISTING TREE TO REMAIN (TYP.)
(E) NO TREE PLANTINGS - PROPOSED RETAINING WALL GEOGRID (TYP.)
(F) SEED WITH BWSR MN WETLAND REHABILITATION SEED MIX (TYP.)

PLANT KEY

SYMBOL	CODE	COMMON NAME
UNDERSTORY TREE		
	DAK	DAKOTA PINNACLE BIRCH
	MSA	MOUNTAIN SENTINEL® ASPEN
	RVC	RIVER BIRCH MULTI-TRUNK
	SSC	SPRING SNOW CRAB APPLE
CONIFEROUS TREE		
	BHS	BLACK HILLS SPRUCE
	BHS	BLACK HILLS SPRUCE
	BHS	BLACK HILLS SPRUCE
	ERC	EASTERN RED CEDAR
	WHP	WHITE PINE
	WHP	WHITE PINE
OVERSTORY TREE		
	IHL	IMPERIAL HONEYLOCUST
	ABM	AUTUMN BLAZE MAPLE
	FFM	FALL FIESTA MAPLE
	FFM	FALL FIESTA MAPLE
	HAC	COMMON HACKBERRY
	IHL	IMPERIAL® HONEY LOCUST
	IHL	IMPERIAL HONEYLOCUST
	KCY	ESPRESSO KENTUCKY COFFEETREE
	KSO	KINDRED SPIRIT® OAK
	NWM	NORTHWOOD MAPLE
	PRE	PRINCETON ELM
	PRE	PRINCETON ELM
	PSH	PRAIRIE SENTINEL® HACKBERRY
	PSH	PRAIRIE SENTINEL® HACKBERRY
	SWO	SWAMP WHITE OAK
	SWO	SWAMP WHITE OAK
CONIFEROUS SHRUBS		
	JUG	GOLD LACE JUNIPER
	JUN	SEA GREEN JUNIPER
	MNY	MANEY JUNIPER
	PIM	VALLEY CUSHION MUGO PINE
	TAX	TAUNTON YEW
	TCH	TECHNY ARBORVITAE
	WBM	MUGO WHITE BUD PINE
DECIDUOUS SHRUBS		
	ANH	ANNABELLE HYDRANGEA
	ARO	IROQUOIS BEAUTY™ BLACK CHOKEBERRY
	COR	FIREDANCE™ RED TWIG DOGWOOD
	DBH	DWARF BUSH HONEYSUCKLE
	GGD	GARDEN GLOW DOGWOOD
	GLS	GRO-LOW FRAGRANT SUMAC
	HYD	LITTLE LIME® PANICLE HYDRANGEA
	PHY	LITTLE DEVIL™ DWARF NINEBARK
	SOR	SEM FALSE SPIRAEA
ORNAMENTAL GRASSES		
	CAB	KOREAN FEATHER REED GRASS
	CAL	KARL FOERSTER FEATHER REED GRASS
	PAN	HEAVY METAL SWITCH GRASS
	SPO	PRAIRIE DROPSPEED
PERENNIALS		
	KFG	KARL FOERSTER FEATHER REED GRASS



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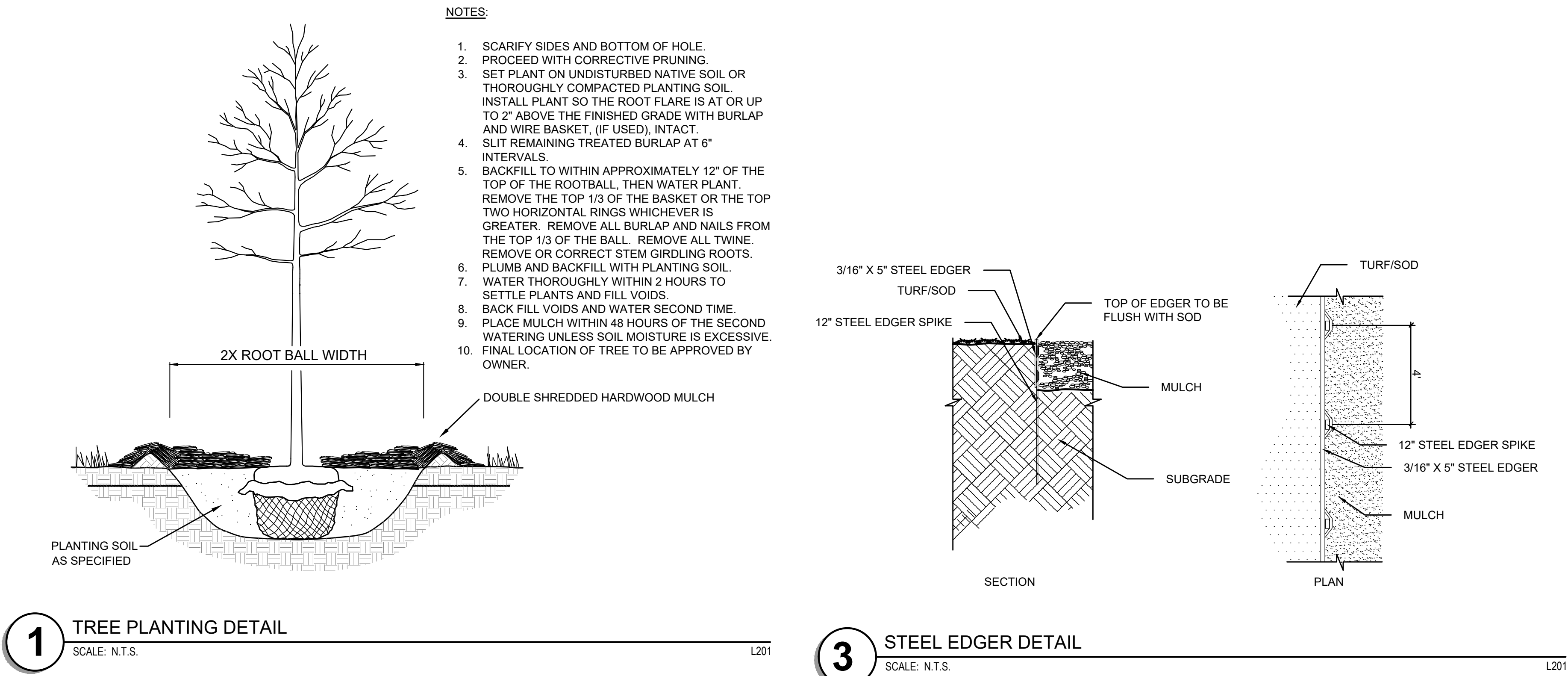
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SCALE:	AS SHOWN	CHECKED BY:	CGM
SHEET SIZE:	30x42	APPROVED BY:	DRM

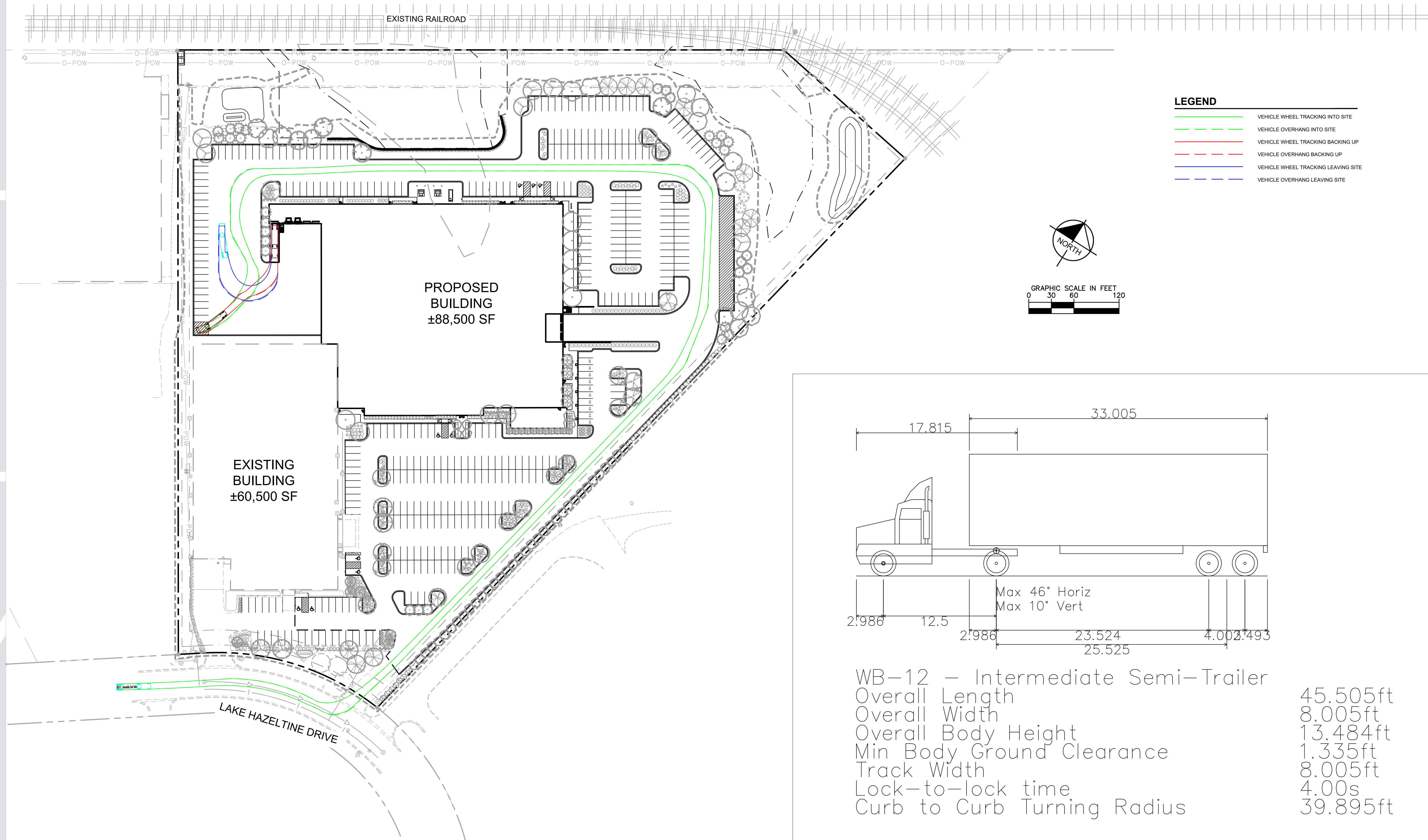
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LANDSCAPE PLAN

DRAWING NUMBER

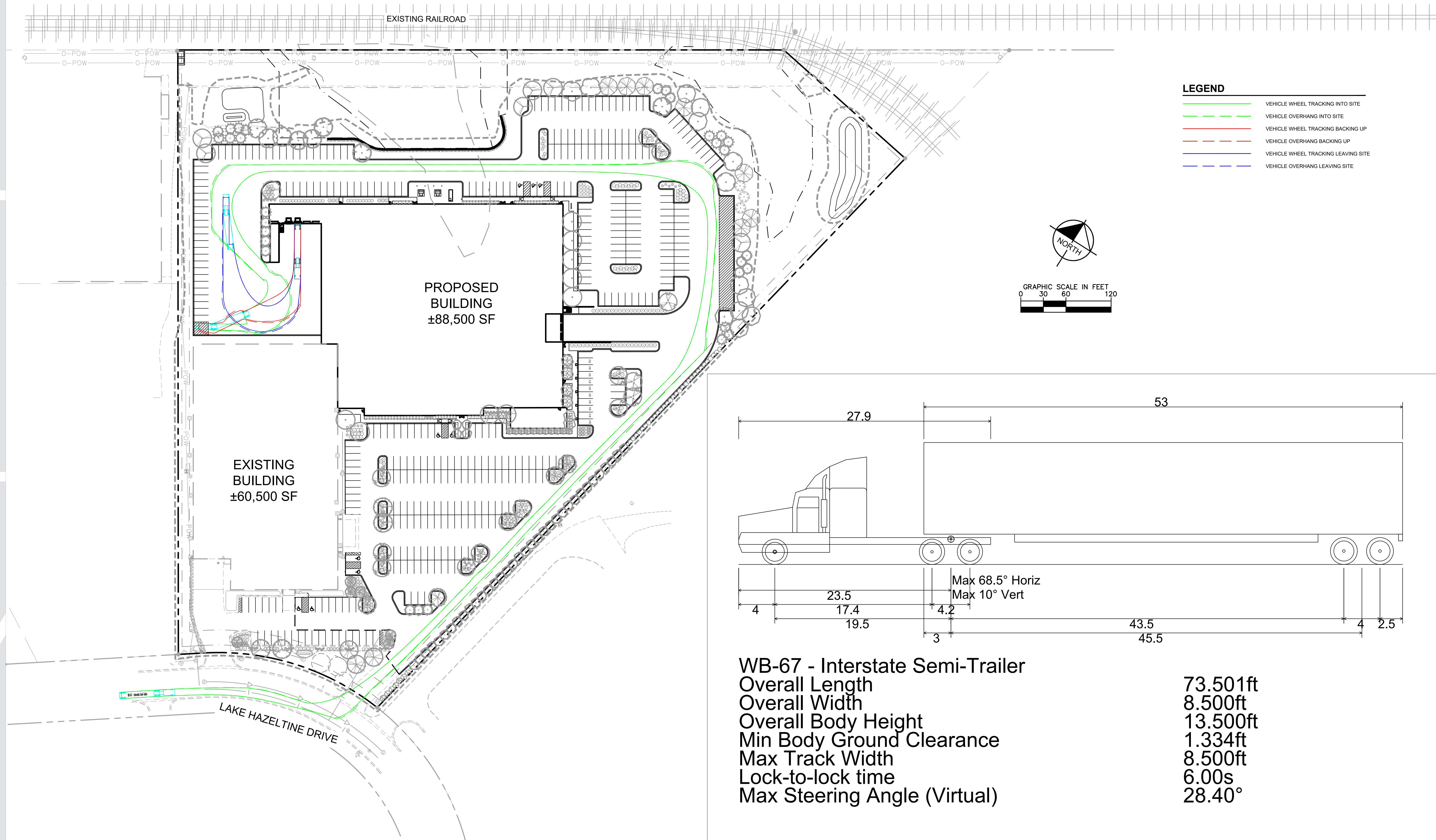
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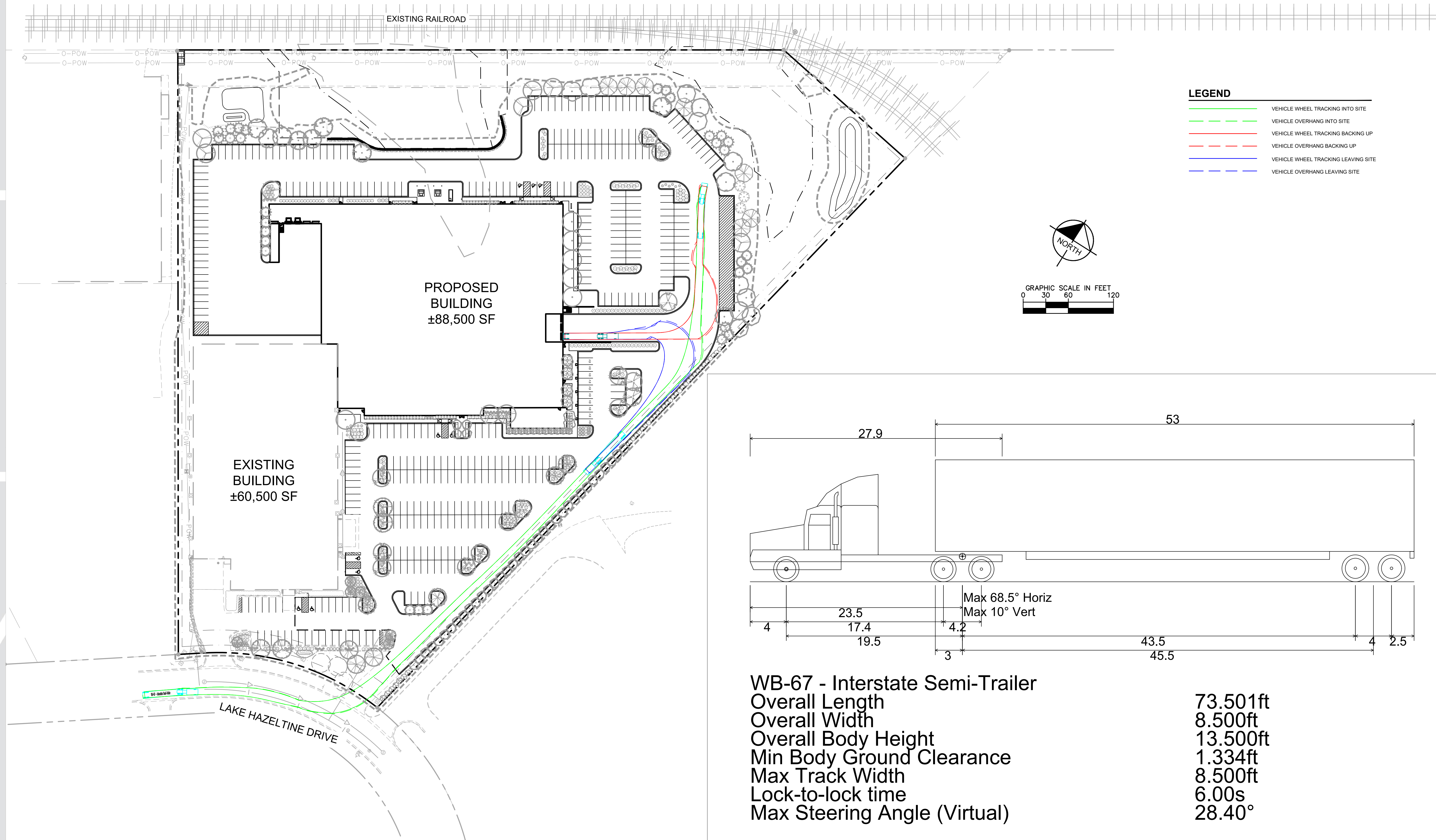
Beckman Coulter Expansion Chaska | *Truck Turning Exhibit*

Chaska, MN
Project # 161254000 March 26, 2025



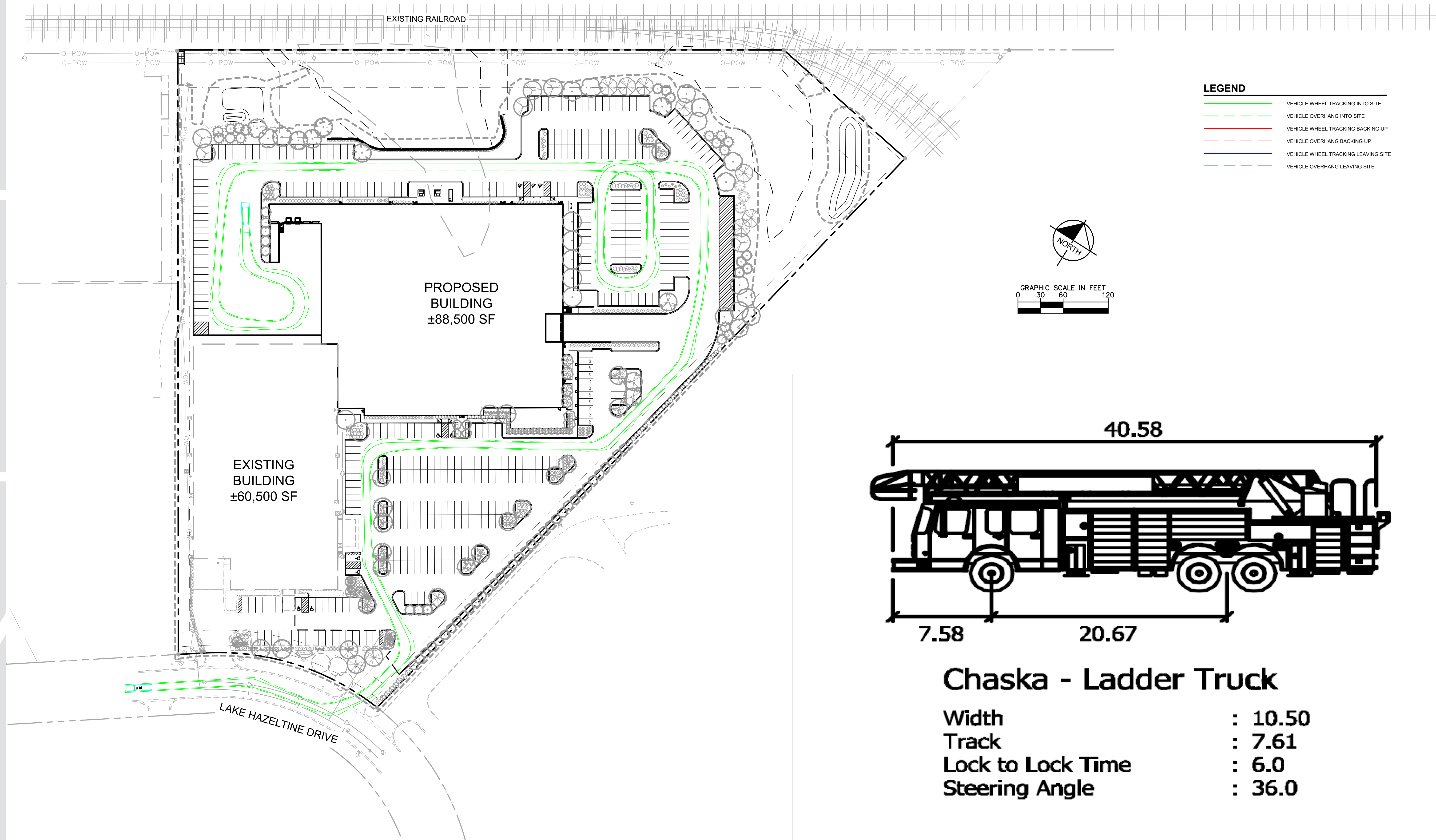
Beckman Coulter Expansion Chaska | *Truck Turning Exhibit*

Chaska, MN
Project # 161254000 March 26, 2025



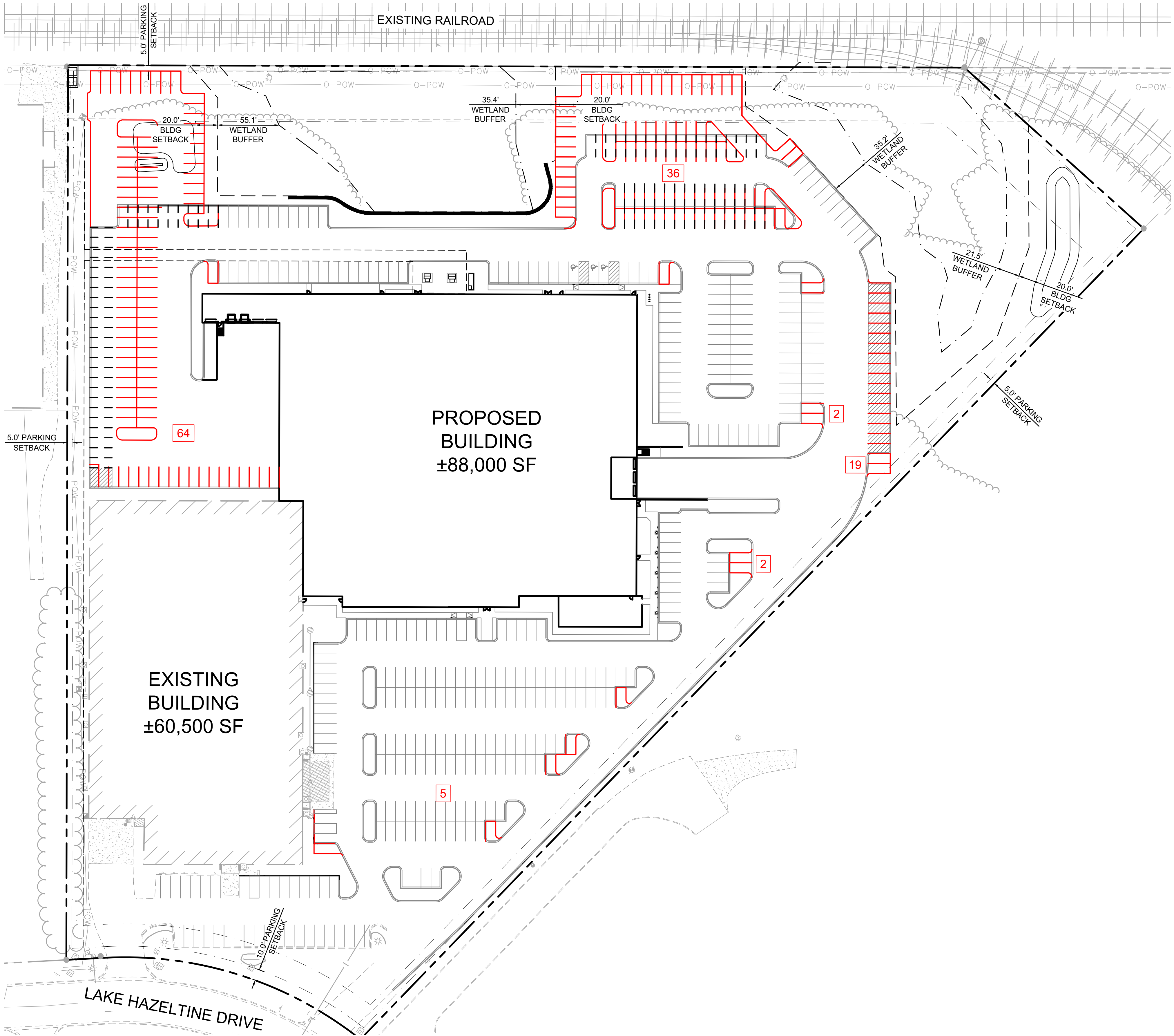
Beckman Coulter Expansion Chaska | *Truck Turning Exhibit*

Chaska, MN
Project # 161254000 March 26, 2025



Beckman Coulter Expansion Chaska | *Firetruck Turning Exhibit*

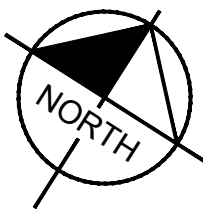
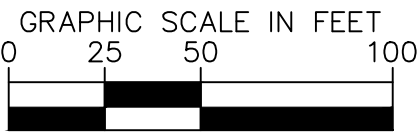
Chaska, MN
Project # 161254000 March 26, 2025



LEGEND

PROOF OF PARKING

PARKING SUMMARY	
REQUIRED PARKING	
OFFICE (49,446 / 250 SF)	198 SPACES
MANUFACTURING (106,232 / 350 SF)	304 SPACES
WAREHOUSE (51,446 / 2,000 SF)	26 SPACES
TOTAL SPACES REQUIRED	528 SPACES
TOTAL PROPOSED PARKING	401 SPACES
PROOF OF PARKING (NET ADDITION)	128 SPACES
TOTAL + PROOF OF PARKING	529 SPACES
REQUIRED ACCESSIBLE PARKING	9 SPACES
PROPOSED ACCESSIBLE PARKING	9 SPACES



Beckman Coulter Expansion Chaska | *Proof of Parking Concept 1*

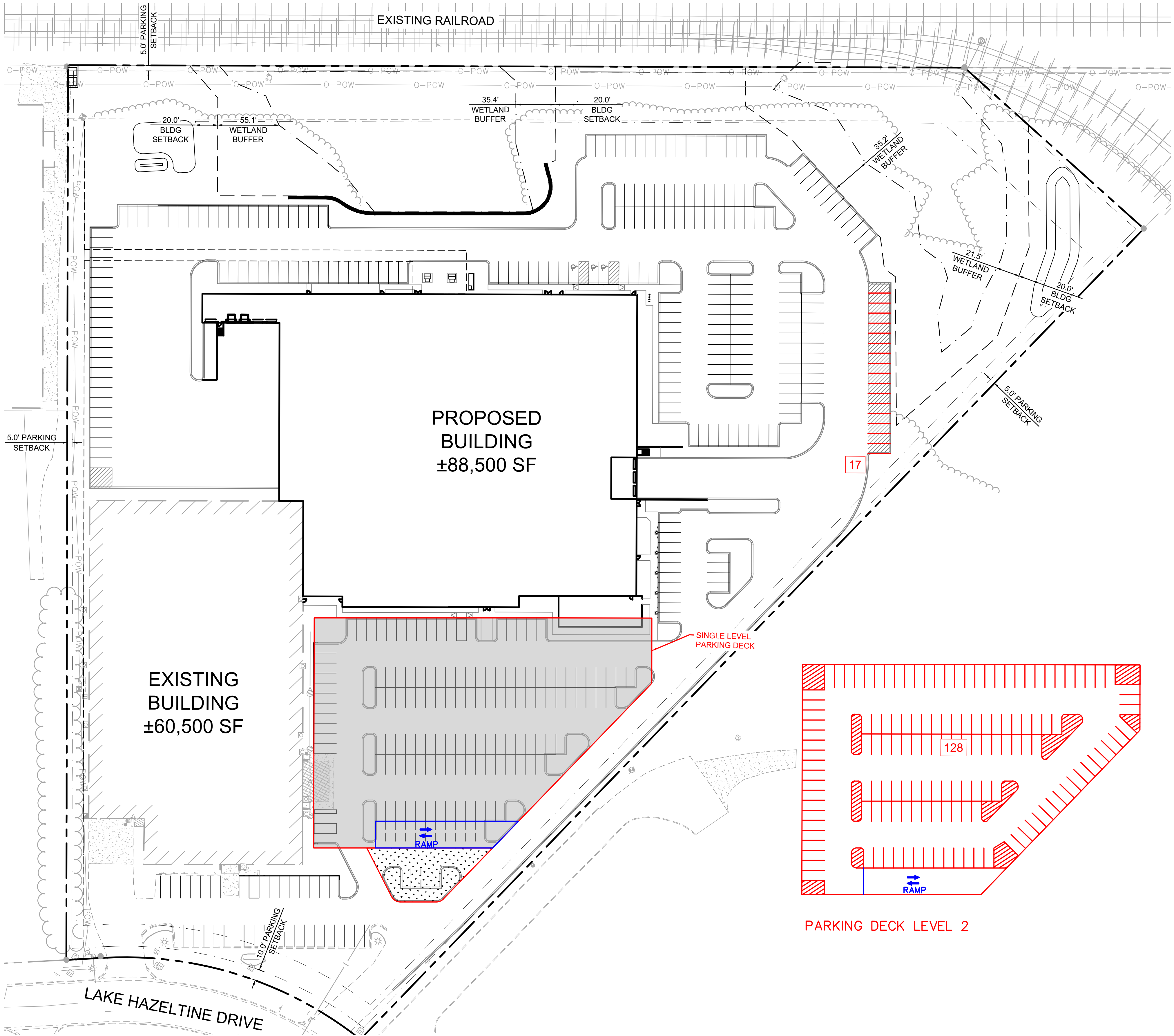
Chaska, MN

Project # 161288000

March 3, 2025

Kimley»Horn

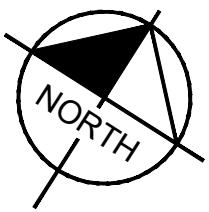
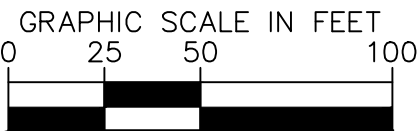
2025 KIMLEY-HORN AND ASSOCIATES, INC.



LEGEND

PROOF OF PARKING

PARKING SUMMARY	
REQUIRED PARKING	
OFFICE (49,446 / 250 SF)	198 SPACES
MANUFACTURING (106,232 / 350 SF)	304 SPACES
WAREHOUSE (51,446 / 2,000 SF)	26 SPACES
TOTAL SPACES REQUIRED	528 SPACES
TOTAL PROPOSED PARKING	401 SPACES
PROOF OF PARKING (NET ADDITION)	145 SPACES
TOTAL + PROOF OF PARKING	546 SPACES
REQUIRED ACCESSIBLE PARKING	9 SPACES
PROPOSED ACCESSIBLE PARKING	9 SPACES



Beckman Coulter Expansion Chaska | *Proof of Parking Concept 2*

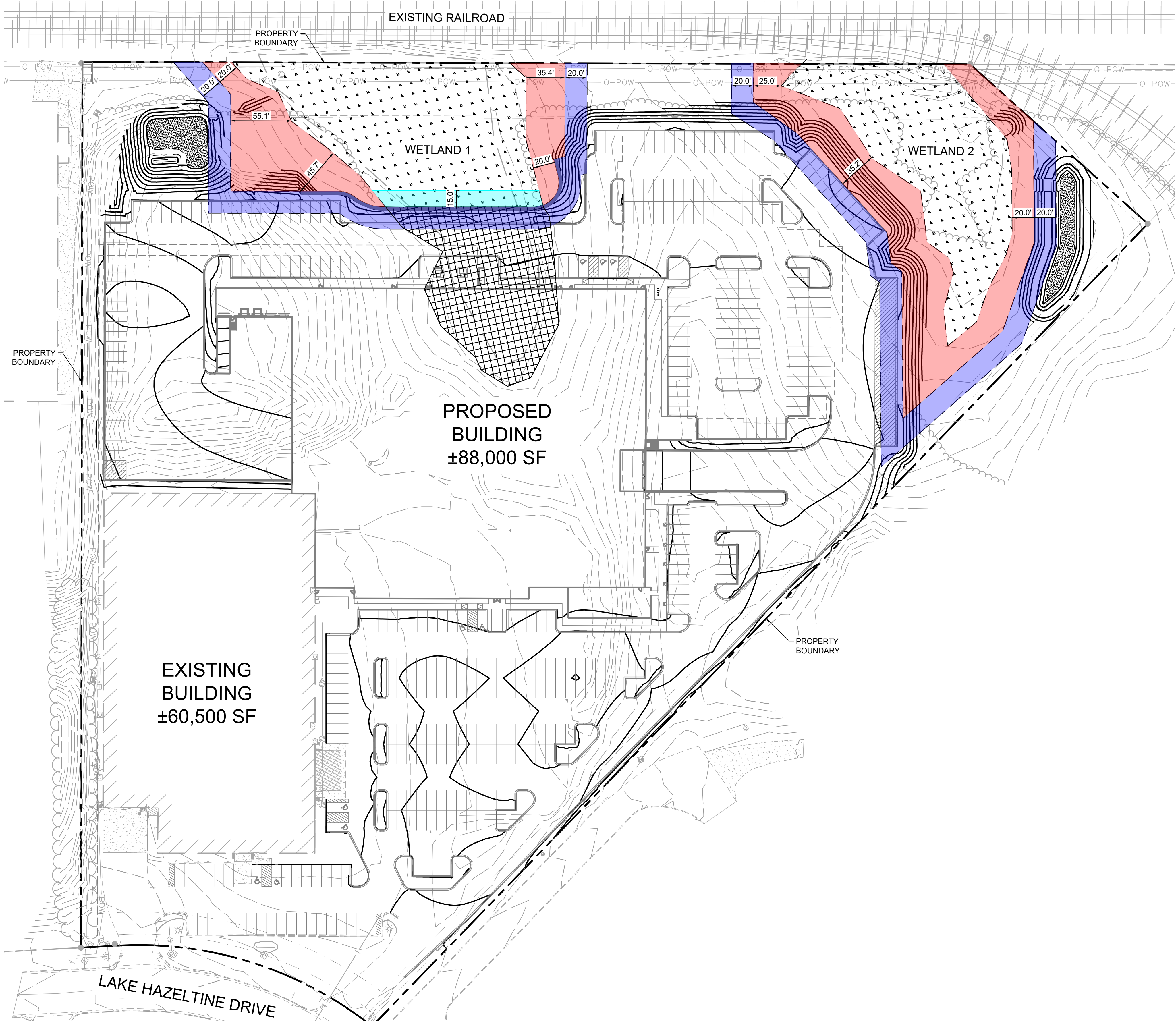
Chaska, MN

Project # 161288000

March 26, 2025

Kimley»Horn

2025 KIMLEY-HORN AND ASSOCIATES, INC.



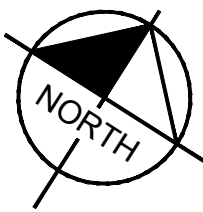
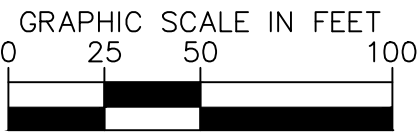
WETLAND SUMMARY			
WETLAND 1		WETLAND 2	
WETLAND QUALITY/TYPE*	MANAGE 2 / MEDIUM	WETLAND QUALITY/TYPE*	MANAGE 2 / MEDIUM
EXISTING AREA	0.98 AC	EXISTING AREA	0.52 AC
IMPACTED AREA	0.37 AC	IMPACTED AREA	0.00 AC
PROPOSED AREA	0.61 AC	PROPOSED AREA	0.52 AC
CITY OF CHASKA MINIMUM BUFFER	20 FT	CITY OF CHASKA MINIMUM BUFFER	20 FT
CITY OF CHASKA AVERAGE BUFFER	25 FT	CITY OF CHASKA AVERAGE BUFFER	25 FT
CCWMO BUFFER	20 FT	CCWMO BUFFER	20 FT
CCWMO ADDITIONAL SLOPE BUFFER	15 FT	ADDITIONAL SLOPE BUFFER	15 FT
MINIMUM PROPOSED BUFFER**	0 FT	MINIMUM PROPOSED BUFFER	20 FT
AVERAGE PROPOSED BUFFER	+/- 26 FT	AVERAGE PROPOSED BUFFER	+/- 31 FT

*WETLAND TYPE AND QUALITY WILL BE VERIFIED DURING THE 2025 GROWING SEASON.
**MINIMUM BUFFER ADJACENT TO PROPOSED RETAINING WALL IS 0 FT.

LEGEND

- EXISTING WETLAND
- IMPACTED WETLAND
- PROPOSED WETLAND BUFFER
- PROPOSED 20FT WETLAND BUILDING SETBACK
- PROPOSED TEMPORARY WETLAND IMPACT

BUFFER WIDTH CALCULATIONS			
WETLAND 1		WETLAND 2	
TOTAL WETLAND PERIMETER	+/-477 FT	TOTAL WETLAND PERIMETER	+/-640 FT
TOTAL PROPOSED BUFFER AREA	+/-12,267 SF	TOTAL PROPOSED BUFFER AREA	+/-20,049 SF
AVERAGE PROPOSED BUFFER	+/-26 FT	AVERAGE PROPOSED BUFFER	+/-31 FT
WETLAND PERIMETER >15% SLOPE INCREASE	N/A	WETLAND PERIMETER >15% SLOPE INCREASE	+/-289 FT
PROPOSED BUFFER AREA >15% SLOPE INCREASE	N/A	PROPOSED BUFFER AREA >15% SLOPE INCREASE	+/-12,877 SF
>15% SLOPE INCREASE PROPOSED BUFFER	N/A	>15% SLOPE INCREASE PROPOSED BUFFER	+/-38 FT
TYPICAL SLOPE WETLAND PERIMETER	+/-477 FT	TYPICAL SLOPE WETLAND PERIMETER	+/-352 FT
TYPICAL SLOPE PROPOSED BUFFER AREA	+/-12,267 SF	TYPICAL SLOPE PROPOSED BUFFER AREA	+/-9,074 SF
TYPICAL SLOPE PROPOSED BUFFER	+/-26 FT	TYPICAL SLOPE PROPOSED BUFFER	+/-26 FT



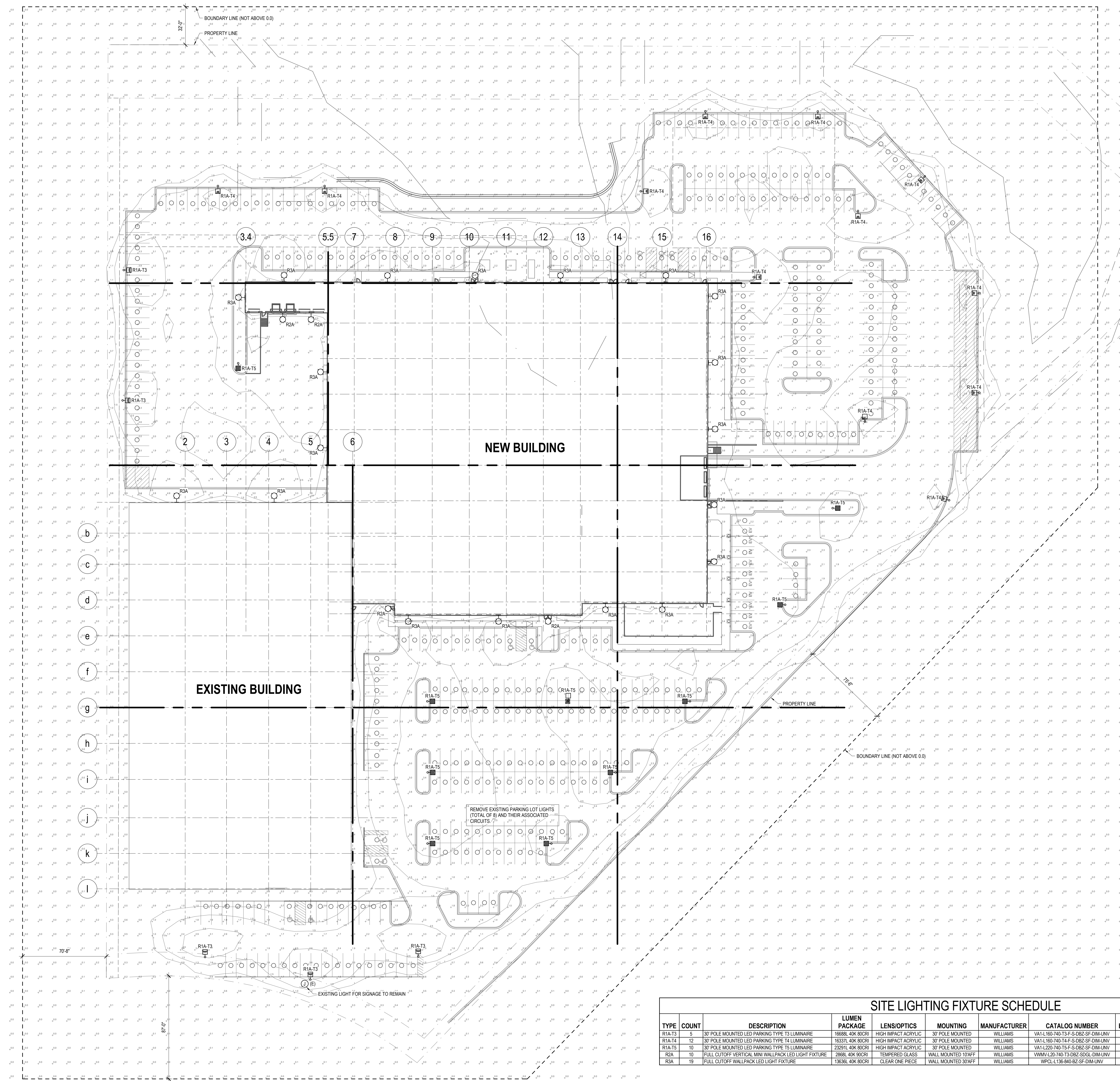
BECKMAN COULTER EXPANSION CHASKA | *Wetland Buffer Exhibit*

Chaska, MN

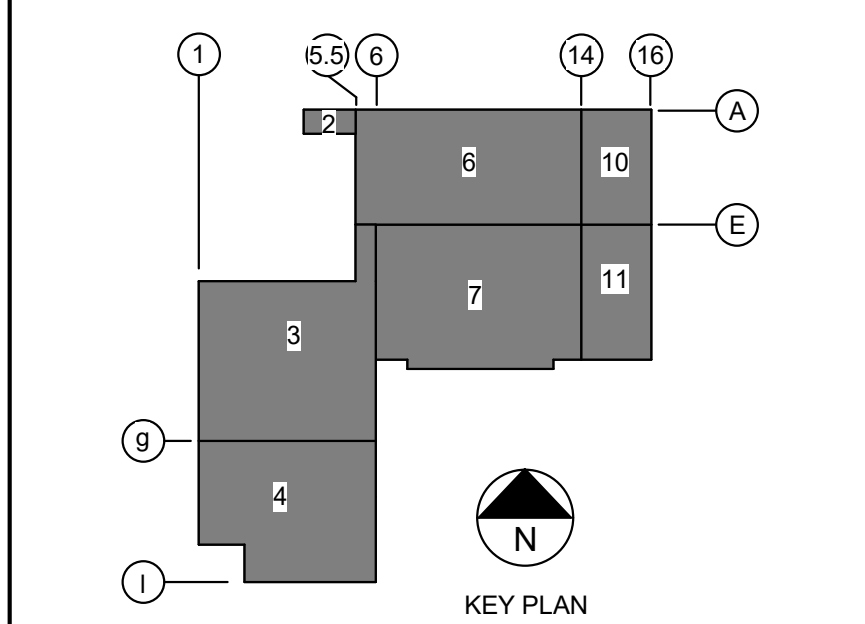
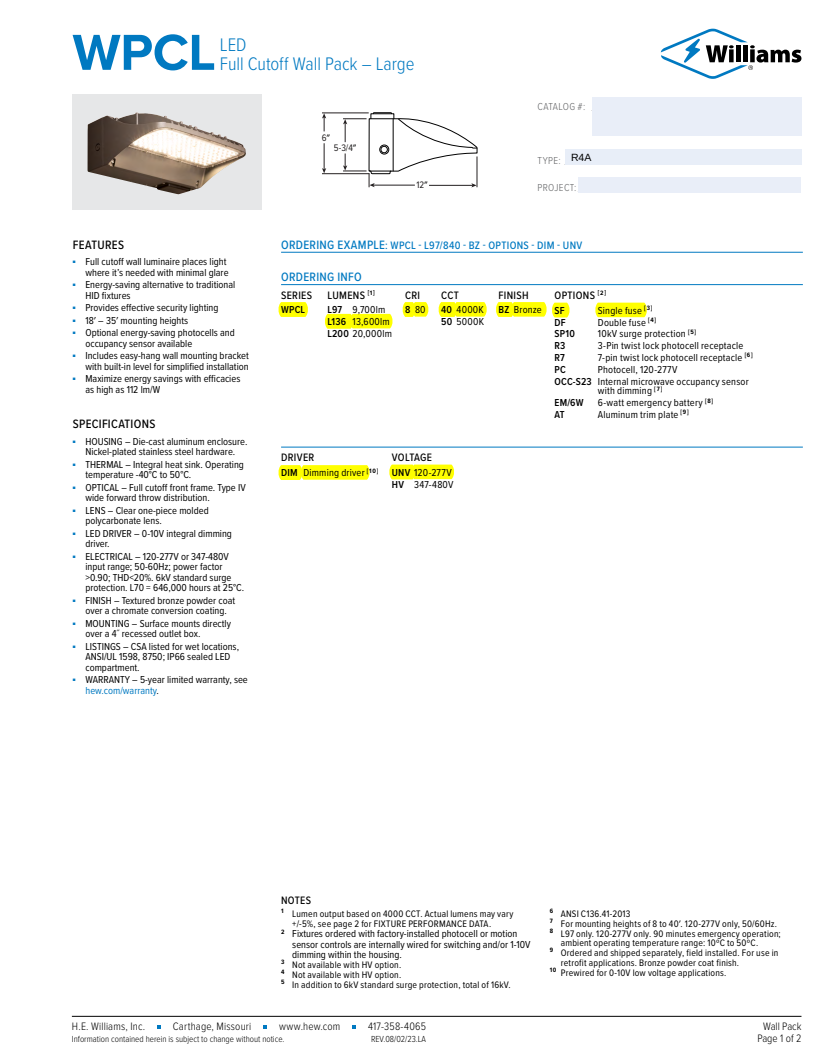
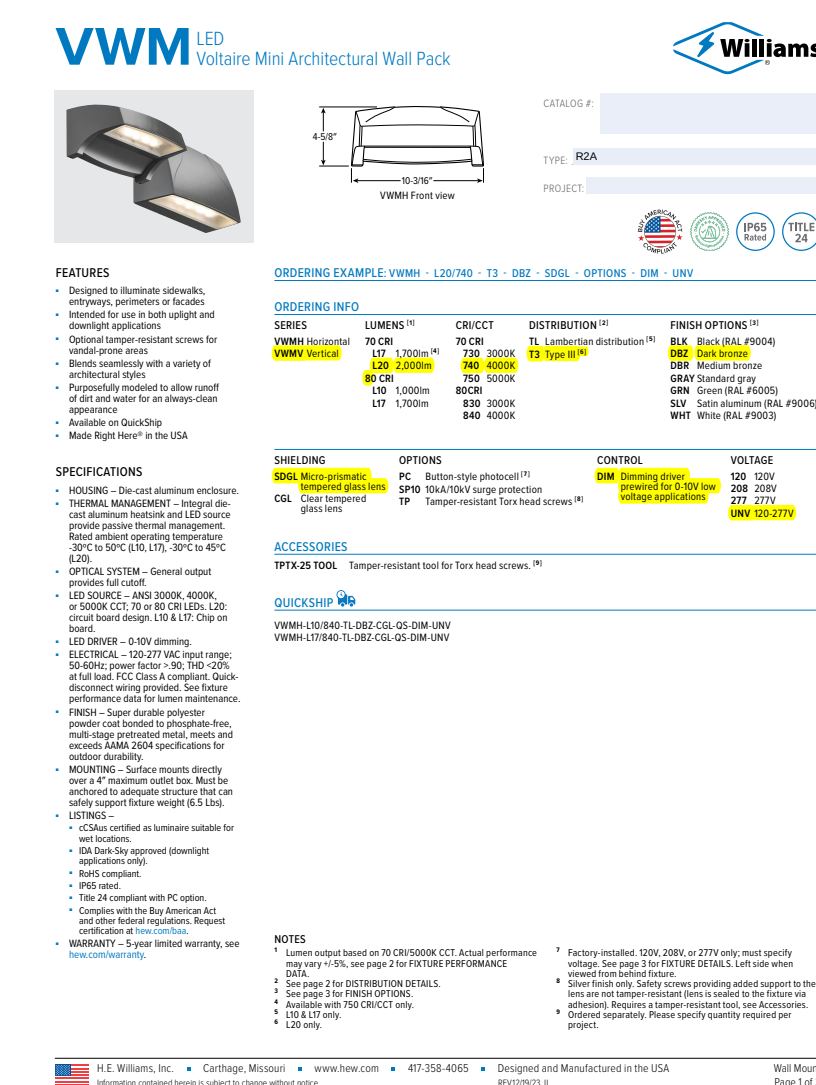
Project # 161288000 March 24, 2025

Kimley»Horn

2025 KIMLEY-HORN AND ASSOCIATES, INC.



SITE LIGHTING FIXTURE SCHEDULE											
TYPE	COUNT	DESCRIPTION	LUMEN PACKAGE	LENS/OPTICS	MOUNTING	MANUFACTURER	CATALOG NUMBER	EQUIVALENT	INPUT WATTS	VOLTAGE	REMARKS
R1A-T3	5	30 POLE MOUNTED LED PARKING TYPE T3 LUMINAIRE	16638, 40K XBCR1	HIGH IMPACT ACRYLIC	30 POLE MOUNTED	WILLIAMS	VA1-L160-740-T3-F-S-DBZ-SF-DIM-UNV	LITHONIA	131 W	277 V	
R1A-T4	12	30 POLE MOUNTED LED PARKING TYPE T4 LUMINAIRE	16639, 40K XBCR1	HIGH IMPACT ACRYLIC	30 POLE MOUNTED	WILLIAMS	VA1-L160-740-T4-F-S-DBZ-SF-DIM-UNV	LITHONIA	131 W	277 V	
R1A-T5	10	30 POLE MOUNTED LED PARKING TYPE T5 LUMINAIRE	25911, 40K XBCR1	HIGH IMPACT ACRYLIC	30 POLE MOUNTED	WILLIAMS	VA1-L160-740-T5-F-S-DBZ-SF-DIM-UNV	LITHONIA	162 W	277 V	
R2A	10	FULL CUTOFF VERTICAL, MINI WALLPACK LED LIGHT FIXTURE	26861, 40K XBCR1	TEMPERED GLASS	WALL MOUNTED 30A/F	WILLIAMS	WPMV-L20-740-T3-S-DBZ-SF-DIM-UNV	LITHONIA	27 W	277 V	
R3A	19	FULL CUTOFF WALLPACK LED LIGHT FIXTURE	13636, 40K XBCR1	CLEAR ONE PIECE	WALL MOUNTED 30A/F	WILLIAMS	WPMV-L136-640-BZ-SF-DIM-UNV	LITHONIA	31 W	277 V	



CONSULTING ARCHITECT/ENGINEER



PROJECT TITLE
OLIVE PROGRAM - TWIN HARDWARE
EXPANSION

[illegible]

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PROJ. NO. 240396	DESIGNED BY: PWP
SCALE: 1/32" = 1'-0"	CHECKED BY: CC
SHEET SIZE: 30x42	APPROVED BY: DWL

DRAWING TITLE

ELECTRICAL
SITE PLAN

DRAWING NUMBER

E01-01