AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Wednesday, September 10, 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 August 13th Planning Commission Minutes
6. Consent Items
   - 6.A. Recommend approval of the Final Site & Building Plan and Final Plat for EDCO/Pope Design Group/PC #2025-13
   - 6.B. Resolution Finding the Tax Increment Financing Plan for TIF District 25 Conforms with the Comprehensive Plan for Development and Redevelopment of the City
7. Action Items
   - 7.A. PUBLIC HEARING: Recommend Approval of the Preliminary Site & Building Plan, Zoning Ordinance Amendment (ZOA) and Easement Vacation for Auto Pros/Rylaur, LLC/PC #2025-10
   - 7.B. Recommend Approval of the Concept Plan for the Municipal Services Building (MSB)/Oertel Architects on behalf of the City of Chaska/PC #2025-12
8. Other Business
   - 8.A. Receive the Aug. 4, 2025 City Council Meeting Minutes
9. Adjourn

CHASKA PLANNING COMMISSION
MINUTES
AUGUST 13, 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, Campbell, Sailer, Rostad, and Chairperson Brass.

Members absent: Commissioner Kerber.

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

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

4. Visitor Presentation
No one appeared under Visitor Presentation.

5. Approve Previous Meeting Minutes
A. June 11, 2025 Meeting Minutes

Motion by Commissioner Brass, second by Commissioner Aasen, to approve the minutes of the June 11, 2025, Planning Commission meeting.
Motion carried.

6. Consent Agenda

7. Action Items
A. PUBLIC HEARING: Recommend Approval of the Preliminary Plat, Rezoning and Comprehensive Plan Amendment for Chevalle 19th Addition (Talero Curve)/Quadriga Ventures/PC #2025-07

City Planner Cauley presented the item to the Commission.

Chairperson Brass asked about the sidewalk and if there would be a crosswalk that would connect to the west side of Talero.

City Planner Cauley stated that there was no exact solution at this point, but the reality was that without a connection to the existing network, it would feel a bit awkward. She stated that they

may be able to find a resolution to meet in the middle to meet the intent of the original condition of approval, while also coming up with a reasonable solution.

Chair Brass asked about the lot width and if that only applied to the lots impacted by the radius of the curve.

City Planner Cauley stated that there were 3 lots and noted that the narrowest one would be Lot 5, Block 2. She noted that the condition of approval would be to increase the lot width to be consistent with what Talero Curve is.

Chair Brass asked if the wetland was still awaiting determination.

City Planner Cauley stated that the last information she had gotten from the developer was that they were still working through that, but noted that they were present at the meeting tonight, so they may be able to give an update to the Commission.

Commissioner Urbanski asked for a refresher on the conservation easement details. He noted that he understood it could not be developed in the future, but asked if there could be walking paths through there.

City Planner Cauley any conservation easement usually included language about what would be allowed to happen within the easement, and explained that staff would like to bring a draft ahead of the Final Plat so they can understand the nuances of the easement. She stated that she believed the intent would be to provide a future ability to include walkways and would not see any reason to prohibit that type of use.

Community Development Director Kabat stated that the intent would not be for the property to become public property, but would continue to operate as private property in the farm use that it has today. He explained that they were trying to preserve the rural edge, and the nature of the conservation easement would be to limit development opportunity on that property.

Chair Brass asked about the temporary access and if it was just to be used until the initial construction of the outlot was done.

City Planner Cauley stated that was what the developer had provided as part of their narrative and explained that staff was proposing a condition of approval that would require some additional conversation about submission of a construction management plan before any permits were issued, so they could work through the extent and length of that access.

Community Development Director Kabat stated that the intent would be for the City to work with the developer to try to extend the use of the construction access to whatever extent may be possible to avoid construction traffic utilizing the neighborhood street.

Chair Brass asked about the Met Council and how things were looking regarding amending the Comprehensive Plan.

City Planner Cauley stated that if the City Council supports the request, then the plans and the request would be sent out to the adjacent communities and the school district. She explained that they have a period of time to provide comments, which would then be packaged with the request and submitted to the Met Council. She noted that their current Met Council representative did not see any major issues with this request.

Commissioner Rostad asked how likely it would be that the tree health impact assessment would impact the design of the development.

City Planner Cauley stated that oftentimes, there are ways to do some preservation to prevent further impacts.

Chair Brass opened the public hearing at 7:47 p.m.

Susan Stinchfield, 3740 Talero Curve, President of the Talero Homeowners' Association, stated that her home is where the new proposed street will be coming through. She explained that one of her two primary concerns was related to the construction road and explained that they had specific things outlined within the letter of intent that was put together by the HOA. She noted that the HOA would like to see this addressed because the easement they had been asked for was based on the construction road being used for a longer period of time and being used through the construction process for the homes, and not just for the shorter 90-day period of time. She stated that their other area of concern was related to the landscape plan and explained that another part of their easement agreement with the developer was that a landscape plan be created adjacent to the current outlots that they own. She stated that within the letter of intent, there was information about berms and plantings, and needs this to be closely looked at because it appears that now there may be a grading issue, so a berm may not be able to be built. She clarified that this was clearly outlined as a condition in the letter of intent on what the buffer would look like.

Chair Brass asked what the developer had communicated to the HOA regarding things like the trees of the viewshed from their homes.

Ms. Stinchfield explained that the HOA had specifically drawn up a supplemental landscape plan to the City's requirements, so their understanding was that there would be some sort of berm with plantings. She stated that if that cannot happen due to grading or other City requirements, then the HOA would need to have additional discussions with the developer. She noted that she had provided a copy of the letter of intent to the Commission so they could see some of the things that the HOA had identified as conditions in the easement agreement.

Chair Brass referenced the letter of intent and noted that the Commission had only received it tonight, but noted that he assumed the developer has had access to it for a long time.

Ms. Stinchfield stated that the developer was familiar with the letter of intent because it had taken a long time for it to be finalized and signed. She noted that it has taken a lot of conversations, which ended up getting the HOA to the position where they were collaborating and working with the developer to make this project happen, and considering granting an easement, but clarified that this has not yet taken place.

Ted Kline, 3728 Talero Curve, stated that there had been a discussion about the sidewalks earlier in the meeting and pointed out that with the density of the homes and the driveways, snow removal and where it could be stored would be an issue. He asked the City to consider that when they were looking at sidewalks and possible connections, and explained that he thought it would be nice if there wasn't a sidewalk along the east side, because that would give them places to put the snow.

Steve Tinker, 3764 Talero Curve, stated that he recommended that there be an island within the new cul-de-sac that would mirror that one found on Talero Curve. He explained that he felt it gave a nice feel to the cul-de-sac and would be a nice addition for the homeowners. He stated that their island also contains irrigation and electricity, so he would also recommend that be included in the plans for this development.

Chair Brass asked if Mr. Tinker had spoken to the developer about this topic and, if so, what the feedback had been.

Mr. Tinker stated that it had been mentioned to them, but it had not been included in their plans. He stated that the street lights on Talero are unique and would also like to see the developer match the same look. He stated that, related to sidewalks, he would highly recommend that they have a pedestrian walkway on the west side. He noted that there was an issue regarding the fencing around the development, and would like to see the same type of plastic horse fencing be used around the development so it would be consistent. He stated that he did not believe there was going to be enough room to have a berm on the west side of the development, so he would like to see there be a requirement for additional landscaping put in place.

Chair Brass asked if he would support the use of something like coniferous trees.

Mr. Tinker stated that he could see coniferous trees or some type of shrubbery that could grow up to 8-10 feet.

Ms. Stinchfield stated that she had a discussion earlier today about what would be different about this development was that it was going to be adjacent to a farm, which would be retained as an equestrian property. She stated that if there were animals that needed to be contained, she would be concerned if they just put up a fence with three slats.

Chair Brass asked if there were any current issues with animals not being contained.

Ms. Stinchfield explained that they hadn't because they do not have any animals in this area, and they have kept them contained to the area to the north.

Chair Brass asked if this had been discussed with the property owner about their plans.

Ms. Stinchfield stated that they had not, because it just came up in a discussion earlier today with their HOA, and that there would be homeowners in the pasture area, and they did not believe that a 3 rail fence would contain the animals in the pasture.

Chair Brass stated that he would assume that the landowner would want to take action to ensure that the animals remain contained.

Ms. Stinchfield asked if the fencing may need to be looked at, as the farm owners, who meant it was their responsibility, because they may have to contain their animals, and suggested that the City and/or the developer may want to discuss this potential issue.

Mr. Kline stated that in the plan presented, there was a fence, which was how it ended up being brought up at the HOA meeting, and noted that the question was who would be responsible for building it. He stated that if it were for containment, the HOA did not want any responsibility for maintaining the fence.

Chair Brass stated that he did not think the City needed to be involved in that issue and should be handled between the HOA and the farm owner.

Megan Rogers, Larkin Hoffman, explained that she worked with the development team for this project. She reminded the Commission of the changes they had made in response to hearing from neighbors and trying to create a cohesive development of what will become another part of Talero Curve. She explained that they had no objections to the recommendations that City staff had presented, but there was one area in which they would like to have some further conversations related to trees. She stated that staff mentioned a few things in their report that were very important, including the subjective characterization of the concept of being 'visually remote'. She explained that one of the things that they feel was unique about this project was that they were bringing forward a planned residential development that is consistent with the existing Chevalle properties, but was also creating the opportunity for preservation of the remainder of the farm parcel with the equestrian parcel. She stated that the plan they have submitted, including the landscaping plan, complies with the concept of being visually remote and briefly explained their reasoning. She moved on to discuss the questions raised earlier in the meeting by the Commission and explained that, for the wetland, they believe it was a depression that was specifically related to a culvert installed along the roadway. She noted that they were in the process of confirming that with their engineers and the City engineers. She stated that the sidewalk had been designed with an opening at the terminus of the cul-de-sac so it could be aligned and could be a crosswalk from the existing Talero Curve, and also because of the snow storage issues as described by the HOA. She stated that the lots remain the same size, but the frontage of 2 of the lots was less than what staff was looking for, but explained that they believe they will be able to make the modifications they had asked for to create a full lot size. She stated that for the construction access, it was their understanding that it would be limited to the 90-day window based on the need to build out the infiltration basin and other grading on the site. She explained that if they can work collaboratively with staff to come up with a phasing plan and use it for the entirety of building the homes, that would be something that they can make happen and would be acceptable to them. She stated that there was a question raised about the landscaping plans and berming, and noted that they were committed to working with the HOA, and stated that the landscaping that they were currently showing was designed to retain the existing trees and remove the boxelder. She stated that they had talked a bit about the fact that grading may have an impact on the health of the trees, and if they can retain them, they would provide a good, natural screening barrier. She noted that they did some quick work to add additional berming within the site, and can also supplement the trees. She explained that the

trees they have shown on the plans were specifically designed to fill in where there were existing gaps and where there would be tree removals.

Chair Brass asked about the inclusion of an island in the cul-de-sac.

Mr. Rogers stated that their engineer could address that question. She noted that one of the things discussed at the neighborhood meeting was retaining the low-level white fence was something that had a good aesthetic notifier that they were in Chevalle. She stated that the fencing proposed for around the outside of the property would be their fence and would be decorative, and would not be intended for any sort of containment. She stated that the equestrian facility would be fenced by the property owner.

Chair Brass stated that the request was for the berm and/or viewshed for the neighbors and asked if it would work to have a berm that close to someone's front yard, and noted that he felt that trees may be better for this situation.

Aaron Carroll, Houston Engineering, stated that the intent with that was that if there were berms that there would be plantings along them. He stated that the current landscaping plans demonstrated trees filling in the handful of gaps because there was already some good existing vegetation along the fence. He stated that they could work with the HOA to refine what plantings go there, and noted that there are some limitations, from a grading perspective, to maintain drainage, but there are opportunities on the western boundary to create a flexible space.

Chair Brass reiterated the question raised about the inclusion of an island in the cul-de-sac.

Mr. Carroll explained that the idea of including of island in the cul-de-sac was not pursued because City staff had not specifically asked for it. He noted that he did not believe that they had any specific reasons to be against it unless there were some kind of maintenance concerns.

Commissioner Sailer asked about the requirements for the developer to put things back to the way they were when the temporary construction access was over.

Community Development Director Kabat stated that there would be a requirement to put it back and make it look as if there was not a road there, and they would need to put it back to whatever its status was beforehand. He noted that in this case, it was largely pastureland, so it would probably be reseeded, but explained that it would be on private property, so that the property owner would have some say in that as well.

Chair Brass stated that with the construction access duration, he wasn't sure that a specific number of days was the correct approach.

Community Development Director Kabat stated that the objective would be for the City to work with the developer to understand the grading and phasing plan and seek opportunities to try to extend the life of the temporary access. He stated that he agreed with Chair Brass and also wasn't sure that setting it for a specific number of days was the correct answer, and should be tied more closely with the progression of construction. He noted that one of the challenges with the temporary access points is that many of the contractors utilize Google Maps to arrive at the

location, and temporary access points are not recognized or included there, so it was important for the developer and construction manager to be communicating this information to the contractors.

Ms. Rogers explained that Gonyea Homes would be the builder for the site and would have control over the construction management plan, and explained that they were anticipating that this would be a single-season build.

Commissioner Baswa asked about the street lights and asked who had the responsibility for deciding what needed to be there.

Community Development Director Kabat stated that typically, it is determined by the City's electric department, but in this part of the City, it is closer to the boundary with other electric representatives. He stated that there will be a coordination effort with them and the City's utilities to make sure that whatever is placed meets the specs, and explained that staff would have to look into this.

Commissioner Urbanski asked if there was a larger plan that showed what everything would look like, including lights and fencing.

Ms. Rogers stated that there was a broader Chevalle master HOA and the Talero Village HOA, which this would be a part of, so there are general guidelines. She noted that an architectural committee would also review the plans.

Ms. Stinchfield stated that they should also factor in the trees that are ash trees. She noted that the HOA has been treating them for years, but understands that some of the trees they were trying to preserve may be dead or dying by the time this plan comes to fruition.

Mr. Kline asked about mailboxes and if they would all be in the same location.

Ms. Rogers stated that the mailboxes would be relocated at the time that the road was built. She stated that they have not gotten to the point of deciding if they would all be in the same location, but noted that they were happy to have a conversation about that point.

Ann Schiefelbein, 3734 Talero Curve, asked why they chose not to space out the homes to provide for additional snow storage instead of having the big open space at the end of the street.

Chair Brass believed that the reasoning was to make it match the current neighborhood with the spacing of the homes.

Mr. Carroll stated that this plan was trying to match the remainder of the master plan and noted that another reason for keeping that area open was because of drainage and utilities running behind the cul-de-sac. He noted that if they didn't have the limitations of square footage from the master plan, they probably would have asked for 2 additional lots on the cul-de-sac.

Chair Brass closed the Public Hearing at 8:30 p.m.

Commissioner Baswa asked if there may be an exception made so they do not have to have the sidewalk.

Chair Brass stated that he was also going to say the same thing and asked if they needed to have a sidewalk.

City Planner Cauley stated that the City's Subdivision Ordinance includes provisions that sidewalks are considered, but does not require them. She noted that the Chevalle 5th addition included conditions of approval that talked about extending the sidewalk around the public street, but that would require the HOA to consent. She stated that staff were willing to take feedback from the Commission about whether or not a sidewalk was appropriate in this situation.

Chair Brass stated that he was okay with the City not requiring a sidewalk in this small group of homes.

Commissioner Baswa stated that he agreed.

Chair Brass suggested that staff continue to have discussions with the developer about the possible inclusion of an island in the cul-de-sac, and also regarding the trees, and try to make sure there was as much screening as possible. He stated that he did not think the viewshed from the entrance would impact the overall look because it would still feel pretty rural and wouldn't have any issue with the berms and trees that they have proposed. He stated that he did not think the Commission needed to add any additional conditions, but felt that additional communication needed to happen between the HOA, the developer, and the City.

Commissioner Urbanski stated that it is rare when there are homeowners, an HOA, a developer, and a landowner who are listening to each other and working together, which he appreciated in this situation. He stated that if he lived here, he would love the inclusion of the island, but noted that he had driven snowplows and firetrucks for many years, and they can be a pain. He clarified that he was not saying that he was for or against inclusion of an island in the cul-de-sac, but agreed that they looked great and would tie it together with the rest of the community, but snowplowing would require more effort.

Motion by Commissioner Brass, second by Commissioner Baswa, to recommend approval of Chevalle 19th Addition, at 3910 Bavaria Rd, to City Council, subject to the following conditions:
1. Approvals shall be based on the following plans and exhibits unless modified by the conditions below: Approval shall be based on the following graphic exhibits unless modified by the conditions below:
   a. Narratives dated June 3, 2025, and July 29, 2025.
   b. Existing conditions plan dated March 29, 2025
   c. Preliminary plat received Aug. 5, 2025
   d. Tree preservation plan dated Aug. 5, 2025
   e. Removals plan dated Aug. 5, 2025
   f. Site plans dated Aug. 5, 2025
   g. Grading plans and profiles dated Aug. 5, 2025
   h. Landscape plan and sections dated Aug. 5, 2025

2. In addition to the items outlined in City Code Sec. 15.36, 070, and Final Plat Submittal Requirements: The following must be submitted for a final plat application to be considered complete:
   a. Application signed by the Talero Villas HOA.
   b. Continue coordination with city staff regarding utilities, landscaping/screening, grading, and outlot configuration on the north side, sidewalks, construction access, wetlands, grading, access, and drainage.
   c. Plans must follow the city's engineering detail plates and adhere to the City Engineer Memo dated July 29, 2025, prepared by Stantec.
   d. Approved wetland determination and mitigation plan.
   e. Stormwater management plan meeting city and Carver County WMO standards.
   f. Reduce off-site grading impacts to the north and to the critical root zones of existing trees to the west and south.
   g. Draft conservation easement, or similar preservation method, and exhibit.
   h. Draft right-of-way easement.
   i. Revised plat with a minimum lot size of 7,700 sq. ft. and a minimum lot width of 57-feet.
3. Prior to final plat approval:
   a. The developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs, including but not limited to park dedication fees;
4. Prior to the release of the final plat for recording or grading permit:
   a. The Met Council must approve the requested comprehensive plan amendment.
   b. The necessary right-of-way must be acquired.
   c. All applicable easements for City utility extensions, as identified by the Engineering Department, must be secured.
5. Prior to the release of a building permit for the first home:
   a. Submit a copy of the recorded conservation easement.
   b. Submit a copy of the recorded plat.
6. Rezoning is not effective until the Met Council approves the requested amendment to the comprehensive plan.
7. Outlot ownership to be consistent with Chevalle outlot ownership.
8. Continue coordination with the Talero Villas Homeowner's Association regarding property acquisition, landscaping, and roadway/utility connections.
9. Landscaping plans must be in conformance with City Code Sec. 15.28.070. Additionally, landscaping and berming must protect rural viewsheds as outlined by the Greenbelt policies outlined in the 2040 Comprehensive Plan and the Chevalle Master Development Plan.
10. The cul-de-sac bulb must be 96 feet, in accordance with MSFC (2020), Appendix D.
11. The existing utility stubs must be abandoned at the water main and bulkheaded inside the sanitary sewer manhole. New stubs must be cut in to the north per city standards.
12. A construction management plan approved by the Engineering Department will be required prior to the release of a permit for any construction [site or building]. The plan must address work hours, construction access and parking, and overall site maintenance compliance.
13. Compliance with City Ordinances, including:
   a. Sec. 15.28.290, Anti-monotony and Design requirements: including LP Smartside on front elevations and 4-inch window trim on all windows.

b. Sec. 15.36.080, Subdivision Design Standards: including streets, street trees, and sidewalks.

14. Setbacks are as follows:
    a. Front yard setback: 23 – feet
    b. Side yard setback: 5 – feet
    c. Rear yard setback: 20 – feet
15. Adequate maintenance access must be provided to the stormwater facilities.

Motion carried.

Motion by Commissioner Brass, second by Commissioner Purdy, to recommend approval of the rezoning from RR2, Rural Residential, to PRD-89, Planned Residential District No. 89 for Chevalle 19th Addition, based on the draft ordinance.

Motion carried.

Motion by Commissioner Brass, second by Commissioner Purdy, to recommend approval of the resolution to amend the 2040 Comprehensive Plan to re-guide the property at 3910 Bavaria Road from Rural Residential to Conservation Residential and to adjust the Metropolitan Urban Service Area (MUSA) boundary.

Motion carried.

8. Other Business

A. Receive the June 2, June 16, June 30, and July 21, 2025, City Council Meeting Minutes

The Commission discussed various road construction projects in the area and their expected completion dates.

Community Development Director Kabat stated that the community park project was out for public comment, but had been closed. He stated that they received a lot of comments, so staff was working on summarizing the feedback that was received.

City Planner Cauley noted that the Park and Recreation Commission had reviewed the results of the survey for the community park at their meeting last night and noted that there would be a presentation to the City Council next week.

10. Adjourn

Motion by Commissioner Brass, second by Commissioner Purdy, to adjourn the meeting at 8:44 pm.
Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
9/10/2025

Subject: **EDCO – Creek Road – Final Site & Building Plan and Final Plat**

Applicant: Pope Design Group

Location: North of Creek Road, south of Engler Boulevard

Case No.: P.C. No. 2025-13

Synopsis: The applicant is requesting a Final Site & Building Plan and Final Plat approval for a two-story office/manufacturing/warehouse building totaling approximately 235,000 square feet

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

Introduction

The property in question is located on the west 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

Previous Approvals

In March 2025, the concept plan was approved showing a 240,000 square foot building.

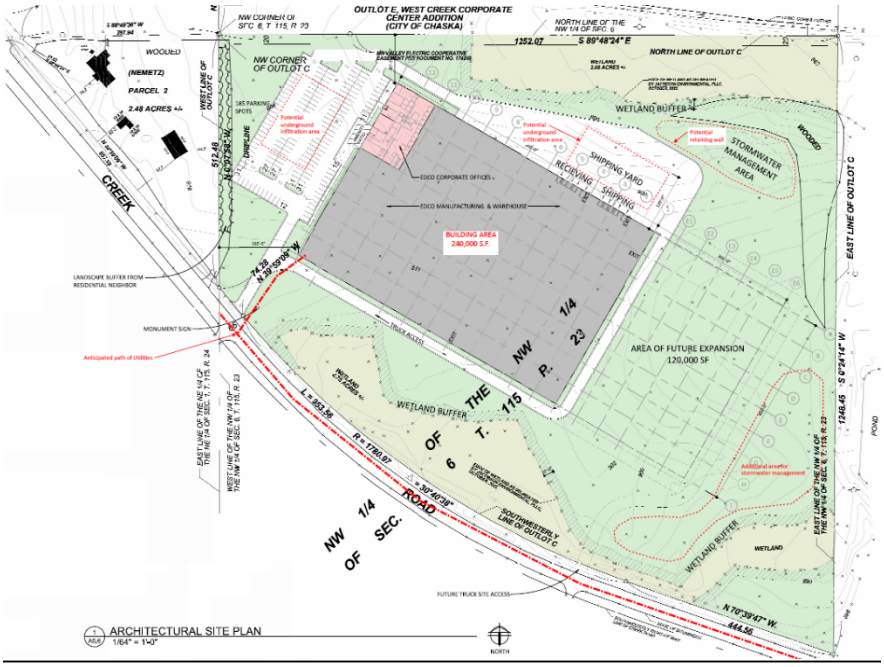


Figure 2: Concept Plan approved

In May 2025, the preliminary site & building plan, preliminary plat and rezoning were approved.

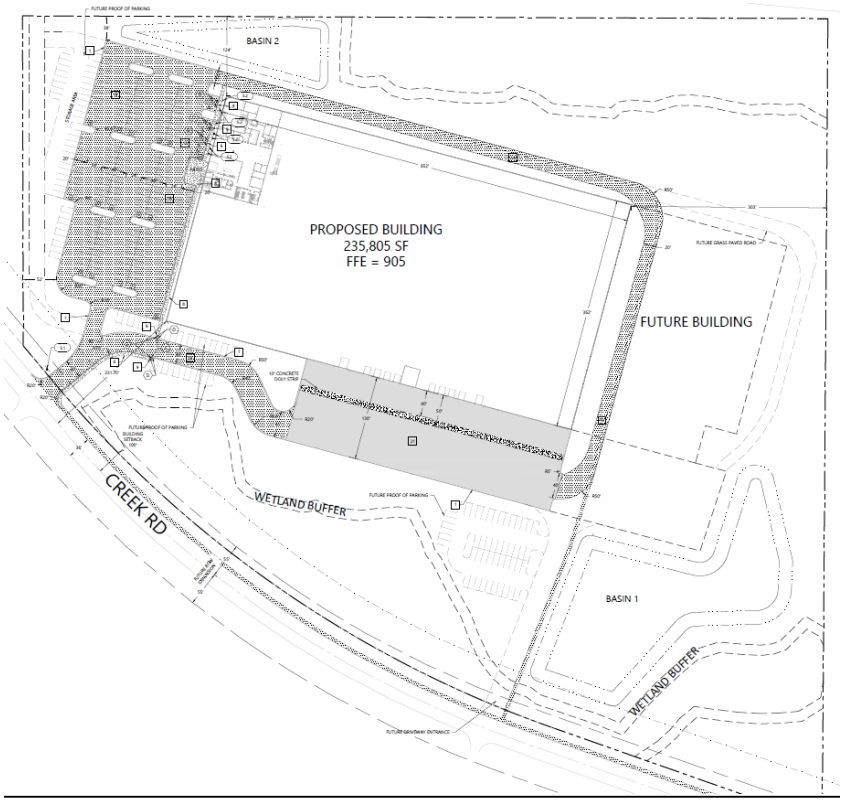


Figure 3: Preliminary Plan approved

Changes Since Preliminary Plan

The following are meant to summarize the changes that have occurred since the preliminary plan:

- Screening Berms: the screening berms proposed on the south and west edges of the site have been modified consistent with staff's comments. The southern berm was extended to the east to screen more of the loading dock area. The western berm was also extended north to screen more of the parking lot from the adjacent residential. Additional trees were also located on the northwest side to provide more screening.
- Parking: additional proof of parking has been added to the site plan to meet parking requirements for the initial construction and future addition of the building.
- Landscaping: additional trees and shrubs have been included on the landscape plan to meet the city's landscaping requirements. The understory tree quantity is still below the requirement and will need to be addressed at building permit submittal.

Current Request

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

- **Existing Conditions.** The site is comprised of almost 28 acres and is located north of Creek Road, south of Engler Boulevard (CR10), west of Chaska Creek Center, and east of Dahlgren Township. Rural residential properties abut the west edge of the site and are located south of Creek Road. The site is currently farmland and contains natural amenities like gently rolling hills, a creek which runs along the south property boundary, wetlands located on the north and south property boundaries, and tree cover along the north, east, and west property boundaries. A 20 foot wide electric easement encumbers the north edge of the site.

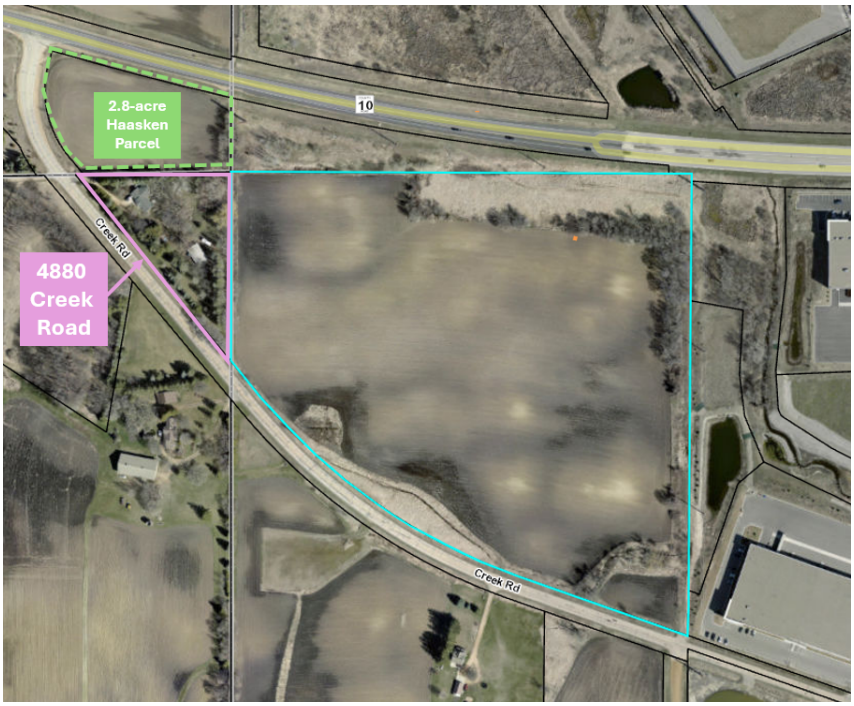


Figure 4: Existing Conditions

- **Final Plan.** The final plan contemplates a two-story building totaling 235,000 square feet for the business known as EDCO. A potential expansion area of approximately 79,000 square feet is shown east of the proposed building. The building would encompass office, manufacturing and warehouse functions for the business.

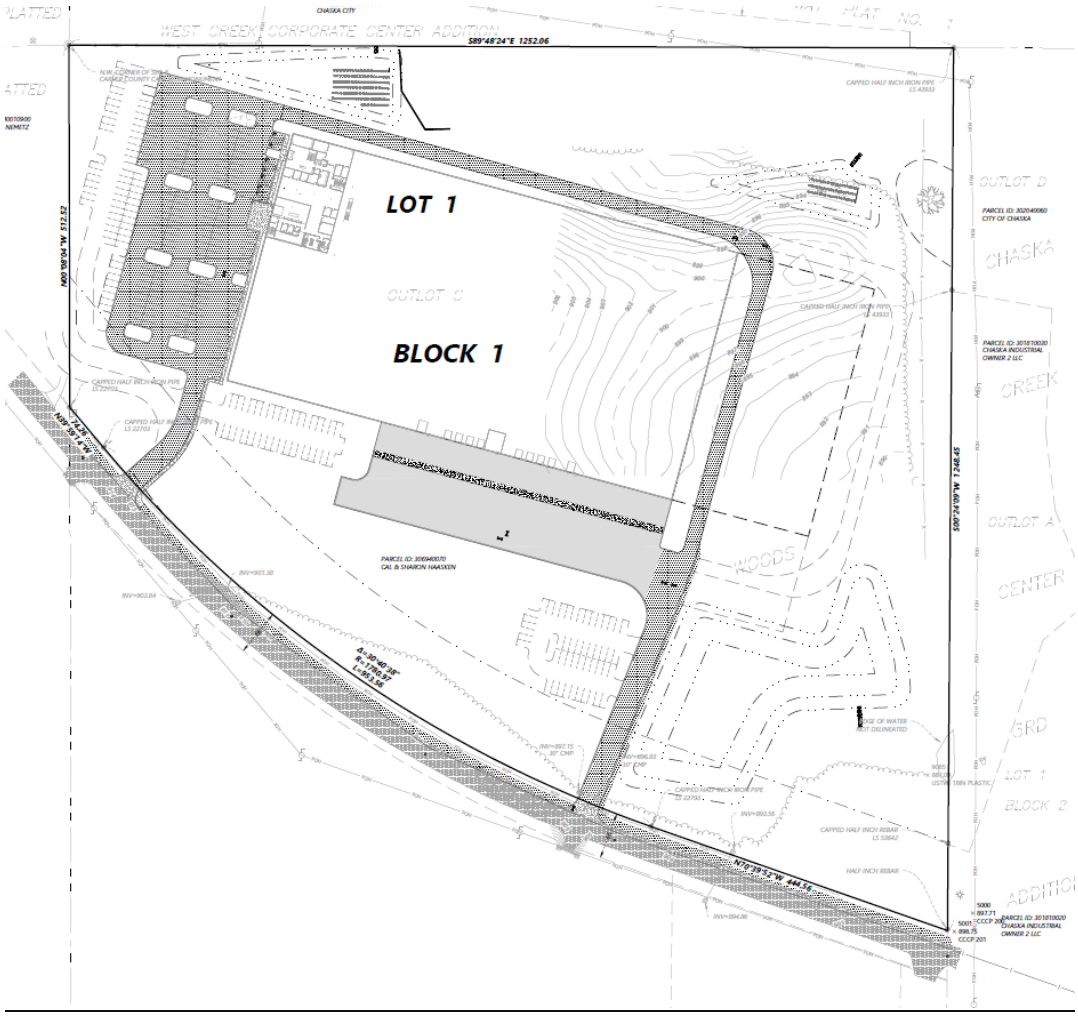


Figure 5: Proposed Final Plan

EDCO: Started in 1946 in Hopkins, EDCO is one of the oldest and continuous running domestic metal fabricators, and is the largest manufacturer of prefinished metal siding products in the United States. Today, as the only true full-line manufacturer of exterior building materials, their product offering includes a comprehensive line of siding, roofing, soffit, fascia, and gutter systems.

EDCO currently has 2 sites in Hopkins. The south site on Excelsior Boulevard has 2 buildings that house the production portion of the business. This is the part that will be relocated to Chaska, along with warehouse space to accommodate build up of product during the winter months. The building at the intersection of Tyler and 2nd street is the distribution warehouse and will remain in Hopkins for this function.

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

- *Commitment to excellence* -
  - Proposed development creates a signature manufacturing facility in Chaska, while preserving key areas of open space on the site to maintain a rural feel.
- *Enhance Chaska's high quality of life*-
  - Providing trail connections, additional high-quality development, and manufacturing, warehousing, and office jobs to the community will enrich Chaska's already fantastic quality of life.
- *Maintain a sense of community and small town values* –
  - Planning for pedestrian connections and conservation of open space as an amenity will be guiding forces for the site as we move forward.

Parking: 323 parking stalls are provided on site – 165 stalls shown as initial construction and 158 parking stalls shown as proof of parking.

Building Design: The building is a rectangular, 34 foot high, 235,000 square foot building, primarily one story with an office area that will be two-stories. The building proposes to use precast concrete panels with ribbed banding, a glazed two-story main entry, and colored metal accent panels. The site is also showing a potential expansion up to 78,600 square feet on the east side of the building.

Access: Two points of access are proposed off of Creek Road. One on the west side that will provide access to the main parking lot. One on the east side that will provide access to the loading dock area.

Utilities and Stormwater: Utilities are available from Creek Road near the existing roundabout. These will be extended along Creek Road to the east and west access points into the site.

Stormwater facilities are proposed on the northwest and southeast sides of the site.

- Land Use & Rezoning: The property is currently zoned Planned Industrial District (PID-12). The 2040 Comprehensive Plan guides this site as Business Park (see below).

Figure 6: 2040 Comprehensive Plan

Final Plan - Staff Analysis

The applicant is requesting approval of a Final Plan for EDCO on Creek Road. The following is intended to summarize staff's analysis of the applicants request:

- **Comprehensive Plan**
  The comprehensive plan guides the site as Business Park (purple). The proposed use is consistent with this.

Business Park

Areas guided for the integration of office and light industrial uses in order to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. Office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging are typical business uses appropriate for this land use category. Supporting retail and services, such as healthcare, fitness, child daycare, dry cleaning, bank, coffee shop, restaurant, and convenience store, should only be allowed as secondary uses, provided no more than 10 percent of the overall business park area is used for these purposes.

Land Use

EDCO is proposing to construct a new building on the property that would house their office, manufacturing and warehouse uses. The building is planned to accommodate one production shift (7:00am-3:00pm) consisting of 100 staff, one office shift (8:00am-4:30pm) consisting of 35 staff, and one distribution shift (3:30pm-11:00pm) consisting of 20 staff. A total of 155 employees.

The parcel of land that this development encompasses is currently zoned Planned Industrial District (PID-12).

- **Setbacks**

  The following tables summarize the required setbacks for the site:

BUILDING SETBACKS		
Direction	**Required Setback**	**Proposed Setback**
East Property Line	15 feet	303 feet
West Property Line	100 feet	225 feet
Engler Blvd Centerline	125 feet	Over 250 feet
Creek Road Centerline	100 feet	232 feet
Wetlands	Varies based on wetland type	Unknown

PARKING SETBACKS		
Direction	**Required Setback**	**Proposed Setback**
Street ROW/Residential	10 feet	52 feet
Interior Property Lines	5 feet	38 feet
Wetlands	Varies based on wetland type	Unknown

- **Layout**

  Access is proposed on the southwest edge of the property off of Creek Road. The proposed building will be located near the center of the site with parking on the west

side of the building. A second point of access is shown on the southeast side that would be the main truck access to the loading dock area. An expansion area is anticipated on the east side of the building totaling approximately 78,600 square feet.

The proposed EDCO site is currently owned by the Haasken family. The Haasken family also owns a 2.8 acre property that touches the northwest corner of the property (see Figure 7 below). Being that this 2.8 acre property is located on a corner of a major county highway, there is a question on how access spacing will be achieved off of Creek Road. EDCO is planning to purchase this 2.8 acre property so that access to the 2.8-acre property from their site can be better understood and controlled. EDCO does not have any intentions to develop on the 2.8-acre property currently. The exhibit below shows a conceptual layout for how the 28-acre parcel can provide future access to the 2.8-acre property. Unfortunately, the properties do not directly abut so access cannot be achieved without participation from the neighboring property at 4880 Creek Road. The applicant is showing how a conceptual access can be achieved to the 2.8-acre parcel through EDCO's site and 4880 Creek Road should both 4880 Creek Road and the 2.8-acre property be developed. Development and access to the 2.8-acre parcel in Laketown Township orderly annexation will need to be further evaluated with 4880 Creek Road *when both parcels are ready for development.*

Figure 7: Exhibit showing conceptual access to 2.8-acre Haasken property

- **Parking, Circulation & Loading Docks**

  The site is proposing to incorporate 323 parking spaces - 165 stalls shown as initial construction and 158 parking stalls shown as 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	24,500 sf	1ps/250 sf	98 parking spaces
Manufacturing	30,000 sf	1ps/350 sf	86 parking spaces
Warehousing	192,500 sf	1ps/2,000 sf	97 parking spaces
Future Warehouse	*78,600 sf*	*1ps/2,000 sf*	*40 parking spaces*
		REQUIRED	**321 parking spaces**
		PROVIDED	**323 parking spaces**

  According to the table above, the plan is meeting parking requirements for initial construction and the future addition.

  As noted above under Land Use, the building could have a maximum of 155 employees on site at one time if shifts overlap – it appears, the proposed parking will accommodate the proposed employee needs in overlapping situations.

  The applicant states that they will have approximately 10-12 tractor/trailer visits per day. The loading docks are proposed on the southeast side of the building, which was directed by staff in the concept plan approval. Truck access can be achieved from the eastern access point. There is also a truck access loop around the entirety of the building that serves as a fire access loop.

- **Tree Preservation, Landscaping & Screening**

  210 trees were surveyed on site. 23 trees will be removed with the improvements proposed on the site. A total of 187 trees will be preserved. The main makeup of these preserved trees include American Elm, Ash, Spruce, and Boxelder trees. There is one significant Bur Oak tree (56") and three Linden trees (44" total) preserved that are located on the northeast side of the site. Staff believes these trees are acceptable species, size and location to count towards existing tree credit to offset overstory tree requirements for the site.

  The table below indicates the landscaping requirements for this building:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	**Proposed**
Overstory Trees	737 caliper inches (~295 trees)	639 caliper inches (223 trees) + 100 caliper inches existing = **739 caliper inches**
Understory Trees	74	**56**
Shrubs	786	**788**
Planting Islands	10% of parking	**10%**

Based on the table above the applicant is insufficient in the understory requirement for the site. The applicant will have to show in their building permit plans how they meet this requirement.

In addition, screening will be important for this site along sides that abut major vehicular thoroughfares and residential uses. The west neighbor is a residential use so it will be important that the west edge and parking lot of the site is properly screened via landscaping and berming. A healthy layer of mature trees straddle the lower, western property line which provide an existing screening effort. The landscape plan shows the inclusion of staggered trees along the western side of the site to aid in screening. Additionally, berming is proposed along the southwestern side of the site and extends up to roughly the mid-point of the proposed parking lot.

The loading dock area is also an area that needs to be screened from Creek Road and neighboring residents. The grading plan shows the inclusion of an approximate 6-8 foot berm along the south side of the loading dock area with a multi-layer of plantings. The applicant has modified this berm to extend up to the truck drive aisle edge to provide additional screening.

- **Building Design & Materials**
  The building is a rectangular, 34 foot high, 235,000 square foot building, primarily one story with an office area that will be two-stories. The building proposes to use precast concrete panels with ribbed banding, a glazed two-story storefront, and colored metal accent panels. The site is also showing a potential expansion up to 78,600 square feet on the east side of the building.

Figure 8: Rendering of proposed building (northwest elevation)

The City of Chaska has certain building design and material requirements for industrial buildings (Section 15.28.120). A portion of it is stated as follows:

Industrial and warehouse buildings shall use at least two (2) different Class I materials and shall be composed of at least thirty (30) percent Class I material, and at least one (1) Class II materials and be composed of at least thirty (30) percent Class II materials; and not more than forty (40) percent of Class III materials.

Building Materials	**Provided**	**Required**	**Meets Ordinance**
Class I	30% Total Glass and translucent panels (13%), Architectural Metal Paneling (17%)	30%; two different materials	Yes
Class II	Aggregate Precast Concrete (70%)	30%; one material	Yes
Class III	None	None	Yes

- **Lighting & Signage**

  Lighting is proposed in the form of pole lighting and wall packs. 25 foot high pole lighting is situated at the western access point and in the parking lot islands. 18 foot wall packs are situated around the perimeter of the building. The photometric plan shows foot candles at or nearing 0 at all property lines.

  The exterior elevations are showing three wall signs on the building – one on the north, west and south elevations. Because of the adjacent residential to the west staff would

require that the west sign be non-internally illuminated. When the west residential property develops into Business Park the west sign can use internal illumination.

- **Pedestrian Connections & Gathering Areas**
  The site currently does not contain any pedestrian connections. The final plan is showing nearby pedestrian connections and the extension of the trail on the north side of Creek Road that stubs at the intersection of Creek Road and Chaska Creek Boulevard today. This trail will be required to be installed up to the western development limits at the time of Creek Road's reconstruction.

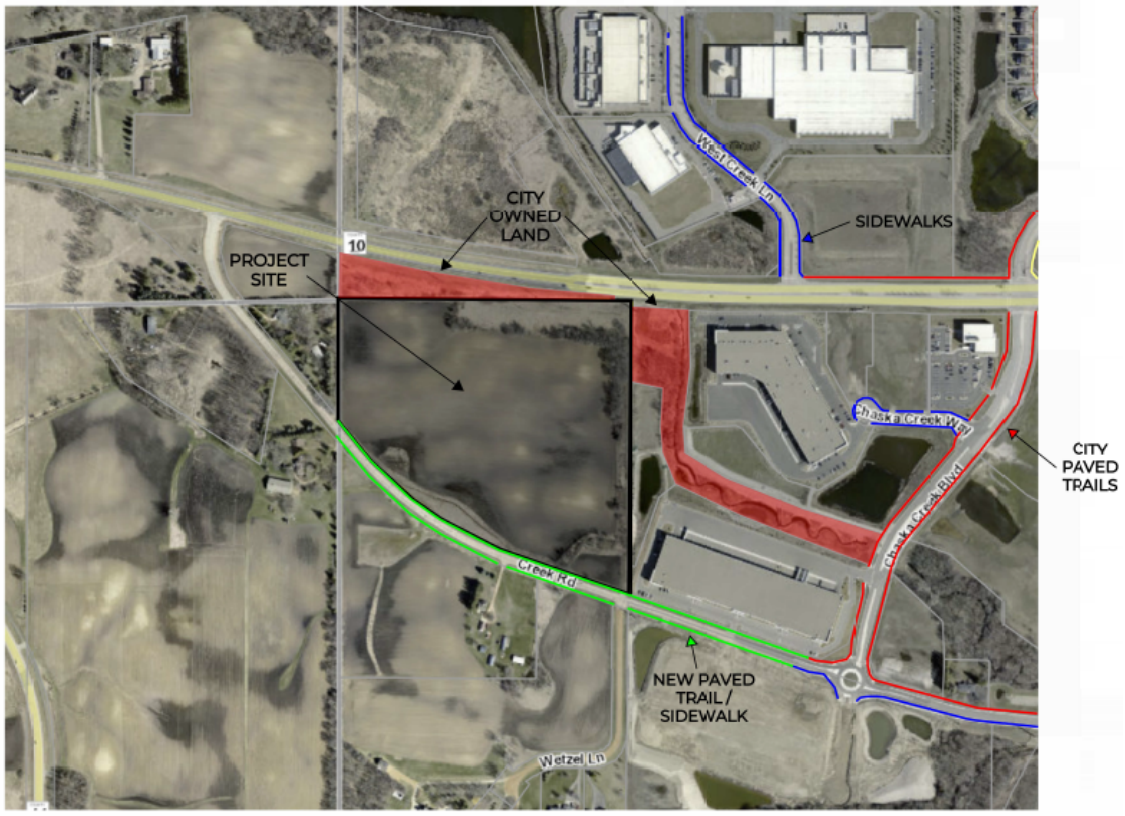


Figure 9: Exhibit showing pedestrian connections

The proposed building is located west of the business park known as Chaska Creek Business Center. At the concept plan approval of Chaska Creek Business Center, one of the main concepts that was approved was *the incorporation of pedestrian gathering places for employees to benefit from, and also connecting people to the natural amenities of the site*. The business park's industrial site plans directly east of the subject site included outdoor picnic areas that were nestled into the landscaping of the site; one on the south side of the site, and one on the southwest side of the site off the mowed pathway proposed along the stormwater ponds and creek.

EDCO's site proposes to include a patio space on the west side of the building next to the front entrance. Additionally, the site is including a pedestrian pathway that loops around the building and connects into the proposed trail/sidewalk on the north side of Creek Road (see figure 10). The applicant explored opportunities to connect into the natural amenities on site and with the neighboring Chaska Creek Business Center and concluded that it

wouldn't be possible as it would entail a bridge and likely wetland impacts/mitigation. There is also concern about liability from connecting two private properties. EDCO is still considering a bench or possibly picnic table off the northeast corner of the building as this may provide the best natural view on the site towards the existing trees to the north and east.

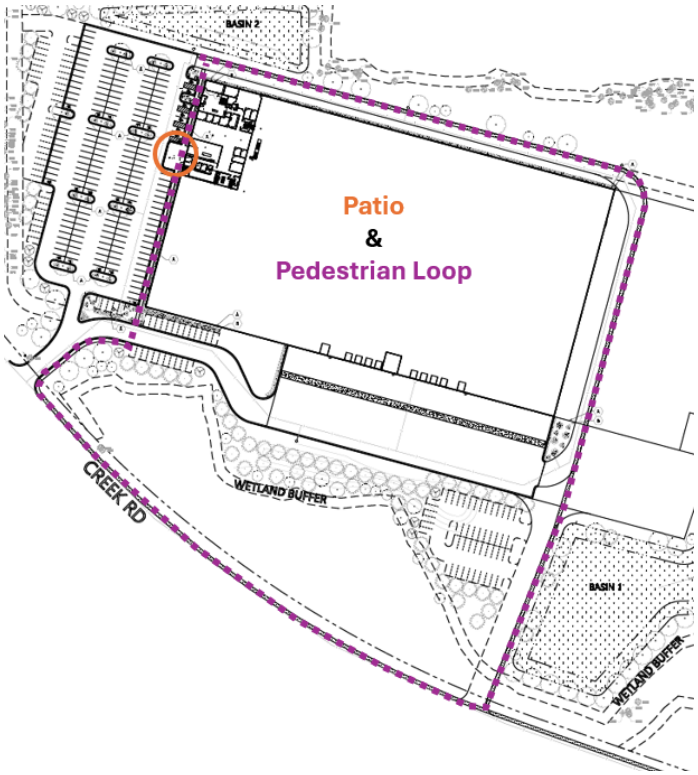


Figure 10: Proposed Pedestrian Gathering Places

- **Creek Road**
  The site plan currently shows access off Creek Road, which is designated as a city municipal state aid route. The road is intended to be reconstructed to an urban section road with curb and gutter. The city continues to refine the plan and timing for this road reconstruction. The applicant will be required to coordinate with the city engineering department on this item and participating in a cost-share agreement.

- **Utilities**
  Utilities are able to serve the building. There is an existing trunk sewer and water line that stubs near the Creek Road/Chaska Creek Boulevard roundabout. These utilities will be extended west to EDCO's two access points. EDCO will be required to coordinate with the city engineering department on this item and participating in a cost-share agreement.

- **Stormwater**
  Stormwater management is shown as above ground systems on the northeast and southeast sides of the site. Stormwater will need to meet City and County requirements.

- **Wetlands**
  Because there are known wetlands on site and a proposal to impact the wetlands on the north and south sides, the applicant will have to conduct and get approved a wetland delineation report and mitigation/impact analysis for their final submittal. Any wetland impacts need to be reviewed and approved by the Technical Evaluation Panel (TEP).

- **Final Plat**
  The site is currently an outlot (Outlot C) from the previous plat known as Wetzels Woods. Because of this the site needs to be platted. A final plat is provided which shows the site as Lot 1, Block 1. No outlots are proposed.

- **2.8-Acre Haasken Parcel**
  As noted earlier in this report, there is a 2.8-acre parcel currently owned by the Haasken family and located in the orderly annexation area of Laketown Township. The 2.8-acre parcel is a part of a larger, non-contiguous parcel that is over 100 acres in size. EDCO is planning to purchase the 2.8-acre parcel, but they do not have plans to develop it currently. The 2.8-acre parcel will need to be split from the larger 100-acre parcel with the plan to keep it in Laketown Township. Staff requires that when the parcel is ready for development, it will need to be annexed into the city of Chaska. Access to the 2.8-acre parcel will also need to reviewed and understood with 4880 Creek Road to align with City and Carver County access spacing policies.

Deadline for Agency Decisions

Complete Application Received	60-day review *	120 – day **
August 27, 2025	October 26, 2025	December 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.		

Planning Commission Action Recommended:

Motion to recommend approval to the City Council approval of the final site & building plan and final plat 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 1-3), prepared by Pope Design Group, dated July 1, 2025**
   b. **Existing Conditions Plan, prepared by Westwood, dated August 26, 2025**
   c. **Site Plan, prepared by Westwood, dated August 26, 2025**
   d. **Grading Plan, prepared by Westwood, dated August 26, 2025**
   e. **Erosion & Sediment Control Plan, prepared by Westwood, dated August 26, 2025**
   f. **SWPPP Narrative, prepared by Westwood, dated August 26, 2025**
   g. **SWPPP Notes, prepared by Westwood, dated August 26, 2025**
   h. **SWPPP Maps, prepared by Westwood, dated August 26, 2025**
   i. **Top Soil Management Plan, prepared by Westwood, dated August 26, 2025**

j. **Utility Plan, prepared by Westwood, dated August 26, 2025**
k. **Site Details (pgs C600-C603), prepared by Westwood, dated August 26, 2025**
l. **Proposed Wetland Buffer Plan, prepared by Westwood, dated August 26, 2025**
m. **Landscape Plan, prepared by Westwood, dated August 26, 2025**
n. **Landscape Details, prepared by Westwood, dated August 26, 2025**
o. **Tree Survey, prepared by Westwood, dated August 26, 2025**
p. **Tree Inventory, prepared by Westwood, dated August 26, 2025**
q. **Preliminary Plat, prepared by Westwood, dated August 26, 2025**
r. **Future Site Plan, prepared by Westwood, dated June 17, 2025**
s. **Overlay Plan, prepared by Westwood, dated June 17, 2025**
t. **Turning Plan, prepared by Westwood, dated June 17, 2025**
u. **Cross Sections, prepared by Westwood, dated June 17, 2025**
v. **Site Photometric, prepared by Stinson Electric Inc, dated April 18, 2025**
w. **Floor Plans, prepared by Pope Design Group, dated July 1, 2025**
x. **Exterior Elevations, prepared by Pope Design Group, dated July 1, 2025**
y. **Exterior Materials, prepared by Pope Design Group, dated July 1, 2025**
z. **Final Plat (pgs 1-2), prepared by Westwood, dated August 21, 2025**

2. **Adherence to the City Engineer memo dated May 9, 2025.**
3. **Adherence to the Carver County memo dated March 12, 2025.**
4. **Compliance with City Code Sec. 15.28 (Special Regulations), including but not limited to the following:**
    a. **Landscaping plans in conformance with City Code Sec. 15.28.070**
    b. **Lighting plans in conformance with City Code Sec. 15.28.250**
    c. **Parking plan meeting proposed and future needs of the site and in conformance with City Code Sec. 15.28.030**
    d. **10 foot wide trail extension along north side of Creek Road up to the western property limits**
    e. **Final plat, including adequate right-of-way (ROW) needs for the Creek Road improvements, as determined by the City Engineer**
5. **Coordination with:**
    a. **City Engineer regarding utilities, grading, drainage, access and access spacing, Creek Road right-of-way needs, 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**
6. **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**
7. **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**

8. **Provision of a storm water management plan meeting City and Carver County WMO standards for both proposed and future needs of the site.**
9. **Provision of a wetland report and mitigation plan to be completed and approved prior to issuance of a grading permit and prior to final city council approval.**
10. **Cost participation agreement between the developer and city on the utility extensions and street reconstruction of Creek Road.**
11. **Provision that development and access to the 2.8-acre parcel in Laketown Township orderly annexation area be further evaluated with 4880 Creek Road when both parcels are ready for development.**
12. **Provision that the 2.8-acre parcel is annexed into the city of Chaska at the time of its development.**
13. **Provision of a utility and access easement at least 35 feet wide, or as determined by the City Engineer, on the western property line and to be shown on the final plat.**
14. **Provision to execute a petition for public improvement prior to release of the final plat for recording.**

City of Chaska
Memorandum

To: **Planning Commission**
From: **Alex Mollenkamp, Assistant City Engineer**
Date: **May 9, 2025**
Subject: **Edco / Haasken Preliminary Plan – Engineer's Memo**

The Haasken property being considered for development is located within the city's southwest development area between Creek Road and Engler Boulevard (County Highway 10). The project proposes a new industrial building that requires extension of City utilities along with new access(s) along Creek Road.

The site contains several wetlands areas requiring agency review and acceptance prior to final City approvals. Any wetland areas proposed to be impacted must be approved prior to a grading permit being issued. The wetlands located near the SE corner of the property is prioritized in the City's surface water plan for potential restoration. The City's policy in terms of wetlands would be to ensure high priority wetlands are protected with the intent for opportunities to enhance or restore the areas back to previous conditions.

For final plan approval, 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.

In terms of city utilities, the site requires extensions of trunk water main and gravity sewer. The previous industrial park projects along Chaska Creek Boulevard combined with the extension of trunk sewer along Creek Road have provided trunk utilities with adequate capacity to support the new building site. Both trunk water and sewer stubs are located east of the property near the roundabout at Chaska Creek Boulevard and Creek Road.

The site plan currently shows access off Creek Road, which is a designated City municipal state aid route. Both the utility extension and street reconstruction require a development cost participation agreement between the City and Developer.

Final Site Plan Application Narrative

07/01/2025

Re: TCWG, LLC – New Industrial Development
Section 06 Township 115 Range 023
Parcel 30.6940070
Project No. 71830-25009

Subject: **Preliminary Site Plan Application Narrative for proposed development**

To: City of Chaska – Planning Department

From: Brock Martinson, Pope Design Group

Dear Planning Staff,

Intended Use
We are submitting on behalf of our client TCWG, LLC who is currently in the process of acquiring the referenced property from Cal Haasken for the purpose of constructing a new build-to-suit industrial development to house EDCO Products' manufacturing, warehousing, and office space on the 27.91 acre site. The building will be primarily single story with a second level constructed to house office area near the main entry feature.

Preliminary Site Plan Review provisions

The Final plans have been revised to meet the conditions of the Preliminary Site Plan review as follows:

- The future addition has been reduced in scope to 78,600 s.f., reducing the total required parking count to 321 space spaces. 165 spaces will be provided initially to meet EDCO's needs, with the remainder shown as proof of parking spaces.
- Landscape islands within the parking area were increased in size to meet the 10% requirement.
- Trees and shrubs have been added to meet the requirements of the initial building size. Additional landscaping will be added at the time of any future addition based on the addition size.
- Earth berm was extended on the south side of the truck dock area and additional trees were added for screening there as well as the West property line adjacent to the existing residential property.
- A wetland Mitigation plan has been created and submitted to the proper agencies for review and approval.

Building Materials
The facility will bring manufacturing, office, and warehouse related jobs to the Chaska area and will provide a high-quality industrial development to a currently undeveloped site. The project incorporates several features that are unique amongst large scale industrial buildings including a prominent entry feature, large areas of glazing, metal accent panels, and a unique precast panel design intended to articulate the building façades. The main building material utilized on each façade is architecturally pre-finished precast concrete panels. The panel design incorporates exposed aggregate and "rib" textured portions and will be integrally colored using both colored cement and matching aggregate to provide a durable, long-lasting finish. Accent materials include pre-finished metal panels to create a bold, dramatic façade element, large areas of curtainwall glazing to create transparency and a welcoming presence, and bands of opaque clerestory windows wrapping

767 N. Eustis St., Ste 190
St. Paul, Minnesota 55114
651.642.9200

popedesign.com

the production and warehousing portions of the building providing lighting into the building but also a unique look from the exterior. The variety of textures, materials, and patterns is intended to break down the scale of the building and provide a pleasant and productive environment for building occupants and the surrounding community.

Light Pollution
The current site plan includes provisions for full cutoff pole light fixtures and building mounted lighting to both light the site and limit the amount of light near the property line. The building is oriented on the site to minimize potential lighting hotspots near property lines and building uplighting is not anticipated, further enhancing limited light pollution.

Welcoming Approach / Pedestrian Access
The main entry of the building is situated to be immediately visible from the approach off Creek Road. As traffic and pedestrians approach the site, large areas of glass are intended to draw staff, visitors, and the community into the site and make the entry readily apparent. The truck dock has also been located to make the loading area immediately visible to truck traffic. A walking trail will wrap the site and is intended to take advantage of views to the adjacent undisturbed wetlands and natural areas.

Sustainable Initiatives
Several primary sustainability concepts have been incorporated into the design of the building and site. The roof is being designed with a white membrane (cool roof) to minimize heat gain in the summer months. It is also being designed to be 'solar ready', with excess capacity accounted for to allow for the future addition of rooftop solar. Additionally, a grass paved fire lane is planned which will allow for infiltration to occur in the lane and will not contribute to runoff from the site. Future EV provisions are also being incorporated which include providing excess capacity into the building electrical system and running conduit to the parking area in anticipation of future EV charging stations. The design also incorporates extensive glazing in the office, production, and warehouse areas to allow for daylighting in all spaces.

Concept Plan Conditions
The building has been rotated and shifted on the site to move the truck docks to the southeast portion of the building. There is a larger area of land here that will allow for adequate screening of the dock area as shown on the Landscape Plan. The office parking area has been adjusted to provide for an access lane to the 2.5 acre site to the Northwest connecting to the EDCO building's access at Creek Road.

Proof of Parking is shown dashed on the site plan to accommodate current and future building size. We would like to note that any future expansion is intended to be warehouse space, and the addition will result in a minimal increase in employees. It is anticipated that the number of parking stalls shown in this initial development will provide the necessary parking for future growth – additional parking spaces are not anticipated.

The Zoning Code was reviewed, and additional Class I materials have been added to the building to meet 30% Class I materials over the building as a whole. The proposed Class I materials are glass and opaque panels (Kalwall or similar), composite aluminum panels and a Commercial siding product produced by EDCO clipped to the precast panels. The precast panels are exposed aggregate with bands of ribs that are considered Class II materials for the remainder of the façade.

A walking path has been shown around the building for use by building occupants. It will be a gravel path that runs along the edge of the grass-paved fire lane, which will aid in the identification of the fire lane location. It is intended that benches and perhaps tables will be located at locations along the path, though locations have not yet been determined but will be on the Final Site Plan Application.

Wetland Delineation
We are currently using a Wetland Delineation Report that was produced in 2022 but never finalized to determine the site layout. A new Wetland Delineation will be made as soon as growing conditions allow this Spring and will be part of the Final Site Plan Application.

Thank you for your review, and please don’t hesitate to contact me with any questions or concerns.

Regards,

POPE DESIGN GROUP

Brock Martinson
Principal

G:/31626/25017/05 Approvals/01 City/2025-07-01 Final Site Plan/Final Site Plan Application Narrative.docx

WETZELS WOODS 3RD ADDITION

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

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

Outlot C, WETZELS WOODS, according to the recorded plat thereof, Carver County, Minnesota.

Has caused the same to be surveyed and platted as WETZELS WOODS 3RD ADDITION and does hereby dedicate to the public for public use forever the public ways and drainage and utility easements as created by this plat.

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

TCWG, LLC, a Minnesota limited liability company

By: _____

Its: _____

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me on _____ day of_____ by _____ , its _____ , of TCWG, LLC, a Minnesota limited liability company, on behalf of the company.

_____ (Signature)

_____ (Name Printed)

Notary Public, _____ County, Minnesota

My Commission Expires _____

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

Dated this _____ day of _____, 20_____.

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

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me on _____ by Mathew J. Welinski.

_____ (Signature)

_____ (Name Printed)

Notary Public, _____ County, Minnesota

My Commission Expires _____

CITY COUNCIL, CITY OF CHASKA, MINNESOTA
This plat of WETZELS WOODS 3RD ADDITION was approved and accepted by the City Council of the City of Chaska, Minnesota at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Chaska, Minnesota

By: _____ Mayor

By: _____ Clerk

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

Brian E. Praske, County Surveyor

By: _____

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

Crystal Campos, County Auditor

By: _____

By: _____

COUNTY RECORDER, Carver County, Minnesota
I hereby certify that this plat of WETZELS WOODS 3RD ADDITION was filed this _____ day of _____, 20_____, at _____ o'clock _____.M., as Document No. _____.

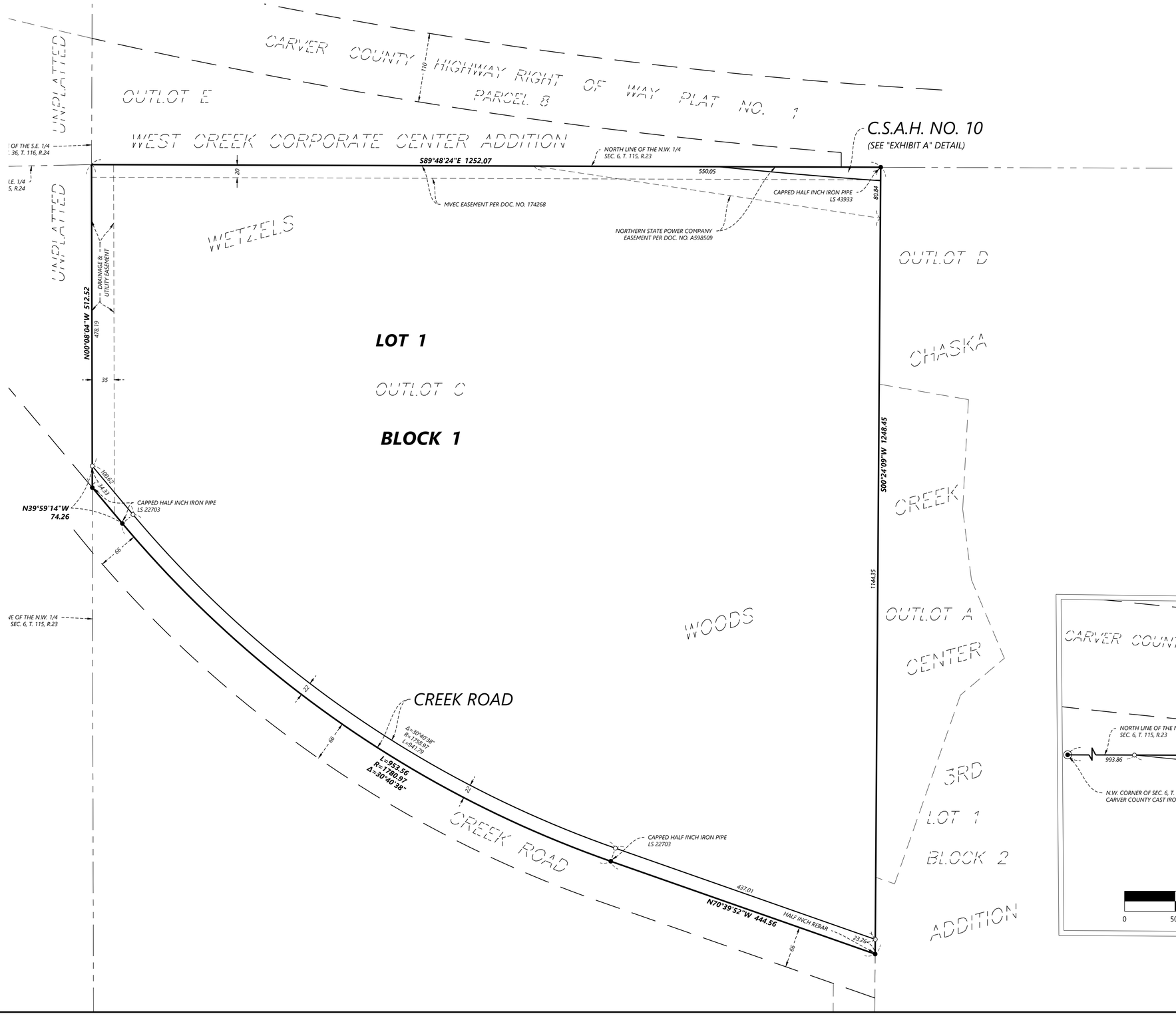
Kaaren Lewis, County Recorder

By: _____

Westwood
Professional Services, Inc.

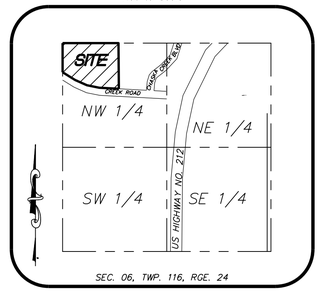
WETZELS WOODS 3RD ADDITION

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



Vicinity Map

Not to Scale



North line of OUTLOT C of the WETZELS WOODS C, has a bearing of S 89° 48' 24" E (NAD83; 2011 ADJ)

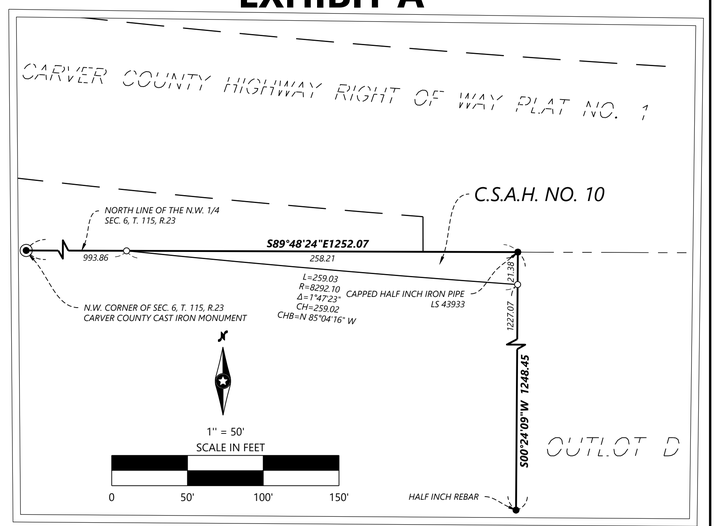
○ Denotes 1/2 inch by 14 inch iron rebar set and marked by License No. 53596

● Denotes found monument

1" = 80'
SCALE IN FEET

0 80 160 240

EXHIBIT A



Westwood
Professional Services, Inc.

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FINAL DEVELOPMENT PLANS

FOR

EDCO CHASKA
CHASKA, MN

Vicinity Map
(NOT TO SCALE)

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114
CONTACT: BROCK MARTINSON
PHONE: 651-789-1641
EMAIL: BMARTINSON@POPEDESIGN.COM

PREPARED BY:
Westwood

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

Westwood Professional Services, Inc.

PROJECT NUMBER: 0060241
CONTACT: DAVID BADE

SHEET INDEX

Sheet List Table

SHEET NUMBER	SHEET TITLE
C001	COVER
C100	EXISTING CONDITIONS PLAN
C200	SITE PLAN
C300	GRADING PLAN
C400	EROSION & SEDIMENT CONTROL PLAN
C401	SWPPP NARRATIVE
C402	SWPPP NOTES
C403	SWPPP MAPS
C404	TOP SOIL MANAGEMENT PLAN
C500	UTILITY PLAN
C600	SITE DETAILS
C601	SITE DETAILS (2)
C602	SITE DETAILS (3)
C603	SITE DETAILS (4)
C700	PROPOSED WETLAND BUFFER PLAN
L100	LANDSCAPE PLAN
L101	LANDSCAPE DETAILS
L200	TREE SURVEY
L201	TREE INVENTORY
C800	PRELIMINARY PLAT

NO.	DATE	REVISION	SHEETS
1	08/08/2025	STORM SEWER PER CITY COMMENTS	
	08/26/25	CITY & WATERSHED COMMENTS	
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FINAL DEVELOPMENT PLANS

FOR

EDCO CHASKA
CHASKA, MN

INITIAL SUBMITTAL DATE: 06/27/25 SHEET: C001 OF 20

N:\0060241\00\DWG\CIVIL\0060241CV01.DWG

EDCO CHASKA

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811 or call811.com
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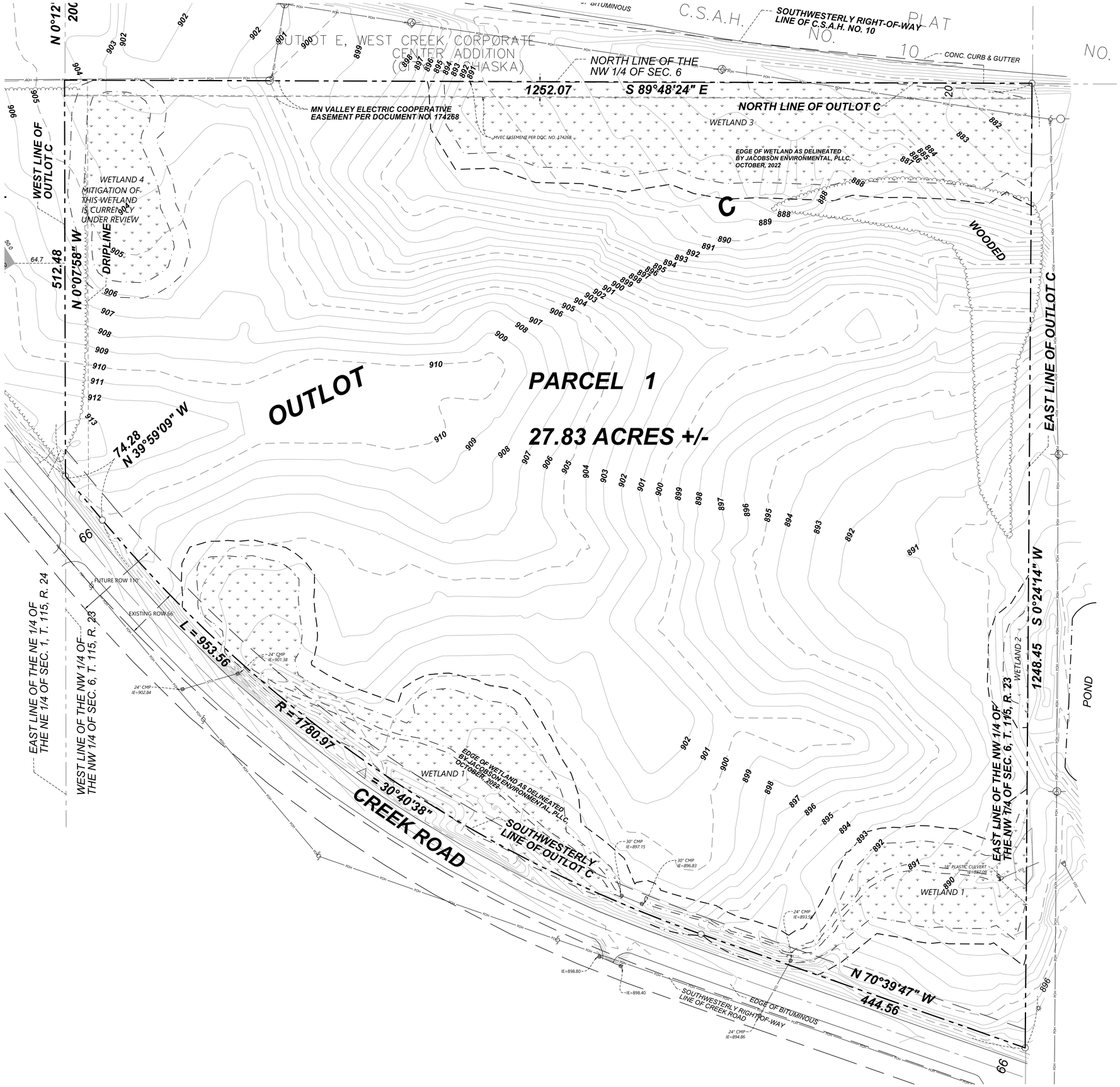

REMOVAL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		SAW CUT PAVEMENT
		WETLAND
		WETLAND SETBACK

EXISTING	REMOVALS	
		CURB & GUTTER
SAN		SANITARY SEWER
WAT		WATER MAIN
WAT		HYDRANT
STO		STORM SEWER
GAS		GAS
PUG		UNDERGROUND ELECTRIC
POH		OVERHEAD ELECTRIC
TUG		UNDERGROUND TELEPHONE
TOH		OVERHEAD TELEPHONE
TO		TELEPHONE FIBER OPTIC
CTV		CABLE TELEVISION
		RETAINING WALL
		FENCE
		CONCRETE
		BITUMINOUS
		BUILDING
		TREE
		LIGHT POLE
		TRAFFIC SIGN
		CONSTRUCTION BARRICADE
SB-19		SOIL BORING LOCATION
		TREE LINE

REMOVAL NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTOR SHALL COORDINATE LIMITS OF REMOVALS WITH PROPOSED IMPROVEMENTS AND FIELD VERIFY CONDITION OF EXISTING APPURTENANCES TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR REPLACING MISCELLANEOUS ITEMS (SUCH AS FENCES, SIGNS, IRRIGATION HEADS, ETC.) THAT MAY BE DAMAGED BY CONSTRUCTION.
3. CONTRACTOR SHALL PLACE ALL NECESSARY EROSION CONTROL MEASURES REQUIRED TO MAINTAIN SITE STABILITY PRIOR TO EXECUTING ANY SITE REMOVALS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH UTILITY PROVIDERS FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITIES AFFECTED BY SITE DEVELOPMENT. ALL PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

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

NOT FOR CONSTRUCTION

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

	INITIAL ISSUE	06/27/25
REVISIONS:		
1	08/08/2025	STORM SEWER PER CITY COMMENTS
2	08/26/25	CITY & WATERSHED COMMENTS
3		
4		
5		

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED:
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

EXISTING CONDITIONS PLAN

SHEET NUMBER:
C100
DATE: 08/26/25

EDCO CHASKA
PROJECT NUMBER: 0060241

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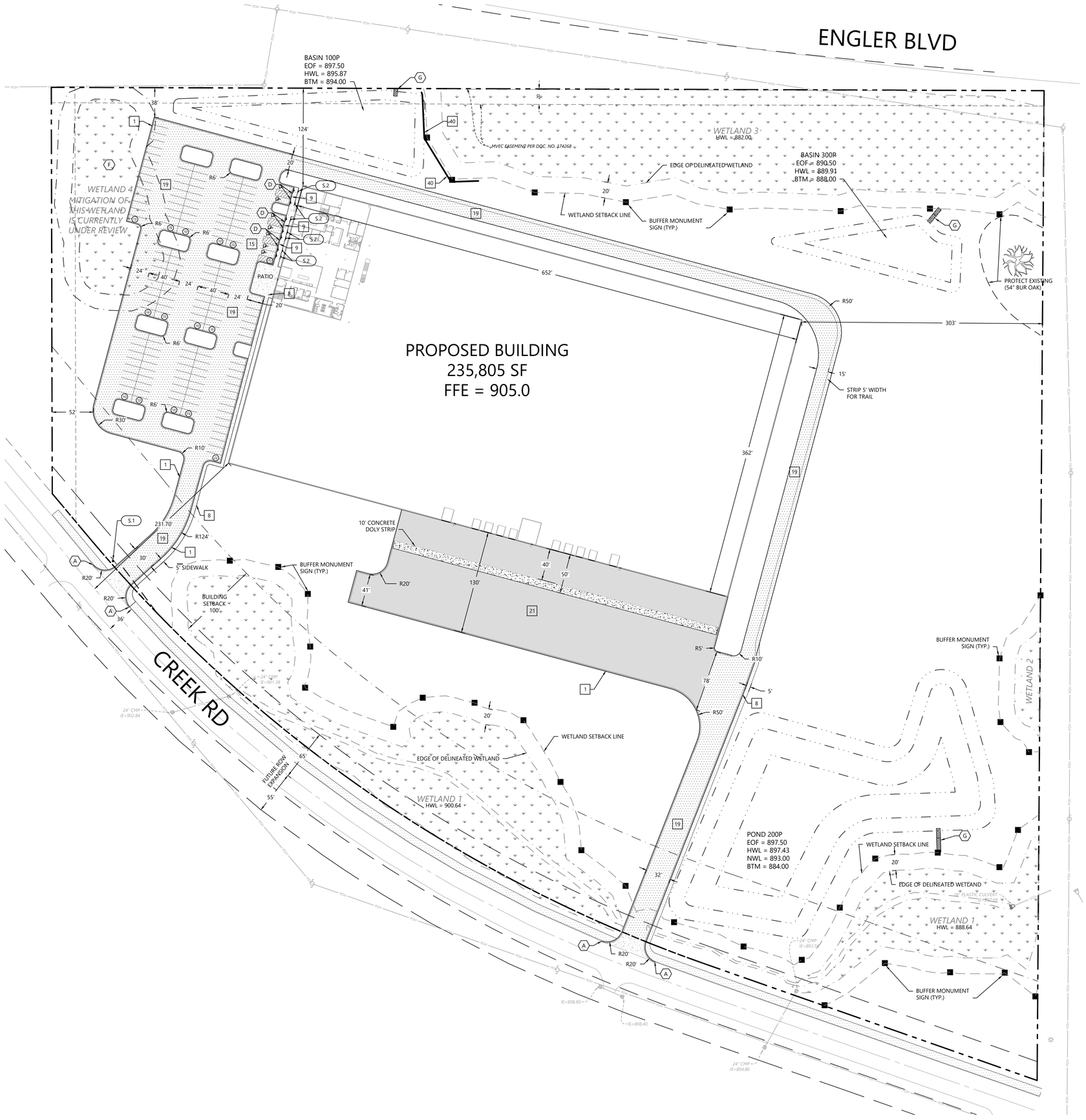

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
x	x	FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST
		WETLAND
		WETLAND SETBACK

GENERAL SITE NOTES

BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY ***WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN.***

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
2. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
3. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
5. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
6. ALL CURB AND GUTTER SHALL BE ***B618*** UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
8. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
9. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
10. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE DEVELOPMENT SUMMARY

EXISTING ZONING:	***RR - RURAL RESIDENTIAL***
PROPOSED ZONING:	***I - INDUSTRIAL***
PARCEL DESCRIPTION:	***306940070***
• PROPERTY AREA:	***1,212,467 SF (27.83 AC)***
• EXISTING IMPERVIOUS SURFACE:	***0 SF (0%)***
• PROPOSED IMPERVIOUS SURFACE:	***390,817 SF (32.2%)***
• BUILDING GROSS SIZE:	***235,805 SF***
OFFICE	***24,500 SF***
MANUFACTURING	***30,000 SF***
WAREHOUSE	***192,500 SF***
FUTURE WAREHOUSE	***78,600 SF***
• FLOOR-AREA-RATIO(FAR):	***0.19***
• PARKING SETBACK:	***10'***=FRONT AND ROW ***5'***=SIDE AND REAR
• PARKING SPACE/DRIVE AISLE:	***9'*** WIDE X ***18'*** LONG, ***24'*** AISLE
• PARKING RATIO REQUIREMENT	***CITY OF CHASKA***
OFFICE	***1 SPACE / 250 SF = 98 SPACES***
MANUFACTURING:	***1 SPACE / 350 SF = 86 SPACES***
WAREHOUSE	***1 SPACE / 2,000 SF = 97 SPACES***
TOTAL SPACES REQUIRED:	***281 SPACES***
FUTURE WAREHOUSE	***1 SPACE / 2,000 SF = 40 SPACES***
TOTAL WITH EXPANSION	***321 SPACES***
• PARKING PROVIDED:	***165 SPACES INITIAL, 323 TOTAL WITH PROOF***

[1] SITE DETAILS (SI-0XX)

1	***B618*** CURB AND GUTTER
8	PRIVATE CONCRETE SIDEWALK
9	***PRIVATE*** PEDESTRIAN CURB RAMP
14	SIGN INSTALLATION
15	HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
18	BOLLARD
19	PAVEMENT SECTIONS
21	HEAVY DUTY CONCRETE SECTION LOADING DOCK
36	SIGN POST WITH BOLLARD
40	MODULAR BLOCK RETAINING WALL

[S.10] SIGN LEGEND

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.3	NO PARKING	12" X 12"	R8-38

[A] SITE KEYNOTES

A	MATCH EXISTING CURB
B	MATCH EXISTING CONCRETE PAVEMENT WITH SAWCUT
C	PAINT 4" WHITE DIAGONAL STRIPING
D	FLUSH CURB
E	TRANSITION CURB
F	WETLAND MITIGATION PERMITTING IN PROCESS. WETLAND PROPOSED TO BE FILLED.
G	POND/BASIN EOF - REINFORCEMENT MAT (ENKAMAT OR APPROVED EQUAL)

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 . .
4 . .
5 . .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED:
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

SITE PLAN

SHEET NUMBER:
C200
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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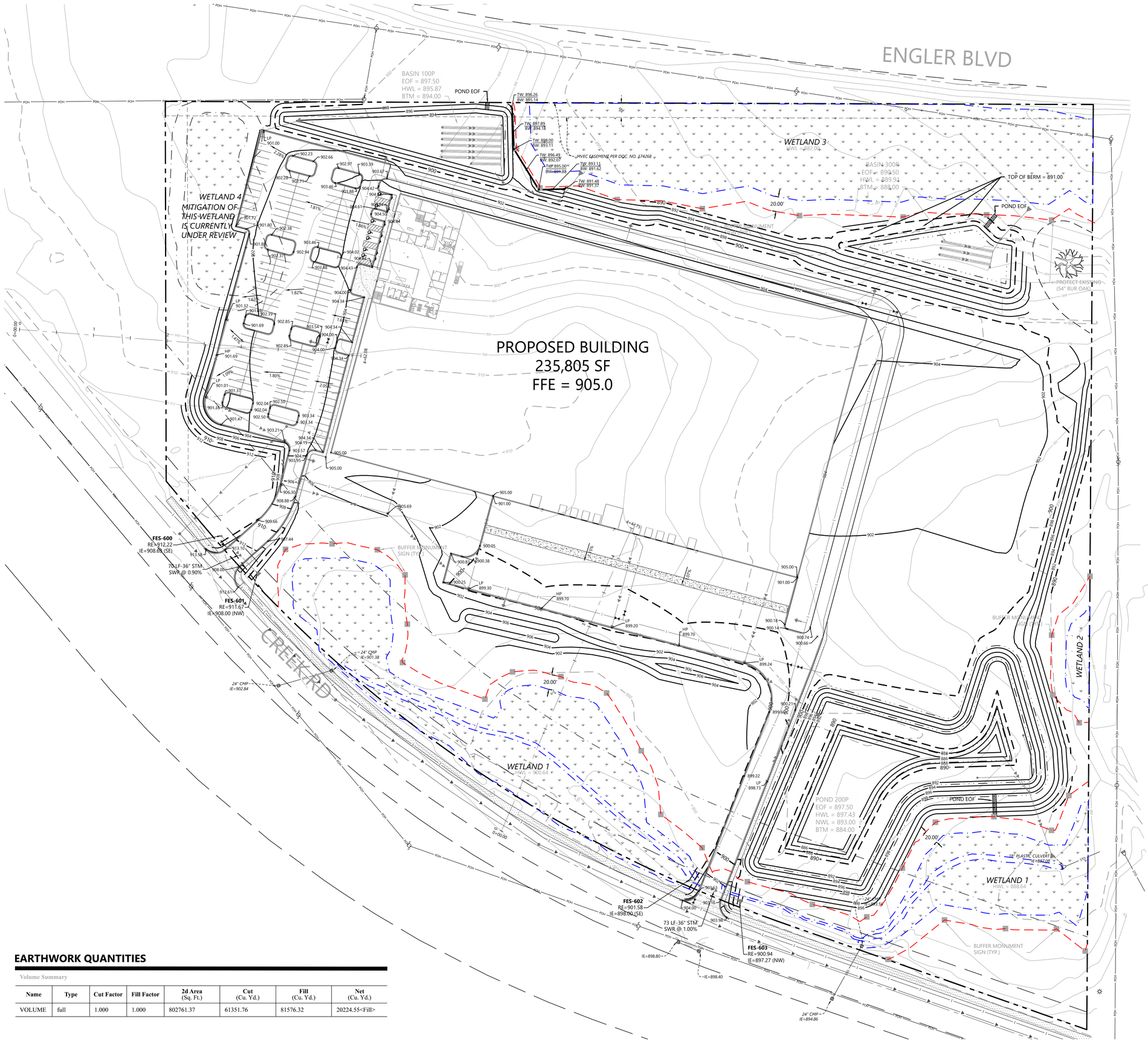

GRADING LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
		RIDGE LINE
	GL	GRADING LIMITS
× 900.00	× 900.00	SPOT ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION

GRADING NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. **SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.**
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

EARTHWORK QUANTITIES

Volume Summary

Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
VOLUME	full	1.000	1.000	802761.37	61351.76	81576.32	20224.55<Fill>

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE	06/27/25
REVISIONS:	
08/08/2025	STORM SEWER PER CITY COMMENTS
08/26/25	CITY & WATERSHED COMMENTS
-	-
-	-
-	-

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNATURE
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

GRADING PLAN

SHEET NUMBER:
C300
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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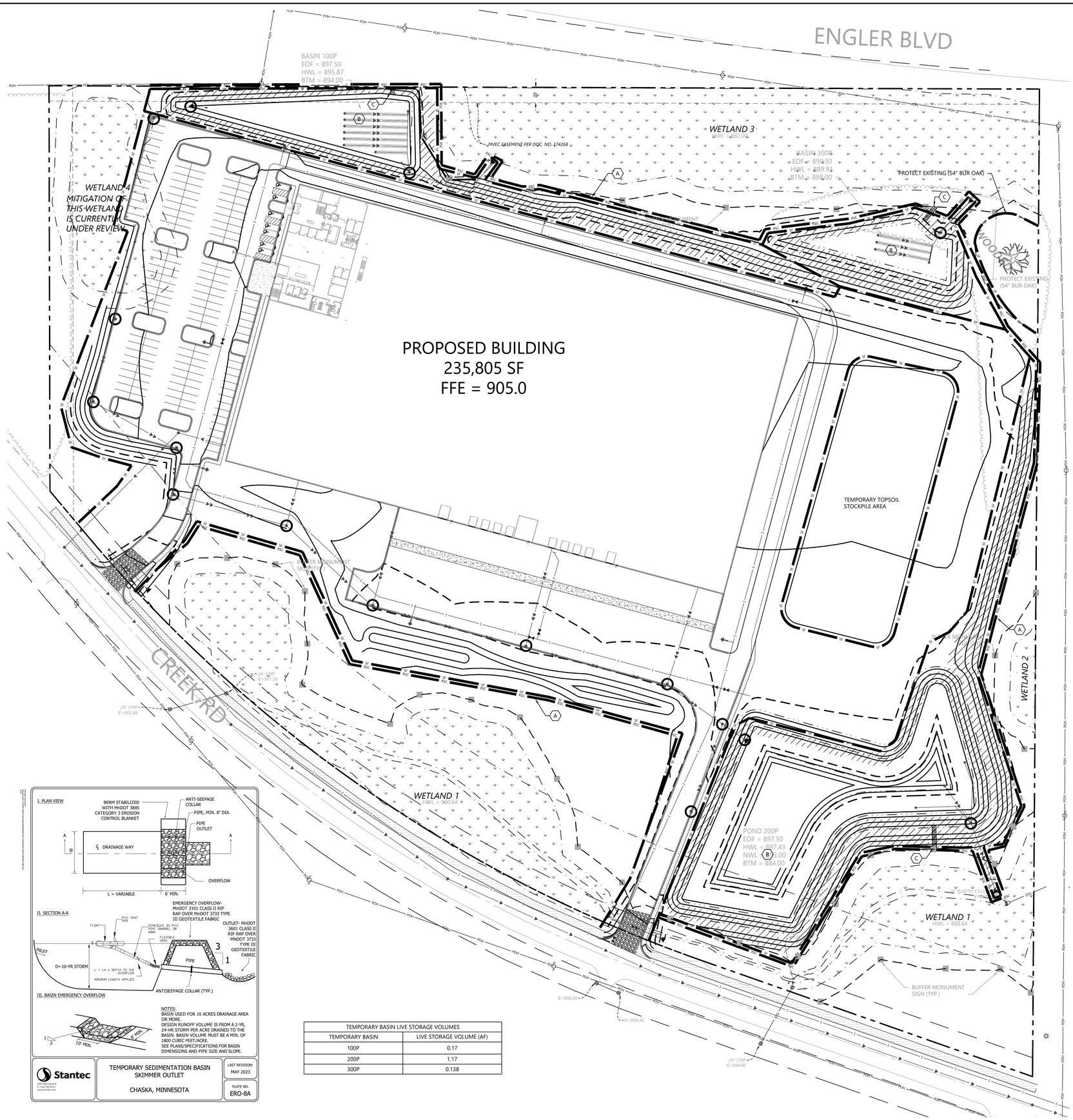

NOTES:
BASIN USED FOR 10 ACRES DRAINAGE AREA OR MORE.
DESIGN RUNOFF VOLUME IS FROM A 2-YR, 24-HR STORM PER ACRE DRAINED TO THE BASIN. BASIN VOLUME MUST BE A MIN. OF 1800 CUBIC FEET/ACRE.
SEE PLANS/SPECIFICATIONS FOR BASIN DIMENSIONS AND PIPE SIZE AND SLOPE.

Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TEMPORARY SEDIMENTATION BASIN SKIMMER OUTLET

CHASKA, MINNESOTA

LAST REVISION: MAY 2023

PLATE NO. ERO-8A

TEMPORARY BASIN LIVE STORAGE VOLUMES	
TEMPORARY BASIN	LIVE STORAGE VOLUME (AF)
100P	0.17
200P	1.17
300P	0.138

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

EROSION CONTROL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
	SF	SILT FENCE
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SILT CONTROL
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
	GL	GRADING LIMITS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION
		INLET PROTECTION

GENERAL EROSION CONTROL NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAYBALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
3. EROSION AND SILTATION CONTROL (ESC): THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED TO: CATCH BASIN INSERTS, CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. ESC SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN EVENT. AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.
4. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A CONSTRUCTION ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
5. PROPOSED PONDS SHALL BE EXCAVATED FIRST AND USED AS TEMPORARY PONDING DURING CONSTRUCTION.
6. WHEN INSTALLING END-OF-LINE FLARED END SECTIONS, BRING THE SILT FENCE UP & OVER THE FLARED END SECTIONS & COVER DISTURBED AREAS WITH RIP RAP. THE UPSTREAM FLARED END SECTIONS SHALL HAVE WOOD FIBER BLANKET INSTALLED ON THE DISTURBED SOILS.
7. ALL UNPAVED AREAS ALTERED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED WITH SEED AND MULCH; SOD, EROSION CONTROL BLANKET OR BE HARD SURFACE WITHIN 2 WEEKS OF COMPLETION OF CONSTRUCTION.
8. THE SITE MUST BE STABILIZED PER THE REQUIREMENTS OF THE MPCA, NPDES, MNDOT, AND CITY.
   A. TEMPORARY (GREATER THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 22-111 AT 30.5-POUNDS PER ACRE.
   B. TEMPORARY (LESS THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 21-112 (FALL) OR 21-111 (SPRING/SUMMER) AT 100-POUNDS PER ACRE
   C. INFILTRATION/FILTRATION BASIN SHALL BE MNDOT SEED MIX 34-262 AT 14.5-POUNDS PER ACRE.
   D. POND SLOPES SHALL BE MNDOT SEED MIX 33-261 AT 35-POUNDS PER ACRE.
   E. GENERAL SEEDING SHALL BE MNDOT SEED MIX 25-151 AT 70-POUNDS PER ACRE.
   F. MULCH SHALL BE MNDOT TYPE 1 APPLIED AT 2-TONS PER ACRE.
9. FOR AREAS WITH SLOPE OF 3:1 OR GREATER, RESTORATION WITH SOD OR EROSION CONTROL BLANKET IS REQUIRED.
10. ALL TEMPORARY STOCKPILES MUST HAVE SILT FENCE INSTALLED AROUND THEM TO TRAP SEDIMENT.
11. ALL PERMANENT PONDS USED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION SHALL BE DREDGED AFTER THE SITE HAS BEEN STABILIZED TO RESTORE THE POND TO THE PROPOSED BOTTOM ELEVATION.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL AND STATE RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. THE SITE MUST BE KEPT IN A WELL-DRAINED CONDITION AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DITCHES, PIPING OR OTHER MEANS REQUIRED TO INSURE PROPER DRAINAGE DURING CONSTRUCTION. LOW POINTS IN ROADWAYS OR BUILDING PADS MUST BE PROVIDED WITH A POSITIVE OUTFLOW.
14. IF THE EROSION CONTROL PLAN AS APPROVED CANNOT CONTROL EROSION AND OFF-SITE SEDIMENTATION FROM THE PROJECT, THE EROSION CONTROL PLAN WILL HAVE TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE. ANY REVISIONS TO THE EROSION CONTROL PLAN MADE BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER.

TEMPORARY BASIN NOTES

1. TEMPORARY BASINS ARE LOCATED IN THE PROPOSED PERMANENT BASIN LOCATIONS AND ARE TO BE CONVERTED INTO PERMANENT BASINS DURING FINAL GRADING CONSTRUCTION. TEMPORARY BASINS ARE DESIGNED TO MEET AND EXCEED NPDES PERMIT REQUIREMENTS.
2. TEMPORARY BASINS ARE SIZED TO PROVIDE LIVE STORAGE FOR THE VOLUME OF RUNOFF FROM A 2 YEAR, 24 HOUR STORM EVENT OR 1,800 CUBIC FEET OF LIVE STORAGE PER ACRE DRAINED, WHICHEVER IS GREATER. REQUIRED LIVE STORAGE VOLUMES ARE PROVIDED.
3. TEMPORARY OUTLET STRUCTURES ARE DESIGNED TO WITHDRAW WATER FROM THE SURFACE TO MINIMIZE DISCHARGE OF POLLUTANTS. TEMPORARY EOFs MUST INCLUDE STABILIZATION AS SPECIFIED.
4. SITE DEWATERING SHALL BE DIRECTED INTO A TEMPORARTY SEDIMENTATION BASIN. ALL DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, OR OTHER ENERGY DISSIPATION MEASURES WITH APPROVAL BY THE ENGINEER.

KEYNOTES

(A) REDUNDANT SILT FENCE APPLIES TO ALL AREAS UPGRADIENT OF SURFACE WATERS

(B) USE POND & BASIN AREAS AS TEMP SEDIMENT BASINS AS NEEDED. TEMP BASIN BOTTOM TO BE 2 FEET ABOVE FINISHED GRADE. REMOVE ACCUMULATED MATERIAL PRIOR TO BASIN/POND FINAL CONSTRUCTION.

(C) POND/BASIN EOF - REINFORCEMENT MAT (ENKAMAT OR APPROVED EQUAL)

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 .
4 .
5 .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNATURE
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

EROSION & SEDIMENT CONTROL PLAN

SHEET NUMBER:
C400
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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SWPPP NARRATIVE

THE SWPPP IS PREPARED IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REGULATIONS AS ESTABLISHED BY THE CLEAN WATER ACT. THE MINNESOTA POLLUTION CONTROL AGENCY'S CONSTRUCTION GENERAL PERMIT MN R100001 (CSGP) (EXPIRATION DATE: JULY 31, 2028) PROVIDES A FRAME WORK OF REQUIREMENTS FOR COMPLIANCE TO DISCHARGE STORMWATER FROM A CONSTRUCTION SITE.

THE SWPPP IS FOR IMPLEMENTATION BY THE OWNER AND OPERATOR, AS LISTED BELOW, AT EDCO CHASKA . THIS REPORT SHALL BE ON THE SITE AT ALL TIMES DURING CONSTRUCTION. THE OWNER MUST ALSO KEEP THIS SWPPP ON FILE FOR THREE YEARS AFTER SUBMITTAL OF THE NOTICE OF TERMINATION. THE FOLLOWING ARE OUTLINED IN THIS SWPPP:
- CONTROL MEASURES FOR STORM WATER POLLUTION PREVENTION PRIOR TO AND DURING CONSTRUCTION
- CONTROL MEASURES FOR STORM WATER POLLUTION PREVENTION AFTER CONSTRUCTION
- SOURCES OF STORMWATER AND NON-STORMWATER POLLUTION
- INSPECTION AND MAINTENANCE PROCEDURES

THE GRADING AND EROSION CONTROL PLAN PREPARED FOR EDCO CHASKA SHALL BE CONSIDERED PART OF THE SWPPP.

PROJECT LOCATION
THIS DOCUMENT PRESENTS A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR EDCO CHASKA IN CHASKA, MN. THE SITE IS LOCATED IN THE SOUTHEAST CORNER OF ENGLER BLVD & CREEK ROAD INTERSECTION.

PROJECT CONTACT INFORMATION

OWNER/DEVELOPER:	CONTRACTOR:
JEFFERY PETERSON	CONTACT NAME
TCWG LLC	COMPANY NAME
222 SOUTH NINTH STREET, SUITE 4050	ADDRESS
MINNEAPOLIS, MN 55402	ADDRESS
JEFFP@CPEC1031.COM	CONTACT NUMBER
	CONTACT E-MAIL

IDENTIFY PERSONNEL INVOLVED WITH THE PROJECT AND THEIR RELATED NECESSARY TRAINING COMMENSURATE WITH THEIR TASK PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

SWPPP DESIGNER:	SWPPP INSPECTION:	BMP INSTALLER:
WESTWOOD PROFESSIONAL SERVICES		
SHARI AHRENS		
12701 WHITEWATER DR, SUITE 300		
MINNETONKA, MN 55343		
952-697-5760		
SHARI.AHRENS@WESTWOODPS.COM		
UNIV. OF MINN. DESIGN OF SWPPP		
05/31/2026		

OWNER/OPERATOR RESPONSIBILITIES
OWNER
-DEVELOPMENT OF SWPPP PRIOR TO APPLICATION/NOI SUBMITTAL.
-SUBMIT A COMPLETE AND ACCURATE APPLICATION FORM (NOI)
-COMPLIANCE WITH ALL TERMS AND CONDITIONS OF CONSTRUCTION GENERAL STORMWATER PERMIT
-SWPPP SUBMITTAL FOR 30 DAY REVIEW FOR PROTECT GREATER THAN 50 ACRES & DISCHARGING TO SPECIAL/IMPAIRED WATERS WITHIN 1 MILE OF SITE DISCHARGE.
-KEEPING PERMIT COVERAGE UP-TO-DATE (TRANSFER/SUBDIVISION)
-SUBMIT NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS AFTER ALL PERMIT TERMINATION CONDITIONS AS LISTED IN SECTION 13 ARE COMPETE
-SUBMIT NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS OF MEETING REQUIREMENTS OF FINAL STABILIZATION
-IDENTIFY WHO HAS LONG TERM OPERATION AND MAINTENANCE RESPONSIBILITY OF THE PERMANENT STORMWATER SYSTEM.
-DEVELOP CHAIN OF RESPONSIBILITY WITH ALL OPERATORS TO ENSURE NPDES COMPLIANCE.
-IDENTIFY TRAINED PERSONNEL TO DEVELOP THE SWPPP, INSTALL AND MAINTAIN BEST MANAGEMENT PRACTICES, AND OVERSEE THE SWPPP AND CONDUCT INSPECTIONS

OPERATOR
-COMPLETION OF AN ACCURATE NOI WITH THE OWNER
-COMPLIANCE WITH CSGP SECTIONS 3, 4, 6-22, 24 AND ANY APPLICABLE REQUIREMENTS FOR CONSTRUCTION ACTIVITY IN SECTION 23 (MINN. R. 7090)
-KEEPING THE PERMIT UP-TO-DATE WITH THE OWNER (PARTIAL, WHOLE, CONTRACTOR, BUILDER, ETC)
-COMPLETE AND SIGN APPLICATIONS FOR PERMIT TRANSFER AND MODIFICATION AND NOTICE OF TERMINATION WITH OWNER AS NEEDED.

PROJECT DESCRIPTION
THE SITE IS APPROXIMATELY 27.83 ACRES. CONSTRUCTION WILL CONSIST OF, BUT IS NOT LIMITED TO, A INDUSTRIAL BUILDING WITH A LOADING DOCK, PARKING LOT, UNDERGROUND UTILITIES, FILTRATION PONDS, AND LANDSCAPING.

PROJECT AREA = 27.83 ACRES
DISTURBED AREA = 21.40 ACRES
EXISTING IMPERVIOUS AREA = 0.00 ACRES
PROPOSED IMPERVIOUS AREA = 8.67 ACRES

PRE-DEVELOPMENT SITE CONDITIONS
(DESCRIBE THE EXISTING SITE VEGETATION AND SOILS, EXISTING DRAINAGE AREAS, STORM WATER MANAGEMENT SYSTEM AND ULTIMATE STORM WATER DISCHARGE LOCATION/WATER BODY, AND DESCRIBE ANY EXISTING SOURCES OF CONTAMINATION / POTENTIAL STORMWATER POLLUTANTS FOUND PREDEVELOPMENT SUCH AS CONTAMINATED SOILS, MATERIALS, ETC. AND MITIGATION NEEDED.)

SOIL TYPES
THE SITE CONTAINS
(DESCRIBE EXISTING SOIL TYPES) (DOES THE SITE CONTAIN ERODIBLE SOILS?) REFER TO GEOTECHNICAL REPORT DATED XX/XX/XXXX COMPLETED BY XXXXXXXX.

POST-DEVELOPMENT SITE CONDITIONS
(DESCRIBE PROPOSED SITE DEVELOPMENT/IMPROVEMENTS, SITE VEGETATION AND SOILS, PROPOSED DRAINAGE AREAS, PERMANENT STORM WATER MANAGEMENT SYSTEM AND ULTIMATE STORM WATER DISCHARGE LOCATION/WATER BODY)

STORM WATER MANAGEMENT PLAN
THE TEMPORARY STORMWATER MANAGEMENT PLAN WILL CONSIST OF
(DESCRIBE TEMPORARY BASIN LOCATION, CALCULATIONS, REQUIRED STORAGE, STORAGE PROVIDED AND MAXIMUM DISCHARGE RATE. ANY DEWATERING AND PUMPED DISCHARGES WHICH MAY BE NEEDED AND HOW PRETREATMENT AND DISCHARGE CONTROLS WILL BE IMPLEMENTED)

THE PERMANENT STORM WATER MANAGEMENT PLAN WILL CONSIST OF (DESCRIBE THE PERMANENT STORM WATER MANAGEMENT PLAN (I.E. WET SEDIMENTATION BASIN, INFILTRATION/FILTRATION, GRASS SWALES, REGIONAL PONDS) AND IDENTIFY THE PERSON OR PARTY RESPONSIBLE FOR THE LONG TERM MAINTENANCE AND OPERATION OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM / INCLUDE CONTACT INFORMATION)

REFER TO THE EDCO CHASKA STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION REGARDING THE PRE-DEVELOPMENT SITE CONDITIONS, POST-DEVELOPMENT SITE CONDITIONS, STORM WATER MANAGEMENT CALCULATIONS, AND DRAINAGE AREA MAPS.

THE SITE STORM WATER DETENTION FACILITY WILL BE CONSTRUCTED TO MEET OR EXCEED LOCAL, STATE AND FEDERAL REQUIREMENTS.

RECEIVING WATERS WITHIN 1 MILE OF THE PROJECT SITE

NAME	TYPE	IMPAIRED (Y/N)	SPECIAL (Y/N)	DISTANCE/ DIRECTION FROM SITE

*LAKE XXX IS IMPAIRED FOR NUTRIENTS, ...

TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL BMP'S ALONG WITH THE PROCEDURES TO BE USED TO ESTABLISHED ADDITIONAL TEMPORARY BMP'S AS NECESSARY FOR SITE CONDITIONS DURING CONSTRUCTION ARE IDENTIFIED ON THE SITE GRADING AND EROSION CONTROL PLAN PREPARED FOR THE DEVELOPMENT OF THIS PROJECT, AND WITHIN THE PROJECT STORM WATER POLLUTION PREVENTION PLAN.

POTENTIAL STORM WATER POLLUTANTS
POTENTIAL POLLUTANT SOURCES, INCLUDING CONSTRUCTION AND WASTE MATERIALS THAT ARE USED OR STORED AT THE SITE, ARE DESCRIBED IN THE SECTION. BY IMPLEMENTATION OF THESE BMPS, THE POTENTIAL POLLUTANT SOURCES ARE NOT REASONABLY EXPECTED TO AFFECT THE STORM WATER DISCHARGES FROM THE SITE.

CONSTRUCTION MATERIALS, CHEMICALS AND WASTE MATERIALS THAT WILL BE USED OR STORED AT THE SITE:

POTENTIAL POLLUTANT	LOCATION	CONTROL MEASURE
ANTIFREEZE	VARIOUS	SECONDARY CONTAINMENT / DRIP PAN
DIESEL FUEL	VARIOUS	SECONDARY CONTAINMENT / DRIP PAN
FERTILIZER	LANDSCAPE CONTRACTOR	SECONDARY CONTAINMENT
GASOLINE	IN EQUIPMENT/FUELING AREA	SECONDARY CONTAINMENT / DRIP PAN
GLUE/ADHESIVES	CONTRACTOR	SECONDARY CONTAINMENT
HYDRAULIC OILS/FLUIDS	CONTRACTOR	SECONDARY CONTAINMENT
PAINTS	CONTRACTOR	SECONDARY CONTAINMENT
GREASE	CONTRACTOR	SECONDARY CONTAINMENT / DRIP PAN
SANITARY WASTE	PORTABLE BATHROOMS	SERVICE PROVIDER TO SECURE UNITS FROM TIPPING OVER AND MAINTAINED
SOIL AMENDMENTS	VARIOUS	SECONDARY CONTAINMENT
LANDSCAPING MATERIALS	LANDSCAPE CONTRACTOR	CONTRACTOR RESPONSIBLE
CONCRETE	TRUCK WASHOUT	WASHOUT AREA
CONCRETE / MORTAR	MOBILE MIXER	S.C. / WASHOUT AREA

CONSTRUCTION SEQUENCE
THE INTENDED SEQUENCING OF MAJOR SITE CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL PERIMETER CONTROL DEVICES (SILT FENCE, BIO-LOGS, ETC.) AND INLET PROTECTION TO EXISTING STRUCTURES AS SHOWN ON PLAN. INSTALL TREE PROTECTION FENCE AS SHOWN ON PLAN.
2. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE.
3. CLEAR AND GRUB SITE.
4. STRIP AND STOCKPILE TOPSOIL.
5. ROUGH GRADE OF SITE.
6. STABILIZE DENUDED AREAS AND STOCKPILES.
7. INSTALL SANITARY SEWER, WATERMAIN, STORM SEWER AND SERVICES.
8. INSTALL INLET PROTECTION AROUND CATCH BASINS.
9. INSTALL STREET SECTION.
10. INSTALL CURB AND GUTTER.
11. INSTALL PAVEMENT.
12. INSTALL SMALL UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.)
13. FINE GRADE BOULEVARD, LANDSCAPE AREAS, SEED AND MULCH.
14. REMOVE ACCUMULATED SEDIMENT.
15. FINAL GRADE.
16. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD AND LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

CONSTRUCTION NOTES
IT IS HIGHLY RECOMMENDED THAT THE CONTRACTOR MAINTAIN A STOCKPILE OF EROSION CONTROL DEVICES AND SEDIMENT CONTROL BMP'S ON SITE AT ALL TIMES FOR IMMEDIATE USAGE. IN THE EVENT OF AN ACCIDENTAL SEDIMENT DISCHARGE TO WATERS OF THE STATE, OR ANY DISCHARGE OF HAZARDOUS MATERIAL OF REPORTABLE QUANTITY, CONTACT THE MPCA STATE DUTY OFFICER AT 1-800-422-0798.

TIMING OF BMP INSTALLATION
THE EROSION PREVENTION AND SEDIMENT CONTROL BMP'S SHALL BE INSTALLED TO MINIMIZE EROSION FROM DISTURBED SURFACES AND CAPTURE SEDIMENT ON SITE. THE FOLLOWING LIST DEFINES THE TIMING OF EROSION PREVENTION AND SEDIMENT CONTROL MEASURES IN SPECIFIC AREAS.

- PRIOR TO START OF CONSTRUCTION

THE FOLLOWING EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE SHOWN IN THE PLANS AND SHALL BE IMPLEMENTED PRIOR TO CONSTRUCTION:
1. INSTALL SILT FENCE OR OTHER SEDIMENT CONTROL AROUND THE PERIMETER OF AREAS TO BE GRADED AND ALL AREAS WHICH ARE NOT TO BE DISTURBED AS SHOWN ON THE GRADING AND EROSION CONTROL PLAN.
2. CONSTRUCT GRAVEL CONSTRUCTION ENTRANCES AT FIELD ENTRANCES TO THE SITE AS SHOWN ON THE CONSTRUCTION PLANS.
3. INLET PROTECTION IS TO BE INSTALLED AT ALL STORM WATER INLETS WHICH HAVE THE POTENTIAL TO RECEIVE STORM WATER RUNOFF FROM THE CONSTRUCTION SITE WITHIN 200 FEET OF LIMITS OF CONSTRUCTION.
4. INSTALL SILT FENCE OR OTHER SEDIMENT CONTROL AROUND ALL TEMPORARY INACTIVE STOCKPILES. ALL SILT FENCES FOR STOCKPILES SHALL BE INCIDENTAL TO GRADING CONTRACT IF STOCKPILES ARE PLACED OUTSIDE OF SILT FENCES SHOWN ON THE PLAN.

- DURING CONSTRUCTION

THE FOLLOWING EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE SHOWN IN THE PLANS AND SHALL BE IMPLEMENTED DURING CONSTRUCTION:
1. PHASE GRADING WORK TO MINIMIZE THE DURATION THAT ANY DISTURBED SOIL IS EXPOSED.
2. ALL DISTURBED AREAS SHALL HAVE TEMPORARY PROTECTION OR PERMANENT COVER OVER EXPOSED SOIL AREAS IF NOT BEING ACTIVELY GRADED AND/OR IF NOT AT FINAL GRADE WITHIN **7 OR 14 DAYS** OF DISTURBANCE ACTIVITY TEMPORARILY OR PERMANENTLY CEASING. TEMPORARY SEED MIX 22-111, APPLIED AT A RATE OF 30.5 LBS/ACRE, SHALL BE USED PRIOR TO WINTER, IF SITE NOT SODDED.
3. STRIP AND STOCKPILE TOPSOIL FOR REPLACEMENT OF 6 INCHES OF TOPSOIL OVER TURF AREAS WHEN GRADING IS COMPLETE.
4. PLACE A MINIMUM OF 2 TONS/ACRE OF STRAW ON ALL AREAS AFTER REACHING FINAL GRADE WITH TOPSOIL AND ANCHOR STRAW WITH EITHER A STRAIGHT DISK, HYDROMULCH OR POLYMER.
5. STABILIZATION OF TEMPORARY OR PERMANENT DRAINAGE DITCHES THAT DRAIN WATER FROM THE CONSTRUCTION SITE MUST BE INITIATED WITHIN 24 HOURS OF CONNECTING THE DRAINAGE DITCH TO ANY CONVEYANCE SYSTEM THAT DISCHARGES TO SURFACE WATERS. THE FIRST 200 LINEAR FEET MUST BE STABILIZED WITHIN 24 HOURS. THE REMAINING DITCH SHALL BE STABILIZED WITHIN **7 OR 14 DAYS**.
6. INSTALL SILT FENCE AROUND ALL TEMPORARY INACTIVE STOCKPILES WHICH ARE NOT PLACED WITHIN EXISTING SILT FENCES OR OTHER PERIMETER CONTROLS.
7. TEMPORARY OR PERMANENT ENERGY DISSIPATION AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO BUT NO SOONER THAN 7 DAYS BEFORE APRON IS INSTALLED. RIPRAP SHALL BE INSTALLED UNDER APRON LIP ACCORDING TO THE STANDARD DETAIL.
8. SUFFICIENT PERSONNEL, EQUIPMENT, AND MATERIALS SHALL BE MOBILIZED WITHIN 24 HOURS OF A WRITTEN ORDER BY THE OWNER OR OWNER'S REPRESENTATIVE TO CONDUCT CORRECTIVE WORK AND INSTALL TEMPORARY EROSION CONTROL WORK IN THE CASE OF AN EMERGENCY.
9. REMOVE ANY SEDIMENT THAT HAS BEEN TRACKED ONTO PUBLIC STREETS AT THE END OF THE DAY OR WITHIN 24 HOURS OF DETECTION, OR MORE FREQUENT AT DIRECTION OF SITE INSPECTOR.
10. COLLECT ALL CONSTRUCTION DEBRIS IN DUMPSTERS AND ROLL-OFF BOXES, EMPTY WHEN DEBRIS REACHES TOP OF DUMPSTER
11. INSPECT POLLUTION CONTROL MEASURES AS SPECIFIED WITHIN SECTION 11 OF THE GENERAL PERMIT.

- INLET SEDIMENT CONTROL BMP REMOVAL

IF INLET SEDIMENT CONTROLS (WIMCO TYPE OR EQUAL) BMP'S ARE REMOVED FOR FLOODING / FREEZING CONCERNS UPON REQUEST OF THE MUNICIPALITY, WATERSHED DISTRICT OR OTHER AGENCY, DOCUMENTATION SHALL BE ATTACHED TO THE INSPECTION REPORTS AND THIS SWPPP OR BE AVAILABLE WITHIN 72 HOURS OF REQUEST. DOCUMENTATION SHALL BE A WRITTEN FORM OF CORRESPONDENCE VERIFYING THE NEED FOR REMOVAL.

- UPON COMPLETION OF CONSTRUCTION ACTIVITIES

PERMIT TERMINATION CONDITIONS ARE ACHIEVED FOR THE PROJECT WHEN PERMANENT EROSION CONTROL BMP'S ARE APPLIED TO THE SITE. THE PERMANENT EROSION CONTROL BMP'S MAY BE A COMBINED OF VEGETATIVE AND NON-VEGETATIVE COVER TYPES. ADDITIONAL REQUIREMENTS TO ACHIEVING FINAL STABILIZATION PERMIT TERMINATION CONDITIONS INCLUDE :
1. ALL SOIL DISTURBING ACTIVITY IS COMPLETED. ALL DISTURBED AREA WITHOUT PERMANENT IMPERMEABLE SURFACES ARE VEGETATED FOR FINAL STABILIZATION.
2. PERMANENT STORMWATER TREATMENT SYSTEM (IF REQUIRED) IS CONSTRUCTED AND ACCUMULATED SEDIMENT HAS BEEN REMOVED FROM CONSTRUCTION ACTIVITY. CLEAN OUT ALL SEDIMENT FROM CONVEYANCES AND FROM TEMPORARY SEDIMENT BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. THE CLEAN OUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.
3. THE VEGETATIVE COVER FOR THE SITE IS AT A DENSITY, WITH UNIFORM PERENNIAL COVER OF 70% OF THE EXPECTED FINAL GROWTH DENSITY.
4. ALL TEMPORARY, SYNTHETIC BMP'S HAVE BEEN REMOVED.

PERMANENT VEGETATION ESTABLISHMENT

PERMANENT TURF SHALL FOLLOW THE RECOMMENDATIONS PER NOTES AND SPECIFICATIONS IN THE GRADING AND/OR LANDSCAPE PLAN. SEED THAT IS TO OCCUR AFTER OCTOBER 20TH SHALL CONFORM TO THE MNDOT SPECIFICATIONS FOR DORMANT SEEDING.

SWPPP INSPECTIONS AND MAINTENANCE

EROSION AND SEDIMENT CONTROL INSPECTIONS
CONSTRUCTION ACTIVITY AND ALL SUPPORT ACTIVITIES MUST BE INSPECTED (USING MPCA CONSTRUCTION STORMWATER INSPECTION CHECKLIST OR AN ALTERNATIVE FORM) WITHIN THE PARAMETERS OF THE SCHEDULE BELOW. THE INSPECTOR SHALL BE A PERSON TRAINED AND FAMILIAR WITH THE REQUIREMENTS OF THIS SWPPPP AND THE MPCA MN R100001 PERMIT. ALTERNATES WILL INCLUDE INDIVIDUALS TO BE DESIGNATED BY THE OWNER AND MAY INCLUDE CONTRACTOR PERSONNEL OR OTHER QUALIFIED INDIVIDUALS AND SHALL BE LISTED IN THE PROJECT CONTACT INFORMATION SECTION OF THIS PLAN

INSPECTION SCHEDULE
- IF THE SITE IS ACTIVE: INSPECTION NEEDED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL GREATER THAT 0.5 INCHES.
- INACTIVE AND STABILIZED AREAS: INSPECTION NEEDED ONCE EVERY 30 CALENDAR DAYS.
- INACTIVE AREAS WITH FINAL STABILIZATION: INSPECTION NEEDED ONCE EVERY MONTH FOR 12 MONTHS (NOT INCLUDING FROZEN CONDITIONS).
- SUBJECT TO WINTER/FROZEN CONDITIONS: NOT APPLICABLE/NOT NEEDED IF NO CONSTRUCTION ACTIVITY IS OCCURRING.

SCOPE OF INSPECTION SHALL INCLUDE:
1. RECORD DATE AND TIME OF INSPECTION
2. NAME OF PERSON(S) CONDUCTING INSPECTION
3. FINDINGS OF THE INSPECTION
4. LOCATION AND CORRECTIVE ACTIONS NEEDED
5. CORRECTIVE ACTIONS TAKEN (DATE.TIME/BY WHOM)
6. DATE AND AMOUNT OF RAINFALL (RAINFALL AMOUNTS TO BE TAKEN FROM AN ONSITE RAIN GAUGE)
7. OBSERVED DISCHARGES LOCATIONS
8. DESCRIBE DISCHARGE (COLOR, ODOR, FLOATING. SETTLED, SOLIDS, FOAM, OIL SHEEN)
9. THE SITE INSPECTOR WILL VISUALLY CHECK A DISCHARGE FROM A TEMPORARY OR PERMANENT SEDIMENTATION BASIN TO ENSURE ADEQUATE TREATMENT IS OBTAINED AND DISCHARGE WATER WILL NOT CONTRIBUTE EXCESSIVE SEDIMENT OR OTHER NUISANCE CONDITIONS.
10. RECORD CHANGES MADE TO THE SWPPP. AMENDMENTS FROM INSPECTIONS NEED TO BE COMPLETED WITHIN 7 DAYS.
11. ALL INSPECTIONS SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER COMPLETING THE FIELD INSPECTION AND AVAILABLE IN PAPER OR ELECTRONIC FORM ON SITE.

MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES

THE OWNER/CONTRACTOR IS RESPONSIBLE FOR THE OPERATION, MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, FOR THE DURATION OF THE CONSTRUCTION WORK AT THE SITE. THE CONTRACTOR MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS DURING ALL ROUTINE AND POST RAINFALL EVENTS. ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS UNLESS ANOTHER TIME FRAME IS SPECIFIED BELOW.

THE FOLLOWING GUIDELINES WILL BE USED TO DETERMINE IF THE EROSION AND SEDIMENT CONTROL DEVICES REQUIRE MAINTENANCE, REPAIR, OR REPLACEMENT:

1. ALL NON-FUNCTIONAL BMPS - OBSERVED CONDITION; SEDIMENT OVERTOPPING, UNDER WATER, SCOURED ENDS, UNDERMINED, DESTROYED, NON-FUNCTION AS DESIGNED, ETC. - SHALL BE MAINTAINED OR REPLACED BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY OR NOTIFICATION, OR AS SOON AS FIELD CONDITIONS ALLOW.
2. PERIMETER SEDIMENT CONTROL (SILT FENCE, FIBER LOGS, BERMS, ETC.) - OBSERVED CONDITION TO BE 1/2 FULL OF SEDIMENT, FLATTENED TO 1/2 HEIGHT, DRIVEN OVER, UNDERMINED, SCOURED, MOVED FOR ACCESS, ETC. - SHALL BE MAINTAINED, REPAIRED OR SUPPLEMENTATION OF PERIMETER SEDIMENT CONTROL SHOULD BE DONE BY THE END OF NEXT BUSINESS DAY OR AD FIELD CONDITIONS ALLOW.
3. INLET PROTECTION BMPS, CONVEYANCES, SURFACE WATERS - OBSERVED CONDITION; SEDIMENT DEPOSITION, SEDIMENT DELTAS AN ACCUMULATION OF SEDIMENT MATERIAL, DEVICES APPEAR PLUGGED WITH SEDIMENT - REMOVAL/CLEAN OUT OF ACCUMULATED SEDIMENT AND DELTAS TO BE REMOVED WITHIN 7 DAYS, STABILIZE AS NEEDED IF SOILS ARE EXPOSED DURING REMOVAL/CLEAN OUT.
4. TEMPORARY SEDIMENT BASINS AND TRAPS/PERMANENT SEDIMENT BASINS - OBSERVED TO HAVE SEDIMENT DEPOSITION AND ACCUMULATION TO $\frac{1}{3}$ OF THE STORAGE VOLUME - CLEAN OUT, REMOVE ACCUMULATED SEDIMENT MATERIAL WITHIN 7 DAYS OF OBSERVATION, OR AS FIELD CONDITIONS ALLOW ACCESS.
5. SITE EXIT LOCATIONS, ROCK EXIT PADS, OTHER ANTI-TRACKING PRACTICES - OBSERVED TO HAVE ACCUMULATED SEDIMENT IN ROCK OR OTHER ANTI-TRACKING BMP, TRACKING OF SEDIMENT FROM THE SITE ONTO PAVED SURFACES - TOP DRESS ROCK, MAINTAIN ROCK EXIT OR OTHER ANTI-TRACKING CONTROLS, SCRAP PAVED SURFACES, SWEEP PAVED SURFACES WITHIN 1 CALENDAR DAY OF DISCOVERY.
6. PAVED SURFACES AND ADJACENT STREETS - OBSERVED TO BE TRACKED WITH SEDIMENT AND SOIL MATERIAL FRO THE SITE HAULING OR ACCESS - SWEEP WITHIN 1 CALENDAR DAY OF DISCOVERY, ADDITIONAL AND/OR MORE FREQUENT SWEEPING MAY BE NEEDED TO MAINTAIN PUBLIC SAFETY OR PREVENT WASHING FROM FORECASTED RAINS.

TERMINATION OF COVERAGE
THE PROJECT PERMIT MAY BE TERMINATED IN ONE OF THE FOLLOWING SCENARIOS:
1. ALL CONSTRUCTION ACTIVITY IS COMPLETE, TEMPORARY SYNTHETIC BMP'S ARE REMOVED, ACCUMULATED SEDIMENT FROM CONSTRUCTION IS REMOVED, AND PERMANENT COVER HAS BEEN ACHIEVED WITH VEGETATIVE AND/OR NON-VEGETATIVE COVER. THE NOTICE OF TERMINATION FORM FROM THE PCA SHOULD BE COMPLETED WITHIN 30 DAYS OF MEETING THE CONDITIONS ABOVE. UPON MIDNIGHT OF THE POST MARKED DATE, THE PERMIT COVERAGE IS TERMINATED UNLESS OTHERWISE NOTIFIED BY THE MPCA. OR:
2. WITHIN 30 DAYS OF SELLING OR OTHERWISE LEGALLY TRANSFERRING OWNERSHIP OF THE SITE IN IT'S ENTIRETY (INCLUDING STREET SWEEPING AND STORMWATER INFRASTRUCTURE) FROM THE ORIGINAL OWNER TO ANOTHER PARTY TAKING RESPONSIBILITY OF OWNERSHIP. THE TERMINATION IS EFFECTIVE UPON MIDNIGHT OF THE SUBMISSION DATE OF THE NOT. IF A PORTION OF THE SITE IS TRANSFERRED (I.E. OUTLOTS, LOTS/BLOCKS) THAT PORTION OF THE SITE IS TERMINATED FROM THE ORIGINAL PERMIT COVERAGE AT MIDNIGHT OF THE SUBMISSION DATE. OR:
3. PERMIT COVERAGE CAN BE TERMINATED IF ALL OF THE FOLLOWING ARE MET:
   - 3.a. CONSTRUCTION ACTIVITY HAS CEASED FOR 90 DAYS; AND
   - 3.b. AT LEAST 90% OF THE AREA OF THE ORIGINALLY PROPOSED ACTIVITY HAS BEEN COMPLETED AND PERMANENTLY ESTABLISHED WITH VEGETATION OR NON-VEGETATIVE COVER; AND
   - 3.c. WHERE CONSTRUCTION ACTIVITY IS NOT COMPLETE, PERMANENT COVER HAS BEEN ESTABLISHED; AND
   - 3.d. THE SITE IS COMPLIANT WITH PERMIT SECTIONS 13.3 THROUGH 13.7.
4. WHERE THE PROJECT OBTAINED PERMIT COVERAGE BUT NEVER STARTED CONSTRUCTION ACTIVITY DUE TO CANCELLATION OR OTHER REASONS, DOCUMENTATION SHOULD BE SENT TO THE PCA WITH THE NOT FORM AND IS SUBJECT TO PCA APPROVAL.

WHEN SUBMITTING FOR NOT, GROUND OR AERIAL PHOTOGRAPHS MUST BE SUBMITTED SHOWING PERMANENT/VEGETATIVE COVER REQUIREMENTS HAVE BEEN MET.

SWPPP BMP QUANTITIES

SILT FENCE	6,050 LF
INLET PROTECTION	9 EACH
CULVERT PROTECTION	4 EACH
TEMPORARY SEED MIX (22-111)	250 LBS
EROSION CONTROL BLANKET	52,221 SF
ROCK CONSTRUCTION ENTRANCE	1 EACH
STREET SWEEPING	1 EACH

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 . .
4 . .
5 . .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

SWPPP NARRATIVE

SHEET NUMBER:
C401
DATE: 08/26/25

EDCO CHASKA
PROJECT NUMBER: 0060241

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Common Ground Alliance

SWPPP NOTES

LISTED BELOW ARE ADDITIONAL BMP'S THAT MAY BE CONSIDERED FOR USE IF THE BMP'S IDENTIFIED IN THE EROSION CONTROL PLANS PROVE TO BE INSUFFICIENT. PAYMENT FOR THESE BMP'S MAY ONLY BE MADE IF PRIOR APPROVAL FROM AN OWNER HAS BEEN GIVEN.

1. WORK ADJACENT TO RESIDENTIAL PROPERTIES
   - INSTALL SILT FENCE FOR PERIMETER BARRIER BETWEEN TOE OF FILL AND PROJECT BOUNDARY.
   - INSTALL RUNOFF DIVERSIONS TO TEMPORARY SEDIMENT BASINS IF 10 OR MORE ACRES ARE DRAINING TOWARD THE PROPERTY BOUNDARY.

2. IMPORTANT VEGETATION
   - SAFETY FENCE OR A SIMILAR METHOD OF PROTECTION SHALL BE INSTALLED TO PROTECT IMPORTANT VEGETATION AND PROHIBIT VEHICULAR TRAFFIC.
   - A SECONDARY SILT FENCE SHALL BE INSTALLED AT FIELD OFFICES, STORED EQUIPMENT (INCLUDING VEHICLE PARKING), CONSTRUCTION MATERIAL LOCATIONS, AND TOPSOIL OR FILL STOCKPILES INSTALLED WITHIN A 25-FOOT MINIMUM BUFFER OUTSIDE THE DRIP LINE OF TREES.

3. BLUFF PROTECTION
   - TREES SHALL BE SELECTIVELY TRIMMED ALONG BLUFFS OR CLEARED TO ALLOW EQUIPMENT TO OPERATE ONLY WITHIN CONSTRUCTION LIMITS SHOWN ON THE PLAN.
   - GRUBBING OF ROOTS SHALL BE AVOIDED EXCEPT WHERE NECESSARY TO COMPLETE WORK.
   - MACHINE SLICED SILT FENCE OR BIO-ROLLS SHALL BE PLACED AROUND STOCKPILES ON SLOPES NOT ALREADY CONTAINED BY SILT FENCES, AND NO STOCKPILES SHALL BE PLACED WITHIN 30 FEET OF BLUFF EDGE. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - RUNOFF FROM THE TOP OF BLUFFS MAY BE DIRECTED DOWN LONG OR STEEP SLOPES THROUGH SLOPE DRAINS.
   - PLASTIC SHEETING MAY BE USED TO PROTECT SMALL, STEEP AREAS OF EXPOSED SOIL.
   - FILL SLOPES SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS OF COMPLETION OF WORK. INSTALL EROSION CONTROL BLANKET ACCORDING TO AND AS INDICATED ON THE PLAN.

4. DITCH PROTECTION (TEMPORARY OR PERMANENT)
   - THE LAST 200 FEET OF ANY DITCH CONNECTING TO A SURFACE WATER SHALL HAVE TEMPORARY OR PERMANENT STABILIZATION MEASURES IN PLACE WITHIN 24 HOURS OF DIRECT CONNECTION TO A SURFACE WATER. DITCHES MAY BE KEPT IN A "SMOOTH" ROUGH GRADED CONDITION IN ORDER TO PROPERLY INSTALL EROSION CONTROL SEEDING, MULCH, MATS AND BLANKETS.
   - STABILIZATION METHODS FOR DITCH BOTTOM WETTED PERIMETER MAY INCLUDE ONE OF THE FOLLOWING OR COMBINATIONS OF EROSION CONTROL BLANKET, MATS, RIPRAP, BIO-ROLLS OR ROCK CHECK DAMS. THE METHOD CHOSEN WILL BE BASED ON AN ANALYSIS OF THE SLOPE AND VELOCITY OF THE RUNOFF. THESE ARE ADDITIONAL BMP'S WHICH MAY BE CONSIDERED FOR USE IF THE BMP'S IDENTIFIED IN THE EROSION CONTROL PLANS PROVE TO BE INSUFFICIENT. PAYMENT FOR THESE BMP'S MAY ONLY BE MADE IF PRIOR APPROVAL FROM AN OWNER HAS BEEN GIVEN.
   - WHERE DITCH GRADES EXCEED 5%, ROCK CHECK DAMS OR EQUIVALENT BMP SHALL BE INSTALLED. CHECK DAMS TO BE SPACED SO THAT THE CREST OF THE DOWNSTREAM DAM IS AT THE ELEVATION OF THE TOE OF THE UPSTREAM DAM. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - ABOVE THE WETTED PERIMETER, THE DITCH WILL BE STABILIZED BY SEEDING AND MULCH AND/OR EROSION CONTROL BLANKETS DEPENDING ON SIDE SLOPE STEEPNESS AND LENGTH.
   - ALL DITCHES WILL BE STABILIZED WITHIN 14 DAYS.

5. WORK NEXT TO STREAMS
   - NO DISTURBANCE SHALL OCCUR IN IMPAIRED STREAMS OR PROTECTED WATERS. THIS WILL BE ACCOMPLISHED USING TEMPORARY BRIDGING TO SPAN STREAMS FOR ACCESS DURING BRIDGE OR ROADWAY CONSTRUCTION. ALSO, PIERS AND PILING WILL NOT BE PLACED IN THE STREAM.
   - CONSTRUCTION ACTIVITIES NEXT TO STREAMS WILL BE SCHEDULED FOR PERIODS WHEN FLOWS AREA ANTICIPATED TO BE LOW.
   - GRUBBING OF ROOTS SHALL BE KEPT TO A MINIMUM.
   - A 4-FOOT WIDE BUFFER OF VEGETATION SHALL BE LEFT ON STREAM BANKS.
   - THE PRIMARY BMP SHALL BE MACHINE SLICED SILT FENCE AND HAY BALES PLACED ALONG THE BUFFER. AS A REDUNDANT BMP, A FLOATING SILT CURTAIN MAY LINE THE CHANNEL BANKS DURING PERIODS OF FLOWING WATER. THE FLOATING SILT CURTAIN SHALL NOT BE PLACED ACROSS A STREAM.
   - SHOULD THE PREVIOUS BMPS PROVE UNSUCCESSFUL, THE SILT FENCE/HAY BALES WILL BE REPLACED BY SANDBAGS, PLYWOOD BARRIERS OR SHEETPILE CUTOFFS AS DIRECTED BY THE OWNER AND TO THE SATISFACTION OF THE ENGINEER.

6. WORK IN STREAMS
   - CONSTRUCTION ACTIVITIES IN STREAMS WILL BE SCHEDULED FOR PERIODS WHEN FLOWS ARE ANTICIPATED TO BE AT A MINIMUM.
   - FLOATING SILT CURTAIN SHALL NOT BE PLACED ACROSS STREAMS.
   - TEMPORARY LOW FLOW DRAINAGE CROSSINGS (FORDS) SHALL BE CONSTRUCTED OF CLEAN STABILIZING MATERIAL SUCH AS ROCK. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - UPON COMPLETION OF WORK THE CROSSING WILL BE REMOVED AND THE STREAM BANKS STABILIZED. STABILIZATION ACTIVITIES WILL COMMENCE WITHIN 24 HOURS OF THE CROSSING BEING REMOVED. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - LARGE CULVERTS SHALL BE CONSTRUCTED UNDER DRY CONDITIONS.
   - IF THERE IS FLOWING WATER DURING CONSTRUCTION THE FLOW MAY BE DIVERTED AROUND THE WORK SITE IN A STABLE MANNER USING SANDBAGS AND PLASTIC SHEETING, PLYWOOD, OR SIMILAR METHODS.
   - IF A BYPASS CHANNEL IS NECESSARY, IT WILL BE STABILIZED WITH RIPRAP OR PLASTIC SHEETING BEFORE DIVERTING THE STREAM. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - IF DEWATERING OF CONTAMINATED WATER FROM EXCAVATION IS NEEDED, THE CONTAMINATED WATER SHALL BE PUMPED TO A TEMPORARY SEDIMENT BASIN.

7. WORK NEXT TO WETLANDS
   - PRESERVE A **50' (100' FROM SPECIAL WATERS)** NATURAL BUFFER, OR IF A BUFFER IS INFEASIBLE, PROVIDE REDUNDANT SEDIMENT CONTROLS PRIOR TO DISTURBANCE OF UP-GRADIENT AREAS.
   - FILL SLOPES ADJACENT TO WETLANDS SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS OF COMPLETION OF WORK. INSTALL EROSION CONTROL BLANKET AS INDICATED ON THE EROSION CONTROL / GRADING PLAN.

8. WORK IN WETLANDS
   - WORKPADS AND PATHS MADE OF WOOD CHIPS, LOG MATS, MUD MATS, OR GEOTEXTILE AND CRUSHED ROCK MAY BE USED.
   - HEAVY DUTY SILT FENCES WITH HAY BALES MAY BE USED FOR PERIMETER CONTROL TO LIMIT THE SIZE OF THE CONSTRUCTION SITE AS INDICATED ON THE GRADING PLANS. IN THE CASE OF OPEN WATER WETLANDS, FLOATING SILT CURTAINS SHALL BE INCORPORATED AS WELL AS INDICATED ON THE GRADING PLANS.
   - SOIL STOCKPILES SHALL NOT BE PLACED IN EXISTING WETLANDS.
   - TOPSOIL IMPORTED TO RESTORE WETLANDS SHOULD NOT CONTAIN THE FIRST 12 INCHES OF INPLACE SOIL. TOPSOIL THAT MAY CONTAIN PURPLE LOOSESTRIFE OR OTHER NOXIOUS WEEDS SHOULD NOT BE IMPORTED TO WETLANDS.

9. LONG-STEEP CUT/FILL SLOPES
   - THERE WILL BE NO UNBROKEN SURFACE SLOPE LENGTHS OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER WITHIN 200 FEET OF SURFACE WATERS. ALL EXPOSED AREAS WITH A CONTINUOUS POSITIVE SLOPE WITHIN 200 FEET OF A SURFACE WATER WILL HAVE A TEMPORARY OR PERMANENT COVER YEAR ROUND. THE EXPOSED SOILS SHALL BE STABILIZED WITHIN 14 DAYS
   - PLANNED SLOPES OF 3:1 (H:V) OR STEEPER AND GREATER THAN 75 FT IN LENGTH WILL BE TEMPORARILY OR PERMANENTLY STABILIZED IN INCREMENTS NOT TO EXCEED 75 FT, PRIOR TO CONSTRUCTION OR DISTURBING A NEW INCREMENT.
   - LONG SLOPES SHOULD BE BROKEN INTO SHORTER LENGTHS BY INSTALLING STRAW BIOROLLS IN INTERLOCKING HERRINGBONES AS SHOWN ON THE GRADING PLAN. IF TEMPORARY SEEDING AND MULCH CAN NOT BE USED ON SLOPES STEEPER THAN 3:1, THEN THE SLOPE MAY BE COVERED WITH TARPS OR PLASTIC SHEETING. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
   - THE SOIL SURFACE ON RE-VEGETATED SLOPES WILL BE ROUGHENED USING ANY APPROPRIATE IMPLEMENT THAT CAN BE SAFELY OPERATED ON THE SLOPE, SUCH AS BULLDOZERS OR DISKS. THE GROOVES SHALL BE CREATED PERPENDICULAR TO THE SLOPE TO HELP ESTABLISH VEGETATIVE COVER, REDUCE RUNOFF VELOCITY, INCREASE INFILTRATION, AND PROVIDE FOR SEDIMENT TRAPPING.

10. CULVERT INLET/OUTLET PROTECTION
    - SOD MAY BE PLACED AND ANCHORED AT CULVERT INLETS AS SHOWN ON THE GRADING PLAN, UNLESS VELOCITIES REQUIRE RIPRAP.
    - AT LEAST ONE 2-FOOT WIDE STRIP OF SOD OR FIBER BLANKET SHALL BE PLACED ALONG THE EDGES OF CULVERT HEADWALLS AND WINGWALLS AS SHOWN ON THE GRADING AND/OR UTILITY PLANS.
    - RIPRAP AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO BUT NO SOONER THAN 7 DAYS BEFORE APRON IS INSTALLED. RIPRAP SHALL BE INSTALLED UNDER APRON LIP ACCORDING TO THE STANDARD DETAIL.

11. STORM SEWER INLET PROTECTION
    - STORM DRAIN INLETS SHALL BE PROTECTED UNTIL THE DISTURBED AREAS THAT COULD DISCHARGE TO AN INLET HAVE BEEN STABILIZED.
    - INFRASAFE SEDIMENT CONTROL BARRIERS OR APPROVED EQUAL SHALL BE USED WHEN CASTINGS ARE NOT IN PLACE. AS INDICATED ON THE UTILITY PLAN AND AS APPROVED BY THE OWNER.
    - INFRASAFE DEBRIS COLLECTION DEVICE OR APPROVED EQUIVALENT SHALL BE USED WHEN CASTINGS ARE IN PLACE AS INDICATED ON THE UTILITY PLAN AND AS APPROVED BY THE OWNER.
    - DOCUMENTATION IS NEEDED WITHIN 72 HOURS IF REMOVAL OF PROTECTION BMPS IS NEEDED DUE TO WINTER CONDITIONS OR FLOODING CONCERNS.

12. STORM WATER POND OUTLETS
    - TEMPORARY OR PERMANENT ENERGY DISSIPATION MEASURES SHALL BE IN PLACE AT THE STORM WATER POND OUTLETS WITHIN 24 HOURS OF DIRECT CONNECTION TO A SURFACE WATER.
    - RIPRAP AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO APRON INSTALLATION AND SHALL BE INSTALLED UNDER THE APRON LIP.
    - POND EMERGENCY SPILLWAYS SHALL BE LINED BASED ON THE DESIGN DISCHARGE FLOW VELOCITY AND AS INDICATED ON GRADING AND/OR UTILITY PLANS.

13. TEMPORARY SEDIMENT BASINS
    - TEMPORARY SEDIMENT BASINS WILL BE PROVIDED WHERE 10 OR 5 OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION. THE BASIN SIZE IS BASED ON RUNOFF FROM A 2-YEAR, 24 HOUR STORM, FOR EACH ACRE DRAINED TO THE BASIN. AT A MINIMUM, THE BASIN WILL PROVIDE 1800 CUBIC FEET OF STORAGE FOR EACH ACRE DRAINED TO THE BASIN.
    - SEDIMENT BASINS WILL DETAIN WATER LONG ENOUGH TO SETTLE OUT AT LEAST 75 PERCENT OF THE SEDIMENT. THE USE OF FLOCS MAY BE NECESSARY. THE DISCHARGE QUALITY SHALL BE EQUAL TO OR BETTER THAN THE RECEIVING WATER. THE TEMPORARY BASIN MAY BE DRAWN DOWN WITH A PUMP TO INCREASE CAPACITY FOR THE NEXT RAIN EVENT. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
    - THE SEDIMENT PONDS WILL BE EXCAVATED TO MAINTAIN THE NECESSARY SEDIMENT CAPACITY AND CONTAINMENT.
    - TEMPORARY SEDIMENT FOREBAYS WILL BE CONSTRUCTED TO CAPTURE SEDIMENT BEFORE IT ENTERS THE POND, IF NECESSARY.
    - THE SEDIMENT PONDS WILL BE MONITORED BY THE CONTRACTOR TO DETERMINE THE SEDIMENT LEVEL IN THE POND.
    - WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE TEMPORARY BASIN REACHES ½ FULL (50% OF THE STORAGE VOLUME) THE BASIN SHALL BE DRAINED USING PUMPS AND ENERGY DISSIPATION AND SEDIMENT REMOVAL SHALL BE COMPLETED WITHIN 72 HOURS OF DISCOVERY OF THE BASIN BEING 1/2 FULL OF SEDIMENT, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
    - TEMPORARY SEDIMENT BASINS WILL HAVE A STABILIZED EMERGENCY OVERFLOW AND CONTAIN ENERGY DISSIPATION AT BASIN OUTLET.

14. DEEP UTILITIES: WATER AND SANITARY/GAS LINE
    - SILT FENCE OR A SIMILAR TYPE OF PERIMETER CONTROL SHALL BE PLACED DOWN GRADIENT OF THE EXCAVATED SOIL IF WORK IS DONE WITHIN 200 FEET OF WETLANDS OR STREAMS.
    - DISTURBANCE OF CHANNEL BANKS, WETLANDS, AND IMPORTANT VEGETATION AREAS SHALL BE MINIMIZED TO THE EXTENT POSSIBLE.
    - THE UTILITY CONSTRUCTION SITE SHALL BE SEEDED WITH A TEMPORARY
    - SEED MIX AND MULCH AFTER INSTALLATION IF THE SITE WILL BE IDLE FOR 7, 14, OR 21 DAYS DEPENDING UPON SLOPES OF STEEPER THAN 3:1, 3:1 TO 10:1 AND FLATTER THAN 10:1 RESPECTIVELY.

15. STOCKPILES (TEMPORARY AND PERMANENT)
    - LOCATE STOCKPILES A MINIMUM OF 100 FEET FROM CATCH BASIN INLETS, PONDS, AND SITE DRAINAGE ROUTES
    - PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE INSTALLED AROUND ALL STOCKPILES PRIOR TO INITIATION OF STOCKPILING IF NOT PLACED WITHIN EXISTING SILT FENCES OR OTHER SEDIMENT CONTROL.
    - TEMPORARY SEED AND MULCH SHALL BE USED TO STABILIZE THE STOCKPILES AND THE STOCKPILES SHALL BE SHAPED TO FACILITATE SEEDING AND MINIMIZE EROSION AND SHALL BE SEEDED WITHIN 7 DAYS. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
    - IF TEMPORARY SEED AND MULCH CANNOT BE USED, THEN THE STOCKPILES SHALL BE COVERED WITH HYDROMULCH, TARPS OR PLASTIC SHEETING AS APPROVED BY THE OWNER.
    - IF STOCKPILES MUST BE PLACED WITHIN A CONVEYANCE A TEMPORARY BYPASS SHALL BE INSTALLED (I.E. PVC PIPE) TO ADEQUATELY CONVEY RUNOFF. TEMPORARY BYPASS BMPS SHALL BE INCIDENTAL TO THE CONTRACT UNLESS PREVIOUSLY APPROVED BY THE OWNER / ENGINEER

16. CONSTRUCTION DEWATERING
    - DURING DEWATERING ACTIVITIES, THE SEDIMENT LADEN WATER CANNOT CAUSE NUISANCE CONDITIONS AND MUST DISCHARGE TO A SEDIMENT CONTROL DESIGNED TO PREVENT DISCHARGE WITH VISUAL TURBIDITY. OPTIONS FOR REDUCING THE TURBIDITY OF THE WATER INCLUDE:
      - CONSTRUCT A TEMPORARY SEDIMENT TRAP FOR TURBID WATER DISCHARGE.
      - USE A PORTABLE SEDIMENT TRAP SYSTEM.
      - APPLY NATURAL BASED FLOCCULENT TECHNOLOGY SUCH AS CHITOSAN IN SEDIMENT TRAPS OR A SERIES OF DITCH CHECKS TO CONTAIN SEDIMENT.
      - USE A FILTER BAG SYSTEM
      - PUMP TO A TEMPORARY SEDIMENT BASIN.
    - TO THE EXTENT FEASIBLE, USE WELL-VEGETATED UPLAND AREAS OF THE SITE TO INFILTRATE DEWATERING WATER BEFORE DISCHARGE.
    - ENERGY DISSIPATION WILL BE PROVIDED AT ALL DISCHARGE POINTS.
    - DEWATERING OR BASIN DRAINING ACTIVITIES WILL NOT CAUSE EROSION IN RECEIVING CHANNELS OR ADVERSELY IMPACT WETLANDS.
    - DEWATERING DISCHARGE MUST BE VISUALLY CHECKED. PHOTOGRAPH DISCHARGE AT THE BEGINNING AND AT LEAST EVERY 24 HOURS OF OPERATION. DEWATERING THAT ONLY LASTS FOR A FEW MINUTES, AS OPPOSED TO HOURS, AND DO NOT REACH SURFACE WATERS, DO NOT REQUIRE PHOTOGRAPHS OR DOCUMENTATION.
    - IF NUISANCE CONDITIONS RESULT (SEDIMENT PLUME IN THE DISCHARGE, DISCHARGE APPEARS CLOUDY OR OPAQUE, HAS A VISIBLE CONTRAST, HAS A VISIBLE OIL FILM, HAS AQUATIC HABITAT DEGRADATION), DEWATERING MUST BE CEASED IMMEDIATELY AND CORRECTIVE ACTIONS MUST OCCUR BEFORE DEWATERING IS RESUMED.
    - ALL EROSION CONTROL OR SEDIMENT TRAPS REQUIRED FOR CONSTRUCTION DEWATERING SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION ACTIVITY REQUIRING DEWATERING.

17. CONSTRUCTION ENTRANCES
    - A TEMPORARY CRUSHED ROCK OR WOOD CHIP PAD SHALL BE LOCATED WHERE VEHICLES LEAVE THE CONSTRUCTION SITE.
    - THE CONSTRUCTION ENTRANCE PAD SHALL BE AT LEAST 50 FEET IN LENGTH.
    - GEOTEXTILE FABRIC MAY BE PLACED UNDER THE CRUSHED ROCK OR WOOD CHIPS TO PREVENT MIGRATION OF MUD FROM UNDERLYING SOIL INTO THE CONSTRUCTION ENTRANCE MATERIAL.
    - ROCK PADS SHALL BE CONSTRUCTED OF ROCK 1 TO 3 INCHES IN SIZE AND PLACED IN 6 INCH LAYERS.
    - CONSTRUCTION ENTRANCES SHALL BE INSPECTED AT LEAST EVERY 7 DAYS AND MAINTAINED AS NEEDED.
    - TRACKED SEDIMENTS SHALL BE REMOVED FROM PAVED SURFACES AT THE END OF EACH DAY USING PICK-UP TYPE STREET SWEEPER.
    - IF TRACKING INTO ROADWAY BECOMES PROBLEMATIC THE ENTRANCE PADS SHALL BE LENGTHENED OR ANOTHER TECHNIQUE APPLIED. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
    - THE CONSTRUCTION ENTRANCE SHALL BE MONITORED CLOSELY DURING WET CONDITIONS. IF TRACKING INTO ADJACENT ROADWAYS OCCURS, THE FREQUENCY OF STREET SWEEPING SHALL BE INCREASED.

18. CONCRETE TRUCK WASHOUT
    - CONCRETE TRUCKS SHALL UTILIZE THE CONCRETE WASHOUT AREA SHOWN ON THE PLANS TO WASH AND RINSE THEIR EQUIPMENT PRIOR TO LEAVING THE SITE.
    - WASHOUT OF CONCRETE MIXER TRUCKS WILL BE PERFORMED IN THE DESIGNATED AREAS ONLY.
    - WASHOUTS WILL BE CONSTRUCTED AND MAINTAINED TO PROVIDE SUFFICIENT CONTAINMENT FOR ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
    - WASHOUTS SHALL BE CLEARLY MARKED ON SITE WITH SIGNAGE BY THE UTILITY CONTRACTOR WITH APPROVAL FROM OWNER.
    - WASHOUTS SHALL BE LOCATED A MINIMUM OF 50 FEET FROM DRAINAGE FACILITIES AND WATERCOURSES.
    - CONCRETE WASHOUT AREAS WILL HAVE AN IMPERMEABLE LINER TO PREVENT CONCRETE WASHOUT WATER FROM INFILTRATING/CONTACTING WITH SOIL.
    - IMPERMEABLE LINER SHALL CONSIST OF 10 MIL POLYLINER.
    - WASHOUT SYSTEMS CAN BE USED AS ALTERNATE WASHOUT AREAS.

19. VEHICLE MAINTENANCE
    - ROUTINE MAINTENANCE OF VEHICLES AND EQUIPMENT SHALL OCCUR IN STAGING AREAS ONLY.
    - VEHICLE WASHING SHOULD BE AVOIDED. IF WASHING IS NECESSARY, RUNOFF FROM THE WASHING WILL BE CONTAINED AND LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF.
    - ENGINE DEGREASING SHALL BE AVOIDED. IF DEGREASING IS NECESSARY, RUNOFF FROM THE OPERATION WILL BE CONTAINED IN A LINED SEDIMENT TRAP AND PROPERLY DISPOSED OF AT A TREATMENT FACILITY.
    - ALL REQUIRED SEDIMENT TRAPS AND CONTAINMENT FACILITIES AND PROPER DISPOSAL OF WASH WATER/DEGREASING AT A TREATMENT FACILITY SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

20. FUELING
    - ANY FUEL TANK OR TRUCK STORED ON THE PROJECT SITE SHALL BE PROTECTED BY A SECONDARY CONTAINMENT SYSTEM.
    - FUELING AREAS SHALL NOT BE WASHED OR RINSED WITH WATER SINCE THIS COULD CAUSE FUEL SPILLS TO BE DISCHARGED INTO STORM WATER SYSTEMS.
    - ABSORBENT MATERIALS SHALL BE AVAILABLE ON SITE FOR USE IN CLEANING UP SMALL SPILLS.
    - ALL REQUIRED FUEL CONTAINMENT AND CLEAN-UP MATERIALS AND THE PROPER DISPOSAL OF THE MATERIALS SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

21. HAZARDOUS MATERIALS
    - HAZARDOUS MATERIALS SHALL BE PROPERLY STORED TO PREVENT VANDALISM OR UNAUTHORIZED ACCESS.
    - CONTAINMENT UNITS SHALL BE INSTALLED IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.
    - MPCA STORING AND DISPOSAL REQUIREMENTS SHALL BE FOLLOWED FOR ALL HAZARDOUS WASTE.
    - NO HAZARDOUS MATERIAL SHOULD BE STORED WITHIN 200 FEET OF AN IDENTIFIED CRITICAL AREA.
    - ABSORBENT MATERIALS SHALL BE AVAILABLE FROM THE CONTRACTOR ON SITE FOR USE IN CLEANING UP SMALL SPILLS.
    - IF BUILDING MATERIALS, CHEMICALS, OR GENERAL REFUSE IS BEING USED, STORED, DISPOSED OF, OR OTHERWISE MANAGED INAPPROPRIATELY, THE CONTRACTOR SHALL CORRECT SUCH DEFECTS WITHIN 24 HOURS OF DETECTION OR NOTIFICATION.
    - ALL REQUIRED CONTAINMENT / STORAGE UNITS / ABSORBENT MATERIAL AND REQUIRED DISPOSAL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

22. CHEMICAL CONTAINMENT
    - GASOLINE, OIL, PAINT, SOLVENTS, AND OTHER CHEMICALS NECESSARY FOR CONSTRUCTION ARE NOT ALLOWED TO CONTACT THE GROUND SURFACE, BE EXPOSED TO GROUNDWATER OR BE RELEASED TO A SURFACE OR GROUNDWATER EXCEPT IN DE MINIMIS QUANTITIES.
    - ALL PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL CONTAINER, WITH ORIGINAL LABELS STILL ATTACHED, UNLESS THE CONTAINER IS NOT RESEALABLE.
    - HAZARDOUS MATERIALS SHALL BE RETURNED TO THE HAZARDOUS MATERIAL STORAGE AREA AT THE END OF EACH DAY.
    - AN EFFORT SHOULD BE MADE TO STORE ONLY ENOUGH PRODUCTS TO DO THE REQUIRED JOB.
    - THE CONTRACTOR SHALL PROVIDE TANKS OR BARRELS TO COLLECT LIQUID BYPRODUCTS THAT POSE A POLLUTION HAZARD.
    - THE POLLUTANTS SHALL BE REMOVED FROM THE SITE ON A WEEKLY BASIS AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
    - ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY, IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDED METHODS.
    - ALL REQUIRED CONTAINMENT / STORAGE UNITS / ABSORBENT MATERIAL AND REQUIRED DISPOSAL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT
    - ALL STORAGE AREAS SHALL BE SECURED TO PREVENT UNAUTHORIZED ACCESS.

23. SOLID WASTE
    - SOLID WASTE SHALL BE STORED IN APPROPRIATE CONTAINERS AND PROPERLY DISPOSED OF ON A REGULAR BASIS.
    - CONTAINERS SHALL BE COVERED TO PREVENT WIND BLOWING THE WASTE AROUND THE SITE.
    - MPCA DISPOSAL REQUIREMENTS WILL BE FOLLOWED FOR ALL SOLID WASTE.
    - SOLID WASTE STORAGE CONTAINERS AND PROPER DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION CONTRACT.

24. DUST CONTROL
    - THE CONTRACTOR SHALL USE A VARIETY OF DUST CONTROL INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
      - A. RAPID STABILIZATION METHODS ON SLOPES
      - B. WATER ON ROADWAYS AND GRADED AREAS
      - C. ALTERNATIVES: IN THE FORM OF VEGETABLE POLYMERS, WATER AND CALCIUM CHLORIDE PETROLEUM EMULSION RESINS, OR ACRYLIC COPOLYMERS MAY ALSO BE USED.
    - ALL REQUIRED DUST CONTROL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT AS PER SPECIFICATIONS.

25. WINTER STABILIZATION
    - COVER EXPOSED SOILS ON OR AROUND NOV. 15TH AND/OR PRIOR TO TERMINATION OF CONSTRUCTION ACTIVITIES FOR WINTER
    - ALL EXPOSED SOILS TO BE COVERED WITH 2 TONS TYPE 1 MULCH
    - ALL EXPOSED SOILS TO BE SEEDED WITH MNDOT SEED MIX 21-112ALL LOW POINTS IN ROADS TO BE ADEQUATELY DRAINED IN ACCORDANCE WITH NPDES DEWATERING REQUIREMENTS PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS. SECTION D. DEWATERING AND BASIN DRAINING.
    - PERIMETER SILT FENCE OR OTHER CONTROLS TO BE INSTALLED 3-5 FEET FROM THE BACK OF THE CURB AND OUT OF THE PLOWED SNOW AREA.
    - PERIMETER CONTROLS AROUND PERMANENT STORMWATER BASINS TO BE INSTALLED AND MAINTAINED
    - INLET CONTROLS TO BE REMOVED ACCORDING TO LEGAL REQUIREMENTS WITH DOCUMENTATION WITHIN 72 HOURS FROM LEGAL AUTHORITY.
    - IF WORK HAS OCCURRED NEAR OR IN STREAMS OR OTHER SURFACE WATERS, THE EXPOSED SOILS SHALL BE STABILIZED TO PROTECT AGAINST FLOODING AND SPRING RUNOFF TO THE 100-YR FLOOD ELEVATION.
    - ALL TEMPORARY AND PERMANENT STORMWATER BASINS AND SEDIMENT BASINS SHOULD HAVE OUTLETS AND STABILIZED EMERGENCY OVERFLOWS INSTALLED AS PER THE GRADING AND/OR UTILITY PLAN AND AT THE APPROVAL OF THE OWNER.

26. NON-STORMWATER DEWATERING
    - HYDRANT FLUSHING: FLUSHING OF HYDRANTS WILL BE DISCHARGED
    - THROUGH TEMPORARY PIPES AS NECESSARY, ONTO IMPERVIOUS SURFACES OR TO STABILIZED ARES WITH ENERGY DISSIPATION AT THE DISCHARGE POINT. THE DISCHARGE SHOULD BE COLLECTED BY THE STORM WATER BASINS AND STORM SEWER SYSTEM.
    - POTABLE WATER DISCHARGE: ALL WATER LINES WILL BE FLUSHED USING HOSES AND DISCHARGED ONTO AN IMPERVIOUS SURFACE AND DIRECTED TO THE STORM SEWER INFRASTRUCTURE BY NON-EROSIVE MEANS.

27. WORK NEAR SPECIAL WATERS
    - EXPOSED SOILS MUST BE STABILIZED WITHIN 7 DAYS OF ACTIVITY TEMPORARILY OR PERMANENTLY CEASED.
    - TEMPORARY SEDIMENT BASIN NEEDED WITHIN AREAS 5 ACRE DISTURBANCE WITH COMMON POINT OF DISCHARGE.
    - IF WORK IS NEAR SPECIAL WATERS REFER TO APPENDIX A OF THE NPDES PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS.
    - MAINTAIN AT ALL TIMES, 100 FT UNDISTURBED BUFFER AROUND SPECIAL WATERS.
    - NO UNTREATED DEWATERING WILL TAKE PLACE AND DISCHARGE TO "SPECIAL WATERS"
    - **SEE PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS**

28. WORK NEAR OR IN IMPAIRED WATERS
    - EXPOSED SOILS MUST BE STABILIZED WITHIN 7 DAYS OF ACTIVITY TEMPORARILY OR PERMANENTLY CEASED.
    - TEMPORARY SEDIMENT BASIN NEEDED WITHIN AREAS 5 ACRE DISTURBANCE WITH COMMON POINT OF DISCHARGE.
    - IF WORK IS NEAR SPECIAL WATERS REFER TO APPENDIX A OF THE NPDES PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS.
    - NO UNTREATED DEWATERING WILL TAKE PLACE AND DISCHARGE TO "IMPAIRED WATERS"
    - **SEE PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS**

29. WORK IN KARST AREAS
    - **SEE PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS**

30. INFILTRATION/FILTRATION AREAS
    - FENCE OFF AREA PRIOR TO BEGINNING CONSTRUCTION.
    - EXCAVATION AREA SHALL TAKE PLACE AFTER CONTRIBUTING AREAS ARE AT FINAL GRADE AND STABILIZED.
    - DO NOT USE HEAVY/WHEELED EQUIPMENT IN FILTRATION AREA.
    - DIVERSIONS, REDUNDANT SEDIMENT AND EROSION CONTROLS MUST BE USED TO PROTECT AREA.
    - ENSURE 8 FT MAINTENANCE ACCESS IS ADEQUATE FOR AREA.
    - IF GRADING MUST OCCUR IN FILTRATION AREA, LEAVE GRADE 3 FT HI

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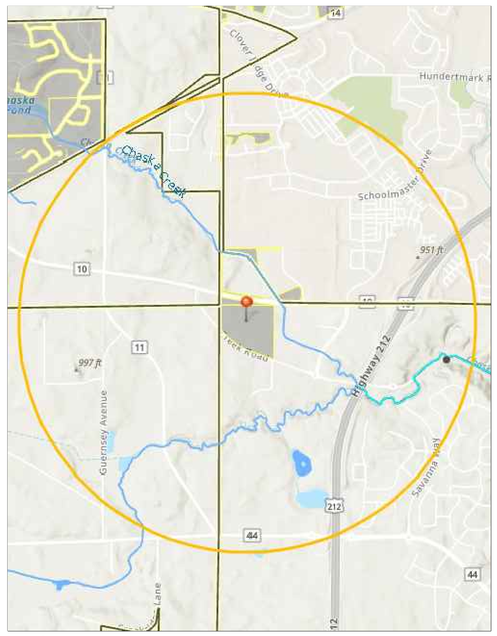
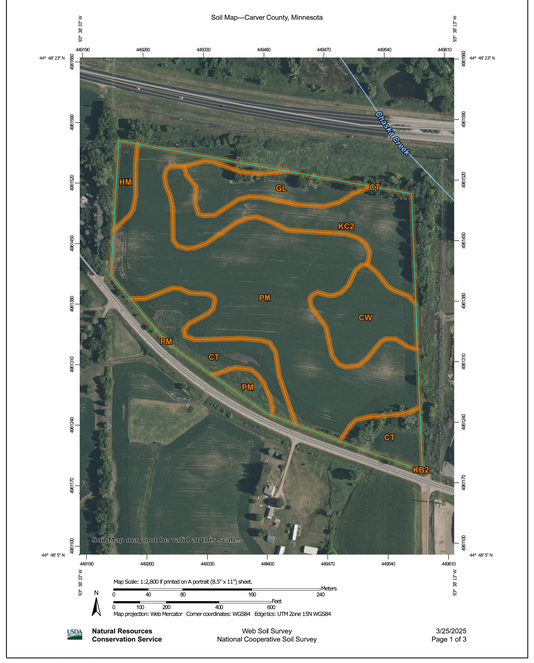


VICINITY MAP/IMPAIRED WATERS MAP



WEB SOIL SURVEY MAP

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CT	Canisteo clay loam, 0 to 2 percent slopes	3.1	13.5%
CW	Cordova-Webster complex	2.2	9.3%
GL	Glencoe clay loam, 0 to 1 percent slopes	1.7	7.5%
HM	Hamel loam, 0 to 2 percent slopes	0.5	2.1%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	0.0	0.0%
KC2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	3.7	15.8%
PM	Klossner muck, 0 to 1 percent slopes	12.0	51.8%
Totals for Area of Interest		**23.2**	**100.0%**

SOIL MAP UNIT SYMBOL LEGEND

INFEASIBILITY DETERMINATION (ITEMS 5.13, 5.14 AND 5.15)
TEMPORARY SEDIMENT BASIN
IF PERMITTEE DETERMINES A TEMPORARY SEDIMENT BASIN TO MEET SECTION 14 IS INFEASIBLE, DOCUMENT THIS DETERMINATION; PERMITTEES TO CONSIDER PUBLIC SAFETY, SITE FACTORS SUCH AS SITE SOILS, SLOPE, AND AVAILABLE AREA ON SITE.

BUFFER ZONE AS DESCRIBED IN PERMIT ITEMS 9.17 AND 23.11

SWPPP AMENDMENTS
THIS PLAN AND THE ATTACHMENTS MUST BE AMENDED WITHIN 7 DAYS TO INCLUDE ADDITIONAL REQUIREMENTS OR MODIFIED REQUIREMENTS WHICH TAKE PLACE DURING CONSTRUCTION IF ONE OR MORE OF THE FOLLOWING OCCUR:

1. THERE IS A CHANGE IS DESIGN CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT SIGNIFICANTLY IMPACTS THE DISCHARGE OF POLLUTANTS FROM THE SITE TO SURFACE OR GROUNDWATER.
2. INSPECTIONS OR INVESTIGATIONS BY THE SITE OWNER, OPERATOR, ENVIRONMENTAL PROTECTION AGENCY, MINNESOTA POLLUTION CONTROL AGENCY OFFICIALS INDICATE THIS PLAN IS NOT EFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING THE DISCHARGE OF POLLUTANTS.
3. THIS SWPPP IN NOT ACHIEVING THE GENERAL OBJECTIVES OF MINIMIZING POLLUTANTS IN STORMWATER DISCHARGES OR IF THIS PLAN IS NOT CONSISTENT WITH THE MN R1000011 CONSTRUCTION GENERAL PERMIT.
4. IF THE MPCA NOTIFIES THE OWNER AND/OR OPERATOR (i.e. PERMITTEES) THAT ADDITIONAL REQUIREMENTS ARE NEEDED, REQUIREMENTS ARE NOT BEING NET FOR TMDL OR OTHER WATER QUALITY STANDARDS, OR THAT THE SWPPP DID NOT INCORPORATE THE NECESSARY REQUIREMENTS.
5. CHANGES INVOLVING THE USE OF A LESS STRINGENT BMP MUST INCLUDE A JUSTIFICATION DESCRIBING HOW THE REPLACEMENT BMP IS EFFECTIVE FOR THE SITE CHARACTERISTICS.

THE FOLLOWING TABLE SHOULD BE COMPLETED AS NECESSARY DURING CONSTRUCTION TO DOCUMENT CHANGES AND AMENDMENTS TO THIS DOCUMENT. AMENDMENTS MUST BE MADE BY ONE OF THE FOLLOWING INDIVIDUALS:THOSE PREPARING THIS DOCUMENT; THOSE OVERSEEING THE IMPLEMENTATION OF THE SWPPP; THOSE REVISING THE SWPPP; THOSE PERFORMING INSPECTIONS FOR THE PROJECT; AND/OR OTHER QUALIFIED INDIVIDUAL.

PLACE THE AMENDMENT NUMBER NEXT TO ALL APPLICABLE CHANGES, REDLINES, AND INFORMATION IN THE DOCUMENT TO REFERENCE BACK TO THE CHANGES SUMMARIZED BELOW.

AMENDMENT NO.	DATE	REASON, LOCATION, AND BRIEF DESCRIPTION OF CHANGE OR AMENDMENT	REQUESTED BY	PREPARED BY

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 .
4 .
5 .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED:
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

SWPPP MAPS

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

NOT FOR CONSTRUCTION

SHEET NUMBER:
C403
DATE: 08/26/25

EDCO CHASKA
PROJECT NUMBER: 0060241

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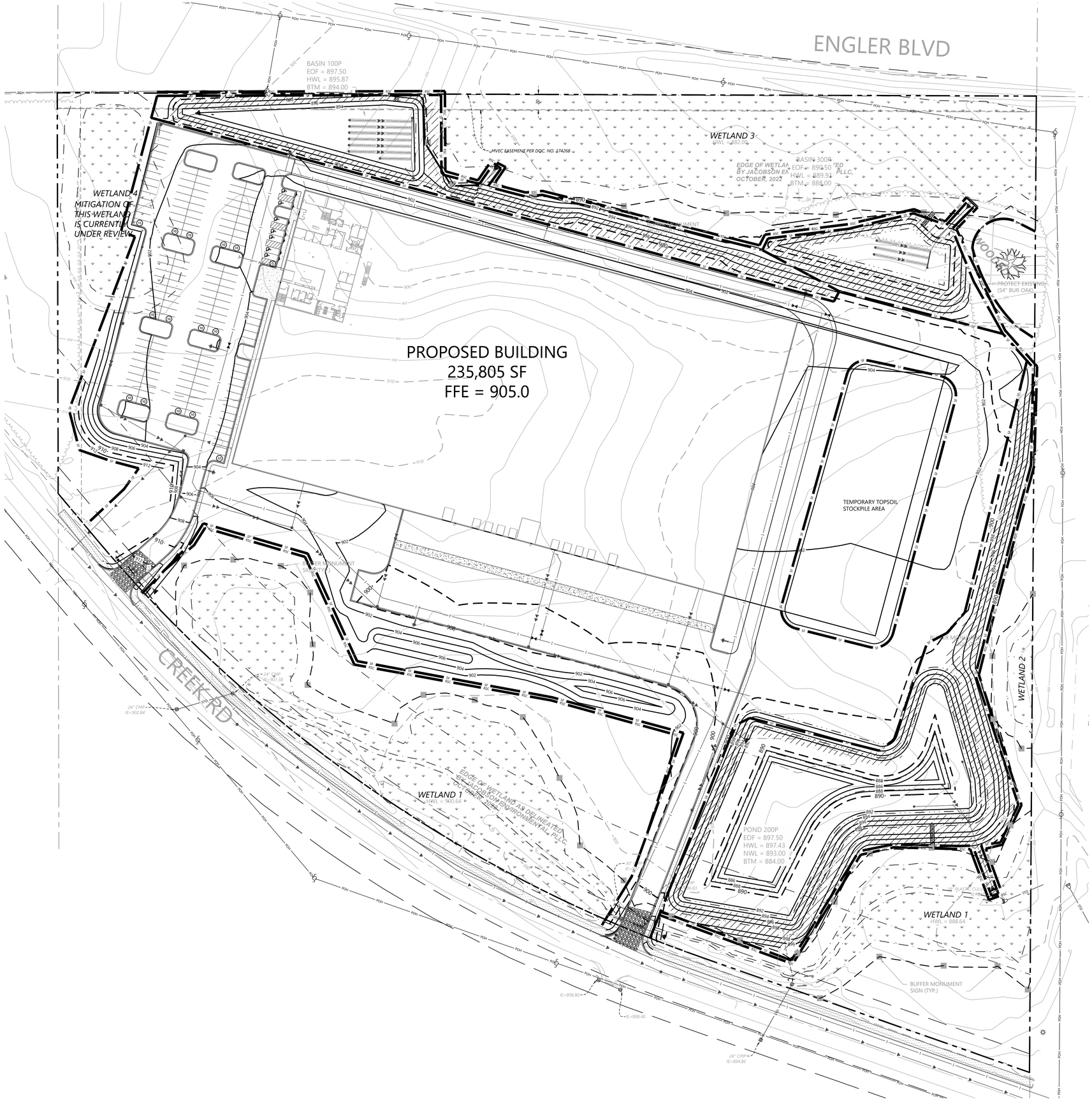

Grading Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
SF	SF	SILT FENCE
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
SB-19	SB-19	SOIL BORING LOCATION

Topsoil Management Notes

1. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
2. TOPSOIL SHALL MEET CCWMO TOPSOIL STANDARD. STOCKPILED MATERIAL MAY NEED TO BE AMENDED OR IMPORTANT TO MEET THE STANDARD.
3. CARVER COUNTY TOPSOIL STANDARD (SEE BELOW)

REQUIREMENTS	RANGE	TEST METHOD
MATERIAL PASSING THE ⅜ IN [19 MM]	100 %	ASTM D 422
MATERIAL PASSING NO. 4 IN [4.75 MM]	≥ 85%	-
CLAY	5% - 33%	ASTM D 422
SILT	5% - 35%	ASTM D 422
SAND	30% - 75%	ASTM D 422
ORGANIC MATTER	2.5% - 15%	ASTM D 2974
PH	6.1 - 8.0	ASTM G 51
COMPACTION	- 1,400 KILOPASCALS (KPA) / 200 POUNDS PER SQUARE INCH (PSI) IN THE UPPER 12 INCHES OF SOIL, OR - BULK DENSITY OF LESS THAN 1.4 GRAMS PER CUBIC CENTIMETER (G/CM3) IN THE UPPER 12 INCHES OF SOIL	FIELD TEST

4. SUBSOIL MUST BE DE-COMPACTED TO A DEPTH OF SIX INCHES PRIOR TO PLACEMENT OF TOPSOIL AND THAT THE CONTRACTOR MUST IDENTIFY THE DECOMPOSITION.
5. CONTRACTOR TO INDICATE METHOD OF RE-APPLYING STOCKPILED TOPSOIL.
6. IF MATERIAL IS EXPORTED OR IMPORTED TO THE SITE, AN ADDITIONAL PERMIT MAY BE REQUIRED AT THE OFF-SITE LOCATIONS.

TOPSOIL NOTES:

1. EXISTING ONSITE TOPSOIL WILL BE USED FOR RESPREAD, IN PLACE TESTING HAS BEEN COMPLETED BY BRAUN INTERTEC.
2. FOR TOPSOIL STRIPPING AND STOCKPILING
   - EXISTING TOPSOIL AVAILABLE ONSITE: 36,900 CY
   - TOPSOIL NEEDED TO RESTORE GREEN SPACES: 11,900 CY
   - TOTAL LOT DISTURBED AREA: 19.06 AC
   - EXISTING 0.5 FOOT AVERAGE DEPTH OF TOPSOIL AVAILABLE ONSITE
   - GRADING EQUIPMENT USED TO STRIP TOPSOILS SUCH AS DOZERS/SCRAPERS.
   - SILT FENCE WILL BE UTILIZED FOR EROSION CONTROL OF TOPSOIL STOCKPILES.
   - TEMPORARY SEED TOPSOIL STOCKPILES FOR EROSION CONTROL FOR STOCKPILES THAT WILL REMAIN IN PLACE FOR LONGER THAN 6 MONTHS.
3. STOCKPILING SAMPLING PROCEDURE
   - ONE SAMPLE SHALL BE COLLECTED PER 2,500 CUBIC METERS OF STOCKPILE (A MINIMUM OF ONE SAMPLE SHALL BE TAKEN IF STOCKPILES ARE LESS THAN 2,500 CUBIC METERS)
   - THE CONTRACTOR/SUPPLIER SHALL FORM A FACE FOR THE FULL HEIGHT OF THE STOCKPILE AT FOUR LOCATIONS.
   - A LOAD BUCKET OR SIMILAR EQUIPMENT SHALL THEN BE FILLED BY CHANNELING THE FULL HEIGHT OF THE STOCKPILE FACE, FROM THE BOTTOM TO THE TOP, IN ONE OPERATION.
   - THE BUCKET SHALL THEN BE LOWERED AND EMPTIED BY ROTATION TO FORM A SMALL PILE AT EACH SAMPLING LOCATION.
   - THE SAMPLER SHALL PLACE A SHOVEL FULL OF SOIL FROM EACH PILE INTO A LARGER CONTAINER. THE SOIL SHALL BE THOROUGHLY MIXED AND A SUFFICIENT AMOUNT OF MIXED TOPSOIL SHALL BE TAKEN TO FILL A STANDARD TOPSOILS SAMPLING CONTAINER.
   - SAMPLES SHALL BE SUBMITTED FOR ANALYSIS TO LAB QUALIFIED TO USE THE FOLLOWING TEST METHODS: ASTM D 422, ASTM D 2974, AND ASTM G 51. SAMPLES SHALL BE ANALYZED FOR CLAY, SILT, SAND, ORGANIC MATTER AND pH.
   - ADDITIONAL TOPSOIL SHALL NOT BE ADDED TO THE STOCKPILE AFTER SAMPLING
   - SAMPLE RESULTS SHALL BE SUBMITTED TO THE COUNTY FOR REVIEW. TEST RESULTS ARE VALID FOR 6 MONTHS.
4. CONSTRUCTION SCHEDULE AND PHASING:
   - STOCKPILING SHOULD BEGIN IN FALL 2025.
   - EXISTING TOPSOIL OVER FILL AREA WILL BE STRIPPED OFF AND STOCKPILED.
   - STOCKPILES SHALL BE SAMPLED AND TESTED PRIOR TO TOPSOIL PLACEMENT. SEE TESTING PROCEDURES ABOVE.
   - IF TOPSOIL TESTING SHOWS THAT THE SOILS DO NOT MEET SPECIFICATIONS IN TABLE 2 (SEE BELOW), SOIL SHALL BE AMENDED TO BRING THEM INTO COMPLIANCE.
   - GRADING SHALL BE COMPLETED IN FALL 2025. STREET CONSTRUCTION WILL OCCUR FROM FALL 2025.
   - A MINIMUM OF 6 INCHES OF TOPSOIL SHALL BE PLACED IN GREEN SPACES.
   - ALL DISTURBED AREAS SHALL BE TEMPORARILY SEEDED.
   - TOPSOIL QUALITY AND DEPTH MUST BE VERIFIED BY COUNTY OR CITY STAFF PRIOR TO SEEDING OR SOD.
   - IF TOPSOIL IMPORT IS NEEDED, IT SHALL MEET THE CARVER COUNTY TOPSOIL STANDARD.

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 .
4 .
5 .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNATURE
DAVID BADE
DATE 08/26/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

TOP SOIL MANAGEMENT PLAN

SHEET NUMBER:
C404
DATE: 08/26/25

EDCO CHASKA
PROJECT NUMBER: 0060241

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ENGLER BLVD

CREEK RD

PROPOSED BUILDING
235,805 SF
FFE = 905.0

WETLAND 1
HWL = 900.64

WETLAND 2

WETLAND 3
HWL = 882.00

WETLAND 4
MITIGATION OF THIS WETLAND IS CURRENTLY UNDER REVIEW

BASIN 100P
EOF = 897.50
HWL = 895.87
BTM = 894.00

BASIN 300P
EOF = 890.50
HWL = 889.91
BTM = 888.00

POND 200P
EOF = 897.50
HWL = 897.43
NWL = 893.00
BTM = 884.00

12" FES-110
4.4 CU YD CLASS III RIPRAP
IE=897.44

CLEANOUT @ END OF DRAINTILE (6) 80 LF-6" PERFORATED DT @ 0.5% (MIN) (TYP.)
RE=895.0
IE=892.0

48 LF-15" STM @ 0.50%

CB-111 (48" Ø)
RE=901.00
IE=897.26 (E)
SUMP=893.68
PRETREATMENT DEVICE
SAFL BAFFLE OR APPROVED EQUAL)

40 LF-6" PERFORATED DT @ 0.5% (MIN)
IE=892.00

HYDRANT W/ GATE VALVE

4-4" CONDUIT FOR FUTURE EV CHARGING

OCS-102
RE=897.00
SEE DETAIL

12" FES-103
IE=894.00 (SE)

17 LF-24" STM @ 2.66%

341 LF 8" WATERMAIN

79 LF-24" STM @ 0.25%

46 LF-24" STM @ 0.50%

CO-10
RE=894.00
IE=891.62 (S)

25 LF 6" HDPE @ 0.5%

STMH-101 (60" Ø)
RE=898.11
IE=890.50 (W)
IE=890.50 (NE)
UTILITY EASEMENT PER DOC. NO. 174268

24" FES-100
9.2 CU YD CLASS III RIPRAP
IE=890.38

DELINEATED WETLAND LINE
20' WETLAND BUFFER

BUFFER MONUMENT SIGN (TYP.)

(3) 70 LF-6" PERFORATED DT @ 0.5% (MIN)
RE=889.00
IE=886.00

OCS-302
RE=889.92
SEE DETAIL"

54 LF-24" STM @ 0.26%

20 LF-6" PVC @ 0.50%

EOF

24" FES-300
9.2 CU YD CLASS II RIPRAP
IE=884.81

PROTECT EXISTING (54" BUR OAK)

CO-30
RE=887.99
IE=885.67 (N)

337 LF 8" WATERMAIN

HYDRANT W/ GATE VALVE

8" x 8" WM TEE

374 LF 8" WATERMAIN

CB-208 (48" Ø)
RE=901.32
IE=897.00 (S)

108 LF-18" STM @ 0.50%

MH-1
RE=903.07
IE=891.00 (E)
IE=891.00 (SW)

CBMH-207 (48" Ø)
RE=901.01
IE=896.46 (N)
IE=896.00 (SE)

122 LF-18" STM @ 0.50%

61 LF-8" PVC @ 4.00%

SANITARY SEWER STUB-76
IE=893.42 (W)
VERIFY WITH MEP

CBMH-206 (48" Ø)
RE=903.21
IE=895.39 (NW)
IE=895.00 (S)

58 LF-18" PVC @ 0.50% (WM CROSSING)

60 LF-18" PVC @ 2.00%

RD IE=897.00

204 LF-8" PVC @ 4.00%

MH-2
RE=884.02
IE=882.83 (NE)
IE=869.26 (SE)

CONNECT TO PUBLIC UTILITIES BY CITY

136 LF 8" WATERMAIN

149 LF-24" STM @ 0.50%

CBMH-205 (48" Ø)
RE=906.29
IE=894.7 (N)
IE=894.52 (E)

STMH-204 (48" Ø)
RE=906.15
IE=893.77 (W)
IE=897.70 (N)
IE=893.77 (SE)

134 LF 8" WATERMAIN

149 LF-24" STM @ 0.50%

BUFFER MONUMENT SIGN (TYP.)

CONCRETE ARCH PIPE

FES-600
RE=912.32
IE=908.63 (SE)

FES-601
RE=911.67
IE=908.00 (NW)

70 LF-36" STM SWR @ 0.90%

CBMH-203 (60" Ø)
RE=899.30
IE=893.02 (NW)
IE=894.40 (N)
IE=893.02 (E)

200 LF-30" STM @ 0.40%

HYDRANT W/ GATE VALVE

130 LF-18" PVC @ 2.00%

MECH ROOM

RD IE=897.00

8" STUB

130 LF-18" PVC @ 2.00%

HYDRANT W/ GATE VALVE

405 LF 8" WATERMAIN

CBMH-202 (60" Ø)
RE=899.20
IE=892.22 (W)
IE=894.40 (N)
IE=892.22 (E)

185 LF-36" STM @ 0.40%

CBMH-201 (60" Ø)
RE=899.24
IE=891.48 (W)
IE=894.40 (N)
IE=891.48 (SE)

86 LF-36" STM @ 0.40%

8" x 8" WM CROSS

STMH-501
RE=900.20
IE=891.14 (NW)
IE=891.14 (S)
IE=891.14 (SE)

35 LF-36" STM SWR @ 0.40%

FES-200
RE=894.67
IE=891.00 (NW)

404 LF 8" WATERMAIN

BUFFER MONUMENT SIGN (TYP.)

FES-402
RE=891.92
IE=889.50 (SE)

CO-41
RE=891.72
IE=889.50 (S)

100 LF 6" PERFORATED DT @ 0.5%

59 LF-24" RCP @ 5.98%

CO-40
RE=891.52

OCS-401
RE=897.75
SEE DETAIL

100 LF 6" PERFORATED DT @ 0.5%

EOF

90 LF-24" RCP @ 0.50%

LF PLASTIC CURB & GUTTER

CB-502 (48" Ø)
RE=898.74
IE=891.72 (N)

261 LF 8" WATERMAIN

117 LF-12" STM @ 0.50%

PUBLIC UTILITIES DESIGN & CONSTRUCTION BY OTHERS

CONCRETE ARCH PIPE

FES-602
RE=901.58
IE=898.00 (SE)

CONNECT TO CITY WM WITH 8" TEE

CONNECT TO PUBLIC UTILITIES BY CITY

FES-603
RE=900.94
IE=897.27 (NW)

73 LF-36" STM SWR @ 1.00%

CONNECTION TO EXISTING WATERMAIN STUB NEAR ROUND-ABOUT

CONNECTION TO EXISTING SANITARY SEWER STUB NEAR ROUND-ABOUT

24" CMP IE=902.84

24" CMP IE=901.38

24" CMP IE=898.80

24" CMP IE=898.40

24" CMP IE=894.86

24" CMP IE=893.5

STORM SEWER CASTING SCHEDULE

STRUCTURE			CASTING TYPE
NUMBER	TYPE	SIZE	
102	OCS	60"	R-1642 STAMPED "STORM SEWER"
404	OCS	60"	R-1642 STAMPED "STORM SEWER"
101	STMH	48"	R-1642 STAMPED "STORM SEWER"
204	STMH	48"	R-1642 STAMPED "STORM SEWER"
403	STMH	48"	R-1642 STAMPED "STORM SEWER"
111	CB	48"	R-3067-VB
201	CBMH	60"	R-3067-VB
202	CBMH	60"	R-3067-VB
203	CBMH	60"	R-3067-VB
205	CBMH	48"	R-3067-VB
206	CBMH	48"	R-3067-VB
207	CBMH	48"	R-3067-VB
208	CB	48"	R-3067-VB
502	CB	48"	R-3067-VB

UTILITY LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		EASEMENT LINE
		CURB AND GUTTER
SAN		SANITARY SEWER
FM	FM	SANITARY SEWER FORCE MAIN
STO		STORM SEWER
WAT		WATER MAIN
WAT		HYDRANT
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TOH	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
DT		DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE

GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE LARGE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE LOCAL JURISDICTION AND MINNESOTA PLUMBING CODE. ALL SMALL / DRY UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER AND WATER LINES SHALL CROSS ABOVE ANY SEWER. IF THIS IS NOT ACHIEVABLE, SANITARY AND STORM SEWER SHALL BE CONSTRUCTED OF A MATERIAL APPROVED FOR USE WITHIN A BUILDING AND AS LISTED IN TABLE 701.2 OF THE MINNESOTA PLUMBING CODE. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE 8' MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE AND NOT WITHIN 10' OF WATER LINE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY AND STORM SEWER PIPE WITHIN 10 FEET OF THE BUILDING AND UNDER FOOTINGS, AND WITHIN 10 FEET OF WATER LINE SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY OR MN DEPARTMENT OF LABOR .
    B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76, WITH GASKETS PER ASTM C443.
    C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA PLUMBING CODE 604.10.1.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

UTILITY CROSSINGS

CROSSING	UPPER UTILITY	LOWER UTILITY
1	**WATER MAIN** TOP = 895.63 **BTM=894.97**	**SANITARY** IE = 891.96 **TOP = 892.63**
2	**STORM** **IE = 895.32** TOP = 896.82	**SANITARY** IE = 890.20 **TOP = 890.87**
3	**STORM** IE = 897.70 TOP = 900.70 *PVC SCHD 40*	**WATER MAIN** TOP = 894.88 BTM = 894.21
4	**STORM** IE = 897.98 *PVC SCHD 40*	WATER MAIN TOP = 896.40 *LOWER WM TO MAINTAIN 18" SEPARATION*
5	STORM IE = 894.72 *PVC SCHD 40*	WATER MAIN TOP = 891.40
6	STORM IE = 894.68 *PVC SCHD 40*	WATER MAIN TOP = 891.40
7	STORM IE = 894.68 *PVC SCHD 40*	WATER MAIN TOP = 891.40
8	STORM IE = 891.25 *PVC SCHD 40*	WATER MAIN TOP = 891.76 *LOWER WM TO MAINTAIN 18" SEPARATION*

NOTE: WATER MAIN BASED ON 8' DEPTH TO TOP OF PIPE

LOWER WATER MAIN TO MAINTAIN 18" SEPARATION PER NOTE 9 ON SHEET C500

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

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 . .
4 . .
5 . .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

UTILITY PLAN

SHEET NUMBER:
C500
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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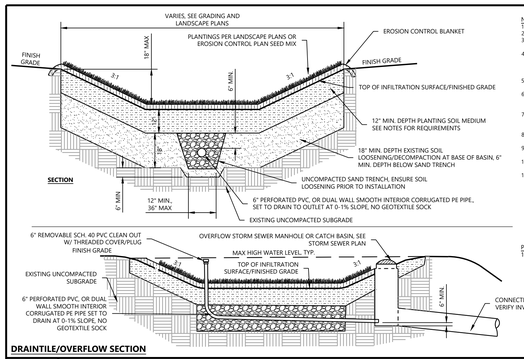
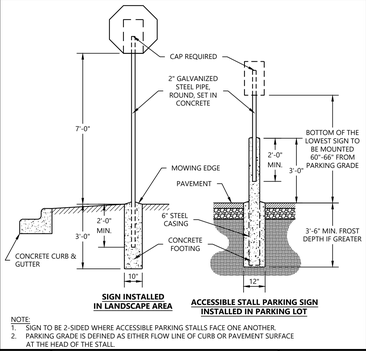
Common Ground Alliance



NOTES:
1. REFER TO LANDSCAPE/SITE PLANS FOR ALL LOCATIONS AND DIMENSIONS.
2. PLANTING MEDIUM SHALL BE UNIFORM IN COMPOSITION AND 12" MIN. DEPTH.
3. MAXIMUM COMPACTION OF PLANTING MEDIUM, SAND TRENCH, AND PREPARED SUBGRADE SHALL BE MAX. 85% PROCTOR (S.P.D.)
4. IMPORTED PLANTING MEDIUM SHALL MEET THE REQUIREMENTS OF FILTER TOPSOIL BORROW PER MNDOT SPEC. 3877. 90 PERCENT SAND MEETING GRADATION OF MNDOT SPEC. 3126 AND 10% GRADE 2 COMPOST PER MNDOT SPEC. 3890
5. PLANTING MEDIUM SHALL PROVIDE 4 IN./HR. INFILTRATION RATE AT SPECIFIED COMPACTION.
6. SAND TRENCH SHALL BE 100% VIRGIN MATERIAL UNLESS ACCEPTED BY CITY ENGINEER AND SHALL MEET THE REQUIREMENTS OF "FINE FILTER AGGREGATE" PER MNDOT SPEC. 3138
7. REFER TO MINNESOTA STORMWATER MANUAL FOR GUIDANCE ON POTENTIAL STORMWATER POLLUTANT HOTSPOTS (PSHs). A LINER SHALL BE REQUIRED (FILTRATION ONLY) FOR ALL FILTRATION BASINS IN PSH-DESIGNATED AREAS.
8. DRAINTILE SPACING AT BASE OF EXCAVATION SHALL BE 30' - 40' TYP. PER MN STORMWATER MANUAL.
9. NO EQUIPMENT ALLOWED IN THE BASIN AFTER EXCAVATION AND SUBSOIL LOOSENING.
10. ANY COMPACTION OF PREVIOUSLY LOOSENED SOIL MUST BE RELOOSENED PRIOR TO INSTALLATION OF FILTRATION SOIL MEDIA.
11. IRON ENHANCED SAND FILTRATION TRENCHES - SEE DETAIL FOR MATERIALS AND INSTALLATION INFORMATION. BTS TO BE PLACED IN TRENCHES AFTER BASIN IS STABILIZED.

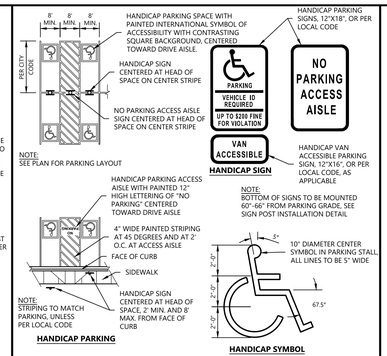
PRE-TREATMENT NOTES:
1. IF NO PRE-TREATMENT STORM STRUCTURE OR SUMP IS IDENTIFIED, PROVIDE SEDIMENT BASIN AT ALL INLETS WITH RIP RAP. VERIFY BASIN SIZE(3'X5'X1' DEEP MIN.) AND RIP RAP TYPE PER PLAN, AND/OR WITH ENGINEER/LANDSCAPE ARCHITECT.

Westwood	TYPICAL FILTRATION BASIN	LAST REVISED: 01/19/23	GD37A

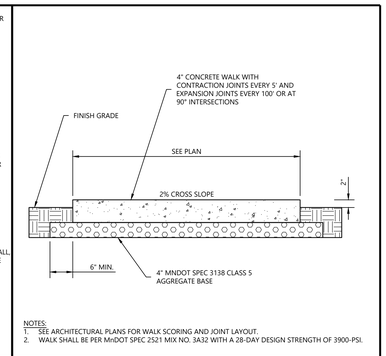


NOTE:
1. SIGN TO BE 2-SIDED WHERE ACCESSIBLE PARKING STALLS FACE ONE ANOTHER.
2. PARKING GRADE IS DEFINED AS EITHER FLOW LINE OF CURB OR PAVEMENT SURFACE AT THE HEAD OF THE STALL.

Westwood	SIGN POST INSTALLATION	LAST REVISED: 11/16/2023	SI14



Westwood	ACCESSIBLE SIGNAGE AND STRIPING	LAST REVISED: 11/15/23	SI15

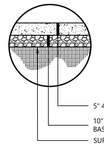


NOTES:
1. SEE ARCHITECTURAL PLANS FOR WALK SCORING AND JOINT LAYOUT.
2. WALK SHALL BE PER MNDOT SPEC 2521 MIX NO. 3A32 WITH A 28-DAY DESIGN STRENGTH OF 3900-PSI.

Westwood	PRIVATE CONCRETE SIDEWALK	LAST REVISED: 08/15/17	SI08

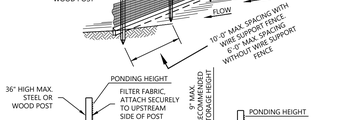
PAVEMENT SECTIONS SHOWN ARE FOR PLANNING PURPOSES ONLY. REFER TO GEOTECHNICAL REPORT FOR FINAL PAVEMENT SECTIONS.

Westwood	PAVEMENT SECTIONS	LAST REVISED: 08/15/17	SI19A



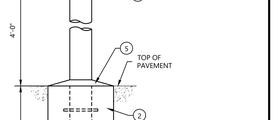
NOTES:
1. CONCRETE SHALL BE REINFORCED WITH WELDED WIRE FABRIC OR REINFORCED BARS TO ASSIST IN CONTROLLING CRACKING FROM DRYING SHRINKAGE AND THERMAL CHANGES.
2. SAWED OR FORMED CONTROL JOINTS SHOULD BE INCLUDED FOR EACH 225 SQUARE FEET OF AREA OR LESS (15 FEET BY 15 FEET). CONTRACTOR SHALL PREPARE JOINTING PATTERN AND SUBMIT TO ENGINEER PRIOR TO CONSTRUCTION.
3. SAW CUTS SHOULD NOT CUT THROUGH THE WELDED WIRE FABRIC OR REINFORCING STEEL AND DOWELS SHOULD BE UTILIZED AT FORMED AND/OR COLD JOINTS.
4. DOWELS SHALL BE UTILIZED AT FORMED AND/OR COLD JOINTS. DOWELS SHALL BE 30" LONG 1/2" DIAMETER SMOOTH AND GREASED TIE BARS AT 30" SPACING, MINIMUM 18" FROM PAVEMENT EDGE.

Westwood	HEAVY DUTY CONCRETE SECTION LOADING DOCK	LAST REVISED: 08/15/17	SI21



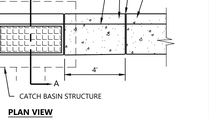
NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

Westwood	SILT FENCE	LAST REVISED: 08/15/17	GD02

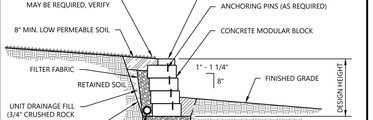


NOTES:
1. 6" DIAMETER STD, ST1, PIPE CONCRETE FILLED. PROVIDE 1/4" WELDED CLOSURE PLATE AT BOTTOM. PAINT EXPOSED PIPE YELLOW, SECURITY BOLLARDS TO RECEIVE POLYETHYLENE COVER.
2. 24" DIAMETER CONCRETE FOUNDATION. USE SONOTUBE FORM.
3. 3/8" DIAMETER WELDED HOOPS. 18" DIAMETER TOP, BOTTOM AND CENTER.
4. SOLID UNDISTURBED SOIL.
5. PROVIDE PITCH, SMOOTH CONCRETE FINISH.

Westwood	BOLLARD	LAST REVISED: 01/18/24	SI18

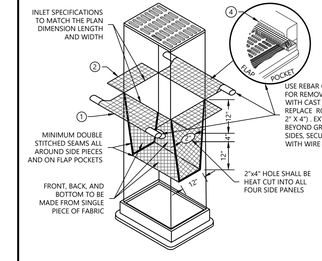


Westwood	RECTANGULAR CATCH BASIN	LAST REVISED: 08/10/17	ST01



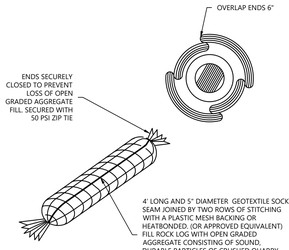
NOTE:
CONTRACTOR TO PROVIDE ENGINEERING AND SHOP DRAWINGS IF WALL IS GREATER THAN 4 FEET TALL. CONTRACTOR TO SUBMIT WALL BLOCK TYPE, SIZE, AND COLOR FOR APPROVAL.

Westwood	MODULAR BLOCK RETAINING WALL	LAST REVISED: 08/15/17	SI40



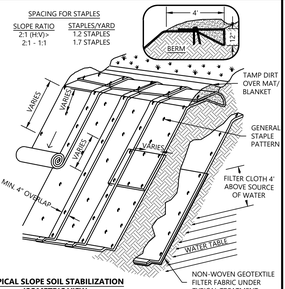
NOTES:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS, (MEETING MnDOT SPEC. 3733 GEOTEXTILES)
2. FINISHED SIZE (INCLUDING POCKETS) SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
3. DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30". THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG (USING PLASTIC ZIP TIES) TO ACHIEVE THE 3" CLEARANCE.

Westwood	STORM DRAIN FILTER BAG INSERT	LAST REVISED: 08/15/17	GD10



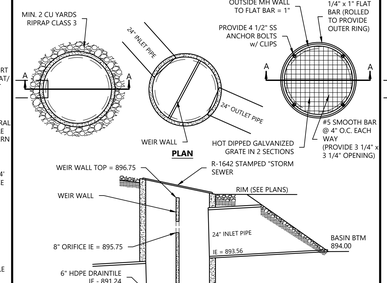
NOTE:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS. (MEETING SPEC. 3733 (TYPE 1) GEOTEXTILES, PROPOSED 2005 EDITION)

Westwood	INLET PROTECTION WITH ROCK LOG	LAST REVISED: 08/15/17	GD11

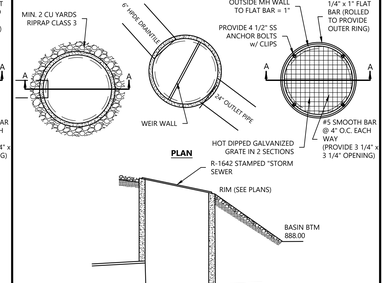


NOTES:
1. MATS/BLANKETS SHOULD BE INSTALLED VERTICALLY DOWNSLOPE.
2. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICK AND GRASS.
3. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
4. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL.
5. DO NOT STRETCH.

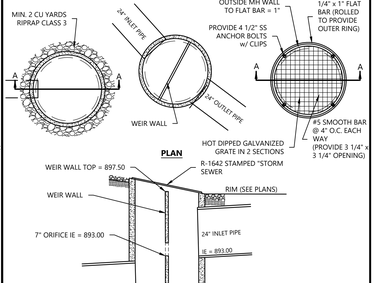
Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR SLOPES	LAST REVISED: 04/20/21	GD21



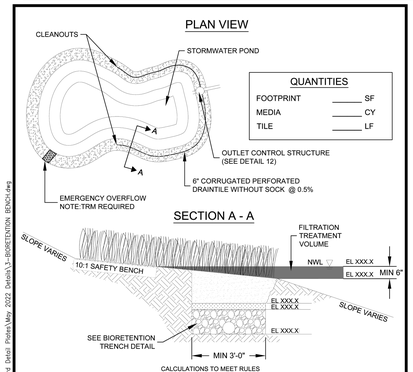
Westwood	OUTLET CONTROL STRUCTURE #102	LAST REVISED: 10/28/2024	ST24



Westwood	OUTLET CONTROL STRUCTURE #302	LAST REVISED: 10/28/2024	ST24



Westwood	OUTLET CONTROL STRUCTURE #404	LAST REVISED: 10/28/2024	ST24

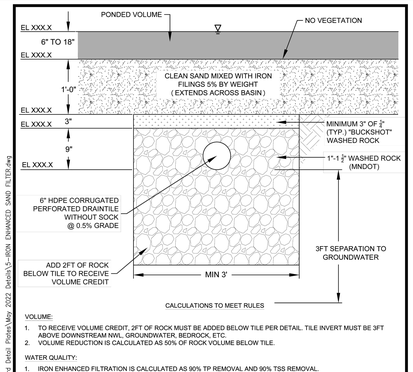


VOLUME:
1. NO VOLUME REDUCTION IS GIVEN FOR BIORETENTION BENCH.

WATER QUALITY:
1. PAIRED WITH A NURP POND VOLUME, BIORETENTION BENCHES RECEIVE 90% TP REDUCTION AND 90% TSS REDUCTION. PAIRED WITH A MN STORMWATER MANUAL POND VOLUME, BIORETENTION BENCHES RECEIVE 75% TP AND 80% TSS REDUCTION.

PERFORMANCE REQUIREMENTS:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE SURFACE AREA NEEDED, USE FILTRATION RATE OF 8 CF OF PONDED VOLUME PER SF OF SURFACE AREA.
2. AN EMERGENCY OVERFLOW (EOF) IS REQUIRED. EOFS MUST BE A MINIMUM OF 6 INCHES ABOVE THE ASSOCIATED HWL. EOFS MUST BE REINFORCED WITH TURF REINFORCEMENT MATTING (TRM) RIP RAP IS NOT AN ACCEPTABLE EOF REINFORCEMENT METHOD.
3. WHEN PAIRED WITH A STORMWATER REUSE PRACTICE, NATIVE SOILS TO BE COMPACTED PRIOR TO ROCK/TILE INSTALLATION.

CARVER COUNTY	Stantec	BIORETENTION BENCH	JUNE 2023 DETAIL 3



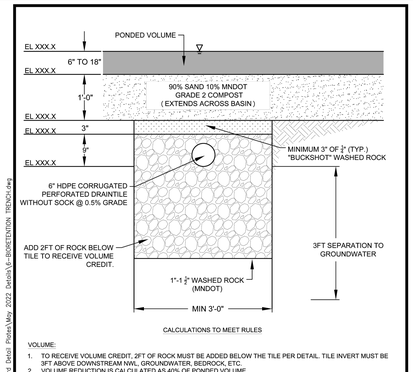
VOLUME:
1. TO RECEIVE VOLUME CREDIT, 2'FT OF ROCK MUST BE ADDED BELOW TILE PER DETAIL. TILE INVERT MUST BE 3FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.
2. VOLUME REDUCTION IS CALCULATED AS 50% OF ROCK VOLUME BELOW TILE.

WATER QUALITY:
1. IRON ENHANCED FILTRATION IS CALCULATED AS 90% TP REMOVAL AND 90% TSS REMOVAL.

PERFORMANCE REQUIREMENTS:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE SURFACE AREA NEEDED, USE FILTRATION RATE OF 8 CF OF PONDED VOLUME PER SF OF SURFACE AREA.
2. BOUNCE IN THE 10-YEAR STORM EVENT SHALL NOT EXCEED 2.5 FEET ABOVE CONSTRUCTED OUTLET.
3. UNLESS RUNOFF PASSES THROUGH A POND FIRST, STORMWATER SHALL BE ROUTED TO A PRE-TREATMENT FOREBAY. PRE-TREATMENT SHALL BE SIZED TO 10% OF THE WATER QUALITY VOLUME ROUTED TO THE ASSOCIATED BMP.
4. AN EMERGENCY OVERFLOW (EOF) IS REQUIRED. EOFS MUST BE A MINIMUM OF 6 INCHES ABOVE THE ASSOCIATED HWL. EOFS MUST BE REINFORCED WITH TURF REINFORCEMENT MATTING (TRM) RIP RAP IS NOT AN ACCEPTABLE EOF REINFORCEMENT METHOD.

IRON FILINGS:
1. AMOUNT OF FILINGS CAN BE DETERMINED BY CALCULATING TOTAL SAND NEEDED TO FILL THE TRENCH, AND MULTIPLYING BY 5%.
2. SAND IRON NEEDS TO BE PRE-MIXED PRIOR TO INSTALLATION. CAN OCCUR OFF SITE.
3. IRON FILINGS MUST BE CLEANED AND WASHED. PROVIDE SUPPLIER INFORMATION TO WMO. NO OIL OR GREASE ALLOWED.

CARVER COUNTY	Stantec	IRON ENHANCED SAND FILTER	JUNE 2023 DETAIL 5



VOLUME:
1. TO RECEIVE VOLUME CREDIT, 2FT OF ROCK MUST BE ADDED BELOW THE TILE PER DETAIL. TILE INVERT MUST BE 3FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.
2. VOLUME REDUCTION IS CALCULATED AS 40% OF PONDED VOLUME.
3. IF NO VEGETATION IS PROVIDED, THE VOLUME CALCULATION IS REDUCED TO 50% OF ROCK VOLUME BELOW TILE.

WATER QUALITY:
1. FILTRATION IS CALCULATED AS 75% TP REMOVAL AND 90% TSS REMOVAL.

PERFORMANCE REQUIREMENTS:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE SURFACE AREA NEEDED, USE FILTRATION RATE OF 8 CF OF PONDED VOLUME PER SF OF SURFACE AREA.
2. BOUNCE IN THE 10-YEAR STORM EVENT SHALL NOT EXCEED 2.5 FEET ABOVE CONSTRUCTED OUTLET.
3. UNLESS RUNOFF PASSES THROUGH A POND FIRST STORMWATER SHALL BE ROUTED TO A PRE-TREATMENT FACILITY. PRE-TREATMENT SHALL BE SIZED TO 10% OF THE WATER QUALITY VOLUME ROUTED TO THE ASSOCIATED BMP.
4. AN EMERGENCY OVERFLOW (EOF). IS REQUIRED. EOFS MUST BE A MINIMUM OF 6 INCHES ABOVE THE ASSOCIATED HWL. EOFS MUST BE REINFORCED WITH TURF REINFORCEMENT MATTING (TRM) RIP RAP IS NOT AN ACCEPTABLE EOF REINFORCEMENT METHOD.

CARVER COUNTY	Stantec	BIORETENTION TRENCH	JUNE 2023 DETAIL 6

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 . . .
4 . . .
5 . . .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

EDCO CHASKA
CHASKA, MN

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

SITE DETAILS

SHEET NUMBER:
C600
DATE: 08/26/25

EDCO CHASKA

PROJECT NUMBER: 0060241

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\\us0242-pzfss01\shared_projects\2277045851\Drafting\Standard Detail Plates\May 2022 Details\13-BIORETENTION BENCH.dwg
\\us0242-pzfss01\shared_projects\2277045851\Drafting\Standard Detail Plates\May 2022 Details\14-IRON ENHANCED SAND FILTER.dwg
\\us0242-pzfss01\shared_projects\2277045851\Drafting\Standard Detail Plates\May 2022 Details\16-BIORETENTION TRENCH.dwg

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

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.

PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

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

PLAN

- MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.
- NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATION FOR CASTING NUMBER.
- MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.
- MAXIMUM 20"ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.
- INSTALL I&I BARRIER BY STRUKE PRODUCTS OR APPROVED EQUAL.
- MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)
- ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS, RAMNECK, AND GATOR WRAP.
- NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.
- PIPE SHALL BE CUT 2" FROM INSIDE FACE OF WALL.
- .1' DROP ACROSS INVERTS MIN.
- NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.
- ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.
- COMPACT TO TOP OF PIPE, TO FIRST JOINT.
- MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

SECTION

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

Stantec — SANITARY SEWER MANHOLE — CHASKA, MINNESOTA — LAST REVISION: MARCH 2023 — PLATE NO. SAN-1

- GROUT BOTTOM OF MANHOLE TO A MINIMUM OF 1/2 DIAMETER AT PIPE AND SLOPE GROUT 2" TOWARD INVERT.
- MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM FOR ALL LINES UP TO 24". PLACE STEPS ON RIGHT HAND SIDE WHEN FACING DOWN STREAM FOR ALL 24 " AND OVER.

FRAME	A	B
R1642-2310B	27"	7"

PLAN

- FOR OFF-ROAD SITUATIONS, USE R1916F CASTING MARKED "STORM SEWER". COVERS MUST BE SECURED TO PREVENT REMOVAL.
- NEENAH COVER **R1642-5040** LETTERED, "STORM SEWER", WITH 2 CONCEALED PICK HOLES.
- MINIMUM OF 2 MAXIMUM OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF MORTAR BETWEEN EACH RING.
- MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.
- MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL.)
- ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS.
- DOG HOUSES MUST BE GROUTED BOTH INSIDE AND OUTSIDE OF STRUCTURE.
- PIPE SHALL BE CUT OUT 2" FROM INSIDE FACE OF WALL.
- NOTE: KOR-N-SEAL MANHOLE OR EQUAL CONSIDERED ACCEPTABLE ALTERNATE.
- NOTE: A MINIMUM SLOPE OF 1% IS REQUIRED ACROSS THE INVERT.
- MINIMUM SLAB THICKNESS, 6" TO 14' DEPTH. INCREASE THICKNESS 1" FOR EACH 4' OF DEPTH GREATHER THAN 14', AND REINFORCE WITH PER MNDOT STD 4011

SECTION

Stantec — STORM SEWER MANHOLE — CHASKA, MINNESOTA — LAST REVISION: MARCH 2018 — PLATE NO. STO-1

- VARIABLE (SEE PLAN)
- 3'-0"
- PERFORATED PIPE DRAIN MAY BE REQUIRED BY CITY SEE DETAIL STO-14
- FACE OF CURB
- DIRECTION OF FLOW
- NOTE: VANE GRATE SHOWN
- 6"
- 2'-0"

PLAN

- CATCHBASIN CASTING NEENAH R2067V OR ESS.BRO.330 HIGH CAPACITY OR EQUAL WITH VANE GRATE 3" RADIUS CURB BOX. INSTALL R3501-TR/TL CASTING IN DRIVEWAYS AND VALLEY GUTTERS. INSTALL R3501-TR BI-DIRECTIONAL AT LOW POINTS.
- MORTAR BOLT HOLES IN BACK OF FRAME.
- GRATE IN GUTTERLINE TO BE 2" BELOW GUTTER GRADE. 10' TRANSITION EACH SIDE OF CATCH BASIN.
- MIN. OF 2 MAX. OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF GROUT BETWEEN EACH RING.
- MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.
- DOGHOUSES SHALL BE GROUTED ON BOTH THE OUTSIDE AND THE INSIDE.
- TOP OF CURB
- VARIABLE
- 24" X 36" PRECAST
- 5"MIN GROUT
- 30"MIN.
- 6 1/2"
- 6"

SECTION

Stantec — TYPE II CATCHBASIN — CHASKA, MINNESOTA — LAST REVISION: MARCH 2023 — PLATE NO. STO-6

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

- ROMAC "SST III" (MAXIMUM LENGTH AND NUMBER OF BOLTS) STAINLESS STEEL TAPPING SLEEVE OR APPROVED EQUAL
- D1
- D2
- PLAN
- PROVIDE POLYWRAP AROUND ALL WATERMAIN
- PROVIDE COPPER CONDUCTIVITY STRAP TO BYPASS TAPPING SLEEVE.
- 7.5' MINIMUM COVER REQUIRED OVER TOP OF WATER MAIN.
- COAT WELD
- RESILIANT WEDGE VALVE CONFORMING TO AWWA C509-01 OR C515 STANDARDS WITH STAINLESS STEEL BOLTS AND BRONZE TOP NUT
- 6 oz. ZINC ANODE CAP. SEE ENGINEERING GUIDELINES
- SECTION A-A
- COMPACTED GRANULAR BACKFILL
- UNDISTURBED EARTH
- 8" CONC. BLOCK
- POURED CONCRETE THRUST BLOCK

Stantec — WATER MAIN WET TAP — CHASKA, MINNESOTA — LAST REVISION: MARCH 2019 — PLATE NO. WAT-5

CONCRETE MATERIALS AS FOLLOWS:
3F52 - MANUAL PLACEMENT
3F32 - SLIP FORM PLACEMENT

MNDOT B618

CURB REINFORCEMENT REQUIREMENTS:
2 - NO. 4 REINFORCING RODS, 20 FEET LONG, SHALL BE PLACED IN THE LOWER PORTION OF THE CURB CROSSING ALL SEWER AND WATER SERVICE TRENCHES, FIRE HYDRANT LEADS, STORM SEWER TRENCHES AND OTHER EXCAVATIONS OR TRENCHES. 2 - NO. 4 REINFORCING RODS SHALL ALSO BE PLACED ON EACH SIDE OF ALL CATCH BASINS LOCATED WITHIN THE CURB AND GUTTER.

SURMOUNTABLE

DRIVEWAY SURMOUNTABLE

Stantec — CURB AND GUTTER — CHASKA, MINNESOTA — LAST REVISION: APRIL 2023 — PLATE NO. STR-1

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

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/06/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3
4
5

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED:
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

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

- DROP LID: TYLER NO. 6860, MUELLER NO. H-10361, BIBBY-STE-CROIX NO. B-5160
- PROVIDE POLYWRAP AROUND ALL WATERMAIN
- 7.5' MINIMUM COVER REQUIRED OVER TOP OF WATER MAIN.
- RESTRAIN TEE AND VALVE WITH EPOXY COATED MEGALUG (OR EQUAL) THRUST RESTRAINTS.
- GRADE
- TOP: TYLER NO. 6860 26", MUELLER NO. H-10361 26", BIBBY-STE-CROIX NO. VB502 27"
- ADJUST TOP TO 1/2" BELOW GRADE. BOX TO BE SET TO PROVIDE 12" OF ADJUSTMENT.
- TYLER NO. 6860 MUELLER NO. H-10357 BIBBY-STE-CROIX B-5001 GATE VALVE BOX, SCREW TYPE, 3 PIECE, 5 1/4" SHAFT, SIZE G BOX, 7'-0" EXTENDED, #6 ROUND BASE
- EXTENSION: TYLER NO. 58 14", NO. 59 18", NO. 60 24"
- MUELLER: NO. 58 14", NO. 59 20"
- PROVIDE VALVE STEM RISERS TO WITHIN 1 FOOT OF THE SURFACE.
- BIBBY-STE-CROIX VB520 VB521: NO. 57 9"
- VB522 VB523: NO. 58 14", NO. 59 20", NO. 60 24"
- GATE VALVE ADAPTER; 1/4" STEEL WITH PROTECTIVE COATING, 1/2" RUBBER GASKET INSTALLED BETWEEN THE GATE VALVE AND GATE VALVE ADAPTER.
- BOTTOM: TYLER NO. 6860 65", MUELLER NO. H-10361 65", BIBBY-STE-CROIX NO. VB516 66"
- RESILIANT WEDGE VALVE CONFORMING TO AWWA C509-01 OR C515 STANDARDS WITH STAINLESS STEEL BOLTS AND BRONZE TOP NUT
- 3'
- 6 oz. ZINC ANODE CAP. SEE ENGINEERING GUIDELINES
- BASE
- MEGALUGS
- 8" CONC. BLOCK

Stantec — GATE VALVE AND BOX INSTALLATION — CHASKA, MINNESOTA — LAST REVISION: MARCH 2019 — PLATE NO. WAT-1

- HYDRANT MARKER WITH FLEX SPKING HYDRAFINDER (CANDY CANE) (PROVIDE 2 PER HYDRANT DELIVER EXTRA TO CHASKA UTILITIES)
- PROVIDE WEATHERSHIELD NUT/CAP ON ALL HYDRANTS
- 21"
- 2.79"
- GRADE
- 3'
- 6" LEAD
- MEGALUGS
- 8" CONC. BLOCK
- POURED CONCRETE THRUST BLOCK REQUIRED IF STANDARD BLOCK CAN'T BE PLACED TO VIRGIN GROUND. OWNER TO APPROVE.
- ALL HYDRANT LEAD AND PIPE JOINTS SHALL BE RESTRAINED WITH TIE RODS AND EPOXY COATED MEGALUGS.
- HYDRANT SHALL BE WATEROUS PACER WB-67-250 WITH 16" TRAFFIC BREAK OFF SECTION, AND EPOXY COATED BOOT.
- HYDRANT SHALL BE FOR 8.0' BURY. WATERMAIN SHALL HAVE 7'-6" OF COVER.
- PROVIDE A VENTED CAP ON ONE 2 1/2" NOZZLE.
- CORE BLUE BOLTS REQUIRED FOR ALL MECHANICAL FITTINGS. ANTI-CORROSIVE COATING REQUIRED ON ALL BOLTS AND TIE ROD ASSEMBLIES.
- FOR VALVE BOX INSTALLATION SEE DETAIL PLATE NO. WAT-1.
- RESTRAIN HYDRANT,VALVE,AND TEE WITH MEGALUG THRUST RESTRAINT (OR EQUAL)
- PROVIDE POLYWRAP AROUND ALL WATERMAIN (GENERAL REQUIREMENTS) AND UP THE HYDRANT BARREL TO THE BREAK OFF FLANGE.
- RESILIENT WEDGE VALVE CONFORMING TO AWWA C-509-01 STANDARDS WITH STAINLESS STEEL BOLTS AND BRONZE TOP NUT
- MEGALUGS
- 6 oz. ZINC ANODE CAP. SEE ENGINEERING GUIDELINES
- 1 CU. YD. OF 1 1/2" IGNEOUS ROCK ONLY. MINIMUM OF 1' ABOVE WEEP HOLES. COVER WITH 2 LAYERS OF POLYETHYLENE.

Stantec — WATEROUS PACER HYDRANT AND VALVE INSTALLATION — CHASKA, MINNESOTA — LAST REVISION: AUGUST 2023 — PLATE NO. WAT-2

- 6"
- BC
- 0.58C
- BC+12" MIN.
- "BC" DENOTES OUTSIDE DIAMETER OF PIPE
- COMPACTED BACKFILL
- 2000# CONCRETE
- LOAD FACTOR 2.3 CLASS A CONCRETE BACKFILL TO 0.5 OF OUTSIDE DIAMETER WITH SHAPED BEDDING.
- 12"
- BC/4 BUT NOT LESS THAN 6"
- COURSE FILTER AGGREGATE MNDOT SPEC. 3149H MOD.
- LOAD FACTOR 1.9 CLASS B HAND SHAPED FROM ANGULAR BEDDING MATERIAL
- LOAD FACTOR 1.5 CLASS C-1 HAND SHAPED FROM FIRM UNDISTURBED SOIL
- LOAD FACTOR 1.5 CLASS C-2 HAND SHAPED FROM ANGULAR BEDDING MATERIAL

Stantec — BEDDING METHODS FOR RCP OR DIP — CHASKA, MINNESOTA — LAST REVISION: MARCH 2001 — PLATE NO. GEN-6

- 12"
- BC
- 0.58C
- BC+12" MIN.
- "BC" DENOTES OUTSIDE DIAMETER OF PIPE
- COMPACTED BACKFILL
- GRANULAR BORROW MNDOT SPEC. 3149A MOD.
- PIPE FOUNDATION & BEDDING IN GOOD SOILS
- 6" INCIDENTAL
- 6" PAY DEPTH INCREMENTS (TYP.)
- COURSE FILTER AGGR. MNDOT SPEC. 3149H MOD.
- FOUNDATION
- IMPROVED PIPE FOUNDATION & BEDDING IN POOR SOILS

Stantec — BEDDING METHODS FOR PVC — CHASKA, MINNESOTA — LAST REVISION: MARCH 2008 — PLATE NO. GEN-7

- MEASUREMENT FOR PAYMENT
- CONTRACTION JOINT
- A
- B
- INTERGRAL CAST EXPANSION JOINT
- SECTION A-A THRU B618 C&G
- 6" 18" 18" 18"
- NO. 4 REBAR, TYPICAL
- 3/4" PER FT
- 7"
- SECTION B-B THRU CONCRETE VALLEY GUTTER
- 8" MIN. AGGREGATE BASE

Stantec — COMMERCIAL DRIVEWAY — CHASKA, MINNESOTA — LAST REVISION: APRIL 2016 — PLATE NO. STR-3

- INLET
- PRETREATMENT FOREBAY SIZED TO 10% OF THE WQ VOLUME.
- OUTLET CONTROL STRUCTURE

CARVER COUNTY | Stantec | PRETREATMENT | JUNE 2023 | DETAIL 4

- CL
- PL
- VARIABLE
- 10'
- TRACER WIRE BOX BY VALVCO OR APPROVED EQUAL, PER DETAIL WAT-9 (COVER TO READ VALVCO SEWER)
- 24"
- VERTICAL 2" PVC
- INSTALL #12 SOLID INSULATED COPPER TRACER WIRE- GREEN IN COLOR
- 4"X4" MARKER (PAINT GREEN)
- 4" PVC SCHEDULE 40, SANITARY SEWER SERVICE
- CONNECTION LOCATION
- WYE INFORMATION AS PER ENGINEER GUIDELINES

NOTES:
1. SEWER SERVICES, 4" SCHEDULE 40 PVC SEWER PIPE
2. SLOPE - 1/4" PER FOOT MINIMUM.
3. PIPE JOINTS SHALL BE NON GASKETED, SOLVENT WELD TYPE.
4. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) AGGREGATE WILL BE REQUIRED.
5. BENDS OF 45° OR LESS SHALL BE USED WITHIN THE LAST 5' OF THE SERVICE IF THE DEPTH OF THE SERVICE WOULD EXCEED 10'.
6. NO SERVICE RISERS LESS THAN 3 FEET SHALL BE PERMITTED.
7. A SEPARATE TRACER WIRE WILL EXTEND FROM THE FINISH GRADE AT TRACER WIRE BOX AND FOLLOW SEWER SERVICE TO STRUCTURE FOUNDATION. TRACER WIRE FROM BOX TO FOUNDATION BY OTHERS.
8. FOR DEPTHS GREATER THAN 27', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION, WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

Stantec — SEWER SERVICE CONNECTION — CHASKA, MINNESOTA — LAST REVISION: APRIL 2016 — PLATE NO. SER-1

- CL
- PL
- VARIABLE
- 10'
- 4"X4" WOOD FENCE POST 4' ABOVE GRADE (PAINTED BLUE)
- CURB STOP AND BOX (ADJUST TO 1" BELOW FINISH GRADE)
- WATER SERVICE 1" TYPE "K" COPPER
- 1" CORPORATION STOP
- 45°
- CONCRETE BLOCK SUPPORT
- MIN. 7'-0"
- WATER MAIN
- ADD 6" PIECE WITH CRIMPED END.

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

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

CORPORATION STOP	CURB STOP	CURB BOX
MUELLER B-25000-N	MUELLER B-25154-N	MUELLER H-10300-N OR H-10302-N
FORD FB-600-4-NL OR-6-NL	FORD B22-444W-NL OR-666M-NL	FORD EM2-75-S68-NL OR EM2-75-S78-NL
A.Y. MCDONALD 74701-B	A.Y. MCDONALD 76104	A.Y. MCDONALD 75615 OR 75614

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

Stantec — WATER SERVICE CONNECTION COPPER PIPE — CHASKA, MINNESOTA — LAST REVISION: MARCH 2016 — PLATE NO. SER-2

- A
- A'
- RIPRAP
- 4
- 1
- SD
- PLAN

RIPRAP REQUIREMENTS

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

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

- 2'
- RIPRAP
- GRANULAR FILTER MATERIAL (MN/DOT 3601.2B1)
- GEOTEXTILE FILTER-TYPE IV
- SECTION A-A

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

- SECTION B-B

Stantec — RIPRAP AT OUTLETS — CHASKA, MINNESOTA — LAST REVISION: APRIL 2004 — PLATE NO. STO-11

- PUBLIC ROAD
- 50' MINIMUM LENGTH
- ROCK-6" MINIMUM DEPTH WOOD/MULCH- 12" MINIMUM DEPTH
- GEOTEXTILE FABRIC BENEATH ROCK
- WASHED ROCK OR WOOD/MULCH PER SPECIFICATIONS
- 18" MINIMUM CUT OFF BERM TO MINIMIZE RUNOFF FROM SITE
- 20' MINIMUM WIDTH

NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

Stantec — ROCK CONSTRUCTION ENTRANCE — CHASKA, MINNESOTA — LAST REVISION: MAY 2023 — PLATE NO. ERO-7

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

- DESIGN OR EXISTING GRADE
- A VARIES
- B
- MINIMUM 4" SAND FILL
- 6"
- SAND FILL
- 4" MINIMUM HIGH DENSITY POLYETHELENE (CLOSED CELL) INSULATION
- RIGID INSULATION
- VARIES

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

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

Stantec — INSULATION DETAIL — CHASKA, MINNESOTA — LAST REVISION: APRIL 2016 — PLATE NO. GEN-8

SEE CITY PLATE NO. STO-11 FOR RIPRAP PLACEMENT.

- ANCHOR CLIP
- 24" MAX
- TIE LAST 3 PIPE JOINTS. USE 2 TIE BOLT FASTENERS PER JOINT. INSTALL AT 60° FROM TOP OR BOTTOM OF PIPE.
- PROVIDE 3 ANCHOR CLIPS TO FASTEN TRASH GUARD TO FLARED END SECTION. HOT DIP GALVANIZE AFTER FABRICATION.
- ISOMETRIC

TRASH GUARD SIZING

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

Stantec — FLARED END SECTION AND TRASH GUARD — CHASKA, MINNESOTA — LAST REVISION: MAY 2023 — PLATE NO. STO-10

EDCO CHASKA
CHASKA, MN

SITE DETAILS (2)

SHEET NUMBER: C601
DATE: 08/26/25

EDCO CHASKA

PROJECT NUMBER: 0060241

N:\0060241.00\DWG\CIVIL\0060241DT01.DWG

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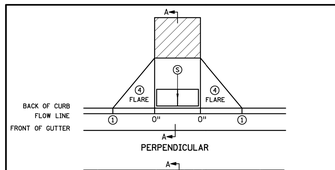
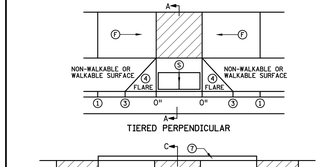
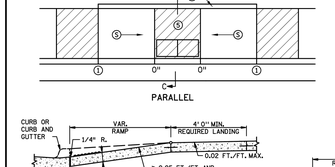
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



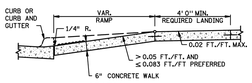
PERPENDICULAR



TIERED PERPENDICULAR

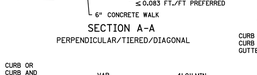


PARALLEL

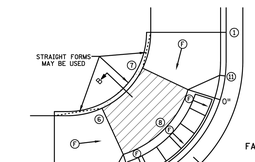


SECTION A-A
PERPENDICULAR/TIERED/DIAGONAL

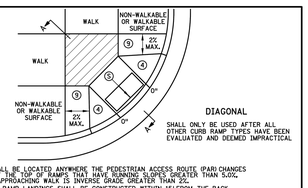
SECTION C-C
PARALLEL/DEPRESSED CORNER



SECTION B-B
FAN

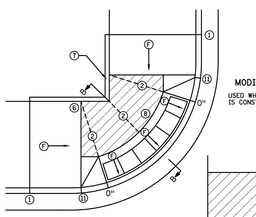


FAN (10)



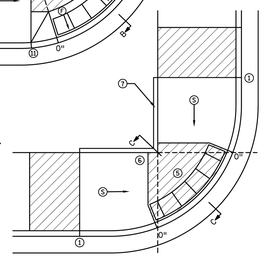
DIAGONAL

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL



MODIFIED FAN (10)

USED WHEN RIGHT-OF-WAY IS CONSTRAINED



DEPRESSED CORNER

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.00%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.00%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.00%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH, EXCEPT AS STATED IN (6) BELOW.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMP(S) SURFACE RUNNING SLOPE GREATER THAN 2.00 SHALL BE FORMED AND PLACED SEPARATELY FROM THE ADJACENT SIDEWALK. SEE SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.

WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE, WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3"- MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES (9) & (11) FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

(1) MATCH FULL CURB HEIGHT.
(2) 3" HIGH CURB WHEN USING A 3'LONG RAMP.
(3) 3" HIGH CURB WHEN USING A 3'LONG RAMP, 4" HIGH CURB WHEN USING A 4'LONG RAMP.
(4) SEE SHEET 4 OF 6 TYPICAL SIDE TREATMENT OPTIONS FOR DETAILS ON FLARES AND RETURNED CURBS.
(5) DETECTABLE WARNINGS MAY BE PART OF THE 4'X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
(6) THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
(7) WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 3% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
(8) A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.
(9) PAVE FULL WALK WIDTH.
(10) 5% SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.
(11) INTERMEDIATE CURB HEIGHTS TAPERS SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2" INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

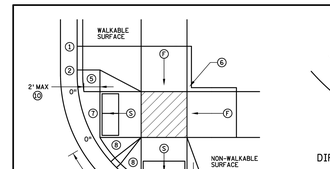
LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

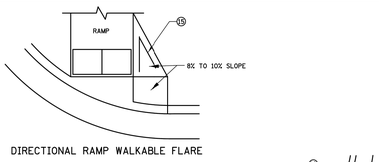
- (S) INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- (F) INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA – 4'X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
- X" CURB HEIGHT

REVISION:	
APPROVED: 11-04-2021	
Jeffrey S. Peil, P.E. OPERATIONS DIVISION	

MINNESOTA DEPARTMENT OF TRANSPORTATION	STANDARD PLAN 5-297.250	1 OF 6	PEDESTRIAN CURB RAMP DETAILS
Thomas Tinklenberg, P.E. STATE DESIGN ENGINEER	APPROVED: 11-04-2021 REVISED:		
STATE PROJ. NO.	(TH)	SHEET NO. OF	SHEETS

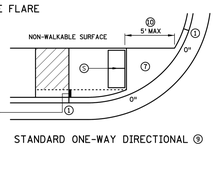


COMBINED DIRECTIONAL

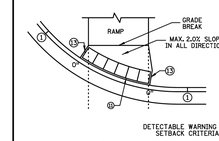


DIRECTIONAL RAMP WALKABLE FLARE

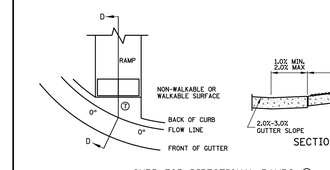
IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 3' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.



STANDARD ONE-WAY DIRECTIONAL (9)



ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



SECTION D-D

CURB FOR DIRECTIONAL RAMPS (14)

SEMI-DIRECTIONAL RAMP (3)(4)(5)

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

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

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.00%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.00%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.00%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE, WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES (9) & (11) FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

(1) MATCH FULL CURB HEIGHT.
(2) 3" HIGH CURB WHEN USING A 3'LONG RAMP.
(3) 3" HIGH CURB WHEN USING A 3'LONG RAMP, 4" HIGH CURB WHEN USING A 4'LONG RAMP.
(4) THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS IS THE CASE, MODIFY THE RAMP LOCATION OR SWITCH PAR TO A TAN/PERPENDICULAR CORNER.
(5) WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.
(6) GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
(7) MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
(8) 8% TO 10% WALKABLE FLARE.
(9) PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
(10) FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE, WITH ONE CORNER SET 3" FROM BACK OF CURB. A MINIMUM DISTANCE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
(11) RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 3" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 3" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
(12) FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER AND DISTINGUISH THE PATH OF PEDESTRIAN TRAVEL.
(13) THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
(14) TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.
(15) PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

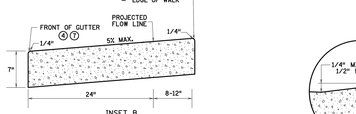
LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

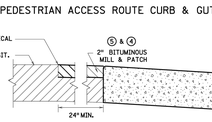
- (S) INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- (F) INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA – 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
- X" CURB HEIGHT

REVISION:	
APPROVED: 11-04-2021	
Jeffrey S. Peil, P.E. OPERATIONS DIVISION	

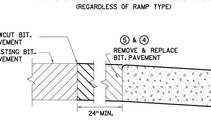
MINNESOTA DEPARTMENT OF TRANSPORTATION	STANDARD PLAN 5-297.250	2 OF 6	PEDESTRIAN CURB RAMP DETAILS
Thomas Tinklenberg, P.E. STATE DESIGN ENGINEER	APPROVED: 11-04-2021 REVISED:		
STATE PROJ. NO.	(T.H.)	SHEET NO. OF	SHEETS



PERPENDICULAR (1)

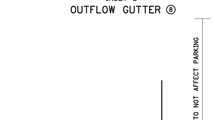


NON PERPENDICULAR (2)

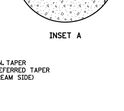


FOR CURB MACHINE PLACEMENT AROUND RADIUS (3)
(REGARDLESS OF RAMP TYPE)

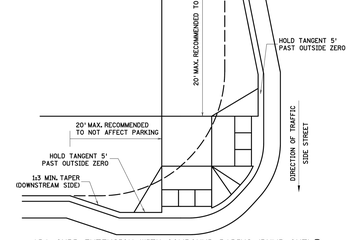
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



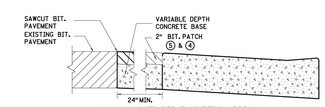
INSET B
OUTFLOW GUTTER (8)

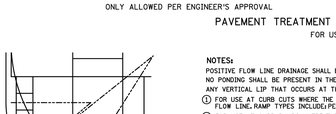


INSET A



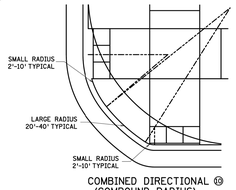
ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) (11)





ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROFITS



COMBINED DIRECTIONAL (16)
(COMPOUND RADIUS)

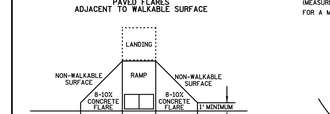
NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

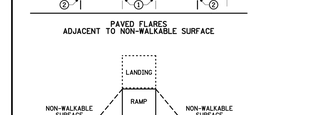
(1) FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
(2) FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
(3) BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
(4) THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
(5) ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER, PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
(6) VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
(7) TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
(8) SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
(9) DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
(10) HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
(11) CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

REVISION:	
APPROVED: 11-04-2021	
Jeffrey S. Peil, P.E. OPERATIONS DIVISION	

MINNESOTA DEPARTMENT OF TRANSPORTATION	STANDARD PLAN 5-297.250	3 OF 6	PEDESTRIAN CURB RAMP DETAILS
Thomas Tinklenberg, P.E. STATE DESIGN ENGINEER	APPROVED: 11-04-2021 REVISED:		
STATE PROJ. NO.	(TH)	SHEET NO. OF	SHEETS



PAVED FLARES
ADJACENT TO WALKABLE SURFACE



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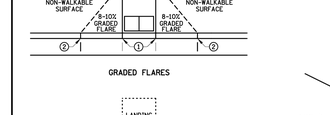
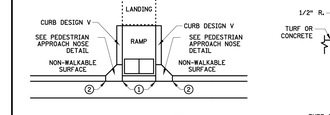
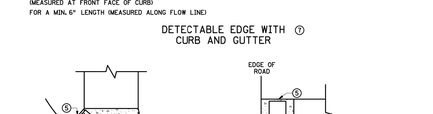


GRADED FLARES



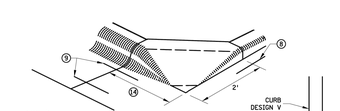
RETURNED CURB (4)

TYPICAL SIDE TREATMENT OPTIONS (3)(12)



3" MINIMUM CURB HEIGHT, 4" PREFERRED (MEASURED AT FRONT FACE OF CURB)
FOR A MIN. 6' LENGTH (MEASURED ALONG FLOW LINE)

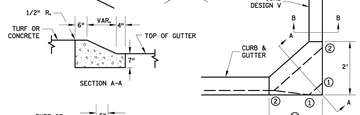
DETECTABLE EDGE WITH (7)
CURB AND GUTTER



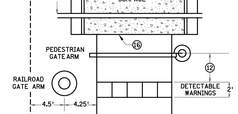
RADIAL DETECTABLE WARNING

RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER



PEDESTRIAN APPROACH NOSE DETAIL
(FOR RETURNED CURB SIDE TREATMENT)



RAILROAD CROSSING
PLAN VIEW

NOTES:

INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2" INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.
SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8'-LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

(1) 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.
(2) FULL CURB HEIGHT.
(5) SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
(4) TYPICALLY USED FOR MEDIANS AND ISLANDS.
(5) WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
(6) IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.
(7) ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS, AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
(8) DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.
(9) DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT B

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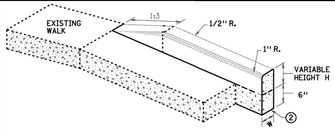
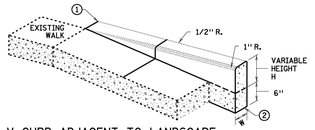


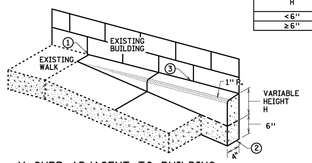
V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

V CURB INTERSECTION

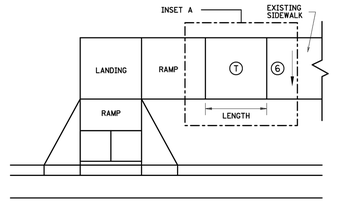
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



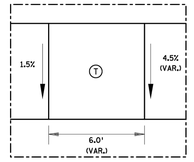
V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS



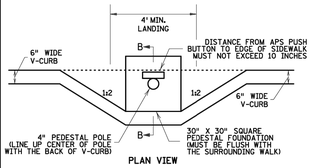
V CURB ADJACENT TO BUILDING OR BARRIER



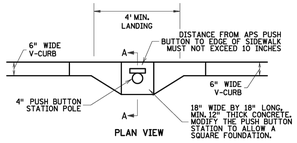
TRANSITION PANEL ④⑤



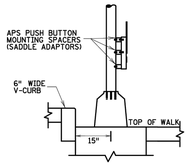
INSET A



PLAN VIEW

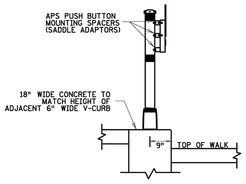


PLAN VIEW



SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

PUSH BUTTON STATION (V-CURB)

NOTES:

A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM ½" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.
④ THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.
⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

- (S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
- (T) TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

REVISION:
APPROVED: 11-04-2021
JEFF PEDERSON
OPERATIONS DIVISION

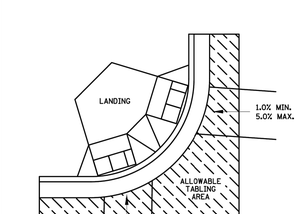
MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 5 OF 6

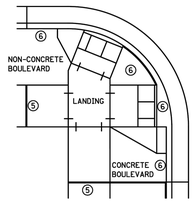
APPROVED: 11-04-2021
REVISED:
THOMAS ERTMOER
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

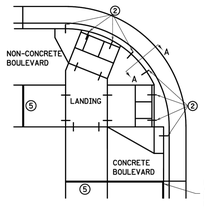
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS



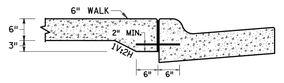
CURB LINE AND ROAD CROSSING ADJUSTMENTS



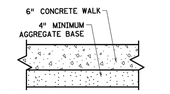
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



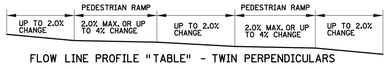
CURB LINE REINFORCEMENT ④ PLACEMENT ON BITUMINOUS ROADWAYS



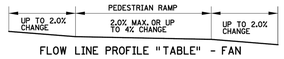
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



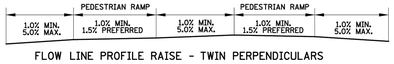
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER



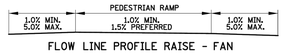
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



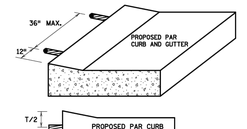
FLOW LINE PROFILE "TABLE" - FAN



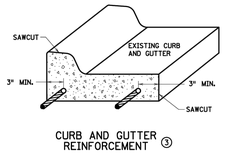
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



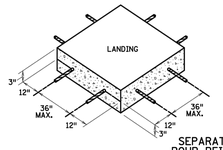
FLOW LINE PROFILE RAISE - FAN

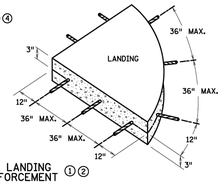


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER REINFORCEMENT ③





SEPARATE LANDING POUR REINFORCEMENT ①②

GENERAL NOTES:

"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK. IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS: ON FULL PAVEMENT REPLACEMENT PROJECTS "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.
③ DRILL AND GROUT 2 - NO. 4 X 12" LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.
④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.
⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.
⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

REVISION:
APPROVED: 11-04-2021
JEFF PEDERSON
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 6 OF 6

APPROVED: 11-04-2021
REVISED:
THOMAS ERTMOER
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

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

INITIAL ISSUE 06/27/25
REVISIONS:
08/08/2025 STORM SEWER PER CITY COMMENTS
08/26/25 CITY & WATERSHED COMMENTS

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNED
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40419

EDCO CHASKA
CHASKA, MN

SITE DETAILS (4)

SHEET NUMBER:
C603
DATE: 08/26/25

EDCO CHASKA
PROJECT NUMBER: 0060241

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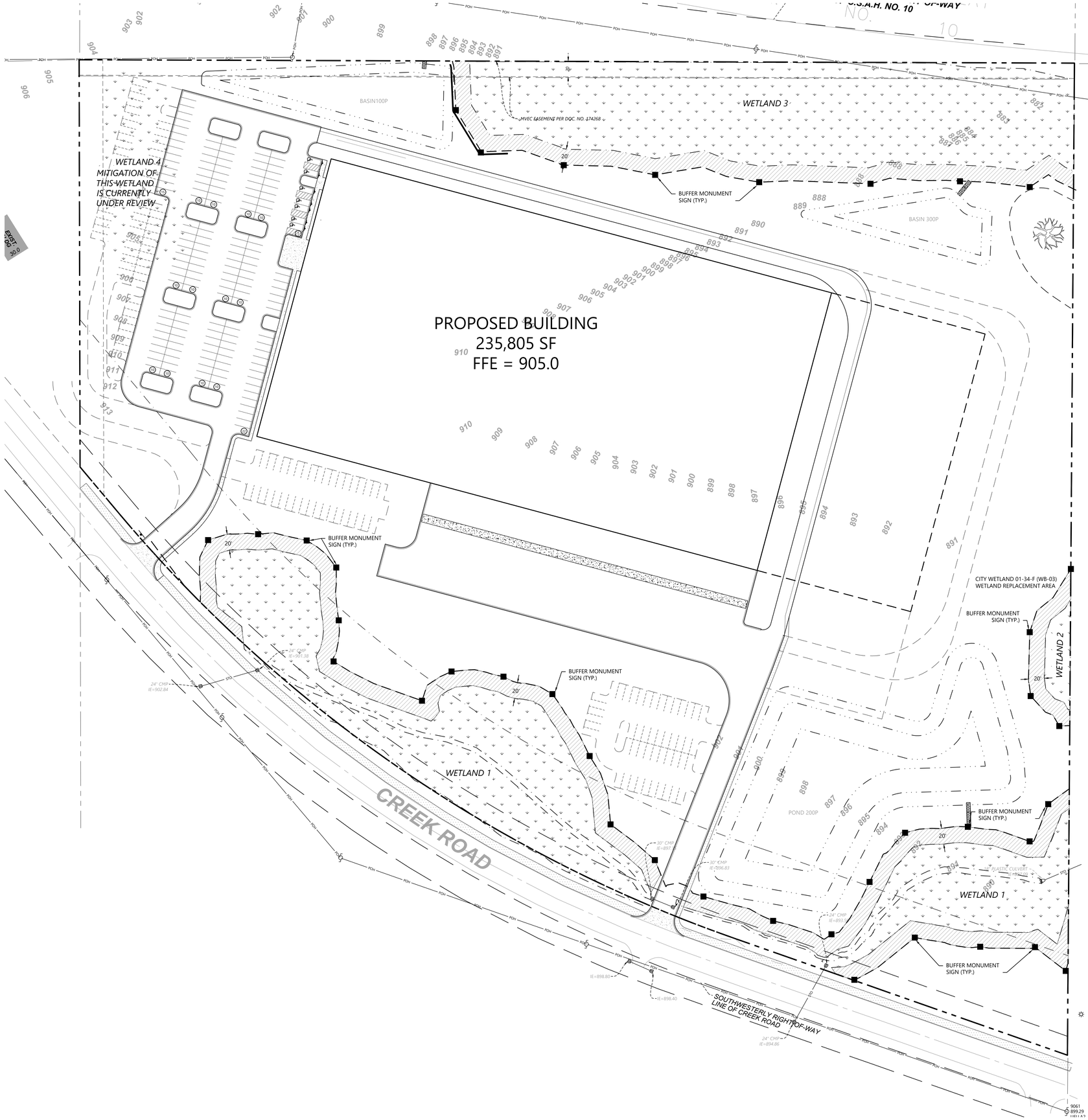

WETLAND BUFFER TABLE

WETLAND	PROPOSED 20' AVERAGE BUFFER AREA
WETLAND 1	38,609 SF
WETLAND 2	4,114 SF
WETLAND 3	17,421 SF

*REQUIRED BUFFER = 20' FOR WETLANDS

GRADED WETLAND BUFFER AREAS TO BE SEEDED WITH "MNL POLLINATOR MIX, DRY TO MESIC" BY MINNESOTA NATIVE LANDSCAPES. REFER TO SITE PLANTING PLAN FOR ADDITIONAL DETAIL.

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

NOT FOR CONSTRUCTION

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

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PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST. SUITE 190
ST PAUL, MN 55114

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SIGNED:
DAVID BADE
DATE: 08/26/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

PROPOSED WETLAND BUFFER PLAN

SHEET NUMBER:
C700
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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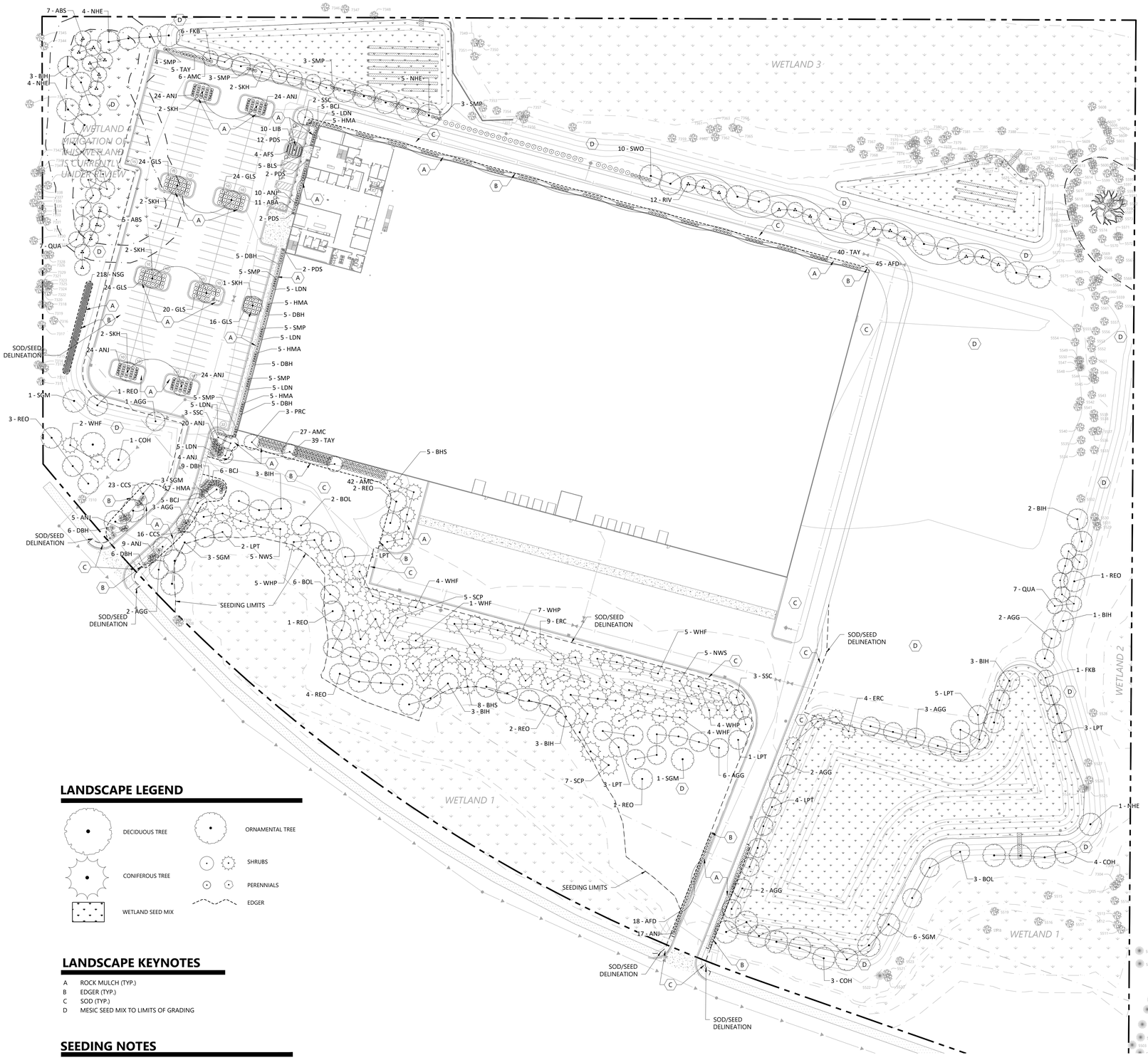

LANDSCAPE LEGEND

LANDSCAPE KEYNOTES

- A ROCK MULCH (TYP.)
- B EDGER (TYP.)
- C SOD (TYP.)
- D MESIC SEED MIX TO LIMITS OF GRADING

SEEDING NOTES

WETLAND SEED MIX

MN DOT WET DITCH (OR A MIX COMPRISED OF SIMILAR VARIETIES OF GRASSES AND FORBES TO BE APPROVED BY LANDSCAPE ARCHITECT). SEED MIX AVAILABLE FROM TWIN CITIES SEED COMPANIES (twincityseed.com, 1.800.545.TURF)

SEED MIX TO BE APPLIED AT A RATE OF 20 LBS/ACRE

MESIC SEED MIX

MN DOT MESIC INSLOPE (OR A MIX COMPRISED OF SIMILAR VARIETIES OF GRASSES AND FORBES TO BE APPROVED BY LANDSCAPE ARCHITECT). SEED MIX AVAILABLE FROM TWIN CITIES SEED COMPANIES (twincityseed.com, 1.800.545.TURF)

SEED MIX TO BE APPLIED AT A RATE OF 65 LBS/ACRE

SEED MIX TO BE APPLIED DURING RECOMMENDED PLANTING SEASON, AND USING AN APPROVED METHOD, AS FOUND IN THE MN-DOT SEEDING MANUAL.

PLANT SCHEDULE

CONIFEROUS TREES				
WHF	16	ABIES CONCOLOR / WHITE FIR	6` HT B&B	AS SHOWN H 30-50` W 20-25`
ERC	13	JUNIPERUS VIRGINIANA / EASTERN REDCEDAR	6` HT B&B	AS SHOWN H 30-40` W 10-20`
NWS	10	PICEA ABIES / NORWAY SPRUCE	6` HT B&B	AS SHOWN H 50-60` W 25-30`
BHS	13	PICEA GLAUCA DENSATA / BLACK HILLS SPRUCE	6` HT B&B	AS SHOWN H 35-45` W 20-25`
WHP	16	PINUS STROBUS / WHITE PINE	6` HT B&B	AS SHOWN H 50-60` W 25-30`
SCP	12	PINUS SYLVESTRIS / SCOTCH PINE	6` HT B&B	AS SHOWN H 30-60` W 30-40`
DECIDUOUS TREES				
SGM	14	ACER X FREEMANII 'SIENNA' / SIENNA GLEN MAPLE	4" CAL B&B	AS SHOWN H 40-50` W 30-40`
BIH	18	CARYA CORDIFORMIS / BITTERNUT HICKORY	2.5" CAL B&B	AS SHOWN H 50-60` W 40-50`
COH	8	CELTIS OCCIDENTALIS / COMMON HACKBERRY	3.5" CAL B&B	AS SHOWN H 40-50` W 40-50`
AGG	21	GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD GINKGO TREE	2.5" CAL B&B	AS SHOWN H 40-50` W 30-35`
SKH	11	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE' / SKYLINE HONEY LOCUST	3" CAL B&B	AS SHOWN H 40-50` W 30-35`
LPT	19	PLATANUS X ACERIFOLIA / LONDON PLANE TREE	2.5" CAL B&B	AS SHOWN H 40` - 65` W 25` - 40`
SWO	10	QUERCUS BICOLOR / SWAMP WHITE OAK	3" CAL B&B	AS SHOWN H 40-60` W 30-50`
REO	15	QUERCUS RUBRA / RED OAK	2.5" CAL B&B	AS SHOWN H 50-60` W 40-50`
BOL	11	TILIA AMERICANA 'BOULEVARD' / BOULEVARD AMERICAN LINDEN	3.5" CAL B&B	AS SHOWN H 50-60` W 30-40`
NHE	14	ULMUS AMERICANA 'NEW HARMONY' / NEW HARMONY AMERICAN ELM	4.5" CAL B&B	AS SHOWN H 60-70` W 50-60`
ORNAMENTAL TREES				
ABS	12	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	6` CLP B&B	AS SHOWN H 20-25` W 15-20`
RIV	12	BETULA NIGRA / RIVER BIRCH MULTI-TRUNK	6` CLP B&B	AS SHOWN H 40-50` W 30-40`
FKB	7	CARPINUS CAROLINIANA 'J.N. SELECT A' / FIRE KING™ BLUE BEECH	1.75" CAL B&B	AS SHOWN H 15-20` W15-20`
PRC	3	MALUS IOENSIS / PRAIRIE CRABAPPLE	1.75" CAL B&B	AS SHOWN H 20-25` W 15-20`
SSC	8	MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE	1.75" CAL B&B	AS SHOWN H 15-20` W15-20`
QUA	14	POPULUS TREMULOIDES / QUAKING ASPEN	1.75" CAL B&B	AS SHOWN H 30-40` W 15-20`
CONIFEROUS SHRUBS				
ANJ	176	JUNIPERUS HORIZONTALIS 'ANDORRA' / ANDORRA JUNIPER	#5 CONT.	4`- 0" O.C. H 3-4` W 3-4`
BCJ	16	JUNIPERUS HORIZONTALIS 'BLUE FOREST' / BLUE FOREST CREEPING JUNIPER	#5 CONT.	4`- 0" O.C. H 6-8" W 4-6`
SMP	39	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE	#5 CONT.	4`- 0" O.C. H 3-4` W 3-4`
TAY	84	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	#5 CONT.	4`- 0" O.C. H 4-5` W 4-5`
HMA	42	THUJA OCCIDENTALIS 'HETZ MIDGET' / HETZ MIDGET ARBORVITAE	#5 CONT.	
DECIDUOUS SHRUBS				
RES	15	AMELANCHIER ALNIFOLIA 'REGENT' / REGENT SERVICEBERRY	#5 CONT.	5`- 0" O.C. H 4-6` W 4-6`
AMC	91	ARONIA MELANOCARPA 'AUTUMN MAGIC' / AUTUMN MAGIC BLACK CHOKEBERRY	#5 CONT.	4`- 0" O.C. H 4-5` W 4-5`
ABA	11	BERBERIS THUNBERGII 'ADMIRATION' / ADMIRATION JAPANESE BARBERRY	#5 CONT.	3`- 0" O.C. H 2-3` W 2-3`
AFD	81	CORNUS SERICEA 'FARROW' / ARCTIC FIRE® RED TWIG DOGWOOD	#5 CONT.	4`- 0" O.C. H 4-5` W 4-5`
DBH	41	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	#5 CONT.	3`- 0" O.C. H 3-4` W 3-4`
LDN	30	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' / LITTLE DEVIL™ DWARF NINEBARK	#5 CONT.	3`- 0" O.C. H 3-4` W 3-4`
GLS	108	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	#5 CONT.	5`- 0" O.C. H 2-3` W 4-6`
CCS	39	SPIRAEA JAPONICA 'NCSX1' / DOUBLE PLAY® CANDY CORN® SPIREA	#5 CONT.	3`- 0" O.C. H 3-4` W 3-4`
BAV	15	VIBURNUM TRILOBUM 'BAILEY' / BAILEY AMERICAN CRANBERRYBUSH	#5 CONT.	5`- 0" O.C. H 4-6` W 4-6`
PERENNIALS				
BLS	5	LIATRIS GRACILIS / BLAZING STAR	#1 CONT.	20" O.C. H 15-20" W 16-20"
AFS	4	SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	#1 CONT.	20" O.C. H 15-20" W 16-20"
GRASSES				
LIB	10	ANDROPOGON SCOPARIUS / LITTLE BLUESTEM	#1 CONT.	24" O.C. H 3-4` W 2-3`
PDS	18	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED	#1 CONT.	24" O.C. H 2-3` W 2-3`
NSG	218	PANICUM VERGATUM 'NORTHWIND' / NORTHWIND SWITCH GRASS	#1 CONT.	24" O.C. H 4-6` W 2-3`

ABBREVIATIONS: B&B = BALLED AND BURLAPPED CAL. = CALIPER HT. = HEIGHT MIN. =MINIMUM O.C. = ON CENTER QTY. = QUANTITY
CONT. = CONTAINER
NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.

LANDSCAPE SUMMARY

REQUIRED LANDSCAPING:

OVERSTORY TREES:
GROSS SQ FT OF ALL FLOORS OF BUILDING DIVIDED BY 320= TOTAL CALIPER IN REQUIRED. 60% OF OVERSTORY TREES SHALL BE 2.5 CALIPER INCHES.

CALIPER INCHES REQUIRED:	737 IN (235,805/320= 736.89)
EXISTING TREE CREDIT:	100 IN (PER CITY)
TOTAL CALIPER INCHES REQUIRED:	**637 IN**
TOTAL CALIPER INCHES PROVIDED:	**639 IN**

TREES PROVIDED:

2.5" CALIPER:	153	(382.5 CAL IN)
3.0" CALIPER:	21	(63 CAL IN)
3.5" CALIPER:	19	(66.5 CAL IN)
4.0" CALIPER:	16	(64 CAL IN)
4.5" CALIPER:	14	(63 CAL IN)
TOTAL	**223**	**(639 CAL IN)**

UNDERSTORY TREES:
NUMBER OF UNDERSTORY TREES SHALL BE EQUAL TO TWENTY-FIVE (25) PERCENT OF THE REQUIRED NUMBER OF OVERSTORY TREES.

OVERSTORY TREES PROVIDED:	223
UNDERSTORY TREES REQUIRED:	56 (223*.25= 55.75= 56)
UNDERSTORY TREES PROVIDED:	**56**

SHRUBS:
THE NUMBER OF SHRUBS SHALL BE EQUAL TO ONE (1) SHRUB PER THIRTY (30) FEET OF SITE PERIMETER OR ONE (1) SHRUB PER THREE-HUNDRED (300) SQUARE FEET OF BUILDING FOOTPRINT, WHICHEVER IS GREATER.

SHRUBS REQUIRED:	786
SHRUBS PROVIDED:	**788**

+++CITY REQUIREMENTS MET+++

IN THE EVENT THAT THE PROOF OF PARKING AREAS ARE NEEDED AND THE TREES ARE IMPACTED, SAID TREES SHALL BE REPLACED AS DETERMINED BY THE CITY'S PLANNING DEPARTMENT.

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

NOT FOR CONSTRUCTION

DESIGNED: -
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DRAWN: -
HORIZONTAL SCALE: 50'
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POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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DATE: 08/26/25 LICENSE NO. -

EDCO CHASKA
CHASKA, MN

LANDSCAPE PLAN

SHEET NUMBER:
L100
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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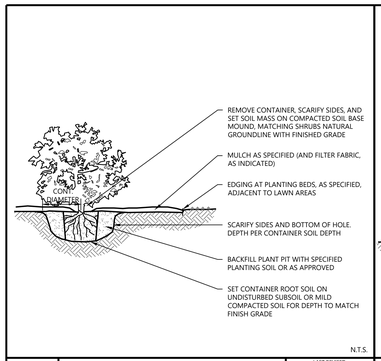
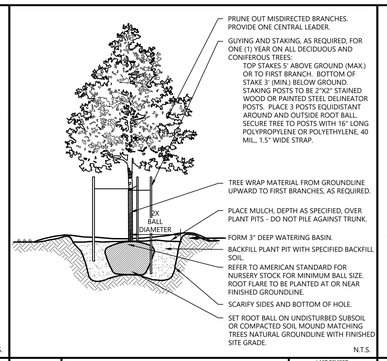
PLANTING NOTES

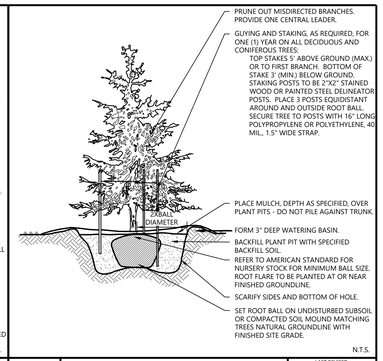
1. CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
6. ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS:
   ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC.
   ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES.
   ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
   ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING.
7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
8. PLANTS TO BE INSTALLED AS PER MNLA & ANSI STANDARD PLANTING PRACTICES.
9. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
14. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
15. BACKFILL SOIL AND TOPSOIL TO ADHERE TO MN/DOT STANDARD SPECIFICATION 3877 (SELECT TOPSOIL BORROW) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 6" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.
16. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF SHREDDED HARDWOOD MULCH. SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND NATURAL COLORED, OR APPROVED EQUAL. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
17. EDGING TO BE COMMERCIAL GRADE VALLEY-VIEW BLACK DIAMOND (OR EQUAL) POLY EDGING OR SPADED EDGE, AS INDICATED. POLY EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH BASE OF TOP BEAD AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREES TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
18. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. PARKING LOT ISLANDS TO BE SODDED WITH SHREDDED HARDWOOD MULCH AROUND ALL TREES AND SHRUBS. SOD TO BE STANDARD MINNESOTA GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED AND PER MN/DOT SPECIFICATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.
19. PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGN/BUILD BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING. SYSTEM SHALL BE WINTERIZED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. SYSTEM SHALL HAVE ONE-YEAR WARRANTY ON ALL PARTS AND LABOR. ALL INFORMATION ABOUT INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR.
20. CONTRACTOR SHALL PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.
21. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
22. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.



Westwood | SHRUB & PERENNIAL CONTAINER PLANTING | LAST REVISED: 10/23/18 | LA27-C



Westwood | DECIDUOUS TREE PLANTING | LAST REVISED: 10/19/18 | LA28



Westwood | EVERGREEN TREE PLANTING | LAST REVISED: 10/19/18 | LA29

NOT FOR CONSTRUCTION

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HORIZONTAL SCALE: 50'
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POPE ASSOCIATES
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ST PAUL, MN 55114

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DATE: 08/26/25 LICENSE NO. .

EDCO CHASKA
CHASKA, MN

LANDSCAPE DETAILS

SHEET NUMBER:
L101
DATE: 08/26/25
EDCO CHASKA
PROJECT NUMBER: 0060241

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ENGLER BLVD

BASIN 100P
EOF = 897.50
HWL = 895.87
BTM = 894.00

HWL = 882.00

BASIN 300P
EOF = 890.50
HWL = 889.91
BTM = 888.00

PROTECT EXISTING (54" BUR OAK)

PROTECT EXISTING (54" BUR OAK)

PROPOSED BUILDING
235,805 SF
FFE = 905.0

BUFFER MONUMENT SIGN (TYP.)

BUFFER MONUMENT SIGN (TYP.)

BUFFER MONUMENT SIGN (TYP.)

BUFFER MONUMENT SIGN (TYP.)

CREEK RD

HWL = 900.64

POND 200P
EOF = 897.50
HWL = 897.43
NWL = 893.00
BTM = 884.00

HWL = 888.64

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

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DESIGNED:
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DATE: 08/26/25 LICENSE NO. .

EDCO CHASKA
CHASKA, MN

TREE SURVEY

SHEET NUMBER:
L200

DATE: 08/26/25

EDCO CHASKA

PROJECT NUMBER: 0060241

N:\0060241.00\DWG\CIVIL\0060241TPP01.DWG

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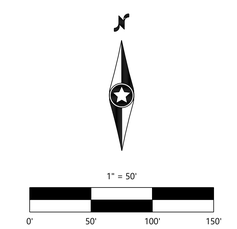
TREE INVENTORY

TagID	Species	Size (DBH/HT)	Remove	Significant	Exempt	Dead/Damaged (%)
5501	White Spruce	6'				
5502	White Spruce	8'				
5503	Colorado Spruce	6'				
5504	Eastern Red Cedar	6'				
5505	White Spruce	6'				
5506	Colorado Spruce	8'				
5507	Colorado Spruce	6'				
5508	Eastern Red Cedar	6'				
5509	Colorado Spruce	7'				
5510	Eastern Red Cedar	6'				
5511	Black Willow	7, 7				
5512	Green Ash	6			X	
5513	Boxelder	9, 6			X	
5514	Boxelder	13			X	
5515	Boxelder	9			X	
5516	Black Willow	37, 24				
5517	Black Willow	10, 6				
5518	Pussy Willow	10, 7				
5519	American Elm	12		X		
5520	Green Ash	11			X	
5521	Green Ash	10			X	
5522	Eastern Red Cedar	9'				
5523	Black Cherry	15				
5524	Common Hackberry	18, 15, 16		X		
5525	Eastern Red Cedar	15'		X		
5526	Boxelder	8			X	
5527	Black Cherry	16				60% BD
5528	Green Ash	7			X	
5529	Green Ash	25			X	25% BD, rot
5530	Common Hackberry	7				
5531	Green Ash	13			X	30% PD
5532	Green Ash	7			X	
5533	Green Ash	17			X	15% BD (EAB)
5534	Black Cherry	16, 9, 10				
5535	Boxelder	12, 9, 11			X	
5536	Green Ash	16			X	
5537	American Elm	8				
5538	Green Ash	19			X	10% BD (EAB)
5539	Green Ash	10			X	10% BD (EAB)
5540	American Elm	9	X			
5541	Black Cherry	19, 8	X			
5542	Boxelder	11	X		X	
5543	Green Ash	14			X	
5544	Green Ash	10			X	25% BD (EAB)
5545	Green Ash	11			X	25% BD (EAB)
5546	American Elm	15		X		
5547	Black Cherry	16, 14, 15				
5548	Eastern Red Cedar	15'	X	X		
5549	Boxelder	7			X	
5550	American Elm	12, 10		X		
5551	Green Ash	24	X		X	
5552	Green Ash	11, 6, 9	X		X	
5553	American Elm	8	X			
5554	Black Cherry	12, 6				
5555	Green Ash	9			X	50% BD (EAB)
5556	Green Ash	8	X		X	50% BD (EAB)
5557	American Elm	7				
5558	American Elm	13		X		
5559	Green Ash	13, 8			X	50% BD (EAB)
5560	American Elm	25		X		
5561	Green Ash	17	X		X	15% BD (EAB)
5562	American Elm	16		X		
5563	American Elm	12		X		
5564	American Elm	6	X			
5565	Green Ash	22	X		X	50% BD (EAB)
5566	Linden	11		X		
5567	Boxelder	7			X	
5568	American Elm	15		X		
5569	American Elm	15		X		
5570	Boxelder	9			X	
5571	American Elm	12		X		
5572	American Elm	16		X		
5573	American Elm	8				
5574	Linden	13		X		50% BD
5575	American Elm	15	X	X		
5576	American Elm	8				
5577	Black Cherry	9				
5578	American Elm	19		X		
5579	American Elm	10, 7		X		
5580	American Elm	6				
5581	American Elm	13		X		
5582	American Elm	9				
5583	Green Ash	19			X	25% BD (EAB)
5584	American Elm	16				
5585	Linden	14, 6		X		
5586	Black Cherry	8				
5587	Bur Oak	56		X		
5588	Green Ash	8			X	
5589	Green Ash	6	X		X	
5590	Green Ash	6	X		X	
5591	Boxelder	7			X	
5592	American Elm	8				
5593	Green Ash	7			X	30% BD (EAB)
5594	American Elm	7				
5595	Green Ash	13	X		X	40% BD (EAB)
5596	Green Ash	7	X		X	20% BD (EAB)
5597	Boxelder	13			X	
5598	Black Cherry	13				
5599	Green Ash	10			X	25% BD (EAB)
5600	Green Ash	7			X	25% BD (EAB)
5601	Green Ash	13			X	20% BD (EAB)
5602	Green Ash	18			X	40% BD (EAB)
5603	Boxelder	7			X	
5604	Boxelder	6			X	
5605	Boxelder	8			X	
5606	Boxelder	13			X	
5607	Boxelder	9			X	
5608	Boxelder	8, 7, 7, 7, 7, 7			X	
5609	Boxelder	6			X	
5610	Green Ash	12			X	10% BD (EAB)

TagID	Species	Size (DBH/HT)	Remove	Significant	Exempt	Dead/Damaged (%)
5611	Green Ash	12			X	10% BD (EAB)
5612	Green Ash	8			X	10% BD (EAB)
5613	Green Ash	21			X	25% BD (EAB)
5614	Green Ash	7			X	25% BD (EAB)
5615	Green Ash	22			X	75% BD (EAB)
5616	Green Ash	16			X	75% BD (EAB)
5617	Boxelder	21			X	75% BD, rot
5618	American Elm	6				
5619	Green Ash	18			X	75% BD (EAB)
5620	Black Cherry	15				
5621	Boxelder	19	X		X	
5622	Boxelder	10	X		X	
5623	Boxelder	14, 13	X		X	
5624	Green Ash	15			X	75% BD (EAB)
5625	Green Ash	14			X	75% BD (EAB)
5626	Green Ash	17, 10, 14			X	75% BD (EAB)
5627	Green Ash	12			X	75% BD (EAB)
7304	Black Willow	18				
7305	Boxelder	7			X	
7306	Black Willow	17				
7307	American Elm	14, 11, 10		X		
7308	American Elm	7				
7309	American Elm	7, 7, 6				
7310	Siberian Elm	8, 7, 7			X	
7311	Siberian Elm	14, 12, 11, 10, 9, 7			X	
7312	Siberian Elm	17			X	
7313	Siberian Elm	12			X	
7314	Siberian Elm	20			X	
7315	Siberian Elm	15			X	
7316	Siberian Elm	7, 6			X	
7317	Black Walnut	6				
7318	Siberian Elm	13			X	
7319	Black Walnut	11				
7320	Siberian Elm	8			X	20% BD,dead branches
7321	Black Walnut	8				
7322	Siberian Elm	16			X	
7323	Siberian Elm	9			X	
7324	Siberian Elm	6			X	
7325	Siberian Elm	13			X	
7326	Black Walnut	7				
7327	Black Walnut	6				
7328	Black Walnut	7, 7				
7329	Fruit Tree	11				
7330	Fruit Tree	18				
7331	Black Walnut	6				
7332	Siberian Elm	16, 15			X	
7333	Siberian Elm	12			X	
7334	Siberian Elm	14			X	
7335	Siberian Elm	9			X	
7336	Siberian Elm	12, 10			X	
7337	Siberian Elm	15			X	
7338	Siberian Elm	10			X	
7339	Black Walnut	7				
7340	Black Walnut	7				
7341	Boxelder	25			X	
7342	American Elm	21		X		
7343	Weeping Willow	80				30% PD, broken trunk
7344	Boxelder	14, 13, 12, 10, 10, 8			X	
7345	American Elm	10		X		
7346	Boxelder	6			X	
7347	Siberian Elm	6			X	
7348	Boxelder	6			X	
7349	Black Walnut	7				
7350	Black Walnut	6				
7351	Boxelder	14			X	50% PD, broken branches
7352	Boxelder	15			X	
7353	Boxelder	16, 14, 14			X	
7354	Boxelder	19			X	30% PD, lrg. trunk wound
7355	Boxelder	13, 12			X	
7356	Boxelder	10			X	
7357	Boxelder	22			X	
7358	Boxelder	10, 8			X	
7359	Boxelder	8, 8			X	
7360	Boxelder	28, 22, 12, 10			X	10% PD, trunk wound
7361	Boxelder	12, 11			X	
7362	Boxelder	16			X	
7363	Boxelder	14, 12, 9, 8			X	20% BD
7364	Boxelder	18, 10			X	
7365	Boxelder	8			X	
7366	American Elm	23		X		
7367	Green Ash	7			X	
7368	Green Ash	11			X	
7369	Boxelder	28			X	
7370	Boxelder	6			X	40% BD
7371	Boxelder	8			X	40% BD
7372	Boxelder	13			X	
7373	Boxelder	14			X	
7374	Boxelder	8			X	
7375	Black Cherry	13, 12				
7376	Boxelder	8			X	
7377	Boxelder	24, 10			X	
7378	Boxelder	12, 11			X	
7379	Green Ash	8			X	
7380	Green Ash	7			X	
7381	Green Ash	6			X	
7382	Boxelder	11			X	
7383	Boxelder	10, 6			X	
7384	Green Ash	18, 9, 14, 13, 6			X	30% BD (EAB)
7385	Boxelder	6			X	
7386	Green Ash	24, 10			X	30% BD (EAB)
7387	Boxelder	23			X	
7388	Boxelder	22, 14, 10, 15			X	15% PD

TOTAL DBH=	3,349"
TOTAL SIGNIFICANT DBH=	439"
TOTAL EXEMPT DBH=	2,127"
DBH REMOVED=	41"
TOTAL SIGN. DBH REMOVED=	25"
TOTAL EXEMPT DBH REMOVED=	175"
REMAINING DBH=	758"
TOTAL CONIFERS=	13
TOTAL SIGN. CONIFERS=	2 (both 15')



NOT FOR CONSTRUCTION

DESIGNED: ---
CHECKED: ---
DRAWN: ---
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 ---
4 ---
5 ---

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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

DATE: 08/26/25 LICENSE NO. ---

EDCO CHASKA
CHASKA, MN

TREE INVENTORY

SHEET NUMBER:
L201
DATE: 08/26/25
EDCO CHASKA

PROJECT NUMBER: 0060241

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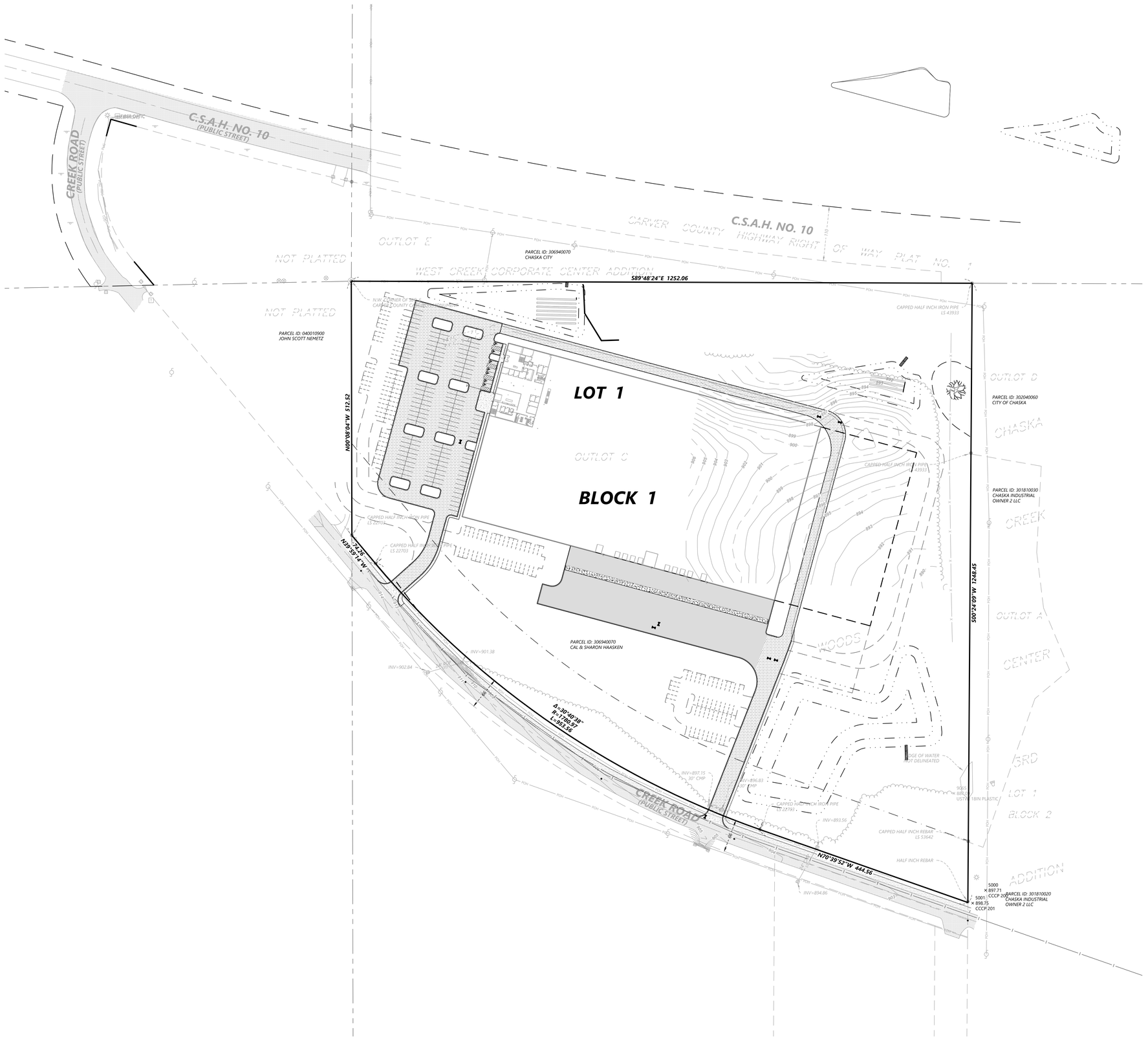
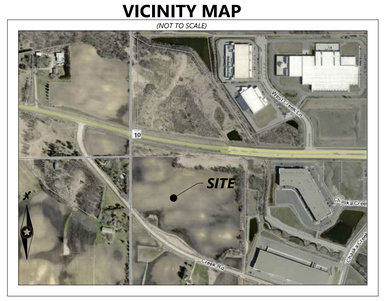


VICINITY MAP

(NOT TO SCALE)



PROPERTY DESCRIPTION

OUTLOT C, WETZELS WOODS ACCORDING TO THE RECORDED PLAT THEREOF, CARVER COUNTY, MINNESOTA

GENERAL NOTES

1. *This survey was prepared without the benefit of a Title Commitment.*
2. *The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that that the underground utilities shown are in the exact location indicated although the surveyor does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (Gopher State One Call ticket number: 250690714)*
3. *Bearings of property lines shown hereon are based on the Carver County coordinate system, (NAD 83 - 2011 Control Adjustment).*
4. *Lengths of lines and distances between features are measured in US Survey Feet.*

AREA TABULATION

PROPOSED LOT 1, BLOCK 1 = 1,212,484 Square Feet /27.835 Acres

LEGEND

- STORM MANHOLE
- BEEHIVE CATCH BASIN
- CATCH BASIN
- FLARED END SECTION
- CULVERT
- ELECTRIC MANHOLE
- LIGHT POLE
- POWER POLE
- GAS — GAS LINE
- POH — POWER OVERHEAD
- STO — STORM SEWER
- TUG — TELEPHONE UNDERGROUND
- X — FENCE LINE
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE

1" = 80'
0' 80' 160' 240'

NOT FOR CONSTRUCTION

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 80'
VERTICAL SCALE: 16' or 8'

INITIAL ISSUE 06/27/25
REVISIONS:
1 08/08/2025 STORM SEWER PER CITY COMMENTS
2 08/26/25 CITY & WATERSHED COMMENTS
3 . .
4 . .
5 . .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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

MATTHEW J WELINSKI
DATE: 08/26/25 LICENSE NO. 53596

EDCO CHASKA
CHASKA, MN

PRELIMINARY PLAT

SHEET NUMBER:
C800
DATE: 08/26/25

PROJECT NUMBER: 0060241

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EDCO CHASKA

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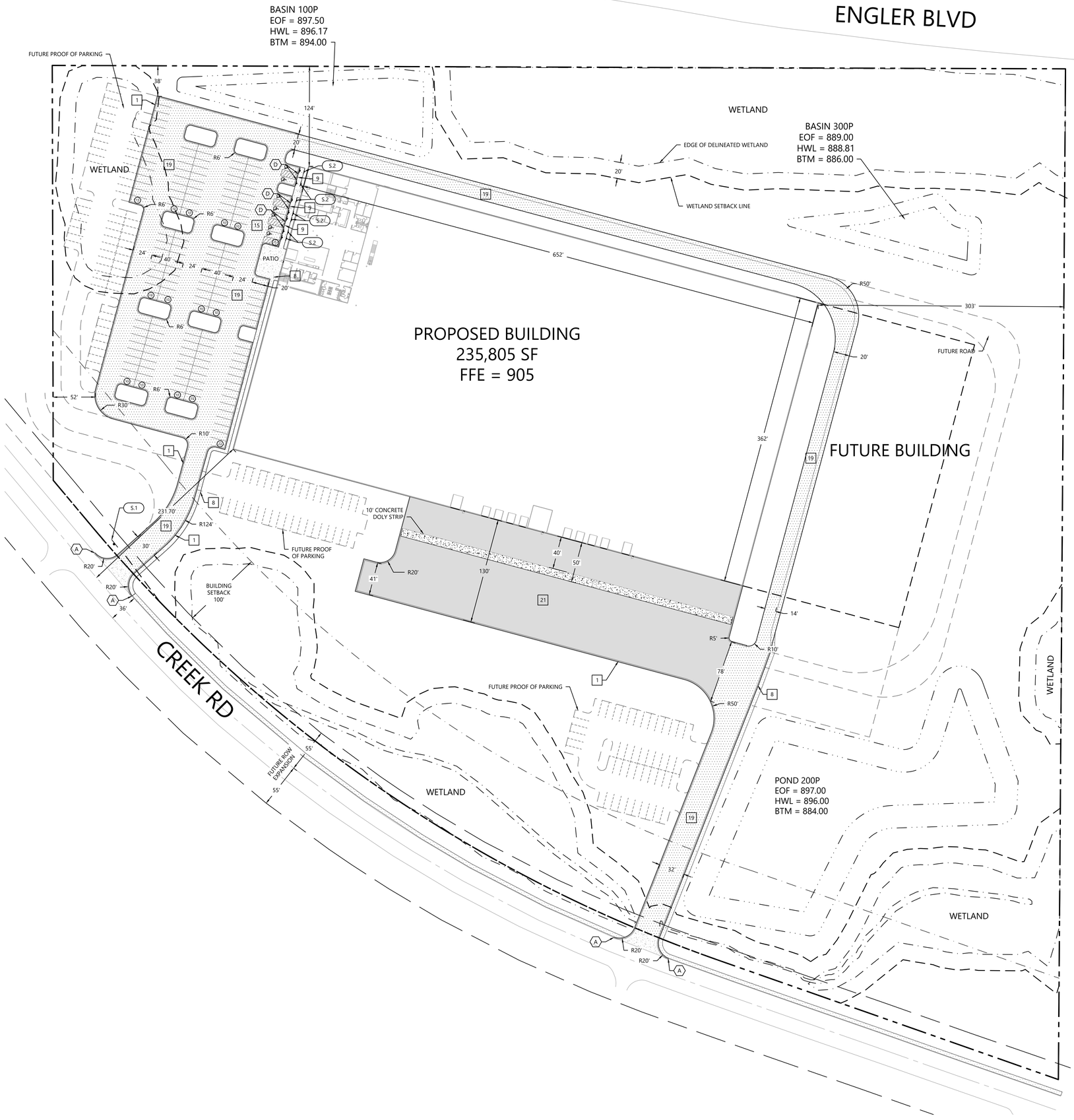

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		GRASS PAVE
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

GENERAL SITE NOTES

BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY ***WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN.***

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
2. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
3. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
5. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
6. ALL CURB AND GUTTER SHALL BE ***B612*** UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
8. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
9. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
10. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE DEVELOPMENT SUMMARY

EXISTING ZONING:	***RR - RURAL RESIDENTIAL***
PROPOSED ZONING:	***I - INDUSTRIAL***
PARCEL DESCRIPTION:	***306940070***
• PROPERTY AREA:	***1,212,467 SF (27.83 AC)***
• EXISTING IMPERVIOUS SURFACE:	***0 SF (0%)***
• PROPOSED IMPERVIOUS SURFACE:	***390,817 SF (32.2%)***
• BUILDING GROSS SIZE:	***235,805 SF***
OFFICE	***24,500 SF***
MANUFACTURING	***30,000 SF***
WAREHOUSE	***192,500 SF***
FUTURE WAREHOUSE	***78,600 SF***
• FLOOR-AREA-RATIO(FAR):	***0.19***
• PARKING SETBACK:	***10'***=FRONT AND ROW ***5'***=SIDE AND REAR
• PARKING SPACE/DRIVE AISLE:	***9'*** WIDE X ***18'*** LONG, ***24'*** AISLE
• PARKING RATIO REQUIREMENT	***CITY OF CHASKA***
OFFICE	***1 SPACE / 250 SF = 98 SPACES***
MANUFACTURING:	***1 SPACE / 350 SF = 86 SPACES***
WAREHOUSE	***1 SPACE / 2,000 SF = 97 SPACES***
TOTAL SPACES REQUIRED:	***281 SPACES***
FUTURE WAREHOUSE	***1 SPACE / 2,000 SF = 40 SPACES***
TOTAL WITH EXPANSION	***321 SPACES***
• PARKING PROVIDED:	***165 SPACES INITIAL, 323 TOTAL WITH PROOF***

SITE DETAILS (SI-0XX)

1	***B612*** CURB AND GUTTER
8	PRIVATE CONCRETE SIDEWALK
9	***PRIVATE*** PEDESTRIAN CURB RAMP
14	SIGN INSTALLATION
15	HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
18	BOLLARD
19	PAVEMENT SECTIONS
21	HEAVY DUTY CONCRETE SECTION LOADING DOCK
36	SIGN POST WITH BOLLARD
40	MODULAR BLOCK RETAINING WALL

S.10 SIGN LEGEND

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.3	NO PARKING	12" X 12"	R8-38

A SITE KEYNOTES

A	MATCH EXISTING CURB
B	MATCH EXISTING CONCRETE PAVEMENT WITH SAWCUT
C	PAINT 4" WHITE DIAGONAL STRIPING
D	FLUSH CURB
E	TRANSITION CURB

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/17/25
REVISIONS

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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DATE: _____ LICENSE NO. _____

EDCO CHASKA
CHASKA, MN

FUTURE SITE PLAN

SHEET NUMBER:
EX01

DATE: 06/17/25

EDCO CHASKA

PROJECT NUMBER: 0060241

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ENGLER BLVD

BASIN 100P
EOF = 897.50
HWL = 896.17
BTM = 894.00

BASIN 300P
EOF = 889.00
HWL = 888.81
BTM = 886.00

PROPOSED BUILDING
235,805 SF
FFE = 905

FUTURE BLDG
EXPANSION

POND 200P
EOF = 897.00
HWL = 896.00
BTM = 884.00

CREEK RD

7 - ABS, 4 - NHE, 2 - NHE, 7 - QUA, 6 - FKB, 4 - SMP, 6 - AMC, 5 - TAY, 24 - ANJ, 3 - SMP, 2 - SKH, 5 - NHE, 3 - SMP, 2 - NHE, 5 - ABS, 24 - GLS, 2 - SSC, 5 - BCJ, 20 - LIB, 5 - LDN, 5 - HMA, 2 - PDS, 5 - BLS, 4 - AFD, 12 - GLS, 3 - PDS, 10 - SWO, 10 - ANJ, 11 - ABA, 12 - RIV, 40 - TAY, 45 - AFD, 5 - DBH, 2 - PDS, 1 - SKH, 20 - GLS, 16 - GLS, 5 - SMP, 1 - SQM, 1 - AGG, 1 - REO, 3 - REO, 2 - WHF, 3 - SSC, 20 - ANJ, 3 - PRC, 27 - AMC, 39 - TAY, 1 - COH, 9 - DBH, 6 - BCJ, 3 - BIH, 5 - BHS, 42 - AMC, 23 - CCS, 3 - SGM, 17 - HMA, 2 - BOL, 3 - AGG, 5 - ANJ, 6 - DBH, 16 - CCS, 9 - ANJ, 2 - LPT, 5 - NWS, 1 - PT, 5 - WHP, 6 - BOL, 4 - WHF, 5 - SCP, 1 - WHF, 7 - WHP, 9 - ERC, 1 - REO, 3 - BIH, 5 - WHF, 5 - NWS, 3 - SSC, 4 - REO, 8 - BHS, 3 - BIH, 2 - REO, 3 - BIH, 4 - WHP, 1 - LPT, 7 - SCP, 2 - AGG, 4 - LPT, 3 - AGG, 3 - AGG, 4 - WHF, 3 - LPT, 1 - REO, 1 - SGM, 18 - AFD, 17 - ANJ, 2 - AGG, 3 - COH, 6 - SGM, 3 - BOL, 4 - COH, 1 - NHE, 2 - BIH, 1 - REO, 7 - QUA, 1 - BIH, 2 - AGG, 3 - BIH, 1 - FKB, 5 - LPT, 3 - AGG, 3 - LPT, 4 - ERC

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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/17/25
REVISIONS
1 .
2 .
3 .
4 .
5 .

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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

DAVID BADE
DATE: 06/17/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

OVERLAY PLAN

SHEET NUMBER:
EX02

DATE: 06/17/25

EDCO CHASKA

PROJECT NUMBER: 0060241

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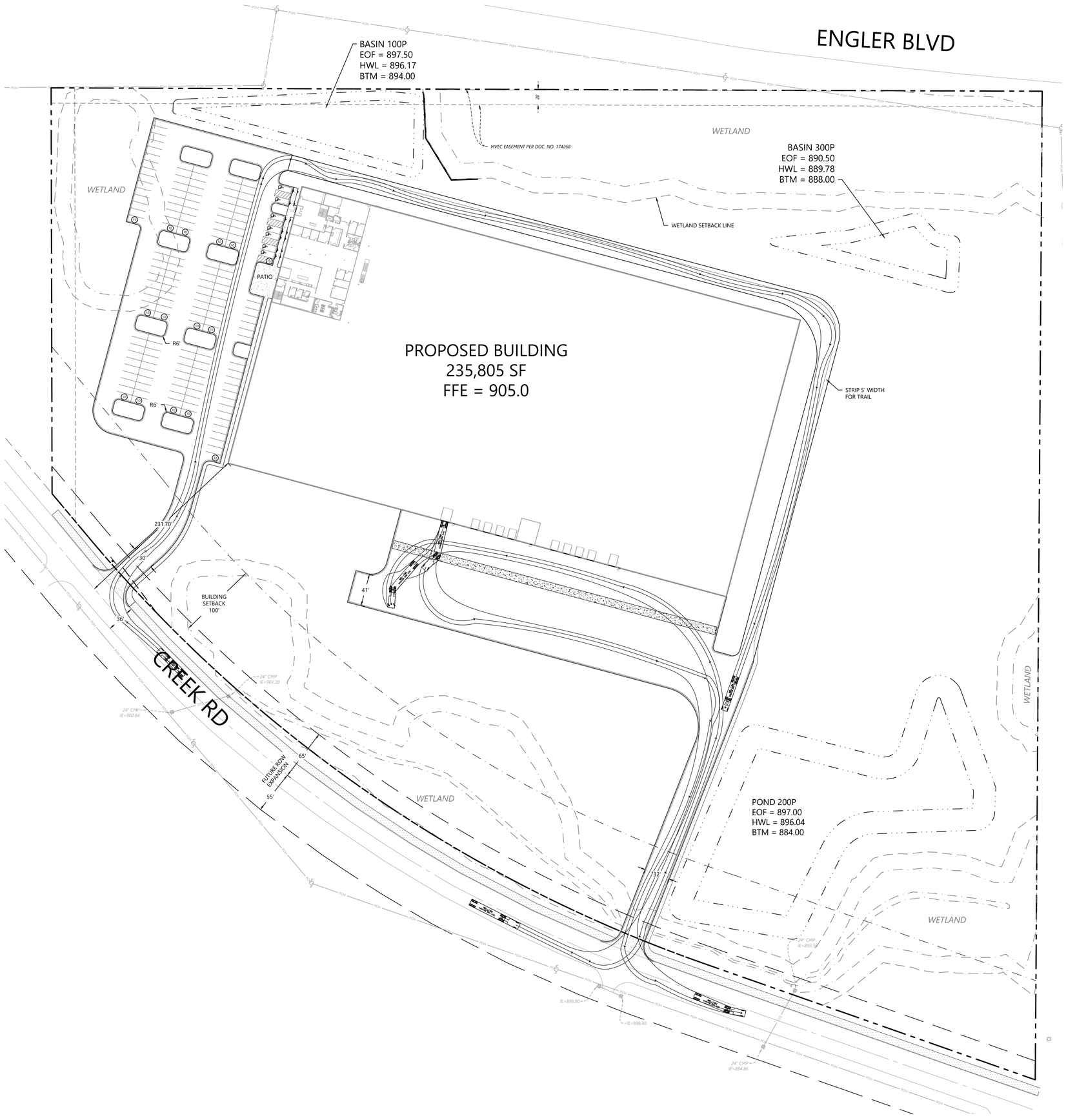

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SITE LEGEND

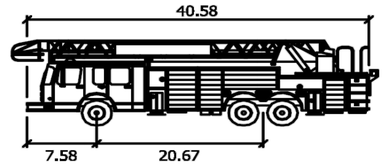
EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		GRASS PAVE
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

GENERAL SITE NOTES

BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY ***WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN.***

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
2. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
3. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
5. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
6. ALL CURB AND GUTTER SHALL BE ***B612*** UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
8. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
9. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
10. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

FIRE TRUCK DETAIL

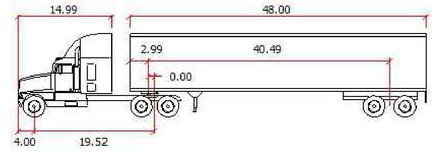


Chaska - Ladder Truck

Width	: 10.50
Track	: 7.61
Lock to Lock Time	: 6.0
Steering Angle	: 36.0

SEMI TRUCK DETAIL

Units: feet



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

NOT FOR CONSTRUCTION

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

INITIAL ISSUE 06/27/25
REVISIONS

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

EDCO CHASKA
CHASKA, MN

TURNING PLAN

SHEET NUMBER:
EX03

DATE: 07/25/25

EDCO CHASKA

PROJECT NUMBER: 0060241

N:\0060241.00\DWG\CIVIL\0060241SP01.DWG

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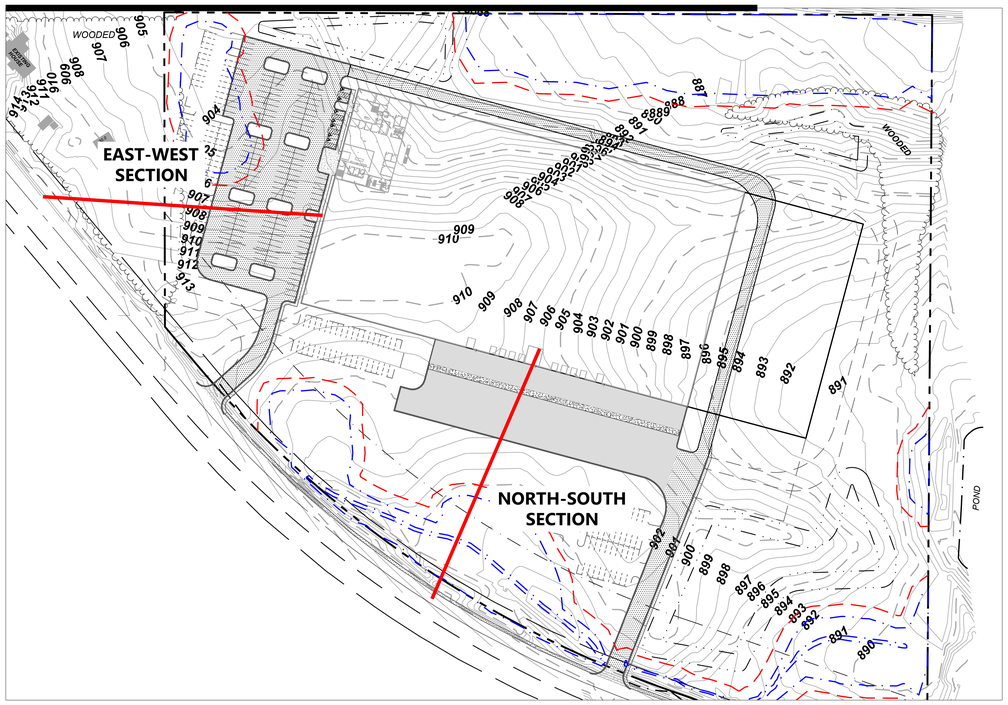
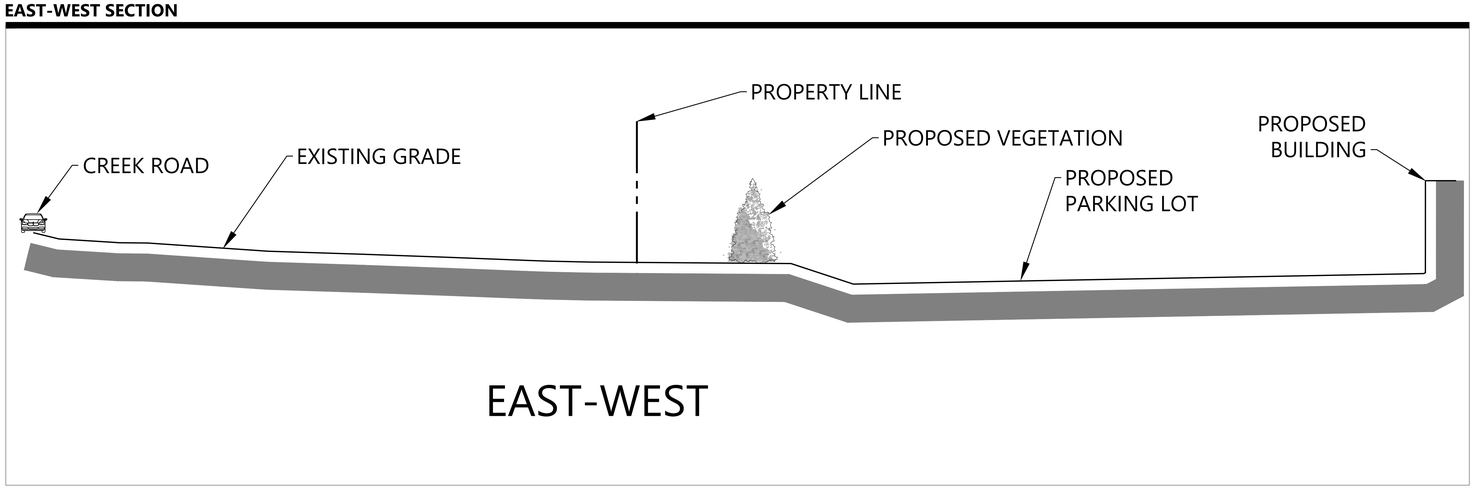
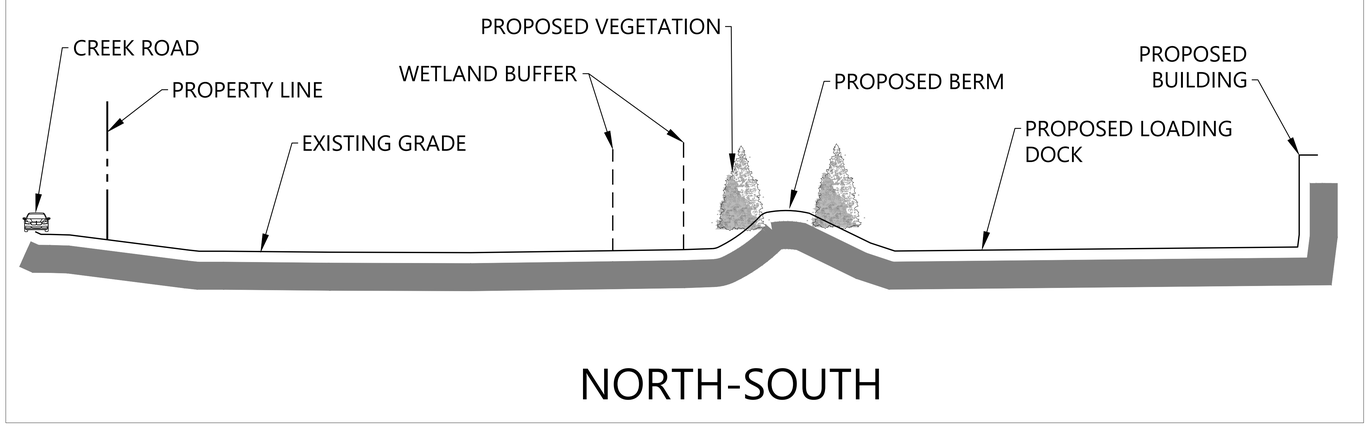
SECTION LOCATIONS (1:500)



EAST-WEST SECTION



NORTH-SOUTH SECTION



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

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

INITIAL ISSUE 06/17/25
REVISIONS
1
2
3
4
5

PREPARED FOR:
POPE ASSOCIATES
767 N EUSTIS ST, SUITE 190
ST PAUL, MN 55114

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

DAVID BADE
DATE: 06/17/25 LICENSE NO. 40409

EDCO CHASKA
CHASKA, MN

CROSS SECTIONS

SHEET NUMBER:
EX04

DATE: 06/17/25

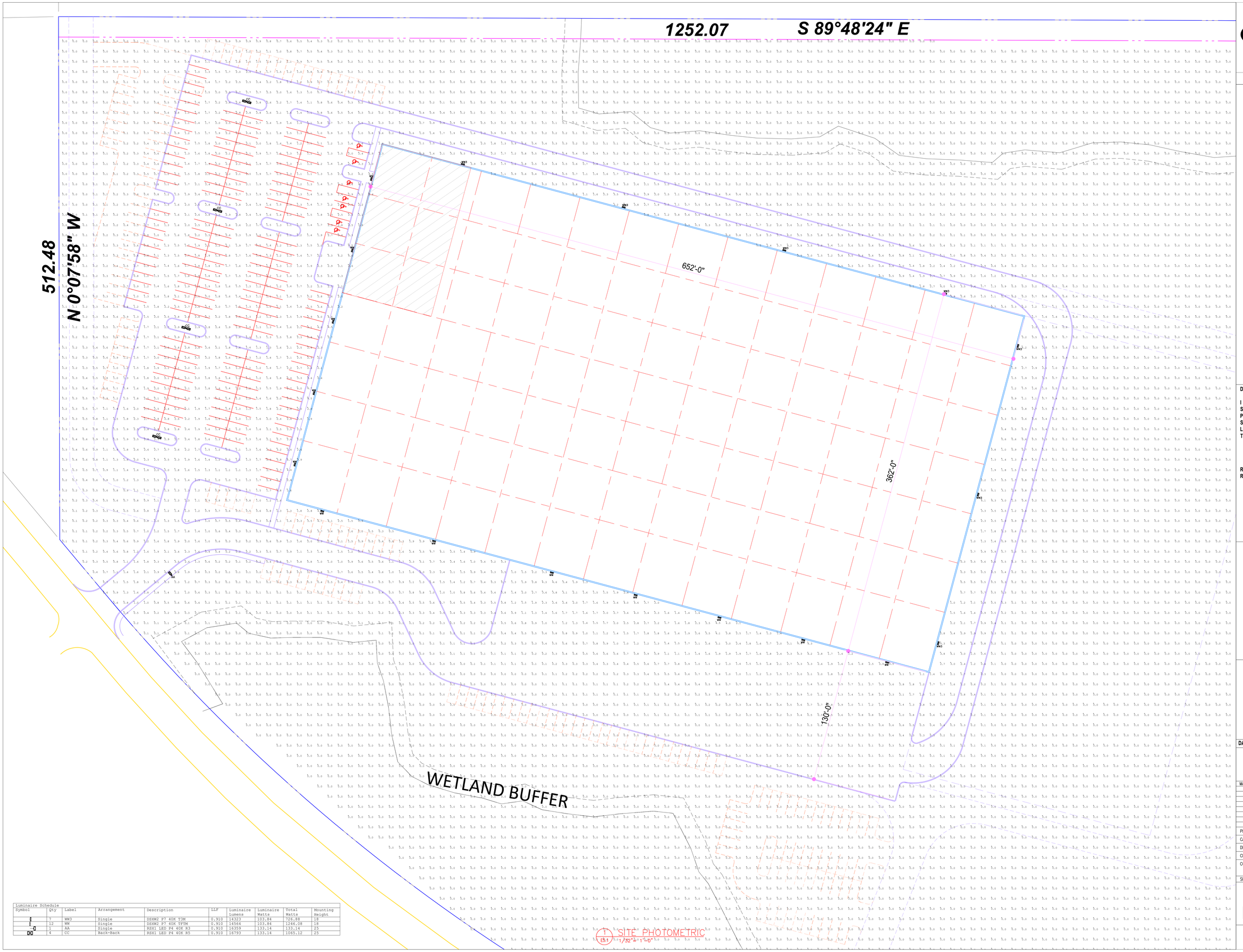
1" = 20'
0' 20' 40' 60'

NOT FOR CONSTRUCTION

EDCO CHASKA

PROJECT NUMBER: 0060241

N:\0060241.00\DWG\CIVIL\0060241GD01.DWG



Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height
	7	WW3	Single	DSXW2 P7 40K T3M	0.910	14323	103.84	726.88	18
	12	WW	Single	DSXW2 P7 40K TFTM	0.910	14564	103.84	1246.08	18
	1	AA	Single	RSX1 LED P4 40K R3	0.910	16359	133.14	133.14	25
	4	CC	Back-Back	RSX1 LED P4 40K R5	0.910	16793	133.14	1065.12	25

STINSON electric inc
Quality • Integrity • Service

www.stinsonelectricinc.com

EDCO PRODUCTS

XXXX CHASKA CREEK WAY
CHASKA, MN 55318

DATE: 04-18-2025

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

ROBERT ARCHAMBAULT
REGISTRATION NO: AM692332

STINSON electric inc.
612.424.8461
755 4th St. NW
New Brighton, MN 55112

DATE: 04-18-2025

DESIGN DEVELOPMENT

MARK	DATE	DESCRIPTION
	04/18/2025	Issue for Permit

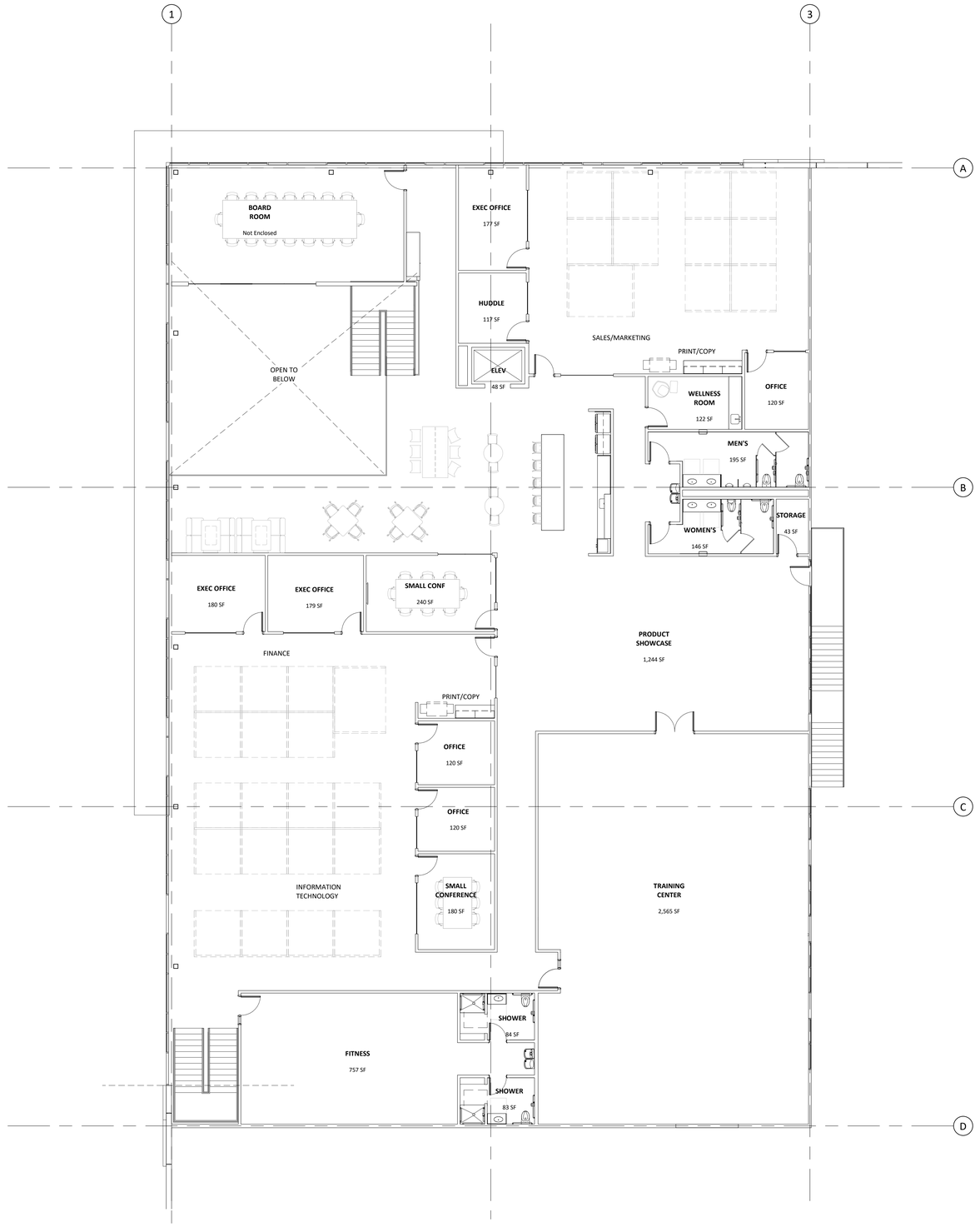
PROJECT NO: C2xxxx
CAD DWG FILE:
DRAWN BY: CW
CHK'D BY: BA
COPYRIGHT:

SHEET TITLE

SITE PHOTOMETRIC

E5.1

1 A3.6 FIRST LEVEL FLOOR PLAN
1/8" = 1'-0"



2 A3.6 SECOND LEVEL FLOOR PLAN
1/8" = 1'-0"

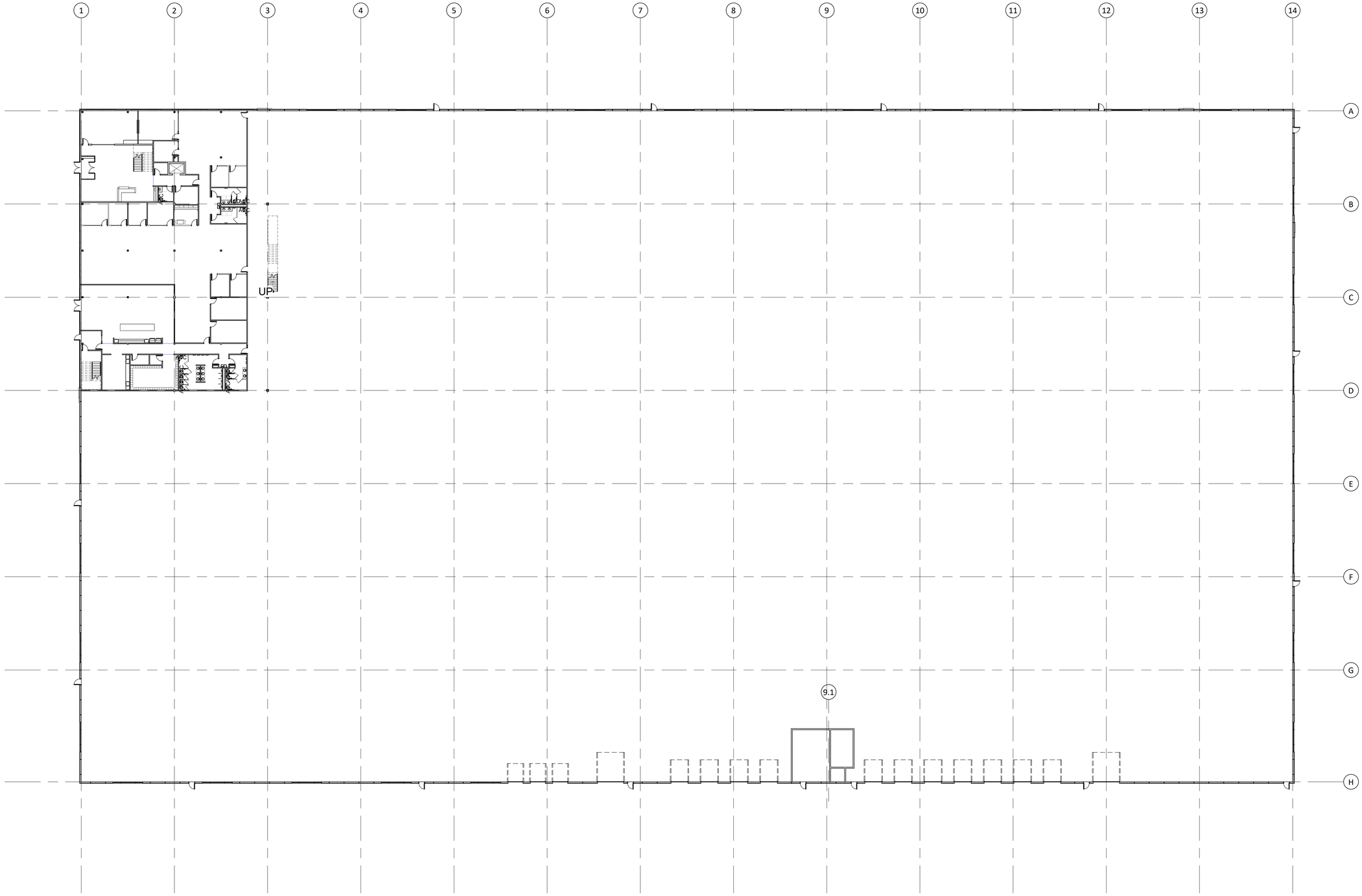
pope DESIGN GROUP

EDCO PRODUCTS - NEW FACILITY | OFFICE AREA FLOOR PLANS

CHASKA, MN | 07/01/2025 | 31626-25017

EDCO

Autodesk Docs://22158-24140_EDCO New Facility/31626-25017_EDCO New Facility_R23.rvt



OVERALL FLOOR PLAN

3/64" = 1'-0"

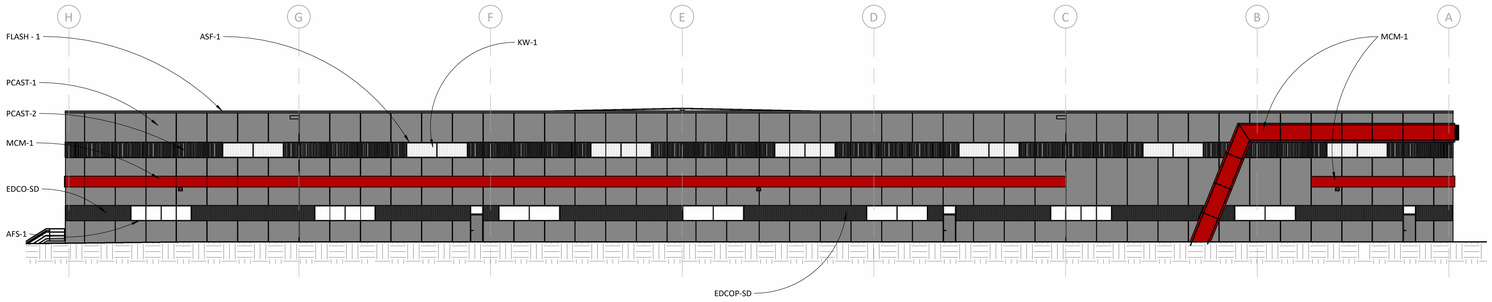
pope DESIGN GROUP

EDCO PRODUCTS - NEW FACILITY | OVERALL FLOOR PLAN

CHASKA, MN | 04/23/25 | 31626-25017

EDCO

Autodesk Docs://22156-24140_EDCO New Facility/31626-25017_EDCO New Facility_R22.rvt

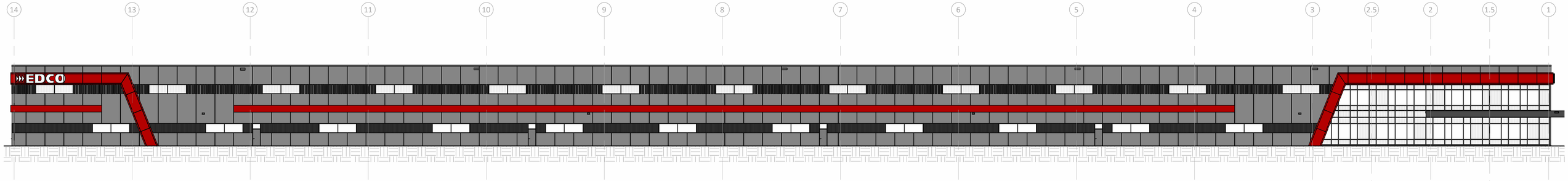


EAST ELEVATION
1/16" = 1'-0"

EXTERIOR MATERIAL FINISH SCHEDULE

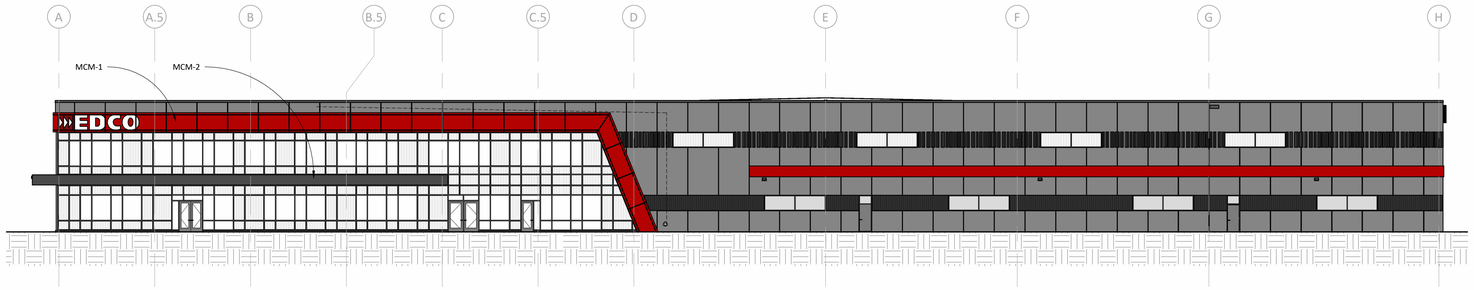
MATERIAL ID	MATERIAL	MANUFACTURER	FINISH	COLOR	LOCATION
PCAST - 1	PRECAST CONCRETE WALL PANELS	FABCON PRECAST	EXPOSED AGGREGATE	TBD	SEE ELEVATIONS
PCAST - 2	PRECAST CONCRETE WALL PANELS	FABCON PRECAST	RANDOM RIBS, EXPOSED AGGREGATE	TBD	SEE ELEVATIONS
EDCO-SD	STEEL SIDING	EDCO	PREFINISHED	TBD	SEE ELEVATIONS
KW -1	FIBER GLASS REINFORCED PANELS	KALWALL OR EQUIVALENT	TRANSLUCENT-CRISTAL	WHITE	SEE ELEVATIONS
MCM-1	ALUMINUM COMPOSITE MATERIALS	ALUCOBOND OR EQUIVALENT	PREFINISHED	RED	SEE ELEVATIONS
MCM-2	ALUMINUM COMPOSITE MATERIALS	ALUCOBOND OR EQUIVALENT	PREFINISHED	BLACK	CANOPY
FLASH - 1	CAP FLASHING	TBD	PREFINISHED	TBD	PARAPET CAP FLASHING
AFS - 1	ALUMINUM WINDOW FRAME	TBD	PREFINISHED	BLACK ANODIZED	CURTAIN WALL & STOREFRONT

NOTE:
THE "BASIS OF DESIGN" MATERIALS FOR THE PROJECT ARE LISTED ON THE SCHEDULE ABOVE. SEE SPECIFICATIONS FOR ADDITIONAL MATERIAL INFORMATION AND OTHER APPROVE D SUBSTITUTIONS

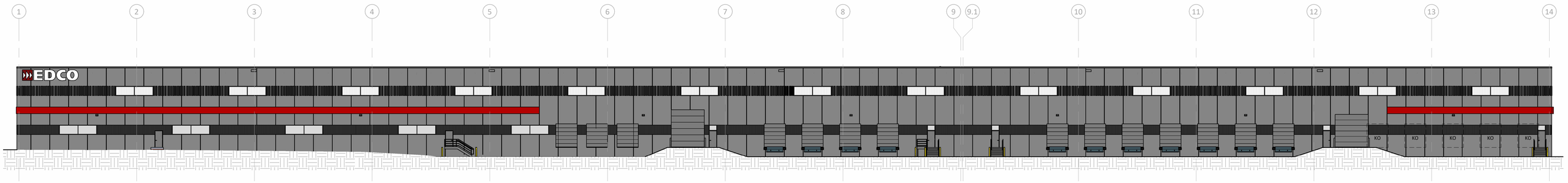


NORTH ELEVATION
1/16" = 1'-0"

WALL AREA: 71,622.67 SF
GLASS & TRANSLUCENT PANELS: 9,548.73 SF
METAL PANELS: 11,940.29 SF
CLASS 1 MATERIALS: 21,489.02 SF = 30% OF TOTAL WALL AREA



WEST ELEVATION
1/16" = 1'-0"



SOUTH ELEVATION
1/16" = 1'-0"

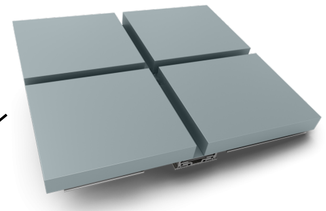
pope DESIGN GROUP

EDCO PRODUCTS - EDCO NEW HEADQUARTERS AND PRODUCTION FACILITY | EXTERIOR ELEVATIONS

CHASKA, MN | 07/01/25 | 31626-25017

EDCO

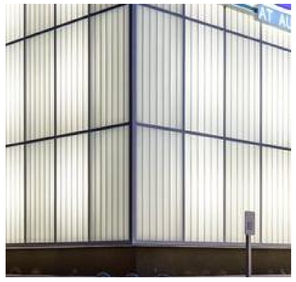
Autodesk Docs://22156-24140_EDCO New Facility/31626-25017_EDCO New Facility_R23.rvt



RED ACM PANEL

EDCO STEEL SHIPLAP
IRON GRAY

DARK GRAY EXPOSED
AGGREGATE PRECAST



KALWALL CURTAIN
PANELS

pope DESIGN GROUP

EDCO PRODUCTS - EDCO NEW HEADQUARTERS AND PRODUCTION FACILITY | EXTERIOR PERSPECTIVE AND MATERIALS

CHASKA, MN | 07/01/25 | 31626-25017

EDCO

Autodesk Docs://2156-24140_EDCO New Facility/31626-25017_EDCO New Facility_R23.rvt

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
9/10/2025

Subject: **Resolution Finding the Tax Increment Financing Plan For Tax Increment Financing District No. 25 (EDCO) within Redevelopment Project Area No. 4 Conforms with the Comprehensive Plan for Development and Redevelopment of the City**

Prepared By: Julie Grove, Economic Development Coordinator

Background

In March 2025 the City Council approved the preliminary plans for EDCO's industrial headquarters project on property located southeast of Engler Blvd and Creek Road in the SW Chaska Business Park. The Planning Commission is considering staff's recommendation for approval of the final plans at tonight's meeting on September 10, 2025.

The project proposes to construct a two-story office/manufacturing/warehouse building totaling approximately 235,800 square feet to serve as the corporate headquarters for EDCO Products Inc. Per City and EDA policy, industrial projects of this nature are eligible for Tax Increment Financing (TIF) assistance.

On July 21, 2025, the Chaska City Council and EDA approved a letter of intent defining the general terms with EDCO for TIF assistance. On August 4, 2025, the City Council called for a public hearing to be held on September 15, 2025 on the establishment of TIF District No. 25.

Analysis

For the Chaska EDA and City Council to have authority to establish a TIF District and enter into a development agreement with the developer for that assistance, a Redevelopment District must be established where the TIF District will be located within. The City of Chaska has placed all of its TIF Districts for the past few decades within Redevelopment District No. 4. This Redevelopment District establishes general goals and policies that guide the creation and use of any TIF District that get created within. The proposed TIF District is located within Redevelopment District No. 4.

As the Planning Commission has experienced in the past, one of the requirements for establishing a TIF District is to have the Planning Commission determine if development plans for the site identified in the TIF District are consistent with the current Comprehensive Plan. In the 2040 Comprehensive Plan, the location for the planned industrial building is designated for business park development, which is consistent with the use of the proposed development. Furthermore, the City Council and Planning Commission's findings leading to the planning approvals to this point of the project demonstrate consistency with the Comprehensive Plan. A map of the proposed TIF District No. 25 is attached to this memo.

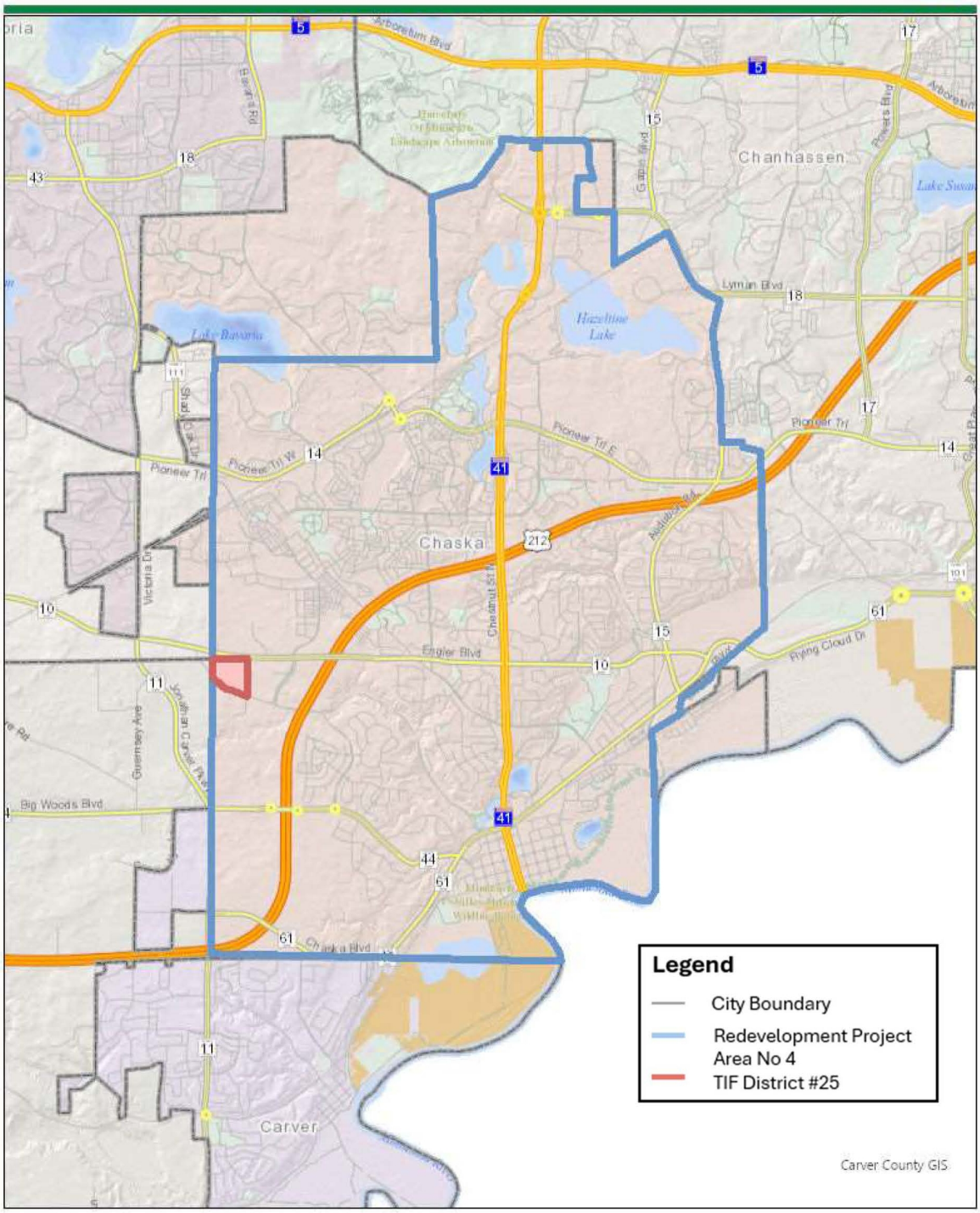
Recommendation
Given that the planned development is in line with the Comprehensive Plan's guidance for the site and advances stated economic development goals for the City of Chaska, staff recommends approval of the resolution finding that the proposed project, and the program and plan for TIF District No. 25 conform to the Comprehensive Plan for the development and redevelopment of the city as a whole.

PLANNING COMMISSION ACTION REQUESTED
Motion to approve Resolution 2025-49 finding that the Tax Increment Financing Plan For Tax Increment Financing District No. 25 within Redevelopment Project Area No. 4 conforms to the general plans for the development and redevelopment of the city.

CITY OF CHASKA

City of Chaska

Date: 8/15/2025



CITY OF CHASKA

CARVER COUNTY, MINNESOTA

RESOLUTION

DATE: 09/10/2025 RESOLUTION NO. 2025-49

MOTION BY COMMISSIONER SECOND BY COMMISSIONER

A RESOLUTION FINDING THE TAX INCREMENT FINANCING PLAN FOR TAX INCREMENT FINANCING DISTRICT NO. 25 WITHIN REDEVELOPMENT PROJECT AREA NO. 4 CONFORM TO THE GENERAL PLANS FOR THE DEVELOPMENT AND REDEVELOPMENT OF THE CITY

WHEREAS, the Planning Commission (the "Commission") of the City of Chaska, Minnesota (the "City"), has received from the City the Tax Increment Financing Plan (the "TIF Plan") for Tax Increment Financing (Economic Development) District No. 25 (the "TIF District") within Redevelopment Project Area No. 4 (the "Project Area"). Such TIF Plan represents a modification to the development program for the Project Area.

WHEREAS, the Commission understands it is being asked by the City to review the TIF Plan pursuant to Minnesota Statutes, Section 469.028 and Minnesota Statutes, Section 469.175, Subd. 3, and provide its written opinion on whether the TIF Plan conforms to the general plan for the development or redevelopment of the City as a whole.

WHEREAS, the Commission has reviewed the TIF Plan to determine its conformity with the general plans for the development and redevelopment of the City as described in the comprehensive plan for the City.

NOW, THEREFORE, BE IT RESOLVED, by the Commission, that the TIF Plan conforms to the general plans for the development and redevelopment of the City as a whole and that the TIF District is properly zoned and will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the development or redevelopment of the proposed project by private enterprise.

Passed and adopted by the Planning Commission of the City of Chaska, Minnesota, this 10th day of September, 2025.

_____
Rob Brass, Chair

Attest: _____
Chaska Deputy Clerk

Tax Increment Financing Plan

for

Tax Increment Financing (Economic Development) District No. 25

within

Redevelopment Project Area No. 4

(EDCO Industrial Project)

City of Chaska, Minnesota

Economic Development Authority of the City of Chaska

Prepared by
Baker Tilly Municipal Advisors, LLC

Draft Dated: August 14, 2025

Public Hearing Scheduled: September 15, 2025
Anticipated Approval by City Council: September 15, 2025

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Map of the Tax Increment Financing District	EXHIBIT I
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Projected Tax Increment Report	EXHIBIT III
Estimated Impact on Other Taxing Jurisdictions Report	EXHIBIT IV
Market Value Analysis Report	EXHIBIT V

SECTION I – MODIFICATION TO THE REDEVELOPMENT PLAN FOR REDEVELOPMENT PROJECT NO. 4

Foreword

The following text represents a Modification to the Redevelopment Plan for Redevelopment Project No. 4. This modification represents a continuation of the goals and objectives set forth in the Redevelopment Plan for Redevelopment Project No. 4. The changes include a change to the geographic boundaries of the Project Area and the establishment of Tax Increment Financing (Economic Development) District No. 25.

For further information, a review of the Redevelopment Plan for Redevelopment Project No. 4 is recommended. It is available from the City Administrator at the City of Chaska. Other relevant information is contained in the Tax Increment Financing Plans for the Tax Increment Financing Districts located within Redevelopment Project No. 4.

SECTION II – ESTABLISHMENT OF THE TAX INCREMENT FINANCING PLAN FOR TAX INCREMENT FINANCING (ECONOMIC DEVELOPMENT) DISTRICT NO. 25

Section A Definitions

The terms defined in this section have the meanings given herein, unless the context in which they are used indicates a different meaning:

"City" means the City of Chaska, Minnesota; also referred to as a "Municipality".

"City Council" means the City Council of the City.

"County" means Carver County, Minnesota.

"Redevelopment Project" means Redevelopment Project Area No.4 in the City, which is described in the corresponding Redevelopment Plan.

"Redevelopment Plan" means the Redevelopment Plan for the Redevelopment Project Area.

"Project Area" means the geographic area of the Redevelopment Project Area.

"School District" means Independent School District No. 112, Minnesota.

"State" means the State of Minnesota.

"TIF Act" means Minnesota Statutes, Sections 469.174 through 469.1794, both inclusive.

"TIF District" means Tax Increment Financing (Economic Development) District No. 25.

"TIF Plan" means the tax increment financing plan for the TIF District (this document).

Section B Statutory Authorization

Minnesota Statutes, Sections 469.001-469.047, as amended (Housing and Redevelopment Authority Act) grants the authority to designate redevelopment areas within the boundaries of the municipality. Within

these areas, the municipality may adopt a redevelopment plan and establish a project consistent with the municipality's public purpose. The project consists of a redevelopment project as defined in Section 469.002, Subdivision 14.

Section C Statement of Need and Public Purpose

The Authority has determined that conditions exist within the Redevelopment Area which has prevented further development of land by private enterprise. It has been found that the Redevelopment Area is potentially more useful and valuable for contributing to the public health, safety and welfare than has been realized under existing development.

The development of these parcels is not attainable in the foreseeable future without the intervention of the Authority in the private development process. The Authority has prepared the Redevelopment Plan, which provides for the elimination of these conditions, thereby making the land useful and valuable for contributing to the public health, safety and welfare.

Section D Statement of Objectives

The Authority, through implementation of this plan, seeks to achieve the following objectives:
1. Redevelopment of underutilized property.
2. Funding of eligible improvements related to the qualification of the property as an economic development district, through the use tax increment.
3. Expansion of tax base and facilitation of job growth.

Section E Designation of Tax Increment Financing District as an Economic Development District

Economic development districts are a type of tax increment financing district which consists of any project, or portions of a project, which the Authority finds to be in the public interest because:

(1) it will discourage commerce, industry, or manufacturing from moving their operations to another state or municipality;

(2) it will result in increased employment in the state; or

(3) it will result in preservation and enhancement of the tax base of the state.

The TIF District qualifies as an economic development district in that the proposed development described in this TIF Plan (see Section I) meets the criteria listed above in (1), (2) and (3).

Tax increments from an economic development district must be used to provide improvements, loans, subsidies, grants, interest rate subsidies, or other assistance in which at least 85% of the square footage of the facilities to be constructed are used for any of the following purposes:

(1) manufacturing, production, or processing of tangible personal property;

(2) warehousing, storage and distribution of tangible personal property, excluding retail sales;

(3) research and development related to the activities listed in (1) or (2) above;

(4) telemarketing if that activity is the exclusive use of the property;

(5) tourism facilities (see M.S. Section 469.174, Subd. 22);

(6) space necessary for and related to the activities listed in (1) through (5) above;

(7) a workforce housing project that satisfies the requirements under Minnesota Statutes, Section 469.176, subdivision 4c, paragraph (d).

Tax increments from the TIF District will be used to provide financial assistance to the proposed development (see Section I) as related to the construction a 235,805 square foot manufacturing and warehouse facility for EDCO with small ancillary office space, and a potential future expansion of up to 120,000 square feet; which improvements meet the criteria listed in (1) and (2) above.

Section F Duration of the TIF District

Economic development districts may remain in existence 8 years from the date of receipt by the Authority of the first tax increment. The Authority anticipates that the TIF District will remain in existence for the maximum duration allowed by law (projected to be through the year 2035, due to anticipated receipt of first increment in 2027). Modifications of this plan (see Section AA) shall not extend these limitations.

Section G Property to be Included in the TIF District

The TIF District is an area of land comprising of the parcel listed below that is located within the Project Area. A map showing the boundaries of the TIF District is shown in Exhibit I.

Parcel ID Number	Legal Description*
306940070	SECTION 06 TOWNSHIP 115 RANGE 023 WETZELS WOODS (C) OUTLOT C ANNEXED FOR PAY 2006

The area encompassed by the TIF District shall also include all street or utility right-of-ways located upon or adjacent to the property described above.

Section H Property to be Acquired in the TIF District

The Authority may acquire and sell any or all of the property located within the TIF District. It will not be acquiring any property at this time and will be selling the property to facilitate development.

Section I Specific Development Expected to Occur Within the TIF District

The proposed project is anticipated to include construction of one building which will consist of 235,805 square foot manufacturing and warehouse facility for EDCO with small ancillary office space with a potential future expansion of up to 120,000 square feet. Tax increment is a financing tool the Authority is planning to use for financing of a portion of the eligible costs associated with construction of the project. The square footage of the completed buildings will comply with the requirements of an economic development district in which the project will be with a qualifying purpose.

It is anticipated that the Authority will use the tax increment to finance all or a portion of the related site development, acquisition and other related costs that are necessary for this project to proceed. In addition, the Authority may use tax increment for related administrative expenses, and any other eligible expenditures associated with development of the site that may include additional necessary public improvements.

Construction of the project is expected to commence in late 2025 with construction expected to be 100% completed by December 31, 2026 for assessment year 2027 and taxes payable in 2028.

Section J Findings and Need for Tax Increment Financing

In establishing the TIF District, the Authority makes the following findings:

(1) The TIF District qualifies as an economic development district;

See Section E of this document for the reasons and facts supporting this finding.

(2) The proposed development, in the opinion of the Authority, would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the district permitted by the TIF Plan.

Factual basis:

Proposed development not expected to occur:

The proposed development consists of the construction of a new industrial building within the City. The developer has requested financial assistance to finance a portion of the site development and preparation costs as needed for the project to proceed. The Developer has provided supplemental financial information demonstrating that the development of this site would not occur without the assistance provided in this TIF Plan.

Therefore, the Authority has determined that the proposed development would not occur but for the financial assistance provided in this TIF Plan because of the increased costs related to development within the TIF District and construction of the project. The cost of constructing the project and incurring additional costs as related to site development and public improvements has created a financial gap that requires public assistance from the Authority.

No higher market value expected:

The project to be constructed within TIF District No. 25 requires significant investment. Assistance with financing a portion of the extraordinary costs that are barriers to the project occurring will be necessary to commence construction of the project. Given the nature of this project, there is no reasonable expectation of any development occurring that would generate as much market value increase as is estimated to be generated by the proposed development by the new business. Therefore, the Authority has concluded that substantial development at this particular site--and hence any significant increase in market value--is not reasonably expected to occur unless the Authority provides tax increment assistance as described in this Tax Increment Plan.

To summarize the basis for the City's findings regarding alternative market value, in accordance with Minnesota Statutes, Section 469.175, Subd. 3(d), the City makes the following determinations:

a. The City's estimate of the amount by which the market value of the site will increase without the use of tax increment financing is $0 (for the reasons described above), except some unknown amount of appreciation.

b. If the proposed development to be assisted with tax increment occurs in the District, the total increase in market value would be approximately $32,016,190, including the value of the building (See Exhibit V).

c. The present value of tax increments from the District for the maximum duration of the district permitted by the TIF Plan is estimated to be $3,524,557 (See Exhibit V).

d. Even if some development other than the proposed development were to occur, the Council finds that no alternative would occur that would produce a market value increase greater than $28,491,633 (the amount in clause b less the amount in clause c) without tax increment assistance.

(3) The TIF Plan will afford maximum opportunity, consistent with the sound needs of the City as a whole, for development of the Project Area by private enterprise.

Factual basis: The proposed development is the construction of an industrial facility in the Project Area that is expected to be utilized as additional manufacturing spaces that will create new tax base and employment opportunities for the City and the state. The development meets the City's community development goals in terms of land use, tax base and employment opportunities.

(4) The TIF Plan conforms to general plans for development of the City as a whole.

Factual basis: The City Council has determined that the development proposed in the TIF Plan conforms to the City comprehensive plan.

(5) The City is electing the method of tax increment computation set forth in Minnesota Statutes, Section 469.177, Subdivision 3(a) (see Section P).

Section K Estimated Public Costs

The estimated public costs of the TIF District are listed below. Such costs are eligible for reimbursement from tax increments of the TIF District.

Estimated Public Costs	Estimated Amount
Land/Building acquisition	$0
Site Improvements/Preparation costs	$1,644,173
Utilities	$0
Other public improvements	$2,395,855
Construction of affordable housing	$0
Administrative expenses	$240,091
Total Estimated Public Costs	$4,280,118
Interest expenses	$521,691
Total Costs	$4,801,809

The Authority reserves the right to administratively adjust the amount of any of the items listed above or to incorporate additional eligible items, so long as the total estimated public costs ($4,801,809) do not increase. The Authority also reserves the right to fund any of the identified costs with any other legally

available revenues, such as grants and/or loans, but anticipates that such costs will be primarily financed with tax increments.

Section L Estimated Sources of Revenue

Estimated Sources of Revenue	Estimated Amount
Tax Increment revenue	$4,801,809
Interest on invested funds	$0
Total	$4,801,809

The Authority anticipates providing financial assistance to the proposed development through pay-as-you-go financing for site improvement costs. As revenues are generated and collected from the TIF District in future years, the Authority will retain a portion to finance public improvement costs within the district, administrative and other expenses. The remaining funds will be pledged to the Developer as reimbursement for certain identified site improvement/preparation costs as necessary within the TIF District to assist with financing the public costs incurred (see Section K).

The Authority reserves the right to finance any or all public costs of the TIF District using pay-as-you-go assistance, internal funding, general obligation or revenue debt, or any other financing mechanism authorized by law. The Authority also reserves the right to use other sources of revenue legally applicable to the Project Area to pay for such costs including, but not limited to, special assessments, utility revenues, federal or state funds, and investment income. The projected tax increment report is included as Exhibit III.

Section M Estimated Amount of Bonded Indebtedness

The maximum principal amount of bonds (as defined in the TIF Act) secured in whole or part with tax increment from the TIF District are $4,801,809. The Authority currently plans to finance the public costs through pay-as-you-go financing. However, the Authority reserves the right to issue an interfund loan or issue bonds in any form, including without limitation any interfund loan with interest not to exceed the maximum permitted under Section 469.178, subd. 7 of the TIF Act.

Section N Original Net Tax Capacity

The County Auditor shall certify the original net tax capacity of the TIF District. This value will be equal to the total net tax capacity of all property in the TIF District as certified by the State Commissioner of Revenue. For districts certified between January 1 and June 30, inclusive, this value is based on the previous assessment year. For districts certified between July 1 and December 31, inclusive, this value is based on the current assessment year.

The Estimated Market Value of all property within the TIF District as of July 2, 2024, for taxes payable in 2025, is $1,080,700. Upon establishment of the TIF District, it is estimated that the original net tax capacity of the TIF District will be $20,864, upon classification as commercial/industrial.

Each year the County Auditor shall certify the amount that the original net tax capacity has increased or decreased as a result of:

(1) changes in the tax-exempt status of property;

(2) reductions or enlargements of the geographic area of the TIF District;

(3) changes due to stipulation agreements or abatements; or

(4) changes in property classification rates.

Section O Original Tax Capacity Rate

The County Auditor shall also certify the original tax capacity rate of the TIF District. This rate shall be the sum of all local tax rates that apply to property in the TIF District. This rate shall be for the same taxes payable year as the original net tax capacity.

In future years, the amount of tax increment generated by the TIF District will be calculated using the lesser of (a) the sum of the current local tax rates at that time or (b) the original tax capacity rate of the TIF District.

It is anticipated that the request for certification of the District will occur before June 30, 2026, and the local tax rates for taxes levied in 2025 and payable in 2026 will apply. For purposes of estimating the tax increment generated by the TIF District, the sum of the local tax rates for taxes levied in 2024 and payable in 2025 as shown below has been used to prepare the projections as the payable 2026 tax rate are not available at the time of drafting this plan.

Taxing Jurisdiction	2024/2025 Local Tax Rate
City of Chaska	38.886%
Carver County	30.934%
ISD #112	27.552%
Other	4.599%
Total	101.971%

Section P Projected Retained Captured Net Tax Capacity and Projected Tax Increment

The Authority anticipates that a portion of the site construction will be completed by December 31, 2025, creating a total tax capacity of $133,804 as of January 2, 2026. The captured tax capacity as of that date is estimated to be $112,940. Final development is expected to occur by December 31, 2026 creating a total tax capacity of $537,466 as of January 2, 2027, with an estimated captured tax capacity of $516,602. A complete schedule of estimated tax increment from the TIF District is shown in Exhibit III.

The estimates shown in this TIF Plan assume the property is classified as commercial/industrial. Commercial/industrial class rates assume 1.5% of the first $150,000 of taxable value and 2% for taxable value above $150,000. The projections also assume 3% annual increase in taxable values.

Each year the County Auditor shall determine the current net tax capacity of all property in the TIF District. To the extent that this total exceeds the original net tax capacity, the difference shall be known as the captured net tax capacity of the TIF District.

For communities affected by the fiscal disparity provisions of Minnesota Statutes, Chapter 473F and Chapter 276A, the original net tax capacity of the TIF District shall be determined before the application of fiscal disparity. In subsequent years, the current net tax capacity shall either (a) be determined before the application of fiscal disparity or (b) exclude the product of any fiscal disparity increase in the TIF District (since the original net tax capacity was certified) times the appropriate fiscal disparity ratio. The method the Authority elects shall remain the same for the life of the TIF District, except that a single change may be made at any time from method (a) to method (b) above. The Authority elects method (a), or M.S. Section 469.177, Subdivision 3(a).

The County Auditor shall certify to the Authority the amount of captured net tax capacity each year. The Authority may choose to retain any or all of this amount. It is the Authority's intention to retain 100% of the captured net tax capacity of the TIF District. Such amount shall be known as the retained captured net tax capacity of the TIF District.

Exhibit II gives a listing of the various information and assumptions used in preparing a number of the exhibits contained in this TIF Plan, including Exhibit III which shows the projected tax increment generated over the anticipated life of the TIF District.

Section Q Use of Tax Increment

Each year the County Treasurer shall deduct 0.36% of the annual tax increment generated by the TIF District and pay such amount to the State's General Fund. Such amounts will be appropriated to the State Auditor for the cost of financial reporting and auditing of tax increment financing information throughout the state. Exhibit III shows the projected deduction for this purpose over the anticipated life of the TIF District.

The Authority has determined that it will use 100% of the remaining tax increment generated by the TIF District for any of the following purposes:

(1) pay for the estimated public costs of the TIF District (see Section K) and County administrative costs associated with the TIF District (see Section T);

(2) pay principal and interest on tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;

(3) accumulate a reserve securing the payment of tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;

(4) pay all or a portion of the county road costs as may be required by the County Board under M.S. Section 469.175, Subdivision 1a; or

(5) return excess tax increments to the County Auditor for redistribution to the City, County and School District.

Tax increments from property located in one county must be expended for the direct and primary benefit of a project located within that county, unless both county boards involved waive this requirement. Tax increments shall not be used to circumvent levy limitations applicable to the City.

Tax increment shall not be used to finance the acquisition, construction, renovation, operation, or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the State or federal government, or for a commons area used as a public park, or a facility used for social, recreational, or conference purposes. This prohibition does not apply to the construction or renovation of a parking structure or of a privately-owned facility for conference purposes.

If there exists any type of agreement or arrangement providing for the developer, or other beneficiary of assistance, to repay all or a portion of the assistance that was paid or financed with tax increments, such payments shall be subject to all of the restrictions imposed on the use of tax increments. Assistance includes sale of property at less than the cost of acquisition or fair market value, grants, ground or other leases at less than fair market rent, interest rate subsidies, utility service connections, roads, or other similar assistance that would otherwise be paid for by the developer or beneficiary.

Section R Excess Tax Increment

In any year in which the tax increments from the TIF District exceed the amount necessary to pay the estimated public costs authorized by the TIF Plan, the Authority shall use the excess tax increments to:

(1) prepay any outstanding tax increment bonds;

(2) discharge the pledge of tax increments thereof;

(3) pay amounts into an escrow account dedicated to the payment of the tax increment bonds; or

(4) return excess tax increments to the County Auditor for redistribution to the City, County and School District. The County Auditor must report to the Commissioner of Education the amount of any excess tax increment redistributed to the School District within 30 days of such redistribution.

Section S Tax Increment Pooling and the Five-Year Rule

At least 80% of the tax increments from the TIF District must be expended on activities within the district or to pay for bonds used to finance the estimated public costs of the TIF District (see Section E for additional restrictions). No more than 20% of the tax increments may be spent on costs outside of the TIF District but within the boundaries of the Project Area, except to pay debt service on credit enhanced bonds. All administrative expenses are considered to have been spent outside of the TIF District. Tax increments are considered to have been spent within the TIF District if such amounts are:

(1) actually paid to a third party for activities performed within the TIF District within five years after certification of the district;

(2) used to pay bonds that were issued and sold to a third party, the proceeds of which are reasonably expected on the date of issuance to be spent within the later of the five-year period or a reasonable temporary period or are deposited in a reasonably required reserve or replacement fund.

(3) used to make payments or reimbursements to a third party under binding contracts for activities performed within the TIF District, which were entered into within five years after certification of the district;

(4) used to reimburse a party for payment of eligible costs (including interest) incurred within five years from certification of the district;

(5) revenues are spent for housing purposes.

Beginning with the sixth year following certification of the TIF District, at least 80% of the tax increments must be used to pay outstanding bonds or make contractual payments obligated within the first five years. When outstanding bonds have been defeased and sufficient money has been set aside to pay for such contractual obligations, the TIF District must be decertified.

The Authority anticipates that a portion of tax increments may be spent outside of the TIF District (including allowable administrative expenses) and reserves the right to allow for tax increment pooling from the TIF District in the future.

Section T Limitation on Administrative Expenses

Administrative expenses are defined as all costs of the Authority other than:

(1) amounts paid for the purchase of land or buildings;

(2) amounts paid to contractors or others providing materials and services directly connected with the physical development of the real property in the project, including architectural and engineering services and materials and services for demolition, soil correction, and the construction or installation of public improvements;

(3) relocation benefits paid to, or services provided for persons residing or businesses located in the project;

(4) amounts paid for property taxes or payments in lieu of taxes; and

(5) amounts used to pay principal or interest on, fund a reserve for, or sell at a discount bonds issued pursuant to section 469.178 or other financial obligations to the extent those obligations were used to finance costs described in clauses (1) to (4).

Administrative expenses include amounts paid for services provided by bond counsel, fiscal consultants, planning or economic development consultants, and actual costs incurred by the County in administering the TIF District. Tax increments may be used to pay administrative expenses of the TIF District up to the lesser of (a) 10% of the total tax increment expenditures authorized by the TIF Plan or (b) 10% of the total tax increments received by the TIF District.

Section U Limitation on Property Not Subject to Improvements - Four Year Rule

If after four years from certification of the TIF District no demolition, rehabilitation, renovation of property or other site preparation, including qualified improvement of an adjacent street, has commenced on a parcel located within the TIF District, then that parcel shall be excluded from the TIF District, and the original net tax capacity shall be adjusted accordingly. Qualified improvements of a street are limited to construction or opening of a new street, relocation of a street, or substantial reconstruction or rebuilding of an existing street. The Authority must submit to the County Auditor, by February 1 of the fifth year, evidence that the required activity has taken place for each parcel in the TIF District.

If a parcel is excluded from the TIF District and the Authority or owner of the parcel subsequently commences any of the above activities, the Authority shall certify to the County Auditor that such activity has commenced, and the parcel shall once again be included in the TIF District. The County Auditor shall certify the net tax capacity of the parcel, as most recently certified by the Commissioner of Revenue, and add such amount to the original net tax capacity of the TIF District.

Section V Estimated Impact on Other Taxing Jurisdictions

Exhibit IV shows the estimated impact on other taxing jurisdictions if the maximum projected retained captured net tax capacity of the TIF District was hypothetically available to the other taxing jurisdictions. The Authority believes that there will be no adverse impact on other taxing jurisdictions during the life of the TIF District, since the proposed development would not have occurred without the establishment of the TIF District and the provision of public assistance. A positive impact on other taxing jurisdictions will

occur when the TIF District is decertified, and the development therein becomes part of the general tax base.

The fiscal and economic implications of the proposed tax increment financing district, as pursuant to Minnesota Statutes, Section 469.175, Subdivision 2, are listed below.

1. The total amount of tax increment that will be generated over the life of the district is estimated to be $4,819,159.

2. To the extent the facility in the proposed TIF District generates any public cost impacts on city-provided services such as police and fire protection, public infrastructure, and borrowing costs attributable to the district, such costs will be levied upon the taxable net tax capacity of the City, excluding that portion captured by the District. The City does not anticipate issuing tax increment revenue bonds in conjunction with this project but reserves the right to issue bonds as necessary to facilitate development.

3. The amount of tax increments over the life of the district that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is estimated to be $1,302,112.

4. The amount of tax increments over the life of the district that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same is estimated to be $1,461,963.

5. No additional information has been requested by the county or school district that would enable it to determine additional costs that will accrue to it due to the development proposed for the district.

Section W Prior Planned Improvements

The Authority shall accompany its request for certification to the County Auditor (or notice of district enlargement), with a listing of all properties within the TIF District for which building permits have been issued during the 18 months immediately preceding approval of the TIF Plan. The County Auditor shall increase the original net tax capacity of the TIF District by the net tax capacity of each improvement for which a building permit was issued.

There have been no building permits issued in the last 18 months in conjunction with any of the properties within the TIF District.

Section X Development Agreements

If within a project containing an economic development district, more than 10% of the acreage of the property to be acquired by the Authority is purchased with tax increment bonds proceeds (to which tax increment from the property is pledged), then prior to such acquisition, the Authority must enter into an agreement for the development of the property. Such agreement must provide recourse for the Authority should the development not be completed.

The Authority anticipates entering into an agreement with the Developer relating to the project but does not anticipate acquiring any property located within the TIF District.

Section Y Assessment Agreements

The Authority may, upon entering into a development agreement, also enter into an assessment agreement with the developer, which establishes a minimum market value of the land and improvements for each year during the life of the TIF District.

The assessment agreement shall be presented to the County or City Assessor who shall review the plans and specifications for the improvements to be constructed, review the market value previously assigned to the land, and so long as the minimum market value contained in the assessment agreement appears to be an accurate estimate, shall certify the assessment agreement as reasonable. The assessment agreement shall be filed for record in the office of the County Recorder of each county where the property is located. Any modification or premature termination of this agreement must first be approved by the City, County and School District.

The Authority anticipates entering into an assessment agreement.

Section Z Modifications of the Tax Increment Financing Plan

Any reduction or enlargement in the geographic area of the Project Area or the TIF District; increase in the amount of bonded indebtedness to be incurred; determination to capitalize interest on the debt if it was not part of original plan; increase in that portion of the captured net tax capacity to be retained by the Authority; increase in the total estimated public costs; or designation of additional property to be acquired by the Authority shall be approved only after satisfying all the necessary requirements for approval of the original TIF Plan. This paragraph does not apply if:

(1) the only modification is elimination of parcels from the TIF District; and

(2) the current net tax capacity of the parcel eliminated equals or exceeds the net tax capacity of those parcels in the TIF District's original net tax capacity, or the Authority agrees that the TIF District's original net tax capacity will be reduced by no more than the current net tax capacity of the parcels eliminated.

The Authority must notify the County Auditor of any modification that reduces or enlarges the geographic area of the TIF District. The geographic area of the TIF District may be reduced but not enlarged after five years following the date of certification.

Section AA Administration of the Tax Increment Financing Plan

Upon adoption of the TIF Plan, the Authority shall submit a copy of such plan to the Minnesota Department of Revenue. The Authority shall also request that the County Auditor certify the original net tax capacity and net tax capacity rate of the TIF District. To assist the County Auditor in this process, the Authority shall submit copies of the TIF Plan, the resolution establishing the TIF District and adopting the TIF Plan, and a listing of any prior planned improvements. The Authority shall also send the County Assessor any assessment agreement establishing the minimum market value of land and improvements in the TIF District and shall request that the County Assessor review and certify this assessment agreement as reasonable.

The County shall distribute to the Authority the amount of tax increment as it becomes available. The amount of tax increment in any year represents the applicable property taxes generated by the retained captured net tax capacity of the TIF District. The amount of tax increment may change due to development anticipated by the TIF Plan, other development, inflation of property values, or changes in property classification rates or formulas. In administering and implementing the TIF Plan, the following actions should occur on an annual basis:

(1) prior to July 1, the Authority shall notify the County Assessor of any new development that has occurred in the TIF District during the past year to ensure that the new value will be recorded in a timely manner.

(2) if the County Auditor receives the request for certification of a new TIF District, or for modification of an existing TIF District, before July 1, the request shall be recognized in determining local tax rates for the current and subsequent levy years. Requests received on or after July 1 shall be used to determine local tax rates in subsequent years.

(3) each year the County Auditor shall certify the amount of the original net tax capacity of the TIF District. The amount certified shall reflect any changes that occur as a result of the following:

(a) the value of property that changes from tax-exempt to taxable shall be added to the original net tax capacity of the TIF District. The reverse shall also apply;

(b) the original net tax capacity may be modified by any approved enlargement or reduction of the TIF District;

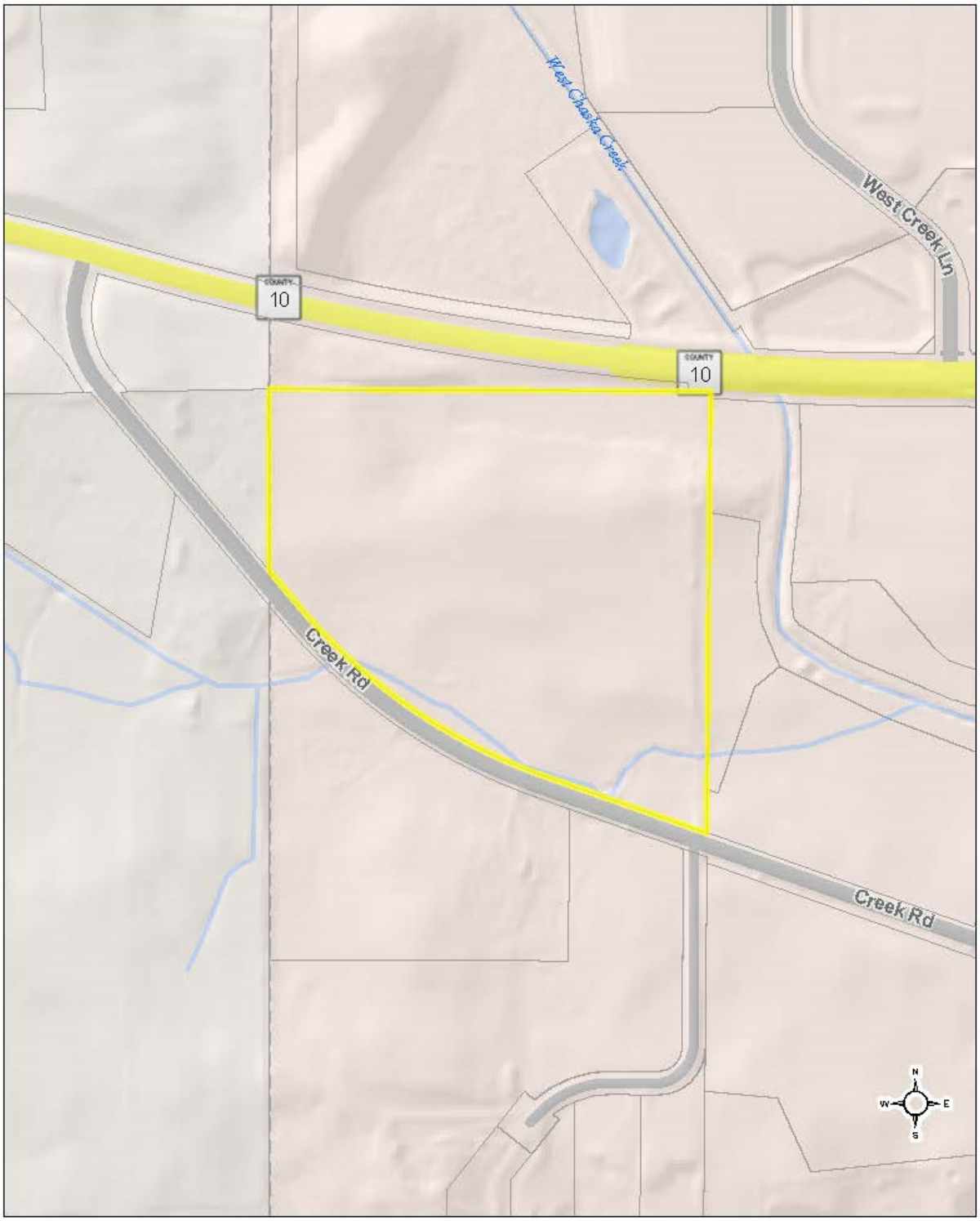
(c) if laws governing the classification of real property cause changes to the percentage of estimated market value to be applied for property tax purposes, then the resulting increase or decrease in net tax capacity shall be applied proportionately to the original net tax capacity and the retained captured net tax capacity of the TIF District.

The County Auditor shall notify the Authority of all changes made to the original net tax capacity of the TIF District.

Section AB Filing TIF Plan, Financial Reporting and Disclosure Requirements

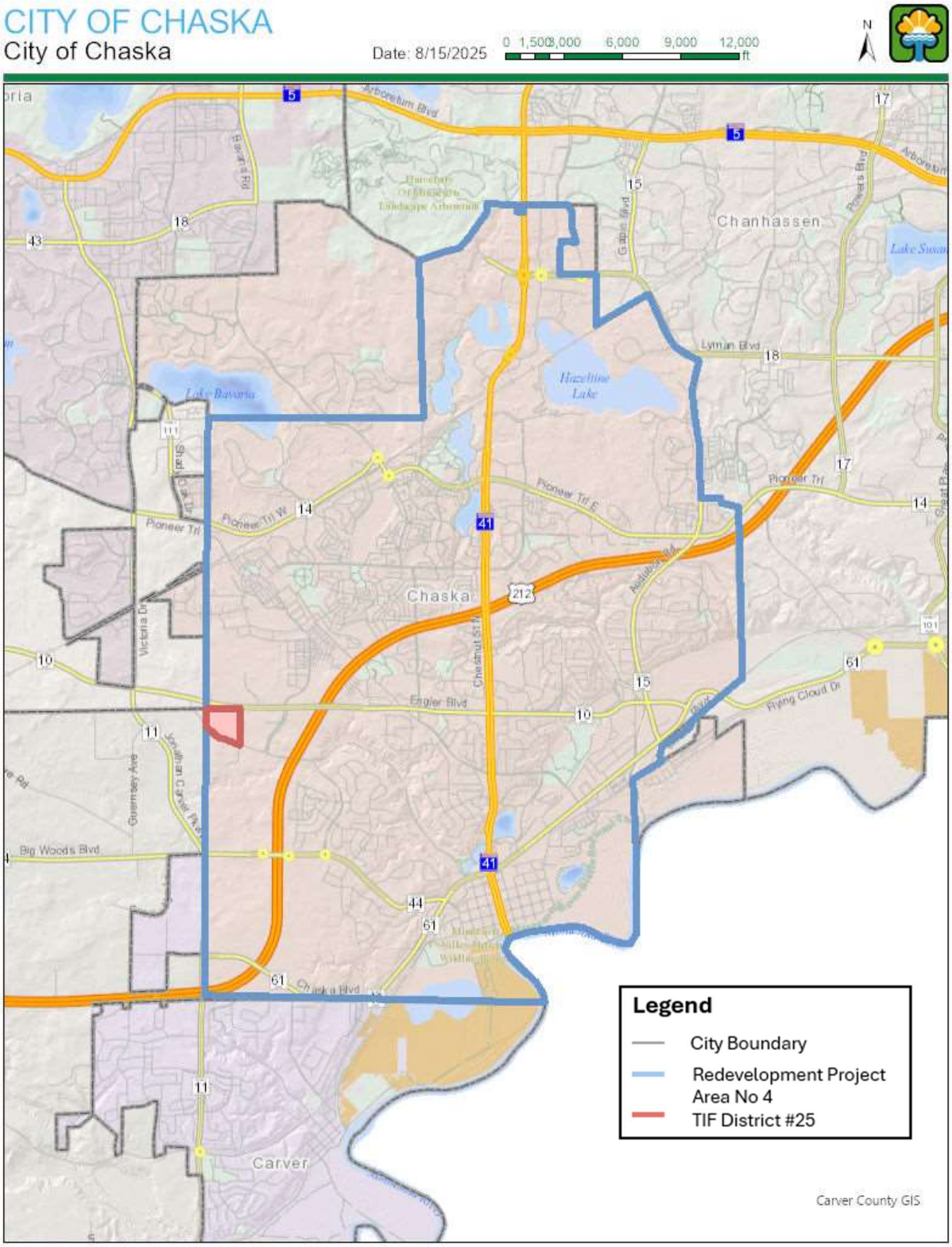
The Authority will file the TIF Plan, and any subsequent amendments thereto, with the Commissioner of Revenue and the Office of the State Auditor pursuant to Minnesota Statutes, Section 469.175, subdivision 4A. The Authority will comply with all reporting requirements for the TIF District under Minnesota Statutes, Section 469.175, subdivisions 5 and 6.

Map of
Tax Increment Financing (Economic Development) District No. 25



This map was created using Carver County's Geographic Information Systems (GIS), it is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Map Date: 8/15/2025


CITY OF CHASKA
City of Chaska
Date: 8/15/2025
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Pioneer Trl E
Engler Blvd
Big Woods Blvd
Chaska Blvd
Audubon Rd
Flying Cloud Dr
Victoria Dr
Guernsey Ave
Chestnut St W
Powers Blvd
Galpin Blvd
Legend
City Boundary
Redevelopment Project Area No 4
TIF District #25
Carver County GIS

Assumptions Report

City of Chaska, Minnesota
Tax Increment Financing (Economic Development) District No. 25
EDCO Products Inc
TIF Plan Exhibits based on $26.9 million new taxable value

Type of Tax Increment Financing District	Economic Development	
Maximum Duration of TIF District	8 years from 1st increment	
Projected Certification Request Date	06/30/26	
Decertification Date	12/31/35	(9 Years of Increment)

	2024/2025
Base Estimated Market Value	$1,080,700
Original Net Tax Capacity	$ 20,864.00

	Assessment/Collection Year		
	2025/2026	2026/2027	2027/2028
Base Estimated Market Value	$1,080,700	$1,080,700	$1,080,700
Estimated Increase in Value - New Construction	0	5,647,000	25,830,100
Total Estimated Market Value	1,080,700	6,727,700	26,910,800
Total Net Tax Capacity	$20,864	$133,804	$537,466

City of Chaska	38.886%	
Carver County	30.934%	
ISD #112	27.552%	
Other	4.599%	
Local Tax Capacity Rate	101.971%	2024/2025
Fiscal Disparities Contribution From TIF District	0.0000%	
Administrative Retainage Percent (maximum = 10%)	5.00%	
Pooling Percent	49.50%	

Bonds			Note (Pay-As-You-Go)	
Bonds Dated	NA		Note Dated	08/01/26
Bond Rate	NA		Note Rate	5.00%
Bond Amount	NA		Note Amount	$1,644,173
Present Value Date & Rate	08/01/26	5.00%	PV Amount	$1,597,898

Notes
Projections assume no future changes to classification rates and current tax rates remain constant.
Projections are based on certified pay 2025 rates.
Projections assume project 100% completed in 2026
Projections assume 3% annual market inflator

Projected Tax Increment Report

City of Chaska, Minnesota
Tax Increment Financing (Economic Development) District No. 25
EDCO Products Inc
TIF Plan Exhibits based on $26.9 million new taxable value

Annual Period Ending (1)	Total Market Value (2)	Total Net Tax Capacity (3)	Less: Original Net Tax Capacity (4)	Less: Fiscal Disp. @ 0.0000% (5)	Retained Captured Net Tax Capacity (6)	Times: Tax Capacity Rate (7)	Annual Gross Tax Increment (8)	Less: State Aud. Deduction 0.360% (9)	Subtotal Net Tax Increment (10)	Less: City Retainage 5.00% (11)	Less: City Infrastructure 49.50% (12)	Annual Net Revenue to Developer * (13)	P.V. Annual Net Rev. To 08/01/26 5.00%
12/31/25	1,080,700	20,864	20,864	0	0	101.971%	0	0	0	0	0	0	0
12/31/26	1,080,700	20,864	20,864	0	0	101.971%	0	0	0	0	0	0	0
12/31/27	6,727,700	133,804	20,864	0	112,940	101.971%	115,166	415	114,751	5,738	56,802	52,211	47,357
12/31/28	26,910,800	537,466	20,864	0	516,602	101.971%	526,782	1,896	524,886	26,244	259,819	238,823	206,304
12/31/29	27,718,124	553,612	20,864	0	532,748	101.971%	543,247	1,956	541,291	27,065	267,939	246,287	202,621
12/31/30	28,549,668	570,243	20,864	0	549,379	101.971%	560,206	2,017	558,189	27,909	276,304	253,976	198,997
12/31/31	29,406,158	587,373	20,864	0	566,509	101.971%	577,673	2,080	575,593	28,780	284,919	261,894	195,429
12/31/32	30,288,342	605,017	20,864	0	584,153	101.971%	595,664	2,144	593,520	29,676	293,792	270,052	191,921
12/31/33	31,196,993	623,190	20,864	0	602,326	101.971%	614,196	2,211	611,985	30,599	302,933	278,453	188,468
12/31/34	32,132,903	641,908	20,864	0	621,044	101.971%	633,283	2,280	631,003	31,550	312,346	287,107	185,072
12/31/35	33,096,890	661,188	20,864	0	640,324	101.971%	652,942	2,351	650,591	32,530	322,043	296,018	181,729
							$4,819,159	$17,350	$4,801,809	$240,091	$2,376,897	$2,184,821	$1,597,898

(1) Total estimated market value based on information provided by City and County
Includes 3% annual market value inflator
(2) Total net tax capacity based on commercial-industrial class rate of 1.5% first $150,000 value and 2% value above $150,000
(3) Original net tax capacity based on existing land value for the property to be included in the development
(4) Total local tax capacity rate for taxes payable 2025

** to support TIF PayGO Note of $1,644,173*

S

Estimated Impact on Other Taxing Jurisdictions Report

City of Chaska, Minnesota
Tax Increment Financing (Economic Development) District No. 25
EDCO Products Inc
TIF Plan Exhibits based on $26.9 million new taxable value

	Without Project or TIF District		With Project and TIF District						
Taxing Jurisdiction	Final 2024/2025 Taxable Net Tax Capacity (1)	2024/2025 Local Tax Rate	2024/2025 Taxable Net Tax Capacity (1)	+ Projected Retained Captured Net Tax Capacity	= New Taxable Net Tax Capacity	Hypothetical Adjusted Local Tax Rate (*)	Hypothetical Decrease In Local Tax Rate (*)	Hypothetical Tax Generated by Retained Captured N.T.C. (*)
City of Chaska	48,195,903	38.886%	48,195,903	$640,324	48,836,227	38.376%	0.510%	245,731
Carver County	223,633,170	30.934%	223,633,170	640,324	224,273,494	30.846%	0.088%	197,514
ISD #112	132,758,671	27.552%	132,758,671	640,324	133,398,995	27.420%	0.132%	175,575
Other (2)	-	4.599%	-	-	-	4.599%	-	-
Totals		101.971%				101.240%	0.730%	

* **Statement 1:** If the projected Retained Captured Net Tax Capacity of the TIF District was hypothetically available to each of the taxing jurisdictions above, the result would be a lower local tax rate (see Hypothetical Adjusted Tax Rate above) which would produce the same amount of taxes for each taxing jurisdiction. In such a case, the total local tax rate would decrease by 0.730% (see Hypothetical Decrease in Local Tax Rate above). The hypothetical tax that the Retained Captured Net Tax Capacity of the TIF District would generate is also shown above.

Statement 2: Since the projected Retained Captured Net Tax Capacity of the TIF District is not available to the taxing jurisdictions, then there is no impact on taxes levied or local tax rates.

(1) Taxable net tax capacity = total net tax capacity - captured TIF - fiscal disparity contribution, if applicable.
(2) The impact on these taxing jurisdictions is negligible since they represent only 4.51% of the total tax rate.

Market Value Analysis Report

City of Chaska, Minnesota
Tax Increment Financing (Economic Development) District No. 25
EDCO Products Inc
TIF Plan Exhibits based on $26.9 million new taxable value

Assumptions	
Present Value Date	06/30/25
P.V. Rate - Gross T.I.	5.00%

Increase in EMV With TIF District	$32,016,190
Less: P.V of Gross Tax Increment	3,524,557
Subtotal	$28,491,633
Less: Increase in EMV Without TIF	0
Difference	$28,491,633

	Year	Annual Gross Tax Increment	Present Value @ 5.00%
1	2027	115,166	104,459
2	2028	526,782	455,054
3	2029	543,247	446,931
4	2030	560,206	438,936
5	2031	577,673	431,068
6	2032	595,664	423,327
7	2033	614,196	415,712
8	2034	633,283	408,220
9	2035	652,942	400,850
		$4,819,159	$3,524,557

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
9/10/2025

Subject: **Auto Pros – 1601 Old Audubon Rd – Preliminary Site & Building Plan, Zoning Ordinance Amendment and Easement Vacation**

Applicant: Rylaur, LLC

Location: 1601 Old Audubon Road

Case No.: P.C. No. 2025-10

Synopsis: The applicant is requesting Preliminary Site & Building Plan, Zoning Ordinance Amendment (ZOA) and Easement Vacation approval for a building addition totaling approximately 3,000 square feet

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

Introduction

The property in question is located within the southeast area of the City. The following exhibit below is intended to show the general site area and adjoining uses:

Figure 1: Existing Site & Adjoining Uses

Auto Pros Background

Auto Pros of Chaska is a family-owned auto repair shop where honesty and integrity are the heart of everything they do. For over 45 years, their mission has been simple: to provide reliable, high-quality auto repair services while building lasting relationships with their customers. Auto Pros of Chaska was founded by Gary Goeman over 45 years ago, and is now owned and managed by Brandon Goeman, Gary's Son, and Bob Carlson.

Previous Approvals

On March 17, 1997 the City Council approved the site & building plan for the existing auto repair building at 1601 Old Audubon Road and preliminary and final plats for the Channel Addition (see Figure 2). The 1997 site plan approval included a 3,700 square foot building with 5 auto service bays on Lot 3, Block 1, and a communal parking lot that would be shared between this site and Lot 4, Block 1. Lot 4 showed a future building totaling approximately 2,700 square feet.

On April 7, 1997 the City Council approve the rezoning to Planned Industrial District (PID-5) for the Channel Addition. At the time of these approvals, the city owned the property. The property was a remnant parcel that the city acquired through the property acquisition process for the Flood Control Channel and new Highway 17 (now known as Co Rd 15 – Audubon Road). The city subsequently sold Lot 3 (1601 Old Audubon Road) to West Suburban Towing and retained Lot 4 as there was no end user identified.

Because there was a future building contemplated in the 1997 site plan approvals, the request for a 3,000 square foot building addition being reviewed this evening did not warrant a concept plan review.

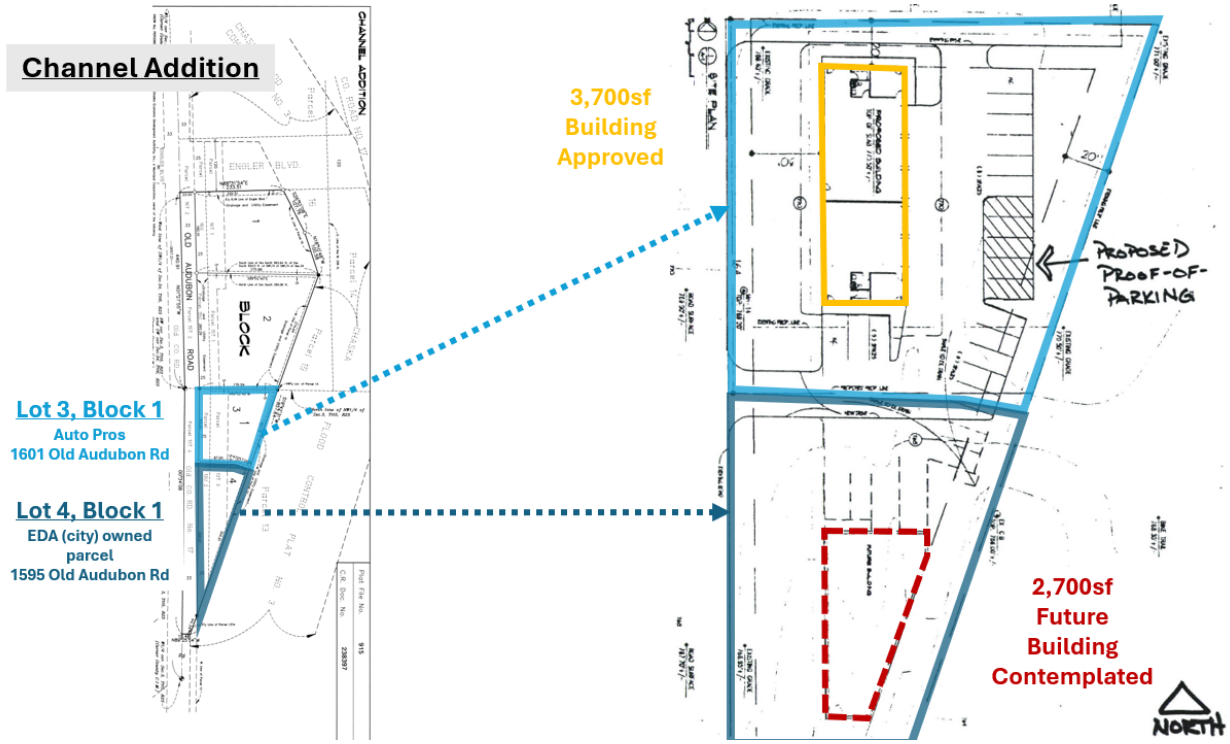

Figure 2: 1997 approved plat and plans

At their July 21, 2025 meeting the City Council approved the letter of intent for the sale of the EDA-owned property to support the expansion of the business located at 1601 Old Audubon Road.

Preliminary Plan
The applicant is requesting approval of the following:

1. Preliminary Site & Building Plan
2. Zoning Ordinance Amendment (ZOA) to PID-5
3. Easement Vacation

The following is intended to summarize the applicant's request:

- **Existing Conditions.** The project site is comprised of two parcels; Lot 3, Block 1 totaling 0.56 acres and Lot 4, Block 1 totaling 0.47 acres. The site is located north and west of East Creek Diversion Channel and Audubon Road, south of Engler Boulevard and adjacent industrial sites, and east of Old Audubon Road. The property currently contains a one-story building totaling approximately 3,700 square feet with 5 service bays and a surface parking on the south and east sides totaling 19 stalls. Access to the site comes directly off of Old Audubon Road from two driveway points; the north access point operates as a shared driveway with the industrial property to the north. Some notable utilities and easements that encumber the property include; a 36 inch sewer pipe on the west edge of the property with a 25 foot wide drainage and utility easement running over it; a 10 foot wide drainage and utility easement exists over the existing property line that divides Lot 3 from Lot 4; 5 foot wide drainage and utility easements follow the remaining perimeters of the property; and a Chaska electric overhead line runs east-west along Lot 4's midpoint.

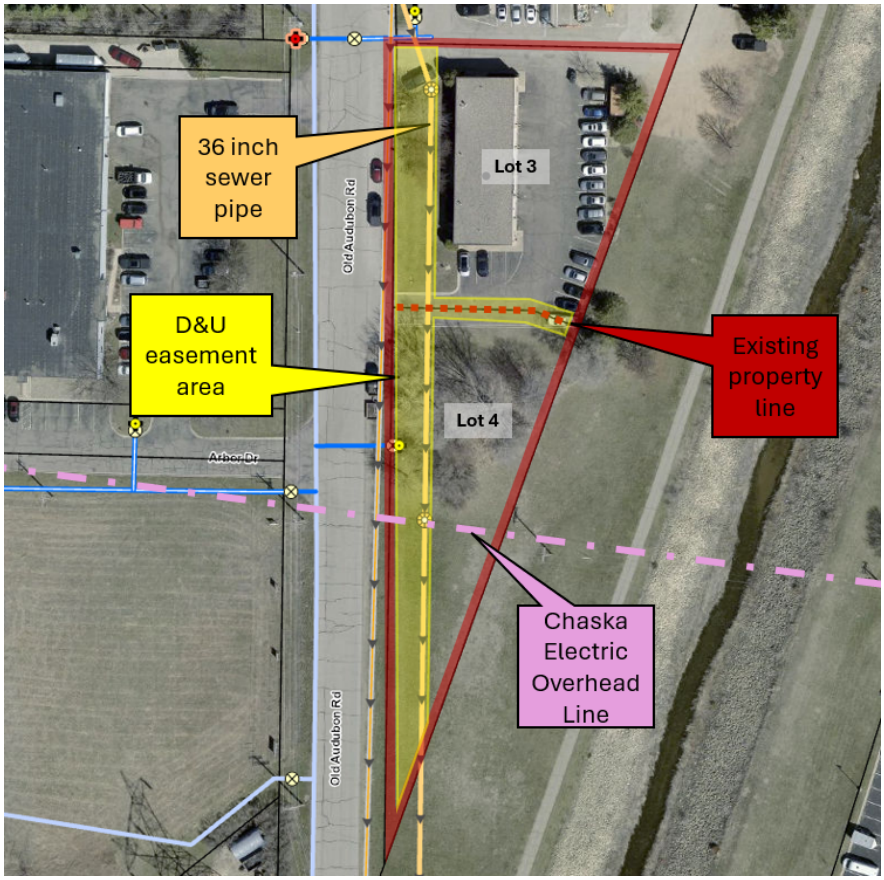

Figure 3: Existing Conditions

- **Preliminary Site & Building Plan.** The preliminary site & building plan contemplates a single-story building addition totaling approximately 3,000 square feet. The building addition consists of adding 4 new service bays (total of 9) and a new customer lobby function. The trash enclosure will be relocated to the south end of the building, and an employee patio area will be added. The parking lot will also be expanded on the north and south sides of the site to provide a total of 25 parking stalls. The southern vehicular access will be moved south to line up with the adjacent western driveway on Arbor Drive. *In order to accomplish expansion of the building and parking lot the owner of Auto Pros has to acquire the city-owned property to the south (Lot 4, Block 1).*

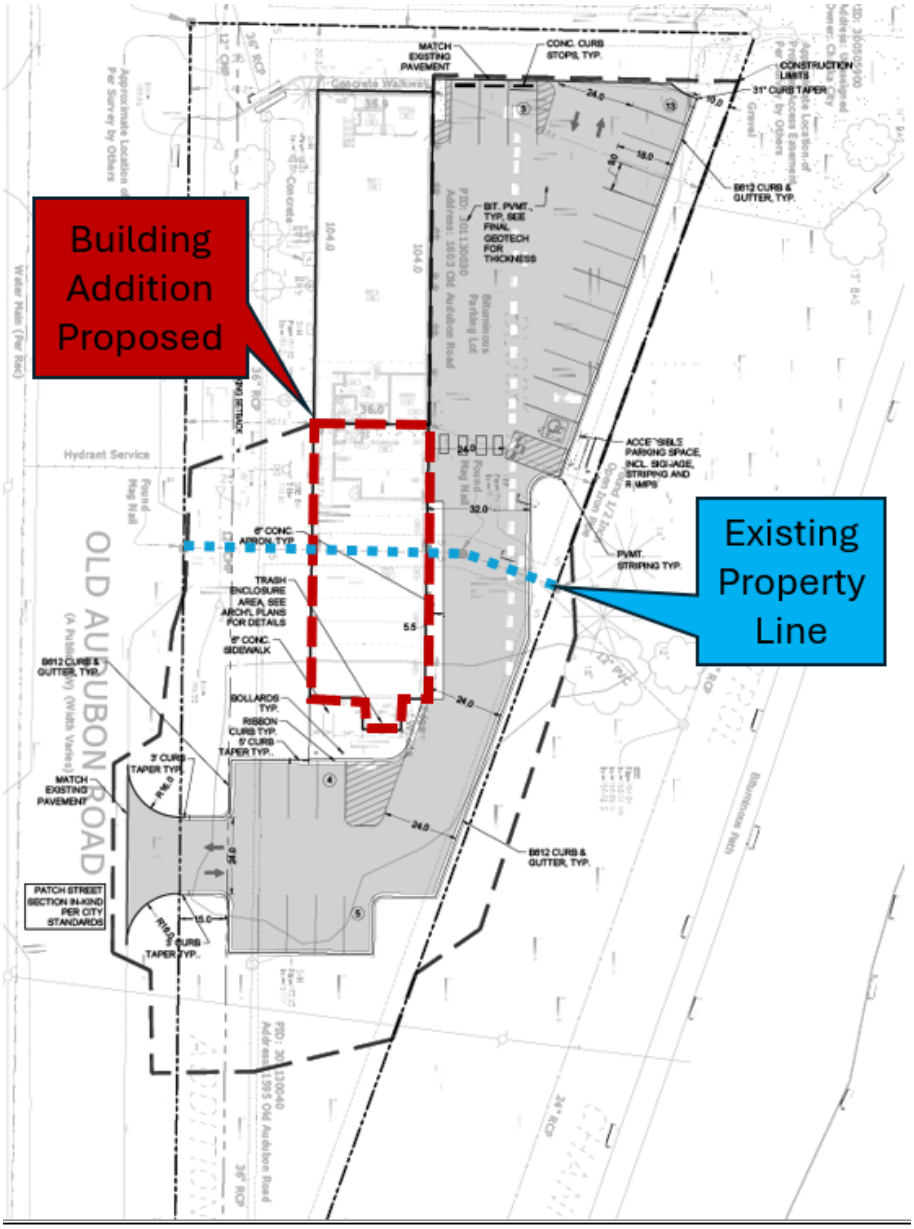

Figure 4: Proposed Preliminary Plan

Parking: 25 parking stalls will be provided for the site (6 additional stalls from existing).

Building Design: The existing building is a concrete, rockface block, single-story, and totals approximately 3,700 square feet. The proposed building addition is single-story and totals approximately 3,000 square feet. The addition proposes to match the existing finishes and extend the window placement pattern facing Audubon Road. The new addition will step down approximately 16" (2 block courses) to better match existing site grades, however the roof parapet height of 16'-8" above grade will remain consistent from old to new. The trash enclosure will be relocated to the south end of the building and be fully enclosed. An employee patio area on the south side is also proposed.

Access: Two points of access exist on Old Audubon Road. The south access point will be moved south to line up with Arbor Drive. The north access point will continue to operate as a shared access for the industrial neighbor to the north and 1601 Old Audubon Road. A cross access easement will be needed to formalize this shared access.

Utilities and Stormwater: Utility connections currently serve the property. The 36 inch sewer pipe on the west side of the property will require a wider easement to encompass maintenance needs.

Stormwater will be captured through above ground systems.

Land Use. The property is currently zoned Planned Industrial District (PID-5).

- **Zoning Ordinance Amendment (ZOA).** The applicant is proposing to amend the PID-5 zoning district standards to allow for a zero foot driveway setback on the east property line within Lot 4's building addition area.

- **Easement Vacation.** The applicant is proposing an easement vacation of the combined 10' utility easement along the joint boundary of Lot 3 and Lot 4.

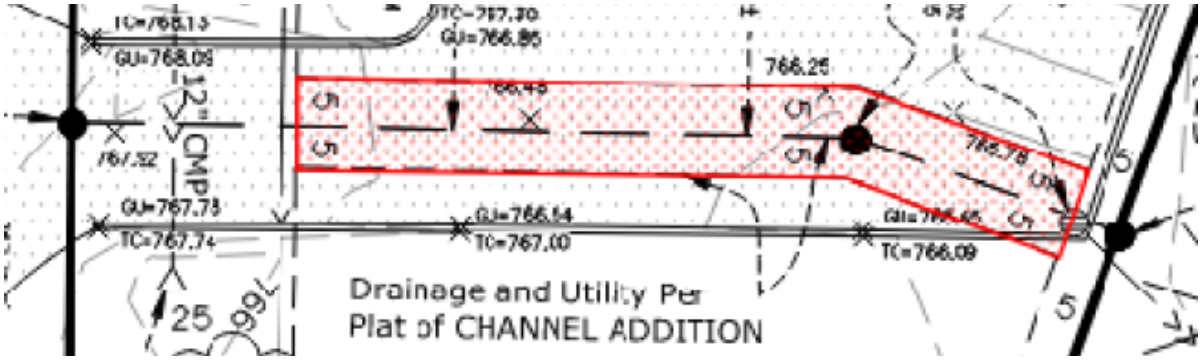

Figure 5: Proposed Easement Vacation (red)

Preliminary Plan - Staff Analysis

The applicant is requesting approval of a Preliminary Site & Building Plan at 1601 Old Audubon Road. The following is intended to summarize staff's analysis of the applicants request:

- **Comprehensive Plan**
  The comprehensive plan guides the sites as Industrial (purple). The proposed use is consistent with this.

  Figure 6: 2040 Comprehensive Plan

  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.

- **Land Use**
  Auto Pros of Chaska is a family-owned auto repair shop that has housed out of 1601 Old Audubon Road for several years. To meet growing demand, the business is proposing a 3,000 square foot expansion that would add four new service bays and a redesigned customer lobby. Auto Pros currently employs 9 team members, and the expansion is expected to create an additional 7 to 8 jobs, bringing the total staff to 16 or 17.

  The parcel of land that this development encompasses is currently zoned Planned Industrial District (PID-5). Zoning regulates this site for industrial use, including automobile repair. The request to continue and expand the site's automobile repair 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**
West Property Line	30 feet	40 feet
Interior Property Lines	20 feet – except 30 feet when side driveway provided	20 feet
East Property Line	20 feet	24 feet
Wetlands	Varies based on wetland type	Varies

PARKING SETBACKS		
Direction	**Required Setback**	**Proposed Setback**
Street ROW	15 feet	15 feet

Other Property Lines	10 feet	10 feet & *0 feet on Lot 4 east property line*
Wetlands	Varies based on wetland type	Varies

The parking setback for the building addition area (Lot 4) on the east property line is being requested as a zoning ordinance amendment to PID-5, which is analyzed under the Zoning Ordinance Amendment (ZOA) section of this report below.

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

PID-5 DEVELOPMENT STANDARDS		
Item	**Requirement**	**Proposed**
Exterior Storage	Not Allowed	None
Building Coverage	35%	15.4%

- **Layout**
  The proposed building addition will be connected to the south side of the existing one-story building. The building addition will include a new customer entrance which will include a lobby, sales/service offices, and a new break room. The new access bays will face east like the existing bays. New parking will be constructed on the east and south sides of the site. The site is accessed from Old Audubon Road at two access points that are positioned north and south of the building.

- **Parking & Circulation**
  The site can accommodate a total of 25 parking spaces. 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.**
Motor Service Station	9 service stalls	4 ps + 2ps/service stall	22 parking spaces
		REQUIRED	**22 parking spaces**
		PROVIDED	**25 parking spaces**

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

Auto Pros is expected to employ a total of 17 employees with the building addition. With 25 parking spaces proposed, it will be sufficient to handle the employee parking demand plus additional parking for vehicles being serviced.

The vehicle circulation and parking currently surround the building on the east side, screened from Old Audubon by the building, with two curb cuts on Old Audubon Rd. The northern access is shared by the northern neighbor. A cross access easement needs to

be formalized between the two properties; it doesn't appear this was completed in 1997 when the original building plans were approved. The applicant is actively working on this. The south access point is moving south to align with Arbor Drive to the west.

Additionally, fire truck movements/circulation have been studied to ensure adequate access is provided around the building.

- **Landscaping, Tree Removal & Screening**
  The table below indicates the landscaping requirements for the existing building and building addition:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	**Proposed**
Overstory Trees	22 caliper inches (8 trees)	11 trees
Understory Trees	2	4
Shrubs	41	84

Based on the above, the applicant is meeting the landscape ordinance (Section 15.28.070). The proposed trees are positioned on the east and south edges of the site. Trees were not prioritized along the front (west) of the building as there will be a significant sewer easement there. 3 existing trees will remain along this area.

To implement this expansion, a grove of 12 trees to the south on the existing City property would need to be removed. This grove has been surveyed and consists primarily of Ash, Poplar/Cottonwood, Siberian Elm, Russian Olive, and Box Elder. Two spruce and one maple tree will also be removed, which are positioned on the northeast portion of the site.

Because the property abuts a regional trail on its east edge, it will be important to address screening along this perimeter. The development plans show the inclusion of deciduous and coniferous trees as well as shrubs along most of the eastern property line. Staff would advise using more coniferous trees to replace the deciduous trees or have them added in between these trees in the 10 foot area between the parking lot and property line. Another alternative would be adding in more shrubs in between the four proposed coniferous trees to provide for additional screening.

Due to the zero lot line setback proposed for the driveway along a portion of the southeast side, a landscaped edge cannot be achieved here. In order to makeup for this spatial loss and the removal of the existing grove of trees on the south side, staff would advise adding more coniferous trees and plantings to the south portion of the site to bolster screening. The above advisements will need to be addressed in their final site and building plan submittal.

- **Building Design & Materials**
  The proposed building addition will be single-story and constructed with colored rockface block. The look of the building addition will use the same material (colored rockface block) and general design as the existing building. The addition will be flush with the existing

building in terms of width and height (16'8"). The addition totals approximately 3,000 square feet. The total building will be approximately 6,700 square feet after the addition is completed. In general, it appears the new addition will fit in well with the existing.

Figure 7: existing building (east façade) – top image ; proposed addition – bottom image

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 1997 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.

- **Lighting**
  Lighting is proposed in the form of new wall packs on all elevations with most being on the east. All existing wall pack lighting will be replaced with new fixtures. Wall packs will be mounted on the building at a height of 14 feet.

- **Utilities, Electric & Easements**
  Utilities are able to serve the building addition. There is an existing 36 inch sewer pipe that runs along the western side of the property. A 25 foot wide easement lays over this pipe however it is not sufficient in size to accommodate future access or repairs. Because of this the applicant will need to provide an expanded easement. The city needs a 40 foot wide easement area to cover the pipe and associated maintenance area. This easement expansion is a condition of the city selling the property to Auto Pros and a condition of approval for the site & building plan.

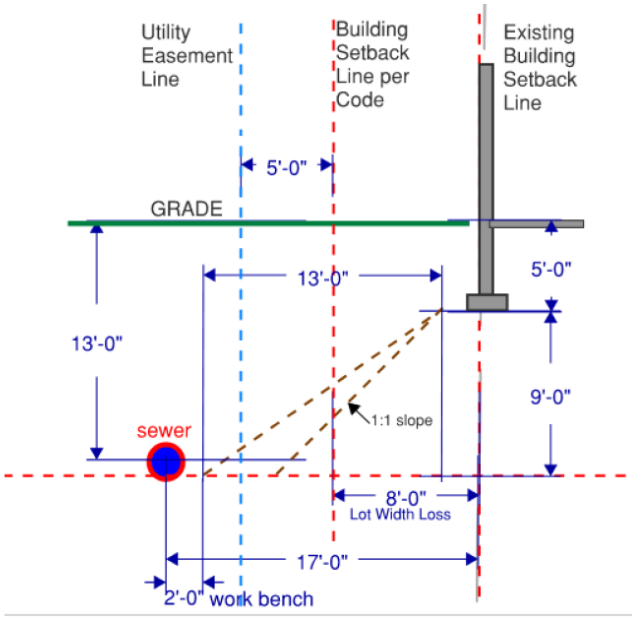

Figure 8: section drawing showing sewer pipe and maintenance corridor needed

A Chaska overhead power line exists on the city's parcel. There is no easement over this power line today since it is within city-owned property. The city needs a 12 foot wide easement area over the centerline of this powerline. This easement is a condition of approval for the site & building plan.

- **Stormwater**
  Stormwater will need to meet City and County requirements.

- **Wetlands**
  The applicant is currently conducting a wetland delineation report. Any wetland discoveries and proposed impacts need to be reviewed and approved by the Technical Evaluation Panel (TEP) and any other applicable agencies. This needs to be completed and included in the final site & building plan submittal.

- **Zoning Ordinance Amendment**
  The applicant is requesting a zoning ordinance amendment to *PID-5 district, Section E-3, development standards/impervious rear parking setback to zero feet from the property line of the East Creek Diversion Channel* – specifically for the southeast area (Lot 4) of the site.

Expansion of the building is limited by the size and shape of the parcel and the location of the sewer pipe on the west side of the property. There is currently a 25 foot wide drainage and utility easement on the west property line, however, it is not sufficient for the sewer maintenance corridor needed on the 36 inch sewer pipe. The city is requesting a wider easement (40 feet) to account for this.

The front setback requirement in PID-5 is 30 feet. The sewer pipe and its easement area effectively create a 40 foot building setback from the west property line, which creates a 10 foot loss on the front totaling 4,436 square feet of building area (see Figure 9 left image). Subsequently the parking and driving area are squeezed between the building and triangular shape of the lot, creating a "pinch-point" on the southeast side of the site. A 24 foot wide drive aisle is proposed in this area to meet the city's minimum drive aisle width and create adequate circulation for vehicles in service, tow trucks, and fire trucks. Paring the drive aisle down to 14 feet (to meet parking setbacks) creates a narrower, less safe turning movement around the building.

The zero foot setback would apply only to the "pinch-point" area on the southeast side, and what is currently defined as Lot 4, Block 1 Channel Addition; the remainder of the site and Channel Addition properties would need to meet the required 10 foot setback; the applicant is showing compliance with this in their drawings.

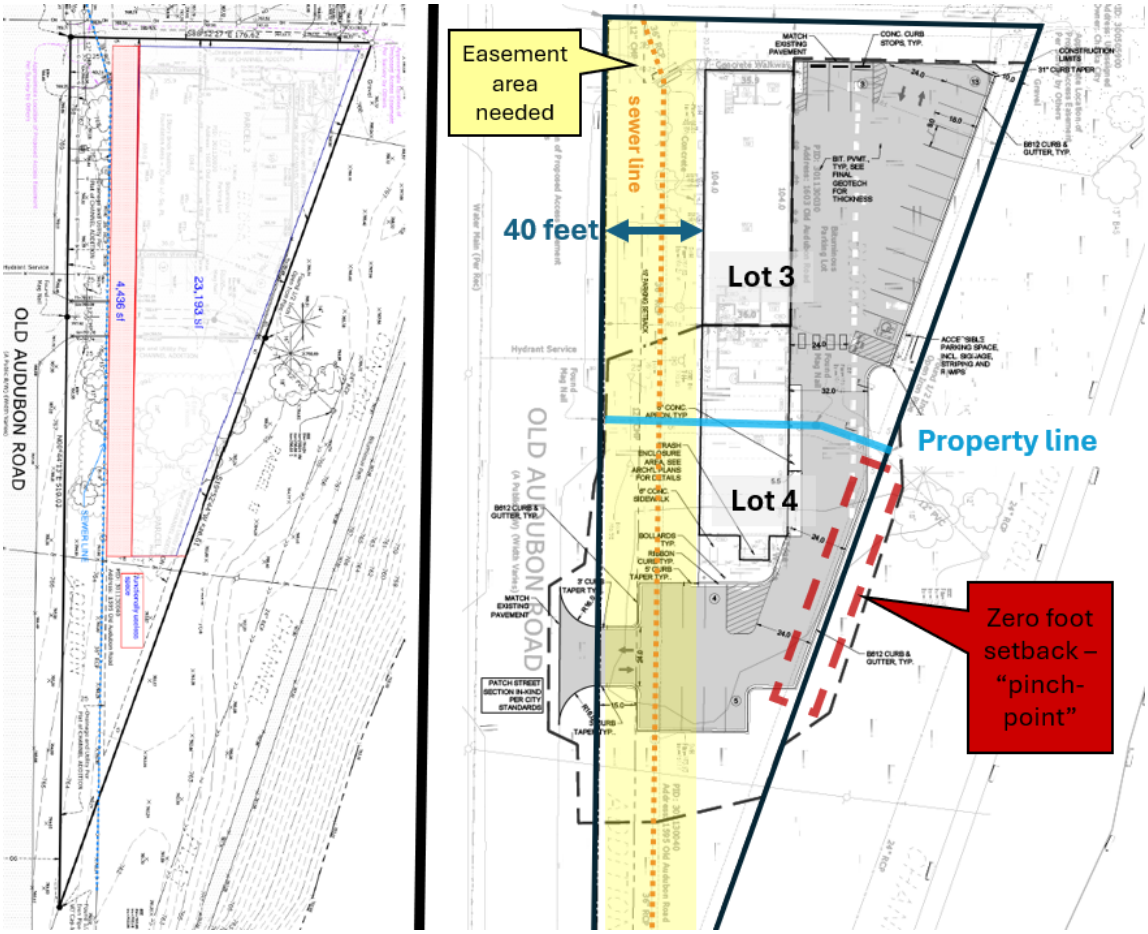

Figure 9: left image: developable area lost (red) – right: "pinch-point" exhibit

The proposed zoning ordinance amendment is as follows (additions/changes in red):

3) Minimum setback for impervious surfaces for parking, loading and driving, except where shared access roads/driveways are located on common lot lines:

a) Lots 1-3, Block 1 Channel Addition:

i) From street right-of-way: 15 feet

ii) From other property lines: 10 feet

b) Lot 4, Block 1 Channel Addition:

i) From street right-of-way: 15 feet
ii) From other property lines: 10 feet
iii) From property line of East Creek Diversion Channel: 0 feet, *only for the area north of the overhead power line easement – remaining area must be 10 feet*

City staff have previously advised the property owner and applicant that a zoning ordinance amendment to address the parking encroachment ("pinch-point") could be an acceptable approach if there is an exchange for a wider utility easement to cover the 36 inch sewer pipe and its necessary maintenance corridor. The applicant is amenable to this exchange. In sum, staff finds the zoning ordinance amendment request reasonable based on the physical limitations of the property and the acquisition of a larger easement area for the sewer pipe.

Site Work – Grading – Army Corps of Engineers
The parking area being pushed up to the eastern property line would require grading on the city's property, which contains the East Creek Diversion Channel. The diversion channel is regulated by the Army Corps of Engineers (ACOE). Because of this, the applicant will be required to get approval by this jurisdiction. The applicant has provided an alternative grading plan that shows the use of a retaining wall along the eastern property line to avoid grading onto the neighboring property. This alternative would be pursued if ACOE does not approve their request.

- **Easement Vacation**
The applicant is proposing an easement vacation of the combined 10' utility easement along the joint boundary of Lot 3 and Lot 4. This is a typical easement that runs along property lines, and was established with the Channel Addition plat. City staff have evaluated this request and determined that the easement vacation is acceptable as there are no known utilities under this easement.

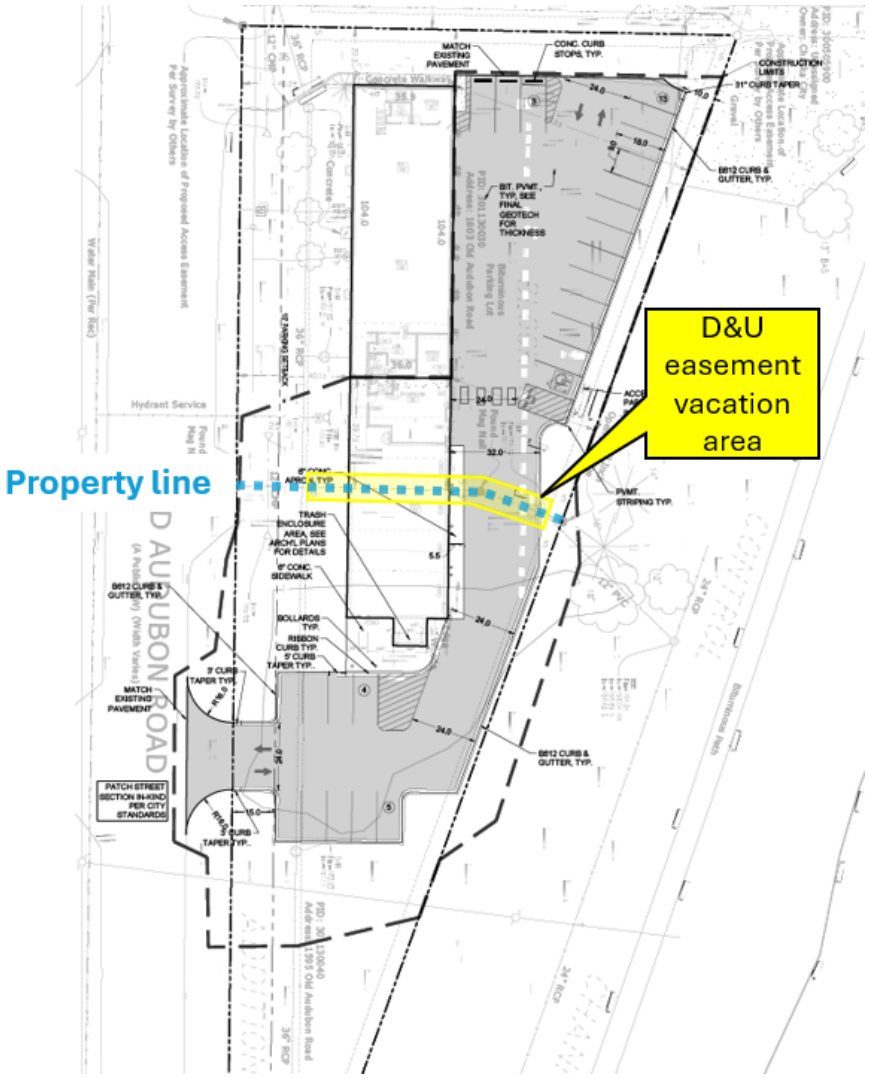

Figure 10: easement vacation area

- **City Land Acquisition**
  In May 2024, Auto Pros formally requested to purchase the southern parcel (Lot 4, Block 1) to pursue expansion on their building. On July 21, 2025 the City Council approved a Letter of Intent (LOI) with Auto Pros to purchase and expand on the property at 1595 Old Audubon Road (Lot 4, Block 1 Channel Addition). This lot is currently undeveloped and still under EDA ownership. Should the EDA retain this property, it would remain responsible for its maintenance and any associated liabilities. Selling the parcel would allow development on an underutilized site and return the land to the tax rolls. Between planning approvals staff will negotiate a purchase agreement with Auto Pros. After final site planning approvals are complete, the purchase agreement will be brought back to the EDA for approval and formal authorization of the sale.

  The following are terms of the LOI are generally outlined in the following:

  1. Sale Price: $35,000
  2. Conditions of Sale:

- Execution of a purchase agreement approved by the EDA
- Completion of the planning process, including Preliminary and Final Approvals for the proposed 3,014 sq. ft. building expansion including service bays and lobby
- Dedication of a larger easement for the 36-inch sewer pipe

3. Closing Timeline: Land sale would occur following final planning approvals
4. Buyer Responsibilities:
   - Pay all legal and closing costs, including fees for the LOI and purchase agreement
5. Contingencies: All actions contingent upon approval by the EDA and City Council

Deadline for Agency Decisions

Complete Application Received	60-day review *	120 – day **
August 25, 2025	October 24, 2025	December 23, 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 1601 Old Audubon Road (Auto Pros) and the proposed easement vacation, 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 1-8), prepared by Rylaur, dated August 3, 2025**
   b. **Title Sheet (G100), prepared by Rylaur, dated August 5, 2025**
   c. **Typical Symbols and Diagrams (G200), prepared by Rylaur, dated August 5, 2025**
   d. **Topographic Survey (V1.0), prepared by Civil Site Group, undated**
   e. **Title Sheet, prepared by Civil Site Group, dated August 5, 2025**
   f. **Existing Conditions Plan, prepared by Civil Site Group, dated August 5, 2025**
   g. **Removals Plan, prepared by Civil Site Group, dated August 5, 2025**
   h. **Tree Preservation Plan, prepared by Civile Site Group, dated August 5, 2025**
   i. **Proposed Conditions Overlay Plan, prepared by Civil Site Group, dated August 5, 2025**
   j. **Site Plan, prepared by Civil Site Group, dated August 5, 2025**
   k. **Grading Plan, prepared by Civil Site Group, dated August 5, 2025**
   l. **Utility Plan, prepared by Civil Site Group, dated August 5, 2025**
   m. **Civil Details, prepared by Civil Site Group, dated August 5, 2025**
   n. **SWPPP – Existing Conditions, prepared by Civil Site Group, dated August 5, 2025**
   o. **SWPPP – Proposed Conditions, prepared by Civil Site Group, dated August 5, 2025**
   p. **SWPPP – Details, prepared by Civil Site Group, dated August 5, 2025**
   q. **SWPPP – Narrative, prepared by Civil Site Group, dated August 5, 2025**
   r. **Proposed Photometric Plan, prepared by On-Site Lighting, dated July 24, 2025**
   s. **Proposed Schedules & Specification Sheets, prepared by On-Site Lighting, dated July 24, 2025**
   t. **Landscape Plan, prepared by Rylaur, dated August 21, 2025**
   u. **Landscape Details and Notes, prepared by Rylaur, dated August 21, 2025**
   v. **Site Plan (A100), prepared by Rylaur, dated August 5, 2025**

w. **Ground Level Floor Plan, prepared by Rylaur, dated August 5, 2025**
x. **Roof Plan, prepared by Rylaur, dated August 5, 2025**
y. **Exterior Elevations, prepared by Rylaur, dated August 5, 2025**
z. **Building Sections, Wall Sections, prepared by Rylaur, dated August 5, 2025**

2. **Adherence to the City Engineer memo dated September 10, 2025 when made available.**
3. **Compliance with City Code Sec. 15.28 (Special Regulations).**
4. **Coordination with:**
   a. **City Engineer regarding utilities, grading, access, and drainage.**
   b. **Chaska electrical department on service requirements.**
   c. **Army Corps of Engineers on any grading or site work proposed in the East Creek Diversion Channel parcel (parcel east of project site).**
5. **Setbacks are as follows:**
   a. **Building:**
      i. **From public street: 30 feet**
      ii. **From side and rear lot lines: 20 feet except that 30 feet shall be required when a side driveway is provided**
      iii. **From property line of East Creek Diversion Channel: 20 feet**
   b. **Parking:**
      i. **Lots 1-3, Block 1 Channel Addition:**
         1. **From street-right-of-way: 15 feet**
         2. **From other property lines: 10 feet**
      ii. **Lot 4, Block 1 Channel Addition:**
         1. **From street right-of-way: 15 feet**
         2. **From other property lines: 10 feet**
         3. **From property line of East Creek Diversion Channel: 0 feet, *only for the area north of the overhead power line easement – remaining area must be 10 feet***
6. **Development standards are as follows (and as defined in PID-5):**
   a. **Building Coverage maximum: 35%**
7. **At submittal of the final site & building plan, the following needs to be provided:**
   a. **Wetland report and mitigation plan completed and approved by all applicable agencies including the TEP.**
   b. **Correspondence and approval from Army Corps of Engineers regarding site work in the East Creek Diversion Channel property**
   c. **Final Site Plan, including the following:**
      i. **Drainage and utility easement 40 feet wide along the western property line.**
      ii. **Utility easement at least 12 feet wide along the centerline of the overhead power line.**
   d. **Landscape plan, including the following revisions:**
      i. **Additional coniferous trees/plantings on the south side of the parking lot and outside of the requested overhead powerline easement.**
      ii. **Either additional coniferous trees between, or replacing, the deciduous trees along the northeastern property line OR additional shrubs in between the four coniferous trees for additional screening.**

8. **Prior to issuance of a grading permit, the following needs to be completed:**
    a. **Provision of a storm water management plan approved by City and Carver County WMO.**
    b. **Approval of a wetland delineation report and plan by all applicable agencies, including the TEP.**
9. **Prior to issuance of a building permit, the following needs to be completed:**
    a. **Provision of a cross-access easement to be recorded on the north shared driveway.**
    b. **Recording of the 40 foot wide drainage & utility easement on the west side of the property.**
    c. **Recording of the 12 foot wide utility easement over the centerline of the overhead power line on the south side of the property.**
    d. **Provision of fire sprinkler system plan that will be implemented in the building.**
    e. **Lot combination of Lots 3 and 4, Block 1 Channel Addition.**

Motion to recommend approval to City Council the zoning ordinance amendment to PID-5 as stated in the draft ordinance.

RYLAUR
create + solve + advise

August 3, 2025

Ms. Julie Grove
Ms. Elizabeth Hanson
City of Chaska Planning department
One City Hall Plaza
Chaska, MN 55318

RE: AutoPros Expansion – Project Narrative and Zoning Ordinance Amendment
1595 + 1603 Old Audubon Rd.

Dear Ms. Hanson,

We are pleased to present our proposal for the expansion of the AutoPros facility constructed in the late 1990's. Business has been brisk, and the expansion of the facility is necessary to keep a quality Chaska business "running on all cylinders." We respectfully request the following:

1. Approval of a zoning ordinance amendment to PID-5 district, Section E-3, development standards/impervious rear parking setback to zero feet, and,
2. Approval of the vacation of the combined 10' utility easement along the joint boundary, and
3. Approval of an expanded utility easement along the east side of the cojoined parcels in favor of the deep sewer line position, its final width to be determined, and
4. The proposed development plan expanding the building to incorporate 4 additional service bays and expanded functional space.

Please consider the following facts and conditions.

About the Business

Auto Pros of Chaska is a family-owned auto repair shop where honesty and integrity are the heart of everything we do. For over 45 years, our mission has been simple: to provide reliable, high-quality auto repair services while building lasting relationships with our customers.

Auto Pros of Chaska was founded by Gary Goeman over 45 years ago, and is now owned and managed by Brandon Goeman, Gary's Son, and Bob Carlson. The shop began as a small, local operation, with the goal of offering exceptional service. Today, our values remain unchanged, and we continue to treat every car like it's our own by delivering repairs that last and providing honest, transparent advice every step of the way.

What sets us apart is our commitment to our customers. Auto Pros treats everyone like family – because we are one. Our team is made up of highly trained, experienced technicians who share our dedication to quality and integrity. We believe in building trust through transparency, and we've earned the loyalty of our customers because of our unwavering commitment to doing things the right way, every time.

Proposed Site Development Plan

The existing AutoPros building totaling 3,744 SF was constructed in 1997 and consists of 5 service bays and a small office/lobby/showroom area. We are proposing to add 4 new service bays and a new customer lobby function totaling 3,014 SF to meet demand. Constructed of colored rockface concrete block, we

Rylaur, LLC 14 Pheasant Lane North Oaks, MN 55127-2512 612-868-3636

propose to match the existing finishes and extended the window placement pattern facing Audubon Road. The new addition will step down approximately 16” (2 block courses) to better match existing site grades, however the roof parapet height of 16’-8” above grade will remain consistent from old to new. The trash enclosure will be relocated to the south end of the building and be fully enclosed. An employee patio area on the south side is also proposed.

Figure 1: Existing Building viewed from southwest on Audubon

Figure 2: Customer facing rear (east) side, fronting canal

The development plan places the addition south of the existing structure, and of the same width, requiring the acquisition of the triangular-shaped city-owned parcel to the south. The challenging geometry of the combined sites is further discussed below.

Figure 3: Aerial view of site showing adjacent relationships

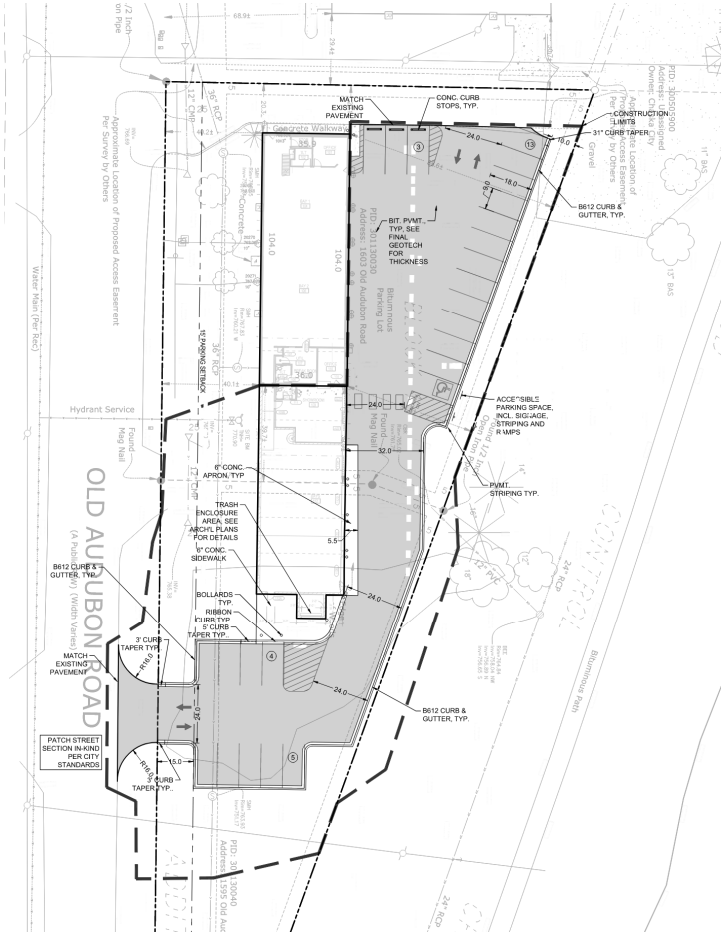

Figure 4: Snapshot of proposed development plan

Property Conditions

The existing site, originally part of the Channel Addition, consists of a structure built approximately 1997 for West Suburban Towing with space for another service type tenant. Over time, that tenant, AutoPros, expanded into the entire facility and currently performs vehicle service and no towing. When originally developed, the intent was to have the south triangular parcel host a future building shown on the older drawings as approximately 1,925 SF in a challenging triangular configuration to presumably meet setbacks. This structure was never built. To enable the AutoPros expansion, this triangular piece will be acquired from the City.

Geotechnical Conditions

There was no indication on the existing drawings that anything but traditional soils were evident as the building contemplated conventional spread footings. The recollection of the previous owners was not clear on how the existing building was constructed, other than there were "soil issues." We engaged Chosen Valley Testing (Report #25220.25) to take five soil borings on the current site and part of the City owned site (with permission). These test results indicated significant organic peat and muck materials averaging 6' to 12' deep, and below layers of fill, such that the suitable soils were an average of 22 to 29 feet below existing grade. One boring was taken close to the existing building to reveal if that building pad had possible been corrected via filling, but instead the profile suggests the existing building to be on some form of piling. The following chart from the report reveals clearly the site conditions.

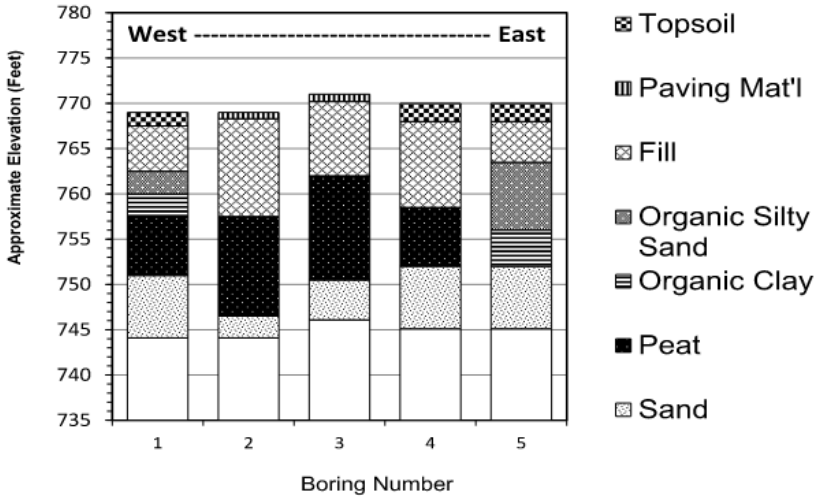

Figure 5: Summarized cross-section, five soil boring profiles (Source: CVT)

The report indicates that conventional foundations are not possible, and that rammed rock piers, helical piers, or other forms of piling will be required, along with some additional testing to determine pile resistance capacity in the buildable stratum.

Utility Considerations

Since the city owned lot is cojoined with our existing lot, there is across the property line a 5' utility easement on each side of the property line. As part of an anticipated lot combination, these easements would need to be vacated to accommodate the addition. To the best of our knowledge, there are no known utilities therein.

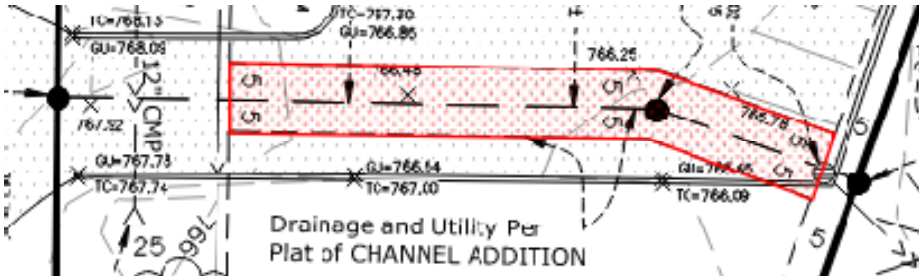

Figure 6: Proposed Easement vacation

The existing site, as well as the city-owned site, host a major 36” sanitary sewer trunk line along the west frontage, parallel to Audubon Rd., with a 25’ wide easement. The building setback on the west frontage, being the front yard, is 30’. The sewer line is roughly 13’-0” deep, which means that if the building would have been constructed on the setback line as permitted by ordinance, a conventional building footing would have imperiled the reasonable maintenance of this sewer trunk, resulting in much steeper embankments than the standard 1:1 slope.

While our original proposal was to build the addition at the setback line, since the effective east-west width of the property narrowed for every foot south we needed to go, early discussions with the City staff indicated that was a non-starter. The preference was to align the addition with the existing building and thereby enable adequate maintenance width of the sewer line in the future. The figure below graphically represents the issue, indicating that this requirement causes us to lose 8’ of effective functional lot width.

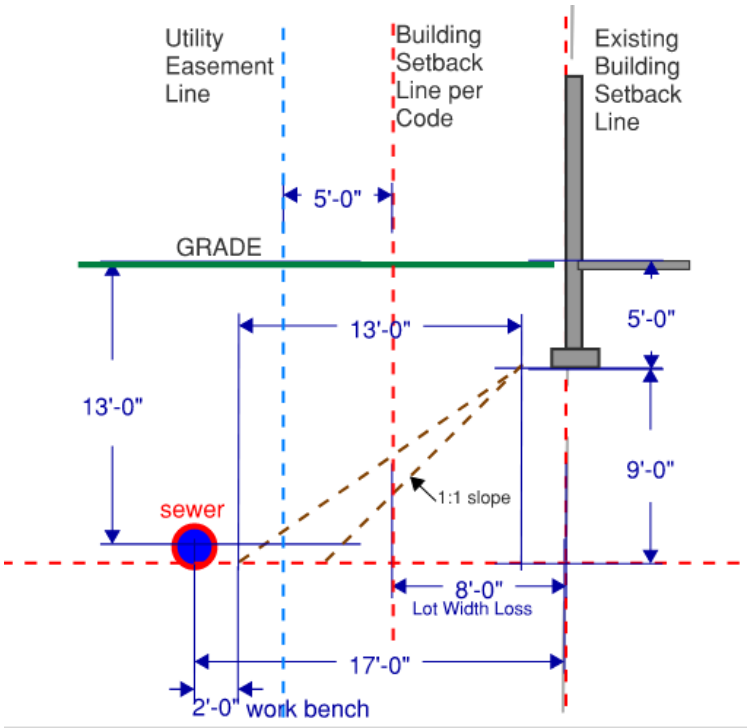

Figure 7: Geometry of the existing trunk sewer and the various easement and setback implications

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Size and Shape

Expansion is severely limited by the size and shape of the parcel without some form of variance. The following graphic shows the buildable area “envelope” within the perimeter easement to the point furthest south that is effectively developable for building or parking, beyond which the tip of the triangle simply is functionally useless except for green space. Further, the position of the sewer line and the effective requirement that the building setback be 38’ from Old Audubon Rd means a net loss of 19% (4,436 SF) of developable area, greater than the size of our proposed addition.

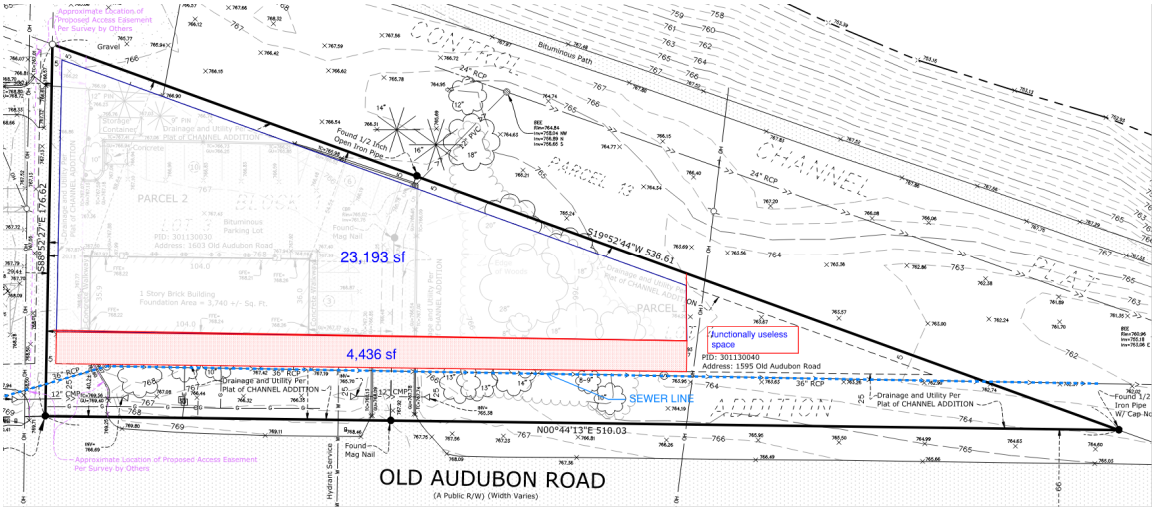


Figure 8: Diagram of effective net loss of developable area for a 38' setback

Circulation, Parking and Customer Access

The vehicle circulation and parking currently surround the building on the east side, screened from Old Audubon by the building, with two curb cuts on Old Audubon Rd. The northern access is shared by the northern neighbor. This pattern must repeat to enable a clean flow of customer and internal vehicle movement to the service bays, all accessed on the buildings east side, still screened from view of Old Audubon. The south entrance, we expect, will become the main entry for the building over time.

The customer entrance experience is improved with this addition, providing better lobby and sales/service office functions, and including a staff break room. Further, the handicap stall that would serve this entrance is now conveniently across the main customer entry doors to a lobby with additional windows as well.

The problem is that when the building is setback farther from the street (due to the sewer line), that leaves less effective width behind the building to accommodate 25 parking stalls, a clear aisle width of 24’ per code, and, at a minimum a 32’ drive aisle width immediately behind the 4 new bays to leave more room for blind backing and turning, and vehicles passing. We propose a 2.5’ setback from property line to face of curb, rather than the required 10’. City staff has recommended a zoning ordinance amendment (ZOA) to PID-5. This accomplishes the same goal to provide adequate expansion and circulation space around the “pinch point” while maintaining the parking setback and 10’ wide landscape screening buffer along the east channel frontage. This also represents an effective “exchange” of the loss of the 8’ of building setback width that benefits the city and its sewer maintenance needs.

We view the zoning code 24' drive aisle width as a minimum standard. Given the dynamics of a somewhat blind turn around the southeast corner, and the likelihood of vehicles being towed around that corner, we believe strongly that wider is better and safer in this situation.

Tree Removal and Landscaping

To implement this expansion, a grove of trees to the south on the existing City property would need to be removed. This grove has been surveyed and consists primarily of Ash, Poplar/Cottonwood, Siberian Elm, Russian Olive, and Box Elder, substantially all undesirable species. Two spruce (9" & 12"), and one 10" maple require removal. While we can retain three existing trees in the existing building setback area, we believe there is no interest in adding trees to the front building setback due to the sewer line easement. Please refer to the existing tree inventory and tree removal on the civil plans.

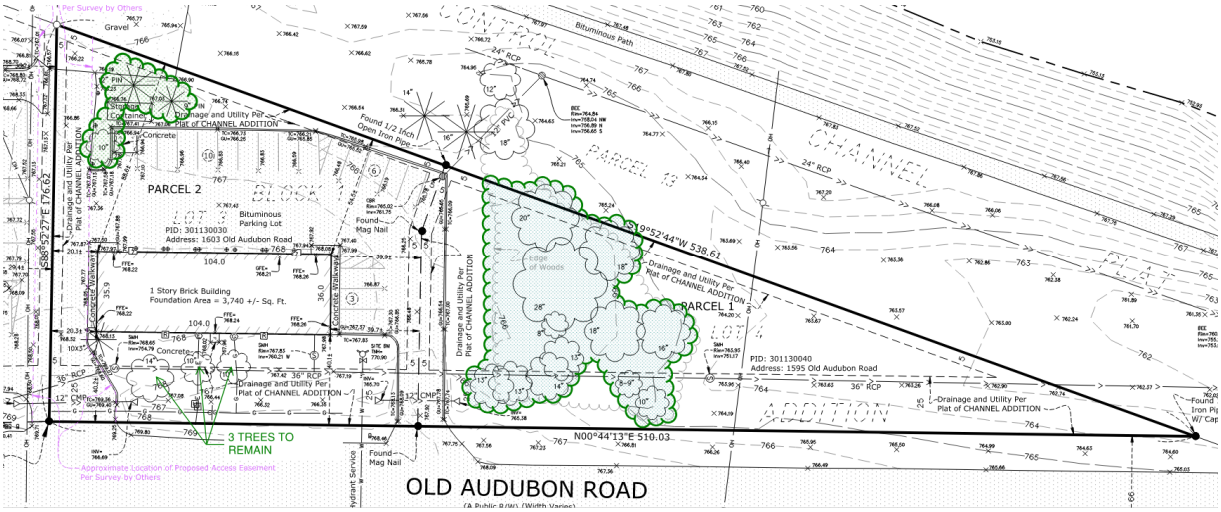


Figure 9: Tree removal plan

Site Grading, Drainage, Traffic and Snow Storage Plan

We have engaged the Civil Site Group to prepare the boundary, utility and topographic survey submitted as part of the package that takes into account the combination of the two lots and manages the drainage area means and methods. As the site is relatively flat, there are no special grading.

Snow storage can be handled on site in the southernmost triangle of the site, incorporating if needed for excessive snows the five southernmost stalls.

Building Elevations, Site Lighting and Signage Plans

As previously mentioned, the exterior building materials and colors would be matched (see photographs of the existing building, Figs 1 & 2). Site lighting is presently handled by traditional HID wallpacks over the entry/exit doors and two over the service bays. These fixtures will be replaced with high efficiency low-cutoff LED fixtures, and the general pattern repeated with the new addition. Please refer to the attached site lighting plan.

All signage is expected to be replaced in accordance with the sign ordinance and permitting requirements. The present sign along Audubon Road is partially obscured by the mature landscaping there and will be shifted toward or onto the new addition for better visibility. The existing banner sign on the northwest corner of the building would be removed or replaced. An existing sign on the south elevation over the exit door will be removed and not replaced as the addition will require its removal.

Energy Considerations

In addition to the more energy efficient exterior lighting proposed, the addition will improve upon the original single wythe concrete block building construction that has limited insulation. We will subscribe to the 2024

Minnesota Energy Code which is especially challenging for this particular type of building that requires a durable interior surface, making concrete block ideal. We propose to maintain a concrete block interior with perimeter bearing wall assemblies, faced with the continuous plane of insulation required by code, and exterior veneer rockface to match the existing building.

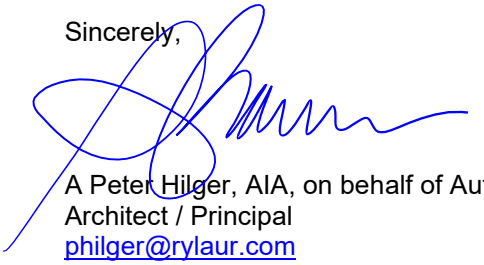
SUMMARY

We believe this proposal is in the best economic interest of the City and the community at large. We respectfully request:

1. Approval of our site development plan application.
2. Vacation of the existing utility easement across the south boundary of our lot
3. Expanding the existing sanitary sewer easement, the width of which shall be mutually agreed to.

Thank you for your consideration of our proposal.

Sincerely,



A Peter Hilger, AIA, on behalf of AutoPros Chaska
Architect / Principal
philger@rylaur.com
MN License #15862

ATTACH: Consolidated City Submittal Plans

CC: Bob Carlson, Brandon Goeman

AUTO PROS OF CHASKA

BUILDING ADDITION
1603 OLD AUDUBON ROAD
CHASKA, MINNESOTA 55318

GENERAL NOTES

1. THE CONTRACTOR SHALL VISIT THE PREMISES AND THOROUGHLY FAMILIARIZE HIMSELF/HERSELF WITH EXISTING CONDITIONS. VERIFY ALL DIMENSIONS IN THE FIELD WITH ALL DETAILS OF THE WORK AND WORKING CONDITIONS. FIELD VERIFY AND ADVISE THE ARCHITECT OF ANY DISCREPANCY BEFORE PERFORMING THE WORK.

2. THE CONTRACTOR SHALL PERFORM ALL WORK REQUIRED UNDER THE CONTRACT FOR A COMPLETE INSTALLATION AND IN SUCH MANNER THAT SURFACES NOT AFFECTED BY REMOVAL OF EXISTING WORK OR FROM NEW WORK SHALL REMAIN UNDISTURBED AND NORMAL ACTIVITIES AT THE INSTALLATION MAY CONTINUE WITH THE LEAST POSSIBLE INTERFERENCE. ALL DEBRIS SHALL BE REMOVED FROM THE SITE OF THE WORK AT THE END OF EACH WORKING DAY. MATERIALS AND EQUIPMENT SHALL BE STORED ONLY AT LOCATIONS APPROVED BY THE ARCHITECT/ENGINEER AND LANDLORD'S REPRESENTATIVE.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE STRUCTURES AND PERSONNEL DURING THE WORK UNDER THIS CONTRACT. ALL ALTERING, CUTTING, DRILLING OF PAVEMENT, FLOOR AND OTHER MODIFICATIONS SHALL BE NEATLY AND CAREFULLY DONE BY SKILLED MECHANICS. CORE DRILLING IN STRUCTURAL FLOOR SHALL ONLY BE DONE AFTER APPROVAL OF LANDLORD.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO EXISTING WORK, MATERIALS, AND EQUIPMENT AS A RESULT OF HIS/HER OPERATIONS. ALL DAMAGED WORK SHALL BE REPAIRED OR REPLACED WITH MATERIALS OF LIKE TYPE, QUALITY AND FINISH BY SKILLED MECHANICS OF THE TRADES INVOLVED AT NO ADDITIONAL COST TO THE OWNER AND TO THE FULL SATISFACTION OF THE ARCHITECT/ENGINEER.

5. DISPOSAL OF ALL MATERIAL NOT SPECIFIED OR SHOWN TO BE SALVAGED AND/OR REUSED RESULTING FROM REMOVAL OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL COSTS IN CONNECTION WITH DISPOSING OF THE MATERIALS WILL BE AT THE CONTRACTOR'S EXPENSE. ALL LIABILITY OF ANY NATURE RESULTING FROM THE DISPOSAL OF THE MATERIALS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

6. CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ALL EXISTING FACILITIES AND THOSE UNDER CONSTRUCTION IN THE IMMEDIATE VICINITY AT ALL TIMES DURING CONSTRUCTION OF PROPOSED PROJECT.

7. CONTRACTOR SHALL INSTALL SECURITY FENCING AND BARRICADES AS REQUIRED BY THE LOCAL AUTHORITIES AND/OR AS DIRECTED BY ARCHITECT/ENGINEER.

8. VERIFICATION OF EXISTING CONDITIONS: EACH CONTRACTOR SHALL DETERMINE AND VERIFY ALL DIMENSIONS AND CONDITIONS AT THE BUILDING SITE AND SHALL BE RESPONSIBLE FOR SAME BEFORE COMMENCING THE WORK. DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT AND/OR ENGINEER AND SHALL BE RESOLVED BEFORE RESUMING THE WORK. DIMENSIONS SHALL BE READ AND NEVER SCALED OR ESTIMATED FROM THE ARCHITECTURAL DRAWINGS.

9. CODE COMPLIANCE: EACH CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE 2006 INTERNATIONAL BUILDING CODE, 2007 MINNESOTA STATE BUILDING CODE AND ALL OTHER CODES AND GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER HIS/HER PORTION OF THE WORK. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR SAFETY PRECAUTION AND PROGRAMS IN CONNECTION WITH HIS/HER PORTION OF THE WORK.

10. EXAMINATION OF THE CONTRACT DOCUMENTS AND SITE: EACH CONTRACTOR FOR THIS PROJECT SHALL STUDY AND FAMILIARIZE HIMSELF/HERSELF WITH THE SITE AND WITH ALL THE DRAWINGS FOR ALL TRADES AND PARTS OF THE WORK. SHOULD ANY CONTRACTOR HAVE THE OPINION THAT THERE EXISTS IN THE ARCHITECTURAL DRAWINGS ANY ERRORS OR DISCREPANCIES, OR THAT CONDITIONS FOR THE WORK OF ANY OTHER CONTRACTOR IS SUCH THAT IT WILL PREVENT HIM/HER FROM COMPLETING HIS/HER WORK IN A COMPETENT MANNER, HE/SHE SHALL NOTIFY THE ARCHITECT OF SUCH BEFORE PROCEEDING WITH HIS/HER WORK. THE CONTRACTOR SHALL HAVE AT THE BUILDING SITE FROM START TO FINISH OF CONSTRUCTION, A RESPONSIBLE FOREMAN. IN ADDITION, THE CONTRACTOR SHALL GIVE HIS/HER PERSONAL SUPERVISION TO THE WORK. THE QUALIFIED SUPERINTENDENT SHALL BE ON DUTY DURING ALL WORKING HOURS. ANY INSTRUCTIONS OR NOTICES GIVEN TO HIM SHALL HAVE THE SAME IMPORTANCE AS IF GIVEN TO THE CONTRACTOR IN PERSON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TEMPORARY PROVISIONS SUCH AS TOILETS, WATER SUPPLY, LIGHT AND POWER AS WELL AS ANY OTHER REQUIREMENTS DEEMED NECESSARY FOR THE COMPLETION OF THE BUILDING. ANY ITEM OF WORK NECESSARY TO THE PROPER COMPLETION OF CONSTRUCTION WHICH IS NOT SPECIFICALLY COVERED IN THESE DOCUMENTS SHALL BE PERFORMED IN A MANNER DEEMED STANDARD PRACTICE OF THE TRADE INVOLVED.

11. PERMITS, FEES, AND TAXES: THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS, FEES, LICENSES AND DEPOSITS AND BE LIABLE FOR ALL STATE AND FEDERAL SALES TAXES, AND ALL OBLIGATION DEPOSITS UNDER THE FEDERAL SECURITY ACT. UPON COMPLETION OF THE PROJECT THE CONTRACTOR SHALL OBTAIN CERTIFICATES OF COMPLIANCE APPROVAL OR ACCEPTANCE FROM ALL AUTHORITIES HAVING JURISDICTION OVER THE WORK AND DELIVER THESE CERTIFICATES TO THE OWNER ALONG WITH OFFICIAL RECEIPTS FOR SAME.

12. PERFORMANCE OF WORK: NO SUBCONTRACTOR SHALL BEGIN ITS WORK UNLESS THE PREVIOUS TRADE, UPON WHOM IT IS DEPENDENT, HAS PERFORMED THEIR WORK SATISFACTORILY ACCORDING TO THE PLANS AND SPECIFICATIONS. ONCE THE CONTRACTOR HAS STARTED HIS/HER WORK HE/SHE ASSUMES FULL RESPONSIBILITY FOR THAT WORK. ALL SUBCONTRACTORS ARE RESPONSIBLE FOR REMOVING DEBRIS RESULTING FROM THEIR WORK FROM BOTH MATERIALS AND LABOR PERFORMED ON THE PREMISES.

13. CLEANUP: IN ADDITION TO THE REMOVAL OF ALL CONSTRUCTION DEBRIS FROM THE PREMISES, IT IS THE FINAL RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL SMUDGES, SPOTS OF PLASTER, PUTTY, CAULKING COMPOUND, ADHESIVE, PAINT AND PENCIL MARKINGS, TAGS AND DESTINATION LABELS NOT CALLED FOR AS BEING PERMANENT. THE CONTRACTOR SHALL ALSO CLEAN EACH AREA SEPARATELY, INCLUDING THE WASHING OF ALL WINDOWS AND VACUUMING OF ALL FLOORS, PRIOR TO HANDING THE COMPLETED PROJECT OVER TO THE OWNER. CONTRACTOR SHALL MAINTAIN THE AREA IN A CLEAN CONDITION.

14. MATERIALS: ALL MATERIALS SHALL BE NEW, AS CALLED FOR IN THE DRAWINGS, AND THE BEST OF THEIR RESPECTIVE KINDS. NO SUBSTITUTIONS SHALL BE MADE BY THE CONTRACTOR WITHOUT PRIOR WRITTEN APPROVAL OF THE OWNER, UNLESS SPECIFIED OTHERWISE ON THE DRAWINGS. FOR PORTIONS OF THE WORK NOT SHOWN IN DETAIL, BUT WHICH ARE SHOWN GENERALLY OR ARE REASONABLY INFERABLE AS BEING REQUIRED FOR A COMPETENT AND COMPLETE INSTALLATION, THE MATERIAL, METHODS AND WORKMANSHIP SHALL CONFORM AS A MINIMUM TO THAT TYPICAL OR REPRESENTATIVE FOR THAT WORK.

15. FIRE RESISTIVITY/UNDERWRITERS LABORATORY RATINGS: WHERE ASSEMBLIES OR THEIR VARIOUS COMPONENTS, MATERIALS OR CONSTRUCTION SYSTEMS ARE INDICATED TO HAVE FIRE RESISTIVITY RATINGS OR UNDERWRITERS LABORATORY RATINGS, ALL SUCH SYSTEMS SHALL BE COMPOSED OF MATERIALS AND BE ASSEMBLED SO AS TO CONFORM TO THE STANDARDS ESTABLISHED IN GOVERNING CODES IN ORDER TO ACHIEVE THE REQUIRED RATING IN THE COMPLETED WORK.

16. CUTTING AND PATCHING: EACH CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CUTTING, FITTING, PATCHING, AND MATCHING OF HIS/HER NEW WORK TO EXISTING WORK WHERE APPLICABLE AND INDICATED IN THE DRAWINGS. NO CONTRACTOR SHALL ENDANGER THE WORK OF ANY OTHER CONTRACTOR BY EXCAVATING, CUTTING OR OTHERWISE ALTERING ANY WORK OF ANY OTHER CONTRACTOR.

17. DEMOLITION: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF DEBRIS REQUIRED TO COMPLETE THE CONSTRUCTION AS SPECIFIED ON THE DRAWINGS. EXISTING UNUSED ELECTRIC AND PLUMBING SHALL BE REMOVED OR ADEQUATELY CAPPED AS ALLOWED BY CODE AND APPROVED BY LANDLORD.

18. CONTRACTOR IS REQUIRED TO SUBMIT A CONSTRUCTION SCHEDULE TO OWNER AND ARCHITECT. ALL UPDATES DURING CONSTRUCTION SHALL BE SUBMITTED TO OWNER AND ARCHITECT AS CHANGES ARE MADE WITHIN 48 HOURS OF CHANGE.

ABBREVIATIONS

AB	ANCHOR BOLT
ACT	ACOUSTICAL CEILING TILE
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AC	AIR CONDITIONING
ABV	ABOVE
ALUM	ALUMINUM
ANOD	ANODIZED
APRX	APPROXIMATE(LY)
ARCH	ARCHITECT(URAL)
AVG	AVERAGE
BOC	BOTTOM OF CURB
BD	BOARD
BIT	BITIMUNOUS
BLDG	BUILDING
BLK(G)	BLOCK(ING)
BOT	BOTTOM
BRG	BEARING
CTC	CENTER TO CENTER
CJ	CONTROL JOINT(S)
CL	CENTER LINE(S)
CMU	CONCRETE MASONRY UNIT
CT	CERAMIC TILE
CLG	CEILING(S)
CLR	CLEAR(ANCE)
CONC	CONCRETE
CONT	CONTINUE(OUS)(ATION)
CPT	CARPET(ING)
CRS	COURSE(S)
CTR	CENTER(ED)
CU	CUBIC
DF	DRINKING FOUNTAIN
DEG	DEGREES
DEMO	DEMOLISH/DEMOLITION
DET	DETAIL
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DR	DOOR
DS	DOWNSPOUT
DWG	DRAWING(S)
EIFS	EXTERIOR INSULATION & FINISH SYSTEM
EA	EACH
EL	ELEVATION
ELEC	ELECTRIC(AL)
ELEV	ELEVATOR
ENCL	ENCLOSE(URE)
ENGR	ENGINEER
EQ	EQUAL
EQUIP	EQUIPMENT
EXH	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FD	FLOOR DRAIN
FE(C)	FIRE EXTINGUISHER (CABINET)
FF	FINISHED FLOOR
FFE	FINISHED FLOOR ELEVATION
FRP	FIBERGLASS REINFORCED PANEL
FDN	FOUNDATION
FIN	FINISH(ED)
FIXT	FIXTURE
FLG	FLASHING
FLR	FLOOR
FLUOR	FLUORESCENT
FRM	FRAME
FT	FEET, FOOT
FTG	FOOTING
FURN	FURNISH
FUR	FURRED(ING)
GC	GENERAL CONTRACTOR
GFI	GROUND FAULT CIRCUIT INTERRUPTER
GA	GAUGE
GALV	GALVANIZED
GL	GLASS, GLAZING
GYP	GYPSUM
HB	HOSE BIB
HC	HOLLOW CORE
HM	HOLLOW METAL
HDCP	HANDICAP
HDR	HEADER
HDW	HARDWARE
HGT	HEIGHT(S)
HOR	HORIZONTAL
HR	HANDRAIL
HTR	HEATER
HVAC	HEATING/VENTILATING/ AIR CONDITIONING
HYD	HYDRANT
ID	INSIDE DIAMTER
IN	INCH
INCL	INCLUDE(D)(ING)
INSUL	INSULATE(ATION)
INT	INTERIOR
JST	JOIST
JT	JOINT
KO	KNOCK OUT
LF	LINEAR FEET
LAM	LAMINATED
LB	POUNDS
LBL	LABEL
LMBR	LUMBER
LT	LIGHT
LVR	LOUVER
MO	MASONRY OPNEING
MAS	MASONRY
MATL	MATERIAL(S)
MAX	MAXIMUM
MECH	MECHANICAL
MEP	MECHANICAL/ELECTRICAL /PLUMBING
MIN	MINIMUM
MISC	MISCELLANEOUS
MTL	METAL
MULL	MULLION
NC	NO CHARGE
NIC	NOT IN CONTRACT
NL	NIGHT LIGHT
NTS	NOT TO SCALE
NA	NOT APPLICABLE
NO	NUMBER
OC	ON CENTER
OD	OUTSIDE DIAMTER
OH	OVERHEAD
OPG	OPENING
PBD	PARTICLE BOARD
PLAM	PLASTIC LAMINATE
PC	PRECAST CONCRETE
PL	PLATE
PLBG	PLUMBING
PLWD	PLYWOOD
PNL	PANEL
PT	PAINT(ED)
PVC	POLYVINYL CHLORIDE
QT	QUARRY TILE
QTY	QUANTITY
R	RADIUS
RD	ROOF DRAIN
RF	ROCK FACE
RO	ROUGH OPENING
REF	REFERENCE
RM	ROOM
RMV	REMOVE
RTU	ROOF TOP UNIT
SC	SOLID CORE
SF	SQUARE FEET
SIN	SQUARE INCHES
SS	STAINLESS STEEL
SY	SQUARE YARD
SECT	SECTION
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SPEC	SPECIFICATION(S)
SQ	SQUARE
STD	STANDARD
STL	STEEL
STRC	STRUCTURAL
SW	SWITCH
T&B	TOP AND BOTTOM
T	TREAD
TOC	TOP OF CURB
TE	TRASH ENCLOSURE
TO,T/	TOP OF _____
TOF	TOP OF FOOTING
TOJ	TOP OF JOIST
TOP	TOP OF PARAPET
TOS	TOP OF SLAB
TOSTL	TOP OF STEEL
TOW	TOP OF WALL
TEL	TELEPHONE
THK	THICKNESS
THRU	THROUGH
TRANS	TRANSFORMER
TST	THERMOSTAT
TYP	TYPICAL
UH	UNIT HEATER
UNO	UNLESS NOTED OTHERWISE
UNFIN	UNFINISHED
VB	VAPOR BARRIER
VCT	VINYL COMPOSITION TILE
VWC	VINYL WALL COVERING
VAR	VARIES
VERT	VERTICAL
VEST	VESTIBULE
WC	WATER CLOSET
WH	WATER HEATER
WO	WALL OPENING
WS	WEATHER STRIPPING
WWF	WELDED WIRE FABRIC
W/	WITH
W/O	WITHOUT
WCT	WAINSCOT
WD	WOOD
WDW	WINDOW
WP	WATERPROOFING
WR	WATER RESISTANT
WT	WEIGHT
YD	YARD

SPECIAL INSPECTIONS

NOTE: SPECIAL INSPECTIONS SHALL BE INCLUDED IN THE CONTRACTOR'S PRICE.

PER CHAPTER 17 OF THE 2006 INTERNATIONAL BUILDING CODE:
THE FOLLOWING ON-SITE INSPECTIONS WILL BE REQUIRED & PERFORMED BY THE REGISTERED PROFESSIONALS OR FIRMS LISTED BELOW:

SOILS & FOOTING SUBGRADE: .
CONCRETE, FORM WORK & REBAR: .
MATERIALS TESTING: .
GENERAL FOUNDATION & STRUCTURAL: .
MASONRY & MASONRY REINFORCEMENT: .
STRUCTURAL STEEL
ALL INSPECTIONS & REPORTS ARE TO BE PROVIDED TO THE CITY PRIOR TO FINAL INSPECTIONS. BUILDING IS TO BE FULLY SPRINKLED, SUBMIT SHOP DRAWINGS BY A LICENSED FIRE SPRINKLER CONTRACTOR TO THE REGULATORY AGENCIES FOR REVIEW & APPROVAL PRIOR TO INSTALLATION.

DIRECTORY

OWNER
AUTO PROS OF CHASKA
BOB CARLSON
TRIPLE NET CAPITAL ADVISORS
612-508-6270
BOBC@NNNCAPITALADVISORS.COM
3765 BLACK OAKS LANE
PLYMOUTH, MN 55446

COMMUNITY DEVELOPMENT

ARCHITECT
RYLAUR, LLC
14 PHEASANT LANE
NORTH OAKS, MN 55127
PHONE: (612) 868-3636
CONTACT: A. PETER HILGER, AIA
E-MAIL: philger@rylaur.com

STRUCTURAL ENGINEER
TBD

GENERAL CONTRACTOR
TBD

MECHANICAL/ELECTRICAL ENGINEER
TBD

CIVIL ENGINEER
CIVIL SITE GROUP
5000 GLENWOOD AVENUE
GOLDEN VALLEY, MN 55422
PHONE: 612-615-0060
DAVID KNAEBLE, PE
DKNAEBLE@CIVILSITEGROUP.COM

LANDSCAPE ARCHITECT
CARMEN SIMONET DESIGN
354 STONEBRIDGE BOULEVARD
SAINT PAUL, MN 55105
PHONE: (651) 695-0273
CONTACT: CARMEN SIMONET
E-MAIL: carmen@simonetdesign.com

GEOTECHNICAL ENGINEER
CHOSEN VALLEY TESTING INC.
245 EAST ROSELAWN AVENUE STE 29
SAINT PAUL, MN 55117
PHONE: 651-756-7384
CONTACT: COLBY VERDEGAN, PE
E-MAIL: stpaul@cvtesting.com

SHEET INDEX

NUMBER	NAME	PRELIMINARY DEVELOPMENT PLAN
GENERAL		
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G200	TYPICAL SYMBOLS AND DIAGRAMS	•
CIVIL		
1	ALTA/NSPS LAND TITLE SURVEY	•
C0.0	TITLE SHEET	•
C1.0	EXISTING CONDITIONS	•
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SITE LIGHTING		
SL2.0	SITE LIGHTING PLAN	•
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LANDSCAPE		
L1.0	LANDSCAPING PLAN, NOTES - 7.31.25	•
L2.0	LANDSCAPING DETAILS, NOTES - 7.31.25	•
ARCHITECTURAL		
A100	SITE PLAN	•
A101	GROUND LEVEL FLOOR PLAN	•
A102	ROOF PLAN	•
A201	EXTERIOR ELEVATIONS	•
A301	BUILDING SECTIONS, WALL SECTIONS	•

RYLAUR
create + solve + advise

RYLAUR, LLC.
14 PHEASANT LANE
NORTH OAKS, MN 55127
P: 612.868.3636
philger@rylaur.com

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Auto Pros OF CHASKA

PROJECT INFORMATION:
Auto Pros of Chaska Addtion
1603 Old Audubon Road
Chaska, MN 55318

CLIENT INFORMATION:
Auto Pros of Chaska
1603 Old Audubon Road
Chaska, MN 55318

PRELIMINARY DEVELOPMENT PLAN

A. PETER HILGER #15862

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Minnesota

A. PETER HILGER
LICENSED ARCHITECT
15862
STATE OF MINNESOTA

SHEET DATE: 8/5/2025

REVISION SCHEDULE

NO	DESCRIPTION	DATE

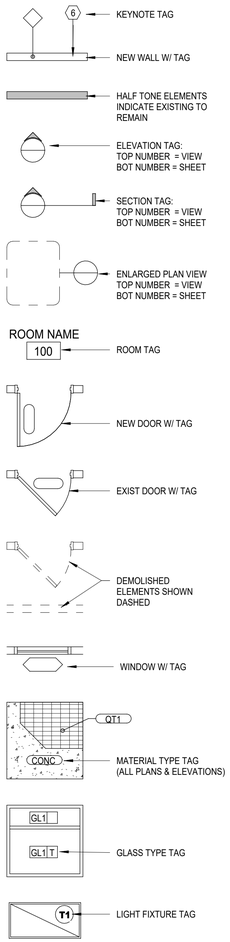
DRAFTED: JH
REVIEWED: APH

SHEET TITLE:
TITLE SHEET

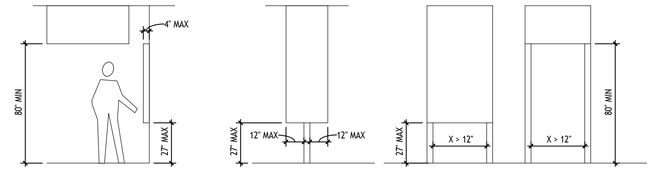
G100

8/4/2025 14:11:48

TYPICAL PLAN SYMBOLS



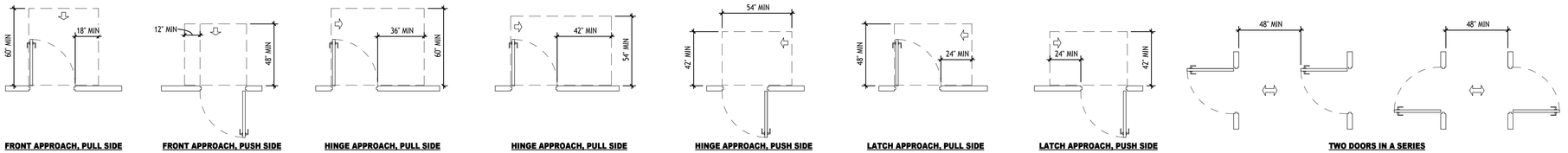
PROTRUDING OBJECTS



LIMITS OF PROTRUDING OBJECTS

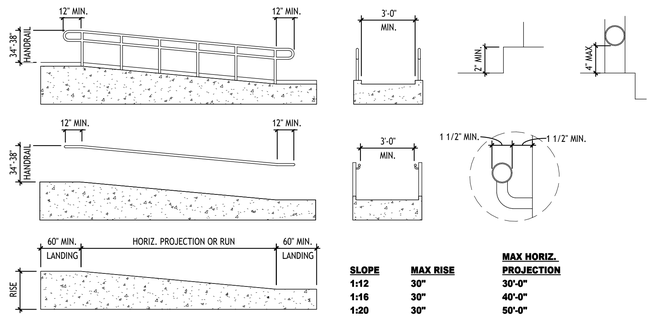
POST-MOUNTED PROTRUDING OBJECTS

DOORS AND DOORWAYS



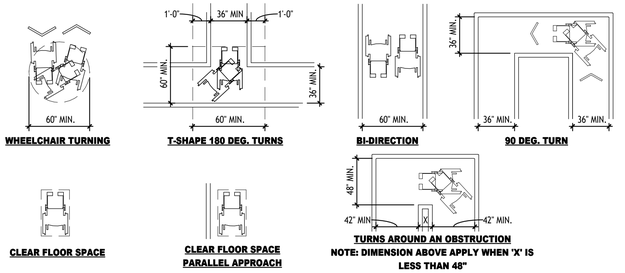
FRONT APPROACH, PULL SIDE | FRONT APPROACH, PUSH SIDE | HINGE APPROACH, PULL SIDE | HINGE APPROACH, PULL SIDE | HINGE APPROACH, PUSH SIDE | LATCH APPROACH, PULL SIDE | LATCH APPROACH, PUSH SIDE | TWO DOORS IN A SERIES

RAMP DIAGRAMS



SLOPE	MAX RISE	MAX HORIZ. PROJECTION
1:12	30"	30'-0"
1:16	30"	40'-0"
1:20	30"	50'-0"

WHEELCHAIR TURNING REQUIREMENTS

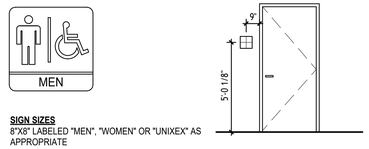


WHEELCHAIR TURNING | T-SHAPE 180 DEG. TURNS | BI-DIRECTION | 90 DEG. TURN

CLEAR FLOOR SPACE | CLEAR FLOOR SPACE PARALLEL APPROACH

TURNS AROUND AN OBSTRUCTION
NOTE: DIMENSION ABOVE APPLY WHEN 'X' IS LESS THAN 48"

RESTROOM ADA SIGNAGE



SIGN SIZES
8"X8" LABELED "MEN", "WOMEN" OR "UNIXEX" AS APPROPRIATE

BRAILLE
GRADE 2 BRAILLE POSITIONED DIRECTLY BELOW TEXT.

NOTE:
ALL INTERIOR SIGNAGE SHALL MEET A.D.A. AND LOCAL CODE REQUIREMENTS FOR MARKINGS, CONSTRAST AND BRAILLE.

RYLAUR, LLC.
14 PHEASANT LANE
NORTH OAKS, MN 55127
P: 612.868.3636
philger@rylaur.com

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PROJECT INFORMATION:
Auto Pros of Chaska Addtion
1603 Old Audubon Road
Chaska, MN 55318

CLIENT INFORMATION:
Auto Pros of Chaska
1603 Old Audubon Road
Chaska, MN 55318

PRELIMINARY DEVELOPMENT PLAN

A. PETER HILGER #15862

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Minnesota

A. PETER HILGER LICENSED ARCHITECT 15862 STATE OF MINNESOTA

SHEET DATE: 8/5/2025

REVISION SCHEDULE

NO	DESCRIPTION	DATE
1	Revision 1	Date 1

DRAFTED: JH
REVIEWED: APH

SHEET TITLE:
TYPICAL SYMBOLS AND DIAGRAMS

G200

8/4/2025 14:11:00

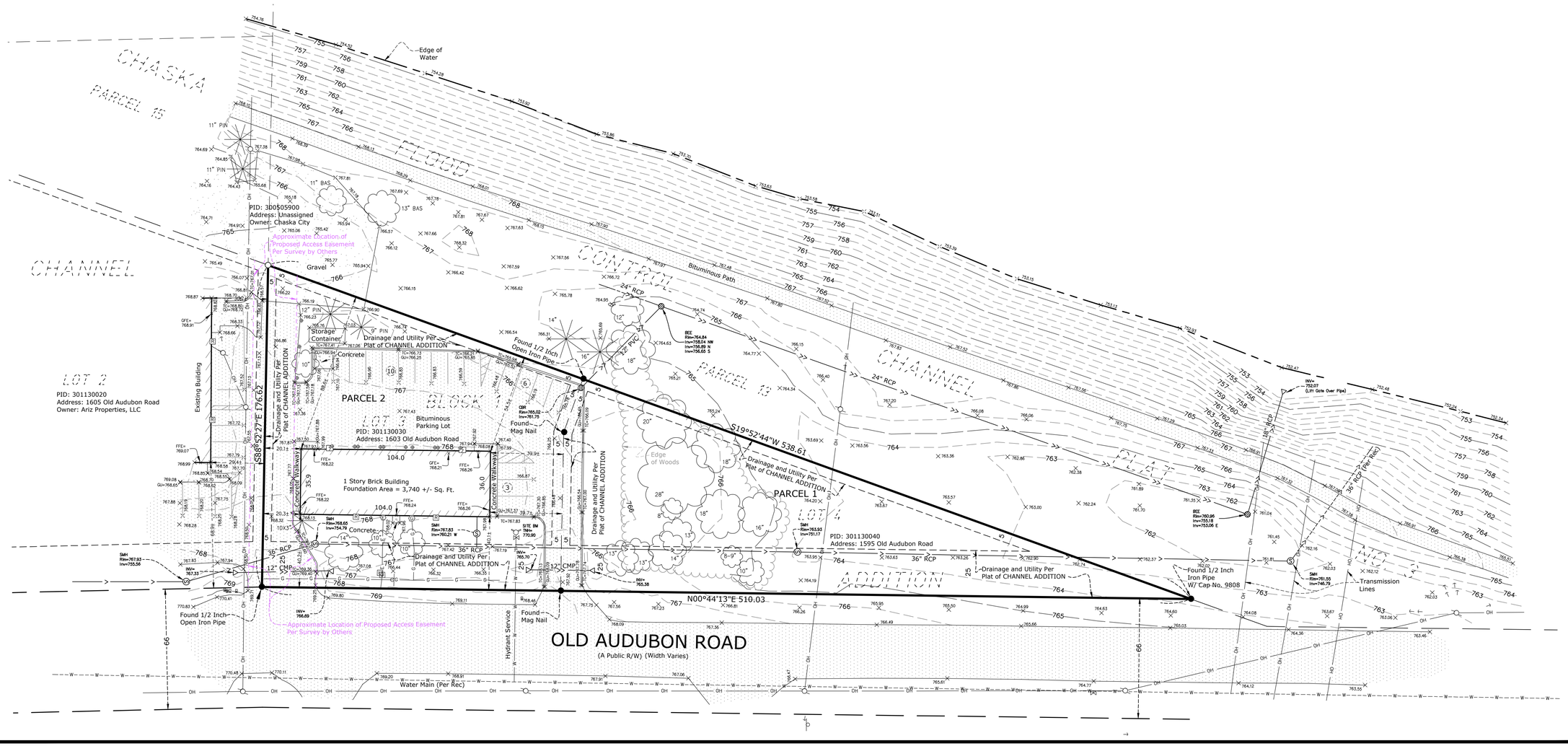
Linetype & Symbol Legend

- ELECTRIC LINE
- ELECTRIC LINE (RECORD)
- FIBER/COMM. LINE
- FIBER/COMM. LINE (RECORD)
- GASMAIN
- GASMAIN (RECORD)
- OVERHEAD UTILITIES
- SANITARY SEWER
- SANITARY SEWER (RECORD)
- STORM SEWER
- STORM SEWER (RECORD)
- TELEPHONE LINE
- TELEPHONE LINE (RECORD)
- WATERMAIN
- WATERMAIN (RECORD)
- CHAINLINK FENCE LINE
- WOODEN FENCE LINE
- IRON FENCE LINE
- GUARDRAIL
- ACCESS RESTRICTION
- CONCRETE SURFACE
- PAVER SURFACE
- BITUMINOUS SURFACE
- GRAVEL/LANDSCAPE SURFACE

- AIR CONDITIONER
- CABLE TV BOX
- ELECTRIC MANHOLE
- ELECTRIC TRANSFORMER
- ELECTRICAL METER
- FIBER/COMM. MANHOLE
- POWER POLE
- GUY WIRE
- GAS METER
- GAS MANHOLE
- GAS VALVE
- ROOF DRAIN
- SEWER CLEAN OUT
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- FLARED END SECTION
- TELEPHONE BOX
- TELEPHONE MANHOLE
- TRAFFIC SIGNAL
- HYDRANT
- FIRE CONNECTION
- POST INDICATOR VALVE
- WATER MANHOLE
- WATER VALVE
- WELL

- UTILITY VAULT
- UTILITY MANHOLE
- ELECTRICAL OUTLET
- HAND HOLE
- BOLLARD
- FLAG POLE
- FUEL TANK
- HANDICAP SYMBOL
- LIGHT POLE
- MAIL BOX
- SIGN
- CONIFEROUS TREE
- DECIDUOUS TREE
- SB SOIL BORING
- FOUND IRON MONUMENT
- SET OR TO BE SET IRON MONUMENT
- CAST IRON MONUMENT

30 15 0 15 30 60
SCALE IN FEET



DESCRIPTION OF PROPERTY SURVEYED

PARCEL 1:

Lot 4, Block 1, Channel Addition, Carver County, Minnesota.

PARCEL 2:

Lot 3, Block 1, Channel Addition, Carver County, Minnesota.

GENERAL SURVEY NOTES

1. Bearings are based on the Carver County Coordinate System (1986 Adjustment).
2. Elevations are based on the NGVD 29 Datum. Site Benchmark is the top nut of the fire hydrant located approximately 18 feet southwest of the southwest building corner of 1603 Old Audubon Road, as shown hereon. Elevation = 770.90 Feet.
3. We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property.
3. Site Address: 1595 & 1603 Old Audubon Road, Chaska, Minnesota 55318. (Please note that Carver County's website lists this address as 1601 not 1603)
4. This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27019C0237D, effective date of December 21, 2018.
5. The Gross land area is 45,039 +/- square feet or 1.034 +/- acres.
6. The number of striped parking stalls on this site are as follows: 19 Regular + 0 Handicap = 19 Total Parking Stalls.
7. The names of the adjoining owners of the platted lands, as shown hereon, are based on information obtained from the Carver County Interactive Property Map.
8. Fieldwork was completed on 5-6-2024.
9. Please note that the purpose of this survey is to show the topographic information and existing conditions of the described property as requested by the client. A boundary determination was not part of the scope of this project. The property description, boundary and easement information shown hereon was obtained per an ALTA/NSPS Land Title Survey prepared by Northwestern Surveying and Engineering, Inc., dated 10/4/2023, last revised 1/11/2024, provided to us by the client, and is shown hereon for reference purposes only.

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com
612-615-0060

PROJECT
1595 & 1603 Old Audubon Road
Chaska, Carver County, Minnesota 55318

CLIENT
Rylaur, LLC
14 Pheasant Lane, North Oaks, Minnesota 55127

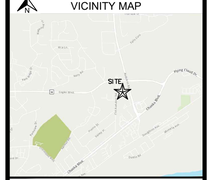
I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

RORY L. SYNSTELIEN
DATE 5-17-2024 LICENSE NO. 44565

QA/QC

FIELD CREW	DH/CK
DRAWN BY	DP/SW
REVIEWED BY	CJ
UPDATED BY	

VICINITY MAP



REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO.: 24036

TOPOGRAPHIC SURVEY

V1.0

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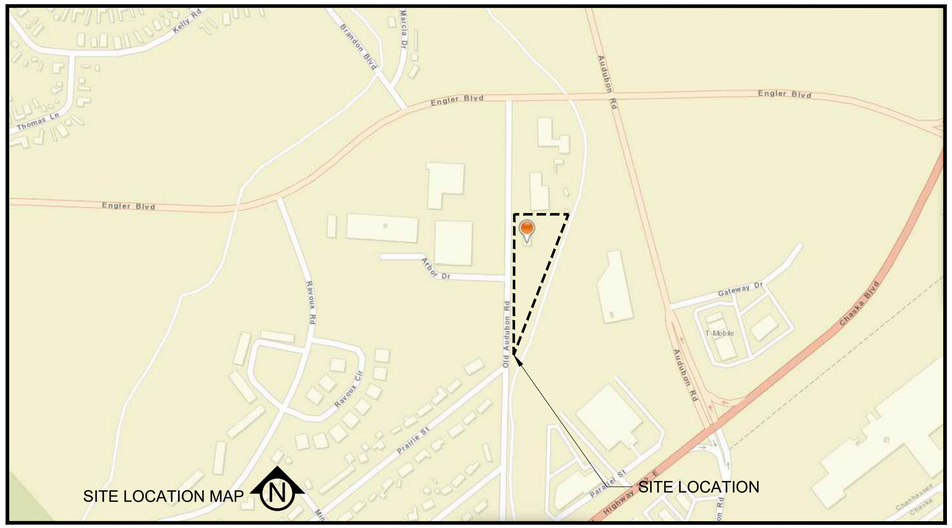
AUTOPROS EXPANSION

CHASKA, MINNESOTA

ISSUED FOR: CITY SUBMITTAL



PROJECT CONTACTS		
	NAME & ADDRESS	CONTACT
CIVIL ENGINEER	CIVIL SITE GROUP 5000 GLENWOOD AVE GOLDEN VALLEY, MN 55422	DAVE KNAEBLE 612-615-0060 DKNAEBLE@CIVILSITEGROUP.COM
DEVELOPER	TRIPLE NET CAPITAL ADVISORS 3765 BLACK OAKS LANE PLYMOUTH, MN 55446	BOB CARLSON 612-868-3636 BOBC@NNNCAPITALADVISERS.COM
PROPERTY OWNER	CHASKA AUTO HOLDINGS LLC 11540 BASS LAKE ROAD, SUITE #6 PLYMOUTH, MN 55442	BRANDON GOEMAN 952-448-6655 BGOEMAN@AUTOPROSMN.COM
ARCHITECT	RYLAUR, LLC 14 PHEASANT LANE NORTH OAKS, MN 55127	PETER HILGER 612-868-3636 PHILGER@RYLAUR.COM
SURVEYOR	CIVIL SITE GROUP 5000 GLENWOOD AVE GOLDEN VALLEY, MN 55422	RORY SYNSTELIEN 612-615-0060 RORY@CIVILSITEGROUP.COM
GEOTECHNICAL ENGINEER	CHOSEN VALLEY TESTING INC. 245 E. ROSELAWN AVENUE, SUITE 29 ST. PAUL, MN 55117	COLBY T. VERDEGAN 651-756-7384 STPAUL@CVTESTING.COM

ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

811 Know what's **below.** **Call** before you dig.

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
C1.0	EXISTING CONDITIONS PLAN
C1.1	REMOVALS PLAN
C1.2	TREE PRESERVATION PLAN
C2.0	PROPOSED CONDITIONS OVERLAY PLAN
C2.1	SITE PLAN
C3.0	GRADING PLAN
C4.0	UTILITY PLAN
C5.0	CIVIL DETAILS
SW1.0	SWPPP - EXISTING CONDITIONS
SW1.1	SWPPP - PROPOSED CONDITIONS
SW1.2	SWPPP - DETAILS
SW1.3	SWPPP - NARRATIVE

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
AUTOPROS EXPANSION
1603 OLD AUDOBON ROAD
AUTOPROS EXPANSION
CHASKA, MN 55318

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

David J. Knaeble
DATE 8-5-2025 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

TITLE SHEET

C0.0

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CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
AUTOPROS EXPANSION
1603 OLD AUDOBON ROAD
CHASKA, MN 55318

AUTOPROS EXPANSION
CHASKA, MN 55318

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

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DATE 8-5-2025 LICENSE NO. 48776

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8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

EXISTING CONDITIONS PLAN

C1.0

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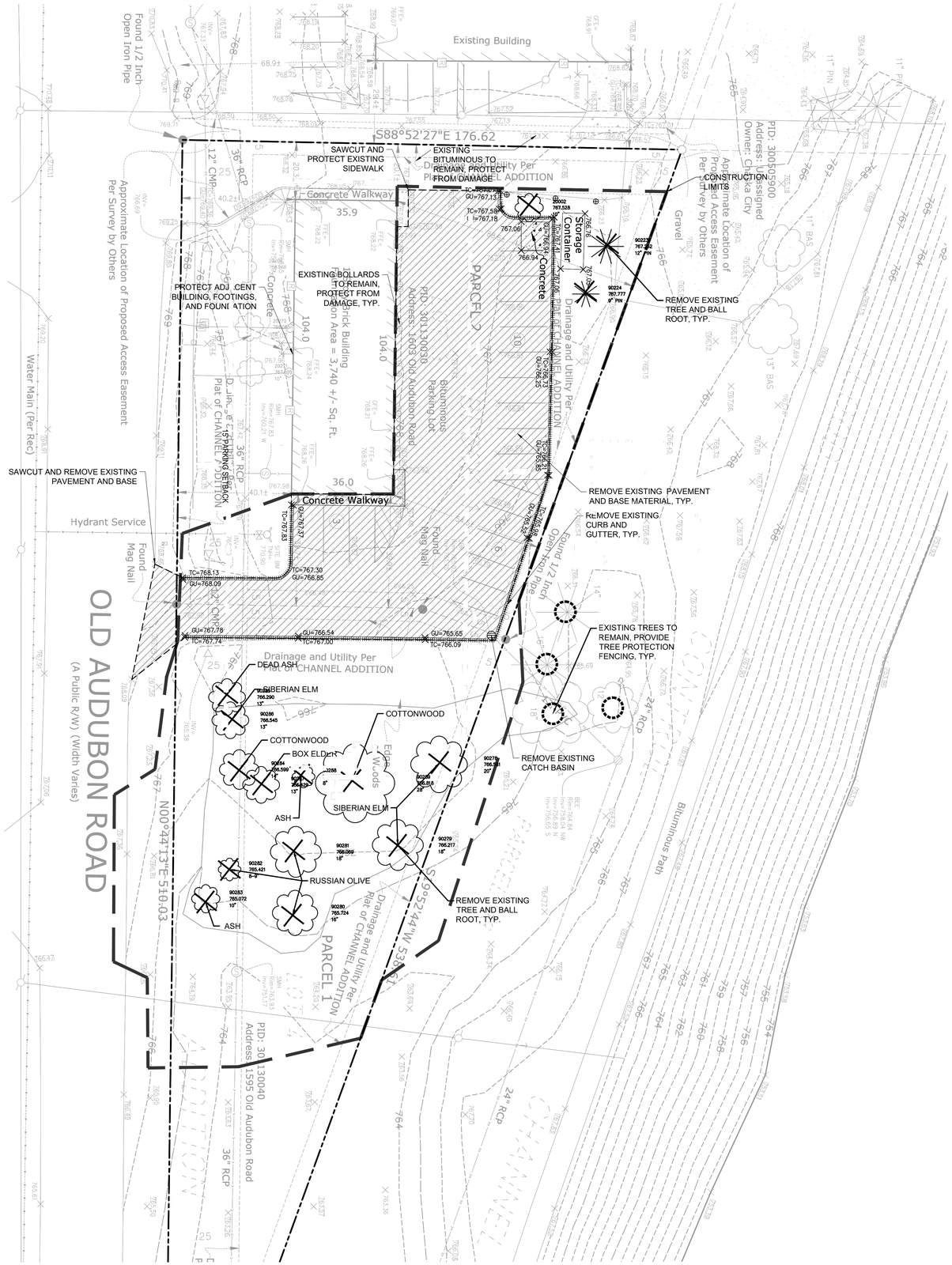


REMOVAL NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
3. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
4. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
5. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
6. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
7. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
8. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
9. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
10. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS. FOR ANY WORK ON ADJACENT PRIVATE PROPERTY, THE CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION FROM THE ADJACENT PROPERTY OWNER PRIOR TO ANY WORK.
11. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
12. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
13. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
14. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
15. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
16. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
17. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.
18. ALL EXISTING SITE TRAFFIC/REGULATORY SIGNAGE TO BE INVENTORIED AND IF REMOVED FOR CONSTRUCTION SHALL BE RETURNED TO LGU.
19. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CITY OF CHASKA REMOVAL NOTES:

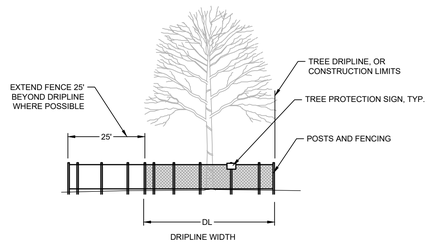
1. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

OWNER INFORMATION

CHASKA AUTO HOLDINGS LLC
11540 BASS LAKE ROAD, SUITE #6
PLYMOUTH, MN 55442
BRANDON GOEMAN
952-448-8655
BGOEMAN@AUTOPROSMN.COM

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0 - SW1.3



FURNISH AND INSTALL TEMPORARY FENCE AT THE TREE'S DRIP LINE OR CONSTRUCTION LIMITS AS SHOWN ON PLAN, PRIOR TO ANY CONSTRUCTION. WHERE POSSIBLE PLACE FENCE 25' BEYOND DRIP LINE. PLACE TREE PROTECTION SIGN ON POSTS, ONE PER INDIVIDUAL TREE (FACING CONSTRUCTION ACTIVITY), OR ONE EVERY 100' LF ALONG A GROVE OR MULTI-TREE PROTECTION AREA.

1 TREE PROTECTION
N T S

REMOVALS PLAN LEGEND:

- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVAL OF TREES AND VEGETATION INCLUDING STUMPS AND ROOT SYSTEMS
- CONSTRUCTION LIMITS
- PROPERTY LINE
- REMOVE CURB AND GUTTER. IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

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10'-0" 0 20'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
AUTOPROS EXPANSION
1603 OLD AUDOBON ROAD

AUTOPROS EXPANSION
CHASKA, MN 55318

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

David J. Knaeble
DATE 8-5-2025 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

REMOVALS PLAN

C1.1

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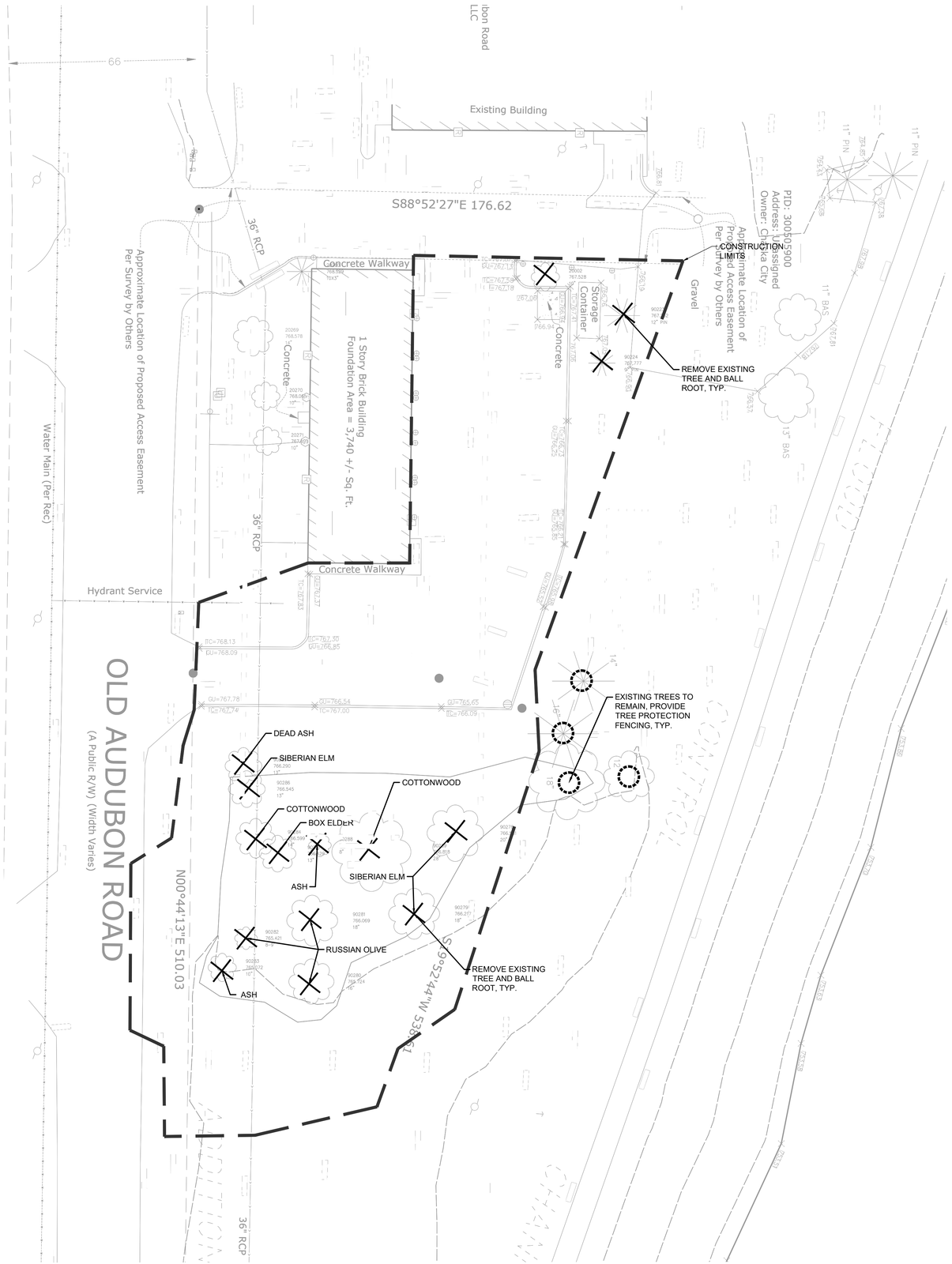

TREE PRESERVATION CALCS:

TREE TAG #	POINT ELEVATION	TYPE	SPECIES	SIZE CAL. INCHES	REMOVED CALIPER INCHES	PRESERVED CALIPER INCHES	CATEGORY	SIGNIFICANT TREE
90223	767.25	TRC	PIN	12	12		R	12
90224	767.78	TRC	PIN	9	9		R	9
20260	768.58	TRC	ARB	10		10	S	10
20002	767.53	TRD	CRAB	10	10		R	10
20269	768.58	TRD	MAP	14		14	S	14
20270	768.07	TRD	CRAB	10		10	S	10
20271	767.70	TRD	CRAB	10		10	S	10
90285	766.29	TRD	ASH	13	13		R	13
90286	766.55	TRD	ELM	13	13		R	13
90284	766.60	TRD	COT	14	14		R	14
90287	766.43	TRD	BOX ELDER	13	13		R	13
90282	765.42	TRD	RUSSIAN OLIVE	9	9		R	9
90283	765.07	TRD	ASH	10	10		R	10
90280	765.72	TRD	RUSSIAN OLIVE	16	16		R	16
90281	766.07	TRD	RUSSIAN OLIVE	18	18		R	18
90288	766.56	TRD	ASH	8	8		R	8
90289	766.82	TRD	COT	28	28		R	28
90279	766.22	TRD	SIBERIAN ELM	18	18		R	18
90278	766.58	TRD	SIBERIAN ELM	20	20		R	20

TOTAL TREES ON SITE	19
TOTAL INCHES ON SITE	255
TOTAL INCHES REMOVED	211
TOTAL PERCENTAGE INCHES REMOVED	83%
TOTAL INCHES SAVED	44
TOTAL PERCENTAGE INCHES SAVED	17%
TOTAL TREES SAVED	4
TOTAL TREES REMOVED	15

TREE PRESERVATION PLAN LEGEND:

- CONSTRUCTION LIMITS
- PROPERTY LINE
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

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MICHAEL C. HERMAN
DATE 8-5-2025 LICENSE NO. 44000

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

TREE PRESERVATION PLAN

C1.2

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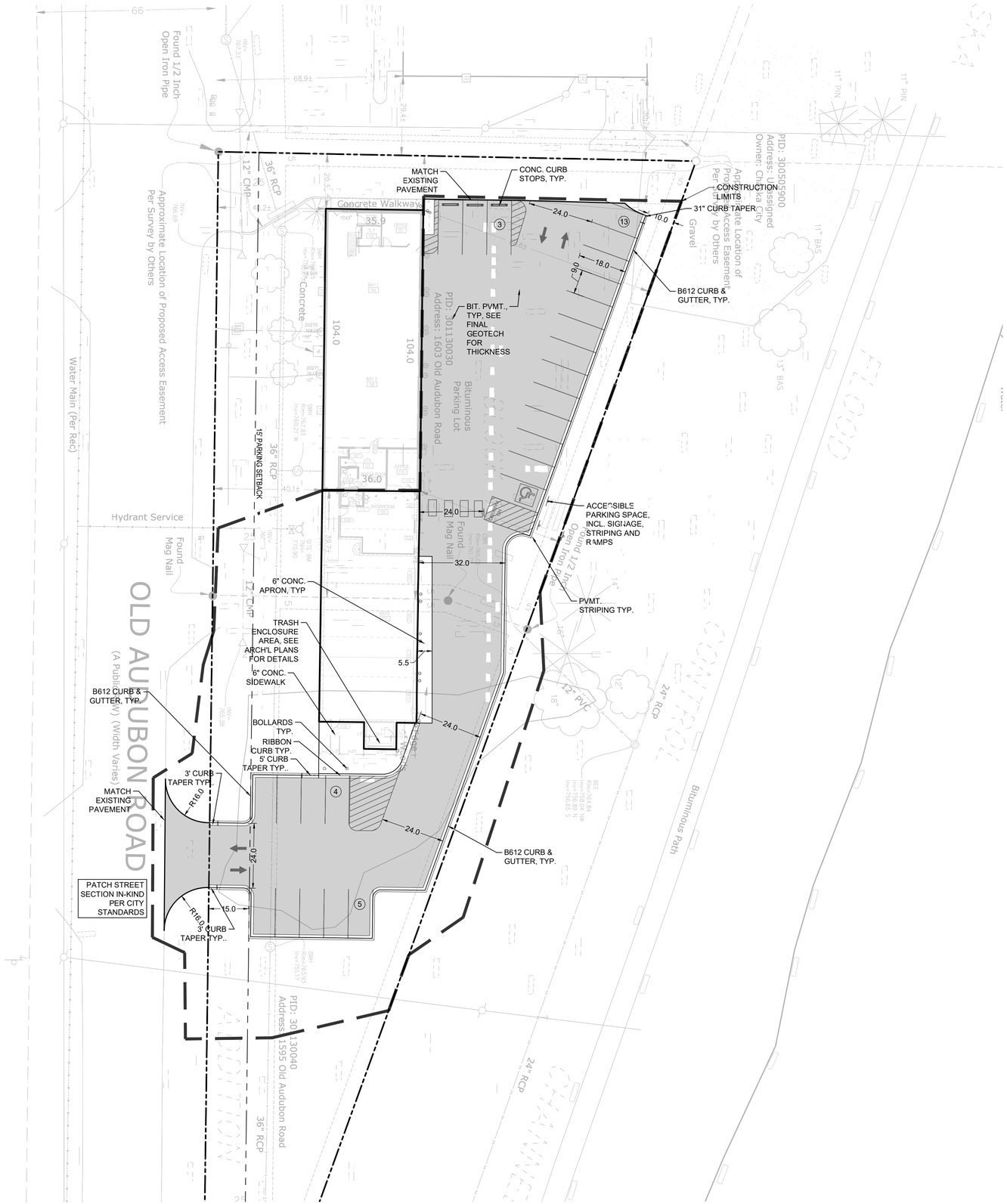
OLD AUDUBON ROAD
FIRE TRUCK TURNING MOVEMENT
CONSTRUCTION LIMITS
Existing Building
1 Story Bldg Building Foundation Area = 3,240 +/- Sq. Ft.
Approximate Location of Proposed Access Easement Per Survey by Others
Approximate Location of Proposed Access Easement Per Survey by Others
Hydrant Service
Water Main (Per Map)
Open Pipe Per Survey
Miller Ln N
Miller Ln
Glenwood Ave
PID: 0911300310
Owner: Aldo Properties, LLC
PID: 0911300320
Owner: Chaska Gateway Partners, LLC
Pad of CHANNEL ADDITION
Pad of CHANNEL ADDITION
Pad of CHANNEL ADDITION



SITE LAYOUT NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
4. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
5. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS & ELEVATIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
6. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
7. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
8. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
9. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
10. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
11. SEE SITE PLAN FOR CURB AND GUTTER TYPE. TAPER BETWEEN CURB TYPES-SEE DETAIL.
12. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
13. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
14. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
15. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
16. ALL PARKING LOT PAINT STRIPING TO BE WHITE, 4" WIDE TYP.
17. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
18. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.
19. CONTRACTOR IS RESPONSIBLE TO INSTALL ANY SIDEWALK AND CURBING PER DESIGN PLAN. CONTRACTOR TO VERIFY ALL CURBS AND SIDEWALKS WILL DRAIN PROPERLY IN FIELD CONDITIONS. **CONTRACTOR MUST CONTACT THE CIVIL ENGINEER 24-HOURS PRIOR TO ANY CURB AND/OR SIDEWALK INSTALLATION TO REVIEW AND INSPECT CURB STAKES. CONTRACTOR IS RESPONSIBLE FOR ANY CURB OR SIDEWALK REPLACEMENT IF THIS PROCEDURE IS NOT FOLLOWED.**

CITY OF CHASKA SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC SITE NOTES.

OPERATIONAL NOTES

SNOW REMOVAL	ALL SNOW SHALL BE STORED ON-SITE OUTSIDE PARKING LOT. WHEN FULL, REMOVAL CO. SHALL REMOVE EXCESS OFF-SITE.
TRASH REMOVAL	TRASH SHALL BE PLACED IN EXTERIOR TRASH AREA AND REMOVED BY COMMERCIAL CO. WEEKLY.
DELIVERIES	DELIVERIES SHALL OCCUR AT THE FRONT DOOR VIA STANDARD COMMERCIAL DELIVERY VEHICLES (UPS, FED-EX, USPS).

OWNER INFORMATION

CHASKA AUTO HOLDINGS LLC
1540 BASS LAKE ROAD, SUITE #6
PLYMOUTH, MN 55442
BRANDON GOEMAN
952-448-6655
BGOEMAN@AUTOPROSMN.COM

SITE AREA CALCULATIONS	EXISTING CONDITION			PROPOSED CONDITION		
IMPERVIOUS SURFACES						
BUILDING COVERAGE	3,740 SF	8.3%		6,950 SF	15.4%	
PAVEMENT	13,793 SF	30.6%		15,363 SF	34.1%	
TOTAL	17,533 SF	38.9%	0.0 AC	22,313 SF	49.5%	0.5 AC
PERVIOUS SURFACES						
TOTAL	27,506 SF	61.1%	0.6 AC	22,726 SF	50.5%	0.5 AC
TOTAL SITE AREA	45,039 SF	100.0%	1.0 AC	45,039 SF	100.0%	1.0 AC
DIFFERENCE (EX. VS PROP.)	4,780 SF	10.6%				
DISTURBED AREA	30,015 SF	0.7 AC				

SITE PLAN LEGEND:

- LIGHT DUTY BITUMINOUS PAVEMENT (IF APPLICABLE). SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- CONCRETE PAVEMENT (IF APPLICABLE) AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, WITHIN ROW SEE CITY DETAIL, WITHIN PRIVATE PROPERTY SEE CSG DETAIL
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED. HC = ACCESSIBLE SIGN NP = NO PARKING FIRE LANE ST = STOP CP = COMPACT CAR PARKING ONLY
- ACCESSIBILITY ROUTE ARROW (IF APPLICABLE) DO NOT PAINT.

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1" = 20'-0"
10'-0" 0 20'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

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David J. Knaeble
DATE 8-5-2025 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

SITE PLAN

C2.1

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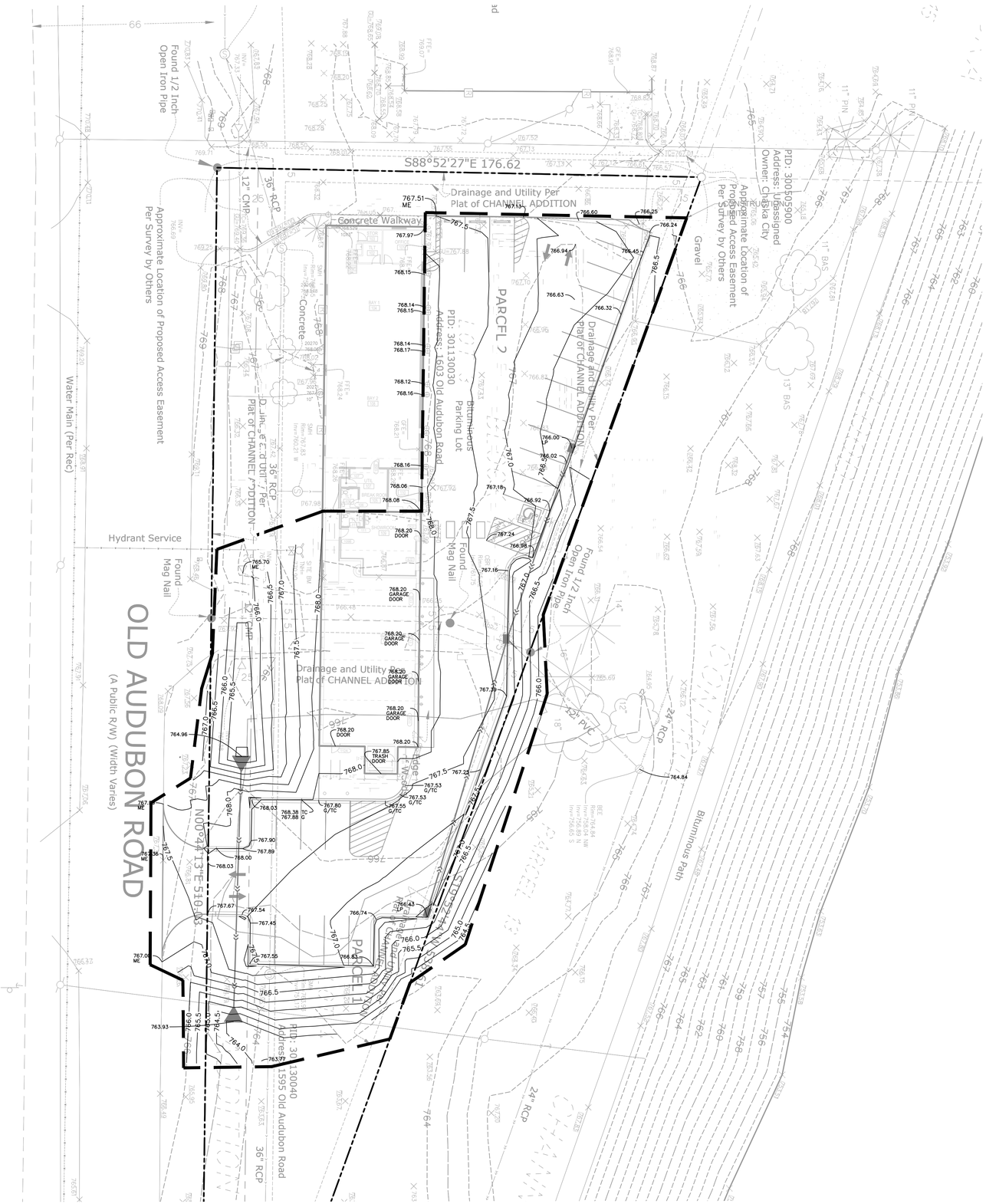

GENERAL GRADING NOTES:

1. **CONTRACTOR SHALL VERIFY ALL BUILDING ELEVATIONS, (FFE, LFE, GFE), PRIOR TO CONSTRUCTION BY CROSS CHECKING WITH ARCHITECTURAL, STRUCTURAL AND CIVIL ELEVATIONS FOR EQUIVALENT "100" ELEVATIONS. THIS MUST BE DONE PRIOR TO EXCAVATION AND INSTALLATION OF ANY FOOTING MATERIALS. VERIFICATION OF THIS COORDINATION SHALL BE CONFIRMED IN WRITING BY CIVIL, SURVEYOR, ARCHITECTURAL, STRUCTURAL AND CONTRACTOR PRIOR TO CONSTRUCTION.**
2. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
3. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
4. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
5. ANY ELEMENTS OF AN EARTH RETENTION SYSTEM AND RELATED EXCAVATIONS THAT FALL WITHIN THE PUBLIC RIGHT OF WAY WILL REQUIRE A "RIGHT OF WAY EXCAVATION PERMIT". CONTRACTOR IS RESPONSIBLE FOR AQUIRING THIS PERMIT PRIOR TO CONSTRUCTION IF APPLICABLE
6. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
7. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
8. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
9. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
10. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1.
11. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
13. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
14. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
15. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
16. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER. NO TEST ROLL SHALL OCCUR WITHIN 10' OF ANY UNDERGROUND STORM RETENTION/DETENTION SYSTEMS.
17. TOLERANCES
    - 17.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 17.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 17.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 17.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
18. MAINTENANCE
    - 18.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 18.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 18.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

CITY OF CHASKA GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0 - SW1.3

GRADING PLAN LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL
1137	1.0' CONTOUR ELEVATION INTERVAL
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
891.00 G	SPOT GRADE ELEVATION GUTTER
891.00 TC	SPOT GRADE ELEVATION TOP OF CURB
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
891.00 ME	SPOT GRADE ELEVATION MATCH EXISTING
GB	GRADE BREAK - HIGH POINTS
TO	CURB AND GUTTER (T.O = TIP OUT)
EOF=1135.52	EMERGENCY OVERFLOW
	CONSTRUCTION LIMITS

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ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

GRADING PLAN

C3.0

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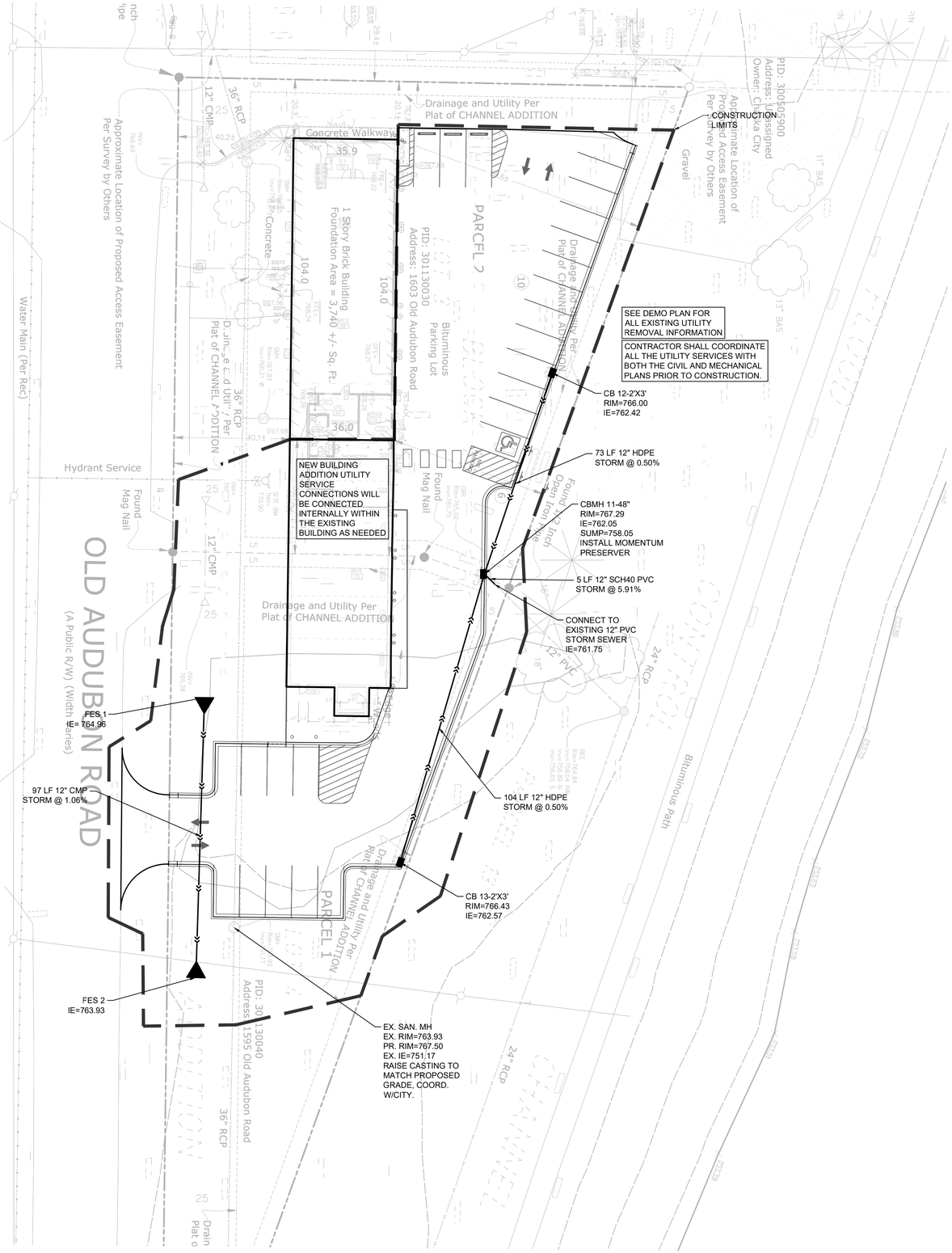

GENERAL UTILITY NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
3. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) AWWA C151, ASME B16.4, AWWA C110, AWWA C153 UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) ASTM D3034 & F679, OR SCH 40 ASTM D1785, 2665, ASTM F794, 1866) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE ASTM F714 & F2306 WITH ASTM D3212 SPEC FITTINGS UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. 2CONTRACTOR SHALL COORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.
26. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MN RULES, CHAPTER 4714, SECTION 1109.0.
27. FOR ALL SITES LOCATED IN CLAY SOIL AREAS, DRAIN TILE MUST BE INSTALLED AT ALL LOW POINT CATCH BASINS 25' IN EACH DIRECTION. SEE PLAN AND DETAIL. INSTALL LOW POINT DRAIN TILE PER PLANS AND GEOTECHNICAL REPORT RECOMMENDATIONS AND REQUIREMENTS.

CITY OF CHASKA UTILITY NOTES:

1. RESERVED FOR CITY SPECIFIC UTILITY NOTES.

UTILITY PLAN LEGEND:

- CATCH BASIN
- MANHOLE
- GATE VALVE AND VALVE BOX
- PROPOSED FIRE HYDRANT
- DT — DT — DRAINTILE
- WATER MAIN
- SANITARY SEWER
- STORM SEWER
- FES AND RIP RAP
- TRENCH DRAIN
- CONSTRUCTION LIMITS

Know what's **below.** **Call** before you dig.

1" = 20'-0"
10'-0" 0 20'-0"

CivilSite GROUP
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Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
AUTOPROS EXPANSION
1603 OLD AUDOBON ROAD
CHASKA, MN 55318

AUTOPROS EXPANSION

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

David J. Knaeble
DATE 8-5-2025 LICENSE NO. 48776

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CONTACT NUMBER	612-615-0060 X 703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

UTILITY PLAN

C4.0

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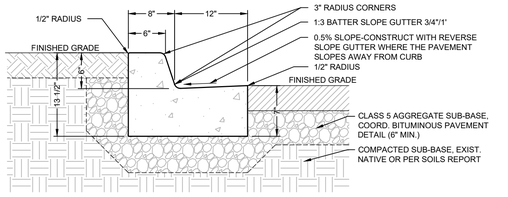
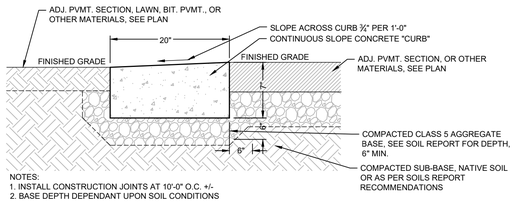


NOTE:
1. INSTALL CONSTRUCTION JOINTS AT 10'-0" O.C. +/-
2. BASE DEPTH DEPENDANT UPON SOIL CONDITIONS

1 B-612 CONCRETE CURB AND GUTTER
N T S



NOTES:
1. INSTALL CONSTRUCTION JOINTS AT 10'-0" O.C. +/-
2. BASE DEPTH DEPENDANT UPON SOIL CONDITIONS

2 RIBBON CURB
N T S

PAVEMENT DESIGN

TYPE	WEAR (A)	BASE (B)	AGG.(C)
BIT. PVMT	1.5"	2.0"	8"

NOTE:
IF NO DESIGN IS DEFINED IN ABOVE CHART, SEE GEOTECH REPORT FOR FINAL PAVEMENT SECTION.
IF DESIGN IS DEFINED IN ABOVE CHART, IT SHOULD BE CONSIDERED FOR BIDDING PURPOSES ONLY. REFER TO GEOTECH FOR FINAL PAVEMENT SECTION.

3 BITUMINOUS PAVEMENT - ALL TYPES
N T S

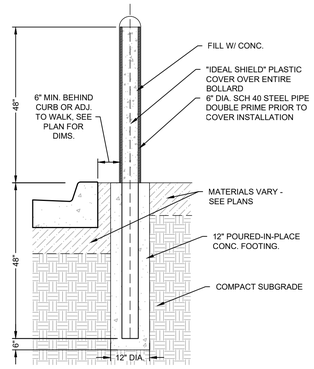
PAVEMENT DESIGN

TYPE	CONC. (A)	AGG.(B)
WALKS	5"	6"
CONC. PVMT.	6"	6"

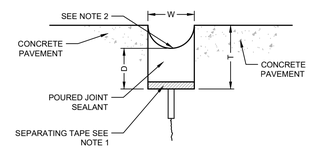
CURING:
1. APPLY CURING COMPOUNDS IMMEDIATELY UPON FINAL FINISHING OF CONC. SURFACE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTION AND THE SPECIFICATIONS BELOW.
2. ALL CONC. SURFACES SHALL HAVE CURING COMPOUNDS ALLIED PER ASTM C-1315. AT 200 S.F. PER GAL.
3. ALL CURING COMPOUNDS SHALL BE TYPE 1 (CLEAR) AND CONTAIN ACRYLIC BASED CLASS B RESTRICTED RESIN SOLIDS.

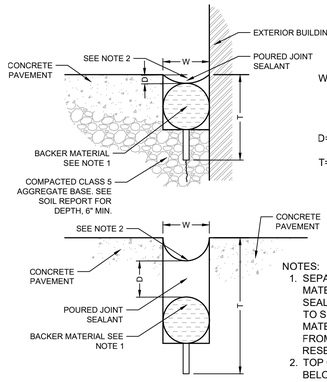
NOTES:
1. INSTALLATION SHALL BE CERTIFIED AND IN ACCORDANCE TO AN ON-SITE A.C.I. TECHNICIAN AS SPECIFIED.
2. SEE GEO-TECHNICAL RECOMMENDATIONS FOR GROSS WEIGHT REQUIREMENTS.
3. IF NO DESIGN IS DEFINED IN CHART, SEE GEOTECH REPORT FOR FINAL PAVEMENT SECTION.
4. IF DESIGN IS DEFINED IN CHART, IT SHOULD BE CONSIDERED FOR BIDDING PURPOSES ONLY. REFER TO GEOTECH FOR FINAL PAVEMENT SECTION.

4 CONCRETE PVMT./WALK/PAD- NO FIBER
N T S (PRIVATE PROPERTY)



5 PIPE BOLLARD - EMBEDDED
N T S

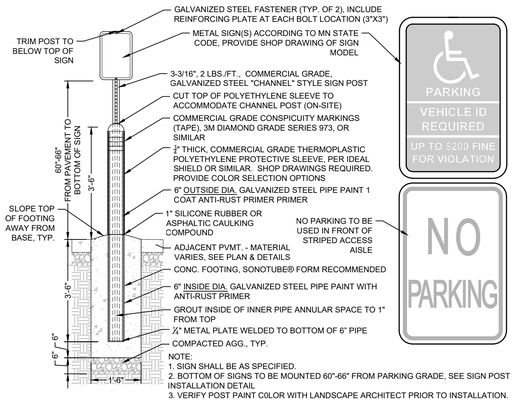




W= WIDTH OF SEALANT RESERVOIR
1/2" MINIMUN
5/8" MAXIMUM
EXCEPT FOR 3/4" EXPANSION JOINTS
D= DEPTH OF SEALANT
1.0 TO 1.5 TIMES W
T= DEPTH OF INTIAL SAWCUT, 1/4 OF THE SLAB THINKNESS FOR PAVEMENT LESS THAN 12"

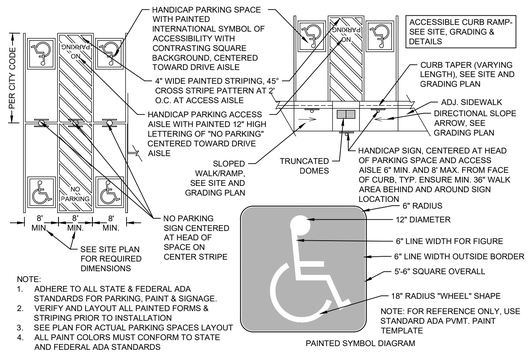
NOTES:
1. SEPARATING TAPE OR BACKER MATERIAL REQUIRED TO PREVENT JOINT SEALANT FROM FLOWING INTO SAWCUT, TO SEPARATE NONCOMPATIBLE MATERIALS AND TO PREVENT SEALANT FROM BONDING TO BOTTOM OF RESERVOIR.
2. TOP OF SEALANT WILL BE 1/8" TO 1/4" BELOW TOP OF PAVEMENT.

6 EXPANSION JOINT SEALANT DETAILS
N T S



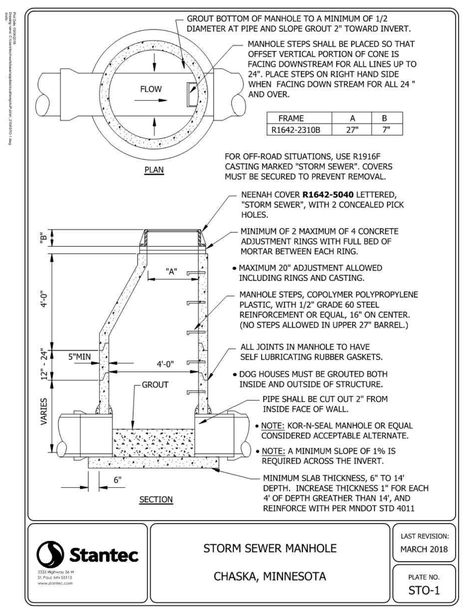
NOTE:
1. SIGN SHALL BE AS SPECIFIED.
2. BOTTOM OF SIGNS TO BE MOUNTED 60"-66" FROM PARKING GRADE, SEE SIGN POST INSTALLATION DETAIL
3. VERIFY POST PAINT COLOR WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

7 ACCESSIBLE SIGN & CHANNEL POST - LOT LOCATION
N T S



NOTE:
1. ADHERE TO ALL STATE & FEDERAL ADA STANDARDS FOR PARKING, PAINT & SIGNAGE.
2. VERIFY AND LAYOUT ALL PAINTED FORMS & STRIPING PRIOR TO INSTALLATION
3. SEE PLAN FOR ACTUAL PARKING SPACES LAYOUT
4. ALL PAINT COLORS MUST CONFORM TO STATE AND FEDERAL ADA STANDARDS

8 ACCESSIBLE PARKING PAVEMENT MARKING
N T S

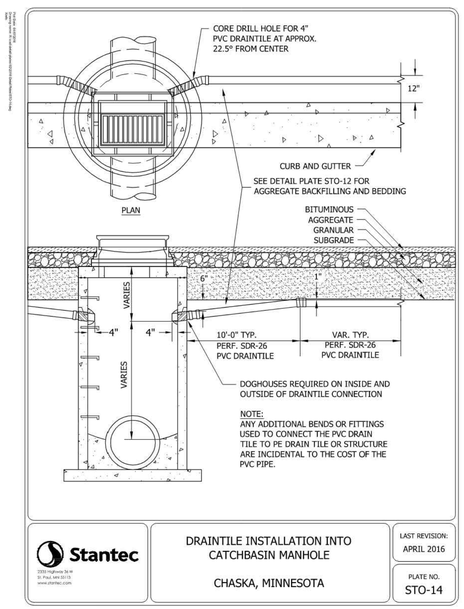


FRAME	A	B
R1642-2310B	27"	7"

Stantec
7550 Wayzata Blvd. W
St. Paul, MN 55113
www.stantec.com

STORM SEWER MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. STO-1



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DRAINTILE INSTALLATION INTO CATCHBASIN MANHOLE
CHASKA, MINNESOTA

LAST REVISION: APRIL 2016
PLATE NO. STO-14

CivilSite GROUP
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5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

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AUTOPROS EXPANSION
CHASKA, MN 55318

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David J Knaeble
David J Knaeble
DATE 8-5-2025 LICENSE NO. 48776

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DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

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CIVIL DETAILS

C5.0

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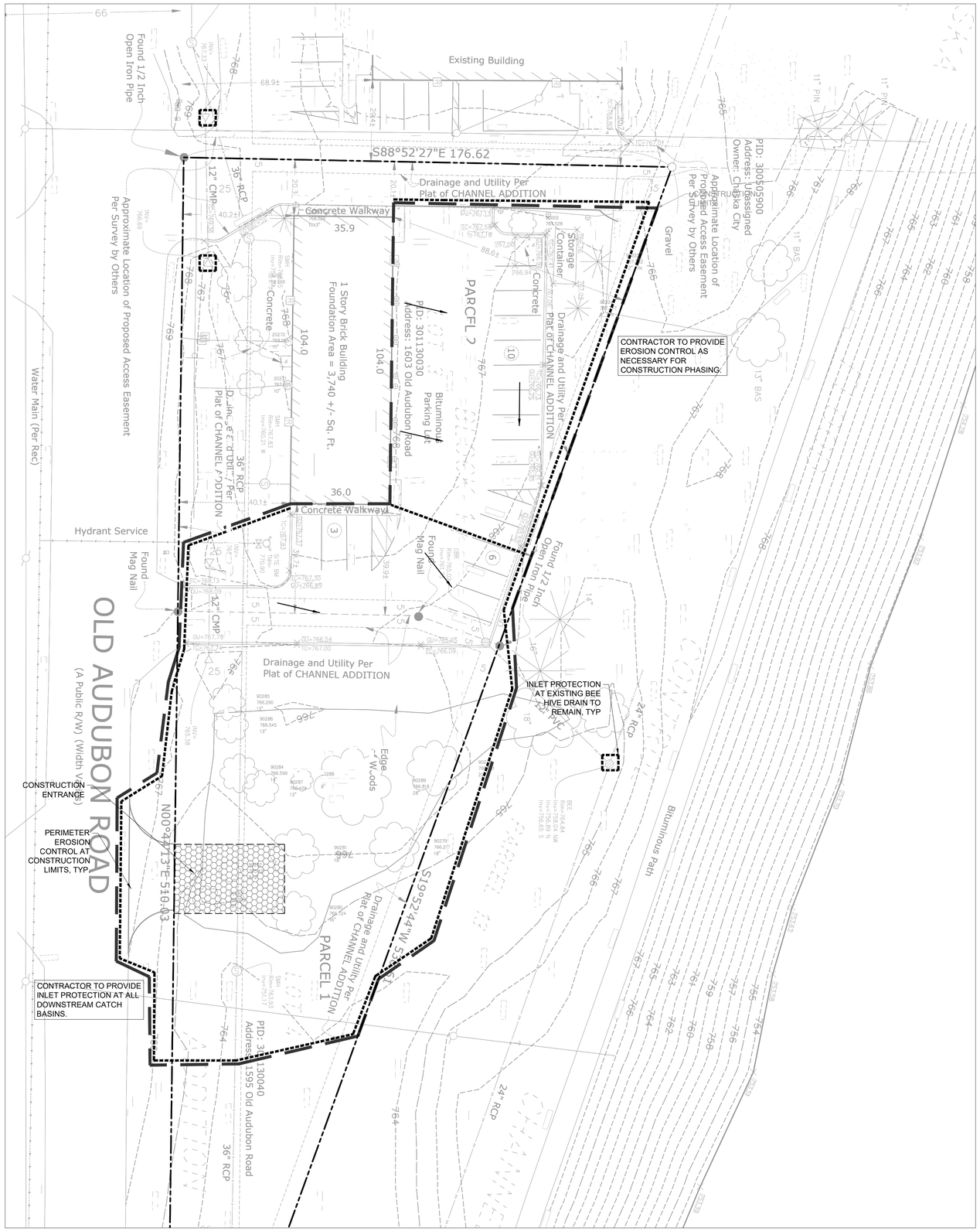

SWPPP NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. THIS PROJECT IS LESS THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.
3. SEE SHEETS SW1.0 - SW1.3 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.
4. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.
5. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

CITY OF CHASKA EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

SWPPP LEGEND:

- 1125 — EX. 1' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE

Know what's below. Call before you dig.

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1" = 20'-0"
10'-0" 0 20'-0"

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Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

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PROJECT NUMBER	24036

REVISION SUMMARY

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SWPPP - EXISTING CONDITIONS

SW1.0

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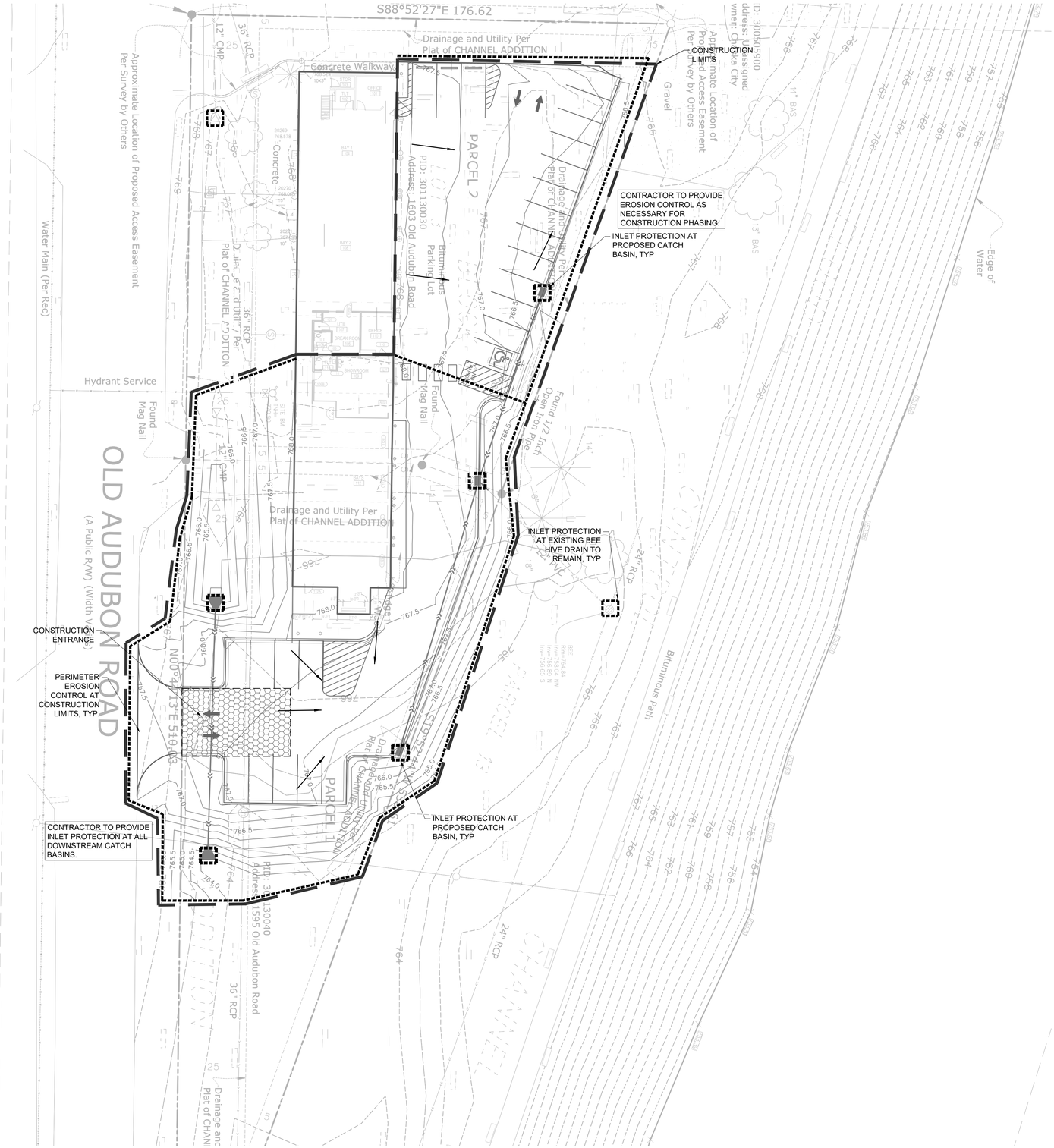

CITY OF CHASKA EROSION CONTROL NOTES:

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SWPPP LEGEND:

- 1125 — EX. 1' CONTOUR ELEVATION INTERVAL
- 1137 — 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

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REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

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SWPPP - PROPOSED CONDITIONS

SW1.1

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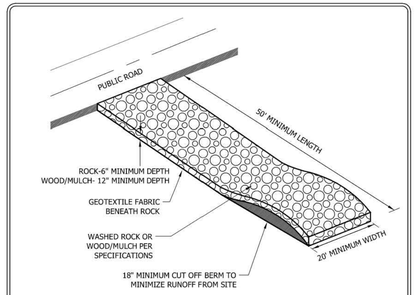


NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

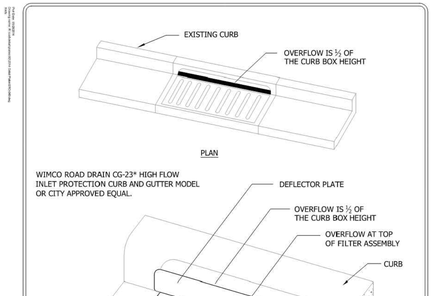
Stantec
2335 Highway 36 W
St. Paul, MN 55113
www.stantec.com

ROCK CONSTRUCTION ENTRANCE

CHASKA, MINNESOTA

LAST REVISION: MAY 2023

PLATE NO. ERO-7



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

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

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2335 Highway 36 W
St. Paul, MN 55113
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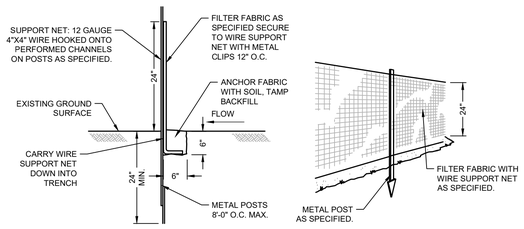
INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION

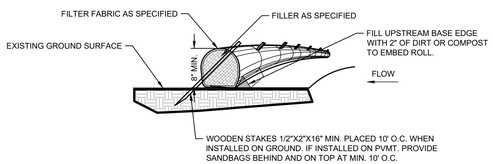
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4B



2 SEDIMENT FENCE
N T S



NOTE:
1. COMPOST FILTER LOGS (BIO ROLLS) SHALL BE FILTREXX EROSION CONTROL SOXX OR APPROVED EQUAL.
2. COMPOST FILLER TO BE MADE FROM A COMPOST BLEND 30%-40% GRADE 2 (SPEC 3890) AND 60%-70% PARTIALLY DECOMPOSED WOOD CHIPS, PER MNDOT SPEC 3897.
3. FILTER FABRIC SHALL BE GEOTEXTILE KNITTED MATERIAL WITH MAX. OPENINGS OF 3/8".
4. IF MULTIPLE ROLLS NEEDED, OVERLAP BY MIN. 12" AT ENDS AND STAKE.
5. SILT SHALL BE REMOVED ONCE IT REACHES 80% OF THE HEIGHT OF THE ROLL OR AS DEEMED NECESSARY BY SITE CONTRACTOR TO MAINTAIN PROPER FUNCTION.

3 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
N T S

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
AUTOPROS EXPANSION
1603 OLD AUDOBON ROAD

AUTOPROS EXPANSION
CHASKA, MN 55318

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

David J. Knaeble

David J. Knaeble
DATE 8-5-2025 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8-5-2025	CITY SUBMITTAL

PROJECT MANAGER	DAVE KNAEBLE
CONTACT NUMBER	612-615-0060 X-703
DRAWN BY	DK,ZH
REVIEWED BY	DK
PROJECT NUMBER	24036

REVISION SUMMARY

DATE	DESCRIPTION

SWPPP - DETAILS

SW1.2

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THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2018 # MNR100001) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION. THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMP'S. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS
4. INSTALL INLET PROTECTION AT ALL ADJACENT AND DOWNSTREAM CATCH BASINS
5. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
6. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (SECTION 14)
7. CLEAR AND GRUB REMAINDER OF SITE
8. STRIP AND STOCKPILE TOPSOIL
9. ROUGH GRADING OF SITE
10. STABILIZE DENUDED AREAS AND STOCKPILES
11. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
12. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
13. INSTALL STREET SECTION
14. INSTALL CURB AND GUTTER
15. BITUMINOUS ON STREETS
16. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
17. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
18. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.)
19. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION:

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL RECORDS, ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN SECTION 4. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF THE NOT.

1. THE FINAL SWPPP;
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT;
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (SEE SECTION 11, INSPECTIONS AND MAINTENANCE);
4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, INCLUDING ALL RIGHT OF WAY, CONTRACTS, COVENANTS AND OTHER BINDING REQUIREMENTS REGARDING PERPETUAL MAINTENANCE; AND
5. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

SWPPP IMPLEMENTATION RESPONSIBILITIES:

1. THE OWNER AND CONTRACTOR ARE PERMITTEE(S) AS IDENTIFIED BY THE NPDES PERMIT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON-SITE IMPLEMENTATION OF THE SWPPP, INCLUDING THE ACTIVITIES OF ALL OF THE CONTRACTOR'S SUBCONTRACTORS.
3. CONTRACTOR SHALL PROVIDE A PERSON(S) KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPS TO OVERSEE ALL INSTALLATION AND MAINTENANCE OF BMPS AND IMPLEMENTATION OF THE SWPPP
4. CONTRACTOR SHALL PROVIDE PERSON(S) MEETING THE TRAINING REQUIREMENTS OF THE NPDES PERMIT TO CONDUCT INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY MPCA. CONTRACTOR SHALL PROVIDE TRAINING DOCUMENTATION FOR THESE INDIVIDUAL(S) AS REQUIRED BY THE NPDES PERMIT. THIS TRAINING DOCUMENTATION SHALL BE RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:
   - 4.1. NAMES OF THE PERSONNEL ASSOCIATED WITH THE PROJECT THAT ARE REQUIRED TO BE TRAINED PER SECTION 21 OF THE PERMIT.
   - 4.2. DATES OF TRAINING AND NAME OF INSTRUCTOR AND ENTITY PROVIDING TRAINING.
   - 4.3. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.
5. FOLLOWING FINAL STABILIZATION AND THE TERMINATION OF COVERAGE FOR THE NPDES PERMIT, THE OWNER IS EXPECTED TO FURNISH LONG TERM OPERATION AND MAINTENANCE (O & M) OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM.

CONSTRUCTION ACTIVITY REQUIREMENTS

SWPPP AMENDMENTS (SECTION 6):

1. ONE OF THE INDIVIDUALS DESCRIBED IN ITEM 21.2.A OR ITEM 21.2.B OR ANOTHER QUALIFIED INDIVIDUAL MUST COMPLETE ALL SWPPP CHANGES. CHANGES INVOLVING THE USE OF A LESS STRINGENT BMP MUST INCLUDE A JUSTIFICATION DESCRIBING HOW THE REPLACEMENT BMP IS EFFECTIVE FOR THE SITE CHARACTERISTICS.
2. PERMITTEES MUST AMEND THE SWPPP TO INCLUDE ADDITIONAL OR MODIFIED BMPS AS NECESSARY TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS HAVING A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR GROUNDWATER.
3. PERMITTEES MUST AMEND THE SWPPP TO INCLUDE ADDITIONAL OR MODIFIED BMPS AS NECESSARY TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER INSPECTIONS OR INVESTIGATIONS BY THE SITE OWNER OR OPERATOR, USEPA OR MPCA OFFICIALS INDICATE THE SWPPP IS NOT EFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR GROUNDWATER OR THE DISCHARGES ARE CAUSING WATER QUALITY STANDARD EXCEEDANCES (E.G., NUISANCE CONDITIONS AS DEFINED IN MINN. R. 7050.0210, SUBP. 2) OR THE SWPPP IS NOT CONSISTENT WITH THE OBJECTIVES OF A USEPA APPROVED TMDL.

BMP SELECTION AND INSTALLATION (SECTION 7):

1. PERMITTEES MUST SELECT, INSTALL, AND MAINTAIN THE BMPS IDENTIFIED IN THE SWPPP AND IN THIS PERMIT IN AN APPROPRIATE AND FUNCTIONAL MANNER AND IN ACCORDANCE WITH RELEVANT MANUFACTURER SPECIFICATIONS AND ACCEPTED ENGINEERING PRACTICES.

EROSION PREVENTION (SECTION 8):

1. BEFORE WORK BEGINS, PERMITTEES MUST DELINEATE THE LOCATION OF AREAS NOT TO BE DISTURBED.
2. PERMITTEES MUST MINIMIZE THE NEED FOR DISTURBANCE OF PORTIONS OF THE PROJECT WITH STEEP SLOPES. WHEN STEEP SLOPES MUST BE DISTURBED, PERMITTEES MUST USE TECHNIQUES SUCH AS PHASING AND STABILIZATION PRACTICES DESIGNED FOR STEEP SLOPES (E.G., SLOPE DRAINING AND TERRACING).
3. PERMITTEES MUST STABILIZE ALL EXPOSED SOIL AREAS, INCLUDING STOCKPILES. STABILIZATION MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION WHEN CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION MUST BE COMPLETED NO LATER THAN 14 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY HAS CEASED. STABILIZATION IS NOT REQUIRED ON CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES. STABILIZATION IS NOT REQUIRED ON TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) BUT PERMITTEES MUST PROVIDE SEDIMENT CONTROLS AT THE BASE OF THE STOCKPILE.
4. FOR PUBLIC WATERS THAT THE MINNESOTA DNR HAS PROMULGATED "WORK IN WATER RESTRICTIONS" DURING SPECIFIED FISH SPAWNING TIME FRAMES, PERMITTEES MUST COMPLETE STABILIZATION OF ALL EXPOSED SOIL AREAS WITHIN 200 FEET OF THE WATER'S EDGE, AND THAT DRAIN TO THESE WATERS, WITHIN 24 HOURS DURING THE RESTRICTION PERIOD.
5. PERMITTEES MUST STABILIZE THE NORMAL WETTED PERIMETER OF THE LAST 200 LINEAR FEET OF TEMPORARY OR PERMANENT DRAINAGE DITCHES OR SWALES THAT DRAIN WATER FROM THE SITE WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE. PERMITTEES MUST COMPLETE STABILIZATION OF REMAINING PORTIONS OF TEMPORARY OR PERMANENT DITCHES OR SWALES WITHIN 14 CALENDAR DAYS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE AND CONSTRUCTION IN THAT PORTION OF THE DITCH TEMPORARILY OR PERMANENTLY CEASES.
6. TEMPORARY OR PERMANENT DITCHES OR SWALES BEING USED AS A SEDIMENT CONTAINMENT SYSTEM DURING CONSTRUCTION (WITH PROPERLY DESIGNED ROCK-DITCH CHECKS, BIO ROLLS, SILT DIKES, ETC.) DO NOT NEED TO BE STABILIZED. PERMITTEES MUST STABILIZE THESE AREAS WITHIN 24 HOURS AFTER THEIR USE AS A SEDIMENT CONTAINMENT SYSTEM CEASES
7. PERMITTEES MUST NOT USE MULCH, HYDROMULCH, TACKIFIER, POLYACRYLAMIDE OR SIMILAR EROSION PREVENTION PRACTICES WITHIN ANY PORTION OF THE NORMAL WETTED PERIMETER OF A TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE SECTION WITH A CONTINUOUS SLOPE OF GREATER THAN 2 PERCENT.
8. PERMITTEES MUST PROVIDE TEMPORARY OR PERMANENT ENERGY DISSIPATION AT ALL PIPE OUTLETS WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER OR PERMANENT STORMWATER TREATMENT SYSTEM.
9. PERMITTEES MUST NOT DISTURB MORE LAND (I.E., PHASING) THAN CAN BE EFFECTIVELY INSPECTED AND MAINTAINED IN ACCORDANCE WITH SECTION 11.

SEDIMENT CONTROL (SECTION 9):

1. PERMITTEES MUST ESTABLISH SEDIMENT CONTROL BMPS ON ALL DOWNGRADIENT PERIMETERS OF THE SITE AND DOWNGRADIENT AREAS OF THE SITE THAT DRAIN TO ANY SURFACE WATER, INCLUDING CURB AND GUTTER SYSTEMS. PERMITTEES MUST LOCATE SEDIMENT CONTROL PRACTICES UPGRADIENT OF ANY BUFFER ZONES. PERMITTEES MUST INSTALL SEDIMENT CONTROL PRACTICES BEFORE ANY UPGRADIENT LAND-DISTURBING ACTIVITIES BEGIN AND MUST KEEP THE SEDIMENT CONTROL PRACTICES IN PLACE UNTIL THEY ESTABLISH PERMANENT COVER.
2. IF DOWNGRADIENT SEDIMENT CONTROLS ARE OVERLOADED, BASED ON FREQUENT FAILURE OR EXCESSIVE MAINTENANCE REQUIREMENTS, PERMITTEES MUST INSTALL ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS TO ELIMINATE THE OVERLOADING AND AMEND THE SWPPP TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN ITEM 6.3.
3. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK-CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.
4. A FLOATING SILT CURTAIN PLACED IN THE WATER IS NOT A SEDIMENT CONTROL BMP TO SATISFY ITEM 9.2 EXCEPT WHEN WORKING ON A SHORELINE OR BELOW THE WATERLINE, IMMEDIATELY AFTER THE SHORT TERM CONSTRUCTION ACTIVITY (E.G., INSTALLATION OF RIP RAP ALONG THE SHORELINE) IN THAT AREA IS COMPLETE, PERMITTEES MUST INSTALL AN UPLAND PERIMETER CONTROL PRACTICE IF EXPOSED SOILS STILL DRAIN TO A SURFACE WATER.
5. PERMITTEES MUST RE-INSTALL ALL SEDIMENT CONTROL PRACTICES ADJUSTED OR REMOVED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES, IMMEDIATELY AFTER THE SHORT-TERM ACTIVITY IS COMPLETED. PERMITTEES MUST RE-INSTALL SEDIMENT CONTROL PRACTICES BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE SHORT-TERM ACTIVITY IS NOT COMPLETE.
6. PERMITTEES MUST PROTECT ALL STORM DRAIN INLETS USING APPROPRIATE BMPS DURING CONSTRUCTION UNTIL THEY ESTABLISH PERMANENT COVER ON ALL AREAS WITH POTENTIAL FOR DISCHARGING TO THE INLET.
7. PERMITTEES MAY REMOVE INLET PROTECTION FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (E.G. STREET FLOODING/FREEZING) IS IDENTIFIED BY THE PERMITTEES OR THE JURISDICTIONAL AUTHORITY (E.G., CITY/COUNTY/TOWNSHIP/MINNESOTA DEPARTMENT OF TRANSPORTATION ENGINEER). PERMITTEES MUST DOCUMENT THE NEED FOR REMOVAL IN THE SWPPP.
8. PERMITTEES MUST PROVIDE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS AT THE BASE OF STOCKPILES ON THE DOWNGRADIENT PERIMETER.
9. PERMITTEES MUST LOCATE STOCKPILES OUTSIDE OF NATURAL BUFFERS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.
10. PERMITTEES MUST INSTALL A VEHICLE TRACKING BMP TO MINIMIZE THE TRACK OUT OF SEDIMENT FROM THE CONSTRUCTION SITE OR ONTO PAVED ROADS WITHIN THE SITE.
11. PERMITTEES MUST USE STREET SWEEPING IF VEHICLE TRACKING BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT TRACKING ONTO THE STREET.
12. PERMITTEES MUST INSTALL TEMPORARY SEDIMENT BASINS AS REQUIRED IN SECTION 14.
13. IN ANY AREAS OF THE SITE WHERE FINAL VEGETATIVE STABILIZATION WILL OCCUR, PERMITTEES MUST RESTRICT VEHICLE AND EQUIPMENT USE TO MINIMIZE SOIL COMPACTION.
14. PERMITTEES MUST PRESERVE TOPSOIL ON THE SITE, UNLESS INFEASIBLE.
15. PERMITTEES MUST DIRECT DISCHARGES FROM BMPS TO VEGETATED AREAS UNLESS INFEASIBLE.
16. PERMITTEES MUST PRESERVE A 50 FOOT NATURAL BUFFER OR, IF A BUFFER IS INFEASIBLE ON THE SITE, PROVIDE REDUNDANT (DOUBLE) PERIMETER SEDIMENT CONTROLS WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET OF THE PROJECT'S EARTH DISTURBANCES AND STORMWATER FLOWS TO THE SURFACE WATER. PERMITTEES MUST INSTALL PERIMETER SEDIMENT CONTROLS AT LEAST 5 FEET APART UNLESS LIMITED BY LACK OF AVAILABLE SPACE. NATURAL BUFFERS ARE NOT REQUIRED ADJACENT TO ROAD DITCHES, JUDICIAL DITCHES, COUNTY DITCHES, STORMWATER CONVEYANCE CHANNELS, STORM DRAIN INLETS, AND SEDIMENT BASINS. IF PRESERVING THE BUFFER IS INFEASIBLE, PERMITTEES MUST DOCUMENT THE REASONS IN THE SWPPP. SHEET PILING IS A REDUNDANT PERIMETER CONTROL IF INSTALLED IN A MANNER THAT RETAINS ALL STORMWATER.
17. PERMITTEES MUST USE POLYMERS, FLOCCULANTS, OR OTHER SEDIMENTATION TREATMENT CHEMICALS IN ACCORDANCE WITH ACCEPTED ENGINEERING PRACTICES, DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVIDED BY THE MANUFACTURER OR SUPPLIER. THE PERMITTEES MUST USE CONVENTIONAL EROSION AND SEDIMENT CONTROLS PRIOR TO CHEMICAL ADDITION AND MUST DIRECT TREATED STORMWATER TO A SEDIMENT CONTROL SYSTEM FOR FILTRATION OR SETTLEMENT OF THE FLOC PRIOR TO DISCHARGE.

DEWATERING AND BASIN DRAINING (SECTION 10):

1. PERMITTEES MUST DISCHARGE TURBID OR SEDIMENT-LADEN WATERS RELATED TO DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) TO A TEMPORARY OR PERMANENT SEDIMENT BASIN ON THE PROJECT SITE UNLESS INFEASIBLE. PERMITTEES MAY DEWATER TO SURFACE WATERS IF THEY VISUALLY CHECK TO ENSURE ADEQUATE TREATMENT HAS BEEN OBTAINED AND NUISANCE CONDITIONS (SEE MINN. R. 7050.0210, SUBP. 2) WILL NOT RESULT FROM THE DISCHARGE. IF PERMITTEES CANNOT DISCHARGE THE WATER TO A SEDIMENTATION BASIN PRIOR TO ENTERING A SURFACE WATER, PERMITTEES MUST TREAT IT WITH APPROPRIATE BMPS SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE SURFACE WATER OR DOWNSTREAM PROPERTIES.
2. IF PERMITTEES MUST DISCHARGE WATER CONTAINING OIL OR GREASE, THEY MUST USE AN OIL-WATER SEPARATOR OR SUITABLE FILTRATION DEVICE (E.G., CARTRIDGE FILTERS, ABSORBENTS PADS) PRIOR TO DISCHARGE.
3. PERMITTEES MUST DISCHARGE ALL WATER FROM DEWATERING OR BASIN-DRAINING ACTIVITIES IN A MANNER THAT DOES NOT CAUSE EROSION OR SCOUR IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS OR INUNDATION OF WETLANDS IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS THAT CAUSES SIGNIFICANT ADVERSE IMPACT TO THE WETLAND.
4. IF PERMITTEES USE FILTERS WITH BACKWASH WATER, THEY MUST HAUL THE BACKWASH WATER AWAY FOR DISPOSAL, RETURN THE BACKWASH WATER TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE THE BACKWASH WATER INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION.

INSPECTIONS AND MAINTENANCE (SECTION 11):

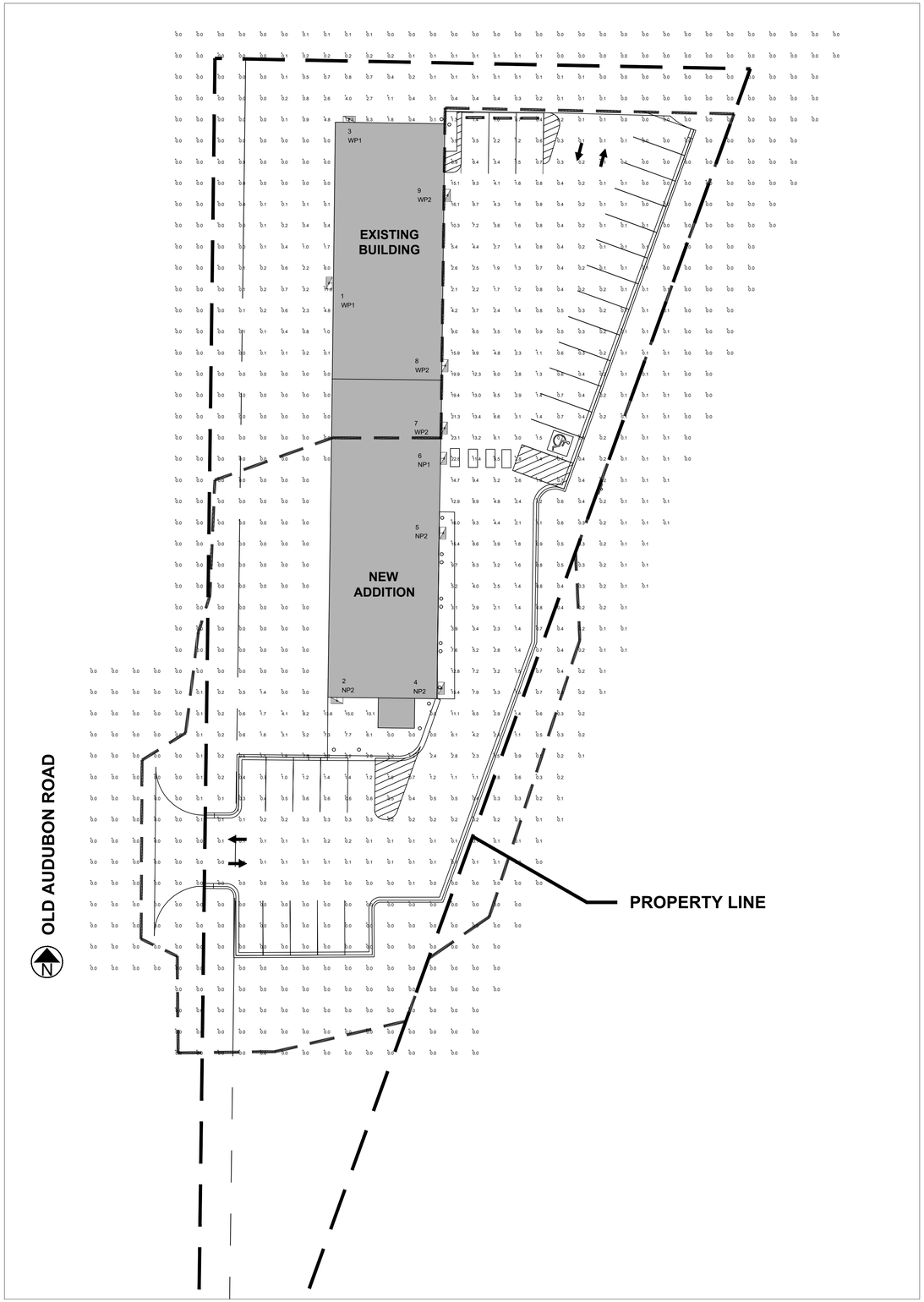
1. PERMITTEES MUST ENSURE A TRAINED PERSON, AS IDENTIFIED IN ITEM 21.2.B, WILL INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 1/2 INCH IN 24 HOURS.
2. PERMITTEES MUST INSPECT AND MAINTAIN ALL PERMANENT STORMWATER TREATMENT BMPS.
3. PERMITTEES MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS. PERMITTEES MUST REPAIR, REPLACE OR SUPPLEMENT ALL NONFUNCTIONAL BMPS WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY UNLESS ANOTHER TIME FRAME IS SPECIFIED IN ITEM 11.5 OR 11.6. PERMITTEES MAY TAKE ADDITIONAL TIME IF FIELD CONDITIONS PREVENT ACCESS TO THE AREA.
4. DURING EACH INSPECTION, PERMITTEES MUST INSPECT SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS BUT NOT CURB AND GUTTER SYSTEMS, FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION. PERMITTEES MUST REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. PERMITTEES MUST COMPLETE REMOVAL AND STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. PERMITTEES MUST USE ALL REASONABLE EFFORTS TO OBTAIN ACCESS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF OBTAINING ACCESS. PERMITTEES ARE RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK IN SURFACE WATERS.
5. PERMITTEES MUST INSPECT CONSTRUCTION SITE VEHICLE EXIT LOCATIONS, STREETS AND CURB AND GUTTER SYSTEMS WITHIN AND ADJACENT TO THE PROJECT FOR SEDIMENTATION FROM EROSION OR TRACKED SEDIMENT FROM VEHICLES. PERMITTEES MUST REMOVE SEDIMENT FROM ALL PAVED SURFACES WITHIN ONE (1) CALENDAR DAY OF DISCOVERY OR, IF APPLICABLE, WITHIN A SHORTER TIME TO AVOID A SAFETY HAZARD TO USERS OF PUBLIC STREETS.
6. PERMITTEES MUST REPAIR, REPLACE OR SUPPLEMENT ALL PERIMETER CONTROL DEVICES WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE DEVICE.
7. PERMITTEES MUST DRAIN TEMPORARY AND PERMANENT SEDIMENTATION BASINS AND REMOVE THE SEDIMENT WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME.
8. PERMITTEES MUST ENSURE THAT AT LEAST ONE INDIVIDUAL PRESENT ON THE SITE (OR AVAILABLE TO THE PROJECT SITE IN THREE (3) CALENDAR DAYS) IS TRAINED IN THE JOB DUTIES DESCRIBED IN ITEM 21.2.B.
9. PERMITTEES MAY ADJUST THE INSPECTION SCHEDULE DESCRIBED IN ITEM 11.2 AS FOLLOWS:
   - a. INSPECTIONS OF AREAS WITH PERMANENT COVER CAN BE REDUCED TO ONCE PER MONTH, EVEN IF CONSTRUCTION ACTIVITY CONTINUES ON OTHER PORTIONS OF THE SITE; OR
   - b. WHERE SITES HAVE PERMANENT COVER ON ALL EXPOSED SOIL AND NO CONSTRUCTION ACTIVITY IS OCCURRING ANYWHERE ON THE SITE, INSPECTIONS CAN BE REDUCED TO ONCE PER MONTH AND, AFTER 12 MONTHS, MAY BE SUSPENDED COMPLETELY UNTIL CONSTRUCTION ACTIVITY RESUMES. THE MPCA MAY REQUIRE INSPECTIONS TO RESUME IF CONDITIONS WARRANT; OR
   - c. WHERE CONSTRUCTION ACTIVITY HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, INSPECTIONS MAY BE SUSPENDED. INSPECTIONS MUST RESUME WITHIN 24 HOURS OF RUNOFF OCCURRING, OR UPON RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.
10. PERMITTEES MUST RECORD ALL INSPECTIONS AND MAINTENANCE ACTIVITIES WITHIN 24 HOURS OF BEING CONDUCTED AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP. THESE RECORDS MUST INCLUDE:
    - a. DATE AND TIME OF INSPECTIONS; AND
    - b. NAME OF PERSONS CONDUCTING INSPECTIONS; AND
    - c. ACCURATE FINDINGS OF INSPECTIONS, INCLUDING THE SPECIFIC LOCATION WHERE CORRECTIVE ACTIONS ARE NEEDED; AND
    - d. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES); AND
    - e. DATE OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCHES IN 24 HOURS, AND THE AMOUNT OF RAINFALL FOR EACH EVENT. PERMITTEES MUST OBTAIN RAINFALL AMOUNTS BY EITHER A PROPERLY MAINTAINED RAIN GAUGE INSTALLED ONSITE, A WEATHER STATION THAT IS WITHIN ONE (1) MILE OF YOUR LOCATION, OR A WEATHER REPORTING SYSTEM THAT PROVIDES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES; AND
    - f. IF PERMITTEES OBSERVE A DISCHARGE DURING THE INSPECTION, THEY MUST RECORD AND SHOULD PHOTOGRAPH AND DESCRIBE THE LOCATION OF THE DISCHARGE (I.E., COLOR, ODOR, SETTLED OR SUSPENDED SOLIDS, OIL SHEEN, AND OTHER OBVIOUS INDICATORS OF POLLUTANTS); AND
    - g. ANY AMENDMENTS TO THE SWPPP PROPOSED AS A RESULT OF THE INSPECTION MUST BE DOCUMENTED AS REQUIRED IN SECTION 6 WITHIN SEVEN (7) CALENDAR DAYS.

POLLUTION PREVENTION MANAGEMENT (SECTION 12):

1. PERMITTEES MUST PLACE BUILDING PRODUCTS AND LANDSCAPE MATERIALS UNDER COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) OR PROTECT THEM BY SIMILARLY EFFECTIVE MEANS DESIGNED TO MINIMIZE CONTACT WITH STORMWATER. PERMITTEES ARE NOT REQUIRED TO COVER OR PROTECT PRODUCTS WHICH ARE EITHER NOT A SOURCE OF CONTAMINATION TO STORMWATER OR ARE DESIGNED TO BE EXPOSED TO STORMWATER.
2. PERMITTEES MUST PLACE PESTICIDES, FERTILIZERS AND TREATMENT CHEMICALS UNDER COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) OR PROTECT THEM BY SIMILARLY EFFECTIVE MEANS DESIGNED TO MINIMIZE CONTACT WITH STORMWATER.
3. PERMITTEES MUST STORE HAZARDOUS MATERIALS AND TOXIC WASTE, (INCLUDING OIL, DIESEL FUEL, GASOLINE, HYDRAULIC FLUIDS, PAINT SOLVENTS, PETROLEUM-BASED PRODUCTS, WOOD PRESERVATIVES, ADDITIVES, CURING COMPOUNDS, AND ACIDS) IN SEALED CONTAINERS TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MATERIALS MUST BE IN COMPLIANCE WITH MINN. R. CH. 7045 INCLUDING SECONDARY CONTAINMENT AS APPLICABLE.
4. PERMITTEES MUST PROPERLY STORE, COLLECT AND DISPOSE SOLID WASTE IN COMPLIANCE WITH MINN. R. CH. 7035.
5. PERMITTEES MUST POSITION PORTABLE TOILETS SO THEY ARE SECURE AND WILL NOT TIP OR BE KNOCKED OVER. PERMITTEES MUST PROPERLY DISPOSE SANITARY WASTE IN ACCORDANCE WITH MINN. R. CH. 7041.
6. PERMITTEES MUST TAKE REASONABLE STEPS TO PREVENT THE DISCHARGE OF SPILLED OR LEAKED CHEMICALS, INCLUDING FUEL. PERMITTEES MUST ENSURE FUEL WILL BE LOADED OR UNLOADED INCLUDING THE USE OF DRIP PANS OR ABSORBENTS UNLESS INFEASIBLE. PERMITTEES MUST ENSURE ADEQUATE SUPPLIES ARE AVAILABLE AT ALL TIMES TO CLEAN UP DISCHARGED MATERIALS AND THAT AN APPROPRIATE DISPOSAL METHOD IS AVAILABLE FOR RECOVERED SPILLED MATERIALS. PERMITTEES MUST REPORT AND CLEAN UP SPILLS IMMEDIATELY AS REQUIRED BY MINN. STAT. 115.061, USING DRY CLEAN UP MEASURES WHERE POSSIBLE.
7. PERMITTEES MUST LIMIT VEHICLE EXTERIOR WASHING AND EQUIPMENT TO A DEFINED AREA OF THE SITE. PERMITTEES MUST CONTAIN RUNOFF FROM THE WASHING AREA IN A SEDIMENT BASIN OR OTHER SIMILARLY EFFECTIVE CONTROLS AND MUST DISPOSE WASTE FROM THE WASHING ACTIVITY PROPERLY. PERMITTEES MUST PROPERLY USE AND STORE SOAPS, DETERGENTS, OR SOLVENTS.
8. PERMITTEES MUST PROVIDE EFFECTIVE CONTAINMENT FOR ALL LIQUID AND SOLID WASTES GENERATED BY WASHOUT OPERATIONS (E.G., CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS) RELATED TO THE CONSTRUCTION ACTIVITY. PERMITTEES MUST PREVENT LIQUID AND SOLID WASHOUT WASTES FROM CONTACTING THE GROUND AND MUST DESIGN THE CONTAINMENT SO IT DOES NOT RESULT IN RUNOFF FROM THE WASHOUT OPERATIONS OR AREAS. PERMITTEES MUST PROPERLY DISPOSE LIQUID AND SOLID WASTES IN COMPLIANCE WITH MPCA RULES. PERMITTEES MUST INSTALL A SIGN INDICATING THE LOCATION OF THE WASHOUT FACILITY.

PERMIT TERMINATION (SECTION 4 AND SECTION 13):

1. PERMITTEES MUST SUBMIT A NOT WITHIN 30 DAYS AFTER ALL TERMINATION CONDITIONS LISTED IN SECTION 13 ARE COMPLETE.
2. PERMITTEES MUST SUBMIT A NOT WITHIN 30 DAYS AFTER SELLING OR OTHERWISE LEGALLY TRANSFERRING THE ENTIRE SITE, INCLUDING PERMIT RESPONSIBILITY FOR ROADS (E.G., STREET SWEEPING) AND STORMWATER INFRASTRUCTURE FINAL CLEAN OUT, OR TRANSFERRING PORTIONS OF A SITE TO ANOTHER PARTY. THE PERMITTEES' COVERAGE UNDER THIS PERMIT TERMINATES AT MIDNIGHT ON THE SUBMISSION DATE OF THE NOT.
3. PERMITTEES MUST COMPLETE ALL CONSTRUCTION ACTIVITY AND MUST INSTALL PERMANENT COVER OVER ALL AREAS PRIOR TO SUBMITTING THE NOT. VEGETATIVE COVER MUST CONSIST OF A UNIFORM PERENNIAL VEGETATION WITH A DENSITY OF 70 PERCENT OF ITS EXPECTED FINAL GROWTH. VEGETATION IS NOT REQUIRED WHERE THE FUNCTION OF A SPECIFIC AREA DICTATES NO VEGETATION, SUCH AS IMPERVIOUS SURFACES OR THE BASE OF A SAND FILTER.
4. PERMITTEES MUST CLEAN THE PERMANENT STORMWATER TREATMENT SYSTEM OF ANY ACCUMULATED SEDIMENT AND MUST ENSURE THE SYSTEM MEETS ALL APPLICABLE REQUIREMENTS IN SECTION 15 THROUGH



1 **PROPOSED PHOTOMETRIC PLAN**
SCALE: 1" = 20'-0"

0' 20' 40'

DESIGN NOTES
ALL FIXTURES ARE LED, 4000K COLOR TEMP & FULL CUT OFF.
CHASKA CITY CODES ARE LIMITED AS TO PHOTOMETRIC DESIGN.
NO NEW POLE MOUNTED LIGHT FIXTURES ARE PROPOSED.

BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT **MUST** DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS.

THE LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER THE CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD LAMP RATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.

FOR ADDITIONAL LIGHTING INFORMATION CONTACT:
On-Site Lighting & Survey, LLC
PH: 763.684.1548

On-Site Lighting & Survey, LLC

1111 HIGHWAY 25 NORTH
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BUFFALO MN 55313

PH:763.684.1548
FAX:763.682.9048

RYLAUR create + solve + advise

RYLAUR, LLC

14 PHEASANT LANE
NORTH OAKS, MN 55127

PROJECT INFO: **AUTO PROS OF CHASKA**
1603 OLD AUDUBON ROAD
CHASKA, MN 55318

AutoPros OF CHASKA

ENGINEER INFO:

ENGINEER SEAL:

REVISIONS

#	DATE	INIT	DESCRIPTION

SHEET DESCRIPTION: **PROPOSED PHOTOMETRIC PLAN**

PROJECT #: **RY2507241**

ISSUE DATE: **07.24.2025**

DESIGN LEVEL: **NA**

AGI: **C.D.HEANER**

CAD: **C.D.HEANER**

SHEET#: **SL2.0** REV#: **0**

www.ledvanceUS.com

LEDVANCE

LEDVANCE LUMINAIRES
DUAL SELECTABLE
WALL PACK – CUT OFF

LEDVANCE LUMINAIRE SPECIFICATION DATA

Catalog #	Comments
Project	
Type	
Prepared by	

PERFORMANCE CLASS[NEW]

APPLICATION

The Performance Class Dual Selectable Cut Off Wall Pack boasts both wattage and CCT selectability to cover all your needs. It keeps the same form factor as the old technology for an easy LED upgrade without all the patchwork. With 12 different lumen packages in only 4 SKUs, this full cut off Wall Pack has all your projects covered. It also comes with an integrated photocell and offers plug and play field installable sensors.

BENEFITS & FEATURES

- Up to 150 LPW
- Selectable color temperature: 3000K, 4000K, or 5000K
- CRI>80
- Selectable wattage and lumens:
  - 20/30/35W | 3,000/4,500/5,250 lm
  - 40/50/60W | 6,000/7,500/9,000 lm
  - 65/80/100W | 9,750/12,000/15,000 lm
  - 120/130/150W | 18,800/19,500/22,500 lm
- Type III full cut off distribution
- DLC 5.1 Premium Listing assures high energy efficiency and qualifies this product for utility rebates
- Field installable motion/daylight sensor
- Integrated photocell
- UV stabilized polycarbonate lenses, vandal resistant
- Emergency Battery Backup options

LEDLUM197R1 4-24

ELECTRICAL

- 120-347 VAC
- Power Factor > 0.9
- THD < 20%
- Dimmable 0-10V
- Surge protection 4 kV

RATED LIFE

- 100,000 hours (L_{70}) @ 25°C ambient

CERTIFICATIONS & LISTINGS

- cULus listed to UL1598 standards
- RoHs
- FCC
- IP65, wet location rated
- DLC 5.1 Premium
- Dark Sky compliant (when used at 3000K)

OPERATING TEMPERATURE

- -40°F to +122°F (-40°C to +50°C)

WARRANTY

- 5 year
- NLB Trusted Warranty Program

INSTALLATION

- Wall mount

ORDERING GUIDE

WALPAKC	9A	SXXX	XXX	D	8	SCX	BZ	X
PRODUCT NAME	GENERATION	WATTAGE	VOLTAGE	DIMMING	CRI	COLOR TEMPERATURE	COLOR/ Finish	OPTIONS
WALPAKC = Wall Pack Cutoff	9A = Generation 9A	S035 = 20/30/35W S060 = 40/50/60W S100 = 65/80/100W S150 = 120/130/150W	UNH = 120-347V HUV = 277-480V	D = 0-10V Dimming	80 = >80 CRI	SCX = 3000/4000/5000K	BZ = Bronze	P = Photocell E = Emergency

ORDERING INFORMATION

ITEM #	ORDERING ABBREVIATION	WATTAGE (W)	INPUT VOLTAGE (V)	DIM. (V)	CRI	COLOR TEMP (CCT)	TOTAL FIXTURE (LM)	DLC	LPW	OPTIONS	BUG RATING
65856	WALPAKC9AS035UNHD8SC2BZP	20/30/35	120-347	0-10	>80	3000/4000 /5000	3000/4500 /5250	5.1 Prem*	Up to 150	Photocell	B2U0G1
65860	WALPAKC9AS035UNHD8SC2BZPE	20/30/35	120-347	0-10	>80	3000/4000 /5000	3000/4500 /5250	5.1 Prem*	Up to 150	Photocell/ Emergency	B2U0G1
65857	WALPAKC9AS060UNHD8SC2BZP	40/50/60	120-347	0-10	>80	3000/4000 /5000	6000/7500 /9000	5.1 Prem*	Up to 150	Photocell	B2U0G1
65861	WALPAKC9AS060UNHD8SC2BZPE	40/50/60	120-347	0-10	>80	3000/4000 /5000	6000/7500 /9000	5.1 Prem*	Up to 150	Photocell/ Emergency	B2U0G1
65858	WALPAKC9AS100UNHD8SC2BZP	65/80/100	120-347	0-10	>80	3000/4000 /5000	9750/12000 /15000	5.1 Prem*	Up to 150	Photocell	B3U0G2
65868	WALPAKC9AS100HUVD8SC2BZP	65/80/100	277-480	0-10	>80	3000/4000 /5000	9750/12000 /15000	5.1 Prem*	Up to 150	Photocell	B3U0G2
65859	WALPAKC9AS150UNHD8SC2BZP	120/130/150	120-347	0-10	>80	3000/4000 /5000	18000/19500 /22500	5.1 Prem*	Up to 150	Photocell	B4U0G2
65869	WALPAKC9AS150HUVD8SC2BZP	120/130/150	277-480	0-10	>80	3000/4000 /5000	18000/19500 /22500	5.1 Prem*	Up to 150	Photocell	B4U0G2

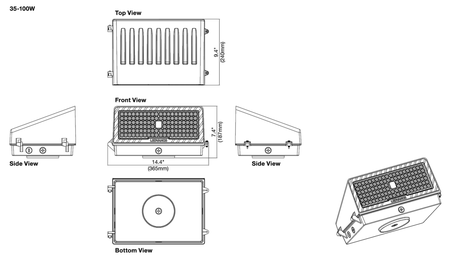
*Coming Soon

PHYSICAL INFORMATION

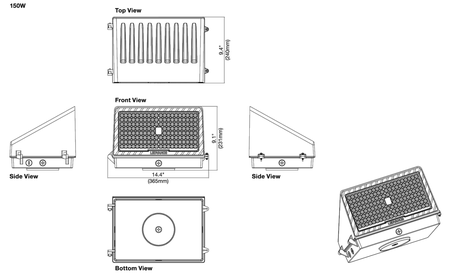
LUMINAIRE DESCRIPTION	LENGTH IN (MM)	WIDTH IN (MM)	HEIGHT IN (MM)	WEIGHT LB (KG)
35W/60W/100W	14.4 (365.4)	9.4 (237)	6.3 (160)	7.4 (3.4)
150W	17.9 (454.4)	9 (229)	6.3 (160)	11 (5.0)

PHYSICAL INFORMATION (continued)

35-100W



150W



1 WALL PACK FIXTURE TYPES WP1, WP2, NP1 & NP2
SPECIFICATION SHEET

CALCULATION SUMMARY

Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
ALL CALC POINTS AT GRADE 7X7 GRID	0.95	23.1	0.0	N.A.	N.A.	1057

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Arrangement	LLF	Description	BUG Rating
	1	NP1	Single	0.900	NEW WALL PACK FIXT NEW LOCATION 8'-4 MTG HT (4000K/ 3111 LUMENS) SYLVANIA PERFORMANCE CLASS FULL CUT OFF SELECTABLE 9A FIELD SET AT 20W-120V-4000K	B1-U2-G1
	3	NP2	Single	0.900	NEW WALL PACK FIXT NEW LOCATION 14'-4 MTG HT (4000K/12554 LUMENS) SYLVANIA PERFORMANCE CLASS FULL CUT OFF SELECTABLE 9A FIELD SET AT 80W-120V-4000K	B3-U2-G2
	2	WP1	Single	0.900	NEW WALL PACK FIXT IN EXISTING LOCATION 8'-4 MTG HT (4000K/ 3111 LUMENS) SYLVANIA PERFORMANCE CLASS FULL CUT OFF SELECTABLE 9A FIELD SET AT 20W-120V-4000K	B1-U2-G1
	3	WP2	Single	0.900	NEW WALL PACK FIXT IN EXISTING LOCATION 14'-4 MTG HT (4000K/12554 LUMENS) SYLVANIA PERFORMANCE CLASS FULL CUT OFF SELECTABLE 9A FIELD SET AT 80W-120V-4000K	B3-U2-G2

BASED ON THE INFORMATION PROVIDED. ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT **MUST** DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS.

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PROJECT INFO: AUTO PROS OF CHASKA

1603 OLD AUDUBON ROAD
CHASKA, MN 55318

AutoPros OF CHASKA

ENGINEER INFO:

ENGINEER SEAL:

REVISIONS

#	DATE	INIT	DESCRIPTION

SHEET DESCRIPTION: **PROPOSED SCHEDULES & SPECIFICATION SHEETS**

PROJECT #: RY2507241

ISSUE DATE: 07.24.2025

DESIGN LEVEL: NA

AGI: C.D.HEANER

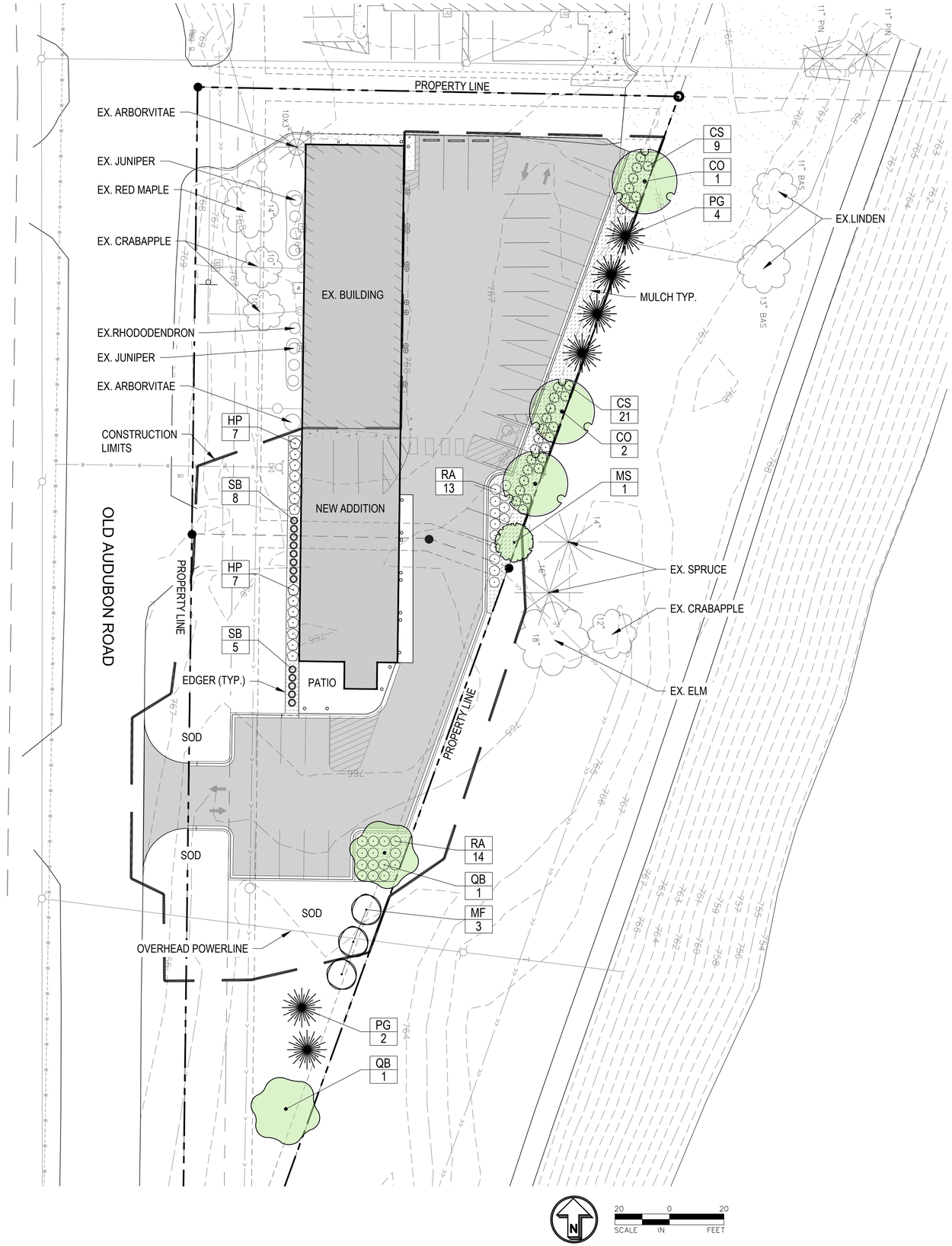
CAD: C.D.HEANER

SHEET#: SL2.1 REV #: 0

PLANT SCHEDULE

QTY	CODE	SCIENTIFIC/COMMON NAME	SIZE	ROOT	REMARKS
	SHADE TREES (ALL TREES TO HAVE STRAIGHT TRUNK & SINGLE LEADER)				
3	CO	CELTIS OCCIDENTALIS	2.5"	BB	SPACE 28' O.C.
		HACKBERRY			
2	QB	QUERCUS BICOLOR	2.5"	BB	SPACE 30' O.C.
		SWAMP WHITE OAK			
	EVERGREEN TREES (ALL TREES TO HAVE STRAIGHT TRUNK & SINGLE LEADER)				
6	PG	PICEA GLAUCA	6' HT.	BB	SPACE 15' O.C.
		WHITE SPRUCE			
	UNDERSTORY TREES (ALL TREES TO HAVE STRAIGHT TRUNK & SINGLE LEADER)				
1	MS	MALUS 'PINK SPIRES'	2"	BB	SEE PLAN FOR SPACING
		PINK SPIRES CRABAPPLE			
3	MF	MALUS SARGENTII 'SELECT A'	2"	BB	SPACE 12' O.C.
		FIREBIRD CRABAPPLE			
	SHRUBS (24" MIN. SHRUB SIZE AT TIME OF INSTALLATION)				
30	CS	CORNUS SERICEA 'BAILADELINE'	#5	CONT.	SPACE 4' O.C.
		FIREDANCE REDTWIG DOGWOOD			
14	HP	HYDRANGEA PANICULATA 'JANE'	#5	CONT.	SPACE 4' O.C.
		LITTLE LIME HYDRANGEA			
27	RA	RHUS AROMATICA 'GRO-LOW'	#5	CONT.	SPACE 4' O.C.
		GRO-LOW SUMAC			
13	SB	SPIREA BETULIFOLIA 'TOR'	#5	CONT.	SPACE 3' O.C.
		TOR SPIREA			

NOTES:
1. SEE SHEET L2 FOR PLANTING DETAILS AND LANDSCAPE NOTES
2. SOD ALL AREAS DISTURBED BY CONSTRUCTION.
3. ALL SOD, TREES, AND PLANTING BEDS TO BE IRRIGATED.
4. SEPARATE ALL SHRUB BEDS FROM SOD WITH EDGER, SEE LANDSCAPE NOTES SHEET L2.



RYLAUR, LLC
14 PHEASANT LANE
NORTH OAKS, MN 55127
P: 612.868.3636
philger@rylaur.com

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PROJECT INFORMATION:

AUTOPROS OF CHASKA ADDITION
1603 OLD AUDUBON ROAD
CHASKA, MN 55318

CLIENT INFORMATION:

AUTO PROS OF CHASKA
CHASKA, MN 55318

LANDSCAPE ARCHITECT:

Carmen Simonet Design LLC
354 Stonebridge Blvd.
St. Paul, MN 55105
(651) 695-0273
carmen@simonetdesign.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Name: Carmen Simonet

License # 24236

Signature: Carmen Simonet

Date **JULY 28, 2025**

Drawing Date:
07.28.2025

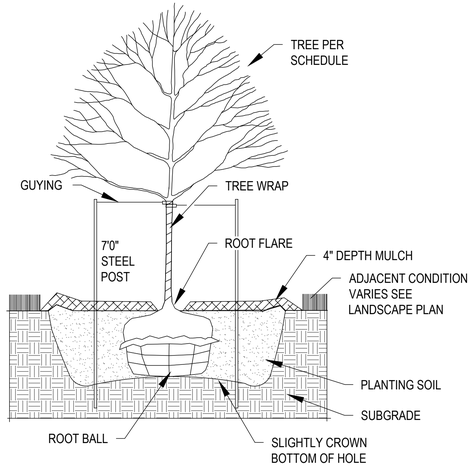
Drawing History/Revisions:
08.21.2025 - CITY REVIEW COMMENTS

Project Architect:
A. PETER HILGER, AIA

SHEET TITLE:
LANDSCAPE PLAN

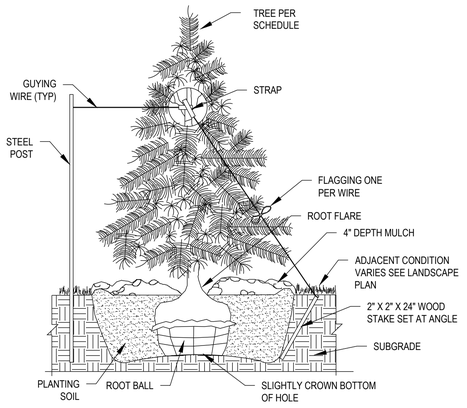
Sheet No.:
L1

PLANTING DETAILS



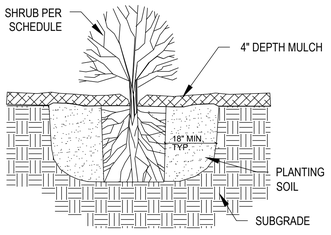
NOTES:
1. REMOVE DEAD OR DAMAGED BRANCHES. RETAIN THE NATURAL FORM OF THE TREE. DO NOT CUT THE LEADER.
2. WIDTH OF PLANTING HOLES: 18" MIN. LARGER THAN ROOT BALL, ON ALL SIDES.
3. DEPTH OF HOLE: ROOT FLARE TO SIT AT, OR UP TO 2" ABOVE THE TOP OF THE FINISHED SOIL ELEVATION. LEAVE SOIL UNDISTURBED BENEATH THE ROOT BALL.
4. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
5. SET PLANT ON UNDISTURBED SOIL OR THOROUGHLY COMPACTED PLANTING SOIL.
6. REMOVE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS WHICHEVER IS GREATER. REMOVE ALL BURLAP FROM TOP 1/3 OF ROOT BALL. REMOVE ALL TWINE.
7. REMOVE OR CORRECT STEM GIRDLING ROOTS.
8. SLIT REMAINING BURLAP AT 6" INTERVALS.
9. PLUMB & BACKFILL WITH PLANTING SOIL AMENDED WITH COMPOST. THOROUGHLY WATER IN TREE WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
10. BACKFILL VOIDS AND WATER A SECOND TIME.
11. PLACE 4" MULCH WITHIN 48 HOURS OF THE SECOND WATERING. NO MULCH TO BE IN CONTACT W/ TRUNK.
12. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD. IF NEEDED, STAKE TREES USING 16" LONG, 1.5" WIDE STRAPS, AND ATTACH TO POST WITH WIRE. INSTALL POST 3' INTO GROUND. REMOVE WITHIN ONE YEAR.
13. WRAP TRUNK IN FALL REMOVE IN SPRING.
14. REFER TO SPECS. FOR ADDITIONAL INFORMATION.

1 L2 TREE PLANTING DETAIL
NOT TO SCALE



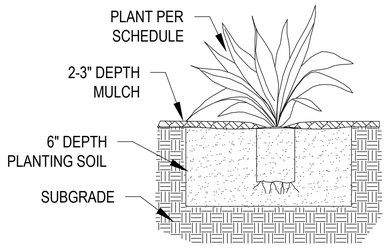
NOTES:
1. WIDTH OF PLANTING HOLE: 18" MIN. LARGER THAN ROOT BALL, ON ALL SIDES.
2. DEPTH OF HOLE: ROOT FLARE TO SIT AT OR UP TO 2" ABOVE THE TOP OF THE FINISHED SOIL ELEVATION. LEAVE SOIL UNDISTURBED BENEATH THE ROOT BALL.
3. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
4. SET PLANT ON UNDISTURBED SOIL OR THOROUGHLY COMPACTED PLANTING SOIL.
5. REMOVE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS WHICHEVER IS GREATER. REMOVE ALL BURLAP FROM TOP 1/3 OF ROOT BALL. REMOVE ALL TWINE.
6. REMOVE OR CORRECT STEM GIRDLING ROOTS OR REJECT PLANT.
7. SLIT REMAINING BURLAP AT 6" INTERVALS.
8. PLUMB & BACKFILL WITH PLANTING SOIL AMENDED WITH COMPOST. THOROUGHLY WATER IN TREE WITHIN 2 HOURS TO SETTLE PLANT AND FILL VOIDS.
9. BACKFILL VOIDS AND WATER A SECOND TIME.
10. PLACE DOUBLE SHREDDED HARDWOOD MULCH WITHIN 48 HOURS OF THE SECOND WATERING. NO MULCH TO BE IN CONTACT W/ TRUNK OR BRANCHES.
11. TWO ALTERNATE METHODS OF STAKING TREES ARE ILLUSTRATED IN DETAIL.
12. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD. IF NEEDED, STAKE TREES USING 16" X 1.5" POLYPROPYLENE OR POLYETHYLENE STRAPS, ATTACH TO POST, OR STAKE WITH 10 GAUGE WIRE. REMOVE WITHIN ONE YEAR.
13. REFER TO PLAN AND SPECS. FOR ADDITIONAL INFORMATION.

2 L2 EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE



NOTES:
1. DIG SHRUB HOLE 12" MIN. LARGER THAN CONTAINER SIZE, ALL SIDES.
2. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
3. REMOVE DEAD OR DAMAGED BRANCHES. RETAIN THE NATURAL FORM OF THE SHRUB.
4. HAND LOOSEN ROOTS OF CONTAINERIZED MATERIAL. SCORE OUTSIDE OF SOIL MASS TO REDIRECT CIRCLING FIBROUS ROOTS.
5. SET SHRUB ON UNDISTURBED SOIL OR ON THOROUGHLY COMPACTED PLANTING SOIL. INSTALL PLANT SO THE TOP OF ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE.
6. PLUMB AND BACKFILL WITH PLANTING SOIL AMENDED WITH COMPOST. THOROUGHLY WATER IN SHRUB PRIOR TO PLACING MULCH.
7. PLACE MULCH OVER SHRUB BED. DO NOT PLACE ANY MULCH ON VEGETATION.
8. REFER TO SPECS. FOR ADDITIONAL INFORMATION.

3 L2 SHRUB PLANTING DETAIL
NOT TO SCALE



NOTES:
1. PLANT INTO PREPARED PLANTING BED. REMOVE WEEDS, LOOSEN COMPACTED SOILS TO A DEPTH OF 6", AND AMEND PLANTING SOIL WITH COMPOST.
2. PLANT AT SAME DEPTH AS IN CONTAINER.
3. PLACE MULCH OVER PERENNIAL BED. DO NOT PLACE ANY MULCH ON VEGETATION.
4. THOROUGHLY WATER IN PLANTS.
5. REFER TO PLAN AND SPECS. FOR ADDITIONAL INFORMATION.

4 L2 PERENNIAL PLANTING DETAIL
NOT TO SCALE

LANDSCAPE SPECIFICATIONS

TREES, SHRUBS, AND PERENNIALS

1. REFERENCES
   A. MN/DOT - MINNESOTA DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2020 EDITION.
   B. AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1-2014.
   C. ASTM, AMERICAN SOCIETY FOR TESTING AND MATERIALS.

2. QUALITY ASSURANCE
   A. WORK SHALL BE PERFORMED BY A LANDSCAPE CONTRACTOR WITH EXTENSIVE HORTICULTURE KNOWLEDGE, AND A MIN. OF 3 YEARS EXPERIENCE.
   B. HANDLE PLANTS IN SUCH A WAY AS TO PROTECT FROM DAMAGE EITHER PHYSICAL OR BY EXPOSURE TO SUN AND WIND. MISHANDLED PLANTS ARE SUBJECT TO REJECTION BY LANDSCAPE ARCHITECT.
   C. PLANTS USED ON THIS PROJECT SHALL MEET THE GRADING STANDARDS RECOMMENDED BY THE ANSI Z60.1-2014.
   D. EACH TREE AND SHRUB SHALL HAVE A PLANT TAG WITH BOTANICAL AND COMMON NAME ATTACHED TO IT FOR VERIFICATION OF ITEM.TAG TO REMAIN ON UNTIL ACCEPTANCE OF PROJECT.

3. PRODUCTS
   A. PLANTS: PROVIDE AS SPECIFIED ON PLANT SCHEDULE.
   B. EDGING: STEEL LANDSCAPE EDGING COMMERCIAL GRADE, 3/16" X 4" WITH 12" STAKES, BLACK COLOR, COLMET OR EQUAL.
   C. MULCH: SHREDDED HARDWOOD MULCH.
   D. WATER: CONTRACTOR TO PROVIDE.
   E. PLANTING SOIL: RICH FRIABLE, LOAM TOPSOIL, FREE OF DEBRIS AND SEEDS, CONFORMING TO MN/DOT 3877.2,B LOAM TOPSOIL BORROW.
   F. COMPOST: CONFORMING TO MN/DOT 3890.2, GRADE 2.
   G. TREE WRAP: WHITE PLASTIC TREE GUARDS OR LIGHT COLORED TWO-PLY WEATHER RESISTANT PAPER PRODUCT.

4. PLANTING DATES: SPRING PLANTING: APR. 1 - JUNE 15. THESE DATES MAY BE EXTENDED IF DAYTIME TEMPS. REMAIN BELOW 80 DEGREES. FALL: SEPT. 30 - OCT. 30TH. DAYTIME TEMPS. NEED TO DROP BELOW 80 DEGREES BEFORE PLANTING BEGINS, AND MAY CONTINUE UNTIL FREEZE UP. CONIFEROUS TREES AUG. 15 - OCT. 1ST. PLANT UNDER FAVORABLE WEATHER CONDITIONS, DO NOT PLANT DURING DAYS OF EXTREME HEAT.

5. EXECUTION
   A. PRIOR TO DIGGING, CONTRACTOR TO HAVE UTILITIES LOCATED.
   B. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT 3 DAYS IN ADVANCE OF WHEN PLANTING WORK WILL OCCUR.
   C. PLANT INTO PREPARED PLANTING BEDS, FREE OF WEEDS.
   D. INSTALL TREES, SHRUBS, AND PERENNIALS PER PLANTING DETAILS, ADJUST LOCATION IF IN CONFLICT WITH UTILITIES. VERIFY NEW LOCATION WITH LANDSCAPE ARCHITECT PRIOR TO PLANTING.
   E. SEPARATE ALL SHRUB AND PERENNIAL BEDS FROM SOD/TURF SEED AREAS WITH EDGER.
   F. CLEAN-UP ENTIRE SITE FOLLOWING PLANTING OPERATIONS.

6. ACCEPTANCE OF PLANTING WORK
   A. CONTRACTOR TO NOTIFY OWNER WHEN PLANTING WORK IS COMPLETE FOR REVIEW AND PUNCH LIST.
   B. CONTRACTOR TO WATER AND MAINTAIN THE TREES, SHRUBS AND PERENNIALS UNTIL OWNER ACCEPTANCE.
   C. OWNER WILL GIVE ACCEPTANCE OF WORK FOLLOWING SATISFACTORY CORRECTION OF PUNCH LIST ITEMS.
   D. WATERING AND REGULAR LANDSCAPE MAINTENANCE OF TREES, SHRUBS AND PERENNIALS WILL BE OWNERS RESPONSIBILITY FOLLOWING ACCEPTANCE OF WORK.

7. GUARANTEE PERIOD
   A. CONTRACTOR TO WARRANTY TREES, SHRUBS AND PERENNIALS FOR ONE YEAR FOLLOWING ACCEPTANCE OF WORK BY OWNER.
   B. CONTRACTOR TO MAINTAIN THE TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD.
   C. CONTRACTOR TO REMOVE ALL STAKING/WIRING/ STRAPS, AND ANY REMAINING TAGS OR RIBBONS FROM TREES AT THE END OF THE GUARANTEE PERIOD.
   D. REPLACEMENTS: AT THE END OF THE GUARANTEE PERIOD, ALL PLANTS WHICH ARE UNHEALTHY, DEAD, NOT HAVING A NORMAL DENSITY, SIZE, SHAPE OR COLOR SHALL BE SHALL BE REPLACED. REPLACEMENTS SHALL MATCH CALIPER AND/OR HEIGHT OF THE OTHER PLANTS AT TIME OF REPLACEMENT. SELECTION OF REPLACEMENT MATERIAL AND INSTALLATION PRACTICES SHALL FOLLOW THE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS.

SODDING

1. AREAS TO SOD
   A. SOD ALL AREAS DISTURBED BY CONSTRUCTION.

2. REFERENCES
   A. MNDOT - MINNESOTA DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2020 EDITION.

3. PRODUCTS
   A. SOD: PROVIDE DROUGHT TOLERANT, STRONGLY ROOTED SOD, MACHINE CUT TO PAD THICKNESS OF 1", EXCLUDING TOP GROWTH AND THATCH. SOD TO BE AT LEAST 2 YEARS OLD, FREE OF WEEDS, DISEASE, OR OTHER MATERIAL WHICH MIGHT BE DETRIMENTAL TO THE DEVELOPMENT OF THE SOD. SOD TO BE MOIST WHEN CUT AND MAINTAINED IN MOIST CONDITION DURING TRANSPORTATION AND STORAGE AT THE SITE. DO NOT USE SOD THAT SHOWS SIGNS OF VISIBLE HEATING ON THIS PROJECT.
   B. FERTILIZER: SLOW RELEASE 5-10-5 STARTER FERTILIZER.
   C. WATER: CONTRACTOR TO PROVIDE.
   D. TOPSOIL: PROVIDE RICH FRIABLE, SANDY LOAM, FREE OF DEBRIS AND SEEDS, AND CONFORMING TO MNDOT 3877.2 COMMON TOPSOIL BORROW.

4. SOIL PREPARATION
   A. VERIFY ALL SOD AREAS HAVE A MINIMUM OF 4" OF TOPSOIL.
   B. IMMEDIATELY PRIOR TO SODDING, LOOSEN TOPSOIL TO MINIMUM DEPTH OF 3".
   C. ON SLOPES OPERATE CULTIVATING EQUIPMENT AT RIGHT ANGLES TO THE DIRECTION OF SURFACE DRAINAGE.
   D. CONTRACTOR TO WORK ALL AREAS TO RECEIVE SOD UNTIL THE SOIL IS SMOOTH AND AN EVEN GRADE IS ESTABLISHED. FILL ALL HOLES, DEPRESSIONS AND RIVULETS TO ENSURE AN EVEN GRADE AND THAT PROPER ELEVATION IS ESTABLISHED. FILL MATERIAL SHALL BE COMPACTED SUFFICIENTLY TO PROVIDE UNIFORM DENSITY AND TO RESIST EROSION. REMOVE ALL RUBBLE, STICKS, BRANCHES, STONES AND OTHER EXTRANEOUS MATERIAL OVER 1/2" IN DIAMETER ON THE SURFACE PRIOR TO SODDING.
   E. FOR ALL AREAS TO BE SODDED WORK IN DRY, FREE FLOWING SLOW RELEASE STARTER FERTILIZER INTO THE TOP 1 INCH OF SOIL.

5. EXECUTION
   A. INSTALL SOD DURING FAVORABLE WEATHER, DO NOT SOD IF GROUND IS FROZEN OR SOD IS DORMANT.
   B. LAY SOD WITH TIGHTLY FITTING JOINTS, NO OVERLAPPING JOINTS, AND STAGGER ROWS TO OFFSET JOINTS. ANCHOR SOD ON SLOPES TO PREVENT SLIPPAGE.
   C. THOROUGHLY WATER SOD IMMEDIATELY AFTER INSTALLING. CONTINUE WATERING AT FREQUENCY NECESSARY TO INITIATE ROOTING, AND UNTIL THE WORK IS ACCEPTED BY OWNER.
   D. CLEAN UP AND REMOVE ALL DEBRIS RESULTING FROM SODDING ACTIVITY AND DISPOSE OF PROPERLY. RESTORE ALL AREAS DISTURBED BY SODDING OPERATION TO THEIR ORIGINAL CONDITION.

6. ACCEPTANCE OF SOD WORK
   A. CONTRACTOR TO NOTIFY OWNER WHEN SOD WORK IS COMPLETE FOR REVIEW AND PUNCH LIST.
   B. OWNER TO ACCEPT WORK FOLLOWING SATISFACTORY CORRECTION OF PUNCH LIST ITEMS.
   C. CONTRACTOR WILL MAINTAIN ALL TURF AREAS IN A HEALTHY, GROWING CONDITION BY WATERING, MOWING, AND ANY OTHER MAINTENANCE NECESSARY TO ESTABLISH THE LAWN, FOR A MINIMUM OF 30 DAYS FROM TIME OF ACCEPTANCE.
   D. ANY SOD THAT DOES NOT SHOW DEFINITE GROWTH AND ESTABLISHMENT DURING THE 30 DAYS FROM TIME OF ACCEPTANCE, SHALL BE REPLACED AND ESTABLISHED AT THE PROPER SEASON BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.

IRRIGATION

1. DESCRIPTION
   A. WORK INCLUDES: DESIGN, FURNISH, AND INSTALL COMPLETE, FULLY AUTOMATIC AND PROGRAMMABLE UNDERGROUND IRRIGATION SYSTEM, CAPABLE OF ALTERNATE DATE WATERING FOR ALL LANDSCAPE AREAS. THE SYSTEM SHALL PROVIDE FULL COVERAGE WITH UNIFORM LEVELS OF TOTAL PRECIPITATION THROUGHOUT ALL IRRIGATED AREAS.
   B. THE SYSTEM IS TO INCLUDE WATER EFFICIENT TECHNOLOGIES INCLUDING: A WATERSENSE LABELED CONTROLLER, A FLOW METER, SOIL MOISTURE AND/OR EVAPOTRANSPIRATION (ET) SENSORS, A RAIN SENSOR, AND BE CALIBRATED TO MEET ALL APPLICABLE CITY CODES.
   C. DRIPLINE TO BE USED IN PERENNIAL AND SHRUB BEDS NOT COVERED BY LAWN SPRINKLERS.
   D. THE SYSTEM IS TO MEET STATE DEPARTMENT OF HEALTH STANDARDS AND HAVE A BACKFLOW PREVENTER.
   E. MATERIALS, EQUIPMENT, AND METHODS OF DESIGN AND INSTALLATION SHALL COMPLY WITH, BUT NOT BE LIMITED TO, THE FOLLOWING CODES AND STANDARDS:
      - ALL LOCAL AND STATE LAWS AND ORDINANCES, AND WITH ALL THE ESTABLISHED CODES APPLICABLE THERETO.
      - NATIONAL ELECTRICAL CODE.
      - AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM).
      - NATIONAL SANITATION FOUNDATION (NSF).
      - THE BEST MANAGEMENT PRACTICES DEVELOPED BY THE IRRIGATION ASSOCIATION.
   F. THE DESIGNER SHALL PROVIDE BALANCED PRESSURE AND FLOW AND OPTIMUM OPERATING EFFICIENCY.
   G. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND LICENSES REQUIRED FOR INSTALLATION OF IRRIGATION SYSTEM.

2. QUALITY ASSURANCE
   A. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED BY A CONTRACTOR SPECIALIZING IN IRRIGATION WORK, AND WILL HAVE A MINIMUM OF 5 YEARS OF EXPERIENCE DESIGNING AND INSTALLING SYSTEMS OF SIMILAR SCOPE AND SIZE.
   B. THE CONTRACTOR SHALL MAINTAIN A SKILLED FOREMAN ON SITE DURING THE INSTALLATION OF ALL WORK AND THE FOREMAN WILL HAVE A MINNESOTA POWER LIMITED TECHNICIAN LICENSE.

3. SUBMITTALS
   A. SHOP DRAWINGS: SUBMIT IRRIGATION PLAN, PRODUCT SCHEDULE, AND SPECIFICATIONS FOR REVIEW AND ACCEPTANCE.
   B. OPERATION AND MAINTENANCE MANUAL: FOLLOWING COMPLETION OF WORK, PROVIDE THE OWNER WITH AN OPERATION AND MAINTENANCE MANUAL OF THE COMPLETE SYSTEM IN A DIGITAL PDF FILE FORMAT AND ONE HARD COPY.
   C. AS-BUILT PLAN: FOLLOWING COMPLETION OF WORK, CONTRACTOR TO FURNISH OWNER A SCALED AS-BUILT IRRIGATION MAP, WITH DIMENSIONS AS NEEDED, ON DURABLE PAPER OR LAMINATED TO BE MOUNTED ON WALL WITH THE MAIN CONTROL PANEL AND A DIGITAL FILE IN PDF FORMAT. THE MAP SHALL INDICATE THE ZONES, LOCATION OF ALL CONTROLS, PIPING AND DEPTHS, HEADS (INCLUDING TYPE), DRIP-LINES, VALVES, CONNECTION TO WATER SERVICE, AND OTHER RELATED COMPONENTS.

4. PRODUCTS
   A. SELECT PRODUCTS SUITABLE TO THE LANDSCAPE AREAS.
   B. ALL PRODUCTS AND MATERIALS USED IN THE SYSTEM SHALL BE NEW AND PROFESSIONAL GRADE.
   C. PROVIDE SPRINKLER HEADS, DRIPLINES, ELECTRIC VALVES, AND AUTOMATIC CONTROLLER FROM ONE MANUFACTURER: TORO, RAINBIRD, HUNTER INDUSTRIES, OR EQUAL.

5. EXECUTION
   A. PRIOR TO DIGGING, CONTRACTOR TO HAVE UTILITIES LOCATED.
   B. WATER COVERAGE: PROVIDE UNIFORM WATER COVERAGE OVER TURF AREAS AND PLANTING BEDS.
   C. TURF: TURF AREAS TO BE IRRIGATED WITH SPRAY HEADS. LOCATE HEADS TO AVOID OVERSPRAY ONTO SIDEWALKS, PARKING AREAS, SIGNS AND BUILDINGS.
   D. PLANTING BEDS: ALL CONTINUOUS SHRUBS, TREES, PERENNIAL BEDS TO BE IRRIGATED WITH A DRIP SYSTEM AND SPRAY HEADS WHERE DRIP LINES ARE IMPRACTICAL.
   E. WINTERIZATION: SYSTEM TO ACCOMMODATE WINTERIZATION BY BLOWING SYSTEM DRY WITH COMPRESSED AIR.
   F. INSTALL THE IRRIGATION SYSTEM PER CONTRACTOR'S PLAN AND SPECIFICATIONS.
   G. INSTRUCTIONS: CONTRACTOR TO INSTRUCT THE OWNER IN PROPER OPERATION AND MAINTENANCE OF THE SYSTEM.
   H. CLEANUP: REPLACE LANDSCAPING DISTURBED BY OPERATIONS. CLEANUP ALL DEBRIS AND RESTORE SITE TO ORIGINAL CONDITION.

6. REVIEW AND ACCEPTANCE
   A. CONTRACTOR TO TEST SYSTEM TO A HYDROSTATIC PRESSURE OF NOT LESS THAN 100 PSI. REMOVE AND REPLACE ANY COMPONENTS THAT DO NOT PASS TEST.
   B. CONTRACTOR TO CONTACT OWNER AND PERFORM OPERATIONAL TEST AFTER SYSTEM IS FULLY IN PLACE AND DEMONSTRATE TO THE OWNER THAT THE IRRIGATION SYSTEM MEETS COVERAGE REQUIREMENTS AND THAT AUTOMATIC CONTROLS FUNCTION PROPERLY. ANY CORRECTIVE WORK IDENTIFIED SHALL BE COMPLETED WITHIN TWO WEEKS OF RECEIPT OF COMMENTS.
   C. OWNER TO ACCEPT WORK FOLLOWING: SATISFACTORY COMPLETION OF ANY CORRECTIVE WORK, RECEIVING HANDS-ON INSTRUCTIONS FOR OPERATION, AND RECEIVING AS-BUILT PLAN AND OPERATION AND MAINTENANCE MANUAL SUBMITTALS.

7. MAINTENANCE
   A. CONTRACTOR TO DRAIN AND WINTERIZE IRRIGATION SYSTEM IN THE FALL, FOLLOWING FIRST YEAR OF OPERATION, AND SHALL PUT THE SYSTEM BACK IN SERVICE THE FOLLOWING SPRING AS PART OF THE WORK OF THIS CONTRACT AT NO ADDITIONAL COST TO THE OWNER.

8. GUARANTEE
   A. WARRANTY IRRIGATION SYSTEM MATERIALS AND LABOR FOR ONE YEAR FOLLOWING ACCEPTANCE OF WORK BY OWNER. CONTRACTOR TO PROMPTLY FURNISH AND INSTALL, AT NO COST TO OWNER, ANY PARTS THAT PROVE DEFECTIVE IN MATERIAL OR WORKMANSHIP.

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PROJECT INFORMATION:
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1603 OLD AUDUBON ROAD
CHASKA, MN 55318

CLIENT INFORMATION:
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CHASKA, MN 55318

LANDSCAPE ARCHITECT:
Carmen Simonet Design LLC
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St. Paul, MN 55105
(651) 695-0273
carmen@simonetdesign.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Name: Carmen Simonet

License # 24236

Signature: Carmen Simonet

Date JULY 28, 2025

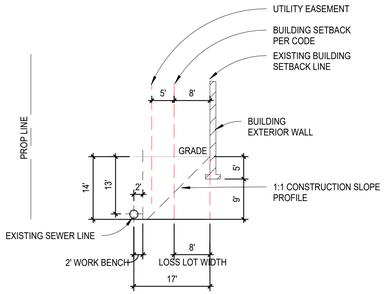
Drawing Date:
07.28.2025

Drawing History/Revisions:

Project Architect:
A. PETER HILGER, AIA

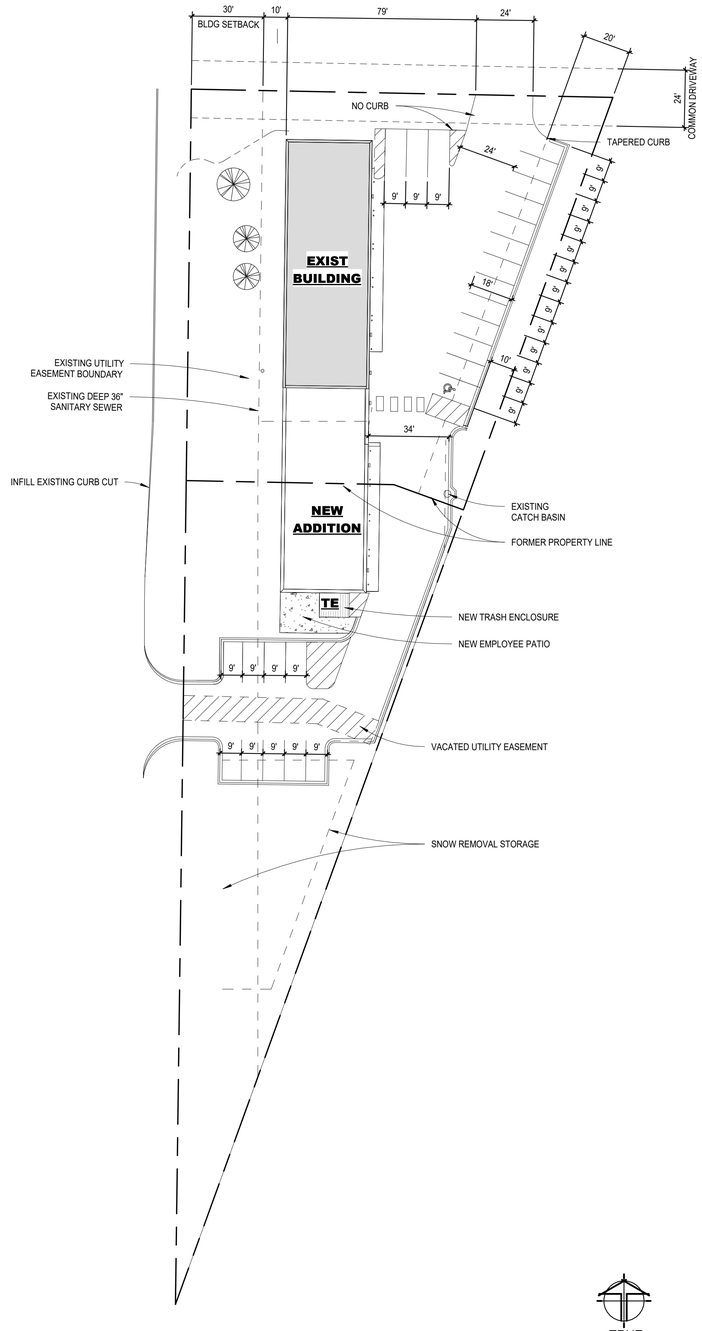
SHEET TITLE:
LANDSCAPE DETAILS AND NOTES

Sheet No.: L2



3 THROUGH UTILITY SEWER LINE EASEMENT/RELATIONSHIP TO BUILDING
1/16" = 1'-0"

SITE LOCATION



1 01 - SITE PLAN - BLDG ADDITION
1" = 30'-0"

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Chaska, MN 55318

CLIENT INFORMATION:
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PRELIMINARY DEVELOPMENT PLAN

A. PETER HILGER #15862

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Minnesota

A. PETER HILGER
LICENSED ARCHITECT
15862
STATE OF MINNESOTA

SHEET DATE: 8/5/2025

REVISION SCHEDULE

NO	DESCRIPTION	DATE

DRAFTED: JH
REVIEWED: APH

SHEET TITLE:
SITE PLAN

A100

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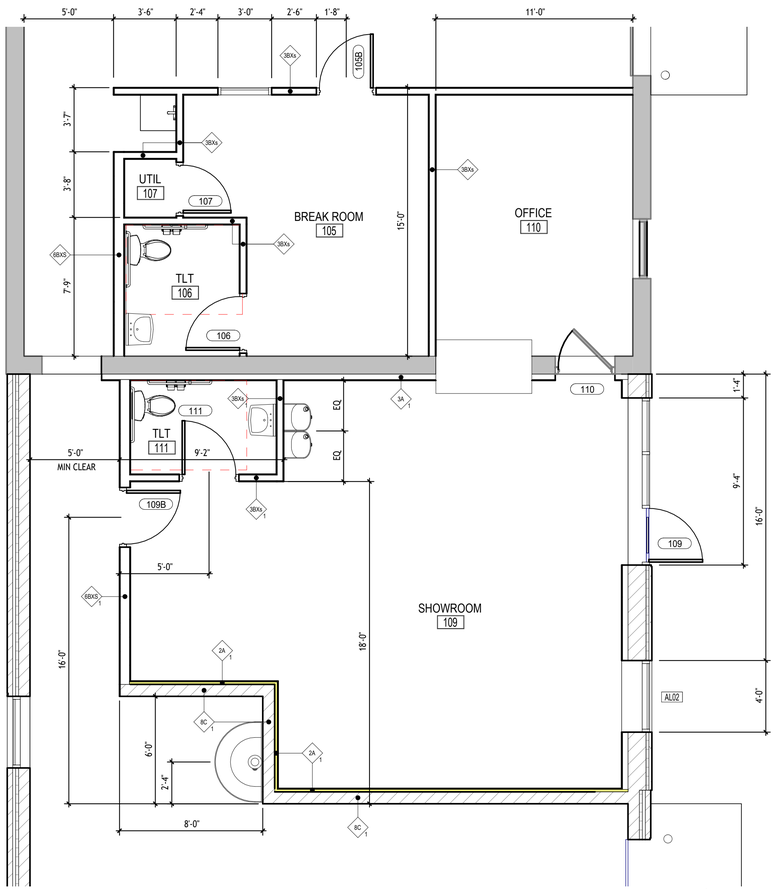
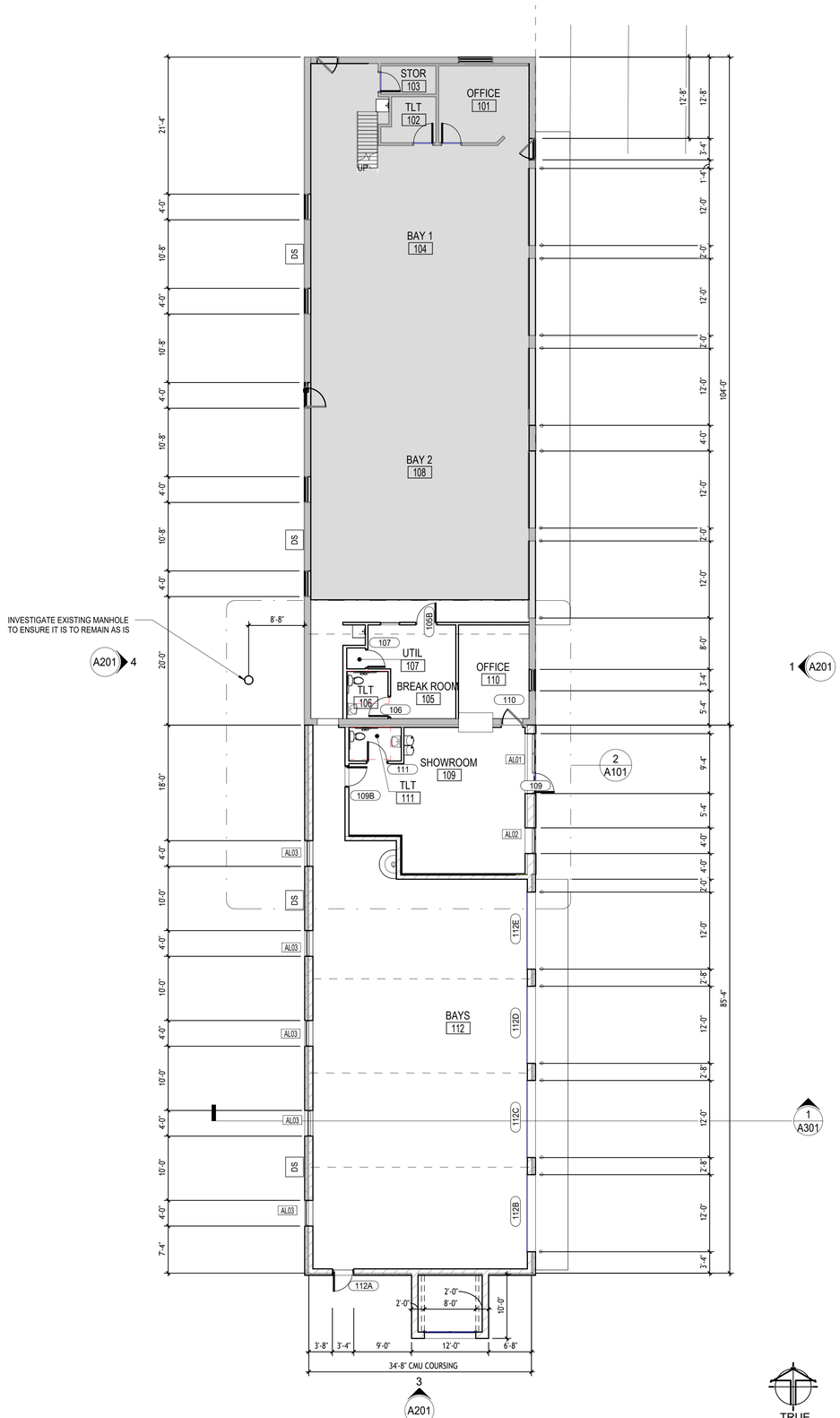


2 ENLARGED PLAN - SHOWROOM/OFFICE

1/4" = 1'-0"

TRUE NORTH



1 01 - GROUND LEVEL

1" = 10'-0"

TRUE NORTH

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AutoPros OF CHASKA

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Chaska, MN 55318

CLIENT INFORMATION:

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LICENSED ARCHITECT
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STATE OF MINNESOTA

SHEET DATE: 8/5/2025

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DRAFTED: JH

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SHEET TITLE:
GROUND LEVEL FLOOR PLAN

A101

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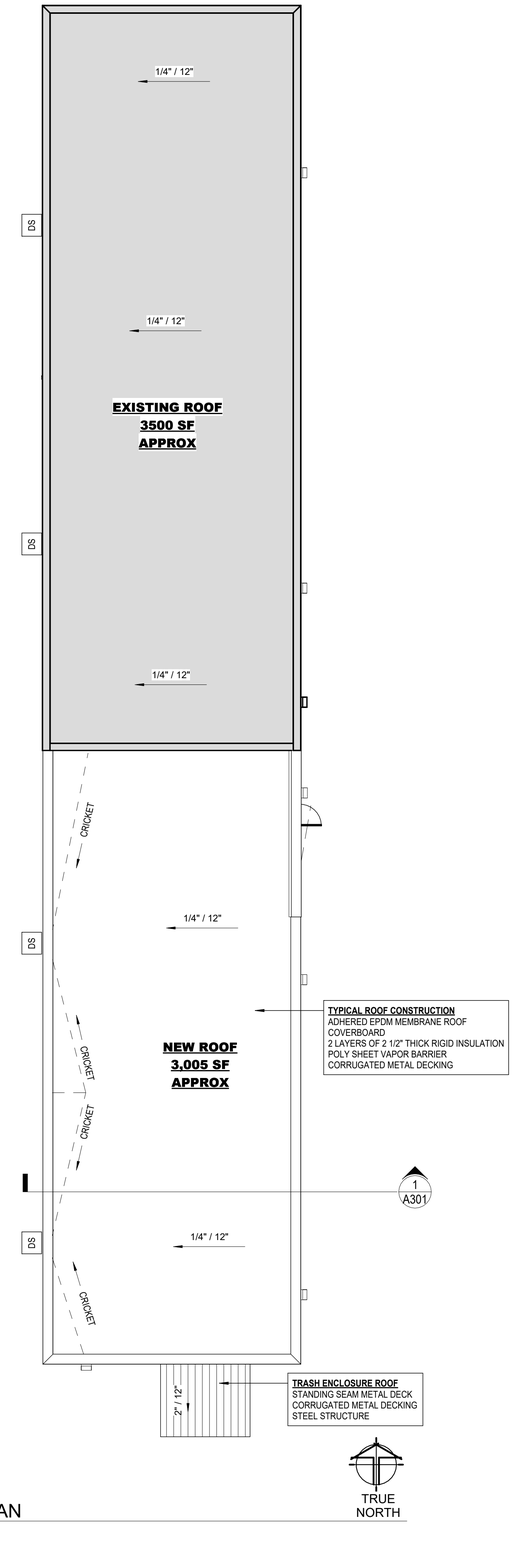

1 ROOF PLAN
1" = 10'-0"

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LICENSED ARCHITECT
15862
STATE OF MINNESOTA

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DRAFTED: JH
REVIEWED: APH

SHEET TITLE:
ROOF PLAN

A102

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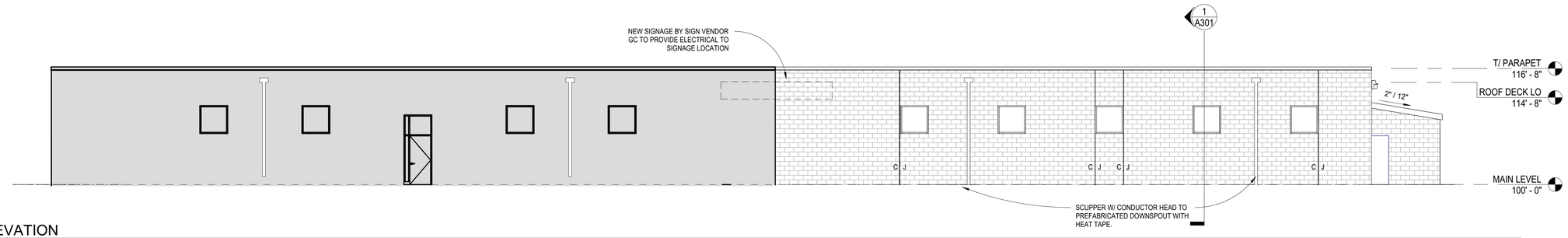
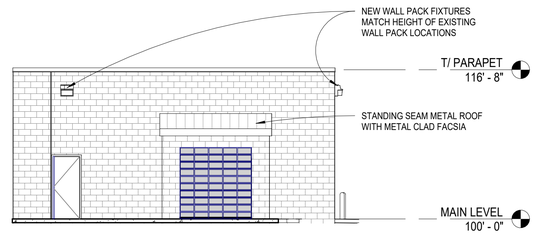
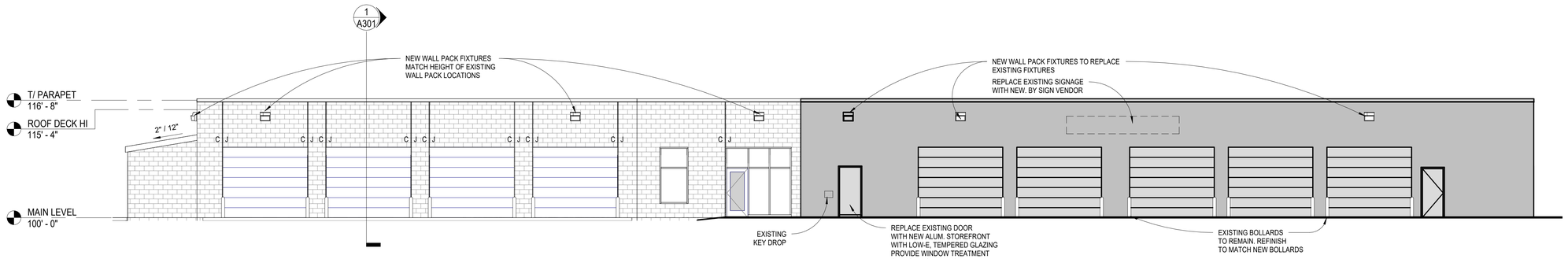


4 WEST ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"



1 EAST ELEVATION - A
1/8" = 1'-0"

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NO	DESCRIPTION	DATE

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SHEET TITLE:
EXTERIOR ELEVATIONS

A201

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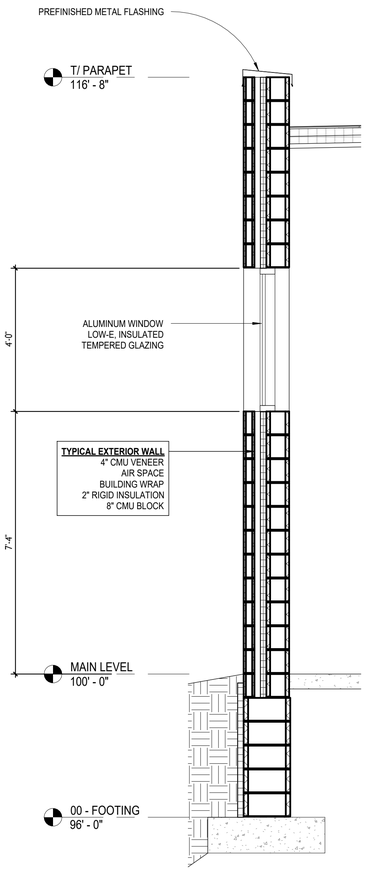
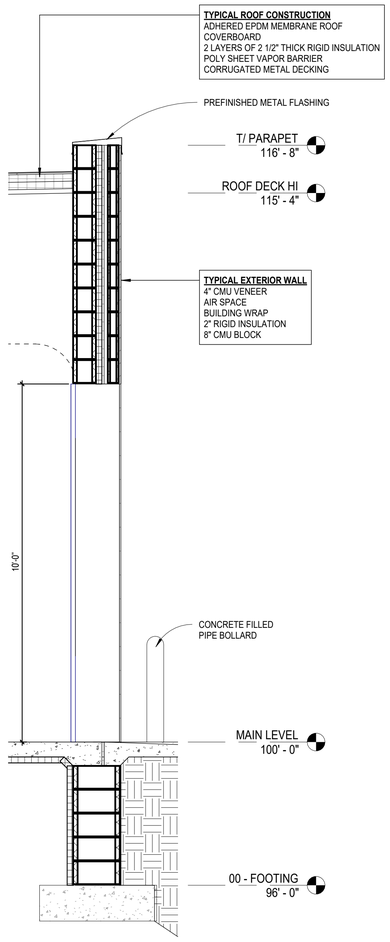
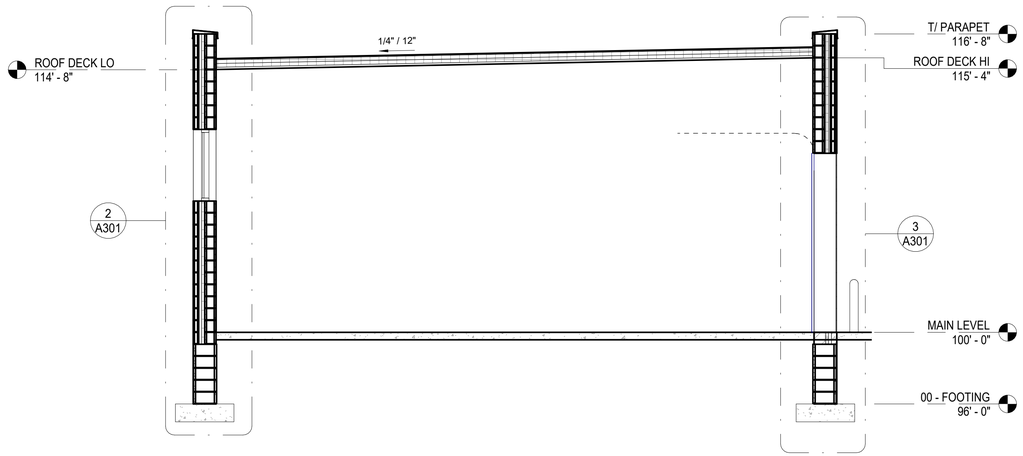


2 WALL SECTION - PUNCHED OPENING
1/2" = 1'-0"



3 WALL SECTION - OH DOOR
1/2" = 1'-0"



1 BUILDING SECTION - NEW ADDITION
1/4" = 1'-0"

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PRELIMINARY DEVELOPMENT PLAN

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STATE OF MINNESOTA

SHEET DATE: 8/5/2025

REVISION SCHEDULE

NO	DESCRIPTION	DATE

DRAFTED: JH
REVIEWED: APH

SHEET TITLE:
BUILDING SECTIONS, WALL SECTIONS

A301

8/4/2025 14:11:53

DRAFT ORDINANCE – PID-5 ZONING ORDINANCE AMENDMENT

ORDINANCE NO. ~~616~~xxxx

AN ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 616 FOR THE PLANNED INDUSTRIAL DISTRICT (PID-5) BY MODIFYING REGULATIONS FOR PID-5
~~AN ORDINANCE AMENDING ORDINANCE NO. 229 (ZONING ORDINANCE) BY REZONING CERTAIN REAL ESTATE WITHIN THE CITY OF CHASKA FROM I - INDUSTRIAL TO PID-5 AND BY ESTABLISHING PERMITTED USES AND REGULATIONS FOR PID-5~~

WHEREAS, the preliminary request includes a preliminary site & building plan that contemplates the construction of a building addition totaling approximately 3,000 square feet at 1601 Old Audubon Road

WHEREAS, the preliminary request includes an easement vacation request to vacate a 10 foot wide drainage & utility easement along the joint property line of Lots 3 & 4, Block 1 Channel Addition

WHEREAS, the preliminary request includes a zoning ordinance amendment to the PID-5 district for the following:

1. Amend the development standards related to the minimum setback for impervious surfaces for parking, loading and driving

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

Section I. Rezoning. The boundaries of the Zoning Districts as established by Ordinance No. 229 and as shown on the Zoning Map of Chaska, Minnesota are hereby amended as follows:

The following described real estate situated in the City of Chaska is hereby removed from the I - Industrial District and rezoned to Planned Industrial Development District No. 5 (PID-5).

Lots 1 through 4, Block 1 Channel Addition.

Section II. PID-5 District Regulations. Permitted uses and regulations applicable to the PID-5 District shall be as follows:

A. Intent

The intent of the PID-5 District is the same as the I - Industrial District except that outdoor storage of goods and materials shall not be permitted and certain commercial service uses shall be allowed.

B. Permitted Principal Uses

1) Light manufacturing, fabrication, compounding, processing, packaging, treatment, assembly and indoor storage of goods, products and materials.

2) Wholesaling, all commodities except live animals.

3) Scientific research, investigation, testing or experimentation.

4) Office and administrative facilities.

5) A state licensed day care facility.

6) Automobile repair provided open storage of parts, materials and equipment and outdoor display of new or used vehicles for sale shall be prohibited.

7) Uses similar in nature to those listed above and which, in the opinion of the City Council, will not be detrimental to the integrity of the PID-5 District.

C. Uses by Special Permit

1) Wind generators and other tower mounted energy devices.

2) Solar energy devices not an integral part of the principal structure.

3) Radio transmitters, microwave and telecommunications towers not incidental to a permitted principal use.

4) Minor Heliport subject to provisions of Section 15.28.2209~~.21~~ of the Zoning Ordinance.

D. Permitted Accessory Uses

Customary accessory uses incidental to the foregoing principal uses including but not limited to the following:

1) Signs as regulated in Section ~~10.0~~15.32 of the Zoning Ordinance.

2) Off-street parking and loading facilities.

3) Retail sales or servicing of products manufactured or warehoused provided no more than 10 percent of the gross floor area is used for such purposes.

4) Offices and storage associated with the principal use.

5) Solar energy devices as an integral part of the principal building.

6) Radio/TV and communication antennas subject to Sections ~~9.15 and 9.16~~15.28.160 and 15.28.170 of the Zoning Ordinance.

7) Dwelling necessary for security and safety reasons in relation to a principal use.

E. Development Standards

Development standards applicable to the I - Industrial District (Section 15.12.1503.1.10 of Chaska Zoning Ordinance) relative to screening, loading docks, building and parking/driving area setbacks and landscaping shall apply to the PID-5 District. Additional or more or less restrictive requirements shall be as follows:

1) Open storage of raw materials, supplies and finished and semi-finished products and equipment shall be prohibited.

2) Minimum building setback:

a) From public street: 30 feet

b) From side and rear lot lines: 20 feet except that 30 feet shall be required when a side driveway is provided

c) From property line of East Creek Diversion Channel: 20 feet

3) Minimum setback for impervious surfaces for parking, loading and driving, except where shared access roads/driveways are located on common lot lines:

a) Lots 1-3, Block 1 Channel Addition:

ia) From street right-of-way: 15 feet

iib) From other property lines: 10 feet

b) Lot 4, Block 1 Channel Addition:

i) From street right-of-way: 15 feet
ii) From other property lines: 10 feet
iii) From property line of East Creek Diversion Channel: 0 feet, *only for the area north of the overhead power line easement – remaining area must be 10 feet*

4) Maximum building coverage: 35 percent

Section III. Effective Date

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

Passed and adopted by the City Council of the City of Chaska, Minnesota this 15th day of September, 2025~~17th day of March, 1997.~~

_____

Taylor Hubbard, Mayor~~Robert P. Roepke, Mayor~~

Attest:_____

City Clerk~~Jeanette M. Simoneau, Deputy Clerk~~

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
09/10/2025

Subject: **Municipal Services Building (MSB) – Concept Plan**

Applicant: Oertel Architects on behalf of the City of Chaska

Location: 4501 Creek Road

Case No.: P.C. No. 2025-12

Synopsis: The applicant is requesting approval of the Concept Plan for a municipal services building (MSB)

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

Introduction

The property in question is located near the west edge of the City. The following exhibit below is intended to show the general site area and adjoining uses:

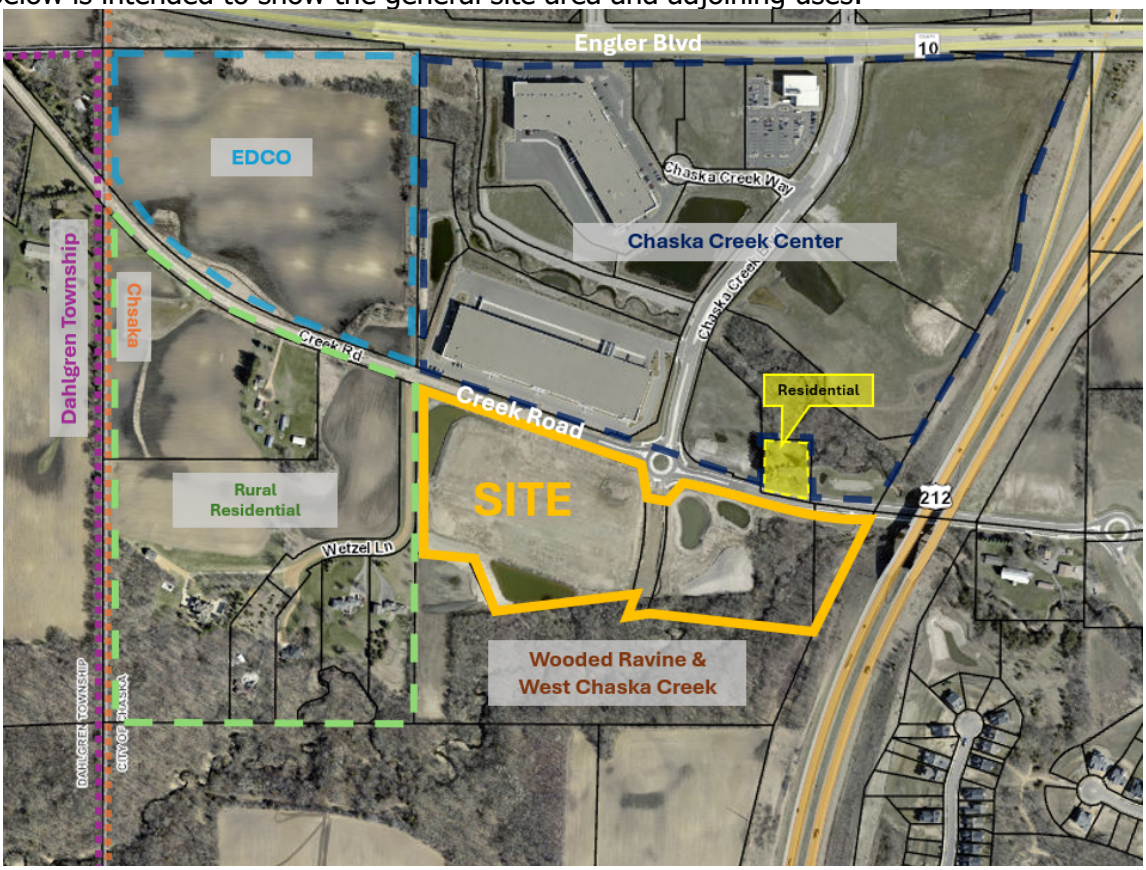

Figure 1: Existing Site & Adjoining Uses

Background

In the fall of 2021, the City Council developed their Strategic Plan (2021-2025) and identified six strategic visions. One of these visions is "In 2025 Chaska has quality City facilities". From these visions, strategic directions were set. Strategic Direction Two is "Reinvesting in Core Assets: Facilities are adequate to meet growth and reflect community pride." This vision and strategic direction were identified as city facilities are over 30 years old with little reinvestment put into them, and no longer are able to accommodate the growth in the community since they were built.

The Public Safety Facility was the first city facility project to be updated. This project went through planning approvals in the later half of 2023 and has been under construction since 2024. The building is anticipated to be in operation at the end of 2025/early 2026. With that project nearly wrapped up, the next city facility on the Building Improvement Program schedule is MSB.

The City Council adopted a new Strategic Plan in the beginning of 2025. The current strategic plan identifies six visionary outcomes that look ahead to 2030. One of the visionary outcomes, "Chaska is continuously reinvesting in City facilities". Furthermore, a first year objective was to hire the architect for MSB.

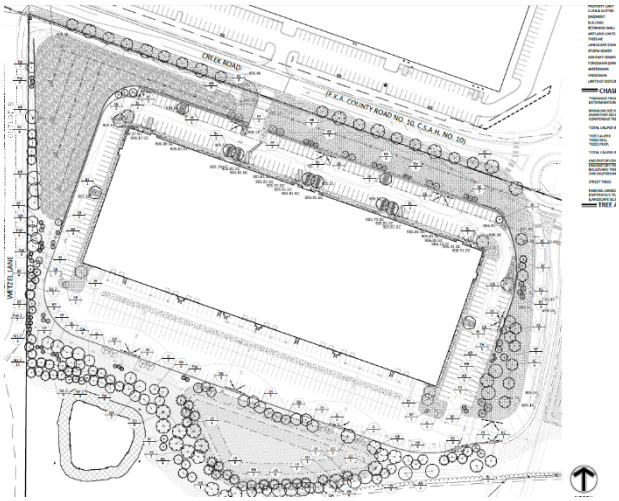

Figure 2: 2022 Chaska Club West Industrial Final Plan

Previous Reviews and Existing MSB Site

On May 16, 2022 the City Council approved the final site & building plan and final plat for Chaska Club West Industrial. The plans generally included a 34-38' high, 177,000sf, build-to-spec building, and a ~20 foot landscaped berm on the southwest side of the site for screening from the adjacent residential neighbors. Some site grading work has been completed, but the building was not constructed as an end user was not identified. In Spring 2024, the city approached the property owner to pursue acquisition for the city's MSB project.

On September 16, 2024 the City Council approved the purchase agreement for the future MSB site at Lot 1, Block 1 Chaska Club West Industrial (aka 4501 Creek Road). During the review of this request, it was noted that the existing MSB site (660 Victoria Drive) was limited in terms of expansion. MSB is currently just over 48,000 square feet, with a space needs analysis identifying a need of just over 140,000 square feet. Two of the larger obstacles on the site are the presence of significant wetlands and the 230kv Xcel Transmission line that runs through the middle of the property; each are north of the existing building. To expand the MSB on the existing site would require the relocation of the transmission line to the north, which could be accomplished through the movement of one tower north into the wetlands. Doing this would cost close to $3 million, which is financially burdensome. Ultimately, a cost comparison was analyzed between the existing site and a new site and determined that a new site and building would be more cost

effective. The existing MSB building and site will stay in city ownership and will be used for additional cold storage facilities.

On January 27, 2025 the City Council approved the Request for Proposals (RFP) for MSB to bring in architectural and engineering services. In March 2025, Oertel Architects were selected as the designer for the MSB project. Since that time, they have been meeting with various staff to design the site and building. Tonight, the city is seeking a Concept Plan approval for the new municipal services building (MSB).

Neighborhood Meeting – July 23rd, 2025

The applicant and city conducted a neighborhood meeting on Wednesday, July 23rd from 4:00pm-6:00pm. Meeting notices were mailed to the property owners within 500 feet of the site. Approximately 3 residents (two households) attended who lived directly adjacent to the proposed project.

In addition to the neighborhood meeting, the City displayed the MSB project at a City booth at River City Days July 25-26th.

Comments received during these meetings/displays pertained to:

- Outside yard location
- Fuel island location
- Creek Road conditions/improvements
- Other plans for development in the area.

In general, the public were supportive of the overall project.

Concept Plan

The applicant is requesting approval of a Concept Plan. The following is intended to summarize the applicant's request:

- **Existing Conditions.** The property for the MSB project is comprised of four lots and totals almost 22 acres. Lot 1 is identified as 4501 Creek Road and will be the *primary lot location for the MSB project*. This lot is approximately 12.7 acres in size; includes two ponds developed as part of the previous Chaska Club West Industrial project, and Creek Road easements for both access and utility corridors, including large overhead power line poles. Outlot B is a 6.7 acre property that has two ponds and large soils pile. The lot contains steep slopes on the eastern half of the property as those slopes come down to West Chaska Creek. The ponds on this lot were sized and designed for a portion of the industrial development and road improvements and developments to the north along Chaska Creek Boulevard. The triangular lot east of Outlot B is 1.28 acres in size and is primarily encumbered by steep slopes, easements and setbacks, including 212 corridor requirements. Outlot C is 0.9 acres and was a portion of property that was intended for the continuation of Chaska Creek Blvd. A roundabout exists at the intersection of Creek Road and Chaska Creek Boulevard; the southern leg of this roundabout will be an extension of Chaska Creek Boulevard and provide the primary site access for MSB.

Figure 3: Existing Conditions

- **Concept Plan.** The concept plan contemplates a two-story building totaling 148,000 square feet. The new MSB will house the city's Public Works (Streets, Parks, Storm Water, Mechanics, Building Maintenance Divisions), Sewer/Water, and Electric Departments. The building will include 4 primary operational functions; vehicle storage, vehicle/equipment maintenance, departmental workshops, and office administration. A fuel island will also be constructed on the southeast portion of the property. There is no intent to store outdoor operational resources and perform outdoor work activities on this site. Those activities will remain at the existing MSB site (660 Victoria Drive), including the salt shed.

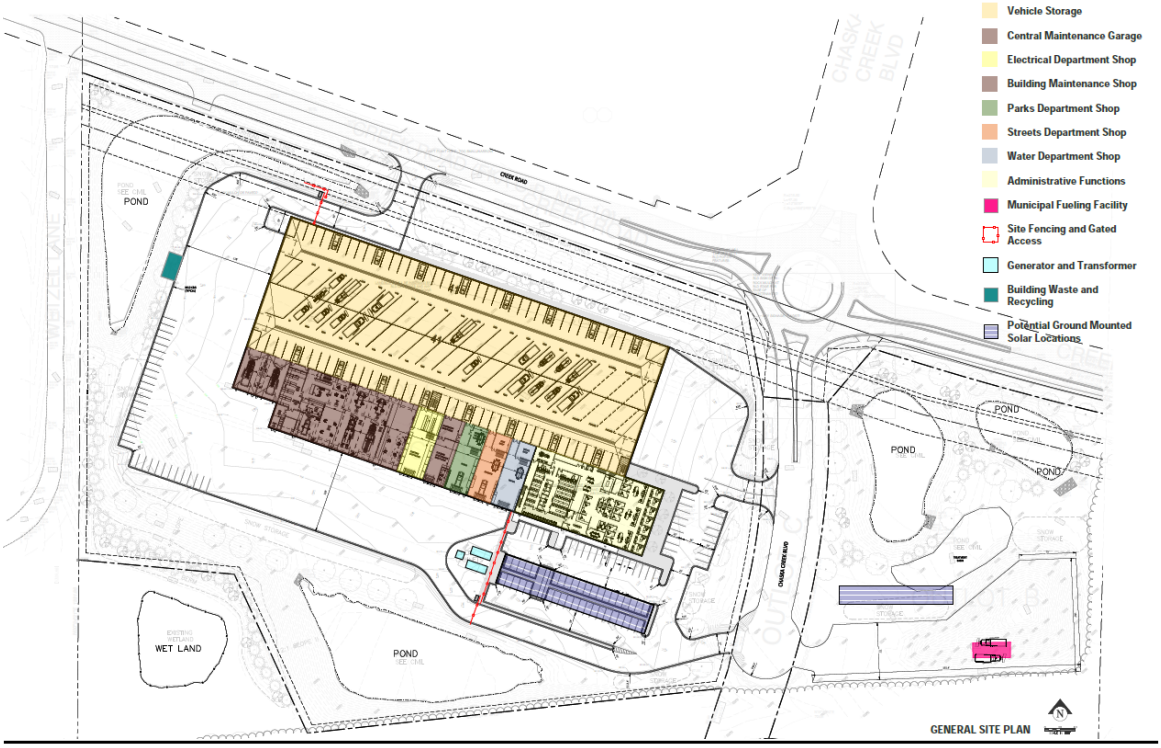

Figure 4: Proposed Concept Plan

Goals: The identified goals for this project include the following:

- FUNCTIONALITY AND FLEXIBILITY –
  The building should improve the operational efficiency and workflow of each department while remaining flexible for changing staff, departmental needs, emerging technologies and municipal infrastructure maintenance best practices.
- COLLABORATION AND GATHERING –
  All departments will be under one roof. Departments will benefit from being in close proximity to one another, both from a practical sharing of operational knowledge as well as departmental community building. The building will facilitate large whole staff gatherings, while providing meeting spaces of multiple sizes to meet diverse personnel and operational needs.
- STAFF SAFETY, HEALTH AND WELLBEING –
  Staff's personal safety, physical and mental health in daily operations is paramount. Design with an awareness of interactions between vehicle and people spaces, including space between equipment, traffic pattern planning and ventilation separations. Interior environmental quality for all spaces should include consideration of daylight integration, acoustic control measures and fresh and dirty air circulation. Access to personal and equitable space and amenities promote mental and physical health with a focus on Chaska's staff.
- BALANCED SECURITY AND CONNECTIVITY –
  Create a defined separation of public and operational functions, securing staff and equipment, that also allows promotion of a welcoming and available public facility. An operationally secure boundary provides defined points of staff and public access, with passive and active separations for staff and public safety.
- SOME "SILOING" IS A GOOD THING –
  All tools, parts and workgroup storages should be as directly accessible from the group's workshop space as possible. Compartmentalization is necessary for division specific equipment, tools and parts to manage inventory control and streamline specific workflows. Balancing separation with ease of access is an important consideration when designing these compartmentalized functions.
- DURABILITY AND RESILIENCY –
  Use materials and fixtures that are hard wearing and long lasting. Simplify fixture selections for ease of maintenance across all Chaska facilities. Layout systems for access, service and replacement. Design personnel flow from dirty to clean spaces intentionally to limit spread of dirt and grime. Our target is a building with a 50 year lifespan or longer.
- FISCAL RESPONSIBILITY –
  Design with an intention that fiscal decisions made now, will potentially impact future fiscal responsibilities. A decision for use of funding should be made based on the priority of the other imperatives, and how that leads to a successful and operational project.

Parking: 111 parking stalls are provided on site.

Building Design: The building is primarily rectangular, roughly 38 feet high, 148,000 square feet in size, and one story with an office/administration area that will be two-stories. The building proposes to use a Chaska brick variation, metal panel cladding, precast concrete, and glazing (windows).

Access: Two access points are proposed off Creek Road. The primary access point will come from the roundabout's southern leg at Creek Road and Chaska Creek Boulevard. A secondary access is proposed west of the primary access that lines up with the industrial site to the north. Site fencing and security gates will encompass the southwest portion of the site and access points.

Utilities and Stormwater: Utilities are available from Creek Road near the existing roundabout.

Two stormwater ponds exist on the main site (Lot 1), and two ponds exist on Outlot B. These 4 ponds were installed with the previous Chaska Club West Industrial development

- **Land Use.** The property is currently zoned Planned Industrial District (PID-10). The 2040 Comprehensive Plan guides this site as Business Park (see below).

Concept Plan - Staff Analysis

The applicant is requesting approval of a Concept Plan for the new MSB on Creek Road. The following is intended to summarize staff's analysis of the applicants request:

- **Comprehensive Plan**
  The comprehensive plan guides the site as Business Park (purple). The proposed use is consistent with this.

Figure 5: 2040 Comprehensive Plan

  Business Park
  Areas guided for the integration of office and light industrial uses in order to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. Office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging are typical business uses appropriate for this land use category. Supporting retail and services, such as healthcare, fitness, child daycare, dry cleaning, bank, coffee shop, restaurant, and convenience store, should only be allowed as secondary uses, provided no more than 10 percent of the overall business park area is used for these purposes.

Land Use

The new MSB will house the city's Public Works (Streets, Parks, Storm Water, Mechanics, Building Maintenance Divisions), Sewer/Water, and Electric Departments. The building is planned to accommodate *existing* employee counts - 63 full-time employees and 26 part-time employees (89 total employees); and *future* employee projections – 20 additional full-time employees and 9 additional part-time employees (29 additional employees). With existing and future projections, a total of *118 employees* can be accommodated. The building will be open to the public from 7am-4pm.

The land that this development encompasses is currently zoned Planned Industrial District (PID-10). The zoning will be reviewed during the preliminary request to ensure the zoning aligns with the proposed use.

- **Setbacks & Development Standards**

  The required setbacks for the site are as follows:

BUILDING SETBACKS		
Direction	**Required Setback**	**Proposed Setback**
Interior Property Lines	10 feet	Unknown
West Property Line	100 feet	Unknown
Highway 212	225 feet from centerline or 50 feet from ROW, whichever is greater	Unknown
Creek Road	100 feet from centerline	Unknown
Chaska Creek Blvd	100 feet from centerline	Unknown
Wooded Steep Slopes	50 feet from edge	Unknown
Wetlands	75 feet	Unknown

PARKING SETBACKS		
Direction	**Required Setback**	**Proposed Setback**
Interior Property Lines	5 feet	Unknown
West Property Line	10 feet	Unknown
Street ROW	10 feet	Unknown
Wooded Steep Slopes	50 feet from edge	Unknown
Wetlands	75 feet	Unknown

DEVELOPMENT STANDARDS		
Standard	**Required**	**Proposed**
Lighting	*Wall Mounts*: 18' max height *Pole Lights*: 25' max height	Unknown

- **Layout**
  Two access points are provided on the north side of the property onto Creek Road. The proposed building will be located near the center of the ~12-acre site (Lot 1), with parking mainly on the southeast side. Additional parking is situated in the gated area on the southwest side of the site. The main entrance will come from the southeast side of the building (see Figure 5). A fuel island is oriented on the southeast side of the site (Outlot B), which will provide fuel for city vehicles.

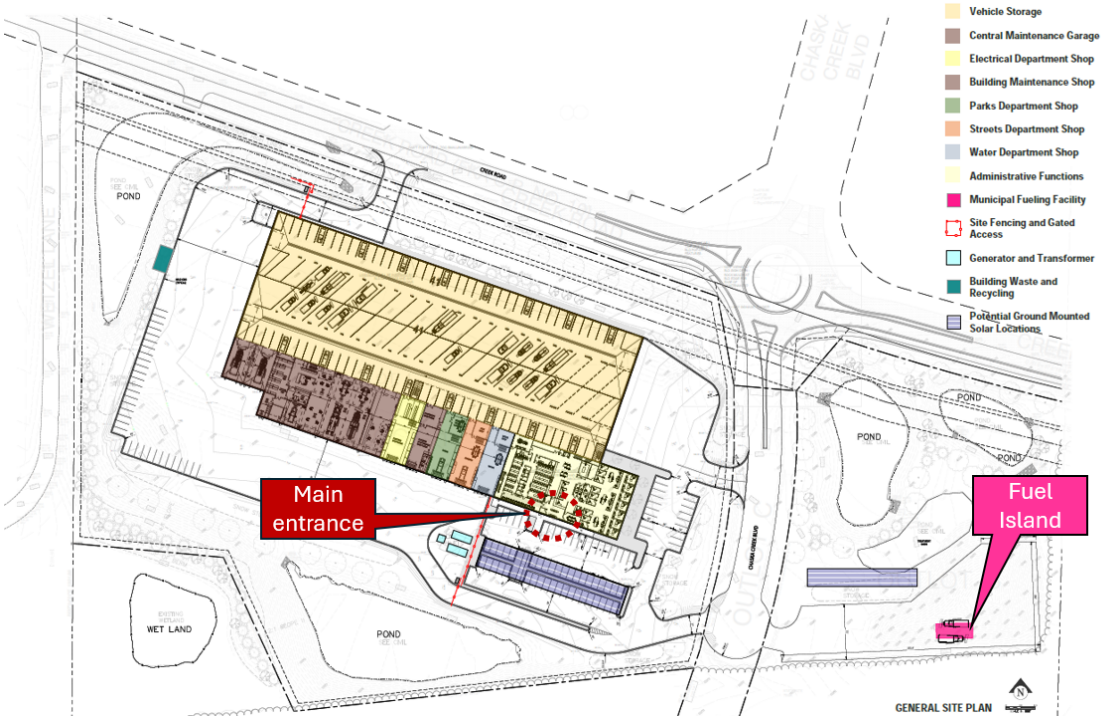

Figure 6: Site Plan Exhibit

- **Parking & Circulation**
  The site is proposing to incorporate 111 parking spaces. The following chart summarizes the overall parking demand on site, based on the uses.

Uses	Approx. Size	Code Req.	Est. Parking Req.
Existing Employees	63 FT 26 PT	1ps/employee	89
Future Employees	20 FT 9 PT	1ps/employee	29
Visitors	Unknown	1ps/visitor	Unknown
		REQUIRED	**118 parking spaces**
		PROVIDED	**111 parking spaces**

This facility will house staff of both full-time and part-time (seasonal employees), of which that will be the primary parking demand. Public visitors to this site will be primarily quick-visit contractors to acquire utility meters or residents for brief staff interactions. There are potential special events when a training event or specific public access might dictate parking demand, but the applicant states that those are defined activities for the function of the facility and would not likely require specific dedicated parking.

According to the table above the site does not meet the required amount of parking spaces needed for the proposed use and anticipated future growth. The city anticipates that 118 total stalls are needed to accommodate future growth. The applicant has stated that additional parking can be accommodated in Outlot B, however it is not defined on the plans. *This will need to be defined in the preliminary submittal.* Additionally, city staff would advise that some parking be accounted towards visitors – whether it be quick drop-ins or for training purposes. Further evaluating if additional parking needed beyond employee needs will be necessary to address with the plan or in a parking summary (proof of parking areas are an acceptable way to show future needs but are not required to be constructed with the onset of the project). *This will also need to be addressed in the preliminary submittal.*

Vehicle & Equipment Parking

All city vehicles and equipment will be parked inside the building. The majority of the building's square footage is for this use. Equipment such as pickup trucks, snowplows, and trailers are just some of the equipment that will be housed indoors.

Circulation

Two points of access are proposed off of Creek Road. The western access will function as a staff and ingress-only entrance for when vehicles are returning from the field. The eastern access, which is an extension of Chaska Creek Boulevard, will provide staff and public access into the site. Stemming from Chaska Creek Boulevard will be three separate driveways; one providing staff-only ingress/egress to the vehicle storage portion of the building, one providing access to the main parking lot and a staff-only driveway to the rear of the site, and one providing staff-only access to the fuel island.

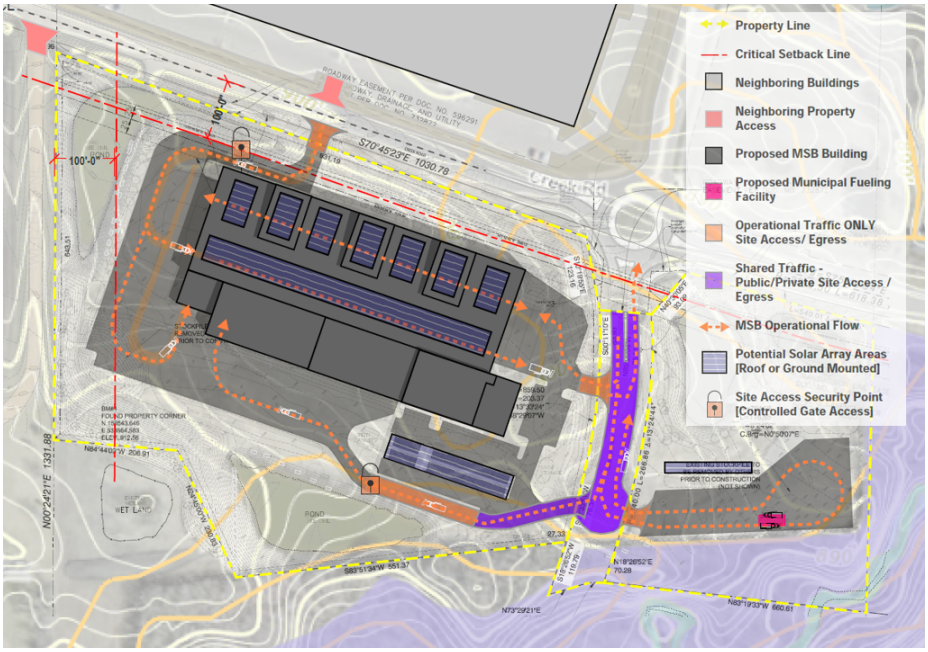

Figure 7: Traffic Flow exhibit

Large vehicles will be maneuvering on site so expansive driveways are needed, which can be seen on the west and south sides of the building. Expansive driveways will help mitigate the need for backing up, which, minimizes back-up alarms. Additionally, fire trucks will need adequate turning area if they are responding to an emergency call or being serviced in the mechanics bay. *Turning radius exhibits for city vehicles and fire trucks will be needed in the preliminary submittal.*

The main parking lot shows two dead end drive aisles on the west side (refer to red x-es in Figure 7). To create more efficient traffic flow staff would advise the inclusion of full vehicle circulation in the parking lot. *This will need to be addressed in the preliminary submittal.*

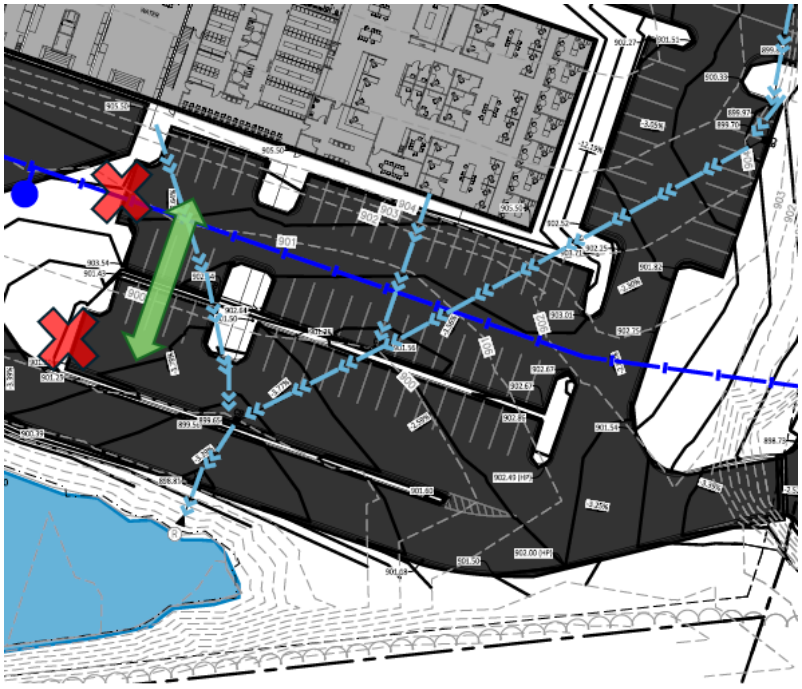

Figure 8: Parking Lot Circulation

- **Landscaping & Screening**
  The table below indicates the landscaping requirements for this building:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	**Proposed**
Overstory Trees	463 caliper inches (~185 trees)	Unknown
Understory Trees	46	Unknown
Shrubs	493	Unknown
Planting Islands	10% of parking lot (10' wide islands)	Unknown
Boulevard Trees	1 overstory deciduous trees per every 50 feet along public streets	Unknown

The applicant will have to show in their preliminary submittal how they meet the landscape ordinance (Section 15.28.070).

In addition, screening will be important for this site along sides that abut major vehicular thoroughfares and residential uses. The western and northeastern neighbors are residential properties so it will be important that these edges are properly screened via landscaping and berming. The proposed concept plan is contemplating landscaped edges and berming in those critical line-of-sight locations (see below and the attached plans). The goal is to mimic the screening proposed during the Chaska Club West Industrial project.

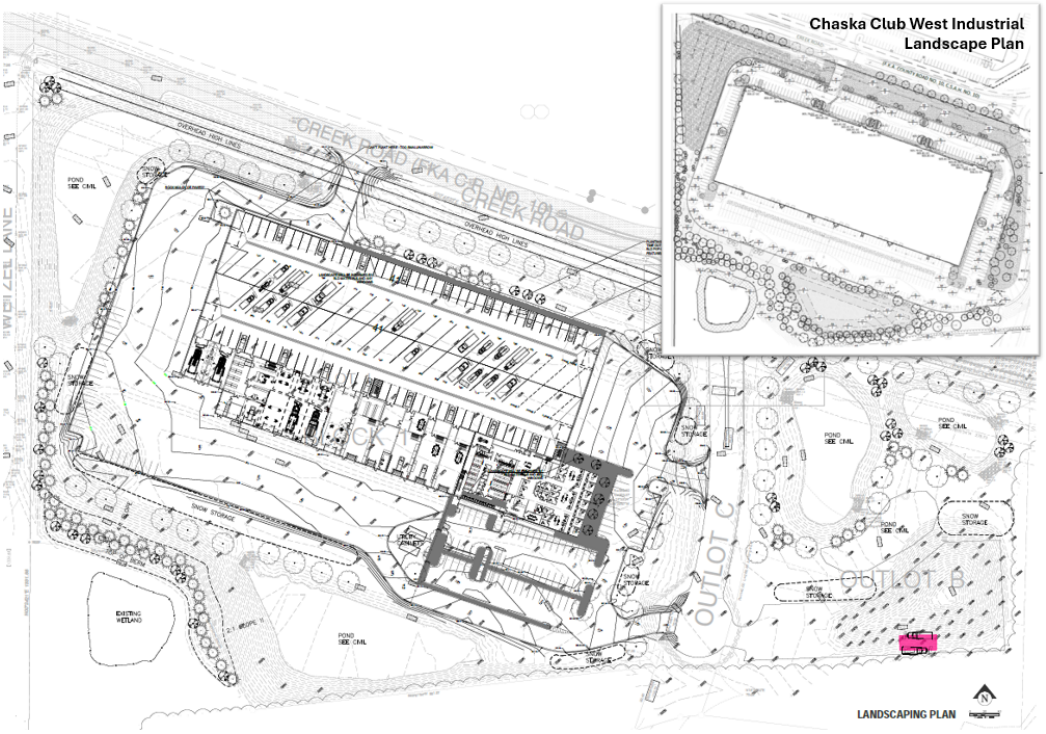

Figure 9: Conceptual Landscape Plan

Figure 10: Aerial Perspective – looking northeast

- **Building Program, Design & Materials**
  The new MSB is a rectangular, roughly 38 foot high, 148,000 square foot building, primarily one story with an administration area that will be two-stories. The main entrance to the building and lobby will be achieved on the south side of the building from the main parking lot. The building will house the city's Public Works (Streets, Parks, Storm Water, Mechanics, Building Maintenance Divisions), Sewer/Water, and Electric Departments. Each department will have their own designated space within the building, which can be seen in Figure 11.

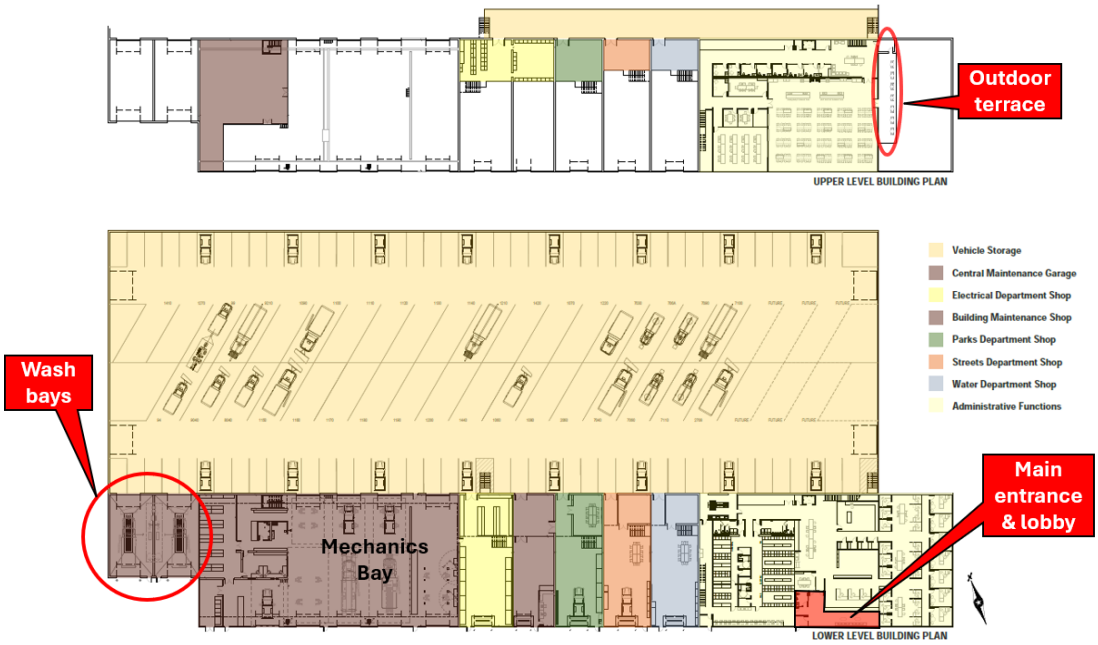

Figure 11: Proposed Building Program – Floor Plans

Figure 12: Eye Level Perspective – Administrative Area and Main Entrance – Looking Northwest

Figure 13: Aerial Perspective – Looking Southwest

The building proposes to use a Chaska brick variation, metal panel cladding, precast concrete, and glazing (windows).

The City of Chaska has certain building design and material requirements for industrial buildings (Section 15.28.120). A portion of it is stated as follows:

Industrial and warehouse buildings shall use at least two (2) different Class I materials and shall be composed of at least thirty (30) percent Class I material, and at least one (1) Class II materials and be composed of at least thirty (30) percent Class II materials; and not more than forty (40) percent of Class III materials.

The applicant will have to show in their preliminary submittal how they meet the Building Design and Materials ordinance for public buildings (Section 15.28.120).

- **Pedestrian Connections & Employee Gathering Areas**
  A 5 foot sidewalk is located on the north side of the site (south side of Creek Road) and stubs off near the western leg of the roundabout. This sidewalk needs to be extended west to the western property limits, and extended south to the end of Chaska Creek Boulevard on both sides of the street up to the bulb of the cul de sac. *This needs to be shown on the plans at preliminary submittal.*

  The building plans show an outdoor terrace on the second level of the building, which will face towards the wooded area. This terrace will extend off the employee break room. The orientation of the building was intentional to face the administration and employee gathering towards the wooded areas so that natural views were maximized.

- **Creek Road & Chaska Creek Boulevard**
  The site plan currently shows access off Creek Road, which is designated as a city municipal state aid route. The road is intended to be reconstructed to an urban section road with curb and gutter up to the western city limits. The city continues to refine the plan and timing for this road reconstruction to line up with adjacent development improvements. *The applicant will be required to coordinate with the city engineering department on this item.*

  In the city's comprehensive plan, Chaska Creek Boulevard is defined as a local road south of the Creek Road roundabout. The comprehensive plan shows this road extending across the ravine to connect to Big Woods Boulevard. The city completed a transportation study to understand the need for this road. It concluded that the connection across the ravine was not needed at this time. In the meantime, the small extension of this road from the southern leg of the roundabout will be treated as an access for the MSB site. A cul de sac is provided at its southern terminus. The design of this road as proposed does not preclude the ability to extend across the ravine should that be needed in the future.

- **Utilities**
  Utilities are able to serve the site. There is an existing trunk sewer and water line that stubs near the Creek Road/Chaska Creek Boulevard roundabout that will be extended into the site.

- **Solar Array**
  The city is actively applying for a solar grant to acquire solar arrays for the project. The solar arrays would create more renewable energy and offset electric needs from Minnesota Valley Electric's grid. While the details are still in flux, it is anticipated that the arrays could be either roof-mounted or ground-mounted, or both (see Figure 12). The concept plan shows the inclusion of solar array areas on the plan where they could be accommodated. Staff would advise that the views of this equipment are minimized to the greatest extent via intentional placement and screening. *More details will need to be provided in the preliminary submittal in regards to size, location, and screening.*

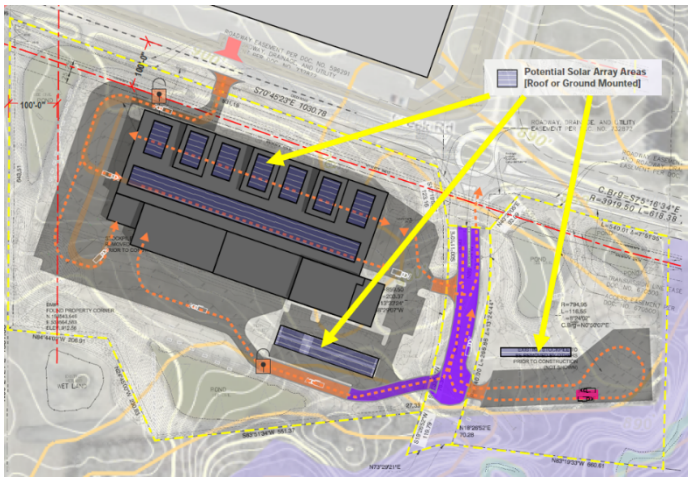

Figure 14: Potential Solar Array Areas

- **Stormwater**
  Stormwater management is shown as two above ground systems on the northwest and south sides of Lot 1. Two more ponds are shown on the north side of Outlot B. These ponds are existing and were installed from the former Chaska Club West Industrial project. At the conceptual design stage of this project, the design team has determined that the features on Lot 1 are already designed and adequately sized for the proposed development of MSB. The ponds located on Outlot B will need augmentation to accommodate the proposed development and added impervious surface of Outlot B; a third, new pond is proposed between the existing ponds to anticipate some additional ponding area. These ponds will also need to be further understood regarding the improvements of Creek Road and Chaska Creek Boulevard. More calculations and design will be necessary to understand those impacts. Stormwater will need to meet City and County WMO requirements. *A stormwater plan and report will be required at preliminary submittal.*

- **Wetlands**
  A wetland delineation report was completed with the former Chaska Club West Industrial project. There is a defined, wetland immediately adjacent to the proposed site (see Figure 15 below). The defined wetland is an upland-wetland, located just southwest of the of the project site. This wetland is outside of the property, and is located about 10' above the proposed grade of the new facility finished floor elevation. The site is immediately adjacent to Chaska Creek to the south, which includes a sensitive slope and wooded area.

- **Lighting**
  The concept plan is showing a site lighting concept proposing the use of pole lights and wall packs (see Figure 13). Any lighting proposed for this plan should be fully screened and face downward and meet foot candle limitations at applicable property lines. *The applicant will have to show in their preliminary submittal how they meet the City's lighting ordinance (section 15.28.250).*

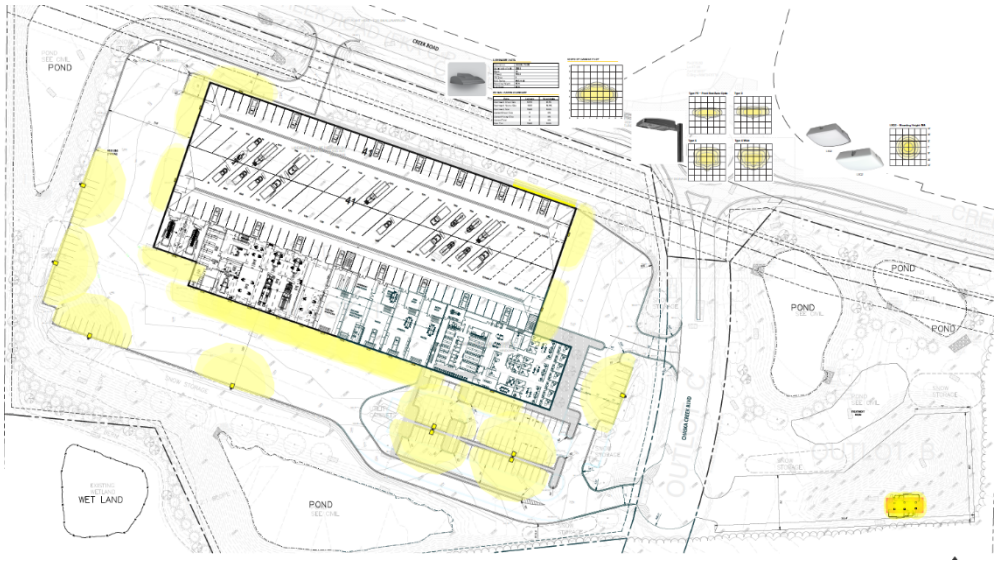

Figure 15: Site Lighting Concept

- **Platting**
  Outlot B needs to be platted into a buildable lot. *A preliminary plat and final plat will be required.*

Deadline for Agency Decisions

Complete Application Received	60-day review *	120 – day **
August 5, 2025	October 4, 2025	December 3, 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.		

PLANNING COMMISSION ACTION REQUESTED:

Motion to recommend approval to the City Council of the Concept Plan for the Municipal Services Building (MSB), subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits unless modified by the conditions below:**
   a. **Concept Site Plan Review (pgs 1-36), prepared by Oertel Architects, dated August 5, 2025**
2. **Adherence to the City Engineer memo dated September 10, 2025 when made available.**
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;**
   b. **Landscaping plans, meeting and including:**
      1. **Conformance with City Code Sec. 15.28.070;**
      2. **Screening on southwest and west property lines similar to Chaska Club West Industrial**
      3. **Screening near ground-mounted solar arrays**
   c. **Grading plans, including:**
      1. **~20 foot tall berm on southwest portion of the site for screening purposes**
   d. **Stormwater plan**
   e. **City Truck & Equipment turning exhibit**
   f. **Fire truck turning exhibit**
   g. **Lighting plans in conformance with City Code Sec. 15.28.250**
   h. **Fence specs for all exterior fencing**
   i. **Parking plan, meeting and including:**
      1. **Proposed and future employee needs of the site**
      2. **Proposed visitor needs of the site**
   j. **Site Plan, including:**
      1. **Sidewalk extensions along Creek Road up to the western property limits, and along both sides of Chaska Creek Boulevard down to the bulb of the cul de sac.**
      2. **Revision of the dead-end drive aisles in the main parking lot to provide full circulation**

k. **Building Design & Materials meeting Public Building requirements per City Code Sec. 15.28.120**
l. **Cross sections showing adjacent residential, street grades, screening/landscaping, parking areas, building/fuel island for both the southwest and northeast residential neighbors**
m. **Preliminary Plat and its application requirements**

4. **Evaluation and provision of the following to be submitted at preliminary submittal:**
    a. **Solar array details in terms of size, location, and screening**
5. **Coordination with:**
    a. **City Engineer regarding stormwater, utilities, grading, drainage, access, and Creek Road reconstruction.**
    b. **Electrical agency Minnesota Valley on electric service requirements.**
6. **Building setbacks are as follows:**
    a. **Interior Property Lines: 10 – feet**
    b. **West Property Line: 100 - feet**
    c. **Chaska Creek Blvd Centerline: 100 – feet**
    d. **Creek Road Centerline: 100 - feet**
    e. **Highway 212: 225-feet from centerline, or 50 feet from ROW, whichever is greater**
    f. **Wetlands: 75 feet**
7. **Parking setbacks are as follows:**
    a. **Right-of-way or residential: 10 – feet**
    b. **Interior Property Lines: 5 – feet**
    c. **Wetlands: 75 feet**
8. **Provision of a storm water management plan meeting City and Carver County WMO standards.**

Chaska Municipal Services Building

Concept Site Plan Review

Submittal for Chaska Staff Review

August 5, 2025

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The new Chaska Municipal Services facility will be a central operations hub for the City's infrastructure maintenance operations departments. This new facility will provide staff with an appropriately sized and equipped facility to meet the rigorous needs of maintaining and developing Chaska's current and growing infrastructure, such as streets, parks, water and sewer utilities and electrical utilities. The high level of service already provided by these work groups to the citizens of Chaska, will be enhanced and well supported by this new facility. The current facility will remain in operation and key component of Municipal Service operations, but space at that facility for the purpose of supporting daily operations is lacking in the ability to store and handle equipment, provide adequate work space for all staff, accommodating meeting and collaborative work activities, and provide the amenities necessary to recruit and retain today's workforce.

Chaska has a small town character with large city growth and service demands. The city's maintenance departments work tirelessly to keep that small town character alive and central to life in Chaska, while allowing the city to grow and develop. As the city grows, streets are constructed, improved and maintained to provide accessible flow to neighborhoods and commercial and industrial centers. This facility will house all major equipment for snow removal, road construction and maintenance to keep that traffic flowing and keep neighborhoods connected. As the city ages and grows, the underground infrastructure of water and sanitary sewer services needs to be constructed, updated and maintained. This also includes treatment of local drinking water for residents and commercial and industrial occupants. This facility will house the equipment needed to respond to emergency repairs and maintenance, as well as continued required maintenance. Chaska has well defined and connected green spaces throughout the city that contribute to the small town character and livable neighborhoods that people desire when living and moving to Chaska. This new facility will support the team of people that work to maintain and enhance those green spaces such as parks and boulevards, as well as maintaining all city owned and operated facilities within the community. Chaska is also one of the unique municipalities that owns and operates their own electrical utility. This facility will also house that operational department, including all equipment used to maintain and respond to emergency activities, and provide customers with equipment and service for their consumption of Chaska delivered electricity. Finally, this facility will house an equipment and vehicle maintenance function that will make sure all equipment that is responsible for the maintenance of the city, as well as all equipment that is necessary to respond to any emergency, through Public Works or Public Safety, is maintained and in working order to meet those needs and protect the investment the city has made in all equipment.

As a city owned and operated facility, this is intended to be a one-tenant facility for the life of the building. The programming and design of the facility is meant to adapt with changing and emerging technologies related to the service and maintenance of municipal infrastructure. The design includes long-span structure to enclose a large volume of space to ensure that the openness and usability of the space is adaptable to not immediately necessitate improvements as service delivery changes for Municipal Services develop. While the space is designed around vehicles and equipment, there is an emphasis on designing around the people who operate and maintain that equipment. As such, integration of daylighting features and building space articulation is important for the experience of the building by staff. This approach ensures that the facility is supporting the goals of supporting the health, safety and wellbeing of Chaska's staff.

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As part of the project predesign process, the Chaska city staff leadership, Municipal Services leadership and staff and the design team came together to identify several project guiding principles, which we have identified as Project Imperatives that help define the project process and end goals of the facility. Our Project Imperatives are defined as such:

FUNCTIONALITY AND FLEXIBILITY - The building should improve the operational efficiency and workflow of each department while remaining flexible for changing staff, departmental needs, emerging technologies and municipal infrastructure maintenance best practices.

COLLABORATION AND GATHERING - All departments will be under one roof. Departments will benefit from being in close proximity to one another, both from a practical sharing of operational knowledge as well as departmental community building. The building will facilitate large whole staff gatherings, while providing meeting spaces of multiple sizes to meet diverse personnel and operational needs.

STAFF SAFETY, HEALTH AND WELLBEING - Staff's personal safety, physical and mental health in daily operations is paramount. Design with an awareness of interactions between vehicle and people spaces, including space between equipment, traffic pattern planning and ventilation separations. Interior environmental quality for all spaces should include consideration of daylight integration, acoustic control measures and fresh and dirty air circulation. Access to personal and equitable space and amenities promote mental and physical health with a focus on Chaska's staff.

BALANCED SECURITY AND CONNECTIVITY - Create a defined separation of public and operational functions, securing staff and equipment, that also allows promotion of a welcoming and available public facility. An operationally secure boundary provides defined points of staff and public access, with passive and active separations for staff and public safety.

SOME "SILOING" IS A GOOD THING - All tools, parts and workgroup storages should be as directly accessible from the group's workshop space as possible. Compartmentalization is necessary for division specific equipment, tools and parts to manage inventory control and streamline specific workflows. Balancing separation with ease of access is an important consideration when designing these compartmentalized functions.

DURABILITY AND RESILIENCY – Use materials and fixtures that are hard wearing and long lasting. Simplify fixture selections for ease of maintenance across all Chaska facilities. Layout systems for access, service and replacement. Design personnel flow from dirty to clean spaces intentionally to limit spread of dirt and grime. Our target is a building with a 50 year lifespan or longer.

FISCAL RESPONSIBILITY - Design with an intention that fiscal decisions made now, will potentially impact future fiscal responsibilities. A decision for use of funding should be made based on the priority of the other imperatives, and how that leads to a successful and operational project.

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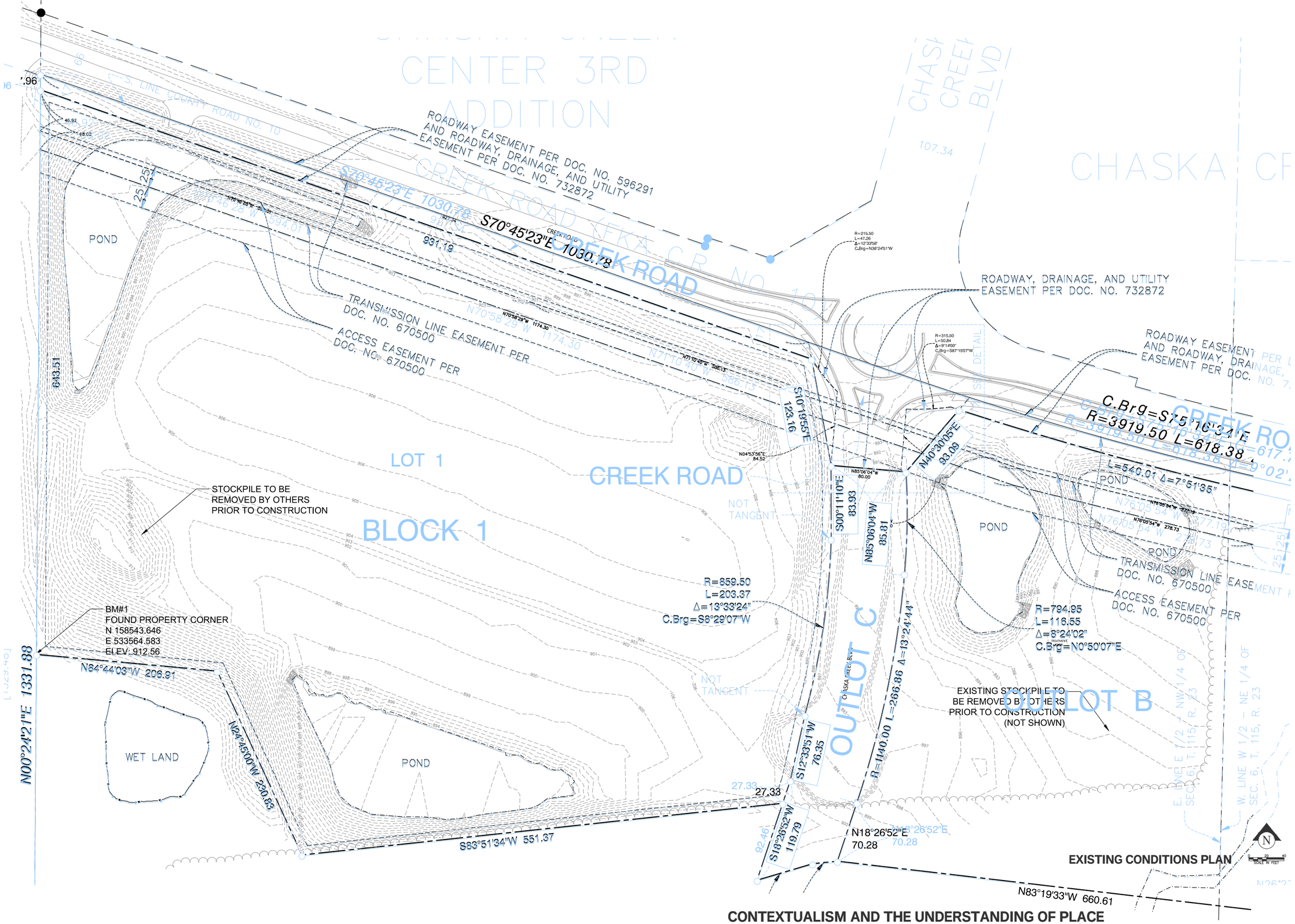
A municipal building is feature within a community for which its purpose is to enhance the quality of life for its residents through service to residents. That enrichment of life through that service creates a greater sense of place creation on a city and community scale. On a site specific scale, the project should consider the larger community history and character as well as the immediate surrounding context. Our contextual investigations started with a technical analysis of the site. For the creation of place, we reviewed site qualities from a perspective of how the location, orientation, and surrounding built features will impact and influence the design of the project.

The design process required developing an understanding of what is the proposed site for the Municipal Services Building (MSB). That understanding began with a review of technical and regulatory forces that will dictate and influence design character and functions on the site. This includes a technical survey of the site to identify existing grading conditions, utility locations, easements and setback requirements, and natural features. The property for the MSB project is four lots. **Lot 1 is identified as 4501 Creek Road and will be the primary lot location for the MSB project.** This lot is approximately 12.7 acres in total size. This total size of Lot 1 includes two ponds developed as part of the previous Club West Commercial Development, Creek Road easements for both access and utility corridors, including large overhead power line poles. Outlot B is a 6.7 acre property that has two ponds and large spoils pile. The lot contains steep slopes on the eastern half of the property as those slopes come down to Chaska Creek. The ponds on this lot were sized and designed for a portion of the commercial development and road improvements and developments to the north along Chaska Creek Boulevard. The spoils pile is currently purposed for use elsewhere in the city but could be potentially used for this project as well, as the pile is primarily from this site's initial rough grading already. A portion of Outlot B is a triangular sliver approximately 1.04 acres in size that is primarily incumbered by steep slopes, easements and setbacks, including 212 corridor requirements. Outlot C was a portion of property that was intended for the continuation of Chaska Creek Blvd to the south from the roundabout intersection at Creek Road. That road, as understood by the design team in coordination with city officials, is no longer in long-term plans, and thus is to be used as MSB site access.

Our team also analyzed currently presumed zoning applied to the property. The project site currently has an applied zoning district identified as Planned Industrial District 10 (PID-10). Within the Chaska 2040 Vision comprehensive plan, the site was identified as a PID use, with a surrounding context of residential zones to the west and Planned Multi-Use Developments (PMD) zones to the north. The site is bordered by Highway 212 on the east, and via Creek Road, connects to current and developing residential areas that are just east of 212. As part of the larger community regulatory assessment and this analysis, we have outlined current performance standards for the current PID identification of the property. The proposed project is a Public Function Building and is currently a permitted use in the PID.

There are many non-technical and non-regulatory factors that can influence how a project is formed and developed that provides that sense of place on a macro and micro scale. Those influences are illustrated in a series of Site Forces Analysis diagrams. These start to help define what is outward facing and part of the macro scale design response and also will influence later stage design decisions for the definition and creation of space on the operational, micro scale as it relates specifically to the MSB. Our team included analysis of climatic conditions for sun and wind influences, a review of surrounding natural areas, review of both natural and created view corridors, topography and influence on project siting, and site access and connectivity.

Connectivity is created by understanding what exists in the immediate surroundings and what Chaska has a community image and heritage. This analysis includes a photographic study of the existing surroundings, what Chaska contains for character defining features that will help connect this site with the entire community, and the feedback from the immediate community neighbors that will be impacted by this project.



CONTEXTUALISM AND THE UNDERSTANDING OF PLACE

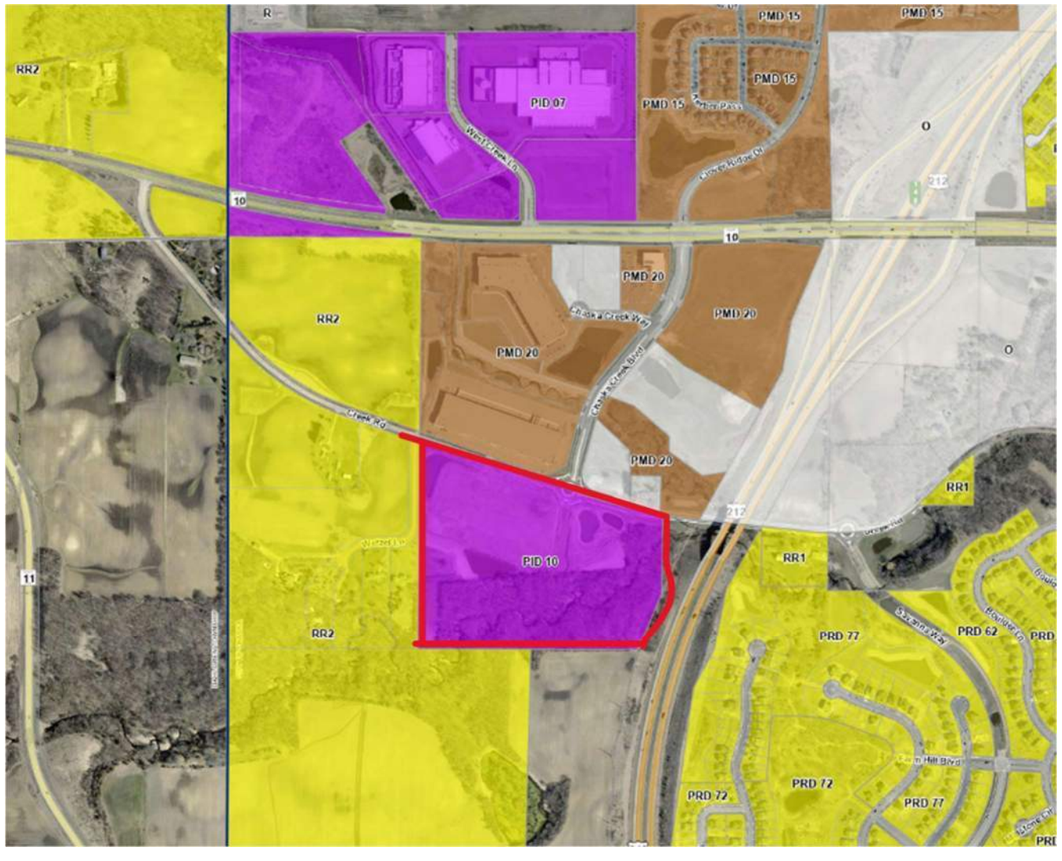
Chaska 2040 Vision + Plan

The site is located in the area of the city identified as Southwest Chaska, formerly Chaska Township, which was annexed in 2005. Southwest Chaska has multiple focuses for development, including commercial and industrial zone development along the 212 corridor and a mix of mixed use and low-density residential with open space preservation.

Some of the goals listed in the 2040 Comprehensive Plan for Southwest Chaska that can be applied directly to the municipal services building site include:

- Designing with strong physical connections to historic downtown and other city facilities, including use of building materials and municipal building architectural language.
- Protecting natural resource systems, including the West Chaska Creek corridor along the southern boundary of the property, which contains sensitive steep slopes, naturally wooded land and is a natural wildlife corridor. Wildlife corridors should observe a defined width of a minimum of 150' and should be defined on site basis documentation.

Focusing on the site context of the 212 and Engler Boulevard intersection, this area is identified as a commercial and industrial zone with a focus on large site development. The development primarily at the intersection of Engler Blvd and Chaska Creek Way is medical commercial buildings on smaller individual sites. Properties further south along Chaska Creek Boulevard become larger commercial / industrial sites and buildings. In the zoning diagram below, the residential, greenbelt boundary for Chaska is shown just west of the proposed MSB site.



Zoning Assessment

The site is located in a larger contextual district of commercial and industrial development, flanked by existing and future low density housing on the west, and a major transportation corridor and thus a zoning boundary to the east.

The site is specifically zoned as a Planned Industrial Development [PID-10]. Sites to the north of Creek Road are zoned as Planned Multi-Use, and sites immediately bordering the planned site are Rural Residential sites.

The following sections identify applicable sections of the Chaska Zoning Ordinance (CZO) and key points of consideration for the design of the Municipal Services Building on the proposed site. Where applicable, parts of each section contain project specific interpretation and direction.

§ 15.16.040 Planned Industrial District

Refer to PID-10 standards for permitted uses, setback, etc.

A. Intent: PID-10 provides for a high-quality business park. Wooded steep slopes shall be preserved. Architectural design shall be high-quality and complementary to “Chaska”.
B. Permitted Use: Public Buildings (P2 – 15.12.180) would be a permitted use.
C. Accessory Uses
    a. Off-Street Parking by Section 9 of Zoning Ordinance.
    b. Wall signs may not be internally illuminated on the west and south facades.
D. Standards:
    a. Minimum Area of development shall be 5 acres.
    b. Building Setbacks: In addition to those established in 15.12.100

i. From Highway 212	225’ from CL or 50’ from ROW
ii. From Chaska Creek Boulevard	100’ from CL
iii. From Creek Road	100’ from CL
iv. From Interior Property Lines	10’
v. From Wooded Steep Slopes	50’ from edge & 30’ no-mow from edge
vi. Wetlands	75’
vii. From Other PID Sections	
1. From adjacent Residential Zoning	100’
2. Between principal detached structures	½ Avg. of Bldg. Height(s)

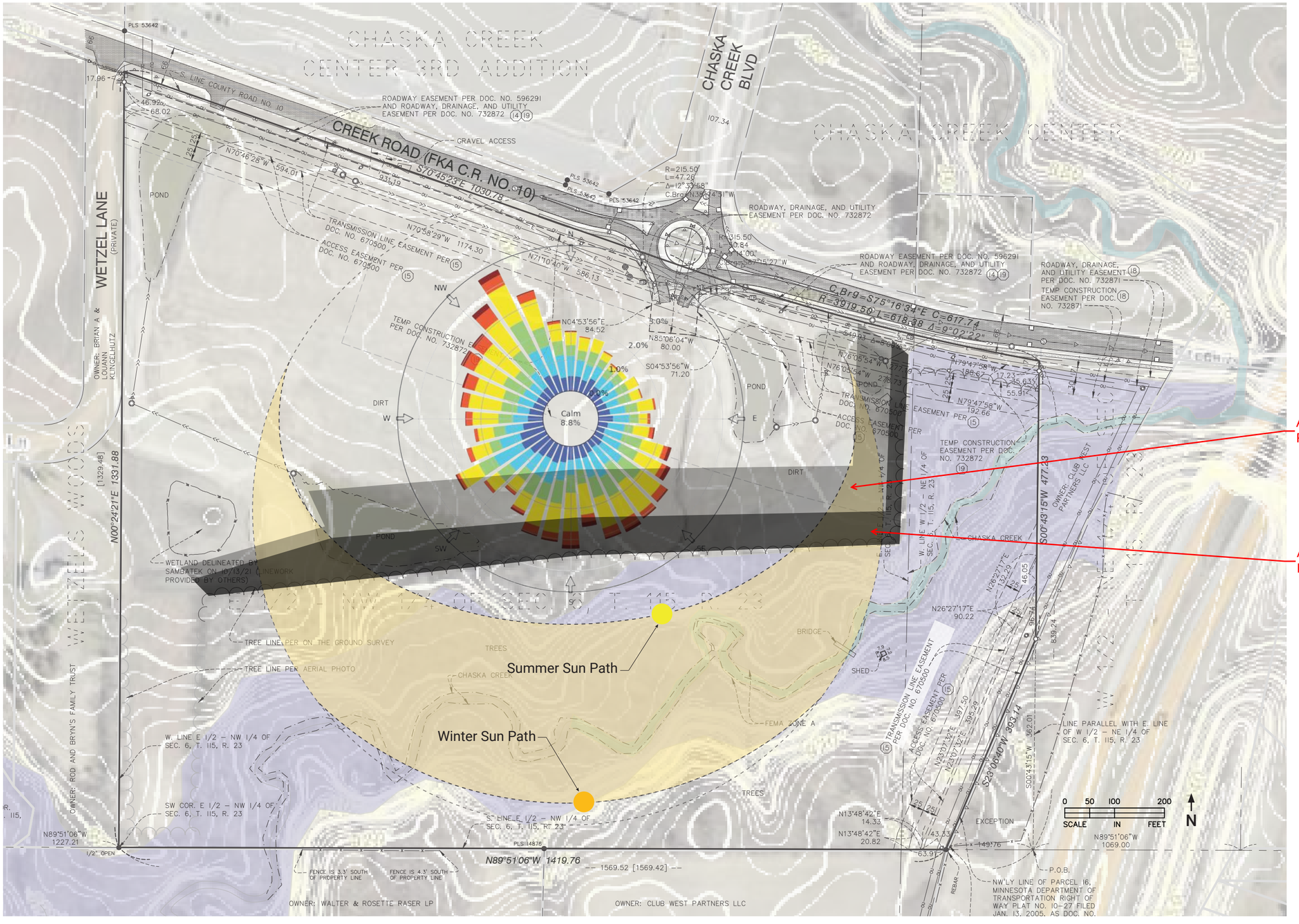
c. Impervious Surface Setback

i. From interior property lines	5’
ii. Property Lines @ Public ROW	10’

d. Lighting
    i. Per Zoning Ordinance, provided that
        1. Wall Mounts are no higher than 18’ above grade
        2. Poles are no higher than 25’ above grade
e. Outlots
    i. A – Open space owned by property owner [Wooded Area & Ravine]
    ii. B – Stormwater Ponding owned by Chaska
    iii. C – Future Collector Road owned by Chaska [Could be vacated and become property]
f. Parts from other PID sections
    i. Floor Area Ratio: 2.0 per tract or lot, where entire PID not exceed 0.75
    ii. Landscaping: All yards or open space shall be landscaped or left in a natural state.
        1. Where landscaped, utilizing lawn, trees, and shrubs.
        2. Natural state areas shall be properly maintained.
        3. Adjoining Residential yards need planted screening.

CLIMATE:

WIND & SUN



APPROXIMATE SUMMER SHADOW FROM EXISTING WOODED AREA

APPROXIMATE WINTER SHADOW FROM EXISTING WOODED AREA

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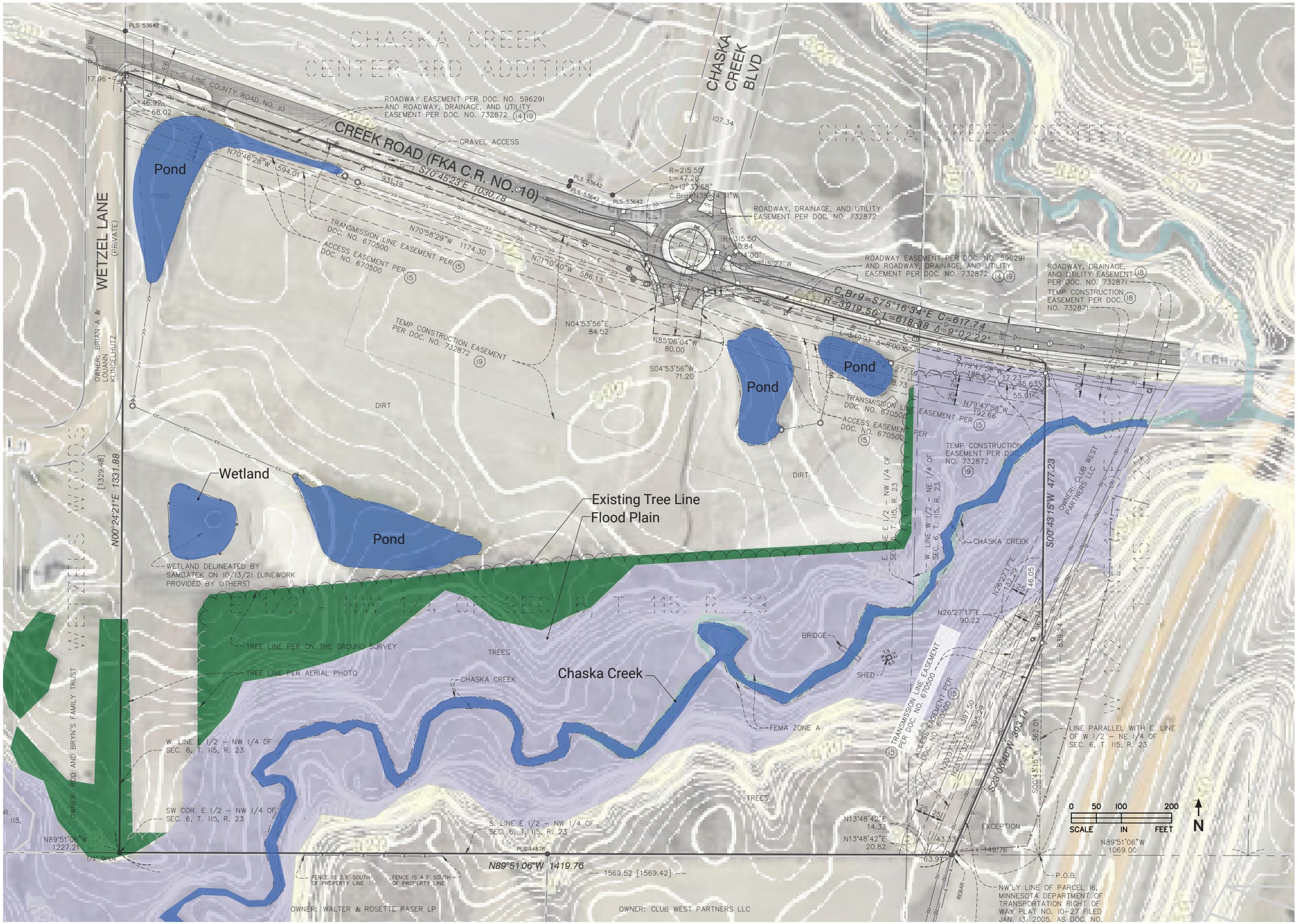

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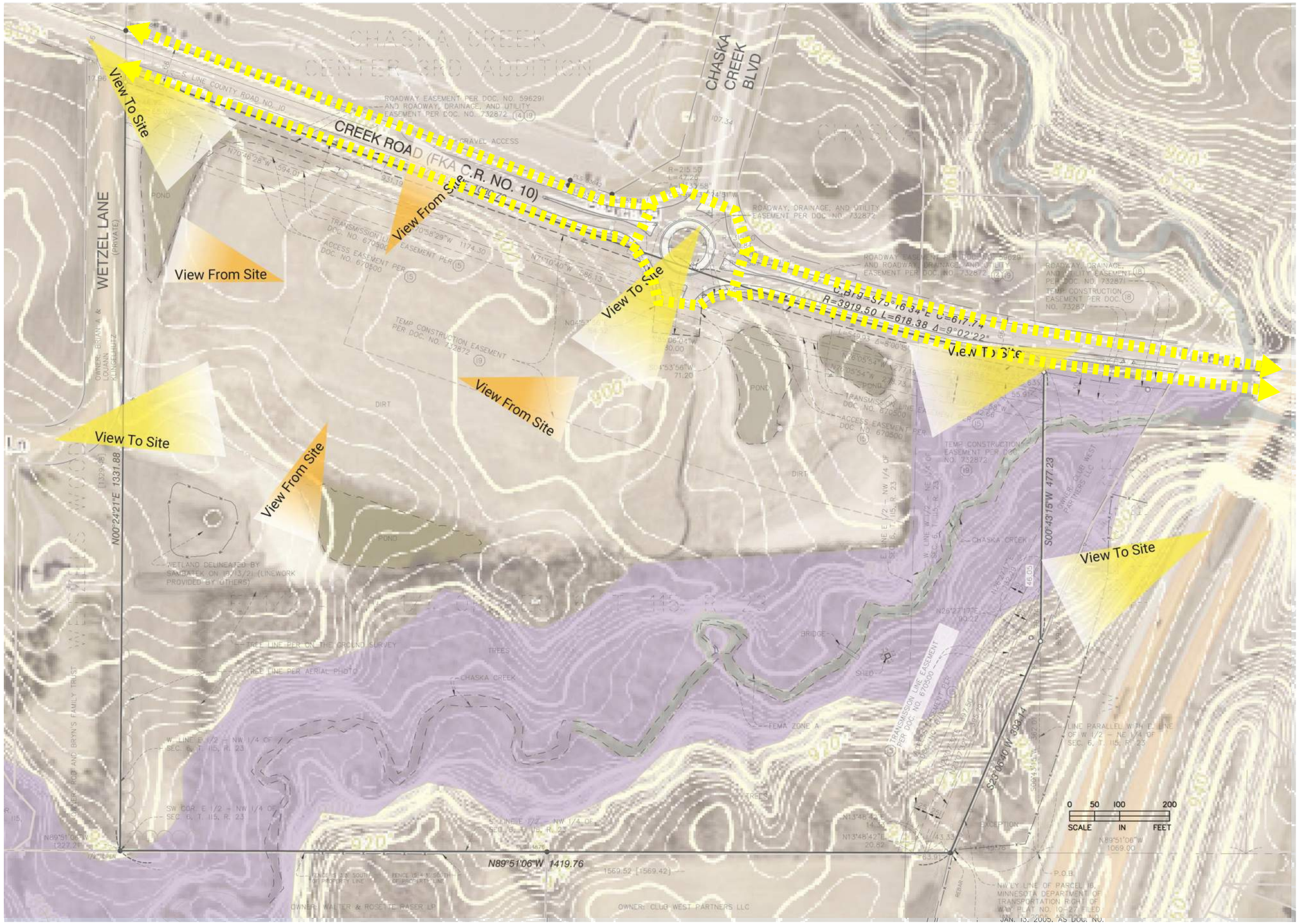
CONNECTIVITY



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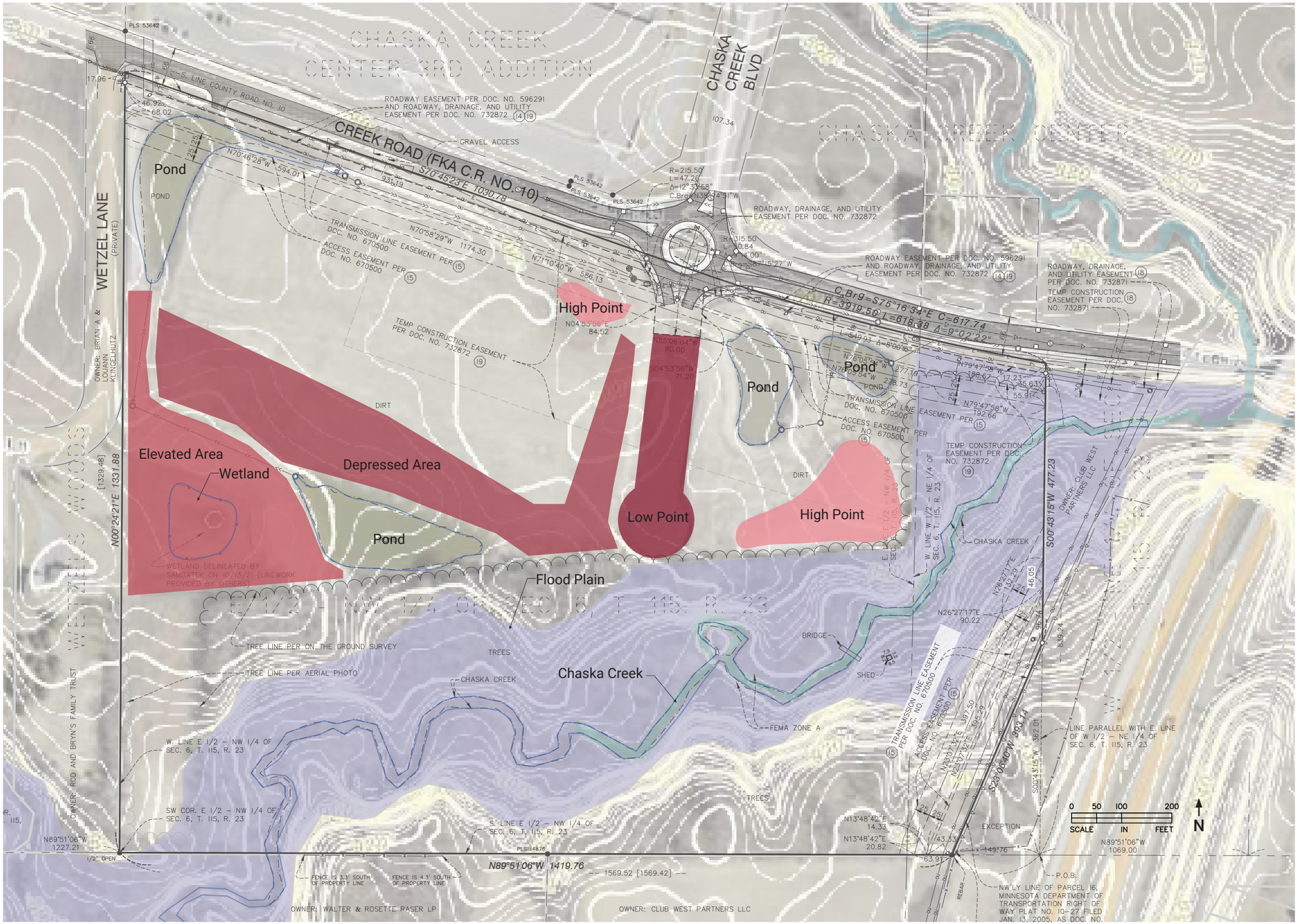

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SITE TIERS

LOW & HIGH POINTS

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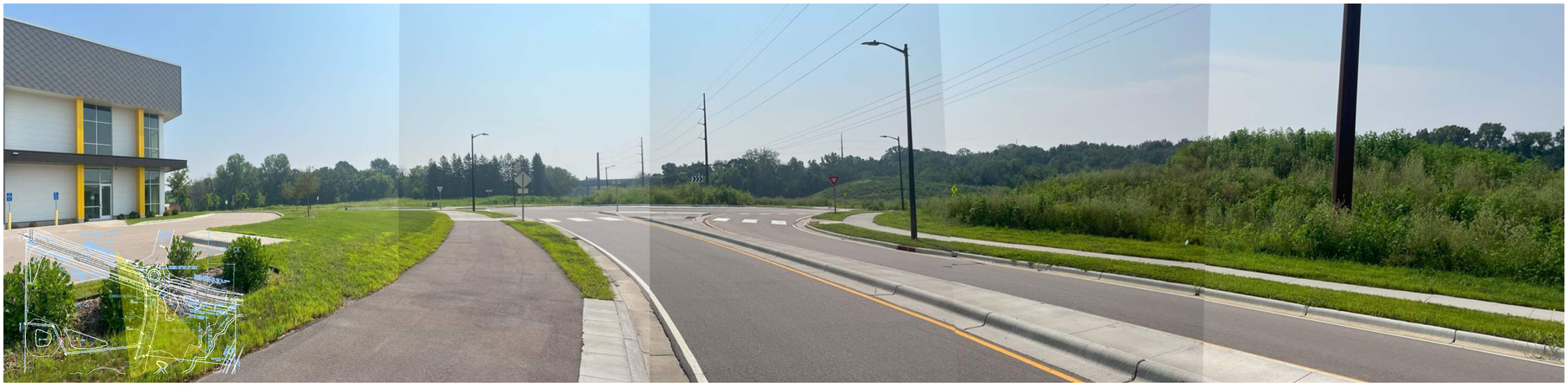


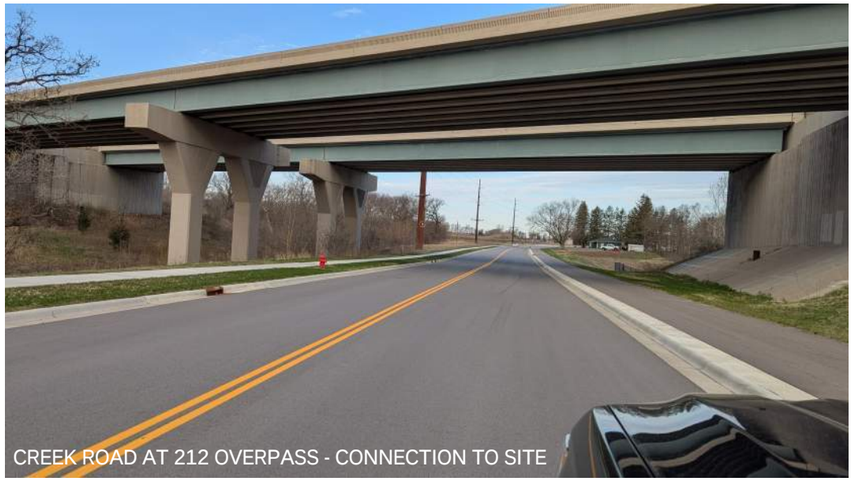
CONTEXTUALISM AND THE UNDERSTANDING OF PLACE

YIELD
Creek Rd
CENTER 3RD ADDITION
CHASKA CREEK CE

CENTER 3RD ADDITION
CHASKA CREEK CE

ENGLER AND CHASK CREEK INTERSECTION

INDUSTRIAL / COMMERCIAL NEIGHBOR - NORTH OF SITE


CREEK ROAD AT 212 OVERPASS - CONNECTION TO SITE

IMMEDIATE SITE LOCALITY

GREATER CHASKA CONTEXT

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Municipal Services Building Neighborhood Meeting

July 23, 2025

4:00-6:00 p.m.

On Wednesday, July 23, 2025, a neighborhood meeting was held for the Municipal Services Building ahead of concept plan submission. The 500-foot notification area was used, and 17 meeting invitations were mailed out. A total of two households (three people) attended, with the attendees living directly adjacent to the proposed development. Additionally, on July 25 and July 26, plans were shown at River City Days

The following comments were received during the meeting and at River City Days. Also included is the response about how the development will look at these comments moving forward.

Municipal Services Building

Comment:Appreciate the neighbors were listened to and that the outside yard will not be located at the new site. Also agreed with keeping the fuel island on the east end of the site.

*Response:*The fuel island is proposed on the east side of the facility and away from the homes. The existing facility will be used for additional indoor storage as well as yard space, including the salt shed.

Creek Road

*Comment:*Creek Road, west of Chaska Creek Boulevard, is in tough condition. When will it be improved?

*Response:*Creek Road is anticipated to be upgraded in 2026 in coordination with the Municipal Services Building construction as well as other anticipate private development in the area. City staff will explore if there are any fixes that can be done now to help the current situation.

Other

Comment: What are the plans for other developments in the area?

*Response:*EDCO has received preliminary approval for a new industrial building. No additional plans have come into the city currently.

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EYE-LEVEL VIEW CORRIDOR BUILDING IMAGERY

Municipal Service Facilities are very often large scale projects. Chaska's MSB is no exception. This project will have multiple site access and egress points, a structure that has large volumes with tall vertical surfaces and long horizontal walls. This submittal proposes some initial design concepts to address the operational character of the site and structure, and soften its scale and impact on the area, while creating a definitive form and design that while unique to the MSB project, is also something rooted in Chaska character and fits within the existing context of surrounding developed projects.

The MSB project will include four primary operational functions.

First is **vehicle storage**. This building function is a heated, controlled access equipment parking area that houses operational vehicles used for the maintenance of Chaska's infrastructure. The space will have interior parking spaces and drive lanes. Several goals are achieved by maintaining all parking and driving within the building. First, operational efficiency is gained by reducing staff time to prepare for response events and daily maintenance activities. Second, asset management and longevity is promoted by keeping high value city property secured within a monitored and controlled environment. Third, through planning and design, vehicle movements are carefully planned and orchestrated so that minimal vehicle noise for general engine noise and back-up alarms is mitigated by containing those environmental impacts within an enclosed and acoustically controlled environment.

The second operational component is **vehicle and equipment maintenance**. This function allows maintenance to be performed on assets, to maintain continuous, uninterrupted service within the community. Much like vehicle storage, planning vehicle movements and allowing appropriate space for large equipment movement reduces potential acoustic environmental impact. The operational character of this function requires multiple access points to allow functionality to be efficient and promote quick service of equipment. These openings need to consider solar and wind exposure, as well as screening considerations for security purposes, as well as the impact on the immediate neighboring uses. The number of doors and bays are determined by best practices within the municipal service industry for the number of maintenance staff and the amount of equipment being maintained for each city.

The third functional component of the project are dedicated **workshops** for each operational department working within Chaska's Municipal Services. These workspaces are industrial shop style workspaces that allow each department to have workspace for activities that need smaller scale spaces, but require more industrial, durable and robust resources than would be found in a more traditional office workspace. These spaces will have significant amounts of equipment circulation in and out of them. This impacts both location within the facility that meets operational needs, as well as where these shops should be located relative to site access and neighboring properties. Vehicle turning and access study was conducted to help influence the proper amount of pavement to help facilitate ease of vehicular motion and access.

The fourth and final primary function of the main facility is the more traditional **administrative** component, that provide staff individual work space, meeting and gathering space, and employee amenity functions. This area has the most personal foot traffic and the most immediate adjacency to personal vehicle parking. As a high-traffic area at very specific times of day, the siting and design must consider exposure to climatic conditions, site security relative to site access, and safety interface with operational traffic.

The primary project area will be on the 12.7 acre, Lot 1. The proposed building is approximately 148,000 square feet. Of the available 12.7+ acres of Lot 1, approximately 9 acres, including the 148,000 square feet of the main facility, will be developed to support this project. The developed site area includes the main facility, access improvements from Creek Road, site pavements for building access, employee parking and landscaping improvements. The main facility on Lot 1 will be primarily an operations center. There is no intent to store outdoor operational resources and perform outdoor work activities on this site. Those activities will remain at the Existing Municipal Services Facility. Outlot C will be developed as the driveway and primary access for all personal vehicle traffic and will be the primary operational traffic access and egress point as well. Outlot B will house the city's central fueling facility, which will be accessible by all Municipal Services vehicles, as well as Chaska's police and fire fleet. This site operation will require the development of approximately 60,000 square feet of site area and will require screening along the northern edge of the operational area, as well as site improvements and expansions of the existing ponds to accommodate the new impervious surface.

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EYE-LEVEL VIEW CORRIDOR BUILDING IMAGERY

Site Parking

This facility, will house Municipal Services staff of both full-time and part-time (seasonal employees), of which that will be the primary parking demand. Public visitors to this site will be primarily quick-visit contractors to acquire utility meters or residents for brief staff interactions. While this is a public facility, during operational hours (7am – 4pm primarily), access would be restricted to operational staff only. There are potential special events when a training event or specific public access might dictate parking demand, but those are defined activities for the function of the facility and would not likely require specific dedicated parking. As such, for the calculation of required parking, this project is focused on providing one parking space per staff at largest demand. This conceptual design illustrates parking for the staffing demand of this facility for current and future growth of the department. Currently, there are 63 full-time employees for the departments operating from this facility, and 26 part-time employees, for a total staff demand of 89 parking spaces. Twenty-year projections forecast a potential staffing of 83 full-time employees and 35 part-time employees, for a total of 118 parking spaces. The current plan illustrates a proposed parking count of 109 parking spaces, a minimum of four of which will need to be Accessible parking spaces with a van aisle to meet Accessibility Code Requirements. Undefined parking spaces are anticipated to be located on Outlot B for seasonal, overflow parking to meet the 20 year potential staffing forecast. O

Site Utilities

This site will be served by city utilities for water and sanitary sewer. The domestic water service will be provided as a 4” domestic services coming from Creek Road. There will be a loop for fire access of an 8” fire service line. All water piping will be PVC with ductile iron fittings. Sanitary services will be a 6” line connecting to the main at Creek Road. Sanitary services will be PVC piping. Private utilities to the site, include electrical and natural gas. Electrical will be provided by Minnesota Valley. Natural gas is provided to the site by Center Point Energy.

Wetlands and Natural Areas

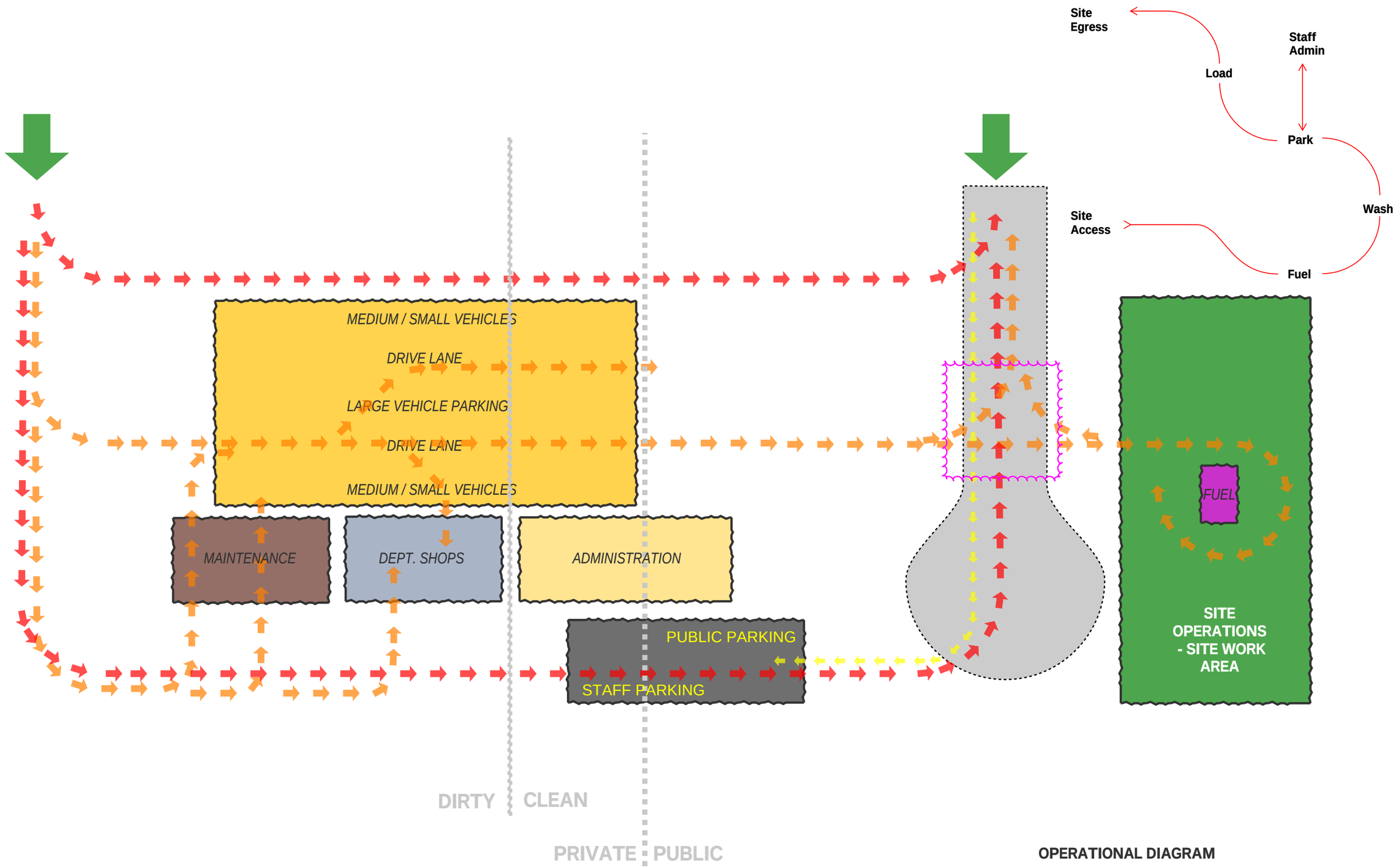
There is a defined, wetland immediately adjacent to the proposed site. The defined wetland is an upland-wetland, located just southwest of the of the project site. This wetland is outside of the property, and is located about 10’ above the proposed grade of the new facility finished floor elevation. The site is immediately adjacent to Chaska Creek to the south, which includes a sensitive slope and wooded area.

Stormwater Utility

This site already has defined stormwater features and infrastructure as developed by the previously planned development. At the conceptual design stage of the project, the design team as determined that the features on Lot 1 are already designed and adequately sized for the proposed development of Lot 1 as the MSB. The ponds located on Outlot B will need augmentation to accommodate the proposed development and impervious of Outlot B, as well as coordinating with other city improvements that these ponds were purposed for, including the improvements of Creek Road and Chaska Creek Boulevard. More calculations and design will be necessary to understand those impacts for the Preliminary Site Plan Submittal.

General Site Grading and Improvement

The proposed building finished floor elevation will be 905.5. The existing grades on site range between 899 and 916. The operational paved area and traffic lanes on site will be primarily heavy duty bituminous pavement. The pavement will be 5.5” of bituminous, on 10” of aggregate base and 18” of sand. Standard personal vehicle parking areas will be a lighter total section, with 3.5” of bituminous pavement, 8” of aggregate base and 18” of sand. Draintile will be required around the low-ends of pavement edges and will be connected to stormwater catch basin structures to promote pavement longevity and proper drainage. All pavements will have a B612 concrete curb edge.



OPERATIONAL DIAGRAM

PROGRAMMING AND PROJECT OPPORTUNITIES

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EYE-LEVEL VIEW CORRIDOR BUILDING IMAGERY

Included in this submittal, are conceptual and schematic developed site plans, landscaping plans and colored visualizations of the site character, and initial building design concepts to illustrate the combination of the functional and aesthetic form required of a municipal infrastructure maintenance facility. Also included are visualizations and graphics presented to neighbors during a previously held open house that illustrated the project concept in totality, and the impact on their property and lives.
While design of the facility remains at a conceptual level, design elements are taking into consideration specific material and greater Chaska contextual ideations. Illustrations demonstrating potential material selections and form ideas are included as vignettes as part of this submittal.

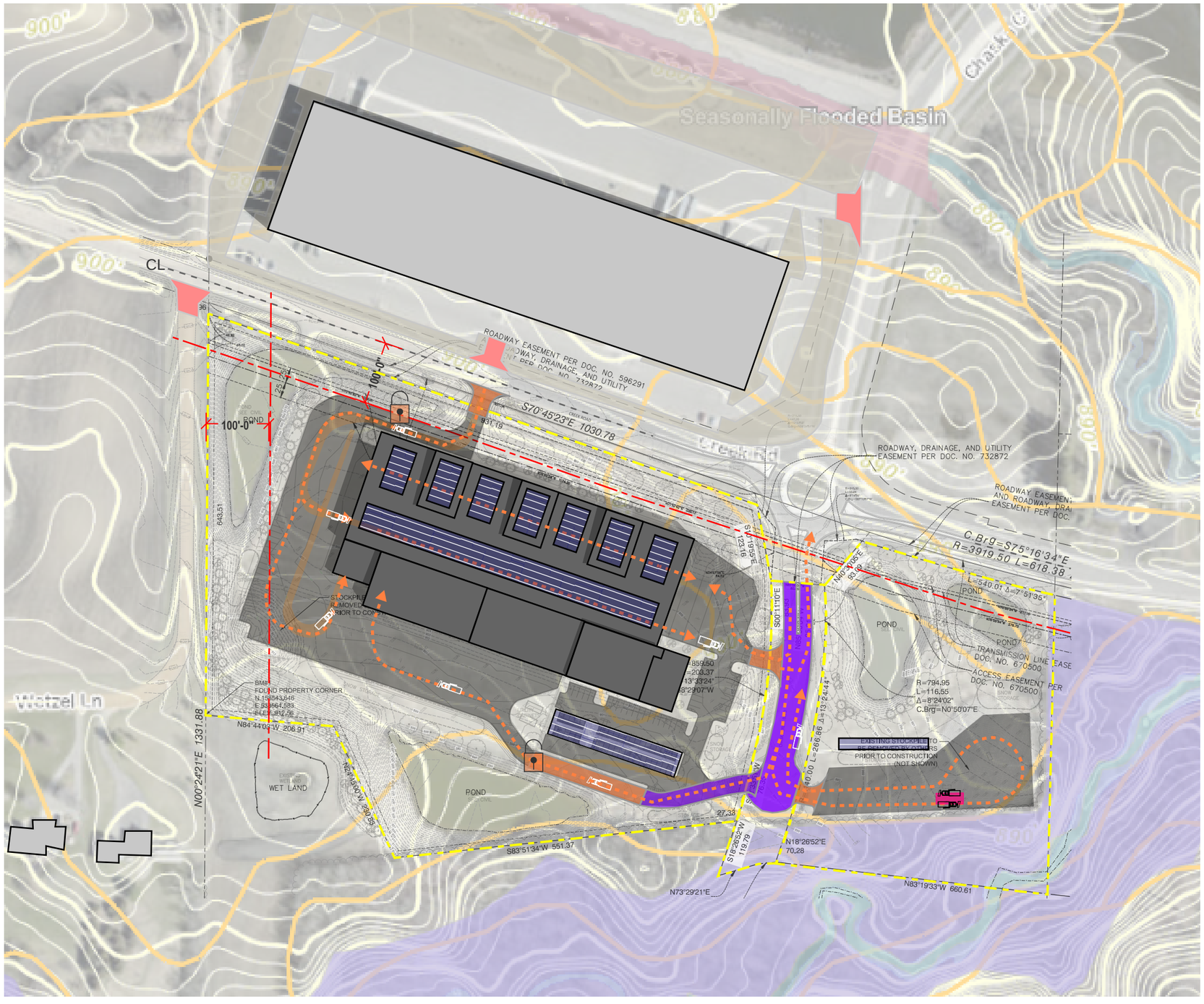
Site and Building Design

There were two primary driving considerations in the general design of the site and building plans. The first consideration was for ultimate functionality. The design is built on how best practices for climatic response and prototypical municipal maintenance workflows dictate space allocation and adjacency. The second consideration was how the design of the structure and site addressed neighborhood concerns for activity, noise and light pollution. The site layout strongly considers how the project balances site security with connectivity and accessibility. As previously noted, the site has some already created features in the ponds and access points from roadways, that helped facilitate in defining critical placement of building functions. Additionally, the opportunities created by existing grading conditions, the locations of the ponds and the existing, and to be maintained natural area to the south along Chaska Creek, presented a fantastic opportunity to locate portions of the building that are occupied by on-site staff and amenities for all Municipal Services staff to take advantage of natural setting of this project site for an operation that is critical to Chaska's quality of life.

Building form ideas are created from several points of emphasis. One point of departure for the building design was identified from touring other facilities with staff, where certain built features, like clerestory daylighting vs. roof top overhead skylighting and indoor/outdoor space was noted as being desirable. Another point was addressing using the building as signage to create something distinctive and identifiable, that has a street presence but isn't overwhelming for either pedestrians or personal vehicle traffic. Additionally driving the current design concept, is using the building features to help screen building equipment, so that those features have purpose and provide function and amenity, rather than just doing one thing, and thus causing the project to spend funding on multiple things, rather than one feature that can do multiple tasks, such as provide daylight and screen rooftop units.

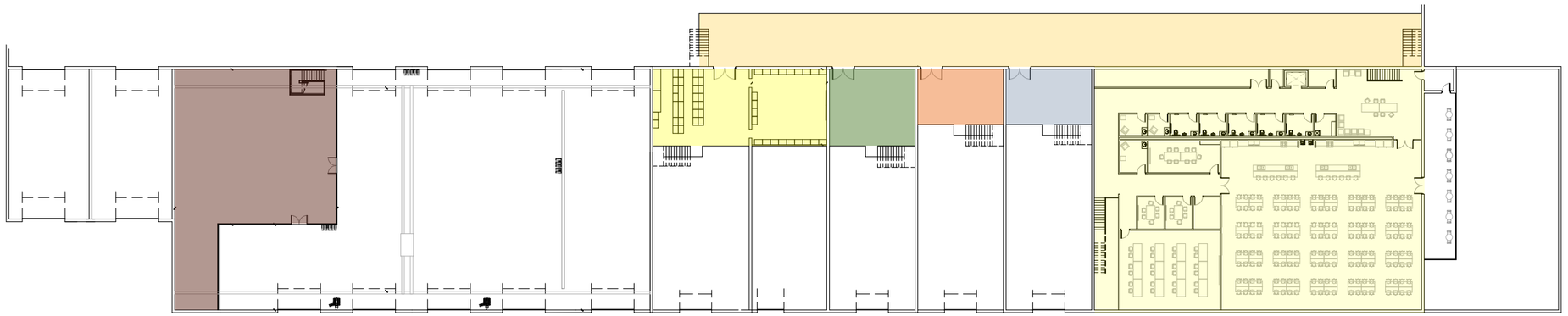
Materiality, Context and Culture

Two of the project imperatives, Durability and Resiliency; Fiscal Responsibility, are driving initial material choices and placements to help create the MSB project aesthetic. Chaska is well known all over the region and country, for the cream colored Chaska Brick, and that is very identifiable in many buildings in Chaska. Full brick and thin brick use can be quite costly for a building of this size, so the design team is looking at select locations to provide the most impact for the material use from both a project budget and design aesthetic perspective. There are several material colors and forms that are used on Chaska municipal buildings, as well as buildings located within the remainder of the city that provide great character and excellent content to tie projects to Chaska, without creating mundane cookie-cutter design. As such, the proposed design uses some design dialogue for where form interruptions occur to help break-up large building facades, and where material accents can create interest with color and textural change.

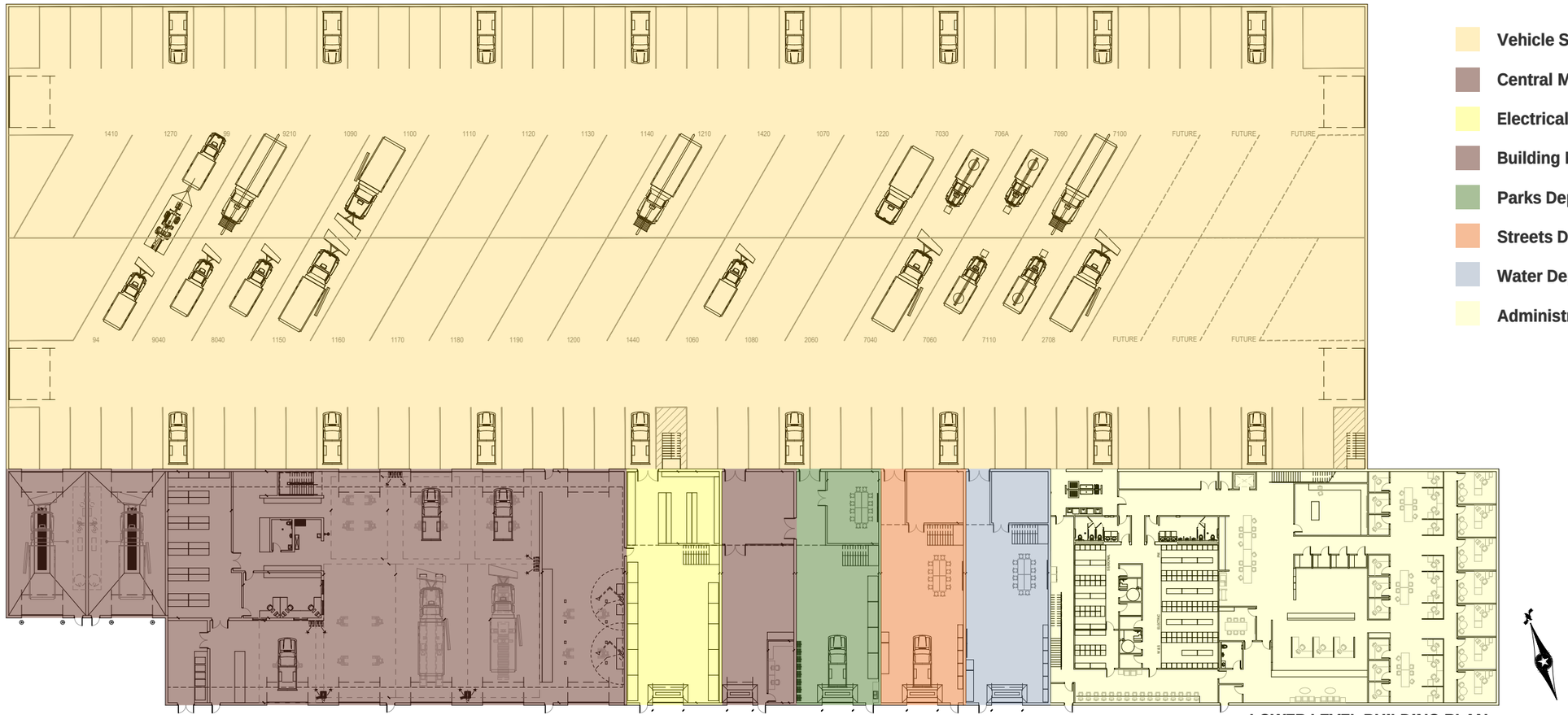


- Property Line
- Critical Setback Line
- Neighboring Buildings
- Neighboring Property Access
- Proposed MSB Building
- Proposed Municipal Fueling Facility
- Operational Traffic ONLY Site Access/ Egress
- Shared Traffic - Public/Private Site Access / Egress
- MSB Operational Flow
- Potential Solar Array Areas [Roof or Ground Mounted]
- Site Access Security Point [Controlled Gate Access]

MUNICIPAL SERVICES BUILDNG CONTEXT and TRAFFIC FLOW SITE PLAN



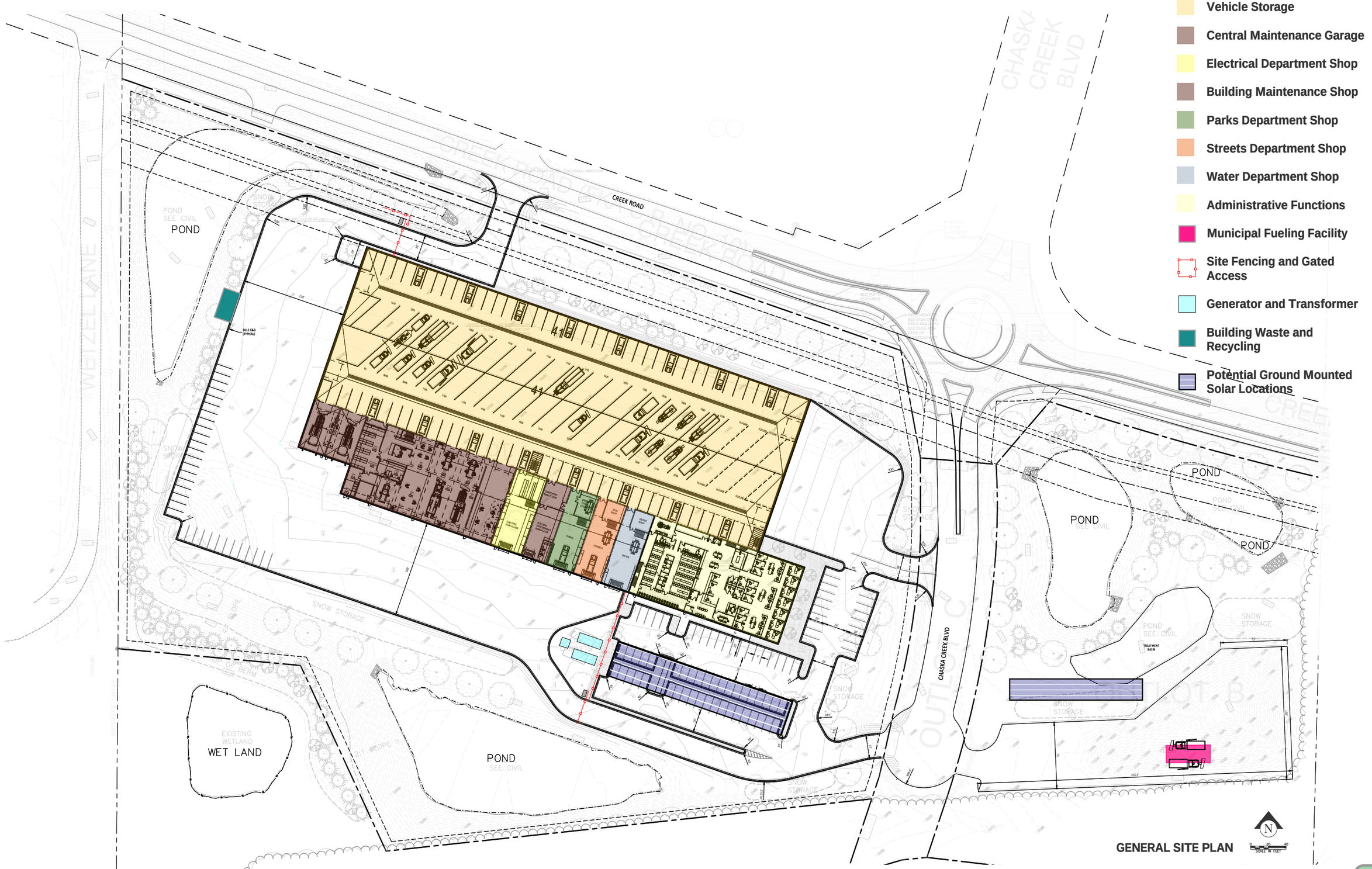
UPPER LEVEL BUILDING PLAN



LOWER LEVEL BUILDING PLAN

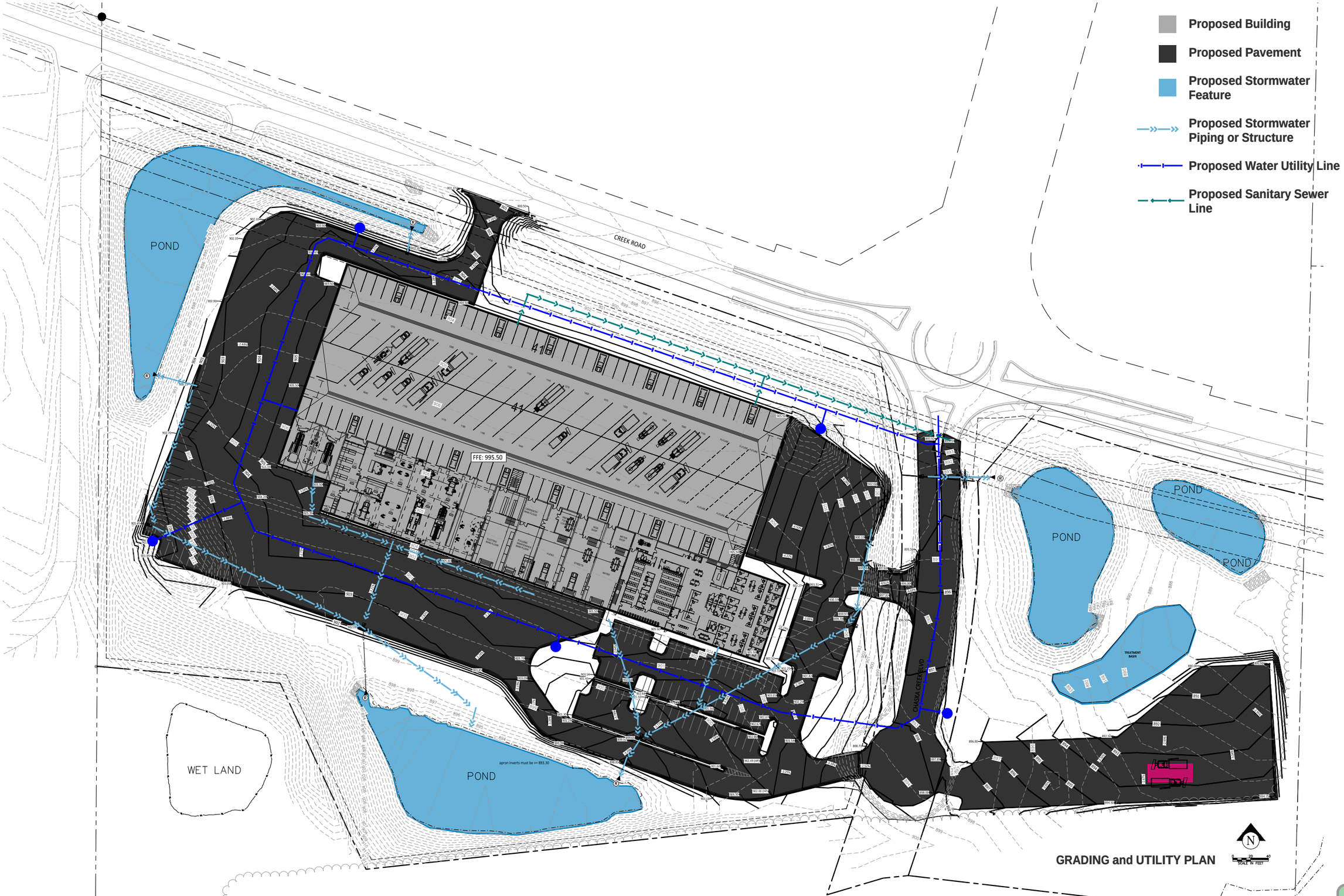
- Vehicle Storage
- Central Maintenance Garage
- Electrical Department Shop
- Building Maintenance Shop
- Parks Department Shop
- Streets Department Shop
- Water Department Shop
- Administrative Functions

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN



- Vehicle Storage
- Central Maintenance Garage
- Electrical Department Shop
- Building Maintenance Shop
- Parks Department Shop
- Streets Department Shop
- Water Department Shop
- Administrative Functions
- Municipal Fueling Facility
- Site Fencing and Gated Access
- Generator and Transformer
- Building Waste and Recycling
- Potential Ground Mounted Solar Locations

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN



MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

PLAN KEY

SHADE TREE – QTY 65

ORNAMENTAL TREE – QTY 42

EVERGREEN TREE – QTY 69

PLANTING BEDS – MOSTLY LOW SHRUBS – WOOD VS ROCK AREAS – TBD

CHASKA CREEK BLVD

CREEK ROAD (FKA C.R. NO. 10)

WETZEL LANE

OVERHEAD HIGH LINES

POND SEE CIVIL

SNOW STORAGE

ROCK MULCH OR PAVED?

CAN'T PLANT HERE - TOO SMALL/NARROW

PLANTINGS WILL TAKE OUT WITH BLD POP-UP FEATURES

KEEP VIEWS TO BLD SIGN OPEN - ROCK MULCH AT BLD EDGE FOR EASE OF MAINTENANCE?

ANY SIGNAGE, FLAGS??

LANDSCAPE TO BE PROTECTED BY A BLD MATERIAL AND ANY WINDOWS

BLOCK 1

OUTLOT C

OUTLOT B

UTILITY CABINETS

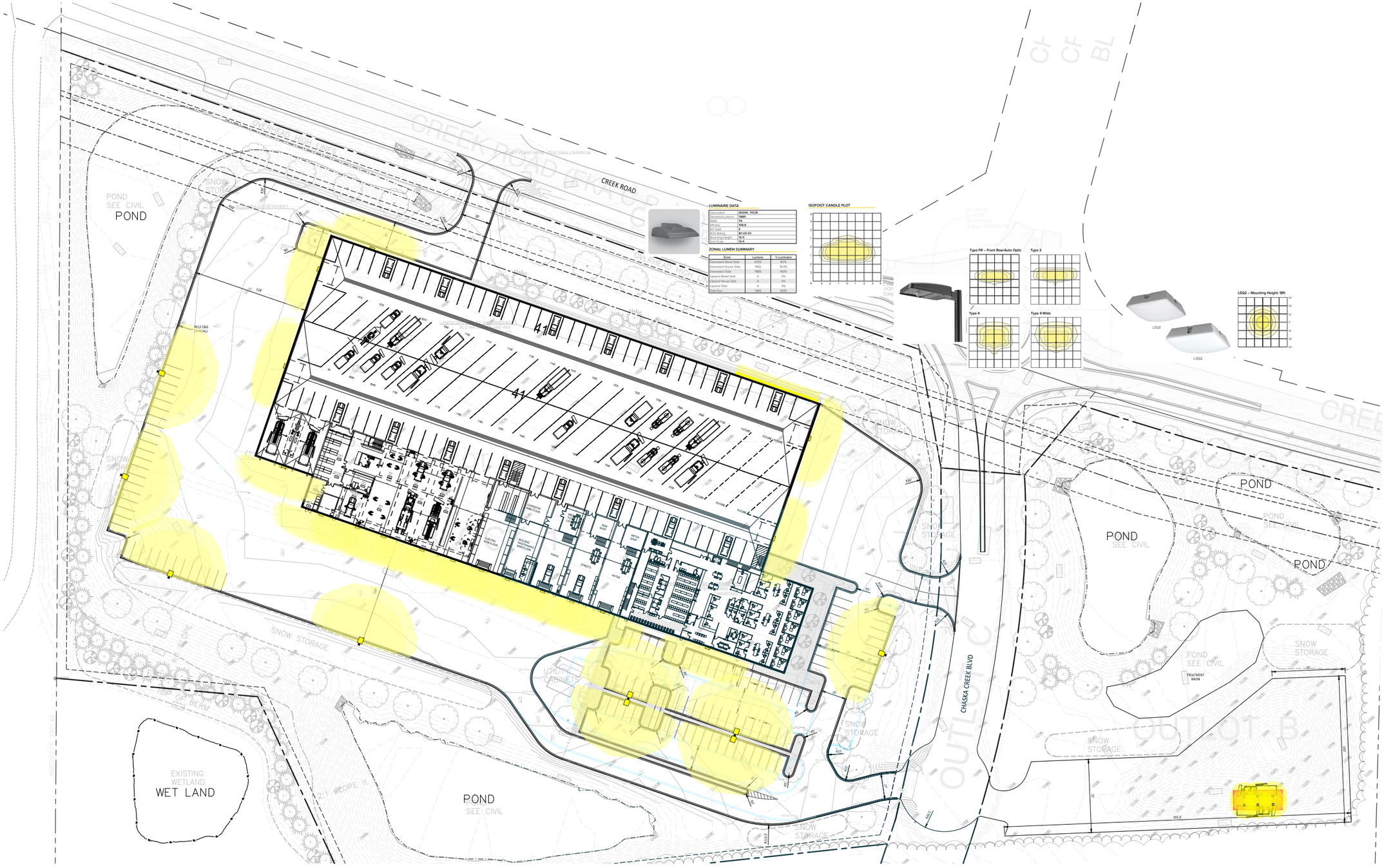
EXISTING WETLAND

2:1 SLOPE !!

TOP OF BERM

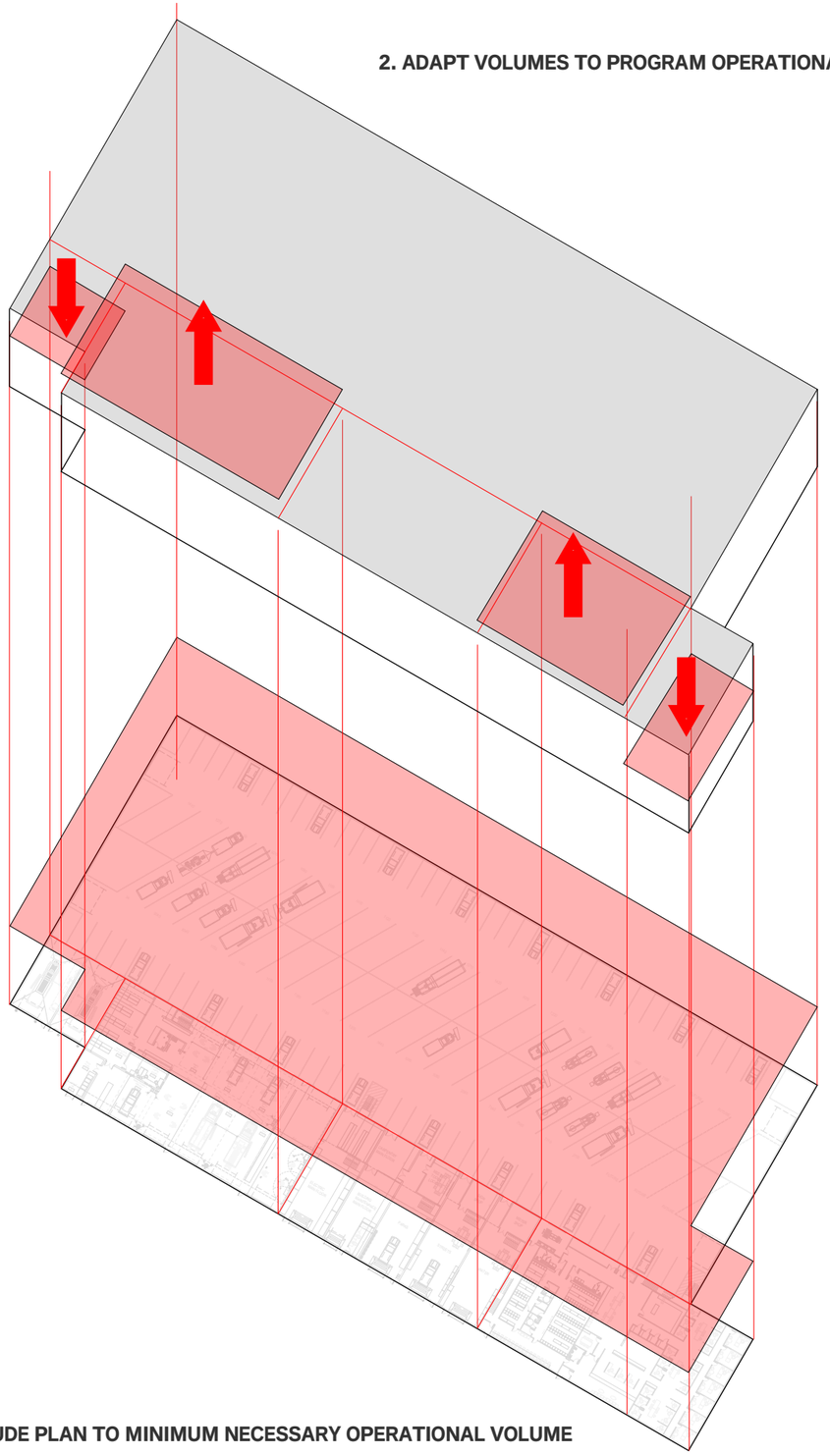
LANDSCAPING PLAN

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN



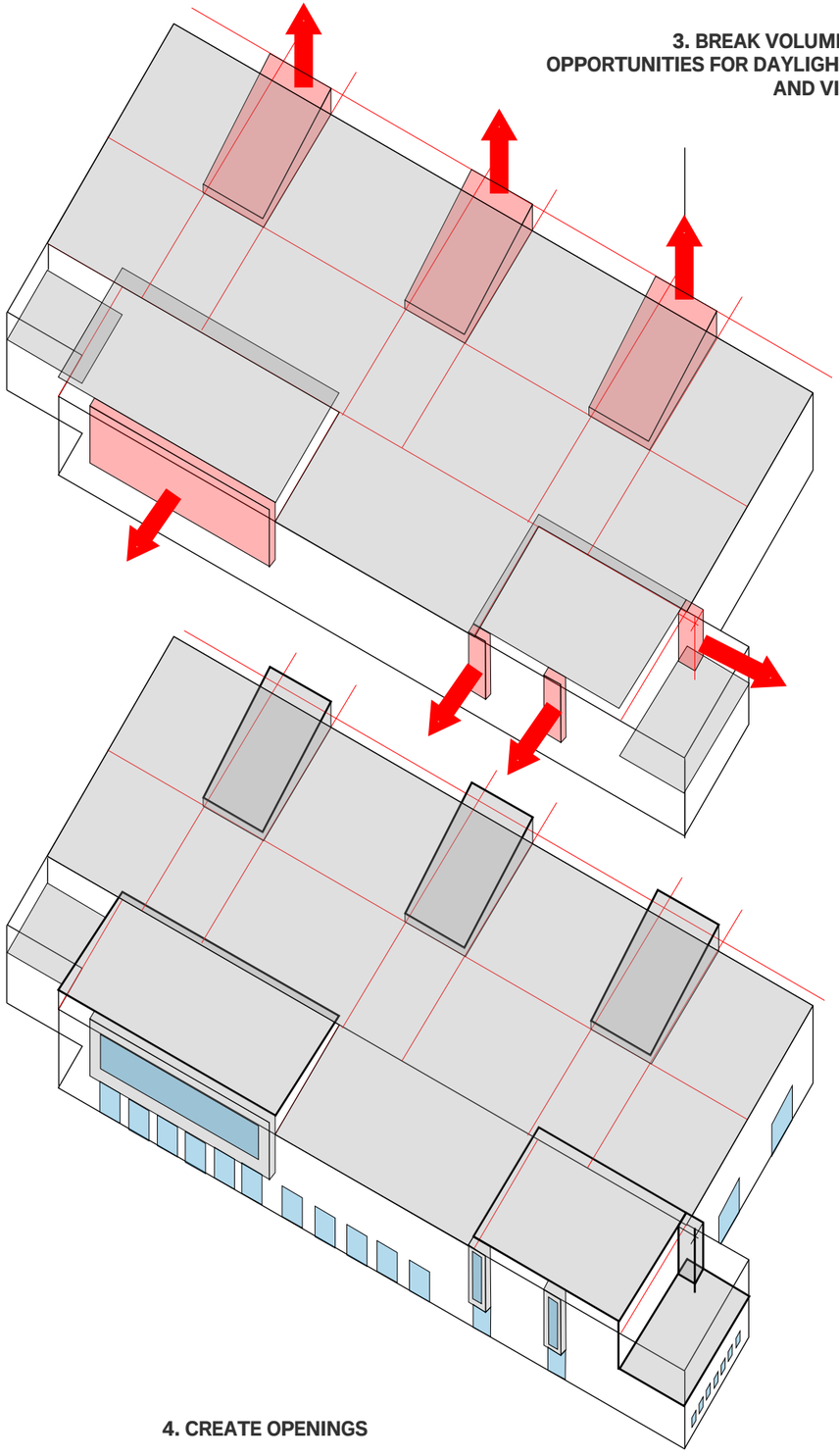
SITE LIGHTING CONCEPT

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN



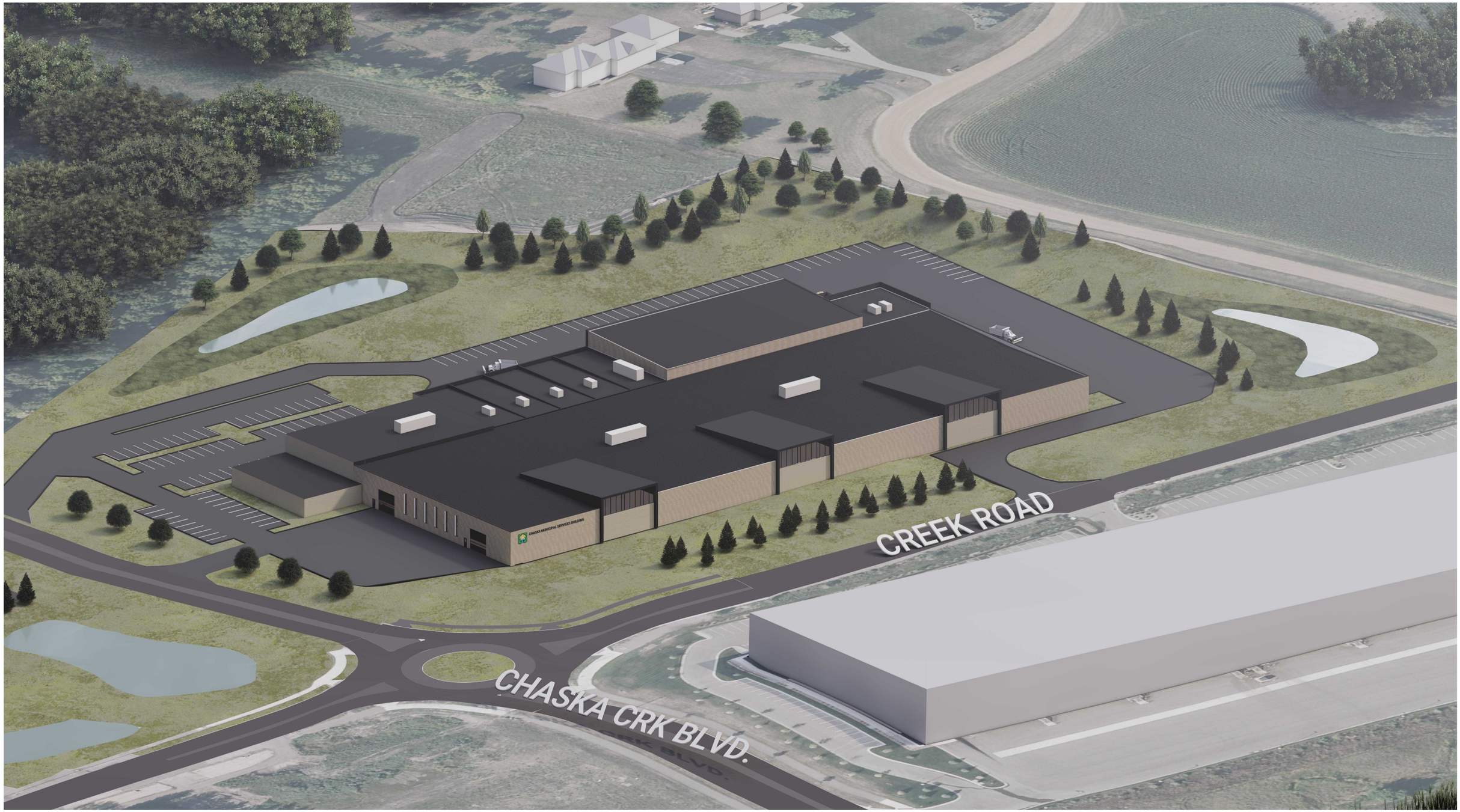
1. EXTRUDE PLAN TO MINIMUM NECESSARY OPERATIONAL VOLUME

2. ADAPT VOLUMES TO PROGRAM OPERATIONAL CONDITIONS.



4. CREATE OPENINGS

3. BREAK VOLUMES TO CREATE OPPORTUNITIES FOR DAYLIGHT, SCREENING AND VIEW CREATION



AERIAL PERSPECTIVE - LOOKING SOUTHWEST

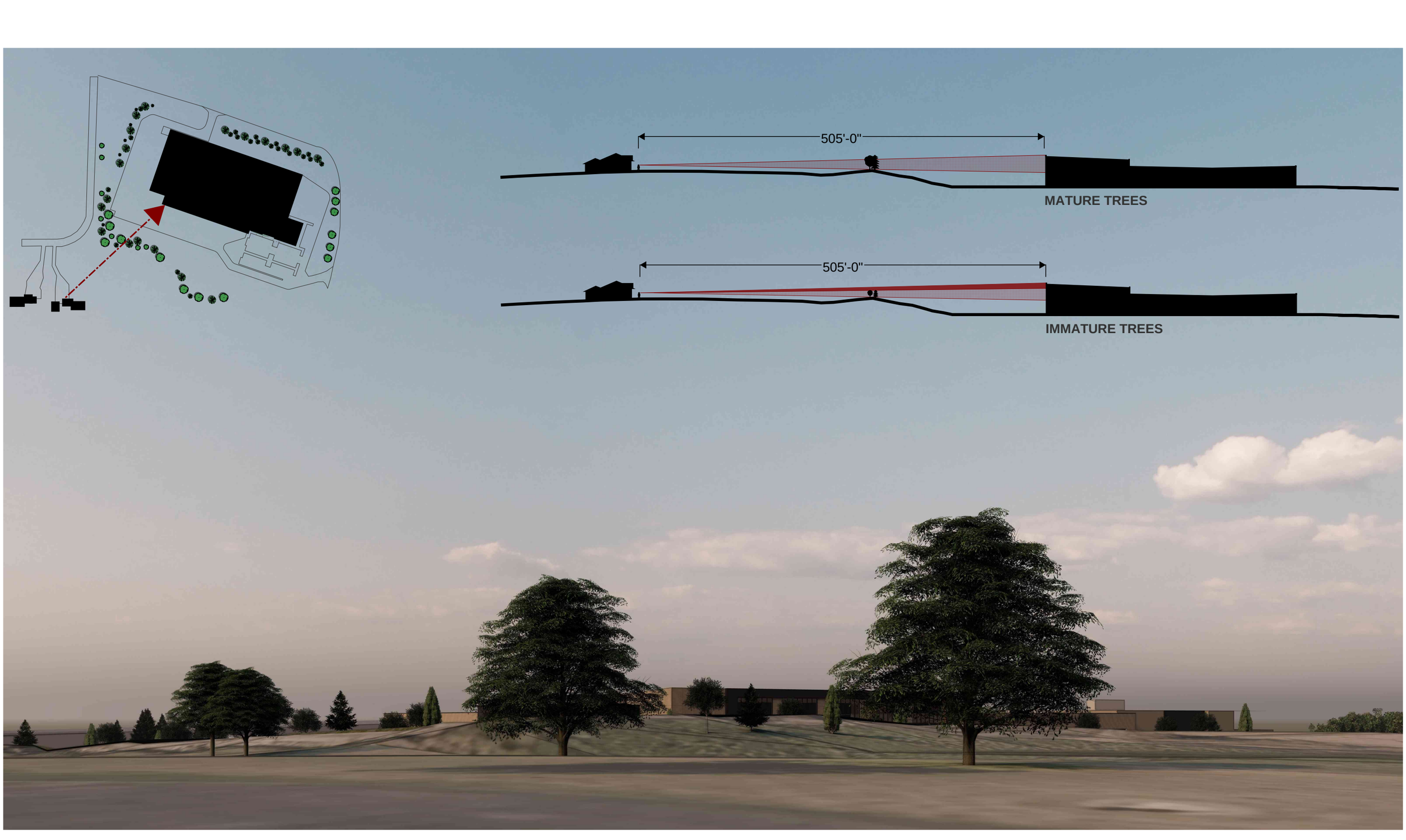
MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

AERIAL PERSPECTIVE - LOOKING NORTHEAST

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

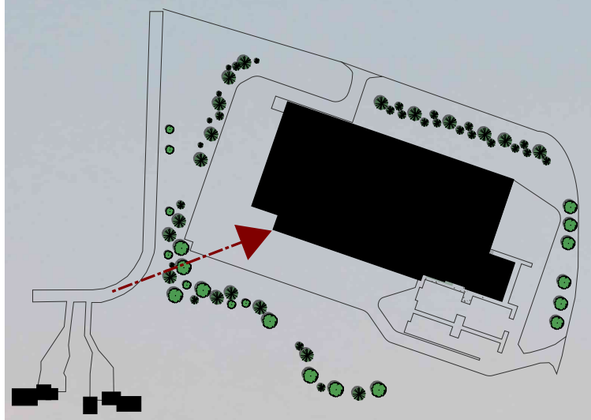
MATURE TREES

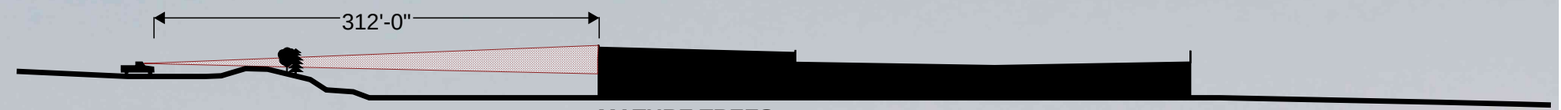
IMMATURE TREES



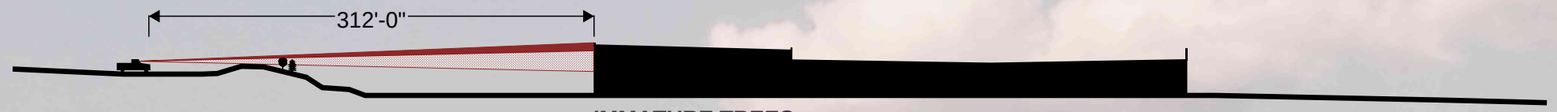
NEIGHBORHOOD IMPACT - PERSPECTIVE AND SITE SECTION

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN





MATURE TREES



IMMATURE TREES

NEIGHBORHOOD IMPACT - PERSPECTIVE AND SITE SECTION

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

METAL PANEL CLADDING

ACCENTS / FLASHINGS

CHASKA BRICK VARIATIONS

PRECAST COLOR AND TEXTURE VARIATIONS

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

SINGLE PRECAST DESIGN CONCEPT

TWO PRECAST DESIGN CONCEPT

EYE LEVEL PERSPECTIVE - CREEK ROAD AND CHASKA CREEK BOULEVARD INTERSECTION

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

SINGLE PRECAST DESIGN CONCEPT

TWO PRECAST DESIGN CONCEPT

EYE LEVEL PERSPECTIVE - BUILDING SIGNAGE AND CREEK ROAD ELEVATION DETAIL

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

EYE LEVEL PERSPECTIVE - ADMINISTRATIVE AREA AND PUBLIC ENTRY

MUNICIPAL SERVICES BUILDNG PROPOSED DESIGN

- MINUTES -
CHASKA CITY COUNCIL
AUGUST 4, 2025

1. Call to Order
The meeting was called to order by Mayor Hubbard at 7 p.m.

2.Pledge of Allegiance

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

Absent: Councilmember Benesh.

Also Present: Matt Podhradsky, City Administrator; Elise Durbin, Assistant City Administrator; Krista Mark, Communications Coordinator; and Christophe Morschen, City Attorney.

4. Adopt the Agenda
This item was addressed after 5.A. Recognition of Service and Passing of Kristine Kohman – HPC Commission.

5. Visitor Presentation
5.A. Recognition of Service and Passing of Kristine Kohman – HPC Commission
Mayor Hubbard read a statement recognizing the service and passing of Kristine Kohman.
The Council participated in a moment of silence.

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

6. Approve Previous Meeting Minutes
6.A. Approve the July 21, 2025 City Council Meeting Minutes
Motion by Councilmember Grau, second by Councilmember Hatfield to approve the minutes of the July 21, 2025, City Council meeting.
Motion carried.

7. Consent Agenda
Councilmember Hatfield asked if the City has more information for Oak Ridge's plan. City Administrator Podhradsky explained the applicant hopes to restore Oak Ridge to its former operations, though they may not include food service.

Councilmember Sheveland pointed out that there is a history at some of the city's hotels of less-than-desirable behavior due to transient populations. She stated she doesn't want Costco customers to feel unsafe. She asked if steps are being taken to prevent similar issues. City

Administrator Podhradsky stated the City's ordinances are structured to be responsive to such issues rather than preventative. If Oak Ridge receives too many police calls they will be required to meet certain conditions.

Councilmember Sheveland added Bellows Bistro is cute and has decent food.

Motion by Councilmember Hatfield, second by Councilmember Sheveland to approve the Consent Agenda Items A through D:

A. Adopt Resolution 2025-44 Calling for a Public Hearing on the Establishment of TIF District No. 25 – EDCO

Motion to adopt Resolution 2025-44 calling for a public hearing on September 15, 2025, to consider the establishment of TIF District No. 25 EDCO and subsequent business subsidy.

B. Approve On-Sale Intoxicating and Sunday Sale Liquor License for Bellows Bistro

Motion to approve an On-Sale Intoxicating Liquor License and Sunday Sale license for The Bellows Inc., DBA The Bellows Bistro, located at 232 Pioneer Trail, Chaska.

C. Approve License and Hold Harmless Agreement for City's Touch a Truck Event

Motion to approve the License and Hold Harmless Agreement.

D. Approve Transient Accommodation License for Oak Ridge Chaska

Motion to approve a transient accommodation license for Oak Ridge Chaska, starting at Level I, contingent upon resolution of all outstanding building code and site improvement issues, to the satisfaction of the Building Official and Planning Department, payment of the required license fee, and payment of outstanding utility bills.
Motion carried.

8. Action Items

9. Bills
9.A. Accounts Payable Claims Roster 4-8-2025
Motion by Councilmember Hatfield, second by Councilmember Grau to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Sheveland, Grau, and Mayor Hubbard. Voting nay: None
Motion carried.

10. Other Business
10.A. City Administrator's Report
10.A.i. Bi-Weekly Report 4-8-2025
10.B. Financial reports as of 31/5

Councilmember Hatfield:

- Pointed out that River City Days was a fantastic event.
- Attended the annual MMPA meeting with Mayor Hubbard.
- Noted Carver County Fair starts August 10, 2025.
- Stated the Chaska Touch a Truck event is on August 14, 2025; there is a sensory-friendly version hosted on August 13.
- Added Chaska Cares is on August 20, 2025.

- Encouraged folks to use local transit to get to the Minnesota State Fair and the Renaissance Festival.

City Administrator Podhradsky:
- Provided an update on the Hwy 41 construction projects.

Mayor Hubbard:
- Noted there is a food donation challenge, and she encouraged Chaska residents to bring donations to the Community Center.
- Stated Southern Social has officially opened, and their food is great.
- Added Raven and Rose Beauty Parlor has also opened.
- Agreed River City Days was well done.
- Participated in the ribbon cutting for the new bike trails.
- Stated there is potential for State representatives to tour local building projects.
- Congratulated the Chaska Cubs for their success and wished them luck at the State tournament.
- Added that the Farmer's Market is on Thursdays.

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Grau to adjourn the meeting at 7:35 p.m.
Motion carried.