AGENDA
CHASKA PLANNING COMMISSION
ZOOM
Wednesday, May 12, 2021
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
   - 3.A. 5.12.21 PC Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
   - 5.A. Approve the Draft Minutes of the April 14th 2021 Planning Commission Meeting.
6. Consent Items
   - 6.A. Recommend Approval of the Final Plat for Harvest West 3rd/Club West/PC #2021-09
7. Action Items
   - 7.A. POSTPONED: Review Preliminary Site & Building Plan, Preliminary Plat and Rezoning for Oakridge/RCS-RCA Oak Ridge LLC/PC #2021-08
   - 7.B. PUBLIC HEARING: Recommend Denial of the Conditional Use Permit (CUP) Amendment for Total Loss/Total Loss Brokers, Inc/PC #2021-07
   - 7.C. Recommend Approval of the Concept Plan for Ensconced Woods/Johnson-Reiland Builders & Remodelers, Inc/PC #2021-06
   - 7.D. Recommend Approval of the Concept Plan for Wagner Woods/Lennar/PC #2021-10

8. Other Business

    8.A. Receive Other Meeting Minutes

        8.A.i. Receive the April 5th draft EDA Meeting Minutes

        8.A.ii. Receive the March 9th 2021 Park Board Meeting Minutes.

        8.A.iii. Receive the April 5th and April 19th 2021 City Council Meeting Minutes

9. Adjourn

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CHASKA PLANNING COMMISSION
MINUTES
April 14, 2021

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

2. Roll Call
Roll call was taken. Members present: Commissioners Dahlke, Urbanski, Sailer, Lacey, Brass, Olson, and Rylee.

Members absent: None

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

Chair Brass read aloud a statement explaining that due to the COVID-19 pandemic the Chaska Planning Commission met via electronic means. He explained how the public can still be involved in the meeting and discussions.

3. Adopt the Agenda
Chair Dahlke noted that item 7.A. Review of the Zoning Ordinance Amendments for Landscaping and Subdivisions/City of Chaska/PC #2021-05, #2021-06 has been postponed and item 7.D. has been added to Consider Filling the Open Vice-Chair Position.

Motion by Commissioner Olson, second by Commissioner Urbanski, to adopt the agenda as amended.
Roll Call Vote: Ayes – all. Motion carried.

4. Visitor Presentation
There were none.

5. Minutes
Motion by Commissioner Lacey, second by Commissioner Rylee, to approve the minutes of the March 10, 2021 Planning Commission meeting.
Roll Call Vote: Ayes – all. Motion carried.

6. Consent Items
There were none.

7.A.POSTPONED: Review of the Zoning Ordinance Amendments for Landscaping and Subdivisions/ City of Chaska/PC #2021-05 #2021-06.

7.B. PUBLIC HEARING: Recommended Approval of the Zoning Ordinance Amendment (ZOA) to the Fence Ordinance/City of Chaska/PC #2021-04. The applicant is requesting approval of a

City Planner Liz Hanson presented the item to the Commission for the request to approve a ZOA to the fence requirements for enclosing pools, reducing the height requirement from 5 feet to 4 feet and also to include a regulation that chain link fences are not considered decorative.

Chair Dahlke opened the public hearing at 7:16 p.m.

Michael Henderson, stated that 5,000 gallons according to his math ends up being 16 x 16 x 2.5 deep pool and asked where the City got the 5,000-gallon figure from.

City Planner Hanson stated that she believes that number came directly from the building code.

There being no additional comments, Chair Dahlke closed the public hearing at 7:17 p.m.

Motion by Commissioner Sailer, second by Commissioner Brass, to recommend to the City Council approval of the Zoning Ordinance Amendment to Section 9.20 of the Zoning Ordinance (Fences) for decorative fences and fences enclosing swimming pools.

Roll Call Vote: Ayes – all. Motion carried.

7.C. Recommend Approval of the Concept Plan for Cantissimo of Chaska/Anasazi Holdings LLC/PC #2021-03.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Rylee asked whether there were any delineated wetlands on this property.

City Planner Hanson stated that they have not yet gotten to the technical portions so they aren't sure yet. She stated that will be a requirement as the applicant prepares for the Preliminary Plat.

Community Development Director Ringwald stated that generally where they are proposing buildings are significant burr oaks which would suggest that area is not wetlands, but there may be other places where they may impact them.

Commissioner Rylee stated that it appears to be a lot of impermeable surface on a very small lot. He asked if staff had a sense of the drainage patterns for the lot and asked if there may be off-site upgrades that may be ancillary to this project.

City Planner Hanson stated that she is not sure about the possibility of off-site upgrades. She stated that they are planning to correct the drainage swale that is currently on the site and will have to provide their own on-site drainage system but noted that they do not have the drainage details yet because a stormwater plan is not required during the concept phase. She stated that that all of those details will be thoroughly hashed out as part of the Preliminary Plat phase.

Commissioner Sailer stated that he agrees with the City's position that traffic and access are very important and should be worked on. He stated that he is happy to hear that the applicant has already met with the adjacent development and noted that he thinks lining up the access is extremely important. He asked if the cross-easement access does not happen if that limits this property in the future and whether the City would need to change its designation within the long-range plan. He stated that in general, he thinks the plans look good for a concept plan.

Chair Dahlke state that one thing he likes about this plan as opposed to the last plan that was considered is this proposal would involve a huge downturn in traffic and number of people in the area. He stated that he would expect the neighbors to the south would be much happier with this scenario than what was originally planned for the site.

Commissioner Urbanski stated that he is very happy with the way this project looks. He stated that is a beautiful building that gives a residential appearance which is great. He stated that going from a four-story structure to a single-story structure makes a big difference on this corner. He stated that what has been presented thus far appears to have been well thought out.

Commissioner Lacey stated that he felt this proposal fit the lot much better than the previous concept.

Chair Dahlke noted that this is not a public hearing, but he has noticed that there is at least one individual with their hand raised and asked if they would like to comment on this item.

Tom Collins, 439 Campfire Curve, stated that he is a resident of the property to the south at Pioneer Point. He stated that he would totally agree that this proposal is much more attractive than the previous proposal. He stated that he sees a few ways to address the concern about traffic and the intersection as it crosses over to Target and shared some ideas. He stated that one option will affect the home owners at Pioneer Point. He explained that he was unable to attend the March 10, 2021 meeting and would like to know, when the developers say that they will be working with members of the Pioneer Point community who they were referring to. He asked if it was the board of directors, the property manager, or the original developer for the property and noted that he would like to know who was in charge of communicating and setting up that meeting. He stated that they have private roads in their community and it the roads match up, they will be running into their private property.

City Planner Hanson stated that the City is hoping to solidify who the best contact may be from Pioneer Point but it will ultimately be a discussion between the developer and the Pioneer Point development in terms of coming to an agreement. She stated that the City is open to relaying the information to the developer if residents have a good contact for Pioneer Point.

Mr. Collins noted that there are three boards at Pioneer Point as well as a master board. He would suggest that the developer get in touch with City's Management located in northeast Minneapolis in order to get in touch with the master board.

Will and Jackie Hope, 421 Wilderness Drive, stated that they just wanted to bring forward a few observations. Mr. Hope noted that City Planner Hanson mentioned that the buildability of the site was challenging which he thinks is a dominant issue along with the density issue. He stated because this is a triangular piece of property, it forces the workable space to be even more dense. He stated that during a school day, this access point is already a very dangerous situation which should be taken into consideration when the traffic study is completed. Mr. Hope stated that City Planner Hanson used the phrase 'as this moves forward' and he would ask if the Planning Commission already had intentions to approve this project.

Chair Dahlke explained that this is a concept plan which means there will be two more steps before this is considered an approved project. He noted that concept plans, by their very nature, are a bit more vague. He stated that unless the Planning Commission sees something that is outrageously out of whack or against zoning ordinances, concept plans are generally approved so they can go onto the next step and answer all the questions answered.

Mr. Hope stated that for the project to go through there needs to be wiggle room in the setbacks, access will also require accommodation, and there will need to be an accommodation made for a parking lot butting up against residences. He asked if those are some of the conversation points that will come up in the next phase.

Chair Dahlke explained that is exactly those kinds of items that will be discussed and open for negotiation as it moves forward.

Jackie Hope stated that assisted living residents are able to have cars in many situations, so the parking area will not just be for staff and guests. She asked if this is only memory care or if it would be assisted living/memory care.

City Planner Hanson stated that it is memory care and assisted living. She stated that specifics about the parking question may be better answered by the development team in terms of what they anticipate for who will park there. She stated that they have been given the information that, more than likely, the residents will not have their own vehicles.

Chair Dahlke asked if the parking lot size and setback meets code.

City Planner Hanson confirmed that the parking lot, as proposed, meets City code.

Mr. Hope stated that the final point he would like to make is to reiterate the statement made by City Planner Hanson that the buildability of the site is challenging and many accommodations will need to be made for this to move forward.

Lois Pankratz, 373 Campfire Curve, stated that she is a former president of one of the associations in Pioneer Point. She explained that they had sent in a number of concerns about a year ago when the other proposal was being considered. She stated that many of the residents are very concerned about the traffic issue and she agrees that this proposal is far better than the previous proposal. She stated that she is very concerned that the residents of Pioneer Point have a say and understand when the issues will be discussed so homeowners will have an opportunity to weigh in on this proposal. She stated, for example, she was unaware of the March 10, 2021 meeting and does not know who set it up because some people were not even informed about it. She stated that she would ask that there be clear communication with all the residents of Pioneer Point. She stated that she had sent a letter to the City but was not sure if it had been received.

City Planner Hanson asked if it had been sent recently.

Ms. Pankratz stated that it was submitted when the last proposal was being considered.

City Planner Hanson stated that she believes it would be in the old file and noted that staff can dig it out and provide it as a supplement to the developer.

Chair Dahlke stated that if Ms. Pankratz still had a copy of the letter, the easiest thing to ensure it is attached to this application, is to resubmit it to staff.

City Planner Hanson suggested that she submit the letter to ehanson@chaskamn.com.

Ms. Pankratz asked if the four access points that were considered with the last proposal were once again being reconsidered for this project.

City Planner Hanson explained that there are four recommendations that were done with the previous traffic study in terms of where access could go and properly operate, but it is kind of up to the developer on how they wish to move forward. She stated that from the City's perspective, the best-case scenario is to move the access further south to fully align with Super Target and still provide some type of separation from Pioneer Point.

Ms. Pankratz stated that she is concerned about the traffic issues because it could be quite dangerous added to the existing traffic, especially during school times when people are coming and going.

Michael Henderson, 2783 Wagon Wheel Curve, stated that his home is very close to the proposed shallow infiltration pond. He stated that this neighborhood has a lot of children which he assumes will be attracted to this infiltration pond. He asked how deep the pond will be and how it would drain in the event of a 500-year rainfall event. He stated that they also did not receive any notification of the March 10, 2021 meeting with the developer. He stated that this does appear to be a well thought out plan and would welcome the opportunity to participate in the conversation, but there needs to be communication so residents know about it. He stated that it seems as though it would be easier to move the Target side of the misalignment than to move it on this side. He stated that he walks a lot and crossing the street to get to Target is a challenge. He stated that alignment will be important and will perhaps also require a rethinking of the crosswalks in the area. He stated that he also has a bit of concern over the large trash bin on the edge of the parking lot especially if it may contact medical waste and also with the possibility of critters getting access to it. He stated that he would be interested in participating in the conversation about those details.

Chair Dahlke stated that one of the points that will have to be brought up is about the communication between the developer and the Pioneer Point neighborhood.

Nathan Running, 525 Smithtown Court, Victoria, stated that he is one of the developers for this project. He stated that there are few questions that he can address tonight. He stated that more details will come as they progress through the next stage. He stated that with relation to parking, they will be assisted living by definition, however, they are a high acute care facility. He stated that they have a building in Fridley that people are welcome to tour if they like, but clarified that no residents will have automobiles. He stated that the questions surrounding the drainage and the pond will be worked out through the engineering and noted that they currently do not know how deep the pond will be. He stated that regarding notification on the past meeting, they

worked with City staff and mailed things out. He stated that they have been trying to get a hold of somebody with Pioneer Point and have worked with City Planner Hanson trying to get in touch with somebody on the association to get the contact information. He stated that he wished that they would have had the information about getting in touch with the master board prior to the March 10, 2021 meeting. He stated that they still have a lot of work to do and reminded everyone that this is a concept plan and the concerns will be worked through.

Commissioner Brass stated that he wanted to reiterate that if a concept plan is approved, it is done with conditions and noted that there are about 30 recommended conditions for this application. He stated that those conditions will answer many of the questions being raised by residents tonight.

Mr. Hope asked how the Planning Commission determines medium density versus high density.

Chair Dahlke stated that this property is zoned for this type of building.

City Planner Hanson stated that density wise, per the Comprehensive Plan, which is a guiding document, this property is about 3 acres so the density would calculate to a little under 11 units/acre.

Mr. Hope stated that all 3 acres is not developable property so he does not understand why it would be used in the calculations.

City Planner Hanson stated that they consider local access streets in their calculation.

Mr. Hope stated that in his opinion that is the factor between medium density and high density because not all the acreage is developable.

Community Development Director Ringwald stated that he understands Mr. Hope's concerns but the City has standard definitions which are applied to all properties. He stated that this is a medium density proposal and reiterated that this is how density has been calculated throughout the City.

Julie Pfeiffer, 2783 Wagon Wheel Curve, stated that she has lived here since 2006 and her concern with this concept plan is mainly the buffer of noise because right now, they have the beautiful woods. She stated that it is currently noisy with the trees in place and has concerns about when some of the trees are removed that there will be more noise. She stated that it is a beautiful trail along Pioneer, but the nature itself is lovely. She stated that she does not agree with this concept and wishes the residents would have been notified about the March 10, 2021 meeting and noted that she had not received anything in the mail. She stated that she did get a letter from the City information her of tonight's meeting which she appreciated. She stated that she would question whether there is really a need for this type of project because there are already a few assisted living buildings in the area. She asked if there was a great demand and if people were already signed up for this location.

Todd Ofsthun, TCO Design, he stated that they received their mailing labels for the meeting from the City and apologized that people had not received notice of the meeting. He asked City Planner

Hanson to provide his contact information to any interested residents and noted that he was more than happy to send them plans and information. He stated that he feels very comfortable with this project and thanked the residents for sharing their concerns. He stated that this project will house a minimum number of residents who will be pretty stationary and are not driving which he thinks is a perfect fit for this corner. He stated that they have been trying to get in touch with the home owners association and any contact information the residents may have for him would be appreciated. He stated that there is an easement that was recorded with the County that their surveyor is taking a look at to see what was agreed to in 2001 He stated that they are not necessarily in favor of going through Pioneer Point with the access, but suspects that is what the easement is for. He reviewed some of the other potential challenges with access and noted that many of these questions will be answered during the next phase. He stated that he feels comfortable that this project concept has the least traffic impact. He reiterated that he would like residents to get in touch with City Planner Hanson for his contact information and noted that he would be happy to talk with people on the phone or via e-mail. He stated that the plan is for a one-story building that has no underground parking and they want to save as many trees as possible.

Community Development Director Ringwald asked Mr. Ofsthun to comment on the market analysis question that was raised.

Mr. Ofsthun stated that he has worked with this ownership group for a few years and they are really pushing for small facility type projects and the other facilities that they own and operate are similar to what is being proposed. He stated that they kind of operate on the 'small town' thing and they have done market studies which show that this site will support this type of facility. He reiterated that this will be an acute care/memory care facility and the residents will not be driving. He stated that this facility will not compare to the larger facilities that are being built in the area.

Mr. Running stated that they have completed two market studies on this location for acute care and memory care and the demand is there within a 5-mile radius of this location. He stated that he had submit a copy of the market study to the City if they would like to see it.

Community Development Director Ringwald stated that would be helpful.

Commissioner Rylee asked about the setback and whether going from 125 to 100 feet off of Pioneer Trail will require a variance.

City Planner Hanson stated that in this instance, it would be a rezoning and coupled into that is the analysis of determining if the deviance from 125 is appropriate.

Commissioner Rylee asked if rezoning was separate from approval of the concept plan.

City Planner Hanson stated that it is a separate process and would happen during the preliminary phase.

Chair Dahlke noted that rezoning will require a public hearing so residents would have an opportunity for input in that forum.

Commissioner Brass stated that it is currently an open zone, which is like having it in a holding pattern. He stated that the City is not really changing the zoning, it is zoning to the guided use within the Comprehensive Plan.

City Planner Hanson stated that she agreed with that description and noted that this property will more than likely be rezoned to a PRD which is a Planned Residential District.

Commissioner Rylee asked if there were other properties adjacent to this that are using 100-foot setbacks so this project would be consistent with those.

City Planner Hanson stated that the properties across the street meet the 125-foot setback.

Commissioner Rylee stated that they have put a ton of work into this but he has concerns about approving a concept plan that is contingent upon the Planning Commission approval of a rezoning and a setback change at a later date. He stated that, to him, it feels like it is putting the cart before the horse.

Commissioner Brass noted that he believes this is standard procedure if there is an open zone and would be rezoned at the preliminary plat stage to its designated zoning according to the Comprehensive Plan.

Commissioner Olson stated that he has a similar feeling to Commissioner Rylee surrounding the assumption that it is a done deal on the easement of the setback. He stated that it almost has to go with the thought that the developer has to come back with the preliminary plan of checking all the boxes to be able to say that everything has been done and is not a done deal that the easement will be given, but they have to do more due diligence in order to check that box. He stated that much of this will come together at the preliminary stage.

Community Development Director Ringwald stated that he agrees with Commissioner Olson that one of the things that is useful to the developer and the neighborhood is the City identifying the issues that they need to address. He stated that what he hears from the Commission is that one of the issues that they need to address is the reduction of the setback. He stated that the City is sort of giving them a laundry list of these things, through this first part of the process, with a lower bar, that the developer will need to work on as it moves forward. He stated that all the items that have been mentioned with regard to things like access, traffic, and screening are things that will not be resolved today, but is a way for the developer to get a list of things in a public setting that allows them to know the things they need to work on.

Commissioner Rylee thanked Community Development Director Ringwald for that explanation and stated that he is supporter of this type of development in the community and is a huge advocate for making sure that the City has the full life cycle accommodated within how the City develops.

Commissioner Brass stated that he was pleasantly surprised to see this concept and feels it has been well thought out. He stated that the reduction in units is favorable and thinks with a memory care facility where there will practically be nobody driving and is not even close to the amount of traffic that could have been on this site and will be minimal. He stated that there was a question

raised about the demand for this type of product. He stated that he is not sure it is appropriate for the Planning Commission to judge someone else's demand. He stated that if they want to spend the money to do the project and it falls without the guidance and laws established, they can do it and should not be judged on whether or not the Commission feels there is a demand for this product in the market.

Community Development Director Ringwald stated that the demand information is good information to have, but agreed that the Planning Commission has a set of rules it needs to abide by in making their decisions. He stated that that this information though helps residents understand why the project is being pursued.

Commissioner Brass stated that he agreed with Commissioner Rylee in his support for making sure the City has full life cycle accommodations. He stated that he is a commercial agent in the Twin Cities market and can confirm that this population is extremely underserved. He reiterated that he just did not feel the 'demand' information should be taken into consideration when the Commission is making its recommendations.

Motion by Commissioner Brass, second by Commissioner Sailer, to recommend to City Council approval of the Concept Plan for a new 32-unit assisted living and memory care building subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Narrative (pgs 1-5), submitted by TCO Design, dated March 1, 2021.
    b. Project Narrative Addendum (Impact to Public Safety), submitted by TCO Design, dated April 1, 2021
    c. Neighborhood Meeting Discussion, submitted by TCO Design, undated
    d. Traffic Study Update for Cantissimo of Chaska (pgs 1-4), submitted by Swing Traffic Solutions, dated March 24, 2021
    e. Traffic Assessment – Hazel View Senior Housing Development (pgs 1-12), submitted by Spack Solutions, dated November 29, 2019
    f. Context Map/Site Influences (pg A1.4), submitted by Jim Mackey Architect, dated March 1, 2021
    g. Existing Conditions Plan, submitted by Premier Land Surveying, dated March 23, 2018
    h. Boundary & Topographic Survey, submitted by Premier Land Surveying, dated May 17, 2017
    i. Site Plan (pg A1.1), submitted by Jim Mackey Architect, dated March 1, 2021
    j. Surrounding Area Site Plan (pg A1.3), submitted by Jim Mackey Architect, dated March 1, 2021
    k. Previous Concept Excavation Area Plan (pg A1.2), submitted by Jim Mackey Architect, dated March 1, 2021
    l. Building Floor Plan (pg A2.1), submitted by Jim Mackey Architect, dated March 1, 2021
    m. Elevation Drawings (pg A3.1), submitted by Jim Mackey Architect, dated March 1, 2021
    n. Renderings (pg A3.2), submitted by Jim Mackey Architect, dated March 1, 2021
2. Coordination with the City Engineer with regard to utilities, grading and drainage.
3. Installation of all site lighting at a 0-degree angle with the light source fully concealed at the property line.
4. Provision of photometrics and specs for all exterior lighting proposed, including any canopy lighting.
5. Provision that all facades provide 360-degree architecture.
6. Provision of usable open space that provides a unique area(s) with usable amenities.

7. Provision of a detailed summary of indoor and outdoor amenities of the site and detail drawings to be provided at the preliminary submittal.
8. Provision of Usable Open Space to be provided on site that is compliant with Section 9.11.4.1.1.
9. Utilization of natural stone as a Class I material.
10. Description, design and materials of the proposed building to indicate how it fits into Chaska and to be addressed at preliminary submittal.
11. No exterior storage will be permitted.
12. Provision of hydrant placement needs to accommodate City standards for hydrant placement and fire code standards.
13. Provision of two direct pedestrian connections to the public trails running along Hundertmark Road and Pioneer Trail and to be shown in the preliminary submittal.
14. Provision to submit Utility and Site Plan As-Builts prior to a certificate of occupancy being issued.
15. Provision of a fence spec of the proposed fencing on the north and south sides to be included at the preliminary submittal.
16. Provision of sufficient landscape screening to be achieved between the parking lot, westerly driveway access and southern lot line and to be shown on the landscape plan at preliminary submittal.
17. Provision of landscaping along the patio fence on the north side of the building and to be shown on the landscape plan at preliminary submittal.
18. Provision of adequate landscaping to be included around the east patio space and to be shown on the landscape plan at preliminary submittal.
19. Provision of a tree preservation plan that optimizes tree preservation for the site to the greatest extent possible, and is consistent with staff's marked up exhibit in the body of this report.
20. Any and all building signage shall be submitted separately, meet the sign ordinance, and shall obtain sign permits prior to installation.
21. Provision of a storm water management plan meeting City and Carver County WMO standards.
22. Provision of a safety separation between the pedestrian pathway and proposed infiltration pond and to be addressed at the preliminary submittal.
23. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
24. Provision that all mechanical equipment will be fully screened from view.
25. Compliance with section 9.11 Building Design/Materials and Site Design.
26. Adherence with the Engineers Memo dated April 9, 2021.
27. Adherence with Carver County Public Work's memo dated March 29, 2021.
28. Provision of a left turn lane on Hundertmark Road consistent with Carver County and City standards.
29. If a full access onto Hundertmark is proposed it is recommended to align across from the existing Target access on the west side of Hundertmark Road to provide consistent intersection traffic operations and adequate sight lines.
30. Provision that a cross access easement be explored on Pioneer Pointe's site so that the site access can be moved southerly to line up with Super Target's access and to be addressed prior to preliminary submittal.

31. Provision of a Traffic Impact Analysis addressing Carver County's and the City's comments related to site access, turn lanes, roadway improvements, and intersection operations at Hundertmark and Pioneer Trail, and to be submitted at preliminary.

Roll Call Vote: Ayes – all. Motion carried.

7.D. Consider Filling the Open Vice-Chair Position
Commissioner Brass stated that he is open to serving as Vice-Chair.

Motion by Commissioner Urbanski, seconded by Commissioner Lacey, to nominate Commissioner Brass to serve as Vice-Chair of the Planning Commission.
Roll Call Vote: Ayes – all. Motion carried.

8. Other Business
8.A. Receive Other Meeting Minutes

8. A.i Receive the March 15th EDA Meeting Minutes.
8. A. ii Receive the Feb 9th 2021 Park Board Meeting Minutes.
8. A. iii Receive the Feb 22nd and March 15th 2021, City Council Meeting Minutes.

Commissioner Urbanski

- Asked if in person meetings would be happening any time soon.

Community Development Director Ringwald explained that staff was waiting to hear from the Council. He stated that he suspects that they will continue to use some aspect of Zoom because it does allow people to participate in a way that was not open to people before. He stated that he is hopeful that by the summer months the Planning Commission will be meeting in person again.

Commissioner Dahlke

- Thanked everyone who expressed their concern while he was ill.

9. Adjourn
Motion by Commissioner Brass, second by Commissioner Rylee, to adjourn the meeting at 8:53 pm.
Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
05/12/2021

Subject: **The Harvest West 3rd (aka Harvest West North) – Final Plat**

Applicant: Tradition Development

Location: North of County Road 44/Big Woods Blvd, west of Savanna Way

Case No.: 2021-09

Synopsis: Applicant seeks to obtain approval of a 92 lot (57 single family lots, 35 villa lots) development on 48 acres of land in the SW Chaska Growth Area

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

Club West Partners, LLC/Tradition Development hopes to continue their major role in the implementation of the SW Chaska Growth and Development Plan. Since 2004, Club West Partners, LLC/Tradition Development has assembled approximately 375 acres in this area generally lying North of CR 44 and East of 212. The concept plan for the south side of Harvest West was approved in March of 2018. Final Plats have since been approved for the south area. Tonight, we are looking at the concept plan for the north side of Harvest West, which is the full build-out of the Harvest West development.

The Concept Plan (119 lots) for Harvest West North (aka Harvest West 3rd) was approved in July 2020. During the preliminary the developer downsized the development to be only 92 lots to avoid the use of significant retaining walls. The Preliminary Plat and Rezoning (92 lots) request for Harvest West 3rd was approved in January 2021.

Project Goals

The proposed development will provide the City of Chaska with a neighborhood whose goals are consistent with the City's mission statement and core strategies. The five development goals include: connecting to the greater community, preserving existing vegetation, utilizing site topography, creating public and community space, and providing quality architecture.

Connecting to the greater Community

One overachieving goal of the project is to connect the greater community of Chaska. The potential residential development is close to downtown Chaska, ensuring residents have convenient access to services they need. Pedestrian trails and sidewalks will ultimately connect to the existing 90+ mile network of community trails in the city. The future city trail along County Road 44 and possibly Creek Road will allow residents of surrounding developments and neighborhoods to bike downtown Chaska for services and entertainment.

Preserve Existing Vegetation

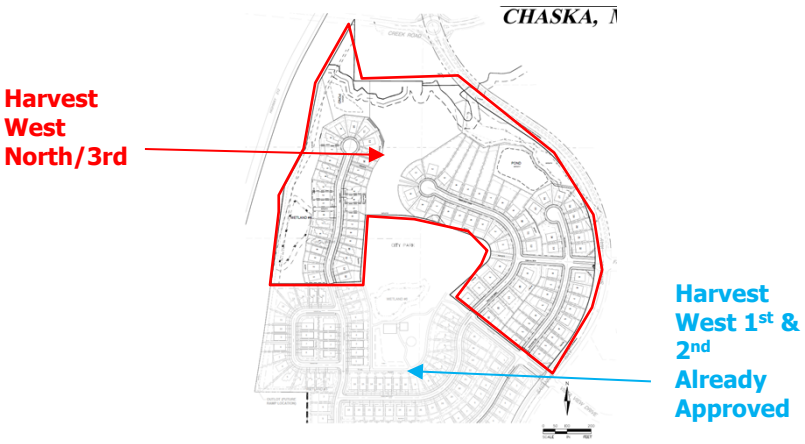
The majority of the property is open farmland/field. Woodland areas occur in the central portions of the property. These areas will remain as preserved open space or at the back of lots. Stormwater ponds and bioretention basins will collect and filter water from upstream in the development and will enhance the existing wetlands. Native or naturalized vegetation will be used in entry features and public common areas in order to reflect the character of the surrounding environment and provide food for wildlife in the area.

Utilize Site Topography
The proposed development will utilize existing topography to protect and enhance the existing wetlands as well as preserve the wooded areas in the north central portion of the project. It is also intended that the project direct stormwater towards bioretention basins and sedimentation ponds in consideration of historic drainage patterns for this area.

Creating Community Space
The project proposes creating a Conservation Corridor in the central area consisting of nearly 7 acres. This will include the existing woods and sloped natural areas, accessed with sidewalks and trail corridors leading through this large open area. The open area is characterized by dense tree stands and some steep slopes creating a very quaint setting that will enhance the neighborhood's unique environment. Providing a common area in the middle of the neighborhood allows equal access from homes to the common area. The maximum distance from a single family residence is less than a ¼ mile, approximately 5 minute walk. This is an ideal distance to the core of the neighborhood. A common area strengthens the neighborhood identity and promotes interaction between residents. The common area and preserved open space will also serve future development to the north of the project site. The proposed trails, sidewalks and open space encourage neighbors to interact with one another – thereby reducing crime and strengthening the greater community.

Quality Architecture and Home Designs
Home designs will embrace and compliment the unique site design. Characteristics include reduced street setbacks, active and pleasant streetscape environments featuring sidewalks, boulevard trees and landscape, and the proximity to and views of parks, greens, and open space. While no specific architectural style is required, the design of each home is required to base upon specified architectural design influences and each home shall contain appropriate massing, roof lines, and architectural detailing consistent with its selected style on all four sides of the home. The goals for the home design are intended to ensure construction of a complimentary mix of varied housing styles, architectural treatments, quality materials, professionally installed landscaping and variety of color. This will be a direct extension of what has been built in the first phases of The Harvest.

CURRENT PROPOSAL
The 92-lot (35 villa lots, 57 single family lots) proposal on approximately 48-acres of property is located north of County Road 44, west of Savanna Way, and north of the existing Harvest West neighborhood.



Adjacent properties
The site is bound on the north by land owned by Creek Road and a couple single family residences; to the west by Highway 212, the south by County Road 44 and the existing Harvest West neighborhood, and the east by Savanna Way, and The Harvest.

Existing Conditions
The proposed project area is approximately 48 acres and located directly of the recently platted Harvest West Phase 1 and 2 neighborhoods. The project is confined to the south by Harvest West 2nd. To the north is Chaska Creek. To the west and east are Trunk Highway 212 and Savanna Way. A 20-foot berm exists on the west side abutting the highway. The land making up the entirety of the planned development is comprised of parcels owned by Club West Partners, LLC.

The majority of the property is currently open farmland and consistent with surrounding land uses. There are wetlands in the proposed development that have been delineated and surveyed. There is a stand of mature trees, mainly oaks, that exist to the center of the development. The majority of the wooded areas will be preserved with the development and dedicated to the City of Chaska for future park uses.

Topography of the site currently varies from a peak elevation of 950 feet near the central portion of the property and falls off towards Chaska Creek at the north end of the property, approaching an elevation of 860 near the creek, totaling nearly 100 feet of elevation across the site. The majority of the project area ranges from elevations of 930-940. Topography of the site is generally rolling and consistent with an agricultural land use. Stormwater runoff generally drains north and entering Chaska Creek.

Land Use
The applicant is proposing 92 lots: 35 villa lots (Cottage lots) averaging at 52 feet in width, 30 traditional single-family lots at 75 feet in width (Tradition lots), and 27 traditional single-family lots at 66 feet in width (Heritage lots). This is similar in dimensions to the existing neighborhood to the south and consistent with the SW Chaska Growth & Development Plan, as this area was shown as "Mixed Residential" and "Residential". These style homes have been built throughout Harvest and Harvest West.

The "Mixed Residential" area is described in the Plan as follows:

"*The neighborhood center located east of the CR 140 interchange with Hwy 212 is guided for a broader mix of housing types, as well as uses non-residential, appropriate for a neighborhood center. This area is guided for the Mixed Residential designation, which allows a mix of residential land uses from low to high density plus limited commercial, office, civic, park and open space.*"

Layout

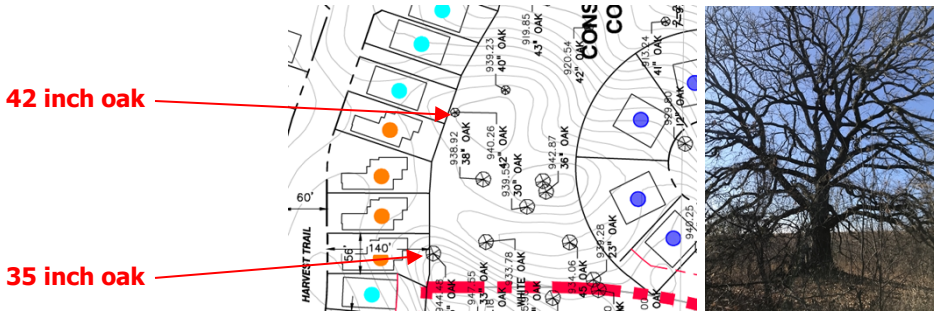
The initial access to the property will be from Farm Hill Boulevard to the east from the adjacent collector road, Savanna Way. This entrance will line up with the existing Harvest entrance to the east and will provide access to the two cul de sacs on the east side of the site. Additional access will also be provided on the south of the site from Vista View Drive. The easterly most cul de sac will back up to a wetland and Savanna Way. The west side cul de sac will gain access from the internal local streets installed in the 1st and 2nd additions and will back up to a large berm on the west side that screens the development from Highway 212. The lots on the west side of Harvest trail will overlook a natural wooded area that will be preserved and serve as a future City-owned conservation area. The design of this addition to the development was intentional to preserve a conservation corridor in the center of the site. Instead of providing looping streets along the north side of the park area, the applicant has opted for three cul de sacs to preserve the conservation corridor. This will ultimately create an extension to the 12-acre park area proposed and preserve significant oak trees.

The villa/cottage lots will be situated on the west side cul de sac abutting Highway 212. The single-family lots (Tradition and Heritage) are situated on the east side cul de sacs and will abut Savanna Way; the Heritage lots will be on the easterly most cul de sac and along Red Cedar Drive; the Tradition lots will be in the inner easterly cul de sac abutting the park space along Timber Arch Drive.

The final plan shows three wetlands in the subject area. The layout appears to incorporate the wetlands into the overall development, with the exception of the smaller wetland just west of the proposed Harvest Trail extension. A wetland report has been done and the developer and City have worked with the appropriate agencies on mitigation. 30 foot buffers/setbacks are required from these elements.

Staff Analysis/Recommendations

The westerly cul de sac provides a curvilinear extension off of Harvest Trail. The purpose of this is to avoid impacts into the westerly most wetland. There are a couple areas on the east edge of the lots that abut the conservation corridor area that were of concern to staff during the concept plan. The first one being the lot that abuts a 35 inch oak near the northwesterly edge of the proposed park area. There is another 42 inch oak a couple lots north of this one that is near the edge of the lot lines. Staff emphasized the importance to ensure that both tree's drip edges fall outside of the lot lines and potential grading limits. Doing this will allow less impact on the root systems when grading occurs. The developer was not able to move the cul de sac more westerly due to the ponding requirements and adjacent wetland, however, they were able to engage an arborist to assess the trees and the proposed grading around them. It was concluded that certain measures will be put in place to protect the trees' drip lines, and thus the trees' will be able to be sustained appropriately.



Transportation/ROW

The Final Plan proposes to provide for a network of internal residential roadways with connectivity to arterial roadways consistent with the SW Chaska plan. In particular, access to the north-south collector road, Savanna Way, on the east is proposed and will be the primary access to the neighborhood. The development will benefit from the recent addition of entrance ramps to US Highway 212 and future improvements on County Road 44.

The current plan is proposing road right-of-way widths that are consistent with the designs in the existing Club West/Harvest neighborhood.

Utilities

Sewer and water utilities are available. Minor extensions will need to be provided to service the proposed neighborhood. Utility connections will also be available from the collector road to the east.

It should be noted that there is a large diameter (16") water main running on the MN DOT Right of Way line. There is a 20 foot easement on top of that line. The applicant will need to make sure their plans do not encroach into this area or its easement.

Setbacks

The setbacks will be generally consistent with the existing Harvest West development. For the Villa (Cottage) lots, the front yard setback should be no less than 20 feet. The rear yard setback should be 30 feet. The side yard setback should be 5 feet. Corner lots should have a side yard setback of 20 feet. For the Tradition and Heritage Lots, the front yard setback should be no less than 23 feet, with the unenclosed front porch being allowed to encroach into the setback up to 8 feet. The rear yard setback should be 30 feet. The side yard setback should be 10 feet for the house and 5 feet for the garage. Corner lots should have a side yard setback of 23 feet.

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

SETBACKS	
Direction	**Setback**
Highway 212	225 feet from the centerline (from centerline of adjacent travel lane) of TH 212 or

	50 feet from right of way (whichever is greater)
Savanna Way	100 feet from centerline
Wooded Steep Slopes	50 feet building setback and 30 feet no grade/no mow setback
Wetlands	30 feet
Public Park	40 feet (rear yard only)

Architecture
Robert Thomas Homes will be the primary builder in this neighborhood for both the single-family and villa homes proposed. One of the design principles of the SW Chaska Plan is that the area needs to "contain diversity in land uses, building types, building sizes, building prices, and styles of ownership".

City policy dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This policy has been very successful in the recent past with the result of neighborhoods with varied housing design and architecture. With the future rezoning of the property staff would include the City's typical language with regard to house design, 360-degree architecture and anti-monotony.

Existing Parkland & Conservation Corridor
The current plan proposes to provide a central conservation corridor that is connecting to the 12-acre park area preserved with the Harvest West original plat. The corridor will extend the natural amenities to the north and connect to the Chaska Creek corridor. The trees to be preserved within the Conservation Corridor are mainly significant oak trees with some of the trunk diameters reaching over 40 inches in diameter.

Access into the Park & Conservation Corridor
Because the conservation corridor and park are a public park area it will be important to provide proper access into it so that people can reach it adequately. The 12-acre park is nestled in the center of the overall Harvest West neighborhood, which was approved with the south portion of the development. The conservation corridor will extend on the north side of the park area to preserve the grove of significant oak trees. Currently the final plan shows homes around the perimeter of this park and conservation corridor. Several accesses are shown on the west and east sides to access the park and conservation corridor. The westerly cul de sac is showing an outlot area that will provide access to the conservation corridor area. This outlot is approximately 20 feet wide and situated near the start of the cul de sac bulb. The location of this appears to make sense in terms of an equitable access standpoint. The preliminary plan also shows a conservation corridor access on the inner easterly cul de sac, which aligns with the west cul de sac's opening. This opening is 20 feet at the cul de sac opening and then gradually widens towards the conservation area. 8 foot bituminous trails are shown in each of these openings but are not connected as shown on the plan. A direct connection will occur between these points but will have to be verified in the field where the best path should go. In addition to the above, another park access is proposed to line up with Farm Hill Boulevard, which is consistent with staff's comments in the concept plan. This will be an approximately 40 foot

wide access into the park area. This will be 4 lots north of another existing park opening in line with Vista View Drive.

Parkland Credit
Parkland credit will only be given for the areas of the conservation corridor that are usable (ie. pathway areas) as most of this area will be passive. It should be noted that the stormwater pond, creek areas, wooded steep slopes, and wetland will not factor into any parkland credit given.

Trails & Sidewalks
The plan is proposing to include sidewalks. The sidewalks will connect to the internal pedestrian walkways in the existing development. The sidewalks will also provide connection to the trail proposed along Savanna Way. The developer will be required to provide sidewalks on both sides of the streets per City policy. The sidewalk on the inner east cul de sac will provide access to the opening into the conservation corridor area on the west side of the cul de sac of Timber Arch Curve. Staff would advise that this proposed opening should loop with the westerly cul de sac's opening so that a looping system is provided and attainable in the development. These openings should provide for a paved walkway to connect each other through the conservation corridor.

There is a public trail that is planned on the east side of Savanna Way, plus a typical sidewalk on the west side. It will be important to provide an adequate and clear pedestrian connection from Savanna Way into the development off of Farm Hill Boulevard to connect people with the public park. There should also be a safe connection across Savanna Way by way of a cross walk or other suitable alternative as determined by the Engineering and Public Works Departments.

Screening, Landscaping & Tree Preservation
Because this development abuts two major roadways (i.e. Savanna Way and Highway 212) it will be important to address screening. The sides facing these roadways will be required to implement landscaping, and/or berming, to ensure adequate screening and separation is provided between the homes. The screening provided on Savanna Way should be consistent with the same screening done on the east side of Savanna Way and the south side of the site. The final plans shows a consistent application of this.

Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. Landscaping will be required to enhance the development entrances, consistent with the adjacent Harvest development.

The applicant has submitted a tree survey and preservation plan as a part of their preliminary submittal. Tree Preservation will be an important piece of this development, specifically in the conservation corridor area and adjacent to the public park. The plan shows that a majority of the significant oaks are planning to be saved in this corridor. There are a couple oaks on the perimeter of the corridor that have been further evaluated in terms of layout of the westerly cul de sac; these include the 35 and 42 inch oaks on the east edge of the westerly cul de sac lots. Another further evaluated area includes a 32 inch oak on the north edge of the public park within lots 7 and 8 of Block 5. The developer has engaged an arborist to review these significant trees and has determined that they are in good health and will remain healthy

through the course of construction with the grading limits proposed; there will be minimal impact areas but they will not be detrimental to the trees. The Erosion Control Plan shows silt fencing to be located to protect the drip lines of such trees.

Development Costs (Infrastructure Improvements)
The Heights of Chaska has a number of area-wide development cost such as but not limited to:

- Arterial Road Network
- Collector Roads
- Storm Sewer
- Parks

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

Final Plat
The request this evening includes a preliminary plat for 92 lots. The disposition of the outlots are as follows:

- Outlot A: trail access to be deeded to the City of Chaska
- Outlot B: wetland to be deeded to the City of Chaska
- Outlot C: stormwater pond to be owned by the HOA
- Outlot D: conservation corridor to be deeded to the City of Chaska
- Outlot E: wetland to be deeded to the City of Chaska
- Outlot F: stormwater pond to be owned by the HOA
- Outlot G: monument sign area to be owned by the HOA
- Outlot H: park access to be deeded to the City of Chaska
- Outlot I: monument sign area to be owned by the HOA
- Outlot J: monument sign area to be owned by the HOA

PLANNING COMMISSION ACTION TAKEN REQUESTED:
Motion to recommend to City Council approval of The Harvest West North Final Plat for a 92-lot subdivision on 48 acres of land in the SW Chaska Growth Area, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Tree Damage Assessment (pgs 1-16), prepared by Heritage Shade Tree, dated October 29, 2020**
    b. **Cover Sheet, prepared by Alliant Engineering, Inc., dated March 29, 2021**
    c. **Details (pgs 2-3), prepared by Alliant Engineering, Inc., dated March 29, 2021**
    d. **Existing Conditions (pgs 1-2), prepared by Alliant Engineering, Inc., dated May 2, 2018**
    e. **Tree Preservation Plan (pgs 6-7), prepared by Alliant Engineering, Inc., dated March 29, 2021**
    f. **Site Plan – Overall (pg 8), prepared by Alliant Engineering, Inc., dated April 14, 2021**

g. **Site Plan (pgs 9-12), prepared by Alliant Engineering, Inc., dated March 29, 2021**
h. **Grading and Drainage Plan (pgs 13-17), prepared by Alliant Engineering, Inc., dated March 29, 2021**
i. **West Pond Drainage Detail (pg 18), prepared by Alliant Engineering, Inc., dated March 29, 2021**
j. **East Pond Drainage Detail (pg 19), prepared by Alliant Engineering, Inc., dated March 29, 2021**
k. **Erosion and Sediment Control Plan (pgs 20-23), prepared by Alliant Engineering, Inc., dated March 29, 2021**
l. **Erosion and Sediment Control Notes (pg 24), prepared by Alliant Engineering, Inc., dated March 29, 2021**
m. **Sanitary Sewer and Watermain Plan (pg 25), prepared by Alliant Engineering, Inc., dated March 29, 2021**
n. **Sanitary Sewer and Watermain Plan and Profiles (pgs 26-30), prepared by Alliant Engineering, Inc., dated March 29, 2021**
o. **Street and Storm Sewer Plan (pg 31), prepared by Alliant Engineering, Inc., dated March 29, 2021**
p. **Street and Storm Sewer Plan and Profiles (pgs 32-36), prepared by Alliant Engineering, Inc., dated March 29, 2021**
q. **Street Intersection Details (pg 37), prepared by Alliant Engineering, Inc., dated March 29, 2021**
r. **Landscape Plan (pgs 38-43), prepared by Alliant Engineering, Inc., dated March 29, 2021**
s. **Final Plat (pgs 1-6), prepared by Alliant Engineering, Inc., undated**

2. **Adherence with the City Engineer's Memo dated January 13, 2021.**
3. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
4. **Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**
5. **Provision that stormwater ponds, creek areas, wooded steep slopes, and wetlands will not factor into the parkland credit given.**
6. **Compliance with the City's existing anti-monotony housing policy.**
7. **Provision that street names are reviewed and approved by the Fire Department prior to recording of plat.**
8. **Provision of a 60 feet Right of Way width for all local streets.**
9. **Adherence to the City's Boulevard Tree Policy and local street section design.**
10. **Provision of sidewalks on both sides of all local streets.**
11. **Provision of a pedestrian connection at the east development entry for the full extent of Farm Hill Boulevard to connect into the public park as shown on the final plans.**
12. **Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.**
13. **Provision that screening on Savanna Way will be provided in the form of landscaping and berming, and consistent with the screening on the east side of Savanna Way.**

14. **Provision of a safe pedestrian connection at Farm Hill Boulevard and Savanna Way for pedestrians to safely cross and gain access into the public park from neighboring areas, as determined by the Engineering and Public Works departments.**
15. **Provision that retaining walls that are structural walls will need to be engineer designed prior to release of a grading permit.**
16. **Provision of obtaining all necessary wetland approvals at time of final plat approval.**
17. **Adherence to the following building setbacks:**
    a. **Cottage Lots:**
        i. **Front (house): 20 feet**
        ii. **Rear: 30 feet**
        iii. **Side: 5 feet**
        iv. **Side (corner): 20 feet**
    b. **Heritage and Tradition Lots:**
        i. **Front (house): 23 feet**
        ii. **Front (porch): 15 feet**
        iii. **Rear: 30 feet**
        iv. **Side: 10 feet house/5 feet garage**
        v. **Side (corner): 23 feet**
    c. **Highway 212: 225 feet from the centerline (from centerline of adjacent travel lane) of TH 212 or 50 feet from right of way (whichever is greater)**
    d. **Savanna Way: 100 feet from the centerline**
    e. **Wetlands: 30 feet**
    f. **Public Park (rear yard only): 40 feet**

PLAT FILE NO.

C.R. DOC. NO

HARVEST WEST THIRD ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That Club West Partners, LLC, a Minnesota limited liability company, owner of the following described property:

OUTLOT A, HARVEST WEST SECOND ADDITION, according to the recorded plat thereof, Carver County, Minnesota.

Has caused the same to be surveyed and platted as HARVEST WEST THIRD ADDITION, and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

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

Signed: Club West Partners, LLC

_____
Chief Manager

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on _____ by _____, Chief Manager of Club West Partners, LLC, a Minnesota limited liability company, on behalf of the company.

_____

_____
(Printed Name)

Notary Public, _____ County, Minnesota
My Commission Expires _____

SURVEYOR'S CERTIFICATE

I Peter Goers 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___

_____
Peter Goers, Licensed Land Surveyor
Minnesota License No. 44110

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on _____ by Peter Goers, a Licensed Land Surveyor.

_____

_____
(PRINTED NAME)
Notary Public, _____ County, Minnesota
My Commission Expires _____

CHASKA, MINNESOTA

This plat of HARVEST WEST THIRD 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 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 _____ and prior years have been paid for land described on this plat. Dated this _____ day of _____, 20_____.

Crystal Campos, County Auditor

By: _____

COUNTY RECORDER, CARVER COUNTY, MINNESOTA

I hereby certify that this plat of HARVEST WEST THIRD ADDITION was filed this _____ day of _____, 20_____, at _____ o'clock ___.M. as Document Number _____ .

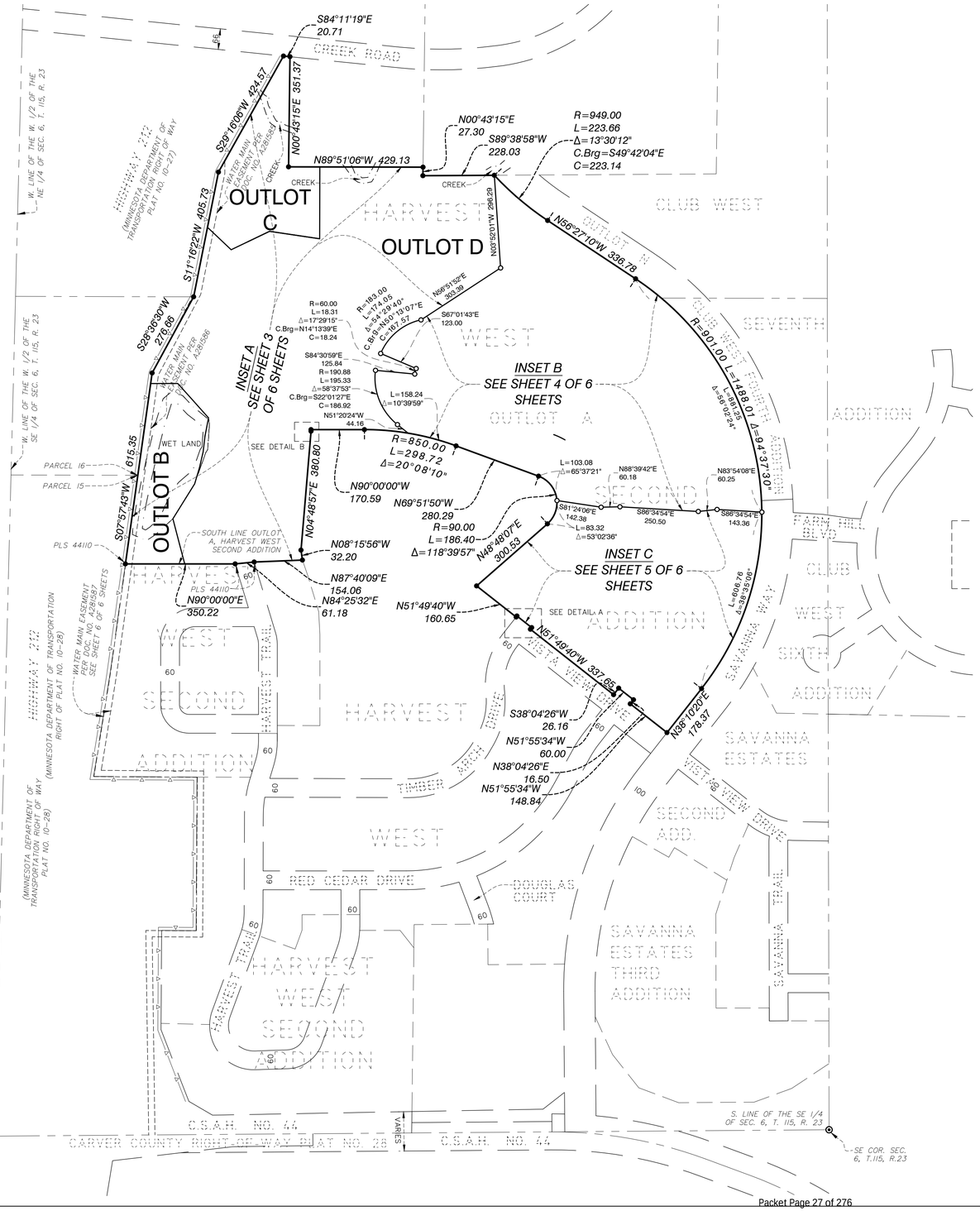
Kaaren Lewis, County Recorder

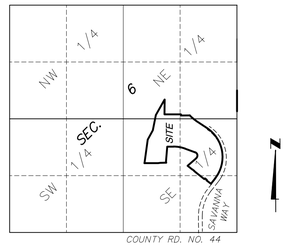
By: _____

ALLIANT ENGINEERING

PLAT FILE NO.
C.R. DOC. NO

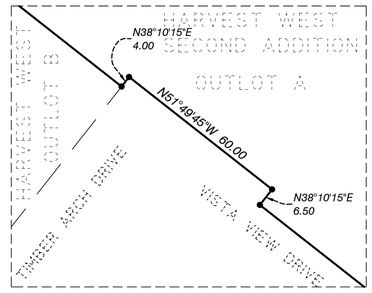
HARVEST WEST THIRD ADDITION



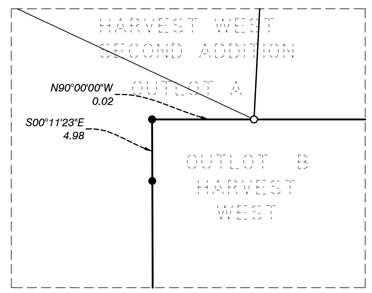


VICINITY MAP
SECTION 6, T115N, R23W
NOT TO SCALE

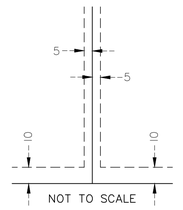
DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



NOT TO SCALE

Being 5 feet in width and adjoining lot lines and 10 feet in width and adjoining street lines as shown on this plat, unless otherwise shown.

THE SOUTH LINE OF OUTLOT A,HARVEST WEST SECOND ADDITION, CARVER COUNTY, MINNESOTA IS ASSUMED TO HAVE A BEARING OF N90°00'00"E. (CARVER COUNTY COORDINATE SYSTEM NAD83 86 Adj.)

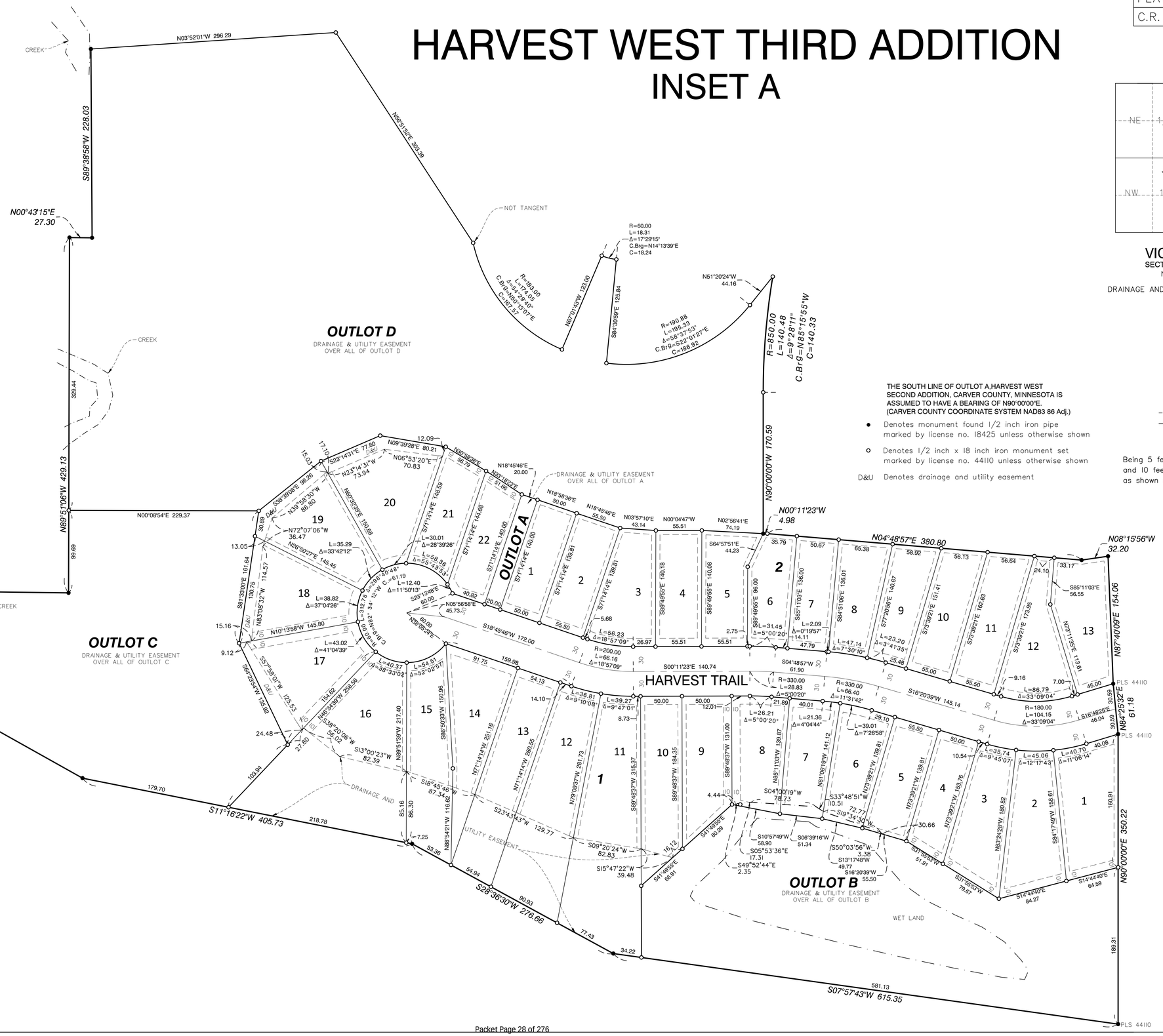
- ● Denotes monument found 1/2 inch iron pipe marked by license no. 18425 unless otherwise shown
- ○ Denotes 1/2 inch x 18 inch iron monument set marked by license no. 44110 unless otherwise shown
- ⊙ Denotes Carver County Cast Iron Monument found
- D&U Denotes drainage and utility easement
- —△— Restricted Access per MNDOT Right-of-Way Plat NOs. 10-27 and 10-28

Scale in feet
0 200 400 600
ONE INCH EQUALS TWO HUNDRED FEET

ALLIANT ENGINEERING

PLAT FILE NO.
C.R. DOC. NO

HARVEST WEST THIRD ADDITION
INSET A



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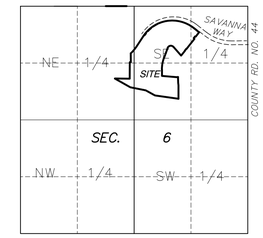

VICINITY MAP
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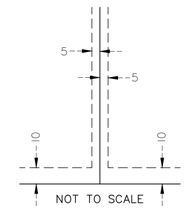
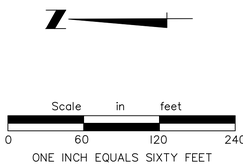
NOT TO SCALE

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 5 feet in width and adjoining lot lines and 10 feet in width and adjoining street lines as shown on this plat, unless otherwise shown.



ALLIANT ENGINEERING

PLAT FILE NO.
C.R. DOC. NO

HARVEST WEST THIRD ADDITION
INSET B

OUTLOT E
DRAINAGE & UTILITY EASEMENT
OVER ALL OF OUTLOT E

OUTLOT F
DRAINAGE & UTILITY EASEMENT
OVER ALL OF OUTLOT F

POND

OUTLOT G
DRAINAGE & UTILITY
EASEMENT OVER ALL OF
OUTLOT G

TIMBER ARCH CURVE

RED CEDAR DRIVE

R=949.00
L=223.66
Δ=13°30'12"
C.Brg=S49°42'04"E
C=223.14

N56°27'10"W 336.78

N00°10'40"W 296.23

N65°51'52"E 303.39

N64°55'05"W 162.60
131.36

N60°56'47"E 137.25

N82°53'53"W 115.84

N55°36'16"W 72.60

N17°22'30"E
13.81

N04°59'11"W 67.36

N53°13'44"W 61.31

N39°13'22"W
22.78

12.08

N31°40'04"E 223.80

159.65

NOT TANGENT

R=183.00
L=174.05
Δ=54°29'40"
C.Brg=N60°19'07"E
C=167.57

S12°32'03"E 123.00

S67°01'43"E 123.00

S84°30'59"E 125.84

N51°20'24"W
44.16

R=850.00 L=158.24 Δ=10°39'59"
C.Brg=N75° 11' 50"W C=158.01

N69°51'50"W 280.29

R=90.00
L=103.08
Δ=65°37'21"
C.Brg=N37° 03'10"W
C=97.54

S81°24'06"E 142.38

N88°39'42"E
60.18

S86°34'54"E 250.50

N83°54'08"E
60.25

S86°34'54"E 143.36

R=901.00 L=881.25 Δ=56°02'24"
C.Brg=N28° 25' 58"W C=846.54

L=207.74
Δ=27°10'55"

L=57.07
Δ=54°29'40"

L=60.80 R=221.00
C.Brg=N68° 20' 00"W C=60.62

R=200.00
L=7.98
Δ=2°17'15"
C.Brg=N63°10'55"W
C=7.98

L=41.20
Δ=39°21'00"

L=9.18
Δ=2°17'15"

S81°18'37"W
60.00

N68°47'24"W
49.68

S38°39'38"E
60.00

R=60.00
L=18.31
Δ=17°29'15"
C.Brg=N14°13'39"E
C=18.24

R=60.00 L=285.12
C.Brg=S21° 26' 00"E C=60.00

L=57.07
Δ=54°29'40"

R=60.00
L=60.05
Δ=38°21'23"
C.Brg=S22°01'27"E
C=58.92

N48°59'21"E 102.76

L=83.18
Δ=79°25'58"

L=2.33
Δ=0°47'10"

L=6.58
Δ=1°40'59"

L=24.01
Δ=6°08'33"

L=15.28
Δ=4°35'12"

L=53.90
Δ=3°38'00"

L=95.52
Δ=6°26'20"

L=8.82
Δ=0°35'39"

L=39.95
Δ=9°54'30"

L=9.42
Δ=5°59'38"

L=53.22
Δ=33°33'10"

L=40.44
Δ=25°44'33"

L=53.52
Δ=33°36'55"

R=194.00
L=26.50
Δ=7°49'32"

L=22.40
Δ=7°49'32"

L=5.60
Δ=1°06'05"

L=70.43
Δ=13°52'04"

L=70.43
Δ=13°52'04"

L=70.43
Δ=13°52'04"

L=70.43
Δ=13°52'04"

L=80.74
Δ=15°55'47"

L=20.44
Δ=29°39'18"

L=46.94
Δ=44°49'24"

L=46.55
Δ=44°26'53"

L=76.52
Δ=73°04'14"
R=60.00 L=285.12 Δ=272°16'06"
C.Brg=N70° 34' 18"W C=83.16

L=113.22
Δ=108°07'02"

L=201.61
Δ=12°49'13"

L=75.64
Δ=5°43'05"

L=64.06
Δ=4°50'31"

L=76.14
Δ=4°50'31"

L=74.14
Δ=4°50'31"

L=74.48
Δ=5°37'47"

L=45.32
Δ=2°52'55"

L=54.60
Δ=3°28'19"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=80.18
Δ=5°30'55"

L=1.89
Δ=1°48'33"

L=46.94
Δ=44°49'24"

L=46.55
Δ=44°26'53"

L=76.52
Δ=73°04'14"

L=75.64
Δ=5°43'05"

L=64.06
Δ=4°50'31"

L=76.14
Δ=4°50'31"

L=74.14
Δ=4°50'31"

L=74.48
Δ=5°37'47"

L=45.32
Δ=2°52'55"

L=54.60
Δ=3°28'19"

R=728.00 L=327.47 Δ=25°46'23"
C.Brg=N12° 49' 10"W C=324.72

R=698.00 L=916.69 Δ=75°59'44"
C.Brg=N32° 49' 10"W C=852.00

R=728.00 L=278.24 Δ=21°01'54"
C.Brg=N78° 23' 26"W C=276.59

R=698.00 L=916.69 Δ=75°59'44"
C.Brg=N32° 49' 10"W C=852.00

R=285.00 L=332.19 Δ=72°29'52"
C.Brg=N34° 24' 00"W C=310.21

R=231.00 L=269.31 Δ=73°29'43"
C.Brg=N34° 24' 00"W C=255.91

L=76.52
Δ=73°04'14"
R=60.00 L=285.12 Δ=272°16'06"
C.Brg=N70° 34' 18"W C=83.16

L=75.64
Δ=5°43'05"

L=64.06
Δ=4°50'31"

L=76.14
Δ=4°50'31"

L=74.14
Δ=4°50'31"

L=74.48
Δ=5°37'47"

L=45.32
Δ=2°52'55"

L=54.60
Δ=3°28'19"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=76.56
Δ=6°17'04"

L=75.56
Δ=6°13'22"

L=80.18
Δ=5°30'55"

L=1.89
Δ=1°48'33"

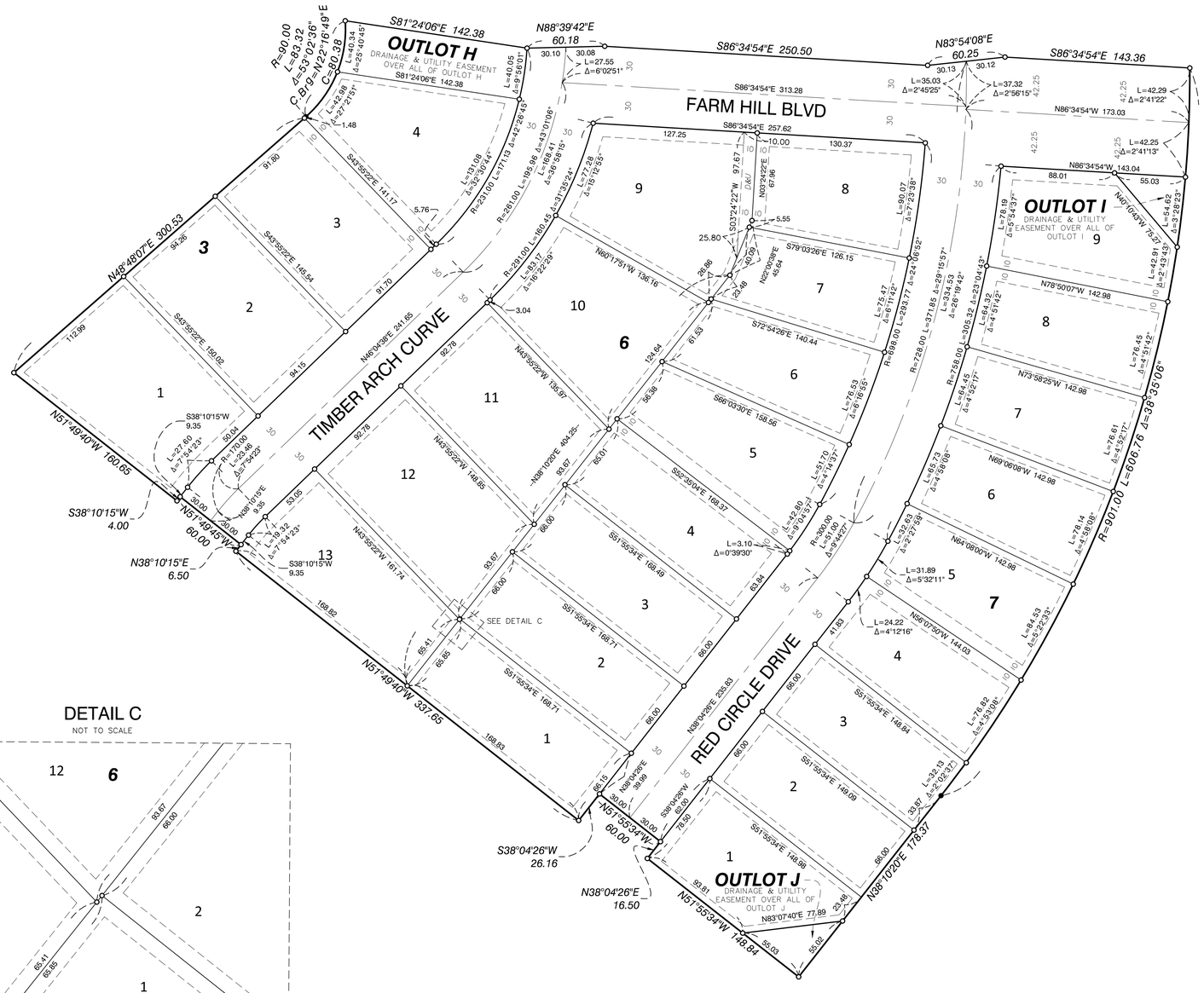
L=46.94
Δ=44°49'24"

L=46.55
Δ=44°26'53"

L=76.52
Δ=73°04'14"

PLAT FILE NO.
C.R. DOC. NO

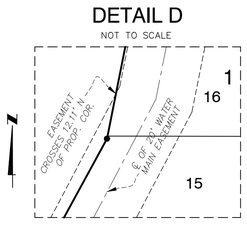
HARVEST WEST THIRD ADDITION
INSET C

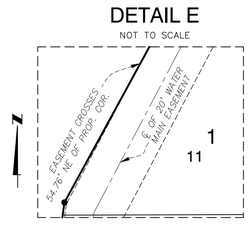

OUTLOT H
DRAINAGE & UTILITY EASEMENT OVER ALL OF OUTLOT H
FARM HILL BLVD
TIMBER ARCH CURVE
RED CIRCLE DRIVE
OUTLOT I
DRAINAGE & UTILITY EASEMENT OVER ALL OF OUTLOT I
OUTLOT J
DRAINAGE & UTILITY EASEMENT OVER ALL OF OUTLOT J
SEE DETAIL C
S81°24'06"E 142.38
N88°39'42"E 60.18
S86°34'54"E 250.50
N83°54'08"E 60.25
S86°34'54"E 143.36
S86°34'54"E 313.28
S86°34'54"E 257.62
N86°34'54"W 173.03
N86°34'54"W 143.04
R=90.00 L=83.32 Δ=53°02'36" C.B.=N22°16'49"E C=80.38
N48°48'07"E 300.53
N51°49'40"W 160.65
S38°10'15"W 4.00
N38°10'15"E 6.50
N51°49'40"W 337.65
S38°04'26"W 26.16
N38°04'26"E 16.50
N51°55'34"W 149.84
N38°10'20"E 178.37
R=9071.00 L=606.76 Δ=3°49'35"
N46°04'38"E 241.65
S43°55'22"E 150.02
S43°55'22"E 149.54
S43°55'22"E 141.17
N43°55'22"W 135.97
N43°55'22"W 148.65
N43°55'22"W 161.74
S51°55'34"E 168.49
S51°55'34"E 168.71
S51°55'34"E 168.71
S51°55'34"E 149.84
S51°55'34"E 149.09
S51°55'34"E 148.98
N83°07'40"E 77.89
S66°03'30"E 158.56
S66°03'30"E 158.37
S72°54'26"E 140.44
S79°03'26"E 126.15
N68°17'51"W 136.16
N38°10'20"E 404.25
N38°04'26"E 235.83
S38°04'26"W 39.99
N38°04'26"E 39.99
S38°04'26"W 65.00
N78°50'07"W 142.98
N73°58'25"W 142.98
N69°06'08"W 142.98
N64°08'00"W 142.98
N56°07'30"W 144.03
N40°06'49"W 75.27
R=728.00 L=371.85 Δ=29°15'57"
R=688.00 L=293.77 Δ=24°26'32"
R=758.00 L=305.32 Δ=23°04'43"
R=300.00 L=91.08 Δ=17°23'38"
R=261.00 L=195.96 Δ=43°01'06"
R=231.00 L=171.13 Δ=42°26'45"
R=231.00 L=160.45 Δ=39°48'24"
R=170.00 L=26.46 Δ=8°54'23"
L=131.08 Δ=32°30'04"
L=27.55 Δ=6°02'51"
L=35.03 Δ=2°45'25"
L=37.32 Δ=2°56'15"
L=42.29 Δ=2°41'22"
L=42.25 Δ=2°41'13"
L=31.89 Δ=5°32'11"
L=24.22 Δ=4°12'16"
L=3.10 Δ=0°39'30"
L=22.43 Δ=2°07'37"
L=54.82 Δ=3°28'23"
L=42.91 Δ=2°43'43"
L=84.53 Δ=5°52'33"
L=76.92 Δ=4°33'02"
L=78.19 Δ=4°54'37"
L=64.32 Δ=4°51'42"
L=64.15 Δ=4°52'17"
L=65.73 Δ=4°59'08"
L=32.63 Δ=2°27'59"
L=76.61 Δ=4°52'17"
L=74.14 Δ=4°59'08"
L=78.45 Δ=4°51'42"
L=75.47 Δ=6°11'42"
L=76.53 Δ=6°19'55"
L=81.70 Δ=7°43'57"
L=42.80 Δ=8°04'37"
L=90.07 Δ=17°23'38"
L=27.28 Δ=15°17'55"
L=168.41 Δ=36°58'15"
L=83.17 Δ=16°22'29"
L=40.34 Δ=23°40'45"
L=40.05 Δ=9°56'01"
L=72.88 Δ=27°21'51"
L=27.60 Δ=7°44'23"
L=29.32 Δ=7°54'23"
L=20.46 Δ=57°54'23"
L=40.09
L=5.55
L=3.04
L=124.64
L=56.38
L=61.53
L=158.82
L=158.83
L=66.15
L=83.81
L=55.03
L=55.02
L=20.48
L=20.47
L=79.50
L=65.41
L=65.65
L=66.84
L=41.65
L=88.01
L=55.03
L=42.25
L=42.25
L=42.25

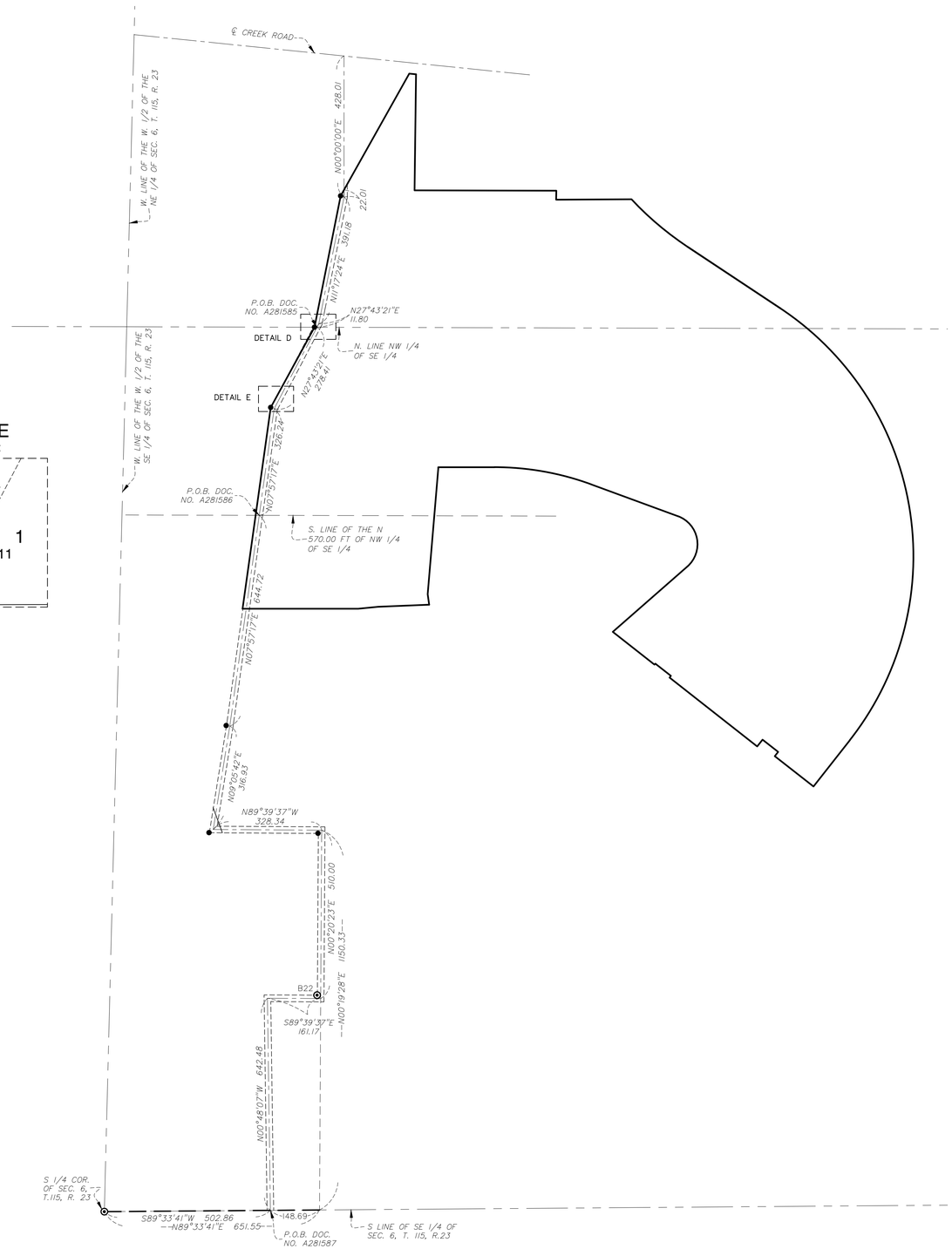
PLAT FILE NO.
C.R. DOC. NO

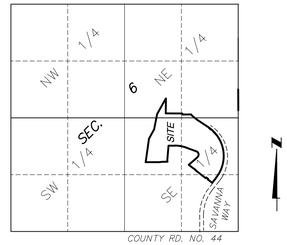
HARVEST WEST THIRD ADDITION

WATER MAIN EASEMENT DETAIL SHEET



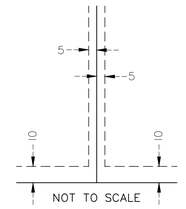






VICINITY MAP
SECTION 6, T115N, R23W
NOT TO SCALE

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 5 feet in width and adjoining lot lines and 10 feet in width and adjoining street lines as shown on this plat, unless otherwise shown.

THE SOUTH LINE OF OUTLOT A,HARVEST WEST SECOND ADDITION, CARVER COUNTY, MINNESOTA IS ASSUMED TO HAVE A BEARING OF N90°00'00"E. (CARVER COUNTY COORDINATE SYSTEM NAD83 86 Adj.)

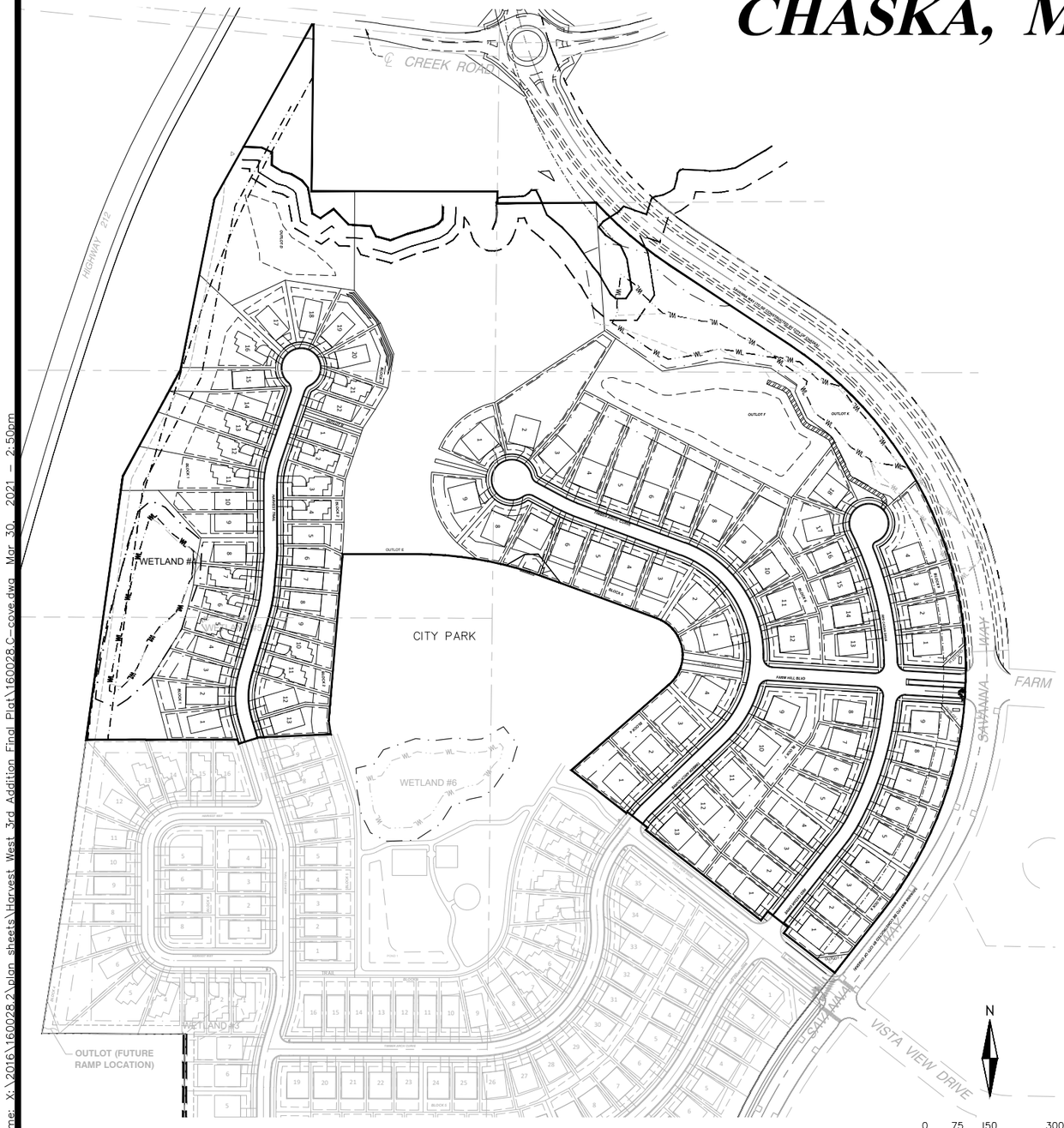
- ● Denotes monument found 1/2 inch iron pipe marked by license no. 18425 unless otherwise shown
- ○ Denotes 1/2 inch x 18 inch iron monument set marked by license no. 44110 unless otherwise shown
- D&U Denotes drainage and utility easement
- B22 ⊙ Denotes found Right-of-Way Monument

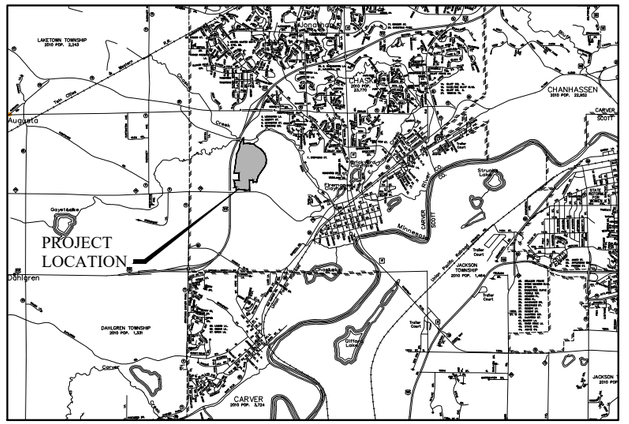
Scale in feet
0 200 400 600
ONE INCH EQUALS TWO HUNDRED FEET

ALLIANT ENGINEERING

HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

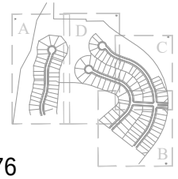




VICINITY MAP
NOT TO SCALE

SHEET INDEX	NO.
COVER SHEET	1
DETAILS	2-3
EXISTING CONDITIONS SURVEY	4-5
TREE PRESERVATION PLAN	6-7
SITE PLAN	8-12
GRADING PLAN	13-17
POND DRAINAGE DETAILS	18-19
EROSION AND SEDIMENT CONTROL PLAN	20-23
EROSION AND SEDIMENT CONTROL NOTES	24
SANITARY SEWER AND WATERMAIN PLAN	25
SANITARY SEWER AND WATERMAIN PLAN AND PROFILES	26-30
STREET AND STORM SEWER PLAN	31
STREET AND STORM SEWER PLAN AND PROFILES	32-36
STREET INTERSECTION DETAILS	37
LANDSCAPE PLAN AND NOTES	38-43

SHEET VIEW KEY MAP



DEVELOPER

TRADITION DEVELOPMENT
16972 BRANDTJEN FARM DRIVE
LAKEVILLE, MN 55044
PAT WRASE
PH: 952-322-8704

CONSULTANT

ALLIANT ENGINEERING, INC.
733 MARQUETTE AVE
SUITE 700
MINNEAPOLIS, MN 55402
PH: 612-758-3080
FX: 612-758-3099

ENGINEER

DAVID NASH
LICENSE NO. 21836
EM: dnash@alliant-inc.com

SURVEYOR

PETER GOERS
LICENSE NO. 44110
EM: pgoers@alliant-inc.com

LANDSCAPE ARCHITECT

MARK KRONBECK
LICENSE NO. 26222
EM: mkronbeck@alliant-inc.com

ALLIANT
733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

HARVEST WEST 3RD ADDTION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
COVER SHEET

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

DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

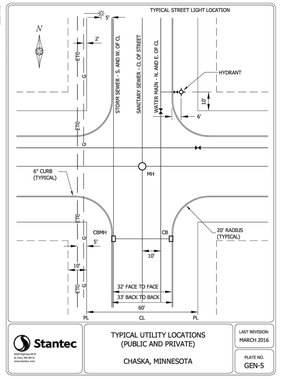
PROJECT TEAM DATA

DESIGNED:	DN/AA/JP/DS
DRAWN:	GL/AA/JP/DS
PROJECT NO:	216-0028.C

1

SHEET 1 OF 43

Plotted: Mar 30, 2021 – 2:50pm
Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-cove.dwg



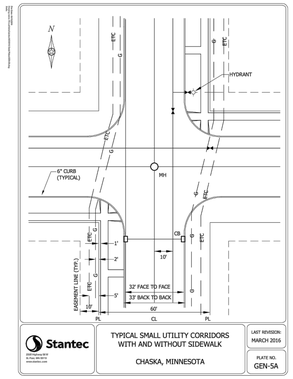
Stantec

TYPICAL UTILITY LOCATIONS (PUBLIC AND PRIVATE)

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. GEN-5



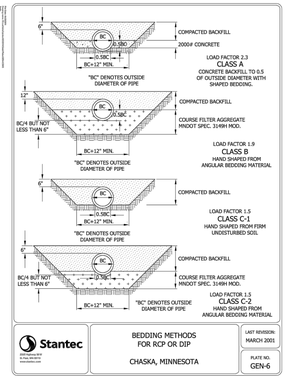
Stantec

TYPICAL SMALL UTILITY CORRIDORS WITH AND WITHOUT SIDEWALK

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. GEN-5A



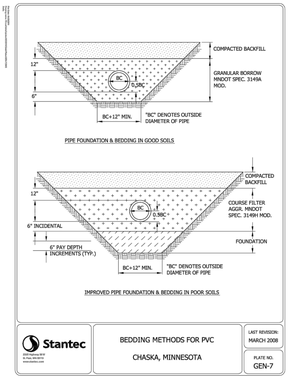
Stantec

BEDDING METHODS FOR RCP OR DIP

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. GEN-6



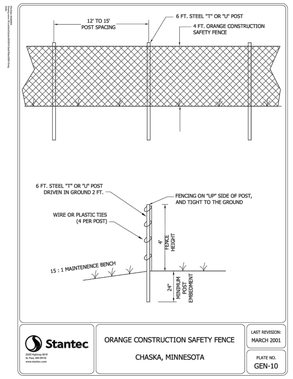
Stantec

BEDDING METHODS FOR PVC

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. GEN-7



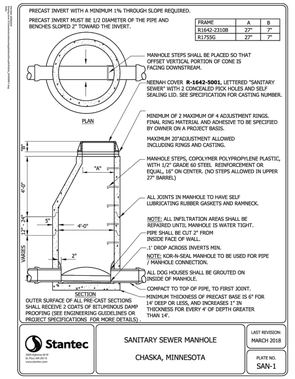
Stantec

ORANGE CONSTRUCTION SAFETY FENCE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. GEN-10



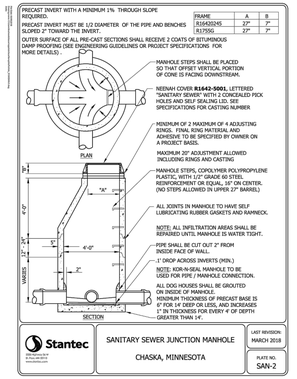
Stantec

SANITARY SEWER MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SAN-1



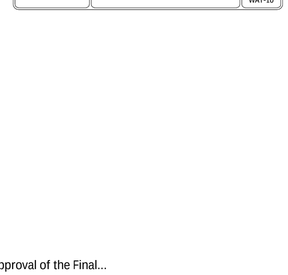
Stantec

SANITARY SEWER JUNCTION MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SAN-2



Stantec

SANITARY SEWER DROP INLET MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SAN-4

Stantec

GATE VALVE AND BOX INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-1

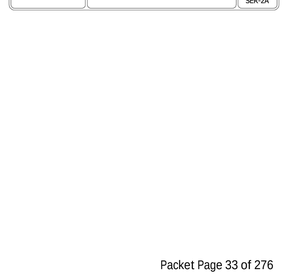
Stantec

CONCRETE THRUST BLOCKING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2005

PLATE NO. WAT-4



Stantec

WATER MAIN WET TAP

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-5

Stantec

WATER MAIN LOWERING WITH INSULATION DETAIL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-6

Stantec

TYPICAL AIR BLEED INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. WAT-8

Stantec

DIP TO C900 WATERMAIN TRANSITION FOR TRACER WIRE

CHASKA, MINNESOTA

LAST REVISION: MAY 2016

PLATE NO. WAT-9

Stantec

TRACER WIRE FOR PVC WATER MAIN

CHASKA, MN

LAST REVISION: APRIL 2008

PLATE NO. WAT-10

Stantec

CLOW MEDALLION HYDRANT AND VALVE INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-11

Stantec

TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-9

Stantec

WATER SERVICE CONNECTION HDPE PIPE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-2A

Stantec

SERVICE RISER

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-3

Stantec

IRRIGATION SERVICE BY PRIVATE CONTRACTOR

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SER-6

ALLIANT

733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

DETAILS

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 PROFESSIAL ENGINEER under the laws of the State of MINNESOTA

03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY — DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

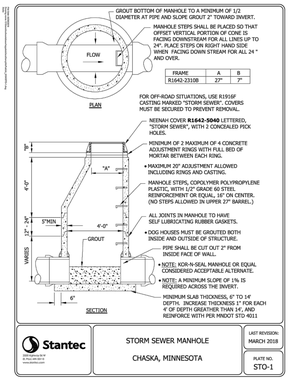
PROJECT TEAM DATA

DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

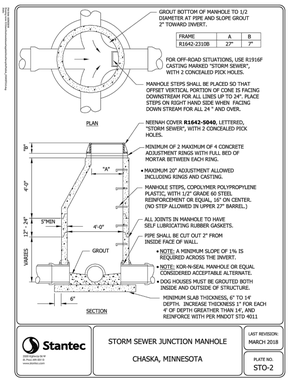
2

SHEET 2 OF 29

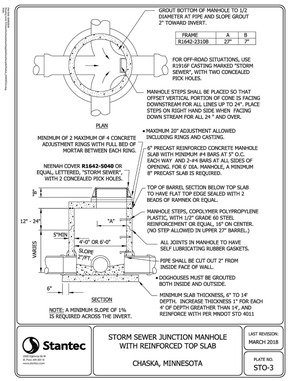
Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-det.dwg Mar 30, 2021 - 10:23am



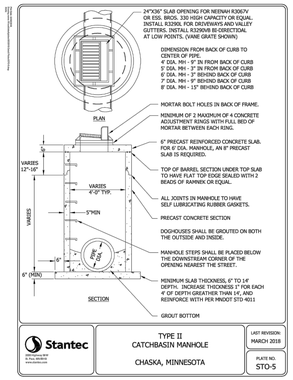
STORM SEWER MANHOLE
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-1



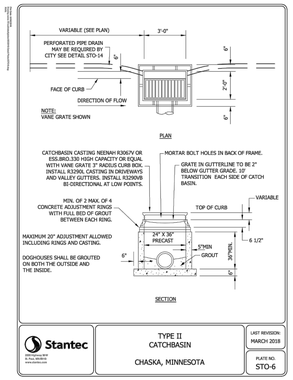
STORM SEWER JUNCTION MANHOLE
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-2



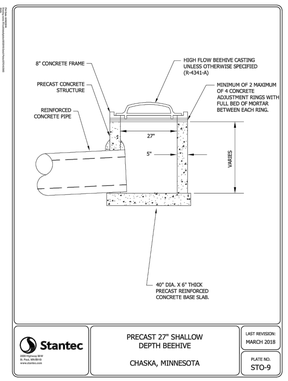
STORM SEWER JUNCTION MANHOLE WITH REINFORCED TOP SLAB
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-3



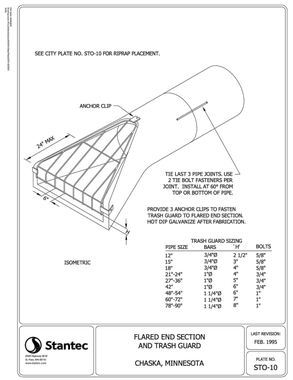
TYPE II
CATCHBASIN MANHOLE
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-5



TYPE II
CATCHBASIN
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-6



PRECAST 27" SHALLOW
DEPTH BEEHIVE
CHASKA, MINNESOTA
LAST REVISION: MARCH 2018
PLATE NO. STO-9



FLARED END SECTION
AND TRASH GUARD
CHASKA, MINNESOTA
LAST REVISION: FEB. 1995
PLATE NO. STO-10

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

PERFORATED PVC DRAINTILE PIPE
BELOW CONCRETE CURB
CHASKA, MINNESOTA
LAST REVISION: NOV. 2016
PLATE NO. STO-12

PERFORATED PIPE
TRENCH DETAIL
CHASKA, MINNESOTA
LAST REVISION: NOV. 2014
PLATE NO. STO-13

DRAINTILE INSTALLATION INTO
CATCHBASIN MANHOLE
CHASKA, MINNESOTA
LAST REVISION: APRIL 2016
PLATE NO. STO-14

PVC SUMP LINE
BEHIND CURB
CHASKA, MINNESOTA
LAST REVISION: MAY 2016
PLATE NO. STO-15

CURB AND GUTTER
CHASKA, MINNESOTA
LAST REVISION: APRIL 2016
PLATE NO. STR-1

B618 CURB & GUTTER
CONSTRUCTION AT CATCHBASIN
CHASKA, MINNESOTA
LAST REVISION: MARCH 2008
PLATE NO. STR-4

SURMOUNTABLE CURB & GUTTER
CONSTRUCTION AT CATCHBASIN
CHASKA, MINNESOTA
LAST REVISION: MARCH 2008
PLATE NO. STR-5

TYPICAL SECTIONS FOR
RESIDENTIAL STREETS
7 TON SECTION
CHASKA, MINNESOTA
LAST REVISION: JUNE 2012
PLATE NO. STR-7

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

CONCRETE CURB & GUTTER
TRANSITION
CHASKA, MINNESOTA
LAST REVISION: OCT., 1989
PLATE NO. STR-10

PEDESTRIAN CURB RAMP
FOR PATHWAY/SIDEWALK
CHASKA, MINNESOTA
LAST REVISION: APRIL 2011
PLATE NO. STR-11

STOP SIGN INSTALLATION DETAIL
CHASKA, MINNESOTA
LAST REVISION: JUNE 2012
PLATE NO. STR-15

TYPICAL STREET
COMPONENTS/DIMENSIONS
RESIDENTIAL, COMMERCIAL & COLLECTOR
CHASKA, MINNESOTA
LAST REVISION: APRIL 2016
PLATE NO. STR-16

ALLIANT
733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
DETAILS

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

Brand Lee

03/29/2021 21836
Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

3

SHEET 3 OF 29

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-detl.dwg Mar 30, 2021 - 10:23am

LEGAL DESCRIPTION

PARCEL A (vesting deed Doc. No. 396038)

The West Half of the Southeast Quarter of Section 6, Township 115, Range 23, Carver County, Minnesota excepting therefrom the following three tracts of land, to wit:

Commencing at the Southwest corner of Section 6, Township 115, Range 23 and running thence East along the South line of said Section 6, a distance of 2515.36 feet to a point, said point being the place of beginning of the parcel hereby excepted; thence continuing East along said South line of said Section 6, a distance of 450.32 feet to a point; thence deflecting left 90 degrees 00 minutes and running North a distance of 193.46 feet to a point; thence deflecting left 90 degrees 00 minutes and running West along a line parallel to said South section line, a distance of 450.32 feet to a point; thence deflecting left 90 degrees 00 minutes and running South to the place of beginning.

AND

The North 570.00 feet of the Northwest Quarter of the Southeast Quarter of said Section 6.

AND

Parcel No. 15, Minnesota Department of Transportation Right of Way Plat No. 10-28 (filed as Doc. No. 407172), Carver County, Minnesota.

PARCEL B (vesting deed Doc. No. 396042)

That part of the West half of the Northeast Quarter of Section 6, Township 115, Range 23, Carver County, Minnesota, lying Southerly of the centerline of County State Aid Road No. 110 and lying easterly of Parcel No. 16, Minnesota Department of Transportation Right of Way Plat No. 10-27 (filed as Doc. No. 405657), except therefrom the following tract of land, to wit:

That part of the East 429.11 feet of said West half of the Northeast Quarter of Section 6 lying north of the south 415.62 feet of said West half of the Northeast Quarter.

PARCEL C (vesting deed Doc. No. 396042)

That part of the North 570.00 feet of the Northwest Quarter of the Southeast Quarter, Section 6, Township 115, Range 23, Carver County, Minnesota lying easterly of Parcel No. 16, Minnesota Department of Transportation Right of Way Plat No. 10-28, filed as Doc. No. 407172.

PARCEL D (vesting deed Doc. No. 642790)
That part of the East Half of the Southeast Quarter of Section 6, Township 115, Range 23, Carver County, Minnesota, lying westerly and southerly of the following described line:

Commencing at the southwest corner of said East Half; thence North 89 degrees 33 minutes 41 seconds East, assumed bearing along the south line of said East Half, a distance of 488.72 feet to the point of beginning; thence deflecting left 90 degrees on a bearing of North 00 degrees 26 minutes 19 seconds West, 448.03 feet; thence northerly and northeasterly 464.34 feet along a tangential curve concave to the southeast having a radius of 1149.00 feet and a central angle of 23 degrees 09 minutes 17 seconds to a line hereinafter referred to as Line 'A'; thence westerly 563.93 feet along said Line 'A' to the west line of said East Half and said line there terminating.

EXCEPTING THE FOLLOWING:

Beginning at the southwest corner of said East Half; thence North 89 degrees 33 minutes 41 seconds East, assumed bearing along the south line of said East Half, a distance of 488.72 feet; thence North 00 degrees 26 minutes 19 seconds West, 448.03 feet; thence northerly 107.62 feet along a tangential curve concave to the east having a radius of 1149.00 feet and a central angle of 3 degrees 27 minutes 03 seconds; thence South 89 degrees 33 minutes 41 seconds West not tangent to last described curve, 244.31 feet; thence North 00 degrees 26 minutes 19 seconds West, 129.57 feet; thence South 89 degrees 33 minutes 41 seconds West, 234.91 feet to the west line of said East Half of the Southeast Quarter; thence southerly 664.86 feet along said west line to the point of beginning.

AFOREMENTIONED Line 'A' described as follows: Beginning at a point on the west line of said East Half of the Southeast Quarter of Section 6, Township 115, Range 23, Carver County, Minnesota, distant 900.00 feet north of the southwest corner of said East Half; thence easterly parallel with the south line of said East Half, a distance of 1062.00 feet and said line there terminating.

PARCEL E

Outlot M, CLUB WEST FOURTH ADDITION, filed as Doc. No. 635603, Carver County, Minnesota.

PARCEL F

Outlot F, CLUB WEST SIXTH ADDITION, filed as Doc. No. 648848, Carver County, Minnesota.

Notes:

1. This survey was prepared from legal descriptions supplied and our in house records and may not depict all easements, appurtenances or encumbrances affecting the property.
2. The locations of underground utilities are depicted based on information from Gopher State One Call system for a "Boundary Survey locate". The information was provided by a combination of available maps, proposed plans or city records and field locations which may not be exact. Verify all utilities critical to construction or design.
3. The orientation of this bearing system is based on the Carver County Coordinate System NAD83 (86).
4. All distances are in feet.
5. The area of the above described property is 4,644,578 square feet or 106.625 acres.
6. Bench Mark 1: Top Nut of Hydrant located at the northwest quadrant of Savanna Way and Co. Rd. No. 140 has an elevation of 932.83 feet NGVD 29.

   Bench Mark 2: Top Nut of Hydrant located northwest of Savanna Way across from Vista View Drive has an elevation of 935.70 feet NGVD 29.
7. Contours are depicted per field work and LiDAR data provided by the Minnesota Department of Natural Resources.
8. Wetland delineation completed by Kjolhaug Environmental Services, report dated 3/2/18.

LEGEND

- SET CAP IRON MONUMENT I8425
- FOUND IRON MONUMENT
- RIGHT OF WAY MON.
- SET MAG NAIL
- HYDRANT
- WATER VALVE
- TELEPHONE BOX
- SANITARY MANHOLE
- SIGN
- CATCH BASIN
- ELECTRIC BOX
- LIGHT
- STORM MANHOLE
- WATER MANHOLE
- 564 TREE
- POWER POLE
- CABLE BOX
- (D) DEED DIMENSION
- (M) MEASURED DIMENSION
- 905.41 SPOT ELEVATION

- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- FENCE
- EDGE OF TREELINE
- WETLAND
- CONCRETE
- EDGE OF GRAVEL
- BITUMINOUS SURFACE

N

0 50 100 200
SCALE IN FEET

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

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.

DENNIS B. OLMSTEAD
Print Name
FOR REVIEW
Signature
Date License Number

HARVEST WEST

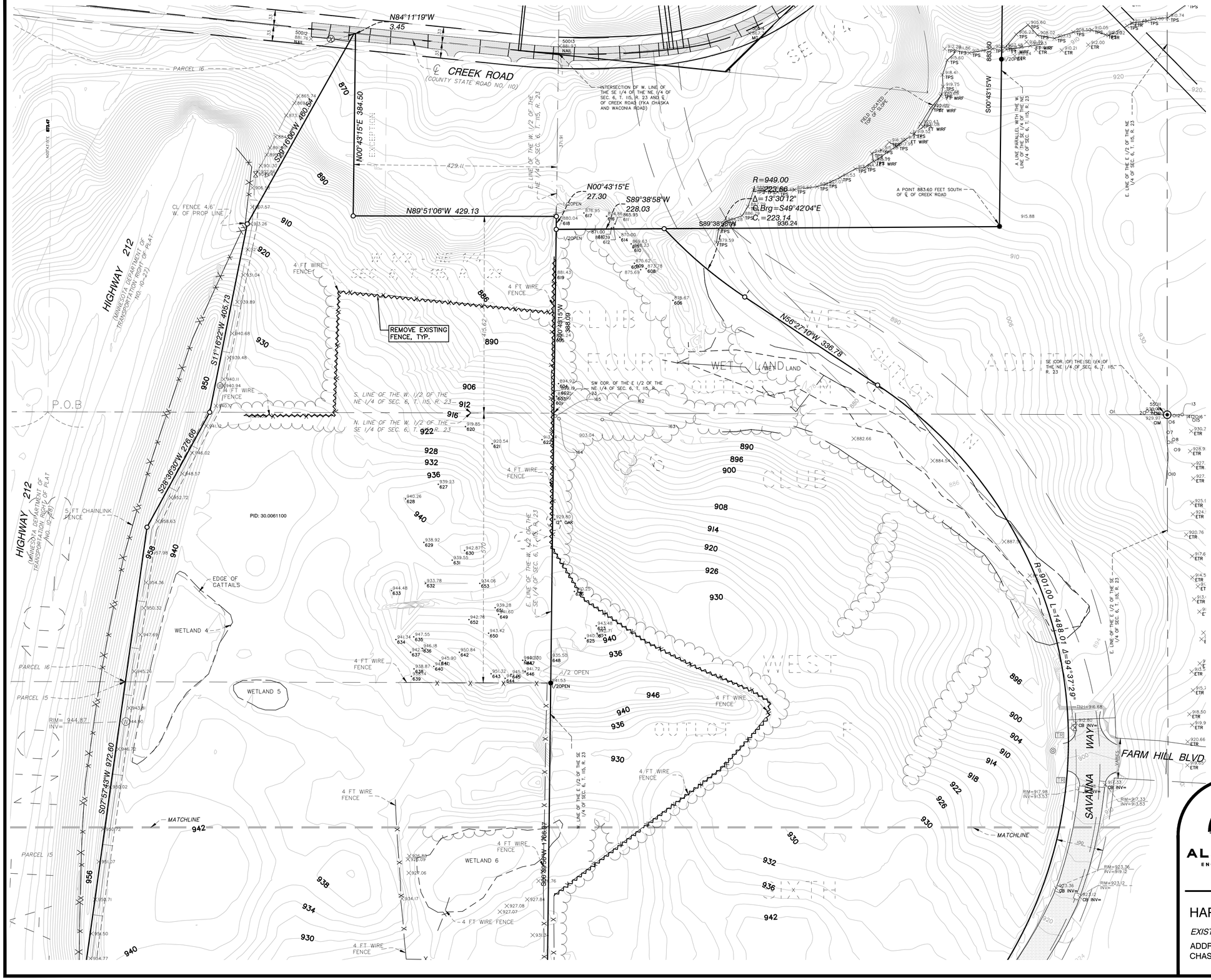
EXISTING CONDITIONS SURVEY

ADDRESS UNASSIGNED
CHASKA, MINNESOTA

DRAWN BY	TJ, JDT, DPE
CHECKED BY	DBO
DATE ISSUED	5/2/18
SCALE	1"=100'
JOB NO.	16-0028.2
FIELD CREW	EL,DD

SHEET 1 OF 2 SHEETS

Drawing name: X:\2016\16028.2\existing\160028.2-surv saveas.dwg Mar 30, 2021 - 10:23am



LEGEND

- SET CAP IRON MONUMENT I8425
- FOUND IRON MONUMENT
- RIGHT OF WAY MON.
- SET MAG NAIL
- HYDRANT
- WATER VALVE
- TELEPHONE BOX
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- (D) DEED DIMENSION
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Print Name

FOR REVIEW
Signature

Date License Number

HARVEST WEST

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FIELD CREW	EL,DD

SHEET 2 OF 2 SHEETS

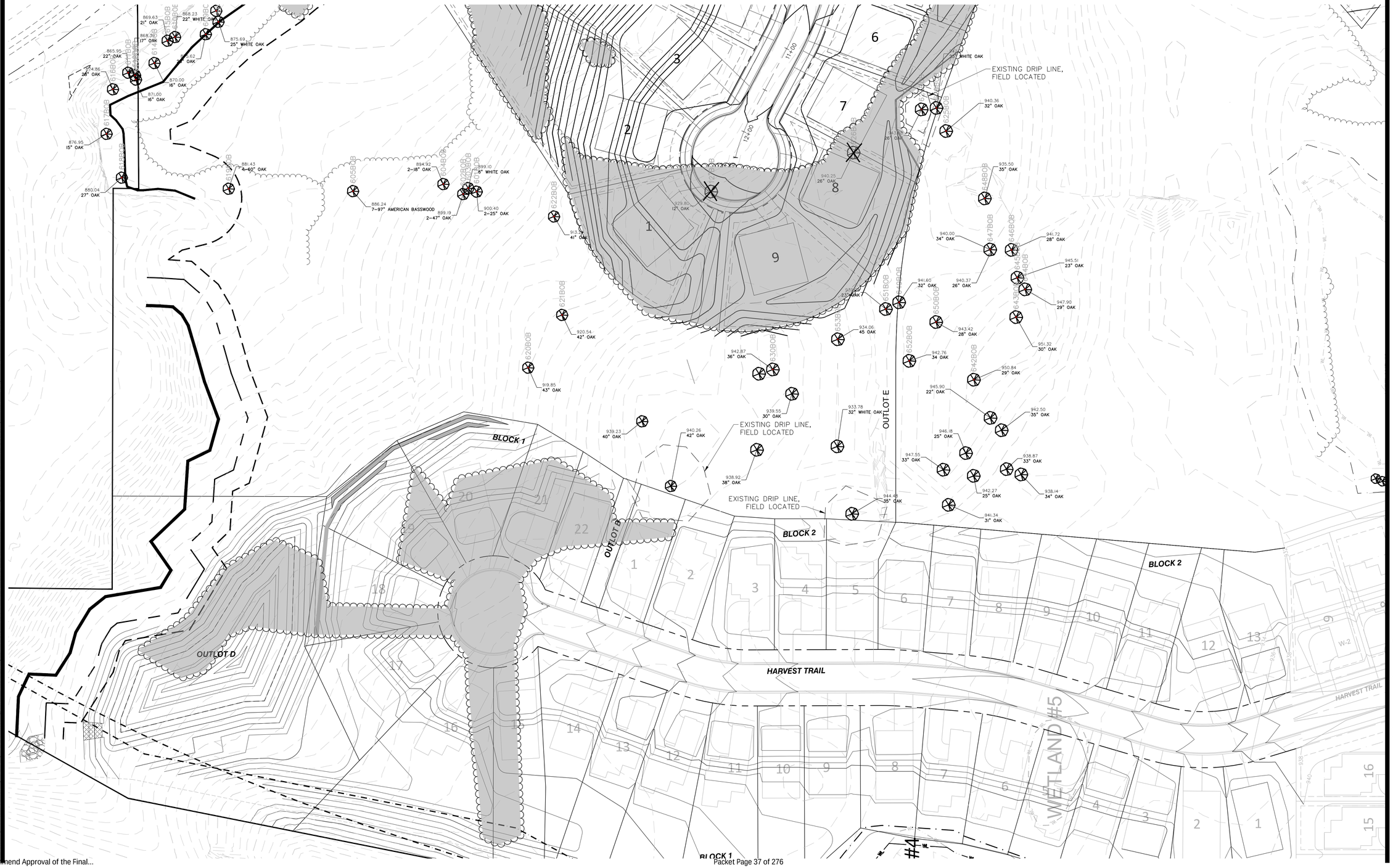
Drawing name: X:\2016\160028.2\existing\160028.2-surv saveas.dwg Mar 30, 2021 - 10:24am

LEGEND:

- EXISTING SIGNIFICANT TREE
- EXISTING SIGNIFICANT TREE TO BE REMOVED
- EXISTING TREE/SHRUB LINE
- EXISTING TREE/SHRUBS TO BE CLEARED
- EXISTING TREE DRIPLINE, FIELD LOCATED

N

0 25 50 100
SCALE IN FEET



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612.758.3080
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HARVEST WEST 3RD ADDTION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

TREE PRESERVATION PLAN

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

MARK KRONBECK, PLA
03/29/2021 — Date
26222 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

6

SHEET 6 OF 43

Drawing name: X:\2016\160028.C\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-tree.dwg Mar 30, 2021 - 10:25am

LEGEND:

- EXISTING SIGNIFICANT TREE
- EXISTING SIGNIFICANT TREE TO BE REMOVED
- EXISTING TREE/SHRUB LINE
- EXISTING TREE/SHRUBS TO BE CLEARED
- EXISTING TREE DRIPLINE, FIELD LOCATED

N

0 25 50 100
SCALE IN FEET

BLOCK 9
RED CEDAR DRIVE
OUTLOT K
OUTLOT F
OUTLOT G
SAVANNA WAY (TO BE CONSTRUCTED BY CITY OF CHASKA)
PARM HILL BLVD
BLOCK 6
BLOCK 7
BLOCK 5
BLOCK 4
TIMBER ARCH CURVE
TIMBER ARCH CU

875.67 29" OAK
875.78 27" OAK
869.63 21" OAK
868.23 22" WHITE OAK
868.30 17" OAK
875.69 25" WHITE OAK
865.95 22" OAK
874.86 26" OAK
870.00 16" OAK
871.00 16" OAK
876.95 15" OAK
881.43 4-60" OAK
880.04 27" OAK
894.92 2-18" OAK
899.10 18" WHITE OAK
940.36 32" OAK
940.25 26" OAK
935.50 35" OAK
WHITE OAK
EXISTING DRIP LINE, FIELD LOCATED

ALLIANT
733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

TREE PRESERVATION PLAN

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BY — DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	JEP
PROJECT NO:	216-0028.C

7

SHEET 7 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-tree.dwg Mar 30, 2021 - 10:25am

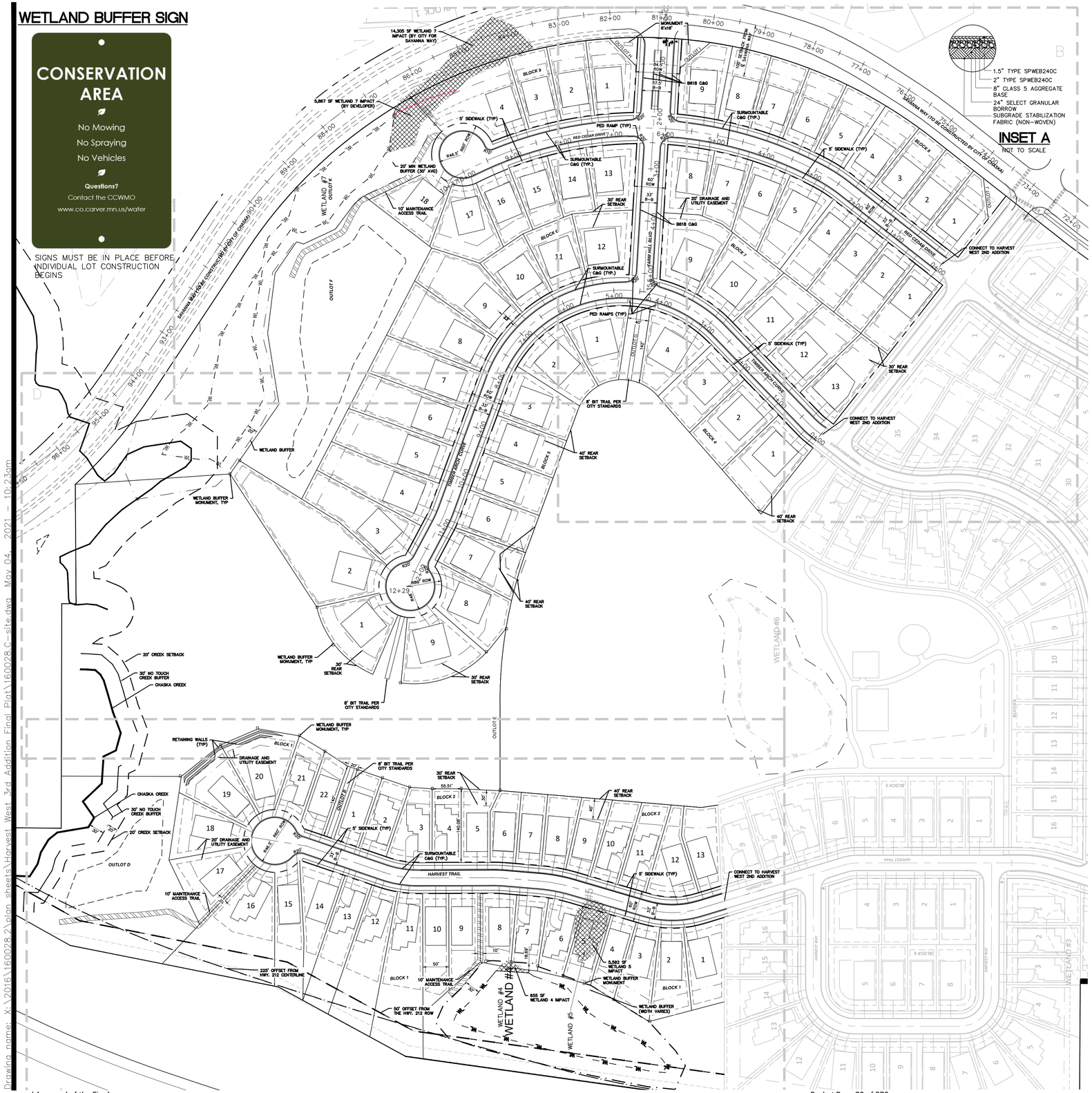
WETLAND BUFFER SIGN

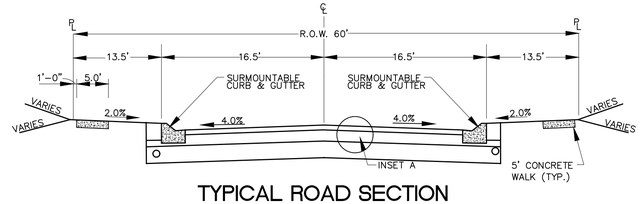
CONSERVATION AREA

No Mowing
No Spraying
No Vehicles

Questions?
Contact the CCWMO
www.co.carver.mn.us/water

SIGNS MUST BE IN PLACE BEFORE INDIVIDUAL LOT CONSTRUCTION BEGINS





TYPICAL ROAD SECTION

SITE DATA

TOTAL SITE AREA	=48.16 AC
RESIDENTIAL R.O.W	= 6.45 AC
LOT AREA	= 24.99 AC
OUTLOT AREA	= 16.43 AC
TRAIL CONNECTION	= 0.29 AC
WETLAND IMPACT AREA	= 6,247 SF
RESIDENTIAL R.O.W	= 60' WIDTH
STREET LENGTH	= 4,524 L.F.
PARK SETBACK	= 40'
COLLECTOR ROAD SETBACK	= 100' FROM ℄
COUNTY ROAD 44 SETBACK	= 125' FROM ℄
HWY 212 SETBACK	= GREATER OF 225' FROM ADJACENT LANE ℄ OR 50' FROM ROW

COTTAGE LOTS

FRONT/CORNER SETBACK	= 20' MIN.
REAR SETBACK	= 30' MIN.
SIDE SETBACK (SF)	= 5' MIN.
SIDE-LOAD BUILDING PAD	= 44(W)'X90'(D)
FRONT-LOAD BUILDING PAD	= 40(W)X74'(D)

LOT COUNT

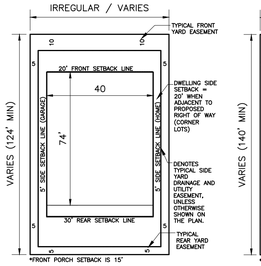
49 MANOR LOTS
50'X114' SINGLE FAMILY

35 HERITAGE SINGLE FAMILY LOTS
66'X125' SINGLE FAMILY

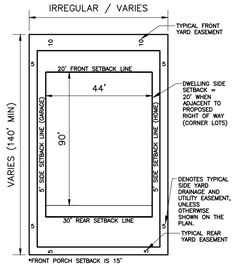
35 COTTAGE LOTS
22 – FRONT LOAD – 50'X124'
13 – SIDE LOAD – 54'X140

119 TOTAL LOTS
24.99 TOTAL ACRES
(exclude outlots, row, trail)
4.80 UNITS/ACRE

LOT DETAILS



TYPICAL FRONT LOAD COTTAGE LOT DETAIL



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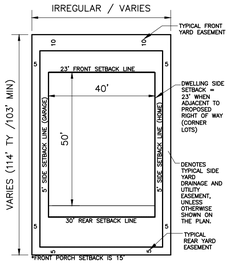
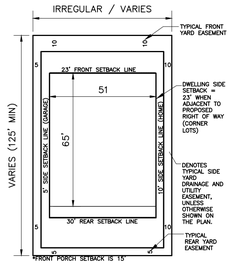


TYPICAL MANOR LOT DETAIL



TYPICAL HERITAGE LOT DETAIL

LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WL — WL — WETLAND DELINEATION
- WETLAND BUFFER
- WETLAND BUFFER MONUMENT (PER CITY OF CARVER COUNTY REQUIREMENTS)
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

N

0 50 100 200
SCALE IN FEET

WETLAND SUMMARY

WETLAND BUFFER = 30' AVG. (20 ft MIN)

WETLAND 4 = TYPE 1 AND 4
WETLAND 5 = TYPE 1
WETLAND 7 = TYPE 1

*PER KJOLHAUG ENVIRONMENTAL SERVICES REPORT DATED: MARCH 2, 2018

WETLAND IMPACTS - BY DEVELOPER

WETLAND 4 (PARTIAL)	655 SF
WETLAND 5 (FULL)	5,592 SF
TOTAL:	6,247 SF
2:1 MITIGATION REQUIRED: (VIA BANKING CREDITS)	12,494 SF

WETLAND 7 IMPACTS - BY CITY

WETLAND 7 (PARTIAL)	16,292 SF

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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
SITE PLAN - OVERALL

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

Dave Nash
DAVE NASH, PE
4/14/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY — DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL
04/14/2021	CITY RESUBMITTAL

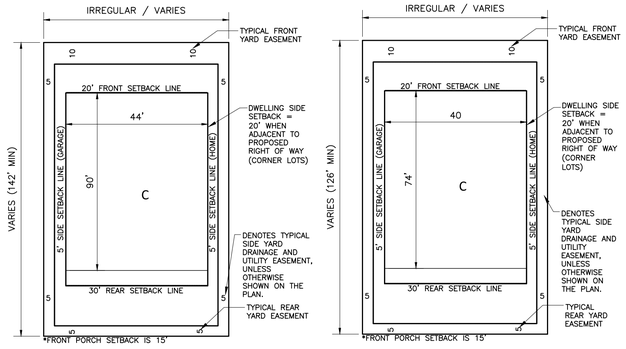
PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

8

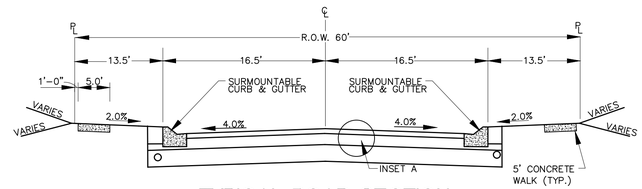
SHEET 8 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-site.dwg May 04, 2021 - 10:23am

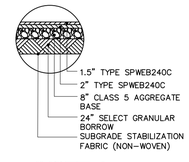


TYPICAL SIDE LOAD COTTAGE LOT DETAIL

TYPICAL FRONT LOAD COTTAGE LOT DETAIL

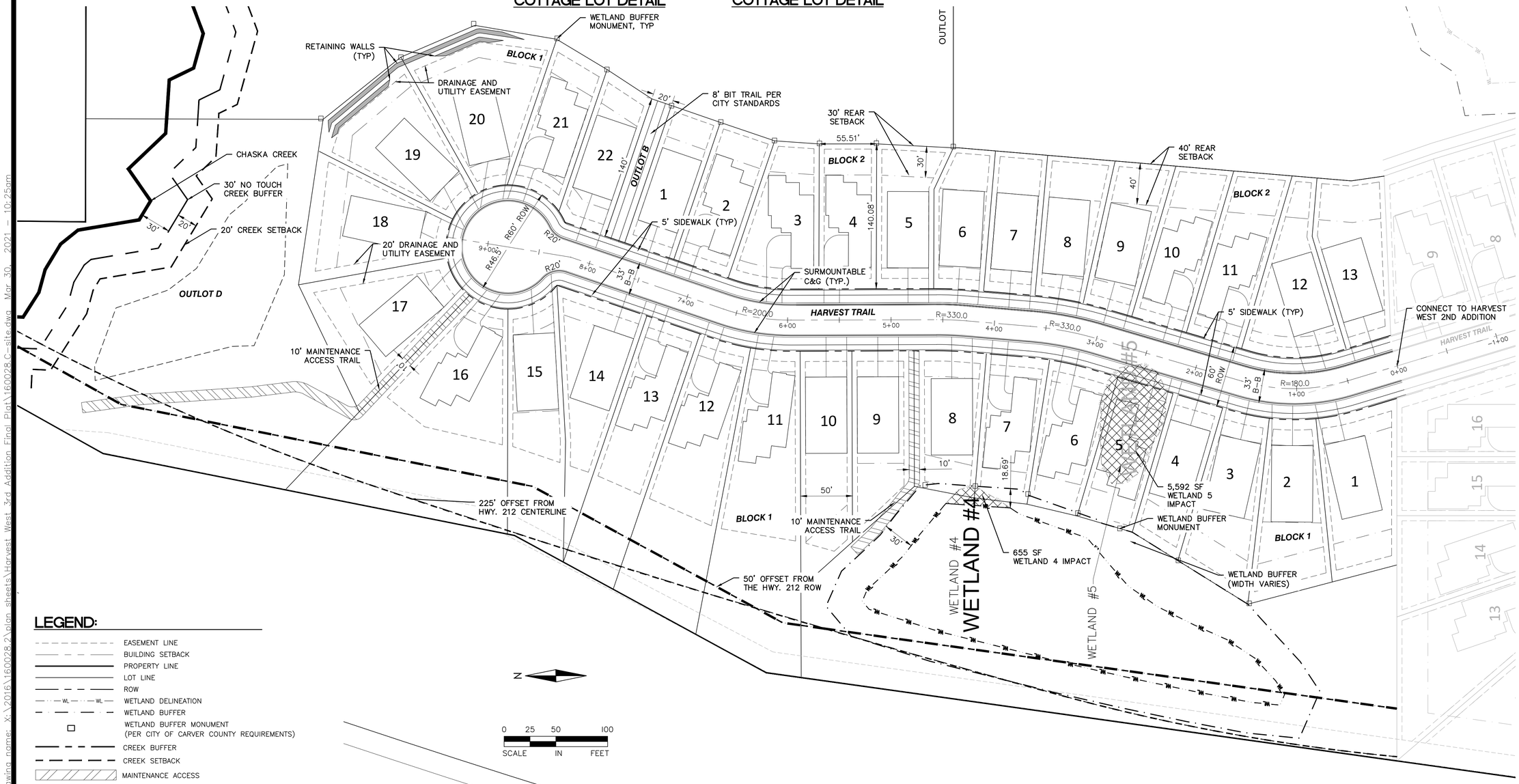


TYPICAL ROAD SECTION



INSET A

NOT TO SCALE



LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND DELINEATION
- WETLAND BUFFER
- WETLAND BUFFER MONUMENT (PER CITY OF CARVER COUNTY REQUIREMENTS)
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

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SCALE IN FEET

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HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

SITE PLAN - VIEW A

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DAVE NASH, PE

03/29/2021 — Date

21836 — License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

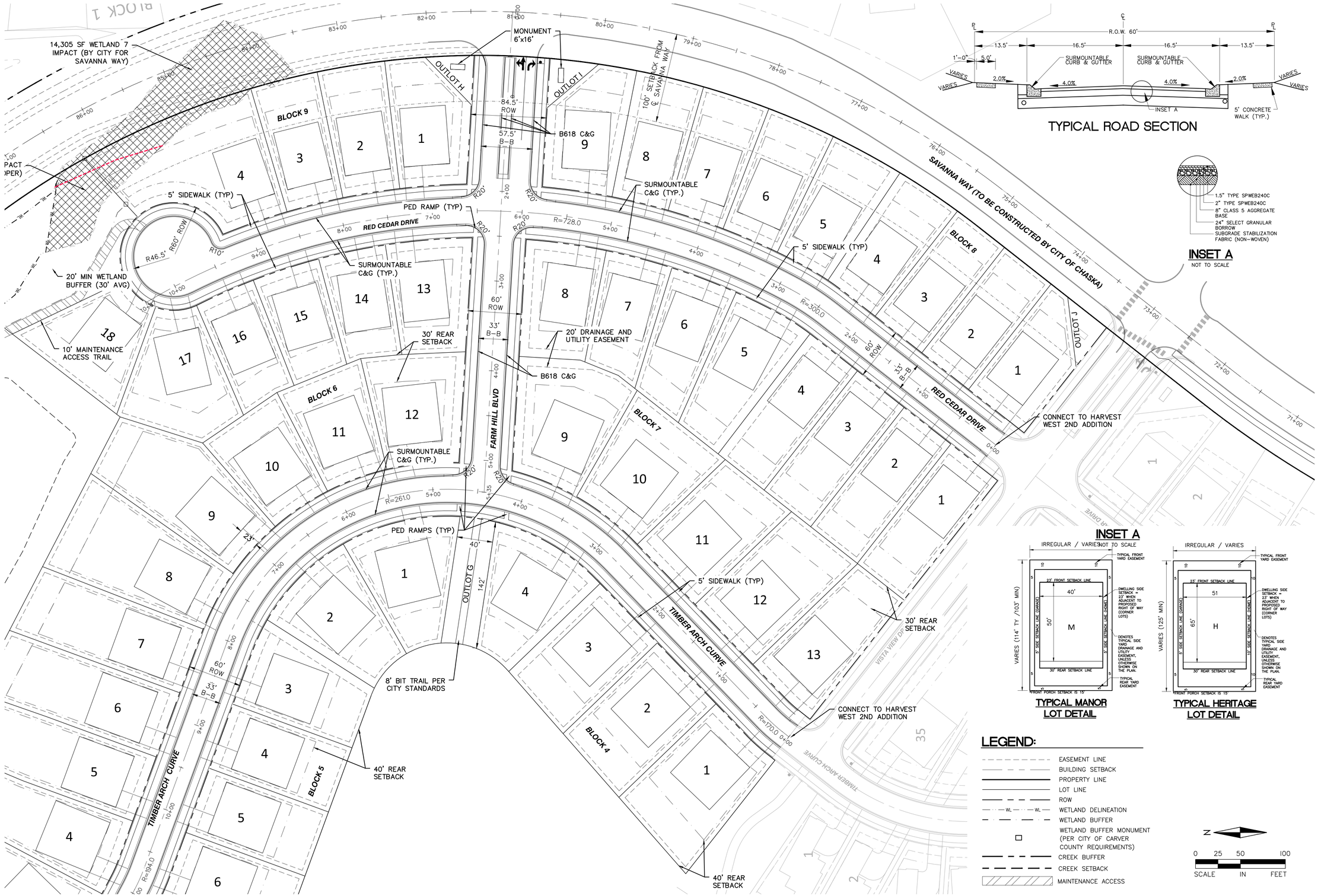
PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

9

SHEET 9 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-site.dwg Mar 30, 2021 - 10:25am



TYPICAL ROAD SECTION

INSET A
NOT TO SCALE

LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WL — WL — WETLAND DELINEATION
- WETLAND BUFFER
- WETLAND BUFFER MONUMENT (PER CITY OF CARVER COUNTY REQUIREMENTS)
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

INSET A
IRREGULAR / VARIES NOT TO SCALE

TYPICAL MANOR LOT DETAIL

IRREGULAR / VARIES

TYPICAL HERITAGE LOT DETAIL

N

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SCALE IN FEET

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HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

SITE PLAN - VIEW B

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DAVE NASH, PE
03/29/2021 21836
Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
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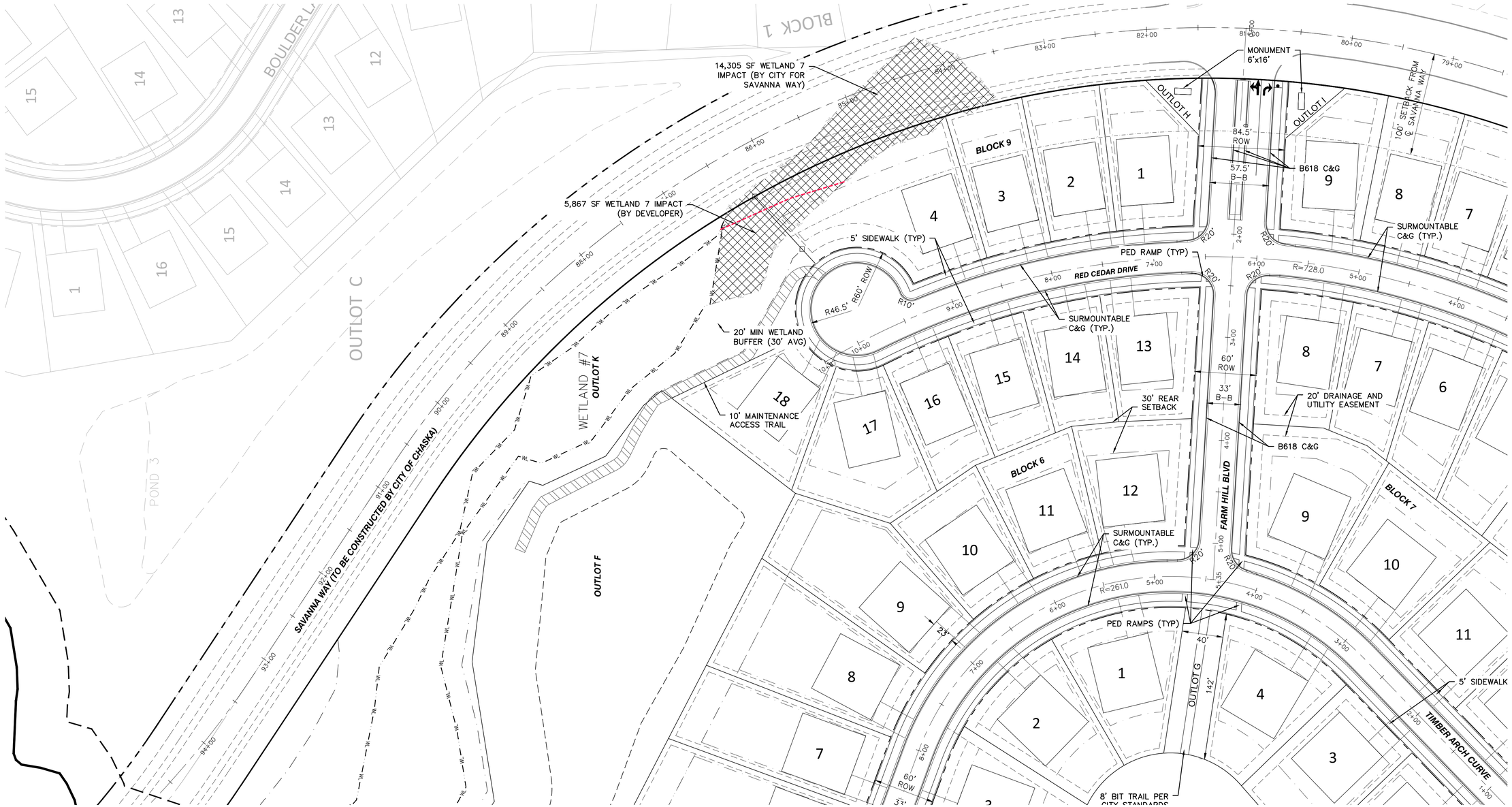
PROJECT TEAM DATA

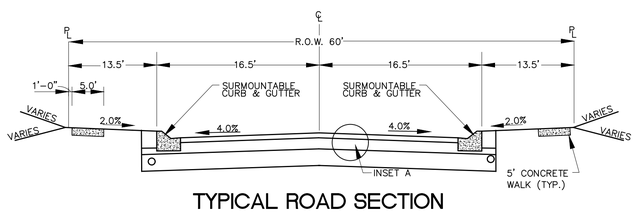
DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

10

SHEET 10 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-site.dwg Mar 30, 2021 - 10:25am





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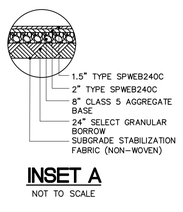
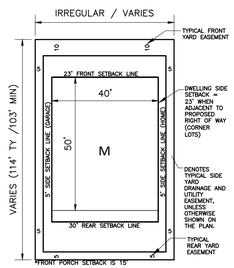
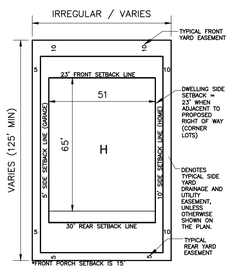


INSET A
NOT TO SCALE



TYPICAL MANOR LOT DETAIL



TYPICAL HERITAGE LOT DETAIL

LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND DELINEATION
- WETLAND BUFFER
- WETLAND BUFFER MONUMENT (PER CITY OF CARVER COUNTY REQUIREMENTS)
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- CREEK SETBACK
- MAINTENANCE ACCESS

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SCALE IN FEET

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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
SITE PLAN - VIEW C

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DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	**ISSUE**
03/29/2021	CITY SUBMITTAL

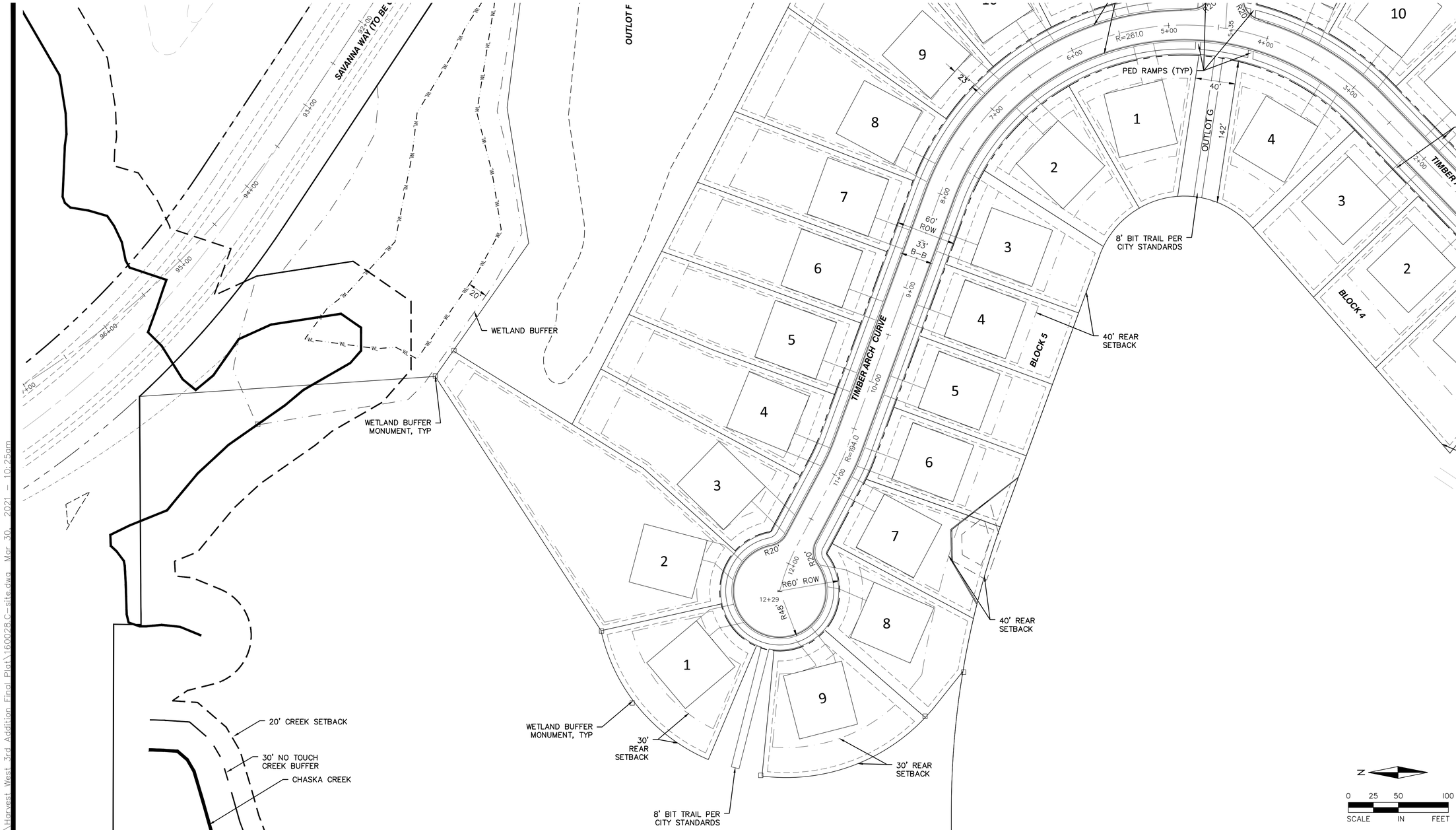
PROJECT TEAM DATA

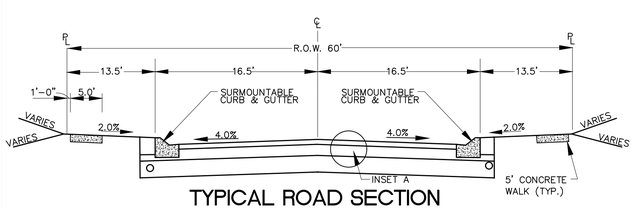
DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

11

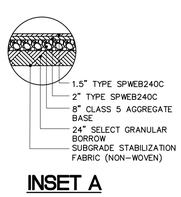
SHEET 11 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-site.dwg Mar 30, 2021 - 10:25am





TYPICAL ROAD SECTION



INSET A

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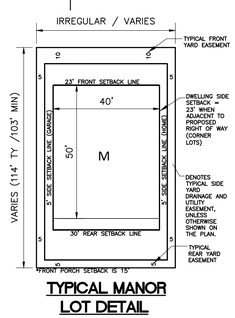
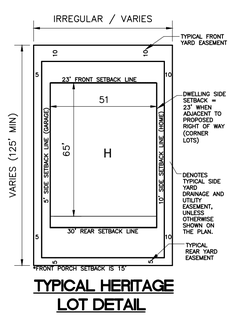


TYPICAL MANOR LOT DETAIL



TYPICAL HERITAGE LOT DETAIL

LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND DELINEATION
- WETLAND BUFFER
- WETLAND BUFFER MONUMENT (PER CITY OF CARVER COUNTY REQUIREMENTS)
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

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SCALE IN FEET

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HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

SITE PLAN - VIEW D

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DAVE NASH, PE

03/29/2021 — Date

21836 — License No.

QUALITY ASSURANCE/CONTROL

BY — DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED: DN

DRAWN: TAS

PROJECT NO: 216-0028.C

12

SHEET 12 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-site.dwg Mar 30, 2021 - 10:25am

GRADING NOTES:

1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 2.0%. ALL SWALES SHALL HAVE A MINIMUM SLOPE OF 1.75%.
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND WATERSHED.
3. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY OF CHASKA CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
7. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE. STOCKPILE PERIMETERS MUST BE PROTECTED WITH SILT FENCE.
8. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
9. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 6" TOPSOIL.
10. THE GENERAL CONTRACTOR MUST DISCUSS DEWATERING PLANS WITH ALL SUBCONTRACTORS TO VERIFY NPDES REQUIREMENTS. IF DEWATERING IS REQUIRED DURING CONSTRUCTION, CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
11. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLAN FOR ALL EROSION AND SEDIMENT CONTROL DEVICE LOCATIONS.
12. BUILDING PERMITS ARE REQUIRED FOR ALL RETAINING WALLS 4 FEET IN HEIGHT OR GREATER AND THE WALLS SHALL BE DESIGNED BY A STRUCTURAL ENGINEER WITH DESIGN REVIEWED AND APPROVED BY THE CITY PRIOR TO INSTALLATION. ALL WALLS EXCEEDING 30" IN HEIGHT REQUIRE THE INSTALLATION OF A 42" SAFETY RAILING.
13. PROPOSED DRIVEWAY GRADES ARE 3% MINIMUM AND 10% MAXIMUM.
14. ALL WETLAND BUFFERS MUST BE RESTORED IMMEDIATELY AFTER MASS GRADING IS COMPLETE

GRADING LEGEND:

FRONT OF PAD / 954.3 / (I) / W / 950.3 / 957.6 / REAR OF PAD	GARAGE FLOOR ELEVATION ADDITIONAL REQUIRED STEPS BEYOND TYP. STEP ASSUMED = 0.60' (7") HOUSE TYPE LOWEST FLOOR ELEVATION REAR ELEVATION
F	FULL BASEMENT
L	LOOK OUT
W	WALK OUT
789	EXISTING CONTOUR
789	PROPOSED CONTOUR
62.44 / TW XXX / BW XXX	PROPOSED SPOT ELEVATION TOP OF WALL ELEVATION BOTTOM OF WALL ELEVATION
xTB962.44	TOP OF BERM ELEVATION
2.00%	DIRECTION OF DRAINAGE
	EMERGENCY OVERFLOW ROUTING
	RETAINING WALL
	PROPOSED CATCH BASINS
	PROPOSED STORM SEWER
	WETLAND DELINEATION
	TREE PROTECTION LIMITS
	EXISTING VEGETATION LIMITS
769 / 770	EXISTING TREE TO REMAIN
	CREEK BUFFER
	CREEK SETBACK
	MAINTENANCE ACCESS

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0 50 100 200
SCALE IN FEET

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Minneapolis, MN 55402
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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

GRADING AND DRAINAGE PLAN - OVERALL

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DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

13

SHEET 13 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028_C-grad.dwg Mar 30, 2021 - 10:27am

GRADING NOTES:

1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 2.0%. ALL SWALES SHALL HAVE A MINIMUM SLOPE OF 1.75%.
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND WATERSHED.
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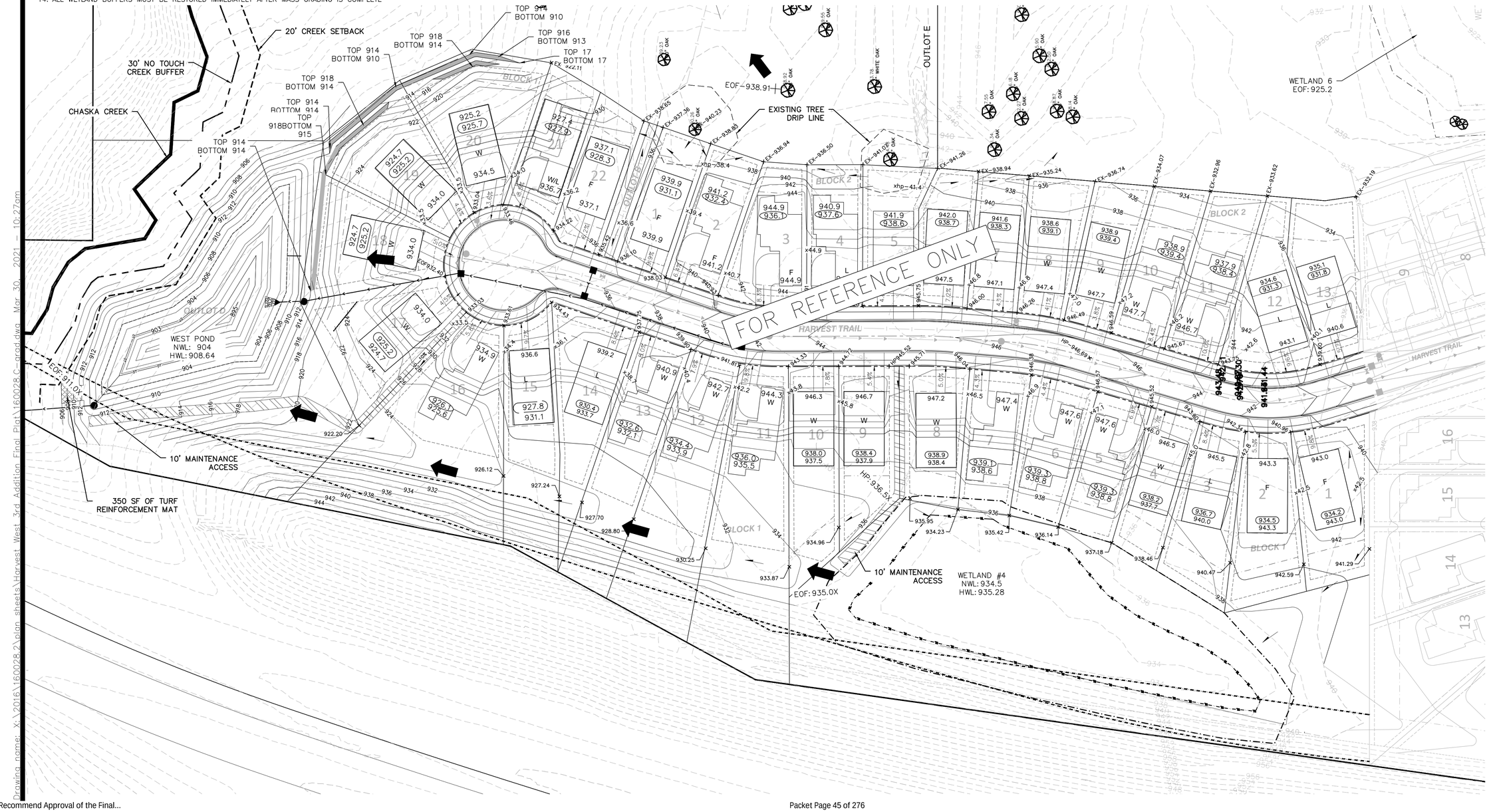
14. ALL WETLAND BUFFERS MUST BE RESTORED IMMEDIATELY AFTER MASS GRADING IS COMPLETE

GRADING LEGEND:

- FRONT OF PAD 954.5 / (I) / W / 950.3 / REAR OF PAD 957.6 — GARAGE FLOOR ELEVATION; ADDITIONAL REQUIRED STEPS BEYOND TYP. STEP ASSUMED = 0.60' (7")
- HOUSE TYPE
- LOWEST FLOOR ELEVATION
- REAR ELEVATION
- F — FULL BASEMENT
- L — LOOK OUT
- W — WALK OUT
- 789 — EXISTING CONTOUR
- 789 — PROPOSED CONTOUR
- 62.44 x962.44 — PROPOSED SPOT ELEVATION
- TW XXX — TOP OF WALL ELEVATION
- BW XXX — BOTTOM OF WALL ELEVATION
- xTB962.44 — TOP OF BERM ELEVATION
- 2.00% — DIRECTION OF DRAINAGE
- EMERGENCY OVERFLOW ROUTING
- RETAINING WALL
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- WETLAND DELINEATION
- TREE PROTECTION LIMITS
- EXISTING VEGETATION LIMITS
- 769 / 770 — EXISTING TREE TO REMAIN
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

N

0 25 50 100
SCALE IN FEET



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HARVEST WEST 3RD ADDTION
CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

GRADING AND DRAINAGE PLAN - VIEW A

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DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

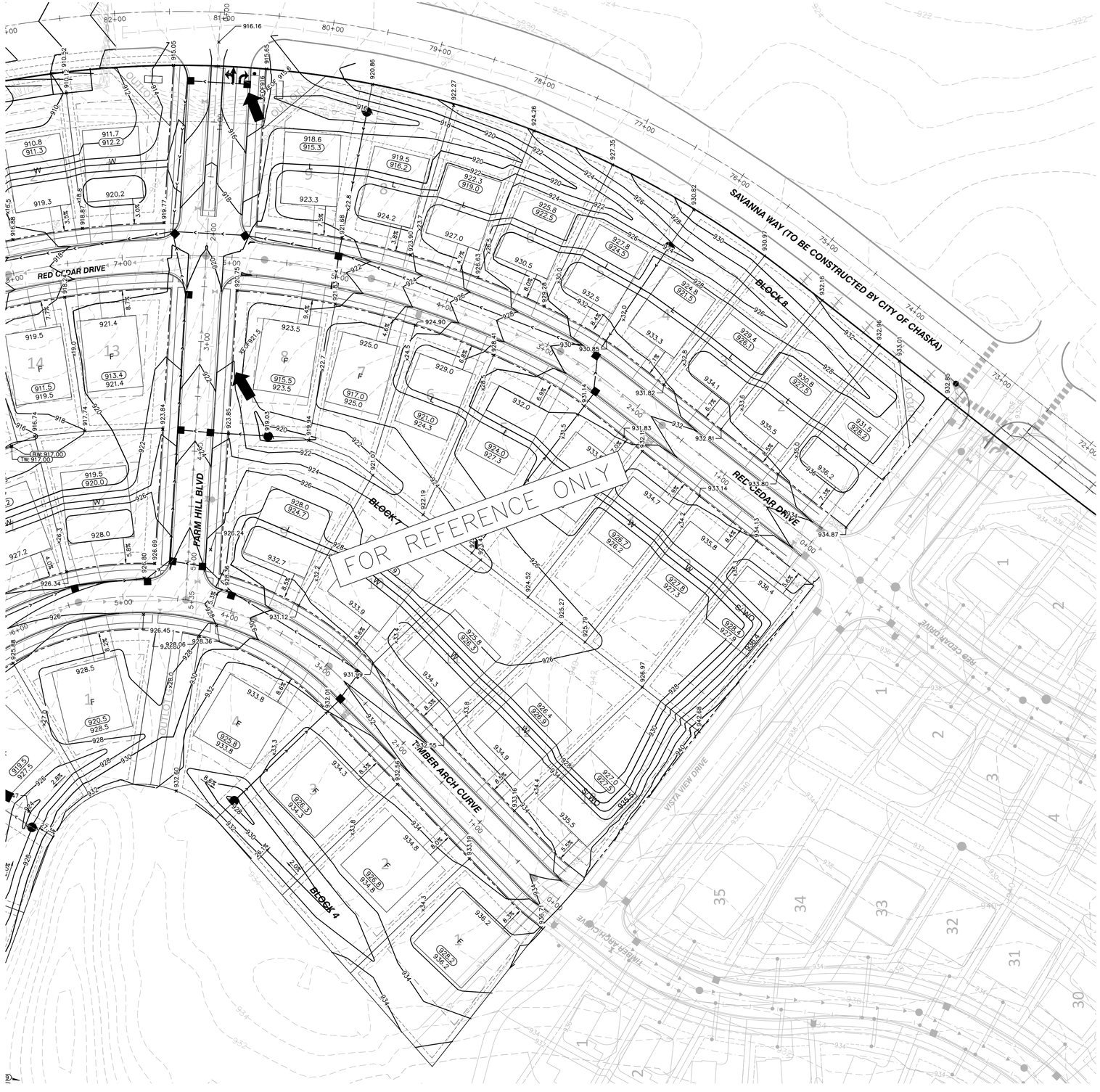
PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

14

SHEET 14 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-grad.dwg Mar 30, 2021 - 10:27am



GRADING NOTES:

1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 2.0%. ALL SWALES SHALL HAVE A MINIMUM SLOPE OF 1.75%.
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND WATERSHED.
3. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY OF CHASKA CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
7. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE. STOCKPILE PERIMETERS MUST BE PROTECTED WITH SILT FENCE.
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9. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 6" TOPSOIL.
10. THE GENERAL CONTRACTOR MUST DISCUSS DEWATERING PLANS WITH ALL SUBCONTRACTORS TO VERIFY NPDES REQUIREMENTS. IF DEWATERING IS REQUIRED DURING CONSTRUCTION, CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
11. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLAN FOR ALL EROSION AND SEDIMENT CONTROL DEVICE LOCATIONS.
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13. PROPOSED DRIVEWAY GRADES ARE 3% MINIMUM AND 10% MAXIMUM.
14. ALL WETLAND BUFFERS MUST BE RESTORED IMMEDIATELY AFTER MASS GRADING IS COMPLETE

GRADING LEGEND:

FRONT OF PAD / 954.5 / (1) / W / 950.3 / 957.6 / REAR OF PAD	GARAGE FLOOR ELEVATION; ADDITIONAL REQUIRED STEPS BEYOND TYP. STEP ASSUMED = 0.60' (7"); HOUSE TYPE; LOWEST FLOOR ELEVATION; REAR ELEVATION
F	FULL BASEMENT
L	LOOK OUT
W	WALK OUT
789	EXISTING CONTOUR
789	PROPOSED CONTOUR
62.44 x962.44	PROPOSED SPOT ELEVATION
TW XXX / BW XXX	TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
xTB962.44	TOP OF BERM ELEVATION
2.00%	DIRECTION OF DRAINAGE
	EMERGENCY OVERFLOW ROUTING
	RETAINING WALL
	PROPOSED CATCH BASINS
	PROPOSED STORM SEWER
	WETLAND DELINEATION
	TREE PROTECTION LIMITS
	EXISTING VEGETATION LIMITS
769 / 770	EXISTING TREE TO REMAIN
	CREEK BUFFER
	CREEK SETBACK
	MAINTENANCE ACCESS

N

0 25 50 100
SCALE IN FEET

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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
GRADING AND DRAINAGE PLAN - VIEW B

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

DAVE NASH, PE
03/29/2021 — Date
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DRAWN: TAS
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SHEET 15 OF 43

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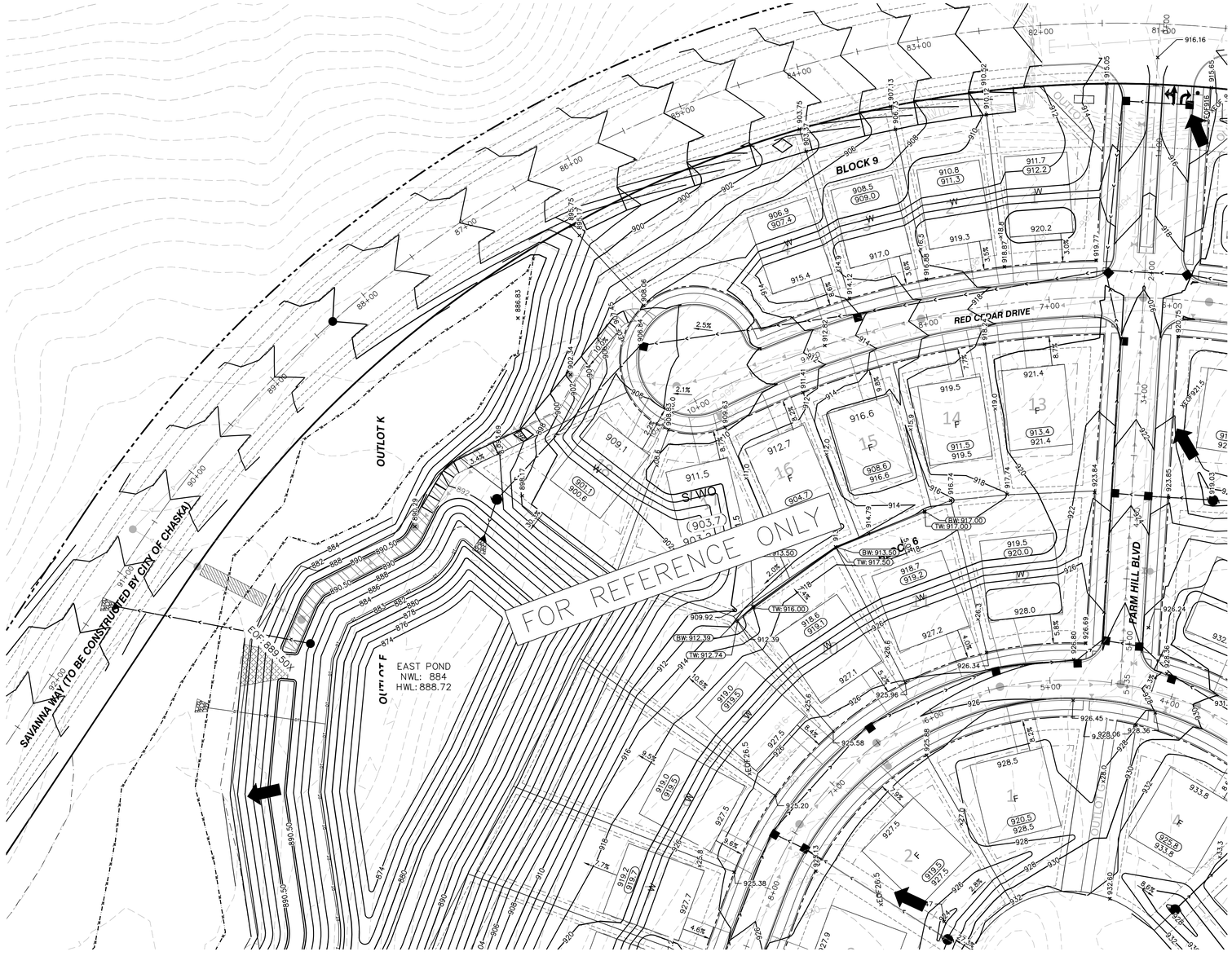
FOR REFERENCE ONLY
BLOCK 9
BLOCK 6
RED CEDAR DRIVE
OUTLOT K
FARM HILL BLVD
SAVANNA WAY (TO BE CONSTRUCTED BY CITY OF CHASKA)
EAST POND
NWL: 884
HWL: 888.72
EOF 889.50X
STMH
911.5
(903.7)
903.3
911.5
919.5
916.6
908.6
916.6
912.7
909.1
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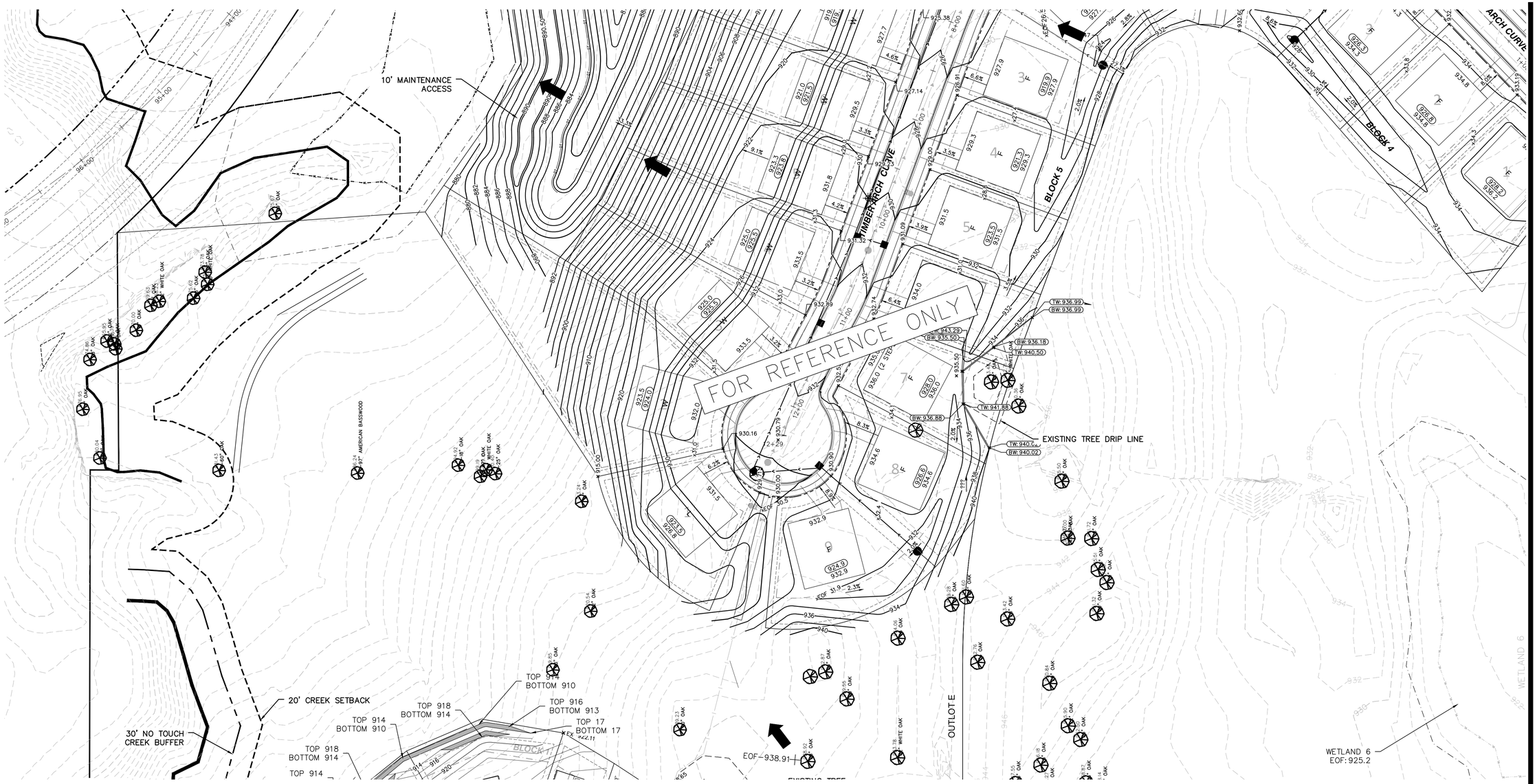

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- F — FULL BASEMENT
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- 2.00% — DIRECTION OF DRAINAGE
- EMERGENCY OVERFLOW ROUTING
- RETAINING WALL
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- WETLAND DELINEATION
- TREE PROTECTION LIMITS
- EXISTING VEGETATION LIMITS
- 769 / 770 — EXISTING TREE TO REMAIN
- CREEK BUFFER
- CREEK SETBACK
- MAINTENANCE ACCESS

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SCALE IN FEET

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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
GRADING AND DRAINAGE PLAN - VIEW D

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SHEET 17 OF 43

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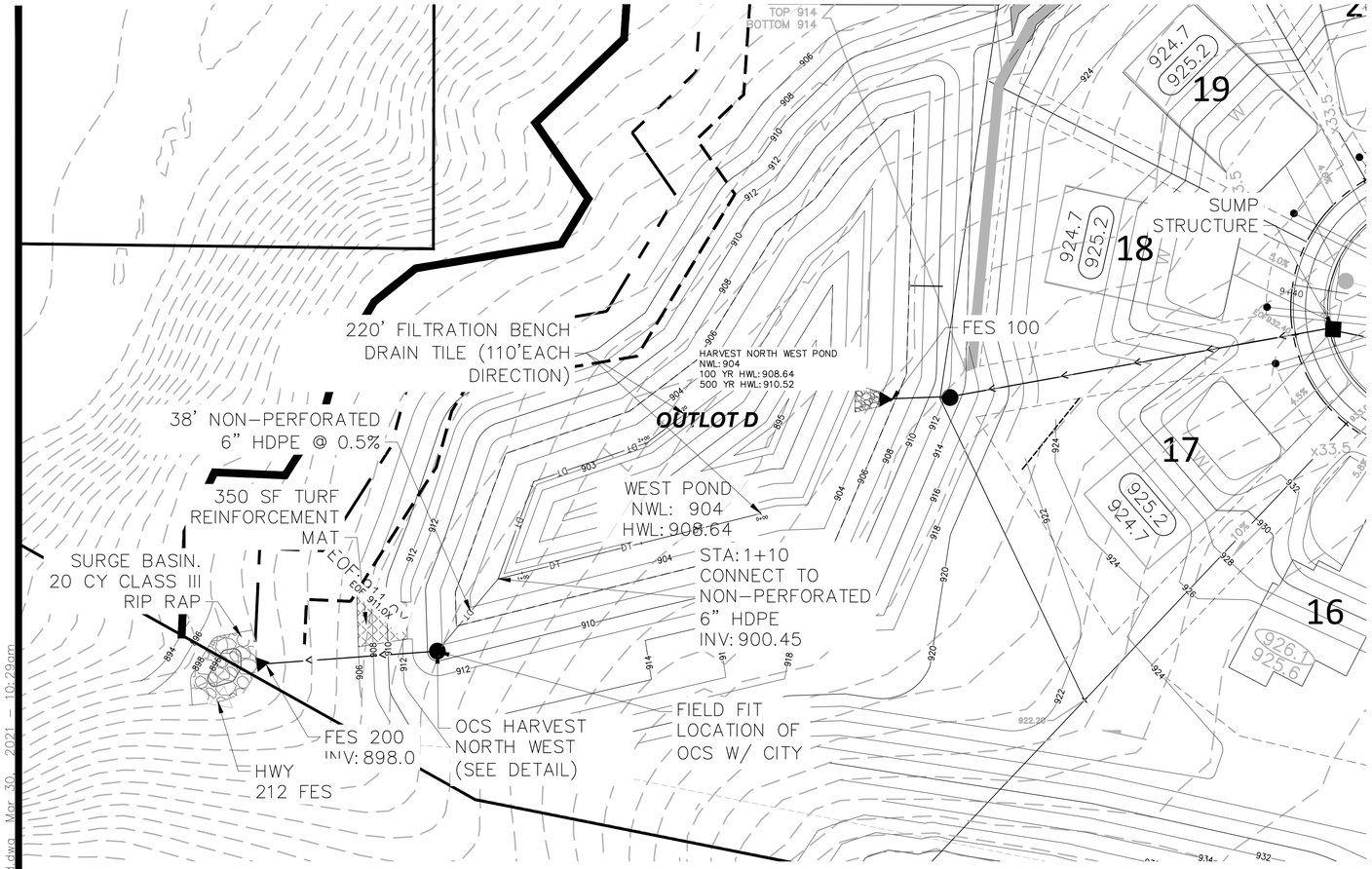

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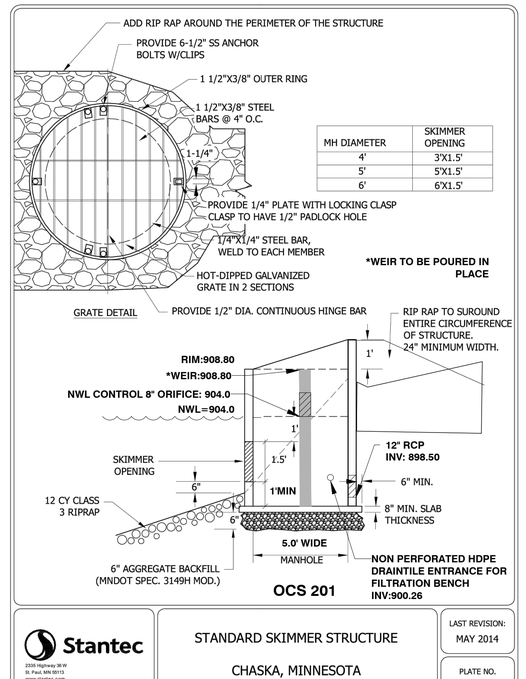
SCALE IN FEET

HARVEST NORTH WEST POND
OUTLET CONTROL STRUCTURE



MH DIAMETER	SKIMMER OPENING
4'	3'X1.5'
5'	5'X1.5'
6'	6'X1.5'

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

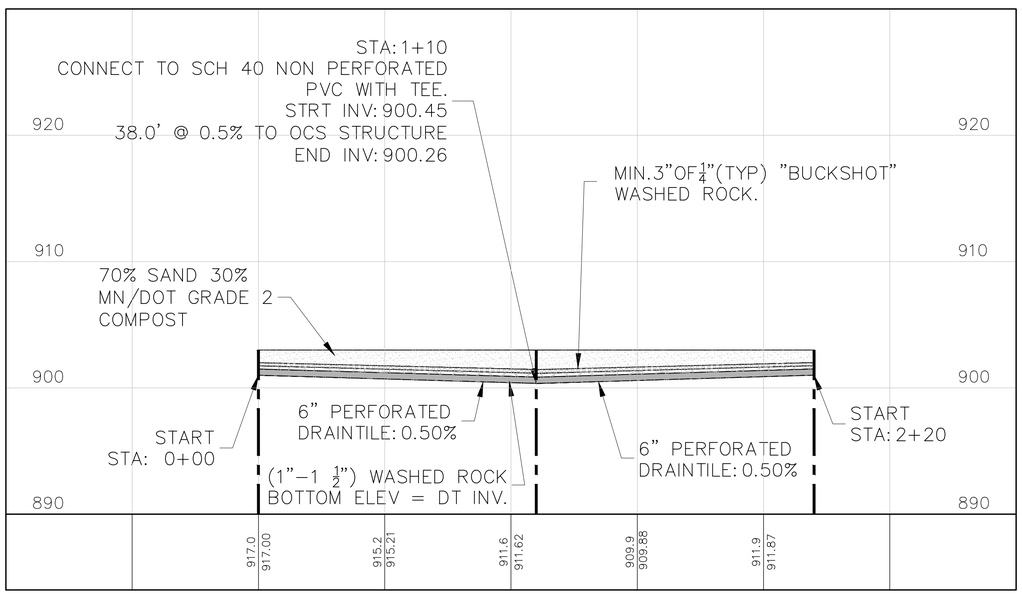
STANDARD SKIMMER STRUCTURE

CHASKA, MINNESOTA
(N.T.S)

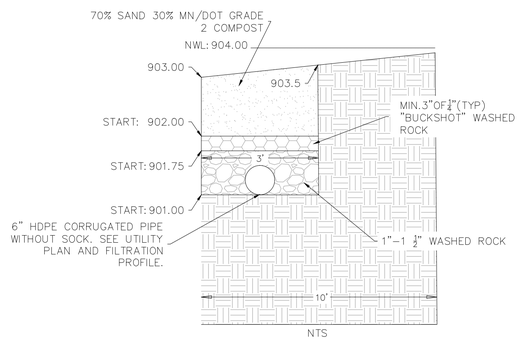
LAST REVISION: MAY 2014

PLATE NO. STO-17

POND TRENCH FILTRATION TRENCH PROFILE



POND TRENCH FILTRATION SECTION



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HARVEST WEST 3RD ADDTION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
WEST POND DRAINAGE DETAIL

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SHEET 18 OF 43

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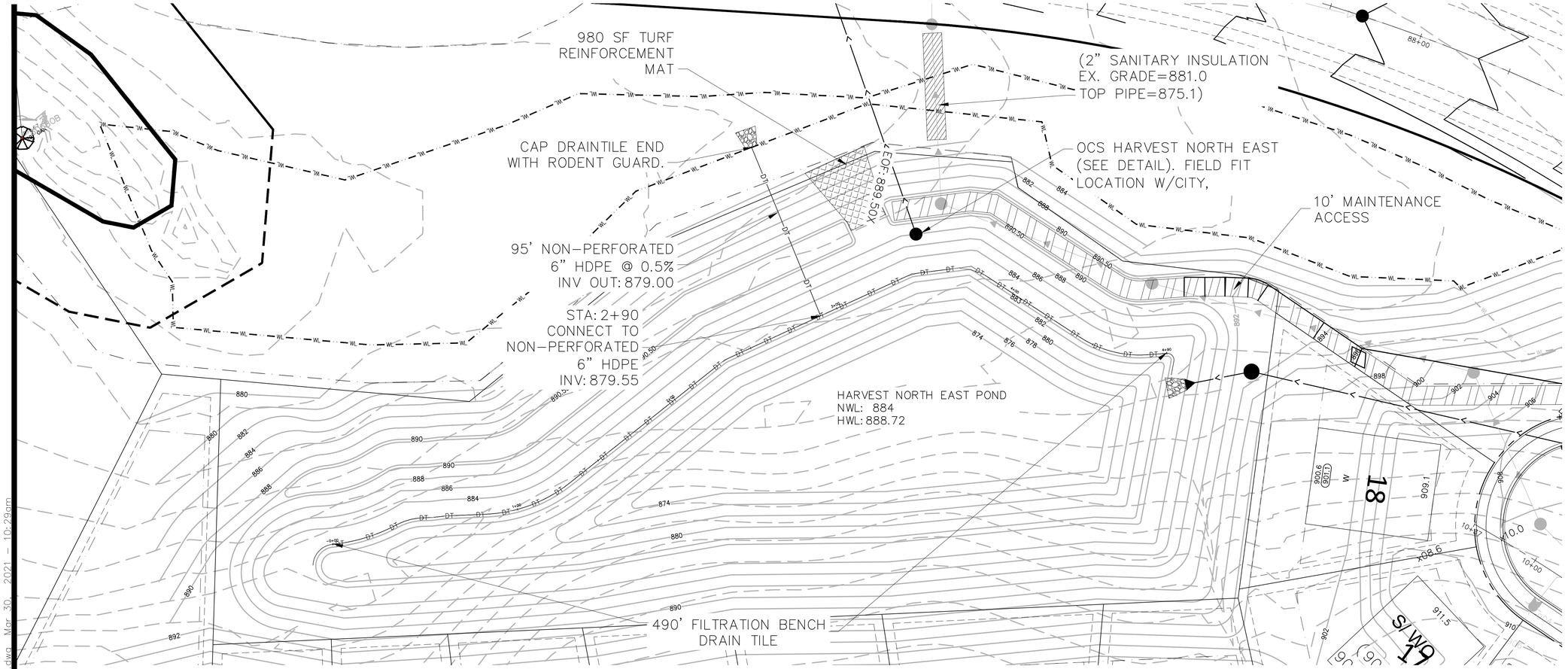
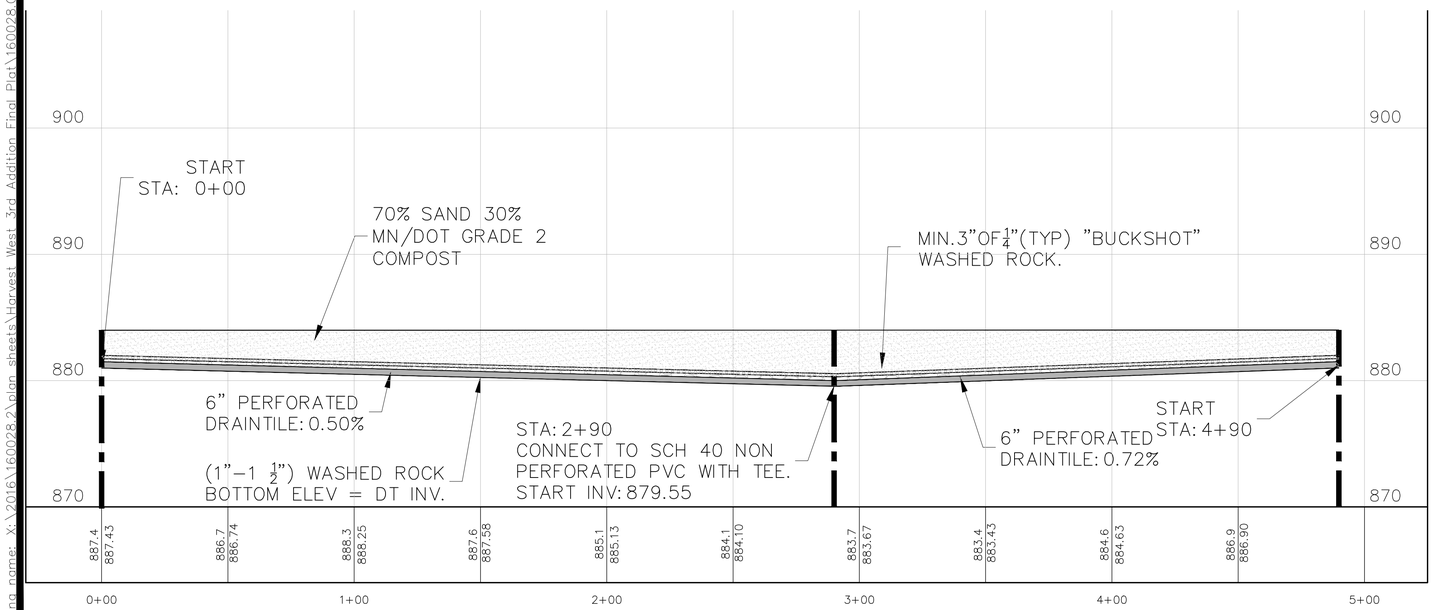
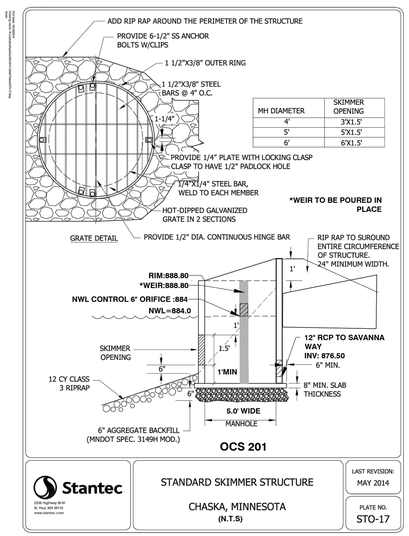


HARVEST NORTH EAST FILTRATION TRENCH PROFILE



HARVEST NORTH EAST POND OUTLET CONTROL STRUCTURE



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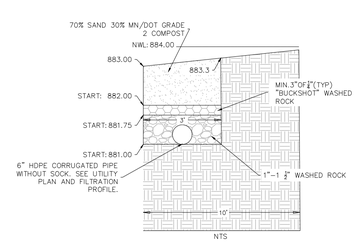

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19

SHEET 19 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-pond.dwg Mar 30, 2021 - 10:29am

ACTIVE SWPPP LEGEND / SCHEDULE

CONSTRUCTION SEQUENCE	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
MULCH BERM													
FIBER ROLLS / MULCH SOCKS													
SILT FENCE													
TEMPORARY MULCH COVER													
TEMPORARY HYDROMULCH													
EROSION CONTROL BLANKET													
ROCK DRIVEWAY / ROCK PADS													
INLET PROTECTION DEVICES													
PAVEMENT (DRIVEWAY/ROADS)													
SOD													
STOCKPILES													

NOTE: CONTRACTOR, GENERAL CONTRACTOR OR SWPPP INSPECTOR TO COMPLETE TABLE AS GRADING PROGRESSES

NOTE TO CONTRACTOR:

THE OWNER AND THE GENERAL CONTRACTOR ARE THE RESPONSIBLE PARTIES TO IMPLEMENT THE NPDES PERMIT. THE MASS GRADING CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ALL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS) AS SHOWN IN THE MASS GRADING SWPPP (EXCEPT FOR POST GRADE BMPS NEEDED AFTER UTILITY CONSTRUCTION ACTIVITY). THE BMPS ARE TO BE INSTALLED AT A MINIMUM AS SHOWN IN THE PLAN, IF CONDITIONS ARISE, ADDITIONAL BMP SUPPLEMENTATION TO PREVENT SITE EROSION OR SEDIMENT TRANSPORT MAY BE NECESSARY. THE MASS GRADING CONTRACTOR IS RESPONSIBLE FOR ALL BMPS REQUIRED TO COMPLETE THE MASS GRADING ACTIVITIES AND SUBSEQUENT TEMPORARY SOIL STABILIZATION NECESSARY TO PREPARE SITE FOR STREET AND UTILITY CONSTRUCTION AND HOME BUILDING. AT THE COMPLETION OF MASS GRADING WORK AND SATISFACTORY SITE SOIL STABILIZATION, THE DEVELOPER AND MASS GRADING CONTRACTOR SHALL COORDINATE THE TRANSFER OF NPDES PERMIT RESPONSIBILITIES TO THE STREET AND UTILITY CONTRACTOR AND THE CITY.

THE STREET AND UTILITY CONTRACTOR AND CITY WILL THEN ASSUME THE RESPONSIBILITY TO PROVIDE INSPECTION AND MAINTENANCE OF ANY IN-PLACE BMPS AS WELL AS INSTALL THE ADDITIONAL BMPS REQUIRED IN THE STREET AND UTILITY CONSTRUCTION DOCUMENT SWPPP. UPON COMPLETION OF STREET AND UTILITY CONSTRUCTION, THE STREET AND UTILITY CONTRACTOR SHALL REMOVE ANY BMPS INSTALLED DURING THE STREET AND UTILITY PHASE THAT ARE NO LONGER REQUIRED AND COORDINATE THE TRANSFER OF NPDES PERMIT RESPONSIBILITIES BACK TO THE DEVELOPER OR TERMINATE THE PORTION OF THE NPDES PERMIT TRANSFERRED TO THE CITY AND THEIR CONTRACTOR.

EROSION CONTROL RESPONSIBLE PARTY:

TRADITION DEVELOPMENT

NOTE:

REFER TO THE GRADING PLAN NOTES AND DETAILS SHEET FOR INFORMATION

TOPSOIL MANAGEMENT IS A SEPARATE DOCUMENT AND NOT PART OF THIS PLANSET

CONSTRUCTION SEQUENCING

MASS GRADING PHASE:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. INSTALL THE PRE-GRADING SILT FENCES AND INLET PROTECTION BMPS ON THE SITE.
4. CONSTRUCT ALL PRE-GRADING EROSION AND SEDIMENTATION CONTROL BMPs.
5. COMPLETE MASS GRADING AND INSTALL TEMPORARY AND PERMANENT SEEDING AND PLANTING.
6. CONSTRUCT POST-GRADING SILT FENCE ON THE SITE.

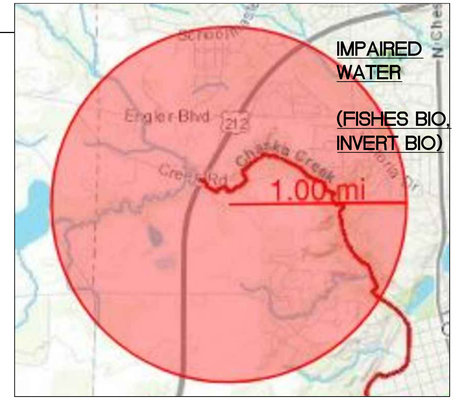
STREET & UTILITY PHASE:

1. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
2. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
3. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
4. PREPARE SITE FOR PAVING.
5. PAVE SITE.
6. INSTALL PRIVATE UTILITIES.
7. INSTALL INLET PROTECTION DEVICES.
8. INSTALL POST STREET AND UTILITY SILT FENCE.
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED), IF REQUIRED BY THE CONTRACT

SWPPP BMP QUANTITIES (PER PLAN):

1.	STANDARD POST SILT FENCE	7,470 LF
2.	INLET PROTECTION	39 EA
2.	EROSION CONTROL BLANKET	4.66 AC

*CHASKA CREEK ULTIMATE DISCHARGE WATERWAY



VICINITY MAP

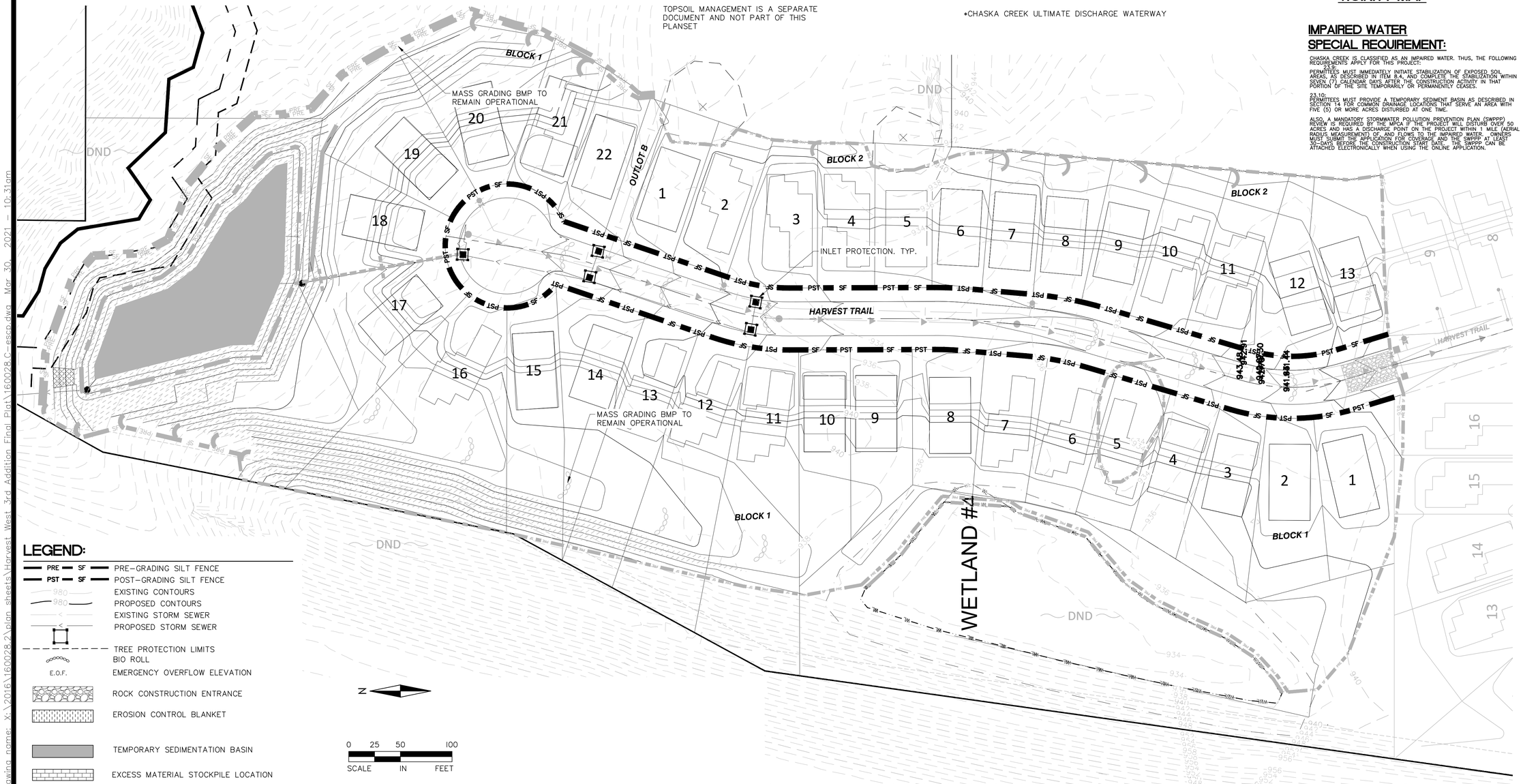
IMPAIRED WATER SPECIAL REQUIREMENT:

CHASKA CREEK IS CLASSIFIED AS AN IMPAIRED WATER. THUS, THE FOLLOWING REQUIREMENTS APPLY FOR THIS PROJECT:

23.8:
PERMITTEES MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS, AS DESCRIBED IN ITEM 8.4, AND COMPLETE THE STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.

23.10:
PERMITTEES MUST PROVIDE A TEMPORARY SEDIMENT BASIN AS DESCRIBED IN SECTION 14 FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OR MORE ACRES DISTURBED AT ONE TIME.

ALSO, A MANDATORY STORMWATER POLLUTION PREVENTION PLAN (SWPPP) REVIEW IS REQUIRED BY THE MPCA IF THE PROJECT WILL DISTURB OVER 50 ACRES AND HAS A DISCHARGE POINT ON THE PROJECT WITHIN 1 MILE (AERIAL RADIUS MEASUREMENT) OF, AND FLOWS TO THE IMPAIRED WATER. OWNERS MUST SUBMIT THE APPLICATION FOR COVERAGE AND THE SWPPP AT LEAST 30-DAYS BEFORE THE CONSTRUCTION START DATE. THE SWPPP CAN BE ATTACHED ELECTRONICALLY WHEN USING THE ONLINE APPLICATION.



LEGEND:

- PRE — SF — PRE-GRADING SILT FENCE
- PST — SF — POST-GRADING SILT FENCE
- 980 — EXISTING CONTOURS
- 980 — PROPOSED CONTOURS
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- TREE PROTECTION LIMITS
- BIO ROLL
- E.O.F. EMERGENCY OVERFLOW ELEVATION
- ROCK CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET
- TEMPORARY SEDIMENTATION BASIN
- EXCESS MATERIAL STOCKPILE LOCATION

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SCALE IN FEET

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CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

EROSION AND SEDIMENT CONTROL PLAN - VIEW A

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

DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

20

SHEET 20 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-esep.dwg Mar 30, 2021 - 10:31am

LEGEND:

- PRE — SF — PRE-GRADING SILT FENCE
- PST — SF — POST-GRADING SILT FENCE
- 980 — EXISTING CONTOURS
- 980 — PROPOSED CONTOURS
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- TREE PROTECTION LIMITS
- BIO ROLL
- E.O.F. — EMERGENCY OVERFLOW ELEVATION
- ROCK CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET
- TEMPORARY SEDIMENTATION BASIN
- EXCESS MATERIAL STOCKPILE LOCATION

N

0 25 50 100
SCALE IN FEET

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Minneapolis, MN 55402
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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

EROSION AND SEDIMENT CONTROL PLAN - VIEW B

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DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	JEP
PROJECT NO:	216-0028.C

21

SHEET 21 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-esc.dwg Mar 30, 2021 - 10:31am

LEGEND:

- PRE — SF — PRE-GRADING SILT FENCE
- PST — SF — POST-GRADING SILT FENCE
- EXISTING CONTOURS
- PROPOSED CONTOURS
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CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

EROSION AND SEDIMENT CONTROL PLAN - VIEW C

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BY DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	JEP
PROJECT NO:	216-0028.C

22

SHEET 22 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-esc.dwg Mar 30, 2021 - 10:31am

LEGEND:

- PRE — SF — PRE-GRADING SILT FENCE
- PST — SF — POST-GRADING SILT FENCE
- 980 — EXISTING CONTOURS
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CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

EROSION AND SEDIMENT CONTROL PLAN - VIEW D

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QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	JEP
PROJECT NO:	216-0028.C

23

SHEET 23 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-esc.dwg Mar 30, 2021 - 10:31am

EROSION CONTROL GENERAL NOTES:

1. NO LAND DISTURBING ACTIVITY SHALL OCCUR UNTIL A GRADING PERMIT HAS BEEN ISSUED FROM THE CITY OF CHASKA AND THE WATERSHED DISTRICT.

2. BEST MANAGEMENT PRACTICES (BMP'S) REFER TO EROSION AND SEDIMENT CONTROL PRACTICES DEFINED IN THE MPCA PROTECTING WATER QUALITY IN URBAN AREAS AND THE MINNESOTA CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL PLANNING HANDBOOK.

3. ALL BMP'S SELECTED SHALL BE APPROPRIATE FOR THE TIME OF YEAR, SITE CONDITIONS, AND ESTIMATED DURATION OF USE.

4. THE SWPPP MAY BE REVISED AT ANYTIME OF THE PROJECT TIMELINE AS LONG AS THE BMP'S ARE SELECTED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER SPECIFICATION AND ACCEPTED ENGINEERING PRACTICES (SECTION 7 OF MPCA NPDES PERMIT).

- ALL SWPPP CHANGES MUST BE DONE BY A QUALIFIED INDIVIDUAL (21.2A OR 21.2B OF MPCA NPDES PERMIT).

5. A COPY OF THESE PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

6. THE BOUNDARIES OF THE LAND DISTURBANCE LIMITS SHOWN ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. NO DISTURBANCE BEYOND THE DISTURBED LIMITS.

7. WHEREVER POSSIBLE, PRESERVE THE EXISTING TREES, GRASS AND OTHER VEGETATIVE COVER TO HELP FILTER RUNOFF.

8. ESTABLISH A PERMANENT VEGETATIVE COVER ON ALL EXPOSED SOILS WHERE LAND IS COMING OUT OF AGRICULTURAL PRODUCTION. PLANT AS SOON AS POSSIBLE TO ESTABLISH DENSE GRASS FILTER PRIOR TO CONSTRUCTION AND TO MINIMIZE WEED GROWTH.

9. ALL TREES NOT LISTED FOR REMOVAL SHALL BE PROTECTED. DO NOT OPERATE EQUIPMENT WITHIN THE DRIPLINE, ROOT ZONES OR WITHIN TREE PROTECTION FENCE AREAS.

10. ALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) SHALL BE INSTALLED AND IN OPERATION PRIOR TO LAND DISTURBANCE ACTIVITIES AND THEY SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR EROSION HAS PASSED.

11. SILT FENCE IS REQUIRED AT DOWN GRADIENT PERIMETER OF DISTURBED AREAS AND STOCKPILES. PROTECT WETLANDS, WATERCOURSES AND ADJACENT PROPERTIES FROM SEDIMENTATION AND STORMWATER RUNOFF.

12. THE BMP'S SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE PERMITTEE/CONTRACTOR SHALL ANTICIPATE THAT MORE BMP'S WILL BE NECESSARY TO ENSURE EROSION AND SEDIMENT CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY CONSTRUCTION ACTIVITIES AND/OR CLIMATIC EVENTS AND TO PROVIDE ADDITIONAL BMP'S OVER AND ABOVE THE MINIMUM REQUIREMENTS SHOWN ON THE PLANS, AS MAY BE NEEDED TO PROVIDE EFFECTIVE PROTECTION OF WATER AND SOIL RESOURCES.

13. THE BMP'S SHALL BE INSPECTED DAILY BY THE PERMITTEE/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. SILT FENCES CLEANED OR REPLACED AT SEDIMENT BUILDUP OF 1/2 OF THE FENCE HEIGHT.

14. LAND DISTURBING ACTIVITIES SHALL OCCUR IN INCREMENTS OF WORKABLE SIZE SUCH THAT ADEQUATE BMP CONTROL CAN BE PROVIDED THROUGHOUT ALL PHASES OF CONSTRUCTION. THE SMALLEST PRACTICAL AREA SHALL BE EXPOSED OR OTHERWISE DISTURBED AT ANY ONE TIME.

15. OPERATE TRACK EQUIPMENT (DOZER) UP AND DOWN EXPOSED SOIL SLOPES ON FINAL PASS, LEAVING TRACK GROOVES PERPENDICULAR TO THE SLOPE. DO NOT BACK-BLADE. LEAVE A SURFACE ROUGH TO MINIMIZE EROSION.

16. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED FROM EROSION WITHIN 7 DAYS OF SUBSTANTIAL COMPLETION OF GRADING IN THAT AREA. TEMPORARY SEED AND MULCH SHALL COVER ALL EXPOSED SOILS IF GRADING COMPLETION IS DELAYED LONGER THAN 7 DAYS. PERMANENT SEED AND MULCH OR SOD IS REQUIRED WITHIN 3 DAYS OF COMPLETION OF FINAL GRADING.

17. GENERAL TEMPORARY SEED SHALL BE MNDOT MIX 22-112 @ 100 LBS. PER ACRE OR APPROVED EQUAL. PERMANENT SEED SHALL BE MNDOT MIX 25-151 @ 120 LBS. PER ACRE OR APPROVED EQUAL. (PLANTING DATES PER SPEC 2575) MULCH SHALL BE MNDOT TYPE 1 (CLEAN OAT STRAW) @ 2 TONS PER ACRE AND DISK ANCHORED IN PLACE OR APPROVED EQUAL. FERTILIZER SHALL BE 80-80-80 NPK PER ACRE (UNLESS P RESTRICTIONS APPLY) AND INCORPORATED INTO THE SEED BED.

18. POND, BASIN AND WETLAND AREAS SHALL BE SEEDED IN ACCORDANCE WITH LANDSCAPE PLAN.

19. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

20. AN ALTERNATE EROSION & SEDIMENT CONTROL PLAN SHALL BE REQUIRED FOR LAND DISTURBANCES ON EACH LOT AS PART OF ANY FUTURE BUILDING PERMIT FOR THE CONSTRUCTION OF STRUCTURES AND DRIVEWAYS.

EROSION CONTROL SCHEDULE:

1. PRIOR TO ANY CONSTRUCTION OR DEMOLITION, SILT FENCE AND FILTERS SHALL BE INSTALLED AS SHOWN TO INTERCEPT RUNOFF.

2. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED. CONTRACTOR MAY REMOVE NECESSARY SILT FENCING/FILTERS TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREA.

3. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 6" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.

4. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND PAVEMENT CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. AREAS THAT WILL NOT BE SUBJECT TO CONSTRUCTION TRAFFIC SHALL BE SEEDED (MnDOT MIX 22-112 @ 100#/AC AND MULCHED OR SODDED WITHIN SEVEN (7) DAYS OF BEING DISTURBED.

5. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES AS INDICATED ON THIS EROSION CONTROL PLAN AND ANY ADDITIONAL REQUIRED BASED ON MEANS, METHODS AND SEQUENCES OF CONSTRUCTION.

SEDIMENT CONTROL PRACTICES:

1. SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.

2. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERMITERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL PERMANENT COVER HAS BEEN ESTABLISHED.

3. THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.

4. ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED.

5. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCES OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORM WATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES.

6. SITE CONSTRUCTION ENTRANCES WILL BE AS SHOWN ON THE PLAN. ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT EACH ENTRANCE.

PERMANENT COVER:

THE CONTRACTOR MUST ENSURE COMPLETE COVER OF THE SITE. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS AFTER PERMANENT COVER IS COMPLETE, OR ANOTHER OWNER/OPERATOR (PERMITTEE) HAS ASSUMED CONTROL OF ALL AREAS OF THE SITE THAT HAVE NOT UNDERGONE PERMANENT COVER. PERMANENT COVER CAN BE ACHIEVED IN THE FOLLOWING WAY:

ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND ALL SOILS MUST BE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70 PERCENT OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENTMEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS AND;

A. ALL DRAINAGE DITCHES, CONSTRUCTED TO DRAIN WATER FROM THE SITE AFTER CONSTRUCTION IS COMPLETE, MUST BE STABILIZED TO PRECLUDE EROSION;
B. ALL TEMPORARY SYNTHETIC, AND STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL BMPS (SUCH AS SILT FENCE) MUST BE REMOVED AS PART OF THE SITE PERMANENT COVER; AND
C. THE CONTRACTORS MUST CLEAN OUT ALL SEDIMENT FROM CONVEYANCES AND FROM TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN, CONVEYANCES OR DRAINAGE WAYS DISCHARGING OFF-SITE OR TO SURFACE WATERS. THE CLEAN OUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.

EROSION AND SEDIMENT CONTROL MAINTENANCE PROGRAM:

1. INSPECT SILT FENCES IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. IMMEDIATELY REPAIR FAILED OR FAILING SILT FENCE.

2. REPLACEMENT/REPAIR – BMP'S SHALL BE SHALL BE REPAIRED, REPLACED OR SUPPLEMENT OF ALL NONFUNCTIONAL BMP'S WITH FUNCITLAB BMP'S BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY UNLESS ANOTHER TIME FRAME IS SPECIFIED IN SECTION 11.5 OR 11.6.

3. SEDIMENT REMOVAL – SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-THIRD THE HEIGHT OF THE BARRIER. ANY SEDIMENT REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH EXISTING GRADE, PREPARED, AND SEEDED WITH THE APPROPRIATE SEED MIX, OR SODDED AS DIRECTED BY THE ENGINEER.

4. REMOVAL OF SILT FENCE – SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED. IF THE UPWARD SLOPING AREA IS TO BE EXPOSED LONGER THAN SIX (6) MONTHS, THAT AREA SHALL BE COVERED WITH TEMPORARY VEGETATION WHEN FIRST EXPOSED.

5. THE CONTRACTOR MUST ROUTINELY INSPECT THE CONSTRUCTION SITE ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. IF EVIDENCE OF EROSION AND SEDIMENT BMP DEPOSITION IS DISCOVERED CONTRACTOR MUST COMPLETE REMOVAL OR STABILIZATION WITHIN (7) CALENDER DAYS OF DISCOVERY.

6. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED IN WRITING AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP RECORDS OF EACH INSPECTION AND

MAINTENANCE ACTIVITY SHALL INCLUDE:

A. DATE AND TIME OF INSPECTIONS;
B. NAME OF PERSON(S) CONDUCTING INSPECTIONS;
C. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
D. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVIES.
E. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCH (0.5 INCHES) IN 24 HOURS;
F. DOCUMENTS OF CHANGES MADE TO THE SWPPP AS REQUIRED IN SECTION 6.

7. WHERE PARTS OF THE CONSTRUCTION SITE HAVE UNDERGONE FINAL STABILIZATION, BUT WORK REMAINS ON OTHER PARTS OF SITE, INSPECTIONS OF THE STABILIZED AREAS MAY BE REDUCED TO ONCE PER MONTH. WHERE WORK HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, THE REQUIRED INSPECTIONS AND MAINTENANCE MUST TAKE PLACE AS SOON AS RUNOFF OCCURS AT THE SITE OR PRIOR TO RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.

POLLUTION PREVENTION MANAGEMENT MEASURES:

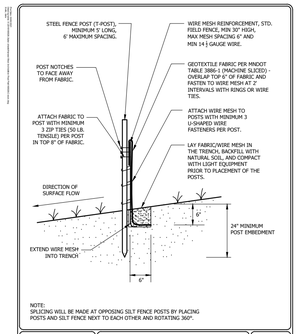
THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE:

1. SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.

2. HAZARDOUS MATERIAL: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.

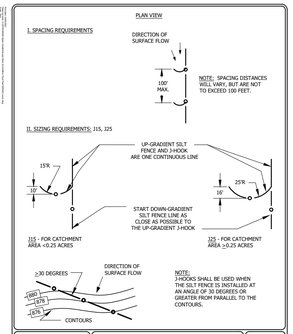
3. CONCRETE WASHOUT IS DONE TRUCK BY TRUCK WITH A MOBILE WASHOUT SYSTEM PROVIDED AND COMPLETED BY THE CONCRETE CONTRACTOR. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF.

4. NO ENGINE DEGREASING IS ALLOWED ON SITE.

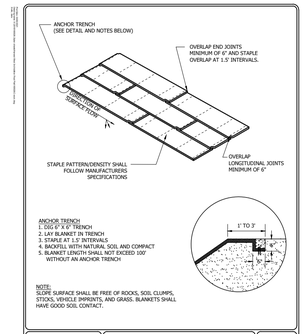


NOTE:
SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.

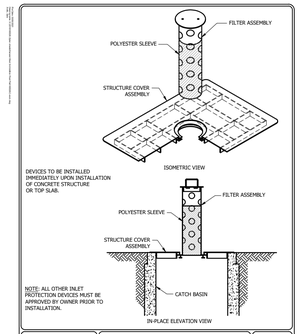
Stantec | SILT FENCE HEAVY DUTY | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-1B



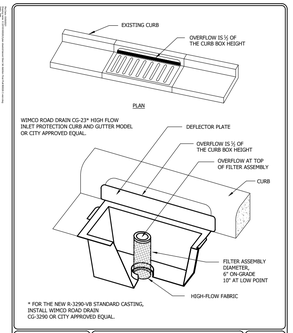
Stantec | SILT FENCE J-HOOK | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-1D



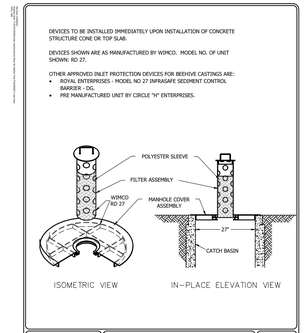
Stantec | EROSION CONTROL BLANKET INSTALLATION | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-2



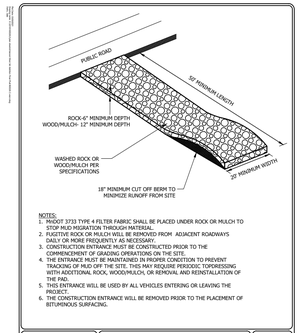
Stantec | INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-4A



Stantec | INLET PROTECTION – CATCH BASIN AFTER CURB CONSTRUCTION | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-4B

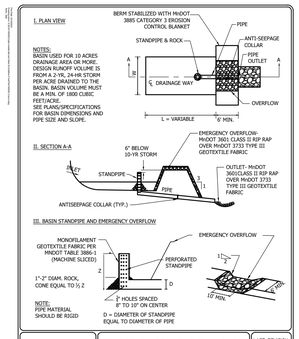


Stantec | INLET PROTECTION BEEHIVE CASTING INSERT | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-4C



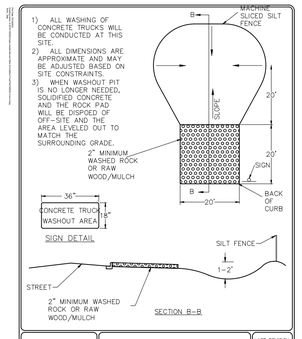
NOTES:
1. MNDOT 3733 TYPE 4 ITS FIBER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY, AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING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

Stantec | ROCK CONSTRUCTION ENTRANCE | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-7

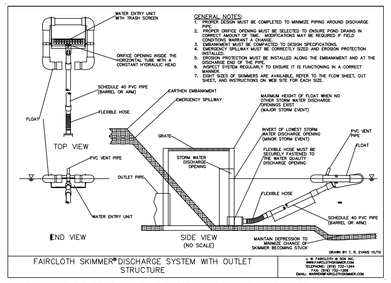


Stantec | TEMPORARY SEDIMENTATION BASIN STANDPIPE OUTLET | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-8B

Stantec | SLOPE TRACKING | CHASKA, MINNESOTA | LAST REVISION: FEB 2004 | PLATE NO. ERO-10



Stantec | CONCRETE WASHOUT PIT | CHASKA, MINNESOTA | LAST REVISION: April 2011 | PLATE NO. ERO-12



FAIRCLOTH SKIMMER® DISCHARGE SYSTEM WITH OUTLET STRUCTURE

DRAWN BY T. R. EVANS 10/10

* SEE WEB SITE FOR SIZING REQUIREMENT, BASIN TO DRAIN WITHIN 48 HOURS.

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733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
EROSION AND SEDIMENT CONTROL NOTES

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

Signature
DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY ____ DATE ____

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

24

SHEET 24 OF 43

Drawing name: X:\2016\160028.C\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-esep.dwg Mar 30, 2021 - 10:31am

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS. LOWER WATERMAIN AS NECESSARY.
3. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
4. PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 6'.
5. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF CHASKA ENGINEERING GUIDELINES.
6. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
7. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS–FIELD MANUAL" LATEST REVISION, FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.
8. ALL SANITARY MANHOLES TO BE 48" DIAMETER CONCRETE W/NEENAH R–1642 CASTING, UNLESS NOTED OTHERWISE.
9. WATERMAIN, SERVICES, AND VALVES SHALL BE INSTALLED WITH MINIMUM 7.5' OF COVER.
10. WATER SERVICES SHALL BE 1" DIA. HDPE W/ 1" CORP. STOP AND 1" CURB BOX.
11. SEWER SERVICES SHALL BE 4" PVC, SCH 40, SDR 26, OR SDR 35 MINIMUM 2% SLOPE UNLESS OTHERWISE NOTED ON THE PLANS.
12. WATER SERVICES MAY BE PLACED IN SAME TRENCH AS SEWER SERVICES PROVIDED THAT A 24" VERTICAL & A 36" HORIZONTAL SEPARATION ARE MAINTAINED AND PIPE MATERIALS MEET THE CITY AND BUILDING CODES.
13. ALL CURB BOXES SHALL BE ADJUSTED TO AN ELEVATION OF 1" BELOW FINISHED GRADE.
14. ALL 6" HYDRANT LEADS AND 8" WATERMAIN SHALL BE C900 PVC.
15. ALL HYDRANTS TO BE CLOW MEDALLION.

N

0 50 100 200

SCALE IN FEET

LEGEND:

- PROPOSED STORM SEWER
- PROPOSED DRAINTILE
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED SANITARY MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER

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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
SANITARY SEWER AND WATERMAIN PLAN

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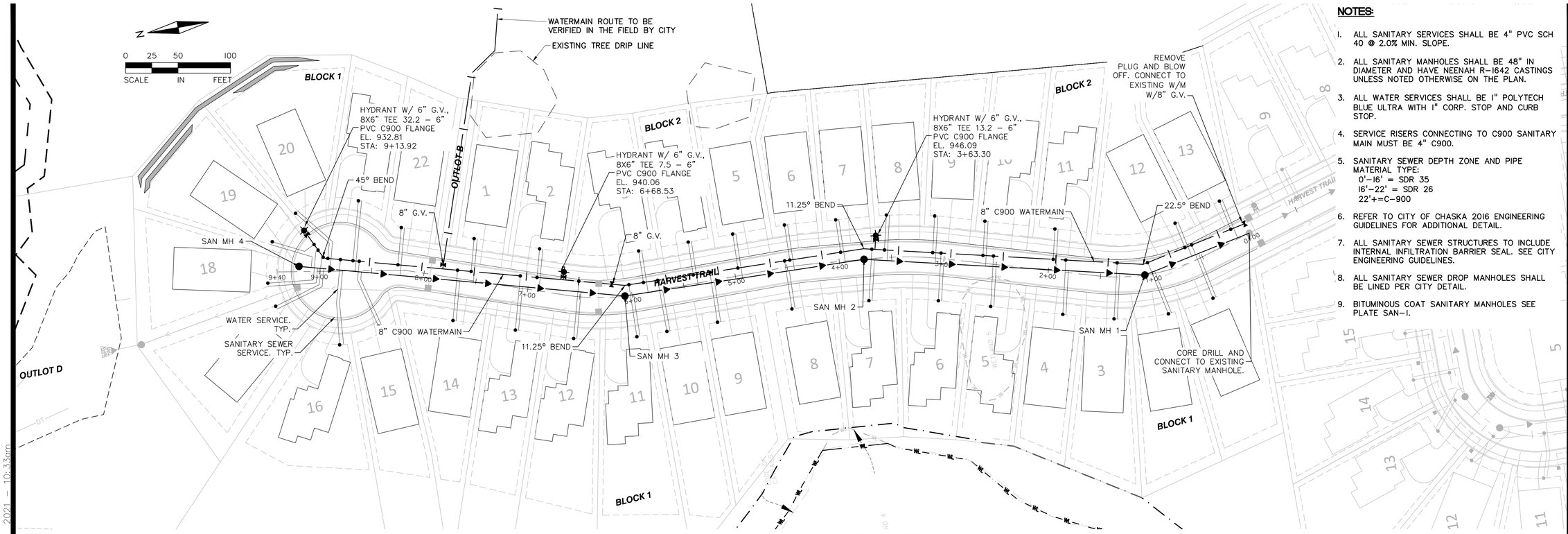
PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216–0028.C

25

SHEET 25 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C–util.dwg Mar 30, 2021 – 10:32am



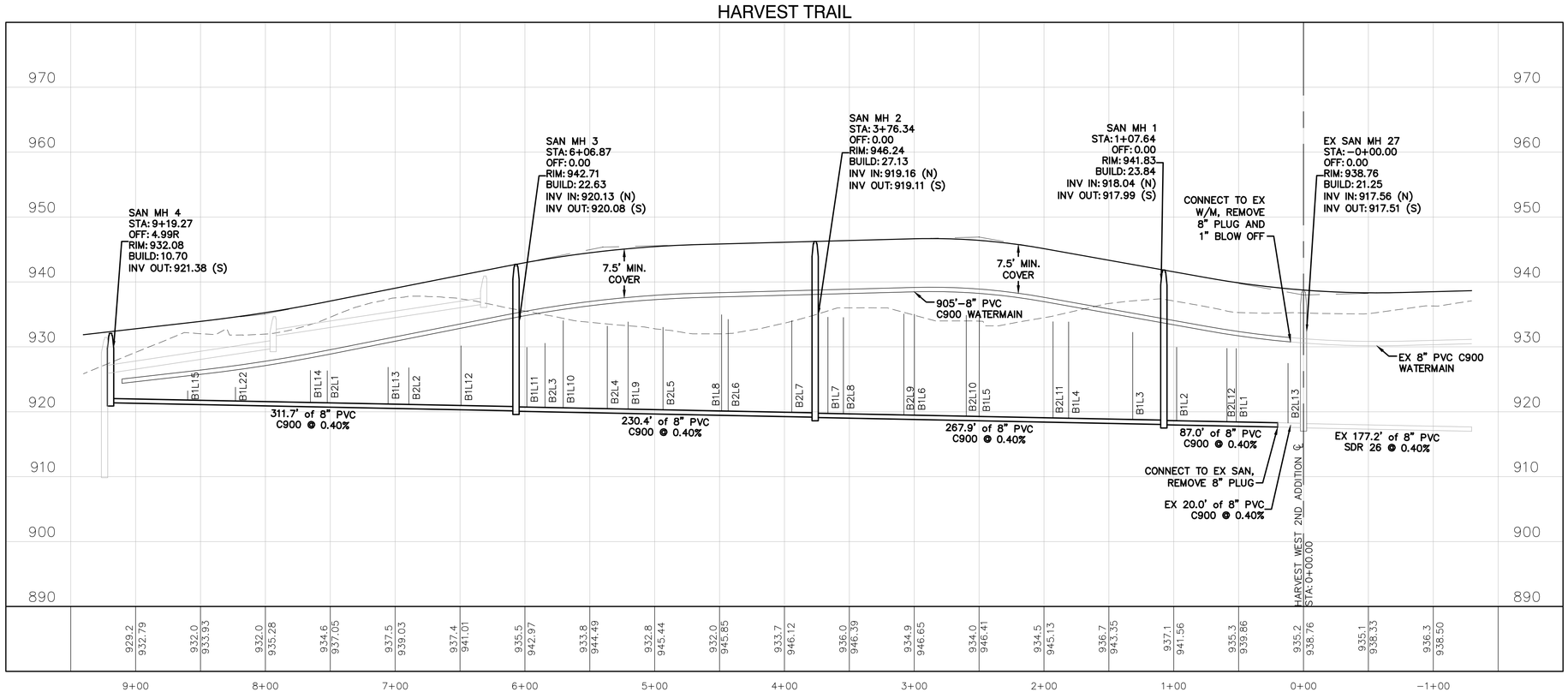
NOTES:

1. ALL SANITARY SERVICES SHALL BE 4" PVC SCH 40 @ 2.0% MIN. SLOPE.
2. ALL SANITARY MANHOLES SHALL BE 48" IN DIAMETER AND HAVE NEENAH R–1642 CASTINGS UNLESS NOTED OTHERWISE ON THE PLAN.
3. ALL WATER SERVICES SHALL BE 1" POLYTECH BLUE ULTRA WITH 1" CORP. STOP AND CURB STOP.
4. SERVICE RISERS CONNECTING TO C900 SANITARY MAIN MUST BE 4" C900.
5. SANITARY SEWER DEPTH ZONE AND PIPE MATERIAL TYPE:
   0'–16' = SDR 35
   16'–22' = SDR 26
   22'+=C–900
6. REFER TO CITY OF CHASKA 2016 ENGINEERING GUIDELINES FOR ADDITIONAL DETAIL.
7. ALL SANITARY SEWER STRUCTURES TO INCLUDE INTERNAL INFILTRATION BARRIER SEAL. SEE CITY ENGINEERING GUIDELINES.
8. ALL SANITARY SEWER DROP MANHOLES SHALL BE LINED PER CITY DETAIL.
9. BITUMINOUS COAT SANITARY MANHOLES SEE PLATE SAN–1.

BLOCK	LOT	STATION	IE	CBE	LFE	RISER
1	1	52	930.60	941.16	934.20	16
1	2	97	930.74	942.03	934.50	16
1	3	24	933.01	943.86	936.70	19
1	4	73	934.57	945.28	938.20	21
1	5	142	935.46	946.70	939.00	22
1	6	192	935.61	946.99	939.00	22
1	7	258	935.25	946.55	938.70	21
1	8	72	935.57	946.32	938.90	21
1	9	144	934.51	945.76	938.40	19
1	10	194	934.74	944.94	938.00	19
1	11	222	930.71	943.37	934.20	13
1	12	42	931.05	941.74	934.40	13
1	13	98	927.75	939.81	931.30	8
1	14	158	927.22	937.60	930.90	7
1	15	252	924.68	934.72	928.30	2
1	16	270	923.32	934.10	927.27	0
1	17	288	923.26	933.21	925.70	0
1	18	294	923.18	932.91	925.70	0
1	19	300	923.02	933.15	925.70	0
1	20	282	923.34	933.59	926.20	0
1	21	258	923.18	934.97	927.90	0
1	22	215	924.83	935.32	928.30	3
2	1	145	927.24	938.10	931.10	7
2	2	82	927.60	939.40	931.10	8
2	3	208	931.35	943.60	935.20	14
2	4	160	933.95	945.47	937.60	18
2	5	117	933.80	945.94	937.60	18
2	6	67	935.01	946.57	938.70	20
2	7	18	934.76	946.55	938.30	20
2	8	246	935.29	946.82	939.10	21
2	9	200	935.83	946.98	939.40	22
2	10	152	935.59	947.03	939.40	22
2	11	85	934.56	945.59	938.30	21
2	12	59	930.44	941.25	934.30	16
2	13	12	928.25	939.61	931.80	13

LEGEND:

STATION = SANITARY SERVICE WYE STATION (FROM DOWNSTREAM MH)
IE = SANITARY SERVICE INVERT ELEVATION
CBE = CURB BOX ELEVATION
LFE = LOWEST FLOOR ELEVATION
RISER = RISER LENGTH (ACTUAL LENGTH, NOT VERT. RISE (VERTICAL HEIGHT = RISER X 0.707)



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HARVEST WEST 3RD ADDTION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
SANITARY SEWER AND WATERMAIN PLAN AND PROFILES

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DAVE NASH, PE
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BY	DATE

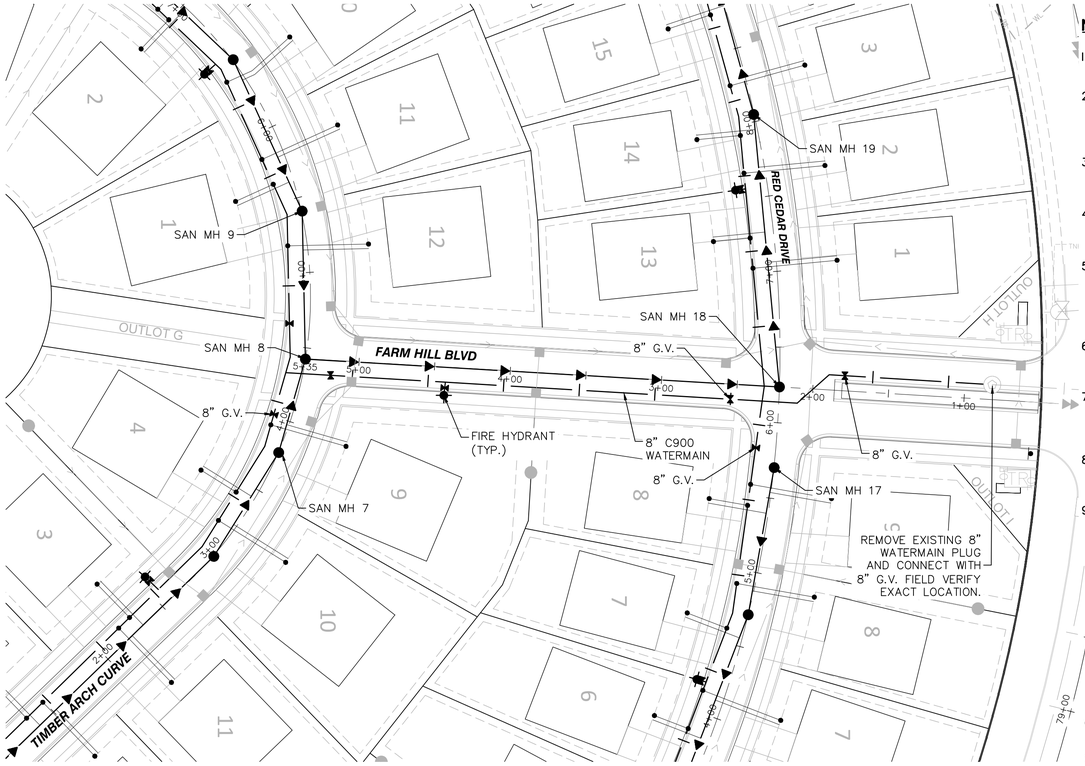
DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216–0028.C

26

SHEET 26 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C–prof–u1.dwg Mar 30, 2021 – 10:33am



NOTES:

1. ALL SANITARY SERVICES SHALL BE 4" PVC SCH 40 @ 2.0% MIN. SLOPE.
2. ALL SANITARY MANHOLES SHALL BE 48" IN DIAMETER AND HAVE NEENAH R-1642 CASTINGS UNLESS NOTED OTHERWISE ON THE PLAN.
3. ALL WATER SERVICES SHALL BE 1" POLYTECH BLUE ULTRA WITH 1" CORP. STOP AND CURB STOP.
4. SERVICE RISERS CONNECTING TO C900 SANITARY MAIN MUST BE 4" C900.
5. SANITARY SEWER DEPTH ZONE AND PIPE MATERIAL TYPE:
   0'-16' = SDR 35
   16'-22' = SDR 26
   22'+=C-900
6. REFER TO CITY OF CHASKA 2016 ENGINEERING GUIDELINES FOR ADDITIONAL DETAIL.
7. ALL SANITARY SEWER STRUCTURES TO INCLUDE INTERNAL INFILTRATION BARRIER SEAL. SEE CITY ENGINEERING GUIDELINES.
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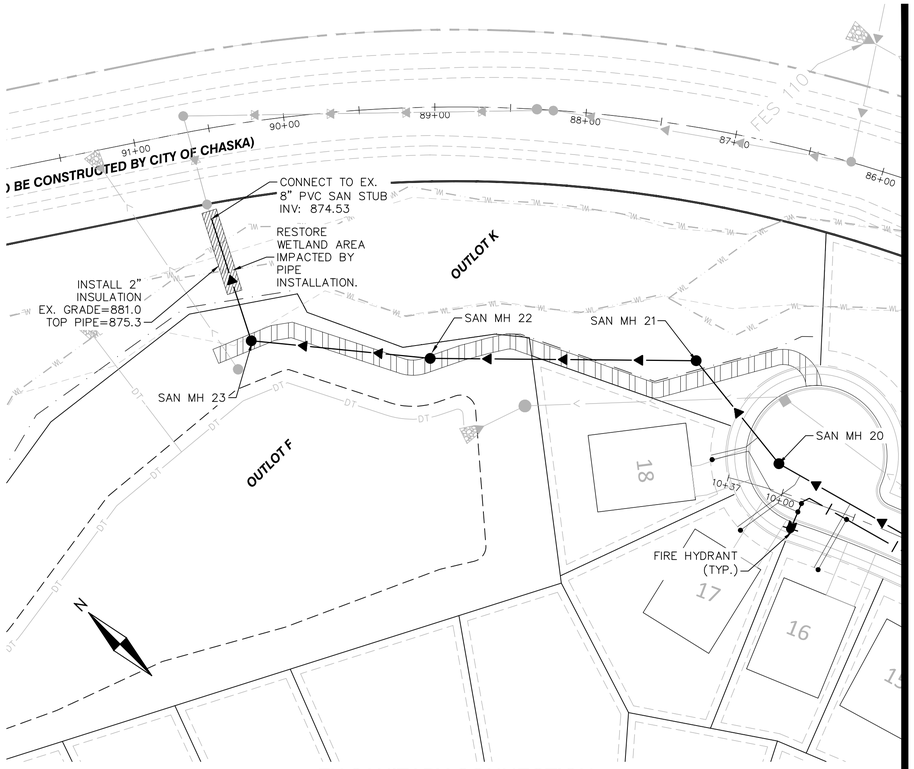
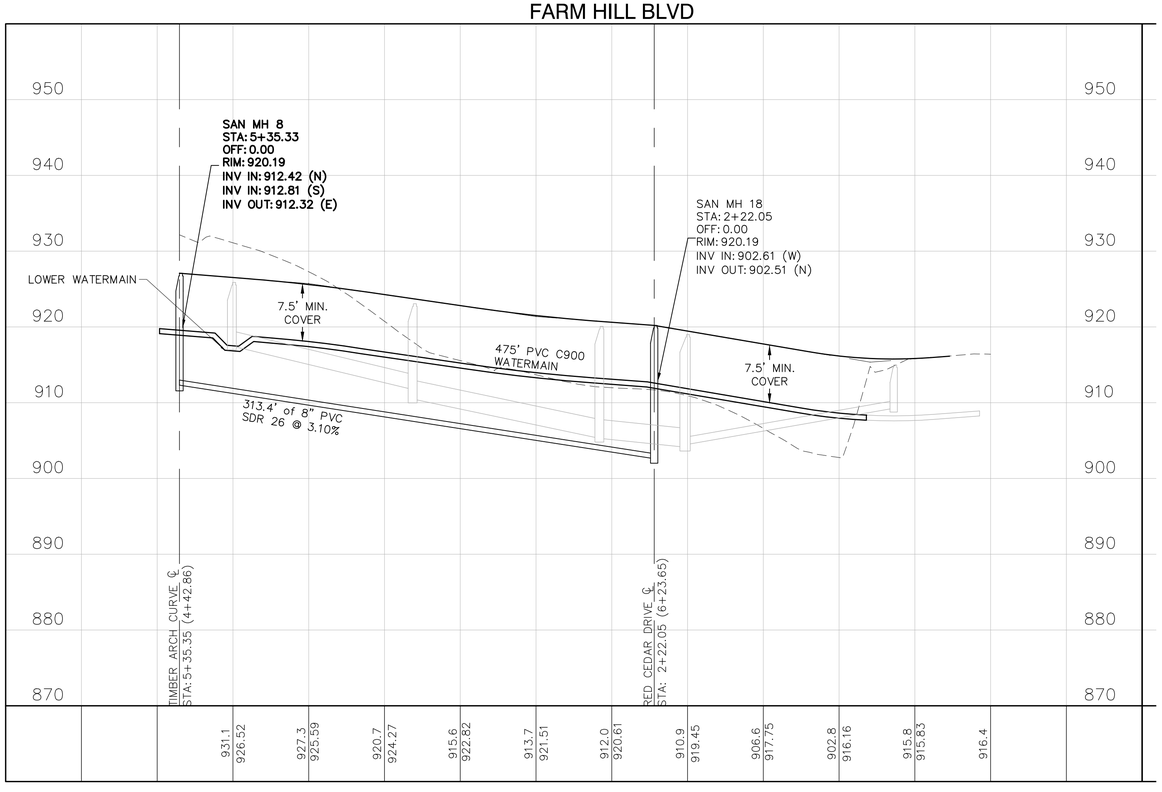
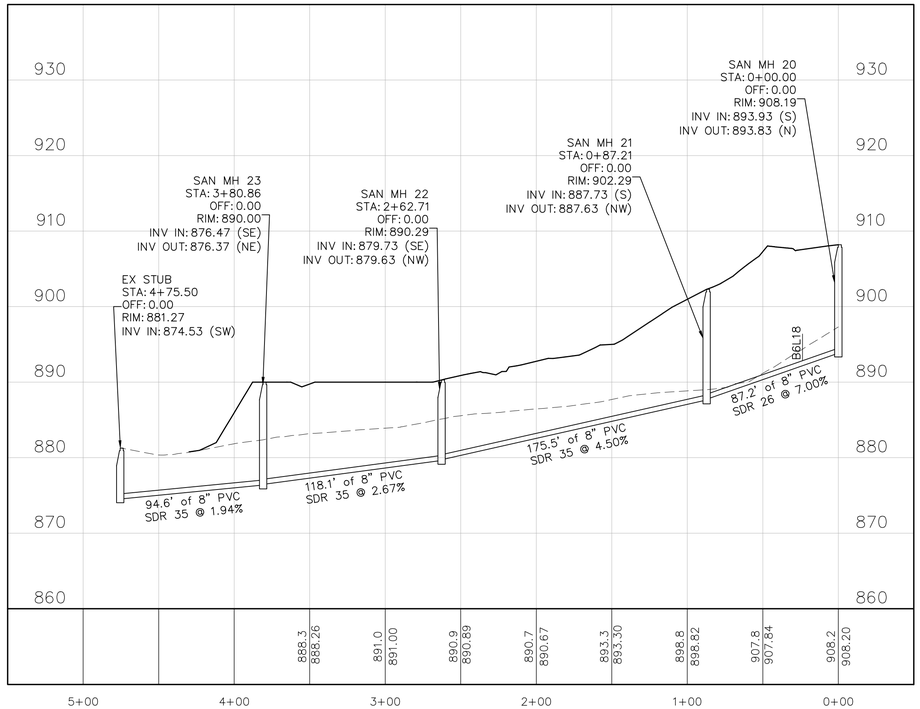


FARM HILL BLVD



EX SANITARY CONNECTION



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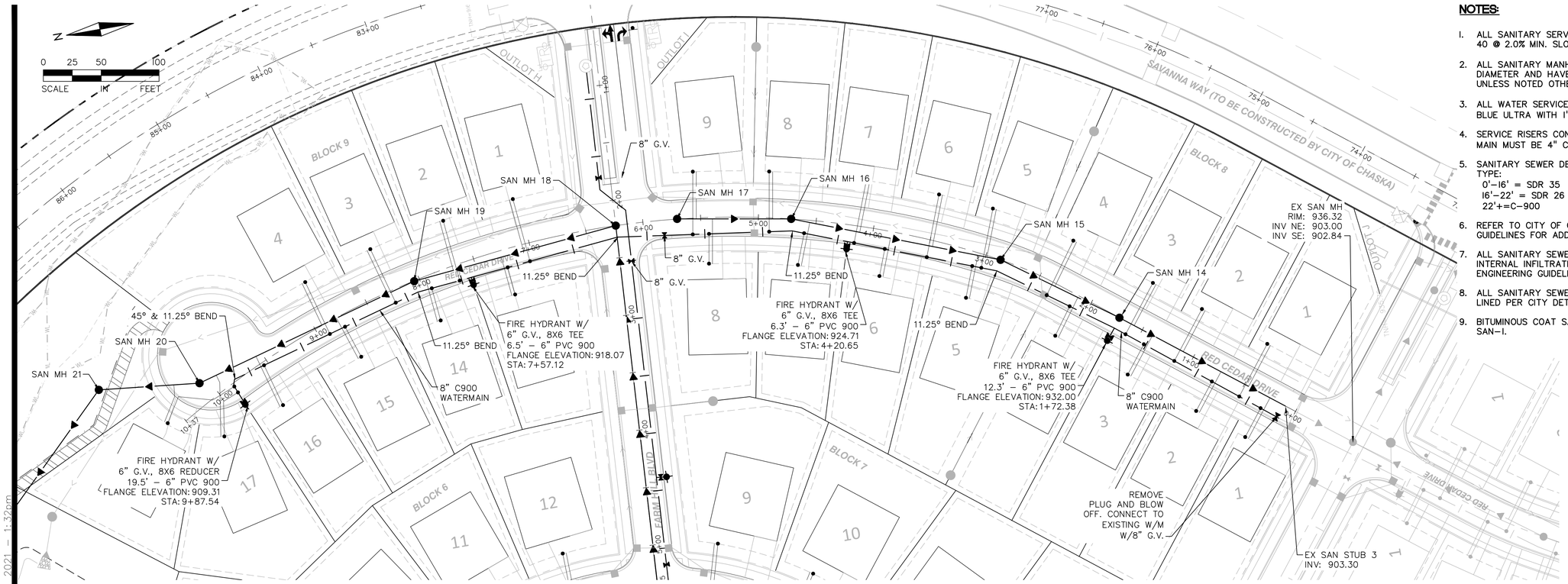
PROJECT TEAM DATA

DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

27

SHEET 27 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-v2.dwg Mar 30, 2021 - 10:35am



NOTES:

1. ALL SANITARY SERVICES SHALL BE 4" PVC SCH 40 @ 2.0% MIN. SLOPE.
2. ALL SANITARY MANHOLES SHALL BE 48" IN DIAMETER AND HAVE NEENAH R–1642 CASTINGS UNLESS NOTED OTHERWISE ON THE PLAN.
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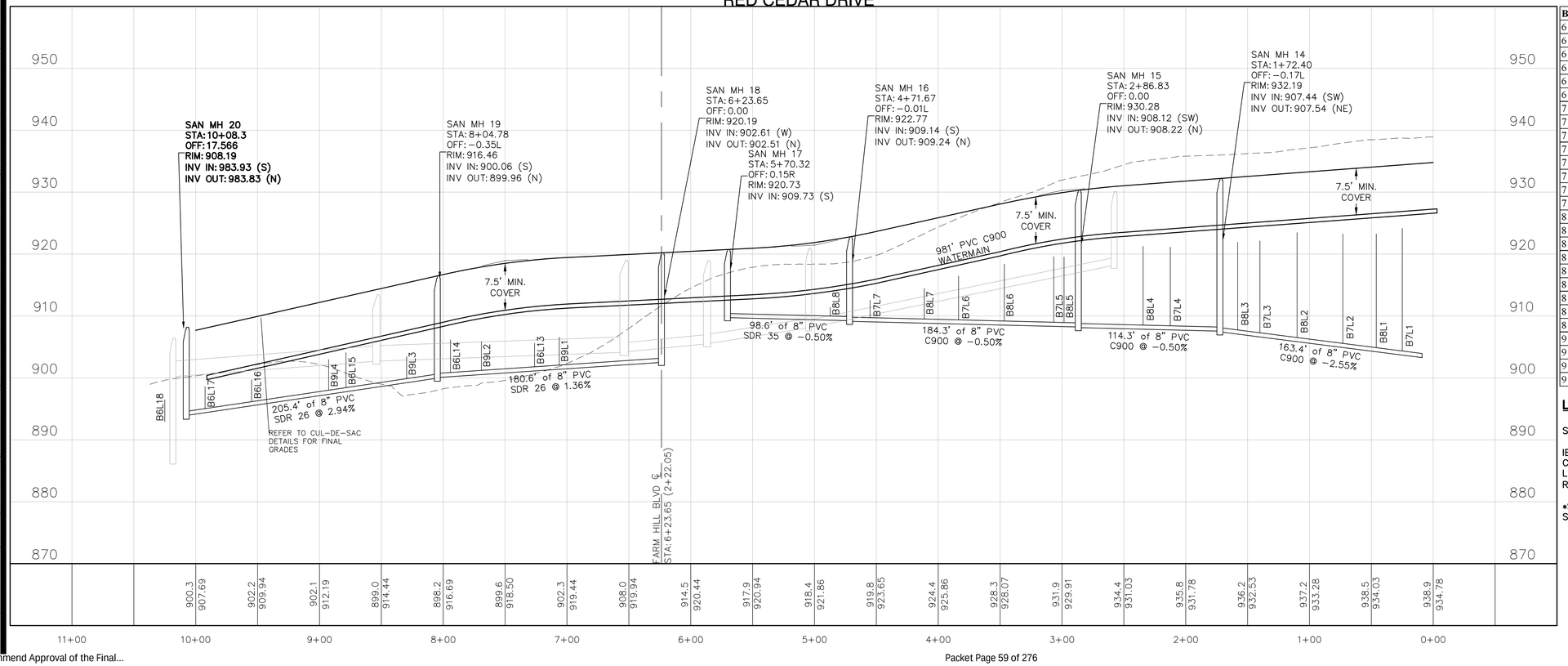
RED CEDAR DRIVE



BLOCK	LOT	STATION	IE	CBE	LFE	RISER
6	13	78	906.81	920.05	913.40	6
6	14	10	907.36	917.95	911.50	8
6	15	131	905.04	914.53	908.60	8
6	16	54	900.82	911.32	904.70	5
6	17	16	899.79	910.00	903.70	5
6	18	65	897.26	908.72	901.10	5
7	1	15	924.74	935.25	928.40	28*
7	2	63	923.88	934.52	927.80	25*
7	3	130	922.82	933.50	926.70	21*
7	4	40	921.83	932.42	925.50	18
7	5	20	920.32	930.80	924.00	15
7	6	97	917.15	927.60	921.00	10
7	7	168	913.43	923.91	917.00	4
7	8	68	911.02	922.04	915.50	0
8	1	36	923.89	934.99	928.20	26*
8	2	100	924.13	934.14	927.50	24*
8	3	148	922.59	933.06	926.10	20*
8	4	62	922.02	932.18	925.30	18
8	5	12	920.36	931.00	924.50	15
8	6	60	919.28	929.05	922.50	13
8	7	124	915.43	926.03	919.00	7
8	8	16	912.37	923.05	916.20	2
8	9	82	911.13	921.92	915.30	0
9	1	98	908.00	919.72	912.20	7
9	2	35	907.11	918.57	911.30	7
9	3	180	904.47	916.13	909.00	5
9	4	117	903.93	914.11	907.40	7

LEGEND:

STATION = SANITARY SERVICE WYE STATION (FROM DOWNSTREAM MH)
IE = SANITARY SERVICE INVERT ELEVATION
CBE = CURB BOX ELEVATION
LFE = LOWEST FLOOR ELEVATION
RISER = RISER LENGTH (ACTUAL LENGTH, NOT VERT. RISE (VERTICAL HEIGHT = RISER X 0.707)
*SERVICE WYE STATION MEASURED FROM EXISTING STUB NOT EXISTING SANITARY MANHOLE

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FINAL PLAT SUBMITTAL
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PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216–0028.C

28

SHEET 28 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C–prof–u3.dwg Mar 30, 2021 – 1:32pm

BLOCK	LOT	STATION	IE	CBE	LFE	RISER
4	1	250	924.28	934.81	928.20	0
4	2	160	922.84	933.65	926.80	0
4	3	65	922.89	933.18	926.30	2
4	4	34	921.89	932.25	925.80	5
5	1	21	916.79	927.13	920.50	3
6	10	95	915.01	926.34	919.10	0
6	11	39	914.77	926.59	919.20	0
6	12	72	915.88	927.13	920.00	2
7	9	45	921.13	930.62	924.70	7
7	10	56	922.18	932.58	925.90	4
7	11	75	921.47	933.11	926.30	0
7	12	145	922.59	933.64	926.90	0
7	13	234	924.00	934.38	927.50	0

LEGEND:

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CBE = CURB BOX ELEVATION
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NOTES:

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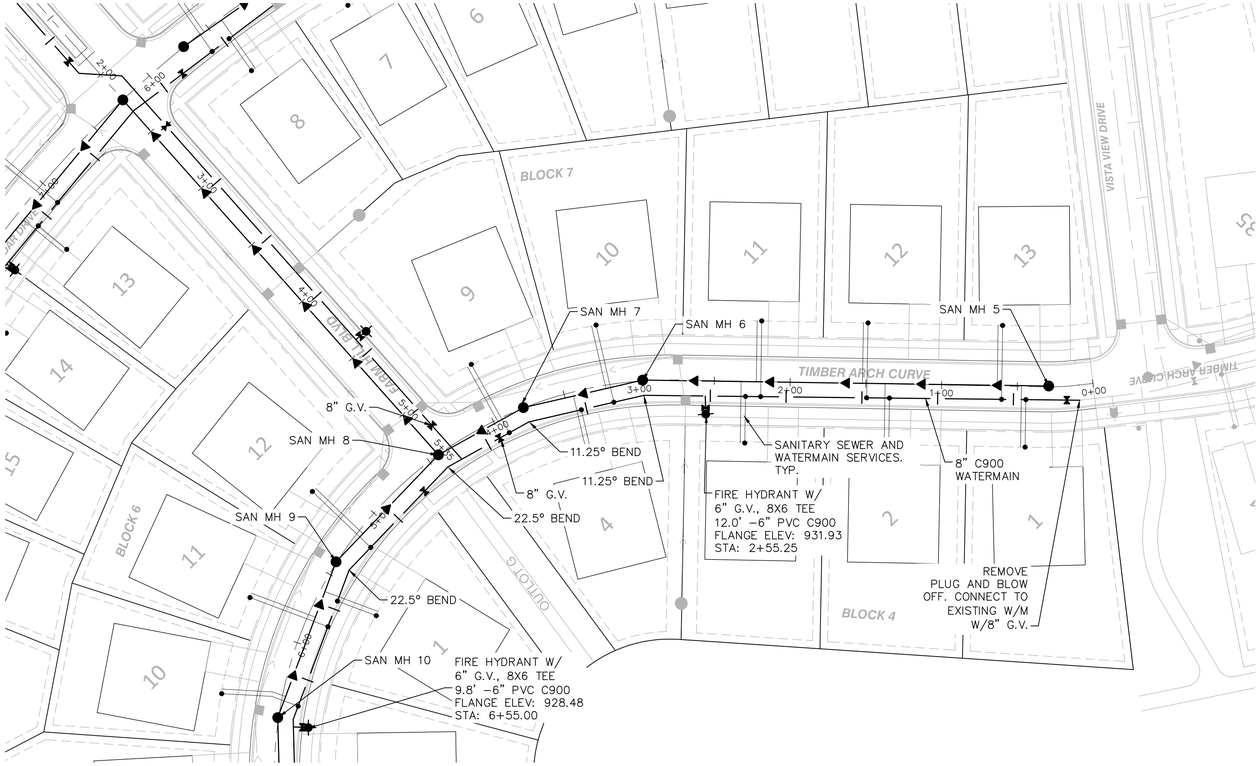
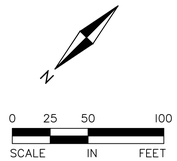
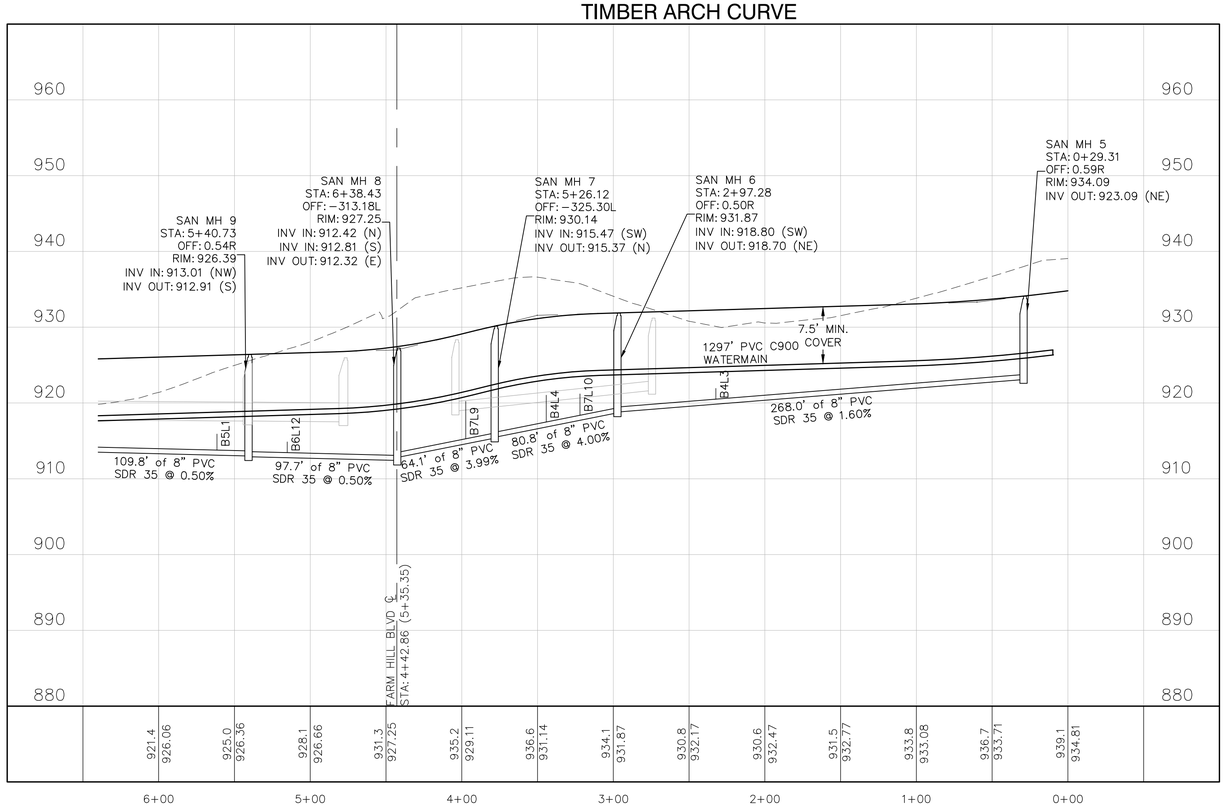




TIMBER ARCH CURVE



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DESIGNED: DN
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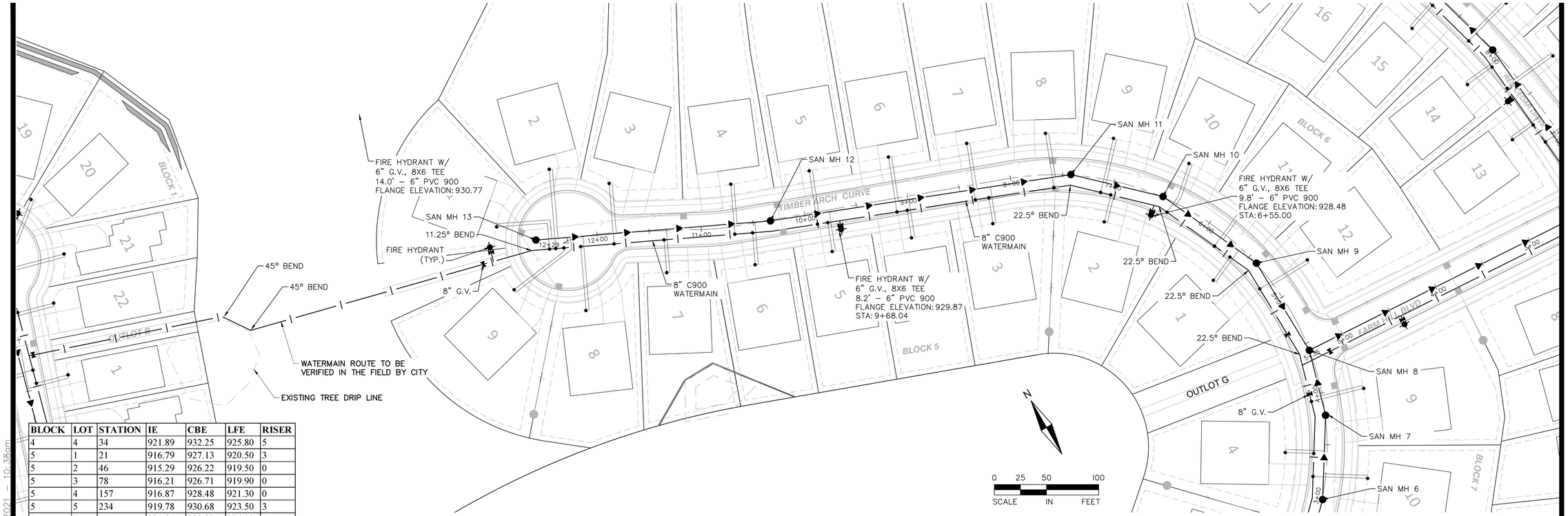
PROJECT NO: 216-0028.C

29

SHEET 29 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C_prof-ut4.dwg Mar 30, 2021 - 10:36am



BLOCK	LOT	STATION	IE	CBE	LFE	RISER
4	4	34	921.89	932.25	925.80	5
5	1	21	916.79	927.13	920.50	3
5	2	46	915.29	926.22	919.50	0
5	3	78	916.21	926.71	919.90	0
5	4	157	916.87	928.48	921.30	0
5	5	234	919.78	930.68	923.50	3
5	6	15	921.84	932.90	926.00	5
5	7	100	924.36	933.79	928.00	8
5	8	180	923.28	932.71	926.60	5
5	9	192	921.41	931.46	924.90	2
6	1	210	919.75	930.64	923.50	0
6	2	204	919.66	931.35	924.00	0
6	3	148	921.97	932.18	925.50	4
6	4	32	921.88	932.81	925.50	5
6	5	244	919.93	930.89	923.80	3
6	6	167	917.08	928.73	921.50	0
6	7	91	916.50	926.77	919.70	0
6	8	15	915.86	926.12	919.50	0
6	9	56	915.47	926.25	919.50	0
6	10	95	915.01	926.34	919.10	0
6	11	39	914.77	926.59	919.20	0
6	12	72	915.88	927.13	920.00	2
7	9	45	921.13	930.62	924.70	7
7	10	56	922.18	932.58	925.90	4

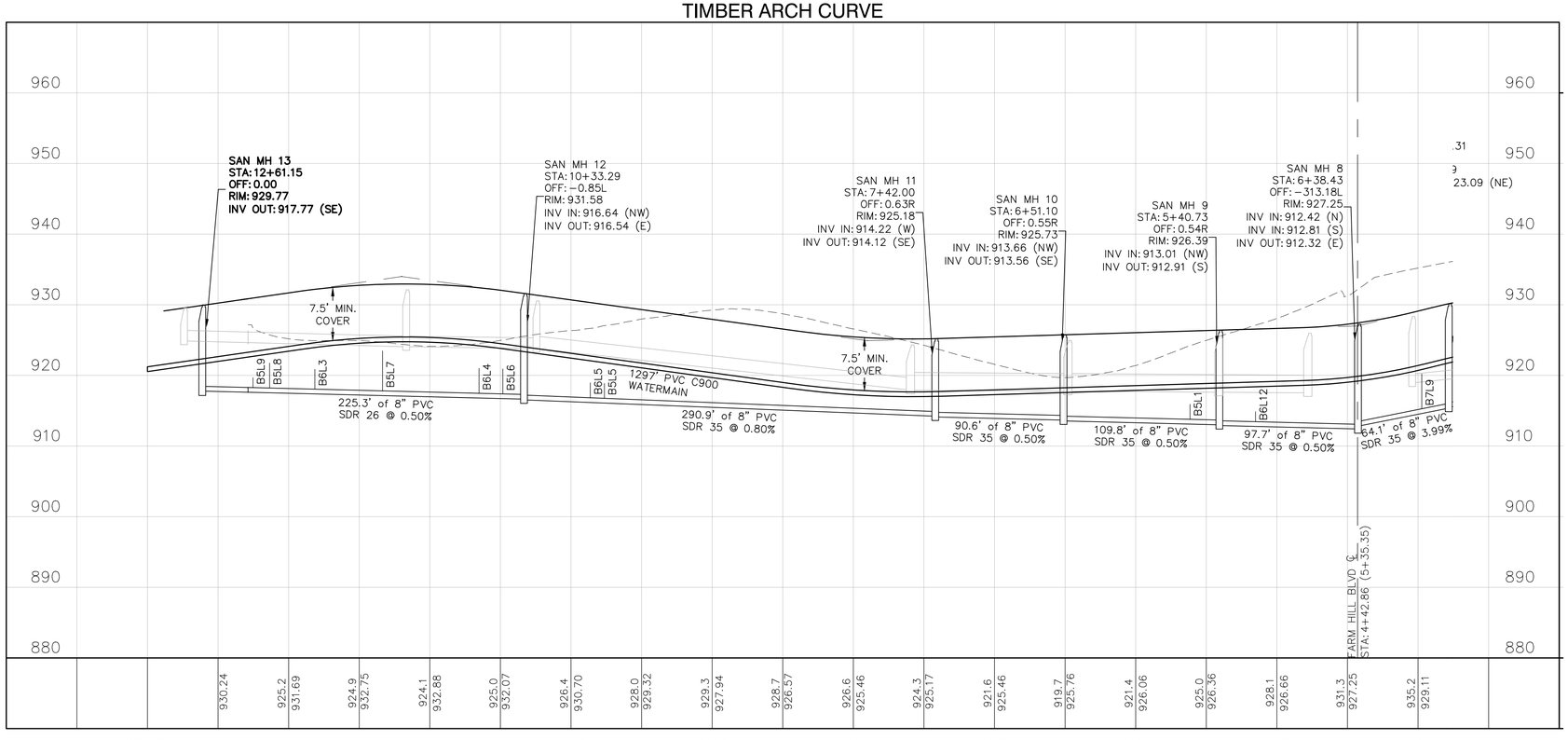
LEGEND:

STATION = SANITARY SERVICE WYE STATION
(FROM DOWNSTREAM MH)
IE = SANITARY SERVICE INVERT ELEVATION
CBE = CURB BOX ELEVATION
LFE = LOWEST FLOOR ELEVATION
RISER = RISER LENGTH (ACTUAL LENGTH, NOT
VERT. RISE (VERTICAL HEIGHT = RISER X 0.707)

NOTES:

1. ALL SANITARY SERVICES SHALL BE 4" PVC SCH 40 @ 2.0% MIN. SLOPE.
2. ALL SANITARY MANHOLES SHALL BE 48" IN DIAMETER AND HAVE NEENAH R-1642 CASTINGS UNLESS NOTED OTHERWISE ON THE PLAN.
3. ALL WATER SERVICES SHALL BE 1" POLYTECH BLUE ULTRA WITH 1" CORP. STOP AND CURB STOP.
4. SERVICE RISERS CONNECTING TO C900 SANITARY MAIN MUST BE 4" C900.
5. SANITARY SEWER DEPTH ZONE AND PIPE MATERIAL TYPE:
   0'-16' = SDR 35
   16'-22' = SDR 26
   22'+=C-900
6. REFER TO CITY OF CHASKA 2016 ENGINEERING GUIDELINES FOR ADDITIONAL DETAIL.
7. ALL SANITARY SEWER STRUCTURES TO INCLUDE INTERNAL INFILTRATION BARRIER SEAL. SEE CITY ENGINEERING GUIDELINES.
8. ALL SANITARY SEWER DROP MANHOLES SHALL BE LINED PER CITY DETAIL.
9. BITUMINOUS COAT SANITARY MANHOLES SEE PLATE SAN-1.

TIMBER ARCH CURVE



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HARVEST WEST 3RD ADDTION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
SANITARY SEWER AND WATERMAIN PLAN AND PROFILES

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DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
03/29/2021	CITY SUBMITTAL

PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

30

SHEET 30 OF 43

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UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS. LOWER WATERMAIN AS NECESSARY.
3. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
4. PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 6'.
5. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF CHASKA ENGINEERING GUIDELINES.
6. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
7. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS–FIELD MANUAL" LATEST REVISION, FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.
8. ALL PVC SUMP MAIN LINES SHALL BE SCHEDULE 40 PVC AND TRUNK LINES SHALL BE 6" DIAMETER WITH 4" DIAMETER SERVICE LEADS. PVC SUMP LINES SHALL BE INSTALLED PER CITY SPECIFICATIONS 2 FEET BEHIND CURB AND 2.0 FEET OF COVER BELOW FINISHED GRADE.
9. SUMP CATCH BASINS SHALL BE 12"X12" AND INSTALLED PER CITY SPECIFICATIONS. PLAN SUMP CB LOCATIONS SHOWN AT RIGHT OF WAY LINE, CITY TO APPROVE ANY NEW LOCATIONS. SUMP CB BOX SHALL ONLY BE INSTALLED AFTER PRIVATE UTILITIES ARE INSTALLED. CONTRACTOR TO COORDINATE TIMING WITH PRIVATE UTILITY CONTRACTOR AND HOME BUILDER.
10. ALL CURB SHALL BE TRANSITIONED TO B618 CURB AND GUTTER AT INTERSECTIONS.
11. ALL TRAFFIC SIGNS SHALL BE INSTALLED BE PER CITY SPECIFICATIONS AND THE MNMUTCD.
12. INSTALL DRAINTILE ALONG ALL PROPOSED CURB AND GUTTER PER CITY DETAIL. CONNECT TO CATCH BASIN AS NECESSARY.
13. ALL CATCH BASINS SHALL HAVE DRAINTILE INVERT AT 3' BELOW RIM.

N

0 50 100 200

SCALE IN FEET

LEGEND:

- PROPOSED STORM SEWER
- PROPOSED DRAINTILE
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED SANITARY MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER

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HARVEST WEST 3RD ADDITION

CHASKA, MINNESOTA

FINAL PLAT SUBMITTAL

STREET AND STORM SEWER PLAN

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PROJECT TEAM DATA

DESIGNED:	DN
DRAWN:	TAS
PROJECT NO:	216-0028.C

31

SHEET 31 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-strm.dwg Mar 30, 2021 - 10:38am

NOTES:

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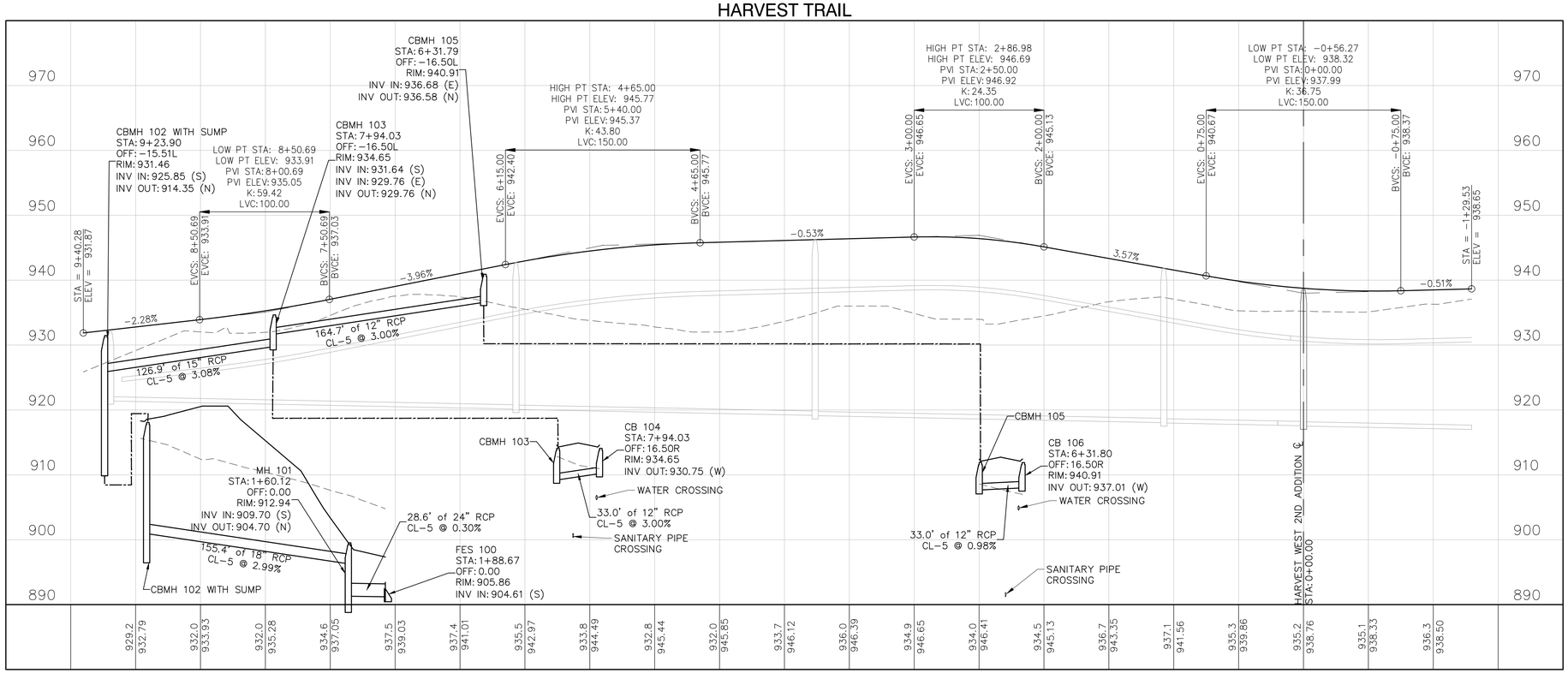
STRUCTURE AND CASTING SCHEDULE		
MH NO.	SIZE	CASTING
101	48"	R-1642
102	48"	R-3501-T
103	48"	R-3067-V
104	2'X3'	R-3501-T
105	48"	R-3501-T
106	2'X3'	R-3501-T

NOTES:
1) ALL CASTINGS SHALL BE NEENAH OR APPROVED EQUAL.

HARVEST TRAIL



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HARVEST WEST 3RD ADDTION
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STREET AND STORM SEWER PLAN AND PROFILES

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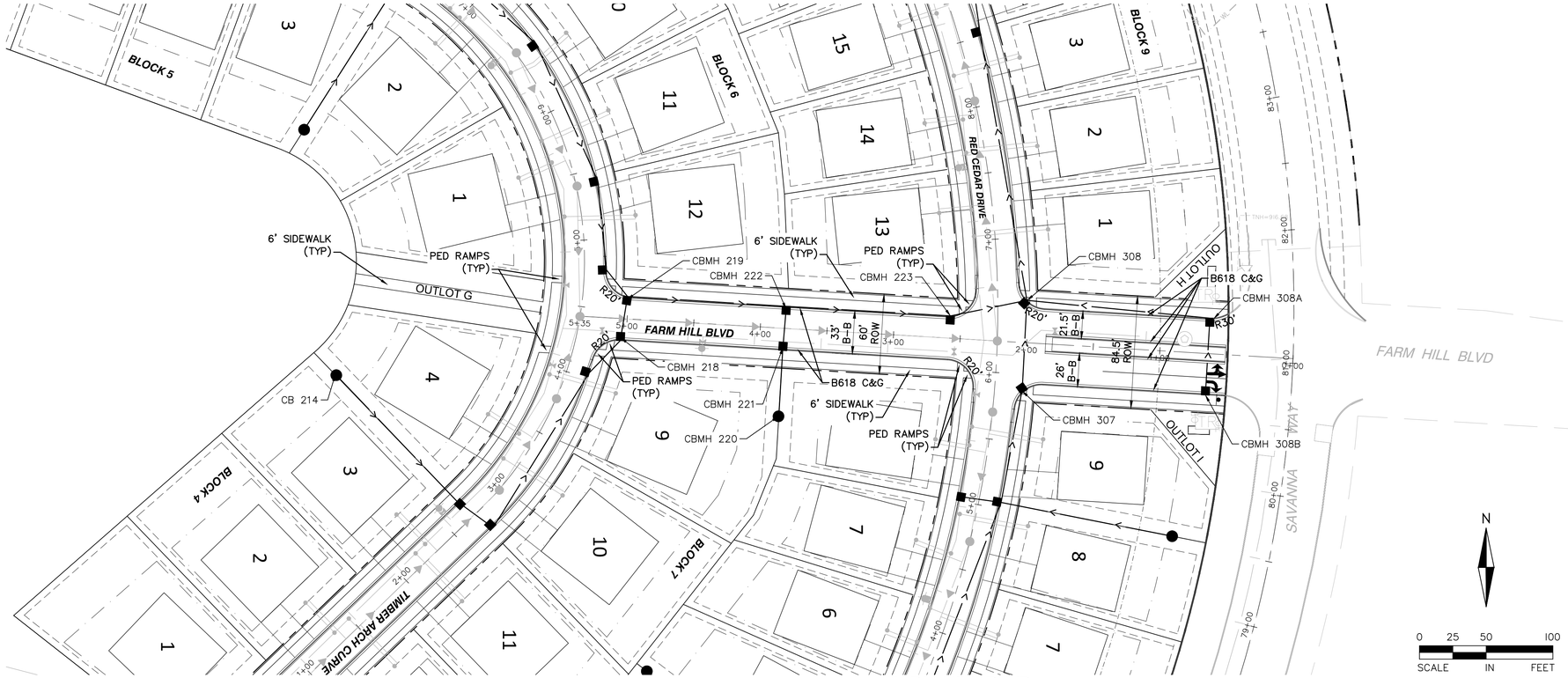
DATE	ISSUE
03/29/2021	CITY SUBMITTAL

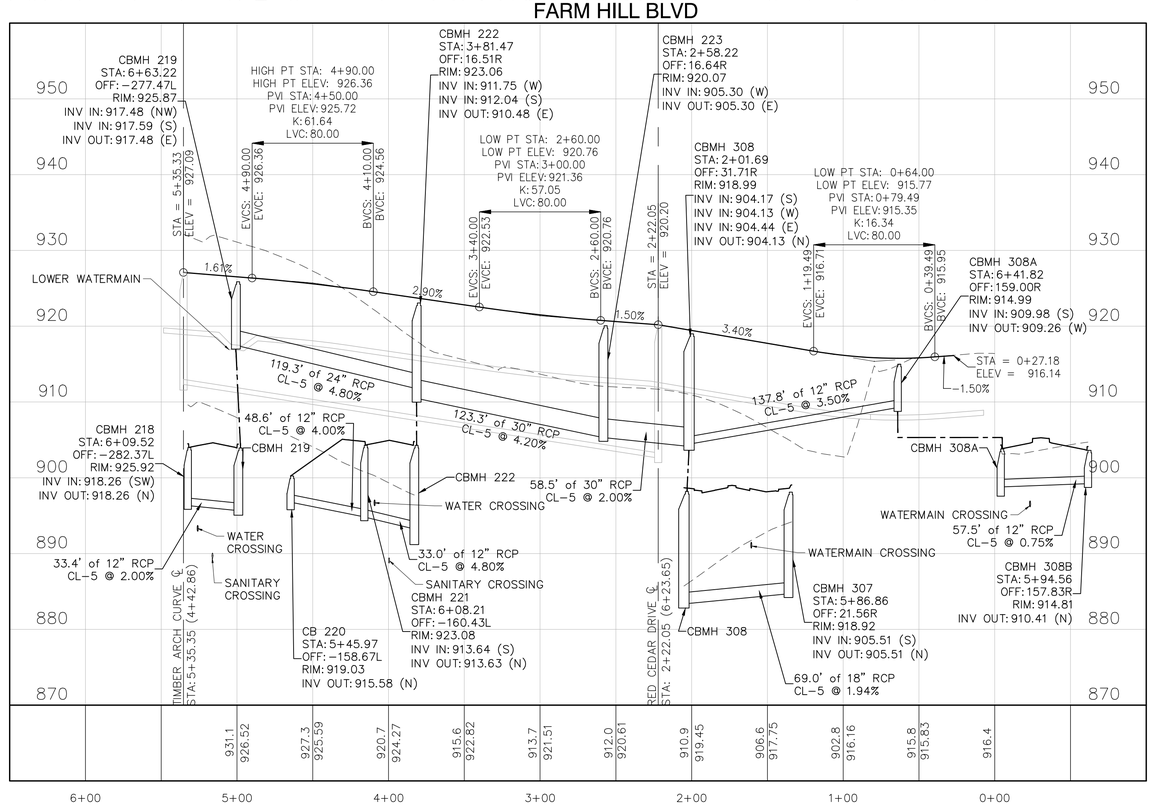
PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

32

SHEET 32 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-s1.dwg Mar 30, 2021 - 10:39am





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STRUCTURE AND CASTING SCHEDULE		
MH NO.	SIZE	CASTING
218	60"	R-3067-V
219	60"	R-3067-V
220	2'X3'	R-3067-V
221	48"	R-3067-V
222	60"	R-3067-V
223	60"	R-3067-V
307	60"	R-3067-V
308	84"	R-3067-V
308A	48"	R-3067-V
308B	2'X3'	R-3067-V

NOTES:
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FINAL PLAT SUBMITTAL
STREET AND STORM SEWER PLAN AND PROFILES

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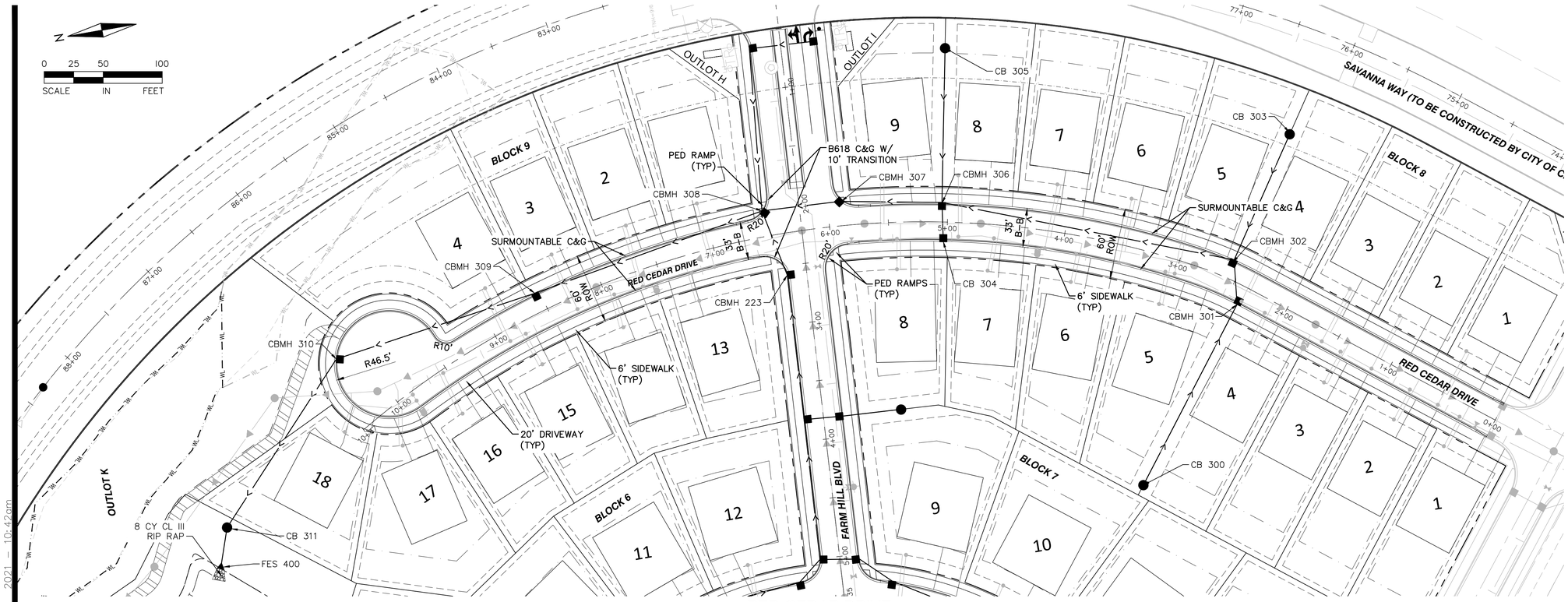
PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

33

SHEET 33 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-s2.dwg Mar 30, 2021 - 10:40am



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STRUCTURE AND CASTING SCHEDULE		
MH NO.	SIZE	CASTING
300	2'X3'	R-4342
301	48"	R-3067-V
302	48"	R-3501-T
303	2'X3'	R-4342
304	2'X3'	R-3501-T
305	2'X3'	R-4342
306	60"	R-3501-T
307	60"	R-3067-V
308	84"	R-3067-V
309	60"	R-3501-T
310	60"	R-3067-V
311	60"	R-1642
223	60"	R-3067-V

NOTES:
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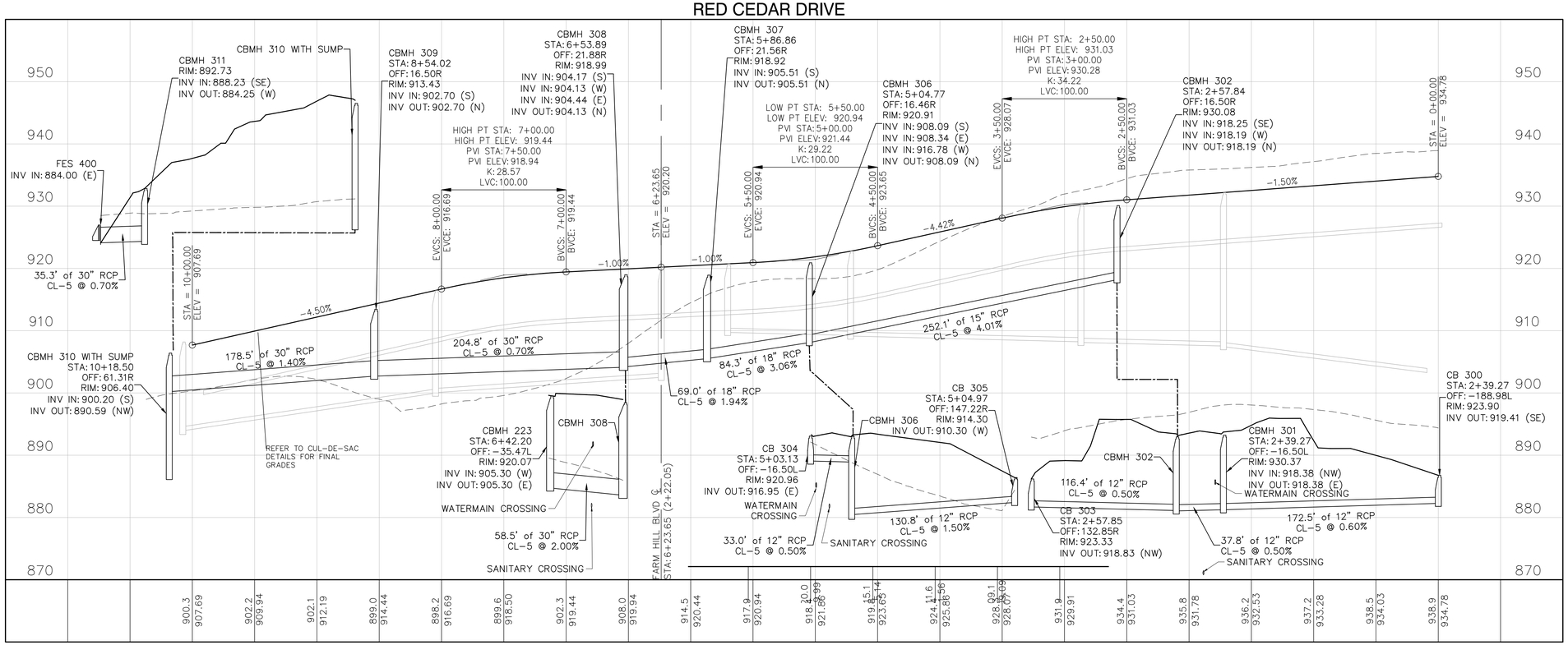
RED CEDAR DRIVE



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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
STREET AND STORM SEWER PLAN AND PROFILES

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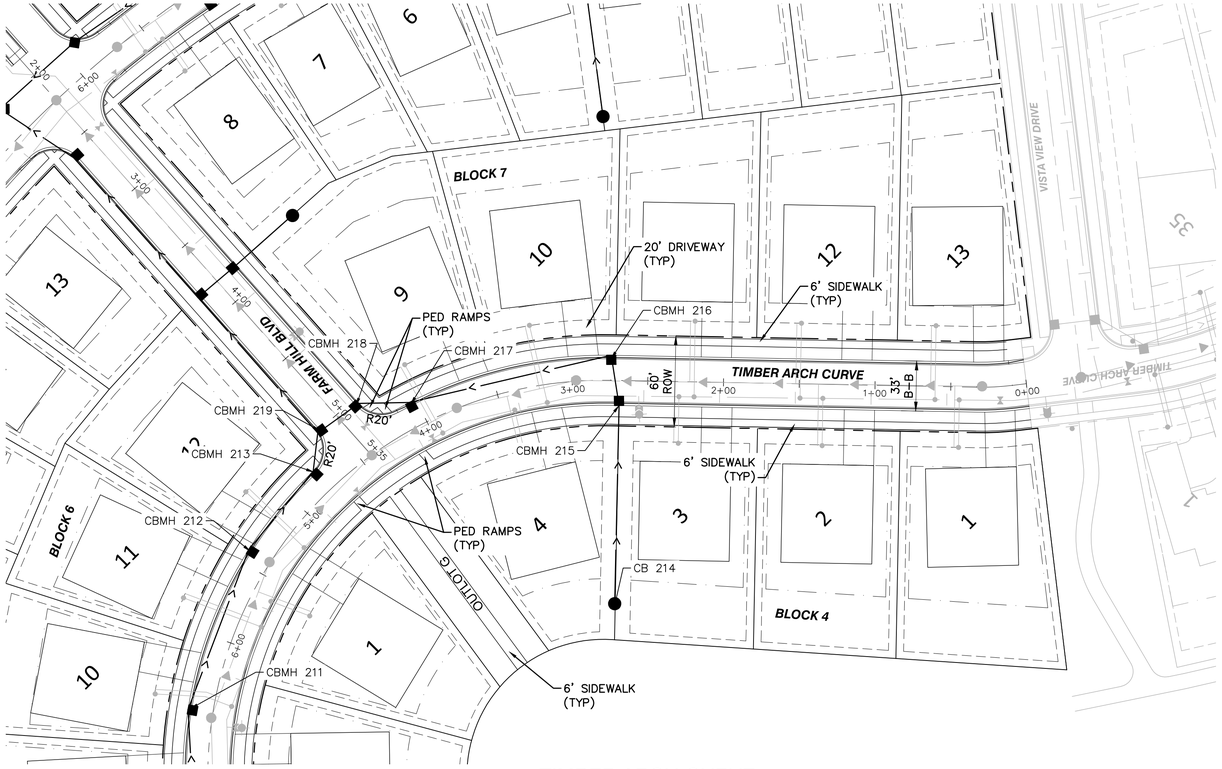
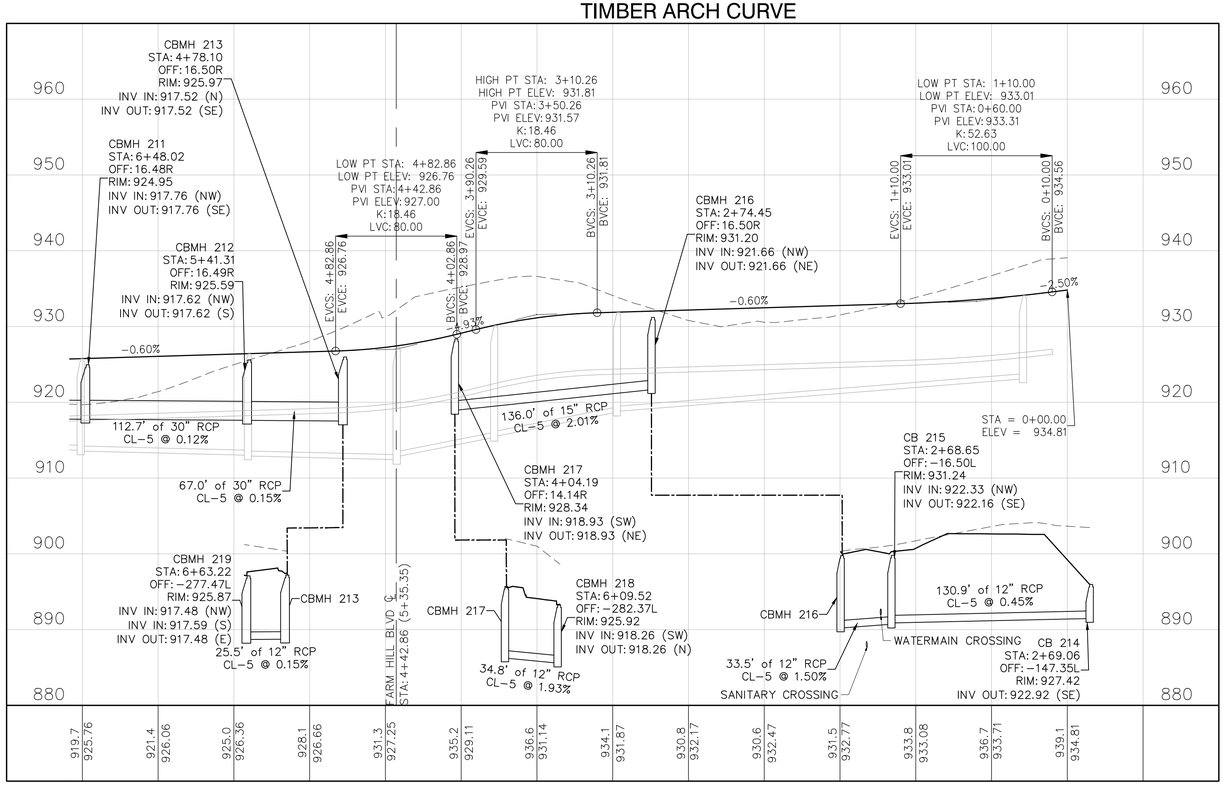
34

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-s3.dwg Mar 30, 2021 - 10:42am



TIMBER ARCH CURVE



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STRUCTURE AND CASTING SCHEDULE		
MH NO.	SIZE	CASTING
211	60"	R-3501-T
212	60"	R-3501-T
213	60"	R-3067-V
214	2'X3'	R-4342
215	48"	R-3067-V
216	48"	R-3501-T
217	48"	R-3067-V
218	60"	R-3067-V
219	60"	R-3067-V

NOTES:
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0 25 50 100
SCALE IN FEET

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CHASKA, MINNESOTA
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STREET AND STORM SEWER PLAN AND PROFILES

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DESIGNED: DN
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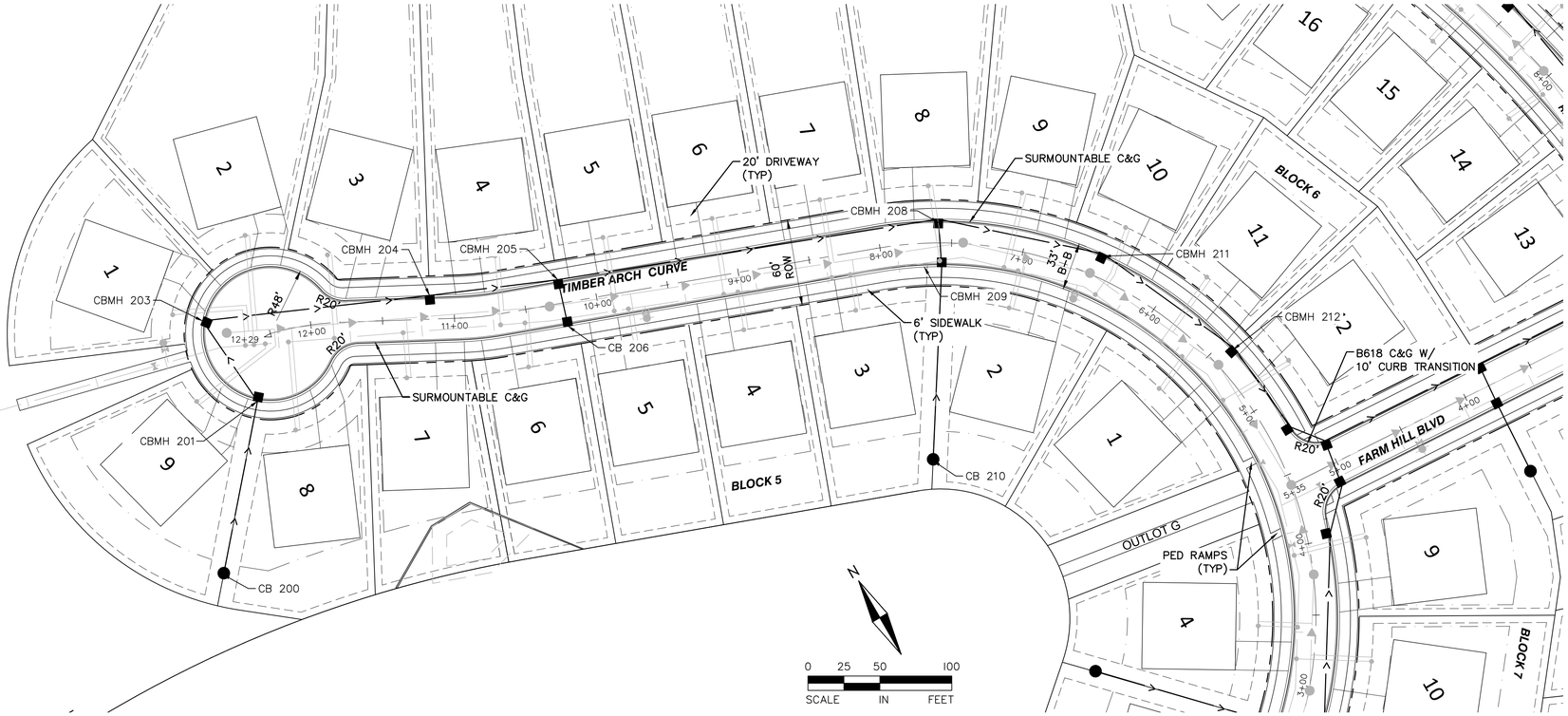
PROJECT NO: 216-0028.C

35

SHEET 35 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-s4.dwg Mar 30, 2021 - 10:43am



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MH NO.	SIZE	CASTING
200	2'X3'	R-4342
201	48"	R-3501-T
203	48"	R-3501-T
204	48"	R-3067-V
205	48"	R-3067-V
206	2'X3'	R-3501-T
208	60"	R-3501-T
209	48"	R-3501-T
210	2'X3'	R-4342
211	60"	R-3501-T
212	60"	R-3501-T

NOTES:
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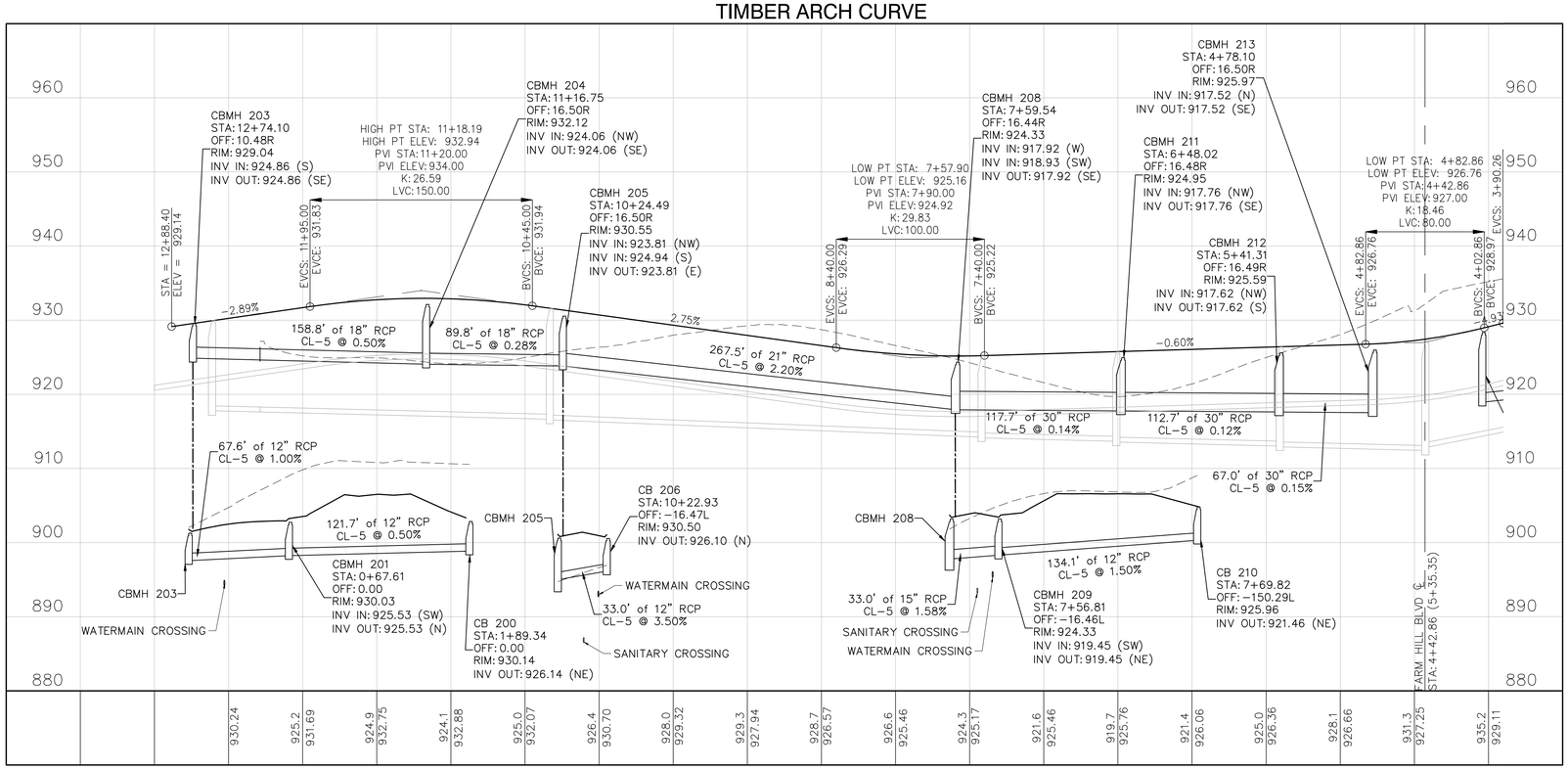
TIMBER ARCH CURVE



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PROJECT TEAM DATA
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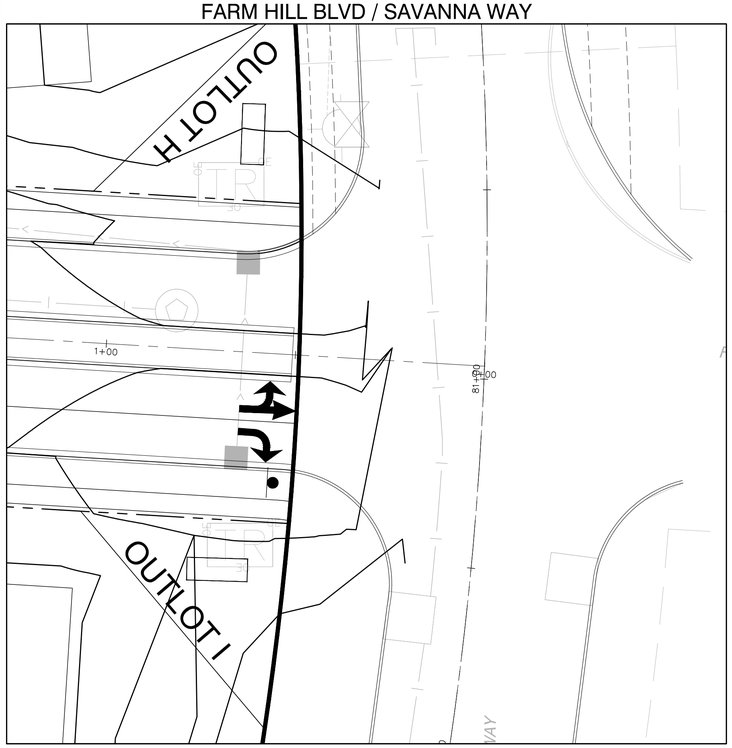
PROJECT NO: 216-0028.C

36

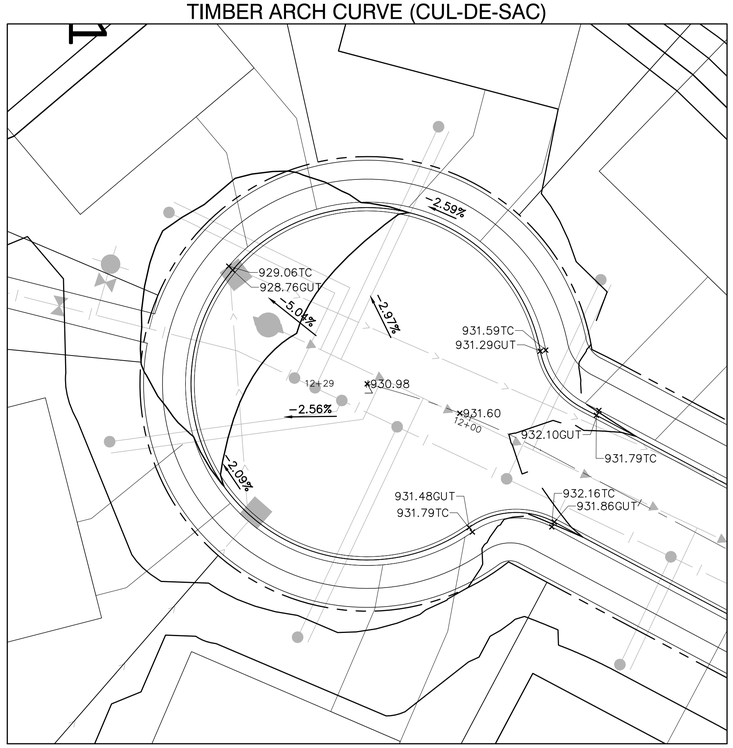
SHEET 36 OF 43

Drawing name: X:\2016\160028.2\plan sheets\Harvest West 3rd Addition Final Plat\160028.C-prof-s5.dwg Mar 30, 2021 - 10:44am

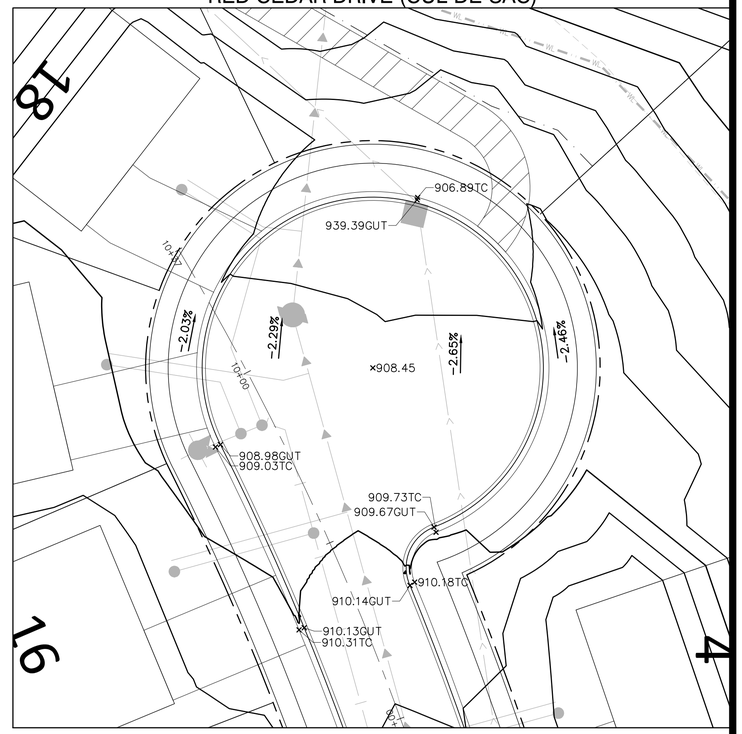
FARM HILL BLVD / SAVANNA WAY



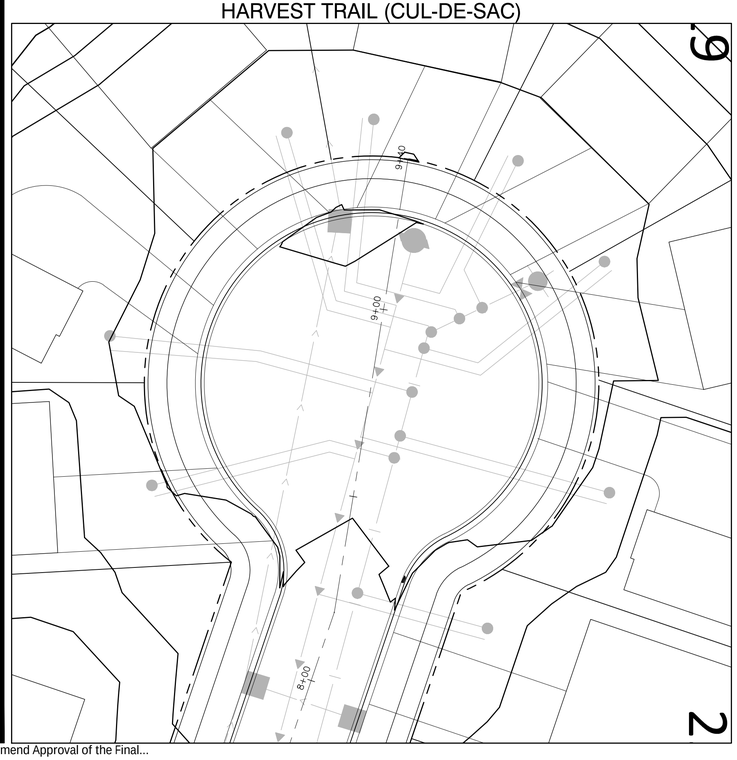
TIMBER ARCH CURVE (CUL-DE-SAC)



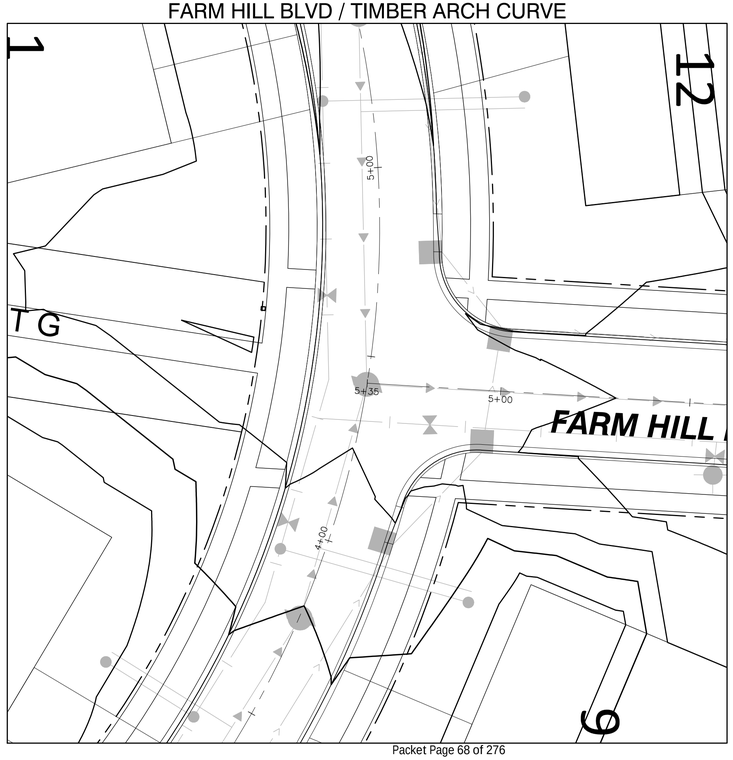
RED CEDAR DRIVE (CUL-DE-SAC)



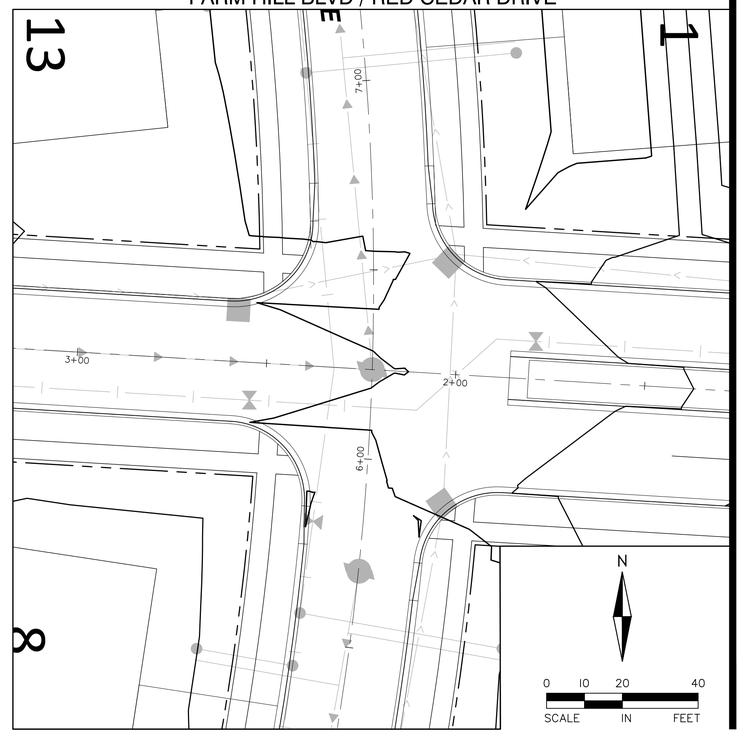
HARVEST TRAIL (CUL-DE-SAC)



FARM HILL BLVD / TIMBER ARCH CURVE



FARM HILL BLVD / RED CEDAR DRIVE



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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
STREET INTERSECTION DETAILS

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DAVE NASH, PE
03/29/2021 — Date
21836 — License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
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PROJECT TEAM DATA
DESIGNED: DN
DRAWN: JEP
PROJECT NO: 216-0028.C

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SHEET 37 OF 43

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LANDSCAPE REQUIREMENTS

PER CITY OF CHASKA ZONING ORDINANCE:
SECTION 9.6.4 REQUIREMENTS FOR ONE AND TWO FAMILY RESIDENTIAL SUBDIVISIONS:
ONE OVERSTORY DECIDUOUS TREES PER EVERY 50 LF ALONG PUBLIC STREETS, ON EACH SIDE, MINIMUM 2.5" CALIPER (B&B).

REQUIRED TREE CALCULATIONS:	REQUIRED:	PROPOSED:
4,339.7 LF / 50 = 86.79 (2) = 173.58	174	209

NOTE:
PROPOSED DEVELOPMENT STREET (BOTH SIDES): 8,679.4 LF

LANDSCAPE LEGEND:

REQUIRED BOULEVARD TREES

APPROVED BOULEVARD TREES:

- LARGE TREES: Hackberry (Celtis occidentalis), Kentucky Coffeetree (Gymnocladus dioicus), Swamp White Oak (Quercus bicolor), American Sentry Linden (Tilia americana 'American Sentry'), Autumn Blaze Maple Acer Freemanii 'Autumn Blaze'), Sienna Glen Maple (Acer Freemanii 'Sienna'), Linden, American (Tilia americana), Linden, Redmond (Tilia x euchlora "Redmond"), Maple, Sugar (Acer saccharum), Oak, Bur (Quercus macrocarpa)
- MEDIUM TREES: Honeylocust (Gleditsia triacanthos "Inermis"), Ironwood (Ostrya virginiana), Linden, Greenspire (Tilia cordata "Greenspire"), Linden, Littleleaf (Tilia cordata), Maple, Red (Acer rubrum)

EXISTING SIGNIFICANT TREE

POND–MNDOT SEED MIX: 33–261 (NATIVE/PONDS & WET AREAS IN CENTRAL, SOUTHERN AND WESTERN MN).

WET PRAIRIE–MNDOT SEED MIX: 34–262

UPLAND PRESERVATION AREA–MNDOT SEED MIX 35–241 (MESIC PRAIRIE GENERAL) OR APPROVED EQUAL.
NOTE: CONTRACTOR TO VERIFY NON–WOODED AREAS TO BE SEEDED.

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CHASKA, MINNESOTA

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LANDSCAPE PLAN - OVERALL

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03/29/2021 — Date
26222 — License No.

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SHEET 38 OF 43

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LANDSCAPE LEGEND:

REQUIRED BOULEVARD TREES

APPROVED BOULEVARD TREES:

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LANDSCAPE PLAN - VIEW A

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PROJECT TEAM DATA

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39

SHEET 39 OF 43

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LANDSCAPE LEGEND:

REQUIRED BOULEVARD TREES

APPROVED BOULEVARD TREES:

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FINAL PLAT SUBMITTAL
LANDSCAPE PLAN - VIEW B

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PROJECT TEAM DATA
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40

SHEET 40 OF 43

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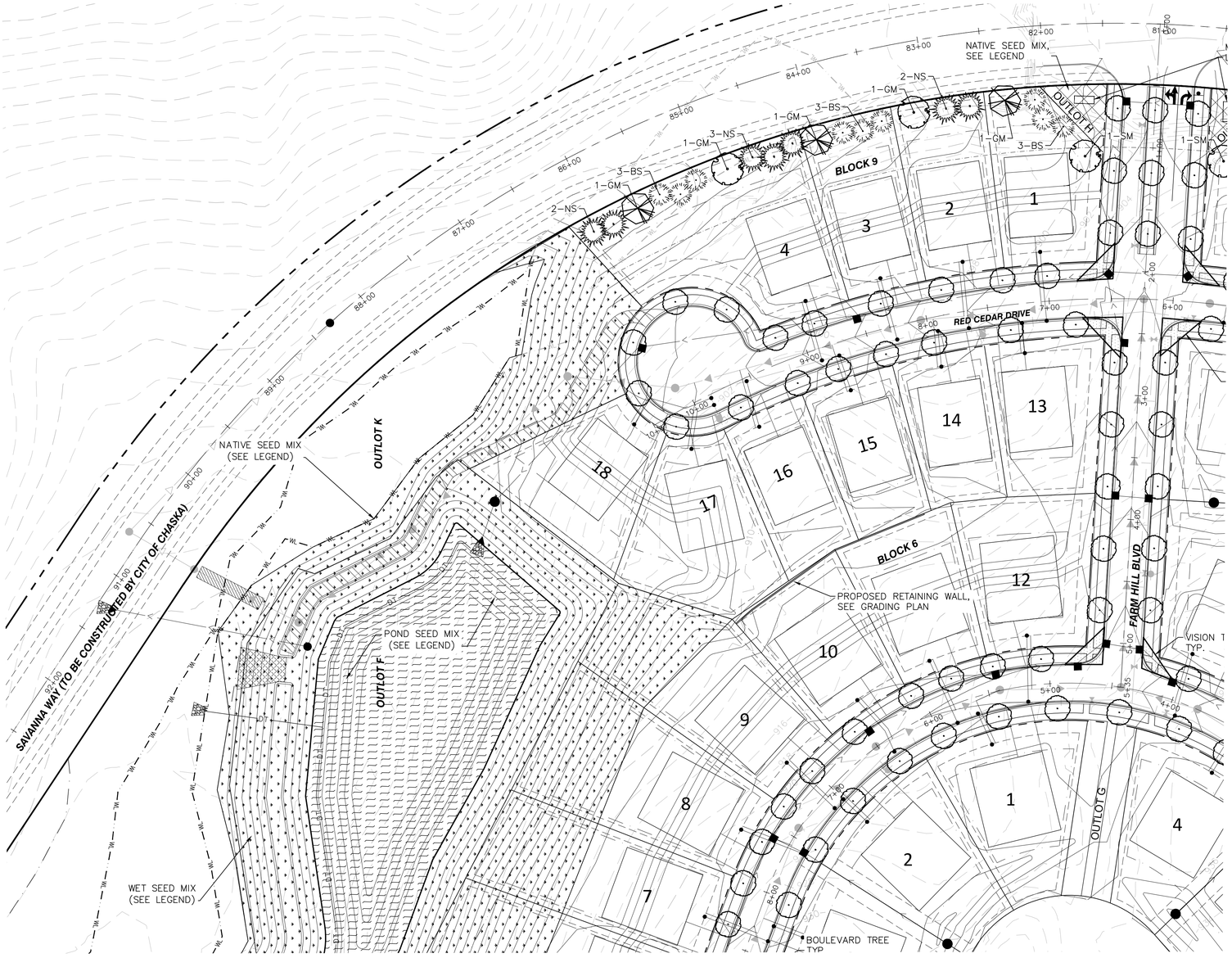

LANDSCAPE LEGEND:

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LANDSCAPE PLAN - VIEW C

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SHEET 41 OF 43

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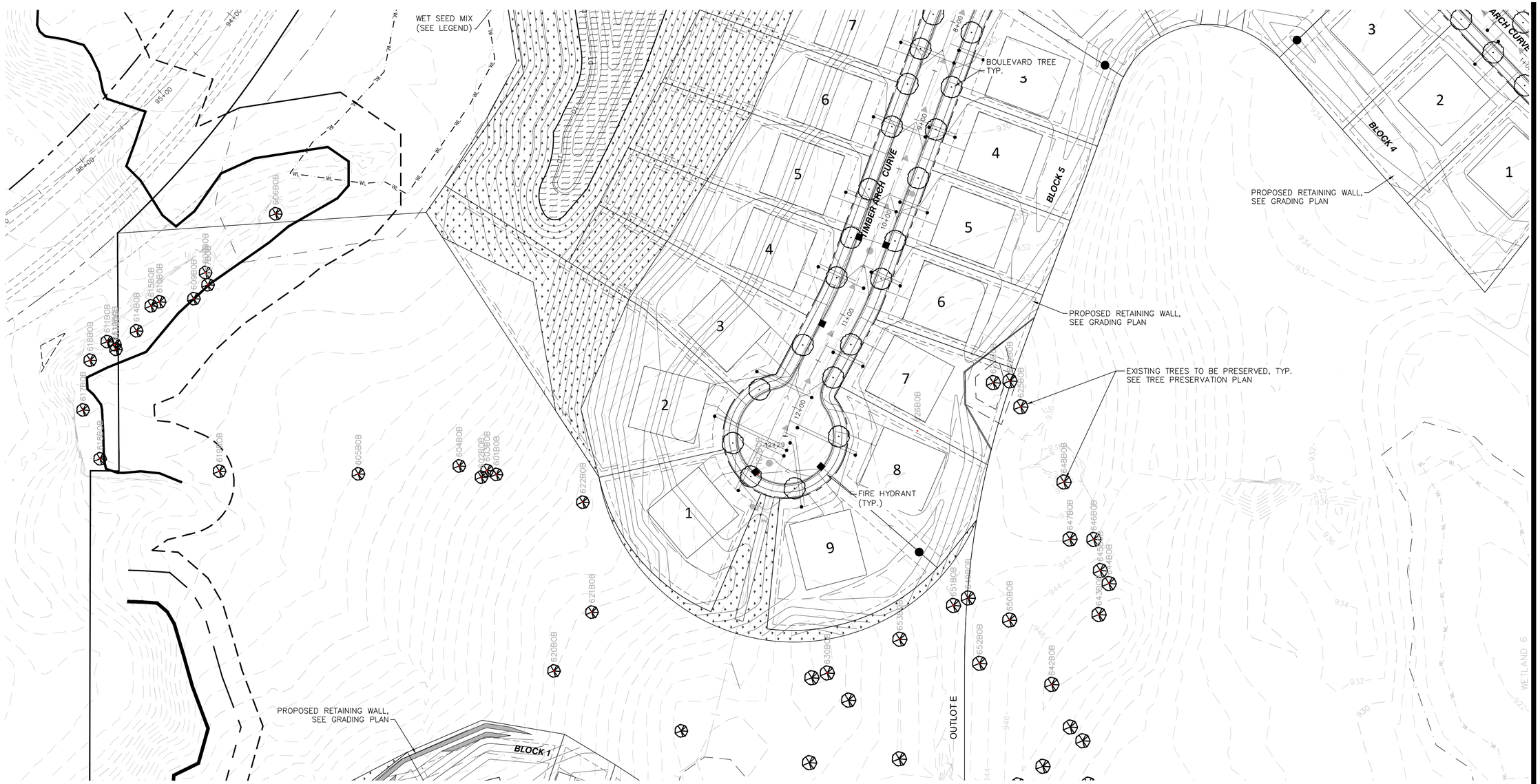

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CHASKA, MINNESOTA
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LANDSCAPE PLAN - VIEW D

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SHEET 42 OF 43

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SEED PLANTING NOTES:

POND AREA SEED MIX: MN STATE SEED MIX 33-261. (STORMWATER SOUTH & WEST)
SEEDING RATE TO BE 35 LBS/ACRE (PURE LIVE SEED).

WET PRAIRIE SEED MIX: MN STATE SEED MIX 34-262. SEEDING RATE TO BE 14.5 LBS/ACRE (PURE LIVE SEED).

APPLY SEED PER THE FOLLOWING:
MULCH SEEDED AREAS WITH Mn/DOT TYPE 3 (MCIA CERTIFIED WEED FREE) MULCH AT A RATE OF 1 TON PER ACRE WITHIN 48 HOURS OF SEEDING. MULCH SHOULD THEN BE DISC ANCHORED TO KEEP IT FROM BLOWING AWAY.

SEEDING SHALL BE APPLIED FROM APRIL 15 – JULY 20 OR SEPTEMBER 20 – FREEZE UP.

IF HYDROSEEDING UTILIZE APPROXIMATELY 500 GALLONS OF WATER PER ACRE. REFER TO MN/DOT SPEC 3884 FOR PROPER INSTALLATION OF HYDRO-SEED. ALL NATIVE SEEDS USED ON THIS PROJECT SHALL BE CERTIFIED TO BE OF MINNESOTA ORIGIN BY THE MINNESOTA CROP IMPROVEMENT ASSOCIATION (MCIA). SITE TO BE PREPARED BY LOOSENING TOPSOIL TO A MINIMUM DEPTH OF 3 INCHES. THE SITE TO BE HARROWED OR RAKED FOLLOWING SEEDING, AND THEN PACKED USING A CULTI-PACKER OR EQUIVALENT. SEE MNDOT SEEDING MANUAL FOR REFERENCE.

MAINTAIN SEEDED AREAS BY WATERING, REMULCHING AND REPLANTING AS NECESSARY TO ESTABLISH A UNIFORMLY DENSE STAND OF THE SPECIFIED GRASSES UNTIL ACCEPTED. ANY AREAS FAILING TO ESTABLISH A STAND SHALL BE RESEEDED, REFERTILIZED AND REMULCHED WHENEVER 70% VEGETATIVE COVER IS NOT ACHIEVED. RESEEDING SHALL CONFORM IN ALL RESPECTS TO THESE SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE WORK AREAS RESULTING FROM EROSION AND/OR EQUIPMENT. THE CONTRACTOR SHALL REPAIR DAMAGE, INCLUDING REGRADING, RESEEDING, ETC. AS NECESSARY, BEFORE SIGNIFICANT DAMAGE OCCURS.

TEMPORARY STOCK PILE SEED AND STRAW MULCH:
MnDOT # 22-112 SEED MIXTURE DESIGNATIONS – 40 LBS PER ACRE.

SEEDING SHALL BE APPLIED FROM APRIL 1 – JULY 20 OR JULY 20 – FREEZE UP.

MULCH SEEDED AREAS AT THE RATE OF 2 TONS PER ACRE. MULCH TO BE HIGH QUALITY WEED FREE MULCH, NATIVE GRASS MULCH, OR CLEAN STRAW. MULCH WITHIN 48 HOURS OF SEEDING.

MAINTAIN SEEDED AREAS BY WATERING, REMULCHING AND REPLANTING AS NECESSARY TO ESTABLISH A UNIFORMLY DENSE STAND OF THE SPECIFIED GRASSES UNTIL ACCEPTED.

ANY AREAS FAILING TO ESTABLISH A STAND SHALL BE RESEEDED, REFERTILIZED AND REMULCHED WHENEVER 70% VEGETATIVE COVER IS NOT ACHIEVED. RESEEDING SHALL CONFORM IN ALL RESPECTS TO THESE SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE WORK AREAS RESULTING FROM EROSION AND/OR EQUIPMENT. THE CONTRACTOR SHALL REPAIR DAMAGE, INCLUDING REGRADING, RESEEDING, ETC. AS NECESSARY, BEFORE SIGNIFICANT DAMAGE OCCURS.

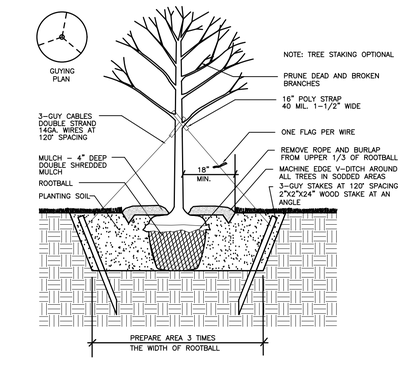
LANDSCAPE PLAN NOTES:

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. THE STAKES SHALL INCLUDE THE TYPE/VARIETY OF TREES TO BE PLANTED. CONTRACTOR SHALL HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION. UPON COMPLETION OF THE STAKING/LABELING NOTIFY THE ASSISTANT CITY ENGINEER FOR REVIEW IN THE FIELD.
3. INSTALL 4-6" DEPTH SHREDDED HARDWOOD MULCH AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS.
4. CONTRACTOR SHALL COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE. CONTRACTOR WILL MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
5. ANY MATERIAL WHICH DIES, OR DEFOLIATES (PRIOR TO ACCEPTANCE OF WORK) WILL BE PROMPTLY REMOVED AND REPLACED. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
6. LANDSCAPE CONTRACTOR TO WATER AND MAINTAIN ALL PLANT MATERIALS AND SEED UNTIL INITIAL ACCEPTANCE.
7. ALL MATERIAL SHALL COMPLY WITH STATE AND LOCAL CONSTRUCTION STANDARDS.
8. LANDSCAPE CONTRACTOR SHALL REMOVE ALL OF THEIR OWN DEBRIS FROM SITE.
9. REPAIR AT NO COST TO OWNER ALL DAMAGE TO PROPERTY RESULTING FROM LANDSCAPE WORK.
10. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC., RESULTING FROM LANDSCAPE WORK.
11. LANDSCAPE CONTRACTOR TO COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
12. AFTER COMPLETION OF WORK AND PRIOR TO LEAVING SITE, SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
13. ALL PLANTING SOIL BELOW ROOT BALL SHALL BE COMPACTED AND THOROUGHLY WATERED PRIOR TO PLANTING.
14. DEVELOPER TO PROVIDE AN IRRIGATION PLAN FOR THE MAIN ENTRY ROAD 'A' AND PARK. REFER TO IRRIGATION PLAN BY OTHERS FOR DESIGN AND LIMITS.
15. GENERAL CONTRACTOR SHALL FOLLOW THE COUNTY/STATE SOIL & EROSION CONTROL SPECIFICATIONS FOR DISTURBED AREA STABILIZATION.
16. LANDSCAPE CONTRACTOR TO BLEND AREAS OF CONSTRUCTION LIMITS AT PROPERTY LINES.
17. ALL BOULEVARDS TO BE SODDED AS EACH LOT IS DEVELOPED UNLESS OTHERWISE SHOWN ON PLANS.
18. BOULEVARD TREES TO BE INSTALLED AS EACH LOT IS DEVELOPED UNLESS OTHERWISE SHOWN ON PLANS. DEVELOPER TO DETERMINE SPECIES & INSTALL TREES LOCATED ALONG ENTRY ROAD 'A', ENTRY TO PARK AND OUTLOT 'K' PER CITY TREE POLICY.

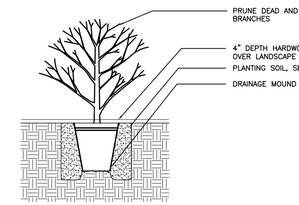
LANDSCAPE SCHEDULE

QTY.	KEY	COMMON NAME/	BOTANICAL NAME	SIZE	REMARKS
		OVERSTORY TREES			
8	SM	SUGAR MAPLE	Acer saccharum	2.5' B&B	FULL FORM
8	GM	SIENNA GLEN MAPLE	Acer fremanii 'Sienna'	2.5' B&B	FULL FORM
		CONIFERS			
26	BS	BLACKHILLS SPRUCE	Picea glauca 'Densata'	6' HT. B&B	FULL FORM
19	NS	NORWAY SPRUCE	Picea abies	8' HT. B&B	FULL FORM
		BOULEVARD TREES			
148	--	BOULEVARD TREES –	SEE LEGEND FOR SPECIES LIST	2.5' B&B NO V-CROTCH	STRAIGHT TRUNK,
209		TOTAL PROVIDED TREES			

NOTES:
1. QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY.
2. LANDSCAPE SCHEDULE DOES NOT INCLUDE BOULEVARD TREES SPECIES (SEE LANDSCAPE LEGEND FOR SPECIES).
3. OVERSTORY AND CONIFER TREES ARE SHOWN AT MATURE SIZE.
4. BOULEVARD TREES ARE NOT SHOWN AT MATURE SIZE DUE TO THE VARIETY WILL CHOSEN BY HOME OWNER AND DEVELOPER.



1 **TREE PLANTING DETAIL**
NOT TO SCALE



2 **SHRUB PLANTING DETAIL**
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HARVEST WEST 3RD ADDITION
CHASKA, MINNESOTA
FINAL PLAT SUBMITTAL
LANDSCAPE NOTES

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MARK KRONBECK, PLA
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PROJECT TEAM DATA
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PROJECT NO: 216-0028.C

43

SHEET 43 OF 43

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REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
05/12/2021

Subject: Total Loss Brokers, Inc. – Conditional Use Permit Amendment

Applicant: Total Loss Brokers, Inc.

Location: 525 Creekridge Drive

Case No.: P.C. No. 2021-07

Synopsis: Applicant is requesting approval of a Conditional Use Permit (CUP) amendment to their existing CUP approved in 1984 to allow them to store up to 450 cars on 3 acres of land

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend denial

BACKGROUND

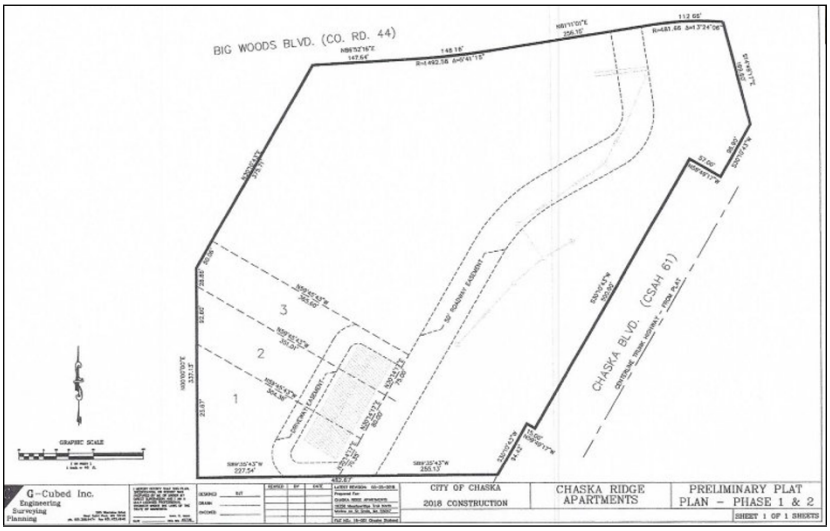
On October 18, 1984 (Res. No. 84-97), the City Council approved the Special Use Permit/Site Plan/Occupancy Permit for Total Loss Brokers, Inc. The Special Use Permit was approved with the following conditions:

a. The public driving and parking areas shall be bituminous surfaced within one year from date of occupancy permit approval by owner/developer
b. Visual screening shall be installed within the northeast area of the property to minimize potential negative effect upon adjacent residences to the north. Design of such screening shall be as stated in the I2 District regulations and as approved by the Zoning Administrator.
c. The proposed drainage into the creek along C.R. 140 shall be reviewed and approved by the City Engineer.
d. Assurances shall be given that spillage of gas, oil and other solutions are properly contained and do not seep into ground of surface water resources. City Engineer shall review and approve.
e. A bond or letter of credit shall be required from the owner/developer in an amount equal to the estimated cost of site improvements (bituminous surfacing, screening/planting, storage area surfacing, drainage facilities, etc.) to assure that such improvements will be accomplished in a timely manner.
f. Only storage, display and sale of vehicles shall be permitted. Vehicle reduction, disassembly, restoration or sale of parts shall be prohibited.
g. The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.
h. Complete berming and planting by June 1, 1985.
i. Planning Commission review after 90 days. 6 months then annually.

In May 2018, a Concept Plan for a high-density residential apartment building was proposed and approved (Chaska Bluffs Apartments). However, according to the applicant this plan never moved forward past concept due to the fact that the other two property owners of the site (Hagens and Essigs; shown below) were not ready to redevelop/sell, which was necessary in order for the project to move forward. The relationship between the property owners has been strained in the past, added to that the personalities involved in the development made coming to consensus on selling all of the land problematic.

Existing Conditions

The Total Loss site is approximately 9 acres in size (includes building space and open space on east and west sides of Creekridge Drive). Approximately 8.3 acres encompasses the open space with over half of this acreage being wooded. The Hagens (0.6 acres) and Essigs (0.8 acres) own their own building space and parking space in the rear of the building as shown on the exhibits above and below. A roadway easement (50 feet wide) exists for all property owners to use Creekridge Drive, as well as a driveway easement that runs along the edge of the building. Creekridge Drive is paved, while the remaining area of open space is gravel. The area on the east side of Creekridge Drive is fenced in for the storage of cars.



Total Loss Brokers
Total Loss Brokers has been in business over 35 years. The company is an insurance salvage pool that caters to insurance companies to recoup losses from collision payouts by selling the vehicle salvage for them. When an accident happens (anywhere in the country), Total Loss picks up the vehicle as-is and stores it on their lot. They process the title work and then auction off the vehicles as they are; they do not sell individual parts, they sell the entire vehicle. Auction only occurs through online auctions; they do not do retail sales. From point of pick-up to auction it can take anywhere from several weeks to several months in which the car would be stored on their site, depending on the speed of title work processing and whether there are investigation requirements for the collisions.

The applicant has indicated that title work has been taking more time than usual due to the changes made in the State of Minnesota's title transfer requirements, software changes and receiving the titles in the mail, which has then effected the amount of time a car is stored on their site. They indicate that the increased storage duration is not associated with any increase of business volume on their side. They have stayed relatively stable over the years.

Based on current and historic business levels, Total Loss Brokers typically requires the need to store 150-200 vehicles in the summer months, and 200-250 vehicles in the winter months. Since 2014, there have been three instances where more than 500 vehicles have been stored on the property. These drastic increases were due to a major increase in crash activity due to severe weather storms, and natural disasters that caused property damage. These conditions were an anomaly that caused temporary increases well above the normal and typical storage levels, and lasted a few months each time; the applicant does say that this 500-car occurrence could happen once every 3-4 years and are due to the State's inability to process titles efficiently. As of 2/15/21 there were 148 vehicles inside the fenced portion and 32 vehicles in the outer unfenced lot for an auction.

The numbers noted above exceed the CUP limits set in 1984 (150 cars on 2 acres of land), but the property owner is seeking to have the acreage and storage number limits amended to reflect a more accurate, relevant, and recent storage level that allows the business to remain viable. Another reason they are asking for an increase is due to the State of Minnesota's inability to process, print, and mail titles in a timely fashion as noted above.

The applicant has noted that they have been trying to sell the land and business for nearly 10 years, and will continue to do so to find either a residential developer, vehicle based operation, or land use business that fits the zoning. It is not their intentions to keep the business going if they can find a buyer. With that said, this request could be for the benefit of a different user; one that is unknown at this time.

REQUEST
The applicant is requesting a Conditional Use Permit (CUP) Amendment to their original CUP approved in 1984 so that they can increase the amount of cars stored on site to 450 cars on 3 acres of their land. The original CUP allowed storage of up to 150 cars on 2 acres of land. The 2 acres indicated in the 1984 CUP conditions above is the fenced in area on the east side of the site, and shown in blue on the below exhibit. Total Loss Brokers owns the center tenant space of the existing building in red, the blue area, and the orange area highlighted below. The tenant spaces on either side of Total Loss Brokers are privately owned under separate property

owners. The orange area below is the 1 acre area the applicant wishes to use for car storage in addition to the blue area that is currently used for such.

The site plan for Total Loss Brokers will be relatively unchanged with this proposed request. The building and access drives are not changing. The applicant is proposing to increase the storage area to 3 acres, which would include the one-acre open area west of Creekridge Drive and north of the existing building. No improvements are proposed as a part of this request. The applicant's CUP Amendment request is based on their desire to continue operating at the current profitable, viable, and sustainable business volume that they currently do, and include a built-in percentage margin for the rare occasions (once every 3-4 years) when storage levels temporarily swell beyond their normal operating levels, such as during natural disasters and bad storms. This request is not a proposed increase of the business volume as it exists today.

Zoning

This site is currently zoned Restricted Industrial (I2) district. Specifically, the intent of the I2 district "*To provide land for development of industrial activities which require large areas for outdoor storage of equipment and materials, and which do not require municipal sewer and water facilities because of their low water consumption demands and corresponding low waste water and sewage disposal requirements. It is intended that only land that is mostly secluded from public view be placed in this district, and furthermore, that adequate visual screening of outdoor storage areas be provided so that potential negative impacts on surrounding properties is substantially minimized.*"

More specifically the permitted uses in the I2 district are as follows:

a) Storage of materials, goods and products subject to the performance standards set forth in Subsection 9.1 of this Ordinance, to requirements of this Section, and as set forth by applicable rules and regulations of the Minnesota Pollution Control Agency;
b) Open storage/display areas which do not exceed a 2:1 land to building ratio;
c) Wholesaling, all commodities except live animals;

d) Truck or freight terminal;
e) Offices and administrative facilities incidental to permitted principal uses;
f) Auto and truck sales, storage and repair not including disassembly, restoration, reduction or sale of parts. Junk yards as defined herein are not permitted;
g) Storage and maintenance of school and charter buses;
h) Adult Oriented Businesses subject to regulations in Chapter 4, Article V, of the Chaska Code of Ordinances.

The uses by Special Permit (Conditional Use Permit) are as follows:

a) Open storage/display areas which exceed a 2:1 land to building ratio;
b) Wind generators and other tower mounted energy devices;
c) Solar energy devices not an integral part of the principal structure;
d) Dish antennas larger than one meter in diameter subject to provisions of Subsection 9.16.2;
e) Radio transmitters, microwave and telecommunications towers;
f) Storage, processing and packaging of flammable liquids and gases in excess of 50 gallon quantities, and of any toxic or otherwise hazardous materials;
g) Minor heliport subject to provisions of Subsection 9.21.

The business was required to get a Conditional Use Permit in 1984 for the proposed use exceeding the open storage ratio noted above.

Comprehensive Plan
The 2040 Comprehensive Plan guides this area to be High Density Residential, which conflicts with the current zoning (I2). The Comprehensive Plan acts as the guiding document for when properties develop/redevelop/rezone/change use. *With any changes to the site (zoning or intensification of use), it would require compliance with the Comprehensive Plan's guidance.*

Conditional Use Permit Amendment
Purpose of Conditional Use Permits: "*In order to give the district use regulations of this Ordinance the flexibility necessary to achieve the objectives of the Comprehensive Plan, certain uses are permitted subject to the granting of a Conditional Use Permit. Because of their unusual characteristics, such conditional uses require special consideration so they may be located properly with respect to the objectives of the Comprehensive Plan and with respect to their effects on surrounding properties. In order to achieve these purposes, the City Council is empowered to grant and to deny applications for Conditional Use Permits and to impose reasonable conditions upon the granting of these permits."*

A Conditional Use Permit may be granted by the City Council after demonstration by evidence that:
a) The establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, comfort or general welfare;
b) The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within the neighborhood;

c) The establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
d) Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided;
e) Adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets;
f) The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

a) The applicant states that the proposal for storing 450 vehicles on 3 acres of land will not be detrimental to or endanger the public health, safety, comfort or general welfare. They state that this is already a common occurrence on the site and their request to add more cars is in continuation with the current business operations. They want to make the business compliant under the Conditional Use Permit by allowing what they already do. They state that generally between 150-200 vehicles are stored on the property during the summer months, and generally between 200-250 in the winter months. There have been a couple instances since 2014 where the property has stored more than 500 vehicles on site. This drastic increase is due to major increases in crash activity due to severe weather storms, and natural disasters. These conditions were an anomaly that caused temporary increases well above the normal storage levels, and lasted a few months each time.

In addition, the applicant states that only one complaint has been received regarding the business in 2008 (staff sent a letter; it can be seen as an attachment in the applicant's narrative), and was in regards to storing semi-trailers and construction equipment on site. This issue was rectified.

Staff Analysis
The proposal to increase the amount of cars on the site, although is stated a continuation of the use as it exists today, must still be analyzed as though it is a new, non-existing request. It is important to point out that the use has been violating the conditions of the current CUP on more than one occasion according to the applicant, and as such has demonstrated that they cannot meet conditions that were specifically created for this business to operate legally. The applicant argues that they were not aware of these conditions until recently when they tried selling the land; they believed the conditions were set in a temporary manner until the necessary improvements of berming, fencing, paving were done to the site as imposed by the original CUP. They did not believe these conditions were still in effect. Staff was not fully aware of this violation happening numerous times, as we are only notified when a complaint is received. If a complaint is received then it will be inspected/processed/mitigated accordingly.

Allowing the increase of vehicle storage on the site is intensifying the use above what was approved in 1984. The Comprehensive Plan has guided this site for High Density Residential for the last 20 years through the 2030 and 2040 Comprehensive Plans. Because of this, changes to the site/use would have to be compliant with the guidance of the Comprehensive Plan. Adding more vehicle storage above what is allowed would be in conflict with the Comprehensive Plan, and be more cumbersome to change if redevelopment became available for this site. A Conditional Use Permit's purpose is to allow

flexibility in order to achieve the objectives of the Comprehensive Plan. This request does not appear to be meeting this. The other side to this is that *a Conditional Use Permit runs with the land*. Even if the current business owner were to sell, the CUP would still be intact and the next property owner would be able to operate their business under the same conditions of the approved CUP. Approving the increase in car storage may attract a user that will use the site at full capacity of the CUP daily. With that in mind, it could create more of a challenge in redeveloping the site.

A big question with this type of use is the environmental effects it has on the site and surrounding areas. One of the conditions of the original CUP speaks to (Condition #d of 1984 CUP) the spillage of gas and other liquids and ensuring that they are contained. With this Amendment request it is unclear what contamination has occurred, if any. The applicant does provide a summary in their narrative that argues that all liquids within a vehicle leak out before getting transferred to Total Loss's site, and thus there shouldn't be any leakage on site (refer to page 12 of CUP narrative submittal document for full statement). However, no definitive information has been supplied that could speak to this, or speak to the environmental impacts of this type of use (ie. environmental assessment report). Any contamination on the site would make this site less desirable for redevelopment, as that requires more clean-up to make the site viable. The increase of cars provides a higher risk of potential environmental impacts; not only to the subject site but off-site as well through compromised drainageways.

In sum, the request to increase the storage of cars on site would be detrimental to the public health, safety, comfort and general welfare as precedence shows the current CUP's conditions have been violated, the objectives of the Comprehensive Plan are not being met with this new request, and there is a higher risk of environmental impacts which have not been identified nor dismissed with definitive data.

b) The applicant states that they do not believe the continuation of the outdoor storage at a maximum of 450 vehicles will be injurious as it will not result in an operation different than what has been occurring presently.

Staff Analysis
The proposal to increase the amount of vehicle storage on the site, again, has to be looked at as a new request. The site is surrounded by two other industrial users within close proximity, and a brewery on its south edge. Residential uses are found on the north and west sides of the site. The west side of the site is guided for low density residential and continues to be an area of residential growth. Particularly, the properties owned by the Carlson's (3675 Big Woods Blvd) and Robling's (3625 Big Woods Blvd) are undergoing development. Development of these areas will result in much different viewsheds from these sites as tree cover will be changed; although tree cover may be present now it could be much different as development occurs. Because of this, the request to increase vehicle storage would have a detrimental effect on the surrounding property owners in terms of what is being seen, and additionally, what effects the actual site. Allowing 450 cars would essentially allow the open space of the site to be completely filled with cars. Creekridge Drive would be the only 'open' area essentially. The applicant states that drive aisles will be maintained between the storage of cars, so as to operate much like a parking lot. The storage areas are not proposed to be paved or striped so organization of cars in these areas

will be organic at best. Because of this staff is uncomfortable with the ability to stack these cars appropriately so that they do not impede on other access and movement on the site. Pavement is typically required in parking areas, and staff would see this no differently. However, adding pavement to the site would also mean making the use more intense than what it is today, and thus make the objectives of the Comprehensive Plan farther out of reach.

In sum, the disorder of the parking area not being paved or striped, the amount of cars being seen from adjacent properties including residential, and the potential for cars impeding on access and movement on the site will be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, and substantially diminish and impair property values within the neighborhood.

c) The applicant states that they believe the continuation of the outdoor storage at a maximum of 450 vehicles will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. Screening is achieved on most edges of the property, with the exception of the south edge abutting the brewery, where there is no screening currently, only a chain link fence. The property also sits well above County Road 61 (Chaska Blvd), so direct vision into the site is not achieved here. There is minimal vision from County Road 44 where the entrance is, but there are trees flocked on either side of the driveway. Wooded slopes abut the western edge of the site.

Staff Analysis
Allowing 450 stored cars to be stored on 3 acres of the site is asking for intensification of the original use set forth by the 1984 CUP. The amount of cars and area in which it encompasses are being increased. As stated before the intensification of the use is in conflict with the Comprehensive Plan's guidance of this site for High Density Residential, and makes the site more difficult to redevelop due to unknown environmental concerns, and creating an increased use that will be more cumbersome to reverse when redevelopment becomes available. The applicant has also indicated that they are wanting to sell. The request to increase the vehicle storage amount and acreage appears to be in line with providing more value to the land, and not necessarily attributed to their business model as they typically have 250 cars at most on site.

In sum, the request to increase the CUP conditions to allow for 450 cars on 3 acres of land will impede the normal and orderly development and improvement of surrounding property for uses permitted in the district as it is contrary to the Comprehensive Plan, and will provide intensification to the use which will make it more cumbersome to reverse when redevelopment is available.

d) The applicant states that adequate utilities, access roads, drainage and necessary facilities have been or will be provided.

Staff Analysis
The applicant is not proposing any improvements with this request. The site is not serviced by City utilities, although sewer and water were extended through the site to service the

adjacent brewery building in 2018; the Creekridge Drive properties did not hook up, nor were they required since this area is redeveloping at some point.

The vehicle storage areas are not paved, although it is required by general ordinance that parking areas need to be paved. The parking area is not and is not proposed to be striped. The applicant states there will be enough parking area for 450 cars and drive aisle space within the 3 acres. For reference, 450 cars will require 1.67 acres of space to meet the minimum 9'x18' parking stall per car. In addition, 450 cars will require 1.11 acres of space to meet the minimum 9'x12' drive aisle space per car. In total, 450 cars will need 2.78 acres of space to meet both the minimum parking and drive aisle space. The applicant is proposing 3 acres of space. However, as noted before the parking areas will not be striped or paved so the organization of cars will be organic at best.

In sum, the site does not provide adequate paving and striping for the car storage areas. The parking areas will be organic at best. If they did pave and stripe it would create a use that is more permanent on the site.

e) The applicant states that adequate measures have been or will be taken to provide ingress or egress designed to minimize traffic congestion in the public streets.

Staff Analysis
The site access will be remaining with this request. No improvements are proposed. As far as traffic is concerned, the traffic levels will remain as they are today. The company does all the transporting of vehicles to the site from a crash. They have one flatbed truck that hauls two vehicles at a time. They average 3-4 vehicles a month in delivery (average 1 per week). And the truck leaves and returns on average 2-3 times per business day if the truck is leaving and returning with only one vehicle. Online auctions are held 1-2 times a month and auction 30-40 vehicles. Buyers will come to the site to pick up the car(s) they buy at the auction; usually within a week after the auction. The traffic generation from this site is not a huge concern, nor has it been an issue in the past as far as we are concerned.

f) The applicant states that the special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

Staff Analysis
Although the use is a permitted special use, the purpose of special uses are to provide flexibility in achieving the objectives of the Comprehensive Plan. Through the above analysis it does not appear that this proposed request meets those objectives or gets us closer to achieving the objectives of the Comprehensive Plan. It appears that the request to increase the allowance and acreage of car storage is contrary to and more cumbersome to achieving the Comprehensive Plan. It also appears that this request is to increase the value of the property, which would be predominantly beneficial when a sale occurs and not beneficial for the continued operation of the business. Because of this staff would not be in support of approving this request.

PLANNING COMMISSION ACTION REQUESTED:
Motion to recommend denial of the Conditional Use Permit (CUP) Amendment to allow storage of up to 450 cars on 3 acres of land on the Total Loss site (525 Creekridge Drive), subject to the following findings:

1. The original 1984 CUP conditions have not been met as stated by the property owner. The amount of cars on the site have exceeded the 150 car maximum and have been parked outside the required fenced in area on numerous occasions (photography evidence in 2000, 2005, 2006, and 2020). Precedence has shown that a CUP is not taken serious.

2. Approval of the CUP amendment would not meet the 2040 Comprehensive Plan's guidance of High Density Residential.

3. The CUP Amendment would intensify the use more than what the 1984 CUP allows and thus make it more challenging to achieve the objectives of the 2040 Comprehensive Plan.

4. Environmental impacts of the use are unknown and if present will create more of a detriment in trying to redevelop the site to be compliant with the 2040 Comprehensive Plan.

5. There is a higher risk that the addition of more cars could create more of an environmental impact on the site, and more so on ground that is not paved. Adjacent drainageways on the site and off the site could be compromised.

6. The parking areas for the stored cars are unpaved, which does not meet the City's zoning ordinance Section 9.2.5.4.

7. The parking areas for stored cars are unstriped and will be disorderly in terms of traffic movement and organization through the site.

8. The view of cars from the southern abutting property, the two property owners sharing the building with Total Loss, and from the continued residential growth on the north side of the site (Carlson and Robling lots) will have a negative effect.

9. Screening is not achieved on the south property line to screen the cars from the adjacent southern property.

10. The request to increase the amount and area of stored cars appears more beneficial to a potential sale of the property, and not beneficial to the continued use of the Total Loss business.

11. The request of 450 cars seems excessive as this is not the typical storage amount the business operates under.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE October 18, 1984 RESOLUTION NO. 84-97

MOTION BY ALDERMAN Lindall SECONDED BY ALDERMAN Schmidt

A Resolution approving a Special Use Permit/Site Plan/Occupancy Permit for Total Loss Brokers, Inc., leasee, Creekview Industrial Park - P.C. No. 84-68.

WHEREAS, there was presented to the City Council of the City of Chaska for approval, a Special Use Permit/Site Plan/Occupancy Permit for a newly formed business which will be involved in towing, distributing and selling vehicles; and

WHEREAS, the Planning Commission of the City of Chaska reviewed the proposal for the company which intends to lease property in the Creekview Industrial Park for temporary storage and display of vehicles; and

WHEREAS, the Chaska Planning Commission recommended that the Chaska City Council approve an Occupancy Permit for use of land in the Creekview Industrial Park by Total Loss Brokers based upon the submitted site plan and following conditions:

a. The public driving and parking areas are designated blacktop, when affordable. Recommend one year from date of occupancy permit approval.
b. Visual screening should be installed within the northeast area of the property to minimize potential negative effect upon adjacent residences to the north. Design of such screening shall be as stated in the I-2 District regulations and as approved by the Zoning Administrator.
c. The proposed drainage into the creek along C.R. 140 should be subject to approval of the City Engineer.
d. Necessary assurances should be given that spillage of gas, oil and other solutions are properly contained and do not seep into ground or surface water resources. City Engineer shall review and approve.
e. A bond or letter of credit should be required in an amount equal to the estimated cost of site improvements (bituminous surfacing, screening/planting, storage area surfacing, drainage facilities, etc.) to assure that such improvements will be accomplished in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Chaska City Council approves a Special Use Permit, the Site Plan and Occupancy Permit for use of land in the Creekview Industrial Park by Total Loss Brokers, Inc. based upon the submitted site plan and following conditions:

a. The public driving and parking areas shall be bituminous surfaced within one year from date of occupancy permit approval by owner/developer.
b. Visual screening shall be installed within the northeast area of the property to minimize potential negative effect upon adjacent residences to the north. Design of such screening shall be as stated in the I2 District regulations and as approved by the Zoning Administrator.
c. The proposed drainage into the creek along C.R. 140 shall be reviewed and approved by the City Engineer.
d. Assurances shall be given that spillage of gas, oil and other solutions are properly contained and do not seep into ground or surface water resources. City Engineer shall review and approve.
e. A bond or letter of credit shall be required from the owner/developer in an amount equal to the estimated cost of site improvements (bituminous surfacing, screening/planting, storage area surfacing, drainage facilities, etc.) to assure that such improvements will be accomplished in a timely manner.
f. Only storage, display and sale of vehicles shall be permitted. Vehicle reduction, disassembly, restoration or sale of parts shall be prohibited.
g. The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.
h. Complete berming and planting by June 1, 1985.
i. Planning Commission review after 90 days. 6 months then annually.

Passed and adopted by the City Council of the City of Chaska, Minnesota this 18th day of October, 1984.

Tracy D. Swanson, Mayor

Attest: Shirley Bruers, City Clerk

Daniel Lysholm
TOTAL LOSS BROKERS
525 C Creekridge Drive
Chaska, Minnesota 55318
totallossbrokers@gmail.com

Elizabeth Hanson, AICP
City Planner
City of Chaska

Elizabeth,

I have prepared a responsive letter addressing the two lists of questions received regarding the application for an amended conditional use permit for Total Loss Brokers.

It is our sincere hope that this responsive letter addresses the questions you have already posed, and if there are follow up questions or other details necessary, please do not hesitate to forward them to us.

Sincerely,

Daniel Lysholm

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ORIGINAL CONDITIONAL USE PERMIT OCTOBER 1984

Request for amendment to the Conditional Use Permit, established in October 1984

HISTORY AND BACKGROUND

Total Loss Brokers has been in business for 35 years. When the company first started, we rented only a small portion of what is Outlot A (8.36acres).

Total Loss Brokers is Minnesota's oldest insurance salvage pool. It is a family owned and operated business that caters to insurance companies to recoup losses from collision payouts by selling the vehicle salvage for them.

WHAT DOES TOTAL LOSS BROKERS DO?

We pick up and store the vehicle as-is on our lot until we process the title work, send it to the State, and receive the new title back from the State. Only then may we place the vehicle in an auction. The vehicles are sold as-is, and the buyers are required to pick them up within one week.

Once we pick a vehicle up and process the title work, a vehicle will be stored on the property for anywhere from several weeks to several months, depending on the speed at which the State of Minnesota can process, print, and return the title to us, and whether the vehicle needs to be held as part of an investigation for fatalities, fraud, or fires.

As of 2/15/21 there were 148 vehicles inside the fenced portion and 32 vehicles in the outer unfenced lot for an auction. Total Loss Brokers only brokers the sale of vehicles for insurance companies through online auctions. We do no retail sales. We do not tear down vehicles. We do not sell parts. We do not crush vehicles onsite. We only store vehicles as-is until they can be sold in an auction.

TITLE REQUIREMENTS OF THE STATE OF MINNESOTA

The State of Minnesota requires the transfer of a title for any out of state vehicle, any Minnesota vehicle that is model year 2016 or newer, or has an actual value of over $9000. Vehicles not meeting this requirement may be sold under the designation of “Held for Resale” by a dealer. The State determines the model year requirement by the formula of current calendar year plus 5 years.

The elongation of vehicle storage duration and subsequent increase in vehicle storage volume is directly related to the changes made in the State of Minnesota’s title transfer requirements, the State of Minnesota’s software changes, and the time it takes to effect a title transfer application and receive a new title in the mail.

The increased storage duration of vehicles is not associated with any increase of business volume. The number of vehicles we process through our auction is, and has been, relatively stable with only slight variations both up and down over the past several years.

THE ORIGINAL CONDITIONAL USE PERMIT (pages 24, 25)

Total Loss Brokers obtained a conditional use permit for our insurance salvage pool brokering business in October of 1984. The CUP was approved on condition that, among other things: “The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.” Total Loss Brokers has operated its business on the property for over thirty-five years.

At the time Total Loss Brokers sought the original Conditional Use Permit in 1984, not all of the currently available space was at our disposal to use as vehicle storage. Total Loss Brokers was renting a smaller portion of Outlot A that consisted of the southern 1/3 portion of what is the current fenced in portion of land on Outlot A. See photograph on page 26. There was still an ongoing gravel operation, and a sandblasting business on site. The initial CUP was granted in 1984 for 150 vehicles on 2 acres.

Total Loss Brokers purchased the entirety of Outlot A, PID# 30.1250040 (8.36 acres) approximately 8 or 9 years later.

DESCRIPTION OF THE LAND OWNED BY TOTAL LOSS BROKERS

As stated, along with the front and rear easements associated with our portion of the building, Lot 2 Block 1 Creekview Industrial Park, we also own the entire 8.36 acres of Outlot A. Over half of this land is wooded acreage surrounding the west, north, and east sides of the property. The east side of the property is comprised of a steep wooded hill along the entire length of Chaska Blvd. The south side of the property is bordered with the parking lot of the Schram Haus Brewery.

After purchasing the land many years ago, the driveway access to the front of the building was paved, and the fence line at the front of the building was altered to allow for a turn around area large enough to accommodate a semi tractor trailer for our neighbors Hagen Trucking.

We have calculated that the fenced in/eastern portion of the lot is capable of holding over 350 vehicles. Furthermore, the outer unfenced/western lot is capable of holding 200 vehicles.

In practice, between 150 and 200 vehicles are stored on the property in the summer months. During the winter months, between 200 and 250 vehicles are stored on the property.

Since 2014, there have been three instances where more than 500 vehicles have been stored on the property. These drastic increases were due to a major increase in crash activity due to severe weather storms, and natural disasters that caused property damage. These conditions were an anomaly that caused temporary increases well above the normal and typical storage levels, and lasted a few months each time.

STIPULATION REGARDING COMPLIANCE AND COMPLAINTS REGARDING BUSINESS OPERATION

Until we began looking into selling the land several years ago, we were under the assumption that the 2 acre limit, and the 150 vehicle limit was set in a temporary manner until such time as the berming, fencing, paving of the driveway, and other conditions were met.

During the process of trying to sell the property we discovered that these limits were still in effect. It is our sincere desire to operate our business in compliance with the limits set forth in the CUP, yet also have reasonable limits be established in the CUP. Considering the CUP limits were established in 1984, we believe it is reasonable to have the limits reexamined.

We are requesting an amendment to the limits in the CUP that align with the current and historic business levels, that also allow the business to remain viable financially.

We understand that our current operational level is normally close to, but not always within, compliance of the level set in 1984, at 150 vehicles, and as such we are requesting an amendment to establish the current and typical use as compliance.

In the over 35 years of operation, we are aware of only one complaint that the City has received regarding the property. See page 23 for this letter. That complaint was related to storage of semi trailers and construction equipment, both of which were directed at the business practices of our two neighbors. Numerous Semi trailers on site, and excavating equipment on the south end of the shared building. Both of those issues were rectified. This complaint letter was dated 4/10/2008. Also see photograph on page 27.

WHY AN INCREASE FROM 150 TO 450 VEHICLES, AND 2 ACRES TO 3 ACRES ?

The first reason is our strong desire to operate our business at a profitable and sustainable level, while remaining compliant within reasonably set CUP limits. Our current and historic business levels are stable with slight variances year to year. I have included the last 4 years of data in a later section for your reference.

Based on current and historic business levels, Total Loss Brokers typically requires the need to store 150-200 vehicles in the summer months, and 200-250 vehicles in the winter months. We realize this is 50 to 150 vehicles above the CUP limits set in 1984, but we are seeking to have the acreage and storage number limits amended to reflect a

more accurate, relevant, and recent storage level that allows our business to remain viable.

Another reason we are asking for an increase is due to the State of Minnesotas inability to process, print, and mail titles in a timely fashion. The State has changed its software for a second time in the last 8 years. With each change, there was a lag in the processing time which created longer storage times for us. 9 years ago with the original software, it took about 3-6 weeks for a title to be mailed back to us. With the first software change that expanded the return time to 1-3 months. After the software change last year, we have had titles take anywhere from 3-10 months.

We have a handful of vehicles that still have not had titles mailed after 12 months. We have resorted to sending the State lists of vehicles we are waiting on titles for. The State has made it known they only want a list of vehicles more than 6 months delinquent.

HOW WOULD 450 VEHICLES FIT OR BE ARRANGED ON OUR PROPERTY?

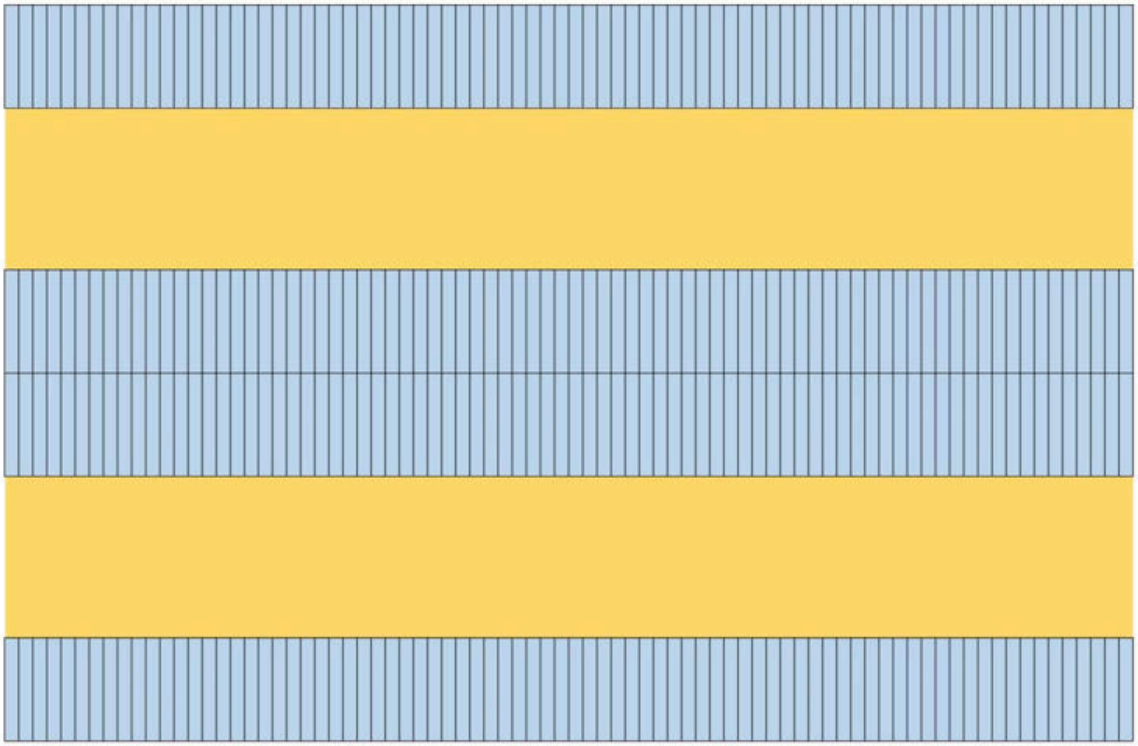
Based on the math provided by the City staff, a typical parking space is stated to be 9'x18', or 162 square feet. 150 vehicle spaces use 24300 square feet, or .56 acres. Considering our current set limit of a 2 acre lot, the remaining 62820 square feet, or 1.44 acres is then unused open space.

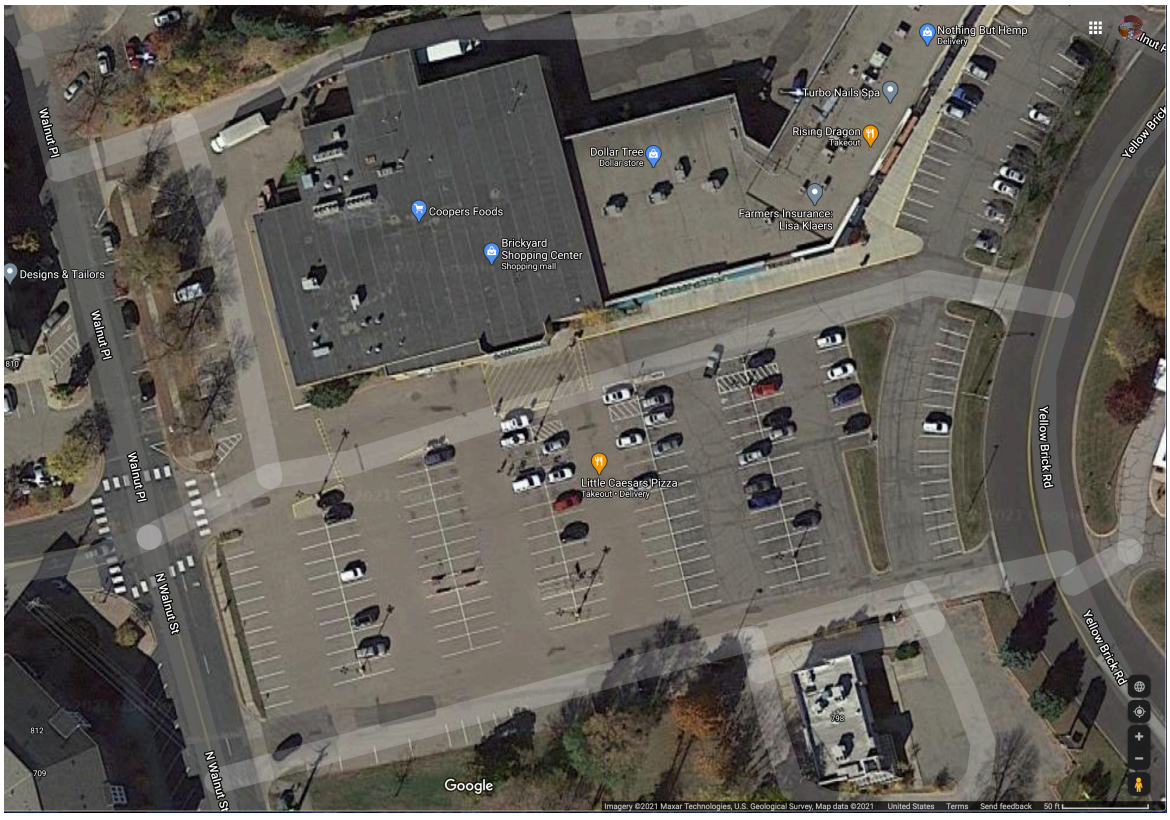
Our fenced lot currently has approximately 150 vehicles parked in a ring formation inside the fenced lot, and the entire remainder of this lot is wide open space. If you could imagine moving the fence inwards towards the center of the lot by 18' on all sides, there is that much open space.

If you designate 450 vehicle spaces on the same 2 acres, the vehicle spaces would use 72900 square feet, or 1.67 acres, leaving .33 acres for open aisle access space. If you expand the useable amount to 3 acres, the open aisle access space increases to 1.33 acres allowing for much wider access aisles.

A typical parking lot with 4 rows of vehicles and two access aisles can fit over 320 vehicles with room left over on 1.59 acres. See the illustration below for configuration, and the figures below determining the square footage and acreage required for 320 vehicles.

Please refer to the illustration and aerial photograph on the following page.




Nothing But Hemp
Delivery
Turbo Nails Spa
Rising Dragon
Takeout
Dollar Tree
Dollar store
Coopers Foods
Farmers Insurance: Lisa Klaers
Brickyard Shopping Center
Shopping mall
Designs & Tailors
Walnut Pl
Little Caesars Pizza
Takeout · Delivery
N Walnut St
Yellow Brick Rd
Google

With each parking row having 80 spaces measuring 9'X18'. Each access aisle being set at 24' wide.

Parking rows at 18X720=12960 sq ft 12960X4=51840 sq ft

Aisle rows at 24X720=17280 sq ft 17280X2=34560 sq ft

51840+17280=69120 sq ft **69120= 1.59 acres (.41 acre balance)**

Considering 320 vehicle spaces with access isles fit on 1.59 acres, how many vehicles could the remaining .41 acres reasonably hold?

I used Google maps to obtain the overhead image of the Coopers parking lot above. Consider the following.

The Coopers grocery lot appears to be approximately 240'X75'=18000 square feet, (or **.41 acres)** for consideration. Coopers appears to have approximately 181 vehicle spaces. The spaces in Coopers parking lot appear to be 8'X16', or 128 sq feet. Slightly smaller than the parking spaces referenced above at 9'X18'/162 sq feet.
Regardless of the math discrepency, if you combine the 320 vehicle spaces from the previous figures on 1.59 acres, and the 181 vehicle spaces in the remaining .41 acres, you get **501 vehicle spaces** on **2 acres with access aisles and open space.**

Using the figures above, Total Loss Brokers should reasonably be allowed to store 500 vehicles like any other parking lot of this size (2 acres) would allegedly be granted. We are asking for 450 vehicles on 3 acres. Not so we can increase the business volume, but, so that we may continue to operate at the current profitable, viable, and sustainable business volume, and include a built-in percentage margin for the rare occasions (once every 3-4 years) when storage levels temporarily swell beyond our normal operating levels, such as during natural disasters and bad storms.

We would still line the fence and bermed areas of the lot with a ring of vehicles, and would arrange the vehicles in the center of the open space with double or single rows of vehicles while providing adequate access aisles of approximately 24' wide to allow for moving the vehicles in and out with our front end loader.

IS THERE A REQUEST TO INCREASE THE RATIO OF VEHICLES PER ACRE?

Staff referenced the appearance of a request to increase the ratio of vehicle storage per acre. We were not looking to make that argument, however the ratio of 150 vehicles on 2 acres is 75 vehicles per acre, and 450 vehicles on 3 acres is 150 vehicles per acre as Staff correctly states.

Coopers Grocery is allowed 181 vehicles on .41 acres, which is a ratio of 441 vehicles per acre. With our current limit of 2 acres, a similar ratio to COOPERS would be 882 vehicles. We are **NOT** asking for an increase to 882 vehicles.

With CUP limits set to 3 acres and 450 vehicles, we would continue to operate our business at current and historic levels. 150-200 vehicles in the summer, and 200-250 in the winter.

For reference, 2 acres is 87120 square feet, or 22.4% of the property owned by Total Loss Brokers in Outlot A. 3 acres is 130680 square feet, or 36% of the property owned by Total Loss Brokers in Outlot A. This would amount to a 13% increase of the space used that we own.

Keep in mind when considering our request that with an increase to a 3 acre limit, and a 450 vehicle limit, at maximum capacity (450 vehicles) **there would still be 1.33 acres of open space** for access aisles in that 3 acres. We reach that level of vehicles very infrequently, only once every 3-4 years, and that lasts for a temporary period of time. For the majority of the time, we would be at normal levels (150-250 vehicles) and there would be a minimum of 2.26 acres of open free space on that same 3 acres.

WHAT WILL BE DONE WITH THE REMAINING 1.33 ACRES?

We are not looking to increase our business levels from what is normal and historically typical. We are looking to amend the CUP to reflect current and historic levels and include a built in buffer or margin, so that even in those rare instances, once every 3-4 years, we may remain compliant and operating within the CUP's set limits. The remaining free space (1.33 - 2.26 acres) would always remain open free space.

HOW OFTEN WILL VEHICLE STORAGE VOLUME BE AT THE INCREASED LEVEL?

Our estimate is once every 3-4 years, and the increased levels are temporary, but based on the State's inability to process, print, and mail the titles to us. Since 2014, we have reached over 500 vehicles on 3 occasions. There have been no complaints relating to traffic volume, storage volume, public harm, or public nuisance, either due to the temporary volume increases, or for any other reason.

It is our goal to operate at a competitive and manageable level until such time we are able to successfully sell the business and land. We desire to operate within the scope of a CUP that allows us to continue at our current and historic levels, which allows us to remain sustainable and viable until such time as we can successfully sell the property. We request that the CUP be amended to reflect actual and historic values with a built in margin for emergency increases.

HOW OFTEN ARE VEHICLES DROPPED OFF AT THIS SITE, AND HOW WILL TRAFFIC VOLUME CHANGE?

Traffic levels would not be expected to increase. We transport the overwhelming majority of the vehicles we store and sell. We own one flatbed tow truck, that hauls two vehicles at a time. We have one driver.

We average 3-4 vehicles delivered to us a month (1 per week) from long distance out state areas.

The following information is from the last 4 years of data.

The number of vehicles called in for pick up

2017: 725
2018: 810
2019: 765
2020: 560

Broken down to vehicles transported per month and business day, we leave and return with our one truck somewhere between 2.2 and 3.1 times per business day if each vehicle is brought in as a single load. Many of our loads are transported two vehicles at a time.

The number of auctions held per year

2017: 17
2018: 20
2019: 21
2020: 17

Broken down to a monthly average, we hold somewhere between 1.4 and 1.8 auctions per month.

Our auctions average 30-40 vehicles per auction. Auction size and frequency are not expected to change.

The vehicles are hauled away after the auctions by the buyers, and some of the buyers utilize transport companies with 2, 3, and 4 car haulers. Some of the vehicles are still drivable. The removal is done over a period of the week following the closing of the auction.

The traffic levels will not increase from where they are now, which is 2-3 trips in and out per business day with our one truck, an average of 1 vehicle delivered per week, and

30-40 vehicles being transported away by multi vehicle haulers, over the period of a week, following the 1.4 - 1.8 auctions per month.

WILL THE INCREASE IN VEHICLES AND LAND USAGE BE A MORE INTENSE USE OR CREATE A DIFFICULTY IN FUTURE DEVELOPMENT?

This request would not cause or become a more intense or permanent use of the outlot land. The number of vehicles stored will remain as they have been over the last several years, with the normal seasonal fluctuations, which is somewhere between 150 and 250 vehicles. We are only asking for 450 vehicles to reflect actual current and historic levels PLUS a buffer amount for the lagging title transfer rate of the State of Minnesota, the possibility of rare weather related crash increases, or damage caused by natural disasters.

The final number of remaining vehicles on site after a property sale has been successfully secured can all be sold in one or two larger auctions providing the title work has been processed by the State of Minnesota, or in the alternative, we can transfer possession of the vehicles to the next service provider our clients decide to work with.

WHAT IS THE EXPECTED LONGEVITY OF THIS USE?

We have been in the process of trying to sell the land and business for nearly 10 years. We signed an agreement with Cushman Wakefield last year. My father has been waiting to retire until the land and business sells. My father will most likely retire sometime this year, and I will be continuing to operate the business until such time as a successful sale is achieved, whether it be to a residential developer, a vehicle based operation business, or some other commercial land use business.

We have had several residential developers start the purchase agreement process, but all of those deals have failed. We had a recent commercial use business start the purchase agreement process, and that sale also fell through.

I have been in conversation with our neighbors, and we are on friendly terms. They are willing to relocate should an agreeable relocation site be secured for a land swap deal, or other suitable agreement be found satisfactory.

I have recently retired to accomplish what needs to be done on behalf of my parents business and the expected land sale. The request for an increase in the vehicle limit and number of acres used for storage is to accomplish our ability to operate the business at a viable and sustainable level that is consistent with current and historically stable levels, while still being in compliance with the CUP, and still have a buffer for increases in rare cases as stated numerous times in this response.

We at Total Loss Brokers are fully aware of Chaska's Comp plan for this site, a high end apartment complex that takes advantage of the view from the bluff, the amenities in the

area such as the Brewery, Curling Center, access to downtown, pathways, etc. We have sought out numerous apartment developers and signed several purchase agreements. A successful sale has not yet been achieved.

WHAT IS THE ENVIRONMENTAL IMPACT OF AN INCREASE IN THE NUMBER OF VEHICLES STORED ON-SITE?

Most vehicles have a cooling system capacity of 2 gallons, an engine oil capacity of 4-7 quarts, a transmission capacity of 10-12 quarts, and a fuel capacity of 12-25 gallons. These capacity levels are varied vehicle to vehicle, but they are finite.

When a vehicle collision occurs, the collision takes place in a parking lot, on a city street, a county highway, or interstate highway. If one of these systems are compromised by damage at the time of the collision, they leak immediately until depleted. There is no continuous leak or draining like a faucet that is turned on and left on.

The crashed vehicle is picked up from the crash site and towed to an impound lot, tow yard, or body shop. The vehicle remains there until an insurance adjuster makes the "total loss" determination. Once a deal is reached that is acceptable to the vehicle owner and insurance company, the vehicle is called in to us for pick up. This initial process can take anywhere from 1-3 weeks. Anything that was going to leak out has long since leaked out.

Although we are asking for an increase from the 150 vehicle limit to 450 vehicles, there will be virtually no difference from the actual storage levels we have experienced of the last several years (150-250), with the rare, and temporary, storm or disaster related increases that occur once every 3-4 years, and these conditions last only two to three months.

HAVE YOU HAD ANY SOIL TESTING DONE SUCH AS A PHASE ONE OR PHASE TWO?

The simple answer is no. However, during the sewer and water line installation project last year completed by Stantec, on behalf of the City of Chaska, the project went through our property from Big Woods Blvd, along the east property line with Chaska Blvd, to the south property line, then continuing on to the Schram Haus Brewery.

Stantec dug a very large, and deep trench, about 20 plus feet wide, 20 plus feet deep, and 700 plus feet long. That is well over a quarter million cubic feet of our soil from directly below where we park roughly half of the vehicles stored in our lot.

I would suggest that if there was any possibility of soil contamination, Stantec would have notified The City of Chaska, because there would have been a substantial increase in the cost associated with the project.

I would suggest that there are State and potentially local regulations regarding putting contaminated soil back in an excavation site without mitigating the contamination completely, and that Stantec would not have been allowed to put contaminated soil back in the trench after installing the water and sewer lines for The City of Chaska.

I would suggest that Stantec, as a municipal contractor, would obviously follow any and all regulations regarding contaminated soil.

I have reached out to Michael Hirsch of Stantec for comment on the condition of our soil when it was excavated from the lot for the trench, whether he was aware of any contamination, and what the applicable regulations are regarding filling a trench with soil that is possibly contaminated. He has not yet responded to my inquiry.

WILL THE INCREASE AFFECT THE NEIGHBORS ACCESS TO AND AROUND THE BUILDING?

The front and rear easement areas and driveway access are covered in the binding documents signed by the business owners, and have been settled in litigation. We have not, and will not block or otherwise hinder any common areas lawfully set aside for use by the building owners.

KNOWLEDGE AND CONSENT OF THE OTHER OWNERS

The other building owners are fully aware of our intent to seek an amendment to our CUP. They hold no objections.

Regarding the written consent of our two building neighbors, that is certainly something we can obtain if it is a City requirement. The party wall agreement, and covenants contained therein, do not deal with the separate piece of property owned by Total Loss Brokers known as Outlot A, only the building and building easements.

As stated above, we have not, and will not block or hinder any use of the lawful common areas set forth in the party wall agreement.

PHOTOGRAPHS OF SCREENING IN WINTER

I have taken numerous photographs (winter) standing at the intersection of Cascade Drive and Big Woods Blvd, and from the intersection at Big Woods and Chaska Blvd. I used Google maps street view to get the images off of Chaska Blvd to avoid becoming a traffic hazard. These were not available as winter photographs.

As you can see, the view of the Total Loss Brokers property from the Big Woods Blvd side is still obstructed by the many tree trunks of the wooded area even without foliage. The view from the Chaska Blvd side is completely obstructed by the dramatic hill, and trees at the top of the hill.

Woods Blvd
Cascade Dr
HIGHLANDS

SCREENING ON THE SOUTH PROPERTY LINE ADJACENT TO SCHRAM HAUS BREWERY

As of the time of the sewer and water line project, we were asked by the brewery owner if we had any objections to them planting vegetation along the fence between our properties.

The suggestion was they wanted to plant either hops or grape vines. We gave our approval of their request. This planting has not occurred yet. They have erected a screening wall of wood and cloth for the outdoor seating area.

The south property line is separated by a chain link fence. The view from the Schram Haus Brewery parking lot through the property line fence is shown below.

The complaint letter dated 4/10/2008 is attached on the following page. This is the only complaint letter we are aware of. This complaint does not address problematic behavior or business practices of Total Loss Brokers. The complaints are describing items found by staff regarding the other two businesses located at this address.

City of Chaska

April 10, 2008

Total Loss Brokers, Inc.
525 Creekridge Drive, #C
Chaska, Minnesota 55318

Re: Conditional Use Permit & Site Plan Approval Violations

Dear Manager:

Your place of business, Total Loss Brokers, Inc., received a Conditional Use Permit and Site Plan approval in October of 1984. Included as conditions of these approvals were the following requirements:

1. Only storage, display and sale of vehicles shall be permitted. Vehicle reduction, disassembly, restoration or sale of parts shall be prohibited.
2. The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.

When the site was visited recently by staff, there were several large, stand-alone trailers on-site. The purpose of the previous approvals for this site was not to allow large trucks to be stored on-site, but rather for standard-sized vehicles. Please remove these from the site upon receipt of this letter.

Also, staff found it very difficult to maneuver onsite. The parking area to the immediate south of the building should be moved further south by several feet to allow for a safer route around the building. There are other businesses located on this site that need to have complete access in and around the site, as well as members of the public.

Please review this information and remove any and all items that do not comply with this Ordinance.

Please contact me at the phone number below, or at the following email address, mduchinsky@chaskamn.com, to provide details of the clean up and a date when staff can expect your timely cooperation. Site visits will be occurring regularly to ensure compliance.

Sincerely,

Melissa E. Duchinsky, AICP
City Planner

Enclosure

ONE CITY HALL PLAZA / CHASKA, MN 55318-1962 / PH: (952) 448-9200 / FAX: (952) 448-9300

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE October 18, 1984 RESOLUTION NO. 84-97

MOTION BY ALDERMAN Lindall SECONDED BY ALDERMAN Schmidt

A Resolution approving a Special Use Permit/Site Plan/Occupancy Permit for Total Loss Brokers, Inc., leasee, Creekview Industrial Park - P.C. No. 84-68.

WHEREAS, there was presented to the City Council of the City of Chaska for approval, a Special Use Permit/Site Plan/Occupancy Permit for a newly formed business which will be involved in towing, distributing and selling vehicles; and

WHEREAS, the Planning Commission of the City of Chaska reviewed the proposal for the company which intends to lease property in the Creekview Industrial Park for temporary storage and display of vehicles; and

WHEREAS, the Chaska Planning Commission recommended that the Chaska City Council approve an Occupancy Permit for use of land in the Creekview Industrial Park by Total Loss Brokers based upon the submitted site plan and following conditions:

a. The public driving and parking areas are designated blacktop, when affordable. Recommend one year from date of occupancy permit approval.
b. Visual screening should be installed within the northeast area of the property to minimize potential negative effect upon adjacent residences to the north. Design of such screening shall be as stated in the I-2 District regulations and as approved by the Zoning Administrator.
c. The proposed drainage into the creek along C.R. 140 should be subject to approval of the City Engineer.
d. Necessary assurances should be given that spillage of gas, oil and other solutions are properly contained and do not seep into ground or surface water resources. City Engineer shall review and approve.
e. A bond or letter of credit should be required in an amount equal to the estimated cost of site improvements (bituminous surfacing, screening/planting, storage area surfacing, drainage facilities, etc.) to assure that such improvements will be accomplished in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Chaska City Council approves a Special Use Permit, the Site Plan and Occupancy Permit for use of land in the Creekview Industrial Park by Total Loss Brokers, Inc. based upon the submitted site plan and following conditions:

a. The public driving and parking areas shall be bituminous surfaced within one year from date of occupancy permit approval by owner/developer.
b. Visual screening shall be installed within the northeast area of the property to minimize potential negative effect upon adjacent residences to the north. Design of such screening shall be as stated in the I2 District regulations and as approved by the Zoning Administrator.
c. The proposed drainage into the creek along C.R. 140 shall be reviewed and approved by the City Engineer.
d. Assurances shall be given that spillage of gas, oil and other solutions are properly contained and do not seep into ground or surface water resources. City Engineer shall review and approve.
e. A bond or letter of credit shall be required from the owner/developer in an amount equal to the estimated cost of site improvements (bituminous surfacing, screening/planting, storage area surfacing, drainage facilities, etc.) to assure that such improvements will be accomplished in a timely manner.
f. Only storage, display and sale of vehicles shall be permitted. Vehicle reduction, disassembly, restoration or sale of parts shall be prohibited.
g. The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.
h. Complete berming and planting by June 1, 1985.
i. Planning Commission review after 90 days. 6 months then annually.

Passed and adopted by the City Council of the City of Chaska, Minnesota this 18th day of October, 1984.

Tracy D. Swanson

Tracy D. Swanson, Mayor

Attest: Shirley Bruers

Shirley Bruers, City Clerk

Aerial photograph taken November 1979 showing the gravel pit operation.

Aerial photograph taken April 2006 showing the semi trailers owned by Hagen Trucking parked on the area known as Outlet A owned by Total Loss Brokers, and behind the building on the easement owned by Hagen Trucking.

TOTAL LOSS Brokers

REQUEST FOR AMENDED SPECIAL USE PERMIT

Total Loss Brokers is seeking an amendment to the 1984 Conditional Use Permit for its continued operation of its business in Chaska. Specifically, we are requesting that the maximum vehicle storage be increased from 150 to 450 vehicles and the maximum storage area be increase from 2 acres to 3 acres. Exhibit A is a map showing the existing 2 acre area and the proposed 3 acre area. Total Loss Brokers business of auto salvage storage is a permitted use in the I-2, Restricted Industrial zoning district. Creekview Industrial Park appears to be the only area in Chaska zoned I2.

The stated intent of the I2 Restricted Industrial District is as follows:

To provide land for development of industrial activities which require large areas for outdoor storage of equipment and materials, and which do not require municipal sewer and water facilities because of their low water consumption demands and corresponding low waste water and sewage disposal requirements. It is intended that only land that is mostly secluded from public view be placed in this district, and furthermore, that adequate visual screening of outdoor storage areas be provided so that potential negative impacts on surrounding properties is substantially minimized.

We believe that the Total Loss operation clearly meets the intent of the I-2 District.

The zoning ordinance goes on to state that one of the permitted uses in the I-2 District is auto/truck storage defined as:

Auto and truck sales, storage and repair not including disassembly, restoration, reduction or sale of parts. Junk yards as defined herein are not permitted;. Total Loss meets this definition.

In the I2 District outdoor storage is permitted up to 2 times the area of the building. Additional outdoor storage is permitted by special use permit.

Total Loss Brokers is Minnesota's oldest insurance salvage pool. It is a family owned and operated business that caters to insurance companies to recoup losses from collision payouts by selling the vehicle salvage for them. When a collision occurs, a vehicle is normally towed to an impound lot, tow yard, or body shop. The vehicle remains there until an adjuster makes the "total loss" determination, and the vehicle is called in for us to pick them up. This initial process can take anywhere from 1-3 weeks.

;

SUMMARY

We pick up and store the vehicle as-is on our lot until we process the title work and receive the title back from the State, then place the vehicle in the next auction. The vehicles are sold as-is, and the buyers are required to pick them up within one week. Once we pick a vehicle up and process the title work, a vehicle will be stored on the property for anywhere from several weeks to several months, depending on the speed at which the State can process, print, and return the titles to us, and whether the vehicle needs to be held as part of an investigation for fatalities, fraud, or fires. As of 2/15/21 there were 148 vehicles inside the fenced portion and 32 vehicles in the outer unfenced lot for the next auction. With the recent storm we can expect to have another 30-40 vehicles called in for pick up in the next few weeks. Total Loss Brokers only brokers the sale of vehicles for insurance companies through online auctions.. We do no retail sales.

Total Loss Brokers obtained a conditional use permit for its auto salvage business in 1984. The CUP was approved on condition that, among other things: "*The vehicle compound/storage area shall be limited to two acres in size within which no more than 150 vehicles shall be stored at any one time.*" Total Loss has operated its business on the property for over thirty-five years. We have calculated that, at maximum, the fenced in/eastern portion of the lot is capable of holding over 350 vehicles. Furthermore, the outer unfenced/western lot is capable of holding 200 vehicles. In practice, between 175 and 200 vehicles are stored on the property in the summer months. During the winter months, between 200 and 250 vehicles are stored on the property. Since 2014, there have been three instances where more than 500 vehicles have been stored on the property.

We understand that the current operation is thus not in compliance and thus we are requesting an amendment to bring the current use into compliance. In the over 35 years of operation, we are aware of only one complaint that the City has received regarding the property.. That complaint related to storage of semi trailers and construction equipment which we no longer permit on our property and was not related to the vehicle storage operation.

The site is unique in that it is not visible from either adjacent road or from the residential area to the north or east. Most if not all area residents are unaware of our operation as it is very secluded. We would invite Planning Commission and City Council member to come and view the site. The proposed amendment is not intended to expand our use, but to bring our current operation in to full compliance with City requirements.

The City Council is required to make the following findings when considering a CUP application:

The establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, comfort or general welfare;

We do not believe that continuation of the outdoor storage at a maximum of 450 vehicles will be detrimental as it will not result in an operation different than what has been occurring for decades.

2. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within the neighborhood

We do not believe that continuation of the outdoor storage at a maximum of 450 vehicles will be injurious as it will not result in an operation different than what has been occurring for decades.

SUMMARY

3. The establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;

We do not believe that continuation of the outdoor storage at a maximum of 450 vehicles will impede development in the district since the other parcels in the district are fully developed

4. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided;

Since the original CUP was issued in 1984 the access drive has been upgraded, a retention pond constructed and County 140 upgraded

5. Adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets;

Since the original CUP was issued in 1984 the access drive has been upgraded, a signal at Chaska Blvd was installed and County 140 upgraded with a portion of these costs assessed to the Total Loss parcel

6. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

Total Loss complies with all other conditions

We understand that the Chaska Comprehensive Plan designates this area for redevelopment into multi-family housing. Over the past two years we have worked closely with developers and the City in attempting to implement this vision, but we have been unsuccessful since the other owners in the industrial park have elected to continue their existing use. Consequently, Total Loss has no alternative but to seek to continue its existing use.

Attached are historical aerial photos of the site along with photos from adjacent roadways.

SUMMARY

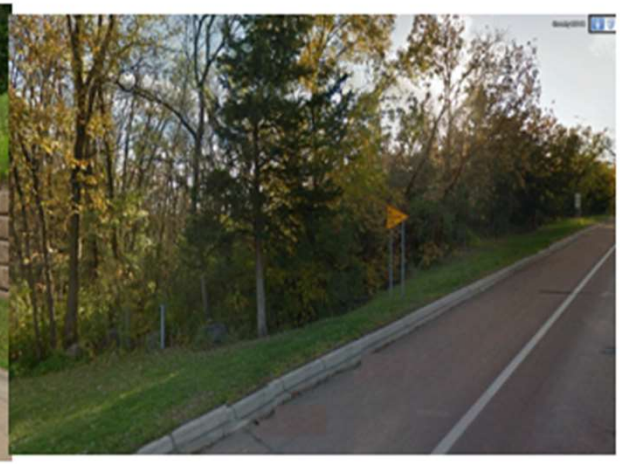
ADDITIOAL 1 ACRE
STORAGE
AREA
EXISTED 2 AC
PERMITED
STORAGE AREA
BLDG
OWNED BY
TOTAL LOSS
Creekridge Dr
Chaska Blvd
61

SITE PLAN

NEIGHBORHOOD

ACCESS ROAD

VIEW FROM CHASKA BLVD



VIEW FROM CTY RD 140

EXISTING BUILDING

EXISTING BUILDING

VIEW TO BREWERY

SITE VIEWS

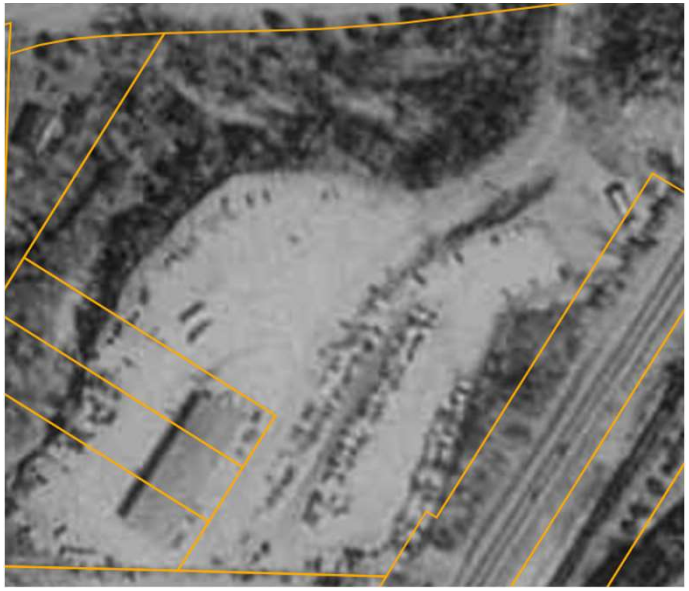
View from Cascade Dr-south

View from Cascade Dr-north

View from Chaska Blvd north

View north from Chaska Blvd to entrance

SITE VIEWS



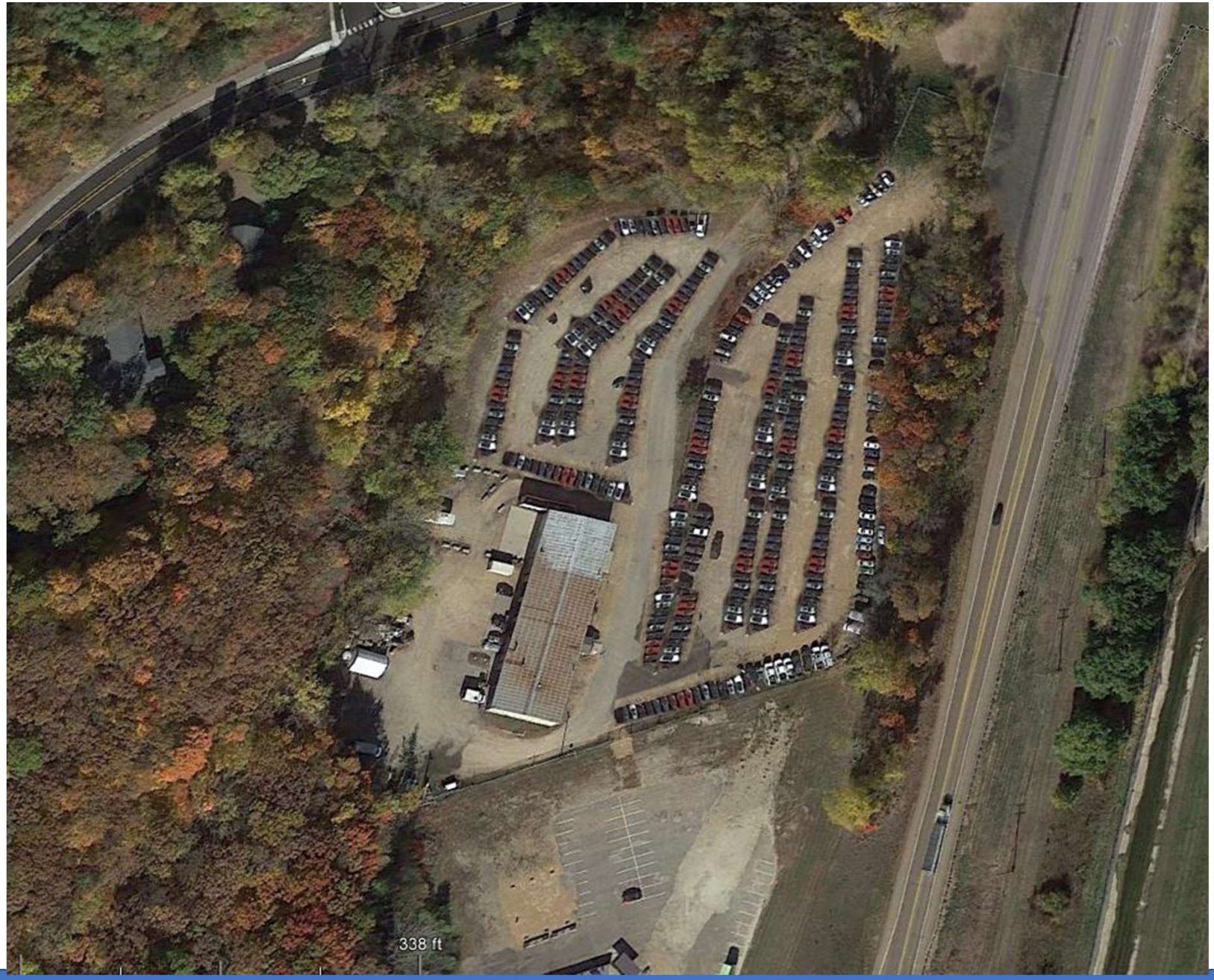
1991

2005

2000

2020

HISTORICAL AERIALS



Concept layout based on 450 vehicles

Planning Commission Action Requested
(City's Page 10) / Findings

Please include this itemized rebuttal statement with the record for this CUP amendment request / hearing for Total Loss Brokers.

1) CUP conditions not met. I never said anything to the effect that the CUP conditions set in 1984 have not been met, only that we have exceeded the 150 vehicle limit and we have been seeking to have the number changed to reflect actual current business levels, and include a built in buffer for severe storms and other things that increase crash rates and subsequently our storage level needs.
2) Although the request does not meet the 2040 Comprehensive plan for High Density Housing, the request is consistent with the current zoning for this parcel. It is not a New request for a CUP, it is a request to amend the current CUP established in 1984.
3) More Intense Use. This change would not constitute a more intense use of the property. The request would merely make the necessary change on paper to reflect what current and historic business levels are, as they have changed slightly since 1984. The use would not intensify, nor would anyone notice a difference from what has been typical storage levels over the last 6 years and the amended number would include a buffer for severe weather storms
4) The environmental impact of the current use is known, and was discussed extensively in my submittal. The City employs Mr Hirsch as a Project Supervisor, and City Engineer Matt Clark interned under Mr Hirsch prior to his employment with the City of Chaska. Mr Hirsch told me he intended to discuss the matter with the City prior to making a public disclosure or statement regarding his acknowledging that there were No Red Flags associated with the excavation of a quarter of a million cubic feet of our soil for the Sewer / Water project, and I have no reason to doubt him. The fact that the City staff refuses to acknowledge the conversation with Mr Hirsch, his lack of findings of contamination, or better stated, lack of contamination

Red Flags, and subsequently claim this “lack of knowledge” gives them concern to find against our request is dishonest

5) Higher risk of contamination with the addition of more cars. This topic was also covered in my submittal. Vehicles leak at the time of the crash and for a short period afterwards. Contrary to staff’s statement, we DO NOT pick vehicles up from crash sites. The vehicles we pick up are from other facilities such as tow yards and body shops. The adjusters have made their estimates, and the body shops have done partial tear downs to determine how extensive the damage is. We pick them up long after the actual crash, and long after the leaks have occurred. Vehicles don’t continue to leak, they have finite levels of fluids, Vehicles are not like a running faucet.
6) The outside open storage area is NOT required to be paved contrary to the staffs assertion. Only the “Public” drive and parking areas. It is stated as such in the CUP and in the Parking regulation section of the zoning ordinance.
7) Unstriped parking area will be disorderly for traffic movement and organization. Our fenced storage lot is NOT a traffic area. It is also not a public parking lot, is not open to the public for parking purposes, it is our open outdoor storage area, and as such, is not required to be paved or striped. The auction bidders are not allowed in our fenced lot without supervision. The vehicles are positioned in a ring formation around the fence with a vast open central area. I have the vehicles organized by vehicle type, and they are spaced 6” apart to prevent catalytic converter theft. The road outside the fenced lot that leads to the building is paved. I do not place the vehicles on the roadway that are on display for an auction or for storage purposes. The access roadway is never blocked.
8) The view from the southern abutting property. The view is of vehicles in an open lot and that view includes the view of their own parking lot full of vehicles in front of our parked vehicles inside the fence. **The Brew Pub asked to place their own screening and we agreed to their request**. The two commercial building co-owners both have equipment and supplies that are not screened. We have never received a complaint regarding their ability to see our vehicles in the open storage area. To quote the definition from the Zoning ordinance, **“Screening: A barrier which restricts views from public roads and differing land uses to off-street parking areas, loading areas,**

service and utility areas, and mechanical equipment." Our vehicles are screened from the public roads, and our neighbors **do not have** differing land uses. Both sides of the fence are zoned I-2, Restricted industrial. Continued residential Growth and negative impacts. In the last 3 years, the **14 nearest properties** on **Cascade** have all increased in value by an average of **$34,671.43** per household. The two properties on **Big Woods Blvd** have increased an average of **$26,600,** and the **Schram Haus** has increased in value by **$379,000.** The fact that there are two new developments to the north is prima-facia evidence that our property and business do not hinder the residential growth desired by the City, or the property values increasing.

9) Screening to the southern property/ SEE ABOVE
10) Request appears to be for increasing potential for a sale of the property, and not beneficial to continuance of the business. We are following both paths simultaneously, as this appears to be the most intelligent path for us. We are trying to sell the property, and we are trying to amend the CUP in the very likely event I have to continue to operate the business after my father retires. It is our desire to operate within the reasonably set limits of an amended CUP for as long as we have to operate the business.
11) 450 vehicles being excessive. We agree with staff that 450 is not typical of our needs but it has happened on rare occasions and could happen again in the next year or two. Typical storage needs are between 150 and 250. We are asking for 450 to create a buffer for these rare instances and yet be reasonable in our request. **As of today, 5/11/2021, we have 115 vehicles on site.**

The Conditional Use Permit states in section

f) that we are allowed to **Store, Display, and Sell,** vehicles. it further designates in section

g) that the Vehicle Compound/Storage area be limited to two acres.

The Conditional Use Permit does not define anything regarding a **Display area,** nor does it specifically state that the Storage area is also the only land we may use for all three purposes. We do not allow non-employees into the fenced in storage area.

We have always used the outer unfenced lot for the Auction Display and Sale area, and the post sale pick up area. Nowhere in the CUP does it state we cannot use the outer unfenced area for the other two business purposes.

The CUP does not define how we conduct our auctions, limit the size and scope of our auctions, or otherwise restrict or guide how we facilitate the **Display** and **Sale** functions of our business.

Elizabeth Hanson

From: Duane Lysholm <totallossbrokers@gmail.com>
Sent: Wednesday, May 12, 2021 8:42 AM
To: Elizabeth Hanson
Cc: Kevin Ringwald; Dave Pokorney; Thomas Rooney; Duane Lysholm
Subject: Re: Rebuttal of itemized findings / request to submit into record
Attachments: image0.jpeg; IMG_9847.jpg

That would be great, thank you!

I am also preparing an itemized statement regarding the analysis performed by staff from pages 6 through 9 of the Staff's document. If I am able to finish this between my other duties I will send that as well.

Please also find attached the two photographs to be included with the first rebuttal showing the vast open space in our fenced open storage lot, the organization of the vehicles, and lack of any "disorder" or issues relating to movement around the stored vehicles. This is what 150 vehicles looks like in our storage area. A ring of vehicles around the perimeter fence.

The other photograph is showing the Schram Haus patio area and rear parking lot. The Schram Haus also has an area of unscreened outdoor storage visible to their patrons.The Schram Haus patrons must first look through the Schram Haus lot of parked vehicles before seeing our lot of parked vehicles.

Thank you,

Daniel Lysholm
Total Loss Brokers

On Wed, May 12, 2021 at 8:25 AM Elizabeth Hanson <EHanson@chaskamn.com> wrote:

> Dan,
>
> I can provide this to the Planning Commission for tonight's meeting. We can also provide to the City Council for their meeting on Monday (5/17).
>
> Thank you,
>
> **Elizabeth Hanson, AICP**
>
> City Planner
>
> City of Chaska
>
> 952-448-9200

From: Duane Lysholm <totallossbrokers@gmail.com>
Sent: Tuesday, May 11, 2021 8:13 PM
To: Elizabeth Hanson <EHanson@chaskamn.com>; Kevin Ringwald <KRingwald@chaskamn.com>
Cc: Dave Pokorney <davepokorney@gmail.com>; Thomas Rooney <tjrooneydm@msn.com>; Duane Lysholm <Duaneandnancy@gmail.com>
Subject: Rebuttal of itemized findings / request to submit into record

Elizabeth and Kevin,

As I am new to the process, I am only assuming I have the right to rebut the findings made by staff either verbally or by document when considering our request to amend the CUP. I have already delivered several copies of my responsive submission to the staff's list of questions. I am also assuming the submission is a part of the record as well, considering it was included in the staff's 50 page document that has staff's findings on page 10.

I have attached my rebuttal to staff's findings as a pdf.

Thank you for your time,

Daniel Lysholm

Total Loss Brokers

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
05/12/2021

Subject: **Ensconced Woods (Carlson & Robling) - Concept Plan**

Applicant: Johnson-Reiland Builders and Remodelers

Location: 3675 Big Woods Blvd (Carlson) and 3625 Big Woods Blvd (Robling); South of County Road 44 (Big Woods Blvd) and east of Founders Ridge

Case No.: 2021-06

Synopsis: Applicant seeks to obtain approval of a 30 lot development (29 new lots, 1 lot for the existing Robling residence) on approximately 25 acres of land on Carlson and Robling's land

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

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BACKGROUND

Founders Ridge was approved in November 2013 and the 2nd addition in February 2015. The development has since been fully built. Within that development stub streets were provided to access neighboring properties for future development. One of those streets is Founders Path, which stubs up to the east edge of the development abutting Linda Carlson's property.

In June 2020, a concept plan was approved on Linda Carlson's land for 24 lots. This was a detached villa project proposed by Destiny Homes. This project is no longer moving forward. Tonight, we are looking at a new concept plan encompassing both Carlson and Robling's land.

Project Goals

The identified goals in creating this new neighborhood include the following:

- Create a new neighborhood on a developable piece of property that has utilities and right-ofway access available.
- Provide a unique, larger lot opportunity for high-end custom homes.
- Save as many trees as possible while still meeting the minimum comprehensive plan density range.
- Maintain the creek and wooded slopes in an easement to be conserved in perpetuity.
- Design this new neighborhood with a sense of community and connection.
- Create a development for a unique, high-end housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

Comprehensive Plan

The Comprehensive Plan guides this area to be Low Density Residential. The proposal tonight is consistent with this guidance. The developer mentions a couple times that their proposal is striving to meet the minimum density requirement for Low Density Residential, which is 2 dwelling units per acre (up to 5 dwelling units max). Their proposed plan is right at the

minimum 2 dwelling units per acre. If a lot, or more than one lot is removed, they will fall below the minimum requirement. In staff's opinion, if this were to happen it is not a concern. The layout of lots and overall density should not be 'forced', especially if various site characteristics are prohibiting this from occurring.

CURRENT PROPOSAL

The 29-lot detached single-family proposal on approximately 25-acres of property is located south of County Road 44 (Big Woods Blvd) and east of the Founders Ridge development on both Carlson and Robling's land. Only the area on the north side of the creek is proposed to be developed for both Carlson and Robling. The area south of the creek on Linda Carlson's land will be retained by Linda Carlson for future development; the area south of the creek on the Robling land is wooded steep slope and won't be further developed. This new development will be an extension off Founders Path, but will not be part of the Founders Ridge development.

Adjacent properties

The site is bound on the north by County Road 44 (Big Woods Boulevard) and the Guardian Angels Cemetery; to the west by Founders Ridge; the south by additional Carlson owned land and the Lano Gravel Pit; and the east by residential.

Existing Conditions

The Carlson property consists of about 30 Acres of wooded, rolling terrain, with one wetland and a creek dividing the property in half. There is currently a home and outbuildings on the property, all of which will be removed at the time of development. Only the roughly 15 acres on the north side of the creek is proposed to be developed at this time.

Of the 15-acre survey area of the Carlson property, approximately 12 acres is in woodland or forest cover of varying types. The remainder of the property includes the home surrounded by landscape trees, open grassland with a few scattered trees, and the wetland in the central part of the property. The woodlands consist of three cover types and include: altered, non-native woodland, big woods forest, and planted evergreen trees. There is wooded steep slope present just north of the creek and additionally south of Big Woods Boulevard. These delineations were defined shortly after Concept Plan approval was done in 2020.

A wetland is located in the north, central part of the property in a closed depressional area. This wetland is mainly an open water body with a narrow fringe of fresh wet meadow that is dominated by reed canary grass. The floating plant lesser duckweed was observed across much of the open water part of the wetland at the time of the survey in early May of 2020. The applicant has not been able to do an official wetland report yet. Staff would require that a wetland delineation report be completed and provided at time of their preliminary submittal.

The Robling property consists of 10 acres of wooded, rolling terrain with a creek running along the south boundary. There is an existing dwelling on the northwest portion of the property, which gains driveway access from Big Woods Boulevard. This dwelling and driveway will remain as is. The slopes going down to the creek will be left undisturbed so as to maintain the nice views to the south. The woodlands consist of primarily southern mesic maple-basswood forest and scattering of large trees. Wooded steep slope appears to be present on the area just north of the creek and the northeast portion of the property. This delineation still needs to be determined and will be done after Concept Plan approval is complete.

Land Use
The proposed 25-acre plan consists of 29 new single family lots (30 lots if including Robling's existing residence and lot) with a lot size of 80 feet wide with a minimum lot area of 9,600 square feet (~0.22 acres). The dimensions are generally similar to the homes in Founders Ridge that average out to be 75-80 feet wide and approximately 0.25 acres.

The parcels of land that this development encompasses are currently zoned R1 and Open (O), which is a 'holding zone' until it develops. The area in question will be rezoned to a more appropriate zoning district, such as Planned Residential Development (PRD).

Layout
Due to its natural topography and the creek the Carlson property is divided north and south. The North portion is proposed to be developed first due to its proximity to road stubs and utilities. The South portion will likely wait until development south of Founders Ridge occurs.

The layout of the site will come from the extension of Founders Path to the west from Founders Ridge. The road will travel easterly until the eastern limits where it will terminate into a cul de sac on the eastern limits of Robling's land. A cul de sac is proposed as a north-south extension off of Founders Path on the northwest portion of the Carlson site. These roads will provide access to 29 lots. The Robling residence will remain with access on Big Woods Boulevard.

A private drive is proposed on the property line of Carlson and Robling to access 4 lots (lots 21-24). It should be noted that this private drive is located over a proposed public sanitary sewer line that will service the development.

Transportation/ROW/Construction Traffic
The Concept Plan proposes to provide for a network of internal residential roadways with connectivity to arterial roadways. Specifically, Founders Path is extended to the east to provide access to the development area. Founders Path will terminate into a cul de sac near the eastern edge of the Robling property. Another cul de sac is proposed just north of Founders Path on Carlson's side. The existing driveway access on Big Woods Boulevard (CR 44) for Carlson's site will be removed and all access will come from Founders Path for the new development. The Robling residence will remain with access on Big Woods Boulevard.

A private drive is proposed on the property line of Carlson and Robling's sites. Public sanitary sewer is shown under this driveway to service the development. This poses challenges in terms of having private infrastructure over public infrastructure. The developer should be aware the City has moved away from this mix (public and private) for maintenance and replacement reasons. Alternate options to provide sewer and water connection to service the site through an unrestricted easement or dedicated outlot will need to be further evaluated with the preliminary plan. The private drive also has to provide for proper turnaround/access for emergency vehicles, which it currently does not show, nor does there appear to be room for such. In addition, if a turnaround is provided it would potentially require removal of more trees. Due to the lack of room, mixing of private and public infrastructure, need for a turnaround, and potential to impact more trees, staff would require that this private drive be eliminated.

The current concept plan appears to show road right-of-way widths that are consistent with the City's typical 60 foot wide ROWs as they are matching up with the stub street of Founders Path. The private drive proposed shows smaller ROW width because it is private.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer to determine an appropriate route. At this time, the developer hopes to gain temporary access from Big Woods Boulevard (CR 44) from Carlson's existing driveway entry while construction is going on; they will have to work with Carver County on this. A construction traffic plan should be submitted for review in the preliminary submittal.

Utilities
Sewer and water utilities are available.

Stormwater
Stormwater ponding is proposed as a part of this proposal; 4 ponding areas have been delineated on the plan. It will be required that the developer provides adequate maintenance access into these areas to be shown during their preliminary submittal; it doesn't appear that there are any openings shown on the current plan to access most of these ponds. Maintenance accesses and ponds need to be in separate outlots, and not on private property. Stormwater ponding will have to meet all Carver County WMO and City standards.

Setbacks
Minimum setbacks proposed are front setbacks of 25 feet, rear setbacks of 25 feet, side setbacks of 7.5 feet, and corner setbacks are 15 feet.

In addition to the above, the development must meet the following setbacks:

SETBACKS	
Direction	**Setback**
Wooded Steep Slopes	50 feet building setback and 30 feet no grade/no mow setback
Wetlands	30 feet
County Road 44	125 feet from centerline

Lot 29 appears to encroach into the 125 foot centerline setback. This lot needs to be pulled out of this setback. In addition, the lots that abut the wooded steep slope edges should ensure the lot lines are out of the 30 foot no grade/no mow setback so that the lots are not ambiguous in terms of its use; it appears that Lot 29 is the only lot that shows this.

Lastly, a slope analysis of the wooded steep slope area will be required in the preliminary submittal to provide assurance that there are no stability issues with the edge.

Architecture & Anti Monotony
Johnson-Reiland Builders and Remodelers will be the sole builder in this development. They are a custom-home builder offering homes starting in the upper $600,000 price range. They have provided a couple home examples they offer as an attachment in the narrative.

City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires that homes provide LP Smartside on the front elevations, at least 4 inch window trim on all windows, and provide varied color packages on homes within one home on each side and directly across the street. This ordinance has been very successful in other newer residential developments.

Trails & Sidewalks
There are no trails proposed as a part of this development nor are there trails called out for this area in the Comprehensive Plan. Because of this the developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement. A public trail has been extended on the north side of Big Woods Boulevard to the Highway 212 intersection when construction on County Road 44 was completed.

The developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy. The developer will need to show this in their preliminary submittal.

Screening, Landscaping & Tree Preservation
Because this development abuts a major roadway (Big Woods Boulevard; CR 44) it will be important that the homes that back up to this use have adequate screening. The site currently contains a rich vegetative buffer on the County Road that they appear to be keeping a majority of; the existing Carlson driveway creates a small gap between the trees, which will have opportunity for filling in. The Carlson side will provide a buffer to the County Road from the existing home and wooded steep slope area. The applicant will have to show in their preliminary landscape plan how the screening will be achieved further. In addition, it will be important to see how the west edge of the site will be addressed between the new development and Founders Ridge. The applicant is showing that this edge will have a level of tree preservation within it.

Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street.

Tree Preservation will be an important piece of this development. The applicant has already conducted and submitted a tree survey as a part of this proposal. The woodlands consist of four cover types and include: altered/non-native woodland, big woods forest, planted evergreen trees and southern mesic maple-basswood forest.

<u>Altered, Non-Native Woodland</u>
This tree cover type occupies approximately 7.28 acres of the 14.5-acre survey area and is made up of trees that are relatively younger in age (40-60 years old) and are likely volunteer trees that have established over the years as the site was altered for pasturing and typical farming use. Trees that are found growing in this type of woodland include: box elder,

American elm, green ash, silver maple, black walnut, quaking aspen, cottonwood, hackberry, and black cherry. This tree cover is situated mainly in the center and northern parts of the site.

Big Woods Forest

This tree cover type occupies approximately 3.95 acres of the 14.5-acre survey area and is made up of trees that range in age from young to large, mature trees that are part of the original forest cover type I this part of Chaska. In general, this forest type is relatively undisturbed and was likely not utilized for pasturing and typical farming activities. Trees that are found growing in this type of forest include: sugar maple, northern red oak, basswood, bur oak, hackberry, American elm, and black cherry. This tree cover is situated mainly in the southeast portion of the site and along the bluff edge.

Planted Evergreen Trees

This tree cover type occupies approximately 0.79 acre of the 14.5-acre survey area and is made up of trees that range in age from young to mature trees that were planted sometime in the past by the land owner. Trees that are found growing in these planted areas include: red pine, red cedar, and white spruce. This tree cover area is situated mainly in the northwest and south portions of the site.

Southern Mesic Maple-Basswood Forest

The Southern Mesic Maple-Basswood Forest cover type is made up of young to mature deciduous trees that are typical of this native plant community. This plant community is commonly found associated with ravines with moderate to steep slopes in this part of Carver County along the Minnesota River valley. In general, the forested area on-site of the Robling property, consists of occasional large diameter trees with a DBH of greater than 20" (10.8% of all trees inventoried) with a moderate amount of medium-sized trees with a DBH ranging from 11-20" (33.5% of all trees inventoried) and a large number of smaller trees with a DBH ranging from 4-10" (55.7% of all trees inventoried). The larger trees found throughout this native plant community onsite are mainly bur oak with sugar maple, red oak, basswood, and hackberry. The subcanopy includes bur oak, sugar maple, hackberry, American and red elm, and basswood. The sapling to small tree strata includes almost all sugar maple with a few other tree species like basswood and ironwood. Throughout the forested areas on-site, the shrub layer was sparse with only an occasional common buckthorn or honeysuckle shrub.

The developer has already started to show certain areas for tree preservation, mainly along the edges of the site and around the wetland. From staff's high-level perspective, the areas encompassed by Big Woods Forest and Southern Mesic Maple-Basswood Forest noted above should receive priority for preservation. The trees in this area are larger and more significant than the other areas; these tree areas have also been more established on the property over time (see historical aerial comparisons below).

Historic Aerials (1991 to left; 2020 to right)

The areas slated for tree preservation on Carlson's site appears generally consistent with the previous concept plan approved in 2020. Robling's site contains more big woods and significant trees within the Southern Mesic Maple-Basswood Forest shown on the Tree Preservation Plan; about 60% of the inventoried site are oaks and maples, which staff considers significant. The street section will unfortunately disrupt a handful of trees in this area, but it appears that the lots along the cul de sac could provide for tree preservation within them to save additional trees. This is a benefit of having larger lots. The trees along Robling's residence and on the north side of the site are shown to be preserved. The developer has stated that they will start to look into tree preservation more as a part of the preliminary as they understand grading needs for the site.

One opportunity that could take advantage of saving more trees is the elimination of the private drive between Carlson and Robling's lot line as staff has requested earlier in the body of this report. Eliminating this and reorienting the lots could provide for additional front and rear yard space for potential tree preservation. As this plan continues moving forward, staff would ask that the Big Woods Forest and Southern Mesic Maple-Basswood areas be further analyzed for additional tree preservation. The developer will have to provide a tree preservation plan during their preliminary submittal.

Parkland

Parkland is not proposed as a part of this development, nor does the Comprehensive Plan guide a park in this area. It will be required of the developer to pay park dedication fees.

Development Costs (Infrastructure Improvements)

The City of Chaska has a number of area-wide development cost such as, but not limited to:

- Arterial Road Network
- Collector Roads
- Storm Sewer
- Trails
- Parks

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

Neighborhood Meeting
The developer conducted a neighborhood meeting on April 23, 2021 to go over the concept plan. The neighbors provided concerns regarding traffic, tree preservation, and plat details.

PLANNING COMMISSION ACTION REQUESTED
Motion to recommend to City Council approval of the Ensconced Woods Concept Plan for a 30-lot subdivision on 25 acres of land, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Project Narrative (pgs 1-16), prepared by Paul Reiland, Johnson-Reiland Builders and Remodelers, dated April 27, 2021**
    b. **Concept Plan, prepared by Pioneer Engineering, dated April 27, 2021**
    c. **Existing Conditions, prepared by Pioneer Engineering, dated April 27, 2021**
    d. **Site Forces, prepared by Pioneer Engineering, dated April 27, 2021**
    e. **Concept Tree Preservation (pgs 1-2), prepared by Pioneer Engineering, dated April 27, 2021**
2. **Adherence with the City Engineer's Memo dated May 5, 2021.**
3. **Adherence with the Carver County Public Works memo dated May 7, 2021.**
4. **Provision to eliminate the private drive, and to be shown on the preliminary plans.**
5. **Provision that all lot lines are outside 30 foot no grade/no mow setback and to be shown on the preliminary submittal.**
6. **Provision that all lot lines are outside of wetland areas and their required buffers and to be shown on the preliminary submittal.**
7. **Provision that Robling residence meets the proposed setbacks for the development, and to be shown on the plans at preliminary submittal.**
8. **Adherence to the City's Boulevard Tree Policy and local street section design.**
9. **Provision that boulevard trees are placed between the sidewalk and street.**
10. **Provision of adequate screening and landscaping along north edge abutting County Road 44 to be addressed at Preliminary submittal.**
11. **Provision to further evaluate tree preservation efforts in the Big Woods Forest and Southern Mesic Maple-Basswood Forest areas and to be submitted with a Tree Preservation Plan at preliminary submittal.**
12. **Provision of sidewalks on both sides of all local streets up to the bulb of cul de sacs, and to be shown on plans at preliminary submittal.**
13. **Adherence to the following building setbacks:**
    a. **Front (house): 25 feet**
    b. **Rear: 25 feet**
    c. **Side(house/garage): 7.5 feet**
    d. **Side (corner): 15 feet**
14. **Adherence to the 125 foot centerline building setback from County Road 44, specifically for Lot 29, and to be shown on the preliminary plans.**
15. **Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**
16. **Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).**
17. **Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.**

18. **Provision of a field walk to determine wooded steep slope line on Robling parcel, and to be determined prior to preliminary submittal.**
19. **Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.**
20. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
21. **Provision that adequate maintenance accesses are provided for the stormwater ponds, to be located in separate outlots, and to be shown on the plans at preliminary submittal.**
22. **Provision that stormwater ponds are located in separate outlots, and to be shown on the plans at preliminary submittal.**
23. **Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.**
24. **Provision of a construction traffic plan to be submitted at preliminary submittal.**
25. **No direct vehicular access onto County Road 44, with the exception of the existing Robling residence.**
26. **Provision of a slope analysis of the wooded steep slope areas, and to be submitted at preliminary submittal.**

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark**
Date: **May 5, 2021**
Subject: **Ensconced Woods Concept Plan**

The development represents a continuation of City's comprehensive planned residential development in the SW area of Chaska. In anticipation of this development activity, trunk sanitary sewer and water main utilities are in place to service the proposed development from Big Woods Boulevard (CSAH 44). The existing site generally drains to an existing wetland before draining overland to the east and south towards the existing ravine. The known wetland that exists over the central area of the property and is planned to be preserved with the overall layout supports the City's stormwater goals.

Access into the development proposed from the Founders Ridge development is consistent with the City's planning and transportation studies completed with the recent CSAH 44/TH212 Interchange project. Access to the development is guided to extend through the Founder's Ridge development due to County access policy as well as sight line restrictions along the highway. The developer will need to coordinate with Carver County on whether a temporary construction access permit can be obtained that would assist with limiting disruption with the development site improvements.

The private drive that is proposed for the development creates challenges that would need to be further evaluated with the preliminary site plan. The concept plan shows connecting to City utilities through the private drive which the developer should be aware the City has moved away from allowing for maintenance and replacement reasons. Alternate options to provide sewer and water connection to service the site through an unrestricted easement or dedicated outlot will need to be further evaluated with the preliminary plan. Fire code standards for turnarounds, as well as alley design standards, would also need to be further evaluated should the private drive remain.

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

A stormwater management plan that accommodates the City and watershed stormwater management requirements, protecting steep slopes, tree preservation will be important with the site. Ponding areas for the development stormwater will need to be evaluated

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

in detail along with routing and discharge so as to limit impacts to the bluff and ravine. The site and grading plan will need to accommodate dedicated outlot areas to allow for City stormwater maintenance activities. The existing wetland within the Carlson property needs to remain intact. The grading that will abut the wetland needs to occur outside the defined wetland buffer. The ravine serves a sizeable drainage area and is an important part of routing of stormwater planned in southwest Chaska.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

To: City of Chaska

From: Paul Reiland, Johnson-Reiland Builders and Remodelers

Re: Ensconced Woods concept plan review

Date: April 5, 2021,
revised April 27, 2021

Thank you for taking the time to review our concept plan for Ensconced Woods.

The Property and Site Features

The property is located south of County Road 44 and the Guardian Angels Cemetery and east of Founder's Ridge. There are two properties that are part of this application, the Carlson property and the Robling property. The Carlson property consists of about 30 Acres of wooded, rolling terrain, with one wetland and a creek dividing the property in half. There is currently a home and outbuildings on the property, all of which will be removed at the time of development of a future phase. Only the roughly 15 acres on the north side of the creek is proposed to be developed at this time. The Robling piece is about 10 acres of wooded, rolling terrain also with a creek running along the south boundary. The slopes going down to the creek will be left undisturbed creating nice views to the south. The proposed development around the wetland will be sensitive to maintaining existing vegetation around the wetland, specifically the large willow along the east side. Access to the property will be through Founders Ridge with a temporary construction easement provided at the current Carlson property access onto County Road 44. Much of the property is enveloped in defined steep slope as shown on the site plan. This area will remain undisturbed and be kept in its natural wooded state keeping views toward the creek at the south end of the development area.

Johnson-Reiland is purchasing the land north of the creek on the Carlson Property and purchasing the entire Robling property with the area south of the creek remaining undeveloped. The Carlsons will stay in their home through the construction of the first phase of the proposed development. The cul-de-sac shown on the site plans where the Carlson home is will be constructed in phase 2 at which time the Carlsons will vacate the home and the home will be removed.

Location

This larger lot neighborhood with custom homes is conducive to the existing features on site while meeting the minimum density requirement, saving a large portion of the existing trees on site, creating no impact to the steep slopes, and providing a large open space area along the creek which may be privately or publicly held but maintained in a conservation easement in perpetuity. The previously approved site plan on the Carlson property was denser with smaller lots. This new application will strive to save even more trees through the design of custom homes on fewer lots.

Zoning

The property is currently zoned R1&O. We will request a rezoning to R1 PUD.

Land Use

The 2040 comprehensive plan designates the property for Low Density Residential which allows for 2-5 units/acre net. The concept plan as shown is the minimum 2 units/acre net.

Infrastructure

We are proposing a public road connection to the Founder's Ridge stub street on the west property line. There will not be direct access to County Road 44. It is not anticipated that this few lots will have any significant impact to traffic through Founder's Ridge and ultimately up to County Road 44. It was always anticipated that this stub street on the east edge of Founders Ridge would be extended into Carlson and then Robling. We are proposing to finish this idea. The County is not allowing a direct access onto County Road 44. We are proposing a temporary construction access at the current Carlson property access onto 44.

We are proposing a short private driveway to service 4 proposed homes. This short private drive helps facilitate the location and design of the sanitary sewer connection as shown on the plan. Without the ability to service these four proposed lots with a private drive, we will likely lose at least 1 lot because of the easement that will be required on that proposed sanitary sewer. This would bring the proposal below the required minimum density. As with other private drives in the City, this private drive will be covered by an easement for the 4 homes it serves. This drive would be maintained by these 4 homeowners or the HOA.

Ponding will be engineered to meet all state and local stormwater requirements. The current drainage patterns are shown on the concept plan set. Proposed site drainage will be determined at time of preliminary plat and grading plan design.

We will propose sanitary sewer to connect at Founder's Ridge running along our proposed right-of-way and up the private drive shared by 4 new homes and the existing home (the current boundary between Robling and Carlson) back to County Road 44. The site will connect to the community to Big Woods Boulevard via Founders Path. This will give people pedestrian, bicycle, or vehicle access directly into downtown Chaska with easy access to County Road 41. The site will be mass graded leaving as many of the perimeter trees in tact as possible as well as leaving the sloped woodland down to the creek undisturbed and the wetland and wetland buffer.

Brand

Johnson-Reiland Homes has worked for decades to build our award-winning brand and look forward to constructing our custom homes and with those, our image and reputation in this new neighborhood and the City of Chaska. We are still determining how best to identify our neighborhood but one option may be a monument of some kind on the western edge of the property at Founders Path. It is our expectation that our custom homes will speak volumes in terms of our brand, our quality, and the pride we have in our designs and workmanship.

The Homes

We will be offering custom homes starting in the upper $600's. Please see attached informational sheets which show examples of some of the homes you may see here.

PUD Flexibility

The R1 zoning requires minimum 75' width and 9,000 sf area. We are proposing 80' wide lots with a minimum lot area of 9,600 sf. While we are exceeding the minimum width and area requirements, we are asking for flexibility for setbacks. We are requesting 25' front yard setbacks as opposed to 30' required in R-1 districts. Reducing the front yard setback to 25' is becoming standard across the metro as it reduces the amount of impervious surface coverage with shorter driveways, as well as allows shorter, more efficient services to the individual homes. R-1 requires 30' rear yard setback. We are requesting 25' rear yard setback where the yards abut interior features such as wooded open space, steep slopes, or wetland and 30' where a rear yard abuts the project boundary. This 5' reduction on the interior allows us to dedicate more land to open space containing wetlands, woodlands, and steep slopes. We are proposing larger lots than are required and just meeting the low end of the required density as per the 2040 land use plan.

Grading and Tree Preservation

It is anticipated that the site will be mass graded for the 29 proposed lots (this excludes the exiting Robling home that will remain mostly undisturbed). In order to reasonably grade the proposed road and building pads, the trees that currently exist within the proposed road, front yards, and building pads will be removed. We will make every effort to save trees wherever possible within the grading area. We understand that the woodlands are of importance to the City and we will make every effort to save what can be saved. The steep slopes and wetland buffers will remain in their natural state saving a large portion of the existing woodland. By making larger lots than are required in an R-1 district and reducing the front yard setbacks and interior rear yard setbacks (reduced rear yard interior setbacks places more land within the outlots), we are doing all we can to save woodland while meeting the absolute bare minimum density requirement as per the City's land use plan. If we drop below the 30 lots we are proposing, we fall below the minimum density requirement. We ask the City to take into consideration everything we are doing to ensure the most woodland that can be saved will be saved while meeting the 2040 guide plan density requirement and creating a new neighborhood that is not only feasible for us but one that we will be proud to build in the City of Chaska.

At this early stage, it is difficult to determine with complete accuracy which trees located within building envelopes will be removed and which will stay. While it is anticipated that most trees located in the development area from the proposed right-of-way out to the edge of the finished building pads will be removed, we recognize there are areas of interest that will need to pay especially close attention to in order to save as many trees as we can. Some of these areas may be between homes with larger setbacks between the structures or behind the homes on the east boundary of the Robling property. As we move into the preliminary plat phase and get into detailed grading plans, we will also look at any high quality individual trees that may potentially be saved with some extraordinary yet feasible measures.

Ken Arndt, an urban forester from Midwest Natural Resources, has conducted several site visits and inventoried the trees on both properties as well as provided analysis of the woodland cover types. Much of the nearly 25 acres proposed to be developed is wooded. Both properties include a home surrounded by landscape trees, some open open grassland with a few scattered trees on Carlson, and the wetland in the central part of the property. The woodlands consist of three cover types and include: altered, non-

native woodland, big woods forest, and planted evergreen trees. See both the Carlson Property and Robling Property tree cover figures included on the site plan. The following descriptions of the woodland cover types are provided by Ken Arndt:

Altered, Non-Native Woodland

This tree cover type is made up of trees that are relatively younger in age (40-60 years old) and are likely volunteer trees that have established over the years as the site was altered for pasturing and typical farming use. Trees that are found growing in this type of woodland include: box elder, American elm, green ash, silver maple, black walnut, quaking aspen, cottonwood, hackberry, and black cherry.

Big Woods Forest

This tree cover type is made up of trees that range in age from young to large, mature trees that are part of the original forest cover type in this part of Chaska. In general, this forest type is relatively undisturbed and was likely not utilized for pasturing and typical farming activities. Trees that are found growing in this type of forest include: sugar maple, northern red oak, basswood, bur oak, hackberry, American elm, and black cherry.

Planted Evergreen Trees

This tree cover type is made up of trees that range in age from young to mature trees that were planted sometime in the past by the land owner. Trees that are found growing in these planted areas include: red pine, red cedar, and white spruce.

Southern Mesic Maple-Basswood Forest

The Southern Mesic Maple-Basswood Forest cover type is made up of young to mature deciduous trees that are typical of this native plant community. This plant community is commonly found associated with ravines with moderate to steep slopes in this part of Carver County along the Minnesota River valley. In general, the forested area on-site, consists of occasional large diameter trees with a DBH of greater than 20" (10.8% of all trees inventoried) with a moderate amount of medium-sized trees with a DBH ranging from 11-20" (33.5% of all trees inventoried) and a large number of smaller trees with a DBH ranging from 4-10" (55.7% of all trees inventoried). The larger trees found throughout this native plant community on-site are mainly bur oak with sugar maple, red oak, basswood, and hackberry. The subcanopy includes bur oak, sugar maple, hackberry, American and red elm, and basswood. The sapling to small tree strata includes almost all sugar maple with a few other tree species like basswood and ironwood. Throughout the forested areas on-site, the shrub layer was sparse with only an occasional common buckthorn or honeysuckle shrub.

From a recent conversation with the current land-owner, it was noted that prior to him taking ownership of the Robling property 37-years ago, the forested areas on-site were used for pasturing. This past land use has influenced the succession of trees which can be observed today with the presence of a large number of younger trees that began to establish once pasturing was no longer taking place.

A total of 1,210 significant trees were inventoried within the 14.5-acre survey area on the Carlson property and the following is a breakdown of the trees that were inventoried:

Box Elder	22.9%	(277 trees)	Norway Maple	0.9%	(11 trees)
American Elm	13.2%	(160 trees)	Butternut	0.5%	(6 trees)
Red Pine	13.1%	(158 trees)	Black Cherry	0.4%	(5 trees)
Sugar Maple	7.3%	(89 trees)	Quaking Aspen	0.4%	(5 trees)
Red Oak	6.8%	(82 trees)	Mulberry	0.3%	(4 trees)
Green Ash	5.9%	(71 trees)	Colorado Blue Spruce	0.3%	(4 trees)
Red Cedar	4.6%	(56 trees)	Apple	0.2%	(3 trees)
Black Walnut	3.3%	(40 trees)	White Cedar	0.2%	(3 trees)
Silver Maple	3.1%	(38 trees)	Paper Birch	0.2%	(2 trees)
White Spruce	2.7%	(33 trees)	Austrian Pine	0.1%	(1 tree)
Hackberry	2.6%	(32 trees)	Balsam Fir	0.1%	(1 tree)
Bur Oak	2.5%	(30 trees)	Honey Locust	0.1%	(1 tree)
Cottonwood	2.1%	(25 trees)	Ironwood	0.1%	(1 tree)
Crabapple	2.1%	(25 trees)	Ohio Buckeye	0.1%	(1 tree)
Whitecrack Willow	1.6%	(19 trees)	Weeping Willow	0.1%	(1 tree)
Basswood	1.1%	(13 trees)	White Oak	0.1%	(1 tree)
Siberian Elm	1.1%	(13 trees)			

A total of 998 significant trees were inventoried within the survey area north of the stream on the Robling property and the following is a breakdown of the trees that were inventoried:

Bur Oak	28.3%	(282 trees)
Sugar Maple	18.8%	(188 trees)
Red Oak	14.5%	(145 trees)
Basswood	12.7%	(127 trees)
Hackberry	6.9%	(69 trees)
Red Cedar	5.9%	(59 trees)
American Elm	3.7%	(37 trees)
Siberian Elm	2.4%	(24 trees)
Red Elm	2.0%	(20 trees)
Ironwood	1.7%	(17 trees)
Bitternut Hickory	1.4%	(14 trees)
Black Ash	0.7%	(7 trees)
Green Ash	0.4%	(4 trees)
Box Elder	0.3%	(3 trees)
Black Cherry	0.1%	(1 tree)
Apple	0.1%	(1 tree)

Wetlands

Wetland A is located in the north, central part of the property in a closed depressional area. This wetland is mainly an open water body with a narrow fringe of fresh wet meadow that is dominated by reed canary grass. The floating plant lesser duckweed was observed across much of the open water part of the wetland at the time of the survey in early May.

Based on review of historical air photo imagery from the University of Minnesota, sometime between 1957 and 1964 this wetland was excavated and converted from a fresh wet meadow type wetland to more of an open water wetland. We are not proposing any wetland impact and upon development of this property, we will provide the required buffer.

Chaska's Mission Statement and Core Strategies

The City has goals of well-planned, orderly development and sense of community and small town values. The development we are proposing is sensitive to the environmental features of the site by placing the creek and wooded steep slopes into an easement to be conserved in perpetuity, in keeping with the comprehensive plan. These oversized lots will provide the ability to build unique, high-quality homes creating a beautiful sense of neighborhood.

Project Goals and Guiding Principals

- Create a new neighborhood on a developable piece of property that has utilities and right-of-way access available.
- Provide a unique, larger lot opportunity for high-end custom homes.
- Save as many trees as possible while still meeting the minimum comprehensive plan density range.
- Maintain the creek and wooded slopes in an easement to be conserved in perpetuity.
- Design this new neighborhood with a sense of community and connection.
- Create a development for a unique, high-end housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

We appreciate the City taking the time to review our concept plan application. We look forward to working with Chaska as we move forward with our applications.

Erie Plan Summary

JOHNSON-REILAND
BUILDERS & REMODELERS
jrbandr.com
lic# BC636389

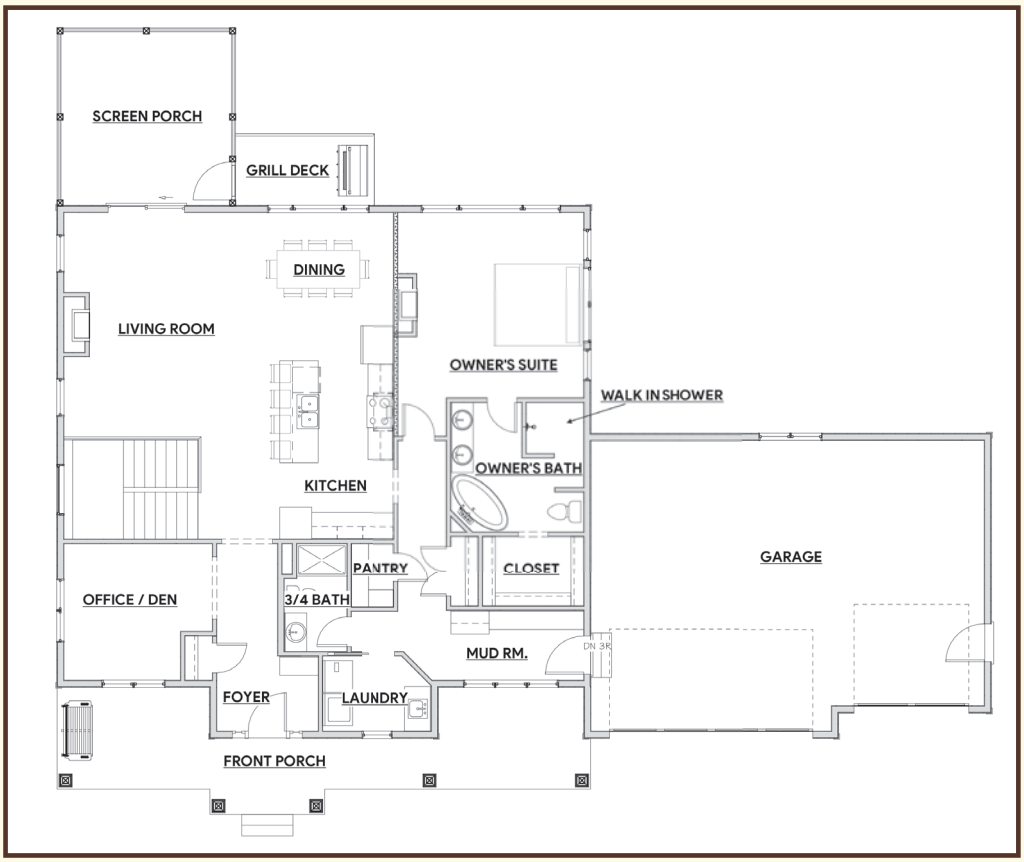
Model Home Specifics

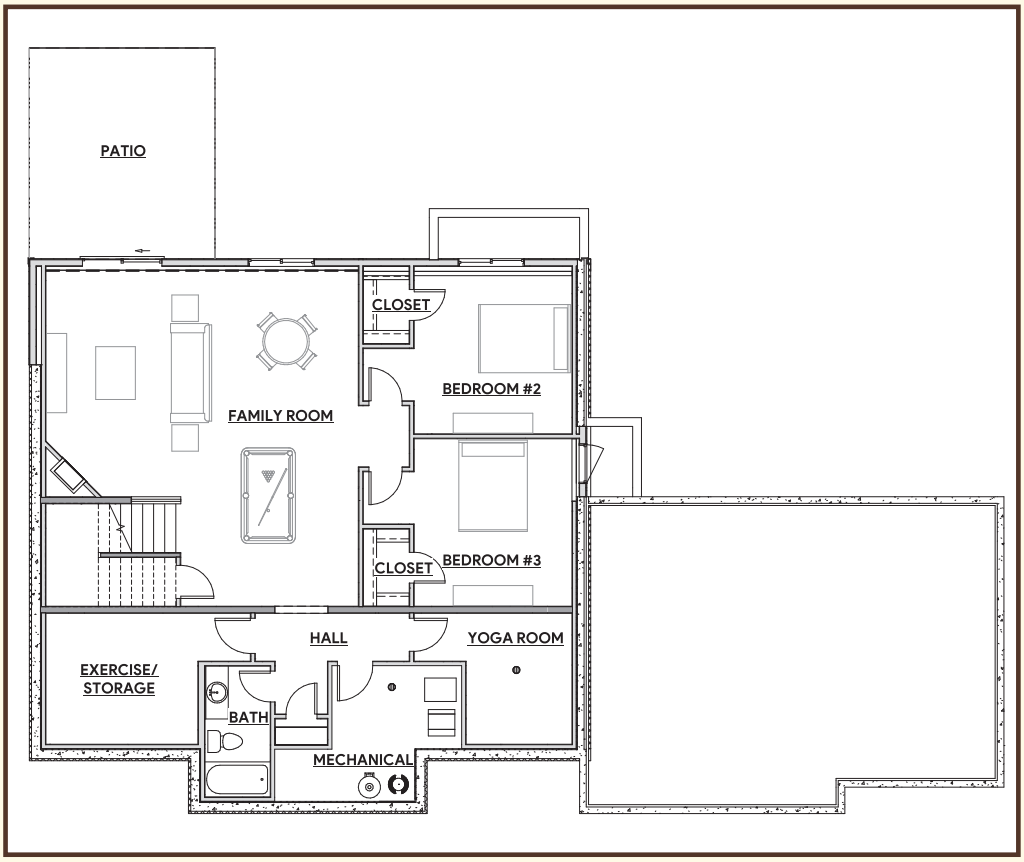
Style:	One Story
Main Floor Sq Ft:	1,668
Finished Sq Ft:	3,048
Year Built:	2020
Bedrooms:	3
Bathrooms:	2.5

PROPERTY HIGHLIGHTS

Johnson-Reiland welcomes you to this three bedroom, 3,048 sq. ft. single-level farmhouse. Designer tile craftsmanship. Solid plank 5” white oak floors throughout. Covered screen porch finished with Westbury Aluminum railings.

Johnson-Reiland Builders & Remodelers, Inc.
jrbandr.com 507.366.1288





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jrbandr.com 507.366.1288

Huron Plan Summary

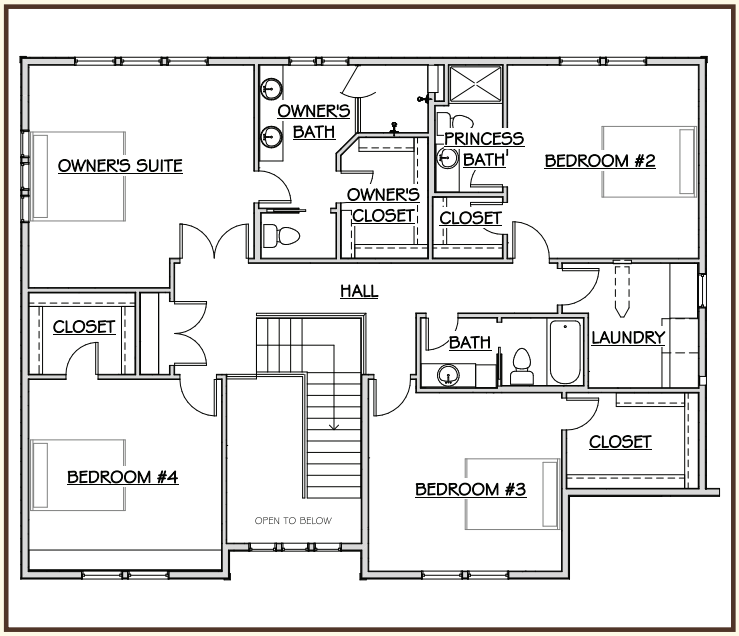
JOHNSON-REILAND
BUILDERS & REMODELERS
jrbandr.com
lic# BC636389

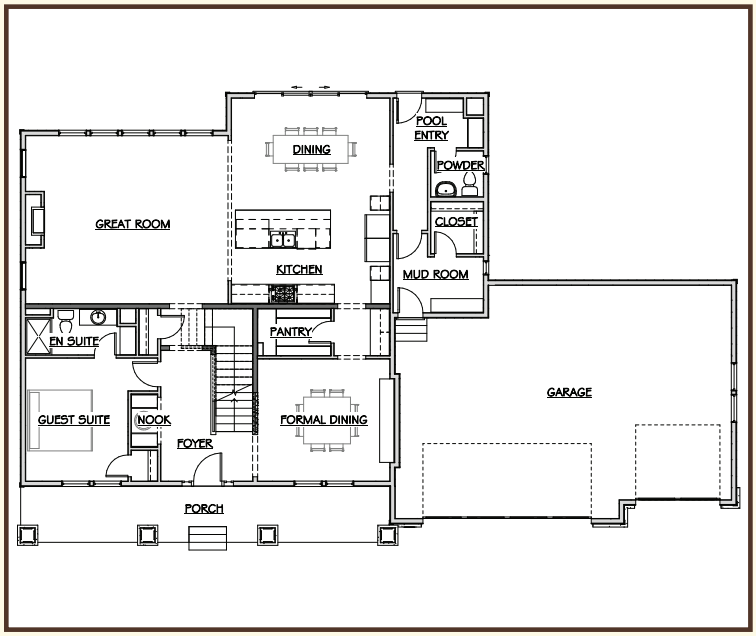
Model Home Specifics

Style:	Two Story
Finished Sq Ft:	3,658
Bedrooms:	5
Bathrooms:	5

PROPERTY HIGHLIGHTS

Johnson-Reiland welcomes you to this five bedroom, 3,658 sq. ft. 2-story custom home. French country kitchen, artful craftsman-style enameled millwork, wine nook, butler's pantry, and solid black walnut floors with black walnut stairway. The great room includes exposed interior brick, reclaimed timber mantel & rustic beam ceiling. Main level guest suite has private 3/4 bath. Master bath features a stunning luxury barrier-free walk-in shower.





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Property Profile

Juniper Plan Summary

BEAUTIFUL ACCESSIBILITY

Johnson-Reiland builds accessible custom homes that champion universal design. When you think of an accessible home you might envision winding ramps and institutional, impersonal looking designs that seem incongruous with a home someone can love and enjoy. That's where we do it differently – we create homes using Universal Design. At its core, universal design is just like any other design problem out there, but results in a more beautiful, creative and uplifting home to age in place. Schedule a tour of one of our beautifully designed homes today.

HOME DETAILS

- 5 bedrooms and 3 bathrooms on 2 levels
- 3,556 sq. ft. with 3 garage stalls
- Accessibility features, including 3' wide doorways, main floor laundry and no barrier walk-in shower, and no steps from garage into house

JR JOHNSON-REILAND BUILDERS & REMODELERS

Builders ID BC636389

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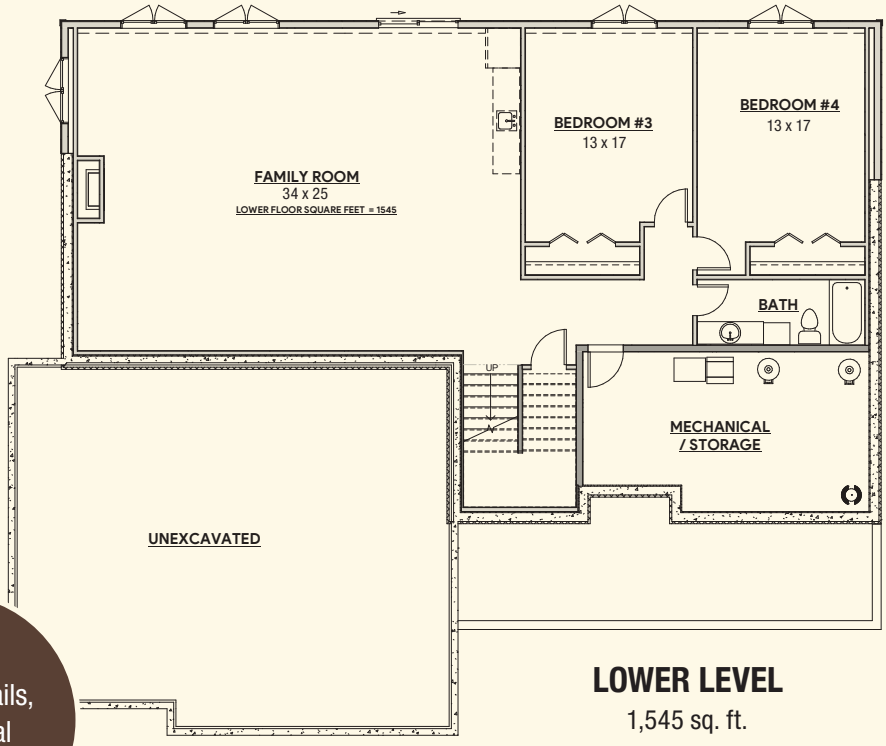
Juniper Plan Layout

Featuring windows by:

MARVIN



LOWER LEVEL
1,545 sq. ft.

Elegant Design Details, Exceptional Craftsmanship

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HOUSING FIRST • MN

Johnson-Reiland is a family-owned custom build and design firm that has won multiple Reggie awards – come design your custom home with us today!

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Michigan Plan Summary

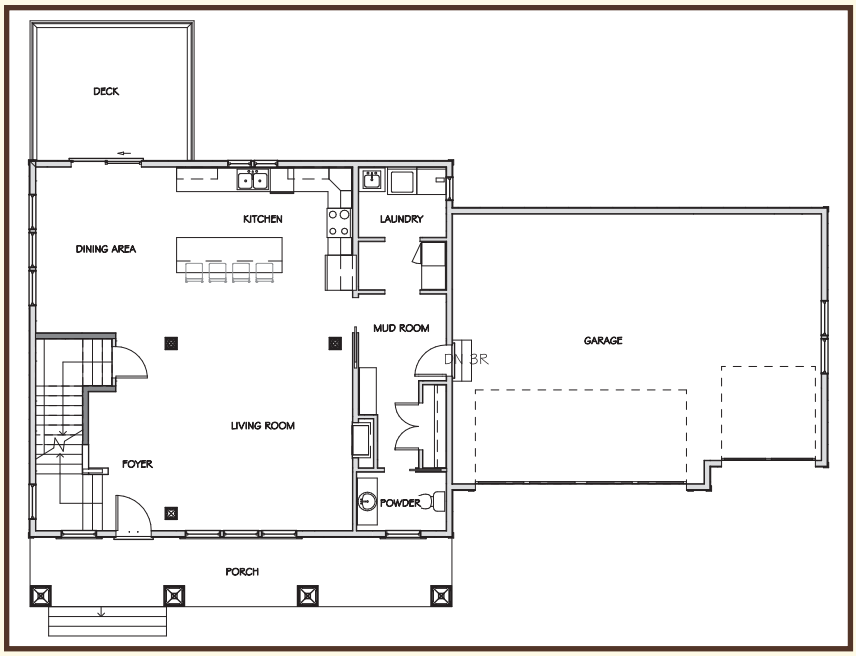
JOHNSON-REILAND
BUILDERS & REMODELERS
jrbandr.com
lic# BC636389

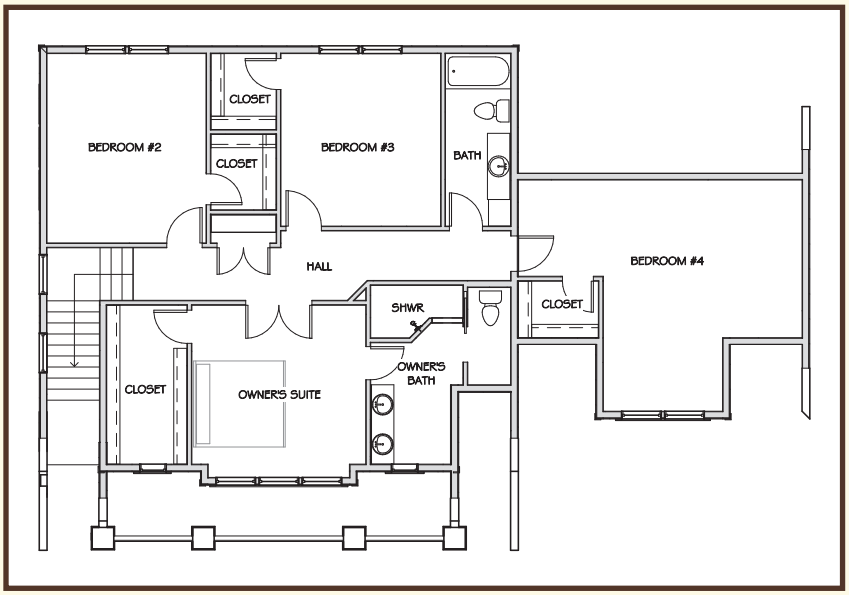
Model Home Specifics

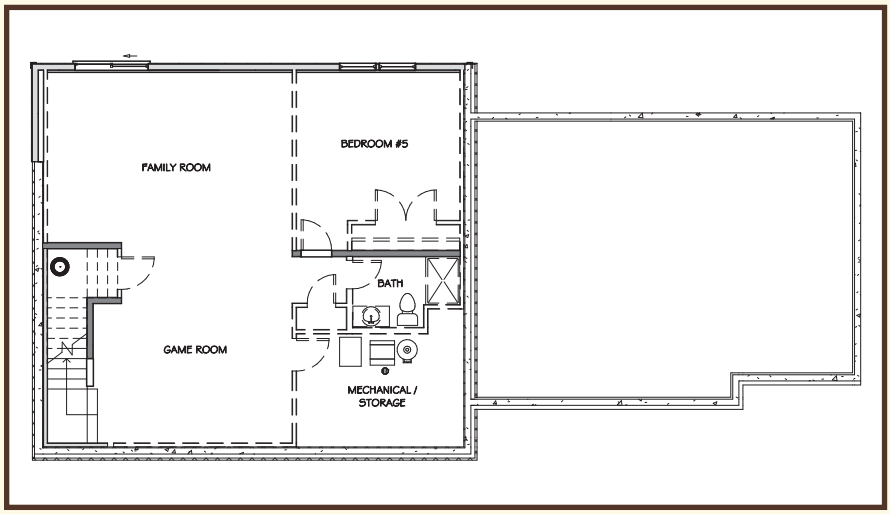
Style:	SF Two Stories
Finished Sq Ft:	2,604
Bedrooms:	4
Bathrooms:	3

PROPERTY HIGHLIGHTS

Johnson-Reiland welcomes you to this reinvented Craftsman-style home. Our goal is that living in this home, you might think you're in a century-old home while still having the advantages of a new home. The inset, quarter-sawn oak cabinets, wide mission-style trim, and solid character-grade maple wood flooring add to this feeling of history. Other quality features include custom doors, luxury ceramic walk-in shower, Marvin windows, full width front porch, cedar rear deck, walkout basement, and insulated 3-car garage with custom garage doors.







Johnson-Reiland Builders & Remodelers, Inc.

jrbandr.com 507.366.1288

Willow Plan Summary

JOHNSON-REILAND
BUILDERS & REMODELERS
jrbandr.com
lic# BC636389

Model Home Specifics

Style:	Farmhouse
Floor Plan Name:	Willow
Finished Sq Ft:	3,343
Bedrooms:	4
Bathrooms:	4

PROPERTY HIGHLIGHTS

Johnson-Reiland welcomes you to this four bedroom, 3,343 sq. ft. custom-built modern farmhouse style home. Luxury ceramic tile baths throughout. This home features an alluring farmhouse kitchen with general store styled pantry, granite tops, solid Plank floors, C/VAC, and private stamped rear concrete patio with a pergola. Offers square spiral stair case wrapping a rustic brick chimney. Also, this house features a barrier-free entrance package for easy access along with top-of-the-line building products and practices throughout!

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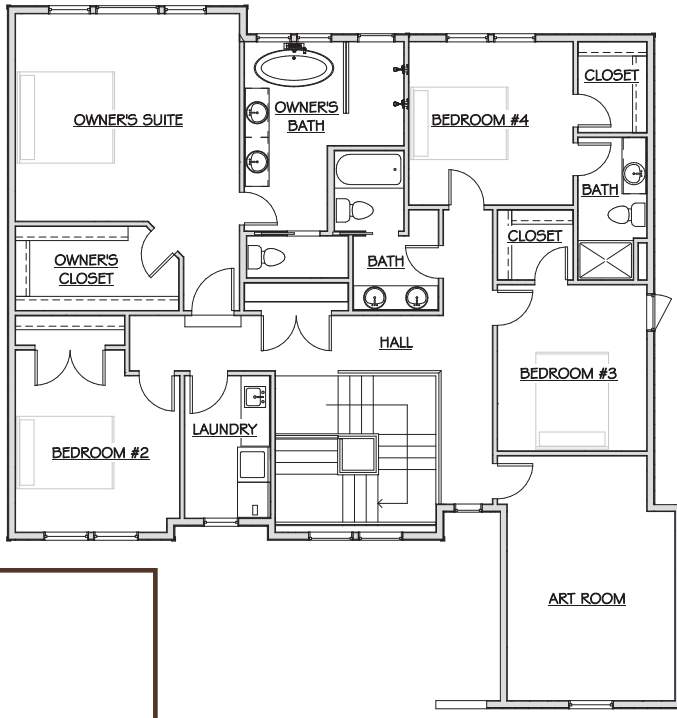
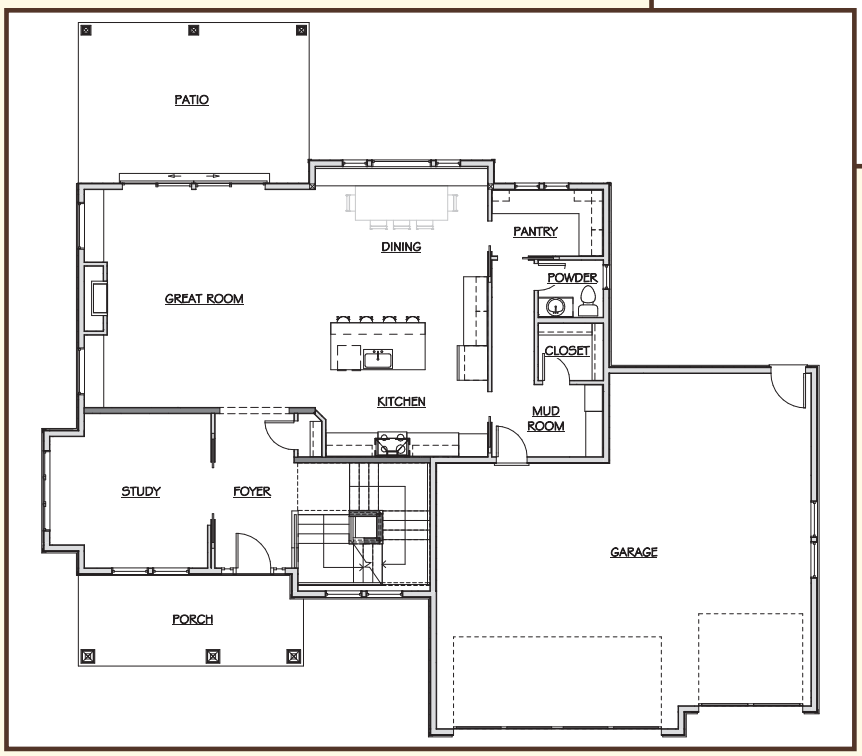
EQUAL HOUSING OPPORTUNITY REALTOR®





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jrbandr.com 507.366.1288

JOHNSON-REILAND
BUILDERS & REMODELERS
616 Hwy 3 S PO Box 220 Dundas, MN 55019

Date: 4/05/2021

Hi Elizabeth,
The neighborhood meeting on April 23rd went well. We had a half dozen or so neighbors plus Carlson and Robling representative's and our planner from Pioneer engineering.

Comments were positive for the most part and questions were mostly about traffic and plat details. The lower density of our plan seemed to be a welcome thing. Some residents have voiced concerns about tree preservation. We also discussed having another in-person meeting in the neighborhood a month or two after more approvals are granted and questions are answerable.

Warm Regards,
Paul Reiland

507-366-1288 Cell 952 292 5999
paul@johnsonreilandhomes.com

CITY OF CHASKA

Ensconced Woods

Date: 5/7/2021

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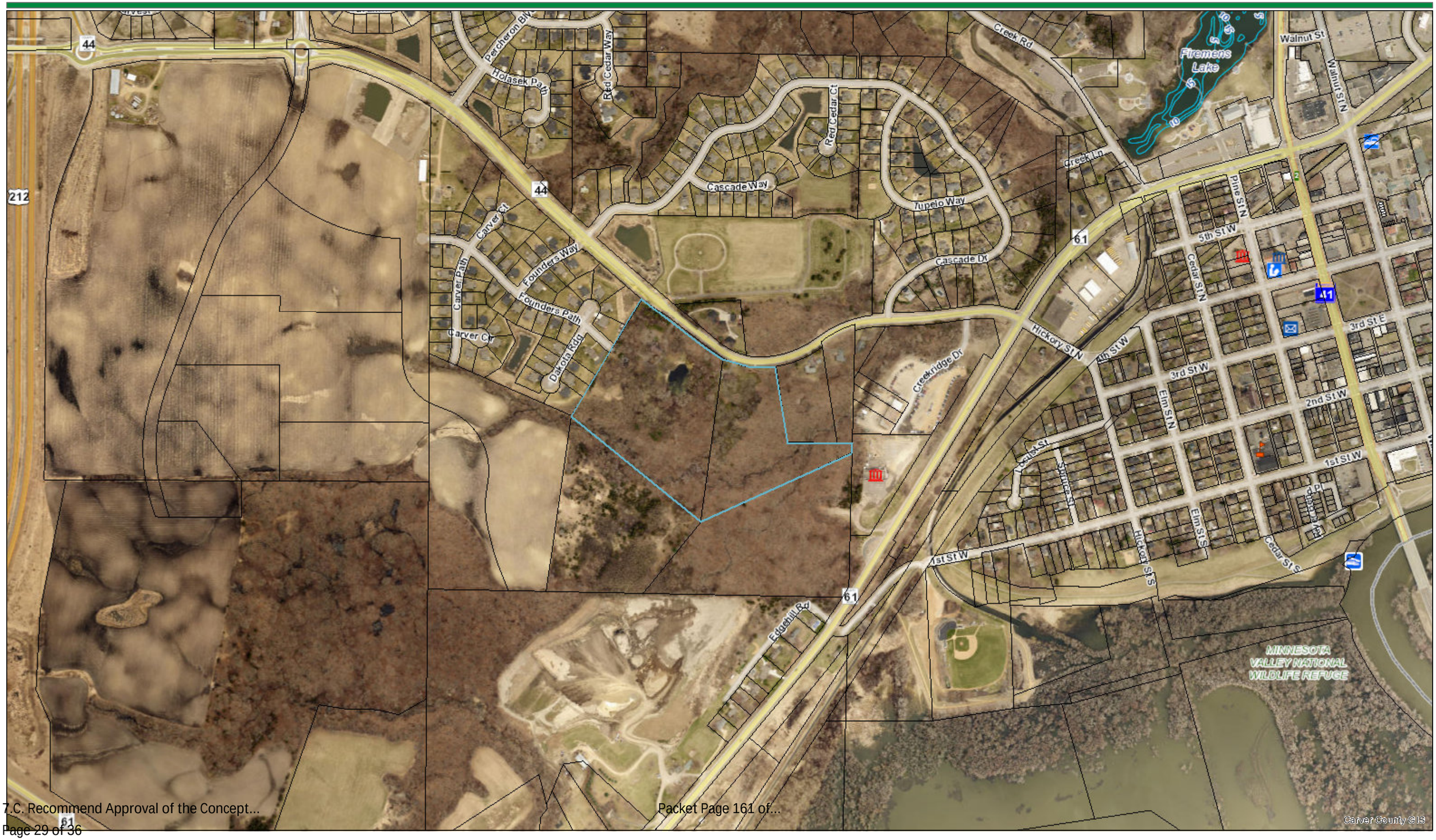

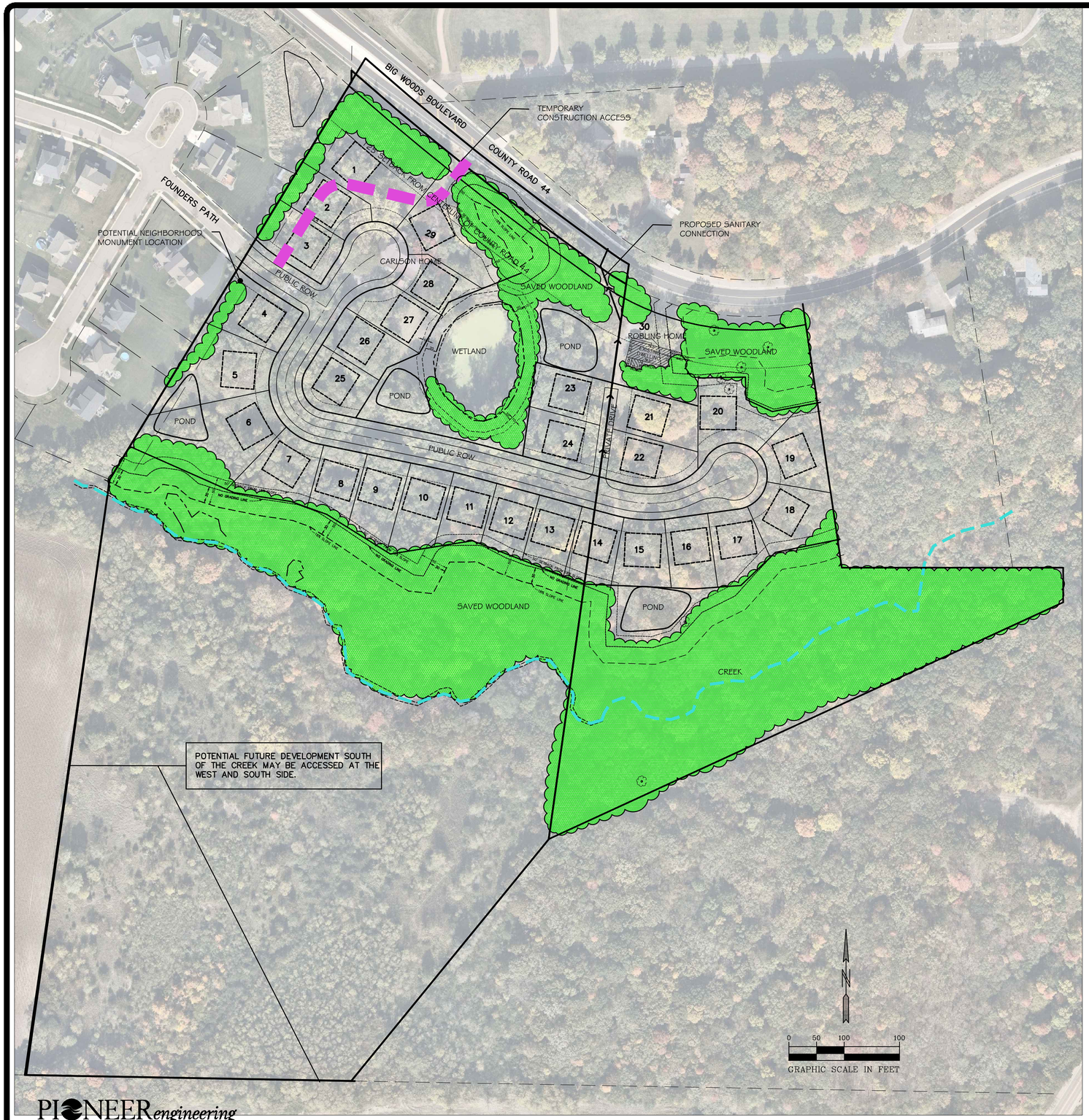

SITE DATA:

CARLSON PROPERTY:
TOTAL GROSS AREA CARLSON PROPERTY: ±30.1 ACRES
GROSS AREA NORTH OF CREEK: ±14.6 ACRES
WETLAND: ±0.5 ACRES
ADDITIONAL ROW ALONG COUNTY RD 44: 0.3 ACRES
18% SLOPE NORTH SIDE OF CREEK: ±2.6 ACRES
NET AREA NORTH OF CREEK: ±11.2

ROBLING PROPERTY:
TOTAL GROSS AREA: ±9.6 ACRES
18% SLOPE: ±5.1 ACRES
NET AREA: ±4.5 ACRES

TOTAL DEVELOPABLE AREA: ±15.7 ACRES

CURRENT ZONING: R1 & O
PROPOSED ZONING: R1 PUD
2040 COMP PLAN: LOW DENSITY RESIDENTIAL (2–5 UNITS/ACRE NET)

R1 STANDARDS:
- LOT AREA: 9,000 SF
- LOT WIDTH: 75'
- FRONT SETBACK: 30'
- REAR SETBACK: 30'
- SIDE SETBACK: 10', 7'
- SIDE SETBACK CORNER: 15'

PUD PROPOSED STANDARDS:
- LOT AREA: 9,600 SF
- LOT WIDTH: 80'
- FRONT SETBACK: 25'
- REAR SETBACK–INTERIOR: 25'
- REAR SETBACK–PERIMETER: 30'
- SIDE SETBACK: 7.5'
- SIDE SETBACK CORNER: 15'
- PROJECT PERIMETER SETBACK: 30'
- SETBACK FROM CL cr 44 : 125'
- BUILDING PAD USED: 65'X60'

SETBACK FROM 18% SLOPE: 50'
NO GRADING FROM 18% SLOPE: 30'

WETLAND BUFFER: 20'
WETLAND SETBACK: 30'

PROPOSED LOTS: 30 (1 existing)

NET DENSITY: ±2.0 UNITS/ACRE

PROPOSED ARCHITECTURAL ELEVATIONS

PIONEER engineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS
2422 Enterprise Drive
Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

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
Name Jennifer L. Thompson
Reg. No. 44763 Date xx

Revisions
4-27-2021 city comments

Date 4-5-2021
Designed JLT-NAP
Drawn JLT-NAP
Checked JLT-NAP

CONCEPT PLAN

JOHNSON-REILAND

ENSCONCED WOODS
CHASKA, MINNESOTA

1 OF 5

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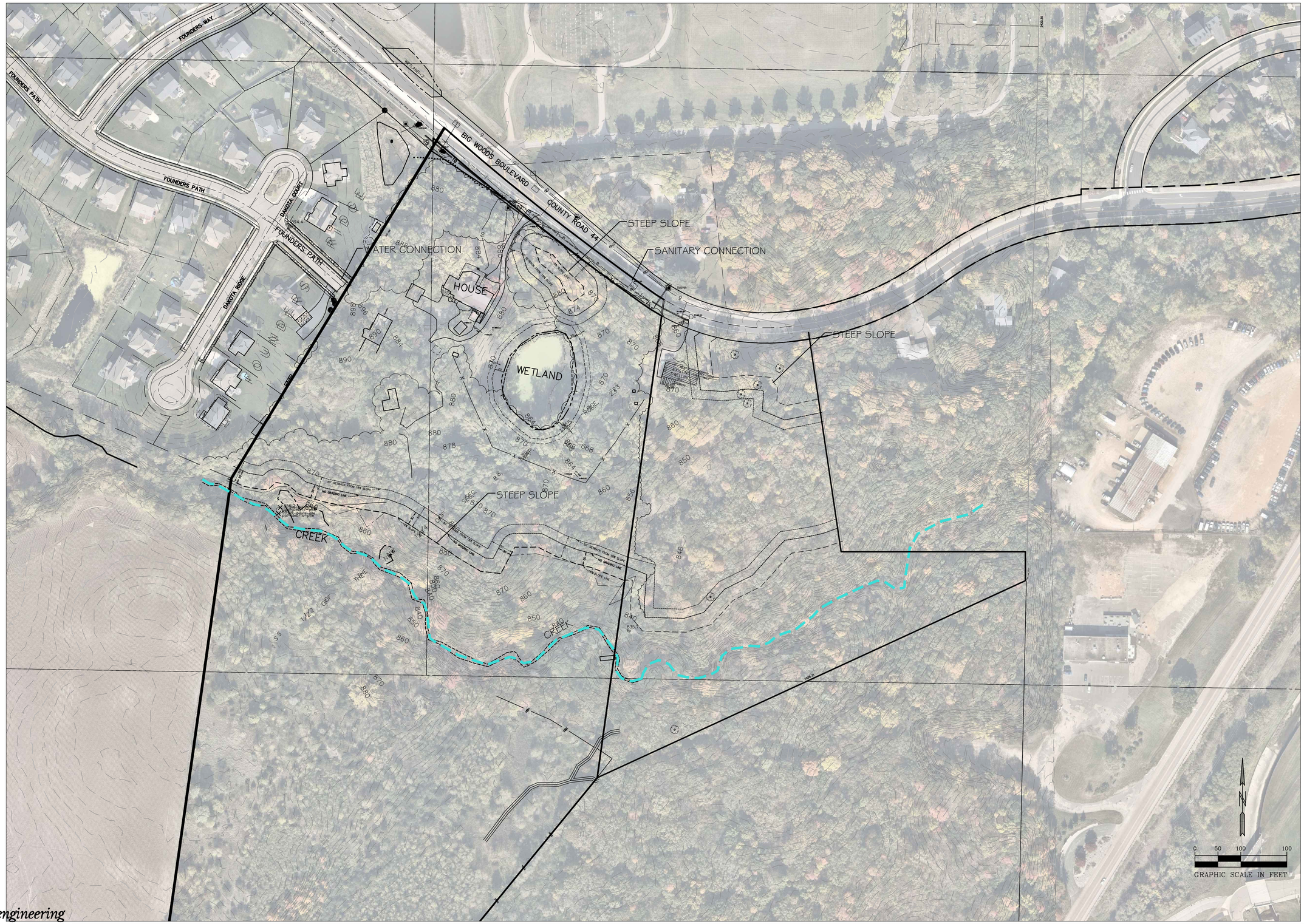

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Checked JLT 62 of

EXISTING CONDITIONS

JOHNSON-REILAND

ENSCONCED WOODS
CHASKA, MINNESOTA

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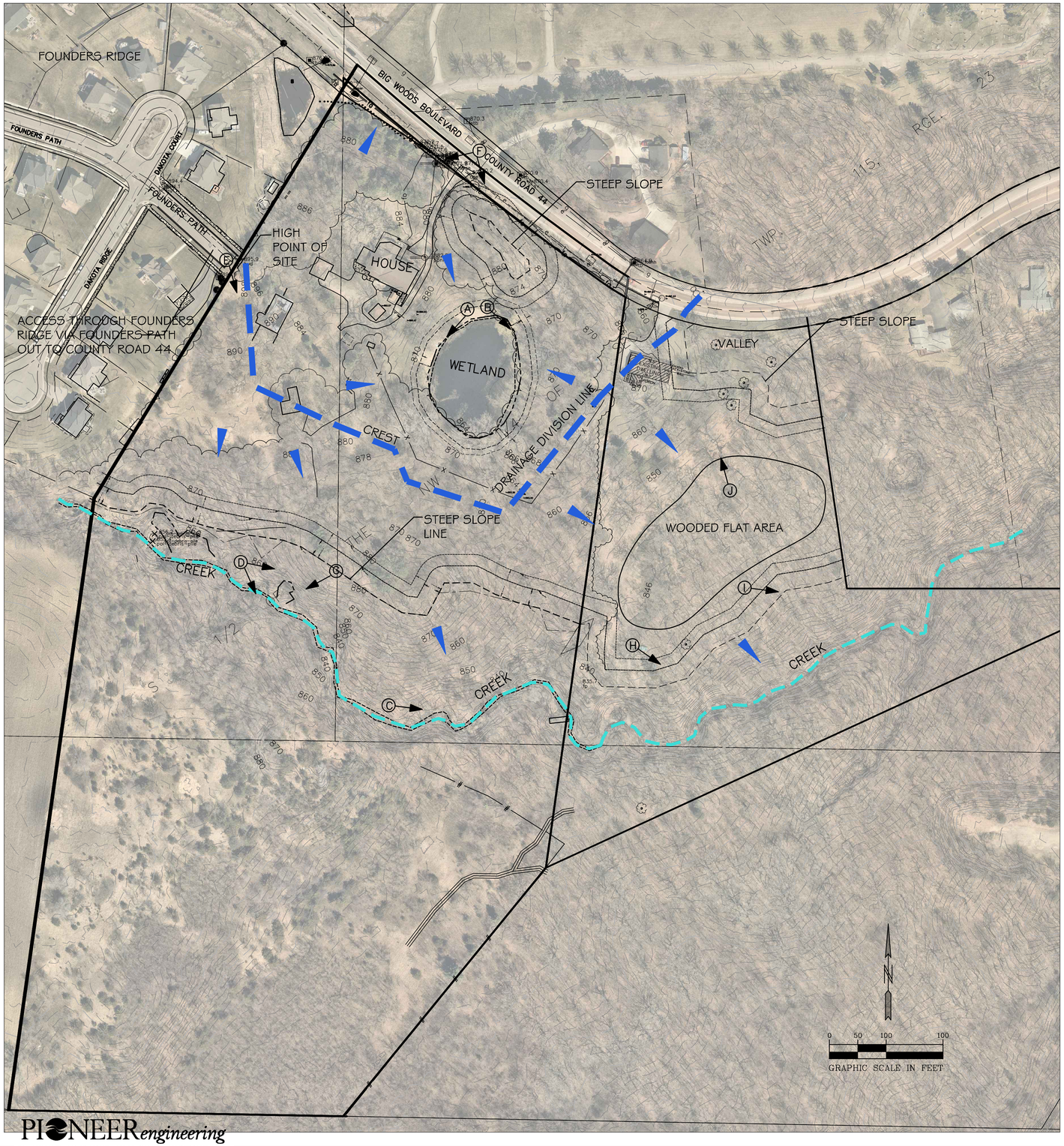

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DIRECTION OF DRAINAGE

PHOTO LOCATION

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Checked JLT-NAP

SITE FORCES

JOHNSON-REILAND

ENSCONCED WOODS
CHASKA, MINNESOTA

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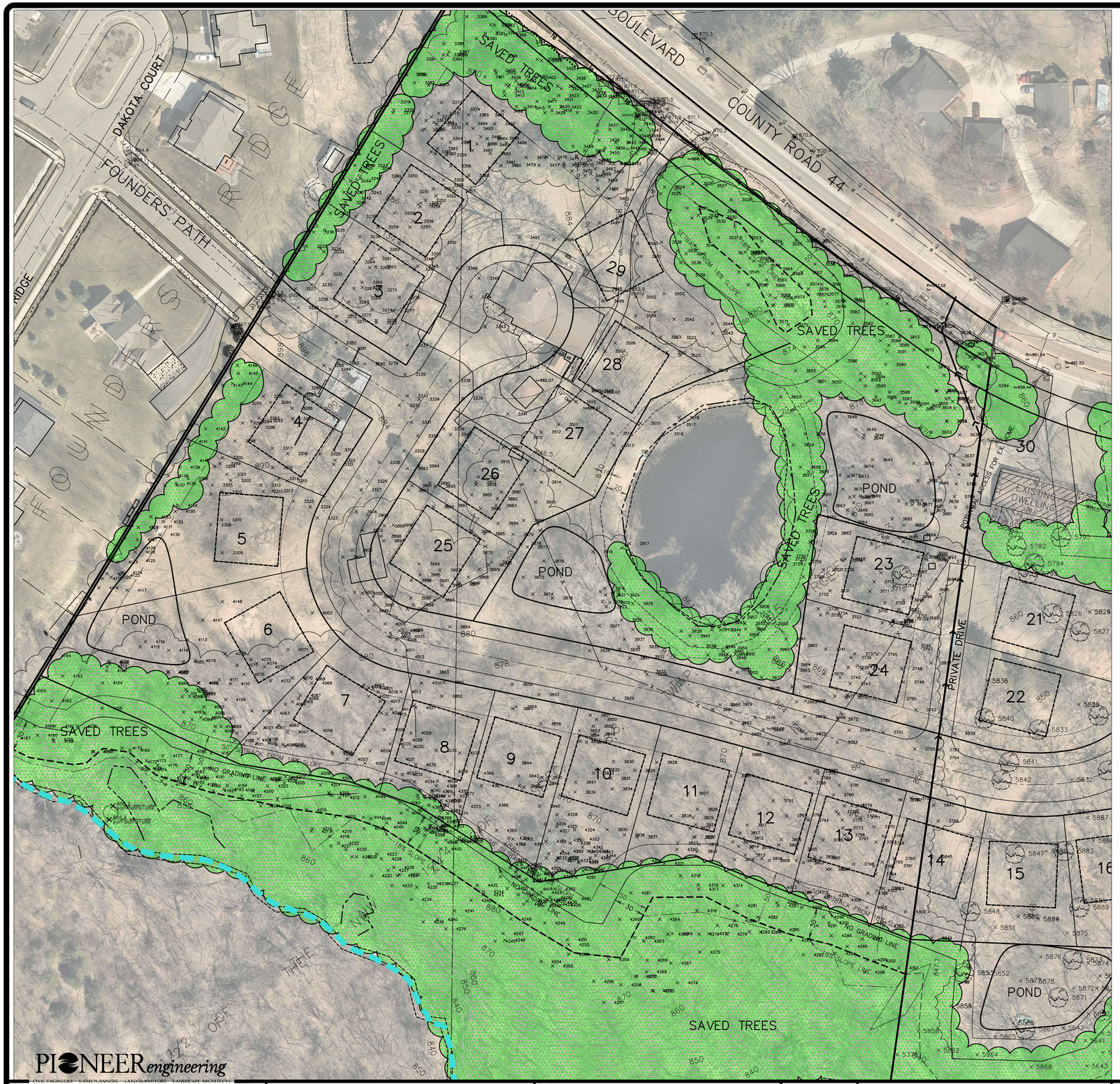

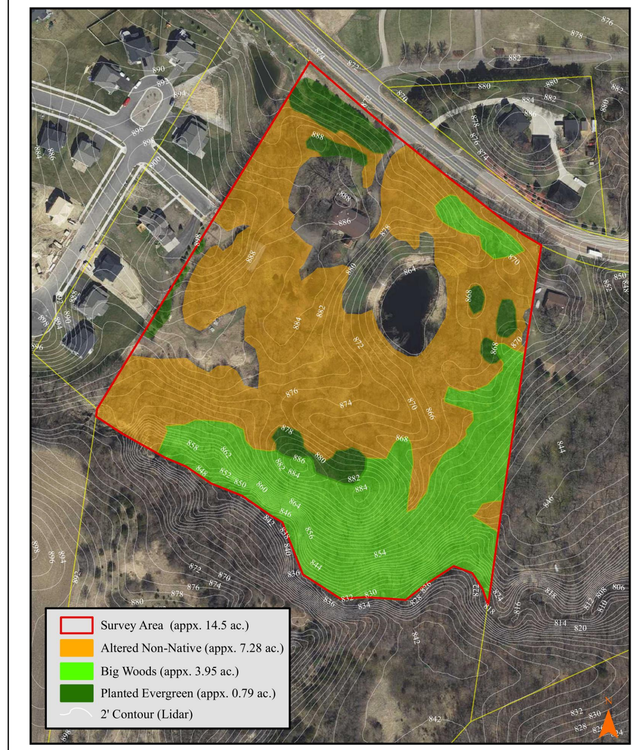

Tree Cover
Carlson Property
Chaska, MN

Figure 1

TREE INVENTORY, ANALYSIS, AND FIGURE 1 BY MIDWEST NATURAL RESOURCES, INC.

SAVED WOODLAND AREAS

N

0 25 50 100

GRAPHIC SCALE IN FEET

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Reg. No. 44763 Date xx

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Designed JLT-NAP
Drawn JLT-NAP
Checked JLT-NAP

CONCEPT TREE PRESERVATION

JOHNSON-REILAND

ENSCONCED WOODS
CHASKA, MINNESOTA

4 OF 5

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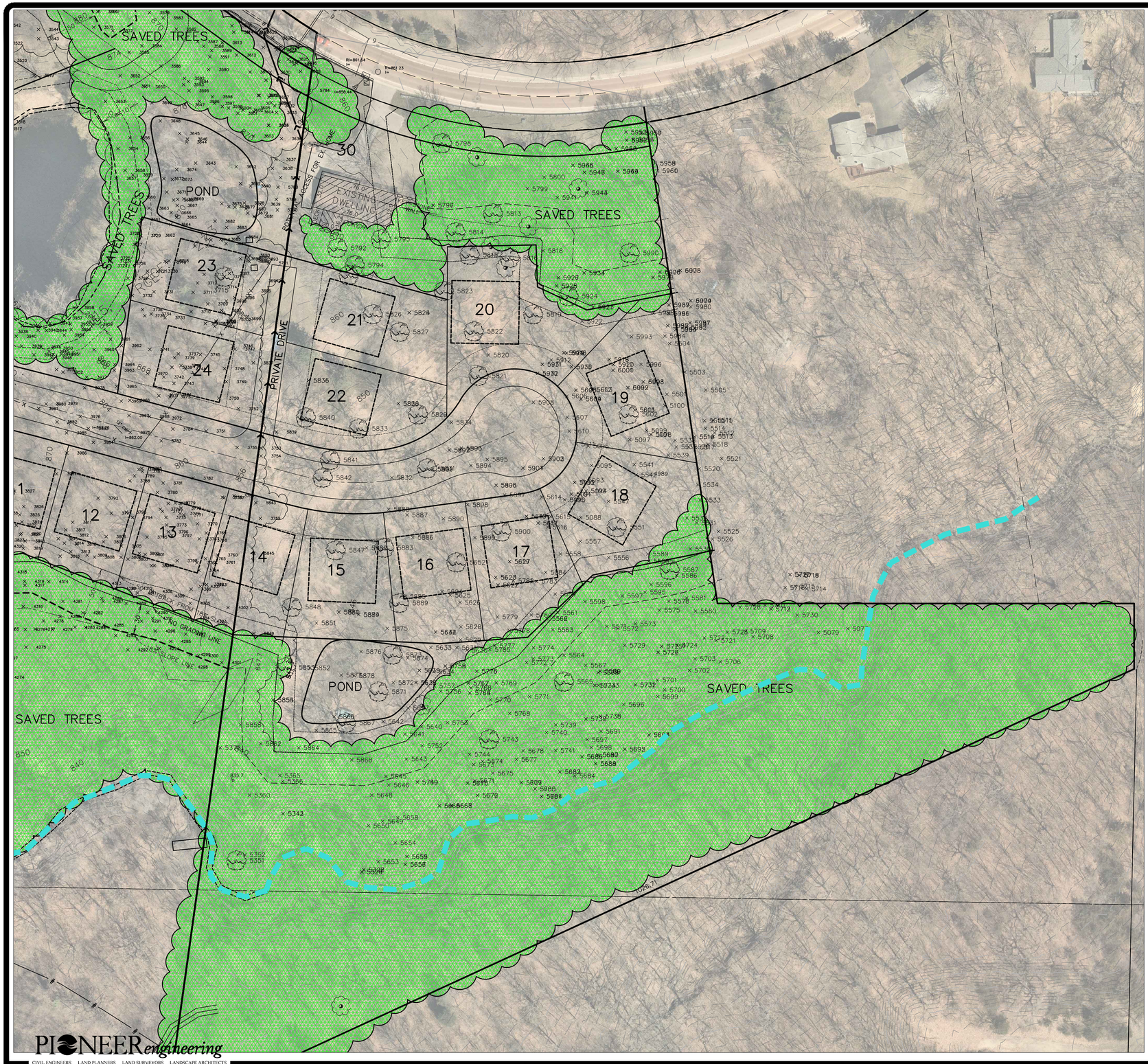

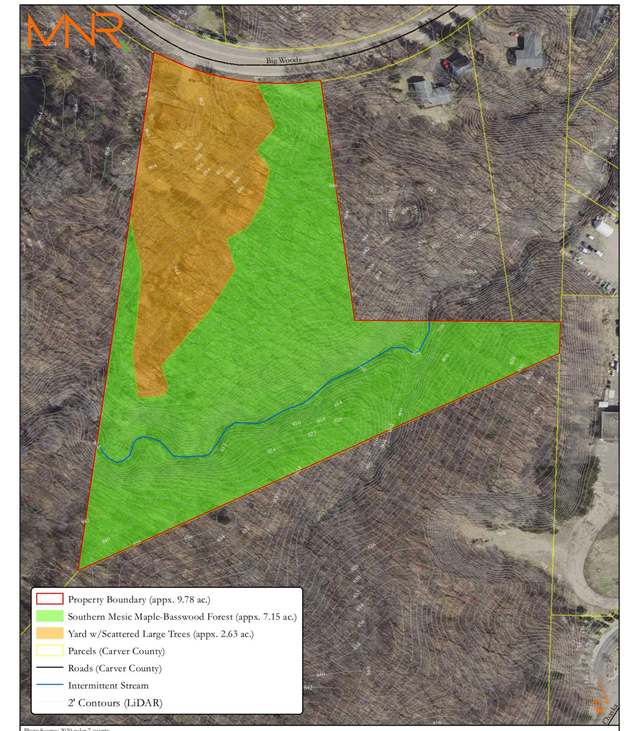

Tree Cover
Robling Property
Johnson Reiland Homes
Chaska, MN

Figure 1

TREE INVENTORY, ANALYSIS, AND FIGURE 1 BY MIDWEST NATURAL RESOURCES, INC.

SAVED WOODLAND AREAS

N

0 25 50 100

GRAPHIC SCALE IN FEET

PIONEER *engineering*

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Drawn JLT-NAP
Checked JLT

CONCEPT TREE PRESERVATION

JOHNSON-REILAND

ENSCONCED WOODS
CHASKA, MINNESOTA

5 OF 5

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Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

May 7, 2021

City of Chaska
c/o Elizabeth Hanson, AICP
City Planner
952-448-9200
EHanson@chaskamn.com

Re: Development / Access Review Comments: Ensconced Woods Concept Plan located at PID# 300085600 and 300086000 adjacent to County State Aid Highway (CSAH) 44 (Big Woods Boulevard)

Thank you for the opportunity to review the subject development in the City of Chaska. Consistent with the County Comprehensive Plan and County Codes, and other official controls of the County, the following are comments and recommended conditions of approval and as potential requirements for any necessary permits to be issued for the project.

1. Regarding access onto the County Highway –
   a. Concept plan shows potential private driveway access onto CSAH 44 for unit labeled #30 (existing dwelling at 3625 Big Woods Blvd.) as well as a potential option for the access to tie into the private drive. No permanent direct access to CSAH 44 will be permitted. Existing private driveways shall tie into new local road or private drives.
   b. Additional full access to CSAH 44 will not be considered for future development between Founders Way and Cascade Dr. A connection of the new local road to serve potential future development of the parcels to the east of this proposal (PID # 300085800, 300085700, 300082600) should be preserved via right of way dedication or City-owned outlot.
   c. One temporary construction access onto CSAH 44 will be considered at the location of the existing driveway access currently located at 3675 Big Woods Blvd. An approved temporary construction access onto CSAH 44 would be allowable only until occupancy of the first dwelling.
2. Regarding highway right of way –
   a. CSAH 44 at this location is a 2-lane undivided urban roadway facility with a trail on the north side. The existing right of way is approximately 66 ft. total with a variable distance from centerline of approximately 33 ft. to 36 ft. adjacent to the subject properties.
   b. The planned typical section for this section of highway along this property is a 2-lane undivided urban facility. No trail is planned for the south side of the roadway along the subject properties. The County's 2040 Comprehensive Plan (Figure B.6) defines the needed right of way for this type of highway typical section as 50 ft. from centerline.
   c. The plat shall incorporate 50 ft. of dedicated right of way from the centerline of CSAH

CARVER COUNTY

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44 to the subject properties.

3. The County will need to review and approve the final grading plans for properties adjacent to CSAH 44. A grading permit will be required for grading work within the highway right of way.
4. The technical details of the final plat, its boundaries and form(s) will need to be reviewed and approved by the County Surveyor.
5. Prior to any work affecting or on County highways or in County right of way, the applicant shall coordinate plans with the County Engineer and obtain a Utility or Excavating/Filling/Grading Permit(s) from Carver County Public Works: (www.co.carver.mn.us/departments/public-works/quick-links/permits). Final details of locations, grades, and profiles affecting County roads as well as any utility connections will need to be reviewed and approved prior to any permits.
6. Any damages, modifications, or changes incurred on County highways from current or approved conditions will need to remedied or updated at development expense, including costs incurred by the County.

These are the County's comments at this time. If you have any questions or need further assistance, please contact staff noted below:

Joan Guthmiller Administrative Technician Carver County Public Works 952.466.5201 jguthmiller@co.carver.mn.us	Angie Stenson AICP Sr. Transportation Planner Carver County Public Works 952.466.5273 astenson@co.carver.mn.us	Dan McCormick, P.E. PTOE Traffic Services Supervisor Carver County Public Works 952.466.5208 dmccormick@co.carver.mn.us

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
05/12/2021

Subject: **Wagner Woods - Concept Plan**

Applicant: Lennar

Location: 9430 Audubon Road; west of Audubon Road (CR 15), south of Autumn Woods Drive

Case No.: 2021-10

Synopsis: Applicant seeks to obtain approval of a 102 lot development on approximately 45 acres of land owned by the Wagner family

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

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BACKGROUND

Autumn Woods and Autumn Woods East abut the subject property. These plats were approved in September 1982 (Autumn Woods) and September 1994 (Autumn Woods East). Autumn Woods East 2nd Addition was approved October 1994, which included Ironwood Boulevard's right-of-way (ROW) stubbing at the southern edge of Wagner's property (9430 Audubon Road). This was with anticipation of the Wagner developing and connecting into such street.

Project Goals

The identified goals in creating this new neighborhood include the following:

- Chaska's High Quality of Life is Enhanced
  This community will offer existing Chaska residents, as well as various demographics of prospective buyers looking to live in Chaska, the opportunity to purchase a new home within the City. This neighborhood will provide homeowners access to retail, dining, golf courses, medical facilities, regional transportation, quality schools, parks and trails, and proximity to downtown Chaska. This community will also include a new City park.

- Taxpayers Perceive they are Getting Cost-Effective Service
  As an infill development, all infrastructure is in place to serve the new homes. The City will receive a significant amount of infrastructure impact fees of which little will be expended with this development. In addition, the new homes will generate tax revenue, a significant increase from the current agricultural status of the property. This will aid the City in providing cost-effective services to Chaska residents.

- Well-Planned and Orderly Community Development is a Priority
  Development of this infill site is highly efficient and desirable from an infrastructure and orderly growth standpoint. It makes efficient use of the significant amount of public infrastructure immediately accessible in public right-of-way. The proposed community with park dedication is consistent with the Low Density Residential and Park land use

designations. And as mentioned, Lennar homes include quality materials including stone, vinyl, and LP in varying styles such as lap siding, shakes, and board and batten. Lennar's anti-monotony code will offer additional variation through the use of multiple color packages.

- A Sense of Community and Small Town Values are Maintained
  Adding new residents to this location is ideal from the standpoint of the broader community. These new residents will strengthen and add vibrancy to the nearby restaurants, retail establishments, schools, and City parks and trail system. Downtown businesses are also likely to benefit from the addition of this community.

- A Commitment to Excellence
  Excellence in this community will be evident in many ways:
  - The plan considers tree preservation and wetlands, parkland dedication, and landscape buffering.
  - Views of the neighborhood from the surrounding streets and within the neighborhood.
  - Attractiveness of the homes and quality of home construction.

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

CURRENT PROPOSAL
The 102-lot detached single-family proposal on approximately 45-acres of property is located west of County Road 15 (Audubon Road) and south of Autumn Woods Drive. A public park is proposed on the northwest corner of the site. Ironwood Boulevard stubs off on the south edge of the Wagner property, which will provide one access into this site. This new development will be an extension off Ironwood Boulevard, but will not be part of the Autumn Woods development, which surrounds the south, west and northwest sides of the site.

Adjacent properties
The site is bound on the north by Autumn Woods Drive; to the west by residential (Autumn Woods); the south by residential (Autumn Woods East) and a Jonathan-owned park; and the east by County Road 15 (Audubon Road) and the city of Chanhassen.

City-owned property abuts the north and northwest portion of the site. The site does not have direct frontage on Autumn Woods Drive to the north.

Existing Conditions
The subject property is located at 9430 Audubon Road on the eastern edge of Chaska, and contains a farmstead with multiple out-buildings (all of which will be removed). The site is 45.47 gross acres in size and is currently farmed agricultural land with wooded areas on the southwest and northwest edges. Five wetlands have been delineated on the site totaling approximately 5 acres in size. There are wooded steep slopes surrounding the wetland on the north edge of the property, as well as a small steep slope area on the southern edge of the property.

Land Use
The proposed 45-acre plan consists of 102 new single family lots. Two lot sizes/products are proposed within this development (dubbed as Lennar's 'Landmark Series' and 'Venture Series'); the Landmark Series (75 lots) will be 65 foot wide lots and feature one-story and two-story homes with 3-car or 4-car garages (with basements); the Venture Series (27 lots) will be 50 foot wide lots and feature one-story and two-story homes with 2-car or 3-car garages (basement and slab on grade plans). The dimensions are generally similar to the homes in Founders Ridge that average out to be 75-80 feet wide and approximately 0.25 acres.

The parcel of land that this development encompasses is currently zoned Open (O), which is a 'holding zone' until it develops. The area in question will be rezoned to a more appropriate zoning district, such as Planned Residential Development (PRD).

Layout
The layout of the site will come from the extension of Ironwood Boulevard to the south from the Autumn Woods development. The road will travel north-south near the easterly portion of the site to connect into Autumn Woods Drive on the north side to provide an additional access into the development (this connection will require purchasing City-owned land to access Autumn Woods Drive). This street extension will provide access to the 'Venture Series' lots (27 lots) on its east side. A double-layered loop street will extend off the west side of the Ironwood Boulevard extension and provide access to the Landmark Series lots (75 lots).

A public park space is denoted in the northwest portion of the site. A park access is shown between lots 53 and 54. This park space will connect into the City-owned property that abut the north and northwest portions of the site.

Transportation/Traffic/ROW/Construction Traffic
The Concept Plan proposes to provide for a network of internal residential roadways with connectivity to arterial roadways. Specifically, Ironwood Boulevard is extended to the north to provide access to the development area. This street will connect into Autumn Woods Drive thus creating an additional access into the development. On the south and north sides of the sites will ultimately provide access out on to County Road 15 (Audubon Road). A double-layered loop street will extend off the west side of Ironwood Boulevard to access additional lots. Staff is recommending a traffic impact study be completed to evaluate the traffic impacts to the neighboring City streets along with the two intersection at both Butternut and Autumn Woods drive that connect to the County Highway (Audubon Road) and to evaluate any improvements that may be necessary to accommodate the proposed development.

The current concept plan appears to show road right-of-way widths that are consistent with the City's typical 60 foot wide ROWs as they are matching up with the stub street of Ironwood Boulevard.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer to determine an appropriate route. A construction traffic plan should be submitted for review in the preliminary submittal.

Utilities
Sewer and water utilities are available.

Stormwater
Stormwater ponding is proposed as a part of this proposal; 4 ponding areas have been delineated on the plan mainly situated around the large wetland on the south side of the site. It will be required that the developer provides adequate maintenance access into these areas to be shown during their preliminary submittal. Maintenance accesses and ponds need to be in separate outlots, and not on private property. Stormwater ponding will have to meet all Carver County WMO and City standards.

Setbacks
Minimum setbacks proposed are front setbacks of 25 feet, rear setbacks of 25 feet, side setbacks of 7.5 feet for the Landmark Series lots and 5 feet for Venture Series lots, and corner setbacks are 20 feet.

In addition to the above, the development must meet the following setbacks:

SETBACKS	
Direction	**Setback**
Wooded Steep Slopes	50 feet building setback and 30 feet no grade/no mow setback
Wetlands	30 feet
County Road 15	125 feet from centerline

The lots that abut the wooded steep slope edges on the north edge of the site should ensure the lot lines are out of the 30 foot no grade/no mow setback so that the lots are not ambiguous in terms of its use; it appears that Lots 42-53 are showing to encroach. The 30 foot setback does not allow fences to be built on or within it so it's better that these setbacks are not within property lines.

Architecture & Anti Monotony
Lennar will be the sole builder in this development. The Landmark Series noted above will be 50 foot wide homes, ranging in price from $460,000-520,000. The Venture Series will be 40 foot wide home, ranging in price from $400,000-$430,000. Lennar homes include varying amounts of stone on front facades and siding materials consist of lap siding, shakes, or board and batten. Other architectural features available on selected facades include columns, gables, shutters, accentuated window trim and fascia, and decorative roof brackets and cornices. They have provided a couple home examples they offer as an attachment in the packet.

City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires that homes provide LP Smartside on the front elevations, at least 4 inch window trim on all windows, and provide varied color packages on homes within one home on each side and directly across the street. This ordinance has been very successful in other newer residential developments.

Trails & Sidewalks
There are no trails proposed as a part of this development. A public trail already exists on the west side of County Road 15 (Audubon Road). Because there are no trails being built, the

developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement.

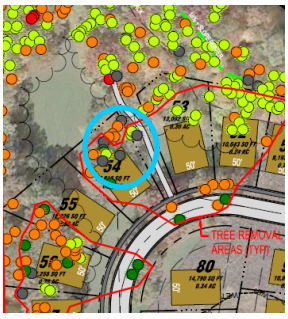
The developer will be required to provide sidewalks on both sides of the streets per City policy. The concept plan is showing sidewalks on only one side of the street. The developer will need to show sidewalks on both sides in their preliminary submittal. In addition, a sidewalk extension on the south side of Autumn Woods Drive that connects the development entrance out to the County Road trail will be required for contiguous circulation.

Screening, Landscaping & Tree Preservation

Because this development abuts a major roadway (Audubon Road; CR 15) it will be important that the homes that back up to this have adequate screening. The development north of Autumn Woods Drive (Lake Hazeltine Woods) provides berming and landscaping on its east edge along the County Road. Staff would require this same screening to be carried all the way through the east side of Wagner Woods. The concept plan is showing a level of screening occurring and the applicant states that approximately 90 trees will be added to this area. The applicant will have to show in their preliminary landscape and grading plan how the landscaping and berming will be achieved.

Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street.

A level of Tree Preservation will be an important piece of this development. The applicant has already conducted and submitted a tree survey as a part of this proposal showing the location and condition of the trees. Wooded areas exist on the southwest, northwest, and north portions of the site. 722 trees were inventoried on the site. The developer has already started to show certain areas for tree preservation (591 trees saved; 131 trees proposed to be removed), mainly along the south edge of the site and around the northern wetland. The south edge trees to be preserved are proposed to be in an outlot that will be deeded to the City. Tree preservation will also occur in the area slated for public park on the northwest side. There are areas around the park space that should be looked at further for additional tree preservation, primarily around the proposed park access. The access from the development into the park is roughly 20 feet wide. Lots flock either side of the access which require removal of trees. There are trees near the entrance of this park that would be beneficial in preserving (oak trees ranging from 29" to 41" in caliper that are in Excellent and Good conditions; trees 1208, 1215, 1220, and 1221; these trees are in the general area circled in blue below) and provide a natural grand entrance to the park for the Wagner Woods development. The current access does not provide for that as it is too narrow. Staff would advise looking into providing a larger access to the park to allow the preservation of more trees and provide a visible and monumental opening.



Parkland
The Comprehensive Plan guides a portion of this area of land for a neighborhood park. The Comprehensive Plan shows the park space on the south side of the site as a connection to the Jonathan-owned park in Autumn Woods, however, after a site visit it appeared that the northwest portion of the site was the most viable/ideal location for a public park. This area would be able to contiguously connect into City-owned land that abuts the north and northwest sides of the site. It also provides an open pocket area nestled between trees, making it very idyllic. The south side of the site is encumbered by a wetland and abuts a Jonathan-owned park, which does not lend itself well for a public park. The park space proposed is showing a total of 2.6 acres (does not include wetland or wooded steep slope areas as these areas do not count as acceptable park space), which falls below the park dedication requirements for this size of site. It will be required of the developer to pay park dedication fees for the remainder of park dedication; the Park Board will determine the amount of park acreage that will be accepted as public park dedication.

The Park Board will be meeting on this concept at their May 11th meeting. They will be discussing their recommendations in regards to the park access, size, etc. Staff can provide an update on their actions at the May 12th Planning Commission meeting.

Development Costs (Infrastructure Improvements)
The City of Chaska has a number of area-wide development cost such as, but not limited to:

- Arterial Road Network
- Collector Roads
- Storm Sewer
- Trails
- Parks

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

Neighborhood Meeting & Neighbor Concerns
The developer conducted a neighborhood meeting on May 3, 2021 to go over the concept plan. The neighbors provided concerns, which have been addressed in the documents titled 'Wagner Property Online Neighborhood Meeting' and 'Summary of Neighborhood Concerns May 6, 2021'.

The neighbors that abut this proposed development have compiled a list of comments and concerns of the project. This is provided as an attachment in the Planning Commission packet. The concerns speak to density, lot sizes, traffic, and being a part of the Jonathan Association.

PLANNING COMMISSION ACTION REQUESTED
Motion to recommend to City Council approval of the Wagner Woods Concept Plan for a 102-lot subdivision on 45 acres of land, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Narrative (pgs 1-5), prepared by Josh Metzer of Lennar, undated**
    b. **Wagner Property Tree Survey (pgs 1-26), prepared by ISG, dated March 24, 2021**
    c. **ALTA Survey (pgs 1-3), prepared by Pioneer Engineering, dated January 25, 2021**
    d. **Existing Conditions, prepared by ISG, dated April 28, 2021**

e. **Site Forces, prepared by ISG, dated April 28, 2021**
f. **Tree Survey, prepared by ISG, dated April 28, 2021**
g. **Proposed Layout, prepared by ISG, dated April 28, 2021**
h. **Park Exhibit, prepared by ISG, dated April 28, 2021**
i. **Proposed Layout with Tree Condition, prepared by ISG, dated April 28, 2021**

2. **Adherence with the City Engineer's Memo dated May 5, 2021.**
3. **Adherence with the Carver County Public Works memo dated May 7, 2021.**
4. **Provision that all lot lines are outside 30 foot no grade/no mow setback of wooded steep slopes and to be shown on the preliminary submittal.**
5. **Provision that all lot lines are outside of wetland areas and their required buffers and to be shown on the preliminary submittal.**
6. **Adherence to the City's Boulevard Tree Policy and local street section design.**
7. **Provision that boulevard trees are placed between the sidewalk and street.**
8. **Provision of adequate berming and landscaping along east edge abutting County Road 15 to be addressed at Preliminary submittal.**
9. **Provision to further evaluate tree preservation efforts for trees 1208, 1215, 1220, and 1221 around the public park entrance, and to be submitted with a Tree Preservation Plan at preliminary submittal.**
10. **Provision of sidewalks on both sides of all local streets, and to be shown on plans at preliminary submittal.**
11. **Adherence to the following building setbacks:**
    a. **Front (house): 25 feet**
    b. **Rear: 25 feet**
    c. **Side (Landmark Series, 65 foot wide lots): 7.5 feet**
    d. **Side (Venture Series, 50 foot wide lots): 5 feet**
    e. **Side (corner): 20 feet**
12. **Adherence to the 125 foot centerline building setback from County Road 15, and to be shown on all preliminary plans.**
13. **Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**
14. **Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).**
15. **Provision of LP Smartside used on all front elevations, and 4 inch window trim on all windows.**
16. **Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.**
17. **Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.**
18. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
19. **Provision that adequate maintenance accesses are provided for the stormwater ponds, to be located in separate outlots, and to be shown on the plans at preliminary submittal.**
20. **Provision that stormwater ponds are located in separate outlots, and to be shown on the plans at preliminary submittal.**
21. **Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.**

22. **Provision of a construction traffic plan to be submitted at preliminary submittal.**
23. **Provision of a traffic study to be submitted at preliminary submittal.**

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark**
Date: **May 5, 2021**
Subject: **Wagner Property Concept Plan**

The proposed Wagner property home development site accounts in total of over 45 acres and lies on the norther easter edge of Chaska bounded by the Autumn Woods neighborhood and Audobon road. A majority of the site is currently used for agricultural purposes with rolling terrain, wooded edges, and wetland areas that are generally shown on the concept plan. The Engineering comments on the proposed concept plan are as follows:

1. Street and Utility Improvements

a. Street Improvements
The Concept plan proposes an extension of Ironwood boulevard with connections to Autumn woods Drive and Butternut Drive which are both public streets. The street and cul-de-sacs proposed will need to be designed to City standards. Consistent with layout requirements that have been in place for some time, it is proposed the development plat all right-of-way to a sixty (60) foot width. The street section includes a thirty-two (32) foot wide street that allows parking on both sides, an eight-foot (8) wide planting boulevard on each side and a five-foot (5) concrete sidewalk on each side of the street.

Staff is recommending a traffic impact study be completed to evaluate the traffic impacts to the neighboring City streets along with the two intersection at both Butternut and Autumn Woods drive that connect to the County Highway (Audubon Road) and to evaluate any improvements that may be necessary to accommodate the proposed development.

b. Sanitary Sewer/Watermain - Gravity sanitary sewer and water main piping stubs are currently in place at the north stub street of Ironwood Boulevard and are available to service the site.

2. Wetlands – The concept plan has identified a number of wetlands that exist over the site. If the concept plan is accepted a wetlands study and delineation report will need to be completed to properly identify the wetlands that exist over the property. Prior to the preliminary layout approvals any wetlands that exist and are proposed to be impacted with development will require the necessary agency approvals.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

3. Storm water - The storm water treatment areas shown are conceptual in terms size and area and will need to be evaluated further. City and watershed storm water standards will require that ponds be sized to capture, store, and treat the development area as well as accommodate offsite drainage that passes through the property. A storm water management plan that meets all agency requirements will be required as is consistent with all City development. The development stormwater plan will need to evaluate the downstream system as it relates to the runoff from the development. Over the years the system downstream has been overwhelmed with runoff from the property which the development will help support with onsite ponding and storage. Efforts to protect the downstream drainage system from the 100-year storm event must be incorporated in the design. Maintenance for stormwater ponds and the drainage systems will be important along with dedicated areas to ensure proper access.

Wagner Property Online Neighborhood Meeting – May 3rd 5:00pm-6:45pm

- Approximately 30 neighboring residents joined the online neighborhood meeting.
- Josh Metzer provided a verbal summary of the project scope including the following topics:
  - Proposed site layout;
  - Lot sizes;
  - Vehicular access points;
  - Projected daily and peak hour vehicle trips;
  - City Park location and layout;
  - Tree removal and tree preservation;
  - Proposed new landscaping;
  - Proposed housing styles, sizes, and starting price ranges.
- To aid in the summary of the project a slideshow with the following exhibits was shared on the screen:
  - Color Concept Plan;
  - Tree Removal/Preservation Exhibit;
  - Park Exhibit;
  - Exterior Architecture Renderings.
- Several neighbors had questions and provided comments or concerns as listed below:
- Where will construction traffic will enter and exit site? (Josh - this would be outlined in the PrePlat Plans and Construction Plans which will be reviewed by the City);
- Will a tot lot be provided for the for the new community? (Josh - there are no plans to propose a tot lot; the new community will include the dedication of 2.6 acres for parkland);
- Will fencing be installed at the rear of Lots 1, 2, and 3 in the SE corner of the site? (Josh – fencing is not proposed at the rear of these lots, however, Lennar could propose additional tree buffer plantings along those rear property lines);
- Will fencing be installed along Audubon? (Josh – no fencing, but rather dense landscape buffer which will be much more visually appealing than a fence);
- Additional traffic this new community will produce is a concern;
- Lot sizes are not consistent with surrounding neighborhood; density is too high. (Josh – surrounding neighborhoods were platted and developed 25 to 40 years ago. Lot sizing and home sizes for single family residential development have changed considerably since then. The subject property is guided Low Density Residential by the Chaska 2040 Comprehensive Plan which allows 2 to 5 units per acre. The proposed community is around 2.5 to 2.6 units per acre which is well within the permitted density for this site);
- This community has a lack of parks and trails. (Josh – 2.6 acres of this community are being dedicated to the City for the creation of a City Park; this 2.6 acres is adjacent to City-owned property, so the Park has the potential to be up to 7 acres in size. We are proposing sidewalks throughout the community on every street; there is an existing trail that runs the entire length of the east property line on Audubon that will remain in place.);
- What are proposed rear yard setbacks? Will sheds and fences be allowed?
- Is it possible to eliminate the access onto Ironwood and create an access directly onto Audubon? (Josh – a new access point directly onto Audubon is not proposed; given the adequate available access onto Autumn Woods Drive and Ironwood Blvd it is unlikely the County or the City would support a new access onto Audubon.).

Summary of Neighborhood Concerns May 6, 2021

I am attaching here the written comments received so far from the current residents of the Autumn Woods area. I am also gathering additional information from the entire neighborhood to present at the Park Board meeting, Planning Commission meeting, and City Council meeting.

In general, everyone presently living in the area is very concerned about the current plan proposed by Lennar. The principal concerns are listed below. I, and others, will be providing additional details on all of these issues over the course of the coming meetings.

- The density of the proposed Lennar development does not match the existing neighborhood and, in fact, is off by a long shot. Thus, Lennar's statement in its initial letter to selected residents is false.
    - Here is what Lennar said: "The density of this development will be similar to that of the surrounding single-family neighborhoods." (See Para 1 of Letter to selected residents, attached here.) An evaluation of their plan and the actual lots of present residents shows that this statement is simply not true.
    - The properties that are directly connected to this development average .49 acres per property. They range from .4 to .65 acres.
    - Autumn Woods and Autumn Woods North properties range from .4 acres on the smallest to 1.5 acres on the largest with an average at slightly above a half acre each.
    - Autumn Woods East ranges from a half acre to 1 acre with the average slightly above a half acre.
    - Autumn Woods South ranges from .2 acres on the smallest to just below a half acre. The smallest properties have either woods, Jonathan owned property, or wetlands in their backyard making the property seem larger than it is. None of these properties are less than 70' wide.
- There is extensive and very grave concern about the unsafe conditions that will result from the dramatic increase in traffic to the existing streets in the neighborhood. In particular, current residents are extremely worried about people leaving the new development and cutting through the existing neighborhoods (mainly using Ironwood Blvd, Autumn Woods Drive and Acorn) to get to Target, Home Depot, Hwy 41, etc.
    - Autumn Woods Drive does not have any sidewalks. This is a primary walking and biking route for everyone in the area. It is routinely used by small children walking and biking to the various parks. It will become unsafe for all.
    - Ironwood was not meant to have thousands of additional cars per week cutting through to get to other main roads.
    - Butternut and Autumn Woods Drive will be inundated with traffic during peak times.
    - All of these things will significantly decrease the safety and livability of all those in the area. This negative impact is not necessary, as there are other options to handle this issue.

- The proposed development is not presently planned to be part of the Jonathan Association. This would mean there are no protections for all the surrounding neighbors for junk in the yard, inappropriate sheds, boat and RV parking, fence issues. Yet, all the surrounding neighbors would be subject to strict rules on these, and many other, issues. In addition, Jonathan Association members

(which is every single home on all side of this proposed development) all pay yearly dues to maintain extensive parks and trails. This development has no trails and no current park.

- The proposed development's plan to give the City the unbuildable and densely treed area abutting the wetlands on the North end is no answer to the park and trail issue. The City's use of that area would require extensive tree removal, which is another loss to this area and is not a solution.
- There are presently no parks and no trails planned for the new development. This will lead to overuse of the existing parks and trails that the other neighborhood residents pay for, and it also means that the Lennar side is overly dense and does not match the surrounding neighborhoods in green space.
- The proposed Lennar plan also does not match the written and adopted statements and goals in Chaska's 2030 and 2040 Comprehensive Plans.
- In summary, all of these issues cause real property value decreases for current residents. In addition, the current plan severely impacts the safety and livability of those already here. New residents, while welcomed to this area and this community, cannot be prioritized over those that have lived here, invested in and cared for these neighborhoods for decades.

Sincerely,

Emily Rome Welter & Eric Welter

Emily Rome Welter & Eric Welter
2857 Ironwood Blvd.
Chaska (612-207-6334)

LENNAR®

Dear Chaska and Chanhassen Neighbor,

U.S. Homes Corp, dba Lennar, is proposing to develop 45 acres at 9430 Audubon Road. Lennar has submitted a 106-home concept plan to the City of Chaska. The density of this development will be similar to that of the surrounding single-family neighborhoods. You are receiving this letter because your residence or property is located within 350 feet of the proposed development.

We invite you to join an online neighborhood meeting on Monday, May 3rd, 2021 from 5:00-7:00pm. The online meeting will be held on Microsoft Teams at the following web address:

https://msteams.link/KYU5

There will be a brief presentation of the proposed site plan and a description of the homes to be built here. The remainder of the meeting will be an Open House format during which time we can answer questions you may have. We look forward to meeting you.

If you cannot attend the meeting but have questions, please contact Josh Metzer with Lennar at josh.metzer@lennar.com or 612-360-9881.

Sincerely,
U.S. Homes Corp, dba Lennar

McShane, Jill

From: Rome Welter, Emily
Sent: Monday, May 3, 2021 12:45 PM
To: Rome, Jan
Subject: FW: Lennar Neighborhood Questions/Concerns

From: Brandon Johnson <info@brandonsportfolio.com>
Sent: Monday, May 3, 2021 12:44:54 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Cc: Erica Johnson <erica810@gmail.com>
Subject: Lennar Neighborhood Questions/Concerns

Hi Emily,
Here is our list of concerns/questions about the proposed Lennar Development:

Brandon and Erica Johnson
2902 Ironwood Blvd, Chaska MN 55318
612-987-9740

Traffic and Safety:
• I'm concerned that this neighborhood has no outlets of its own. It will heavily increase the traffic through our neighborhood and most likely increase speeds along Ironwood Blvd. If people from the new neighborhood use Ironwood to cut over to Pioneer Trail it will heavily increase traffic on a road that is filled with children. Right now people use ironwood by turning off of Butternut but with the new layout it will be a straightaway and probably increase speeds through the neighborhood where many drivers are already driving too fast.

• The new entrance off of Ironwood is also bordered by our park which has a lot of foot and bike traffic as well.

Density:
• Lennar states that they are building homes of a similar density but that is not accurate. Both developments off of Ironwood and Autumn Woods have large lots and space between each house. A single home on Autumn Woods has 3 homes backing up to it in the Lennar plan. That is not similar density by any means. It is too crowded and does not follow the lot sizes of the adjoining properties.

• The plan directly boarding Audubon is extremely dense and has an urban look to it that does not match the surrounding properties.

Greenspace:
• There doesn't appear to be any plan for green space between the properties.

Trails and Parks:
• Is this new neighborhood part of the Jonathan Association? Autumn woods pays to maintain the parks and trails via the association dues that we pay yearly. This new neighborhood will have direct access to our amenities potentially without contributing to our fees.

• Our neighborhood has trails in and around it and none are connected or reflected in the Lennar plan.

Chaska 2040 Plan

"The City of Chaska is rich in natural beauty and resources. Its landscape is gently rolling to hilly, with significant concentrations of woodland..."
"Natural and environmental resources are protected for the benefit of the overall health of the community's natural and human environment."

- City of Chaska - 2040 Comprehensive Plan Chapter 3 - Natural and Environmental Resources Protection 3-2

There is nothing about this neighborhood plan that speaks to the Chaska 2040 plan goals. It is a dense housing neighborhood void of the charm or small town feel that Chaska has become known for.

Thank you,
Brandon Johnson

Concerns of Marc and Kara Strazzanti (2901 Forest Ridge)

"Here are Marc's and my thoughts on access to the planned neighborhood using Butternut:

- Children safety at the park.
- Our neighborhood will be used as a cut-through route.
- Our neighborhood wasn't designed to be part of a larger, more expansive neighborhood to our North.
- Density/number of houses proposed."

Greg and Nicole Loeding (2867 Ironwood Blvd.)

"We are very concerned about the increase in traffic by the park and on our street as they cut through to go to Target. We have a 7, 5 and almost 2 year old and they love to play at the parks and in our front yard. This is the best neighborhood and we love it because it is so quiet and peaceful."

McShane, Jill

From: Rome Welter, Emily
Sent: Monday, May 3, 2021 1:00 PM
To: Rome, Jan
Subject: FW: Wagner Property

From: Skip Rothe <skiprothe@gmail.com>
Sent: Monday, May 3, 2021 12:59:58 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: Wagner Property

Emily,

Thanks for taking the lead on this issue.

Kay (my wife) and I live in Autumn Woods North and will obviously be affected by this area. Kay is the VP of Jonathan and I am the chair of the Architectural Review Committee plus (because I have been in construction all of my life) I took over some of their construction projects like the rebuilding of the pavilion and all of the monument signs being done.

Because of my involvement with the city I have contacted Liz Hanson and aired my concerns about the traffic from this development. In particular I am very concerned about the North connection and how close it is to the two lane intersection with Audubon. I am also extremely concerned about the foot traffic and the amount of people that use Autumn Woods Drive as we do not have any trails on this end of Autumn Woods. Yes, I do believe this development should have larger size lots that will attempt to line up with Autumn Woods also.

Jeremy (Jonathan Pres), at the request of Liz Hanson, has been in touch with the builder to have them be part of Jonathan. I believe this is important to ensure there are some sidewalks and trails connecting to the existing trails in Autumn Woods and that the park is maintained like the rest of our parks. When I spoke to Jeremy I told him this was our concern.

We built our home here 33 years ago and obviously want to retain the highest property value possible. I do not believe this will enhance values in our neighborhood and are very concerned about the impact this will have on the beauty of this area, the traffic and people that want to get out and walk the paths.

Let me know what I can do to help.

Skip Rothe
612-670-6408

McShane, Jill

From: Rome Welter, Emily
Sent: Monday, May 3, 2021 2:02 PM
To: Rome, Jan
Subject: FW: Lennar Concerns

From: Ashley Ammerman <ashley.ammermann@icloud.com>
Sent: Monday, May 3, 2021 2:02:12 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily
Subject: Lennar Concerns

Hello Emily,

Thank you for heading this Lennar project up.

My biggest concerns is the traffic coming into the neighborhood from Butternut and additional traffic in Autumn Woods/Ironwood of people "cutting" through our neighborhood. Currently, our family (kids 8,6,4 yrs old) can ride bikes/walk Autumn Woods Dr. (no side walk) feeling relatively safe. Traffic seems to be ONLY neighbors in the Autumn Woods neighborhood. However, if the two entry points into the proposed Lennar development are on Autumn Woods Dr. & Butternut, our neighborhood streets will turn dangerous-fast! I believe the new development should have their own entry/exit within their own development thus preventing the increase of traffic into Autumn Woods.

Additionally, our neighborhood parks are relatively quite with quantity of kids. Adding a large development that doesn't pay Jonathan Association dues, yet will inevitably be using our Park will overtime increase our dues. More wear/use on parks, means more maintenance/repairs, which ultimately means increase in dues over time. If we are sharing parks, Lennar Development needs to collect dues from homes and give to Jonathan Association to pay for shared use of parks.

Thank you!
Kindly,
Ashley Ammermann
2855 Timberview Trail, Chaska

Sent from my iPhone

McShane, Jill

From: Rome Welter, Emily
Sent: Tuesday, May 4, 2021 8:39 PM
To: Rome, Jan
Subject: FW: New Subdivision

From: Lisa PAYNTER <spaynt@comcast.net>
Sent: Tuesday, May 4, 2021 8:38:31 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: New Subdivision

Hi Emily -

I hope all is well in your household. Lots going on around here, and I realize I'm a little late - but, I did want to contact you with our main concern about the new subdivision.

I wasn't able to watch/attend last nights meeting - so certainly don't claim to know a lot about it - but am very concerned about the potential traffic coming through our neighborhood. I can see the residents of the new division not only going in and out via Butternut, but also down Ironwood for a quick back way to Target etc. Allowing them to enter and exit via Audubon makes much more sense - and I question why it wasn't the initial plan. It's a main road - not going through a neighborhood.

We have so many young kids living here. In fact, the current traffic flow makes me nervous; let alone adding what would come come from an entire new neighborhood.

I'm sure there are other points too - but, I did want to voice our concern about the traffic flow...which is a huge one for us.

Thanks for all your work - we appreciate it!
Lisa Paynter
cell 952-261-2092

McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 9:38 AM
To: Rome, Jan
Subject: FW: Proposed Lennar Development

From: Susan Seifert <smseifert72@gmail.com>
Sent: Wednesday, May 5, 2021 9:38:00 AM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: Re: Proposed Lennar Development

Holtz, 2940 Autumn Woods Drive
Seifert, 2875 Autumn Woods Drive
Genavive Sacheal
Andrew Armstrong
2925 Autumn Woods Drive

Zoom meeting tonight, right?

Sent from my iPhone

> On May 5, 2021, at 8:59 AM, Rome Welter, Emily <EmilyRomeWelter@edinarealty.com> wrote:
>
> Thanks, Sue. Can you please let me know the address for each family that signed your email? Thanks. I need to include that with your comments.
>
> Emily Rome Welter | REALTOR®
> ***Service. Integrity. Results.***
> Executive Circle 2020 – Top 2%
> The Rome Team – Edina Realty
> E: 612.207.6334
> www.RomeTeamRealEstate.com
>
> **From:** Susan Seifert <smseifert72@gmail.com>
> **Sent:** Wednesday, May 5, 2021 8:51 AM
> **To:** Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
> **Subject:** Proposed Lennar Development
>
> To whom it may concern:
>
> We have no objection to the proposed housing development plan by the Lennar Development Corporation located along Audobon.

That being said, we do however have concerns about the impact of increased traffic in our Autumn Woods neighborhood. Increased traffic

introduces noise, pollution, speeding, and most importantly a safety hazard. We have no sidewalks on our street. Our streets are not

designed to be roads.

We are asking you as our representatives to consider alternative ways to accommodate the ins and outs of the Lennar neighborhood.

Thank you for considering our request,

Kris and Tom Holtz,
Genavive Sachiel
Andrew Armstrong
John and Susan Seifert

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McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 12:17 PM
To: Rome, Jan
Subject: FW: new subdivision concerns

From: Abbie Foster <abbiebug9@gmail.com>
Sent: Wednesday, May 5, 2021 12:17:14 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: new subdivision concerns

Hi Emily-

can you please forward our concerns to whom it may concern?

Being on a busy street already, it concerns us as a family with little children to add more congestion. We have a child with down syndrome who often runs across the street without looking beforehand. With the add on subdivision and added traffic this is very concerning... we may have to move. This is not what we signed up for when moving to this neighborhood 5 years ago.
thank you for listening to our concerns.

Tim and Abbie Foster

McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 2:58 PM
To: Rome, Jan
Subject: FW: comments for upcoming Lennar Development

From: Matt Douglas <mddouglas83@gmail.com>
Sent: Wednesday, May 5, 2021 2:58:32 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: comments for upcoming Lennar Development

Hey Emily.

I live just down the street from you at 2857 Ironwood Blvd. I was given your contact info to email concerns too regarding the new development being put in on the farm adjacent to our neighborhood.

Honestly, I personally only have one concern, but it's a big one. I'm VERY concerned about them opening up the end of Ironwood Blvd. by the park and giving this new neighborhood access to our streets and park. We have serious problems with people driving WAY too fast up and down Ironwood today and so many of us have young children that play in our front yards.

If they open up Ironwood people will begin to use that as a shortcut between Pioneer Trail and the new Neighborhood to avoid the stoplights at the corner of Audubon & Pioneer AND Audubon & Butternut. It is absolutely out of line that they have zero entrances & exits to Audubon from the new neighborhood and plan to force 100% of the traffic through our neighboorhood.

Is there a way we can protest/fight this on two different fronts?
1) Not opening up ironwood to that new neighborhood.
2) Reduce the number of homes by 2 or 3 in the proposed new neighborhood to create 2 roads in and out directly from Audubon?

What can we do as neighbors to help fight this?

Thanks!
Matt Douglas
(360)630-6065

McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 2:58 PM
To: Rome, Jan
Subject: FW: Proposed Lennar development at 9430 Audubon Rd.

From: Darin Kleinsasser <darkleins@hotmail.com>
Sent: Wednesday, May 5, 2021 2:57:56 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily
Subject: Proposed Lennar development at 9430 Audubon Rd.

Hello Emily,

I'm writing with my concerns about the proposed development at 9430 Audubon Rd. My concerns are the lack of green space in the development as well as the high density of the development. This will have significant effects on the livability in the neighborhood including safety and traffic issues.

This development does not reconcile with the city of Chaska's 2040 Comprehensive Plan to "Preserve and maintain Chaska's existing, well-built neighborhoods which are what attracted many people to the city over the last several decades". It is certainly what attracted us to Chaska a couple of years ago.

Thank you,
Darin Kleinsasser

McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 4:01 PM
To: Rome, Jan
Subject: FW: Comments in regards to the new Lennar development

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From: Joanna Douglas <doujoa@yahoo.com>
Sent: Wednesday, May 5, 2021 4:00:53 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: Comments in regards to the new Lennar development

Hey Emily.

I live just down the street from you at 2857 Ironwood Blvd. I was given your contact info to email concerns regarding the new development being put in on the farm adjacent to our neighborhood.

I am personally very concerned about them opening up the end of Ironwood Blvd by the park and giving this new neighborhood access to our streets and park. We have serious problems with people driving WAY too fast up and down Ironwood today and so many of us have young children that play in our front yards.

If they open up Ironwood people will begin to use that as a shortcut between Pioneer Trail and the new Neighborhood to avoid the stoplights at the corner of Audubon & Pioneer AND Audubon & Butternut. It is absolutely out of line that they have zero entrances & exits to Audubon from the new neighborhood and plan to force 100% of the traffic through our neighboorhood.

The danger of routing 100 homes worth of traffic directly next to a park where little kids play and are certainly distracted is completely asinine.

Is there a way we can protest/fight this on two different fronts?
1) Not opening up ironwood to that new neighborhood.
2) Reduce the number of homes by 2 or 3 in the proposed new neighborhood to create 2 roads in and out directly from Audubon?

What can we do as neighbors to help fight this?

Thank you so much for fighting for our neighborhood!

Kindly,
Joanna Douglas
360-630-1300

McShane, Jill

From: Rome Welter, Emily
Sent: Wednesday, May 5, 2021 1:41 PM
To: Rome, Jan
Subject: FW: Ironwood Blvd concerns

From: Melissa Stauffer <mitzi19038@yahoo.com>
Sent: Wednesday, May 5, 2021 1:40:23 PM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: Ironwood Blvd concerns

I am extremely concerned, as a resident of Ironwood Boulevard, that the increase traffic would be a safety concern. As a resident of this street for only under 2 years I have seen many a close call with younger ones with the cross through traffic we already do have. I have seen countless kids learning to ride their bikes down this street and turning around at the proposed entrance on Butternut. Children use that turn around daily since the playground is right there. Having an entrance to a large new development at the base of a playground would be a concern as a parent.

When our developemmet has something as simple as a garage sale this street become congested. How will adding over a 100 homes effect that?

As far as Autumn Woods Road that street is already a concern of mine while biking and walking, there is no sidewalks. How can you even think adding a busy entrance with all that traffic on a road with no sidewalks?

If this plan is accepted YOU MUST use Audubon as your point of entry/exit. Do not bring this ridiculous idea to our development. We have children outside every day all day on this street. Many of them very young. One of the children, a door down from me, has special needs. Everyone on this street looks out for one another and respects that our kids are riding bikes, walking, scootering, etc. To put 100 plus homes cutting through here would be a disaster. The question isn't what if something would happen to one of our kids it is When?

If this development does go through and links to our beautiful neighborhood will you have all of the things we do here? I back to a tree preserve, a piece of my property that I can not use or make changes to but pay taxes for. I do this happily because it is dedicated green space that I have come to love and cherish about our neighborhood. Will this neighborhood have dedicated green space, playgrounds, sidewalks, comply with our neighborhood association requirements so that it all is aesthetically pleasing?

Lastly when it comes to traffic survey if and when this goes through there really needs to be thought into when the surveys are done. I saw someone last week at the park area in the middle of an afternoon during the week when traffic is minimal.

Melissa Stauffer
2871 Ironwood Blvd
(215) 620-1633

Rome Welter, Emily

From: Skip Rothe <skiprothe@gmail.com>
Sent: Monday, May 3, 2021 3:31 PM
To: Rome Welter, Emily
Subject: Property Information

Follow Up Flag: Follow up
Flag Status: Flagged

Emily,

From the GIS mapping:

- The properties that are directly connected to this development average .49 acres per property. They range from .4 to .65 acres.
- Autumn Woods and Autumn Woods North properties range from .4 acres on the smallest to 1.5 acres on the largest with an average at slightly above a half acre each.
- Autumn Woods East ranges from a half acre to 1 acre with the average slightly above a half acre
- Autumn Woods South ranges from .2 acres on the smallest to just below a half acre. The smallest properties have either woods, Jonathan owned property, or wetlands in their backyard making the property seem larger than it is. None of these properties are less than 70' wide.

I think this information should show them that they need to expand the size of their lots to fit the surrounding neighborhood. I will let you present this information to them at the appropriate time.

Skip Rothe
612-670-6408

McShane, Jill

From: Rome Welter, Emily
Sent: Thursday, May 6, 2021 12:06 AM
To: Rome, Jan
Subject: FW: concerned citizens

From: Genavive Vianna Sachiel <genais@gmail.com>
Sent: Thursday, May 6, 2021 12:05:28 AM (UTC-06:00) Central Time (US & Canada)
To: Rome Welter, Emily <EmilyRomeWelter@edinarealty.com>
Subject: concerned citizens

Dear Emily Rome Welter,

Thank you for spearheading this initiative to mitigate the devastating impact we feel the Lennar development of Wagner Land will cause to our beloved Autumn Woods Neighborhood within the Jonathan Association.

To Whom It May Concern:

My name is Genavive Ivy Vianna Sachiel, and my Fiance Andrew Armstrong and Elderly Father Jack Luoma just recently purchased a home at 2925 Autumn Woods Drive in Chaska

I began planning my family's permanent move to the Twin Cities 3 years ago in order to obtain substantially better medical care for my medically complex 4 year old daughter. We extensively researched the entire Twin Cities area to find the perfect fit for my family to meet our complex needs and relocate into a forever home. Once we found our beloved Chaska we rented an apartment here for over a year as we established ourselves into the community, sold our 3 other houses, and found the perfect house for us on Autumn Woods Drive. We were blessed to find top notch schools and medical specialists in the area. The appeal of our new Home on Autumn Woods Drive with sparse but wonderful neighbors and semi-private road (Autumn Woods Drive) with very few connecting roads has naturally created a very safe environment and neighborhood which my family really needs and the residents here seem to really appreciate and enjoy. The Jonathan Association trails, amenities, and resources also create a unique environment in many of the neighborhoods we explored on our hunt for a home.

However, from our new home on Autumn Woods Drive, and most of my neighbors homes here, we do NOT have any immediate trail access from ANY of our properties. Our road, specifically our section of Autumn Woods Drive does NOT even have a real shoulder, gravel path or even sidewalks to walk on! The road goes directly from pavement into grassy private yards, so everyone is forced to walk on the edge road! Luckily there is not much automobile traffic and there are very few cars ever parked on the road. Unfortunately it is necessary to walk on the actual road to access all of the parks, trails and literally everything else. Autumn Woods Drive and its very few connecting roads are all small isolated roads and it appears that everyone in the Autumn Woods community is aware of this and all the drivers are quite considerate and conscious of all the walkers. We observe this everyday and we all rely on Autumn Wood's Drive's minimal traffic for our safety and accessibility to the public and surrounding community.

My biggest concern is for the safety of my family and our neighborhood residents, many who are elderly, but still love to walk our road. Many of the houses around me contain the original home occupants who have been living here 35+ years! Adding additional traffic to our road would seriously impact the safety of all walkers! Since walking the road really is a very large part of what the whole Autumn Woods community does, it would be a tragic loss to lose this with the addition of additional connecting roads!

I personally appreciate the very quiet road that we live on because my daughter has multiple medical disabilities including the sensory processing disorder that involves her suffering from stimulus evoked seizures. She is also permanently in a wheelchair, and she loves when I take her for a walk on the road edge which would be rendered completely impossible if the current automobile traffic level increases due to new roads.

I would urge you to model other neighborhoods and their roads to have the unique appeal that Autumn Woods Drive and Autumn Woods Neighborhood offers! To many of us it is much more than a bunch of houses in a row. Autumn Woods, by its unique design, without many connecting or busy roads, provides us a safe, peaceful, and tranquil community. It's priceless!

Sincerely,

Genavive Ivy Vianna Sachiel &
Andrew Michael Armstrong

CONCERNS FOR NEW LENNAR DEVELOPMENT: 5/5/2021

FROM THE CHASKA HERALD:

In the city's 2020 plan, much of the emphasis was put on the growth Chaska was likely to see in coming years. It's not an exact science, however. "We've already exceeded where we thought we'd be in 2020," said Podhradsky.
Most of the city's growth is still expected to occur in the next 10 years. By 2020, Chaska is anticipated to be nearing build-out, creating different challenges for those working on the 2030 plan.
By then, Chaska is expected to have made the move from a developing community to a developed community. The 2030 plan represents Chaska at ultimate build-out.

If...as the city states, we are moving to a "developed community" – then this new development should be consistent with the adjacent Autumn Woods homes... to maintain what the city has already built and to stay true to why people move here.

The first line of the 2040 comprehensive plan states:

OPEN SPACE
"A strong parks, trails, recreation and open space system is a very important ingredient for providing a high quality of life for Chaska residents."

Plat designs show the park doubling in size, but it looks like just a pond is going in. What about a park with expanded amenities?

Will there be walking trails throughout the development?
Many, many people consistently walk within the neighborhood with kids, dogs, etc.

Will they try to keep the woods/as many trees as possible?

DENSITY – A HUGE CONCERN (and inconsistent with the city's plans)

The density of the Lennar plan is not consistent with the adjoining Autumn Woods neighborhoods. The lots are much smaller and home values will be lower, which will negatively impact existing homes and their value. (Homes across Audubon DO NOT count, as they are not in Chaska.)

Lot sizes within Autumn Woods are generally larger, with many lots from .5 to 1 acre. Lot sizes in the new development should be consistent with that, particularly for those homes backing up to and visible by existing homes. The homes being built by Lennar should should be consistent with what the homes on Julian Drive, Autumn Woods Drive, Ironwood Blvd. and Forest Ridge offer to the community.

People move out to Chaska, Chanhassen, etc., to have more space, more room, more trees, more trails, and to get away from the density of suburbs that are closer to the city. With a tight, 102 homes in the proposed development, you might as well be living in south Minneapolis or St. Louis Park.

Will these homes be part of the Jonathan Association that owns the local parks and trails? This new development should support then, since they will also use them. The parks and trails throughout each phase of Autumn Woods were paid for, and continue to be paid for, by the association residents.

TRAFFIC – A HUGE CONCERN

All egress is out of Butternut and Autumn Woods Drive. Traffic should also be able to exit onto Audubon directly. There are MANY kids, people with dogs walking during the day and evening, and my concern is that people in the new neighborhood with be zipping through the streets way too fast.

With 102 homes currently planned, (assuming each home has 2 cars (or MORE...we have 4!) that hundreds and hundreds of additional cars moving in and out of the neighborhood at all hours of the day.

Sidewalks and walking trails should be mandatory in the new development.

Concerns submitted by
Dave & Kirsten Taylor
at 2893 Forest Ridge

LENNAR®

NARRATIVE: Lennar Single Family Residential Community – Wagner Property

U.S. Home Corp, dba Lennar, is pleased to submit this request for Concept Plan Review of the proposed single family community at Audubon Road and Autumn Woods Drive.

Lennar Core Values and Guiding Principles

Our commitment to Quality, Value, and Integrity is the underlying foundation upon which Lennar was built, and these three fundamental principles still guide us in caring for our customers, associates, shareholders, and community.

- Quality: Lennar continually maximizes the quality of its building efforts. Not only do we harness our national purchasing power to increase quality building materials while lowering costs to deliver greater value, but we observe internal quality assurance programs and external third-party inspection processes to guarantee the quality of every new home.
- Value: Lennar delivers unprecedented value through its industry-leading incentives. Our Everything's Included® approach gives buyers the new home features and finishes they want at the best possible value, while a personal myLennar account simplifies the homeownership experience with easy-to-access tools, resources, and rewards. Also, our family of companies can assist with mortgage, title, and insurance needs to ensure a smooth closing.
- Integrity: At Lennar, we are committed to doing the right thing for the right reason. We are dedicated to being an innovator in the industry, constantly focused on improving the quality of our homes and approaching each day with the highest level of integrity for our customers, associates, shareholders, trade partners, community, and environment.

Existing Conditions

(please see Existing Conditions exhibit)

The subject property is located at 9430 Audubon Road on the eastern edge of Chaska and is bounded by Autumn Woods Drive on the north, The Autumn Woods and Autumn Woods East residential developments to the west and south, and by Audubon Road on the east. The site is 45.47 gross acres in size and is currently farmed agricultural land with wooded areas on the southwest and northwest edges. Five wetlands have been delineated on the site totaling approximately 5 acres in size. There are steep slopes surrounding the wetland on the north edge of the property, as well as a small steep slope area on the southern edge of the property.

Development Overview

- Homes: The proposed community will consist of 102 single family homes (approximately 2.4 units/acre) of varying styles. Infrastructure: The neighborhood will be served by public street and utilities.
- Wetlands & Ponding: Of the roughly 5 acres of existing wetlands on the property approximately 1.2 acre will be fully impacted and replaced with the purchase of credits, and the remaining 3.8 acres will remain undisturbed. A stormwater ponds will be created on site for purposes of stormwater treatment. The wetlands and stormwater ponds will be platted in outlots which will be deeded to the City.
- Landscaping: Trees will be planted along Audubon Road to provide a landscape buffer between the homes and passing traffic. Boulevard and yard plantings will also be installed per City Code requirements. We are proposing the preservation of dozens of trees through the dedication of easements or outlots and parkland.
- Park Dedication: Lennar is proposing the dedication of approximately 4.5 acres of wooded upland and 1.3 acres of wetland for use as parkland.

- Parking: The community will be served by public streets with a curb-to-curb width of 32 feet. These homes will contain 2-car or 3-car garages which will be served by a minimum 25-foot long driveway. This means each lot could park at least four cars.
- Developer/Builder: Lennar will act as both developer of the property and builder of the homes.

Proposed Homes and Architecture

(please see exterior renderings, photos, and floorplans)

The Landmark Series are one-story and two-story single family homes with 3-car or 4-car garages (plus basement). These homes will be placed on 65-foot wide lots. The Venture Series are also one-story and two-story single family homes but have a slightly smaller footprint than the Landmark and have 2-car or 3-car garages. The Venture have both basement and slab-on-grade plans.

Landmark Series	
Units:	75 lots
Lot Width:	65 feet
Building Width:	50 feet
Bedrooms:	4-5 bedrooms
Bathrooms:	3-5 bathrooms
Garage:	3-car or 4-car
Square Footage:	1,920 - 2,790
Base Price Range:	**$460,000 - $520,000
Setbacks:	Front – 25 feet Side – 7.5 feet Corner – 20 feet Rear – 25 feet

Venture Series	
Total Units:	27 lots
Lot Width:	50 feet
Building Width:	35 - 40 feet
Bedrooms:	3-4 bedrooms
Bathrooms:	2-3 bathrooms
Garage:	2-car or 3-car
Square Footage:	1,480 – 2,505
Base Price Range:	**$400,000 - $430,000
Setbacks:	Front – 25 feet Side – 5 feet Corner – 20 feet Rear – 25 feet

***Pricing is estimated and subject to change based on current market conditions at time of sales.*

Lennar homes include varying amounts of stone on front facades and siding materials consist of lap siding, shakes, or board and batten. Other architectural features available on selected facades include columns, gables, shutters, accentuated window trim and fascia, and decorative roof brackets and cornices. Architectural renderings are included with this submittal. Lennar's design team will carefully plan the color packages of each home to avoid monotony and to ensure a visually appealing streetscape.

Infrastructure

The proposed community is located adjacent to existing residential development. As a result, all infrastructure is readily available and adequately sized to handle additional development. No trunk infrastructure will need to be constructed to serve this development. Watermain, sanitary sewer, and storm sewer are available in Autumn Woods Drive or Ironwood Boulevard.

Stormwater will be collected by storm sewer and discharged into the City storm sewer system, wetland or stormwater pond for treatment. An existing culvert carries a small portion of stormwater from the site to an existing wetland on the east side of Audubon Road. The development's stormwater system will be designed to meet City and County standards.

Access for the new neighborhood will be provided from Autumn Woods Drive and Ironwood Boulevard. This will be the only access as we are proposing this as a cul-de-sac street. As mentioned previously, the new community will be served by public street and utilities.

Public Park and Trails

The City's Comprehensive Plan calls for the placement of a park on this property. Lennar is proposing the dedication of approximately 4.3 acres of wooded upland and 1.5 acres of wetland for use as parkland. This area is located on the northern edge of the property adjacent to 3.64 acres of vacant land owned by the City. Therefore, there is potential for the creation of a 9-acre public park accessible from Autumn Woods Drive and this proposed community.

Regional trail systems can be immediately accessed via the Audubon Road trails. The varying tiers of single family homes proposed for this community will attract a wide range of demographics, including first-time home buyers, young to middle-aged singles, small families, divorcees, and empty nesters. The new public park and access to regional trails will cater towards all these demographics.

Tree Preservation and Planting

Significant slopes were present on the hillsides around the wetland located along the northern boundary of the site. Due to a combination of the slippery and unsafe conditions at the time of field work and the fact that this area will not be impacted by future development, all the trees present below the top of bank of the hillsides were not inventoried. Of what could safely be completed, a total of 722 significant trees were inventoried and tagged within the project boundary. Detailed assessments of each tree's structural and health conditions were reported based on visual inspections from the ground and were given a rating of Excellent, Good, Fair, Poor, and Dead. The tree assessment and survey maps have been provided to the City.

Given the long term use of the property has been agricultural much of the site is void of trees. The majority of trees that do exist on the site are clustered in the northwest and southwest corners. As with most new residential developments Lennar is proposing the removal of some trees from the site. It is estimated 131 trees will need to be removed to accommodate development of the proposed community. This means approximately 591 trees, the great majority of the 722 inventoried trees, will be preserved through the dedication of parkland on the north edge of the property and dedication of a tree preservation outlot on the south edge of the property. Both the park and the outlot will be deeded to the City. Furthermore, there are hundreds of trees located on the steep slope surrounding the northerly wetland that were not inventoried but will also be preserved.

In addition to tree preservation efforts Lennar will be planting at least two trees on each residential lot, as well as additional boulevard tree plantings throughout the neighborhood. A landscape buffer consisting of approximately 90 trees will be planted on the eastern property line adjacent to Audubon Road.

Viewsheds

- Views from Audubon Road: As mentioned above, the plan is to create a landscape buffer along Audubon Road so the public streetscape view will mostly be that of trees, shrubs, and grasses. Due to the mostly curvilinear design of the internal streets of this community many of the homes will be are offset or angled from one another which creates visual variation and interest from the public view. Lennar's anti-monotony code will offer additional variation through the use of multiple exterior elevations and color package options so each building will be unique from the next.

- Views from homes: Many of the proposed homes (nearly 30%) will back up to wetlands, preserved wooded areas, or the City park, all of which should make for pleasing views from the rear yard. The 27 homes that back up to Audubon will have a densely planted landscape buffer at the rear property line which will serve as a visual and noise buffer from Audubon Road.

Traffic Impacts

According to ITE Trip Generation for Land Use Code 270 *(Residential PUD for 102 Dwelling Units)* the following trips are projected:

- Weekday, Total Generated Trips: 878
- Weekday, Total AM Peak Hour Generated Trips: 79
- Weekday, Total PM Peak Hour Generated Trips: 87

Connectivity to Area Resources and Amenities

The subject property's proximity to the following area resources and amenities are a major part of what we believe will make this a quality and successful community:

- Downtown Chaska;
- Chaska Town Course and Hazeltine National Golf Club;
- Minnesota Landscape Arboretum;
- Eastern Carver County Schools;
- New City park and access to Chaska's vast recreational trail network;
- Wide variety of retail and dining establishments.

Description of Requests

Lennar will eventually be requesting a rezoning of the subject property from O-Open Development to PRD-Planned Residence Development which will provide flexibility and creativity in the homesite configuration which will result in an efficient use of land through the preservation of trees, wetlands and land for park dedication. The PRD zoning will also match that of surrounding neighborhoods.

The Chaska Comprehensive Plan guides the subject property Low Density Residential and Park. Therefore, our proposed plan is in conformance with the Chaska Comprehensive Plan.

Land uses surrounding the subject property include:

- North – single family homes (Autumn Woods), townhomes (Lake Hazeltine Woods);
- West – single family homes (Autumn Woods);
- South – single family homes (Autumn Woods East);
- East – Audubon Road and townhomes (Liberty on Bluff Creek).

Chaska Core Strategies

The following summarizes how this proposed community contributes to and supports the City's core strategies.

- Chaska's High Quality of Life is Enhanced

This community will offer existing Chaska residents, as well as various demographics of prospective buyers looking to live in Chaska, the opportunity to purchase a new home within the City. This neighborhood will provide homeowners access to retail, dining, golf courses, medical facilities, regional transportation, quality schools, parks and trails, and proximity to downtown Chaska. This community will also include a new City park.

- Taxpayers Perceive they are Getting Cost-Effective Service

As an infill development, all infrastructure is in place to serve the new homes. The City will receive a significant amount of infrastructure impact fees of which little will be expended with this development. In addition, the new homes will generate tax revenue, a significant increase from the current agricultural status of the property. This will aid the City in providing cost-effective services to Chaska residents.

- Well-Planned and Orderly Community Development is a Priority

Development of this infill site is highly efficient and desirable from an infrastructure and orderly growth standpoint. It makes efficient use of the significant amount of public infrastructure immediately accessible in public right-of-way. The proposed community with park dedication is consistent with the Low Density Residential and Park land use designations. And as mentioned, Lennar homes include quality materials including

stone, vinyl, and LP in varying styles such as lap siding, shakes, and board and batten. Lennar's anti-monotony code will offer additional variation through the use of multiple color packages.

- A Sense of Community and Small Town Values are Maintained

Adding new residents to this location is ideal from the standpoint of the broader community. These new residents will strengthen and add vibrancy to the nearby restaurants, retail establishments, schools, and City parks and trail system. Downtown businesses are also likely to benefit from the addition of this community.

- A Commitment to Excellence

  Excellence in this community will be evident in many ways:
  - The plan considers tree preservation and wetlands, parkland dedication, and landscape buffering.
  - Views of the neighborhood from the surrounding streets and within the neighborhood.
  - Attractiveness of the homes and quality of home construction.

Schedule

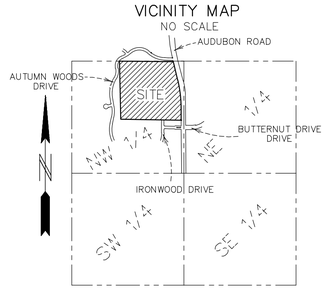
Land development work (grading, utilities, and streets) will hopefully begin in Fall 2021 with construction on model homes beginning late 2021. Ideally, we would have a home ready for the Spring 2022 Parade of Homes. The overall project will likely be developed in two to three phases. Lennar estimates full occupancy of the community will occur approximately 36 months from the date sales begin.

Lennar has a long-standing history of building successful communities throughout the Twin Cities, including similar communities under development at Oak Tree (Carver), Stonebridge (Jordan), Sundance Greens (Dayton), Ravinia (Corcoran), and Laurel Creek (Rogers). We invite you to visit any of these communities and our website at https://www.lennar.com/new-homes/minnesota/minneapolis-st-paul. We are looking forward to this opportunity to work with the City of Chaska again and thank the City for its support.

Regards,

Josh Metzer
Land Entitlement Manager
Lennar Minnesota

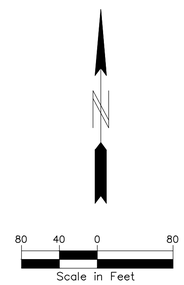
VICINITY MAP
NO SCALE



SECTION 27, TWP. 116, RGE. 23
CARVER COUNTY, MINNESOTA

SHEET INDEX:

SHEET 1: BOUNDARY EXHIBIT
SHEET 2: EXISTING CONDITIONS EXHIBIT
SHEET 3: EXISTING CONDITIONS EXHIBIT



LEGEND:

- Denotes cast iron monument
- Denotes found iron pipe

Property Description per Commitment for title insurance Commitment No. NCS-1046944-MPLS Commitment Date: December 01, 2021. AT 7:30 A.M. issued by first American Title Insurance Company.

That part of the following described tract of land lying west of County State Aid Highway No. 17, Carver County, Minnesota:

All that part of the Northwest Quarter of Section 27, Township 116 North, Range 23 West, Carver County, Minnesota, lying easterly of the following described line: Commencing at a point on the north line of said Section 27, 1053.28 feet east of the northwest corner of said Section; thence south parallel with the west line of said Section to the south line of said Northwest Quarter and there terminating; excepting therefrom the south 1287.50 feet of said tract.

* Bearings shown are based on the North line of the Northwest Quarter, Section 27, Township 116, Range 23, Carver County, Minnesota which is assumed to have a bearing of N89°12'00"W.
* Only easements which appear in Schedule B of the Commitment for Title Insurance issued by First American Title Insurance Company commitment no. NCS-1046944-MPLS dated December 01st, 2020 at 7:30 am. are shown. No other search for recorded or unrecorded easements was made by the surveyor as part of this survey.
* This survey does not purport to show the existence or non-existence of any encroachments from or onto the hereon described land, or unrecorded easements which affect said land.
* Underground private and public utilities are per plans and field locations as provided and marked by the individual state, county, city, township and utility companies. Said utilities are shown in an approximate way only and were field verified where possible. For more information regarding utilities contact Gopher State One Call (651) 454-0002 ticket reference numbers 210290163 and 210290164.
* Site area : Gross = 45.5541 ac. (1984335 sf.)
  Net = 45.5541 ac. (1984335 sf.)
* No zoning report or letter was provided to the surveyor.
* Portions of the herein referenced site lies in flood zone X, areas of minimal flood hazard, per Flood Insurance Rate Map 27019C0229D. effective date December 21st, 2018.
* Boundary corner monuments were not set as a part of this survey.

To U.S. Home Corporation, a Delaware corporation and First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 6(A), 7a, 8, 9, 13 and 14 of Table A thereof. The fieldwork was completed on 11/12/2020.

Signed: Pioneer Engineering, P.A.

By _____ Date 02-09-2021
Peter J. Hawkinson, Professional Land Surveyor
Minnesota License No. 42299
Email: PHawkinson@Pioneereng.com

ALTA/NSPS Land Title Survey for:
U.S. Home Corporation, a Delaware corporation

Cad File: 121012 ALTA-NSPS LAND TITLE SURVEY.DWG
Date: 1-25-21
Folder #: 8590
Drawn by: MTW

PIONEER engineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS
2422 Enterprise Drive
Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

Sheet 1 of 3

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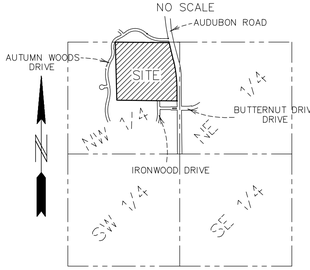
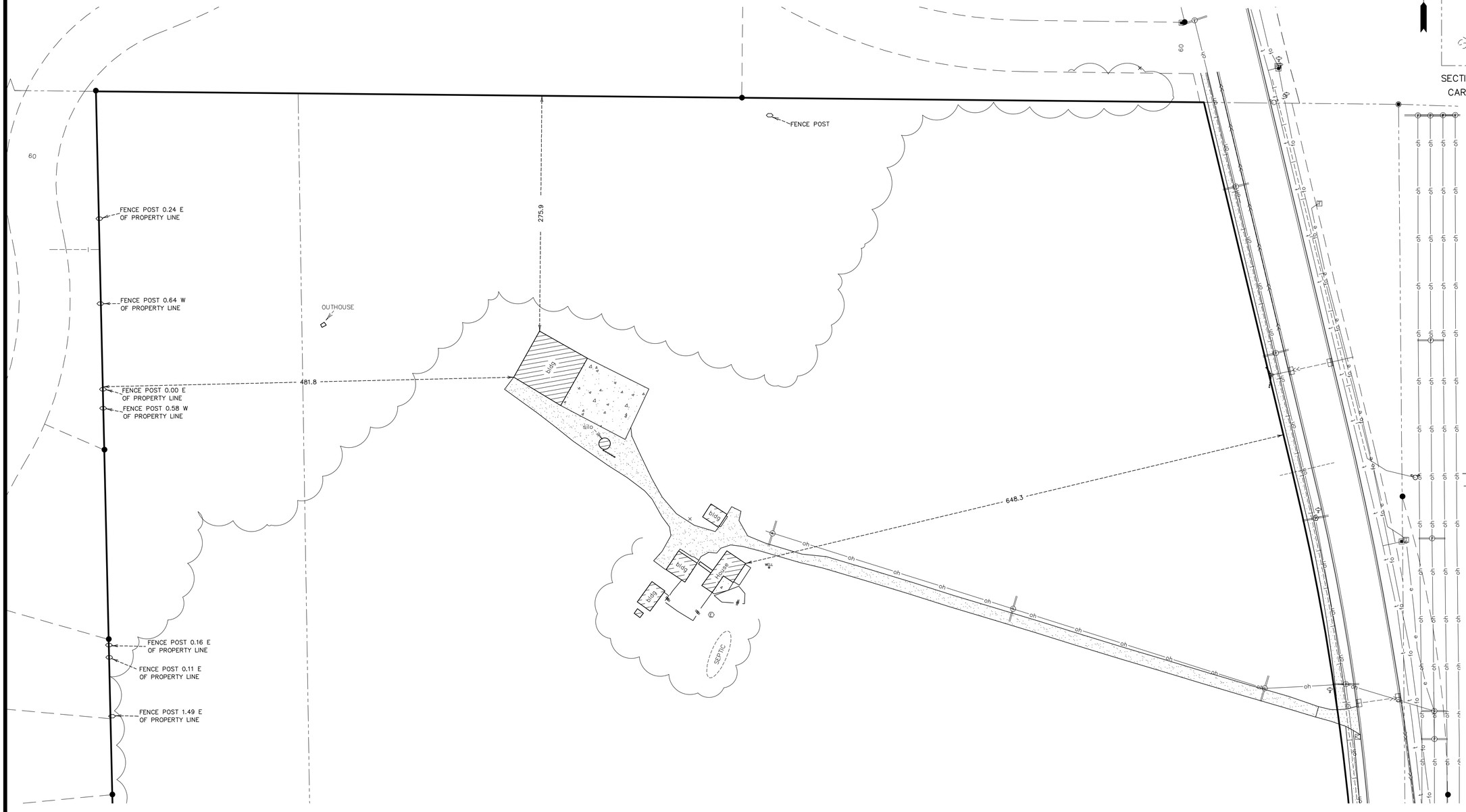
ALTA/NSPS Land Title Survey for:
U.S. Home Corporation, a Delaware corporation

VICINITY MAP
NO SCALE



SECTION 27, TWP. 116, RGE. 23
CARVER COUNTY, MINNESOTA



LEGEND:

- Denotes electric box
- Denotes telephone box
- Denotes catch basin
- Denotes flared end section
- Denotes manhole other than sanitary or storm
- Denotes cleanout
- Denotes sanitary or storm manhole
- Denotes cast iron monument
- Denotes found iron pipe
- Denotes light pole
- Denotes utility pole
- Denotes electric transformer
- Denotes fiber optic box
- Denotes sign
- Denotes fence (metal)
- Denotes fence (wood)
- Denotes retaining wall designed and built by others.
- Denotes concrete
- Denotes gravel
- Denotes bituminous

Cad File: 121012 ALTA-NSPS LAND
LAND TITLE SURVEY.DWG
Date: 1-25-21
Folder #: 8590
Drawn by: MTW

PIONEER *engineering*
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Sheet 2 of 3

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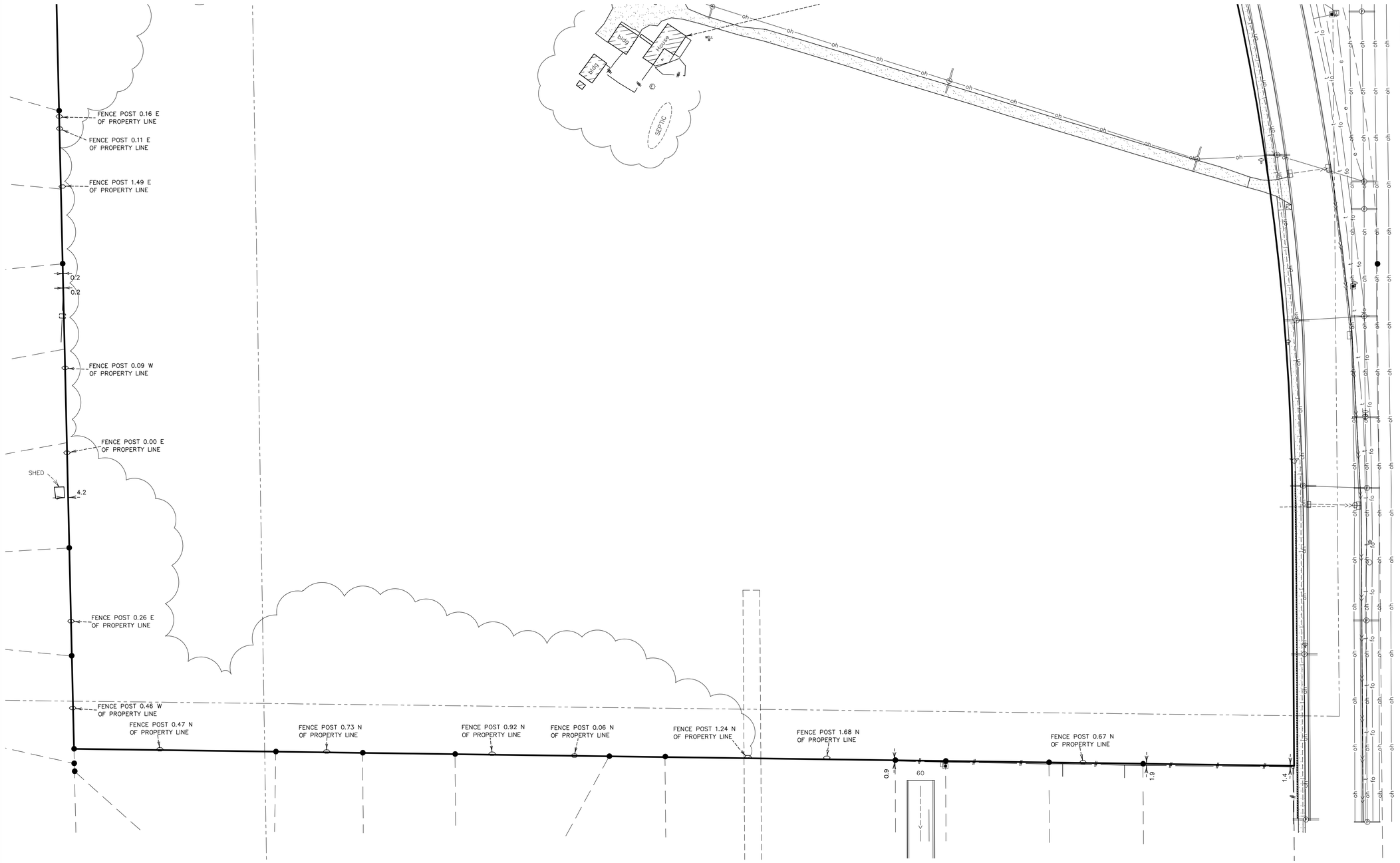
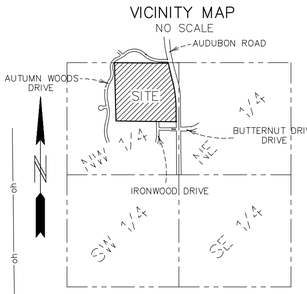


VICINITY MAP
NO SCALE



SECTION 27, TWP. 116, RGE. 23
CARVER COUNTY, MINNESOTA

LEGEND:

- Denotes fence post(typical)
- Denotes electric box
- Denotes telephone box
- Denotes catch basin
- Denotes flared end section
- Denotes manhole other than sanitary or storm
- Denotes cleanout
- Denotes sanitary or storm manhole
- Denotes cast iron monument
- Denotes found iron pipe
- Denotes light pole
- Denotes utility pole
- Denotes electric transformer
- Denotes fiber optic box
- Denotes sign
- Denotes fence (metal)
- Denotes fence (wood)
- Denotes retaining wall designed and built by others.
- Denotes concrete
- Denotes gravel
- Denotes bituminous

60 30 0 60
Scale in Feet

ALTA/NSPS Land Title Survey for:
U.S. Home Corporation, a Delaware corporation

Cad File: 121012 ALTA-NSPS LAND LAND TITLE SURVEY.DWG
Date: 1-25-21
Folder #: 8590
Drawn by: MTW

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Sheet 3 of 3

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SITE DATA

GROSS SITE AREA:	45.54 ACRES
EXISTING WETLANDS:	4.95 ACRES
18% + SLOPES:	1.93 ACRES
NET DEVELOPABLE AREA:	**38.66 ACRES**

SCALE: 1" = 100 FEET

EXISTING CONDITIONS

LENNAR

WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21-24984

ISG Architecture + Engineering + Environmental + Planning

ISGInc.com

CAD FILE NAME 24984 EX CONDITIONS

LOT WIDTH LEGEND

LOT TYPE	MINIMUM LOT WIDTH
	PROJECT BOUNDARY
	LEVEL 1 APROXIMATE WETLAND BOUNDARY AND BUFFER
	ACCESS CONNECTION POINT
	DRAINAGE OUTLETS
	EXISTING DRAINAGE PATERN
	TOPOGRAPHICAL HIGH POINT
L.P.	TOPOGRAPHICAL LOW POINT
	VIEWSHEDS
	BUFFERS
	RIDGE LINE / DRAINAGE BREAK
	PEDESTRIAN LINKAGES

SCALE: 1" = 100 FEET

SITE FORCES

ISG

Architecture + Engineering + Environmental + Planning

LENNAR

WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21-24984

ISGInc.com

CAD FILE NAME 24984 SITE

TREE QUALITY

SYMBOL	QUALITY
●	EXCELLENT
●	GOOD
●	FAIR
●	POOR
●	DEAD

0 100 200
SCALE: 1" = 100 FEET

TREE SURVEY

LENNAR

WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21-24984

ISG
Architecture + Engineering + Environmental + Planning

ISGInc.com

CAD FILE NAME 24984 TREES

LOT WIDTH LEGEND

LOT TYPE	QUANTITY	MINIMUM LOT WIDTH
	75	65 FT (7.5 FT SIDE SETBACKS)
	27	50 FT (5 FT SIDE SETBACKS)
TOTAL	102	

SETBACKS

	BUILDING	
	PER ZONING ORDINANCE	SHOWN ON PLAN
FRONT YARD	20'-0"	25'-0"
SIDE YARD	5'-0"	5' (7.5' ON 65' LOTS)
SIDE CORNER YARD	20'-0"	20'-0"
REAR YARD	25'-0"	25'-0"

PROPOSED LAYOUT

SCALE: 1" = 100 FEET

LENNAR

WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21.24984

ISG
Architecture + Engineering + Environmental + Planning

CAD FILE NAME 24984 PRO CONCEPT

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PARK AREA

GROSS OUTLOT AREA:	5.80 ACRES
EXISTING WETLANDS:	1.27 ACRES
18% + SLOPES:	1.93 ACRES
NET PARK AREA:	**2.60 ACRES**

PARK EXHIBIT

SCALE: 1" = 40' FEET

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ISG Architecture + Engineering + Environmental + Planning

WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21-24984

CAD FILE NAME 24984 PRO CONCEPT

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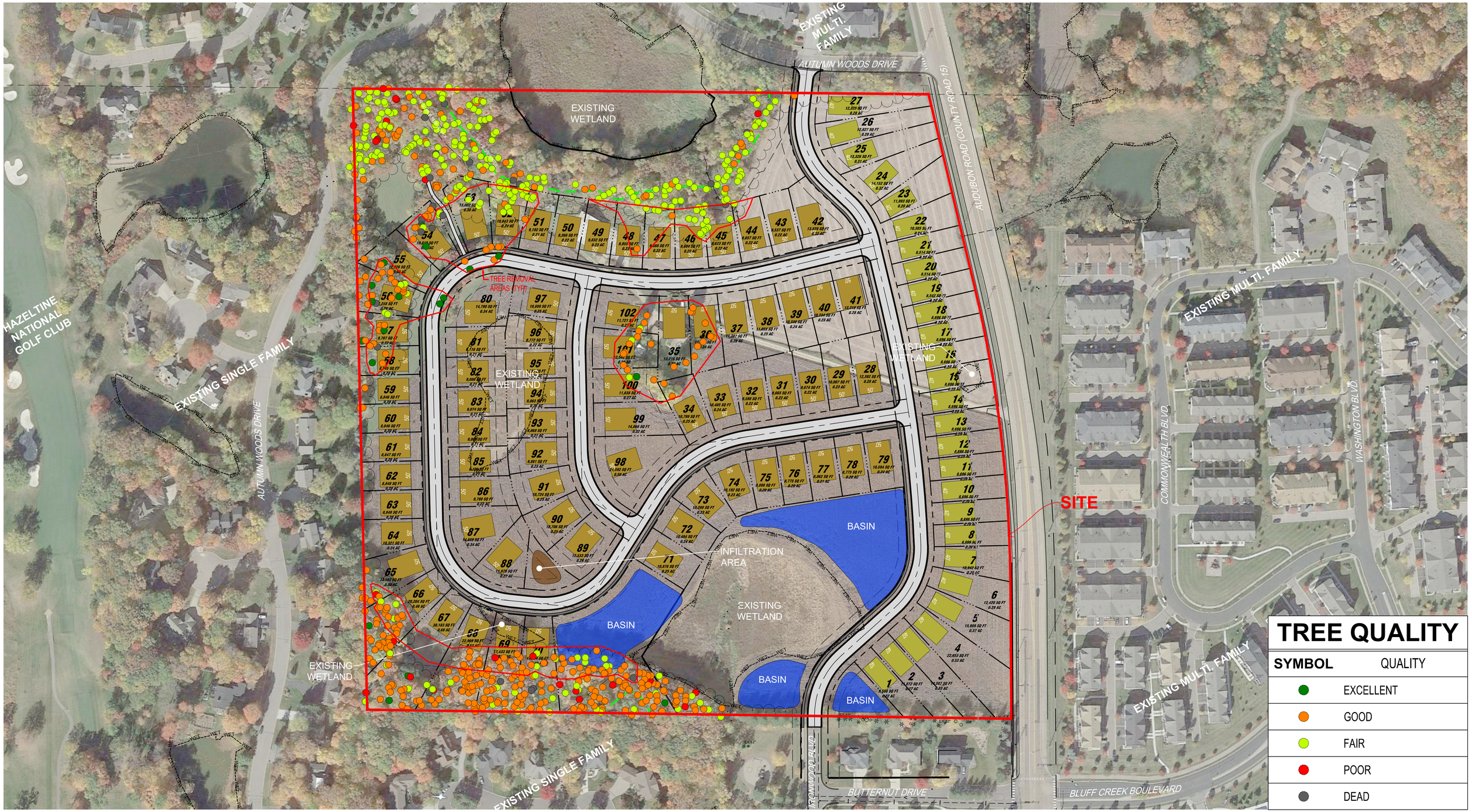

TREE QUALITY

SYMBOL	QUALITY
	EXCELLENT
	GOOD
	FAIR
	POOR
	DEAD

SCALE: 1" = 100 FEET

PROPOSED LAYOUT WITH TREE CONDITION

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WAGNER PROPERTY
CHASKA, MINNESOTA - 04/28/2021
ISG PROJECT NO. 21-24984

ISGInc.com

CAD FILE NAME 24984 PRO CONCEPT

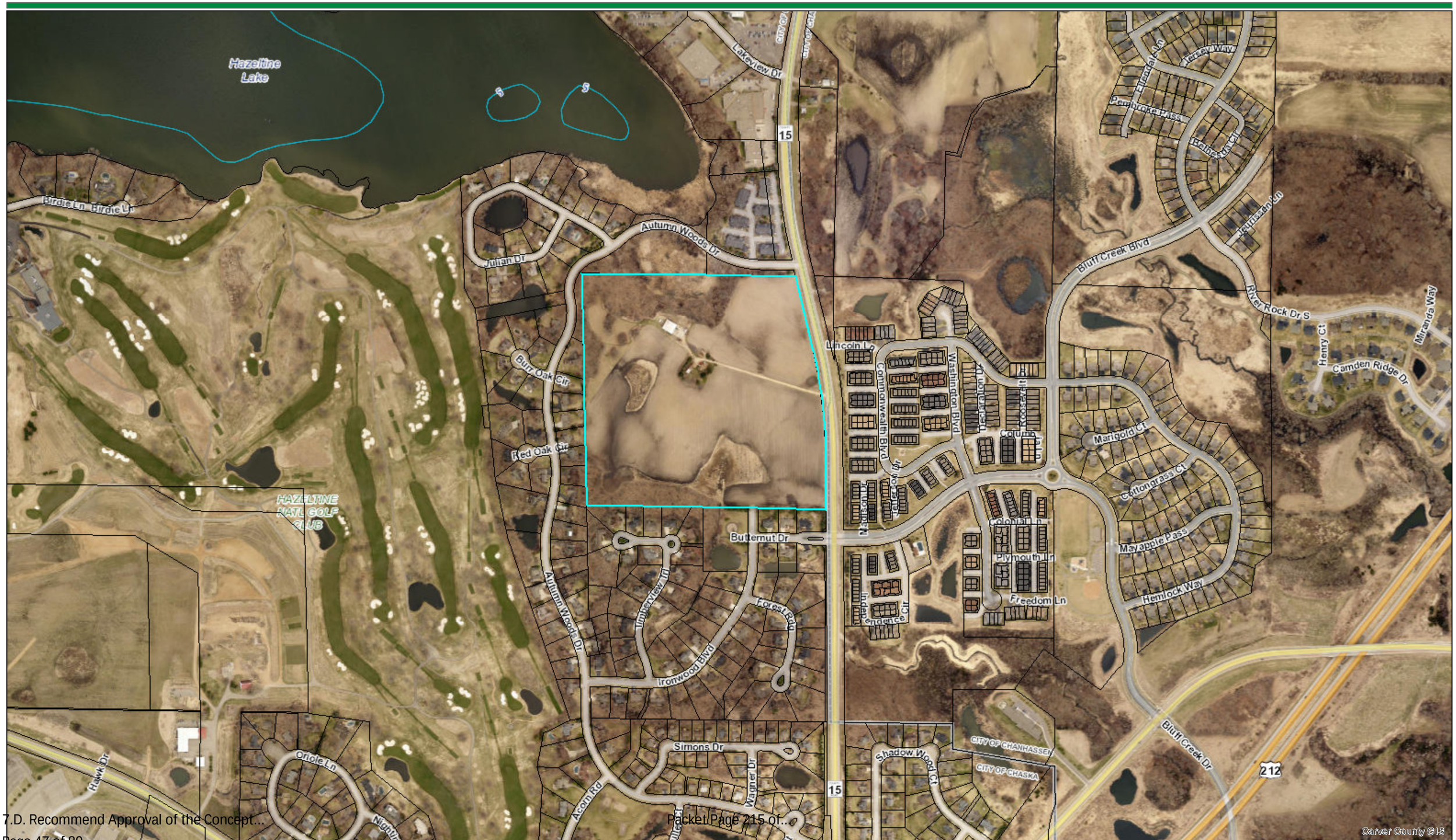
CITY OF CHASKA

Wagner Woods

Date: 5/7/2021

0 0.0375 0.075 0.15 0.225 0.3 mi

N

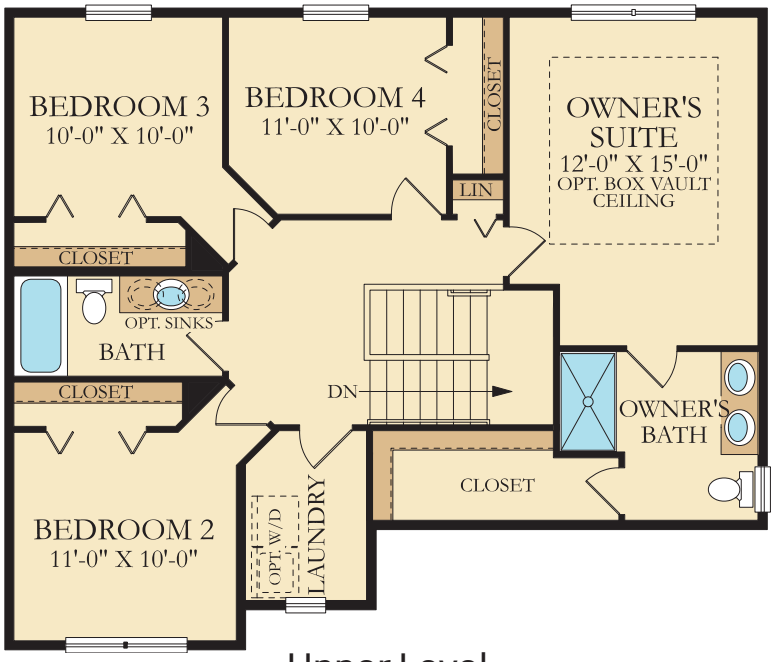


The Columbus EI • 3-Car

2,148 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

Main Level



Upper Level

EVERYTHING'S INCLUDED®

The Columbus EI • 3-Car

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

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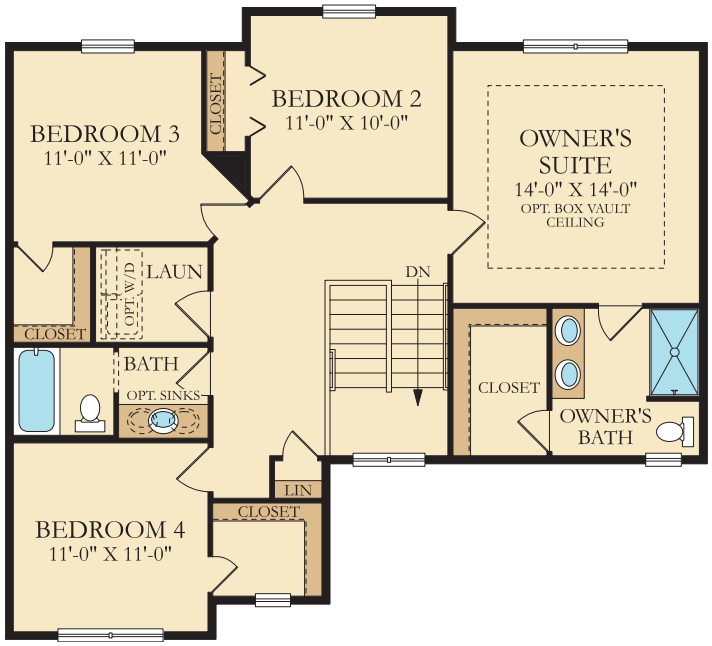
EQUAL HOUSING OPPORTUNITY

The Vanderbilt EI • 3-Car

2,271 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

Main Level



Upper Level

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13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Vanderbilt EI • 3-Car

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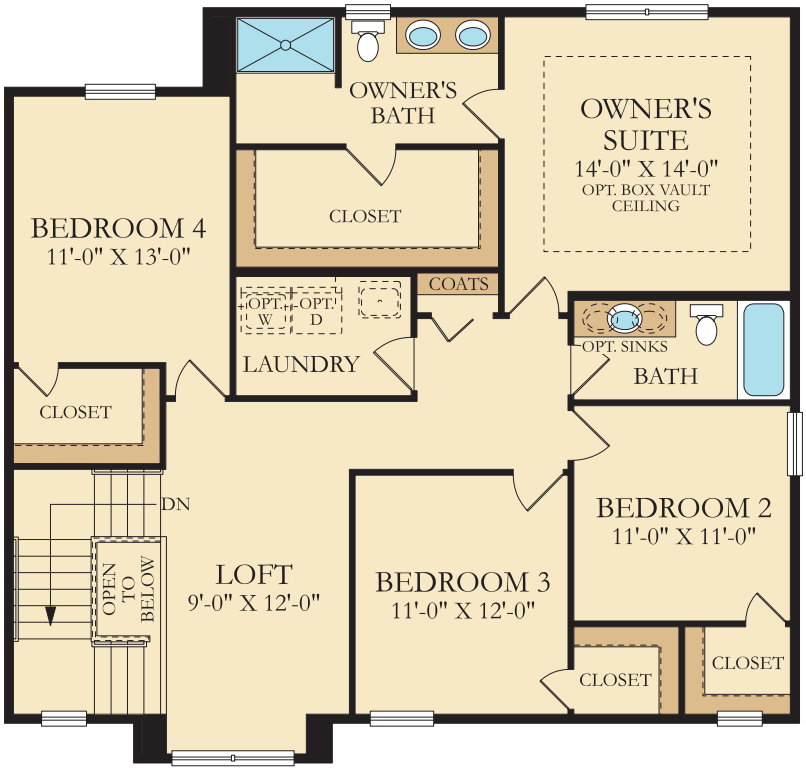
EQUAL HOUSING OPPORTUNITY

The Alexander EI • 3-Car

2,443 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

Main Level



Upper Level

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13 YEARS TWIN CITIES #1 HOMEBUILDER

The Alexander EI • 3-Car

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EQUAL HOUSING OPPORTUNITY

The Lewis EI • 3-Car

2,692 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

Main Level

Upper Level

EVERYTHING'S INCLUDED®

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Lewis EI • 3-Car

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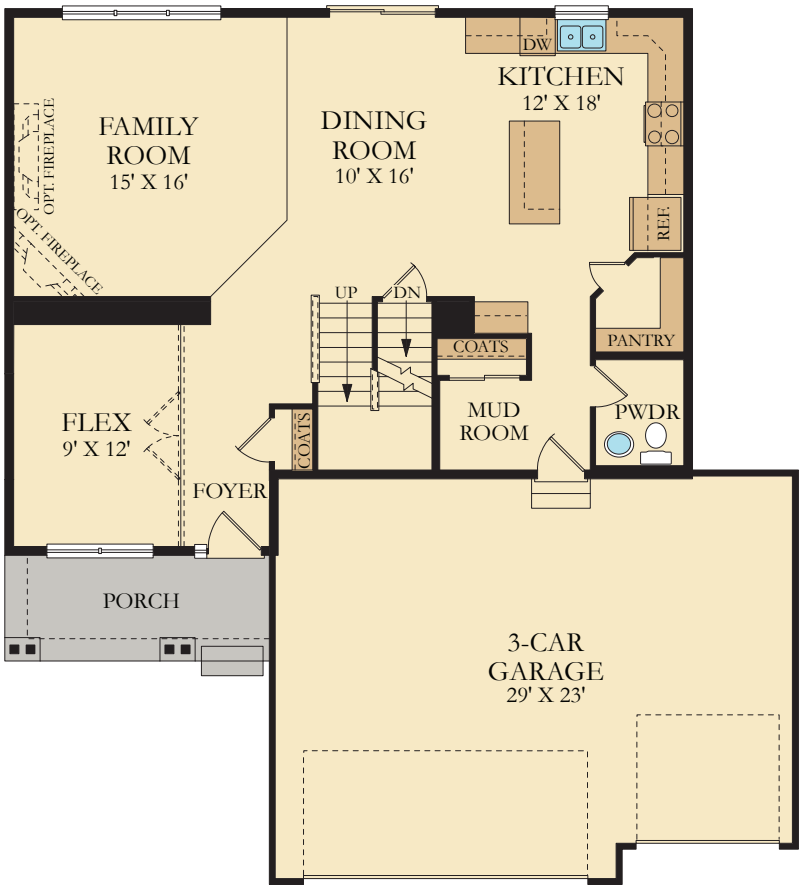
EQUAL HOUSING OPPORTUNITY

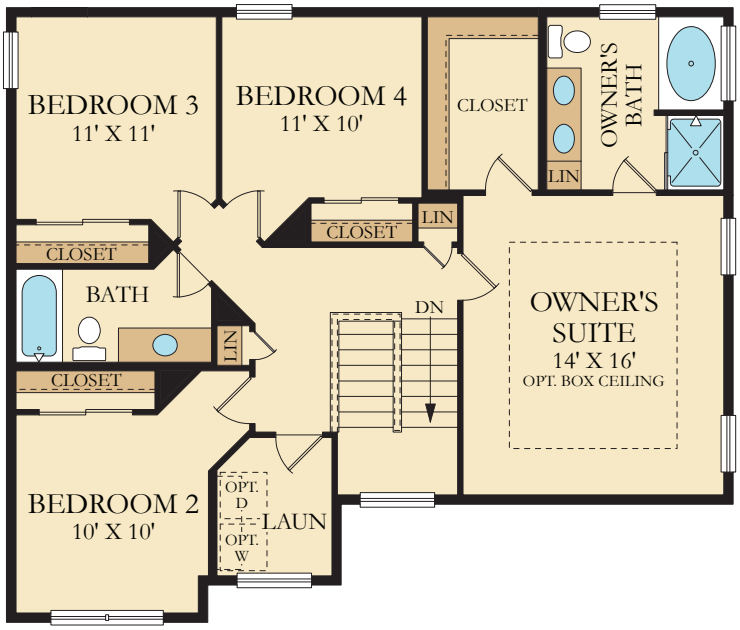
The Bristol EI

2,185 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage



Main Level



Upper Level

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Bristol EI

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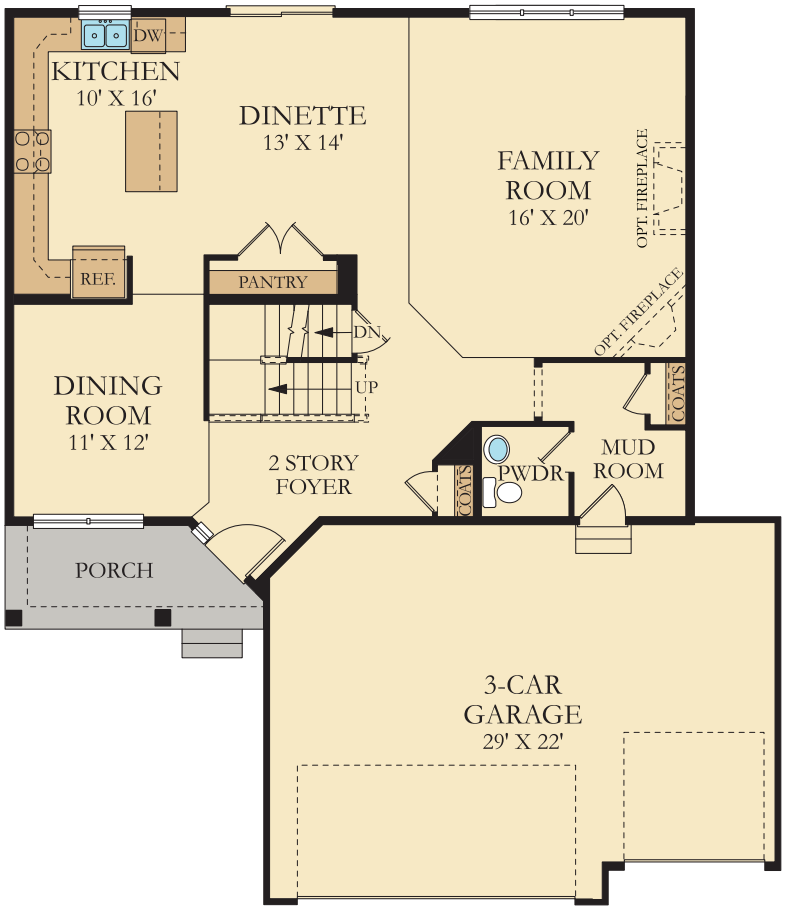
EQUAL HOUSING OPPORTUNITY

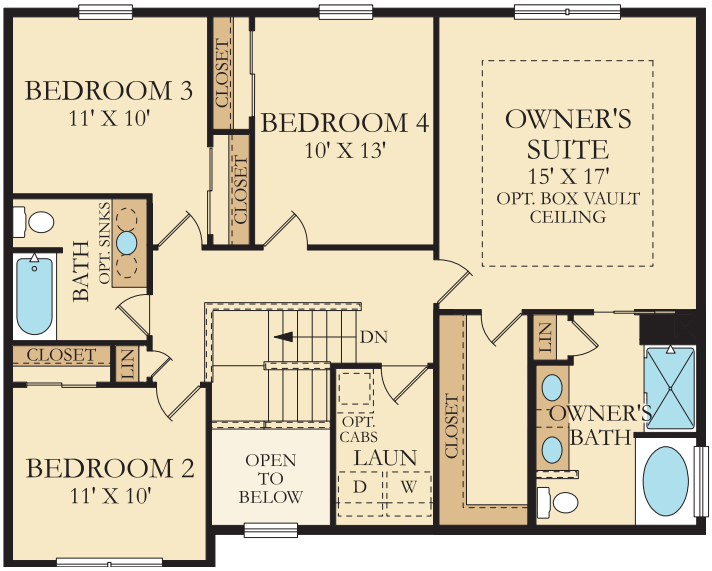
The Springfield EI

2,439 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage



Main Level



Upper Level

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13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Springfield EI

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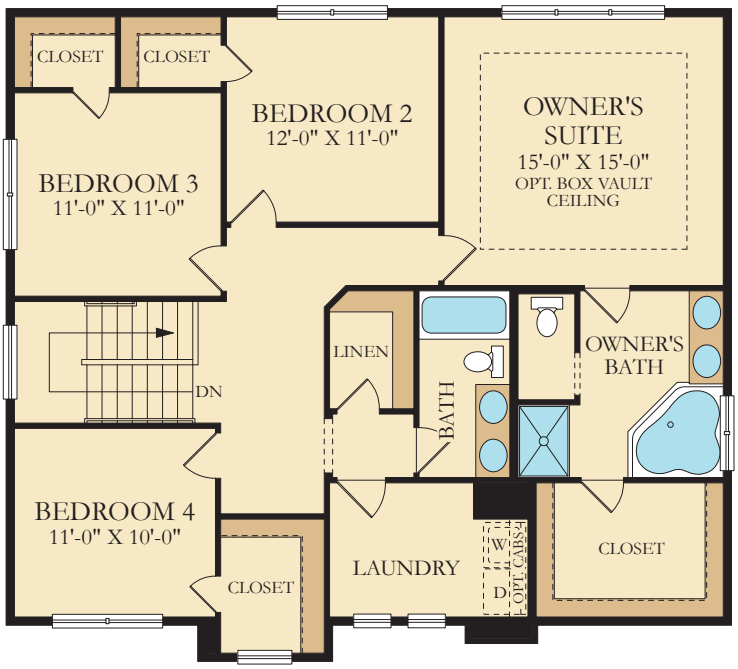
EQUAL HOUSING OPPORTUNITY

The Sinclair EI • 3 Car

2,468 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

Main Level



Upper Level

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Sinclair EI • 3 Car

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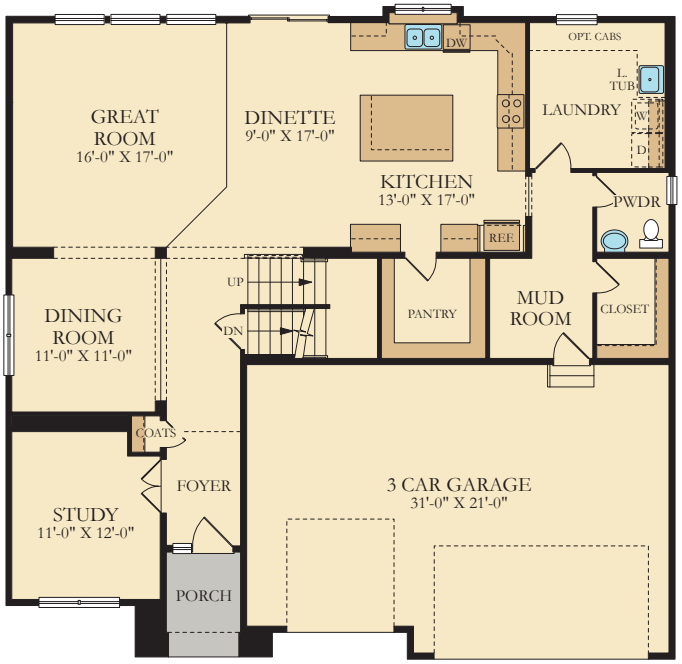
EQUAL HOUSING OPPORTUNITY

The Snelling EI • 3 Car

3,270 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 4 Bathrooms
- 3 Car Garage



Main Level

Upper Level

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

The Snelling EI • 3 Car

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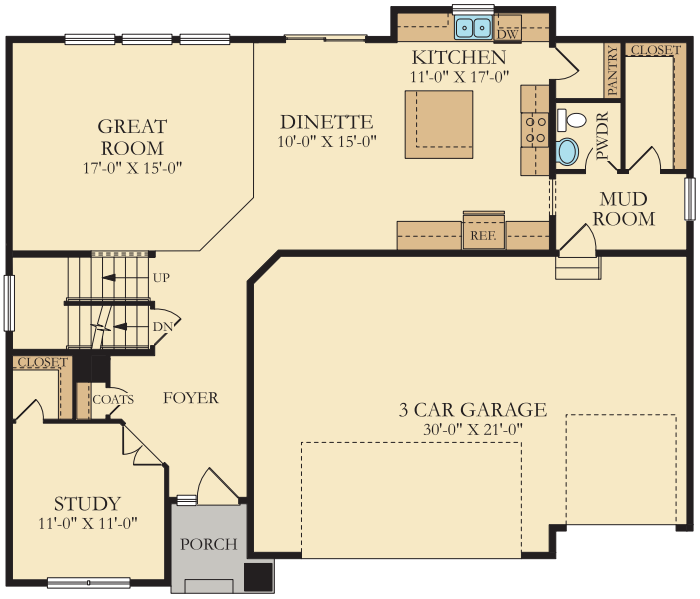
EQUAL HOUSING OPPORTUNITY

The Taylor EI • 3 Car

2,680 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage



Main Level

Upper Level

EVERYTHING'S INCLUDED®

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

The Taylor EI • 3 Car

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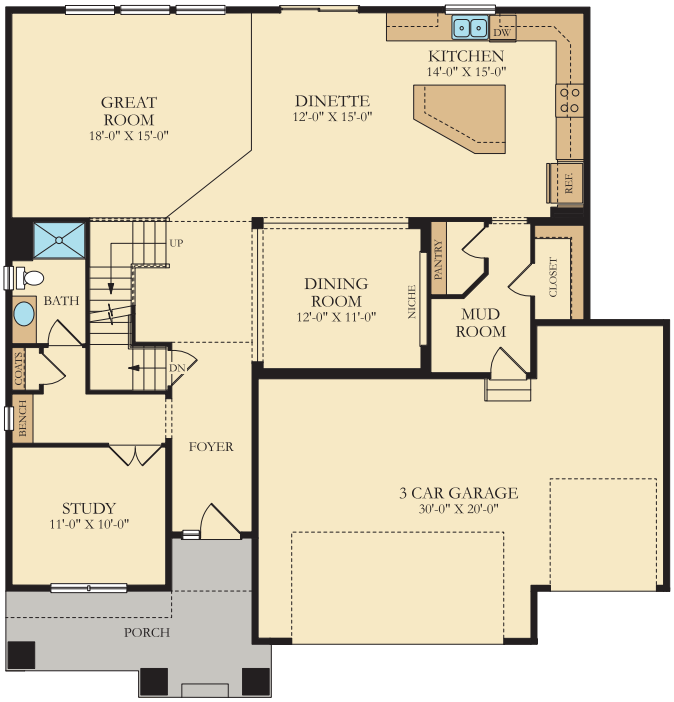
EQUAL HOUSING OPPORTUNITY

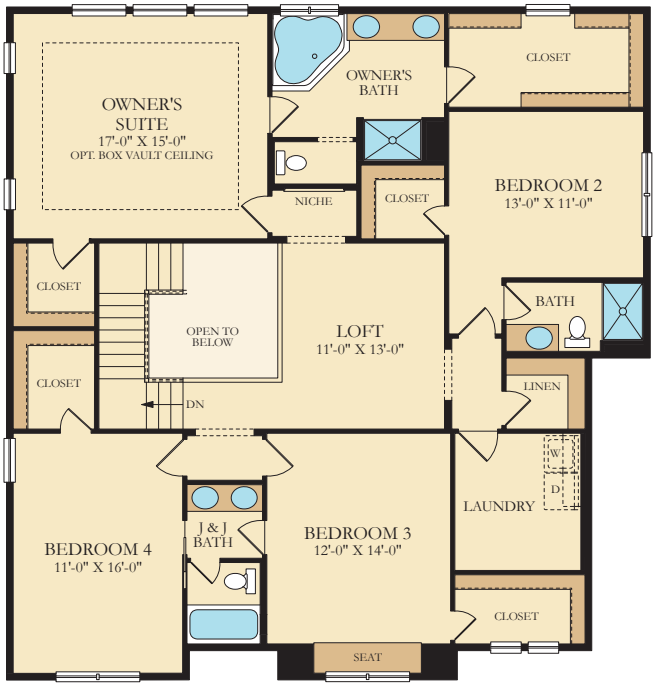
The Washburn EI • 3 Car

3,328 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 4 Bathrooms
- 3 Car Garage



Main Level



Upper Level

EVERYTHING'S INCLUDED®

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

The Washburn EI • 3 Car

EVERYTHING'S INCLUDED®

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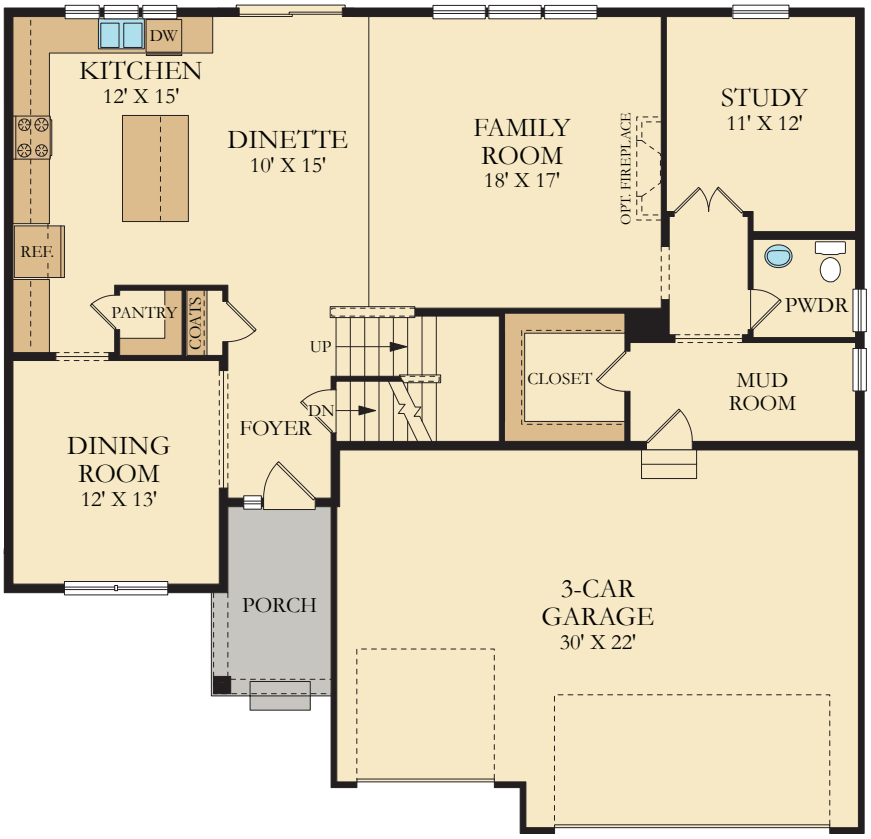
EQUAL HOUSING OPPORTUNITY

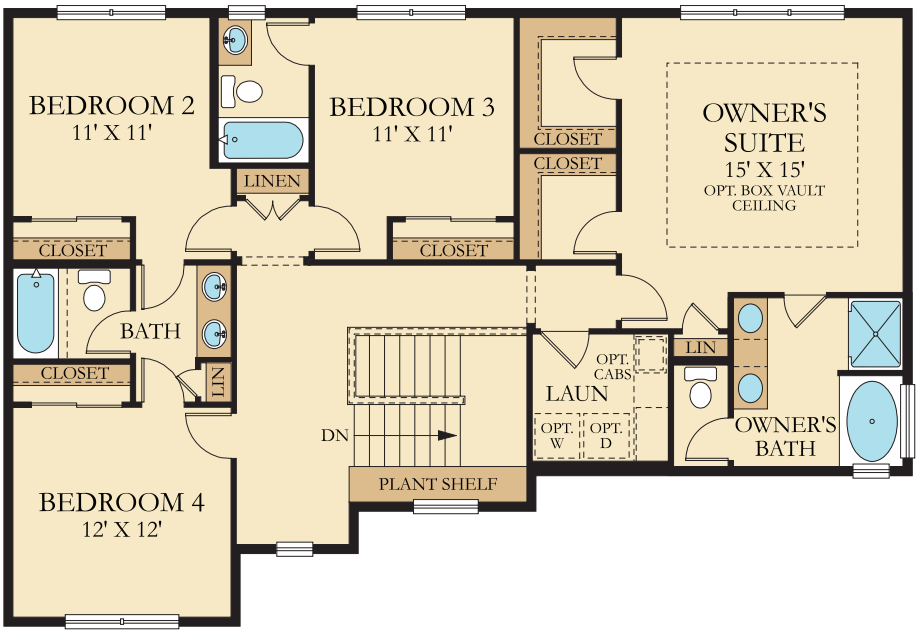
2,786 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 3 Car Garage

The McKinley EI



Main Level



Upper Level

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The McKinley EI

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EQUAL HOUSING OPPORTUNITY

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

The Clearwater EI

1,920 Sq. Ft.

- 1 Story
- 3 Bedrooms
- 2 Bathrooms
- 3 Car Garage

Main Level

EVERYTHING'S INCLUDED®

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EQUAL HOUSING OPPORTUNITY

The Summit EI • 3 Car

3,029 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 4 Bathrooms
- 3 Car Garage

Main Level

Upper Level

EVERYTHING'S INCLUDED®

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Summit EI • 3 Car

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EQUAL HOUSING OPPORTUNITY

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

Independence EI

Main Home

2,637 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 4 Bathrooms
- 2 Car Garage

Private Suite

563 Sq. Ft.

- 1 Bedroom
- 1 Bathroom
- Private Entrance
- Kitchenette
- Laundry
- Living Area
- 1 Car Garage

NEXTGEN®
THE HOME WITHIN A HOME®

EVERYTHING'S INCLUDED®

Main Level

Upper Level

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LENNAR®

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Independence EI

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EQUAL HOUSING OPPORTUNITY

The Acadia

1,881 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 3 Bathrooms
- 2 Car Garage

Main Level

Upper Level

EVERYTHING'S INCLUDED®

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Acadia

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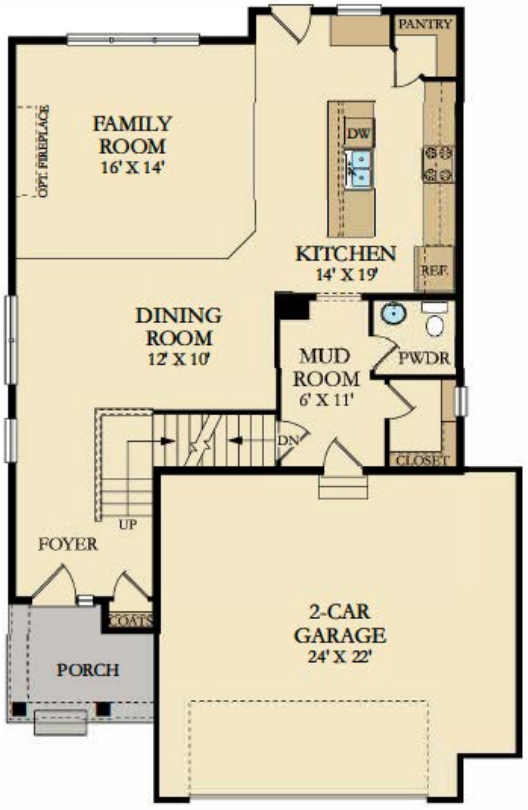
EQUAL HOUSING OPPORTUNITY

The Bryce

2,006 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 3 Bathrooms
- 2 Car Garage



Main Level

Upper Level

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13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Bryce

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EQUAL HOUSING OPPORTUNITY

2,067 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 2 Car Garage

The Denali

Main Level

Upper Level

EVERYTHING'S INCLUDED®

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Denali

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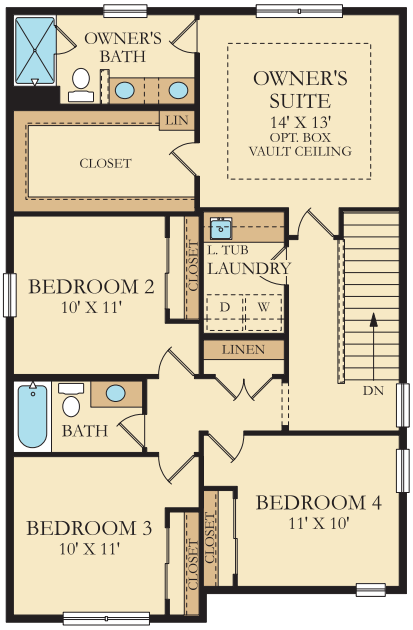
EQUAL HOUSING OPPORTUNITY

2,198 Sq. Ft.

- 2 Stories
- 4 Bedrooms
- 3 Bathrooms
- 2 Car Garage

The Rainier

Main Level



Upper Level

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LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Rainier

EVERYTHING'S INCLUDED®

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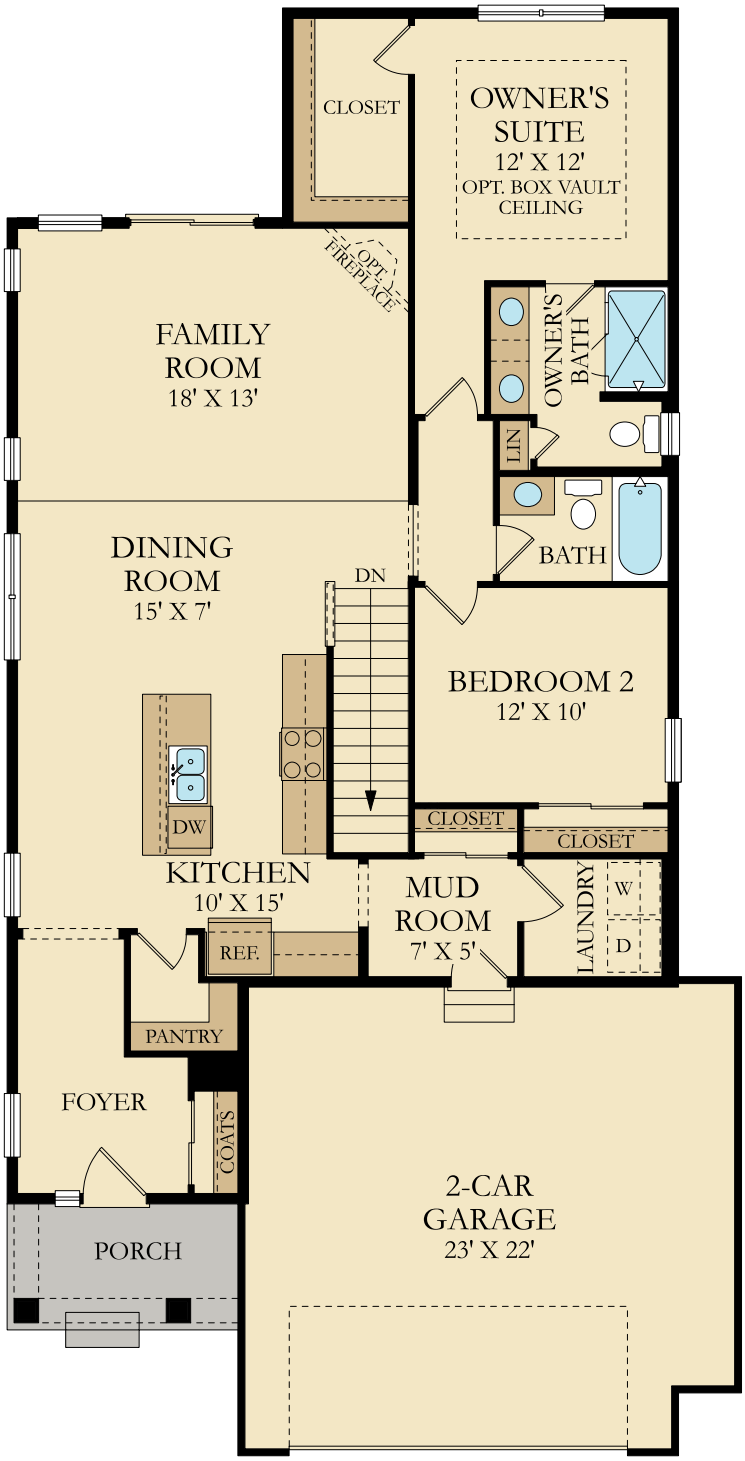
EQUAL HOUSING OPPORTUNITY

The Teton

1,481 Sq. Ft.

- 1 Stories
- 2 Bedrooms
- 2 Bathrooms
- 2 Car Garage



Main Level

EVERYTHING'S INCLUDED®

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Teton

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EQUAL HOUSING OPPORTUNITY

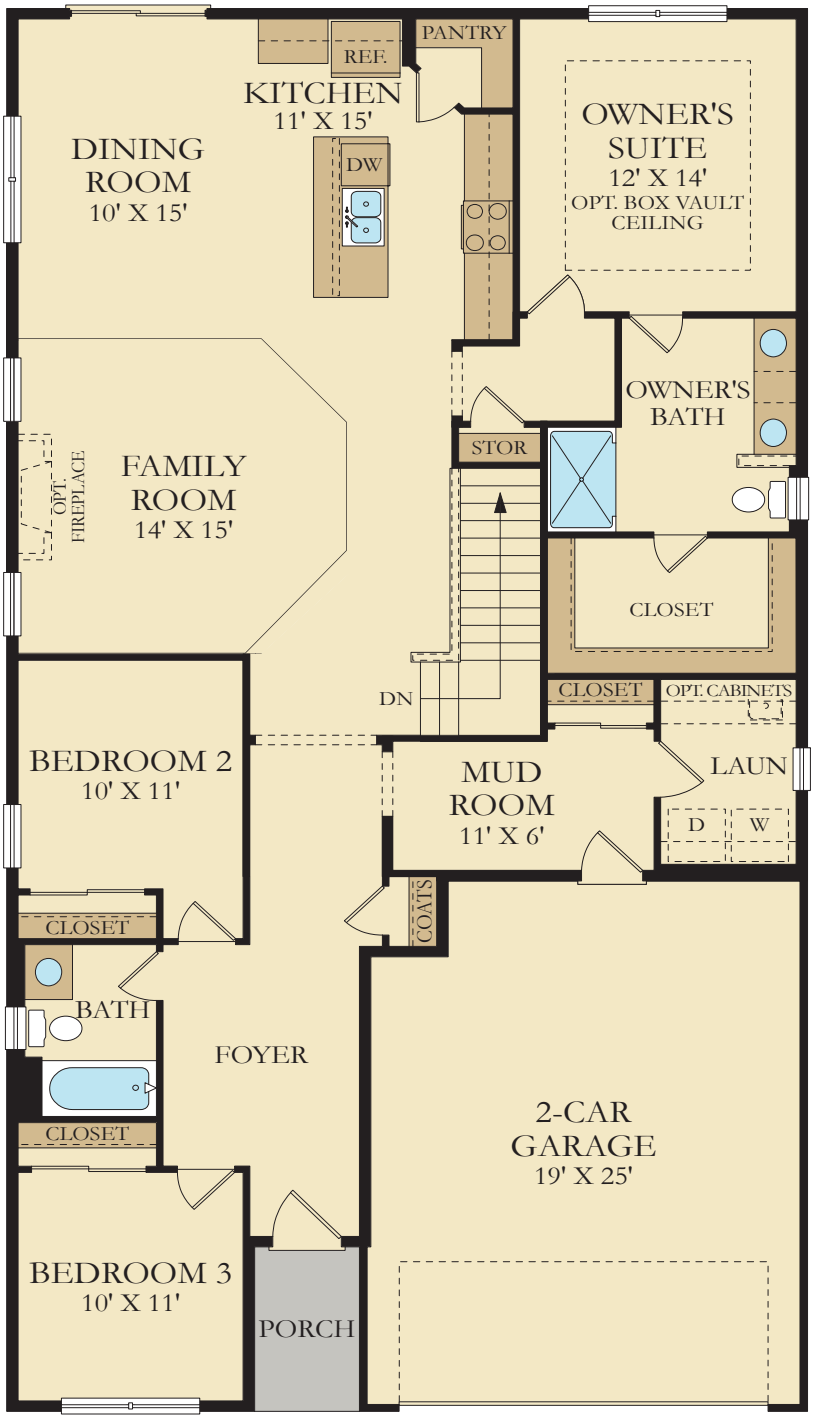
LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

The Zion

1,833 Sq. Ft.

- 1 Stories
- 3 Bedrooms
- 2 Bathrooms
- 2 Car Garage



Main Level

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The Zion

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EQUAL HOUSING OPPORTUNITY

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

May 7, 2021

City of Chaska
c/o Elizabeth Hanson, AICP
City Planner
952-448-9200
EHanson@chaskamn.com

Re: Development / Access Review Comments: Wagner Woods Concept Plan located at PID# 300270100 adjacent to County State Aid Highway (CSAH) 15 (Audubon Road)

Thank you for the opportunity to review the subject development in the City of Chaska. Consistent with the County Comprehensive Plan and County Codes, and other official controls of the County, the following are comments and recommended conditions of approval and as potential requirements for any necessary permits to be issued for the project.

1. Regarding access onto the County Highway –
   a. A Transportation Impact Analysis (TIA) is required based on the number of proposed units and potential traffic impacts to County intersections of CSAH 15/Autumn Woods Dr. and CSAH 15/Butternut Dr. The TIA will need to evaluate the operations at the CSAH 15/Autumn Woods Dr. intersection and the CSAH 15/Butternut Dr. intersection. See the attachment titled Appendix A: Traffic Impact Analysis Process for requirements. Based on TIA findings, County may impose reasonable conditions to mitigate development driven traffic impacts at these intersections.
   b. No direct access to CSAH 15 is proposed. Additional County review and approval will be required if this condition changes.
2. Regarding highway right of way –
   a. CSAH 15 at this location is a 2-lane undivided urban roadway facility with a trail on the west side. The existing right of way is approximately 50 ft. from the centerline of the roadway adjacent to the subject property.
   b. The planned typical section for the segment of highway along this property is a 2-lane undivided urban facility with a trail on the west side. The County's 2040 Comprehensive Plan (Figure B.6) defines the needed right of way for this type of highway typical section as 60 ft. from centerline.
   c. The plat shall incorporate 60 ft. of dedicated right of way from the centerline of CSAH 15 to the subject property.
3. Noise mitigation along CSAH 15 is recommended via increased setback, berm, and/or other screening of planned dwellings adjacent to CSAH 15.
4. The County will need to review and approve the final grading plans for properties adjacent to CSAH 15. A grading permit will be required for grading work within the highway right of

CARVER COUNTY

Office (952) 466-5200 | Fax (952) 466-5223 | www.co.carver.mn.us

way.

5. The technical details of the final plat, its boundaries and form(s) will need to be reviewed and approved by the County Surveyor.
6. Prior to any work affecting or on County highways or in County right of way, the applicant shall coordinate plans with the County Engineer and obtain a Utility or Excavating/Filling/Grading Permit(s) from Carver County Public Works: (www.co.carver.mn.us/departments/public-works/quick-links/permits). Final details of locations, grades, and profiles affecting County roads as well as any utility connections will need to be reviewed and approved prior to any permits.
7. Any damages, modifications, or changes incurred on County highways from current or approved conditions will need to remedied or updated at development expense, including costs incurred by the County.

These are the County's comments at this time. If you have any questions or need further assistance, please contact staff noted below:

Joan Guthmiller Administrative Technician Carver County Public Works 952.466.5201 jguthmiller@co.carver.mn.us	Angie Stenson AICP Sr. Transportation Planner Carver County Public Works 952.466.5273 astenson@co.carver.mn.us	Dan McCormick, P.E. PTOE Traffic Services Supervisor Carver County Public Works 952.466.5208 dmccormick@co.carver.mn.us

- MINUTES -
CHASKA ECONOMIC DEVELOPMENT AUTHORITY
APRIL 5, 2021

DRAFT

1. Call to Order
President Windschitl called the meeting to order at 9:23 pm.

2. Roll Call
Roll call was taken. Present: Commissioners Hatfield, Hubbard, Grau, Huang, and President Windschitl.
Absent: None.

Also Present: Nate Kabat, Assistant Executive Director and Matt Podhradsky, Executive Director.

3. Agenda
Motion by Commissioner Huang, second by Commissioner Hubbard to adopt the agenda as presented. Motion carried.

4. Minutes
Motion by Commissioner Hatfield, second by Commissioner Grau to approve the minutes of the March 15, 2019 EDA meeting. Motion carried.

5. Resolution EDA 2021-1 Recommending City Council Adopt a Modification to Development Program for Redevelopment Project Area No. 4 and Establish Tax Increment Financing (Economic Development) District No. 24 Therein and Adopt a Tax Increment Financing Plan
Executive Director Podhradsky presented the item to the Commission and noted this item was discussed at length in the City Council Meeting.

Motion by Commissioner Grau, second by Commissioner Hubbard to approve Resolution recommending that the City Council adopt a modification to the development program for redevelopment project area No. 4 and establish tax increment financing (economic development) district No. 24 therein and adopt a tax increment financing plan therefor.
Motion carried.

6. Other Business
There was no other business.

7. Adjourn
Motion by Commissioner Huang, second by Commissioner Hubbard to adjourn the meeting at 9:28 pm. Motion carried.

Chaska Park Board
Meeting Minutes
March 9th, 2021
Zoom

1. Call to Order

The March 9th meeting of the Chaska Park Board was called to order by Chair David Downs at 7:00 pm via Zoom.

2. Roll Call

Attendance via Zoom: David Downs, Jason Branch, Elizabeth Wynveen, Georgiann Keyport, Zach Saueressig

Absent: Ernesto Ruiz Gutierrez, Jalen Destin, Mary Monteith

Staff: Marshall Grange, Mike Tudor-IS assistance

3. Adopt Agenda

Motion by Wynveen, second by Keyport to adopt the March 9th, 2021 meeting Agenda.

Roll Call for Approval

4. Visitor Presentation

Tim Vossberg-Update on Hawks Ridge Trails

Vossberg thanked everyone on the Park Board for helping to get the Hawks Ridge trails built. Here tonight to give an update on the trails.

Volunteers-Was a challenge last summer, obviously due to Covid. We had to cut the trails a few times and keep the weeds down on the steep side, was tough to get done. July through October is the mountain bike season, so was hard to recruit help. Now we know, and come May-June, we will recruit more.

We had a couple of snowshoers out on the course during the winter to help try and flatten the trail for the fat bike riders. The bike board may need to talk about hiring a part-time "groomer" to get things done during the various seasons.

Safety-We had a couple injuries on the course last year, nothing very serious. We put a short cut in the beginning of the trail so if an injury, one can get off the trail quicker.

Trail usage-Due to Covid, and people wanting to be outside, we had heavy usage. There was youth, adults, and various types of riders out there at any given time. Thinking ahead, we may offer some

classes. We would like to try adult one and maybe even a women's group. Covid restrictions could delay some of that happening though with protocols still out there.

Site improvements-Last October, an Eagle Scout installed 3 benches for us throughout the trails. We also planted about 10 trees that were donated. Volunteers also did some tree trimming.

Future Projects-Cut a walking path on the upper side throughout the trails for walker safety. Maybe try to add a couple more picnic tables.

We really appreciate our partnership in Chaska. We continue to focus on the safety of our riders, right now the trails are a mess with snow.

Wynveen asked if is it possible to have a QVC code on the sign out on the track to click and donate to Hawks Ridge Trails, or a schedule to sign up to help with the care of the trails? Maybe post the information for the public to get involved. Vossberg shared that Wednesday nights are the nights we are usually out there working on things. We also post when we are out doing trail maintenance, asking for helpers. Wynveen, excited for a women's class!

Downs shared that he has heard some great things on this project. Wynveen, it is exciting to see new things added out there and the interest grow.

Grange-Thank you for your hard work over the last couple years trying to get this done, and to the board and all the volunteers who helped to make this happen. All of the work that went into this project, a lot of obstacles, but it paid off. We also can help with getting the word out there as well, just let us know when.

5. Approve Previous Meeting Minutes

5A. Motion by Wynveen, second by Branch to approve the Chaska Park Board meeting minutes of February 9th, 2021.

Roll Call for Approval

6. Receive Council and Planning Meeting Minutes

6A. Council Minutes January 25th

6B. Council Minutes February 1st.

7. Action Items

7A. Recommend Consulting Firm to Develop Pedestrian and Bicycle Master Plan

Grange brought the board up to speed on progress made surrounding this project since the last meeting.

Tonight, we will need to make a recommendation to the Council on a consultant to move this forward. I am excited about this project, this is capable due to the partnership with Carver County, and funding available via the SHIP grant. That agreement was approved by Council a couple months ago. This RFQ proposal was sent out to four entities. We got back two good proposals.

One was from Community Design Group, Antonio Rosell, in partnership with WSB and the other one was from HKGi.

Grange shared his feedback on the proposals, he is recommending Community Design Group/WSB and explained why. They have a vast amount of experience, plus advantageous to bring on WSB for the engineering background. WSB is currently actively working with Carver County on their Reginal Trails Master Plan. They also assisted us with our pilot project when we designed the Orange and Green lines on the trails. The fact that the 6 E's approach was addressed in their proposal was good as well. That is ultimately the direction we are going, so by utilizing this approach it aliens nicely.

Lastly, the fee proposal, CDG came in lower. Both proposals initially came in overbudget. Grange asked both groups to reevaluate their proposals and to what degree that would impact their proposal. Hoisington would have needed to cut out a few items to bring their fees down. We do have to be mindful of the budget we have. So CDG was favored.

We are excited to embark on this project. Walkability and bikeability can provide a vibrance to our community. We already have a good start with the great trails we have. Therefore, Grange is recommending CDG. Grange opened meeting up for questions.

Keyport-Asked about the opportunity to inquire on additional funding opportunities via Carver County. Grange shared that Pat Stieg, from Carver County, mentioned that if additional funding needed is $10,000 or more, they cannot help. But if the consultant can justify the $5,000 difference, maybe Carver County could justify an increase. It was also suggested to work with the City to see if additional funds there.

Downs-There approach to this is spot on. Their fees where on a not to exceed basis, so that is good, we do not want to jeopardize the quality of the plan. We want this done right. Maybe some of the staff can assist more than the contractor and save dollars.

Branch-I agree with you, his thoughts aligned. They have a lot of experience and being in the know with Carver County. $10,000 is a lot of money, yes, but it is important to do this plan, to not get it done right would be a shame.

Wynveen-noticed with the "existing" review and analysis staff already has done, maybe they can utilize staff more for those other areas to help keep fees down. Grange, yes, as we get into this more, staff will help. Will see shifting hours, fees etc.

Downs-breakdown of hours in the categories, it is not a lot, so not really seeing any concern. If they can get down to $45,000 seems doable.

Wynveen-With our goal of becoming a Bike Friendly city, this is going to help get us to meeting that criteria and goal. Also really like the focus on community engagement.

Grange-the recommendations that will have investments in the future also. Honing in on the engineering and the cost of infrastructure on-going and the prioritizing of that will be useful.

Motion by Saueressig, second by Keyport for Park Board to recommend to Council approval of Community Design Group/WSB as consultants for the Pedestrian and Bicycle Master Plan.

Roll Call, Branch, Keyport, Saueressig, Wynveen, Downs.

Grange will work to get this on the Council Agenda for next week. Then will work on finalizing the agreement with CDG. The April meeting will be with CDG as well as the Bike Friendly Steering committee. We will kick off the project and help to better understand the process and address any questions. Also, you will get to know the consultant from CDG, Antonio Rosell.

7B. Appoint Park Board Member to Serve on the Bicycle Friendly Community Committee

Liz Wynveen volunteered, Downs to backup. There will be monthly meetings with the existing committee members. There will also be the opportunity to get involved with the community engagement piece as well. You will be relied on to bring updates back to the board monthly.

8. Discussion Items

8A. Community Center Update

Grange shared recent updates:

He spoke to the recent recommendation from the Department of Health on the new variant. He got word of it this past Friday that there is confirmed cases here in Chaska, thus they are suggesting a two week pause on certain areas. He has spent a lot of time on this. He and Podhradsky had a meeting today with the schools and Carver County Public Health. He has gained some insight on where these outbreaks area occurring. The larger thing to share is that throughout the State thus far, there are 6 outbreaks. 5 of which are in Carver County. Of those, 4 of those 5 are in or at gyms or fitness centers, tied to the younger population. Which is why they are suggesting the pause on youth sports. It seems to be dominant in hockey and wrestling. Breakaway Academy as well as CCHA are impacted. This is the variant B117 from Europe. Where they have closed schools again and are in another lockdown. It is more severe as well as more contagious. It seems isolated to Carver County thus far, but the thought is it has spread already into other communities. A lot of our youth sports are traveling teams and playing in other communities. It is just a matter of time before it actively spreads.

The city's Emergency Operations Command (EOC) has followed the CDC recommendations through this pandemic. So, we are putting a pause on the components here that provide access to youth sports as suggested. Primarily, the arena, open gym, and open skate for youth. We also

asked Breakaway to pause their phy ed classes for now and notified the dance group to pause as well. This also applies at the curling center with the youth curling activities.

We will continue discussion with Carver County PH as far as the continued course of action. Anticipating this two-week pause, then an update next week on moving forward.

Grange, we all have Covid fatigue…Things were looking positive and at same time the vaccine is rolling out. Somehow, we have to put a stop to the new variant with this pause. We are doing our part, but we end up in difficult discussions and decisions. We had 2 options, do what we did, and pause things, which upset our user groups. Or we could have done nothing and put it on the user groups to do the right thing on their own and pause. But that was not going to happen. Some said they would go to other facilities to continue playing. If we had stayed open for them, it would spread more and create more outbreaks, which would put us in a bad light as well. It is important we be consistent as we have all along with the CDC, PH, and the school district. We all have to work together on this. We are doing the best we can.

Downs-it is the right thing to do. No one should question things. Saueressig you guys are doing a great job. Grange, we have had financial hits already from this, now another pause, losing revenue again. It also is difficult to explain to others when it is the Dept. of Health's directive. It should have been a mandate. When it is a recommendation, it can be interpreted differently by others. With user groups going elsewhere to play that does not help either. From a community health perspective, it only works if all are a part of this.

We will see over the next couple weeks what happens. Saueressig, what is the publics feedback and perspective on this? Grange, our members appreciate us following the recommendations. The hockey groups were disappointed. Breakaway hockey is a lease tenant; they were not happy. By not offering a space for their phy ed class, it was a challenge for them. Phy Ed is different than a sport but both are activities, and both were part of the CDC's and PH recommendation.

Keyport-how do we come to the end of this recommendation? Team testing? Taking temps? How does it come to an end? Grange, great question. Additional testing sites were opened, recommending youth get tested frequently, weekly. But not sure on what the criteria is to stop the pause. Even though our members are supportive of us, we have had member cancelations again. So here we are again, do we refund or not…Downs, rather than refund, can you extend memberships? Yes, that is what we did last time. Wynveen, so no one can use these areas? Or are some still allowed? Adults can still be in these activities and classes are still running. It is just a pause for youth group activities and arena sports. They can still come in and do cardio and weights as equipment is spread out. It did also impact our group daily fitness classes. Our lease tenants, Breakaway Academy, Alphabet Junction, the Arts and Treks/Trails are all still operating. We will see what happens with recommendations next week.

On a happier note, the Community Center had their 30-year anniversary on Feb. 19th. We held a 30% off membership sale on annuals, 230 were sold. A great turnout and was very encouraging for staff to see! It was a hectic day, they sold almost 15 memberships per hour! Kudos to the staff, as were very busy that day. This was a good response; the message is people are feeling

ready to come back. We still have a long road to go but this was a big success. It really lifted the staff's spirits!

CCC Master Plan-still working on putting the RFP together. It will take some time. Behind the scenes we are working with Baker Tilly on establishing baselines for the true cost to operate the facility i.e., cost per square foot, allocation of costs, putting a definition to the various programming that occurs, which programs should be tied to the CCC budget and which should be tied to the recreation program budget, which is a general fund budget. The majority are currently funneling through the CCC budget which has been a burden, especially being an enterprise fund. Also having conversations on reallocating program costs and/or splitting costs. As shared before, currently on average we spend around $30 per capita for recreation programs vs. other cities having more like a $130 per capita. We will continue to work and move forward on this so when we hire the consultant some of this background data is done and in place for them to review to help them move this forward.

Arts-Work has been happening with the Arts Consortium behind the scenes to get financial pieces set up. System work for the financials and programming. We also set up spreadsheets for tracking expenses and financial costs to help determine the net and 50/50 split. Thanks also to the staff for their help with this, it took a lot of time.

We are also starting to see some programing come out. Currently they are offering a free empowerment program aimed at bringing the community together and getting to know each other. Take a look at it online. Their new exhibit just went up as well, so come in and check it out!

8B. Curling and Event Center Update

Curling leagues are going strong, currently are finishing up Winter 2 leagues. Playoffs start April 5th. The Curling Center recently hosted a big fundraising event, was exciting to see that gathering occur. Krista is also starting to see more interest in Event Center rentals, as well as more interest in Corporate Events. They are calling, so hoping to see more movement there as well as in the Crooked Pint.

8C. Recreation Program Update

You will start to see some activities happening in the Lodge. We are hoping with most of the senior's getting vaccinated and the recent message out from the CDC that seniors who are fully vaccinated can come together without masks (?). We will hear more from the Governor on that. Will be good to see folks gathering in there, it has been closed since the beginning of all this. The socialization and resuming of activities for them is huge.

Fire and Ice-This typically occurs in July, however, this year we are moving it to Oct. 15-17th. This is one of the last available dates in the Event Center, we feel good about it that it will be further out and still hopefully have good weather. We had a kickoff meeting last week, a highlight for

this year, we will partner with the fire department as they are celebrating their 150th anniversary this year. More to come!

Recreation program staff are working hard on putting summer programming together. Also wanted to mention that the full-time staff are all still working the front desk of the CCC, this is to help minimize the hit to the CCC budget. Not many of our part-time staff have been recalled yet. There are lots of shifts up there to cover. As we grow membership moving forward, conversations on how we decide to call back the part time staff will occur.

8D. Capital Improvement Project Update

Saueressig, shared that he noticed lots of work happening at Lake Grace on brush and tree removal. The size of the big tree that was removed, was incredible. Jung shared with Grange that they had to go old school with removal, they climbed up the tree and cut off bit by bit. There are a few more areas to do additional removal. The bridge is currently being built off site. With road restrictions in place, we will see when that is lifted to move forward. Still targeting a June completion.

Cortina Woods Neighborhood Park

As shared last month, we will be working on a park renovation there this year. We submitted an informational letter and survey to the neighborhood. It was also posted on-line. We got a good response, 56 households. The deadline was yesterday, Grange shared some of the initial data. In general, 54% of those responding use the park 2 times a month, the other 50% use it weekly to some degree. The interesting thing I was surprised by, the 17.8% that never use the park, that they even responded. A lot to think about with that response.

Some common themes: get rid of the pea rock and provide shade as well as additional picnic tables. We also gave them some examples of what we typically put in parks, along with some new ideas, i.e., concrete back toss, concrete ping pong. We are trying to aim at increasing adult/senior usage in the park as well, so asking what they would like to see. We will be following up with Public Works on the responses soon and moving forward with a consultant to design a couple drawings. We are anticipating a public meeting at the park in May, then come to some conclusions and build out in September.

Keyport-suggested the idea of community gardens to bring youth and adults together. Discussions pursued on water sources. Sometimes communities can gather and bring water, rainwater collection, or set up a feeder to the swamp. More discussion would need to come on that.

8E. Park Board Applicants

We did receive 3 more applications; Council will interview next week. They should be able to interview and appoint them that same night. We could have 3 new members come on next month. We will keep you posted on this.

9. Other Business

9A. Board Reports

Wynveen-Question on timeline for the spring/summer activities program mailer. Grange explained that staff are still working on it. Up to this point, we have been programming month to month. Now we are going out a bit further with a summer package. We also are shifting how we will be doing the activity guide; in the past we have hired it out. This has been a significant cost to do, including the cost to mail. Covid presented an opportunity to bring in house, a couple staff who have a passion for this kind of thing are willing to take it on. We intend to print them but will not mail them, we will have designated locations throughout the community to pick one up. We may send out a simple post card sharing that they are out and where to find them. Another one of our cost reduction strategies. Most of the programming should be out end of March/Early April.

10. Adjourn

Motion by Saueressig, 2nd by Branch

Roll Call by Downs

- MINUTES -
CHASKA CITY COUNCIL
April 5, 2021

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

2.Pledge of Allegiance

3. Roll Call
Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, Grau, and Mayor Windschitl.
Absent: None.

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

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

5. Visitor Presentation
5.A. Community Statement Against the Rise of Anti-Asian Hate by the Chaska Human Rights Commission

Commissioner Seth Spreadbury read a statement from the Chaska Human Rights Commission.

The Council thanked the Commission for their statement and shared some thoughts regarding hate against groups of any kind.

6. Minutes
Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the minutes of the March 15, 2021 City Council meeting. Motion carried.

7. Consent Agenda
Councilmember Hubbard requested clarity on item 7a.

City Administrator Podhradsky provided further information regarding that item.

Motion by Councilmember Hubbard, second by Councilmember Grau to approve the Consent Agenda Items A through I:

A. Adopt Ordinance 995, Amend Chapter 10, Article 10.40, Section 10.04.010 Traffic Regulations

Motion to adopt Ordinance #995 Amending Chapter 10, Article 10.04 Section 10.04.010 State Traffic Regulations of the Chaska City Code of Ordinances.

B. Adopt Resolution 2021-13, Support for State Bonding for County Highway 18 - West 82nd Street
   Motion to approve Resolution No. 2021-13, supporting the state issuance of bond dollars for the Highway 18 (West 82nd Street) which would fund the local share of that project.
C. Adopt Resolution 2021-14, Amending 2020 Fund Budgets
   Motion to adopt Resolution 2021-14 Amending 2020 Fund Budgets.
D. Adopt Resolution 2021-15, Amending 2021 Fund Budgets
   Motion to adopt Resolution 2021-15 Amending 2021 Fund Budgets.
E. Transient Accommodation Renewals
   Motion to approve the 2021-2022 transient accommodation licenses effective May 1, 2021 through April 30, 2022.
F. Acceptance of Revised Carver County SHIP Grant for Pedestrian and Bicycle Master Plan
   Motion to Approve the 2021 revised Project Grant Agreement Between the City of Chaska and Carver County for a Pedestrian and Bicycle Master Plan for $45,000.
G. Park Board Commission Appointments
   Motion to appoint Thomas Massey and Karli Cich as Commissioners to the Chaska Park Board.
H. Adopt Resolution 2021-16, 2021 Overlay Program
   Motion to approve Resolution No 2021-16 awarding the bid for the 2021 Overlay Program to Wm Mueller & Sons in the low bid amount of $397,280.30.
I. Adopt Resolution 2021-20, Award Bid for Directional Boring of 2021 Overhead to Underground Electric System
   Motion to adopt a resolution 2021-20, awarding the bid for Directional Boring for the 2021 Overhead to Underground Electric System Conversion Project to Nagel Companies LLC, in the low bid total amount of $146,806.25.

Motion carried.

Motion by Councilmember Huang, second by Councilmember Huang to recess for a short break due to technical difficulties. Motion carried.

8. Action Items

8.A. Public Hearing: Adopted Resolution 2021-17 & 2021-18 Modification of Redevelopment Plan Dist. No. 4, Establishing (TIF) Dis. No. 24, Adopting a TIF Plan, and Authorizing Execution of Redevelopment Agreement - Granting a Business Subsidy

City Administrator Podhradsky introduced the item to the Council.

Assistant Administrator Kabat presented the item to the Council.

Mayor Windschitl looked to confirm this was part of the City.

City Administrator Podhradsky clarified that it is, and Assistant Administrator Kabat continued his presentation of the item.

Mayor Windschitl inquired if the Traditions property is part of TIF district 24.

City Administrator Podhradsky stated that it is.

Mayor Windschitl opened the public hearing at 7:54 pm.

Jay Moore, applicant, spoke briefly regarding the project.

Mayor Windschitl closed the public hearing at 7:57 pm.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution No. 2021-17 adopting a modification to the redevelopment plan for redevelopment project No. 4; and establishing tax increment financing (economic development) district No. 24 therein and adopting a tax increment financing plan therefor. Motion carried.

Motion by Councilmember Grau, second by Councilmember Hatfield to adopt Resolution No. 2021-18 authorizing the execution of a redevelopment agreement and granting a business subsidy. Motion carried.

8.B. Adopt Resolution 2021-19, Accept 2021 Downtown Reconstruction Project Feasibility Study
City Administrator Podhradsky introduced the item to the Council.

City Engineer Clark presented the item to the Council.

Councilmember Hubbard asked if parking is increasing with the added diagonal lots.

City Engineer Clark stated that parking is increasing.

Councilmember Hubbard inquired if a change of use requires the building to be sprinkled.

City Administrator Podhradsky provided further information regarding this.

City Engineer Clark continued his presentation of the item.

Mayor Windschitl commented that the construction schedule looks light.

City Engineer Clark replied that the size of the project allows for this.

City Administrator Podhradsky spoke further regarding the construction schedule.

Mayor Windschitl asked if there will be a walkway that would lead to the future undercrossing of Hwy 41.

City Engineer Clark stated that the issue with that is grade and explained the challenges of that further.

City Administrator Podhradsky provided additional comment regarding the walkway. He also detailed next steps in the project timeline.

Motion by Councilmember Hatfield, second by Councilmember Huang to approve Resolution 2021-19 accepting the feasibility study for the 2021 Downtown Street/Utility Reconstruction Project and Ordering the Public Improvement Hearing for May 3rd, 2021.

The Council and Staff discussed the reconstruction project timeline for future projects.

Motion carried.

9. Bills
9.A. Accounts Payable Council Roster 4-5-2021

The Council requested further information about bills on pages 33 and 43.

City Administrator Podhradsky provided further information regarding those bills.

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

10. Other Business
10.A. City Administrator's Report
10.A.i. Bi-Weekly Report 4-5-2021
10.B. Other Meetings
10.B.i. Receive the December 9th, and January 13th Planning Commission Meeting Minutes
10.B.ii. Draft Human Rights Commission Meeting Minutes 02/25/2021

Councilmember Grau:

- Reported that the Stuff the Bus event was amazing.
- Noted that Jackie Johnson has announced her retirement from the Eastern Carver County Community Education Recreation Advisory Board.
- Noted the Shade Tree Program order ends April 9th.
- Reported a reminder from a resident to check electrical lines coming into new houses after the ground settles.
- Reminded residents to continue safety precautions with COVID.
- Wished the Chaska girls basketball team good luck on Thursday at the quarterfinals.
- Asked when the median that was hit outside the Community Center will be fixed. City Administrator Podhradsky noted he will look into it.

Councilmember Huang:

- Noted the there is a food distribution event on April 15th at the old Gendey factory and that volunteers are still needed.
- Inquired if the City will be doing anything to mark catalytic converters on vehicles. City Administrator Podhradsky explained what the City has suggested residents to regarding this issue and stated they will discuss it at the staff meeting tomorrow.

Councilmember Hubbard:

- Asked when Canyon Road Park is slated to have playground equipment replaced. City Administrator Podhradsky stated he would check into it.

Councilmember Hatfield:

- Noted that it is National Minority Health Month.

City Administrator Podhradsky:

- Noted the joint School Board/surrounding city council meeting on Wednesday, April 14 at 7pm via ZOOM. Technical issues prohibited the recording of Mayor Windschitl's comment regarding this topic.

Mayor Windschitl:

- Noted the electric utility company was recognized for reliable electric service in 2020.
- Offered his condolences to the Swanson family regarding the loss of Jon.
- Noted the next Council meeting is April 19th.

11. Adjourn

Motion by Councilmember Huang, second by Councilmember Hubbard to adjourn the meeting at 9:22 pm. Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
April 19, 2021

1. Call to Order
The meeting was called to order by Mayor Windschitl at 5:30 pm.

Roll Call
Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, Grau, and Mayor Windschitl.
Absent: None.

Also Present: Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; Luke Melchert, City Attorney; Noel Graczyk, Administrative Services Director; City Engineer Matt Clark; Marshall Grange, Parks and Recreation Director; Nate Kabat, Assistant Administrator; and Matt Podhradsky, City Administrator.

2. CLOSED SESSION - City Administrator's Annual Review 5:30 to 7:00 PM
Under Minnesota Statute Section 13D.05 Subdivision 3(a) the City Council has the authority to conduct a closed session for the review of any employee under our direct supervision. The only topic of the discussion in this closed session will be the performance review of City Administrator Matt Podhradsky. The meeting will be taped, and the recording kept for three years, as required by the Minnesota Open Meeting Law. As is required by State Statute, a summary of conclusions regarding the evaluation will be given at the next open session of the Chaska City Council.

3. OPEN SESSION
Motion by Councilmember Huang, second by Councilmember Hatfield to reopen the meeting. Motion carried.

4.Pledge of Allegiance

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

6. Visitor Presentation
6.A. Recognition of the Chaska Hawks Girls' Basketball Team State Championship
Jon Summer, Chaska Athletic Director, recognized the recent state championship win by the Chaska Girls' Basketball Team and thanked the community for their support.

Coach Tara Siefert spoke about the hard work the team put forth throughout the year and thanked the community for their support. Co-captains Kelsey Willems, Kaylee Van Eps, and Mallory Heyer also thanked the community for their support.

The Council congratulated the captains and team on their championship.

6.B. Review of Last Year's EOC Operations
Fire Chief Tim Weibe provided an update of the EOC operations over the past year.

Parks and Recreation Director Grange shared an update on the Chaska Cares initiative.

Councilmember Hubbard inquired where the logo came from for Chaska CARES.

Parks and Recreation Director Grange shared how that came about.

The Council and Staff shared their thoughts on how the City came together during COVID.

7. Minutes
Motion by Councilmember Hubbard, second by Councilmember Hatfield to approve the minutes of the April 5, 2021 City Council meeting. Motion carried.

8. Consent Agenda
Councilmember Grau noted he is excited about the Cricket Pitch at McKnight Park.

Parks and Recreation Director Grange provided further detail regarding the Cricket club and incoming pitch.

Mayor Windschitl inquired about the chain link fence restrictions from the ordinance in item 8.D.

City Administrator Podhradsky gave explanation to those changes.

Motion by Councilmember Hubbard, second by Councilmember Grau to approve the Consent Agenda Items A through H:

A. Adopt Resolution 2021-21, Approval of State Premises Gambling Permit to Chaska Lions
   Motion to adopt Resolution No. 2021-21 approving the Chaska Lions request to conduct lawful gambling at the Crooked Pint Ale House, Chaska.
B. Wetland Replacement Plan for Harvest West 3rd Addition
   Motion to approve the wetland replacement plan for the Harvest West 3rd Addition.
C. Accept the Public Improvements in Chaska Bluffs 1st Addition
   Motion to accept the public improvements in Chaska Bluffs 1st Addition as municipal facilities and adjust the letter of credit accordingly.
D. Adopt Ordinance 996, Approving the Zoning Ordinance Amendment to Section 9.20 for Fences/City of Chaska/PC #2021-04
   Motion to adopt Ordinance No. 996 approving the Zoning Ordinance Amendment to Section 9.20 of the Zoning Ordinance (Fences) for decorative fences and fences enclosing swimming pools.
E. Adopt Resolution 2021-23, Bond Sale Reimbursement
   Motion to adopt Resolution 2021-23 relating to financing certain proposed projects and establishing compliance with reimbursement bond regulations under the Internal Revenue Code.
F. Installation of Cricket Pitch at McKnight Park

Motion to Approve the Park Board's Recommendation to have Public Works Install the Subsurface of a Cricket Pitch at McKnight Park.

G. Site Assessment Agreement Amendment regarding Lot Split/Consolidation for 3919 Bavaria Road (Bavaria Downs)
   Motion to approve amendment to Bavaria Downs Site Assessment Agreement.
H. Adopt Resolution 2021-24, Resolution in Support of a Pre-Development Grant Application to the Carver County CDA
   Motion to approve resolution in support of a pre-development grant application to the Carver County CDA.

Motion carried.

9. Action Items

9.A. Adopt Resolution 2021-22, Approving the Concept Plan for Cantissimo of Chaska/Anasazi Holdings, LLC/PC #2021-03

City Administrator Podhradsky introduced the item to the Council.

City Planner Hanson presented the item to the Council.

Mayor Windschitl asked for clarification regarding current setback requirements.

City Planner Hanson stated it is 125 feet and that the applicant wants to go to 100 feet.

Mayor Windschitl inquired if there is a chance Pioneer Trail could be widened in the future and therefore cause issue with this.

City Planner Hanson stated there is not concern and Carver County would have provided comment if there were concern and continued her presentation of the item.

Councilmember Grau asked if there are other solutions to align the roads due to the association's previous traffic concerns.

The Council and Staff discussed alignment options and issues, and City Planner Hanson finalized her presentation of the item.

The Council shared their thoughts on the concept plan.

Jennifer Thorson, applicant, shared further information regarding their policy and procedure with CPR.

Motion by Councilmember Huang, second by Councilmember Hatfield to adopt Resolution No. 2021-22 approving the Concept Plan for Cantissimo of Chaska (PC #2021-03). Motion carried.

10. Bills

10.A. Accounts Payable Council Roster 4-19-2021

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

11. Other Business
11.A. City Administrator's Report
11.B. Bi-Weekly Report 4-19-2021
11.C. Other Reports
11.C.i. Financial Reports – February 2021

Councilmember Huang:
- Noted the average grade point average for the Chaska Girls Basketball Team was 3.78.
- Reported that the Chaska Knowledge Bowl finished third in State.
- Reported 5 Chaska students made the All-State Honor Band.
- Noted last week was Severe Weather Awareness Week and encouraged residents to make sure they have adequate supplies for severe weather.
- Thanked Larry Harris, City Attorney, for his service and congratulated him on his retirement.
- Noted May 2-8 is teacher appreciation week and encouraged residents to reach out and thank teachers for their work.
- Reported the loop at the former Chaska Par 30 is coming along. City Administrator Podhradsky noted the grading will be done by mid-July and seeding will happen in the fall. He noted the goal is to start the Club House this fall.
- Provided SouthWest Transit updates.
- Shared his thoughts regarding the death of Daunte Wright and encouraged the residents of Chaska to do what they can to prevent this from happening again.

Councilmember Hubbard:
- Gave an update regarding the Steering Committee's meeting for Bicycle-Friendly Community Master Plan.
- Shared her thoughts regarding racism in light of the recent death of Daunte Wright.

Councilmember Hatfield:
- Noted this Thursday, April 22 is Coffee with a Cop at Dunkin Donuts.
- Noted Saturday, April 24 is National Prescription Drug Take-Back Day from 10am-2pm at Carver County Sheriff's Office.
- Noted the ZOOM Open House for the Hwy 41 construction project is on May 6 from 5-7pm and sign-ups are on the Hwy 41 project website.
- Thanked J & Ts Chaska Cleaning for their work.
- Shared her thoughts regarding holding law enforcement officers accountable to the highest standard.

Councilmember Grau:
- Reported he helped clean up Community Park and thanked City Staff for their help.

- Asked if there is a new concept plan for Founder's Ridge. Assistant Administrator Kabat gave a brief update regarding that plan.
- Noted the cement chunk referred to in a previous meeting is still sitting out. City Administrator Podhradsky provided more information regarding why it is there.
- Echoed the thoughts of the other Councilmembers and encouraged residents to be patient and to listen to each other and to be kind.
- Noted Jonathan Carver Parkway is under construction and is making it really difficult for school drop off and encouraged residents to plan for more time with drop offs/pick-ups due to the construction. City Administrator Podhradsky noted that the number of parents dropping off and picking up has increased this year and added to the traffic.

Assistant Administrator Kabat:

- Noted the Downtown Business Alliance will be at the next Council Meeting presenting their strategic plan.

Mayor Windschitl:

- Noted the City Spring Cleanup day is May 1 from 8am-2pm and that items should be taken to Athletic Park.
- Noted the Shredding Event put on by the Chaska Rotary is May 1 from 10am-1pm and pre-registration is required.
- Noted Christmas is May will be September 18.
- Asked how the Easter Egg hand-out went. Councilmember Hatfield stated it went well and gave a brief update.
- Noted the Council will meet on May 3 and May 17. The Council chatted about what Memorial Day events will occur.

11. Adjourn

Motion by Councilmember Huang, second by Councilmember Hubbard to adjourn the meeting at 9:26 pm.
Motion carried.