AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS
Wednesday, November 10, 2021
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
    5.A. Approve the Oct 13th 2021 Planning Commission Meeting Minutes
6. Consent Items
7. Action Items
    7.A. PUBLIC HEARING: Recommend Approval of the Conditional Use Permit Amendment for Total Loss at 525 Creekridge Drive/Total Loss/PC # 2021-07
    7.B. PUBLIC HEARING: Recommend Approval of the Preliminary Plat, Preliminary Site & Building Plan, and Rezoning for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08
    7.C. Recommend Approval of the Concept Plan for Rivertown Heights/DR Horton/PC #2021-18
8. Other Business
    8.A. Receive Other Meeting Minutes
        8.A.i. Receive the Oct 4th and Oct 18th City Council Meeting Minutes.
9. Adjourn

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CHASKA PLANNING COMMISSION
MINUTES
OCT 13, 2021

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

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

Members absent: None

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

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

4. Visitor Presentation
There were none.

5. Minutes
Motion by Commissioner Lacey, second by Commissioner Rylee, to approve the Minutes of the Sept 8th, 2021 Planning Commission meeting Minutes, as presented.
Motion carried.

6. Consent Items: None

Action Items:
7.A. Recommend Approval of the Preliminary Plat, Rezoning, and Sale of Excess City Land for Reserve at Autumn Woods/Lennar/PC #2021-16.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Brass asked if there would be any infrastructure in the parks or if it would just be a wooded area.

City Planner Hanson stated that the plans are not specific right now because they don't go through the park planning process until most of the development is filled in, so residents can be involved in the process. This way they make sure that the park is something that will be used and wanted by the residents.

Commissioner Brass asked about the Autumn Woods/Butternut Road improvements and whether they would be included with the motion in order to continue to work on it or if it was something separate that would yet by brought before the City.

City Planner Hanson stated that it will be separate but is something that they want to continue discussing down the road.

Commissioner Brass asked if there was a stone requirement in every house.

City Planner Hanson stated that will be up to the purchaser because the City does not have a stone requirement. The requirement is simply that they need to provide LP smart side or something similar on the front, but the sides can be vinyl.

Commissioner Rylee asked about construction traffic and wanted to make it clear that there will be no cut through traffic coming from the south and is all access off of Audubon.

City Planner Hanson stated that is correct and the intent is that everything will come in and out of one place.

Community Development Director Ringwald noted that in other places, the Commission has required, with the final plat, a construction traffic plan with the Final Plat submission, that shows the signage they will use and where it will be located. He stated that this is minor detail but is something that is very important for the neighbors.

Commissioner Rylee stated that traffic calming is very important for the community and asked about the process moving forward. He asked about the action items, hurdles, and who would be the makers.

Community Development Director Ringwald stated that there are two pieces. The first is inside the project and on that the applicant is showing what they can do, such as narrowing the road and looking at geometrics. The second would be the Autumn Woods piece where the City staff and the property owners as well as the Jonathan Association would need to sit down together and collaboratively work through things.

Commissioner Rylee clarified that the decision makers then are the City, Jonathan Association and the neighborhood and the developer has no obligations relative to traffic calming.

Community Development Director Ringwald confirmed that the developer would not have any obligations to traffic calming on the northwest side at Autumn Woods.

Commissioner Rylee noted that, for him, timing of the commitments is important for things like landscape screening and the turn lanes. He asked if there was any 'Achilles heel' issues from staff's standpoint with these items.

Community Development Director Ringwald stated that from the road construction up on Autumn Woods and Audubon he does not think so. He stated that he does not yet fully understand their construction methods for how they will grade the site and what utilities will need to be moved

around so he cannot speak to the landscaping piece but the applicant could possibly provide more clarity.

Commissioner Brass stated that Commissioner Rylee brought up a great point with regard to the turn lanes because if this is an 87 lot construction project. He stated that they may not put the turn lanes in immediately, but, for example, if 15 houses go in and they start to use the road and it is also being used as the construction road, it brings up a good question about what point they will build a turn lane. He asked if this can be constructed to withstand the construction traffic as well as serve as the turn lane.

Community Development Director Ringwald stated that this is a great question for the applicant.

Chair Dahlke opened the public hearing at 7:49 p.m.

Josh Metzer, Lennar Homes, 16305 36th Avenue N, Plymouth, introduced Whitney Baney and Jeremy who work at ISG, their engineering firm. He expressed his appreciation to City staff and Jeremy at the Jonathan Association, as well as Emily, Kip and Mark from the neighborhood. He stated that the plan before the Commission represents a lot of work that has gone on over several months. He stated that each floor plan has various exterior packages to choose from but noted that typically there is just one exterior that will not have stone, so the vast majority of the homes will have some sort of stone element. He stated that regarding the landscape buffer and the timing, it is hard to know when it will happen because part of this will involve improvements on Audubon with the right-out and most likely some lane widening and a median. He stated that buffer trees on the perimeter are put in by the development team and boulevard and individual lot plantings are put in by the home building team, as lots are completed. He stated that the landscaping buffer will go in before boulevard trees and individual lots. He stated that the turn lanes on Autumn Woods is tough and asked Whitney from ISG to weigh in.

Whitney Baney, ISG, explained that she performed the traffic study that was provided in the packet. She stated that something that could be done with the turn lane is to put it in, but not constructing it all the way to the final pavement lift right away because with the truck traffic the pavement will get beaten up. She stated that she would recommend going to the base or doing a milling over it so it can be widened but can still be transitioned. She stated that she would wait until traffic is essentially completed to bring it up to the final lift.

Emily Rome-Welter, 2887 Ironwood Boulevard, stated that she is one of the representatives from the neighborhood team along with Kip Dunkelberger and Mark Lundgren. She stated that this way there was representation from various streets that were working on this. She stated that the plan is dramatically different than when it started and has improved in all areas that the neighbors had raised. She stated that there were 7.5 hours of in person meetings with the City, the County, Lennar, and the Jonathan Association and she is hopeful that the result will be that the new people that move in with benefit from a terrific neighborhood with more open space and the neighborhood around it can also really support it. She stated that the areas of continued focus for the neighborhood will be the continued monitoring of the traffic calming. This is something they have also asked the City to keep an eye on and they will be looking to make sure that the things that have been planned inside the development along with things like the additional stop signs, lane narrowing, will function. The right-out is a really big deal that was the

function of the last several meetings and in partnership with everyone, and her understanding is that this is on the path to approval. She noted that there is a particularly affected lot that is on the corner of Butternut and Ironwood that belongs to the Madson family. She stated that it is a tough lot and Lennar has tried to do what they can but she would encourage continued mitigation for that family. She stated that, in general, there is a lot of support from the neighborhood and the conditions initially put in place by the Commission helped things reach this point.

Jeremy Landkammer Ely, 1368 Romeo Court, representing the Jonathan Association stated that he wanted to address the collaboration that has taken place in order to get this project to its current state. He stated that this process should be a testament to what can be done when conditions are set forth for developers as they go forward. He gave the example of what happened in the past with the Pioneer Point development when the City said that it was not their job to make someone join the HOA. He stated that they cannot force them, but they can say that it is important which is what happened in this situation. He thanked Commissioner Brass and Commissioner Rylee for helping set forth those conditions that got the project to this point.

There being no additional public comment, Chair Dahlke closed the public hearing at 8:02 p.m.

Commissioner Rylee stated that he would like to add some further conditions. He stated that the timing is important and would like conditional language that the turn lanes at Autumn Woods are constructed at the commencement of the construction. He stated that he would support them leaving the top few inches off. He stated that he also thinks the timing of the screening is important and could be done in anticipation of whatever will happen on Audubon with the widening and feels it is important that it is done at the outset along with a time period associated with it. He suggested that it be within one month of commencement of grading or something reasonable but it needs to happen before they dig the first foundation. He stated that he would like to provide some sort of specific criteria. He stated that he would also like to see a condition for the construction traffic plan defining the signing and routing and that there will be additional screening for the property referenced by Ms. Rome-Welter referenced at Butternut and Ironwood.

Commissioner Sailer asked for clarification of the request for screening along Audubon.

Commissioner Rylee stated that they have included a berm along the right-of-way line and as part of the landscaping plan have tree plantings in order to provide some screening and visual break-up for the area.

Commissioner Sailer asked if the concern was that if they had to move the berm they will just eat into the hill or relocate it and then replant.

Commissioner Rylee stated that he had heard that, but feels they have a very capable engineer who will know where Audubon is going to be before they start moving dirt.

Community Development Director Ringwald suggested that the condition be for prior to the first building permit rather than being tied to grading.

Mr. Metzer stated that it is subject to change, but right now, from the time they get a building permit to the time there is a certificate of occupancy and they are ready to have someone move

in, the timeline is 6 months. He stated that they can do building permit, but asked if the City would consider having it be from the first certificate of occupancy.

Commissioner Rylee stated that he would like to see it at the time of the building permit.

Commissioner Brass stated that he would be fine with the first certificate of occupancy because the reason for the turn lanes is because of the increased residents.

Chair Dahlke asked if the Commission would support constructing the lanes but not doing the final coat until constructive traffic is finished.

Community Development Director Ringwald stated that building the turn lanes should happen right away but they can hold off on putting down the wear course can happen as part of the development process.

Commissioner Sailer stated that he could support at the time of certificate of occupancy but is not opposed to time of building permit. He noted that may be a bit aggressive for overall timing.

Chair Dahlke stated that he would support at the time of certificate of occupancy because there won't be anyone living there until that time.

Commissioner Lacey noted that he would also support at the time of certificate of occupancy.

Commissioner Brass asked if there should be a timeline for the berm situation and if that should also be tied to the certificate of occupancy. He stated that even if that is the parameter for both the turn lanes and the berm, he would hope that the developer would actually do better than that and complete them before that time.

Chair Dahlke stated that this recommendation will add condition #25 to the construction traffic plan, #26 for tying the completion of the turn lanes to the certificate of occupancy, #27 for tying the completion of the berm to the certificate of occupancy, #28 screening plan for the north side of the Madson property.

Commissioner Sailer stated that there are a lot of outlots and in the narrative there is a table that describes the ownership and responsibilities. He noted that he wanted to verify that 5 of the 6 outlots will be under the ownership of the HOA but the infiltration basin will be the responsibility of the City.

Commissioner Rylee stated that in order to join the Commission he was interviewed by the City Council and he talked about the importance of sustained development and informed consent. He stated that he thinks the City got there with this project, however, the process that they got there was flawed which starts with Lennar. He stated that when dealing with in fill and redevelopment, the process to get to consent takes a lot of work and it has to start early. He stated that what Lennar brought to the City as a concept plan was really bad and it was traumatic to that neighborhood. He stated that kind of trauma, anger and distrust is avoidable and suggested that they start the process earlier next time. He stated that one thing they have heard is that the notification to the neighborhood was very limited and that the public meeting was within 2 weeks

of the concept plan presentation which didn't allow time to make changes to their plan based on the feedback from the neighborhood, before it was presented to the City. He stated that ultimately what that meant is that the concept presented to the Commission had absolutely no public participation. He urged Lennar to do better than that the next time they bring something to the City. He stated that this community has very intelligent, capable people and it is a credit to the neighborhood that this project has gotten to this point, but not every neighborhood will have this same group of individuals and the same issues they faced here will most likely show up in future in fill project throughout the City. He asked that Lennar not put it onto the neighborhoods to have to fight for these things. He stated that he thinks this project is a success story and reiterated that he is hopeful that they will come back to the City with something better next time.

Chair Dahlke stated that he agrees with the synopsis given by Commissioner Rylee on the process. He stated that he would like to thank Lennar and the neighborhood group for the way they moved through this process.

Commissioner Sailer commended the City and the HOA for also working together to get to this point.

Chair Dahlke stated that he believes staff always does a fantastic job but would say this project is a 'how to' course in how to come to a Preliminary Plat.

Commissioner Lacey commended all parties for being willing to communicate and collaborate.

Motion by Commissioner Rylee, Commissioner Sailer, seconded by to recommend to City Council approval of the Preliminary Plat for Reserve at Autumn Woods for a 86-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 1-6), prepared by Josh Metzer of Lennar, undated
    b. Title Sheet General Information (pg 1), prepared by ISG, dated July 6, 2021
    c. Typical Street Section and Details (pg 2), prepared by ISG, dated July 6, 2021
    d. Site Details (pgs 3-4), prepared by ISG, dated July 6, 2021
    e. Retaining Wall – Fence Plan and Details (pg 5), prepared by ISG, dated July 6, 2021
    f. Stormwater Basin Details (pgs 6-8), prepared by ISG, dated July 6, 2021
    g. Preliminary Plat (pg 9), prepared by ISG, dated July 6, 2021
    h. SWPPP Narrative (pg 10), prepared by ISG, dated July 6, 2021
    i. SWPPP Details (pgs 11-12), prepared by ISG, dated July 6, 2021
    j. Proposed SWPPP (Overall) (pg 13), prepared by ISG, dated July 6, 2021
    k. Proposed SWPPP (NW) (pg 14), prepared by ISG, dated July 6, 2021
    l. Proposed SWPPP (NE) (pg 15), prepared by ISG, dated July 6, 2021
    m. Proposed SWPPP (SW) (pg 16), prepared by ISG, dated July 6, 2021
    n. Proposed SWPPP (SE) (pg 17), prepared by ISG, dated July 6, 2021
    o. Existing Site & Removal Plan (pg 18), prepared by ISG, dated July 6, 2021
    p. Overall Site Plan (pg 19), prepared by ISG, dated July 6, 2021
    q. Autumn Woods Dr. Proposed Improvements (pg 20), prepared by ISG, dated July 6, 2021
    r. West Property Lot Comparison Exhibit (pg 21A), prepared by ISG, dated July 6, 2021
    s. Utility Plan (Overall) (pg 22), prepared by ISG, dated July 6, 2021
    t. Utility Plan (NW) (pg 23), prepared by ISG, dated July 6, 2021

u. Utility Plan (NE) (pg 24), prepared by ISG, dated July 6, 2021
v. Utility Plan (SW) (pg 25), prepared by ISG, dated July 6, 2021
w. Utility Plan (SE) (pg 26), prepared by ISG, dated July 6, 2021
x. Hydrant Coverage Map (pg 27), prepared by ISG, dated July 6, 2021
y. Grading Plan (Overall) (pg 28), prepared by ISG, dated July 6, 2021
z. Grading Plan (NW) (pg 29), prepared by ISG, dated July 6, 2021
aa. Grading Plan (NE) (pg 30), prepared by ISG, dated July 6, 2021
bb. Grading Plan (SW) (pg 31), prepared by ISG, dated July 6, 2021
cc. Grading Plan (SE) (pg 32), prepared by ISG, dated July 6, 2021
dd. Wetland Buffer and Signage (pg 33), prepared by ISG, dated July 6, 2021
ee. Traffic Control Plan (Signage) (pg 34), prepared by ISG, dated July 6, 2021
ff. Emergency Vehicle Access Plan (pg 35), prepared by ISG, dated July 6, 2021
gg. Restoration and Planting Plan (pg 36), prepared by ISG, dated July 6, 2021
hh. Planting and Utility Plan (Overall) (pg 37), prepared by ISG, dated July 6, 2021
ii. Planting Notes and Details (pg 38), prepared by ISG, dated July 6, 2021
jj. Overall Tree Preservation (pg 39), prepared by ISG, dated July 6, 2021
kk. Tree Preservation A (pg 40), prepared by ISG, dated July 6, 2021
ll. Tree Preservation B (pg 41), prepared by ISG, dated July 6, 2021
mm. Tree Preservation C (pg 42), prepared by ISG, dated July 6, 2021
nn. Tree Preservation D (pg 43), prepared by ISG, dated July 6, 2021
oo. Tree Survey A (pg 44), prepared by ISG, dated July 6, 2021
pp. Tree Survey B (pg 45), prepared by ISG, dated July 6, 2021
qq. Tree Survey C (pg 46), prepared by ISG, dated July 6, 2021
rr. Traffic Impact Analysis – Draft, prepared by ISG, dated July 1, 2021

2. Adherence with the City Engineer's Memo dated October 6, 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.
5. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.
6. Provision that all lot lines are outside of wetland areas and their required buffers.
7. Adherence to the City's Boulevard Tree Policy and local street section design.
8. Provision that boulevard trees are placed between the sidewalk and street.
9. Provision of adequate berming and landscaping along east edge abutting County Road 15 consistent with the preliminary landscape plan.
10. Provision of sidewalks on both sides of all local streets, including the easterly extension on Ironwood Boulevard to the Butternut Drive intersection.
11. Adherence to the following building setbacks:
    a. Front (house): 25 feet
    b. Rear: 25 feet
    c. Side (Landmark Series and Venture Series): 7.5 feet
    d. Side (corner): 20 feet
12. Adherence to the 125 foot centerline building setback from County Road 15.
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. 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.
17. Provision of a storm water management plan meeting City and Riley Purgatory BCWD standards.
18. Provision that adequate maintenance accesses are provided for the stormwater ponds.
19. Provision of an approved construction traffic plan by Carver County to be submitted at final submittal.
20. Direct right-out access onto County Road 15 (Audubon Road) shall be shown on the plans and receive approval by Carver County prior to recording of the final plat.
21. Right-out access to accommodate life safety for emergency service and to be coordinated with Engineering and City fire department.
22. Provision to include the Reserve at Autumn Woods development into the Jonathan Association.
23. Provision that the remaining park dedication requirements be provided in cash.
24. Provision that the monument sign adhere to zoning Section 10 sign regulations, and a sign permit obtained prior to installation.
25. Provision of a construction traffic plan including routes and signage to be submitted at final submittal.
26. Installation of turn lanes on Autumn Woods drive to be completed prior to issuance of first Certificate of Occupancy in Reserve at Autumn Woods, and with final ware-course on turn lane improvements to be installed after full construction of development.
27. Installation of berming on east side of Reserve at Autumn Woods to be completed prior to issuance of first Certificate of Occupancy.
28. Provision of adequate screening applied on the south edge of the site between Ironwood Boulevard and Audubon Road, and to show on the landscape plan for final submittal.

Motion carried.

Motion by Commissioner Brass, seconded by Commissioner Olson, to recommend approval of the rezoning of Reserve at Autumn Woods from Open (O) to Planned Residential District (PRD-79).

Motion carried.

Motion by Commissioner Olson, seconded by Commissioner Lacey, to recommend approval of the sale of excess City property south of Autumn Woods Drive and west of Audubon Road.

Motion carried.

8.Other Business

8.A. Receive Other Meeting Minutes

8 A.i Receive the Sept 13th and Sept 20th, 2021 City Council Meeting Minutes.

8 A.i.i. Receive the Sept 13th and Sept 20th , 2021 EDA Meeting Minutes.

8 A i.i.i. Receive the Aug 10th and Sept 14th , 2021 Park Board Meeting Minutes.

Chairperson Dahlke

- Fire and Ice is coming up this weekend.

9. Adjourn

Motion by Commissioner Brass, second by Commissioner Sailer, to adjourn the meeting at 8:30 pm.
Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
11/10/2021

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 250 vehicles on 2 acres of land during normal business operations and up to 450 vehicles on 2 acres of land during non-normal business operations

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

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.



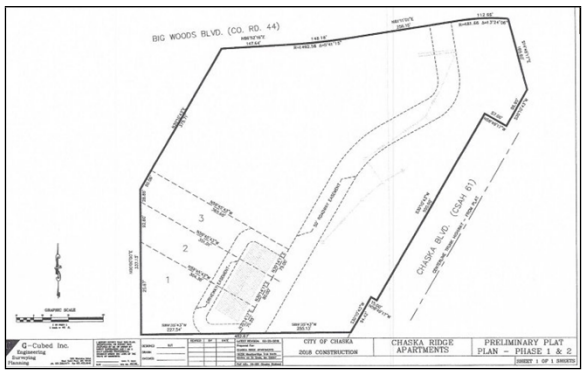
UPDATES SINCE MAY 12, 2021 PLANNING COMMISSION

On May 12, 2021, the Planning Commission reviewed the initial CUP Amendment for Total Loss. The Planning Commission made a motion to recommend denial on the application. The applicant decided to not go before the City Council, but rather Withdraw their request. Since that time, the applicant and City staff have been working together to come up with a solution that works for both sides. The application and permit language proposed this evening are the outcome of such meetings that the applicant and staff have had.

Major changes seen in CUP language:

- Distinction between normal and non-normal business operations
- *Normal Business Operations* pertains to when the business operates at or below the typical 250 vehicle storage on 2 acres
- *Non-Normal Business Operations* pertains to vehicle storage exceeding 250 vehicles on 2 acres (up to 450 vehicles) due to infrequent anomalies such as natural disasters or delays in state title work. This would only be allowed once every 3 years for a period of up to 3 months.
- Regulations for the temporary vehicle storage area (1 acre) on the west side of Creekridge Drive to allow for auctions, drop-off area, and storage of larger vehicles. This area is not an additional storage area to exceed the typical 250 vehicles or non-typical 450 vehicles allowance.
- Provision for the property owner to request from City Council the ability to exceed once every 3 years for the non-normal business operation. The City Council would be able to review such request, and may grant approval. This would be a provision that should be rarely used/requested, but there if needed.

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, 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 up to 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 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.

REQUEST

The applicant is requesting a Conditional Use Permit (CUP) Amendment to their original CUP approved in 1984 so that they can increase the allowance of cars stored on site to 250 cars on 2 acres of land during normal business operations, and to 450 cars on 2 acres of land during non-normal business operations. Normal business operations refer to the day-to-day business that Total Loss experiences. The non-normal business operations refer to an infrequent (traditionally every 3 years) influx of vehicles due to large bad weather storms occurring and/or when the State titling work gets delayed beyond the applicant's control. These non-normal business operations are meant to be temporary use of the business, and not an everyday occurrence.

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, the blue area, and the yellow area highlighted below. The tenant spaces on either side of Total Loss Brokers are privately owned under separate property owners. The yellow area below is a 1 acre area that is used for temporary storage; it is a display area for auctions, drop-off area for delivery of vehicles after hours, and a storage area for oversized vehicles that exceed the capabilities of Total Loss's moving equipment. The new CUP language proposed will now recognize that usage.



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 amount to 250 vehicles during normal business operations, and 450 vehicles during non-normal business operations on 2 acres of land. 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 an exception for the rare occasions (once every 3 years) when storage levels temporarily swell beyond their normal operating levels. According to the applicant 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 2 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 250 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. The new CUP

language will now address the normal storage levels as well as the anomalies (aka non-normal business operations).

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
In sum, the proposed CUP language will allow for the operation to continue as it is today, but give staff the enforcement capabilities should there be complaints or issues with the operation. If a complaint is received then it will be inspected/processed/mitigated accordingly. The request to increase the allowable storage of cars on site would not be detrimental to the public health, safety, comfort and general welfare as the proposed CUP language should cover the normal and non-normal business operations of Total Loss as it exists today. Again, the proposal is not to introduce anything new or additional to what is already happening on site. The proposal is to provide CUP language that better matches the existing operations, and will give the property owner and City staff the proper steps to appropriately address the non-normal business operations.

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 operation 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 under the new proposed CUP language. The proposed request is for the existing operation, not enlarging what is currently occurring. The proposed CUP language will now be reflective of such operations.

c) The applicant states that they believe the continuation of the outdoor storage at a maximum of 250 vehicles during normal business operations and 450 vehicles during non-normal business operations 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
The request to increase the CUP conditions to allow for 250 vehicles during normal business operations and up to 450 vehicles during non-normal business operations on 2 acres of land will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district under the new proposed CUP language. The use will remain the same as it operates today and will not be an enlargement of such.

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 site will remain primarily gravel so that if redevelopment occurs it is easier to do so.

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 staff is 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
The existing use will now be more encompassed under the new proposed CUP language. Because of this the use will be easier to understand and control from a zoning perspective.

Deadline for Agency Action
The City of Chaska received the complete application for this request on Tuesday, November 2, 2021. Pursuant to Minnesota State Statutes the City was to act on this request by Saturday, January 1, 2022 (60 days), however the City provided the petitioner with a written letter for an additional 60-day review period for further review. This additional review period has been extended to **Wednesday, March 2, 2022 (120 days)**. The City may, with the petitioner's consent, extend the review period beyond the Wednesday, March 2, 2022 date for an additional 60 days. Lastly, if the City denies the petitioners request "… it must state in writing the reasons for the denial at the time it denies the request."

PLANNING COMMISSION ACTION REQUESTED:
Motion to recommend approval of the Conditional Use Permit (CUP) Amendment to allow storage of up to 250 vehicles on 2 acres of land during normal business operations and up to 450 vehicles during non-normal business operations on 2 acres of land for the Total Loss site (525 Creekridge Drive), subject to the following conditions of approval:

NORMAL BUSINESS OPERATIONS

The City recognizes that Total Loss operates on a day-to-day basis subject to these conditions:

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 the fenced-in area on the east side of Creekridge Drive within which no more than 250 vehicles shall be stored.
3. In addition, vehicles may be stored temporarily outside the fenced-in area on the west side of Creekridge Drive on Total Loss Brokers land for the following purposes:
    a. As the Display Area for auctions for a period of 7-9 days per auction
    b. For the period of one week post-auction to allow for pick up by the buyers. Any vehicle sold in an auction and not picked up within one week post-auction will be moved back into the fenced compound storage area.
    c. As a Drop off area for the delivery of vehicles after hours.
    d. For oversized vehicles requiring moving equipment that surpasses the capabilities of Total Loss Brokers equipment.
    e. Vehicles must be located so as to not block traffic on Creekridge Drive and/or the driveway easement to access the other tenant's areas.
    f. The total temporary storage of vehicles outside the fenced-in area shall not be vehicles in addition to the 250 vehicle limit for the site.

NON-NORMAL BUSINESS OPERATIONS

The City recognizes that Total Loss experiences a storage increase of vehicles exceeding maximum standards as noted above on a non-frequent basis, which are a result of bad weather accidents and delays in State title work, and would be subject to these conditions:

1. A summary of the bad weather accident(s) and/or State title work delay that is creating storage in excess of 250 vehicles in the fenced-in area on the east side of Creekridge Drive but no more than 450 vehicles, known as an "Expansion", to be submitted to the City Planner prior to or at the same time that such excess of storage occurs, and would include the following information:
    a. An estimate of the number of vehicles in excess of the maximum vehicles permitted in the CUP which the property owner anticipates will be on the property at any one time.
    b. An estimate of the duration, specified in days, of the time period for which vehicles in excess of the maximum permitted by the CUP will be on the property covered by the CUP.
    c. A diagram showing where the excess vehicles will be stored on the property subject to the CUP.
    d. An action plan describing how the property owner will work to reduce the excess vehicles during any storage increase in excess.
2. As soon as an Expansion occurs, the property owner will provide the City with a written update every two (2) weeks that includes; the current number of vehicles stored on site, the number of vehicles stored in the unfenced area (if any), and the estimated number of vehicles available to be sold in the next auction.
3. Written notification will be given from the property owner to the City when the amount of vehicles falls at or below the 250 vehicle maximum.
4. These Expansions are to occur on a non-frequent basis; no more than one (1) Expansion is allowed every three (3) years; for a period to last no more than 3 months at a time; measured from the first day of the preceding Expansion prior to the current expansion being sought by the property owner.

5. In the event of a catastrophic event, which would exceed Condition #4 (Non Normal Business Operations), the property owner may request to the City Council the ability to exceed said condition. The property owner must supply to the City Council the "reason for the request" and must supply the information noted in items 1a-d noted under Non-Normal Business Operations. The City Council may approve said request. No additional Expansion may occur without the authorization of the City Council. It is the expectation of the applicant and the City that this provision would be rarely, if ever, utilized as the conditions for such utilization have not previously occurred.

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?

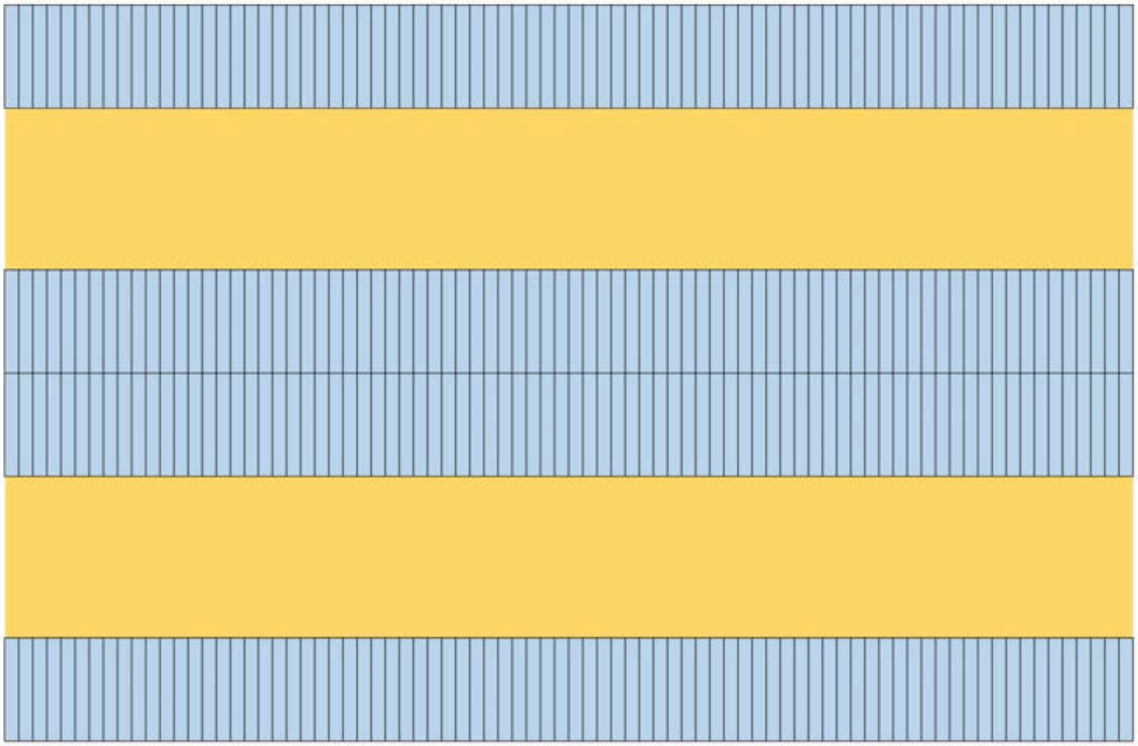
Based on the math provided by the City staff, a typical parking space is stated to be 9'x18', or 162 square feet. 150 vehicle spaces use 24300 square feet, or .56 acres. Considering our current set limit of a 2 acre lot, the remaining 62820 square feet, or 1.44 acres is then unused open space.

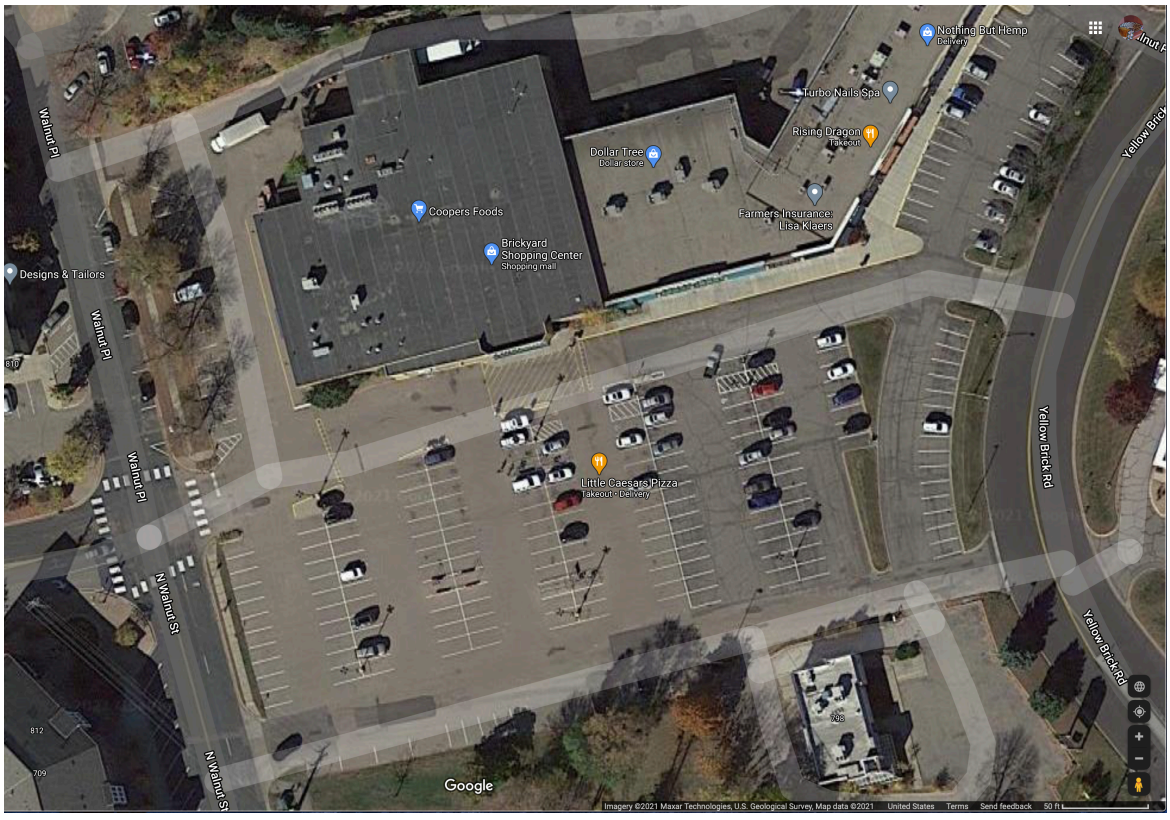
Our fenced lot currently has approximately 150 vehicles parked in a ring formation inside the fenced lot, and the entire remainder of this lot is wide open space. If you could imagine moving the fence inwards towards the center of the lot by 18' on all sides, there is that much open space.

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
Walnut Pl
Walnut Pl
N Walnut St
N Walnut St
Little Caesars Pizza
Takeout · Delivery
Yellow Brick Rd
Yellow Brick Rd
Yellow Brick Rd
810
812
709
708
Google
Imagery ©2021 Maxar Technologies, U.S. Geological Survey, Map data ©2021
United States
Terms
Send feedback
50 ft

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.

City of Chaska
Planning Commissioners and Planning Staff,

The information contained in the 29 page booklet I prepared earlier this year is still accurate, and the information contained below is a synopsis of the progress and combined effort of the Planning Staff and I to accomplish satisfactory Special Use Permit language the City of Chaska and Total Loss Brokers are in agreement on.

During the Planning Commission meeting, after the public discussion portion closed, I had information to share when some of the commissioners raised pertinent questions during the Commissioner discussion period that I could have answered. I also wished to give the Planning Commissioners permission to amend the application during the session.

After the Planning Commission meeting concluded, we chose to withdraw our Special Use Permit application on May 14, 2021 to enter into a negotiation process with the Planning Staff.

We have since met with the Planning staff on a few occasions to engage in a process of tailoring the language contained in the Special Use Permit to balance the safeguards the City is seeking, and permissions our company is seeking to maintain a sustainable business lawfully.

We crafted a Special Use Permit that contains provisions for Normal Business levels, and allows for 250 vehicles to be stored on the original 2 acre fenced portion of Outlet A.

We have a second portion for Non-normal Business levels, that allows for “Extension” increases due to circumstances beyond our control such as weather related catastrophes and State Title transfer delay issues.

These “Extension” periods have restrictions in frequency and volume, reporting requirements, and would allow for 450 vehicles on a temporary basis.

We were also able to include a section for petitioning the City Council should the need for an “Extension” arise when catastrophes or Title transfer delays occur more than the allowed (1 in three years) conditions set forth in the Non-Normal Business section.

We believe what we now have is an agreeable Special Use Permit that was crafted to encompass the needs of our business and the needs of the City of Chaska. We would ask to utilize the diagram exhibit provided by Planning Staff, attached for reference.

Thank you for your careful consideration,

Sincerely,

Daniel Lysholm

Total Loss Brokers

CONDITIONS OF APPROVAL:

NORMAL BUSINESS OPERATIONS

The City recognizes that Total Loss operates on a day-to-day basis subject to these conditions:

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 the fenced-in area on the east side of Creekridge Drive within which no more than 250 vehicles shall be stored.
3. In addition, vehicles may be stored temporarily outside the fenced-in area on the west side of Creekridge Drive on Total Loss Brokers land for the following purposes:
    a. As the Display Area for auctions for a period of 7-9 days per auction
    b. For the period of one week post-auction to allow for pick up by the buyers. Any vehicle sold in an auction and not picked up within one week post-auction will be moved back into the fenced compound storage area.
    c. As a Drop off area for the delivery of vehicles after hours.
    d. For oversized vehicles requiring moving equipment that surpasses the capabilities of Total Loss Brokers equipment.
    e. Vehicles must be located so as to not block traffic on Creekridge Drive and/or the driveway easement to access the other tenant's areas.
    f. The total temporary storage of vehicles outside the fenced-in area shall not be vehicles in addition to the 250 vehicle limit for the site.

NON-NORMAL BUSINESS OPERATIONS

The City recognizes that Total Loss experiences a storage increase of vehicles exceeding maximum standards as noted above on a non-frequent basis, which are a result of bad weather accidents and delays in State title work, and would be subject to these conditions:

1. A summary of the bad weather accident(s) and/or State title work delay that is creating storage in excess of 250 vehicles in the fenced-in area on the east side of Creekridge Drive but no more than 450 vehicles, known as an "Expansion", to be submitted to the City Planner prior to or at the same time that such excess of storage occurs, and would include the following information:
    a. An estimate of the number of vehicles in excess of the maximum vehicles permitted in the CUP which the property owner anticipates will be on the property at any one time.
    b. An estimate of the duration, specified in days, of the time period for which vehicles in excess of the maximum permitted by the CUP will be on the property covered by the CUP.
    c. A diagram showing where the excess vehicles will be stored on the property subject to the CUP.
    d. An action plan describing how the property owner will work to reduce the excess vehicles during any storage increase in excess.
2. As soon as an Expansion occurs, the property owner will provide the City with a written update every two (2) weeks that includes; the current number of vehicles stored on site, the number of vehicles stored in the unfenced area (if any), and the estimated number of vehicles available to be sold in the next auction.
3. Written notification will be given from the property owner to the City when the amount of vehicles falls at or below the 250 vehicle maximum.

4. These Expansions are to occur on a non-frequent basis; no more than one (1) Expansion is allowed every three (3) years; for a period to last no more than 3 months at a time; measured from the first day of the preceding Expansion prior to the current expansion being sought by the property owner.
5. In the event of a catastrophic event, which would exceed Condition #4 (Non Normal Business Operations), the property owner may request to the City Council the ability to exceed said condition. The property owner must supply to the City Council the "reason for the request" and must supply the information noted in items 1a-d noted under Non-Normal Business Operations. The City Council may approve said request. No additional Expansion may occur without the authorization of the City Council. It is the expectation of the applicant and the City that this provision would be rarely, if ever, utilized as the conditions for such utilization have not previously occurred.


44
61
Creekridge Dr
Temporary Display Area; west of Creekridge Drive
Fenced-In Area; east of Creekridge Drive
61

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
11/10/2020

Subject: **Oak Ridge – Preliminary Site & Building Plan, Preliminary Plat & Rezoning**

Applicant: RCS-RCA Oak Ridge LLC

Location: 1 Oak Ridge Drive; west of Highway 41, North of Twin Cities & Western Railroad

Case No.: 2021-08

Synopsis: Applicant seeks to obtain approval of a preliminary site & building plan, preliminary plat and rezoning for the preservation of the Oak Ridge Conference Center, multi-family residential, and a Costco on 67 acres on the Oak Ridge property

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

In December 1987 the Concept Plan, Rezoning, Preliminary Plat and Final Plat for the IDS Learning Center facility was approved. This approval showed the construction of a learning center building totaling approximately 170,000 square feet in floor area, with a total build-out of 199,000 square feet. The building has ultimately shifted from the IDS Learning Center to its current use as the Oak Ridge Hotel and Conference Center. The area surrounding the conference center has remained undeveloped for years.

The Concept Plan for Oak Ridge was approved in March 2020. At this time the concept plan proposed the preservation of the conference center, a new multi-family apartment on the northwest portion of the site, a new senior housing campus on the south portion of the site, and a new commercial building on the east side of the site.

In May of 2020, an Environment Assessment Worksheet (EAW) was prepared and published in the Environmental Quality Boards publication for public comments. Comments were received and responses have been provided to staff for review and finalization of the EAW document and negative declaration. The negative declaration for an EIS was approved in August 2020.

In August 2021, the Concept Plan Amendment was approved. This included a revision to the senior campus site to be multi-family residential, and a revision to the northwest multi-family apartment site to be a stormwater pond.

The development team and the city have been working with MnDOT for over two years to ensure that the access to (and from) this site is safe and efficient. The review of these designs also considered the "upstream" and "downstream" impacts along TH 41. Additionally, the design options and ultimately the MnDOT preferred design (a roundabout @ Peavey as shown on the site plan) have been reviewed by all of the MnDOT functional groups, not only in their Metro Office, but also the State Office in Saint Paul.

Tonight we are moving forward with the preliminary site plan for the existing conference center, the new multi-family residential, and the new Costco. Preliminary Plat and Rezoning will also be done for the entire Oak Ridge site.

COMPREHENSIVE PLAN

The 2040 Comprehensive Plan recently got adopted and guides the subject property as Mixed Residential. The Mixed Residential designation in the Comprehensive Plan is designed to create land uses for residential, commercial, office, park, civic, and open space. The plan proposed is consistent with this.

CURRENT REQUEST

The request is for Preliminary Site & Building Plan, Preliminary Plat and Rezoning for the preservation of the Oak Ridge Conference Center, multi-family residential proposed by Continental, and a Costco on the Oak Ridge property. A new highway access is proposed on the northeast corner of the site to connect into Highway 41 in addition to the existing Highway 41 access in the middle of the site remaining.

Project Goals. The applicant stated their project goals as:

- Fully develop the +/- 67 ac. of the Oak Ridge Conference Center property, under the original vision that was established for the property to be an active community hub.
- Expand the tax base of Chaska by providing a higher land values and opportunities for employment growth.
- Preserve the unique environmental features of the site.
- Assure the Oak Ridge Center Facility is a viable business.
- Adhere to the general guidelines of the Chaska Comprehensive Plan and PMD 4 zoning.
- Provide an area for workforce or market-rate apartments to meet the demand of Chaska's growing work force.
- Enhance the aesthetic image and safety of the Highway 41 corridor.
- Enhance the trail system through the development and have key connection to the public trail system.

Site Data

Existing Use:	Hotel/Conference Center and the remaining area as Vacant
Comprehensive Plan:	Mixed Residential
Zoning:	PMD-4 (being rezoned)
Floor to Area (FAR):	0.75
Building Coverage:	Max 30%
Size:	66.8 acres
Steep Slopes:	South, West and North sides of property

Vegetation:	Vegetation occurs mainly along the south, west and north sides of the property
Wetlands:	Southwest area of site
Shoreland:	50 feet from ordinary high water mark of Chaska Creek
Utilities:	All utilities are available to service property
Road Access:	Highway 41

Surrounding Area			
Direction	**Existing Use**	**Comp Plan**	**Zoning**
North	Big Woods Lake & Light Industrial	Open Space/Industrial	Park & Industrial
East (across TH 41)	Industrial	Industrial	Industrial
South	Twin Cities & Western Railroad, and Senior Housing	Mixed Residential	PRD
West	McKnight Lake & Rural Residential	Open Space/Rural Residential	Park & RR-2

Existing Conditions. The property was developed into the existing 171,000 square foot hotel and conference center back in 1987. There are 222 parking spaces. The conference center was set into the hillside along Lake McKnight to take advantage of the lake views and to set the building back into a somewhat secluded area of nature. The original intent of this development was to make this site a corporate retreat, so seclusion was a key component in the original design. The conference center is designed to look like an institutional facility as you approach the building from highway 41, but the lake side of the building has the stunning floor to ceiling glass wall to bring a part of the natural scenery into the complex.

Steep slope areas comprise about +/- 11.3 acres of the property and leave only 55.5 acres of developable land mainly along highway 41. As noted above, vegetation mainly exists along the south, west and north areas of the site.

Access to the site is currently served by one access point from Minnesota Highway 41 just off the curve of the bridge across the railroad.

The 3 Lots. For the purposes of review, we will break down the site into the 3 lots as shown in the Preliminary Plat. The 3 lots are: Lot 1, Block 1, the Oak Ridge Conference Center/Hotel; Lot 2, Block 1, for Costco; and Lot 3, Block 1, the Multi-Family Residential use proposed by Continental. Further below will be an overall section on the development looking at the shared elements of the site and the elements that effect the development at large.

1. Lot 1, Block 1: Oak Ridge Conference Center/Hotel (~23 acres). The Oak Ridge Conference Center/Hotel building is planning to remain, however, they have "closed their doors" as of September 23, 2020. The building is currently vacant, and there is no identified end user for the building at this time. The building is approximately 171,000 square feet in size and has 222 parking stalls. The only noticeable change for this site is the orientation of parking in front of the building. Parking will be realigned/added on the north,

northeast, east, and south areas of the building. They are proposing a total of 306 parking stalls with the new parking improvements that the facility would have access to.

Staff notes:

- Comprehensive Plan. The conference center/hotel use complies with the comprehensive plan.

- Parking. The proposed hotel/conference center would meet the need for the former use of the building as a hotel/conference center, where 294 spaces are required by code. The applicant has iterated in previous discussions and studies that the conference center could change in use in the future, specifically for office use. If that were to occur then changing a 171,000 square foot building to solely office would require 684 parking stalls, which well exceeds the 306 parking stalls proposed on this site. The applicant has completed a traffic study stating that a three-story parking ramp could be constructed to provide the site a total of 566 parking stalls, which is still below the 684 parking stall requirement. Staff's recommendation would be that the conference use needs to remain in the zoning until a determined end user is identified, as the exact parking provision needed and required circulation for the site is still undetermined at this time. If the use of Oak Ridge Conference Center/Hotel were to change in the future, the owner would have to go through the necessary rezoning and site plan approvals applicable. A conditional use permit (CUP) would also be required if a parking ramp were pursued.

- Parking Lot Entrances. In the concept plan it was iterated that the entrances into the new Oak Ridge parking lot layout need to line up with adjacent parking lot entrances on the site. The applicant has made this change in their preliminary site plan. The main entrance into the Oak Ridge parking lot will align with one of Costco's parking lot entrances. The other parking lot entrances proposed for Oak Ridge do not appear to be in conflict with traffic circulation on the site. The entrance location, size and configuration would appear to be adequate for the existing use on this site.

- Landscaping and Landscape Islands. The table below indicates the landscaping requirements for this site and how the applicant meets or does not meet them:

LOT 1, BLOCK 1 LANDSCAPING		
	Required	**Proposed**
Overstory Trees	534 caliper inches	188 caliper inches provided (166 trees) + 1,149 caliper inches existing = 1,350.5 caliper inches
Understory Trees	16	23
Shrubs	570	313

Based on the above, the landscaping provided for the existing building is more than sufficient. The shrub count is below the required threshold, however, the existing trees and provided trees more than make up for this discrepancy.

With the new orientation of the parking lot there are a couple new parking areas being created. With that, landscape islands are required for all newly created parking lots. The northerly and southerly added parking lots have incorporated parking lot islands that well exceed ordinance requirements.

- Lighting. The new parking layout will incorporate new lighting within it. The parking lots are proposing light poles at 30 feet high, which is within ordinance requirements for this site. In addition, light foot candles and fixtures will meet ordinance.

2. Lot 2, Block 1, Retail Site for Costco (~16 acres). The Costco site is shown on the east portion of the site shows a building of approximately 164,500 square feet in size that abuts Highway 41. The use of the building is a member-only warehouse (quasi-retail) user with a liquor store. In addition, they are also proposing a fuel station just northerly of the main building. Costco will bring approximately 150-200 both full time and part time employment opportunities. The large retail building is positioned adjacent to Highway 41 similarly to other big box retail in the area. It should be noted that the orientation of the building has changed since concept plan. The location is still in the same spot, however, the front of the building now faces north instead of west. The building was located based off existing grades and access points and positioned to hide it from lake views of adjacent or cross lots. Though strategic, the elevation relief between access is approximately 30 feet and the large retail building will require retaining walls and significant landscaping along Highway 41 to restrict views of the parking area from both Big Woods Lake and Highway 41.

Staff notes:

- Comprehensive Plan. The member-only wholesale (quasi-retail) use complies with the Comprehensive Plan.

- Building Materials/Design. The proposed building will be approximately 164,500 square feet in size, and approximately 31 feet in height at its highest point. The shape of the building is mainly rectangular but will have some recessions and protrusions in the front façade (north elevation) to provide for more interest. In addition, the architecture of the building incorporates a high level of details to tie into typical buildings found in Chaska as well as the palette found in the existing conference center building. The materials selected for this design respond to the larger scale of the building with appropriately proportioned structural brick units for appearance and constructability. The design is grounded with structural brick, reflecting the color of Chaska brick, comprising 42% of the building façade and is detailed with the use of limestone veneer and half-height split-face concrete masonry units to add texture and visual interest. Detailed vertical and horizontal articulation are represented through color, corbelling, soldier coursing and textured banding while larger scale movements are represented through the use of parapet steps and variable brick massing heights. The remainder of the façades are comprised of high-quality architectural metal panels in two colors

complimentary to the brick and masonry. The warehouse entry is a focal point to the site and the design incorporates pedestrian scaled detailing and the use of glass.

The City of Chaska has certain building design and material requirements for commercial buildings. A portion of it is stated as follows:

"Office, Commercial, Public and Institutional buildings shall use at least three (3) Class I materials and shall be composed of at least seventy (70) percent Class I materials and shall not exceed thirty (30) percent Class II or Class III materials."

Building Materials	
Class I	Glass, brick, Architectural Metal Paneling (2 colors), and Limestone (97%)
Class II	Concrete Panels (3%)
Class III	Not provided
CLASS I REQUIRED	70%; three different materials
CLASS II REQUIRED	Shall not exceed 30%
CLASS I PROVIDED	97%; four different materials
CLASS II PROVIDED	3%; one material

Based on the above, the building is meeting the commercial standards. It should be noted that the structural brick proposed is a utility brick. By ordinance this is considered a Class II material (modular brick is Class I), however, staff is amenable to this type of brick being used on this size of building as it is more scale-appropriate, and the use of the building is more reminiscent of industrial/warehousing where such material is more acceptable. Similar scaled buildings, Super Target and Home Depot, also applied this type of brick so it would not be out of the ordinary of what is already seen in the community.

- Fuel Station. A fuel station is proposed on the northeast corner of the site. This fuel station will be accessed through the proposed parking lot of Costco. A warming hut with restroom will be provided for the fuel facility attendants. It should be noted that there is no convenience store proposed for the fuel facility. The fueling facility will initially provide for four islands with 12 dispensers allowing for 24 pumping locations. The fueling facility area has been designed with room to extend the islands if needed in the future, which will allow an expansion of four more pumps providing for an additional 8 pumping locations. In the ultimate configuration the fueling facility will provide a total of 32 pumping locations. The fuel canopy will be designed to match the principal building by incorporating Chaska colored brick on the support structures.

- Outdoor Gathering Place. These large retail areas are enhanced by having well placed and designed outdoor gathering places (someplace to take a break or eat your lunch). The plan is showing an outdoor gathering place on the northeasterly side of the building that will be encompassed with a picnic table, benches and landscaping.

- Loading Dock. There is a loading dock proposed on the northeast portion of the building. This portion of the building is more exposed to the Highway 41 edge. The loading dock will be gradually recessed into grade approximately 4 feet. A 3.5 foot screen wall will sit above this recession to provide for additional screening. Berming is also proposed on the east edge of the property (up to 7 feet high near the loading dock area) that will help screen the parking lot and loading dock areas. A site section drawing shows how the berm and landscaping will provide adequate screening to the loading dock area. If the berming cannot be completed as shown (due to the berming being in MnDOT ROW and their requirements may modify this area differently), then this screen wall will have to be compensated appropriately to screen the trucks.

- Screening along Highway 41. Because of the high visibility from Highway 41 the building will have to provide a high level of landscaping and screening on this edge to help soften up the building and the parking lot. A mixture of articulative architecture and landscaping/berming will be important. The plans are showing the inclusion of a berm ranging in height up to 7 feet tall as well as a mixture of evergreen trees up to 12 feet tall. A section drawing shows how the berm and landscaping will provide adequate screening from the highway for the loading dock, parking, and the generator compactor area. As stated before, if this berm is not able to be implemented as proposed then more height compensation has to take place with the loading dock screen wall.

- Landscaping and Landscape Islands. The table below indicates the landscaping requirements for this site and how the applicant meets or does not meet them:

LOT 2, BLOCK 1 LANDSCAPING		
	Required	**Proposed**
Overstory Trees	1,028 caliper inches (284 trees)	725 caliper inches (166 trees) + 17.5 caliper inches (7 ring road trees added) = 742.5 caliper inches
Understory Trees	71	71
Shrubs	548	1,605

According to the table above the applicant is insufficient in meeting the overstory requirement on this lot. However, the applicant has generally maxed out every green area of the site. The applicant has also provided larger plantings (thirty-five 12' evergreens) in order to try to compensate for the insufficiency. This size of building (over 24 feet in height) requires double the landscaping as it is considered a two-story

building. If the building was a "one-story" building, then the proposed landscaping would exceed the requirements of code by 211 caliper inches. The landscape ordinance is a sliding scale so the larger the building the larger the landscaping requirements; the other site requirements get larger as well (ie. parking, ponding, utilities). In regards to that, it becomes more challenging in trying to balance out all the required elements. Rather than squeezing additional landscaping onto the site purely to meet the numerical requirement, the applicant has looked at the landscape plan holistically to see what works for the property and the intent of the ordinance. As such they focused on a dense landscape design and placed the larger trees around the perimeter of the property, specifically along Highway 41 and along the rear of the main building. There doesn't appear to be other areas of opportunity that can be explored to place more trees on the site, and it appears that the applicant has put their best foot forward in order to get close to the landscape requirements. Because of this staff is comfortable with what is shown for landscaping. It should be noted that Costco is willing to place trees within the right-of-way (ROW) of Highway 41 if MnDOT would be acceptable to this. If so, it will allow for more plantings to enhance the site.

Landscape islands will also be incorporated throughout the parking lot of the site (proposing 10% of parking area). The planting islands meet the City's planting island requirement to provide at least 10% of the parking area for such.

- Parking. parking spaces are proposed as a part of Lot 1, Block 1's site plan. The following chart summarizes the overall parking demand on the site, based on the approximated sizes of the conceptual uses.

Uses	Approx. Size	Code Req.	Est. Parking Req.
Retail	164,545 sf	1ps/200 sf (5ps/1,000 sf)	823 parking spaces
		REQUIRED	**823 parking spaces**
		PROVIDED	**779 parking spaces**

According to this table the applicant is not meeting the required amount of parking spaces needed for a retail use. However, Costco is a member-only warehouse (quasi-retail) and is not the same as other big box retailers (i.e. Super Target). Staff has done numerous field studies at other twin cities' Costcos to understand the parking need appropriate for this type of use. Staff visited the Eden Prairie, Saint Louis Park, and Eagan Costcos over a period of time and at various times of days (week days/evenings and weekends). The conclusion showed that these stores averaged out to use a maximum of 3.4 parking stalls per 1,000 square feet of building space. The proposed Chaska Costco is showing 4.7 stalls per 1,000 square feet. Because of this staff is very comfortable with the parking provided even though it falls slightly short of the parking code requirement for a typical retailer. The proposed zoning for this site will reflect a member-only warehouse as a permitted use and not a general retailer.

- Retaining Walls. There are several retaining walls proposed around the perimeter of the Costco site. The reason for this is due to the significant grade change that occurs in the northeast portion of the site, as well as providing a safe and level approach for the new private loop street, and intersection/development entrance at Peavey Road and Highway

41. The most significant of the retaining walls is located on the northeast corner of the Costco site that faces Highway 41 and the private loop street. At its tallest point it will be 24 feet tall. It will taper in height as it wraps around on the corner on both sides. Tiers will be provided to help break up the massing appropriately and meet the City's retaining wall ordinance. In addition, landscaping (trees and shrubs) will be adorned around the perimeter to help soften the edge. The wall will be made of modular concrete block, which is consistent in all retaining walls proposed on site. The northeast corner of the wall will also be the location for development signage. In sum, the retaining walls will meet the City's ordinance.

- Cart Corral. Cart corrals have been delineated on the Costco site plan. The carts are collected throughout the day, and all carts will be brought inside the building at the end of the day. There will be no overnight storage of carts.

- Lighting. The lighting plan shows the inclusion of light poles in the parking lot at 36.5 feet in height. The lighting ordinance only allows a maximum of 35 feet in height. The final plans will have to reflect a lighting plan that meets this requirement.

- Mechanical Equipment Screening. Screening of rooftop units is achieved with building parapets. Site sections have been provided to depict the line of sight taken from the opposite side of the roads to reflect that rooftop units will be screened. After construction, should a small portion of a roof top unit be visible, the applicant states that the unit will be painted to match the wall directly adjacent. The operation and placement of the building on the site locates the side of the load dock, the compactors and transformer along Hazeltine Boulevard (Truck Highway 41). To screen the visibility of these elements, the landscaping has been thoughtfully designed and sections from Hazeltine have been provided to reflect this condition.

- Signage. Free-standing monument or pylon signs are not proposed by Costco as they prefer to rely on the building wall and fuel facility canopy signage to identify the property and store. Wall signage is intentionally located and sized proportionally to the façade for off-site visibility and on-site directional cueing. Signage size and locations are depicted on the architectural elevations and architectural site plan. There will be two development signs at both Highway 41 vehicle entrances into the Oak Ridge development that Costco could utilize should the opt for monument signage.

4. Lot 3, Block 1, Multi-Family Residential by Continental (~28 acres). This area will consist of 280 units of market-rate dwelling units. The 280 units would be spread across 14 residential buildings at two-stories tall (20 units per building). There will be a variety of unit types with a total of 28 studio, 112 one-bedroom, 112 two-bedroom, and 28 three-bedroom units. Residents will have the choice between attached/direct-access garages, detached garages, or surface parking to fit their vehicular needs. In addition to the 14 residential buildings, the site will also offer a 4,630 square foot clubhouse, car care area, pet areas, and storage lockers. The development shows access off of the proposed private internal roadway that will loop the other uses of Oak Ridge out to Highway 41. The clubhouse is situated towards the main vehicle entrance off the loop road on the northeast portion of the site. The clubhouse will offer a fitness center, employee offices, indoor gathering space, and outdoor pool.

This area will be known as the "Springs at McKnight Lake".

Staff notes:

- Comprehensive Plan. This multi-family use meets the Comprehensive Plan.

- Building Materials/Design & Housing Diversity. The 14 residential buildings proposed are all two stories in height with 20 units in each. The materials proposed will be a mix of Hardie siding, brick masonry and glass. The applicant is showing that a Chaska brick color will be the masonry used on all buildings to better fit into the community, including the clubhouse building. Four color schemes are proposed among the buildings. An exhibit also shows how these color schemes will be organized on site. These buildings, by definition, are not required to meet certain Building Design and Materials as defined in ordinance, however, the applicant has provided plans/materials that do meet ordinance for multi-family.

  It was noted during the Concept Plan Amendment for this project that there is a Housing Policy in the City's comprehensive plan that states *"Continue to encourage limiting the number of townhouses of any one product line to approximately 75 units. Historically, townhouse projects in Chaska have limited their product lines to below this number, due to the smaller size of the parcels that were available. This limitation has helped provide the community with a variety of housing styles and prices and made the associations less vulnerable to downturns in any one product line due to changes in the buying pattern of the general public."* This policy has been consistently maintained in other townhouse-styled communities of Chaska, with approximately 75 or more units from the same development, can be seen mixed with other very different housing styles (ie. different townhouse designs, detached villas, rowhomes, single-family, apartments, etc).

  The style of these buildings and development reads very much as a townhouse styled product, with the individual exterior entrances and exterior corridor areas as opposed to an internal corridor/spine. Because of this, staff would interpret that the housing policy noted above would apply. In order to achieve the above, the development would have to integrate additional, and different, residentially designed products within the 280 units.

  The applicant has used the time after Concept Plan to work on the various designs for the buildings so that they read different from each other. The applicant has provided four different designs, as well as four different color schemes to differentiate the clusters of buildings (not one design will exceed the 75 unit threshold). They are known as Contemporary, Craftsman, Ranch, and Prairie. See below on how these various types will be organized and designed.



Building Scheme – Contemporary:



Most similar to the Clubhouse, the contemporary scheme draws on a large percentage of Chaska brick, contemporary panel siding and metal roof accents. The blues and grays echo the sky and waters of McKnight Lake and the white trim and garage doors adds contrast while providing clean and fresh look.

Building Scheme – Craftsman:



The craftsman scheme known for its large percentage of vertical board and batten siding will be another architectural scheme. A total of 8 dormers (four on the front and back) will break up the roofline and metal accents, including standing seam metal roofing on the dormers will add further architectural interest. Earth tones with a dark contrasting trim color will tie this scheme into the surrounding landscape and the other building schemes. Burgundy front doors offer a distinctive color that has been traditionally welcoming people home for years.

Building Scheme – Prairie:



The prairie scheme is characterized by long horizontal bands of material and the hipped roofs will provide more roof variation within the community. The Chaska brick grounds this scheme when applied in the low horizontal bands as shown and the green and beige color scheme really ties this building to the earth. A copper color front entry offers a nice pop of color while still being cohesive with a natural, earthy look.

Building Scheme – Ranch:



The ranch scheme, characterized by raised center roof line, will provide some height with the various schemes. Proposed to be located towards the middle of the site, the ranch scheme will anchor the community. Dark shake siding with the creamy Chaska brick will provide great contrast and offer a traditional & historic look further echoing a sense of place & community.

Based on the aforementioned, staff believes the applicant has incorporated an acceptable amount of changes in the 4 different designs to help differentiate them.

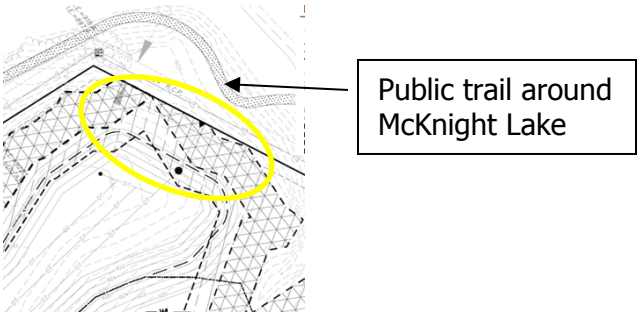
- Mechanical Equipment Screening. When visiting the Springs at Lakeville, staff noticed that mechanical equipment (ie. ac units) are primarily located on the ground level next to the building. Granted the development was newer and landscaping was just installed, the ac units were very prominent in terms of visibility. The applicant is proposing Mint Julep Junipers to be placed in strategic planting groupings to provide more effective screening. These plants have a maximum growing height of six feet with a typical spread of three feet. The Junipers are also evergreening, which means they will be more effective year-round in lieu of the grasses typically seen elsewhere.





- Security Gates & Perimeter Fencing. The concept submittal included a proposed site plan with a perimeter fence and automated entry-drive gates, a feature of the Springs brand. Preliminary feedback received was that fencing, and gates promoted a sense of division and exclusion from the broader community. Continental has removed the perimeter fence and gates from the site plan. Fencing and security gates remain around the pool and pet parks for child and pet safety.

- Relationship to McKnight Lake. The lake and trails sit well below this site and will have minimal viewsheds due to the buildings being two-stories tall. However, it will still be important to provide articulation in the landscaping and buildings so that what is seen from public view is well articulated. The stormwater area on the western side will be the closest element to the public trail and should also be landscaped around it so there is natural separation. The landscape plan does not show the inclusion of more trees in this area, so it will be important to show how this area is vegetated once a pond is installed and if there are areas to fill in.



- Usable Open Space & Amenities. Multi-family residential facilities require a level of usable open space (a minimum of 15% of the gross site area for this site). The applicant has indicated several amenity areas that will be provided such as the clubhouse, tot lot with a playground structure, outdoor grilling area, outdoor pool, and pet playground areas. The amenity areas will make up over 15% of the gross site area. The applicant states that their amenity areas are based on the resident demographics that occupy their communities, which is predominantly people between the ages of 20-34 (42%) and 35-49 (20%). Kids make up roughly 15% of the demographic according to their data. It was noted in the Concept Plan that having an amenity for children would be important due to the fact that this is physically secluded from adjacent child-friendly parks/amenities. The applicant is now showing a tot lot area adjacent to the proposed clubhouse.

  In addition, the Springs communities are all pet friendly. Each Springs community averages around 97 dogs. Because of this many of the amenities offered are targeted towards pets (ie. pet playgrounds and pet wash station).

  Because of the proximity of the lake and wooded areas, it would be beneficial to tie the usable open space areas to these elements via viewsheds. The applicant is now showing a paved trail to connect into the public trail around the lakes. In addition, they will be providing a mowed path around the southerly pond that residents can utilize.

- Parking, Covered Stalls & Turnarounds. The multi-family use will have to meet the City's multi-family residential parking requirement, which is 2 parking stalls per dwelling unit (280 dwelling units; 560 stalls required). The site plan is showing a total of 576 parking spaces, which exceeds the City's requirements. The breakdown of this is as follows:

    - Attached Garage Stalls: 112
    - Detached Garage Stalls: 30
    - Surface Parking Stalls: 433

  The amount of covered parking stalls (142) is lower than the total dwelling unit count (280). The applicant states that in the Metro Minneapolis market, the Springs properties average 50% garage to unit ratio. In other Springs communities the data shows that residents do not need covered/garage parking for every dwelling unit. Because of this the project only shows a less than one for one ratio on covered parking.

  Feedback received during the Concept Plan was that the covered parking ratio was too low, and that Continental should consider providing more covered parking. Continental believes that 50% covered parking is not only adequate but advantageous to the resident. By offering multiple different options (attached, detached, or surface parking), residents can select the option that makes the most sense for them. By providing a greater number of options, they provide their residents the ability to customize their living experience to best meet their needs. However, Continental did review the site plan and identify three locations to design for "future use" detached garages should the demand be greater than their demand expectations. These "proposed locations for future garages if needed" can be found on the Site Plan located in Exhibit C of Continental's narrative. If built, these future garages would provide approximately 18 more covered stalls, which would change the covered parking ratio from 50% to 57%. In addition to the proposed future garages, Continental prepared additional parking and snow storage exhibits located in Exhibit D to show the relationship between the buildings, available surface parking, and available snow storage. The Springs at McKnight Lake is designed to ensure not only all buildings have adequate parking, but that parking is located within a reasonable proximity. The additional stalls over and above the parking code will be also be used for snow storage in the winter months. Snow removal is contracted out to professional companies and snow loads will be pushed into these designated areas. In particularly heavy snow years, snow will be professionally removed off property to ensure adequate parking remains.

  As for comments regarding the twisting and turning nature of the site and the concern for emergency vehicles, Civil engineers have received specific emergency vehicle turning radius information from Chaska and had designed the site accordingly. Please see the civil plans for specific radii information and site design.

- Landscaping & Screening. The table below indicates the landscaping requirements for this site:

LOT 3, BLOCK 1 LANDSCAPING		
	Required	**Proposed**
Overstory Trees	1,050 caliper inches (336 trees)	517 caliper inches (132 trees) + 14 caliper inches existing = 531 caliper inches provided
Understory Trees	84	105
Shrubs	461	1,622

According to the table above the site is not meeting the overstory requirement. It would appear that the applicant can focus on opportunity areas within the site to help bolster the caliper inch provision. One area (mentioned above) is to provide more layering on the west side where the proposed stormwater pond is so that screening can be achieved from the public trail. In addition, the proposed mowed path around the stormwater pond would be another opportunity area to help enhance the walking experience. And much like what was done with Costco's site, more trees that are bolstered in caliper inches can help towards the

Landscape islands are also provided throughout the parking lots. The site plan provides for landscape islands that meet code.

Along Highway 41 & the TC&W Railway trees were placed strategically along the site grading to create a natural buffer between the highway, railway, and the community. Mainly 12 foot tall spruce trees will be placed here, but there will also be a mix of shrubs, deciduous and ornamental trees. It should be noted that the railway sits approximately 15-20 feet lower than the community. The difference in elevation, existing trees & undergrowth that will remain along the perimeter as well as the buffer trees planted next to the community will be an adequate buffer.

- Lighting. A Photometric Plan was provided in this submittal. The lighting plan shows the inclusion of 25 foot high light poles in the parking lots with light fixtures that are fully concealed and face down.

- Signage. The applicant has provided an exhibit showing the signage for the site. Specifically, the wall signs on the clubhouse building. All proposed signage has been revised to be externally illuminated either by landscaping lighting or gooseneck fixtures. Signs will have to go through separate approvals in order to be installed.

- Sidewalks & Trails. The overall Oak Ridge site will contain a network of trails and sidewalks that will be important to show how this site connects into the broader system as well as internally. The site plan is showing a series of internal sidewalks that run through each of the courtyard settings of the buildings.

Public trails currently exist on the western and southern edges abutting this site that loop around McKnight Lake. There is an existing opening/mowed trail that extends to the public trail on the southwest portion of the site, which the applicant is showing a paved trail to be installed here. The paved trail will extend up to the sidewalk system in the multi-family site. In addition, the site is showing a mowed path that will encircle the proposed stormwater pond. This path will be accessed off the paved trail to be extended to the existing public trail.

- EAW, Traffic Comparison & Access. In 2020, the City and developer completed a EAW for the site. The EAW was based off the previous March 2020 uses. The applicant has prepared traffic figures to show the difference between the new multi-family use and the previous Senior living campus and multi-family uses. In conclusion, the numbers reflect the trip generation to be lower than the previous uses. It does not appear based on the decreased numbers that a separate EAW needs to be completed.

  Access to the site is shown on the loop road that connects into the greater system of Highway 41. The traffic report demonstrates that this access will operate in an acceptable service.

- Setbacks. The developer should anticipate typical residential setbacks for this development. Buildings should be setback 150 feet from the centerline Highway 41. Buildings should also be setback a minimum of 50 feet from each edge of wooded steep slopes (30 foot no grade-mow), 50 feet from the ordinary high-water mark of Chaska Creek, 40 feet from City park land (including City trails), and 50 feet from the Twin Cities and Western railway right-of-way.

  Freestanding signs are required to be setback at least 15 feet from the right-of-way of Highway 41, and 10 feet from all other property lines.

- Utilities & Grading. Water and sewer are available to serve the site. The project's storm water design will need to meet the City's, Carver County Water Management's, and appropriate State and Federal requirements.

  Site grading will need to address and manage the steep slopes and rolling terrain over the property. The site directly abuts McKnight Lake to the west with steep wooded slopes. It will be important that wooded steep slope setbacks are adhered to. Stormwater management and properly routing drainage will be critical for protecting both lakes and the steep slopes from erosion. Adhering to the City's stormwater management requirements for controlling stormwater runoff rates and providing water treatment will be important since the site will drain to the lakes.

Overall Development Site Items

Access & Traffic. There are two proposed site accesses, the existing Oakridge Drive access off of Highway 41 and a new access on Highway 41 that lines up with Peavey Road. The existing access will be converted to a ¾ access. The Peavey Road access will be the main access and it is proposed the intersection will be reconstructed to provide a multi-lane

roundabout. MnDOT is currently reviewing these access points and the improvements proposed. The access into the site will then provide an internal, private road spine that will give access to all three sites.

The traffic impact analysis and Intersection Control Evaluation completed for the development required state agency approvals for access and improvements onto the state highway. The analysis that was done evaluated many characteristics such as intersection safety, traffic mobility, and the appropriate geometric and traffic improvements related to the Oak Ridge Development at the intersection of Minnesota Trunk Highway 41 (TH 41) and Peavey.

Of the traffic control devices that were evaluated which include both a signal and a roundabout, the state has approved a roundabout due to providing the highest level of safety as compared to the traffic signal option along with future traffic demands for the corridor. The roundabout option provides for higher traffic growth as compared to the signal along the corridor as well as it being consistent with the recent roundabout traffic control intersection that was completed north of the intersection at Lyman Boulevard. Other technical factors that weighed into a roundabout as the preferred option as opposed to a signal included the high-speed approaches coming into the intersection, horizontal and vertical curvature of the existing roadway making sightlines difficult at the intersection, and maintaining acceptable operations for the Lyman Boulevard roundabout. The dual lane roundabout based on the analysis concluded based on the 20 year forecasted traffic volumes that the overall intersection will operate at a level of service C, which is an acceptable level.

Utilities and Stormwater. Water and sewer are available to serve the site. The project's storm water design will meet the City's, Carver County Water Management's, and appropriate State and Federal requirements.

Setbacks. The developer should anticipate typical commercial and residential setbacks for this development. Buildings should be setback 150 feet from the centerline (from centerline of adjacent travel lane) of Highway 41. Buildings should also be setback a minimum of 50 feet from each edge of wooded steep slopes (30 foot no grade-mow), 50 feet from the ordinary high water mark of Chaska Creek, 40 feet from City park land (including City trails), and 50 feet from the Twin Cities and Western railway right-of-way.

Freestanding signs are required to be setback at least 15 feet from the right-of-way of Highway 41, and 10 feet from all other property lines.

Parking, loading and driving areas shall be setback a minimum of 15 feet from property lines and 50 feet from the edge of the embankment adjacent to the West Chaska Creek drainageway as defined by slopes of 18 percent or greater.

Cohesive Building Design. The project is planned to have an architectural theme that crosses over the 2 areas and ties in with the existing Oak Ridge Conference Center building. This theme is reflective of place and Chaska as a whole in their choices of materials and massing. The new buildings propose to use Chaska brick within their designs, which provides cohesiveness between all the buildings. The Costco building also brings in brick design elements found on typical Chaska buildings and also the existing conference center.

Signage. Development signage is proposed at the two different highway entrances into the site. One at the Peavey Road intersection on the retaining wall of the northeast corner of Costco's site, and one at the ¾ access near the parking lot adjacent to the Continental clubhouse. The signs will need to apply for separate sign permits in order to be installed. The freestanding/monument signs also need to meet the 15 foot sign setback from the ROW of Highway 41. This will need to be shown on the final plans.

Parkland. The area which makes up this plan does not contain areas required for city parks, per the Comprehensive Plan. As such the developer would be responsible for paying park dedication fees during the platting process. Park dedication fees were paid for the conference center use, but the intensification of the remaining portions of the site will be required to pay separately.

Tree Preservation. The main areas for tree preservation will be located along the north, west and south sides of the property along the wooded steep slopes. As well as certain areas on the existing conference center site. A tree survey of the disturbance area on the property found a total of 904 trees (7,572 caliper inches). Of those trees surveyed, 638 trees (6,406 caliper inches) are being removed, while 266 trees (1,163 caliper inches) will be saved. There are numerous additional trees on the 11.95 acres of steep slopes and low-lying areas which are being preserved to maintain the integrity of the slope areas and natural beauty of the site. The trees being preserved appear to be a mixture of oaks, maples, basswood, and other hardwood. Most of the trees being removed are situated in the center of the site and include spruce, Aspen, Ash, Basswood, Box Elder, Crab Apple Cherry, along with some oak ands and elms.

Wooded Steep Slope. The buildings all are set back 50 feet from the steep slopes and have a 30 ft no grade zone on top of the steep slope. The northerly access road does encroach into this area in a few spots, due to the location and geometric alignment to connect to the intersection of Peavy Road and Highway 41. In the areas of impact, a minimal number of significant trees are impacted and a series of retaining walls are being used to protect the slopes and minimize the impact to the woods and slopes in the area. The intersection of Peavey Road and Highway 41 occurs right in the steep slope area, and in order to maintain safe roadway geometry, these areas of slope is required to be impacted.

Sidewalks & Trails. The site contains a network of trails and sidewalks. Sidewalks will be installed on at least one side of the main street. It should be noted that both sides of the street do not incorporate sidewalks due to limited room for such. The overall site still provides for continuous connectivity through the various sites to connect into each site and the overall systems accordingly.

Public trails currently exist on the western edge abutting the site. This trail provides a loop around McKnight Lake. There is also a manmade trail abutting the north side of the site. It will be important that the overall development provides access into these systems. So far, the developer is showing connections to this system that occur on the south side, middle of the site near the conference center, and on the north side of the site in two different areas (one coming from the proposed parking area of the conference center, and one coming from the intersection of Oakridge Drive and Highway 41). The Comprehensive Plan calls out a future trail link on the north side of the site to connect the existing McKnight Lake trail out to Highway 41, which is being shown with the aforementioned.

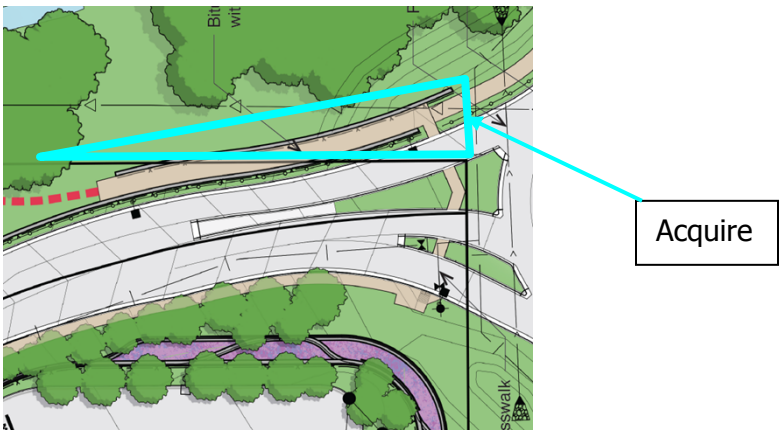
Development Costs (Infrastructure Improvements)
The City of Chaska has a number of area-wide development cost such as, but not limited to:

- New Signal/Lane Improvements/Roundabout on TH 41
- 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.

Reciprocal Easement Agreement (REA) & Development Maintenance. A critical part of a master development such as this is the ongoing ownership and maintenance of common areas. For Oak Ridge Commons, the three users will share access points and a ring road, stormwater treatment, shared dry utility trenches, and internal sidewalks and trail connections. As part of this development, a Declaration of Construction, Operation and Reciprocal Easements ("REA" for short) will be agreed to by all parties. This document lays out the primary responsibilities of each party with regard to maintenance, shared access to roads and utilities, and lays out ongoing cost sharing for required maintenance as needed. Specifically, the document is being designed to facilitate efficient ongoing management whereby Costco is principally responsible for maintaining the private loop road (Oak Ridge Drive), while the hotel owner will be responsible for maintaining the stormwater pond that serves the entire development. This structure not only reduces the annual administration of the project, but clearly delineates responsibilities. If there is a major capital need in the future for any common area infrastructure, there will be a mechanism for the 3 participants to share in those costs (i.e., a resurfacing of the loop road in 15 years).

City Land Acquisition. There is one area that would require a city land sale. It occurs on the northwest portion of the TH 41 roundabout at Peavey Road. The retaining walls and a portion of the ring road encroach onto City land. The sliver that encompasses the retaining walls/ring road should be in the development's ownership. They intend to maintain these retaining walls under the REA as stated above, however, it would be best applied if it were fully in their ownership. With that said, the City would require that the developer purchase the portion of land on which they plan to encroach. The robust nature of the traffic improvements are necessitated by Costco; therefore, the sale of the city land should be valued the same as (on a square foot basis) the Costco purchase price.



EAW. The developer and City have completed this document and have issued a negative declaration on an EIS as of August 17, 2020.

Preliminary Plat. The Preliminary Plat is showing the creation of three (3) lots. There are no outlots proposed. The three lots are as follows:

- Lot 1 (~23 acres): existing Conference Center
- Lot 2 (~16 acres): Costco
- Lot 3 (~28): multi-family residential by Continental

Rezoning. Although the site is currently zoned Planned Multi-Use District (PMD-4), it will be required that the entire site be rezoned to reflect the approved site plan and proposed uses for the site. The site will be rezoned to another Planned Multi-Use District (PMD-22).

Deadline for Agency Actions. The City of Chaska received the complete application for this request on Friday, November 5, 2021. Pursuant to Minnesota State Statutes the City must act on this request by Saturday, January 4, 2021 (60 days), however the City can provide the petitioner with written reasons for an additional 60-day review period, which would extend to a deadline of **Tuesday, March 5, 2021 (120 days)**. The City may with the petitioner's consent extend the review period beyond the Tuesday, March 5, 2021 date. Lastly, if the City denies the petitioners request "… it must state in writing the reasons for the denial at the time it denies the request."

PLANNING COMMISSION ACTION REQUESTED:

Motion to recommend to City Council approval of the Oak Ridge Preliminary Site & Building Plan and Preliminary Plat, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Preliminary PUD Submittal Package Narrative (pgs. 1-19), prepared by RCS-RCA Oakridge LLC, dated October 11, 2021**
    b. **Preliminary Submittal Narrative (pgs 1-41), prepared by Continental, undated**
    c. **Cover Sheet (pg C-0.0), prepared by Alliant, dated October 11, 2021**
    d. **Alta Survey (pgs 1-6), prepared by Egan, Field & Nowak, Inc., undated**
    e. **Preliminary Plat (pg C-1.0), prepared by Alliant, dated October 11, 2021**
    f. **Overall Interim Conditions (pg C-2.0), prepared by Alliant, dated October 11, 2021**
    g. **Interim Conditions Plan – View 1 (pg C-2.1), prepared by Alliant, dated October 11, 2021**
    h. **Interim Conditions Plan – View 2 (pg C-2.2), prepared by Alliant, dated October 11, 2021**
    i. **Interim Conditions Plan – View 3 (pg C-2.3), prepared by Alliant, dated October 11, 2021**
    j. **Overall Site Plan (pg C-3.0), prepared by Alliant, dated October 11, 2021**
    k. **Site Plan – View 1 (pg C-3.1), prepared by Alliant, dated October 11, 2021**
    l. **Site Plan – View 2 (pg C-3.2), prepared by Alliant, dated October 11, 2021**
    m. **Signage Plan (pg C-3.4), prepared by Alliant, dated October 11, 2021**
    n. **Snow Storage Plan (pg C-3.5), prepared by Alliant, dated October 11, 2021**
    o. **Pedestrian Circulation Plan (pg C-3.6), prepared by Alliant, dated October 26, 2021**
    p. **Open Space Plan (pg C-3.7), prepared by Alliant, dated October 26, 2021**
    q. **Fire Truck Movement Plan (pg C-3.8), prepared by Alliant, dated October 11, 2021**
    r. **Overall Grading Plan (pg C-4.0), prepared by Alliant, dated October 11, 2021**

s. Grading Plan – View 1 (pg C-4.1), prepared by Alliant, dated October 11, 2021
t. Grading Plan – View 2 (pg C-4.2), prepared by Alliant, dated October 11, 2021
u. Grading Plan – View 3 (pg C-4.3), prepared by Alliant, dated October 11, 2021
v. Overall Stormwater Pollution Prevention Plan (pg C-5.0), prepared by Alliant, dated October 11, 2021
w. SWPPP Notes 1-2 (pg C-5.1-C-5.2), prepared by Alliant, dated October 11, 2021
x. Stormwater Management Plan – Existing (pg C-5.3), prepared by Alliant, dated October 11, 2021
y. Stormwater Management Plan – Proposed (pg C-5.4), prepared by Alliant, dated October 11, 2021
z. Overall Utility Plan (pg C-6.0), prepared by Alliant, dated October 11, 2021
aa. Utility Plan – View 1 (pg C-6.1), prepared by Alliant, dated October 11, 2021
bb. Utility Plan – View 2 (pg C-6.2), prepared by Alliant, dated October 11, 2021
cc. Utility Plan – View 3 (pg C-6.3), prepared by Alliant, dated October 11, 2021
dd. Utility Plan & Profile – Oak Ridge Drive – View 1 (pg C-6.4), prepared by Alliant, dated October 11, 2021
ee. Utility Plan & Profile – Oak Ridge Drive – View 2 (pg C-6.5), prepared by Alliant, dated October 11, 2021
ff. Detail Sheet 1 (pg C-7.0), prepared by Alliant, dated October 11, 2021
gg. Detail Sheet 2 (pg C-7.1), prepared by Alliant, dated October 11, 2021
hh. Overall Tree Preservation and Removal Plan (pg L-1.0), prepared by Alliant, dated October 11, 2021
ii. Tree Preservation and Removal Plan – View 1 (pg L-1.1), prepared by Alliant, dated October 11, 2021
jj. Tree Preservation and Removal Plan – View 2 (pg L-1.2), prepared by Alliant, dated October 11, 2021
kk. Tree Preservation and Removal Plan – View 3 (pg L-1.3), prepared by Alliant, dated October 11, 2021
ll. Tree Inventory (pgs L-1.4-L-1.5), prepared by Alliant, dated October 11, 2021
mm. Overall Landscape Plan (pg L-2.0), prepared by Alliant, dated October 11, 2021
nn. Landscape Plan – View 1 (pg L-2.1), prepared by Alliant, dated October 11, 2021
oo. Landscape Plan – View 2 (pg L-2.2), prepared by Alliant, dated October 11, 2021
pp. Landscape Plan – View 3 (pg C-2.3), prepared by Alliant, dated October 11, 2021
qq. Landscape Details (pg L-3.0), prepared by Alliant, dated October 11, 2021
rr. Electrical Photometric Plan – View 1 (pg E201S), prepared by Ring & Duchateau, dated June 15, 2019
ss. Electrical Photometric Plan – View 2 (pg E202S), prepared by Ring & Duchateau, dated August 30, 2021
tt. Electrical Photometric Plan – View 3 (pg E203S), prepared by Ring & Duchateau, dated August 30, 2021
uu. Site Lighting Fixtures (pg E600S), prepared by Ring & Duchateau, dated September 27, 2019
vv. Costco – Civil Title Sheet (pg C0.1), prepared by Landform, dated October 6, 2021
ww. Costco – Existing Conditions (pg C1.1), prepared by Landform, dated October 6, 2021
xx. Costco – Interim Conditions (pg C1.2), prepared by Landform, dated October 6, 2021
yy. Costco – Site Plan (pg C2.0), prepared by Landform, dated October 6, 2021
zz. Costco – Grading, Drainage, Paving, and Erosion & Sediment Control – Overall (pg C3.0-C3.1), prepared by Landform, dated October 6, 2021
aaa. Costco – Utilities Overall (C4.0-C4.1), prepared by Landform, dated October 6, 2021
bbb. Costco - Civil Construction Details (C7.1-7.3), prepared by Landform, dated October 6, 2021
ccc. Costco - Overall Landscape Plan (pg L1.0), prepared by Kimley Horn, undated
ddd. Costco – Detailed Landscape Plan (pg L1.1-1.5), prepared by Kimley Horn, undated
eee. Costco – Landscape Notes and Details (pg L2.0-2.1), prepared Kimley Horn, undated

fff. Costco – Preliminary Site Sections From Hazeltine Blvd, prepared by MG2, dated September 30, 2021
ggg. Costco – Preliminary Site Plan, prepared by MG2, dated October 1, 2021
hhh. Costco – Preliminary Site Sections, prepared by MG2, dated October 3, 2021
iii. Costco – Property Boundary, prepared by MG2, dated October 5, 2021
jjj. Costco – Photometric, prepared by TE Inc., dated April 29, 2021
kkk. Costco – Preliminary Warehouse Elevations (pgs 1-2), prepared by MG2, dated October 5, 2021
lll. Costco - Entry Canopy Perspective, prepared by MG2, dated October 5, 2021
mmm. Costco - Northeast Perspective, prepared by MG2, dated October 5, 2021
nnn. Costco - Southwest Perspective, prepared by MG2, dated October 5, 2021
ooo. Costco - Context/Detailing, prepared by MG2, dated October 5, 2021
ppp. Costco - Preliminary Fuel Elevations, prepared by MG2, dated October 5, 2021
qqq. Continental – Cover Sheet, prepared by Kahler Slater, dated October 1, 2021
rrr. Contemporary Scheme (pgs 1-2), prepared by Kahler Slater, dated October 1, 2021
sss. Craftsman Scheme (pgs 1-2), prepared by Kahler Slater, dated October 1, 2021
ttt. Ranch Scheme (pgs 1-2), prepared by Kahler Slater, dated October 1, 2021
uuu. Prairie Scheme (pgs 1-2), prepared by Kahler Slater, dated October 1, 2021
vvv. Traffic Impact Study (pgs 1-38), prepared by Alliant, dated September 3, 2021

2. **Adherence with the City Engineer's Memo dated November 10, 2021.**
3. **Prior to final plat and site plan submittals approval of a storm water management plan meeting City, State, and Carver County WMO standards is required.**
4. **Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.**
5. **Provision that the Costco building's loading dock is fully screened from public right-of-way via architectural walls and/or heavy landscaping and berming and to be addressed at final submittal.**
6. **Provision that Section 9 Special Regulations of the zoning ordinance is complied with in full.**
7. **Provision that a Conditional Use Permit (CUP) is obtained if a parking ramp is pursued on any lots.**
8. **Provision that the Conference Center building's use remains in the zoning as it exists today, and shall come in for future approvals (Preliminary site & building plan, final site & building plan, rezoning, etc) when an end user is identified.**
9. **Provision that all light poles shall not exceed 35 feet in height on the Costco site, and to be shown on the final plans.**
10. **Provision that proposed freestanding signs meet 10 foot setbacks from internal property lines, and 15 foot setback from Highway 41 right-of-way.**
11. **Provision that Lot 3, Block 1 meets landscaping requirements for overstory trees prior to final submittal.**
12. **Provision that sliver of city land near northwest corner of the TH 41 roundabout is acquired into the development area, and a purchase agreement is executed prior to final plat recording.**
13. **Provision that a fully signed Geometric Layout from MnDOT is obtained prior to City Council review of the preliminary application.**
14. **Provision that all State, County, Local permit approvals will be necessary along with financial sureties all of which are subject to agreements with agencies prior to grading work occurring.**

15. **The wetland mitigation plan must be approved and executed with state agencies for wetland being mitigated within the development as well as any mitigation required within the MnDOT right of way prior to a grading permit.**
16. **Provision that gravity sanitary sewer and water main connections will need to be coordinated with City utility departments, and the developer will need to secure all MnDOT, and City plan approvals and permits for public utilities within the MnDOT right of way prior to a grading permit.**
17. **All infrastructure within the development is to be owned and maintained privately, and the Declaration of Construction, Operation and Reciprocal easements for the internal ring road will require a joint maintenance access agreement with all landowner parties pending City and or MnDOT approval.**
18. **Compliance with the City's comprehensive water plan requirements are to be met including any permitting approvals in regards to underground tank facilities.**
19. **Prior to final plat recording, developer shall enter into an agreement with the City and State for the provision of necessary infrastructure and associated development costs.**

Motion to recommend approval of the sale of excess City property (sliver) at the northwest side of the proposed roundabout on TH 41.

Motion to recommend approval to the City Council of the rezoning for the 67 acre site from PMD-4 to Planned Multi-Use Development district (PMD-22).

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **November 10, 2021**
Subject: **Oak Ridge Center – Preliminary Plat**

Over many years, past projects and studies, the intersection of Peavey Road and Highway 41 has been on both Chaska's and MnDOT's radar from an intersection safety perspective. Past projects such as Lyman Boulevard in 2019, the expansion of highway 41 from TH 212 to Pioneer in 2017, and other studies have all been considering a safe resolution for the Peavey intersection. Now that the Oak Ridge Development is occurring, the state and county transportation agencies have been able to weigh in on the long-term access solution for the new planned roundabout and improvements to the highway.

For nearly two years in the making, the development and City staff have been working through the MnDOT process to develop the planned roundabout and improvements to the highway. In order projects of this scale to occur on a state highway they require the highest level of MnDOT and County traffic review particularly since Highway 41 is a designated principal arterial making it a critical link to the highway system. By the new Oak Ridge Development taking place, this now provides a mechanism for all agencies to address the long-term solution that will provide both a safe and efficient intersection not only for the highway but for the new development.

As mentioned, the traffic analysis that was completed and approved by MnDOT took an overarching evaluation of the TH 41 corridor to analyze and evaluate a number of characteristics such as intersection safety, mobility, and the appropriate geometric and traffic improvements related to the Oak Ridge Development at the intersection of Minnesota Trunk Highway 41 (TH 41) and Peavey. The state has approved a roundabout due to providing the highest level of safety along with future traffic demands needed for the corridor. The new dual lane roundabout provides for higher traffic growth as well as it being consistent with the recent roundabout traffic control intersection that was completed north of the intersection at Lyman Boulevard.

The improvements that are proposed are shown on the attached exhibit. The new access at the Peavey/Oak Ridge intersection includes a dual lane northbound and southbound roundabout for TH 41, along with single lane side street access at the existing Peavey Road intersection. The plan also includes a new ¾ access onto the state highway that will allow traffic relief to the intersection during peak times for an alternate exit into and out of the new development.

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Stormwater for the site is and will continue to be further evaluated with the final design. The approvals that are being provided will address the overall planned development and will be owned and maintained through a private ownership agreement. The ownership and maintenance agreement will also need to be reviewed by the City and watershed to ensure state standards are met since Chaska is an MS4 community. Grading work that occurs within the MnDOT right of way requires state approvals also which will be necessary to secure as a part of the highway improvements.

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

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

2) The wetland mitigation plan must be approved and executed with state agencies for wetland being mitigated within the development as well as any mitigation required within the MnDOT right of way prior to a grading permit.

3) Gravity sanitary sewer and water main connections will need to be coordinate with City utility departments. The developer will need to secure all MnDOT, and City plan approvals and permits for public utilities within the MnDOT right of way.

4) All infrastructure within the development is to be owned and maintained by privately. The Declaration of Construction, Operation and Reciprocal easements for the internal ring road will require a joint maintenance access agreement with all landowner parties pending City and or MnDOT approval.

5) The City's comprehensive water plan requirements are to be met including any permitting approvals in regards to underground tank facilities.

6) A City development agreement is required for the new development. Agreements between the State, City, and Developer along with financial securities are needed prior to plat approval.

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FASTEST DRIVABLE PATH COMPARISON CHART ("R" CURVE CHART)

APPROACH	CURVE	RADIUS (FT)	CROSS - SLOPE	SPEED (MPH)	RELATIVE SPEED DIFFERENCE (MPH) *
NB TH 41	R1	119	0.02	21.8	6
	R2	244	-0.02	26.1	11
	R3	1585	0.02	**	N/A
	R4	59	-0.02	15.5	0
	R5	176	0.2	25.3	10
SB TH 41	R1	111	0.02	21.2	6
	R2	97	-0.02	18.6	3
	R3	0	0.02	**	N/A
	R4	57	-0.02	15.3	0
	R5	176	0.02	26.1	11
OAK RIDGE DRIVE	R1	106	0.02	20.8	5
	R2	62	-0.02	15.8	0
	R3	994	0.02	**	N/A
	R4	62	-0.02	15.8	0
	R5	78	0.02	18.5	3
PEAVEY RD	R1	76	0.02	18.3	3
	R2	71	-0.02	16.6	1
	R3	519	0.02	**	N/A
	R4	58	-0.02	15.4	0
	R5	81	0.02	18.8	3

* RELATIVE SPEED DIFFERENCE IS CALCULATED FROM MINIMUM SPEED IN ROUNDABOUT, TYPICALLY R4

** R3>R2 + ACCELERATION FROM R2 TO CROSSWALK AT EXIT, APPROXIMATELY 50-FT, RESULTING IN A 10MPH INCREASE IN SPEED

LEGEND

- ROADWAY (INCLUDING TURN LANES)
- PAVED SHOULDER
- RAISED MEDIAN/CURB & GUTTER
- WALK/TRAIL
- TRUCK APRON
- EXISTING R/W
- ACCESS CONTROL
- CONSTRUCTION LIMITS
- EXISTING/PROPOSED TRAFFIC DIRECTION

SCALE IN FEET

ALLIANT

Oak Ridge Commons

Preliminary PUD Submittal Package Narrative





October 11, 2021

Presented By

RCS-RCA Oakridge LLC

Project Introduction

RCS-RCA Oakridge LLC ("RCS-RCA") is pleased to provide the City of Chaska with a Master Plan preliminary PUD submittal package for Oak Ridge Commons. Development of this parcel goes back to 1987, when this property was acquired by IDS Financial Services who opted to develop a small portion of the acreage for their corporate learning center. To encourage additional development in the future and to assure that the additional development met the City's vision, the City in 1987 rezoned the full property to PMD 5.

In March of 2020, RCS-RCA presented and received approval from the City of Chaska of a concept Master Plan for the Oakridge Convention Center property. In this presentation, the existing hotel and conference Center was to remain, a senior housing campus was being proposed on the south side of the property, a large retail space was proposed along Highway 41, and a multi-family Housing project was proposed in the northwest corner of the site. In May of 2020, an Environment Assessment Worksheet (EAW) was prepared and published in the Environmental Quality Boards publication for public comments. Comments were received and responses have been provided to staff for review and finalization of the EAW document and negative declaration.

Over the last year, the project has been dramatically affected by the COVID-19 global pandemic. The hospitality industry has been one of the hardest hit industries as travel and large conference gatherings have both decreased significantly. The Oak Ridge hotel is now closed and has been for several months. We are currently exploring what the highest and best uses are for the building; the complex has excellent potential to see investment and be given a new life as a productive part of the Oak Ridge Commons development. Also, the developer of the previously designated senior living campus, United Properties, terminated their contract due to the significant impact COVID-19 had on seniors and their mobility.

Since that time, we have brought in a new multifamily developer to develop the previous UP site, Continental Properties, who is proposing a 280-unit market rate apartment project. A Concept Plan Amendment was submitted and approved by the Planning Commission and City Council for the Continental plan in August of 2021.

While COVID-19 has been difficult for everyone across the country, with a development anchored by Costco, a complimentary new housing option for the residents of Chaska in Continental Properties' development, and a future redevelopment of the hotel, the original concept of Oak Ridge Commons will be preserved and enhanced to serve the Chaska community for years to come.

For sake of clarity and to be consistent with the vision laid out above for the master development, the application is proposing the following with regard to zoning:

- Adjust the current PMD-5 zoning to allow the Costco retail establishment to be built;
- Limit the current PMD-5 zoning on the housing parcel to multifamily housing only with a limit of units that complies with the EAW;
- Leave the current PMD-5 zoning in place for the conference center/hotel parcel.

Oak Ridge Commons Master Site Development

Project Team

Property Owner:	RCS-RCA Oak Ridge LLC Sterling Black 1959 Sloan Place, Suite 220 Saint Paul, MN 55117
Development Advisor:	Dave Pokorney Community Asset Development Group 111 Yellow Brick Rd Chaska, MN 55318
Engineer:	Clark Wicklund & Mark Kronbeck Alliant Engineering 733 Marquette Avenue, Suite 700 Minneapolis, MN 55402
Surveyor:	Eric Roeser Egan, Field, and Nowak, Inc. 1229 Tyler Street NE, Suite 100 Minneapolis, MN 55413

Introduction and Project Description

The Oakridge Commons has been developed to meet the original intent of the PUD as approved in 1987. As part of the 1987 approval, there were four main purposes of the PMD-4 zoning district:

1. Develop the property as a learning/conference center facility.
2. Permit related complimentary uses.
3. Permit expansion and/or alternative uses on parts of the property not utilized by the learning/conference center.
4. Permit certain alternative use in the event the owner of the facility no longer desires to operate the facility as a learning center.

As the City is aware, the ownership of the learning center has changed over the years and the overall use of the facility has changed from being a private learning center to be a hotel and conference center. In keeping in line with the PMD-5 zoning, the project is proposing to develop the portion of the property not being utilized by the conference center. By putting the underutilized land into the market, the tax base will in turn be increased for the City of Chaska.

You will see the Preliminary PUD package respects the unique environmental features of the property and preserves the major wetland areas and most of the wooded steep sloped areas located on the property. A major effort was undertaken to find the appropriate uses to take advantage of the uniqueness of the property as well as exploring the economic sensibility to develop and preserve the vast areas of environmental features the property has to offer.

Overall Architecture and Common Elements

The Oak Ridge Commons is located north of highway 41 and nestled between McKnight and Big Woods Lakes. This pristine site is well vegetated with wonderful topography and a natural landscape setting. This 66-acre development has been strategically master planned to include the existing Oak Ridge Convention Center/Hotel, a new Senior or Multifamily Living Campus and a Commercial Development that fronts on Highway 41.

The overall masterplan is connected via a clear network of pedestrian walkways and a vehicular drive connecting all the buildings. All of the buildings will be made up of a unique mix of materials coupled with their scale and form to both complement each other and also be true to the typography of the use. The bold, simplistic form of the existing Oak Ridge Convention Center/Hotel is echoed in the design and materials proposed for the new Costco building. The Costco has its primary face to the east to accept broad views on approach from highway 41 – this face has the main entrance notched back to create an entrance plaza on the NE corner. The primary materials are a "Chaska like" structural brick – like the downtown Chaska Curling Center.

A unique connector on this 66-acre master plan will be the natural and lush landscaping that is to be carefully layered to both emphasize the natural beauty and topography of the site. While there are areas of manicured landscaping, careful attention has been paid to the overall collection, placement and type of vegetation throughout the campus.

Ongoing Ownership, Operation & Maintenance of Common Infrastructure & Trails

A critical part of a master development such as this is the ongoing ownership and maintenance of common areas. For Oak Ridge Commons, the three users will share access points and a ring road, stormwater treatment, shared dry utility trenches, and internal sidewalks and trail connections. As part of this development, a Declaration of Construction, Operation and Reciprocal Easements ("REA" for short) will be agreed to by all parties. This document lays out the primary responsibilities of each party with regard to maintenance, shared access to roads and utilities, and lays out ongoing cost sharing for required maintenance as needed. Specifically, the document is being designed to facilitate efficient ongoing management whereby Costco is principally responsible for maintaining the private loop road (Oak Ridge Drive), while the hotel owner will be responsible for maintaining the stormwater pond that serves the entire development. This structure not only reduces the annual administration of the project, but clearly delineates responsibilities. If there is a major capital need in the future for any common area infrastructure, there will be a mechanism for the 3 participants to share in those costs (i.e., a resurfacing of the loop road in 15 years). Also, as a declaration, this document runs with the land and will be assumed if there is ever a sale of any parcel, meaning these common areas will be maintained in perpetuity. This document is currently in the process of being finalized and will be once final City Council approval is granted so that the specifics of the site development and associated easements can be incorporated.

Maintenance needs specific to the iron-enhanced sand filter BMPs are described below in the Stormwater Treatment section of this narrative.

Steep Slope Preservation

Oakridge Commons has several steep slopes located along the perimeter of the property, that makes a significant amount of the approximate 66-acre site undevelopable. The steep slope setbacks have been honored with the proposed development of Oakridge Commons. Per Section 9.9.3 in the Zoning Code, wooded land with a 18% slope or greater shall be preserved in its natural state for environmental value, particularly to deter soil erosion on steep slopes/ravines and to protect natural wildlife habitat areas.

Building shall be setback at least 50 feet from the edge of the 18% slope and a 30 foot “no-grade/mow” buffer.

The buildings all are set back 50 feet from the steep slopes and have a 30 ft no grade zone on top of the steep slope. The northerly access road does encroach into this area in a few spots, due to the location and geometric alignment to connect to the intersection of Peavy Road and Highway 41. In the areas of impact, a minimal number of significant trees are impacted and a series of retaining walls are being used to protect the slopes and minimize the impact to the woods and slopes in the area. The intersection of Peavy Road and HWY 41 occurs right in the steep slope area, and in order to maintain safe roadway geometry, this area of slopes is required to be impacted.

Utility connection to the existing sanitary sewer will utilize low impact methods of directional drilling to minimize the impact of the sanitary sewer connections to the wooded slope area and reduce the potential of erosion on the slopes.

Pedestrian Friendly Development

The existing property features many trails around the natural features which connect to the expansive public trail system along the lakes and to the city center. The goal of this development is to maintain and enhance the development’s connectivity to the public trail system. A trail connection is provided at the south ends of the project through the Springs at McKnight Lake portion of the site, a connection on the north portion of the site and a connection at Highway 41/roundabout. The existing trail access behind the hotel and conference center will be connected to the sidewalk system in the development to provide the pedestrian connection between the uses in the development. Sidewalks will be provided along the main roads throughout the project back to the public trail system.

Tree Preservation

The main areas for tree preservation will be located along the north, west and south sides of the property along the wooded steep slopes. A tree survey of the disturbance area on the property found a total of 904 trees (9,403 caliper inches). Of those trees surveyed, 638 trees (6,409 caliper inches) are being removed, while 266 trees (2,994 caliper inches) will be saved. There are numerous additional trees on the 11.95 acres of steep slopes and low-lying areas which are being preserved to maintain the integrity of the slope areas and natural beauty of the site.

The trees being preserved appear to be a mixture of oaks, maples, basswood, and other hardwood. Most of the trees being removed include spruce, Aspen, Ash, Basswood, Box Elder, Crab Apple Cherry, along with some oak ands and elms. The areas of tree preservation outside the slope areas with significant tree preservation include spaces around the existing conference center.

Stormwater Treatment

The original Oakridge development preceded the adoption of the current stormwater quality and quantity standards, and currently does not provide any treatment of the stormwater runoff from the site. To bring the proposed site up to current City and County rate, volume, and water quality treatment standards, a whole new stormwater system will be installed.

To meet the stormwater requirements for the City of Chaska and the Carver County Soil & Water Conservation District, two iron-enhanced sand filters (IESF) are proposed to mitigate the effects of the additional impervious surface created by the project. Located in the northwest and southwest corners of the site, the IESF basins include a 2’ sand section with iron filings that provide the water quality necessary prior to discharging into Big Woods Lake (or McKnight Lake for the multifamily portion of the site.) The IESF sections includes the iron-enhanced sand layer, a thin rock choker layer, and a larger-

diameter rock layer with draintile that will convey the filtered runoff toward the outlet control structure. Within the outlet structures, an orifice limits the peak flows out of the basin to comply with the City of Chaska's rate control requirement (0.20 cfs/acre of disturbed area maximum rate). In addition, prior to entering the IESF basin, runoff is conveyed via proposed storm sewer to a forebay/wet cell that provides additional pretreatment prior to filtration, as required by the MPCA Construction Stormwater General Permit. In the case of the multifamily portion of the site draining to IESF 2, pretreatment will be provided by BMPs within manhole structures immediately upstream of the IESF, which may include SAFL Baffle/SciClone/Preserver BMPs (to be finalized during Carver County stormwater review.)

The basins were sized to provide adequate treatment capacity for all of the proposed improvements, including; the large retail lot, the expansion of the existing Oak Ridge Conference Center parking lot, the proposed Oak Ridge Drive (loop road), and the multifamily development. Runoff will be conveyed to the IESF BMPs via catch basins within the Costco parking lot, Oak Ridge Drive, and catch basins throughout the multifamily development.

Iron-sand filter bed clogging poses the greatest operational and maintenance challenge of all surface filters. Poor drainage of the filter due to clogged filter surface inlet, outlet, and underdrains has the potential to cause the iron to foul or move within the filter bed. When the iron is consumed after some time of operation, the entire iron-sand filter bed will need to be replaced. The operating lifespan has been estimated using iron-enhanced sand columns for phosphate retention to be 35 years (per MPCA), but the actual lifespan is not known as this is a relatively new regulated BMP. However, other indicators will need to be used to judge the filter bed condition such as reduced phosphorus removal performance or a reduction in the clarity of the effluent stormwater treated by the iron-sand filter bed. Without regular maintenance, iron-sand filtration media can become clogged thereby limiting the filter's functionality and reducing pollutant removal capacity.

Effective long-term operation of iron-sand filters necessitates a dedicated and routine maintenance schedule with clear guidelines and inspection schedules. Post-construction considerations provided in the filtration section of the Minnesota Stormwater Manual are also applicable to iron-enhanced sand filters. Specific water quality monitoring tests used to determine the efficacy or remaining lifespan of the iron-sand filter can be provided under separate cover, if requested.

Water and Sanitary Sewer Service

Currently the City of Chaska has a 24-inch sanitary sewer line along the east side of McKnight Lake and along the south side of Big Woods Lake. Sanitary services will be connected to the City line via manhole and line extensions into the new lots for the development. The Costco connection will connect to an existing manhole on the north side of the project, abutting Big Woods Lake. This connection will connect to an existing manhole structure by directional drilling methods to minimize the impact to the trail, woods and slope areas.

The existing Oak Ridge conference center is served by an 8-inch water loop line from the west side of Highway 41. This project is proposing to relocate and upgrade the majority of this loop line from an 8-inch pipe to a 12-inch pipe to better serve the development. This 12-inch line will be looped though the development and connect into the watermain in the Hwy 41 ROW. Each building will have an individual service from the new loop line, and the existing 8-inch loop line around the conference center will remain. New hydrants will be installed for added fire protection along the loop line and throughout the development. Additionally, each of the new buildings will be sprinkled.

Traffic Impacts

Oak Ridge Commons main access is proposed to be a new west leg to the existing side-street stop-controlled TH 41 at Peavey Road intersection along with modification of the TH 41 at Oak Ridge Drive intersection to a three-quarter access. The site is expected to generate approximately 309 a.m. peak hour and 750 p.m. peak hour daily gross trips. Accounting for pass-by and diverted-link trips, the proposed development is expected to generate approximately 309 a.m. peak hour and 522 p.m. peak hour daily net new trips. The TH 41 at Peavey Road intersection is expected to operate with high levels of delay and vehicle queues with the addition of the fourth leg and site generated trips under side-street stop control. As a result, a multi-lane roundabout with eastbound right-turn bypass has been proposed for the TH 41 at Peavey Road intersection to accommodate the new traffic demands, consistent with the existing roundabout at the TH 41 at Lyman Boulevard intersection north along TH 41 and will provide efficient traffic operations along TH 41.

Peak hour traffic volumes and operations should be monitored to ensure that the eastbound approaches of both the TH 41 at Peavey Road and TH 41 at Oakridge Drive intersections perform adequately beyond forecast year 2032, as significant queueing for these movements could impact intersections internal to the site. It should be noted that this queueing results directly from high-volume conflicting movements preventing adequate gaps. A capacity expansion of the TH 41 corridor should be considered, as additional lanes along TH 41 may be needed to increase gaps and improve eastbound operations. Detailed analysis and recommendations for the TH 41 intersections are summarized in the TH 41 at Peavey Road Intersection Control Evaluation (August 2021).

Background traffic growth and development trips are expected to have a negligible impact on intersections internal to the site. No other significant delay or queuing issues were observed related to those intersections. High-level parking and traffic impacts for each land use are included in their corresponding sections. Detailed analysis and recommendations for the internal site intersections are summarized in the Oak Ridge Commons Traffic Impact Study (September 2021).

Existing Wetlands

As part of the proposed Oak Ridge development, two wetlands and one ephemeral stream will be impacted. A Joint Application Form has been put together detailing the components of the development, explaining how aquatic resource impacts were avoided and minimized using the Wetland Conservation Act sequencing analysis, and identifying a wetland bank to mitigate the impacts to wetlands on site.

The Joint Application Form will be submitted to the LGU, the City of Chaska, and the Army Corps of Engineers on September 7th for their review and approval. Additionally, before the submittal of the Joint Application Form, an Approved Jurisdictional Determination was requested from the Army Corps in May 2021 and is currently being processed. Once the Joint Application Form has been approved, the developer will purchase the appropriate amount of wetland bank credits to mitigate for any wetland impacts on site.

Landscape Architecture

Oak Ridge Commons will preserve several existing trees and other vegetation to provide aesthetic and environmental benefits. The landscape plans have been coordinated between users to use like plant materials to develop a common them amongst the different users. The overall development includes a variety of plants and landscape areas that will include overstory trees, understory trees, boulevard trees, evergreen trees, shrubs, perennials and groundcover vegetation that provides a wide variety of colors, textures and sizes. The proposed plants include a combination of native and cultivar species for both

diversity and durability. A majority of the existing and proposed paved areas include trees, shrubs and perennials to enhance the feel of these paved areas. The landscape plans have been developed to preserve various existing trees along with provide new trees and other plants to fulfill the City's landscape guidelines. All new landscape beds and lawn areas will be irrigated.

Street Lighting

Lighting plans for the access road and parking lot areas have been provided and are designed to meet the City requirements. It is the intent to have lighting fixtures be similar in nature throughout the development, and the final fixtures are in the process of completing the selection of the fixtures. The intent is to have one type of fixture that is more decorative along the access road that will serve as pedestrian and street lighting.

Development Signage

Signage for the development will occur at the two entrances from Highway 41 with a monument sign at each location as shown on site plans. Each of the signs will be monument type signs, with the main sign at Peavy being on the retaining wall. All of the users will have rights to be on the monument signs, if desired.

Existing Hotel & Conference Center

As stated in the project introduction, the COVID-19 global pandemic has significantly impacted the existing hotel and conference center. The complex is now closed and has been for several months due to the dramatically impacted hospitality and conference industry. However, the proposed project will bring the complex up to current City and County code as it will contribute to the newly built regional stormwater system, will add parking spaces to comply with the current code requirements for parking stalls, and will add lighting and enhanced landscaping. Included in our application are exhibits that analyze the impacts of the hotel being repurposed into office, the currently allowed use that would put the most stress on the site's traffic and related infrastructure. To that end, we have used an office use as the site's trip generation for the external and internal traffic impact analyses and have created a proof of parking exhibit for a parking deck that could be built to meet parking code if the building was repurposed for office. While the project team continues to identify what the best use is for the future of this complex, the project team is prepared to move forward with all of the site improvements to allow the Costco and Continental developments to move forward and position the existing hotel and conference center for a successful redevelopment; giving it a new life and opportunity to be productive part of the Oak Ridge Commons development, whether as a hotel and conference center or another complementary use that fits within the existing PMD 5 zoning.

Parking and Traffic Impacts

The proposed Oakridge Drive at West Access intersection consists of a four-legged and side-street stop-controlled intersection with dedicated northbound and southbound left-turn lanes; this access also includes two westbound discount club exiting lanes. Background traffic growth and development trips are expected to have a negligible impact on intersection operations internal to the site.

The Springs McKnight Lake

Parking and Traffic Impacts

The proposed development includes 280 units of multi-family housing, which would require two parking stalls per dwelling unit. The proposed site plan includes 576 stalls (out of 560 required) which is

adequate. The proposed Oakridge Drive at South Access intersection consists of a three-legged and side-street stop-controlled intersection with no dedicated turn lanes. A dedicated westbound left-turn lane is not needed based on peak hour traffic volumes, as entering volumes are relatively low. Background traffic growth and development trips are expected to have a negligible impact on intersection operations internal to the site.

Emergency Vehicle Turning Exhibit

City Staff has requested an emergency vehicle turning exhibit and has provided the specific fire truck spec to be used. Please reference the attached EXHIBIT A-Emergency Vehicle Turning Exhibit.

Usable Open Space Analysis

An analysis of the community's usable open space was completed under the guidance of Zoning Ordinance 9.11.4.1.1. The attached EXHIBIT B-Usable Open Space Analysis highlights the useable open space on site and includes a table with the area breakdown calculations. The proposed Springs at McKnight Lake community includes 15.7% usable open space which exceeds the 15% minimum.

Housing Diversity, Building Design and Colors

Staff requested a provision that the four currently proposed elevations are further differentiated, specifically the main building color. Previous 'Craftsman' and 'Prairie' elevations appeared to have a similar palette. Continental re-engaged the project architect to solidify the four distinct building elevations, each with their own main color palette. Front elevations of the four palettes; Contemporary=Blue, Ranch=Beige, Craftsman=White, and Prairie=Bronze Green/Gray are included below. Full sets of colored, four-sided elevations can be found in EXHIBIT C-Building Elevations.

Landscaping

Staff has requested a higher level of landscaping and screening on the edge of Highway 41. Please reference the Landscape plans (specifically sheets L-2.3) for further details on the proposed, increased levels of landscaping and screening.

Mechanical Screening

A zoomed in perspective on the mechanical screening was also requested to show how our proposed landscape screening will be a sufficient screening mechanism. Please reference *EXHIBIT D-Mechanical Screening Perspective* for further details. Included withing the exhibit is a 3D rendered perspective of a proposed building as well as an in place, example photo.

Paved Trail Connection

The future public trail connection south of Building 14 will be paved. Please reference the Civil Plans (specifically sheet C-3.3) for further details. The specific civil call-out, is for a 6-foot-wide, "BITUMINOUS CONNECTION TRAIL TO LAKESHORE TRAIL".

PROPOSED COSTCO WHOLESALE

Oak Ridge Commons, Chaska, Minnesota

Property Owner and Project Team

Property Owner:	RCS-RCA Oak Ridge LLC 1959 Sloan Place #220 Saint Paul, MN 55117-5511
Contract Purchaser:	Costco Wholesale Corporation 999 Lake Drive Issaquah, WA 98027
Real Estate Consultant:	Michael Stratis President Intrepid Properties, Inc. 2311 W. 22nd Street Oak Brook, IL 60523
Development Manager:	Stephen Cross President Cross Engineering & Associates, Inc. 1955 Raymond Drive, Suite 119 Northbrook, IL 60062
Architect:	Risa Yuki Principal MG2 1101 Second Ave, Ste 100 Seattle, WA 98101
Engineer, Surveyor:	Steven Sabraski, PE Principal Landform Engineering Company 105 South 5th Avenue, Suite 513 Minneapolis, MN 55401

PROPOSED COSTCO WHOLESALE

NWC Hazeltine Boulevard & Oakridge Drive (Oak Ridge Center)

1.0 Introduction and Project Description

Costco Wholesale (Costco) began operations in 1983 in Seattle. In October 1993, Costco merged with The Price Company, which pioneered the membership warehouse concept in 1976. In January 1997, after the spin-off of most of its non-warehouse assets to Price Enterprises, Inc., the Company changed its name to Costco Wholesale Corporation, which trades under the NASDAQ symbol "COST."

Costco originated the warehouse club concept in 1976 and continues to be an industry leader in terms of service, quality, value, and innovation. Costco has grown to become, in terms of sales, the second-largest Global retailer and the largest operator of membership clubs worldwide.

Costco currently operates multiple locations throughout the Minneapolis/St Paul area. Existing locations include Burnsville, Maple Grove, Coon Rapids, St Louis Park, Maplewood, and Woodbury. Costco also recently added a Business Center in downtown Minneapolis to the area. Based on 2019 membership data, currently more than 4,500 residents of Chaska are currently Costco members.

Costco has entered into an agreement to purchase and develop approximately 16.33 acres of an overall Planned Multi-Use Development (PMD) project area of 66.8 acres, identified as "Oak Ridge Commons". As part of the PMD, Costco is proposing to develop a member's only retail warehouse along with accessory uses to include an attached tire center, liquor pod and a free-standing fueling facility. The proposed Costco retail warehouse building will be approximately 164,485-sf, which also includes the approximately 8,078-sf attached liquor sales pod. In developing Costco's site plan, we considered the other PMD sites to orient the site layout and used the architecture and landscape design to complement the other components of the PMD. Providing a commercial component within the PMD allows for both the residential and commercial/office users and visitors to have services within their immediate community area.

A private perimeter roadway is proposed to run around the north, west and south sides of the Costco parcel, and Hazeltine Boulevard runs along the east side of the parcel. Two access points are provided from the Costco parcel to the PMD perimeter roadways. The main Costco access driveway connects to the north portion of the roadway, and the secondary access connects to the west, which has been lined up with the proposed driveway to the hotel and conference

center. The primary access from the public roadway to the PMD and Costco property will be from the proposed traffic circle at Hazeltine Boulevard and Peavey Road, with a secondary right-in/right-out/left-in access from Hazeltine Boulevard located approximately at the existing Oak Ridge Drive location. In coordination with the PMD's design engineer, we have designed the Costco access, onsite parking, and traffic flow to work well with the overall PMD's access and perimeter roadways.

The Costco building has been positioned on the south end of the Costco parcel, with the loading dock and compactor located on the northeast and east sides of the building, respectively. This puts the loading area on the opposite side of the building from the hotel and conference center, as well as the future development to be on the parcel behind the Costco warehouse. Due to the proposed building and pavement design grades relative to the ROW grades, there will be a berm along a section of the Hazeltine Boulevard ROW adjacent to the loading dock/compactor/transformer area. In conjunction with this berm, there will be heavy landscape screening along the ROW line to provide year-round screening of the loading area and compactor from the adjacent roadway. Truck traffic will primarily enter and exit the Costco parcel from the north perimeter roadway. With exception of local vendors/supplies and delivery services such as UPS or FedEx, all deliveries to the warehouse are controlled by Costco so that most deliveries are completed during the morning hours, prior to the store opening.

The fuel facility is located at the northeast corner of the Costco parcel, adjacent to the Peavey Road and Hazeltine Boulevard intersection. The fuel facility is designed to complement the main building by using similar materials. A warming hut with restroom will be provided for the fuel facility attendants. It should be noted that there is no convenience store proposed for the fuel facility, and it will not negatively impact the City's nearby municipal wells. Traffic access has been well designed to ensure that traffic visiting the fuel does not impede traffic flow to the main building. The fueling facility will initially provide for four islands with 12 dispensers allowing for 24 pumping locations. The fueling facility area has been designed with room to extend the islands if needed in the future, which will allow an expansion of four more pumps providing for an additional 8 pumping locations. In the ultimate configuration the fueling facility will provide a total of 32 pumping locations.

Cart corrals are well-distributed throughout the parking area for temporary cart storage by members visiting the store during open hours. The carts are collected throughout the day, and all carts are then brought into the store at the end of each day.

Parking lot landscaped islands are provided throughout the site, generally at the end of each parking row. The total parking islands and landscaped areas is approximately 10% in accordance

with Section 9.6.5.4, and all landscaped islands are curbed. Most of the islands do meet the 10-foot planting width requirement, however, due to the parcel constraints and parking stall geometry a few the islands provide less than the required 10 feet width. We have carefully considered the landscape materials within the islands and have designed a landscape plan that is suitable for the varying island widths. All landscaped areas will be provided with irrigation.

A well placed and designed outdoor gathering space is provided on the north side of the building at the east end of the liquor sales building. A picnic bench/table and benches have been provided for customer and employee use. Attractive landscaping and shade trees have been provided to enhance the area to create a relaxing place away from the building's customer entrance for a lunch break, or perhaps to wait for a ride home.

An accessible-designed pedestrian walkway is proposedto connect the Costco store entrance to the west perimeter roadway sidewalk. This walkway can also be used to access the hotel and conference center to the west. Additional sidewalks are provided from the building up to the north perimeter road to provide access to Hazeltine Boulevard at Peavey Road and a pedestrian walkway is proposed to the south for convenient access to and from the parcel behind the Costco.

RCS-RCA, LLC (Master Developer) will be subdividing the overall PMD property and re-zoning the property as needed to allow all the proposed Costco retail uses. The Costco parcel is identified as Lot 2, Block 1 of the plat titled "Oak Knoll Second Addition" and is approximately 711,162 sf (16.33 ac). Amongst other things under the Master Developer's responsibility for the overall PMD, the Master Developer will also be responsible for constructing the perimeter roadways around the Costco parcel, Hazeltine Boulevard improvements, mass grading and constructing retaining walls at the Costco parcel, providing utility stubs to the Costco parcel and installing the PMD's stormwater management system.

Setbacks:	Required	Provided
Building setback from Hazeltine Blvd CL	150 feet	166 feet
Fuel facility setback from Hazeltine Blvd CL	150 feet	160 feet
Parking lot setback from Hazeltine Boulevard CL	90 feet	117 feet

Building Coverage:

Building Area	165,255 sf
Fuel Facility Canopy	8,127 sf
Controller Enclosure	186 sf
Lot Area	711,162 sf
Percent Coverage	24%
Floor Area Ratio	0.24

The anticipated warehouse and fuel facility operations hours will be:

	Warehouse	Fuel
Mon-Fri	10:00 am – 8:30 pm	6:00 am – 9:00 pm
Sat	9:30 am – 6:00 pm	7:00 am – 7:00 pm
Sun	10:00 am – 6:00 pm	7:00 am – 7:00 pm

2.0 Parking and Traffic Impacts

It should be noted that the Costco parcel is limited in size due to the site constraints around the three sides internal to the PMD property. To the north there is a perimeter roadway and steep slope area that requires a significant retaining wall to match the existing grades, and to the west and south the existing hotel configuration does not allow for any expansion of the Costco parcel. The parking has been efficiently distributed around the north and west sides of the warehouse to maximize the convenient parking spaces proximate to the customer entrance and exit located at the northwest corner of the building. The Costco site plan provides approximately 721 parking stalls, which calculates out to a parking ratio of approximately 4.39 stalls per 1,000 sf of building area. Although the city code requires a parking ratio of 5.0 stalls per 1,000 sf of floor area, or approximately 820 stalls, based on Costco's operational history throughout the area we are confident that the proposed 721 stalls should provide more than adequate parking for the operation for both employees and member parking throughout the year. It should be noted that the interior parking stall dimensions are 10' wide by 20' long, and the perimeter parking stalls are 18 feet long with a 2-foot overhang into the landscaped area.

The proposed Oakridge Drive at North Access intersection consists of a three-legged and side-street stop-controlled intersection with a dedicated westbound left-turn lane, a northbound left-turn lane, a northbound channelized right-turn lane, and a shared eastbound through / right-turn lane. The proposed dedicated left-turn lane is recommended to keep Oakridge Drive

clear of turning vehicles, improving safety, and providing for more efficient operations. Additional signing for the eastbound approach may be needed as traffic volumes increase in the future to avoid eastbound peak hour queues from blocking westbound left-turns.

3.0 Landscaping

The City's landscape ordinance (Section 9.6.5.1) requires trees based on the square footage of building floor, multiplied by the number of floors. At 30 feet high to the parapet the Costco store is considered a two-story building for the purposes of the landscape ordinance which, for a building of this size, requires 514 caliper inches of trees for each story. The total caliper inches required is 514 x 2 = 1028 caliper inches of trees. The ordinance also specifies the percentage of trees required to be between 2.5 and 4.5 caliper inches, as well as several understory trees and shrubs.

The Costco site landscaping plan has been thoughtfully designed to provide lush landscaping throughout the site and to soften views of the building and parking lot. All landscape islands and perimeter landscaped areas are heavily landscaped to provide the required landscaping. Due to the building size and height the total required landscape material cannot be provided in the landscape areas without reducing the parking count. Furthermore, the extensive retaining walls also limit the available landscape areas on the north and west sides of the property, as well as around the fuel facility. Rather than squeezing additional landscaping onto the site purely to meet the numerical requirement, we have looked at the landscape plan holistically to see what works for the property and the intent of the ordinance. As such we focused on a dense landscape design and placed the larger trees around the perimeter of the property, specifically along Hazeltine Boulevard and along the rear of the main building. This strategy puts the more mature landscape in areas visible to the roads and surrounding properties. We also increased the size of the evergreen trees from 6-foot to 12-foot trees to further screen the loading dock and compactor, and, to provide heavier landscaping along the south side of the Costco building and fuel station. The landscape design has provided for canopy trees, understory trees, and shrubs along every linear foot of perimeter as well as within the green space available on the Costco parcel. We have strategically placed the smaller caliper trees within the parking lot landscaped islands which, based on our experience, have a much better chance of survival in these smaller areas.

Native trees and shrubs were used to the extent possible, but to provide diversity so that one species is not wiped out should a disease or pest invade the site, we had to use a wider selection that includes a few hardy non-natives. The other important factor for these street and parking lot trees and shrubs is that they must be salt and urban tolerant. While certain native trees and shrubs are salt tolerant, the plant palette is short and lacks the diversity that we would like to provide. It should be noted that the City's ordinance does not allow any elm species (*Ulmus* spp.), presumably because of Dutch elm disease. However, many American elms have been bred to be

resistant to Dutch elm disease and they also happen to be salt and urban tolerant. Colorado State University conducted a 10-year trial of many species of American elm cultivars and elm hybrids, across several states, to determine their resistance to other biotic and abiotic stressors. This trial ended in approximately 2015 and several cultivars rose to the top of the list as good performers. As such, we believe that the American elm, *Ulmus americana* 'New Harmony', which came out top in this trial, is a good fit for the site conditions, there we have included them in our plant list for consideration.

In addition, we have coordinated the plant palette and landscape design along the perimeter roads with the PMD's landscape architect to provide a cohesive design to tie the landscaping across the PMD and create a beautiful streetscape along the perimeter roadways.

A final note, Costco is willing to explore the possibility with MnDOT to place trees within their ROW.

4.0 Architecture

The design of the Chaska Costco aims to reflect and highlight the traditional colors, brick, and subtle detailing unique to the influential buildings within the City of Chaska while integrating a sustainable building system component.

The materials selected for this design respond to the larger scale of the building with appropriately proportioned structural brick units for appearance and constructability. The design is grounded with structural brick, reflecting the color of Chaska brick, comprising 42% of the building façade and is detailed with the use of limestone veneer and half-height split-face concrete masonry units to add texture and visual interest. Detailed vertical and horizontal articulation are represented through color, corbelling, soldier coursing and textured banding while larger scale movements are represented through the use of parapet steps and variable brick massing heights.

The remainder of the façades are comprised of high-quality architectural metal panels in two colors complimentary to the brick and masonry. These panels and the structural steel system within, utilize high percentages of recycled content (80%). The associated batt insulation is also more than 50% recycled content, therefore combined, increases the sustainable design aspects, and reduces energy use at the Chaska Costco.

The warehouse entry is a focal point to the site and the design incorporates pedestrian scaled detailing and the use of glass. However, based on the location and placement of the building on

the site and its adjacencies to the right-of-way and existing and future developments, similar design and details have been thoughtfully carried through across all four elevations.

The fueling facility canopy design takes cues from the warehouse and incorporates the structural brick and high-quality architectural metal panels utilized on the warehouse in like colors. The structural steel columns are wrapped full height with structural brick and the canopy fascia incorporates architectural metal panels with a cornice to cap the panel and a trim piece to frame the bottom.

The fueling facility also houses small controller enclosure that encompasses the required safety and operational components for the facility and a restroom for the attendant's use. Due to the colder winter environment, a single occupant attendant station (warming hut) is also provided under the fuel canopy to provide a warming area for inclement weather conditions. The facades of both units are comprised of smooth, insulated metal panels in colors to compliment the fuel canopy and column colors.

Signage:

Free-standing monument or pylon signs are not proposed by Costco as they prefer to rely on the building wall and fuel facility canopy signage to identify the property and store. Wall signage is intentionally located and sized proportionally to the façade for off-site visibility and on-site directional cueing. Signage size and locations are depicted on the architectural elevations and architectural site plan.

Screening:

Screening of rooftop units is achieved with building parapets. Site sections have been provided to depict the line of site taken from the opposite side of road to reflect that rooftop units are screened. After construction, should a small portion of a roof top unit be visible, the unit will be painted to match the wall directly adjacent.

The operation and placement of the building on the site locates the side of the load dock, the compactors and transformer along Hazeltine Boulevard (Truck Highway 41). To screen the visibility of these elements, the landscaping has been thoughtfully designed and sections from Hazeltine have been provided to reflect this condition.

Site Lighting:

All site, exterior building and sign lighting fixtures designed are energy efficient LEDs. Light poles have been coordinated with the design team to provide well placed, consistent lighting throughout the site and are located within landscape areas, with few exceptions, in unison with the landscaping, parking stalls and retaining wall designs. The lighting is designed to provide safety of our customers and employees, while controlling light spill with selective pole placement and light distribution to not exceed the maximum allowable limits of 1.0 foot-candles at the property boundary.

Sustainable Design:

Awareness and responsibility to design, construct and operate Costco sites and buildings in an energy-efficient, sustainable, and environmentally responsible manner are embedded into the Costco program. This includes, but are not limited to:

Construction and Design

- Building materials are selected that utilize high percentages of recycled content. The building structure steel system and architectural metal panel skin are comprised of 80% recycled content. Associated batt insulation is more than 50% of recycled content and provides a great R-value reducing heating/cooling needs and energy use.
- The pre-engineered structural steel building system minimizes steel waste and provides erection efficiency decreasing the number of steel delivery trucks on the road and shortens the duration of construction reducing the carbon footprint.
- The roof maintains reflectance, emittance and SRI ratings that lessen heat gain on the roof.
- All site and building interior/exterior lighting systems utilize LED technology significantly reducing energy use.
- Installation of high-volume, low-speed ceiling fans working in conjunction with HVAC systems decrease temperatures in the summer, while circulating warm air in the winter to lessen HVAC run time.
- Use of a non-VOC concrete floor sealant comprises 80% of the floor area.
- The landscape design utilizes native vegetation and drought tolerant species to increase survivability and minimize irrigations needs.

Operations

- Implementation of the APANA water management system drives operational efficiency to lower site and building water waste and sewer use.
- Use of food safe Propylene Glycol to eliminate use of HCFC refrigerants in refrigeration systems.
- Mechanical heat from refrigeration systems is captured to preheat hot water tanks reducing energy use to heat water and the venting of heat to the outside environment.
- Continual efforts are made to improve the efficiency of HVAC and refrigeration systems through new technologies such as variable speed drives and more efficient motors, while meeting more stringent requirements for heating, cooling, and humidity control.
- Installation of insulated doors to the walk-in refrigeration point of sale coolers to maintain controlled temperatures and reducing stress on the refrigeration system.
- Expanded efficiencies in product packaging and transportation logistics reduces the number of delivery trucks on the road. The "reverse logistic process" maximizes truck use during return trips to the depots. Outcomes include reduction of empty truck miles and lowering of the carbon footprint.
- Diverting waste from landfills through food source reduction, efficient packaging, recycling (cardboard, paper, tires, shrink wrap), donation, and reuse of cardboard boxes to carry purchased items (in lieu of bags) decrease waste hauling and reduce of Greenhouse Gas emissions caused by methane release through the decomposition of materials.

5.0 Summary

The petitioner respectfully petitions the City of Chaska to approve the preliminary submittal plans and documents for Costco to develop the subject property as depicted on the plans and documents submitted in conjunction with this application. Costco will bring approximately 150 – 200 both full-time and part-time employment opportunities to the area. They have been leaders in providing excellent starting wages and benefits for their employees with a focus on developing those individuals for advancement opportunities throughout Costco's global operations. Additionally, Costco continues to be a key component in both nationally and local community involvement with multiple charitable organizations.

PRELIMINARY SUBMITTAL

THE SPRINGS MCKNIGHT LAKE

A multifamily residential development in
Chaska, MN



CONTINENTAL 589 Fund LLC.
W134N8675 EXECUTIVE PARKWAY | MENOMONEE FALLS, WI 53051

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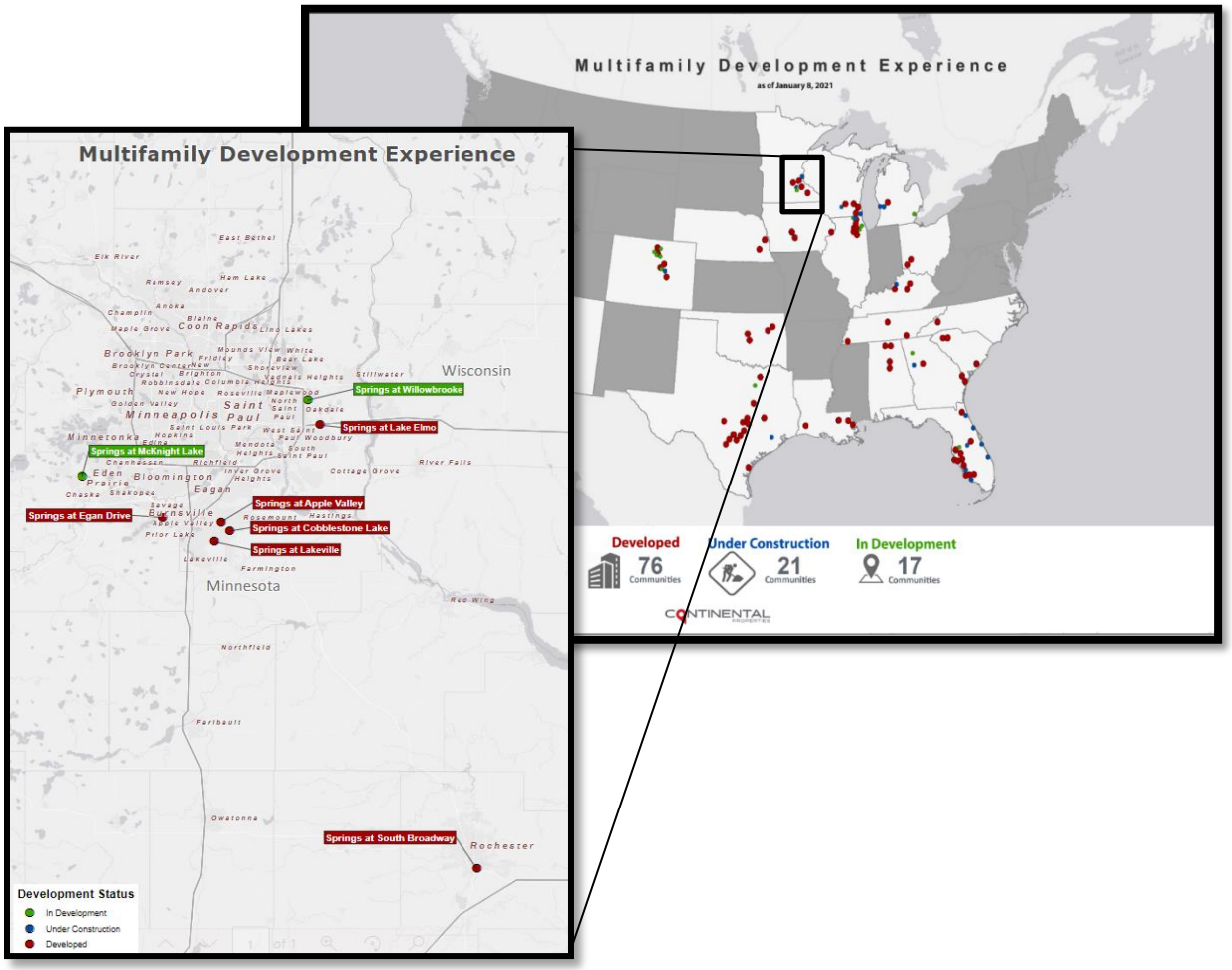
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INTRODUCTION

CONTINENTAL'S DEVELOPMENT EXPERIENCE

Continental Properties' portfolio currently includes over 70 Communities across 19 states. Continental owns and operates all our multifamily communities to ensure the on-site Property Management is first-class. To date, Continental has developed more than 26,000 homes, including 5 communities in Minnesota alone, the two most recent of which are currently under construction in Lakeville and Lake Elmo.

Continental's multi-family development emphasizes the use of suburban modern multifamily communities on the best sites, in the strongest sub-markets within markets with excellent supply and demand characteristics. Continental's portfolio of projects reflects that in its various communities throughout the US, *Multifamily Executive* ranked Continental among the Top 10 Division III (10,000-19,999 units) management companies.



PROJECT NARRATIVE

Project Introduction

Continental Properties Company is a national developer, owner, and operator of Class-A, market rate rental housing communities. Continental 589 Fund (Continental) has a purchase and sale agreement in place with RCS-RCA Oak Ridge LLC to purchase 27 acres of land at the southeast corner Oak Ridge Commons, with intent to build a 280-home market-rate suburban apartment community known as Springs at McKnight Lake.

Springs Community Overview

Continental's proposed apartment community includes 280 homes within 14 residential buildings. Buildings will feature private, ground-level entrances to each home. All buildings are two-stories in height or less. Residents have a choice between attached, direct-access garages, detached garages, or ample surface parking to best fit their needs. There will be a variety of home types including 28 studio homes, 112 One-bedroom, 112 Two-bedroom, and 28 Three-bedroom homes, as detailed in the table inset at right.

Type	#	%
Studio	28	10
1-Bedroom	112	40
2-Bedroom	112	40
3-Bedroom	28	10

PRELIMINARY FEEDBACK

Through Chaska's Concept Plan Amendment process, Continental received feedback from staff and planning & city councilmembers. Continental has made some additions, deletions, and revisions to the community for this Preliminary Submittal to better align with Chaska's vision for the community. Further breakdown and details on each of staff's notes are discussed below.

Housing Diversity, Building Design and Colors

The exterior elevations and colors originally proposed did not provide the desired architectural interest and variation. Continental engaged Kahler-Slater, the project architect, to create unique architectural schemes based on the surrounding Chaska community. Drawing upon local architectural styles and design elements, four distinct design schemes were created: contemporary, craftsman, prairie, and ranch.

One of the most prominent design elements of the Chaska area is the use of Chaska brick in the exterior façade of many of its buildings. The Springs at McKnight Lake will continue to proudly feature the use of Chaska brick. The distinctive brick known for its unique cream color served as the primary design element and allowed the Springs to create custom exterior color palettes that reflect both the rich history of the area and the modern building styles of today. The blues, greens, and beige colors offer contrast and variation while still being cohesive with the surrounding natural landscape. A description and colored elevation of each scheme are highlighted below. Further details and full, colored, four-sided architectural elevations are included in *Exhibit E*.

Clubhouse:

The capital building and the first impression for the community and future residents will proudly be the first of its kind clubhouse for Chaska. A high percentage of Chaska brick flanking the entry will ground newcomers with a sense of place and history, while the standing seam metal tower and copious natural light will invite residents into a clean, safe, and fresh community adorned with all the modern amenities. This theme is continued throughout the clubhouse with large windows & transoms, Chaska brick, metal accents and gathering areas throughout.





Building Scheme – Contemporary:



Most similar to the Clubhouse, the contemporary scheme draws on a large percentage of Chaska brick, contemporary panel siding and metal roof accents. The blues and grays echo the sky and waters of McKnight Lake and the white trim and garage doors adds contrast while providing clean and fresh look.

Building Scheme – Craftsman:



The craftsman scheme known for its large percentage of vertical board and batten siding will be another architectural scheme. A total of 8 dormers (four on the front and back) will break up the roofline and metal accents, including standing seam metal roofing on the dormers will add further architectural interest. Earth tones with a dark contrasting trim color will tie this scheme into the surrounding landscape and the other building schemes. Burgundy front doors offer a distinctive color that has been traditionally welcoming people home for years.

Building Scheme – Prairie:



The prairie scheme is characterized by long horizontal bands of material and the hipped roofs will provide more roof variation within the community. The Chaska brick grounds this scheme when applied in the low horizontal bands as shown and the green and beige color scheme really ties this building to the earth. A copper color front entry offers a nice pop of color while still being cohesive with a natural, earthy look.

Building Scheme – Ranch:



The ranch scheme, characterized by raised center roof line, will provide some height with the various schemes. Proposed to be located towards the middle of the site, the ranch scheme will anchor the community. Dark shake siding with the creamy Chaska brick will provide great contrast and offer a traditional & historic look further echoing a sense of place & community.

Mechanical Screening

On a trip to another Springs community, Staff noticed that HVAC condensers were very prominent in terms of visibility and suggested more effective screening to be implemented. Continental worked with the landscape architect to select a more robust screening. Mint Julep Junipers have been placed in strategic planting groupings to provide more effective screening. These plants have a maximum growing height of six feet with a typical spread of three feet. The Junipers are also evergreening, which means they will be more effective year-round in lieu of the grasses typically seen elsewhere.

Perimeter Fencing and Gates

The concept submittal included a proposed site plan with a perimeter fence and automated entry-drive gates, a feature of our SPRINGS brand. Preliminary feedback received was that fencing, and gates promoted a sense of division and exclusion from the broader community. Continental has removed the perimeter fence and gates from the site plan. Fencing and security gates remain around the pool and pet parks for child and pet safety.

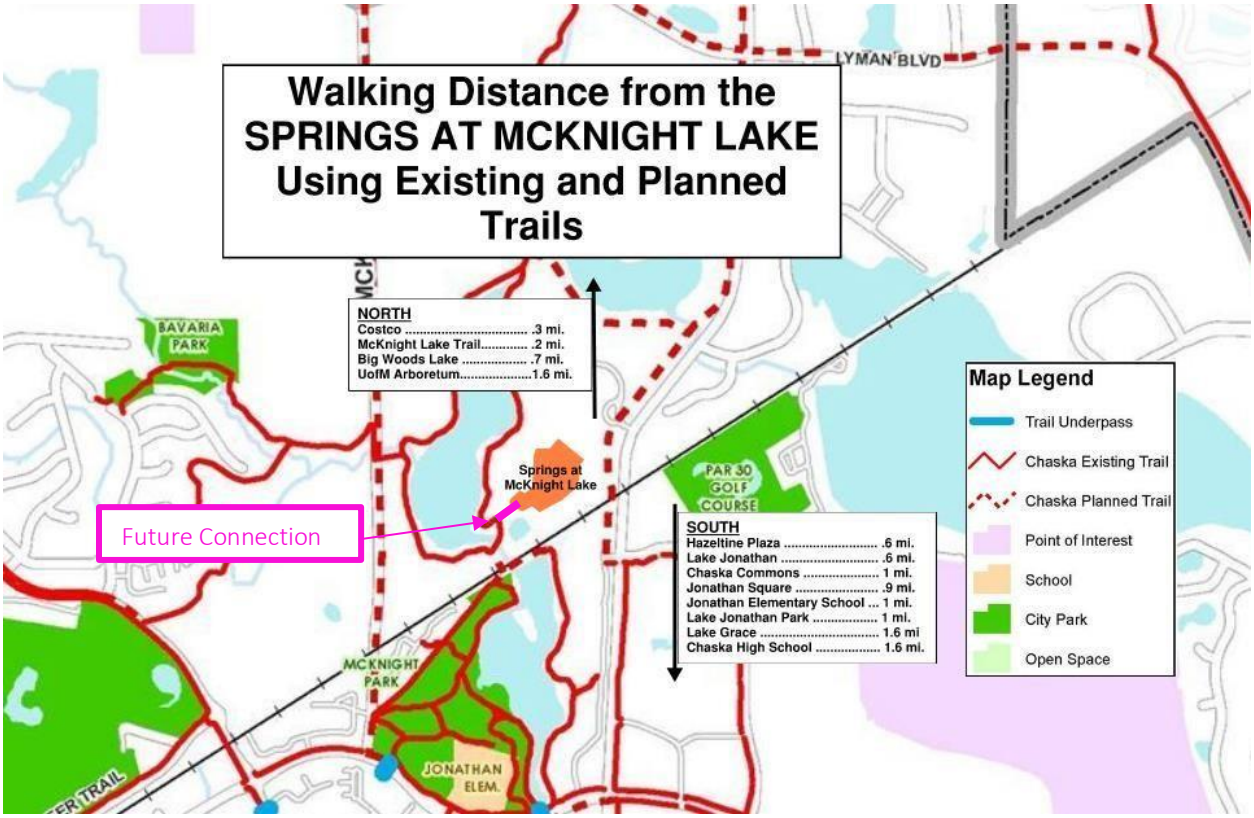
Relationship to McKnight Lake, Sidewalks & Trails

The proposed development site is a natural beauty. Located along the shores of McKnight Lake, the existing condition of the site is a vacant, wooded parcel with swift elevation changes and exiting trail connections to McKnight Lake. The existing conditions and site forces plans can be seen in *Exhibit B*.

The potential of the site brings an understanding and analysis of the site forces. *Exhibit C* shows the overall site plans that Continental has designed to specifically show how the Springs of McKnight Lake will use the existing site conditions to create an enhanced quality of life for future residents. The Springs at McKnight Lake proposal offers greater flexibility in site design with its 14 individual building able to capture grade change more efficiently and create better site lines to the Lake and area green space and the resident amenities. The courtyard design creates exterior community gathering places that will allow resident to enjoy the natural surroundings of McKnight Lake. All buildings in the Springs development will be two (2) stories allowing the natural light to reach the open space courtyards between each building.

McKnight Lake and Chaska's trail network around it, is truly one-of-a-kind and one of the greatest amenities for this community. Continental seeks to showcase these features and provide the desired articulation and viewsheds. Although not shown very well on the concept plan, a pedestrian trail connection to this system is planned and is shown in greater detail in the Colored Site Plan located in Exhibit C.

The location of Springs at McKnight also provides easy access to many community amenities that the City of Chaska has to offer including retail, recreation, and local area schools. While vehicles will remain the predominate form of transportation, the Springs' residents have the opportunity to use the proposed sidewalk improvements along Hwy 41 along with the Chaska trail system to access area amenities as seen on the map on the following page.



Amenities for Children

Concerns were heard over the lack of community amenities geared for small children. Given that the site is disconnected from the robust parks and amenities for kids in downtown Chaska, a strong desire to offer an on-site child amenity was considered. Continental is proposing a fenced, tot lot area with playground structure near the clubhouse and pool. The highly visible and accessible area will ensure that kids will have a safe, clean, and monitored space to play. Please see the Colored Site Plan located in Exhibit C for its exact location.

Parking and Turnarounds

The parking required per code is greater than the 545 spaces in the March residential submittal. Per code the Springs parking required would be 2 space per unit or 560 parking stalls. Continental is proposing a mix of both covered and uncovered at this development which exceeds the parking code. Each building has eight (8) attached garages with six (6) apron parking stalls. 30 detached garage stalls will also be provided throughout the site giving residents additional parking options. In the Metro Minneapolis market, our Springs properties average 50% garage to unit ratio. This data shows that about half of our Springs residents do not show a need for covered/garage parking.

Feedback received was that the covered parking ratio was too low, and that Continental should consider providing more covered parking. Continental believes that 50% covered parking is not only adequate but advantageous to the resident. By offering multiple different options (attached, detached, or surface parking), residents can select the option that makes the most sense for them. By providing a greater number of options, we provide our residents the ability to customize their living experience to best meet

their needs.

However, Continental did review the site plan and identify three locations to design for "future use" detached garages should the demand be greater than our demand expectations. These "proposed locations for future garages if needed" can be found on the Site Plan located in *Exhibit C*.

In addition to the proposed future garages, Continental prepared additional parking and snow storage exhibits located in *Exhibit D* to show the relationship between the buildings, available surface parking, and available snow storage. The Springs at McKnight Lake is designed to ensure not only all buildings have adequate parking, but that parking is located within a reasonable proximity. The additional stalls over and above the parking code will be also be used for snow storage in the winter months. Snow removal is contracted out to professional companies and snow loads will be pushed into these designated areas. In particularly heavy snow years, snow will be professionally removed off property to ensure adequate parking remains.

As for comments regarding the twisting and turning nature of the site and the concern for emergency vehicles, Civil engineers have received specific emergency vehicle turning radius information from Chaska and had designed the site accordingly. Please see the civil plans for specific radii information and site design.

Landscaping, Tree Preservation and Screening along Highway 41 & TC&W Railway

Staff noted that various exhibits and adherence to city standards will be necessary to identify in the preliminary submittal. Landscaping will adhere to Chaska's multi-family standards and parking islands will be placed so parking lots will not exceed 25 stalls. A tree preservation study was conducted, and a tree preservation plan is provided within the civil plan documents.

Along Highway 41 & the TC&W Railway trees were placed strategically along the site grading to create a natural buffer between the highway, railway, and the community. Further landscaping detail and grading information can be seen within the Civil and Landscaping Plans. It should be noted that the railway sits approximately 15-20 feet lower than the community. The difference in elevation, existing trees & undergrowth that will remain along the perimeter as well as the buffer trees planted next to the community will be an adequate buffer.

Traffic Comparison and Analysis

As for the traffic and the roadway systems, the Springs at McKnight Lake reduces the overall traffic demand as compared to the originally proposed Oakridge Senior Living Campus from 597 total trips proposed in Feb 2020 to 522 total trips per the May traffic update. See *Exhibit D* to see the full traffic summary report.

ITE Trip Generation Estimate - Oak Ridge Development Plan - Alliant ICE Report (March 2021)

Land Use (ITE Code)	Size	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	160 Units	15	42	57	22	14	36
Multifamily Housing (Mid-Rise)[1] (221)	160 Units	15	42	57	22	14	36
General Office Building (710)	131,457 SF	125	15	140	14	99	113
General Retail (820)	16,000 SF	8	5	13	25	27	52
Discount Club[2] (857)	161,000 SF	49	19	68	286	289	575
Total Site Generated Trips		**212**	**123**	**335**	**369**	**443**	**812**
Pass-By Trip Reduction (28% Pass-By Trips) PM Peak Only		*0*	*0*	*0*	*-115*	*-115*	*-230*
Total Net New Traffic		**212**	**123**	**335**	**254**	**328**	**582**

Source: Oak Ridge Development Traffic Impact Analysis, Kimley-Horn and Associates, Inc. (February 2020).

1: Trips generated for Multifamily Housing (Mid-Rise) instead of Senior Adult Housing per latest development plan.

2: Discount Club raw trip generation data includes fueling positions.

Signage

It was noted that the City does not allow any internally illuminated signage for residential signage. All proposed signage has been revised to be externally illuminated either by landscaping lighting or goose-neck fixtures. Please see the civil documents for the overall signage exhibit and *Exhibit E* for further details on the Clubhouse Tower signage.

Utilities & Grading

Public water and Sanitary services will be connected to the site via the new proposed loop road pre the Oak Ridge Commons Master Plans and will be in public distribution system to each individual building. Dry utilities for electric and gas would be connected through the proposed loop road system per the Oak Ridge Commons Master Plans. Stormwater conveyance and release will be managed through curb, gutter, and on-site storm sewer conveyed to stormwater basins identified in the Oak Ridge Commons Master Plans.

Steep slopes and rolling terrain of the property proposed unique opportunities for site, but also presented grading challenges. Grading information, steep slope setbacks, and storm water details & management plans are all included within the civil engineering documents.

Lighting

A photometric plan was generated and is included within the civil engineering documents. Please reference this plan for further details on how it adheres to the City's lighting ordinance.

Construction Duration

The Property will be constructed in a single phase but will be sequenced. The entire site will be graded, and utilities will be completed first, then buildings will be constructed sequentially so that pre-leasing activities can occur in a leasing trailer 3 months prior to the clubhouse opening and 1st building occupancy. Buildings will then be completed for occupancy approximately every 4 weeks thereafter.

The total construction time is projected to take 18 to 24 months starting in Spring 2022.

PROJECT GOALS

Springs at McKnight Lake has an overall goal of providing the Chaska area with a high quality, community-based lifestyle. Based on the initial City feedback and proposed changes herein, we believe that our site plan and overall development further reinforces the Chaska Mission Statement and its Core Strategies. Our garden style apartment approach to multi-family living is unique compared to most developers and it something that Chaska currently lacks. Our amenity and elevation packages for the Springs at McKnight Lake will be unique from other Springs properties in Continental's portfolio to blend in with the overall need of the project and the community. Continental's uncompromising commitment to our residents means providing unparalleled community and resident amenities tailored to our residents based on the demographics below.

Resident Demographics Summary and Amenities

The amenities offered at Springs properties is directly related to the demographic that calls Springs communities' home. With over 20,0000 residents under management, Continental's property management has significant data on our industry, specifically across each community. The chart below breaks down the age groups of our Springs residents in Metro Minneapolis Springs communities where the 20-34 age group makes up most residents at 42% followed by the 35-49 age group at 20%.

Percent of Residents by Age Group for Metro Minneapolis Springs Properties					
	0-19 yrs	20-34 yrs	35-49 yrs	50-64 yrs	65+ yrs
Springs at Lakeville	18%	38%	19%	17%	9%
Springs at Egan Drive	16%	44%	19%	16%	5%
Springs at Apple Valley	10%	47%	20%	16%	7%
Springs at Cobblestone Lake	17%	38%	20%	17%	9%
Average	15%	42%	20%	17%	7%

Springs at McKnight Lake will have tailored amenity offerings based on the current market research, feedback from its existing communities as well as projected community demographics above.

The clubhouse is open 7 days a week and includes a large gathering room which can be rented by residents for private events, 24-hour fitness center, kitchen area, coffee bar, and office space for Continental's on-site property management team. A pool and sun deck for the residents are provided behind the clubhouse along with an outdoor grilling and seating area. The fitness room features two large garage-style doors which may be opened during warmer months for an open-air workout area. The clubhouse, pool and outdoor amenity areas are served by wireless internet service.

The average number of children per community across over 13,000 homes is conservatively estimated

at 10% of the total resident population. In our Metro Minneapolis Springs communities, the average number of children is 14% of our total resident population.

	High School (14-18 yrs)	Middle School (11-13 yrs)	Elem. School (5-10 yrs)	Pre- School (0-4 yrs)	% of school aged kids
Springs at Lakeville	6%	4%	5%	1%	**16%**
Springs at Egan Drive	4%	3%	7%	1%	**15%**
Springs at Cobblestone Lake	4%	4%	6%	2%	**16%**
Springs at Apple Valley	3%	1%	5%	1%	**10%**
Average	**4%**	**3%**	**6%**	**1%**	**14%**

With this, Springs at McKnight Lake is anticipated to have 445 residents at full occupancy, 32 of those being school aged children. As stated earlier in the narrative, a tot lot with a playground structure is placed near the clubhouse as referenced in the site plan.

Our Springs communities are also pet friendly. In our Springs communities in the Metro Minneapolis area, dogs are the predominate pet with an average of 97 dogs in each of our Springs communities.

# of Pets in Metro Minneapolis Springs Properties		
	Cats	Dogs
Springs at Lakeville	26	104
Springs at Lake Elmo	5	15
Springs at Egan Drive	36	163
Springs at Apple Valley	31	117
Springs at Cobblestone Lake	30	86
Average	**26**	**97**

Our Springs communities prides themselves in offering several pet friendly amenities. Two large pet playgrounds with agility equipment, picnic tables and waste stations are available for every resident of the Springs. A pet spa wash station will be adjacent to the northern pet park and enclosed yards for several of our ground level units will be provided.

Other community amenities include a care center equipped with a soft-touch pressure washer and car vacuum system. A picnic area with a pergola structure and grilling area in the northern part of the community and a crushed stone pedestrian trail connection to the McKnight Lake Trail System to the south, completes the community amenities

In addition to community amenities, residents can choose to have one of several unit amenities that are available to them. All units will have an upgrade signature package which includes granite countertops and stainless-steel appliances. Other upgrades available are beverage islands (wine fridges in kitchen), smart homes (doorbell cameras, smart thermostats, etc.) and stand-up showers which are all separate, additional upgrade options. All Springs communities include concierge trash pick-up and a centralized

trash compacter. Residents will place their trash outside of their entryways and our on-site management team will pick it up and take to our trash compacter located in a centralized area of the site.

Comparing the Springs at McKnight Lake's amenities to that to comparable rental communities in the City of Chaska, Springs at McKnight Lake will offer more amenities for our residents to enjoy.

Amenity Comparisons to Other Apartment Communities			
	Springs at McKnight Lake	Lake Jonathan Flats	Chaska Place
Clubhouse	x	x	X
Fitness Center	x	x	x
Pool	x	x	x
Tot Lot Playground	x		
Dedicated Parking	x	x	x
Concierge Trash Pick-up	x		
Pet Playground	x		
Pet Wash Station	x	x	X
Car Wash Bay	x		x
Package Room	x		x
Outdoor Patio/Grilling Area	x	x	x
Internal Sidewalk Network	x		
Access to Lake Trails	x	x	
Total	13	7	8

Each Springs community strives to reach outside of our own communities and make a positive impact within the amazing municipalities we are honored to belong to and serve. Continental has the belief that being involved in our local communities is key for a happy, healthy, enhanced quality of life. *Springs Cares, Neighbors on Purpose®* is a program designed to achieve this by promoting charitable giving to non-profit organizations. Each Springs teams have chosen a charitable cause to support within their community. Along with our residents and help from local sponsors, the team will host a variety of events that benefit deserving local charities.

COHESION TO CHASKA'S GUIDING PRINCIPALS

The Springs at McKnight Lake will contribute and reinforce the Chaska Mission Statement and its Core Strategies. The proposed development brings great value to the surrounding community. The City comprehensive plan identifies the future land use for mixed residential use. Additionally, the comprehensive plan identifies that housing demand will be significantly driven by the need to provide housing for a population growth and the need to provide a variety of housing options for a diverse

population as "Housing Needs".[1] The Springs at McKnight Lake brings a range of new housing options that specifically fulfils that need for current and future residents. With studios to three-bedroom units, the range of demographics served by the proposed community will attract young professionals, provide newer opportunities to current City residents, and will allow for the community's residents to age in place as the comprehensive plan calls out.

The City of Chaska's Comprehensive plan also calls for enhancing the high quality of life, well planned and orderly community development, and a sense of community as "Core Strategies".[2] The Springs community will provide quality housing options that encourage community interaction within the Springs development along with the natural and surrounding amenities. Among the amenities are a 4,630 square foot clubhouse with resort style pool, car care area, pet wash station, two fenced pet playgrounds, picnic areas, and a tot lot. Connectivity among buildings and tenant amenities is provided through an internal sidewalk network. Beyond resident amenities, high-quality finishes (both interior and exterior), open space and landscaping, a courtyard approach to buildings provide pedestrian connectivity throughout the site to promote further neighbor interaction. Connectivity to the surrounding Chaska community will be incorporated into the Springs community by providing access to the public trail that follows the shoreline of McKnight Lake. This will bolster the healthy lifestyle that the Springs Community strives to provide its residents.

The Springs community provides housing opportunities that are near local businesses and retail. The Springs residents spending power will help support local businesses and retailers, fostering future economic and employment growth. *Exhibit A* shows the estimated Annual Spending by Springs at McKnight Lake Residents. This table shows the spending breakdown that results in total annual spending by Springs households to be estimated to be around $22,000,000. The opportunity for a Springs community at the site's unique location provides needed housing near a densely populous area and large employment centers. Convenient access to the greater Minneapolis area and surrounding suburbs with access to the ample transportation options will provide new housing in an area that has shown the need for additional quality housing. The proximity to the future Costco, Hazeltine Plaza and Chaska Commons commercial areas will see a bolstered customer base and more convenient housing availability for employees.

At Continental, we have a mission statement: We are a diverse group of professionals sharing an uncompromising commitment to the highest standards of ethics and integrity in all our dealings and in our respect for others- our coworkers, our vendors, and most importantly our residents. We are committed to providing unparalleled value to our residents by performing our work better than it is performed anywhere else and better than we have ever done it before. We accomplish our objectives through an eagerness to embrace change and an unwavering dedication to teamwork, fair dealing, superior thinking, economy, and hard work. We are committed to creating opportunities for others by serving as a magnet for the best and the brightest who share our values while offering new perspectives and creativity and creatively generated from diverse experiences and interests. Continental looks to reinforce that as we proceed with Springs at McKnight Lake through our property management Team that will continue our commitment to all community members through our Springs 5-star Standard with and our Springs Pledge for outstanding customer service. Each one of our communities stands by the following Pledge which is posted in each community clubhouse.

[1] City of Chaska 2040 Comprehensive Plan, Chapter 5- Housing pg. 5.14- 5.17
[2] City of Chaska 2040 Comprehensive Plan, Chapter 1- Community Background pg. 14-15



Our Pledge To You

WE CHOOSE TO DELIVER GREAT CUSTOMER SERVICE AND WE WILL LISTEN WHEN YOU FEEL THAT WE'VE MISSED THE MARK. WE EXPECT YOU TO HOLD US TO THIS PLEDGE.

- We will be proactive to anticipate your needs and exceed your expectations
- We need your feedback (positive and negative) and promise to always listen
- We will get to know you as an individual and will treat you with respect
- We will earn your trust, and work hard to keep it
- If we do not meet your expectations within 30 days of your move to our community, we will release you from your lease*

Continental respectfully requests the City's consideration of this development with specifications as demonstrated in the accompanying information and drawings. Continental strives to live by a specific culture and pledge. *"Better than anywhere else and better than we have ever done it before"* is, among many things, a demand for us to create communities that strive to create the best quality construction, amenities, and the best quality of living for our residents. Much like the City's mission statement, *'To be the "Best Small Town in Minnesota"'*, Continental looks to reflect Chaska's unique qualities in every aspect of our Springs at McKnight Lake community.

EXHIBITS

EXHIBIT A – Estimated Annual Spending

Estimated Annual Spending by Residents

Springs Apartments (Chaska, MN)
Minneapolis-St. Paul-Bloomington, MN-WI MSA

May 24, 2021

		Avg. Annual Expenditure
Apparel and Services	$	3,157
Computer	$	286
Entertainment & Recreation	$	4,752
Financial	$	4,446
Food	$	13,980
Health	$	830
Home	$	28,665
Household Furnishings and Equipment	$	2,090
Household Operations	$	2,778
Insurance	$	11,102
Transportation	$	8,861
Travel	$	2,807
Total Average Annual Expenditures per Household	**$**	**83,753**
LESS "Homeowner Expenses"		
Mortgage Payment and Basics (11)	$	16,920
Maintenance and Remodeling Services	$	4,056
Maintenance and Remodeling Materials (12)	$	821
Lawn and Garden (16)	$	726
Subtotal	$	22,522
Subtotal - Annual Expenditures per Renter Household Excluding Rent	**$**	**61,231**
Average monthly rent at Springs	$	1,785
Plus Average Annual Rent	$	21,420
Total Annual Expenditures per Springs Household	**$**	**82,651**
Total Apartment Homes in Springs Community		280
Total Households (95% occupancy)		**266**
Total Residents (avg. household size of 1.9)		**505**
Total Annual Expenditures by Springs Households	**$**	**22,000,000**

Source: Continental Properties analysis, ESRI 2020 "Retail Goods and Services Expenditures" report

EXHIBIT B – Existing Site Plan & Site Forces Plan

EXHIBIT B - Existing Site Plan and Site Forces Plan



LEGEND:

- EXISTING CURB AND GUTTER
- SS — EXISTING STORM SEWER
- G — EXISTING GAS LINE
- E — EXISTING ELECTRICAL SERVICE
- TC — EXISTING TELEPHONE SERVICE
- EXISTING WATER MAIN
- PROPERTY LINE
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- TREED SLOPE BUILDING SETBACK LIMITS
- TREED SLOPE STEEP SLOPE BUFFER LIMITS
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK
- CONCRETE PAVEMENT
- BITUMINOUS PAVEMENT
- WL — EXISTING WETLAND
- EXISTING TREE CANOPY COVER
- ±973.50 — HIGH POINT
- DIRECTION OF SURFACE FLOW
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- NOTE: SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

OAK RIDGE COMMONS - SITE FEATURES MAP

HWY 41 AND PEAVEY ROAD, CHASKA, MN

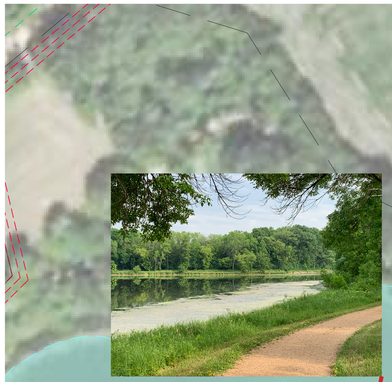
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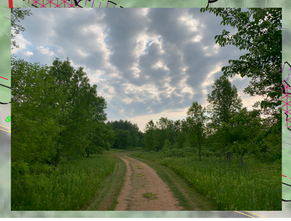














LEGEND:

- EXISTING CURB AND GUTTER
- SS — EXISTING STORM SEWER
- G — EXISTING GAS LINE
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- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK
- CONCRETE PAVEMENT
- BITUMINOUS PAVEMENT
- WL — EXISTING WETLAND
- EXISTING TREE CANOPY COVER
- DIRECTION OF VIEW IN REFERENCE PHOTOS
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN

NOTE:
SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

EXISTING TREES WITH THE STEEP SLOPE PRESERVATION AREAS TO REMAIN

EXISTING TREES WITH THE STEEP SLOPE PRESERVATION AREAS TO REMAIN

EXISTING DELINEATED WETLAND

EXISTING DELINEATED WETLAND

EXISTING DELINEATED WETLAND

PROPOSED ACCESS

PROPOSED ROUNDABOUT AND HWY 41 IMPROVEMENTS

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HAZELTINE STATE HIG

WOODS

POND

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OAK RIDGE COMMONS - SITE FORCES MAP

HWY 41 AND PEAVEY ROAD, CHASKA, MN

7-1-21

0 50' 100' 200'
SCALE IN FEET

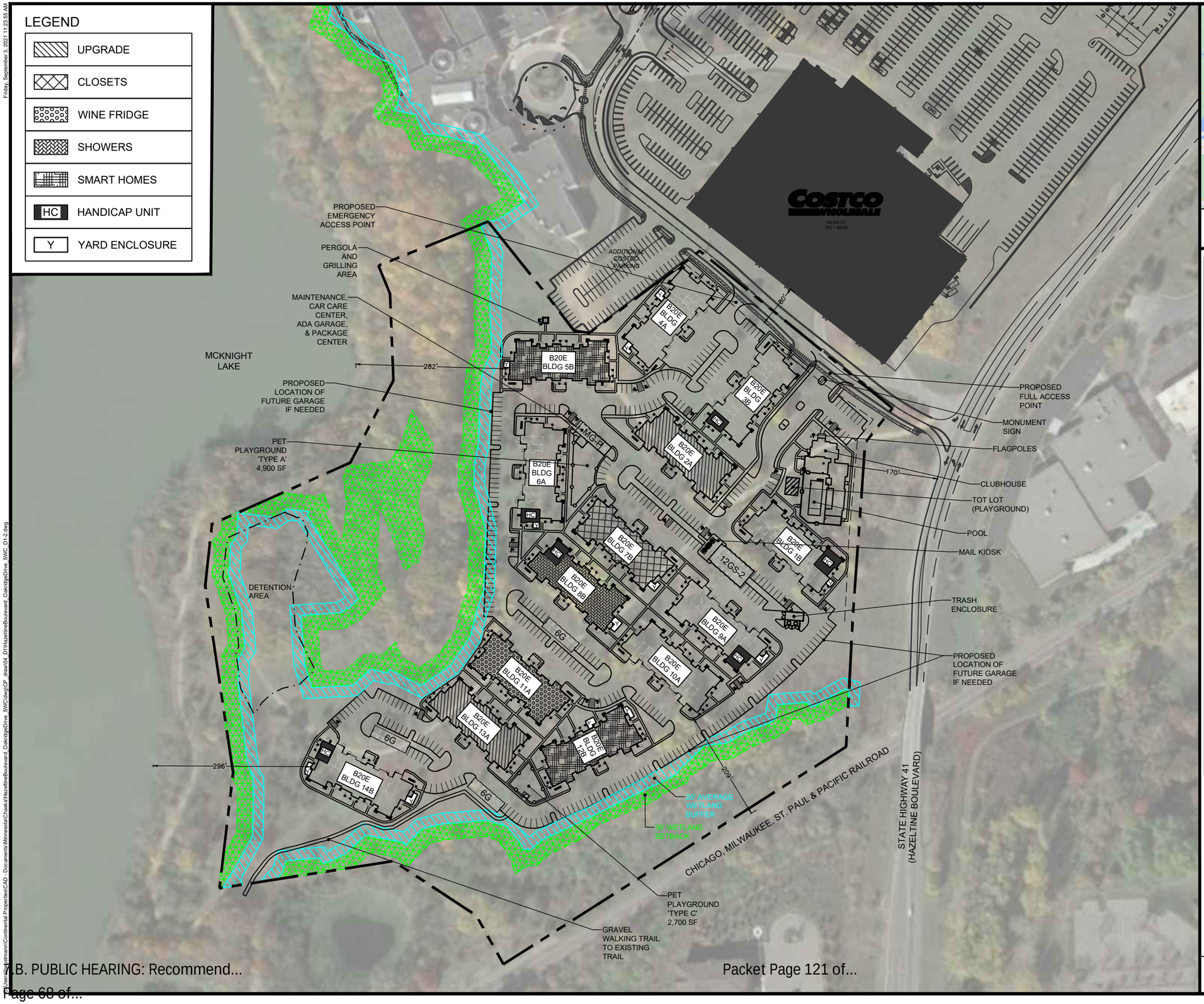
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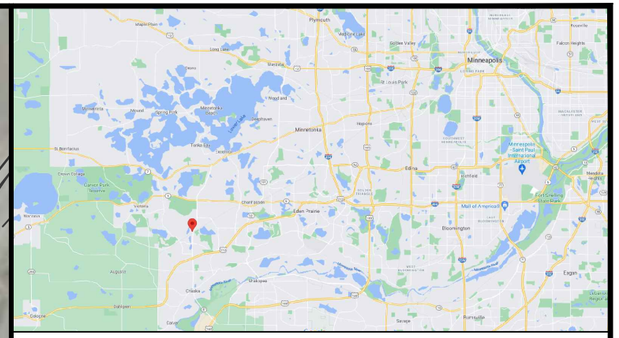
SK-2

EXHIBIT C – Proposed Site Plan & Colored Site Plan

LEGEND

- UPGRADE
- CLOSETS
- WINE FRIDGE
- SHOWERS
- SMART HOMES
- HC — HANDICAP UNIT
- Y — YARD ENCLOSURE





VICINITY MAP
SCALE: NTS

SITE INFORMATION		
UNBUILDABLE AREA		11.92 ACRES
BUILDABLE AREA		15.08 ACRES
TOTAL AREA		27.00 ACRES
DENSITY		23.49 DU/ACRE
BUILDING / LANDSCAPE SETBACKS	NORTH	12' / 15'
	SOUTH	15' / 15'
*150' SETBACK FROM CENTERLINE OF HWY 41	EAST	150'* / 15'
	WEST	0' / 0'

BUILDING INFORMATION		
CLUBHOUSE		4,630 SF
RESIDENT BUILDINGS	QUANTITY	HEIGHT
B20E (20 DU/BUILDING)	14	2-STORY / 32'
TOTAL RESIDENT BUILDINGS	14	

GENERAL HOME MIX	HOMES	PERCENTAGE
STUDIO	28	10%
1-BEDROOM	112	40%
2-BEDROOM	112	40%
3-BEDROOM	28	10%
TOTAL HOMES	280	100%

PARKING INFORMATION	
PARKING	QUANTITY
ATTACHED GARAGES	112
ATTACHED TO HOME	98
FLOATER	14
TANDEM SPACES	NOT INCLUDED
DETACHED GARAGES	30
6G (6-BAY)	3
12GS-2 (12-BAY WITH STORAGE)	1
GROUNDS BUILDING (MG-P)	1
TOTAL COVERED PARKING	143
SURFACE PARKING	349
APRON SPACES	84
TOTAL UNCOVERED PARKING	433
TOTAL PARKING PROVIDED	576
PARKING REQUIRED PER CODE	560
HOME PARKING RATIO	2.06
OVERALL GARAGES/HOME	0.51
COVERED PARKING RATIO	0.25
CLUBHOUSE PARKING	15
ADA PARKING	24
PARKING DIMENSIONS	
STANDARD STALL	9' X 18' (Addt. 2' Overhang)
ADA STALL	9' X 18' (Addt. 2' Overhang)
DRIVE WIDTH	24'

SITE AMENITIES	
AMENITY	QTY / SF / NOTES
SWIMMING POOL	INCLUDED
FITNESS CENTER	INCLUDED
CAR CARE CENTER	INCLUDED
PET PLAYGROUND TYPE A	4,900 SF
PET PLAYGROUND TYPE C	2,700 SF
ENCLOSED YARDS	12
STORAGE LOCKERS	7
PARCEL PICKUP	INCLUDED
GRILLING AREA	1
PROPERTY BOUNDARY	CIVIL

0 70 140 280

CONTINENTAL 589 FUND LLC
An affiliate of
CONTINENTAL COMMUNITIES
W134 N8675 Executive Parkway
Menomonee Falls, WI 53051
Phone: 262-502-5360 Fax: 262-502-5522

DRAWN BY: MMS
STATE: MN
INITIAL DATE DRAWN: 6-18-2021

CITY: CHASKA
STREET: HAZELTINE BOULEVARD AND OAKRIDGE DRIVE

REVISIONS

REV	DESCRIPTION	DATE

NORTH
SHEET: D1-2
REV:



SPRINGS AT MCKNIGHT LAKE

CHASKA, MN

CONTINENTAL PROPERTIES

EXHIBIT D – Traffic Comparisons, Parking & Snow Storage Plans

ITE Trip Generation Estimate - Oak Ridge Development Plan - KHA Study (February 2020)

Land Use (ITE Code)	Size	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	160 Units	15	42	57	22	14	36
Senior Adult Housing (Attached) (252)	375 Units	25	47	72	27	24	51
General Office Building (710)	131,457 SF	125	15	140	14	99	113
General Retail (820)	16,000 SF	8	5	13	25	27	52
Discount Club[1] (857)	161,000 SF	49	19	68	286	289	575
Total Site Generated Trips		**222**	**128**	**350**	**374**	**453**	**827**
Pass-By Trip Reduction (28% Pass-By Trips) PM Peak Only		*0*	*0*	*0*	*-115*	*-115*	*-230*
Total Net New Traffic		**222**	**128**	**350**	**259**	**338**	**597**

Source: Oak Ridge Development Traffic Impact Analysis, Kimley-Horn and Associates, Inc. (February 2020).

1: Discount Club raw trip generation data includes fueling positions.

ITE Trip Generation Estimate - Oak Ridge Development Plan - Alliant ICE Report (March 2021)

Land Use (ITE Code)	Size	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	160 Units	15	42	57	22	14	36
Multifamily Housing (Mid-Rise)[1] (221)	160 Units	15	42	57	22	14	36
General Office Building (710)	131,457 SF	125	15	140	14	99	113
General Retail (820)	16,000 SF	8	5	13	25	27	52
Discount Club[2] (857)	161,000 SF	49	19	68	286	289	575
Total Site Generated Trips		**212**	**123**	**335**	**369**	**443**	**812**
Pass-By Trip Reduction (28% Pass-By Trips) PM Peak Only		*0*	*0*	*0*	*-115*	*-115*	*-230*
Total Net New Traffic		**212**	**123**	**335**	**254**	**328**	**582**

Source: Oak Ridge Development Traffic Impact Analysis, Kimley-Horn and Associates, Inc. (February 2020).

1: Trips generated for Multifamily Housing (Mid-Rise) instead of Senior Adult Housing per latest development plan.

2: Discount Club raw trip generation data includes fueling positions.

ITE Trip Generation Estimate - Revised Oak Ridge Development Plan - KHA Method (May 2021)

Land Use (ITE Code)	Size	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	280 Units	26	75	101	38	24	62
General Office Building (710)	131,457 SF	125	15	140	14	99	113
Discount Club[1] (857)	161,000 SF	49	19	68	286	289	575
Total Site Generated Trips		**200**	**109**	**309**	**338**	**412**	**750**
Pass-By Trip Reduction (28% Pass-By Trips) PM Peak Only		*0*	*0*	*0*	*-114*	*-114*	*-228*
Total Net New Traffic		**200**	**109**	**309**	**224**	**298**	**522**

Source: Oak Ridge Development Traffic Impact Analysis, Kimley-Horn and Associates, Inc. (February 2020).

1: Discount Club raw trip generation data includes fueling positions.

ITE Trip Generation Estimate - Revised Oak Ridge Development Plan - Alliant Method (May 2021)

Land Use (ITE Code)	Units	Size	AM Peak Hour Trips[1]			PM Peak Hour Trips[1]		
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	Units	280	26	75	101	75	48	123
	15% Multi-Use		*-4*	*-11*	-15	*-11*	*-7*	-18
	Land Use Gross Trips		**22**	**64**	**86**	**64**	**41**	**105**
	Pass-By Trips		*Not Applicable*					
	Land Use Net Trips		**22**	**64**	**86**	**64**	**41**	**105**
General Office Building (710)	Square Feet	131,457	131	21	152	24	127	151
	15% Multi-Use		*-20*	*-3*	-23	*-4*	*-19*	-23
	Land Use Gross Trips		**111**	**18**	**129**	**20**	**108**	**128**
	Pass-By Trips		*Not Applicable*					
	Land Use Net Trips		**111**	**18**	**129**	**20**	**108**	**128**
Discount Club[2] (857)	Square Feet	161,000	55	24	79	336	337	673
	15% Multi-Use		*-8*	*-4*	-12	*-50*	*-51*	-101
	Land Use Gross Trips		**47**	**20**	**67**	**286**	**286**	**572**
	37% Pass-By Trips		*-12*	*-12*	*-24*	*-106*	*-106*	-212
	Land Use Net Trips		**35**	**8**	**43**	**180**	**180**	**360**
Subtotal Gross Trips			212	120	332	435	512	947
Multi-Use Reduction			*-32*	*-18*	*-50*	*-65*	*-77*	*-142*
Development Gross Trips			180	102	282	370	435	805
Total Pass-By/Diverted Link Trips			*-12*	*-12*	*-24*	*-106*	*-106*	*-212*
Net New Trips			**168**	**90**	**258**	**264**	**329**	**593**

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

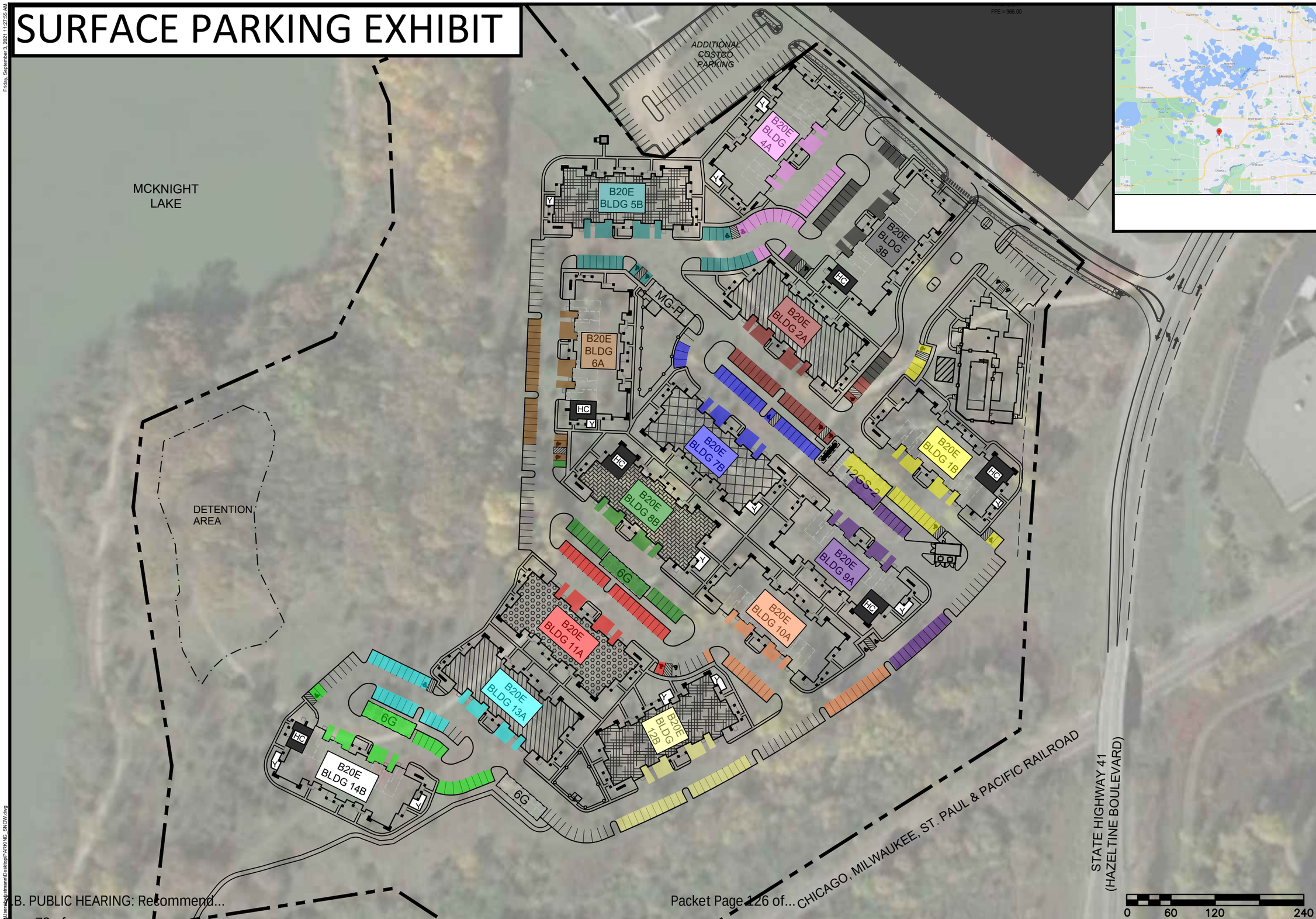
Note: Multi-Use Reduction and Pass-By/Diverted Link Trips only applied to applicable land uses and peak hours.

1: Trips generated for the a.m. and p.m. peak hours of the adjacent roadway network.

2: Discount Club raw trip generation data includes fueling positions.

SURFACE PARKING EXHIBIT

Friday, September 3, 2021 11:27:55 AM



VICINITY MAP
SCALE: NTS

CONTINENTAL 589 FUND LLC
An affiliate of
CONTINENTAL PROPERTIES
W134 N8675 Executive Parkway
Menomonee Falls, WI 53051
Phone: 262-502-5360 Fax: 262-502-5522

STATE: MN	DRAWN BY: MMS
INITIAL DATE DRAWN: 6-18-2021	

REVISIONS

REV	DESCRIPTION	DATE

CITY: CHASKA
STREET: HAZELTINE BOULEVARD AND OAKRIDGE DRIVE

NORTH
SHEET: D1-2
REV:

C:\Users\kyatsman\Desktop\PARKING_SNOW.dwg

SNOW STORAGE EXHIBIT

SNOW STORAGE LOCATIONS

ADDITIONAL COSTCO PARKING

FFE = 966.00

B20E BLDG 4A

B20E BLDG 5B

B20E BLDG 3B

B20E BLDG 2A

B20E BLDG 6A

B20E BLDG 7B

B20E BLDG 8B

B20E BLDG 1B

B20E BLDG 9A

B20E BLDG 10A

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MG-FI

12GS-2

6G

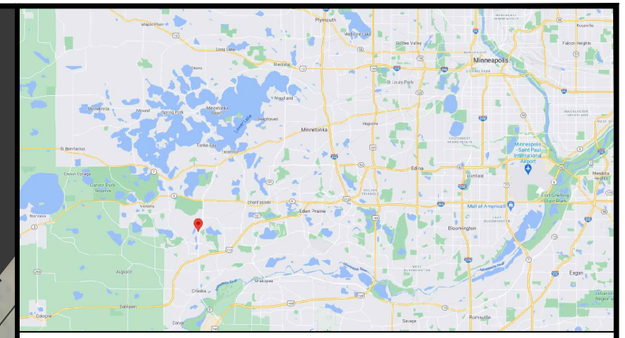
HC

DETENTION AREA

STATE HIGHWAY 41 (HAZELTINE BOULEVARD)

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

0 60 120 240



VICINITY MAP
SCALE: NTS

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REVISIONS

REV	DESCRIPTION	DATE

CITY: CHASKA
STREET: HAZELTINE BOULEVARD AND OAKRIDGE DRIVE

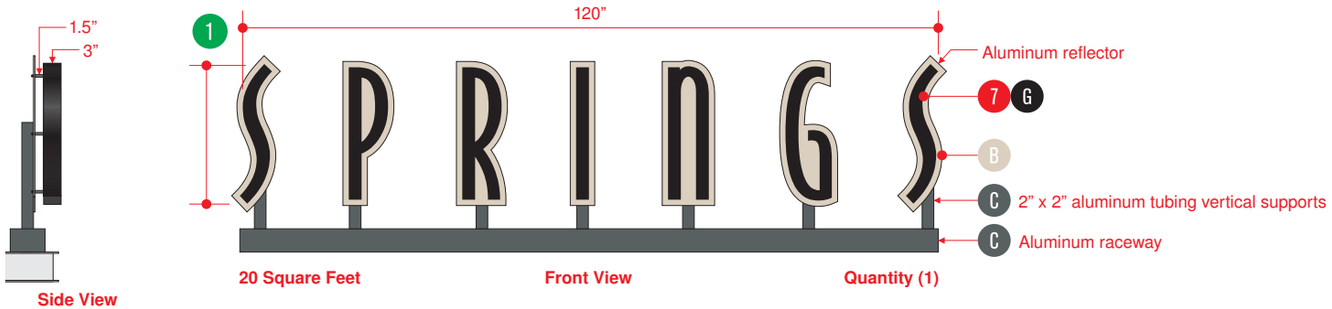
NORTH
SHEET: D1-2
REV:

Friday, September 3, 2021 11:27:55 AM

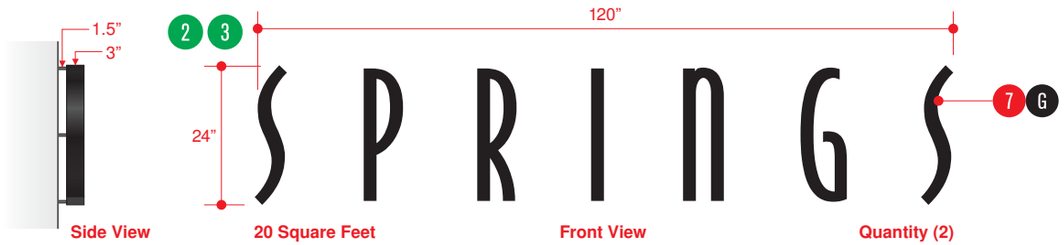
C:\Users\kyatsman\Desktop\PARKING_SNOW.dwg

EXHIBIT E – Signage, Building Elevations, Color Palette & Site Placement

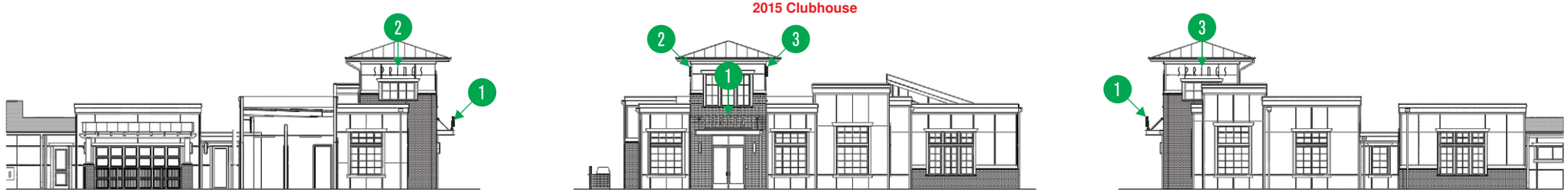
Clubhouse Tower



Side View | 20 Square Feet | Front View | Quantity (1)



Side View | 20 Square Feet | Front View | Quantity (2)



Left Side Elevation | Front Elevation | Right Side Elevation

Elevation depiction intended for general concept illustration and is not to exact scale. Actual sizing & perspective will vary slightly from image.

CLIENT: SPRINGS APARTMENTS

CONTACT: A

SITE: A

FILE:
Sales Rep
CJ Hines
File Name
springs A
Design
TDH
Draft:
Rev 1:
Rev 2:
Rev 3:
Rev 4:
Rev 5:
Rev 6:

CLIENT REVIEW
- Approved
- Approved as Noted
- Revise & Re-submit

Name
Title
Date

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Southern States Sign Association

Sign Systems Inc.
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SHEET INDEX

SHEET NO.	SHEET NAME
ASK.1	COVER SHEET
ASK.2	CONTEMPORARY SCHEME - FRONT & REAR ELEVATIONS
ASK.3	CONTEMPORARY SCHEME - SIDE ELEVATIONS
ASK.4	CRAFTSMAN SCHEME - FRONT & REAR ELEVATIONS
ASK.5	CRAFTSMAN SCHEME - SIDE ELEVATIONS
ASK.6	RANCH SCHEME - FRONT & REAR ELEVATIONS
ASK.7	RANCH SCHEME - SIDE ELEVATIONS
ASK.8	PRAIRIE SCHEME - FRONT & REAR ELEVATIONS
ASK.9	PRAIRIE SCHEME - SIDE ELEVATIONS

CONTEMPORARY BUILDING STYLE



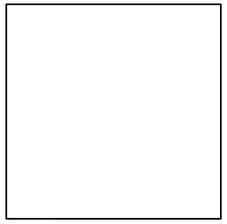
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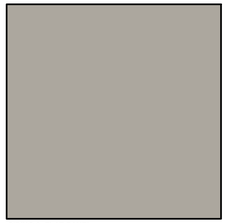
ENTRANCE DOOR
SHERWIN WILLIAMS: SLATE TILE (SW 7624)



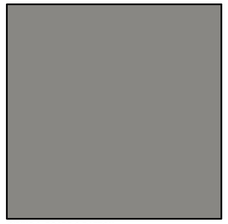
OVERHEAD DOOR
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)



TRIM COLOR
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)
JAMESHARDIE: ARCTIC WHITE



SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: DORIAN GRAY (SW 7017)
JAMESHARDIE: PEARL GRAY



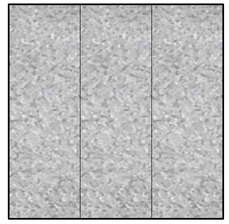
SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: CLASSIC FRENCH GRAY (SW 0077)
JAMESHARDIE: GRAY SLATE



SIDING 1: LAP SIDING
SHERWIN WILLIAMS: SLATE TILE (SW 7624)
JAMESHARDIE: EVENING BLUE

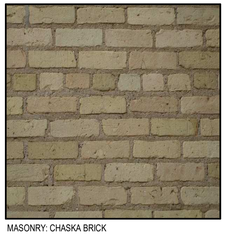


SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

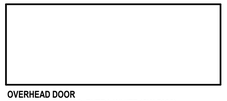
CRAFTSMAN BUILDING STYLE



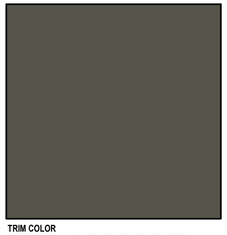
MASONRY: CHASKA BRICK



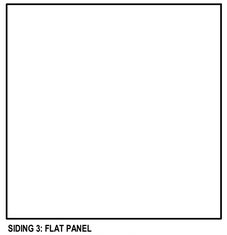
ENTRANCE DOOR
SHERWIN WILLIAMS: CARRIAGE DOOR (SW 7594)



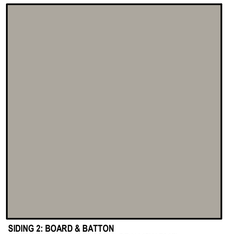
OVERHEAD DOOR
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)



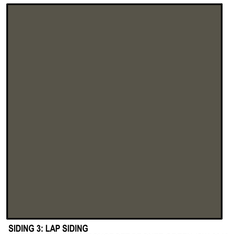
TRIM COLOR
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN



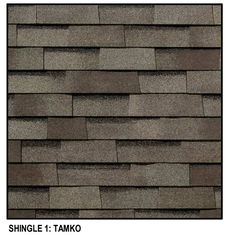
SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)
JAMESHARDIE: ARCTIC WHITE



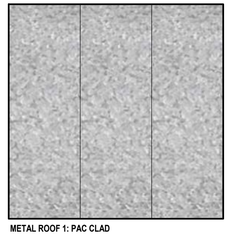
SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: DORIAN GRAY (SW 7017)
JAMESHARDIE: PEARL GRAY



SIDING 3: LAP SIDING
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN

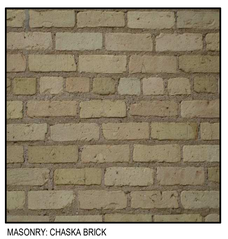


SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

RANCH BUILDING STYLE



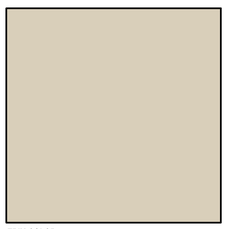
MASONRY: CHASKA BRICK



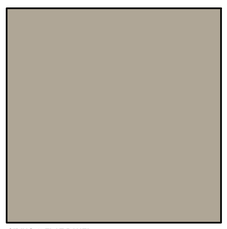
ENTRANCE DOOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)



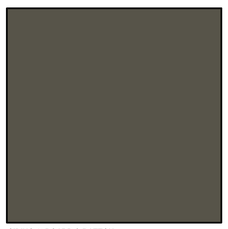
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SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)



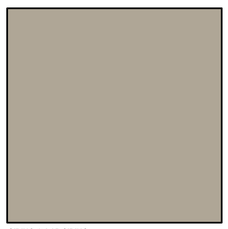
TRIM COLOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)
JAMESHARDIE: COBBLESTONE



SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)
JAMESHARDIE: MONTEREY TAUPE



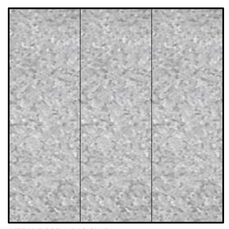
SIDING 3: BOARD & BATTON
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN



SIDING 1: LAP SIDING
SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)
JAMESHARDIE: MANTERY TAUPE

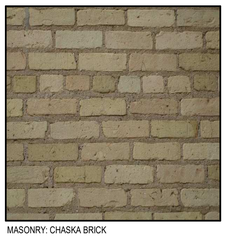


SHINGLE 1: TAMKO
WEATHERD WOOD

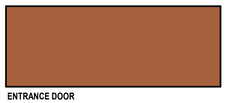


METAL ROOF 1: PAC CLAD
GALVALUME

PRAIRE BUILDING STYLE



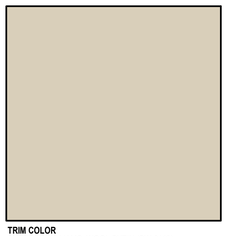
MASONRY: CHASKA BRICK



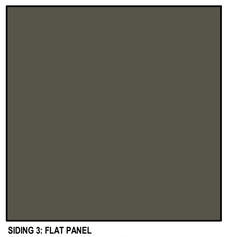
ENTRANCE DOOR
SHERWIN WILLIAMS: COPPER MOUNTAIN (SW 7356)



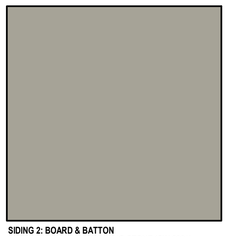
OVERHEAD DOOR
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)



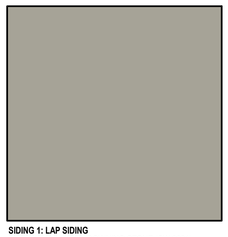
TRIM COLOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)
JAMESHARDIE: COBBLESTONE



SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN



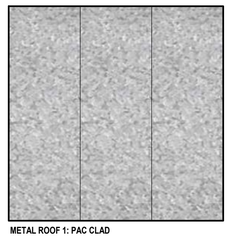
SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: DOWNING STONE (SW 2821)
JAMESHARDIE: HERB GARDEN



SIDING 1: LAP SIDING
SHERWIN WILLIAMS: DOWNING STONE (SW 2821)
JAMESHARDIE: HERB GARDEN



SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

COVER SHEET

ASK.1 | 09/03/2021

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"



1 FRONT ELEVATION
1/8" = 1'-0"

CONTEMPORARY SCHEME - FRONT & REAR ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.2 | 09/03/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION - PRESENTATION
1/8" = 1'-0"



1 RIGHT ELEVATION - PRESENTATION
1/8" = 1'-0"

CONTEMPORARY SCHEME - SIDE ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.3 | 09/03/2021

CONTINENTAL PROPERTIES



CRAFTSMAN SCHEME - FRONT & REAR ELEVATIONS

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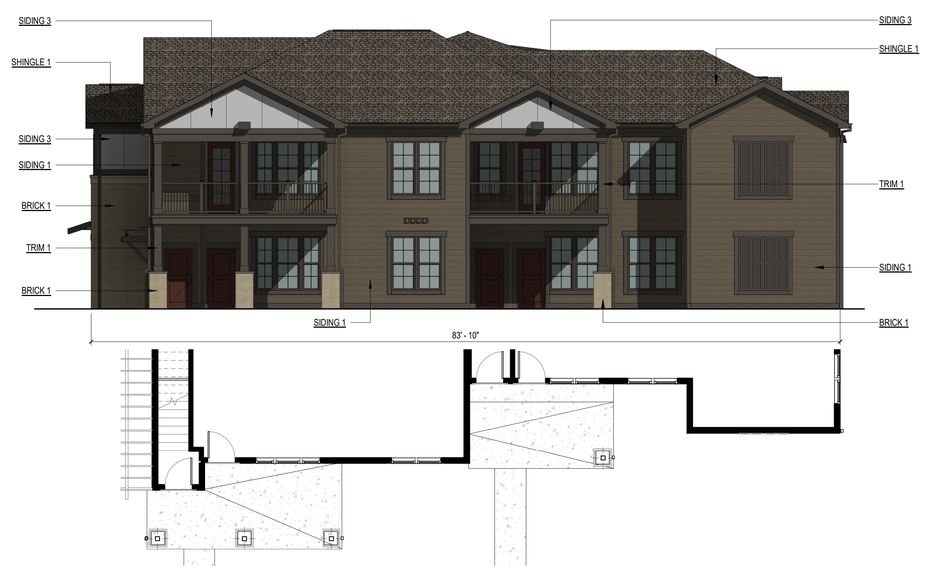
CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.4 | 09/03/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

CRAFTSMAN SCHEME - SIDE ELEVATIONS

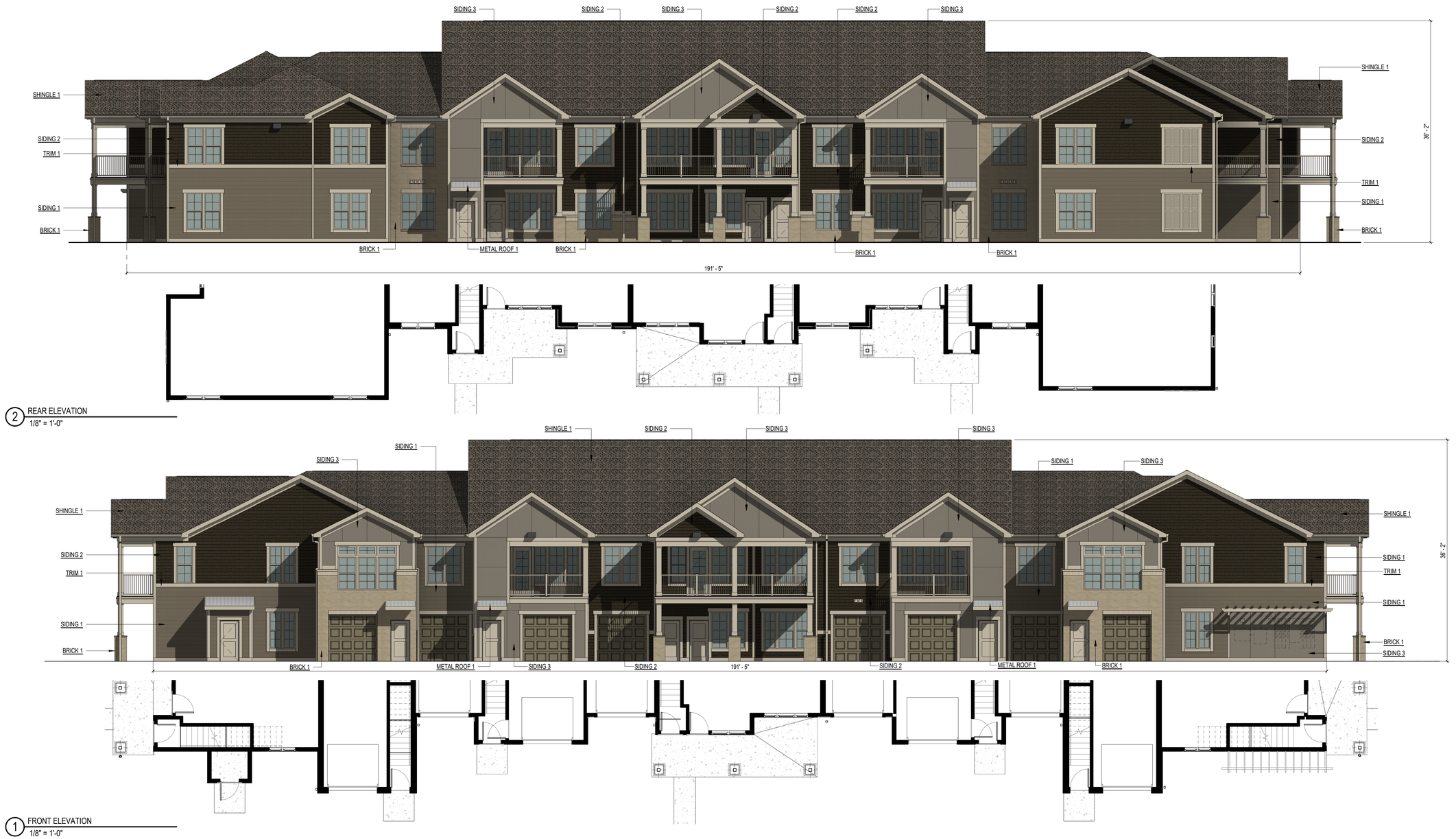
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.5 | 09/03/2021

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"

1 FRONT ELEVATION
1/8" = 1'-0"

RANCH SCHEME - FRONT & REAR ELEVATIONS

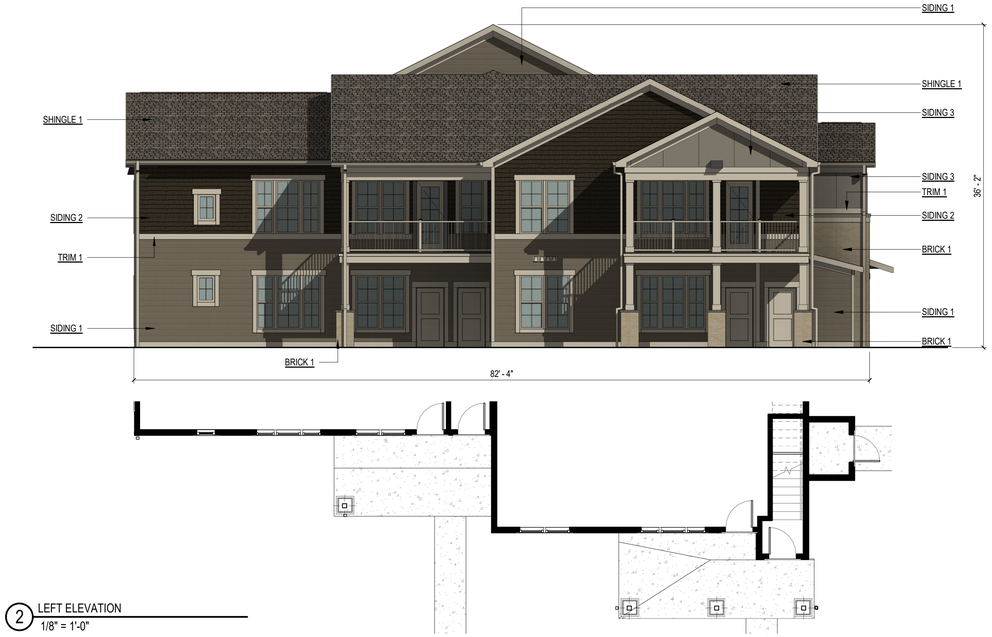
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.6 | 09/03/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

RANCH SCHEME - SIDE ELEVATIONS

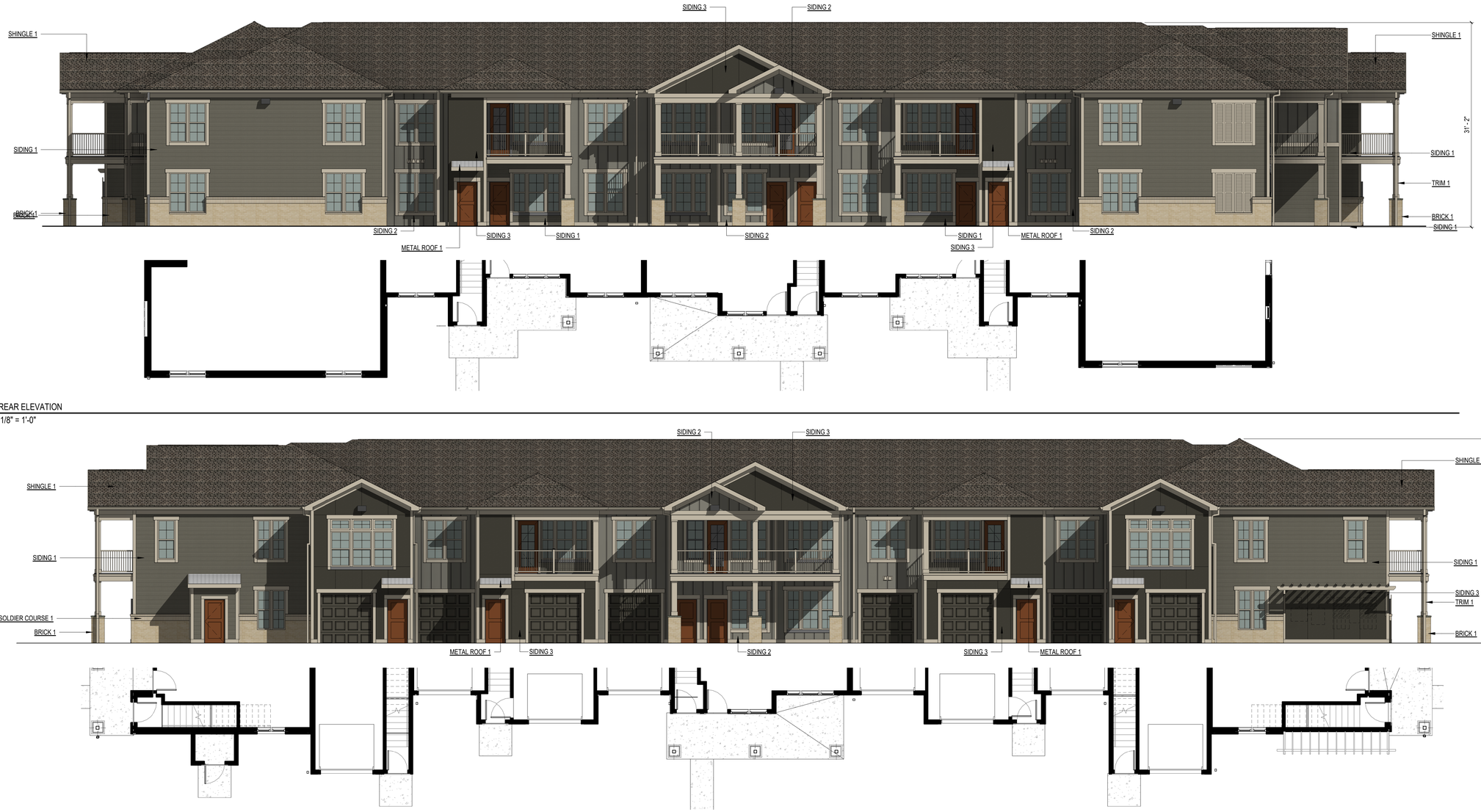
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.7 | 09/03/2021

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"

1 FRONT ELEVATION
1/8" = 1'-0"

PRAIRIE SCHEME - FRONT & REAR ELEVATIONS

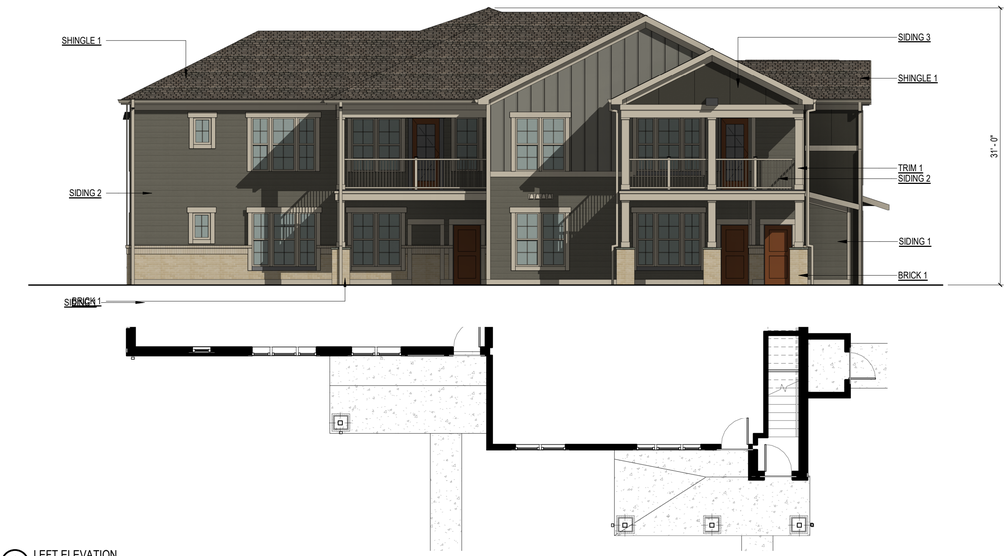
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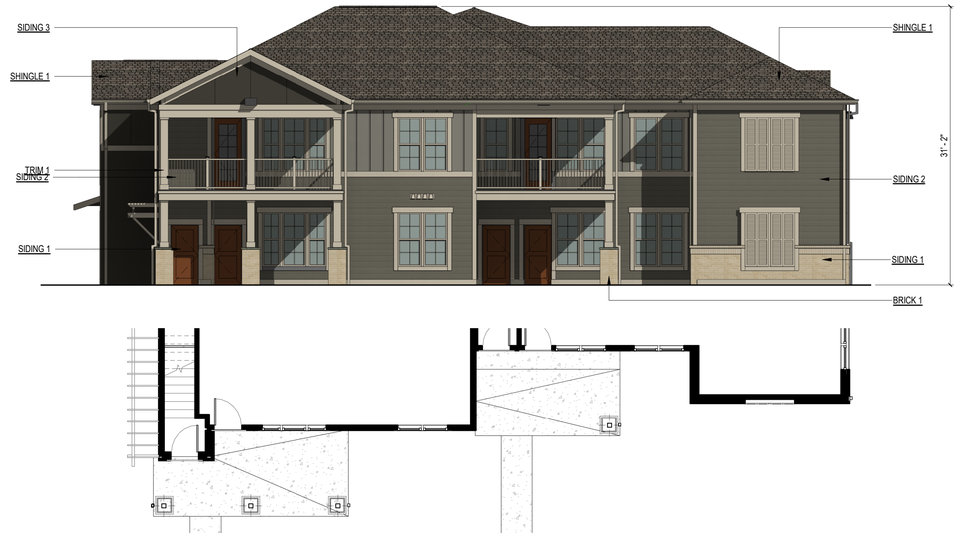
CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.8 | 09/03/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

PRAIRIE SCHEME - SIDE ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.9 | 09/03/2021

CONTINENTAL PROPERTIES



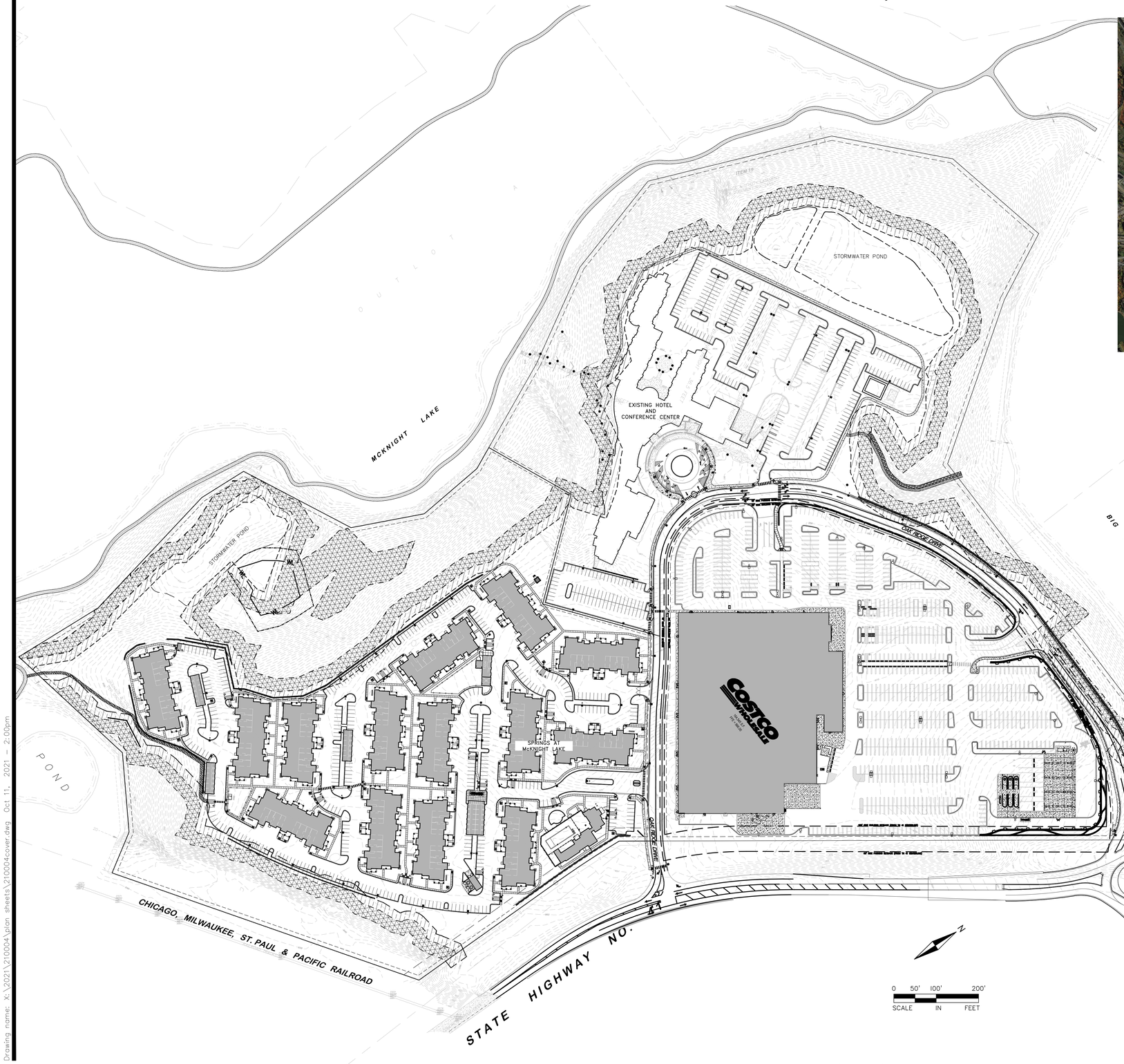
EXTERIOR SCHEMES at SPRINGS AT MCKNIGHT

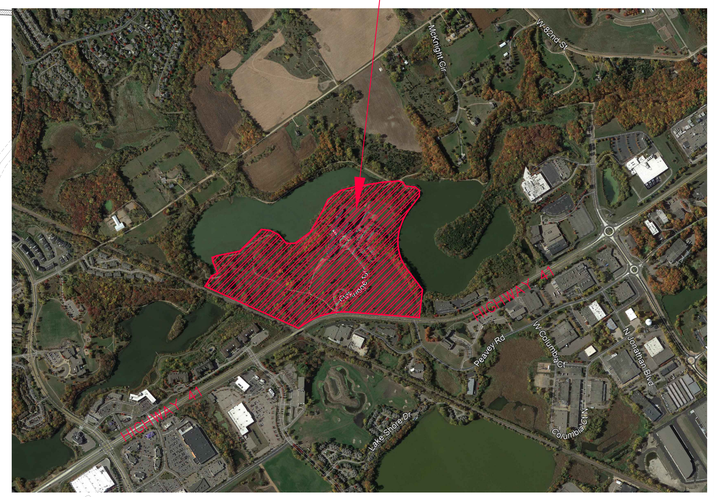
CHASKA, MN

CONTINENTAL PROPERTIES

OAK RIDGE COMMONS

HWY #41 & PEAVEY RD
CHASKA, MN





SITE VICINITY MAP

SHEET INDEX

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	ALTA / NSPS LAND TITLE SURVEY
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	FINAL PLAT (SHEETS 1-3)
C-2.0	OVERALL INTERIM CONDITIONS
C-2.1	INTERIM CONDITIONS PLAN - VIEW 1
C-2.2	INTERIM CONDITIONS PLAN - VIEW 2
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C-3.0	OVERALL SITE PLAN
C-3.1	SITE PLAN - VIEW 1
C-3.2	SITE PLAN - VIEW 2
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C-5.0	OVERALL STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
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E203S	PHOTOMETRIC PLAN - VIEW 3

OWNER REPRESENTATIVE

WILLY BOULAY
LS BLACK DEVELOPMENT
EM: wboulay@lsblack.com
1959 SLOAN PL, SUITE 220,
SAINT PAUL, MN 55117

CONSULTANT

ALLIANT ENGINEERING, INC.
733 MARQUETTE AVE STE 700
MINNEAPOLIS, MN 55402-2340
PH: 612-758-3080 / FX: 612-758-3099

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SURVEYOR
ERIC A. ROESER
LICENSE NO. 47476
EM: eroeser@efinsurvey.com

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NOT FOR CONSTRUCTION

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

OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-0.0

Drawing name: X:\2021\210004\plan sheets\210004cover.dwg Oct 11, 2021 - 2:00pm

ALTA/NSPS LAND TITLE SURVEY FOR:
Atkinson Holdings, LLC

SURVEY ITEMS PER SCHEDULE B:

Per Commitment for Title Insurance prepared by First American Title Insurance Company National Commercial Services, Commitment No. NCS–937489–MPLS dated April 9, 2019 at 8:00 am (Contains additional lands)

ITEM 16: Limitation of Access to State Trunk Highway No. 41, and rights incidental thereto, in favor of the State of Minnesota, as indicated by the following documents:

a) Final Certificate dated February 7, 1968, recorded March 25, 1968 in the office of the County Recorder, as Document No. 3624, in Book 7 of Misc., Page 429;

b) Amended Final Certificate dated January 31, 1985, recorded March 17, 1985 in the office of the County Recorder as Document No. 70129;

c) Quit Claim Deed–Easement dated July 26, 1990, recorded October 25, 1990, in the office of the County Recorder as Document No. 119000, and recorded October 25, 1990, in the office of the Registrar of Titles as Document No. T66895.

(Parcel 4)

Said limitation of access affects the surveyed property and is depicted hereon.

ITEM 17: Easements, and rights incidental thereto, in favor of City of Chaska, created in Easement dated August 18, 1975, recorded August 26, 1975, in the office of the County Recorder as Document No. 26590 in Book 123 of Deeds, Page 242. (Parcels 1, 4)

Said easement does not affect the surveyed property and is not depicted hereon.

ITEM 18: Easements, and rights incidental thereto, in favor of City of Chaska, created in Easement dated August 18, 1975, recorded August 26, 1975, in the office of the County Recorder as Document No. 26594 in Book 123 of Deeds, Page 262. (Parcels 3, 4)

Said easement does not affect the surveyed property and is not depicted hereon.

ITEM 19: Easements, and rights incidental thereto, in favor of City of Chaska, created in Easement dated August 18, 1975, recorded August 26, 1975, in the office of the County Recorder as Document No. 26597 in Book 123 of Deeds, Page 276. (Parcels 1, 2, 4)

Said easement (as depicted on the plat of OAK KNOLL) affects the surveyed property and is depicted hereon.

ITEM 20: Easements shown on the plat of Hoasken Addition, recorded January 29, 1982, in the office of the County Recorder, as Document No. 53853. (Parcel 2)

Said easement does not affect the surveyed property and is not depicted hereon.

ITEM 21: Easements and Limitation of Access to State Highway No. 41, as shown on the plat of Oak Knoll, recorded March 21, 1988, in the office of the County Recorder as Document No. 94506, and recorded March 21, 1988, in the office of the Registrar of Titles, as Document No. T56063, as corrected by Land Surveyor's Certificate of Correction to the plat of Oak Knoll dated September 20, 1988, recorded February 15, 1989, in the office of the County Recorder as Document No. 103346, and recorded February 15, 1989, in the office of the Registrar of Titles as Document No. T60076. (Parcel 4)

Said easements and limitation of access affect the surveyed property and are depicted hereon.

ITEM 22: Terms and conditions of Declaration of Covenants and Restrictions dated March 21, 1988, recorded April 5, 1988, in the office of the County Recorder as Document No. 94919, and recorded April 5, 1988, in the office of the Registrar of Titles as Document No. T56340, as affected by Acknowledgement of Continuation of Declaration of Covenants and Restrictions dated September 7, 1988, recorded September 13, 1988, in the office of the County Recorder as Document No. 99350, and recorded September 13, 1988, in the office of the Registrar of Titles as Document No. T58319. (Parcel 4)

NOTE: Torrens document nos. shown above are not shown as memorials on the certificate of title of Lot 1, Block 1, Oak Knoll.

Said terms and conditions affect the surveyed property. No plottable items to deplct.

ITEM 23: Terms and conditions of Declaration of Covenants, Easements, Restrictions and Right of First Refusal dated September 7, 1988, recorded September 13, 1988, in the office of the County Recorder as Document No. 99351, and recorded September 13, 1988, in the office of the Registrar of Titles as Document No. T58320. (Parcel 4)

NOTE: Torrens document no. shown above is not shown as a memorial on the certificate of title of Lot 1, Block 1, Oak Knoll.

Said terms and conditions affect the surveyed property. The "City Property" (Outlot A, Oak Knoll) is depicted hereon.

ITEM 24: Covenants and restrictions created in Warranty Deed dated September 7, 1988, recorded September 13, 1988, in the office of the County Recorder as Document No. 99352, and recorded September 13, 1988, in the office of the Registrar of Titles as Document No. T58321; as affected by Certificate of Completion dated August 22, 1990, recorded October 25, 1990, in the office of the County Recorder as Document No. 118998, and recorded August 25, 1990, in the office of the Registrar of Titles as Document No. T66884. (Parcel 4)

ITEM 25: Easements for public roadway, drainage and utility, in favor of City of Chaska, created in Quit Claim Deed dated October 28, 1988, recorded October 28, 1988, in the office of the County Recorder, as Document No. 100564, as modified and re–recorded November 23, 1988, in the office of the County Recorder as Document No. 101377; as modified by Resolution No. 90–76, which evidences the vacation of Outlot B, Oak Knoll Addition, which Resolution is dated June 4, 1990, recorded September 5, 1990, in the office of the County Recorder as Document No. 117570, and also recorded October 25, 1990, in the office of the County Recorder as Document No. 118999. (Parcel 4)

Said easement for public roadway appears to have been vacated. Said easement for drainage and utility affects the surveyed property and is depicted hereon.

ITEM 26: Certification by County Assessor recorded October 28, 1988, in the office of the County Recorder as Document No. 100565, and recorded October 28, 1988, in the office of the Registrar of Titles as Document No. T58864. (Parcel 4)

ITEM 27: Easement for McKnight Boulevard, as shown on County Maps, and as laid out and traveled. (Parcels 1 and 3)

Said easement does not affect the surveyed property and is not depicted hereon.

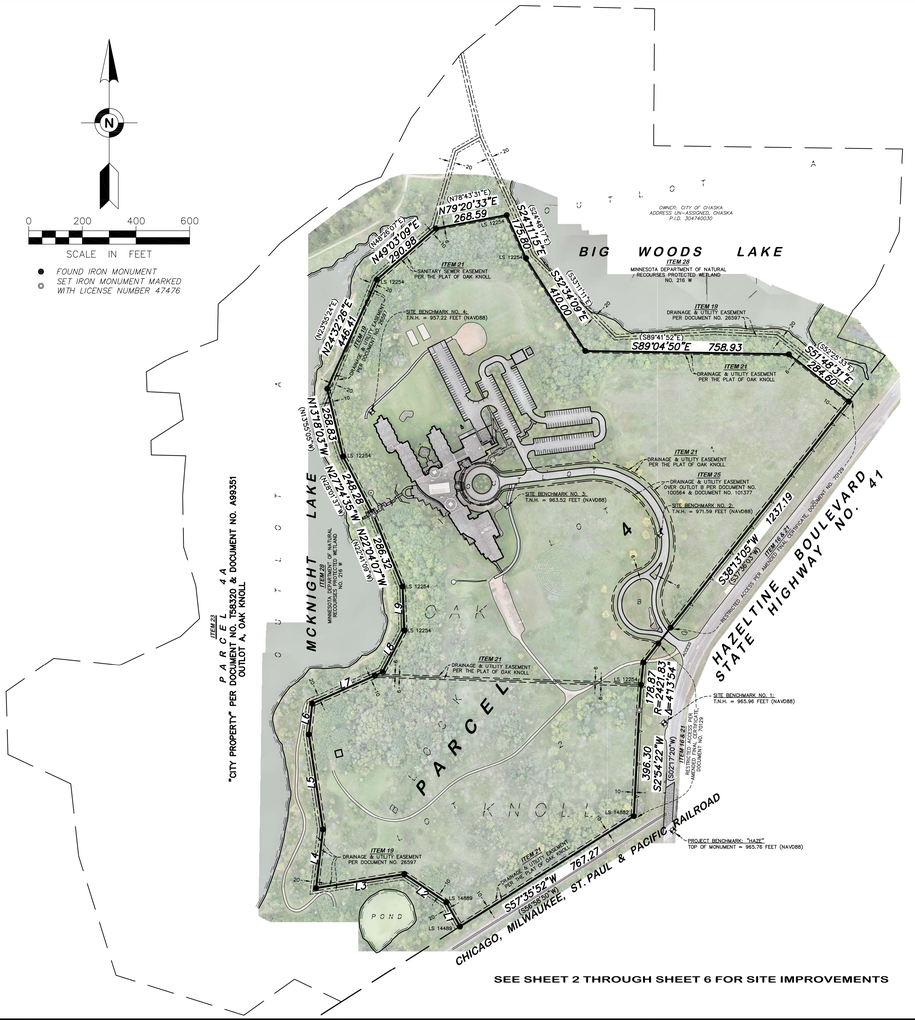
ITEM 28: County maps indicate portions of the Land may be affected by certain lakes. For any property which lies within or abuts a lake, the following issues would be applicable, to wit:
Rights of the United States of America, the State of Minnesota, the County of Carver, and/or the public, in any portion of the Land lying within a lake;
Riparian rights incident to lake;
Matters, if any, arising as a result of the fact that the boundary of the Land along a lake is not a fixed line and will move.

NOTE: State of Minnesota Department of Natural Resources, Approval of Names of Geographic Features, dated August 8, 1958, recorded April 16, 1998, in the office of the County Recorder as Document No. 225486 refers to certain lakes which may affect portions of the Land.

The surveyed property at the time of the field survey does not lie within or adjoin McKnight Lake.

LINE TABLE

Line #	DISTANCE	BEARING	PLAT BEARING	PLAT DISTANCE
L1	104.57	N29°06'43"W	(N29°43'45"W)	
L2	187.87	N56°27'32"W	(N57°04'34"W)	
L3	332.90	S81°07'06"W	(S80°30'04"W)	
L4	219.53	N06°41'29"E	(N06°04'27"E)	
L5	357.85	N08°26'30"W	(N09°03'32"W)	
L6	116.25	N06°16'57"E	(N05°39'55"E)	(115.94)
L7	286.41	N66°00'06"E	(N65°23'04"E)	(287.67)
L8	175.73	N27°35'54"E	(N26°58'52"E)	
L9	163.61	N02°16'22"W	(N02°53'24"W)	



SEE SHEET 2 THROUGH SHEET 6 FOR SITE IMPROVEMENTS

LEGAL DESCRIPTION:

Per Commitment for Title Insurance prepared by First American Title Insurance Company National Commercial Services, Commitment No. NCS–937489–MPLS dated April 9, 2019 at 8:00 am

PARCEL 4:

LOTS 1 AND 2, BLOCK 1, AND OUTLOT B, OAK KNOLL, ACCORDING TO THE RECORDED PLAT THEREOF, CARVER COUNTY, MINNESOTA.

(ABSTRACT AND TORRENS PROPERTY–CERTIFICATE OF TITLE NO. 34021.0)

PARCEL 4A:

NONEXCLUSIVE APPURTENANT EASEMENTS FOR PEDESTRIAN ACCESS TO BIKE TRAIL, SURFACE WATER DRAINAGE AND UNDERGROUND PIPES TO CONNECT TO EXISTING UNDERGROUND UTILITIES, WHICH BENEFIT LOTS 1 AND 2, BLOCK 1, OF PARCEL 4, CREATED IN THAT CERTAIN DECLARATION OF COVENANTS, EASEMENTS, RESTRICTIONS AND RIGHT OF FIRST REFUSAL DATED SEPTEMBER 7, 1988, RECORDED SEPTEMBER 13, 1988, IN THE OFFICE OF THE COUNTY RECORDER, AS DOCUMENT NO. 99351, AND RECORDED SEPTEMBER 13, 1988, IN THE OFFICE OF THE REGISTRAR OF TITLES AS DOCUMENT NO. T58320.

(Commitment for Title Insurance contains additional lands)

GENERAL SURVEY NOTES:

1. The orientation of this bearing system is based on the Carver County coordinate grid (NAD 83–2011 Adj.).
2. The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by First American Title Insurance Company National Commercial Services, Commitment No. NCS–937489–MPLS dated April 9, 2019 at 8:00 am. (Contains additional lands)

OPTIONAL TABLE A ITEMS:

1. Monuments have been placed at all major corners of the property described hereon, unless already marked or referenced by existing monuments or witnesses in close proximity to the corner.
2. The address of the property described heron is 1 Oak Ridge Drive, Chaska Minnesota 55318.
3. The property described heron lies within Flood Zone X (Area of Minimal Flood Hazard) per un–printed Federal Insurance Rate Map No. 27019 C 0228 D, dated December 21, 2018.
4. The total area of the property described heron is 2,911,128 square feet or 66.83030 acres.
5. The contours depicted heron are per elevation data collected while conducting the fieldwork and LIDAR Data per the Minnesota Department of Natural Resources. The contour interval is 1 foot.

   BENCHMARK: Top of Minnesota Department of Transportation Geodetic Monument "HAZE" GSID Station #3705 Elevation = 965.76 feet. (NAVD88)

   SITE BENCHMARK No. 1: Top nut of hydrant south of property entrance, west side of Hwy. No. 41. Elevation = 965.96 feet. (NAVD88)

   SITE BENCHMARK No. 2: Top nut of hydrant along entrance drive of property. Elevation = 971.59 feet. (NAVD88)

   SITE BENCHMARK No. 3: Top nut of hydrant east of building. Elevation = 963.52 feet. (NAVD88)

   SITE BENCHMARK No. 4: Top nut of hydrant north of building. Elevation = 957.22 feet. (NAVD88)

6a. No zoning report or letter was received from the insurer pursuant to Optional Table A Item 6(a) of Table A, as set forth in the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys.

7a. Exterior building dimensions are depicted hereon.

7b1. The exterior building footprint areas at ground level are depicted hereon.

7c. The measured building heights are depicted hereon.

8. Substantial features observed in the process of conducting the fieldwork are depicted hereon.

9. As of the date of this survey the property described heron contains a total of 222 parking spaces of which 215 are standard spaces and 7 are handicapped spaces.

11. Existing utilities, services and underground structures shown hereon were located either physically, from existing records made available to us, by resident testimony, or by locations provided by Gopher State One Call, per Ticket No. 192593946. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Other utilities and services may be present and verification and location of all utilities and services should be obtained from the owners of the respective utilities prior to any design, planning or excavation.

13. The names of adjoining owners according to current tax records are depicted hereon.

15. The rectified orthophotography depicted hereon is per Egan, Field & Nowak Inc. aerial imagery captured on September 24, 2019.

16. As of the date of this survey there is no observable evidence of current earth moving work, building construction or building additions on the property described hereon.

19. The plottable offsite easements or servitudes disclosed in documents provided to the surveyor are depicted hereon.

CERTIFICATION:

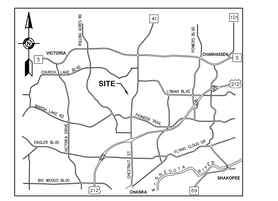
To Atkinson Holdings, LLC, First American Title Insurance Company National Commercial Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 15, 16 and 19 of Table A thereof. The fieldwork was completed on November 22, 2019.

Date of Plat or Map: November 26, 2019

Eric A. Roeser
Minnesota License No. 47476
eroeser@efnsurvey.com

LICENSED LAND SURVEYOR 47476 STATE OF MINNESOTA



VICINITY MAP
NOT TO SCALE

FIELD BOOK	PAGE

DRAWING NAME:	38788.dwg
JOB NO.	38788
FILE NO.	5970

FIELDWORK CHIEF:	
TC	
DRAWN BY:	
PMD	
CHECKED BY:	
EAR	

REVISIONS		
NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

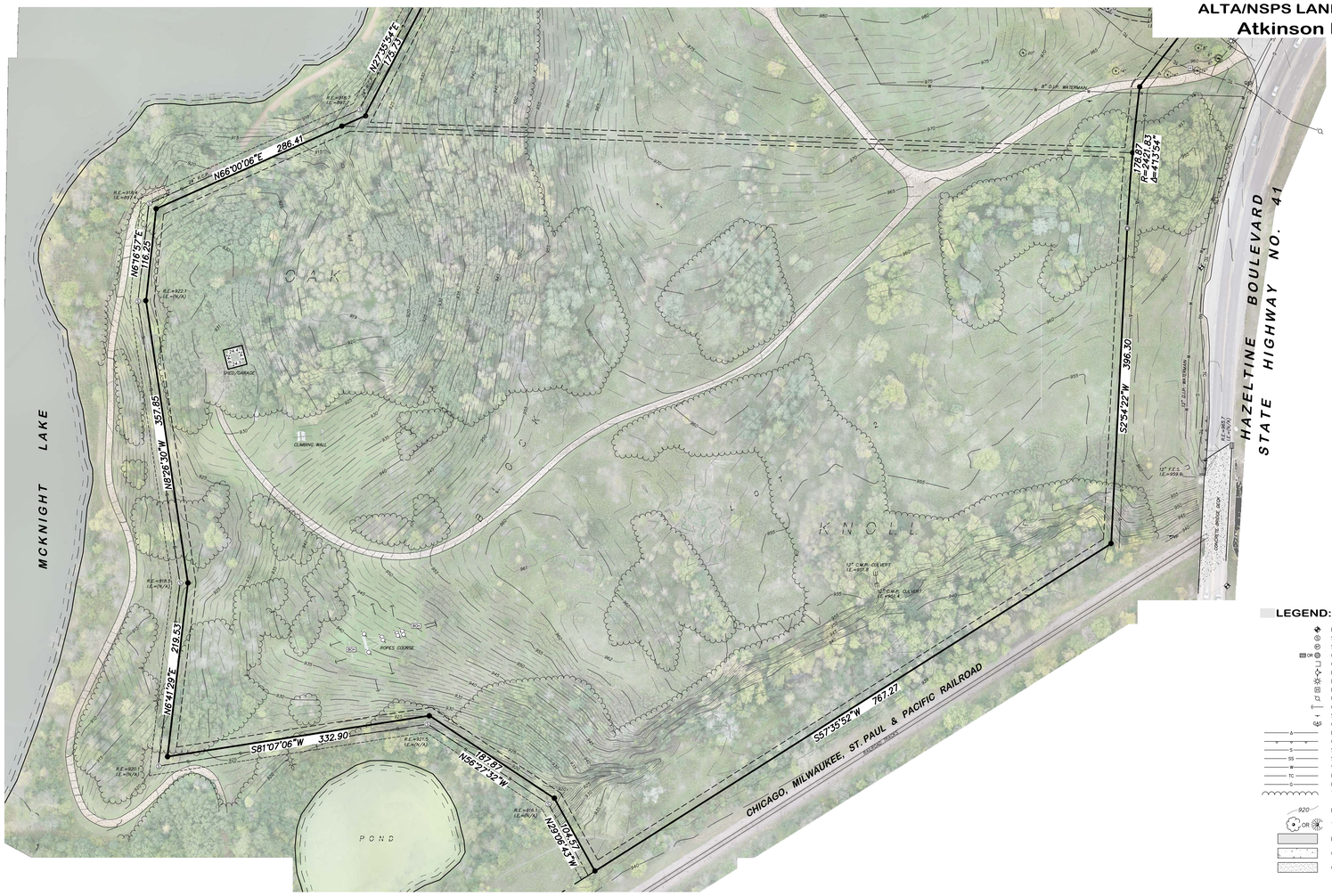
SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
1 Oak Ridge Drive
Chaska, Minnesota 55318

Egan, Field & Nowak, Inc.
land surveyors since 1872
1229 Tyler Street NE, Suite 100
Minneapolis, Minnesota 55413
PHONE: (612) 466-3300
FAX: (612) 466-3383
WWW.EFNSURVEY.COM

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ALTA/NSPS LAND TITLE SURVEY FOR:
Atkinson Holdings, LLC



LEGEND:

- BENCHMARK
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- CULVERT
- HYDRANT
- LIGHT
- HANDHOLE
- UTILITY POLE
- GUY WIRE
- SIGN
- GAS SIGN
- LIMITED ACCESS
- GUARDRAIL
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND TELECOMMUNICATION
- UNDERGROUND GAS
- TREELINE
- EXISTING CONTOUR LINE
- TREE
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE

FIELD BOOK	PAGE

DRAWING NAME: 38788.dwg
JOB NO. 38788
FILE NO. 5970

FIELDWORK CHIEF: TC
DRAWN BY: PMD
CHECKED BY: EAR

REVISIONS

NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
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FIELD BOOK	PAGE

DRAWING NAME: 38788.dwg
JOB NO. 38788
FILE NO. 5970

FIELDWORK CHIEF: TC
DRAWN BY: PMD
CHECKED BY: EAR

REVISIONS

NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
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Chaska, Minnesota 55318

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ALTA/NSPS LAND TITLE SURVEY FOR:
Atkinson Holdings, LLC

FOUND IRON MONUMENT
SET IRON MONUMENT MARKED WITH LICENSE NUMBER 47476

LEGEND:

- BENCHMARK
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- CULVERT
- HYDRANT
- AUTO SPRINKLER
- GATE VALVE
- MONITOR WELL
- ELECTRIC MANHOLE
- AIR CONDITIONER
- LIGHT
- BUILDING LIGHT
- HANDHOLE
- UTILITY POLE
- GUY WIRE
- GAS METER
- GAS SIGN
- SIGN
- HANDICAPPED PARKING SPACE
- PARKING COUNT
- FLAGPOLE
- BOLLARD
- LIMITED ACCESS
- GUARDRAIL
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND TELECOMMUNICATION
- UNDERGROUND GAS
- UNDERGROUND ELECTRIC
- TREELINE
- EXISTING CONTOUR LINE
- TREE
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE

FIELD BOOK	PAGE

DRAWING NAME: 38788.dwg
JOB NO. 38788
FILE NO. 5970

FIELDWORK CHIEF: TC
DRAWN BY: PMD
CHECKED BY: CAR

REVISIONS

NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
1 Oak Ridge Drive
Chaska, Minnesota 55318

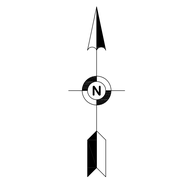
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ALTA/NSPS LAND TITLE SURVEY FOR:

Atkinson Holdings, LLC





- FOUND IRON MONUMENT
- SET IRON MONUMENT MARKED WITH LICENSE NUMBER 47476

LEGEND:

- BENCHMARK
- SANITARY MANHOLE
- STORM MANHOLE
- CB or CATCH BASIN
- CULVERT
- HYDRANT
- AUTO SPRINKLER
- GATE VALVE
- MW MONITOR WELL
- ELECTRIC MANHOLE
- AIR CONDITIONER
- LIGHT
- BUILDING LIGHT
- HANDHOLE
- UTILITY POLE
- GUY WIRE
- GAS METER
- GAS GAS SIGN
- SIGN
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- FLAGPOLE
- BOLLARD
- A LIMITED ACCESS
- GUARDRAIL
- S SANITARY SEWER
- SS STORM SEWER
- W WATERMAIN
- TC UNDERGROUND TELECOMMUNICATION
- G UNDERGROUND GAS
- E UNDERGROUND ELECTRIC
- TREELINE
- 920 EXISTING CONTOUR LINE
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- CONCRETE SURFACE
- GRAVEL SURFACE

FIELD BOOK	PAGE

DRAWING NAME: 38788.dwg
JOB NO. 38788
FILE NO. 5970

FIELDWORK CHIEF: TC
DRAWN BY: PMD
CHECKED BY: EAR

REVISIONS

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ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
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Chaska, Minnesota 55318

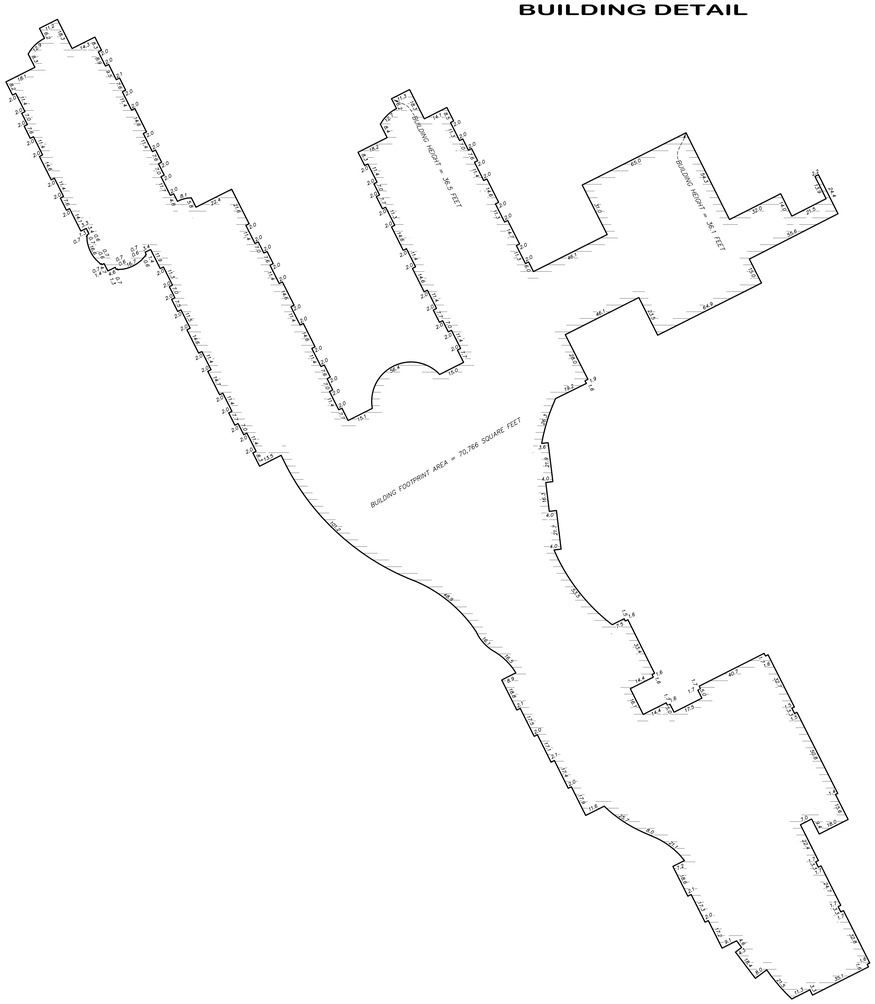
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land surveyors since 1872

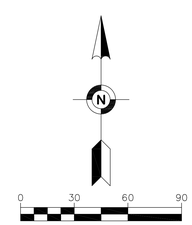
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BUILDING DETAIL

ALTA/NSPS LAND TITLE SURVEY FOR:
Atkinson Holdings, LLC





FIELD BOOK	PAGE

DRAWING NAME: 38788.dwg
JOB NO. 38788
FILE NO. 5970

FIELDWORK CHIEF: TC
DRAWN BY: PMD
CHECKED BY: EAR

REVISIONS

NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:
Atkinson Holdings, LLC

PROPERTY ADDRESS:
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Chaska, Minnesota 55318

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LEGAL DESCRIPTION:

Per Commitment for Title Insurance prepared by First American Title Insurance Company National Commercial Services, Commitment No. NCS–937489–MPLS dated April 9, 2019 at 8:00 am

PARCEL 4:

LOTS 1 AND 2, BLOCK 1, AND OUTLOT B, OAK KNOLL, ACCORDING TO THE RECORDED PLAT THEREOF, CARVER COUNTY, MINNESOTA.

(ABSTRACT AND TORRENS PROPERTY–CERTIFICATE OF TITLE NO. 34021.0)

PARCEL 4A:

NONEXCLUSIVE APPURTENANT EASEMENTS FOR PEDESTRIAN ACCESS TO BIKE TRAIL, SURFACE WATER DRAINAGE AND UNDERGROUND PIPES TO CONNECT TO EXISTING UNDERGROUND UTILITIES, WHICH BENEFIT LOTS 1 AND 2, BLOCK 1, OF PARCEL 4, CREATED IN THAT CERTAIN DECLARATION OF COVENANTS, EASEMENTS, RESTRICTIONS AND RIGHT OF FIRST REFUSAL DATED SEPTEMBER 7, 1988, RECORDED SEPTEMBER 13, 1988, IN THE OFFICE OF THE COUNTY RECORDER, AS DOCUMENT NO. 99351, AND RECORDED SEPTEMBER 13, 1988, IN THE OFFICE OF THE REGISTRAR OF TITLES AS DOCUMENT NO. T58320.

(Commitment for Title Insurance contains additional lands)

GENERAL SURVEY NOTES:

1. The orientation of this bearing system is based on the Carver County coordinate grid (NAD 83–2011 Adj.).
2. The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by First American Title Insurance Company National Commercial Services, Commitment No. NCS–937489–MPLS dated April 9, 2019 at 8:00 am. (Contains additional lands)

LOT AREA TABLE		
	EXISTING	
PARCEL 4	2,911,134.46 S.F.	66.83 AC

	PROPOSED	
LOT 1 – HOTEL	990,558.67 S.F.	22.74 AC
LOT 2 – COSTCO	711,161.63 S.F.	16.32 AC
LOT 3 – MULTIFAMILY	1,209,414.16 S.F.	27.76 AC
TOTAL	2,911,134.46 S.F.	66.83 AC

LEGEND:

- PROPOSED PROPERTY LINE
- PROPOSED RIGHT–OF–WAY
- EASEMENTS
- BUILDING SETBACKS
- 50' TREED STEEP SLOPE BUILDING SETBACK
- 30' TREED STEEP SLOPE BUFFER

LOT 1
LOT 2
LOT 3
PARCEL 4
ITEM 19 DRAINAGE & UTILITY EASEMENT PER DOCUMENT NO. 26597
10' DRAINAGE AND UTILITY EASEMENT
40' DRAINAGE AND UTILITY EASEMENT
EXISTING 10' DRAINAGE AND UTILITY EASEMENT
EXISTING WETLAND
MCKNIGHT LAKE
BIG WOODS LAKE
POND
OAK RIDGE DRIVE
STATE HIGHWAY NO. 41
PEAVY ROAD
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
OWNER: CITY OF CHASKA
ADDRESS UNASSIGNED CHASK.
P.I.D. 304740030
PROPOSED HWY 41 IMPROVEMENTS
(N23°55'24"E)
(N48°26'07"E)
(N.60°52'E.(M))
(N.E.(C.)S.60°E.)
(N.60°18'E.(M))
(S33°11'11"E)
(S37°36'03"W)
(S56°58'50"W)
(S02°17'20"W)
(S89°41'52"E)
(S55°57'51"E)
20
FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION
N
0 40' 80' 160'
SCALE IN FEET

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

OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

PRELIMINARY PLAT

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE	ISSUE
1–18–21	GRADING PROGRESS
2–17–21	PROGRESS SITE PLANS
3–11–21	SCHEMATIC UTIL. ROUTINGS
4–6–21	PUD SUBMITTAL
4–7–21	PUD SUBMITTAL
4–8–21	PARKING CLARIFICATION
4–30–21	DEMOLITION REV.
9–7–21	PUD RESUBMITTAL
9–30–21	PROGRESS
10–11–21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221–0004

C-1.0

Drawing name: X:\2021\210004\plan sheets\210004preplat.dwg Oct 11, 2021 – 2:00pm

OAK KNOLL SECOND ADDITION

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

KNOW ALL PERSONS BY THESE PRESENTS: That RCS – RCA OAK RIDGE, LLC, a Minnesota Limited Liability Company, fee owner of the following described property situated in the City of Waconia, County of Carver, State of Minnesota:

Real property in the City of Chaska, County of Carver, State of Minnesota, described as follows:

TORRENS PROPERTY

That part of Lot 1, Block 1, OAK KNOLL, lying within Tract A, REGISTERED LAND SURVEY NO. 76, according to the recorded plat thereof.

ABSTRACT PROPERTY

Lot 1, Block 1, OAK KNOLL, except that part lying within Tract A, REGISTERED LAND SURVEY NO. 76, according to the recorded plat thereof.

AND

Lot 2, Block 1, OAK KNOLL

AND

Outlot B, OAK KNOLL

Has caused the same to be surveyed and platted as OAK KNOLL SECOND ADDITION.

In witness whereof said RCS – RCA OAK RIDGE, LLC, a Minnesota Limited Liability Company, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

Signed: RCS – RCA OAK RIDGE, LLC, a Minnesota Limited Liability Company

By: _____, its _____

_____

_____

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____ , 20____, by _____,

_____ of RCS – RCA OAK RIDGE, LLC, LLC, a Minnesota Limited Liability Company, on behalf of the company.

_____

_____

Notary Public _____ County, _____

My commission expires _____

I Eric Roeser 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____.

_____
Eric Roeser, Licensed Land Surveyor
Minnesota License No. 47476

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____ , 20____, by Eric Roeser, Licensed Land Surveyor.

_____

_____

Notary Public _____ County, _____

My commission expires _____

CITY COUNCIL, CITY OF CHASKA, MINNESOTA

This plat was approved by the City Council of the City of Chaska, Minnesota, this _____ day of _____, 20____, and hereby certifies compliance with all requirements as set forth in Minnesota Statutes, Section 505.03, Subd. 2.

Signed: _____ Mayor

Signed: _____ 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 OAK KNOLL SECOND ADDITION was filed this _____ day of _____, 20_____, at _____ o'clock ____. M. as Document No._____.

Kaaren Lewis, County Recorder

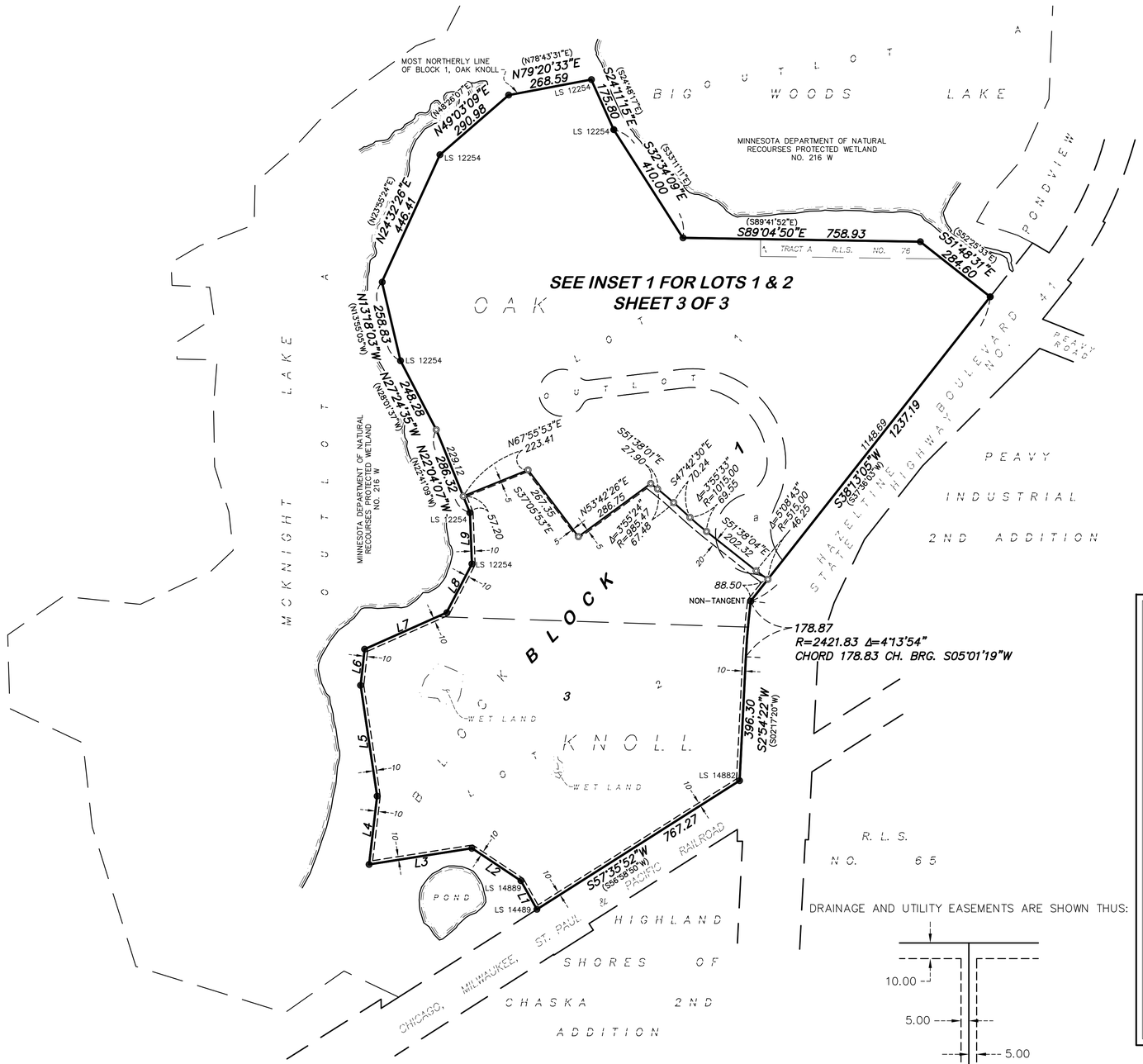
By: _____

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

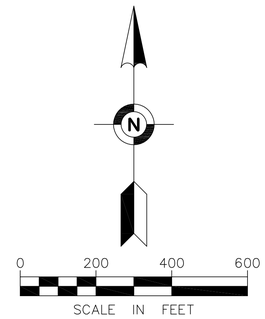
Printed 9/17/2021 at 3:05 PM by Peter Dyson

OAK KNOLL SECOND ADDITION

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

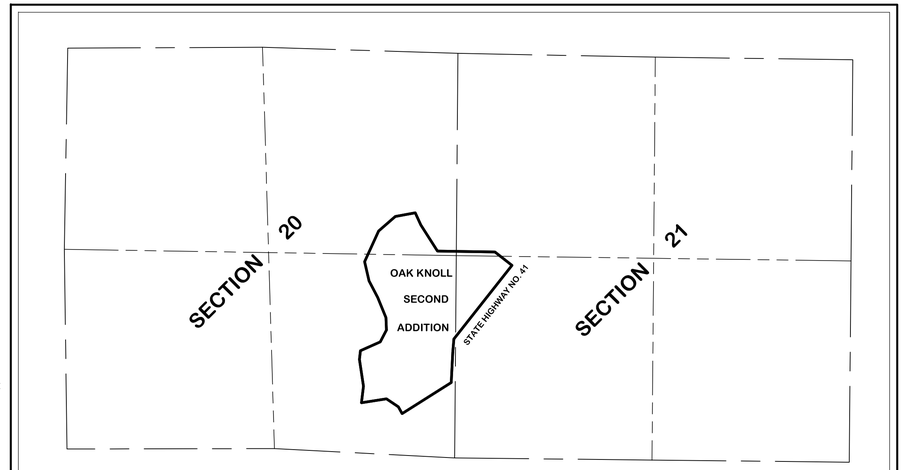


LINE TABLE				
Line #	DISTANCE	BEARING	PLAT BEARING	PLAT DISTANCE
L1	104.57	N29°06'43"W	(N29°43'45"W)	
L2	187.87	N56°27'32"W	(N57°04'34"W)	
L3	332.90	S81°07'06"W	(S80°30'04"W)	
L4	219.53	N06°41'29"E	(N06°04'27"E)	
L5	357.85	N08°26'30"W	(N09°03'32"W)	
L6	116.25	N06°16'57"E	(N05°39'55"E)	(115.94)
L7	286.41	N66°00'06"E	(N65°23'04"E)	(287.67)
L8	175.73	N27°35'54"E	(N26°58'52"E)	
L9	163.61	N02°16'22"W	(N02°53'24"W)	



The most northerly line of Block 1, OAK KNOLL is assumed to bear North 79 degrees 20 minutes 33 seconds East.

- ● DENOTES FOUND OPEN 1/2 INCH IRON PIPE MONUMENT, LICENSE NUMBER, IF AVAILABLE IS NOTED
- ◎ DENOTES SET 5/8 INCH BY 14 INCH LONG IRON REBAR MARKED BY LICENSE NO. 47476
- (N00°00'00"E) RECORD BEARING PER THE PLAT OF OAK KNOLL
- (XXX.XX) RECORD DISTANCE PER THE PLAT OF OAK KNOLL



VICINITY MAP - NOT TO SCALE
SECTION 20 & 21, TOWNSHIP 116 NORTH, RANGE 23 WEST

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

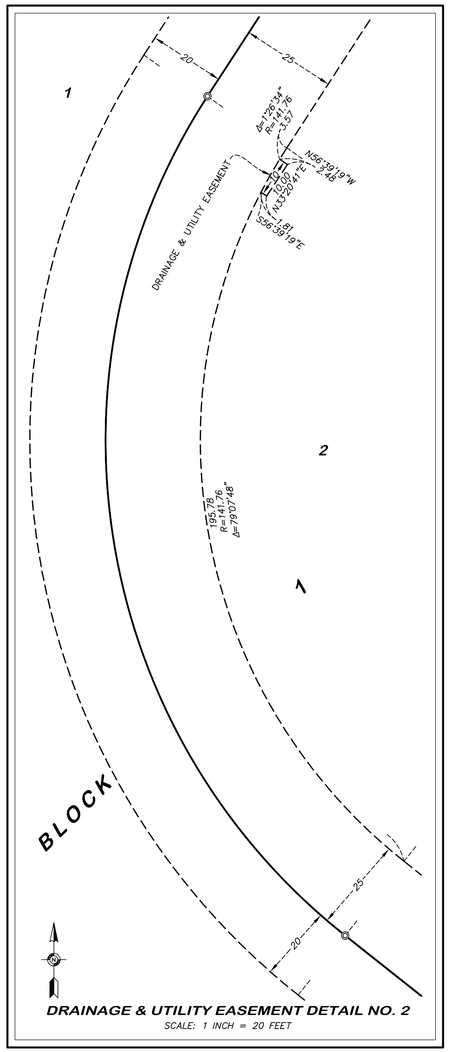
BEING 5 FEET IN WIDTH, AND ADJOINING SIDE LOT LINES, AND BEING 10 FEET IN WIDTH AND ADJOINING STREET LINES AS SHOWN ON THE PLAT, UNLESS OTHERWISE INDICATED.
NOT TO SCALE

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

OAK KNOLL SECOND ADDITION

INSET 1

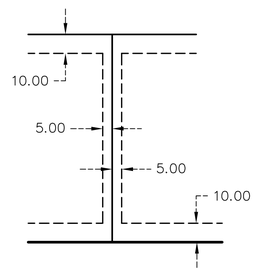
PLAT FILE NO.
R.T. DOC. NO.
C.R. DOC. NO.



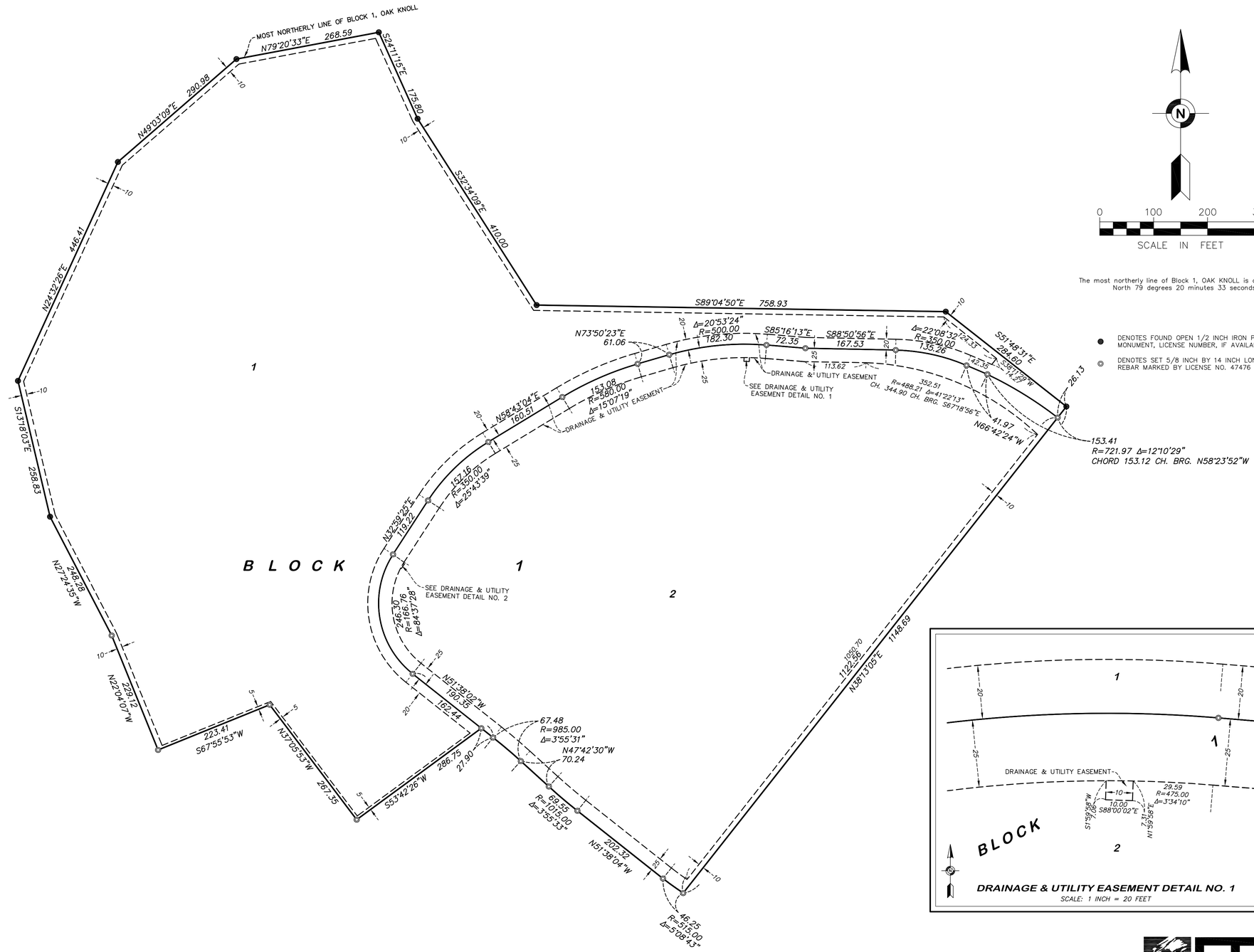
DRAINAGE & UTILITY EASEMENT DETAIL NO. 2

SCALE: 1 INCH = 20 FEET

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH, AND ADJOINING SIDE LOT LINES, AND BEING 10 FEET IN WIDTH AND ADJOINING STREET LINES AS SHOWN ON THE PLAT, UNLESS OTHERWISE INDICATED.
NOT TO SCALE



0 100 200 300

SCALE IN FEET

The most northerly line of Block 1, OAK KNOLL is assumed to bear North 79 degrees 20 minutes 33 seconds East.

● DENOTES FOUND OPEN 1/2 INCH IRON PIPE MONUMENT, LICENSE NUMBER, IF AVAILABLE IS NOTED

◎ DENOTES SET 5/8 INCH BY 14 INCH LONG IRON REBAR MARKED BY LICENSE NO. 47476

DRAINAGE & UTILITY EASEMENT DETAIL NO. 1

SCALE: 1 INCH = 20 FEET

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

LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- INLET PROTECTION
- HEAVY DUTY SILT FENCE

WETLAND IMPACTS:

EXISTING WETLANDS:

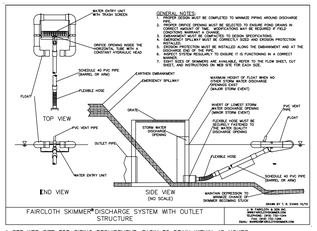
WETLAND #1 = 2,412 SF
WETLAND #2 = 1,383 SF
WETLAND #3 = 12,504 SF

TOTAL = 16,299 SF ON SITE

WETLAND IMPACTS:

WETLAND #1 = 2,412 SF
WETLAND #2 = 1383 SF

TOTAL = 3,794 SF DISTURBED



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

GRADING NOTES

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT A MINIMUM GRADE OF 1.5%.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. ALL CURB AND GUTTER AT ACCESSIBLE PARKING SPACES TO BE DEPRESSED WITH CURB TAPER, PER DETAIL.
4. 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/COUNTY.
5. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166 OR 811, 48 HOURS PRIOR TO START OF CONSTRUCTION.
6. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
7. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
8. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
9. ADD 900 TO ELEVATIONS SHOWN AS 70.00 TO OBTAIN USGS ELEVATION.
10. CONTRACTOR TO SEED ALL ROUGH GRADED AREAS W/ APPROVED MNDOT TEMPORARY SEED MIX.
11. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
12. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
13. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
14. 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.
15. BUILDING PERMITS ARE REQUIRED FOR ALL RETAINING WALLS 4 FEET IN HEIGHT OR GREATER. THE WALLS SHALL BE DESIGNED BY A STRUCTURAL ENGINEER WITH DESIGN REVIEWED AND APPROVED BY THE CITY PRIOR TO INSTALLATION. ANY QUESTIONS REGARDING THE BUILDING PERMITS SHALL BE DIRECTED TO THE CITY BUILDING INSPECTOR.

(ESF 1) TEMP. SEDIMENT BASIN
ELEV=940-944
STORAGE PROVIDED=238,489 CF
(8.42 AC. DRAINS TO BASIN)
FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=940.00

TEMP. PIPES TO CONNECT TO EXISTING 36" RCP [TO BE REMOVED AFTER INTERIM CONDITION] VIA TEMPORARY RISER
RISER GRATE ELEV=947.50
EXIST. 36" INV AT THIS LOCATION=932.50 (VERIFY)

(ESF 2) TEMP. SEDIMENT BASIN
ELEV=920-924
STORAGE PROVIDED=90,563 CF
STORAGE REQUIRED=35,928 CF
(9.98 AC. TOTAL CONVEYED TO BASIN)

FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=962.00

TEMP RISER IN PLACE OF CBMH 601
TOP GRATE ELEV=958.00
INV(OUT)=928.69

FAIRCLOTH SKIMMER CONNECT TO TEMP. RISER OUTLET INV=956.00

TEMP. SEDIMENT BASIN
ELEV=962-964
STORAGE PROVIDED=15,355 CF
STORAGE REQUIRED=12,101 CF
(3.36 AC. DRAINS TO BASIN)

TEMP. SEDIMENT BASIN
ELEV=960-962
STORAGE PROVIDED=22,300 CF
STORAGE REQUIRED=21,405 CF
(5.94 AC. DRAINS TO BASIN)

FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=960.00

FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=956.00

TEMP. SEDIMENT BASIN
ELEV=956-960
STORAGE PROVIDED=23,461 CF
STORAGE REQUIRED=16,591 CF
(4.61 AC. DRAINS TO BASIN)

TEMP. SEDIMENT BASIN
ELEV=958-960
STORAGE PROVIDED=39,807 CF
STORAGE REQUIRED=33,258 CF
(9.24 AC. DRAINS TO BASIN)

FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=958.00

TEMP. SEDIMENT BASIN
ELEV=938-940
STORAGE PROVIDED=9,824 CF
STORAGE REQUIRED=8,636 CF
(2.40 AC. DRAINS TO BASIN)

FAIRCLOTH SKIMMER CONNECT TO TEMP. PIPE OUTLET INV(OUT)=938.00

MCKNIGHT LAKE
BIG WOODS LAKE
POND
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
STATE HIGHWAY NO. 41
COSTCO WHOLESALE

MATCH LINE - VIEW 1
MATCH LINE - VIEW 1

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

0 40' 80' 160'
SCALE IN FEET

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PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

OVERALL INTERIM CONDITIONS

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

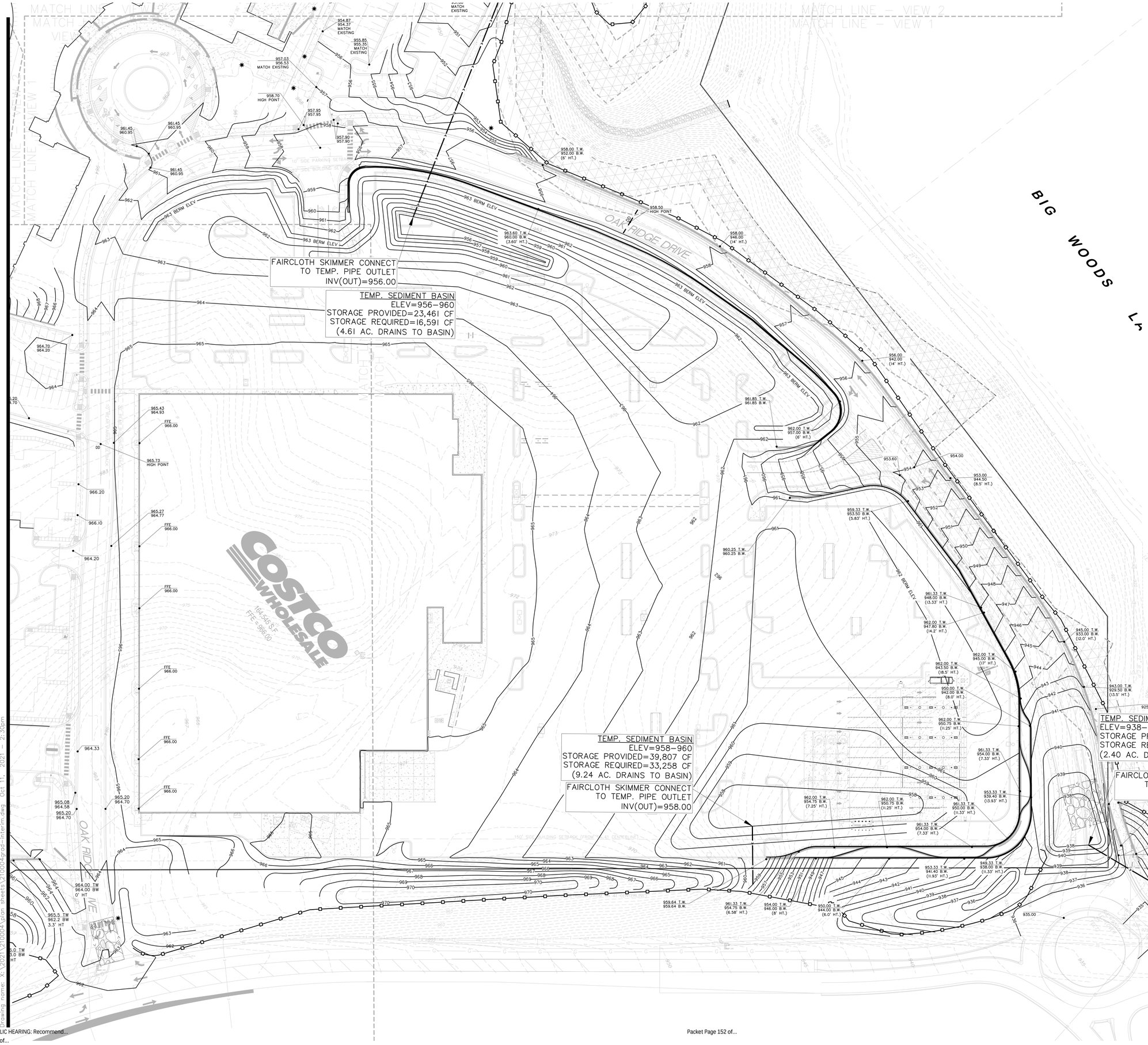
BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: ST
PROJECT NO: 221-0004

C-2.0

Drawing name: K:\2021\210004\plan sheet\210004grad-interim.dwg Oct 11, 2021 - 2:01pm


MATCH LINE – VIEW 2
MATCH LINE – VIEW 1
MATCH LINE – VIEW 1
954.87
954.37
MATCH EXISTING
955.85
955.35
MATCH EXISTING
957.03
956.53
MATCH EXISTING
958.70
HIGH POINT
957.95
957.95
957.90
957.90
961.45
960.95
961.45
960.95
961.45
960.95
963 BERM ELEV
963 BERM ELEV
963 BERM ELEV
963 BERM ELEV
963 BERM ELEV
963 BERM ELEV
962 BERM ELEV
958.00 T.W.
952.00 B.W.
(6' HT.)
958.50
HIGH POINT
958.00
946.00
(14' HT.)
956.00
942.00
(14' HT.)
963.60 T.W.
960.00 B.W.
(3.60' HT.)
961.85 T.W.
961.85 B.W.
962.00 T.W.
957.00 B.W.
(6' HT.)
959.33 T.W.
953.50 B.W.
(5.83' HT.)
960.25 T.W.
960.25 B.W.
961.33 T.W.
948.00 B.W.
(13.33' HT.)
962.00 T.W.
947.80 B.W.
(14.2' HT.)
962.00 T.W.
945.00 B.W.
(17' HT.)
962.00 T.W.
943.50 B.W.
(18.5' HT.)
950.00 T.W.
942.00 B.W.
(8.0' HT.)
962.00 T.W.
950.75 B.W.
(11.25' HT.)
945.00 T.W.
933.00 B.W.
(12.0' HT.)
943.00 T.W.
929.50 B.W.
(13.5' HT.)
925.40
961.33 T.W.
954.00 B.W.
(7.33' HT.)
962.00 T.W.
954.75 B.W.
(7.25' HT.)
962.00 T.W.
950.75 B.W.
(11.25' HT.)
961.33 T.W.
950.00 B.W.
(11.33' HT.)
953.33 T.W.
939.40 B.W.
(13.93' HT.)
961.33 T.W.
954.00 B.W.
(7.33' HT.)
936.50 T.W.
936.50 B.W.
(0' HT.)
936.00 T.W.
933.50 B.W.
(0' HT.)
936.00
953.33 T.W.
941.40 B.W.
(11.93' HT.)
949.33 T.W.
938.00 B.W.
(11.33' HT.)
959.64 T.W.
959.64 B.W.
961.33 T.W.
954.75 B.W.
(6.58' HT.)
954.00 T.W.
946.00 B.W.
(8' HT.)
950.00 T.W.
944.00 B.W.
(6.0' HT.)
935.00
933.80
953.60
954.00
953.00
944.50
(8.5' HT.)
FAIRCLOTH SKIMMER CONNECT
TO TEMP. PIPE OUTLET
INV(OUT)=956.00
TEMP. SEDIMENT BASIN
ELEV=956–960
STORAGE PROVIDED=23,461 CF
STORAGE REQUIRED=16,591 CF
(4.61 AC. DRAINS TO BASIN)
TEMP. SEDIMENT BASIN
ELEV=958–960
STORAGE PROVIDED=39,807 CF
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(9.24 AC. DRAINS TO BASIN)
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INV(OUT)=958.00
TEMP. SEDIMENT BASIN
ELEV=938–940
STORAGE PROVIDED=9,824 CF
STORAGE REQUIRED=8,636 CF
(2.40 AC. DRAINS TO BASIN)
FAIRCLOTH SKIMMER CONNECT
TO TEMP. PIPE OUTLET
INV(OUT)=938.00
OAK RIDGE DRIVE
BIG WOODS LA
COSTCO WHOLESALE
164,545 S.F.
FFE = 966.00
965.43
964.93
FFE
966.00
965.73
HIGH POINT
966.20
966.10
965.27
964.77
964.20
964.33
965.08
964.58
965.20
964.70
964.70
964.20
964.00 TW
964.00 BW
0' HT
965.5 TW
962.2 BW
3.3' HT
963.0 TW
963.0 BW
0' HT
150' BUILDING SETBACK (FROM ULT. CENTERLINE)
30' PARKING SETBACK
SUMP
963.5
963.0
965.20
965.20
965.20



GRADING NOTES

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LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- INLET PROTECTION
- FILTER LOG

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OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

INTERIM CONDITIONS PLAN - VIEW 2

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	ISSUE
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2-17-21	PROGRESS SITE PLANS
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9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	ST
PROJECT NO:	221-0004

C-2.2



LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
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INTERIM CONDITIONS PLAN - VIEW 3

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

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4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: ST
PROJECT NO: 221-0004

C-2.3

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

SCALE IN FEET 0 20' 40' 80'

Drawing name: X:\2021\210004\plan sheets\210004grad-interim.dwg Oct 11, 2021 - 2:01pm

SITE DATA:

SITE SUMMARY	
OAKRIDGE COMMONS	
PROPERTY AREA	±66.83 AC
ZONING	
EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT
PARKING SETBACKS	
ROAD SIDE	10'
INTERIOR SIDE YARD	5'
TREED STEEP SLOPE SETBACK	50'
FROM CENTERLINE OF HWY 41	90'
BUILDING SETBACKS	
CITY OUTLOT	40'
RAILROAD	50'
TREED STEEP SLOPE BUILDING SETBACK	50'
FROM CENTERLINE OF HWY 41	150'
BUFFERS	
TREED STEEP SLOPE BUFFER	30'
DELINEATED WETLANDS	30'

LOT SUMMARY	
AREAS	
PROPOSED PROPERTY	**±66.83 AC**
LOT 1 - EXISTING HOTEL & CONFERENCE CENTER	
LOT 1 PROPERTY AREA	**±23.37 AC**
PROPOSED IMPERVIOUS AREA	**±7.88 AC**
PROPOSED PERVIOUS AREA	**±15.49 AC**
EXISTING BUILDING FOOTPRINT (HOTEL & CONFERENCE)	**± 75,815 S.F.**
EXISTING BUILDING FLOOR AREA (HOTEL & CONFERENCE)	**± 171,000 S.F.**
REQUIRED PARKING	**294 STALLS**
PROPOSED PARKING	**286 STALLS**
AUXILIARY PARKING LOT PARKING STALLS	**20 STALLS**
TOTAL PARKING PROVIDED	**306 STALLS**
A.D.A. PARKING STALLS REQUIRED / PROPOSED STALLS PROVIDED	**8 A.D.A. STALLS / 8 A.D.A. STALLS**
LOT 2 - PROPOSED COSTCO DEVELOPMENT	
LOT 2 PROPERTY AREA	**±16.33 AC**
PROPOSED IMPERVIOUS AREA	**±13.82 AC**
PROPOSED PERVIOUS AREA	**±2.51 AC**
BUILDING AREA - RETAIL (COSTCO)	**±164,545 S.F.**
REQUIRED PARKING	**470 STALLS**
PARKING STALLS PROVIDED	**727 STALLS**
AUXILIARY PARKING LOT PARKING STALLS (FROM LOT ONE)	**52 STALLS**
TOTAL PROPOSED PARKING	**779 STALLS**
A.D.A PARKING REQUIRED / PROPOSED STALLS PROVIDED	**17 A.D.A. STALLS / 17 A.D.A. STALLS**
LOT 3 - MULTIFAMILY	
LOT 3 PROPERTY AREA	**±27.13 AC**
PROPOSED IMPERVIOUS AREA	**16.33 AC (60.2%)**
PROPOSED PERVIOUS AREA	**10.80 AC (39.8%)**
STEEP SLOPE AREA	**± 3.28 AC**
PROPOSED DWELLING UNITS	**280 UNITS**
REQUIRED PARKING	**560 STALLS**
PROPOSED PARKING	**576 STALLS (2.06 PER UNIT)**

PARKING DATA:

PARKING REQUIREMENTS SUMMARY
HOTEL
1 STALL / ROOM
CONFERENCE CENTER
15 STALLS PLUS 1 STALL / 300 S.F. OVER 2,000 S.F.
RETAIL
1 STALL / 350 S.F. GENERAL FLOOR AREA
MULTIFAMILY
2 STALLS / 1 DWELLING UNIT

PARKING LOT LANDSCAPE CALCULATIONS	
INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA	
LOT 1 NORTH PARKING LOT	**%**
IMPERVIOUS PARKING AREA	131,696 S.F.
LANDSCAPE ISLAND AREA	47,455 S.F. (36.03%)
LOT 2 - COSTCO PARKING LOT	**%**
IMPERVIOUS PARKING AREA	437,800 S.F.
LANDSCAPE ISLAND AREA	44,493 S.F. (10.16%)
LOT 3 - MULTIFAMILY	**%**
IMPERVIOUS PARKING AREA	210,762 S.F.
LANDSCAPE ISLAND AREA	25,042 S.F. (11.88%)

LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- MOUNTABLE CURB (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- CONCRETE PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN

NOTE:
SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

- CONSTRUCTION LIMITS
- LOT LINE
- PROPERTY LINE
- PROP. MOD. BLOCK RET. WALL
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- EXISTING WETLAND
- WETLAND SETBACK
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK

SITE NOTES

1. 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.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
4. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION & REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
5. CONCRETE SIDEWALK AND CURB & GUTTER SHALL BE REMOVED TO NEAREST CONSTRUCTION JOINT OUTSIDE THE REMOVAL LIMITS.
6. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
7. DIMENSIONS SHOWN ARE TO FACE OF CURB, CENTER OF STRUCTURE, EDGE OF SIDEWALK OR EXTERIOR OF BUILDING.
8. ALL CONCRETE SIDEWALK ADJACENT TO BUILDING SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
9. PROTECT EXISTING CONCRETE SIDEWALKS DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN PANELS CAUSED BY SITE CONSTRUCTION.
10. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAW CUT OR JACK HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
11. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES & STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES & SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES & STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
12. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES OR HOMES. PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION PER MNDOT STANDARDS.
13. CONTRACTOR SHALL PERFORM SWEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
14. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND HANDED OVER.
15. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOOPS ADJACENT TO PROPOSED BUILDING.
16. CONTINUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
17. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT.
18. PARKING LOT STRIPING SHALL BE 4 INCH WHITE.
19. ALL WORK WITHIN THE R.O.W. STALL COMPLY WITH MNDOT ENGINEERING DESIGN STANDARDS.
20. ALL CURB AND GUTTER TO BE CONCRETE B612 CURB UNLESS NOTED OTHERWISE.
21. CONCRETE APRONS TO BE INSTALLED FOR ALL ACCESS DRIVES ONTO PUBLIC STREETS PER CITY STANDARDS.
22. ALL CONCRETE PADS TO BE 3000 PSI AIR ENTRAINED 6" CONCRETE WITH #4 BARS @ 12" O.C. AND BROOM FINISHED
23. REFER TO PHOTOMETRIC PLAN FOR LOCATIONS, FOOTCANDLE PRINT OUT AND SPECIFICATIONS.
24. RETAINING WALLS, WHERE HEIGHT IS MORE THAN 30" FROM FINISHED GRADE, SHALL HAVE A 42" GUARDRAIL OR FENCE ATOP THE WALL UNLESS OTHERWISE NOTED ON PLANS.

NOTE: FOR PAVEMENT DESIGN REFER TO GEOTECHNICAL REPORT PREPARED BY KLEINFELDER DATED 6-9-20

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OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

OVERALL SITE 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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	**ISSUE**
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-3.0

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0 40' 80' 160'
SCALE IN FEET

Drawing name: X:\2021\210004\plan sheets\210004site.dwg Oct 11, 2021 - 2:02pm

MATCH LINE – VIEW 2
MATCH LINE – VIEW 1

EXISTING HOTEL AND CONVENTION CENTER

LOADING / DROP OFF AREA

EXISTING CURBING TO REMAIN

ACCESSIBLE PARKING STALLS WITH APPROPRIATE SIGNAGE AND PAVEMENT MARKINGS SEE DETAIL 11&12 SHEET C–6.0

EXISTING SIDEWALKS TO REMAIN

PEDESTRIAN RAMP, TYP.

B612 CONCRETE CURB AND GUTTER, TYP. SEE DETAIL 5 SHEET C–6.0

STANDARD CONCRETE SIDEWALK, 5' WIDTH TYP. SEE DETAIL 1 SHEET C–6.0

STOP SIGN

TRAFFIC CIRCLE LANDSCAPE AREA

SAW CUT LIMITS OF BITUMINOUS PATCHING, TYP.

EXISTING HOTEL AND CONVENTION CENTER

LOT LINE

40' DRAINAGE AND UTILITY EASEMENT

HEAVY DUTY BITUMINOUS PAVEMENT TO MEET PROPOSED PAVEMENT ENTRY SLOPES TO COSTCO PARKING LOT COORDINATE CONSTRUCTION WITH LANDFORM'S PLANS

AUXILIARY PARKING LOT

STANDARD CONCRETE SIDEWALK, 5' WIDTH TYP. SEE DETAIL 1 SHEET C–6.0

B612 CONCRETE CURB AND GUTTER ALONG PRIVATE ROAD

B612 CONCRETE CURB AND GUTTER, TYP. SEE DETAIL 5 SHEET C–6.0

STANDARD CONCRETE SIDEWALK, 5' WIDTH TYP. SEE DETAIL 1 SHEET C–6.0

EXISTING TREES TO BE PRESERVED WHERE POSSIBLE, PROTECT TREES TO REMAIN FROM DAMAGE OR SOIL COMPACTION

TURN LANE AND THROUGH LANE PAVEMENT MARKINGS

LOT LINE

10' SIDE PARKING SETBACK

30' BUILDING SETBACK

STOP SIGN

B612 CONCRETE CURB AND GUTTER ALONG PRIVATE ROAD

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, COLOR: TAN REFER TO GRADING PLAN

PLATE BEAM GUARD RAIL IN FRONT OF FENCE, PROVIDE "SLEVE IT" OR APPROVED EQUAL BEHIND WALL

4' FENCE AT TOP OF WALL

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, COLOR: TAN REFER TO GRADING PLAN

OAK RIDGE DRIVE

LOT 2

COSTCO WHOLESALE

164,545 S.F.
FFE - 966.00

390'

476'

EMERGENCY EXIT / ACCESS GATE

PROPERTY LINE

PLANTED CURB ISLANDS, TYP.

CONCRETE VALLEY GUTTER ACROSS ACCESS

PLANTED BOULEVARD, TYP.

ACCESSIBLE PEDESTRIAN RAMPS THROUGHOUT SITE, TYP.

STANDARD CONCRETE SIDEWALK SEE DETAIL 1 SHEET C–6.0

PEDESTRIAN RAMPS AT DRIVE AISLE INTERSECTIONS, TYP.

MAIN ENTRY TO SPRINGS AT MCKNIGHT LAKE

GS AT CHASKA MONUMENT SIGN

STOP SIGN

CONCRETE VALLEY GUTTER ACROSS ACCESS

PEDESTRIAN RAMPS AND PAVEMENT MARKING ACROSS PEDESTRIAN ROUTE

FLAG POLES

COMMUNITY CLUBHOUSE AND MAIN ENTRANCE

BUILDING ENTRIES, TYP.

BUILDING ENTRIES, TYP.

TRUCK LOADING BAYS

HEAVY DUTY BITUMINOUS PAVEMENT TO MEET PROPOSED PAVEMENT ENTRY SLOPES TO COSTCO PARKING LOT COORDINATE CONSTRUCTION WITH LANDFORM'S PLANS

STOP SIGN

LOT LINE

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, REFER TO GRADING PLAN

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, REFER TO GRADING PLAN

ORNAMENTAL FENCE ALONG TOP OF WALL

PLATE BEAM GUARD RAIL IN FRONT OF FENCE, PROVIDE "SLEVE IT" OR APPROVED EQUAL BEHIND RETAINING WALL

4' FENCE AT TOP OF RETAINING WALL

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, COLOR: TAN REFER TO GRADING PLAN

ANCHOR – DIAMOND PRO MODULAR CONCRETE BLOCK RETAINING WALL, COLOR: TAN REFER TO GRADING PLAN DEVELOPMENT SIGN

EXISTING PROPERTY LINE

PLATE BEAM GUARD RAIL IN FRONT OF FENCE, PROVIDE "SLEVE IT" OR APPROVED EQUAL BEHIND RETAINING WALL

4' FENCE AT TOP OF RETAINING WALL

PROPOSED IMPROVEMENTS ON CITY PROPERTY

150' SIDE BUILDING SETBACK (FROM TH 41 CENTERLINE)

S38°13'05"W 1237.19

10' DRAINAGE AND UTILITY EASEMENT

PROPOSED ROUNDABOUT, SEE MNDOT PLANS

90' SIDE PARKING SETBACK (FROM TH 41 CENTERLINE)

31' BUILDING SETBACK

PROPERTY LINE

10' DRAINAGE AND UTILITY EASEMENT

OAK RIDGE DRIVE

(S37°36'03"W)

LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- MOUNTABLE CURB (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- CONCRETE PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- CONSTRUCTION LIMITS
- LOT LINE
- PROPERTY LINE
- PROP. MOD. BLOCK RET. WALL
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- WL — EXISTING WETLAND
- WETLAND SETBACK
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK
- PROPOSED LUMINARIES

NOTE:
SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

SITE DATA:

LOT SUMMARY	
AREAS	
PROPOSED PROPERTY	±66.83 AC
LOT 2 - PROPOSED COSTCO DEVELOPMENT	
LOT 2 PROPERTY AREA	±16.33 AC
PROPOSED IMPERVIOUS AREA	±13.82 AC
PROPOSED PERVIOUS AREA	±2.51 AC
BUILDING AREA - RETAIL (COSTCO)	±164,545 S.F.
REQUIRED PARKING	470 STALLS
PARKING STALLS PROVIDED	727 STALLS
AUXILIARY PARKING LOT PARKING STALLS (FROM LOT ONE)	52 STALLS
TOTAL PROPOSED PARKING	779 STALLS
A.D.A PARKING REQUIRED / PROPOSED STALLS PROVIDED	17 A.D.A. STALLS / 17 A.D.A. STALLS

PARKING LOT LANDSCAPE CALCULATIONS	
INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA	
LOT 2 - COSTCO PARKING LOT	%
IMPERVIOUS PARKING AREA	437,800 S.F.
LANDSCAPE ISLAND AREA	44,493 S.F. (10.16%)

SITE SUMMARY	
OAKRIDGE COMMONS	
PROPERTY AREA	±66.83 AC
ZONING	
EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT
PARKING SETBACKS	
ROAD SIDE	10'
INTERIOR SIDE YARD	5'
TREED STEEP SLOPE SETBACK	50'
FROM CENTERLINE OF HWY 41	90'
BUILDING SETBACKS	
CITY OUTLOT	40'
RAILROAD	50'
TREED STEEP SLOPE BUILDING SETBACK	50'
FROM CENTERLINE OF HWY 41	150'
BUFFERS	
TREED STEEP SLOPE BUFFER	30'
DELINEATED WETLANDS	30'

PARKING REQUIREMENTS SUMMARY
HOTEL
1 STALL / ROOM
CONFERENCE CENTER
15 STALLS PLUS 1 STALL / 300 S.F. OVER 2,000 S.F.
RETAIL
1 STALL / 350 S.F. GUNUAL FLOOR AREA
MULTIFAMILY
2 STALLS / 1 DWELLING UNIT

0 20' 40' 80'
SCALE IN FEET

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CHASKA, MN

SITE PLAN - VIEW 1

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

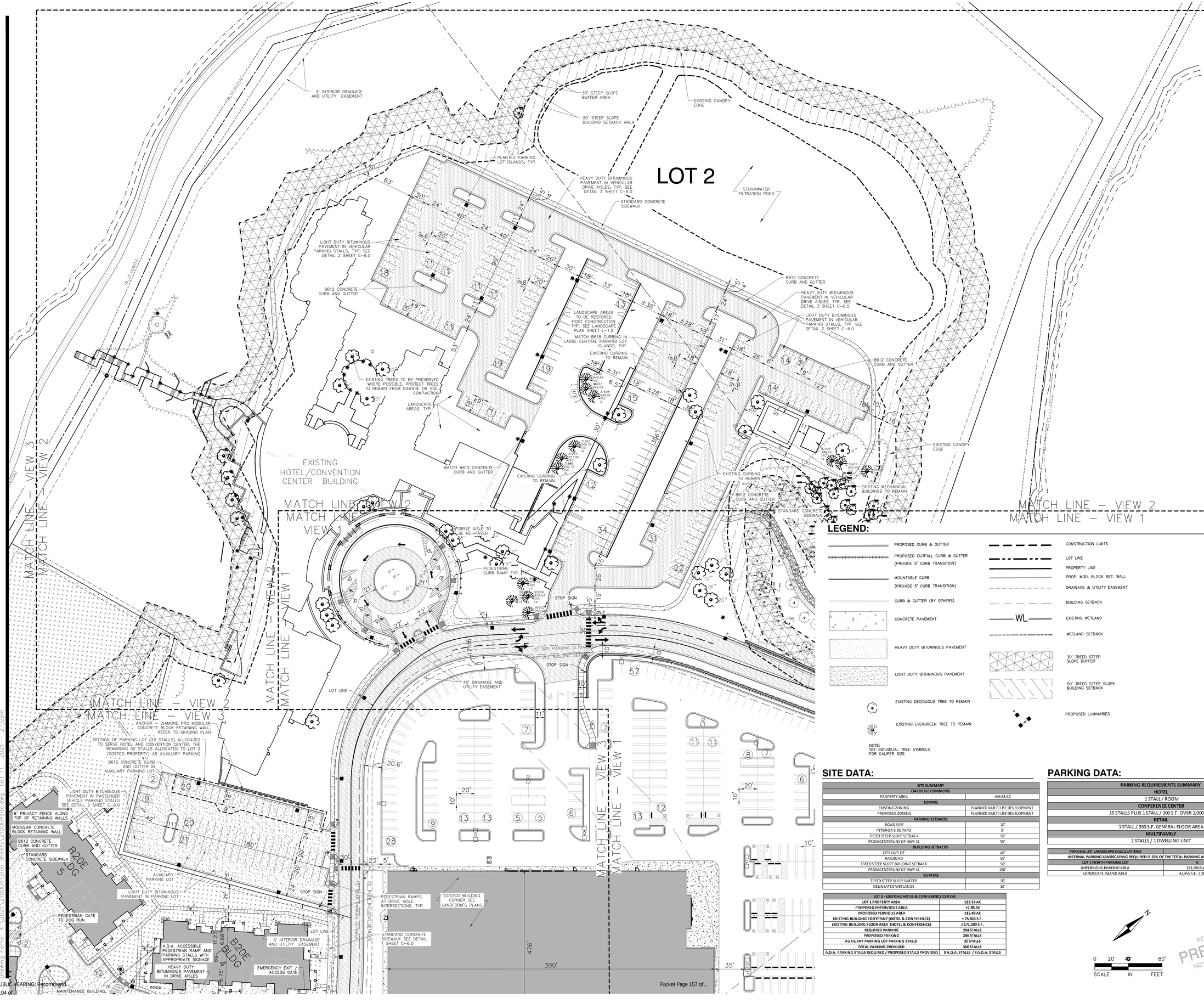
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DATE	ISSUE
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-3.1

Drawing name: X:\2021\210004\plan sheets\210004site.dwg Oct 11, 2021 - 2:02pm



LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- MOUNTABLE CURB (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- CONCRETE PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN

NOTE: SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

- CONSTRUCTION LIMITS
- LOT LINE
- PROPERTY LINE
- PROP. MOD. BLOCK RET. WALL
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- WL — EXISTING WETLAND
- WETLAND SETBACK
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK
- PROPOSED LUMINARIES

SITE DATA:

SITE SUMMARY	
OAKRIDGE COMMONS	
PROPERTY AREA	±66.83 AC
ZONING	
EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT
PARKING SETBACKS	
ROAD SIDE	10'
INTERIOR SIDE YARD	5'
TREED STEEP SLOPE SETBACK	50'
FROM CENTERLINE OF HWY 41	90'
BUILDING SETBACKS	
CITY OUT LOT	42'
RAILROAD	50'
TREED STEEP SLOPE BUILDING SETBACK	50'
FROM CENTERLINE OF HWY 41	150'
BUFFERS	
TREED STEEP SLOPE BUFFER	30'
DELINEATED WETLANDS	30'

LOT 1 - EXISTING HOTEL & CONFERENCE CENTER	
LOT 1 PROPERTY AREA	±23.37 AC
PROPOSED IMPERVIOUS AREA	±7.88 AC
PROPOSED PERVIOUS AREA	±15.49 AC
EXISTING BUILDING FOOTPRINT (HOTEL & CONFERENCE)	± 75,815 S.F.
EXISTING BUILDING FLOOR AREA (HOTEL & CONFERENCE)	± 171,000 S.F.
REQUIRED PARKING	294 STALLS
PROPOSED PARKING	286 STALLS
AUXILIARY PARKING LOT PARKING STALLS	20 STALLS
TOTAL PARKING PROVIDED	306 STALLS
A.D.A. PARKING STALLS REQUIRED / PROPOSED STALLS PROVIDED	8 A.D.A. STALLS / 8 A.D.A. STALLS

PARKING DATA:

PARKING REQUIREMENTS SUMMARY
HOTEL
1 STALL / ROOM
CONFERENCE CENTER
15 STALLS PLUS 1 STALL / 300 S.F. OVER 2,000 S.F.
RETAIL
1 STALL / 350 S.F. GENERAL FLOOR AREA
MULTIFAMILY
2 STALLS / 1 DWELLING UNIT

PARKING LOT LANDSCAPE CALCULATIONS	
INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA	
LOT 1 NORTH PARKING LOT	%
IMPERVIOUS PARKING AREA	131,695 S.F.
LANDSCAPE ISLAND AREA	47,455 S.F. (36.03%)

0 20' 40' 80'
SCALE IN FEET

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SITE PLAN - VIEW 2

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CLARK WICKLUND, PE
Date License No.

QUALITY ASSURANCE/CONTROL

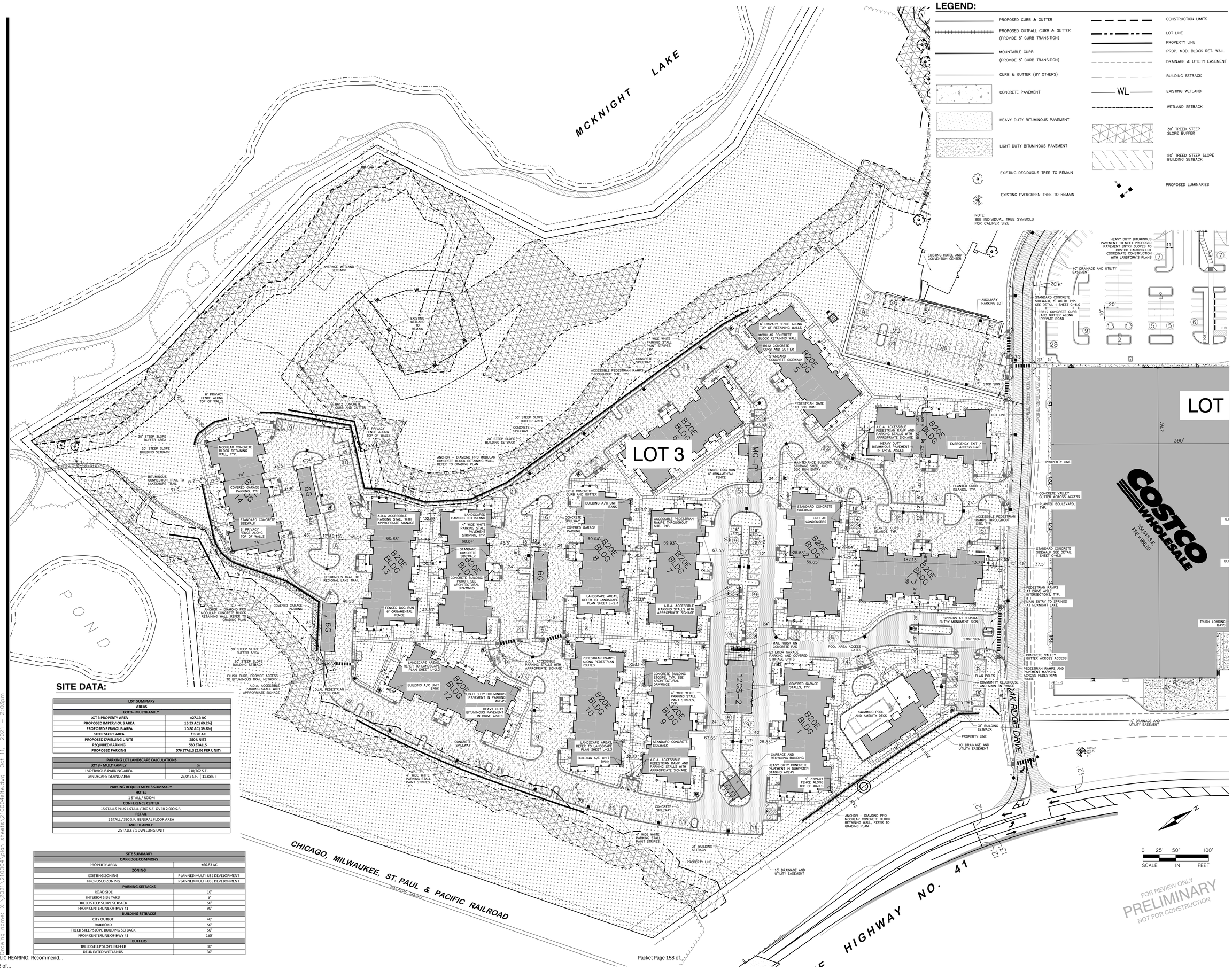
BY DATE

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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-3.2

Drawing name: X:\2021\210004\plan sheets\210004sht.dwg Oct 11, 2021 - 2:02pm



LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- MOUNTABLE CURB (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- CONCRETE PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- CONSTRUCTION LIMITS
- LOT LINE
- PROPERTY LINE
- PROP. MOD. BLOCK RET. WALL
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- WL — EXISTING WETLAND
- WETLAND SETBACK
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK
- PROPOSED LUMINARIES

NOTE:
SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

SITE DATA:

LOT SUMMARY	
AREAS	
LOT 3 - MULTIFAMILY	
LOT 3 PROPERTY AREA	±27.13 AC
PROPOSED IMPERVIOUS AREA	16.33 AC (60.2%)
PROPOSED PERVIOUS AREA	10.80 AC (39.8%)
STEEP SLOPE AREA	± 3.28 AC
PROPOSED DWELLING UNITS	280 UNITS
REQUIRED PARKING	560 STALLS
PROPOSED PARKING	576 STALLS (2.06 PER UNIT)

PARKING LOT LANDSCAPE CALCULATIONS	
LOT 3 - MULTIFAMILY	%
IMPERVIOUS PARKING AREA	210,762 S.F.
LANDSCAPE ISLAND AREA	25,042 S.F. (11.88%)

PARKING REQUIREMENTS SUMMARY
HOTEL
1 STALL / ROOM
CONFERENCE CENTER
15 STALLS PLUS 1 STALL/ 300 S.F. OVER 2,000 S.F.
RETAIL
1 STALL / 350 S.F. GENERAL FLOOR AREA
MULTIFAMILY
2 STALLS / 1 DWELLING UNIT

SITE SUMMARY	
OAKRIDGE COMMONS	
PROPERTY AREA	±66.83 AC
ZONING	
EXISTING ZONING	PLANNED MULTI USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI USE DEVELOPMENT
PARKING SETBACKS	
ROAD SIDE	10'
INTERIOR SIDE YARD	5'
TREED STEEP SLOPE SETBACK	50'
FROM CENTERLINE OF HWY 41	90'
BUILDING SETBACKS	
CITY OUTLOT	40'
RAILROAD	50'
TREED STEEP SLOPE BUILDING SETBACK	50'
FROM CENTERLINE OF HWY 41	150'
BUFFERS	
TREED STEEP SLOPE BUFFER	30'
DELINEATED WETLANDS	30'

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SITE PLAN - VIEW 3

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CLARK WICKLUND, PE

Date License No.

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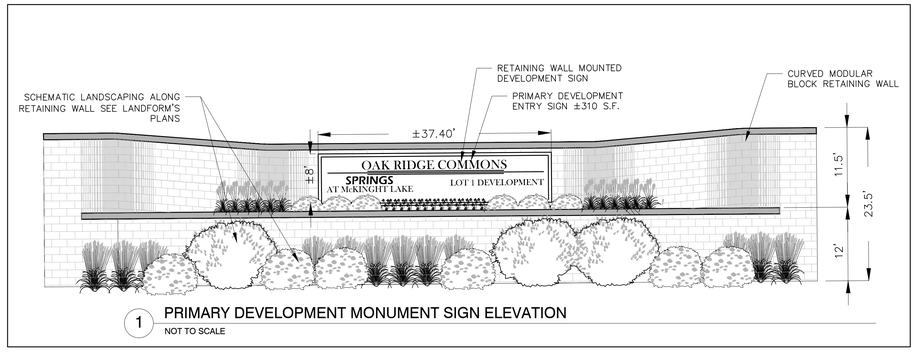
BY	DATE

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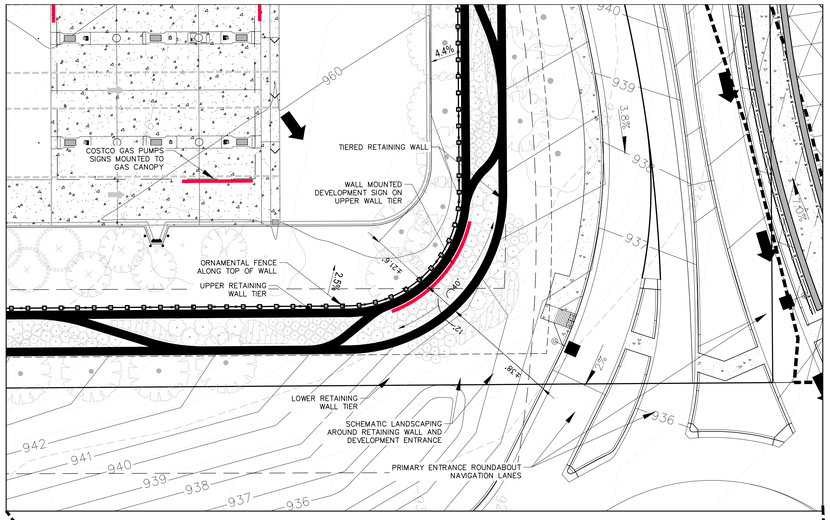
PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

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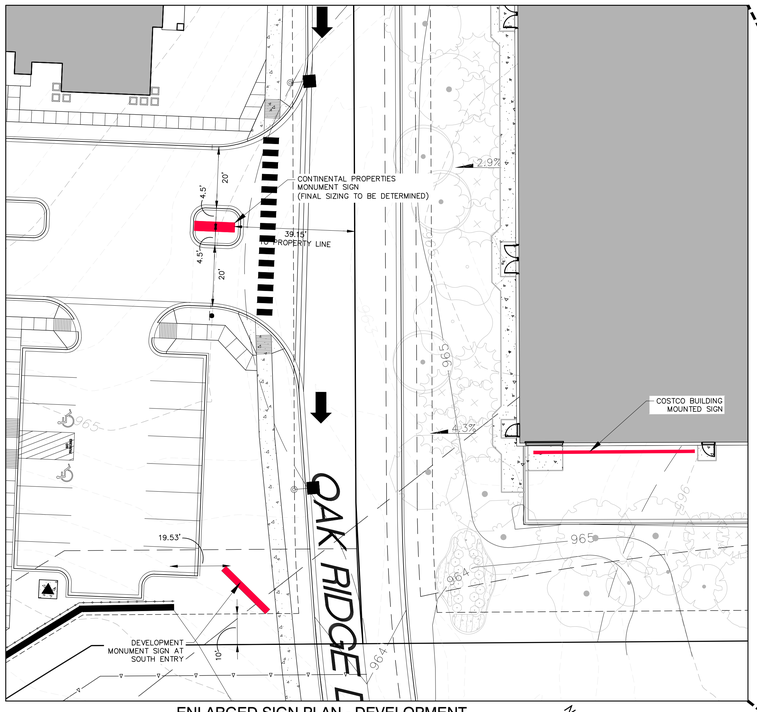
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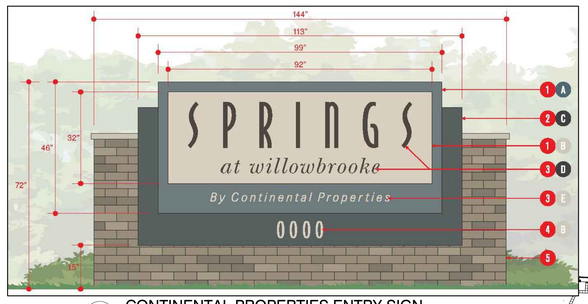
1 PRIMARY DEVELOPMENT MONUMENT SIGN ELEVATION
NOT TO SCALE



2 ENLARGED SIGN PLAN - PRIMARY DEVELOPMENT SIGN
NOT TO SCALE

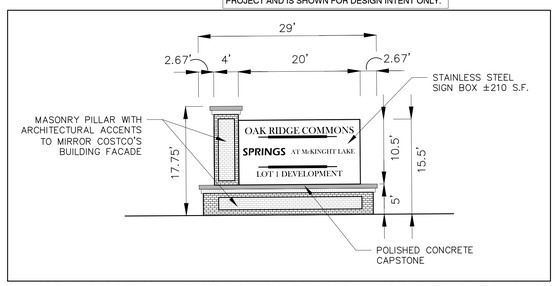


3 ENLARGED SIGN PLAN - DEVELOPMENT MOUNUMENT SIGN LOCATIONS
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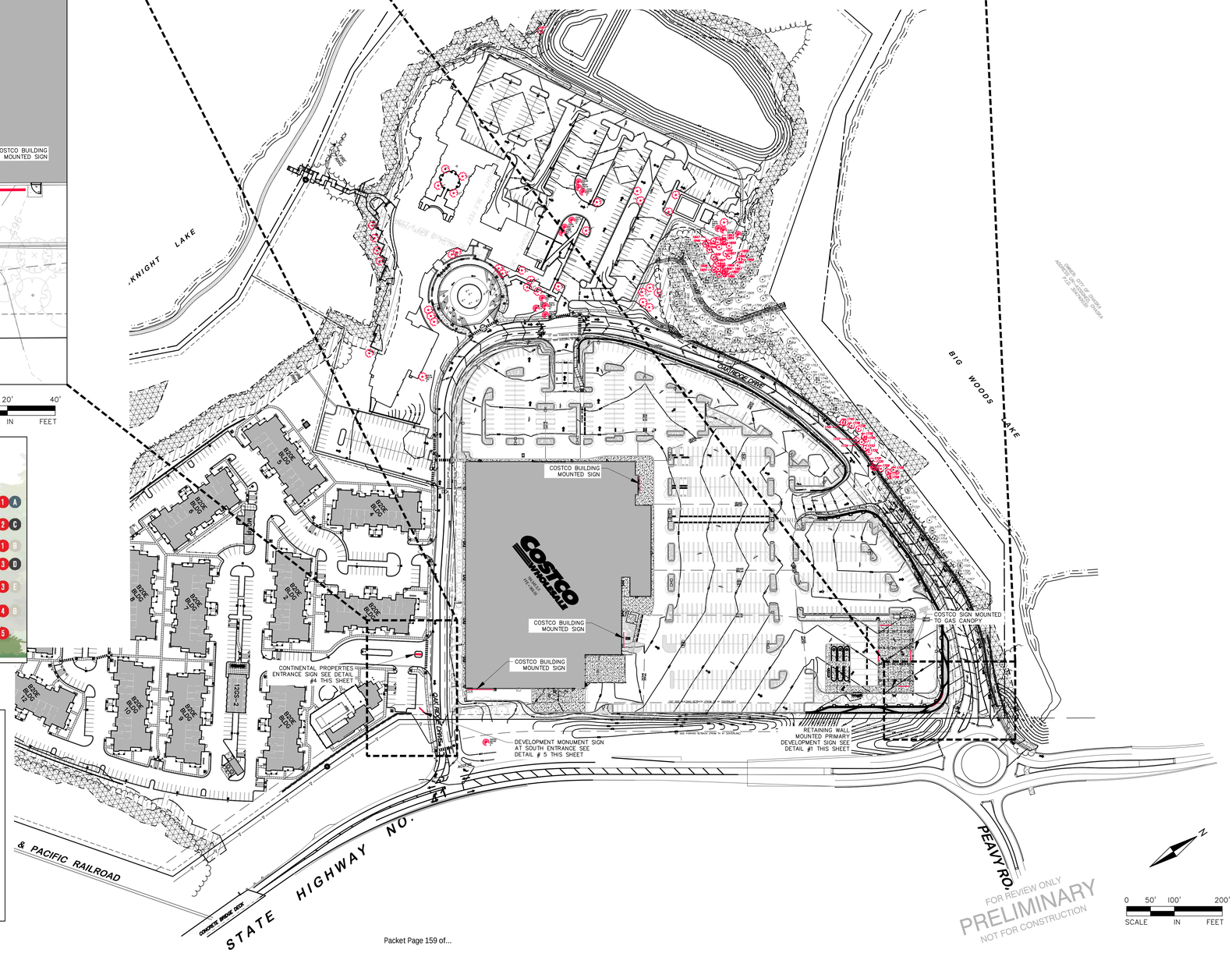


4 CONTINENTAL PROPERTIES ENTRY SIGN
NOT TO SCALE

NOTE:
THIS SIGN IMAGE WAS PRODUCED FOR ANOTHER PROJECT AND IS SHOWN FOR DESIGN INTENT ONLY.



5 DEVELOPMENT MONUMENT SIGN ELEVATION AT SOUTH ENTRANCE
NOT TO SCALE


KNIGHT LAKE
BIG WOODS LAKE
OAKRIDGE DRIVE
PEAVY RD.
STATE HIGHWAY NO.
& PACIFIC RAILROAD
CONCRETE BRIDGE DECK
COSTCO BUILDING MOUNTED SIGN
COSTCO BUILDING MOUNTED SIGN
COSTCO BUILDING MOUNTED SIGN
COSTCO SIGN MOUNTED TO GAS CANOPY
CONTINENTAL PROPERTIES ENTRANCE SIGN SEE DETAIL #4 THIS SHEET
DEVELOPMENT MONUMENT SIGN AT SOUTH ENTRANCE SEE DETAIL # 5 THIS SHEET
RETAINING WALL MOUNTED PRIMARY DEVELOPMENT SIGN SEE DETAIL #1 THIS SHEET
OAK RIDGE DRIVE
BLDG 5
BLDG 6
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BLDG 8
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MCKNIGHT LAKE

BIG WOODS LAKE

POND

ITEM 19

ITEM 21

ITEM 16

ITEM 25

OAKRIDGE DRIVE

OAK RIDGE DRIVE

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

STATE HIGHWAY NO. 41

OWNER: CITY OF CHASKA
ADDRESS UNASSIGNED, CHASKA
P.I.D. - 30474O030

COSTCO WHOLESALE
NET AREA 15.8 AC

LEGEND:

PROPOSED SNOW STORAGE AREA

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

0 40' 80' 160'
SCALE IN FEET

OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

SNOW STORAGE 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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-3.5

Drawing name: K:\2021\210004\plan sheets\210004snowstorage.dwg Oct 11, 2021 - 2:12pm

LEGEND

- SIDEWALKS / TRAILS CONNECTING TO PUBLIC TRAIL SYSTEM
- INTERNAL SIDEWALKS
- MOWED PATH THROUGH NATIVE GRASSES AND WILDFLOWERS
- EXISTING PUBLIC WALKING TRAILS
- EXISTING PUBLIC MULTI-USE DIRT TRAIL

MCKNIGHT LAKE

BIG WOODS LAKE

POND

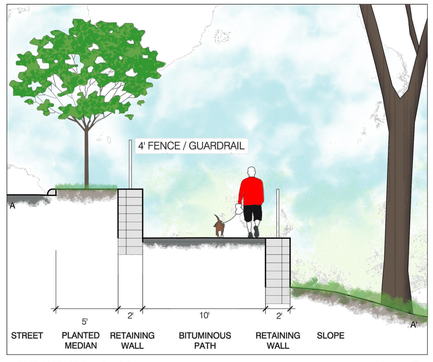
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

STATE HIGHWAY NO. 41

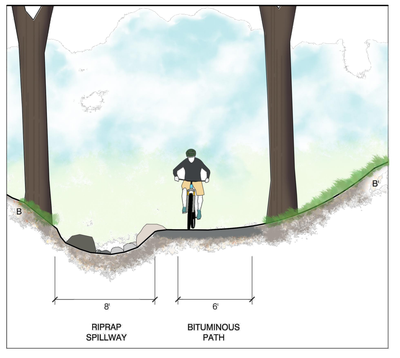
OAKRIDGE DRIVE

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

0 40' 80' 160'
SCALE IN FEET



SECTION A-A' 1" = 5'



SECTION B-B' 1" = 5'

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OAK RIDGE COMMONS
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HWY 41 & PEAVEY ROAD
CHASKA, MN

PEDESTRIAN CIRCULATION 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 LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL
10-22-21	CITY COMMENTS
10-26-21	CITY COMMENTS

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: CKS
PROJECT NO: 221-0004

C-3.6

Drawing name: X:\2021\210004\exhibits\Section Exhibits\210004-ebcs.dwg Oct 26, 2021 - 3:29pm



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HWY 41 & PEAVEY ROAD
CHASKA, MN

OPEN SPACE PLAN

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

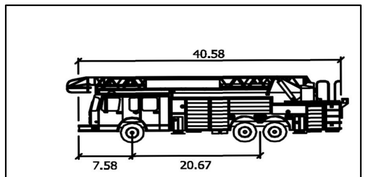
BY	DATE

DATE	ISSUE
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2-17-21	PROGRESS SITE PLANS
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9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL
10-22-21	CITY COMMENTS
10-26-21	CITY COMMENTS

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-3.7

Drawing name: K:\2021\210004\plan sheets\210004openspace.dwg Oct 26, 2021 - 3:40pm



Chaska - Ladder Truck

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

MCKNIGHT LAKE

BIG

POND

OAK RIDGE DRIVE

COSTCO WHOLESALE

BLDG 1 – 14

BLDG 2

BLDG 3

BLDG 4

BLDG 5

BLDG 6

BLDG 7

BLDG 8

BLDG 9

BLDG 10

BLDG 11

BLDG 12

BLDG 13

60'

MG-FF

12DS-2

DEPR

ACCESS

90' SIDE PARKING SETBACK (FROM 70' R.O.W. CENTERLINE)

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

STATE HIGHWAY NO. 41

PEAVY ROAD

FOR REVIEW ONLY
PRELIMINARY
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N

0 40' 80' 160'
SCALE IN FEET

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HWY 41 & PEAVEY ROAD
CHASKA, MN

FIRE TRUCK MOVEMENT PLAN

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

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4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MK
PROJECT NO:	221-0004

C-3.8

Drawing name: X:\2021\210004\plan sheets\210004FireTruck.dwg Oct 11, 2021 - 2:16pm

LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION (833.50 / 833.00)
- TOP OF WALL ELEVATION (TW 833.50) / BOTTOM OF WALL ELEVATION (BW 833.00)
- DIRECTION OF DRAINAGE (2.00%)
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- PROPOSED MODULAR BLOCK RET. WALL
- INLET PROTECTION
- HEAVY DUTY SILT FENCE

WETLAND IMPACTS:

EXISTING WETLANDS:

WETLAND #1 = 2,412 SF
WETLAND #2 = 1,383 SF
WETLAND #3 = 12,504 SF

TOTAL = 16,299 SF ON SITE

WETLAND IMPACTS:

WETLAND #1 = 2,412 SF
WETLAND #2 = 1383 SF

TOTAL = 3,794 SF DISTURBED

GRADING NOTES

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT A MINIMUM GRADE OF 1.5%.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. ALL CURB AND GUTTER AT ACCESSIBLE PARKING SPACES TO BE DEPRESSED WITH CURB TAPER, PER DETAIL.
4. 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/COUNTY.
5. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166 OR 811, 48 HOURS PRIOR TO START OF CONSTRUCTION.
6. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
7. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
8. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
9. ADD 900 TO ELEVATIONS SHOWN AS 70.00 TO OBTAIN USGS ELEVATION.
10. CONTRACTOR TO SEED ALL ROUGH GRADED AREAS W/ APPROVED MNDOT TEMPORARY SEED MIX.
11. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
12. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
13. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
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15. BUILDING PERMITS ARE REQUIRED FOR ALL RETAINING WALLS 4 FEET IN HEIGHT OR GREATER. THE WALLS SHALL BE DESIGNED BY A STRUCTURAL ENGINEER WITH DESIGN REVIEWED AND APPROVED BY THE CITY PRIOR TO INSTALLATION. ANY QUESTIONS REGARDING THE BUILDING PERMITS SHALL BE DIRECTED TO THE CITY BUILDING INSPECTOR.

MCKNIGHT LAKE

BIG WOODS LAKE

POND

WETLAND 3

WETLAND 2

WETLAND IMPACT: 1,383 SF

WETLAND 1

WETLAND IMPACT: 2,412 SF

REFER TO LANDFORM / COSTCO DRAWINGS FOR ADDITIONAL INFORMATION

REPAIR EXISTING EROSION, FILL WITH SOIL, PROVIDE SEED AND EROSION CONTROL BLANKET. COORDINATE WITH CITY

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

STATE HIGHWAY NO. 41

OWNER: CITY OF CHASKA
ADDRESS UNASSIGNED CHASKA
P.I.D. 30474003

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N

0 40' 80' 160'
SCALE IN FEET

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CHASKA, MN

OVERALL GRADING 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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

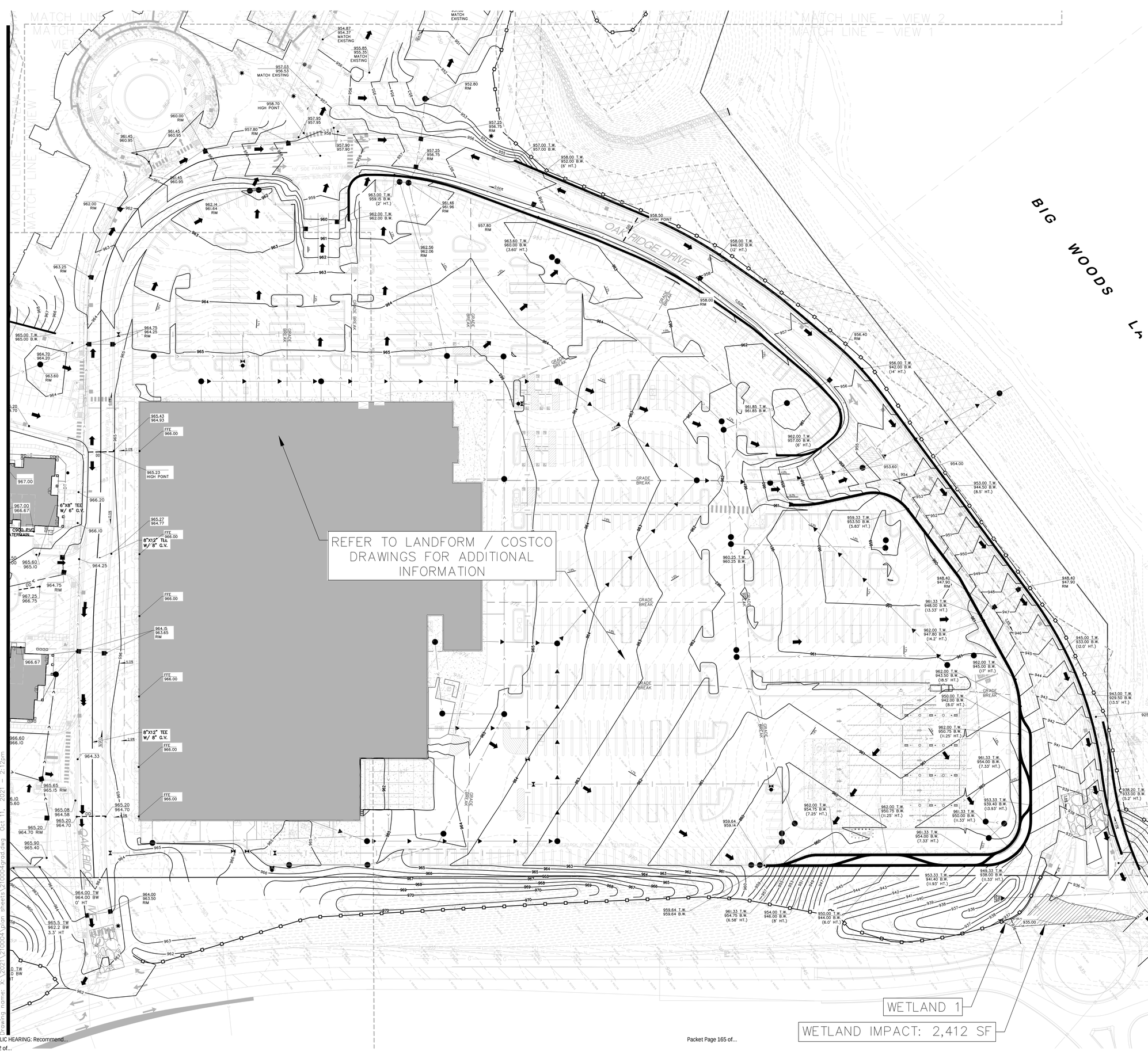
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-4.0

Drawing name: K:\2021\210004\plan sheets\210004grad.dwg Oct 11, 2021 - 2:11pm



GRADING NOTES

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT A MINIMUM GRADE OF 1.5%.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLE NOT TO EXCEED 2.0% IN ANY DIRECTION.
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LEGEND:

- 964 — EXISTING CONTOUR
- 964 — PROPOSED CONTOUR
- 833.50 / 833.00 — PROPOSED SPOT ELEVATION
- TW 833.50 / BW 833.00 — TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- 2.00% — DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- PROPOSED MODULAR BLOCK RET. WALL
- INLET PROTECTION
- FILTER LOG

0 20' 40' 80'
SCALE IN FEET

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HWY 41 & PEAVEY ROAD
CHASKA, MN

GRADING PLAN - VIEW 1

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CLARK WICKLUND, PE

Date License No.

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10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-4.1

Drawing name: X:\2021\210004\plan sheets\210004grad.dwg Oct 11, 2021 - 2:12pm

GRADING NOTES

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LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- PROPOSED MODULAR BLOCK RET. WALL
- INLET PROTECTION
- FILTER LOG

0 20' 40' 80'
SCALE IN FEET

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CHASKA, MN

GRADING PLAN - VIEW 2

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-4.2

Drawing name: X:\2021\210004\plan sheets\210004grad.dwg Oct 11, 2021 - 2:12pm


MCKNIGHT LAKE
WETLAND 3
WETLAND
WETLAND IMPACT: 1,383 SF
POND
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
REPAIR EXISTING EROSION. FILL WITH SOIL, PROVIDE SEED AND EROSION CONTROL BLANKET. COORDINATE WITH CITY
MATCH LINE - VIEW 2
MATCH LINE - VIEW 4
FFE: 959.00 GFE: 958.67
FFE: 958.40
FFE: 964.00 GFE: 963.67
FFE: 965.00 GFE: 964.67
FFE: 963.00
FFE: 967.50 GFE: 967.17
FFE: 968.50 GFE: 968.16
FFE: 967.00 GFE: 966.67
FFE: 967.00 GFE: 966.67
FFE: 966.00 GFE: 965.67
FFE: 966.50 GFE: 966.16
FFE: 967.00 GFE: 966.67
FFE: 966.50
FFE: 967.00 GFE: 966.67
FFE: 966.00
FFE: 966.00
FFE: 966.00

LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION
- BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPERTY LINE
- INLET PROTECTION
- HEAVY DUTY SILT FENCE

WETLAND IMPACTS:

EXISTING WETLANDS:

WETLAND #1 = 2,412 SF
WETLAND #2 = 1,383 SF
WETLAND #3 = 12,504 SF

TOTAL = 16,299 SF ON SITE

WETLAND IMPACTS:

WETLAND #1 = 2,412 SF
WETLAND #2 = 1383 SF

TOTAL = 3,794 SF DISTURBED

GRADING NOTES

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT A MINIMUM GRADE OF 1.5%.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. ALL CURB AND GUTTER AT ACCESSIBLE PARKING SPACES TO BE DEPRESSED WITH CURB TAPER, PER DETAIL.
4. 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/COUNTY.
5. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166 OR 811, 48 HOURS PRIOR TO START OF CONSTRUCTION.
6. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
7. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
8. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
9. ADD 900 TO ELEVATIONS SHOWN AS 70.00 TO OBTAIN USGS ELEVATION.
10. CONTRACTOR TO SEED ALL ROUGH GRADED AREAS W/ APPROVED MNDOT TEMPORARY SEED MIX.
11. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
12. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
13. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
14. 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.
15. BUILDING PERMITS ARE REQUIRED FOR ALL RETAINING WALLS 4 FEET IN HEIGHT OR GREATER. THE WALLS SHALL BE DESIGNED BY A STRUCTURAL ENGINEER WITH DESIGN REVIEWED AND APPROVED BY THE CITY PRIOR TO INSTALLATION. ANY QUESTIONS REGARDING THE BUILDING PERMITS SHALL BE DIRECTED TO THE CITY BUILDING INSPECTOR.



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OVERALL GRADING 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

CLARK WICKLUND, PE

Date License No.

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BY DATE

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10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-4.0

Drawing name: X:\2021\210004\exhibits\EOF EXHIBIT\210004grad - EOF Exhibit.dwg Oct 11, 2021 - 2:13pm



SWPPP LEGEND:

908	EXISTING CONTOUR		PROPOSED EASEMENT
908	PROPOSED CONTOUR		PROPERTY LINE
FFE	FINISH FLOOR ELEVATION		PROPOSED PROPERTY LINE
			PROPOSED RIGHT-OF-WAY
2.0%	DIRECTION OF DRAINAGE	DD	DRAINAGE DIVIDE
	EMERGENCY OVERFLOW ROUTING		INLET PROTECTION
	PROPOSED CATCH BASINS		
	PROPOSED STORM SEWER		HEAVY DUTY SILT FENCE
	PROPOSED LIMITS OF CONSTRUCTION		ROCK CONSTRUCTION ENTRANCE

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0 40' 80' 160'
SCALE IN FEET

N

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OVERALL STORMWATER POLLUTION PREVENTION PLAN

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Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

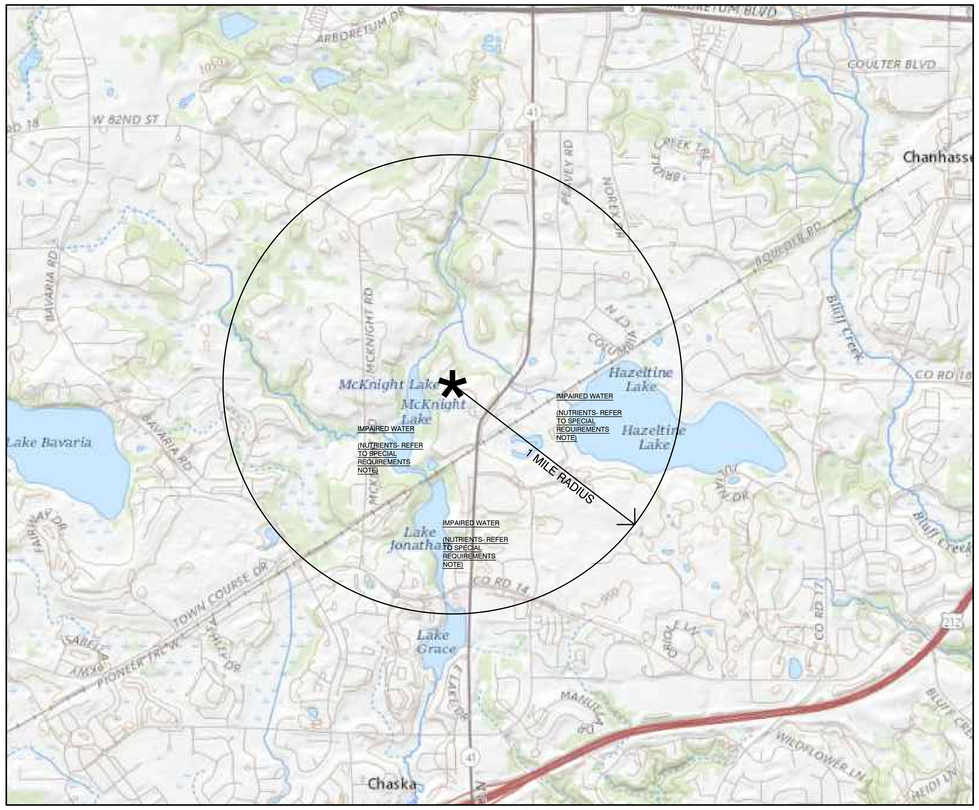
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9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-5.0

Drawing name: X:\2021\210004\plan sheets\210004swppp.dwg Oct 11, 2021 - 2:14pm



USGS TOPOGRAPHICAL MAP

NOT TO SCALE



WEB SOIL SURVEY MAP

NOT TO SCALE

N

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
GL	Glencoe clay loam, 0 to 1 percent slopes	9.1	3.7%
HM	Hamel loam, 0 to 2 percent slopes	12.1	4.9%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	45.8	18.6%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	0.5	0.2%
KC	Lester-Kilkenny loams, 6 to 12 percent slopes	11.0	4.5%
KC2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	40.6	16.5%
KD	Lester-Kilkenny loams, 12 to 18 percent slopes	10.1	4.1%
KD2	Lester-Kilkenny complex, 10 to 16 percent slopes, moderately eroded	20.4	8.3%
KE2	Lester-Kilkenny complex, 16 to 22 percent slopes	11.2	4.6%
KF	Lester-Kilkenny complex, 22 to 40 percent slopes	30.3	12.3%
KM	Minneiska-Kalmarville complex, frequently flooded	19.3	7.8%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	10.1	4.1%
PM	Klossner muck, 0 to 1 percent slopes	8.3	3.4%
TB	Terril loam, 2 to 6 percent slopes	10.9	4.5%
TC	Terril loam, 6 to 12 percent slopes	5.1	2.1%
W	Water	0.9	0.4%
Totals for Area of Interest		**245.6**	**100.0%**

WEB SOIL SURVEY LEGEND

IMPAIRED WATER SPECIAL REQUIREMENT:

MCKNIGHT LAKE, HAZELTINE LAKE, AND LAKE JONATHAN ARE CLASSIFIED AS AN IMPAIRED WATER. THUS, THE FOLLOWING REQUIREMENTS APPLY FOR THIS PROJECT:

23.G:
PERMITTEES MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS, AS DESCRIBED IN ITEM B.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.I.D:
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.

ACTIVE SWPPP LEGEND

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

EROSION CONTROL GENERAL NOTES:

1. NO LAND DISTURBING ACTIVITY SHALL OCCUR UNTIL A GRADING PERMIT HAS BEEN ISSUED FROM THE CITY OF CHASKA.
2. BEST MANAGEMENT PRACTICES (BMP'S) REFER TO EROSION AND SEDIMENT CONTROL PRACTICES DEFINED BY 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. ALL WORK AND MATERIALS SHALL BE CONSTRUCTED ACCORDING TO THE APPROVED PLANS. ANY DEVIATION FROM THE APPROVED PLANS SHALL REQUIRE WRITTEN APPROVAL FROM THE ENGINEER OF RECORD.
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 ALLOWED 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 (BMPs) 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 ADJACENT WATERBODIES AND ADJACENT PROPERTIES FROM SEDIMENTATION AND STORM WATER 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 OCCUR, 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 TO PROVIDE ADDITIONAL BMP'S AS NECESSARY TO KEEP 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 SHALL BE CLEANED OR REPLACED AT SEDIMENT BUILDUP OF 1/3 OF THE FENCE HEIGHT.
14. LAND DISTURBING ACTIVITIES SHALL OCCUR IN INCREMENTS OF WORKABLE SIZE SUCH THAT ADEQUATE BMP CONTROL CAN BE PROVIDED THROUGHOUT THE CONSTRUCTION. AREAS CANNOT BE PLACED IN AN "INACTIVE" STATUS UNLESS 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 DURATION IS DELAYED FOR 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 MN STATE SEED MIX 21-112 @ 40 LBS. PER ACRE OR APPROVED EQUAL. PERMANENT SEED SHALL BE MN STATE SEED MIX 25-151 @ 120 LBS. PER ACRE OR APPROVED EQUAL. SEEDING DATES PER MNDOT SEED MIX MANUAL. MULCH SHALL BE MNDOT TYPE 1 (CLEAN OAT STRAW) @ 2 TONS PER ACRE AND DISK ANCHORED IN PLACE OR APPROVED EQUAL. FERTILIZER SHALL BE 10-10-10 NPK PER ACRE (UNLESS IF RESTRICTIONS APPLY) AND INCORPORATED INTO THE SEED BED.
18. 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.
19. ALL CONSTRUCTION SITE WASTE SUCH AS DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, LITTER, AND SANITARY WASTE MUST BE PROPERLY MANAGED AND COMPLY WITH THE MPCA AND CITY OF CHASKA RULES AND REQUIREMENTS.

DEWATERING:

1. IF UTILITY INSTALLATION WORK ENCOUNTERS GROUNDWATER, THE CONTRACTOR SHALL PROVIDE A PLAN TO THE CITY AND PROJECT ENGINEER FOR REVIEW. THE PLAN MUST BE SUBMITTED TO THE CITY FOR APPROVAL AT LEAST 10 DAYS PRIOR TO DISCHARGING OR RECEIVING WATERS. THE PLAN AT MINIMUM SHALL INCLUDING A DEWATERING SYSTEM, WATER ROUTING, STORAGE, AND DISCHARGE LOCATION. THE DEWATERING PLAN MUST ENSURE THAT DISCHARGE WATER IS FREE OF SEDIMENT AND TURBID WATER IN ACCORDANCE WITH STATE AND LOCAL PERMIT REQUIREMENTS.
2. IF ANY TEMPORARY DEWATERING IS REQUIRED CONTRACTOR SHALL DISPOSE OF STORMWATER OR GROUND WATER BY USE OF PUMPS AND HOSES TO ACCEPTABLE DISCHARGE POINTS APPROVED BY THE CITY AND PROJECT ENGINEER.
3. ANY ACCUMULATED SEDIMENT ALONG EXISTING CURB AND GUTTER THAT HAS COLLECTED AS A RESULT OF DISCHARGING DEWATERING HOSES SHALL BE IMMEDIATELY REMOVED AND PROPERLY DISPOSED OF AFTER EACH DISCHARGING EVENT.

FILTRATION BMP NOTES:

1. INSTALLATION OF INFILTRATION/FILTRATION PRACTICES SHALL BE DONE DURING PERIODS OF DRY WEATHER AND COMPLETED BEFORE A RAINFALL EVENT. PLACEMENT OF ENGINEERED SOILS SHALL BE ON DRY NON-FROZEN SOIL ONLY.
2. EXCAVATION OF INFILTRATION AREAS SHALL BE COMPLETED USING A BACKHOE WITH A TOOTHED BUCKET.
3. THE BOTTOM EXCAVATION SURFACE OF INFILTRATION AREAS SHALL BE LEVEL WITHOUT DIPS OR SWALES.
4. DURING CONSTRUCTION, STORM WATER MUST BE ROUTED AROUND INFILTRATION AREAS UNTIL ALL CONSTRUCTION ACTIVITY HAS CEASED AND TRIBUTARY SURFACES ARE CLEANED OF SEDIMENT.
5. ENGINEERED SOIL SHALL REMAIN UNCONTAMINATED (NOT MIXED WITH OTHER SOIL) BEFORE AND DURING INSTALLATION.

EROSION CONTROL SCHEDULE:

1. PRIOR TO ANY CONSTRUCTION OR DEMOLITION, SILT FENCE AND FILTERS SHALL BE INSTALLED AS SHOWN TO INTERCEPT RUNOFF.
2. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES AS INDICATED ON THIS EROSION CONTROL PLAN AND ANY ADDITIONAL MEASURES REQUIRED BASED ON MEANS, METHODS AND SEQUENCES OF CONSTRUCTION.
3. 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 PERMANENT ROADWAYS, WHILE MAINTAINING EROSION CONTROL IN ADJACENT AREA.
4. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 6" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.
5. SOIL COMPACTION SHALL BE MINIMIZED IN PROPOSED PERVIOUS AREAS ONSITE AND AVOID ALTOGETHER IN PROPOSED INFILTRATION BASINS. SOIL SURFACES IN PROPOSED PERVIOUS AREAS COMPACTED DURING CONSTRUCTION SHALL BE DECOMPACTED THROUGH SOIL AMENDMENT OR DEEP RIPPING TO AN 18" DEPTH.
6. 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 (MN STATE SEED MIX 22-112 @ 40 LBS/AC AND MULCHED OR SODDED WITHIN SEVEN (7) DAYS OF BEING DISTURBED.

SEDIMENT CONTROL PRACTICES

1. THE CONTRACTOR MUST EMPLOY SEDIMENT CONTROL PRACTICES AS NECESSARY TO MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.
   a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G. DITCHES WITH ROCK-CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.
   b. IF THE DOWN GRADIENT SEDIMENT CONTROLS ARE OVERLOADED (BASED ON FREQUENT FAILURE OR EXCESSIVE MAINTENANCE REQUIREMENTS), THE CONTRACTOR MUST INSTALL ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.B.1.-3.
2. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS AND BE LOCATED UPGRADIENT OF ANY BUFFER ZONES. THE PERIMETER SEDIMENT CONTROL PRACTICE MUST BE IN PLACE BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G. A FLOATING SILT CURTAIN PLACED IN THE WATER IS NOT A SEDIMENT CONTROL BMP TO SATISFY PERIMETER CONTROL REQUIREMENTS IN THIS PART EXCEPT WHEN WORKING ON A SHORELINE AND BELOW THE WATERLINE. IN THOSE CASES, A FLOATING SILT CURTAIN CAN BE USED AS A PERIMETER CONTROL PRACTICE. WHERE A FLOATING SILT CURTAIN IS INSTALLED AS CLOSE TO THE SHORELINE AS POSSIBLE, IMMEDIATELY UPON THE SHORT-TERM CONSTRUCTION ACTIVITY (E.G. INSTALLATION OF RIP RAP ALONG THE SHORELINE) IN THAT AREA IS COMPLETE, AN UPLAND PERIMETER CONTROL PRACTICE MUST BE INSTALLED IF EXPOSED SOILS STILL DRAIN TO THE SURFACE WATER.
3. THE CONTRACTOR SHALL INSTALL ALL SEDIMENT CONTROL PRACTICES THAT HAVE BEEN ADJUSTED OR REMOVED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES, IMMEDIATELY AFTER THE SHORT-TERM ACTIVITY HAS BEEN COMPLETED. THE CONTRACTOR SHALL COMPLETE ANY SHORT-TERM ACTIVITY THAT REQUIRES REMOVAL OF SEDIMENT CONTROL PRACTICES AS QUICKLY AS POSSIBLE. THE CONTRACTOR MUST RE-INSTALL SEDIMENT CONTROL PRACTICES BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE SHORT-TERM ACTIVITY IS NOT COMPLETE.
4. ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL UPGRADIENT LAND DISTURBANCE IS COMPLETED SO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SITE-SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED BY THE CONTRACTOR OR THE JURISDICTIONAL AUTHORITY (E.G., CITY/COUNTY ENGINEER/PUBLIC WORKS DIRECTOR). THE CONTRACTOR MUST DOCUMENT THE NEED FOR REMOVAL IN THE SWPPP.
5. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN ANY SURFACE WATERS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.
6. WHERE VEHICLE TRAFFIC LEAVES ANY PART OF THE SITE (OR ONTO PAVED ROADS WITHIN THE SITE):
   a. THE CONTRACTOR MUST INSTALL A VEHICLE TRACKING BMP TO MINIMIZE THE TRACK OUT OF SEDIMENT FROM THE CONSTRUCTION SITE. EXAMPLES OF VEHICLE TRACKING BMPS INCLUDE STONE CONSTRUCTION ENTRANCES, MUD MATS, SLASH MULCH, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS.
   b. THE CONTRACTOR MUST USE STREET SWEEPING IF SUCH VEHICLE TRACKING BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET (SEE PART IV.E.5.D.).
7. THE CONTRACTOR MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.C. OF THIS PERMIT.
8. THE CONTRACTOR MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF A SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED.
9. THE CONTRACTOR MUST PRESERVE A 50 FOOT NATURAL BUFFER OR (IF A BUFFER IS INFEASIBLE) INSTALL TEMPORARY SEDIMENT CONTROLS AS PERIMETER WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET OF THE PROJECT'S EARTH DISTURBANCE. STORMWATER FLOWS TO THE SURFACE WATER, NATURAL BUFFERS ARE NOT REQUIRED ADJACENT TO ROAD DITCHES, JUDICIAL DITCHES, COUNTY DITCHES, STORMWATER CONVEYANCE CHANNELS, STORM DRAIN INLETS, AND SEDIMENT BASINS. THE CONTRACTOR IS/ARE NOT REQUIRED TO ENHANCE THE QUALITY OF THE VEGETATION THAT ALREADY EXISTS IN THE BUFFER OR PROVIDE VEGETATION IF NONE EXIST. HOWEVER, CONTRACTOR CAN IMPROVE THE NATURAL BUFFER WITH VEGETATION.
10. IF THE CONTRACTOR INTEND TO USE POLYMERS, FLOCCULANTS, OR OTHER SEDIMENTATION TREATMENT CHEMICALS ON THE PROJECT SITE, THE CONTRACTOR MUST COMPLY WITH THE FOLLOWING MINIMUM REQUIREMENTS:
   a. THE CONTRACTOR MUST USE CONVENTIONAL EROSION AND SEDIMENT CONTROLS PRIOR TO CHEMICAL ADDITION TO ENSURE EFFECTIVE TREATMENT. CHEMICALS MAY ONLY BE ADDED WHERE WATER TREATED STORMWATER IS DIRECTED TO A SEDIMENT CONTROL SYSTEM WHICH ALLOWS FOR FILTRATION OR SETTLEMENT OF THE FLOC PRIOR TO DISCHARGE.
   b. CHEMICALS MUST BE SELECTED THAT ARE APPROPRIATELY SUITED TO THE TYPES OF SOILS LIKELY TO BE EXPOSED DURING CONSTRUCTION, AND TO THE EXPECTED TURBIDITY, PH, AND FLOW RATE OF STORMWATER FLOWING INTO THE CHEMICAL TREATMENT SYSTEM OR AREA.
   c. CHEMICALS MUST BE USED IN ACCORDANCE WITH ACCEPTED ENGINEERING PRACTICES, AND WITH DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVIDED BY THE MANUFACTURER OR PROVIDER/SUPPLIER OF THE APPLICABLE CHEMICALS.

WINTER STABLIZATION:

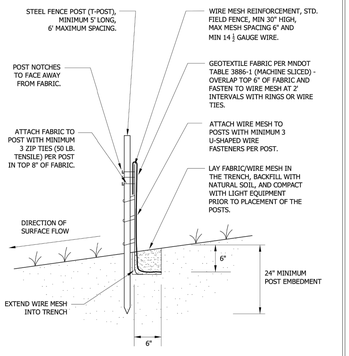
GRADING CONTRACTOR REQUIREMENTS IN THE CASE WHERE THE ONSET OF WINTER DOES NOT ALLOW FOR COMPLETION OF MASS GRADING AND FINAL SOIL STABILIZATION IN THE FALL:

1. MASS GRADING ACTIVITIES SHALL BE PLANNED AND PHASED IN A MANNER TO AVOID ANY UNNECESSARY SOIL DISTURBANCE PRIOR TO WINTER SHUT DOWN.
2. ALL FINAL GRADED AREAS SHALL BE STABILIZED PERMANENTLY BY GRADING CONTRACTOR WITH SEEDING, MULCHING, BLANKET, ETC. IN ACCORDANCE WITH PLANS PRIOR TO CONTRACTOR LEAVING THE SITE AT WINTER SHUT DOWN.
3. THE GRADING CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL TEMPORARY OR INCOMPLETE GRADING AREAS INCLUDING ALL STOCKPILES ARE STABILIZED WITH TEMPORARY SEEDING (MN STATE SEED MIX 22-112 @ 40 LBS/AC, MULCH (MNDOT TYPE 1) BEFORE LEAVING THE SITE AT WINTER SHUT DOWN.
4. ALL SIGNIFICANT DRAINAGE SWALES (TEMPORARY OR PERMANENT) SHALL BE STABILIZED WITH MNDOT CATEGORY 3 EROSION CONTROL BLANKET BY GRADING CONTRACTOR PRIOR TO LEAVING THE SITE AT WINTER SHUT DOWN.

INSPECTIONS AND MAINTENANCE

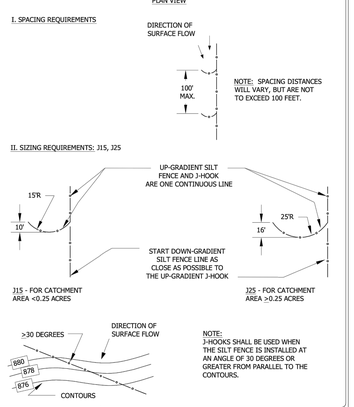
1. THE CONTRACTOR MUST ENSURE THAT A TRAINED PERSON (AS IDENTIFIED IN ITEM 2221.2.b) WILL ROUTINELY INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. FOLLOWING AN INSPECTION THAT OCCURS WITHIN 24 HOURS AFTER A RAINFALL EVENT, THE NEXT INSPECTION MUST BE CONDUCTED WITHIN SEVEN (7) DAYS AFTER THE RAINFALL EVENT.
2. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP IN ACCORDANCE WITH PART IV.E. 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 THE SPECIFIC LOCATION WHERE CORRECTIVE ACTIONS ARE NEEDED
   d. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES)
   e. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCH (0.5 INCHES) IN 24 HOURS. RAINFALL AMOUNTS MUST BE OBTAINED BY A PROPERLY MAINTAINED RAIN GAUGE INSTALLED ONSITE, A WEATHER STATION THAT IS WITHIN 1 MILE OF YOUR LOCATION OR A WEATHER REPORTING SYSTEM THAT PROVIDES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES.
   f. IF ANY DISCHARGE IS OBSERVED TO BE OCCURRING DURING THE INSPECTION, A RECORD OF ALL POINTS OF THE PROPERTY FROM WHICH THERE IS A DISCHARGE MUST BE MADE, AND THE DISCHARGE SHOULD BE DESCRIBED (I.E., COLOR, ODOR, FLOATING, SETTLED, OR SUSPENDED SOLIDS, FOAM, OIL SHEEN, AND OTHER OBVIOUS INDICATORS OF POLLUTANTS) AND PHOTOGRAPHED.
   g. ANY AMENDMENTS TO THE SWPPP PROPOSED AS A RESULT OF THE INSPECTION MUST BE DOCUMENTED WITHIN SEVEN (7) CALENDAR DAYS.
3. INSPECTION FREQUENCY ADJUSTMENT
   a. WHERE PARTS OF THE PROJECT SITE HAVE PERMANENT COVER, BUT WORK REMAINS ON OTHER PARTS OF THE SITE, THE CONTRACTOR MAY REDUCE INSPECTIONS OF THE AREAS WITH PERMANENT COVER TO ONCE PER MONTH.
   b. WHERE CONSTRUCTION SITES HAVE PERMANENT COVER ON ALL EXPOSED SOIL AREAS AND NO CONSTRUCTION ACTIVITY IS OCCURRING ANYWHERE ON THE SITE, THE SITE MUST BE INSPECTED DURING NON-FROZEN GROUND CONDITIONS AT LEAST ONCE PER MONTH FOR A PERIOD OF TWELVE (12) CONSECUTIVE MONTHS. IF CONSTRUCTION ACTIVITY RESUMES OVER THE NEXT CONSTRUCTION ACTIVITY, INSPECTIONS MAY BE TERMINATED UNTIL CONSTRUCTION ACTIVITY CEASES AGAIN. THE CONTRACTOR IS/ARE NOTIFIED IN WRITING BY THE MPCA THAT EROSION ISSUES HAVE BEEN DETECTED AT THE SITE AND INSPECTIONS NEED TO BE RESUMED.
   c. WHERE WORK HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, THE INSPECTIONS MAY BE SUSPENDED. THE REQUIRED INSPECTIONS AND MAINTENANCE SCHEDULE MUST BEGIN WITHIN 24 HOURS AFTER RUNOFF OCCURS AT THE SITE OR 24 HOURS PRIOR TO RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.
4. THE CONTRACTOR IS/ARE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS, AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, UNTIL ANOTHER PERMITTEE HAS OBTAINED COVERAGE UNDER THIS PERMIT OR THE PROJECT HAS UNDERGONE FINAL STABILIZATION, AND HAS NOT BEEN SUBMITTED TO THE MPCA.
5. THE CONTRACTOR MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS DURING ALL ROUTINE AND POST-RAINFALL EVENT INSPECTIONS. ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS UNLESS ANOTHER TIME FRAME IS SPECIFIED BELOW. THE CONTRACTOR MUST INVESTIGATE AND COMPLY WITH THE FOLLOWING SCHEDULE FOR MAINTENANCE REQUIREMENTS:
   a. ALL PERIMETER CONTROL DEVICES MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR WHEN SEDIMENT REACHES ONE-HALF (1/2) OF THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR THEREAFTER AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
   b. TEMPORARY AND PERMANENT SEDIMENTATION BASINS MUST BE DRAINED AND THE SEDIMENT REMOVED WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES ONE-HALF (1/2) THE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS (SEE PART IV.D.).
   c. SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION DURING EACH INSPECTION. THE CONTRACTOR MUST REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS, AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. THE REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. THE CONTRACTOR SHALL USE ALL REASONABLE EFFORTS TO OBTAIN ACCESS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) CALENDAR DAYS OF OBTAINING ACCESS. THE CONTRACTOR IS/ARE RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK IN SURFACE WATERS.

   CONSTRUCTION SITE VEHICLE EXIT LOCATIONS MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING ONTO PAVED SURFACES. TRACKED SEDIMENT MUST BE REMOVED FROM ALL PAVED SURFACES BOTH ON AND OFF SITE WITHIN 24 HOURS OF DISCOVERY, OR, IF APPLICABLE, WITHIN A SHORTER TIME TO AVOID A SAFETY HAZARD TO USERS OF PUBLIC STREETS.
   c. STREETS AND OTHER AREAS ADJACENT TO THE PROJECT MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE ACCUMULATIONS OF SEDIMENT. IF SEDIMENT IS PRESENT, IT MUST BE REMOVED IN A MANNER AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT IN STREETS COULD BE WASHED INTO STORM SEWERS BY THE NEXT RAIN AND/OR POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS).
6. ALL INFILTRATION AREAS MUST BE INSPECTED TO ENSURE THAT NO SEDIMENT FROM ONGOING CONSTRUCTION ACTIVITY IS REACHING THE INFILTRATION AREA. ALL INFILTRATION AREAS MUST BE INSPECTED TO ENSURE THAT EQUIPMENT IS NOT BEING D

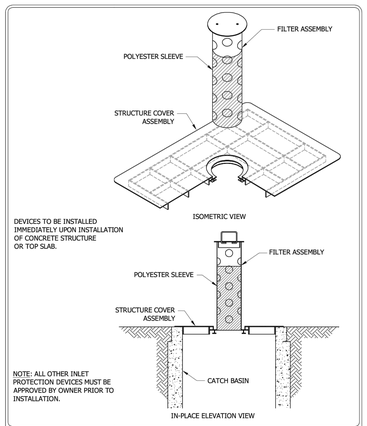


NOTE:
SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.

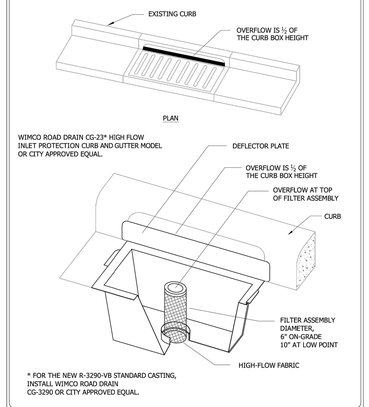
Stantec | SILT FENCE HEAVY DUTY | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-1B



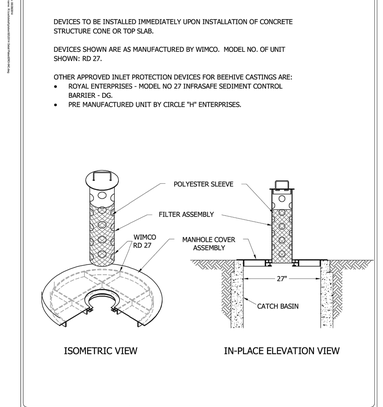
Stantec | SILT FENCE J-HOOK | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-1D



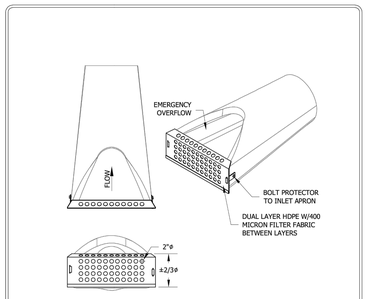
Stantec | INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-4A



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

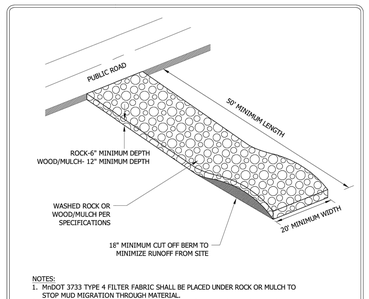


Stantec | INLET PROTECTION BEEHIVE CASTING | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-4C



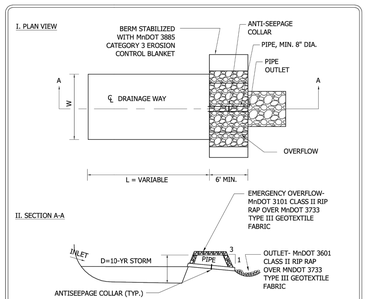
- FILTER FABRIC MAY BE REPLACED AS REQUIRED BY REMOVING BOLTS OR RIVETS CONNECTING HDPE LAYERS AND BOLTING OR RIVETING BACK TOGETHER.
- DEVICES SHOWN ARE AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS. INFRASAFE - CULVERT INLET PROTECTOR.

Stantec | FLARED END EROSION CONTROL | CHASKA, MINNESOTA | LAST REVISION: FEB 2005 | PLATE NO. ERO-6

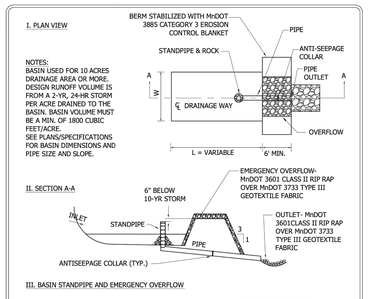


NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING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

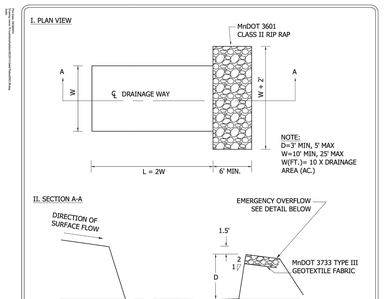
Stantec | ROCK CONSTRUCTION ENTRANCE | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-7



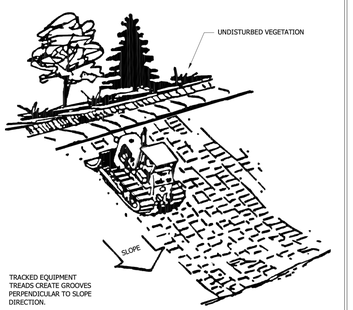
Stantec | TEMPORARY SEDIMENTATION BASIN PIPE OUTLET | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-8A



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

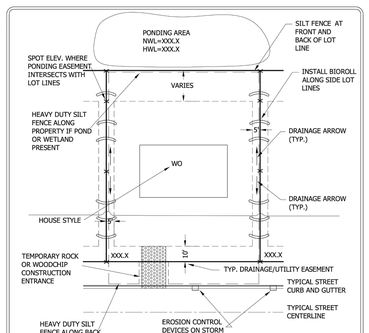


Stantec | TEMPORARY SEDIMENT TRAP | CHASKA, MINNESOTA | LAST REVISION: APRIL 2008 | PLATE NO. ERO-9



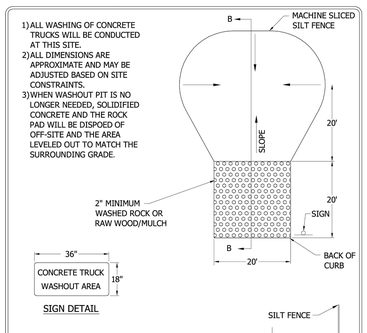
NOTE:
ALL SLOPES WITH A GRADE EQUAL TO OR STEEPER THAN 3:1 REQUIRE SLOPE TRACKING. SLOPES WITH A GRADE MORE GRADUAL THAN 3:1 REQUIRE SLOPE TRACKING IF THE STABILIZATION METHOD IS EROSION CONTROL BLANKET OR HYDROMULCH.

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

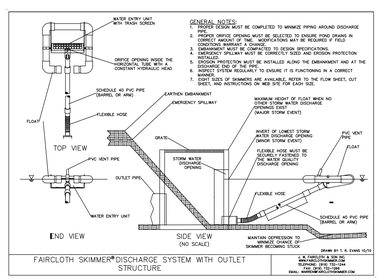


1.) INSTALL SILT FENCE PER DETAIL ERO-1A ALONG REAR AND SIDE PROPERTY LINES. INSTALL HEAVY DUTY SILT FENCE PER DETAIL ERO-1B ALONG BACK SIDE OF CURB.
2.) IF THERE IS A WETLAND OR PONDING AREA ADJACENT TO LOT, HEAVY DUTY SILT FENCE SHALL BE INSTALLED ALONG THAT SIDE OF LOT.
3.) CREATE ONE TEMPORARY CONSTRUCTION ENTRANCE PER LOT. SEE DETAIL ERO-7.
4.) INSTALL INLET PROTECTION ON ALL STORM STRUCTURES SUSCEPTIBLE TO RUNOFF FROM LOT. SEE DETAIL ERO-4B.

Stantec | EROSION CONTROL FOR LOT GRADING | CHASKA, MINNESOTA | LAST REVISION: APRIL 2011 | PLATE NO. ERO-11



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



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

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SWPPP NOTES 2

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

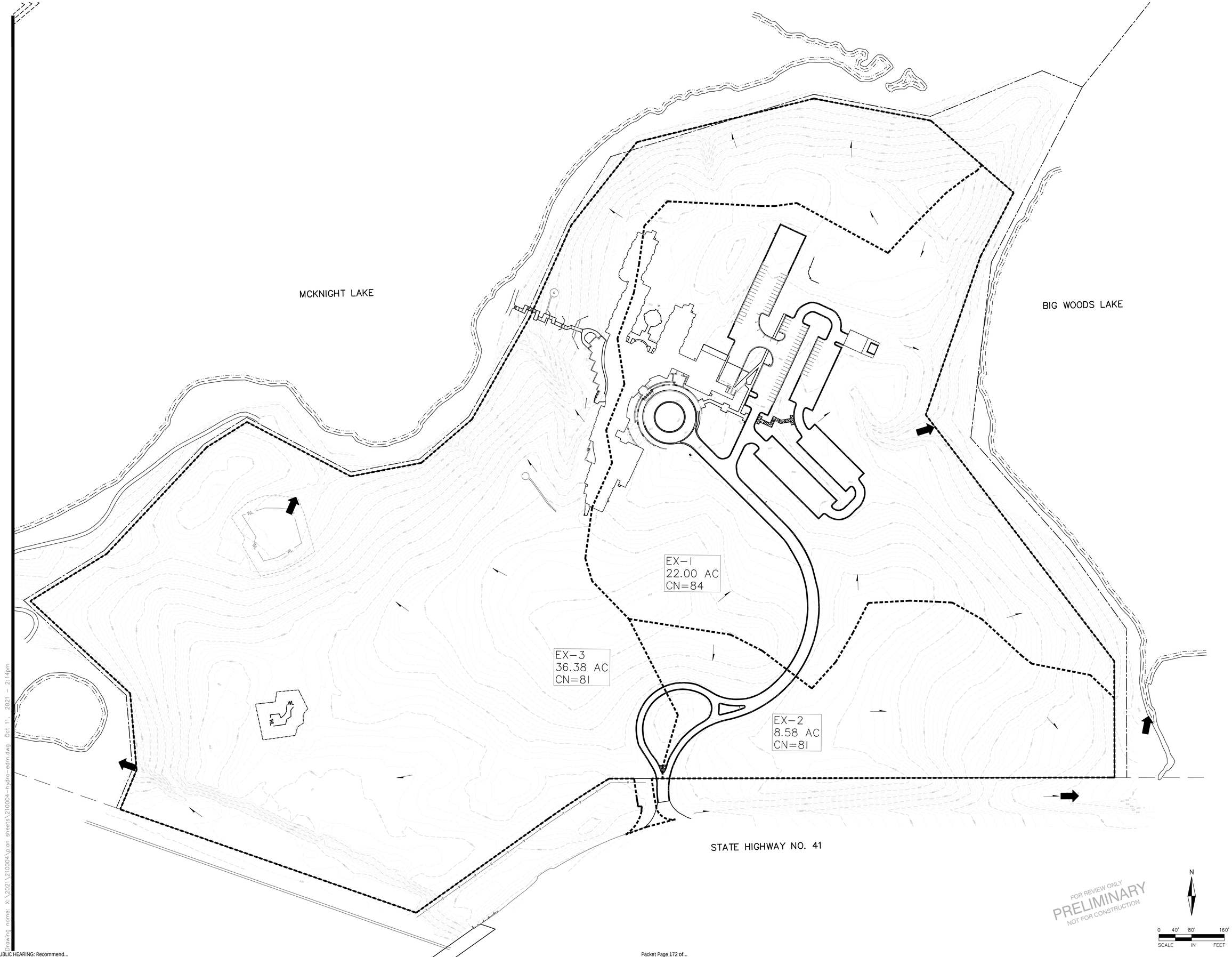
BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-5.2

Drawing name: X:\2021\210004\plan sheets\210004swppp.dwg Oct 11, 2021 - 2:14pm



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STORMWATER MANAGEMENT PLAN - EXISTING

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
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9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
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PROJECT NO: 221-0004

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STORMWATER MANAGEMENT PLAN - PROPOSED

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Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-5.4

Drawing name: X:\2021\210004\plan sheets\210004-hydro-pdrn.dwg Oct 11, 2021 - 2:15pm

STORM SEWER SCHEDULE:

MH/CB FROM	MH/CB TO	P. DIA. [IN]	P. SLOPE [FT/FT]	PIPE LENGTH [FT]	FROM INVERT	TO INVERT	RIM ELEV.	BUILD [FT]
CBMH 100 (COSTCO	CBMH 400	27	0.0105	17.50	948.18	948.00	961.96	13.78
CBMH 200 (COSTCO	CBMH 403	36	0.0450	52.60	945.88	943.51	960.68	14.80
CB 404A	CBMH 404	12	0.0044	38.30	944.40	944.23	947.90	3.50
CBMH 404	CBMH 403	18	0.0025	317.50	944.23	943.44	947.90	3.67
CBMH 402	CBMH 401	36	0.0023	205.90	943.01	942.53	958.00	14.99
CBMH 401	CBMH 400	36	0.0022	139.70	942.53	942.22	957.80	15.27
CBMH 400	CBMH 305	42	0.0034	37.20	942.22	942.09	956.75	14.53
CB 312A	CBMH 312	12	0.0044	31.30	959.50	959.36	963.50	4.00
CBMH 312	CBMH 311	12	0.0044	300.20	959.36	958.04	963.50	4.14
CB 311A	CBMH 311	12	0.0044	33.50	959.50	959.35	963.65	4.15
CBMH 311	CBMH 310	24	0.0075	347.80	956.35	953.74	963.65	7.30
CB 310A	CBMH 310	12	0.0044	31.30	959.33	959.19	964.25	4.92
CBMH 310B	CBMH 310	18	0.0090	57.70	956.16	955.64	963.60	7.44
CBMH 310	CBMH 309	24	0.0124	76.30	953.74	952.79	964.25	10.51
CBMH 309	CBMH 308	24	0.0120	84.90	952.79	951.78	963.25	10.46
CBMH 308	CBMH 307	24	0.0120	118.20	951.78	950.36	962.00	10.22
CBMH 307	CBMH 306	24	0.0133	94.80	950.36	949.10	960.00	9.64
CBMH 306	CBMH 305	24	0.0135	150.80	949.10	947.06	957.80	8.70
CBMH 305	MH 304	48	0.0030	43.10	942.09	941.96	956.75	14.66
MH 304	MH 303	48	0.0030	230.70	941.96	941.27	952.80	10.84
CBMH 303D	MH 303C	12	0.0125	82.50	947.25	946.22	951.25	4.00
MH 303C	CBMH 303B	15	0.0038	106.50	943.00	942.60	952.40	9.40
CB (DOCK)	CBMH 303B	12	0.0044	117.30	942.40	941.89	947.90	5.50
CBMH 303B	CBMH 303A	21	0.0025	154.40	941.89	941.50	946.50	4.61
CBMH 303A	MH 303	24	0.0025	92.90	941.50	941.27	946.50	5.00
MH 303	CBMH 302	48	0.0037	54.70	941.27	941.07	948.15	6.88
CB 302A	CBMH 302	12	0.0044	135.70	943.35	942.75	947.35	4.00
CBMH 302	CBMH 301	48	0.0037	284.60	941.07	940.03	947.28	6.21
CBMH 301	FES 300	48	0.0035	55.10	940.03	939.83	953.75	13.72
OCS 1	IH 500 (ATOP EXIS	12	0.0162	97.10	936.00	934.43	947.25	11.25
CB 509	CBMH 508	12	0.0044	21.70	960.70	960.60	964.75	4.05
CBMH 508	CBMH 507	12	0.0044	108.10	960.60	960.13	964.75	4.15
CBMH 507	CBMH 506	12	0.0044	50.90	960.13	959.90	965.30	5.17
CBMH 506	CBMH 505	12	0.0120	26.70	959.90	959.58	965.40	5.50
CBMH 505	CBMH 501	15	0.0050	68.70	959.58	959.24	965.20	5.62
CB 504	CBMH 503	12	0.0044	101.80	960.30	959.85	965.00	4.70
CBMH 503	CBMH 502	15	0.0040	30.50	959.85	959.73	966.25	6.40
CBMH 502	CBMH 501	15	0.0055	68.80	959.73	959.35	965.60	5.87
CBMH 501	CBMH 500	18	0.0083	173.40	959.24	957.80	965.65	6.41
CBMH 500	CBMH 310B	18	0.0100	164.10	957.80	956.16	965.20	7.40
CB 710	CBMH 709	12	0.0055	74.40	961.25	960.84	965.25	4.00
CBMH 709	CBMH 708	12	0.0080	10.70	960.84	960.76	964.70	3.86
CBMH 708	CBMH 707	12	0.0120	58.30	960.76	960.06	965.10	4.34
CBMH 707	MH 704	15	0.0080	131.30	960.06	959.01	966.10	6.04
CB 706A	CBMH 706	12	0.0044	10.70	961.60	961.55	965.60	4.00
CBMH 706	CBMH 705	12	0.0075	97.30	961.55	960.82	965.70	4.15
CB 705A	CBMH 705	12	0.0050	10.70	961.30	961.25	965.30	4.00
CBMH 705	MH 704	18	0.0040	21.10	960.82	960.74	965.10	4.28
MH 704	CBMH 703	21	0.0060	135.10	959.01	958.19	965.30	6.29
CBMH 703	CBMH 702	24	0.0034	101.00	958.19	957.85	964.80	6.61
CBMH 702	CBMH 701	24	0.0050	111.60	957.85	957.29	965.18	7.33
CB 701A	CBMH 701	12	0.0044	42.80	960.70	960.51	964.70	4.00
CBMH 701	MH 700	24	0.0060	122.00	957.29	956.56	965.15	7.86
MH 700	CBMH 311	24	0.0060	35.40	956.56	956.35	966.50	9.94
CB 617	CBMH 616	12	0.0044	118.80	960.00	959.48	964.00	4.00
CBMH 616	CBMH 607	12	0.0075	209.10	959.48	957.91	964.50	5.02
CB 613	CBMH 612	12	0.0066	261.00	960.40	958.68	965.40	5.00
CBMH 612	CBMH 611	15	0.0055	98.10	958.68	958.14	963.20	4.52
CB 615	MH 614A	12	0.0044	48.30	961.50	961.29	965.50	4.00
MH 614A	CBMH 614	12	0.0044	30.20	961.29	961.15	965.90	4.61
CBMH 614	CBMH 611	12	0.0060	10.70	961.15	961.09	965.50	4.35
CBMH 611	CBMH 610	18	0.0055	99.00	958.14	957.59	963.20	5.06
CBMH 610	CBMH 609	18	0.0090	114.10	957.59	956.57	963.20	5.61
CBMH 609	CBMH 608	18	0.0120	67.60	956.57	955.76	963.20	6.63
CBMH 608	CBMH 607	21	0.0075	126.70	955.76	954.81	963.30	7.54
CBMH 607	CBMH 606	21	0.0120	118.30	954.81	953.39	963.30	8.49
CBMH 606	CBMH 605	21	0.0150	108.00	953.39	951.77	963.30	9.91
CBMH 605	CBMH 604	24	0.0080	97.60	951.77	950.98	962.25	10.48
CBMH 604	CBMH 603A	24	0.0075	144.40	950.98	949.90	962.50	11.52
CBMH 603A	CBMH 603	24	0.0100	61.60	949.90	949.29	962.90	13.00
CBMH 603	CBMH 602	24	0.0100	91.80	949.29	948.37	957.80	8.51
CBMH 602	CBMH 601	24	0.0110	114.10	948.37	947.11	957.80	9.43
CBMH 601	FES 600	24	0.0250	107.80	928.69	926.00	957.17	28.48

UTILITY NOTES:

1. ALL UTILITIES TO BE INSTALLED PER CITY OF CHASKA 2019 STANDARD SPECIFICATIONS FOR UTILITY AND STREET CONSTRUCTION.
2. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
3. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS. WATER AND SANITARY SEWER LINES TO MAINTAIN 10' HORIZONTAL SEPARATION. LOWER WATERMAIN AS NECESSARY.
4. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
5. PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 3'.
6. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF CHASKA ENGINEERING GUIDELINES.
7. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
8. 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.
9. ALL SANITARY MANHOLES TO BE 48" DIAMETER CONCRETE W/NEENAH R–1642 CASTING, UNLESS NOTED OTHERWISE.
10. WATERMAIN, SERVICES, AND VALVES SHALL BE INSTALLED WITH MINIMUM 7.5' OF COVER.
11. ALL CURB BOXES SHALL BE ADJUSTED TO AN ELEVATION OF 1" BELOW FINISHED GRADE.
12. ALL WATERMAIN SHALL BE C900 PVC. WATER SERVICES INTO BUILDINGS ARE 6" SERVICES.
13. ALL SANITARY SEWER TO BE 8" PVC SDR–35 FROM 0–16 FEET, SDR–26 FROM 16–22 FEET, AND C900 PVC FOR 22+ FEET AND DEEPER.
14. CONTRACTOR TO VERIFY EXACT SERVICE CONNECTION SIZE, INVERT, AND LOCATION WITH FINAL BUILDING PLANS.
15. ALL WATERMAIN FITTINGS SHALL BE EPOXY COATED.
16. ALL WATER SERVICE LINES SHALL BE DOUBLE 45° ANGLES WITH BLOCKING.
17. ALL SLIP JOINTS ON WATER SERVICES WITHIN 60' OF SERVICE BUILDING SHALL BE SHORT RODDED.
18. ALL WET TAPS SHALL BE STAINLESS STEEL SADDLES WITH FULL FACED GASKETS.
19. SANITARY AND WATER SERVICES TO EACH MULTIFAMILY BUILDING SHALL BOTH BE 6", UNLESS NOTED OTHERWISE.
20. RCP STORM SEWER SHALL BE CLASS 5 (12–18") AND CLASS 3 (21"+), UNLESS NOTED OTHERWISE.
21. BITUMINOUS COAT SANITARY MANHOLES. SEE CITY DETAIL SAN–1.

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HWY 41 & PEAVEY ROAD
CHASKA, MN

OVERALL UTILITY 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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1–18–21	GRADING PROGRESS
2–17–21	PROGRESS SITE PLANS
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4–8–21	PARKING CLARIFICATION
4–30–21	DEMOLITION REV.
5–7–21	PUD RESUBMITTAL
9–30–21	PROGRESS
10–11–21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221–0004

C-6.0

MCKNIGHT LAKE

BIG WOODS LAKE

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

STATE HIGHWAY NO. 41

PEAVEY ROAD

REFER TO LANDFORM / COSTCO PLANS FOR ADDITIONAL INFORMATION

REPAIR EXISTING EROSION / FILL WITH SOIL, PROVIDE SEED AND EROSION CONTROL BLANKET. COORDINATE WITH CITY.

FIELD VERIFY LOCATION OF EXISTING CULVERT

MATCH LINE – VIEW 1

MATCH LINE – VIEW 2

MATCH LINE – VIEW 3

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

0 40' 80' 160'
SCALE IN FEET

LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PIPE INSULATION
- PROPOSED CATCH BASIN
- PROPOSED SANITARY/STORM MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED RIP RAP
- POST INDICATOR VALVE
- WALL MOUNTED POST INDICATOR VALVE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT

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MATCH LINE – VIEW 2

MATCH LINE – VIEW 1

MATCH LINE – VIEW 2

MATCH LINE – VIEW 1

LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PIPE INSULATION
- PROPOSED CATCH BASIN
- PROPOSED SANITARY/STORM MANHOLE
- PROPOSED GATE VALVE
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- POST INDICATOR VALVE
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- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT

N

0 20' 40' 80'

SCALE IN FEET

FOR REVIEW ONLY
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BIG WOODS LAKE

OAK RIDGE DRIVE

230.7' of 48" RCP @ 0.30%

CONNECT TO EXISTING WATERMAIN

MH 304
RIM=952.80
INV(SE)=941.96
INV OUT=941.96

150.8' of 24" RCP @ 1.35%

94.8' of 24" RCP @ 1.33%

CBMH 306
RIM=957.80
INV(SW)=949.10
INV OUT=949.10

CBMH 307
RIM=960.00
INV(S)=950.36
INV OUT=950.36

43.1' of 48" RCP @ 0.30%

CBMH 305
RIM=956.75
INV(SW)=947.06
INV(SE)=942.09
INV OUT=942.09

37.2' of 42" RCP @ 0.34%

118.2' of 24" RCP @ 1.20%

CBMH 308
RIM=962.00
INV(S)=951.78
INV OUT=951.78

17.5' of 27" RCP @ 1.05%

139.7' of 36" RCP @ 0.22%

CBMH 401
RIM=957.80
INV(E)=942.53
INV OUT=942.53

(2) 12" G.V.

5' SIDE PARKING SETBACK

BUILDING SETBACK

CBMH 400
RIM=956.75
INV(S)=948.00
INV(NE)=942.22
INV OUT=942.22

CBMH 100 (BY OTHERS)
RIM=961.96
INV(SW)=954.19
INV(SE)=948.39
INV OUT=948.18

205.9' of 36" RCP @ 0.23%

12" C900 PVC WATERMAIN

CBMH 402
RIM=958.00
INV(E)=943.01
INV OUT=943.01

185.9' of 36" RCP @ 0.23%

84.9' of 24" RCP @ 1.20%

CBMH 309
RIM=963.25
INV(SE)=952.79
INV OUT=952.79

76.3' of 24" RCP @ 1.24%

12" G.V.

31.3' of 12" RCP @ 0.44%

CBMH 310
RIM=964.25
INV(SW)=955.64
INV(SE)=953.74
INV(NE)=959.19
INV OUT=953.74

CBMH 403
RIM=956.40
INV(E)=943.44
INV(S)=943.51
INV OUT=943.44

52.6' of 36" RCP @ 4.50%

CBMH 200 (BY OTHERS)
RIM=960.68
INV(S)=949.88
INV OUT=945.88

SAN MH-100 (DROP)
RIM=926.00
INV(S)=917.00
INV OUT=905.00

HYDRANT W/ 6" G.V. & 6"X12" TEE

CB 310A
RIM=964.25
INV OUT=959.33

57.7' of 18" RCP @ 0.90%

164.1' of 18" RCP @ 1.00%

HYDRANT W/ 6" G.V. & 6"X12" TEE

SAN MH-101 (DROP)
RIM=955.50
INV(SW)=939.90
INV OUT=930.00

CORE DRILL AND CONNECT TO EXISTING SANITARY MANHOLE
INV=904.00
INV OUT(EX)=902.90 (VERIFY)

347.8' of 24" RCP @ 0.75%

6" SAN SERVICE
INV=957.50

SAN MH-9
RIM=967.10
INV(SW)=957.00
INV OUT=956.00

6"X8" TEE W/ 6" G.V.

317.5' of 18" RCP @ 0.25%

CBMH 404
RIM=947.90
INV(N)=944.23
INV OUT=944.23

8" C900 PVC WATERMAIN

CB 509
RIM=964.75
INV OUT=960.70

8"X12" TEE W/ 8" G.V.

REFER TO LANDFORM / COSTCO PLANS FOR ADDITIONAL INFORMATION

CB 404A
RIM=947.90
INV=944.40

21.7' of 12" RCP @ 0.44%

CBMH 508
RIM=964.75
INV(NW)=960.60
INV OUT=960.60

33.5' of 12" RCP @ 0.44%

CB 311A
RIM=963.65
INV OUT=959.50

108.1' of 12" RCP @ 0.44%

38.3' of 12" RCP @ 0.44%

CBMH 311
RIM=963.65
INV(NE)=959.35
INV(SE)=958.04
STUB INV(S)=956.35
INV OUT=956.35

35.4' of 24" RCP @ 0.60%

MH 700
RIM=966.50
INV(SE)=956.56
INV OUT=956.56

300.2' of 12" RCP @ 0.44%

12" C900 PVC WATERMAIN

8"X12" TEE W/ 8" G.V.

111.6' of 24" RCP @ 0.50%

CBMH 701
RIM=965.15
INV(SW)=957.29
INV(SE)=960.51
INV OUT=957.29

CB 701A
RIM=964.70
INV OUT=960.70

12" C900 PVC WATERMAIN

12" G.V.

HYDRANT W/ 6" G.V. & 6"X12" TEE

45° BEND

45° BEND

18" FES W/ 12 CY RIPRAP INV=930.80

18" FES W/ 12 CY RIPRAP INV=935.50

12"X12" TEE

18" RCP @ 2.50%

22.5° BEND

11.25° BEND

CONNECT TO EXISTING W/ 45° BEND & 12" G.V.

CONNECT TO EXISTING W/ 11.25° BEND & 12" G.V.

12" C900 WATERMAIN

FIELD VERIFY LOCATION OF EXISTING CULVERT

SAN MH-14
RIM=965.50
INV(W)=954.00
INV OUT=953.62

CBMH 312
RIM=963.50
INV(NE)=959.36
INV OUT=959.36

CB 312A
RIM=963.50
INV OUT=959.50

31.3' of 12" RCP @ 0.44%

COSTCO WHOLESALE

164,545 S.F.
FFE = 966.00

5' SIDE PARKING SETBACK (FROM TH 41 CENTERLINE)

5' SIDE PARKING SETBACK (FROM TH 41 CENTERLINE)

Drawing name: X:\2021\210004\plan sheets\210004utl.dwg Oct 11, 2021 - 2:15pm

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HWY 41 & PEAVEY ROAD
CHASKA, MN

UTILITY PLAN - VIEW 1

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
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2-17-21	PROGRESS SITE PLANS
3-17-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
5-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-6.1

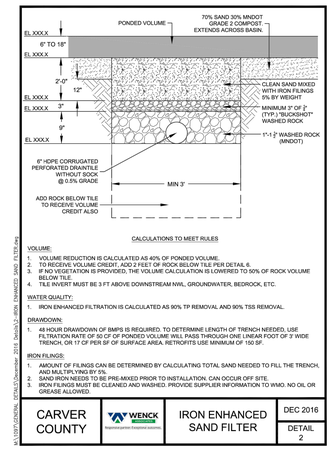


LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PIPE INSULATION
- PROPOSED CATCH BASIN
- PROPOSED SANITARY/STORM MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
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- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT

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0 20' 40' 80'
SCALE IN FEET



CALCULATIONS TO MEET RULES

VOLUME:
1. VOLUME REDUCTION IS CALCULATED AS 40% OF PONDED VOLUME.
2. TO RECEIVE VOLUME CREDIT, ADD 2 FEET OF ROCK BELOW TILE PER DETAIL 6.
3. IF NO VEGETATION IS PROVIDED, THE VOLUME CALCULATION IS LOWERED TO 50% OF ROCK VOLUME BELOW TILE.
4. TILE INVERT MUST BE 3 FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.

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

DRAWDOWN:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE LENGTH OF TRENCH NEEDED, USE FILTRATION RATE OF 50 CF OF PONDED VOLUME WILL PASS THROUGH ONE LINEAR FOOT OF 3' WIDE TRENCH, OR 17 CF PER SF OF SURFACE AREA. RETROFITS USE MINIMUM OF 150 SF.

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

CARVER COUNTY	WENCK Environmental Science Consultants	IRON ENHANCED SAND FILTER	DEC 2016
			DETAIL 2

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UTILITY PLAN - VIEW 2

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Date License No.

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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-6.2

Drawing name: X:\2021\210004\plan sheets\210004util.dwg Oct 11, 2021 - 2:16pm



LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PIPE INSULATION
- PROPOSED CATCH BASIN
- PROPOSED SANITARY/STORM MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED RIP RAP
- POST INDICATOR VALVE
- WALL MOUNTED POST INDICATOR VALVE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT

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0 25' 50' 100'
SCALE IN FEET

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PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

UTILITY PLAN - VIEW 3

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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

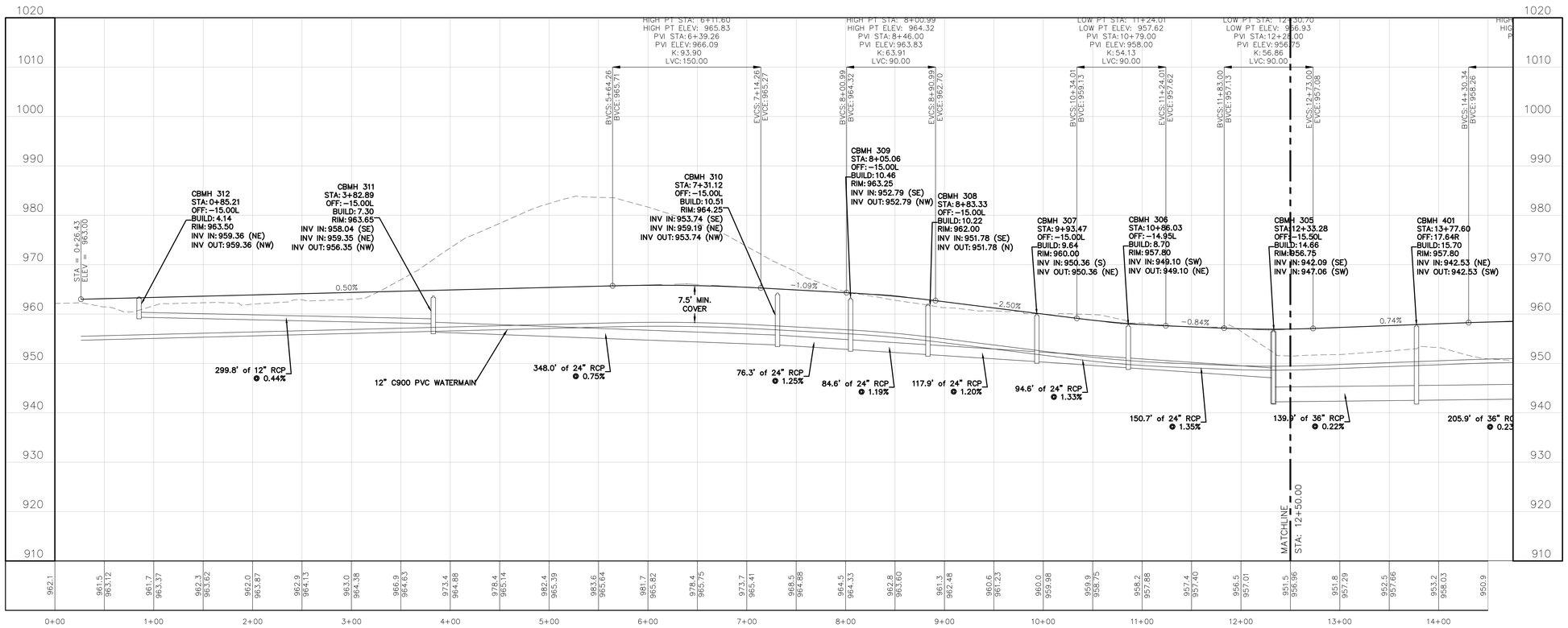
PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

C-6.3

Drawing name: X:\2021\210004\plan sheets\210004util.dwg Oct 11, 2021 - 2:16pm





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HWY 41 & PEAVEY ROAD
CHASKA, MN

UTILITY PLAN & PROFILE - OAK RIDGE DRIVE - VIEW 1

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Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

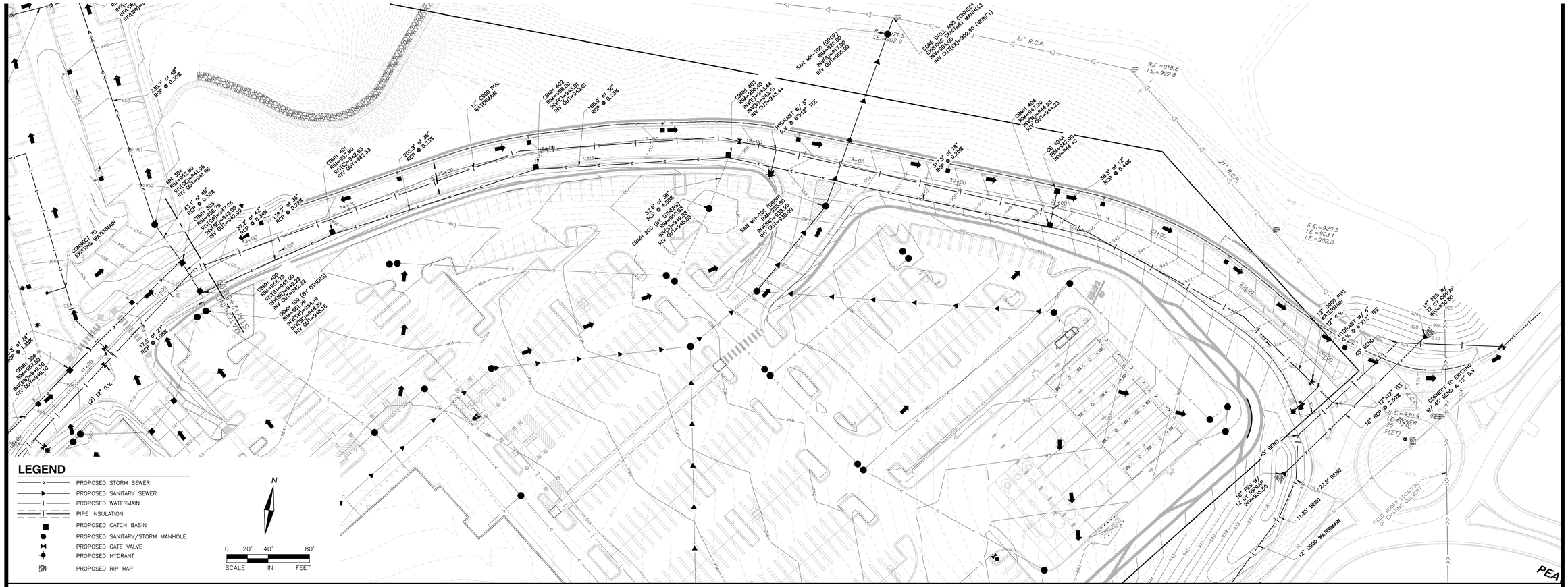
DATE	ISSUE
1-18-21	GRADING PROGRESS
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4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

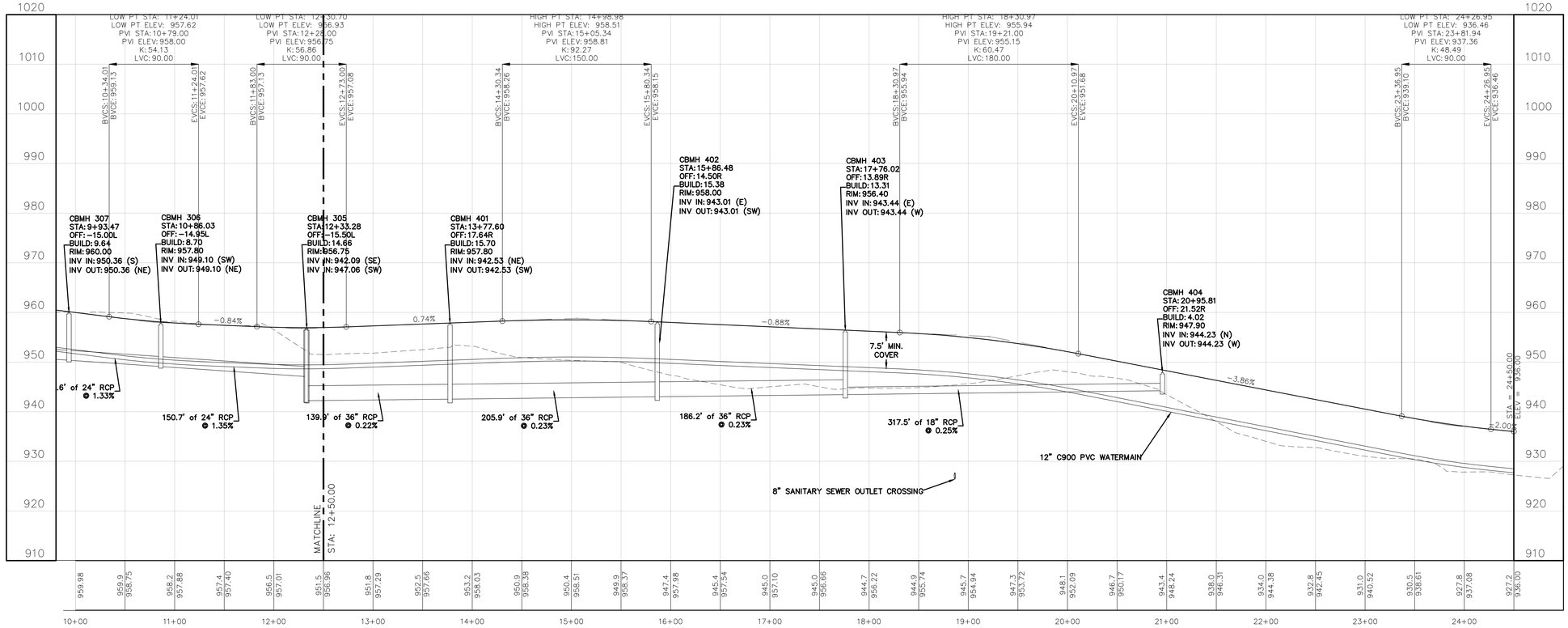
PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	ST
PROJECT NO:	221-0004

C-6.4

Drawing name: X:\2021\210004\plan sheets\210004utl-prof.dwg Oct 11, 2021 - 2:16pm





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UTILITY PLAN & PROFILE - OAK RIDGE DRIVE - VIEW 2

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

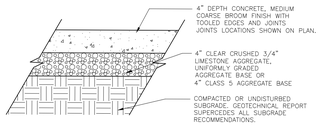
BY	DATE

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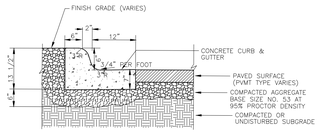
PROJECT TEAM DATA
DESIGNED: MK
DRAWN: ST
PROJECT NO: 221-0004

C-6.5

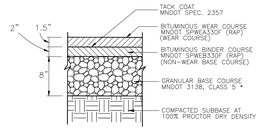
Drawing name: X:\2021\210004\plan sheets\210004utl-prof.dwg Oct 11, 2021 - 2:16pm



1 CONCRETE SIDEWALK
NO SCALE



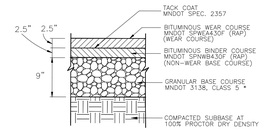
2 B612 CURB AND GUTTER
NO SCALE



* RECYCLED CRUSHED CONCRETE DEBRIS AND BITUMINOUS PAVEMENT MAY BE USED AS BASE MATERIAL IF GRADATION SPECIFICATIONS FOR MNDOT CLASS 6 OR 7 ARE MET

GEOTECHNICAL REPORT SUPERCEDES ALL SUBGRADE RECOMMENDATIONS.

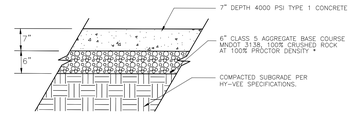
3 LIGHT DUTY BITUMINOUS PAVEMENT
NO SCALE



* RECYCLED CRUSHED CONCRETE DEBRIS AND BITUMINOUS PAVEMENT MAY BE USED AS BASE MATERIAL IF GRADATION SPECIFICATIONS FOR MNDOT CLASS 6 OR 7 ARE MET

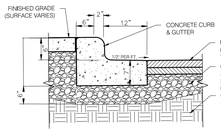
GEOTECHNICAL REPORT SUPERCEDES ALL SUBGRADE RECOMMENDATIONS.

4 HEAVY DUTY BITUMINOUS PAVEMENT
NO SCALE

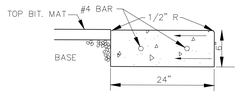


* RECYCLED CRUSHED CONCRETE DEBRIS AND BITUMINOUS PAVEMENT MAY BE USED AS BASE MATERIAL IF GRADATION SPECIFICATIONS FOR MNDOT CLASS 6 OR 7 ARE MET

5 HEAVY DUTY CONCRETE PAVEMENT
NO SCALE



6 B612 CONCRETE OUTFALL CURB AND GUTTER
NO SCALE



7 RIBBON CURB
NO SCALE



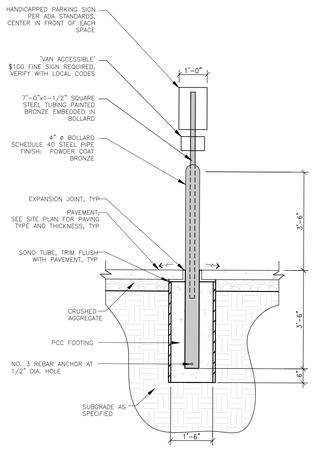
12"x18" WHITE ON BLUE BACKGROUND,

CONTRACTOR TO VERIFY SIGN GRAPHICS AND INSTALLATION WITH STATE AND LOCAL CODES

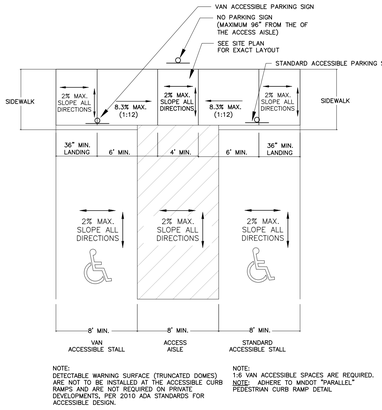
A. 2 SIGNS ON SAME POST, "HANDICAP PARKING" UPPER AND "FINE" LOWER

B. "RESERVED PARKING" SINGLE SIGN

SIGNS MAY BE MOUNTED ON WALLS WHERE POSSIBLE



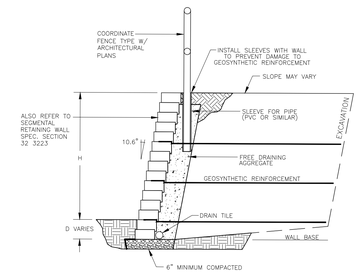
10 TYPE 6B HC BOLLARD
NO SCALE



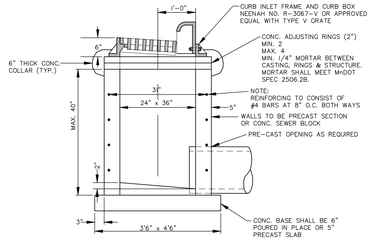
NOTE:
DETECTABLE WARNING SURFACE (TRUNCATED DOMES) ARE NOT TO BE INSTALLED AT THE ACCESSIBLE CURB RAMPS AND ARE NOT REQUIRED ON PRIVATE DEVELOPMENTS, PER 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.

NOTE:
1:0 VAN ACCESSIBLE SPACES ARE REQUIRED.
NOTE: ADHERE TO MNDOT "PARALLEL" PEDESTRIAN CURB RAMP DETAIL

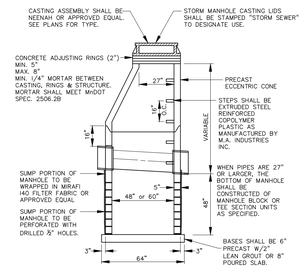
11 ACCESSIBLE PARKING STALLS
NO SCALE



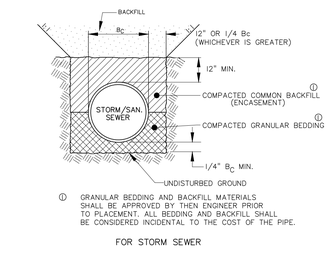
12 CONCRETE MODULAR BLOCK RETAINING WALL
NO SCALE



13 RECTANGULAR CATCH BASIN (2'x3')
NO SCALE



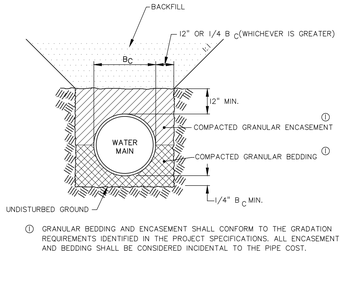
14 SUMP MH/CATCH BASIN
NO SCALE



① GRANULAR BEDDING AND BACKFILL MATERIALS SHALL BE APPROVED BY THEN ENGINEER PRIOR TO PLACEMENT. ALL BEDDING AND BACKFILL SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

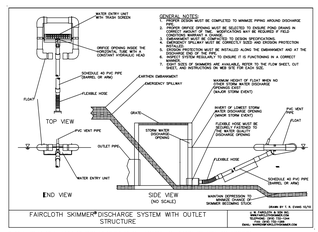
FOR STORM SEWER

15 HDPE/RCP PIPE BEDDING
NO SCALE



① GRANULAR BEDDING AND ENCASEMENT SHALL CONFORM TO THE GRADATION REQUIREMENTS IDENTIFIED IN THE PROJECT SPECIFICATIONS. ALL ENCASEMENT AND BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE PIPE COST.

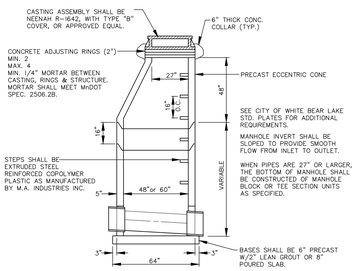
16 WATERMAIN PIPE BEDDING
NO SCALE



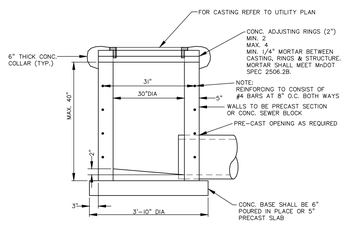
FAIRCLOTH SKIMMER DISCHARGE SYSTEM WITH OUTLET STRUCTURE

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

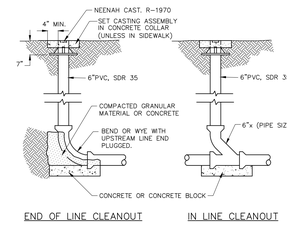
FAIRCLOTH SKIMMER DETAIL [INTERIM GRADING CONDITIONS]
NO SCALE



17 STANDARD MANHOLE/CATCH BSAIN
NO SCALE



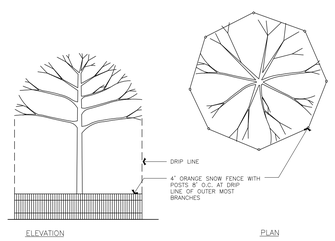
18 CATCHBASIN (30" DIA.)
NO SCALE



END OF LINE CLEANOUT IN LINE CLEANOUT

NOTE:
CLEANOUT TOP SHALL BE ENCLOSED IN CASTING AND/OR FABRICATED COVER ASSEMBLY.

19 CLEAN OUT
NO SCALE



NOTE: TREE PROTECTION SHALL BE PROVIDED BY CONTRACTOR AS REQUIRED TO ENSURE SURVIVABILITY OF EXISTING TREES TO REMAIN. NO HEAVY EQUIPMENT SHALL BE STORED WITHIN THE TREE DRIP LINE AS DESIGNATED ABOVE.

20 TREE PROTECTION FENCE
NO SCALE

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DETAIL SHEET 1

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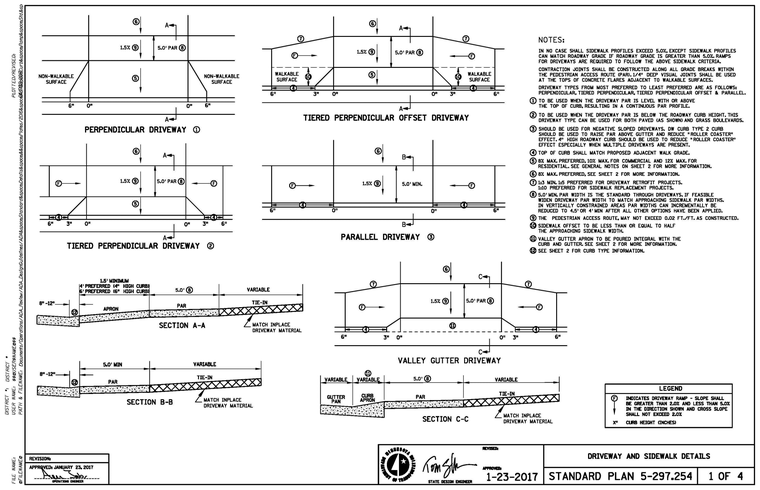
QUALITY ASSURANCE/CONTROL

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PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

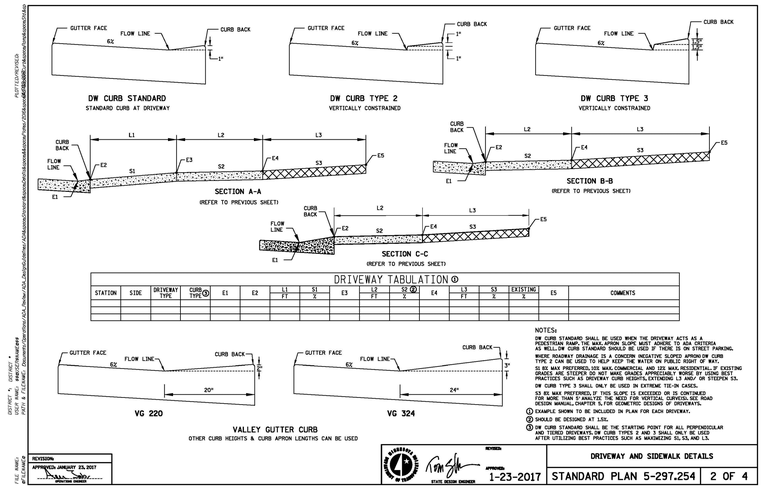
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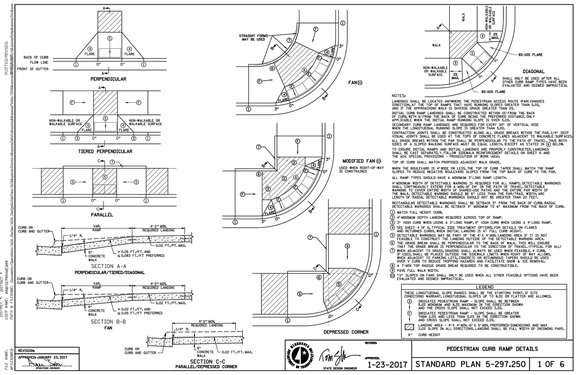
3 C-6.1 MNDOT DRIVEWAY AND SIDEWALK DETAIL

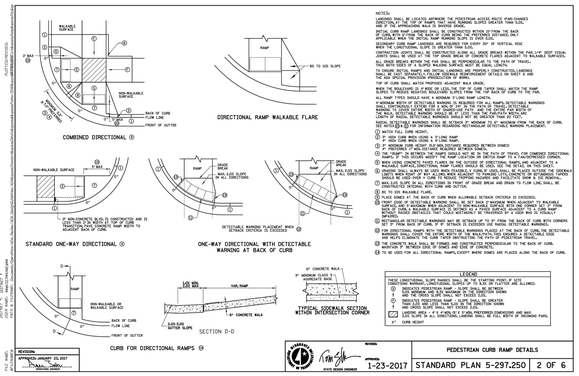
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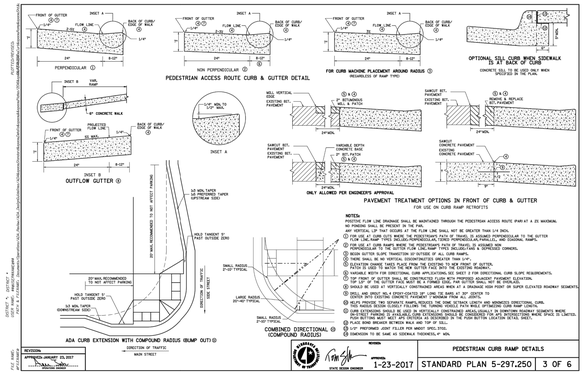


4 C-6.1 MNDOT DRIVEWAY AND SIDEWALK DETAIL

NOT TO SCALE

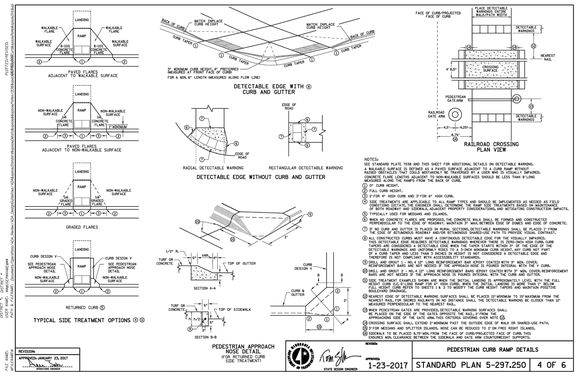


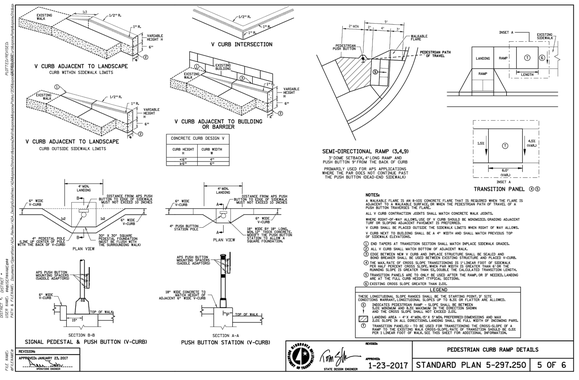


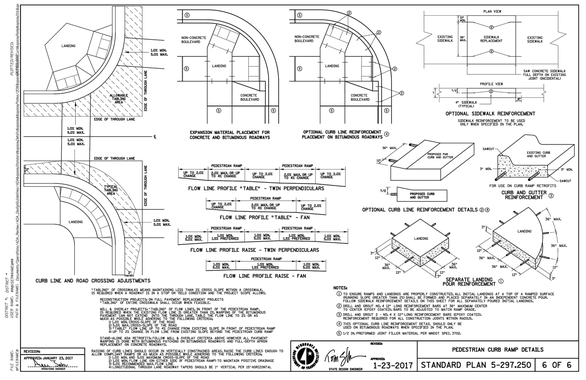


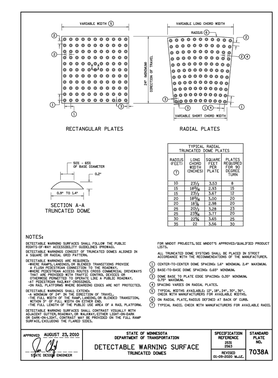
5 C-6.1 MNDOT PEDESTRIAN RAMP DETAILS

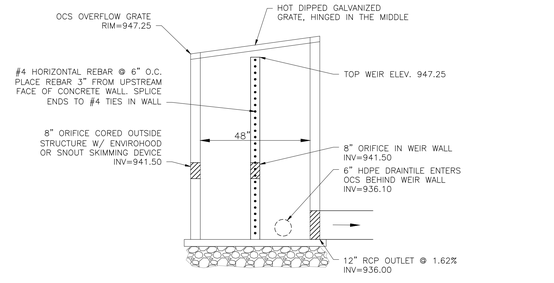
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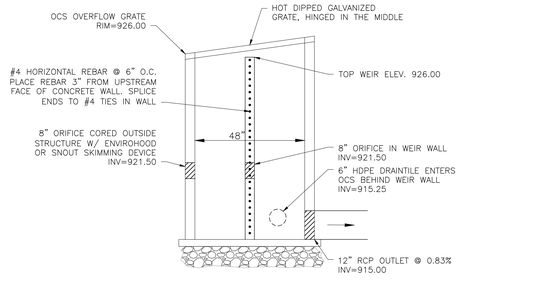






OUTLET CONTROL STRUCTURE 1 (OCS 1)

NOT TO SCALE



OUTLET CONTROL STRUCTURE 2 (OCS 2)

NOT TO SCALE

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DETAIL SHEET 2

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CLARK WICKLUND, PE

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LEGEND:

- EXISTING TREE TO BE REMOVED
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING CONIFEROUS TREE TO REMAIN
- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- LOT LINE
- PROPERTY LINE
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- EXISTING WETLAND
- WETLAND SETBACK
- TREED STEEP SLOPE BUFFER
- TREED STEEP SLOPE BUILDING SETBACK
- APPROXIMATE REMOVAL LIMITS OF EXISTING TREE CANOPY
- APPROXIMATE TREE CANOPY TO REMAIN

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CHASKA, MN

OVERALL TREE PRESERVATION AND REMOVAL PLAN

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4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-1.0

Drawing name: X:\2021\210004\plan sheets\210004tree.dwg Oct 11, 2021 - 2:35pm



ALLIANT
733 Marquette Avenue
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612.758.3080
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OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

TREE PRESERVATION AND REMOVAL PLAN - VIEW 1

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	**ISSUE**
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

L-1.1

Drawing name: X:\2021\210004\plan sheets\210004tree.dwg Oct 11, 2021 - 2:35pm



EXISTING TREE CREDIT & MITIGATION CALCULATION

TOTAL CALIPER INCHES OF OVERSTORY TREES REQUIRED = THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS DIVIDED BY 320

HOTEL AND CONVENTION CENTER PROPERTY:
171,000 S.F. / 320 = 534 CALIPER INCHES REQUIRED

COSTCO PROPERTY:
164,485 S.F. (2 FLOORS) = 328,970 S.F. / 320 = 1,028 CALIPER INCHES REQUIRED

TOTAL CALIPER INCHES REQUIRED = 534 + 1,028 = 1,562 CALIPER INCHES REQUIRED

TOTAL SIGNIFICANT CALIPER INCHES SURVEYED: 3,002 INCHES
TOTAL SIGNIFICANT CALIPER INCHES REMOVED: 2,267 INCHES
TOTAL SIGNIFICANT CALIPER INCHES PRESERVED: 765 INCHES PRESERVED

1,562 REQUIRED CALIPER INCHES – 765 PRESERVED CALIPER INCHES = 797 CALIPER INCHES TO BE REPLACED

(TREE REPLACEMENT TO BE ARCHIVED ON BOTH PROPERTIES DUE TO LACK OF AVAILABLE PLANTING SPACE PROVIDED ON THE COSTCO SITE DUE TO RETAINING WALLS)

NOTE: REFER TO LANDSCAPE PLAN TO MITIGATION AND REPLACEMENT CALCULATIONS

LEGEND:

- EXISTING TREE TO BE REMOVED
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING CONIFEROUS TREE TO REMAIN
- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- LOT LINE
- PROPERTY LINE
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- WL EXISTING WETLAND
- WETLAND SETBACK
- TREED STEEP SLOPE BUFFER
- TREED STEEP SLOPE BUILDING SETBACK
- APPROXIMATE REMOVAL LIMITS OF EXISTING TREE CANOPY
- APPROXIMATE TREE CANOPY TO REMAIN

0 20' 40' 80'
SCALE IN FEET

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

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OAK RIDGE COMMONS
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HWY 41 & PEAVEY ROAD
CHASKA, MN

TREE PRESERVATION AND REMOVAL PLAN - VIEW 2

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
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9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-1.2

Drawing name: X:\2021\210004\plan sheets\210004tree.dwg Oct 11, 2021 - 2:36pm


EXISTING TREE CANOPY TO BE REMOVED DURING MASS GRADING OPERATIONS
REPAIR EXISTING EROSION, FILL WITH SOIL, PROVIDE SEED AND EROSION CONTROL BLANKET. COORDINATE WITH CITY
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
RAILROAD TRACKS
OAK RIDGE DRIVE
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Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1251	Deciduous	Oak	25	X	X	25
1252	Deciduous	Elm	8	X	X	8
1253	Deciduous	Oak	21	X	X	21
1254	Deciduous	Oak	24	X	X	24
1255	Deciduous	Maple	38	X	X	38
1256	Deciduous	Ash	10	X	X	10
1257	Deciduous	Ash	12	X	X	12
1258	Deciduous	Oak	8	X	X	8
1259	Deciduous	Oak	8	X	X	8
1260	Deciduous	Ash	8	X	X	8
1261	Deciduous	Elm	6	X	X	6
1262	Deciduous	Ash	12	X	X	12
1263	Deciduous	Elm	13	X	X	13
1264	Deciduous	Oak	34	X	X	34
1265	Deciduous	Elm	8	X	X	8
1266	Deciduous	Oak	26	X	X	26
1267	Deciduous	Cherry	6	X	X	6
1268	Deciduous	Ash	8	X	X	8
1269	Deciduous	Oak	26	X	X	26
1270	Deciduous	Oak	26	X	X	26
1271	Deciduous	Oak	24	X	X	24
1272	Deciduous	Oak	34	X	X	34
1273	Deciduous	Cherry	6	X	X	6
1274	Deciduous	Ash	6	X	X	6
1275	Deciduous	Ash	10	X	X	10
1276	Deciduous	Ash	6	X	X	6
1277	Deciduous	Ash	6	X	X	6
1278	Deciduous	Ash	6	X	X	6
1279	Deciduous	Oak	27	X	X	27
1280	Deciduous	Ash	7	X	X	7
1281	Deciduous	Oak	34	X	X	34
1282	Deciduous	Cherry	9	X	X	9
1283	Deciduous	Oak	29	X	X	29
1284	Deciduous	Cherry	8	X	X	8
1285	Deciduous	Ash	9	X	X	9
1286	Deciduous	Ash	6	X	X	6
1287	Deciduous	Ash	7	X	X	7
1288	Deciduous	Cedar	10	X	X	10
1289	Deciduous	Cedar	9	X	X	9
1290	Deciduous	Ash	8	X	X	8
1291	Deciduous	Ash	8	X	X	8
1292	Deciduous	Cedar	7	X	X	7
1293	Deciduous	Cedar	7	X	X	7
1294	Deciduous	Cedar	6	X	X	6
1295	Deciduous	Cedar	6	X	X	6
1296	Deciduous	Cedar	9	X	X	9
1297	Deciduous	Cedar	9	X	X	9
1298	Deciduous	Cedar	7	X	X	7
1299	Deciduous	Cedar	7	X	X	7
1300	Deciduous	Ash	8	X	X	8
1301	Deciduous	Ash	8	X	X	8
1302	Deciduous	Box Elder	7	X	X	7
1303	Deciduous	Ash	9	X	X	9
1304	Deciduous	Ash	8	X	X	8
1305	Deciduous	Ash	6	X	X	6
1306	Deciduous	Oak	10	X	X	10
1307	Deciduous	Elm	6	X	X	6
1308	Deciduous	Cedar	6	X	X	6
1309	Deciduous	Ash	6	X	X	6
1310	Deciduous	Ash	6	Steep Slope/Buffer		
1311	Deciduous	Ash	6	Steep Slope/Buffer		
1312	Deciduous	Ash	6	X	X	6
1313	Deciduous	Oak	7	X	X	7
1314	Deciduous	Oak	7	X	X	7
1315	Deciduous	Oak	10	X	X	10
1316	Deciduous	Cedar	6	X	X	6
1317	Deciduous	Oak	10	X	X	10
1318	Deciduous	Oak	6	X	X	6
1319	Deciduous	Cherry	6	X	X	6
1320	Deciduous	Cherry	6	X		
1321	Deciduous	Oak	40	Steep Slope/Buffer		
1322	Deciduous	Elm	8	X		
1323	Deciduous	Cedar	6	X	X	6
1324	Deciduous	Cedar	12	X	X	12
1325	Deciduous	Cedar	7	X	X	7
1326	Deciduous	Elm	6	X	X	6
1327	Deciduous	Ash	7	X	X	7
1328	Deciduous	Ash	6	X	X	6
1329	Deciduous	Ash	10	X	X	10
1330	Deciduous	Ash	6	X	X	6
1331	Deciduous	Ash	6	X	X	6
1332	Deciduous	Ash	8	X	X	8
1333	Deciduous	Ash	6	X	X	6
1334	Deciduous	Cedar	8	X	X	8
1335	Deciduous	Cedar	8	X	X	8
1336	Deciduous	Cedar	8	X	X	8
1337	Deciduous	Cedar	6	X	X	6
1338	Deciduous	Aspen	8	X	X	8
1339	Deciduous	Cherry	6	X	X	6
1340	Deciduous	Cherry	6	X	X	6
1341	Deciduous	Cedar	8	X	X	8
1342	Deciduous	Cedar	6	X	X	6
1343	Deciduous	Cedar	7	X	X	7
1344	Deciduous	Cedar	8	X	X	8
1345	Deciduous	Cherry	6	X	X	6
1346	Deciduous	Cedar	7	X	X	7
1347	Deciduous	Aspen	8	X	X	8
1348	Deciduous	Elm	8	X	X	8
1349	Deciduous	Aspen	7	X	X	7
1350	Coniferous	Red Pine	10	X	X	10
1351	Deciduous	Cedar	12	X	X	12
1352	Deciduous	Aspen	7	X	X	7
1353	Deciduous	Cedar	10	X	X	10
1354	Deciduous	Aspen	6	X	X	6
1355	Deciduous	Cedar	10	X	X	10
1356	Deciduous	Cedar	11	X	X	11
1357	Deciduous	Ash	6	X	X	6
1358	Deciduous	Ash	8	X	X	8
1359	Deciduous	Ash	7	X	X	7
1360	Deciduous	Ash	7	X	X	7
1361	Deciduous	Ash	6	X	X	6
1362	Deciduous	Ash	6	X	X	6
1363	Deciduous	Ash	6	X	X	6
1364	Deciduous	Ash	6	X	X	6
1365	Deciduous	Aspen	7	X	X	7
1366	Deciduous	Ash	7	X	X	7
1367	Deciduous	Aspen	6	X	X	6
1368	Deciduous	Cedar	7	X	X	7
1369	Deciduous	Cedar	10	X	X	10
1370	Deciduous	Cedar	6	X	X	6
1371	Deciduous	Cedar	7	X	X	7
1372	Deciduous	Cedar	6	X	X	6
1373	Deciduous	Cedar	6	X	X	6
1374	Deciduous	Cedar	6	X	X	6
1375	Deciduous	Cedar	8	X	X	8
1376	Deciduous	Cedar	6	X	X	6
1377	Deciduous	Cedar	7	X	X	7
1378	Deciduous	Cedar	6	X	X	6
1379	Deciduous	Cedar	9	X	X	9

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1380	Deciduous	Cedar	6	X	X	6
1381	Deciduous	Cedar	8	X	X	8
1382	Deciduous	Cedar	6	X	X	6
1383	Deciduous	Cedar	11	X	X	11
1384	Deciduous	Cherry	6	X	X	6
1385	Deciduous	Cedar	11	X	X	11
1386	Deciduous	Cedar	9	X	X	9
1387	Deciduous	Cedar	8	X	X	8
1388	Deciduous	Cedar	7	X	X	7
1389	Deciduous	Cedar	6	X	X	6
1390	Deciduous	Cedar	8	X	X	8
1391	Deciduous	Cedar	7	X	X	7
1392	Deciduous	Cedar	12	X	X	12
1393	Deciduous	Oak	6	X	X	6
1394	Deciduous	Cedar	6	X	X	6
1395	Deciduous	Cedar	9	X	X	9
1396	Deciduous	Cedar	8	X	X	8
1397	Deciduous	Cedar	6	X	X	6
1398	Deciduous	Cedar	9	X	X	9
1399	Deciduous	Cedar	7	X	X	7
1400	Deciduous	Cedar	7	X	X	7
1401	Deciduous	Ash	7	X	X	7
1402	Deciduous	Cherry	8	X	X	8
1403	Deciduous	Ash	6	X	X	6
1404	Deciduous	Cedar	13	X	X	13
1405	Deciduous	Cedar	6	X	X	6
1406	Deciduous	Cedar	7	X	X	7
1407	Deciduous	Ash	6	X	X	6
1408	Deciduous	Ash	6	X	X	6
1409	Deciduous	Ash	15	X	X	15
1410	Deciduous	Ash	8	X	X	8
1411	Deciduous	Ash	7	X	X	7
1412	Deciduous	Ash	9	X	X	9
1413	Deciduous	Ash	6	X	X	6
1414	Deciduous	Ash	6	X	X	6
1415	Deciduous	Ash	6	X	X	6
1416	Deciduous	Cherry	7	X	X	7
1417	Deciduous	Ash	7	X	X	7
1418	Deciduous	Ash	6	X	X	6
1419	Deciduous	Ash	7	X	X	7
1420	Deciduous	Ash	6	X		
1421	Deciduous	Ash	7	X	X	7
1422	Deciduous	Ash	6	X	X	6
1423	Deciduous	Ash	6	X	X	6
1424	Deciduous	Ash	8	X	X	8
1425	Deciduous	Ash	6	X	X	6
1426	Deciduous	Ash	8	X	X	8
1427	Deciduous	Ash	6	X	X	6
1428	Deciduous	Ash	7	X	X	7
1429	Deciduous	Ash	6	X	X	6
1430	Deciduous	Ash	7	X	X	7
1431	Deciduous	Ash	9	X	X	9
1432	Deciduous	Cottonwood	19	X	X	19
1433	Deciduous	Cottonwood	26	X	X	26
1434	Deciduous	Box Elder	13	X	X	13
1435	Deciduous	Ash	12	X	X	12
1436	Deciduous	Ash	15	X	X	15
1437	Deciduous	Ash	11	X	X	11
1438	Deciduous	Ash	14	X	X	14
1439	Deciduous	Ash	14	X	X	14
1440	Deciduous	Ash	15	X	X	15
1441	Deciduous	Box Elder	7	X	X	7
1442	Deciduous	Ash	6	X	X	6
1443	Deciduous	Ash	6	X	X	6
1444	Deciduous	Ash	6	X	X	6
1445	Deciduous	Ash	6	X	X	6
1446	Deciduous	Ash	7	X	X	7
1447	Deciduous	Ash	8	X	X	8
1448	Deciduous	Ash	7	X	X	7
1449	Deciduous	Ash	7	X	X	7
1450	Deciduous	Ash	8	X	X	8
1451	Deciduous	Ash	6	X	X	6
1452	Deciduous	Ash	6	X	X	6
1453	Deciduous	Ash	7	X	X	7
1454	Deciduous	Ash	6	X	X	6
1455	Deciduous	Ash	7	X	X	7
1456	Deciduous	Ash	10	X	X	10
1457	Deciduous	Ash	8	X	X	8
1458	Deciduous	Ash	7	X	X	7
1459	Deciduous	Ash	8	X	X	8
1460	Deciduous	Ash	7	X	X	7
1461	Deciduous	Box Elder	12	X	X	12
1462	Deciduous	Box Elder	8	X	X	8
1463	Deciduous	Ash	7	X	X	7
1464	Deciduous	Box Elder	10	X	X	10
1465	Deciduous	Cottonwood	12	X	X	12
1466	Deciduous	Box Elder	15	X	X	15
1467	Deciduous	Ash	10	X	X	10
1468	Deciduous	Ash	12	X	X	12
1469	Deciduous	Ash	12	X	X	12
1470	Deciduous	Ash	7	X	X	7
1471	Deciduous	Box Elder	6	X	X	6
1472	Deciduous	Ash	10	X	X	10
1473	Deciduous	Box Elder	8	X	X	8
1474	Deciduous	Ash	20	X	X	20
1475	Deciduous	Box Elder	15	X	X	15
1476	Deciduous	Box Elder	11	X	X	11
1477	Deciduous	Box Elder	18	X	X	18
1478	Deciduous	Box Elder	13	X	X	13
1479	Deciduous	Ash	6	X	X	6
1480	Deciduous	Ash	6	X	X	6
1481	Deciduous	Ash	15	X	X	15
1482	Deciduous	Ash	6	X	X	6
1483	Deciduous	Ash	15	X	X	15
1484	Deciduous	Ash	10	X	X	10
1485	Deciduous	Ash	11	X	X	11
1486	Deciduous	Ash	10	X	X	10
1487	Deciduous	Ash	6	X	X	6
1488	Deciduous	Ash	6	X	X	6
1489	Deciduous	Ash	6	X	X	6
1490	Deciduous	Ash	7	X	X	7
1491	Deciduous	Ash	9	X	X	9
1492	Deciduous	Ash	7	X	X	7
1493	Deciduous	Box Elder	12	X	X	12
1494	Deciduous	Ash	6	X	X	6
1495	Coniferous	Spruce	13	X	X	13
1496	Coniferous	Spruce	12	X	X	12
1497	Coniferous	Spruce	14	X	X	14
1498	Deciduous	Box Elder	6	X	X	6
1499	Deciduous	Box Elder	6	X	X	6
1500	Deciduous	Box Elder	6	X	X	6
1501	Deciduous	Maple	6	X	X	6
1502	Deciduous	Box Elder	6	X	X	6
1503	Deciduous	Box Elder	7	X	X	7
1504	Coniferous	Spruce	14	X	X	14
1505	Coniferous	Spruce	16	X	X	16
1506	Deciduous	Box Elder	13	X	X	13
1507	Deciduous	Box Elder	6	X	X	6
1508	Deciduous	Box Elder	8	X	X	8

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1509	Deciduous	Box Elder	9	X	X	9
1510	Coniferous	Spruce	14	X	X	14
1511	Coniferous	Spruce	17	X	X	17
1512	Deciduous	Ash	7	X	X	7
1513	Deciduous	Box Elder	7	X	X	7
1514	Deciduous	Box Elder	13	X	X	13
1515	Deciduous	Elm	11	X	X	11
1516	Deciduous	Elm	9	X	X	9
1517	Deciduous	Ash	7	X	X	7
1518	Deciduous	Hackberry	7	X	X	7
1519	Coniferous	Spruce	11	X	X	11
1520	Coniferous	Spruce	11	X	X	11
1521	Deciduous	Box Elder	6	X	X	6
1522	Coniferous	Spruce	11	X	X	11
1523	Coniferous	Spruce	11	X	X	11
1524	Deciduous	Ash	8	X	X	8
1525	Deciduous	Ash	8	X	X	8
1526	Coniferous	Spruce	15	X	X	15
1527	Deciduous	Ash	8	X	X	8
1528	Deciduous	Ash	7	X	X	7
1529	Deciduous	Ash	6	X	X	6
1530	Coniferous	Spruce	13	X	X	13
1531	Coniferous	Spruce	14	X	X	14
1532	Coniferous	Spruce	13	X	X	13
1533	Deciduous	Elm	18	X	X	18
1534	Coniferous	Spruce	20	X	X	20
1535	Deciduous	Ash	11	X	X	11
1536	Deciduous	Box Elder	13	X	X	13
1537	Deciduous	Box Elder	13	X	X	13
1538	Deciduous	Box Elder	13	X	X	13
1539	Deciduous	Box Elder	7	X	X	7
1540	Deciduous	Box Elder	12	X	X	12
1541	Deciduous	Ash	12	X	X	12
1542	Deciduous	Box Elder	10	X	X	10
1543	Deciduous	Box Elder	8	X	X	8
1544	Deciduous	Box Elder	19	X	X	19
1545	Deciduous	Box Elder	7	X	X	7
1546	Deciduous	Box Elder	8	X	X	8
1547	Deciduous	Box Elder	13	X	X	13
1548	Deciduous	Box Elder	10	X	X	10
1549	Deciduous	Box Elder	17	X	X	17
1550	Deciduous	Ash	7	X	X	7
1551	Deciduous	Aspen	6	X	X	6
1552	Deciduous	Aspen	6	X	X	6
1553	Deciduous	Aspen	7	X	X	7
1554	Deciduous	Aspen	6	X	X	6
1555	Deciduous	Aspen	7	X	X	7
1556	Deciduous	Cottonwood	9	X	X	9
1557	Deciduous	Cottonwood	7	X	X	7
1558	Deciduous	Aspen	6	X	X	6
1559	Deciduous	Aspen	6	X	X	6
1560	Deciduous	Aspen	7	X	X	7
1561	Deciduous	Aspen	6	X	X	6
1562	Deciduous	Cottonwood	6	X	X	6
1563	Deciduous	Aspen	7	X	X	7
1564	Deciduous	Aspen	8	X	X	8
1565	Deciduous	Aspen	7	X	X	7
1566	Deciduous	Ash	6	X	X	6
1567	Deciduous	Aspen	7	X	X	7
1568	Deciduous	Aspen	7	X	X	7
1569	Deciduous	Aspen	7	X	X	7
1570	Deciduous	Aspen	7	X	X	7
1571	Deciduous	Aspen	6	X	X	6
1572	Deciduous	Aspen	6	X	X	6
1573	Deciduous	Aspen	6	X	X	6
1574	Deciduous	Aspen	6	X	X	6
1575	Deciduous	Aspen	8	X	X	8
1576	Deciduous	Aspen	8	X	X	8
1577	Deciduous	Aspen	7	X	X	7
1578	Deciduous	Aspen	6	X	X	6
1579	Deciduous	Aspen	7	X	X	7
1580	Deciduous	Aspen	6	X	X	6
1581	Deciduous	Aspen	9	X	X	9
1582	Deciduous	Aspen	10	X	X	10
1583	Deciduous	Aspen	8	X	X	8
1584	Deciduous	Aspen	6	X	X	6
1585	Deciduous	Elm	6	X	X	6
1586	Deciduous	Aspen	6	X	X	6
1587	Deciduous	Aspen	8	X	X	8
1588	Deciduous	Aspen	7	X	X	7
1589	Deciduous	Aspen	7	X	X	7
1590	Deciduous	Aspen	8	X	X	8
1591	Deciduous	Aspen	8	X	X	8
1592	Deciduous	Aspen	7	X	X	7
1593	Deciduous	Aspen	8	X	X	8
1594	Deciduous	Aspen	8	X	X	8
1595	Deciduous	Aspen	9	X	X	9
1596	Deciduous	Aspen	6	X	X	6
1597	Deciduous	Aspen	8	X	X	8
1598	Deciduous	Aspen	6	X	X	6
1599	Deciduous	Aspen	6	X	X	6
1600	Deciduous	Aspen	6	X	X	6
1601	Deciduous	Aspen	6	X	X	6
1602	Deciduous	Aspen	6	X	X	6
1603	Deciduous	Aspen	6	X	X	6
1604	Deciduous	Aspen	7	X	X	7
1605	Deciduous	Aspen	7	X	X	7
1606	Deciduous	Aspen	7	X	X	7
1607	Deciduous	Aspen	7	X	X	7
1608	Deciduous	Aspen	8	X	X	8
1609	Deciduous	Aspen	8	X	X	8
1610	Deciduous	Aspen	8	X	X	8
1611	Deciduous	Cedar	6	X	X	6
1612	Deciduous	Aspen	6	X	X	6
1613	Deciduous	Aspen	7	X	X	7
1614	Deciduous	Aspen	7	X	X	7
1615	Deciduous	Cedar	7	X	X	7
1616	Deciduous	Aspen	6	X	X	6
1617	Deciduous	Aspen	7	X	X	7
1618	Deciduous	Aspen	6	X	X	6
1619	Deciduous	Aspen	7	X	X	7
1620	Deciduous	Aspen	7	X	X	7
1621	Deciduous	Aspen	7	X	X	7
1622	Deciduous	Aspen	8	X	X	8
1623	Deciduous	Aspen	6	X	X	6
1624	Deciduous	Aspen	6	X	X	6
1625	Deciduous	Aspen	9	X	X	9
1626	Deciduous	Aspen	7	X	X	7
1627	Deciduous	Aspen	7	X	X	7
1628	Deciduous	Aspen	8	X	X	8
1629	Deciduous	Aspen	8	X	X	8
1630	Deciduous	Aspen	6	X	X	6
1631	Deciduous	Aspen	6	X	X	6
1632	Deciduous	Aspen	7	X	X	7
1633	Deciduous	Aspen	7	X	X	7
1634	Deciduous	Cottonwood	7	X	X	7
1635	Deciduous	Aspen	12	X	X	12
1636	Deciduous	Cedar	6	X	X	6
1637	Deciduous	Box Elder	11	X	X	11

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1638	Deciduous	Box Elder	12	X	X	12
1639	Deciduous	Box Elder	7	X	X	7
1640	Deciduous	Box Elder	16	X	X	16
1641	Deciduous	Box Elder	10	X	X	10
1642	Deciduous	Box Elder	12	X	X	12
1643	Deciduous	Box Elder	12	X	X	12
1644	Deciduous	Box Elder	14	X	X	14
1645	Deciduous	Box Elder	6	X	X	6
1646	Deciduous	Ash	10	X	X	10
1647	Deciduous	Box Elder	10	X	X	10
1648	Deciduous	Box Elder	12	X	X	12
1649	Deciduous	Box Elder	9	X	X	9
1650	Deciduous	Ash	13	X	X	13
1651	Deciduous	Box Elder	8	X	X	8
1652	Deciduous	Ash	10	X	X	10
1653	Deciduous	Ash	10	X	X	10
1654	Deciduous	Box Elder	7	X	X	7
1655	Deciduous	Box Elder	6	X	X	6
1656	Deciduous	Ash	9	X	X	9
1657	Deciduous	Box Elder	8	X	X	8
1658	Deciduous	Ash	9	X	X	9
1659	Deciduous	Ash	8	X	X	8
1660	Deciduous	Ash	6	X	X	6
1661	Deciduous	Ash	7	X	X	7
1666	Coniferous	Red Pine	13	X	X	13
1667	Coniferous	Red Pine	14	X	X	14
1668	Deciduous	Box Elder	12	X	X	12
1669	Deciduous	Cedar	11	X	X	11
1670	Deciduous	Cedar	11	X	X	11
1671	Deciduous	Cherry	8	X	X	8
1672	Deciduous	Ash	13	X	X	13
1673	Deciduous	Ash	6	X	X	6
1674	Deciduous	Cedar	6	X	X	6
1675	Deciduous	Cedar	6	X	X	6
1676	Deciduous	Ash	6	X	X	6
1677	Deciduous	Cedar	11	X	X	11
1678	Deciduous	Ash	8	X	X	8
1679	Deciduous	Cedar	9	X	X	9
1680	Deciduous	Ash	6	X	X	6
1681	Deciduous	Ash	6	X	X	6
1682	Deciduous	Cedar	7	X	X	7
1683	Deciduous	Cedar	8	X	X	8
1684	Deciduous	Cedar	6	X	X	6
1685	Deciduous	Cedar	8	X	X	8
1686	Deciduous	Ash	6	X	X	6
1687	Deciduous	Cedar	6	X	X	6
1688	Deciduous	Cedar	12	X	X	12
1689	Deciduous	Cedar	12	X	X	12
1690	Deciduous	Ash	8	X	X	8
1691	Deciduous	Cedar	13	X	X	13
1692	Deciduous	Ash	10	X	X	10
1693	Deciduous	Cedar	8	X	X	8
1694	Deciduous	Cherry	7	X	X	7
1695	Coniferous	Red Pine	13	X	X	13
1696	Coniferous	Red Pine	14	X	X	14
1697	Coniferous	Red Pine	13	X	X	13
1698	Coniferous	Red Pine	11	X	X	11
1699	Deciduous	Maple	13	X	X	13
1700	Deciduous	Maple	12	X	X	12
1701	Deciduous	Crab Apple	13	X	X	13
1702	Deciduous	Aspen	6	X	X	6
1703	Deciduous	Aspen	6	X	X	6
1704	Deciduous	Aspen	6	X	X	6
1705	Deciduous	Aspen	6	X	X	6
1706	Deciduous	Apple	13	X	X	13
1707	Deciduous	Maple	7	Steep Slope/Buffer		
1708	Deciduous	Maple	8	Steep Slope/Buffer		
1709	Deciduous	Oak	18	Steep Slope/Buffer		
1710	Deciduous	Oak	7	Steep Slope/Buffer		
1711	Deciduous	Maple	8	Steep Slope/Buffer		
1712	Deciduous	Maple	9	Steep Slope/Buffer		
1713	Deciduous	Maple	8	Steep Slope/Buffer		
1714	Deciduous	Maple	6	Steep Slope/Buffer		
1715	Deciduous	Maple	9	Steep Slope/Buffer		
1716	Deciduous	Oak	7	Steep Slope/Buffer		
1717	Deciduous	Maple	6	Steep Slope/Buffer		
1718	Deciduous	Oak	24	Steep Slope/Buffer		
1719	Deciduous	Oak	19	Steep Slope/Buffer		
1720	Deciduous	Oak	21	Steep Slope/Buffer		
1721	Deciduous	Ironwood	8	Steep Slope/Buffer		
1722	Deciduous	Maple	6	Steep Slope/Buffer		
1723	Deciduous	Maple	8	Steep Slope/Buffer		
1724	Deciduous	Oak	19	Steep Slope/Buffer		
1725	Deciduous	Oak	8	Steep Slope/Buffer		
1726	Deciduous	Ash	13	X		
1727	Deciduous	Ash	13	X		
1728	Deciduous	Maple	16	X		
1729	Deciduous	Elm	9	X		
1730	Deciduous	Elm	8	X		
1731	Deciduous	Ash	7	X		
1732	Deciduous	Box Elder	13	X		
1733	Deciduous	Elm	12	X		
1734	Deciduous	Box Elder	14	X		
1735	Deciduous	Oak	14	X		
1736	Deciduous	Ash	11	X		
1737	Deciduous	Elm	14	X		
1738	Deciduous	Oak	19	X		
1739	Deciduous	Ash	15	X		
1740	Deciduous	Maple	8	X		
1741	Deciduous	Maple	10	X		
1742	Deciduous	Basswood	13	Steep Slope/Buffer		
1743	Deciduous	Basswood	15	Steep Slope/Buffer		
1744	Deciduous	Oak	29	Steep Slope/Buffer		
1745	Deciduous	Maple	23	Steep Slope/Buffer		
1746	Deciduous	Maple	18	Steep Slope/Buffer		
1747	Deciduous	Maple	9	Steep Slope/Buffer		
1748	Deciduous	Maple	19	Steep Slope/Buffer		
1749	Deciduous	Maple	20	Steep Slope/Buffer		
1750	Deciduous	Basswood	6	Steep Slope/Buffer		
1751	Deciduous	Maple	8	Steep Slope/Buffer		
1752	Deciduous	Elm	10	Steep Slope/Buffer		
1753	Deciduous	Basswood	10	Steep Slope/Buffer		
1754	Deciduous	Elm	12	Steep Slope/Buffer		
1755	Deciduous	Maple	16	Steep Slope/Buffer		
1756	Deciduous	Maple	12	Steep Slope/Buffer		
1757	Deciduous	Maple	14	Steep Slope/Buffer		
1758	Deciduous	Basswood	16	Steep Slope/Buffer		
1759	Deciduous	Maple	15	Steep Slope/Buffer		
1760	Deciduous	Basswood	22	Steep Slope/Buffer		
1761	Deciduous	Maple	6	Steep Slope/Buffer		
1762	Deciduous	Box Elder	9	Steep Slope/Buffer		
1763	Deciduous	Maple	12	Steep Slope/Buffer		
1764	Deciduous	Basswood	8	Steep Slope/Buffer		
1765	Deciduous	Box Elder	8	Steep Slope/Buffer		
1766	Deciduous	Basswood	16	Steep Slope/Buffer		
1767	Deciduous	Elm	6	Steep Slope/Buffer		
1768	Deciduous	Elm	10	Steep Slope/Buffer		
1769	Deciduous	Basswood	8	Steep Slope/Buffer		
1770	Deciduous	Elm	7	Steep Slope/Buffer		

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OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

TREE INVENTORY

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA.

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1771	Deciduous	Oak	12	Steep Slope/Buffer		
1772	Deciduous	Elm	8	Steep Slope/Buffer		
1773	Deciduous	Basswood	15	Steep Slope/Buffer		
1774	Deciduous	Maple	9	Steep Slope/Buffer		
1775	Deciduous	Box Elder	12	Steep Slope/Buffer		
1776	Deciduous	Maple	10	Steep Slope/Buffer		
1777	Deciduous	Oak	11	Steep Slope/Buffer		
1778	Deciduous	Elm	6	Steep Slope/Buffer		
1779	Deciduous	Basswood	17	Steep Slope/Buffer		
1780	Deciduous	Basswood	17	Steep Slope/Buffer		
1781	Deciduous	Basswood	15	Steep Slope/Buffer		
1782	Deciduous	Basswood	18	Steep Slope/Buffer		
1783	Deciduous	Box Elder	9	Steep Slope/Buffer		
1784	Deciduous	Box Elder	9	Steep Slope/Buffer		
1785	Deciduous	Elm	18	Steep Slope/Buffer		
1786	Deciduous	Elm	6	Steep Slope/Buffer		
1787	Deciduous	Box Elder	9	Steep Slope/Buffer		
1788	Deciduous	Maple	6	Steep Slope/Buffer		
1789	Deciduous	Basswood	9	Steep Slope/Buffer		
1790	Deciduous	Basswood	9	Steep Slope/Buffer		
1791	Deciduous	Basswood	11	Steep Slope/Buffer		
1792	Deciduous	Basswood	23	Steep Slope/Buffer		
1793	Deciduous	Elm	8	Steep Slope/Buffer		
1794	Deciduous	Maple	6	Steep Slope/Buffer		
1795	Deciduous	Maple	9	Steep Slope/Buffer		
1796	Deciduous	Maple	8	Steep Slope/Buffer		
1797	Deciduous	Maple	7	Steep Slope/Buffer		
1798	Deciduous	Box Elder	10	Steep Slope/Buffer		
1799	Deciduous	Basswood	22	Steep Slope/Buffer		
1800	Deciduous	Box Elder	8	Steep Slope/Buffer		
1801	Deciduous	Elm	6	Steep Slope/Buffer		
1802	Deciduous	Box Elder	6	Steep Slope/Buffer		
1803	Deciduous	Maple	6	Steep Slope/Buffer		
1804	Deciduous	Elm	6	Steep Slope/Buffer		
1805	Deciduous	Oak	9	Steep Slope/Buffer		
1806	Deciduous	Basswood	18	Steep Slope/Buffer		
1807	Deciduous	Basswood	14	Steep Slope/Buffer		
1808	Deciduous	Oak	13	Steep Slope/Buffer		
1809	Deciduous	Basswood	16	Steep Slope/Buffer		
1810	Deciduous	Basswood	18	Steep Slope/Buffer		
1811	Deciduous	Oak	14	Steep Slope/Buffer		
1812	Deciduous	Basswood	10	Steep Slope/Buffer		
1813	Deciduous	Oak	13	Steep Slope/Buffer		
1814	Deciduous	Basswood	15	Steep Slope/Buffer		
1815	Deciduous	Basswood	21	Steep Slope/Buffer		
1816	Deciduous	Basswood	6	Steep Slope/Buffer		
1817	Deciduous	Basswood	14	Steep Slope/Buffer		
1818	Deciduous	Basswood	13	Steep Slope/Buffer		
1819	Deciduous	Basswood	6	Steep Slope/Buffer		
1820	Deciduous	Ash	14	Steep Slope/Buffer		
1821	Deciduous	Basswood	10	Steep Slope/Buffer		
1822	Deciduous	Basswood	13	Steep Slope/Buffer		
1823	Deciduous	Basswood	11	Steep Slope/Buffer		
1824	Deciduous	Basswood	12	X		
1825	Deciduous	Ash	12	X		
1826	Deciduous	Basswood	8	X		
1827	Deciduous	Maple	8	X		
1828	Deciduous	Cherry	9	X		
1829	Deciduous	Basswood	8	X		
1830	Deciduous	Oak	15	Steep Slope/Buffer		
1831	Deciduous	Oak	7	Steep Slope/Buffer		
1832	Deciduous	Basswood	12	Steep Slope/Buffer		
1833	Deciduous	Ash	11	Steep Slope/Buffer		
1834	Deciduous	Oak	12	Steep Slope/Buffer		
1835	Deciduous	Basswood	9	Steep Slope/Buffer		
1836	Deciduous	Oak	13	Steep Slope/Buffer		
1837	Deciduous	Basswood	8	Steep Slope/Buffer		
1838	Deciduous	Basswood	14	Steep Slope/Buffer		
1839	Deciduous	Basswood	7	Steep Slope/Buffer		
1840	Deciduous	Basswood	11	Steep Slope/Buffer		
1841	Deciduous	Basswood	9	Steep Slope/Buffer		
1842	Deciduous	Ash	13	Steep Slope/Buffer		
1843	Deciduous	Oak	14	Steep Slope/Buffer		
1844	Deciduous	Basswood	8	Steep Slope/Buffer		
1845	Deciduous	Basswood	12	Steep Slope/Buffer		
1846	Deciduous	Oak	16	X		
1847	Deciduous	Elm	11	X		
1848	Deciduous	Basswood	8	X		
1849	Deciduous	Oak	10	X		
1850	Deciduous	Ash	7	X		
1851	Deciduous	Cherry	10	X		
1852	Deciduous	Cherry	9	X		
1853	Deciduous	Ash	9	X		
1854	Deciduous	Basswood	14	X		
1855	Deciduous	Basswood	8	X		
1856	Deciduous	Ash	8	X		
1857	Deciduous	Oak	13	X		
1858	Deciduous	Ash	13	X		
1859	Deciduous	Basswood	11	X		
1860	Deciduous	Beech	7	X		
1861	Deciduous	Ash	8	X		
1862	Deciduous	Basswood	12	Steep Slope/Buffer		
1863	Deciduous	Oak	14	Steep Slope/Buffer		
1864	Deciduous	Oak	10	Steep Slope/Buffer		
1865	Deciduous	Oak	13	X		
1866	Deciduous	Basswood	7	X		
1867	Deciduous	Oak	9	X		
1868	Deciduous	Oak	7	X		
1869	Deciduous	Basswood	12	X		
1870	Deciduous	Basswood	7	Steep Slope/Buffer		
1871	Deciduous	Basswood	6	Steep Slope/Buffer		
1872	Deciduous	Basswood	7	Steep Slope/Buffer		
1873	Deciduous	Ash	6	Steep Slope/Buffer		
1874	Deciduous	Box Elder	8	Steep Slope/Buffer		
1875	Deciduous	Oak	8	Steep Slope/Buffer		
1876	Deciduous	Aspen	16	Steep Slope/Buffer		
1877	Deciduous	Box Elder	6	Steep Slope/Buffer		
1878	Deciduous	Oak	9	Steep Slope/Buffer		
1879	Deciduous	Beech	6	Steep Slope/Buffer		
1880	Deciduous	Beech	6	Steep Slope/Buffer		
1881	Deciduous	Cherry	8	Steep Slope/Buffer		
1882	Deciduous	Box Elder	7	Steep Slope/Buffer		
1883	Deciduous	Oak	23	Steep Slope/Buffer		
1884	Deciduous	Box Elder	14	Steep Slope/Buffer		
1885	Deciduous	Box Elder	14	Steep Slope/Buffer		
1886	Deciduous	Ash	10	Steep Slope/Buffer		
1887	Deciduous	Ash	14	Steep Slope/Buffer		
1888	Deciduous	Ash	7	Steep Slope/Buffer		
1889	Deciduous	Maple	9	Steep Slope/Buffer		
1890	Deciduous	Ash	13	Steep Slope/Buffer		
1891	Deciduous	Box Elder	13	Steep Slope/Buffer		
1892	Deciduous	Box Elder	14	Steep Slope/Buffer		
1893	Deciduous	Box Elder	8	Steep Slope/Buffer		
1894	Deciduous	Box Elder	7	Steep Slope/Buffer		
1895	Deciduous	Box Elder	7	Steep Slope/Buffer		
1896	Deciduous	Box Elder	8	Steep Slope/Buffer		
1897	Deciduous	Box Elder	10	Steep Slope/Buffer		
1898	Deciduous	Box Elder	8	Steep Slope/Buffer		
1899	Deciduous	Ash	11	Steep Slope/Buffer		

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
1901	Deciduous	Basswood	17	Steep Slope/Buffer		
1902	Deciduous	Ash	13	Steep Slope/Buffer		
1903	Deciduous	Box Elder	12	Steep Slope/Buffer		
1904	Deciduous	Basswood	27	Steep Slope/Buffer		
1905	Deciduous	Basswood	11	Steep Slope/Buffer		
1906	Deciduous	Ash	6	X	X	6
1907	Deciduous	Ash	10	X	X	10
1908	Deciduous	Ash	17	X	X	17
1909	Deciduous	Ash	15	X	X	15
1910	Deciduous	Basswood	6	X	X	6
1911	Deciduous	Beech	6	X		
1912	Deciduous	Cherry	9	X	X	9
1913	Deciduous	Basswood	6	X	X	6
1914	Deciduous	Oak	8	X	X	8
31345	Deciduous	Basswood	16	X		
31346	Coniferous	Spruce	12	X	X	12
31347	Coniferous	Spruce	12	X	X	12
31348	Coniferous	Spruce	14	X	X	14
31349	Coniferous	Spruce	14	X	X	14
31350	Deciduous	Basswood	12	X	X	12
31351	Coniferous	Spruce	12	X	X	12
31352	Coniferous	Spruce	12	X	X	12
31353	Coniferous	Spruce	12	X	X	12
31354	Coniferous	Spruce	14	X	X	14
31355	Deciduous	Basswood	10	X		
31356	Deciduous	Basswood	14	X		
31358	Deciduous	Basswood	12	X	X	12
31359	Deciduous	Basswood	12	X	X	12
31361	Deciduous	Basswood	18	X	X	18
31362	Deciduous	Basswood	10	X	X	10
31364	Deciduous	Basswood	12	X	X	12
31365	Deciduous	Basswood	10	X	X	10
31367	Deciduous	Basswood	14	X	X	14
31368	Deciduous	Basswood	12	X	X	12
31370	Deciduous	Basswood	14	X	X	14
31371	Deciduous	Basswood	14	X	X	14
31373	Deciduous	Basswood	12	X	X	12
31375	Deciduous	Basswood	12	X	X	12
31377	Deciduous	Basswood	12	X	X	12
31379	Deciduous	Basswood	12	X	X	12
31380	Deciduous	Basswood	12	X	X	12
31381	Deciduous	Basswood	12	X	X	12
31382	Deciduous	n/a	8	X	X	8
31383	Deciduous	Maple	8	X	X	8
31384	Coniferous	Spruce	8	X	X	8
31385	Deciduous	Basswood	14	X	X	14
31386	Deciduous	Basswood	10	X	X	10
31388	Deciduous	Basswood	16	X		
31389	Deciduous	Basswood	20	X		
31390	Deciduous	Ash	12	X		
31391	Deciduous	Basswood	12	X		
31392	Deciduous	Basswood	12	X		
31393	Deciduous	Basswood	20	X	X	20
31405	Coniferous	Spruce	12	X	X	12
31406	Coniferous	Spruce	14	X		
31407	Coniferous	Spruce	10	X		
31408	Coniferous	Spruce	12	X		
31409	Coniferous	Spruce	12	X	X	12
31410	Deciduous	Basswood	14	X		
31411	Coniferous	Spruce	12	X	X	12
31412	Deciduous	Ash	12	X	X	12
31413	Coniferous	Spruce	8	X	X	8
31503	Deciduous	Basswood	14	X		
31504	Coniferous	Spruce	12	X	X	12
31505	Coniferous	Spruce	8	X	X	8
31507	Coniferous	Spruce	6	X	X	6
31508	Coniferous	Spruce	10	X	X	10
31509	Coniferous	Spruce	10	X	X	10
31510	Coniferous	Spruce	10	X	X	10
31511	Deciduous	Ash	10	X	X	10
31512	Deciduous	Ash	10	X	X	10
31513	Deciduous	Ash	10	X	X	10
31514	Coniferous	Spruce	8	X	X	8
31515	Coniferous	Spruce	8	X	X	8
31516	Coniferous	Spruce	12	X	X	12
31517	Coniferous	Spruce	8	X	X	8
31523	Deciduous	Ash	14	X	X	14
31524	Deciduous	Crab Apple	10	X	X	10
31525	Deciduous	Crab Apple	8	X	X	8
31526	Coniferous	Spruce	10	X	X	10
31527	Coniferous	Spruce	10	X	X	10
31528	Coniferous	Spruce	10	X	X	10
31529	Deciduous	Ash	12	X	X	12
31530	Deciduous	Ash	12	X	X	12
31531	Deciduous	Ash	12	X	X	12
31569	Coniferous	Spruce	10	X	X	10
31647	Deciduous	Basswood	16	X		
31696	Coniferous	Spruce	14	X		
31697	Coniferous	Spruce	14	X		
31698	Coniferous	Spruce	8	X		
31771	Coniferous	Spruce	14	X	X	14
31772	Coniferous	Spruce	14	X	X	14
31773	Coniferous	Spruce	14	X	X	14
31804	Coniferous	Spruce	14	X	X	14
31805	Coniferous	Spruce	14	X	X	14
31806	Coniferous	Spruce	14	X	X	14
31807	Coniferous	Spruce	14	X	X	14
31808	Coniferous	Spruce	12	X	X	12
31809	Coniferous	Spruce	14	X	X	14
31810	Coniferous	Spruce	14	X	X	14
31811	Coniferous	Spruce	14	X	X	14
31812	Coniferous	Spruce	14	X	X	14
31813	Coniferous	Spruce	14	X	X	14
31814	Coniferous	Spruce	14	X	X	14
31815	Coniferous	Spruce	12	X	X	12
31897	Deciduous	Basswood	12	X		
31900	Deciduous	Basswood	12	X	X	12
31908	Deciduous	Basswood	14	X		
31936	Coniferous	Spruce	10	X	X	10
31937	Coniferous	Spruce	10	X	X	10
31938	Coniferous	Spruce	12	X	X	12
31939	Coniferous	Spruce	12	X	X	12
31940	Coniferous	Spruce	10	X	X	10
31941	Coniferous	Spruce	10	X		
31942	Coniferous	Spruce	14	X	X	14
31943	Coniferous	Spruce	10	X	X	10
31944	Coniferous	Spruce	14	X		
31945	Coniferous	Spruce	14	X		
31946	Coniferous	Spruce	16	X		
32089	Coniferous	Spruce	10	X	X	10
32301	Coniferous	Spruce	4		X	
32302	Coniferous	Spruce	4		X	
32303	Coniferous	Spruce	4		X	
32304	Coniferous	Spruce	4		X	
32305	Coniferous	Spruce	4		X	
32306	Coniferous	Spruce	4		X	
32460	Deciduous	Maple	8	X		
32463	Deciduous	Maple	8	X		
32466	Deciduous	Maple	10	X		

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
32469	Deciduous	Maple	10	X		
33124	Deciduous	Ash	12	X		
33125	Deciduous	Ash	12	X		
33126	Deciduous	Ash	12	X		
33127	Deciduous	Ash	12	X		
90001	Coniferous	Spruce	14	X	X	14
90002	Coniferous	Spruce	14	X		
90003	Coniferous	Spruce	14	X		
90004	Coniferous	Spruce	14	X		
90005	Coniferous	Spruce	14	X		
90006	Deciduous	Elm	12	X		
90022	Deciduous	Elm	14	X		
90028	Deciduous	Elm	12	X		
90038	Deciduous	Elm	12	X		
90108	Deciduous	Crab Apple	8	X		
90109	Deciduous	Crab Apple	8	X		
90244	Deciduous	Crab Apple	8	X		
90245	Deciduous	Crab Apple	8	X		
90405	Deciduous	Crab Apple	8	X		
90406	Deciduous	Crab Apple	8	X		
90407	Deciduous	Crab Apple	8	X		
90536	Deciduous	Crab Apple	8	X		
90681	Deciduous	Hackberry	12	X		
95586	Deciduous	Maple	6	X	X	6
95587	Deciduous	Birch	12	X	X	12
95588	Deciduous	Fruit	12	X	X	12
95589	Deciduous	Maple	10	X	X	10
95590	Deciduous	Ash	16	X	X	16
95591	Deciduous	Maple	10	X	X	10
95592	Deciduous	Aspen	12	X	X	12
95593	Deciduous	Maple	14	X	X	14
95594	Deciduous	Ash	9	X	X	9
95595	Deciduous	Maple	14	X	X	14
95596	Deciduous	Ash	14	X	X	14
95597	Deciduous	Maple	18	X	X	18
905505	Deciduous	Locust	16	X	X	16
905506	Deciduous	Ash	18	X	X	18
905507	Deciduous	Ash	12	X	X	12
905508	Deciduous	Ash	24	X	X	24
905509	Deciduous	Basswood	18	X	X	18
905510	Coniferous	Spruce	10	X	X	10
905511	Deciduous	Basswood	18	X	X	18
905512	Deciduous	Crab Apple	12	X	X	12
905513	Deciduous	Crab Apple	10	X	X	10
905514	Deciduous	Crab Apple	10	X	X	10
905515	Deciduous	Oak	16	X	X	16
905516	Deciduous	Maple	10	X	X	10
905517	Deciduous	Maple	8	X	X	8
905518	Deciduous	Basswood	16	X	X	16
905519	Deciduous	Ash	16	X	X	16
905520	Deciduous	Birch	12	X	X	12
905521	Deciduous	Birch	12	X	X	12
905522	Deciduous	Ash	16	X	X	16
905523	Deciduous	Ash	16	X	X	16
905524	Deciduous	Maple	10	X	X	10
905525	Deciduous	Honey Locust	18	X	X	18
905526	Deciduous	Maple	16	X	X	16
905527	Deciduous	Maple	12	X	X	12
905528	Deciduous	Apple	12	X	X	12
905529	Deciduous	Apple	12	X	X	12
905530	Deciduous	Ash	10	X	X	10
905531	Deciduous	Ash	12	X	X	12
905532	Deciduous	Maple	10	X	X	10
905533	Deciduous	Maple	12	X	X	12
905534	Deciduous	Ash	14	X		
905535	Deciduous	Crab Apple	12	X	X	12
905536	Deciduous	Ash	14	X		
905537	Deciduous	Cottonwood	20	X		
905538	Deciduous	Ash	14	X	X	14
905539	Deciduous	Ash	14	X	X	14
905540	Deciduous	Maple	6	X	X	6
905541	Deciduous	Maple	8	X	X	8
905542	Coniferous	Spruce	6	X		
905545	Deciduous	Maple	20	X	X	20
905546	Coniferous	Spruce	14	X	X	14
905547	Deciduous	Ash	16	X	X	16
905548	Deciduous	Basswood	16	X	X	16
905549	Coniferous	Spruce	14	X	X	14
905550	Deciduous	Basswood	12	X	X	12
905551	Deciduous	Basswood	12	X	X	12
905552	Deciduous	Basswood	12	X	X	12
905553	Deciduous	Ash	18	X	X	18
905554	Coniferous	Spruce	20	X	X	20
905555	Coniferous	Spruce	16	X	X	16
905556	Deciduous	Basswood	14	X	X	14
905557	Deciduous	Maple	16	X	X	16
905558	Coniferous	Spruce	14	X	X	14
905559	Coniferous	Spruce	20	X	X	20
905560	Deciduous	Crab Apple	10	X	X	10
905561	Coniferous	Spruce	14	X	X	14
905562	Coniferous	Spruce	14	X	X	14
905563	Coniferous	Spruce	16	X	X	16
905564	Deciduous	Ash	14	X	X	14
905565	Deciduous	Elm	14	X	X	14
905566	Deciduous	Elm	14	X	X	14
905567	Deciduous	Elm	12	X	X	12
905568	Deciduous	Elm	14	X	X	14
905571	Deciduous	Elm	14	X	X	14
905572	Deciduous	Elm	12	X	X	12
905573	Deciduous	Elm	12	X	X	12
905574	Deciduous	Elm	14	X	X	14
905575	Deciduous	Elm	14	X	X	14
905576	Deciduous	Elm	11	X	X	11
905577	Deciduous	Elm	12	X	X	12
905578	Coniferous	Spruce	12	X	X	12
905579	Deciduous	Maple	6	X	X	6
905580	Deciduous	Basswood	16	X	X	16
905581	Deciduous	Elm	14	X	X	14
905582	Deciduous	Basswood	14	X	X	14
905583	Deciduous	Basswood	12	X	X	12
905584	Deciduous	Birch	10	X	X	10
905585	Deciduous	Maple	10	X	X	10
905586	Deciduous	Birch	10	X	X	10
905587	Coniferous	Spruce	12	X	X	12
905588	Coniferous	Spruce	10	X	X	10
905589	Deciduous	Maple	14	X	X	14
905590	Coniferous	Spruce	18	X	X	18
905591	Coniferous	Spruce	8	X	X	8
905592	Coniferous	Spruce	6	X	X	6
905593	Coniferous	Spruce	10	X	X	10
905594	Coniferous	Spruce	10	X	X	10
905595	Coniferous	Spruce	12	X	X	12
905596	Deciduous	Crab Apple	10	X	X	10
905597	Coniferous	Spruce	14	X	X	14
905598	Coniferous	Spruce	14	X	X	14
905599	Coniferous	Spruce	18	X	X	18
905600	Coniferous	Spruce	16	X	X	16
9055430	Deciduous	Birch	4	X		
9055440	Deciduous	Birch	6	X		

Point Number	Type	Species	Inches	Significant	Removal	Significant Inches Removed
9055450	Deciduous	Birch	6	X		
9055460	Deciduous	Birch	6	X		
9055470	Deciduous	Birch	6	X		
9055480	Deciduous	Birch	6	X		
9055490	Deciduous	Birch	6	X		
9055500	Deciduous	Birch	6	X		

DEFINITIONS:

PER CITY CODE SECTION 15.28.070 E. 3.

SIGNIFICANT TREES:

CONIFEROUS: 12 FEET OR MORE IN HEIGHT
OVERSTORY DECIDUOUS: 10 INCHES OR MORE
UNDERSTORY DECIDUOUS: 6 INCHES OR MORE

EXISTING TREE CREDIT

EXISTING TREE CREDIT:
TOTAL SIGNIFICANT CALIPER INCHES SURVEYED: 7,572 INCHES
TOTAL SIGNIFICANT CALIPER INCHES REMOVED: 6,406 INCHES
TOTAL SIGNIFICANT CALIPER INCHES PRESERVED: 1,163 INCHES PRESERVED

NOTES:
- TREES IN STEEP SLOPES AND 30' BUFFER EXCLUDED FROM CALCULATIONS
- SEE LANDSCAPE PLAN FOR LANDSCAPING REQUIREMENTS AND PROPOSED PLANTINGS

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HWY 41 & PEAVEY ROAD
CHASKA, MN

TREE INVENTORY

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-1.5

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Drawing name: X:\2021\210004\plan sheets\210004tree.dwg Oct 11, 2021 - 2:18pm

EXISTING TREE CREDIT

PRESERVED CALIPER INCHES: 1,163 (SEE TREE PRESERVATION AND REMOVAL PLAN)

LANDSCAPE REQUIREMENTS - OVERALL SUMMARY

LANDSCAPE REQUIREMENTS:
TOTAL CALIPER INCHES OF OVERSTORY TREES REQUIRED = THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS DIVIDED BY 320

HOTEL AND CONVENTION CENTER PROPERTY (171,000 S.F. / 320):
REQUIRED: 534 INCHES
PROVIDED: 1350.5 INCHES
+ 187.5 INCHES PROPOSED
+ 1,149 INCHES PRESERVED

COSTCO PROPERTY (328,970 S.F. / 320):
REQUIRED: 1,028 INCHES
PROPOSED: 864.5 INCHES

CONTINENTAL PROPERTY (336,000 S.F. / 320):
REQUIRED: 1,050 INCHES
PROVIDED: 658.5 INCHES
+ 644.5 INCHES PROPOSED
+ 14 INCHES PRESERVED

TOTAL CALIPER INCHES REQUIRED = 2,612 INCHES REQUIRED
TOTAL CALIPER INCHES PROVIDED = 2,873.5 INCHES PROVIDED

(SEE SITE LEVEL LANDSCAPE PLANS FOR SPECIFICS)



LEGEND:

- DECIDUOUS OVERSTORY TREES
- CONIFEROUS TREES
- ORNAMENTAL TREES
- SHRUBS
- PERENNIALS
- WET PRAIRIE NATIVE SEED MIX MN STATE 34-262 WET PRAIRIE MIX
- SOD
- SOD LIMITS
- POLY EDGING
- LANDSCAPING LIMITS

0 40' 80' 160'
SCALE IN FEET

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CHASKA, MN

OVERALL LANDSCAPE PLAN

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

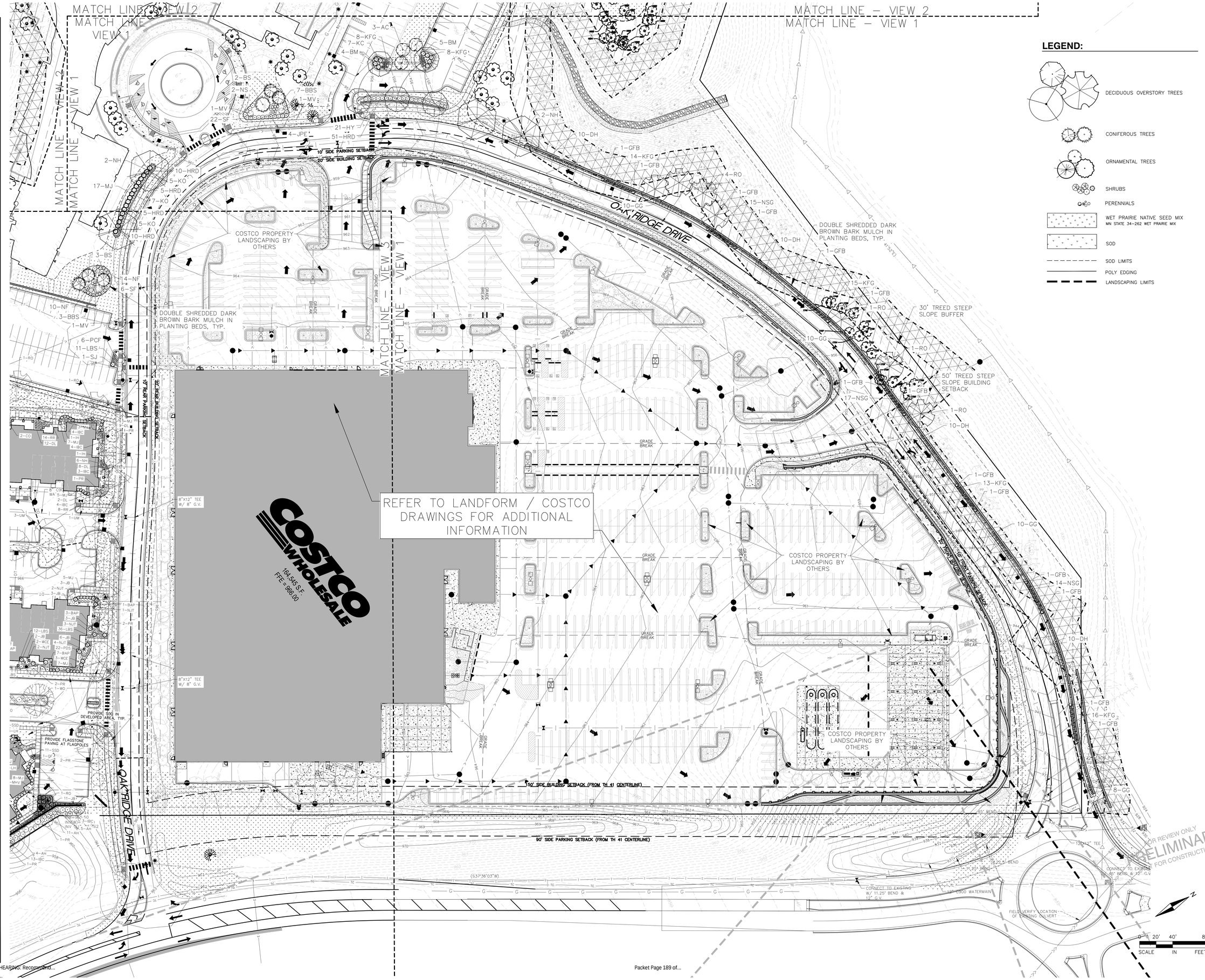
BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
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3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
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4-30-21	DEMOLITION REV.
5-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-2.0

Drawing name: X:\2021\210004\plan sheets\210004land.dwg Oct 11, 2021 - 2:21pm



LEGEND:

- DECIDUOUS OVERSTORY TREES
- CONIFEROUS TREES
- ORNAMENTAL TREES
- SHRUBS
- PERENNIALS
- WET PRAIRIE NATIVE SEED MIX — MN STATE 34-262 WET PRAIRIE MIX
- SOD
- SOD LIMITS
- POLY EDGING
- LANDSCAPING LIMITS

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LANDSCAPE PLAN - VIEW 1

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

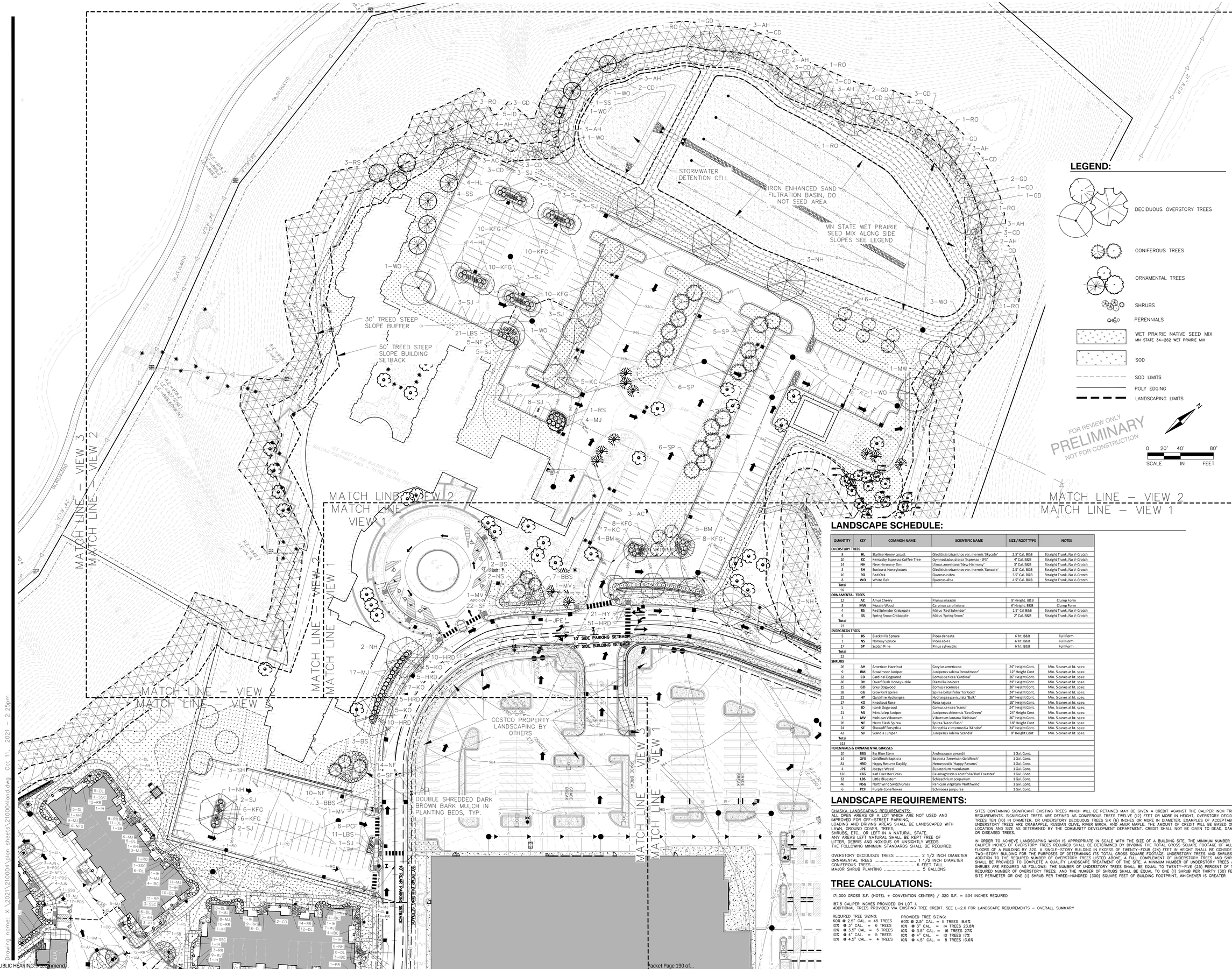
PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

L-2.1

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LANDSCAPE SCHEDULE:

QUANTITY	KEY	COMMON NAME	SCIENTIFIC NAME	SIZE / ROOT TYPE	NOTES
OVERSTORY TREES					
8	HL	Skyline Honey Locust	Gleditsia triacnthos var. inermis 'Skycole'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
10	KC	Kentucky Espresso Coffee Tree	Gymnocladus dioica 'Espresso - JFS"	4" Cal. B&B	Straight Trunk, No V-Crotch
14	NH	New Harmony Elm	Ulmus americana 'New Harmony'	3" Cal. B&B	Straight Trunk, No V-Crotch
3	SH	Sunburst Honeylocust	Gleditsia triacnthos var. inermis 'Suncole'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
16	RO	Red Oak	Quercus rubra	3.5" Cal. B&B	Straight Trunk, No V-Crotch
8	WO	White Oak	Quercus alba	4.5" Cal. B&B	Straight Trunk, No V-Crotch
Total					
59					
ORNAMENTAL TREES					
12	AC	Amur Cherry	Prunus maackii	8' Height. B&B	Clump Form
3	MW	Muscle Wood	Carpinus caroliniana	6' Height. B&B	Clump Form
4	RS	Red Splendor Crabapple	Malus 'Red Splendor'	1.5" Cal B&B	Straight Trunk, No V-Crotch
4	SS	Spring Snow Crabapple	Malus 'Spring Snow'	2" Cal. B&B	Straight Trunk, No V-Crotch
Total					
23					
EVERGREEN TREES					
5	BS	Black Hills Spruce	Picea densata	6' ht. B&B	Full Form
1	NS	Norway Spruce	Picea abies	6' ht. B&B	Full Form
17	SP	Scotch Pine	Pinus sylvestris	6' ht. B&B	Full Form
Total					
23					
SHRUBS					
26	AH	American Hazelnut	Corylus americana	24" Height Cont.	Min. 5 canes at ht. spec.
9	BM	Broadmoor Juniper	Juniperus sabina 'broadmoor'	12" Height Cont	Min. 5 canes at ht. spec.
32	CD	Cardinal Dogwood	Cornus sericea 'Cardinal'	36" Height Cont.	Min. 5 canes at ht. spec.
40	DH	Dwarf Bush Honeysuckle	Diervilla lonicera	24" Height Cont.	Min. 5 canes at ht. spec.
15	GD	Grey Dogwood	Cornus racemosa	36" Height Cont.	Min. 5 canes at ht. spec.
38	GG	Glow Girl Spirea	Spirea betulifolia 'Tor Gold'	24" Height Cont.	Min. 5 canes at ht. spec.
21	HY	Quickfire Hydrangea	Hydrangea paniculata 'Bulk'	36" Height Cont.	Min. 5 canes at ht. spec.
17	KO	Knockout Rose	Rosa rugosa	18" Height Cont.	Min. 5 canes at ht. spec.
5	ID	Isanti Dogwood	Cornus sericea 'Isanti'	24" Height Cont.	Min. 5 canes at ht. spec.
21	MJ	Mint Julep Juniper	Juniperus chinensis 'Sea Green'	24" Height Cont.	Min. 5 canes at ht. spec.
3	MV	Mohican Viburnum	Viburnum lantana 'Mohican'	36" Height Cont.	Min. 5 canes at ht. spec.
20	NF	Neon Flash Spirea	Spirea 'Neon Flash'	18" Height Cont	Min. 5 canes at ht. spec.
24	SF	Showoff Forsythia	Forsythia x Intermedia 'Minndov'	24" Height Cont.	Min. 5 canes at ht. spec.
42	SJ	Scandia Juniper	Juniperus sabina 'Scandia'	8" Height Cont	Min. 5 canes at ht. spec.
Total					
312					
PERENNIALS & ORNAMENTAL GRASSES					
30	BBS	Big Blue Stem	Andropogon gerardii	1 Gal. Cont.	
14	GFB	Goldfinch Baptisia	Baptisia 'American Goldfinch'	1 Gal. Cont.	
81	HRD	Happy Returns Daylily	Hemerocallis 'Happy Returns'	1 Gal. Cont.	
4	JPE	Joepye Weed	Eupatorium maculatum	1 Gal. Cont.	
126	KFG	Karl Foerster Grass	Calamagrostis x acutifolia 'Karl Foerster'	1 Gal. Cont.	
32	LBS	Little Bluestem	Schizachirium sopparium	1 Gal. Cont.	
46	NSG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 Gal. Cont.	
6	PCF	Purple Coneflower	Echinacea purpurea	1 Gal. Cont.	

LANDSCAPE REQUIREMENTS:

CHASKA LANDSCAPING REQUIREMENTS:
ALL OPEN AREAS OF A LOT WHICH ARE NOT USED AND IMPROVED FOR OFF-STREET PARKING, LOADING AND DRIVING AREAS SHALL BE LANDSCAPED WITH LAWN, GROUND COVER, TREES, SHRUBS, ETC., OR LEFT IN A NATURAL STATE. ANY AREAS LEFT NATURAL SHALL BE KEPT FREE OF LITTER, DEBRIS AND NOXIOUS OR UNSIGHTLY WEEDS. THE FOLLOWING MINIMUM STANDARDS SHALL BE REQUIRED:

OVERSTORY DECIDUOUS TREES ..... 2 1/2 INCH DIAMETER
ORNAMENTAL TREES ..... 1 1/2 INCH DIAMETER
CONIFEROUS TREES..... 6 FEET TALL
MAJOR SHRUB PLANTING ..... 5 GALLONS

SITES CONTAINING SIGNIFICANT EXISTING TREES WHICH WILL BE RETAINED MAY BE GIVEN A CREDIT AGAINST THE CALIPER INCH TREE REQUIREMENTS. SIGNIFICANT TREES ARE DEFINED AS CONIFEROUS TREES TWELVE (12) FEET OR MORE IN HEIGHT; OVERSTORY DECIDUOUS TREES TEN (10) IN DIAMETER, OR UNDERSTORY DECIDUOUS TREES SIX (6) INCHES OR MORE IN DIAMETER. EXAMPLES OF ACCEPTABLE UNDERSTORY TREES ARE CRABAPPLE, RUSSIAN OLIVE, RIVER BIRCH, AND AMUR MAPLE. THE AMOUNT OF CREDIT WILL BE BASED ON LOCATION AND SIZE AS DETERMINED BY THE COMMUNITY DEVELOPMENT DEPARTMENT. CREDIT SHALL NOT BE GIVEN TO DEAD, DAMAGED, OR DISEASED TREES.

IN ORDER TO ACHIEVE LANDSCAPING WHICH IS APPROPRIATE IN SCALE WITH THE SIZE OF A BUILDING SITE, THE MINIMUM NUMBER OF CALIPER INCHES OF OVERSTORY TREES REQUIRED SHALL BE DETERMINED BY DIVIDING THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS OF A BUILDING BY 320. A SINGLE-STORY BUILDING IN EXCESS OF TWENTY-FOUR (24) FEET IN HEIGHT SHALL BE CONSIDERED A TWO-STORY BUILDING FOR THE PURPOSES OF DETERMINING ITS TOTAL GROSS SQUARE FOOTAGE. UNDERSTORY TREES AND SHRUBS. IN ADDITION TO THE REQUIRED NUMBER OF OVERSTORY TREES LISTED ABOVE, A FULL COMPLEMENT OF UNDERSTORY TREES AND SHRUBS SHALL BE PROVIDED TO COMPLETE A QUALITY LANDSCAPE TREATMENT OF THE SITE. A MINIMUM NUMBER OF UNDERSTORY TREES AND SHRUBS ARE REQUIRED AS FOLLOWS: THE NUMBER OF UNDERSTORY TREES SHALL BE EQUAL TO TWENTY-FIVE (25) PERCENT OF THE REQUIRED NUMBER OF OVERSTORY TREES; AND THE NUMBER OF SHRUBS SHALL BE EQUAL TO ONE (1) SHRUB PER THIRTY (30) FEET OF SITE PERIMETER OR ONE (1) SHRUB PER THREE-HUNDRED (300) SQUARE FEET OF BUILDING FOOTPRINT, WHICHEVER IS GREATER

TREE CALCULATIONS:

171,000 GROSS S.F. (HOTEL + CONVENTION CENTER) / 320 S.F. = 534 INCHES REQUIRED

187.5 CALIPER INCHES PROVIDED ON LOT 1.
ADDITIONAL TREES PROVIDED VIA EXISTING TREE CREDIT. SEE L-2.0 FOR LANDSCAPE REQUIREMENTS – OVERALL SUMMARY

REQUIRED TREE SIZING:
60% @ 2.5" CAL. = 45 TREES
10% @ 3" CAL. = 6 TREES
10% @ 3.5" CAL. = 5 TREES
10% @ 4" CAL. = 5 TREES
10% @ 4.5" CAL. = 4 TREES

PROVIDED TREE SIZING:
60% @ 2.5" CAL. = 11 TREES 18.6%
10% @ 3" CAL. = 14 TREES 23.8%
10% @ 3.5" CAL. = 16 TREES 27%
10% @ 4" CAL. = 10 TREES 17%
10% @ 4.5" CAL. = 8 TREES 13.6%

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LANDSCAPE PLAN - VIEW 2

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CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA
DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-2.2

Drawing name: X:\2021\210004\plan sheets\210004land.dwg Oct 11, 2021 - 2:25pm

LANDSCAPE REQUIREMENTS:

CHASKA LANDSCAPING REQUIREMENTS:
ALL OPEN AREAS OF A LOT WHICH ARE NOT USED AND IMPROVED FOR OFF-STREET PARKING, LOADING AND DRIVING AREAS SHALL BE LANDSCAPED WITH LAWN, GROUND COVER, TREES, SHRUBS, ETC., OR LEFT IN A NATURAL STATE. ANY AREAS LEFT NATURAL SHALL BE KEPT FREE OF LITTER, DEBRIS AND NOXIOUS OR UNSIGHTLY WEEDS. THE FOLLOWING MINIMUM STANDARDS SHALL BE REQUIRED:

OVERSTORY DECIDUOUS TREES ..... 2 1/2 INCH DIAMETER
ORNAMENTAL TREES ..... 1 1/2 INCH DIAMETER
CONIFEROUS TREES..... 6 FEET TALL
MAJOR SHRUB PLANTING ..... 5 GALLONS

SITES CONTAINING SIGNIFICANT EXISTING TREES WHICH WILL BE RETAINED MAY BE GIVEN A CREDIT AGAINST THE CALIPER INCH TREE REQUIREMENTS. SIGNIFICANT TREES ARE DEFINED AS CONIFEROUS TREES TWELVE (12) FEET OR MORE IN HEIGHT, OVERSTORY DECIDUOUS TREES TEN (10) IN DIAMETER, OR UNDERSTORY DECIDUOUS TREES SIX (6) INCHES OR MORE IN DIAMETER. EXAMPLES OF ACCEPTABLE UNDERSTORY TREES ARE CRABAPPLE, RUSSIAN OLIVE, RIVER BIRCH, AND AMUR MAPLE. THE AMOUNT OF CREDIT WILL BE BASED ON LOCATION AND SIZE AS DETERMINED BY THE COMMUNITY DEVELOPMENT DEPARTMENT. CREDIT SHALL NOT BE GIVEN TO DEAD, DAMAGED, OR DISEASED TREES.

IN ORDER TO ACHIEVE LANDSCAPING WHICH IS APPROPRIATE IN SCALE WITH THE SIZE OF A BUILDING SITE, THE MINIMUM NUMBER OF CALIPER INCHES OF OVERSTORY TREES REQUIRED SHALL BE DETERMINED BY DIVIDING THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS OF A BUILDING BY 320. A SINGLE-STORY BUILDING IN EXCESS OF TWENTY-FOUR (24) FEET IN HEIGHT SHALL BE CONSIDERED A TWO-STORY BUILDING FOR THE PURPOSES OF DETERMINING ITS TOTAL GROSS SQUARE FOOTAGE. UNDERSTORY TREES AND SHRUBS, IN ADDITION TO THE REQUIRED NUMBER OF OVERSTORY TREES LISTED ABOVE, A FULL COMPLEMENT OF UNDERSTORY TREES AND SHRUBS SHALL BE PROVIDED TO COMPLETE A QUALITY LANDSCAPE TREATMENT OF THE SITE. A MINIMUM NUMBER OF UNDERSTORY TREES AND SHRUBS ARE REQUIRED AS FOLLOWS: THE NUMBER OF UNDERSTORY TREES SHALL BE EQUAL TO TWENTY-FIVE (25) PERCENT OF THE REQUIRED NUMBER OF OVERSTORY TREES; AND THE NUMBER OF SHRUBS SHALL BE EQUAL TO ONE (1) SHRUB PER THIRTY (30) FEET OF SITE PERIMETER OR ONE (1) SHRUB PER THREE-HUNDRED (300) SQUARE FEET OF BUILDING FOOTPRINT, WHICHEVER IS GREATER

TREE CALCULATIONS:

336,000 GROSS S.F. (14 MULTIFAMILY BUILDINGS) / 320 S.F. = 1050 CALIPER INCHES
- 1050 CALIPER INCHES
- 201 SURPLUS PRESERVED CALIPER INCHES
- 41 SURPLUS CALIPER INCHES PROVIDED (FROM LOT 1)
= 808 CALIPER INCHES TO BE PROVIDED

517 CALIPER INCHES PROVIDED ON LOT 3.
ADDITIONAL TREES PROVIDED VIA EXISTING TREE CREDIT. SEE L-2.0 FOR LANDSCAPE REQUIREMENTS – OVERALL SUMMARY.

REQUIRED TREE SIZING:	PROVIDED TREE SIZING:
60% @ 2.5" CAL. =194 TREES	41% @ 2.5" CAL. = 49 TREES
10% @ 3" CAL. = 27 TREES	12% @ 3" CAL. = 15 TREES
10% @ 3.5" CAL. = 23 TREES	22% @ 3.5" CAL. = 27 TREES
10% @ 4" CAL. = 20 TREES	21% @ 4" CAL. = 25 TREES
10% @ 4.5" CAL. = 18 TREES	4% @ 4.5" CAL. = 4 TREES

LANDSCAPE SCHEDULE:

QUANTITY	KEY	COMMON NAME	SCIENTIFIC NAME	SIZE / ROOT TYPE	NOTES
OVERSTORY TREES					
7	AS	Autumn Splendor Buckeye	Aesculus x arnoldiana 'Autumn Splendor'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
3	BO	Burr Oak	Quercus macrocarpa	4.5" Cal. B&B	Straight Trunk, No V-Crotch
17	CC	Crimson Spire Oak	Quercus alba x Quercus robur	2.5" Cal. B&B	Straight Trunk, No V-Crotch
6	CH	Common Hackberry	Celtis occidentalis	4" Cal. B&B	Straight Trunk, No V-Crotch
6	HL	Skyline Honey Locust	Gleditsia tricanthos var. inermis 'Skycole'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
11	IW	Ironwood	Ostrya virginiana	3" Cal. B&B	Straight Trunk, No V-Crotch
19	KC	Kentucky Espresso Coffee Tree	Gymnocladus dioica 'Espresso - JFS'	4" Cal. B&B	Straight Trunk, No V-Crotch
4	NH	New Harmony Elm	Ulmus americana 'New Harmony'	3" Cal. B&B	Straight Trunk, No V-Crotch
7	SH	Sunburst Honeylocust	Gleditsia tricanthos var. inermis 'Suncole'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
11	RO	Red Oak	Quercus rubra	3.5" Cal. B&B	Straight Trunk, No V-Crotch
16	RM	Red Maple	Acer rubrum 'Jeffersred'	3.5" Cal. B&B	Straight Trunk, No V-Crotch
12	UM	Liberty Maple	Acer saccharum 'Jefcan'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
2	WO	White Oak	Quercus alba	4.5" Cal. B&B	Straight Trunk, No V-Crotch
Total					
113					
ORNAMENTAL TREES					
9	KS	Korean Sun Pear	Pyrus fauriei 'Westwood'	1.5" B&B	Straight Trunk, No V-Crotch
8	MW	Muscle Wood	Carpinus caroliniana	6' Height, B&B	Clump Form
13	PD	Pagoda Dogwood	Cornus alternifolia	6' Height, B&B	Straight Trunk, No V-Crotch
11	PM	Amur Cherry	Prunus Maakii	2" B&B	Clump Form
14	PR	Prairie Rose Crabapple	Malus 'Prairie Rose'	1.5" B&B	Straight Trunk, No V-Crotch
5	PS	Pink Spires Crabapple	Malus 'Pink Spires'	1.5" B&B	Straight Trunk, No V-Crotch
26	RS	Red Splendor Crabapple	Malus 'Red Splendor'	1.5" Cal. B&B	Straight Trunk, No V-Crotch
25	SB	Autumn Brilliance Serviceberry	Amelanchier x grandiflora	6' Height, B&B	Clump Form
4	SS	Spring Snow Crabapple	Malus 'Spring Snow'	2" Cal. B&B	Straight Trunk, No V-Crotch
Total					
105					
EVERGREEN TREES					
21	BS	Black Hills Spruce	Picea densata	12' Ht. B&B	Full Form
8	NS	Norway Spruce	Picea abies	12' Ht. B&B	Full Form
Total					
29					

QUANTITY	KEY	COMMON NAME	SCIENTIFIC NAME	SIZE / ROOT TYPE	NOTES
SHRUBS					
30	AB	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	36" Height Cont.	Min. 5 canes at ht. spec.
46	AH	American Hazelnut	Corylus americana	36" Height Cont.	Min. 5 canes at ht. spec.
75	AJN	Autumn Jubilee Ninebark	Physocarpus opulifolius 'Jefam'	36" Height Cont.	Min. 5 canes at ht. spec.
51	BC	Bluechip Juniper	Juniperus horizontalis 'Blue Chip'	12" Height Cont.	Min. 5 canes at ht. spec.
8	CD	Cardinal Dogwood	Cornus sericea 'Cardinal'	36" Height Cont.	Min. 5 canes at ht. spec.
186	DL	Dwarf Bush Honeysuckle	Diervilla lonicera	24" Height Cont.	Min. 5 canes at ht. spec.
5	GSS	Golden Spirit Smokebush	Cotinus coggygria 'Ancot'	48" Height Cont.	Min. 5 canes at ht. spec.
26	LH	Lime Light Hydrangea	Hydrangea paniculata 'Jane'	36" Height Cont.	Min. 5 canes at ht. spec.
16	QF	Quick Fire Hydrangea	Hydrangea paniculata 'Bulk'	36" Height Cont.	Min. 5 canes at ht. spec.
16	IH	Ivory Halo Dogwood	Cornus alba 'Bailhalo'	36" Height Cont.	Min. 5 canes at ht. spec.
105	JB	Buffalo Juniper	Juniperus sabina 'Buffalo'	12" Height Cont.	Min. 5 canes at ht. spec.
146	JJ	Medora Juniper	Juniperus scopulorum 'Medora'	12" Height Cont.	Min. 5 canes at ht. spec.
75	IBC	Iriquois Beauty Chokeberry	Aronia melanocarpa 'Morton'	24" Height Cont.	Min. 5 canes at ht. spec.
33	LCN	Lemon Candy Ninebark	Physocarpus opulifolius 'Podaras 3'	24" Height Cont.	Min. 5 canes at ht. spec.
25	MAF	Mount Airy Fatherygilla	Fatherygilla major 'Mount Airy'	24" Height Cont.	Min. 5 canes at ht. spec.
18	MHV	Mohican Viburnum	Viburnum lantana 'Mohican'	48" Height Cont.	Min. 5 canes at ht. spec.
683	MJ	Mint Julep Juniper	Juniperus chinensis 'Sea Green'	24" Height Cont.	Min. 5 canes at ht. spec.
80	NFS	Neon Flash Spirea	Spirea 'Neon Flash'	18" Height Cont.	Min. 5 canes at ht. spec.
74	NJT	New Jersy Tea	Ceanothus americanus	12" Height Cont.	Min. 5 canes at ht. spec.
99	RR	Foxi Pavement Rose	Rosa 'LPKalrin'	12" Height Cont.	Min. 5 canes at ht. spec.
23	SBW	Sonic Bloom Weigela	Weigela florida 'Bokrzaspin'	36" Height Cont.	Min. 5 canes at ht. spec.
20	SSC	Sixteen Candles Clethra	Clethra alnifolia 'Sixteen Candles'	12" Height Cont.	Min. 5 canes at ht. spec.
93	TTC	Toms Thumb Cotoneaster	Cotoneaster apiculatus 'Tom Thumb'	8" Height Cont.	Min. 5 canes at ht. spec.
Total					
1622					
PERENNIALS & ORNAMENTAL GRASSES					
75	BAP	False Indigo	Baptisia australis	1 Gal. Cont.	
15	JPW	Joepye Weed	Eupatorium maculatum	1 Gal. Cont.	
78	HFG	Hameln Fountain Grass	Pennisetum alopecuroides 'Hameln'	1 Gal. Cont.	
154	KFG	Karl Foerster Grass	Calamagrostis x acutifolia 'Karl Foerster'	3 Gal. Cont.	
491	LBS	Little Bluestem	Schizachirium scoparium	1 Gal. Cont.	
703	PDS	Prairie Dropseed	Sporobolus heterolepis	1 Gal. Cont.	
31	SNI	Indian Grass	Sorghastrum nutans	3 Gal. Cont.	
30	SSD	Stella Supreme Daylily	Hemerocallis 'Stella Supreme'	1 Gal. Cont.	
96	WCE	Winter Creeper Euonymus	Euonymus fortunei 'Colorata	1 Gal. Cont.	

NOTE: PERENNIALS TO BE DIVERSIFYIED IN THE FUTURE FOR ADDITIONAL SEASONAL INTEREST



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LANDSCAPE PLAN - VIEW 3

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

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9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED:	MK
DRAWN:	MLS
PROJECT NO:	221-0004

L-2.3

Drawing name: X:\2021\210004\plan sheets\210004land.dwg Oct 11, 2021 - 2:26pm

LANDSCAPE NOTES

1. CALL GOPHER STATE ONE CALL AT 651-454-0002 FOR LOCATING ALL UNDERGROUND UTILITIES AND TO AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK.
2. INSTALL 4" MIN. TOP SOIL TO ALL SOD AND SHRUB AREAS. FINE GRADE ALL SOD AREAS. INSTALL 12" PLANTING (TOP) SOIL TO ALL ANNUAL/PERENNIAL AREAS.
3. STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER ON THE PLAN, TO BE BED MULCHED WITH 4" DEPTH OF HARDWOOD MULCH, NATURAL COLOR, OVER FILTER FABRIC, POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED.
5. ALL MULCH AND ROCK (BOULDERS, COBBLESTONE, ETC) TO BE APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. INSTALL 4-6" DEPTH SHREDDED HARDWOOD MULCH AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS.
7. PLANTING SOIL SHALL BE 1:1:1 CONSISTING OF 33% SELECT LOAMY TOPSOIL, 33% PEAT MOSS, 33% PIT RUN SAND. SEE FILTRATION BASIN DETAILS & NOTES FOR SOIL WITHIN FILTRATION BASIN AREAS.
8. COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF TWO YEARS BEGINNING AT THE DATE OF ACCEPTANCE. MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
10. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
11. MAINTAIN ALL PLANT MATERIALS, INCLUDING WATERING, UNTIL THE TIME OF ACCEPTANCE.
12. COORDINATE LANDSCAPE INSTALLATION WITH GENERAL CONTRACTOR.
13. STAKING AND GUYING OF TREES OPTIONAL: MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
14. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS DAILY.
15. SUPPLY DESIGN AND INSTALLATION FOR NEW IRRIGATION SYSTEM WITH COVERAGE OF SOD AND PLANTING AREAS. USE RAINBIRD OR APPROVED EQUAL. COORDINATE INSTALLATION WITH G.C. SOD AND SHRUB AREAS TO BE ON SEPARATE ZONES. PROVIDE RAIN SENSOR. BOULEVARDS TO BE SODDED AND IRRIGATED.

SEEDING NOTES

FILTRATION BASIN NATIVE SEED MIX: MN STATE SEED MIX 33-262 (DRY SWALE/POND MIX). SEEDING RATE TO BE 44 LBS/ACRE.

WET PRAIRIE NATIVE SEED MIX: MN STATE SEED MIX 35-262 (WET PRAIRIE MIX). SEEDING RATE TO BE 14.5 LBS/ACRE (PURE LIVE SEED).

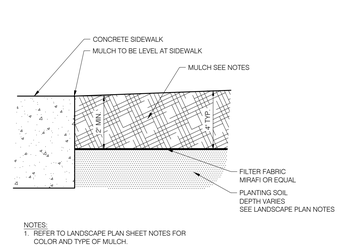
GRASS SEED MIX: MN STATE SEED MIX 25-131 (LOW MAINTENANCE TURF MIX). SEEDING RATE TO BE 220 LBS/ACRE.

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 1 – JUNE 30 OR NOV. 1 – 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.

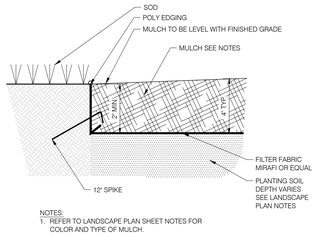
MAINTAIN SEEDED AREAS BY WATERING, REMULCHING AND REPLANTING AS NECESSARY TO ESTABLISH A UNIFORMLY DENSE STAND OF THE SPECIFIED GRASSES UNTIL ACCEPTED. ANY AREAS FAILING TO ESTABLISH A STAND SHALL BE RESEEDED, REFERTILIZED AND REMULCHED (UNLESS OTHERWISE SPECIFIED) WHENEVER 70% VEGETATIVE COVER IS NOT 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.

REFER TO MN STATE SEED MIX MANUAL. REFER TO O&M DOCUMENT FOR FURTHER DETAILS REGARDING INSPECTION AND MAINTENANCE PRACTICES.



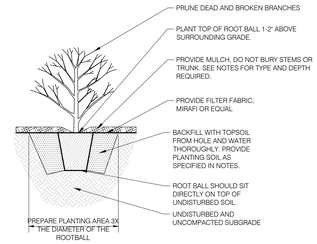
NOTES:
1. REFER TO LANDSCAPE PLAN SHEET NOTES FOR COLOR AND TYPE OF MULCH.

1 L-3.0 MULCH AT SIDEWALK
NOT TO SCALE

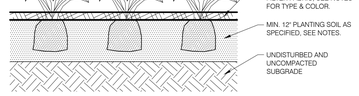


NOTES:
1. REFER TO LANDSCAPE PLAN SHEET NOTES FOR COLOR AND TYPE OF MULCH.

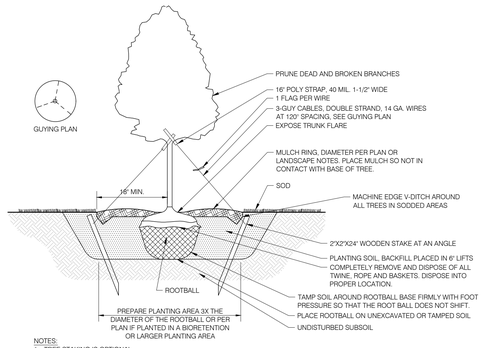
2 L-3.0 MULCH AT SOD
NOT TO SCALE



3 L-3.0 SHRUB PLANTING
NOT TO SCALE



4 L-3.0 PERENNIAL PLANTING
NOT TO SCALE



NOTES:
1. TREE STAKING IS OPTIONAL.
2. DO NOT PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN OR DEAD BRANCHES.
3. FOR TREES IN CONTAINERS, REMOVE CONTAINER PRIOR TO PLANTING. FOR BARE ROOT TREES, PLACE TREE IN MIDDLE OF PLANTING HOLE, SPREAD ROOTS OUT RADIALLY FROM THE TRUNK AROUND THE PREPARED HOLE.

5 L-2.0 TREE PLANTING
NOT TO SCALE

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CHASKA, MN

LANDSCAPE 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 LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
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4-6-21	PUD SUBMITTAL
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4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL
9-30-21	PROGRESS
10-11-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

L-3.0

Drawing name: X:\2021\210004\plan sheets\210004land.dwg Oct 11, 2021 - 2:27pm



COSTCO WHOLESALE

164,545 S.F.
FFE = 966.00

GENERAL NOTES:

A. ALL SITE LIGHTING POLES ARE MOUNTED AT 25'-0" AFG.

B. ALL BUILDING MOUNTED LIGHTING SHOWN ON SHEET E100S IS INCLUDED IN THIS PHOTOMETRIC CALCULATION.

C. THE RESULTS OF THIS STUDY ARE TO BE VIEWED ONLY AS AN INDICATION OF POSSIBLE PERFORMANCE. DUE TO VARIATIONS IN LED BOARDS, DRIVERS, MANUFACTURING, LINE VOLTAGE, AND SITE CONDITIONS, A GUARANTEED LEVEL OF PERFORMANCE IS NOT POSSIBLE AND IS NOT REPRESENTED BY THIS ANALYSIS.

D. CALCULATION IS MODELED USING A LIGHT LOSS FACTOR OF .85 TO INDICATE MAINTAINED ILLUMINANCE VALUES.

CALCULATION SUMMARY							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
01_ADDITIONAL PARKING	Illuminance	Fc	0.62	1.2	0.2	3.10	6.00
02_BUILDING 2-4 PARKING	Illuminance	Fc	0.78	3.3	0.2	3.90	16.50
03_BUILDING 5-6 PARKING	Illuminance	Fc	1.12	4.0	0.3	3.73	13.33
04_BUILDING 8,10-11 PARKING	Illuminance	Fc	0.96	3.8	0.1	9.60	38.00
05_BUILDING 12 PARKING	Illuminance	Fc	0.94	3.8	0.2	4.70	19.00
06_BUILDING 13-14 PARKING	Illuminance	Fc	0.87	3.7	0.2	4.35	18.50
07_BUILDING 1,7,9 PARKING	Illuminance	Fc	1.00	3.6	0.1	10.00	36.00
08_MAIN DRIVE	Illuminance	Fc	0.70	1.8	0.2	3.50	9.00
09_CLUBHOUSE PARKING	Illuminance	Fc	0.57	1.1	0.2	2.85	5.50
10_SCOPE BOUNDARY AT 1'FT AFG	Illuminance	Fc	0.23	2.1	0.0	N.A.	N.A.

1 ELECTRICAL PHOTOMETRIC PLAN - VIEW 1
1" = 60'-0"

PLAN NORTH

TRUE NORTH

9/2/2021 4:58:04 PM

CONTINENTAL PROPERTIES
CONTINENTAL 000123 FUND LLC
W134 N8675 EXECUTIVE PARKWAY
MENOMONEE FALLS, WI 53051
262.502.5500 * FAX 262.502.5522

RJ RING & DUCHATEAU
17400 West Capitol Drive, Brookfield, WI 53045
301 South Blount Street, Suite 101 - Madison, WI 53703
Phone: 414.778.1700 / Fax: 414.778.2360 / r-d@ringdu.com

THIS BAR IS 1" LONG
IF IT MEASURES ANYTHING OTHER THAN 1"
ADJUST SCALE ACCORDINGLY.

R&D Project No.: 221181.00

LICENSED PROFESSIONAL ENGINEER
09-02-2021

Revisions

2018 PROTOTYPE

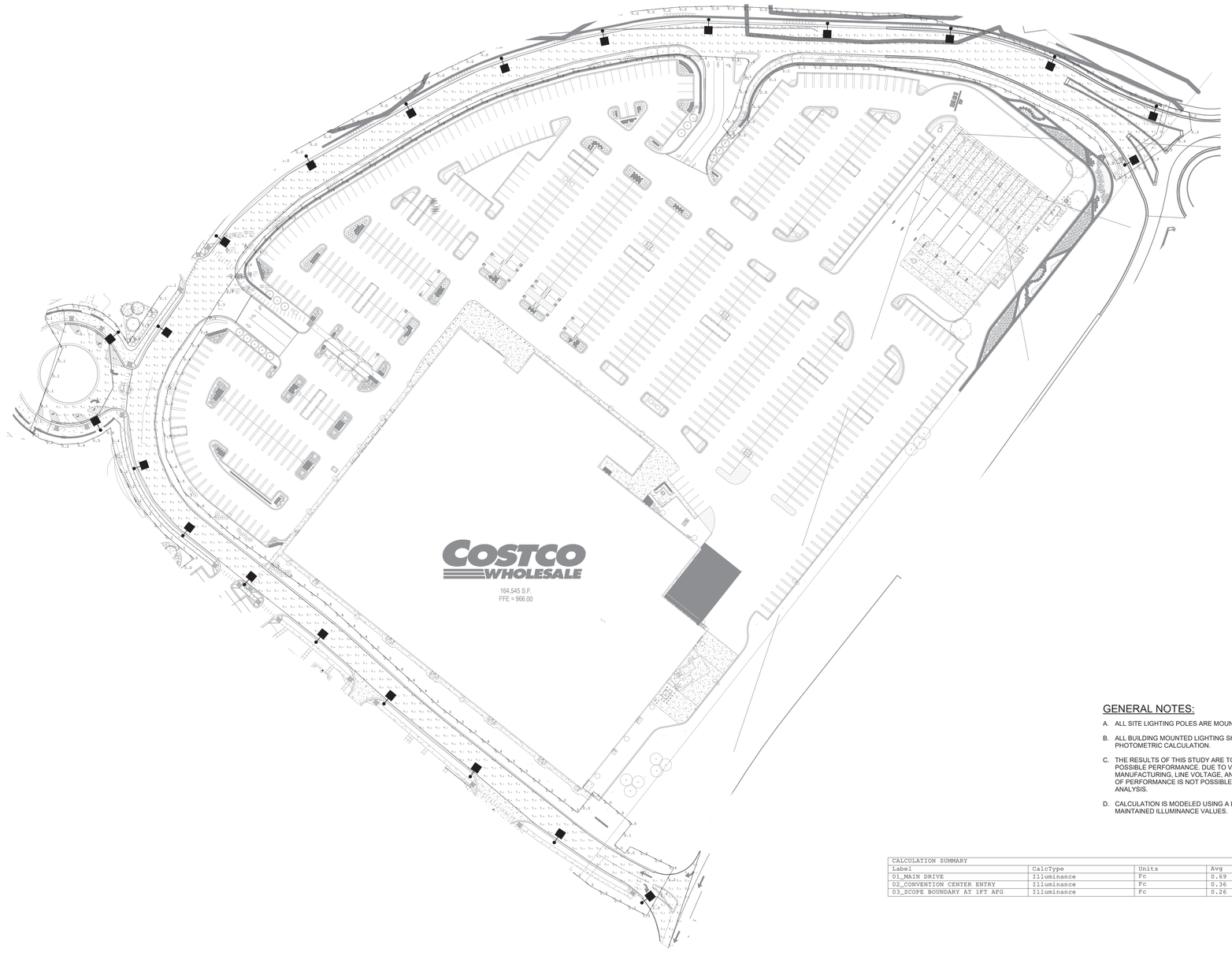
Drawing Date
06/15/19

SPRINGS PROTOTYPE
Enter address here

Project No.
218006.04

Sheet Title
ELECTRICAL PHOTOMETRIC PLAN - VIEW 1

Sheet No.
E201S



1 ELECTRICAL PHOTOMETRIC PLAN - VIEW 2
1" = 60'-0"

GENERAL NOTES:

A. ALL SITE LIGHTING POLES ARE MOUNTED AT 25'-0" AFG.

B. ALL BUILDING MOUNTED LIGHTING SHOWN ON SHEET E100S IS INCLUDED IN THIS PHOTOMETRIC CALCULATION.

C. THE RESULTS OF THIS STUDY ARE TO BE VIEWED ONLY AS AN INDICATION OF POSSIBLE PERFORMANCE. DUE TO VARIATIONS IN LED BOARDS, DRIVERS, MANUFACTURING, LINE VOLTAGE, AND SITE CONDITIONS, A GUARANTEED LEVEL OF PERFORMANCE IS NOT POSSIBLE AND IS NOT REPRESENTED BY THIS ANALYSIS.

D. CALCULATION IS MODELED USING A LIGHT LOSS FACTOR OF .85 TO INDICATE MAINTAINED ILLUMINANCE VALUES.

CALCULATION SUMMARY							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
01_MAIN DRIVE	Illuminance	Fc	0.69	2.3	0.2	3.45	11.50
02_CONVENTION CENTER ENTRY	Illuminance	Fc	0.36	0.4	0.2	1.80	2.00
03_SCOPE BOUNDARY AT 1FT AFG	Illuminance	Fc	0.26	2.4	0.0	N.A.	N.A.

PLAN NORTH

TRUE NORTH

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CONTINENTAL PROPERTIES
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MENOMONEE FALLS, WI 53051
262.502.5500 * FAX 262.502.5522

RING & DUCHATEAU
17400 West Capitol Drive, Brookfield, WI 53045
301 South Blount Street, Suite 101 - Madison, WI 53703
Phone: 414.778.1700 / Fax: 414.778.2360 / r-d@ringdu.com

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ADJUST SCALE ACCORDINGLY.
R&D Project No.: 221181.00

09-02-2021

Revisions

2018 PROTOTYPE

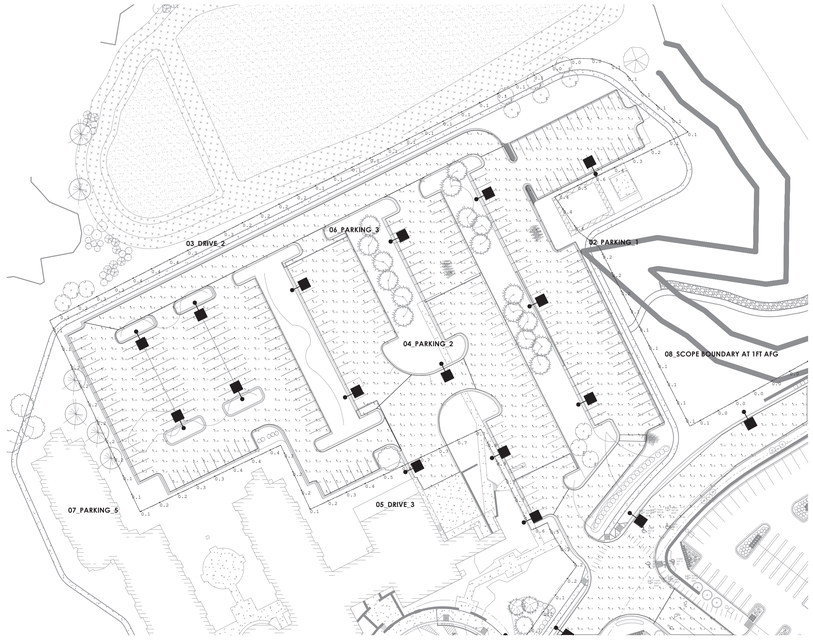
Drawing Date
08/30/21

SPRINGS PROTOTYPE
Enter address here

Project No.
218006.04

Sheet Title
ELECTRICAL PHOTOMETRIC PLAN - VIEW 2

Sheet No.
E202S



1 ELECTRICAL PHOTOMETRIC PLAN - VIEW 3
1" = 60'-0"

PLAN NORTH

TRUE NORTH

GENERAL NOTES:

A. ALL SITE LIGHTING POLES ARE MOUNTED AT 30'-0" AFG.

B. TYPE P6 LIGHT POLES ARE EXISTING POLE WITH NEW HEAD.

C. ALL BUILDING MOUNTED LIGHTING SHOWN ON SHEET E100S IS INCLUDED IN THIS PHOTOMETRIC CALCULATION.

D. THE RESULTS OF THIS STUDY ARE TO BE VIEWED ONLY AS AN INDICATION OF POSSIBLE PERFORMANCE. DUE TO VARIATIONS IN LED BOARDS, DRIVERS, MANUFACTURING, LINE VOLTAGE, AND SITE CONDITIONS, A GUARANTEED LEVEL OF PERFORMANCE IS NOT POSSIBLE AND IS NOT REPRESENTED BY THIS ANALYSIS.

E. CALCULATION IS MODELED USING A LIGHT LOSS FACTOR OF .85 TO INDICATE MAINTAINED ILLUMINANCE VALUES.

CALCULATION SUMMARY							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
01_DRIVE	Illuminance	Fc	0.38	1.2	0.0	N.A.	N.A.
02_PARKING_1	Illuminance	Fc	0.36	0.7	0.1	3.60	7.00
03_DRIVE_2	Illuminance	Fc	0.37	0.7	0.2	1.85	3.50
04_PARKING_2	Illuminance	Fc	0.54	0.8	0.4	1.35	2.00
05_DRIVE_3	Illuminance	Fc	0.66	0.8	0.6	1.10	1.33
06_PARKING_3	Illuminance	Fc	0.51	0.8	0.3	1.70	2.67
07_PARKING_5	Illuminance	Fc	0.54	0.8	0.2	2.70	4.00
08_SCOPE BOUNDARY AT 1FT AFG	Illuminance	Fc	0.25	0.9	0.0	N.A.	N.A.

CONTINENTAL PROPERTIES
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R&D Project No.: 221181.00

09-02-2021

Revisions

2018 PROTOTYPE

Drawing Date
08/30/21

SPRINGS PROTOTYPE
Enter address here

Project No.
218006.04

Sheet Title
ELECTRICAL PHOTOMETRIC PLAN - VIEW 3

Sheet No.
E203S

9/2/2021 4:58:05 PM

Project		Catalog #		Type	
Prepared by		Notes		Date	



Lumark

Prevail / Prevail XL Discrete LED

Area / Site Luminaire

Product Features

LumenSafe Technology

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Configurations page 3
- Product Specifications page 4
- Energy and Performance Data page 4
- Control Options page 5

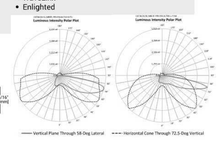
Quick Facts

- Direct-mounted discrete light engine for improved optical uniformity and visual comfort
- Lumen packages range from 7,500 - 41,000 nominal lumens (50W - 300W)
- Replaces 70W up to 1,000W HID equivalents
- Efficacies up to 148 lumens per watt
- Standard universal quick mount arm with universal drill pattern

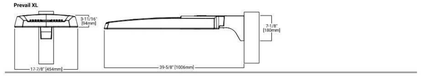
Dimensional Details

Prevail





Prevail XL



Product Certifications

Connected Systems

- WaveLinx
- Enlighted

FIXTURES "A" AND "B" AND "E"

Lumark PRV / PRV-XL Prevail Discrete

Ordering Information

SAMPLE NUMBER: **PRV-XL-PA4B-740-U-T4W-BZ**

Product Family [1,2]	Light Engine		Color Temperature	Voltage	Distribution	Mounting (Included)	Finish
	Configuration	Drive Current*					
PRV=Prevail	**PA1**=1 Panel, 24 LED Rectangle **PA2**=2 Panels, 48 LED Rectangles	**A**=740mA Nominal **B**=1050mA Nominal	**740**=70CRI, 4000K **730**=70CRI, 3000K **735**=70CRI, 3500K **750**=70CRI, 5000K	**U**=Universal, 120-277V **H**=High Voltage, 347-480V **1**=347V **4**=480V *	**T2R**=Type II Roadway **T2M**=Type II Offset **T3**=Type III **T4W**=Type IV Wide **SWD**=Type V Square Wide	**[Blank]**=Standard Versatile Arm **MA**=Mast Arm **WM**=Wall Mount Arm	**AP**=Grey **BK**=Black **BZ**=Bronze **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White
PRV-XL=Prevail XL	**PA3**=3 Panels, 72 LED Rectangles **PA4**=4 Panels, 96 LED Rectangles						

Options (Add as Suffix)

10K=10kV UL 1449 Fused Surge Protective Device
20MSP=20kV MOV Surge Protective Device
HA=50°C High Ambient Temperature Operation
NA=40°C High Ambient Temperature
HSS=House Side Shield (Factory Installed) [4]
L90=Optics Rotated 90° Left
R90=Optics Rotated 90° Right
PE=NEMA 7-PE Twistlock Photocontrol Receptacle [5]
PE7=NEMA 7-PE Twistlock Photocontrol Receptacle [5]
SPD1=Dimming Occupancy Sensor with Bluetooth Interface, 18' Mounting [6]
SPD2=Dimming Occupancy Sensor with Bluetooth Interface, 20' - 30' Mounting [6]
SPD4=Dimming Occupancy Sensor with Bluetooth Interface, 31'-40' Mounting [6]
MLCSM-L60=Motion Sensor for Dimming Operation, Up to 8' Mounting Height [7,8,9]
MLCSM-L40=Motion Sensor for Dimming Operation, 9' - 20' Mounting Height [7,8,9]
MLCSM-L45=Motion Sensor for Dimming Operation, 21' - 40' Mounting Height [7,8,9]
MS-L30=Motion Sensor for ON/OFF Operation, Up to 8' Mounting Height [7,8,9]
MS-L35=Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height [7,8,9]
MS-L40=Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height [7,8,9]
ZW=Wireless enabled 4 PIN Twistlock Receptacle [7,8,9,10]
ZW=Wireless enabled 4 PIN Twistlock Receptacle [7,8,9,10]
SMPD4ICE=Wireless Wireless Sensor, 7' - 15' Mounting Height [7,8,9,11,12]
SMPD5-ICE=Wireless Wireless Sensor, 15'-30' Mounting Height [7,8,9,11,12]
LMS-LM=Enlighted Wireless Sensor, Wide Lens for 8' - 15' Mounting Height [7,8,9]
LMS-LN=Enlighted Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [7,8,9]
[See Table Below]=LumenSafe Integrated Network Security Camera [13,14]
CCI=Coastal Construction [15]

Accessories (Order Separately) [16]

PRVWM-EX=Wall Mount Kit [16]
PRVMA-EX=Mast Arm Mounting Kit [16]
PRVSA-EX=Square Pole Mast Arm Mounting Kit [16]
PRVAA-EX=Adjustable Arm Mounting Kit [16]
PRVXLMA-EX=Wall Arm Mounting Kit (for Prevail XL) [16]
PRVXLSA-EX=Standard Arm Mounting Kit (for Prevail XL) [16]
WA1010-XX=Single Tenon Adapter for 2-1/2" O.D. Tenon
WA1020-XX=Single Tenon Adapter for 3" - 3-1/2" O.D. Tenon
WA1031-XX=Single Tenon Adapter for 3-3/4" O.D. Tenon
WA1810-XX=Dual/180° Tenon Adapter for 2-3/8" O.D. Tenon
WA1820-XX=Dual/180° Tenon Adapter for 3" O.D. Tenon
HSS-UP=House Side Shield, Horizontal Panel [4,16]
GARA1010=Photocontrol Shorting Cap
GARA1015-NEMA=Photocontrol 120V
GARA1015-NEMA=Photocontrol for Use with 105-285V
GARA1015-NEMA=Photocontrol 347V
GARA1027-NEMA=Photocontrol 480V
FSIR-100=Wireless Configuration Tool for Motion Sensor [16]
SMPD4-XD=WaveLinx Wireless Sensor, 7' - 15' Mounting Height [11,16,18]
SMPD5-XD=WaveLinx Wireless Sensor, 15' - 30' Mounting Height [11,16,18]
WDLC-TP-10A=WaveLinx Outdoor Control Module (7-PIN) [19]

NOTES

1. Design lights Consistent® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Not all combinations may be available. Refer to configuration tool for more options. Consult factory for special applications. Installation instructions and pole white paper WP910030EN for additional support information.
3. Nominal drive current; shown here. For actual drive current by configuration, refer to Power and Lumen tables.
4. Only for use with 480Y Wye systems. For NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner; Delta systems).
5. House Side Shield not for use with SWQ distributions.
6. If high Voltage (H) is specified, use a photocontrol that matches the input voltage used (either 347V or 480V).
7. Sensor requires a separate 120V or 277V power source (not 347V or 480V).
8. Controls system is not available with photocontrol receptacle (PE or PE7) or when control is by others (MS, ZW, ZR or LMS).
9. Utilizes the Multi-tagger sensor FSP-211.
10. Sensor is intended for use in locations that are temperature sensitive when operating below -20°C (-4°F).
11. For the Device to be field configurable, requires WAC Gateway components WGC-PoE and WPOE-120 as appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more WaveMax application information.
12. Not available with Emergency Battery Backup.
13. Requires a P4 Receptacle receptacle (ZR or ZW) option.
14. Enlightened wireless sensors are factory installed and require network components (APP-ER1, APP-ER1, and APP-PoE) in appropriate quantities. See website for application information.
15. Not available with Fusing or Emergency Battery Backup.
16. Not available with High Voltage (U, H or 4) or 10kV options. Consult LumenSafe systems product pages for additional details and compatibility.
17. Not available with PE or PE7.
18. Only available in PRV configurations PA1A or PA2A.
19. Must order one per each LED emitting luminaire. Includes (1) 7-pin dedicated accessory (L, D, S or N). Refer to Hoover Side Shield reference table for details.
20. Requires 7-PIN NEMA twistlock photocontrol receptacle (PE7) option. The WDLC-T7 cannot be used in conjunction with other controls systems (MS, ZW, ZR or LMS). Only for use at 120-347V.
21. Coastal construction finish salt spray tested to over 5,000 hours per ASTM B117, with a scribe rating of 9 per ASTM D1654.
22. Smart device with weather application required to change system defaults. See controls section for details.

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	Camera Type	Data Backhaul
L=LumenSafe Technology	**D**=Dome Camera	**C**=Cellular, Customer Installed SIM Card **A**=Cellular, Factory Installed AT&T SIM Card **V**=Cellular, Factory Installed Verizon SIM Card **S**=Cellular, Factory Installed Sprint SIM Card	**E**=Ethernet Networking

Power and Lumens (PRV)

	Light Engine	PA1A	PA1B	PA2A	PA2B
Power (Watts)	System Power	68	96	136	192
	Power Factor	0.99	0.99	0.99	0.99
	Input Current @ 120V (A)	0.59	0.82	1.18	1.66
	Input Current @ 277V (A)	0.25	0.35	0.49	0.70
	Input Current @ 347V (A)	0.17	0.25	0.33	0.45
	Input Current @ 480V (A)	0.13	0.17	0.24	0.33
Type II	Distribution				
	4000K/5000K Lumens	7,575	9,957	15,198	19,920
	Bulb Rating	B1 (81 W)	B2 (109 W)	B3 (149 W)	B4 (203 W)
	Lumens per Watt	140	120	141	109
	3000K Lumens [20]	6,899	8,977	14,345	17,911
	4000K/5000K Lumens	7,484	9,798	15,066	18,435
Type IV Wide	Bulb Rating	B2 (109 W)	B3 (149 W)	B3 (149 W)	B4 (203 W)
	Lumens per Watt	109	105	109	100
	3000K Lumens [20]	6,813	8,869	14,135	17,696

TYPE OD - APARTMENTS



D-Series Size 1

LED Wall Luminaire

d*series

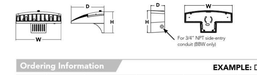
Specifications

Luminaire

Width:	13-3/4" (34.9 cm)	**Weight:**	12 lbs (5.4 kg)
Depth:	10" (25.4 cm)		
Height:	6-3/8" (16.2 cm)		

Back Box (BBW, ELCW)

Width:	13-3/4" (34.9 cm)	**BBW Weight:**	5 lbs (2.3 kg)
Depth:	4" (102.2 cm)	**ELCW Weight:**	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Catalog Number

Notes

Type

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Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color Temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1] 30C 30 LEDs (three engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [2]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium ASYDF Asymmetric diffuse	MVOLT [3] 120 [4] 208 [4] 240 [4] 277 [4] 347 [4,5] 480 [4,5]	**Shipped included** (blank) Surface mounting bracket **Shipped separately** [6] BBW Surface-mounted back box (for conduit entry) [7]	**Shipped included** PE Photoelectric cell, button type [8] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [9,10] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [9,10] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [9,10] ELCW Emergency battery backup (includes external component enclosure, non-CEC compliant) [11]

Other Options		Finish (required)			
Shipped installed	**Shipped separately** [6]	DDBXD Dark bronze	DSSTD Sandstone	DWHGD Textured white	
SF Single fuse (120, 277, 347V) [4]	BSW Bird-deterrent spikes	DBLXD Black	DDBTXD Textured dark bronze	DSSTXD Textured sandstone	
DF Double fuse (208, 240 or 480V) [4]	WG Wire guard	DNAXD Natural aluminum	DBLBXD Textured black		
HS House-side shield [12]	VG Vandal guard	DWHXD White	DNATXD Textured natural aluminum		
SPD Separate surge protection [13]	DDL Diffused drop lens				

Accessories

Ordered and shipped separately.

DSHM1-S	House-side shield (one per light engine)
DSHM1BW-S	Bird-deterrent spikes
DSHM1WG-S	Wire guard accessory
DSHM1VG-S	Vandal guard accessory

NOTES

1. 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRHFC3V.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4. Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5. Back box ships installed for future. Cannot be field installed. Cannot be ordered as an accessory.
6. Reference Motion Sensor table on page 3.
7. Reference Motion Sensor table on page 3.
8. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com.
9. Not available with SPD.
10. Not available with ELCW.
11. Also available as a separate accessory; see Accessories information.
12. Not available with ELCW.

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TYPE OE - GARAGES

Lumark PRV / PRV-XL Prevail Discrete

Ordering Information

SAMPLE NUMBER: **PRV-XL-PA4B-740-U-T4W-BZ**

Product Family [1,2]	Light Engine		Color Temperature	Voltage	Distribution	Mounting (Included)	Finish
	Configuration	Drive Current*					
PRV=Prevail	**PA1**=1 Panel, 24 LED Rectangle **PA2**=2 Panels, 48 LED Rectangles	**A**=740mA Nominal **B**=1050mA Nominal	**740**=70CRI, 4000K **730**=70CRI, 3000K **735**=70CRI, 3500K **750**=70CRI, 5000K	**U**=Universal, 120-277V **H**=High Voltage, 347-480V **1**=347V **4**=480V *	**T2R**=Type II Roadway **T2M**=Type II Offset **T3**=Type III **T4W**=Type IV Wide **SWD**=Type V Square Wide	**[Blank]**=Standard Versatile Arm **MA**=Mast Arm **WM**=Wall Mount Arm	**AP**=Grey **BK**=Black **BZ**=Bronze **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White
PRV-XL=Prevail XL	**PA3**=3 Panels, 72 LED Rectangles **PA4**=4 Panels, 96 LED Rectangles						

Options (Add as Suffix)

10K=10kV UL 1449 Fused Surge Protective Device
20MSP=20kV MOV Surge Protective Device
HA=50°C High Ambient Temperature Operation
NA=40°C High Ambient Temperature
HSS=House Side Shield (Factory Installed) [4]
L90=Optics Rotated 90° Left
R90=Optics Rotated 90° Right
PE=NEMA 7-PE Twistlock Photocontrol Receptacle [5]
PE7=NEMA 7-PE Twistlock Photocontrol Receptacle [5]
SPD1=Dimming Occupancy Sensor with Bluetooth Interface, 18' Mounting [6]
SPD2=Dimming Occupancy Sensor with Bluetooth Interface, 20' - 30' Mounting [6]
SPD4=Dimming Occupancy Sensor with Bluetooth Interface, 31'-40' Mounting [6]
MLCSM-L60=Motion Sensor for Dimming Operation, Up to 8' Mounting Height [7,8,9]
MLCSM-L40=Motion Sensor for Dimming Operation, 9' - 20' Mounting Height [7,8,9]
MLCSM-L45=Motion Sensor for Dimming Operation, 21' - 40' Mounting Height [7,8,9]
MS-L30=Motion Sensor for ON/OFF Operation, Up to 8' Mounting Height [7,8,9]
MS-L35=Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height [7,8,9]
MS-L40=Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height [7,8,9]
ZW=Wireless enabled 4 PIN Twistlock Receptacle [7,8,9,10]
ZW=Wireless enabled 4 PIN Twistlock Receptacle [7,8,9,10]
SMPD4ICE=Wireless Wireless Sensor, 7' - 15' Mounting Height [7,8,9,11,12]
SMPD5-ICE=Wireless Wireless Sensor, 15'-30' Mounting Height [7,8,9,11,12]
LMS-LM=Enlighted Wireless Sensor, Wide Lens for 8' - 15' Mounting Height [7,8,9]
LMS-LN=Enlighted Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [7,8,9]
[See Table Below]=LumenSafe Integrated Network Security Camera [13,14]
CCI=Coastal Construction [15]

Accessories (Order Separately) [16]

PRVWM-EX=Wall Mount Kit [16]
PRVMA-EX=Mast Arm Mounting Kit [16]
PRVSA-EX=Square Pole Mast Arm Mounting Kit [16]
PRVAA-EX=Adjustable Arm Mounting Kit [16]
PRVXLMA-EX=Wall Arm Mounting Kit (for Prevail XL) [16]
PRVXLSA-EX=Standard Arm Mounting Kit (for Prevail XL) [16]
WA1010-XX=Single Tenon Adapter for 2-1/2" O.D. Tenon
WA1020-XX=Single Tenon Adapter for 3" - 3-1/2" O.D. Tenon
WA1031-XX=Single Tenon Adapter for 3-3/4" O.D. Tenon
WA1810-XX=Dual/180° Tenon Adapter for 2-3/8" O.D. Tenon
WA1820-XX=Dual/180° Tenon Adapter for 3" O.D. Tenon
HSS-UP=House Side Shield, Horizontal Panel [4,16]
GARA1010=Photocontrol Shorting Cap
GARA1015-NEMA=Photocontrol 120V
GARA1015-NEMA=Photocontrol for Use with 105-285V
GARA1015-NEMA=Photocontrol 347V
GARA1027-NEMA=Photocontrol 480V
FSIR-100=Wireless Configuration Tool for Motion Sensor [16]
SMPD4-XD=WaveLinx Wireless Sensor, 7' - 15' Mounting Height [11,16,18]
SMPD5-XD=WaveLinx Wireless Sensor, 15' - 30' Mounting Height [11,16,18]
WDLC-TP-10A=WaveLinx Outdoor Control Module (7-PIN) [19]

NOTES

1. Design lights Consistent® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Not all combinations may be available. Refer to configuration tool for more options. Consult factory for special applications. Installation instructions and pole white paper WP910030EN for additional support information.
3. Nominal drive current; shown here. For actual drive current by configuration, refer to Power and Lumen tables.
4. Only for use with 480Y Wye systems. For NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner; Delta systems).
5. House Side Shield not for use with SWQ distributions.
6. If high Voltage (H) is specified, use a photocontrol that matches the input voltage used (either 347V or 480V).
7. Sensor requires a separate 120V or 277V power source (not 347V or 480V).
8. Controls system is not available with photocontrol receptacle (PE or PE7) or when control is by others (MS, ZW, ZR or LMS).
9. Utilizes the Multi-tagger sensor FSP-211.
10. Sensor is intended for use in locations that are temperature sensitive when operating below -20°C (-4°F).
11. For the Device to be field configurable, requires WAC Gateway components WGC-PoE and WPOE-120 as appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more WaveMax application information.
12. Not available with Emergency Battery Backup.
13. Requires a P4 Receptacle receptacle (ZR or ZW) option.
14. Enlightened wireless sensors are factory installed and require network components (APP-ER1, APP-ER1, and APP-PoE) in appropriate quantities. See website for application information.
15. Not available with Fusing or Emergency Battery Backup.
16. Not available with High Voltage (U, H or 4) or 10kV options. Consult LumenSafe systems product pages for additional details and compatibility.
17. Not available with PE or PE7.
18. Only available in PRV configurations PA1A or PA2A.
19. Must order one per each LED emitting luminaire. Includes (1) 7-pin dedicated accessory (L, D, S or N). Refer to Hoover Side Shield reference table for details.
20. Requires 7-PIN NEMA twistlock photocontrol receptacle (PE7) option. The WDLC-T7 cannot be used in conjunction with other controls systems (MS, ZW, ZR or LMS). Only for use at 120-347V.
21. Coastal construction finish salt spray tested to over 5,000 hours per ASTM B117, with a scribe rating of 9 per ASTM D1654.
22. Smart device with weather application required to change system defaults. See controls section for details.

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	Camera Type	Data Backhaul
L=LumenSafe Technology	**D**=Dome Camera	**C**=Cellular, Customer Installed SIM Card **A**=Cellular, Factory Installed AT&T SIM Card **V**=Cellular, Factory Installed Verizon SIM Card **S**=Cellular, Factory Installed Sprint SIM Card	**E**=Ethernet Networking

Power and Lumens (PRV)

	Light Engine	PA1A	PA1B	PA2A	PA2B
Power (Watts)	System Power	68	96	136	192
	Power Factor	0.99	0.99	0.99	0.99
	Input Current @ 120V (A)	0.59	0.82	1.18	1.66
	Input Current @ 277V (A)	0.25	0.35	0.49	0.70
	Input Current @ 347V (A)	0.17	0.25	0.33	0.45
	Input Current @ 480V (A)	0.13	0.17	0.24	0.33
Type II	Distribution				
	4000K/5000K Lumens	7,575	9,957	15,198	19,920
	Bulb Rating	B1 (81 W)	B2 (109 W)	B3 (149 W)	B4 (203 W)
	Lumens per Watt	140	120	141	109
	3000K Lumens [20]	6,899	8,977	14,345	17,911
	4000K/5000K Lumens	7,484	9,798	15,066	18,435
Type IV Wide	Bulb Rating	B2 (109 W)	B3 (149 W)	B3 (149 W)	B4 (203 W)
	Lumens per Watt	109	105	109	100
	3000K Lumens [20]	6,813	8,869	14,135	17,696

TYPE OE - GARAGES

D-Series Size 2

LED Wall Luminaire

d*series

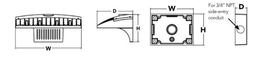
Specifications

Luminaire

Width:	18-1/2" (47.0 cm)	**Weight:**	21 lbs (9.5 kg)
Depth:	10" (25.4 cm)		
Height:	7-5/8" (19.4 cm)		

Back Box (BBW)

Width:	5-1/2" (14.0 cm)	**BBW Weight:**	1 lbs (0.5 kg)
Depth:	1-1/2" (3.8 cm)		
Height:	4" (10.2 cm)		



Catalog Number

Notes

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Hit the tab key or mouse over the page to see all interactive elements

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background2

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSXW2 LED 30C 700 40K T3M MVOLT DDBTXD

DSXW2 LED

Series	LEDs	Drive Current	Color Temperature	Distribution	Voltage	Mounting	Control Options
DSXW2 LED	20C 20 LEDs (two engines) 30C 30 LEDs (three engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium ASYDF Asymmetric diffuse	MVOLT [1] 120 [2] 208 [2] 240 [2] 277 [2] 347 [2,3] 480 [2,3]	**Shipped included** (blank) Surface mounting bracket	**Shipped included** PE Photoelectric cell, button type [4] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [5,6] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [5,6] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [5,6] PIRHFC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [5,6]

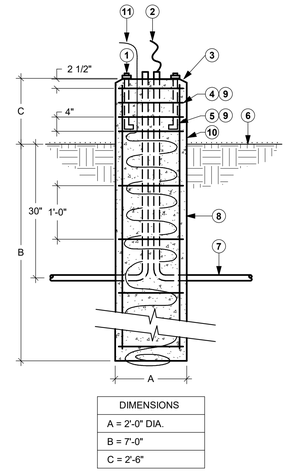
Other Options		Finish (required)			
Shipped installed	**Shipped separately** [7]	DDBXD Dark bronze	DSSTD Sandstone	DWHGD Textured white	
SF Single fuse (120, 277, 347V) [2]	BSW Bird-deterrent spikes	DBLXD Black	DDBTXD Textured dark bronze	DSSTXD Textured sandstone	
DF Double fuse (208, 240, 480V) [2]	VG Vandal guard	DNAXD Natural aluminum	DBLBXD Textured black		
HS House-side shield [8]		DWHXD White	DNATXD Textured natural aluminum		
SPD Separate surge protection [9]					

NOTES

1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
2. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
3. Not available with 20C, 700mA or 1000mA.
4. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com.
5. Not available with SPD.
6. Not available with ELCW.
7. Reference Motion Sensor table on page 3.
8. Not available with ELCW.
9. Also available as a separate accessory; see Accessories information.

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TYPE OE - GARAGES



DIMENSIONS
A = 2'-0" DIA.
B = 7'-0"
C = 2'-6"

DETAIL NOTES:

1. AT CONTRACTOR'S OPTION, CONTRACTOR MAY USE A CURVED LID J-BOX RECESSED IN THE POLE BASE FOR ROUTING MULTIPLE CONDUITS TO/FROM A POLE. OTHERWISE STUBB CONDUITS OUT THE TOP OF THE CONCRETE BASE WITHIN THE POLE DIAMETER.
2. WHEN USED, JUNCTION BOXED SHALL FACE OPPOSITE TRAFFIC AND SNOW PLOWING.
3. PROVIDE A SPARE CONDUIT STUB AT EACH END-OF-LINE FIXTURE. SEE PLANS FOR ADDITIONAL SPARE STUBS.
4. PROVIDE A BUSHING ON ALL EXPOSED CONDUIT ENDS.

KEYED NOTES -

1. USE ANCHOR BOLTS FURNISHED BY POLE MANUFACTURER. VERIFY BOLT CIRCLE DIAMETER WITH
2. MANUFACTURER. APPLY "ANTI-SEIZE" LUBRICANT TO ALL ANCHOR BOLT THREADS. UTLIZIE LOCK WASHERS.
3. #10 GROUND PER CONDUIT - ATTACH TO GROUND LUG ON POLE.
4. 1" CHAMFER
5. #3 TIES AT 1'-0" O.C.
6. (8) #6 VERTICAL BARS
7. GRADE
8. NON-METALLIC CONDUIT 1" MINIMUM
9. PROVIDE AIR ENTRAINED CONCRETE WITH AT LEAST A 3000 PSI RATING AND 3/4" AGGREGATE.
10. ALL REINFORCING BARS TO BE ASTM A615 (60 KSI) AND EPOXY COATED.
11. PROVIDE A SMOOTH RUBBED FINISH ON EXPOSED CONCRETE ASSOCIATED WITH THE CONCRETE BASE. FINISH SHALL BE PER ACI 301-89, PARAGRAPH 10.31. PROVIDE TOP WITH BRUSHED FINISH.

    PROVIDE ERICO EK16 DIRECT BURY CLAMP (OR EQUAL) AT TOP OF REBAR CAGE. PROVIDE 23' OF #6 BARE COPPER STRANDED GROUNDING ELECTRODE CONDUCTOR. EXTEND CONDUCTOR OUT THE TOP OF POLE BASE TO GROUND LUG. SPIRAL 10' MINIMUM OF CONDUCTOR AROUND OUTSIDE OF REBAR CAGE. LOOP REMAINING CONDUCTOR AROUND REBAR CAGE AT BOTTOM OF POLE BASE IN CONTACT WITH EARTH.

1 POLE BASE DETAIL - RAISED 23-30FT POLE
NOT TO SCALE

CONTINENTAL PROPERTIES

CONTINENTAL 000123 FUND LLC
W134 N8675 EXECUTIVE PARKWAY
MENOMONEE FALLS, WI 53051
262.502.5500 * FAX 262.502.5522

RING & DUCHATEAU
17400 West Capitol Drive, Brookfield, WI 53045
301 South Blount Street, Suite 101 - Madison, WI 53703
Phone: 414.778.1700 / Fax: 414.778.2360 / r-d@rmgdu.com

THIS BAR IS 1" LONG.
IF IT MEASURES ANYTHING OTHER THAN 1" ADJUST SCALE ACCORDINGLY.
R&D Project No.: 221181.00

MICHAEL A. MORRIS E-36811 LICENSED PROFESSIONAL ENGINEER

09-02-2021

Revisions

2018 PROTOTYPE

Drawing Date
09/27/19

SPRINGS PROTOTYPE
Enter address here

Project No.
218006.04

Sheet Title
SITE LIGHTING FIXTURES

Sheet No.
E600S

9/2/2021 5:38:45 PM

AREA LOCATION MAP

CHASKA, MN



NORTH
NO SCALE

COSTCO WHOLESALE

CHASKA, MINNESOTA
WAREHOUSE

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
CHASKA, MN

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06 OCT 2021	PRELIMINARY PUD SUBMITTAL	SES

ABBREVIATIONS

°	Angle	LB.	Pound
&	And	LGU	Local Government Unit
@	At	LB.	Pound
100 YR.	100 Year Flood Elevation	LB.	Longitudinal
A.B.	Anchor Bolt	LT.	Light / Lighting
A.D.	Area Drain	MAINT.	Maintenance
A/C	Air Conditioning Unit	MAS.	Masonry
ADD.	Addendum	MATL.	Material
ADDL.	Additional	MAX.	Maximum
ADJ.	Adjacent / Adjust	MECH	Mechanical
AHU	Air Handling Unit	MED.	Medium
ALT.	Alternate	MFR.	Manufacturer
ALUM.	Aluminum	MH	Manhole
ANOD.	Anodized	MIN.	Minimum / Minute
APPROX.	Approximate	MISC.	Miscellaneous
ARCH	Architect / Architectural	MNDOT	Minnesota Department Of Transportation
AUTO.	Automatic	MOD.	Module / Modular
AVG.	Average	MUL.	Mullion
B.C.	Back of Curb	N.	North
B/W	Bottom of Wall	N.I.C.	Not In Contract
BFE	Basement Floor Elevation	NO. OR #	Number
BIT	Bituminous (Asphaltic)	NOM	Nominal
BLDG.	Building	NTS	Not to Scale
BM	Benchmark	NWE	Normal Water Elevation
BSMT.	Basement	NWL	Normal Water Level
C.F.	Cubic Feet	O.F.	On Center
C.F.S.	Cubic Feet Per Second	O.G.	Outside Dimension
C.G.	Corner Guard	O.H.	Overhead Electric
C.J.	Control Joint	OH.	Overhead
C.L.	Centerline	OHWL	Ordinary High Water Level
C.M.U.	Concrete Masonry Unit	OPNG.	Opening
C.O.	Cleanout	ORIG.	Original
C.O.E.	U.S. Army Corps Of Engineers	P.C.	Point of Curvature
C.Y.	Cubic Yards	P.I.	Point of Intersection
CB	Catch Basin	PIV	Post Indicator Valve
CBMH	Catch Basin Manhole	P.L. OR P/L	Property Line
CEM.	Cement	P.O.B.	Point of Beginning
CIP	Cast Iron Pipe	PS.F.	Pounds Per Square Foot
CMP	Corrugated Metal Pipe	P.S.I.	Pounds Per Square Inch
CONC.	Concrete (Portland)	P.T.	Point of Tangency
CONN.	Connection	P.V.C.	Point of Vertical Curvature
CONST.	Construction	P.V.I.	Point of Vertical Intersection
CONT.	Continuous	P.V.T.	Point of Vertical Tangency
CONTR.	Contractor	PE	Polyethylene
COP.	Copper	PED.	Pedestal / Pedestrian
CU.	Cubic	PERF	Perforated
D.S.	Down Spout	PREP.	Preparation
DEG.	Degree	PROJ.	Project
DEMO.	Demolition / Demolish	PROP.	Proposed
DEPT.	Department	PVC	Poly-Vinyl-Chloride (Piping)
DET.	Detail	PVMT.	Pavement
DIA.	Diameter	QTR.	Quarter
DIAG.	Diagonal	QTY.	Quantity
DIM.	Dimension	R	Radius
DIP	Ductile Iron Pipe	RAD.	Radius
DN	Down	RE	Rim Elevation (Casting)
DWG.	Drawing	R.D.	Roof Drain
E.	East	R.E.	Remove Existing
E.J.	Expansion Joint	R.O.	Rough Opening
E.O.	Emergency Overflow	R.P.	Radius Point
E.O.S.	Emergency Overflow Swale	RC	Reinforced Concrete Pipe
E.W.	Each Way	R.S.	Rough Slab
EA.	Each EL. Elevation	RSD	Roof Storm Drain
ELEC.	Electrical	RE.	Regarding
ELEV.	Elevation	REINF.	Reinforced
EMER.	Emergency	REQ'D	Required
ENGR.	Engineer	REV.	Revision / Revised
ENTR.	Entrance	RGU	Regulatory Government Unit
EQ.	Equal	ROW OR R/W	Right of Way
EQUIP.	Equipment	S.	South
EQUIV.	Equivalent	S.F.	Square Feet
EXIST.	Existing	SAN.	Sanitary Sewer
EXP.	Expansion	SECT.	Section
F & I.	Furnish and Install	SE	Split Entry /Side Exit
F.B.O.	Furnished by Others	SEWO	Split Entry Walk Out /Side Exit Walk Out
F.C.	Face of Curb	SHT.	Sheet
F.D.	Floor Drain	SIM.	Similar
F.D.C.	Fire Department Connection	SLNT.	Sealant
F.V.	Field Verify	SPEC.	Specification
FB	Full Basement	SQ.	Square
FBWO	Full Basement Walk Out	SSD	Subsurface drain
FBLO	Full Basement Look Out	STMH	Storm Sewer Manhole
FDN.	Foundation	STD.	Standard
FES	Flared End Section	STRUCT.	Structural
FFE	Finished Floor Elevation	SYM.	Symmetrical
FLR.	Floor	T	Thickness
FT. OR (')	Foot	T/R.	Top of Rim
FUT.	Future	T/W	Top of Wall
G.B.	Grade Break	TEMP.	Temporary
G.C.	General Contractor	THK.	Thick / Thickness
GAL.	Gallon	T.J.	Tooled Joint
GALV.	Galvanized	TNH	Top Nut Hydrant
GFE	Garage Floor Elevation	TYP.	Typical
GL.	Glass	U.N.O.	Unless Noted Otherwise
GR.	Grade	V.B.	Vapor Barrier
H.	Height	V.C.	Vertical Curve
H.P.	High Point	V.I.F.	Verify In Field
HDPEP	High Density Polyethylene Pipe	VER.	Verify
HGT.	Height	VER.	Vertical
HORIZ.	Horizontal	VEST.	Vestibule
HVAC	Heating, Ventilation, Air Conditioning	W	Width
HYD	Hydrant	W.PT.	Working Point
I.D.	Inside Dimension OR Identification	W.W.F.	Welded Wire Fabric
I.E. or IE	Invert Elevation	W/	With
IN. OR (")	Inches	W/O	Without
INFO.	Information	WO	Walk Out
INL.	Inlet Elevation	WTR.	Wetland
INSUL.	Insulation	WP	Waterproof
INV.	Invert Elevation	WETL.	Weight
JT.	Joint	YD.	Yard
L.F.	Linear Feet	YR.	Year
L.P.	Low Point / Liquid Petroleum		

SYMBOLS

EXISTING	DESCRIPTION	NEW	DESCRIPTION
120	MAJOR CONTOUR	120	MAJOR CONTOUR
123	MINOR CONTOUR	123	MINOR CONTOUR
234.5	SPOT ELEVATION	123.45	SPOT ELEVATION
	BUILDING		BUILDING
	CANOPY / OVERHANG		CANOPY/OVERHANG
	CONCRETE		UNDERGROUND STRUCTURE
	BITUMINOUS		CONCRETE
	LANDSCAPING		CONCRETE CURB
	GRAVEL	BIT EDGE HEIGHT TYPE	EDGE OF PAVEMENT
	PAVING BLOCK		FENCING
	PAVING BLOCK		GUARD RAIL
STSM	STORM SEWER LINE		CONCRETE RETAINING WALL
SAN	SANITARY SEWER LINE		MODULAR RETAINING WALL
W	WATER MAIN		FIELDSTONE RETAINING WALL
OE	OVERHEAD ELECTRIC		EXIT LOCATION
UT	UNDERGROUND TELEPHONE		LIGHT STANDARD
FO	UNDERGROUND FIBER OPTIC		POWER POLE
UE	UNDERGROUND ELECTRIC	00 %	SLOPE DIRECTION
G	GAS LINE		CATCH BASIN
	CONCRETE CURB		MANHOLE
X HEIGHT, TYPE X	FENCING	STS FES RIPRAP	BOLLARD
	RETAINING WALL	SAN	STORM SEWER
	SET 1/2" X 14" IRON PIPE	FM	SANITARY SEWER-WASTE
	IRON MONUMENT FOUND	RD	FORCE MAIN
	SURVEY DISK (BENCHMARK)	GATE VALVE WTR HYD	ROOF DRAIN SYSTEM
	POWERPOLE	FIRE	WATERMAIN
	GUY WIRE	BLDG.	FIRE LINE (IF SEPARATE)
	GUARD POST	C.O. X"SSD	FIRE DEPT. CONNECTION
GM	GAS METER	GAS	SOIL SUBDRAIN
T	TRANSFORMER	ELEC	GAS LINE-UNDERGROUND
	WATER SHUT-OFF VALVE	TELE	ELECTRIC-UNDERGROUND
	TRAFFIC SIGN	CATV	TELEPHONE-UNDERGROUND
LT	FLAG POLE	LSS	UNDERGROUND CABLE/TV
	LIGHT POLE		LAWN SPRINKLER SLEEVE
	TREES		
	TREE LINE		
	MANHOLE		
	CATCH BASIN		
	FIRE HYDRANT		
	WATER VALVE		
	FLARED END SECTION		
MB	MAILBOX		
1	NOTE NUMBER		
(M)	MEASURED DISTANCE		
(P)	DISTANCE PER RECORDED PLAT		
B-X	SOIL BORING		

EROSION CONTROL SYMBOLS

SYMBOL	DESCRIPTION
	SILT FENCE
	COMPOST/BIO LOG
	INLET PROTECTION
	EROSION CONTROL BLANKET

DRAWING SYMBOLS

SYMBOL	DESCRIPTION
3	NOTE REFERENCE
12	PARKING STALL COUNT
C7.3 1	LARGE SHEET DETAIL
C21	COORDINATE POINT
1	REVISION - ADDENDUM, BULLETIN, ETC.
	REVISED AREA (THIS ISSUE)

LEGAL DESCRIPTION

A PARCEL OF LAND BEING PART OF LOT 1, BLOCK 1 AND OUTLOT B, OAK KNOLL, CARVER COUNTY MINNESOTA.

BENCHMARK

NAME: HAZE MNDT
GSID: #3705
ELEVATION: 965.76 (NAD83)
LOCATION: IN CHASKA, 0.6 MILE NORTH ON TRUNK HIGHWAY 41 FROM THE JUNCTION OF TRUNK HIGHWAY 41 AND COUNTY ROAD 14 (PIONEER TRAIL) IN CHASKA, AT TRUNK HIGHWAY 41 MILEPOINT 5.35, 27.6 FEET NORTH-NORTHEAST OF NORTHEAST CORNER OF BRIDGE NUMBER 10006 OVER RAILROAD, 21.0 FEET EAST OF TRUNK HIGHWAY 41, 3.6 FEET EAST OF GUARDRAIL, 2.3 FEET EAST OF A WITNESS POST.

OWNER

COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425)313-8100

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

SHEETS ISSUED BY DATE	06.12.20	06.26.20	08.03.20	08.26.20	04.29.21	09.07.21	10.06.21
SHEET NO. DESCRIPTION							
C0.1 CIVIL TITLE SHEET	X	X	X	X	X	X	X
C1.1 EXISTING CONDITIONS	X	X	X	X	X	X	X
C1.2 INTERIM CONDITIONS	X	X	X	X	X	X	X
C2.0 SITE PLAN	X	X	X	X	X	X	X
C3.0 GRADING, DRAINAGE, PAVING & EROSION CONTROL - OVERALL	X	X	X	X	X	X	X
C3.1 GRADING, DRAINAGE, PAVING & EROSION CONTROL - ENLARGED			X	X	X	X	X
C4.0 UTILITIES - OVERALL	X	X	X	X	X	X	X
C4.1 UTILITIES - ENLARGED			X	X	X	X	X
C7.1 CIVIL CONSTRUCTION DETAILS	X	X	X	X	X	X	X
C7.2 CIVIL CONSTRUCTION DETAILS	X	X	X	X	X	X	X
C7.3 CIVIL CONSTRUCTION DETAILS	X	X	X	X	X	X	X

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY PUD REVIEW
OCTOBER 6, 2021

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C001CWC026.DWG
PROJECT NO. CWC20026

CIVIL TITLE SHEET
C0.1

811 Know what's Below. Call before you dig.

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EXISTING CONDITIONS

1. Background information shown is from survey completed by Kimley-Horn and Associates, Inc., expressly for this project; City of Chaska, MN record drawings; and utility service providers. Landform offers no warranty, expressed or written, for information provided by others. Existing project conditions shall be verified prior to beginning construction. Errors, inconsistencies, or omissions discovered shall be reported to the Engineer IMMEDIATELY.

2. Geotechnical boring locations are approximate and are based on information provided in the Geotechnical Report prepared by Kleinfelder, Irving, TX, on June 9, 2020.

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
CHASKA, MN

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From Site to Finish
105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C101CWC026
PROJECT NO. CWC20026

EXISTING CONDITIONS
C1.1

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NORTH
0 50 100

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INTERIM CONDITIONS

1. Developer to complete interim site grading including all retaining walls, and utility stubs.
2. Site improvements provided by others.
3. Developer shall be responsible for removal of any unsuitable or excess soils and incorporating clean fill.
4. Developer shall be responsible for the removal and remediation of any hazardous substances or materials located on, in, or under the Costco property.
5. Developer shall be responsible for all temporary erosion and sediment control up to the interim condition shown.

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

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LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C102CWC026
PROJECT NO. CWC20026

INTERIM CONDITIONS
C1.2

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NORTH
0 50 100

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GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

SITE PLAN NOTES

2. Obtain all necessary permits for construction within, or use of, public right-of-way.
3. The digital file, which can be obtained from the Engineer, shall be used for staking. Discrepancies between the drawings and the digital file shall be reported to the Engineer. The building footprint, as shown on these drawings, and the digital file, shall be compared to the structural drawings prior to staking.
4. Building layout angles are parallel with or perpendicular to the property line at the location indicated.
5. Dimensions shown are to face of curb and exterior face of building unless noted otherwise.
6. Refer to detail sheets for stall paint striping.
7. Delineate lane with a 4-inch wide white painted stripe.
8. Delineate lane with a 4-inch wide yellow painted stripe.
9. Outdoor gathering area.
10. Snow storage area.

ZONING AND SETBACK SUMMARY

The Property is Zoned PMD - Planned Multi-Use Development

Building Setback Information is as follows:
From centerline of TH 41 = 150 ft.
From City park land = 40 ft.
From ordinary high water mark of Chaska Creek = 50 ft.
From railroad right-of-way = 50 ft.

Parking Setback Information is as follows:
From centerline of TH 41 = 90 ft.
Front Yard = 10 ft.
Rear = 10 ft.
Side (Street) = 10 ft.
Side (Interior) = 5 ft.

AREA SUMMARY

Existing:					
Pervious	650,264	s.f.	14.93	ac.	91.4%
Impervious	60,898	s.f.	1.39	ac.	8.6%
Total	711,162	s.f.	16.32	ac.	100.0%

Proposed:					
Pervious	96,681	s.f.	2.21	ac.	13.6%
Impervious	614,481	s.f.	14.12	ac.	86.4%
Total	711,162	s.f.	16.33	ac.	100.0%

PARKING SUMMARY

Required Parking:

One Stall per 350 s.f. of Building
164,485 s.f. Total
164,485 s.f. / 350 = 470 Stalls

Total Parking Stalls Required	470	ea.

Provided Parking:

Standard Stalls	(9x20)	703	ea.
Accessible Stalls	(9x20)	17	ea.
Total Parking Stalls Provided		720	ea.

LEGEND

Green Space (Landscape Area)

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

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19 APR 2021	50% REVIEW SET	SES
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06 OCT 2021	PRELIMINARY PUD SUBMITTAL	SES

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PRELIMINARY PUD REVIEW
OCTOBER 6, 2021

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME	C200CWC026.DWG
PROJECT NO.	CWC20026

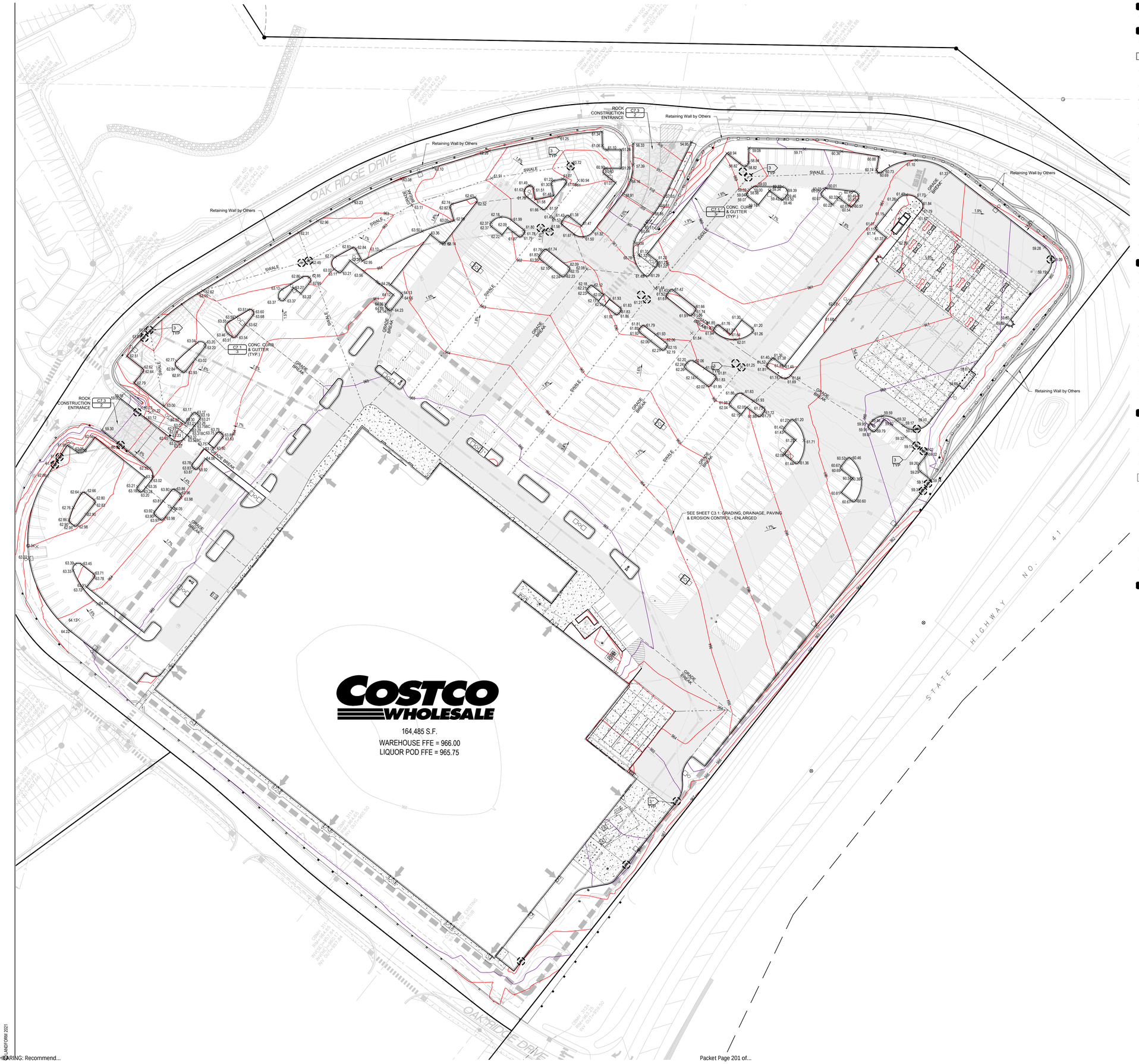
SITE PLAN
C2.0

811 Know what's Below. Call before you dig.

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GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2. Install perimeter sediment controls prior to beginning work and maintain for duration of construction. Remove controls after areas contributing runoff are permanently stabilized and dispose of off site.

3 Install inlet protection: Wimco RD or CG models as appropriate, or approved equal. Maintain protection until project is stabilized.

4. Limit soil disturbance to the grading limits shown. Schedule operations to minimize length of exposure of disturbed areas.

5. Management practices shown are the minimum requirement. Install and maintain additional controls as work proceeds to prevent erosion and control sediment carried by wind or water.

6. Refer to SWPPP Notes on Sheet C3.X for additional requirements.

7. Excavate ponds early in the construction sequence. Remove sediment from ponds periodically and after areas contributing runoff are permanently stabilized.

8. Contractor shall prevent sediment laden water from entering the filtration / infiltration system until the site is completely stabilized.

9. All exposed soil areas must be stabilized within 72 hours of completion of work in each area. (If within 1 mile of Impaired Water use the following note instead) all exposed soils areas shall be stabilized immediately to limit soil erosion in that portion of the site where construction has temporarily or permanently ceased.

Seed, Sod, Mulch, Erosion Control Blanket, and Fertilizer shall meet the following Specifications, as modified.

Item	Specification Number	Estimated Quantities
Sod	MNDOT 3878	X s.f.
Seed	MNDOT 3876	
MN Type 21-111 @ 100 lb./ac. - Temp. Erosion Control, May 1 - Jul 31		X lbs.
MN Type 21-112 @ 100 lb./ac. - Temp. Erosion Control, Aug 1 - Oct 31		X lbs.
MN Type 25-151 @ 120 lb./ac. - Permanent Turf		X lbs.
Mulch	MNDOT 3882	
(MNDOT Type 1 @ 2 ton/ac., Disc Anchored)		X ton
Erosion Control Blanket	MNDOT 3885	
(MNDOT Type 3N)		X s.f.
Fertilizer	MNDOT 3881	
General Placement	MNDOT 2575	

10. See Landscape Sheets for permanent turf and landscape establishment.

11. Scrape adjacent streets clean daily and sweep clean weekly.

GRADING NOTES

12. Contact utility service providers for field location of services 72 hours prior to beginning grading.

13. Refer to the Geotechnical Report prepared by Kleinfelder, Dated 06/09/20, for additional information on backfill material and groundwater conditions.

14. Remove topsoil from grading areas and stockpile sufficient quantity for reuse. Materials may be mined from landscape areas for use on site and replaced with excess organic material with prior Owner approval.

15. Remove surface and ground water from excavations. Provide initial lifts of stable foundation material if exposed soils are wet and unstable.

16. Rough grade Building Pad to 12 Inches below Finished Floor Elevation (FFE).

17. Refer to Structural Specifications for earthwork requirements for building pads.

18. An Independent Testing Firm shall verify the removal of organic and unsuitable soils, soil correction, and compaction and provide periodic reports to the Owner.

19. Reserved

20. Reserved

21. Coordinate with Architectural for building stoop locations. Slopes shown on adjacent walks and pavements should continue over stoops.

22. Reserved

PAVING NOTES

23. Spot Elevations at curblines indicate flowlines unless noted otherwise. See Utilities Plans for rim elevations of catch basins.

24. Grades between proposed spot elevations shall be continuous and nonvariable. Spot Elevations shall govern over contour lines.

25. Meet and Match existing curb. Transition as needed.

26. Paving Sections (Refer to Geotechnical Report by Kleinfelder, Dated 06/09/20)
    a. Bituminous Paving (Light Duty)

    b. Bituminous Paving (Heavy Duty)

    c. Concrete Walkways

    d. Concrete Drives, Aprons, and Exterior Slabs

27. Concrete Joints
    Install joints as shown and align across sidewalks, curbs, and pavement, paying attention to spacing of expansion joints. Joint spacing shall be as follows:
    a. Tooled joints: Divide panels into nominally equal areas unless shown otherwise.
    b. Expansion Joints: Sidewalks - 40 feet max.; Curbs - 60 feet max.; Pavement: 80 feet max.; Adjacent to building foundations and stoops.
    c. Contraction Joints: Sidewalks - 8 to 10 feet; Curbs and Aprons - 12 to 15 feet.

28. Accessible Parking Stalls and adjacent access aisles shall not exceed a 2.00% slope in any direction.

29. Accessible Routes shall have a maximum cross slope of 2.00% and a maximum running slope of 5.00%.

30. Adjust all structure rims to match pavement elevations.

LEGEND

SYMBOL	DESCRIPTION	ESTIMATED QUANTITY
	:Inlet Protection	
	:Silt Fence	
	:Vehicle Tracking Pad	

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
CHASKA, MN

ISSUE / REVISION HISTORY

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19 APR 2021	PRELIMINARY PUD SUBMITTAL	SES
29 APR 2021	50 REVIEW SET	SES
07 SEP 2021	PRELIMINARY PUD SUBMITTAL	SES
06 OCT 2021	PRELIMINARY PUD SUBMITTAL	SES

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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FILE NAME	C300CWC026
PROJECT NO.	CWC20026

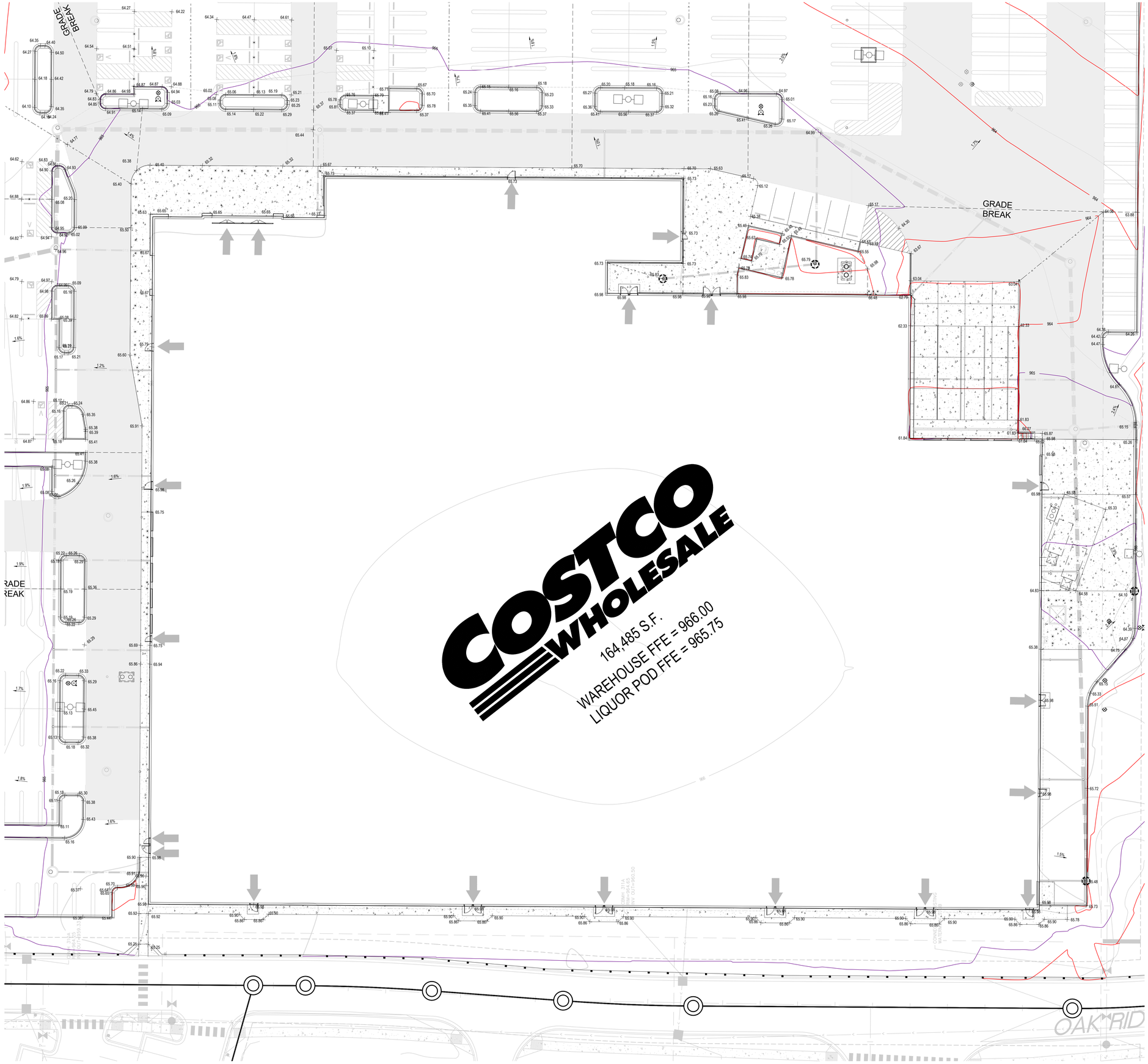
GRADING, DRAINAGE, PAVING, AND EROSION & SEDIMENT CONTROL - OVERALL

C3.0

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	:Vehicle Tracking Pad	

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999 LAKE DRIVE
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TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

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CHASKA, MN

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OCTOBER 6, 2021

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FILE NAME	C301CWC0026
PROJECT NO.	CWC20026

GRADING, DRAINAGE, PAVING, AND EROSION & SEDIMENT CONTROL - ENLARGED

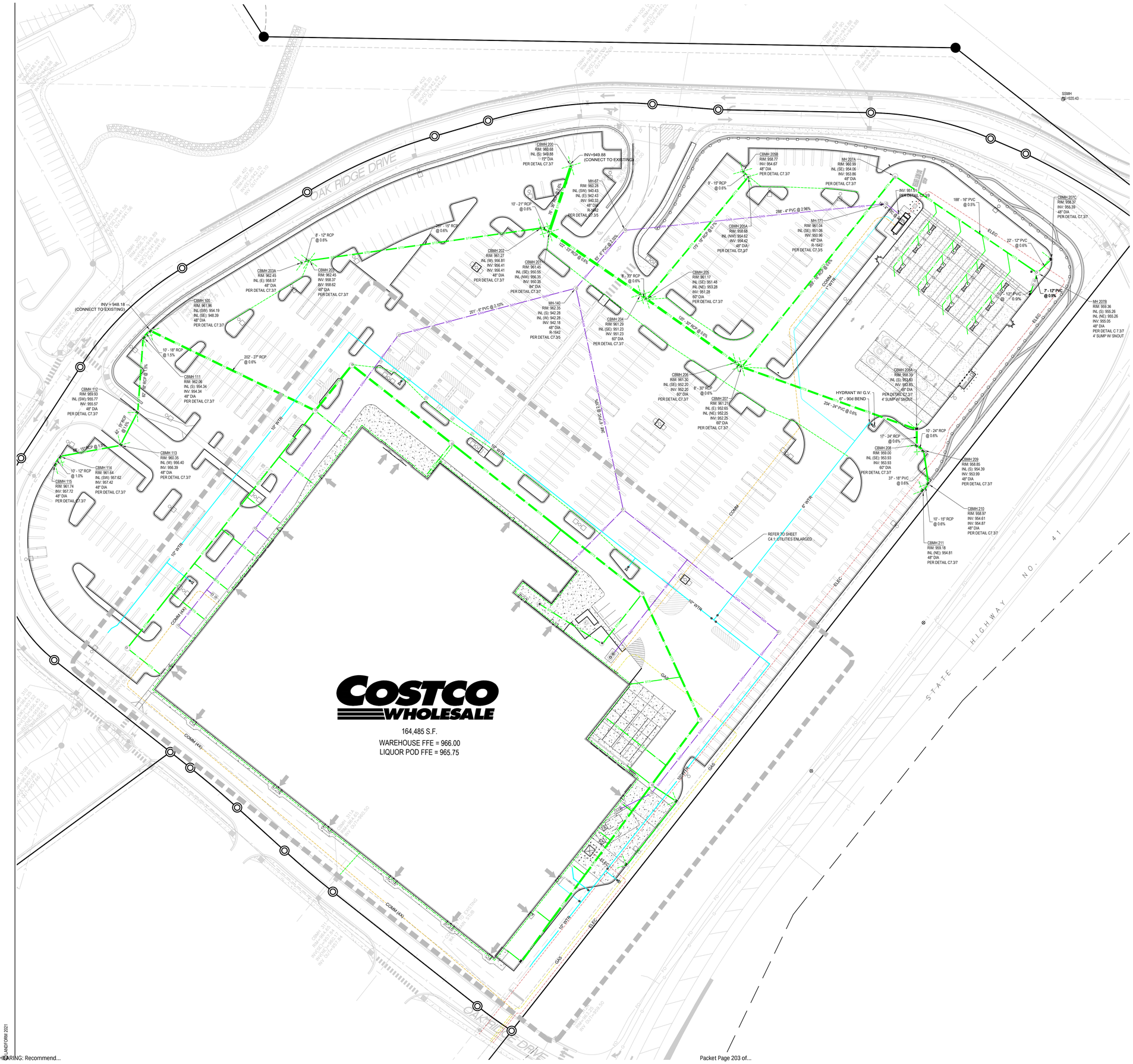
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GENERAL NOTES

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UTILITY NOTES

2. Pipe Materials

Watermain	C900 PVC
Water Service	Copper Type K (ASTM B88)
Private Sanitary Sewer	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866)
Grease Trap Service	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866)
Storm Sewer	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866) RCP 12"-18" Class 5 (ASTM C76) RCP 21" Class 4 (ASTM C76) RCP 24"-48" Class 3 (ASTM C76)
Drain Tile	HDPE - Corrugated & Perforated (ASTM D3350, ASTM D4976, AASHTO M252, AASHTO M294)

3. Contact utility service providers for field location of services 72 hours prior to beginning.
4. Contractor to field verify location and elevation of all utility points of connection prior to construction of any proposed utilities. Contractor to notify Engineer immediately if there is any discrepancy.
5. Contractor to pothole all utility crossings prior to construction of new utilities to verify depths of existing lines. Contact Engineer immediately if any conflicts are discovered.
6. Provide means and measures to protect adjacent property from damage during utility installation.
7. Pipe lengths shown are from center of structure to center of structure or end of end section.
8. Install tracer wire with all non-conductive utilities in accordance with City of Chaska Standards.
9. Connect to city utilities in accordance with City of Chaska Standards.
10. Contact City of Chaska Utility Department for wet tap inspection.
11. Maintain 7.5 feet of cover on water.
12. Deflect water to maintain 18-inch minimum outside separation at sewer crossings. Center pipe lengths to provide greatest separation between joints.
13. Contact City of Chaska Utility Department for flushing and pressure test inspections.
14. The water distribution system shall be disinfected per Minnesota Rules, Part 4714.
15. Provide 4-inch rigid foam (ASTM D1621) insulation on sanitary sewer less than 7 feet deep.
16. Refer to Plumbing plans for grease interceptor detail. The tank and top slab must be designed to handle traffic and soil loads. The tank must be protected from freezing and must comply with all local and state codes.
17. All storm sewer structures are to include 10 LF of drain tile in all directions under the pavement.

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
CHASKA, MN

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29 APR 2021	DNR REVIEW SET	SES
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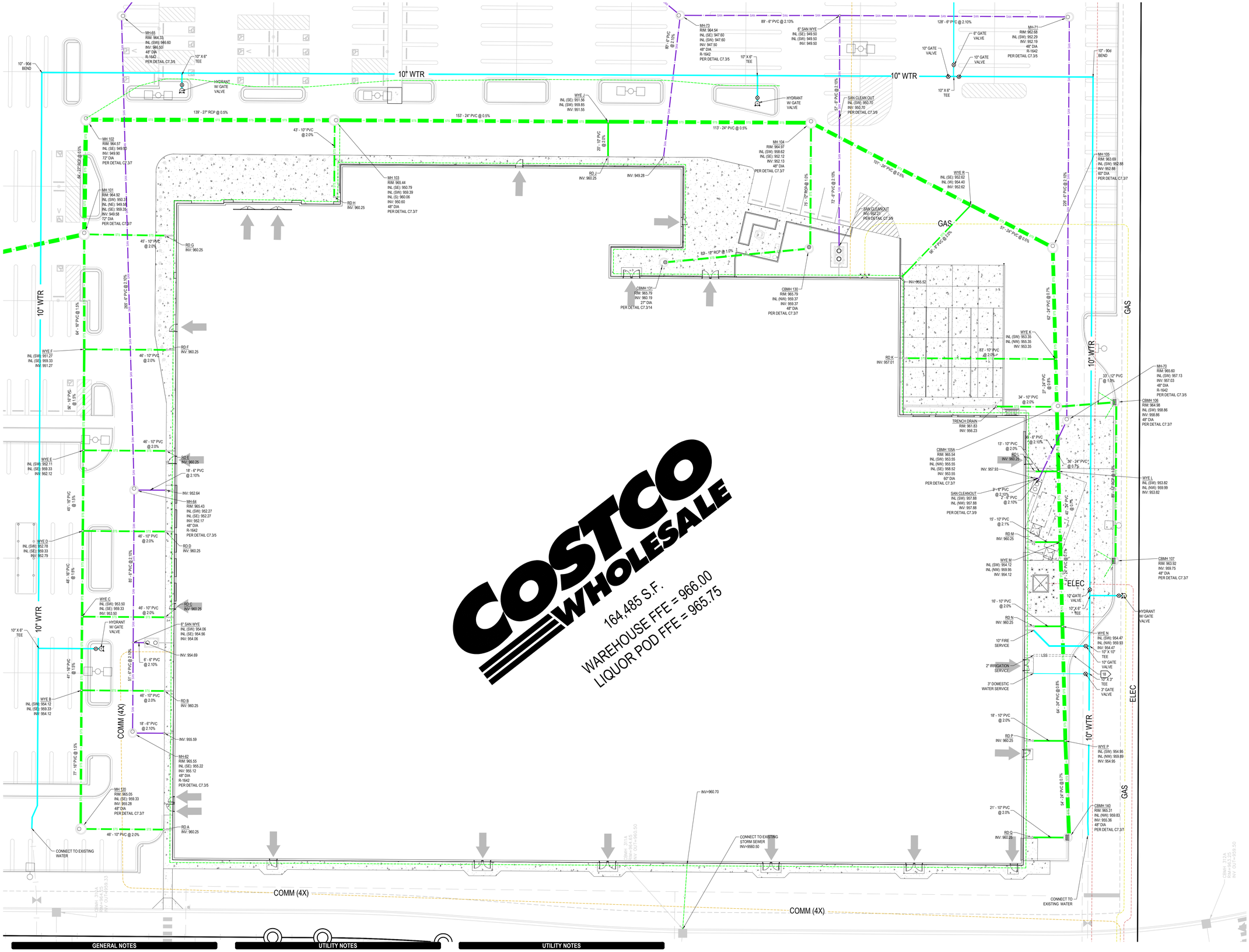
UTILITIES OVERALL
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COSTCO WHOLESALE

164,485 S.F.
WAREHOUSE FFE = 966.00
LIQUOR POD FFE = 965.75

GENERAL NOTES

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UTILITY NOTES

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4. Contractor to field verify location and elevation of all utility points of connection prior to construction of any proposed utilities. Contractor to notify Engineer immediately if there is any discrepancy.

UTILITY NOTES

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6. Provide means and measures to protect adjacent property from damage during utility installation.
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UTILITY NOTES

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17. All storm sewer structures are to include 10 LF of drain tile in all directions under the pavement.
18. Refer to landscape plans for continuation of irrigation.

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

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CHASKA, MN

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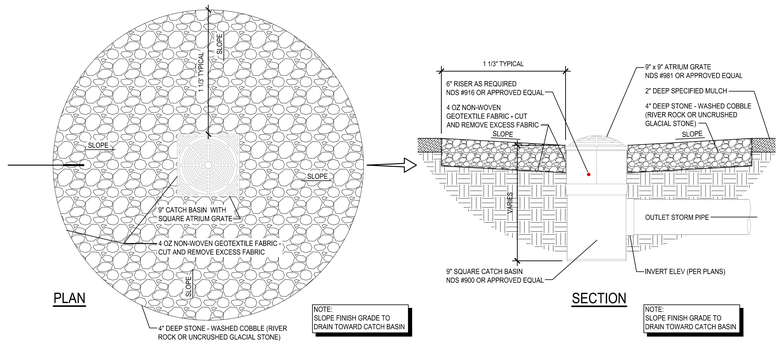
FILE NAME C401CWC026.DWG
PROJECT NO. CWC20026

UTILITIES ENLARGED
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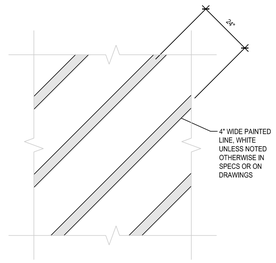


NOTE:
SLOPE FINISH GRADE TO DRAIN TOWARD CATCH BASIN

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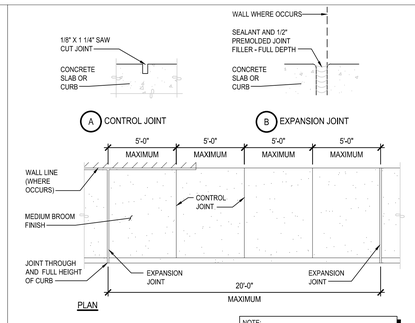
13 LANDSCAPING STORM DRAIN

0213



9 PAINTED STRIPE

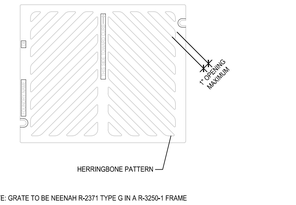
0515



NOTE:
PROVIDE #4 AT 18" AT WALKS THAT CONNECT TO:
- CANOPY ENTRY SLAB
- STOOPS OR BUILDING

5 ON-SITE WALKS

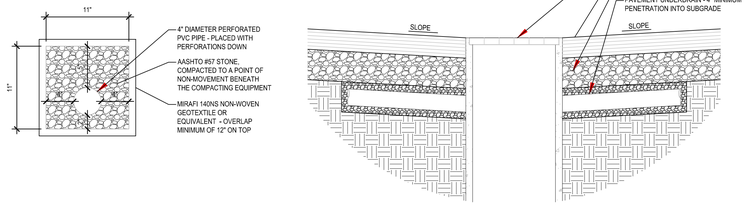
0714



NOTE: GRATE TO BE NEENAH R-2371 TYPE G IN A R-3250-1 FRAME

1 ONSITE STORM DRAIN GRATE

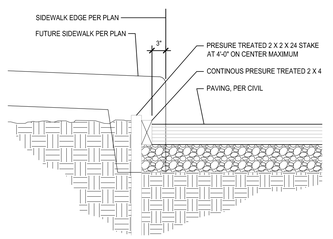
0213



NOTE:
PAVEMENT UNDERDRAINS SHALL EXTEND OUT A MINIMUM OF 10 FEET FROM ALL SIDES OF INLETS BELOW PAVEMENT

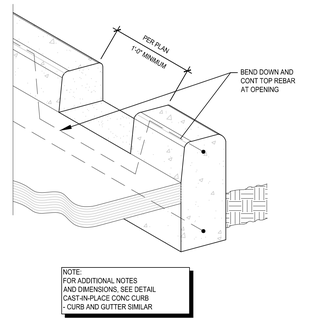
14 DRAINAGE REQUIREMENTS AT INLETS

0213



10 TEMPORARY EDGE OF PAVEMENT

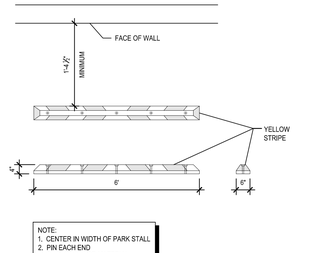
0213



NOTE:
FOR ADDITIONAL NOTES AND DIMENSIONS, SEE DETAIL
CAST-IN-PLACE CONC CURB
- CURB AND GUTTER SIMILAR

6 CURB OPENING FOR DRAINAGE

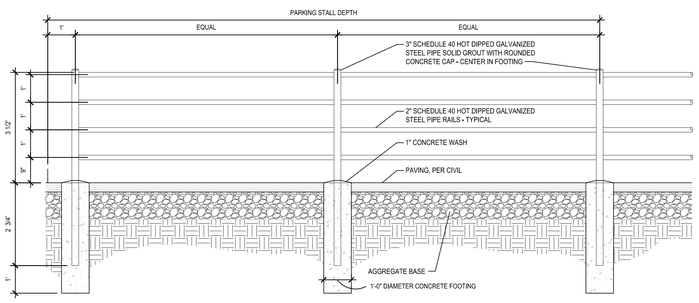
0613



NOTE:
1. CENTER IN WIDTH OF PARK STALL
2. PIN EACH END
3. SEE SPECS FOR MATERIAL

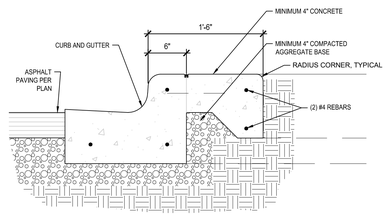
2 WHEEL STOP

0615



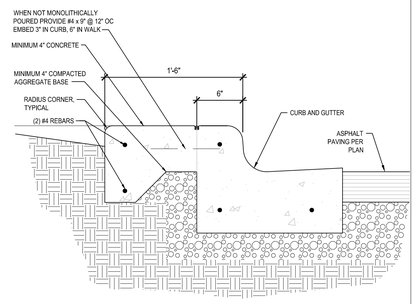
15 CART STORAGE

1113



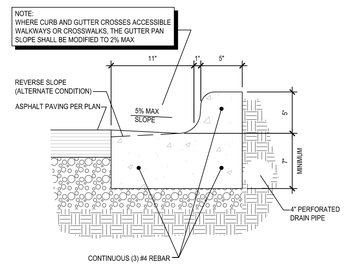
11 CURB AND GUTTER AT ISLAND END

0315



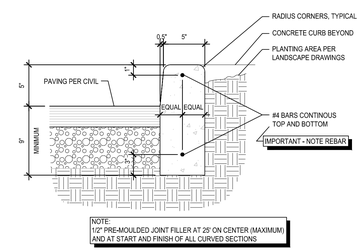
7 CURB AND GUTTER AT ISLAND WALK

0315



3 CONCRETE CURB AND GUTTER

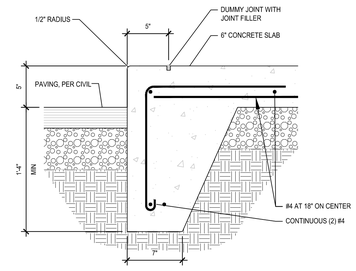
0315



NOTE:
1/2" PRE-MOULDED JOINT FILLER AT 25' ON CENTER (MAXIMUM) AND AT START AND FINISH OF ALL CURVED SECTIONS

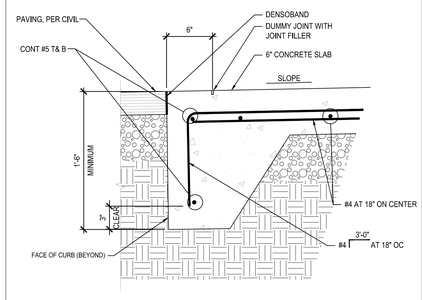
12 CAST-IN-PLACE CONCRETE CURB

0213



8 EDGE OF SIDEWALK AT PAVEMENT

0213



4 FLUSH CURB AT PAVEMENT

0415

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
CHASKA, MN

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

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06 OCT 2021	PRELIMINARY PUD SUBMITTAL	SES

CERTIFICATION

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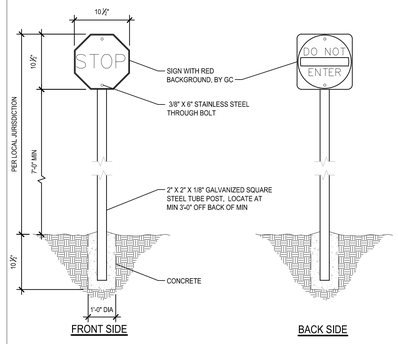
PRELIMINARY PUD REVIEW
OCTOBER 6, 2021

LANDFORM
From Site to Finish
105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C701CWC026
PROJECT NO. CWC20026

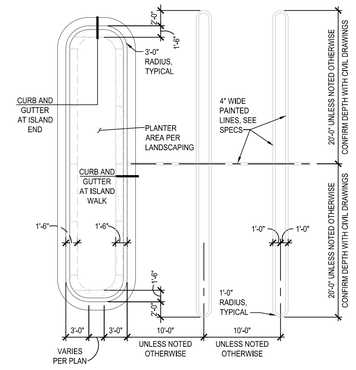
CIVIL CONSTRUCTION DETAILS
C7.1

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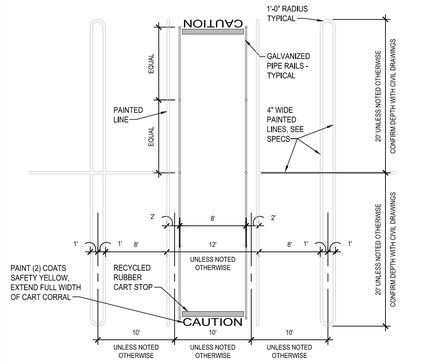
7 "STOP" AND "DO NOT ENTER" SIGNS

0910



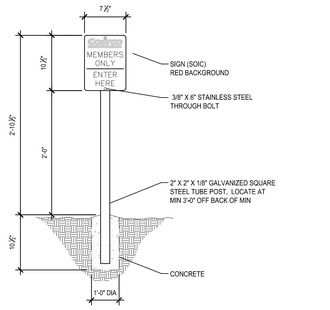
4 END ISLAND CURBS

0613



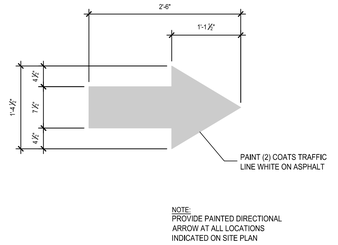
1 CART CORRAL AND TYPICAL PARKING STALL

0314



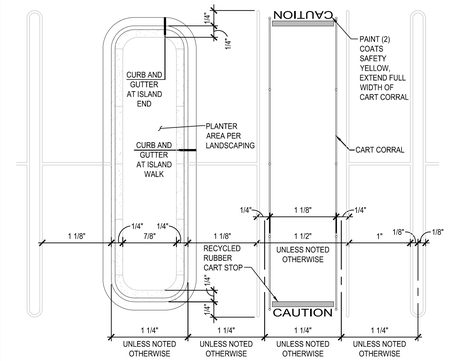
8 MEMBER ONLY / ENTER HERE SIGN

0510



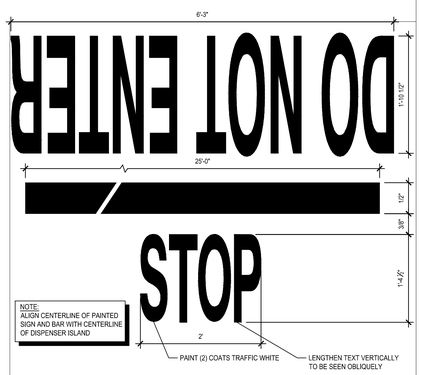
5 DIRECTIONAL ARROW

0403



2 MIDDLE ISLAND AT CART CORRAL

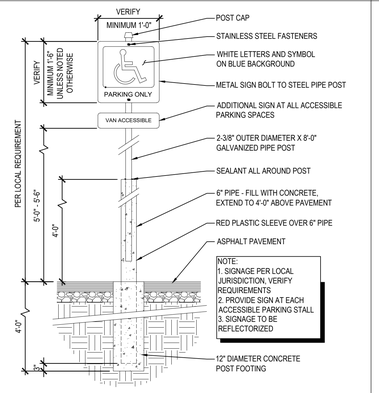
0319



9 PAINTED DETAIL

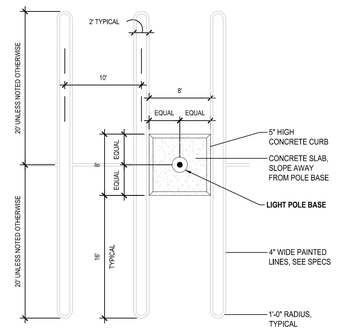
3/8" = 1'-0"

1111



6 ADA ACCESSIBLE PARKING SIGN

1210



3 ISLAND AT LIGHT POLE BASE

1013

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

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CHASKA, MN

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LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C702CWC026

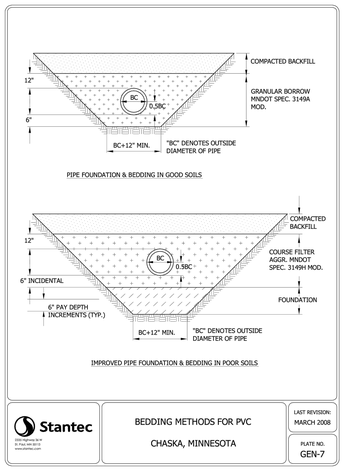
PROJECT NO. CWC20026

CIVIL CONSTRUCTION DETAILS

C7.2

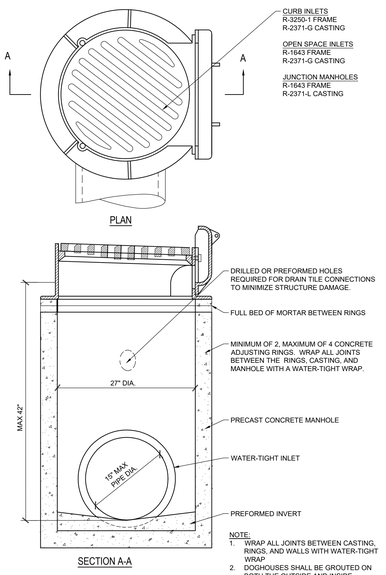
LANDFORM 2021

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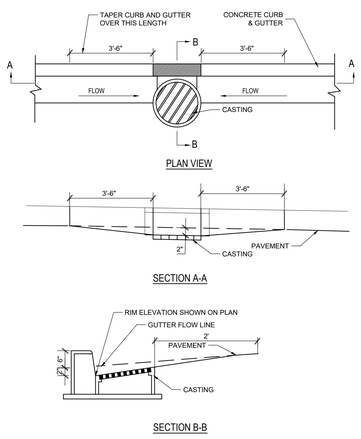
13 PIPE BEDDING FOR PVC
CITY OF CHASKA

NO SCALE



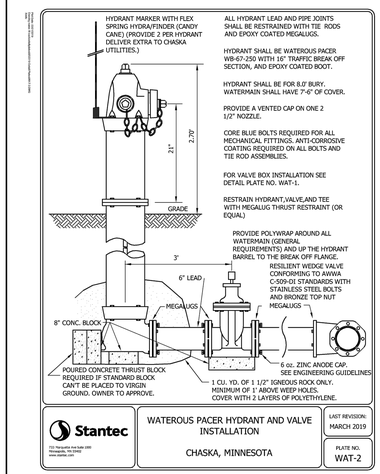
14 27" STORM SEWER CATCH BASIN

NO SCALE



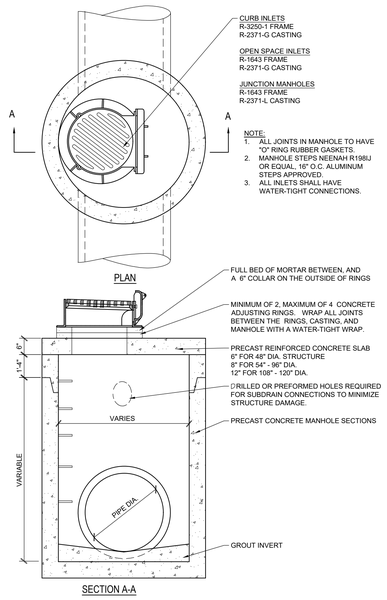
15 CATCH BASIN CASTING SUMP
AT CONCRETE CURB AND GUTTER

NO SCALE



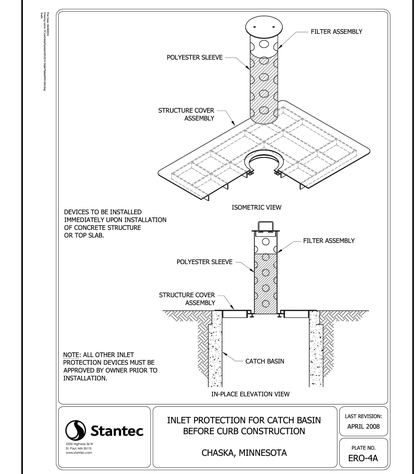
10 HYDRANT AND VALVE INSTALLATION
CITY OF CHASKA

NO SCALE



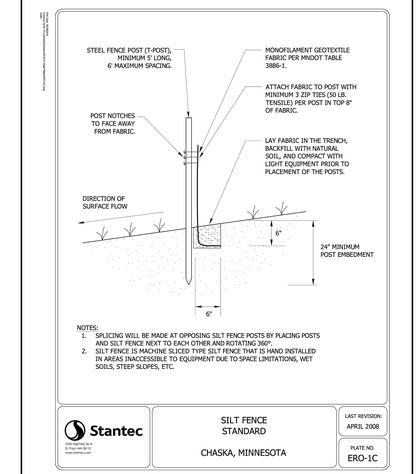
7 STORM SEWER CATCH BASIN MANHOLE

NO SCALE



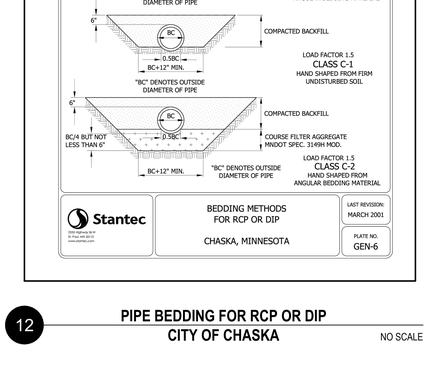
4 INLET PROTECTION
CITY OF CHASKA

NO SCALE



1 SILT FENCE
CITY OF CHASKA

NO SCALE

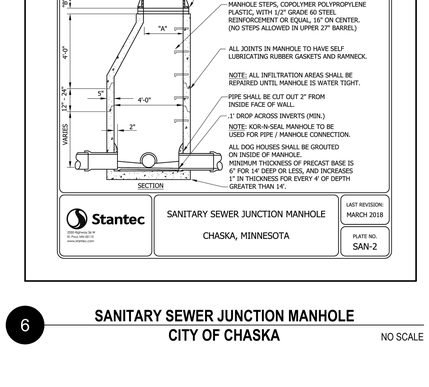


11 GATE VALVE AND BOX INSTALLATION
CITY OF CHASKA

NO SCALE

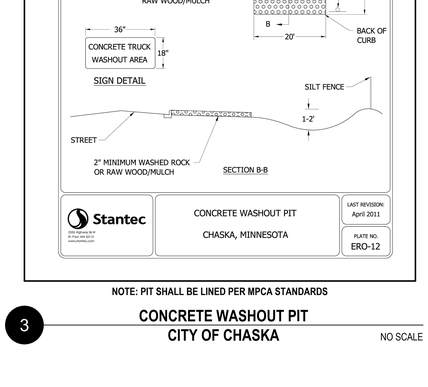
8 RESERVED

NO SCALE



5 SANITARY SEWER MANHOLE
CITY OF CHASKA

NO SCALE

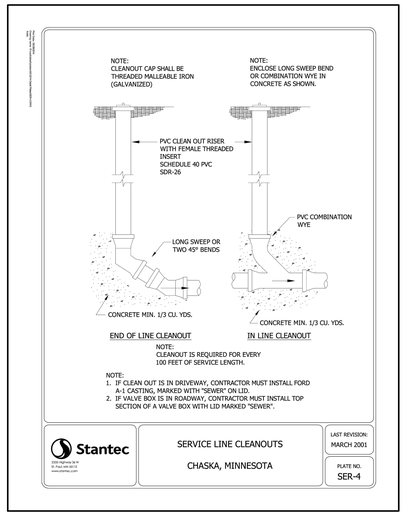


2 ROCK CONSTRUCTION ENTRANCE
CITY OF CHASKA

NO SCALE

12 PIPE BEDDING FOR RCP OR DIP
CITY OF CHASKA

NO SCALE



9 CLEANOUT
CITY OF CHASKA

NO SCALE

6 SANITARY SEWER JUNCTION MANHOLE
CITY OF CHASKA

NO SCALE

NOTE: PIT SHALL BE LINED PER MPCA STANDARDS

3 CONCRETE WASHOUT PIT
CITY OF CHASKA

NO SCALE

DEVELOPER

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL (425) 313 -8100

MUNICIPALITY

City of Chaska

PROJECT

COSTCO WHOLESALE
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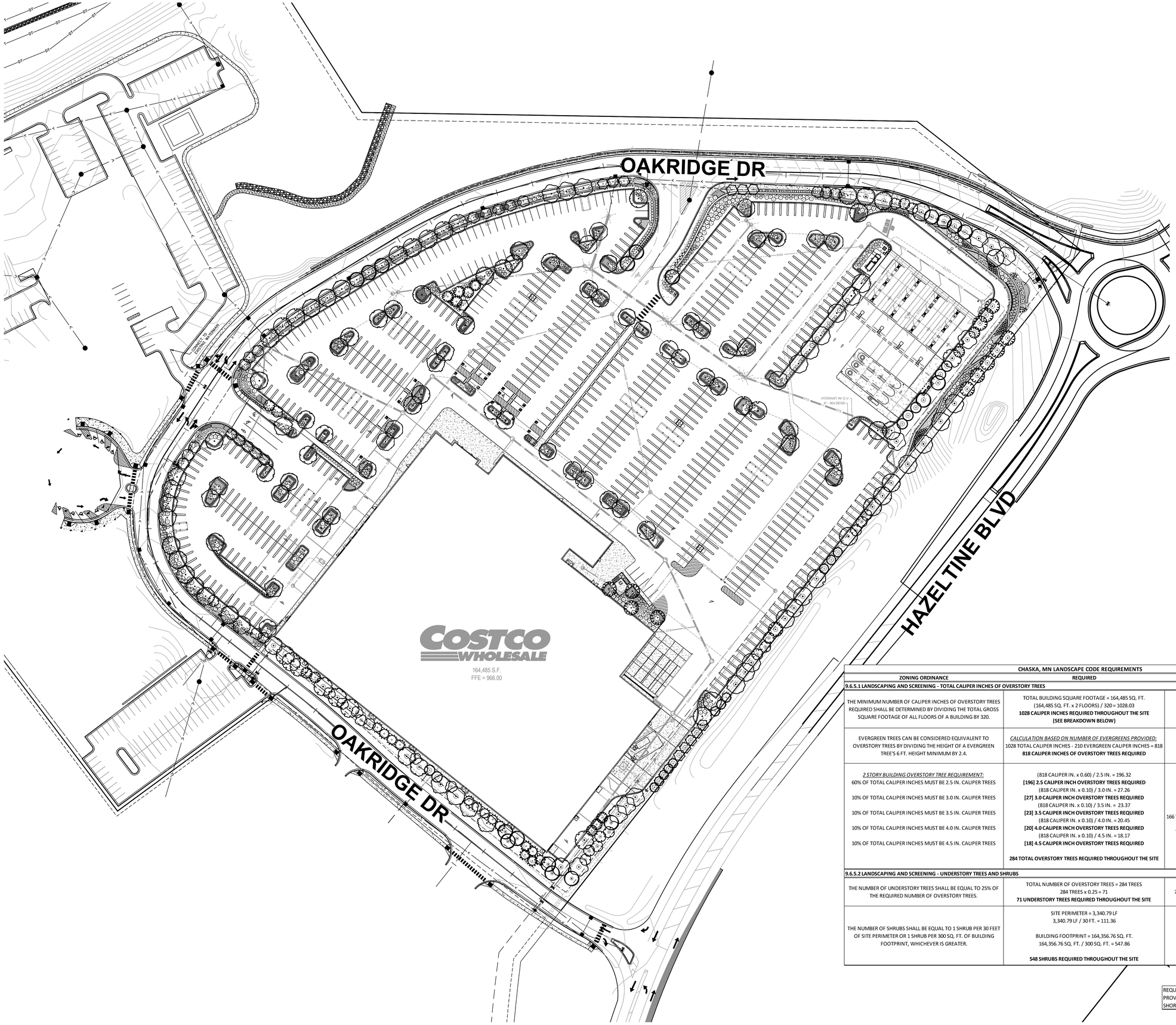
LANDFORM
From Site to Finish
105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C703CWC0026
PROJECT NO. CWC20026

CIVIL CONSTRUCTION DETAILS
C7.3

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CHASKA, MN LANDSCAPE CODE REQUIREMENTS

ZONING ORDINANCE	REQUIRED	PROPOSED
9.6.5.1 LANDSCAPING AND SCREENING - TOTAL CALIPER INCHES OF OVERSTORY TREES		
THE MINIMUM NUMBER OF CALIPER INCHES OF OVERSTORY TREES REQUIRED SHALL BE DETERMINED BY DIVIDING THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS OF A BUILDING BY 320.	TOTAL BUILDING SQUARE FOOTAGE = 164,485 SQ. FT. (164,485 SQ. FT. x 2 FLOORS) / 320 = 1028.03 **1028 CALIPER INCHES REQUIRED THROUGHOUT THE SITE** **(SEE BREAKDOWN BELOW)**	725 CALIPER INCHES PROVIDED THROUGHOUT THE SITE (SEE BREAKDOWN BELOW)
EVERGREEN TREES CAN BE CONSIDERED EQUIVALENT TO OVERSTORY TREES BY DIVIDING THE HEIGHT OF A EVERGREEN TREE'S 6 FT. HEIGHT MINIMUM BY 2.4.	*CALCULATION BASED ON NUMBER OF EVERGREENS PROVIDED:* 1028 TOTAL CALIPER INCHES - 210 EVERGREEN CALIPER INCHES = 818 **818 CALIPER INCHES OF OVERSTORY TREES REQUIRED**	TOTAL NUMBER OF EVERGREENS PROVIDED = 49 (35 EVERGREEN TREES x 12 FT. HEIGHT) / 2.4 = 175 (14 EVERGREEN TREES x 6 FT. HEIGHT) / 2.4 = 35 **210 CALIPER INCHES OF EVERGREEN TREES PROVIDED**
2 STORY BUILDING OVERSTORY TREE REQUIREMENT: 60% OF TOTAL CALIPER INCHES MUST BE 2.5 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 3.0 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 3.5 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 4.0 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 4.5 IN. CALIPER TREES	(818 CALIPER IN. x 0.60) / 2.5 IN. = 196.32 **[196] 2.5 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 3.0 IN. = 27.26 **[27] 3.0 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 3.5 IN. = 23.37 **[23] 3.5 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 4.0 IN. = 20.45 **[20] 4.0 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 4.5 IN. = 18.17 **[18] 4.5 CALIPER INCH OVERSTORY TREES REQUIRED** **284 TOTAL OVERSTORY TREES REQUIRED THROUGHOUT THE SITE**	[80] 2.5 CALIPER INCH OVERSTORY TREES PROVIDED [26] 3.0 CALIPER INCH OVERSTORY TREES PROVIDED [23] 3.5 CALIPER INCH OVERSTORY TREES PROVIDED [20] 4.0 CALIPER INCH OVERSTORY TREES PROVIDED [17] 4.5 CALIPER INCH OVERSTORY TREES PROVIDED 166 TOTAL OVERSTORY TREES PROVIDED THROUGHOUT THE SITE TREES HAVE BEEN INSERTED WHEREVER SPACE ALLOWS. RETAINING WALLS ALSO RESTRICT TREE LOCATION. ALL PARKING LOT TREES WILL BE 2.5" CALIPER DUE TO RESTRICTED ROOTBALL AREA IN ISLANDS.
9.6.5.2 LANDSCAPING AND SCREENING - UNDERSTORY TREES AND SHRUBS		
THE NUMBER OF UNDERSTORY TREES SHALL BE EQUAL TO 25% OF THE REQUIRED NUMBER OF OVERSTORY TREES.	TOTAL NUMBER OF OVERSTORY TREES = 284 TREES 284 TREES x 0.25 = 71 **71 UNDERSTORY TREES REQUIRED THROUGHOUT THE SITE**	71 UNDERSTORY TREES PROVIDED THROUGHOUT THE SITE
THE NUMBER OF SHRUBS SHALL BE EQUAL TO 1 SHRUB PER 30 FEET OF SITE PERIMETER OR 1 SHRUB PER 300 SQ. FT. OF BUILDING FOOTPRINT, WHICHEVER IS GREATER.	SITE PERIMETER = 3,340.79 LF 3,340.79 LF / 30 FT. = 111.36 BUILDING FOOTPRINT = 164,356.76 SQ. FT. 164,356.76 SQ. FT. / 300 SQ. FT. = 547.86 **548 SHRUBS REQUIRED THROUGHOUT THE SITE**	1,605 SHRUBS PROVIDED THROUGHOUT THE SITE

REQUIRED CALIPER INCHES:	1028"
PROVIDED CALIPER INCHES:	725"
SHORTAGE:	303"

CONSULTANT

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

SEAL AND SIGNATURES

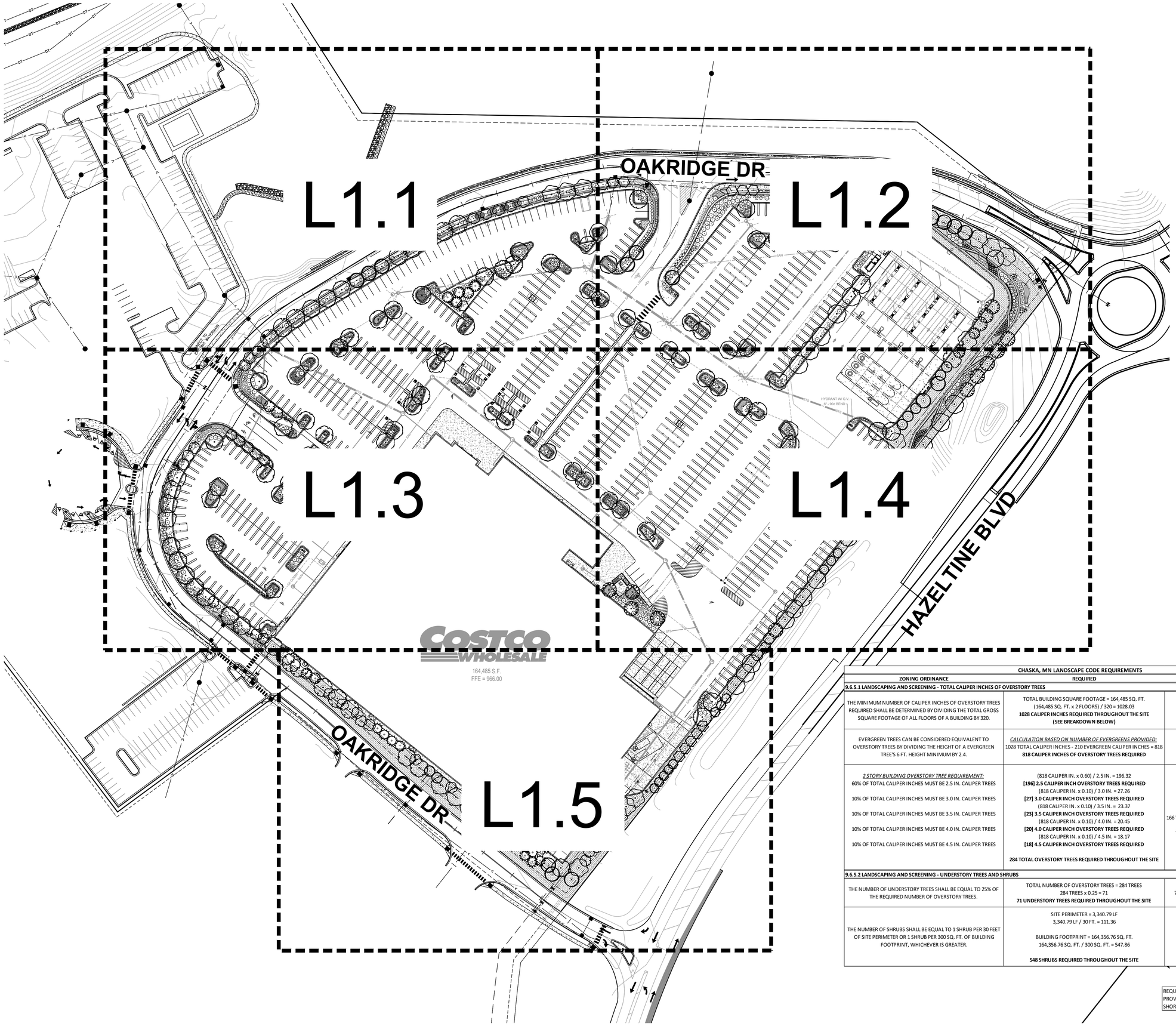
COSTCO WHOLESALE
NWC OF HAZELTINE BLVD & OAKRIDGE DR
CHASKA, MN

DATE	ISSUED FOR	REV

L1.0
OVERALL LANDSCAPE PLAN

AS INDICATED

NOTE: LANDSCAPE PLAN SCHEDULE AND CODE TABLE ON SHEET L2.0



CHASKA, MN LANDSCAPE CODE REQUIREMENTS		
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THE MINIMUM NUMBER OF CALIPER INCHES OF OVERSTORY TREES REQUIRED SHALL BE DETERMINED BY DIVIDING THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS OF A BUILDING BY 320.	TOTAL BUILDING SQUARE FOOTAGE = 164,485 SQ. FT. (164,485 SQ. FT. x 2 FLOORS) / 320 = 1028.03 **1028 CALIPER INCHES REQUIRED THROUGHOUT THE SITE** **(SEE BREAKDOWN BELOW)**	725 CALIPER INCHES PROVIDED THROUGHOUT THE SITE (SEE BREAKDOWN BELOW)
EVERGREEN TREES CAN BE CONSIDERED EQUIVALENT TO OVERSTORY TREES BY DIVIDING THE HEIGHT OF A EVERGREEN TREE'S 6 FT. HEIGHT MINIMUM BY 2.4.	*CALCULATION BASED ON NUMBER OF EVERGREENS PROVIDED:* 1028 TOTAL CALIPER INCHES - 210 EVERGREEN CALIPER INCHES = 818 **818 CALIPER INCHES OF OVERSTORY TREES REQUIRED**	TOTAL NUMBER OF EVERGREENS PROVIDED = 49 (35 EVERGREEN TREES x 12 FT. HEIGHT) / 2.4 = 175 (14 EVERGREEN TREES x 6 FT. HEIGHT) / 2.4 = 35 **210 CALIPER INCHES OF EVERGREEN TREES PROVIDED**
2 STORY BUILDING OVERSTORY TREE REQUIREMENT: 60% OF TOTAL CALIPER INCHES MUST BE 2.5 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 3.0 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 3.5 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 4.0 IN. CALIPER TREES 10% OF TOTAL CALIPER INCHES MUST BE 4.5 IN. CALIPER TREES	(818 CALIPER IN. x 0.60) / 2.5 IN. = 196.32 **[196] 2.5 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 3.0 IN. = 27.26 **[27] 3.0 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 3.5 IN. = 23.37 **[23] 3.5 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 4.0 IN. = 20.45 **[20] 4.0 CALIPER INCH OVERSTORY TREES REQUIRED** (818 CALIPER IN. x 0.10) / 4.5 IN. = 18.17 **[18] 4.5 CALIPER INCH OVERSTORY TREES REQUIRED** **284 TOTAL OVERSTORY TREES REQUIRED THROUGHOUT THE SITE**	[80] 2.5 CALIPER INCH OVERSTORY TREES PROVIDED [26] 3.0 CALIPER INCH OVERSTORY TREES PROVIDED [23] 3.5 CALIPER INCH OVERSTORY TREES PROVIDED [20] 4.0 CALIPER INCH OVERSTORY TREES PROVIDED [17] 4.5 CALIPER INCH OVERSTORY TREES PROVIDED 166 TOTAL OVERSTORY TREES PROVIDED THROUGHOUT THE SITE TREES HAVE BEEN INSERTED WHEREVER SPACE ALLOWS. RETAINING WALLS ALSO RESTRICT TREE LOCATION. ALL PARKING LOT TREES WILL BE 2.5" CALIPER DUE TO RESTRICTED ROOTBALL AREA IN ISLANDS.
9.6.5.2 LANDSCAPING AND SCREENING - UNDERSTORY TREES AND SHRUBS		
THE NUMBER OF UNDERSTORY TREES SHALL BE EQUAL TO 25% OF THE REQUIRED NUMBER OF OVERSTORY TREES.	TOTAL NUMBER OF OVERSTORY TREES = 284 TREES 284 TREES x 0.25 = 71 **71 UNDERSTORY TREES REQUIRED THROUGHOUT THE SITE**	71 UNDERSTORY TREES PROVIDED THROUGHOUT THE SITE
THE NUMBER OF SHRUBS SHALL BE EQUAL TO 1 SHRUB PER 30 FEET OF SITE PERIMETER OR 1 SHRUB PER 300 SQ. FT. OF BUILDING FOOTPRINT, WHICHEVER IS GREATER.	SITE PERIMETER = 3,340.79 LF 3,340.79 LF / 30 FT. = 111.36 BUILDING FOOTPRINT = 164,356.76 SQ. FT. 164,356.76 SQ. FT. / 300 SQ. FT. = 547.86 **548 SHRUBS REQUIRED THROUGHOUT THE SITE**	1,605 SHRUBS PROVIDED THROUGHOUT THE SITE

REQUIRED CALIPER INCHES:	1028"
PROVIDED CALIPER INCHES:	725"
SHORTAGE:	303"

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

SEAL AND SIGNATURES

COSTCO WHOLESALE

NWC OF HAZELTINE BLVD & OAKRIDGE DR
CHASKA, MN

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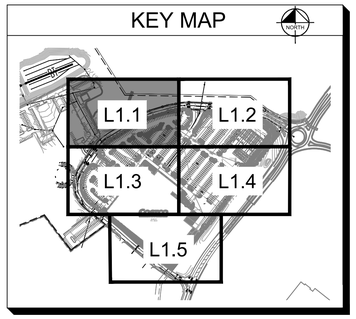
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OVERALL LANDSCAPE PLAN

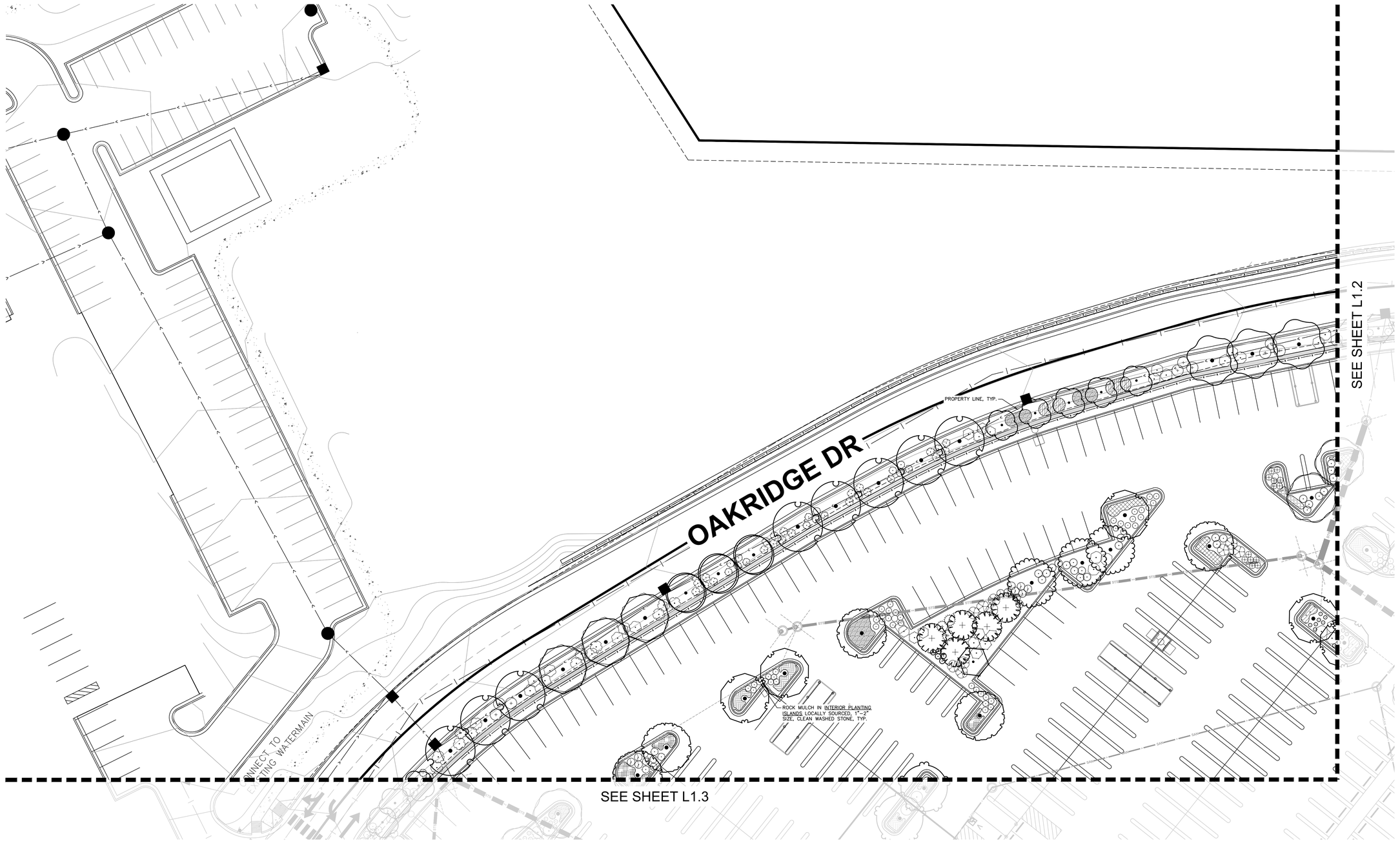
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KEY MAP



NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULE.



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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SEAL AND SIGNATURES

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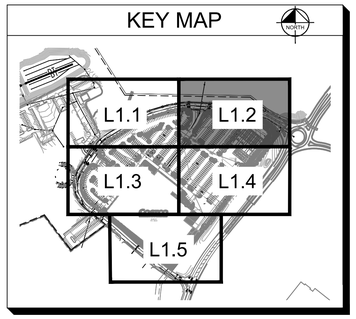
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DETAILED LANDSCAPE PLAN

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NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULE.

OAKRIDGE DR

SEE SHEET L1.1

SEE SHEET L1.4

PROPERTY LINE, TYP.

ISLAND LOW R1 STOP

ROCK MULCH IN INTERIOR PLANTING ISLANDS LOCALLY SOURCED, 1"-2" SIZE, CLEAN WASHED STONE, TYP.

ELEC

COMM.

SNOW STORAGE AREA

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SEAL AND SIGNATURES

COSTCO WHOLESALE

NWC OF HAZELTINE BLVD & OAKRIDGE DR
CHASKA, MN

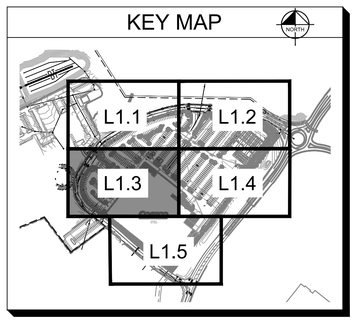
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L1.2

DETAILED LANDSCAPE PLAN

AS INDICATED

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NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULE.

SEE SHEET L1.1

PROPERTY LINE, TYP.

ROCK MULCH IN INTERIOR PLANTING ISLANDS LOCALLY SOURCED, 1"–2" SIZE, CLEAN WASHED STONE, TYP.

10" WTR

3X COMM

OAKRIDGE DR

SEE SHEET L1.4

SEE SHEET L1.5

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SEAL AND SIGNATURES

COSTCO WHOLESALE

NWC OF HAZELTINE BLVD & OAKRIDGE DR
CHASKA, MN

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L1.3

DETAILED LANDSCAPE PLAN

AS INDICATED

SEE SHEET L1.2

ROCK MULCH IN INTERIOR PLANTING ISLANDS LOCALLY SOURCED, 1"–2" SIZE, CLEAN WASHED STONE, TYP.

HYDRANT W/ G.V.
6" - 90d BEND

SNOW STORAGE AREA

PROPERTY LINE, TYP.

SEE SHEET L1.3

6" WTR

FO/M

ELEC

10" WTR

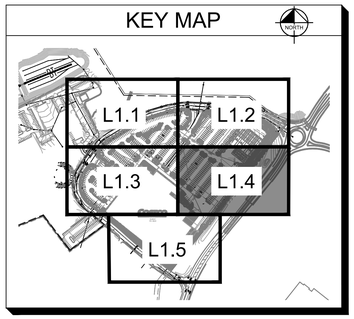
GAS

SNOW STORAGE AREA

HAZELTINE BLVD

SEE SHEET L1.5

KEY MAP



NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULE.

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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DETAILED LANDSCAPE PLAN

AS INDICATED

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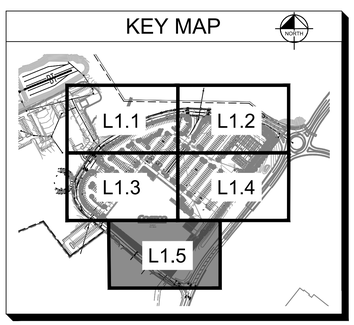
SEE SHEET L1.4

OAKRIDGE DR

HAZELTINE BLVD

PROPERTY LINE, TYP.

KEY MAP



NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULE.

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NORTH ARROW AND SCALE

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SEAL AND SIGNATURES

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L1.5

DETAILED LANDSCAPE PLAN

AS INDICATED

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL / INSTALL SIZE	MATURE HT.	MATURE SP.	OTHER
	AG	12	ACER SACCHARUM 'GREEN MOUNTAIN' / GREEN MOUNTAIN SUGAR MAPLE	B & B	2.5-4.5" CAL	40` - 60` HT.	25` - 45` SP.	
	AN	8	ACER X FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE	B & B	2.5-4.5" CAL	40` - 55` HT.	30` - 40` SP.	
	CO	16	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5-4.5" CAL	40` - 60` HT.	40` - 60` SP.	
	GA	13	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD MAIDENHAIR TREE	B & B	2.5-4.5" CAL	40` - 50` HT.	25` - 30` SP.	
	GS	18	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST	B & B	2.5-4.5" CAL	60` - 80` HT.	60` - 80` SP.	
	LE	8	LIRIODENDRON TULIPIFERA `EMERALD CITY` TM / EMERALD CITY TULIP TREE	B & B	2.5-4.5" CAL	55` HT.	25` SP.	
	QB	13	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5-4.5" CAL	50` - 60` HT.	50` - 60` SP.	
	QC	13	QUERCUS ROBUR X ALBA 'CRIMSCHMIDT' TM / CRIMSON SPIRE OAK	B & B	2.5-4.5" CAL	45` HT.	15` SP.	
	QR	12	QUERCUS RUBRA / RED OAK	B & B	2.5-4.5" CAL	50` - 75` HT.	50` - 75` SP.	
	TM	16	TILIA AMERICANA `MCKSENTRY` / SENTRY LINDEN	B & B	2.5-4.5" CAL	40` - 45` HT.	25` - 30` SP.	
	UN	14	ULMUS AMERICANA 'NEW HARMONY' / NEW HARMONY AMERICAN ELM	B & B	2.5-4.5" CAL	70` HT.	65` SP.	
	ZK	23	ZELKOVA SERRATA `AUTUMN GLOW` / AUTUMN GLOW JAPANESE ZELKOVA	B & B	2.5-4.5" CAL	35` HT.	25` - 30` SP.	

EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL / INSTALL SIZE	MATURE HT.	MATURE SP.	OTHER
	AC	9	ABIES CONCOLOR / WHITE FIR	B & B	12` HT. MIN.	40` - 50` HT.	15` - 25` SP.	
	PD	5	PICEA GLAUCA 'DENSATA' / BLACK HILLS WHITE SPRUCE	B & B	12` HT. MIN.	25` - 35` HT.	10` - 15` SP.	
	PD2	7	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B	12` HT. MIN.	40` - 60` HT.	15` - 20` SP.	
	PF	12	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	B & B	12` HT. MIN.	35` HT.	20` SP.	
	PG	5	PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE	B & B	12` HT. MIN.	55` HT.	20` - 30` SP.	
	PS	11	PINUS STROBUS / WHITE PINE	B & B	12` HT. MIN.	70` HT.	40` SP.	

ORNAMENTAL/UNDERSTORY	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL / INSTALL SIZE	MATURE HT.	MATURE SP.	OTHER
	AE	19	AESCULUS X ARNOLDIANA 'AUTUMN SPLENDOR' / AUTUMN SPLENDOR HORSECHESTNUT	B & B	2" CAL. MIN	35` HT.	25` SP.	SINGLE STEM
	CA	23	CARPINUS CAROLINIANA / AMERICAN HORNBEAM	B & B	6` - 8` HT. MIN	25` - 35` HT.	20` SP.	SINGLE STEM
	CV	22	CRATAEGUS CRUS-GALLI INERMIS TM / THORNLESS COCKSPUR HAWTHORN	B & B	6` - 8` HT. MIN	20` - 30` HT.	20` - 30` SP.	SINGLE STEM
	SI	7	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	6` - 8` HT. MIN	20` - 25` HT.	15` - 20` SP.	SINGLE STEM

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	INSTALL SIZE	MATURE HT.	MATURE SP.
	AL	34	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	3 GAL	SEE PLAN	15" HT MIN	18" - 24" HT.	18" - 24" SP.
	AM	48	ARONIA MELANOCARPA 'MORTON' TM / IROQUOIS BEAUTY BLACK CHOKEBERRY	5 GAL	SEE PLAN	18" HT MIN	24" - 36" HT.	36" - 48" SP.
	CB	33	CEPHALANTHUS OCCIDENTALIS 'BAILOPTICS' TM / FIBER OPTICS BUTTONBUSH	5 GAL	SEE PLAN	36" HT MIN	6` HT.	5` - 6` SP.
	CF	115	CORNUS SERICEA 'FARROW' TM / ARCTIC FIRE RED TWIG DOGWOOD	3 GAL	SEE PLAN	18" HT. MIN.	36" - 48" HT.	36" - 48" SP.
	CH	36	CORNUS ALBA `BAILHALO` TM / IVORY HALO DOGWOOD	5 GAL	6` OC	36" HT MIN	4` - 6` HT.	4` - 6` SP.
	CI	45	CORNUS SERICEA 'ISANTI' / ISANTI RED TWIG DOGWOOD	5 GAL	6` OC	36" HT MIN	4` - 6` HT.	4` - 6` SP.
	CS	67	CORNUS SERICEA 'SUMMER GOLD' / SUMMER GOLD KOREAN DOGWOOD	7 GAL	48" OC	24" HT MIN	6` - 8` HT.	3` - 4` SP
	FM	36	FORSYTHIA X INTERMEDIA 'MINDOR' TM / SHOW OFF FORSYTHIA	3 GAL	6` OC	36" HT MIN	4` - 6` HT.	4` - 6` SP.
	HB	39	HYDRANGEA PANICULATA `BULK` TM / QUICK FIRE PANICLE HYDRANGEA	5 GAL	SEE PLAN	24" HT MIN	6` - 8` HT.	4` - 6` SP.
	HL	145	HYDRANGEA PANICULATA `JANE` TM / LITTLE LIME PANICLE HYDRANGEA	3 GAL	4` OC	12" HT. MIN.	36" - 48" HT.	36" - 48" SP.
	JB	6	JUNIPERUS SABINA 'BROADMOOR' / BROADMOOR JUNIPER	3 GAL	6` OC	12" HT MIN	24" - 36" HT.	6` - 10` SP.
	JE	12	JUNIPERUS CHINENSIS `FAIRVIEW` / FAIRVIEW JUNIPER	B & B	SEE PLAN	6` HT. MIN.	15` - 20` HT	4` - 6` SP.
	JF	43	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	6` OC	24" HT MIN	4` - 6` HT.	6` - 8` SP.
	PB	137	POTENTILLA FRUTICOSA 'HACHLISS' TM / BELLA BELLISSIMA BUSH CINQUEFOIL	3 GAL	36" OC	12" HT MIN	24" - 36" HT.	24" - 36" SP.
	PL	108	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / LITTLE DEVIL DWARF NINEBARK	5 GAL	SEE PLAN	18" HT MIN	36" - 48" HT.	36" - 48" SP.
	RF	74	ROSA RUGOSA `FRU DAGMAR HASTRUP` / FRU DAGMAR HASTRUP ROSE	5 GAL	SEE PLAN	24" HT MIN	36" - 48" HT.	3` - 4` SP
	SF	59	SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH JAPANESE SPIREA	3 GAL	SEE PLAN	12" HT MIN	24" - 36" HT.	3` - 4` SP
	SM	77	SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET JAPANESE SPIREA	3 GAL	SEE PLAN	6" HT. MIN.	12" - 18" HT.	24" - 36" SP.
	SM2	15	SYRINGA MEYERI `PALIBIN` / DWARF KOREAN LILAC	5 GAL	SEE PLAN	36" HT MIN	4` - 6` HT.	6` - 8` SP.
	ST	48	SPIRAEA BETULIFOLIA 'TOR GOLD' TM / GLOW GIRL BIRCHLEAF SPIREA	3 GAL	SEE PLAN	12" HT MIN	24" - 36" HT.	24" - 36" SP.
	VM	19	VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD VIBURNUM	5 GAL	SEE PLAN	24" HT MIN	4` - 6` HT.	4` - 6` SP.
	VR	11	DIERVILLA RIVULARIS `SMNDRSF` TM / KODIAK BLACK HONEYSUCKLE	3 GAL	6` OC	24" HT MIN	36" - 48" HT.	4` - 6` SP.
	WM	178	WEIGELA FLORIDA 'MINUET' / MINUET WEIGELA	3 GAL	SEE PLAN	15" HT MIN	18" - 24" HT.	24" - 36" SP.

GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	INSTALL SIZE	MATURE HT.	MATURE SP.
	CK	130	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN	18" HT MIN	4` - 6` HT.	24" - 36" SP.
	PC	41	PANICUM VIRGATUM 'CAPE BREEZE' / CAPE BREEZE SWITCH GRASS	1 GAL	SEE PLAN	12" HT MIN	24" - 36" HT.	18" - 24" SP.
	PH	47	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	1 GAL	SEE PLAN	18" HT MIN	4` - 6` HT.	18" - 24" SP.
	PN	50	PANICUM VIRGATUM 'NORTHWIND' / NORTHWIND SWITCH GRASS	1 GAL	SEE PLAN	18" HT MIN	6` - 8` HT.	24" - 36" SP.

GRASSES AND PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	MATURE HT.
	AB	171	AMSONIA X 'BLUE ICE' / BLUE ICE BLUESTAR	1 GAL	24" OC	12" - 18" HT.
	AB2	260	ACHILLEA MILLEFOLIUM 'BALVINWITE' TM / NEW VINTAGE WHITE COMMON YARROW	1 GAL	18" OC	8" - 12" HT.
	AS	207	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION	1 GAL	24" OC	12" - 18" HT.
	AS2	19	ACHILLEA MILLEFOLIUM 'STRAWBERRY SEDUCTION' / STRAWBERRY SEDUCTION COMMON YARROW	1 GAL	30" OC	18" - 24" HT.
	BB	43	BAPTISIA X `BLUEBERRY SUNDAE` TM / BLUEBERRY SUNDAE DECADENCE WILD INDIGO	1 GAL	36" OC	24" - 36" HT.
	CC	213	COREOPSIS X 'MOONBEAM' / MOONBEAM TICKSEED	1 GAL	24" OC	12" - 18" HT.
	DT2	26	DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS	1 GAL	24" OC	3` - 4` HT.
	EJ	51	EUPATORIUM DUBIUM 'LITTLE JOE' / LITTLE JOE DWARF JOE PYE WEED	1 GAL	36" OC	3` - 4` HT.
	EP	17	ECHINACEA 'RUBY STAR' / RUBY STAR CONEFLOWER	1 GAL	18" OC	3` - 4` HT.
	GK	172	GERANIUM X CANTABRIGIENSE 'KARMINA' / BIOKOVO CRANESBILL	1 GAL	24" OC	8" - 12" HT.
	HH	107	HEMEROCALLIS X 'HAPPY RETURNS' / HAPPY RETURNS DAYLILY	1 GAL	24" OC	12" - 18" HT.
	HO2	148	HEUCHERA X 'OBSIDIAN' / OBSIDIAN CORAL BELLS	1 GAL	18" OC	8" - 12" HT.
	NK	299	NEPETA X FAASSENII 'KIT KAT' / KIT KAT CATMINT	1 GAL	18" OC	8" - 12" HT.
	PB2	237	PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS	1 GAL	18" OC	12" - 18" HT.
	SA	154	SEDUM SPECTABILE 'NEON' / NEON STONECROP	1 GAL	18" OC	12" - 18" HT.

GROUND COVERS	BOTANICAL / COMMON NAME
	TURF SOD

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NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE
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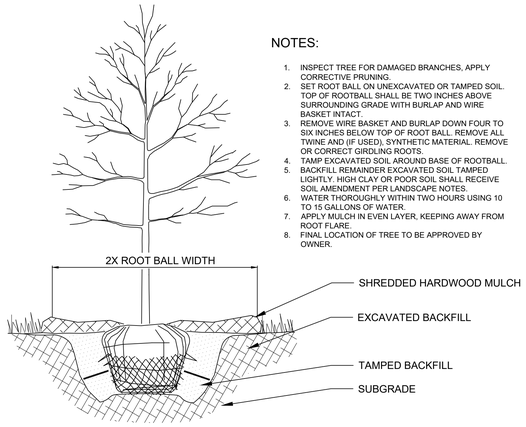
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LANDSCAPE NOTES AND DETAILS

AS INDICATED

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH DECORATIVE STONE.

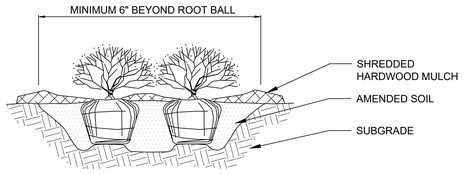


NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING

NTS



NOTES:

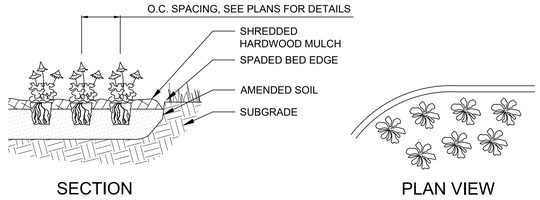
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

2 SHRUB PLANTING

NTS

NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



3 PERENNIAL PLANTING

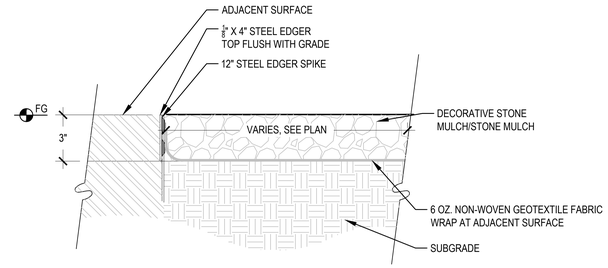
NTS

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
11. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
12. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
13. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
14. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
15. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
16. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

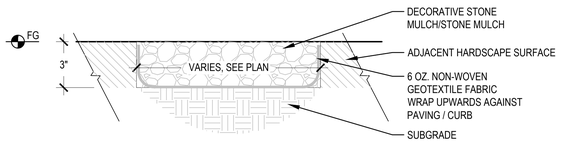
ADDITIONAL TOPSOIL NOTES

1. SUBGRADE MATERIAL SHALL BE PROVIDED IN ALL PLANTING AREAS. MATERIAL SHALL BE FREE OF CONTAMINANTS AND RUBBLE, AND MINIMUM DRAINAGE CHARACTERISTICS TO AVOID STANDING OR DAMMING WATER.
2. HIGH-QUALITY TOP SOIL SHALL BE IMPORTED AND GRADED BY GENERAL CONTRACTOR TO THE FOLLOWING MINIMUM DEPTHS BELOW FINISHED GRADE.
   -PLANTING BEDS: 18 INCHES
   -ALL OTHER AREAS 6 INCHES
3. IMPORTED TOPSOIL SHALL BE SELECT, FERTILE, SCREENED TO ONE-HALF INCH, WELL DRAINED, WEED-FREE, BALANCED MATERIAL COMPOSED OF SAND, COMPOST AND A SMALL AMOUNT OF CLAY/SILT TO BE CLASSIFIED AS SANDY LOAM UNDER USDA CLASSIFICATION.
   -TEST TOPSOIL AT APPROVED TESTING LAB FOR CONFIRMATION OF SOIL TEXTURE AND CLASSIFICATION.
   -IF CLASSIFIED AS SANDY LOAM, THEN TEST FOR PH, TRACE MINERALS, SALINITY, N, P, K AND AMENDMENT RECOMMENDATIONS TO ACHIEVE A PH BALANCED FERTILE TOPSOIL WITH MINIMUM SIX (6%) PERCENT ORGANIC MATERIALS DERIVED FROM VEGETATIVE COMPOST. INCORPORATE STARTER FERTILIZER AND PLANT TABS PLUS FERTILIZER AND SOIL AMENDMENTS AS RECOMMENDED IN REPORT AT NO ADDITIONAL COST.
4. SUBMIT SAMPLES OF EXISTING ONSITE SOIL MATERIALS TO COSTCO WHOLESALE FOR LABORATORY TESTING TO EVALUATE THE SUITABILITY OF THE EXISTING SOILS FOR USE AS TOPSOIL FOR NEW LANDSCAPING.
5. WHERE THE GEOTECHNICAL FINDINGS INDICATE THAT EXISTING NATIVE SOILS EXPECTED TO BE IN PLACE MEET THE USDA SANDY LOAM TOPSOIL CLASSIFICATION WITH THE ADDITION OF COMPOST AND FERTILIZER, THIS MINIMUM REQUIREMENT MAY BE ALTERED PROVIDED THAT COSTCO WHOLESALE APPROVES THIS IN ADVANCE IN WRITING BASED ON:
   -DOCUMENTATION THAT THE MATERIAL MEETS THE TOPSOIL STANDARD NOTED ABOVE UNDER "IMPORT TOPSOIL".
   -THAT SUFFICIENT QUANTITIES TO SATISFY THE MINIMUM DEPTHS ARE READILY AVAILABLE.
   -THAT A COMPLETE SOILS TEST IS UTILIZED EARLY TO IDENTIFY DEFICIENT COMPONENTS (ORGANIC MATTER TO ACHIEVE SIX (6%) PERCENT BY VOLUME, FERTILIZER, AMENDMENTS) AND THESE AMENDMENTS WILL BE PRE-MIXED.
   -THAT A PROTECTED ON-SITE LOCATION IS SUFFICIENT FOR STOCKPILING, SCREENING, AND BLENDING.
   -THAT THE PROJECT CONSTRUCTION DOCUMENTS ARE MODIFIED TO INDICATE ALL OF THE ABOVE.
6. PLACE TOPSOIL AFTER THOROUGHLY ROTOTILLING OR RIPPING ENTIRE SUBGRADE TO ALLOW INTERMIXING OF TOPSOIL AND SUB-SOILS. PLACE IN TWO LIFTS AS FOLLOWS: ROTOTILL OR RIP SUBGRADE AND PLACE HALF OF THE TOPSOIL THOROUGHLY INCORPORATING IT WITH SUBSOIL. THEN CAP WITH THE REMAINING HALF OF TOPSOIL.
7. COSTCO WHOLESALE RESERVES THE RIGHT TO RETEST THE MATERIAL AND REQUIRE ADDITIONAL AMENDMENTS, FERTILIZER, ORGANICS TO ACHIEVE THE STATED STANDARD.



4 STONE MULCH

3" = 1'-0"



5 STONE MULCH ADJACENT TO HARDSCAPE

3" = 1'-0"

CONSULTANT

Kimley»Horn

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WARRENVILLE, IL 60555
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WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE

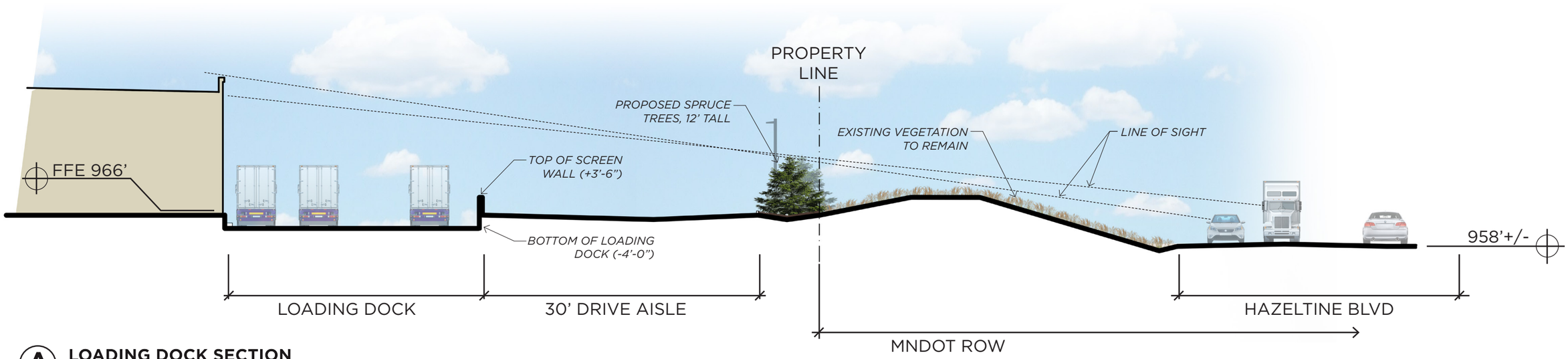
NWC OF HAZELTINE BLVD & OAKRIDGE DR
CHASKA, MN

DATE	ISSUED FOR	REV

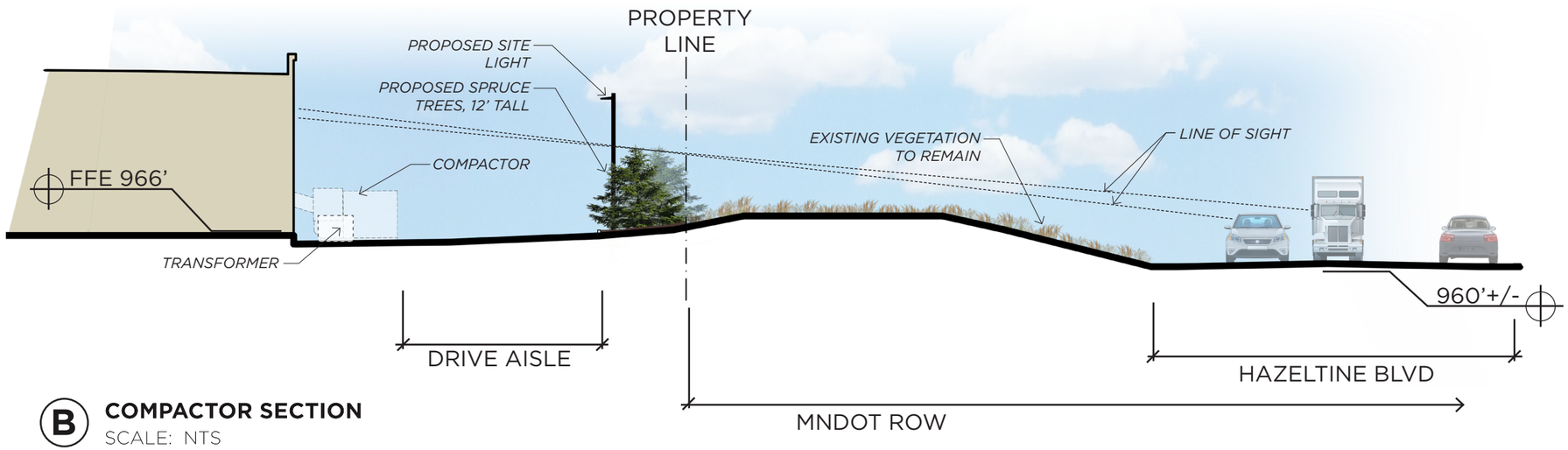
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LANDSCAPE NOTES AND DETAILS

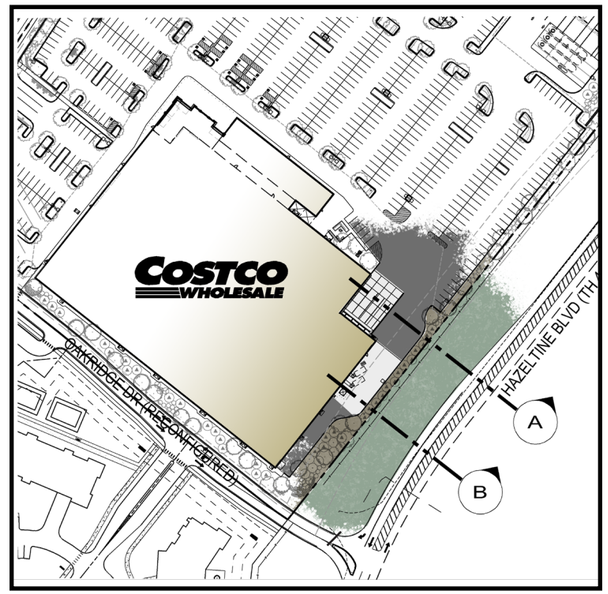
AS INDICATED



A **LOADING DOCK SECTION**
SCALE: NTS



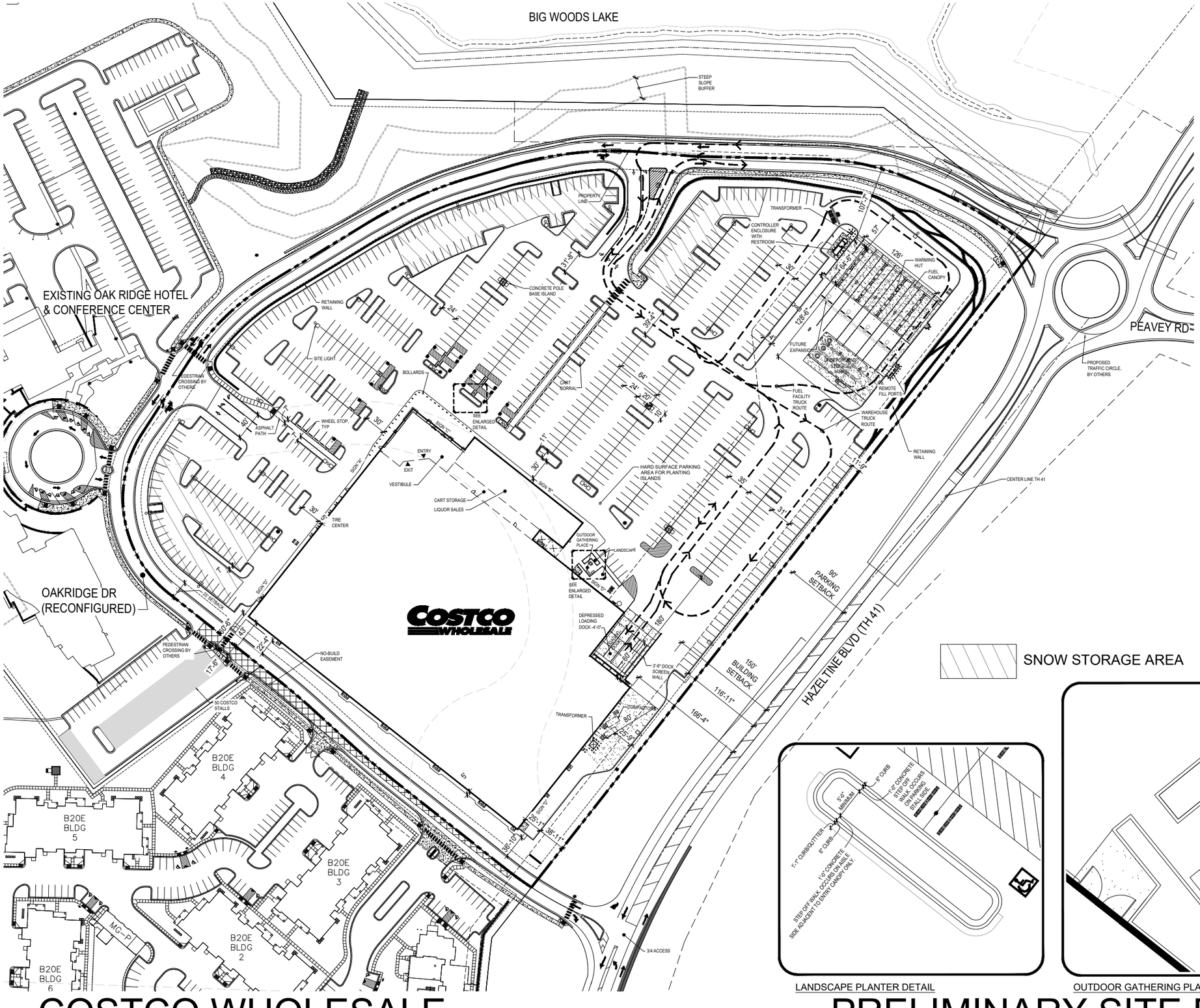
B **COMPACTOR SECTION**
SCALE: NTS



SITE PLAN
SCALE: NTS

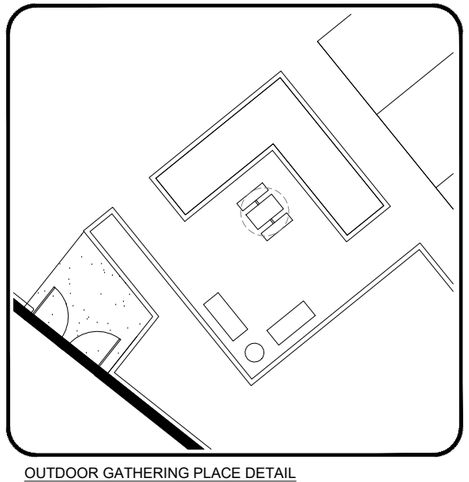
SEPTEMBER 30, 2021
PROJECT # 19-5374-01
CHASKA, MN

PRELIMINARY SITE SECTIONS FROM HAZELTINE BLVD



SNOW STORAGE AREA

LANDSCAPE PLANTER DETAIL



OUTDOOR GATHERING PLACE DETAIL

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NWC OF HAZELTINE BLVD & OAKRIDGE DR CHASKA, MN

SITE DATA:

TOTAL COSTCO SITE AREA:	16.96 ACRES (738,855 SF)
JURISDICTION:	CITY OF CHASKA
ZONING:	PMD - PLANNED MULTI-USE DISTRICT
BUILDING SETBACKS:	
FROM CENTERLINE OF TH 41 ROADWAY	150'
FROM PROPERTY LINE FRONT/SIDE/REAR	20'
PARKING SETBACKS:	
FROM CENTERLINE OF TH 41 ROADWAY	90'
FROM PROPERTY LINE FRONT/SIDE/REAR	10'
TOTAL GREEN AREA:	103,401 SF / 713,003 = 14.5%
10% HARD SURFACE PARKING PARKING AREA FOR PLANTING ISLANDS:	36,286 SF / 351,730 SF = 10.3%

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	165,027 SF
INCLUDES:	
NET MAIN SALES (151,074 SF - 1 bay 5,862 SF)	**144,873 SF**
NET MECHANICAL / FIRE	2,415 SF
NET ENCLOSED VESTIBULE	4,909 SF
NET ENCLOSED CART STORAGE	2,761 SF
NET LIQUOR SALES	7,978 SF
BUILDING ENVELOPE	2,091 SF

PARKING DATA:

TOTAL PARKING:	720 STALLS
INCLUDES:	
① 10' WIDE STALLS	703 STALLS
⑤ ACCESSIBLE STALLS	17 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	4.39 STALLS
OFFSITE PARKING:	50 STALLS

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

0 25' 50' 100'
1" = 50'-0"

COSTCO WHOLESALE
CHASKA, MN

CHASKA, MN
MG2

19-5374-01
OCTOBER 1, 2021

PRELIMINARY
SITE PLAN

DD11-19

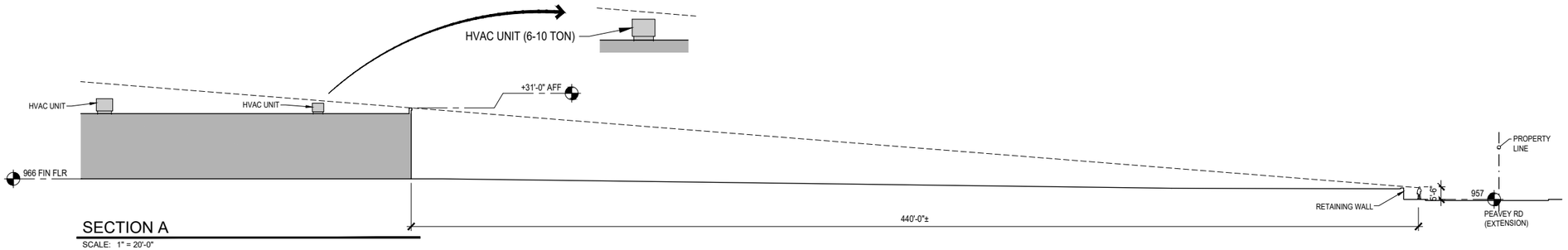
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COSTCO WHOLESALE

CHASKA, MINNESOTA

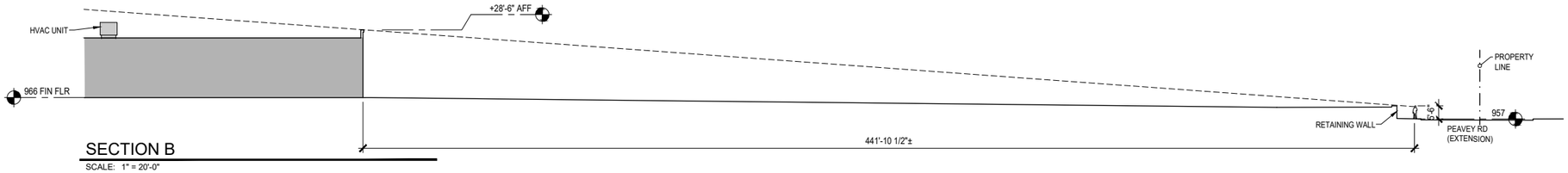
PRELIMINARY SITE PLAN

PRELIMINARY PUD SUBMITTAL OCTOBER 1, 2021



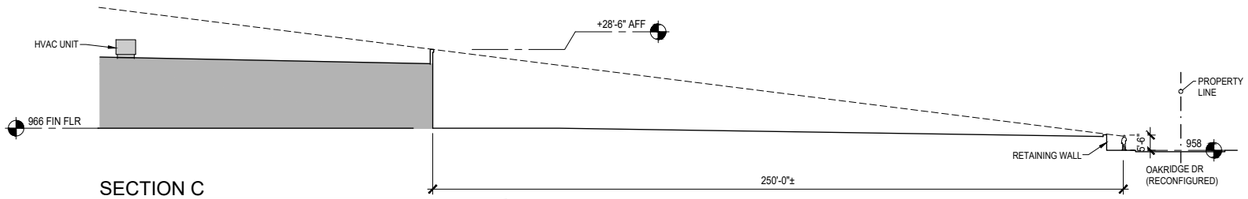
SECTION A

SCALE: 1" = 20'-0"



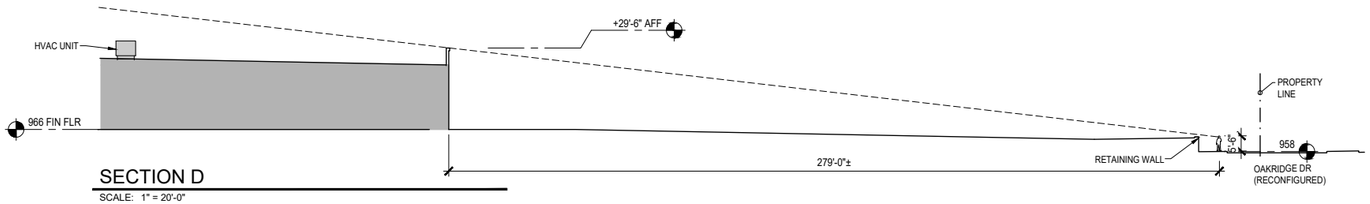
SECTION B

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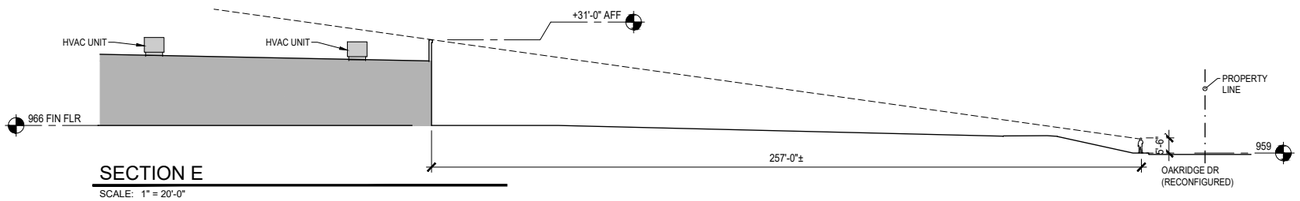
SECTION C

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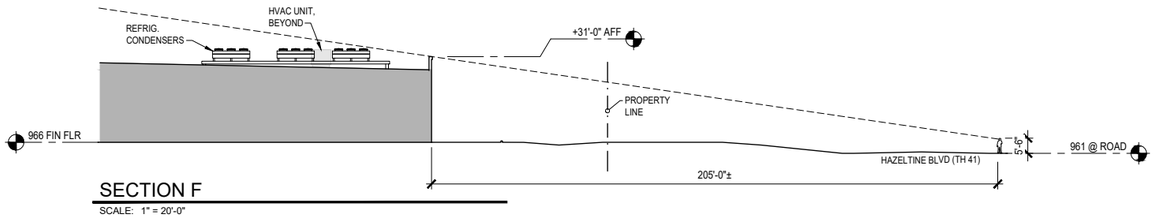
SECTION D

SCALE: 1" = 20'-0"



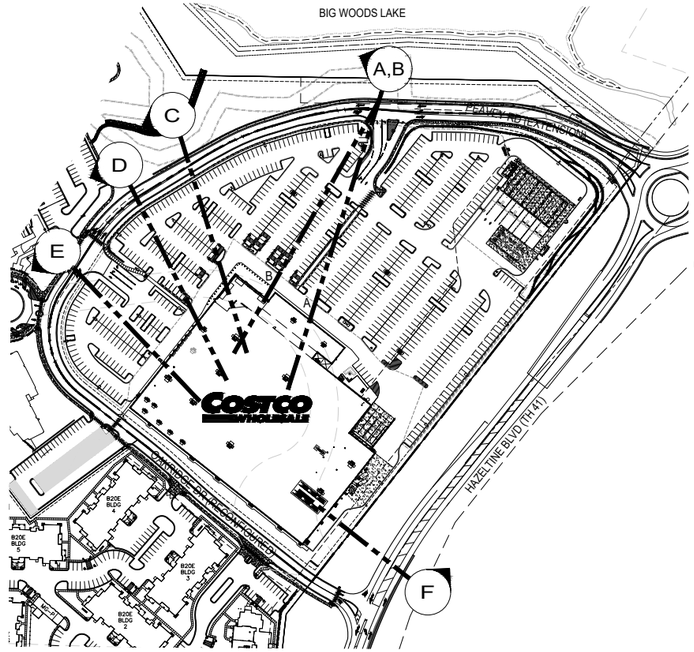
SECTION E

SCALE: 1" = 20'-0"



SECTION F

SCALE: 1" = 20'-0"



COSTCO WHOLESALE

CHASKA, MN

CHASKA, MN

MG2

19-5374-01
OCTOBER 3, 2021

PRELIMINARY SITE PLAN

P13-04

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COSTCO WHOLESALE

CHASKA, MINNESOTA

PRELIMINARY SITE SECTIONS

OCTOBER 3, 2021

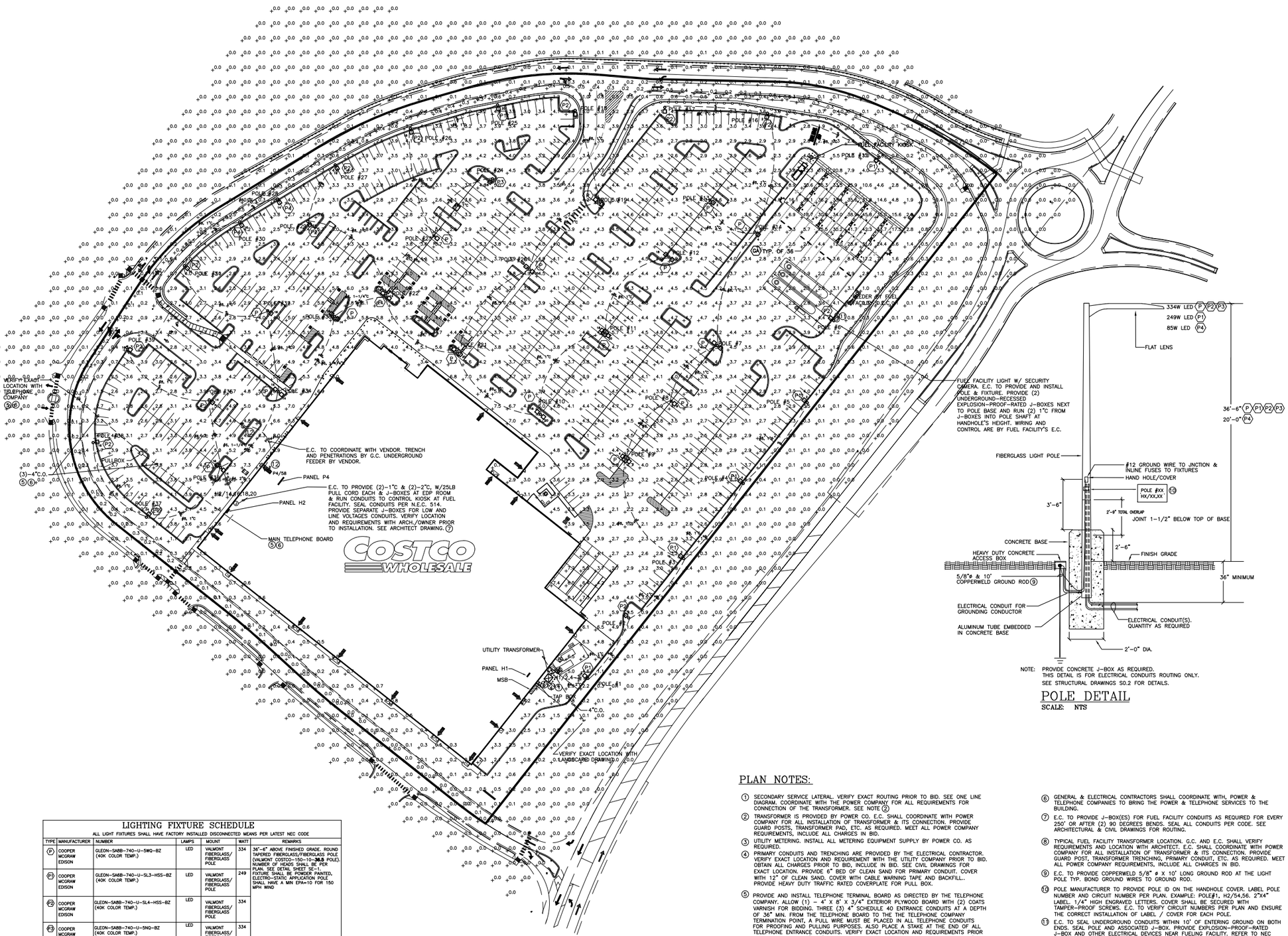


MG2

OCTOBER 5TH, 2021
19-5374-01
CHASKA, MN

PROPERTY BOUNDARY

COSTCO WHOLESALE



SITE PHOTOMETRIC PLAN

SCALE: 1" = 40'-0"

NOTE: PROVIDE CONCRETE J-BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY.
SEE STRUCTURAL DRAWINGS S0.2 FOR DETAILS.

POLE DETAIL

SCALE: NTS

LIGHTING FIXTURE SCHEDULE

ALL LIGHT FIXTURES SHALL HAVE FACTORY INSTALLED DISCONNECTED MEANS PER LATEST NEC CODE

TYPE	MANUFACTURER	NUMBER	LAMPS	MOUNT	WATT	REMARKS
(P)	COOPER MCGRAW EDISON	GLEON-SA8B-740-U-SWQ-BZ (40K COLOR TEMP.)	LED	VALMONT FIBERGLASS/ FIBERGLASS POLE	334	36'-6" ABOVE FINISHED GRADE. ROUND TAPERED FIBERGLASS/FIBERGLASS POLE (VALMONT COSTCO-150-10-36.5 POLE). NUMBER OF HEADS SHALL BE PER PLAN. SEE DETAIL SHEET SE-1. FIXTURE SHALL BE POWDER PAINTED, ELECTRO-STATIC APPLICATION POLE SHALL HAVE A MIN EPA=1.0 FOR 150 MPH WIND
(P1)	COOPER MCGRAW EDISON	GLEON-SA6B-740-U-SL3-HSS-BZ (40K COLOR TEMP.)	LED	VALMONT FIBERGLASS/ FIBERGLASS POLE	249	
(P2)	COOPER MCGRAW EDISON	GLEON-SA8B-740-U-SL4-HSS-BZ (40K COLOR TEMP.)	LED	VALMONT FIBERGLASS/ FIBERGLASS POLE	334	
(P3)	COOPER MCGRAW EDISON	GLEON-SA8B-740-U-5NQ-BZ (40K COLOR TEMP.)	LED	VALMONT FIBERGLASS/ FIBERGLASS POLE	334	
(P4)	COOPER MCGRAW EDISON	GLEON-SA2B-740-U-SL4-HSS-BZ (40K COLOR TEMP.)	LED	VALMONT FIBERGLASS/ FIBERGLASS POLE	85	20'-0" ABOVE FINISHED GRADE. ROUND TAPERED FIBERGLASS/FIBERGLASS POLE (VALMONT COSTCO-150-10-20 POLE). NUMBER OF HEADS SHALL BE PER PLAN. SEE DETAIL SHEET SE-1. FIXTURE SHALL BE POWDER PAINTED, ELECTRO-STATIC APPLICATION POLE SHALL HAVE A MIN EPA=1.0 FOR 150 MPH WIND

PLAN NOTES:

1. SECONDARY SERVICE LATERAL. VERIFY EXACT ROUTING PRIOR TO BID. SEE ONE LINE DIAGRAM. COORDINATE WITH THE POWER COMPANY FOR ALL REQUIREMENTS FOR CONNECTION OF THE TRANSFORMER. SEE NOTE (2)
2. TRANSFORMER IS PROVIDED BY POWER CO. E.C. SHALL COORDINATE WITH POWER COMPANY FOR ALL INSTALLATION OF TRANSFORMER & ITS CONNECTION. PROVIDE GUARD POSTS, TRANSFORMER PAD, ETC. AS REQUIRED. MEET ALL POWER COMPANY REQUIREMENTS, INCLUDE ALL CHARGES IN BID.
3. UTILITY METERING. INSTALL ALL METERING EQUIPMENT SUPPLY BY POWER CO. AS REQUIRED.
4. PRIMARY CONDUITS AND TRENCHING ARE PROVIDED BY THE ELECTRICAL CONTRACTOR. VERIFY EXACT LOCATION AND REQUIREMENT WITH THE UTILITY COMPANY PRIOR TO BID. OBTAIN ALL CHARGES PRIOR TO BID, INCLUDE IN BID. SEE CIVIL DRAWINGS FOR EXACT LOCATION. PROVIDE 6" BED OF CLEAN SAND FOR PRIMARY CONDUIT. COVER WITH 12" OF CLEAN SAND. COVER WITH CABLE WARNING TAPE AND BACKFILL.. PROVIDE HEAVY DUTY TRAFFIC RATED COVERPLATE FOR PULL BOX.
5. PROVIDE AND INSTALL TELEPHONE TERMINAL BOARD AS DIRECTED BY THE TELEPHONE COMPANY. ALLOW (1) – 4' X 8' X 3/4" EXTERIOR PLYWOOD BOARD WITH (2) COATS VARNISH FOR BIDDING. THREE (3) 4" SCHEDULE 40 ENTRANCE CONDUITS AT A DEPTH OF 36" MIN. FROM THE TELEPHONE BOARD TO THE THE TELEPHONE COMPANY TERMINATION POINT, A PULL WIRE MUST BE PLACED IN ALL TELEPHONE CONDUITS FOR PROOFING AND PULLING PURPOSES. ALSO PLACE A STAKE AT THE END OF ALL TELEPHONE ENTRANCE CONDUITS. VERIFY EXACT LOCATION AND REQUIREMENTS PRIOR TO BID. SEE SHEET "E-4" FOR THE TELEPHONE BOARD LOCATION. PROVIDE A #6 COPPER GROUND WIRE FROM TELEPHONE BOARD TO BUILDING GROUNDING SYSTEM.
6. GENERAL & ELECTRICAL CONTRACTORS SHALL COORDINATE WITH, POWER & TELEPHONE COMPANIES TO BRING THE POWER & TELEPHONE SERVICES TO THE BUILDING.
7. E.C. TO PROVIDE J-BOX(ES) FOR FUEL FACILITY CONDUITS AS REQUIRED FOR EVERY 250' OR AFTER (2) 90 DEGREES BENDS. SEAL ALL CONDUITS PER CODE. SEE ARCHITECTURAL & CIVIL DRAWINGS FOR ROUTING.
8. TYPICAL FUEL FACILITY TRANSFORMER LOCATION. G.C. AND E.C. SHALL VERIFY REQUIREMENTS AND LOCATION WITH ARCHITECT. E.C. SHALL COORDINATE WITH POWER COMPANY FOR ALL INSTALLATION OF TRANSFORMER & ITS CONNECTION. PROVIDE GUARD POST, TRANSFORMER TRENCHING, PRIMARY CONDUIT, ETC. AS REQUIRED. MEET ALL POWER COMPANY REQUIREMENTS, INCLUDE ALL CHARGES IN BID.
9. E.C. TO PROVIDE COPPERWELD 5/8" ø X 10' LONG GROUND ROD AT THE LIGHT POLE TYP. BOND GROUND WIRES TO GROUND ROD.
10. POLE MANUFACTURER TO PROVIDE POLE ID ON THE HANDHOLE COVER. LABEL POLE NUMBER AND CIRCUIT NUMBER PER PLAN. EXAMPLE: POLE#1, H2/54,56. 2"x4" LABEL. 1/4" HIGH ENGRAVED LETTERS. COVER SHALL BE SECURED WITH TAMPER-PROOF SCREWS. E.C. TO VERIFY CIRCUIT NUMBERS PER PLAN AND ENSURE THE CORRECT INSTALLATION OF LABEL / COVER FOR EACH POLE.
11. E.C. TO SEAL UNDERGROUND CONDUITS WITHIN 10' OF ENTERING GROUND ON BOTH ENDS. SEAL POLE AND ASSOCIATED J-BOX. PROVIDE EXPLOSION-PROOF-RATED J-BOX AND OTHER ELECTRICAL DEVICES NEAR FUELING FACILITY. REFER TO NEC ARTICLE 514.
12. E.C. TO MAKE ALL FINAL CONNECTIONS FOR ALL NITROGEN DISPENSER.

QA RELEASE

△	DATE	DESCRIPTION
	04/29/21	ISSUED FOR QA

PROJECT STATUS: ISSUED FOR BID

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T.E., INC.
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SUITE 1200
PLYMOUTH, MN 55477
PHONE: 425-970-7753
FAX: 425-970-7756
TE-ENGINEERING.COM

NEW WAREHOUSE
CHASKA, MN

COSTCO WHOLESALE

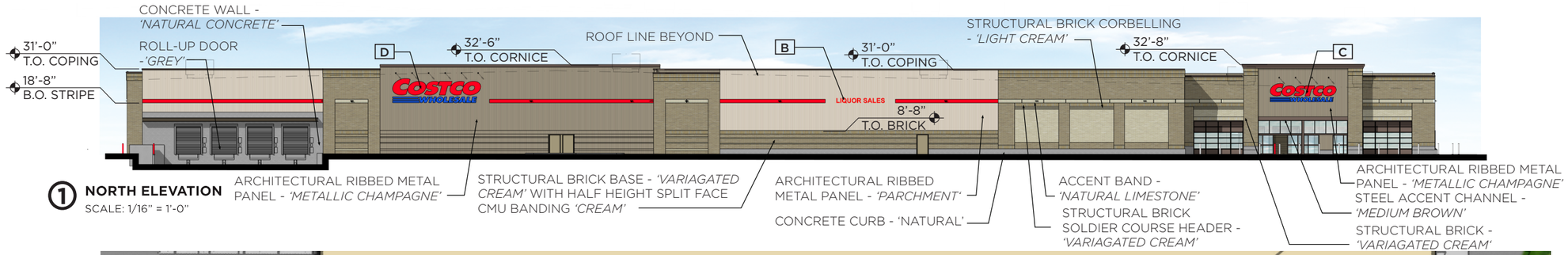
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TEI #: 20-218
PM: CLI
CHECKED BY: ANT
ISSUED: 04/29/21

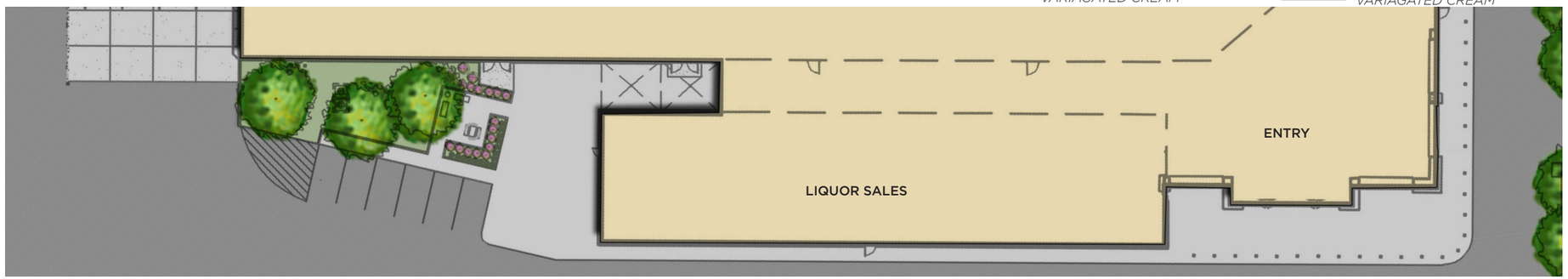
SITE LIGHTING PLAN

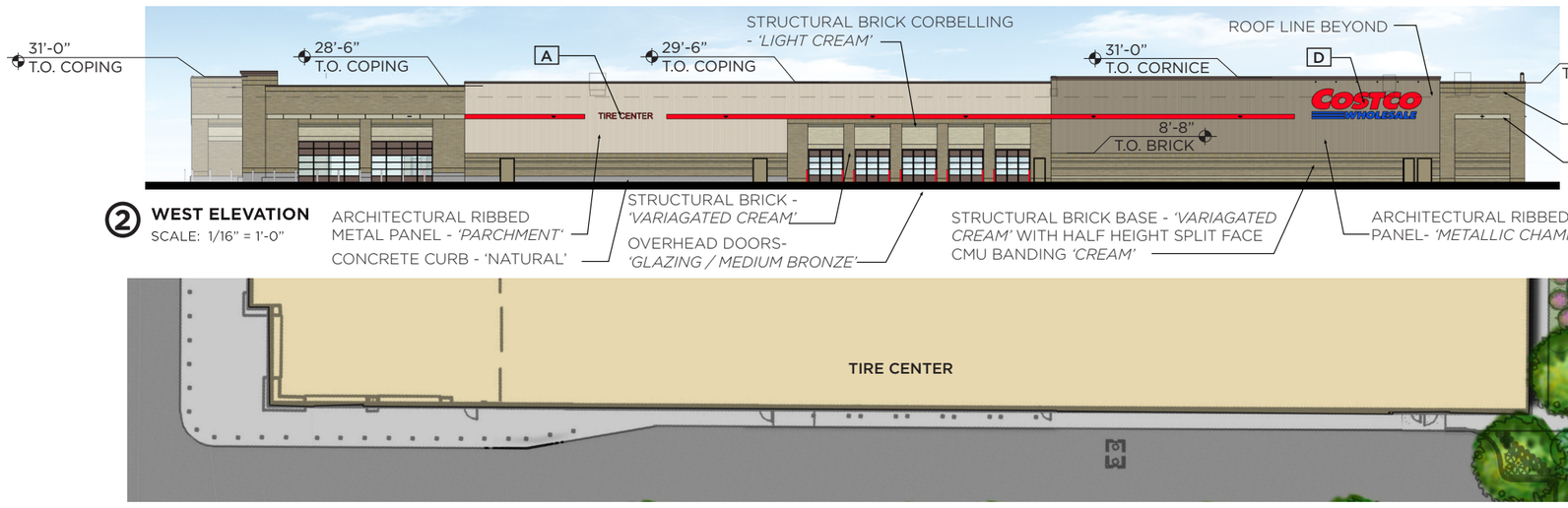
SE-1

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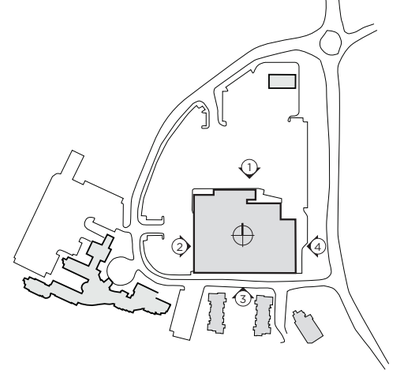


1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"





2 WEST ELEVATION
SCALE: 1/16" = 1'-0"





5 SIGNAGE DETAILS

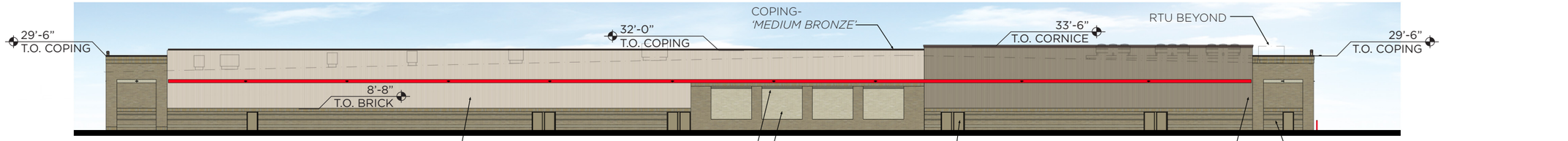
SIGN TABLE

	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
A	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	31 SF
B	1	LIQUOR SALES	18'-0" x 1'-9"	35 SF	35 SF
C	1	COSTCO WHOLESALE	6'-7" X 24'-0"	158 SF	158 SF
D	3	COSTCO WHOLESALE	8'-9" X 32'-0"	280 SF	840 SF
				TOTAL SIGN AREA	1,064 SF

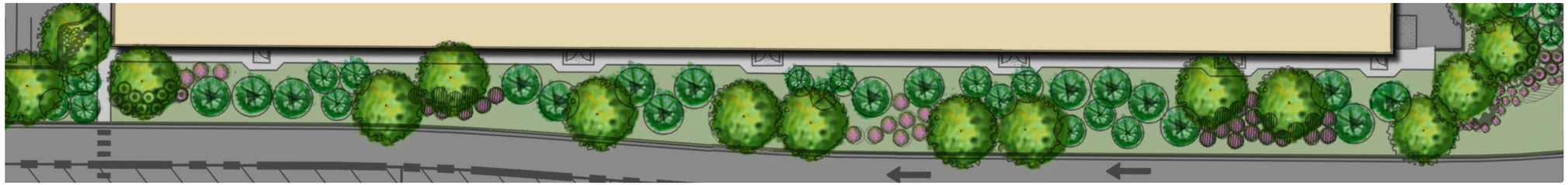
MG2

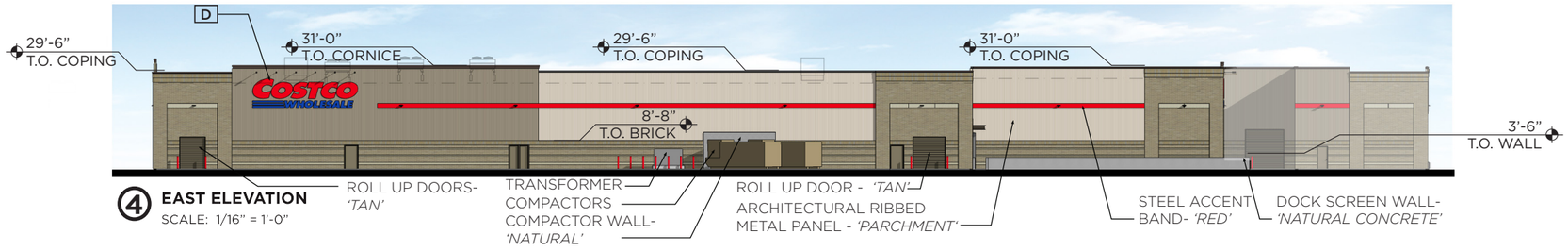
OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

PRELIMINARY WAREHOUSE ELEVATIONS

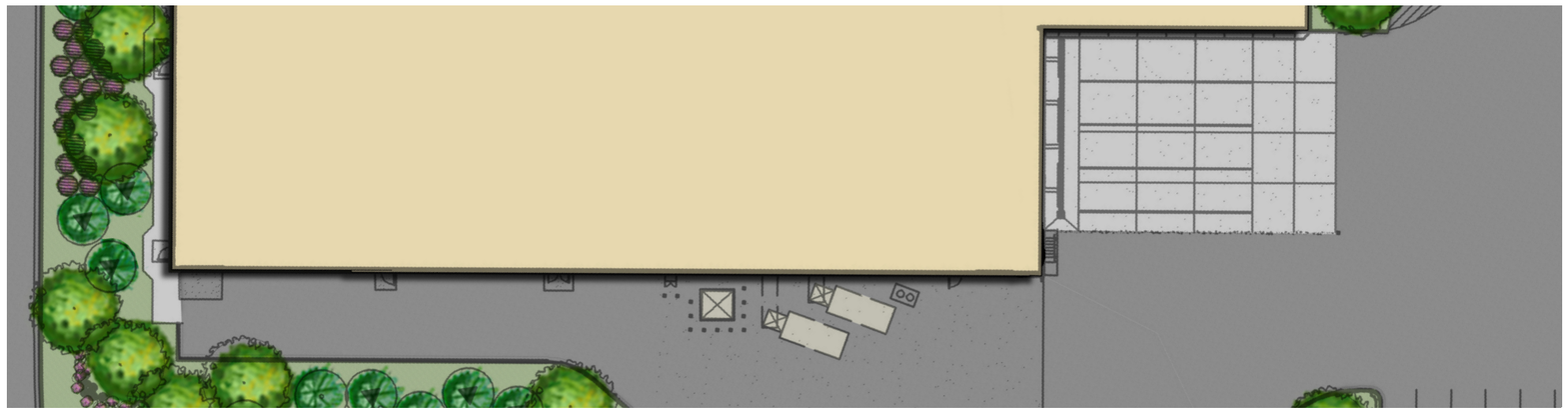


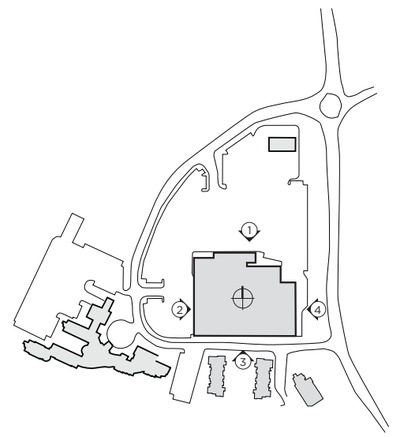
③ SOUTH ELEVATION
SCALE: 1/16" = 1'-0"





④ EAST ELEVATION
SCALE: 1/16" = 1'-0"





North Elevation		
MATERIAL	SQUARE FOOTAGE	PERCENTAGE
STRUCTURAL BRICK	5869	42%
LIMESTONE	194	1%
ARCHITECTURAL METAL PANEL	6108	43%
CONCRETE	1110	8%
GLASS	800	6%
TOTAL	14081	100%

West Elevation		
MATERIAL	SQUARE FOOTAGE	PERCENTAGE
STRUCTURAL BRICK	5031	44%
LIMESTONE	132	1%
ARCHITECTURAL METAL PANEL	5100	44%
CONCRETE	204	2%
GLASS	998	9%
TOTAL	11465	100%

South Elevation		
MATERIAL	SQUARE FOOTAGE	PERCENTAGE
STRUCTURAL BRICK	5717	39%
LIMESTONE	41	0%
ARCHITECTURAL METAL PANEL	8981	61%
CONCRETE	0	0%
GLASS	0	0%
TOTAL	14739	100%

East Elevation		
MATERIAL	SQUARE FOOTAGE	PERCENTAGE
STRUCTURAL BRICK	4808	43%
LIMESTONE	72	1%
ARCHITECTURAL METAL PANEL	6080	54%
CONCRETE	207	2%
GLASS	0	0%
TOTAL	11167	100%

Totals					
MATERIAL	SQUARE FOOTAGE	PERCENTAGE	CLASS 1	CLASS 2	CLASS 3
STRUCTURAL BRICK	21425	42%		•	
LIMESTONE	439	1%	•		
ARCHITECTURAL METAL PANEL	26269	51%		•	
CONCRETE	1521	3%			•
GLASS	1798	3%	•		
TOTAL	51452	100%	4.3%	92.7%	3.0%

⑥ MATERIAL CALCULATIONS
SCALE: NTS

MG2

OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

PRELIMINARY WAREHOUSE ELEVATIONS

COSTCO WHOLESALE



MG2

OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

ENTRY CANOPY PERSPECTIVE

COSTCO WHOLESALE



MG2

OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

NORTHEAST PERSPECTIVE

COSTCO WHOLESALE



OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

SOUTHWEST PERSPECTIVE





SOLDIER COURSE

COLUMNS / PILASTERS

INSET FIELD

CORBELING

COLUMNS



CURLING CENTER



CITY HALL

TEXTURED BANDING

INSET FIELD



OAK RIDGE CONFERENCE CENTER

LIMESTONE HEADER

BASE DETAILING

MG2

OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

CONTEXT / DETAILING

COSTCO WHOLESALE



① CANOPY AND DISPENSER ELEVATION (NORTH/SOUTH)
SCALE: 1/4" = 1'-0"

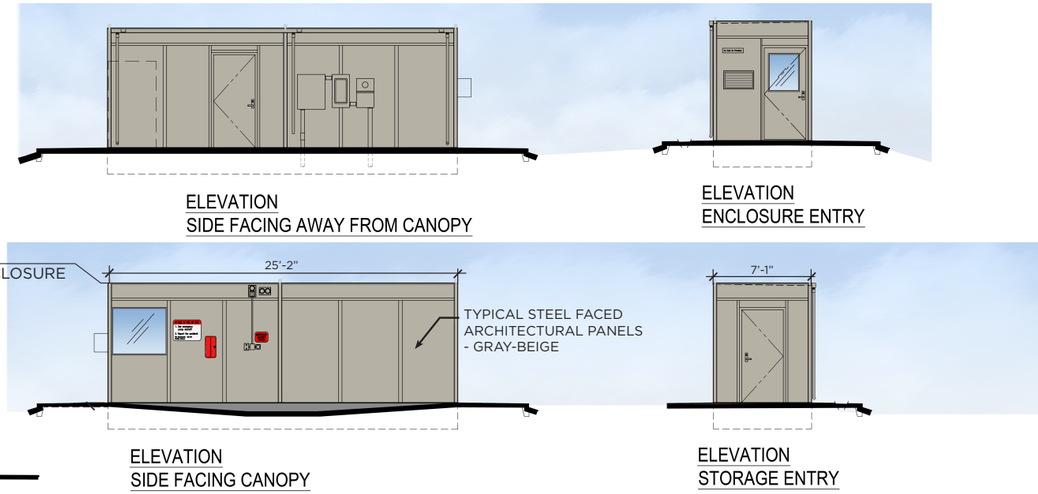


② CANOPY AND DISPENSER ELEVATION (EAST/WEST)
SCALE: 1/4" = 1'-0"

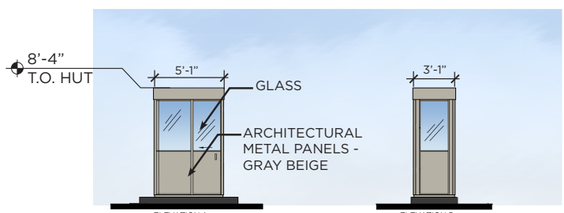
④ CANOPY SIGN
SCALE:NTS

SIGN TABLE

SIGN	*SIZE*	*AREA (EACH)*	*TOTAL SF*
COSTCO WHOLESALE	2'-6" x 8'-7"	21 SF	84 SF
		TOTAL SIGN AREA	84 SF



④ CONTROLLER ENCLOSURE EXTERIOR ELEVATIONS
SCALE:1/4" = 1'-0"



⑤ WARMING HUT ELEVATIONS
SCALE: 1/4" = 1'-0"

MG2

OCTOBER 5TH, 2021
PROJECT #19-5374-01
CHASKA, MN

PRELIMINARY FUEL ELEVATIONS

COSTCO WHOLESALE

SHEET INDEX

SHEET NO.	SHEET NAME
ASK.1	COVER SHEET
ASK.2	CONTEMPORARY SCHEME - FRONT & REAR ELEVATIONS
ASK.3	CONTEMPORARY SCHEME - SIDE ELEVATIONS
ASK.4	CRAFTSMAN SCHEME - FRONT & REAR ELEVATIONS
ASK.5	CRAFTSMAN SCHEME - SIDE ELEVATIONS
ASK.6	RANCH SCHEME - FRONT & REAR ELEVATIONS
ASK.7	RANCH SCHEME - SIDE ELEVATIONS
ASK.8	PRAIRIE SCHEME - FRONT & REAR ELEVATIONS
ASK.9	PRAIRIE SCHEME - SIDE ELEVATIONS

CONTEMPORARY BUILDING STYLE



MASONRY: CHASKA BRICK

ENTRANCE DOOR
SHERWIN WILLIAMS: SLATE TILE (SW 7624)

OVERHEAD DOOR
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)

TRIM COLOR
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)
JAMESHARDIE: ARCTIC WHITE

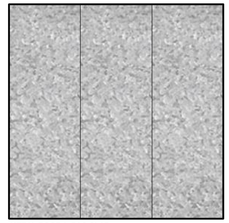
SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: DORIAN GRAY (SW 7017)
JAMESHARDIE: PEARL GRAY

SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: CLASSIC FRENCH GRAY (SW 0077)
JAMESHARDIE: GRAY SLATE

SIDING 1: LAP SIDING
SHERWIN WILLIAMS: SLATE TILE (SW 7624)
JAMESHARDIE: EVENING BLUE

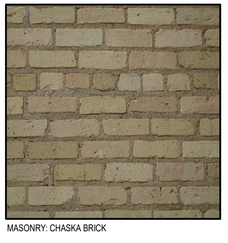


SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

CRAFTSMAN BUILDING STYLE



MASONRY: CHASKA BRICK

ENTRANCE DOOR
SHERWIN WILLIAMS: CARRIAGE DOOR (SW 7594)

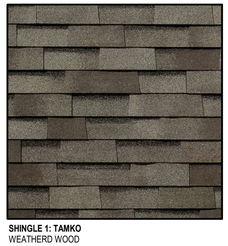
OVERHEAD DOOR
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN

TRIM COLOR
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN

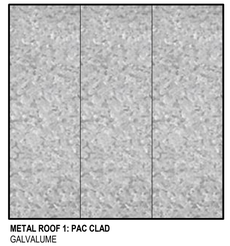
SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006)
JAMESHARDIE: ARCTIC WHITE

SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: EXTRA WHITE (SW 7006) &
DORIAN GRAY (SW 7017)
JAMESHARDIE: PEARL GRAY &
ARCTIC WHITE

SIDING 3: LAP SIDING
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN



SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

RANCH BUILDING STYLE



MASONRY: CHASKA BRICK

ENTRANCE DOOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)

OVERHEAD DOOR
SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)

TRIM COLOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)
JAMESHARDIE: COBBLESTONE

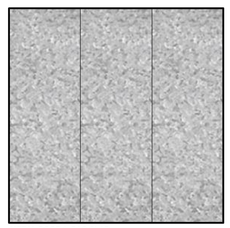
SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)
JAMESHARDIE: MONTEREY TAUPE

SIDING 3: BOARD & BATTON
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN

SIDING 1: LAP SIDING
SHERWIN WILLIAMS: BASKET BEIGE (SW 6143)
JAMESHARDIE: MANTERY TAUPE

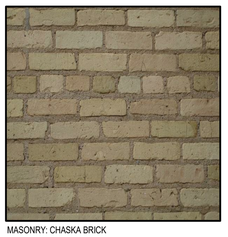


SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

PRAIRE BUILDING STYLE



MASONRY: CHASKA BRICK

ENTRANCE DOOR
SHERWIN WILLIAMS: COPPER MOUNTAIN (SW 7356)

OVERHEAD DOOR
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)

TRIM COLOR
SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)
JAMESHARDIE: COBBLESTONE

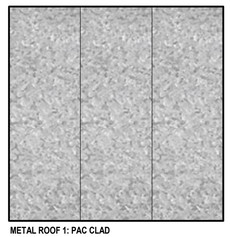
SIDING 3: FLAT PANEL
SHERWIN WILLIAMS: ROYCROFT BRONZE GREEN (SW 2846)
JAMESHARDIE: AUTUMN TAN

SIDING 2: BOARD & BATTON
SHERWIN WILLIAMS: DOWNING STONE (SW 2821)
JAMESHARDIE: HERB GARDEN

SIDING 1: LAP SIDING
SHERWIN WILLIAMS: DOWNING STONE (SW 2821)
JAMESHARDIE: HERB GARDEN



SHINGLE 1: TAMKO
WEATHERD WOOD



METAL ROOF 1: PAC CLAD
GALVALUME

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

COVER SHEET

ASK.1 | 10/01/2021

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"



1 FRONT ELEVATION
1/8" = 1'-0"

CONTEMPORARY SCHEME - FRONT & REAR ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.2 | 10/01/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION - PRESENTATION
1/8" = 1'-0"



1 RIGHT ELEVATION - PRESENTATION
1/8" = 1'-0"

CONTEMPORARY SCHEME - SIDE ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.3 | 10/01/2021

CONTINENTAL PROPERTIES



CRAFTSMAN SCHEME - FRONT & REAR ELEVATIONS

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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.4 | 10/01/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

CRAFTSMAN SCHEME - SIDE ELEVATIONS

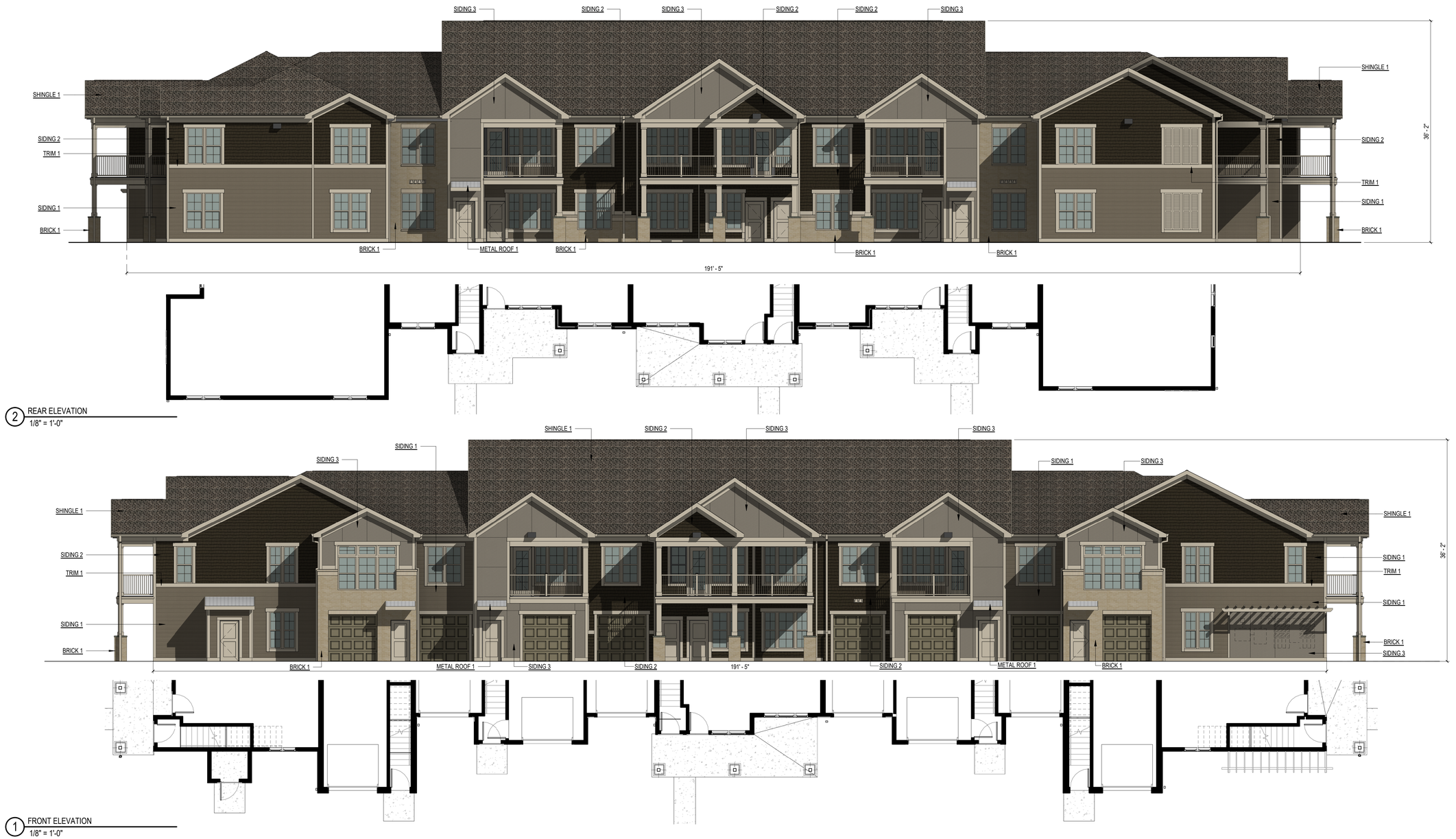
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.5 | 10/01/2021

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"

1 FRONT ELEVATION
1/8" = 1'-0"

RANCH SCHEME - FRONT & REAR ELEVATIONS

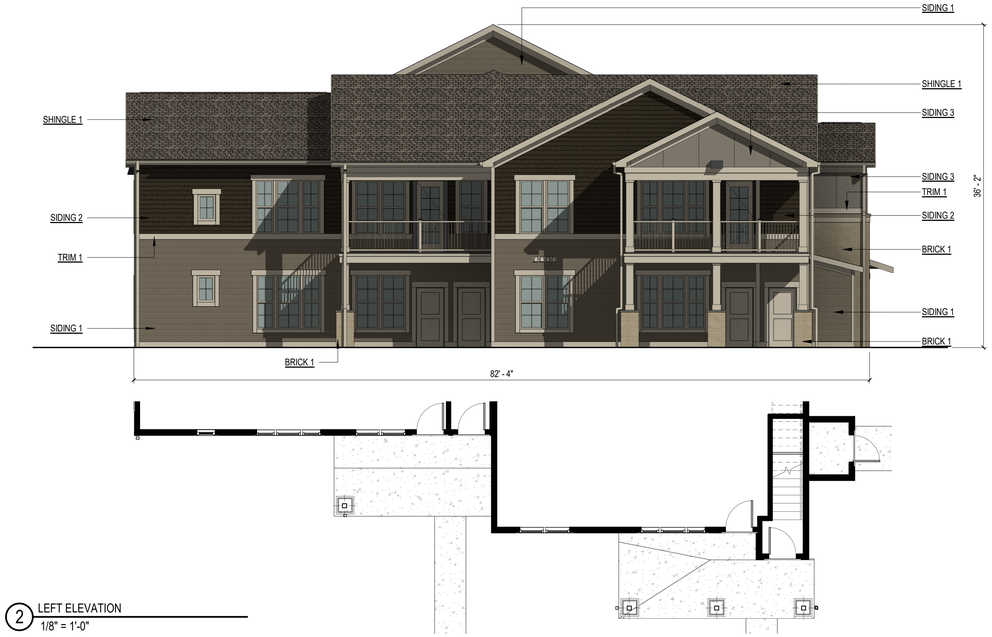
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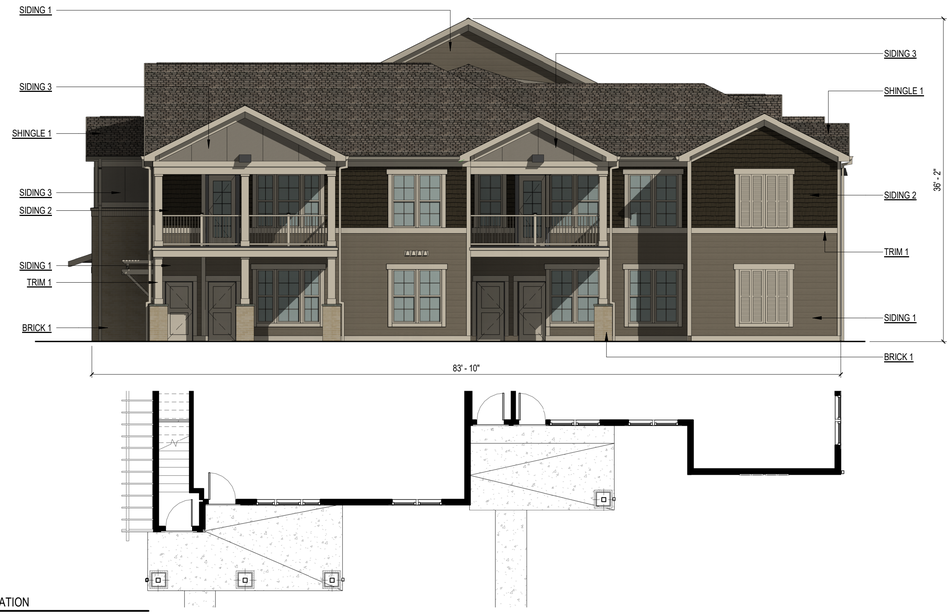
CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.6 | 10/01/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

RANCH SCHEME - SIDE ELEVATIONS

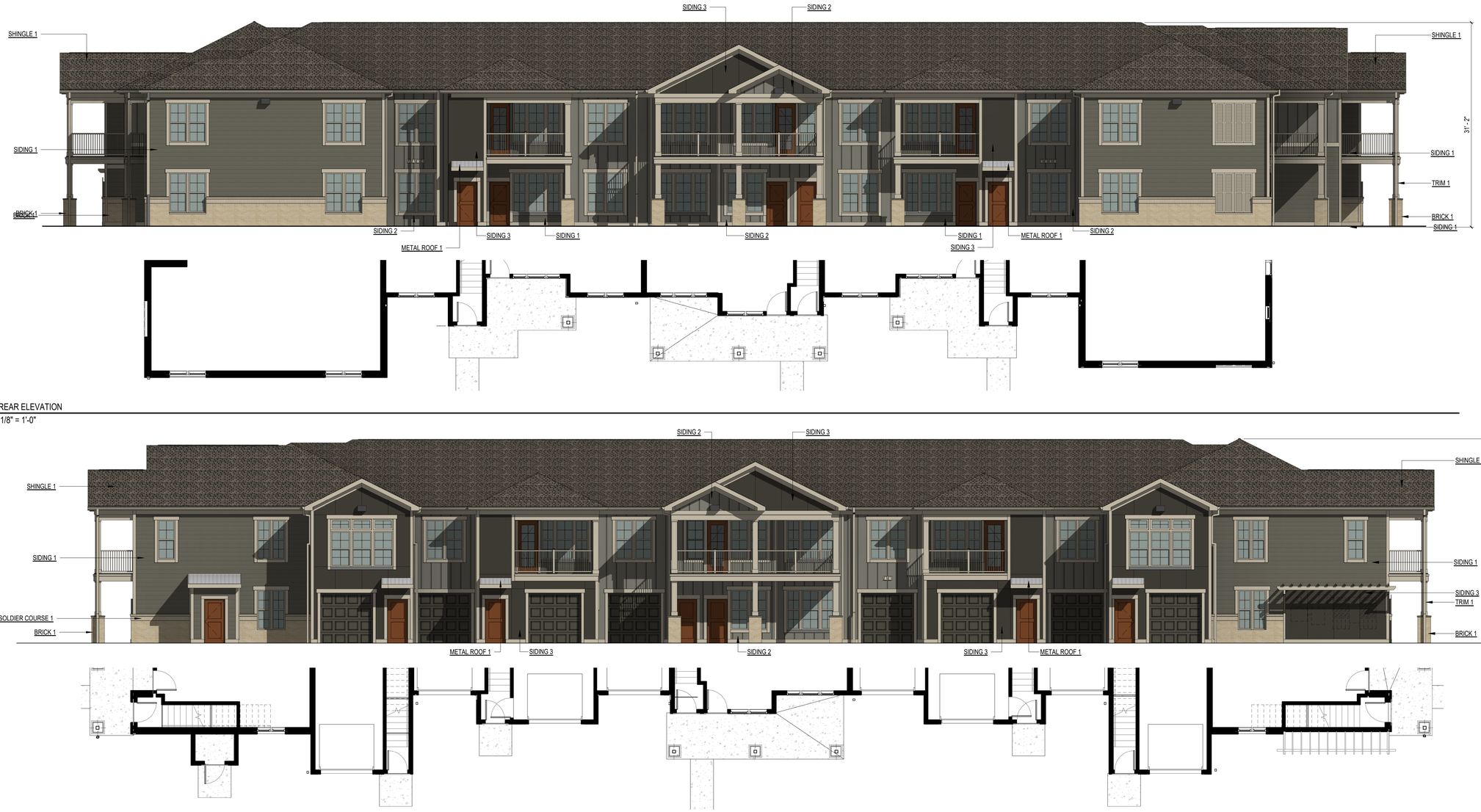
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.7 | 10/01/2021

CONTINENTAL PROPERTIES



2 REAR ELEVATION
1/8" = 1'-0"

1 FRONT ELEVATION
1/8" = 1'-0"

PRAIRIE SCHEME - FRONT & REAR ELEVATIONS

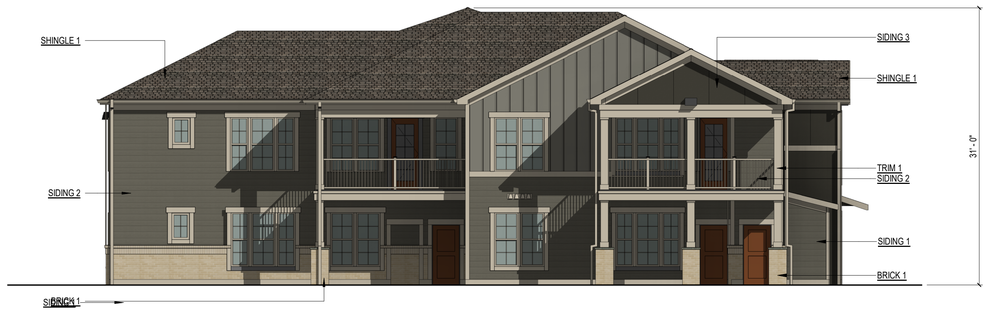
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.8 | 10/01/2021

CONTINENTAL PROPERTIES



2 LEFT ELEVATION
1/8" = 1'-0"



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

PRAIRIE SCHEME - SIDE ELEVATIONS

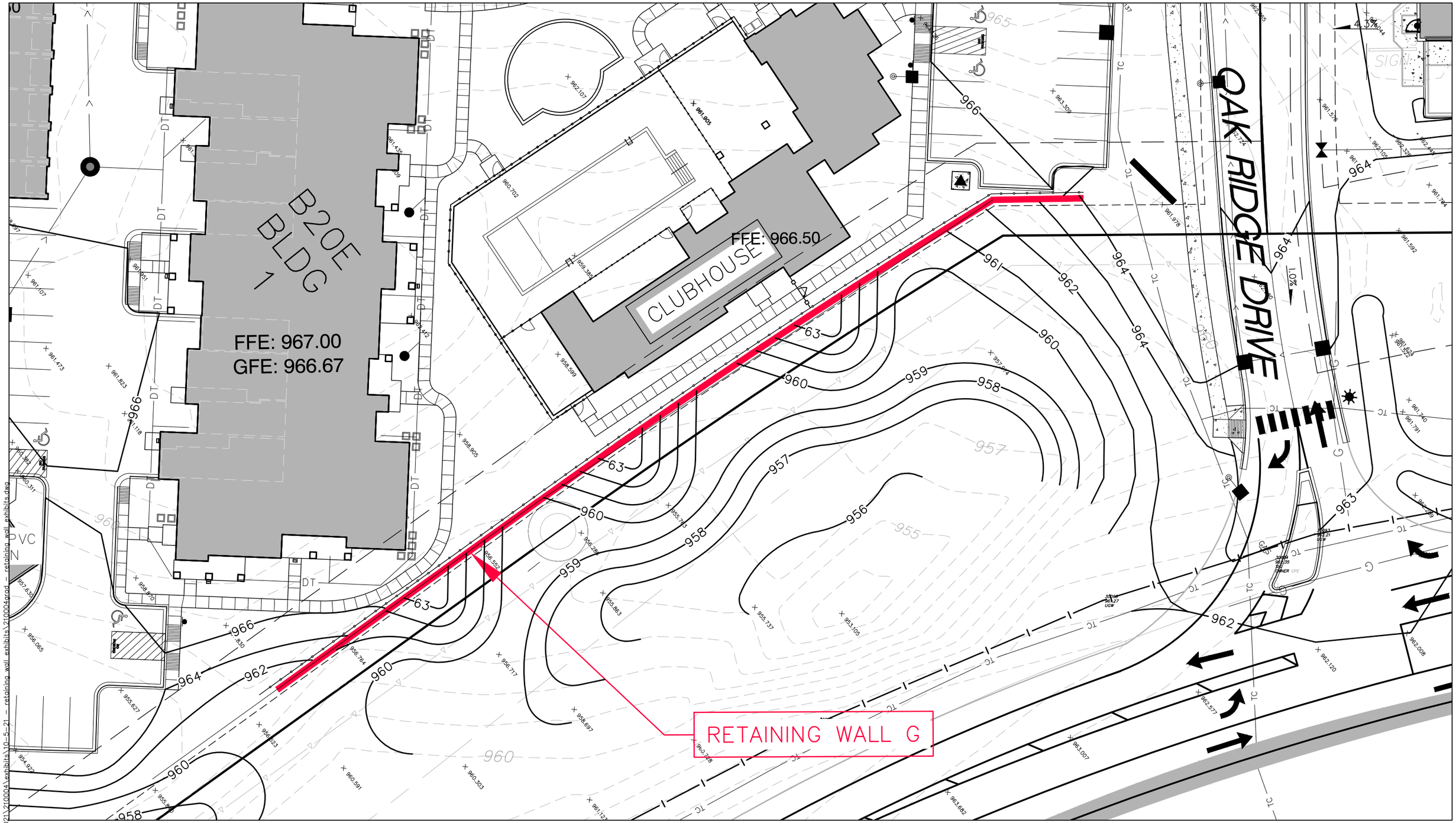
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CONTINENTAL PROPERTIES
SPRINGS AT McKNIGHT LAKE

ASK.9 | 10/01/2021

CONTINENTAL PROPERTIES



RETAINING WALL EXHIBIT - WALL G

CHASKA, MN

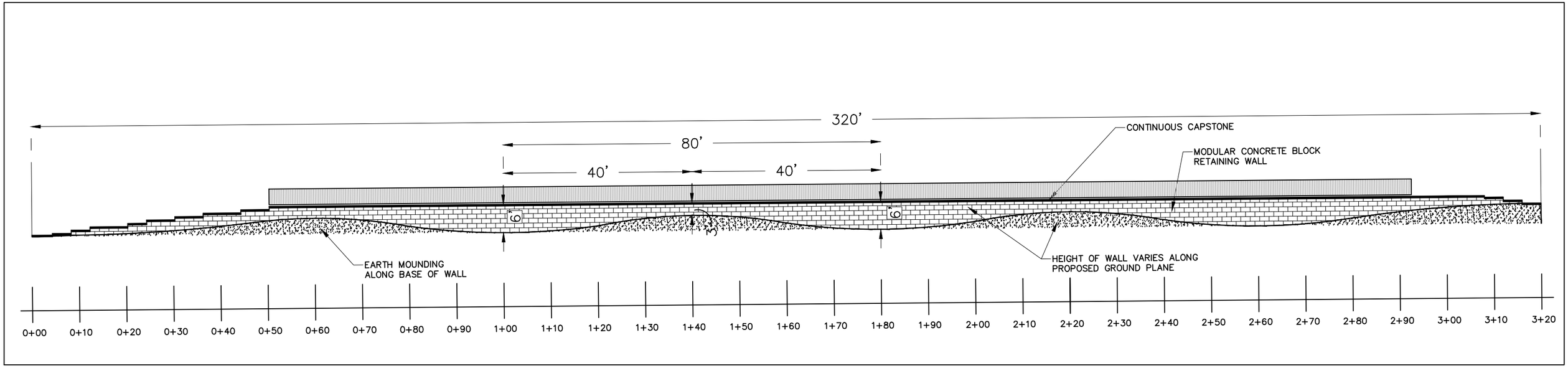
10-7-21

SCALE 0 15' 30' 60' IN FEET

ALLIANT ENGINEERING

SK-1

x:\2021\210004\exhibits\10-5-21 - retaining wall exhibits\210004grad - retaining wall exhibits.dwg





x:\2021\210004\exhibits\10-5-21 - retaining wall exhibits\210004grad - retaining wall exhibits.dwg

RETAINING WALL EXHIBIT - WALL SECTION G

CHASKA, MN

0 5' 10' 20'
SCALE IN FEET

ALLIANT ENGINEERING

SK-1a

EXISTING CONVENTION CENTER

RETAINING WALL J

B20E BLDG 5

COSTCO

FIRE LANE

8" D.I.P. WATERMAIN

16"

0.6%

0 15' 30' 60'
SCALE IN FEET

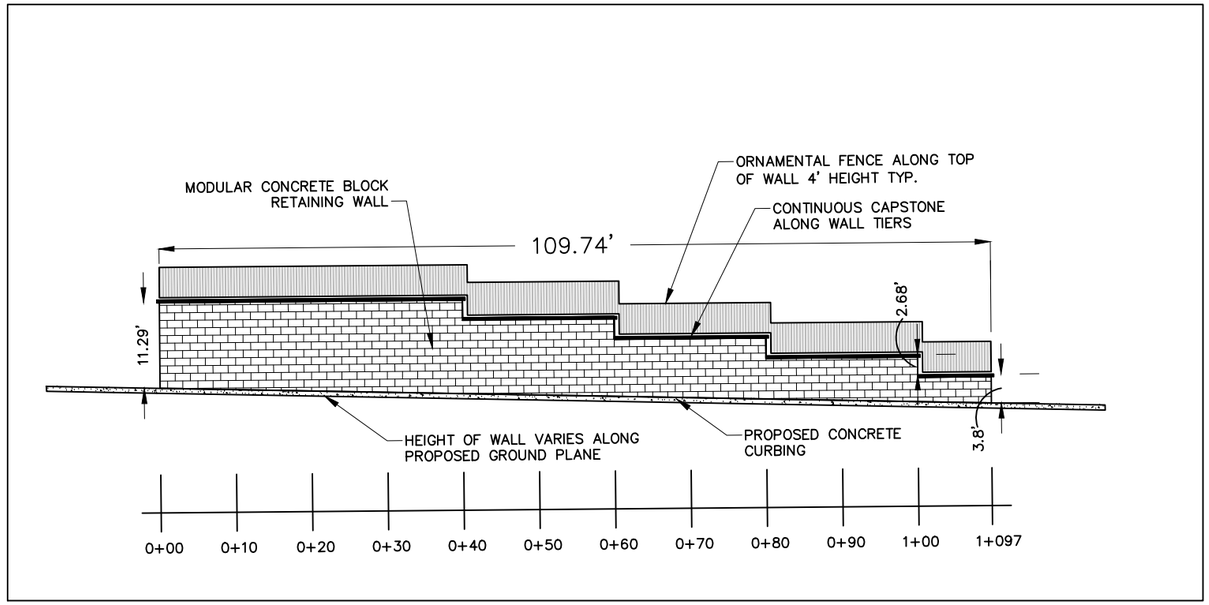
RETAINING WALL EXHIBIT - WALL SECTION J

CHASKA, MN

10-7-21

ALLIANT ENGINEERING

SK-2



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RETAINING WALL EXHIBIT - WALL ELEVATION J

CHASKA, MN

10-7-21

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SCALE IN FEET

ALLIANT ENGINEERING

SK-2a

RETAINING WALL K
RETAINING WALL I
OAK RIDGE DRIVE
RETAINING WALL K
RETAINING WALL I
RETAINING WALL K
RETAINING WALL H
RETAINING WALL K
RETAINING WALL L
RETAINING WALL K
RETAINING WALL H
RETAINING WALL L
BIG WOODS LAKE
21" R.C.P.
10' SIDE PARKING SETBACK
50' SIDE BUILDING SETBACK
150' SIDE BUILDING SETBACK (FROM TH 41 CENTERLINE)
GRADE BREAK
COSTCO WHOLESALE
164,545 S.F.
FFE = 966.00
DRAWN BY: CHASKA
30740030

RETAINING WALL EXHIBIT - WALL SECTION K

CHASKA, MN

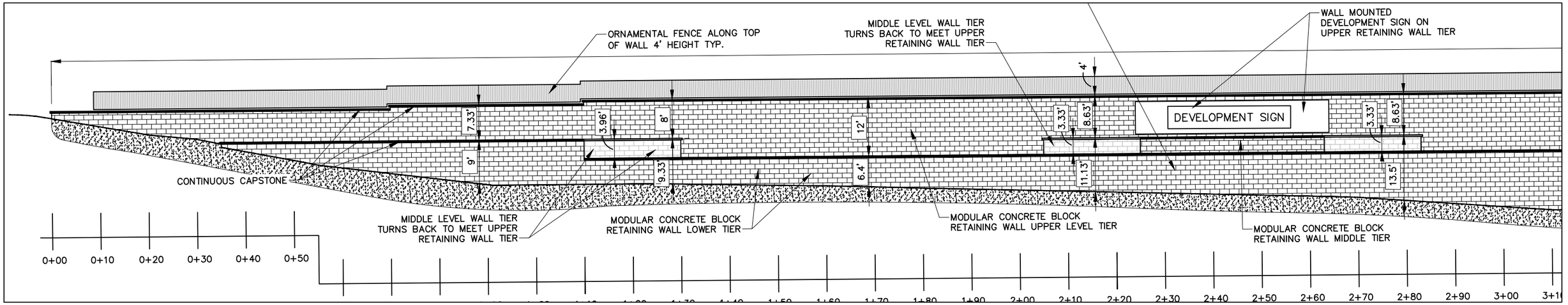
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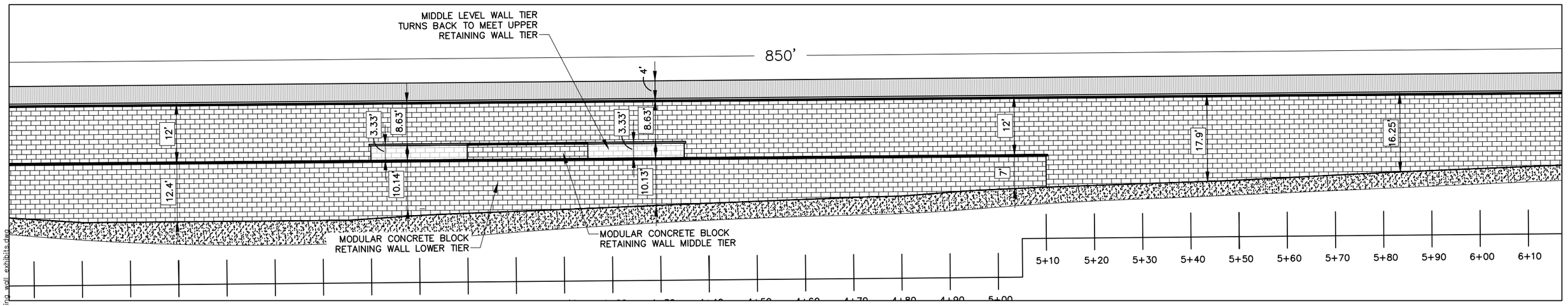
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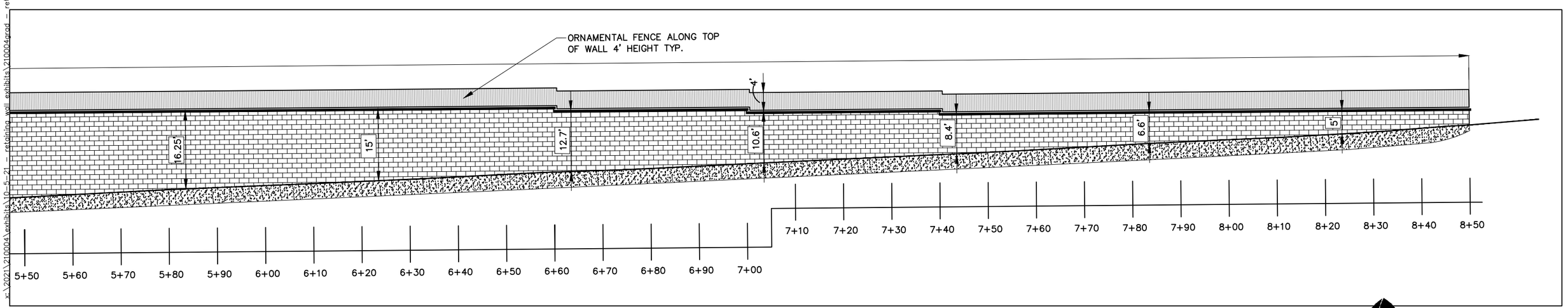
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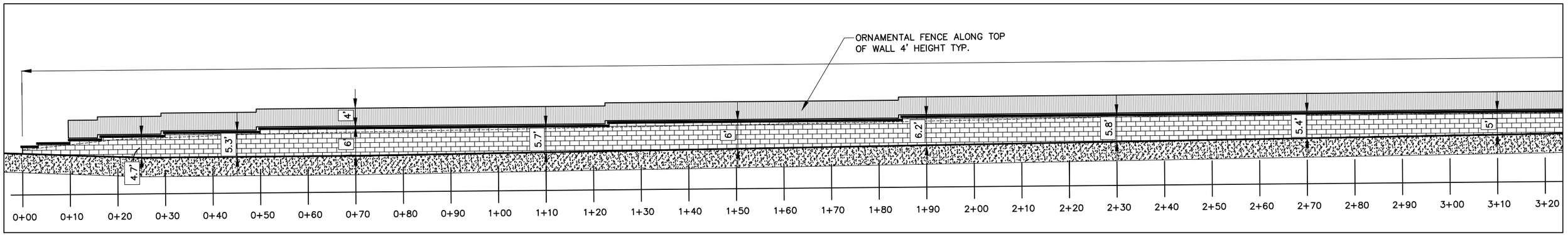
CHASKA, MN

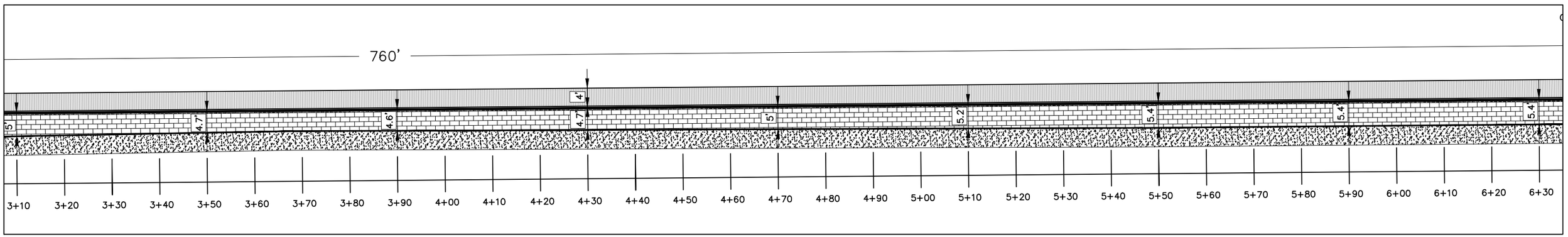
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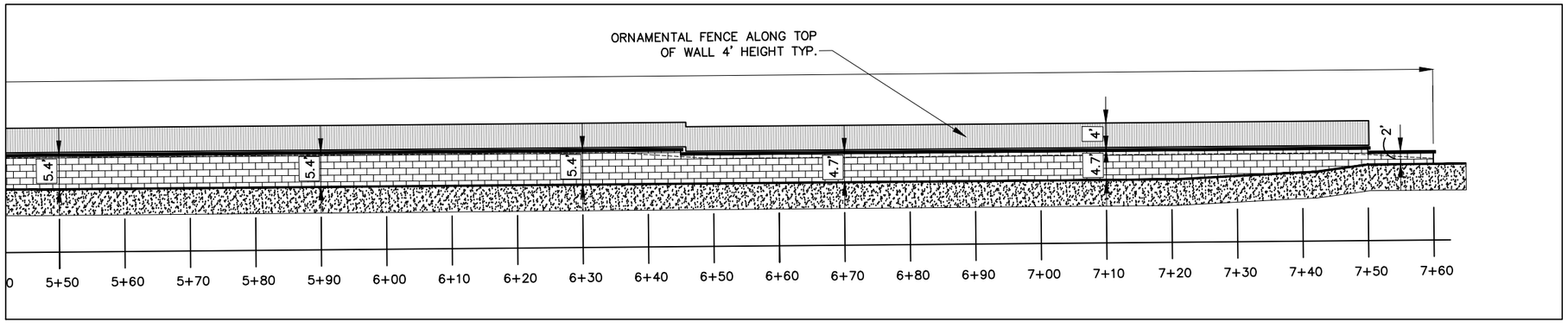
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ALLIANT ENGINEERING

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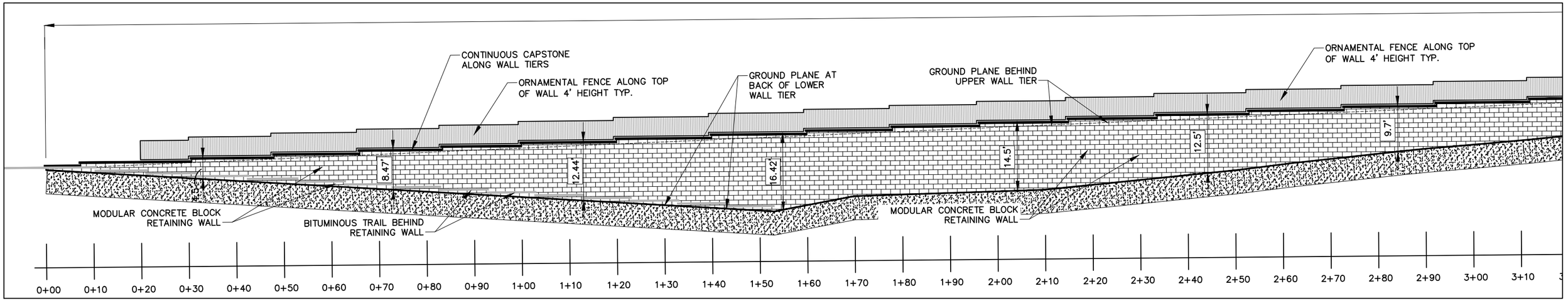
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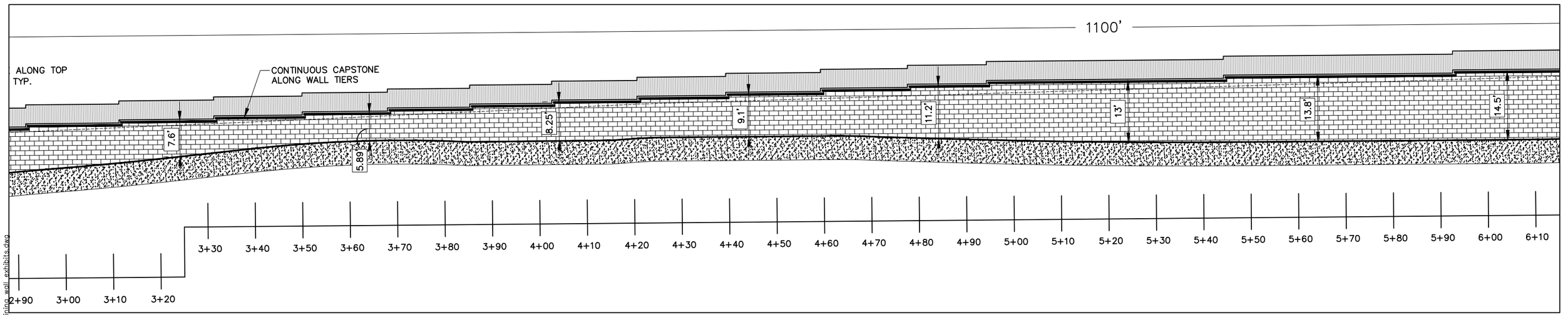
CHASKA, MN

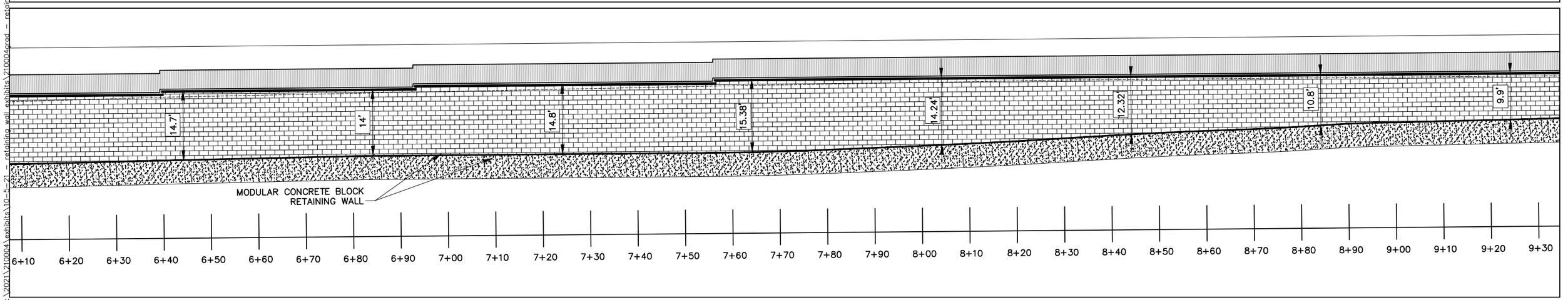
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ALLIANT ENGINEERING

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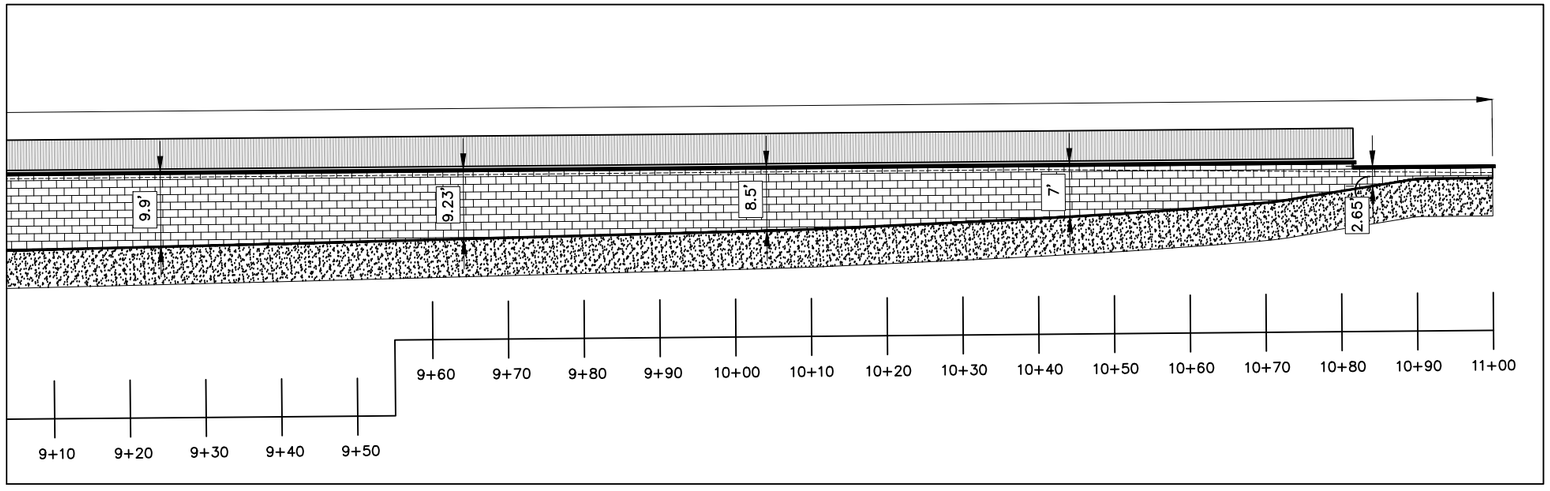
CHASKA, MN

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SCALE 0 5' 10' 20' IN FEET

ALLIANT ENGINEERING

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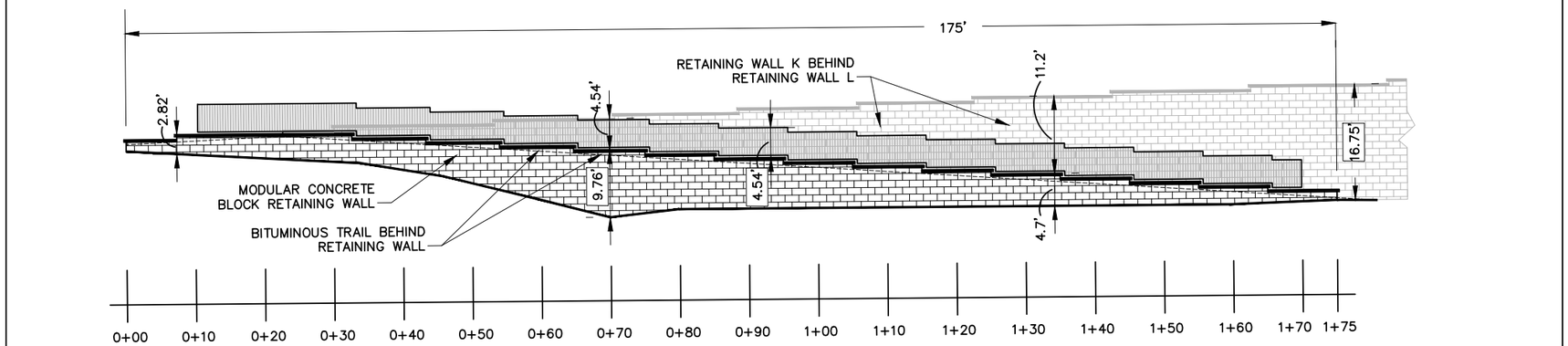
CHASKA, MN

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SCALE 0 5' 10' 20' IN FEET

ALLIANT ENGINEERING

SK-7



RETAINING WALL EXHIBIT - WALL ELEVATION L

CHASKA, MN

0 5' 10' 20'
SCALE IN FEET

ALLIANT ENGINEERING

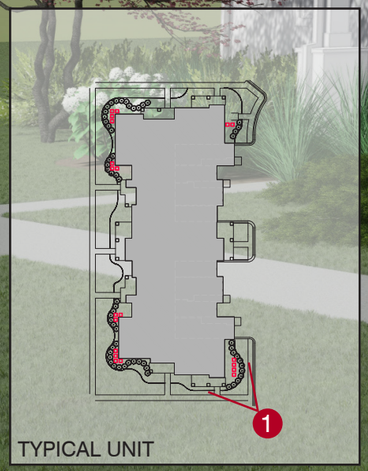
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MINT JULEP JUNIPER



TYPICAL UNIT

A/C UNITS

JUNIPER SCREENING

DATE: 10/01/21

CONTINENTAL PROPERTIES

SCREENING MECH. UNITS - VIEW 1

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

ALLIANT



DATE: 10/01/21

CONTINENTAL PROPERTIES

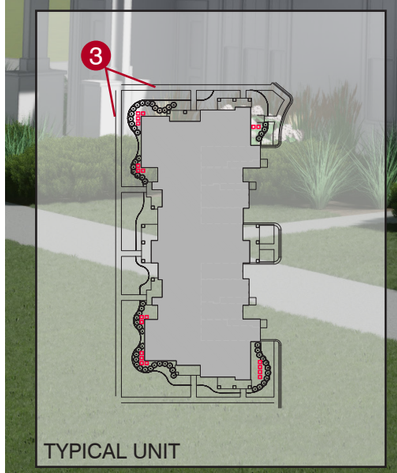
SCREENING MECH. UNITS - VIEW 2

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

ALLIANT



MINT JULEP JUNIPER



A/C UNITS

JUNIPER SCREENING

DATE: 10/01/21

CONTINENTAL PROPERTIES

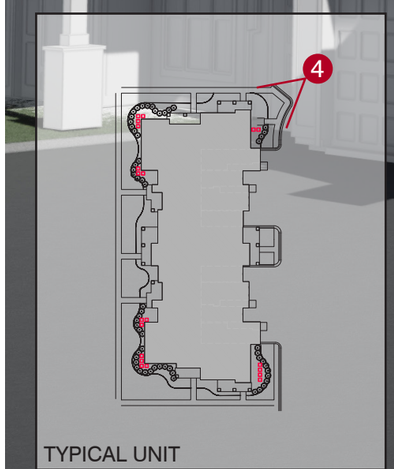
SCREENING MECH. UNITS - VIEW 3

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

ALLIANT



MINT JULEP JUNIPER



TYPICAL UNIT

A/C UNITS

JUNIPER SCREENING

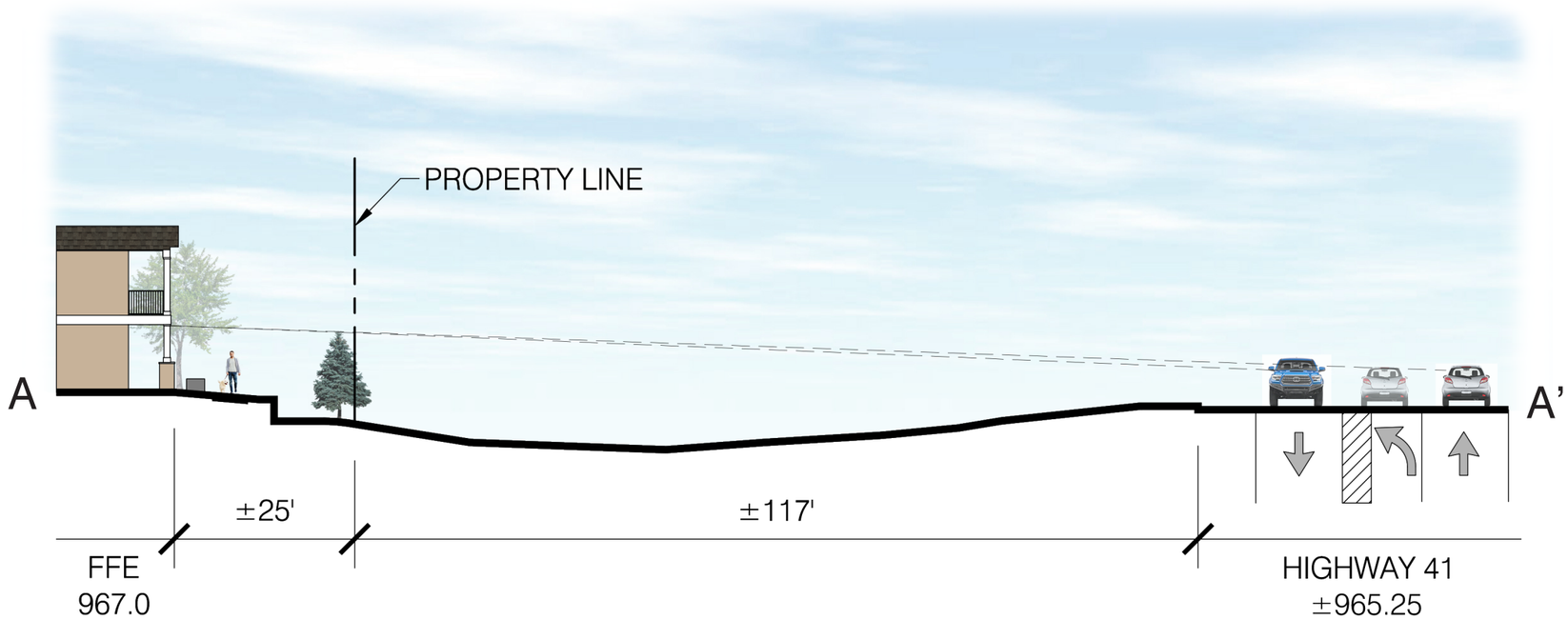
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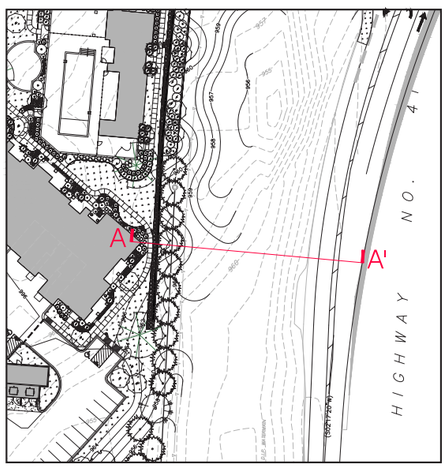
SCREENING MECH. UNITS - VIEW 4

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

CONTINENTAL PROPERTIES

ALLIANT





SECTION MAP

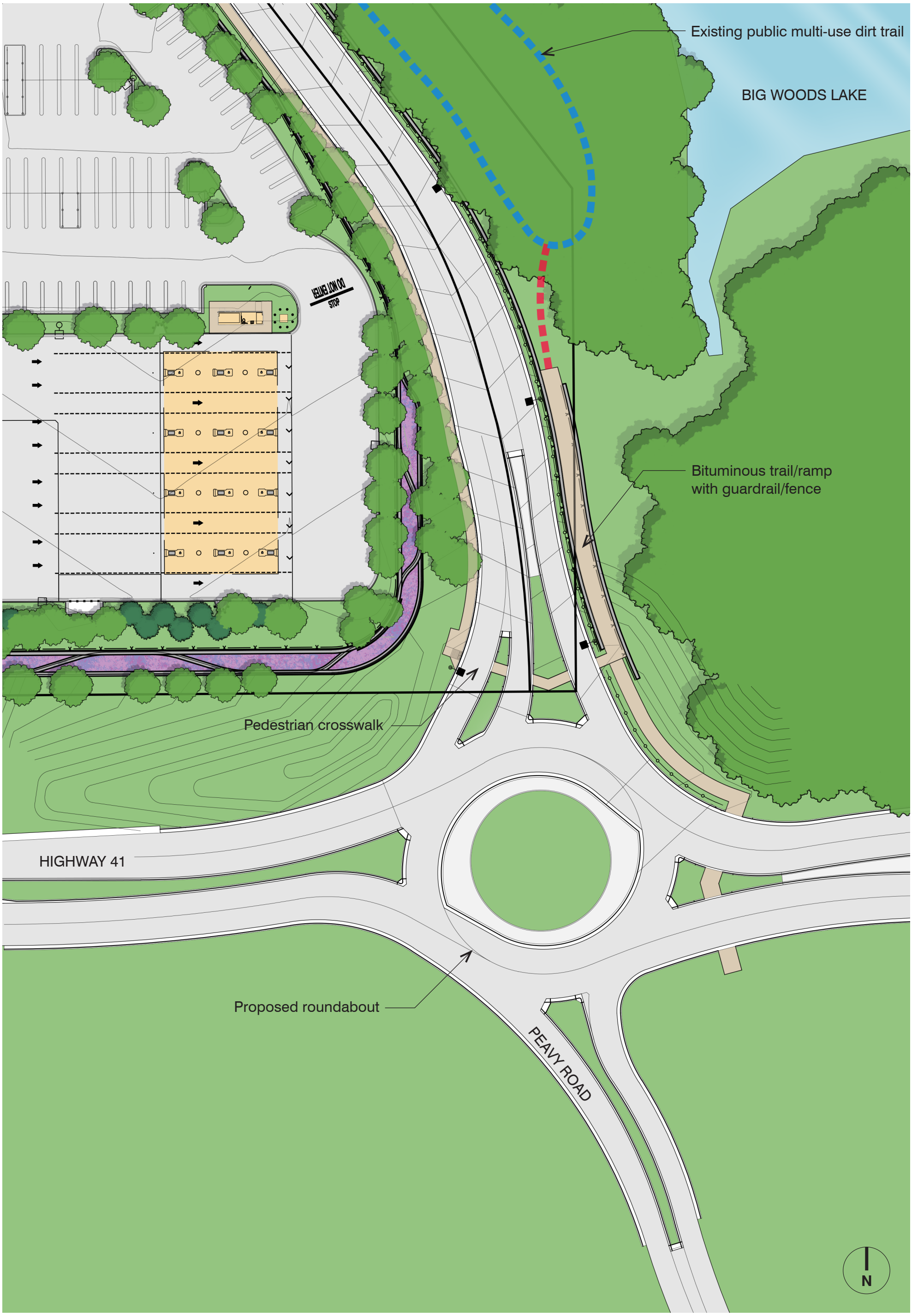
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SCREENING FROM HWY 41

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

CONTINENTAL PROPERTIES

ALLIANT



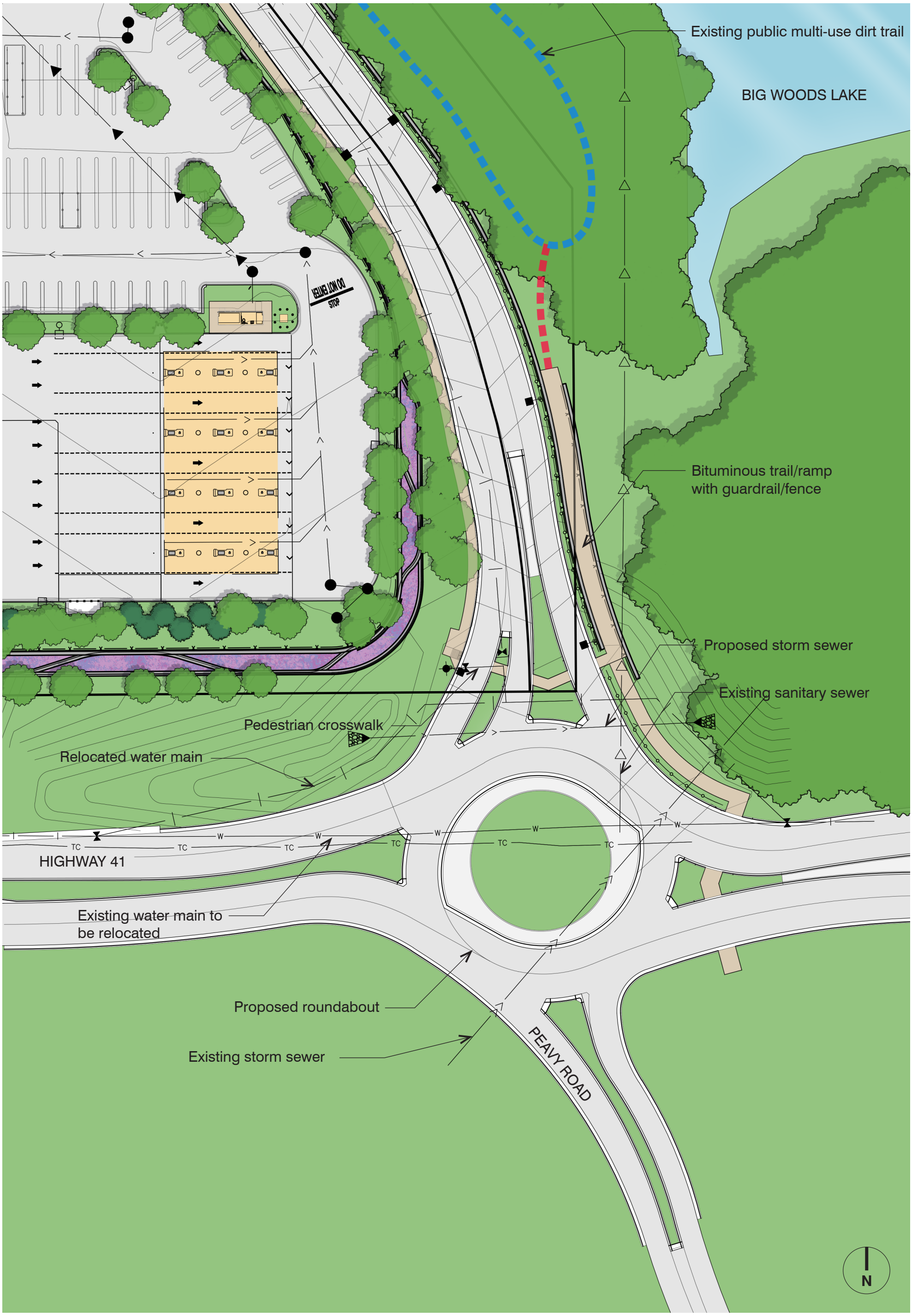
DATE: 10/011/21

CONTINENTAL PROPERTIES

TRAIL AT ROUNDABOUT

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

ALLIANT



DATE: 10/011/21

CONTINENTAL PROPERTIES

TRAIL AT ROUNDABOUT

SPRINGS AT McKNIGHT LAKE | CHASKA, MN

ALLIANT

Oak Ridge Commons
Traffic Impact Study

Chaska, MN

Prepared By:
Nick Grage, PE, PTOE, RSP1

Alliant Engineering, Inc.
733 Marquette Avenue, Suite 700
Minneapolis, MN 55402

ALLIANT

DRAFT Report
September 3, 2021

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1.0 Introduction

Alliant Engineering has completed a traffic impact study for the proposed Oak Ridge Commons development located adjacent to the intersections of Minnesota Trunk Highway 41 (TH 41) with Peavey Road and Oakridge Drive in Chaska, MN. The main objectives of this study are to evaluate existing traffic operations within the development, identify potential traffic impacts to the internal roadway network due to development generated trips, and recommend turn lanes and improvements to address any identified issues.

2.0 Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes intersection turning movement counts, field observations, and an intersection operations analysis.

2.1 Study Area Intersections

Existing and future characteristics for TH 41 intersections are summarized as follows:

- **TH 41 & Peavey Road**: Existing side-street stop-controlled intersection – which will add a west leg as part of the development and is recommended for a traffic control change to a hybrid roundabout (dual northbound and southbound lanes, eastbound right-turn bypass) in the completed *TH 41 at Peavey Road Intersection Control Evaluation (August 2021).*
- **TH 41 & Oakridge Drive**: Existing side-street stop-controlled intersection providing access to the Oak Ridge Commons development, recommended as a three-quarter access in Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020).*

Along with analyzing the TH 41 intersections, additional intersections internal to the development site were used to document operational performance and identify turn lane needs. They include:

- **Oakridge Drive & North Access**: Proposed three-legged and side-street stop-controlled intersection located 500 feet west of TH 41 / Peavey Road, serving as the primary access to the proposed discount club store and gas station.
- **Oakridge Drive & West Access**: Proposed four-legged and side-street stop-controlled intersection located 150 feet north of the existing Oak Ridge Hotel & Conference Center loading/unloading area, serving as the primary access to the proposed office building and as the secondary access to the proposed discount club store.
- **Oakridge Drive & South Access**: Proposed three-legged and side-street stop-controlled intersection located 250 feet west of TH 41 / Oakridge Drive, serving as the primary access to the proposed multi-family housing.

2.2 Data Collection

Turning movement counts were collected on Wednesday, September 17, 2019, by Kimley-Horn. After discussions with the City of Chaska and Carver County, the intersection of TH 41 / CSAH 18 (not included in this study) was recounted by Kimley-Horn on January 29, 2020; therefore, collected counts used for the analysis are assumed to be from existing year 2019.

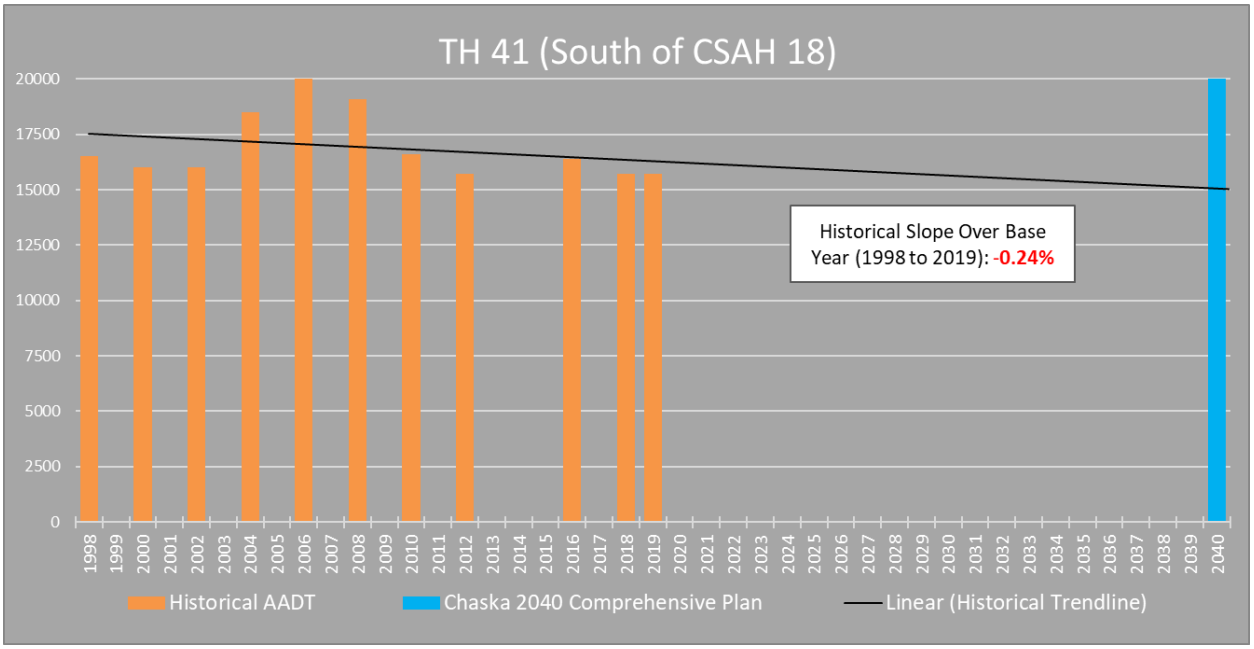
2.2.1 Traffic Volumes

The network a.m. and p.m. peak hours, as determined by Kimley-Horn, were 7:30 to 8:30 a.m. and 4:00 to 5:00 p.m., respectively. No seasonal adjustment factors were applied to the collected data.

2.2.2 Traffic Growth Rates

Based on a review of Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)*, which analyzed historical traffic volumes pulled from MnDOT's Traffic Data Mapping Application, a one percent annual growth rate was determined for the study area that includes the TH 41 / Peavey Road intersection. **Table 1** provides a summary of the historical volumes along TH 41, where a -0.24 percent growth rate was calculated utilizing AADT values between 1998 and 2019 (see trendline). Also shown is the 2040 AADT for TH 41 (South of CSAH 18) included in the Chaska 2040 Comprehensive Plan. With consideration of the previous traffic analysis, the declining historical rate, and the forecasted 2040 AADT, the one percent growth rate was selected to develop 2022, 2032, and 2042 forecast volumes to be used for analyses. Detailed peak hour volumes are illustrated in **Appendix A**.

Table 1. Annual Growth Rate



2.2.3 Roadway/Intersection Characteristics

Field observations were completed to identify roadway and intersection characteristics within the immediate study area (i.e., geometry, posted speed limits, traffic control), which are summarized in **Table 2** and **Table 3**.

Table 2. Roadway Characteristics

Roadway	Cross-Section	Speed Limit	Functional Classification
TH 41	2-Lane Undivided	50 mph	Minor Arterial
Peavey Road	2-Lane Undivided	30 mph	Local Roadway
Oakridge Drive	2-Lane Undivided	30 mph	Local Roadway

Table 3. Existing Intersection Characteristics

Intersection	Traffic Control	Lane Designation by Approach [1]			
		NB	SB	EB	WB
TH 41 & Peavey Road	Through / Stop	T / R	L / T [2]	-	LR
TH 41 & Oakridge Drive	Through / Stop	L / T [2]	T / R	LR	-

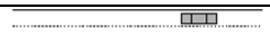
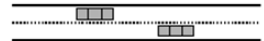
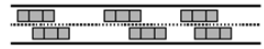
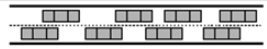
1: L = Left-Turn, T = Through, R = Right-Turn

2: Bypass-lane provided instead of dedicated turn lanes

2.3 Traffic Operations Analysis

An existing conditions traffic operations analysis was completed using VISSIM software to establish a baseline condition to which future traffic operations could be compared. Operations analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in **Table 4**. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D/E boundary for overall operations is often used as the indicator of congestion in an urban area. For side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Long delays and poor LOS can occur on side-street approaches even if the overall intersection is functioning well, making side-street LOS a valuable design criterion.

Table 4. Level of Service Criteria

Level of Service		Description	Delay per Vehicle (seconds)	
			Signalized Intersection	Unsignalized Intersection
A		**Free Flow:** Low volumes and no delays.	0 - 10	0 - 10
B		**Stable Flow:** Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C		**Stable Flow:** Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D		**Stable Flow:** Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E		**Unstable Flow:** Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F		**Forced Flow:** Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

After LOS, the second component of the traffic operations analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes.

The existing traffic operations analysis was performed at the study intersections for the observed weekday a.m. and p.m. peak hours. Results of the existing and construction year 2022 No Build traffic operations analysis, presented in **Table 5** and **Table 6**, indicate that each existing study intersection currently operates at overall LOS A or better during weekday peak hours despite the westbound TH 41 / Peavey Road approach operating at LOS F. Westbound left-turning motorists at this intersection have difficulty finding acceptable gaps, resulting in significant delay for a low volume approach. Detailed operations and queuing analysis results are presented in **Appendix B**.

Table 5. Existing Year 2019 Operations Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
TH 41 & Peavey Road	A / C	1.1 / 15.7	A / F	5.1 / 63.0
TH 41 & Oakridge Drive	A / B	1.2 / 11.5	A / B	1.0 / 12.8

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Table 6. Construction Year 2022 No Build Operations Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
TH 41 & Peavey Road	A / C	1.3 / 17.5	A / F	6.4 / 84.0
TH 41 & Oakridge Drive	A / B	1.3 / 11.8	A / B	1.1 / 14.0

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

3.0 Proposed Development

The proposed Oak Ridge Commons development site is 66.8 acres and currently includes the Oak Ridge Hotel & Conference Center with one access to TH 41 at Oakridge Drive. The proposed development would convert the hotel and conference center into a 131,000 square foot office building and build a 161,000 square foot discount club store (which includes a gas station with 24 fueling locations) and 280 units of multi-family housing (see **Figure 1**: Proposed Site Plan). The original plan, per Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)*, included 375 units of senior housing which are now being shown as approximately 280 units of multi-family housing. An additional access to TH 41 at Peavey Road is also proposed as part of the development. Proposed intersection characteristics internal to the development and modifications to the existing TH 41 intersections as recommended by the completed *TH 41 at Peavey Road Intersection Control Evaluation (August 2021)* are summarized in **Table 7**.

Table 7. Proposed Intersection Characteristics

Intersection	Traffic Control	Lane Designation by Approach [1]			
		NB	SB	EB	WB
TH 41 & Peavey Road	Roundabout	LT / TR	LT / TR	LT / R	LTR
TH 41 & Oakridge Drive	Through / Stop	L / T	T / R	R	-
Oakridge Drive & North Access	Through / Stop	L / R	-	TR	L / T
Oakridge Drive & West Access	Through / Stop	L / TR	L / TR	LTR	L / TR
Oakridge Drive & South Access	Through / Stop	LR	-	TR	LT

1: L = Left-Turn, T = Through, R = Right-Turn

SITE DATA:

SITE SUMMARY	
OAKRIDGE COMMONS	
PROPERTY AREA	±66.83 AC
ZONING	
EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT
PARKING SETBACKS	
ROAD SIDE	10'
INTERIOR SIDE YARD	5'
TREED STEEP SLOPE SETBACK	50'
FROM CENTERLINE OF HWY 41	90'
BUILDING SETBACKS	
CITY OUTLOT	40'
RAILROAD	50'
TREED STEEP SLOPE BUILDING SETBACK	50'
FROM CENTERLINE OF HWY 41	150'
BUFFERS	
TREED STEEP SLOPE BUFFER	30'
DELINEATED WETLANDS	30'

LOT SUMMARY	
AREAS	
PROPOSED PROPERTY	**±66.83 AC**
LOT 1 - EXISTING HOTEL & CONFERENCE CENTER	
LOT 1 PROPERTY AREA	**±23.37 AC**
PROPOSED IMPERVIOUS AREA	**±7.88 AC**
PROPOSED PERVIOUS AREA	**±15.49 AC**
EXISTING BUILDING FOOTPRINT (HOTEL & CONFERENCE)	**± 75,815 S.F.**
EXISTING BUILDING FLOOR AREA (HOTEL & CONFERENCE)	**± 171,000 S.F.**
REQUIRED PARKING	**294 STALLS**
PROPOSED PARKING	**286 STALLS**
AUXILIARY PARKING LOT PARKING STALLS	**20 STALLS**
TOTAL PARKING PROVIDED	**306 STALLS**
A.D.A. PARKING STALLS REQUIRED / PROPOSED STALLS PROVIDED	**8 A.D.A. STALLS / 8 A.D.A. STALLS**
LOT 2 - PROPOSED COSTCO DEVELOPMENT	
LOT 2 PROPERTY AREA	**±16.33 AC**
PROPOSED IMPERVIOUS AREA	**±13.82 AC**
PROPOSED PERVIOUS AREA	**±2.51 AC**
BUILDING AREA - RETAIL (COSTCO)	**±164,545 S.F.**
REQUIRED PARKING	**470 STALLS**
PARKING STALLS PROVIDED	**727 STALLS**
AUXILIARY PARKING LOT PARKING STALLS (FROM LOT ONE)	**52 STALLS**
TOTAL PROPOSED PARKING	**779 STALLS**
A.D.A PARKING REQUIRED / PROPOSED STALLS PROVIDED	**17 A.D.A. STALLS / 17 A.D.A. STALLS**
LOT 3 - MULTIFAMILY	
LOT 3 PROPERTY AREA	**±27.13 AC**
PROPOSED IMPERVIOUS AREA	**16.33 AC (60.2%)**
PROPOSED PERVIOUS AREA	**10.80 AC (39.8%)**
STEEP SLOPE AREA	**± 3.28 AC**
PROPOSED DWELLING UNITS	**280 UNITS**
REQUIRED PARKING	**560 STALLS**
PROPOSED PARKING	**576 STALLS (2.06 PER UNIT)**

PARKING DATA:

PARKING REQUIREMENTS SUMMARY
HOTEL
1 STALL / ROOM
CONFERENCE CENTER
15 STALLS PLUS 1 STALL / 300 S.F. OVER 2,000 S.F.
RETAIL
1 STALL / 350 S.F. GENERAL FLOOR AREA
MULTIFAMILY
2 STALLS / 1 DWELLING UNIT

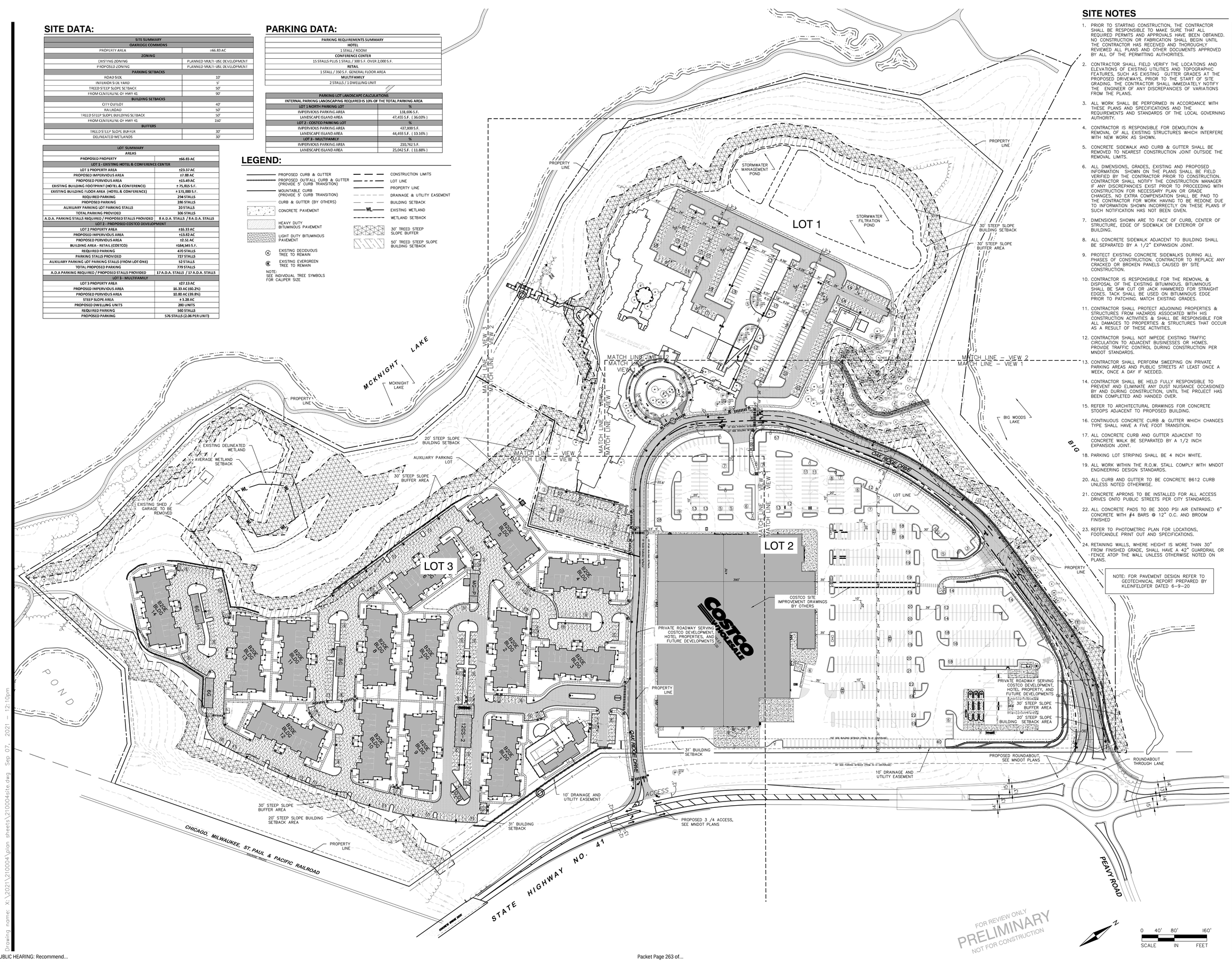
PARKING LOT LANDSCAPE CALCULATIONS	
INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA	
LOT 1 NORTH PARKING LOT	**%**
IMPERVIOUS PARKING AREA	131,696 S.F.
LANDSCAPE ISLAND AREA	47,455 S.F. (36.03%)
LOT 2 - COSTCO PARKING LOT	**%**
IMPERVIOUS PARKING AREA	437,800 S.F.
LANDSCAPE ISLAND AREA	44,493 S.F. (10.16%)
LOT 3 - MULTIFAMILY	**%**
IMPERVIOUS PARKING AREA	210,762 S.F.
LANDSCAPE ISLAND AREA	25,042 S.F. (11.88%)

LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED OUTFALL CURB & GUTTER (PROVIDE 5' CURB TRANSITION)
- MOUNTABLE CURB (PROVIDE 5' CURB TRANSITION)
- CURB & GUTTER (BY OTHERS)
- CONCRETE PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN

NOTE:
SEE INDIVIDUAL TREE SYMBOLS FOR CALIPER SIZE

- CONSTRUCTION LIMITS
- LOT LINE
- PROPERTY LINE
- DRAINAGE & UTILITY EASEMENT
- BUILDING SETBACK
- EXISTING WETLAND (WL)
- WETLAND SETBACK
- 30' TREED STEEP SLOPE BUFFER
- 50' TREED STEEP SLOPE BUILDING SETBACK



FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

SCALE 0 40' 80' 160'
IN FEET

SITE NOTES

1. 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.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
4. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION & REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
5. CONCRETE SIDEWALK AND CURB & GUTTER SHALL BE REMOVED TO NEAREST CONSTRUCTION JOINT OUTSIDE THE REMOVAL LIMITS.
6. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
7. DIMENSIONS SHOWN ARE TO FACE OF CURB, CENTER OF STRUCTURE, EDGE OF SIDEWALK OR EXTERIOR OF BUILDING.
8. ALL CONCRETE SIDEWALK ADJACENT TO BUILDING SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
9. PROTECT EXISTING CONCRETE SIDEWALKS DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN PANELS CAUSED BY SITE CONSTRUCTION.
10. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAW CUT OR JACK HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
11. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES & STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES & SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES & STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
12. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES OR HOMES. PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION PER MNDOT STANDARDS.
13. CONTRACTOR SHALL PERFORM SWEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
14. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND HANDED OVER.
15. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOOPS ADJACENT TO PROPOSED BUILDING.
16. CONTINUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
17. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT.
18. PARKING LOT STRIPING SHALL BE 4 INCH WHITE.
19. ALL WORK WITHIN THE R.O.W. STALL COMPLY WITH MNDOT ENGINEERING DESIGN STANDARDS.
20. ALL CURB AND GUTTER TO BE CONCRETE B612 CURB UNLESS NOTED OTHERWISE.
21. CONCRETE APRONS TO BE INSTALLED FOR ALL ACCESS DRIVES ONTO PUBLIC STREETS PER CITY STANDARDS.
22. ALL CONCRETE PADS TO BE 3000 PSI AIR ENTRAINED 6" CONCRETE WITH #4 BARS @ 12" O.C. AND BROOM FINISHED
23. REFER TO PHOTOMETRIC PLAN FOR LOCATIONS, FOOTCANDLE PRINT OUT AND SPECIFICATIONS.
24. RETAINING WALLS, WHERE HEIGHT IS MORE THAN 30" FROM FINISHED GRADE, SHALL HAVE A 42" GUARDRAIL OR FENCE ATOP THE WALL UNLESS OTHERWISE NOTED ON PLANS.

ALLIANT
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OAK RIDGE COMMONS
PLANNED UNIT DEVELOPMENT SUBMITTAL
HWY 41 & PEAVEY ROAD
CHASKA, MN

OVERALL SITE 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

CLARK WICKLUND, PE

Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE

DATE	ISSUE
1-18-21	GRADING PROGRESS
2-17-21	PROGRESS SITE PLANS
3-11-21	SCHEMATIC UTIL. ROUTINGS
4-6-21	PUD SUBMITTAL
4-7-21	PUD SUBMITTAL
4-8-21	PARKING CLARIFICATION
4-30-21	DEMOLITION REV.
9-7-21	PUD RESUBMITTAL

PROJECT TEAM DATA

DESIGNED: MK
DRAWN: MLS
PROJECT NO: 221-0004

C-3.0

Drawing name: X:\2021\210004\plan sheets\210004site.dwg Sep 07, 2021 - 12:10pm

3.1 Trip Generation and Distribution

Trip generation estimates for the proposed Oak Ridge Commons development reflect values and assumptions made in Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)*, which were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. Results of the trip generation estimates, shown in **Table 8**, indicate the proposed development is expected to generate approximately 309 a.m. peak hour and 750 p.m. peak hour gross trips. Per Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)* an anticipated 28 percent of trips would be pass-by-trips during the p.m. peak, while the a.m. peak would not include pass-by-trips as trips would be primarily workers and deliveries. Accounting for pass-by trips, the proposed development is expected to generate approximately 309 a.m. peak hour and 522 p.m. peak hour net new trips.

Table 8. Site Trip Generation

Land Use (ITE Code)	Size	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Multifamily Housing (Mid-Rise) (221)	280 Units	26	75	101	38	24	62
General Office Building (710)	131,457 SF	125	15	140	14	99	113
Discount Club[1] (857)	161,000 SF	49	19	68	286	289	575
Total Site Generated Trips		**200**	**109**	**309**	**338**	**412**	**750**
Pass-By Trip Reduction (28% Pass-By Trips) PM Peak		*0*	*0*	*0*	*-114*	*-114*	*-228*
Total Net New Traffic		**200**	**109**	**309**	**224**	**298**	**522**

Source: Oak Ridge Development Traffic Impact Analysis, Kimley-Horn and Associates, Inc. (February 2020).

1: Discount Club raw trip generation data includes fueling positions.

The distribution of development generated trips was based on current traffic patterns in the area, as documented in Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)*, which is included in **Appendix C**. This trip distribution (45 percent of trips to/from the north and 55 percent of trips to/from the south) was then applied to the estimated proposed development generated trips in the future conditions analysis.

3.2 Traffic Operations Analysis

To determine potential traffic impacts associated with the proposed development, future conditions at internal site intersections were evaluated using Synchro/SimTraffic software. Construction year 2022 was chosen to coincide with the anticipated opening of the proposed development. Detailed operations and queuing analysis results are presented in **Appendix B**.

Construction Year 2022 Build

Results of the construction year 2022 build traffic operations analysis, presented in **Table 9**, indicate that each study intersection would operate at overall LOS A or better during weekday peak hours once the development is complete. Eastbound right-turning motorists at TH 41 / Oakridge Drive would have difficulty finding acceptable gaps, resulting in moderate delay.

Table 9. Construction Year 2022 Build Operations Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
TH 41 & Peavey Road	A / A	2.8 / 6.3	A / A	3.9 / 6.4
TH 41 & Oakridge Drive	A / A	1.5 / 6.9	A / C	2.7 / 20.5
Oakridge Drive & North Access	A / A	0.8 / 1.3	A / A	2.6 / 2.8
Oakridge Drive & West Access	A / A	1.2 / 4.5	A / A	2.3 / 3.9
Oakridge Drive & South Access	A / A	2.3 / 4.2	A / A	1.3 / 3.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Forecast Year 2032

Results of the forecast year 2032 traffic operations analysis, presented in **Table 10**, indicate that each study intersection would continue to operate at overall LOS A or better during weekday peak hours despite eastbound right-turning motorists at TH 41 / Oakridge Drive having difficulty finding acceptable gaps, resulting in significant delay.

Table 10. Forecast Year 2032 Operations Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
TH 41 & Peavey Road	A / A	3.3 / 8.0	A / B	5.2 / 10.9
TH 41 & Oakridge Drive	A / A	1.8 / 7.5	A / E	4.7 / 39.8
Oakridge Drive & North Access	A / A	0.9 / 1.3	A / A	2.6 / 2.8
Oakridge Drive & West Access	A / A	1.2 / 3.7	A / A	2.4 / 3.9
Oakridge Drive & South Access	A / A	2.4 / 4.2	A / A	1.3 / 3.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Forecast Year 2042

Results of the forecast year 2042 traffic operations analysis, presented in **Table 11**, indicate that each study intersection would continue to operate at overall LOS B or better during weekday peak hours despite eastbound right-turning motorists at TH 41 / Peavey Road and TH 41 / Oakridge Drive having difficulty finding acceptable gaps, resulting in significant delay.

Table 11. Forecast Year 2042 Operations Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
TH 41 & Peavey Road	A / B	3.9 / 11.0	B / E	11.9 / 45.0
TH 41 & Oakridge Drive	A / A	2.2 / 7.4	B / F	11.0 / 135.4
Oakridge Drive & North Access	A / A	1.0 / 1.4	A / A	5.1 / 7.2
Oakridge Drive & West Access	A / A	1.2 / 3.5	A / A	2.4 / 4.5
Oakridge Drive & South Access	A / A	2.5 / 4.4	A / A	1.3 / 3.9

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

It should be noted that maximum queues for eastbound approaches at both TH 41 / Peavey Road (Oakridge Drive / North Access) and TH 41 / Oakridge Drive (Oakridge Drive / South Access) reach their respective adjacent intersections under p.m. peak hour traffic volumes, however, intersections queues dissipated within a short timeframe. To address increased delay and queuing along these eastbound approaches, resulting directly from high-volume conflicting movements preventing adequate gaps, a capacity expansion of the TH 41 corridor should be considered.

4.0 Site Plan / Access Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding site ingress / egress, internal traffic circulation, and parking layout.

4.1 Site Ingress / Egress

Based on the planned location of associated land uses within the proposed development, motorists are expected to enter the site via both existing TH 41 intersections. Motorists destined to the discount club are more likely to utilize the northern intersection of TH 41 / Peavey Road, whereas motorists destined to multi-family housing are more likely to utilize the southern intersection of TH 41 / Oakridge Drive. Motorists destined for the general office building may utilize both intersections depending on their origin, the time of day, and/or the current traffic conditions.

With the recommend modification of TH 41 / Oakridge Drive to three-quarter access, per the recommendations included in *Kimley-Horn's Oak Ridge Development Traffic Impact Analysis (February 2020)*, site egress will be concentrated at the intersection of TH 41 / Peavey Road for motorists with a destination north along TH 41. Motorists leaving multi-family housing or the general office building with a destination south along TH 41 would still be able to utilize the right-out at TH 41 / Oakridge Drive, in addition to discount club motorists who wish to avoid the TH 41 / Peavey Road intersection.

4.2 Internal Traffic Circulation

The proposed internal roadways appear wide enough to adequately accommodate typical passenger vehicles. However, within each parking lot turning movements should be reviewed to ensure design vehicles such as garbage or delivery trucks have adequate accommodations to negotiate internal roadways. Internal intersections and associated lane configurations operate with acceptable levels of delay and queueing. Additional discussion related, specifically as it relates to lane configurations, is included below.

- **Oakridge Drive & North Access**: Proposed three-legged and side-street stop-controlled intersection with a dedicated westbound left-turn lane, a northbound left-turn lane, a northbound channelized right-turn lane, and a shared eastbound through / right-turn lane. Key conclusions include:
    - **Westbound**: The proposed dedicated left-turn lane is recommended to keep Oakridge Drive clear of turning vehicles, improving safety, and providing for more efficient operations. Additional signing for the eastbound approach may be needed as traffic volumes increase in the future to avoid eastbound peak hour queues from blocking westbound left-turns.
    - **Eastbound**: It is unlikely that there would be a significant number of eastbound right-turns, therefore the shared eastbound through / right-turn lane is adequate.

- **Oakridge Drive & West Access**: Proposed four-legged and side-street stop-controlled intersection with dedicated northbound and southbound left-turn lanes; this access also includes two westbound discount club exiting lanes. Key conclusions include:
    - **Northbound**: The proposed dedicated left-turn lane is recommended for safety due to the proximity of a horizontal curve less than 200 feet to the south. It would also provide for more efficient intersection operations.
- **Oakridge Drive & South Access**: Proposed three-legged and side-street stop-controlled intersection with no dedicated turn lanes. Key conclusions include:
    - **Westbound**: A dedicated left-turn lane is not needed based on peak hour traffic volumes, as entering volumes are relatively low and the restricted eastbound left-turn movement at TH 41 / Oakridge Drive reduces the volume for conflicting eastbound movements by requiring exiting development trips destined to the north to use the intersection of TH 41 / Peavey Road.

4.3 Parking Layout

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding parking lots and the required number of parking stalls for each land use based on City of Chaska Zoning Ordinance Section 9. Overall the proposed parking layout appears to adequately serve the development site.

- **Multi-Family Housing**: The proposed development includes 280 units of multi-family housing, which would require two parking stalls per dwelling unit. The proposed site plan includes 576 stalls (out of 560 required) which is adequate.
- **General Office Building**: The proposed development would convert the hotel and conference center into a 131,000 square foot office building, which would require one parking stall for every 250 square feet of office space. The existing parking lot includes 306 stalls (out of 547 required based on 136,800 square feet), however, a three-story parking deck would increase that total to 566 stalls which would be adequate. A preliminary concept for the parking deck is included in **Appendix D**.
- **Discount Club**: The proposed development includes a 161,000 square foot discount club store (which includes a gas station with 24 fueling locations), which would require one stall for every 350 square feet of retail space. The proposed site plan includes 727 stalls (out of 470 required based on 164,545 square feet) in addition to another 52 stalls in an auxiliary parking lot which would be adequate.

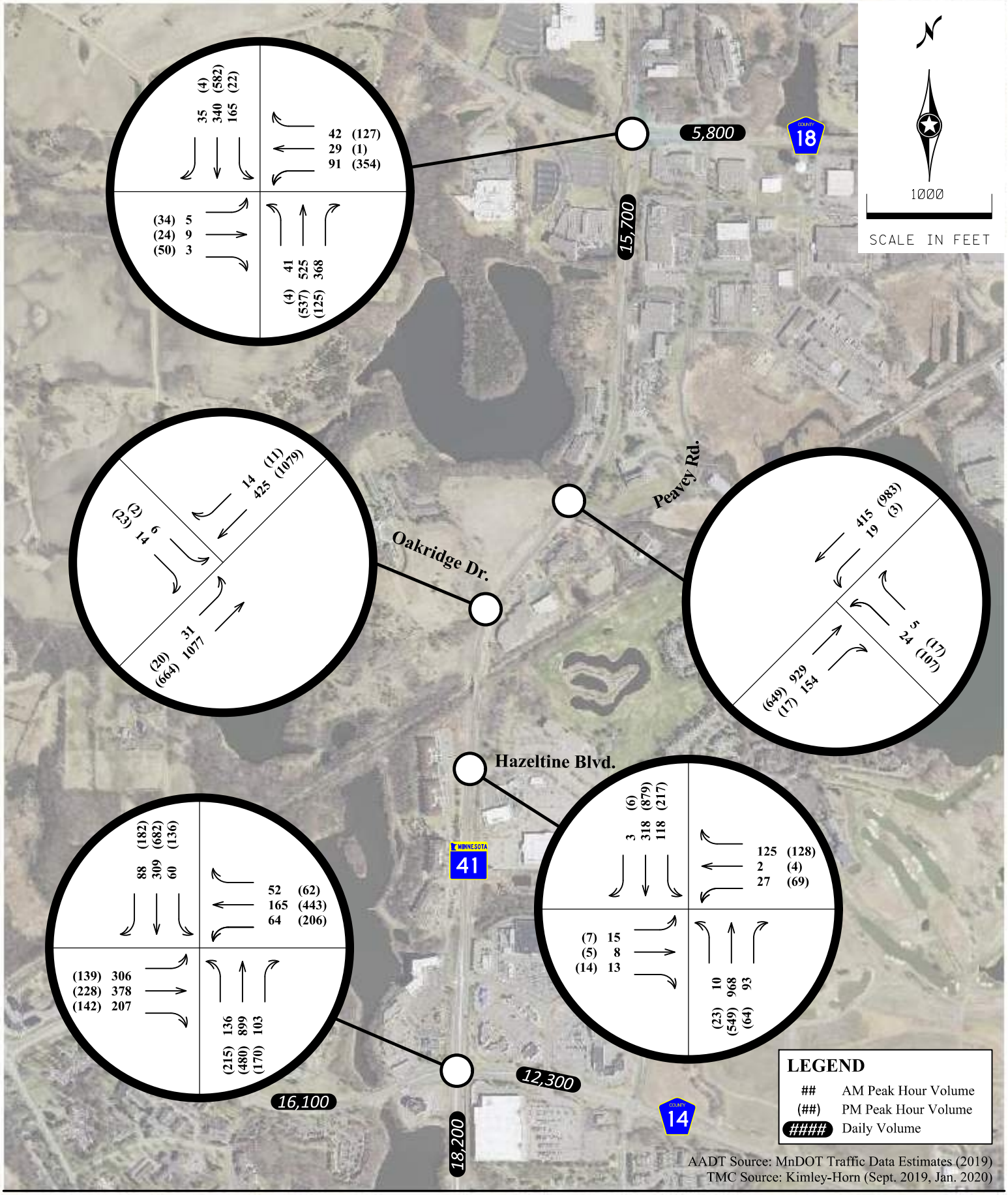
5.0 Conclusions

The following traffic impact study conclusions are offered for consideration:

- Results of the existing traffic operations analysis indicate that both TH 41 study intersection currently operates at overall LOS A or better during the weekday peak hours.
- The proposed Oak Ridge Commons development would convert the existing hotel and conference center into a 131,000 square foot office building and build a 161,000 square foot discount club store (which includes a gas station with 24 fueling locations) and 280 units of multi-family housing. Access to the development is expected to be maintained at the TH 41 / Oakridge Drive intersection with primary access via TH 41 / Peavey Road.
    - The proposed development is expected to generate approximately 309 a.m. peak hour and 750 p.m. peak hour daily gross trips. Accounting for pass-by and diverted-link trips, the proposed development is expected to generate approximately 309 a.m. peak hour and 522 p.m. peak hour daily net new trips.
- A multi-lane roundabout with eastbound right-turn bypass is recommended at the intersection of TH 41 / Peavey Road to provide adequate operations into the future. A three-quarter access was recommended at the intersection of TH 41 / Oakridge Drive, initially by Kimley-Horn's *Oak Ridge Development Traffic Impact Analysis (February 2020)* and was further supported by the results of a subsequent intersection operations analysis.
    - Peak hour traffic volumes and operations should be monitored to ensure that the eastbound approaches of both the TH 41 / Peavey Road and TH 41 / Oakridge Drive intersections perform adequately beyond forecast year 2032, as significant queueing for these movements could impact intersections internal to the site. It should be noted that this queueing results directly from high-volume conflicting movements preventing adequate gaps. A capacity expansion of the TH 41 corridor should be considered, as additional lanes along TH 41 may be needed to increase gaps and improve eastbound operations. Detailed analysis and recommendations for the TH 41 intersections are summarized in the *TH 41 at Peavey Road Intersection Control Evaluation (August 2021).*
- Results of forecast year traffic operations analysis indicate that all study intersections are expected to operate at overall LOS B or better during the weekday peak hours.
    - Background traffic growth and development trips are expected to have a negligible impact on intersections internal to the site. No other significant delay or queuing issues were observed in the traffic simulations related to those intersections.
- Generally, the proposed development is expected to have minimal impact on internal site area traffic operations. Therefore, no geometric or traffic control improvements to the proposed site plan are required from an operations perspective.

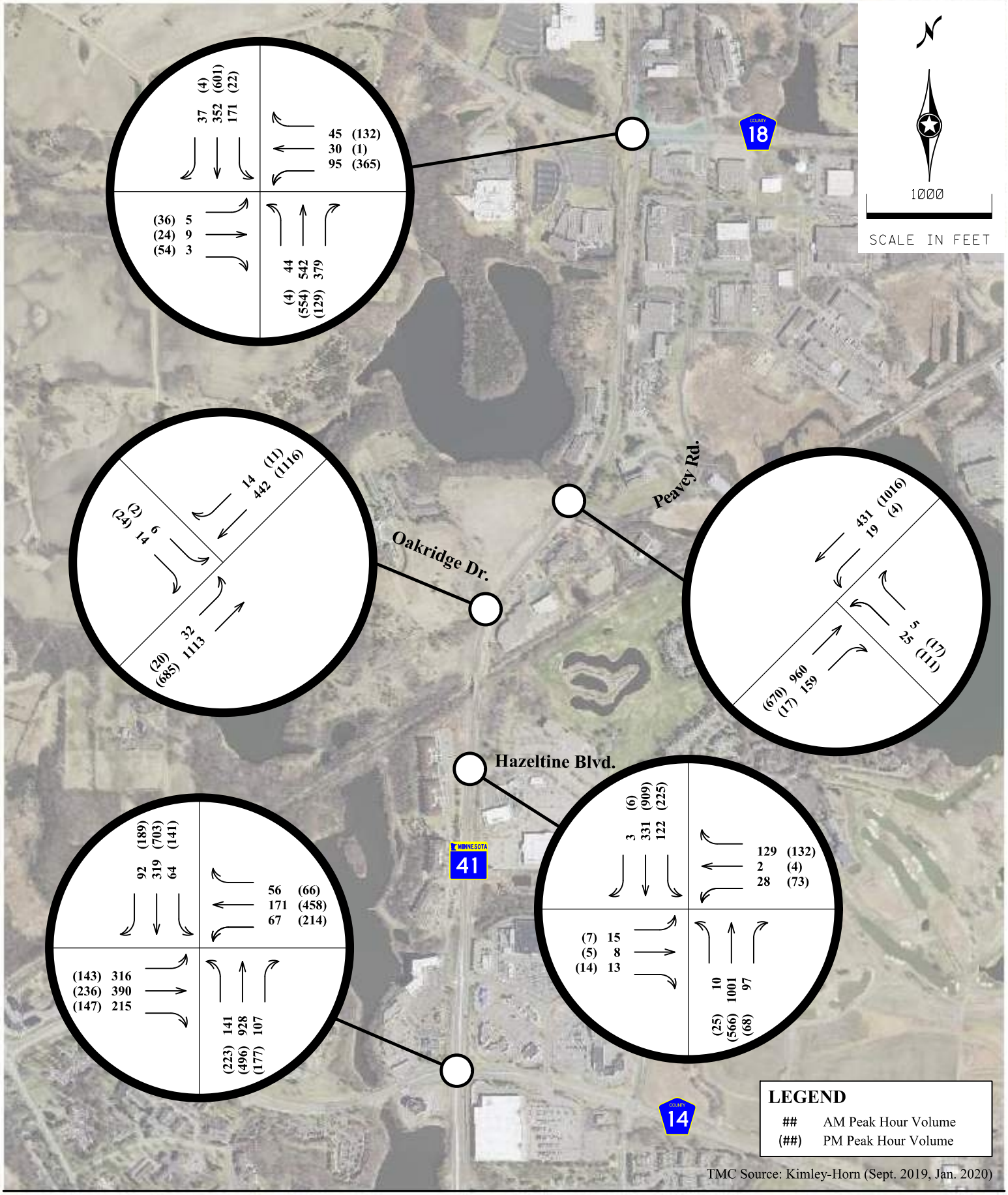
Appendix A:

Detailed Peak Hour Traffic Volumes



TH 41 & Peavey Road ICE

Figure 5
Existing 2019 Traffic Volumes

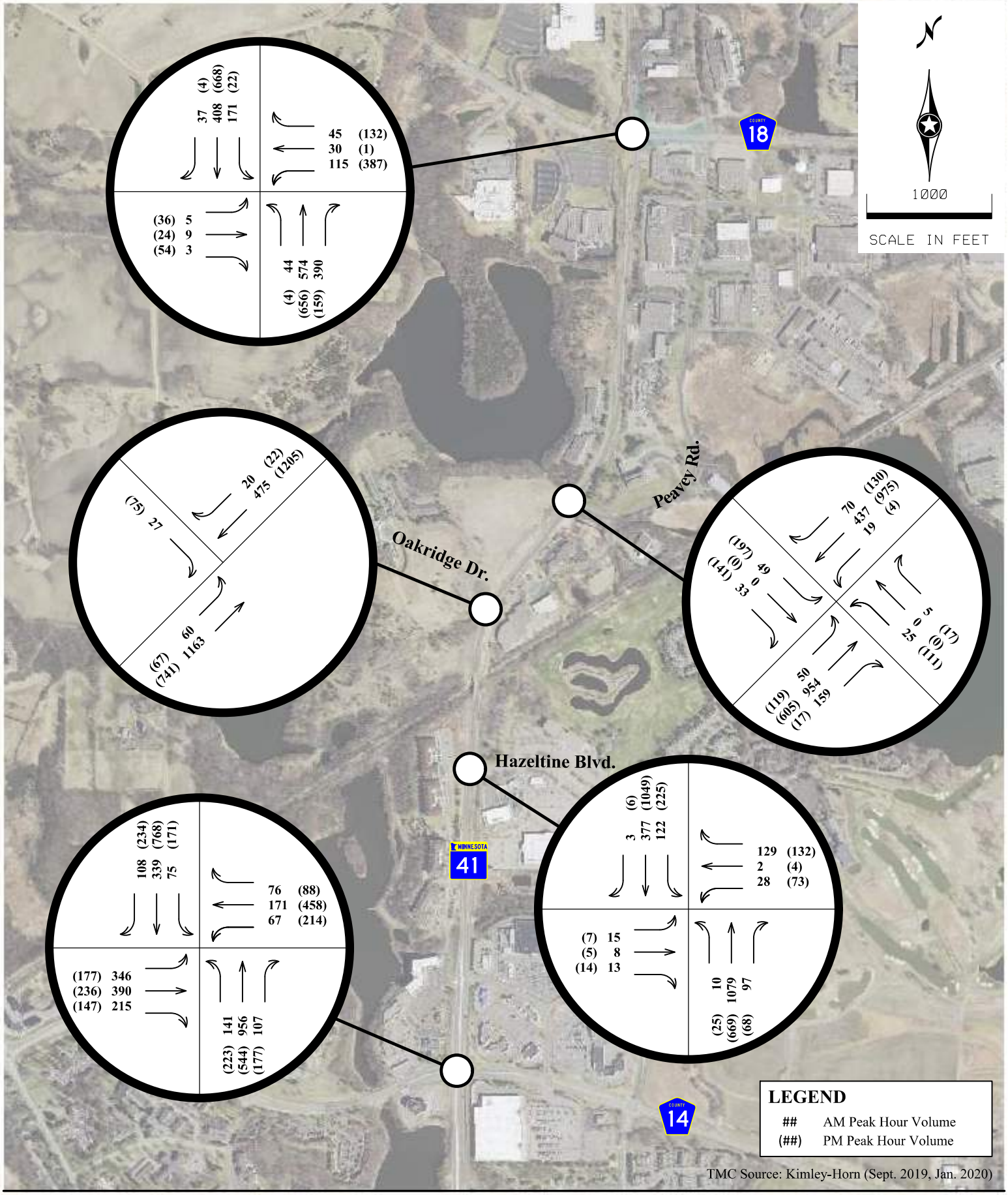


TMC Source: Kimley-Horn (Sept. 2019, Jan. 2020)

TH 41 & Peavey Road ICE

Figure 6

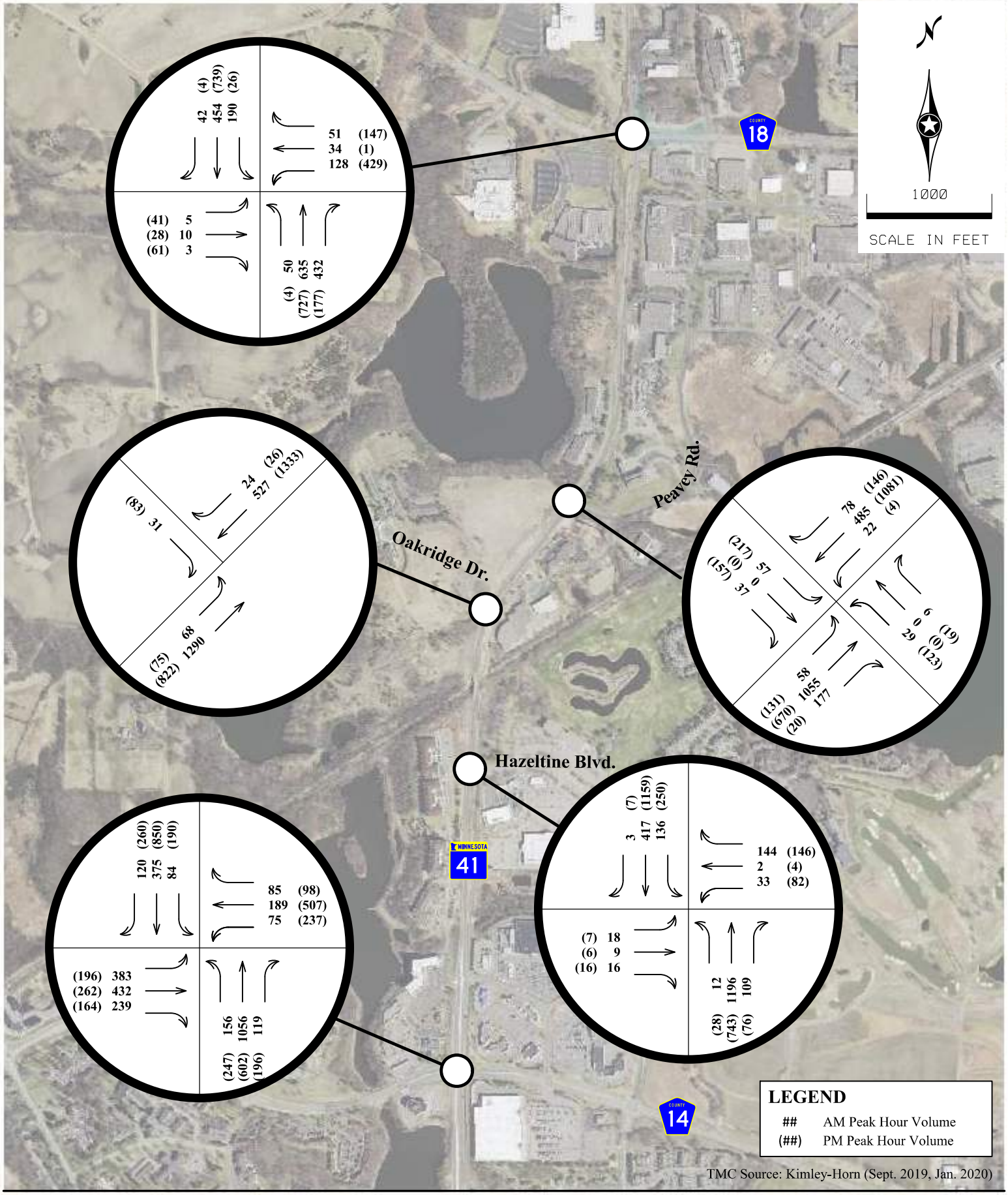
Construction Year 2022 (No-Build) Traffic Volumes



TMC Source: Kimley-Horn (Sept. 2019, Jan. 2020)

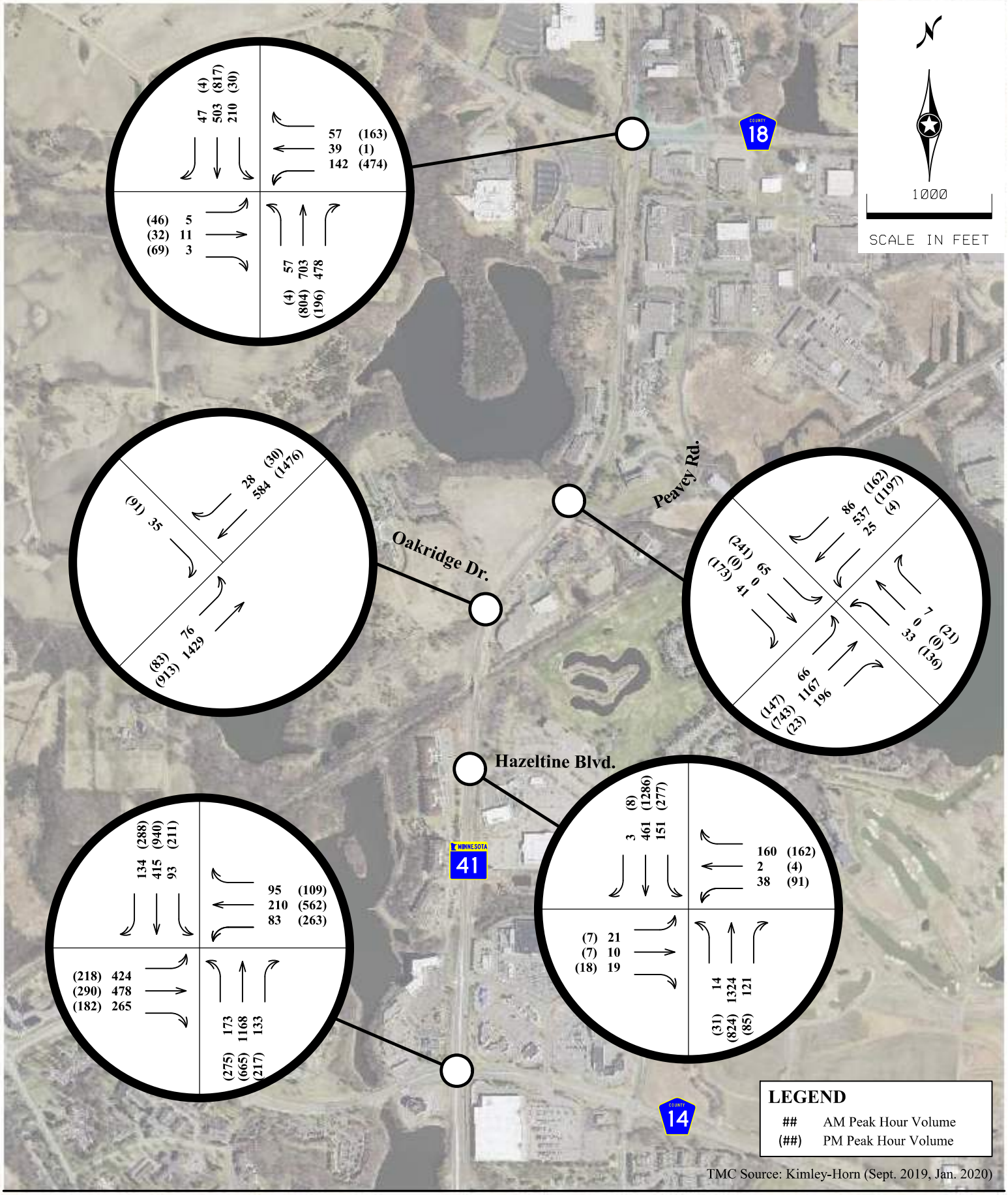
TH 41 & Peavey Road ICE

Figure 7
Construction Year 2022 (Build) Traffic Volumes



TH 41 & Peavey Road ICE

Figure 8
Forecast 2032 Traffic Volumes



TMC Source: Kimley-Horn (Sept. 2019, Jan. 2020)

TH 41 & Peavey Road ICE

Figure 9
Forecast 2042 Traffic Volumes

Appendix B:

Detailed Intersection Operations Analysis

Oak Ridge Development - VISSIM Analysis - 2019 Existing Delay & LOS

Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
		EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
TH 41 & Lyman Blvd	Approach	2.0	A	3.5	A	3.4	A	2.3	A	3.0	A	9.1	A	5.4	A	2.7	A	4.7	A	4.4	A
	Left	1.9	A	3.5	A	3.1	A	2.4	A			6.0	A	5.0	A	2.8	A	4.3	A		
	Through	1.9	A	2.8	A	3.3	A	2.3	A			6.2	A	2.4	A	2.9	A	4.8	A		
	Right	2.3	A	4.1	A	3.5	A	1.6	A			12.4	B	6.3	A	2.1	A	1.7	A		
TH 41 & Peavey Rd	Approach	-	-	15.7	C	0.8	A	1.0	A	1.1	A	-	-	***63.0***	F	0.3	A	1.1	A	5.1	A
	Left	-	-	16.4	C	-	-	11.6	B			-	-	***64.6***	F	-	-	6.2	A		
	Through	-	-	-	-	0.7	A	0.5	A			-	-	-	-	0.3	A	1.1	A		
	Right	-	-	12.3	B	1.7	A	0.0	A			-	-	***52.1***	F	0.8	A	0.0	A		
TH 41 & Oak Ridge Dr	Approach	11.5	B	-	-	1.4	A	0.2	A	1.2	A	12.8	B	-	-	1.1	A	0.6	A	1.0	A
	Left	22.1	C	-	-	3.9	A	-	-			22.7	C	-	-	10.9	B	-	-		
	Through	-	-	-	-	1.4	A	0.2	A			-	-	-	-	0.8	A	0.6	A		
	Right	6.9	A	-	-	-	-	0.8	A			12.4	B	-	-	-	-	1.1	A		
TH 41 & Hazeltine Blvd	Approach	42.8	D	24.4	C	6.7	A	6.6	A	9.1	A	34.0	C	30.4	C	6.5	A	5.4	A	8.7	A
	Left	61.4	E	71.1	E	5.9	A	18.0	B			55.6	E	70.5	E	11.3	B	9.3	A		
	Through	72.2	E	63.3	E	7.0	A	2.2	A			69.5	E	55.5	E	6.6	A	4.5	A		
	Right	5.4	A	14.1	B	3.5	A	1.7	A			7.1	A	8.5	A	3.4	A	1.7	A		

Oak Ridge Development - VISSIM Analysis - 2022 No Build Delay & LOS

Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
		EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
TH 41 & Lyman Blvd	Approach	2.4	A	3.9	A	3.5	A	2.4	A	3.2	A	12.4	B	5.8	A	2.8	A	5.3	A	5.0	A
	Left	1.6	A	3.6	A	3.3	A	2.5	A			8.8	A	5.7	A	2.5	A	5.2	A		
	Through	2.2	A	3.6	A	3.4	A	2.5	A			8.0	A	2.8	A	3.0	A	5.3	A		
	Right	3.2	A	4.7	A	3.6	A	1.6	A			16.4	C	6.3	A	2.1	A	2.2	A		
TH 41 & Peavey Rd	Approach	-	-	17.5	C	1.0	A	1.0	A	1.3	A	-	-	***84.0***	F	0.3	A	1.2	A	6.4	A
	Left	-	-	18.7	C	-	-	11.7	B			-	-	***85.5***	F	-	-	5.2	A		
	Through	-	-	-	-	0.8	A	0.5	A			-	-	-	-	0.3	A	1.2	A		
	Right	-	-	11.9	B	1.8	A	0.0	A			-	-	***72.6***	F	0.9	A	0.0	A		
TH 41 & Oak Ridge Dr	Approach	11.8	B	-	-	1.6	A	0.2	A	1.3	A	14.0	B	-	-	1.2	A	0.7	A	1.1	A
	Left	23.2	C	-	-	4.4	A	-	-			26.1	D	-	-	12.7	B	-	-		
	Through	-	-	-	-	1.5	A	0.2	A			-	-	-	-	0.9	A	0.7	A		
	Right	7.0	A	-	-	-	-	0.8	A			13.5	B	-	-	-	-	1.1	A		
TH 41 & Hazeltine Blvd	Approach	42.9	D	26.0	C	7.6	A	7.0	A	9.8	A	33.2	C	30.8	C	6.9	A	6.0	A	9.1	A
	Left	61.3	E	73.8	E	5.9	A	18.8	B			54.0	D	68.6	E	13.8	B	9.5	A		
	Through	72.3	E	57.1	E	8.0	A	2.4	A			68.1	E	67.7	E	7.0	A	5.2	A		
	Right	5.7	A	15.3	B	4.3	A	1.3	A			7.1	A	9.1	A	3.5	A	2.3	A		

Oak Ridge Development - VISSIM Analysis - 2022 Build - Roundabout Option Delay & LOS

Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
		EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
TH 41 & Lyman Blvd	Approach	2.8	A	4.0	A	4.1	A	2.7	A	3.6	A	14.1	B	7.5	A	3.2	A	6.1	A	5.7	A
	Left	2.0	A	3.7	A	3.9	A	2.8	A			8.8	A	7.1	A	4.2	A	5.3	A		
	Through	2.9	A	3.5	A	4.0	A	2.7	A			8.3	A	5.7	A	3.3	A	6.1	A		
	Right	3.2	A	4.9	A	4.3	A	1.8	A			19.9	C	8.5	A	2.5	A	1.5	A		
TH 41 & Peavey Rd	Approach	1.4	A	6.3	A	3.3	A	1.9	A	2.8	A	6.3	A	6.4	A	2.7	A	3.6	A	3.9	A
	Left	1.9	A	6.1	A	3.7	A	2.0	A			10.1	B	6.4	A	3.2	A	4.0	A		
	Through	0.0	A	0.0	A	3.4	A	1.9	A			0.0	A	0.0	A	2.6	A	3.7	A		
	Right	0.5	A	7.4	A	2.5	A	1.6	A			1.2	A	6.3	A	1.5	A	2.7	A		
TH 41 & Oak Ridge Dr	Approach	6.9	A	-	-	1.8	A	0.4	A	1.5	A	20.5	C	-	-	2.9	A	1.5	A	2.7	A
	Left	0.0	A	-	-	4.9	A	-	-			0.0	A	-	-	21.9	C	-	-		
	Through	-	-	-	-	1.7	A	0.4	A			-	-	-	-	1.1	A	1.5	A		
	Right	6.9	A	-	-	-	-	1.0	A			20.5	C	-	-	-	-	1.8	A		
TH 41 & Hazeltine Blvd	Approach	45.9	D	27.1	C	8.7	A	7.0	A	10.5	B	36.7	D	31.4	C	6.6	A	6.8	A	9.4	A
	Left	65.7	E	72.4	E	6.2	A	20.3	C			59.4	E	68.8	E	17.8	B	11.8	B		
	Through	75.0	E	76.1	E	9.1	A	2.5	A			71.6	E	72.8	E	6.6	A	5.9	A		
	Right	5.8	A	16.9	B	5.0	A	1.4	A			9.4	A	9.9	A	2.4	A	2.4	A		

2022 Build - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.4	0.7	1.6	0.4	0.0	4.7	0.0	2.9	0.0	0.0	0.0	2.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	7	1	25	57	0	52	0	19	0	0	0	161
	Movement 95th Queue (ft)	0	0	0	0	0	0	51	0	51	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			0.8			4.2			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	2.4	0.4	0.0	0.8	0.0	0.2	4.8	0.0	3.8	5.1	0.0	2.7	1.2
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	49	59	0	1	0	66	2	0	1	8	0	6	192
	Movement 95th Queue (ft)	18	0	0	0	2	2	13	13	11	34	34	34	
	Storage Bay Distance (ft)	50	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	1.3			0.2			4.5			4.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	0.2	0.1	2.3	0.2	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	68	1	47	66	0	0	0	16	0	0	0	198
	Movement 95th Queue (ft)	0	0	0	27	0	0	6	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.2			1.1			1.3			0.0			
	Approach LOS	A			A			A			A			

2022 Build - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.4	0.3	2.1	0.6	0.0	5.0	0.0	2.7	0.0	0.0	0.0	1.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	62	1	37	52	0	10	0	13	0	0	0	175
	Movement 95th Queue (ft)	0	0	0	17	17	0	40	0	40	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			1.2			3.7			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	1.5	0.7	0.2	1.5	0.0	0.1	3.9	0.0	0.0	4.5	0.0	2.9	2.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	5	12	44	1	0	8	8	0	0	42	0	55	175
	Movement 95th Queue (ft)	0	0	0	0	0	0	26	26	6	50	50	50	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			0.3			3.9			3.6			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	0.8	0.6	2.9	0.6	0.0	5.9	0.0	2.7	0.0	0.0	0.0	2.6
	Total Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	52	2	233	8	0	1	0	282	0	0	0	578
	Movement 95th Queue (ft)	0	0	0	46	0	0	10	0	22	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.8			2.8			2.7			0.0			
	Approach LOS	A			A			A			A			

Oak Ridge Development - VISSIM Analysis - 2032 Build Delay & LOS

Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
		EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
TH 41 & Lyman Blvd	Approach	3.6	A	4.9	A	4.7	A	3.2	A	4.2	A	33.9	D	12.4	B	3.8	A	10.1	B	9.6	A
	Left	2.9	A	4.6	A	4.5	A	3.3	A			19.7	C	12.4	B	3.3	A	9.7	A		
	Through	2.5	A	3.8	A	4.6	A	3.3	A			16.8	C	9.4	A	4.1	A	10.2	B		
	Right	5.0	A	6.3	A	4.9	A	1.9	A			49.2	E	12.3	B	2.9	A	3.0	A		
TH 41 & Peavey Rd	Approach	1.6	A	8.0	A	3.9	A	1.9	A	3.3	A	9.6	A	10.9	B	3.4	A	4.3	A	5.2	A
	Left	2.3	A	8.0	A	4.1	A	2.1	A			15.7	C	11.1	B	3.9	A	5.6	A		
	Through	0.0	A	0.0	A	4.1	A	2.0	A			0.0	A	0.0	A	3.4	A	4.5	A		
	Right	0.6	A	7.7	A	3.1	A	1.7	A			1.5	A	9.5	A	1.7	A	2.8	A		
TH 41 & Oak Ridge Dr	Approach	7.5	A	-	-	2.2	A	0.5	A	1.8	A	39.8	E	-	-	4.6	A	2.7	A	4.7	A
	Left	0.0	A	-	-	5.6	A	-	-			0.0	A	-	-	37.2	E	-	-		
	Through	-	-	-	-	2.0	A	0.5	A			-	-	-	-	1.5	A	2.7	A		
	Right	7.5	A	-	-	-	-	0.9	A			39.8	E	-	-	-	-	2.2	A		
TH 41 & Hazeltine Blvd	Approach	45.8	D	32.3	C	15.5	B	10.8	B	16.3	B	36.1	D	32.0	C	9.1	A	10.0	A	12.0	B
	Left	65.2	E	71.5	E	11.7	B	34.1	C			64.4	E	67.4	E	26.5	C	17.7	B		
	Through	71.4	E	61.6	E	16.1	B	3.0	A			55.4	E	73.7	E	9.1	A	8.3	A		
	Right	5.9	A	23.4	C	10.3	B	1.5	A			9.6	A	11.4	B	2.9	A	5.6	A		

2032 Build - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.3	0.3	1.7	0.5	0.0	4.7	0.0	3.0	0.0	0.0	0.0	2.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	8	1	26	63	0	59	0	25	0	0	0	182
	Movement 95th Queue (ft)	0	0	0	8	8	0	57	0	57	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.3			0.9			4.2			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	2.5	0.5	0.0	2.5	0.0	0.2	5.9	0.0	1.4	4.7	0.0	2.3	1.2
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	56	64	0	1	0	70	1	0	1	7	0	8	208
	Movement 95th Queue (ft)	22	0	0	0	0	0	9	9	8	35	35	35	
	Storage Bay Distance (ft)	50	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	1.4			0.2			3.7			3.4			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	0.2	0.2	2.3	0.3	0.0	4.2	0.0	1.2	0.0	0.0	0.0	0.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	71	2	65	72	0	1	0	20	0	0	0	231
	Movement 95th Queue (ft)	0	0	0	23	0	0	8	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.2			1.2			1.3			0.0			
	Approach LOS	A			A			A			A			

2032 Build - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.4	0.3	2.1	0.8	0.0	4.9	0.0	2.9	0.0	0.0	0.0	1.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	72	1	45	61	0	11	0	18	0	0	0	208
	Movement 95th Queue (ft)	0	0	0	23	23	0	43	0	43	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			1.4			3.7			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	2.0	0.6	0.4	1.3	0.0	0.0	4.1	0.0	2.1	4.5	0.0	3.0	2.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	7	10	54	1	0	8	11	0	1	45	0	63	200
	Movement 95th Queue (ft)	0	0	0	0	0	0	32	32	8	54	54	54	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.6			0.1			3.9			3.6			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	0.8	0.5	2.9	0.7	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.6
	Total Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	55	1	264	10	0	0	0	316	0	0	0	646
	Movement 95th Queue (ft)	0	0	0	41	0	0	9	0	22	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.8			2.8			2.7			0.0			
	Approach LOS	A			A			A			A			

Oak Ridge Development - VISSIM Analysis - 2042 Build Delay & LOS

Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
		EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
TH 41 & Lyman Blvd	Approach	4.2	A	5.5	A	5.1	A	3.9	A	4.7	A	***113.4***	F	21.3	C	5.0	A	21.6	C	20.5	C
	Left	3.6	A	5.1	A	4.9	A	4.1	A			48.5	E	22.6	C	6.1	A	21.5	C		
	Through	3.4	A	5.2	A	5.0	A	4.0	A			39.6	E	9.9	A	5.4	A	21.7	C		
	Right	5.4	A	6.5	A	5.3	A	2.1	A			***185.5***	F	17.6	C	3.6	A	8.2	A		
TH 41 & Peavey Rd	Approach	1.8	A	11.0	B	4.6	A	2.2	A	3.9	A	45.0	E	18.4	C	4.0	A	7.0	A	11.9	B
	Left	2.6	A	10.2	B	4.9	A	2.6	A			***61.6***	F	18.7	C	5.0	A	8.2	A		
	Through	0.0	A	0.0	A	4.8	A	2.2	A			0.0	A	0.0	A	3.8	A	7.5	A		
	Right	0.6	A	13.2	B	3.6	A	1.9	A			22.9	C	15.8	C	2.0	A	3.3	A		
TH 41 & Oak Ridge Dr	Approach	7.4	A	-	-	2.8	A	0.6	A	2.2	A	***135.4***	F	-	-	7.5	A	6.7	A	11.0	B
	Left	0.0	A	-	-	6.6	A	-	-			0.0	A	-	-	***63.9***	F	-	-		
	Through	-	-	-	-	2.6	A	0.6	A			-	-	-	-	2.2	A	6.8	A		
	Right	7.4	A	-	-	-	-	1.1	A			***135.4***	F	-	-	-	-	4.7	A		
TH 41 & Hazeltine Blvd	Approach	46.0	D	39.1	D	41.8	D	13.9	B	34.1	C	33.8	C	34.9	C	11.2	B	15.2	B	15.9	B
	Left	70.2	E	67.4	E	42.5	D	46.8	D			58.4	E	69.0	E	31.1	C	27.1	C		
	Through	69.6	E	72.4	E	42.5	D	3.1	A			61.6	E	65.1	E	11.2	B	12.7	B		
	Right	5.9	A	32.6	C	34.3	C	1.1	A			11.0	B	16.1	B	3.8	A	9.0	A		

2042 Build - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.3	0.6	1.7	0.5	0.0	4.8	0.0	3.2	0.0	0.0	0.0	2.5
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	8	1	30	75	0	74	0	23	0	0	0	211
	Movement 95th Queue (ft)	0	0	0	5	5	0	53	0	53	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.3			0.8			4.4			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	2.6	0.5	0.0	1.9	0.0	0.2	4.7	0.0	2.1	4.5	0.0	2.3	1.2
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	68	80	0	1	0	76	1	0	2	10	0	8	246
	Movement 95th Queue (ft)	28	0	0	0	0	0	8	8	12	37	37	37	
	Storage Bay Distance (ft)	50	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	1.5			0.2			3.0			3.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	0.3	0.0	2.4	0.4	0.0	4.7	0.0	1.3	0.0	0.0	0.0	1.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	91	1	74	76	0	1	0	27	0	0	0	270
	Movement 95th Queue (ft)	0	0	0	27	0	0	9	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.3			1.4			1.4			0.0			
	Approach LOS	A			A			A			A			

2042 Build - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Oakridge Drive & South Access	Movement Delay (sec/veh)	0.0	0.4	0.2	2.1	0.8	0.0	4.7	0.0	2.9	0.0	0.0	0.0	1.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	73	2	44	61	0	15	0	13	0	0	0	208
	Movement 95th Queue (ft)	0	0	0	17	17	0	44	0	44	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			1.3			3.9			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & West Access	Movement Delay (sec/veh)	1.9	0.3	0.4	1.5	0.0	0.1	4.5	0.0	1.5	4.4	0.0	3.1	2.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	7	12	55	2	0	9	10	0	0	51	0	63	209
	Movement 95th Queue (ft)	0	0	0	0	0	0	29	29	7	55	55	55	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.5			0.4			4.5			3.7			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Peavey Road & North Access	Movement Delay (sec/veh)	0.0	1.6	0.5	3.3	0.9	0.0	9.7	0.0	7.2	0.0	0.0	0.0	5.1
	Total Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	1.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	63	1	289	11	0	1	0	360	0	0	0	725
	Movement 95th Queue (ft)	0	11	11	52	0	0	92	0	136	0	0	0	
	Storage Bay Distance (ft)	0	0	0	150	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	1.6			3.2			7.2			0.0			
	Approach LOS	A			A			A			A			

Appendix C:

Trip Generation Documentation

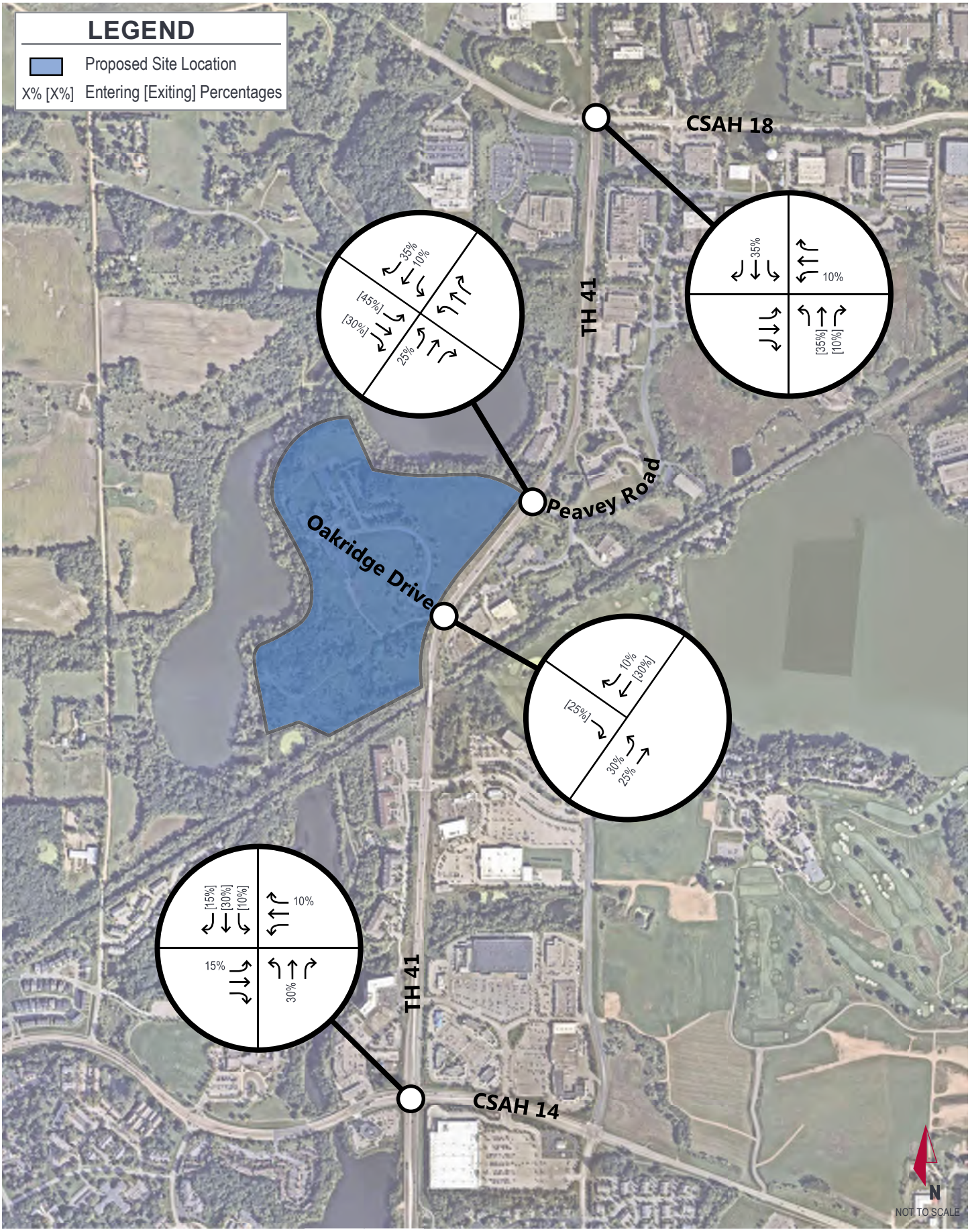


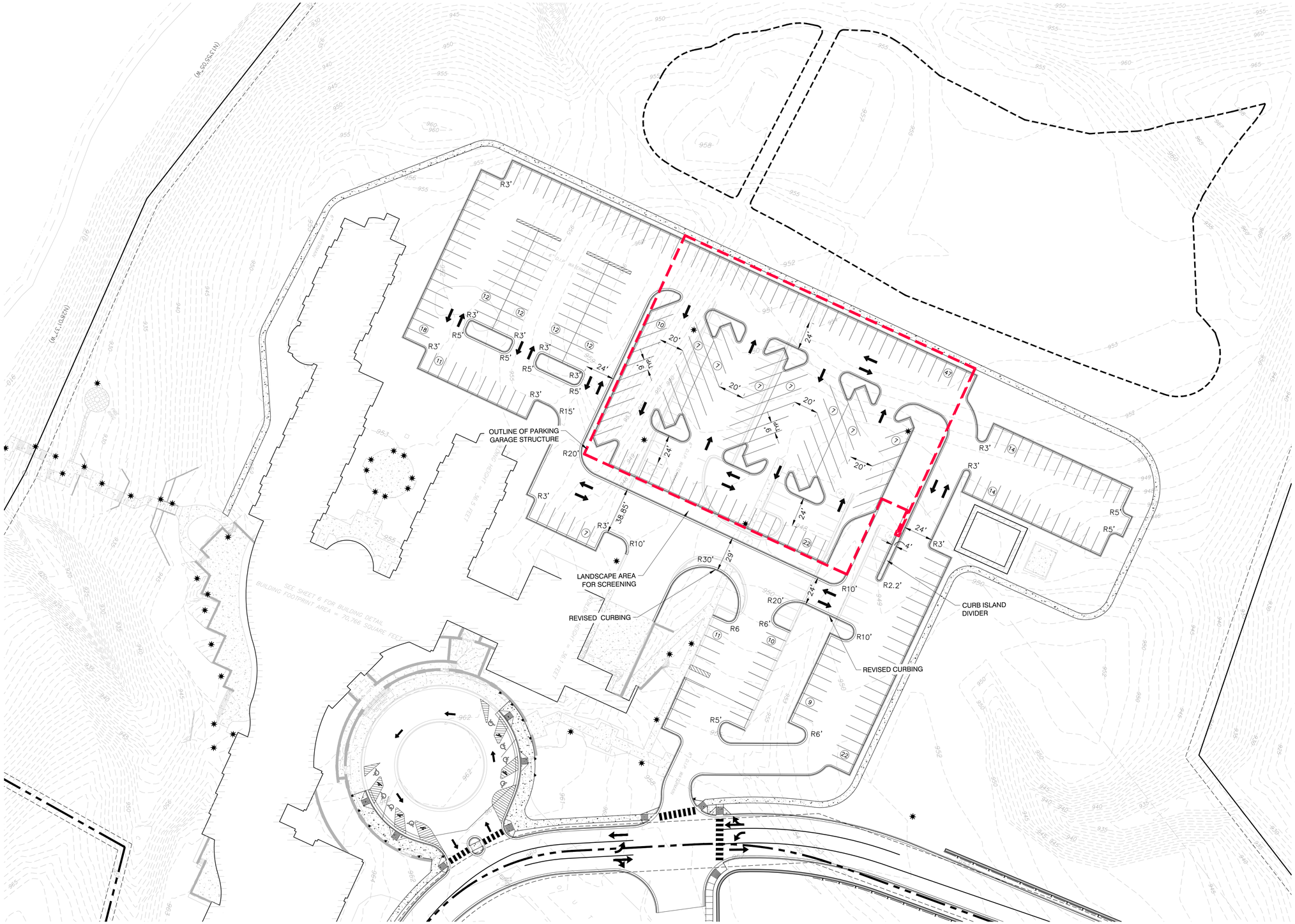
EXHIBIT 5

TRIP DISTRIBUTION PERCENTAGES

OAK RIDGE DEVELOPMENT, CHASKA, MN

Appendix D:

Parking Deck Prelminary Concept



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OAKRIDGE COMMONS PARKING DECK - OPTION 2

CHASKA, MN

8-31-21

REQUIRED PARKING:

ONE STALL FOR EVERY 250 SF OF OFFICE OR CLINIC AREA:	171,000 S.F. (EXISTING BUILDING) 171,000 * 0.80 = 136,800 SF 136,800 / 250 = 547 STALLS REQUIRED

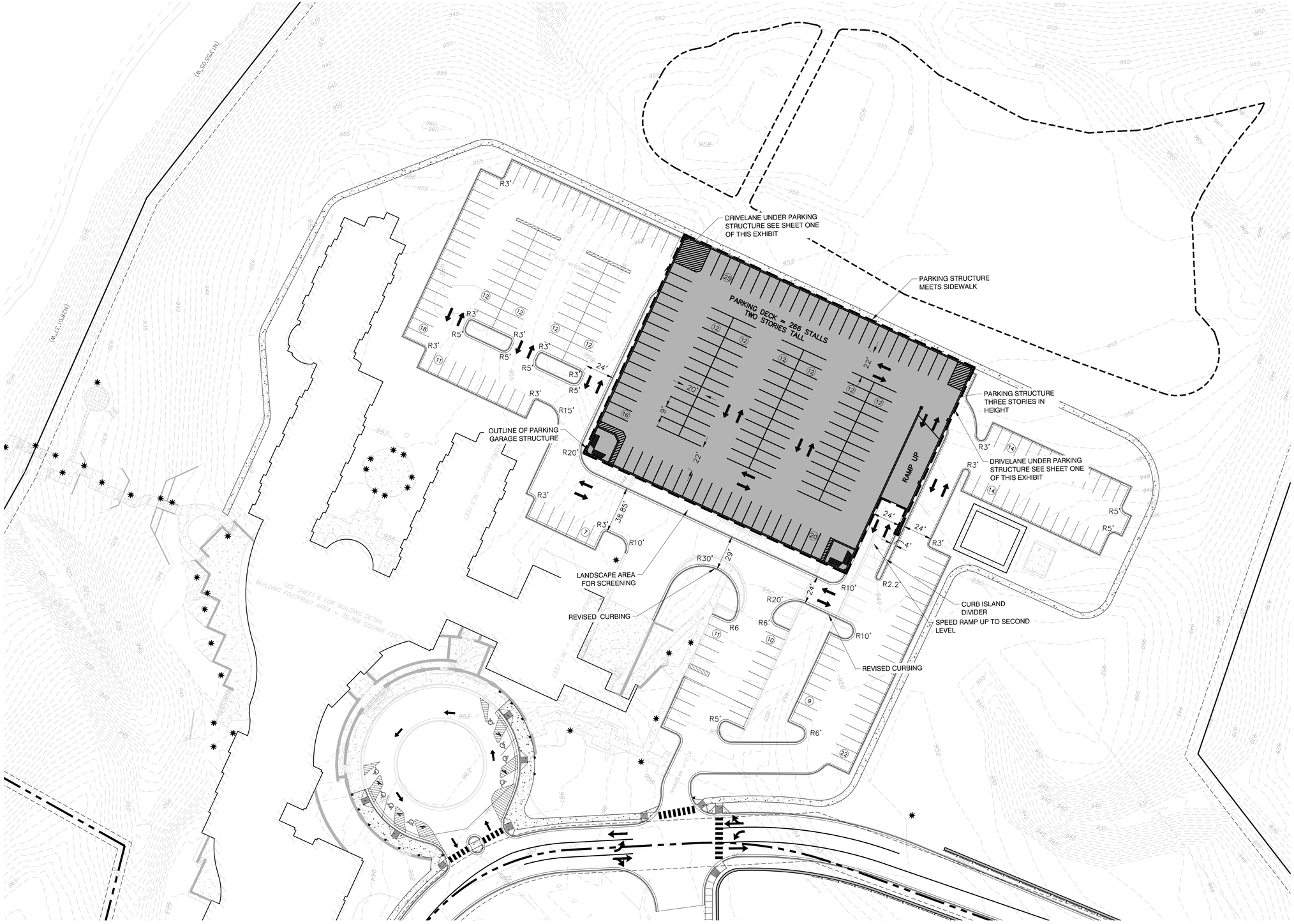
PARKING:

PROPOSED PARKING PROVIDED WITH PARKING STRUCTURE (CURRENT LAYOUT):	566 PARKING STALLS
	266 PARKING STRUCTURE STALLS (TWO FLOORS)
	300 SURFACE STALLS

0 10 20 40
SCALE IN FEET

ALLIANT ENGINEERING

SK-1



REQUIRED PARKING:

ONE STALL FOR EVERY 250 SF OF OFFICE OR CLINIC AREA:

171,000 S.F. (EXISTING BUILDING)
171,000 * 0.80 = 136,800 SF
136,800 / 250 = 547 STALLS REQUIRED

PARKING:

PROPOSED PARKING PROVIDED WITH PARKING STRUCTURE (CURRENT LAYOUT): 566 PARKING STALLS

266 PARKING STRUCTURE STALLS (TWO FLOORS)

300 SURFACE STALLS

OAKRIDGE COMMONS PARKING DECK - OPTION 2

CHASKA, MN

8-31-21

0 10 20 40
SCALE IN FEET

ALLIANT ENGINEERING

SK-2

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REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
11/10/2021

Subject: **Rivertown Heights (Holasek) - Concept Plan**

Applicant: D R Horton

Location: 3985 and 4245 Big Woods Blvd (Holasek); South of County Road 44 (Big Woods Blvd), west and south of Founders Ridge

Case No.: 2021-18

Synopsis: Applicant seeks to obtain approval of a 91 lot development (90 new lots, 1 lot for the existing Holasek residence at 3985 Big Woods Blvd) on approximately 40 acres of land in the SW Chaska area

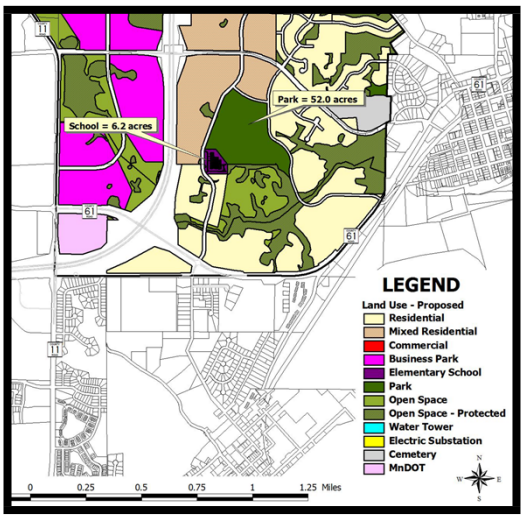
Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

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 west edge of the development abutting Holasek's property. Another stub street, Carver Path, stubs on the south edge of the development, also abutting Scooter Enterprise's property.

In 2017, a purchase agreement was executed to purchase the future collector road right-of-way (ROW), community park and elementary school areas from the Holasek family. The City currently owns the ROW (~6 acres) and future community park acreage (~52 acres), while Eastern Carver County Schools owns the future elementary school acreage (~6). See below.



(exhbit used in 2017 Purchase Agreement)

Tonight we will be reviewing a residential proposal that abuts the north and east sides of the proposed community park.

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

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing homes in and around Rivertown Heights
- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage patterns
- Preservation of trees and buffer to existing homes
- Attractive neighborhood design with curvilinear street patterns and sidewalks to support a walkable environment

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

CURRENT PROPOSAL
The 91-lot detached single-family proposal on approximately 40-acres of property is located south of County Road 44 (Big Woods Blvd) and west & south of the Founders Ridge development on both Holasek and Scooter Enterprise's land. This new development will be an extension off Founders Path and Carver 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); to the west by the future collector road ROW (Savanna Way) and land retained by the Holasek's; the south by future community park space and the Lano property; and the east by Founders Ridge and Carlson's land.

Existing Conditions
Rivertown Heights is nearly 40-acres and located near the southeast intersection of Big Woods Boulevard and the future extension of Savanna Way, just west of the existing Founders Ridge neighborhood. The site is currently used for agricultural purposes and the existing home at 3985 Big Woods Boulevard will be retained by the land seller, and incorporated into the development.

Generally, the site has minimal tree coverage, except in the southeast portion. The wooded ravine is proposed to remain to create a natural buffer between Rivertown Heights and the existing Founders Ridge neighborhood. Tree removal will occur to extend Carver Path into the site. A tree survey has been completed and a detailed analysis of preserved areas will be submitted with the preliminary plat application.

A wetland investigation took place fall 2018 and Notice of Decision was received from the Board of Water and Soil Resources October 20, 2020. It was determined that there are 2 wetlands on the site. The total acreage of both is 0.24. The current concept plan proposes to impact both wetlands.

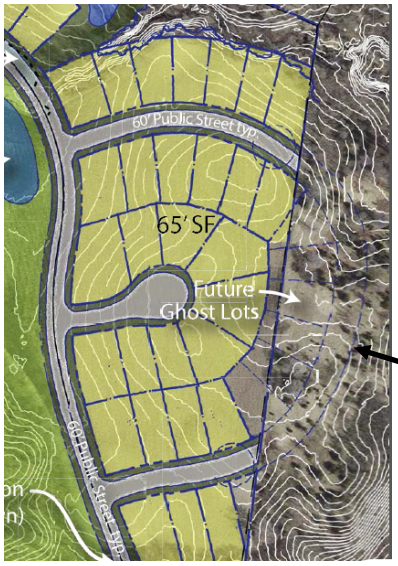
Land Use
The proposed 40-acre plan consists of 90 new single family lots (91 lots if including Holasek's existing residence and new lot) with a lot size of 65 feet wide and 140 feet deep (~0.21 acres). The homes in Founders Ridge that average out to be 75 feet wide and approximately 0.25 acres.

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

Layout
The neighborhood will be accessed from Big Woods Boulevard via a road connection south of Percheron Boulevard, as well as extensions of Founders Path and Carver Path located in the Founders Ridge neighborhood. In the future, a connection will exist with the City's construction of a north/south collector road south of Big Woods Boulevard and Savanna Way. There are three cul de sacs proposed off the internal streets of the development. The Holasek residence at 3985 Big Woods Boulevard will be incorporated into the northeasterly cul de sac. Street stubs will be provided on the west to the proposed collector road, the south to the Lano property, and on the east to the Carlson property. Sidewalks will be an extension of the existing Founders Ridge neighborhood.

The edges of the development are already generally defined due to the layout of the existing road stubs and proposed community park. In sum, the layout of the lots appear to be in a formation that meets what was anticipated for this area.

<u>Carlson Lot</u>
The stubs on the east side abutting Carlson's shows a ghost plat on how the stubs can connect when the Carlson site develops. It is showing a looping street, which appears to fit the topography of the Carlson site in a logical way. This ghost plat is meant to be a visual understanding of how the site could develop, however, the site will have to come in for separate planning approvals when it is ready to proceed forward.



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 west to provide access to the development area. Founders Path will terminate at the western edge of the development to connect in to the future collector road. The extension that lines up with Percheron Boulevard will act as the main north-south thoroughfare for the development and will stub on the south side as it abuts Lano's property. The existing driveway access on Big Woods Boulevard (CR 44) for Holasek's site will be removed and access will come from the new 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 streets of Founders Path and Carver Path.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer and Carver County 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; 3 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. Maintenance accesses and ponds need to be in separate outlots of the proposed site, and not on parkland or 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 20 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
Collector Road/Savanna Way	100 feet from centerline

Architecture & Anti Monotony
DR Horton will be the sole builder in this development. The proposed homes will be 1- and 2-story single family designs, which are similar to the homes DR Horton has built in Chaska in the Sagewood. They anticipate offering approximately 9 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing is anticipated to start in the lower $500,000s.

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. In addition, 360 architecture will be required on homes/elevations on corners and/or homes/elevations that abut major roadways. This ordinance has been very successful in other newer residential developments.

Trails & Sidewalks
There are no trails proposed as a part of this development application therefore trail fees will be required. The Comprehensive Plan calls out a trail along the future collector road. The trail has been installed on the east side of the collector road north of Big Woods Boulevard at 10 feet wide. The trail will travel south on the east side of the road and abut the west side of this proposed development. A public trail has also been installed 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 major roadways (Big Woods Boulevard/CR 44 and the future collector road/Savanna Way) it will be important that the homes that back up to this use have adequate screening. The berming and landscaping done on both these roads in Founders Ridge and The Harvest shall be carried through with this development. This will need to be shown in the preliminary submittal.

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 evaluated more in the preliminary submittal. The applicant will have to conduct and submit a tree survey during that time. The site area shows a couple areas of existing trees. One area on the southeast side that abuts Founders Ridge, which is proposed to remain, and one area on the north side that abuts the existing Holasek home at 3985 Big Woods Boulevard. This northerly area is proposed to be developed, however. Staff would advise evaluating this area more in terms of how it could be a screening method from Big Woods Bouelvard. It will be important in the preliminary to show where tree preservation will occur.

Ravines & Wooded Steep Slopes
As noted in the last section, there appears to be two separate ravines and potential wooded steep slope areas that encompass the plan. One on the southeast side that abuts the existing Founders Ridge development's southern edge and one that abuts the east side of the existing home at 3985 Big Woods Boulevard. The southeasterly area is proposed to remain for a majority, however, there are still areas that appear to be impacted with the new development. The extension of Carver Path will have to impact a portion of the ravine system. The northerly area is near the existing home at 3985 Big Woods Boulevard. Some of this area has already been preserved and incorporated into the Founders Ridge development. It will be important before the preliminary to determine the accurate delineation of wooded steep slopes in the field with staff.

Parkland
Parkland is not proposed as a part of this development. It will be required of the developer to pay park dedication fees. There is a community park (~52 acres) planned that is adjacent to this proposed development. This neighborhood would have direct access to this park.

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 November 4, 2021 to go over the concept plan.

PLANNING COMMISSION ACTION REQUESTED:
Motion to recommend to City Council approval of the Rivertown Heights Concept Plan for a 91-lot subdivision on 40 acres of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-3), prepared by DR Horton, dated October 5, 2021
    b. Regional Context, prepared by Westwood, dated September 29, 2021
    c. Existing Conditions, prepared by Westwood, dated September 29, 2021
    d. Site Forces, prepared by Westwood, dated September 29, 2021
    e. Concept Plan, prepared by Westwood, dated September 30, 2021
2. Adherence with the City Engineer's Memo, dated November 10, 2021.
3. Adherence with the Carver County Public Works Memo, dated November 4, 2021.
4. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
5. Provision of a field walk to determine wooded steep slope line on the site, and to be determined prior to preliminary submittal.
6. Provision that all lot lines are outside 30 foot no grade/no mow setback from wooded steep slopes and to be shown on the preliminary submittal.

7. Provision that Holasek 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 berming and landscaping along north edge abutting County Road 44 and along the west edge abutting the future collector road consistent with Harvest West and Savanna Estates, and to be addressed at Preliminary submittal.
11. Provision to further evaluate tree preservation efforts near the north side of the site abutting Big Woods Boulevard, 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: 20 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 and to be shown on the preliminary plans.
15. Adherence to the 100 foot centerline building setback from the future collector road (Savanna Way) and to be shown on the preliminary plans.
16. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
17. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
18. 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.
19. Provision of a storm water management plan meeting City and Carver County WMO standards.
20. 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.
21. Provision that stormwater ponds are located within the development area, not on park land, and to be shown on the plans at preliminary submittal.
22. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
23. Provision of a construction traffic plan to be submitted at preliminary submittal.
24. No direct vehicular access onto County Road 44 or the future collector road/Savanna Way.
25. Provision of temporary cul de sacs at the two stub streets abutting the Carlson property, and to be reviewed and approved by the City Engineer.

City of Chaska
Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: November 10, 2021
Subject: RiverTown Heights Development

The concept plan of River Town Heights of nearly 40 acres in SW Chaska is consistent with the planned residential housing that will abut the Founder's Ridge neighborhood. As a part of the City's comprehensive planning in southwest, trunk sewer and water utilities were provided with the Founders Ridge development and are readily available to serve the new development. The recent highway upgrades to CSAH 44 constructed all turn lanes for a full access into the development was constructed at Percheron Boulevard. The layout is very consistent with the planning the City completed as a part of the master planning in the area including the new park property.
The Engineering comments/conditions regarding the proposed concept plan are as follows:

1) Although it's not being constructed with this development, the design of the future collector road for Savanna way will need to be accommodated with the preliminary planning process in regards to the street, utility, and grading plans with the development.

2) Storm water and wetland impacts that are proposed for the development will need to be review with state and county agencies. The plan currently shows ponding over City property which will need to be incorporated within the planned development area. Site grading will need to address the rolling terrain of the development area as well as the creek system that serves the large portion of offsite drainage south of Dakota Court. With this in mind, the City is in the early stages of evaluating stormwater needs for the park and the storm water plan will need to meet City and CCWMO requirements for run-off rates, volume control and erosion elimination.

3) Wetlands that are proposed to be impacted will require state and local agency approves with an approved mitigation plan. The wetland delineation report should be resubmitted with preliminary application.

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

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

November 4, 2021

City of Chaska
c/o Elizabeth Hanson, AICP
City Planner
952-448-9200
EHanson@chaskamn.com

Re: Development / Access Review Comments: Rivertown Heights Concept Plan located on nine parcels including PIDs #300070120 and 302020010 adjacent to County State Aid Highway (CSAH) 44 (Big Woods Blvd.)

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. This development meets the threshold for the requirement of a Traffic Impact Analysis (TIA) based on the number of proposed units. The purpose of the TIA is to analyze traffic impacts, safety, and operations at the intersections of CSAH 44/Savanna Way and CSAH 44/Percheron Blvd. The County and City conducted significant engineering analysis of these intersections as part of a recent reconstruction project and as part of the Highway 212/CSAH 44 interchange project.

        i. County staff reviewed the development assumptions used in the engineering analysis for the CSAH 44 reconstruction project and concludes that the subject development concept proposal is consistent with previous engineering analysis and study. The TIA requirement is waived due to the engineering analysis recently completed as part of the CSAH 44 reconstruction project and the finding of consistency of the proposed development concept with the assumptions from the existing study.

        ii. The intersections adjacent to this development (CSAH 44/Savanna and CSAH 44/Percheron Blvd.) were reconstructed to operate sufficiently with the trip generation from the proposed development. The CSAH 44/Percheron Blvd. intersection was reconstructed to accommodate future striping of an eastbound right turn lane, which will be required to be implemented with this development.

    b. The County's Access Spacing Map in the 2040 Comprehensive Plan (Figure 4.14) identifies this segment of CSAH 44 as Category 5B, which guides full access intersection spacing at ¼ mile intervals and secondary (limited) intersection spacing at 1/8 mile intervals. The concept proposes to connect to existing intersections on CSAH 44 with approximate spacing distance of 0.2 miles. The spacing between the Savanna Way and Percheron Blvd. intersection is approximately 0.2 miles and the spacing between Percheron Blvd. and

CARVER COUNTY

Founders Way/Cascade Dr. intersection is approximately 0.22 miles.

i. The proposed access spacing between intersections matches the existing intersections and is within the general guidance of the access spacing policy.

2. Regarding highway right of way –

a. CSAH 44 at the location east of the Savanna Way intersection is a 2-lane divided urban roadway facility with a trail on the north side and sidewalk on the south side. The existing right of way varies and is approximately 75 ft. from the centerline of the roadway adjacent to the subject property.

b. The existing right of way is consistent with the County's 2040 Comprehensive Plan for this type of highway typical section (Figure B.6). Right of way dedication consistency along the subject development will need to be worked out through the platting process and verified by County Surveyor.

c. Stormwater and drainage for the ponds within the subject development adjacent to CSAH 44 shall adhere to the Joint Powers Agreement between the County and City (Contract 19-068, dated March 8, 2019).

d. Noise mitigation along CSAH 44 is recommended via increased setback, berm, and/or other screening of planned dwellings adjacent to CSAH 44.

3. Regarding final approvals and required permits -

a. 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.

b. Access permits will be required for new public street connections to CSAH 44.

c. The technical details of the final plat, its boundaries and form(s) will need to be reviewed and approved by the County Surveyor.

d. 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, Access, 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.

e. 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

RIVERTOWN HEIGHTS

Concept Plan Narrative

Chaska, MN

EXISTING CONDITIONS

Rivertown Heights is nearly 40-acres and located near the southeast intersection of Big Woods Boulevard and the future extension of Savanna Way, just west of the existing Founders Ridge neighborhood. The site is currently used for agricultural purposes and the existing home will be retained by the land seller.

Generally, the site has minimal tree coverage, except in the southeast portion. The wooded ravine is planned to remain to create a natural buffer between Rivertown Heights and the existing neighborhood. Tree removal will occur to extend Carver Path into the site. A tree survey has been completed and a detailed analysis of preserved areas will be submitted with the preliminary plat application.

A wetland investigation took place fall 2018 and Notice of Decision was received from the Board of Water and Soil Resources October 20, 2020. It was determined that there are 2 wetlands on the site. The total acreage of both is 0.24. The current concept plan impacts both wetlands.

NEIGHBORHOOD GOALS

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

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing homes in and around Rivertown Heights
- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage patterns
- Preservation of trees and buffer to existing homes
- Attractive neighborhood design with curvilinear street patterns and sidewalks to support a walkable environment

THE NEIGHBORHOOD

General Site Information

The proposed 40-acre neighborhood consists of 91 single family lots with a typical lot size of 65 feet wide by 140 feet deep. Minimum setbacks are proposed to be the following: front setback of 25 feet, side setback of 7 ½ feet, corner lot side setback of 15 feet and rear yard setback of 20 feet.

Initially, the neighborhood will be accessed from Big Woods Boulevard via a road connection south of Percheron Boulevard, as well as extensions of Founders Path and Carver Path located in the Founders Ridge neighborhood. In the future, a connection will exist with the City's construction of a north/south collector road south of Big Woods Boulevard and Savanna Way. Sidewalks will be an extension of the existing conditions.

The proposed homes will be 1- and 2-story single family designs, which are similar to the homes Horton has successfully marketed in Chaska. We anticipate offering approximately 9 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing is anticipated to start in the lower $500,000s. A sample of the home designs accompany this application.

Layout

There are a number of site conditions that were reviewed and considered in the conceptual layout of Rivertown Heights. These include:

- Future north/south collector road. An access point is proposed to the future city-constructed collector road on the northwest boundary of Rivertown Heights. As such, no driveways will have direct access to the collector road.

- Existing ponding and infiltration. The proposed concept plan expands the existing ponding and infiltration that was constructed with the Big Woods Boulevard. There is proposed ponding in the southeast corner of the site with the potential ability to consolidate with the existing pond directly north. This will be further evaluated during the Preliminary Plat stage.

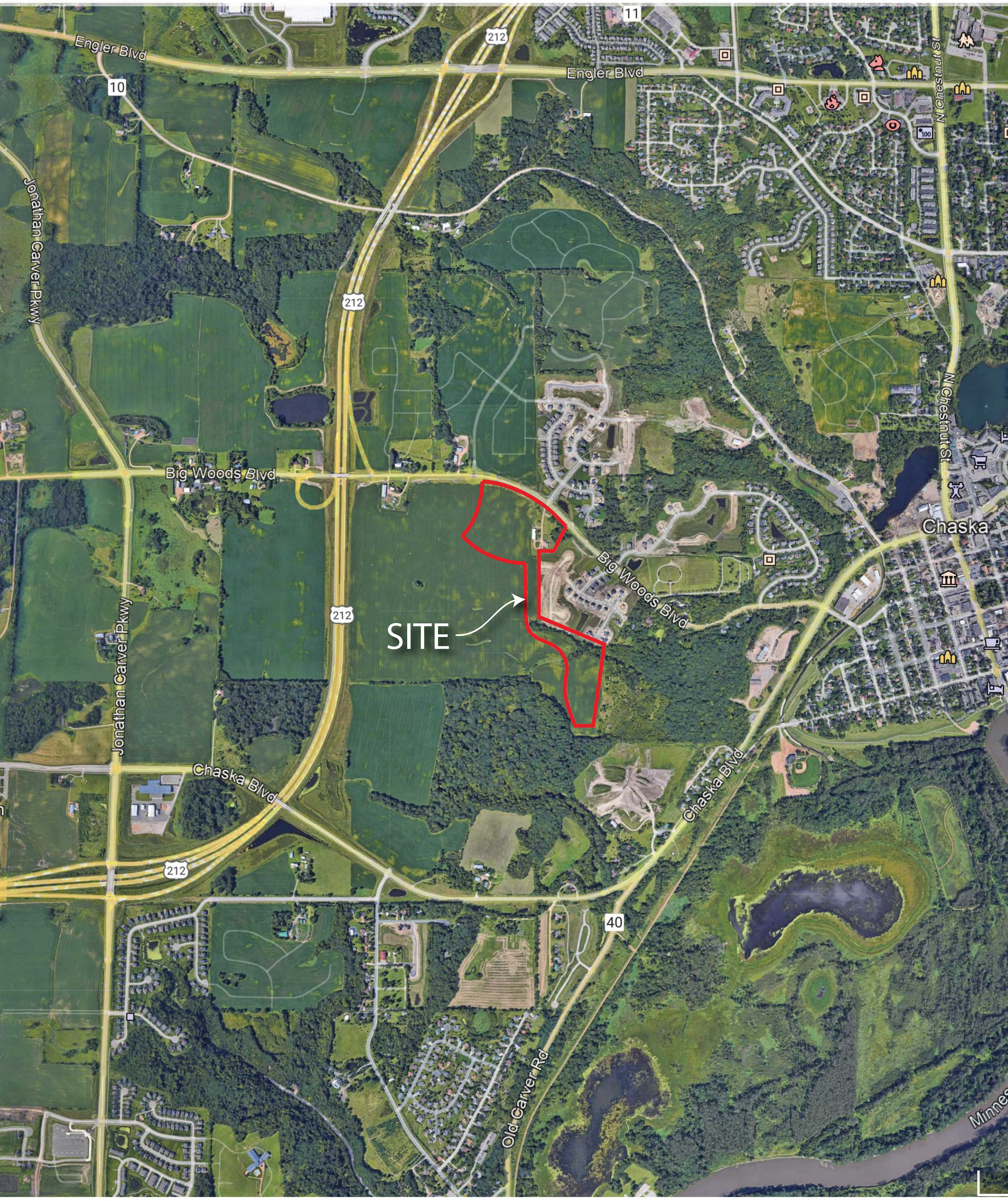
- Existing street connections. The neighborhood entrance from Big Woods Boulevard aligns with Percheron Boulevard to the north. Additionally, Founders Path and Carver Path are extended to create a seamless transition for both vehicular and pedestrian traffic.

- Future community park. Rivertown Heights is designed around the future community park, which will be a valuable amenity for this neighborhood.

- Tree Preservation. There is a wooded ravine located in the southeast portion of the site, just south of the existing Dakota Ridge cul de sac. This preserved area will create a natural buffer between the existing and proposed neighborhoods. A more detailed analysis of tree preservation will take place at the time of preliminary plat.

- Retained homestead. The site layout is designed to allow the land seller to retain their existing homestead and connect to public sewer & water.

Regional Context



Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

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9-29-2021 0027067

Rivertown Heights

Chaska, MN

No Scale

Existing Conditions

BIG WOODS BLVD.

C.S.A.H. NO. 44 (BIG WOODS BLVD)

DETAIL B
(SEE SHEET 3 OF 4 SHEETS)

DETAIL C
(SEE SHEET 4 OF 4 SHEETS)

City Pond

City Infilt.

Ag Field

Delineated Wetland 0.2 AC

Existing Home

FUTURE MIXED RESIDENTIAL

SITE

FUTURE CITY PARK

Future Collector (By City)

Existing Founder's Ridge

Delineated Wetland 0.1 AC

Ravine

Ag Field

US HIGHWAY NO. 212

HIGHWAY 212

BLOCK 1

LOT 1

FOUNDERS PATH

CARVER PATH

DAKOTA RIDGE

Founders Path

OUTLOT D

SITE DATA:

Gross Site Area: 39.5 ac.

Delineated Wetlands: 0.3 ac.

Aerial Photography from the State of Minnesota;
Topography from State LiDAR

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
7699 Anagram Drive
Eden Prairie, MN 55344
Westwood Professional Services, Inc.

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Rivertown Heights

Chaska, MN

0′ 200′ 400′ 600′

N

Site forces

OPPORTUNITY:
- Space to expanded the city stormwater basins in order to achieve stormwater requirements
- Use basins as buffer

MAIN ACCESS:
- Utilize existing street connections as primary access pts.

COUNTY ROAD:
- Requires additional buffer and setback
- Minimize adjacent homesites where practical

NEW ACCESS:
- Connection to Future Collector Road (by City)
- Timing unkown

Intended Street Network

FUTURE CITY PARK:
- Lighted athletic fields
- Other elements TBD

LOCAL ACCESS:
- Utilize existing street connections as secondary access pts.

Wooded Ravine:
- Vegetation to remain
- Great natural buffer between existing and new development

OPPORTUNITY:
- Regional ponding to serve park & development

FUTURE CONNECTION:
- Timing unkown

LEGEND

- Access Point
- High Point
- Drainage Patterns
- Drainage Ravine
- Viewsheds
- Ridge Line / Drainage Break (Ideal Road Location)
- 18% Wooded Slopes
- Low Point (Ideal Ponding Location)

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

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Rivertown Heights

Chaska, MN

0' 200' 400' 600'

N

Concept Sketch Plan

BIG WOODS BLVD.

HIGHWAY 212

Future Collector (By City)

CITY PARK

Expand Pond

City Pond

City Infilt.

Expand Infilt.

Delineated Wetland 0.2 AC

65' SF

60' Public Street typ.

Existing Home to remain

Founder's Path

Existing Founder's Ridge

Fill Eroded Ravine

Pond

Potential Ponding Consolidation

Delineated Wetland 0.1 AC

Potential Regional ponding

Future Ghost Lots

Future Connection (timing unknown)

CONCEPT DATA:

Gross Site Area:	39.5 ac.
Delineated Wetlands:	0.3 ac.
Openspace / Ponding:	7.5 ac.
Proposed 65' SF Lots: (Includes existing home on replatted lot)	91 lots
Overall Gross Density:	2.3 un/ac
91 units / 39.5 gross ac	
Overall Net Density:	2.9 un/ac
91 units / 31.7 ac (gross less wetlands & o.s/ponding)	

Aerial Photography from the State of Minnesota;
Topography from State LiDAR

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7699 Anagram Drive
Eden Prairie, MN 55344
Westwood Professional Services, Inc.

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Rivertown Heights

Chaska, MN

9-30-2021 0027067

0' 200' 400' 600'

N

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THE WHITNEY



AMERICAN CLASSIC A



PRAIRIE D



NORTHERN CRAFTSMAN B

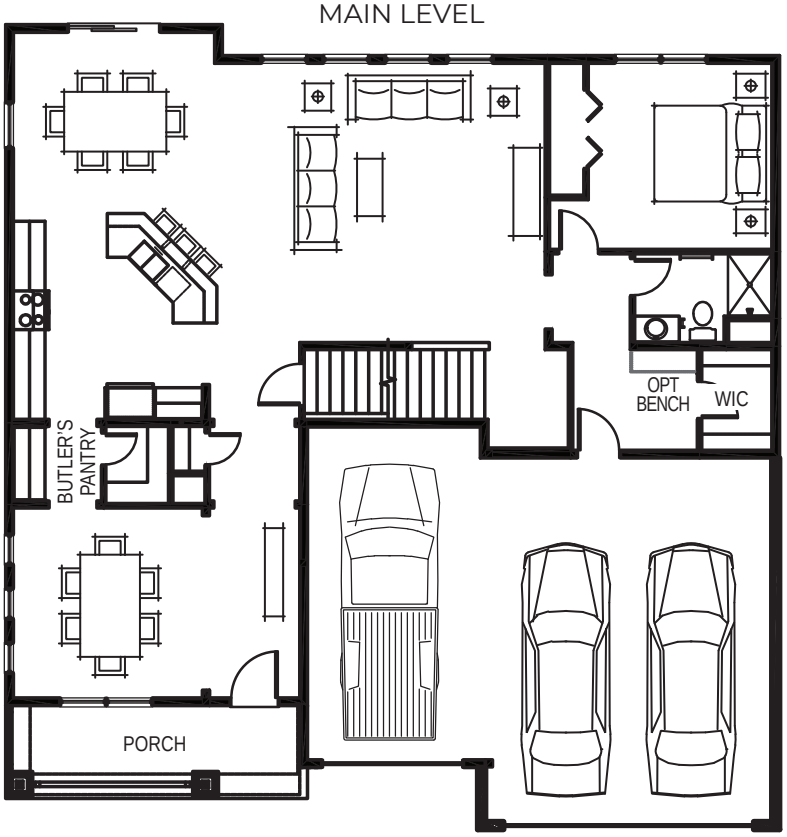
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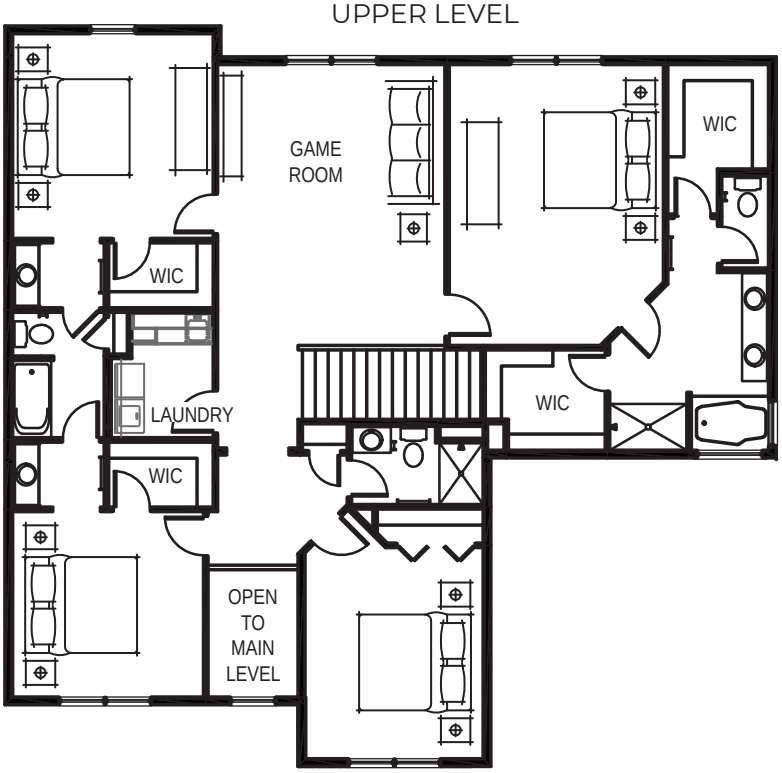
THE WHITNEY

3,400 SQUARE FEET

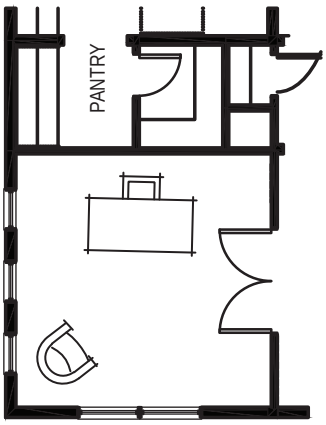
MAIN LEVEL



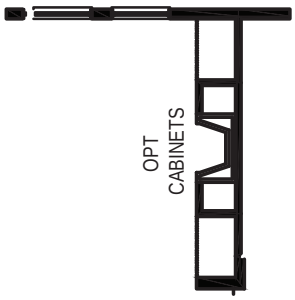
UPPER LEVEL



OPT STUDY



OPT GAS FIREPLACE



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THE HARRISON



AMERICAN CLASSIC A



HEARTLAND COTTAGE C



NORTHERN CRAFTSMAN B

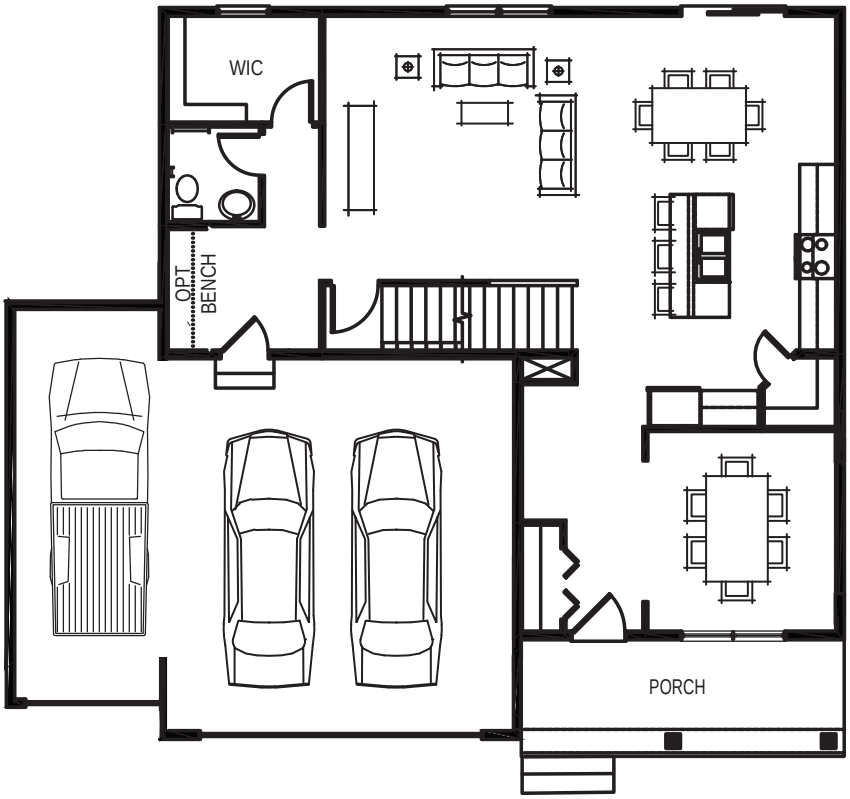
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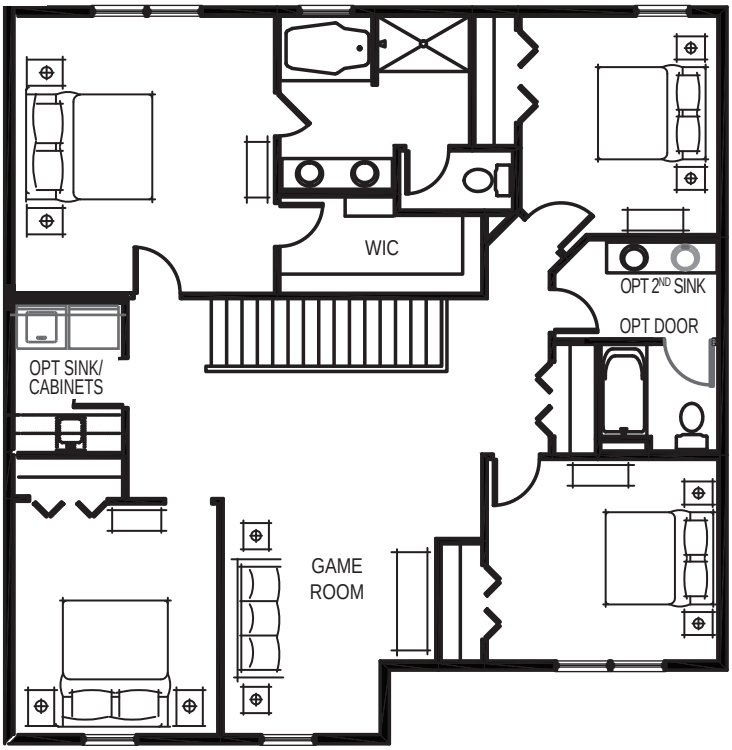
THE HARRISON

2,522 SQUARE FEET

MAIN LEVEL



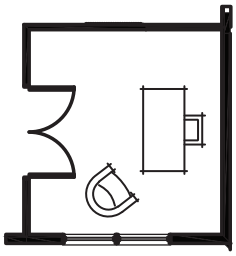
UPPER LEVEL



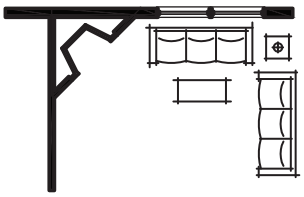
OPT BEDROOM PLAN W/ FULL BATH



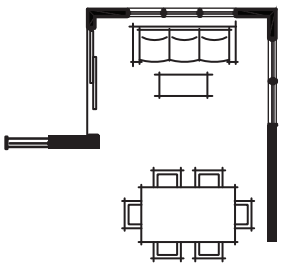
OPT STUDY



OPT GAS FIREPLACE



OPT SUNROOM



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THE JORDAN


AMERICAN CLASSIC A


HEARTLAND COTTAGE C


NORTHERN CRAFTSMAN B

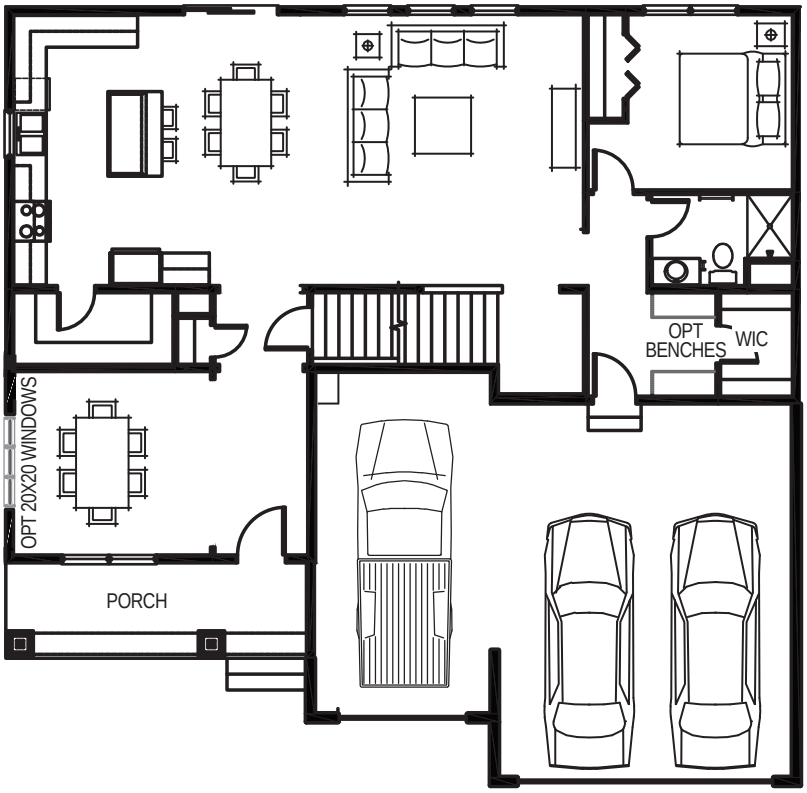

PRAIRIE D

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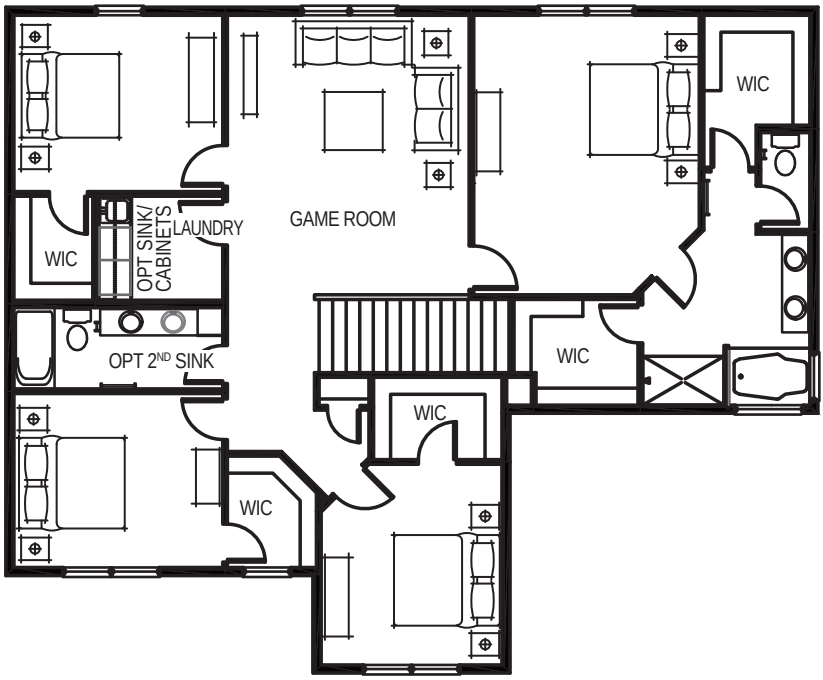
THE JORDAN

3,003 SQUARE FEET

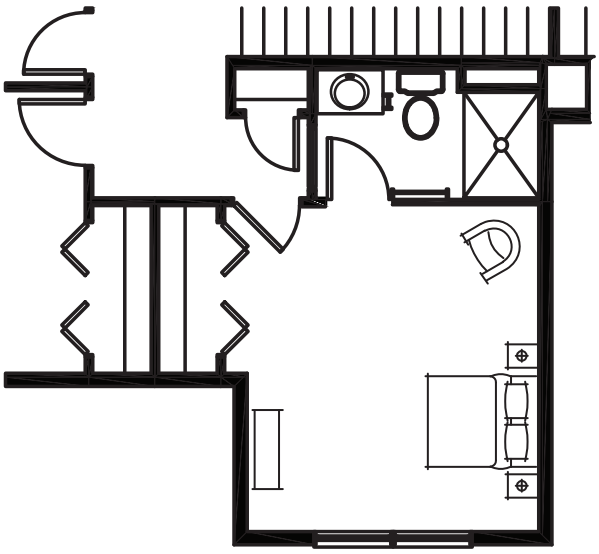
MAIN LEVEL



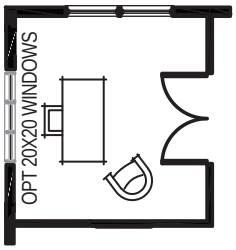
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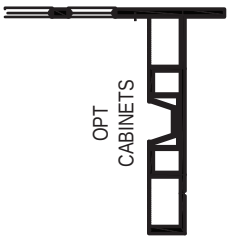
OPT 3RD BATH



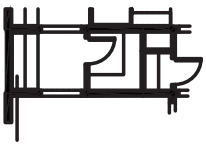
OPT STUDY



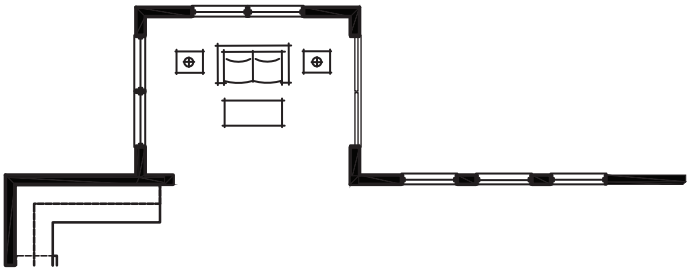
OPT GAS FIREPLACE



OPT BUTLER'S PANTRY



OPT SUNROOM



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THE REDWOOD



AMERICAN CLASSIC A



HEARTLAND COTTAGE C



NORTHERN CRAFTSMAN B

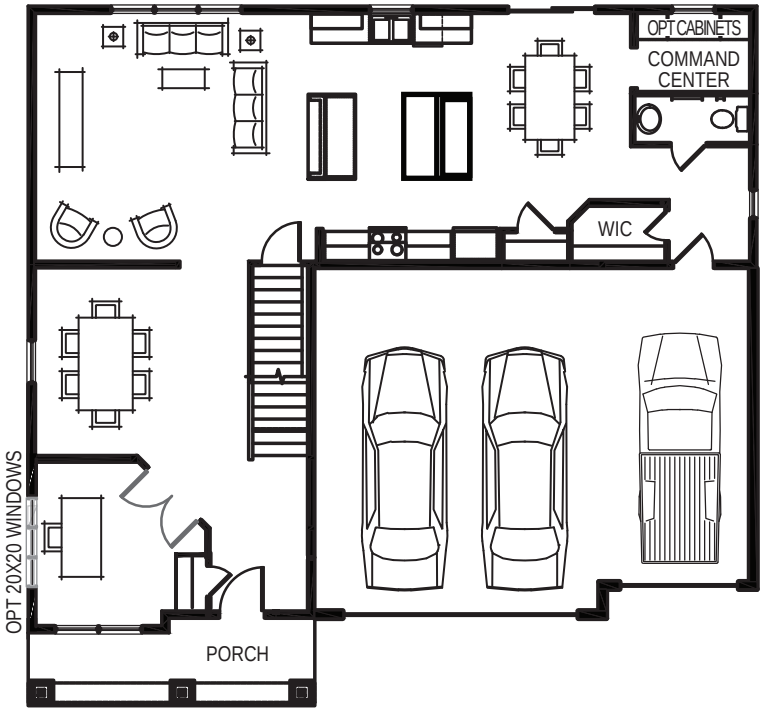
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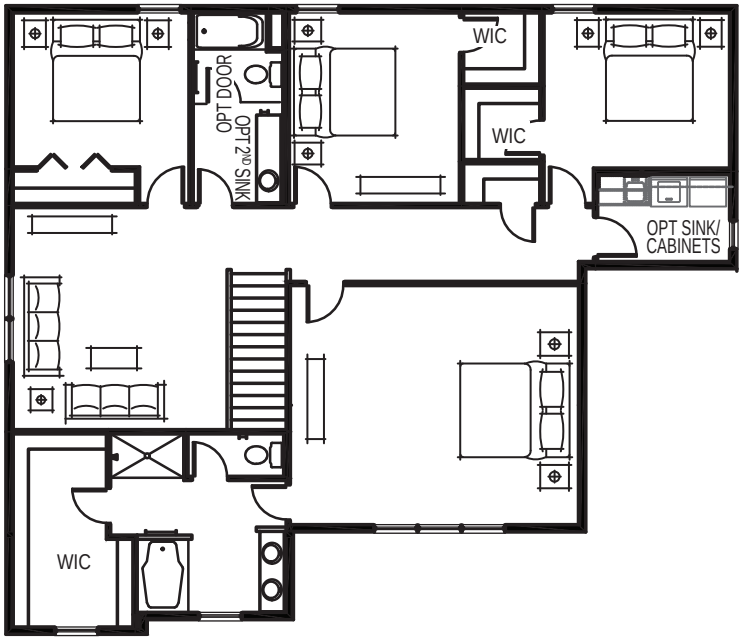
THE REDWOOD

3,084 SQUARE FEET

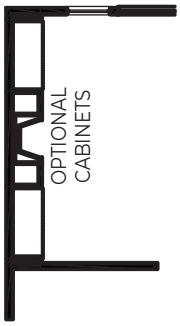
MAIN LEVEL



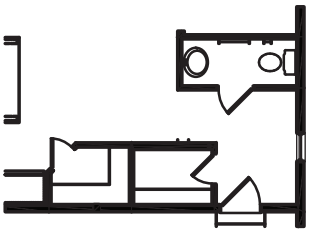
UPPER LEVEL



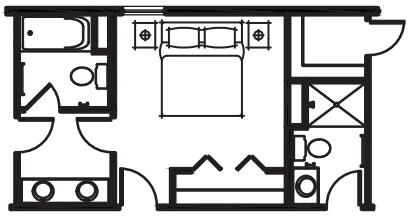
OPT GAS FIREPLACE



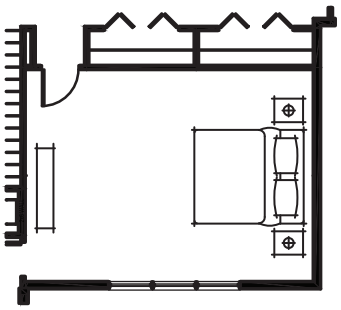
OPT WALK-IN PANTRY



OPT JACK & JILL PLUS HALL BATH



OPT LINEN CLOSETS



OPT SEE-THROUGH GAS FIREPLACE



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THE ADAMS


AMERICAN CLASSIC A


HEARTLAND COTTAGE C


NORTHERN CRAFTSMAN B


PRAIRIE D

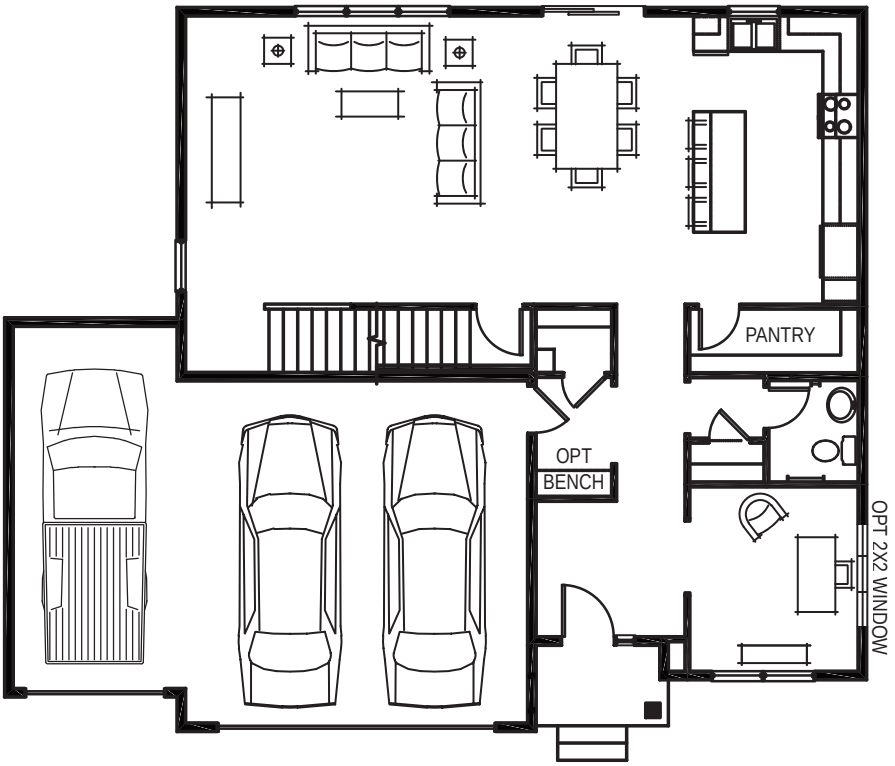
EQUAL HOUSING OPPORTUNITY

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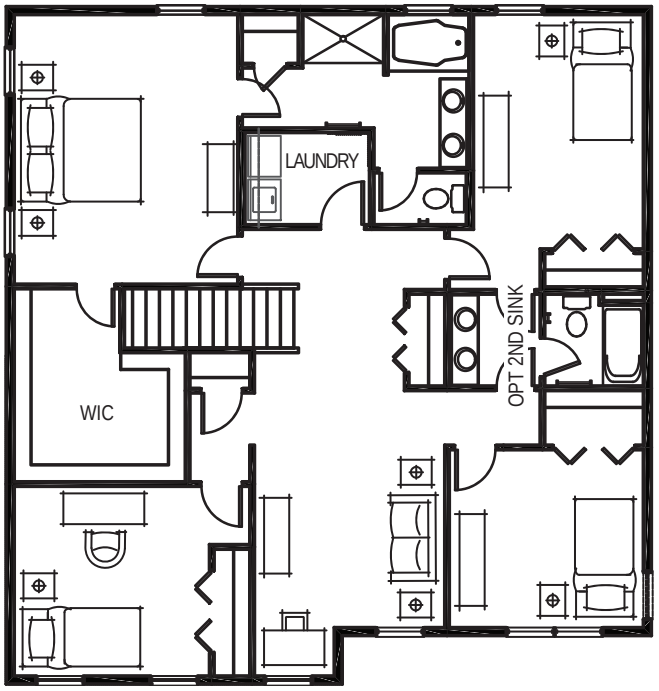
THE ADAMS

2,776 SQUARE FEET

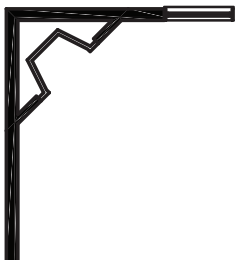
MAIN LEVEL



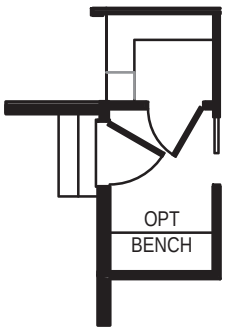
UPPER LEVEL



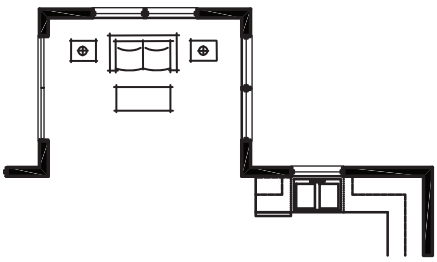
OPT GAS FIREPLACE



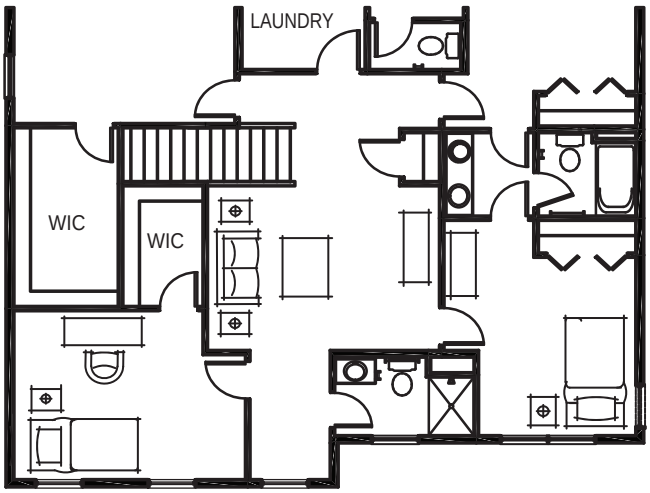
OPT POCKET DOOR



OPT SUNROOM



OPT JACK & JILL 3RD BATH



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D·R·HORTON
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THE GRANT



AMERICAN CLASSIC A



HEARTLAND COTTAGE C



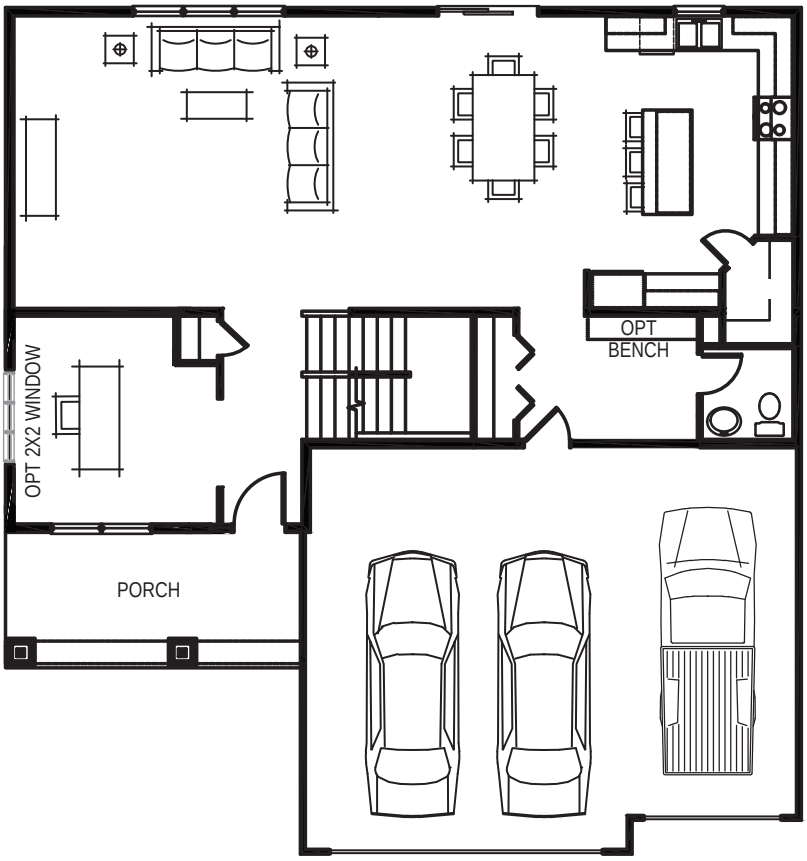
NORTHERN CRAFTSMAN B

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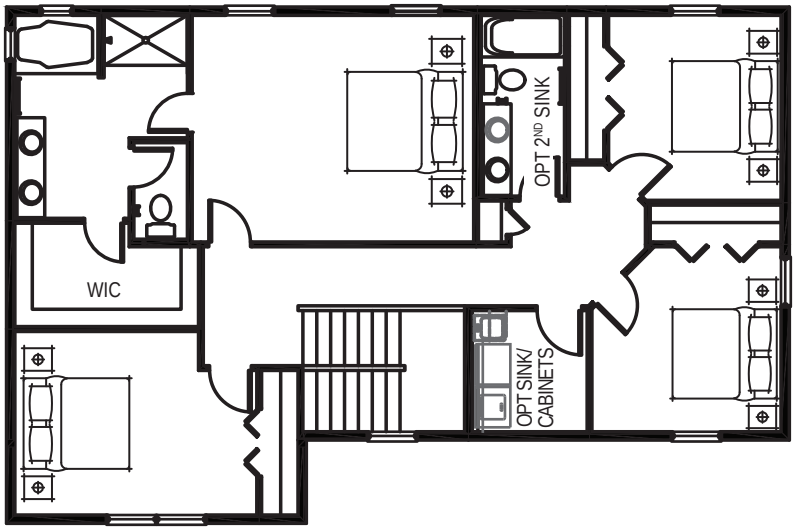
D·R·HORTON
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THE GRANT
2,553 SQUARE FEET

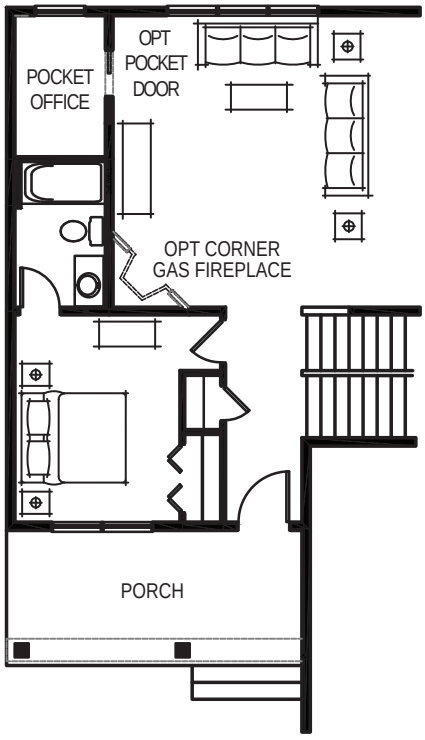
MAIN LEVEL



UPPER LEVEL



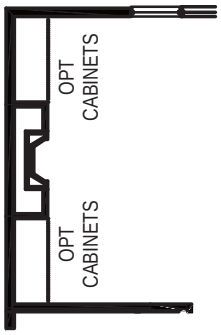
OPT MAIN LEVEL
BED, BATH, AND POCKET OFFICE



OPT LOFT IN LIEU OF BEDROOM



OPT GAS FIREPLACE



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D·R·HORTON
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THE BRIDGEWATER II



AMERICAN CLASSIC A



PRAIRIE D



NORTHERN CRAFTSMAN B

D·R·HORTON
America's Builder

THE BRIDGEWATER II

2,599 SQUARE FEET



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- MINUTES -
CHASKA CITY COUNCIL
OCTOBER 4, 2021

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7:00 pm.

2.Pledge of Allegiance

3. Roll Call
Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, and Mayor Windschitl

Absent: Councilmember Grau.

Also Present: Matt Podhradsky, City Administrator; Noel Graczyk, Administrative Services Director; Kevin Wright, Communication Director; Nate Kabat, Assistant Administrator; Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; Jake Sofly, City Attorney; and City Engineer Matt Clark.

4. Adopt the Agenda
Motion by Councilmember Hatfield, second by Councilmember Hubbard to adopt the agenda as presented. Motion carried.

5. Visitor Presentation

5.A. Visitor Presentation Greg Boe – Overview of 2021 Legislative Session

Rep. Boe provided an overview of the 2021 Legislative Session. He stated with everything that has happened over the past year, now more than ever it is important to support local businesses. He stated unfortunately, there were some laws that were voted down regarding first responder and law enforcement support that as a result has limited the joint efforts when needed with some neighboring states, he noted they will try again next year to fix some of those issues to further support our first responders and law enforcement. He stated he appreciates the time to discuss these important issues with the Council and if anyone ever has comments or questions, they can reach his office at 651-296-5066 or rep.greg.boe@house.mn.

6. Proclamations

6.A. Proclamation In Recognition of National Pregnancy and Infant Loss

Mayor Windschitl read a proclamation recognizing National Pregnancy and Infant Loss declaring October 15th, 2021 be recognized as Pregnancy and Infant Loss Remembrance Day.

6.B. Proclamation In Recognition of Domestic Violence Awareness Month

Mayor Windschitl read a proclamation recognizing Domestic Violence Awareness, declaring October 2021 as Domestic Violence Awareness Month.

7. Minutes

7.A. Approve September 20th, 2021 City Council Meeting Minutes

Motion by Councilmember Hubbard, second by Councilmember Huang to approve the minutes of the September 20th, 2021 City Council meeting. Motion carried.

8. Consent Agenda

Motion by Councilmember Hatfield, second by Councilmember Huang to approve the Consent Agenda Items A through F:

A. Accept Resignation of Lisa White from the Human Rights Commission
   Motion to accept the resignation of Lisa White from the Chaska Human Rights Commission and open the seat to applications.
B. Adopt Resolution 2021-63, Resolution in Support of City's Capital Project Grant Request Under Minn. Stat. § 16A.86 for the City Square West Project
   Motion to adopt Resolution 2021-63, in support of City's capital project grant request under Minn. Stat. § 16A.86 for the City Square West Project
C. Adopt Resolution 2021-64, Approving Resolution for Cogeneration and Small Production Tariff - Updated for Unbundling of Rates
   Motion to approve Resolution 2021-64 updating adjustment rates for Cogeneration and Small Production Tariff – Updated for Unbundling of Rates.
D. EV Charge Program License Agreement with Minnesota Municipal Power Agency
   Motion to approve EV Charge Program License Agreement with Minnesota Municipal Power Agency
E. Adopt Resolution 2021-65, A resolution committing required local matching funds and authorizing submission of an application for grant funding from the U.S. Department of Commerce's Economic Development Administration (EDA)
   Motion approving Resolution No. 2021-65 committing required local matching funds and authorizing submission of an application for grant funding from the U.S. Department of Commerce's Economic Development Administration (EDA).
F. Approving Purchase Agreement for Right of Way of City Collector Road named Savanna Way
   Motion to authorize City Administrator and Mayor to fully execute the Purchase Agreement related to the land acquisition of right of way for Savanna Way.
   Motion carried.

9. Bills

9.A. Accounts Payable Council Roster 10-4-2021

Council requested further information on pages 11 and 20.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Hubbard to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

10.A.i. Bi-Weekly Report October 4, 2021

10.B. Other Meeting Minutes

10.B.i. HRC Minutes – August 26, 2021

Councilmember Huang:

- Noted on the Fire and Ice Festival is on October 15th-16th at Fireman's Park
- Noted October 22nd at Carver County Parks is Trail of Fun and fall activities
- Noted October 30th Fall Clean-up Day
- Congratulated SouthWest Transit for being awarded Crime Prevention Award

Councilmember Hubbard:

- Chaska Herald had a nice article September 23rd Edition on the Steiner Kelting Mental Health Wellness Facility
- Noted the Bicycle Steering Committee meeting will have some engagement events to get public feedback
- Stated Crucial Conversations will be hosting a picnic engagement event on October 20th at 6:30pm

Councilmember Hatfield:

- Stated it was nice to have the Superintendent present for the Work Session and noted it is important to be role models for the public and kids who may be watching the meetings

City Administrator Podhradsky:

- Noted next Tuesday and Wednesday is the Council Retreat

Mayor Windschitl:

- Congratulated Kevin Ringwald on his retirement
- Stated the Walnut Street construction is underway
- Noted the next Council meetings are on October 18th (to be held at the event center) and November 1st and 15th

11. Adjourn

Motion by Councilmember Hubbard, second by Councilmember Hatfield to adjourn the meeting at 8:00 pm.
Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
OCTOBER 18, 2021

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7:01 pm.

2.Pledge of Allegiance

3. Roll Call
Roll call was taken. Present: Councilmembers Grau, Hatfield, Hubbard, Huang, and Mayor Windschitl

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Noel Graczyk, Administrative Services Director; Kevin Wright, Communication Director; Nate Kabat, Assistant Administrator; Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; Jake Sofly, City Attorney; and City Engineer Matt Clark.

4. Adopt the Agenda
Motion by Councilmember Hatfield, second by Councilmember Hubbard to adopt the agenda as presented. Motion carried.

5. Visitor Presentation
None.

6. Proclamations

6.A. Proclamation in Recognition of Chaska Fire Department 150th Anniversary

Mayor Windschitl read a proclamation recognizing the Chaska Fire Departments 150th Anniversary and thanked them for their service to the City.

7. Minutes

7.A. Approve October 4th, 2021 City Council Meeting Minutes

Motion by Councilmember Grau, second by Councilmember Hatfield to approve the minutes of the October 4th, 2021 City Council meeting. Motion carried.

8. Consent Agenda
Motion by Councilmember Hubbard, second by Councilmember Huang to approve the Consent Agenda Items A through C:

A. Adopt Resolution 2021-66, Approving the Lot Split for 3235 Chaska Blvd & 503 Chestnut St (Adyme Addition)/Mike Seifert/PC #2021-17

Motion to adopt Resolution 2021-66, Approving the Lot Split for 3235 Chaska Blvd & 503 Chestnut St (Adyme Addition)/Mike Seifert/PC #2021-17.

B. 6th Street Bridge Easements for 2021 Downtown Project

Motion to Approve and Authorize Payment to Acquire Fee Title and Various Easement for Roadway, Sidewalk, Trail, Drainage and Utility Purposes Over Certain Property.

C. Adopt Resolution 2021-68, Accepting Gifts and Donations

Motion to approve Resolution 2021-68, Accepting Gifts and Donations.
Motion carried.

9. Action Items

9.A. Adopt Resolution 2021-69, Public Assessment Hearing: Adopt Resolution Approving the Imposition of Service Charges for the 2022 Chaska Downtown Special Services District.

Assistant Administrator Kubat presented and provided background on this item. He introduced Steve Ritz, President of the Board of Chaska Downtown Business Alliance to provide some details on this item.

Mayor Windschitl opened the Public Assessment Hearing at 7:34 p.m.

John Siegfried, 100696 Village Road – addressed the Council and stated he would like to request the Farmers Market is run by the Special Services District going forward due to the good administration and management of the events ran by the Special Services District.

Mayor Windschitl closed the Public Assessment Hearing at 7:41 p.m.

Motion by Councilmember Hatfield, second by Councilmember Huang to Adopt Resolution 2021-69 Imposing Service Charges and Setting the 2022 Operating Budget and Plan for the Chaska Downtown Special Service District.
Motion carried.

9.B. Adopt Resolution 2021-67 and Ordinance 1001, Approving the Preliminary Plat, Sale of Excess City Land, and Rezoning for Reserve at Autumn Woods/Lennar/PC #2021-16.

Assistant Administrator Kubat introduced and provided background to the Council on this item and City Planner Hanson provided a presentation to the Council on this item.

Councilmember Hubbard asked at what lot size do you need to plan for overflow parking. City Administrator Podhradsky stated it really depends on the type of use of the lot and how much use they plan to accommodate on the lot.

Councilmember Hatfield stated she is glad to see the number of houses abutting others has decreased. She stated she doesn't understand the impact to the corner house on Butternut. City Planner Hanson stated the homeowner's concern is more the curvature of the road and that it will make their house feel more three-sided rather than two-sided. She stated the developer has

a plan to add more vegetation to the lot in that corner to help address their concern and she expects they will see this in the final plan. City Administrator Podhradsky stated there are some logistical challenges around those wetland areas but there is also a good traffic calming aspect to putting in those curved roads and narrowing it down.

Mayor Windschitl asked if anyone would like to address the Council on this item to come forward.

Josh Metzer, Lennar, addressed the Council. He stated the corner lot on Butternut is the most impacted lot by their development. He stated he has exchanged emails with the homeowner, and they have agreed to provide some nice landscaping buffer along the edge of the property. He noted they are requested one modification tonight to Condition #22 regarding the agreement with the Jonathan Association.

City Administrator Podhradsky stated the City just found out about this modification request today as well. He stated he doesn't think they should remove anything from the application tonight. He noted the City can work as a mediator between Lennar and Johnathan Association to come to an agreement.

Jeremy Byl, Jonathon Association, addressed the Council. He stated he echoes the sentiments of Mr. Podhradsky, and stated they look forward to buttoning up the details and working with Lennar.

Emily Rome Welter, 2887 Ironwood Blvd - addressed the Council. She stated after the last meeting they looked at all parts of the neighborhood to make sure everyone's specific issues were addressed. She stated they have had really good, collaborated effort and Mr. Metzer has been very helpful in this process. She stated going forward they want to continue to work on steps for traffic calming and the median on Butternut. She noted having the Jonathan Association be part of the plan is something the neighborhood has always been in favor of and hopes to see happen.

Mayor Windschitl stated this has been a great outcome and he was pleasantly surprised to see the community get so involved. The Councilmembers echoed his sentiments.

Motion by Councilmember Huang, second by Councilmember Hatfield to Adopt Resolution 2021-67.
Motion carried.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Ordinance 1001, Approving the Preliminary Plat, Sale of Excess City Land, and Rezoning for Reserve at Autumn Woods/Lennar/PC #2021-16.
Motion carried.

10. Bills
10.A. Accounts Payable Council Roster 10-18-2021
Council requested further information on pages 2, 4 and 27.

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 Grau, Hatfield, Hubbard, Huang, and Mayor Windschitl. Voting nay: None
Motion carried.

11. Other Business

11.A. City Administrator's Report

11.A.i. Bi-Weekly Report October 18, 2021

11.B. Other Meeting Minutes

11.B.i. Financial Reports – August 2021

11.C. Downtown 41 Project Update

Councilmember Grau:

- Stated he wanted to Commend the City and Mayor regarding their public decorum and respect with the School Board incidents

Councilmember Huang:

- Noted Fire and Ice Festival was great
- Stated on October 22nd is the Trail of Fun from 5:00 – 8:00pm
- Noted October 30th Fall Clean-up Day at Athletic Park
- Stated on December 4th is the Hometown Holiday and Tree Lighting Event
- Congratulated the two National Merit Scholarship semi-finalists: Alex McKeever and Riley Melville. As well as five National Merit Scholarship recipients; Lucas Bishop, Ruby Browning, Eileen Hansen, Lauren Oster and Jules
- Stated SouthWest Transit has added some new destinations and use is up to 75% of what it was pre-pandemic and stated CEO of SouthWest is retiring next year, interviews are currently underway

Councilmember Hubbard:

- Stated Fire and Ice Festival was a great event and she enjoyed the fireworks
- Noted Carver County Public Health is opening a Covid Testing site starting on October 26th
- Stated the Community Unity event this Thursday at the Chanhassen Library at 6:30pm.

Councilmember Hatfield:

- Stated regarding the Retreat, it is always nice to see how much the City staff cares, she appreciates all their work
- Noted on October 29th - 30th there is Trick or Treating in downtown Chaska at some businesses
- Stated there is a Food Distribution on Thursday at 12:00 – 1:30pm
- Noted on Coffee with a Cop is on October 28th at 9:00am at the Caribou on Gateway Drive

Mayor Windschitl:

- Stated the Retreat went well, thanked everyone for their hard work and participation
- Stated on Thursday the House Representatives are coming to tour City Square West, noting it is a big deal to be put on their tour
- Stated the Walnut Street paving is underway
- Stated today they held a Remembrance for Karen Campbell at the Lodge, stated it was nice
- Noted Friday was the funeral for Toby Saxon, noting it was a tough day
- Noted the next Council meetings are on and November 1st and 15th

12. Adjourn

Motion by Councilmember Grau, second by Councilmember Huang to adjourn the meeting at 9:25 pm.
Motion carried.