



AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS
Wednesday, December 08, 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 Nov 10th Planning Commission Meeting Minutes.
6. Consent Items
7. Action Items
 - 7.A. PUBLIC HEARING CANCELLED: Preliminary Site & Building Plan, Preliminary Plat and Rezoning for West Creek Apartments/Community Asset Development Group/PC #2021-11
 - 7.B. Recommend Approval of the Concept Plan for Oak Creek and Clover Field Apartments/DR Horton & Chaska Investments/PC #2021-20
 - 7.C. Recommend Approval of the Concept Plan for Clover Ridge Apartments/AV Development LLC/PC #2021-21
 - 7.D. Recommend Approval of the Concept Plan for Chaska Creek Industrial Phase 3/Oppidan/PC #2021-19
 - 7.E. Recommend Approval of the Concept Plan for West Creek Apartments/Community Asset Development Group/PC #2021-11
8. Other Business

8.A. Receive Other Meeting Minutes

8.A.i. Receive the Oct 4th Draft EDA Meeting Minutes.

8.A.ii. Receive the Nov 1st and Draft Nov 15th City Council Meeting Minutes

9. Adjourn



AGENDA
CHASKA PLANNING COMMISSION
CHASKA CITY HALL - COUNCIL CHAMBERS
Wednesday, December 08, 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 Nov 10th Planning Commission Meeting Minutes.
6. Consent Items
7. Action Items
 - 7.A. PUBLIC HEARING CANCELLED: Preliminary Site & Building Plan, Preliminary Plat and Rezoning for West Creek Apartments/Community Asset Development Group/PC #2021-11
 - 7.B. Recommend Approval of the Concept Plan for Oak Creek and Clover Field Apartments/DR Horton & Chaska Investments/PC #2021-20
 - 7.C. Recommend Approval of the Concept Plan for Clover Ridge Apartments/AV Development LLC/PC #2021-21
 - 7.D. Recommend Approval of the Concept Plan for Chaska Creek Industrial Phase 3/Oppidan/PC #2021-19
 - 7.E. Recommend Approval of the Concept Plan for West Creek Apartments/Community Asset Development Group/PC #2021-11
8. Other Business

8.A. Receive Other Meeting Minutes

8.A.i. Receive the Oct 4th Draft EDA Meeting Minutes.

8.A.ii. Receive the Nov 1st and Draft Nov 15th City Council Meeting Minutes

9. Adjourn

**CHASKA PLANNING COMMISSION
MINUTES
NOVEMBER 10, 2021**

1. Call to Order

Chairperson Dahlke called the meeting to order at 7 pm.

2. Roll Call

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

Members absent: Commissioner Urbanski

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

3. Adopt the Agenda

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

Motion carried.

4. Visitor Presentation

No one appeared under Visitor Presentation.

5. Approve the Minutes of the October 13, 2021 Planning Commission Meeting

Motion by Commissioner Lacey, second by Commissioner Brass to approve the minutes of the October 13, 2021 Planning Commission meeting.

Motion carried.

6. Consent Agenda

7. ACTION ITEMS

- A. PUBLIC HEARING: Recommend Approval of the Conditional Use Permit Amendment for Total Loss at 525 Creekridge Drive/Total Loss/PC #2021-07

City Planner Liz Hanson presented the item to the Commission.

Chairperson Dahlke opened the public hearing at 7:17 p.m.

Dan Lysholm, 4720 Island View Drive, Mound, stated that he was here on behalf of his father, Duane, who owns Total Loss Brokers. He thanked the Commission for taking the time to hear their request and noted that he especially wanted to thank City Planner Hanson and Development Director Ringwald for their work to put this language together on something that will be acceptable to both the City and his father.

There being no additional comment, Chairperson Dahlke closed the public hearing at 7:19 p.m.

Commissioner Olson stated that he thinks this is definitely an improvement.

Commissioner Rylee expressed his appreciation to City Planner Hanson for her work on this item especially in light of the workload from other things happening in the City right now.

Motion by Commissioner Brass, seconded by Commissioner Olson 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 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.

Ayes – all. Motion carried.

- B. PUBLIC HEARING: Recommend Approval of the Preliminary Plat, Preliminary Site and Building Plan, and Rezoning for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2021-08

City Planner Hanson presented to the Commission.

Commissioner Sailer stated that he is happy to see a roundabout going in and the road improvements on TH 41. He asked if this would be a two phase approach to improving TH 41 because it appears to go back and forth between a two-lane and a four-lane road which makes it appear, to him, that there may be more to come for the roadway.

City Engineer Matt Clark explained that right now, the State does not have anything programmed for the section north of Pioneer where it was left off back in 2020. He stated that going forward, it is part of their plan to evaluate this section and has been on their radar for between Pioneer Trail and Highway 5. He noted that these things are typically driven by future traffic growth and traffic demand. He stated that he would say that it is not currently in the State's plans, but as

developments occur and the community grows, it may drive the State to take a look at this section.

Community Development Director Ringwald noted that he thinks when the State has the opportunity, whether the City, County, or developer are paying for something, they get four-lanes whether it is currently required or not.

Commissioner Lacey stated that Costco sells a lot of products and asked if their delivery trucks would be restricted to a route of if they would also be utilizing the roundabout along with everyone else.

City Planner Hanson stated that there is not specific areas for truck traffic and explained that everyone would be able to utilize it equally.

Community Development Director Ringwald explained that the roundabout was designed to accommodate any vehicle can get through it appropriately.

Commissioner Olson noted the letter that was submitted from the neighbors to the north. He stated that he drives that section of roadway about 10 times per week and the additional traffic and the flow to the industrial building just north of Costco concerns him. He stated that the plans seemed to have stopped at the development versus taking a look at what would happen for the neighbors to the north, access to their property and their businesses, and the impact on them from the additional traffic.

Commissioner Sailer stated that the centerline of TH41 has been moved closer to the buildings and asked if the setbacks were still acceptable for where the existing buildings are located versus where the new centerline will be.

Community Development Director Ringwald noted that the centerline of the road does not change.

Commissioner Rylee asked if he understood Community Development Director Ringwald correctly and that he had implied that there is a cost participation negotiation between the developer and MnDOT that may go beyond the roundabout and include expansion on TH41.

Community Development Director Ringwald stated that he was referring to just this piece and believes MnDOT wants to see what is referred to as a 2x1 roundabout to ensure it can handle both today's traffic and future traffic as well.

Chairperson Dahlke asked if this type of roundabout would be basically the same as what is currently at Lyman.

Community Development Director Ringwald stated that this was correct. He noted that MnDOT is evaluating the entire corridor and they are well aware of it because there are multiple projects happening in the coming year and believes they are very comfortable with this design and feel this is the safest way to move traffic on TH41.

Commissioner Rylee asked about the architecture of the retaining wall and whether it would match the Costco building.

City Planner Hanson stated that she is not sure if the color has been solidified yet but it will be a concrete block, so it will be similar to the scale, look, and feel of the Costco building. She stated that there will be some level of cohesiveness, but is something to keep in mind as this moves to the final step so it all melds together.

Commissioner Rylee asked if there would be connectivity from the existing conference center onto the trail.

City Planner Hanson stated that there is and gave a brief overview of the existing trail connection and the future plans.

Commissioner Olson asked about trees being removed and how the total amount being removed will be broken up between the 3 properties.

City Planner Hanson explained that most being removed are on the multi-family site. She noted that, due to the parking realignment, there will be some existing trees along the conference center parking lot that will be affected. She stated that the trees are located in the central portion of each of the sites.

Commissioner Olson stated that he would like to know why the multi-family site cannot meet the caliper that is required.

Commissioner Brass asked if the $\frac{3}{4}$ entrance was basically a right-in/right-out.

City Engineer Clark explained that there will be a left-in if you are traveling north on TH41 and a restricted right turn coming out.

Commissioner Brass stated that this issue goes back to a concern he raised with the Springs at McKnight Lake. He stated that their main clubhouse entrance is close to the $\frac{3}{4}$ entrance onto the County road and he feels like the stacking of cars coming and going with the Costco traffic may be tight for community members to get in and out of the development.

City Engineer Clark stated that the $\frac{3}{4}$ entrance is there to provide a relief valve.

Commissioner Brass asked if the thought was that most people would use the other roundabout entrance.

City Engineer Clark stated that this was evaluated and they believe this should operate very well.

Commissioner Olson stated that he assumes the plan is to make the right turn lane larger than it is right now which means there are plans to make it safer for this development to get into their property but the property to the north has no change or discussion.

City Engineer Clark explained that this would have to be taken up with the State because those types of accesses are secondary and what this development is dealing with is more primary access.

Commissioner Olson stated that he understood that, but as a Commission, they have to look at things from a holistic perspective and look at everyone in the area and not just this specific project. He stated that he is disappointed that this was not addressed through this process with the State.

Community Development Director Ringwald noted that from that perspective, it is not adding a lot in the P.M. peak hour because it equates to less than 2 cars/minute to the thru-point on TH41. He noted that one issue they have which they cannot solve right now is the left turn going north bound. He gave an overview of how a roundabout can be helpful in this instance because it gives people the option to utilize that to go whichever direction they would like and not have to sit at an intersection just waiting for the opportunity to get across the roadway. He stated that he thinks it needs to be stated that traffic will increase with or without this development.

Chairperson Dahlke noted that the distance between the two roundabouts should also decrease the overall speed of people traveling through the area. He invited representatives from the developer to make a presentation to the Commission prior to the public hearing.

Willy Boulay, 404 Washington Avenue, Minneapolis, noted that he and his partner, Mike Hudson, are here on behalf the master site developer. He stated that also present to answer Commission questions the Commission are the lead engineer, representatives from Costco, as well as Continental Properties. He stated that they are excited about this project because of the retail and housing options for the City but also the trail connectivity which should help bring new life for the conference center.

Steve Cross, Costco Development Manager, 1955 Raymond Drive, Northbrook, IL, introduced Tom Meyer, their civil engineer from Landform, and noted that their architect, Risa Yuki, is available on-line to answer any questions that the Commission may have. He stated that bringing the Chaska feel and design into the architecture of their building has made it very unique and they are excited to make it come to fruition. He stated that they have read through all the staff recommendations and conditions and concur with all of them.

Commissioner Rylee asked Mr. Cross about traffic flow relative to parking for Costco's portion of the development. He asked if the number of parking spots balanced with having proper flow through the property for the commercial delivery trucks as well as the peak holiday shopping days for customers, so it is a safe experience for them.

Mr. Cross stated that it is slightly underneath the code requirement but typically, Costco is generally looking for somewhere in the 750-800 parking spots, so this fits into that model of the preferred parking counts to accommodate some of those busier times. He stated that the loading dock for their site is on the northeast corner of the building so there is a truck route that will come in off the roundabout and making a left turn into the site. He showed areas that had a wider driveway on certain portions of the site to allow room for trucks to turn around and back into the loading dock space and noted that they will leave the same route. He stated that fuel

deliveries will operate in the same fashion. He stated that the other trucks that will be entering the site are for tire deliveries and that will take place on the west side of the building but noted that many of the deliveries happen in the morning before the store opens which helps reduce the conflict between the trucks and customers. He noted that due to the reality of today's delivery times and uncertainty, the delivery times have broadened to take place throughout the day, but generally, the trucks will come in the morning. He stated that they believe that about 45% of traffic will come from the north and about 55% of the south which gives the opportunity to use both of the entrances. He noted that their customers will be members which means they are familiar with the site and noted that many people even have a preferred parking area. He stated that people are creatures of habit which is why he thinks that makes it work a bit better than a Walmart or Target for traffic flow that has a lot of different people coming in and out trying to figure their way through the site.

Community Development Director Ringwald stated that he and City Planner Hanson have recently spent about a month visiting Costco stores at odd times. He stated that one of the things that he likes about this site plan is that the large parking field as it at the front door where others, like in Eden Prairie, just have a thin row of parking along the front door and thinks this design will serve the residents of Chaska very well.

Commissioner Sailer asked whether there were plans to put in charging stations for electric vehicles.

Mr. Cross stated that they have started doing it in certain communities, but is not commonly done.

Chairperson Dahlke opened the public hearing at 8:25 p.m.

Ted Stauber, 1710 Bluegrass Trail, Victoria, stated that he is one of the neighbors to the north and is very concerned about the traffic flow from the north and the south. He explained that since Lyman became a roundabout they have had very few breaks in traffic which makes it difficult to get out of their parking lot either to the right or left. He stated that one of the things that concerns him is that MnDOT has been studying this project for 2 years and making plans however they have not been contacted by the State, City, or County as to how this may impact them. He stated that he feels it will have a negative impact to the traffic flow. He stated that they have a dance academy, a construction supply company, and an HVAC company in this location and it is not ideal to have this plan where there will be very few gaps in traffic. He stated that he welcomes having new neighbors and loves Costco, but thinks there needs to be other considerations taken prior to enacting this development.

Robert Braudt, 3700 North Chestnut Street, stated that he represents the building as well as the dance studio that is just north of this proposed development. He stated that he echoed some of Mr. Stauber's concerns. He stated that he understands that they are outside of the required area for notification, however, he would say because of the size and scope of this project is far greater and will impact them a great deal. He stated that in moving from a 2 lane circle to the south, to suddenly 1 lane and then back to a turning lane means there will be a lot of activity going on and will be difficult to safely maneuver through this section. He stated that there are bends, curves, and land berms that can also make visibility a challenge. He stated that he cannot imagine that

this increase in traffic will only be an additional 2 cars/minute as stated by Community Development Director Ringwald. He stated that this development has a great deal of integration and flow. He stated that he is a member of Costco and looks forward to the development, but has a problem with being overlooked in the process. He stated that he feels this development will choke off this property that includes 3 different buildings with very limited acreage for future development and feels that not including this in the scope of what is happening to the south is short-sighted and will be harmful for them. He stated that he thinks the City needs to look at the integration within the site, but also how it will fit into the community and the impact it will have on those that are adjacent to the project. He stated that he wanted to make it clear that he is excited for the project, but just wants to make sure that they are not overlooked. He stated that, in particular, he has concerns about the number of young, inexperienced drivers from the dance studio but also from Treehouse that will need to maneuver through this area.

There being no additional public comment, Chairperson Dahlke closed the public hearing at 8:31 p.m.

Commissioner Rylee asked if City Planner Hanson could bring up a graphic of the area to the north of this development so the Commission can visualize some of the concerns that have been raised.

Commissioner Brass stated that MnDOT will ultimately be the entity that makes a decision on this because it is their road and the City cannot change things without their approval.

Community Development Director Ringwald stated that this was correct.

City Planner Hanson showed an aerial photo of the area to the north.

Commissioner Sailer stated that currently out of the dance academy driveway it is already a very difficult turn to take a left and travel to the north. He stated that with the addition of the roundabout, it may be more advantageous to always take a right out of their driveway and use the roundabout to be able to travel to the north.

Chairperson Dahlke stated that if he worked at the Treehouse or the dance academy, that is what he would be telling the young drivers to do.

Commissioner Sailer stated that it may also make sense to use the roundabout in order to enter the site as a right-in only rather than attempting to turn left into the site. He suggested that perhaps a median should be put in to prevent people attempting to make those turns and encourage use of the roundabout.

Community Development Director Ringwald stated that can be found in other areas of the City where there is a median to allow right-in/right-out only.

Chairperson Dahlke reiterated that this would be a MnDOT decision.

Community Development Director Ringwald stated that having roundabouts on both ends will really give them the ability to safely move in whatever direction they would like. He stated that he understands it may not be their preferred option, but it is the safest option.

Commissioner Brass agreed that having roundabouts on both ends is extremely beneficial and noted that it reminds him of the situation at Highway 7 when a median was put in which means for some businesses you have to go about 2 miles beyond them to the light and take a U-turn in order to come around and access the business. He stated that if there were roundabouts on Highway 7 it would be beneficial to those businesses.

Mr. Stauber asked about a possible connection through the southside of their neighbors lawn into their parking lot and an easement to connect to the Peavey Circle.

Commissioner Brass stated that he does not think that has ever been considered.

Chairperson Dahlke noted that he thought there was a large ravine in that area.

Community Development Director Ringwald stated that there are wetlands in the area and there are retaining walls so the road is elevated. He stated that two-dimensionally if the ravine and the wetlands were not there, it could work, however, in a three-dimensional world, it would probably be extremely expensive for the property owners to hook into the ring road to the south, even if everyone was amenable to it.

Chairperson Dahlke asked about the distance between the new roundabout and the Lyman roundabout.

Community Development Director Ringwald stated that he believes it would be about a half mile.

Chairperson Dahlke stated that to him, that bodes well for the speed in the area and reducing from what it is right now.

Commissioner Olson stated that it is not just the speed because there is also the consideration of getting in and out of the dance studio. He stated that last night, at 9:00 p.m. he was trying to pull in and was almost rear-ended because someone that was behind him was not paying attention.

Chairperson Dahlke stated that this issue has been an existing conditions for years.

Commissioner Olson agreed and noted that there has been one known accident and many close-calls.

Commissioner Rylee asked if Commissioner Olson feels this situation will be exacerbated by the additional traffic.

Commissioner Olson stated that this was correct because now there will also be people that do not know the area coming to Chaska and not paying attention in these areas.

Commissioner Rylee asked if a possible remedy may be additional grading on the east side so the bypass lane becomes a thru-lane and what is now the thru-lane becomes a dedicated left turn lane.

Chairperson Dahlke stated that this would still be a MnDOT conversation.

Community Development Director Ringwald stated that if that discussion is opened up with MnDOT, he suspects they may just solve the problem by putting in a median.

Commissioner Olson stated that he feels a solutions needs to be made because the situation has been ignored. He stated that he would request that a condition be added that there is some decision made and resolution made to TH41.

Community Development Director Ringwald suggested that staff meet with those property owners to try to come up with a solution and have them advise us on whether they want the City to engage with MnDOT or not. He stated that it would put those property owners more in the driver's seat of deciding what they want to do and make sure they understand the risks of starting a conversation with MnDOT.

Chairperson Dahlke stated that he would not be comfortable adding a condition that could stall the entire project.

Commissioner Olson stated that as a Commission, they have to look at all the pieces and not get distracted by the 'shiny object' of Costco. He stated that they should consider all the pieces which includes the safety of everyone that is around the area and would be no different than a residential development where the Commission talks about the impact on the neighbors and works to make sure it is cohesive for everybody. He stated that nobody had the conversation or communication with the neighbor to then north that will be directly impacted by this project. He stated that he does not think the debate is about Costco, but rather TH41 and what will be done there.

Commissioner Brass stated that Commissioner Olson had shared the example of almost being rear-ended and asked if he frequented this business on a personal basis.

Commissioner Olson stated that he does frequent it on a personal basis.

Commissioner Brass asked if Commissioner Olson felt he had a personal bias because of this situation.

Commissioner Olson stated that he does not have a personal bias but is speaking about these concerns because he is a frequent user of that driveway. He stated that it is no different than him saying he is a frequent customer of Costco in Eden Prairie. He stated that his concerns are driven by his own personal experience and are about safety. He noted that his daughter will turn 16 next week and will be making this drive on her own and he would rather this be a very safe place for her to drive.

Commissioner Rylee asked Commissioner Olson his ideas on adding a condition to address his concerns, so that things are not held up and can move forward.

Commissioner Olson stated that the extension of TH41 should include the neighbors to the north.

Commissioner Sailer suggested adding a condition that the City meet with the neighbors to the north before the next step.

Commissioner Olson stated that he understands that this project still needs to go through Final approval, but the problem is that it will have to go through the State because it touches TH41.

Community Development Director Ringwald stated that another consideration will need to be how it is financed and this will require a broad ranging discussion.

Commissioner Lacey asked if Commissioner Olson was making a recommendation or wanted to make it a condition.

Commissioner Brass stated that he would support a recommendation rather than a condition.

Chairperson Dahlke stated that there could be a condition added that the City meets with the neighbors.

Community Development Director Ringwald noted that he believes this should be a recommendation and not a condition because this is not something the developer can force City staff to do or not do. He stated that he would suggest that the Commission recommend that City staff meet with the property owners to the north to discuss ways to solve access issues.

The Commission discussed access, traffic, and safety in the area.

There was consensus of the Commission to include a recommendation that City Staff meet with the property owners to the north regarding access.

Commissioner Olson asked why it is difficult for Continental Properties to get the replacement back for the caliper that is required.

Eric Thom, Continental Properties, Milwaukee, WI, stated that there are some opportunities areas as pointed out by City Planner Hanson where they can take another look at the trees. He explained that there is a balance that they were trying to strike with the area that is on the southern side by the pond to establish some open areas that go down to the lake to get maximum view corridors. He stated that those areas may be able to be narrowed a bit and put in more tree rows. He stated that he agreed that there were opportunities around the site where they can bolster that up. He stated that they can work with staff on this issue and believes there is a bit of a balance that needs to be considered.

Commissioner Olson stated that the changes that have been made since the Concept Plan to this current plan has definitely taken steps forward and noted that he trusts that Continental Properties will take the City's recommendations and attempt to put them into place.

Chairperson Dahlke stated that the important point is that there is staff agreement that the plans have hit the balance that is acceptable to everyone if it is not the exact number.

Commissioner Rylee asked about the past discussion about dog parks versus tot lots and striking the right balance. He noted that he did not remember it being mentioned in tonight's presentation and asked if that is something the Commission would see in the final version.

City Planner Hanson stated that there is a tot lot included in the plans.

Commissioner Olson asked about the parking requirements for Oak Ridge if this turns into office space, because they will be boxed in once this development is completed.

City Planner Hanson stated that this was why it was evaluated and included a condition that the City needs to go through the property steps with that site once a user is solidified so they can understand what the parking requirement is from a code standpoint. She stated that staff's recommendation is to keep the condition that the conference center is kept as it is from a zoning standpoint.

Commissioner Brass stated that the letter from Katie Johnson asked that the zoning for the Oak Ridge center remain flexible so they can market it as multi-purpose. He asked if that issue was addressed within the conditions.

City Planner Hanson explained that there is a condition of approval that refers to the conference center site staying as it from a zoning perspective and being evaluated further through the site planning process.

Mr. Boulet stated that they have been working with staff on this and had hoped to bring a new user forward, but the hotel market has been very hard hit with the pandemic, particularly those that are not visible and have 50,000 square feet of conference space. He stated that this was an unfortunate setback for the project, but they do believe that the overall development will enhance the viability of the conference center because it is a beautiful space and things are not built like this anymore. He noted that they will continue to work with staff to find a workable solution and explained that they do not necessarily believe that this will be office space, but that was the highest intensity traffic and parking use that they could show to demonstrate the variety of things that it could eventually accommodate.

Motion by Commissioner Sailer, second by Commissioner Lacey, to recommend the City Council approve 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.

All in favor. Motion carried.

Motion by Commissioner Brass, second by Commissioner Sailer, to recommend approval of the sale of excess City property (sliver) at the northwest side of the proposed roundabout on TH 41.

All in favor. Motion carried.

Motion by Commissioner Olson, second by Commissioner Rylee, to recommend approval of the rezoning of the 67-acre site from PMD-4 to PMD-22.

All in favor. Motion carried.

C. Recommend Approval of the Concept Plan for Rivertown Heights/DR Horton/PC #2021-18

City Planner Hanson presented to the Commission.

Commissioner Brass asked if there were any plans for parks in the neighborhood.

City Planner Hanson stated that there are no parks planned for this development and noted the future plans for a 52 acre City park.

Commissioner Rylee asked the timeline for the City park.

City Planner Hanson stated that she would estimate it may be looked at in the next 5 years.

Community Development Director Ringwald stated that they are starting the master planning process for the City park.

Commissioner Sailer referenced Percheron Boulevard to the north that is a nice street that enters into The Harvest that has a median, landscaped, and has two separate lanes. He stated that as

it moves to the south and crosses over into this Concept Plan, it would be nice to see whether the look and feel of the roadway could be improved from what is shown. He stated that by the ravine and the extension of Carver Path, there is a lot labeled 'fill eroded ravine' and asked if there would be a retaining wall put in behind it so it does not erode again. He stated that there is a bit of an elevation change on the Carver Path extension and feels it is probably one more lot than what is needed or realistic with the ravine. He stated that, to him, it looks a little tight in this area and they may have been a bit aggressive on the home count.

Community Development Director Ringwald noted that when this gets to the Preliminary Plat stage those details will come into play.

Commissioner Sailer asked about the plans for construction traffic.

Community Development Director Ringwald gave a brief overview of the expected construction traffic routes and primary movements through the area.

Commissioner Brass stated that he agreed with Commissioner Sailer's observation regarding the lot count and noted that it seems a bit aggressive because there are a few lots that are just sandwiched in pretty tightly and will need to be worked on at the Preliminary stage.

The Commission discussed what development may possibly happen to the south and where road connections could be made.

Commissioner Olson stated that he would like to highlight the trees on the homestead and noted that he would really like to see that grove of trees remain. He stated that it goes back to the point that they have squeezed in a lot of lots and would like to see them reduce the number of lots and focus on where the trees and vegetation can remain.

Community Development Director Ringwald noted that with the Preliminary Plat they will be looking at what types of trees are there because not all are created equal. He reviewed some items that they will want to be included when they get to the Preliminary stage, such as, signage for the park and that there will be lighting at the park to ensure that nobody is surprised that the 52 acres will someday be a park which includes having lit ballfields.

Commissioner Rylee asked if the City could ask the developer to include that information as part of the disclosures.

Community Development Director Ringwald stated that it may be possible and they will get to those details in the next phase.

The Commission discussed whether there would be an HOA in this development and what was covered under the HOA at The Founders.

Commissioner Olson noted that there was a community meeting held and asked what came out of that meeting.

Deb Ridgeway, DR Horton, stated that the neighborhood meeting was held about a week ago and there were about 3 homes represented at the meeting. She stated that the biggest concern with the neighbors were the folks on Carver Path and whether there could be something done to provide some sort of screening between the two properties. She stated that they have committed to look into that with their Preliminary Plat when they put their landscape plan together. She stated that there was also a concern about the current drainage between the two properties and are planning to set up a meeting with those homeowners over the next few weeks to discuss that. She stated that they will have a construction traffic plan when they come to the City with their Preliminary Plat.

Commissioner Rylee asked about how the public meeting information was communicated.

Ms. Ridgeway stated that their notification was a week and a half before the meeting.

Commissioner Sailer noted that there was a mailer and is also a Facebook site.

Ms. Ridgeway stated that they did the 350 feet plus everyone in Founder's Ridge was on the mailing list.

Commissioner Brass asked about the response to the Facebook page.

Commissioner Sailer noted that he thinks there was probably more interaction on the Facebook site than at the actual meeting.

Ms. Ridgeway noted that there was one individual that represented a larger group of people.

Commissioner Olson asked if the developer sees the new layout and the ghost lots as an issue.

Ms. Ridgeway stated that they had spoken with the Carlson representatives yesterday and they think it is something that they can probably address. She stated that they both agree that it needs to work for both parties and they are amenable to that.

The Commission discussed the Carlson property, possible future plans, and possible connections there as well as conversations DR Horton has had with the Carlson property owner.

Commissioner Rylee stated that he thinks it is in the best interest of the area for the Carlson property and this property to be developed at the same time.

Motion by Commissioner Sailer, second by Commission Brass, to recommend the City Council approve 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.

All in favor, Motion carried.

9. Other Business

A.i. Receive the October 4 and October 18, 2021 City Council Meeting Minutes

10. Adjourn

Motion by Commissioner Brass, second by Commissioner Lacey, to adjourn the meeting at 9:48 pm.

Motion carried.

REQUEST FOR ACTION

CHASKA PLANNING COMMISSION

12/08/2021

Subject: Oak Creek (fka Sagewood 3rd) and Clover Field Apartments - Concept Plan

Applicant: DR Horton and Chaska Investments

Location: North of Engler Boulevard/Co Rd 10, west of Clover Preserve Drive; west of Clover Ridge Drive, south of the Twin Cities & Western Railroad

Case No.: 2021-20

Synopsis: Applicant seeks to obtain approval of a 107 lot development on 52 acres of land in the orderly annexation Laketown Township area (Oak Creek), and a 162-unit apartment building on approximately 10 acres of land just west of Clover Ridge Drive and south of the Twin Cities and Western Railroad (Clover Field Apartments)

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

BACKGROUND

At its May 15, 2000 City Council meeting the Clover Ridge Concept Plan was approved. The Concept Plan showcased an assortment of housing and densities throughout the development, which included the portion of Kelzer's site that is being looked at tonight.

In July of 2002 the Final Plat for Clover Preserve 2nd Addition was approved, which encompassed the lots on Sophia Drive and a street stub that ended at the Chaska-Laketown Township border. Several signs were put along the edge of Sophia Drive and Kelzer's land to inform residents that the area will be developing.

In May 2018 the concept plan for Sagewood was approved, which encompassed the 1st and 2nd additions. The 1st and 2nd additions were the extension and termination of Clover Field Circle, and the extension of Clover Preserve Lane up to the western border of Chaska abutting Laketown Township. The Final Plat for Sagewood was approved in October 2018, and the final plat for Sagewood 2nd was approved in April 2019.

In May 2020, the original concept plan for Sagewood 3rd was approved that showed the westerly extension of Clover Preserve Lane and Sophia Drive into the orderly annexation area of Laketown Township. 83 lots on approximately 42 acres were shown in this concept plan. Concerns were raised regarding development access, traffic, tree preservation, and school capacity. The developer was specifically asked to explore more development access opportunities. A copy of the May 2020 Concept Plan is shown on the next page.





May 2020 Concept Plan

Tonight we are looking at a revised concept plan of Oak Creek (fka Sagewood 3rd addition), which includes a 107-lot development on 52 acres of land, plus the inclusion of a 162-unit apartment building on Clover Ridge Drive. A new road extension is also shown to connect into Clover Ridge Drive across from Romeo Court that will provide an additional means of ingress/egress out of the single-family development, which is reactionary to the comments received during their May 2020 review.

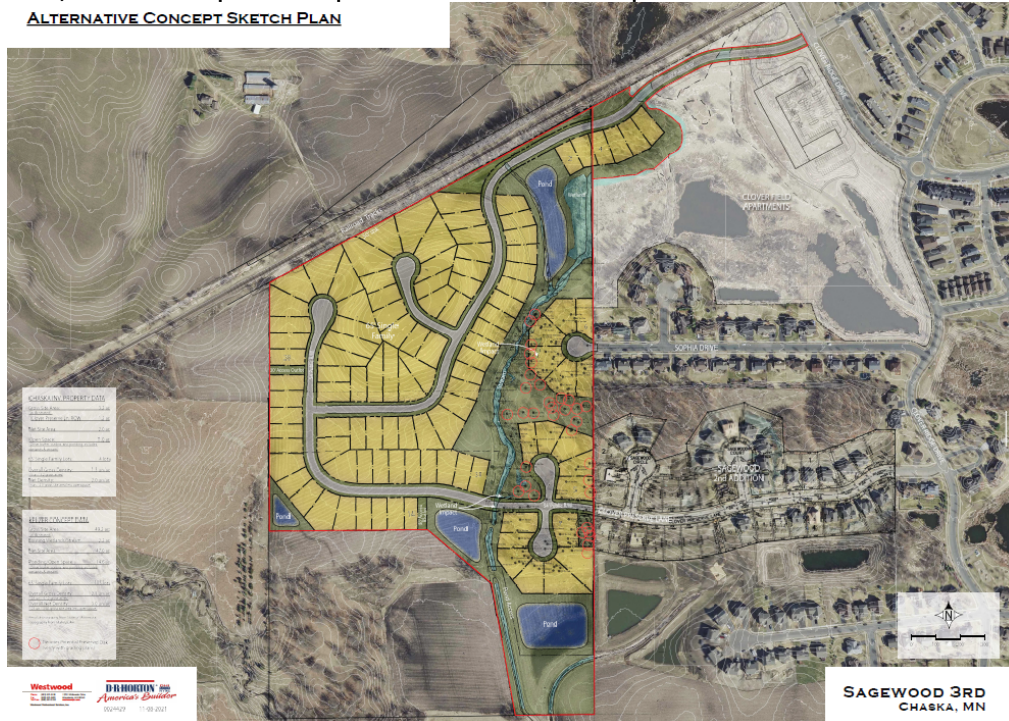
CHANGES SINCE MAY 2020 CONCEPT PLAN

The developer has worked on multiple items while preparing for the resubmittal of their concept plan. The following changes have occurred since the May 2020 concept plan approvals:

- New development access; the new access is shown parallel to the railroad line that will connect into Clover Ridge Drive across from Romeo Court. This new access will run across land owned by Chaska Investments, and is a reactionary inclusion based on the May 2020 feedback. The goal in creating the northerly connection is to encourage traffic to use the collector road system within the surrounding neighborhood to reduce the impact on the local roads.
- 107 lots on 52 acres of land; the new plan is showing a proposal to increase the lots and acreage of the development. The original concept plan showed 83 lots on 42 acres. The main reason for this increase is to help pay for the cost of the new development

access. 7 additional acres are coming from Kelzer's property, and 3 additional acres are coming from Chaska Investment's property.

- 162-unit apartment; the new plan is showing the inclusion of a 162-unit, four-story (with 2 underground parking levels) apartment building. The apartment site is being proposed by Chaska Investments and is located on the same parcel of land that the new development access is proposed on. Securing the property for Oak Creek's new development access is dependent on a concept plan approval of Clover Field Apartments, which has been submitted concurrent with this application. The plan to include the apartment building is to understand how an additional access out to Oak Creek can work while providing a viable site for an apartment. The new access was provided to address feedback from the original Sagewood 3rd concept plan. The proposal for an apartment use is not new, nor, unplanned for on this site. The Clover Ridge concept plan has contemplated that this area will have an apartment use since its inception. It should be noted that the developer of the apartment site has no intentions to build this apartment immediately, rather they are wanting to generally understand the initial feedback, and set the stage for later when they do plan to pursue this use.
- Sophia Drive Cul de Sac; as a result of the new development access, a cul de sac is proposed at the end of Sophia Drive. The previous concept plan showed this road extension through the Oak Creek/Sagewood 3rd development. Clover Preserve Lane still plans to be extend westerly into the development, which was intentional since utilities will be extended from this point. The proposal for a cul de sac also only creates one creek crossing as opposed to two, thus limiting wetland impacts. **Response to feedback from concept plan in 2020.**
- Tree Preservation; greater preservation of trees can be achieved with the revised concept. The 2020 plan had 23 lots within the wooded area and the current plan has 18 lots. A preliminary review anticipates approximately 51 percent of the trees being saved, where the previous plan showed about 38 percent

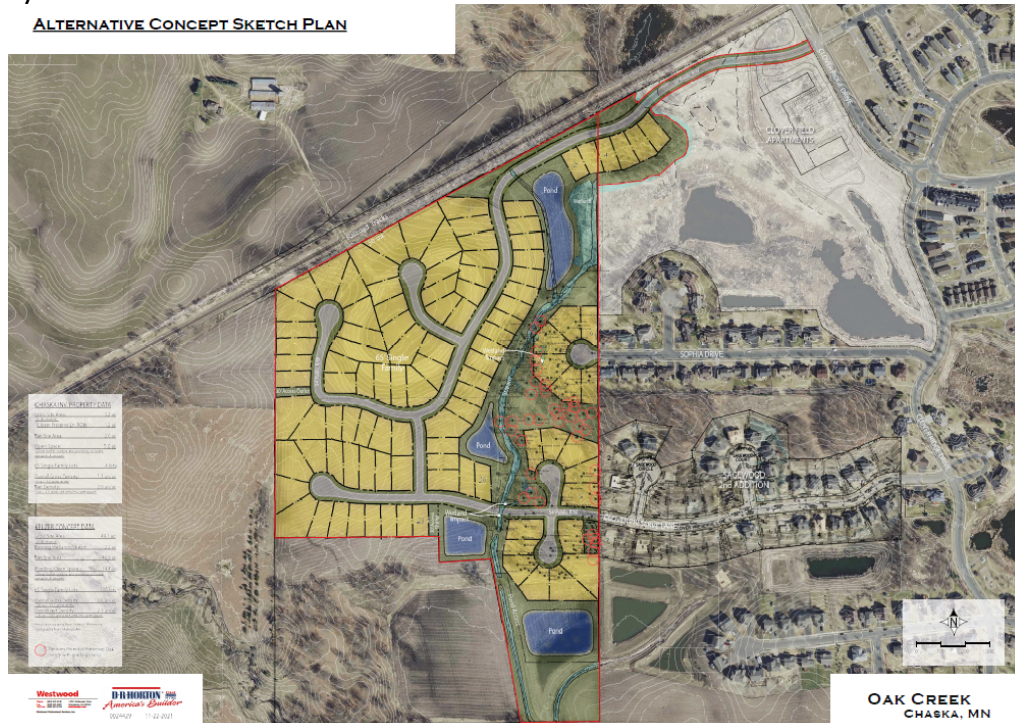


November 8, 2021 Concept Plan

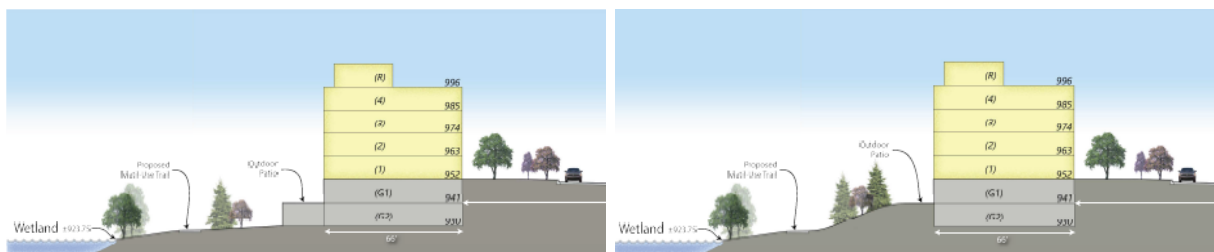
Neighborhood Meeting November 18, 2021:

DR Horton and Chaska Investments conducted a neighborhood meeting for their concept plan on November 18, 2021. They have provided a summary of this meeting as an attachment in the packet. In sum, there were concerns on traffic, access, and building height for the apartments. As it relates to traffic the developer will be required to do a traffic study to submit at preliminary (see condition #22); to access, the traffic study will also evaluate the access plan. The developer has also modified their plan since the Neighborhood Meeting to show a re-orientation of the north-south connector between Clover Preserve Lane and the northwesterly lots of Oak Creek (see below). This modification was done to help influence vehicles to take the northerly access road to Clover Ridge Drive versus using Clover Preserve Lane. To building height for the apartments, the developer has provided a revision to their plan since the meeting to show that the 2nd level of underground parking will be completely underground (see below). The landscaping on the western edge will be raised up as a result of this change, which would then screen more of the exposed vertical building to the residences along Sophia Drive.

The applicant will also have an opportunity to address more on these concerns in their preliminary submittal.



November 22, 2021 Concept Plan – MOST RECENT PLAN SUBMITTED FOR CONCEPT ANALYSIS



Clover Field Apartments (Left: November 8, 2021 Section Drawing, Right: December 1, 2021 Section Drawing)

Project Goals

The goals of the Oak Creek project include the following:

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing 2-story homes on larger lots
- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage patterns
- Preservation of trees and buffer to existing homes.
- Enhancement of a small community feel

The goals of the Clover Field Apartments include the following:

- Provide Chaska and Clover Ridge an upscale residential complex
- Integrate the project into the neighborhood with connections to the current pedestrian sidewalk system and expanding the nearby trails
- Use the natural amenities, such as the wetland, as a focus for the development
- Provide a welcoming place that promotes an active and healthy lifestyle

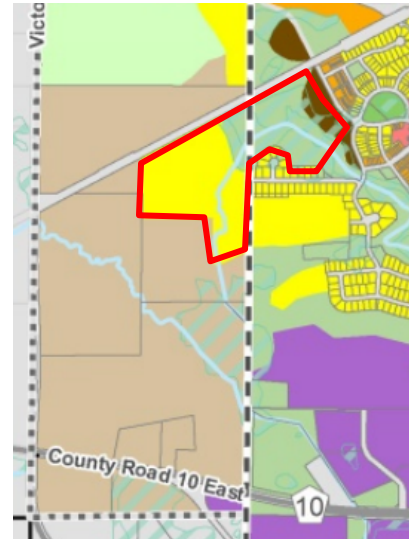
Comprehensive Plan & Clover Ridge Concept Plan

The Comprehensive Plan guides these areas to be Low Density Residential, High Density Residential, and Open Space. The proposal tonight is consistent with this guidance. The Clover Ridge concept plan also guided these areas to be standard lot residential and multi-family residential, which the proposal is consistent with.

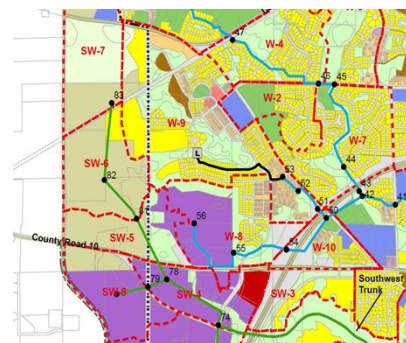
The Clover Ridge neighborhood was approved in May 2000. In September of 2002 it was amended to show that the Kelzer site to the south would be developed for Employment (ie. Business Park), and the Kelzer site to the west would be developed for Low Density Residential as shown in the red outline of the attached Clover Ridge Concept Plan. This amendment was due as a result of an assessment agreement between the City and the Kelzer family. The delineation of this low-density residential area was dictated by the sewer capacity that could reach those limits. See sewer plan to right for reference.

Use of the Comprehensive Plan

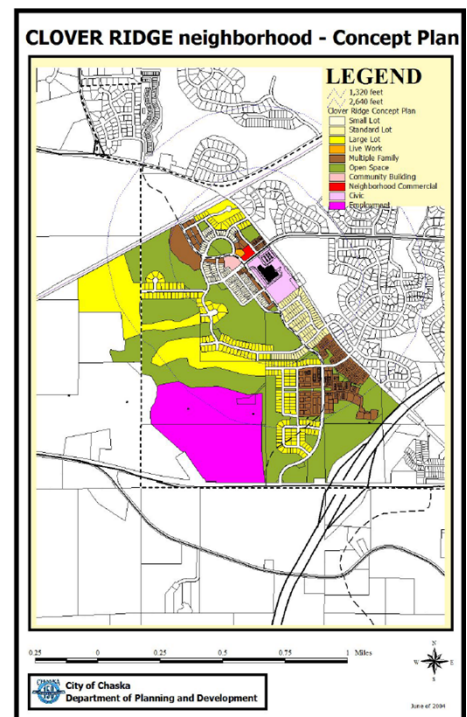
The primary use of the Comprehensive Plan is to be a general policy document for future growth and development within the City. Comprehensive Plan's are not binding, but rather



Excerpt from 2040 Land Use Plan



Sewer Plan



guiding tools when development comes in. Chaska's Comprehensive Plan is intended to be flexible and responsive to changing conditions. It needs to be continually referenced, updated, and used as a guide. It functions as an overall course or path, and is intended to provide direction, rather than dictating specific activities or precise decision-making.

To that end, when development comes in, plans are looked at more closely and with more technical information to understand the raw details of a specific site (developability vs non-developability). The details that emerge from plans (i.e. wetland and wooded steep slope delineations) may differentiate from the layout/lines of the Comprehensive Plan. It is common, if not practical, that sites layouts, and lines, may change slightly from what the Comprehensive Plan shows based on what technical information reveals. Comprehensive Plans are not binding for that reason.

As it relates to this project, the Comprehensive Plan shows that the subject area is guided to be Low Density Residential, High Density Residential and Open Space. The developer has completed a wetland delineation report that reviewed the wetlands on site. The conclusion of this report showed that there were buildable areas where the Comprehensive Plan showed Open Space. This would be an example of technical data differentiating from the layout of the Comprehensive Plan.

CURRENT PROPOSAL

Concept Plan approval is being requested of the Oak Creek and Clover Field Apartments project. The 107-lot Oak Creek proposal on approximately 52-acres of property is located north of Engler Boulevard/County Road 10 and west of Clover Preserve Drive and Sophia Drive. This new addition will be in the orderly annexation Laketown Township area.

The 162-unit Clover Field Apartment building on approximately 10 acres of property is located west of Clover Ridge Drive and south of the Twin Cities & Western railroad. The apartment building project is running concurrently with Oak Creek project since the property it is located on is the same where the proposed new Oak Creek development access is going.

OAK CREEK (DR HORTON)

Adjacent properties

The site is bound on the north by the Twin Cities & Western railway and Steve Kelzer's farm property; to the west by Victoria Drive (CR 11), the Brose family farm and the remaining portion of Kelzer's land; the south by Kelzer's farmland, land owned by Cal Haasken, and the homes on Sophia Drive; the east by residential in Clover Ridge and Sagewood.

Existing Conditions

Oak Creek

The nearly 50-acre site is located to the west of the Sagewood and Clover Preserve neighborhoods and south of the Twin Cities & Western Railroad line. The site, currently used for agricultural purposes, is in the orderly annexation area of Laketown Township and subject to annexation by the City (the "Kelzer Property"). The site naturally drains to the creek located along the west side of the site and ultimately off-site to the south.

The southerly portion of the Kelzer Property contains an area of trees. A tree survey indicates approximately 207 trees of varying sizes and species that are evenly distributed throughout. The majority is Oak. The remaining species include a combination of Cedar, Basswood, Ash and Elm among a few others. The average size of these trees are averaging around 20-35 inches in caliper. There is also a 'Heritage Tree' noted on the southwest corner of the site outside of the development area. This tree has been noted as one of the oldest trees in the community, and plans to remain.

Poor soils were noted on the southerly most tip of the subject site. Because of this the developer will be looking at this area for ponding.

A Notice of Determination of wetlands on the Kelzer Property was received November 2019 and it was determined that there are 10 wetlands on the site. The wetlands range in size from 158 sq. ft. to 21,953 sq. ft. A small creek also transverses the site from north to south. The current concept plan avoids the wetlands on the Kelzer Property.

Land Use

The proposed Oak Creek consists of 107 single family lots with a typical lot size of 65 feet wide by 140 feet deep. Minimum setbacks are proposed to be consistent with those approved for Clover Preserve and Sagewood: front setback of 26 feet, side setback of 5 feet, corner lot side setback of 26 feet and rear yard setback of 20 feet.

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

Layout

The neighborhood will be accessed from an extension of Clover Preserve Lane as well as a new access from Clover Ridge Drive near its intersection of Romeo Court. This will create a looped road system to address the traffic concerns discussed as part of the original concept plan from 2020. Sophia Drive is planned to include a cul de sac with 6 homesites. Sidewalks will be an extension of the existing conditions on Clover Preserve Lane.

A private neighborhood park is planned for the site in a location to be determined, but likely centrally located near the creek. Park amenities will include a play structure and seating.

There are a number of site conditions that were reviewed and considered in the conceptual layout of Oak Creek. These include:

- Site Access. As revised from the 2020 concept plan, access is being created from Clover Ridge Drive parallel with the rail line. Additionally, Clover Preserve Lane will be extended from the existing Sagewood neighborhood.
- Existing Terrain and Creek. The site naturally drains to the creek located along the west side of the site and ultimately off-site to the south. It is this feature that influenced the design of separate north and south areas with ponding located throughout the site.

- View sheds. The topography of the site is such that the north portion sits higher than the south. This creates open sight lines to the south and west. The design takes advantage of this feature by providing a majority of the homes with desirable views. Those homes that face the north or east will benefit from the pond or wooded views.
- Tree Preservation. There is a large grove of trees located in the south area of the site. The site layout is sensitive to this feature and therefore accommodates preservation of trees. A more detailed analysis of tree preservation will take place at the time of preliminary plat.
- Utilities. Water & sewer is stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.
- Railroad. The Twin City and Western Railroad has a set of tracks along the north boundary of the site. Additional buffer and setback for lots that back the railroad tracks will be required. Due to the grade differential adjacent to the tracks, varying approaches to screening will include berming and landscaping.
- Farm Access. Currently, the land owner accesses the site for farming via a driveway over the railroad tracks. Upon development of the northerly portion of the site, farm access will be rerouted through the public road system to access the southerly & westerly retained parcels.

Transportation/ROW/Construction Traffic

The Concept Plan proposes to provide for a network of internal residential roadways with connectivity to arterial roadways. Specifically, Clover Preserve Lane is extended to the west to provide access to the south portion of the proposal. A street extension over the creek will provide access to the westerly portion of Kelzer's land, which will then terminate into several cul de sacs. In addition, a new development access is proposed from Clover Ridge Drive, parallel with the railroad, that will connect into the internal road system of Oak Creek.

The current concept plan appears to show road right-of-way widths (54 feet) that are consistent with the designs in the existing Clover Ridge and Sagewood developments, which is smaller than the City's typical 60 foot wide ROWs. City crews have evaluated this change in the 1st and 2nd additions of Sagewood and have determined that the 54 foot wide ROW is acceptable to carry through and provide more of a seamless approach to the existing neighborhoods.

A traffic study will be required to understand the traffic impacts of the 107 lots, and will need to be submitted at preliminary submittal. Concerns have been raised in terms of how the proposed development will impact the existing neighborhoods and street systems. The traffic study will aim to understand those concerns more.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer to determine an appropriate route through the existing Clover Ridge and Sagewood developments. The developer has previously worked with staff to properly direct construction traffic through their existing phases, and they have been quite receptive to comments and concerns. A construction traffic plan should be submitted for review in the preliminary submittal.

Utilities

Sewer and water utilities are available. Water and sewer are stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.

Stormwater

Stormwater ponding is proposed as a part of this proposal on the south side of the site, center of the site just west of the creek, and north of the site. It will be required that the developer provides adequate maintenance access into these areas to be shown during their preliminary submittal. Stormwater ponding will have to meet all Carver County WMO and City standards.

Phasing

The phasing of the project has not been determined yet, but the site will be developed in multiple phases depending on a number of factors such as market demands and local lot absorption. The timing will also depend on the developer's ability to annex the area into the City of Chaska.

Setbacks

The setbacks will be consistent with Sagewood 1st and 2nd. Namely, the front yard setback should be no less than 26 feet. The rear yard setback should be 20 feet. The side yard setback should be 5 feet. Corner lots should have a side yard setback of 26 feet.

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

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

Architecture

DR Horton will be the sole builder in this development. The proposed homes will be 2-story single family designs, which are like those in the current Sagewood neighborhood. DR Horton anticipates offering approximately 7 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing will also be similar to homes in Sagewood, starting in the lower to mid \$500,000s. A sample of the home designs accompany this application.

City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance has been very successful in the recent past with the result of neighborhoods with varied housing design and architecture.



Trails & Sidewalks

There are no trails proposed as a part of this development nor are there trails called out for this area in the Comprehensive Plan. Because of this the developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement.

The concept plan is proposing to include sidewalks. The developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy. It will also be important to further evaluate a potential sidewalk (or trail) breakthrough on the Sophia Drive cul de sac proposed. The lots just west of Sophia Drive may find it advantageous for a pedestrian connection to occur here so that there is faster connection to Clover Ridge Elementary.

Screening, Landscaping & Tree Preservation

Because this development abuts the Twin Cities and Western railway on its northern edge it will be important that the homes that back up to this use have adequate screening. Typically a mix of deciduous and coniferous trees with a level of berming is the best practice adjacent to railways. The applicant will have to show in their preliminary landscape plan how this screening will be achieved.

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

Tree Preservation will be an important piece of this development, specifically in the southeast area where significant trees are present. The applicant has already conducted a tree survey. As noted previously, there are 207 trees surveyed which are mainly oak trees ranging from 20-35 inches in caliper. The developer has already started to show certain areas for tree preservation on the proposed site. Specifically, an outlot for tree preservation is shown on the east edge of the site that seamlessly connects to the tree preservation area of Sagewood. Another outlot for tree preservation is shown between the proposed lots south of Clover Preserve Drive and an existing Sagewood lot. From a high-level perspective, staff believes the applicant has provided a good first look at tree preservation. There are also a good portion of beautiful oaks that speckle the yards of some of the more easterly lots that staff would like the applicant to further evaluate for preservation. Sagewood 2nd addition preserved some rear yard trees through the use of a conservation easement. This same practice could be carried into Oak Creek to help preserve more trees that fall outside of outlots or future City-owned areas. The developer will have to provide a tree survey and a tree preservation plan during their preliminary submittal.

It should be noted that there is a cottonwood tree on the southwest tip of the subject site that has been deemed as one of the City's oldest cottonwood trees; it is pictured in the image on this page and is located just south of one of the southerly ponds outside the project limits. The developer has stated that this tree is not incorporated into the development and will remain preserved.

Private Amenity Area

A private neighborhood amenity area is planned for the site in a location to be determined, but likely centrally located next to the creek. Private amenities will include a play structure and seating. The developer will have to show in their preliminary submittal the final location for the amenity area and how it will be programmed. It should be noted that the area shall go in a location that will not impact the preservation of trees.

Although this plan is proposing their own amenities, it will still be required of the developer to pay park dedication fees since the area proposed will be private.

The incorporation of this private amenity area is based on precedence from the existing Sagewood development. When Sagewood 1st and 2nd were approved they opted out of being in the Jonathan Association. Because of that, the development decided to create their own private amenity area so it would not negatively burden the Jonathan Association amenities nearby. The same appears to be done here.

Jonathan Association

During the reviews of Sagewood 1st and 2nd additions it was discussed whether or not Sagewood would be incorporated into the Jonathan Association, which is a Homeowners Association that encompasses the area over Clover Ridge. At that time the developer had the choice of either opting to be in the Association or create their own and provide their own private amenity area. The developer opted for their own private amenity area and the creation of their own Homeowners Association. As this new extension from the Sagewood development is mostly in the orderly annexation area of Laketown Township, it is not required to be a part of the Jonathan Association by location. The developer has indicated that they wish to create their own Homeowners Association, separate from Sagewood's.

Annexation

The subject site is currently located in the orderly annexation area of Laketown Township. This orderly annexation area was put in place in the 1980's to have zoning control over the areas that will be added to the City of Chaska in the future. The developer will have to annex the area into the City before they can come back for further approvals, such as preliminary plat and final plat. The developer will be responsible for all annexation fees.

CLOVER FIELD APARTMENTS (CHASKA INVESTMENTS)

Adjacent properties

The site is bound on the north by the Twin Cities & Western railway; to the west by the proposed Oak Creek development; the south by the homes on Sophia Drive; the east by residential in Clover Ridge.

Existing Conditions

The proposed apartments will occupy approximately 9.9 acre parcel on the eastern edge of a 27.9 acre parcel located west of Clover Ridge Drive. The site consists of an open field and green space which offers beautiful unobstructed views of the central wetlands area. Access to the wetlands currently exists for maintenance and will continue to be provided.

A Notice of Determination of wetlands for the access area on the Chaska Investment Property was received November 2020. This site contains a large wetland complex with various upland areas. Impacts to the wetlands will be identified with the preliminary plat.

Land Use

The parcel of land that the apartment site is on is current zoned Planned Multi-Use District (PMD-15), which is the zoning regulations for Clover Ridge. The apartment use fits the guidance and zoning set up on the site.

Layout

The apartment site will be directly accessed off the west side of Clover Ridge Drive. The proposed development access road to Oak Creek will run along the north edge of the apartment site. Another access to the apartment site is shown off of this new development access road. The building is U-shaped and will surround the surface parking lot that faces towards Clover Ridge Drive. An addition proof of parking area is called out on the south side of the building. The underground parking will be accessed on the north and southeast sides of the building.

Building Design & Height

The building is U-shaped with the front façade facing Clover Ridge Drive. The building will contain 162 units. These units will be a mixture of one and two bedroom units. There will be two levels of underground parking which will provide a minimum of one stall per unit with additional surface parking.

The building will make use of the existing site slope from east to west to provide for the complete burying of the G-2 level of the under-building parking. The G-1 level will be exposed on the west side and provide a landscaped patio area outside of the proposed lounge/party facilities located on this level. The project will appear to be a 5-story apartment building from the west with a small penthouse enclosure to access the roof top patio area. The sloping site will generally cover much of the G-1 level apart from the west elevation and landscaped patio area. The G-2 level will be totally covered, apart from the access point at the NW corner of the building.

General wall materials will consist of window systems, composite siding, and masonry. Accents of balconies will add texture and depth into the facades. The City of Chaska has certain building design and material requirements for multi-family residential buildings. A portion of it is stated as follows:

"Multi-family buildings shall use at least three (3) Class I materials and shall be composed of at least eighty (80) percent Class I materials, and no more than five (5) percent Class III materials"

The applicant will have to show in their preliminary submittal how they will meet this requirement. An item of note is if stone is used the stone needs to be natural stone in order to be classified as a Class I material. If brick is used it needs to be a full face modular brick in order to be classified as a Class I material.

The building's exterior appearance appears to show a well-balanced application of materials and depth. Given that this building will have high visibility on all of its sides, staff would advise that 360 degree architecture is achieved throughout the building. The west façade, given its long length and exposure, would be an area that needs additional attention in order to incorporate articulation and breaks within the massing. Since the outdoor patio area will not necessarily extend for the whole length of the west façade, there could be additional opportunities to be explored that can help soften up this wall. Exploration such as grading alternatives and landscaping are just a few opportunities that could be explored. In addition to that, the building will have to show how it fits into the context of Chaska.

Height & Building Separation from Adjacent Uses

The building's height was brought up as a concern during the Neighborhood Meeting that occurred on November 18, 2021. At the time of the meeting the section drawing of the building showed that both underground parking levels would be exposed on the western edge (facing the wetland and Sophia Drive residences). The applicant has since modified the plan to completely cover the 2nd level of underground parking.

Per definition, building height is "the vertical distance measured from the curb level to the highest point of the roof surface of a flat roof, to the deck line of mansard roofs, and to the mean height level between eaves and ridge of gable, hip and gambrel roofs. For buildings set back from the street line, the heights of the building shall be measured from the average elevation of the finished grade along the front of the building, provided its setback from the street line is not less than the height of such finished grade above the established curb level."

The proposed building is setback at least 60 feet from the street line. Simply put, the measured height for this apartment building would be the vertical line on the front (east) façade between grade and the top of the highest point of the roof, which is 44 feet (not including the elevator shaft).

For comparison, other apartment buildings within Clover Ridge are also four stories tall (i.e. Cloverfield Marketplace and Clover Condominiums). The Cloverfield Marketplace building is 55 feet at its tallest point (gabled roof portion), however measures out at 47.5 feet per definition. The Clover Condominiums building is 47 feet at its tallest point.

For further comparison, Lake Jonathan Flats is 87 feet from its lowest elevation to the top of its elevator shaft. This building is located on Lake Jonathan adjacent to a public trail.

As it relates to apartments located near other single-family residential, there are other examples of this within the Clover Ridge development area. The Clover Ridge development's intent was to provide for a variety of housing and densities within. Many areas have a strong mixture of

housing located side by side. Below is an example and its distance from single-family to show perspective, and to show that this type of layout is not uncommon, especially in Clover Ridge.



(Above: Proposed Clover Ridge Apartments to Single-family residential)



(Above: Single-family home adjacent to Clover Field Condominiums)

Setbacks

Namely, the front yard setback should be no less than 30 feet. The rear yard setback should be 20 feet. The side yard setback should be 20 feet. Corner lots should have a side yard setback of 20 feet. In addition to these setbacks, there are other setbacks that may apply to this site. See below:

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

PARKING SETBACKS	
Direction	Setback
ROW	10 feet
Interior Property Lines	5 feet

Parking/Access/Circulation/Traffic

334 parking spaces are proposed as a part of this project; 258 underground stalls and 76 above ground stalls. 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.
Multi-Family Res.	162 dwelling units	2ps/dwelling unit	324 parking spaces
		REQUIRED	324 parking spaces
		PROVIDED	334 parking spaces

According to this table the applicant is meeting the required amount of parking spaces needed for the proposed use of the site.

The access into the site will be from two ingress/egress points. The primary access will come directly from Clover Ridge Drive on its edge. The second access will come from the north on the proposed road extension coming from Oak Creek. This road extension will line up with Romeo Court to the east. The underground parking lot and surface parking lot can be accessed from this ingress/egress point.

A traffic study and construction access plan will be required for this project, and will be necessary at preliminary submittal.

Pedestrian Connections

Sidewalks currently exist on both sides of Clover Ridge Drive. A public trail extends off the westerly sidewalk as it nears the Twin Cities and Western railroad. Another multi-use trail stubs southeasterly of the apartment site. The developer is showing to extend this trail to connect into the proposed northerly road extension as well as internal sidewalks within the apartment site. The trail will also connect into the sidewalks that will be installed with the northerly connection road. These added trail and sidewalk connections will be an added amenity for the apartment residents and Clover Ridge residents.

Landscaping

The table below indicates the landscaping requirements for this site:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	Proposed
Overstory Trees	564 caliper inches (182 trees)	unknown
Understory Trees	46	unknown
Shrubs	150	unknown

The applicant will have to show in their preliminary submittal how they meet these requirements.

Staff would like to point out that the west end of the site will need to provide screening to help soften the building edges to the westerly residents. The applicant is showing a layer of trees will be installed between the trail and outdoor patio/western façade area. Screening should also be achieved between the parking lot edges as it faces residential to the east.

The outdoor patio areas shall also be focused on for landscaping provisions. Specifically, show how the landscaping can beautify the space and make it a place for residents to want to come to.

Usable Open Space

Multi-Family residential building sites are required to provide sufficient, usable open space, which is defined as defined as "a portion of a lot which provides the purpose for outdoor recreation, scenic amenity, and/or shared exterior space for people to gather and use". A minimum of 15% of the gross site area shall be shared open area. The applicant will have to show in their preliminary submittal how they meet this requirement.

The applicant is currently showing one outdoor patio spaces on the west side. In addition, their plans are showing a rooftop deck, similar to what is found on Lake Jonathan Flats. They will have to provide detailed specs in the preliminary, plus details in the narrative, on how these spaces will be programmed.

Lighting

Any lighting proposed for this plan should be fully screened and face downward. The applicant will have to show in their preliminary submittal the photometrics and specs for all lighting proposed. Light poles shall not exceed 25 feet in height.

Utilities

Water and sewer are available to serve this site.

Stormwater

The applicant will work with the City to determine the drainage necessities for the site. The applicant is showing an pond on the north side of the site just north of the extension road.

OVERALL PROJECT

Development Costs (Infrastructure Improvements)

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

- 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.

Wetland Donation

Being that there is a large wetland complex on this site, there is a question on what happens with the remnant wetland moving forward. It is not a requirement for developers to give wetlands to the City once a development moves forward. That is up to the developer. In some instances, these remnant areas are donated to the City as developers do not see a need to keep them. The City would be open to this opportunity if the developer wishes to donate. That would be determined as a part of the preliminary and/or final plat portions of this project.

PLANNING COMMISSION ACTION REQUESTED

Motion to recommend to City Council approval of the Concept Plan for a 107 lot development on 52 acres of land in the orderly annexation Laketown Township area (Oak Creek), and a 162-unit apartment building on approximately 10 acres of land (Clover Field Apartments), subject to the following conditions:

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

- Concept Plan Narrative – Oak Creek (pgs 1-5), prepared by DR Horton, dated November 24, 2021**
 - Regional Context Plan – Sagewood 3rd, prepared by Westwood, dated November 8, 2021**
 - Existing Conditions – Sagewood 3rd, prepared by Westwood, dated November 5, 2021**
 - Site Forces – Sagewood 3rd, prepared by Westwood, dated November 8, 2021**
 - Alternative Concept Sketch Plan – Oak Creek, prepared by Westwood, dated November 22, 2021**
 - Rendered Home Plans (pgs 1-14), prepared by DR Horton**
 - Narrative – Clover Ridge Apartments (pgs 1-3), prepared by Michael Benson, dated November 3, 2021 and updated December 1, 2021**
 - Regional Context – Clover Field Apartments, prepared by Westwood, dated November 3, 2021**
 - Existing Conditions – Clover Field Apartments, prepared by Westwood, dated November 3, 2021**
 - Site Forces – Clover Field Apartments, prepared by Westwood, dated November 3, 2021**
 - Site Concept #01 – Clover Field Apartments, prepared by Westwood, dated November 3, 2021**
 - Site Section A-A – Clover Field Apartments, prepared by Westwood, dated November 3, 2021**
 - Clover Field Apartments Conceptual Site Plan Review (Architectural) (pgs 1-6), prepared by JAmDal Architects, dated November 3, 2021**
- 2. Adherence with the City Engineer's Memo dated December 8, 2021.**
- 3. Adherence to the City's Boulevard Tree Policy and local street section design.**
- 4. Provision that boulevard trees are placed between the sidewalk and street.**
- 5. Provision that boulevard trees are placed throughout the entire boulevard,**

- including corner lot areas, to meet the Tree Policy.
6. Provision of adequate berming and landscaping along north edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.
 7. Provision to evaluate the tree preservation efforts in private lots of Oak Creek and to be addressed at preliminary submittal.
 8. Provision to preserve 'Heritage Tree' on the southwest corner of the Oak Creek site.
 9. Provision of sidewalks on both sides of all local streets.
 10. Adherence to the following building setbacks for Oak Creek:
 - a. Front (house): 26 feet
 - b. Rear: 20 feet
 - c. Side: 5 feet
 - d. Side (corner): 26 feet
 11. Adherence to the following setbacks for Clover Field Apartments:
 - a. Front: 30 feet
 - b. Rear: 20 feet
 - c. Side: 20 feet
 - d. Side (corner): 20 feet
 12. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs, including parkland fees.
 13. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28) for Oak Creek.
 14. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
 15. Provision to be setback 30 feet from edge of wetlands.
 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 Carver County WMO standards.
 18. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
 19. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.
 20. Provision that the Oak Creek area in Laketown Township will be annexed into the City of Chaska prior to preliminary submittal.
 21. Provision to further explore a pedestrian connection/opening through Sophia Drive's cul de sac and to be addressed at preliminary submittal.
 22. Provision of a private amenity detail and location within Oak Creek that does not impact tree preservation and to be included at preliminary submittal.
 23. Provision of a traffic study for both Oak Creek and Clover Field Apartments to be completed and submitted at preliminary submittal.
 24. Provision of a construction traffic plan for both Oak Creek and Clover Field Apartments to be submitted at preliminary submittal.
 25. Provision that all mechanical equipment on or around the Clover Field Apartments will be fully screened from view.
 26. Provision that if masonry is used that they are natural stone and/or full face

- modular brick in order to be considered Class I materials.
27. Provision of landscaping along the outdoor patio on the west side of the Clover Field Apartments and to be shown on the landscape plan at preliminary submittal.
 28. Provision that the Clover Field Apartments provide 360 degree architecture and to be addressed at preliminary submittal.
 29. Provision that Clover Field Apartments' west façade is articulated to help break up the massing, and to be addressed at preliminary submittal.
 30. Provision that further exploration is done with Clover Field Apartments' west façade to help soften and cover up its exposure via landscaping and grading modifications (or other modifications) to the greatest extent possible, and to be addressed at preliminary submittal.
 31. Provision that Clover Field Apartments meets zoning section 9.11.4.1.1 for Usable Open Space.
 32. Provision that section 9 Special Regulations are complied with.
 33. Provision that light poles on the Clover Field Apartments site do not exceed 25 feet in height and comply with zoning section 9.24.



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: December 8th, 2021
Subject: Oak Creek & Clover Ridge Apartments - Concept Plan Development

The concept plan of Oak Creek addition dates back to the City development approvals that were considered with the Clover Ridge residential development. The concept plan includes residential development over approximately 52 acre property is located on the western edge of Clover Ridge and Sagewood neighborhoods. Also included is a 162 unit apartment building on approximately 10 acres of land just west of Clover Ridge Drive and south of TCW rail road. Both areas have been included in the City's comprehensive development plan. The Engineering comments/conditions regarding the proposed concept plan are as follows:

- 1) Subject to past agreements and comprehensive plan amendments the gravity trunk system that was installed with the clover ridge neighborhood accounted for the providing capacity to serve the proposed development. Water main extensions are readily available for connection from neighboring streets such as Clover Preserve Lane , Sophia drive, and Clover Ridge Drive to service the proposed development.
- 2) Site grading will need to address the rolling terrain of the development area as well as the creek system that divides the eastern third of the property. With this in mind, the storm water plan will be critical in meeting City and CCWMO requirements for run-off rates, volume control and erosion elimination.
- 3) As part of the preliminary submittal, a wetland delineation report for the entire development site will be required.
- 4) The internal street layout although adequate to handle traffic flow will bring more trips through the local neighborhood streets. Staff is recommending a traffic analysis be completed to understand the influence with the adjoining residential neighborhood streets. The City's collector road network which includes Clover Ridge Drive has accounted for development in this area.

Elizabeth Hanson

From: Kevin Ringwald
Sent: Friday, December 3, 2021 12:28 PM
To: Kevin
Cc: Elizabeth Hanson
Subject: RE: [EXTERNAL]Oak Creek

Kevin,

Thanks for your comments!
Liz Hanson will forward your comments to the Planning Commission.

Kevin

-----Original Message-----

From: Kevin <kwendland0@gmail.com>
Sent: Friday, December 3, 2021 12:17 PM
To: Kevin Ringwald <KRingwald@chaskamn.com>
Subject: [EXTERNAL]Oak Creek

Good afternoon. I see some flyers in our neighborhood opposing the Oak Creek Development. I will try to attend the Wednesday December 8th meeting, but if I can't I would like to express my opinion that I am not against the development but am against routing all the traffic down Clover Preserve Lane. I live on Clover Preserve Court, which gets the brunt of the headlights of the traffic exiting the new development. If the new development is to be dead-ended the traffic should go down Sophia, since there are no houses at the end of this route that would be affected by headlights. Thank you.

Kevin Wendland
2731 Clover Preserve Court

CAUTION: This email originated from outside of the organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.

OAK CREEK

(fka SAGEWOOD 3RD)

NEIGHBORHOOD MTG

Thurs, 11/18/21 at 6:30PM

Chaska Community Center, Auditorium/Theater

Attendees: Approximately 30 homes represented (sign-in sheet attached)

Introductions:

Mike Suel, DR Horton

Deb Ridgeway, DR Horton

Mike Benson, Wallingford Properties (rep Chaska Investments)

Fran Hagen, Westwood

Cory Meyer, Westwood

Brief description of the Plan & Explanation of City Process

Questions/Concerns/Discussion Items:

- Why did the name to Oak Creek? *Since Sagewood is complete, new marketing will occur with this neighborhood as well as an HOA.*
- Will any of the homes be part of Sagewood or Jonathan HOAs, specifically the Sophia lots? *Homes will not be part of Sagewood since the HOA turned over & there is re isn't the ability to add them. It is anticipated that a new HOA will be created for Oak Creek. Horton will reach out to Jonathan.*
- Why is City staff not at this meeting? *The City does not typically attend; wants developer to meet with neighbors before public hearing process.*
- Why does Sophia have a cul de sac & not Clover Preserve? *Utility connections are coming from Clover Preserve. Additional tree preservation is being achieved.*

- All traffic will come down Clover Preserve Lane now that Sophia is shut off. This is a huge number of homes.
- Who was notified of this meeting? Seems that more owners and school should be notified due to increased traffic. *Notification was per City public notice guidelines of 350 feet plus all owners on Sophia, Clover Preserve Lane, Sagewood Circle & Sagewood Court.*
- Owner voiced concern with road extension & homes on new access road. In City Comp Plan, this is guided as Open Space.
- Horton plans to conduct traffic study in Dec. Is this a good time to do a traffic study since things aren't back to normal with many people still working from home? *Unfortunately, we don't know what the new normal will be.*
- What City's position on closing off Clover Preserve Lane, since cars are already backed up on this road in the morning?
- Will Horton be getting approval from the railroad for the street extension? *The plan does not encroach onto railroad property or easement, so not necessary.*
- An owner commented about the farmer's field accesses; the site is being set up for future expansion of the neighborhood. *These access points aren't wide enough for road right-of-way.*
- Comment made that there needs to be a 3rd access point.
- How was traffic assessed with roads already maxed out?
- Travis Olson commented that the plan is better, but not the best. Next steps include hearing from Planning Commission & City Council before making further changes.
- Owner on Clover Preserve thought access would go to County Road 11.

- Can Horton explain why 2 accesses are needed for safety/emergency situations? Directed by City; need for 2 accesses in cases of emergency where 1 access may be cut off.
- Owner on Sophia Circle concerned with green space going away where new access is proposed. They thought Sophia would be extended & that area wouldn't be developed. Ruining open space views & wild life.

APARTMENT SITE

- If the concept plan doesn't get approved, there will be no access road along tracks? Correct.
- What's the difference between medium- and high-density zoning? *Not sure on exact definition for Chaska, but generally, medium is 6-10 units per acre and high is 10+ units per acre.*
- City allows apartment building height to be up to 50 ft; the proposed doesn't fit? *Filling around lower parking level to bring up the grade to the patio will be reviewed.*
- Apartment rep noted that a developer is bringing forward a proposed apartment on site just north of the tracks.

OAK CREEK - NEIGHBORHOOD MEETING

11/18/2021

Name	Address	Email
PABLO MURILLO / BAR	1466 CLOVER PRESERVE LANE, CHASKA 55318	pablo_429@msn.com
Shamon Melville	2750 Clover Preserve Drive Chaska	shannon.r.melville@gmail.com
Kari Kalkman	1461 Clover Preserve Lane	kdkalkman@gmail.com
Yasin Yusuf	1426 Clover Preserve Lane	Yasin.a.Yusuf@gmail.com
RAY LINDNER	1401 CLOVER PRESERVE LANE	RMLINDNER@GMAIL.COM
Eugene Vorobey	1394 Roma Ct Chaska	eugenevorobey@aol.com
JEFF STUHR	1462 SOPHIA CIRCLE	Jeff.Stuhr@comcast.net
Wade Sorenson	1456 Sophia Dr	wade.sorenson@gmail.com
Trevi's Olson	1439 Sophia Dr.	teolson99@yahoo.com
Chris Goerner	1452 Sophia Dr	cgoerner@gmail.com
Matt Koehler	1490 Sagewood Circle	mattkoehler79@gmail.com
Kelly Harris	1405 Clover Preserve Lane	kellymcgill97@hotmail.com
Brian Mae & Kerry	1446 Sagewood Ct	KerryLynnMoe@gmail.com
John Carlos	1422 Clover Preserve Ln	johncarlos001@yahoo.com
SALEEM MOHAMMED	1473 Clover Preserve Ln	Yaseen.Saleem.mohd@gmail.com
Vin/olga	1453 " "	Vin/olga.boyalla@gmail.com
VASUDEVA REDDY	1449 " "	VASUDEVA REDDY.PASHAM@gmail.com

OAK CREEK - NEIGHBORHOOD MEETING

11/18/2021

Name	Address	Email
PAGHJENDRA KANDURI	1454 SAGEWOOD CT Chaska	SLK.raghuv@gmail.com
Beth Sanchez	1448 Sophia Dr	bethkraemer@hotmail
Brooke Sorenson	1456 Sophia Dr	brooke@ustfamily.net
JOHN CARRAUX	1466 Sophia Cir	JCCARRAUX@outlook.com
ANTHONY NAGASSAN	1475 SOPHIA DR	Enagassan@gmail.com
Deepan Pasupathy	1433 Clover Preserve Ln	CONNECTDEEPAN@gmail.com
Shanmyam Dhanabalan	1474 Clover Preserve Ln	Shan4win@gmail.com
Jarnell & Brittany Cage	1417 Clover Preserve Lane	teamcage53113@gmail.com
Bijay Shrestha	1476 Sophia Dr.	shresthab@gmail.com
Chris Hartford	1479 Sophia Dr.	hartzy34@gmail.com

OAK CREEK
(fka Sagewood Phase 3)
Concept Plan Narrative
Revised 11/24/21
Chaska, MN

EXISTING CONDITIONS

The nearly 50-acre site is located to the west of the Sagewood and Clover Preserve neighborhoods and south of the Twin Cities & Western Railroad line. The site, currently used for agricultural purposes, is in Laketown Township and subject to annexation by the City (the “Kelzer Property”).

The site received concept plan approval in May 2020 with the condition that access be further reviewed. This proposal includes additional property that will provide direct access to Clover Ridge Drive parallel with the rail line. The owner of this additional property is also filing an application for Concept Plan approval for approximately 160 units of apartments (the “Chaska Investment Property”).

The southerly portion of the Kelzer Property contains an area of trees. A tree survey indicates approximately 207 trees of varying sizes and species that are evenly distributed throughout. The majority is Oak. The remaining species include a combination of Cedar, Basswood, Ash and Elm among a few others. There are clusters of trees that are anticipated to be preserved, which will be identified with the preliminary plat when grading can be further analyzed.

A Notice of Determination of wetlands on the Kelzer Property was received November 2019 and it was determined that there are 10 wetlands on the site. The wetlands range in size from 158 sq. ft. to 21,953 sq. ft. A small creek also transverses the site from north to south. The current concept plan avoids the wetlands on the Kelzer Property.

A Notice of Determination of wetlands for the access area on the Chaska Investment Property was received November 2020. This site contains a large wetland complex with various upland areas. Impacts to the wetlands will be identified with the preliminary plat.

NEIGHBORHOOD GOALS

Oak Creek is the next portion of Laketown Township to be annexed and developed as part of Chaska. The identified goals in creating this new neighborhood include the following:

- Providing a seamless transition of road and pedestrian connections
- Housing design and lot sizes that will complement the existing 2-story homes in and around Sagewood
- Creating a neighborhood layout that is sensitive to the existing conditions, including availability of utilities, natural grades and drainage and traffic patterns
- Preservation of trees and buffer to existing homes.
- Enhancement of a small community feel

THE NEIGHBORHOOD

General Site Information

The proposed Oak Creek consists of 107 single family lots with a typical lot size of 65 feet wide by 140 feet deep. Minimum setbacks are proposed to be consistent with those approved for Clover Preserve and Sagewood: front setback of 26 feet, side setback of 5 feet, corner lot side setback of 26 feet and rear yard setback of 20 feet. The Chaska Investment Property is planned for approximately 140 apartment units and is being submitted concurrent with this application.

The neighborhood will be accessed from an extension of Clover Preserve Lane as well as a new access from Clover Ridge Drive near its intersection of Romeo Court. This will create a looped road system to address the traffic concerns discussed as part of the original concept plan. Sophia Drive is planned to include a cul de sac with 6 homesites. Sidewalks will be an extension of the existing conditions on Clover Preserve Lane.

A private neighborhood park is planned for the site in a location to be determined, but likely centrally located near the creek. Park amenities will include a play structure and seating.

The proposed homes will be 2-story single family designs, which are like those in the current Sagewood neighborhood. DR Horton anticipates offering approximately 7 floor plans ranging in size from 1,900 to 3,400 square feet. Each floor plan will have multiple elevation options, which will create variety throughout. Pricing will also be similar to homes in Sagewood, starting in the lower to mid \$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 Oak Creek. These include:

- **Site Access.** As revised from the 2020 concept plan, access is being created from Clover Ridge Drive parallel with the rail line. Additionally, Clover Preserve Lane will be extended from the existing Sagewood neighborhood.
- **Existing Terrain and Creek.** The site naturally drains to the creek located along the west side of the site and ultimately off-site to the south. It is this feature that influenced the design of separate north and south areas with ponding located throughout the site.
- **View sheds.** The topography of the site is such that the north portion sits higher than the south. This creates open sight lines to the south and west. The design takes advantage of this feature by providing a majority of the homes with desirable views. Those homes that face the north or east will benefit from the pond or wooded views.
- **Tree Preservation.** There is a large grove of trees located in the south area of the site. The site layout is sensitive to this feature and therefore accommodates preservation of trees. A more detailed analysis of tree preservation will take place at the time of preliminary plat.
- **Utilities.** Water & sewer is stubbed to each access point on the east. The site's layout is influenced by the extension of these utilities. A sanitary sewer lift station will be needed to serve this site. The final location of the lift station will be completed at the time of Preliminary Plat.
- **Railroad.** The Twin City and Western Railroad has a set of tracks along the north boundary of the site. Additional buffer and setback for lots that back the railroad tracks will be required. Due to the grade differential adjacent to the tracks, varying approaches to screening will include berming and landscaping.
- **Farm Access.** Currently, the land owner accesses the site for farming via a driveway over the railroad tracks. Upon development of the northerly portion of the site, farm access will be rerouted through the public road system to access the southerly & westerly retained parcels.

REVISIONS TO 2020 CONCEPT PLAN

At the time of concept plan approval in 2020, three main concerns were evident from the City Council, Planning Commission, and surrounding neighbors.

1. Traffic. There were concerns with current traffic on the local neighborhood streets which was expected to worsen with more homes.
2. Access. Extensions of Sophia Drive and Clover Preserve Lane will funnel cars through the local streets. An alternative access is needed to lessen the impact on these local roads.
3. Tree Preservation.

In response to the first two items, an access parallel to the railroad line is being proposed. This requires acquisition of additional property owned by Chaska Investments. Securing this property for Oak Creek is dependent on concept plan approval of Clover Field Apartments, which has been submitted concurrent with this application. The new access road connects to Clover Ridge Drive, which is classified as a collector road. The goal in creating the northerly connection is to encourage traffic to use the collector road system within the surrounding neighborhood to reduce the impact on the local roads.

As a result of the new connection, a cul de sac is proposed at the end of Sophia Drive. Clover Preserve Lane extends west into Oak Creek, which is where utilities are being extended from. This layout intends to create only one creek crossing and minimize wetland impacts.

Greater preservation of trees can be achieved with the revised concept. The 2020 plan had 23 lots within the wooded area and the current plan has 18 lots. A preliminary review anticipates approximately 51 percent of the trees being saved, where the previous plan showed about 38 percent. A more in-depth review of tree preservation will be completed at the time of preliminary plat.

Reducing lots in the treed areas and creating another access point result in increased land acquisition and construction costs. As such, the overall area of the site has been increased from 42 acres to 52 acres. The additional land acquisition includes approximately 7 acres from Kelzer and 3 acres from Chaska Investments for the access road. Overall unit counts have changed from 83 units to 107 units with the same density of 2 units per acre.

Based on comments from the November 18th neighborhood meeting, the site plan has been revised to address concerns about future traffic through Sagewood 2nd Addition. The plan continues to be evaluated, but the accompanied version intends to further encourage use of the new northerly access.

D.R. Horton looks forward to hearing comments from the Planning Commission and City Council as we move toward the next stage in the approval process.

Regional Context



Existing Conditions



CHASKA INV. PROPERTY DATA

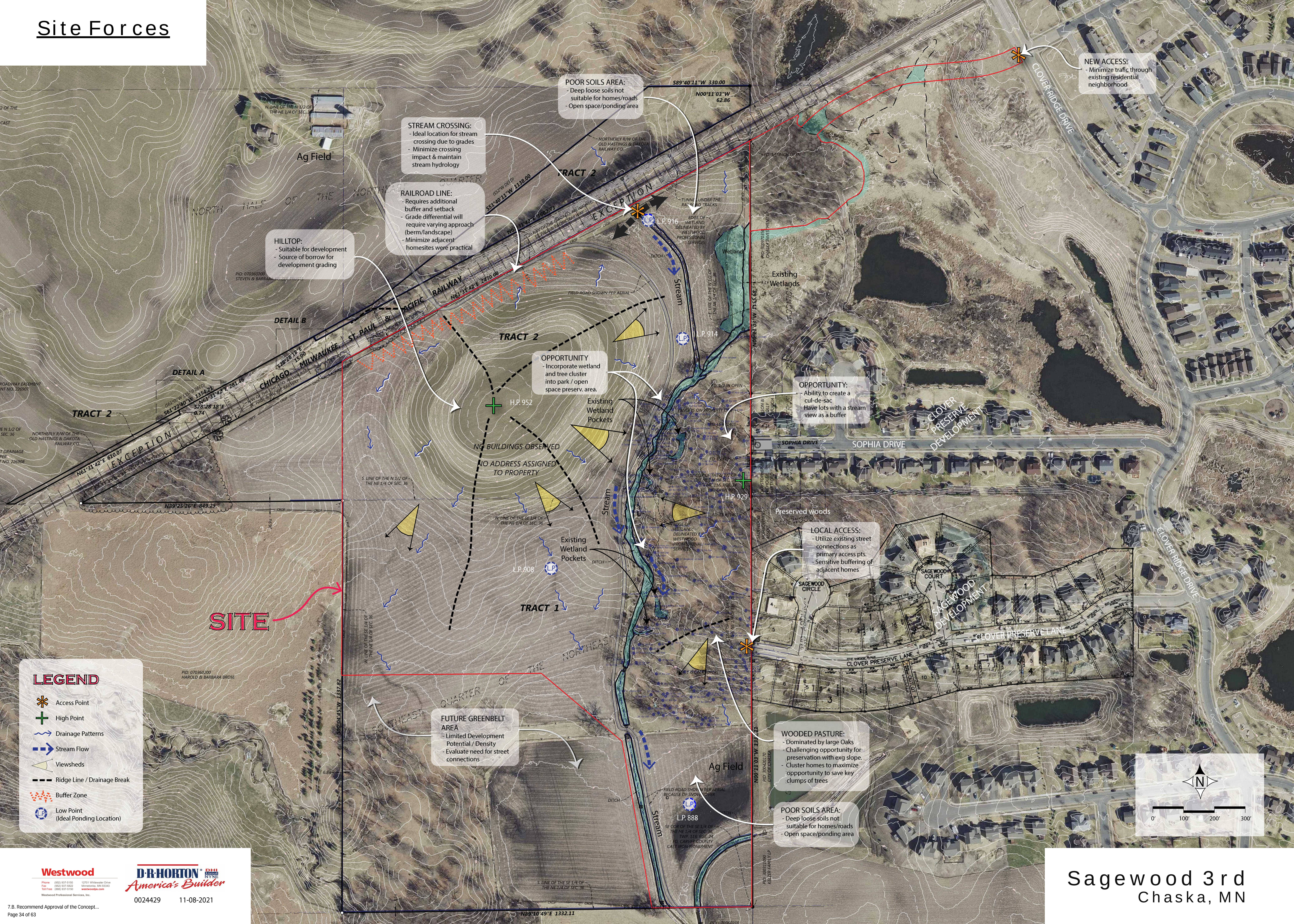
Gross Site Area:	3.2 ac
(as illustrated)	
Existing Wetlands:	0.2 ac
Net Site Area:	3.0 ac

KELZER PROPERTY DATA

Gross Site Area:	49.2 ac
(as illustrated)	
Existing Wetlands/Stream:	2.2 ac
Net Site Area:	47.0 ac

Aerial photography from State of Minnesota;
Topography from State LIDAR

Site Forces



Alternative Concept Sketch Plan

CHASKA INV. PROPERTY DATA	
Gross Site Area:	3.2 ac (as illustrated)
Clover Preserve Ln. ROW:	1.2 ac
Net Site Area:	2.0 ac
Open Space: (Other buffer, outlots, and ponding; includes wetlands & stream)	1.0 ac
65' Single Family Lots:	4 lots
Overall Gross Density:	1.3 un/ac (4 un / 3.2 gross acres)
Net Density:	2.0 un/ac (4 un / 2.0 gross site area less openspace)

KELZER CONCEPT DATA	
Gross Site Area:	49.1 ac (as illustrated)
Existing Wetlands/Stream:	2.2 ac
Net Site Area:	46.9 ac
Ponding/Open Space: (Other buffer, outlots, and ponding; includes wetlands & stream)	14.4 ac
65' Single Family Lots:	100 lots
Overall Gross Density:	2.0 un/ac (100 un / 49.1 gross acres)
Overall Net Density:	2.9 un/ac (100 un / 34.7 gross site area less openspace)

Aerial photography from State of Minnesota;
Topography from State LIDAR

Denotes Potential Preserved Oak
(verify with grading plans)



AMERICAN CLASSIC A

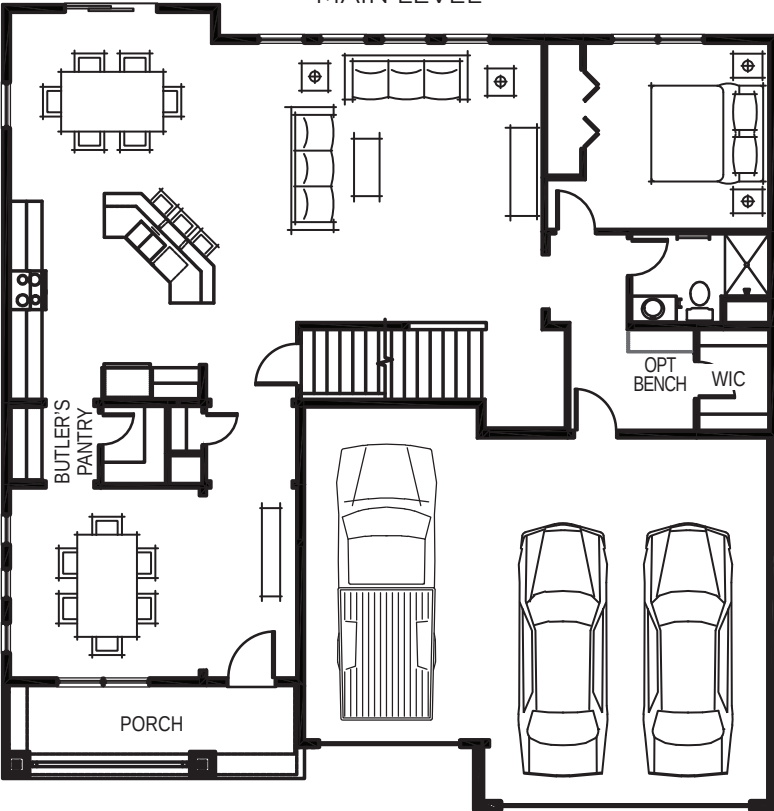


PRAIRIE D

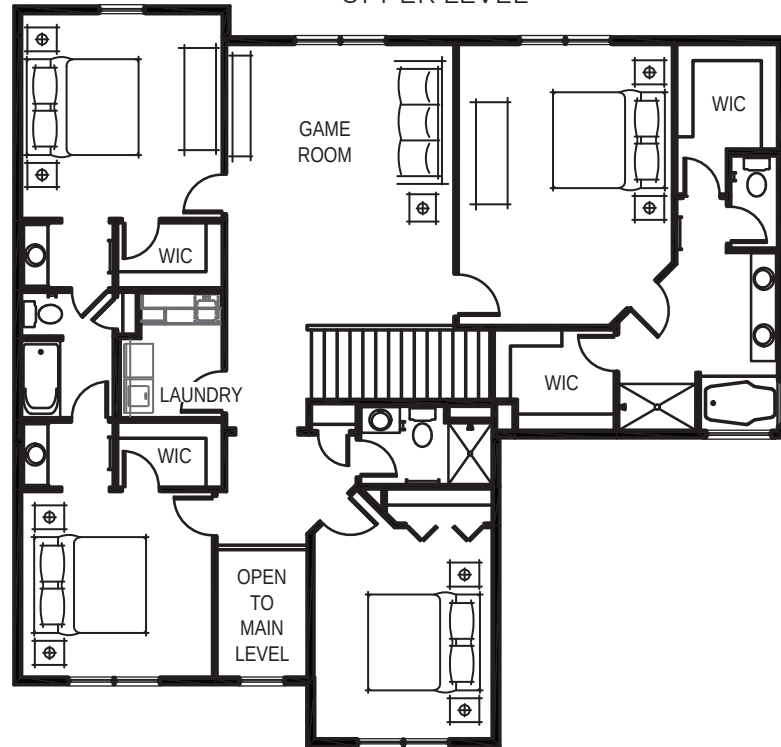


NORTHERN CRAFTSMAN B

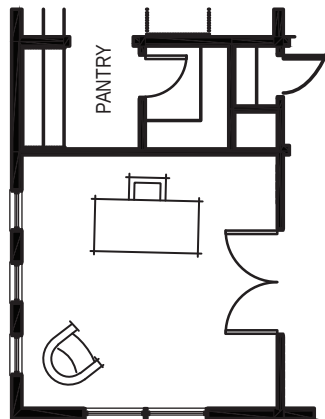
MAIN LEVEL



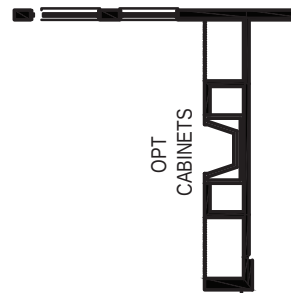
UPPER LEVEL



OPT STUDY



OPT GAS FIREPLACE



D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

THE HARRISON



AMERICAN CLASSIC A

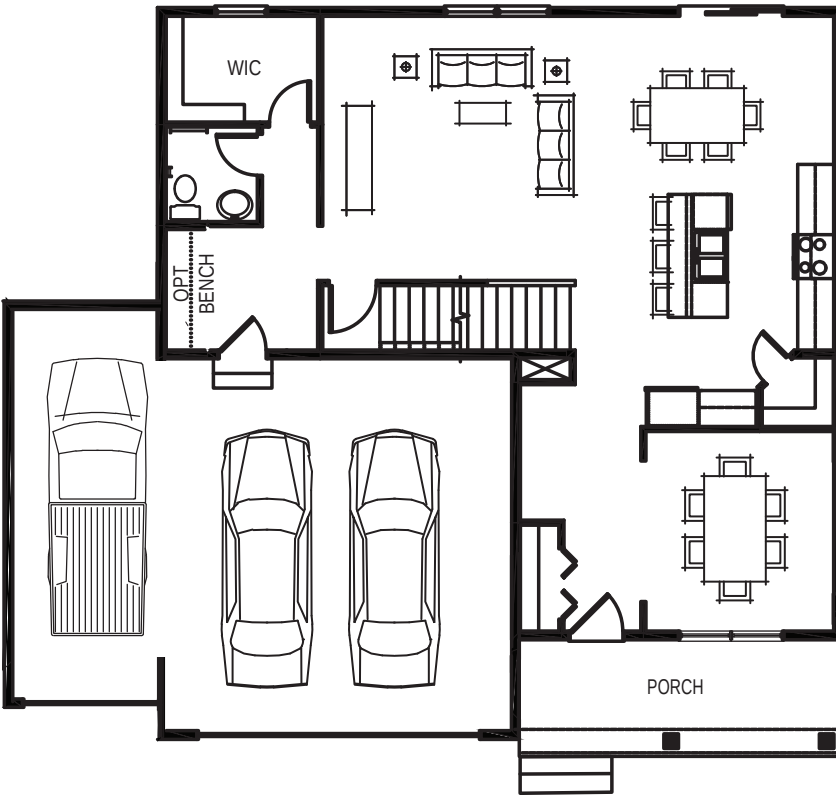


HEARTLAND COTTAGE C

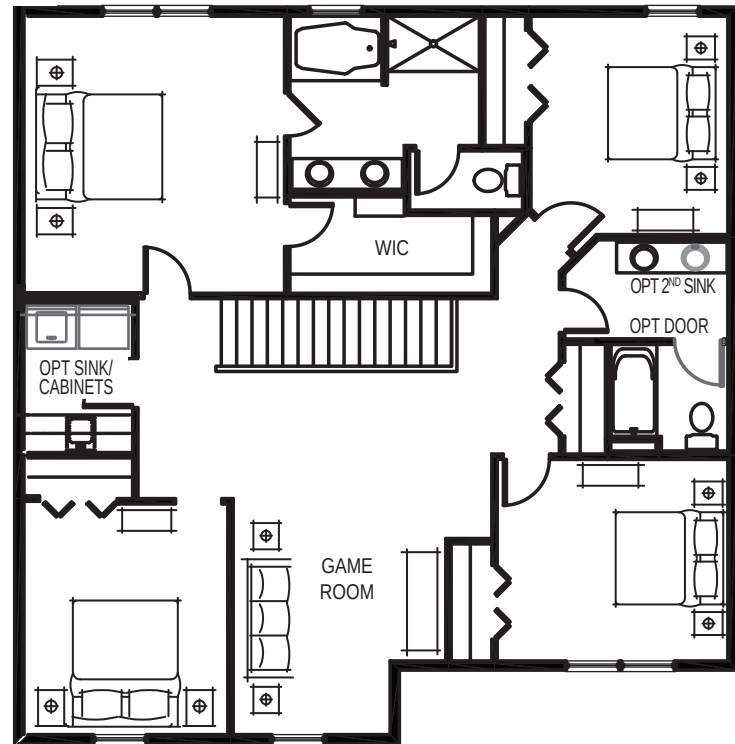


NORTHERN CRAFTSMAN B

MAIN LEVEL

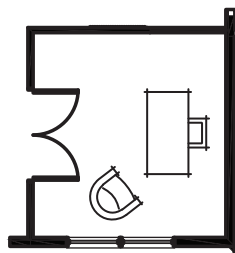


UPPER LEVEL

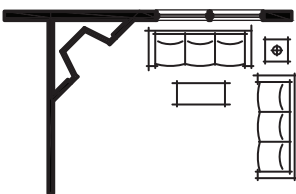


OPT BEDROOM PLAN W/ FULL BATH

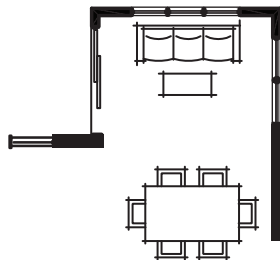
OPT STUDY



OPT GAS FIREPLACE



OPT SUNROOM



OPT 2X2 WINDOW

PORCH

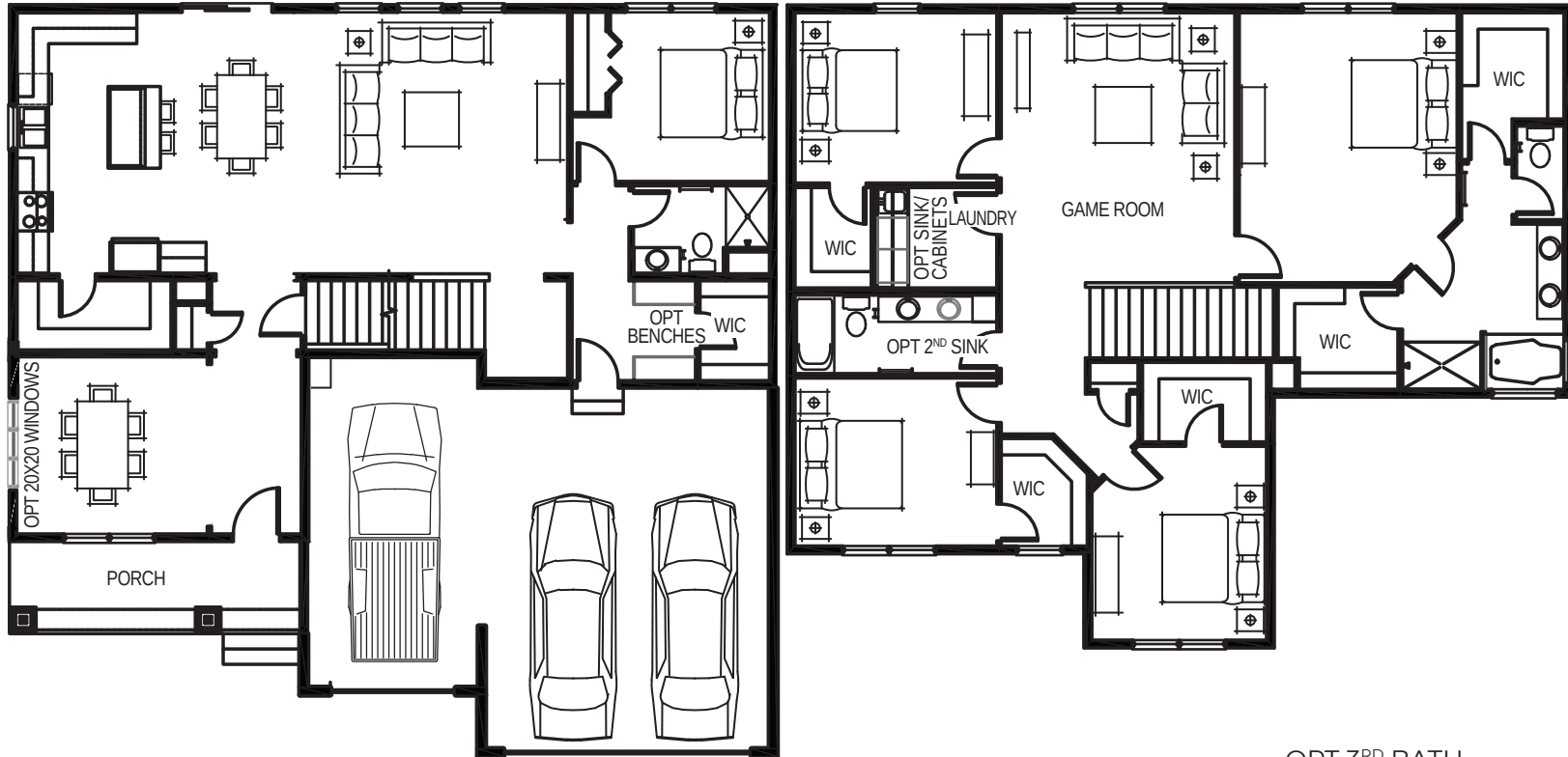
iD.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

THE JORDAN



MAIN LEVEL

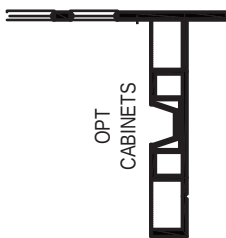
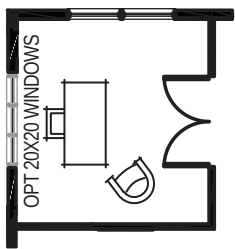
UPPER LEVEL



OPT 3RD BATH

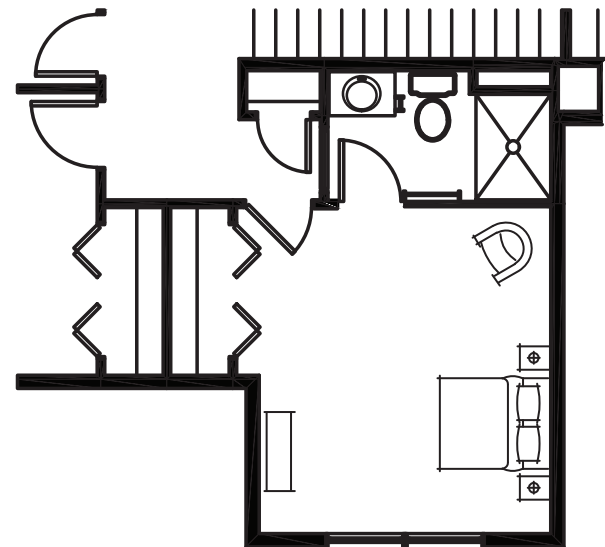
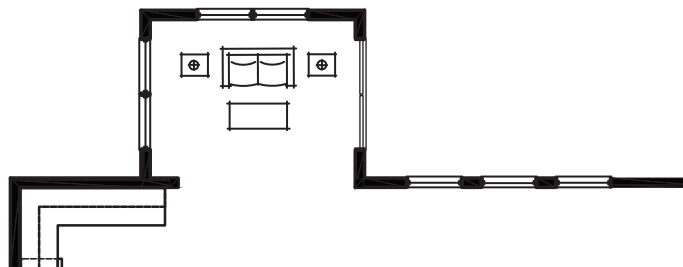
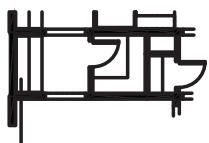
OPT STUDY

OPT GAS FIREPLACE



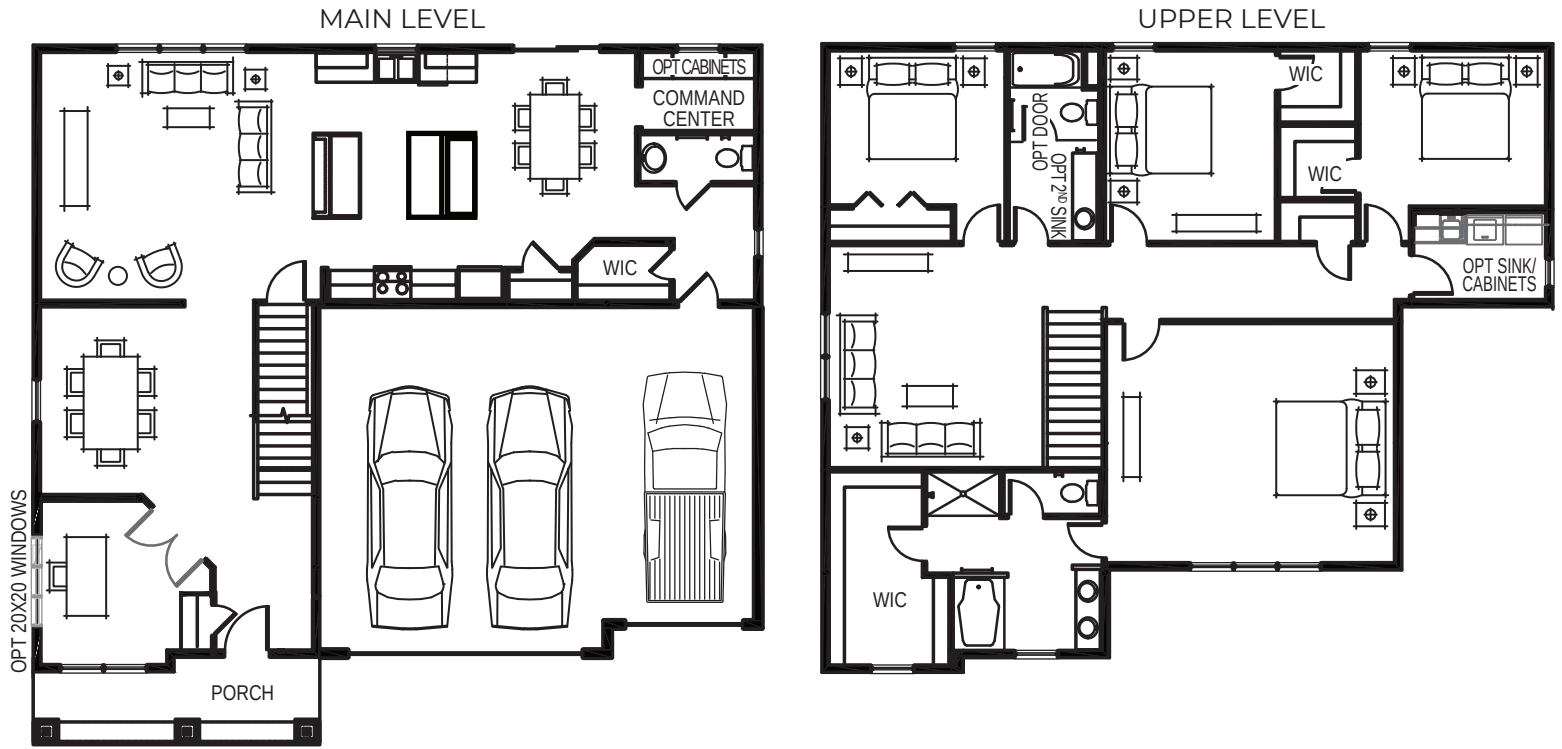
OPT BUTLER'S PANTRY

OPT SUNROOM

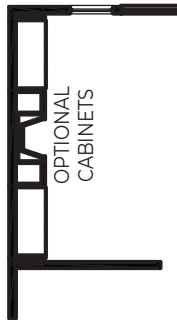


D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

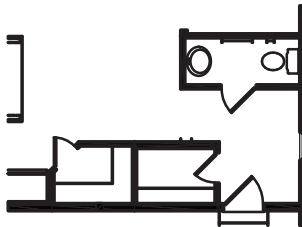




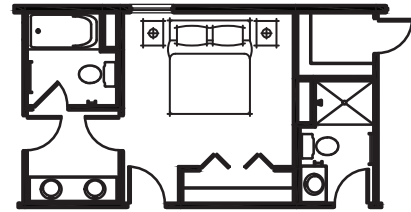
OPT GAS FIREPLACE



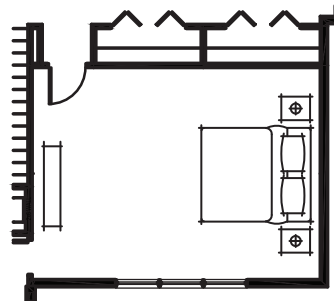
OPT WALK-IN PANTRY



OPT JACK & JILL PLUS
HALL BATH



OPT LINEN CLOSETS



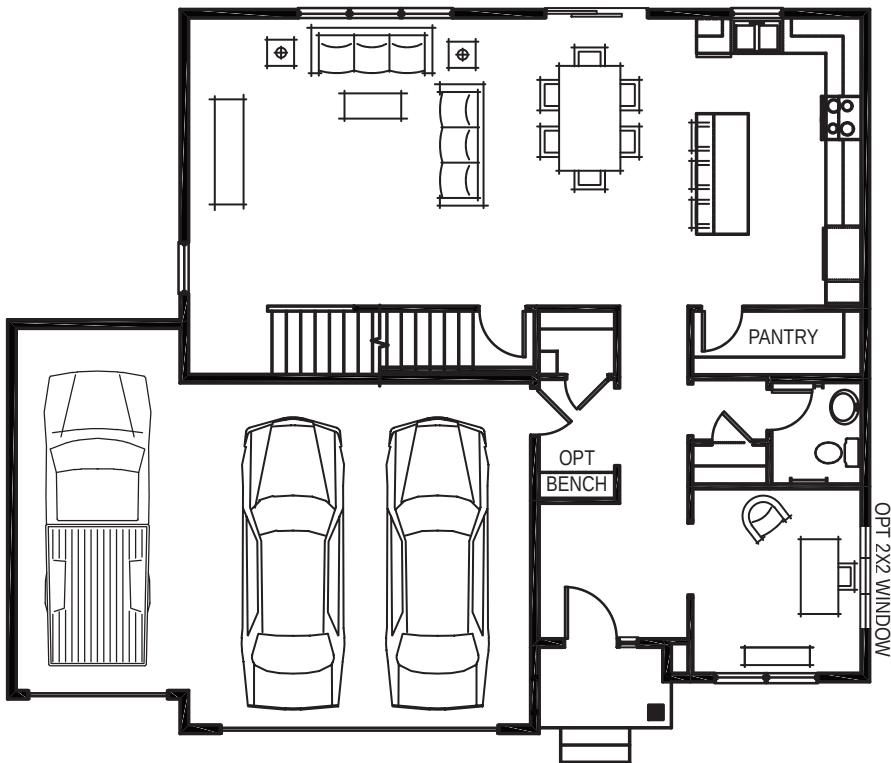
OPT SEE-THROUGH
GAS FIREPLACE



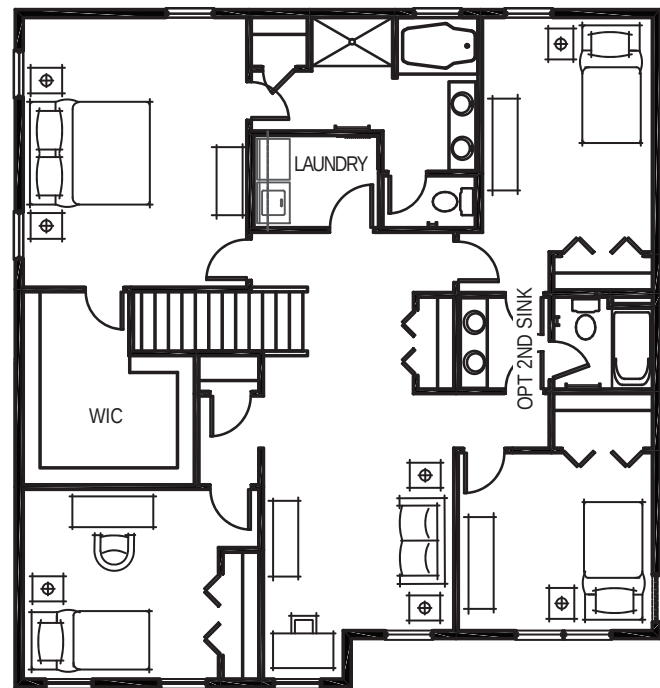
D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.



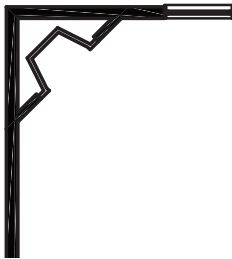
MAIN LEVEL



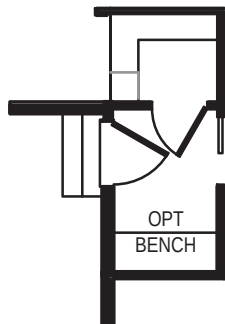
UPPER LEVEL



OPT GAS
FIREPLACE

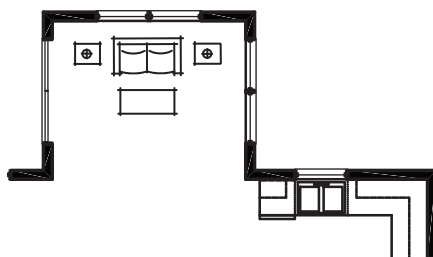


OPT POCKET
DOOR

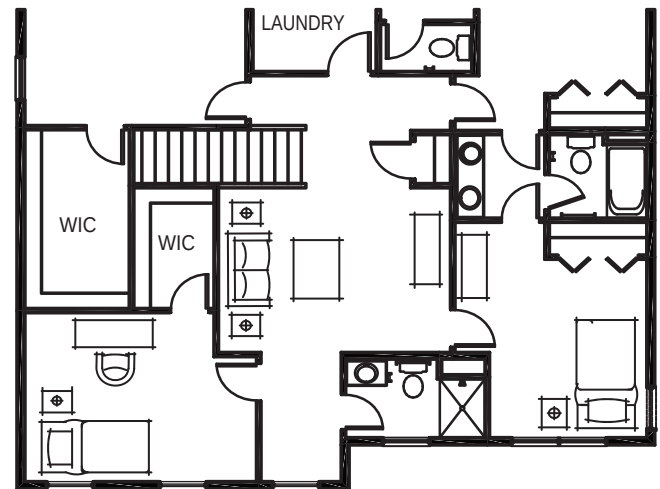


OPT
BENCH

OPT SUNROOM



OPT JACK & JILL 3RD BATH



LAUNDRY

WIC

WIC

D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.



AMERICAN CLASSIC A



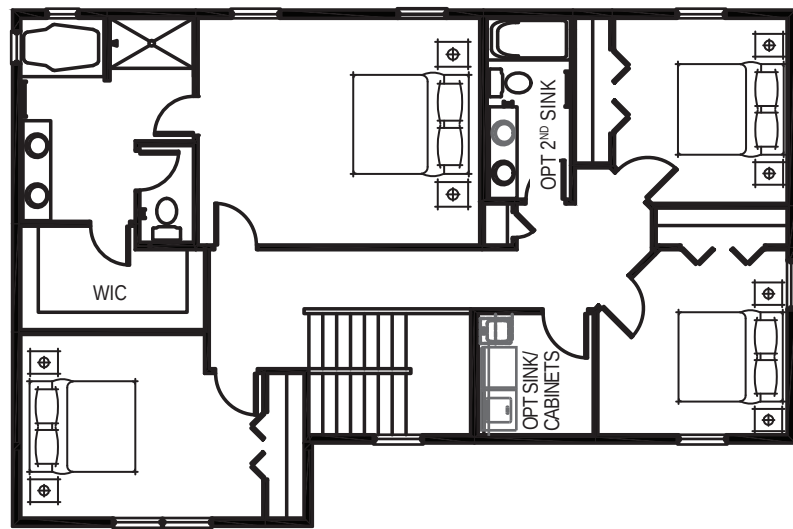
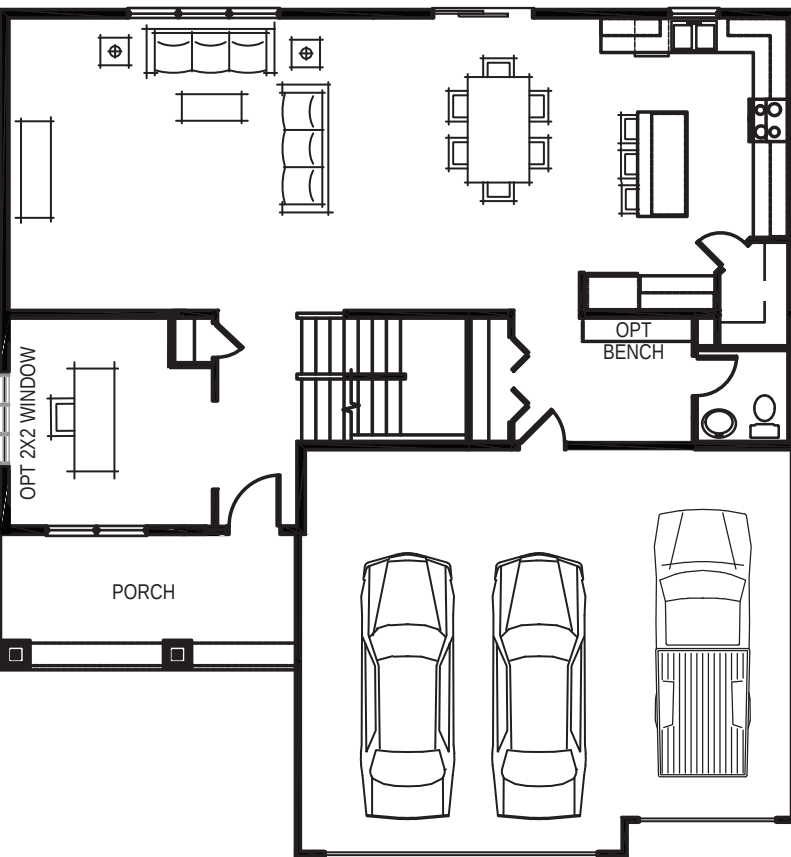
HEARTLAND COTTAGE C



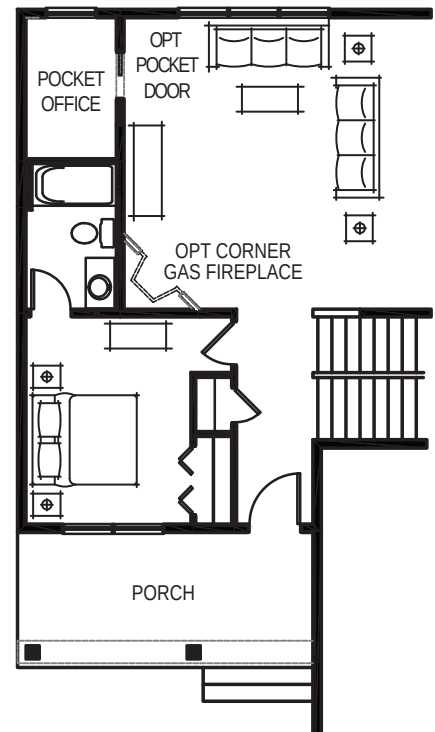
NORTHERN CRAFTSMAN B

MAIN LEVEL

UPPER LEVEL



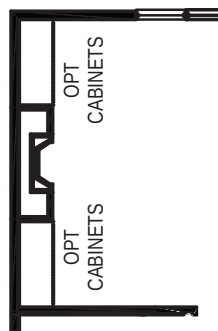
OPT MAIN LEVEL
BED, BATH, AND POCKET OFFICE



OPT LOFT IN LIEU OF BEDROOM



OPT GAS FIREPLACE



D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

THE BRIDGEWATER II



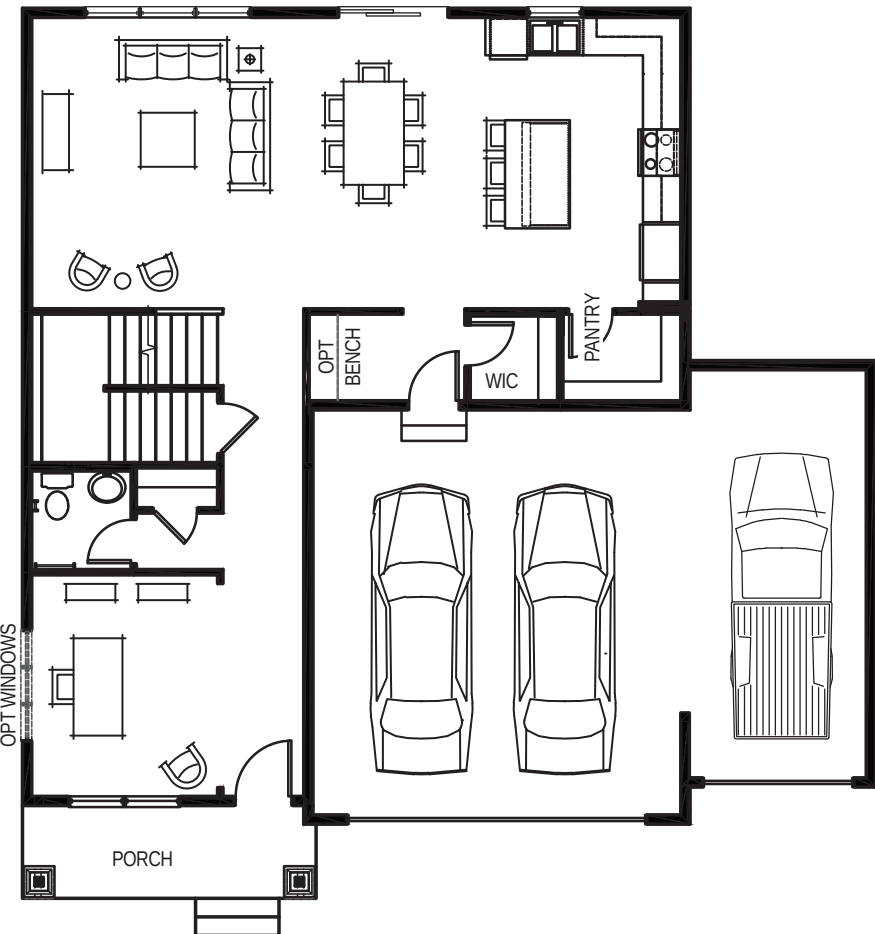
AMERICAN CLASSIC A



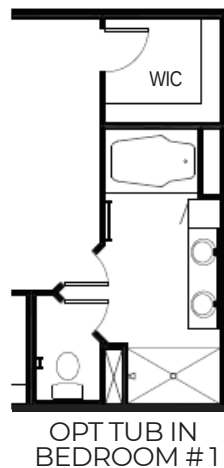
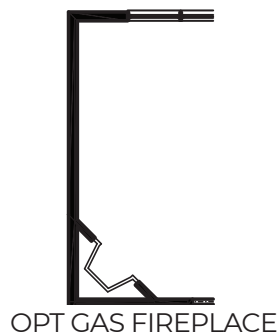
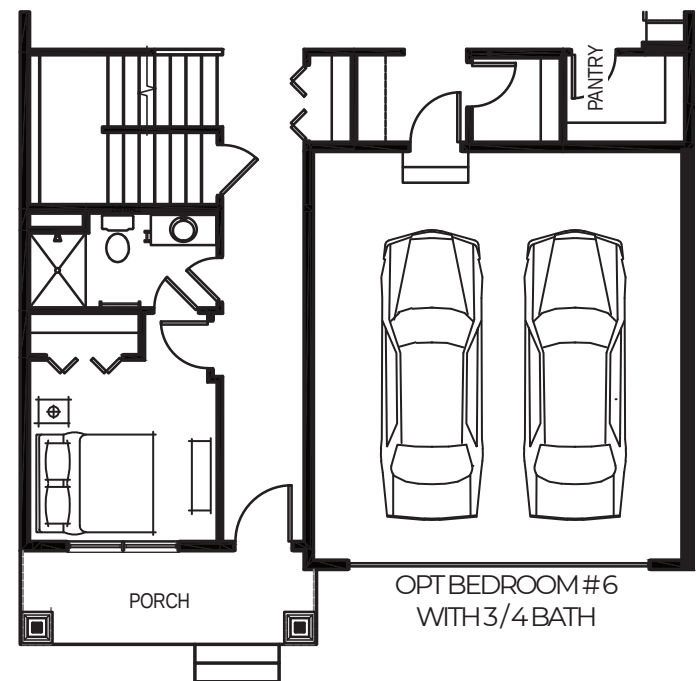
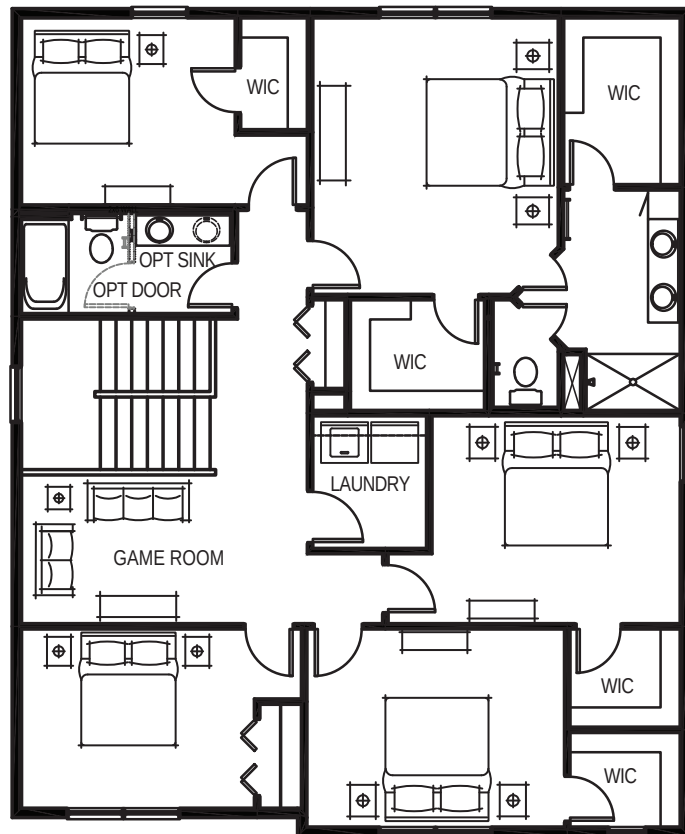
PRAIRIE D



MAIN LEVEL



UPPER LEVEL



D.R. Horton is an equal housing opportunity builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

CHASKA INVESTMENT LIMITED PARTNERSHIP
9531 West 98th Street, Suite 130
Eden Prairie, MN 55344

November 3, 2021: updated 12.1.21

Mr. Kevin Ringwald
Director of Planning & Community Development
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Mr. Ringwald,
Chaska Investment Limited Partnership is requesting Concept Plan approval from the City of Chaska for a new luxury apartment complex on an approx. 9.9 acre parcel of land off of Clover Ridge Drive in the Clover Fields neighborhood. We are submitting application fee and processing fee as required.

Goals of the Clover Field Apartment (CFA) project:

The CFA (situated on the eastern edge of the overall site) will provide Chaska and the Clover Field neighborhood with an upscale residential complex not currently available. The proposed project integrates itself into the neighborhood by connecting to the current pedestrian sidewalk system and with the expansion of the near by trails. Central to this development is an existing wetland which will Remain as open space and a focus of the CFA development. As envisioned CFA would be a welcoming place to live, promoting an active and healthy lifestyle, which will allow Chaska to continue to promote and realize its vision as "The Best Small Town in Minnesota".

The Property:

The proposed CFA will occupy approximately 9.9 acre parcel on the eastern edge of a 27.9 acre parcel located west of Clover Ridge Dr. The site is NW of the Clover Ridge Elementary School/athletic fields and Chaska Community Park. Near by commercial/retail area to east is easily accessible via Hundermark Rd & Pioneer Trail. Additionally, the project is located just south of the Chaska Town Course.

Existing Conditions:

The site consists of an open sloping field and green space which offers beautiful unobstructed views of the central wetlands area. Access to the wetlands currently exists for maintenance and will continue to be provided. A continuation of this access will be developed into an expanded trail system.

Description of CFA:

CFA will contain 140 +/- luxury apartment units in a four or five story structure with a variety of modern floor plans designs including a mixture of one & two bedroom units. There will be two levels of underground parking which will provide a minimum of one stall per unit with additional surface parking. Green space will be maximized by preserving the central wetlands and adjacent buffering, (approximately 2/3rds of the overall development). Expanded trail on the west side apartment building and the inclusion of an outdoor patio area enhance the community interaction among the residences.

Because the proposed complex is not large in scale, the residential units will be easily absorbed with the current rental property demand in the community.

CFA will be a luxury, market rate residential complex offering its residents a wide array of amenities within the units themselves as well as within the overall complex. Some of the site and project amenities would include a unique gathering area on a roof top patio, main level outdoor patio with grilling areas, all with views of the central wetland area. Residential unit amenities would include walk-in closets, high speed internet, hardwood floors premium countertops, in-unit washer and dryers, kitchen islands and balconies.

The target resident of CFA will be empty nesters as well as millennials, those that are renting by choice because of their lifestyle and are seeking more amenities from an apartment complex.

Building and Architectural Details:

The CFA project will make use of the existing site slope from east to west to provide for the complete burying of the G-2 level of the under-building parking. The G-1 level will be exposed on the west side and provide a landscaped patio area outside of the proposed lounge/party facilities located on this level. The project will appear to be a 5-story apartment building from the west with a small penthouse enclosure to access the roof top patio area. The sloping site will generally cover much of the G-1 level apart from the west elevation and landscaped patio area. The G-2 level will be totally covered, apart from the access point at the NW corner of the building.

We have included a few images of our architectural vision for the CFA. Depending on your view point the 4 or 5-story façades will entail detail, accentuating the building corners, base, middle and top. General wall materials will consist of window systems, composite siding, and masonry. Accents of balconies will add texture and depth into the facades. The composition of these materials will provide a harmonious exterior, pleasing to the eye.

Access and Connectivity:

CFA is easily accessed via Hundermark Rd/Pioneer Trail and Clover Ridge Drive. Direct access to the site will be off Clover Ridge Dr. and the new city street to the north of the site.

CFA also provides safe, efficient, and easy access to all wishing to get to Clover Ridge Elementary School/athletic fields and the neighborhood retail via city sidewalks and trails, providing for exercise, enjoyment, and travel.

Compliance:

Currently the site is zoned as a Planned Multi-Use Development (PMD 15) and guided High Density Residential.

Staging:

It is likely that this project will be developed once the new city street is completed north of the site and when the market allows.

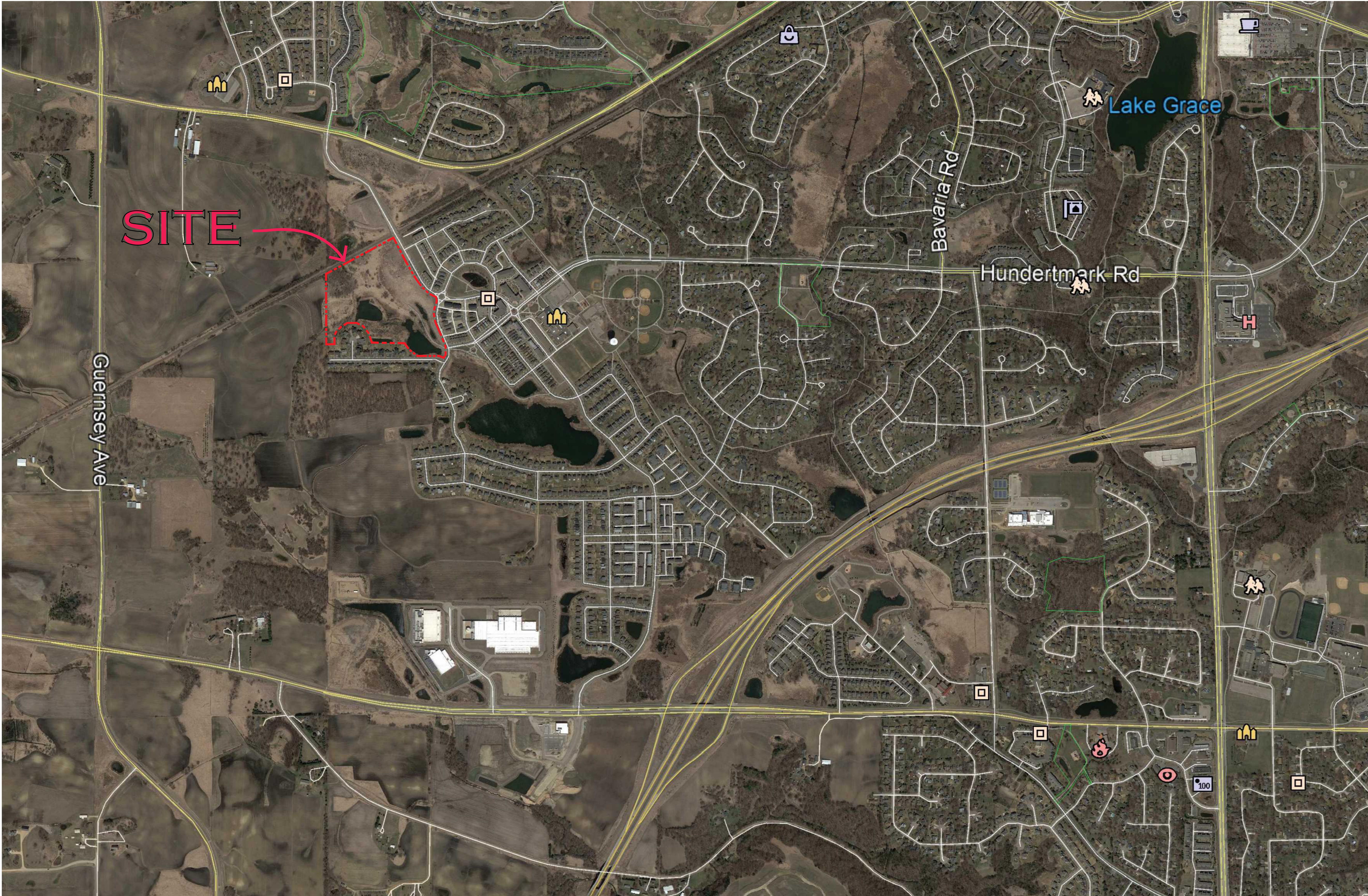
Drainage:

The site is sloped toward the central wetlands, mitigation structures will be developed in conjunction with the adjacent developments.

CHASKA INVESTMENT LIMITED PARTNERSHIP:

Michael D. Benson

Regional Context



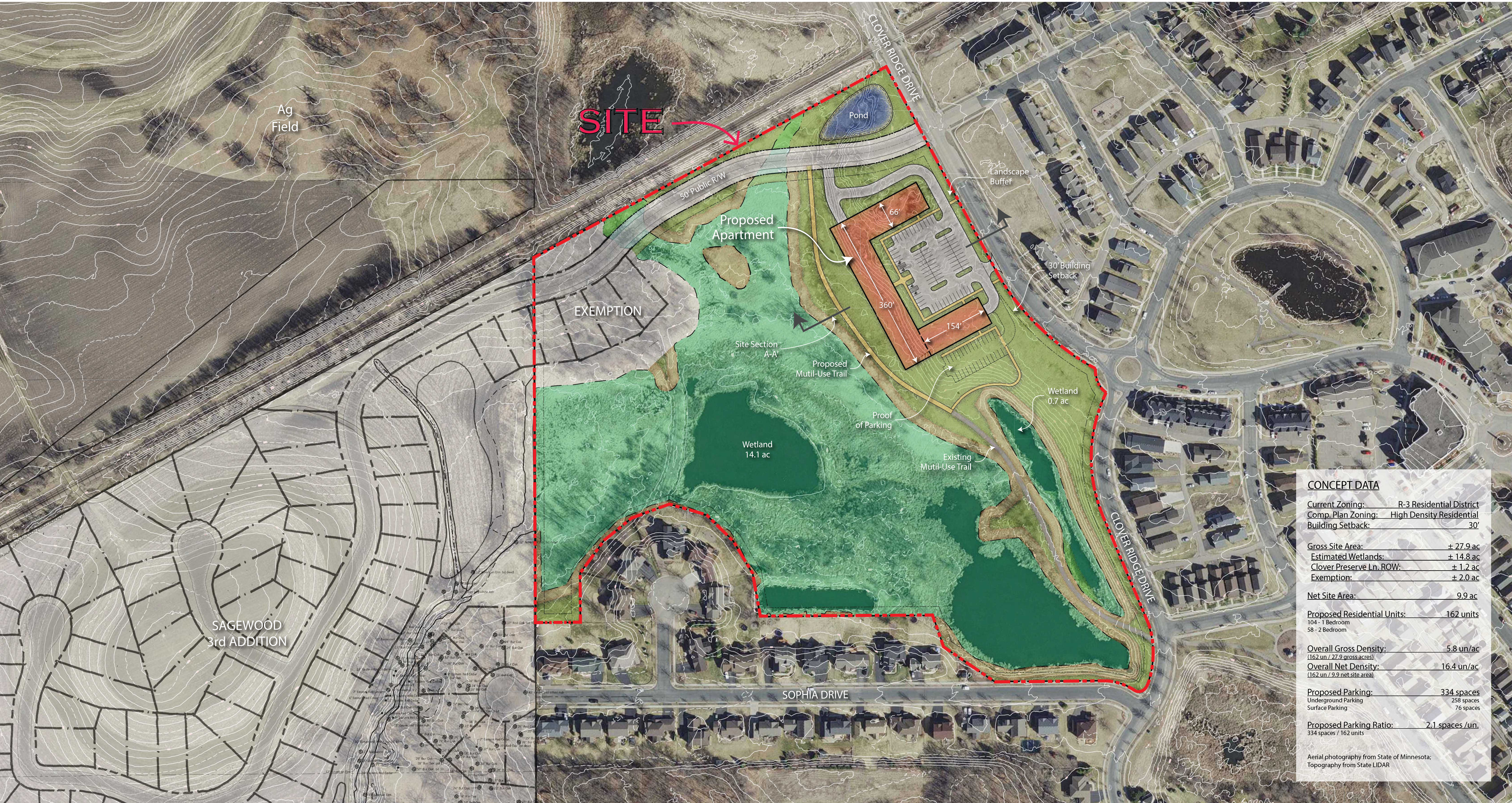
Existing Conditions



Site Forces

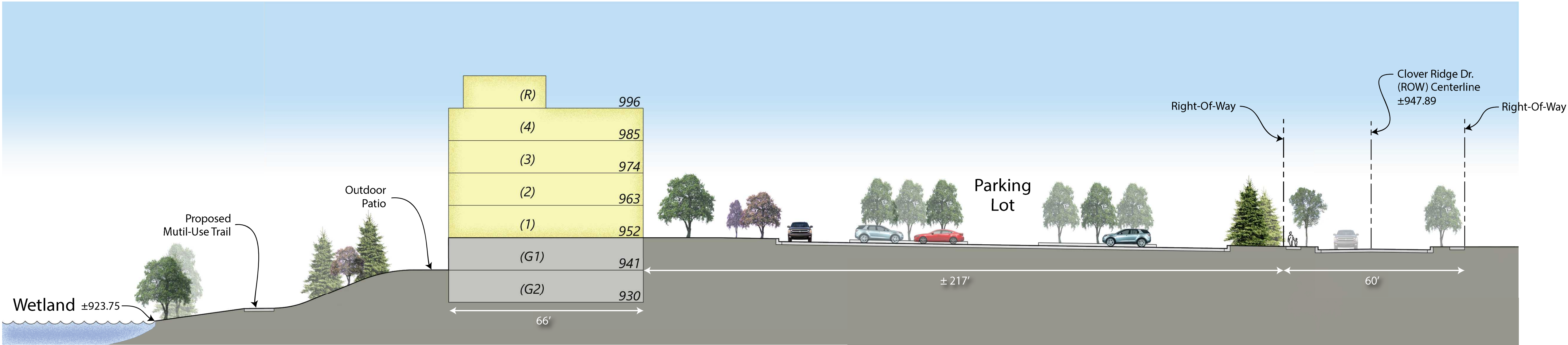


Site Concept #01



CONCEPT DATA	
Current Zoning:	R-3 Residential District
Comp. Plan Zoning:	High Density Residential
Building Setback:	30'
Gross Site Area:	± 27.9 ac
Estimated Wetlands:	± 14.8 ac
Clover Preserve Ln. ROW:	± 1.2 ac
Exemption:	± 2.0 ac
Net Site Area:	9.9 ac
Proposed Residential Units:	162 units
104 - 1 Bedroom	
58 - 2 Bedroom	
Overall Gross Density:	5.8 un/ac
(162 un / 27.9 gross acres)	
Overall Net Density:	16.4 un/ac
(162 un / 9.9 net site area)	
Proposed Parking:	334 spaces
Underground Parking	
Surface Parking	
258 spaces	
76 spaces	
Proposed Parking Ratio:	2.1 spaces / un.
334 spaces / 162 units	
Aerial photography from State of Minnesota;	
Topography from State LIDAR	

Site Section A-A'



CONCEPTUAL SITE PLAN REVIEW
(ARCHITECTURAL)

CLOVER FIELD APARTMENTS
CHASKA, MN

INDEX
1. COVER SHEET / INDEX
2. GARAGE LEVEL FLOOR PLANS
3. APARTMENT LEVEL FLOOR PLANS
4. ROOF PLAN AND DATA
5. EXTERIOR FACADE IMAGERY
6. EXTERIOR FACADE IMAGERY

CLOVER FIELD APARTMENTS

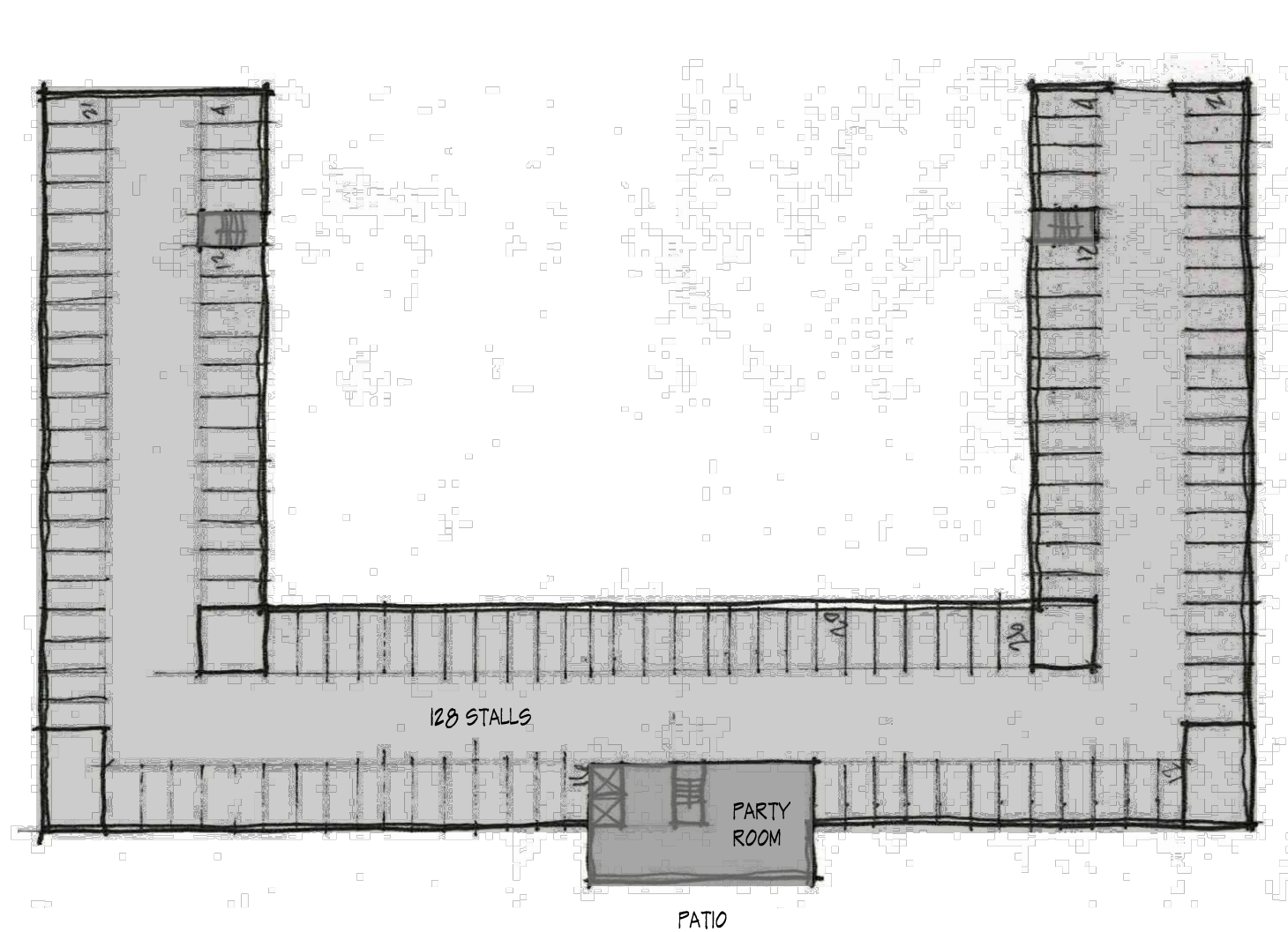
COVER SHEET / INDEX

11/03/2021

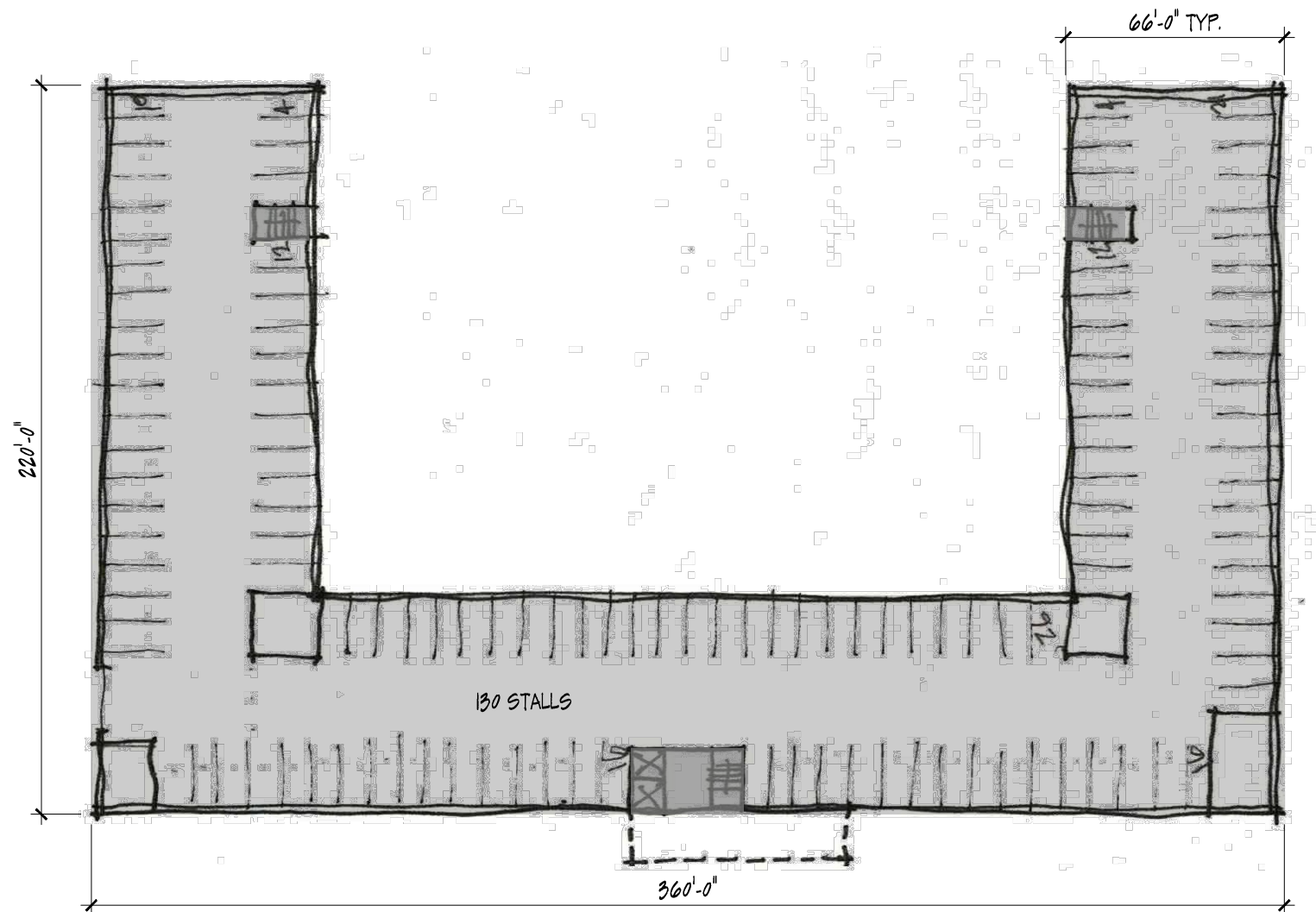
7.B. Recommend Approval of the Concept...



JAmdal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com



PARKING LEVEL G1

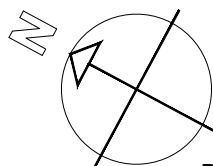


PARKING LEVEL G2

CLOVER FIELD APARTMENTS

GARAGE LEVEL FLOOR PLANS 11/03/2021

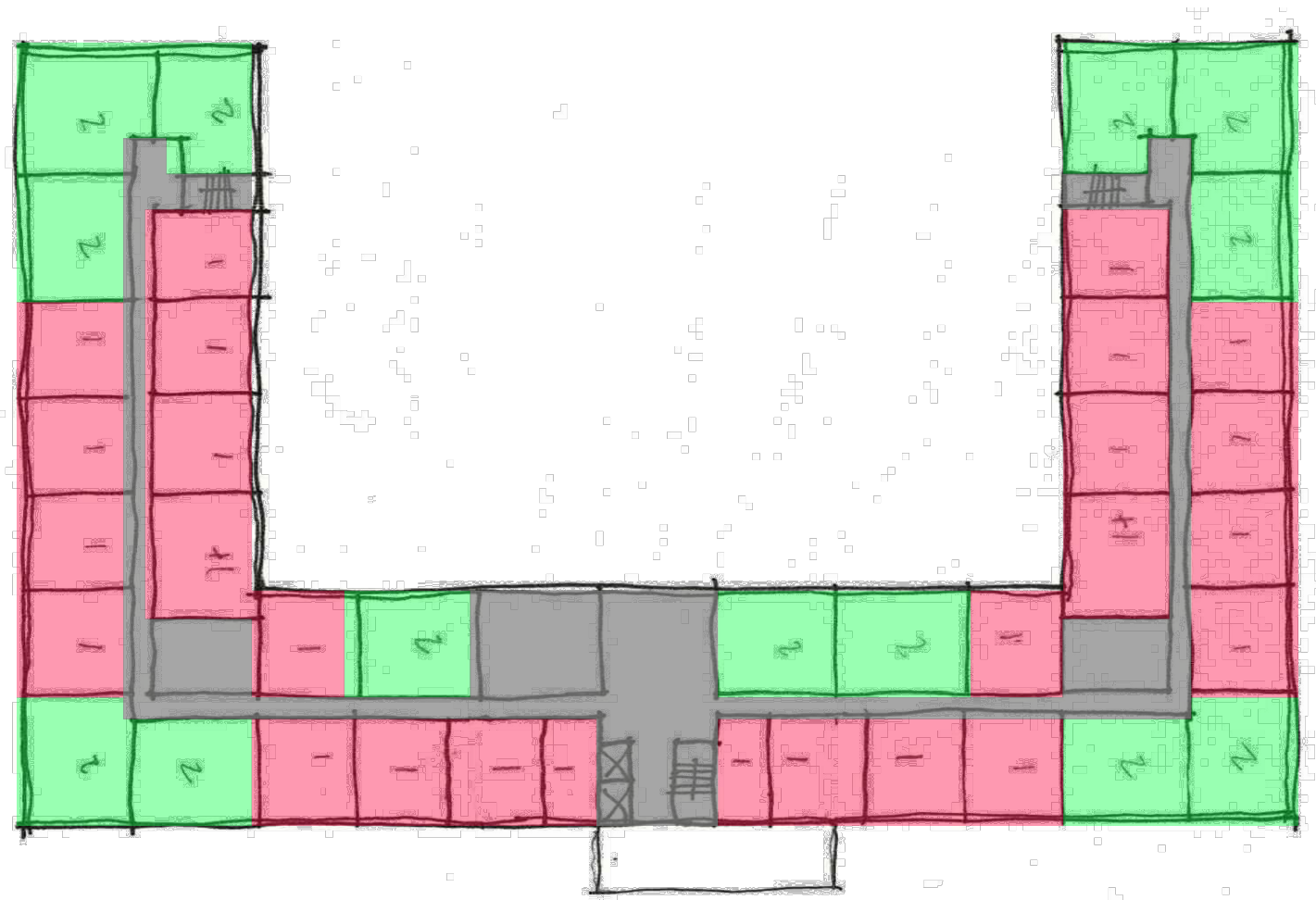
7.B. Recommend Approval of the Concept...



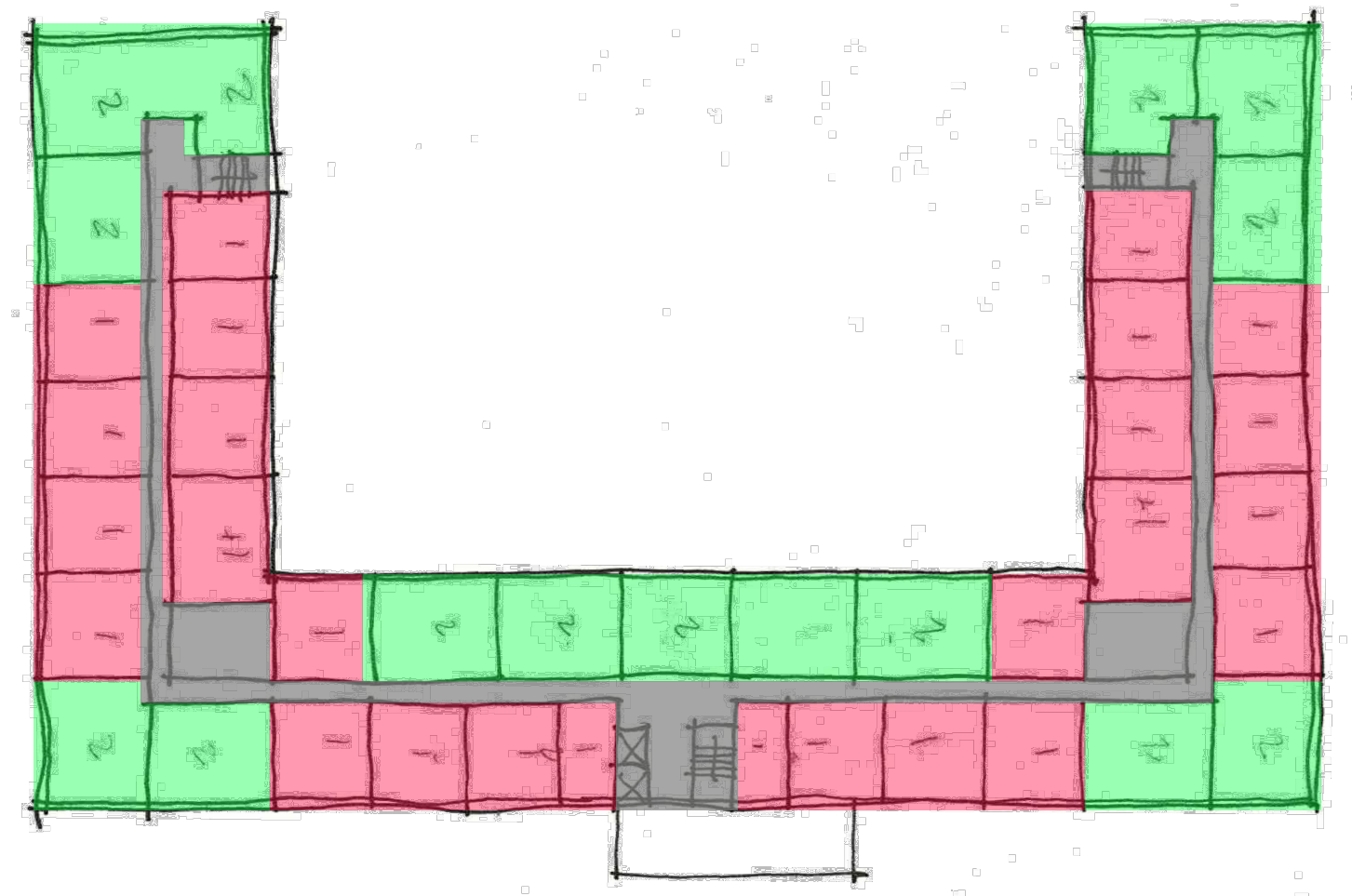
SCALE: 1" = 50'



JAmdal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com



FIRST FLOOR

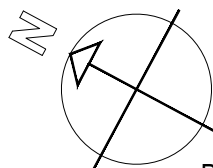


FLOORS 2-4

CLOVER FIELD APARTMENTS

APARTMENT LEVEL FLOOR PLANS 10/2021

7.B. Recommend Approval of the Concept...



SCALE: 1" = 50'



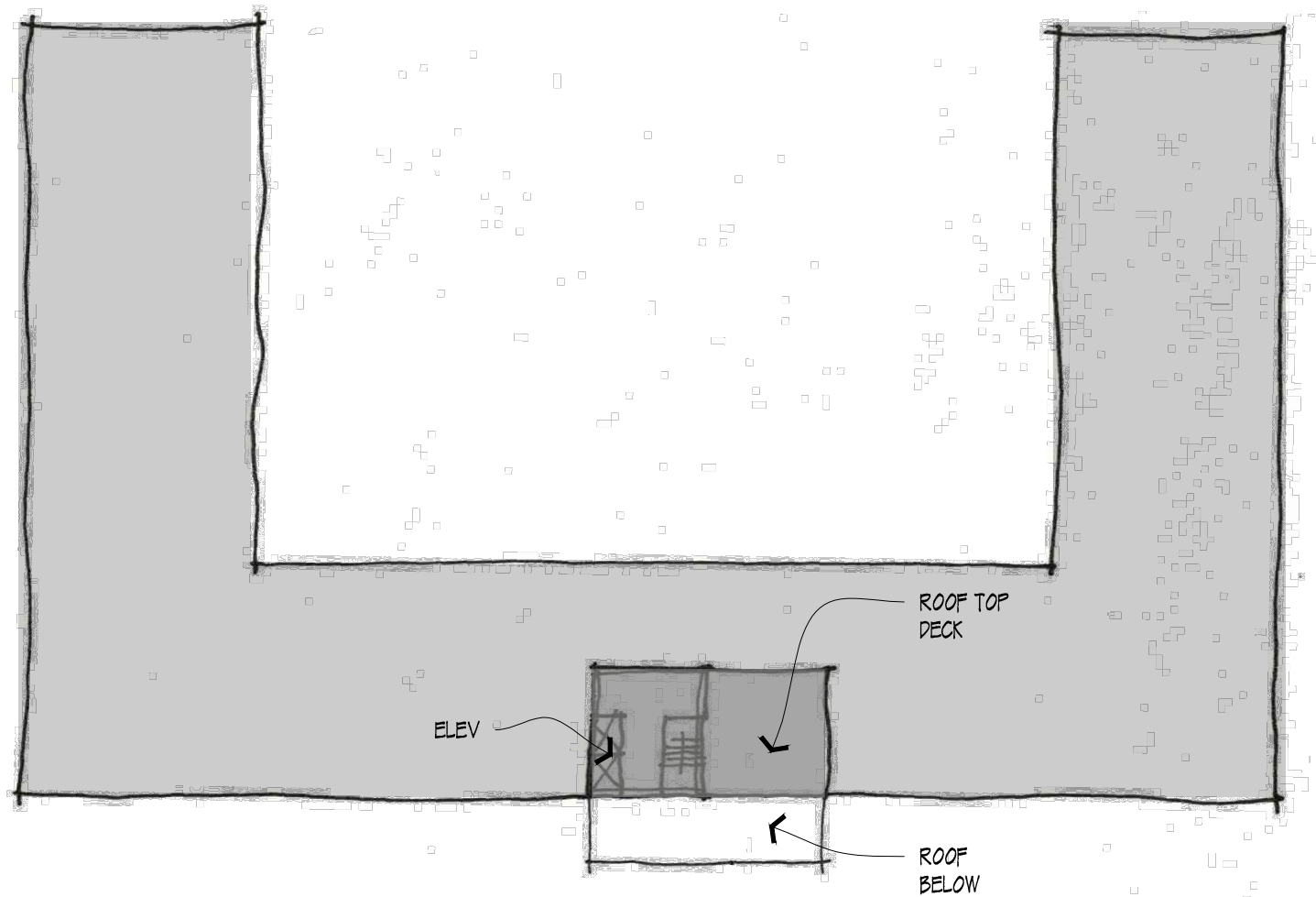
JAmDal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com

SITE DATA

PARKING		
ON GRADE		76
PARKING LEVEL G1		128
PARKING LEVEL G2		130
TOTAL PARKING		334
PARKING RATIO		2.1/UNIT

BUILDING FOOTPRINT	45,100 SF
--------------------	-----------

APARTMENT COUNT			
	1BR	2BR	TOTAL
1ST	26	13	39
2ND	26	15	41
3RD	26	15	41
4TH	26	15	41
TOTALS	104	58	162
RATIO	64%	36%	



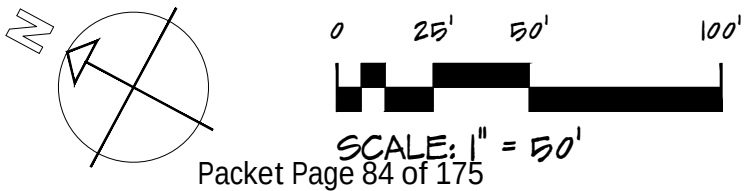
ROOF PLAN

CLOVER FIELD APARTMENTS

ROOF PLAN AND DATA

11/03/2021

7.B. Recommend Approval of the Concept...



JAmdal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com



ENTRY FEATURE



CORNER FEATURE

CLOVER FIELD APARTMENTS

EXTERIOR FACADE IMAGERY

11/03/2021

7.B. Recommend Approval of the Concept...



JAmdal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com

BRICK MASONRY

EXTERIOR PANEL SYSTEM



OUTDOOR PATIO

PRECAST CONCRETE PANEL

ROOFTOP PATIO

CLOVER FIELD APARTMENTS

EXTERIOR FACADE IMAGERY

11/03/2021

7.B. Recommend Approval of the Concept...

Page 63 of 63

Packet Page 86 of 175



JAmdal Architects LLC
5645 Dallas LN N
Plymouth, MN 55446
612-802-2855
jamdalarch@gmail.com

REQUEST FOR ACTION

CHASKA PLANNING COMMISSION

12/08/2021

Subject: Clover Ridge Apartments - Concept Plan

Applicant: AV Development, LLC

Location: South of Pioneer Trail, West of Clover Ridge Drive, North of Twin Cities & Western Railroad

Case No.: 2021-21

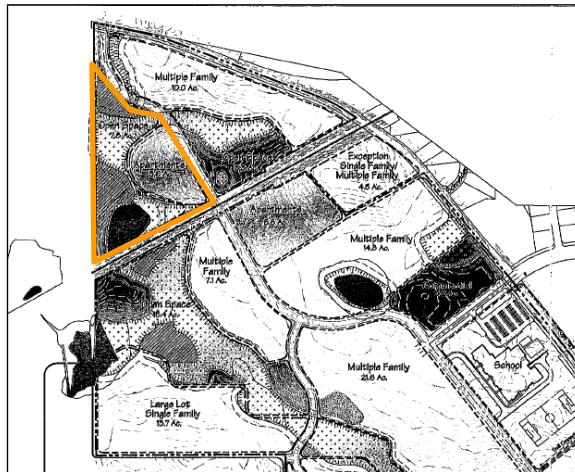
Synopsis: Applicant seeks to obtain approval of a 120-unit apartment development on approximately 6 acres of land just north of Clover Ridge

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to the City Council

BACKGROUND

Back in 2000 when the Clover Ridge development was being planned, the property just north of the Twin Cities & Western railroad was also conceptually looked at for use as multi-family and apartments. The site being reviewed this evening was guided for Apartments. See below.



No formal concept plan or land use applications were applied for, so tonight we are looking at a Concept Plan to develop this area.

Project Goals

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

- Provide Chaska with an upscale residential apartment complex close to nearby retail amenities
- Views of the natural amenities
- Provide a welcoming place to live
- Promote an active and healthy lifestyle

Comprehensive Plan & Land Use

The Comprehensive Plan guides this area to be High Density Residential and Open Space. The proposal tonight is consistent with this guidance.

The parcel of land that this development encompasses is currently zoned Rural (R), which is. The area in question will be rezoned to a more appropriate zoning district, such as Planned Residential Development (PRD).

Adjacent properties

The site is bound on the south by the Twin Cities & Western railway and the Clover Ridge development; to the east by Clover Ridge Drive and Pioneer Vista; the north by Pioneer Trail; and the west by property owned by the Kelzer family.

Existing Conditions

The site is 12 gross acres in size, approximately 6 of which appear to be developable, and is currently vacant open space. There is a wetland complex that appears to surround the 6 acre site on its north, west, and south edges. There are a couple stormwater ponds that sprinkle the property on the north side that were put in with the development of Clover Ridge Drive. The topography includes a high point off of Clover Ridge Drive, which is an ideal spot for development, then it gradually slopes down towards the surrounding wetlands. The site offers beautiful and unobstructed views of the wetlands and woodlands beyond. These natural features will create a natural buffer for the project from surrounding land uses.

CURRENT PROPOSAL

The proposed Clover Ridge Apartment project would consist of approximately 120 market-rate units on 6 acres of developable land (20 units/acre net density).

The existing wetland complex is intended to remain undisturbed. The existing stormwater ponds will also remain and may be expanded to incorporate this new development. An amenity or gathering area of some type is proposed on the west edge of the site near the wetland area.

Layout

The apartment site will be directly accessed off the west side of Clover Ridge Drive. The building is angled and will surround the surface parking lot that faces out towards Clover Ridge Drive. The underground parking will be accessed on the northeast side of the building.

Building Design & Height

The building is angled with the front façade facing Clover Ridge Drive. The building will contain approximately 120 units in four stories. These units will be a mixture of studio, one-bedroom, two-bedroom, and three-bedroom units. There will be one level of underground parking. Some of the site and project amenities will include a community room with full kitchen, large screen TV and high-quality sound system, fully equipped fitness room, media room, pet washing station and play area.

According to the applicant the target resident for the project will be empty nesters, families, as well as millennials; those that are renting by choice because of their lifestyle and having access to more amenities from an apartment complex.

General wall materials proposed consist of LP or cement board siding, stone veneer, and window systems. The City of Chaska has certain building design and material requirements for multi-family residential buildings. A portion of it is stated as follows:

"Multi-family buildings shall use at least three (3) Class I materials and shall be composed of at least eighty (80) percent Class I materials, and no more than five (5) percent Class III materials"

The applicant will have to show in their preliminary submittal how they will meet this requirement. An item of note is if stone is used the stone needs to be natural stone in order to be classified as a Class I material. If brick is used it needs to be a full face modular brick in order to be classified as a Class I material.

The applicant has provided a conceptual rendering of the building. The building's exterior appearance appears to show a well-balanced application of colors and depth. Given that this building will have high visibility on all of its sides, staff would advise that 360 degree architecture is achieved throughout the building. In addition to that, the building will have to show how it fits into the context of Chaska.

The height of the building will also be evaluated in more detail at preliminary submittal. The concept plan proposes a four story building, but it will be important to understand how that translates on all four sides of the building. And understand how much the building is setback from the street line to understand how building height is measured. Generally speaking, four stories fits with other apartment buildings built in Clover Ridge (i.e. Cloverfield Marketplace and Clover Ridge Condominiums).

Setbacks

Namely, the front yard setback should be no less than 30 feet. The rear yard setback should be 20 feet. The side yard setback should be 20 feet. Corner lots should have a side yard setback of 20 feet. In addition to these setbacks, there are other setbacks that may apply to this site. See below:

SETBACKS	
Direction	Setback
Wetlands	30 feet
Railway	50 feet

PARKING SETBACKS	
Direction	Setback
ROW	10 feet
Interior Property Lines	5 feet

Parking/Access/Circulation/Traffic

200 parking spaces are proposed as a part of this project; 88 underground stalls and 112 above ground stalls. 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.
Multi-Family Res.	120 dwelling units	2ps/dwelling unit	240 parking spaces
		REQUIRED	240 parking spaces
		PROVIDED	200 parking spaces

According to this table the applicant is not meeting the required amount of parking spaces needed for the proposed use of the site. They are deficient by 40 stalls. It appears that the applicant can work the site plan more to incorporate more space for parking. This will need to be addressed in the preliminary submittal.

The access into the site will be from one ingress/egress point on Clover Ridge Drive. The underground parking lot and surface parking lot can be accessed from this ingress/egress point.

The applicant indicates that a traffic study will be complete for this project, and will be submitted at preliminary submittal. Staff is in favor of a traffic study to be completed for this project. A construction access plan shall also be included at this time.

Pedestrian Connections

Pedestrian systems currently exist on both sides of Clover Ridge Drive. A sidewalk on the east side and a public trail on the west side that stubs up to Pioneer Trail. Another multi-use trail stubs north of the apartment building that provides access to the existing stormwater pond. The applicant will have to show in their preliminary submittal how this pond will be accessed adequately.

Landscaping

The table below indicates the landscaping requirements for this site:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	Proposed
Overstory Trees	Total gross square footage of all floors divided by 320 to determine number of caliper inches of overstory	unknown

Understory Trees	25% of required number of overstory	unknown
Shrubs	1 shrub per 300 square feet of building footprint	unknown

The applicant will have to show in their preliminary submittal how they meet these requirements.

Staff would like to point out that the west edge of the site will need to provide landscaping to help beautify the outdoor pedestrian area. Screening should also be achieved between the parking lot edges and Clover Ridge Drive.

Usable Open Space

Multi-Family residential building sites are required to provide sufficient, usable open space, which is defined as defined as "a portion of a lot which provides the purpose for outdoor recreation, scenic amenity, and/or shared exterior space for people to gather and use". A minimum of 15% of the gross site area shall be shared open area. The applicant will have to show in their preliminary submittal how they meet this requirement.

The applicant is currently showing one outdoor patio spaces on the west side. They will have to provide detailed specs in the preliminary, plus details in the narrative, on how these spaces will be programmed. Staff would advise also looking into a rooftop amenity much like what Lake Jonathan Flats did. This is a unique way to provide usable open space, and will also take advantage of the natural views present on this property.

Lighting

Any lighting proposed for this plan should be fully screened and face downward. The applicant will have to show in their preliminary submittal the photometrics and specs for all lighting proposed. Light poles shall not exceed 25 feet in height.

Utilities

Water and sewer are available to serve this site.

Stormwater

The applicant will work with the City to determine the drainage necessities for the site. They will need to meet City and County standards.

Development Costs (Infrastructure Improvements)

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

- 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.

Schedule

The developer's goal is to start construction of the project at the end of April/beginning of May 2022. The construction of the project takes approximately 18-20 months, with the anticipation to be completed by Spring of 2024.

Neighborhood Meeting December 2, 2021

The developer conducted a neighborhood meeting for the concept plan on December 2, 2021.

PLANNING COMMISSION ACTION REQUESTED

Motion to recommend to City Council approval of the Clover Ridge Apartment Concept Plan for 120 units on 6 acres of land, subject to the following conditions:

- 1. Approvals shall be based on the following graphic exhibits:**
 - a. Project Narrative (pgs 1-4), prepared by AV Development, LLC, dated November 17, 2021
 - b. ALTA/NSPS Land Title Survey, prepared by Westwood, dated November 7, 2017
 - c. Regional Context, prepared by Westwood, dated October 11, 2021
 - d. Existing Conditions, prepared by Westwood, dated October 11, 2021
 - e. Site Forces, prepared by Westwood, dated October 11, 2021
 - f. Site Concept #02, prepared by Westwood, dated October 13, 2021
 - g. Project Rendering, dated November 24, 2021
- 2. Adherence with the City Engineer's Memo dated December 8, 2021.**
- 3. Provision that parking is adequately provided for the apartment use (2 parking stalls per dwelling unit), and to be shown on the preliminary plan.**
- 4. Provision of adequate berming and landscaping along south edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.**
- 5. Provision of adequate screening and landscaping along east edge abutting Clover Ridge Drive, to be addressed at Preliminary submittal.**
- 6. Adherence to the following setbacks for Clover Field Apartments:**
 - a. Front: 30 feet
 - b. Rear: 20 feet
 - c. Side: 20 feet
 - d. Side (corner): 20 feet
- 7. Provision of 360 degree architecture be used on all facades.**
- 8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**
- 9. Provision to be setback 30 feet from edge of wetlands.**
- 10. Provision of a storm water management plan meeting City and Carver County WMO standards.**
- 11. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.**
- 12. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.**
- 13. Provision of a construction traffic plan to be coordinated and approved by the City Engineer.**
- 14. Provision that if masonry is used that they are natural stone and/or full face modular brick in order to be considered Class I materials.**
- 15. Provision of a traffic study to be completed and submitted at preliminary**

- submittal.**
- 16.Provision of a construction traffic plan to be submitted at preliminary submittal.**
 - 17.Provision that mechanical equipment will be completely screened from view.**
 - 18.Provision that zoning section 9.11.4.1.1 for Usable Open Space is met.**
 - 19.Provision to further explore a rooftop amenity and to be addressed at preliminary submittal.**
 - 20.Provision that section 9 Special Regulations are complied with.**
 - 21.Provision that light poles do not exceed 25 feet in height and comply with zoning section 9.24.**



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: December 8th, 2021
Subject: Clover Ridge Chaska Apartments – Concept Plan

The planned development for the site proposes a new apartment building and parking lot along with site amenities. From an overall sewer and water standpoint, the use over the site is consistent with the City's comprehensive plan with capacity in the system to serve what's proposed. When Clover Ridge Drive was extended in the mid 2000's, access along with sewer and water stubs were installed into the property. The storm sewer system that exists in the area was setup to serve City streets and to allow for expansion within the development site. The site is surrounded by high grade wetlands and will have a direct impact on development limitations. From a storm water perspective, it will be important for reviewing the overall system can meet both the City and watershed requirements.

AV Development, LLC
11800 Singletree Lane Suite 301
Eden Prairie, MN 55344

November 17, 2021

Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: Request for Concept Plan Approval – CloverRidge Chaska Apartments

Dear Ms. Hanson,

AV Development, LLC is requesting Concept Plan approval from the City of Chaska for a new ground up luxury apartment complex on 12.0 acre parcel of land located on Clover Ridge Drive (Outlot B Pioneer Vista, PID #30.5000560). We are submitting an Application Fee and Processing Fee per the requirements.

Goal of the Project:

The apartment project will provide Chaska with an upscale residential apartment complex closer to everyday conveniences and within a beautiful setting that integrates itself with trails and woodlands. The property's natural attributes and nearby retail amenities make an apartment residential complex the highest and best use of the land / property. As envisioned, the apartment project would be a welcoming place to live, promoting an active and healthy lifestyle, which will allow Chaska to continue and realize its vision as "The Best Small Town in Minnesota".

The Property:

The proposed apartment project will occupy approximately 6.0 acres of the total 12.0 acre parcel (see Exhibit A, Site 2) for further depiction of the site and location.

Existing Conditions:

The site is an undeveloped parcel with the railroad creating the southern boundary and Clover Ridge Drive curving to create the eastern and northern boundary to the site. There are already a couple of storm ponds from the development of the Clover Ridge Rd that could easily be expanded to accommodate storm water from our project. The topography includes high point off of Clover Ridge Drive, an ideal spot for development, and it slopes down to the surrounding wetlands. The site offers beautiful and unobstructed views west of the surrounding wetlands and mature woodlands beyond. These natural features will create a natural buffer for the project from surrounding land uses as half of the site is proposed to remain in its natural state.

Additionally, every effort will be made to preserve natural features adjacent to the building area, including existing trees to the extent feasible.

In order to facilitate development, we anticipate the site will need to export soil to allow for the subsurface parking and allow for natural grades to hit the building at a slope that feels as if the building is emerging from the land.

Description of Apartment Project:

The apartment project will contain between 100 – 120 market rate units in a four story structure with a variety of modern floor plan designs including a mixture of bedroom units (studios, one, two, and three). There will be one level of underground parking and additional surface parking which will provide a parking stall for each unit. Green space will be maximized with preservation of the wetland, and the inclusion of outdoor patios, grills, and community room that enhance community interaction amongst the residents. Since the proposed complex is not large in scale, the residential units will be easily absorbed with current rental property demand in the community.

The apartment project will be a luxury, market-rate residential complex offering its resident a wide array of amenities within the units themselves as well as within the overall complex. Some of the site and project amenities will include: community room with full kitchen, large screen TV and high-quality sound system, fully equipped fitness room, media room with USB ports, pet washing station and play area. Residential units will include: walk-in closets, high speed internet, in-unit washers and dryers, private balcony or patio, full stainless-steel kitchen appliances.

The target resident for the project will be empty nesters, families, as well as Millennials, those that are renting by choice because of their life style and are seeking more amenities from an apartment complex. We have included an initial Concept Plan and current survey of the Site.

The building and project will fit in with surrounding neighborhoods by utilizing similar and complimentary exterior materials consisting of lap siding and manufactured stone, complimentary colors, and building massing that ties into the multi-family projects in the vicinity.

We have assembled a professional team; design/ build will be done by JCorp, engineering will be done by Sambatek.

Recent projects completed by Sambatek and JCorp Design Build in the Twin Cities Metro:

Maven Apartments – Burnsville MN

<https://www.jcorpdesignbuild.com/projects/maven-apartments>

Beyond Apartments – Woodbury, MN

<https://www.beyondapts.com/>

Architectural Details:

Here is a brief summary of architectural details / features:

- 1) The exterior finish comprises of a combination of LP siding or Cement board siding and manufactured stone veneer.
- 2) Exterior windows and doors at residential units are fiberglass or vinyl with U values compliant with Minnesota Energy Conservation Code 2020.
- 3) Exterior doors at common areas are an aluminum storefront system while the windows are fiberglass or vinyl, with U values compliant with Minnesota Energy Conservation Code 2020.
- 4) Any rooftop mechanical equipment would be adequately screened from street level view.
- 5) All exterior colors / finishes would follow a cohesive and complementary design strategy, delivering an upscale aesthetic to the neighborhood.
- 6) Interior colors and finishes would also follow a cohesive and complementary design strategy, creating an environment that enhances livability.

Access and Connectivity:

Access to the site will be obtained via Clover Ridge Drive. The site can be roughly by reached to Minneapolis-St. Paul International Airport and the Mall of America within a 30 minute drive. The 30 minute drive time also reaches as far as Delano to the north, New Prague to the south, and nearly to Glencoe to the west.

The site is surrounded by a mix of residential, institutional, industrial, and commercial uses and are situated near employment concentrations and retail activity, as well as near the Chaska schools system (specifically in the Eastern Carver County School District).

The developer will hire a traffic engineer to complete a study on surrounding impacts to intersections from traffic generated by this development.

The site will be connect pedestrians to adjacent neighborhoods in Chaska via the trail on the west side of Clover Ridge Drive.

Compliance:

Currently, the Site is zoned as Open. We are proposing that the site be zoned Planned Residential District (PRD).

Planned Development Timeline:

Our goal is to start construction of the project once all approvals are completed with the City of Chaska, approximately a six-month timeline, this puts us at end of April 2022 / beginning of May 2022. The construction of the project will take 18 – 20 months, will be completed by spring of 2024.

Drainage:

The site is sloped to drain to the Southwest corner which is the sites low point. There is active ponding that takes place within the delineated wetland. There are existing retention ponds on the property constructed with the construction of Clover Ridge Rd. We will work with the City to determine capacity of nearest pond and what expansion is needed to accommodate the additional drainage from our development.

Developer Experience:

Ashish Aggarwal is a full time real estate owner / operator for the last 20 years, portfolio includes over 1.5 million of square feet under ownership and management in MN and AZ. This includes residential, senior living, office, industrial, and retail. Stonebay of Orono senior living project is the last development completed.

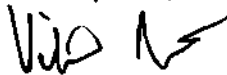
Vishal Dutt has been in real estate for the last 20 years with various real estate owners / operators in various asset types (retail, industrial, office, multi family housing, senior living housing). Specialization includes ensuring financial and operational diligence for all aspects of real estate.

We look forward to working with the City of Chaska on this application and project. Our goal is to enhance the community and surrounding area, want to do what's best for the area.

We are conducting a neighborhood meeting on Thursday December 2nd.

Thank you,

AV Development, LLC



Signed By:

Its: President



Signed By:

Its: Vice President



PROPERTY DESCRIPTION

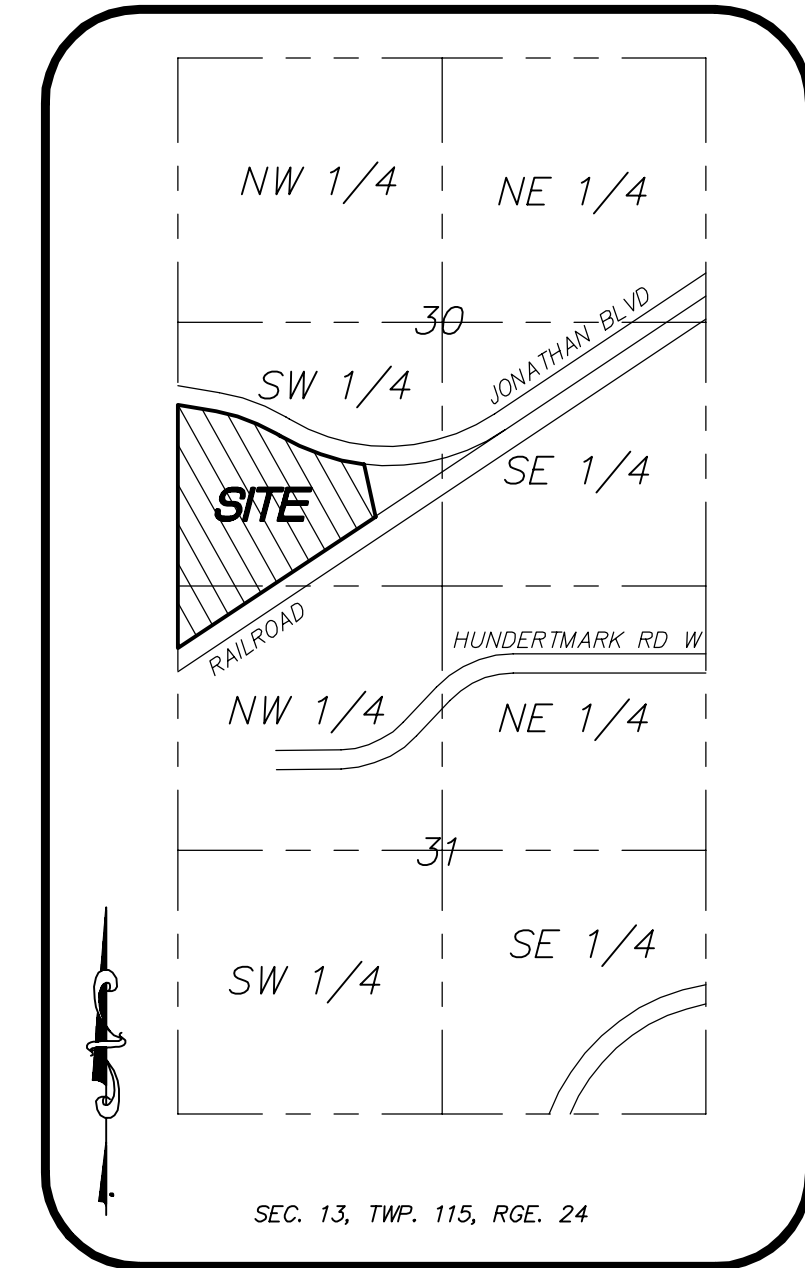
That part of the Northwest Quarter of the Southwest Quarter, and that part of the South Half of the Southwest Quarter of Section 30, and that part of the Northwest Quarter of the Northwest Quarter of Section 31, all in Township 116, Range 23, Carver County, Minnesota, which lies North of the northerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, and South of Chaska Town Course, according to the recorded plat thereof, Carver County, Minnesota.

GENERAL NOTES

- This survey was prepared using Carver County Abstract & Title Co., Inc. as issuing agent for Chicago Title Insurance Company, Title Commitment Number CA28978, having an effective date of September 27, 2017.
- There is no address for the surveyed property. (Table A Item 2)
- The City of Chaska does not participate in the FEMA Flood Maps. (Table A Item 3)
- Subject property contains 1,492,060 Sq.Ft. or 34.253 acres. (Table A Item 4)
- Vertical Datum that was used on surveyed property is 1988NAVD in US Survey Feet. (Table A Item 5)
- No Zoning information provided by the client. (Table A Item 6 (a))
- The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (State One Call Ticket No. 173052453 & 173052452). (Table A Item 11)
- Bearings based on 1983NAD (1986ad) Carver County Coordinate System in US Survey Feet.
- No adjoining deeds were provided by Title Company.
- Adjoining owners shown per Carver County parcel website
- The following notes correspond to the numbering system of Schedule B of the above mentioned title commitment.
11.) Unconfined Easement for electric transmission purposes granted to Minnesota Valley Electric Cooperative as created in Easement, dated May 11, 1938, filed June 21, 1938, in Book 43 of Deeds on page 73. Released/Confirmed by Partial Releases files as Document Nos. 114791 and 350956. LIES ON ADJACENT PROPERTY, AS SHOWN ON SURVEY.
12.) Easement for gas line purposes granted to Minnesota Natural Gas Company by Easement dated June 3, 1988, filed June 7, 1988, as Document No. 4121 in Book 94 of Deeds on pages 648-649. LIES ON ADJACENT PROPERTY, AS SHOWN ON SURVEY.
13.) Permanent Easement for Roadway and Utility Purposes dated May 21, 2009, as Document No. A484797 to City of Chaska. LIES ON PROPERTY, AS SHOWN ON SURVEY.
14.) Subject to County Road No. 14 right of way over the Northerly 33 feet more or less, as disclosed on county maps. IT APPEARS COUNTY ROAD NO. 11 RUNS ALONG THE NORTHEAST SIDE OF SUBJECT PROPERTY. SURVEYORS COULD NOT FIND ANY ROADS KNOWN AS COUNTY ROAD NO. 14 IN THIS AREA. THERE ARE MANY NAMES FOR THIS ROAD INCLUDING: VICTORIA DRIVE, PIONEER TRAIL, MARSH LAKE ROAD, JONATHAN BOULEVARD AND ALSO COUNTY ROAD NO. 11.
15.) Subject to Clover Ridge Drive right of way as disclosed on various county maps.
16.) Subject to the rights of the State of Minnesota on the Department of Natural Resources, if any, in or to the wetlands, as shown on available maps.

Vicinity Map

Not to Scale

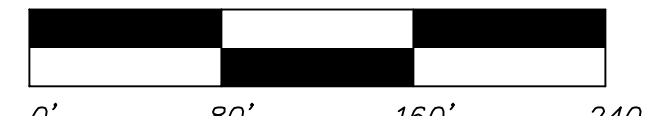
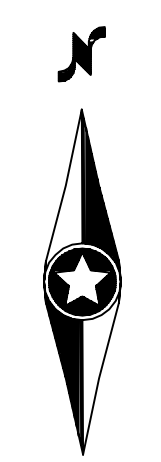


CERTIFICATION

To Chaska Investment Limited Partnership and Carver County Abstract & Title Co., Inc., as issuing agent for Chicago Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 8, 11 and 13 of Table A thereof. The field work was completed on October 26, 2017.

Craig W. Morse
November 7, 2017
Date
Craig W. Morse
Minnesota License No. 23021
craig.morse@westwoodps.com



Date: 11/7/2017 Sheet: 1 of 1
0013251ATF01.dwg

Westwood

Phone (952) 937-8150 7699 Anagram Drive
Fax (952) 937-8822 Eden Prairie, MN 55344
Toll Free (888) 937-8150 westwoodps.com

Revisions

Crew

KJK
Checked: CWM
Drawn: SRS
Record Drawing by/date:

Prepared for

Chaska Investment Limited Partnership

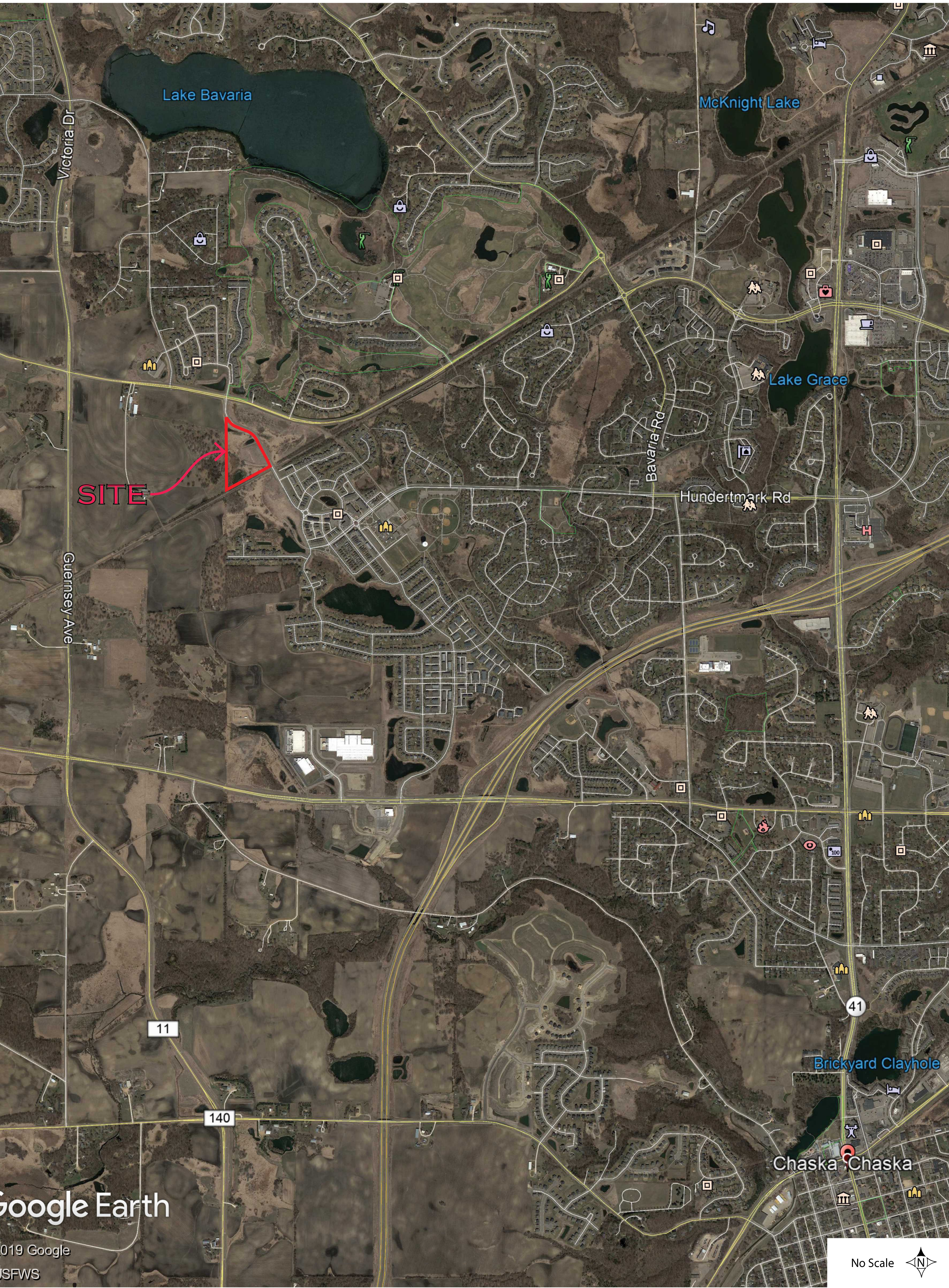
9531 West 78th Street, Suite 300
Eden Prairie, MN 55344

Bella Vista

ALTA/NSPS Land Title Survey

Chaska, Minnesota

Regional Context



Existing Conditions



Site Forces



Site Concept #02



CONCEPT DATA

Current Zoning:	R-3 Residential District
Comp. Plan Zoning:	High Density Residential
Building Setback:	30'
Building setback to match building height if over 30'	
Gross Site Area:	± 12.0ac
Delineated Wetlands:	6.0 ac
Net Developable Area:	± 6.0 ac
Proposed Residential Units:	120 units
Studio	10 units
1 Bedroom	45 units
2 Bedroom	20 units
2 Bedroom + Den	27 units
3 Bedroom	18 units
Overall Gross Density:	10.0 un/ac
120 units / 12.0ac. (gross site area)	
Net Density:	20.0 un/ac.
120 units / 6.0 ac. (net developable area)	
Proposed Parking:	200 spaces
Underground Parking	88 spaces
Surface Parking	112 spaces
Proposed Parking Ratio:	1.6 spaces /un.
200 spaces / 120 units	
Aerial photography from State of Minnesota	
Topography from State LIDAR	

Westwood

Phone (952) 937-5150 12701 Whitewater Drive
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
7.C. Recommend Approval of the Concept...
Westwood Professional Services, Inc.

10-13-2021
0034097

Clover Ridge Chaska Apartments
Chaska, MN





REQUEST FOR ACTION

CHASKA PLANNING COMMISSION

12/08/21

Subject: Chaska Creek Industrial Phase 3 – Concept Plan

Applicants: Oppidan

Location: Southwest corner of TH 212 and Creek Road, east of Wetzel Lane

Case No.: 2021-19

Synopsis: Applicant seeks to obtain approval of a Concept Plan for an office/industrial building south of the Chaska Creek Business Park

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to City Council

BACKGROUND

The concept plan for the Chaska Creek Business Center (~87-acre site) was approved in October of 2013. This concept plan is located in the southwest corner of Highway 212 and Engler Boulevard (CR 10), which is just north of the subject property being reviewed this evening. It incorporated a couple different uses, two of them being High Bay Industrial and Corporate Industrial.

In March 2021 the final site and building plan was approved for the two industrial sites noted above. These industrial buildings were reviewed concurrently and were known as Phase I and Phase II of Chaska Creek Industrial. Phase I is the northerly building in the business park and is 133,000 square feet in size. Phase II is the southerly building in the business park and is 168,000 square feet. Oppidan was the developer for both these buildings as well.

Although this site being reviewed at this time is effectively outside the area of the Chaska Creek Business Park, we will still refer to it as Chaska Industrial Phase 3.

Neighborhood Meeting November 22, 2021

The developer held a neighborhood meeting for their concept plan on November 22, 2021. They have provided a summary of this meeting as an attachment in the packet. In sum, there were questions/concerns on lighting, screening, height of the building, utilities, future development, hours of operation, and construction timeline.

Project Goals

The goals of the Chaska Creek Industrial Phase 3 project include the following:

- Provide a progressive, new building that brings both commerce and job opportunities to the residents of Chaska
- Provide a unique building that creates interest and visibility from Creek Road

- Design a building on the site that seeks to maintain as much existing greenspace as possible while offering an efficient flow of people, products and vehicles

Comprehensive Plan & Zoning

The 2040 Comprehensive Plan guides the subject property being looked at tonight as Business Park and includes the subject property within the Metropolitan Urban Service Area (MUSA) so sanitary sewer is available to the site. The Business Park designation in the Comprehensive Plan is designed to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. The Business Park designation also allows for commercial activities.

The current zoning for this project site is Rural Residential (RR-2). The site will be rezoned to a more appropriate zoning district, such as Planned Industrial Development District (PID).

Existing Conditions

The lot being looked at for the project is approximately 38 acres in size, however the project site only encompasses approximately 13 of those acres. The 13 acres is primarily composed of open, agricultural land. The remaining 25 acres of the site is made of additional agricultural land, wooded groves, and a ravine system. Wooded steep slopes appear to encumber the areas around the ravine system. One wetland is delineated that abuts the northwest edge of the project site.

Adjacent Properties

The site is bound on the north by Creek Road and the Chaska Creek Business Park; the east by the proposed Chaska Creek Boulevard extending south, and Highway 212; the south by open remnant land, the ravine system, and the Raser property; the west by rural residential properties on Wetzel Lane.

CURRENT REQUEST

The request this evening is for Concept Plan for the construction of a new industrial building just south of the Chaska Creek Business Park (known as Chaska Creek Industrial Phase 3). End users have not been identified for the building, rather this will be a spec building that will be built and then be marketed to appropriate users. This building will be set up and designed similarly to the two other Chaska Creek Industrial buildings.

Projected and Targeted Users

Historically, the Chaska industrial market has consisted of small to medium sized manufacturing and research facilities located in single-use buildings. As the industrial/manufacturing market has matured, the users are seeking more flexible rental spaces as opposed to owner-occupied buildings, allowing seamless expansion of their operation. The proposed building is intended to target this type of user. In recent years Chaska companies, such as Lakeview Industrial and Federal Package have elected to expand outside of Chaska in similar, flexible office warehouse space as it has not been available in the community. The building proposed *is not designed to be a distribution center*. The applicant believes that given Chaska Creek's location and proximity to the Metro area, it is not considered a desirable location for distribution centers.

The applicant has stated that the best comparable project to the one proposed in this request is the Holasek Business Park located in Chanhassen on the Chaska/Chanhassen border off of the

intersection of Lyman Boulevard and Galpin Boulevard. This project was composed of two industrial buildings; one was a build-to-suit for a company called Retail Tech, Inc. and the other building was a spec building, that has been recently leased to 100% capacity with the businesses Retail Tech, Inc., LifeCore Biomedical and MedSource. Retail Tech is a point of sale systems for the retail, grocery and hospitality industries. MedSource is a provider of quality medical products, specializing in high-quality products and equipment and innovative medical product development. The applicant believes both the buildings proposed will attract similar users to their project. Other users and similar projects have been provided in the applicant's Additional Items Response document dated December 30, 2020.

Building Location/Design

The proposed industrial building will be approximately 177,000 square feet in size and 34-38 feet in height; clear height inside the building will be 28 feet which is consistent with the other Chaska Creek Industrial buildings. The main entrance of the building is oriented northerly towards Creek Road, with the loading dock area oriented southerly towards the ravine system. Parking is situated on the north, west, and east sides of the building. The building is programmed to provide 20% office space (~35,400 square feet) and 80% warehouse space (141,600 square feet).

The building will be a mix of durable materials including precast concrete panels, architectural diamond metal paneling, and aluminum storefront glass. Clear and visible signing of entrances via the use of architectural metal paneling and added height will provide definition to the building and its corners. The design incorporated on this building is the same as the other Chaska Creek Industrial buildings. The design and materials of the building were chosen to complement the existing buildings in the Chaska Creek Business Center development, specifically with the existing Medical Office Building. Warm buff colors and materials were chosen to provide a generally cohesive look and tie in with Chaska colors. Accent colors in the main entrances, and the use of architectural metal paneling (diamond-shaped) will provide difference and allow the building to stand out as its own.

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

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

The applicant will have to show in their preliminary submittal how they meet these requirements.

Parking/Access/Circulation

187 parking spaces are proposed as a part of this 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.
Office	35,400 sf	1ps/250sf	142 parking spaces

Warehouse	141,600 sf	1ps/2,000sf	71 parking spaces
		REQUIRED	213 parking spaces
		PROVIDED	187 parking spaces

According to this table the applicant is not meeting the required amount of parking spaces needed for the uses proposed in the building. The site is deficient by 26 parking stalls. The preliminary plan will need to show compliance with this requirement.

In addition to the above, it should be noted the City parking code requires site plans to still show 1 parking space per 350 square feet for the warehouse use in the event that the use changes to manufacturing in the future. Because this building does not have determined end-users it is difficult to determine the raw parking need at this time, and as such it will be important to show how additional parking can be added to the site if needed. The applicant will be required to show proof of parking in their preliminary site plan that meets a 1 parking space per 350 square foot requirement for the warehouse portion.

A collector road, Chaska Creek Boulevard, currently exists north of the subject site stubbing into Creek Road. This collector road will be continued south to provide for additional access to the subject site. Truck access will come from the proposed access on the southeast side of the site as it connects into Chaska Creek Boulevard. An additional access is shown directly on Creek Road to line up with the building access for Chaska Creek Industrial Phase 2. Parking is shown on the north, west, and east sides of the building. Loading dock access is shown on the south side.

A semi-truck turning exhibit will be needed in the preliminary submittal, showing how trucks turn/turnaround in the site. It will also need to show how they turn in the proposed roundabout at Creek Road and Chaska Creek Boulevard.

Previous traffic studies have verified traffic operations are acceptable for Chaska Creek Way and Chaska Creek Boulevard to accommodate the proposed development.

Landscaping & Screening

Landscaping will have to meet the City's ordinance in terms of quantity and size. 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	553 caliper inches (203 trees)	unknown
Understory Trees	51	unknown
Shrubs	590	unknown

The applicant will have to show in their preliminary submittal how they meet these requirements. It should be noted that during the final review of the Chaska Creek Industrial buildings Phase 1&2 it was determined that these buildings would be treated as one-story

buildings (as opposed to two stories). The same landscaping requirements would apply here, and is reflected in the values noted in the previous table.

Planting islands will need to be incorporated in the parking lots. The City's code requires 10% of the parking lots to be allocated for planting islands. These islands need to be at least 10 feet wide.

Boulevard trees will be required along the sides that abut Chaska Creek Boulevard and Creek Road. The landscaping plan will need to reflect that in the preliminary submittal.

Screening

The property abuts residential on its western/southwestern edge. Because of this it will be important that screening is achieved effectively between the site and the homes. The loading dock is oriented to the south side of the site. The use of berming and landscaping will be imperative on the west and southwest edges. The developer will need to address this in their preliminary submittal.

Lighting

Any lighting proposed for this plan should be fully screened and face downward. Light poles will also be limited to 25 feet in height since this site is adjacent to residential. Any wall mounts are limited to 18 feet in height on buildings. Staff would require that no wall mounts be done on the west and south sides of the building. Light poles are allowed, however. Lighting levels will be required to be near zero at property lines abutting residential. The lighting fixtures and photometric need to be provided in the preliminary submittal.

Signs

The applicant will be required to meet all of Section 10 of the zoning ordinance for signs; specifically Section 10.8 as it relates to Industrial Sign Regulations; and they will be required to meet a 10 foot setback from property lines/ROW. Sign permits will need to be obtained prior to the installation of any sign.

For tenants sharing the same façade, the same or a similar method of signing must be used for all parties desiring to place a sign on the façade. Staff would require that signs on the west and south facades cannot be internally illuminated.

Traffic

There is one principal access spine (Chaska Creek Boulevard) as it moves from Engler Boulevard (CR 10) south to Creek Road. A roundabout is proposed at the Chaska Creek Boulevard and Creek Road intersection. This roundabout is in the process of being constructed. Chaska Creek Boulevard's right-of-way (ROW) will be preserved as a part of this site plan for the future southerly connection south of Creek Road, however, the road extension will not occur with this project. In the interim, a driveway will be provided for the Oppidan site so that trucks can access the site efficiently and directly on to the collector road.

Setbacks

Buildings and parking shall meet the following setbacks:

BUILDING SETBACKS	
Direction	Setback
Highway 212	225 feet from centerline or 50 feet from ROW, whichever greater
Chaska Creek Blvd	100 feet from centerline
Creek Road	100 feet from centerline
Interior Property Lines	10 feet
Wooded Steep Slope	50 feet from edge; 30 feet no grade/no mow
Wetlands	75 feet
Chaska Creek	75 feet from edge

PARKING SETBACKS	
Direction	Setback
Interior Property Lines	5 feet
Property Lines Abutting ROW or residential	10 feet

Utilities

Utilities are available to service the project.

The subject property *is not* located within the service territory of Chaska Electric, but of Minnesota Valley Electric Cooperative (MVEC).

Stormwater

The project's storm water design will need to meet the City's, Carver County Water Management's, and appropriate State and Federal requirements.

Wooded Steep Slope

The applicants have indicated on their plans the presence of wooded steep slopes along the Chaska Creek ravine mainly south, and out of the subject site; the site line is out of the treed areas. Although these remnant areas are not in the vicinity of the proposed project area, it should be noted that a 50 foot building and 30 foot no grade/mow setback apply to the edges of these slopes. With that in mind, it may require tweaks on future building and stormwater pond locations to ensure those setbacks are adhered to. More information/guidance will be provided on this when those remnant areas initiate development.

Pedestrian Sidewalks/Connections/Trails

Sidewalks will be required along both sides of local public streets, which would include along Creek Road and Chaska Creek Boulevard. A 10 foot wide city trail will be required on the west side of Chaska Creek Boulevard to connect into the existing trail just north of Creek Road. These sidewalks and trail will need to be shown on the plans for preliminary submittal.

Development Costs (Infrastructure Improvements)

The area-wide development costs would include but not be limited to:

- Arterial Road Network
- Collector Roads
- Storm Sewer
- Parks
- Interchange (Zone of Influence)

Prior to final platting, the developer will need to work with Staff to determine which of these are applicable and what those fees will be. It should be noted that no parks are proposed as a part of this development, and therefore, park fees will be collected as opposed to land dedication.

Deadline for Agency Actions

The City of Chaska received the complete application for this request on Tuesday, November 2, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, January 1, 2022** (60 days), unless the City provides the petitioner with written reasons for an additional 60-day review period. The additional review period would extend to *Wednesday, March 2, 2022*. The City may with the petitioners consent extend the review period beyond the Wednesday, March 2, 2022. 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 Concept Plan for Chaska Creek Industrial Phase 3, subject to the following conditions:

- 1. Approvals shall be based on the following graphic exhibits:**
 - a. Project Narrative (pgs 1-2)**
 - b. Chaska III (Existing Conditions Plan) Concept Plan, prepared by Sambatek, dated November 1, 2021**
 - c. Site Influences (pgs 1-2), prepared by Sambatek, dated November 1, 2021**
 - d. Chaska III (Lot 1) Concept Plan (pgs 1-2), prepared by Sambatek, dated November 1, 2021**
 - e. City Submittal – Conceptual 3D Images, prepared by Mohagen Hansen, dated November 1, 2021**
 - f. City Submittal – Exterior Materials, prepared by Mohagen Hansen, dated November 1, 2021**
 - g. City Submittal – Diamond Metal Panel, prepared by Mohagen Hansen, dated November 1, 2021**
- 2. Adherence with the City Engineer's Memo dated December 8, 2021.**
- 3. For businesses sharing the same façade, the same or a similar method of signing must be used for all parties desiring to place a sign on the façade.**
- 4. Provision of all proposed signs to meet Section 10 of the Zoning Ordinance.**
- 5. Provision that wall signs cannot be internally illuminated on the west and south facades.**
- 6. Mechanical equipment for each building to be fully screened from view and to meet Section 9.11.6 of the zoning ordinance.**
- 7. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**

- 8. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).**
- 9. Provision that all wall mount lighting be mounted no higher than 18 feet.**
- 10. Provision that wall mounts cannot be located on the south and west facades.**
- 11. Provision that all pole lights will be no higher than 25 feet.**
- 12. Provision of a parking plan that meets zoning and to show 1 parking stall per 350 square feet of warehouse space, to be submitted at preliminary submittal.**
- 13. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.**
- 14. Utility connections to each lot to adhere to City standards and be approved by the City Engineer.**
- 15. Adherence to the City's Boulevard Tree Policy and local street section design, with the inclusion of boulevard trees on the sides of Creek Road and Chaska Creek Boulevard to be addressed at preliminary submittal.**
- 16. Provision of sidewalks on both sides of all local streets.**
- 17. Provision of a 10 foot City trail on the west side of Chaska Creek Boulevard.**
- 18. Provision of a 60 feet Right of Way width for all local streets.**
- 19. Provision of a truck turning exhibit to be submitted at preliminary submittal.**
- 20. Provision of adequate berming and screening to be achieved on the west and southwest edges of the site, and to be addressed at preliminary submittal.**
- 21. Provision of a cross section exhibit showing the screening methods between the parking and loading dock area to the adjacent Wetzel Lane residents, and to be submitted at preliminary submittal.**



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: December 8, 2021
Subject: Chaska Creek Center Phase 3 Industrial Building Concept Plan

The proposed development is located south of the Chaska Creek Center Corporate Industrial Center at the southwest quadrant of US Highway 212 and County Road 110 (Creek Road). Improvements that are being constructed now with the Corporate Campus include City utilities and street improvements along Chaska Creek Boulevard that will accommodate development of the site.

The City's master plan includes trunk utilities and preservation of right of way for a future collector road through the property. The extension of collector road is not warranted at this time; however, the Developer and Property Owner have been working closely with the City for planning and acquisition of the right of way that will preserve the ability to construct in the future should it be necessary. For the preliminary planning process, it will be important the site plans accommodate future infrastructure improvements that are planned in the area both to Creek Road and a future collector road.

Project Narrative

Creek Road, Chaska, Minnesota

As requested by the City of Chaska's Concept Site Plan Review Requirements, please find the below narrative associated with a proposed development project located at Creek Road and new Chaska Creek Boulevard. This narrative accompanies the enclosed site plans, images and elevations to further describe the well thought out characteristics of this project.

Invested in the Community

Oppidan, as a business, who is investing in the City with the development of two other buildings supports and embraces the City's mission to enhance and maintain the high quality of life of its "shareholders", the citizens of Chaska. Oppidan feels this building will allow for the opportunity for new businesses to attract new talent to the City.

Surroundings

The City of Chaska is dynamic in that its buildings offer diverse architectural style as evidenced by the variety of rooflines, building sizes, number of stories and building materials. There is a mix of office and industrial uses in this neighborhood. The offices bring one and two stories in brick and glass with smaller details for each entry. The industrial brings a broad stroke of material of concrete with different colors and textures.

The Proposed Development Location

The proposed development is located at the southwest quadrant of US Highway 212 and County Road 110 (Creek Road). Current improvements to Creek Road and Chaska Creek Boulevard (by others) include a roundabout at the northeast corner of the site which, with a further southerly extension of the Boulevard or a driveway from the roundabout will provide truck access to the site. Planning of the site was done in such a way to provide high visibility while offering an efficient flow of cars and trucks on the site. Trucks will come in the east side entry and travel around the building to the loading/unloading area and out on the east side of the site to avoid the needs for turning radius space and to best make use of the site size. Cars will access the site from Creek Road on the north end of the site. The site will be designed in accordance with the City of Chaska development requirements as well as meet the Carver County Watershed Management Organization and the MPCA's requirements for stormwater management.

Site Influences

The proposed building and parking areas are aligned to be parallel/perpendicular to Creek Road. Additionally, there is a local street (Wetzel Ln) to the west of the development and a proposed extension of Chaska Creek Blvd on the east, both influencing the width of the property, building, and parking areas. Perspectives from both intersections were provided to get a feel for how the development will fit into the area.

Building Image

Preliminary building design concepts offer a fresh, progressive building exterior. The building concept coordinates with two other building within the development area. The precast panels are a base with neutral stone aggregate and the entries for the tenants provide a pop color and more textures. The entry design and materials allows for more of a human scale for staff and guests.

Site Grading

Grading of the site will be done in a manner that minimizes the disturbance on site. The finished floor elevation of the building will be placed near or above the existing grade of Creek Road. Parking for cars will be designed to provide ADA access to the front entrance of the building. The proposed loading docks at the south of the building will be approximately 4 feet below the finished floor elevation, which will allow drainage to the south of the

building and to the proposed stormwater pond. If ponding can be achieved through use of a regional pond, the site will be more likely to achieve earwork balance, as existing grades rise to the south, which is contrary to the design requirement of lowering grade for docks and ponding.

Goals

The goals associated with this new facility are many: to provide a progressive, new building that brings both commerce and job opportunities to the residents of Chaska; to offer a site that has been thoughtfully designed to enhance the surrounding buildings; to provide a unique building design that creates interest and visibility from Chaska Road and to design the building on the site in order to maintain as much existing greenspace as possible while offering an efficient flow of people, products and vehicles. We firmly believe that this new building meets the overall mission and goals of the City of Chaska and that it will support well-planned, orderly growth while maintaining the high quality, uniqueness the community is known for, and its residents expect.

Materials:

Building Façade: Metal panels, Glass, Precast Concrete Panel

Roof: EPDM

Roof Structure: Metal joists and beams

Floor Structure: Concrete Slab

Windows/Doors: Aluminum framed window and main doors.

General Information:

Building Height: 35'-40'

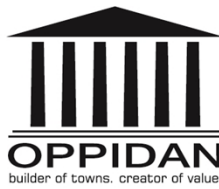
Building Sq. Ft.: Approx. 177,500 SF

Building Code Information:

Building Type: Type II-B

Group Occupancy: B, F-1, S-1

Occupancy Load: TBD



November 29, 2021

City of Chaska
Attn: Liz Hanson, Planning Department
One City Hall Plaza
Chaska, MN 55318

RE: Oppidan Industrial Club West – Neighborhood Meeting Update

Dear Liz:

Oppidan recently held a neighborhood meeting for our proposed project last Monday night at the Chaska Community Center from 6-7 PM.

The meeting was attended by:

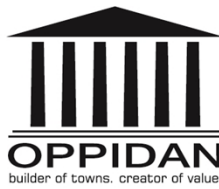
11315 Wetzell Lane (Robert and Tamera Panning)
4825 Creek Road (John Glock)
PID 300061600 (Tim Raser)

Presenters:
Oppidan – Jay Moore
Sambatek – Brady Busselman

Oppidan and Sambatek reviewed the packet with the neighbors and tried to answer any questions that arose.

Questions:

1. How high is the building? *We answered 38 feet tall at the highest point per the architectural drawings provided. This allows for a 28 foot clear height inside the building. This is consistent with the buildings approved for Lot 1, Block 1 and Lot 1 Block 2 in the Oppidan/Chaska Creek Project.*
2. What are you doing for lighting? Will the light spill towards our homes? *We answered the light poles are meant to cast downward and not direct light into the neighboring properties. The City code will dictate how much lighting will be needed. It is not our intention to have light spill, but it is important for employees to be able to feel safe in the dark in the parking lot. Lighting is needed per code.*
3. Will you screen the perimeter with trees/plantings and a berm? How high will the berm be? *We answered yes. The goal is to screen the rear property line as best as we can. We are going to add a berm with trees and plantings as high as the grades will allow. We told them the berm will be able to be higher if we are allowed to drain into the City regional pond allowing more area for the berm if ponding on site could be eliminated. We told them this is an ongoing discussion between the City Engineer and Oppidan.*



4. What are the City's plans for Creek Road and the sewer line? Will Creek Road be newly built all the way to downtown? *We answered, we don't know all of these answers. This is ongoing at the City level and they would have to get these answers from the City/Engineering.*
5. What is going on south of your proposed lot line towards the wooded area and creek? *We answered that we believe this land will not be touched. The club West Land will be left alone until developed in the future, but we do not believe this land will be touched anytime in the near future.*
6. What are the hours of operation? *We answered, we don't know all of these answers, but the use will be set up like the Chaska Creek project. We expect the users to be office/warehouse with standard hours of operation. In addition, we believe there is an ordinance against excessive noise within the City of Chaska.*
7. When is the project schedule to start? *We answered, we currently have an application into the City. The process will take 60-90 days to hold public hearings with the PC and City Council. If the project is successful at the City Entitlement level, we expect to start the project in the summer of 2022.*

Sincerely,

Jay Moore

Jay Moore
SVP Development

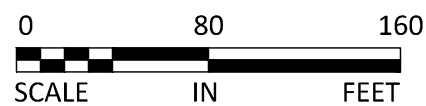
Cc: Brady Busselman, Sambatek
Dave Scott, Oppidan

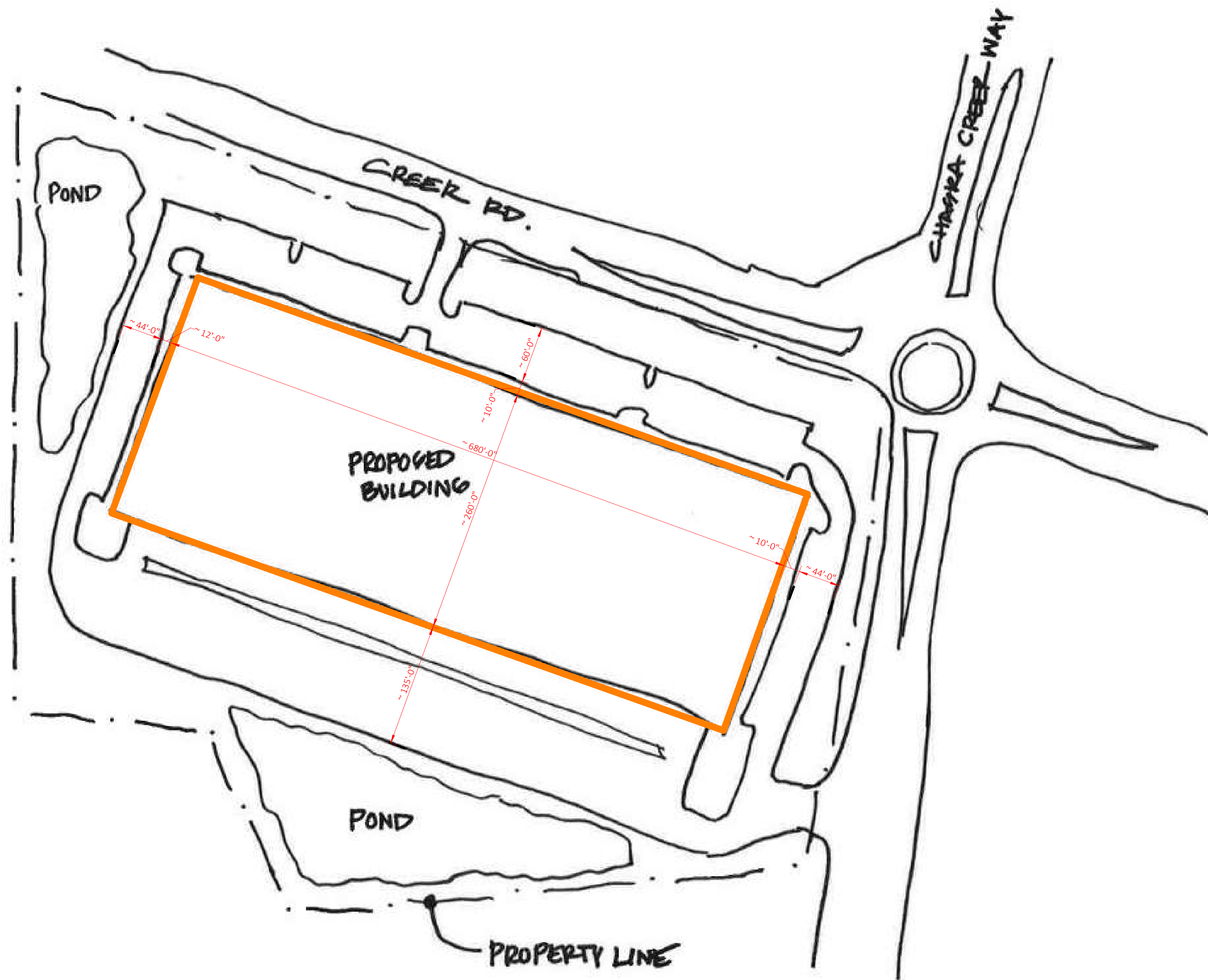


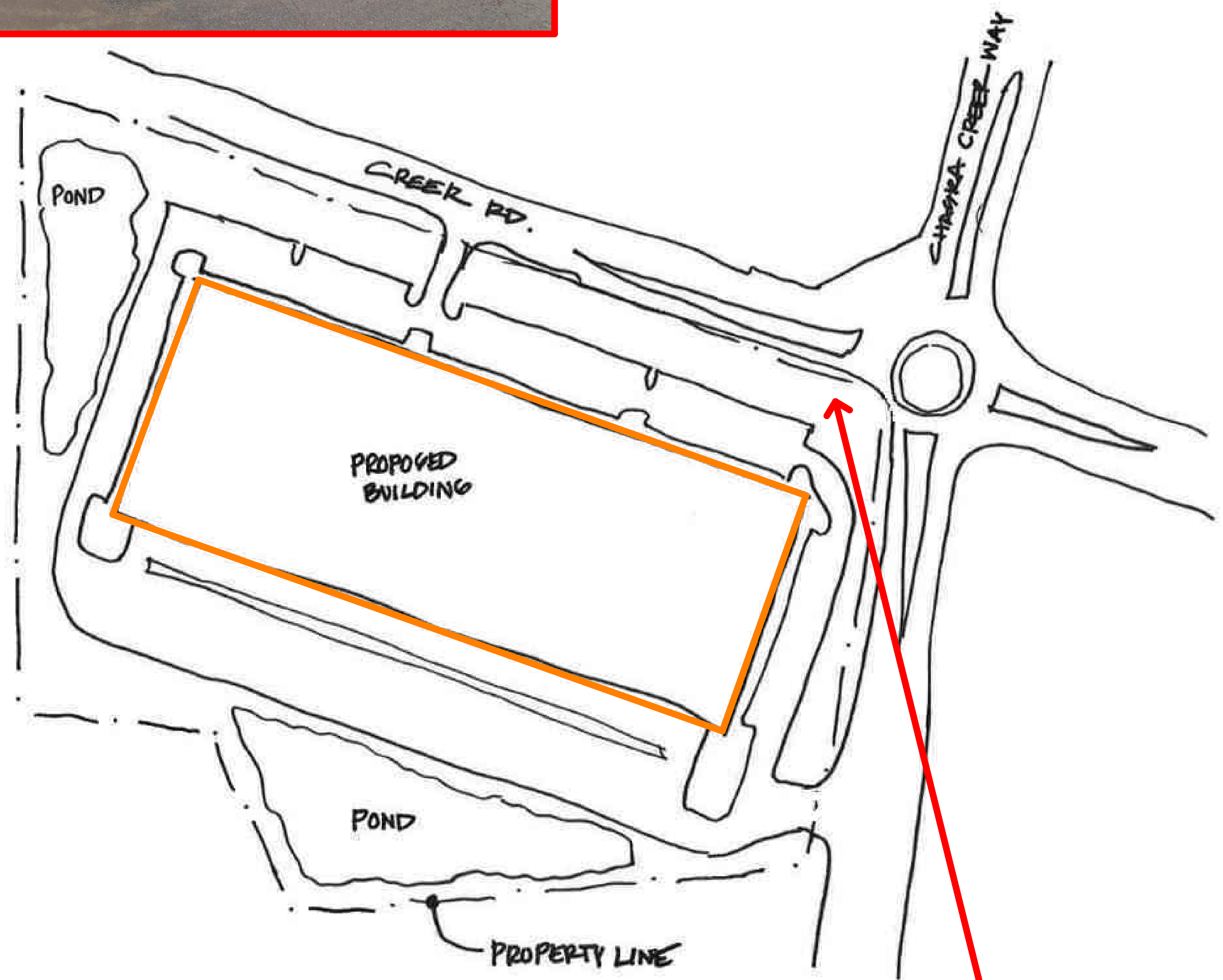
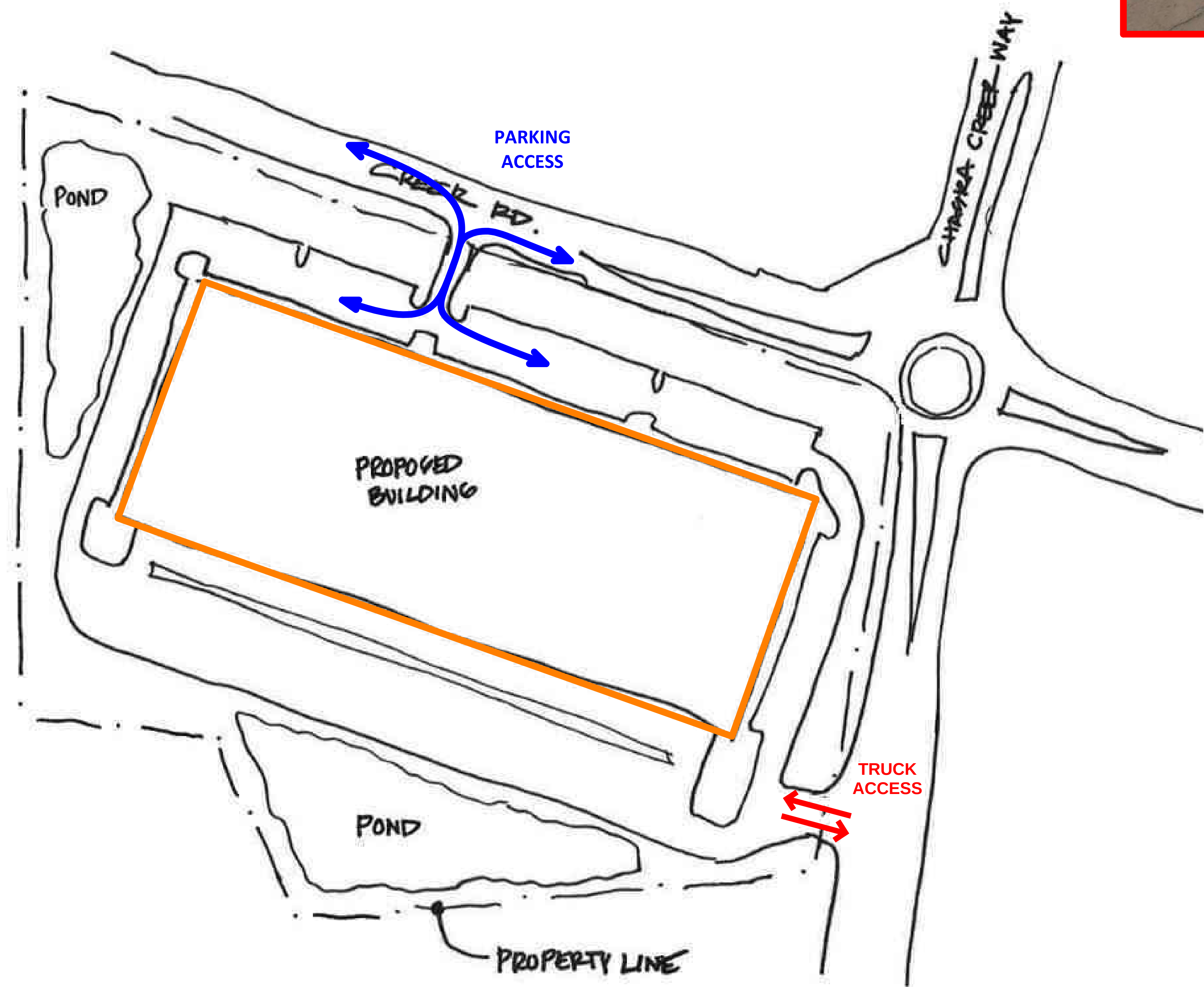
CHASKA III (EXISTING CONDITIONS PLAN) CONCEPT PLAN - CHASKA, MN



11.01.2021

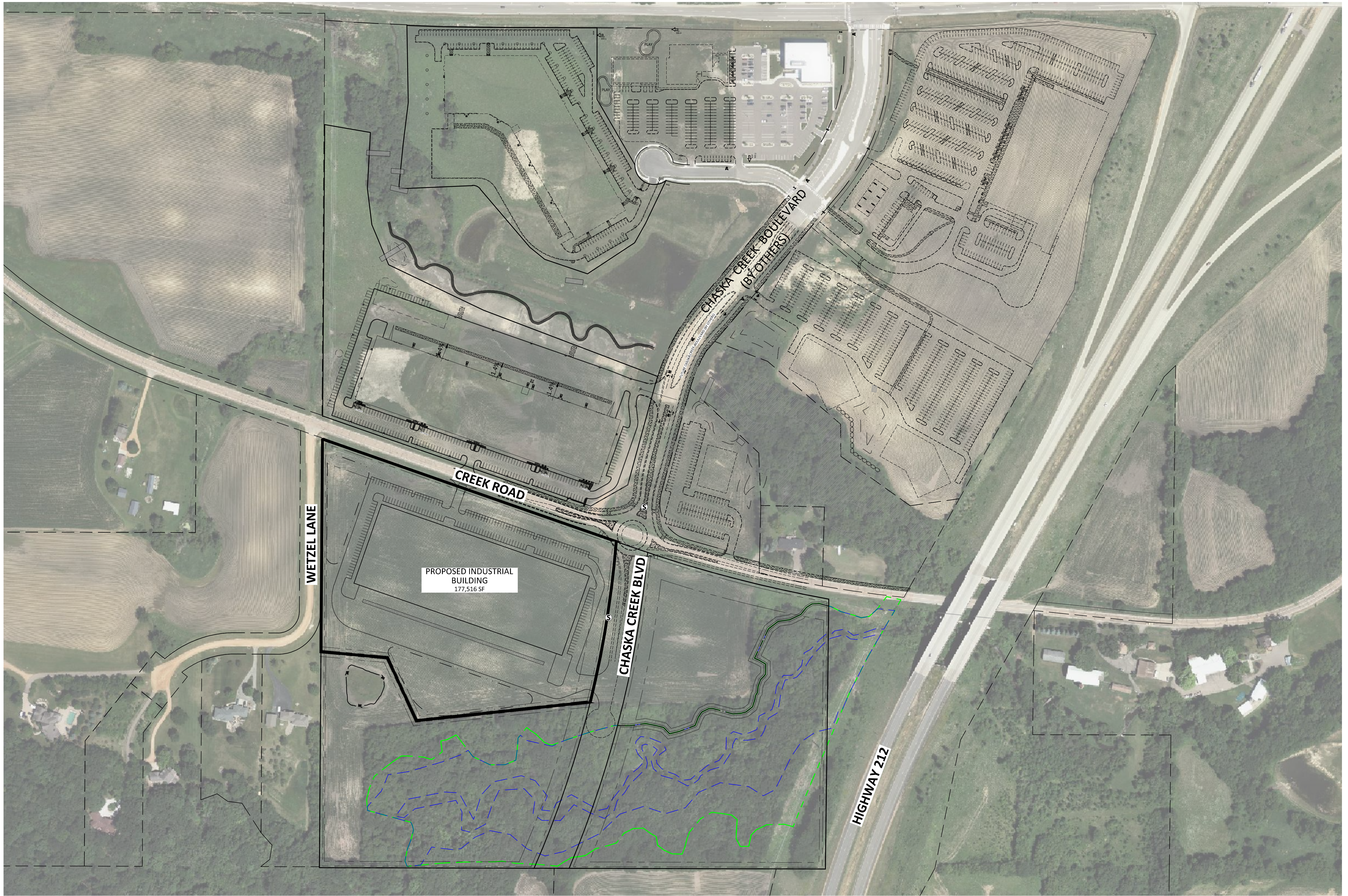






TRAFFIC FLOW

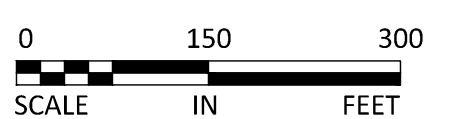
ADJACENCY BUILDING AND CONNECTION VIEWS

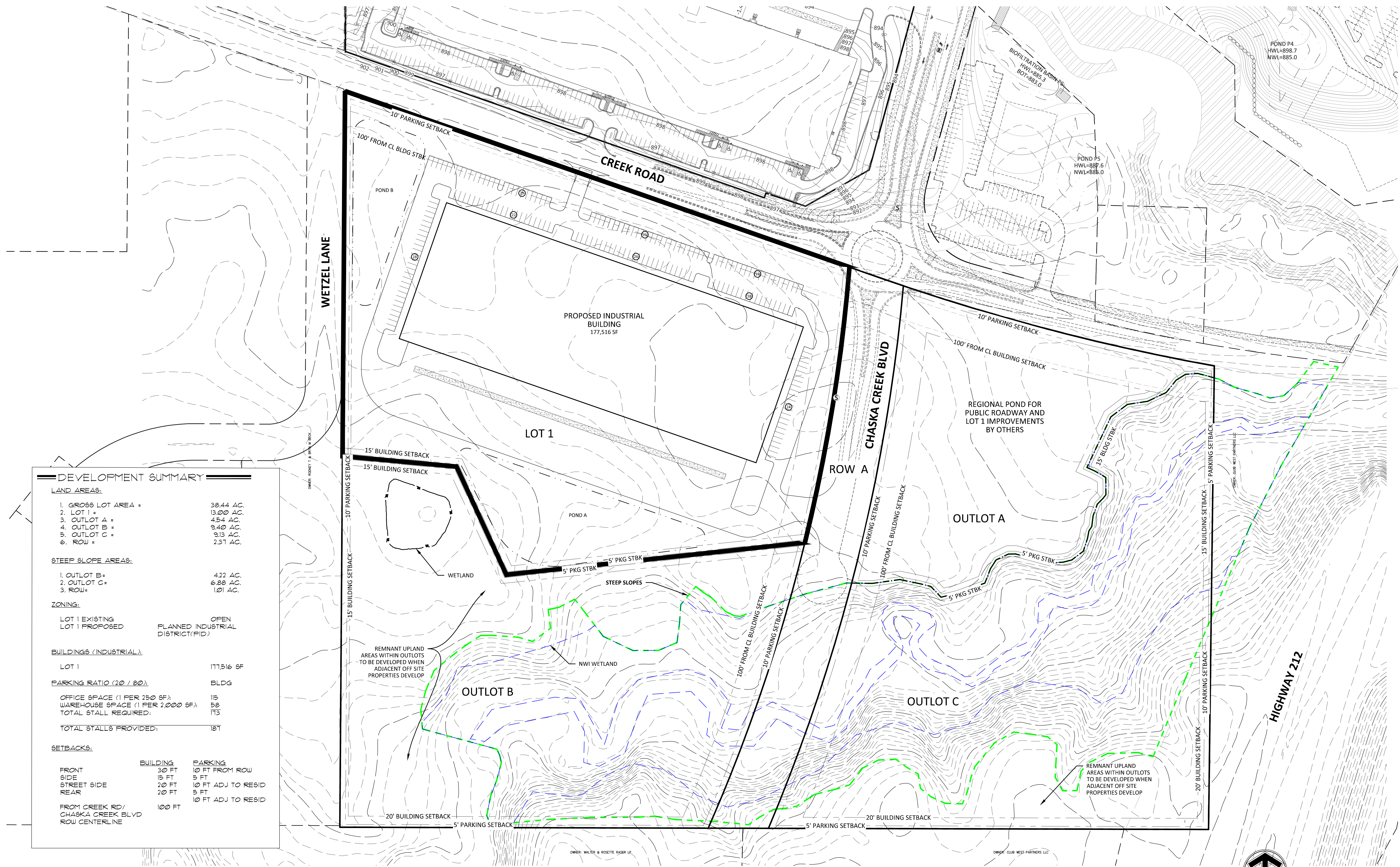


CHASKA III (LOT 1) CONCEPT PLAN - CHASKA, MN



11/01/2021





DEVELOPMENT SUMMARY

LAND AREAS:

1. GROSS LOT AREA =

38.44 AC.

2. LOT 1 =

13.00 AC.

3. OUTLOT A =

4.54 AC.

4. OUTLOT B =

9.40 AC.

5. OUTLOT C =

9.13 AC.

6. ROW =

2.37 AC.

STEEP SLOPE AREAS:

1. OUTLOT B =

4.22 AC.

2. OUTLOT C =

6.88 AC.

3. ROW =

1.01 AC.

ZONING:

LOT 1 EXISTING

LOT 1 PROPOSED

OPEN PLANNED INDUSTRIAL DISTRICT (PID)

BUILDINGS (INDUSTRIAL):

LOT 1

177,516 SF

PARKING RATIO (20 / 80):

BLDG

OFFICE SPACE (1 PER 250 SF):

115

WAREHOUSE SPACE (1 PER 2,000 SF):

58

TOTAL STALL REQUIRED:

173

TOTAL STALLS PROVIDED:

187

SETBACKS:

FRONT

30 FT

SIDE

15 FT

STREET SIDE

20 FT

REAR

20 FT

FROM CREEK RD/
CHASKA CREEK BLVD
ROW CENTERLINE

100 FT

BUILDING

10 FT FROM ROW

PARKING

5 FT

ADJ TO RESID

10 FT

ADJ TO RESID

5 FT

ADJ TO RESID

10 FT

CHASKA III (LOT 1) CONCEPT PLAN - CHASKA, MN

OPPIDAN

7.D. Recommend Approval of the Concept...

Nov 01, 2021 - 6:04pm - User: Weyenberg L:\PROJECTS\50241\CAD\Conceptual\Club West Concept 2.dwg

Packet Page 123 of...

0 80 160

SCALE IN FEET

↑

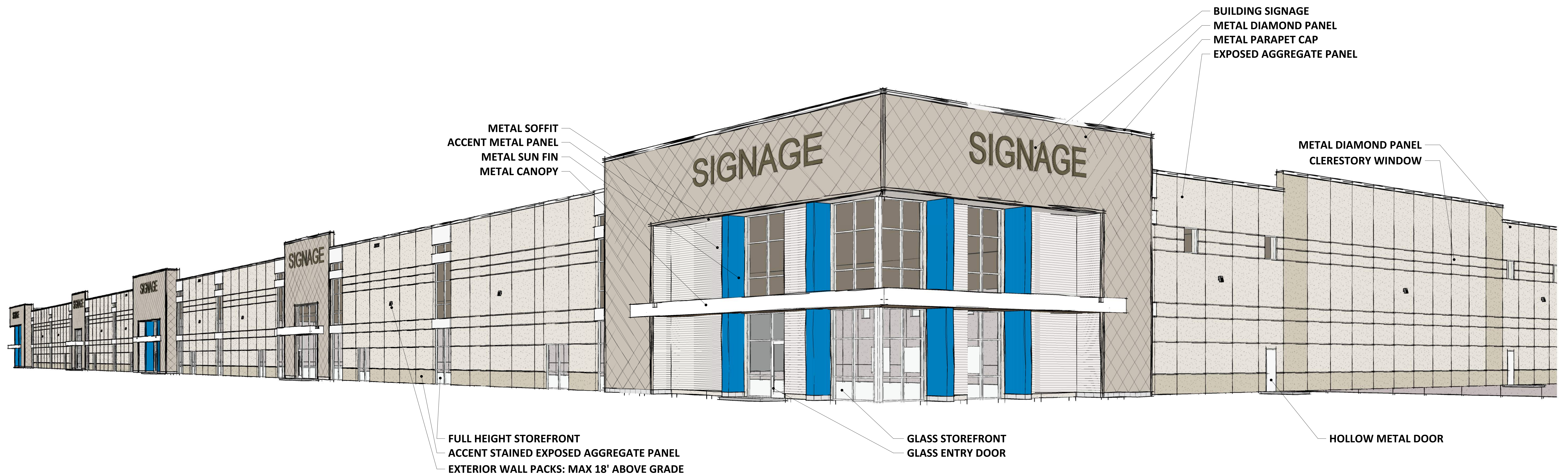
NORTH

11/01/2021

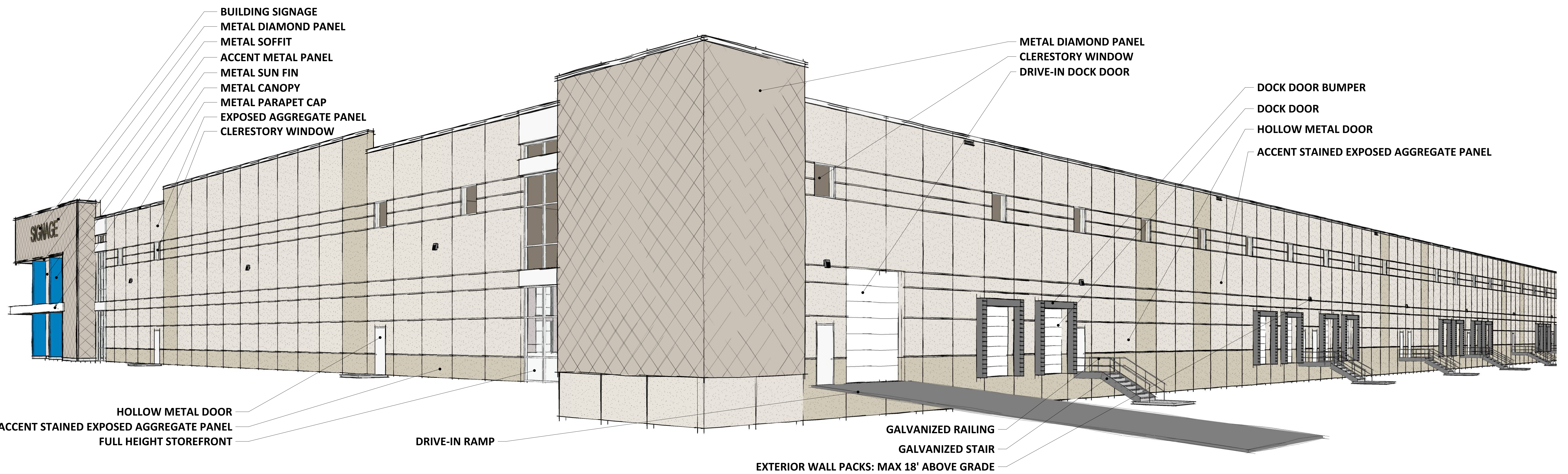
Sambatek

www.sambatek.com

Page 18 of 21



1
P002



2
P002

**WARM WHITE RIBBED ACCENT
METAL PANEL**

BLUE METAL SUN FIN

**WARM OFF-WHITE EXPOSED
AGGREGATE PANEL**

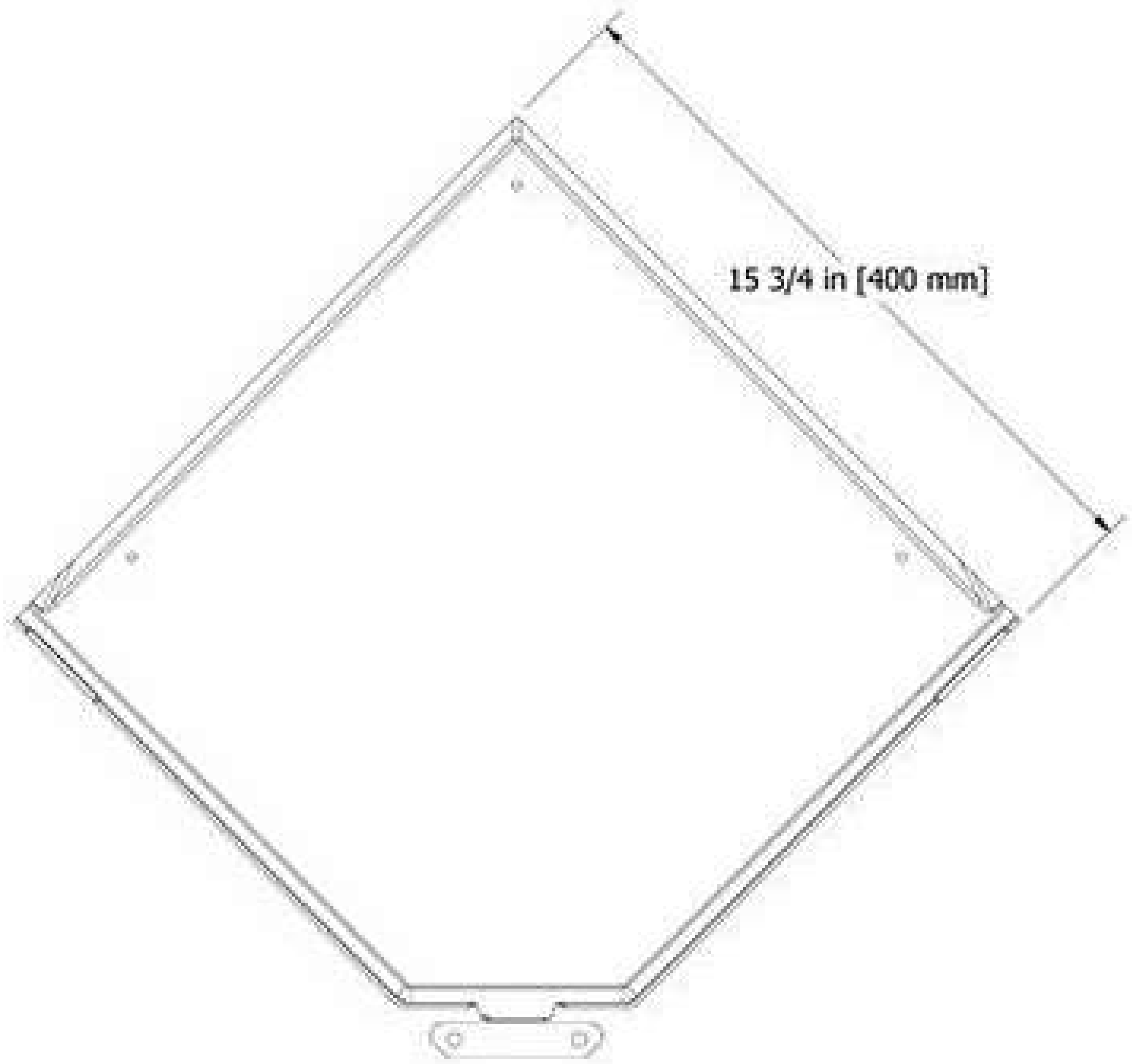
**CLEAR ANODIZED
MULLION**

**WARM WHITE
SOFFIT AND
PARAPET CAP**

**WARM LIGHT GREY
METAL DIAMOND PANEL**

**WARM WHITE
METAL CANOPY**

**WARM GREY
DOOR PAINT**



**WARM LIGHT GREY
DIAMOND METAL
PANEL**



REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
12/08/21

Subject: **West Creek Apartments (fka Hickory Street Apartments) – Concept Plan**

Applicant: Community Asset Development Group

Location: 401 Hickory Street; south of Chaska Boulevard, west of Hickory Street

Case No.: PC No. 2021-11

Synopsis: The applicant is requesting approval of a concept plan to construct an apartment that supports young adults transitioning out of homelessness.

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

At its May 15, 2017 City Council meeting, the applicant made their first introduction of a Homeless Transition Housing project at 401 Hickory Street to the Council under visitor presentation. At this time the applicant informed the Council on a proposal for supportive housing that would be targeted towards homeless individuals looking to find long term housing. The project was to provide a temporary place to live and counseling services to help them avoid homelessness. 28 dwelling units comprised of studios, one bedroom and two bedrooms were proposed on the Hickory Street site and approximately 1 acre of City-owned land. At this time, the applicant was seeking support from the City for the project to apply for State Funding. A letter of support from the City was necessary in their application. The Council directed Staff to draft a letter of support to be reviewed at the June 5, 2017 City Council meeting.

At its June 5, 2017 City Council meeting, the letter of support from staff was reviewed as a discussion item. There were a number of representatives there from organizations such as 180 Degrees, Launch Ministry, Carver County, and some residents that expressed support in the project. There were also a number of residents that expressed concern for the project. Concerns ranging from amount of time homeless residents are allowed to stay in the facility, proximity of project to residential neighborhoods, lack of affordable housing options, density, traffic, impacts on property values, and safety. The Council Members expressed support for the project's objective of helping the homeless, however, they were not in a position of supporting the project's site until it goes through the necessary planning approvals and more information is received. The letter of support drafted by the Mayor also reinforced this perspective. Only two Council Members voted aye, three voted nay against the consideration of providing a letter of support for the project. Motion failed.

At its May 20, 2019 City Council meeting, the original Concept Plan was approved for Hickory Street Apartments, which included two separate apartments buildings; one three-story apartment

for 26 market-rate units, and one two-story for 16 units supporting homeless individuals. The Plan was also showed approximately 1-acre of City land to be sold to the developer for the project area. Also at this meeting the Council approved a letter of support to the State of Minnesota that supported the supportive housing project.

At its August 17, 2020 City Council meeting the 2040 Comprehensive Plan was adopted. The Comprehensive Plan changed this site to be Downtown Mixed Use, which also included approximately 1-acre of the adjacent City owned land that is anticipated to be acquired into the project area.

CHANGES SINCE MAY 2019 APPROVALS:

The proposed plan this evening has been scaled down since the 2019 approvals. The following changes have occurred since then:

- The 26-unit market-rate apartment has been eliminated
- The 16-unit supportive housing apartment is now a 19-unit supportive housing apartment, and will be oriented towards Hickory Street
- The front desk for the 19-unit apartment will have a staff person on-site 24/7; one of the apartment units will be allocated to a 'live-in' staff person that will be responsible for monitoring the building during overnight hours

Most of these changes are based on poor soils that have been evaluated, meeting Stormwater requirements, meeting Corps of Engineers requirements, and meeting the 125 foot centerline setback.

The change to eliminate the market-rate apartment was significant enough for the City Council to request that this item come back for Concept Plan approvals again.

Homeless Transitional Housing

In January 2018, 94 persons were on the Carver County Homeless Waiting List with families accounting for 26% and individuals the remaining 74%. These surveys only count people that are known to housing case workers and who give permission for their information to be included so the numbers could be much higher. There are currently no emergency housing options for single adults or families in either Carver or Scott County, with the closest options being referrals to shelters in Minneapolis. Of particular concern, and the focus of the effort, is homelessness in the young adult population. In January 2019, 63 youth between the ages of 18-29 were on Carver County's "certified homeless list". 44 were single with an even split between males and females. Of the total individuals 60% originally resided in Carver County and the remainder were from Scott County.

In late 2015, a group of community partners gathered together to discuss strategies to meet these needs. These partners include members of nonprofit organizations, pastors and leaders of faith communities, local government, and concerned citizens. Throughout the last year, our emphasis has been developing a strategy to take the next step in addressing young adult homelessness by construction a new facility.

In partnership with Launch Ministries, the Community Asset Foundation is proposing to construct a 16 unit apartment building in Chaska targeted to single young adults. Founded in 2009, the

mission of The Community Asset Foundation is to develop, construct, and renovate community assets in partnership with community operating entities. The Foundation operates as a nonprofit and is managed by a 5 member board of directors. The Foundation is committed to working closely with local community groups and the city to develop quality projects that meet the local community's identified needs. Currently, the Foundation has assets in excess of \$14 million and will be the prime financial backer of the 16-unit building

Although not fully finalized, resident selection would be based on the following criteria:

- Young adults 18 to 29 years of age
- Currently homeless and recommended by Launch Ministries
- Employed
- Previous resident or employed in Carver County, or attended school in the County
- Must continue to participate in Launch case management and other required programs
- Must maintain employment

CURRENT REQUEST

The request this evening is for Concept Plan approval for the construction of an apartment building totaling 19 units and 2 stories high.

The proposed building will be owned by the Community Asset Foundation, a local nonprofit. The Foundation has now received the full funding necessary to construct the building. The units will be rented to young adults coming out of a homeless situation. The building will be professionally managed by the Scott Carver CAP Agency who manages similar buildings in Scott County. Site counseling services will be provided by Launch Ministries of Chaska. Launch is currently the case manager for 34 young adults housed in scattered sites across the county. In addition, Launch operates a drop-in center in downtown Chaska serving this population. As a condition of the lease each resident will be required to participate in the counseling serve and follow Launch's counseling recommendations. On operational change from the original plan is that the front desk will now be staff on a 24 /7 basis. Additional, one of the units will be available for a "live in" staff person that would be responsible to monitoring the building during overnight hours. The Foundation has in place a 20-year funding plan that assures the site staffing and building operations can be sustained.

Project Goals as identified by Developer

The applicant has listed out the following goals regarding the project:

- Adhere to the guidelines of Chaska Comprehensive Plan and Downtown Master Plan
- Provide an apartment that meets an affordable level for single young adults coming out of homelessness
- Enhance Hickory Street as entrance to downtown
- Utilize architecture consistent with historic Chaska
- Enhance the pedestrian connections to downtown and the existing community trail system
- Preserve the woods along Chaska Blvd & west of the site
- Improve Chaska's perception as a "quality small town" for all

Existing Conditions

The overall site is 2.5 acres in size (including one acre area from the City-owned property to the northwest) and consists of a single family home and detached garage. The site abuts the

City's flood channel which is situated on the site's south edge. The northern portion of the property is wooded and acts as a buffer between the site and Chaska Boulevard. The topography of the site slopes down from Chaska Boulevard. The west side of the site is also wooded. There are two large storm sewer pipes that encumber the property.

Adjacent properties

The site is bounded on the south by the Flood Channel; the north by City-owned property and Chaska Boulevard; the east by Hickory Street and the ISD #112 Bus Barn site; and the west by the Flood Channel and open space.

Easements & Proximity to Flood Channel

The property is encumbered by two large storm sewers; one is 54 inches in diameter and the other is 60 inches in diameter. These storm sewers accommodate drainage from a large portion of Southwest Chaska and convey it into the flood channel. The 54 inch storm sewer pipe is on the site and generally runs adjacent to the Hickory Street right-of-way. The 60 inch storm sewer pipe bifurcates the site generally from the northeast to the southwest. Based on the plan it would appear that these pipes are not impacted.

Chaska's Flood Control system (i.e., Levee, Flood Channel, and adjacent appurtenances) is controlled by the Army Corps of Engineers. The developer and the City have engaged them to review the newest plan. They have concluded that the new plan does not appear to impact the flood system and its easements. As long as the plan is not infringing on the area 15 feet from the walls then a Section 408 review is not required. The 15 foot area must be void of substantial earthwork (i.e. buildings, impervious surface, grading, filling, etc).

The city property, which is being proposed to be utilized/acquired in this project, contains two overhead electric distribution facilities for the Chaska Electric Department. It appears that the project does not impact these facilities.

Comprehensive Plan & Zoning

The current 2040 Comprehensive Plan guides this site to be Downtown Mixed Use. The City-Owned property to the northwest is also guided to be Downtown Mixed Use.

The current zoning on the property is Medium Density Residential (R-2). The site will more than likely be rezoned to a Planned Residential Development District.

Building Location/Design

The 19 unit transitional housing building will be 2 stories with single-occupancy units targeted towards 18-29 year old transitioning out of homelessness. The intended look is to be more 'residential' with roof lines and window/siding treatments that are more similar to detached single family homes. Amenities will include lobby/gathering space, office, common laundry, and an outdoor picnic barbeque space. The proposed building will be owned by the Community Asset Foundation, a local non-profit. Rents will be below market with rents set at a level affordable by a single person earning \$15 per hour. The partner in the project will be Launch Ministries, which currently is the case manager for 16 young adults housing in scattered sites across the County.

Analysis

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

"Multi-family buildings shall use at least three (3) Class I materials and shall be composed of at least eighty (80) percent Class I materials, and no more than five (5) percent Class III materials."

Building Materials	
Class I	Glass, face brick modular, LP siding (shakes and board & batten) (100%)
Class II	Not provided
Class III	Not provided
CLASS I REQUIRED	80%; three different materials
CLASS III REQUIRED	Shall not exceed 5%
CLASS I PROVIDED	97%; three different materials
CLASS III PROVIDED	None

Another item of note, is showing a design that is compatible with downtown Chaska, and more importantly providing a positive downtown image as a gateway site. The applicant is showing to use a Chaska color face brick on the building. This application will tie in harmoniously with the other buildings within Chaska and downtown.

Parking/Access/Circulation

The site is proposing 22 parking spaces. 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.
Multi-Family	19 Units	2ps/dwelling unit	38 parking spaces
		REQUIRED	38 parking spaces
		PROVIDED	22 parking spaces

According to this table the applicant is deficient by 16 parking spaces. The apartment building is providing 22 surface parking stalls for its 19-unit facility. These units will all be single-occupancy units and thus only need one vehicle per unit. There will be language in the leasing contracts that limit one vehicle per unit as well. The residents will also not all have vehicles according to the applicant. There will only be one staff member on site at any given time. Staff is amenable to the parking provision since the future zoning of the site (when rezoned) will reflect a permitted use and parking that matches what is being proposed now. If the building were to change uses in the future it would have to go through the proper zoning and site planning processes.

Access into the site will come from an access point at the southern portion of the property. This access point will be generally in line with the Bus Barn's access point, which staff is favorable of.

Transit

Staff had questions on how the occupants of the transitional homeless building travel in the original concept plan. It would seem that some, or most, might not have access to personal vehicles and thus require a form of public transportation to travel around. Because of this, transit has been an important topic of discussion. The site does not afford itself to be located near public transportation opportunities/bus stops so it will be important to understand what the transportation options will be available to the occupants and whether the site being looked at is conducive to this initiative. The applicant has engaged Southwest Transit on services that could be offered to the new apartment building. Prime Micro Transit is an option that could be adequately utilized, which operates Monday-Saturday. This service can transport users from the core SW cities to Shakopee, Eden Prairie and the Minneapolis/St Paul airport. There are other services offered noted in the SW Transit attachment that would be of use to the residents of this new apartment building.

Setbacks

The required setbacks for the site are as follows:

BUILDING SETBACKS	
Direction	Setback
Chaska Boulevard	125 feet from centerline
From Hickory Street	20 feet
From Flood Channel Walls	15 feet
Interior Property Lines	10 feet

PARKING SETBACKS	
Direction	Setback
From Flood Channel Walls	15 feet
Property Lines	5 feet

Landscaping & Tree Preservation

Landscaping will have to meet the City's ordinance in terms of quantity and size. The table below indicates the landscaping requirements for this site and how the applicant meets or does not meet them:

LANDSCAPING		
	Required	Proposed
Overstory Trees	42.5 caliper inches (14 trees)	70 caliper inches (27 trees)

Understory Trees	4	5
Shrubs	23	157

A tree survey was conducted on site. 32 trees will be removed on site. A majority of these trees are elm and boxelder trees, and some maples which are located in the center of the site. They are proposing to preserve the tree edges on the west and south sides of the site. These areas mainly contain the larger caliber inch trees surveyed.

Usable Open Space

Multi-Family residential building sites are required to provide sufficient, usable open space, which is defined as defined as "a portion of a lot which provides the purpose for outdoor recreation, scenic amenity, and/or shared exterior space for people to gather and use". A minimum of 15% of the gross site area shall be shared open area. The applicant is showing an outdoor patio area on the northeast portion of the building (700 square feet). This area will provide a level of seating, tables, and landscaping. This area only accounts for 1% of the total usable open space requirement. The applicant is aware they are under the required threshold and has started to look at other areas to implement more usable open space, such as the area around the stormwater pond and in front (north) of the building. In order for areas to qualify as 'usable' they must include provisions that can be used such as trails, seating areas, grilling areas, etc. The applicant will have to show in their preliminary submittal how the site provides for adequate usable open space.

Pedestrian Connections

Currently there exists a public trail on the east side of Hickory Street that connects up to the Chaska Boulevard intersection and continues along Big Woods Boulevard. There is also a sidewalk on the west side of Hickory Street that stubs at the end of the Flood Channel bridge. The applicant is proposing to continue this sidewalk to the intersection of Chaska Boulevard and Hickory Street. The applicant will also have to show how this sidewalk will provide adequate and safe connection across Hickory Street to connect into the trail system on the east side.

Lighting

The exterior lighting proposed for this plan will be fully screened and face downward. The applicant has provided a photometric plan and lighting specs that meet the City's ordinance.

Utilities

Water and sewer are available to serve this site. Details on the connections to the public utilities will need to be coordinated with the City Engineer.

Stormwater

The applicant is proposing stormwater ponding on the southwest portion of the site. The site will have to provide a system that will meet all Carver County WMO and City standards.

Platting

The site will need to be platted to show one lot including the City land adjacent. The applicant does not anticipate any outlots as the stormwater pond will be owned and maintained by the property owner. A preliminary plat will be applied for during the preliminary stage of this project.

Rezoning

The site will need to be rezoned from Medium Density Residential (R2) to a Planned Residential Development District.

Deadline for Agency Action

The City of Chaska received the complete application for this request on Tuesday, November 30, 2021. Pursuant to Minnesota State Statutes the City is to act on this request by **Saturday, January 29, 2022 (60 days)**, however the City can provide the petitioner with a written letter for an additional 60-day review period for further review if so needed. This additional review period can extend to Wednesday, March 30, 2022. The City may, with the petitioner's consent, extend the review period beyond the Wednesday, March 30, 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 Concept Plan for West Creek Apartments, subject to the following conditions:

- 1. Approvals shall be based on the following concept exhibits:**
 - a. Existing Conditions Hickory Addition, prepared by Sathre Bergquist, Inc., dated January 12, 2021
 - b. Tree Survey, prepared by Sathre Bergquist, Inc., dated April 23, 2021
 - c. Site Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
 - d. Utility Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
 - e. Grading Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
 - f. Basin Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021
 - g. Erosion Control and Topsoil, prepared by Sathre Bergquist, Inc., dated November 17, 2021
 - h. City Detail Plates (pgs 1-3), prepared by Sathre Bergquist, Inc., dated May 19, 2021
 - i. Tree Inventory Plan, prepared by 292 Design, dated November 2, 2021
 - j. Landscape Plan, prepared by 292 Design, dated November 2, 2021
 - k. Patio Enlargement, prepared by 292 Design, dated November 2, 2021
 - l. Landscape Details, prepared by 292 Design, dated November 2, 2021
 - m. Photometric Site Plan, prepared by 292 Design, dated November 12, 2021
- 2. Adherence to the City Engineers Memo dated December 8, 2021.**
- 3. Compliance with section 9.11 Building Design/Materials in Multi Family Residential.**
- 4. Provision that modular face brick is used.**
- 5. Provision to provide usable open space that meets zoning section 9.11.4.1.1A and to be submitted at preliminary.**
- 6. Provision of a sidewalk on the west side of Hickory Street and safe pedestrian connection between the east and west sides of Hickory Street at the Chaska Blvd and Hickory St intersection, and to be shown at preliminary.**
- 7. Parking on Hickory Street between Chaska Blvd and 4th Street will be prohibited.**
- 8. Coordination with the City Engineer for the provision of public utilities to the site.**

- 9. Provision of two fire hydrants on site to be in locations determined by the fire department, and to be shown on the preliminary plans.**
- 10. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).**
- 11. Provision of a storm water management plan meeting City and Carver County WMO standards.**



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: December 8th, 2021
Subject: West Creek Apartments – Concept Plan

The application for the site proposes redevelopment over the two and half acre parcel at the corner of Hickory Street and Chaska Boulevard with a new 19-unit apartment building complex along with site amenities. Major storm sewer piping extends through the property that connects with the Corp Levy channel and restricts the site for development. Easement areas for storm water will need to be further evaluated with the preliminary plans to identify areas where landscaping or planned improvement limits. The preliminary plans need to properly show areas that abut the levy restricted by the Corp of Engineers. The plan proposes to extend sidewalk along Hickory Street that will require coordination with Carver County to modify signals to add pedestrian crosswalk enhancements. From a storm water perspective, a grading a drainage plan is required plan for managing runoff that meets both the City and watershed requirements. The developer will need to work with staff on how utility service is proposed to connect into the City system.

COMMUNITY ASSET DEVELOPMENT GROUP

1110 Yellow Brick Road
Chaska, Mn 55318
612-703-5709

11/1/21

Kevin Ringwald, Community Development Director
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Dear Mr. Ringwald,

The Community Asset Foundation is submitting an application for rezoning to a planned residential district and site and building plans for a 19-unit apartment complex at the corner of Hickory and Chaska Blvd. In May of 2019 the City approved a concept plan for this development and we have used that plan for the basis of our submittal. In approving the concept, the City Council did so based on a number of conditions. In submitting this application, we have attempted to address each of the required conditions.

The goals for the project remain unchanged and are:

- ✓ *Adhere to the guidelines of Chaska Comprehensive Plan and Downtown Master Plan*
- ✓ *Provide an apartment that meets an affordable level for single young adults coming out of homelessness*
- ✓ *Enhance Hickory Street as entrance to downtown*
- ✓ *Utilize architecture consistent with historic Chaska*
- ✓ *Enhance the pedestrian connections to downtown and the existing community trail system*
- ✓ *Preserve the woods along Chaska Blvd & west of the site*
- ✓ *Improve Chaska's perception as a "quality small town" for all*

Currently, the site is a rental single-family home accessing onto Hickory Street. The site is served by sanitary sewer and water and has a major storm sewer running through the property with that pipe discharging into the West Creek Channel which is located on the south of the site. The location of the storm pipes and their accompanying easements have a significant impact on how the site can be redeveloped and where buildings can be located. The parcel has a fair amount of grade change with the site dropping 10 feet from the east to the west. Although now abandoned, at one time, the north portion of the site was a railroad corridor. In 1995 the City deeded the southern 50ft of the ROW to the previous owner of this parcel. To the east of the site is ISD 112's bus storage garage which is also slated for future redevelopment. Until the bus site is redeveloped, the bus storage, especially outdoor storage, will have a negative influence on the proposed site.

In conjunction with the Flood Control Project, Hickory St was reconstructed to a full urban section with curb and gutter. Recently, the City completed a major upgrading of the Hickory St/Chaska Blvd intersection adding turn lanes and a semaphore. Since it was assumed that this site would someday be converted to a higher use, the City determined that the site benefited from the intersection improvements and the property was assessed \$70,000 as a benefiting parcel. With the residential development occurring to the north off of County Rd 140, traffic at this intersection will change significantly. Hickory St. will become the access point for ultimately

2,000 to 2,500 new residential units into the historic downtown. Our proposed development will be a small portion of the increased traffic at the intersection.

A full traffic study was completed for this proposal and a copy of the study is included.

The property is well situated relative to the community's trail system. To the south of the flood channel is a paved bike/walking trail that travels along the flood levee and connects to the full City system. Sidewalks exist along both sides of Hickory with these leading into downtown adjacent to 4th Street. Currently, no side walk exists on this parcel, but that sidewalk will be added as part of our project. A community trail is located on the north side of Chaska Blvd connecting the site to Firemen's Park and a future trail is planned along City RD 140 connecting the site to the future new housing area.

The site is designated as "neighborhood mixed use" in the Chaska Comprehensive Plan and was identified as a priority redevelopment area in Chaska's Downtown Master Plan. The proposed redevelopment intends to follow the guidelines of this designation. Consistent with the Comprehensive Plan, a minimum of 50% of the site is planned for higher density residential with a gross density of 24 units per acre. A 125 ft setback from the center-line of Chaska Blvd is required and will be provided. The proposed density, setbacks and parking are consistent with other multifamily dwellings in the downtown area.

The original plan as proposed consisted of a 24-unit, 3 story market rate apartment building with underground parking and a smaller two story, 18 unit building to the rear. Since that concept was approved, the development team determined that the 24-unit building was not feasible since:

- The 125 ft set back could not be met
- The two-building plan required an elaborate storm water solution to meet the current City and County standards
- The site soils were worse than originally anticipated
- By planning for only one building, the potential concerns from the Corps of Engineers could be addressed

The 19-unit building will be 2 stories with 9 efficiency units on the main floor and 10 efficiency units on the second. Included in the building will be a lobby/gathering space, office and a common laundry. To the north is an area for an outdoor patio and picnic/barbecue space. Twenty surface parking spaces are planned which given the fact the the units are designed for single occupancy one parking space per unit is deemed to be adequate. We recognize that this is an exception to the standard requirement of two spaces per apartment unit, but since the units are all designed for single occupancy, 36 spaces would be excessive. The approved concept plan was based on one stall per unit for this building. The ownership will include language in the individual leases limiting tenants to a maximum of one vehicle per unit.

The architecture of building is intended to be more "residential" than commercial with roof lines and window/siding treatments that are similar to detached single family homes. In picking colors and brick/stone materials, the goal was to have materials that compliment historic downtown buildings. The plan, as submitted, meets the City architectural standards for multifamily buildings and will be an asset to downtown.

Having access to the downtown retail, social services, transit, grocery, employment and community gathering spaces is also one of the reasons this site was selected for the 19-unit building. A condition in the concept plan approval was that we provide an explanation on how transit services would be provided to serve these residents. Included in our submittal is a detailed description of the SW Transit Prime service which will be available to the residents.

In siting the building, a limiting factor is the location of the two storm water pipe easements running thru the site. Attached is an exhibit showing the location of the easements in relation to the building. No structures are proposed within the easements and no changes in the easements are requested. In reviewing the title work the westerly pipe was constructed with no easement provided. Once the location of this pipe is determined by the City, we will provide the City an easement.

To comply with the concerns of the Corps of Engineers, minimal grading is proposed within 30 ft of the channel and no tree planning is proposed in this area.

The recommendation of the traffic consultant to locate the driveway access to the east edge of the site aligned with the access to the bus garage has been followed.

Trail access to the site is one of its positives and accessibility to the trail system is envisioned to be an attraction for future residents, thus a strong connection will enhance the site. The proposed plan is to create a sidewalk from Chaska Blvd to the bridge with appropriated streetscape to make this a prominent element of the development. Also, an internal sidewalk is provided to permit resident's direct access to the community trail/sidewalk system.

The site is wooded on the north and the west and these areas will be preserved. The tree line along Chaska Blvd is planned to remain. The survey identified two small natural wetlands on the west end of the site. The plan envisions preserving these areas. Generally, the site surface drains to the southwest and consequently the plan will require a pond being developed for treatment and retention at the southwest corner of the parcel.

The proposed building will be owned by the Community Asset Foundation, a local nonprofit. The Foundation has now received the full funding necessary to construct the building. The units will be rented to young adults coming out of a homeless situation. The building will be professional managed by the Scott Carver CAP Agency who manages similar buildings in Scott County. Site counseling services will be provided by Launch Ministries of Chaska. Launch is currently the case manager for 34 young adults housed in scattered sites across the county. In addition, Launch operates a drop-in center in downtown Chaska serving this population. As a condition of the lease each resident will be required to participate in the counseling serve and follow Launch's counseling recommendations. On operational change from the original plan is that the front desk will now be staff on a 24 /7 basis. Additional, one of the units will be available for a "live in" staff person that would be responsible to monitoring the building during overnight hours. The Foundation has in place a 20-year funding plan that assures the site staffing and building operations can be sustained. That plan along with service agreements with Launch and the CAP Agency have been shared and review with City staff.

As part of our application package, we have included the following:

- Site survey
- Tree survey
- Site plan

- Grading Plan
- Utility plan
- Erosion control plan
- Landscape and site amenity plan
- Photometric plan
- Building elevations
- Floor plans
- Traffic study
- Wetland delineation
- Narrative on transit
- Stormwater calculations

If you need additional information, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "David Pokorney", written in a cursive style.

David Pokorney
Community Asset Development Group
davepokorney@gmail.com



Dave Pokorney <davepokorney@gmail.com>

West Creek Apartments

1 message

Len Simich <lsimich@swtransit.org>

Fri, Apr 23, 2021 at 5:08 PM

To: "davepokorney@gmail.com" <davepokorney@gmail.com>, Robert Roepke <rroepke@gmail.com>

Good afternoon Dave and Bob;

The purpose of this email is to outline the transportation options SouthWest Transit has to assist any individual needing transportation in our Communities.

The option that works best, and without sounding boastful one of the best transit options available in the entire region for transit dependent individuals, is our Prime micro transit service. Prime current operates Monday-Friday, from 5:30am-7:00pm. And starting June (2021), Saturday service will once again be introduced operating from 7:30-5:30pm.

Prime rides can be booked from our app, our web page, or by calling our customer service line. On the average, customers are picked up within 20 minutes of requesting a ride.

Prime service is not only available in our core cities (Chaska, Chanhassen and Eden Prairie), but you can also travel to/from the Cities of Carver, Victoria, Shakopee, and anywhere across the 494 corridor from Eden Prairie to the Minneapolis/St. Paul International Airport.

Prime also ties into the SouthWest Transit Commuter Express routes as well as the Mall of America. Transferring from Prime on to a SouthWest Transit Commuter bus or at the Mall of America allows passenger to make free transfer connection to virtually anywhere in the region.

For individuals using Prime for medical purposes we also provide a service called Prime MD. This service allows passengers to book their ride to a medical facility up to two weeks in advance of their appointment. We also travel beyond our normal city borders and serve medical facilities in Waconia, Shakopee, Edina, and off Highway 7 in Minnetonka.

Finally, SouthWest Transit provides discounted rides for individuals needing financial assistance. Our Transit Assistance Program or TAP provides discounted rides to individuals for \$2 per ride, versus the normal \$4 per ride. SouthWest Transit also has a \$2 discounted fare for everyone from 9am-12pm M-F, for individuals needing to shop for food and/or medical supplies.

Please let me know if there is any further information you may need. We look forward to working with and serving the West Creek Apartments.



Len Simich

**Chief Executive Officer and
General Manager**

Phone: 952.974.3101

Mobile: 952.486.1898

Email: lsimich@swtransit.org

Web: www.swtransit.org





Dave Pokorney <davepokorney@gmail.com>

RE: [Non-DoD Source] Re: Hickory Street Section 408

1 message

Wittine, Eric A CIV (USA) <Eric.A.Wittine@usace.army.mil>

Wed, Nov 17, 2021 at 9:32 AM

To: Dave Pokorney <davepokorney@gmail.com>, "Prosser, Michelle E CIV USARMY CEMVP (USA)" <Michelle.E.Prosser@usace.army.mil>

Hi Dave,

Thanks for your patience and sorry to keep you waiting.

We had a meeting to discuss this yesterday. We were trying to align the easement drawings with the current site conditions and it was a difficult task. As long as the new plan is not infringing on the area 15 feet from the walls then no 408 is required. By infringement we are stating that no substantial earth work should take place to place additional material within that 15 foot zone (and likewise, no substantial removal of material should take place either). If you clear some trees/shrubs from that area but generally maintain the current grade we see no reason for you to have to wait through a 408 process. We also acknowledge that all of the new infrastructure and buildings are outside the easement and won't impact the federally authorized project.

If you have any additional questions or concerns, please feel free to reach out to us.

Eric

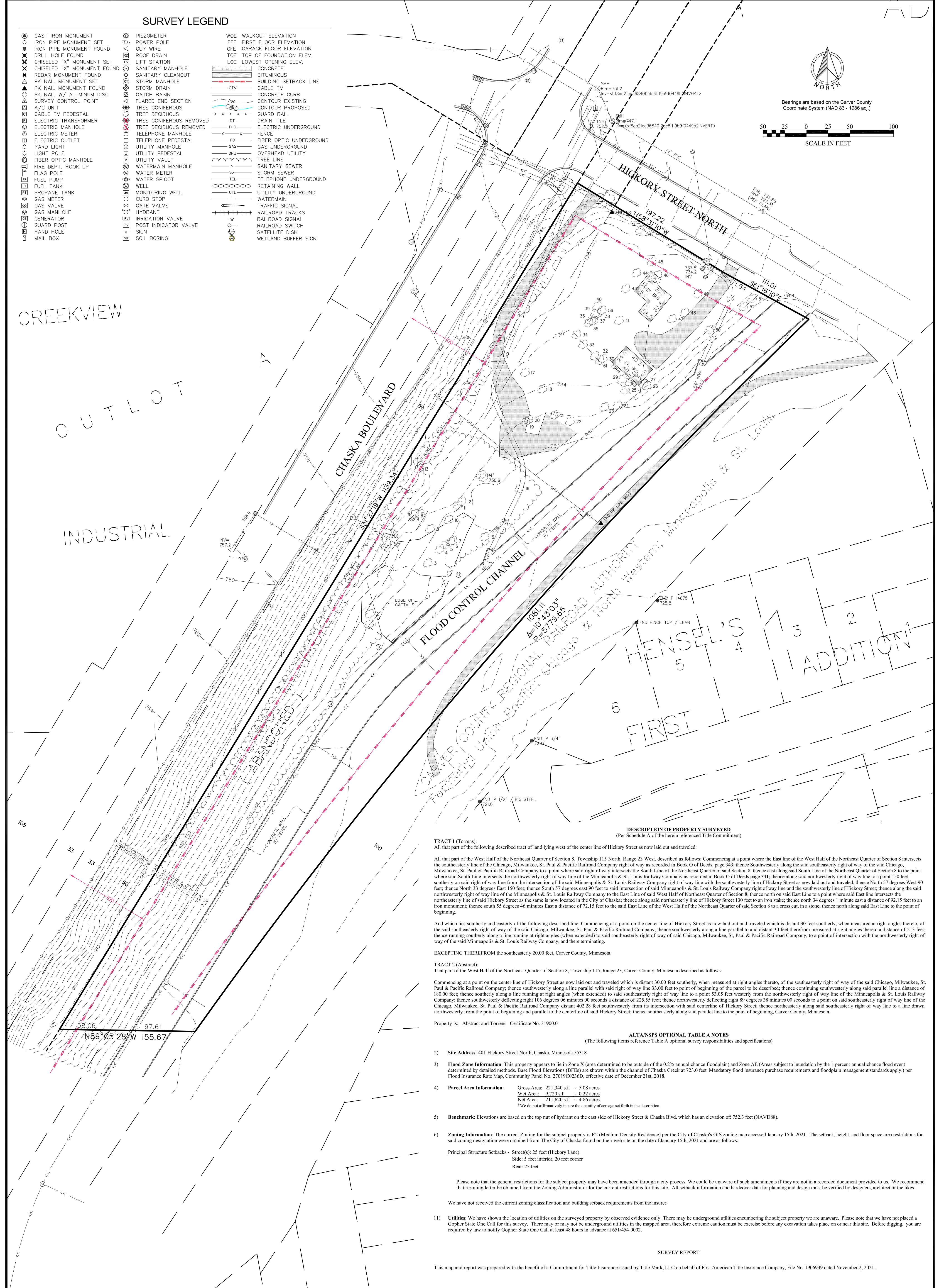
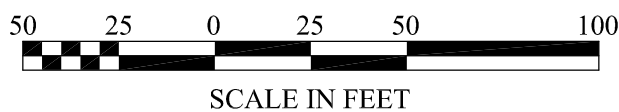


SURVEY LEGEND

● CAST IRON MONUMENT	⊙ PIEZOMETER	WOE WALKOUT ELEVATION
○ IRON PIPE MONUMENT SET	⌋ POWER POLE	FFE FIRST FLOOR ELEVATION
● IRON PIPE MONUMENT FOUND	⌋ GUY WIRE	GFE GARAGE FLOOR ELEVATION
△ DRILL HOLE FOUND	⌋ ROOF DRAIN	TOF TOP OF FOUNDATION ELEV.
✕ CHISELED "X" MONUMENT SET	⌋ LIFT STATION	LOE LOWEST OPENING ELEV.
✕ CHISELED "X" MONUMENT FOUND	⊙ SANITARY MANHOLE	CONCRETE
✕ REBAR MONUMENT FOUND	⊙ SANITARY CLEANOUT	BITUMINOUS
△ PK NAIL MONUMENT SET	⊙ STORM MANHOLE	BUILDING SETBACK LINE
△ PK NAIL MONUMENT FOUND	⊙ STORM DRAIN	CABLE TV
○ PK NAIL W/ ALUMINUM DISC	⊙ CATCH BASIN	CONCRETE CURB
⊙ SURVEY CONTROL POINT	⊙ FLARED END SECTION	CONTOUR EXISTING
⊙ A/C UNIT	⊙ TREE CONIFEROUS	CONTOUR PROPOSED
⊙ CABLE TV PEDESTAL	⊙ TREE DECIDUOUS	GUARD RAIL
⊙ ELECTRIC TRANSFORMER	✕ TREE CONIFEROUS REMOVED	DRAIN TILE
⊙ ELECTRIC MANHOLE	✕ TREE DECIDUOUS REMOVED	ELECTRIC UNDERGROUND
⊙ ELECTRIC METER	✕ TELEPHONE MANHOLE	FENCE
⊙ ELECTRIC OUTLET	⊙ TELEPHONE PEDESTAL	FIBER OPTIC UNDERGROUND
⊙ YARD LIGHT	⊙ UTILITY MANHOLE	GAS UNDERGROUND
⊙ LIGHT POLE	⊙ UTILITY PEDESTAL	OVERHEAD UTILITY
⊙ FIBER OPTIC MANHOLE	⊙ UTILITY VAULT	TREE LINE
⊙ FIRE DEPT. HOOK UP	⊙ WATERMAIN MANHOLE	SANITARY SEWER
⊙ FLAG POLE	⊙ WATER METER	STORM SEWER
⊙ FUEL PUMP	⊙ WATER SPIGOT	TELEPHONE UNDERGROUND
⊙ FUEL TANK	⊙ WELL	RETAINING WALL
⊙ PROPANE TANK	⊙ MONITORING WELL	UTILITY UNDERGROUND
⊙ GAS METER	⊙ CURB STOP	WATERMAIN
⊙ GAS VALVE	⊙ GATE VALVE	TRAFFIC SIGNAL
⊙ GAS MANHOLE	⊙ HYDRANT	RAILROAD TRACKS
⊙ GENERATOR	⊙ IRRIGATION VALVE	RAILROAD SIGNAL
⊙ GUARD POST	⊙ POST INDICATOR VALVE	RAILROAD SWITCH
⊙ HAND HOLE	⊙ SIGN	SATELLITE DISH
⊙ MAIL BOX	⊙ SOIL BORING	WETLAND BUFFER SIGN



Bearings are based on the Carver County
Coordinate System (NAD 83 - 1986 adj.)



DESCRIPTION OF PROPERTY SURVEYED
(Per Schedule A of the herein referenced Title Commitment)

TRACT 1 (Torrens):
All that part of the following described tract of land lying west of the center line of Hickory Street as now laid out and traveled:

All that part of the West Half of the Northeast Quarter of Section 8, Township 115 North, Range 23 West, described as follows: Commencing at a point where the East line of the West Half of the Northeast Quarter of Section 8 intersects the southeasterly line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company right of way as recorded in Book O of Deeds, page 343; thence Southwesterly along the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company to a point where said right of way intersects the South Line of the Northeast Quarter of said Section 8; thence east along said South Line of the Northeast Quarter of Section 8 to the point where said South Line intersects the northwesterly right of way line of the Minneapolis & St. Louis Railway Company as recorded in Book O of Deeds page 341; thence along said northwesterly right of way line to a point 150 feet southerly on said right of way line from the intersection of the said Minneapolis & St. Louis Railway Company right of way line with the southwesterly line of Hickory Street as now laid out and traveled; thence North 57 degrees West 90 feet; thence North 33 degrees East 150 feet; thence South 57 degrees east 90 feet to said intersection of said Minneapolis & St. Louis Railway Company right of way line and the southwesterly line of Hickory Street; thence along the said northwesterly right of way line of the Minneapolis & St. Louis Railway Company to the East Line of said West Half of Northeast Quarter of Section 8; thence north on said East Line to a point where said East Line intersects the northwesterly line of said Hickory Street as the same is now located in the City of Chaska; thence along said northwesterly line of Hickory Street 130 feet to an iron stake; thence north 34 degrees 1 minute east a distance of 92.15 feet to an iron monument; thence south 55 degrees 46 minutes East a distance of 72.15 feet to the said East Line of the West Half of the Northeast Quarter of said Section 8 to a cross cut, in a stone; thence north along said East Line to the point of beginning.

And which lies southerly and easterly of the following described line: Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30 feet southerly, when measured at right angles thereto, of the said southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel to and distant 30 feet therefrom measured at right angles thereto a distance of 213 feet; thence running southerly along a line running at right angles (when extended) to said southeasterly right of way of said Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to a point of intersection with the northwesterly right of way of the said Minneapolis & St. Louis Railway Company, and there terminating.

EXCEPTING THEREFROM the southeasterly 20.00 feet, Carver County, Minnesota.

TRACT 2 (Abstract):
That part of the West Half of the Northeast Quarter of Section 8, Township 115, Range 23, Carver County, Minnesota described as follows:

Commencing at a point on the center line of Hickory Street as now laid out and traveled which is distant 30.00 feet southerly, when measured at right angles thereto, of the southeasterly right of way of the said Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence southwesterly along a line parallel with said right of way line 33.00 feet to point of beginning of the parcel to be described; thence continuing southwesterly along said parallel line a distance of 180.00 feet; thence southerly along a line running at right angles (when extended) to said southeasterly right of way line to a point 51.05 feet westerly from the northwesterly right of way line of the Minneapolis & St. Louis Railway Company; thence southwesterly deflecting right 106 degrees 06 minutes 00 seconds a distance of 225.55 feet; thence northwesterly deflecting right 89 degrees 38 minutes 00 seconds to a point on said southeasterly right of way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company distant 402.28 feet southwesterly from its intersection with said centerline of Hickory Street; thence northwesterly along said southeasterly right of way line to a line drawn northwesterly from the point of beginning and parallel to the centerline of said Hickory Street; thence southeasterly along said parallel line to the point of beginning, Carver County, Minnesota.

Property is: Abstract and Torrens Certificate No. 31900.0

ALTA/NSPS OPTIONAL TABLE A NOTES
(The following items reference Table A optional survey responsibilities and specifications)

- Site Address:** 401 Hickory Street North, Chaska, Minnesota 55318
- Flood Zone Information:** This property appears to lie in Zone X (area determined to be outside of the 0.2% annual chance floodplain) and Zone AE (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown within the channel of Chaska Creek at 723.0 feet. Mandatory flood insurance purchase requirements and Floodplain management standards apply.) per Flood Insurance Rate Map, Community Panel No. 27019C036D, effective date of December 21st, 2018.
- Parcel Area Information:**

Gross Area:	221,340 s.f. ~ 5.08 acres
Wet Area:	9,720 s.f. ~ 0.22 acres
Net Area:	211,620 s.f. ~ 4.86 acres

*We do not affirmatively insure the quantity of acreage set forth in the description
- Benchmark:** Elevations are based on the top nut of hydrant on the east side of Hickory Street & Chaska Blvd. which has an elevation of: 752.3 feet (NAVD88).
- Zoning Information:** The current Zoning for the subject property is R2 (Medium Density Residence) per the City of Chaska's GIS zoning map accessed January 15th, 2021. The setback, height, and floor space area restrictions for said zoning designation were obtained from The City of Chaska found on their web site on the date of January 15th, 2021 and are as follows:

Principal Structure Setbacks - Street(s): 25 feet (Hickory Lane)
Side: 5 feet interior, 20 feet corner
Rear: 25 feet

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by designers, architect or the likes.

We have not received the current zoning classification and building setback requirements from the insurer.

- Utilities:** We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercise before any excavation takes place on or near this site. Before digging, you are required by law to notify Gopher State One Call at least 48 hours in advance at 651/454-0002.

SURVEY REPORT

This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Title Mark, LLC on behalf of First American Title Insurance Company. File No. 1906939 dated November 2, 2021.

- We note the following with regards to Schedule B of the herein referenced Title Commitment:
 - Item no.'s 1-9, 11-17, and 21-23 are not survey related
 - Item no. 10 - Any encroachment, measurement, party walls, or other facts which a correct survey of the premises would show
 - Item no. 18 - A Permanent Easement in favor of City of Chaska, a municipal corporation organized under the laws of the State of Minnesota, dated December 6, 1995; filed December 13, 1995 as Document No. T90050.
 - Item no. 19 - Reservation of easement by the City of Chaska for flood and drainage control and utility purposes pursuant to Quit Claim Deed dated December 6, 1995; filed December 13, 1995 as Document No. 188744.
 - Item no. 20 - Non-Exclusive Ingress and Egress Easement dated December 6, 1995; filed December 13, 1995 as Document No. 188745.

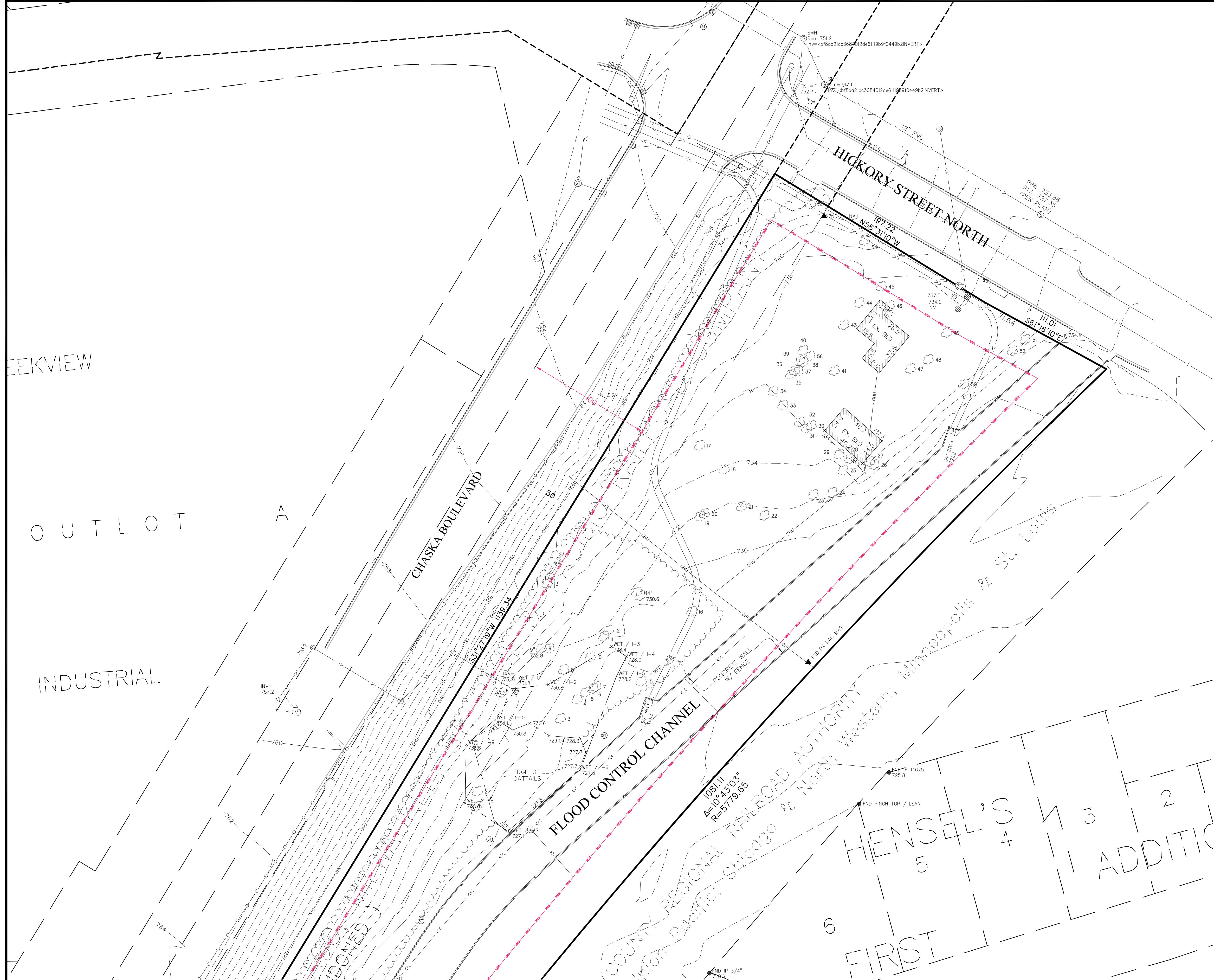
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 23 day of May, 2021.

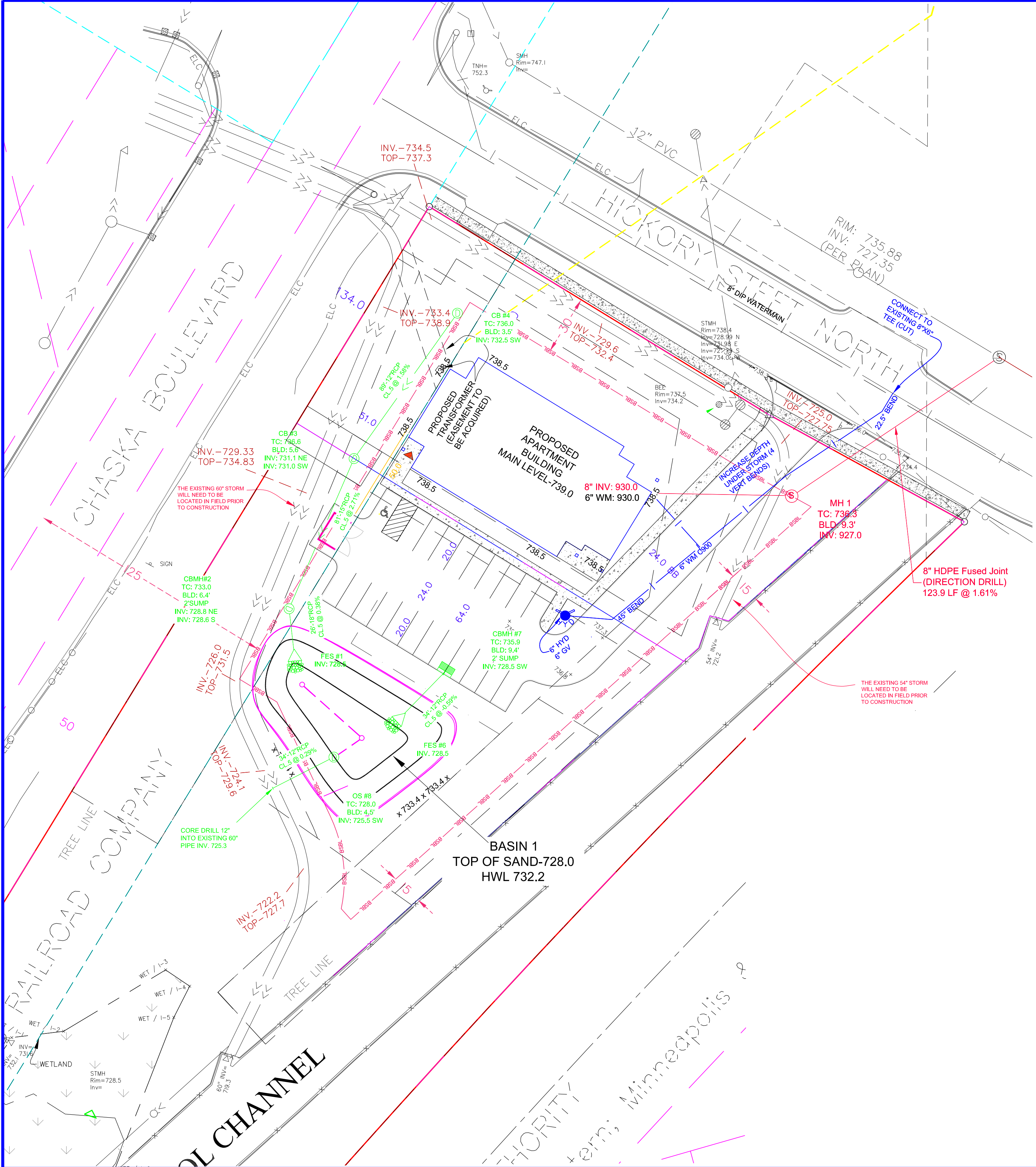
Daniel L. Schmidt

Daniel L. Schmidt, PLS
schmidt@dsatrc.com Minnesota License No. 26147

FIELD CREW	NO.	BY	DATE	REVISION	USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.	ENG. INEERS SURVEYORS DESIGNERS PLANNERS	SATHRE BERGQUIST INC. 150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000	TWP:115-RGE.023-SEC.08 Carver County	CHASKA, MINNESOTA	EXISTING CONDITIONS HICKORY ADDITION PREPARED FOR: COMMUNITY ASSET DEVELOPMENT GROUP	FILE NO. 16572-002 1 1
DM AK											
DRAWN											
EMW											
CHECKED											
DLS											
DATE											



Tree #	Species	DBH	Condition	Stems
1	Willow	12.5	Good	1
2	Willow	14.0	Good	1
3	Maple, silver	15.0	Good	1
4	Maple, silver	20.0	Good	1
5	Willow	42.0	Fair	3
6	Willow	15.0	Fair	1
7	Willow	14.5	Good	1
8	Basswood	18.5	Fair	1
9	Boxelder	15.0	Fair	1
10	Basswood	13.5	Good	1
11	Basswood	20.0	Fair	1
12	Cottonwood	45.0	Good	1
13	Boxelder	27.5	Fair	2
14	Cottonwood	39.0	Good	1
15	Spruce, blue	7.0	Fair	1
16	Olive, Russian	10.5	Poor	1
17	Willow	42.0	Poor	1
18	Willow	50.0	Poor	1
19	Elm, American	13.0	Fair	1
20	Cottonwood	21.0	Fair	1
21	Mulberry	42.0	Fair	8
22	Boxelder	17.0	Good	2
23	Boxelder	41.5	Fair	4
24	Boxelder	23.0	Fair	2
25	Boxelder	15.5	Good	1
26	Elm, Siberian	17.0	Fair	1
27	Walnut, black	15.0	Fair	1
28	Boxelder	23.0	Fair	2
29	Boxelder	15.5	Good	1
30	Maple, silver	25.0	Fair	1
31	Mulberry	20.0	Fair	1
32	Boxelder	22.0	Fair	2
33	Maple, silver	15.5	Good	1
34	Boxelder	14.5	Fair	2
35	Maple, silver	14.0	Fair	2
36	Boxelder	14.5	Good	1
37	Maple, silver	19.0	Fair	1
38	Maple, silver	20.0	Fair	1
39	Boxelder	12.5	Good	1
40	Boxelder	23.0	Poor	1
40	Maple, silver	16.0	Fair	1
41	Maple, sugar	19.0	Fair	1
43	Arborvitae	12.0	Good	5
44	Arborvitae	20.0	Good	4
45	Arborvitae	8.0	Good	1
46	Arborvitae	9.0	Good	1
47	Maple, sugar	18.0	Fair	1
48	Elm, American	35.0	Good	1
49	Maple, sugar	17.5	Good	1
50	Mulberry	38.0	Fair	5
51	Apple	11.0	Fair	1
52	Apple	15.0	Fair	3
53	Apple	8.0	Fair	1
54	Apple	9.0	Fair	1
55	Elm, American	19.0	Fair	3

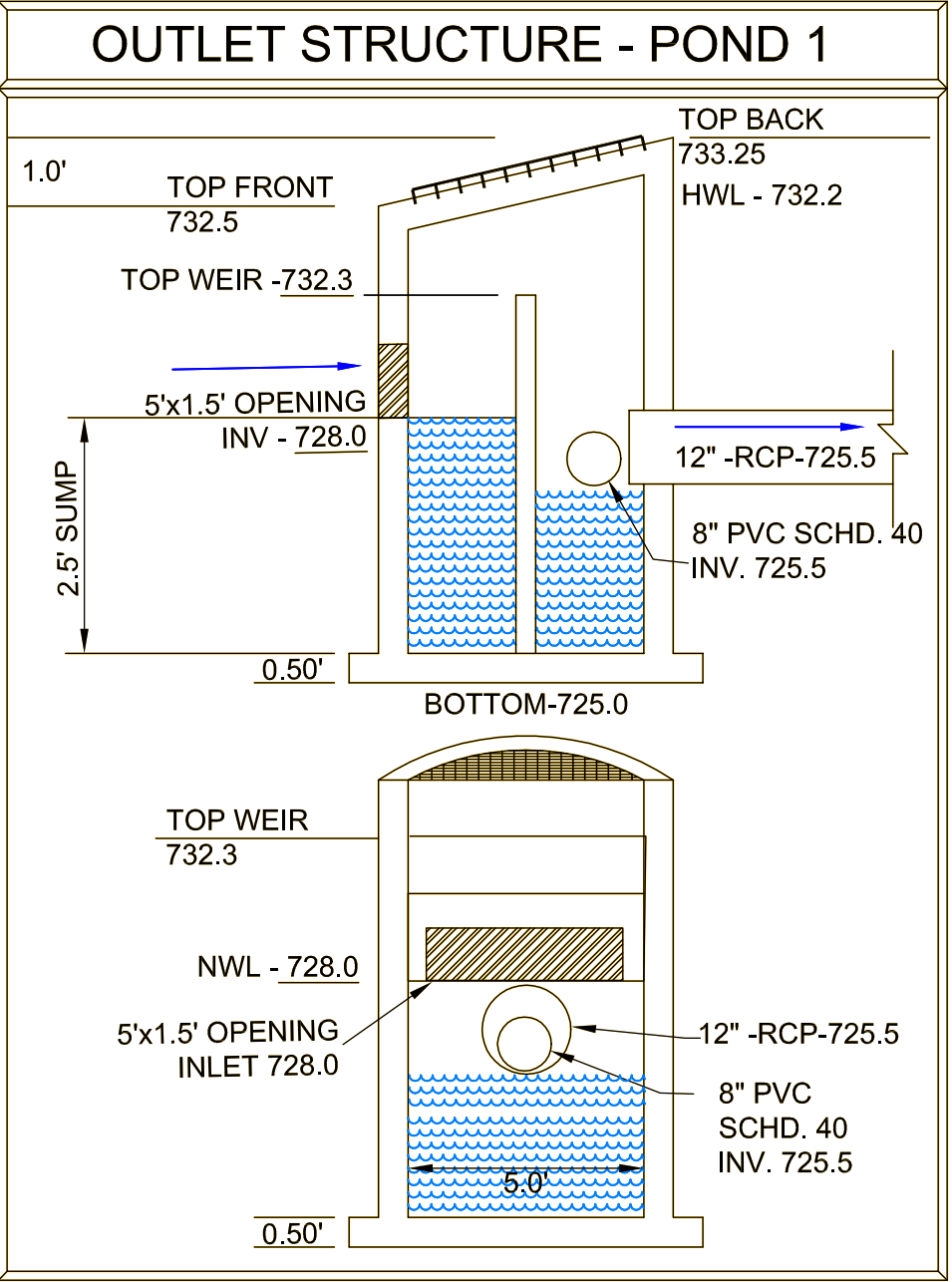
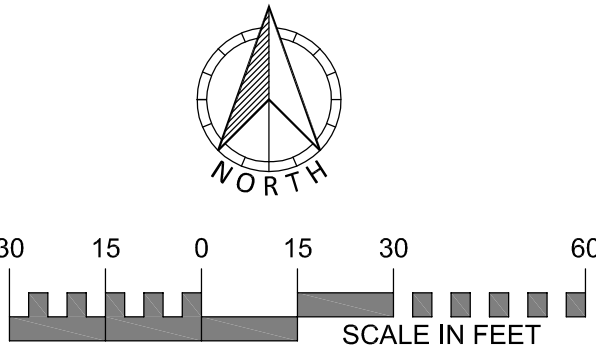


SANITARY SEWER AND WATERMAIN NOTES:

- 1. ALL SANITARY SEWER SERVICES SHALL BE SCHEDULE 40.
- 2. REFER TO DETAIL SHEETS TO SEE STRUCTURE DETAILS.
- 3. AFTER FILTRATION BASINS ARE EXCAVATED DO NOT DRIVE ON OR STORE MATERIALS IN THAT AREA.
- 4. ALL HYDRANT BENCHMARKS ARE TOP NUT OF HYDRANT.
- 5. WYE LOCATIONS TO BE SUPPLIED & VERIFIED BY CONTRACTORS. WYE STATIONING IS CALCULATED FROM THE DOWN STREAM MANHOLES.
- 6. ALL TIES AND DISTANCES ARE TO THE CENTER OF SURFACE STRUCTURES.
- 7. ALL HYDRANTS AND HYDRANT GATE VALVES ARE RESTRAINED AND TIED BACK TO THE WATERMAIN TEE BY MEANS OF APPROVED MEGALUGS UNLESS OTHERWISE NOTED. SEE DETAIL.
- 8. ALL SEWER SERVICES ARE LOCATED 3 FEET DOWNSTREAM OF WATER SERVICES IF SEWER AND WATER ARE IN THE SAME TRENCH.
- 9. ALL SEWER AND WATER SERVICES ARE EXTENDED 10 FEET BEYOND THE PROPERTY LINE UNLESS OTHERWISE NOTED.
- 10. ALL VALVES ON THE WATERMAIN FOR THIS PROJECT SHALL BE GATE VALVES. NO BUTTERFLY VALVES SHALL BE USED ON THE WATERMAIN FOR THIS PROJECT.
- 11. THE CITY OF CHASKA'S CURRENT "ENGINEERING GUIDELINES" AND "SPECIFICATIONS" SHALL GOVERN.
- 12. INSTALL HYDRANTS 5' BEHIND CURB (TYPICAL).

POLY WRAP ALL HYDRANT BARRELS
ii) BAG ALL HYDRANTS UNTIL THEY ARE TESTED AND PUT IN SERVICE.

- 13. ALL 4"-12" WATERMAIN SHALL BE PVC C900 (DR25).
- 14. MECHANICAL BALLS SHALL BE INSTALLED IN SANITARY SEWER AT CONNECTON POINTS FOLLOWING INSTALLATION OF PIPE TO PROTECT EXISTING LINES FROM DEBRIS, & SEDIMENT INFILTRATION. BALLS SHALL REMAIN UNTIL LINES ARE TELEVIEWED & ACCEPTED BY THE CITY.
- 15. THE CONTRACTOR SHALL CONTACT THE SEWER AND WATER DEPARTMENT AT LEAST 48 HOURS PRIOR TO ANY PUBLIC SEWER/WATERMAIN CONNECTION.
- 16. ALL SANITARY SEWER MANHOLE ADJUSTING RINGS INSTALLATIONS SHALL HAVE POLYMER I/I BARRIERS BY "STRIKE PRODUCTS" OR APPROVED EQUAL INSTALLED.
- 17. CONCRETE ADJUSTING RINGS SHALL BE USED ON ALL MANHOLES AND CATCH BASINS.
- 18. ALL BELOW GRADE BOLTS SHALL BE INSTALLED AS PER CITY OF CHASKA DETAIL PLATES.
- 19. RESTRAIN VERTICAL BENDS WITH STAINLESS STEEL TIE RODS PER CITY SPECIFICATION.
- 20. WATER SERVICES SHALL BE 1" POLYETHYLENE PIPE, SANITARY SERVICES SHALL BE 4" SCH 40 PVC.
- 21. ALL MANHOLE EXTERIORS SHALL BE COATED WITH BITUMINOUS AS PER CITY DETAIL PLATE.



DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'s EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.

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

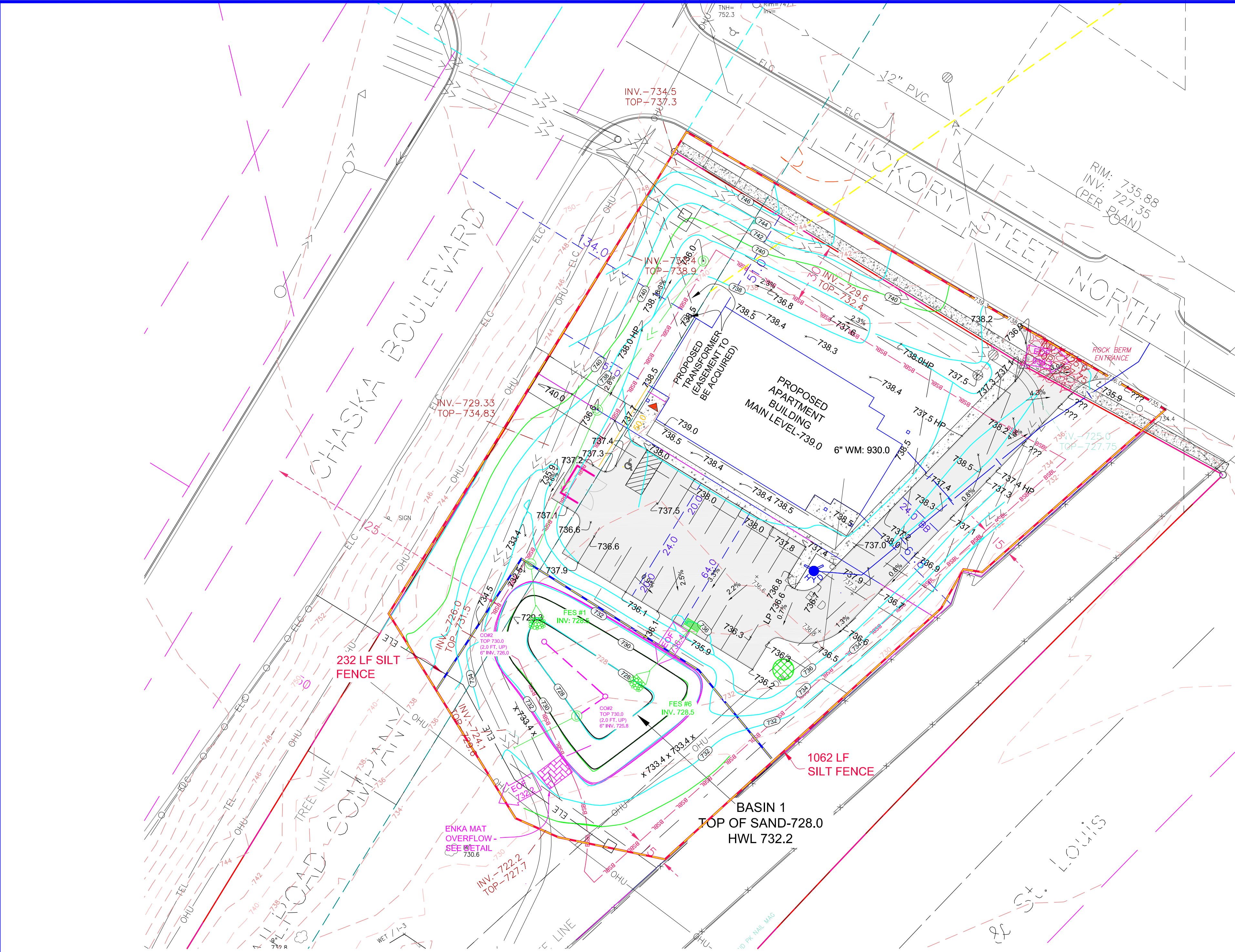
Daniel L. Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147

ENGINEERS
SURVEYORS
DESIGNERS
PLANNERS

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYATA, MN. 55391 (952) 476-6000

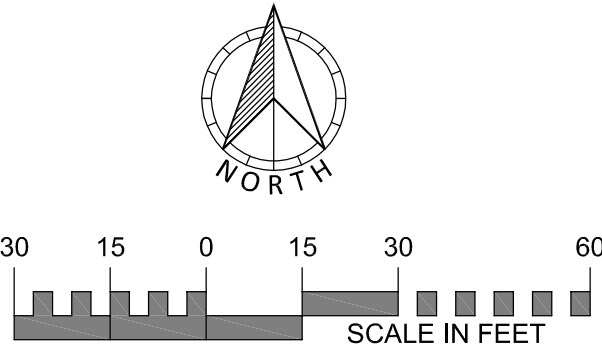
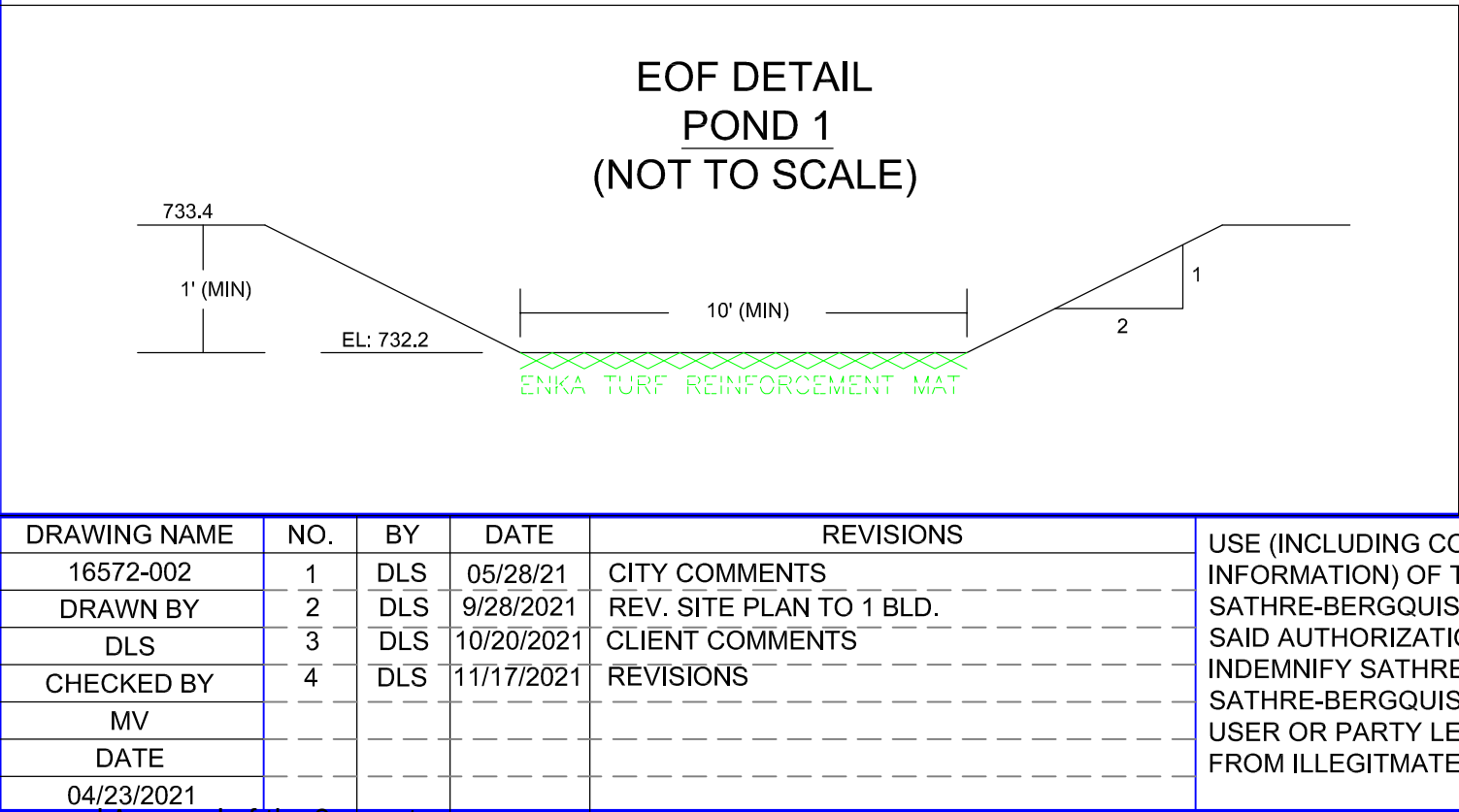
CITY PROJECT NO.	UTILITY PLAN	FILE NO.
---	WEST CREEK APARTMENTS COMMUNITY DEVELOPMENT	16572-002
CHASKA, MINNESOTA		2
		8



- GENERAL NOTES:
1. INSTALL SILT FENCE AS SHOWN ON PLAN, AS REQUIRED BY THE CITY OF CHASKA OR DIRECTED BY THE ENGINEER.
 2. THE WATER QUALITY POND MUST BE EXCAVATED AT THE BEGINNING OF GRADING OPERATIONS TO PROVIDE TEMPORARY STORM WATER DETENTION DURING CONSTRUCTION. SAND AND SILT MUST BE REMOVED FROM THE POND AS NECESSARY DURING CONSTRUCTION AND AT THE COMPLETION OF THE PROJECT.
 3. BEGIN GRADING. INSTALL PERFORATED RISER PIPE IN POND WHEN POND GRADING IS COMPLETE. TEMPORARY DRAINAGE PIPE SHALL BE USED FOR INTERMEDIATE DRAINAGE DURING THE CONSTRUCTION PERIOD AS NECESSARY AND DIRECTED BY THE ENGINEER. INSTALL SILT FENCE AROUND EXCAVATED PONDS.
 4. INSPECT POND, SILT FENCE, AND ROCK ENTRANCE BERM AFTER ALL RAINFALL EVENTS AS REQUIRED BY THE NPDES PERMIT.
 5. LINE ALL PONDS WITH A MINIMUM 3" ORGANIC SOILS & SEED SLOPES BETWEEN NWL AND 100 YR HWL WITH A WATER TOLERANT MIX. (OR AS NOTED)
 6. REMOVE PERFORATED RISER PIPE WHEN STORM SEWER AND OUTLET STRUCTURE FOR PONDS ARE INSTALLED.
 7. POND - 10:1 BENCH (1 FOOT) THEN 3:1 MAX
 8. LO & WO PADS 3:1 MAX. ALL OTHER SLOPES 4:1 MAX (UNLESS NOTED)
 9. THE GRADING CONTRACTOR IS RESPONSIBLE FOR ALL STORM WATER INSPECTIONS ACCORDING TO THE MPCA STORM WATER PERMIT. THIS INCLUDES BOTH WEEKLY INSPECTIONS AND INSPECTIONS DONE AFTER A 0.5" RAIN EVENT. A COPY OF THE INSPECTION REPORT MUST BE EMAILED TO THE ENGINEER AND DEVELOPER ON A WEEKLY BASIS.
 10. THE CONTRACTOR SHALL PLACE INLET PROTECTION DEVICES IN ACCORDANCE WITH THE CITY OF CHASKA DETAILS FOR ALL STORM SEWER INLETS AND MAINTAIN THEM AS AN EFFECTIVE SILT CONTROL DEVICE. INLET PROTECTION SHALL BE REMOVED WHEN RESTORATION HAS BEEN ESTABLISHED.
 11. ALL RETAINING WALLS WILL REQUIRE A STRUCTURAL DESIGN, A BUILDING PERMIT & A FINAL INSPECTION REPORT.
 12. A 1"-2" CRUSHED ROCK ENTRANCE BERM SHALL BE PLACED AT THE SITE ENTRANCE, TO REPLACE SILT FENCE, AND MINIMIZE EROSION ON TO THE STREETS. THE ROCK BERMS SHALL BE THE WIDTH OF THE ENTRANCE AND 2 FEET HIGH WITH 4:1 SLOPES.
 13. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM THE BUILDING PAD AND STREET AREAS THROUGHOUT CONSTRUCTION.
 14. THE CONTRACTOR SHALL ATTEMPT TO PREVENT SOIL MATERIALS FROM LEAVING THE SITE BY EROSION AND VEHICLE WHEEL TRACKING. HE SHALL BE RESPONSIBLE FOR CLEANING OF STREET, BOULEVARD AND UTILITY FACILITIES THAT RECEIVE ANY ERODED OR TRACKED SOIL MATERIAL OR OTHER CONSTRUCTION DEBRIS OR MATERIAL.
 15. EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.
 16. REMOVE ALL OLD FENCE LINES & DUMPSITE DEBRIS ON PROPERTY.
 17. FIELD VERIFY ANY DEAD TREES NEAR PERIMETER THAT MAY NEED TO BE TAKEN.

- ON-SITE BMPs
1. NURP POND - NURP POND WILL BE UTILIZED TO MEET OR EXCEED QUALITY AND RATE CONTROL REQUIREMENTS.
 2. SKIMMERS - THE POND OUTLET STRUCTURE INCLUDES A SUBMERGED INLET PIPE TO ALLOW SKIMMING.
 3. RIP RAP - RIP RAP WILL BE UTILIZED AT ALL APRONS FOR ENERGY DISSIPATION AND PROVIDE SEDIMENT CONTROL.
 4. INLET PROTECTION - INLET PROTECTION WILL BE INSTALLED AND MAINTAINED IN ALL CATCH BASINS & REAR YARD STRUCTURES. REFER TO THE CITY DETAILS ST-22 & ST-23 TO DETERMINE WHICH INLET PROTECTION DEVICE IS APPLICABLE.
 5. SLOPE STABILIZATION - SILT FENCE WILL BE INSTALLED ALONG DOWN GRADIENT GRADING LIMITS AND WOODFIBER BLANKET WILL BE UTILIZED ON ALL SLOPES 3:1 OR GREATER TO PROVIDE ADEQUATE SLOPE STABILIZATION.
 6. BIOROLLS - BIOROLLS WILL BE INSTALLED ALONG REAR YARD SWALES TO PREVENT SEDIMENT FROM REACHING THE NURP POND AND ULTIMATELY DOWNSTREAM WETLANDS.
 7. INFILTRATION/RETENTION AREAS - INFILTRATION/RETENTION AREAS WILL BE UTILIZED TO REDUCE/RETAIN THE RUNOFF FROM THE INCREASED HARD SURFACE.
 8. STREET SWEEPING - STREET SWEEPING WILL BE DONE A MINIMUM OF ONCE PER WEEK OR MORE FREQUENTLY TO MINIMIZE DUST CONTROL AND VEHICLE TRACKING.
 10. PHOSPHOROUS FREE FERTILIZER - PHOSPHOROUS FREE FERTILIZER WILL ALSO BE USED ON SITE.

- RESTORATION NOTES
- RESTORATION - 1.2 ACRES
- A. RESTORE ALL DISTURBED AREAS WITH A MINIMUM OF 6" OF TOPSOIL, OR EXISTING ON-SITE ORGANIC MTRL. THE TOPSOIL DEPTH WILL BE VERIFIED BY CARVER COUNTY SOIL AND WATER AFTER HOME CONSTRUCTION IS COMPLETE.
- B. SEED POND SLOPES AND DETENTION AREAS WITH MNDOT 310 OR BWSR P8 SEED MIX AT A RATE OF 100 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE.
- C. SEED BASIN AREAS WITH MNDOT 33-261 SEED MIX AT A RATE OF 35 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE.
- D. SEED ALL OTHER DISTURBED AREAS WITH MNDOT 250 SEED MIX AT A RATE OF 100 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE, (UNLESS OTHERWISE NOTED). SEE MNDOT SPECIFICATIONS.
- E. ONLY PHOSPHOROUS FREE FERTILIZER IS TO BE USED ON SITE.
- F. MULCH WITH TYPE 1 AT A RATE OF 2 TONS/ACRE AND DISC ANCHOR IMMEDIATELY AFTER PLACEMENT. USE WOODFIBER BLANKET ON ALL SLOPES 3:1 (FT) OR GREATER.
- G. PLACE APPROVED STORM SEWER INLET PROTECTION IN OR AROUND ALL STORM SEWER INLETS AND MAINTAIN UNTIL STREET CONSTRUCTION IS COMPLETED. REFER TO CITY DETAILS ST-22 & ST-23 FOR APPROVED DEVICES.
- H. MAINTAIN ALL SILT FENCE UNTIL TURF HAS BEEN ESTABLISHED.
- I. RESTORATION WORK WILL BE COMPLETED WITHIN 72 HOURS OF GRADING COMPLETION.
- J. SILT FENCE, BEFORE GRADING - 1,062 LF
AFTER GRADING - 232 LF
- K. WOODFIBER BLANKET - 1,700 SY



DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'s EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.

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

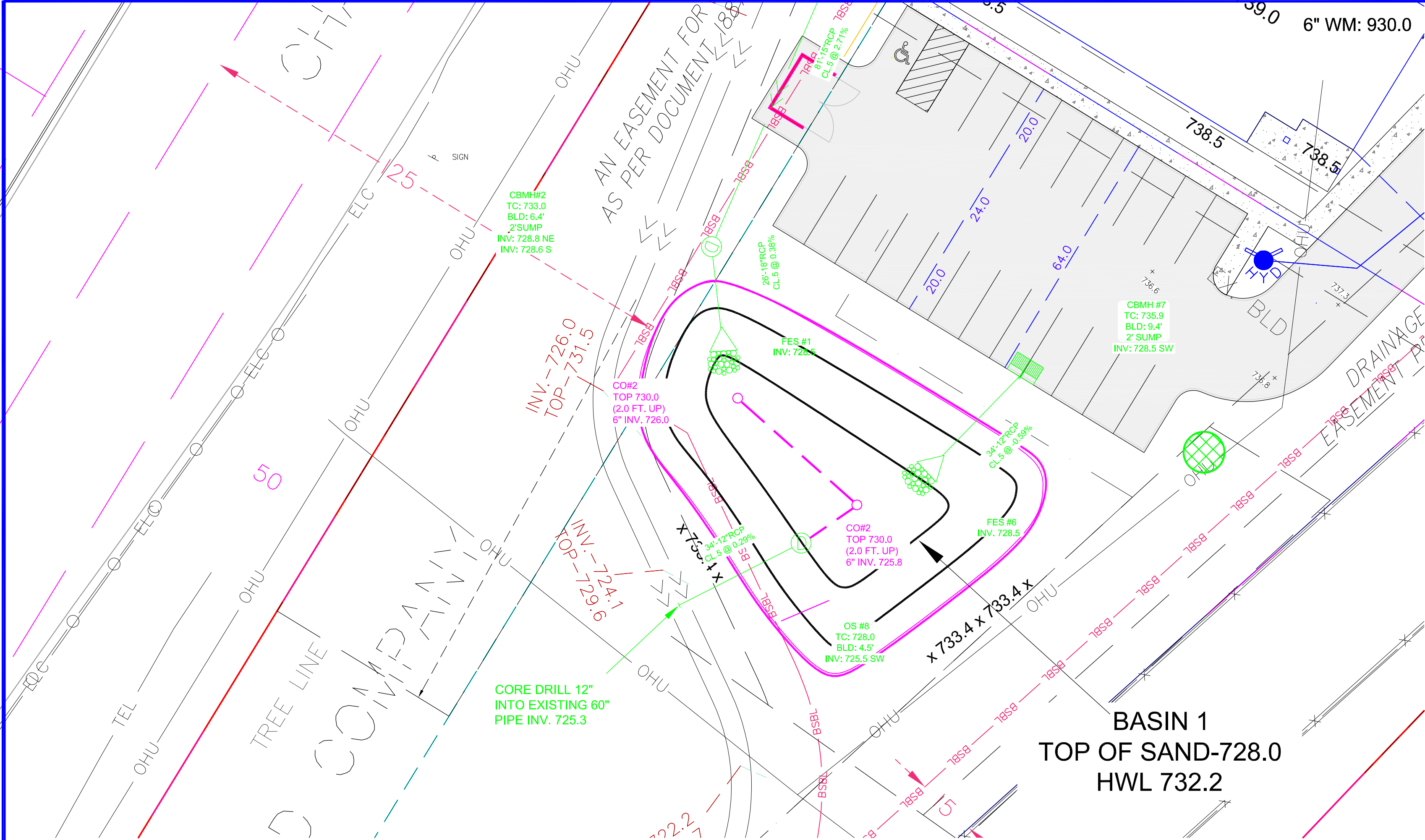
Daniel L. Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147

ENGINEERS
SURVEYORS
DESIGNERS
PLANNERS

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.	GRADING PLAN	FILE NO.
---	WEST CREEK APARTMENTS	16572-002
CHASKA, MINNESOTA	COMMUNITY DEVELOPMENT	3
		8

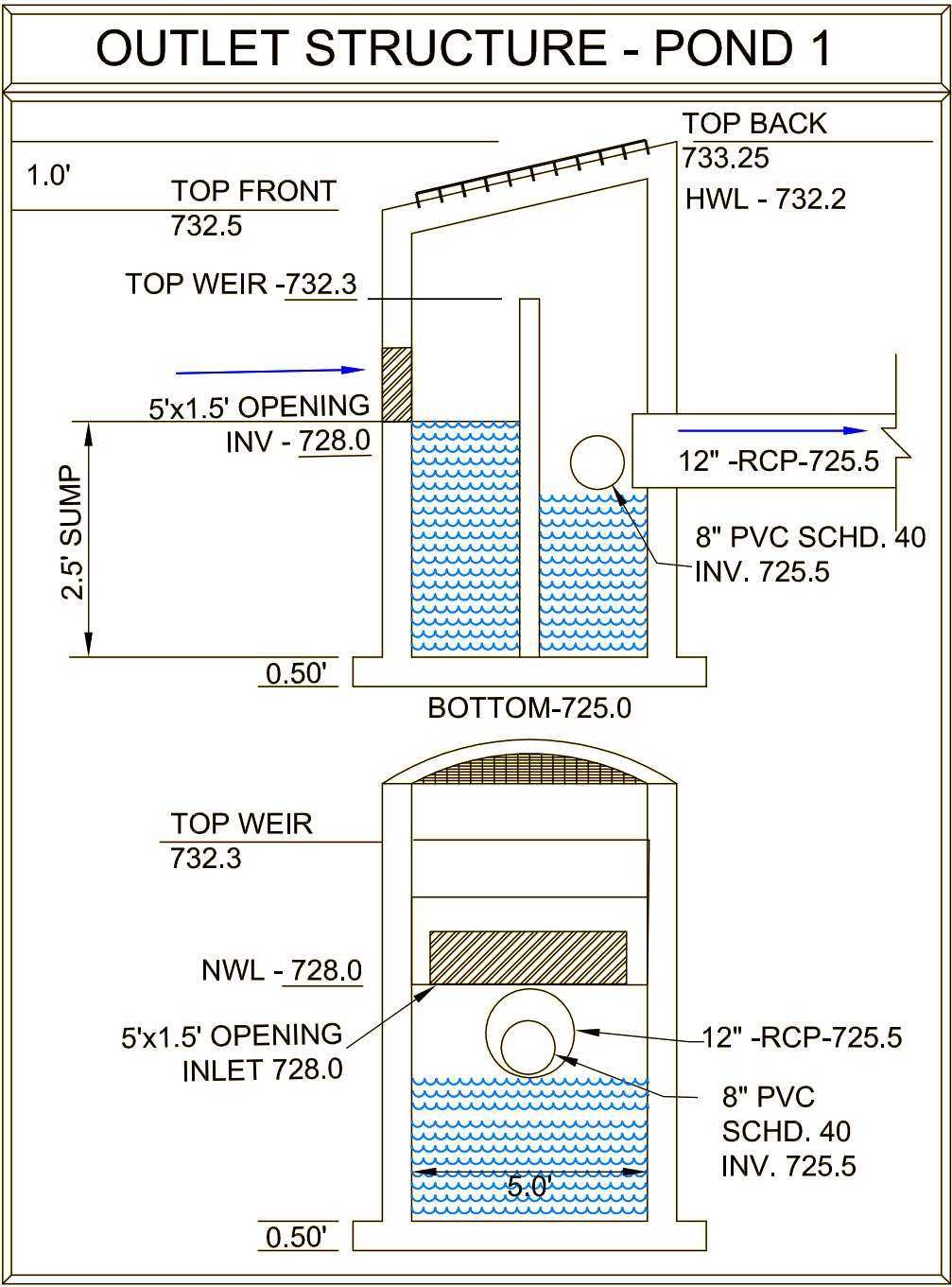
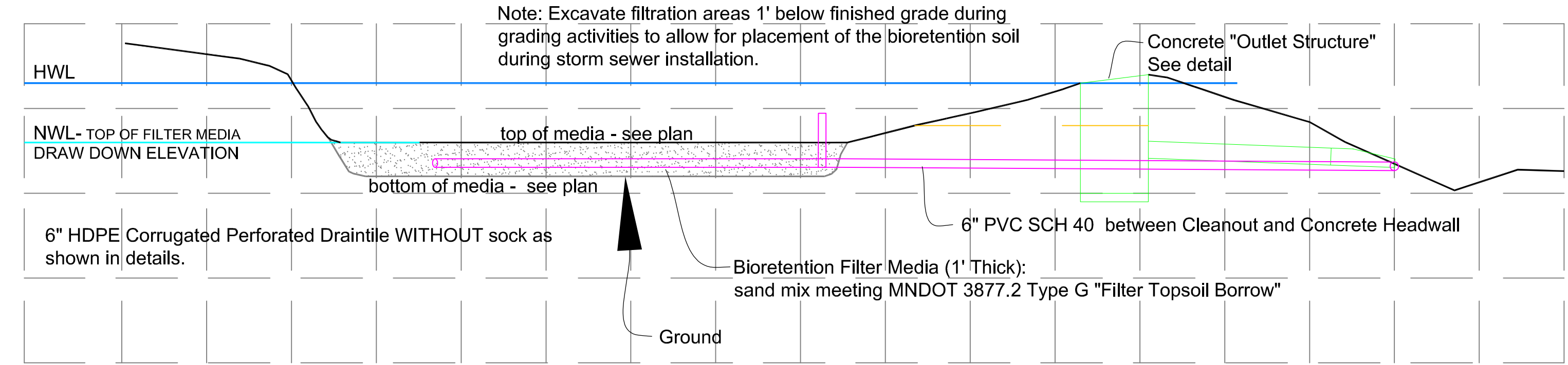


BASIN 1
TOP OF SAND-728.0
HWL 732.2

BIOFILTRATION BASIN NOTES:

1. Initial excavation of the basin shall be dug 1' below the finished final grade.
2. The biofiltraion soil within the filtration basins will be installed after the storm sewer outlet control structure is installed.
3. To prevent soil compaction, heavy equipment shall not be allowed within the basins at any time.
4. The bottom of the filtration basin shall be tilled a minimum of 12" prior to placing the biofiltration soil.
5. Relatively light equipment with tracks shall be used to excavate the filtration basins
6. Immediately upon completion of grading the filtration basins, silt fence shall be installed per the plan to establish perimeter control.
8. The biofiltration soil within the shelves will be 1' deep with a 6" draintile at the base of the biofiltration soil.
9. The biofiltration soil shall be compost / sand mix meeting MNDOT 3877.2 Type G "Filter Topsoil Borrow".
10. Biofiltration plant seed mixture should be MNDOT seed Mix 33-261 and shall be stabilized with MNDOT Erosion Control Blanket, Category 4 (wood fiber). Seed mixture shall be applied at a rate of 35 lbs/ac based on 100% live seed.
11. Minnesota Mulch & Soil can supply and deliver this soil premixed. (651) 330-0299
12. Maximum 45° bend allowed in draintile
13. Install cleanouts at all pipe ends
14. Cleanout risers shall be left 2ft above grade.
15. Draintile shall be 3 hole, 120° perforation pattern, no sock.

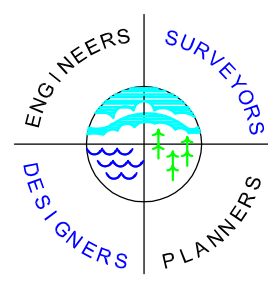
TYPICAL BIOFILTRATION BASIN DETAIL



DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'s EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITMATE USE.

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
Daniel L. Schmidt
DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147



SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.

CHASKA,
MINNESOTA

BASIN PLAN

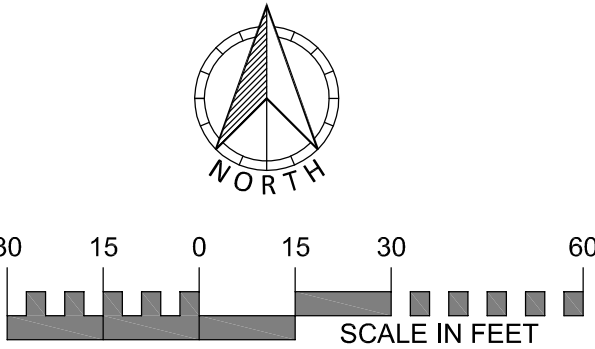
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

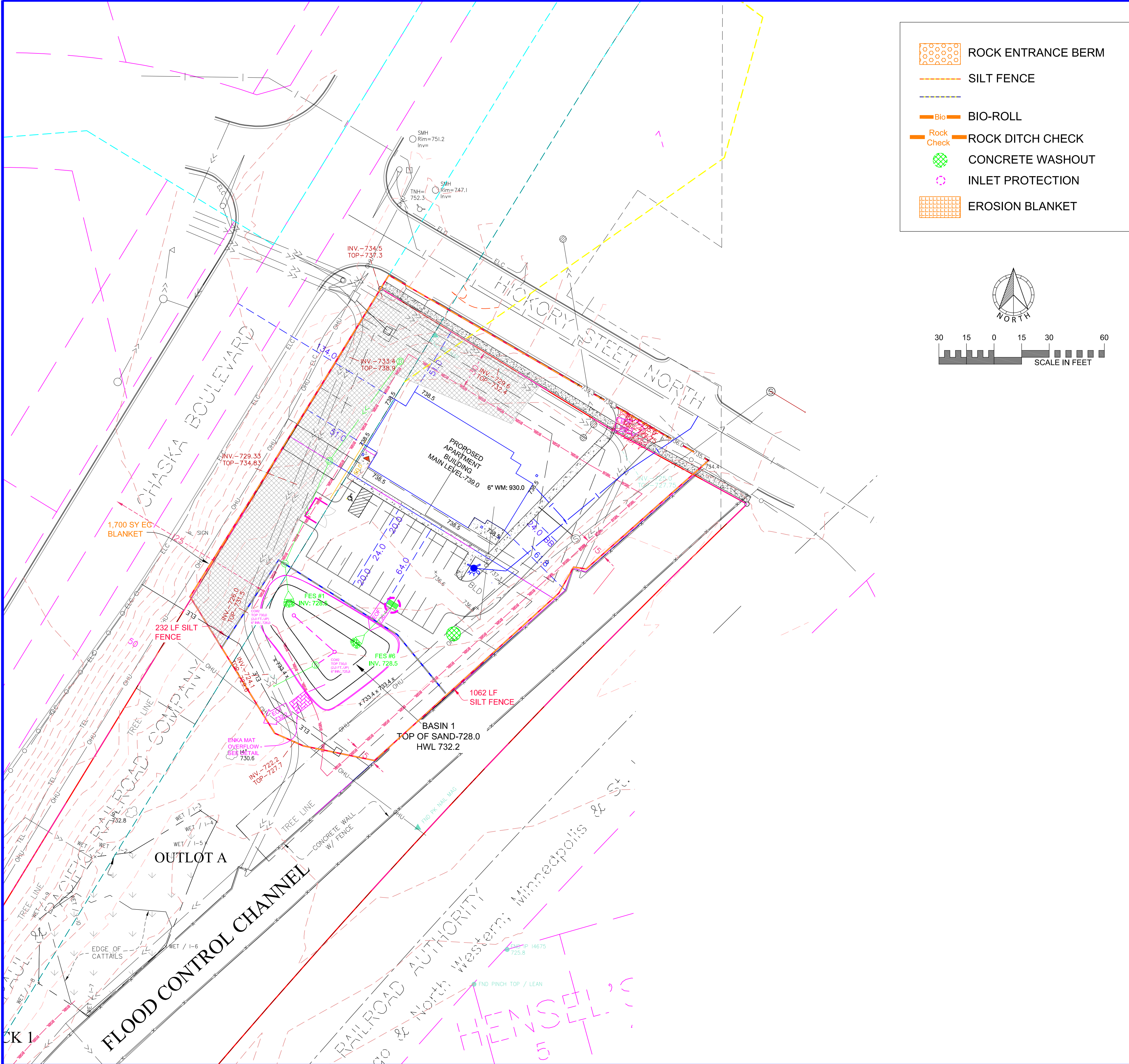
FILE NO.

16572-002

4

8





1. Carver County Topsoil Standard

It is our intent to meet the following requirements. If existing on site soils do not meet this requirement we plan to meet with Chip Hentges on site to prepare a plan that is acceptable to the CCWMO.

Requirement Range Test Method	100 %	ASTM D 422
Material Passing the ¾ in [19 mm]	≥ 85% -	
Material passing No 4 in [4.75 mm]	5% - 30%	ASTM D 422
Clay	5% - 35%	ASTM D 422
Silt	38% - 75%	ASTM D 422
Sand	3% - 15%	ASTM D 2974
Organic matter		

pH 6.1 – 7.5 ASTM G 51

Compaction 1,400 kilopascals (kPa) / 200 pounds per square inch (psi) in the upper 12 inches of soil,

or

-bulk density of less than 1.4 grams per cubic centimeter (g/cm3) in the upper 12 inches of soil

2. Estimated quantity of topsoil available on site - Numerous stockpiles existing in mining area on site. If the previously graded area is short of topsoil, borrow will be available. 6" was spread over entire graded area during previous grading.

3. Quantity of topsoil needed to restore green space areas (6" of Topsoil, 20% shrinkage)

Total 1,300 c.y.

4. Estimated depth of topsoil available on site - 6"

5. Description of equipment to be used to strip topsoil - Dozer, Backhoe, and/or trucks

6. Temporary methods of erosion and sediment control for topsoil stockpile - Seed and Mulch.

7. Permanent methods of erosion control for topsoil stockpile if stockpile will remain in place for longer than 6 months - If topsoil to remain in place longer than 6 months, contractor shall establish permanent methods of erosion control.

8. Topsoil Re-application Procedures- Topsoil to be respread by home construction.

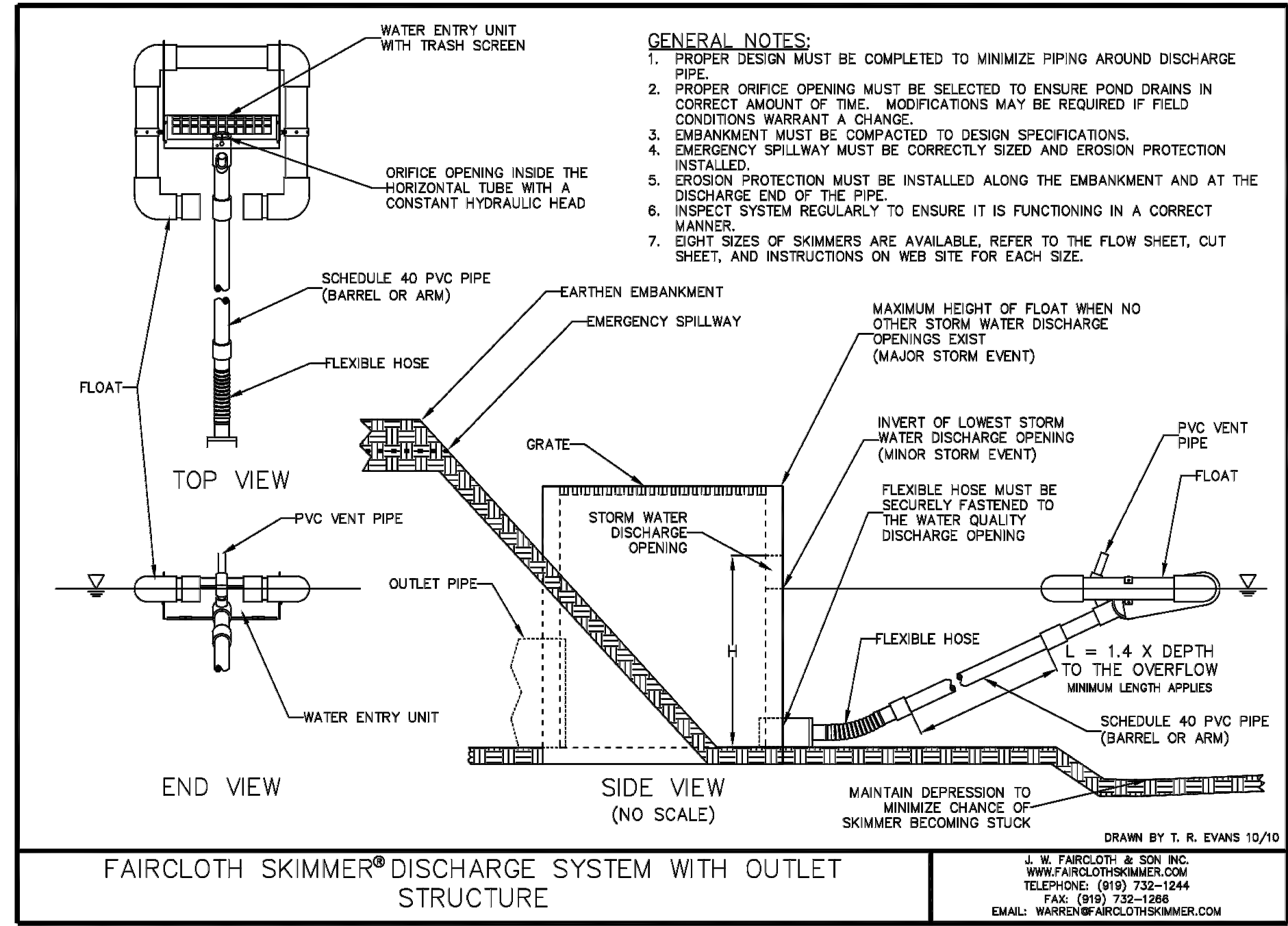
9. Method for decompacting subsoil prior to reapplication shall be ripped to a depth of 9".

10. Method for re-applying stockpiled topsoil-
- Topsoil to be striped and stockpiled prior to home construction
 - After home construction, topsoil to be respread and decompacted
 - Topsoil to be measure prior to placement of sod. If less than 6" then additional topsoil to be imported from stockpile in mining area.
 - Topsoil borrow to be tested for compaction, Ph, and organic matter.

11. Construction Schedule and Phasing.

Start - June 15, 2022

Finish - November 30, 2024



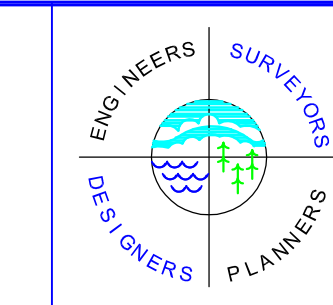
DRAWING NAME	NO.	BY	DATE	REVISIONS
16572-002	1	DLS	05/28/21	CITY COMMENTS
DRAWN BY	2	DLS	9/28/2021	REV. SITE PLAN TO 1 BLD.
DLS	3	DLS	10/20/2021	CLIENT COMMENTS
CHECKED BY	4	DLS	11/17/2021	REVISIONS
MV				
DATE				
04/23/2021				

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'s EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.

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

Daniel L. Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 05/04/2021 Lic. No. 26147



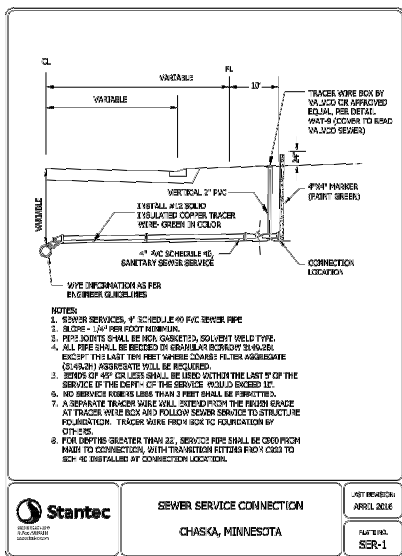
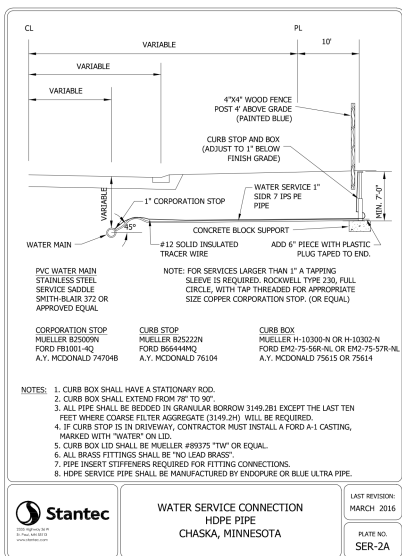
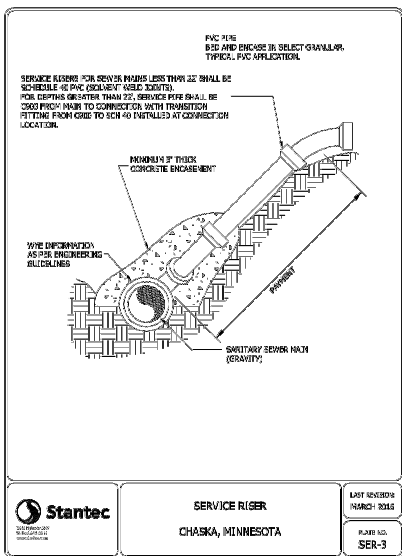
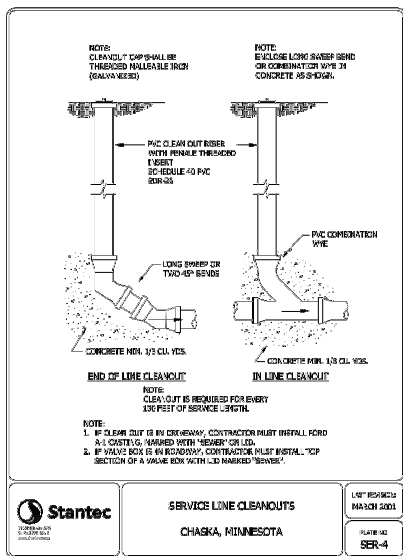
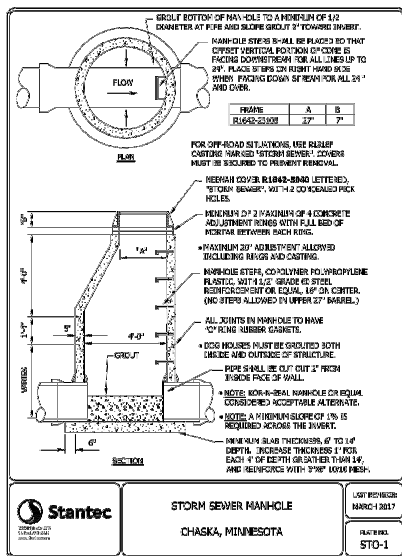
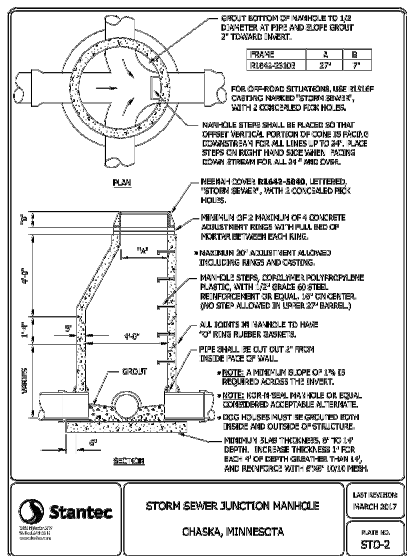
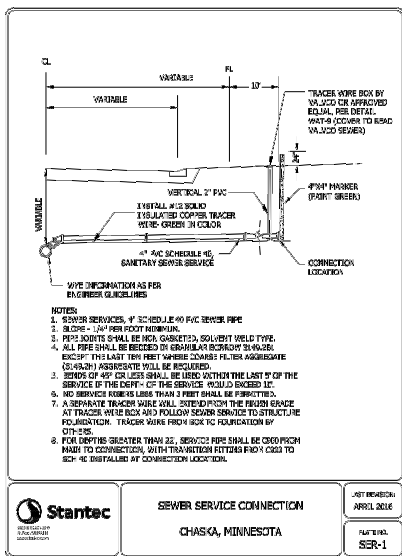
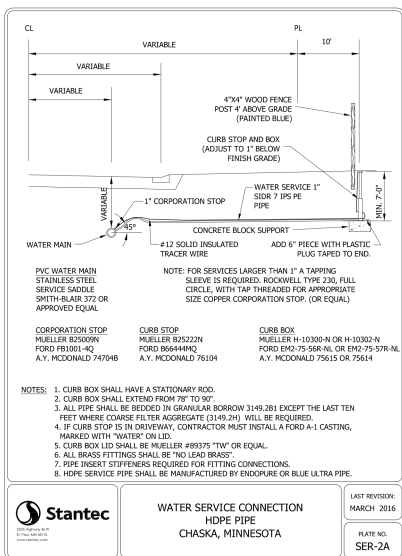
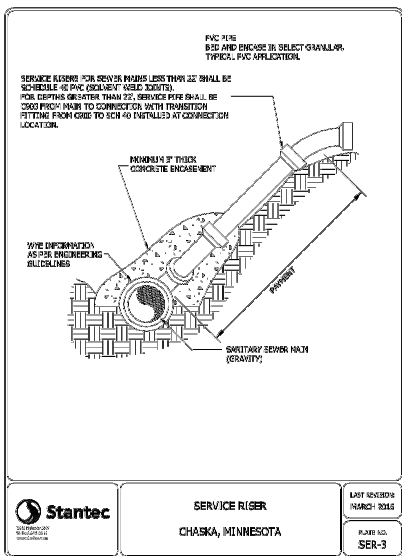
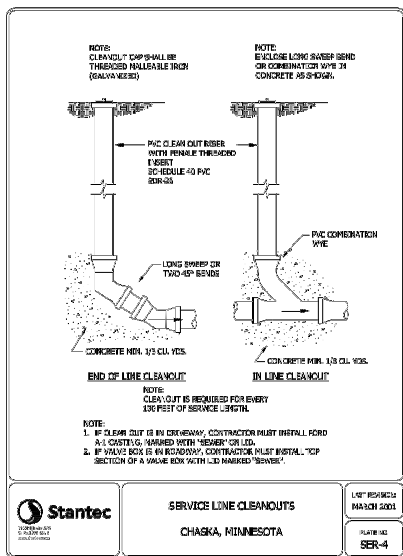
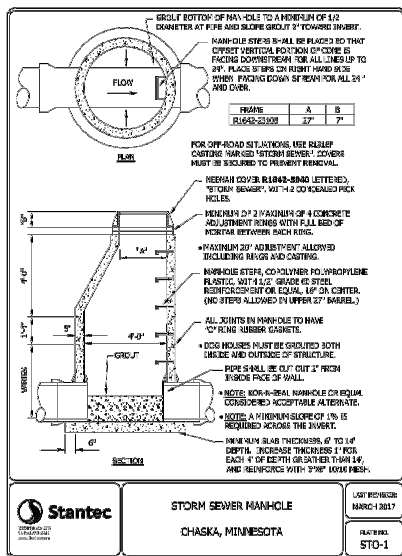
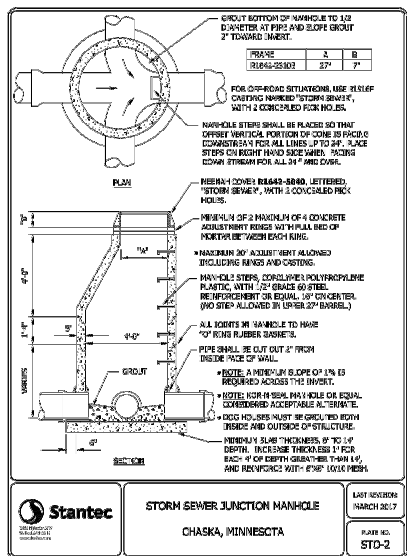
SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

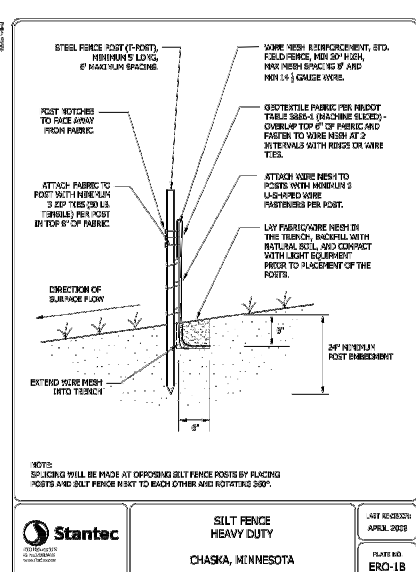
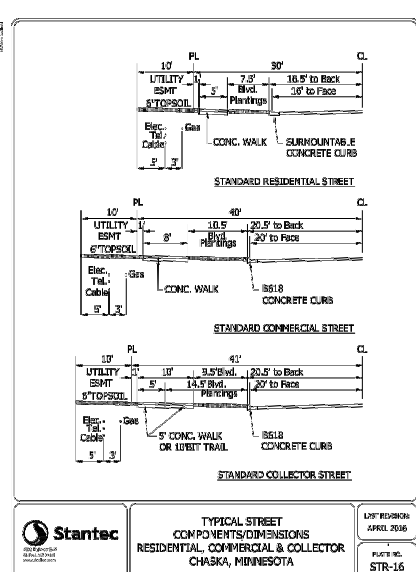
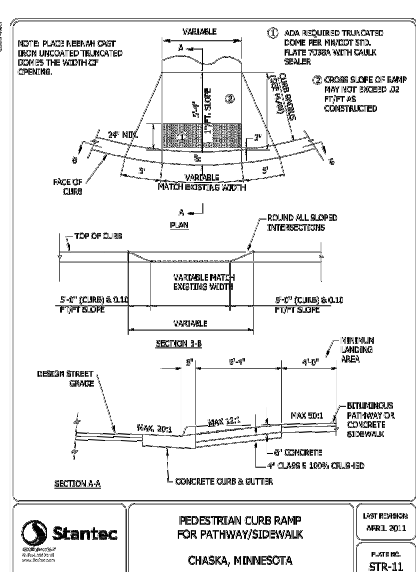
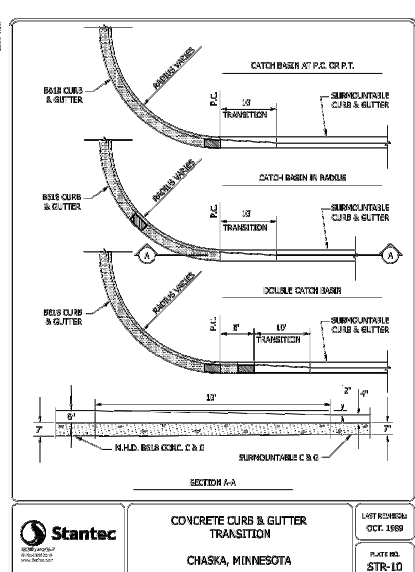
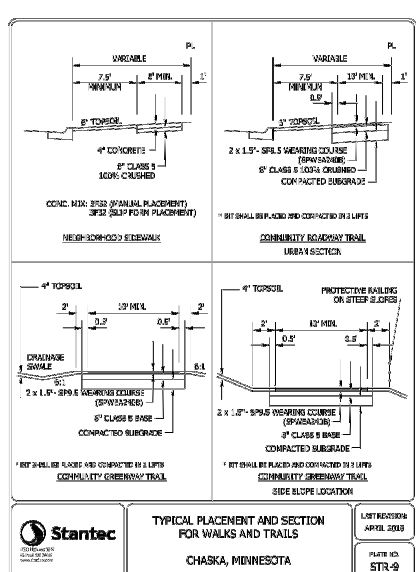
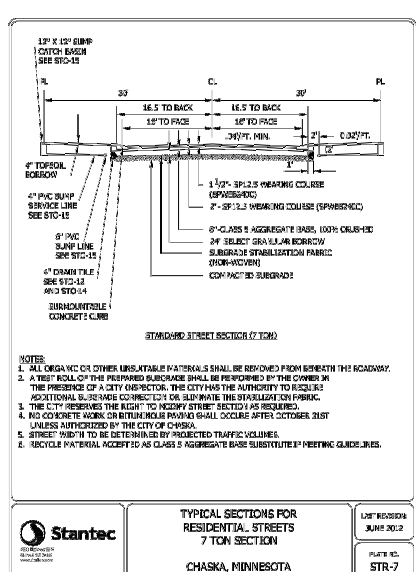
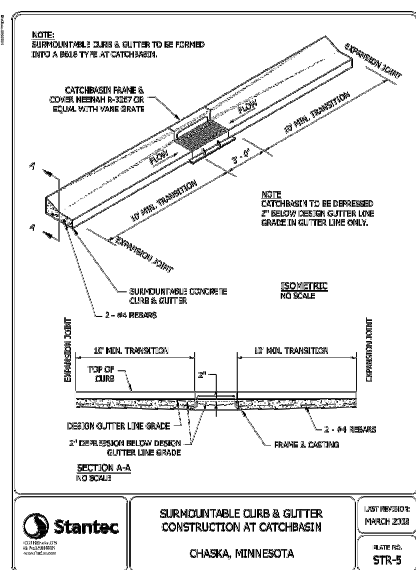
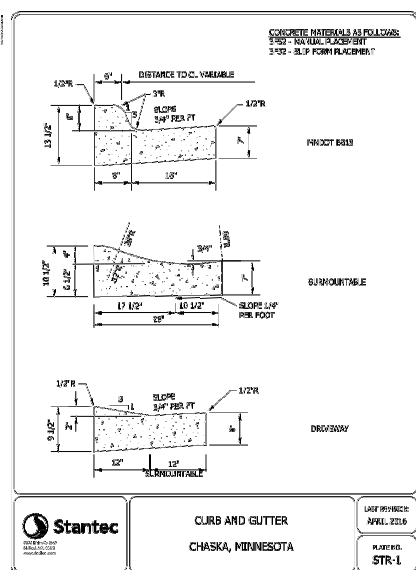
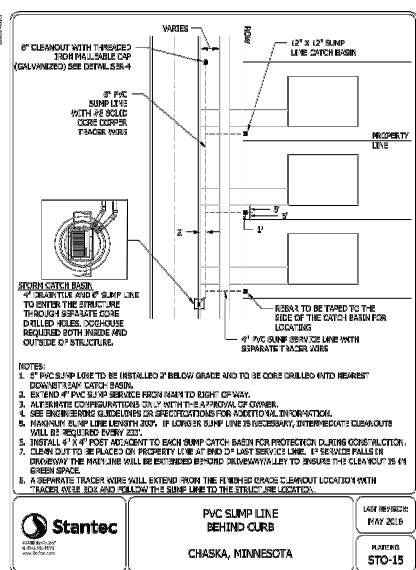
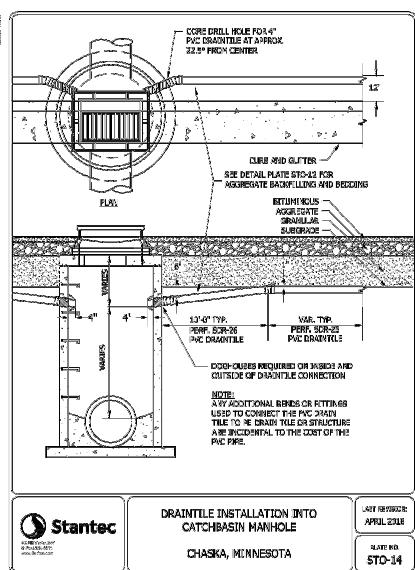
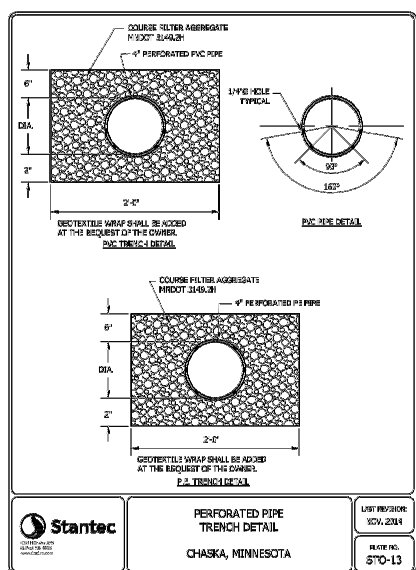
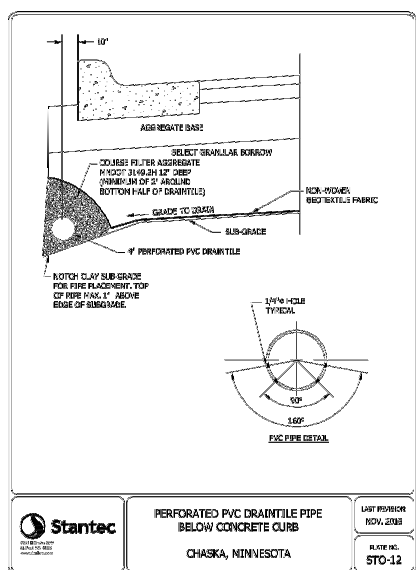
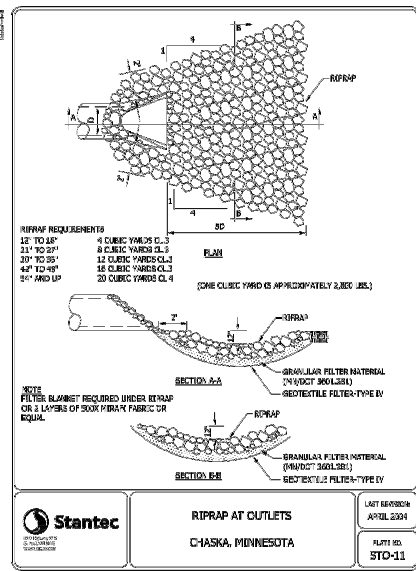
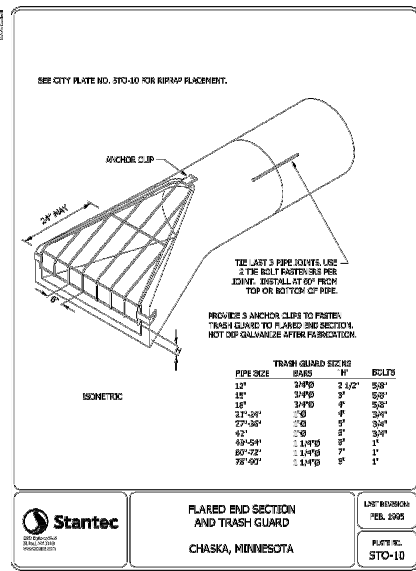
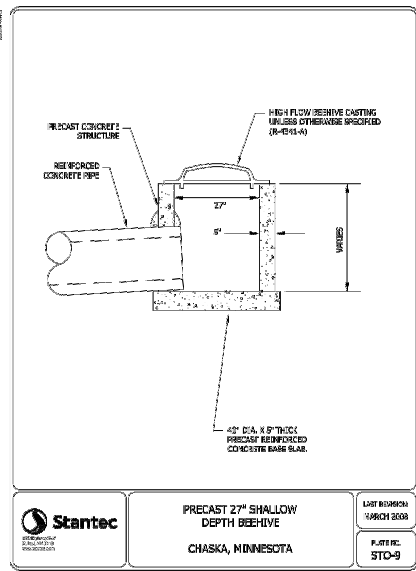
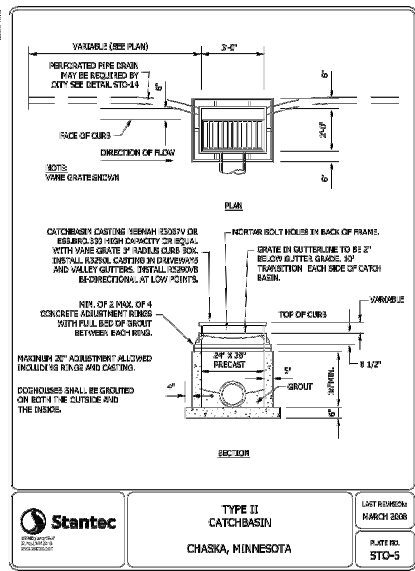
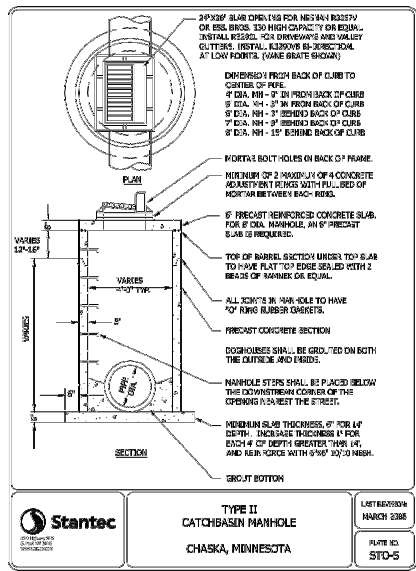
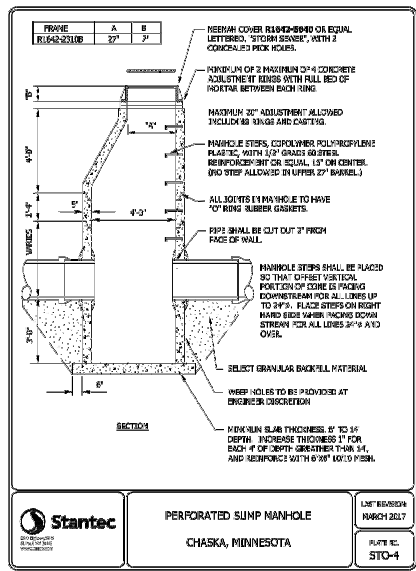
CITY PROJECT NO.

CHASKA, MINNESOTA

EROSION CONTROL AND TOPSOIL
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002
5
8





DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST				
DRAWN BY				
CHK				
CHECKED BY				
DATE				

7.E. Recommend Approval of the Concept...

Page 27 of 39

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERQUIST, INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.

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

Daniel L. Schmidt
DANIEL L. SCHMIDT, P.E.
Date: 08/29/17 Lic. No. 26147

ENGINEERS
SURVEYORS
PLANNERS

SATHRE-BERQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

CITY PROJECT NO.	CITY DETAIL PLATES	FILE NO.
---	WEST CREEK APARTMENTS COMMUNITY DEVELOPMENT	19000-072
CHASKA, MINNESOTA		7
		8

DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST	03	DLS	12/03/2020	SWMP REVISIONS
DRAWN BY	04	CAW	12/30/2020	GRADING REVISIONS
CHF	05	DLS	1/13/2021	STORM WATER REVISIONS
CHECKED BY	06	MJV	2/02/2021	SWMP REVISIONS
DATE	08	DLS	05/19/2021	RIP RAP DESIGN

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.

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

Daniel L. Schmidt

DANIEL L. SCHMIDT, P.E.
Date: 08/29/17 Lic. No. 26147

ENGINEERS
SURVEYORS
DESIGNERS
PLANNERS

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN, 55391 (952) 476-6000

CITY PROJECT NO.

CHASKA, MINNESOTA

CITY DETAIL PLATES	FILE NO.
WEST CREEK APARTMENTS	19000-072
COMMUNITY DEVELOPMENT	8
	8

Stantec

**SILT FENCE
J-HOOK**

CHASKA, MINNESOTA

LAST REVISION:
APRIL 2008

PLATE NO.
ERO-1D

Stantec

**EROSION CONTROL BLANKET
INSTALLATION**

CHASKA, MINNESOTA

LAST REVISION:
APRIL 2008

PLATE NO.
ERO-2

Stantec

**INLET PROTECTION FOR CATCH BASIN
BEFORE CURB CONSTRUCTION**

CHASKA, MINNESOTA

LAST REVISION:
APRIL 2008

PLATE NO.
ERO-4A

Stantec

**INLET PROTECTION - CATCH BASIN 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

Stantec

**DITCH CHECK / WEEDER
SIZING AND MATERIALS**

CHASKA, MINNESOTA

LAST REVISION:
APRIL 2008

PLATE NO.
ERO-5

Stantec

**FLARED END
EROSION CONTROL**

CHASKA, MINNESOTA

LAST REVISION:
FEB 2006

PLATE NO.
ERO-6

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

Stantec

SLOPE TRACKING / WEEDER

CHASKA, MINNESOTA

LAST REVISION:
FEB 2004

PLATE NO.
ERO-10



SIGNIFICANT TREE TABLE

TREE #	SPECIES	DIAM	DISPOSITION
1	ELM	19"	REMOVED
2	APPLE	9"	REMOVED
3	APPLE	8"	REMOVED
4	MAPLE	17.5"	REMOVED
5	ELM	35"	REMOVED
6	MAPLE	18"	REMOVED
7	APPLE	11"	SAVED
8	APPLE	15"	SAVED
9	MULBERRY	38"	REMOVED
10	BOXELDER	23"	REMOVED
11	MAPLE	16"	REMOVED
12	MAPLE	19"	REMOVED
13	BOXELDER	12.5"	REMOVED
14	MAPLE	20"	REMOVED
15	BOXELDER	14.5"	REMOVED
16	MAPLE	19"	REMOVED
17	MAPLE	14"	REMOVED
18	BOXELDER	14.5"	REMOVED
19	MAPLE	15.5"	REMOVED
20	BOXELDER	22"	REMOVED
21	MAPLE	25"	REMOVED
22	MULBERRY	20"	REMOVED
23	BOXELDER	15.5"	REMOVED
24	BOXELDER	23"	REMOVED
25	WALNUT	15"	REMOVED
26	ELM	17"	REMOVED
27	BOXELDER	15.5"	REMOVED
28	BOXELDER	41.5"	REMOVED
29	BOXELDER	23"	REMOVED
30	WILLOW	42"	REMOVED
31	WILLOW	50"	REMOVED
32	ELM	19"	REMOVED
33	COTTONWOOD	21"	REMOVED
34	MULBERRY	42"	REMOVED
35	BOXELDER	17"	REMOVED
36	BOXELDER	27.5"	SAVED
37	COTTONWOOD	14"	SAVED
38	COTTONWOOD	14"	SAVED
39	BOXELDER	9"	SAVED
40	BOXELDER	15"	SAVED
41	COTTONWOOD	45"	SAVED
42	BASSWOOD	20"	SAVED

LEGEND

- X

NON-SIGNIFICANT TREE / SHRUB
TO BE REMOVED
- X¹⁸

SIGNIFICANT TREE
TO BE REMOVED

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.

Gregory A. Johnson - LA

Date: Reg. No: 24610

NOT FOR
CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK
APARTMENTS

TREE INVENTORY
PLAN

Project number 21238
Date 05.28.2021
Drawn by GAJ
Checked by 21200

L100

Scale



CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CANOPY TREES	REQ'D	PROP
BUILDING GROSS SQUARE FOOTAGE - 13,480 SF	42.5 CAL. IN.	
PROPOSED CANOPY TREE - 2.5" CAL		62.5 CAL. IN.
PROPOSED EVERGREEN TREE - 2.5" CAL		7.5 CAL. IN.
TOTAL TREES		70 CAL. IN.

ORNAMENTAL TREES	REQ'D	PROP
ORNAMENTAL TREES = REQUIRED CANOPY TREES X 25%	16 CAL. IN.	7.5 CAL. IN.

SHRUBS	REQ'D	PROP
BUILDING FOOTPRINT - 6,740 SF /300	23	157

GROUND COVER LEGEND

	SOD / TOPSOIL - SEE NOTES
	MNDOT NATIVE SEED MIX 33-261
	STORMWATER BASIN

PLANT SCHEDULE

DECIDUOUS TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
BL	5	BOULEVARD LINDEN	Tilia americana 'Boulevard'	B & B	2.5"Cal		
BO	2	BURR OAK	Quercus macrocarpa	B & B	2.5"Cal		
IH	4	IMPERIAL HONEYLOCUST	Gleditsia triacanthos 'Impcole' TM	B & B	2.5"Cal		
RB	7	RIVER BIRCH CLUMP	Betula nigra	B & B		8' HGT	
SGM	3	SIENNA GLEN MAPLE	Acer freemanii 'Sienna Glen'	B & B	2.5"Cal		
QB	3	SWAMP WHITE OAK	Quercus bicolor	B & B	2.5"Cal		
EVERGREEN TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
BS	3	BLACK HILLS SPRUCE FULL FORM	Picea glauca 'Densata'	B & B		6' HGT	
ORNAMENTAL TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SIZE	
PRC	5	PRAIRIE ROSE CRABAPPLE	Malus x 'Prairie Rose'	B & B	1.5"Cal		
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
BLS	31	BIRCH-LEAF SPIREA	Spirea x betulifolia 'Tor'	5 gal	24" HGT		48" o.c.
IHD	9	IVORY HALO DOGWOOD	Cornus alba 'Bailhalo' TM	5 gal	24" HGT		60" o.c.
ML	8	MISS KIM LILAC	Syringa patula 'Miss Kim'	5 gal	24" HGT		60" o.c.
TG	14	TECHNY GLOBE ARBORVITAE	Thuja occidentalis 'Techny Globe'	5 gal			48" o.c.
GRASSES	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
FG	37	FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	1 gal			24" o.c.
CONIFEROUS SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
MAJ	12	MANEY JUNIPER	Juniperus chinensis 'Maneyi'	5 gal	18" SPRD		60" o.c.
SJ	25	SCANDIA JUNIPER	Juniperus sabina 'Scandia'	5 gal			48" o.c.
TY	23	TAUNTON YEW	Taxus x media 'Taunton'	5 gal	18" SPRD		48" o.c.
PERENNIALS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE	FIELD3	SPACING
AFS	33	AUTUMN FIRE SEDUM	Sedum x 'Autumn Fire'	1 gal			24" o.c.
PHO	26	PATRIOT HOSTA	Hosta x 'Patriot'	1 gal			24" o.c.
SSD	38	STELLA SUPREME DAYLILY	Hemerocallis x 'Stella Supreme'	1 gal			24" o.c.

292Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

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.

Gregory A. Johnson - LA

Date: Reg. No: 24610

NOT FOR
CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK
APARTMENTS

LANDSCAPE
PLAN

Project number 21238
Date 05.28.2021
Drawn by GAD
Checked by 21200

L200

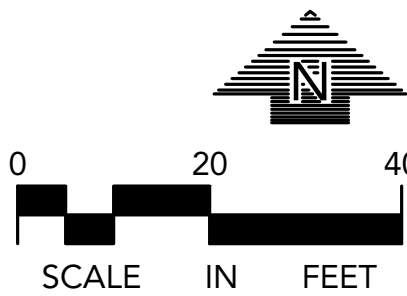
Scale

HICKORY STREET N.

CHASKA BLVD.

POND 1
NWL-730.0
HWL 732.0

CHANNEL





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.

Gregory A. Johnson - LA

Date:Reg. No: 24610

NOT FOR CONSTRUCTION

	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

PATIO ENLARGEMENT

Project number	21238
Date	11/02/2021
Drawn by	GAJ
Checked by	NWE

L201

Scale



D-Series Size 0
LED Area Luminaire

d"series

Specifications

EPA: 0.75 ft² (0.07 m²)

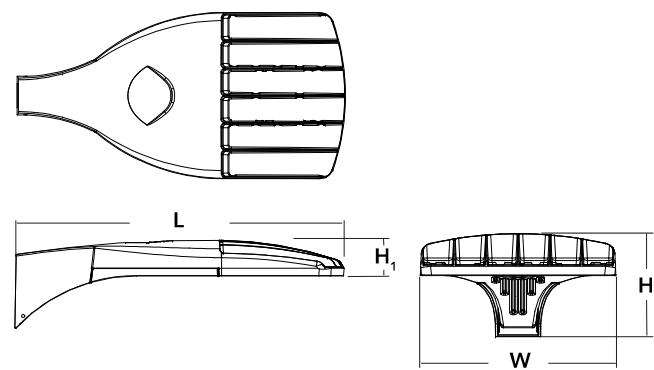
Length: 26" (66.0 cm)

Width: 13" (33.0 cm)

Height: 3" (7.6 cm)

Height: 7" (17.8 cm)

Weight (max): 16 lbs (7.25 kg)

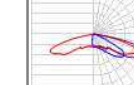
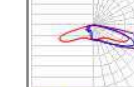
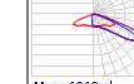


Ordering Information

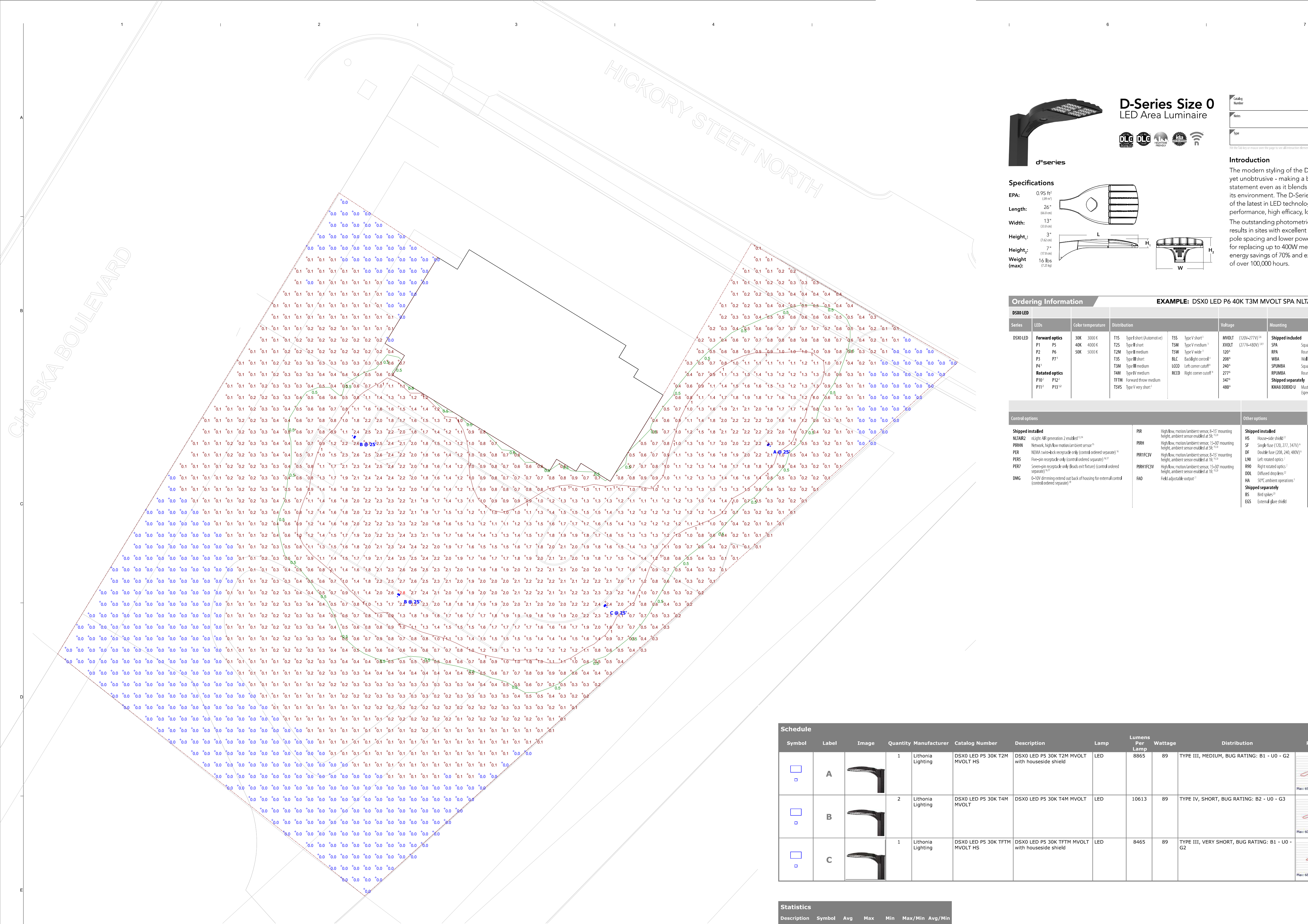
EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DD8XD

Series	LEDs	Color temperature	Distribution	Voltage	Mounting	
DSX0 LED	Forward optics P1 P5 P2 P6 P3 P7 P4 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹²	30K 3000 K 40K 4000 K 50K 5000 K	T15 Type I short (Automotive) T25 Type II short T2M Type II medium T35 Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium TSVS Type V very short ¹	T5S Type V short ¹ T5M Type V medium ¹ TSW Type V wide ¹ BLC Backlight control ¹ LCCO Left corner cutoff ¹ RCCO Right corner cutoff ¹	MVOLT (120V-277V) ¹⁴ VVOLT (277V-480V) ¹⁵ 120" 208" 240" 277" 347" 480"	Shipped included SPA Square pole mounting RPA Round pole mounting ¹⁶ WBA Wall bracket ¹ SPUMBA Square pole universal mounting adaptor ¹⁷ RPUMBA Round pole universal mounting adaptor ¹⁸ Shipped separately KMA8 DD8XD U Mast arm mounting bracket adaptor (specify finish) ¹⁹

Control options	Other options	Finish (selected)	
Shipped installed NLTAIR2 nLight A4R generation 2 enabled ^{11,12} PIRHN Network, high-flow motion/ambient sensor ¹³ PER NEMA twist-lock receptacle only (control ordered separate) ¹⁶ PER5 Five-pin receptacle only (control ordered separate) ^{16,17} PER7 Seven-pin receptacle only (leads exit fixture) (control ordered separate) ^{16,17} DMG 0-10V dimming extended out back of housing for external control (control ordered separate) ¹⁶	PIR High-flow, motion/ambient sensor, 6-15' mounting height, ambient sensor enabled at 5k ^{13,14} PIRHN High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5k ^{13,14} PIRHF5V High-flow, motion/ambient sensor, 6-15' mounting height, ambient sensor enabled at 5k ^{13,14} PIRHF5V High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5k ^{13,14} FAO Field adjustable output ¹¹	Shipped installed HS House-side shield ²¹ SF Single-fuse (120, 277, 347V) ¹⁴ DF Double-fuse (208, 240, 480V) ¹⁴ L90 Left rotated optics ¹ R90 Right rotated optics ¹ DOL Diffused drop lens ²² HA 50°C ambient operations ¹ Shipped separately BS Bird spikes ²³ EGS External glare shield	Shipped installed DBRXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBRXD Textured dark bronze DDBLXD Textured black DNDAXD Textured natural aluminum DNDWXD Textured white

Schedule												
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Wattage	Distribution	Plot	Notes
	A		1	Lithonia Lighting	DSX0 LED P5 30K T2M MVOLT HS	DSX0 LED P5 30K T2M MVOLT with houside shield	LED	8865	89	TYPE III, MEDIUM, BUG RATING: B1 - U0 - G2	 Max: 6913cd	
	B		2	Lithonia Lighting	DSX0 LED P5 30K T4M MVOLT	DSX0 LED P5 30K T4M MVOLT	LED	10613	89	TYPE IV, SHORT, BUG RATING: B2 - U0 - G3	 Max: 6046cd	
	C		1	Lithonia Lighting	DSX0 LED P5 30K TFTM MVOLT HS	DSX0 LED P5 30K TFTM MVOLT with houside shield	LED	8465	89	TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G2	 Max: 6869cd	

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Site Lighting	+	0.6 fc	2.8 fc	0.0 fc	N/A	N/A





VIEW OF NORTH SIDE OF BUILDING

292Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the

state of
MINNESOTA

m. wintger

COMMUNITY
ASSET
DEVELOPMENT
GROUP

WEST CREEK
APARTMENTS
401 HICKORY
STREET CHASKA,
MN 55318

EXTERIOR IMAGE

Project number	17015.00
Date	05.04.21
Drawn by	MTW
Checked by	MSW

A800



PATIO VIEW

292 Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the

MINNESOTA

m. wintger

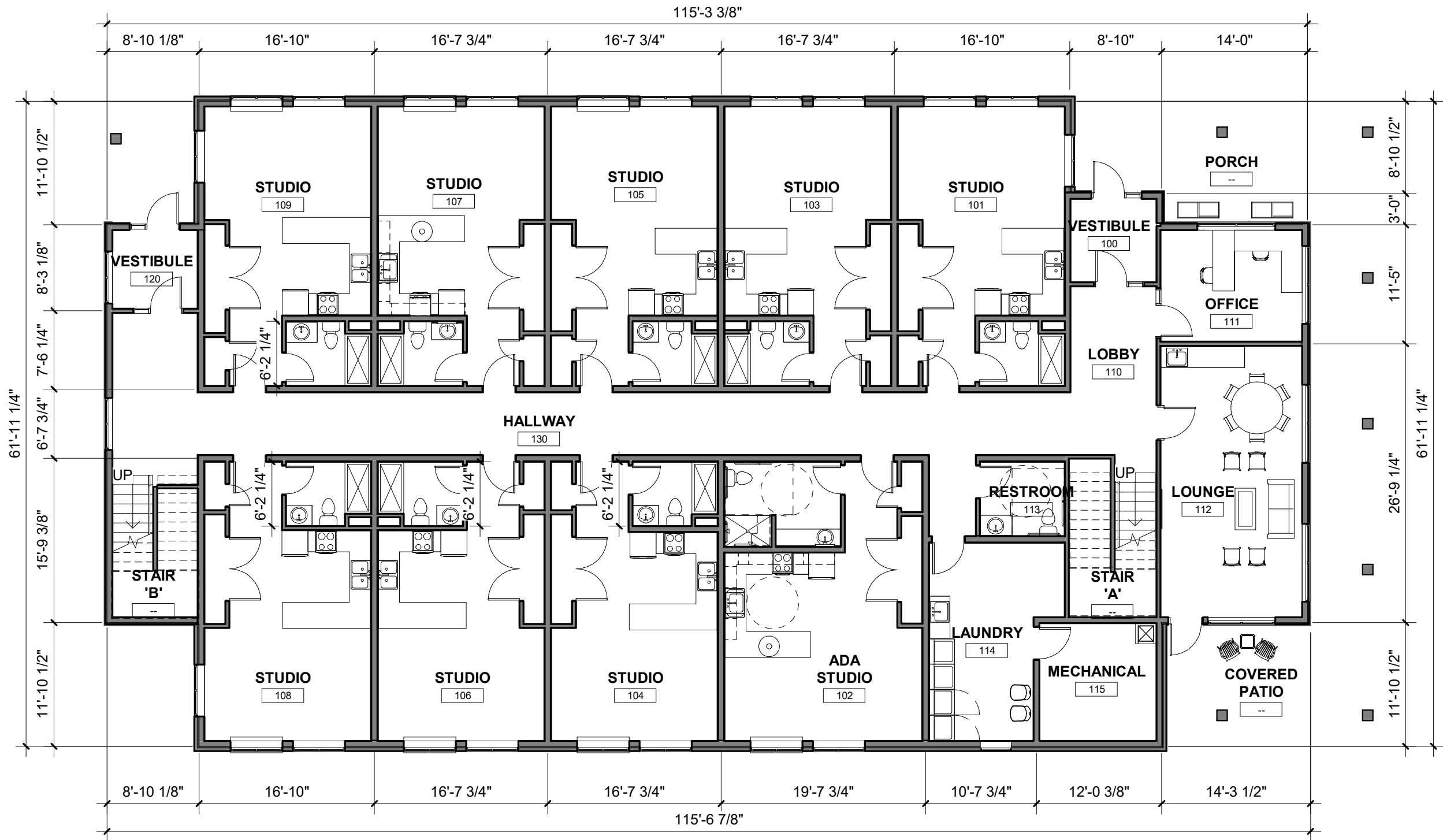
COMMUNITY
ASSET
DEVELOPMENT
GROUP

WEST CREEK
APARTMENTS
401 HICKORY
STREET CHASKA,
MN 55318

EXTERIOR IMAGE

Project number 17015.00
Date 05.04.21
Drawn by Author
Checked by Checker

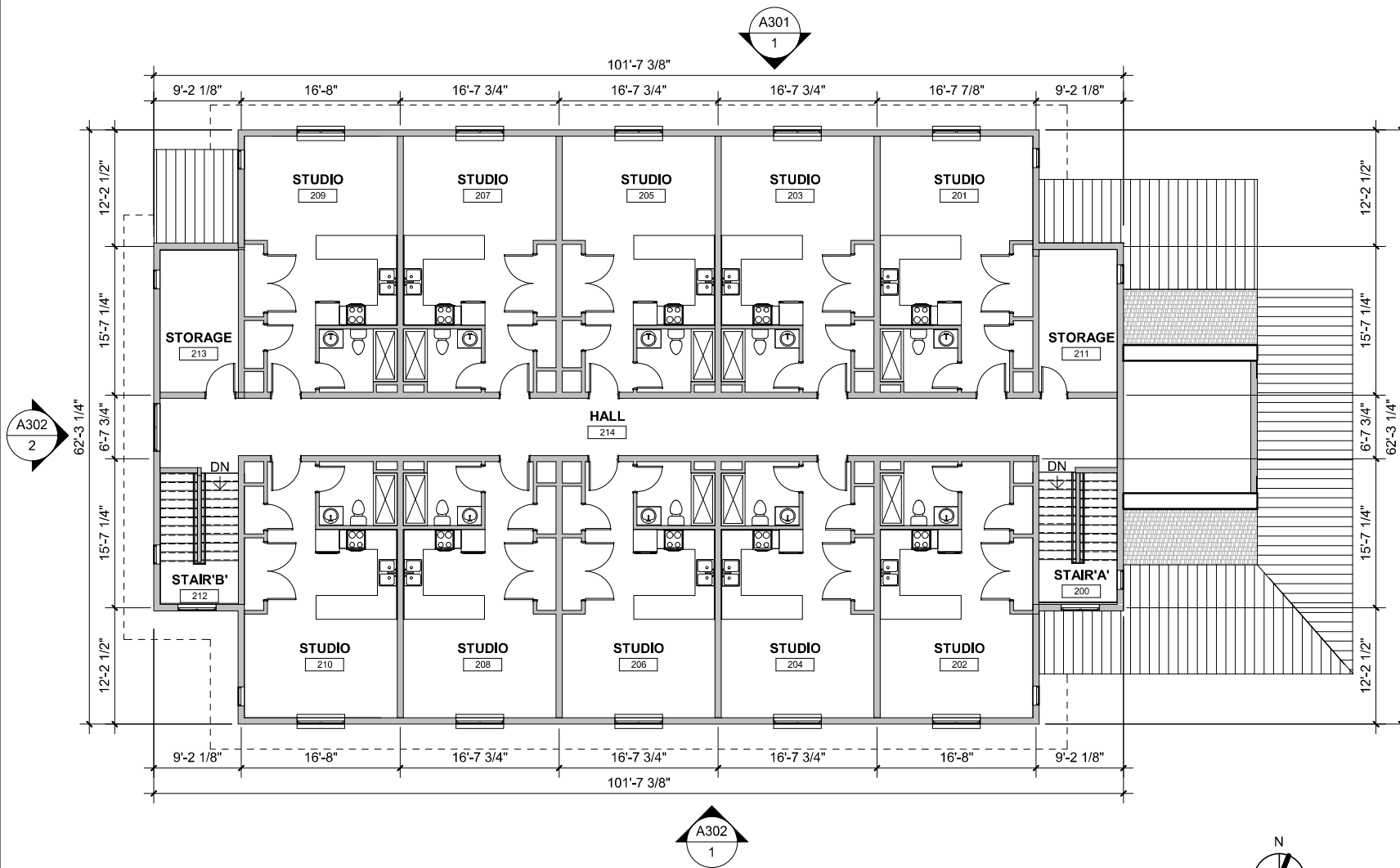
A801



① FIRST FLOOR PLAN - REVISED 10/21/2021
3/32" = 1'-0"

COMMUNITY ASSET DEVELOPMENT GROUP WEST CREEK APARTMENTS

292Design



1 SECOND FLOOR PLAN
3/32" = 1'-0"

292Design

292 DESIGN GROUP
3533 E. LAKE STREET MINNEAPOLIS, MN 55406

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the

MINNESOTA

m. m. m.

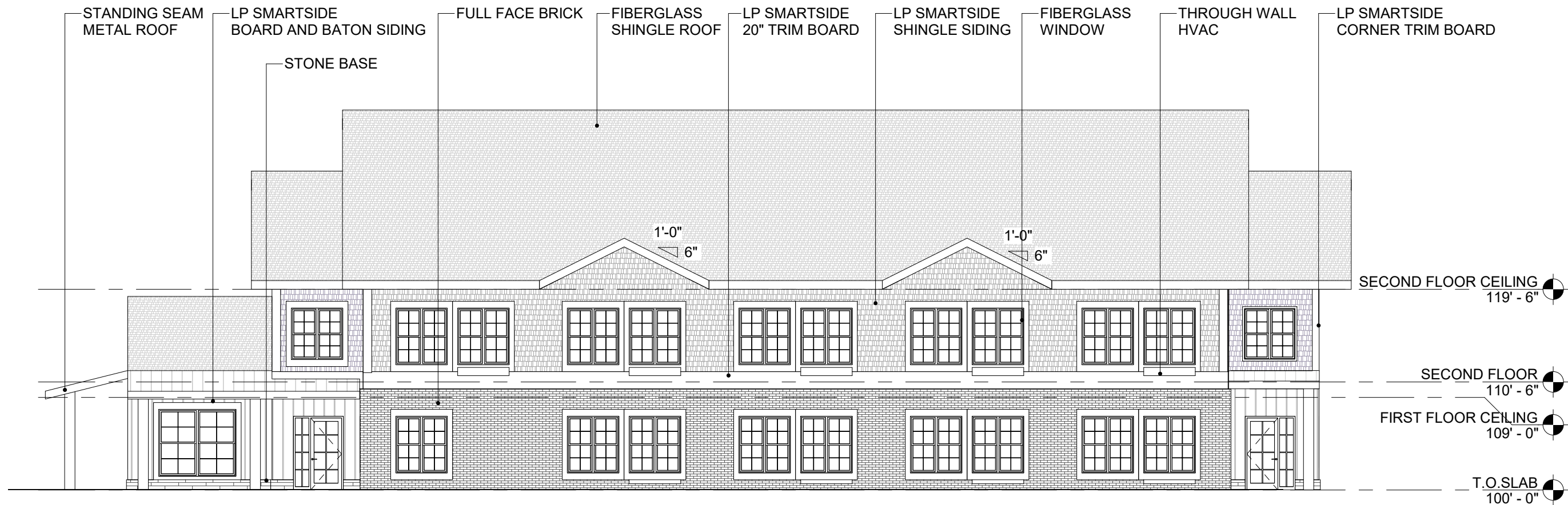
COMMUNITY
ASSET
DEVELOPMENT
GROUP

WEST CREEK
APARTMENTS
401 HICKORY
STREET CHASKA,
MN 55318

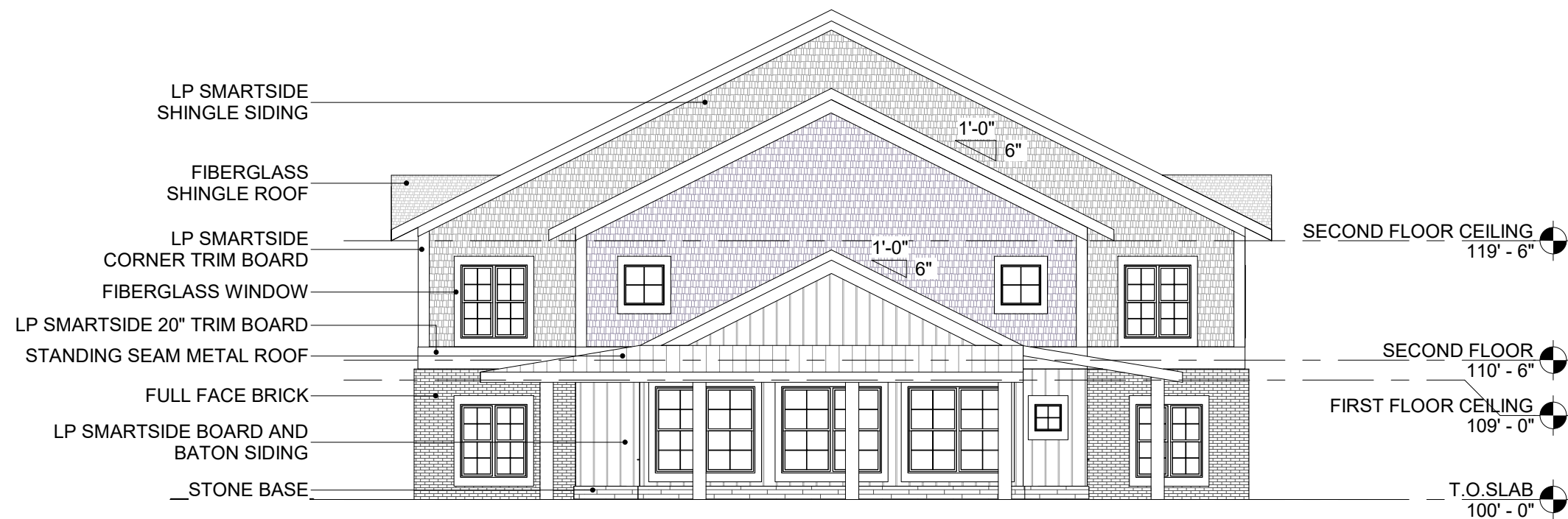
SECOND FLOOR
PLAN

Project number 17015.00
Date 05.04.21
Drawn by MTW
Checked by MSW

A102



1 S BUILDING ELEVATION
3/32" = 1'-0"



2 E BUILDING ELEVATION
3/32" = 1'-0"

MATERIAL BREAK DOWN			
CLASS	MATERIAL	SF	%
NORTH		2,100 SF	
1	BRICK	465 SF	24%
1	GLASS	860 SF	40%
1	BOARD AND BATTEN	190 SF	9%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	25%
EAST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	395 SF	25%
1	BOARD AND BATTEN	250 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	765 SF	48%
SOUTH		2,100 SF	
1	BRICK	480 SF	23%
1	GLASS	975 SF	46%
1	BOARD AND BATTEN	60 SF	3%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	26%
WEST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	370 SF	24%
1	BOARD AND BATTEN	260 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	780 SF	49%
TOTAL		7,400 SF	
1	BRICK	1,265 SF	17%
1	GLASS	2,600 SF	35%
1	BOARD AND BATTEN	760 SF	10%
1	STONE	140 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	2,635 SF	36%

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of MINNESOTA

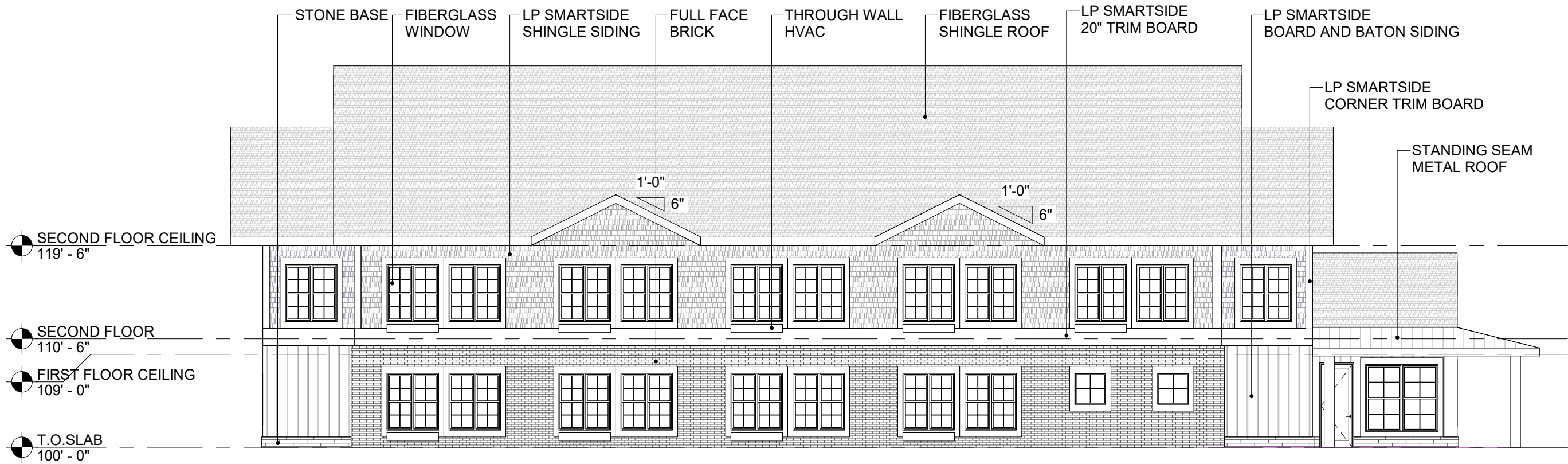
m. wenter

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

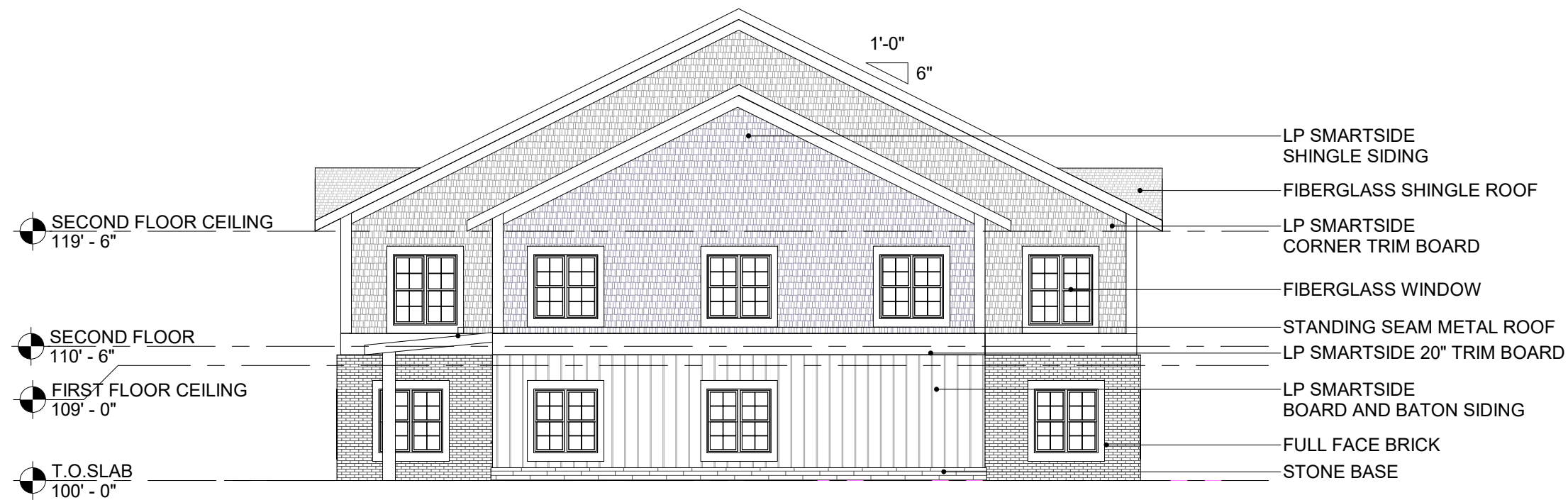
EXTERIOR ELEVATIONS

Project number 17015.00
Date 05.04.21
Drawn by MTW
Checked by MSW

A_301



1 N BUILDING ELEVATION
3/32" = 1'-0"



2 W BUILDING ELEVATION
3/32" = 1'-0"

MATERIAL BREAK DOWN			
CLASS	MATERIAL	SF	%
NORTH		2,100 SF	
1	BRICK	465 SF	24%
1	GLASS	860 SF	40%
1	BOARD AND BATTEN	190 SF	9%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	25%
EAST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	395 SF	25%
1	BOARD AND BATTEN	250 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	765 SF	48%
SOUTH		2,100 SF	
1	BRICK	480 SF	23%
1	GLASS	975 SF	46%
1	BOARD AND BATTEN	60 SF	3%
1	STONE	40 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	545 SF	26%
WEST		1,600 SF	
1	BRICK	160 SF	10%
1	GLASS	370 SF	24%
1	BOARD AND BATTEN	260 SF	16%
1	STONE	30 SF	1%
1	LP SMARTSIDE SHINGLE SIDING	780 SF	49%
TOTAL		7,400 SF	
1	BRICK	1,285 SF	17%
1	GLASS	2,600 SF	35%
1	BOARD AND BATTEN	760 SF	10%
1	STONE	140 SF	2%
1	LP SMARTSIDE SHINGLE SIDING	2,635 SF	36%

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of MINNESOTA

m. wenter

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

EXTERIOR ELEVATIONS

Project number 17015.00

Date 05.04.21

Drawn by MTW

Checked by MSW

A_302

- MINUTES -
CHASKA ECONOMIC DEVELOPMENT AUTHORITY
OCTOBER 4, 2021

DRAFT

1. Call to Order

President Windschitl called the meeting to order at 8:04 pm.

2. Roll Call

Roll call was taken. Present: Commissioners Hatfield, Hubbard, Huang, and President Windschitl.

Absent: Commissioner Grau.

Also Present: Nate Kabat, Assistant Executive Director and Matt Podhradsky, Executive Director.

3. Agenda

Motion by Commissioner Hubbard, second by Commissioner Huang to adopt the agenda as presented.

Motion carried.

4. Minutes

Motion by Commissioner Huang, second by Hatfield to approve the September 20, 2021 EDA Meeting Minutes as presented.

Motion carried.

5. Approve EV Charge Program License Agreement with Minnesota Municipal Power Agency

Executive Director Podhradsky presented this item to the Commission and provided some background.

Motion by Commissioner Huang, second by Commissioner Hubbard to approve EV Charge Program License Agreement with Minnesota Municipal Power Agency.

Motion carried.

6. Other Business

Executive Director Podhradsky provided an update on the Hy-Vee site.

7. Adjourn

Motion by Commissioner Hubbard, second by Commissioner Huang to adjourn the meeting at 8:13 pm.

Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
NOVEMBER 1, 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 Grau (via Zoom), 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; and Jake Sofly, City Attorney.

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. Fire Chief Wiebe recognizing firefighter Zach Bonnema receiving the MN Fire Chiefs Association Award nominated from his peers.

Fire Chief Wiebe addressed the Council and provided some background and information on this item and welcome Mr. Bonnema forward.

Mr. Bonnema addressed the Council and thanked the City and his family for their support allowing him to do what he does for the City.

Fire Chief Wiebe presented Mr. Bonnema with a plaque for his outstanding work and commitment to the City.

The Councilmembers thanked Mr. Bonnema for all his hard work and dedication.

6. Minutes

6.A. Approve October 18, 2021 City Council Meeting Minutes

Mayor Windschitl stated Mr. Kabat's last name was spelled incorrectly and should be corrected.

Motion by Councilmember Hatfield, second by Councilmember Grau to approve the minutes of the October 18th, 2021 City Council meeting with amendments noted. Motion carried.

7. Consent Agenda

Motion by Councilmember Hubbard, second by Councilmember Huang to approve the Consent Agenda Item A:

- A. Adopt Resolution 2021-70, Resolution Authorizing Last Written Offers to Acquire Fee Title and Various Easements for Certain Property Described Herein Related to Highway 41 and Highway 61 Improvements

Motion to adopt Resolution 2021-70, Resolution Authorizing Last Written Offers to Acquire Fee Title and Various Easements for Certain Property Described Herein Related to Highway 41 and Highway 61 Improvements

Motion carried.

8. Bills

8.A. Accounts Payable Council Roster 11-1-2021

Council requested further information on pages 4, 14, 23 and 26.

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 Grau, Hatfield, Hubbard, Huang, and Mayor Windschitl. Voting nay: None
Motion carried.

9. Other Business

9.A. City Administrator's Report

9.A.i. Bi-Weekly Report November 1, 2021

9.B. Other Meeting Minutes

9.B.i. 3rd-Qtr 2021 Investment Report – November 1, 2021

Councilmember Grau:

- Stated he wanted to wish the High School Volleyball and Football teams good luck in the Section Championships

Councilmember Hatfield:

- Stated she had nothing to share at this time

Councilmember Huang:

- Stated on December 4th is the Hometown Holiday
- Stated December 5th is the Tree Lighting at Fireman's Park
- Noted SouthWest transit is having some issues with Met Council and as a result are having trouble acquiring new buses
- Stated the controlled fire event on Saturday was very impactful and noted the first responders are a very vital part of the Community and thanked them all for their service

Councilmember Hubbard:

- Stated she attended the controlled fire event on Saturday and noted it was very impactful, she thanked the Chaska Fire Department for their courage
- Noted she participated in the two bonding tour stops
- Stated she attended the Jack-O-Lantern Trail put on by Parks and Recreation, noted they did a great job
- Stated she attended Community Unity Conversation
- Noted the election is tomorrow from 7am - 8pm and encourages everyone to vote
- Noted she couldn't attend the Carver County Leaders Group meeting recently but will pass long the slide decks for the Council to view
- Thanked all Veterans for their services as Veteran's Day approaches

Mayor Windschitl:

- Stated the Police Department along with PROmotion Graphics surprised a little boy in the Community, Brendan who has Leukemia with a special squad car and uniform so he can continue to help patrol the streets with them since he outgrew his old paw patrol car, and noted something like this won't make the news because it is good news but is the kind of thing that makes people smile and thanked the police for being so caring
- Thanked Carver County and Public Works for their contributions to the Trail of Fun
- Noted it is important to be educated on the election before you go to vote, and encouraged everyone to do some research prior to voting
- Noted the town golf course has done 42,000 rounds this year and stated that is a big feat and congratulated the staff for their hard work
- Echoed Councilmember Hubbard's thoughts on Veteran's Day and noted there is a program at the Middle School West which will be played via video to each classroom and there will be coffee and doughnuts outside afterwards at 8:40am
- Stated deer hunter opener is this weekend, noted those going out should be safe and wished them good luck
- Noted the next Council meetings are on and November 1st and 15th

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Huang to adjourn the meeting at 7:55 pm.

Motion carried.

DRAFT

**- MINUTES -
CHASKA CITY COUNCIL
NOVEMBER 15, 2021**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7:03 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 Hubbard, second by Councilmember Grau to adopt the agenda as presented. Motion carried.

5. Visitor Presentation

5.A. His House Foundation Update – Martha Brannon

Martha Brannon, His House Foundation addressed the Council. She provided an update on the housing and rentals in the community. She stated this past weekend the organization held a fundraiser which was a sleep out at the Curling Center to raise awareness about homelessness. She noted they raised a good amount of funds that will be placed in their discretionary fund.

Ms. Brannon stated since the last time she addressed the Council, the organization has been certified by the State for Housing Stabilization, and they are now contracted with Carver and Scott Counties for street outreach, which focuses on reaching out to those living on the streets, holding signs outside and the homeless hotel programs. The organization also, recently signed up to be the United Way 211 Crisis Line for the region, they take calls from residents in the middle of a housing crisis and try to help them find resources.

Ms. Brannon noted Chaska Moravian Church, Cap Agency, Salvation Army, and the County all have housing resources for people in need. She stated they have seen a different demographic reaching out for help recently. She stated they have received several calls from local school Counselors, four alone in the past week that have a student whose family is experiencing homelessness. She stated most of the people they help are suffering from addiction or mental

DRAFT

health issues; they don't usually see a lot of families reaching out. She noted in most cases these families have income from jobs and due to Covid-19 or another issue, they have suffered a housing crisis. She expressed her concern about the amount of people seeking help, noting their programs are full and they have waitlists right now.

Councilmember Huang asked what the comparison is between the numbers of clients from last year to this year. Ms. Brannon stated last year she felt they could keep up with the clientele and then this year it seemed like they were keeping up but then the weather and eviction moratorium came to an end and those things happening at the same time caused a surge in clients and waitlists had to be started.

Councilmember Hubbard asked how the general public or Council can help with this crisis. Ms. Brannon stated she isn't sure because it is such a large issue but sharing resources and making sure they are known to people who need them always helps.

5.B. Domestic Violence Report – Joseph Schneider

Joseph Schneider addressed the Council. He thanked the Council for all their hard work and what they do for the community. He stated he is speaking on his own behalf tonight and sharing his story on Domestic Violence.

Mr. Schneider read a personal statement regarding the events that transpired over the course of his previous marriage in which he suffered emotional and physical abuse. He noted the affects it had on him as a father and a man. He stated as a man and victim of domestic abuse, it was very difficult to seek and receive the help he needed and he hopes to educate people on the fact that domestic abuse can occur to either gender and no one should be embarrassed or afraid to seek help, he noted the support he received saved his life.

Mayor Windschitl thanked Mr. Schneider for coming forward and sharing his story. He stated it is a tough conversation to have and it is often not something brought forward and it should be.

6. Minutes

6.A. Approve November 1, 2021 City Council Meeting Minutes

Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the minutes of the November 1, 2021 City Council meeting.
Motion carried.

7. Consent Agenda

Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the Consent Agenda Item A through E:

- A. Adopt Resolution 2021-71, Approving the Agreement to State Transportation Fund Local Bridge Replacement Program Grant Terms and Conditions

Motion to adopt Resolution 2021-71, Approving the Agreement to State Transportation Fund Local Bridge Replacement Program Grant terms and conditions for replacement of Bridge 10J52.

DRAFT

B. Adopt Resolution 2021-72, Municipal State Aid Street System Revision
Motion to adopt Resolution 2021-72 Approving and Amending the Municipal State Aid Streets of the City of Chaska.

C. Adopt Ordinance 1002, Amend Chapter 6, Article 6.12 Noise and Odors, Section 6.12.030 and 6.12.040
Motion to adopt Ordinance 1002, Amending Chapter 6, Article 6.12 Noise and Odors, Section 6.12.030 and 6.12.040.

D. Adopt Resolution 2021-73, 2022 Downtown Reconstruction Project Feasibility Study
Motion to adopt Resolution 2021-73 ordering preparation of the feasibility study for the 2022 Downtown Street/Utility Reconstruction Project.

E. Adopt Resolution 2021-76, Eminent Domain Over Certain Property Related to Highway 41 and Highway 61 Improvements
Motion to adopt Resolution 2021-76, authorizing Eminent Domain to acquire fee title and various easements for new pavements, raised medians, utilities, landscaping enhancements, wayfinding, enhanced pedestrian system, public parking and new signal systems over certain property described herein.
Motion carried.

8. Action Items

8.A. Adopt Resolution 2021-74, Approving the Conditional Use Permit (CUP) Amendment for Total Loss at 525 Creekridge Drive/Total Loss Brokers/PC #2021-07

City Administrator Podhradsky introduced and provided background on this item.

City Planner Hanson presented the Conditional Use Permit (CUP) Amendments proposed.

Councilmember Grau asked what events occurred that brought this forward for amendment. Mayor Windschitl echoed Councilmember Grau and stated he would like to know what was previously asked of the Planning Commission, that was not approved, that got them to this point.

City Planner Hanson stated there was no complaint or issues brought forward that caused this request, she stated the property owner is the one who brought this forward asking for a CUP that more accurately shows what they are doing on the site currently. She stated they are asking for the option to have 450 vehicles on their 3 acres of land.

City Administrator Podhradsky stated the intent of the new CUP is to keep the site looking like it does right now but to ensure the business is reflected accurately and compliant within it. He noted the number of vehicles allowed on the property will remain the same and that the Planning Commission isn't opposed to a CUP that reflects what is there now.

Daniel Lysholm, Total Loss Brokers and applicant, addressed the Council and stated the purpose of this is to allow his father to retire and sell his land, he stated after he withdrew his prior application due to the difficulties he experienced through the process, this time he wanted to approach it differently and work with the City to craft a CUP that will cover what the applicant needs allowing them to operate legally and as the City expects.

DRAFT

Mayor Windschitl stated he commends Mr. Lysholm for coming forward to change the CUP. He stated his concern is that they are trying to sell and it opens the door to a new owner who may not upkeep the property as they have.

Mr. Lysholm stated he doesn't want to sell to someone looking to use it as a junk yard or anything like that, he stated his dad spent his whole life building the company into what it is and he wants to see it remain.

Councilmember Huang reviewed the past actions regarding this property from 2018 to the current date. He asked if the CUP is tied to the business or the property.

City Administrator Podhradsky stated the CUP can only be tied to the property, but stated it is very specific and if anyone buys the property, they would need to operate the exact same type of business and run it exactly as the current owner does it and they would need to come in and modify the CUP unless the business is exactly the same type of business.

Councilmember Grau asked if there are any environmental issues that could be harming the ground because there are so many cars stored there. Mr. Lysholm stated mostly when they get the cars the fluids have already drained out due to the accidents they get the cars from. He stated he put together a 29page book on this issue which he wasn't sure they got or not.

Motion by Councilmember Huang, second by Councilmember Grau to adopt Resolution No. 2021-74 approving 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 at 525 CreekrIDGE Drive (PC #2021-07).

Motion carried.

8.B. Adopt Ordinance MC 2021-1003, Repealing Sections 7.24.030 and 13.16.110 and Adopting Chapter 14, Article 14.04, Sections 14.04.010-14.04.060 of the Chaska Code of Ordinances Utility Franchise

City Administrator Podhradsky presented and provided background on this item. He stated this item would usually be a consent agenda item but due to its significant impact within the community and the fact that it is a big revenue stream, it is being presented as an action item tonight on the agenda.

Motion by Councilmember Hatfield, second by Councilmember Hubbard to adopt Ordinance MC 2021-1003, Repealing Sections 7.24.030 and 13.16.110 and Adopting a new Chapter 14, Article 14.04, Sections 14.04.010 through 14.04.060.

Motion carried.

8.C. Adopt Resolution 2021-75, Approving the Concept Plan for Rivertown Heights/DR Horton/PC #2021-18

DRAFT

City Administrator Podhradsky introduced and provided background on this item.

City Planner Hanson provided a presentation and overview of the item and proposed concept plan.

There was discussion regarding ball fields being lighted, the way the Carlson properties tie into the plan and signage requests. City Planner Hanson stated they will have more information from the developer on this item during the preliminary plat process.

Councilmember Grau stated it was nice that they had a neighborhood meeting prior to this meeting. He stated he would like to see the lots align better and for them to add some screening to the property. He noted he is concerned about them filling in the ravine because they do have drainage issues in that area but stated the development could help with that issue.

Councilmember Huang stated his only request would be that they add the proposed lit ball park to the concept plan so people know what they plan to put there.

Councilmember Hubbard stated she feels like they are getting the same value homes in all the concept plans and regarding affordable housing, she is wondering how the City is looking compared to others.

Community Development Director Ringwald stated they are on track for their projected numbers and are comparable to the neighboring cities.

Councilmember Hubbard stated she is advocating for more diversity in the housing types and prices in the future.

Motion by Councilmember Huang, second by Councilmember Grau to adopt Resolution 2021-75, Approving the Rivertown Heights Concept Plan for a 91-lot subdivision on 40 acres of land (PC #2021-18).

Motion carried.

9. Bills

9.A. Accounts Payable Council Roster 11-15-2021

Council requested further information on pages 1 and 24.

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 Grau, Hatfield, Hubbard, Huang, and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

DRAFT

10.B. Bi-Weekly Report November 15, 2021

10.C. Financial Reports September 30, 2021

10.D. Other Meeting Minutes

10.D.i. Human Rights Commission Meeting Minutes – September 23, 2021

Councilmember Grau:

- Stated the hospitals are at high capacity, and encourages everyone to continue to be vigilant and practice safe health practices

Councilmember Huang:

- Stated the Veterans Day service at Middle School West was really nice and he likes that they are passing along the tradition to the next generation
- Stated the Chaska High School Theatre Program is putting on the Importance of being earnest by Oscar Wilde on November 19, 20 and 21, and noted his daughter is in it and encourages everyone to see it if they are interested in supporting the theatre programs
- Noted the Hometown Holiday is on December 4th and the Tree Lighting at Fireman's Park is on December 5th

Councilmember Hubbard:

- Wished everyone a safe and Happy Thanksgiving

Councilmember Hatfield:

- Wished everyone a Happy Thanksgiving

City Administrator Podhradsky

- Stated there is only a Work Session on November 29th which will start at 6pm

Mayor Windschitl:

- Stated the Mayors Luncheon is this Wednesday and there is mayor pro tem filling in
- Congratulated the Varsity Football and Volleyball teams on a successful season
- Stated kudos go to Middle School West on their great Veteran's Day Service
- Wished everyone a Happy Thanksgiving and noted if anyone is traveling to be safe
- Noted the next Council meetings are on December 6th and 20th

11. Adjourn

Motion by Councilmember Huang, second by Councilmember Hubbard to adjourn the meeting at 9:26 pm.

Motion carried.