AGENDA
CHASKA PLANNING COMMISSION
CHASKA EVENT CENTER - 3210 CHASKA BLVD & ZOOM
Wednesday, January 12, 2022
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 Dec 8th Planning Commission Meeting Minutes.
6. Consent Items
   - 6.A. Recommend Approval of the Final Plat for Del Webb at Chaska 2nd Addition/Pulte Homes/PC #2022-08
   - 6.B. Recommendation for Disposition of Excess Property Near Highwood Drive
7. Action Items
   - 7.A. PUBLIC HEARING: Recommend Approval of the Preliminary Plat, Preliminary Site & Building Plan, and Rezoning for West Creek Apartments/Community Asset Development Group/PC #2022-02
   - 7.B. PUBLIC HEARING: Recommend Approval of the Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center/Joel Buttenhoff/PC #2022-03
   - 7.C. Recommend Approval of the MBE Excavating Concept Plan/Sambatek on behalf of MBE Excavating/PC #2022-05
   - 7.D. Recommend Approval of the Preliminary Site & Building Plan for 212 Medical Center/Ridgeview Medical Center/PC #2022-07

7.E. Recommend Approval of the Ess Lot & Ernst Home (Chaska Yards) Concept Plan/Carver County CDA/PC #2022-06

7.F. Recommend Approval of the Concept Plan for 5 Single Family Lots on 6th Street and Maple Street/Landmark Builders/PC #2022-04

8. Other Business

8.A. Receive Other Meeting Minutes

8.A.i. Receive the Dec 6th 2021 City Council Meeting Minutes

8.A.ii. Receive the Oct 12th 2021 Park Board Meeting Minutes

9. Adjourn

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CHASKA PLANNING COMMISSION
MINUTES
DECEMBER 8, 2021

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

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

Members absent: Commissioners Brass and Rylee

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 Previous Meeting Minutes
   a. Approve the November 10, 2021 Planning Commission Meeting Minutes

Motion by Commissioner Lacey, second by Commissioner Olson, to approve the minutes of the November 10, 2021 Planning Commission meeting, as presented.
Motion carried.

6. Consent Agenda – None

7. Action Items

   A. PUBLIC HEARING CANCELLED: Preliminary Site and Building Plan, Preliminary Plat, and Rezoning for West Creek Apartments/Community Asset Development Group/PC #2021-11

Chair Dahlke explained that this item is still on the agenda, but is no longer a Public Hearing, and is now a Concept Plan that will be discussed under item 7E.

   B. Recommend Approval of the Concept Plan for Oak Creek and Clover Field Apartments/DR Horton and Chaska Investments/PC #2021-20

Chair Dahlke noted that Commissioner Olson would recuse himself from this agenda item.

Commissioner Olson left the dais.

City Planner Hanson presented to the Commission.

Commissioner Sailer asked if the orderly annexation on Oak Creek's concept, continues west all the way to Victoria Drive.

City Planner Hanson confirmed that it would continue to Victoria Drive.

Commissioner Sailer stated that the previous concept and this concept have no ability to continue this neighborhood going west, so if anyone very wanted to develop it they would have to find a different access to that part of the property.

City Planner Hanson confirmed that this was correct.

Commissioner Urbanski stated that the residential area is looking for single family lots to be developed first with the apartments somewhere further down the road. He asked if the road along the railroad tracks would be developed as part of the first phase.

City Planner Hanson stated that this road would be developed during the first phase and be primarily part of the single family development.

Commissioner Sailer stated that he assumes that would also be the preferred construction route.

Community Development Director Ringwald noted that the Planning Commission can provide that direction.

Mike Sewell, DR Horton, 20860 Cambridge Court, Lakeville, explained that after receiving strong direction from the Commission, they have been working with the Kelzer family on another access point to come up with a route to the north, which is what they are presenting tonight. He noted that the Kelzer family has paid the assessment that was put on their property and would like this project to move forward. He stated that the reason that they took Clover Preserve across is because that is where the sewer and water will be going to cross and wanted to just disturb things once. He stated that they have attempted to respond to the feedback that they have received thus far from the City and the neighborhood meeting.

Chair Dahlke stated that he can tell there has been a lot of hard work put into this plan because of its difference from the original plan that was put before the Commission 18 months ago. He gave the opportunity for members of the public to give their input but asked individuals not to repeat comments that have already been made by others.

Mike Benson, representing Chaska Investment, 10118 Wild Duck Pass, Eden Prairie, expressed his appreciation to staff the Commission and noted that he will also be available to answer questions, if necessary.

Ray Lindner, 1401 Clover Preserve Lane, stated that he has provided documentation to staff and the Commission of multiple concerns that he believes are representative of a large majority of his neighbors.

There was a round of applause from the audience.

Mr. Lindner noted the neighbor's surprise when the revised plan came with the elimination of the access at Sophia and driving all of the access through Clover Preserve Lane. He stated that the north access point is an additional positive aspect, but there is still only one residential access going into this neighborhood from an existing neighborhood which he would like the Commission to look more closely at. He stated that he has heard multiple discussions related to the size of the development and explained that the increase in the number of units is significant which will affect the traffic flow. He noted that one thing that was left off the notes from the last meeting was the multiple concerns that were raised by the residents about safety for children that will be on Clover Preserve Lane. He stated that the traffic flow and access changes, even with the addition of the stub, still means a significant amount of traffic will likely utilize Clover Preserve Lane. He stated that he ran numbers of 4 trips/day from each household which equates to 75,000 trips/year that will travel that route and at 10 trips/day which is a common number would make the numbers of trips significantly greater. He stated that in the 2018 study, Clover Ridge Preserve was nearly at full capacity at the time it was conducted and noted that he is looking forward to the follow up traffic studies and hopes that they reflect 'real life' traffic and not COVID traffic. He asked the Commission to take all these impacts into consideration and would ask that they clearly direct that rea life traffic number be done and that there be consideration to the impact this will have on the residents of Clover Preserve Lane. He stated that he would also like to make sure that they take notice of statements about no building to the west or to the south that connects to this neighborhood. There are 30 foot access points that are provided and understands that with City planning it would be either 60 or 54 feet for a street. He stated that this is the preliminary plan, so he feels things can change and would like the City to direct that there be no connectivity into this from other areas. He stated that they also want to ensure that their safety concerns are taken into consideration because there are a lot of children that live along Clover Preserve Lane. He stated that another concern is with regard to the planned removal of hundreds of trees. The Clover Preserve Lane access butts up to Clover Preserve Circle at a 3-way intersection which he does not think it is the best type of intersection to go through especially in the morning as people are traveling in and out. He stated that this intersection was not built to handle a large amount of traffic. He stated that there are two playgrounds on Clover Preserve Drive one designed for small children and one on Hundertmark Road designed for older, unaccompanied kids. He stated that at Clover Ridge Elementary, the cul-de-sac where the kids cross is a zoo for about 30 minutes and the traffic backs up all the way down to Super America and Highway 41, which his neighbors had asked him to bring this up when he spoke to the Commission. He stated that the impact from this housing development will also put more load on the existing issues on the streets. He stated that he would also like to touch on the equity of planning, which to him, as a long-term resident, is the primary issue he has with the current plan because they have closed off Sophia Drive and Clover Field Circle in the Sagewood 2 development which means everything is going down Clover Preserve Lane. He stated that this results in an environmental impact from a quality of life standpoint for everyone who lives on Clover Preserve Lane. He asked why Clover Preserve Lane was not also truncated with a cul-de-sac and noted

that utilities can go under dirt and does not have to be done under a street. He suggested that there could be walking paths put over the top, which can be easily replaced if they need to access the utilities and do work. He stated that one of the concerns mentioned in the Town Hall meeting was a need for a second access to the new development. He stated that he did some preliminary research by looking at Google maps and found multiple neighborhoods in the City that have single access points that are more than the number of houses that will be in this development. He stated that City also has the option of allowing access to the north or the south on future expansion through the annexation that was mentioned by Commissioner Sailer. He stated that his last point is regarding the trees and explained that the development of Clover Preserve when he moved in fifteen years ago, was a new development. He noted that he had lived on Hundertmark Road for seven years prior to moving. He stated they moved to Omaha and when they moved back, they were happy to move back to the same location as they had left. He stated that the one thing that really struck them about this development was that not only were they building new development on property that needed to be developed, but it was done with a sense of bringing nature back into the area. He stated that has mostly held up as he has seen development happening in the area, however, a few years ago when Clover Preserve Lane was approved to go in with Sagewood 2, they eliminated hundreds of trees. He stated that he has provided pictures to the City and when he hears them discuss preserving trees, it does not appear as though their heart is in it because there was a beautiful stand of full growth oak and maple trees that they could have been handled with a different approach that just taking them all down, but they chose not to. He asked the Commission to really think hard about what is being done on the west end because that stand of trees is still there with a creek going through it and there is an option to create a nice environmentally friendly space that can be preserved so people can enjoy it. He reiterated his request to 'T' off Clover Preserve Lane as has been done for other points in the area so they can eliminate the ongoing flow of traffic through the neighborhood. He stated that he thinks that there can be a solution that works out for all parties and asked that the Commission, if they choose to approve the Concept Plan, puts some strong direction for staff and developers to really consider what can be done related to the access to the neighborhood.

Steve Oaxaca, 2751 Clover Preserve Court, stated that in addition to the points raised by Mr. Lindner, he would also like to add a point related to equity of planning. When City Planner Hanson was presenting the issues around the tree preservation and the heritage tree, that the strongest concentration of trees were at the end of Clover Preserve Lane and he feels it makes no sense, if there is talk about tree preservation to extend that lane and cap Sofia. He stated that if they were considering tree concentration, they would do it the other way. He stated that his preference would be the cap both because he thinks it makes more sense to route the traffic out through the north lane so it can connect with Engler Boulevard, so traffic is directed away from the overly taxed Clover Drive.

Pablo Murillo, 1466 Clover Preserve Lane, stated that he has spent much of his life dealing with many elements of design, in many countries. He stated that he loves Minnesota and has found a very solid, uniform, fair, coalition of neighbors and noted that he serves on the HOA Board. He stated that Mr. Lindner did an amazing job raising their concerns. He stated that he would like to emphasize three points because he has heard a lot about trees and tree preservation, but he thinks children and safety is much more important. He stated that there is a group of about 100 neighbors who would like to work with the City and developer, but if things do not move forward in a fair way, they are prepared to take a different approach. He asked the Commission to take

their concerns to heart and keep the wonderful reputation that the City has developed over the years. He stated that the residents chose this City and they are here to cooperate.

Kimberly Thompson, 2721 Clover Preserve Court, stated that she would like to strongly second the points that have already been raised by her neighbors. She asked about the apartment being proposed and the expected tenants that will be targeted.

Commissioner Sailer stated that from what they know at this point, it will be just general population and was not targeted to any specific group.

Ms. Thompson stated that the City is growing and asked about the expected population growth, including children, that the City is expecting with all of the development. She asked if the City has thought about this and taken into account whether the emergency services will be able to support that growth.

Chair Dahlke stated that emergency services, such as police and fire, are included in review of development plans.

Kevin Wendland, 2731 Clover Preserve Court, stated that he has lived in the area for 20 years and feels there was a misstep by the City by not informing Clover Preserve Court about what is going on. He stated that his background is in civil engineering and he knows that back in the 1980s, the average was 8 round trips/day and now he believes that average is up to 10 trips/day. He referenced Sagewood and how many trips a day that development generates and made note of the headlights beaming into their homes on Clover Preserve Court from all those trips. He stated that they are concerned about the additional homes adding even more headlights shining in their eyes. He stated that there are also children walking to and from school on the sidewalks and explained that he had witnessed a situation this morning of them having difficulty safely crossing the road because there was so much traffic. He expressed concern about adding another 1,500 cars and expecting it to be a safe situation. He stated that there is nothing at the end of Sophia so for any cars going down Sophia, the headlights just shine into a wetland and not homes like they do when they shine into Clover Preserve Court when people are coming down Clover Preserve Lane. He stated that this neighborhood is quite ethnically diverse and the optics of ramming a street through an area like this does not look good.

Byunghak Lee, 2711 Clover Preserve Court, noted that the points his neighbors have been making have resonated with him. He noted that when he first wakes up in the morning, he opens his blinds in order to check the weather and the window overlooks the intersection. He stated that there are times where there are dozens of kids standing in the area trying to cross the road. He shared a recent example of an incident with a school bus and a mother and children trying to cross the street. He stated that this is becoming more and more of an issue and thinks having Clover Preserve Lane as an exit will aggravate the issues. He stated that he thinks, from the beginning, the City needs to be very clear about this situation and the safety issues.

Chris Dian, 1457 Clover Preserve Lane, stated that he is very pleased with the turnout from their community and thinks many of the comments that have been made are based on 'community'. He asked the Commission to take a good look at the people who are here tonight who have invested in the community. He stated that this group of people have come together as a new

neighborhood and melded into what he has found to be a phenomenal experience for his small children. He stated that it is people in this community that are coaches for their kids team, pay taxes, and spend money at the small businesses in Chaska. He asked the Commission to consider that the folks that are asking for a favor are the ones that are investing in the community with their lives and their families and the people that are looking to make a dollar do not even live in the community.

Wade Sorenson, 1456 Sophia Drive, stated that he has lived on Sophia Drive for about 18 years. He distributed a few diagrams to share with the Commission. He reviewed the diagrams and explained that the first diagram is the original Clover Preserve concept plan that was approved in May of 2000. He stated that it shows the western extension that was planned and the size of the roads in Clover Ridge. He noted that on the north side they can see where the apartment complex is being proposed and on the far side near the railroad tracks, it does say apartments and on the south side of the railroad tracks, it says multi-family, which in this diagram refers to townhomes. He stated that the comment made that there were always plans for apartments there is not exactly correct and wanted that to be clear for everyone. He stated that the size of the apartment building being proposed is gigantic with one single floor being 45,000 square feet which is over an acre of square footage per floor. He stated that he understands that when the applicant comes back for the Preliminary Plat the City will have to look at the floor area ratio but he thinks they are already looking at well over .5, which to him shows that it is far too big for the lot and will tower over the whole development and just won't look right. He stated that, to put things into context, the Clover Field apartments have a square footage of 18,000. He asked the Commission to consider this information and conclude that it just does not fit into this development. He asked what will happen to the remaining wetland when this project is completed. He noted that back in 2002 when the Clover Preserve second addition was approved, two of the stipulations were that Outlot B, which is the mailbox station, was deeded to the Jonathan Association and the second stipulation was for Outlot A, which was the wetland, to be deeded to the City, which was not done. He stated that he would like to know why that was not done and why the City does not already own this wetland. He asked if anything out there could be changed and explained that the sidewalks around the perimeter have been poorly maintained and snow is never removed and the sidewalks have a lot of cracks. He stated that he would like to understand what will happen with the wetland. He noted that one of the documents he submitted basically says that the Comprehensive Plan is irrelevant and non-binding. He stated that this area has been called green space for the last 20 years and now suddenly there are houses being put in this space. He asked what the plans are, to what extent it can be developed, and what will happen to it once the apartment comes in.

Commissioner Lacey asked about the traffic study that will be done. He addressed the developer and noted that they have heard some of the concerns that have been raised about traffic and safety and asked if the results of the traffic study would guide any decisions and considerations because of what they have heard tonight.

Mr. Sewell, DR Horton, explained that they have engaged with a traffic engineer and they have started laying out some preliminary locations and many are based on the original Sagewood from when they were here 18 months ago. He stated that one of the neighbors mentioned that there has been a change in traffic due to COVID, which is why they have held off on the traffic study. He stated that they are planning to move forward with one even though the world is not yet

completely back the way it was, but noted that there is also a possibility that it will never get back to that point. He stated that when they receive the traffic information it will be shared with City staff and then they will decide if there needs to be any adjustments to their site design but confirmed that it will help them decide what to do. He stated that in conversations with the traffic engineer, the struggle is that everybody wants 212 to move east so they have been trying to work their design to push as much traffic as possible to the north which will help alleviate some issues in this area.

Commissioner Lacey asked how often the neighborhood group and the developer have gotten together. He asked if the developers had heard all of the feedback and concerns that have been given tonight. He shared examples from the past where groups on different sides have gone back and worked together to sort things out. He suggested that the two groups spend a bit more time together to discuss things and work through some of these issues, especially because this is currently in the concept phase.

Chair Dahlke explained that the concept plan is usually the developers best attempt at putting together what they have been guided towards by the neighborhood, City staff, the Planning Commission, and City Council. He stated that the point of presenting the concept plan is to take further comments and noted that he agreed with Commissioner Lacey's suggestion that more meetings can certainly happen between the interested parties.

Cassandra Koenig, 1478 Sagewood Circle, noted that they bought their lot in February of 2020 and moved in September. She stated that when she moved in there was still a significant portion of the neighborhood that was not done. She stated that they had the very first meeting to understand what the next phase and the association looks like a few months ago. She stated that there have only been a few chances for this discussion. She noted that the neighborhood has talked about it quite a bit, but they got the concept plan, got a notice of tonight's meeting, and then were shown a new plan. She stated that she does not think the neighborhood group is saying that they don't want the development of this new neighborhood, but it does not represent what they were told or what was contained in their contracts when they were ready to build with DR Horton. She stated that they did not buy lots to be a part of 'Hundertmark Highway' or have major streets, but instead bought them because it is a beautiful area of Chaska where they want to be and have as their neighborhood. She stated that the neighborhood group is happy to be part of any meeting that they can and while they realize they will not get everything they want, they do feel that there is room for things to be changed.

Mr. Lindner stated that he likes DR Horton and noted that they have been great doing things like fixing the sod in his yard when the trucks ran over it, and as a side note, has a busted sidewalk that he would like to talk to them about. He explained that he would like to discuss construction traffic. He stated that he cannot prove that a truck ran over the busted sidewalk in his front yard, but he can tell them that there was very large equipment unloading on his street in front of all the houses for about 6-8 months. He stated that routing any construction traffic through Clover Preserve Lane is not an option and the traffic must be made to go north. He stated that staff had already mentioned this, but he wanted to reiterate the point to the Commission and feels this should not be an optional suggestion but a directive. He referenced a picture that showed his neighbors lot looking out his front door. He stated that all of the trees shown in the picture were there when they built but are part of the big grove of trees that was eliminated. He stated

that when there were meetings prior to the Sagewood development going in, they made requests about trees being preserved and things being done with that grove of trees. He explained that the people who lost the most were his neighbors, Ryan and Shannon Melville. He stated that they had asked for the developer to save half of a lot in order to save this grove of trees, but that did not happen. He referenced a picture that showed what it looked like after the removal of that grove of trees and stated that within one week, they all disappeared. He stated that he feels a golden opportunity was lost to have houses down one side, similar to Sophia, and there could have been a huge old growth, oak and maple grove of trees remain. He stated that when they discussed this with the developer they were simply told that they would take a look and think about it so, to Commissioner Lacey's point, they have had these meetings and he is happy to have more. He stated that he feels it is the responsibility of the Commission and the City Council to think forward about regarding what is being done with planning within the City and what environment that is being created. He stated that he moved to this location because he liked being able to walk the loop around the wetlands which is beautiful and is the kind of thing that people moved there for.

City Planner Hanson noted that there are two individuals on Zoom who have their hands raised and would like to speak.

Jeremy Ely, 1364 Romeo Court, stated that he is a community member that will be affected by this development and serves as president of the Jonathan Association. He stated that is beautiful and attractive land. There are trails that are stubbed near the apartment site that would be beneficial to extend. Secondly, the cul de sac proposed on Sophia Drive should be considered to be added to Jonathan. The third thing he addressed was traffic.

Mark Wegner, Twin Cities and Western Railroad, stated that he wanted to make sure that the developer consults with their engineers regarding site lines, safety at crossings, and drainage as it relates to their site plans. He explained that they want to be at the forefront. He stated that this would be the case for this development and the one later on the agenda and asked that both developers involve the railroad in their discussions.

Mr. Lindner asked about the farm access roads and what type of equipment would be moving through the neighborhoods. He stated that he assumes it will have to come through the northern entrance or through from the south which means it will come down through Clover Preserve Lane.

City Planner Hanson stated that she cannot respond to the equipment portion of the question, but noted that they are looking at relocating their railroad crossing because that will have to move westerly which is why the farm access points are shown where they are on the plans. She explained that they are looking at rerouting versus going all the way through the northerly access so it is more direct to their farmstead.

Mr. Pablo Murillo stated that at least 14 of the neighborhood members have unequivocally been promised that there would be no further development for many, many years. He stated that if he had known this was coming, he would never have bought property in this beautiful neighborhood. He stated that they had verbal assurances, which he believes, in the State of Minnesota, is law. He stated that he feels it is outrageous that there is such a distance between the marketing group of a company and their executives and directors. He stated that whoever the agent is that has

been telling people that this would not happen, should have to answer that same question now. He stated that the neighborhood has been operating under the wrong assumptions and explained that he is not lying or exaggerating with his statements.

City Planner Hanson noted that there is one more person on Zoom who would like a chance to speak.

Beth Sanchez, Sophia Drive, stated that many people are talking about pushing the traffic to the north, but she would like to say that in the 2040 Comprehensive Plan and no where else has she seen a road going through. She stated that she understands that it can be done, but when they purchased their house, they purchased it because it was a wetland area. She stated that if she would have known that the City could change that, they would not have purchased a home that backed up to the wetland. To the south, they have trees that were taken down on the other side and this affects them as well as properties to the west. She stated that she understands that she is probably in the minority, but they purchased this house on the notion that they had a wetland to the north.

Commissioner Sailer thanked the residents for caring enough to show up to tonight's meeting and voice their concerns. He stated that this step is just the first in the process and reminded them that this is a concept plan. He noted that concept plans always change and this is just the first step towards making it better. He stated that regarding the Oak Creek Development, he personally likes two accesses in and out because it seems to work better. He stated that there has been talk about only having one and he is not sure if that is the best plan to connect the neighborhoods and keep a community feel. He stated that he thinks 107 homes is too many and suggested that when they come back at Preliminary Plan with their park concept, that they place the park where a few of the planned homes are located and not put by the creek or where the trees are. He asked that they work on keeping this area the way it is and not take trees down. He stated that to everyone who has expressed traffic concerns, nobody knows that traffic will be like moving forward and this may actually be the new normal because people are doing hybrid working as well as full-time at home, which means there could be 2 trips or 20 trips per house. He stated that he would like to see what the results of the traffic study are and then guide things further at that point, if homes need to be reduced, or access points need to be adjusted. He stated that this may be a good chance to improve a problem that already exists so it may be a win/win in that respect. He stated that there was a comment on the wetlands and right now he believes it is contemplated for them to be a possible donation to the City, but that has not been finalized. He reiterated that this is merely at the concept plan stage. He stated that to the residents who spoke who live on Clover Preserve Court, he would like to find a way to ensure that there is more screening in order to mitigate some of the headlight concerns. He stated that on Sophia Court, if the lots will remain as proposed, he would like to see them rolled into the Jonathan Association and would recommend that the developer pursue that outcome.

Commissioner Urbanski asked if there was any reason the City would not have development to the west or to the south someday.

City Planner Hanson stated that in terms of utility connections, it would not be able to serve that area from where this development is coming from. She stated that the other piece is that the guidance for that area is Rural Residential, so it is in the green belt area, so the density is already

at a lower caliber than what is seen in a single family. She stated that there could be cluster development within that, but larger, more dense developments would not typically be part of that picture unless they go through a pretty extensive process with the City to amend the Comprehensive Plan.

A member of the audience stated that the property could be rezoned.

Commissioner Urbanski stated that when he looks at this and envisions it, it would be nice if he could wave a magic wand and make everyone happy. He stated that he thinks one thing that will make people happy would be to preserve the wetlands and the treed area. He cautioned that once those are gone, they are gone forever. He stated that he understands that there needs to be a certain number of homes in order to make a profit, but once this land is developed, it is the way it is in perpetuity. He stated that it would be nice to have some ghost platting to show an outlot that would at least allow for road connection to the south and possible to the west in the future. He stated that if that is the case, then perhaps the two cul-de-sacs could be left where they are. He stated that services would have to be extended through the wetland or treed area, but that will be minimal compared to what they are looking at. He reiterated that preserving the last little chunk of woods would be nice and suggested that perhaps it is just a north entrance at this time which will not allow great traffic flow through the rest of the neighborhood, but with a potential future ingress/egress from the south or the west, would allow traffic to move and also hook up future neighborhoods. He stated that the way it is currently designed, there will be segregation between neighborhoods into the future, if and when it were to development.

Chair Dahlke noted that his comments have already been covered by other Commissioners. He stated that one of the main focus items seems to be the traffic plan which will happen prior to Preliminary Plat. He asked for an explanation of who will conduct the traffic study and how that process works.

City Planner Hanson gave an overview of how traffic studies are conducted. She stated that when a developer does a traffic study, it is usually done with their own consultant, but staff works together with the developer to really create the scope of work for it in order to understand the target areas that need to be evaluated. She stated that it is a collaborative process, but is a study that will be initiated and paid for by the developer with a consultant of their choice.

Chair Dahlke noted that the results of the traffic study will be directly used to put together the Preliminary Plat and reminded everyone that tonight's meeting is simply to discuss the concept.

Mr. Lindner asked questions about the traffic study and stated that he had looked through the 2018 traffic study that was done for Sagewood 2 and Hundertmark Road was not included, and the access roads out to 212 were also not included. He stated that he would ask that the study include the entire neighborhood and covers where the traffic will really go and not just the one or two streets that are directly abutting the development.

City Engineer Clark stated that this is a great comment and noted that they have given the same feedback to the developer that they need to draw a bigger box around the area for the study. He stated that they have really given guidance to look at things holistically because the City also needs a level of certainty that they know what the impacts will be.

Motion by Commissioner Urbanski, seconded by Commissioner Sailer, to recommend 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, and including the input and comments presented this evening:

1. Approvals shall be based on the following graphic exhibits:
    a. Concept Plan Narrative – Oak Creek (pgs 1-5), prepared by DR Horton, dated November 24, 2021
    b. Regional Context Plan – Sagewood 3rd, prepared by Westwood, dated November 8, 2021
    c. Existing Conditions – Sagewood 3rd, prepared by Westwood, dated November 5, 2021
    d. Site Forces – Sagewood 3rd, prepared by Westwood, dated November 8, 2021
    e. Alternative Concept Sketch Plan – Oak Creek, prepared by Westwood, dated November 22, 2021
    f. Rendered Home Plans (pgs 1-14), prepared by DR Horton
    g. Narrative – Clover Ridge Apartments (pgs 1-3), prepared by Michael Benson, dated November 3, 2021 and updated December 1, 2021
    h. Regional Context – Clover Field Apartments, prepared by Westwood, dated November 3, 2021
    i. Existing Conditions – Clover Field Apartments, prepared by Westwood, dated November 3, 2021
    j. Site Forces – Clover Field Apartments, prepared by Westwood, dated November 3, 2021
    k. Site Concept #01 – Clover Field Apartments, prepared by Westwood, dated November 3, 2021
    l. Site Section A-A – Clover Field Apartments, prepared by Westwood, dated November 3, 2021
    m. 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.

Commissioner Sailer stated that there is a lot to still be determined and planned. He stated that he believes the City will continue to move this plan forward in a way that is best for the community, but there need to be more 'knowns' and to work with the developers to come up with the best solution for the community.

Motion carried unanimously.

Chair Dahlke expressed his appreciation to the developers for the improvements they have made since the last concept plan was presented and encouraged them to continue to work with the neighborhoods and staff to ensure that they come back with a good Preliminary Plan.

Commissioner Olson rejoined the meeting.

C. Recommend Approval of the Concept Plan for Clover Ridge Apartments/AV Development LLC/PC #2021-21

City Planner Hanson presented to the Commission.

Commissioner Sailer asked if there was an idea of where to find more parking stalls.

Ashish Aggarwal, partner with AV Development, 16135 55th Avenue, Plymouth, explained that one of the things they kept in mind with their plans is to preserve as much of the green area as possible because it is such a beautiful site with a lot of wetlands in the back. He stated that many cities have one-to-one parking requirements for one bedroom and 1.5 to 2 requirements for two bedrooms. He stated that they felt that using a calculation of 1.6 was still on the higher side. He stated that he understands the City's two-to-one requirement and if the City really feels that they need more parking, they can work to find more parking, but reiterated that they wanted to preserve as much of the green space and wetlands as possible.

City Planner Hanson stated that they do not want all parking to be installed per code and explained that usually they like to see proof of parking that does meet the code, but does not necessarily need to be installed. She stated that way, if there was additional parking needed in the future there is the ability to do it, and noted that the City also encourages preservation of as much green space as possible, if the parking is not needed.

Commissioner Sailer stated that he can see both sides of this issue and did not, necessarily, want more pavement on the next submittal. He stated that he knows it is a really nice spot in terms of scenery, but from a resident side, he assumes everyone will have vehicles because there is not a ton of mass transit available on that street.

Commissioner Urbanski asked if there had been any thoughts about affordable housing for this project.

Mr. Aggarwal stated that they have not considered affordable housing at all because of the way the cost of construction is going right now. He stated that creating affordable housing units in a community like this is economically unfeasible. He stated that in his opinion, the best way to solve the housing crisis is to always encourage more housing.

Commissioner Olson stated that there are currently a few short trails that go off into the wetland area and noted that when it gets to the Preliminary stage, it would be good to know what opportunities there are to extend those and get trails into the wetland area. He asked what impact there will be on park amenities that this development and the one on the south will have for the current Jonathan Association park that is just south and east of this development. He

stated that he would like to understand what the plans are for the park/recreation areas for both this apartment and the one to the south. He asked what the requirements were for this type of development.

City Planner Hanson stated that it is always good to understand the demographics that the units will be catering to in order to understand what type of amenities would be more suitable for the people living there. She stated that the City will need more information surrounding the demographics that they are suiting this apartment for in order to understand what the amenities should be.

Commissioner Olson asked if this was still in play with Jonathan Association.

City Planner Hanson stated that technically, it is not, because it is north of the train tracks, however, that does not mean there couldn't be a discussion around the issue.

Commissioner Urbanski stated that there are two concept plans in front of the Commission and both require traffic studies and asked if those would be done independently or in conjunction with each other.

Community Development Director Ringwald stated that they will look at the traffic study together.

Mr. Benson, Chaska Investment, explained that they are the fee owner of the land and have been working with the developers on this project. He stated in 2017, he engaged Westwood to update the tree survey and wetland delineation and they also developed the concept within the City's guidance in the 2040 Comprehensive Plan for this high density project. He stated that they engaged Maxfield Research to do a study and analyze the apartment market in Chaska. He stated that the short story is that Chaska can support about 150 units in the next 12-18 months, so there is a definite need and market. He stated that the demographic will specifically be millennials and empty nesters.

Commissioner Olson asked if that study could be shared with staff and the Commission.

Steve Kelzer, 2025 Pioneer Trail, explained that over the years they have been trespassed on a lot especially in Sagewood and Sofia. He stated that with this development, if the Commission is considering making a path close to his property, they do not want people jumping off it and would like to see signage or fencing. He stated that he just wanted to make the Commission aware that have a problem trying to maintain their life out there and are constantly being overrun.

Motion by Commissioner Sailer, seconded by Commissioner Lacey, 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.

Motion carried unanimously.

D. Recommend Approval of the Concept Plan for Chaska Creek Industrial Phase 3/Oppidan/PC #2021-10

City Planner Hanson presented to the Commission.

Commissioner Sailer asked about the plan for Creek Road as you travel south towards downtown and whether it was just going to stop somewhere after the Savannah roundabout.

City Planner Hanson stated that was correct and it would stub off.

Commissioner Sailer asked if the roundabout that was described near the site would initially be a driveway. He asked if the dimensions and specs of that was known yet or if it would come later in the process.

City Planner Hanson stated that the roundabout will be going in, so the City already understands those dimensions and noted that they are also slating right-of-way appropriate for the size of the collector road to extend through. She stated that they will get more details about the size of the driveway in the Preliminary phase.

Commissioner Olson confirmed that the south exit out of the roundabout has been platted as to where it will be located.

Jay Moore, Oppidan Investment Company, stated that this is the third building of an industrial park and noted that they have had a lot of early success with businesses that want to relocate from other communities into Chaska. He stated that they did have a neighborhood meeting and explained that they are going to try to work with the neighborhood and the City to have as little of an impact as possible on the existing homes.

Chair Dahlke stated that he read through the notes from the neighborhood meeting. He asked if there was any negative feedback to the information shared during the meeting.

Robert Panning, 11315 Wetzel Lane, stated that he would like to hear more about the proposed screening and noted that he is located right next to the property. He stated that he would like to address the zoning and explained that he had purchased the property 26 years ago right in the middle of the green belt. He stated that the City's Comprehensive Plan calls it a "permanent land use protection tool". He stated that it is not permanent, because it moved and went from his property to west of his property and now he is zoned Industrial Business Park. He stated that raises many questions about what the future of his property is aside from what is happening next to him. He stated that in the earlier discussion for the other neighborhood, they talked about developing west and how that couldn't happen currently because that would encroach on the green zone and noted that there is nothing 'permanent' about it. He stated that regarding the property being discussed, if it moves to Business, it will have changed 4 times since he purchased his property. He stated that it went from Light Residential, to Medium Residential, to Educational, and now it is being changed to Business. He stated that now his property is also Business and he would like to know the plan for the neighborhood. He stated that his specific comments for this property have to do with the screening and his concern is that depending on the trees they plant, he may not live long enough for them to do any good. He stated that he feels there will need to be a sizeable berm that blocks the light and sound and understands that to achieve this it may take moving the building a bit. He reiterated that he would like to hear more about sound and lighting abatement. He stated that he would like both to be minimized as much as possible, but moving forward, he would like to know the plan for the neighborhood since his property has been changed to Industrial Business. He stated that this change brings to mind questions like whether he should reside in his home as planned, or if the City will come take his property away

in 5 years. He asked why he would make any improvements to his property if he is now zoned Industrial Business and the plan is to put up a building on his property.

City Planner Hanson explained that with the current 2040 Comprehensive Plan, it guides that area to be Business Park and thinks it was part of the southwest plan that they did around 2012 for how it would be long-term. She explained that this is when it changed from green belt to Business Park.

Commissioner Olson asked what that meant to the current residents that live there.

City Planner Hanson stated that when they are ready to develop, then that would be the guidance for those parcels and will be up to the property owners when they are ready for development.

Mr. Panning stated that across from his property is an open field, so even if he is not approached, he questioned whether they could approach that land owner and just put up a building directly in front of his driveway.

City Planner Hanson confirmed that the property is guided that way, for Business Park.

Mr. Panning asked what that would do to his property value and noted that it is a nice neighborhood that has been there a long time with the woods and the creek in the back.

Chair Dahlke stated that all Mr. Panning can go by is that right now he knows what the zoning is.

Commissioner Olson stated that it opens up a larger question that has been touched on with a few of the developments that have come up, regarding the bigger picture. He stated that things have changed over the last 20 years, specifically on the west side of the City relating to the future. He stated that Mr. Panning is stuck in the mix because they are the residents that have been there and things have changed around him and are on an 'island'. He stated that how the Comprehensive Plan has been adjusted opens the door, but noted that it does not mean anyone will actually walk in, but the door is open. He stated that with this particular parcel, somebody has walked in and the City has to address it. He stated that them walking through the door forces the City to really understand what they will do when the next entity walks through the door and he thinks that is important. He stated that the Comprehensive Plan is ever-changing, but when it comes to development, the City needs to talk about the here and now and what is reality. He stated that he agrees that there needs to be more understanding of what is to come and how it will be handled from a planning side for the rest of the area. He stated that the people in the neighborhood will be drastically impacted as things change around them and noted that berming and trees will not always be the answer. He suggested that the City really take a look at all the impacts with this plan because it is not just filling the space and adding to the tax base but is about the impact to those people that are living around it.

Commissioner Sailer stated that this is the first step of many and the next is with an elected body, the City Council. He suggested that Mr. Panning reach out to his City Council representatives with his concerns to ensure he has a voice at that meeting. He stated that the Commission will try to appease everybody on the development and the residential side, as much as possible, but

for some things, their hands are a bit tied because they cannot just dictate and make certain things happen.

Mr. Panning stated that this is a body that makes recommendations to the Council and asked what their recommendation will be in this situation.

Commissioner Sailer stated that for concept plans, if things are within legal rights, the Planning Commission kind of has to move forward with a recommendation for approval because that land owner has the right to sell.

Mr. Panning stated that he does not hold out hope that six homeowners are going to be able to change this trajectory and reiterated that there appears to be no real plan in place. He stated that he feels like he is just wasting his breath.

Commissioner Urbanski assured Mr. Panning that he was not wasting his breath because the developers are sitting behind him listening, and the Commission was in front of him listening. He stated that as Commissioner Sailer stated, the Commission is a bit handcuffed in what they are able to do because they have to follow what is laid out by the law, however, everyone is paying attention to what Mr. Panning is saying.

Chair Dahlke explained that the developer has to follow the law and the City Codes and work with staff and the City Council to get a Preliminary and a Final Plan approved.

Mr. Panning stated that his bigger question is not even about just this property, but the properties to the north and south of him.

Commissioner Sailer stated that question is tough to answer because the Commission is not in the business of going out and buying and developing property and depends on what the land owners decide to do with it. He reiterated that the Comprehensive Plan guides what it can be and in Mr. Panning's unique situation, his property has had the guidance changed over the last 20-30 years from when he purchased it.

Commissioner Urbanski noted that Highway 212 was a good thing for a lot of people and not such a good thing for others.

Mr. Panning stated that they knew 212 was there when they bought the property and explained that they could only go by what the plan that was in place at that time, where Chaska Township was going to be annexed, but reiterated that this zoning was not in those plans.

Chair Dahlke stated that it is just the difference between the 2020 Comprehensive Plan to the 2040 Comprehensive Plan. He recommended that Mr. Panning be involved and keep a close eye on what happens between now and the Preliminary Plan, talk to his City Council representative to ensure they know how he feels, and share specific requests that he would like to see at that phase with regard to things like lighting and berms.

Community Development Director Ringwald stated that he agrees with the sentiment that these discussions need to continue.

Christy Haasken-Schuler, 9478 County Road 43, asked about the City's plan for the Creek Road and future utilities where the roundabout is located to Wetzel Road.

Commissioner Sailer stated that as he understands it, there is a roundabout going in adjacent to the property being discussed and Creek Road will continue on to the southeast, go underneath 212 and eventually meet up with Savannah which is on the southwest side of 212.

Ms. Haasken-Schuler explained that she was wondering what would happen in between the Creek Road between the two buildings from the roundabout west to Wetzel Road. She stated that she would also like to know the plan for this section and future development along Creek Road towards County Road 10.

Commissioner Olson stated that Creek Road is a thin two-lane road and now there will be two industrial buildings accessing it. He asked if the plans were to widen the road.

Community Development Director Ringwald explained that it will need to be rebuilt in that section.

Ms. Haasken-Schuler asked if the developer would be responsible for that.

Community Development Director Ringwald stated that the two developments in the City will be working on that stretch of road.

Ms. Haasken-Schuler asked if that included bringing public utilities to Wetzel Road.

Community Development Director Ringwald stated that was not part of the plan at this time. He stated that the City needs to understand what is happening out there because there are multiple ways to bring infrastructure to the area before and solid commitments are made on where the sewer will be put.

Ms. Haasken-Schuler asked that the City plan ahead so it does not just fall into the hands of a few property owners when this building is benefitting from a large access point.

Community Development Director Ringwald noted that the City just needs to know how big of a pipe to bring to the area and needs to make sure they do not overbuild their infrastructure.

Ms. Haasken-Schuler asked how discussion works with the property owners going along Creek Road to County Road 10. She reiterated that she hopes the City will plan for the future so that the infrastructure is, in a sense, easier to be accessed rather than re-busting up the roads or having large assessments for the property owners.

Community Development Director Ringwald explained that this is only one of the options for getting sewer in the area for Creek Road and shared examples of other ways to get sewer in the area.

Mr. Panning stated that his understanding is that for the medical building that went in, the infrastructure when north of Clover Ridge and these buildings essentially have no infrastructure and just has a pipe in the ground that acts as a holding tank and the City will pump it out.

Community Development Director Ringwald noted that this is only the short-term plan and explained that the City has a contract to build up Creek Road with the sewer and will be there at the time the demand is there.

Ms. Haasken-Schuler asked what the plan is from the roundabout to Wetzel Road because she is still confused about that.

Community Development Director Ringwald reiterated that there are multiple ways to get the sewer to the west.

Mr. Panning stated that he understands that lots of property owners would love for there to be sewer out there, but noted that he has no need for sewer and does not want to be assessed for it because it does not help him in any way. He stated that it goes back to his question about what the plan is.

Ms. Haasken-Schuler explained that this is where she is looking at a lot of the developers because for the buildings being put in, she feels a lot of that infrastructure should be done at their expense because they are the ones who are benefitting from it.

Community Development Director Ringwald stated that it is a good conversation to have with City Engineer Clark about those exact details because at this point, with a concept plan, they are not yet there.

City Engineer Clark stated that he welcomes having a conversation between planning and engineering because sewer is available and it is just a question of the timing on making sure it is available and the cost.

Mr. Panning asked about the plan for the intersection of Creek Road and Engler.

City Engineer Clark stated that the long-term plan with the County is that the access will be somewhat restricted in the future which is essentially why Creek Road, the roundabout and the upgrades need to be more self-serving. He stated that in the future it may be more of a ¾ type access that would still remain open but because of safety and the intersection spacing the access would become more closed off.

Mr. Panning noted that it is currently a dangerous intersection and with a business park going in and more traffic, it will only get worse.

City Engineer Clark stated that is part of the study and they worked very hard to look at the zoning that is there to make sure the roundabout was sized appropriately for the traffic demand but was not overbuilt.

Motion by Commissioner Olson, seconded by Commission Urbanski, 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.

Motion carried unanimously.

Chair Dahlke recessed the meeting at 10:00 p.m. and reconvened at 10:03 p.m.

E. Recommend Approval of the Concept Plan for West Creek Apartments/Community Asset Development Group/PC #2021-11

City Planner Hanson presented the item to the Commission.

Chair Dahlke asked who the on-staff person works will be employed by.

Dave Pokorney, Community Asset Development Group, gave an overview of the structure of how things will work. He stated that it is owned by the non-profit and they have an agreement with the CAP Agency to be the site property manager and noted that they manage two similar facilities in the Twin Cities area. He stated that they will also contract with Launch Ministry to provide the on-site case management support and there will be someone on site 24/7. He stated that there will be one person who lives on site and handles the overnights and weekends, but they do not yet know who that person will work for. He stated that the building will be about a $4 million building and there is another $3 million that has to be in place before they can start in order to cover operating losses through thirty years because people living in the units will not be paying enough rent to support the debt or operations and staffing.

Commissioner Olson asked what the ideal turnaround time would be from somebody entering to finding them some sort of permanent arrangement.

Mr. Pokorney stated that they cannot put a condition on that, but shared experiences from similar projects in the Twin Cities. He stated that the one in Edina has 36 units and one in Eagan has 24 units, the average turnaround time for people in those projects is about 20 months. He noted that they have raised $180,000 locally from 18 different businesses and individuals to sponsor the units and if people need it, the units will be furnished. He explained that when they leave, they can take everything with them in order to move on in a more traditional place. He stated that these plans have changed from two buildings down to just one building and gave an overview of the reasons and advantages of making that change. He stated that they are hoping to have final approval from the City by the end of March 2022, break ground by August of 2022, and open in the spring/summer of 2023.

Commissioner Sailer stated that he feels this current plan is a very nice plan and feels it is the best one the Commission has seen. He noted that he really appreciates that there will be on-site staff. He stated that it is a really good looking building and while it is unfortunate that there will be homeless people, he thinks they will be proud to live in this building.

Chair Dahlke stated that he also thinks it is important that this happen in the City so they can show leadership in this area to the rest of the County.

Commissioner Olson asked about the parking and if they will need to show the potential where parking could go at the Preliminary stage.

City Planner Hanson stated that if the Commission feels strongly about this issue it can be required as a condition of approval that they have a proof of parking plan. She stated that when this gets to the Preliminary stage, there will be a rezoning that will restrict the use of the property and the parking, specific to this use.

Mr. Pokorney stated that they have discussed this issue at a staff level and reminded the Commission that every unit with be an efficiency unit, so even if they became market rate apartments, those individuals would still only have one car per unit. He noted that it will be part of their lease that they will manage who has cars. He gave a brief overview of their financing and noted that they have a 30 year mortgage with 0% and no principle payments for the first 30 years, If, after that time they agree to keep it as affordable, they will also waive the principle. He stated that means there is certainty that it will stay with this use for 30 years and a high probability that it will be permanently this type of use.

City Planner Hanson noted that there is someone on-line that would like to address the Commission.

Doreen Bower explained that she lives one block from this site and is concerned about a patio being in front of the building because adults like to gather together which means it will get loud. She stated that she would prefer that type of space go on the back of the building.

Chair Dahlke stated that staff and the developer have listened to her concerns. He explained that this project is still just at the concept level and her concerns will be taken into account during the next step of the process.

Commissioner Urbanski stated that he thinks this is a great project and hopes that there comes a point when this type of project is not needed anymore. He stated that he thinks it will be beautiful to have this in Chaska.

Motion by Commissioner Lacey, seconded by Commissioner Urbanski, 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.

Motion carried unanimously.

8. Receive Other Meeting Minutes

A. Receive the October 4, 2021 Draft EDA Meeting Minutes
B. Receive the November 1, 2021 and Draft November 15, 2021 City Council Meeting Minutes

9. Other Business

Commissioner Lacey

- Commended City Planner Hanson for doing such a great job outlining the concepts of the various plans and noted that it shows that she has a real depth of knowledge about the subjects.

10. Adjourn

Motion by Commissioner Sailer, second by Commissioner Olson, to adjourn the meeting at 10:41 pm.
Motion carried.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/2022

Subject: **Del Webb at Chaska 2nd Addition (fka Pinnacle) – Final Plat**

Applicant: Pulte Homes

Location: West of Highway 41 and south of Highland Drive

Case No.: 2022-08

Synopsis: Applicant seeks to obtain approval of a 179-lot final plat for Del Webb at Chaska

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

The Concept Plan for Del Webb was approved in September 2018. The preliminary plat was approved in March and June of 2020. A Negative Declaration for an EIS was approved in June of 2020. It should be noted that in March of 2020 a Site Alteration Permit (SAP) was approved by the Heritage Preservation Commission (HPC) for the Hammers Saloon building located at the NE intersection of Cardinal Street and the new Del Webb Parkway. The SAP entailed renovating the structure, but was also contingent on a certain timeline and work to be done to line up with construction of Del Webb; if timing wasn't secured then the building would be demolished. The invested party was unable to secure financing for the project and the building was ultimately demolished in December 2020. A memorial plaque of the building and overlook area will now be added to the former site of the building.

In July of 2020, the Final Plat for the first phase was approved for 92 lots. Tonight, we are looking at the Final Plat for the remaining lots of Del Webb.

CURRENT PROPOSAL

The 179-lot final plat proposal on approximately 50-acres of property is located west of Highway 41 and south of Highland Drive. This new addition will essentially be an extension off of the existing Victoria Pointe development on Moers Drive and Liberty Heights Drive. Again, this will be a new development and not a part of the Victoria Pointe development.

The 179 lots proposed are for new detached villa lots.

Adjacent properties

The site is bound on the north by single family residential, Moers Drive and Liberty Heights Drive, to the west by bluffs, the south by bluffs and Veterans Park, and the east by Cardinal Street, Crown of Glory Church, Woodland Heights Townhomes and Mount Pleasant Cemetery.

Land Use

The proposed 179 lots have varying lot sizes; 44 feet wide lots, 50 feet wide lots (optional basements), and 60 feet wide lots (basements and 3-car garages). Minimum setbacks are

proposed to be front setback of 25 feet, side setback of 5 feet, corner lot side setback of 15 feet and rear yard setback of 20 feet.

Layout
The available access points for the property are Moers Drive to the northwest, Liberty Heights Drive to the north, and Cardinal Street to the northeast. These roads will be extended or re-aligned in some fashion to provide access into the development. An additional right-in access point has been constructed off of Highway 41 to provide stronger access to the development. This additional access (known as Del Webb Parkway) acts as the main entrance to the development providing an arrival drive with landscaping in the median that leads drivers directly from the main entrance to the amenity center. The amenity center was approved with the first phase of development, and will include a fitness center, social lounge and activity room(s). It will also provide an outdoor pool, fire pit gathering area, pickleball courts and bocce ball courts.

The model homes have been constructed just south of the recreation/amenity center, which will showcase the three different villas (44' wide, 50' wide and 60' wide). The 44' wide lots will be situated mainly in the center of the development; the 50' wide lots will be situated mainly around the internal edges of the site; and the 60' wide lots will be mainly situated around the south and west perimeters of the site to take advantage of the bluff vistas.

Transportation/ROW
The Final Plan proposes to provide for a network of internal residential roadways with connectivity to existing roadways. Cardinal Street has been realigned with the first phase of the plat and will essentially connect to the main entrance drive into the development. This realignment was necessary to accommodate the new entrance into the development due to the extremely steep grades. An item of note is that there is one looping street provided near the main entrance that will access 6 lots pm the street named Hammers Court. This street is designed to be a one-way, providing ingress at its easterly point and egress at its westerly point; a right-out only turning movement will be provided at the egress to connect into the grand entrance drive. This one-way movement was intentionally done to provide for adequate and safe movements.

There is a new right-in access constructed on Highway 41, which provides a main entrance into the development.

The current plan appears to show road right-of-way widths that are consistent with the designs in the existing adjacent developments. One exception is the entrance drive which provides for an 80-foot wide right-of-way. This is due to the landscaped median that is being added to this entrance drive, which will be maintained by the development's HOA.

Utilities
Sewer and water utilities are available. Minor extensions will need to be provided to service the proposed neighborhood.

Stormwater
Stormwater ponding exists on the south side of the site. More ponding is proposed as a part of this plan showing expansion of the existing pond, and additional ponding on the northeasterly

areas of the site. Ponding access is shown via trails. The south pond can be accessed via the Mount Pleasant Cemetery driveway to the east. Stormwater ponding will have to meet all applicable agencies, including but not limited to, Carver County WMO, MnDNR, Corps of Engineers, and City of Chaska

Efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation. Site specific areas that propose contributing drainage to into ponding areas must be designed to accommodate the 100-year storm event. No urbanized drainage should be permitted to directly discharge to the bluff or ravine.

Setbacks
Namely, the front yard setback should be no less than 25 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 15 feet. This corner setback is the same found in Victoria Pointe, which is located just north of the subject site.

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

Architecture
Pulte Homes will be the sole builder in this development. The proposed homes will be single-story detached townhome designs. They will be providing three different sized detached townhome varieties applicable to the three different sized lots (44', 50', and 60'). Each townhome plan will have multiple elevation options, which will create variety.

The homes planned on the 44' wide lots will be 34 feet wide and range in size from 1,300 to 1,700 square feet. These smaller floor plans are very popular for singles/widows in the active adult neighborhoods. They typically have two bedrooms and two-car garages. These homes will be slab on grade (no basements) and will value from high $200k's to the mid $300k's.

The homes planned on the 50' wide lots will be 40 feet wide and range in size from 1,680-1,960 square feet (excluding basements). These homes are typically the largest selling product line in the active adult neighborhoods. They typically have two bedrooms and two-car garages. This product will also offer many options such as a third bedroom, a bonus room, and/or a finished basement. These will value from the mid $300k's to the mid $400k's.

The homes planned on the 60' wide lots will have the same product line as for the 50' wide lots. However, all homes on the 60' wide lots will have basements and three-car garages. These lots will be situated in premium locations with the most attractive views. These will value from the high $300k's to the low $500k's.

Anti-Monotony Compliance & Analysis

Because the developer is not planning to build all the same product and exterior, City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires LP Smartside (or similar material) be used on all front elevations, maximum 65% garage width ratio, maximum garage protrusion to not exceed 12 feet from the front wall of the home, 4-inch window trim on all windows, and 360 degree architecture be incorporated on corner lots and lots whose sides are visible from public rights of way or across from open spaces.

The Developer plans to adhere to the City's anti-monotony code as noted above with the exception to LP Smartside. The development is not proposing to incorporate LP Smartside (or cementitious siding) on the front elevation, where in other anti-monotony areas this has been required. Instead the fronts of each home will be incorporating three different materials/patterns, which would include cultured stone, and two different patterns of siding. Staff is amenable to this change as the level of articulation and quality is being met. The reason LP Smartside is required on front elevations in other developments is due to the quality and look it provides. The proposal to have cultured stone on all the homes' fronts in addition to two other siding patterns will create a very qualitative and articulative look.

The following lots were subject to 360 degree architecture per the preliminary plat drawing of the full development approved June 1, 2020:

- Lot 9, Block 1
- Lot 12, Block 2
- Lots 2 & 17, Block 3
- Lots 1, 14, 15 & 48, Block 4
- Lots 1, 8, 9 & 15, Block 5
- Lots 1 & 4, Block 6
- Lot 7, Block 7
- Lots 1 & 6, Block 8
- Lot 1, Block 9
- Lot 10, Block 10
- Lots 1, 11, 12 & 22, Block 11
- Lots 1, 20, 22, 26 & 47, Block 12
- Lot 10, Block 13

The following lots will be subject to 360 degree architecture per the final plat drawing for Del Webb 2nd Addition:

- Lot 9, Block 1
- Lot 12, Block 2
- Lots 1, 14, 15, 34, 38 and 48, Block 3
- Lots 2 and 17, Block 4
- Lots 1 and 4, Block 5
- Lot 7, Block 6
- Lots 1, 8, 9, and 15, Block 7
- Lot 9, Block 9
- Lots 1 and 9, Block 10

- Lots 1 and 11, Block 11
- Lot 1, Block 12
- Lots 1 and 6, Block 13

Trails, Sidewalks & Access into the Bluff Areas
The developer is showing private trails in portions of the development around the stormwater ponds, and one on the south side to connect to an overlook. At three private trailhead locations, the development is also planning mini parks that are intended to be small, convenient social gathering places. They anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping.

The plan is proposing to include sidewalks on both sides of the street. One area that did not incorporate sidewalks is around Cardinal Circle (the one way looping street at the entrance of the development). This area was considered similar to other bulbs of cul de sacs and thus doesn't require sidewalks around them.

Since the bluff areas are planned to be dedicated to the City, the developer will be required to show an adequate amount of access points into the bluff areas. The plan is currently showing three access points; one on the northwest edge of the site; one between Lot 10 Block 1 and Lot 1 Block 2; and another just south of the recreation center. These access points are planned to be owned by the HOA.

Screening, Landscaping & Tree Preservation
The main entrance and arrival drive have a large amount of landscaping to deliver a resort-like experience. This includes greenery as well as color in the form of perennials and ornamental trees. Another key aspect of the landscape plan is the landscape buffers in key locations adjacent to existing homes and adjacent to the new homes along the arrival drive.

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. It will be required that boulevard trees are extended throughout all boulevards to meet the policy.

Although existing tree areas are minimal on this site, Tree Preservation was still an important piece of discussion for this development, specifically along the west edge area where the bluff is present. The final plan is proposing to preserve the western edge trees. There are also a couple scatterings of oaks and other trees near the central west edge and along the north edge within the proposed park expansion. Staff found during the concept plan that the small cluster of oak trees near the central west edge are significant and would be beneficial to incorporate into the development. The applicant has shown in their tree preservation plan that they intend to preserve a portion of these central west edge trees. These include seven significant oak and maple trees ranging in size from 28 inch calipers up to 40 inches that will be located along the southern edge of the recreation area. In sum, staff feels that the applicant has provided a plan that incorporates these significant trees well.

Parkland
The final plan does not incorporate any public park space. This was due in part to the feedback received from the Park Board and Parks Department seeing that there was no need for the expansion of Moers Park, and the expansion to Veterans Park on the south side of the site

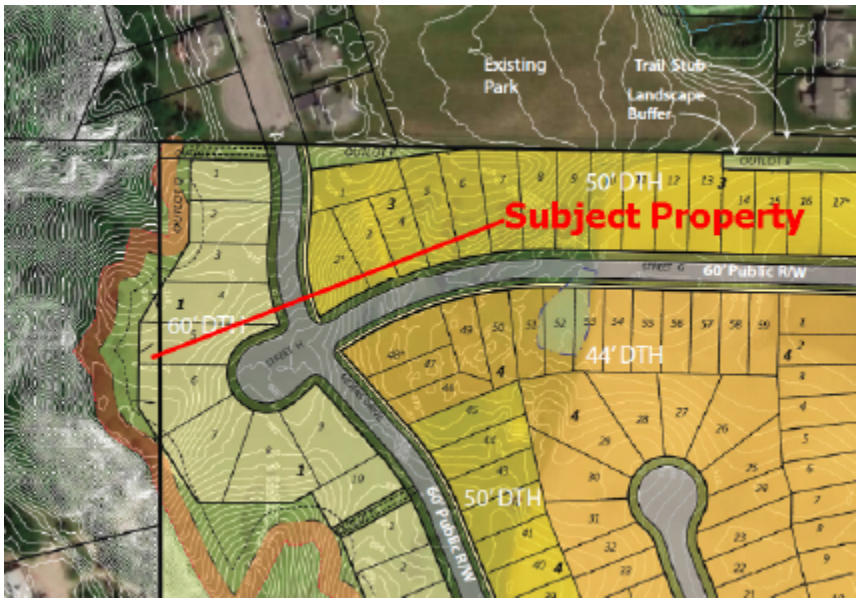
would be problematic due to extreme grades and the proximity of an archery range. The one exception is that the development is showing additional access into Moers Park at its southwest corner, and an expansion to its existing access on its southeast corner. It would appear that those expansion areas could satisfy some park dedication. It should be noted that the southwest corner access should maintain at least 20 feet of opening through this outlot.

A private park space, totaling 3.28 acres, was established in the west edge of the development where the amenity center is located. This area will be for the development's residents only and would not count towards park dedication.

Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City. The Park Board has requested that park dedication fees be paid in lieu of park land dedication with the exception of the small expansion areas proposed to Moers Park.

City Parcel

In 2018, the City of Chaska purchased the property at 3690 Creek Road from the Bontrager's (PID - 300055000) which contains 6.37 acres for a total purchase price of $83,700. Most of the property is wooded steep slopes and Chaska Creek; however, the property contained a small pole barn (off of Creek Road) that the city is using for storage purposes, and on the easternmost edge of the property exists slightly more than .1 acres of developable land adjacent to the Del Webb development (noted as Outlot P in the Final Plat of Del Webb at Chaska). When the city purchased the land it was made clear the easternmost edge of the property contains developable property and that the city would sell that portion of the property for low density residential development and to put this property back on the tax rolls.



Pursuant to Mn State Statutes the Planning Commission has made a finding that the sale of the property would be consistent with the Comprehensive Plan. The 2040 Comprehensive Plan designates this portion of the property for Low Density Residential development. The proposed utilization of this property would be for single family residential development that is consistent with that designation.

The developer of the Del Webb project (Pulte) has offered to purchase the developable portion of the city property for the same purchase price that they are buying the Hammer property. Given that the small piece of city land is in a future phase of the development, the purchase price will have a price escalator that is based on the closing date. The City Attorney and the attorney for the developer will draft the deeds for the purchase.

The City joins in the Plat as the Owner of Outlot P and has already approved the split of the underlying Parcel (at the July 20, 2020 City Council meeting) owned by the City to create Outlot P and agrees to convey Outlot P to Pulte Homes of Minnesota, LLC ("Pulte") by Quit Claim Deed at such time as Pulte plats individual residential lots on the portion of Outlot B directly to the east of Outlot P and proposes to incorporate Outlot P into such residential lots for the following consideration:

Acquisition During	**Price**
2020	$10,841.00
2021	$11,112.00
2022	$11,390.00
2023	$11,959.00
2024	$12,557.00

If Pulte has not met the criteria for the acquisition and actually acquired Outlot P by December 31, 2024, its rights to acquire such Outlot are terminated. Pulte is solely responsible for all investigation, costs and expenses relating to the acquisition of Outlot P and the City makes no representations or warranties as to the condition of Outlot P other than the City having marketable title. The sale of the property shall occur prior to recording the final plat for Del Webb at Chaska 2nd Addition.

Signage
The developer has constructed two monument signs at the grand entrance drive off of Highway 41. They have also constructed secondary signs near the intersection of Cardinal Street and the grand entrance drive as well as the entrance of the amenity center.

HOA Maintenance
There will be a Homeowners Association (HOA) over the entire development. They will off the following services and maintenance:

1. Snow removal -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
2. Lawn service – This includes regular mowing, treatments, and leaf removal services.
3. Amenity center – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.
4. Facilitation coordinator – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips

and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.

5. Entrance experience maintenance – This includes the entrance monument and landscaping along the arrival drive, including the medians. The resort-like feel of a Del Webb community relies upon a high level of maintenance and manicuring. It is very common for an HOA to maintain plantings and monuments within public rights-of-way. It reduces the burden on City staff. A simple license agreement will be executed to enable this maintenance.

6. Private open space – Maintenance of the natural plantings in the private open spaces.

7. Private trails and trailheads – We have created some beautiful walking experiences throughout the neighborhood that provide for exercise and beautiful views.

8. Retaining wall – The HOA will maintain the wall at the entrance to the neighborhood.

9. Decorative fencing – Fencing will be placed in some areas of the perimeter of the neighborhood as shown on the landscape plan.

10. Garbage service – We find that there are economies of scale when the HOA bids garbage service for an entire neighborhood. This also benefits the City because garbage trucks create the most wear and tear on City streets. We will have one provider instead of a handful of providers driving through the neighborhood.

Development Costs (Infrastructure Improvements)

Some development area fees are the following:

- Storm Sewer
- Water & Sanitary Sewer
- Parks
- Trails

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

The City is willing to give park credit for the two small slivers being added to Moers Park. However, as stated previously in the concept plan, park dedication will not be given for stormwater ponding areas nor bluff areas as we have not done so in the past. Expansion of the cemetery would not be credited as this is a necessary conveyance to the City to ensure potential burial impacts are being avoided. Expansion of Firemen's Park shown on the south side of their site would also not be credited as the Park Board already determined that they would not accept parkland credit here, and because the area is not usable public park space. The notion on providing excessive private open space would also not be suitable as park dedication. Trail fees will be required for the development.

Final Plat

The request this evening is for final plat of 179 lots for new detached villa lots. The outlots are as follows:

a. Outlot A: access to the unbuildable bluff area, to be owned by the HOA
b. Outlot B: unbuildable bluff area, to be owned by the City of Chaska
c. Outlot C: unbuildable bluff area to be owned by the City of Chaska

d. Outlot D: access to the unbuildable bluff area, to be owned by the HOA
e. Outlot E: access to Moers Park, to be owned by the City of Chaska
f. Outlot F: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over pond
g. Outlot G: Private Open Space to be owned by the HOA
h. Outlot H: Private Open Space to be owned by the HOA
i. Outlot I: unbuildable bluff area, to be owned by the City of Chaska
j. Outlot J: Private Open Space to be owned by the HOA
k. Outlot K: Private Open Space to be owned by the HOA
l. Outlot L: unbuildable bluff area, to be owned by the City of Chaska
m. Outlot M: Private Open Space to be owned by the HOA
n. Outlot N: access to Moers Park, to be owned by the City of Chaska

Deadline for Agency Actions
The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 5, 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, April 6, 2022*. The City may with the petitioners consent extend the review period beyond the Wednesday, April 6, 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 Del Webb at Chaska 2nd Addition Final Plat for a 179-lot subdivision on 50 acres of land, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
   a. **Del Webb at Chaska 2nd Addition (pgs 1-7), prepared by Westwood, undated**
   b. **Grading Drainage & Erosion Control – Overall, prepared by Westwood, dated December 22, 2021**
   c. **Grading Drainage & Erosion Control (pgs 03-07), prepared by Westwood, dated December 22, 2021**
   d. **Existing Ravine Improvements Plan and Profile (pg 08), prepared by Westwood, dated December 22, 2021**
   e. **Existing Ravine Improvements Details (pg 09), prepared by Westwood, dated December 22, 2021**
   f. **Topsoil Management Plan (pg 10), prepared by Westwood, dated December 22, 2021**
   g. **Typical Street Sections (pg 11), prepared by Westwood, dated December 22, 2021**
   h. **Typical Lot Sections (pg 12), prepared by Westwood, dated December 22, 2021**
   i. **Street Profiles (pgs 13-14), prepared by Westwood, dated December 22, 2021**
   j. **Details (pgs 15-17), prepared by Westwood, dated December 22, 2021**
   k. **Tree Preservation Plan – Overall (pg 18), prepared by Westwood, dated December 22, 2021**
   l. **Tree Preservation Plan (pgs 19-23), prepared by Westwood, dated December 22, 2021**
   m. **Tree Inventory (pg 24), prepared by Westwood, dated December 22, 2021**
   n. **Land Development Erosion Control Plan (pg 25), prepared by Westwood, dated December 22, 2021**
   o. **Home Construction Erosion Control Plan (pg 26), prepared by Westwood, dated December 22, 2021**
   p. **Home Construction Erosion Control Details (pg 27), prepared by Westwood, dated December 22, 2021**
   q. **Landscape Plan (pgs 1-16), prepared by Westwood, dated April 1, 2021**

r. **Overall Plan (pg 2 of 33), prepared by Westwood, dated November 8, 2021**
s. **Striping and Signage (pg 3 of 33), prepared by Westwood, dated November 8, 2021**
t. **Sanitary Sewer and Watermain Plan (pgs 4-10 of 33), prepared by Westwood, dated November 8, 2021**
u. **Storm Sewer and Street Construction Plan (pgs 11-17 of 33), prepared by Westwood, dated November 8, 2021**
v. **Backyard Storm Sewer (pgs 18-20 of 33), prepared by Westwood, dated November 8, 2021**
w. **Intersection Details (pgs 21-24 of 33), prepared by Westwood, dated November 8, 2021**
x. **Typical Street Section (pg 25 of 33), prepared by Westwood, dated November 8, 2021**
y. **Details (pgs 26-33), prepared by Westwood, dated November 8, 2021**

2. **Adherence with the City Engineer's Memo dated January 6, 2022.**
3. **Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.**
4. **Adherence to the City's Boulevard Tree Policy and local street section design.**
5. **Provision of sidewalks on both sides of all local streets up to the bulb of cul de sacs.**
6. **Adherence to the following building setbacks:**
    a. **Front (house): 25 feet**
    b. **Rear: 20 feet**
    c. **Side: 5 feet**
    d. **Side (corner): 15 feet**
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. **Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.**
9. **30 foot buffer for the wetlands being preserved.**
10. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
11. **Provision that adequate maintenance accesses are provided for the stormwater ponds.**
12. **Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.**
13. **Urbanized drainage should be avoided to directly discharge to the bluff or ravine, and reviewed and approved by the City Engineer prior to issuance of a grading permit.**
14. **Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).**
15. **Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.**
16. **Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.**
17. **Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.**
18. **Provision that no garage shall protrude in excess of twelve feet beyond the front wall of the house.**
19. **Provision that 4 inch window trim is used on all windows.**

20. **Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more specifically for these lots as seen in the final plat of Del Webb at Chaska 2nd Addition:**
    - **Lot 9, Block 1**
    - **Lot 12, Block 2**
    - **Lots 1, 14, 15, 34, 38 and 48, Block 3**
    - **Lots 2 and 17, Block 4**
    - **Lots 1 and 4, Block 5**
    - **Lot 7, Block 6**
    - **Lots 1, 8, 9, and 15, Block 7**
    - **Lot 9, Block 9**
    - **Lots 1 and 9, Block 10**
    - **Lots 1 and 11, Block 11**
    - **Lot 1, Block 12**
    - **Lots 1 and 6, Block 13**
21. **Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.**
22. **Tree Preservation to be consistent with the Tree Preservation Plan.**
23. **Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.**
24. **Parkland credit will be given for the small slivers of land dedicated to Moers Park.**
25. **Parkland fees will be required for remainder of park dedication requirement.**
26. **Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1, and a Purchase Agreement to be executed prior to Final Plat recording.**
27. **HOA maintenance responsibilities consistent with the items noted in the 'HOA Maintenance' section of this report.**
28. **Trail credit will not be given for any proposed trails.**
29. **Trail fees will be required.**
30. **Provision that Lot 1, Block 1 of Del Webb at Chaska be changed to an outlot, and to be revised on the Del Webb at Chaska 2nd Addition final plat prior to its recording.**

DEL WEBB AT CHASKA 2ND ADDITION

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

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

Outlot A, Outlot B, Outlot E, Outlot G, Outlot J and Outlot O, DEL WEBB AT CHASKA, according to the recorded plat thereof, Carver County, Minnesota.

KNOW ALL PERSONS BY THESE PRESENTS: *That Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, owner of the following described property situated in the County of Carver, State of Minnesota, to wit:*

Outlot P, DEL WEBB AT CHASKA, according to the recorded plat thereof, Carver County, Minnesota.

Has caused the same to be surveyed and platted as ***DEL WEBB AT CHASKA 2ND ADDITION*** *and does hereby donate and dedicate to the public for public use forever the public ways and also dedicates the easements as shown on this plat for drainage and utility purposes only.*

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

PULTE HOMES OF MINNESOTA LLC

By _____
Jamie Tharp, Chief Manager

STATE OF _____
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by Jamie Tharp, Chief Manager of Pulte Homes of Minnesota LLC, a Minnesota limited liability company, on behalf of the company.

_____ _____
(Signature) *(Name Printed)*

Notary Public, _____ County, _____

My Commission Expires _____

In witness whereof said Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

CHASKA ECONOMIC DEVELOPMENT AUTHORITY

By _____

Its _____

STATE OF _____
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, its _____ of Chaska Economic Development Authority, a body corporate and politic under the laws of the State of Minnesota, on behalf of the corporation.

_____ _____
(Signature) *(Name Printed)*

Notary Public, _____ County, _____

My Commission Expires _____

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

Dated this _____ day of _____, 20_____.

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

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me on _____ by Mathew J. Welinski, Licensed Land Surveyor, Minnestoa License No. 53596.

_____ _____
(Signature) *(Name Printed)*

Notary Public, _____ County, Minnesota

My Commission Expires _____

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

City Council, City of Chaska, Minnesota

By: _____ Mayor *By: _____ Clerk*

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

_____
Brian Praske, County Surveyor

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

Crystal Campos, County Auditor

By:_____

COUNTY RECORDER, Carver County, Minnesota
I hereby certify that this plat of ***DEL WEBB AT CHASKA 2ND ADDITION*** *was filed this _____ day of _____, 20_____, at _____ o'clock _____.M., as Document No. _____.*

Kaaren Lewis, County Recorder

By: _____

Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

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

DETAIL A

DETAIL B

INSET A
(See Sheet 3 of 7 Sheets)

INSET B
(See Sheet 4 of 7 Sheets)

INSET C
(See Sheet 5 of 7 Sheets)

INSET D
(See Sheet 6 of 7 Sheets)

INSET E
(See Sheet 7 of 7 Sheets)

VICTORIA 2ND · MOERS DRIVE · POINTE ADDITION · VICTORIA POINTE · VICTORIA 2ND · LIBERTY HEIGHTS DRIVE · POINTE ADDITION · HIGHLAND ACRES · HIGHLAND DRIVE · HAMMERS ADDITION

OUTLOT A · OUTLOT B · OUTLOT C · OUTLOT D · OUTLOT E · OUTLOT F · OUTLOT G · OUTLOT H · OUTLOT I · OUTLOT J · OUTLOT K · OUTLOT L · OUTLOT M · OUTLOT N

BLUEJAY AVENUE · MOERS COURT · MOERS DRIVE · GOLDFINCH COURT · GOLDFINCH STREET · ROBIN AVENUE · LIBERTY HEIGHTS DRIVE · LIBERTY HEIGHTS COURT · DEL WEBB PARKWAY · HAMMERS COURT · CARDINAL STREET · ROBIN CURVE

S88°50'49"E 1252.72 (1121.22)

S00°55'43"E 188.55

S88°58'17"E 649.67

N79°53'02"E 101.90 · S88°48'38"E 199.12 · N79°11'22"E 137.21

N01°25'14"E 21.42 · N01°25'14"E 245.18 · N00°07'37"W 223.02 · S17°05'59"W 58.41 · S01°09'11"W 128.65 · S32°11'59"E 62.46 · N32°11'59"W 100.48 · N90°00'00"W 142.85 · N69°39'43"E 25.01 · S20°59'49"E 62.00 · N46°09'41"W 20.85 · S21°17'27"E 177.82 · N00°07'37"W 250.77 · N48°21'04"W 144.20 · N17°07'19"W 151.89 · N89°24'35"W 257.54 · N23°36'46"W 74.30 · S82°29'15"E 179.16 · S68°09'56"W 282.42

R=971.50 L=47.50 Δ=2°48'06" CB=S0°01'11"W · N03°09'23"W 60.19 · S03°33'40"E 60.19 · N10°26'49"W 104.96 · CB=S1°30'06"E Δ=0°08'15" R=330.00 L=3.87 · Δ=2°57'45" L=36.71 · N68°09'56"E 60.00 · CB=S13°39'43"E Δ=0°24'50" R=770.00 L=5.56 · S68°09'56"W 130.18 · N76°32'42"E 60.00 · N76°07'52"E 126.78 · S12°57'22"E 1.96 · CB=S20°23'38"E Δ=20°46'09" R=710.00 L=257.37 · L=220.06 Δ=17°45'24" · Δ=7°32'16" L=110.51 · Δ=11°11'47" L=164.15 · L=274.66 R=840.00 Δ=18°44'03" · S43°27'25"E 90.01 · CB=N63°23'29"E Δ=18°32'59" R=1040.00 L=336.70 · L=439.42 R=960.00 Δ=26°13'34" · L=395.40 R=540.00 Δ=41°57'12" · CB=S76°12'07"W Δ=29°06'54" R=460.00 L=233.75 · S39°09'12"E 56.14 · S57°13'03"E 101.61 · S51°48'25"E 61.37 · S46°26'12"E 61.37 · S41°03'59"E 61.37 · S35°41'47"E 61.37 · S30°19'34"E 178.78 · S59°40'26"E 116.88 · 120.44 S66°53'55"W · N30°10'54"W 231.02 · N68°21'52"W 389.81 · N36°17'13"W 104.71 · N54°13'26"W 345.09 · S38°57'45"E 108.76 · S17°52'51"E 91.27 · 144.11 S88°15'40"W · 90.27 S88°15'40"W R=470.00 L=61.37 Δ=7°28'54" CB=N13°41'17"W · 140.25 S88°15'40"W · S01°44'20"E 81.16 · S89°14'26"E 246.30 · 142.03 N89°14'26"W · S00°48'38"E 18.50 · Δ=29°37'28" R=230.00 L=118.92 · S28°48'50"W 52.43 · R=61.30 R=70.00 Δ=50°10'16" · CB=N86°43'45"E Δ=8°03'38" R=692.70 L=97.45 · S24°07'26"E 101.25 · N01°44'20"W 223.20

N 1/2 OF THE SW 1/4 OF SEC. 5

R=60.00 L=38.84 Δ=37°05'05" CB=S9°43'58"W · S28°16'31"W 31.39 · N48°03'42"E 62.79 · N67°50'53"E 156.11 · N43°13'37"W 139.25 · N32°32'40"W 67.23 · N52°25'40"W 129.85 · N13°27'38"W 170.03 · N23°36'46"W 249.51 · N69°19'21"E 256.47 · 60.15 S73°55'46"W · 131.84 S76°32'22"W · S43°48'46"W 186.10 · 124.54 S38°49'28"W · 124.77 N38°52'09"E · 3.81 N51°12'13"W · L=236.34 R=1020.00 Δ=14°23'37" CB=S43°39'33"E · S66°17'53"W 258.20 · S66°17'53"W 197.45 · 366°17'48"E 112.76 · CB=S44°37'32"E Δ=13°00'39" R=770.00 L=174.85 · Δ=3°59'23" R=745.00 L=51.85 · CB=S29°00'13"E Δ=5°09'04" R=1080.00 L=97.10

Found 1/2 In Capped Iron LS not visible

N81°11'25"E 43.72 · N42°41'53"E 130.86

SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596

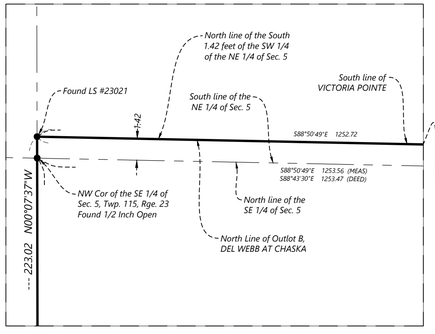
FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

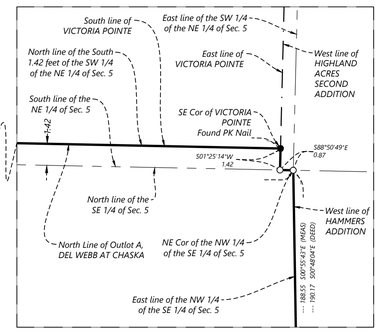
0 100 200 300

SCALE: 1 INCH = 100 FEET

DETAIL A
(NOT TO SCALE)



DETAIL B
(NOT TO SCALE)



Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

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

INSET A

(FROM SHEETS 2 OF 7 SHEETS)

OUTLOT A
OUTLOT B
OUTLOT D
OUTLOT E
OUTLOT N
MOERS DRIVE
MOERS COURT
BLUEJAY AVENUE
LIBERTY HEIGHTS DRIVE
GOLDFINCH COURT

- *SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596*
- *FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY*

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

SCALE IN FEET

0 40 80 120

SCALE: 1 INCH = 40 FEET

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT

Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

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

INSET B

(FROM SHEETS 2 OF 7 SHEETS)


HIGHLAND DRIVE
S88°50'49"E 131.50
S88°50'49"E 133.19
S01°25'14"W 21.42
20.01
N88°34'46"W 135.74
N88°34'46"W 137.66
N88°34'46"W 139.59
S00°55'43"E 188.55
N01°25'14"E 245.20
Drainage & Utility Easement
S88°58'17"E 649.67
458.02
N79°53'02"E 101.90
S88°48'38"E 199.12
N79°11'22"E 137.21
CB=N3°43'42"E
Δ=50°10'16"
R=70.00
L=61.30
S2°48'50"W 54.43
S00°48'38"E 18.50
N89°14'26"W 142.03
L=395.40
R=540.00
Δ=41°57'12"
L=118.92
R=230.00
Δ=29°37'28"
OUTLOT F
ROBIN AVENUE
N88°34'46"W 236.47
OUTLOT G
L=164.15
R=840.00
Δ=11°11'47"
CB=S69°26'03"W
L=439.42
R=960.00
Δ=26°13'34"
Δ=27°48'06"
R=971.50
L=47.50
S01°25'14"W 137.37
S01°25'14"W 124.97
S01°25'14"W 125.27
S01°25'14"W 125.57
S25°24'03"W 145.68
Δ=23°58'49"
L=33.48
Δ=14°21'41"
L=20.05
S39°45'15"W 126.17
S36°10'57"E 97.14
S22°42'02"E 51.00
S67°03'43"W 125.46
Δ=27°17'38"
L=38.12
Δ=8°06'31"
L=11.32
Δ=4°52'01"
L=39.92
S67°03'43"W 130.00
N28°38'17"W 94.75
Δ=6°58'33"
L=57.22
S63°19'40"W 133.17
Δ=71°47'54"
L=69.97
S55°31'46"W 130.00
Δ=2°09'34"
L=17.72
S55°31'46"W 130.22
S55°31'46"W 130.11
S55°31'46"W 130.00
S36°30'18"E 153.10
Δ=13°06'08"
L=219.53
Δ=21°48'02"
R=300.00
L=190.55
S36°37'48"E 146.86
Δ=1°49'33"
L=30.59
Δ=1°48'55"
L=30.41
L=64.36
R=50.00
Δ=73°45'00"
Δ=73°45'00"
L=25.74
Δ=4°46'40"
L=81.01
R=971.50
Δ=5°33'40"
Δ=4°06'56"
L=38.07
Δ=0°46'59"
L=13.28
N71°03'18"E 127.02
Δ=4°38'49"
L=42.98
N66°24'29"E 128.23
N61°45'40"E 132.81
Δ=3°44'39"
L=34.64
N57°06'51"E 141.90
N53°22'12"E 155.16
N53°22'12"E 167.72
L=28.01
Δ=1°52'37"
Δ=9°17'11"
R=945.00
L=153.17
Δ=9°28'58"
L=158.89
Δ=4°18'27"
L=53.38
R=710.00
Δ=20°46'09"
S67°55'47"W 148.76
S63°37'20"W 146.40
Δ=9°23'53"
L=140.24
Δ=3°40'12"
L=45.48
Δ=1°12'51"
L=15.05
S72°14'14"W 147.94
S76°32'42"W 143.92
S79°30'27"W 136.56
S79°30'27"W 128.00
S80°17'26"W 128.00
N10°23'37"W
N10°29'53"W 54.42
N03°09'23"W
Drainage & Utility Easement
Drainage & Utility Easement
Drainage & Utility Easement
Drainage & Utility Easement
Drainage & Utility Easement
Drainage & Utility Easement
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
63.43
44.15
32.01
12.49
11.63
91.72
89.88
62.27
126.33
107.74
61.37
62.04
46.97
47.01
56.64
96.29
102.13
45.59
34.06
46.19
40.08
46.00
14.36
53.75
44.37
42.59
14.87
42.22
27.81
54.63
42.34
46.72
57.50
17.76
71.79
45.08
15.55
46.47
51.00
48.62
46.13
51.03
51.04
33.31
35.00
35.94
10
20
30
33
L=36.71
Δ=2°57'45"
L=53.38
Δ=4°18'27"
R=710.00
L=53.38
Δ=4°18'27"
L=53.38
Δ=4°18'27"
L=53.38
R=971.50
Δ=5°33'40"
L=81.01
Δ=4°46'40"
L=53.38
R=710.00
Δ=20°46'09"
L=42.98
Δ=4°38'49"
L=42.98
Δ=4°38'49"
L=42.98
Δ=4°38'49"
L=34.64
Δ=3°44'39"
L=34.64
Δ=3°44'39"
L=42.98
Δ=4°38'49"
L=42.98
Δ=4°38'49"
L=42.98
Δ=4°38'49

DEL WEBB AT CHASKA 2ND ADDITION

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



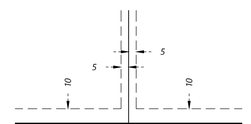
INSET D

(FROM SHEETS 2 OF 7 SHEETS)

- ○ *SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596*
- ● *FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY*

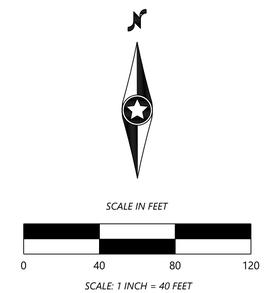
THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT



SCALE: 1 INCH = 40 FEET

Westwood
Professional Services, Inc.

Sheet 6 of 7 Sheets

DEL WEBB AT CHASKA 2ND ADDITION

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

INSET C

(FROM SHEETS 2 OF 7 SHEETS)

OUTLOT C

N00°07'37"W 250.77

N32°11'29"W 106.24

N90°00'00"W 142.85

N60°39'43"E 32.01

S29°53'49"E 60.00

N46°09'41"W 20.85

S21°17'27"E 177.80

N48°21'04"W 144.20

N17°07'19"W 151.89

N89°24'35"W 257.54

S23°36'46"W 74.50

S82°29'15"E 179.16

N68°09'56"E 123.54

N68°09'56"E 124.11

N68°09'56"E 124.68

S71°33'28"W 60.11

S21°50'04"E 150.08

S68°09'56"W 252.02

S68°09'56"W 262.00

Δ=0°38'15" R=330.00' L=3.67

N68°09'56"E 60.00

N21°50'04"W 89.48

S68°09'56"W 130.18

S12°57'22"E 1.96

N76°07'52"E 126.78

N76°32'42"E 60.00

S68°09'56"W 282.42

N55°20'45"E 130.55

N23°12'21"E 129.51

N08°56'03"W 130.31

N27°50'04"W 125.00

S21°50'04"E 217.83

S68°09'56"W 128.82

N72°55'24"E 122.45

S68°09'56"W 127.73

N69°42'57"E 120.94

S68°09'56"W 262.00

S67°54'43"W 126.62

N66°30'30"E 122.23

S65°10'37"W 124.35

N63°18'03"E 126.33

S62°26'31"W 120.01

S56°17'53"W 123.70

S56°17'53"W 73.75

S56°17'53"W 258.20

GOLDFINCH COURT

MOERS DRIVE

GOLDFINCH STREET

OUTLOT H

Drainage & Utility Easement

L=17.90 Δ=12°49'11"

L=44.88 Δ=32°08'24"

L=18.01 Δ=12°54'00"

Δ=90°00'00" R=50.00 L=78.54

Δ=90°00'00" L=31.42

L=88.59 Δ=44°35'36"

L=97.10 R=1080.00 Δ=5°08'04" CB=S29°00'13"E

Δ=3°41'03" R=1080.00 L=177.47

Δ=17°38'29" R=2400.00 L=227.85

Δ=17°48'24" R=710.00 L=220.66

L=110.51 R=840.00 Δ=7°32'16" CB=S60°04'01"W

Δ=0°15'14" L=4.52

Δ=2°44'06" L=48.69

Δ=3°26'08" R=855.00 L=51.27

Δ=3°26'21" L=50.42

Δ=3°06'38" L=15.00

Δ=2°02'51" L=30.02

Δ=2°03'05" L=30.07

Δ=3°03'10" L=54.35

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT

- *SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596*
- *FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY*

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

SCALE IN FEET

0 40 80 120

SCALE: 1 INCH = 40 FEET

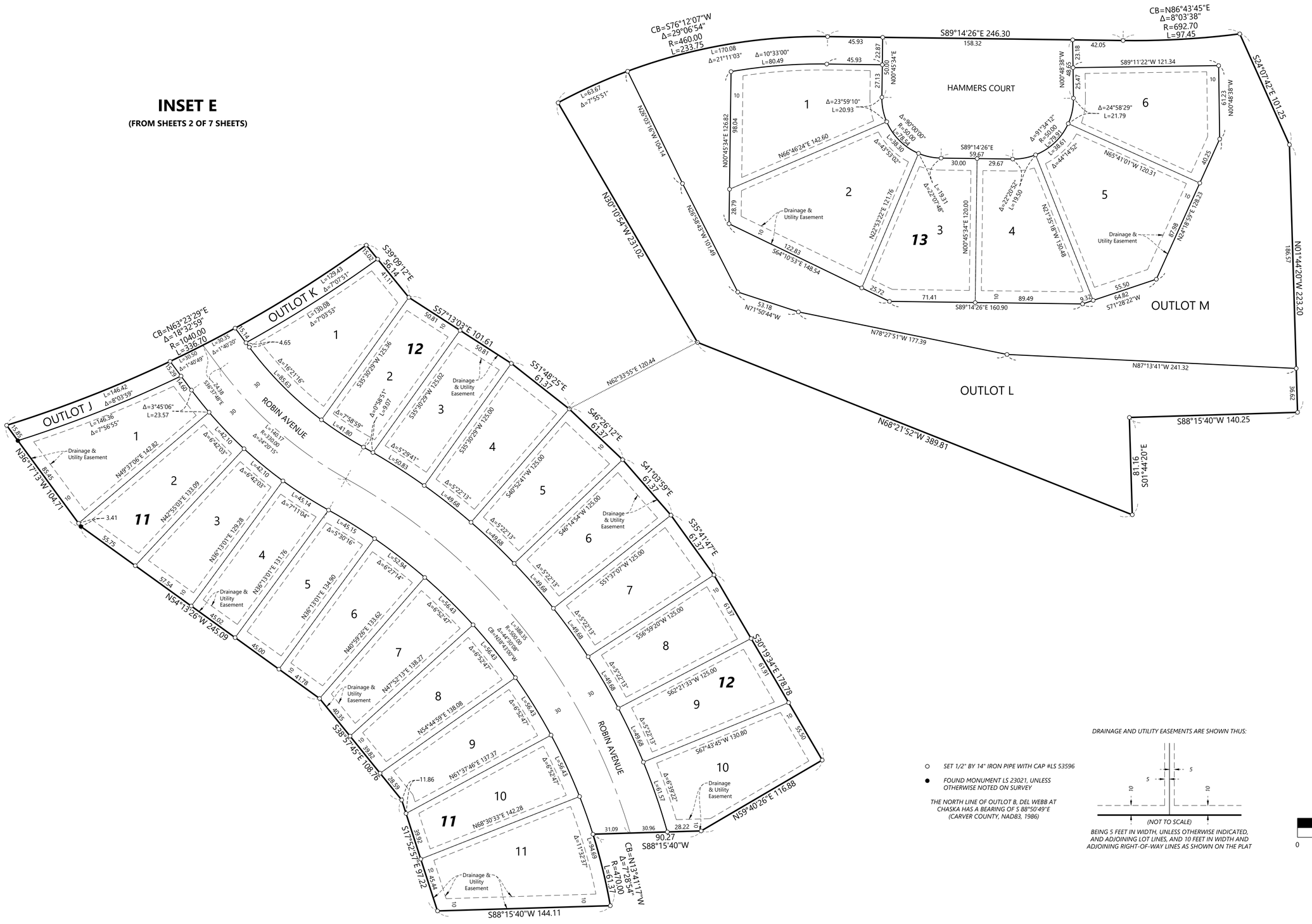
Westwood
Professional Services, Inc.

DEL WEBB AT CHASKA 2ND ADDITION

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

INSET E

(FROM SHEETS 2 OF 7 SHEETS)



- ○ *SET 1/2" BY 14" IRON PIPE WITH CAP #LS 53596*
- ● *FOUND MONUMENT LS 23021, UNLESS OTHERWISE NOTED ON SURVEY*

THE NORTH LINE OF OUTLOT B, DEL WEBB AT CHASKA HAS A BEARING OF S 88°50'49"E (CARVER COUNTY, NAD83, 1986)

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

(NOT TO SCALE)

BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT

SCALE IN FEET

0 40 80 120

SCALE: 1 INCH = 40 FEET

Westwood
Professional Services, Inc.

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CONSTRUCTION PLANS

FOR

SANITARY SEWER, WATERMAIN, STORM SEWER AND STREETS

FOR

DEL WEBB AT CHASKA 2ND ADDITION

CHASKA, MN



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344
CONTACT: CHAD ONSGARD
PHONE: 952-229-0723
EMAIL: CHAD.ONSGARD@PULTEGROUP.COM

PREPARED BY:

Westwood

Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.02
CONTACT: RYAN M. BLUHM

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NO.	DATE	REVISION	SHEETS
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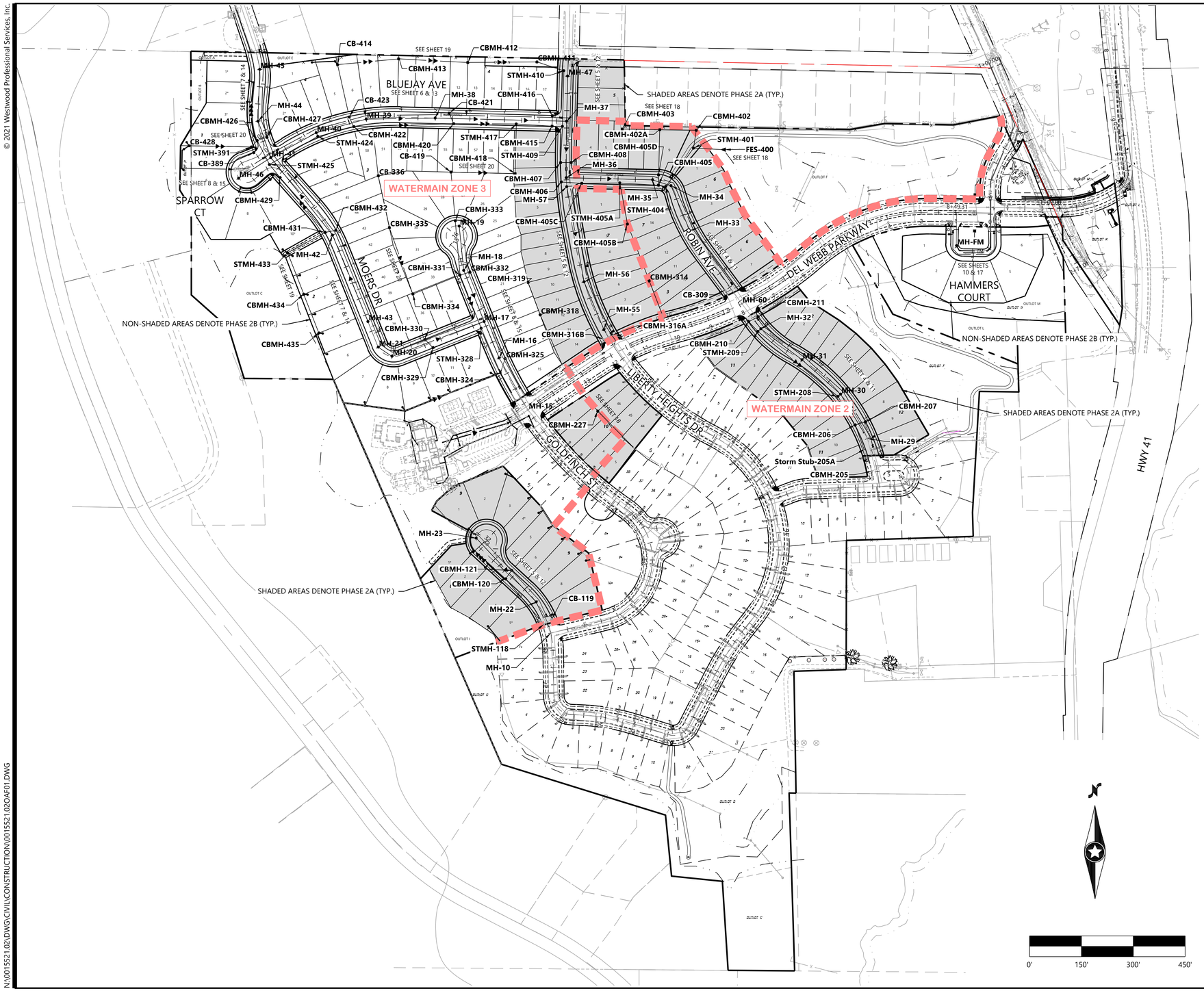
CONSTRUCTION PLANS
FOR
SANITARY SEWER, WATERMAIN, STORM SEWER AND STREETS
FOR
DEL WEBB AT CHASKA 2ND ADDITION
CHASKA, MN

INITIAL SUBMITTAL DATE: 11/08/21 SHEET: 1 OF 33

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DEL WEBB AT CHASKA

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OVERALL UTILITY LEGEND

EXISTING	PROPOSED	FUTURE	
SAN	▶——●	▶——●	SANITARY SEWER
STO	▶▶——■	▶▶——■	STORM SEWER
DT	- - - - -	- - - - -	DRAIN TILE
WAT	——I——	——I——	WATER MAIN
WAT	——I——◆	——I——◆	HYDRANT

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GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
3. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMITS FOR ALL WORK OUTSIDE OF THE PROPERTY LIMITS.
4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.

STORM SEWER CASTING SCHEDULE

Structure			Casting Type
Number	Type	Dia.	
120	CBMH	48"	R-3067-V
121	CB	2'x 3'	R-3067-V
206	CBMH	48"	R-3067-V
207	CB	2'x 3'	R-3067-V
208	STMH	48"	R-1642-B
209	STMH	48"	R-1642-B
210	CBMH	48"	R-3067-VB
211	CB	2'x 3'	R-3067-VB
227	CB	27"	R-4342
314	CB	27"	R-4342
318	CBMH	48"	R-4342
319	CB	27"	R-4342
325	CB	2'x 3'	R-3067-V
328	STMH	48"	R-1642-B
329	CBMH	48"	R-3067-V
330	CB	2'x 3'	R-3067-V
331	CBMH	48"	R-3067-V
332	CB	2'x 3'	R-3067-V
333	CB	2'x 3'	R-3067-VB
334	CBMH	48"	R-4342
335	CBMH	48"	R-4342
336	CB	27"	R-4342
389	CB	2'x 3'	R-3067-VB
391	STMH	48"	R-1642-B
400	FES	33"	w/TRASHGUARD
401	STMH	60"	R-1642-B
402	CBMH	48"	R-4342
402A	CBMH	48"	R-4342
403	CB	27"	R-4342
404	STMH	48"	R-1642-B
405	CBMH	48"	R-3067-VB
405A	STMH	48"	R-1642-B
405B	CB	27"	R-4342
405C	CBMH	48"	R-3067-V
405D	CBMH	48"	R-3067-VB
406	CBMH	48"	R-3067-V
407	CBMH	48"	R-3067-VB
408	CB	2'x 3'	R-3067-VB
409	STMH	48"	R-1642-B
410	STMH	48"	R-1642-B
411	CBMH	48"	R-4342
412	CBMH	48"	R-4342
413	CBMH	48"	R-4342
414	CB	27"	R-4342
415	CBMH	48"	R-3067-V
416	CB	2'x 3'	R-3067-V
417	STMH	48"	R-1642-B
418	CBMH	48"	R-4342
419	CB	27"	R-4342
420	CBMH	48"	R-3067-V
421	CB	48"	R-3067-V
422	CBMH	48"	R-3067-V
423	CB	48"	R-3067-V
424	STMH	48"	R-1642-B
425	STMH	48"	R-1642-B
426	CBMH	48"	R-3067-V
427	CB	2'x 3'	R-3067-V
428	CB	27"	R-4342
429	CBMH	48"	R-3067-V
431	CBMH	48"	R-3067-VB
432	CB	2'x 3'	R-3067-VB
433	STMH	48"	R-4342
434	CBMH	48"	R-4342
435	CB	27"	R-4342

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DEL WEBB AT CHASKA

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 150'
VERTICAL SCALE:

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

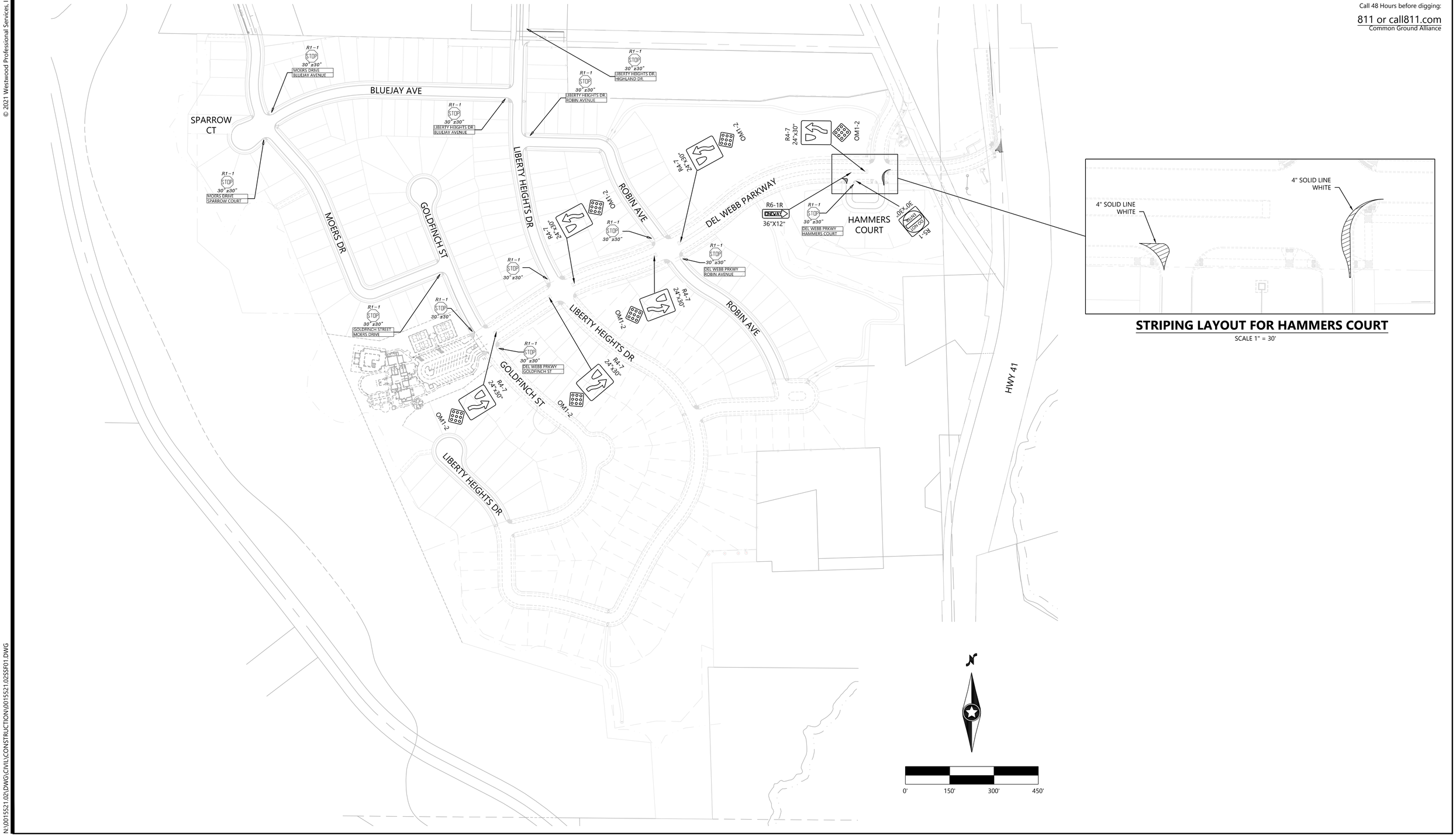
OVERALL PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 2 OF 33
DATE: 11/08/21

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STRIPING LAYOUT FOR HAMMERS COURT

SCALE 1" = 30'

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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	150'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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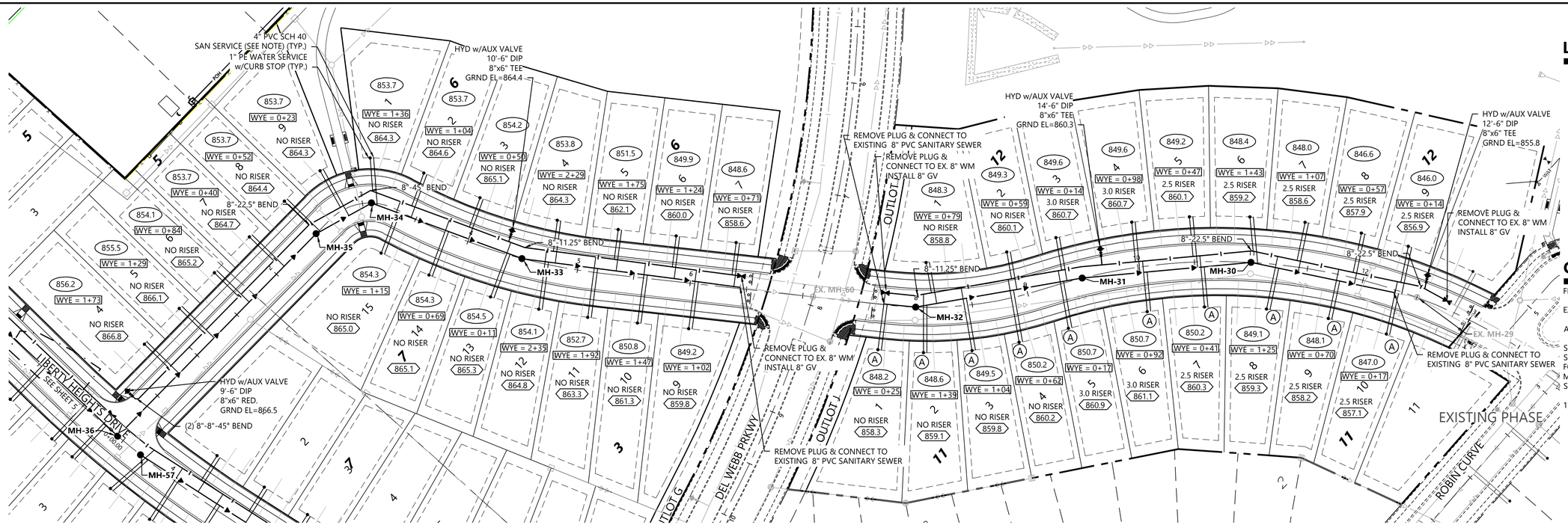
STRIPING AND SIGNAGE

SHEET NUMBER: 3 OF 33

PROJECT NUMBER: 0015521.02

DATE: 11/08/21

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LEGEND

- XXX.X — SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- WYE = X+XX / X.X' RISER / XXX.X — SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE; DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) — WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) — SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) — WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

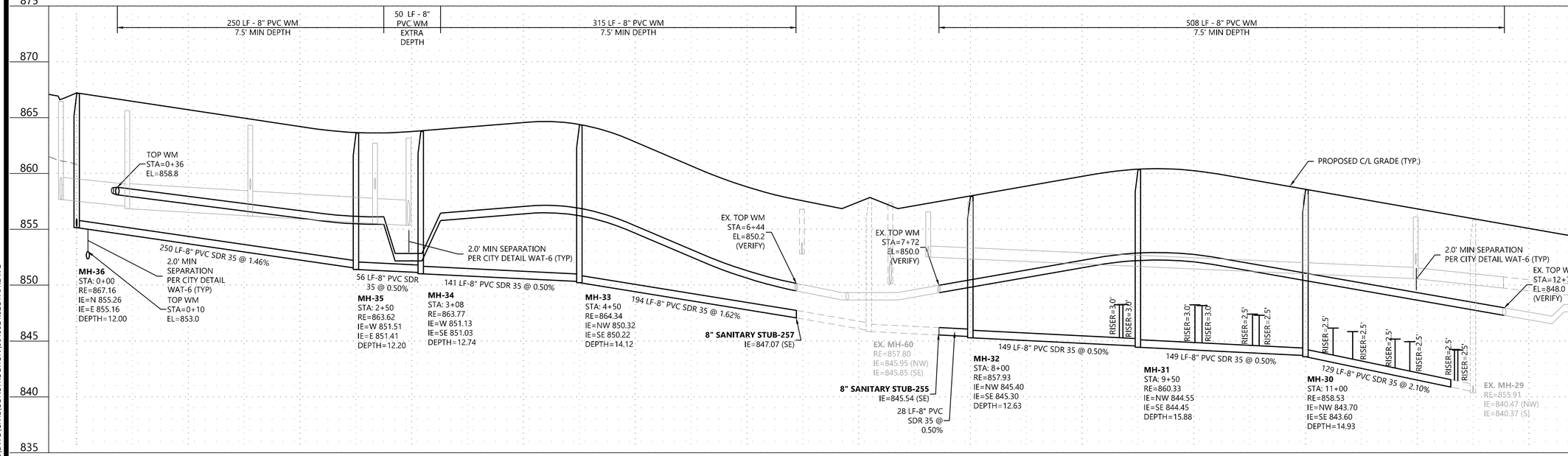
ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'



CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

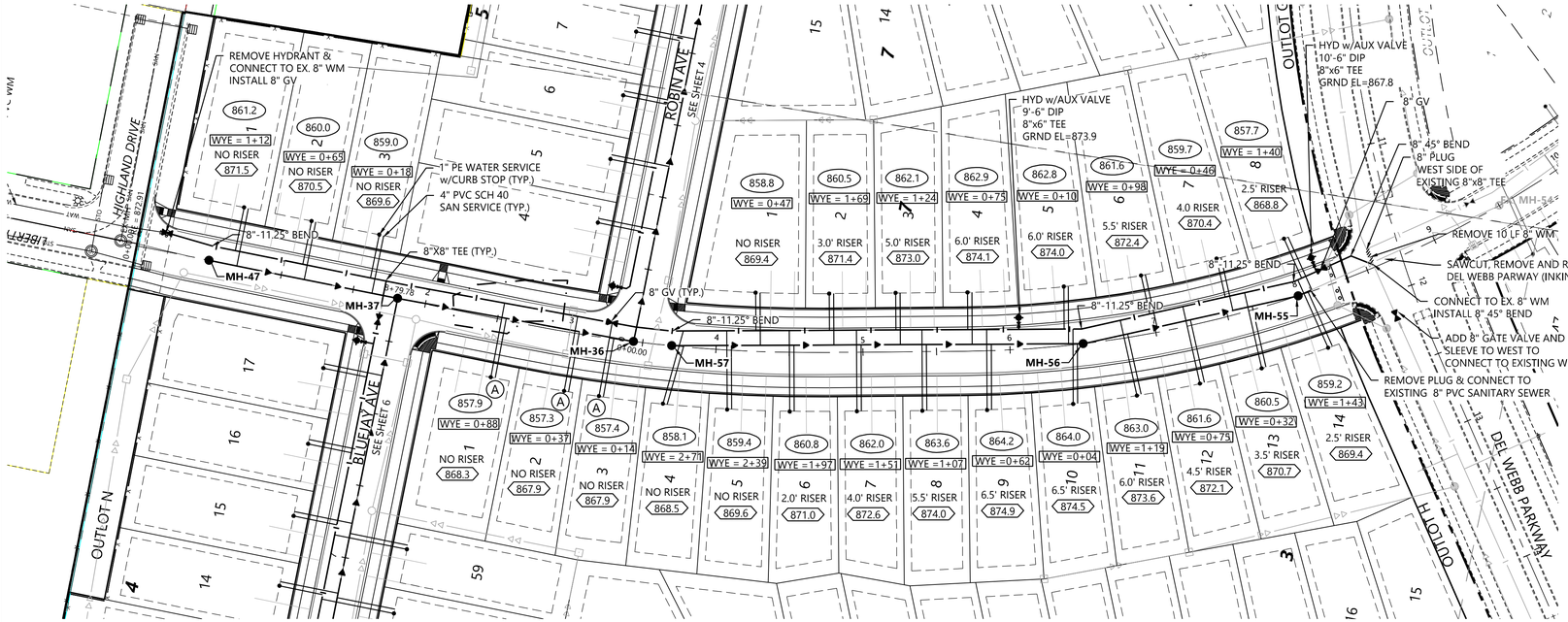
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SANITARY SEWER AND WATERMAIN PLAN

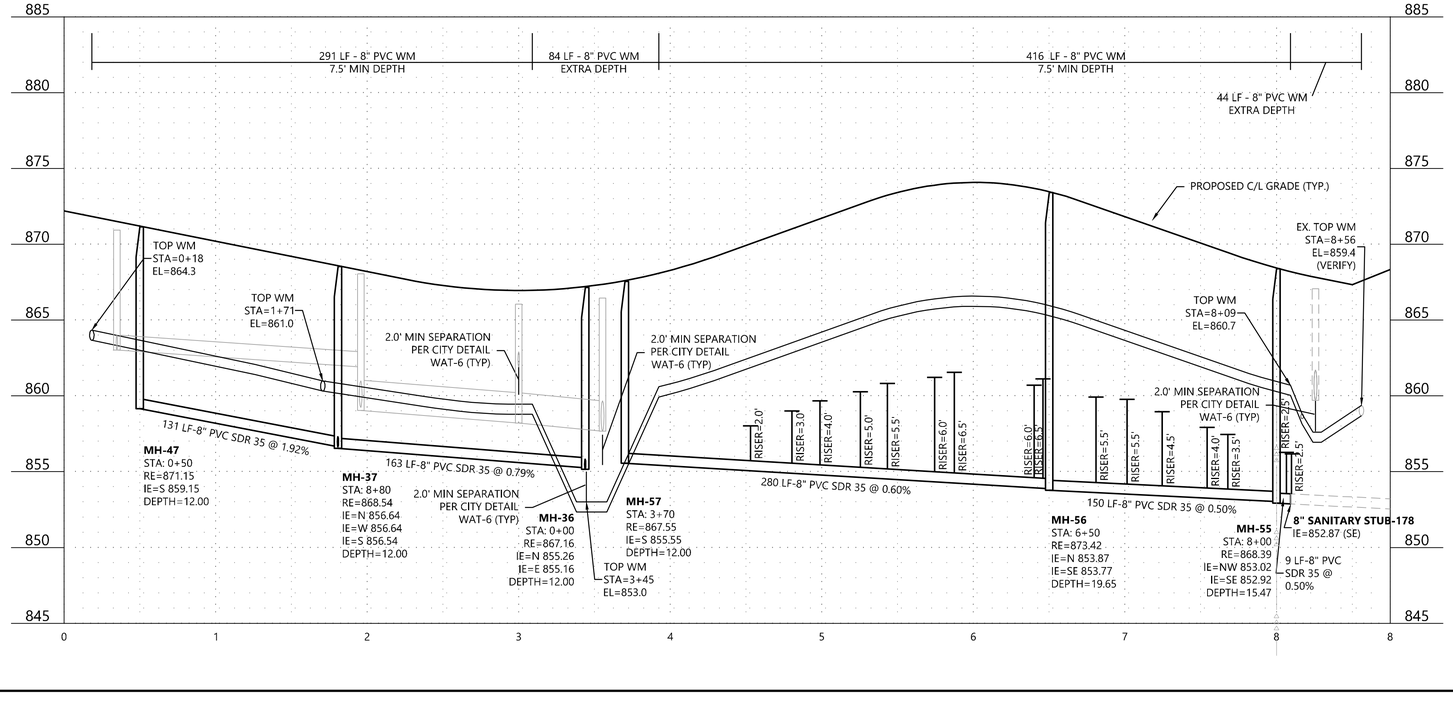
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SHEET NUMBER: 4 OF 33
DATE: 11/08/21

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LIBERTY HEIGHTS DRIVE



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LEGEND

- XXX.X — SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- WYE = X+XX / X.X' RISER — SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
- XXX.X — DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) — WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) — SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) — WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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DEL WEBB AT CHASKA
CHASKA, MN

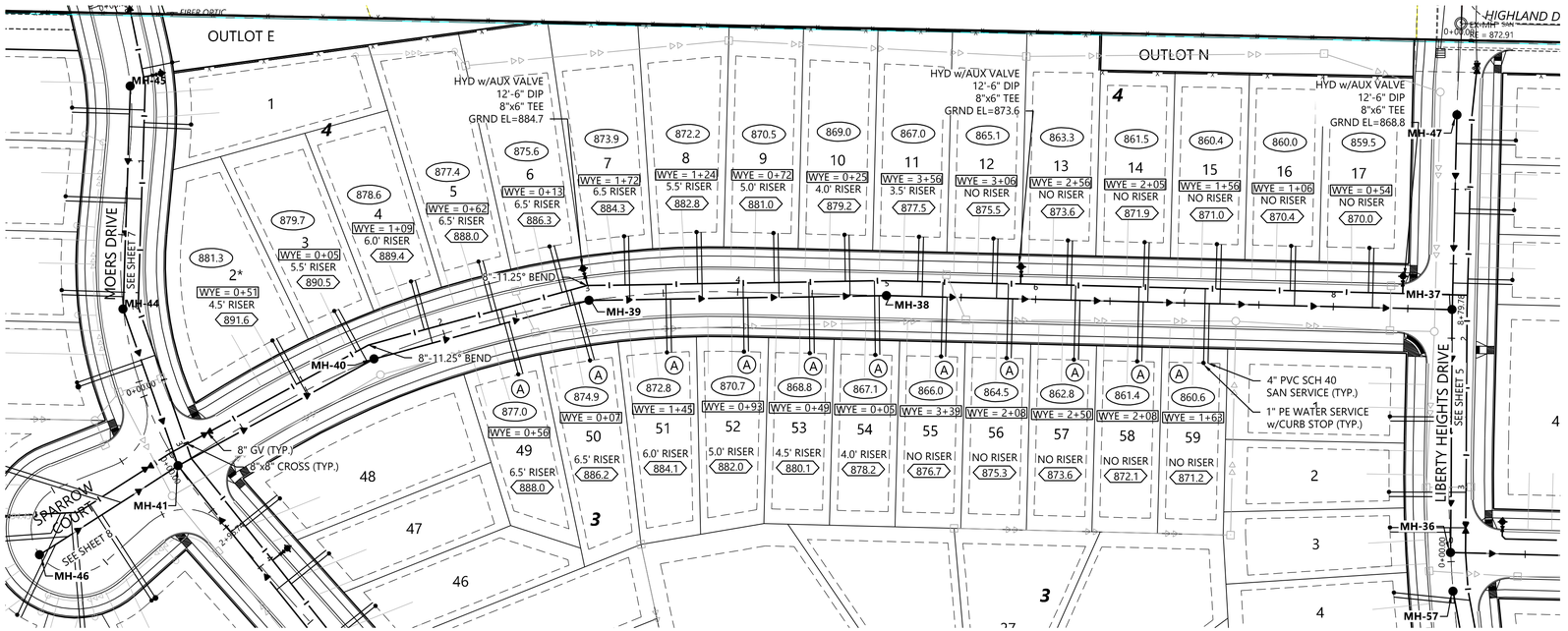
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SANITARY SEWER AND WATERMAIN PLAN

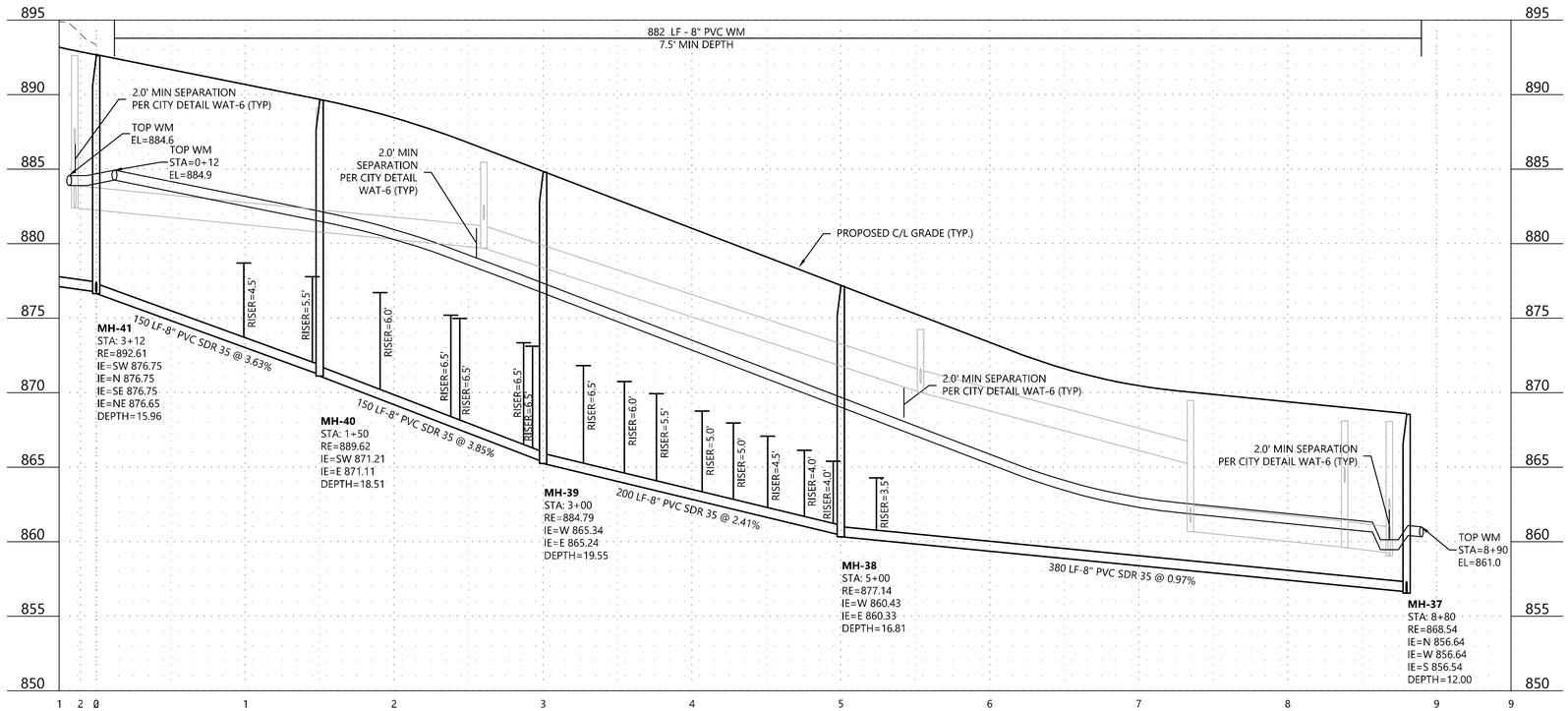
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 5 OF 33
DATE: 11/08/21

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BLUEJAY AVENUE



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LEGEND

XXX.X	SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
WYE = X+XX / X.X' RISER	SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
XXX.X	DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
A	WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
B	SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
C	WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
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5 . .

PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

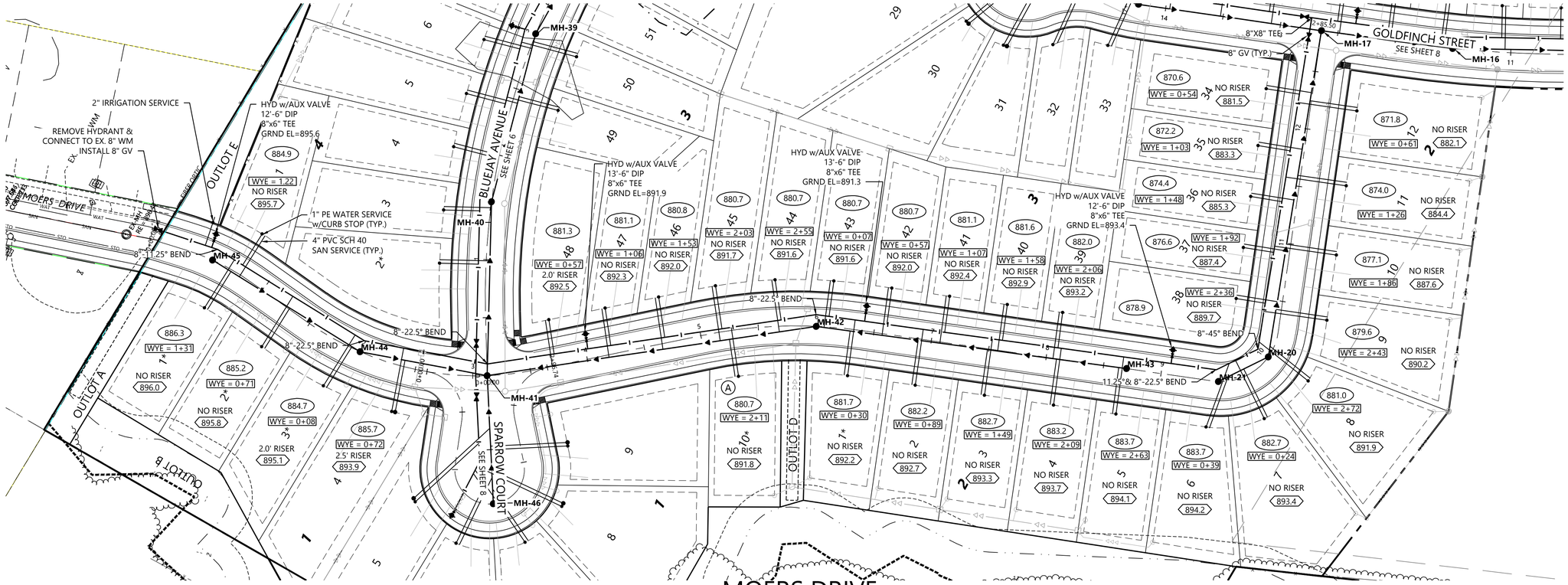
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
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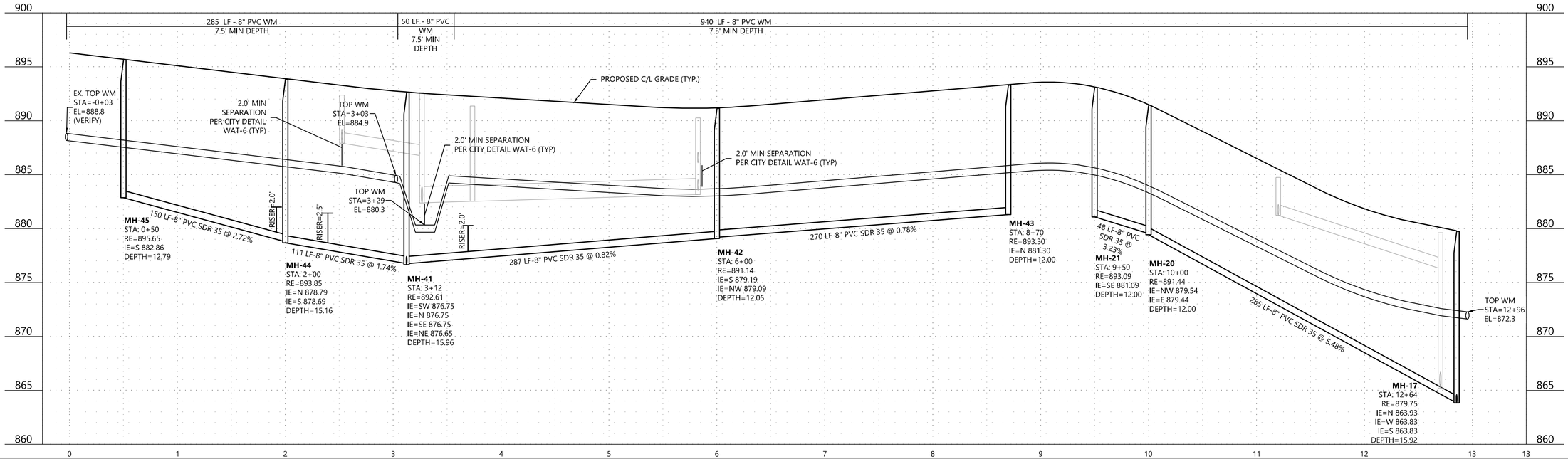
SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 6 OF 33
DATE: 11/08/21

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LEGEND

- (XXX.X) SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- [WYE = X+XX] X.X' RISER [XXX.X] SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE; DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

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CHASKA, MN

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SANITARY SEWER AND WATERMAIN PLAN

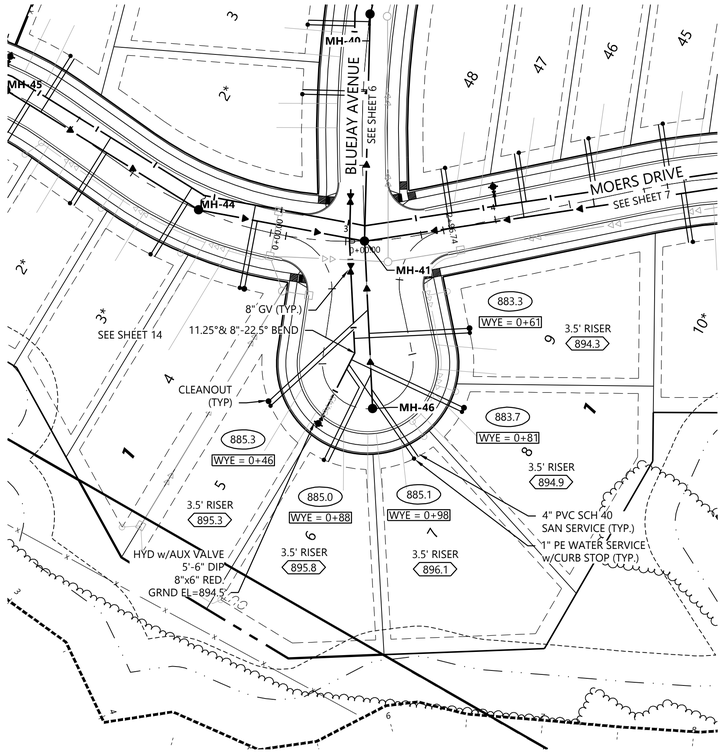
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SHEET NUMBER: 7 OF 33
DATE: 11/08/21

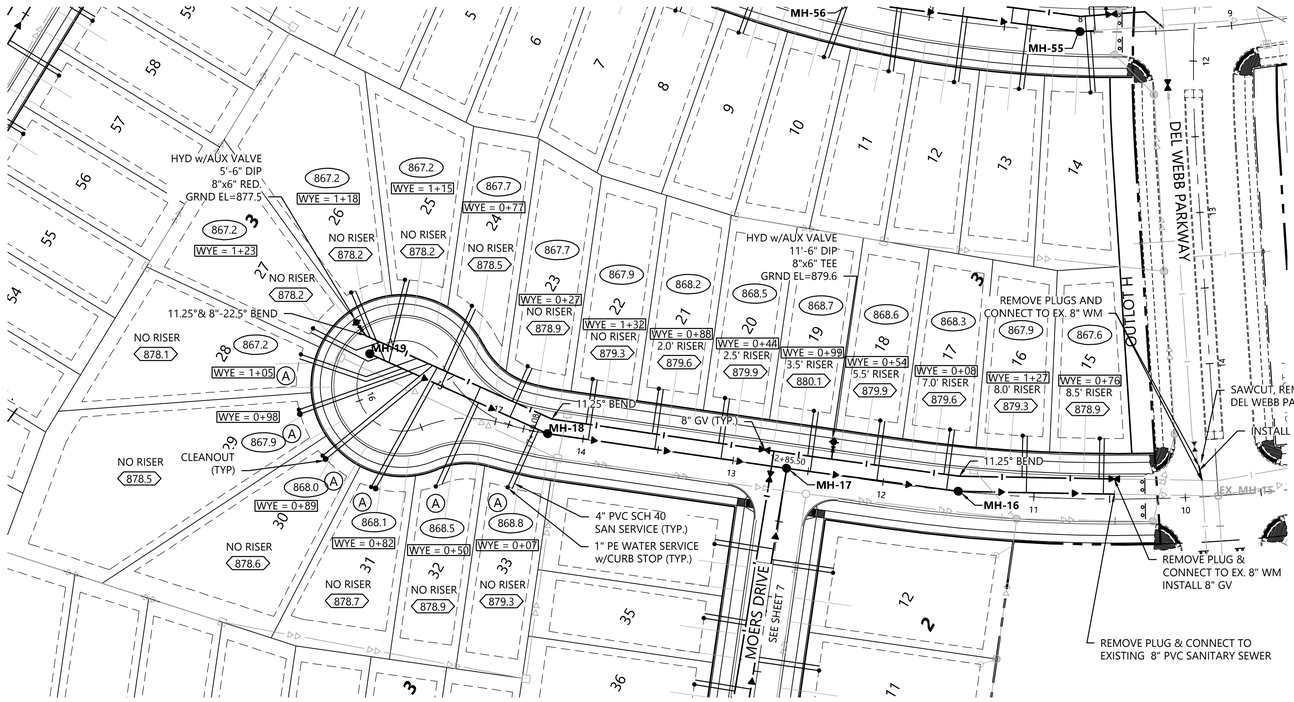
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DEL WEBB AT CHASKA 2ND ADDITION

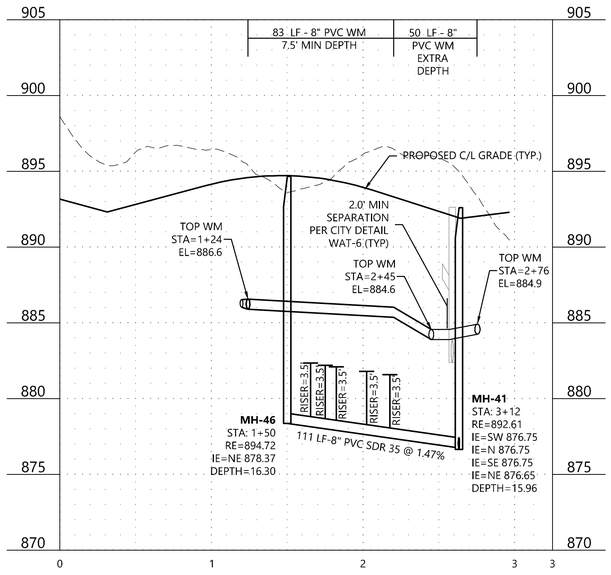
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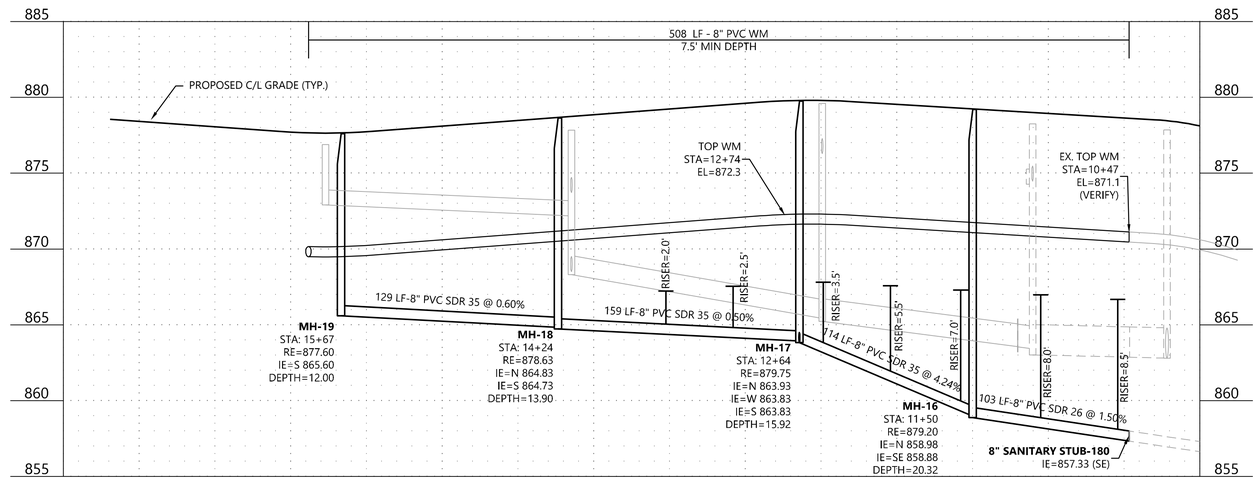


SPARROW COURT



GOLDFINCH STREET





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Common Ground Alliance

LEGEND

- XXX.X — SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
- WYE = X+XX / X.X' RISER — SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
- XXX.X — DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
- (A) — WATER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER & SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION FROM STORM PIPE OF 1.5 FEET
- (B) — SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
- (C) — WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

SERVICE RISERS FOR SEWER MAINS LESS THAN 22' SHALL BE SCHEDULE 40 PVC (SOLVENT WELD JOINTS).
FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

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

CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
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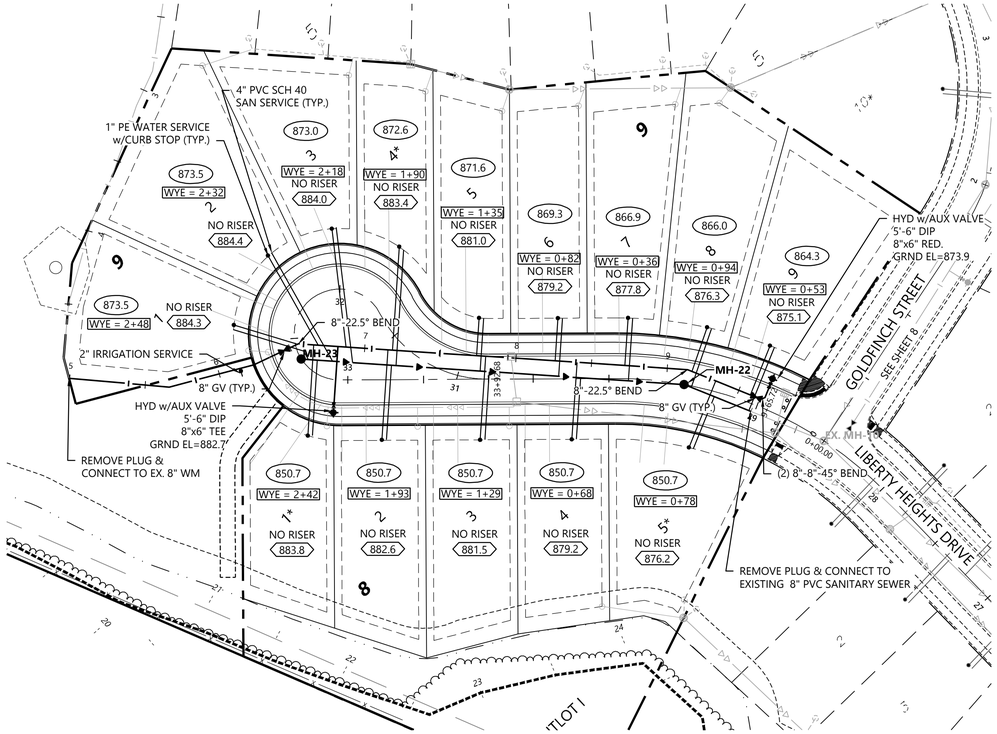
SANITARY SEWER AND WATERMAIN PLAN

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 8 OF 33

DATE: 11/08/21

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LEGEND

XXX.X	SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
WYE = X+XX X.X' RISER	SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
XXX.X	DENOTES ELEVATION OF THE TOP OF WATER SERVICE STOP BOX
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B	SANITARY SEWER SERVICE TO THIS LOT SHALL BE INSTALLED UNDER PROPOSED STORM SEWER - INSTALL RISER AT PROPERTY LINE
C	WATER SERVICE OVER STORM SEWER (INSULATE)

GENERAL NOTES

FLAG HYDRANTS.

EXTEND RODS ON ALL VALVES PER CITY DETAIL WAT-1

ALL DROP MANHOLES TO BE LINED PER CITY DETAIL SAN-04

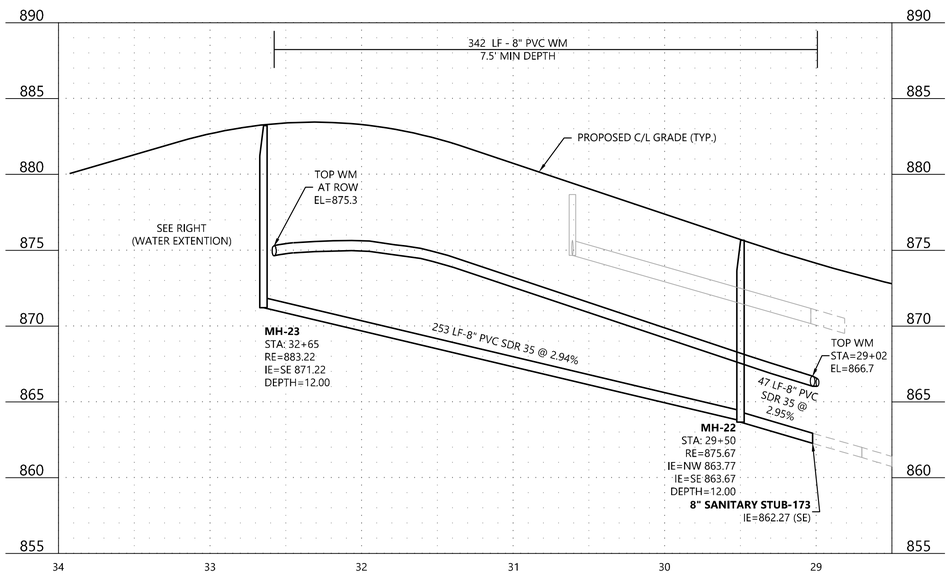
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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

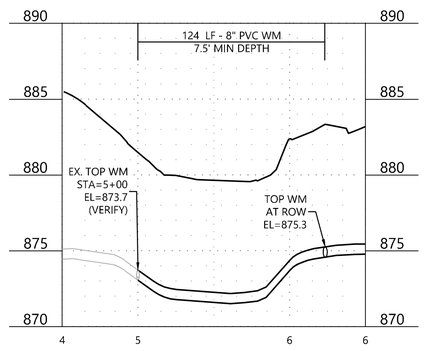
1" = 50'

0' 50' 100' 150'

LIBERTY HEIGHTS DRIVE



WATER EXTENSION



CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

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

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

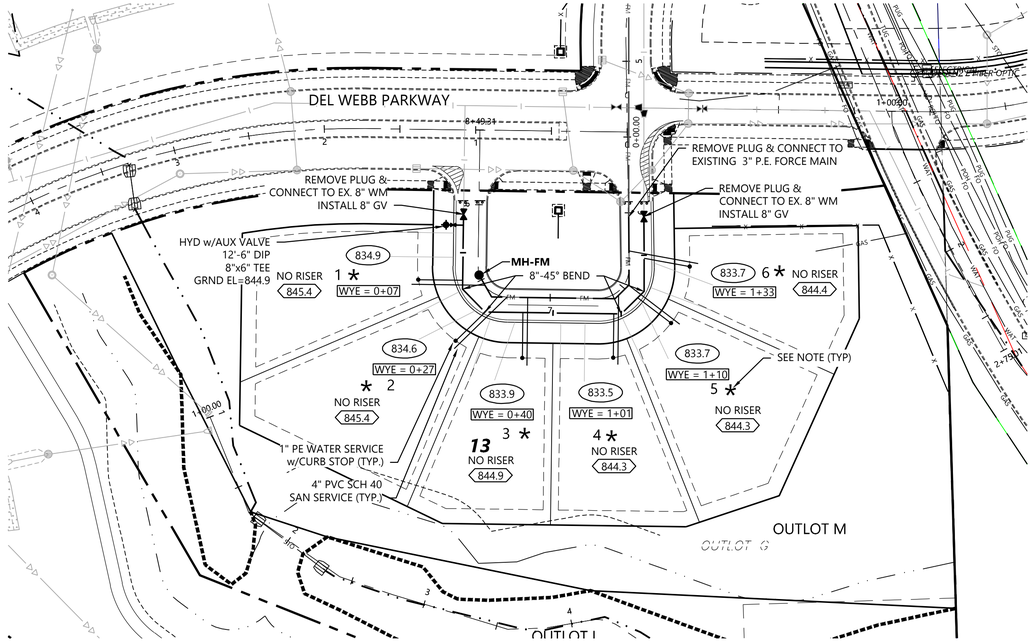
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Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

SANITARY SEWER AND WATERMAIN PLAN

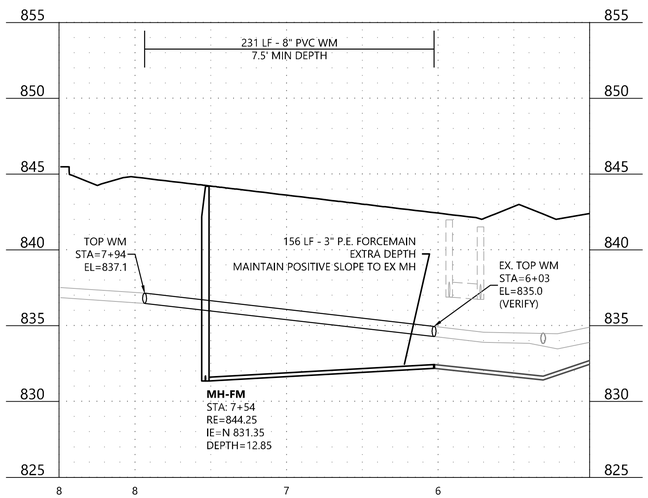
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 9 OF 33
DATE: 11/08/21

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HAMMERS COURT



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LEGEND

XXX.X	SANITARY SEWER SERVICE INVERT ELEVATION @ EASEMENT LINE
WYE = X+XX / X.X' RISER	SANITARY SEWER SERVICE WYE LOCATION ON MAIN LINE FROM DOWNSTREAM MANHOLE
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GENERAL NOTES

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1" POLY WATER SERVICE OR APPROVED EQUAL SEE CITY DETAIL SER-2

* - ALL LOTS WILL REQUIRE A GRINDER PUMP FOR SEWER SERVICE

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02UTF01.DWG

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

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

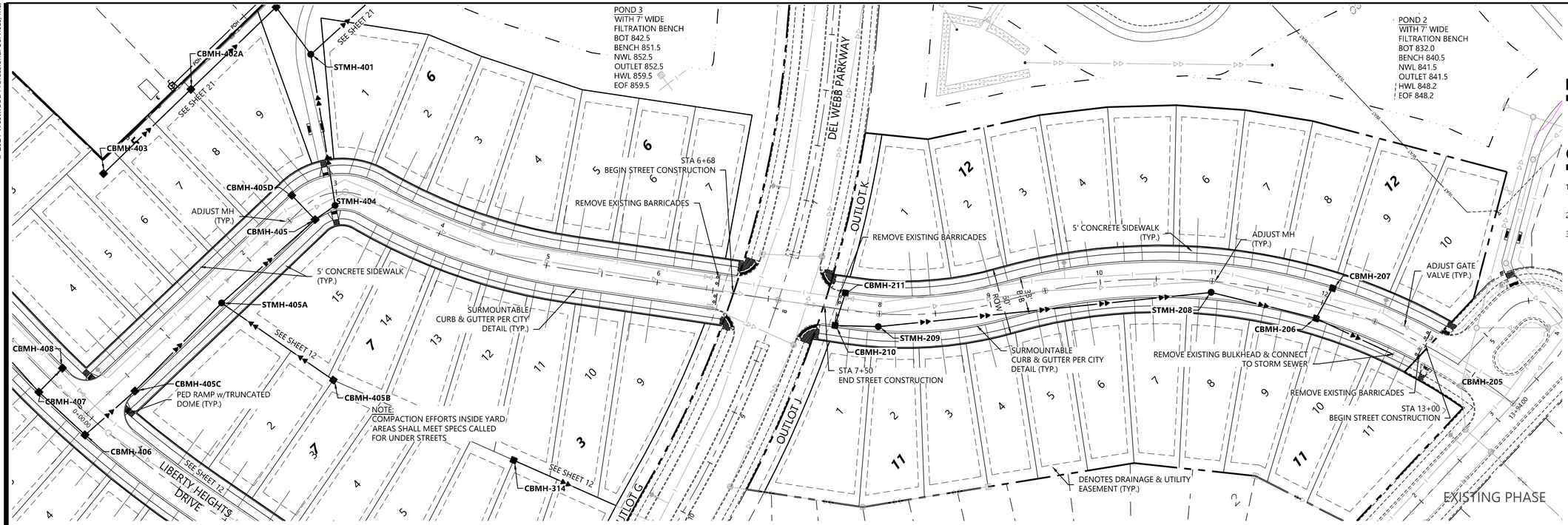
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SANITARY SEWER AND WATERMAIN PLAN

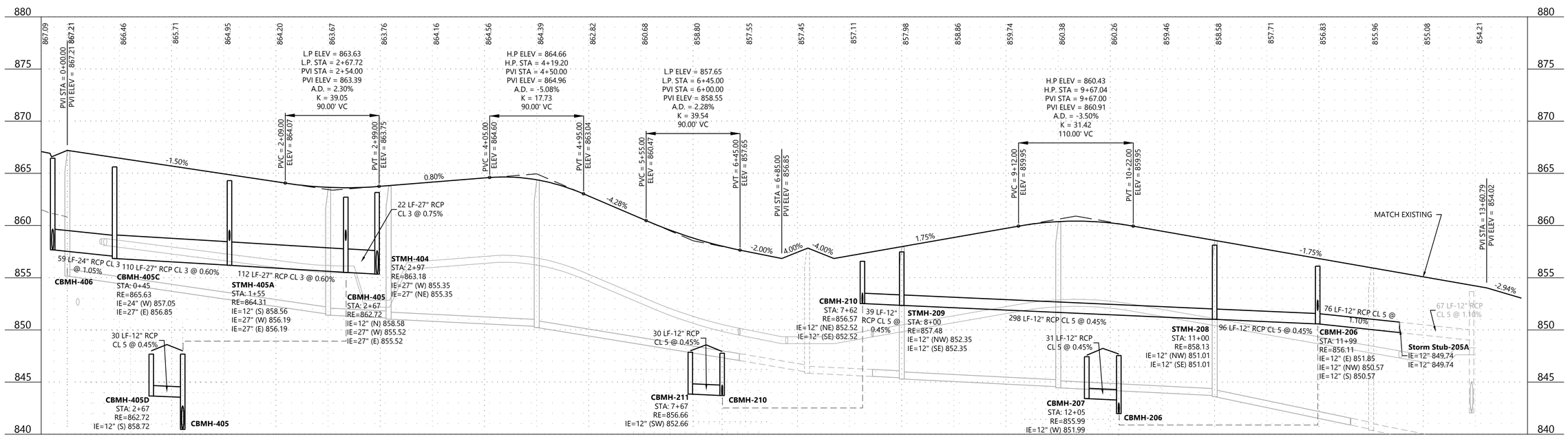
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 10 OF 33
DATE: 11/08/21

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ROBIN AVENUE



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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

1. RADIUS TO BE B618 CURB & GUTTER WITH 10' TRANSITIONS FROM SURMOUNTABLE CURB & GUTTER.
2. ALL RCP SHALL BE CLASS 5, UNLESS OTHERWISE NOTED.
3. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET. MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS SHOWN ON THE PROFILES REFLECT THE SUMPED ELEVATIONS.

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02ST101.DWG

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
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5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

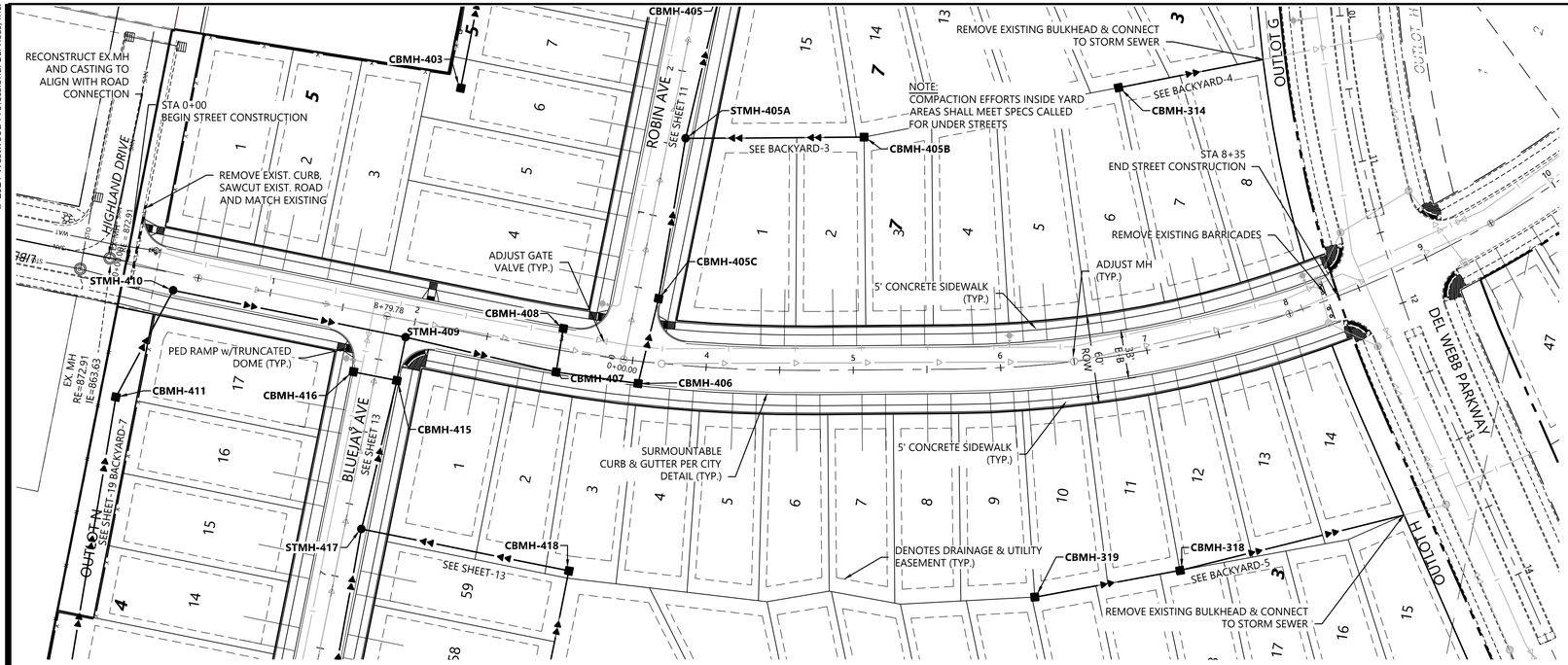
DEL WEBB AT CHASKA
CHASKA, MN

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STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 11 OF 33
DATE: 11/08/21

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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

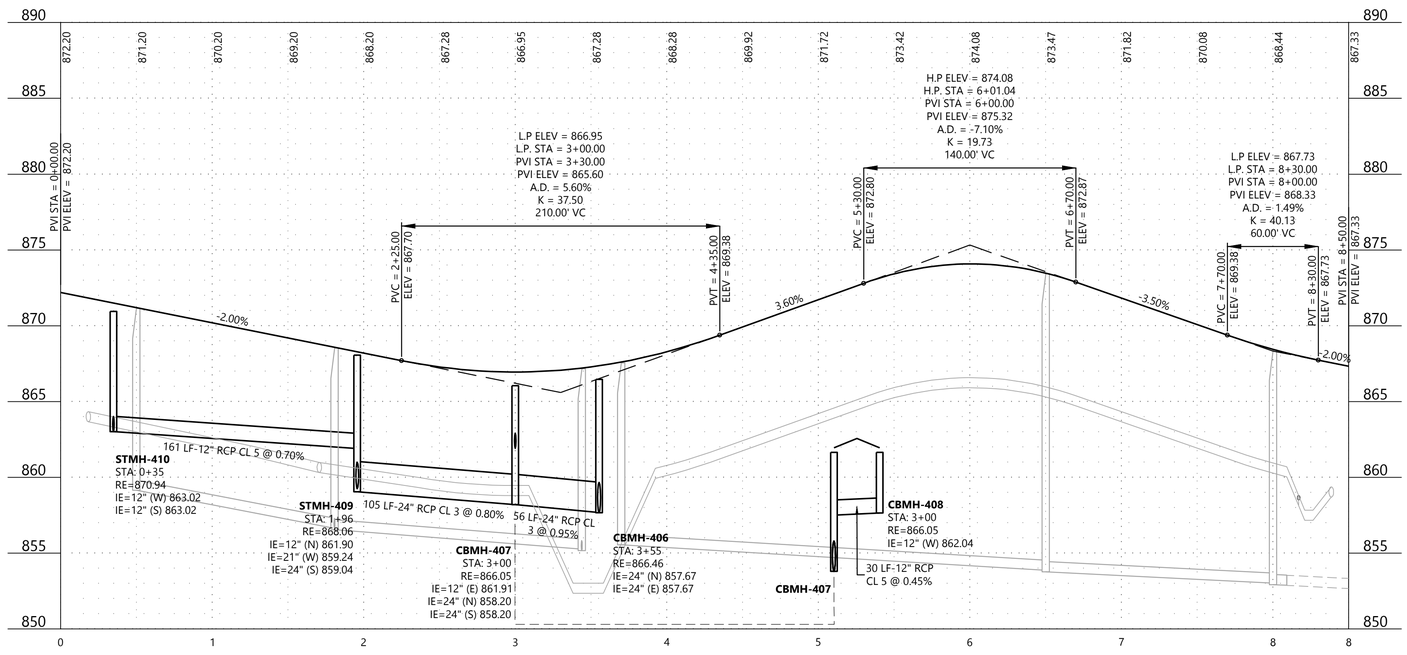
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1" = 50'

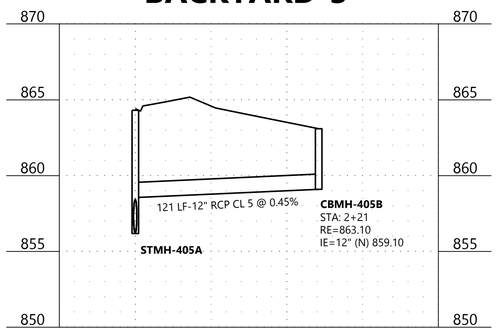
0' 50' 100' 150'

CONSTRUCTION PLANS

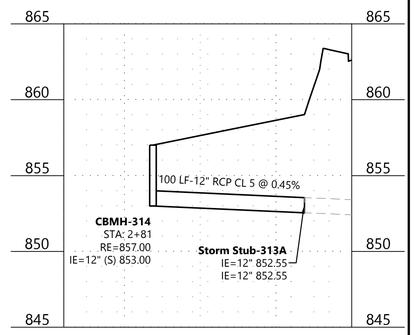
LIBERTY HEIGHTS DRIVE



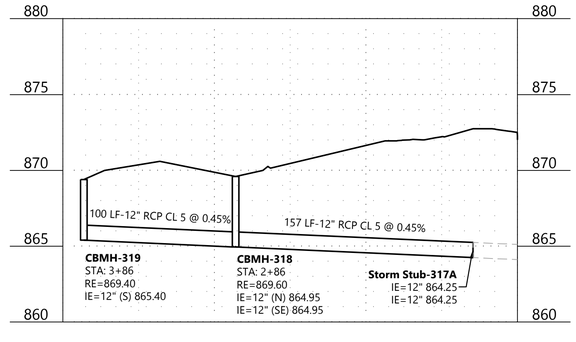
BACKYARD-3



BACKYARD-4



BACKYARD-5



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DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

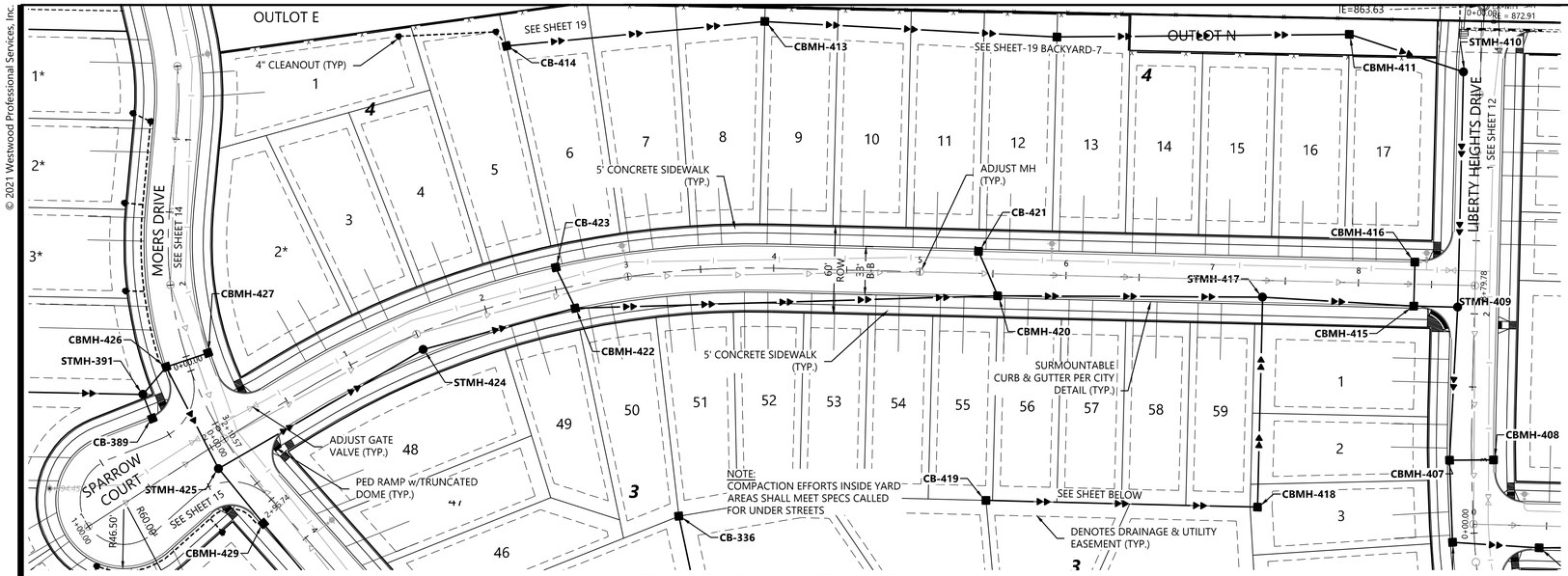
DEL WEBB AT CHASKA
CHASKA, MN

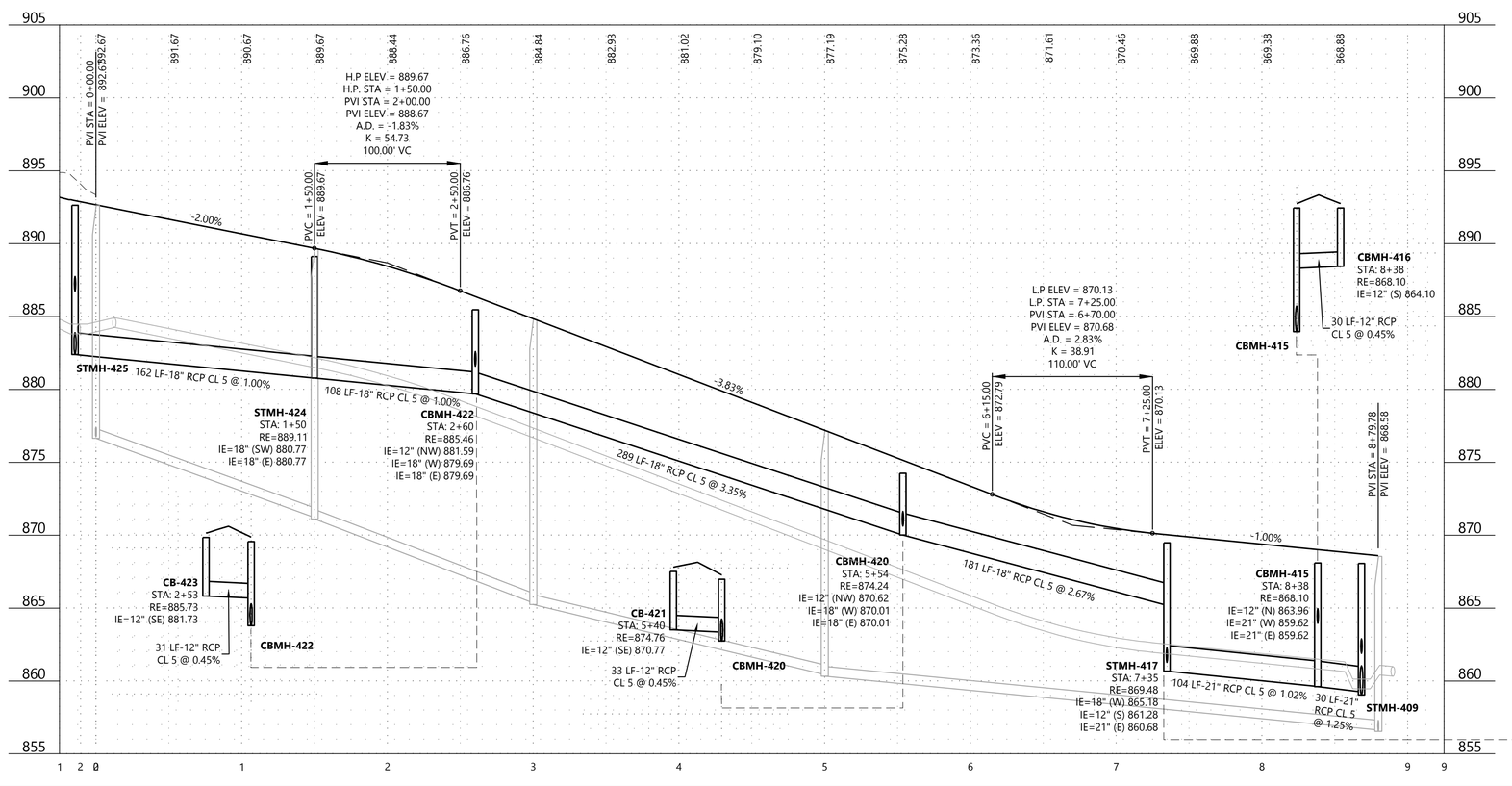
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 12 OF 33
DATE: 11/08/21

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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

1. RADIUS TO BE B618 CURB & GUTTER WITH 10' TRANSITIONS FROM SURMOUNTABLE CURB & GUTTER.
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3. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET. MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS SHOWN ON THE PROFILES REFLECT THE SUMPED ELEVATIONS.

1" = 50'

0' 50' 100' 150'

CONSTRUCTION PLANS

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DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 11/08/21 LICENSE NO. 41257

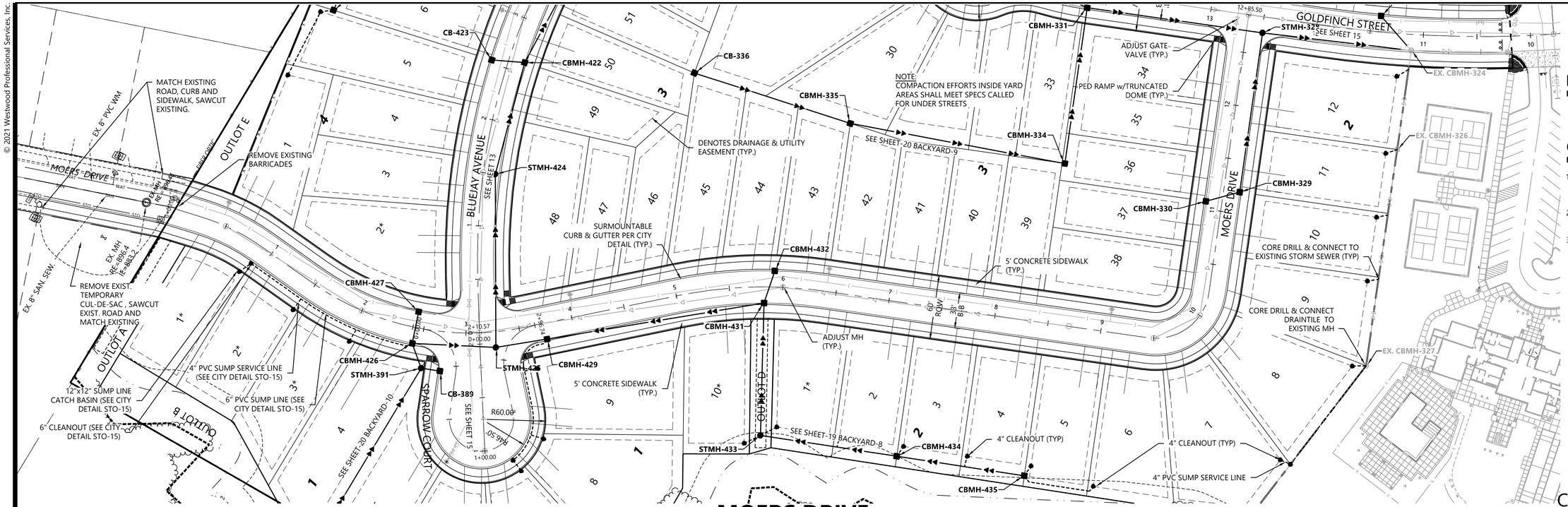
DEL WEBB AT CHASKA
CHASKA, MN

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STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 13 OF 33
DATE: 11/08/21

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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

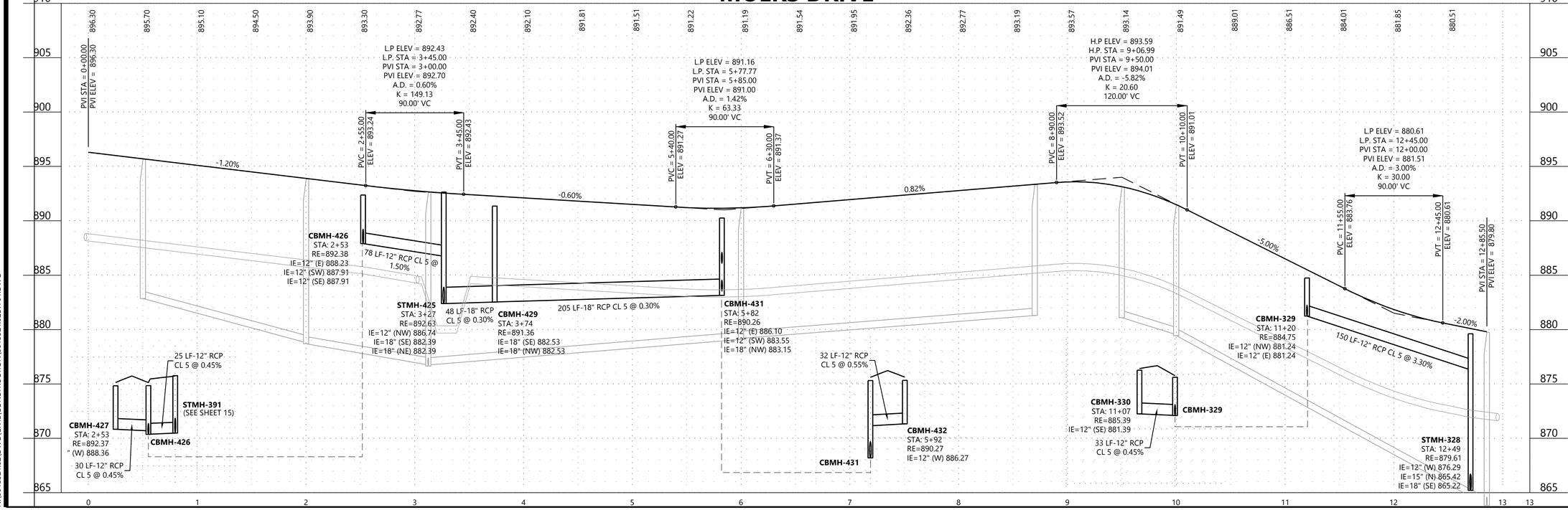
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0' 50' 100' 150'

CONSTRUCTION PLANS

MOERS DRIVE



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DEL WEBB AT CHASKA 2ND ADDITION

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CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' or 5'

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
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PREPARED FOR:

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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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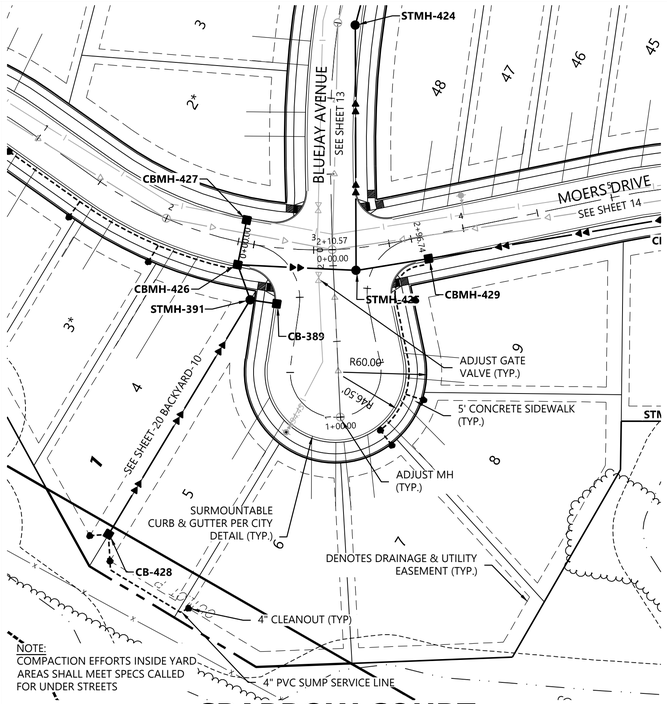
DEL WEBB AT CHASKA
CHASKA, MN

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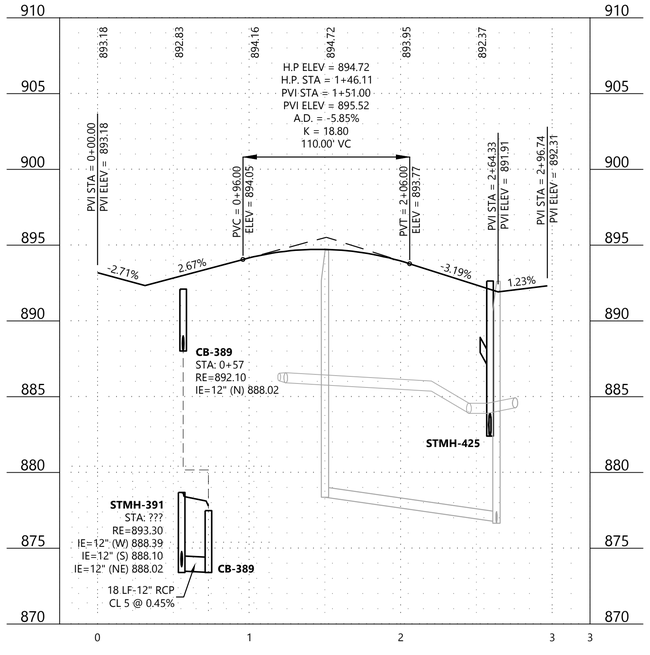
STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

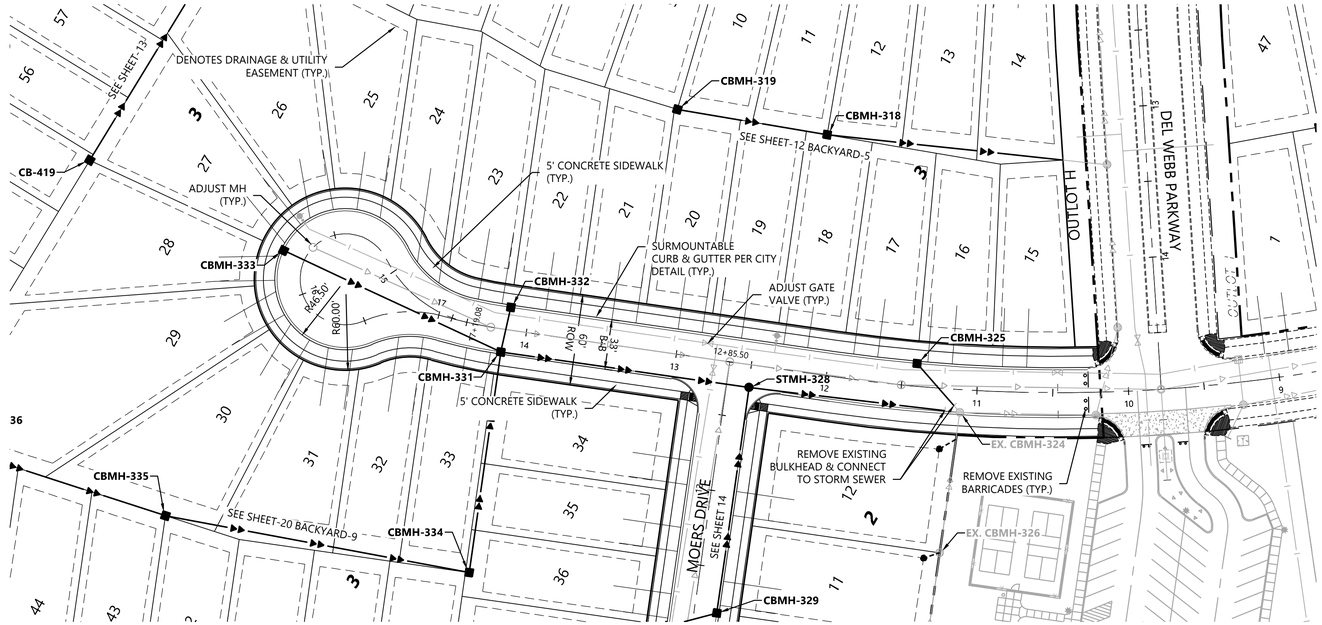
SHEET NUMBER: 14 OF 33
DATE: 11/08/21

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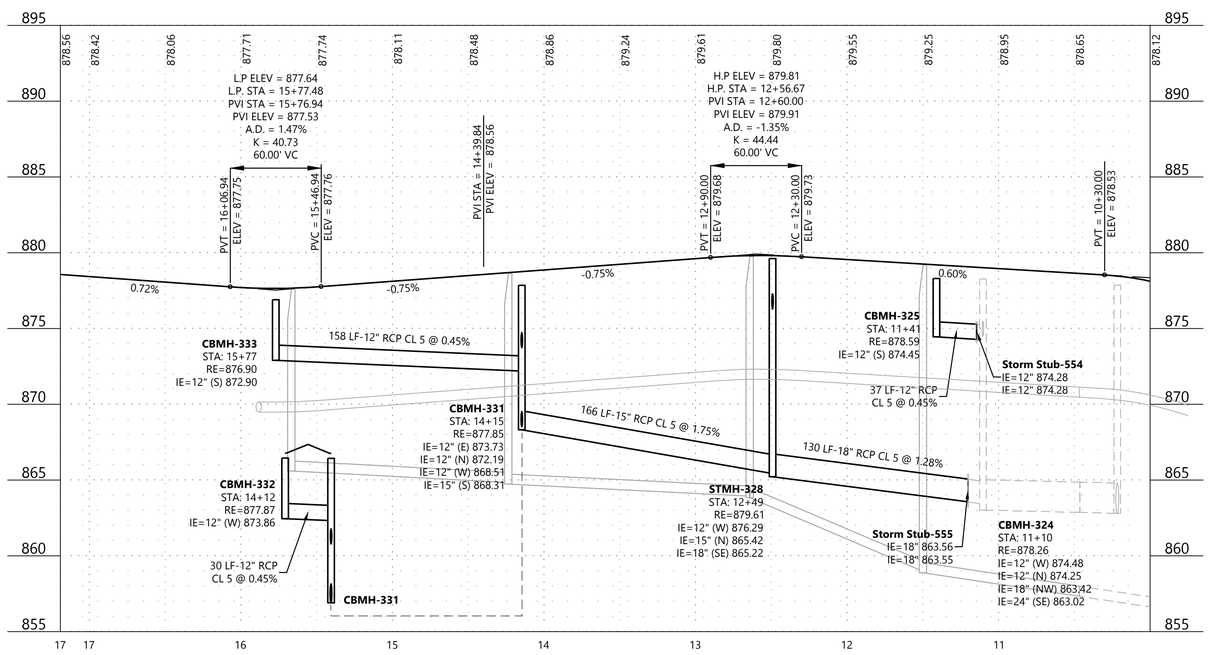


SPARROW COURT





GOLDFINCH STREET



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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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2. ALL RCP SHALL BE CLASS 5, UNLESS OTHERWISE NOTED.
3. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET. MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS SHOWN ON THE PROFILES REFLECT THE SUMPED ELEVATIONS.

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

CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02ST101.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

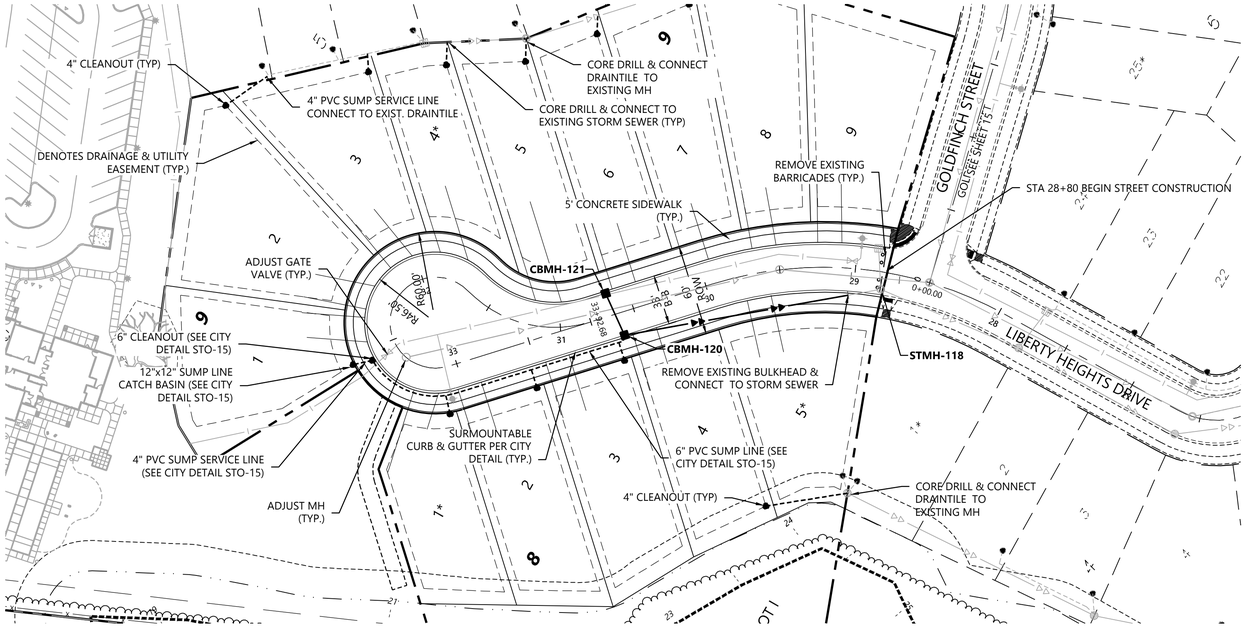
DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

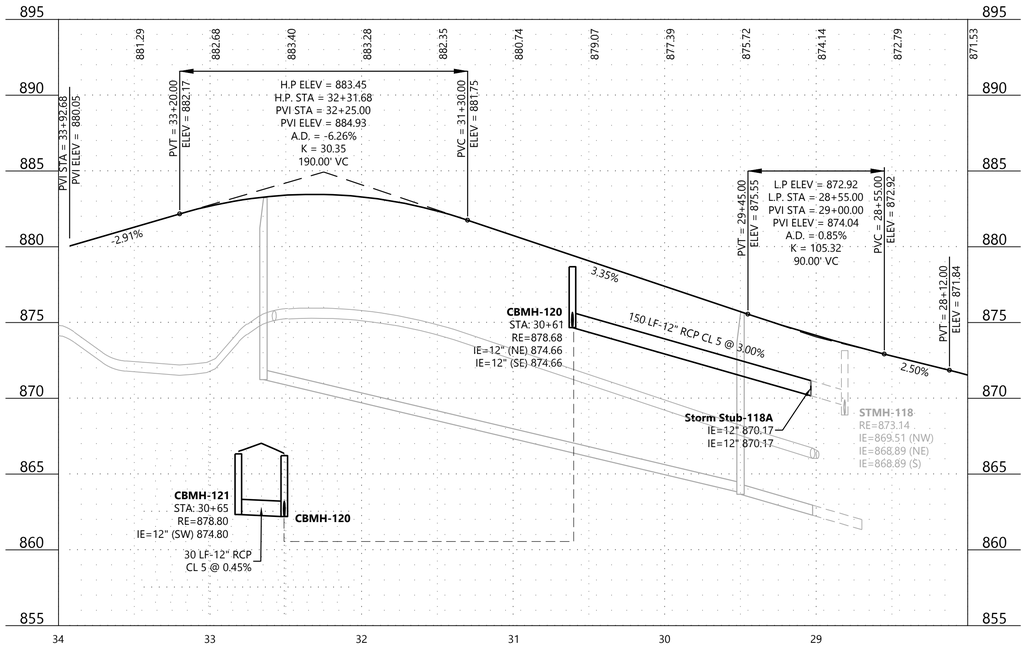
STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 15 OF 33
DATE: 11/08/21

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LIBERTY HEIGHTS DRIVE



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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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0' 50' 100' 150'

CONSTRUCTION PLANS

DEL WEBB AT CHASKA 2ND ADDITION

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

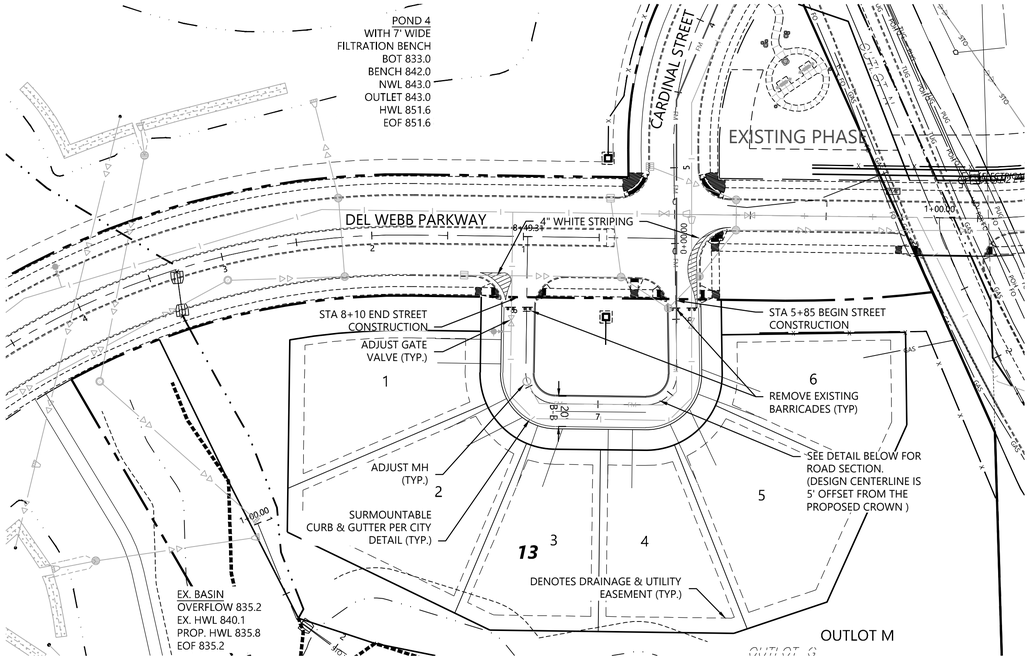
DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

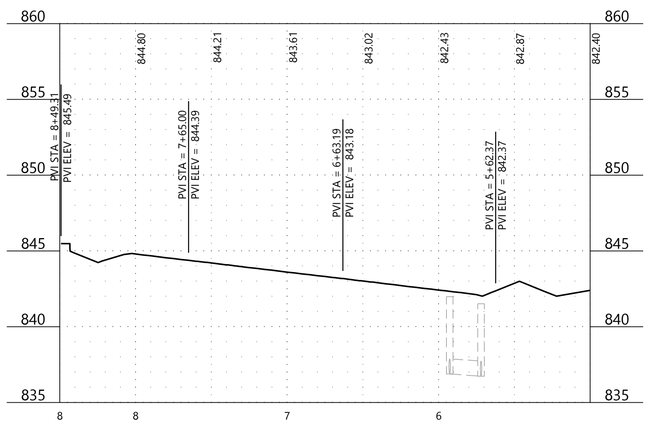
STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 16 OF 33
DATE: 11/08/21

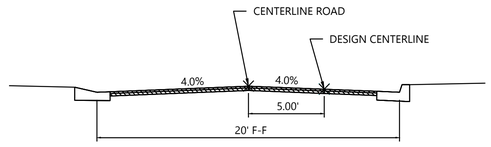
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HAMMERS COURT



HAMMERS COURT OFFSET CENTERLINE ROAD SECTION



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811 or call811.com
Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

GENERAL NOTES

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CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02ST101.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

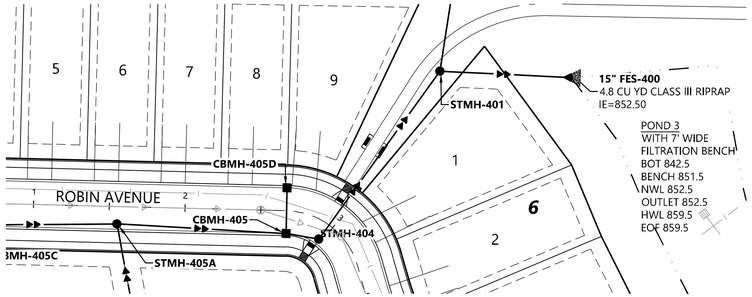
DEL WEBB AT CHASKA
CHASKA, MN

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Toll Free (888) 937-5150 westwoodps.com
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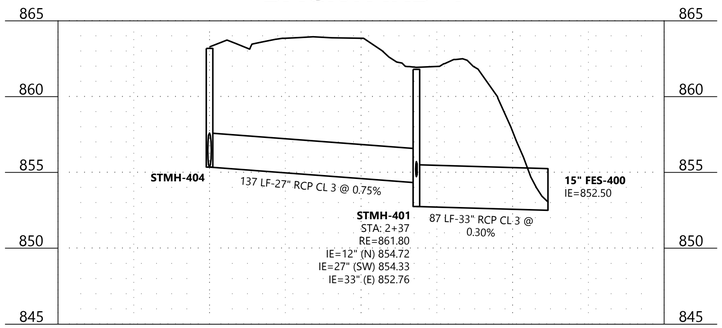
STORM SEWER AND STREET CONSTRUCTION PLAN
PROJECT NUMBER: 0015521.02

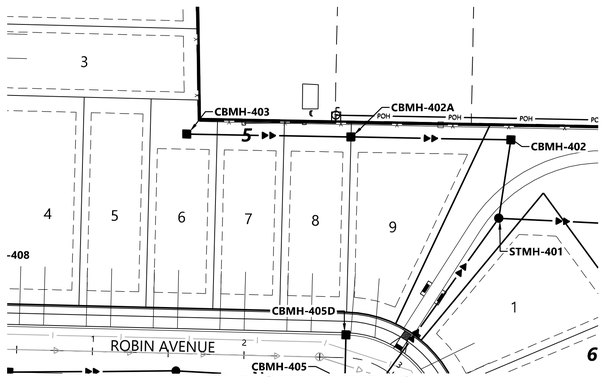
SHEET NUMBER: 17 OF 33
DATE: 11/08/21

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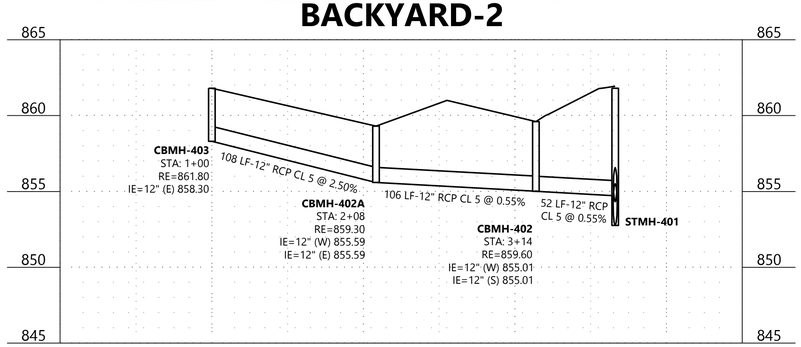


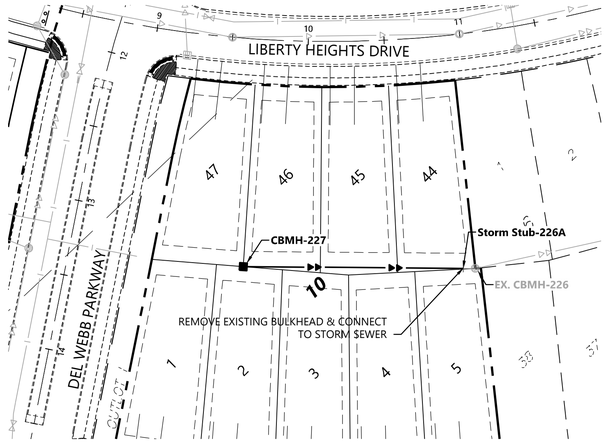
BACKYARD-1



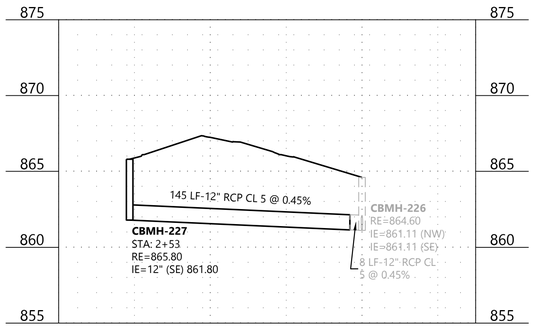


BACKYARD-2





BACKYARD-11



Call 48 Hours before digging:
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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

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CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

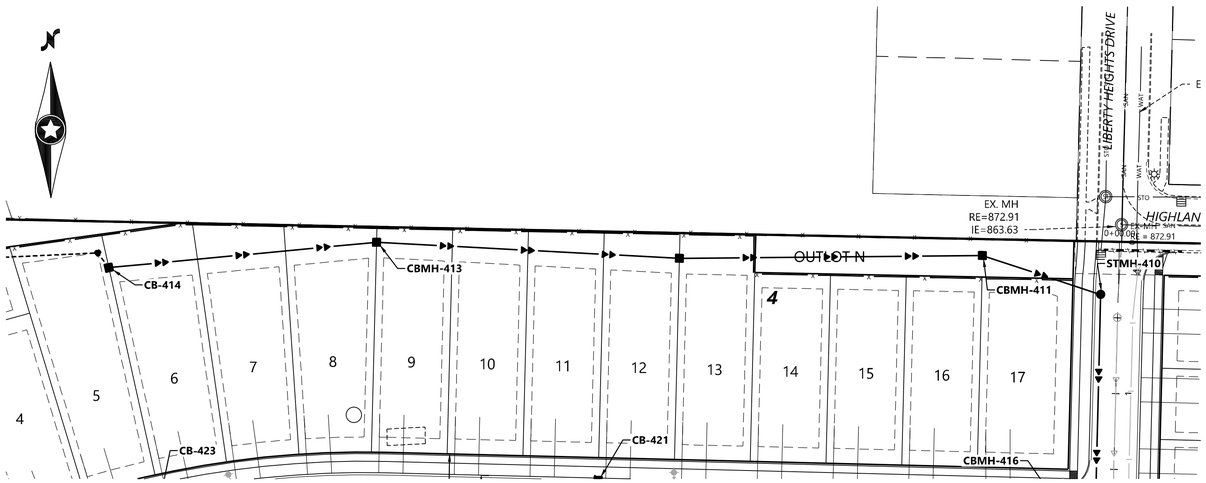
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

BACKYARD STORM SEWER

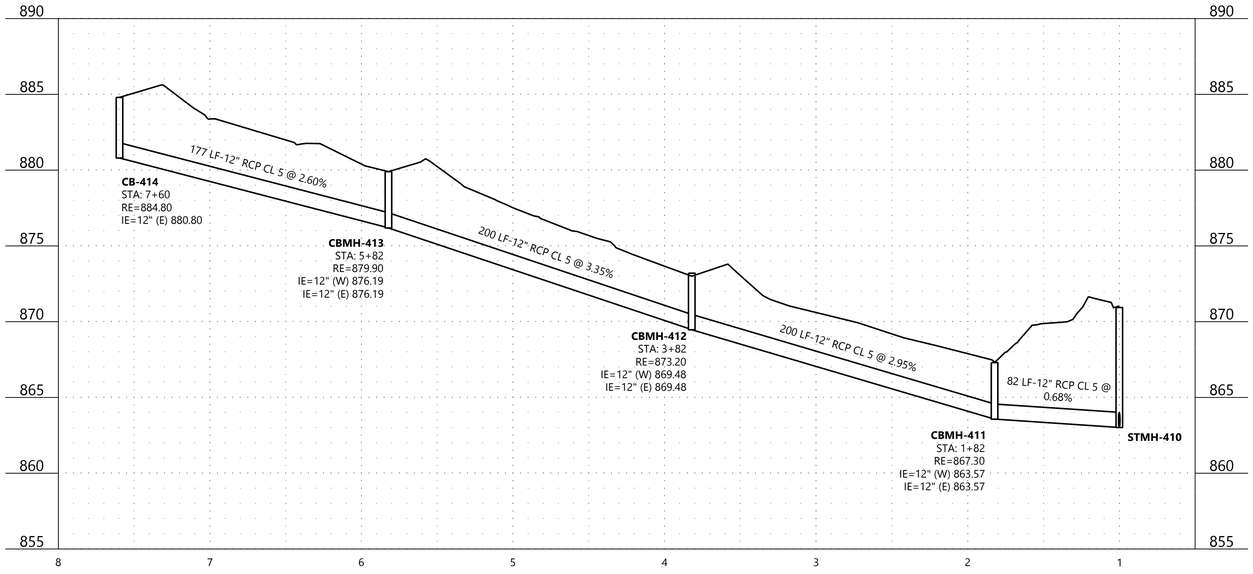
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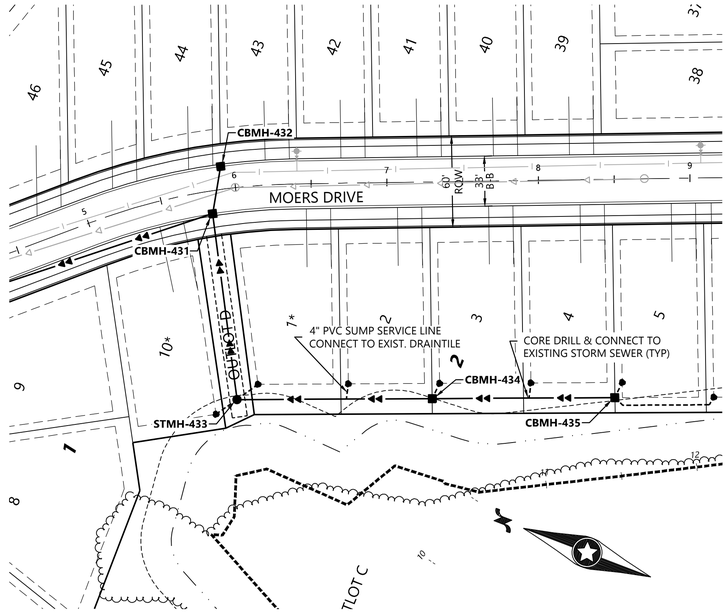
SHEET NUMBER: 18 OF 33
DATE: 11/08/21

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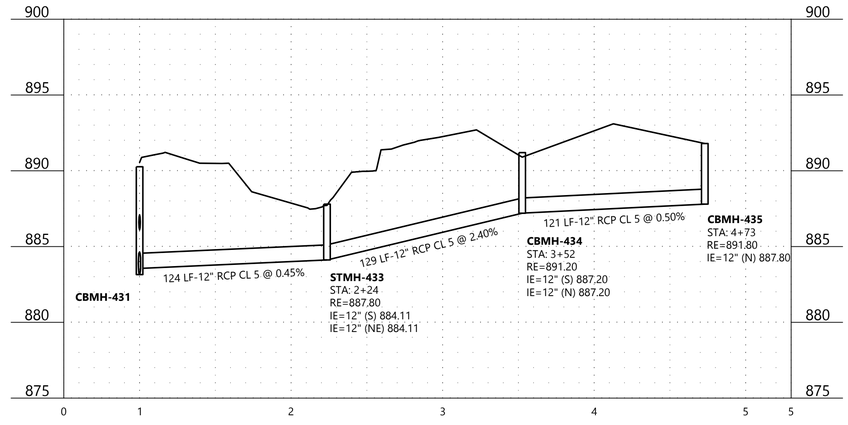


BACKYARD-7





BACKYARD-8



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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

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CONSTRUCTION PLANS

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02STF01.DWG

DEL WEBB AT CHASKA 2ND ADDITION

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

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
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EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

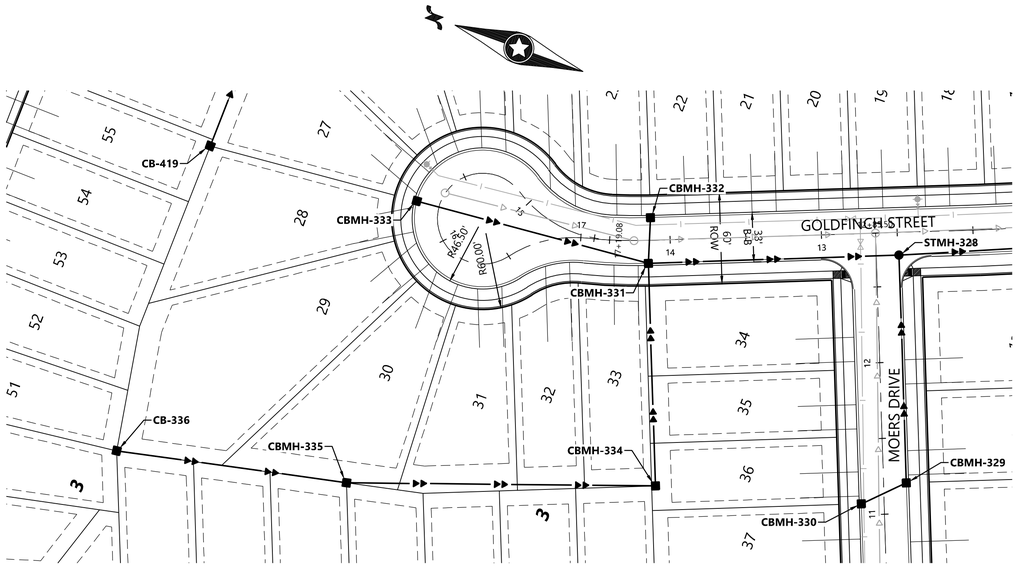
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

BACKYARD STORM SEWER

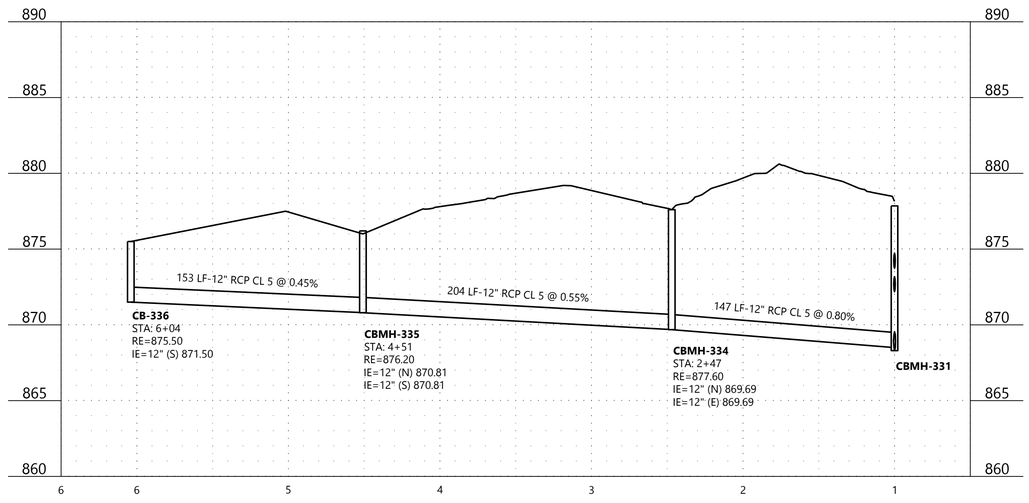
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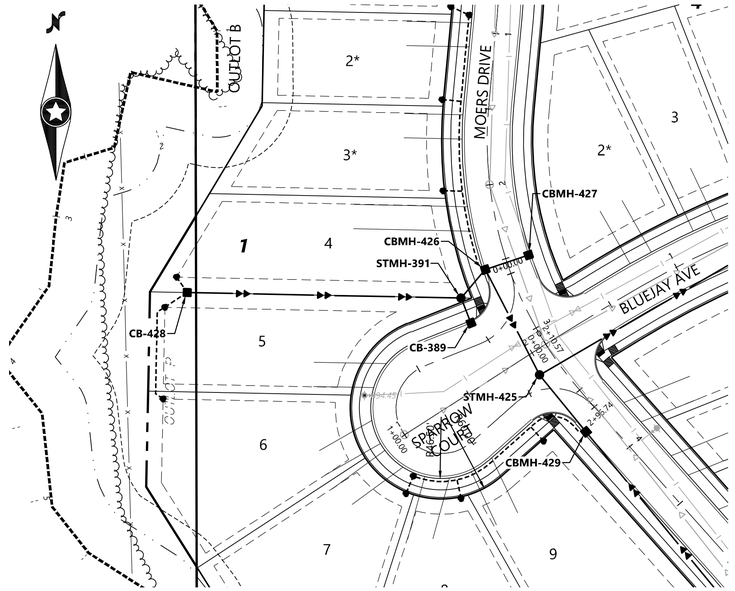
SHEET NUMBER: 19 OF 33
DATE: 11/08/21

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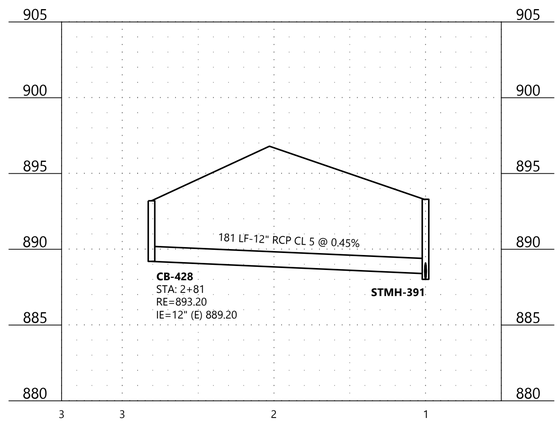


BACKYARD-9





BACKYARD-10



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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION

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DESIGNED: CLJ
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DRAWN: KFP
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' or 5'

INITIAL ISSUE: 11/08/21
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PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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DATE: 11/08/21 LICENSE NO. 41257

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CHASKA, MN

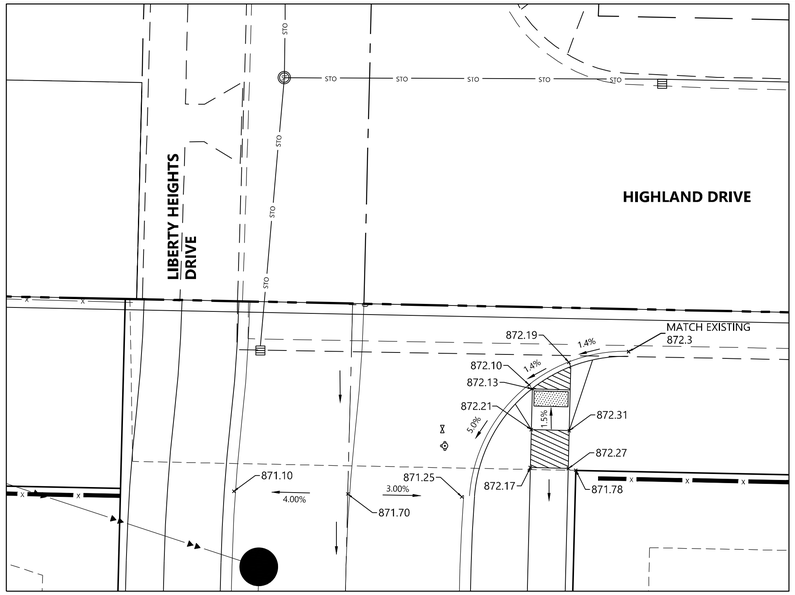
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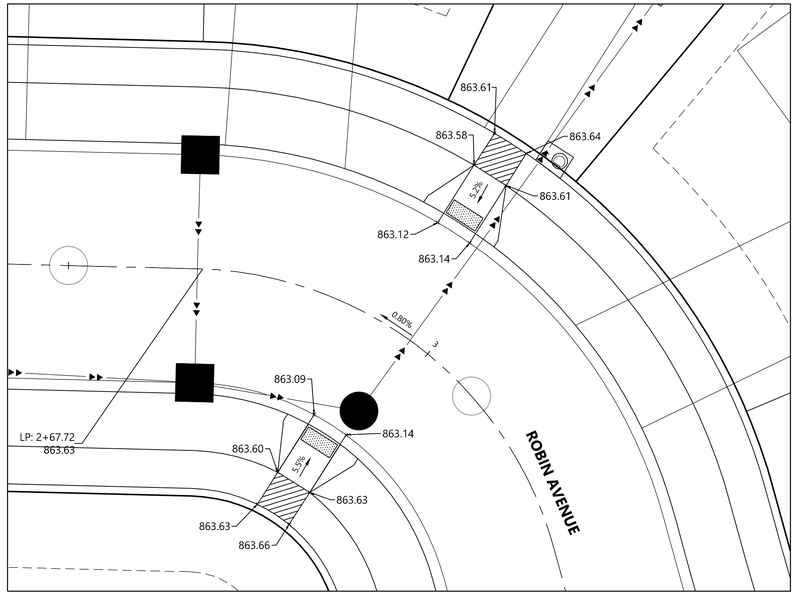
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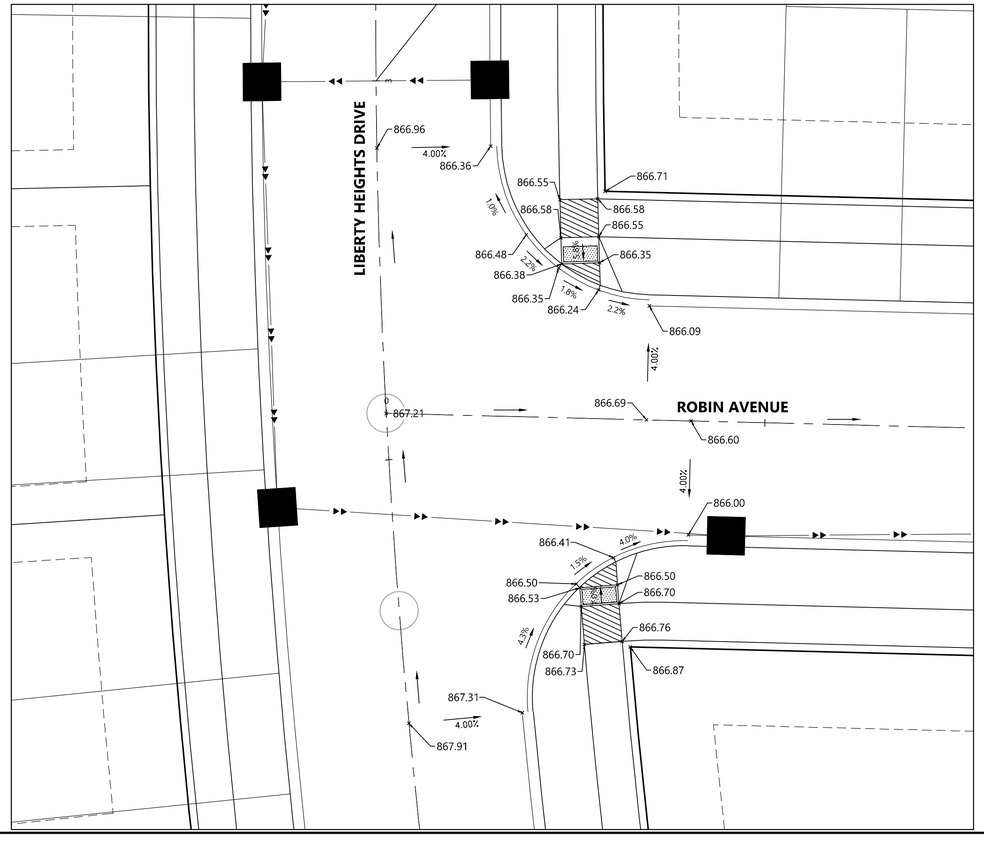
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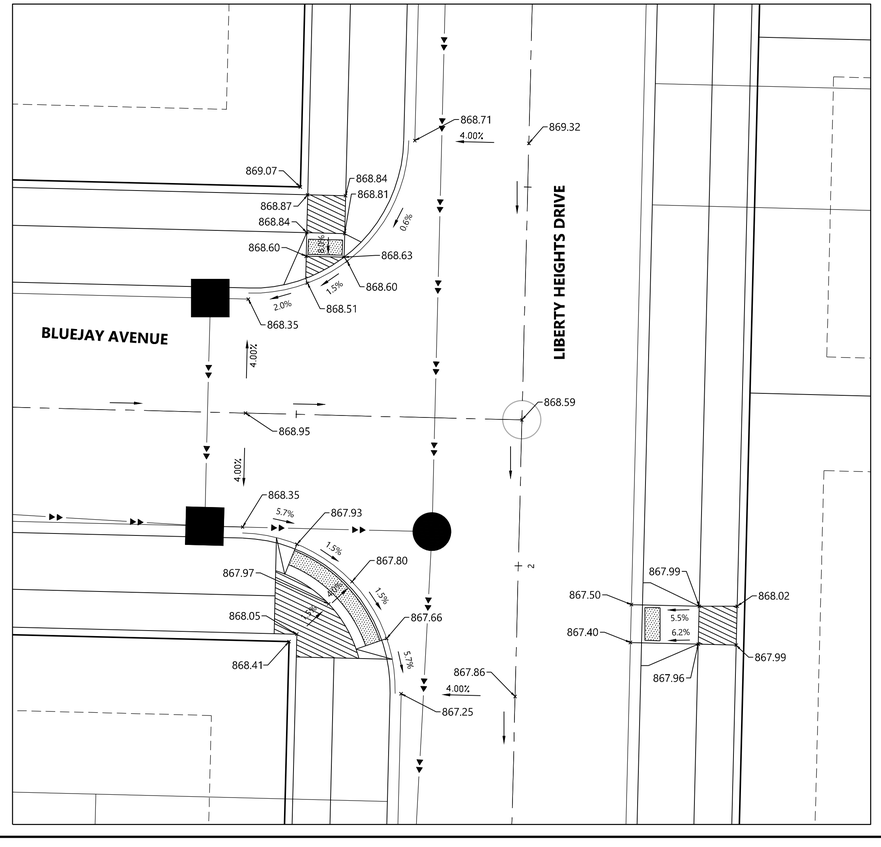
SHEET NUMBER: 20 OF 33
DATE: 11/08/21

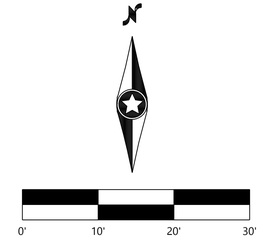
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Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STO		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02IDF01.DWG

DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
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DEL WEBB AT CHASKA
CHASKA, MN

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INTERSECTION DETAILS

SHEET NUMBER: 21 OF 33
PROJECT NUMBER: 0015521.02
DATE: 11/08/21

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811 or call811.com
Common Ground Alliance

LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES

SPARROW COURT
BLUEJAY AVENUE
MOERS DRIVE

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02IDF01.DWG

DEL WEBB AT CHASKA

0' 10' 20' 30'

DESIGNED: CLJ
CHECKED: DJW
DRAWN: KFP
HORIZONTAL SCALE: 10'
VERTICAL SCALE:

INITIAL ISSUE: 11/08/21
REVISIONS:

PREPARED FOR:

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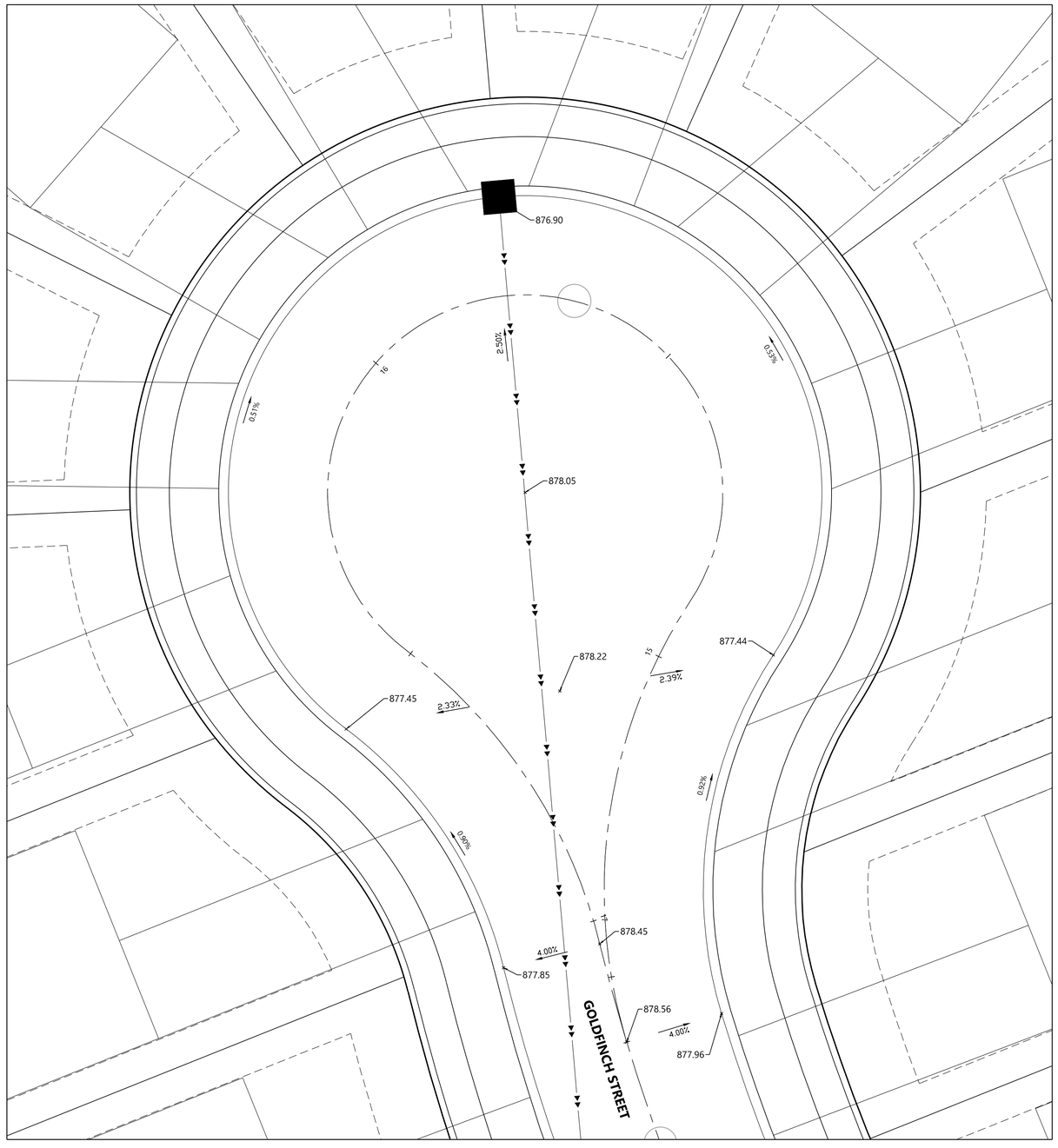
SHEET NUMBER: 22 OF 33
DATE: 11/08/21

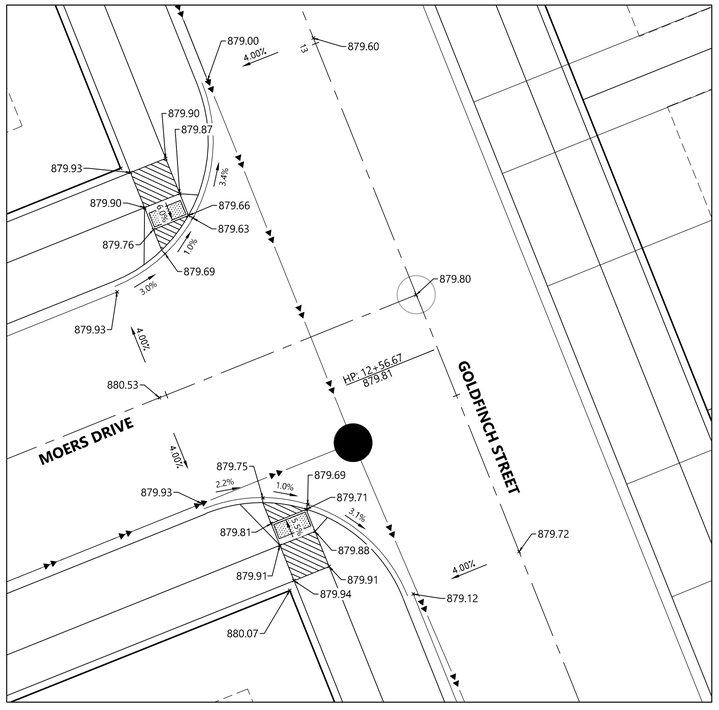
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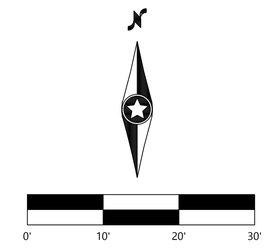
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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES







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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

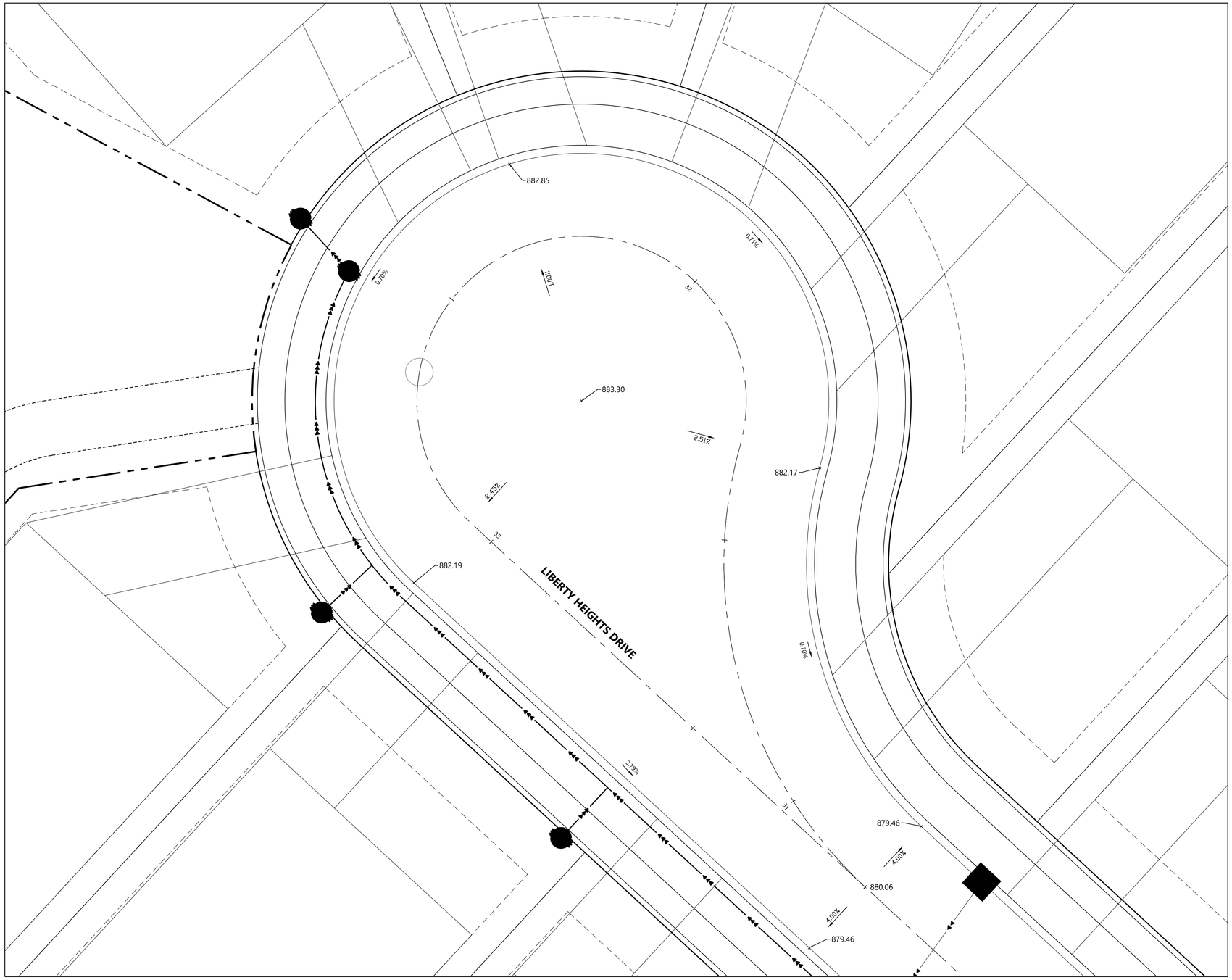
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Fax (952) 937-5822 Minnetonka, MN 55343
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INTERSECTION DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 23 OF 33
DATE: 11/08/21

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LEGEND

EXISTING	PROPOSED	
900.00	× 900.00	GUTTER ELEVATION
	× TC 900.00	TOP OF CURB ELEVATION
	0.00%	FLOW DIRECTION
		FLOW LINE
		BACK OF CURB
STD		STORM SEWER
		LANDING AREA - MINIMUM AND MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS
		TRUNCATED DOMES

N

0' 10' 20' 30'

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DEL WEBB AT CHASKA

DESIGNED:	CLJ
CHECKED:	DJW
DRAWN:	KFP
HORIZONTAL SCALE:	10'
VERTICAL SCALE:	

INITIAL ISSUE: 11/08/21
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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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INTERSECTION DETAILS

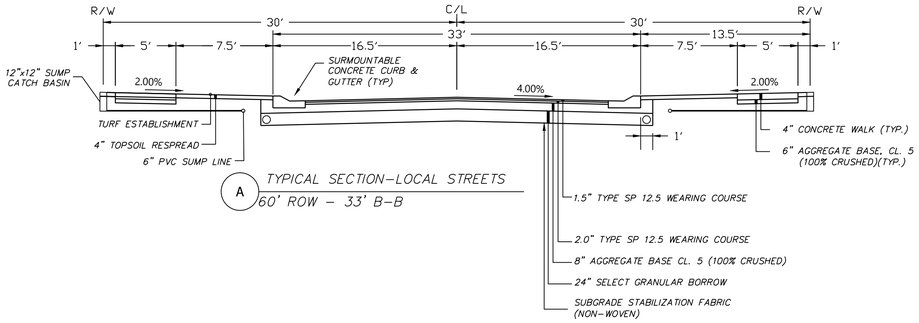
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SHEET NUMBER: 24 OF 33

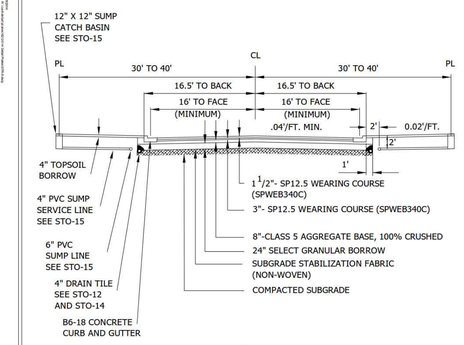
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A TYPICAL SECTION–LOCAL STREETS
60' ROW – 33' B-B



STANDARD STREET SECTION (9 TON)

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS A CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

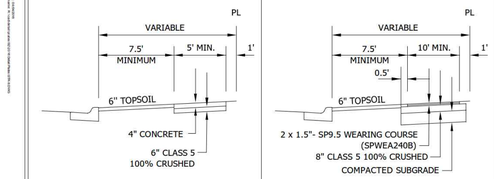
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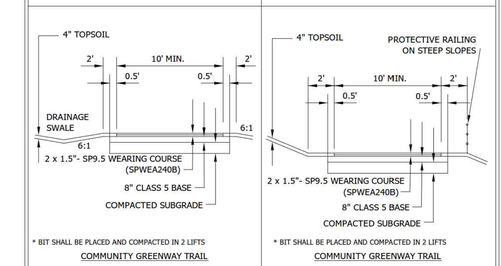
TYPICAL SECTION
9 TON

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-8





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TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-9

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DEL WEBB AT CHASKA

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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TYPICAL STREET SECTIONS

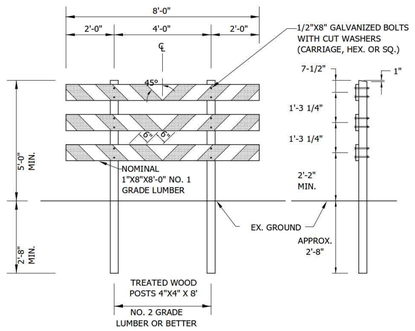
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 25 OF 33

DATE: 11/08/21

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NOTE
THE BARRICADE BOARD FACE SURFACES SHALL BE FULLY RELECTORIZED IN ALTERNATE SILVER-WHITE AND RED STRIPING, USING A REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF MNDOT SPEC. 3352.

PRIOR TO INSTALLING THE REFLECTIVE SHEETING, THE BARRICADE BOARDS SHALL BE GIVEN A COMPLETE COATING OF WHITE WOOD PRIMER PAINT FOLLOWED BY A SECOND COAT OF WHITE EXTERIOR APPLIED ONLY TO THE SURFACES NOT COVERED WITH REFLECTIVE SHEETING.

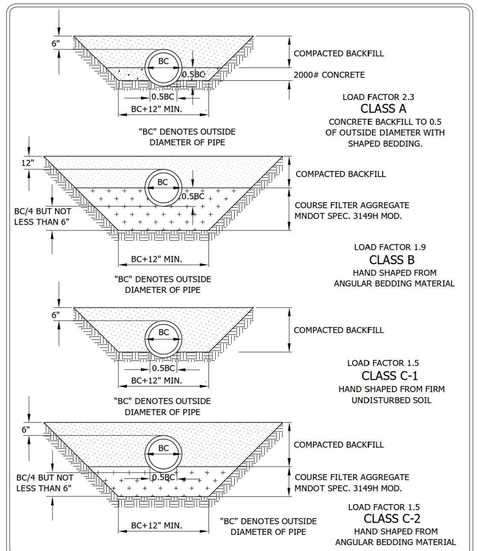
THE BARRICADE BOARDS SHALL BE COMPLETELY PAINTED AND RELECTORIZED SHEETING APPLIED BEFORE BEING INSTALLED ON THE POSTS.

THE PLACEMENT OF THE BARRICADE SHALL BE 10'-0" FROM THE END OF THE BITUMINOUS ROAD WITH THE BARRICADE CENTERED ON THE ROADWAY FACING THE FLOW OF TRAFFIC.

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PERMANENT BARRICADE
CHASKA, MINNESOTA

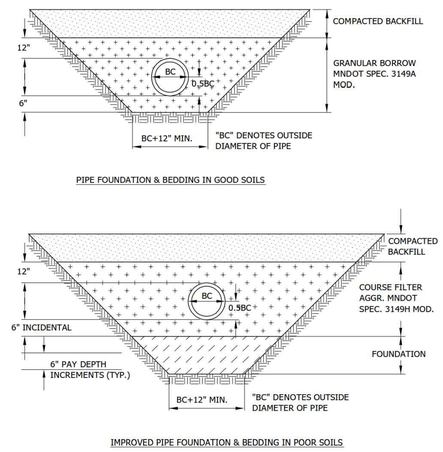
LAST REVISION: MARCH 2008
PLATE NO. GEN-4



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BEDDING METHODS FOR RCP OR DIP
CHASKA, MINNESOTA

LAST REVISION: MARCH 2001
PLATE NO. GEN-6

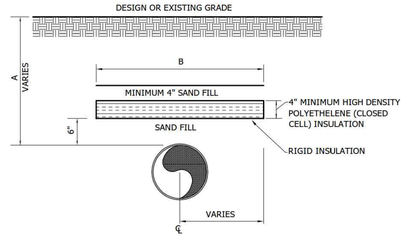


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BEDDING METHODS FOR PVC
CHASKA, MINNESOTA

LAST REVISION: MARCH 2008
PLATE NO. GEN-7

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



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

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

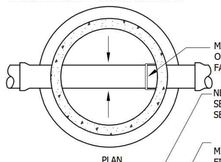
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INSULATION DETAIL
CHASKA, MINNESOTA

LAST REVISION: APRIL 2016
PLATE NO. GEN-8

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

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

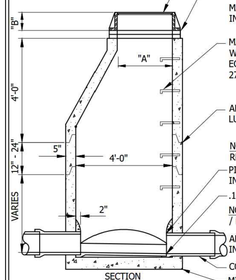

PLAN

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATION FOR CASTING NUMBER.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20"ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.



SECTION

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS MIN.

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.

COMPACT TO TOP OF PIPE, TO FIRST JOINT.

MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

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

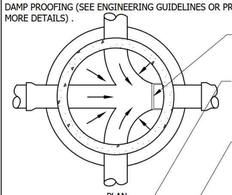
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SANITARY SEWER MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-1

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.
OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .

FRAME	A	B
R16420245	27"	7"
R1755G	27"	7"

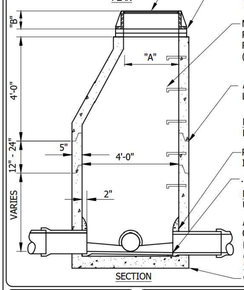

PLAN

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATIONS FOR CASTING NUMBER

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTING RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING



SECTION

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT OUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS (MIN.)

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

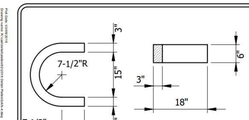
ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.
MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

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SANITARY SEWER JUNCTION MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-2

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



HORSESHOE DETAILS

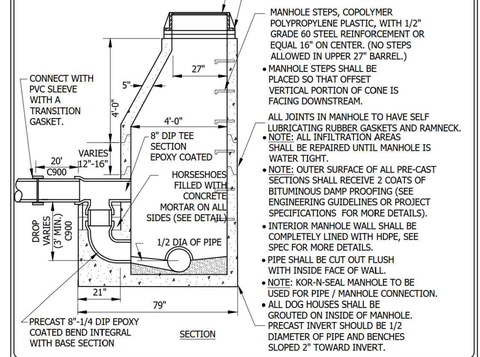
NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER", WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECS. FOR CASTING NUMBERS.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

- MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL.)

- MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.



ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS AND RAMNECK.

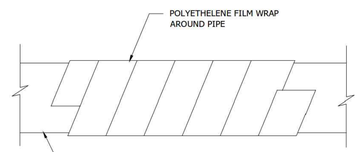
- NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.
- NOTE: OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS).
- INTERIOR MANHOLE WALL SHALL BE COMPLETELY LINED WITH HDPE, SEE SPEC FOR MORE DETAILS.
- PIPE SHALL BE CUT OUT FLUSH WITH INSIDE FACE OF WALL.
- NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.
- ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.

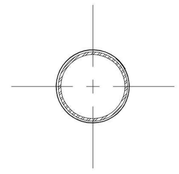
PRECAST INVERT SHOULD BE 1/2 DIAMETER OF PIPE AND BENCHES SLOPED 2" TOWARD INVERT.

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SANITARY SEWER DROP INLET MANHOLE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. SAN-4




PIPE SECTION

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TYPICAL FORCEMAIN INSTALLATION
CHASKA, MINNESOTA

LAST REVISION: APRIL 2004
PLATE NO. SAN-7

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VERTICAL SCALE: ### OR ##

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4 . .
5 . .

PREPARED FOR:
PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822
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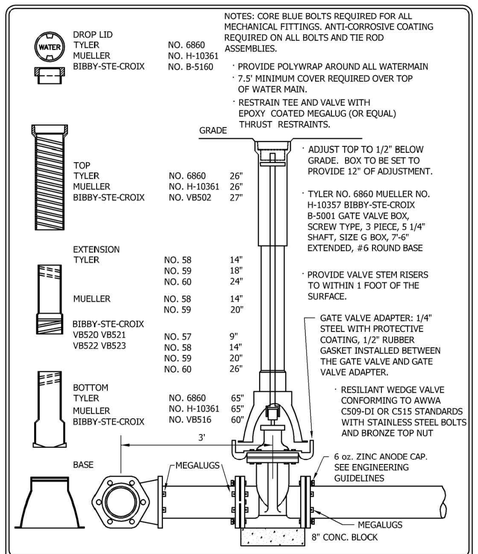
DETAILS

PROJECT NUMBER: 0015521.02

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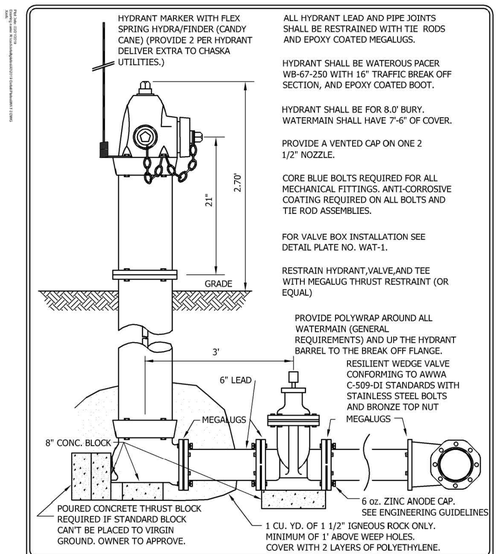
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GATE VALVE AND BOX INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-1



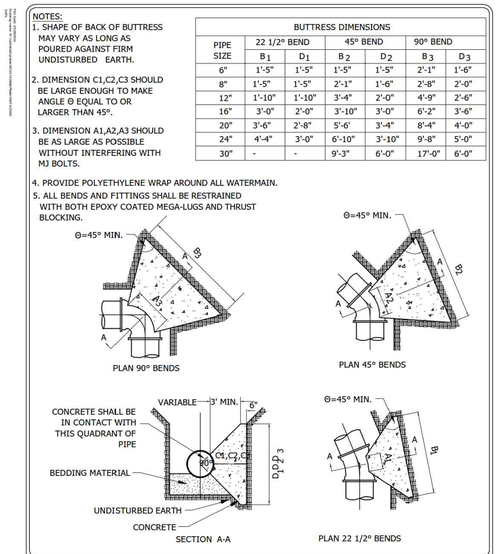
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WATEROUS PACER HYDRANT AND VALVE INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-2



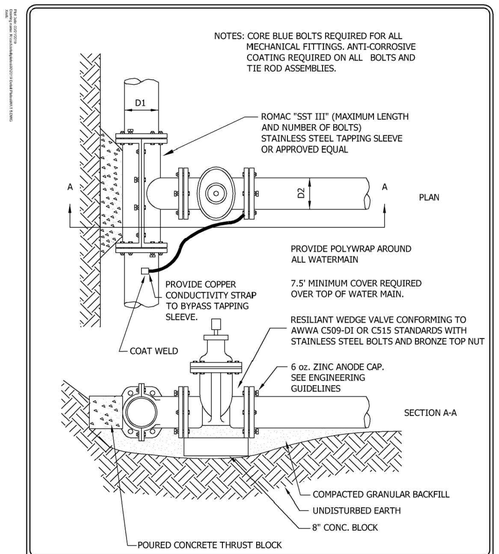
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CONCRETE THRUST BLOCKING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2005

PLATE NO. WAT-4



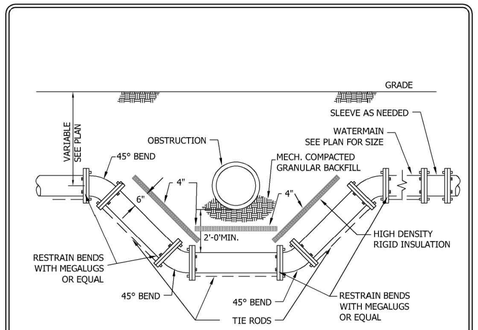
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WATER MAIN WET TAP

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-5



1. USE EPOXY COATED MEGALUG THRUST RESTRAINTS AND COATED TIE RODS ON ALL JOINTS AND FITTINGS. CORE BLUE BOLTS REQUIRED ON ALL MECHANICAL JOINTS.
2. RESTRAIN A MINIMUM OF TWO PIPE JOINTS (40 LF) LEFT AND RIGHT OF THE LOWERING.
3. SEE PLATE NO. GEN-11 TO DETERMINE THE WIDTH OF THE INSULATING BOARD REQUIRED
4. SEE PLATE NO. WAT-4 TO DETERMINE THE REQUIRED CONCRETE THRUST BLOCKING.
5. ANTI CORROSIVE COATING REQUIRED ON ALL BOLT AND RESTRAINT ASSEMBLIES AND WELDS.
6. SACRAFICIAL ZINC ANODE CAPS ON EACH SIDE OF WATER FITTINGS. SEE ENGINEERING GUIDELINES.
7. INSTALL POLYETHELENE FILM WRAP AROUND ALL PIPE INCLUDED IN THE LOWERING.

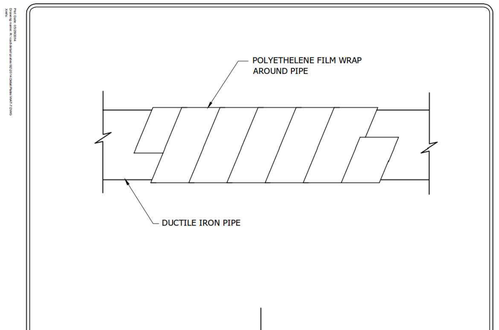
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WATER MAIN LOWERING WITH INSULATION DETAIL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT-6



PIPE SECTION

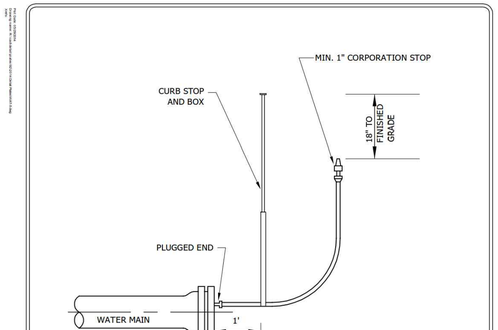
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TYPICAL WATER MAIN INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. WAT-7



AFTER MEETING TEST REQUIREMENTS THE AIR BLEED LINE SHALL BE DISCONNECTED AT THE PLUG WITH NO ADDITIONAL COMPENSATION.

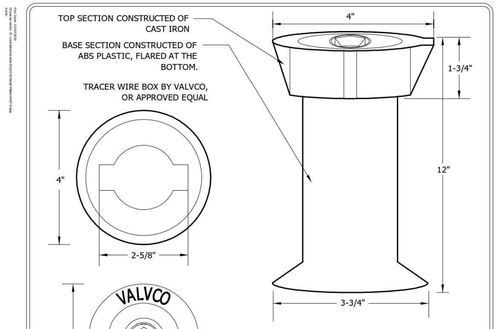
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TYPICAL AIR BLEED INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. WAT-8



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DIP TO C900 WATERMAIN TRANSITION FOR TRACER WIRE

CHASKA, MINNESOTA

LAST REVISION: MAY 2016

PLATE NO. WAT-9

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

Westwood

Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com

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DETAILS

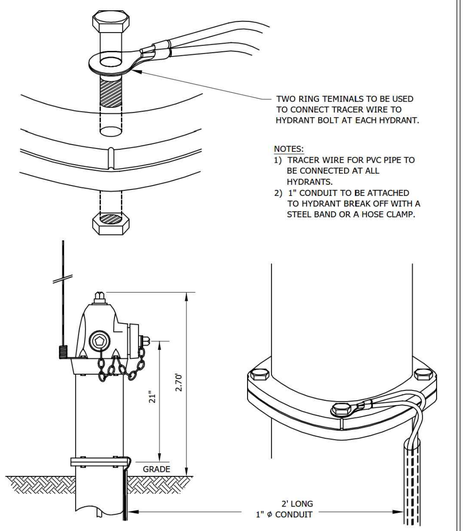
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 27 OF 33

DATE: 11/08/21

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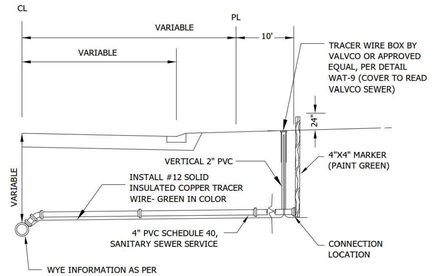
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TRACER WIRE FOR PVC WATER MAIN

CHASKA, MN

LAST REVISION: APRIL 2008

PLATE NO. WAT-10



NOTES:
1. SEWER SERVICES, 4" SCHEDULE 40 PVC SEWER PIPE
2. SLOPE - 1/4" PER FOOT MINIMUM.
3. PIPE JOINTS SHALL BE NON GASKETED, SOLVENT WELD TYPE.
4. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) AGGREGATE WILL BE REQUIRED.
5. BENDS OF 45° OR LESS SHALL BE USED WITHIN THE LAST 5' OF THE SERVICE IF THE DEPTH OF THE SERVICE WOULD EXCEED 10'.
6. NO SERVICE RISERS LESS THAN 3 FEET SHALL BE PERMITTED.
7. A SEPARATE TRACER WIRE WILL EXTEND FROM THE FINISH GRADE AT TRACER WIRE BOX AND FOLLOW SEWER SERVICE TO STRUCTURE FOUNDATION. TRACER WIRE FROM BOX TO FOUNDATION BY OTHERS.
8. FOR DEPTHS GREATER THAN 22', SERVICE PIPE SHALL BE C900 FROM MAIN TO CONNECTION, WITH TRANSITION FITTING FROM C900 TO SCH 40 INSTALLED AT CONNECTION LOCATION.

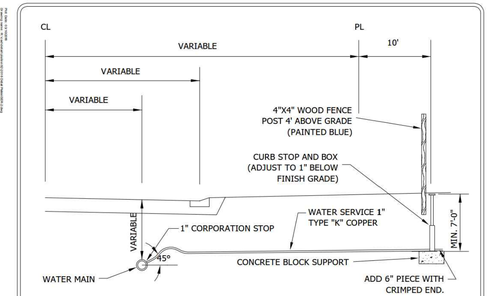
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SEWER SERVICE CONNECTION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. SER-1



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

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

CORPORATION STOP	CURB STOP	CURB BOX
MUELLER B-25000-N	MUELLER B-25154-N	MUELLER H-10300-N OR H-10302-N
FORD FB-600-4-NL OR-6-NL	FORD B22-444M-NL OR-666M-NL	FORD EM2-75-56R-NL OR EM2-75-57R-NL
A.Y. MCDONALD 74701-B	A.Y. MCDONALD 76104	A.Y. MCDONALD 75615 OR 75614

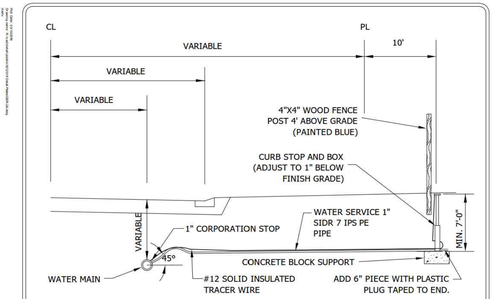
NOTES:
1. CURB BOX SHALL HAVE A STATIONARY ROD
2. CURB BOX SHALL EXTEND FROM 78" TO 90".
3. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) WILL BE REQUIRED.
4. IF CURB STOP IS IN DRIVEWAY, CONTRACTOR MUST INSTALL A FORD A-1 CASTING,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

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WATER SERVICE CONNECTION
COPPER PIPE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-2



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

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

CORPORATION STOP	CURB STOP	CURB BOX
MUELLER B25009N	MUELLER B25222N	MUELLER H-10300-N OR H-10302-N
FORD FB1001-4Q	FORD B66444MQ	FORD EM2-75-56R-NL OR EM2-75-57R-NL
A.Y. MCDONALD 74704B	A.Y. MCDONALD 76104	A.Y. MCDONALD 75615 OR 75614

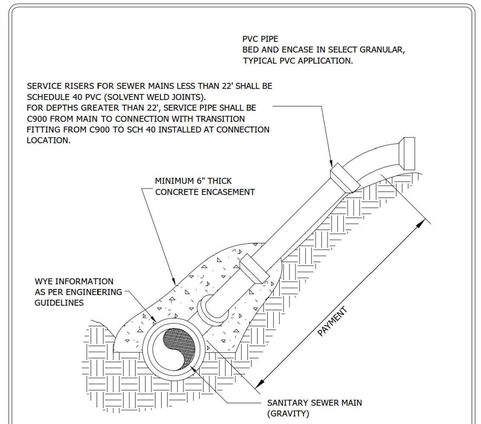
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2. CURB BOX SHALL EXTEND FROM 78" TO 90".
3. ALL PIPE SHALL BE BEDDED IN GRANULAR BORROW 3149.2B1 EXCEPT THE LAST TEN FEET WHERE COARSE FILTER AGGREGATE (3149.2H) WILL BE REQUIRED.
4. IF CURB STOP IS IN DRIVEWAY, CONTRACTOR MUST INSTALL A FORD A-1 CASTING, MARKED WITH "WATER" ON LID.
5. CURB BOX LID SHALL BE MUELLER #89375 "TW" OR EQUAL.
6. ALL BRASS FITTINGS SHALL BE "NO LEAD BRASS".
7. PIPE INSERT STIFFENERS REQUIRED FOR FITTING CONNECTIONS.
8. HDPE SERVICE PIPE SHALL BE MANUFACTURED BY ENDOPURE OR BLUE ULTRA PIPE.

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WATER SERVICE CONNECTION
HDPE PIPE
CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-2A



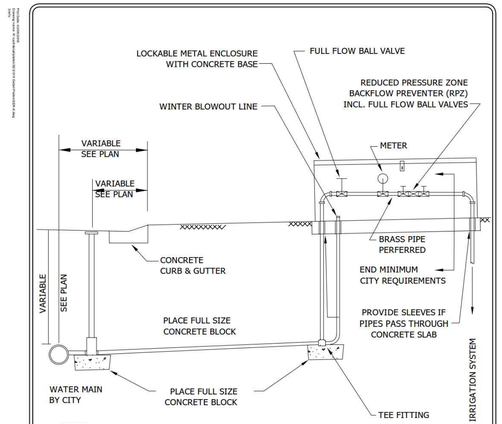
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SERVICE RISER

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. SER-3



NOTES:
1. CITY WATER SERVICE & PLUMBING PERMITS REQUIRED FOR WORK BY PRIVATE CONTRACTORS.
2. ANNUAL TESTING OF RPZ REQUIRED
3. REQUIRED EQUIPMENT MUST BE ENCLOSED AND SUPPORTED.
4. ENCLOSURE MUST BE APPROVED BY CITY WATER DEPT. ENCLOSURE MUST BE LOCKED WITH A HEAVY DUTY PADLOCK. (SUPPLIED BY CITY)
5. SLEEVES FOR PIPES IN CONCRETE SLABS SHALL BE 4" DIAMETER PVC OR SIMILAR.
6. IF A 1-1/2" IRRIGATION SERVICE IS USED THEN THE CURBSTOP MUST BE LOCATED IN THE GREEN AREA.

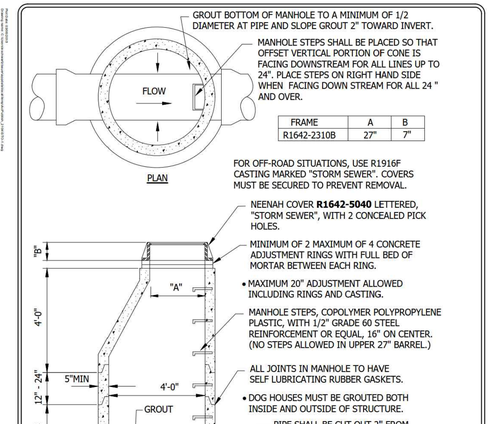
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IRRIGATION SERVICE
BY PRIVATE CONTRACTOR

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. SER-6



FRAME	A	B
R1642-2310B	27"	7"

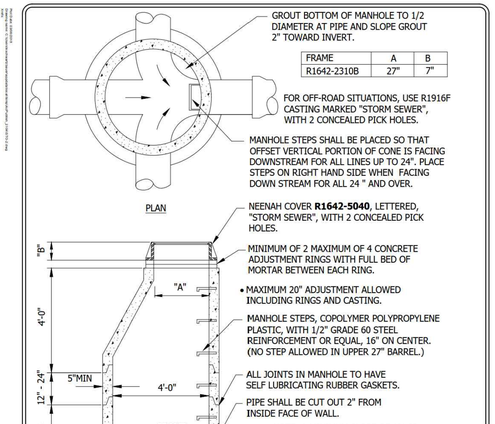
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STORM SEWER MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-1



FRAME	A	B
R1642-2310B	27"	7"

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STORM SEWER JUNCTION MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-2

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
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Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com
Westwood Professional Services, Inc.

DETAILS

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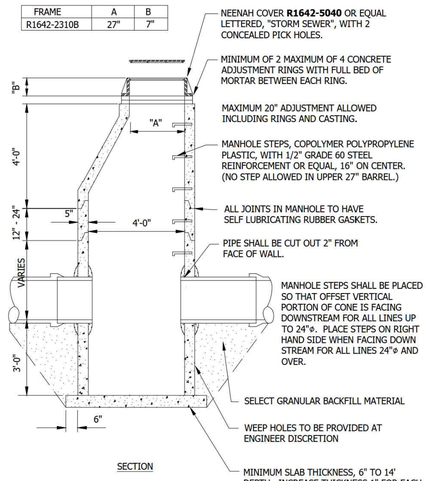
SHEET NUMBER: 28 OF 33

DATE: 11/08/21

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FRAME	A	B
R1642-2310B	27"	7"



NEENAH COVER **R1642-5040** OR EQUAL LETTERED, "STORM SEWER", WITH 2 CONCEALED PICK HOLES.

MINIMUM OF 2 MAXIMUM OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF MORTAR BETWEEN EACH RING.

MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEP ALLOWED IN UPPER 27" BARREL.)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS.

PIPE SHALL BE CUT OUT 2" FROM FACE OF WALL.

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM FOR ALL LINES UP TO 24"ø. PLACE STEPS ON RIGHT HAND SIDE WHEN FACING DOWN STREAM FOR ALL LINES 24"ø AND OVER.

SELECT GRANULAR BACKFILL MATERIAL

WEEP HOLES TO BE PROVIDED AT ENGINEER DISCRETION

SECTION

MINIMUM SLAB THICKNESS, 6" TO 14' DEPTH. INCREASE THICKNESS 1" FOR EACH 4' OF DEPTH GREATHER THAN 14', AND REINFORCE WITH PER MNDOT STD 4011

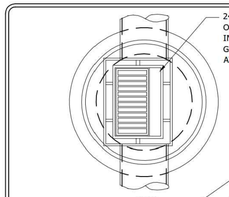
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PERFORATED SUMP MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

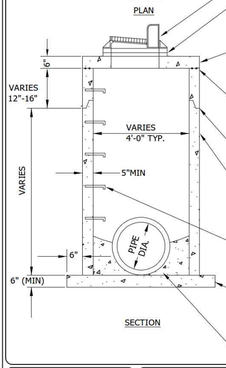
PLATE NO. STO-4



24"X36" SLAB OPENING FOR NEENAH R3067V OR ESS. BROS. 330 HIGH CAPACITY OR EQUAL. INSTALL R3290L FOR DRIVEWAYS AND VALLEY GUTTERS. INSTALL R3290VB BI-DIRECTIOAL AT LOW POINTS. (VANE GRATE SHOWN)

PLAN

DIMENSION FROM BACK OF CURB TO CENTER OF PIPE.
4' DIA. MH - 9" IN FROM BACK OF CURB
5' DIA. MH - 3" IN FROM BACK OF CURB
6' DIA. MH - 3" BEHIND BACK OF CURB
7' DIA. MH - 9" BEHIND BACK OF CURB
8' DIA. MH - 15" BEHIND BACK OF CURB



MORTAR BOLT HOLES IN BACK OF FRAME.

MINIMUM OF 2 MAXIMUM OF 4 CONCRETE ADJUSTMENT RINGS WITH FULL BED OF MORTAR BETWEEN EACH RING.

6" PRECAST REINFORCED CONCRETE SLAB. FOR 6' DIA. MANHOLE, AN 8" PRECAST SLAB IS REQUIRED.

TOP OF BARREL SECTION UNDER TOP SLAB TO HAVE FLAT TOP EDGE SEALED WITH 2 BEADS OF RAMNEK OR EQUAL.

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS.

PRECAST CONCRETE SECTION

DOGHOUSES SHALL BE GROUTED ON BOTH THE OUTSIDE AND INSIDE.

MANHOLE STEPS SHALL BE PLACED BELOW THE DOWNSTREAM CORNER OF THE OPENING NEAREST THE STREET.

SECTION

MINIMUM SLAB THICKNESS, 6" TO 14' DEPTH. INCREASE THICKNESS 1" FOR EACH 4' OF DEPTH GREATHER THAN 14', AND REINFORCE WITH PER MNDOT STD 4011

GROUT BOTTOM

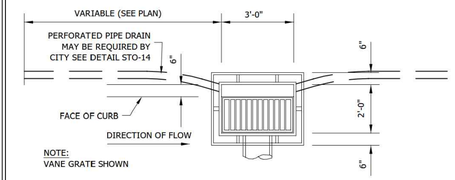
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TYPE II
CATCHBASIN MANHOLE

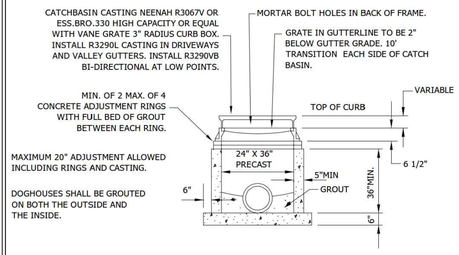
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-5



PLAN



SECTION

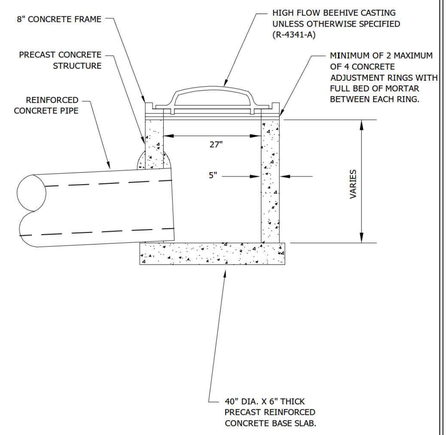
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TYPE II
CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-6



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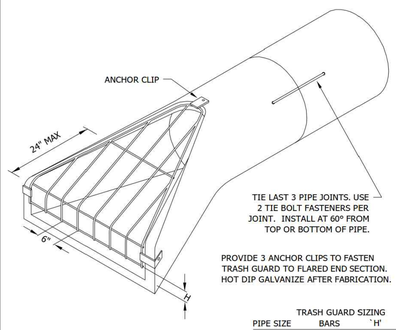
PRECAST 27" SHALLOW DEPTH BEEHIVE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-9

SEE CITY PLATE NO. STO-10 FOR RIPRAP PLACEMENT.



PROVIDE 3 ANCHOR CLIPS TO FASTEN TRASH GUARD TO FLARED END SECTION. HOT DIP GALVANIZE AFTER FABRICATION.

ISOMETRIC

TRASH GUARD SIZING

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

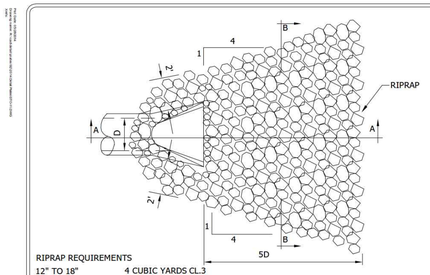
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FLARED END SECTION AND TRASH GUARD

CHASKA, MINNESOTA

LAST REVISION: FEB. 1995

PLATE NO. STO-10

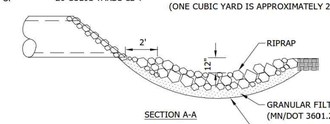


RIPRAP REQUIREMENTS

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

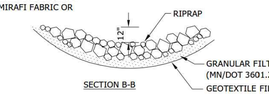
PLAN

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



SECTION A-A

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



SECTION B-B

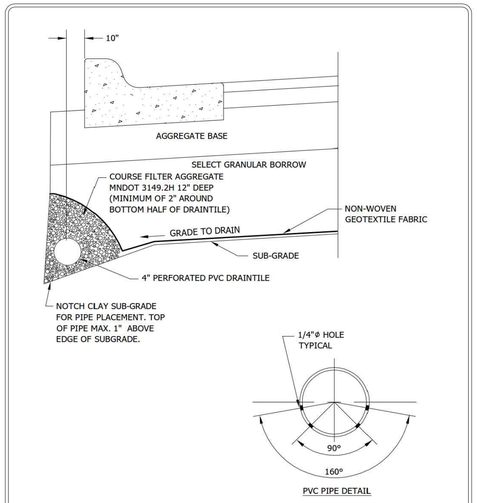
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RIPRAP AT OUTLETS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2004

PLATE NO. STO-11



PVC PIPE DETAIL

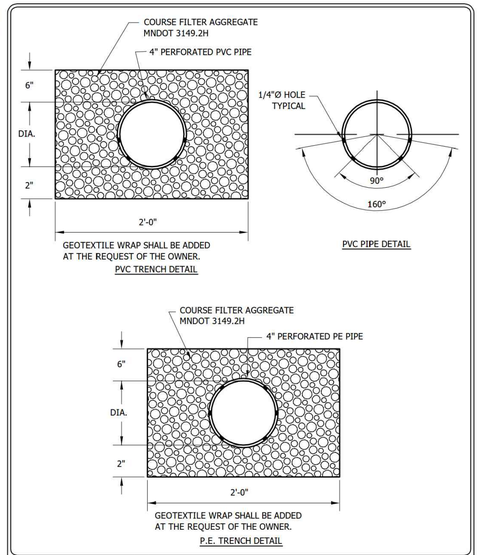
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PERFORATED PVC DRAINTILE PIPE BELOW CONCRETE CURB

CHASKA, MINNESOTA

LAST REVISION: NOV. 2016

PLATE NO. STO-12



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PERFORATED PIPE TRENCH DETAIL

CHASKA, MINNESOTA

LAST REVISION: NOV. 2014

PLATE NO. STO-13

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DEL WEBB AT CHASKA

DESIGNED: .
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DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

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Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com
Westwood Professional Services, Inc.

DETAILS

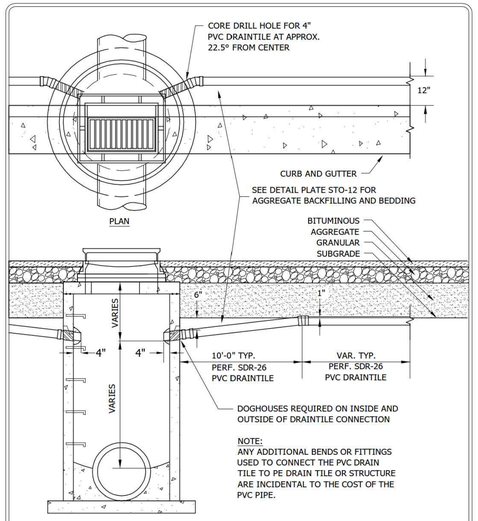
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 29 OF 33

DATE: 11/08/21

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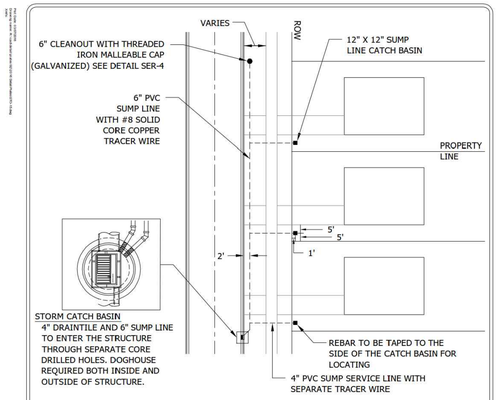
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DRAINTILE INSTALLATION INTO CATCHBASIN MANHOLE

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STO-14



NOTES:
1. 6" PVC SUMP LINE TO BE INSTALLED 2' BELOW GRADE AND TO BE CORE DRILLED INTO NEAREST DOWNSTREAM CATCH BASIN.
2. EXTEND 4" PVC SUMP SERVICE FROM MAIN TO RIGHT OF WAY.
3. ALTERNATE CONFIGURATIONS ONLY WITH THE APPROVAL OF OWNER.
4. SEE ENGINEERING GUIDELINES OR SPECIFICATIONS FOR ADDITIONAL INFORMATION.
5. MAXIMUM SUMP LINE LENGTH 300'. IF LONGER SUMP LINE IS NECESSARY, INTERMEDIATE CLEANOUTS WILL BE REQUIRED EVERY 200'.
6. INSTALL 4" X 4" POST ADJACENT TO EACH SUMP CATCH BASIN FOR PROTECTION DURING CONSTRUCTION.
7. CLEAN OUT TO BE PLACED ON PROPERTY LINE AT END OF LAST SERVICE LINE. IF SERVICE FALLS IN DRIVEWAY THE MAINLINE WILL BE EXTENDED BEYOND DRIVEWAY/ALLEY TO ENSURE THE CLEANOUT IS IN GREEN SPACE.
8. A SEPARATE TRACER WIRE WILL EXTEND FROM THE FINISHED GRADE CLEANOUT LOCATION WITH TRACER WIRE BOX AND FOLLOW THE SUMP LINE TO THE STRUCTURE LOCATION.

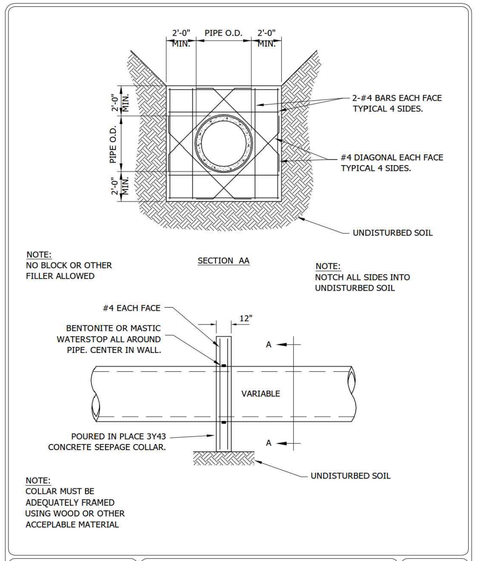
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PVC SUMP LINE BEHIND CURB

CHASKA, MINNESOTA

LAST REVISION: MAY 2016

PLATE NO. STO-15



NOTE:
COLLAR MUST BE ADEQUATELY FRAMED USING WOOD OR OTHER ACCEPLABLE MATERIAL

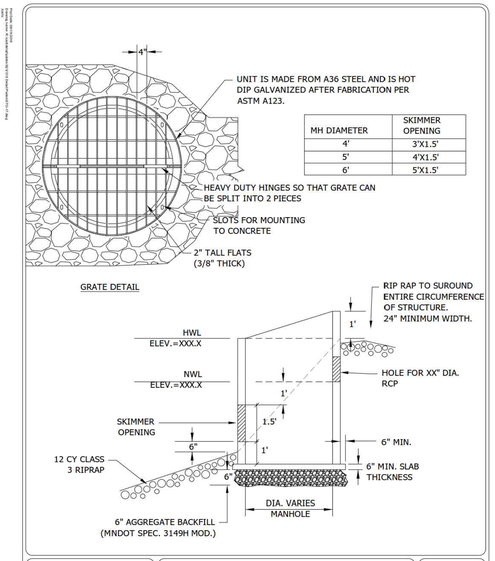
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SEEPAGE COLLAR

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. STO-16



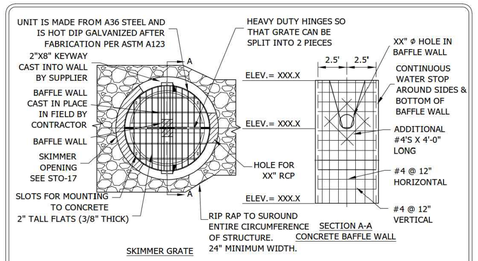
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STANDARD SKIMMER STRUCTURE

CHASKA, MINNESOTA

LAST REVISION: JUNE 2018

PLATE NO. STO-17



WHEN FEASIBLE, SET INVERT FOR OUTLET PIPE BELOW NWL TO IMPROVE PIPE COVER AND MINIMIZE SLOPE AROUND SKIMMER.

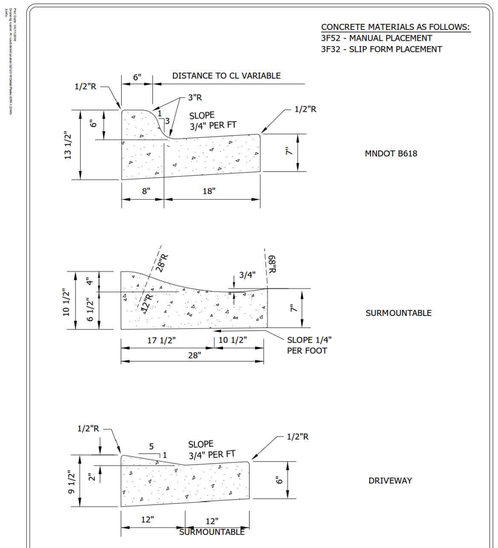
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SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18



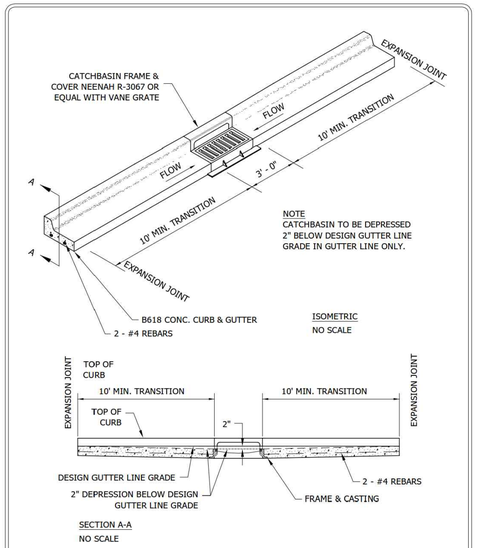
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CURB AND GUTTER

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-1



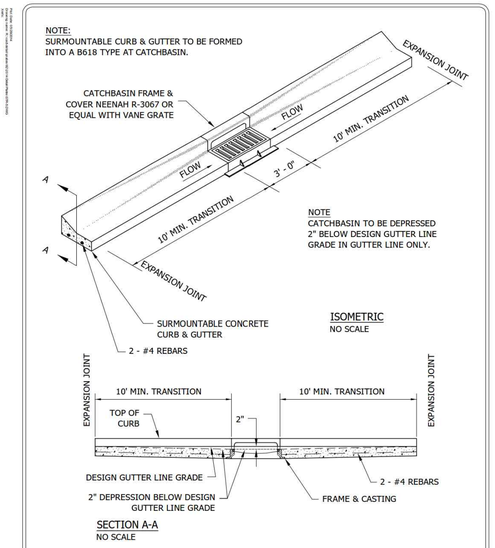
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B618 CURB & GUTTER CONSTRUCTION AT CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. STR-4



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SURMOUNTABLE CURB & GUTTER CONSTRUCTION AT CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. STR-5

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DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
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4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA

CHASKA, MN

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Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
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DETAILS

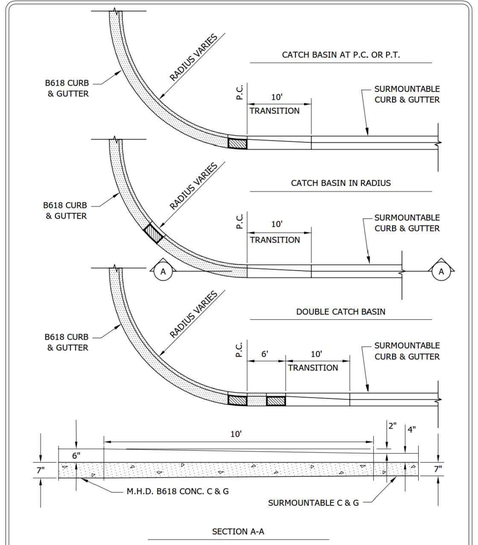
PROJECT NUMBER: 0015521.02

SHEET NUMBER: 30 OF 33

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SECTION A-A

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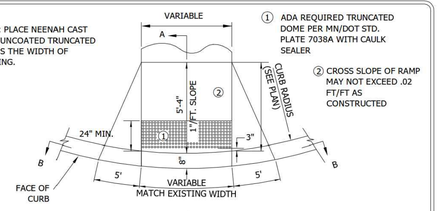
CONCRETE CURB & GUTTER TRANSITION

CHASKA, MINNESOTA

LAST REVISION: OCT. 1989

PLATE NO. STR-10

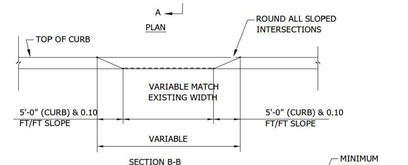
NOTE: PLACE NEENAH CAST IRON UNCOATED TRUNCATED DOMES THE WIDTH OF OPENING.



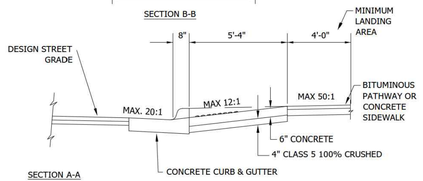
① ADA REQUIRED TRUNCATED DOME PER MN/DOT STD. PLATE 7038A WITH CAULK SEALER

② CROSS SLOPE OF RAMP MAY NOT EXCEED .02 FT/FT AS CONSTRUCTED

PLAN



SECTION B-B



SECTION A-A

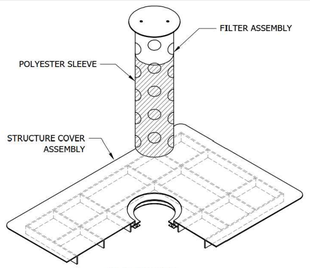
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PEDESTRIAN CURB RAMP FOR PATHWAY/SIDEWALK

CHASKA, MINNESOTA

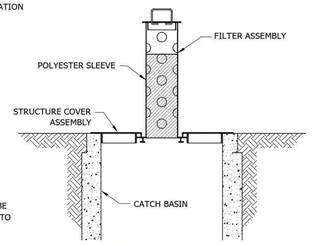
LAST REVISION: APRIL 2011

PLATE NO. STR-11



ISOMETRIC VIEW

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE OR TOP SLAB.



IN-PLACE ELEVATION VIEW

NOTE: ALL OTHER INLET PROTECTION DEVICES MUST BE APPROVED BY OWNER PRIOR TO INSTALLATION.

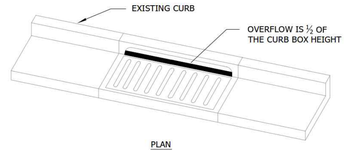
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INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION

CHASKA, MINNESOTA

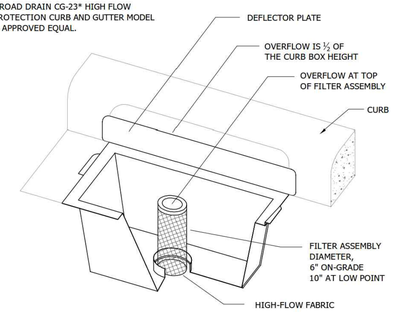
LAST REVISION: APRIL 2008

PLATE NO. ERO-4A



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

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INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

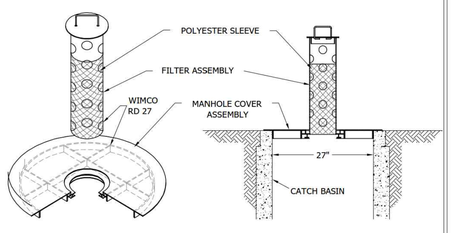
PLATE NO. ERO-4B

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE CONE OR TOP SLAB.

DEVICES SHOWN ARE AS MANUFACTURED BY WIMCO. MODEL NO. OF UNIT SHOWN: RD 27.

OTHER APPROVED INLET PROTECTION DEVICES FOR BEEHIVE CASTINGS ARE:

- ROYAL ENTERPRISES - MODEL NO 27 INFRASAFE SEDIMENT CONTROL BARRIER - DG.
- PRE MANUFACTURED UNIT BY CIRCLE "H" ENTERPRISES.



ISOMETRIC VIEW

IN-PLACE ELEVATION VIEW

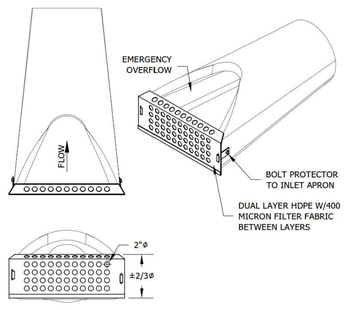
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INLET PROTECTION BEEHIVE CASTING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4C



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

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FLARED END EROSION CONTROL

CHASKA, MINNESOTA

LAST REVISION: FEB 2005

PLATE NO. ERO-6

IRON ENHANCED BASIN 5

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INITIAL ISSUE: 11/08/21
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PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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CHASKA, MN

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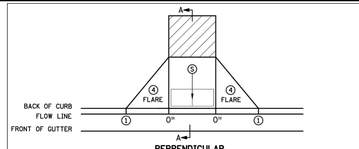
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SHEET NUMBER: 31 OF 33

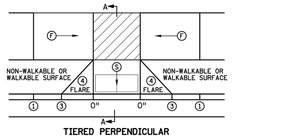
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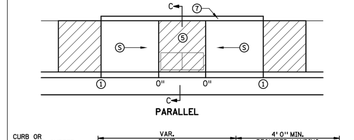
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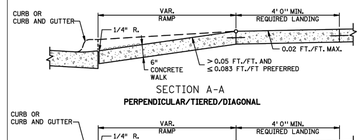
PERPENDICULAR



TIERED PERPENDICULAR

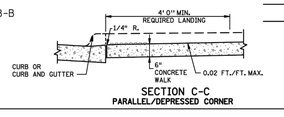


PARALLEL

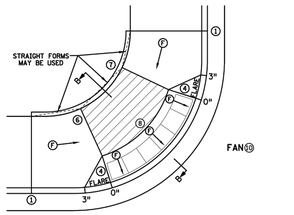


SECTION A-A
PERPENDICULAR/TIERED/DIAGONAL

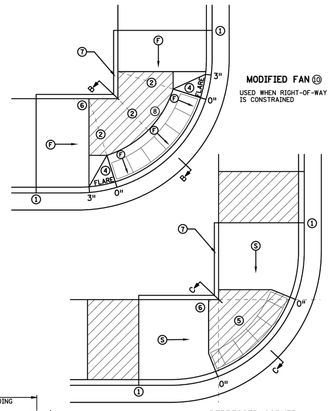
SECTION B-B
FAN



SECTION C-C
PARALLEL/DEPRESSED CORNER

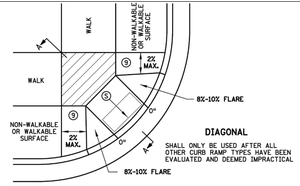


FAN⑩



MODIFIED FAN⑩
USED WHEN RIGHT-OF-WAY IS CONSTRAINED

DEPRESSED CORNER



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

NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES. ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH, EXCEPT AS STATED IN ⑨ BELOW.

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

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

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

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

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/TRAIL WIDTH. ARC LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.

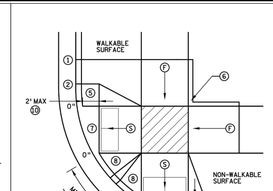
① MATCH FULL HEIGHT CURB.
② 4" MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
③ 3" HIGH CURB WHEN USING A 3'-LONG RAMP, 4" HIGH CURB WHEN USING A 4'-LONG RAMP.
④ SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS, WHEN INITIAL LANDING IS AT FULL CURB HEIGHT.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

LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
LANDING AREA - 4'X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
X" CURB HEIGHT

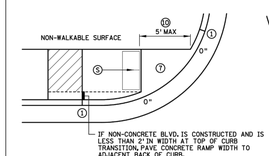
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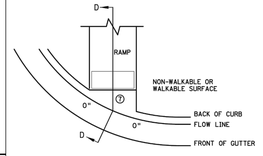
PEDESTRIAN CURB RAMP DETAILS
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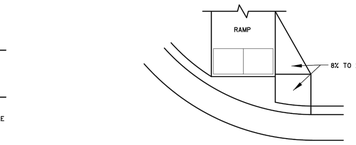
COMBINED DIRECTIONAL ⑨



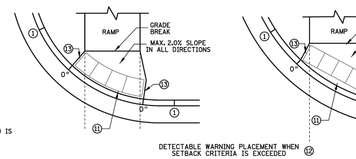
STANDARD ONE-WAY DIRECTIONAL ⑨



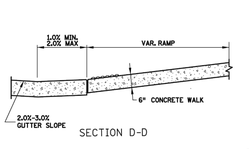
CURB FOR DIRECTIONAL RAMPS ⑭



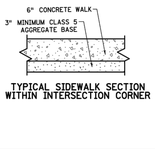
DIRECTIONAL RAMP WALKABLE FLARE



ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



SECTION D-D



TYPICAL SIDEWALK SECTION WITHIN INTERSECTION CORNER

NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES. ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

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

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

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

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

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATH AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/PATH WIDTH. ARC LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑬ & ⑭ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

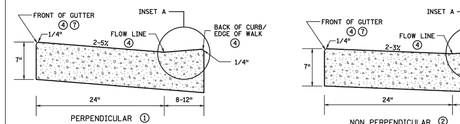
① MATCH FULL CURB HEIGHT.
② 3" HIGH CURB WHEN USING A 3'-LONG RAMP
4" HIGH CURB WHEN USING A 4'-LONG RAMP.
③ 3" MINIMUM CURB HEIGHT (5.5" MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7" MIN. DISTANCE REQUIRED BETWEEN DOMES).
④ THE "RAMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.
⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHOULD BE USED. SEE THE DETAIL ON THIS SHEET.
⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑧ 8% TO 10% WALKABLE FLARE.
⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNING SHALL SPAN THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.
⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN DOMES AND EDGE OF CONCRETE.
⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT, IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
LANDING AREA - 4'X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
X" CURB HEIGHT

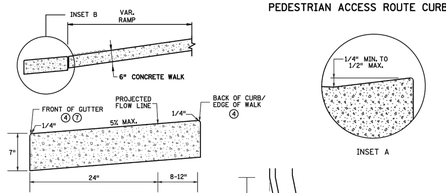
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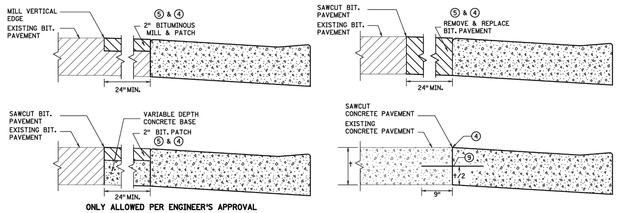


PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



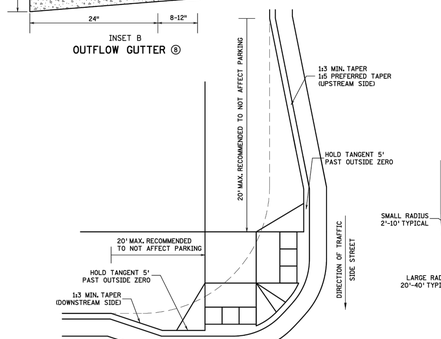
INSET B
OUTFLOW GUTTER ⑥

INSET A

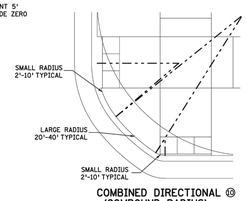


ONLY ALLOWED PER ENGINEER'S APPROVAL

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



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩ (COMPOUND RADIUS)

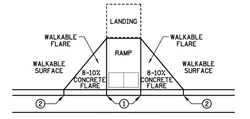
NOTES:
POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP ±3" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.
⑫ PLACE BOND BREAKER BETWEEN WALK AND TOP OF SILL.
⑬ 1/2" PREFORMED JOINT FILLER PER WNDOT SPEC. 3702.
⑭ DIMENSION TO BE SAME AS SIDEWALK THICKNESS, 4" MIN.

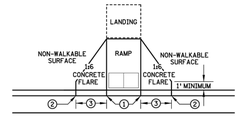
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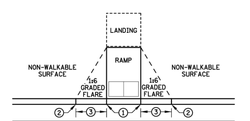
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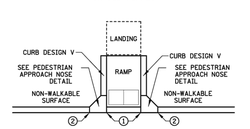
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

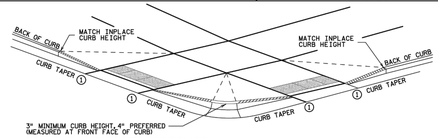


GRADED FLARES

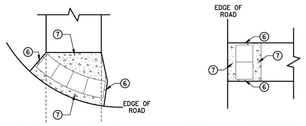


RETURNED CURB ⑮

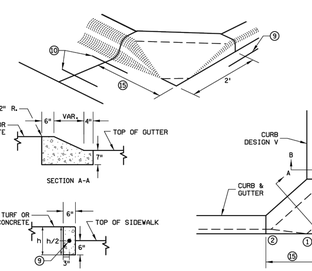
TYPICAL SIDE TREATMENT OPTIONS ④ ⑪



DETECTABLE EDGE WITH ⑥ CURB AND GUTTER



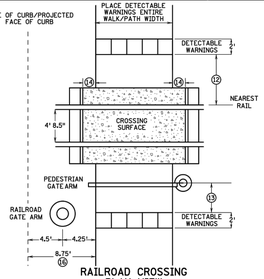
DETECTABLE EDGE WITHOUT CURB AND GUTTER



PEDESTRIAN APPROACH NOSE DETAIL
(FOR RETURNED CURB SIDE TREATMENT)

NOTES:
SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2" FOR 4" HIGH CURB AND 3" FOR 6" HIGH CURB.
④ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑤ TYPICALLY USED FOR MEDIANS AND ISLANDS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.
⑧ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
⑨ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER, REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.
⑩ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER, REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.
⑪ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6" LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE.
⑫ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.
⑬ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑫.
⑭ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
⑮ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.
⑯ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.



RAILROAD CROSSING PLAN VIEW

REVISIONS
APPROVED: JANUARY 23, 2017
OPERATIONS ENGINEER

REVISED:
APPROVED: 1-23-2017
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 | 4 OF 6

N:\0015521.02\DWG\CIVIL\CONSTRUCTION\0015521.02DTF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
. . .
. . .
. . .
. . .

PREPARED FOR:
PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

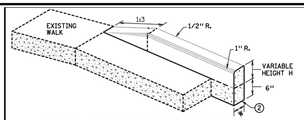
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

DETAILS

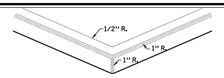
SHEET NUMBER: 32 OF 33
PROJECT NUMBER: 0015521.02
DATE: 11/08/21

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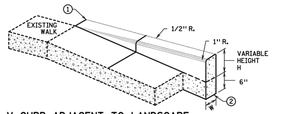
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811 or call811.com
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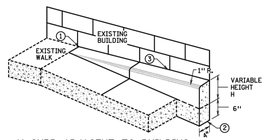
V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS



V CURB INTERSECTION

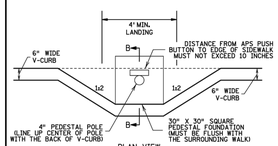


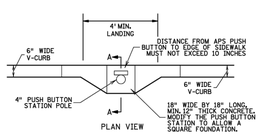
V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

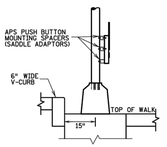


V CURB ADJACENT TO BUILDING OR BARRIER

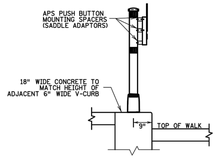
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



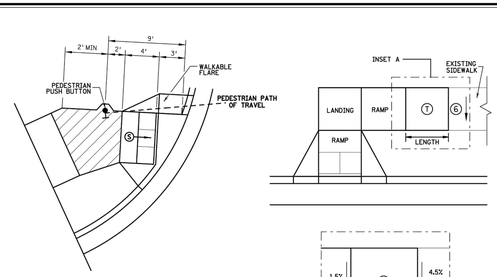




SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)

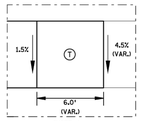


PUSH BUTTON STATION (V-CURB)



SEMI-DIRECTIONAL RAMP (3,4,9)
3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

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



TRANSITION PANEL 4 5

NOTES:

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

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

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

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

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

1. END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
2. ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
3. EDGE BETWEEN NEW V CURB AND INPLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
4. THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1%/LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.
5. TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
6. EXISTING CROSS SLOPE GREATER THAN 2.0%.

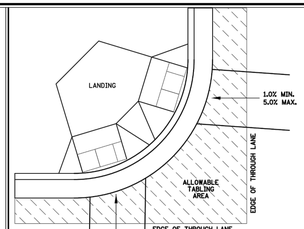
LEGEND

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

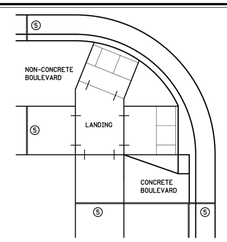
- (5) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN
- T AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING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

REVISIONS:	
APPROVED: JANUARY 23, 2017	OPERATIONS ENGINEER

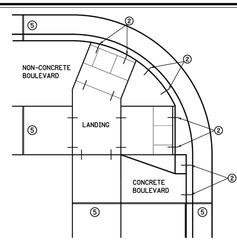
REVISED:		PEDESTRIAN CURB RAMP DETAILS	
APPROVED:	STATE DESIGN ENGINEER	1-23-2017	STANDARD PLAN 5-297.250 | 5 OF 6



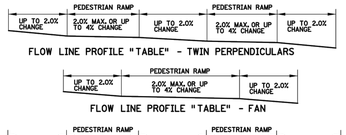
CURB LINE AND ROAD CROSSING ADJUSTMENTS



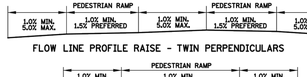
EXPANSION MATERIAL PLACEMENT FOR CONCRETE AND BITUMINOUS ROADWAYS



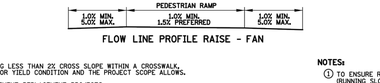
OPTIONAL CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS 4



FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



FLOW LINE PROFILE "TABLE" - FAN



FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



FLOW LINE PROFILE RAISE - FAN

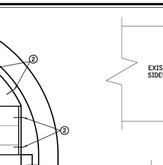
"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

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

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

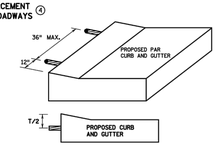
STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

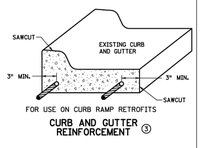
RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE 10ft EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL



OPTIONAL SIDEWALK REINFORCEMENT

SIDEWALK REINFORCEMENT TO BE USED ONLY WHEN SPECIFIED IN THE PLAN.

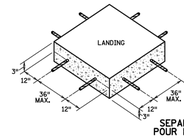


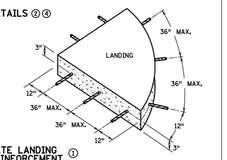


FOR USE ON CURB RAMP RETROFITS

CURB AND GUTTER REINFORCEMENT 3

OPTIONAL CURB LINE REINFORCEMENT DETAILS 2 4





SEPARATE LANDING POUR REINFORCEMENT 1

NOTES:

1. TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
2. DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS AT 36" MAXIMUM CENTER TO CENTER (EPOXY COATED). BARS TO BE ADJUSTED TO MATCH RAMP GRADE.
3. DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS WITHIN RADIUS.
4. THIS OPTIONAL CURB LINE REINFORCEMENT DETAIL SHOULD ONLY BE USED ON BITUMINOUS ROADWAYS WHEN SPECIFIED IN THE PLAN.
5. 1/2 IN. PREFORMED JOINT FILLER MATERIAL PER MNDOT SPEC. 3702.

REVISED:		PEDESTRIAN CURB RAMP DETAILS	
APPROVED:	STATE DESIGN ENGINEER	1-23-2017	STANDARD PLAN 5-297.250 | 6 OF 6

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 11/08/21
REVISIONS:
1 . .
2 . .
3 . .
4 . .
5 . .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 11/08/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
Toll Free (888) 937-5150 | westwoodps.com
Westwood Professional Services, Inc.

DETAILS

PROJECT NUMBER: 0015521.02

SHEET NUMBER: 33 OF 33
DATE: 11/08/21

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CONSTRUCTION PLANS

FOR

GRADING, DRAINAGE AND EROSION CONTROL

FOR

DEL WEBB AT CHASKA

CHASKA, MN



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344
CONTACT: CHAD ONSGARD
PHONE: 952-229-0723
EMAIL: CHAD.ONSGARD@PULTEGROUP.COM

PREPARED BY:

Westwood

Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.00
CONTACT: RYAN M. BLUHM

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12	07/14/21	RECORD PLAN	ALL
13	12/22/21	RECORD PLAN	1-7

CONTRACTOR: ENEBAK CONSTRUCTION INC.
RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

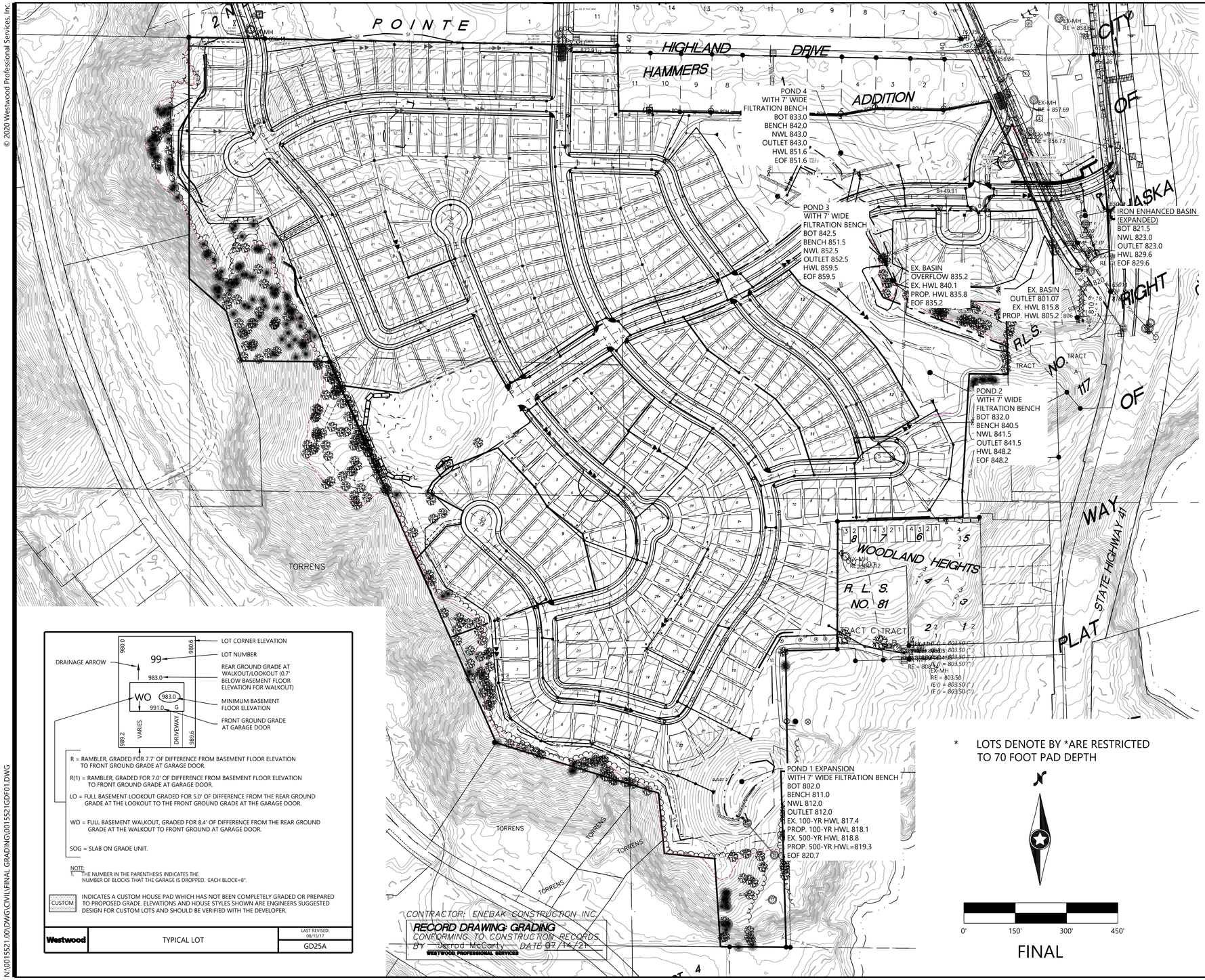
CONSTRUCTION PLANS
FOR
GRADING, DRAINAGE AND EROSION CONTROL
FOR
DEL WEBB AT CHASKA
CHASKA, MN

INITIAL SUBMITTAL DATE: 04/23/20 SHEET: 01 OF 27

DEL WEBB AT CHASKA

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521CVF01.DWG

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R = RAMBLER, GRADED FOR 7.7' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

R(1) = RAMBLER, GRADED FOR 7.0' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

LO = FULL BASEMENT LOOKOUT GRADED FOR 5.0' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE LOOKOUT TO THE FRONT GROUND GRADE AT THE GARAGE DOOR.

WO = FULL BASEMENT WALKOUT, GRADED FOR 8.4' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE WALKOUT TO FRONT GROUND AT GARAGE DOOR.

SOG = SLAB ON GRADE UNIT.

NOTE:
1. THE NUMBER IN THE PARENTHESIS INDICATES THE NUMBER OF BLOCKS THAT THE GARAGE IS DROPPED. EACH BLOCK=8".

CUSTOM — INDICATES A CUSTOM HOUSE PAD WHICH HAS NOT BEEN COMPLETELY GRADED OR PREPARED TO PROPOSED GRADE. ELEVATIONS AND HOUSE STYLES SHOWN ARE ENGINEERS SUGGESTED DESIGN FOR CUSTOM LOTS AND SHOULD BE VERIFIED WITH THE DEVELOPER.

Westwood	TYPICAL LOT	LAST REVISED: 08/15/17 GD25A

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

FINAL

GRADING & EROSION CONTROL LEGEND

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

EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
900.00	× 900.00	SPOT ELEVATION
	× HP/LP 900.00	HIGH/LOW POINT
	× CL-CL 900.00	CL-CL ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
	X.XX%	PROPOSED STREET PROFILE GRADE
STO		STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
	GL	GRADING LIMITS
	SF	SILT FENCE
	POST-SF	SILT FENCE-POST GRADING
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		EROSION CONTROL CHECKS/BIOROLLS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
		POND NORMAL WATER LEVEL
		WETLAND LINE
		WETLAND FILL
		WETLAND BUFFER
		POND ACCESS MAINTENANCE BENCH
		WETLAND BUFFER LIMITS
		WETLAND BUFFER MONUMENT
	DND	DO NOT DISTURB

GRADING & DRAINAGE NOTES

1. ALL CONTOURS AND SPOT ELEVATIONS ARE SHOWN TO FINISHED SURFACE/GUTTER GRADES UNLESS OTHERWISE NOTED.
2. REFER TO THE SITE PLAN/RECORD PLAT FOR MOST CURRENT HORIZONTAL SITE DIMENSIONS AND LAYOUT.
3. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHICAL FEATURES WITH THE OWNERS AND FIELD-VERIFY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
4. ALL CONSTRUCTION SHALL CONFORM TO LOCAL RULES.
5. THE CONTRACTOR IS TO CONTACT GOPHER STATE "ONE CALL" FOR UTILITY LOCATIONS AT 651-454-0002.
6. THE GRADING CONTRACTOR MUST BE AWARE OF ALL EXISTING AND PROPOSED UTILITIES.
7. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
8. POSITIVE DRAINAGE FROM THE SITE MUST BE PROVIDED AT ALL TIMES.

EROSION CONTROL NOTES

1. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAY BALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
2. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A ROCK ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
3. REDUNDANT PERIMETER SEDIMENT CONTROLS ARE NECESSARY WHEN SOIL DISTURBANCE IS WITHIN 50 FEET OF SURFACE WATERS. REDUNDANT SEDIMENT CONTROLS COULD INCLUDE:
   - 3.1. TWO ROWS OF SILT FENCE (SEPARATED BY 8 FEET); OR
   - 3.2. SILT FENCE AND A TOPSOIL BERM (STABILIZE BERM WITH MULCH); OR
   - 3.3. SILT FENCE AND FIBER LOGS; OR
   - 3.4. TOPSOIL BERM AND FIBER LOGS (STABILIZE BERM WITH MULCH).
4. REDUNDANT SEDIMENT CONTROLS MUST BE INSTALLED PRIOR TO DISTURBING WITHIN 50 FEET OF THE SURFACE WATER.

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521GDF01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	10/13/20 Site, Grading, Utilities
2	06/26/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
3	07/22/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
4	08/12/20	CITY COMMENTS	07/14/21 RECORD PLANS
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 12/22/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL - OVERALL
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 02 OF 27
DATE: 12/22/21

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UPLAND BLUFF AREA EROSION CONTROL
1. SLOPE ROUGHING
2. TURF REINFORCEMENT MATTING (TRM) EROSION CONTROL BLANKET AND SEED
3. BONDED FIBER MATRIX AND SEED
4. SLOPE DRAINS (IF NECESSARY UNTIL VEGETATION IS ESTABLISHED.

REMOVE DEBRIS FROM EXISTING CHANNEL. EROSION TO BE REPAIRED, AND SEEDED/WOOD FIBER BLANKET AT TOE OF SLOPES WHERE NECESSARY.

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

POINTE

HAMM

EROSION CONTROL BLANKET (TYP)

SILT FENCE (TYP)

ROCK CONSTRUCTION ENTRANCE (TYP)

INLET PROTECTION (TYP)

WETLAND 1 FILL 0.17 AC

WETLAND 2 FILL 0.05 AC

OUTLOT A

OUTLOT B

OUTLOT C

OUTLOT D

OUTLOT E

OUTLOT F

2ND

BLUEJAY AVENUE

ROBIN AVENUE

MOERS COURT

GOLDFINCH COURT

LIBERTY FIELD DRIVE

MOERS DRIVE

EX. 8" PVC WM

EX. 8" SAN. SEW.

EX. MH RE=896.4 IE=883.2

EX. MH RE=872.91 IE=863.63

EX. MH SAN RE=872.91

RE=861.8

RE=875.5

RE=872.0

RE=865.9

RE=876.2

RE=877.6

RE=869.6

RE=887.8

RE=891.2

RE=891.8

RE=857.0

TW 896.5 BW 896.5

TW 901.5 BW 896.5

TW 905.0 BW 897.0

TW 904.0 BW 897.0

TW 902.0 BW 896.0

TW 901.2 BW 896.0

TW 902.0 BW 894.0

TW 900.0 BW 892.0

TW 894.0 BW 892.0

TW 895.4 BW 895.4

TW 902.5 BW 892.5

TW 899.3 BW 894.0

TW 897.6 BW 896.5

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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811 or call811.com
Common Ground Alliance

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0' 50' 100' 150'

DEL WEBB AT CHASKA

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

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 12/22/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 03 OF 27

DATE: 12/22/21

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CONTRACTOR: ENEBAK CONSTRUCTION INC.

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BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

HIGHLAND DRIVE

HAMMERS ADDITION

CITY OF CHASKA

HAMMERS COURT

ROBIN AVENUE

DEL WEBB PARKWAY

OUTLOT G

OUTLOT J

OUTLOT K

OUTLOT L

OUTLOT M

POND 4
WITH 7' WIDE
FILTRATION BENCH
BOT 833.0
BENCH 842.0
NWL 843.0
OUTLET 843.0
HWL 851.6
EOF 851.6

POND 3
WITH 7' WIDE
FILTRATION BENCH
BOT 842.5
BENCH 851.5
NWL 852.5
OUTLET 852.5
HWL 859.5
EOF 859.5

IRON ENHANCED BASIN 5
(EXPANDED)
BOT 821.5
NWL 823.0
OUTLET 823.0
HWL 829.6
EOF 829.6

6" DRAINTILE AND IRON-ENHANCED SAND FILTER SEE DETAIL SHEETS

TURF REINFORCED MAT OR EQUIVALENT EQUAL APPROVED BY CITY

ROCK CONSTRUCTION ENTRANCE (TYP)

SUPER ELEVATE ROADWAY SEE CONSTRUCTION PLANS FOR DETAIL

EX. 10" PVC WM

EX. MH RE=856.3 IE=847.9

EX-MH RE = 858.62

EX-MH RE = 857.69

EX-MH RE = 856.73

6" DRAINTILE AND BIORETENTION TRENCH SEE DETAIL SHEETS

6" DRAINTILE AND BIORETENTION

30' SETBACK FROM BLUFF LINE NO GRADING AREA

50' SETBACK FROM BLUFF LINE

BLUFF LINE

WETLAND 3 FILL 0.24 AC

WETLAND 3 OUTLOT F

RIP RAP 1:1 SLOPE

EXTEND RIP RAP TO BOTTOM OF CHANNEL AT 832.0 FOR ENERGY DISSIPATION. EXTEND RIP RAP UP SLOPES TO 838.0

RIP RAP TO BE EXTENDED TO ENCOMPASS FULL OVERFLOW AND TOE PROTECTION

EX. BASIN OVERFLOW 835.2
EX. HWL 840.1
PROP. HWL 835.8
EOF 835.2

EX. BASIN OUTLET 801.07
EX. HWL 815.8
PROP. HWL 805.2

REMOVE EXISTING FES AND 24" STORM SEWER GRADE IN 20' WIDE EOF @835.2 ALL ACTIVITY SHOULD OCCUR DURING DRY FORECASTED PERIOD. MATERIALS SHOULD BE ONSITE TO STABILIZE SAME WORKING

DURING CONSTRUCTION PROVIDE TEMPORARY MATTING TO MINIMIZE DISTURBANCE OF RAVINE. ALL DISTRUBED SOILS SHALL BE RESTORED WITH SEED AND HIGH VELOCITY WOOD FIBER BLANKET

INLET PROTECTION (TYP)

SILT FENCE (TYP)

8' WIDTH FROM EDGE OF WALK TO FACE OF WALL

CARDINAL STREET

DEL WEBB PARKWAY

TURF REINFORCED MAT OR EQUIVALENT EQUAL APPROVED BY CITY

REMOVE EXISTING FES INSTALL OCS SEE DETAIL SHEETS

OCS SEE DETAIL SHEETS

SEE DETAIL SHEET

WIRE WALLS

0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521GDP01.DWG

DEL WEBB AT CHASKA

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

INITIAL ISSUE: 04/23/20

REVISIONS:

05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS	08/31/20 MnDOT COMMENTS
06/26/20	CITY COMMENTS	09/25/20 CARDINAL STREET	
07/22/20	CITY COMMENTS	10/13/20 Site, Grading, Utilities	
08/12/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments	
08/25/20	EXISTING RAVINE IMPROVEMENTS	03/16/21 HISTORIC OVERLOOK	
		07/14/21 RECORD PLANS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 04 OF 27

DATE: 12/22/21

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OUTLOT C

30' SETBACK FROM BLUFF LINE; NO GRADING AREA

BLUFF LINE

50' SETBACK FROM BLUFF LINE

TW 895.4
BW 895.4

TW 902.5
BW 892.5

TW 899.3
BW 894.0

TW 897.6
BW 896.5

EOF 892.7 XXX.X

EOF 893.1 XXX.X

MOERTEL DRIVE

GOLDFINCH STREET

DEL WEBB PARKWAY

OUTLOT F

OUTLOT G

OUTLOT H

OUTLOT I

OUTLOT J

LIBERTY HEIGHTS DRIVE

LIBERTY HEIGHTS COURT

EROSION CONTROL BLANKET (TYP)

INLET PROTECTION (TYP)

SILT FENCE (TYP)

LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

TORRENS

CONTRACTOR: ENEBAK CONTRUCTION CO.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS:
BY Jerrod McCarty DATE 11/30/2020
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

0' 50' 100' 150'

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

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	11/30/20 MODEL HOME RECORD GRADING
2	06/26/20	CITY COMMENTS	04/30/21 BLUEJAY AVENUE & ADJACENT LOTS
3	07/22/20	CITY COMMENTS	07/14/21 RECORD PLANS
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

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EDEN PRAIRIE, MN 55344

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DATE: 12/22/21 LICENSE NO. 41257

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CHASKA, MN

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Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 05 OF 27

DATE: 12/22/21

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30' SETBACK FROM BLUFF LINE; NO GRADING AREA

50' SETBACK FROM BLUFF LINE

PROP. HWL 835.8
EOF 835.2

RIP RAP TO BE EXTENDED TO ENCOMPASS FULL OVERFLOW AND TOE PROTECTION TO

REMOVE EXISTING FES AND 24" STORM SEWER GRADE IN 20' WIDE EOF @835.2

ALL ACTIVITY SHOULD OCCUR DURING DRY FORECASTED PERIOD. MATERIALS SHOULD BE ONSITE TO STABILIZE SAME WORKING DAY.

BLUFF LINE

DURING CONSTRUCTION PROVIDE TEMPORARY MATTING TO MINIMIZE DISTURBANCE OF RAVINE. ALL DISTRUBED SOILS SHALL BE RESTORED WITH SEED AND HIGH VELOCITY WOOD FIBER BLANKET

TURF REINFORCED MAT OR EQUIVALENT EQUAL APPROVED BY CITY

EX. BASIN
OUTLET 801.07
EX. HWL 815.8
PROP. HWL 805.2

REMOVE EXISTING FES

INSTALL OCS
SEE DETAIL
SHEETS

POND 2
WITH 7' WIDE
FILTRATION BENCH
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

INLET PROTECTION (TYP)

ROBIN CURVE

ROBIN AVENUE

ROBIN WAY

LIBERTY HEIGHTS DRIVE

OUTLOT C

OUTLOT J

OUTLOT K

OUTLOT L

OUTLOT M

TW 848.0
BW 846.0

TW 849.0
BW 843.6

TW 848.4
BW 842.8

TW 847.2
BW 841.6

TW 846.0
BW 840.5

TW 842.0
BW 842.0

EX. MH
RE = 845.12

EX. MH
RE=845.1
IE=835.6

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521GDF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	10/13/20 Site, Grading, Utilities
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4	08/12/20	CITY COMMENTS	07/14/21 RECORD PLANS
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

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EDEN PRAIRIE, MN 55344

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CHASKA, MN

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Westwood Professional Services, Inc.

GRADING DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 06 OF 27

DATE: 12/22/21

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OUTLOT I

BLUFF LINE

30' SETBACK FROM BLUFF LINE; NO GRADING AREA

LIBERTY HEIGHTS COURT

LIBERTY HEIGHTS DRIVE

GOLDFINCH LN

CL-CL

EOF 867.4

RE=866.2

RE=868.4

RE=888.4

RE=861.0

RE=853.4

RE=850.2

RE=859.0

RE=841.5

RE=830.0

SILT FENCE (TYP)

EROSION CONTROL BLANKET (

TW 844.0
BW 838.0

EX. MH
RE=845.
IE=835.6

EX. EOF
820.7
828.76

6" DRAINTILE AND BIORETENTION BENCH SEE DETAIL SHEETS

OCS
SEE DETAIL SHEETS

50' SETBACK FROM BLUFF LINE

POND 1 EXPANSION
WITH 7' WIDE FILTRATION I
BOT 802.0
BENCH 811.0
NWL 812.0
OUTLET 812.0
EX. 100-YR HWL 817.4
PROP. 100-YR HWL 818.1
EX. 500-YR HWL 818.8
PROP. 500-YR HWL=819.3
EOF 820.7

* LOTS DENOTE BY *ARE RESTRICTED TO 70 FOOT PAD DEPTH

0' 50' 100' 150'

UPLAND BLUFF AREA EROSION CONTROL
1. SLOPE ROUGHING
2. TURF REINFOREMENT MATTING (TRM) EROSION CONTROL BLANKET AND SEED
3. BONDED FIBER MATRIX AND SEED
4. SLOPE DRAINS (IF NECCASSARY UNTIL VEGETATION IS ESTABLISHED.

REMOVE DEBRIS FROM EXISTING CHANNEL. EROSION TO BE REPAIRED, AND SEEDED/WOOD FIBER BLANKET AT TOE OF SLOPES WHERE NECESSARY.

TORRENS

CONTRACTOR: ENEBAK CONSTRUCTION INC.
RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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

INITIAL ISSUE: 04/23/20
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2	06/26/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
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PREPARED FOR:

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Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

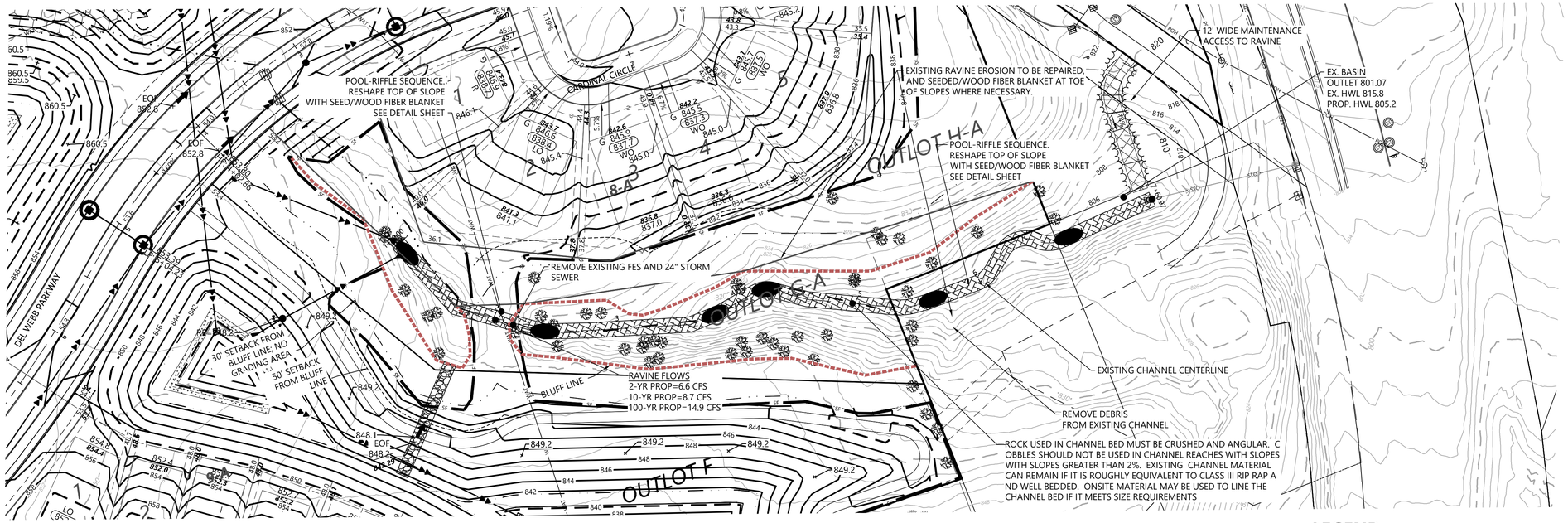
GRADING DRAINAGE & EROSION CONTROL

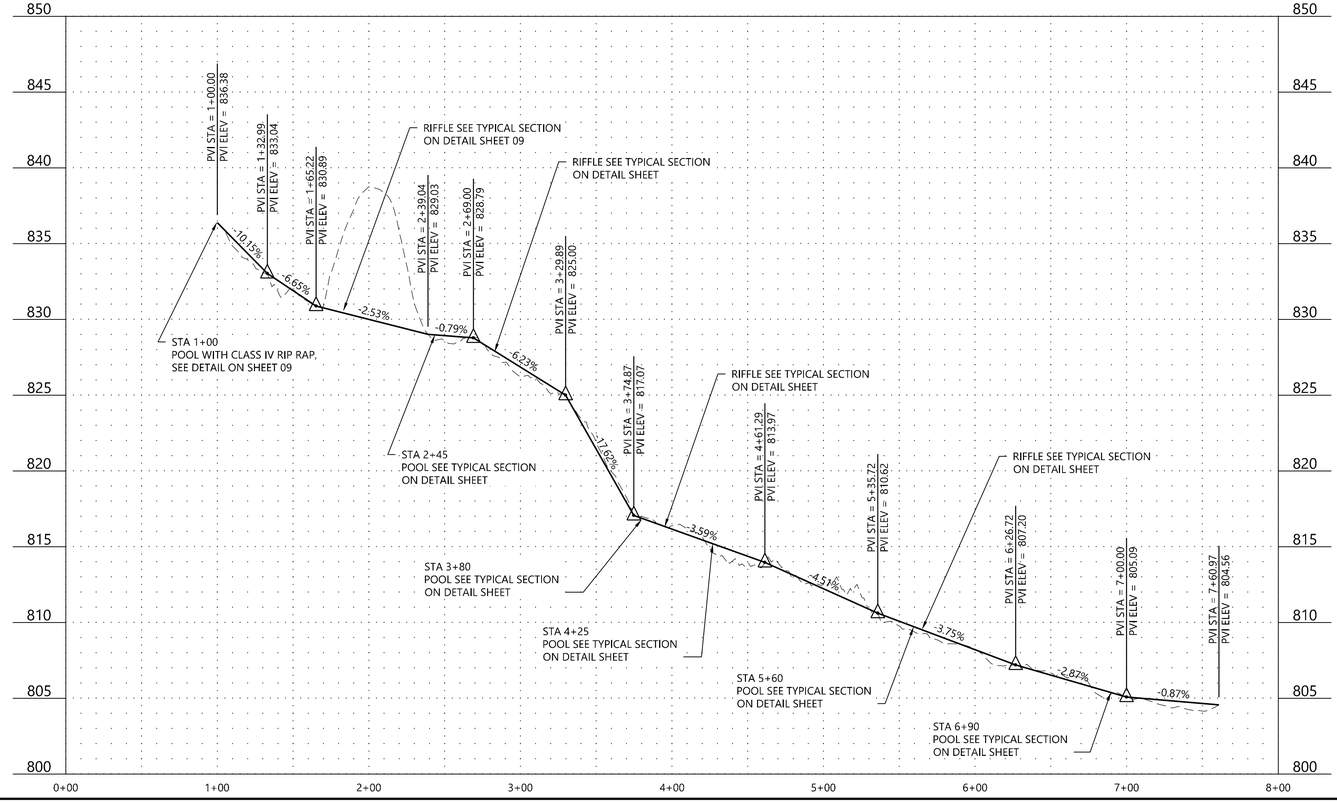
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 07 OF 27
DATE: 12/22/21

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LEGEND

- POOL - SEE DETAIL SHEET 09
- RIFFLE - SEE DETAIL SHEET 09

CONSTRUCTION NOTES

1. Riffle and Pool installation can use existing onsite boulders and cobbles. Contractor shall remove and set aside existing rocks, grade proposed pool and riffle areas, then place materials along with imported materials.
2. Backhoe bucket should be used to press the rock into the channel. Visually observe the bucket placed on the rock and the front tracks come off the ground to show there is significant pressure setting the rock on a steep slope.
3. Each rock must have as much contact with adjacent stones as possible. While the flow depth is shallow at 0.2' to 0.3' on the steep sections there will be negative pressure behind an exposed rock so rocks must buttress each other.
4. Ensure the top of the exposed rock in the channel is uniform. Rock in the channel bed must be pressed into the channel with the backhoe bucket (item 2) to create a uniform bed.
5. Ravine improvements should be completed in the Fall of 2020, prior to freeze up.
6. Final pool placement and channel alignment should be approved in the field by the city of Chaska. Contact Brent Alcott at 952-227-7525.

0' 50' 100' 150'

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521GDF01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS
2	06/26/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
3	07/22/20	CITY COMMENTS	07/14/21 RECORD PLANS
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

CITY AND WATERSHED COMMENTS

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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Fax (952) 937-5822 Minnetonka, MN 55343
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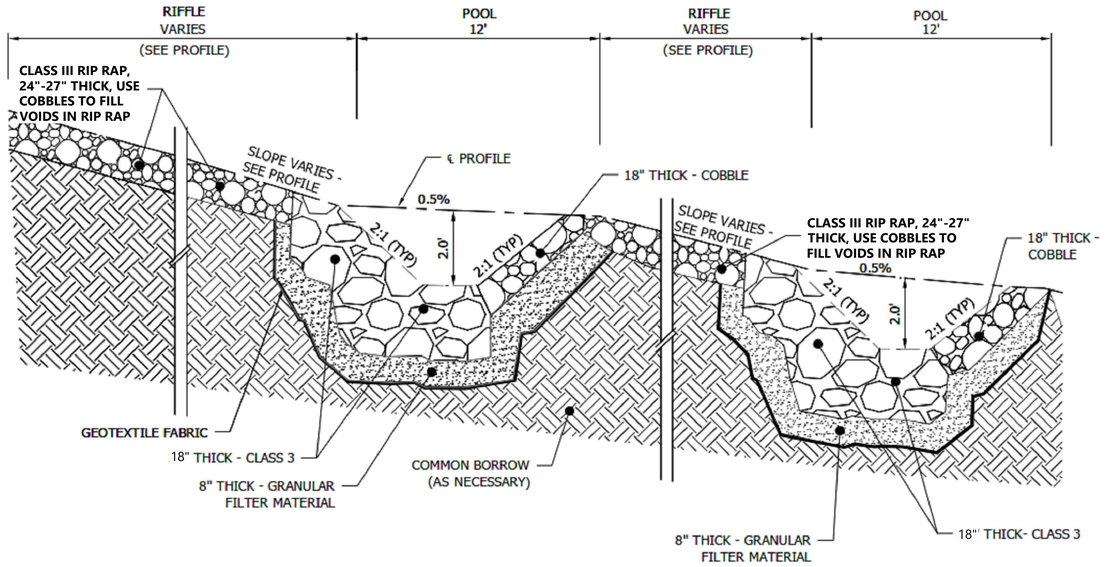
EXISTING RAVINE IMPROVEMENTS PLAN AND PROFILE

PROJECT NUMBER: 0015521.00

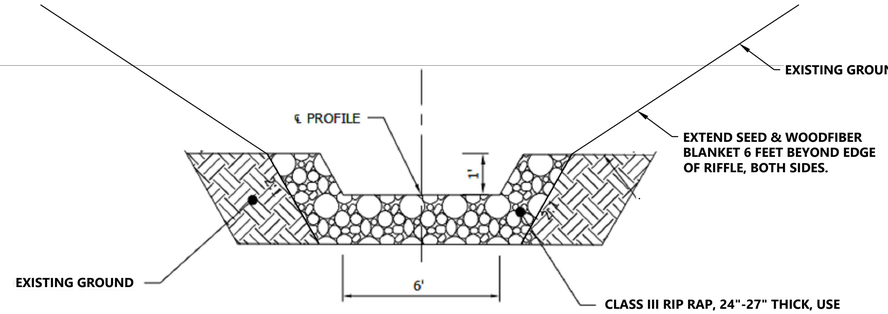
SHEET NUMBER: 08 OF 27
DATE: 07/14/21

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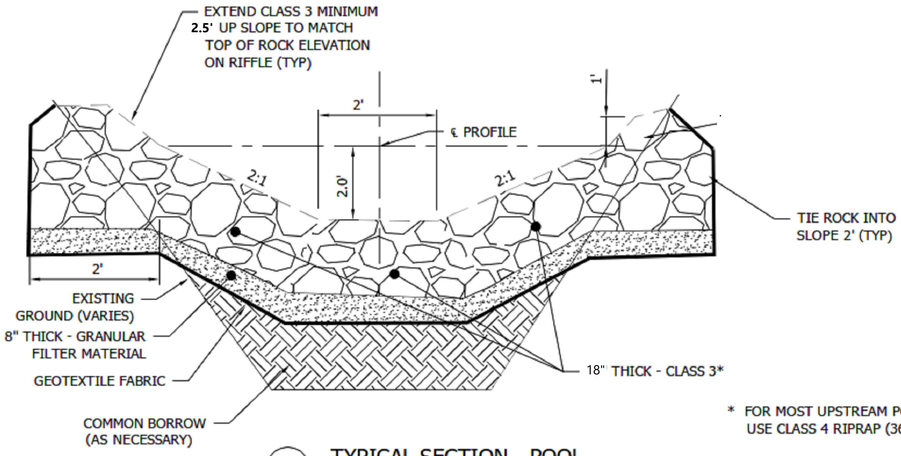
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1 **ALTERNATING POOLS AND RIFFLES**
Scale: NTS

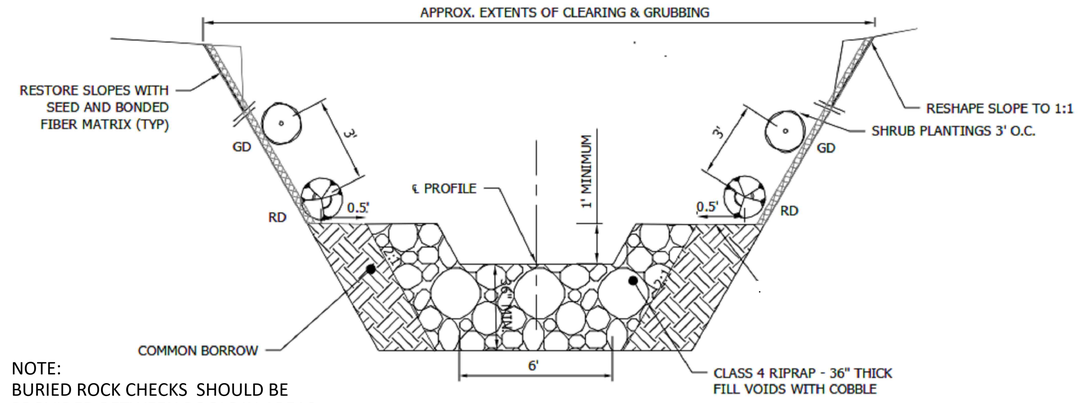


3 **TYPICAL SECTION - RIFFLE**
Scale: NTS



* FOR MOST UPSTREAM POOL (AT PIPE OUTLET), USE CLASS 4 RIPRAP (36" THICK)

4 **TYPICAL SECTION - POOL**
Scale: NTS



NOTE:
BURIED ROCK CHECKS SHOULD BE PROVIDED BETWEEN POOLS IN AREAS STEEPER THAN 4%

3a **TYPICAL SECTION - BURIED ROCK CHECK**
Scale: NTS

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DEL WEBB AT CHASKA

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VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
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CHASKA, MN

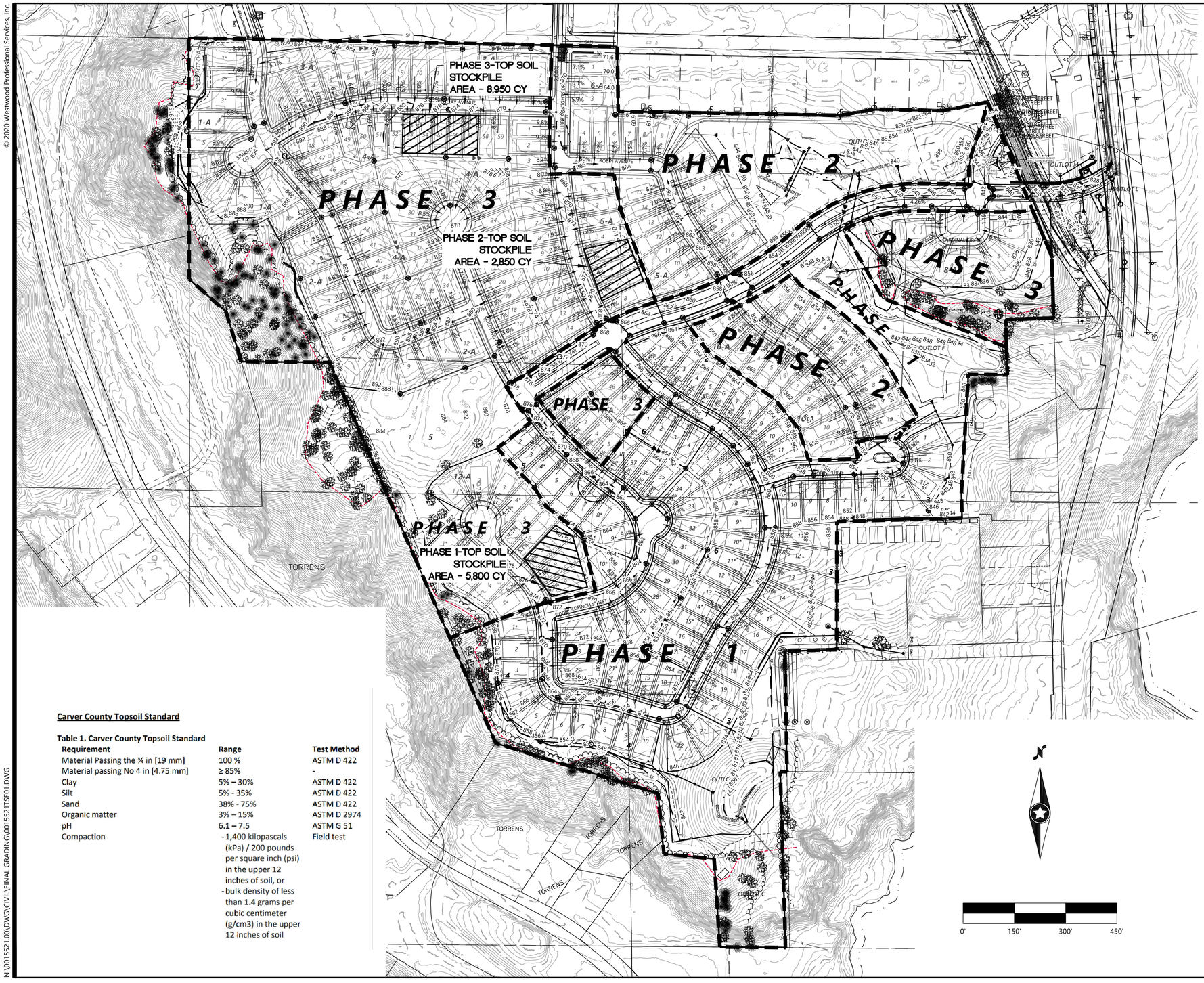
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EXISTING RAVINE IMPROVEMENTS DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 09 OF 27
DATE: 07/14/21

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LEGEND

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EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
900.00	× 900.00	SPOT ELEVATION
STO	STO	STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
	GL	GRADING LIMITS
	SF	SILT FENCE
	POST-SF	SILT FENCE-POST GRADING
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		POND NORMAL WATER LEVEL
		WETLAND LINE

TOPSOIL NOTES

1. EXISTING ONSITE TOPSOIL WILL BE USED FOR RESPREAD. IN PLACE TESTING HAS BEEN COMPLETED BY BRAUN INTERTEC. THESE RESULTS ARE AVAILABLE FOR REVIEW.
2. FOR TOPSOIL STRIPPING AND STOCKPILING
   - EXISTING TOPSOIL AVAILABLE ONSITE: 121,275 CY
   - TOPSOIL NEEDED TO RESTORE GREEN SPACES: 18,812 CY
   - TOTAL LOT AREA: 46.65 AC
   - EXISTING 1 FOOT OF DEPTH OF TOPSOIL AVAILABLE ONSITE
   - GRADING EQUIPMENT USED TO STRIP TOPSOILS SUCH AS DOZERS/SCRAPERS.
   - SILT FENCE WILL BE UTILIZED FOR EROSION CONTROL OF TOPSOIL STOCKPILES.
   - TEMPORARY SEED TOPSOIL STOCKPILES FOR EROSION CONTROL FOR STOCKPILES THAT WILL REMAIN IN PLACE FOR LONGER THAN 6 MONTHS.
3. STOCKPILING SAMPLING PROCEDURE
   - ONE SAMPLE SHALL BE COLLECTED PER 2,500 CUBIC METERS OF STOCKPILE (A MINIMUM OF ONE SAMPLE SHALL BE TAKEN IF STOCKPILES ARE LESS THAN 2,500 CUBIC METERS)
   - THE CONTRACTOR/SUPPLIER SHALL FORM A FACE FOR THE FULL HEIGHT OF THE STOCKPILE AT FOUR LOCATIONS>
   - A LOAD BUCKET OR SIMILAR EQUIPMENT SHALL THEN BE FILLED BY CHANNELING THE FULL HEIGHT OF THE STOCKPILE FACE, FROM THE BOTTOM TO THE TOP, IN ONE OPERATION.
   - THE BUCKET SHALL THEN BE LOWERED AND EMPTIED BY ROTATION TO FORM A SMALL PILE AT EACH SAMPLING LOCATION.
   - THE SAMPLER SHALL PLACE A SHOVEL FULL OF SOIL FROM EACH PILE INTO A LARGER CONTAINER. THE SOIL SHALL BE THOROUGHLY MIXED AND A SUFFICIENT AMOUNT OF MIXED TOPSOIL SHALL BE TAKEN TO FILL A STANDARD TOPSOILS SAMPLING CONTAINER.
   - SAMPLES SHALL BE SUBMITTED FOR ANALYSIS TO LAB QUALIFIED TO USE THE FOLLOWING TEST METHODS: ASTM D 422, ASTM D 2974, AND ASTM G 51. SAMPLES SHALL BE ANALYZED FOR CLAY, SILT, SAND, ORGANIC MATTER AND pH.
   - ADDITIONAL TOPSOIL SHALL NOT BE ADDED TO THE STOCKPILE AFTER SAMPLING
   - SAMPLE RESULTS SHALL BE SUBMITTED TO THE COUNTY FOR REVIEW. TEST RESULTS ARE VALID FOR 6 MONTHS.
4. CONSTRUCTION SCHEDULE AND PHASING:
   - STOCKPILING SHOULD BEGIN IN SPRING 2020
   - GREEN SPACES SHALL HAVE 6 INCHES OF TOPSOIL IN-PLACE AFTER GRADING HAS OCCURRED.
   - INDIVIDUAL LOTS WILL HAVE 1 TO 1.5 INCHES OF TOPSOIL PUT IN-PLACE DURING MASS GRADING. AFTER FINAL GRADING HAS BEEN COMPLETED AN ADDITIONAL 6 INCHES WILL BE PUT IN-PLACE.
   - SOIL DECOMPOSITION TO A SIX-INCH DEPTH SHALL TAKE PLACE PRIOR TO PLACEMENT OF TOPSOIL.
   - STOCKPILES SHALL BE SAMPLED AND TESTED PRIOR TO TOPSOIL PLACEMENT. SEE TESTING PROCEDURES ABOVE.
   - IF TOPSOIL TESTING SHOWS THAT THE SOILS DO NOT MEET SPECIFICATIONS IN TABLE 2, SOIL SHALL BE AMENDED TO BRING THEM INTO COMPLIANCE.
   - HOME BUILDING AND FINAL LOT GRADING WILL TAKE PLACE FROM XXXXX OF 202X, UNTIL XXXX OF 20XX.
   - TOPSOIL QUALITY AND DEPTH MUST BE VERIFIED BY COUNTY OR CITY STAFF PRIOR TO SEEDING OR SOD.
   - IF TOPSOIL IMPACT IS NEEDED, IT SHALL MEET THE CARVER COUNTY TOPSOIL STANDARD.

Carver County Topsoil Standard

Table 1. Carver County Topsoil Standard

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

CONTRACTOR: ENEBAK CONSTRUCTION INC.

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DEL WEBB AT CHASKA

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HORIZONTAL SCALE: 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
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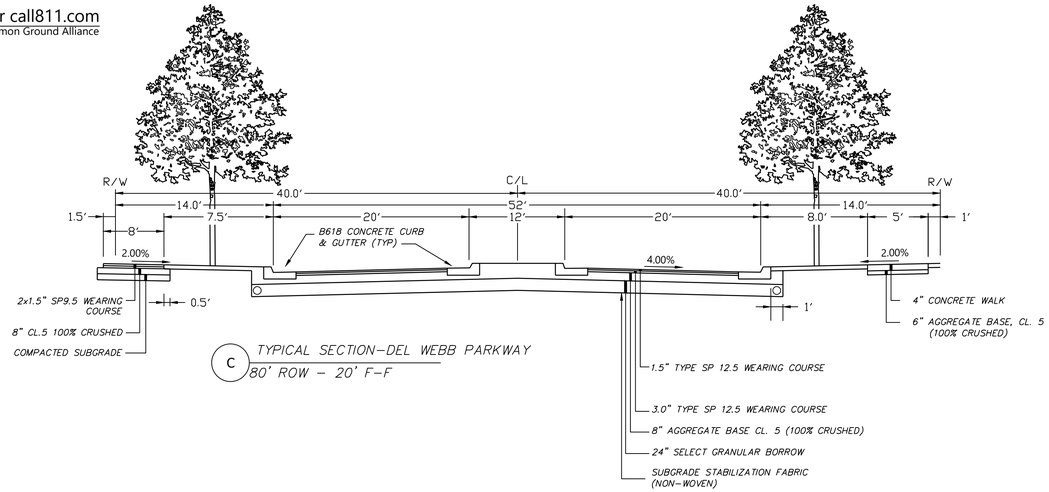
TOPSOIL MANAGEMENT PLAN

PROJECT NUMBER: 0015521.00

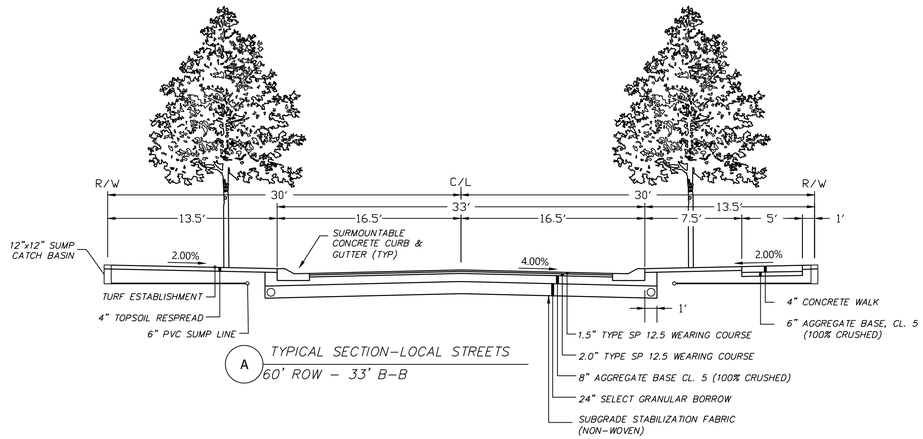
SHEET NUMBER: 10 OF 27
DATE: 07/14/21

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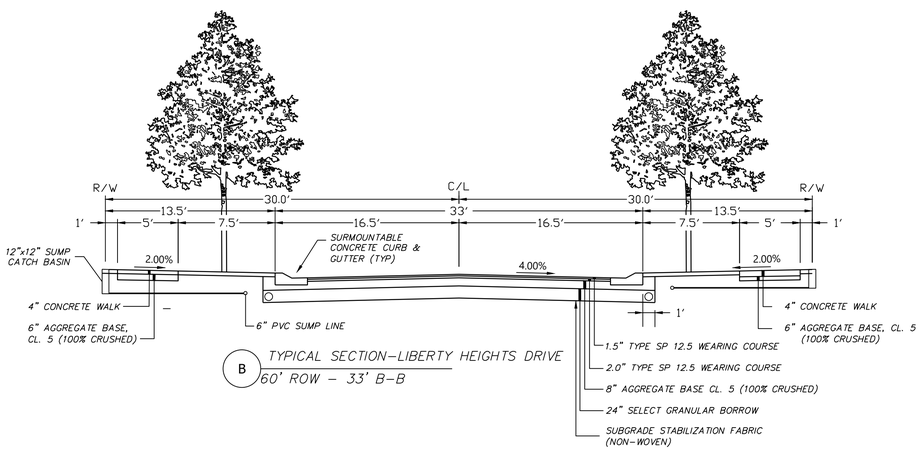
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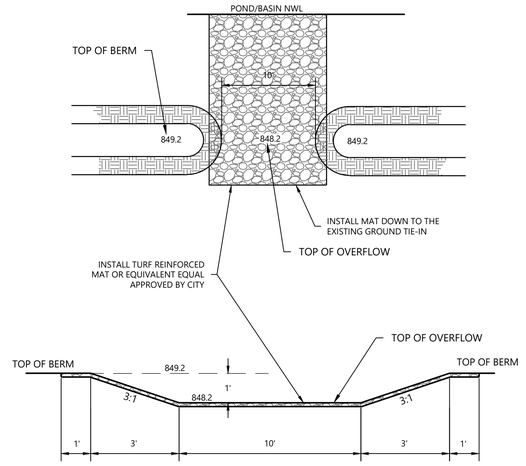
C TYPICAL SECTION–DEL WEBB PARKWAY
80' ROW – 20' F-F



A TYPICAL SECTION–LOCAL STREETS
60' ROW – 33' B-B

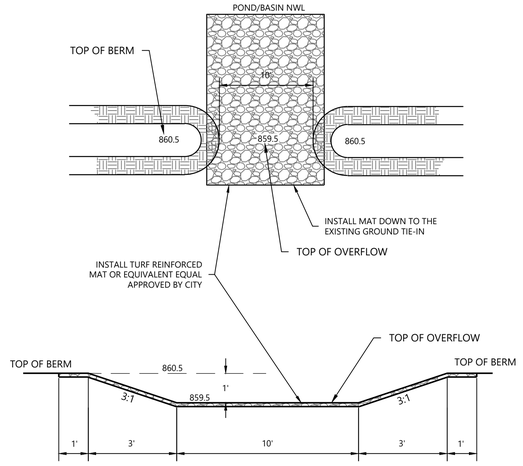


B TYPICAL SECTION–LIBERTY HEIGHTS DRIVE
60' ROW – 33' B-B



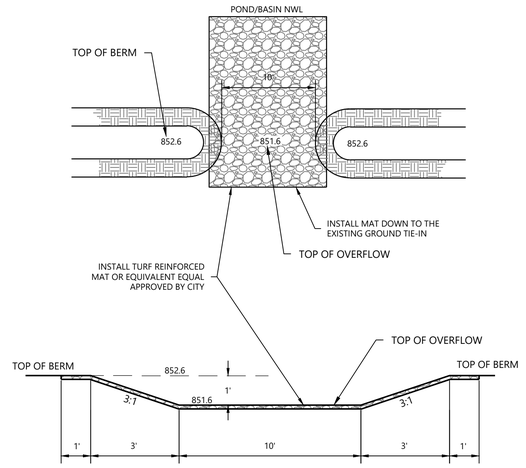
SECTION

POND 2 OVERFLOW



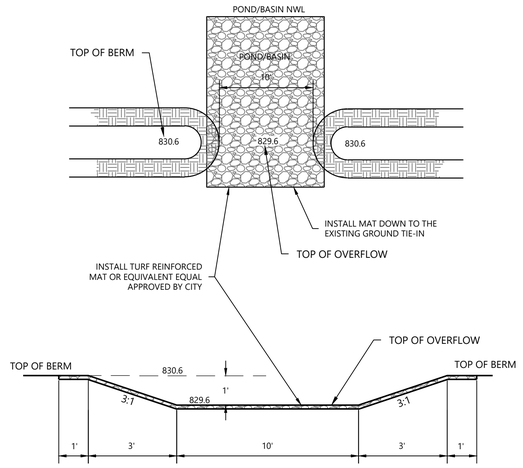
SECTION

POND 3 OVERFLOW



SECTION

POND 4 OVERFLOW



SECTION

POND 5 OVERFLOW

CONTRACTOR: ENEBAK CONSTRUCTION INC.

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DEL WEBB AT CHASKA

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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

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CHASKA, MN

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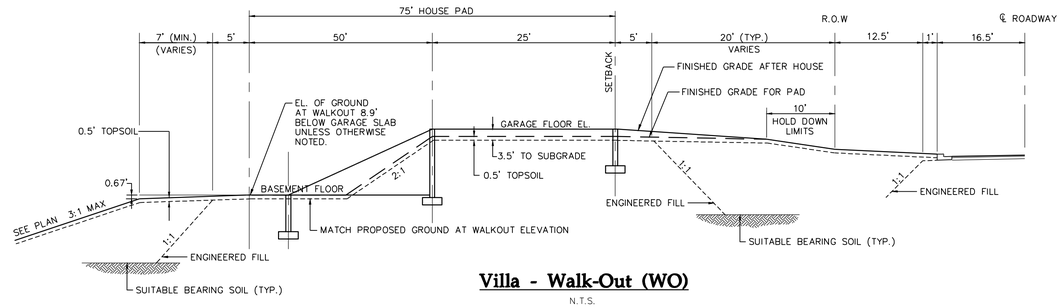
TYPICAL STREET SECTIONS
POND OVERFLOW DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 11 OF 27
DATE: 07/14/21

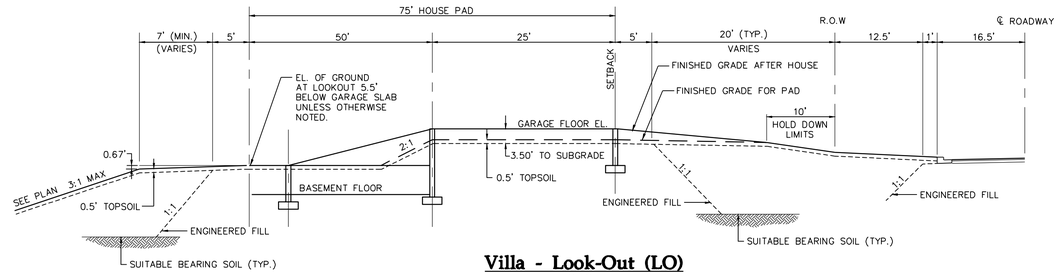
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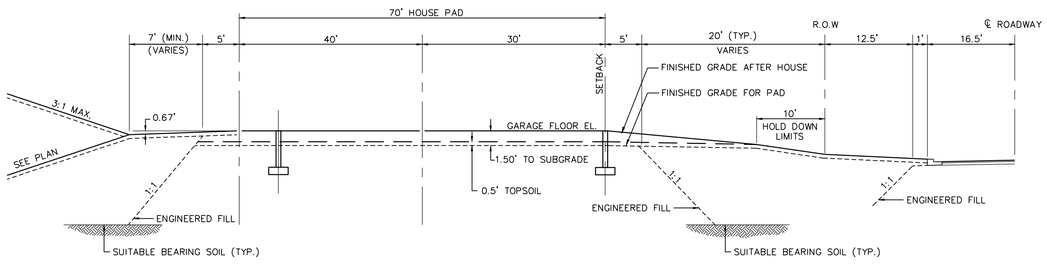
Villa - Walk-Out (WO)

N.T.S.



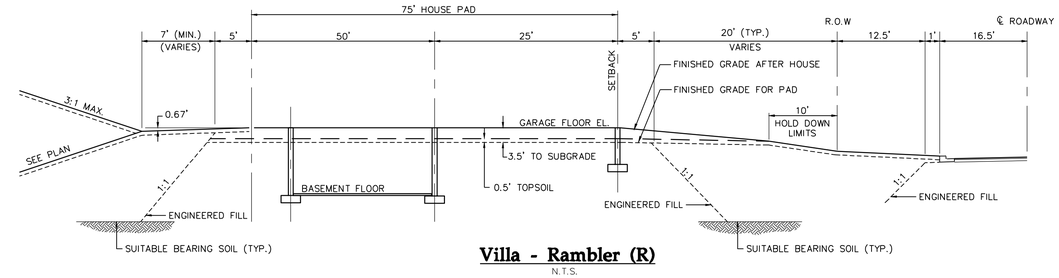
Villa - Look-Out (LO)

N.T.S.



Villa - Slab on Grade (SOG)

N.T.S.



Villa - Rambler (R)

N.T.S.

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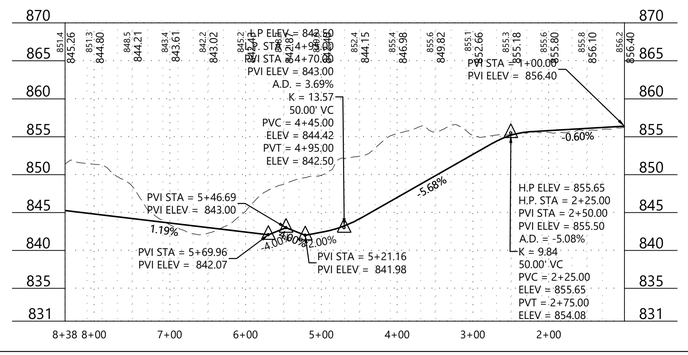
TYPICAL LOT SECTIONS

SHEET NUMBER: 12 OF 27
DATE: 07/14/21

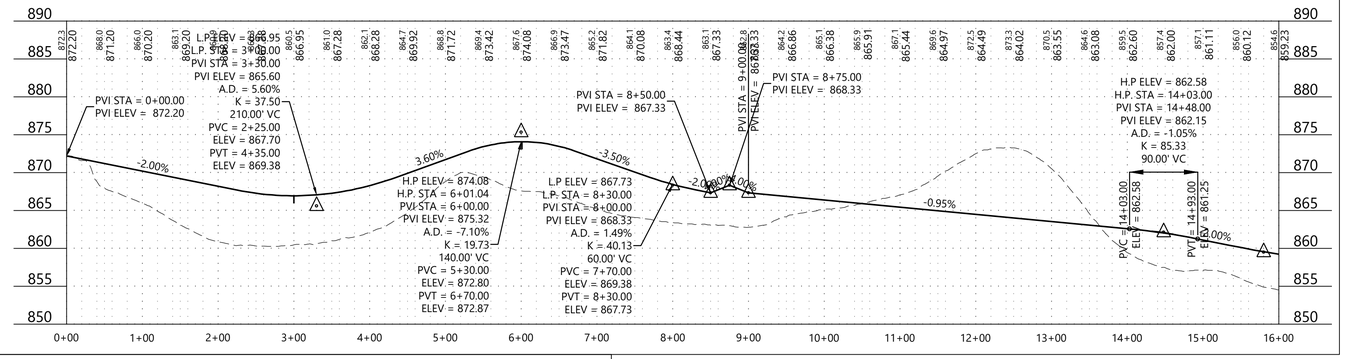
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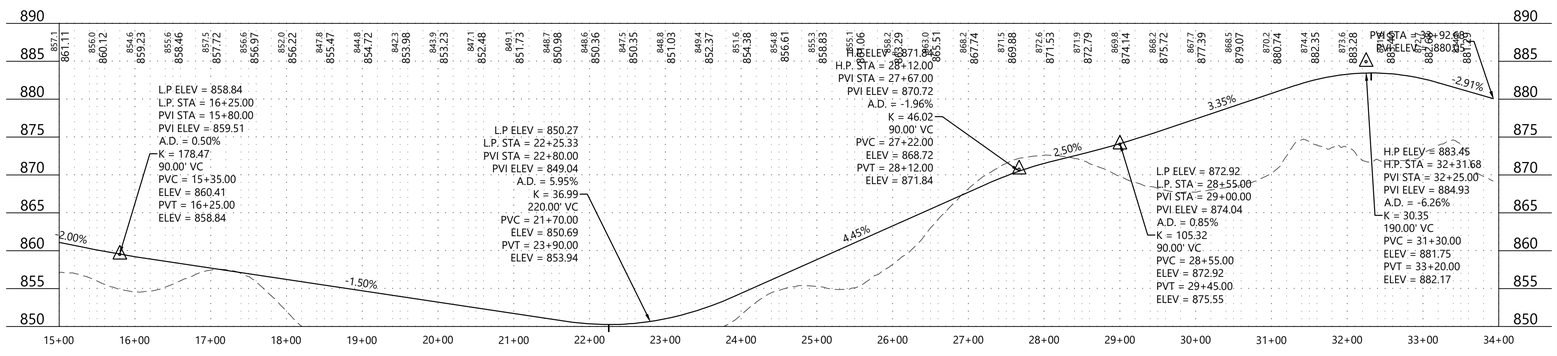
CARDINAL STREET



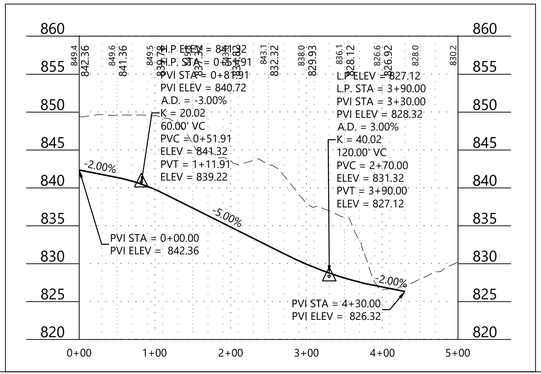
LIBERTY HEIGHTS DRIVE (0+00-16+00)



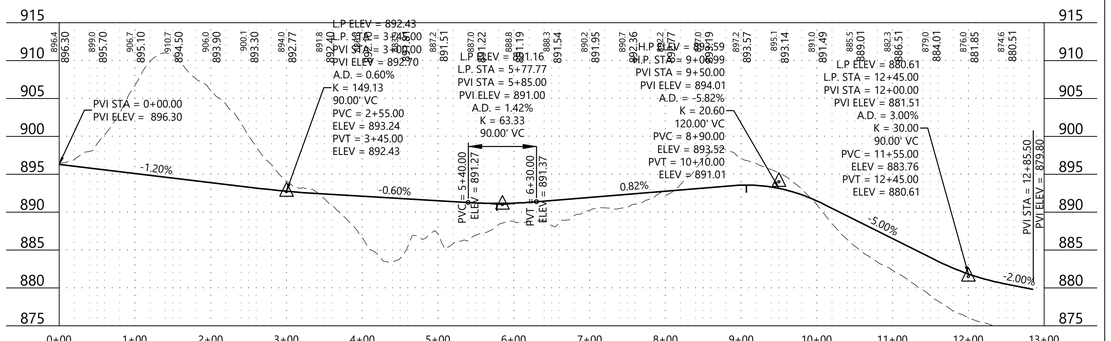
LIBERTY HEIGHTS DRIVE (15+00-34+00)



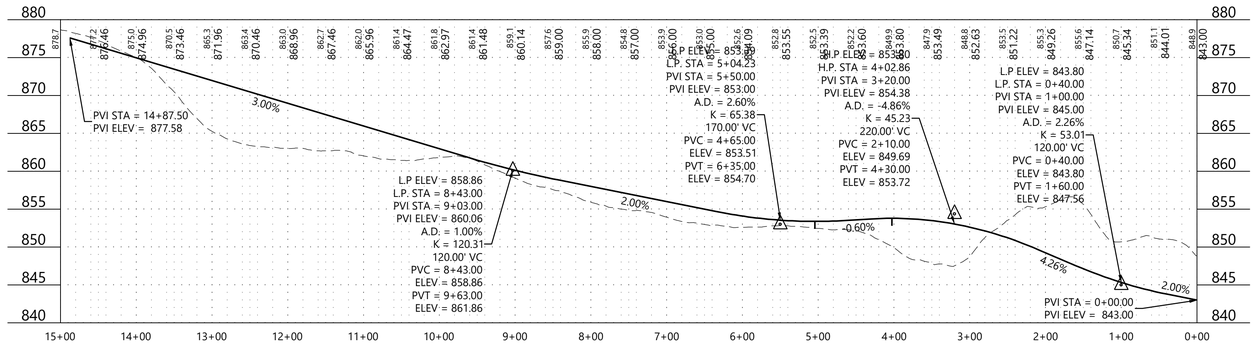
DEL WEBB PARKWAY ENTRANCE



MOERS DRIVE



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1" = 100'
0' 100' 200' 300'

FINAL

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HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 04/23/20
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STREET PROFILES

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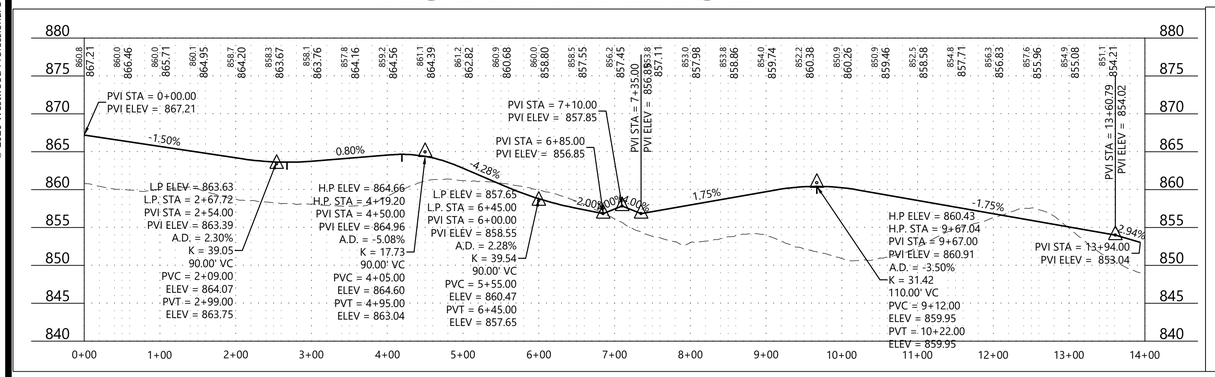
SHEET NUMBER: 13 OF 27

DATE: 07/14/21

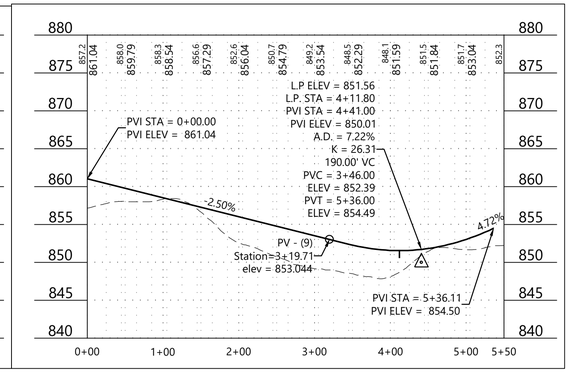
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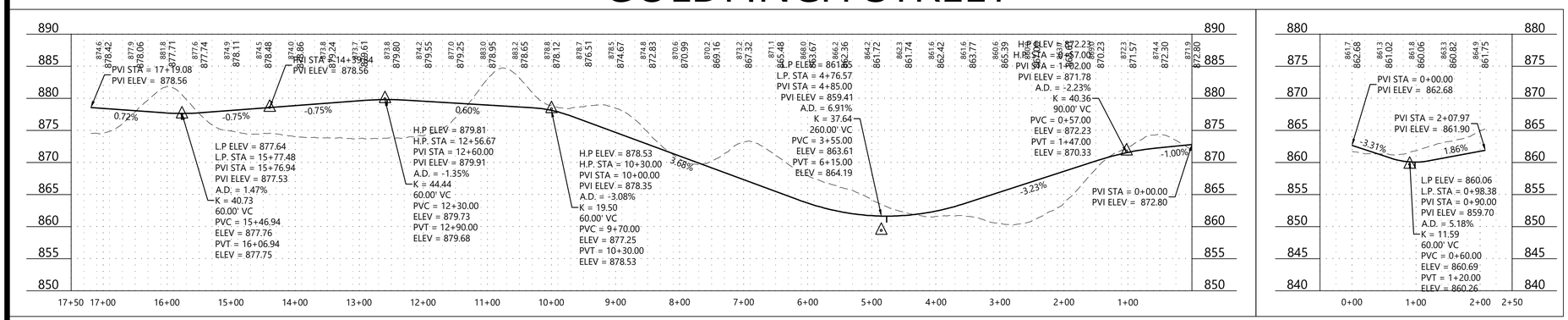
ROBIN AVENUE



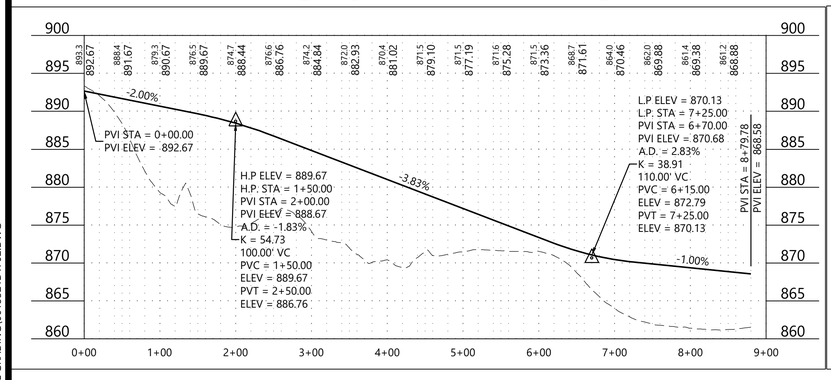
ROBIN CURVE



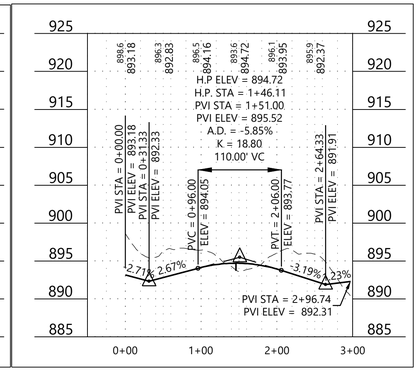
GOLDFINCH STREET



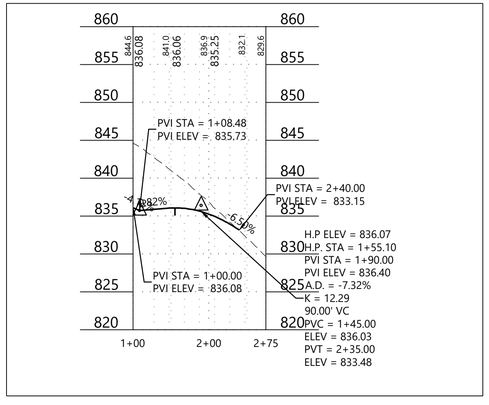
BLUEJAY AVENUE



SPARROW COURT



CARDINAL STREET S



CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 100' 200' 300'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521DTF02.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	05/04/21 BLUEJAY AVE, LOT TYPES & LOT GRADES
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
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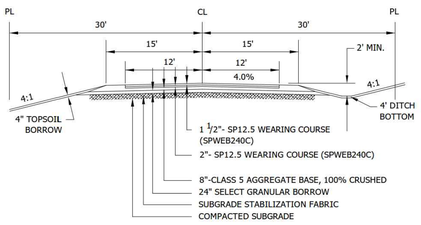
STREET PROFILES

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 14 OF 27
DATE: 07/14/21

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RURAL STREET SECTION

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

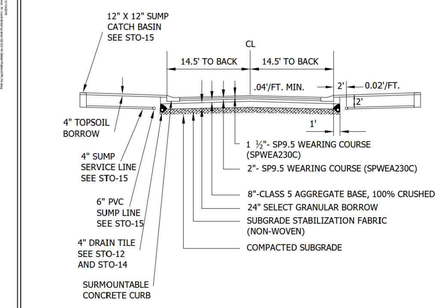
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TYPICAL SECTIONS FOR RESIDENTIAL STREETS RURAL SECTIONS

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-6



PRIVATE STREET WITH CONCRETE CURB AND GUTTER

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION.OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS A CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

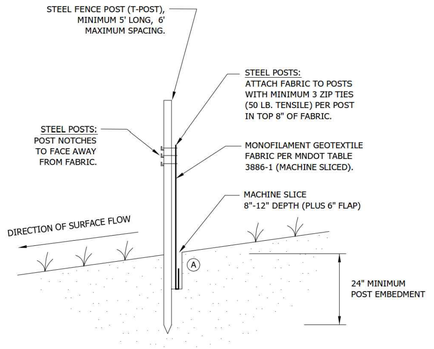
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TYPICAL SECTIONS FOR RESIDENTIAL STREETS PRIVATE SECTION

CHASKA, MINNESOTA

LAST REVISION: OCT 2016

PLATE NO. STR-7A



NOTE:
THE MACHINE SLICED METHOD (THIS DETAIL) IS THE STANDARD SILT FENCE INSTALLATION METHOD. HEAVY DUTY (ERO-1B) SILT FENCE INSTALLATION METHODS SHOULD ONLY BE USED WHEN APPROVED OR DIRECTED BY THE CITY.

(A) COMPACTION:
AFTER "SLICING" IN THE FABRIC AND *BEFORE* INSTALLATION OF STEEL POSTS, DRIVE INSTALLATION EQUIPMENT OVER THE "SLICE" WHILE FABRIC IS LAYING ON THE GROUND. *THEN* INSTALL THE POSTS AND PULL UP FABRIC TO ATTACH AT A UNIFORM HEIGHT.

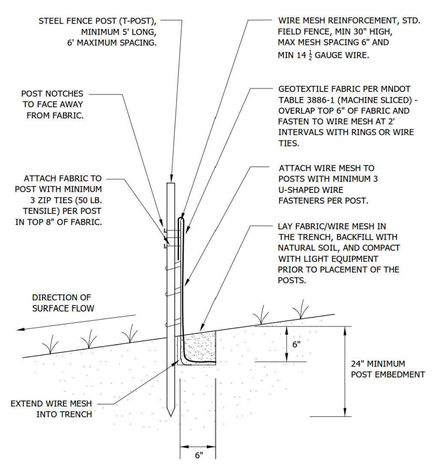
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SILT FENCE MACHINE SLICED

CHASKA, MN

LAST REVISION: APRIL 2011

PLATE NO. ERO-1A



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

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SILT FENCE HEAVY DUTY

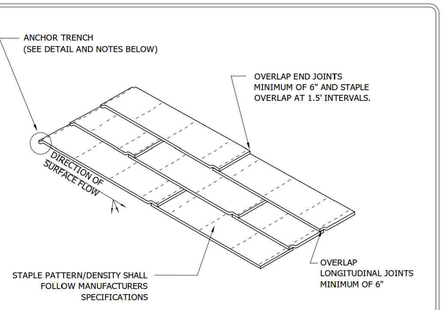
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

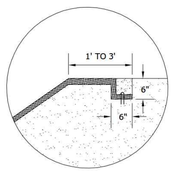
PLATE NO. ERO-1B

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH



NOTE:
SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

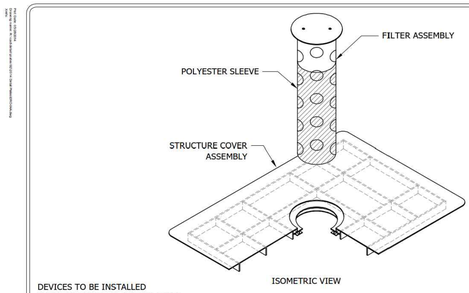
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EROSION CONTROL BLANKET INSTALLATION

CHASKA, MINNESOTA

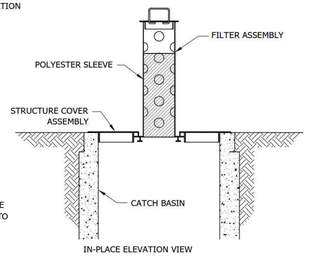
LAST REVISION: APRIL 2008

PLATE NO. ERO-2



ISOMETRIC VIEW

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE OR TOP SLAB.



NOTE: ALL OTHER INLET PROTECTION DEVICES MUST BE APPROVED BY OWNER PRIOR TO INSTALLATION.

IN-PLACE ELEVATION VIEW

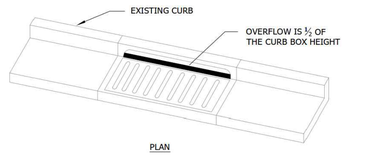
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INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION

CHASKA, MINNESOTA

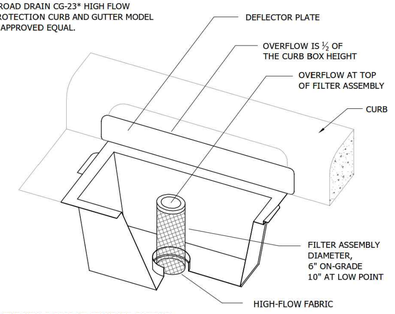
LAST REVISION: APRIL 2008

PLATE NO. ERO-4A



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

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INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION

CHASKA, MINNESOTA

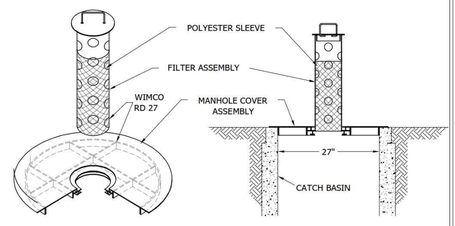
LAST REVISION: APRIL 2008

PLATE NO. ERO-4B

DEVICES TO BE INSTALLED IMMEDIATELY UPON INSTALLATION OF CONCRETE STRUCTURE CONE OR TOP SLAB.

DEVICES SHOWN ARE AS MANUFACTURED BY WIMCO. MODEL NO. OF UNIT SHOWN: RD 27.

OTHER APPROVED INLET PROTECTION DEVICES FOR BEEHIVE CASTINGS ARE:
- ROYAL ENTERPRISES - MODEL NO 27 INFRASAFE SEDIMENT CONTROL BARRIER - DG.
- PRE MANUFACTURED UNIT BY CIRCLE "H" ENTERPRISES.



ISOMETRIC VIEW

IN-PLACE ELEVATION VIEW

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INLET PROTECTION BEEHIVE CASTING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-4C

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

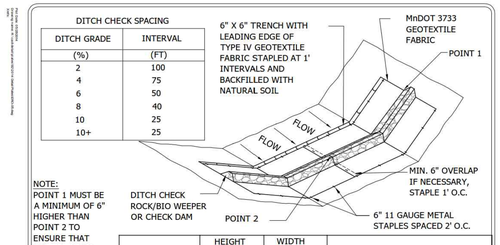
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

DETAILS

PROJECT NUMBER: 0015521.00

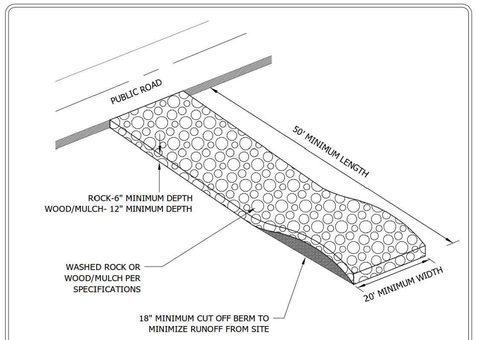
SHEET NUMBER: 15 OF 27
DATE: 07/14/21

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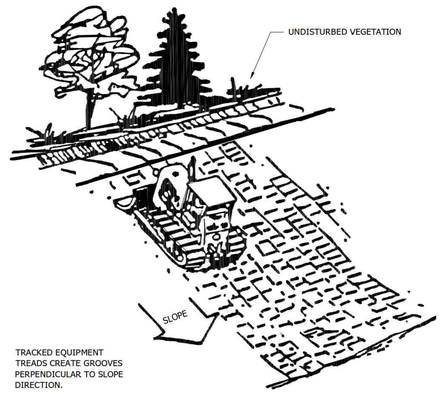
DITCH CHECK / WEEPER SIZING AND MATERIALS CHASKA, MINNESOTA	LAST REVISION: APRIL 2008 PLATE NO. ERO-5



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

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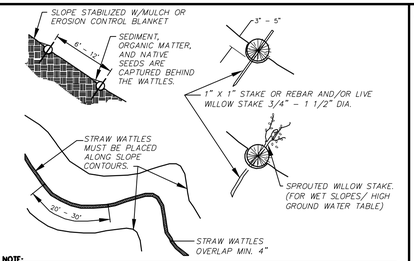
ROCK CONSTRUCTION ENTRANCE CHASKA, MINNESOTA	LAST REVISION: APRIL 2008 PLATE NO. ERO-7



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

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



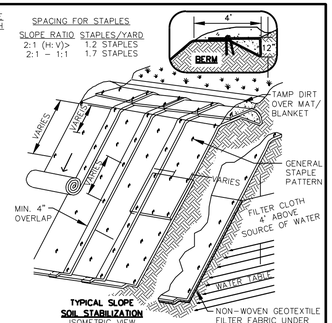
NOTE:
1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/ PLASTIC NETTING. THEY ARE APPROX. 8" DIA. AND 20 – 30 FT. LONG.
2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET & RILL EROSION BY REDUCING SLOPE LENGTH, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH, 1" – 3" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.
4. STRAW WATTLES USED FOR SLOPES MINIMUM 50FT LONG AND 3:1 SLOPE.
5. WOOD FIBER LOGS CAN BE SUBSTITUTED FOR STRAW.

Westwood	TEMPORARY FILTER LOG SLOPE BREAK	LAST REVISED: 03/03/08 GD20

CATEGORY OF BLANKET	STAPLE LENGTH
00	5"
0	5"
1	4"
2	4"
3	6"
4	6"
5	5"
6	5"
7	5"

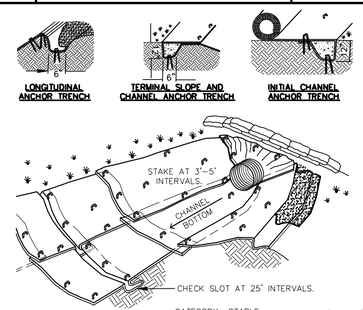
SPACING FOR STAPLES

SLOPE RATIO	STAPLES/YARD
2:1 (H: V)	1.2 STAPLES
2:1 – 1:1	1.7 STAPLES



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

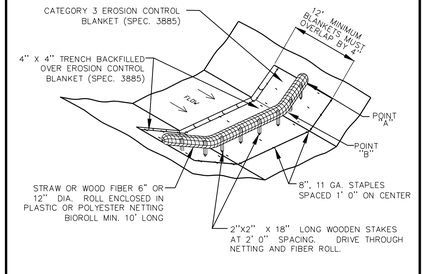
Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR SLOPES	LAST REVISED: 03/03/08 GD21



CATEGORY OF BLANKET	STAPLE LENGTH
2	4"
3	6"
4	6"
5	5"
6	5"
7	5"

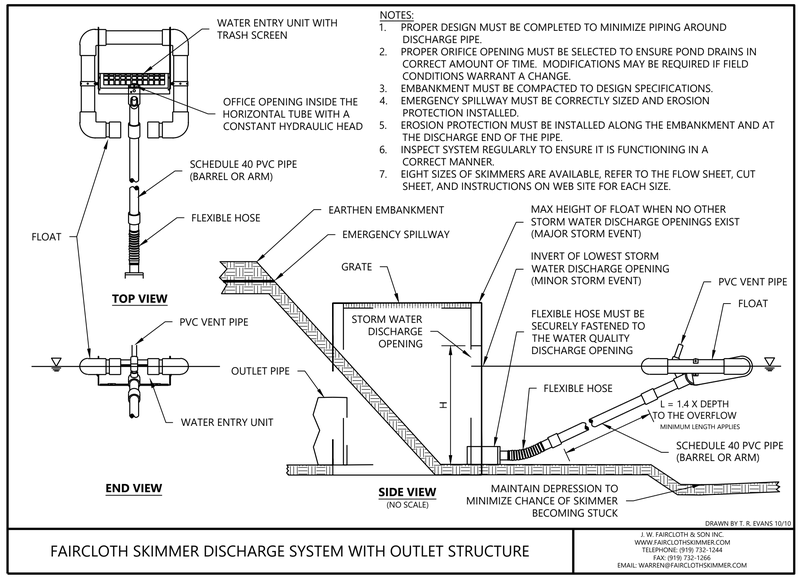
NOTE:
1. CHECK SLOTS TO BE CONSTRUCTED PER MANUFACTURERS SPECIFICATIONS.
2. STAKING OR STAPLING LAYOUT PER MANUFACTURERS SPECIFICATIONS.
3. MINIMUM OF 3.5 STAPLES/YARD.

Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR CHANNELS	LAST REVISED: 03/03/08 GD22



NOTE:
1. POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.
2. TYPE 3 SPEC. 3889

Westwood	TEMPORARY BIOROLL BLANKET SYSTEM (DITCH APPLICATION)	LAST REVISED: 03/03/08 GD23



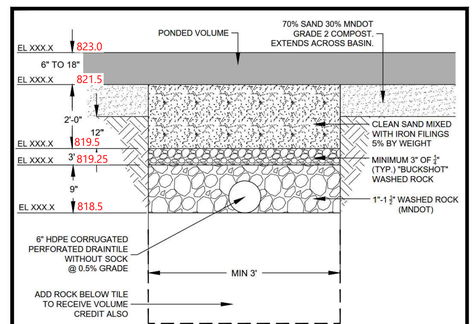
NOTES:
1. PROPER DESIGN MUST BE COMPLETED TO MINIMIZE PIPING AROUND DISCHARGE PIPE.
2. PROPER ORIFICE OPENING MUST BE SELECTED TO ENSURE POND DRAINS IN CORRECT AMOUNT OF TIME. MODIFICATIONS MAY BE REQUIRED IF FIELD CONDITIONS WARRANT A CHANGE.
3. EMBANKMENT MUST BE COMPACTED TO DESIGN SPECIFICATIONS.
4. EMERGENCY SPILLWAY MUST BE CORRECTLY SIZED AND EROSION PROTECTION INSTALLED.
5. EROSION PROTECTION MUST BE INSTALLED ALONG THE EMBANKMENT AND AT THE DISCHARGE END OF THE PIPE.
6. INSPECT SYSTEM REGULARLY TO ENSURE IT IS FUNCTIONING IN A CORRECT MANNER.
7. EIGHT SIZES OF SKIMMERS ARE AVAILABLE, REFER TO THE FLOW SHEET, CUT SHEET, AND INSTRUCTIONS ON WEB SITE FOR EACH SIZE.

DRAWN BY T. R. EVANS 10/10

FAIRCLOTH SKIMMER DISCHARGE SYSTEM WITH OUTLET STRUCTURE	J. W. FAIRCLOTH & SON INC. WWW.FAIRCLOTHSKIMMER.COM TELEPHONE: (919) 732-1244 FAX: (919) 732-1266 EMAIL: WARREN@FAIRCLOTHSKIMMER.COM

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BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES



CALCULATIONS TO MEET RULES

VOLUME:
1. VOLUME REDUCTION IS CALCULATED AS 40% OF PONDED VOLUME.
2. TO RECEIVE VOLUME CREDIT, ADD 2 FEET OF ROCK BELOW TILE PER DETAIL 6.
3. IF NO VEGETATION IS PROVIDED, THE VOLUME CALCULATION IS LOWERED TO 50% OF ROCK VOLUME BELOW TILE.
4. TILE INVERT MUST BE 3 FT ABOVE DOWNSTREAM NWL, GROUNDWATER, BEDROCK, ETC.

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

DRAWDOWN:
1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE LENGTH OF TRENCH NEEDED, USE FILTRATION RATE OF 50 CF OF PONDED VOLUME WILL PASS THROUGH ONE LINEAR FOOT OF 3' WIDE TRENCH, OR 17 CF PER SF OF SURFACE AREA. RETROFITS USE MINIMUM OF 150 SF.

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

M:\1097\GENERAL_DETAILS\December 2016 Details\2-iron ENHANCED SAND FILTER.dwg

CARVER COUNTY	WENCK Responsive partner. Exceptional outcomes.	IRON ENHANCED SAND FILTER	DEC 2016 DETAIL 2

IRON ENHANCED BASIN 5

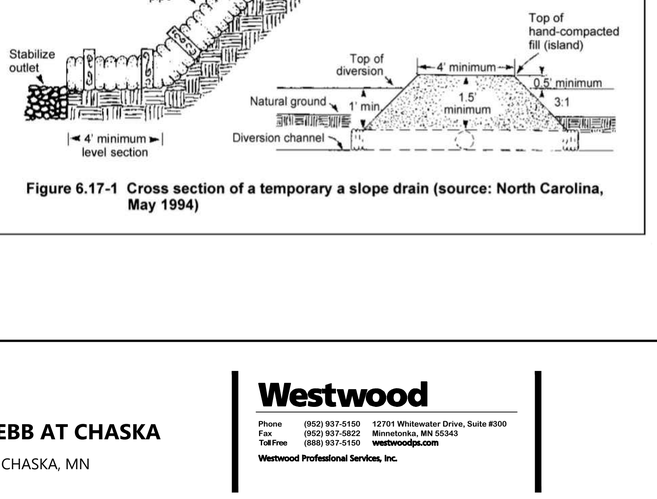
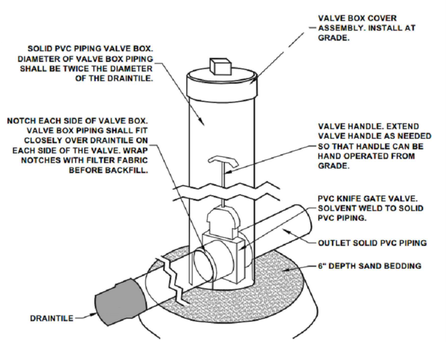


Figure 6.17-1 Cross section of a temporary a slope drain (source: North Carolina, May 1994)



NOTES:
1. SOLID PIPING AND FITTINGS SHALL BE PVC SCHEDULE 40 UNLESS NOTED OTHERWISE. PIPING DIAMETERS AND ELEVATIONS SHALL BE AS SHOWN ON THE PLANS. ALL SOLID PIPE FITTINGS AND JOINTS SHALL BE SOLVENT WELDED OR HAVE MECHANICAL COUPLER TO PROVIDE WATERTIGHT CONNECTIONS.
2. THE KNIFE GATE VALVE SHALL BE A VALTERRA GKV PVC SCHEDULE 40 WITH 304 STAINLESS STEEL PADDLE AND METAL HANDLE OR APPROVED EQUAL. THE VALVE DIAMETER SHALL MATCH THE DIAMETER OF THE DRAINTILE PIPING UNLESS NOTED OTHERWISE.
3. VALVE BOX COVER ASSEMBLY INCLUDES A PVC CLEAN-OUT ADAPTER WITH THREADED PLUG TO ACCESS VALVE HANDLE AND TRACE WIRES FROM GRADE.

KNIFE VALVE

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	09/16/20 CITY AND WATERSHED COMMENTS
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:
PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

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DETAILS

PROJECT NUMBER: 0015521.00

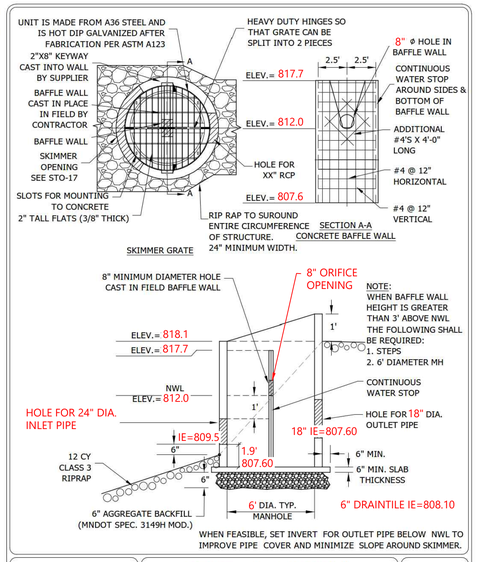
SHEET NUMBER: 16 OF 27
DATE: 07/14/21

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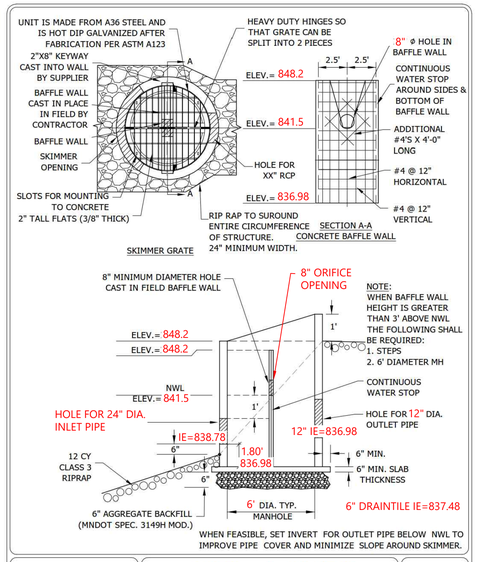
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 1 EXPANDED - OCS-150



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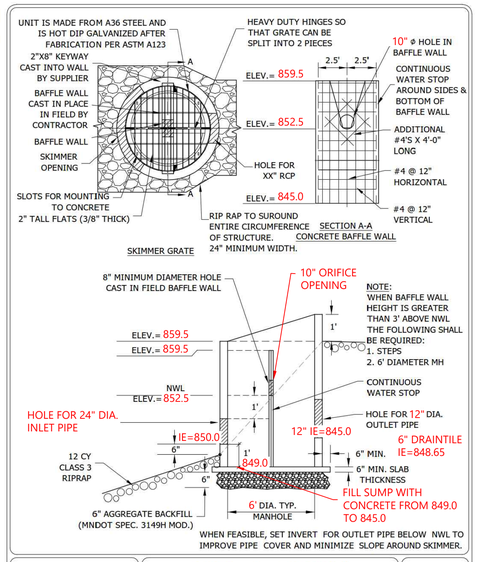
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 2 - OCS-261



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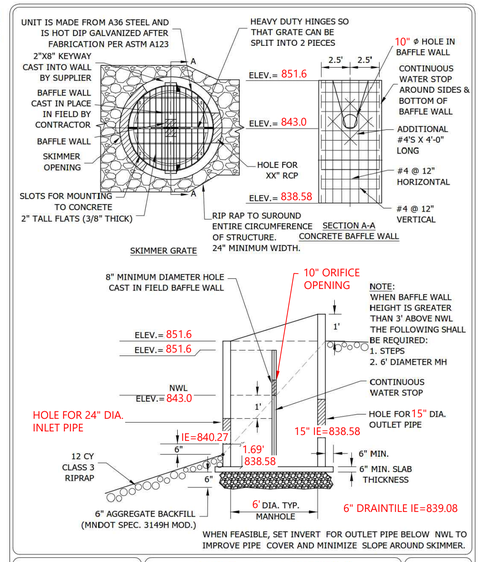
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 3 - OCS-451



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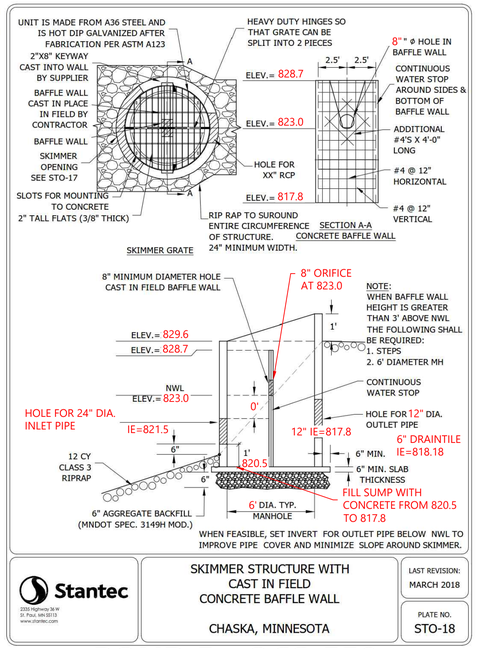
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 4 - OCS-351



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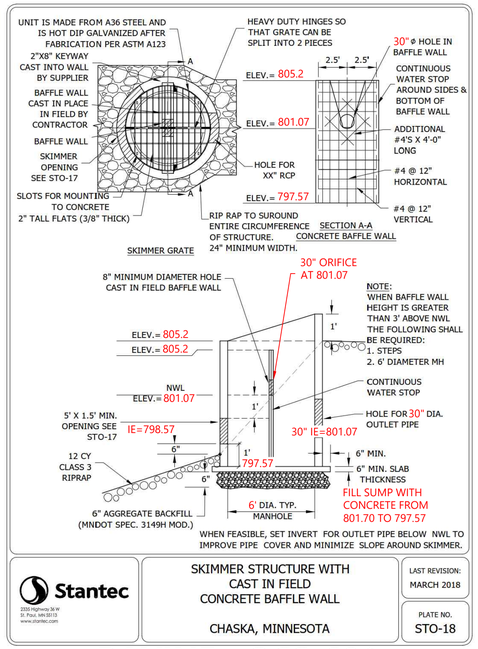
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

POND 5 - OCS-550



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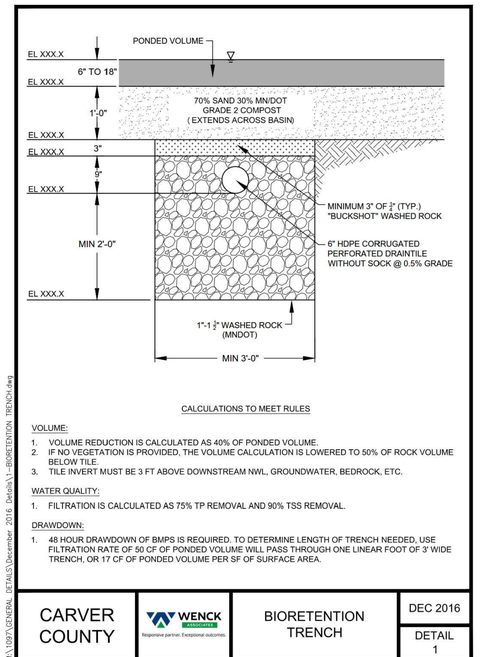
SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO-18

RAVINE - OCS-601



CALCULATIONS TO MEET RULES

VOLUME:

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

WATER QUALITY:

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

DRAWDOWN:

1. 48 HOUR DRAWDOWN OF BMPS IS REQUIRED. TO DETERMINE LENGTH OF TRENCH NEEDED, USE FILTRATION RATE OF 50 CF OF PONDED VOLUME WILL PASS THROUGH ONE LINEAR FOOT OF 3' WIDE TRENCH, OR 17 CF OF PONDED VOLUME PER SF OF SURFACE AREA.

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CARVER COUNTY

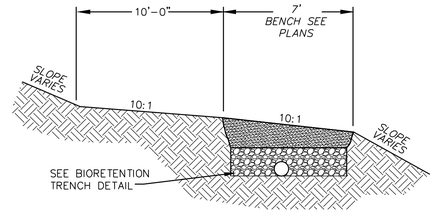
WENCK Responsive partner. Exceptional outcomes.

BIORETENTION TRENCH

DEC 2016

DETAIL 1

PONDS 1, 2, 3 and 4



POND BENCH DETAIL FOR PONDS 1, 2, 3, and 4

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	02/04/21 City, Owner, Contractor Comments
2	06/26/20	CITY COMMENTS	07/14/21 RECORD PLANS
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

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CHASKA, MN

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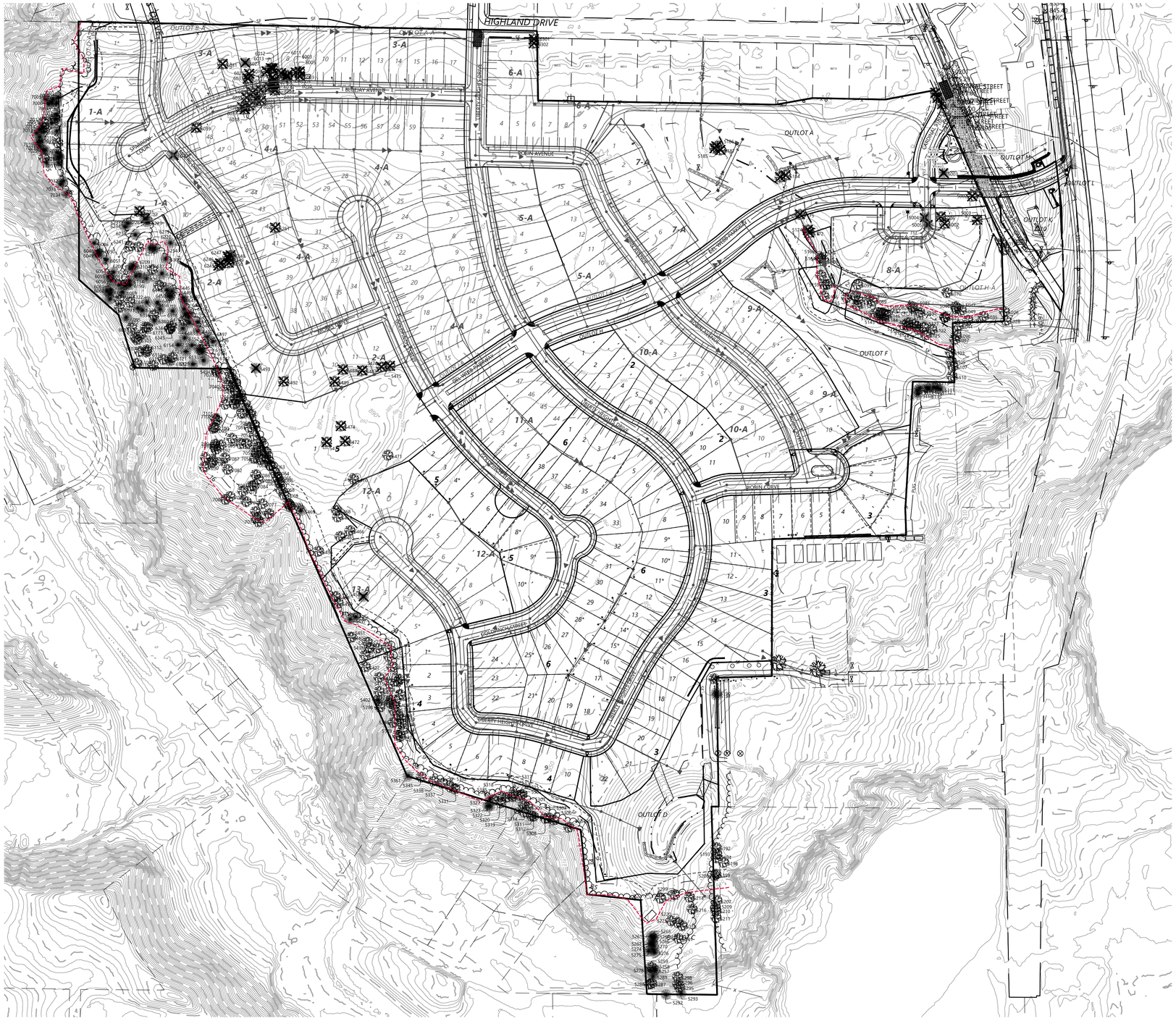
DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 17 OF 27

DATE: 07/14/21

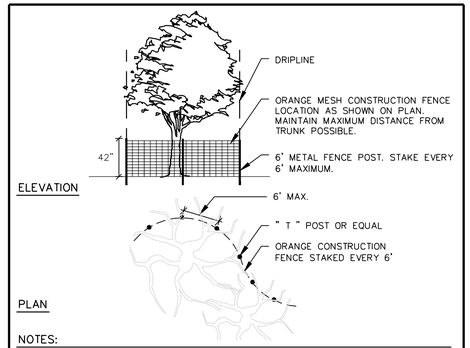
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TREE PROTECTION DETAIL



NOTES:

1. PRUNING WILL BE DONE BY PROFESSIONALS DURING APPROPRIATE PRUNING SEASON.
2. NO STORAGE OF MATERIALS, OPERATION OF MACHINERY, OR DEVELOPMENT OF ANY SORT WILL OCCUR WITHIN THE FENCE-LINE WITHOUT APPROVAL IN WRITING FROM THE CITY.
3. SITE GRADING TO BE DONE ONLY AFTER PROTECTIVE MEASURES HAVE BEEN TAKEN, CITY HAS APPROVED FENCING LOCATIONS, AND ALL CONTRACTORS HAVE BEEN BRIEFED ON TREE PRESERVATION TECHNIQUES.

Westwood

TREE INVENTORY CALCULATIONS

SIGNIFICANT TREES:
DECIDUOUS HARDWOOD TREES - 12" DBH OR LARGER
CONIFEROUS TREES - 15' HT. OR LARGER
CONIFEROUS TREES CONVERSION RATE:
1' HT. = 2.4" DBH 15' HT. = 7" DBH

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 150' 300' 450'

FINAL

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000001'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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TREE PRESERVATION PLAN - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 18 OF 27
DATE: 07/14/21

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RECORD DRAWING: GRADING
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BY Jerrod McCarty DATE 07/14/21
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OUTLOT A-A
OUTLOT B-A
OUTLOT C-A
OUTLOT D-A
OUTLOT E-A
OUTLOT K-A
HIGHLAND DRIVE
LIBERTY HEIGHTS DRIVE
BLUEJAY AVENUE
ROBIN AVENUE
SPARROW COURT
MOERS DRIVE
GOLDFINCH STREET
3-A
1-A
4-A
2-A
6-A
5-A
865.5
865.5

0' 50' 100' 150'

FINAL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521TP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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Nicholas Meyer
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 19 OF 27
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OUTLOT A
OUTLOT M
OUTLOT L
OUTLOT K
OUTLOT H-A
OUTLOT G-A
OUTLOT F
OUTLOT I-A
OUTLOT H

CARDINAL STREET
CARDINAL CIRCLE
DEL WEBB PARKWAY
ROBIN AVENUE
LIBERTY AVENUE

8' WIDTH FROM EDGE OF WALK TO FACE OF WALL

TW 850.0
BW 850.0
TW 851.0
BW 849.0
TW 850.0
BW 850.0

6-A 7-A 5-A 9-A 10-A 8-A

0' 50' 100' 150'

FINAL

DEL WEBB AT CHASKA

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HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

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DATE: 07/14/21

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MOERS DRIVE
QUEBRADA STREET
OUTLOT H
ROBIN AVENUE
OUTLOT J-A
DEL WEBB PARKWAY
OUTLOT I
LIBERTY HEIGHTS DRIVE
GOLDFINCH STREET
ROBIN CURVE
OUTLOT F-A
GOLDFINCH STREET

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BY Jerrod McCarty DATE 07/14/21
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0' 50' 100' 150'

FINAL

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DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

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TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 21 OF 27
DATE: 07/14/21

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OUTLOT F

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

0' 50' 100' 150'

FINAL

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DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50.000002'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 04/23/20

REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
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4	08/12/20	CITY COMMENTS	
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EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

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CHASKA, MN

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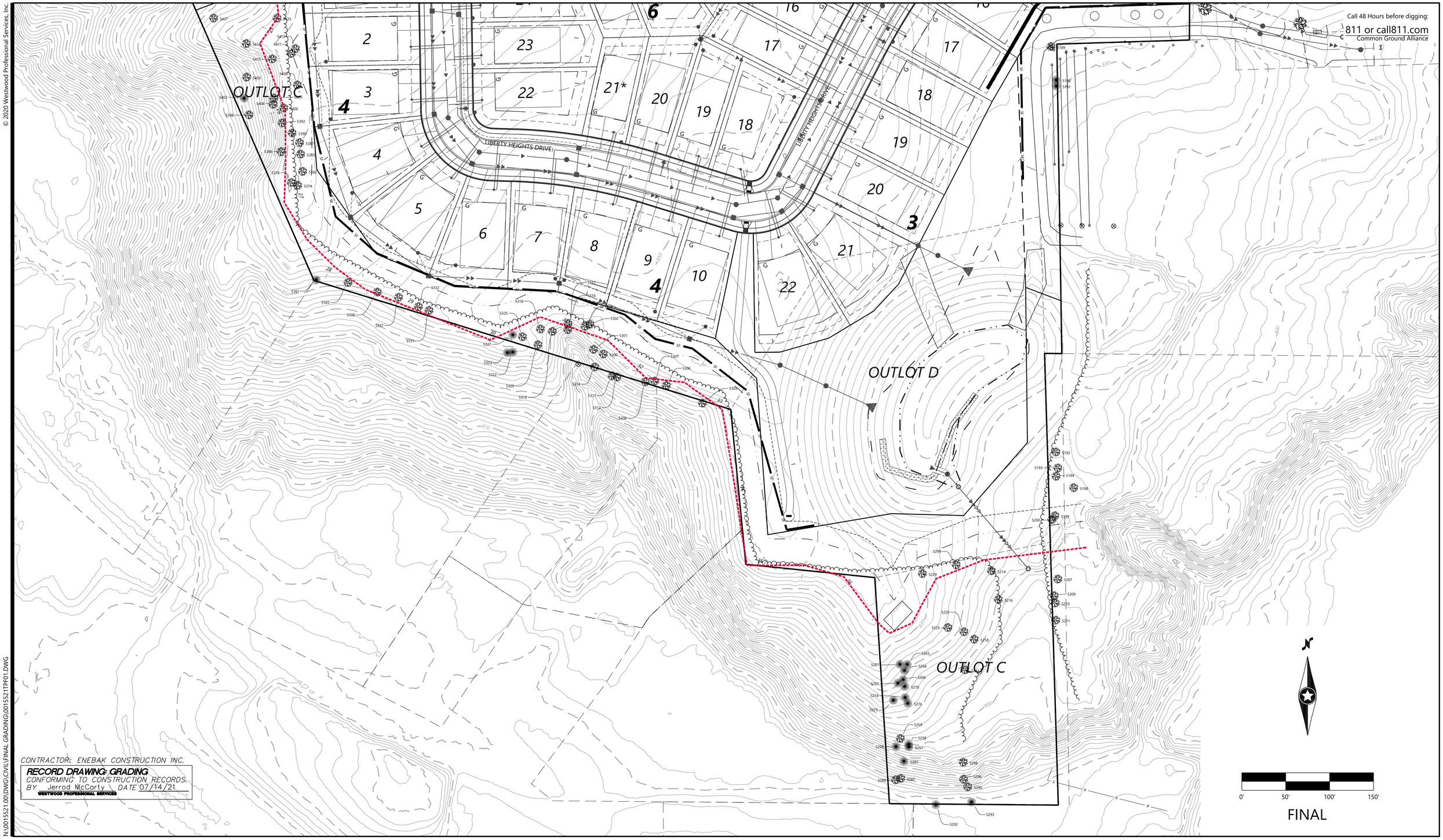
TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

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BY Jerrod McCarty DATE 07/14/21
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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 04/23/20
REVISIONS:

1	05/21/20	CITY COMMENTS	07/14/21 RECORD PLANS
2	06/26/20	CITY COMMENTS	
3	07/22/20	CITY COMMENTS	
4	08/12/20	CITY COMMENTS	
5	08/25/20	EXISTING RAVINE IMPROVEMENTS	

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
Nicholas Meyer
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 23 OF 27
DATE: 07/14/21

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TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5001	Sugar Maple	20			REMOVED
5002	Sugar Maple	23			REMOVED
5003	Colorado Spruce	16			REMOVED
5004	Colorado Spruce	12			REMOVED
5005	Colorado Spruce	10			REMOVED
5006	Sugar Maple	15			REMOVED
5007	Sugar Maple	35			REMOVED
5013	Hackberry	15			SAVED(OFFSITE)
5016	Ash	12		EAB	SAVED(OFFSITE)
5026	Hackberry	32			SAVED(OFFSITE)
5028	Ash	12		EAB	SAVED(OFFSITE)
5035	American Elm	17	BD		SAVED
5042	Sugar Maple	12			SAVED
5044	Hackberry	16			SAVED(OFFSITE)
5046	Boxelder	14			SAVED
5047	Boxelder	12			SAVED
5049	Boxelder	12			SAVED
5070	Sugar Maple	13			SAVED
5071	Hackberry	19			SAVED
5073	Boxelder	17			SAVED
5082	Ash	23		EAB	SAVED
5085	Ash	18		EAB	SAVED
5089	Boxelder	28			SAVED
5090	American Elm	18			SAVED
5091	Black Willow	30			SAVED
5092	Hackberry	21			SAVED
5093	Boxelder	20			SAVED
5096	American Elm	13	BD		SAVED(OFFSITE)
5097	Sugar Maple	17			SAVED(OFFSITE)
5103	Hackberry	13			SAVED
5105	Hackberry	15			SAVED
5107	Boxelder	15			SAVED
5110	Hackberry	18			SAVED
5111	Red Pine	8			SAVED(OFFSITE)
5112	Red Pine	9			SAVED(OFFSITE)
5113	Red Pine	8			SAVED(OFFSITE)
5114	Red Pine	12			SAVED(OFFSITE)
5115	Red Pine	9			SAVED(OFFSITE)
5116	Red Pine	11			SAVED(OFFSITE)
5117	Red Pine	9			SAVED(OFFSITE)
5118	Red Pine	9			SAVED(OFFSITE)
5122	Sugar Maple	36			SAVED
5125	Basswood	14			SAVED
5126	Hackberry	16			SAVED
5127	Siberian Elm	17		INVASIVE	SAVED
5128	Siberian Elm	14		INVASIVE	SAVED
5130	Ash	12		EAB	SAVED
5133	Cottonwood	28			SAVED
5137	Sugar Maple	14			SAVED
5138	Sugar Maple	12			SAVED
5139	Ash	15		EAB	SAVED
5144	Ash	27		EAB	SAVED
5145	Boxelder	14	PD		SAVED
5146	American Elm	12			SAVED
5147	American Elm	18			SAVED
5148	American Elm	18			SAVED
5149	Boxelder	21			SAVED
5150	Boxelder	20			SAVED
5154	Boxelder	18			SAVED
5155	Boxelder	18			SAVED
5156	Boxelder	13			SAVED
5159	American Elm	12			SAVED
5160	American Elm	15			SAVED
5161	American Elm	32			SAVED
5164	Hackberry	13			SAVED
5165	Hackberry	12			SAVED
5166	Hackberry	13			SAVED
5172	Boxelder	14			REMOVED
5174	Boxelder	16			REMOVED
5175	Hackberry	16			REMOVED
5183	Black Willow	12			REMOVED
5184	Black Willow	28			REMOVED
5185	Boxelder	12			REMOVED
5186	Boxelder	15			REMOVED
5187	Boxelder	13			REMOVED
5189	Boxelder	35			SAVED
5190	Eastern Red Cedar	14			SAVED
5191	Eastern Red Cedar	15			SAVED
5192	Boxelder	21			SAVED(OFFSITE)
5193	Boxelder	13			SAVED(OFFSITE)
5194	Boxelder	12			SAVED(OFFSITE)
5198	Boxelder	12			SAVED(OFFSITE)
5199	Boxelder	23			SAVED(OFFSITE)
5200	Boxelder	16			SAVED(OFFSITE)
5207	Boxelder	15			SAVED(OFFSITE)
5209	Boxelder	18			SAVED(OFFSITE)
5210	Boxelder	19			SAVED(OFFSITE)
5211	Boxelder	15			SAVED(OFFSITE)
5214	Boxelder	13			SAVED
5216	Boxelder	18			SAVED
5218	Boxelder	12			SAVED
5220	Boxelder	14	BD		SAVED
5225	Boxelder	12			SAVED
5229	Boxelder	15			SAVED
5241	American Elm	12			SAVED
5257	Eastern Red Cedar	9			SAVED
5258	Eastern Red Cedar	8			SAVED
5259	Bur Oak	14			SAVED
5261	Eastern Red Cedar	10			SAVED
5264	Eastern Red Cedar	8			SAVED
5265	Eastern Red Cedar	11			SAVED
5266	Eastern Red Cedar	9			SAVED
5267	Eastern Red Cedar	12			SAVED
5270	Eastern Red Cedar	10			SAVED
5274	Eastern Red Cedar	8			SAVED
5275	Eastern Red Cedar	8			SAVED
5276	Eastern Red Cedar	8			SAVED
5278	Eastern Red Cedar	10			SAVED
5281	Eastern Red Cedar	11			SAVED
5287	American Elm	12			SAVED
5288	American Elm	12			SAVED
5292	Colorado Spruce	14			SAVED(OFFSITE)
5293	Colorado Spruce	13			SAVED
5295	Siberian Elm	13		INVASIVE	SAVED
5296	Siberian Elm	75		INVASIVE	SAVED
5298	Hackberry	12			SAVED
5299	Boxelder	26	BD		SAVED
5300	Ash	23		EAB	SAVED
5301	Boxelder	16			SAVED
5302	Siberian Elm	18		INVASIVE	SAVED
5305	Boxelder	13			SAVED(OFFSITE)
5306	Boxelder	12	BD		SAVED
5307	Boxelder	18			SAVED
5308	Boxelder	13			SAVED
5311	Boxelder	12			SAVED(OFFSITE)
5312	Boxelder	13			SAVED(OFFSITE)
5314	Ash	16		EAB	SAVED
5315	Boxelder	13			SAVED
5316	Boxelder	13			SAVED
5317	Boxelder	12			SAVED
5318	Boxelder	15			SAVED
5319	Boxelder	12	PD		SAVED
5320	Ash	18		EAB	SAVED
5322	Eastern Red Cedar	11			SAVED(OFFSITE)
5323	Eastern Red Cedar	7			SAVED(OFFSITE)
5325	Siberian Elm	13		INVASIVE	SAVED
5327	Eastern Red Cedar	8			SAVED
5331	Siberian Elm	22		INVASIVE	SAVED
5332	Siberian Elm	24		INVASIVE	SAVED
5337	Boxelder	16			SAVED
5338	Boxelder	12			SAVED
5345	Hackberry	13			SAVED
5361	Eastern Red Cedar	9			SAVED
5374	Siberian Elm	12		INVASIVE	SAVED
5377	Basswood	20			SAVED
5378	Basswood	18			SAVED
5382	Red Oak	16			SAVED
5385	American Elm	20			SAVED
5386	Red Oak	30			SAVED
5387	Basswood	14			SAVED
5390	Basswood	12			SAVED
5392	Siberian Elm	13		INVASIVE	SAVED
5398	Cottonwood	29			SAVED
5402	Eastern Red Cedar	7			SAVED
5403	Sugar Maple	17			SAVED
5404	Siberian Elm	14		INVASIVE	SAVED
5405	Siberian Elm	12		INVASIVE	SAVED
5406	Hackberry	14			SAVED
5408	Basswood	29			SAVED
5411	Hackberry	18			SAVED
5412	Hackberry	20			SAVED
5415	Bur Oak	22	BD		SAVED
5416	Bur Oak	38			SAVED
5425	Siberian Elm	14		INVASIVE	SAVED
5427	Siberian Elm	12		INVASIVE	SAVED
5429	Siberian Elm	20		INVASIVE	SAVED
5433	American Elm	13			SAVED
5436	American Elm	16			SAVED
5438	Siberian Elm	18		INVASIVE	SAVED
5440	Ironwood	14			SAVED
5442	Siberian Elm	20		INVASIVE	SAVED
5451	Bur Oak	31			SAVED
5455	Eastern Red Cedar	7			SAVED
5457	Eastern Red Cedar	12			SAVED
5458	Eastern Red Cedar	10			REMOVED
5459	Sugar Maple	40	BD		SAVED
5460	Red Oak	26			SAVED
5465	Sugar Maple	32			SAVED
5466	Sugar Maple	38			SAVED
5467	Sugar Maple	32			SAVED
5468	Bur Oak	28			SAVED
5469	Eastern Red Cedar	9			SAVED
5470	Sugar Maple	38			SAVED
5471	Bur Oak	40			SAVED
5472	Bur Oak	33			REMOVED
5473	Sugar Maple	28			REMOVED
5474	Bur Oak	28			REMOVED
5475	Basswood	23			REMOVED
5476	Hackberry	18			REMOVED
5483	Boxelder	15			REMOVED
5488	Sugar Maple	43			REMOVED
5489	Ash	22		EAB	REMOVED
5492	Sugar Maple	36			REMOVED
5493	Eastern Red Cedar	8			REMOVED
5494	Red Oak	20			SAVED(OFFSITE)
5496	Bur Oak	28			SAVED
5522	Hackberry	20			REMOVED(OFFSITE)
5525	Siberian Elm	25		INVASIVE	REMOVED(OFFSITE)
5527	Hackberry	13			REMOVED(OFFSITE)
6001	American Elm	13			REMOVED
6003	American Elm	13			REMOVED
6005	American Elm	18			REMOVED
6009	American Elm	16			REMOVED
6010	American Elm	16			REMOVED
6011	Boxelder	19			REMOVED
6012	Boxelder	12			REMOVED
6013	Boxelder	12			REMOVED
6014	Boxelder	22			REMOVED
6015	Boxelder	14			REMOVED
6016	Boxelder	14			REMOVED
6017	Boxelder	20			REMOVED
6018	Boxelder	17			REMOVED
6019	Boxelder	24			REMOVED
6021	American Elm	19			REMOVED
6022	American Elm	14			REMOVED
6023	Boxelder	13			REMOVED
6024	Boxelder	26			REMOVED
6026	Boxelder	18			REMOVED
6027	Eastern Red Cedar	7			REMOVED
6031	Boxelder	26			REMOVED
6033	Cottonwood	26			REMOVED
6034	American Elm	16			REMOVED
6035	Boxelder	22			REMOVED
6036	Boxelder	26			REMOVED
6037	American Elm	16			REMOVED
6038	Boxelder	12			REMOVED
6039	Boxelder	26			REMOVED
6040	Eastern Red Cedar	7			REMOVED
6046	Eastern Red Cedar	8			SAVED
6048	Eastern Red Cedar	8			SAVED
6049	Eastern Red Cedar	10			SAVED
6050	Eastern Red Cedar	8			SAVED
6051	Eastern Red Cedar	7			SAVED
6054	Eastern Red Cedar	10			SAVED
6055	Eastern Red Cedar	12			SAVED
6056	Eastern Red Cedar	10			SAVED
6057	Eastern Red Cedar	8			SAVED
6061	Eastern Red Cedar	9			SAVED
6062	Eastern Red Cedar	10			SAVED
6063	Eastern Red Cedar	7			SAVED
6069	Eastern Red Cedar	8			SAVED
6074	Ash	14		EAB	SAVED
6076	Eastern Red Cedar	20			SAVED
6083	Eastern Red Cedar	8			SAVED
6084	Eastern Red Cedar	7			SAVED
6086	Ash	16		EAB	SAVED
6091	Siberian Elm	13		INVASIVE	SAVED
6095	Eastern Red Cedar	18			SAVED
6097	American Elm	18			SAVED
6100	Boxelder	16			SAVED
6101	American Elm	16			SAVED
6103	Boxelder	12			SAVED
6107	American Elm	12			SAVED
6109	Hackberry	20			SAVED
6111	Ash	22		EAB	SAVED
6112	American Elm	14			SAVED
6115	American Elm	22			SAVED
6119	Boxelder	14			SAVED
6120	Eastern Red Cedar	7			SAVED
6121	Siberian Elm	12		INVASIVE	SAVED
6125	Eastern Red Cedar	18			SAVED
6129	Eastern Red Cedar	10			SAVED
6133	Eastern Red Cedar	14			SAVED
6140	Eastern Red Cedar	8			SAVED
6141	Eastern Red Cedar	7			SAVED
6142	Eastern Red Cedar	7			SAVED
6151	Eastern Red Cedar	11			SAVED
6152	Eastern Red Cedar	12			SAVED
6154	Eastern Red Cedar	20			SAVED
6171	Boxelder	14			SAVED
6172	American Elm	14			SAVED
6190	Eastern Red Cedar	8			SAVED
6194	Eastern Red Cedar	8			SAVED
6201	Eastern Red Cedar	8			SAVED
6203	Eastern Red Cedar	8			SAVED
6206	Eastern Red Cedar	7			SAVED
6209	Eastern Red Cedar	8			SAVED
6210	Eastern Red Cedar	7			SAVED
6217	Birch	14			SAVED
6219	Eastern Red Cedar	10			SAVED
6220	Eastern Red Cedar	13			SAVED
6225	Eastern Red Cedar	7			SAVED
6226	Eastern Red Cedar	8			REMOVED
6231	American Elm	14			REMOVED
6233	Eastern Red Cedar	10			SAVED
6234	Eastern Red Cedar	8			SAVED
6236	Eastern Red Cedar	7			SAVED
6241	American Elm	12			SAVED
6245	Boxelder	13			REMOVED
6246	American Elm	13			REMOVED
6247	Boxelder	20			REMOVED
6248	American Elm	12			REMOVED
6249	Boxelder	20			REMOVED
6250	Boxelder	18			REMOVED
6251	Sugar Maple	22			REMOVED
6252	Eastern Red Cedar	8			SAVED
6254	Eastern Red Cedar	11			SAVED
6263	Eastern Red Cedar	10			SAVED
6271	Eastern Red Cedar	8			SAVED
6280	Eastern Red Cedar	7			SAVED
6301	Boxelder	18			REMOVED
6302	Boxelder	18			REMOVED
6303	Boxelder	18			SAVED
6318	Eastern Red Cedar	8			SAVED
6322	Eastern Red Cedar	8			SAVED
6328	Eastern Red Cedar	8			SAVED
6334	Siberian Elm	12		INVASIVE	SAVED
6344	Siberian Elm	12		INVASIVE	SAVED
6345	Siberian Elm	12		INVASIVE	SAVED
6346	Siberian Elm	12		INVASIVE	SAVED
6364	Eastern Red Cedar	14			SAVED
6366	Eastern Red Cedar	7			SAVED
6372	Basswood	12			SAVED
6401	Eastern Red Cedar	8			SAVED
6432	Eastern Red Cedar	7			SAVED
6434	Eastern Red Cedar	8			SAVED
6436	Eastern Red Cedar	8			SAVED
6438	Eastern Red Cedar	8			SAVED
6439	Eastern Red Cedar	8			SAVED
6440	Eastern Red Cedar	8			SAVED
6445	Eastern Red Cedar	8			SAVED
6448	Eastern Red Cedar	8			SAVED
6449	Eastern Red Cedar	9			SAVED
6450	Eastern Red Cedar	10			SAVED
6458	Eastern Red Cedar	9			SAVED
6474	Eastern Red Cedar	8			SAVED
6476	Boxelder	20			SAVED
6479	Eastern Red Cedar	8			SAVED
6480	Eastern Red Cedar	8			SAVED
6483	Eastern Red Cedar	10			SAVED
6496	Eastern Red Cedar	7			SAVED
6497	Eastern Red Cedar	7			SAVED
7001	Eastern Red Cedar	8			SAVED(OFFSITE)
7002	Eastern Red Cedar	7			SAVED(OFFSITE)
7003	Eastern Red Cedar	7			SAVED(OFFSITE)
7004	Eastern Red Cedar	4			SAVED(OFFSITE)
7005	Eastern Red Cedar	18			SAVED(OFFSITE)
7006	Eastern Red Cedar	8			SAVED(OFFSITE)
7007	Eastern Red Cedar	7			SAVED(OFFSITE)
7008	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7009	Eastern Red Cedar	8			SAVED(OFFSITE)
7010	Eastern Red Cedar	5			SAVED(OFFSITE)
7011	Red Oak	13			SAVED(OFFSITE)
7012	Red Oak	14			SAVED(OFFSITE)
7013	Eastern Red Cedar	5			SAVED(OFFSITE)
7014	Eastern Red Cedar	4			SAVED(OFFSITE)
7015	Eastern Red Cedar	8			SAVED(OFFSITE)
7016	Eastern Red Cedar	4			SAVED(OFFSITE)
7018	Eastern Red Cedar	8			SAVED(OFFSITE)
7019	Eastern Red Cedar	6			SAVED(OFFSITE)
7020	Eastern Red Cedar	5			SAVED(OFFSITE)
7021	Eastern Red Cedar	5			SAVED(OFFSITE)
7022	Eastern Red Cedar	6			SAVED(OFFSITE)
7023	Eastern Red Cedar	9			SAVED(OFFSITE)
7024	Red Oak	12			SAVED(OFFSITE)
7025	Eastern Red Cedar	5			SAVED(OFFSITE)
7026	Eastern Red Cedar	10			SAVED(OFFSITE)
7027	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7028	Eastern Red Cedar	3			SAVED(OFFSITE)
7029	Eastern Red Cedar	8			SAVED(OFFSITE)
7030	Eastern Red Cedar	12			SAVED(OFFSITE)
7031	Eastern Red Cedar	11			SAVED(OFFSITE)
7032	Eastern Red Cedar	7			SAVED(OFFSITE)
7033	Eastern Red Cedar	8			SAVED(OFFSITE)
7034	Eastern Red Cedar	11			SAVED(OFFSITE)
7035	Red Oak	13			SAVED(OFFSITE)
7036	Sugar Maple	15			SAVED(OFFSITE)
7037	Sugar Maple	13			SAVED(OFFSITE)
7038	Sugar Maple	12			SAVED(OFFSITE)
7039	Red Oak	14			SAVED
7040	Sugar Maple	12			SAVED(OFFSITE)
7041	Sugar Maple	14			SAVED(OFFSITE)
7042	Sugar Maple	16			SAVED(OFFSITE)
7043	Sugar Maple	12			SAVED
7044	Red Oak	15			SAVED(OFFSITE)
7045	Red Oak	15			SAVED(OFFSITE)
7046	Sugar Maple	12			SAVED(OFFSITE)
7047	Sugar Maple	13			SAVED(OFFSITE)
7048	American Elm	12			SAVED
7049	Sugar Maple	12			SAVED(OFFSITE)
7050	Sugar Maple	17			SAVED
7051	Sugar Maple	17			SAVED
7052	Sugar Maple	12			SAVED(OFFSITE)
7053	Sugar Maple	17			SAVED(OFFSITE)
7054	Red Oak	16			SAVED
7055	Ironwood	12			SAVED(OFFSITE)
7056	Red Oak	16			SAVED(OFFSITE)
7057	Hackberry	12			SAVED
7058	Sugar Maple	12			SAVED(OFFSITE)
7059	Sugar Maple	12			SAVED(OFFSITE)
7060	Sugar Maple	16			SAVED(OFFSITE)
7061	Basswood	12			SAVED(OFFSITE)
7062	Siberian Elm	16	BD	INVASIVE	SAVED(OFFSITE)
7063	Sugar Maple	12			SAVED(OFFSITE)
7064	Sugar Maple	15			SAVED(OFFSITE)
7065	Sugar Maple	14			SAVED
7066	Sugar Maple	17			SAVED
7067	Sugar Maple	12			SAVED
7068	American Elm	18			SAVED
7069	Sugar Maple	16			SAVED(OFFSITE)
7070	Sugar Maple	16			SAVED
7071	Sugar Maple	14			SAVED
7072	Sugar Maple	12			SAVED
7073	Sugar Maple	12			SAVED
7074	Sugar Maple	13			SAVED(OFFSITE)
7075	Sugar Maple	12			SAVED(OFFSITE)
7076	Red Oak	19			SAVED(OFFSITE)
7077	Sugar Maple	12			SAVED(OFFSITE)
7078	Sugar Maple	14			SAVED(OFFSITE)
7079	Sugar Maple	12			SAVED(OFFSITE)
7080	Sugar Maple	14			SAVED(OFFSITE)
7081	Basswood	14			SAVED(OFFSITE)
7082	Sugar Maple	12			SAVED(OFFSITE)
7083	Sugar Maple	12			SAVED(OFFSITE)
7084	Hackberry	16			SAVED(OFFSITE)
7085	Sugar Maple	12			SAVED(OFFSITE)
7086	Sugar Maple	16			SAVED(OFFSITE)
7087	Sugar Maple	12			SAVED(OFFSITE)
7088	Sugar Maple	16			SAVED(OFFSITE)
7089	Red Oak	12			SAVED(OFFSITE)
7090	Red Oak	14			SAVED(OFFSITE)
7091	Sugar Maple	12			SAVED(OFFSITE)
7092	Basswood	12			SAVED(OFFSITE)
7093	Red Oak	12			SAVED(OFFSITE)
7094	Basswood	12			SAVED(OFFSITE)
7095	Sugar Maple	14			SAVED(OFFSITE)
7096	Basswood	12			SAVED(OFFSITE)
7097	Red Oak	24			SAVED(OFFSITE)
7098	Sugar Maple	12			SAVED(OFFSITE)
7099	Sugar Maple	12			SAVED(OFFSITE)
7100	Sugar Maple	12			SAVED(OFFSITE)
7101	Red Oak	12			SAVED(OFFSITE)
7102	Red Oak	14			SAVED(OFFSITE)
7103	Red Oak	13			SAVED(OFFSITE)

TREE INVENTORY SUMMARY

TOTAL HEALTHY CALIPER INCHES ONSITE	**3,874 DBH IN.**
TOTAL HEALTHY TREES ONSITE	**256 TREES**
TOTAL HEALTHY CALIPER INCHES SAVED	**2,662 DBH IN.**
TOTAL HEALTHY TREES SAVED	**189 TREES**
TOTAL HEALTHY CALIPER INCHES REMOVED	**1,212 DBH IN.**
TOTAL HEALTHY TREES REMOVED	**67 TREES**

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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Common Ground Alliance

DEL WEBB AT CHASKA

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 04/23/20
REVISIONS:
1 05/21/20 CITY COMMENTS 07/14/21 RECORD PLANS
2 06/26/20 CITY COMMENTS
3 07/22/20 CITY COMMENTS
4 08/12/20 CITY COMMENTS
5 08/25/20 EXISTING RAVINE IMPROVEMENTS

PREPARED FOR:
PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA
NICHOLAS T. MEYER
DATE: 07/14/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE INVENTORY

SHEET NUMBER: 24 OF 27
DATE: 07/14/21
PROJECT NUMBY: 0015521.00

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INSTALL TEMPORARY BARRICADE TO PREVENT INGREES / EGRESS OF TRAFFIC OR INSTALL STABILIZED CONSTRUCTION EXIT

DISCHARGE VIA OVERLAND FLOW TO MS4 AND CONTRIBUTES TO CHASKA CREEK (IMPAIRED) APPROXIMATE 3,160 FEET TO WEST

INSTALL TEMPORARY BARRICADE TO PREVENT INGREES / EGRESS OF TRAFFIC OR INSTALL STABILIZED CONSTRUCTION EXIT

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

DND

TEMPORARY DEWATERING CHANNEL DURING ROUGH GRADING AND STREET / UTILITY CONSTRUCTION. INSTALL THREE ROCK CHECKS AND TEMPORARYILY STABILIZE WITH EROSION CONTROL BLANKET (TYP.)

TEMPOARY SEDIMENT BASIN WITH FLOATING SKIMMER

SILT FENCE POST GRADING AROUND STORMWATER PONDS

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

MULCH AND SEED EXPOSED SOILS / SLOPES EQUAL TO OR FLATTER THAN 4:1 (TYP.)

DND

POND 1
WITH 7' WIDE FILTRATION BENCH
BOT 855.0
BENCH 842.0
NWL 843.0
OUTLET 843.0
HWL 851.5
EOF 851.5

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

EROSION CONTROL BLANKET

POND 3
WITH 7' WIDE FILTRATION BENCH
BOT 852.5
BENCH 841.5
NWL 842.5
OUTLET 842.5
HWL 858.5
EOF 859.5

EX. BASIN 8-A
OVERFLOW 835.2
EX. 100-YR HWL 830.1
PROP. 100-YR HWL 835.8

DND

EX. BASIN 7
OUTLET INV. (7") 817.5
EX. HWL 818.2
EX. RCP INV. 809.2

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

INLET PROTECTION FOR EXISTING INLETS NEAR SITE EXIT AND ADJACENT TO SITE EXPOSED SOILS (TYP.)

POND 4
WITH 7' WIDE FILTRATION BENCH
BOT 821.5
NWL 823.0
OUTLET 823.0
HWL 829.6
EOF 829.6

DISCHARGE FROM CONSTRUCTED BASINS TO EXSTING BASINS VIA OVERLAND FLOW AND MS4 TO EAST CREEK APPROXIAMTELY 1,475 FEET OF THE SOUTHEAST AND THEN TO MINNESOTA RIVER APPROXIMATELY 4,650 FEET VIA EAST CREEK

RAVINE DISCHARGE: INSTALL RIPRAP ENERGY DISSAPATION AND ROCKLINED SUMP TO MINIMIZE SCOUR

POND 2
WITH 7' WIDE FILTRATION BENC
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

TEMPOARY SEDIMENT BASIN WITH FLOATING SKIMMER

TEMPORARY DEWATERING CHANNEL DURING ROUGH GRADING AND STREET / UTILITY CONSTRUCTION. INSTALL THREE ROCK CHECKS AND TEMPORARYILY STABILIZE WITH EROSION CONTROL BLANKET (TYP.)

BETWEEN ROUGH GRADE AND WALL CONSTRUCTION THE EXPOSED SLOPES SHOULD BE TEMPORARILY COVERED WITH SECURED PLASTIC SHEETING

TEMPORARY SLOPE DRAIN DURING ROUGH GRADING AND STREET AND UTILITY CONSTRUCTION TO DRAIN STREET TO TEMPORARY BASIN

POND 1
WITH 7' WIDE FILTRATION BENCH
BOT 802.0
BENCH 811.0
NWL 812.0
OUTLET 812.0
EX. 100-YR HWL 817.4
PROP. 100-YR HWL 818.1
EX. 500-YR HWL 818.8
PROP. 500-YR HWL=819.3
EOF 820.7

EROSION CONTROL BLANKET

DISCHARGE VIA POND AND MS4 TO EAST CREEK (IMPAIRED) APPROXIMATELY 1,950 FEET TO THE SOUTHEAST AND THEN TO MINNESOTA RIVER LOCATED 3,590 FEET TO THE SOUTH VIA EAST CREEK

DND

TEMPOARY SEDIMENT BASIN WITH FLOATING SKIMMER

TORRENS

0' 150' 300' 450'

FINAL

LEGEND:

- DENOTES SOIL BORING
- PRE-SF — DENOTES PRE-GRADING SEDIMENT BARRIER
- PST-SF — DENOTES POST-GRADING SEDIMENT BARRIER
- 980 — DENOTES EXISTING CONTOURS
- 980 — DENOTES PROPOSED CONTOURS
- STO — DENOTES EXISTING STORM SEWER
- DENOTES PROPOSED STORM SEWER
- DENOTES INLET SEDIMENT CONTROL
- DENOTES AREA INLET PROTECTION DEVICE
- ANTI-TRACKING CONTROL
- DENOTES STABILIZATION BMP (EROSION CONTROL BLANKET) (3:1 AND STEEPER SLOPES)
- DND — DENOTES DO NOT DISTURB

PULTE HOMES ACTIVE SWPPP MAP LEGEND

* FIELD MANAGER TO COLOR CODE DURING CONSTRUCTION AS NECESSARY.

- Stockpiles
- Inlet Protection Devices
- Curb Logs
- Pavement (driveways)
- Silt Fence
- Sod (with install date)
- Temporary Mulch Cover
- Port-O-Potty
- Temporary Hydromulch
- Dumpsters
- Erosion Control Blanket
- Active Construction Rock Driveway (with install date)

GENERAL NOTES:

1. GRADING DESIGN SHOWN ON THIS PLAN IS BY OTHERS. REFER TO APPROVED GRADING PLAN FOR DETAILS.
2. BASINS SHALL NOT BE LOCATED IN WETLAND, OR BUFFER AREAS.
3. GRADE SITE TO DRAIN TO TEMPORARY BASIN DURING MASS GRADING AND UTILITY PHASE.
4. MULCH AND SEED EXPOSED SOILS FOLLOWING MASS GRADING.

CONSTRUCTION STAGING

STAGE	BMP
MASS GRADING	PERIMETER CONTROL, EXISTING INLET PROTECTION DEVICES, STREET SWEEPING, ANTI-TRACKING CONTROL, TEMPORARY SEDIMENTATION BASINS, STABILIZATION BMP'S.
UTILITY	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI-TRACKING CONTROL, TEMPORARY SEDIMENTATION BASINS, TEMPORARY STABILIZATION BMP'S.
HOME CONSTRUCTION	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI-TRACKING CONTROL, TEMPORARY AND PERMANENT STABILIZATION BMP'S.

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CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL.

Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521ECF01.DWG

DESIGNED: -
CHECKED: -
DRAWN: -
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VERTICAL SCALE: 30' OR 15'

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LAND DEVELOPMENT
EROSION CONTROL PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 25 OF 27
DATE: 07/14/21

DEL WEBB AT CHASKA

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DISCHARGE VIA OVERLAND FLOW TO MS4 AND CONTRIBUTES TO CHASKA CREEK (IMPAIRED) APPROXIMATE 3,160 FEET TO WEST

POND 4
WITH 7' WIDE
FILTRATION BENCH
BOT 833.0
BENCH 842.0
NWL 843.0
OUTLET 843.0
HWL 851.6
EOF 851.6

POND 3
WITH 7' WIDE
FILTRATION BENCH
BOT 842.5
BENCH 851.5
NWL 852.5
OUTLET 852.5
HWL 859.5
EOF 859.5

EX. BASIN
OVERFLOW 835.2
EX. HWL 840.1
PROP. HWL 835.8
EOF 835.2

IRON ENHANCED BASIN 5
(EXPANDED)
BOT 821.5
NWL 823.0
OUTLET 823.0
HWL 829.6
EOF 829.6

EX. BASIN
OUTLET 801.07
EX. HWL 815.8
PROP. HWL 805.2

DISCHARGE FROM CONSTRUCTED BASINS TO EXSTING BASINS VIA OVERLAND FLOW AND MS4 TO EAST CREEK APPROXIAMTELY 1,475 FEET OF THE SOUTHEAST AND THEN TO MINNESOTA RIVER APPROXIMATELY 4,650 FEET VIA EAST CREEK

POND 2
WITH 7' WIDE
FILTRATION BENCH
BOT 832.0
BENCH 840.5
NWL 841.5
OUTLET 841.5
HWL 848.2
EOF 848.2

PERIMETER SEDIMENT CONTROL (TYP)

ANTI-TRACKING PAD (TYP)

HYDROMULCH TEMPORARY STABILIZATION (TYP)

SOD PERMANENT STABILIZATION (TYP)

PROTECTION INLET DEVICES (TYP)

POND 1 EXPANSION
WITH 7' WIDE FILTRATION BENCH
BOT 802.0
BENCH 811.0
NWL 812.0
OUTLET 812.0
EX. 100-YR HWL 817.4
PROP. 100-YR HWL 818.1
EX. 500-YR HWL 818.8
PROP. 500-YR HWL=819.3
EOF 820.7

DISCHARGE VIA POND AND MS4 TO EAST CREEK (IMPAIRED) APPROXIMATELY 1,950 FEET TO THE SOUTHEAST AND THEN TO MINNESOTA RIVER LOCATED 3,590 FEET TO THE SOUTH VIA EAST CREEK

0' 150' 300' 450'

LEGEND:

- DENOTES SOIL BORING
- DENOTES PRE-GRADING SEDIMENT BARRIER
- DENOTES POST-GRADING SEDIMENT BARRIER
- 980 DENOTES EXISTING CONTOURS
- 980 DENOTES PROPOSED CONTOURS
- STO DENOTES EXISTING STORM SEWER
- DENOTES PROPOSED STORM SEWER
- DENOTES INLET SEDIMENT CONTROL
- DENOTES AREA INLET PROTECTION DEVICE
- ANTI-TRACKING CONTROL
- DENOTES STABILIZATION BMP (EROSION CONTROL BLANKET) (3:1 AND STEEPER SLOPES)
- DND DENOTES DO NOT DISTURB

PULTE HOMES ACTIVE SWPPP MAP LEGEND

* FIELD MANAGER TO COLOR CODE DURING CONSTRUCTION AS NECESSARY.

- ☐ Stockpiles
- ☐ Inlet Protection Devices
- ☐ Curb Logs
- ☐ Pavement (driveways)
- ☐ Silt Fence
- ☐ Sod (with install date)
- ☐ Temporary Mulch Cover
- ☐ Port-O-Potty
- ☐ Temporary Hydromulch
- ☐ Dumpsters
- ☐ Erosion Control Blanket
- ☐ _____
- ☐ Active Construction Rock Driveway (with install date)
- ☐ _____

GENERAL NOTES:

MULCH AND SEED EXPOSED SOILS FOLLOWING MASS GRADING.

CONSTRUCTION STAGING

STAGE	BMP
HOME CONSTRUCTION	PERIMETER CONTROL, INLET PROTECTION DEVICES, STREET SWEEPING, ANTI-TRACKING CONTROL, TEMPORARY AND PERMANENT STABILIZATION BMP'S.

* SEE LANDSCAPE PLAN BY WESTWOOD FOR PERMANENT SEED MIXES AND LOCATIONS.

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CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty DATE 07/14/21
WESTWOOD PROFESSIONAL SERVICES

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Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521ECF02.DWG

DEL WEBB AT CHASKA

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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RYAN M. BLUHM
DATE: 07/14/21 LICENSE NO. 41257

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CHASKA, MN

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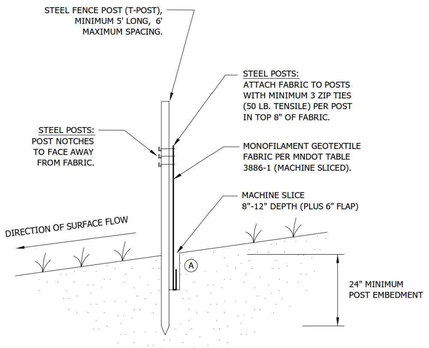
HOME CONSTRUCTION EROSION CONTROL PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 26 OF 27
DATE: 07/14/21

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NOTE:
THE MACHINE SLICED METHOD (THIS DETAIL) IS THE STANDARD SILT FENCE INSTALLATION METHOD. HEAVY DUTY (ERO-1B) SILT FENCE INSTALLATION METHODS SHOULD ONLY BE USED WHEN APPROVED OR DIRECTED BY THE CITY.

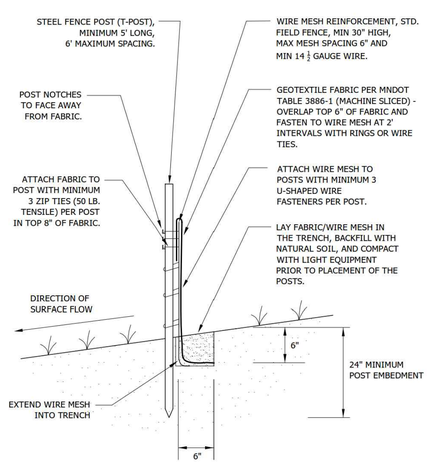
(A) COMPACTION:
AFTER "SLICING" IN THE FABRIC AND *BEFORE* INSTALLATION OF STEEL POSTS, DRIVE INSTALLATION EQUIPMENT OVER THE "SLICE" WHILE FABRIC IS LAYING ON THE GROUND. *THEN* INSTALL THE POSTS AND PULL UP FABRIC TO ATTACH AT A UNIFORM HEIGHT.

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www.stantec.com

SILT FENCE
MACHINE SLICED

CHASKA, MN

LAST REVISION: APRIL 2011
PLATE NO. ERO-1A



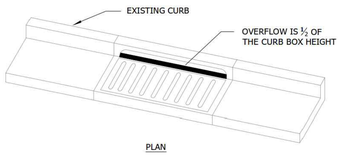
NOTE:
SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.

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St. Paul, MN 55113
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SILT FENCE
HEAVY DUTY

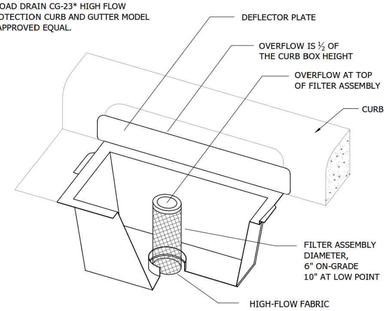
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008
PLATE NO. ERO-1B



PLAN

WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.



* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

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

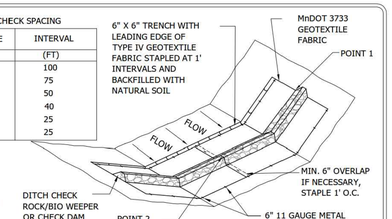
INLET PROTECTION - CATCH BASIN INSERT
AFTER CURB CONSTRUCTION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008
PLATE NO. ERO-4B

DITCH CHECK SPACING

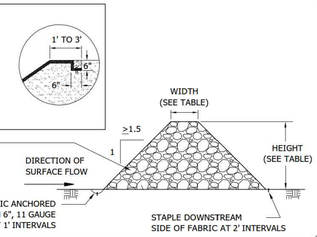
DITCH GRADE (%)	INTERVAL (FT)
2	100
4	75
6	50
8	40
10	25
10+	25



NOTE:
POINT 1 MUST BE A MINIMUM OF 6" HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS.

	HEIGHT (INCHES)	WIDTH (INCHES)	MATERIAL
SMALL CHECK	24	12 - 18	MnDOT 3601 CLASS II RIP RAP
LARGE CHECK	36	24 - 30	MnDOT 3601 CLASS III RIP RAP
ROCK WEEPER	18	6 - 12	MnDOT 3882 TYPE 9 MULCH (1 1/2" WASHED ROCK)

ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT



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DITCH CHECK / WEEPER
SIZING AND MATERIALS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008
PLATE NO. ERO-5

HOME BUILDING NOTES

- SEDIMENT BARRIERS SHOWN WILL BE INSTALLED AS NEEDED ON A LOT BY LOT BASIS DEPENDING UPON SITE ACTIVITY.
- ANTI-TRACKING CONTROL WILL BE INSTALLED AS NEEDED ON A LOT BY LOT BASIS DEPENDING UPON SITE ACTIVITY.
- CONCRETE WASHOUT IS DONE TRUCK BY TRUCK WITH A MOBILE WASHOUT SYSTEM PROVIDED AND COMPLETED BY THE CONCRETE CONTRACTOR.
- INSTALL SEDIMENT BARRIERS UP GRADIENT FROM SIDEWALKS & TRAILS.
- INSTALL ANTI-TRACKING CONTROLS FROM BACK OF CURB TO PAD, WHEN SIDEWALK IS PRESENT ROCK BOTH SIDES SIDEWALK.

SEDIMENT BARRIERS
1. SILT FENCE (MnDOT 3886)
2. CURB LOG
3. ROCK WEEPER

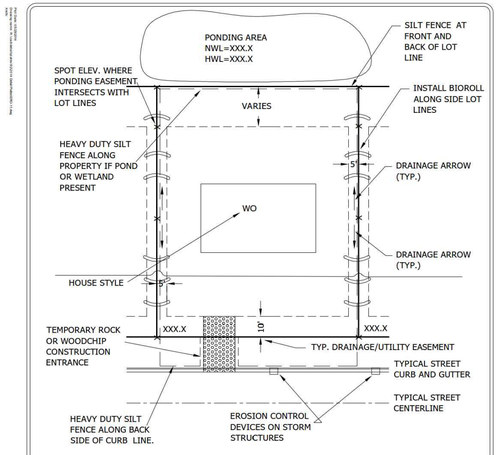
INLET PROTECTION DEVICES
1. WIMCO (MnDOT TYPE A & C)
2. INFRASAFE STORM DRAIN/CULVERT
3. SILT SACK (MnDOT TYPE A)
4. DANDY BAG (MnDOT TYPE B)

ANTI-TRACKING CONTROL
1. 3/4" – 1 1/2"AGGREGATE

TEMPORARY SEED MIX
1. MnDOT-100 (OATS 20-120 DAY STABILIZATION)
2. MnDOT-150 (1-2 YEAR STABILIZATION)

PERMANENT SEED MIX/STABILIZATION
1. MnDOT 270 (RESIDENTIAL TURF)
2. SOD

STABILIZATION BMP'S
1. STRAW/HAY MnDOT TYPE 1 MULCH
2. EROSION CONTROL BLANKET MnDOT CAT. 3
3. HYDROMULCH MnDOT TYPE 5
4. TURF REINFORCEMENT MAT SC250 NORTH AMERICAN GREEN OR EQUAL-MNDOT CAT 6



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

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EROSION CONTROL FOR LOT GRADING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2011
PLATE NO. ERO-11

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL.

Aaron R. Mlynek
DATE: 07/14/21 CPESC NO. 3344

CONTRACTOR: ENEBAK CONSTRUCTION INC.

RECORD DRAWING: GRADING
CONFORMING TO CONSTRUCTION RECORDS.
BY Jerrod McCarty *DATE* 07/14/21
WESTWOOD PROFESSIONAL SERVICES

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521ECF02.DWG

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7500 FLYING CLOUD DRIVE, SUITE 670
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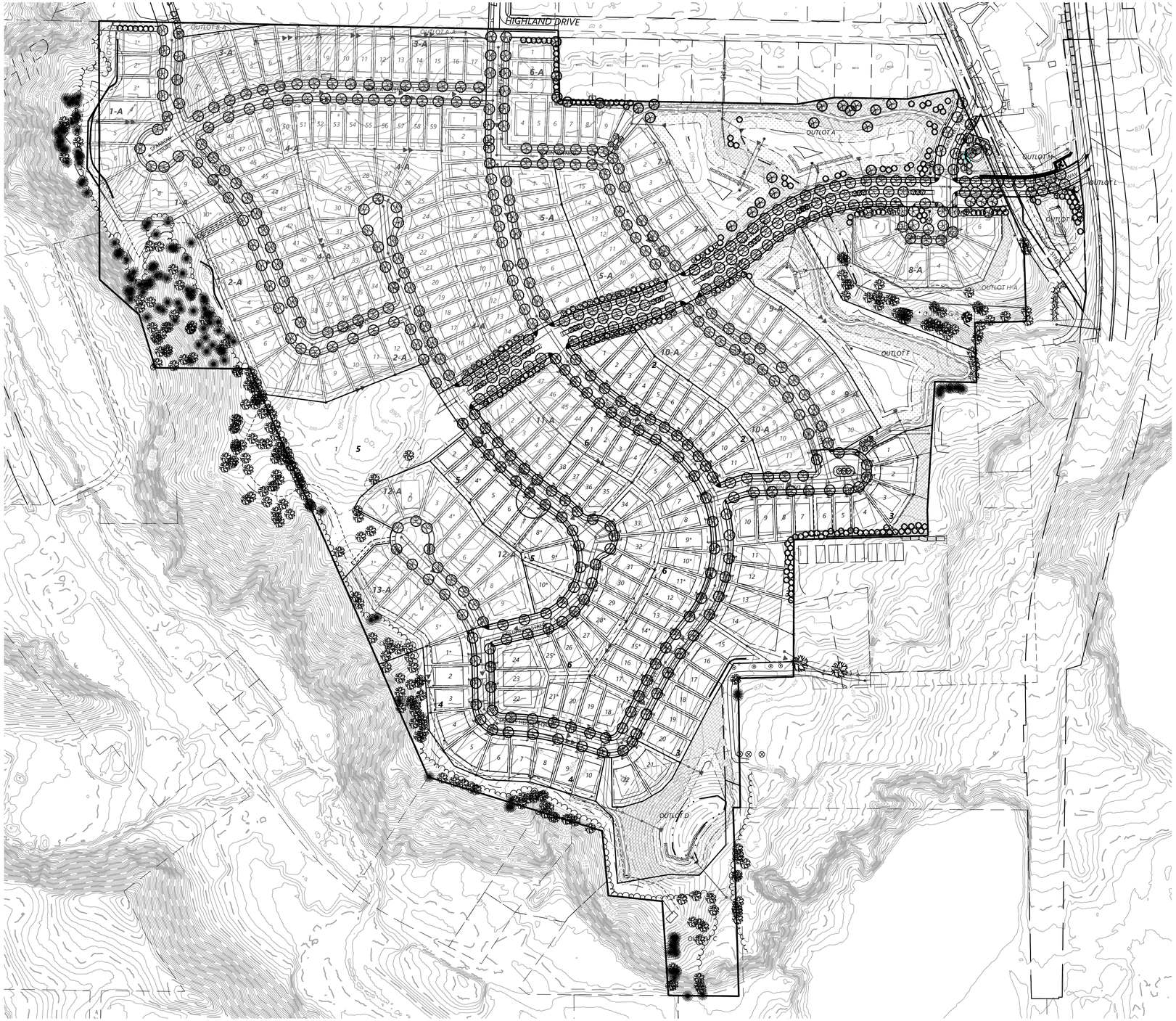
DEL WEBB AT CHASKA
CHASKA, MN

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HOME CONSTRUCTION
EROSION CONTROL
DETAILS
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 27 OF 27
DATE: 07/14/21

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Final Plant Schedule

SYMBOL	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.	SPACING O.C.
OVERSTORY DECIDUOUS TREES					
ABM	39	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	2.5" BB	AS SHOWN	H 50'-60' W 40'
SUM	33	Sienna Glen Maple / Acer x freemanii 'Sienna'	2.5" BB	AS SHOWN	H 40'-50' W 35'-40'
RSM	38	Red Sunset Maple / Acer rubrum 'Franksred'	2.5" BB	AS SHOWN	H 45' W 35'
FFM4	41	Fall Fiesta Maple / Acer saccharum 'Bailsta'	4" BB	AS SHOWN	H 50'-75' W 50'
SKH	24	Skyline Honeylocust / Gleditsia tricanthos var. inermis 'Skycole'	2.5" BB	AS SHOWN	H 50' W 35'-40'
REO	30	Red Oak / Quercus rubra	2.5" BB	AS SHOWN	H 50'-70' W 40'-50'
SWO	40	Swamp White Oak / Quercus bicolor	2.5" BB	AS SHOWN	H 50'-60' W 40'
SWO3	25	Swamp White Oak / Quercus bicolor	3" BB	AS SHOWN	H 50'-60' W 40'
WHO	17	White Oak / Quercus alba	2.5" BB	AS SHOWN	H 50'-60' W 40'
BUO	8	Swamp White Oak / Quercus macrocarpa	2.5" BB	AS SHOWN	H 50'-60' W 40'
PRE	42	Princeton Elm / Ulmus americana 'Princeton'	2.5" BB	AS SHOWN	H 60'-80' W 40'-60'
ACE	34	Accolade Elm / Ulmus japonica x wilsoniana 'Morton'	2.5" BB	AS SHOWN	H 70' W 40'-50'
FYL	15	Frontyard Linden / Tilia americana 'Frontyard'	2.5" BB	AS SHOWN	H 60'-70' W 30'-40'
REL	9	Redmond Linden / Tilia americana 'Redmond'	2.5" BB	AS SHOWN	H 40'-60' W 30'
SEL	32	Sentry Linden / Tilia americana 'McKSentry'	2.5" BB	AS SHOWN	H 60' W 30'-40'
HAK	3	Hackberry / Celtis occidentalis	2.5" BB	AS SHOWN	H 50'-75' W 50'
AGG	17	Autumn Gold Ginkgo / Ginkgo biloba 'Autumn Gold'	2.5" BB	AS SHOWN	H 50' W 30'
ELP3	20	Exclamation London Planetree / Plantanus acerifolia 'Morton Circle'	3" BB	AS SHOWN	H 55'-65' W 40'-50'
WIL	5	Niobe Weeping Willow / Salix alba 'Tristis'	2.5" BB	AS SHOWN	H 50' W 50'
BUFFER EVERGREEN TREES					
BHS	14	Black Hills Spruce / Picea glauca densata	6' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS8	1	Black Hills Spruce / Picea glauca densata	8' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS10	12	Black Hills Spruce / Picea glauca densata	10' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
BHS12	9	Black Hills Spruce / Picea glauca densata	12' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
NOS	31	Norway Spruce / Picea abies	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
COS	25	Colorado Spruce / Picea pungens	6' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
COS8	5	Colorado Spruce / Picea pungens	8' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
WHP	26	White Pine / Pinus strobus	6' HT., BB	AS SHOWN	H 50'-80' W 30'-40'
NOP	20	Norway Pine / Pinus resinosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP	24	Ponderosa Pine / Pinus ponderosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP8	2	Ponderosa Pine / Pinus ponderosa	8' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP10	3	Ponderosa Pine / Pinus ponderosa	10' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
POP12	1	Ponderosa Pine / Pinus ponderosa	12' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
CCF	14	Concolor Fir / Abies concolor	6' HT., BB	AS SHOWN	H 40'-50' W 15'-30'
LAR	10	American Larch / Larix larcina	6' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
ORNAMENTAL TREES					
TCH	10	Thornless Cockspur Hawthorn / Crataegus crusgalli 'Inermis'	2" BB	AS SHOWN	H 15'-20' W 15'-20'
JTL	13	Japanese Tree Lilac / Syringa reticulata	2" BB	AS SHOWN	H 25'-30' W 20'-25'
ALS	27	Autumn Brilliance Serviceberry / Amelanchier x grandiflora 'Autumn Brilliance'	8' HT., BB CLUMP, 5-7 STEMS	AS SHOWN	H 15'-25' W 15'-25'
SDC	21	Snowdrift Crab / Malus 'Snowdrift'	2" BB	AS SHOWN	H 20' W 20'
PRC	6	Prairie Rose Crab / Malus 'Prairie Rose'	2" BB	AS SHOWN	H 20' W 20'
QUA	4	Quaking Aspen / Populus tremuloides	3" BB	AS SHOWN	H 20' W 20'
QUA*	3	Quaking Apsen / Populus tremuliodes	12' HT. BB CLUMP, 3-5 STEMS	AS SHOWN	H 20' W 20'

NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.

Single Family Landscape Requirements

SINGLE FAMILY RESIDENTIAL SUBDIVISION REQUIREMENTS:	417 TREES
- ONE OVERSTORY DECIDUOUS TREE PER EVERY FIFTY (50) FEET ALONG PUBLIC STREETS, ON EACH SIDE, MINIMUM 2 ½ " CALIPER. THE TREES MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT NECESSARILY BE SPACED FIFTY (50) FEET APART. (20,917 LINEAR FEET OF FRONTAGE)	

Single Family Landscape Provisions

TOTAL SINGLE FAMILY LANDSCAPING PROVIDED:	751 TREES
* STREET TREES:	440 TREES
* BUFFER DECIDUOUS TREES:	30 TREES
* BUFFER EVERGREEN TREES:	197 TREES
* BUFFER ORNAMENTAL TREES:	84 TREES

NOTES:

1. TIMING OF PLANT INSTALLATION WILL BE DEPENDENT UPON SEASON AND PLANT AVAILABILITY.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL STREET TREES NOT APART OF THE MAIN ENTRY BOULEVARD SHALL BE INSTALLED ON FRONT OF INDIVIDUAL SINGLE FAMILY LOTS 16.5' FROM BACK OF CURB OR 3' BACK OF SIDEWALK/TRAIL IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.
5. ALL STREET TREES THAT ARE PART OF ENTRY BOULEVARD SHALL BE INSTALLED 4' FROM BACK OF CURB IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.

Native Seeding Legend

STORMWATER NATIVE SEED MIX (33-261)
TOTAL AREA (2.8 AC)

MESIC PRAIRIE GENERAL SEED MIX (35-241)
TOTAL AREA (4.1 AC)

* ALL DISTURBED AREAS TO BE SODDED UNLESS NOTED OTHERWISE

1" = 150'

0' 150' 300' 450'

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
02/26/20 CITY COMMENTS
09/01/20 SITE PLAN UPDATES
03/17/21 ADDED OVERLOOK/UPSIZE ENTRY TREES
04/01/21 ISSUED FOR BID
---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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OVERALL LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 1 OF 16
DATE: 04/01/21

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MULCH TRAIL BLUFF ACCESS
5' ORNAMENTAL FENCE
7 NOS
EX-MH RE = 896.48
5' ORNAMENTAL FENCE
5' ORNAMENTAL FENCE
7 ABM
EX-MH RE = 872.91
HIGHLAND DRIVE
OUTLOT B-A
OUTLOT A-A
OUTLOT D-A
9 SWO
6 BHS
1 RSM
5 COS
5' ORNAMENTAL FENCE
865.5
865.5
1 HAK
4 NOP
2 SEL
5 COS
1 HAK
6 NOP
9 RSM
5 SKH
8 PRE
10 RSM
8 PRE
9 ACE
4 SDC
10 SUM
8 AGG
7 REQ
5 SKH
7 PRE
7 SWO
9 SWO
9 ABM
7 FYL
8 SUM
1 TCH
4 POP
2 SDC
MULCH TRAIL BLUFF ACCESS
OUTLOT K-A
OUTLOT E-A

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

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HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 04/01/21 LICENSE NO. 53774

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LANDSCAPE PLAN

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DATE: 04/01/21

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OUTLOT A
OUTLOT F
OUTLOT G-A
OUTLOT H-A
OUTLOT K
OUTLOT L
OUTLOT M
OUTLOT N

MESIC PRAIRIE GENERAL NATIVE SEED MIX (35-241)
STORMWATER SOUTH & WEST NATIVE SEED MIX (33-261)
5' ORNAMENTAL FENCE

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

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VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 09/01/20 SITE PLAN UPDATES
3 03/17/21 ADDED OVERLOOK/UPSIZE ENTRY TREES
4 04/01/21 ISSUED FOR BID
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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LANDSCAPE PLAN

SHEET NUMBER: 3 OF 16
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DATE: 04/01/21

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HORIZONTAL SCALE:	##########
VERTICAL SCALE:	### OR ###

INITIAL ISSUE:	02/04/20	
REVISIONS:		
1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 04/01/21 LICENSE NO. 53774

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LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 4 OF 16

DATE: 04/01/21

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DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
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LANDSCAPE PLAN

SHEET NUMBER: 5 OF 16

PROJECT NUMBER: 0015521.00 DATE: 04/01/21

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OUTLOT C

2 3 4 5 6 7 8 9 10 23 22 21* 20 19 18 17 7 REQ 17 18 19 20 21 7 ABM 22

8 ACE

EX-MH
RE = 810.92

EX-MH
RE = 804.95

MESIC PRAIRIE GENERAL NATIVE SEED MIX (35-241)

STORMWATER SOUTH & WEST NATIVE SEED MIX (33-261)

OUTLOT D

BLUFF OVERLOOK WITH BENCH

TORRENS PROPERTY
DOC NO. T204663
RECORDED NOVEMBER 2017

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

TORRENS PROPERTY
DOC NO. T79020
RECORDED JULY 1993

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

ABSTRACT PROPERTY
DOC NO. 229535
RECORDED JUNE 1998

OUTLOT C

1" = 50'

0' 50' 100' 150'

N

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DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
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4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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LANDSCAPE PLAN

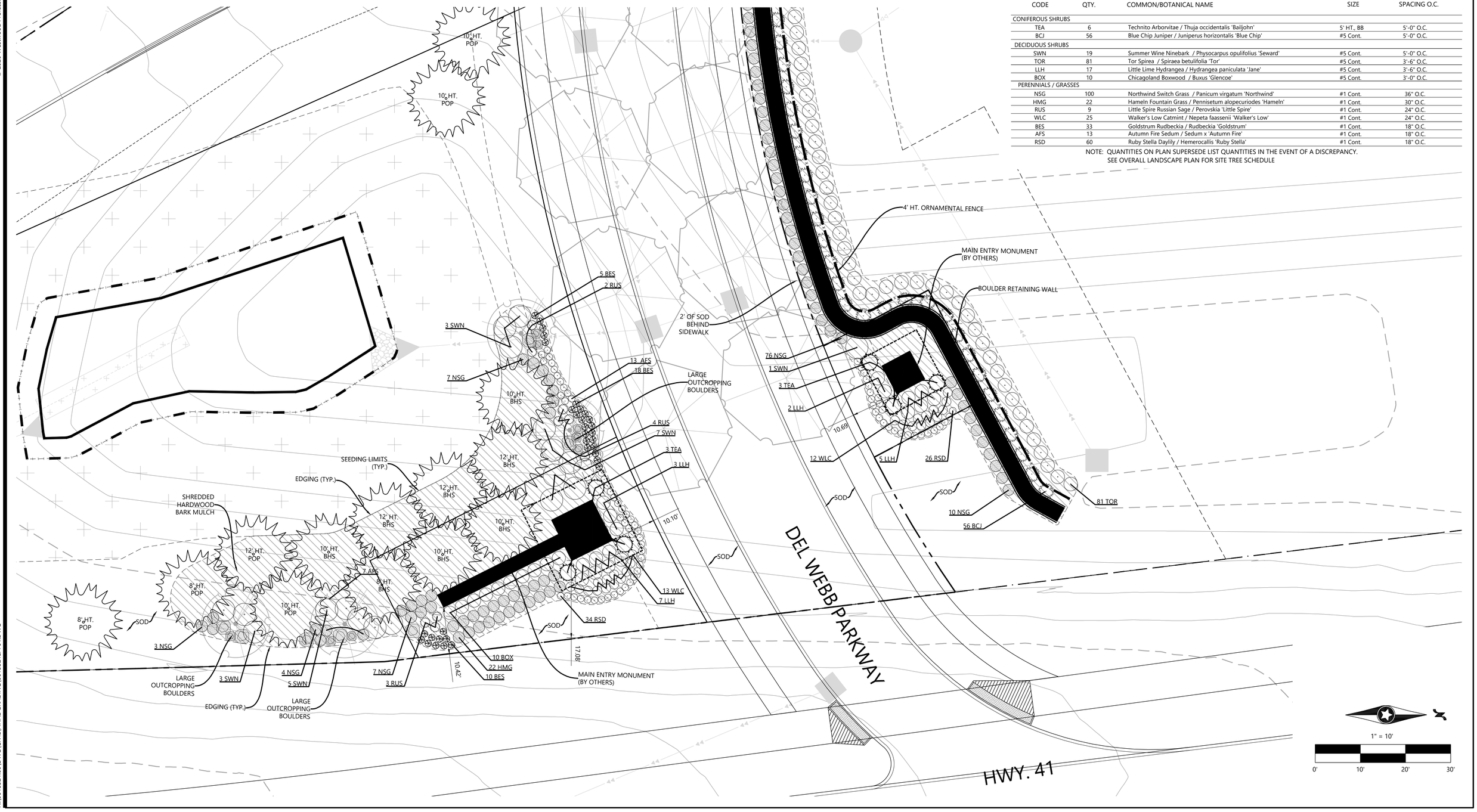
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 6 OF 16

DATE: 04/01/21

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Hwy 41 Entry Monument Planting Detail



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Entry Monument & Median Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
CONIFEROUS SHRUBS				
TEA	6	Technito Arborvitae / Thuja occidentalis 'Bailjohn'	5' HT., BB	5'-0" O.C.
BCJ	56	Blue Chip Juniper / Juniperus horizontalis 'Blue Chip'	#5 Cont.	5'-0" O.C.
DECIDUOUS SHRUBS				
SWN	19	Summer Wine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
TOR	81	Tor Spirea / Spiraea betulifolia 'Tor'	#5 Cont.	3'-6" O.C.
LLH	17	Little Lime Hydrangea / Hydrangea paniculata 'Jane'	#5 Cont.	3'-6" O.C.
BOX	10	Chicagoland Boxwood / Buxus 'Glencoe'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
NSG	100	Northwind Switch Grass / Panicum virgatum 'Northwind'	#1 Cont.	36" O.C.
HMG	22	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
RUS	9	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
WLC	25	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
BES	33	Goldstrum Rudbeckia / Rudbeckia 'Goldstrum'	#1 Cont.	18" O.C.
AFS	13	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
RSD	60	Ruby Stella Daylily / Hemerocallis 'Ruby Stella'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

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DEL WEBB AT CHASKA

DESIGNED: .
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DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
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4	04/01/21	ISSUED FOR BID
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PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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ENTRY MONUMENT PLANTING DETAIL

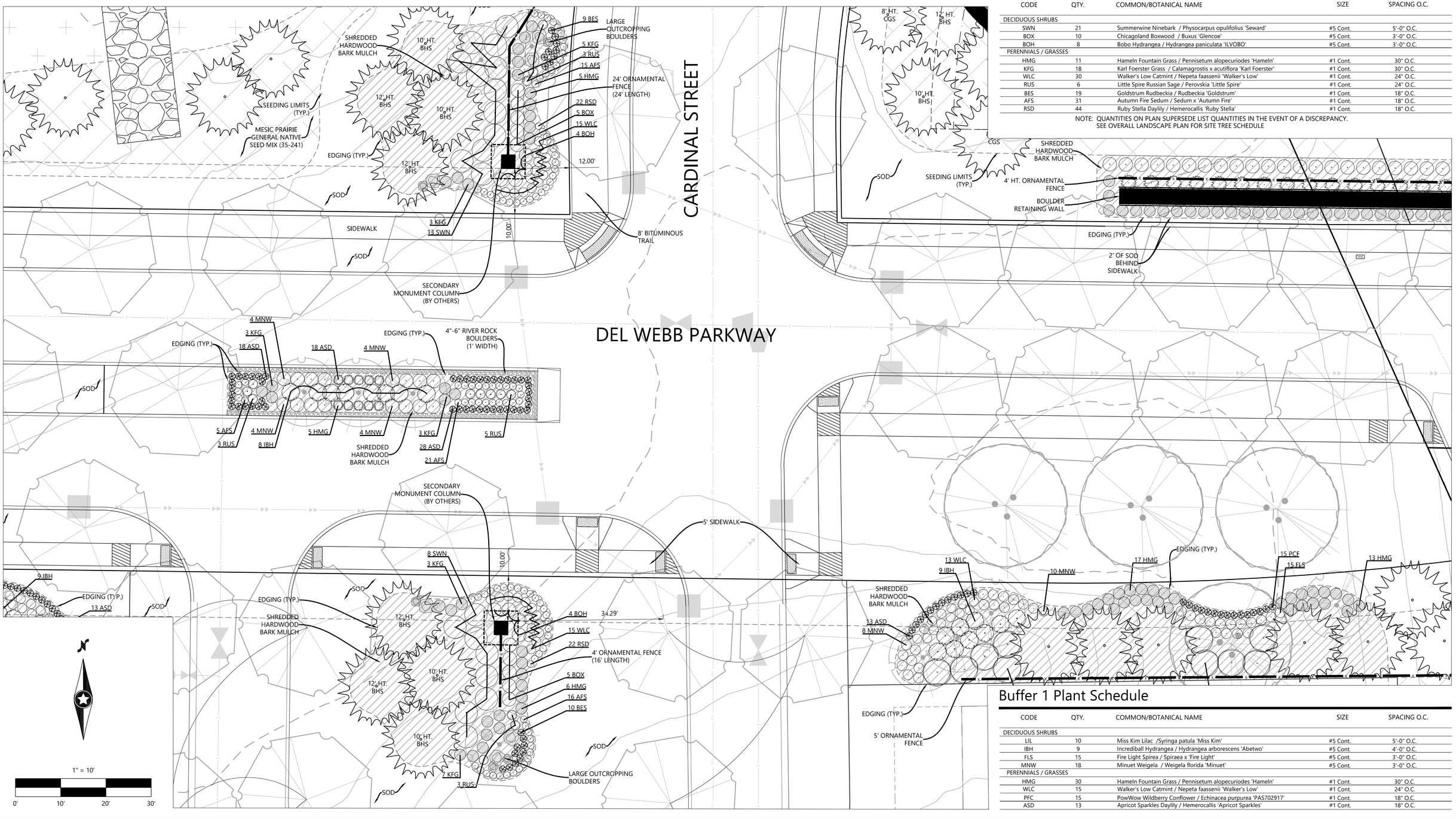
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 7 OF 16
DATE: 04/01/21

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Secondary Entrance Planting Detail



Secondary Monument Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
SWN	21	Summerwine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
BOX	10	Chicagoland Boxwood / Buxus 'Glencoe'	#5 Cont.	3'-0" O.C.
BOH	8	Bobo Hydrangea / Hydrangea paniculata 'ILVOBO'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	11	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	18	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
WLC	30	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
RUS	6	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
BES	19	Goldstrum Rudbeckia / Rudbeckia 'Goldstrum'	#1 Cont.	18" O.C.
AFS	31	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
RSD	44	Ruby Stella Daylily / Hemerocallis 'Ruby Stella'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY. SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

Buffer 1 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
LIL	10	Miss Kim Lilac /Syringa patula 'Miss Kim'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	4'-0" O.C.
FLS	15	Fire Light Spirea / Spiraea x 'Fire Light'	#5 Cont.	3'-0" O.C.
MNW	18	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	30	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
WLC	15	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
PFC	15	PowWow Wildberry Conflower / Echinacea purpurea 'PAS702917'	#1 Cont.	18" O.C.
ASD	13	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

SECONDARY ENTRANCE PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 8 OF 16
DATE: 04/01/21

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Median 1 and Buffer Planting Detail

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Median 1 Plant Schedule

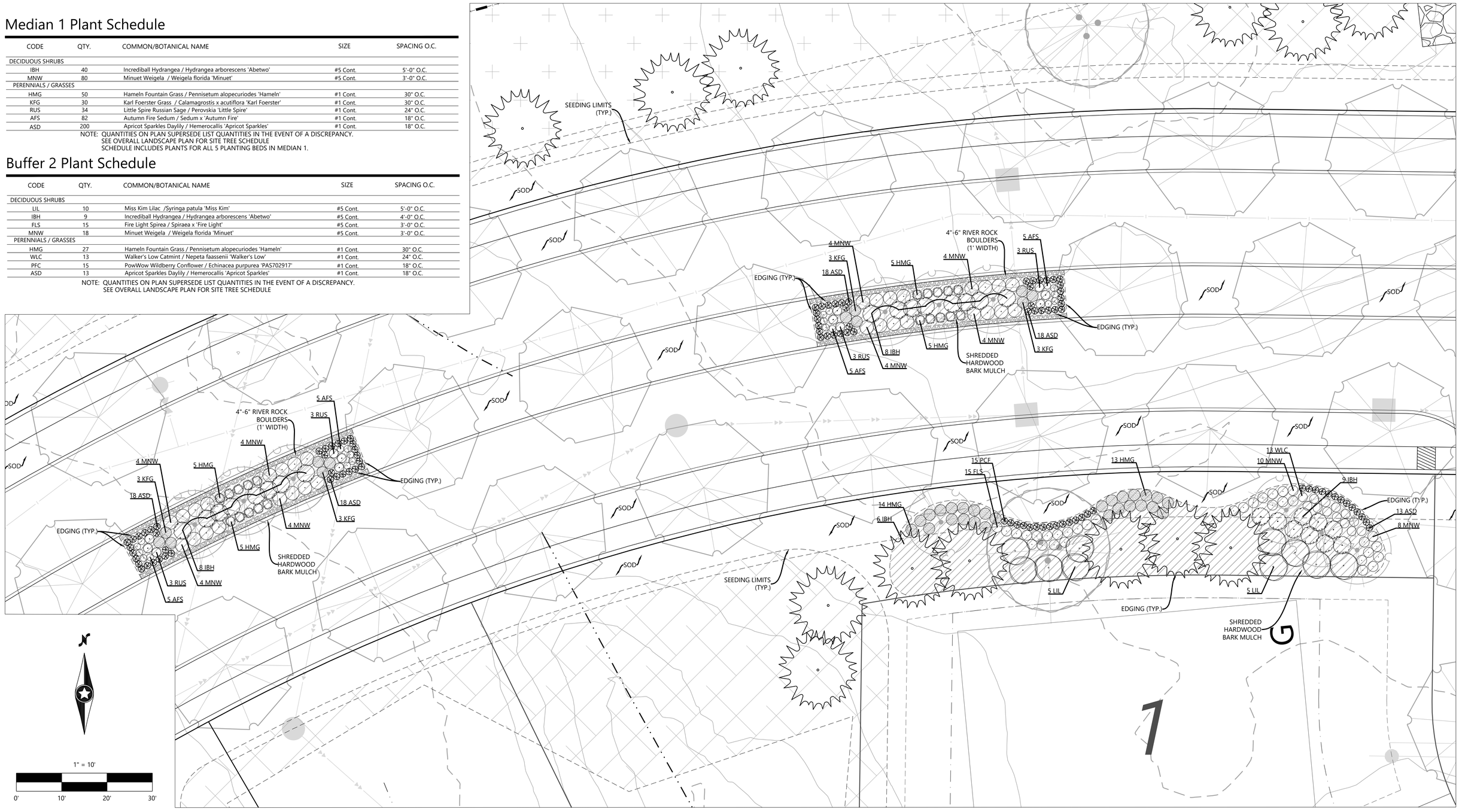
CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	40	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	80	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	50	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	30	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	34	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	82	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	200	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE
SCHEDULE INCLUDES PLANTS FOR ALL 5 PLANTING BEDS IN MEDIAN 1.

Buffer 2 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
LIL	10	Miss Kim Lilac /Syringa patula 'Miss Kim'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	4'-0" O.C.
FLS	15	Fire Light Spirea / Spiraea x 'Fire Light'	#5 Cont.	3'-0" O.C.
MNW	18	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	27	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
WLC	13	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	24" O.C.
PFC	15	PowWow Wildberry Conflower / Echinacea purpurea 'PAS702917'	#1 Cont.	18" O.C.
ASD	13	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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DEL WEBB AT CHASKA

DESIGNED:	.
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VERTICAL SCALE:	### OR ###

INITIAL ISSUE:	02/04/20	
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4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

ENTRY MEDIAN 1
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 9 OF 16
DATE: 04/01/21

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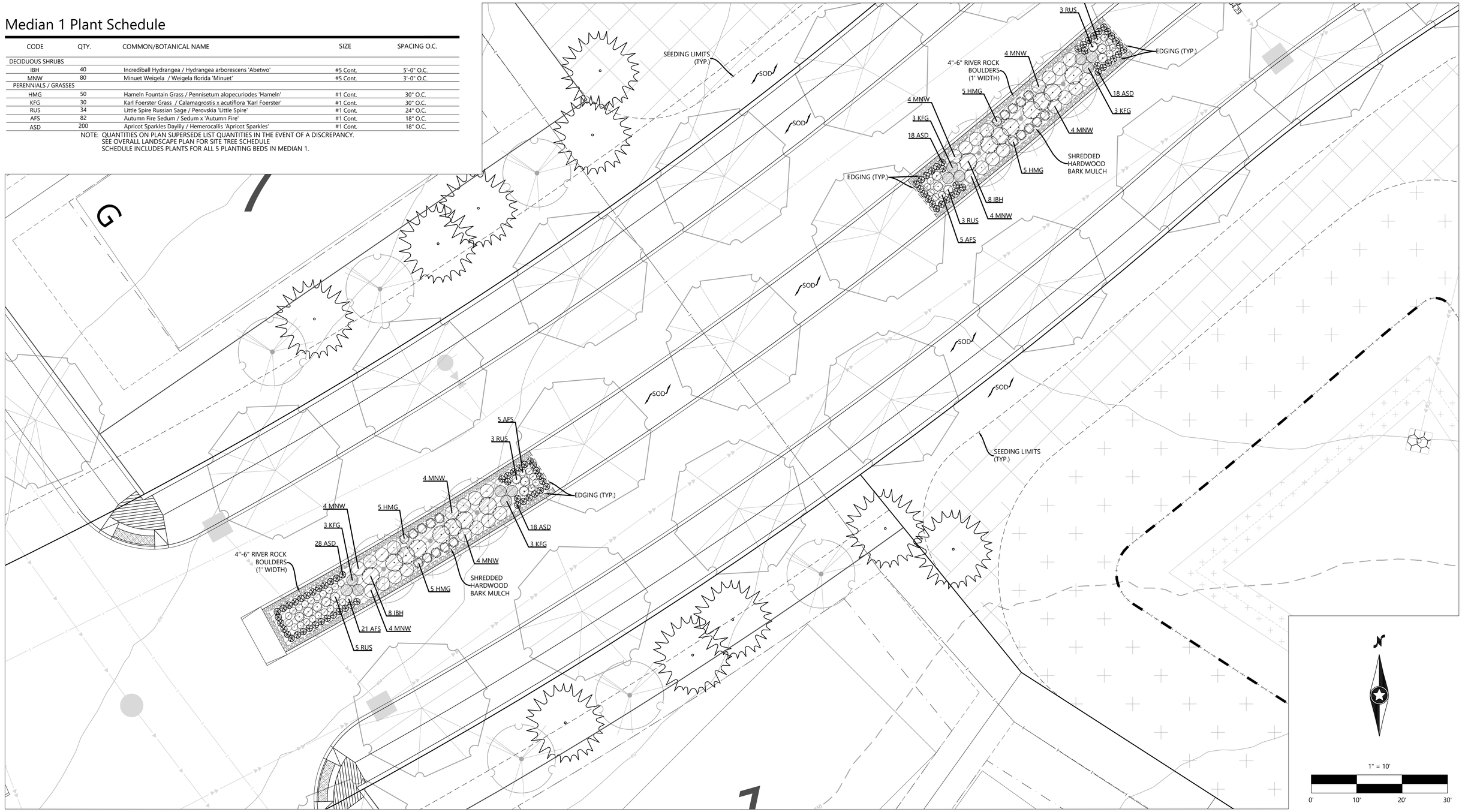
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

Median 1 Planting Detail

Median 1 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	40	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	80	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	50	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	30	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	34	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	82	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	200	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE
SCHEDULE INCLUDES PLANTS FOR ALL 5 PLANTING BEDS IN MEDIAN 1.



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DEL WEBB AT CHASKA

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 04/01/21 LICENSE NO. 53774

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CHASKA, MN

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Westwood Professional Services, Inc.

ENTRY MEDIAN 1
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 10 OF 16
DATE: 04/01/21

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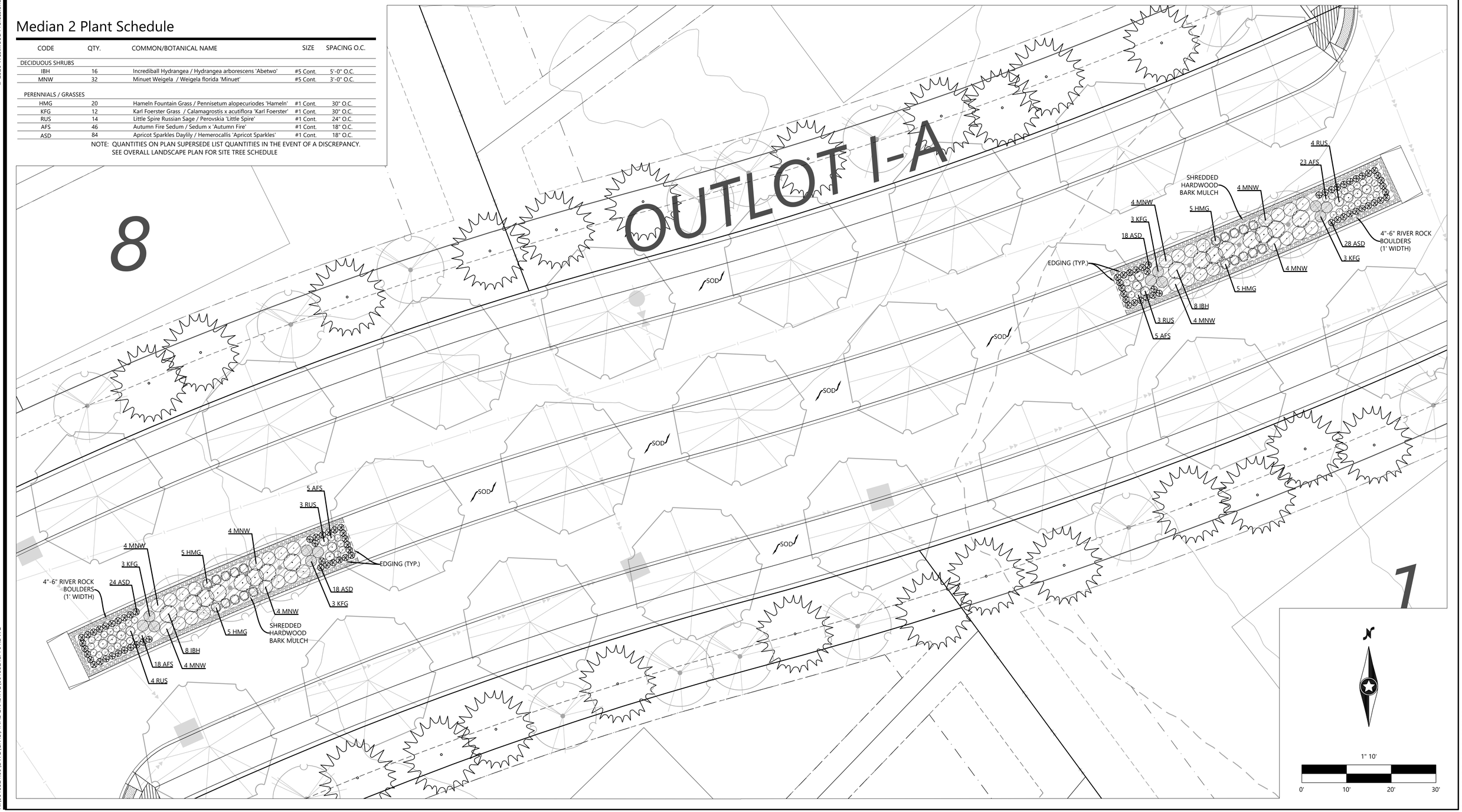
Median 2 Planting Detail

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

Median 2 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	16	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	32	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	20	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	12	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	14	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	46	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	84	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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DEL WEBB AT CHASKA

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VERTICAL SCALE: ### OR ###

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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

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Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
Toll Free (888) 937-5150 | westwoodps.com
Westwood Professional Services, Inc.

ENTRY MEDIAN 2
PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 11 OF 16
DATE: 04/01/21

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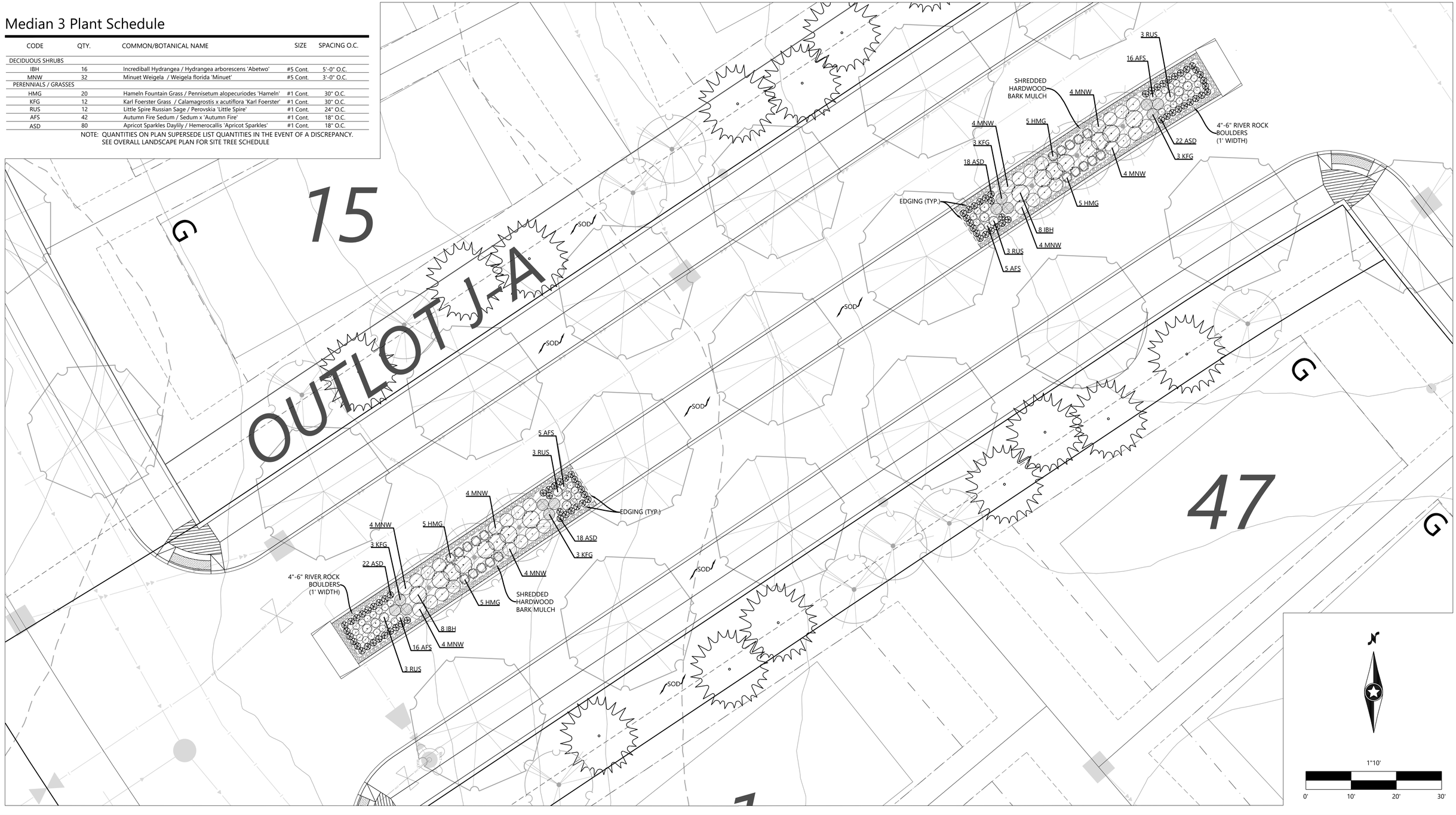
Median 3 Planting Detail

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

Median 3 Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
IBH	16	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
MNW	32	Minuet Weigela / Weigela florida 'Minuet'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
HMG	20	Hameln Fountain Grass / Pennisetum alopecuriodes 'Hameln'	#1 Cont.	30" O.C.
KFG	12	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
RUS	12	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
AFS	42	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	80	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE



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VERTICAL SCALE: ### OR ###

INITIAL ISSUE:	02/04/20	
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PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
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ENTRY MEDIAN 3
PLANTING DETAIL

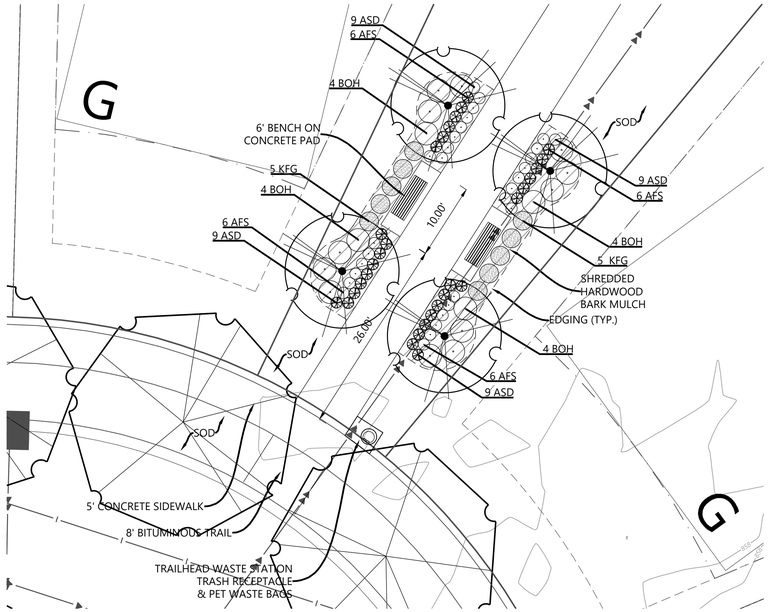
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 12 OF 16
DATE: 04/01/21

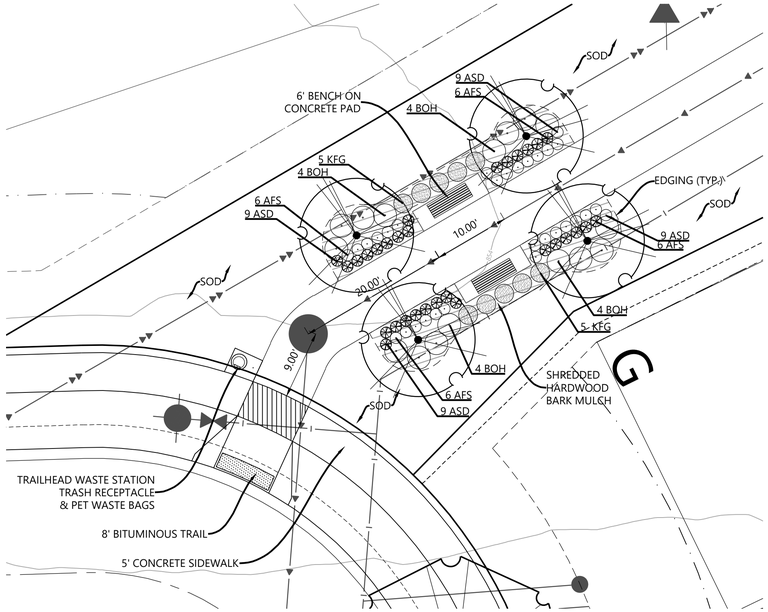
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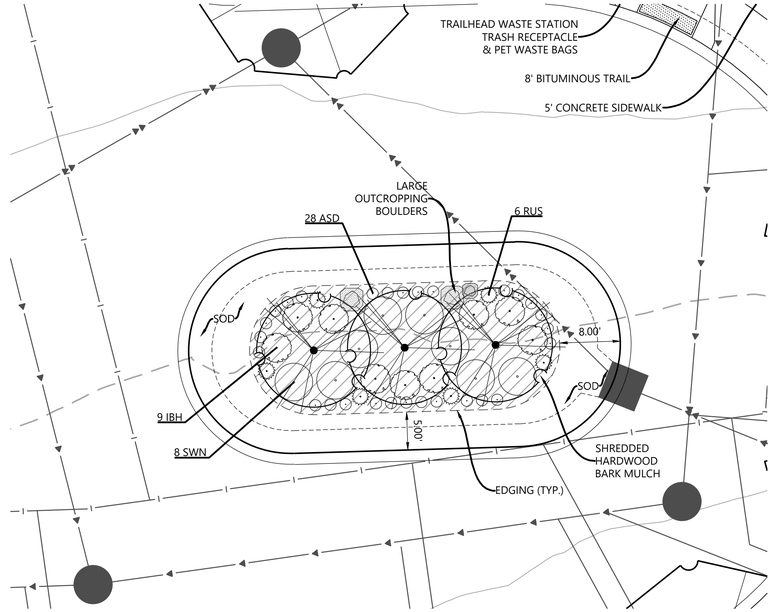
Trailhead Detail North



Trailhead Detail South



Cul-de-sac Planting Detail



Trailhead Plant Schedule (x2)

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
BOH	16	Bobo Hydrangea / Hydrangea paniculata 'ILVOBO'	#5 Cont.	3'-0" O.C.
PERENNIALS / GRASSES				
KFG	10	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
AFS	24	Autumn Fire Sedum / Sedum x 'Autumn Fire'	#1 Cont.	18" O.C.
ASD	36	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

Cul-de-sac Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
DECIDUOUS SHRUBS				
SWN	8	Summerwine Ninebark / Physocarpus opulifolius 'Seward'	#5 Cont.	5'-0" O.C.
IBH	9	Incrediball Hydrangea / Hydrangea arborescens 'Abetwo'	#5 Cont.	5'-0" O.C.
PERENNIALS / GRASSES				
RUS	6	Little Spire Russian Sage / Perovskia 'Little Spire'	#1 Cont.	24" O.C.
ASD	28	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	24" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

1" = 10'
0' 10' 20' 30'

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DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
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VERTICAL SCALE: ### OR ###

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7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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DATE: 04/01/21 LICENSE NO. 53774

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TRAILHEAD DETAILS

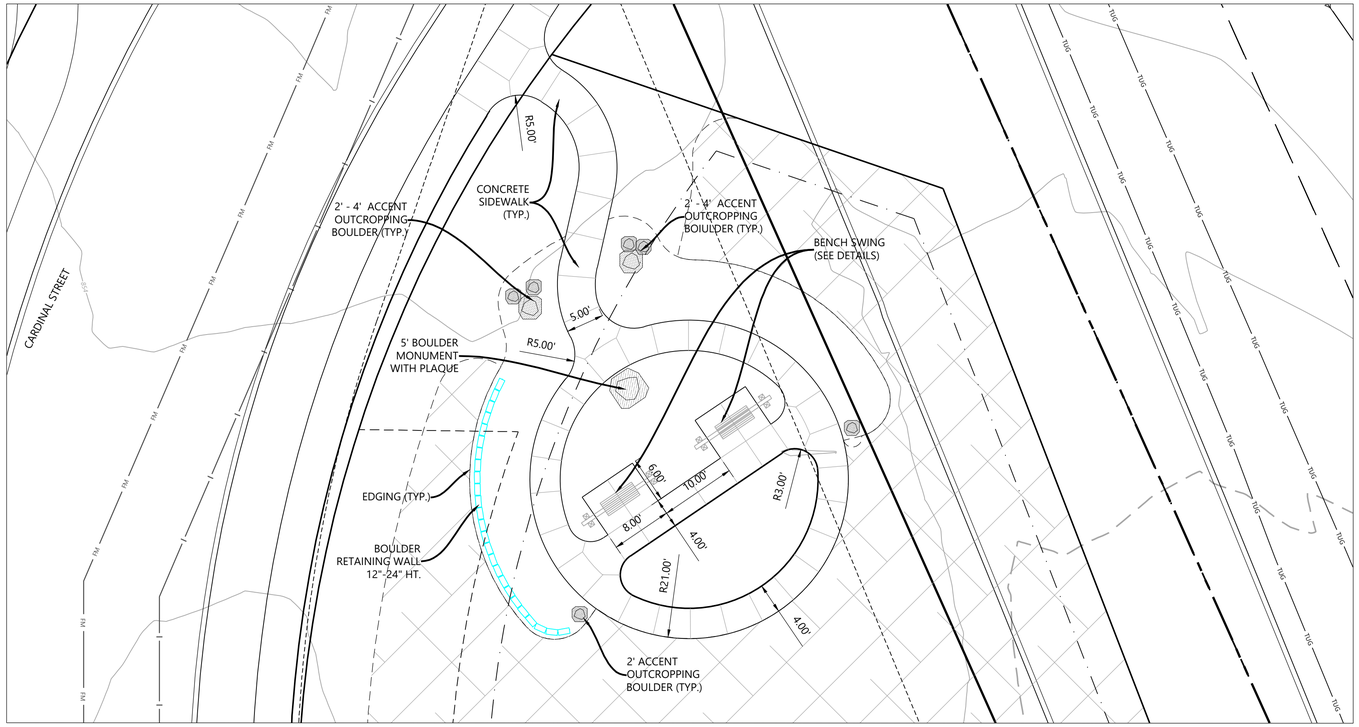
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 13 OF 16
DATE: 04/01/21

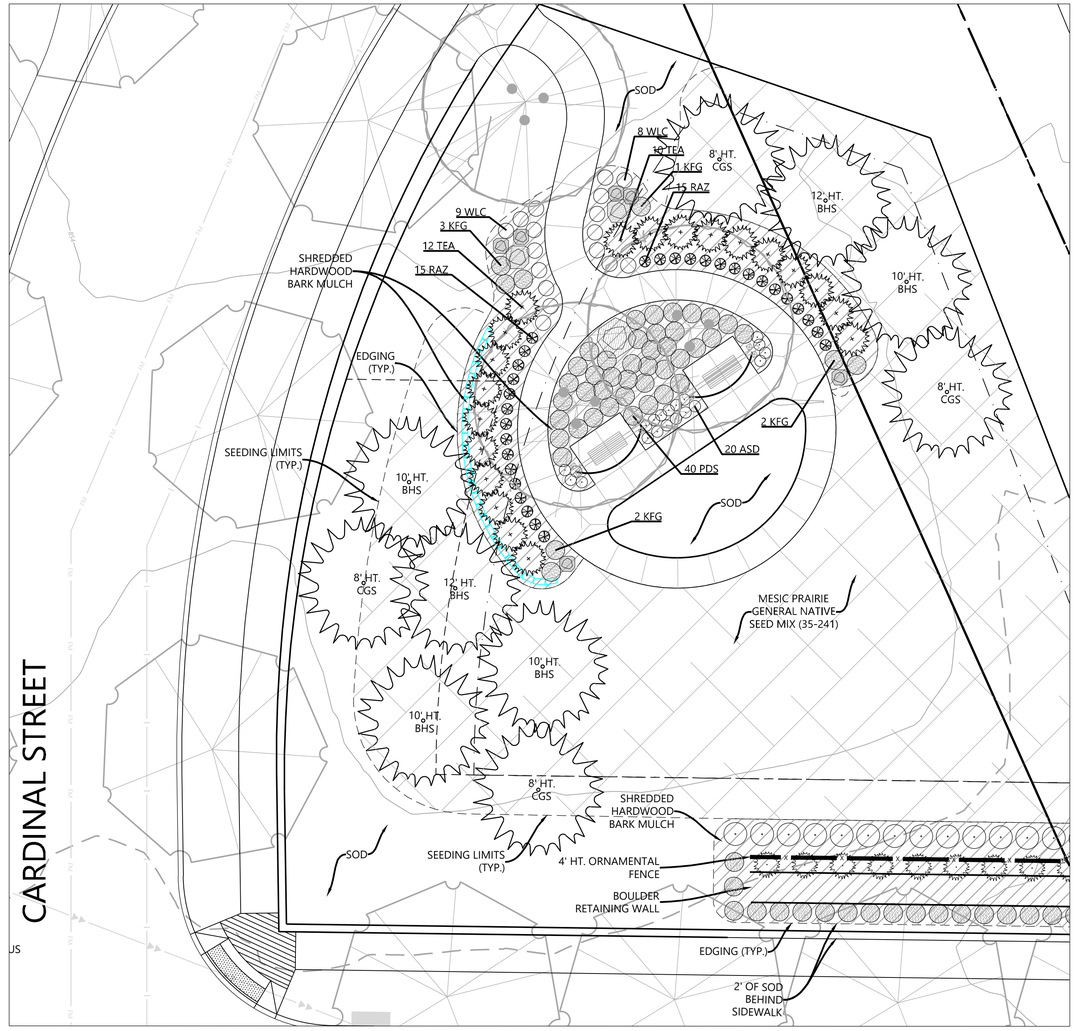
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Common Ground Alliance

Overlook Site Detail



Overlook Planting Detail



Overlook Plant Schedule

CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.
CONIFEROUS SHRUBS				
TEA	24	Techny Globe Arborvitae / Thuja occidentalis 'Techny Globe'	30" HT., BB	4'-0" O.C.
PERENNIALS / GRASSES				
PDS	40	Prairie Dropseed Grass / Sporobolus heterolepis	#1 Cont.	30" O.C.
KFG	8	Karl Foerster Grass / Calamagrostis x acutiflora 'Karl Foerster'	#1 Cont.	30" O.C.
WLC	17	Walker's Low Catmint / Nepeta faassenii 'Walker's Low'	#1 Cont.	30" O.C.
RAZ	30	Red Razzmatazz Daylily / Hemerocallis 'Red Razamatazz'	#1 Cont.	24" O.C.
ASD	20	Apricot Sparkles Daylily / Hemerocallis 'Apricot Sparkles'	#1 Cont.	18" O.C.

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.
SEE OVERALL LANDSCAPE PLAN FOR SITE TREE SCHEDULE

1" = 10'

0' 10' 20' 30'

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DEL WEBB AT CHASKA

DESIGNED: .
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ENTRY OVERLOOK

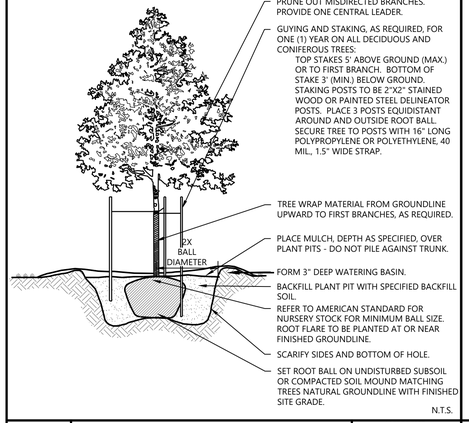
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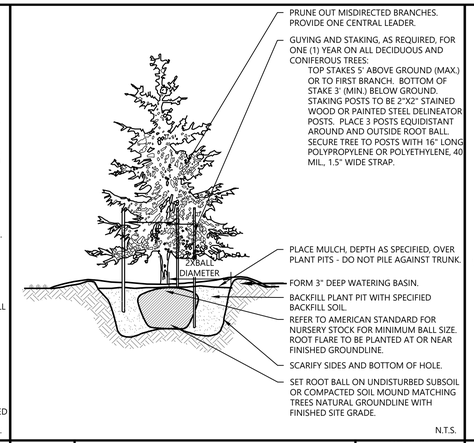
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Planting Notes

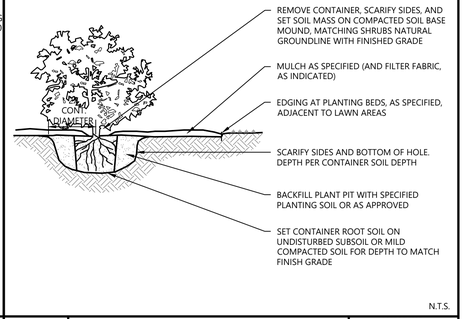
1. CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL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



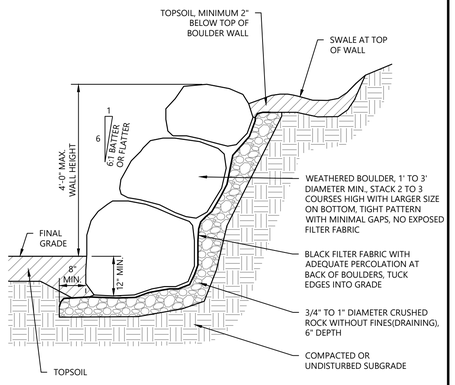
Westwood	DECIDUOUS TREE PLANTING	LAST REVISED: 10/19/18
		LA28



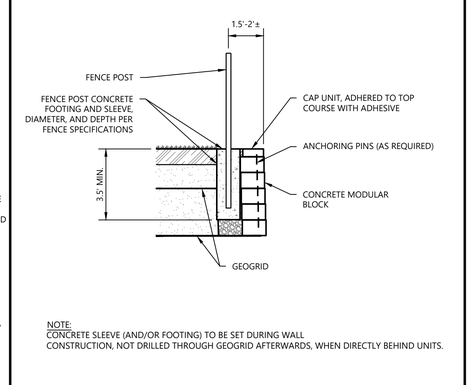
Westwood	EVERGREEN TREE PLANTING	LAST REVISED: 10/19/18
		LA29



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

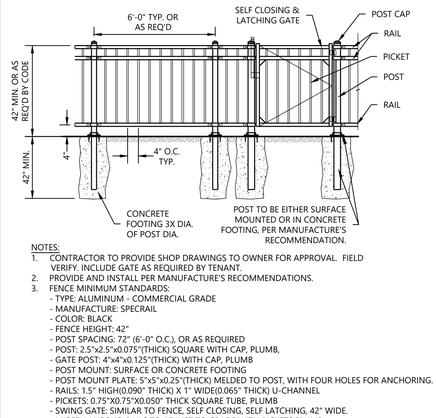


Westwood	BOULDER RETAINING WALL	LAST REVISED: 08/15/17
		SI42



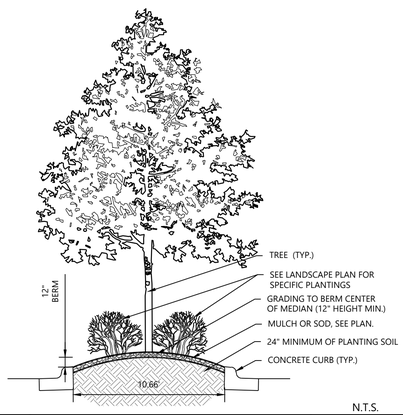
NOTE:
CONCRETE SLEEVE (AND/OR FOOTING) TO BE SET DURING WALL CONSTRUCTION, NOT DRILLED THROUGH GEOGRID AFTERWARDS, WHEN DIRECTLY BEHIND UNITS.

Westwood	FENCE AT MODULAR BLOCK WALL	LAST REVISED: 08/15/17
		SI41



NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO OWNER FOR APPROVAL. FIELD VERIFY. INCLUDE GATE AS REQUIRED BY TENANT.
2. PROVIDE AND INSTALL PER MANUFACTURE'S RECOMMENDATIONS.
3. FENCE MINIMUM STANDARDS:
   - TYPE: ALUMINUM - COMMERCIAL GRADE
   - MANUFACTURE: SPECRAIL
   - COLOR: BLACK
   - FENCE HEIGHT: 42"
   - POST SPACING: 72" (6'-0" O.C.), OR AS REQUIRED
   - POST: 2.5"x2.5"x0.075"(THICK) SQUARE WITH CAP. PLUMB,
   - GATE POST: 4"x4"x0.125"(THICK) WITH CAP. PLUMB
   - POST MOUNT: SURFACE OR CONCRETE FOOTING
   - POST MOUNT PLATE: 5"x5"x0.25"(THICK) MELDED TO POST, WITH FOUR HOLES FOR ANCHORING.
   - RAILS: 1.5" HIGH(0.090" THICK) X 1" WIDE(0.065" THICK) U-CHANNEL
   - PICKETS: 0.75"X0.75"X0.050" THICK SQUARE TUBE, PLUMB
   - SWING GATE: SIMILAR TO FENCE, SELF CLOSING, SELF LATCHING, 42" WIDE.
   - MISCELLANEOUS: RAILS TO ADJUST TO GRADE WITH PICKETS PLUMB

Westwood	ORNAMENTAL FENCE	LAST REVISED: 08/15/17
		SI35



N.T.S.

Westwood	DEL WEBB PARKWAY MEDIAN DETAIL	LAST REVISED: 04/01/21
		LA14

Typical Ornamental Fence

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



ALUMINUM ORNAMENTAL FENCE TO BE USED TO DEFINE PROJECT BOUNDARY OR ACCENT.
COLOR: BLACK
HEIGHT: 4' TALL

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521LP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 09/01/20 SITE PLAN UPDATES
3 03/17/21 ADDED OVERLOOK/UPSIZE ENTRY TREES
4 04/01/21 ISSUED FOR BID
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

NICHOLAS T. MEYER
DATE: 04/01/21 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

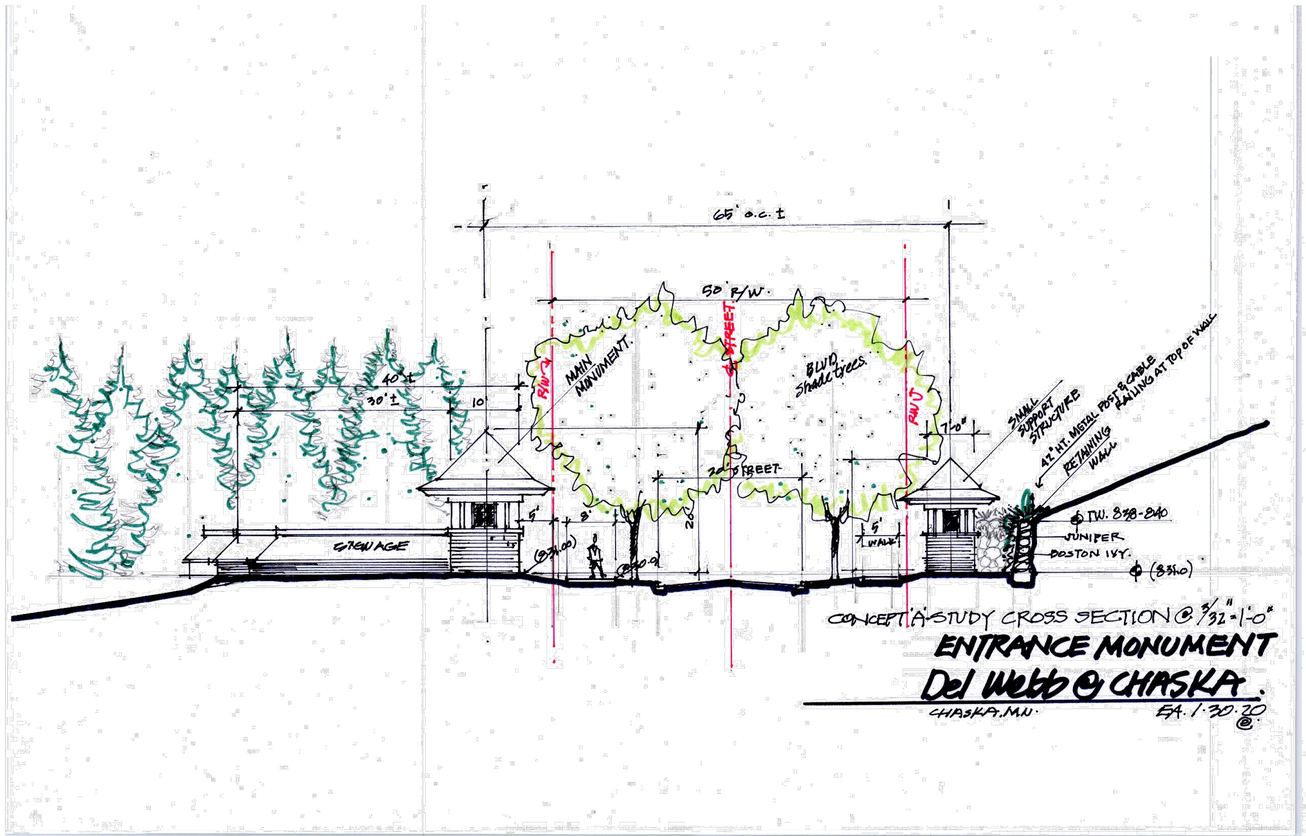
LANDSCAPE NOTES AND DETAILS

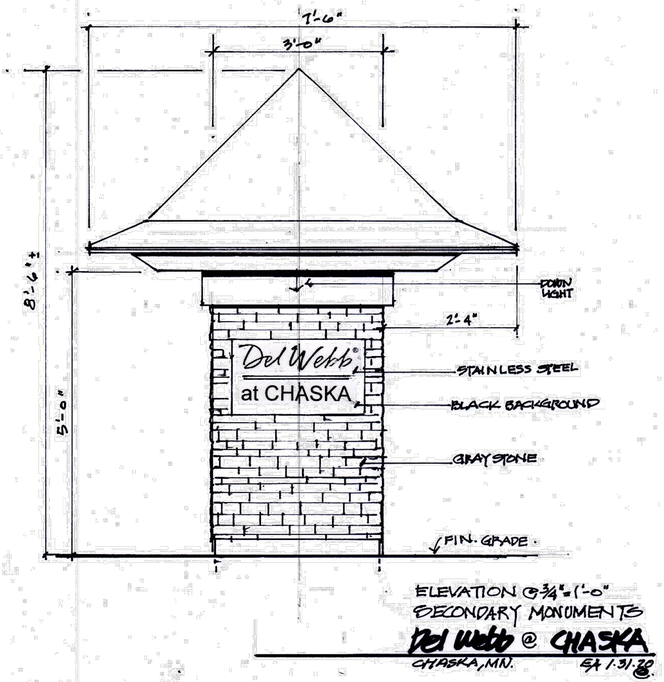
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 15 OF 16
DATE: 04/01/21

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





NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\FINAL GRADING\0015521LPF02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	09/01/20	SITE PLAN UPDATES
3	03/17/21	ADDED OVERLOOK/UPSIZE ENTRY TREES
4	04/01/21	ISSUED FOR BID
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

DATE: 04/01/21 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

ENTRY MONUMENTS - ELEVATIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 16 OF 16

DATE: 04/01/21

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
January 12, 2022

Subject: **Recommendation for Disposition of Excess Property Near Highwood Drive**

Prepared By: Nate Kabat

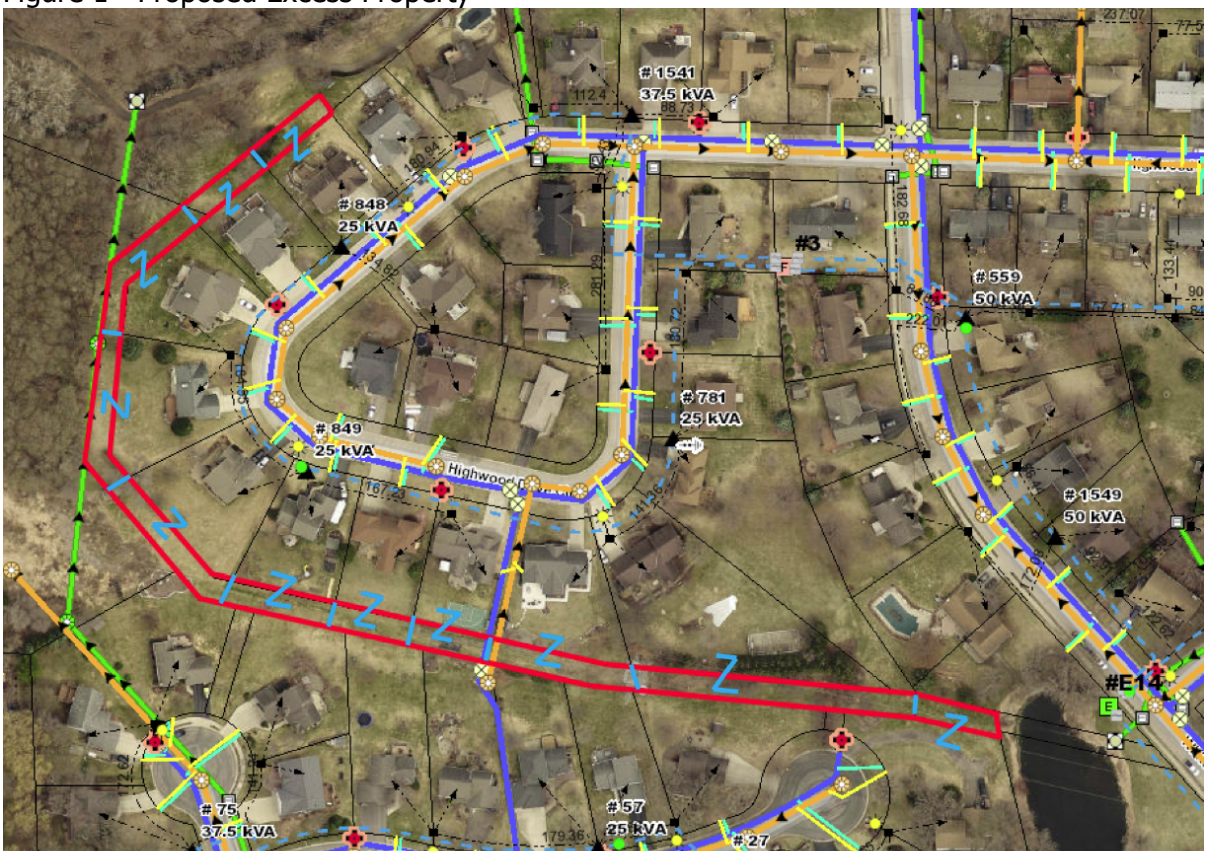
Background
The City is in receipt of a request to consider a strip of city owned land excess, so that the adjacent property owners may purchase it from the City and added onto their lots.

The property is generally located west and south of Highwood Drive (just north of Engler Boulevard) and consists of PID 306860160, PID 305800280, PID 305800290, and PID 305800240. The area outlined in red in Figure 1 is the area in question and the blue lot line extenders show how the property would be divided and the blue connectors show to whom it would be attached (based on which plat the respective outlots came from).

The Parks and Recreation Director and the Public Works Director have reviewed the request and have confirmed that there are no plans to use this area as a trail connection. Necessary utility access was identified in limited areas which would be preserved through easements should the property be sold.

At its December 20, 2021 meeting, the City Council approved a motion requesting to the Planning Commission to declare that the property is excess City property, which is necessary for the property to be sold as proposed in Figure 1. Following Planning Commission's declaration, staff would return to the City Council to request authorization to proceed to work with the adjacent property owners on the purchase of the excess property.

Figure 1 - Proposed Excess Property



Recommendation

Community Development staff have reviewed this request with Parks and Recreation staff and with Public Works staff to determine this property is not needed for City purposes and sale would not be inconsistent with goals set by the Comprehensive Plan. Neighbors have expressed interest in purchasing the excess property. Therefore, staff recommends proceeding to declare the property described as excess and recommend approval of sale to the City Council.

PLANNING COMMISSION ACTION REQUESTED

Motion to recommend approval of the sale of excess City property at PID 306860160, PID 305800280, PID 305800290, and PID 305800240 generally located west and south of Highwood Drive.

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/22

Subject: **West Creek Apartments (fka Hickory Street Apartments) – Preliminary Site & Building Plan, Preliminary Plat, and Rezoning**

Applicant: Community Asset Development Group

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

Case No.: PC No. 2022-02

Synopsis: The applicant is requesting approval of a preliminary site & building plan, preliminary plat and rezoning to construct an apartment that supports young adults transitioning out of homelesseness.

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 appoximately 1-acre of the adjacent City owned land that is anticipated to be acquired into the project area.

At its January 3, 2022 City Council meeting the Concept Plan for West Creek Apartments was approved.

CHANGES SINCE JANUARY 2022 APPROVALS:

The following changes have occurred since the January 2022 approvals:

- A section drawing is included to show the patio landscaping
- Proof of parking in the amount of 4-6 stalls has been added to the site plan
- More usable programming has been added to the stormwater ponding area; a picnic table and bench

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 Preliminary Site & Building Plan, Preliminary Plat and Rezoning 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. 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.

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 approximately one-acre 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.

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 26 parking spaces (22 constructed; 4 proof of parking). 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	**26 parking spaces**

According to this table the applicant is deficient by 12 parking spaces. The apartment building is providing 22 surface parking stalls for its 19-unit facility; there are 4 viable proof of parking stalls that can be added as a westerly extension off the proposed parking lot making for a total of 26 stalls. 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. In addition, the applicant has provided an analysis of the existing facilities in Eagan and Edina that operate similarly to the one proposed. The Eagan site (Lincoln Place Apartments; 1997 Gold Trail) has 24 dwelling units and 19 parking stalls. The Edina site (66 West Apartments; 3330 W 66th St) has 39 dwelling

units and 19 parking stalls. The applicant states that neither location has had parking issues. It should be noted that these existing buildings are located in similar contexts as the Chaska location where street parking is not an option, and they have to rely on their own site accommodations.

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". 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. The applicant is also showing a bench and picnic table to be added near the stormwater pond. These areas account for 5% of the site. It should be noted that there are only 18 residents in this facility, and the two programmed spaces appear adequate to serve the size of residents

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.

City Land Conveyance
The City-owned land that abuts the west side of the site will need to be acquired for the development. Approximately one-acre is shown to be included. A lot split will need to occur in order to deed off the parcel appropriately. The developer will have to compensate accordingly for

this land as determined by the City Council, so a purchase agreement will need to be worked on to officialize the transaction, and doneso prior to final plat recording.

Preliminary Plat
The preliminary plat is showing 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.

Rezoning
The site will need to be rezoned from Medium Density Residential (R2) to a Planned Residential Development District (PRD-80).

Deadline for Agency Action
The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City is to act on this request by **Saturday, February 5, 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, April 6, 2022. The City may, with the petitioner's consent, extend the review period beyond the Wednesday, April 6, 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 Preliminary Site & Building Plan and Preliminary Plat for West Creek Apartments, subject to the following conditions:

1. **Approvals shall be based on the following graphic 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. **Preliminary Plat, prepared by Sathre Bergquist, Inc., dated November 29, 2021**
    d. **Site Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021**
    e. **Utility Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021**
    f. **Grading Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021**
    g. **Basin Plan, prepared by Sathre Bergquist, Inc., dated November 17, 2021**
    h. **Erosion Control and Topsoil, prepared by Sathre Bergquist, Inc., dated November 17, 2021**
    i. **City Detail Plates (pgs 1-3), prepared by Sathre Bergquist, Inc., dated May 19, 2021**
    j. **Tree Inventory Plan, prepared by 292 Design, dated November 2, 2021**
    k. **Landscape Plan, prepared by 292 Design, dated November 2, 2021**
    l. **Elevation at Patio, prepared by 292 Design, dated January 5, 2022**
    m. **Patio Enlargement, prepared by 292 Design, dated November 2, 2021**
    n. **Landscape Details, prepared by 292 Design, dated November 2, 2021**
    o. **Photometric Site Plan, prepared by 292 Design, dated November 12, 2021**
2. **Compliance with section 9.11 Building Design/Materials in Multi Familly Residential.**
3. **Provision that modular face brick is used.**
4. **Provision to provide usable open space that meets zoning section 9.11.4.1.1A and to be submitted at preliminary.**

5. **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.**
6. **Parking on Hickory Street between Chaska Blvd and 4th Street will be prohibited.**
7. **Coordination with the City Engineer for the provision of public utilities to the site.**
8. **Provision of two fire hydrants on site to be in locations determined by the fire department, and to be shown on the preliminary plans.**
9. **Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).**
10. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
11. **Provision of a lot split to occur on the City-owned parcel prior to Final Plat approval.**
12. **Provision for developer to pay City for the City's land being added to the lot for a value determined by City Council, and a Purchase Agreement to be executed prior to Final Plat recording.**

Motion to recommend approval of the rezoning from Medium Density Residential (R2) to Planned Residential Development (PRD-80).

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 summitted, 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 withing 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.

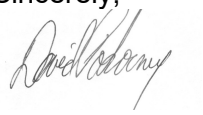
As part of our application package, we have included the following:

- 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,



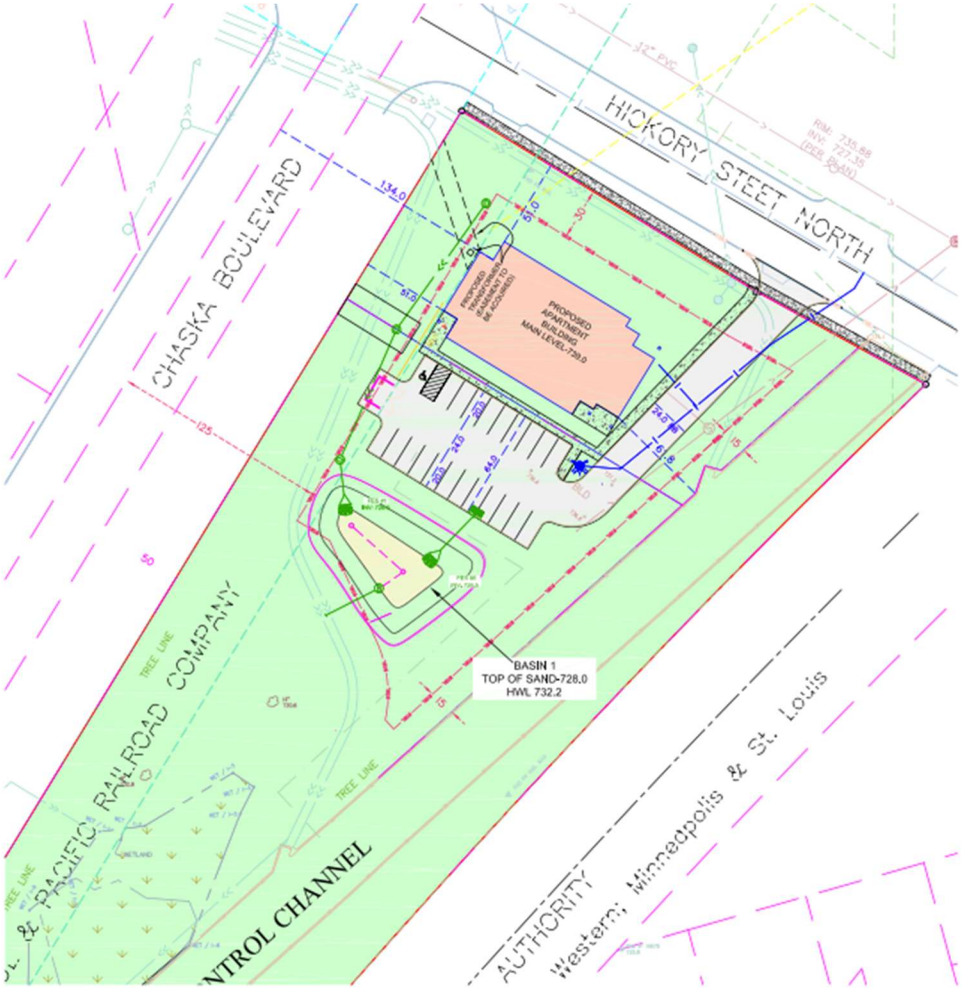
David Pokorney
Community Asset Development Group
davepokorney@gmail.com

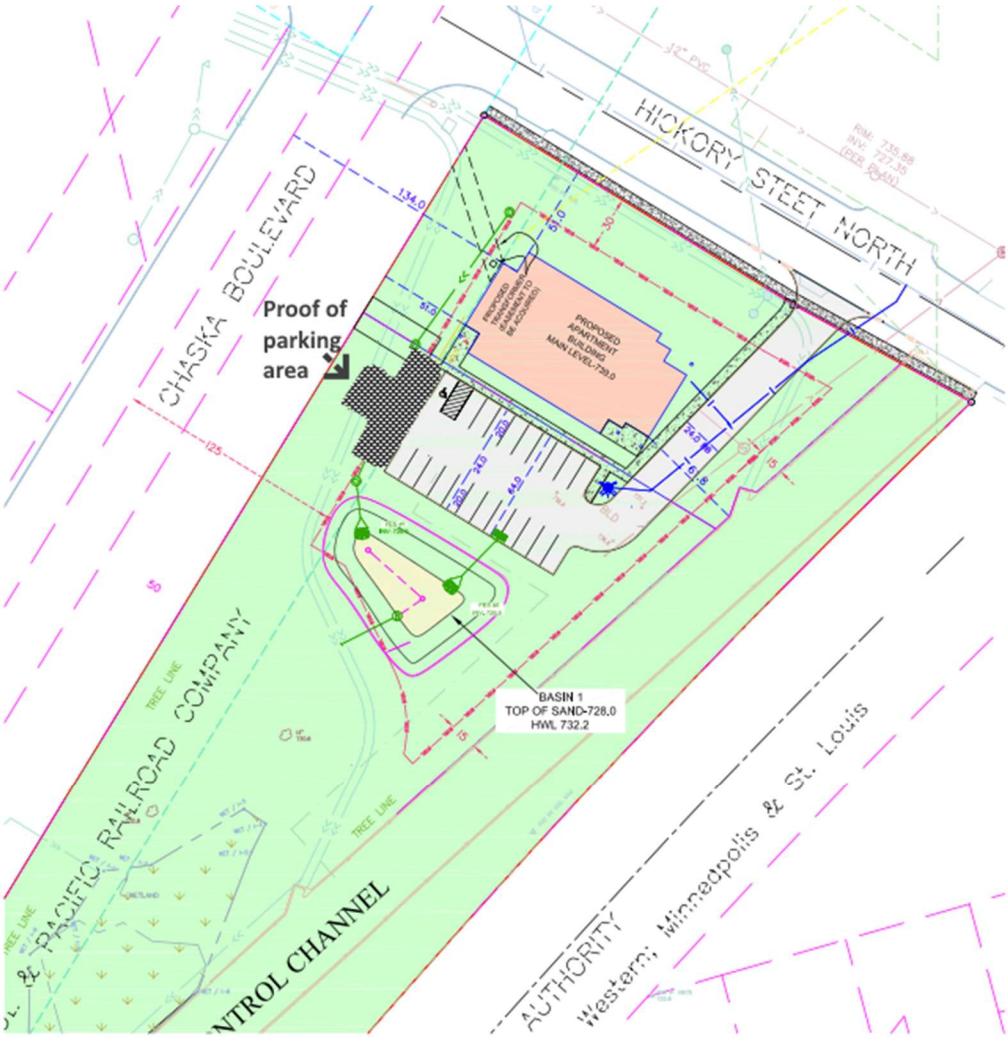
1/5/22

To: Liz Hanson, City Planner
From: Dave Pokorney, CADG
Subject: Parking Discussion

During discussion by the City Council regarding the West Creek concept plan, the topic of parking came up. Although it appeared that members understood the logic of having less than 2 parking stalls per unit, the Council expressed concern that there needed to be a plan if parking became an issue. Twenty-two surface parking spaces are planned which given the fact that 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, 38 spaces would be excessive. Given the unique nature of the tenants that the building will be serving, we anticipate that less than 60% of the residents will own cars. In recent years there have been two similar suburban apartments developed that serve young adults coming out of homelessness. In the City of Eagan, Lincoln Place is 24 units and has 19 parking stalls. 66 West Apartments in Edina is a 39-unit building serving a similar population and has 19 parking spaces. Neither site has indicated a problem with parking.

To address this concern, the ownership will include language in the individual leases limiting tenants to a maximum of one vehicle per unit. In addition, we have reviewed the site plan and we can show 4 to 6 additional “proof of parking spaces” to the west of the exiting parking lot. The following is the proposed site plan and a plan showing the area for additional spaces.





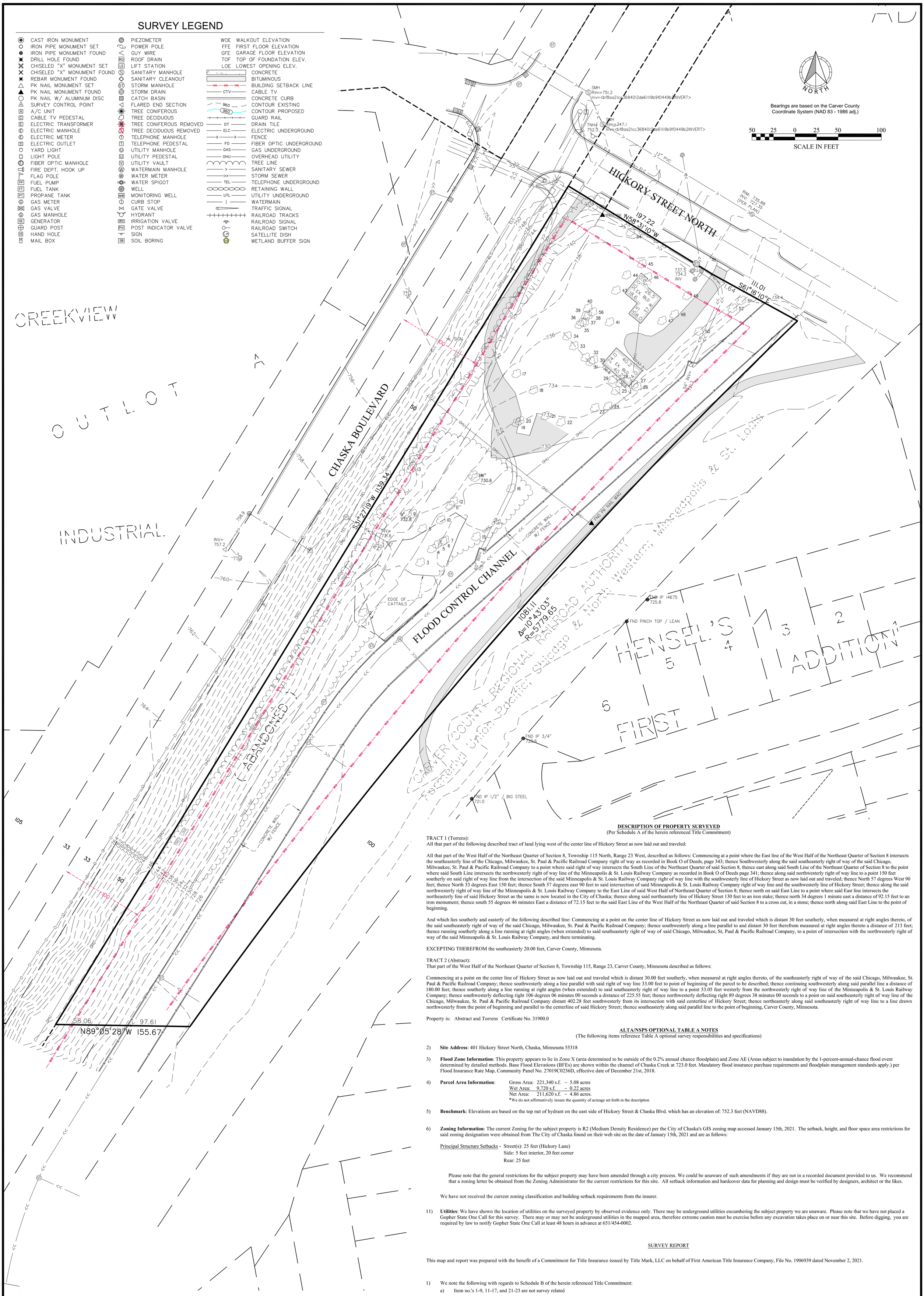
Further we understand that if in the future reconfiguring of the building or an alternative use is proposed, that would require additional City approvals.

SURVEY LEGEND

- CAST IRON MONUMENT
- IRON PIPE MONUMENT SET
- IRON PIPE MONUMENT FOUND
- DRILL HOLE FOUND
- CHISELED "X" MONUMENT SET
- CHISELED "X" MONUMENT FOUND
- REBAR MONUMENT FOUND
- PK NAIL MONUMENT SET
- PK NAIL MONUMENT FOUND
- PK NAIL W/ ALUMINUM DISC
- SURVEY CONTROL POINT
- A/C UNIT
- CABLE TV PEDESTAL
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC OUTLET
- YARD LIGHT
- LIGHT POLE
- FIBER OPTIC MANHOLE
- FIRE DEPT. HOOK UP
- FLAG POLE
- FUEL PUMP
- FUEL TANK
- PROPANE TANK
- GAS METER
- GAS VALVE
- GAS MANHOLE
- GENERATOR
- GUARD POST
- HAND HOLE
- MAIL BOX
- PIEZOMETER
- POWER POLE
- GUY WIRE
- ROOF DRAIN
- LIFT STATION
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM MANHOLE
- STORM DRAIN
- CATCH BASIN
- FLARED END SECTION
- TREE CONIFEROUS
- TREE DECIDUOUS
- TREE CONIFEROUS REMOVED
- TREE DECIDUOUS REMOVED
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- UTILITY MANHOLE
- UTILITY PEDESTAL
- UTILITY VAULT
- WATERMAIN MANHOLE
- WATER METER
- WATER SPIGOT
- WELL
- MONITORING WELL
- CURB STOP
- GATE VALVE
- HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- SIGN
- SOIL BORING

WOE WALKOUT ELEVATION
FFE FIRST FLOOR ELEVATION
GFE GARAGE FLOOR ELEVATION
TOF TOP OF FOUNDATION ELEV.
LOE LOWEST OPENING ELEV.

- CONCRETE
- BITUMINOUS
- BUILDING SETBACK LINE
- CABLE TV
- CONCRETE CURB
- CONTOUR EXISTING
- CONTOUR PROPOSED
- GUARD RAIL
- DRAIN TILE
- ELECTRIC UNDERGROUND
- FENCE
- FIBER OPTIC UNDERGROUND
- GAS UNDERGROUND
- OVERHEAD UTILITY
- TREE LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE UNDERGROUND
- RETAINING WALL
- UTILITY UNDERGROUND
- WATERMAIN
- TRAFFIC SIGNAL
- RAILROAD TRACKS
- RAILROAD SIGNAL
- RAILROAD SWITCH
- SATELLITE DISH
- WETLAND BUFFER SIGN



CREEKVIEW

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 northeasterly line of said Hickory Street as the same is now located in the City of Chaska; thence along said northeasterly 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 53.05 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 northeasterly 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)

2) **Site Address**: 401 Hickory Street North, Chaska, Minnesota 55318

3) **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. 27019C0236D, effective date of December 21st, 2018.

4) **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

5) **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).

6) **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.

11) **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.

1) We note the following with regards to Schedule B of the herein referenced Title Commitment:
   a) Item no.'s 1-9, 11-17, and 21-23 are not survey related
   b) Item no. 10 - Any encroachment, measurement, party walls, or other facts which a correct survey of the premises would show.
   c) 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.
   d) 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.
   e) 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, PLS Minnesota License No. 26147
schmidt@sathre.com

FIELD CREW	NO.	BY	DATE	REVISION
DM AK				
DRAWN				
EMW				
CHECKED				
DLS				
DATE				
5/23/21				

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

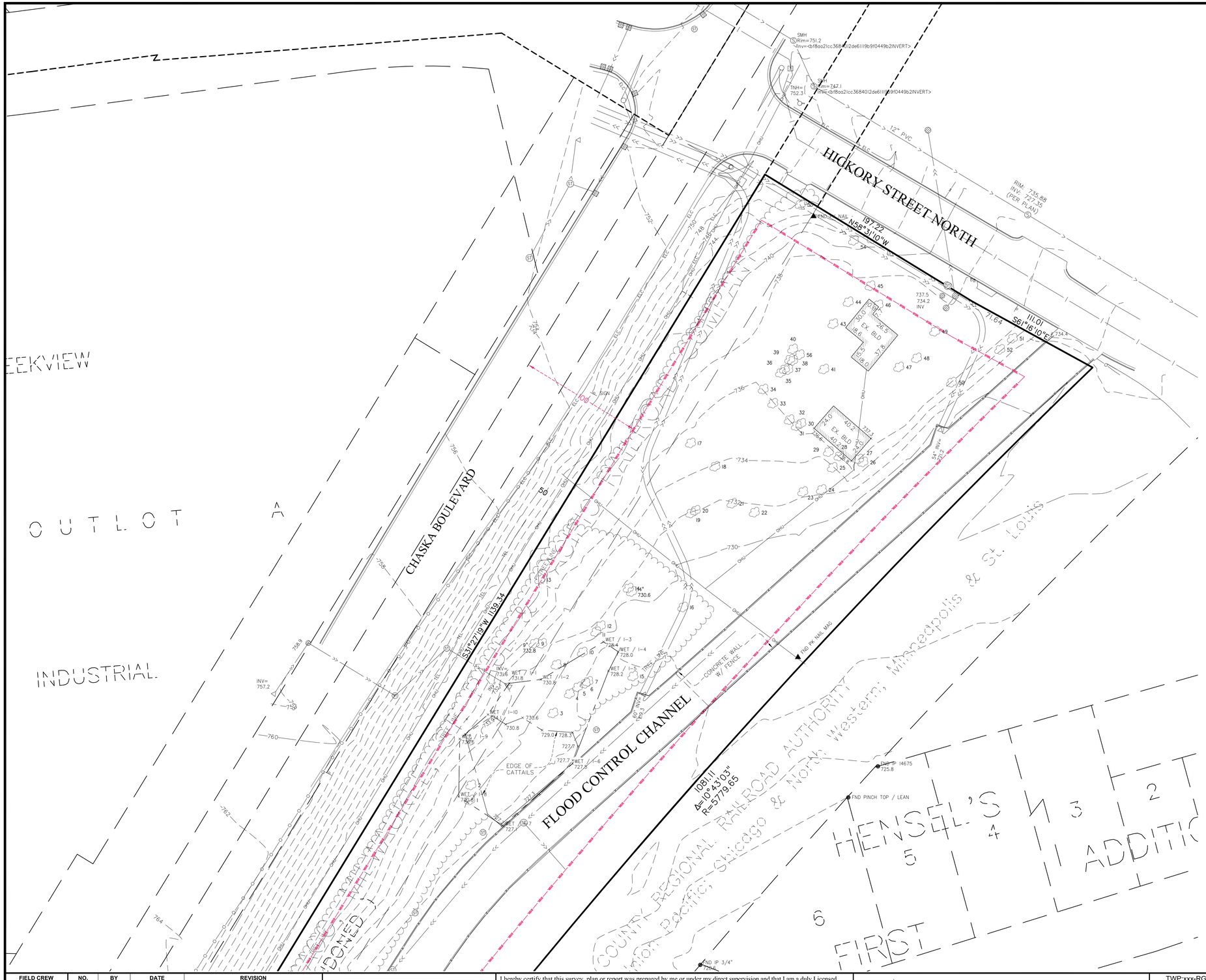
TWP:115-RGE.023-SEC.08
Carver County

CHASKA, MINNESOTA

EXISTING CONDITIONS HICKORY ADDITION
PREPARED FOR:
COMMUNITY ASSET DEVELOPMENT GROUP

FILE NO. 16572-002

1/1



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

FIELD CREW	NO.	BY	DATE	REVISION
DM				
DRAWN				
DLS				
CHECKED				
DLS				
DATE				
5/23/2021				

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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, PLS Minnesota License No. 26147
schmidt@sathre.com

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

TWP:xxx-RGE:xx-SEC.xx
Carver County

CHASKA, MINNESOTA

TREE SURVEY

PREPARED FOR:

COMMUNITY DEVELOPMENT

FILE NO. 16572-002

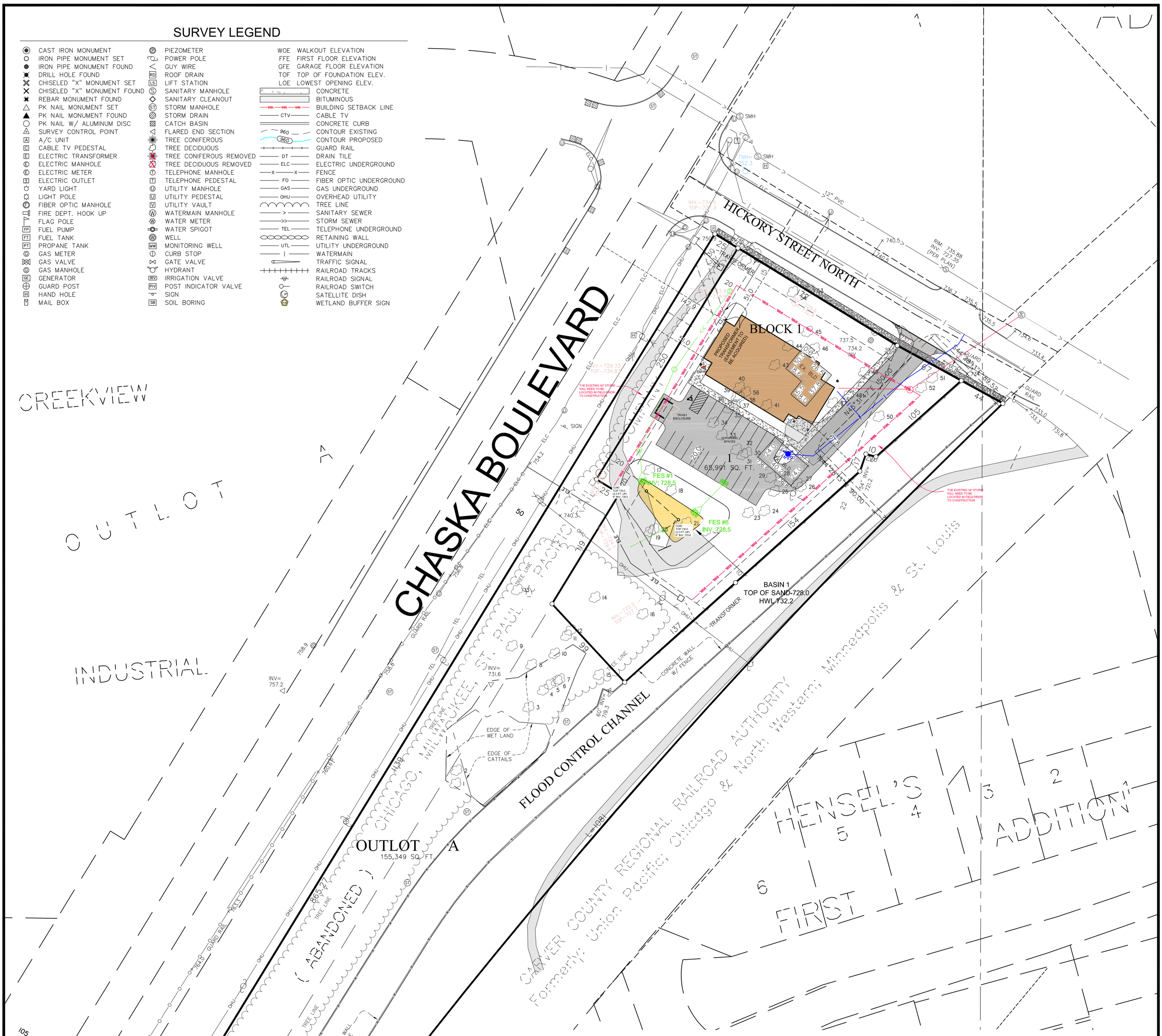
1 / 1

SURVEY LEGEND

- CAST IRON MONUMENT
- IRON PIPE MONUMENT SET
- IRON PIPE MONUMENT FOUND
- DRILL HOLE FOUND
- CHISELED "X" MONUMENT SET
- CHISELED "X" MONUMENT FOUND
- REBAR MONUMENT FOUND
- PK NAIL MONUMENT SET
- PK NAIL MONUMENT FOUND
- PK NAIL W/ ALUMINUM DISC
- SURVEY CONTROL POINT
- A/C UNIT
- CABLE TV PEDESTAL
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC OUTLET
- YARD LIGHT
- LIGHT POLE
- FIBER OPTIC MANHOLE
- FIRE DEPT. HOOK UP
- FLAG POLE
- FUEL PUMP
- FUEL TANK
- PROPANE TANK
- GAS METER
- GAS VALVE
- GAS MANHOLE
- GENERATOR
- GUARD POST
- HAND HOLE
- MAIL BOX
- PIEZOMETER
- POWER POLE
- GUY WIRE
- ROOF DRAIN
- LIFT STATION
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM MANHOLE
- STORM DRAIN
- CATCH BASIN
- FLARED END SECTION
- TREE CONIFEROUS
- TREE DECIDUOUS
- TREE CONIFEROUS REMOVED
- TREE DECIDUOUS REMOVED
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- UTILITY MANHOLE
- UTILITY PEDESTAL
- UTILITY VAULT
- WATERMAIN MANHOLE
- WATER METER
- WATER SPIGOT
- WELL
- MONITORING WELL
- CURB STOP
- GATE VALVE
- HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- SIGN
- SOIL BORING

WOE WALKOUT ELEVATION
FFE FIRST FLOOR ELEVATION
GFE GARAGE FLOOR ELEVATION
TOF TOP OF FOUNDATION ELEV.
LOE LOWEST OPENING ELEV.

- CONCRETE
- BITUMINOUS
- BUILDING SETBACK LINE
- CABLE TV
- CONCRETE CURB
- CONTOUR EXISTING
- CONTOUR PROPOSED
- GUARD RAIL
- DRAIN TILE
- ELECTRIC UNDERGROUND
- FENCE
- FIBER OPTIC UNDERGROUND
- GAS UNDERGROUND
- OVERHEAD UTILITY
- TREE LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE UNDERGROUND
- RETAINING WALL
- UTILITY UNDERGROUND
- WATERMAIN
- TRAFFIC SIGNAL
- RAILROAD TRACKS
- RAILROAD SIGNAL
- RAILROAD SWITCH
- SATELLITE DISH
- WETLAND BUFFER SIGN



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 northeasterly line of said Hickory Street as the same is now located in the City of Chaska; thence along said northeasterly 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 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 northeasterly 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)

2) **Site Address**: 401 Hickory Street North, Chaska, Minnesota 55318

3) **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. 27019C0236D, effective date of December 21st, 2018.

4) **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.

5) **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).

6) **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): 30 feet (Hickory Lane)
Side: 15 from Channel
Chaska Blvd: 125 ft
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.

11) **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.

DEVELOPER	ENGINEER/LAND SURVEYOR
Community Asset Development Group 1110 Yellow Brick Road Chaska, Minnesota 55318 Attn: Dave Pokorney Tel: 612-703-5709 Email: davepokorney@gmail.com	Sathre-Berguqist, Inc. 150 Broadway Ave. S. Wayzata, MN 55391 Engineer: Dan Schmidt Email:Schmidt@sathre.com Tel: 952-476-6000

NORTH

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

50 25 0 25 50 100
SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
DM AK	1	DLS	5/28/2021	CITY COMMENTS
DRAWN	2	DLS	6/17/2021	CITY COMMENTS
EMW	3	DLS	11/29/2021	NEW LOT LINES
CHECKED				
DLS				
DATE				
11/29/21				

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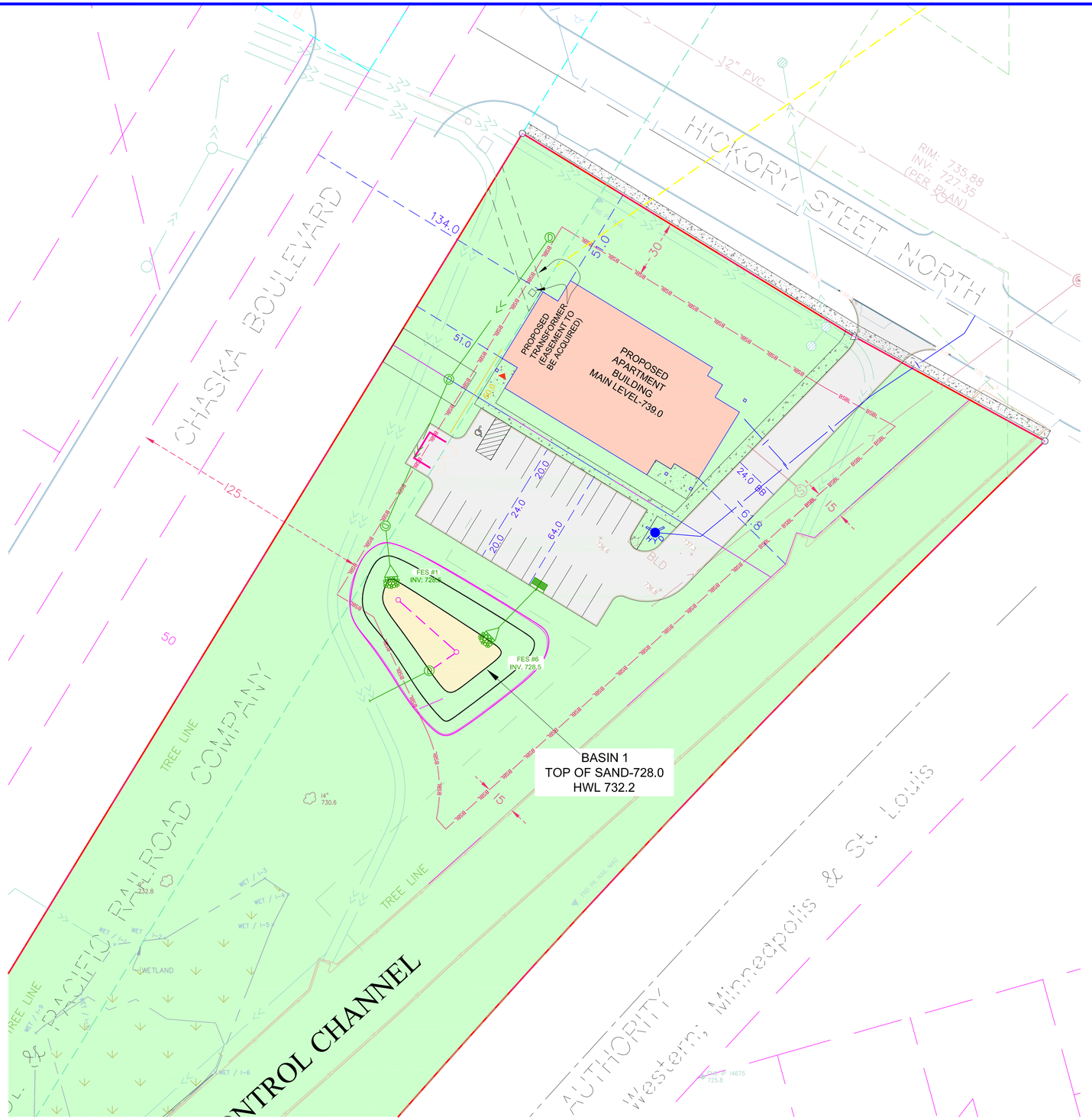
SATHRE BERGQUIST INC.
150 SOUTH BROADWAY
WAYZATA, MN. 55391
(952) 476-6000

TWP:115-RGE.023-SEC.08
Carver County

CHASKA, MINNESOTA

PRELIMINARY PLAT
HICKORY ADDITION
PREPARED FOR:
COMMUNITY ASSET DEVELOPMENT GROUP

FILE NO.
16572-002
PP1
PP1



SITE DATA

LOT STANDARDS

EXISITING ZONING: R2

COMPREHENSIVE PLAN: DOWNTOWN MIXED USE

PROPOSED ZONING: PLANNED RESIDENTIAL

SETBACKS
MIN. FRONT SETBACK = 30'
HIGHWAY 212 = 125 FEET FROM CENTERLINE
PROPOSED SETBACK FROM CHANNEL - 15'

PARKING COUNTS

LOTS - 20 Standard, 1 Handicap

SHEET INDEX TABLE

SHEET	Description
1	Title Sheet
2	Preliminary Utility Plan
3	Preliminary Grading Plan
4	Preliminary Erosion Control Plan
5	Erosion Control and Topsoil Plan
6-8	Details
	Existing Conditons
	Tree Survey

PREPARED BY	PREPARED FOR
ENGINEER SATHRE-BERGQUIST, INC. 150 SOUTH BROADWAY WAYZATA, MINNESOTA 55391 PHONE: (952) 476-6000 FAX: (952) 476-0104 CONTACT : DANIEL L. SCHMIDT EMAIL: SCHMIDT@SATHRE.COM	DEVELOPER COMMUNITY DEVELOPMENT 2870 Chaska Blvd. CHASKA, MN 55318 CONTACT: DAVE POKORNEY PHONE: (612) 703-5709 EMAIL: DAVEPOKORNEY@GMAIL.COM

30 15 0 15 30 60
SCALE IN FEET

NORTH

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.

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				

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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. 20147

ENGINEERS SURVEYORS DESIGNERS PLANNERS

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

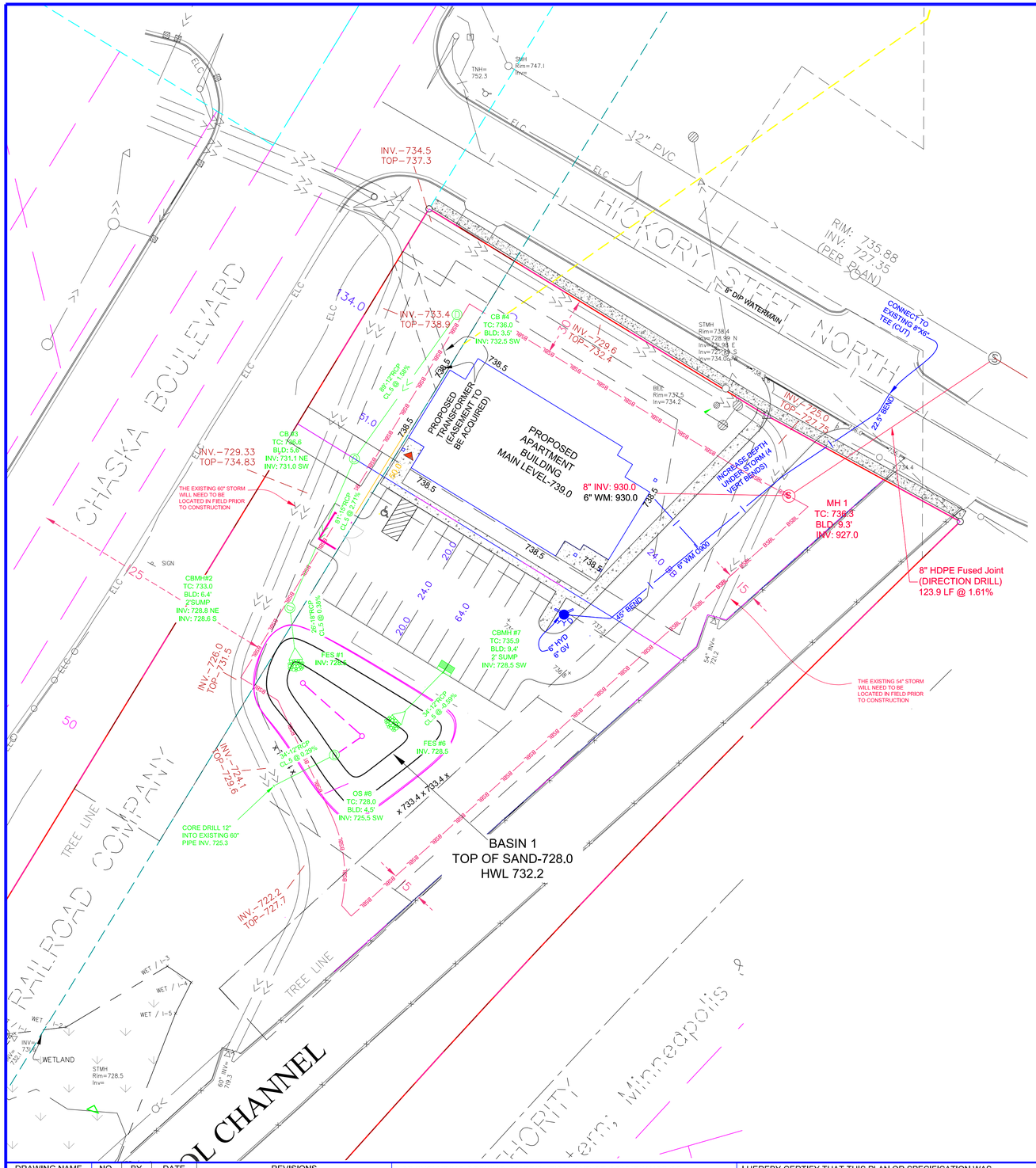
CITY PROJECT NO.

CHASKA,
MINNESOTA

SITE PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

1
8

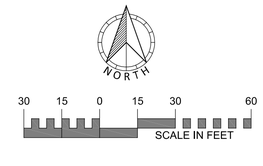


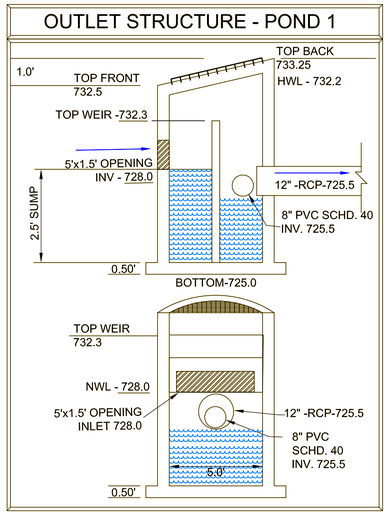
SANITARY SEWER AND WATERMAIN NOTES:

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 TELEVISED & 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				

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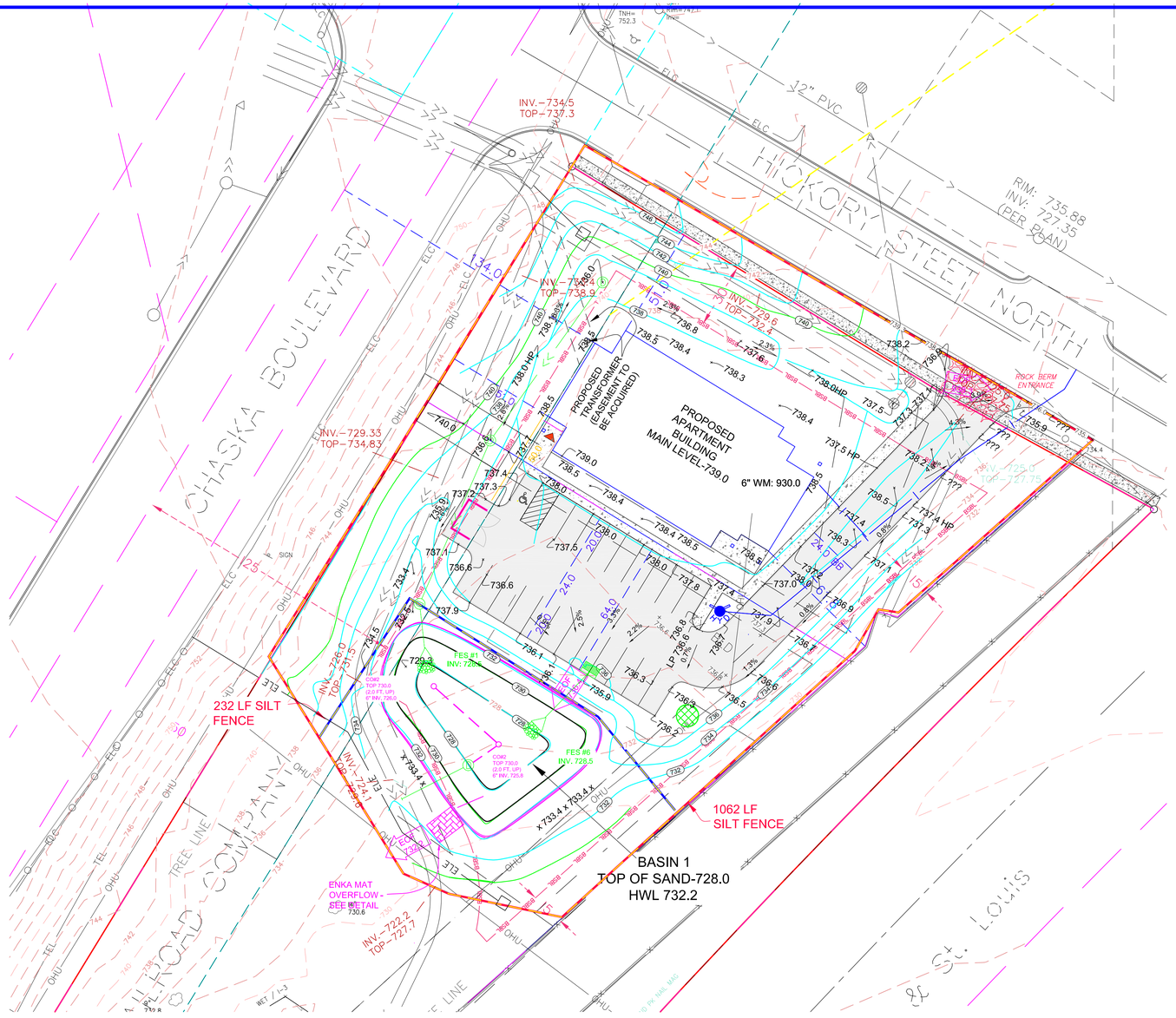
CITY PROJECT NO.

CHASKA,
MINNESOTA

UTILITY PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

2
8



EOF DETAIL
POND 1
(NOT TO SCALE)



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 MN/DOT 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 MN/DOT 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 SPECFICATIONS.
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

NORTH

30 15 0 15 30 60
SCALE IN FEET

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				

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Daniel L Schmidt

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

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

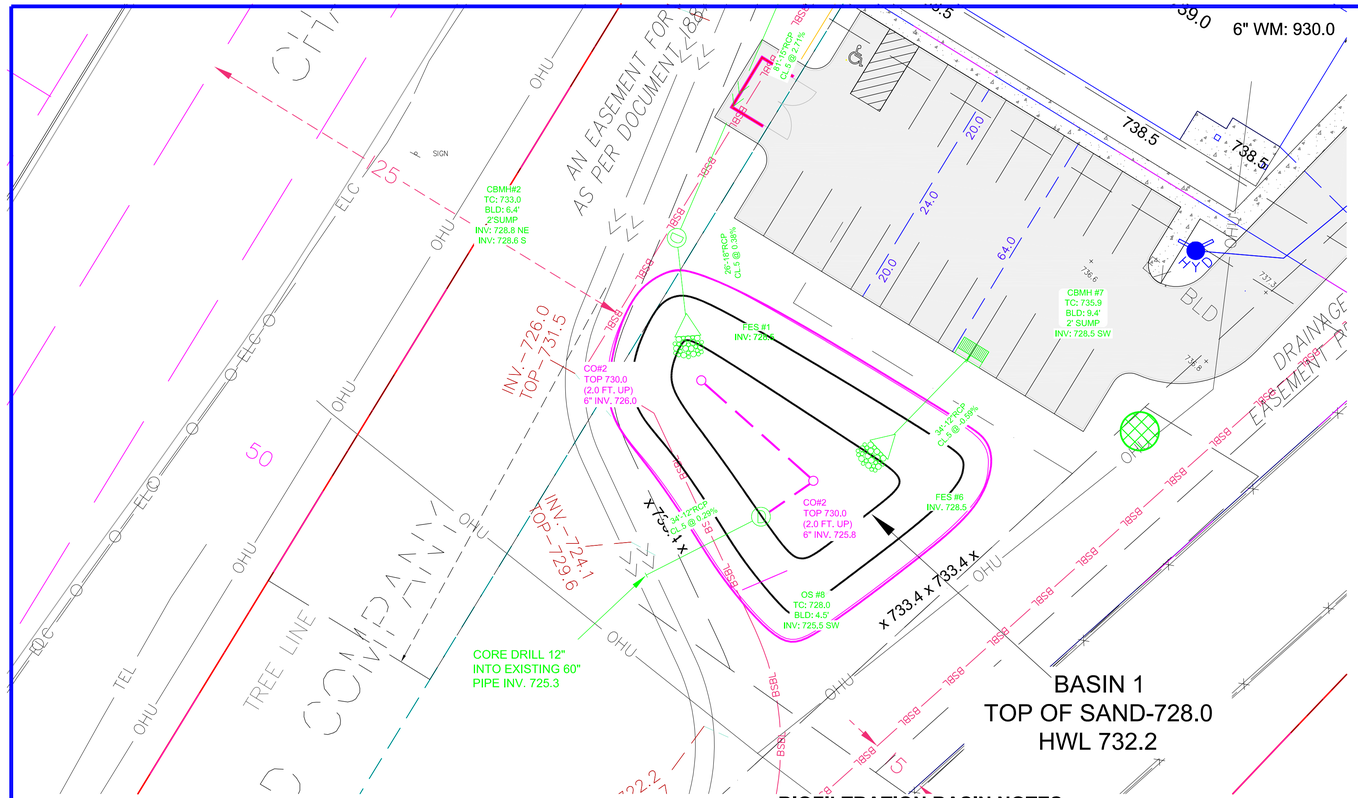
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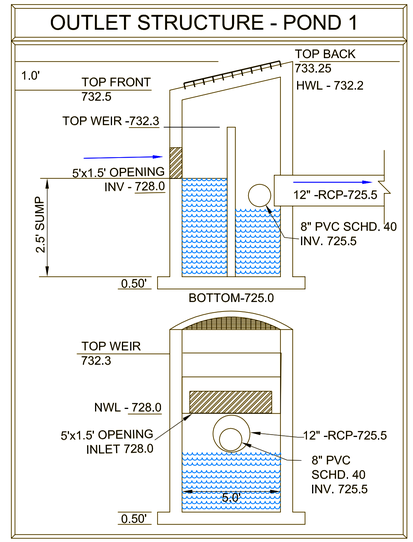
CHASKA,
MINNESOTA

GRADING PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

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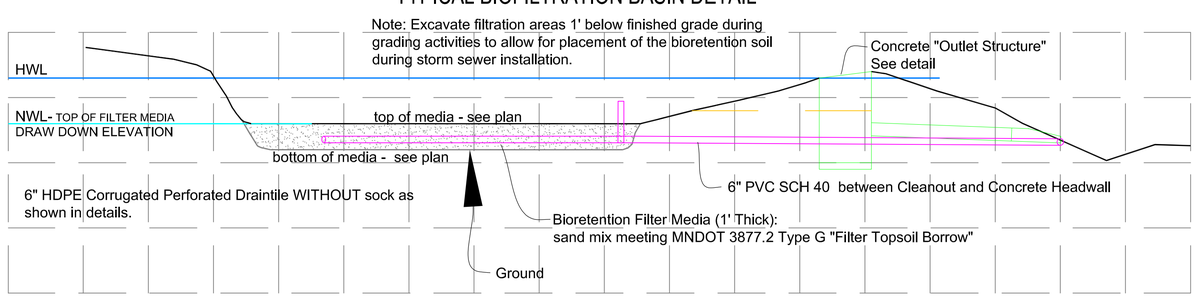


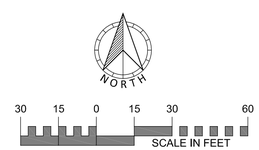


BIOFILTRATION BASIN NOTES:

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





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MV				
DATE				
04/23/2021				

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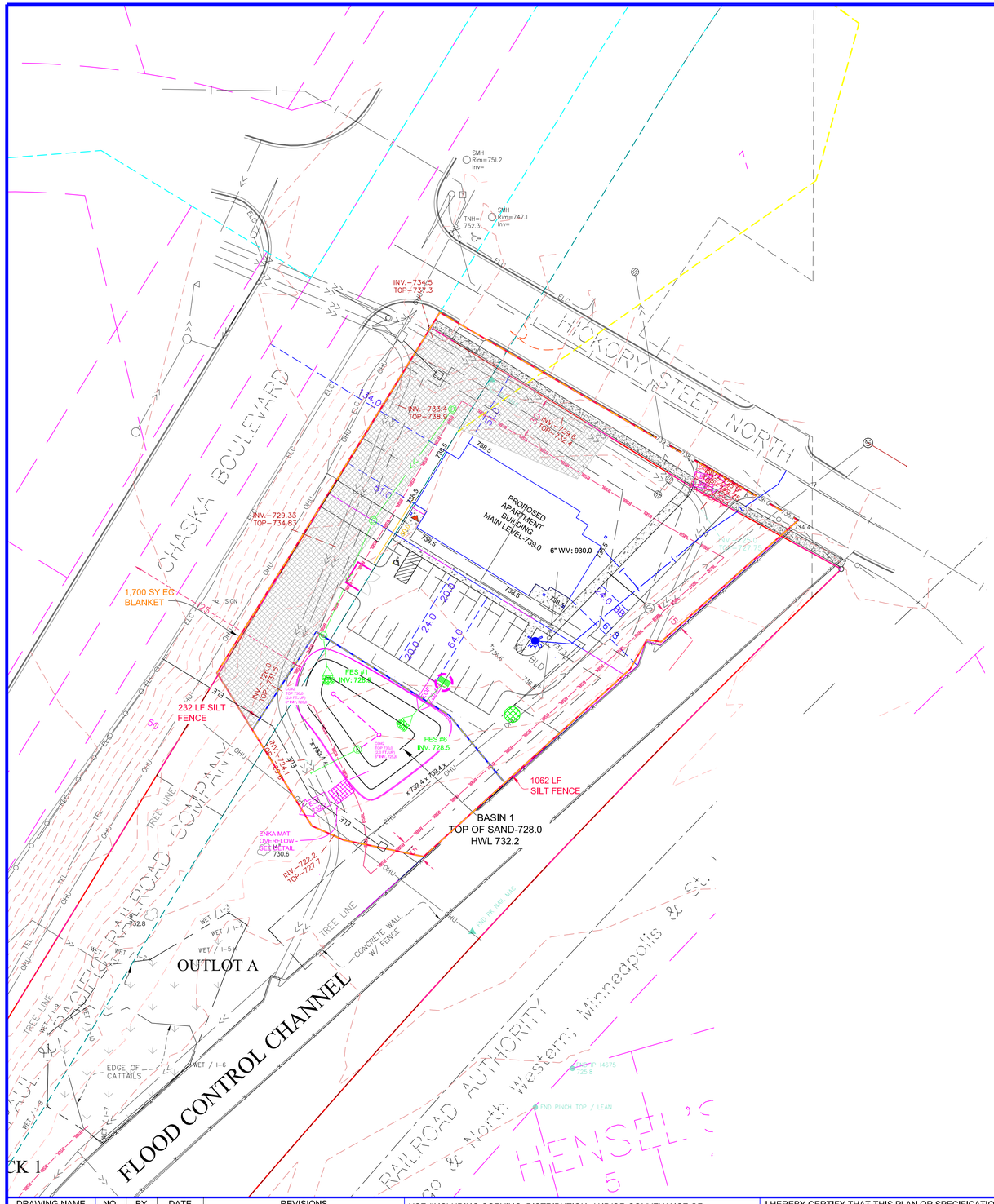
CITY PROJECT NO.

CHASKA, MINNESOTA

BASIN PLAN
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

4
8



ROCK ENTRANCE BERM
SILT FENCE
Bio BIO-ROLL
Rock Check ROCK DITCH CHECK
CONCRETE WASHOUT
INLET PROTECTION
EROSION BLANKET

NORTH

30 15 0 15 30 60
SCALE IN FEET

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

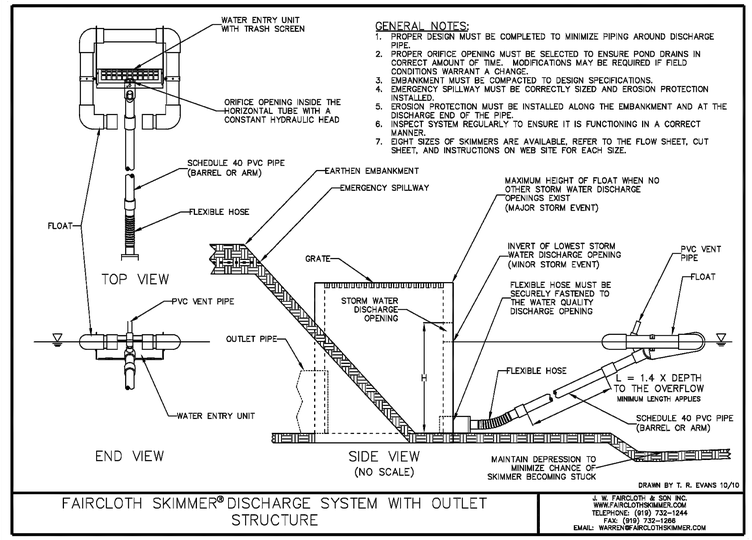
7. Permanent methods of erosion control for topsoil stockpile if stockpile will remain in place for longer than 6 months - If topsoil to remain in place longer than 6 months, contractor shall establish permanent methods of erosion control.

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

11. Construction Schedule and Phasing.
Start - June 15, 2022
Finish - November 30, 2024



FAIRCLOTH SKIMMER® DISCHARGE SYSTEM WITH OUTLET STRUCTURE

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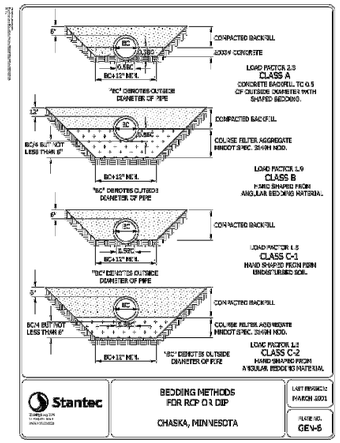
CITY PROJECT NO.

CHASKA, MINNESOTA

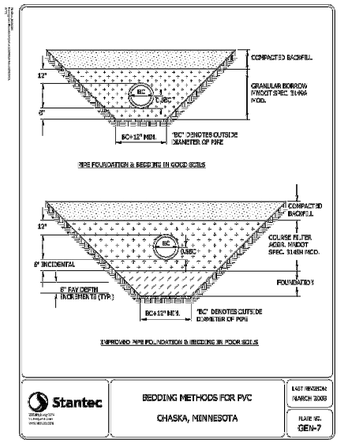
EROSION CONTROL AND TOPSOIL
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO.
16572-002

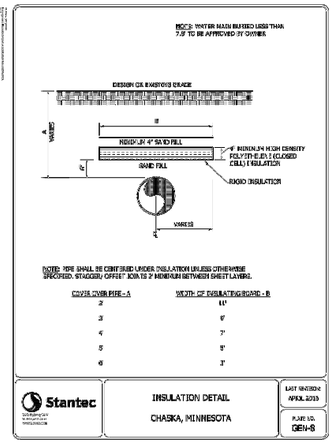
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Stantec	BEDDING METHODS FOR RCP OR DIP	LAST REVISION: MARCH 2001
	CHASKA, MINNESOTA	PLATE NO. GEN-6

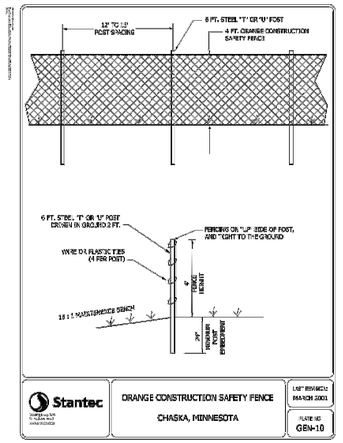


Stantec	BEDDING METHODS FOR PVC	LAST REVISION: MARCH 2009
	CHASKA, MINNESOTA	PLATE NO. GEN-7

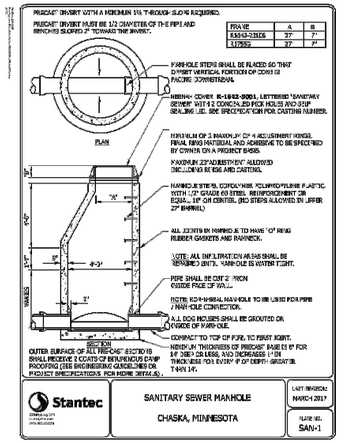


COVER OVER PIPE - A	WIDTH OF INSULATION BOARD - B
2'	11'
3'	9'
4'	7'
5'	5'
6'	3'

Stantec	INSULATION DETAIL	LAST REVISION: APRIL 2019
	CHASKA, MINNESOTA	PLATE NO. GEN-8

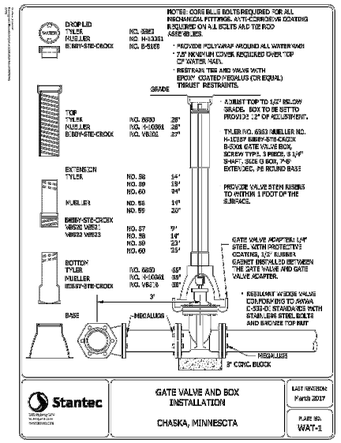


Stantec	ORANGE CONSTRUCTION SAFETY FENCE	LAST REVISION: MARCH 2001
	CHASKA, MINNESOTA	PLATE NO. GEN-10

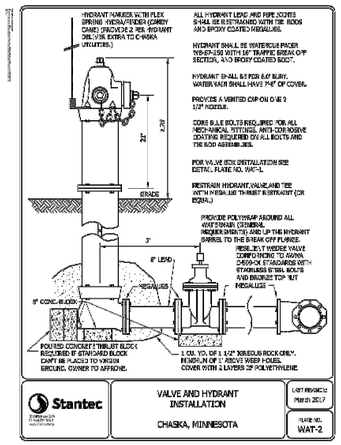


FRAME	A	B
R3542-2306	27"	7"
LITHO	27"	7"

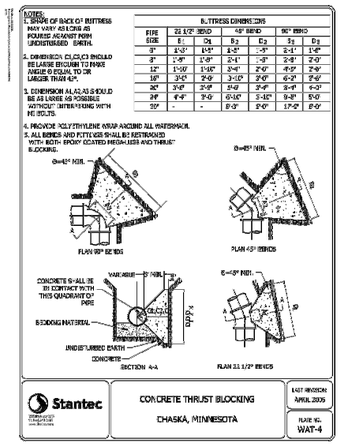
Stantec	SANITARY SEWER MANHOLE	LAST REVISION: MARCH 2017
	CHASKA, MINNESOTA	PLATE NO. SAN-1

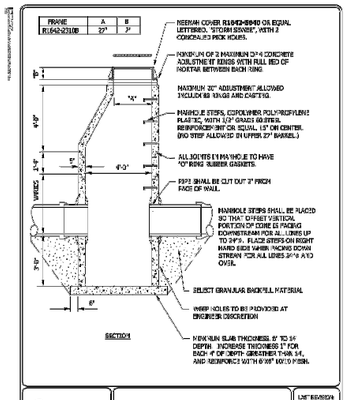


Stantec	GATE VALVE AND BOX INSTALLATION	LAST REVISION: March 2017
	CHASKA, MINNESOTA	PLATE NO. WAT-1

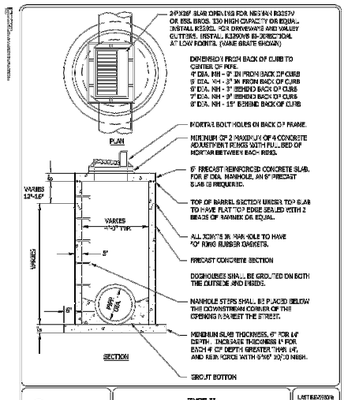


Stantec	VALVE AND HYDRANT INSTALLATION	LAST REVISION: March 2017
	CHASKA, MINNESOTA	PLATE NO. WAT-2

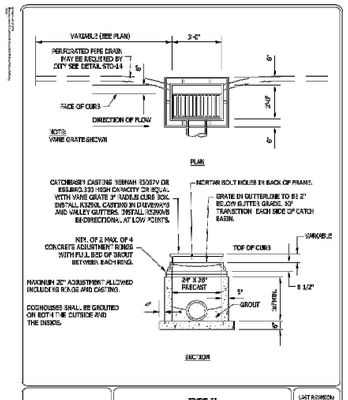

NOTES:
1. SPARE OF BACK OF BUTTRESS MAY VARY AS NEEDED AS POURED AGAINST FORM UNDISTURBED EARTH.
2. DIMENSION C & D CAN SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH RETAINER GLANDS OR MEGALUG BOLTS.
3. DIMENSION A, A1, A2, & B SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH RETAINER GLANDS OR MEGALUG BOLTS.
4. PROVIDE POLYETHYLENE WRAP AROUND ALL WATERMAIN.
5. ALL BENDS AND FITTINGS SHALL BE RESTRAINED WITH EPOXY COATED MEGALUGS AND THRUST BLOCKING.
6. MEGALUG SIZE SHALL BE AS FOLLOWS: 4" MEGALUG 1100, 6" MEGALUG 1100, 8" MEGALUG 1100, 12" MEGALUG 1100, 16" MEGALUG 1100, 20" MEGALUG 1100, 24" MEGALUG 1100, 30" MEGALUG 1100, 36" MEGALUG 1100, 42" MEGALUG 1100, 48" MEGALUG 1100, 54" MEGALUG 1100, 60" MEGALUG 1100, 66" MEGALUG 1100, 72" MEGALUG 1100, 78" MEGALUG 1100, 84" MEGALUG 1100, 90" MEGALUG 1100, 96" MEGALUG 1100, 102" MEGALUG 1100, 108" MEGALUG 1100, 114" MEGALUG 1100, 120" MEGALUG 1100, 126" MEGALUG 1100, 132" MEGALUG 1100, 138" MEGALUG 1100, 144" MEGALUG 1100, 150" MEGALUG 1100, 156" MEGALUG 1100, 162" MEGALUG 1100, 168" MEGALUG 1100, 174" MEGALUG 1100, 180" MEGALUG 1100, 186" MEGALUG 1100, 192" MEGALUG 1100, 198" MEGALUG 1100, 204" MEGALUG 1100, 210" MEGALUG 1100, 216" MEGALUG 1100, 222" MEGALUG 1100, 228" MEGALUG 1100, 234" MEGALUG 1100, 240" MEGALUG 1100, 246" MEGALUG 1100, 252" MEGALUG 1100, 258" MEGALUG 1100, 264" MEGALUG 1100, 270" MEGALUG 1100, 276" MEGALUG 1100, 282" MEGALUG 1100, 288" MEGALUG 1100, 294" MEGALUG 1100, 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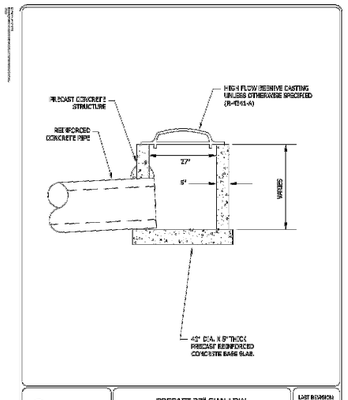
Stantec — PERFORATED SUMP MANHOLE — CHASKA, MINNESOTA — LAST REVISION MARCH 2017 — PLATE NO. STO-4



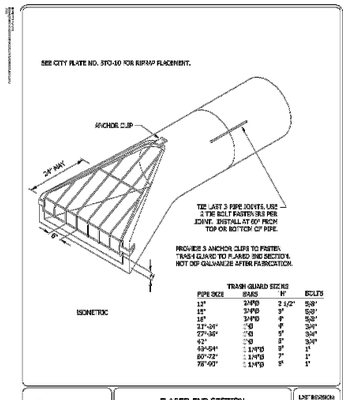
Stantec — TYPE II CATCHBASIN MANHOLE — CHASKA, MINNESOTA — LAST REVISION MARCH 2018 — PLATE NO. STO-5



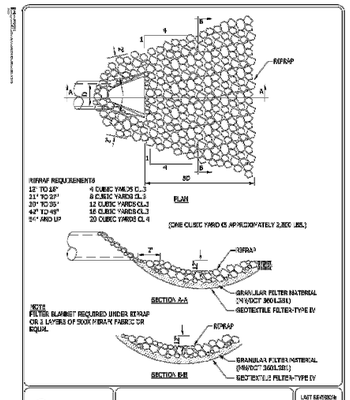
Stantec — TYPE II CATCHBASIN — CHASKA, MINNESOTA — LAST REVISION MARCH 2008 — PLATE NO. STO-5



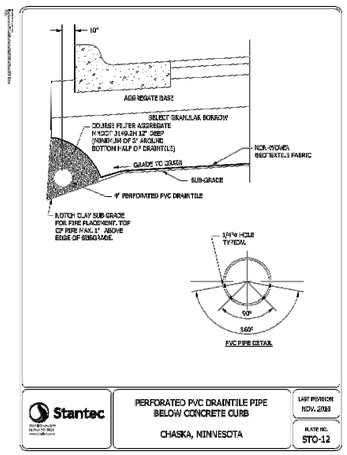
Stantec — PRECAST 27" SHALLOW DEPTH BEEHIVE — CHASKA, MINNESOTA — LAST REVISION MARCH 2008 — PLATE NO. STO-9



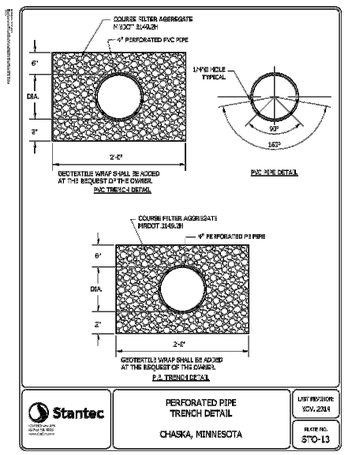
Stantec — FLARED END SECTION AND TRASH GUARD — CHASKA, MINNESOTA — LAST REVISION FEB. 2005 — PLATE NO. STO-10



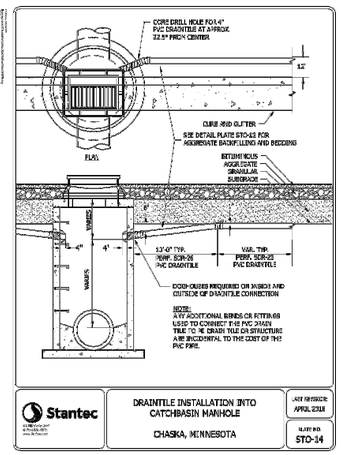
Stantec — RIPRAP AT OUTLETS — CHASKA, MINNESOTA — LAST REVISION APRIL 2004 — PLATE NO. STO-11



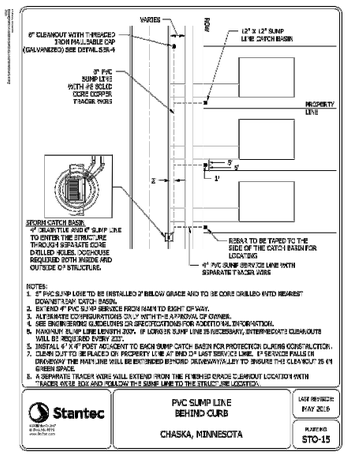
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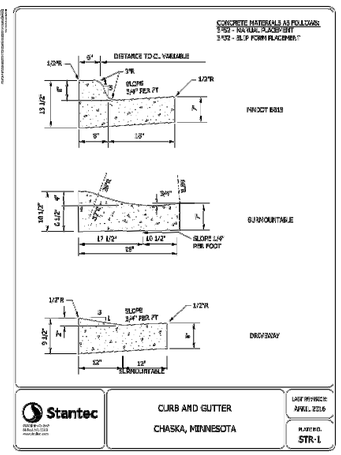
Stantec — PERFORATED PIPE TRENCH DETAIL — CHASKA, MINNESOTA — LAST REVISION NOV. 2014 — PLATE NO. STO-13



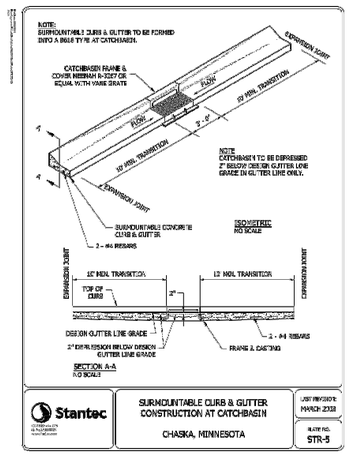
Stantec — DRAINTILE INSTALLATION INTO CATCHBASIN MANHOLE — CHASKA, MINNESOTA — LAST REVISION APRIL 2008 — PLATE NO. STO-14



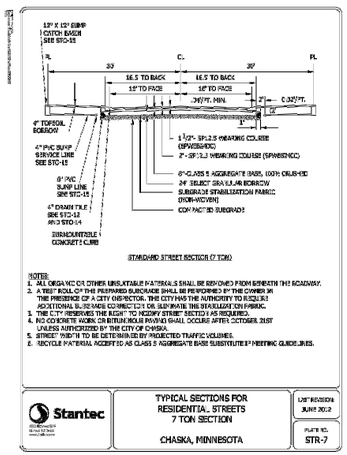
Stantec — PVC SUMP LINE BEHIND CURB — CHASKA, MINNESOTA — LAST REVISION MAY 2016 — PLATE NO. STO-15



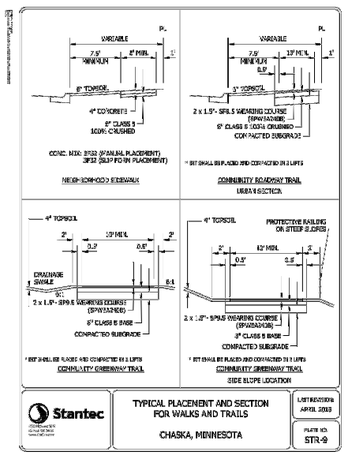
Stantec — CURB AND GUTTER — CHASKA, MINNESOTA — LAST REVISION APRIL 2016 — PLATE NO. STR-1



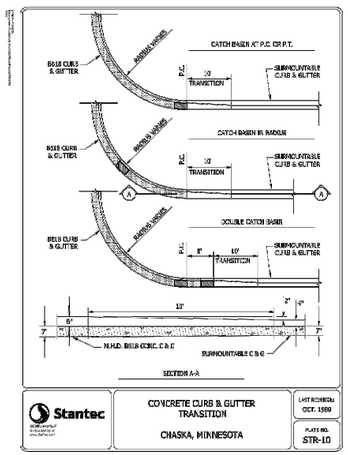
Stantec — SURMOUNTABLE CURB & GUTTER CONSTRUCTION AT CATCHBASIN — CHASKA, MINNESOTA — LAST REVISION MARCH 2018 — PLATE NO. STR-5



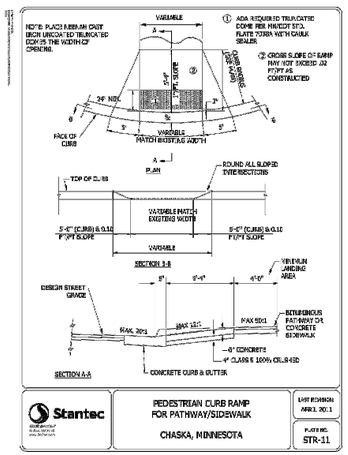
Stantec — TYPICAL SECTIONS FOR RESIDENTIAL STREETS 7 TON SECTION — CHASKA, MINNESOTA — LAST REVISION JUNE 2012 — PLATE NO. STR-7



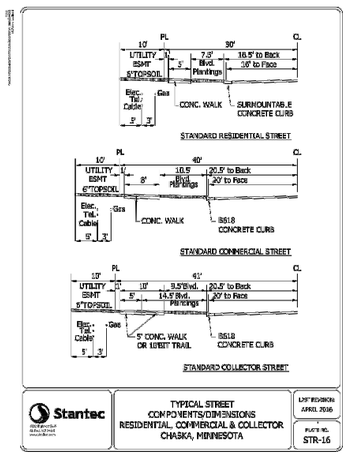
Stantec — TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS — CHASKA, MINNESOTA — LAST REVISION APRIL 2003 — PLATE NO. STR-9



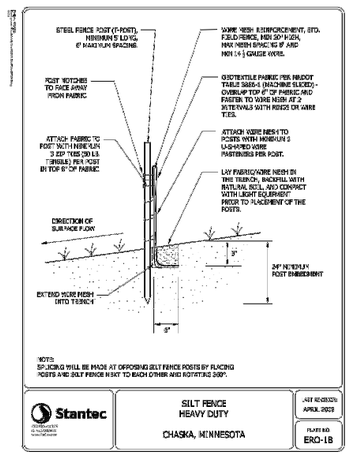
Stantec — CONCRETE CURB & GUTTER TRANSITION — CHASKA, MINNESOTA — LAST REVISION OCT. 1999 — PLATE NO. STR-10



Stantec — PEDESTRIAN CURB RAMP FOR PATHWAY/SIDEWALK — CHASKA, MINNESOTA — LAST REVISION APRIL 2013 — PLATE NO. STR-11



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



Stantec — SILT FENCE HEAVY DUTY — CHASKA, MINNESOTA — LAST REVISION APRIL 2003 — PLATE NO. ERO-1B

DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST				
DRAWN BY				
CHF				
CHECKED BY				
DATE				
08/29/17				

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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 DESIGNERS

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

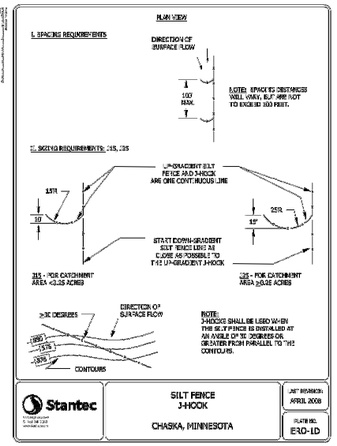
CITY PROJECT NO.
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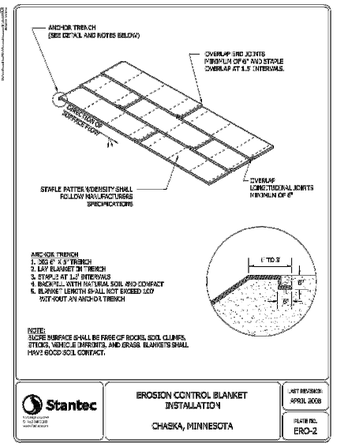
CHASKA, MINNESOTA

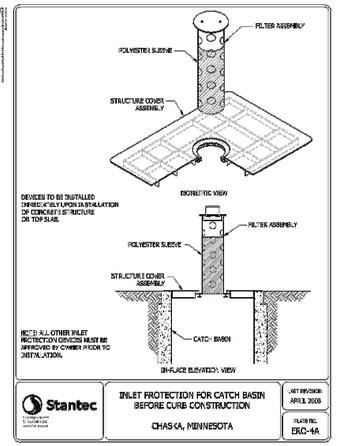
CITY DETAIL PLATES
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

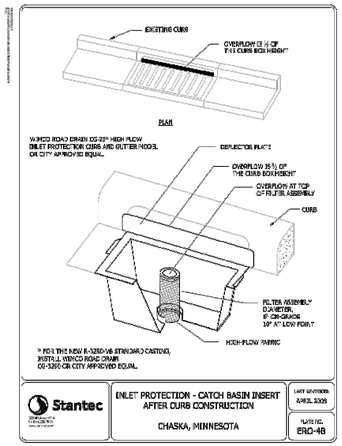
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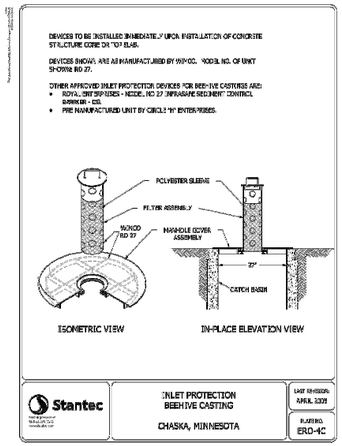
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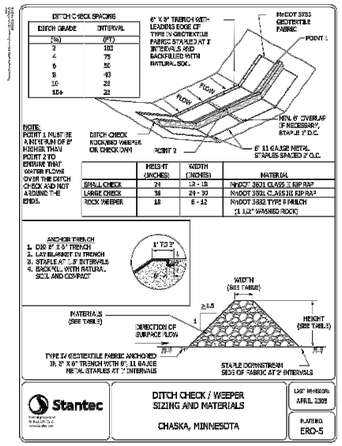


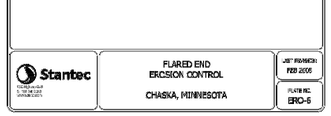


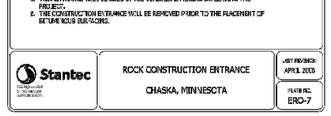






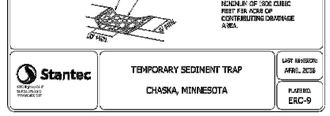


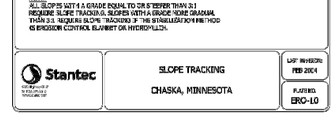












DRAWING NAME	NO.	BY	DATE	REVISIONS
CLUB WEST	03	DLS	12/03/2020	SWMP REVISIONS
DRAWN BY	04	CAW	12/30/2020	GRADING REVISIONS
CHF	05	DLS	1/13/2021	STORM WATER REVISIONS
CHECKED BY	06	MJV	2/02/2021	SWMP REVISIONS
DATE	07	DLS	3/29/2021	SWMP REVISIONS
	08	DLS	05/19/2021	RIP RAP DESIGN

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Date: 08/29/17 Lic. No. 26147

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

CITY PROJECT NO. --

CHASKA, MINNESOTA

CITY DETAIL PLATES
WEST CREEK APARTMENTS
COMMUNITY DEVELOPMENT

FILE NO. 19000-072

8
8



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

X 18 SIGNIFICANT TREE TO BE REMOVED

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

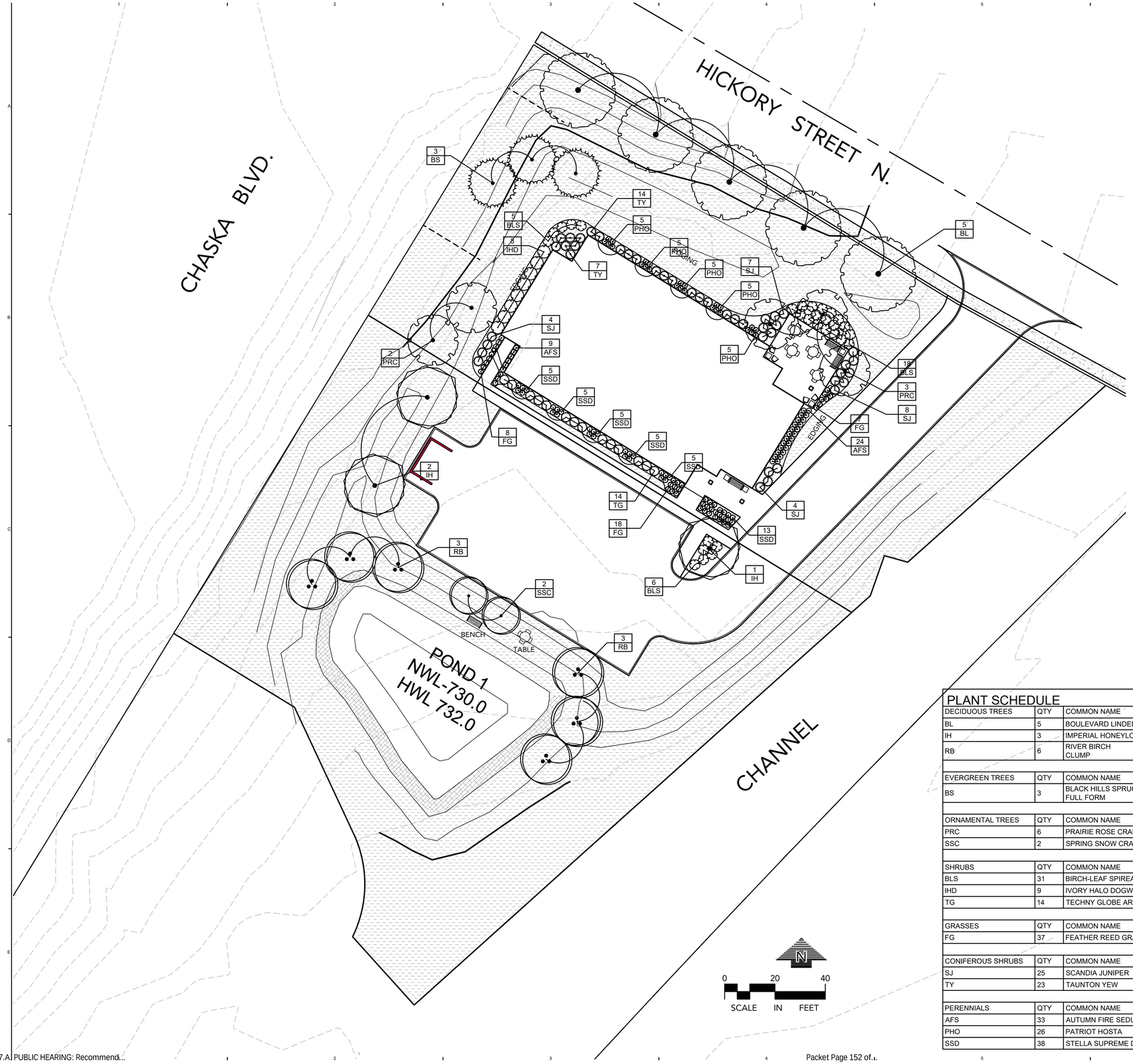
TREE INVENTORY PLAN

Project number	21238
Date	05.28.2021
Drawn by	GAJ
Checked by	21238

L100

Scale

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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		35.0 CAL. IN.
PROPOSED EVERGREEN TREE - 2.5" CAL		7.5 CAL. IN.
TOTAL TREES		42.5 CAL. IN.

ORNAMENTAL TREES	REQ'D	PROP
ORNAMENTAL TREES = REQUIRED CANOPY TREES X 25%	11 CAL. IN.	12.0 CAL. IN.

SHRUBS	REQ'D	PROP
BUILDING FOOTPRINT - 6,740 SF /300	23	102

GROUNDCOVER 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		
IH	3	IMPERIAL HONEYLOCUST	Gleditsia triacanthos `Impcole` TM	B & B	2.5"Cal		
RB	6	RIVER BIRCH CLUMP	Betula nigra	B & B		8` HGT	
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	6	PRAIRIE ROSE CRABAPPLE	Malus x `Prairie Rose`	B & B	1.5"Cal		
SSC	2	SPRING SNOW CRABAPPLE	Malus x `Spring Snow`	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.
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
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.

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	GAJ
Checked by	21206

L200

Scale

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WEST CREEK APARTMENTS
401 HICKORY ST CHASKA, MN 55318

7A.1 ELEVATIONS - PATIO

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



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

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Date: Reg. No: 24610

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	CITY REVIEW	11/2/2021

Revisions

WEST CREEK APARTMENTS

PATIO ENLARGEMENT

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

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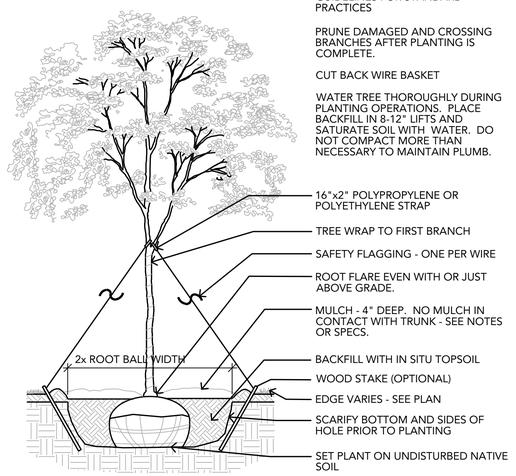
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To: Liz Hanson, City Planner
From: Dave Pokorney, CADG
Subject: Useable open space

Relative to our application for the West Creek apartment you asked if we could provide an explanation of how the project is meeting the requirements for Usable Open Space. The parcel is approximately 1.5 acres and the required usable open space would be 15% or 9,800 sq ft. Attached is the proposed landscape plan with the designated open space areas. The north "frond yard" has approximately 7,300 sq ft. Included in this area is a 700 sq patio/ picnic area for residents. To the rear of the site, we have provided additional usable open space adjacent to the pond. That useable space is approximately 10,400 sq ft (excluding the pond) bringing the total useable space to 20,200 sq ft or 30% of the site. Since the targeted tenants will be young single adults the open space is intended to be places tenants can have outdoor gathering spaces as opposed to playground areas.



If you have questions or desire additional information please contact me



THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL TREES IN A PLUMB POSITION THROUGH THE WARRANTY PERIOD. STAKING IS SUGGESTED, BUT NOT REQUIRED. ANY STAKING MUST CONFORM WITH PRACTICES AS DEFINED IN A.N.A. GUIDELINES FOR STANDARD PRACTICES

PRUNE DAMAGED AND CROSSING BRANCHES AFTER PLANTING IS COMPLETE.

CUT BACK WIRE BASKET

WATER TREE THOROUGHLY DURING PLANTING OPERATIONS. PLACE BACKFILL IN 8-12" LIFTS AND SATURATE SOIL WITH WATER. DO NOT COMPACT MORE THAN NECESSARY TO MAINTAIN PLUMB.

16"x2" POLYPROPYLENE OR POLYETHYLENE STRAP

TREE WRAP TO FIRST BRANCH

SAFETY FLAGGING - ONE PER WIRE

ROOT FLARE EVEN WITH OR JUST ABOVE GRADE.

MULCH - 4" DEEP. NO MULCH IN CONTACT WITH TRUNK - SEE NOTES OR SPECS.

BACKFILL WITH IN SITU TOPSOIL

WOOD STAKE (OPTIONAL)

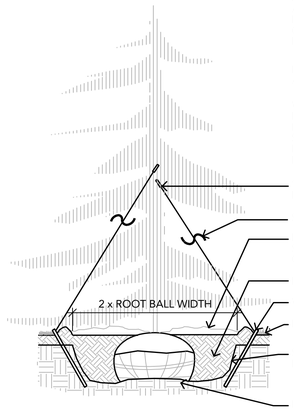
EDGE VARIES - SEE PLAN

SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING

SET PLANT ON UNDISTURBED NATIVE SOIL

CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS.

1	DECIDUOUS TREE PLANTING	LOUCKS
	SCALE: 1/2" = 1'-0"	Deciduous Tree Planting.dwg



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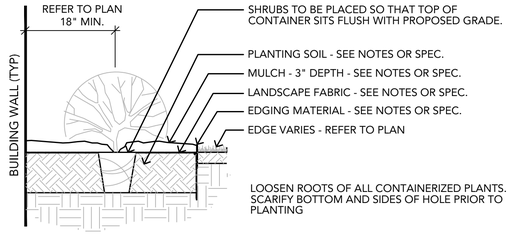
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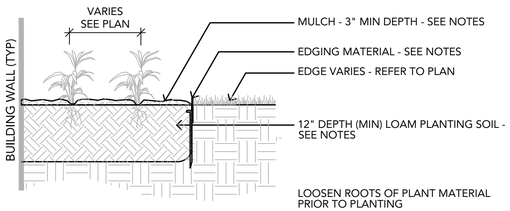
ROOT BALL SET ON UNDISTURBED SUBGRADE

CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS.

2	CONIFEROUS TREE PLANTING	LOUCKS
	SCALE: 1/2" = 1'-0"	Coniferous Tree Planting.dwg



3	SHRUB PLANTING	LOUCKS
	SCALE: 3/4" = 1'-0"	Shrub Planting.dwg



4	PERENNIAL PLANTING	LOUCKS
	SCALE: 3/4" = 1'-0"	Perennial Planting.dwg

GENERAL NOTES

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

IRRIGATION NOTES

VERIFY PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SODDED AND LANDSCAPED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION. IRRIGATION IS NOT NEEDED IN NATIVE SEEDED AREAS.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM SHALL NOT SPRAY ACROSS PAVEMENT. THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTINGS AND SOD AREAS HAVE BEEN ESTABLISHED.

LANDSCAPE INSTALLATION

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL COMPLETE GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.

SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE AREAS NOTED TO RECEIVE SOD. MULCH FOR TURF SEEDED AREAS SHALL BE TYPE 5 WOOD FIBER HYDROMULCH CONFORMING WITH MNDOT 3884. MULCH FOR SEEDED AREAS WITH SLOPES 15% OR GREATER SHALL BE MNDOT CATEGORY 1, STRAW RD 1S BLANKET CONFORMING WITH MNDOT 3885.

SOD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED MINIMUM SHRUB HEIGHT OR WIDTH. ORNAMENTAL TREES SHALL HAVE NO V-CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL TO THE SPECIES, WITHOUT PRUNING.

PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS TAKE PRECEDENCE OVER NOTES.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH A 27-3-3 SLOW RELEASE FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS. PLANTS MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5" CALIPER PER TREE AND 3 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 27-3-3 THE FOLLOWING SPRING IN THE TREE SAUCER.

ALL PLANTING AREAS RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 12" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PEAT OR MANURE AND 10 PARTS SAND.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS. REMOVE ALL FLAGGING AND LABELS FROM PLANTS.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1.

COMMERCIAL GRADE 5" BLACK POLY EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOD/SEED UNLESS NOTED OTHERWISE.

MULCH SHALL BE CLEAN SHREDDED HARDWOOD MULCH WITH UNIFORM PIECE SIZE. ALL ANNUAL AND PERENNIAL BEDS TO RECIEVE 3" OF MULCH WITH NO WEED BARRIER. ALL SHRUB BED MASSINGS TO RECEIVE 3" DEEP MULCH WTH A FIBER MAT WEED BARRIER. ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DEEP MULCH WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

SPREAD GRANULAR PRE EMERGENT HERBICIDE (PREEN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED/INDICATED ON DRAWING OR IN SPECIFICATION.

ROCK MULCH SHALL BE 1"-1-1/2" GREY TRAP ROCK, 4" DEEP OVER A FIBER MAT WEED BARRIER.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCUREMENT AND/OR INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND DISEASE/PEST CONTROL.

CONTRACTOR SHALL WARRANTY NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR. WARRANTY SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

UNLESS NOTED OTHERWISE THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND SEED/SOD PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SODDING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 1. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15; DORMANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 1. FALL CONIFEROUS PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

LANDSCAPE CONTRACTOR SHALL ESTABLISH TO HIS SATISFACTION THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

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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 DETAILS

Project number	21238
Date	05.28.2021
Drawn by	GAJ
Checked by	GAJ

L300

Scale

4/23/2021 12:19:35 PM



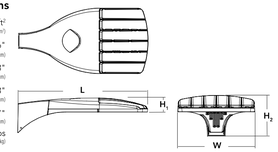


D-Series Size 0
LED Area Luminaire

DLC DLC PREMIUM DLC 5.1 Ready

Specifications

EPA:	0.95 ft²	(.09 m²)
Length:	26"	(66.0 cm)
Width:	13"	(33.0 cm)
Height$_1$:	3"	(7.62 cm)
Height$_2$:	7"	(17.8 cm)
Weight (max):	16 lbs	(7.25 kg)



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

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

DSX0 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 [1] P4 [1] **Rotated optics** P10 [2] P12 [2] P11 [2] P13 [1,2]	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short (Automotive) T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short [1] T5S Type V short [1] T5M Type V medium [1] T5W Type V wide [1] BLC Backlight control [3] LCCO Left corner cutoff [4] RCCO Right corner cutoff [4]	MVOLT (120V–277V) [5,6] XVOLT (277V–480V) [1,6,7] 120 [8] 208 [8] 240 [8] 277 [8] 347 [8] 480 [8]	**Shipped included** SPA Square pole mounting RPA Round pole mounting [9] WBA Wall bracket [1] SPUMBA Square pole universal mounting adaptor [1] RPUMBA Round pole universal mounting adaptor [1] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) [1]

Control options		Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled [10,34] PIRHN Network, high/low motion/ambient sensor [10] PER NEMA twist-lock receptacle only (control ordered separate) [9] PER5 Five-pin receptacle only (leads exit fixture) (control ordered separate) [9,11] PER7 Seven-pin receptacle only (leads exit fixture) (control ordered separate) [9,11] DMG 0–10V: dimming extend out back of housing for external control (control ordered separate) [9]	PIR High/low, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 5fc [9,29] PIRH High/low, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 5fc [9,29] PIR1FC3V High/low, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 1fc [9,29] PIRH1FC3V High/low, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 1fc [9,29] FAO Field adjustable output [1]	**Shipped installed** HS House-side shield [12] SF Single fuse (120, 277, 347V) [6] DF Double fuse (208, 240, 480V) [6] L90 Left rotated optics [1] R90 Right rotated optics [1] DDL Diffused drop lens [12] HA 50°C ambient operations [1] **Shipped separately** BS Bird spikes [12] EGS External glare shield	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD 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 houseside 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: 6040cd	
	C		1	Lithonia Lighting	DSX0 LED P5 30K TFTM MVOLT HS	DSX0 LED P5 30K TFTM MVOLT with houseside 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

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NOT FOR CONSTRUCTION

Date: 12.

Paulson & Clark Engineering
Structural | Mechanical | Electrical | Security
2352 E County Road J
White Bear Lake, MN 55110
Office: (651) 407-6056
www.paulsonclark.com

COMMUNITY ASSET DEVELOPMENT GROUP

WEST CREEK APARTMENTS 401 HICKORY STREET CHASKA, MN 55318

PHOTOMETRIC SITE PLAN

Project number	17015.00
Date	11.12.21
Drawn by	RA
Checked by	KB

PE100



VIEW OF NORTH SIDE OF BUILDING

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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

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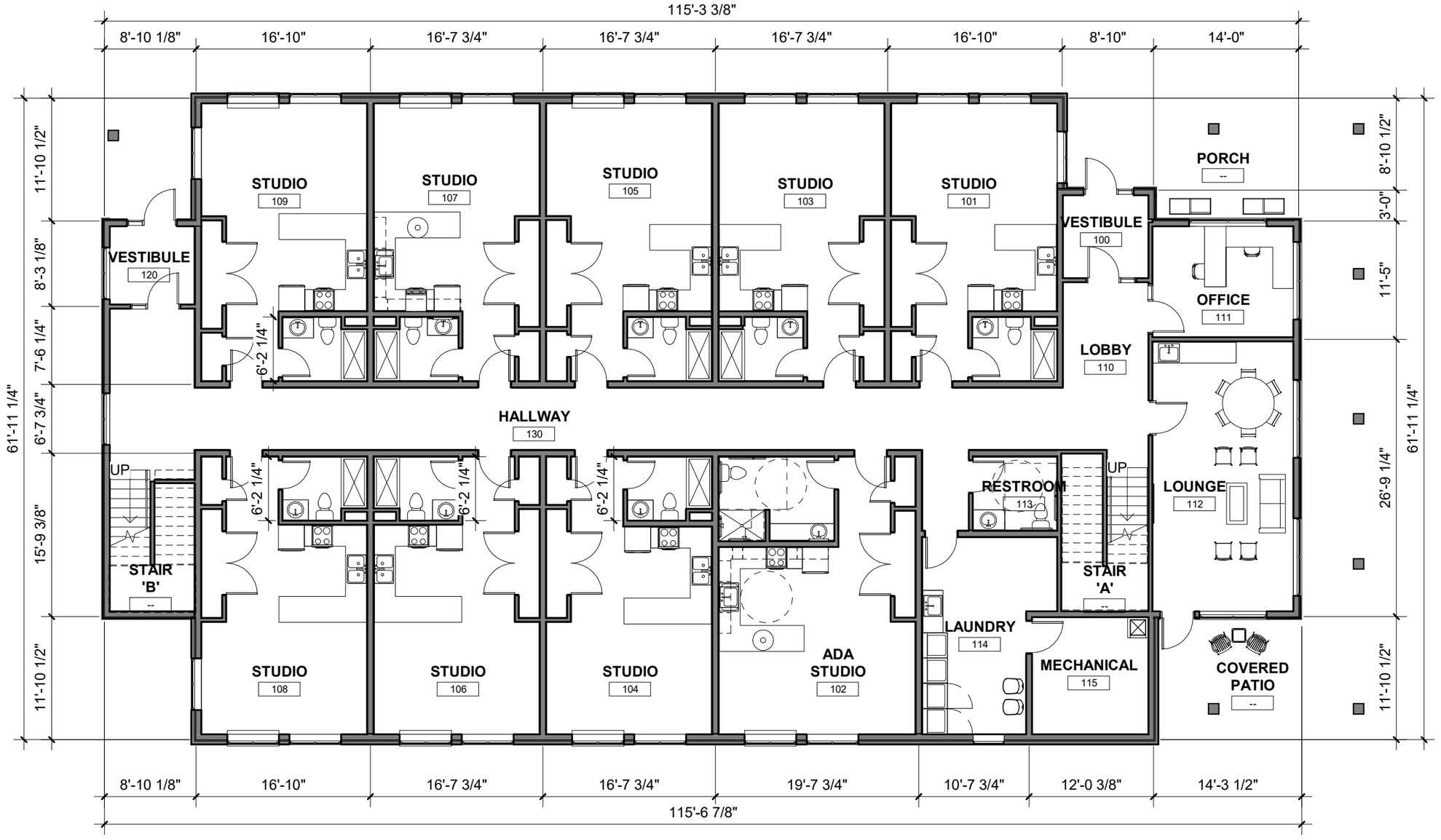
COMMUNITY ASSET DEVELOPMENT GROUP

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

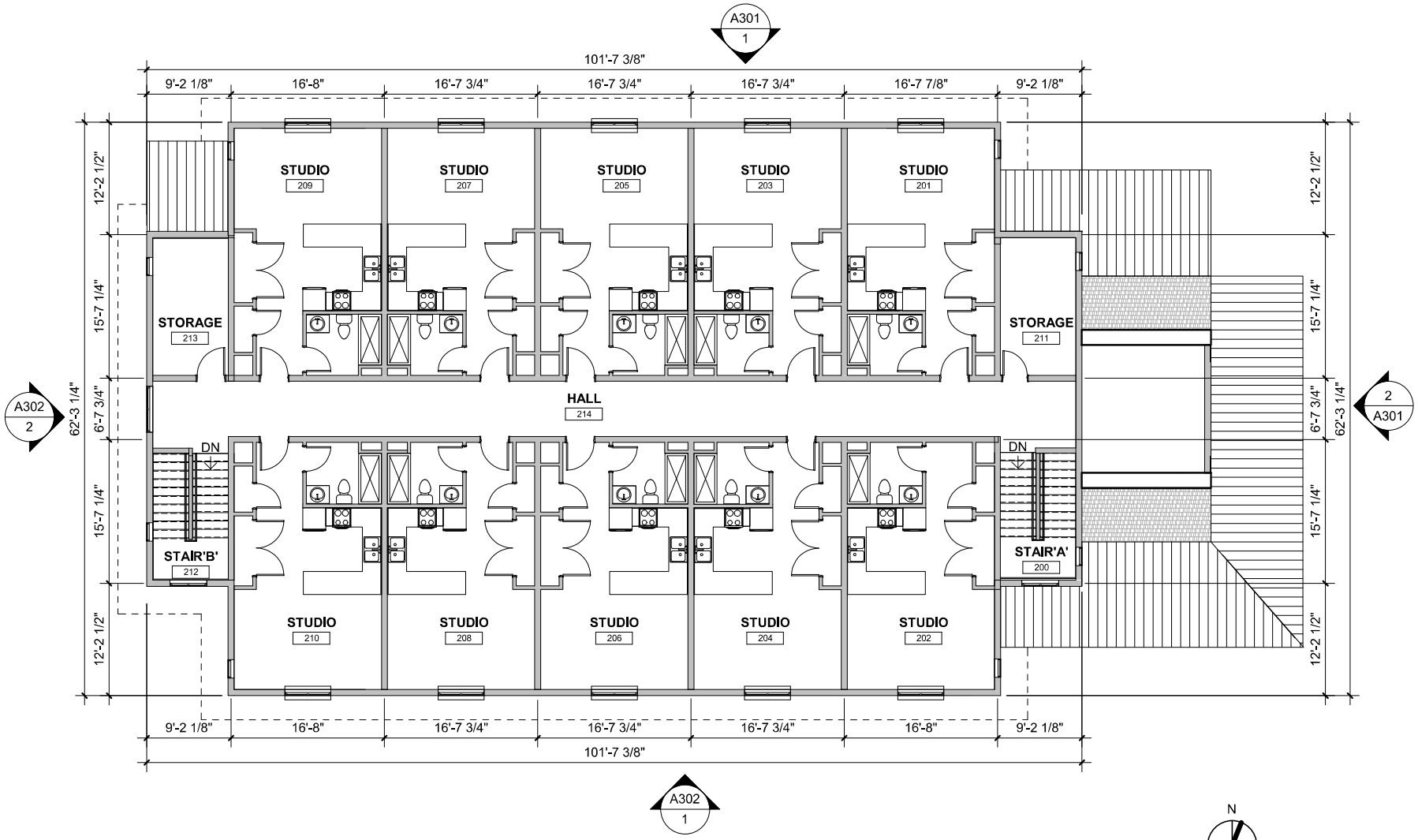


1 FIRST FLOOR PLAN - REVISED 10/21/2021
3/32" = 1'-0"

COMMUNITY ASSET DEVELOPMENT GROUP
WEST CREEK APARTMENTS

FIRST FLOOR PLAN - REVISED 10/21/21

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

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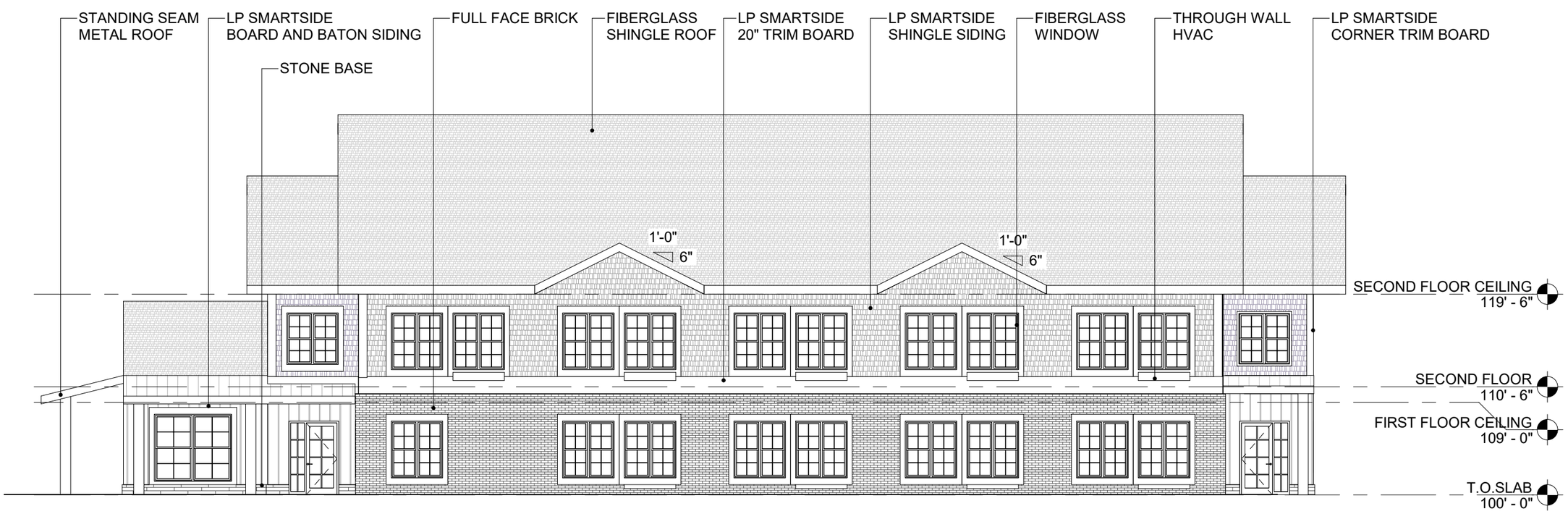
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WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

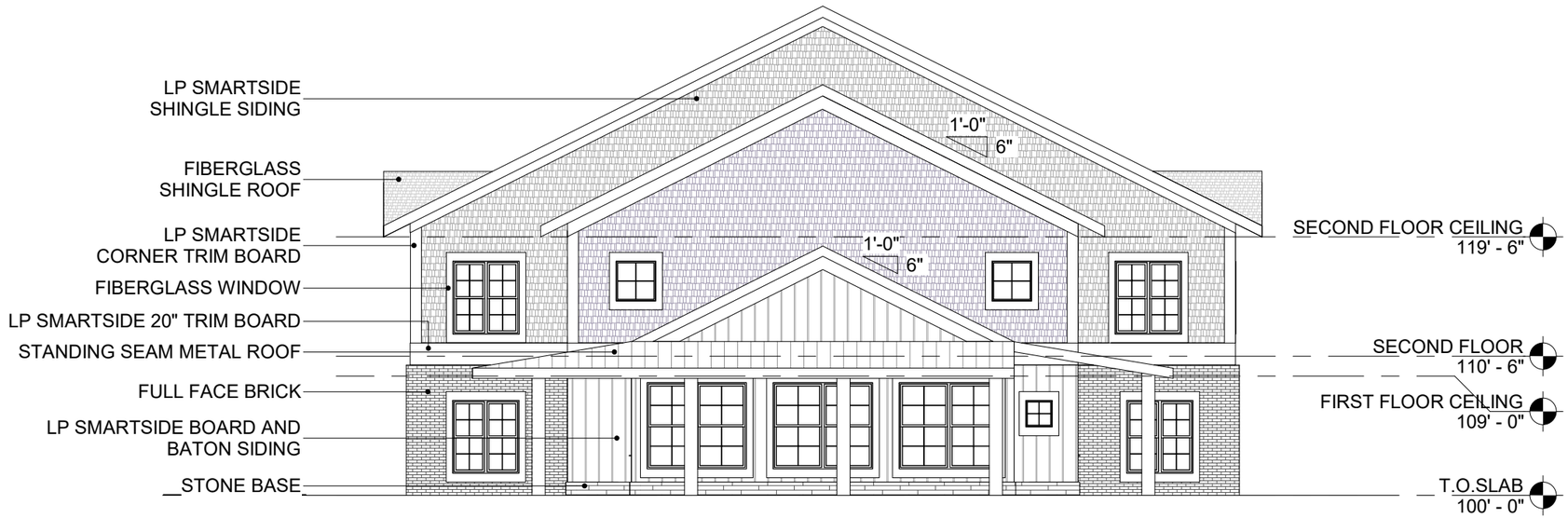
SECOND FLOOR PLAN

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%

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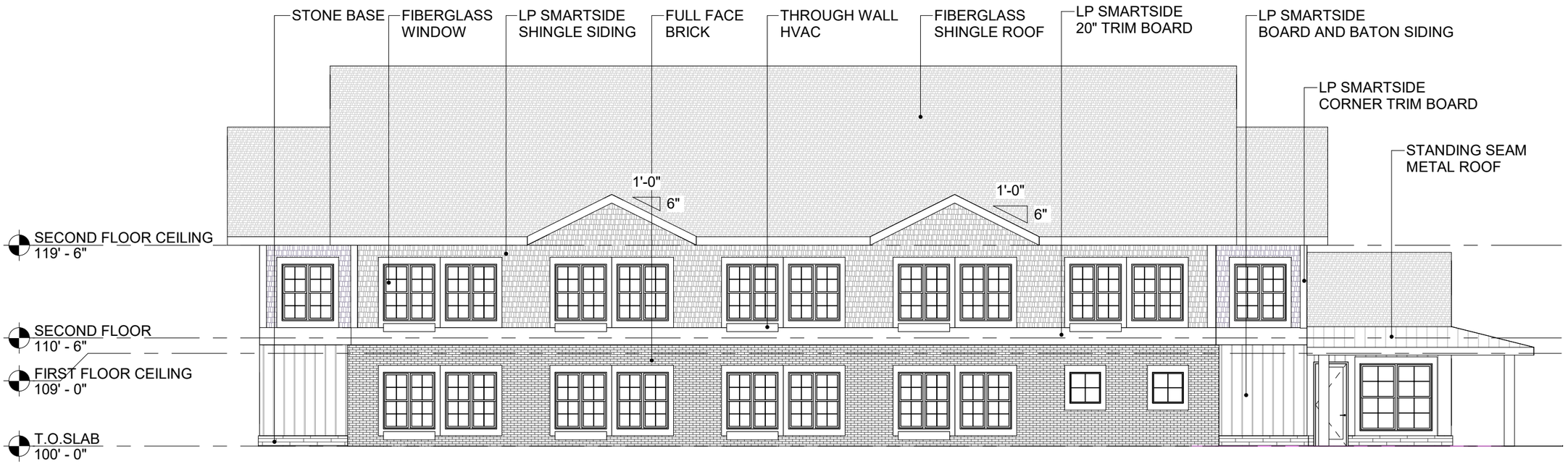
m. wenger

WEST CREEK APARTMENTS
401 HICKORY STREET CHASKA, MN 55318

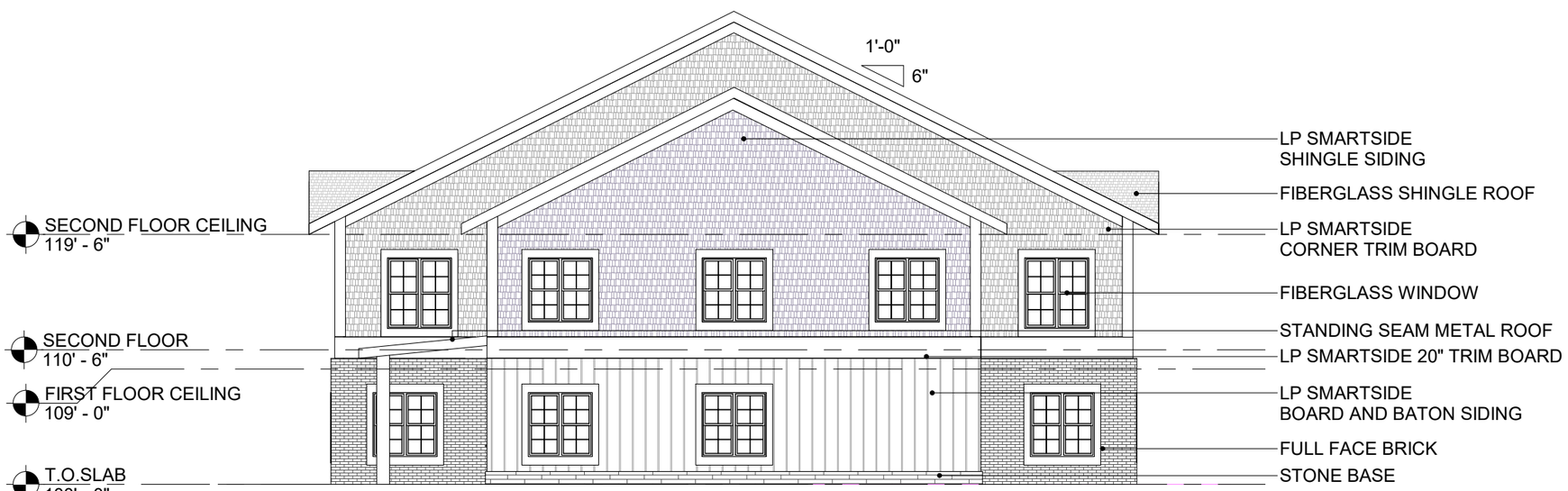
EXTERIOR ELEVATIONS

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	1,265 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%

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m. weingart

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

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/22

Subject: **River Valley Industrial Center – Preliminary Site & Building Plan and Preliminary Plat**

Applicants: Joel Buttenhoff

Location: Southeast corner of County Road 61 (Chaska Blvd) and County Road 15 (Audubon Rd) within the City of Chaska and Chanhassen limits

Case No.: 2022-03

Synopsis: Applicant seeks to obtain approval of a Preliminary Site & Building Plan and Preliminary Plat for one industrial building totaling 81,660 square feet

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval to City Council

---

BACKGROUND

The site being looked at this evening falls within two separate jurisdictions; the City of Chaska and Chanhassen. The applicant is requesting the subdivision of three parcels into three lots and one outlot and site plan review for development of an approximate 82,000 square-foot, one-story, office-warehouse building (River Valley Industrial Center). The proposed subdivision is in both Chanhassen and Chaska. The proposed building is in Chanhassen. A portion of the parking lot is located within Chaska; the surrounding roads are also in Chaska. The City of Chanhassen has reviewed and approved the preliminary project in November of 2021.



(Above Blue Line: City of Chaska, Below Blue Line: City of Chanhassen)

COMPREHENSIVE PLAN

The 2040 Comprehensive Plan guides the subject property that is in Chaska as Industrial. The proposal is consistent with this.

EXISTING CONDITIONS

The overall site that the project is proposed on is approximately 24 acres including both parcels in Chanhassen (21 acres) and Chaska (3 acres). The site used to encompass the Gedney Pickle Factory operation however that has since left the property. The existing building is currently being used as a multi-tenant industrial/office building. The site has existing tanks with an elevated walkway, small abandoned buildings, and a water tower that were once used by the previous Gedney Pickle Factory. The applicant is proposing to remove all of the existing structures located on proposed Lot 2 in order to mass grade the site and construct all improvements. A transmission line and easement bifurcates the property north to south.

SURROUNDING PROPERTIES

The site is bound on the north by Chaska Boulevard; the east by an electric substation; the south by Stoughton Avenue and Riverview Terrace Mobile Home Park; and the west by Audubon Road and the businesses within Crystal Addition.

CURRENT REQUEST

The request this evening is for Preliminary Site & Building Plan and Preliminary Plat for an 81,660 square foot office-warehouse building. While the building is located within the municipal boundary of the City of Chanhassen, the public streets around the development are located within the City of Chaska. The City of Chanhassen will be primarily reviewing the Site & Building Plan and Plat for the project as most of the project falls within their boundaries. Chaska will have some review authority on site planning pieces within our boundaries such as access, right-of-way design, screening, lighting, and stormwater. We will not be reviewing the building design, parking, utilities, landscaping quantities, as those are outside of our jurisdiction.

Access & Cross Access Easements

The site proposes to provide ingress/egress on Audubon Road (Co Rd 15) via two separate points of access; one full access on the south end of the property to line up with Crystal Lane, and one right-out access on the north end of the property. An additional access onto Stoughton Avenue exists on the southeast portion of the site. Cross access easements will be needed across the various lots proposed.

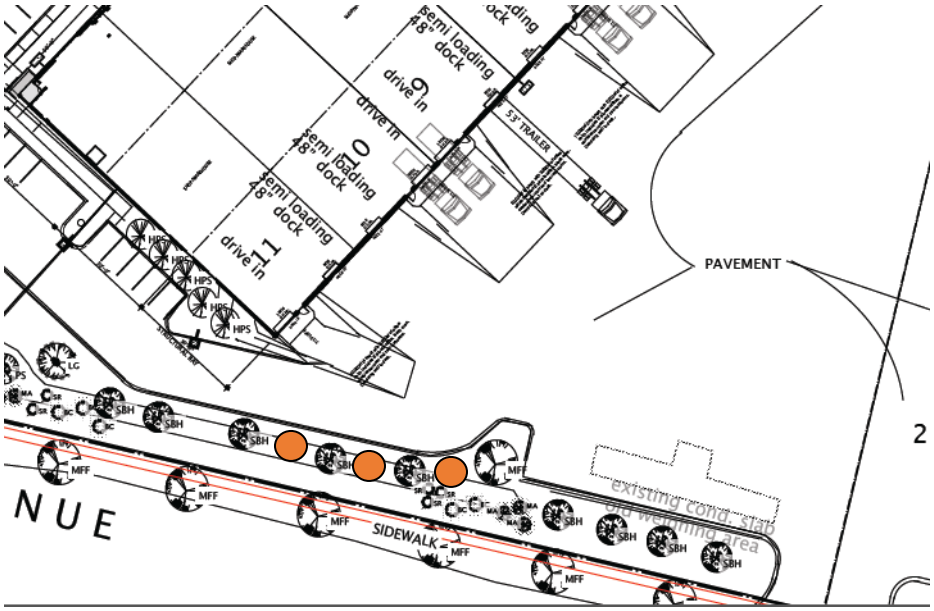
Landscaping & Screening

Landscaping will have to meet the City's ordinance for boulevard design in the right-of-way. The landscape plan is showing an installation consistent with this.

Screening

It was noted to the applicant that a strong buffered edge needs to occur in the greenspace areas between the loading dock area and Stoughton Avenue/Riverview Terrace. The landscape plan shows a layer of trees on the south edge of Lot 2 within the greenspace. A 2-foot berm is also proposed along this edge, however, it stops short before the access point on Stoughton Avenue. Staff would advise that the berm be incorporated to the extent of the access point as this area is also critical in screening the loading dock area. Staff would also advise to fill in a

couple areas with more coniferous trees to provide a lush vegetative edge to help screen the loading dock further. See image below for areas to fill in in orange.



Lighting
The lighting proposed on site was requested to stay within the City's requirements adjacent to residential. Pole lights are proposed around the site at a height of 25 feet, which meets the maximum height requirements adjacent to residential for the City. Wall packs are also proposed around the building facades at either 10 feet high in the front of the building or 16 feet high at the loading dock. Foot candles will also be near 0 at all property lines.

Traffic
The development is proposing new connections onto Chaska's local street system and did conduct a preliminary traffic analysis. The analysis evaluated a full access across from the existing right in access into Speedway gas station which is not consistent with City policy with full access onto collector roads which applies to Audubon Road. The applicant is now proposing a full access at Crystal lane which is consistent with the access that exists, but also providing a new right out onto Audubon which has not been fully analyzed. It will be required in the final submittal that this right-out access be properly analyzed in the traffic report. If deemed unsafe and/or unneeded, then the right-out access shall be removed from the plan.

Utilities
Utilities are served through the City of Chanhassen.

Pedestrian Sidewalks & Right-of-Way Design/Improvements
Sidewalks are being shown in the Right-of-Way for the full stretch of Audubon Road, and for the full extent of the site along Stoughton Avenue. The City will have to work with the developer on the timing and construction of the Stoughton Avenue sidewalk.

The right-of-way that abuts this site are currently in the City of Chaska. Currently Stoughton Avenue does not have curb and gutter on either side. The northerly side, since its being

developed, will be required to provide such improvements. The applicant will need to work with the Engineering department on the overall design of these areas.

Signs
If a monument sign is shown on property within the City of Chaska it will have to meet City sign requirements for Industrial zones. The applicant will have to apply for a sign permit with the City of Chaska if that's the case.

Development Costs (Infrastructure Improvements)
The area-wide development costs would include but not be limited to:

- Storm Sewer
- Parks
- Trails

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 or trails are proposed as a part of this development, and therefore, park and trail fees will be collected for the lot in Chaska, as opposed to land dedication.

Preliminary Plat
The request this evening involves preliminary plat of the site. Three lots are proposed; one 13.39-acre lot for the existing industrial building, and one 7.89-acre lot for the new approximately 82,000 square foot industrial building. These two lots are in the City of Chanhassen. Lot 3 (1.13 acres) is in Chaska, as well as Outlot A (1.71 acres). Lot 3 will encompass a portion of the parking lot for the overall site. Outlot A will be retained by the property owner.

Deadline for Agency Actions
The City of Chaska received the complete application for this request on Tuesday, December 22, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 20, 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 *Thursday, April 21, 2022*. The City may with the petitioners consent extend the review period beyond the Thursday, April 21, 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 Preliminary Site & Building Plan and Preliminary Plat for River Valley Industrial Center, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Narrative (pgs 1-6), submitted by Joel Buttenhoff, Bill Karges and Phillip D. Johnson Architect, dated August 3, 2021 and December 22, 2021.
    b. Cover Sheet (pg C001), submitted by Westwood, dated November 29, 2021
    c. Boundary Survey (pg C100), submitted by Westwood, dated November 29, 2021
    d. Existing Conditions & Removals Plan (pg C101), submitted by Westwood, dated November 29, 2021

e. Preliminary Plat (pg C102), submitted by Westwood, dated November 29, 2021
f. Civil Site Plan (pg C200), submitted by Westwood, dated November 29, 2021
g. Site Plan Aerial Overlay (pg C201), submitted by Westwood, dated November 29, 2021
h. Grading & Drainage Plan (pg C300), submitted by Westwood, dated November 29, 2021
i. Erosion Control Plan (pg C400), submitted by Westwood, dated November 29, 2021
j. Utility Plan (pg C500), submitted by Westwood, dated November 29, 2021
k. Site Plan (pg A2), submitted by Phillip D. Johnson, dated December 7, 2021
l. Planting Plan (pg A2), submitted by Phillip D. Johnson, dated December 22, 2021
m. Lighting Plan, submitted by Luma Sales Associates, dated December 6, 2021
n. Floor Plan (pg A3), submitted by Phillip D. Johnson, dated August 3, 2021
o. Floor Plan (pg A4), submitted by Phillip D. Johnson, dated August 3, 2021

2. Adherence with the City Engineer's Memo dated January 6, 2022.
3. Adherence with the Carver County Public Works Memo dated August 26, 2021.
4. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
5. Provision of the berm to continue to the extent of the proposed access point on Stoughton Avenue, and to be addressed in the landscape plan at final submittal.
6. Provision that additional trees are filled in the southern greenspace adjacent to the loading dock, and to be addressed at final submittal.
7. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.
8. Adherence to the City's Boulevard Tree Policy and local street section design.
9. Provision to meet the City's sign regulations for any signage proposed within property in the City of Chaska, and for a sign permit to be obtained prior to installation.
10. Provision of cross access easements for the various lots, to be recorded with the Final Plat.
11. Provision that requirements set forth by the City of Chaska, Carver County and City of Chanhassen are adhered to prior to Final Plat submittal.
12. Provision of an updated traffic analysis, including the analysis of the full access at Crystal Lane and right-out access onto Audubon Road, to be submitted at final.
13. Provision of right-of-way requirements incorporated into the final plan that address all City and County requirements.
14. Provision that all trail and sidewalk facilities are within right-of-way and modified on the final plan.

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 6, 2022**
Subject: **River Valley Industrial Center – Preliminary Plat**

The proposed business center, office-industrial-warehouse is new building development in Chanhassen. The area of land being developed is within the property previously owned by the Gedney Pickle plant factory with the new building and parking area being planned over portions of the site that were used for storage and outside containment. The site is guided by Chanhassen's comprehensive plan and is subject to planning, zoning, engineering requirements for City approvals. Chaska does not provide public utilities to service the property.

The development is proposing new connections onto Chaska's local street system and did conduct a preliminary traffic analysis. The analysis evaluated a full access across from the existing right in access into Speedway gas station which is not consistent with City policy with full access onto collector roads which applies to Audubon Road. The applicant is now proposing a full access at Crystal lane which is consistent with the access that exists, but also providing a new right out onto Audubon which has not been fully analyzed.

Carver County does plan to reconstruct the segment of CSAH 61 in the next five years and the conditions listed are to ensure safety and operations along Stoughton and identify improvements that are needed given the new development.

The engineering comments related to development focus ensuring the right out access that is proposed can be supported given current and future traffic demands for CSAH 61, and identifying improvements to Audubon Road are consistent with the County's corridor plan:

1. Regarding access
   a. No direct access to CSAH 61 is proposed. Additional County review and approval will be required if this condition changes.

   b. A traffic analysis is needed to evaluate the accesses that are proposed. Should the analysis warrant the proposed right-out access from the site to Audubon Rd. (City street) the access shall be moved to a location that does not impact the turn lanes serving the southern leg of the intersection.

   c. In addition, should the right out be warranted, the site plan shall include extending the raised concrete median south to prohibit left turns into or out of the right out only access.

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

c. Stoughton Avenue/Audobon Road is a municipal state aide route on both the local/regional highway system. Improvements that are identified to Stoughton Avenue in the traffic impact analysis are required to meet state/county design standards. Any improvements that may be required to Stoughton Avenue must have agency approvals prior to final plat.

2. Regarding right of way

a. The applicant shall address all comments regarding right of way requirements set forth by Carver County.

b. The current plat shows sidewalk and trail facilities outside the City/County right of way along the east side of Audubon Road. The plat shall be modified to incorporate trail and sidewalk facilities within the right of way.

c. The Right of way along Audubon Rd. needs to be further analyzed to include the median improvements and be consistent with Carver County's CSAH 61/Audubon Rd. intersection plans.

3. Regarding traffic impacts

a. A Traffic Impact Analysis is required to include analysis of the operations and safety for both the full access proposed at Crystal Lane and the right-out access onto Audubon Road.

i. Traffic operations for the proposed full access need to be evaluated i.e. turn lane or road improvements that may be identified to ensure there are no impacts to mainline traffic along Audubon Road.

ii. Traffic operations need to be studied and reviewed for the CSAH 61/CSAH 15/Audubon Rd. intersection. Information is needed regarding the proposed right out from Audubon Rd. onto CSAH 61 to analyze the impact of the added traffic to the intersection. Coordinate with County staff regarding traffic split assignments, trip generation calculations, and future traffic projections to use for this analysis.

iii. Provide truck turning templates to and from CSAH 61 and for each turn lane on Audubon Rd, and Stoughton Avenue.

4. The development is subject to a site development agreement with applicable City fees applied prior to final plat approval.

5. The applicant will need to provide a dedicated construction traffic and haul route prior for City approvals prior to construction activity

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

August 26, 2021

City of Chanhassen
c/o Bob Generous AICP
Senior Planner
952-227-1131
bgenerous@ci.chanhassen.mn.us

Re: Development / Access Review Comments: Preliminary Plat and Site Plan for 2100 Stoughton Avenue (River Valley Industrial Center) located at PID #250030700 and #301370090 adjacent to County State Aid Highway 61 (Chaska Blvd.) and the intersection of CSAH 61/CSAH 15/Audubon Rd.

Thank you for the opportunity to review the subject development in the City of Chanhassen. The County assumes compliance with State Statute 505.03 Subdivision 2 regarding road authority review. Consistent with the County Comprehensive Plan and County Codes, the following are comments and recommended conditions of approval and potential requirements for any necessary permits to be issued for the project:

1. Regarding access
    a. No direct access to CSAH 61 is proposed. Additional County review and approval will be required if this condition changes.
    b. The proposed access from the site to Audubon Rd. (City street) is approximately 350 ft. from the intersection of CSAH 61/CSAH 15/Audubon Rd. and shows planned impacts to the left turn lane serving the southern leg of the intersection. New local road access on local roads near County intersections is guided to be approximately 660 ft. from the intersection or at the greatest distance possible considering site constraints in order to avoid impacts to turn lanes serving the County Highway intersection and to minimize conflicts with traffic turning on to and off of the County Highway. In addition, the adopted CSAH 61/TH 41 Corridor Study final report identifies the future roadway concept for this intersection, which includes a median on the south leg of the intersection for at least 400 ft. south of the intersection (Link to adopted study, See page 39).
        i. Revise the proposed site plan regarding the access on Audubon Rd. to remove the access or shift it further south for consistency with adopted corridor study and to mitigate impacts to the CSAH 61/CSAH 15/Audubon Rd. intersection.
2. Regarding highway right of way
    a. CSAH 61 at this location is a 2-lane undivided rural roadway facility with a continuous left turn lane and no trail facilities. The existing total right of way is approximately 115 ft. with approximately 55 ft. from centerline on the southeast side adjacent to the subject parcel.
    b. The County's 2040 Comprehensive Plan (Figure B.6) identifies typical section widths for existing and future County highway facilities. The planned future typical section for this highway, per corridor study, is for a 2-lane divided urban roadway with the trail on the

CARVER COUNTY

southeast side, which requires 65 ft. from centerline.

i. Revise the preliminary plat to incorporate a minimum of 10 ft. additional right of way dedication adjacent to CSAH 61 from the existing right of way for a total of 65 ft. from centerline.

ii. A sight triangle right of way dedication from the required right of way dedication for 100 feet along CSAH 61 and 80 feet along Audubon Rd. is required on the southeast corner of the CSAH 61/CSAH 15/Audubon Rd. intersection.

iii. Right of way along Audubon Rd. should be preserved by dedication for consistency with the CSAH 61/Audubon Rd. intersection plans as well as for any future pedestrian facilities planned by the Cities such as a sidewalk or trail along the east side of Audubon Rd.

3. Regarding pedestrian facilities

a. There is currently no pedestrian crossing infrastructure for the south or eastern legs of the CSAH 61/CSAH 15/Audubon Rd. intersection adjacent to the proposed development.

i. Work with the County to install crosswalk and pedestrian traffic signal system improvements for the southern and eastern legs of the intersection including installation of ADA compliant curb ramp(s) at the southeast corner of the intersection adjacent to the proposed development. An internal pedestrian connection on the site from this corner is recommended.

4. Regarding traffic impacts

a. The memo titled Buttenhoff Industrial Trip Generation and Access dated June 30, 2021 did not include analysis of the CSAH 61/CSAH 15/Audubon Rd. intersection.

i. Traffic operations need to be studied and reviewed for the CSAH 61/CSAH 15/Audubon Rd. intersection. Information is needed regarding the northbound left from Audubon Rd. onto CSAH 61 to analyze the impact of the added traffic to the intersection. Coordinate with County staff regarding traffic split assignments, trip generation calculations, and future traffic projections to use for this analysis.

ii. Provide truck turning templates to and from CSAH 61 and for each turn lane on Audubon Rd.

5. Regarding final approval and permitting

a. The County will need to review and approve the final grading plans adjacent to CSAH 61. A grading permit will be required for grading work within the highway right of way.

b. The technical details of the final plat, its boundaries and form(s) will need to be reviewed and approved by the County Surveyor.

c. Prior to any work affecting or on County highways or in County right of way, the applicant shall coordinate plans with the County Engineer and obtain a Utility or Excavating/Filling/Grading Permit(s) from Carver County Public Works: (https://www.co.carver.mn.us/departments/public-works/quick-links/permits). Final details of locations, grades, and profiles affecting County roads as well as any utility connections will need to be reviewed and approved prior to any permits.

d. Any damages, modifications, or changes incurred on County highways from current or

approved conditions will need to remedied or updated at development expense, including costs incurred by the County.

These are the County's comments at this time. If you have any questions or need further assistance, please contact staff noted below:

Joan Guthmiller Administrative Technician Carver County Public Works 952.466.5201 jguthmiller@co.carver.mn.us	Angie Stenson AICP Sr. Transportation Planner Carver County Public Works 952.466.5273 astenson@co.carver.mn.us	Dan McCormick, P.E. PTOE Traffic Services Supervisor Carver County Public Works 952.466.5208 dmccormick@co.carver.mn.us

CITY OF CHASKA

City GIS

Date: 1/5/2022

0 0.0175 0.035 0.07 0.105 0.14 mi

N



River Valley Industrial Center - Project Narrative

August 3, 2021

The proposed project, River Valley Industrial Center will be a Class A multi-tenant industrial facility. It is our intent to design the facility so that it is divisible down to 7,500sf with each tenant having their own recessed entry along with dock and drive in access to their warehouse. This small bay market has been ignored by developers in the Twin Cities for years. We believe this building could create a base of smaller users that will hopefully grow in the Chanhassen and Chaska communities in the years to come. We are a family based, local real estate company (our offices are in Chaska) with 1.5 million square feet of mostly industrial property. It is our intent to remain in the community and be long term holders of this proposed building.

Plans for the building and site work are being submitted by our architectural and civil engineering consultants. The proposed access for automobile traffic will be off of Audubon Road and truck traffic from Stoughton Avenue. The planned curb cut location off of Audubon is important for ease of access into the development area and the success of the project. The previously submitted traffic report supports the location of the proposed access point and shows the locations of new pavement markings on Audubon Road to provide adequate traffic control and turn lanes for the project entrance.

Since there is no available public sanitary sewer and watermain service for the development, there will be a private onsite septic system and new water well constructed to support the project. The location of the proposed septic and well facilities are shown on the Utility Plan. The new well will be used for domestic water needs within the proposed building. The existing onsite well and storage tank will be used for supplying water to the building's fire suppression system and the fire hydrants being proposed on the property.

We look forward to a successful development in your community and would invite you to contact me or any of our development team for questions about this project. Thank you!

Joel Buttenhoff
Cornerstone Investors LLC
102 Jonathan Blvd. N #200
Chaska MN 55318

River Valley Industrial Center - Project Mechanical Systems Narrative

August 3, 2021

Summary of the proposed mechanical systems for new Chanhassen Warehouse.

1. Potable water shall be supplied by a new well located outside the southwest side of the building. The water service shall enter the building below the frost line up to the water service room.
We estimate the well will be sized to deliver 100 gallons of water per minute.

2. Sanitary sewer shall leave the building at the middle of the northwest side of the building and to septic tanks and pumped to sanitary drain fields.

3. Storm drain system starting at the 5-inch roof drains and 5-inch overflow drains on the roof. Roof drains shall be piped together and leave the building below the frost line at two locations and run to two holding ponds.

4. The building sprinkler system shall enter the building below the frost line at about the center of the southeast side of the building and run up to the sprinkler room. The sprinkler pump shall be located in sprinkler room. The source of the water for the sprinkler system shall be from an existing water tank located northeast of an existing building which is northeast of the new building.

5. The new natural gas line shall come from the gas main located below Audubon Road. The gas line will serve all the gas fired unit heaters serving the warehouse and the gas fired rooftop units serving the tenants office spaces.

If there are any questions regarding the mechanical systems proposal, please contact Bill Karges at 612-599-7268

PHILLIP D. JOHNSON ARCHITECT
9116 34TH AVENUE NORTH, MINNEAPOLIS, MN 55427, 763-545-1072

December 22, 2021

City of Chaska
One City Hall Plaza
Cfhaska, MN 55318

Elizabeth Hanson

RE: LETTER OF DECEMBER 17, 2021

Joel Butenhoff as owner of Cornerstone Investments has requested that I forward his comments to you regarding the December 17 letter.

Item 1. • The existing building to the east (formerly the Gedney Pickel building) has been demised into four separate spaces from 38,000sf to 55,000sf. Three of the four spaces have been leased for long term storage, refrigerated storage and LED Distribution. 3% of the building is finished as office area. The building has limited employee and truck traffic.
• Standard engineering design practices regarding water control and use have been applied thus far. A permit application has been submitted to the Lower Minnesota Watershed District, but it is on hold until city approvals have been granted.

Item 2. • Outlot A will continue to be owned by our partnership and may incorporate future activities of our existing building. Lot 3 serves as parking and green area for the new building.
• The Developer will discuss and work with the City and County Staff as determinations for ROW requirements become clear.
• Access for traffic and parking between properties and municipalities will be established as needed and required.

Item 3. • See additional letter regarding planting and revised planting plan provided by Phillip D. Johnson Architect. Three full size plans and 5-11x17 reductions have been provided with this letter.

Item 4. •The stormwater plan and report has been updated as needed and submitted by the civil engineer.
• The Developer has had discussion with the trailer park owner in the past summer and has been told that he would allow the continued use of the private storm water system to service this development. The Developer willl approach him for a written easement as approvals allow us to proceed and we are planning on pulling a building permit.

Item 5 .•The Developer will work with the city to provide the required curbing on Audubon Road and Stoughton Avenue. Audubon Road is currently curbed There are no significant changes other than access to this property. The City will need to identify the required/desired curbing and street improvements on Stoughton Avenue along the frontage of this development on Lot 2 before the Developer can commit to those improvements.

Sincerely,



Phillip D. Johnson Architect

for Cornerstone Investments
Joel Buttenhoff

PHILLIP D. JOHNSON ARCHITECT
9116 34TH AVENUE NORTH, MINNEAPOLIS, MN 55427, 763-545-1072

December 22, 2021

City of Chaska
One City Hall Plaza
Cfhaska, MN 55318

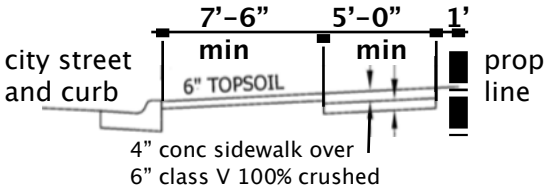
Elizabeth Hanson

RE: LETTER OF DECEMBER 17, 2021

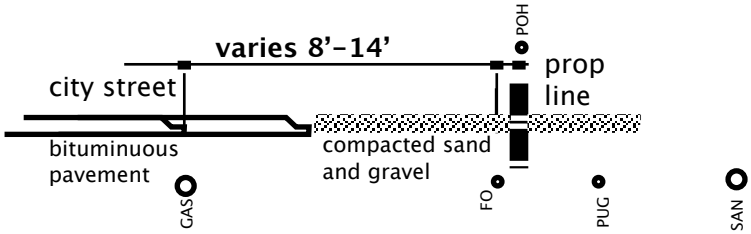
Item 3. Landscape Plan

The developer will relocate overstory trees shown on the planting plan to be 50' on center along Audubon Road (669') and Stoughton Avenue (614'). The tree location and spacing will be modified and agreed to in conjunction with the city of Chaska public works department and on site construction conditions.

The sketches below indicate the request from the city of Chaska and existing conditions.

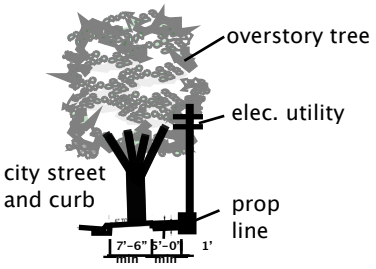


City of Chaska Template
Neihghborood sidewalk
SEE REDUCED SCALE
SECTION & ELEVATION BELOW



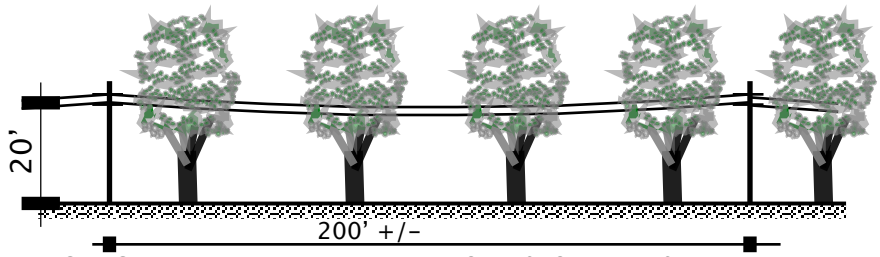
Typical existing condition
Stoughton Avenue
(-614' NE of Audubon Road)

EXISTING UTILITIES
Depth and distance from prop. line to be verified.
See Utility Plan. C500
WAT WATER UNDER STREEET
FO FIBER OPTIC
GAS GAS
POH OVERHEAD ELEC
SAN SAN SEWER



4" conc sidewalk over
6" class V 100% crushed

City of Chaska Template
Neighborhood sidewalk



ELECTRIC UTILITY LINES AT 20'-24'- HEIGHT

OVERSTORY TREES 40'—60'- HEIGHT

ELEVATIONS & SECTIONS; Existing condition along Stoughton Avenue (614') w/ requested overstory (40'-50' height, 30'-40' width") trees @ 50' o.c.

Similiar conditions exist along Audubon Road. The curb is about 10' from the property line and the gas and fiber optic lines are under the property line for the greater part of the 669'. At the north end as Audubon approaches the intersection the curb is within five feet of the property line and the utility lines are inside the property about 10'.

The requirements for site utilities, surface water drainage, water retention and parking also have an impact on the plant locations and will effect the location of the sidewalk and required trees along the property perimeter. The plan submitted earlier reflected much of these concerns but there will need to be some reevaluation of plant locations as construction is underway and planting has begun.

I am resubmitting the planting plan with overstory trees relocated along the outside of a proposed sidewalk at 50' on center. I hope that you will reevaluate the requirements of this section of your letter based on the information above and the existing site conditions.

I will also revaluate my plan to try to incorporate greater screening which I think may be the basis for your concern. This will mean that occasionally the boulevard will be less than 7'-6" and the sidewalk will occasionally be inside the property line. I willl definately aviod putting overystory trees within 15 feet of a overhead utility line and over a gas line. I will also avoid planting large trees with extensive and deep root systems over other buried utilities.

Sincerely,



Phillip D. Johnson Architect

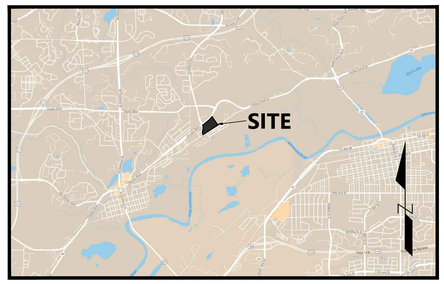
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PRELIMINARY DEVELOPMENT PLANS

FOR

RIVER VALLEY INDUSTRIAL CENTER

CHANHASSEN, MINNESOTA



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

CAPSTONE INVESTORS, LLC

102 JONATHAN BLVD N #200
CHASKA, MN 55318
CONTACT: JOEL BUTTENHOFF
PHONE: 952-368-9009
EMAIL: JOEL@CORNERSTONE-MN.COM

PREPARED BY:

Westwood

Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0031776.00
CONTACT: DANIEL M. PARKS

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C001	COVER
C100	BOUNDARY SURVEY
C101	EXISTING CONDITIONS & REMOVALS PLAN
C102	PRELIMINARY PLAT
C200	CIVIL SITE PLAN
C201	SITE PLAN AERIAL OVERLAY
C300	GRADING & DRAINAGE PLAN
C400	EROSION CONTROL PLAN
C500	UTILITY PLAN

NO.	DATE	REVISION	SHEETS
1	08/03/2021	CITY SUBMITTAL	ALL
	08/12/2021	CITY OF CHANHASSEN COMMENTS	
	11/29/2021	CITY OF CHASKA COMMENTS	
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PRELIMINARY DEVELOPMENT PLANS
FOR
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

INITIAL SUBMITTAL DATE: 08/03/2021 SHEET: C001

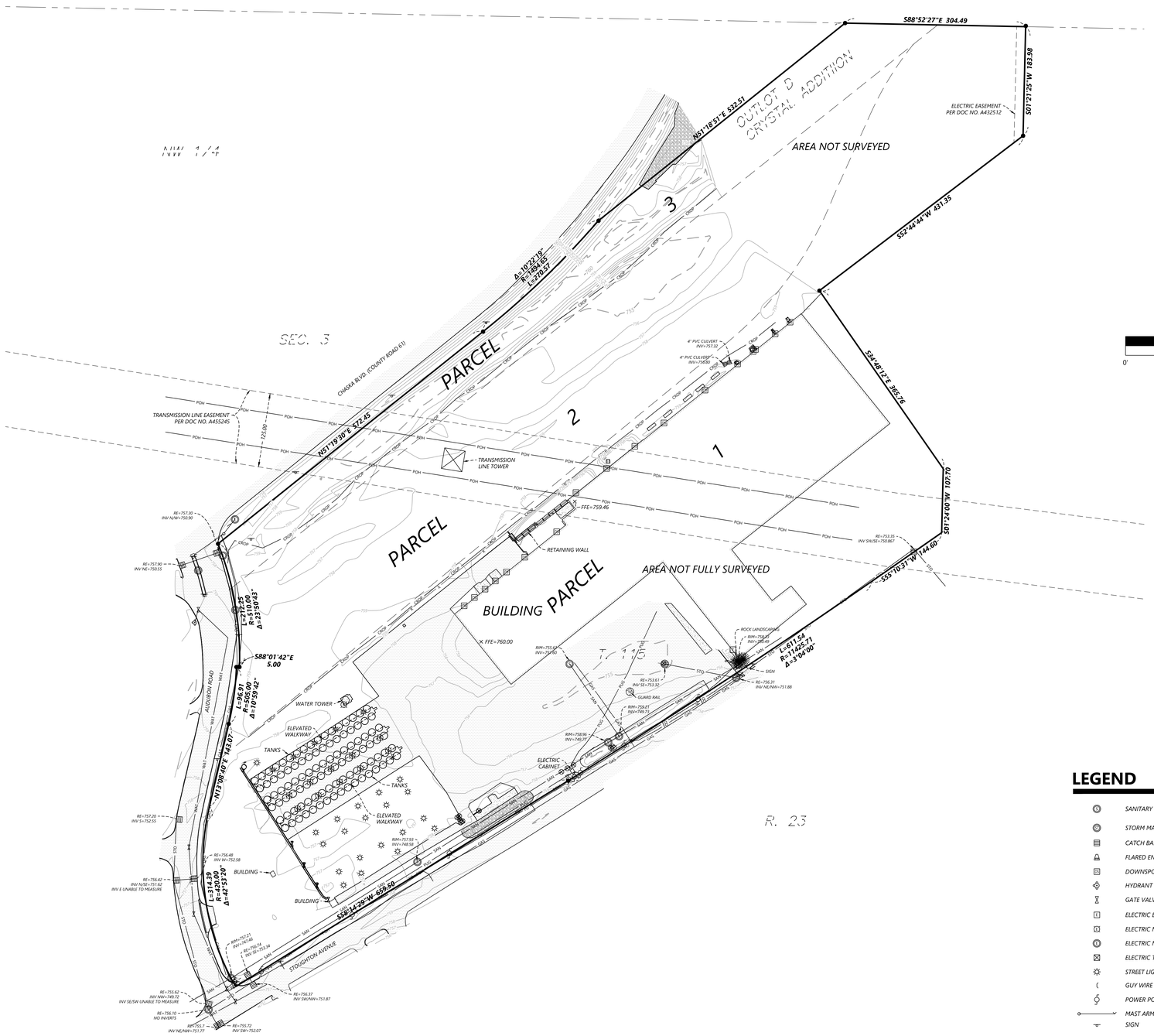
RIVER VALLEY INDUSTRIAL CENTER

PROJECT NUMBER: 0031776.00

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



LEGEND

- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- FLARED END SECTION
- DOWNSPOUT
- HYDRANT
- GATE VALVE
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC TOWER
- STREET LIGHT
- GUY WIRE
- POWER POLE
- MAST ARM
- SIGN

- BOUNDARY LINE
- EASEMENT LINE
- GAS — GAS LINE
- POH — POWER OVERHEAD
- PUG — POWER UNDERGROUND
- SAN — SANITARY SEWER
- STO — STORM SEWER
- WAT — WATERMAIN
- FO — FIBER OPTIC
- x — FENCE LINE
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- FOUND MONUMENT (SEE LABEL)

LEGAL DESCRIPTION

Parcel 1:
That part of the Northwest Quarter of Section 3, Township 115, Range 23, Carver County, Minnesota, described as follows: Beginning at a point in the West line of said Section 3 distant 1795.7 feet due South of the Northwest corner thereof, said point being in the Southeasterly right of way line of the Minneapolis & St. Louis Railroad; thence running Northeasterly along said right of way line 997.8 feet; thence running due South parallel with the West line of said Section 3, 272.18 feet to a point in the centerline of the industry spur track, said point being the actual point of beginning of the tract of land to be described, said point also being in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East, 694.69 feet from said actual point of beginning; thence running Northeasterly along the centerline of said industry spur track and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve and along the centerline of said industry spur track 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left and along the centerline of said industry spur track, a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve and along the centerline of said industry spur track, 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right and along the centerline of said industry spur track 142.42 feet to its intersection with the Southeasterly right of way line of the Minneapolis & St. Louis Railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right of way line; thence running Northeasterly along said Southeasterly right of way line 48.93 feet to a point in the North line of said Section 3; thence running East along said North line 146.4 feet, more or less to the Northwest corner of the parcel of land conveyed to St. John's Evangelical Lutheran Church as recorded in Book 46 Deeds, Page 19, filed August 23, 1950; thence running South at right angles 593.85 feet; thence deflecting 53 degrees 47 minutes to the right and running Southwesterly parallel with the Northerly right of way line of the Chaska and Shakopee Road, 150 feet; thence deflecting 53 degrees 47 minutes to the left and running Southerly 175 feet to a point on the Northerly right of way line of the Chaska and Shakopee Road; thence running Southwesterly along said Northerly right of way line 1676.9 feet; more or less, to a point on a line drawn parallel with the West line of said Section 3 from the actual point of beginning; thence running North along said parallel line 367.62 feet, more or less, to the actual point of beginning.

For the purpose of this description the West line of Section 3, Township 115, Range 23 is considered to be a due North and South line.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.12 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.26 feet along a tangential curve concave to the East having a radius of 420.00 and a central angle of 45 degrees 03 minutes 13 seconds, and there terminating.

AND

Excepting therefrom the following described tract:

That part of the Northeast Quarter of the Northwest Quarter of Section 3, Township 115 North, Range 23 West of the 5th Principal Meridian, described as follows:

Commencing at the Northwest corner of the Northeast Quarter of said Section 3; thence on an assumed bearing of South 88 degrees 52 minutes 27 seconds East along the North line of said Northwest Quarter a distance of 2286.69 feet; thence South 01 degree 21 minutes 25 seconds West a distance of 195.90 feet to the point of beginning of the land to be described; thence South 52 degrees 44 minutes 44 seconds West a distance of 412.15 feet; thence South 34 degrees 48 minutes 12 seconds East to the intersection with the Westerly line of the parcel conveyed to Northern States Power Company by the document filed in Book 61 of Deeds, Page 58, in the office of the Carver County recorder; thence Northerly along said Westerly line to the Northwesterly line of said conveyed parcel; thence Northeasterly along said Northwesterly line to the intersection with the Westerly line of the parcel conveyed to St. John's Evangelical Lutheran Church by the document filed in Book 46 of Deeds, Page 19, in the office of the Carver County Recorder; thence Northerly along said West line to the intersection with a line bearing North 52 degrees 44 minutes 44 seconds East from the point of beginning; thence South 52 degrees 44 minutes 44 seconds West to the point of beginning.
Carver County, Minnesota
Abstract Property

Parcel 2:

That part of the Northwest Quarter of Section 3, Township 115 North, Range 23 West, Carver County, Minnesota, described as follows:

Beginning at a point in the West line of said Section 3 distant 1795.7 feet South of the Northwest corner thereof, said point being in the Southeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence running Northeasterly along said right-of-way line 997.8 feet to a point (which point is the Northwest corner of the tract previously conveyed to American Sugar Company as described in Book 44 of Deeds, Page 8 thereof), which point is the true point of beginning of the tract conveyed; thence running South parallel with the West line of said Section 3, 272.18 feet to a point (which point is the Northwest corner of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof) in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East 694.69 feet from said point; thence running Northeasterly along the Northwesterly line of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right 142.42 feet to its intersection with the Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right-of-way line; thence running Southwesterly along said Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad to the point of beginning.

Except that part lying West of the following described Line A:

Commencing at a point on the West line of said Northwest Quarter distant 1655.37 feet Southerly from the Northwest corner thereof, said West line has an assumed bearing of South 0 degrees 33 minutes 32 seconds West, said point being on the Northerly line of the Chicago and North Western Railroad Company right of way; thence North 51 degrees 08 minutes 10 seconds East along said right of way line 1218.17 feet to the actual point of beginning of Line A to be described; thence South 23 degrees 43 minutes 37 seconds East 8.72 feet; thence Southerly 228.75 feet along a tangential curve concave to the West having a radius of 510.00 feet and a central angle of 25 degrees 41 minutes 55 seconds; thence North 88 degrees 01 minutes 42 seconds West and not tangent to said curve 5.00 feet; thence Southerly 96.91 feet along a non-tangential curve concave to the West having a radius of 505.00 feet and a central angle of 10 degrees 59 minutes 41 seconds and a chord bearing of South 07 degrees 28 minutes 09 seconds West; thence South 12 degrees 57 minutes 59 seconds West, tangent to last described curve, 143.07 feet; thence Southerly 330.2 feet along a tangential curve concave to the East having a radius of 420.00 feet and a central angle of 45 degrees 03 minutes 13 seconds and there terminating.
Carver County, Minnesota
Abstract Property

Parcel 3:

Outlot D, Crystal Addition, Files of the Registrar of Titles, Carver County, Minnesota.
Torrens Property

NOT FOR CONSTRUCTION

N:\0031776\00\DWG\0031776-V-SURV.DWG

RIVER VALLEY INDUSTRIAL CENTER

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

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN 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.
CHRIS R. FOLEY
DATE: 11/29/2021 LICENSE NO. 55343

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

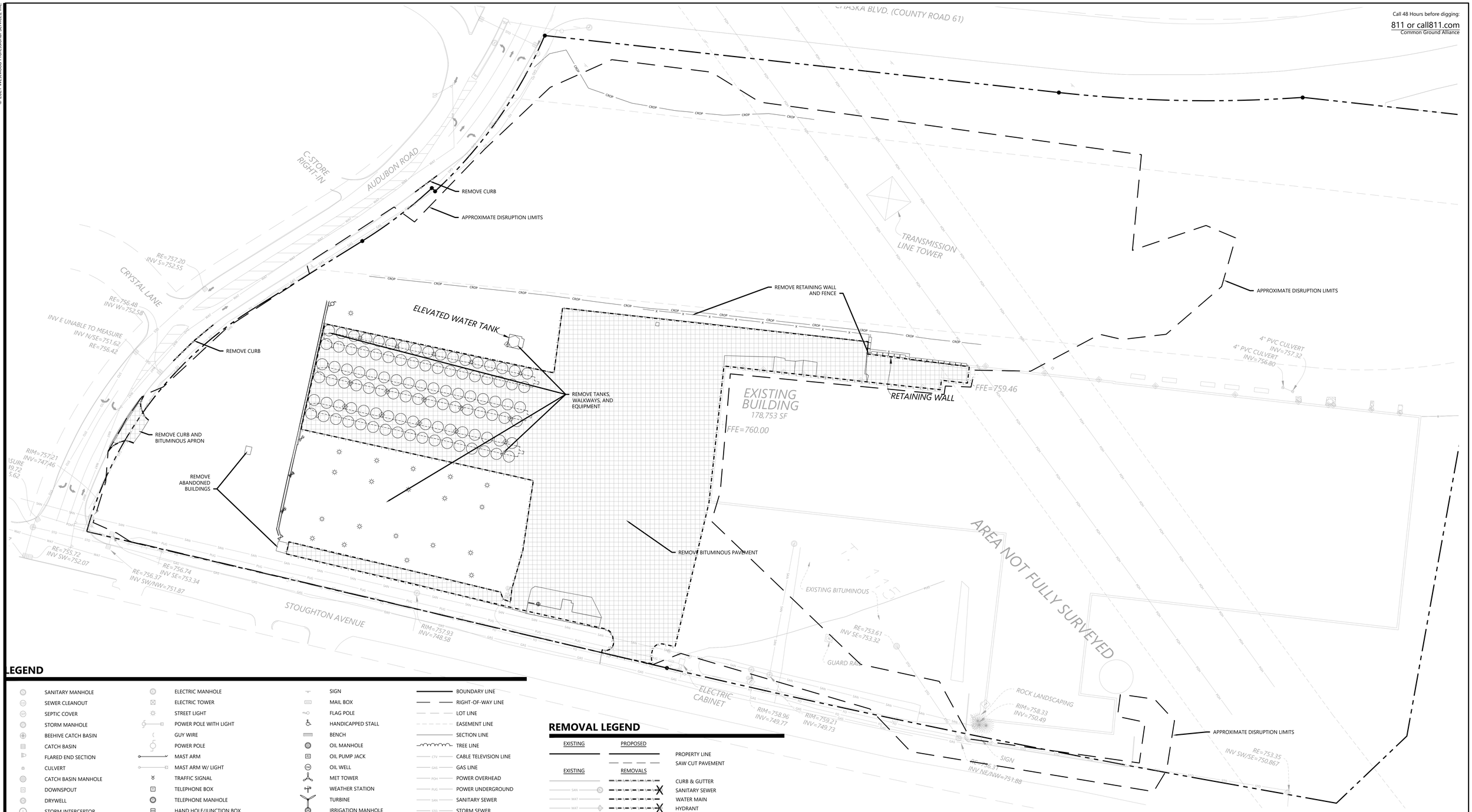
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

BOUNDARY SURVEY

SHEET NUMBER: C100
PROJECT NUMBER: 0031776.00
DATE: 11/29/2021

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



LEGEND

- SANITARY MANHOLE
- SEWER CLEANOUT
- SEPTIC COVER
- STORM MANHOLE
- BEEHIVE CATCH BASIN
- CATCH BASIN
- FLARED END SECTION
- CULVERT
- CATCH BASIN MANHOLE
- DOWNSPOUT
- DRYWELL
- STORM INTERCEPTOR
- HYDRANT
- GATE VALVE
- WATER METER
- FIRE DEPARTMENT CONNECTION
- CURB STOP BOX
- WATER MANHOLE
- WELL
- POST INDICATOR VALVE
- DOUBLE DETECTOR CHECK VALVE
- FARM HYDRANT
- REDUCE PRESSURE VALVE
- STOCK TANK
- WINDMILL
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC TOWER
- STREET LIGHT
- POWER POLE WITH LIGHT
- GUY WIRE
- POWER POLE
- MAST ARM
- MAST ARM W/ LIGHT
- TRAFFIC SIGNAL
- TELEPHONE BOX
- TELEPHONE MANHOLE
- HAND HOLE/JUNCTION BOX
- CABLE TV BOX
- CABLE TV MANHOLE
- FIBER OPTIC MANHOLE
- FIBER OPTIC PEDESTAL
- NATURAL GAS METER
- NATURAL GAS VALVE
- NATURAL GAS MANHOLE
- NATURAL GAS RISER/SERVICE
- NATURAL GAS VENT PIPE
- NATURAL GAS WELL
- AIR CONDITIONER
- UNKNOWN MANHOLE
- MISCELLANEOUS METER
- MISCELLANEOUS PEDESTAL
- STEEL/WOOD POST
- SIGN
- MAIL BOX
- FLAG POLE
- HANDICAPPED STALL
- BENCH
- OIL MANHOLE
- OIL PUMP JACK
- OIL WELL
- MET TOWER
- WEATHER STATION
- TURBINE
- IRRIGATION MANHOLE
- IRRIGATION SH
- IRRIGATION SP
- IRRIGATION VALVE
- SOIL BORING
- PERC TEST
- MONITORING WELL
- PIEZOMETER
- BUSH/SHRUB
- CONIFEROUS TREE
- DECIDUOUS TREE
- SAGURA
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- TREE LINE
- CABLE TELEVISION LINE
- GAS LINE
- POWER OVERHEAD
- POWER UNDERGROUND
- SANITARY SEWER
- STORM SEWER
- TELEPHONE OVERHEAD
- TELEPHONE UNDERGROUND
- WATERMAIN
- FIBER OPTIC
- FENCE LINE
- CONTROLLED ACCESS
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- WETLAND
- FOUND MONUMENT (SEE LABEL)
- SET MONUMENT (SEE LABEL)

REMOVAL LEGEND

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

REMOVAL NOTES

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

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776EX01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

EXISTING CONDITIONS & REMOVALS PLAN

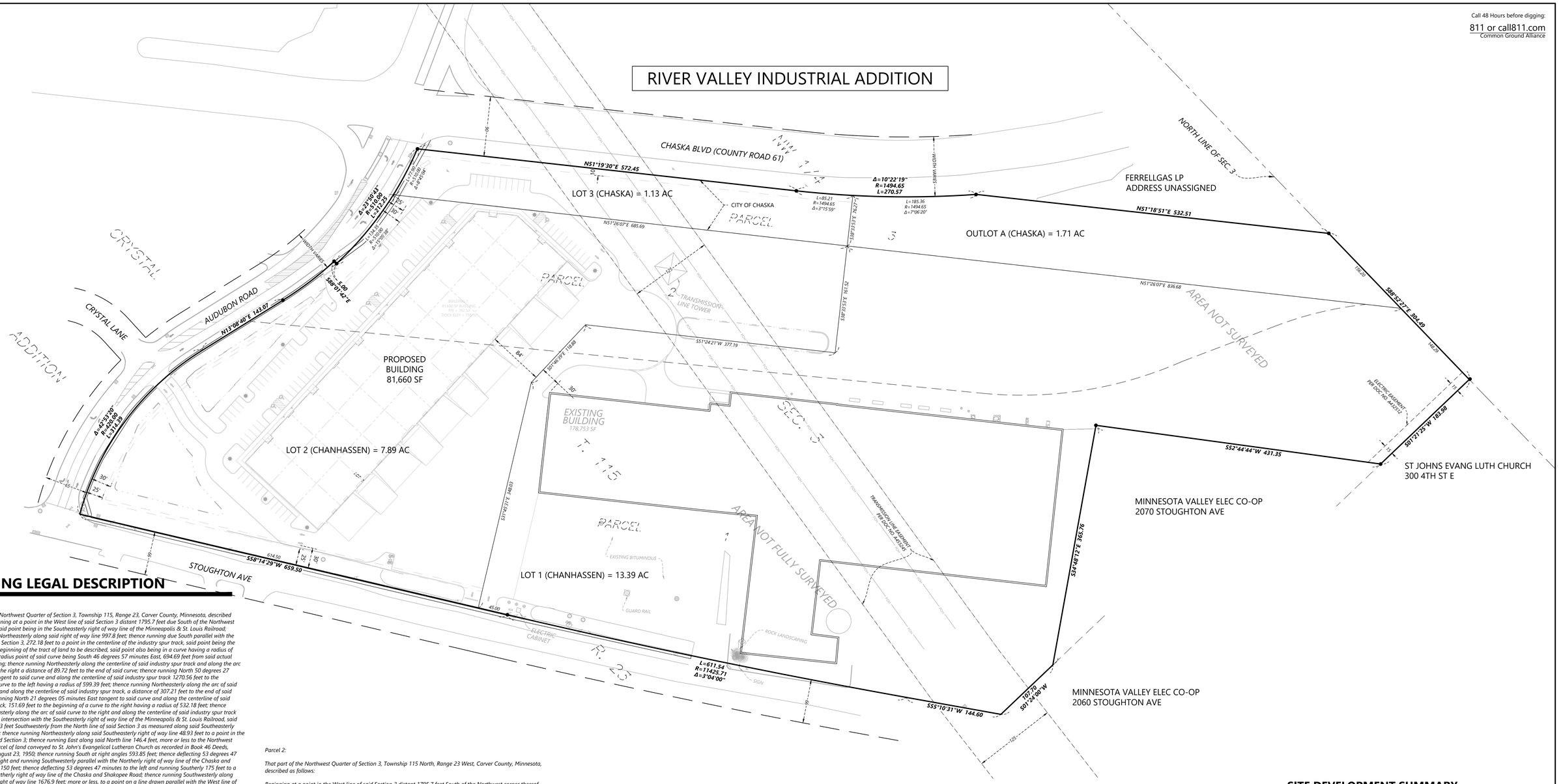
PROJECT NUMBER: 0031776.00

SHEET NUMBER: C101

DATE: 11/29/2021

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



EXISTING LEGAL DESCRIPTION

Parcel 1:
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For the purpose of this description the West line of Section 3, Township 115, Range 23 is considered to be a due North and South line.

Except that part lying West of the following described Line A:

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AND

Excepting therefrom the following described tract:

That part of the Northeast Quarter of the Northwest Quarter of Section 3, Township 115 North, Range 23 West of the 5th Principal Meridian, described as follows:

Commencing at the Northwest corner of the Northwest Quarter of said Section 3; thence on an assumed bearing of South 88 degrees 52 minutes 27 seconds East along the North line of said Northwest Quarter a distance of 2286.69 feet; thence South 01 degree 21 minutes 25 seconds West a distance of 195.90 feet to the point of beginning of the land to be described; thence South 52 degrees 44 minutes 44 seconds West a distance of 412.15 feet; thence South 34 degrees 48 minutes 12 seconds East to the intersection with the Westerly line of the parcel conveyed to Northern States Power Company by the document filed in Book 61 of Deeds, Page 58, in the office of the Carver County recorder; thence Northerly along said Westerly line to the Northwesterly line of said conveyed parcel; thence Northeasterly along said Northwesterly line to the intersection with the Westerly line of the parcel conveyed to St. John's Evangelical Lutheran Church by the document filed in Book 46 of Deeds, Page 19, in the office of the Carver County recorder; thence Northerly along said West line to the intersection with a line bearing North 52 degrees 44 minutes 44 seconds East from the point of beginning; thence South 52 degrees 44 minutes 44 seconds West to the point of beginning.
Carver County, Minnesota
Abstract Property

Parcel 2:

That part of the Northwest Quarter of Section 3, Township 115 North, Range 23 West, Carver County, Minnesota, described as follows:

Beginning at a point in the West line of said Section 3 distant 1795.7 feet South of the Northwest corner thereof, said point being in the Southeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence running Northeasterly along said right-of-way line 997.8 feet to a point (which point is the Northwest corner of the tract previously conveyed to American Sugar Company as described in Book 44 of Deeds, Page 8 thereof), which point is the true point of beginning of the tract conveyed; thence running South parallel with the West line of said Section 3, 272.18 feet to a point (which point is the Northwest corner of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof) in a curve having a radius of 694.69 feet, the radius point of said curve being South 46 degrees 57 minutes East 694.69 feet from said point; thence running Northeasterly along the Northwesterly line of the tract previously conveyed to M.A. Gedney Company as described in Book 61 of Deeds, Page 251 thereof and along the arc of said curve to the right a distance of 89.72 feet to the end of said curve; thence running North 50 degrees 27 minutes East tangent to said curve 1270.56 feet to the beginning of a curve to the left having a radius of 599.39 feet; thence running Northeasterly along the arc of said curve to the left a distance of 307.21 feet to the end of said curve; thence running North 21 degrees 05 minutes East tangent to said curve 151.69 feet to the beginning of a curve to the right having a radius of 532.18 feet; thence running Northeasterly along the arc of said curve to the right 142.42 feet to its intersection with the Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad, said point being 48.93 feet Southwesterly from the North line of said Section 3 as measured along said Southeasterly right-of-way line; thence running Southwesterly along said Southeasterly right-of-way line of Chicago and Northwestern Railway Company railroad to the point of beginning.

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Carver County, Minnesota
Abstract Property

Parcel 3:

Outlot D, Crystal Addition, Files of the Registrar of Titles, Carver County, Minnesota.
Torrens Property

SITE LEGEND

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

1" = 60'
0' 60' 120' 180'

NOT FOR CONSTRUCTION

SITE DEVELOPMENT SUMMARY

- EXISTING ZONING: ***IOP - INDUSTRIAL OFFICE PARK DISTRICT***
- PROPOSED ZONING: ***IOP - INDUSTRIAL OFFICE PARK DISTRICT***
- PARCEL DESCRIPTION: ***SEE SURVEY FOR LEGAL DESCRIPTION***
- TOTAL PROPERTY AREA: ***24.12 ACRES***
  - *LOT 1 (CHANHASSEN)* ***13.39 ACRES***
  - *LOT 2 (CHANHASSEN)* ***7.89 ACRES***
  - *LOT 3 (CHASKA)* ***1.13 ACRES***
  - *OUTLOT A (CHASKA)* ***1.71 ACRES***
- PERVIOUS SURFACE: ***4.02 ACRES (45%)***
- IMPERVIOUS SURFACE(RATIO): ***5.00 ACRES (55%)***
- BUILDING GROSS SIZE: ***81,660 SF***
  - ***OFFICE (EST. 15%): 12,660 SF***
  - ***WAREHOUSE/COMMON (EST. 85%): 69,000 SF***
- BUILDING SETBACK PER CODE: ***30*** =FRONT, ***10*** =SIDE, ***10*** =REAR
- PARKING SETBACK: ***10*** =FRONT AND ROW (CHASKA), ***5***'=SIDE AND REAR (CHASKA), ***25***'=FRONT, SIDE, AND REAR (CHANHASSEN)
- PARKING SPACE/DRIVE AISLE: ***9***' WIDE X ***18***' LONG, ***26***' AISLE
- PARKING RATIO REQUIREMENT: ***CITY OF CHANHASSEN***
  - ***OFFICE: 5 SPACE / 1000 SF OF OFFICE SPACE***
  - ***WAREHOUSE: 1 SPACE / 1000 SF UP TO 10,000 SF PLUS 1 SPACE / 2000 SF OVER 10,000 SF***
  - ***OFFICE(12,660 X 5/1000): 64 SPACES***
  - ***WAREHOUSE(10,000 / 1000 + 59,000 / 2000): 40 SPACES***
  - ***TOTAL SPACES REQUIRED: 104 SPACES***
- PARKING PROVIDED: ***110***

RIVER VALLEY INDUSTRIAL CENTER
N:\0031776.00\DWG\CIVIL\0031776P01.DWG

DESIGNED: ,
CHECKED: ,
DRAWN: ,
HORIZONTAL SCALE: 60'
VERTICAL SCALE:

INITIAL ISSUE: 7/15/2021
REVISIONS:

PREPARED FOR:
CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA
CHRIS R. FOLEY
DATE: 11/29/2021 LICENSE NO. 55343

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

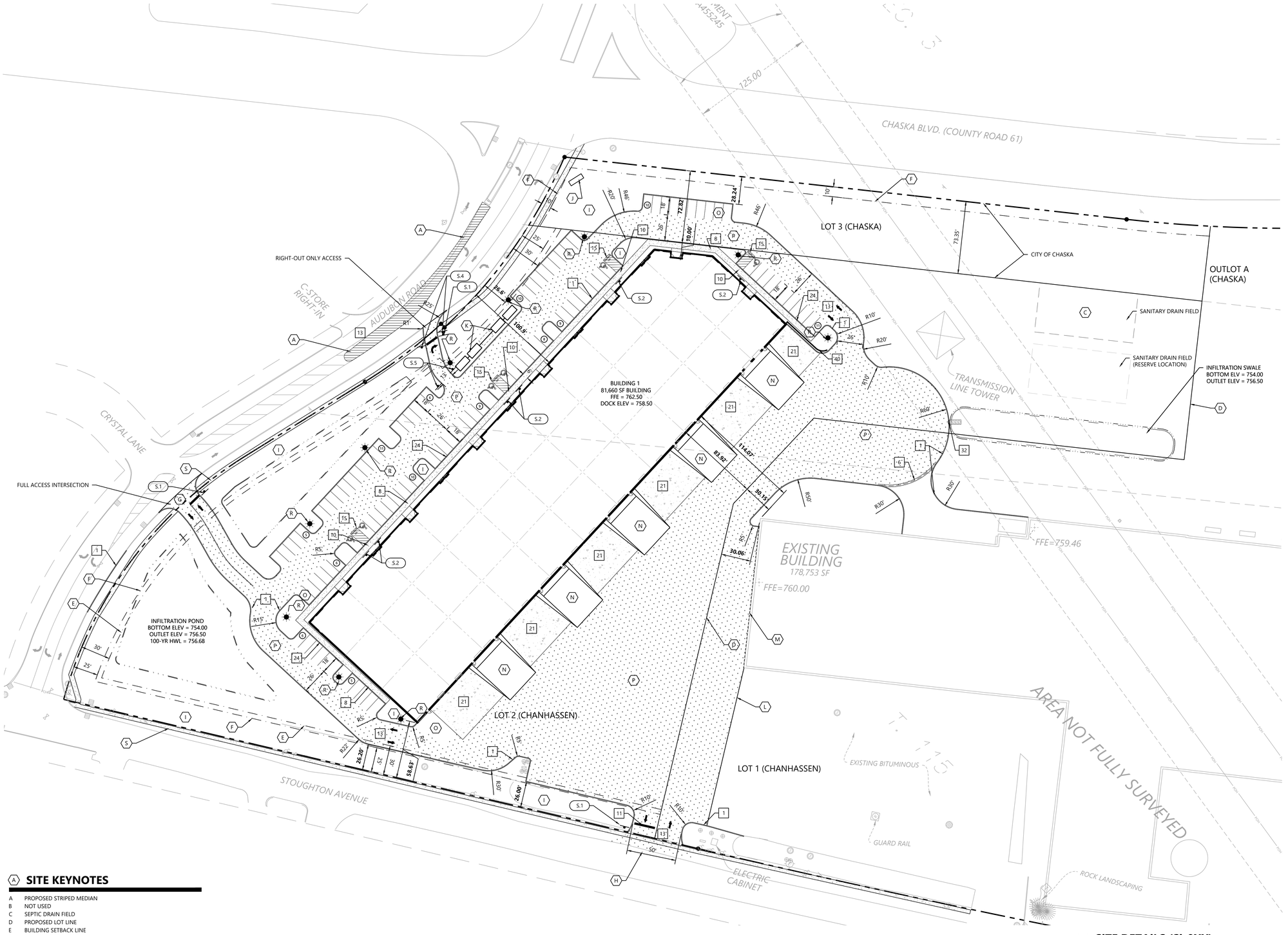
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT

SHEET NUMBER: C102
DATE: 11/29/2021
PROJECT NUMBER: 0031776.00

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Common Ground Alliance



SITE LEGEND

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

SITE DEVELOPMENT SUMMARY

• EXISTING ZONING:	IOP - INDUSTRIAL OFFICE PARK DISTRICT
• PROPOSED ZONING:	IOP - INDUSTRIAL OFFICE PARK DISTRICT
• PARCEL DESCRIPTION:	SEE SURVEY FOR LEGAL DESCRIPTION
• TOTAL PROPERTY AREA: NEW BUILDING: LOT 2 (CHANHASSEN) NEW BUILDING: LOT 3 (CHASKA) EX. BUILDING: LOT 1 (CHANHASSEN) EX. BUILDING: OUTLOT A (CHASKA)	24.12 ACRES (1,050,667 SF) 7.89 ACRES (343,688 SF) 1.13 ACRES (49,223 SF) 13.39 ACRES (583,268 SF) 1.71 ACRES (74,488 SF)
• EXISTING BUILDING GROSS SIZE	***178,753 SF***
• BUILDING COVERAGE (% OF SITE) *NEW LOT, BUILDING 1 COVERAGE:* *EX. LOT, EX. BUILDING COVERAGE:*	 *20.78%* *27.18%*
BUILDING 1 INFORMATION	
• PERVIOUS SURFACE: • IMPERVIOUS SURFACE(RATIO):	4.02 ACRES (45%) 5.00 ACRES (55%)
• EXPECTED OCCUPANCY • BUILDING 1 HEIGHT	55 26' - ONE STORY
• BUILDING 1 GROSS SIZE: OFFICE (EST. 15%): WAREHOUSE/COMMON (EST. 85%):	81,660 SF 12,660 SF 69,000 SF
• BUILDING SETBACK PER CODE:	30'=FRONT 10'=SIDE 10'=REAR
• PARKING SETBACK:	10'=FRONT AND ROW (CHASKA) 5'=SIDE AND REAR (CHASKA) 25'=FRONT, SIDE, AND REAR (CHANHASSEN)
• PARKING SPACE/DRIVE AISLE:	9' WIDE X 18' LONG, 26' AISLE
• PARKING COVERAGE (% OF SITE) BUILDING 1 PARKING AND LOADING AREA	 2.14 ACRES (23.72%)
• PARKING RATIO REQUIREMENT OFFICE WAREHOUSE: OFFICE (12,660 X 5/1000) WAREHOUSE (10,000 / 1000 + 59,000 / 2000) TOTAL SPACES REQUIRED:	CITY OF CHANHASSEN 5 SPACE / 1000 SF OF OFFICE SPACE 1 SPACE / 1000 SF UP TO 10,000 SF PLUS 1 SPACE / 2000 SF OVER 10,000 SF 64 SPACES 40 SPACES 104 SPACES
• PARKING PROVIDED:	106

GENERAL SITE NOTES

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN, 04/06/2021.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE KEYNOTES

A	PROPOSED STRIPED MEDIAN
B	NOT USED
C	SEPTIC DRAIN FIELD
D	PROPOSED LOT LINE
E	BUILDING SETBACK LINE
F	PARKING SETBACK LINE
G	FULL ACCESS AUTO ONLY ENTRANCE
H	TRUCK ENTRANCE
I	LANDSCAPED AREA
J	PROJECT IDENTIFICATION SIGN
K	SEPTIC TANKS
L	VERIFY NEW PAVEMENT LINE WITH OWNER
M	SAWCUT EXISTING PAVEMENT
N	BITUMINOUS LOADING DOCK (AT FFE)
O	STANDARD DUTY BITUMINOUS PAVEMENT
P	HEAVY DUTY BITUMINOUS PAVEMENT
Q	DOUBLE YELLOW TRAFFIC STRIPE
R	LIGHT POLE (PROVIDED BY OTHERS)
S	FUTURE CITY SIDEWALK (BY OTHERS)

VARIANCE REQUEST

A VARIANCE IS REQUESTED FOR PARKING WITHIN THE SETBACK OF THE COMMON LOT LINE WITH CHANHASSEN & CHASKA.

SIGN LEGEND

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.4	DO NOT ENTER	30" X 30"	R5-1
S.5	BEGIN ONE WAY	24" X 30"	R6-X1

SITE DETAILS (SI-0XX)

1	B612 CURB AND GUTTER
6	CONCRETE CROSS GUTTER
8	PRIVATE CONCRETE SIDEWALK
10	PRIVATE PARALLEL PEDESTRIAN CURB RAMP
11	STOP BAR
13	TRAFFIC ARROW
15	HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
21	HEAVY DUTY LOADING DOCK (AT 4' BELOW FFE)
24	CONCRETE CURB AT SIDEWALK
32	CURB CUT WITH RIP RAP
40	RETAINING WALL (SEE ARCH PLANS)

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776\00\DWG\CIVIL\0031776SP01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4
5

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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

DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

Westwood
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Westwood Professional Services, Inc.

CIVIL SITE PLAN

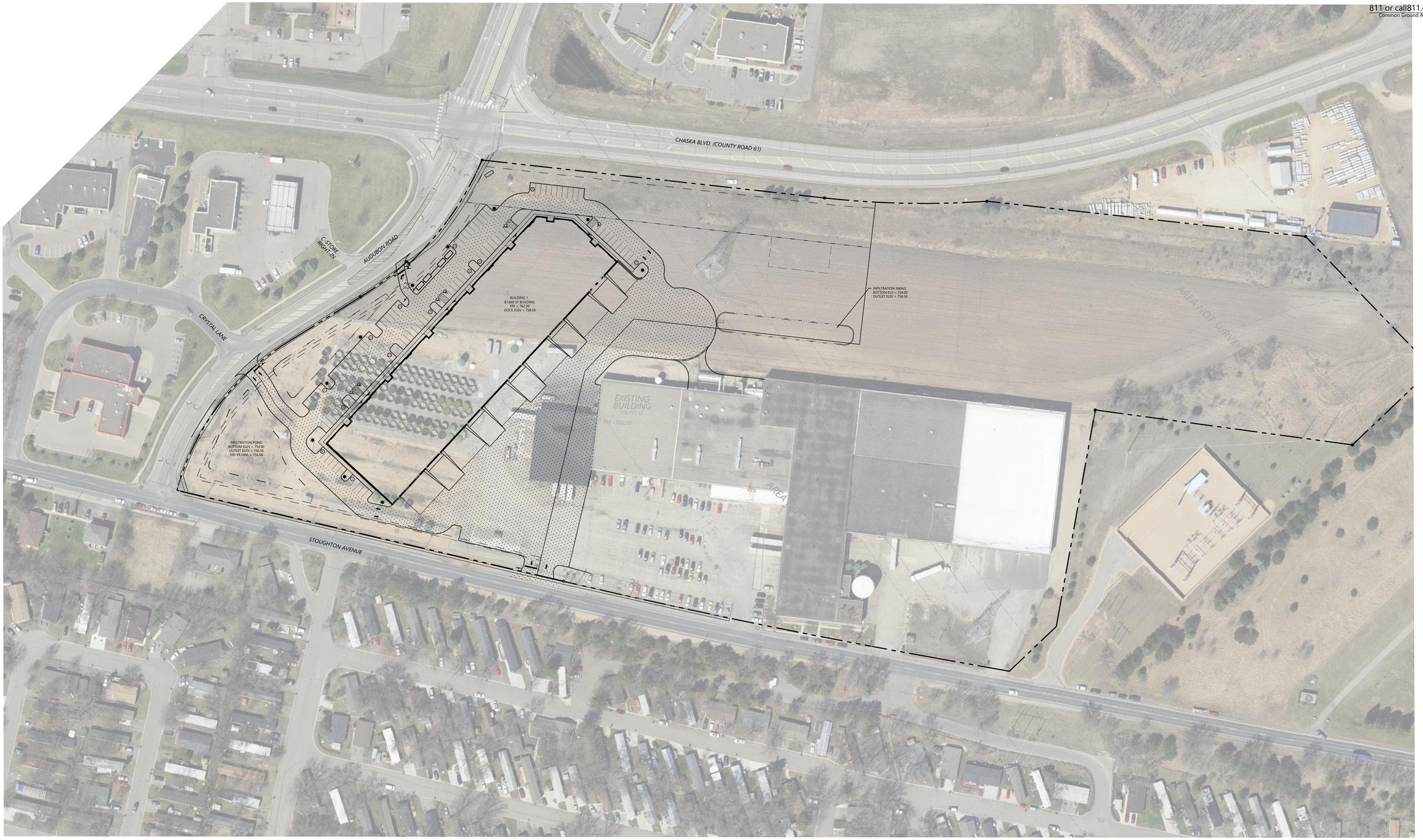
SHEET NUMBER: C200

PROJECT NUMBER: 0031776.00

DATE: 11/29/2021

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1" = 60'
0' 60' 120' 180'

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RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 60'
VERTICAL SCALE: 12' or 6'

INITIAL ISSUE: 08/03/2021
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102 JONATHAN BLVD N #200
CHASKA, MN 55318

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CHANHASSEN, MINNESOTA

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SITE PLAN AERIAL OVERLAY

PROJECT NUMBER: 0031776.00

SHEET NUMBER: C201

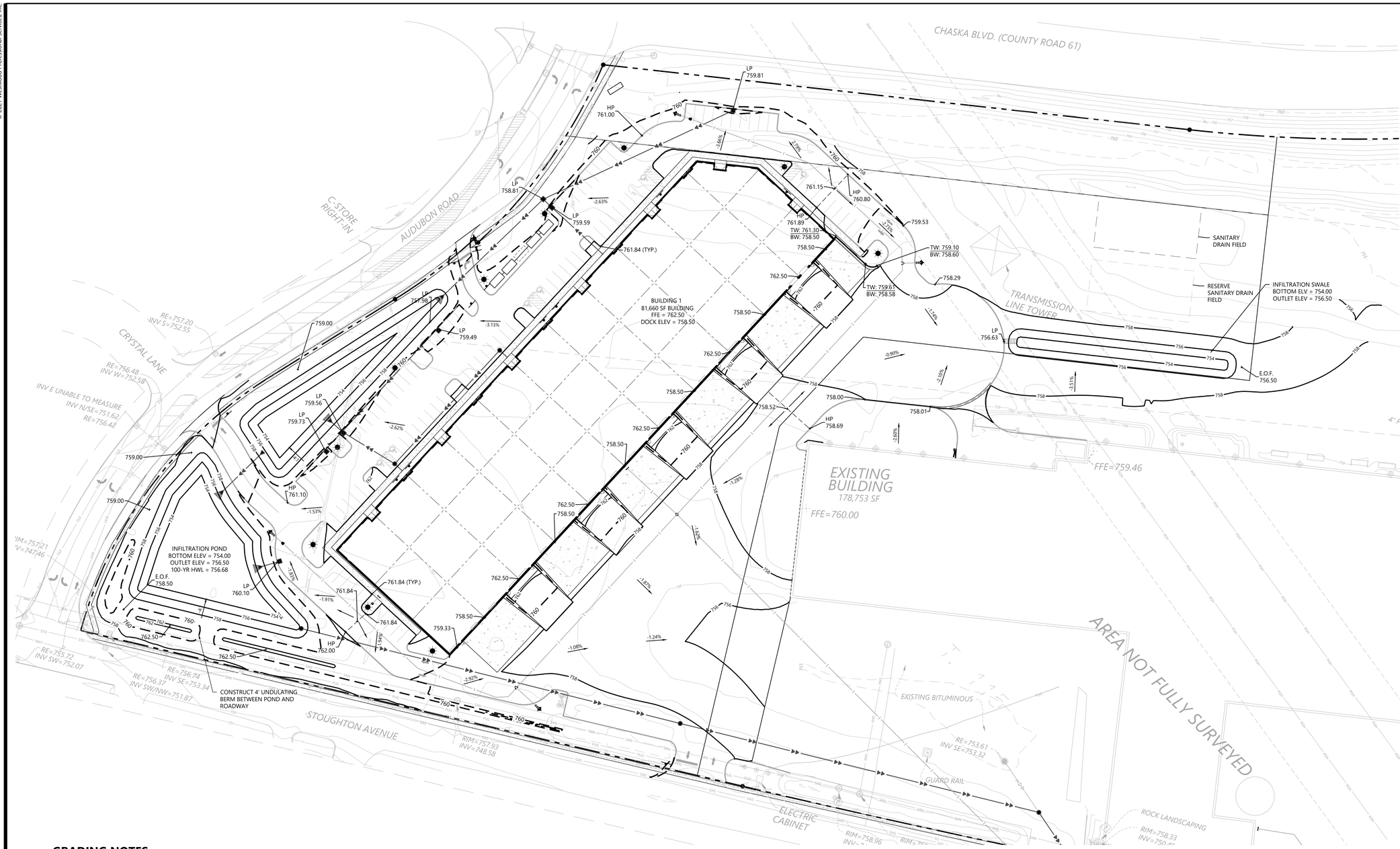
DATE: 11/29/2021

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GRADING LEGEND

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



N.T.S.

Westwood	TYPICAL INFILTRATION BASIN SECTION	LAST REVISED 07/29/21 GD01-A

N.T.S.

Westwood	TYPICAL INFILTRATION SWALE SECTION	LAST REVISED 07/29/21 GD01-B

GRADING NOTES

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

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776GD01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 -
5 -

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

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CHANHASSEN, MINNESOTA

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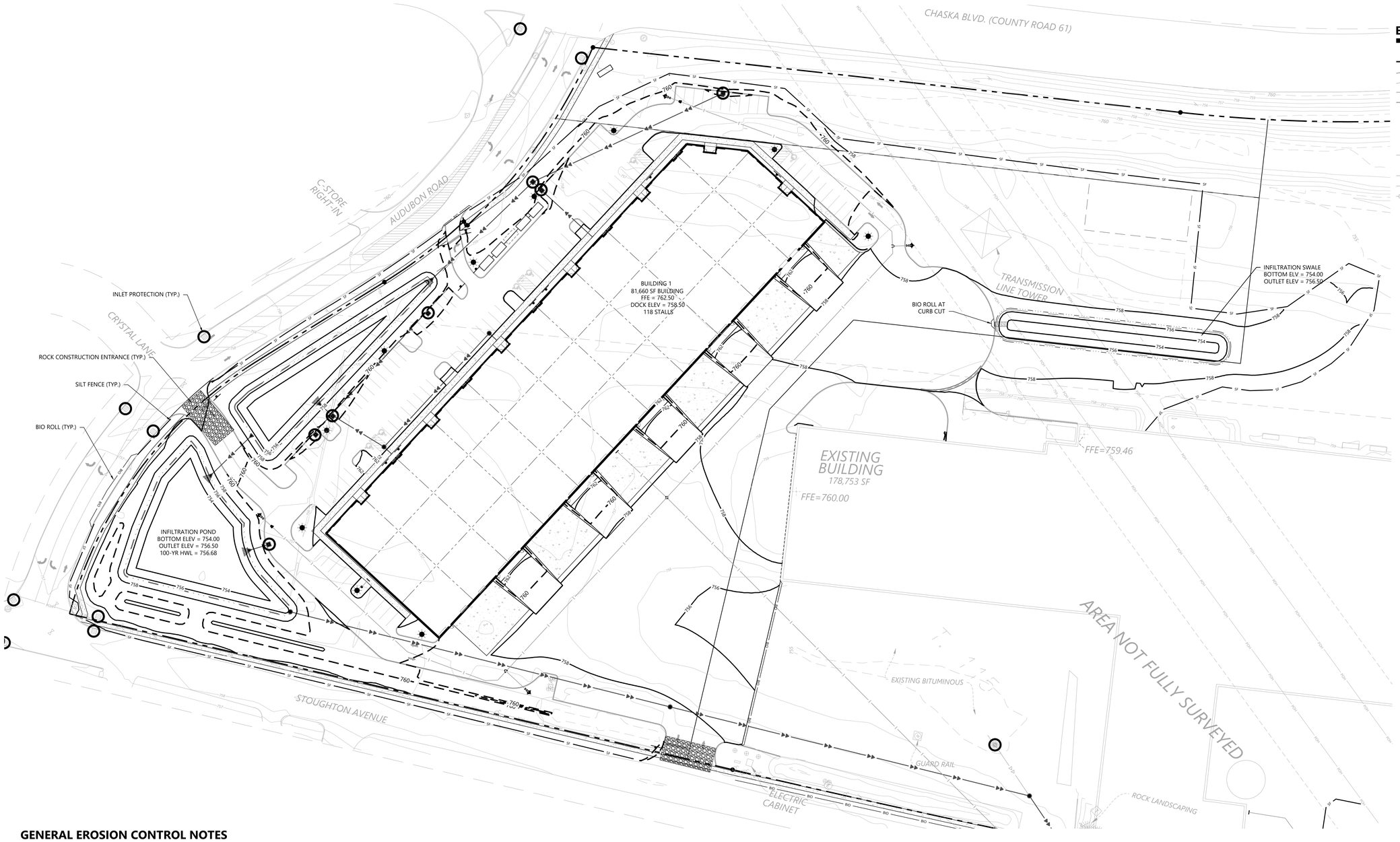
GRADING & DRAINAGE PLAN

SHEET NUMBER: C300
DATE: 11/29/2021

PROJECT NUMBER: 0031776.00

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EROSION CONTROL LEGEND

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

GENERAL EROSION CONTROL NOTES

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

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776C01.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 . .
5 . .

PREPARED FOR:
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102 JONATHAN BLVD N #200
CHASKA, MN 55318

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DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

Westwood
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Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
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EROSION CONTROL PLAN

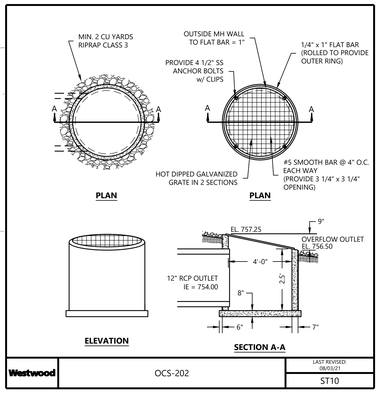
SHEET NUMBER: C400
PROJECT NUMBER: 0031776.00 DATE: 11/29/2021

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STORM SEWER CASTING SCHEDULE

STRUCTURE LOCATION	CASTING TYPE
CURB & GUTTER	R-3067-L
CURB & GUTTER @ LOW POINT	R-3067-VB
SURMOUNTABLE CURB & GUTTER AT DRIVEWAY LOCATION	R-3501-R
STMH IN PAVEMENT OR GREEN SPACE	R-1642 STAMPED "STORM SEWER"
CBMH IN PAVEMENT	R-2535
CBMH IN GREEN SPACE	R-4342
CBMH IN VALLEY GUTTER	R-3362-L

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



Westwood | OCS-202 | LAST REVISED: 08/26/21 | ST10

UTILITY LEGEND

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

SEPTIC TANK SYSTEM CROSS-SECTION

NOTE: FOR SCHEMATIC PURPOSES ONLY. SEE ADVANCED SEPTIC PLANS FOR DETAIL.

GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE <<7.5' OR 8'>> MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26, SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY.
    B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
    C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA RULES, PART 7560.0150.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

1" = 40'
0' 40' 80' 120'

NOT FOR CONSTRUCTION

N:\0031776.00\DWG\CIVIL\0031776UTD1.DWG

RIVER VALLEY INDUSTRIAL CENTER

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 40'
VERTICAL SCALE: 8' or 4'

INITIAL ISSUE: 08/03/2021
REVISIONS:
1 08/03/2021 CITY SUBMITTAL
2 08/12/2021 CITY OF CHANHASSEN COMMENTS
3 11/29/2021 CITY OF CHASKA COMMENTS
4 - -
5 - -

PREPARED FOR:

CAPSTONE INVESTORS, LLC
102 JONATHAN BLVD N #200
CHASKA, MN 55318

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

DANIEL M. PARKS
DATE: 11/29/2021 LICENSE NO. 18919

RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN, MINNESOTA

Westwood
Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
Toll Free (888) 937-5150 | westwoodps.com
Westwood Professional Services, Inc.

UTILITY PLAN

SHEET NUMBER: C500

PROJECT NUMBER: 0031776.00 DATE: 11/29/2021

CHASKA BOULEVARD

AUDUBON ROAD

SIDEWALK

SIDEWALK

21750.37 ft²

81599.49 ft²

80,000 SQ. FT.

semi loading 48' dock

drive in

1

2

3

4

5

6

7

8

9

10

11

53' TRAILER

35' TRAILER

53' TRAILER

INFILTRATION POND

INFILTRATION POND

existing drive in drs

existing cont. staff silt weighing area

PAVEMENT

SIDEWALK

SIDEWALK

SIDEWALK

STOUGHTON AVENUE

SITE PLAN
1" = 30'-0"

20' 0' 20' 40' 60' 80' 100' 200'

NORTH

PHILLIP D. JOHNSON
architect
9116 34th avenue north
minneapolis, mn 55427
763-545-1072

SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN
80,000 +/- SQ. FT.

SITE PLAN
1" = 30'-0"

Aug 3, '21
Aug 26, '21
Dec 7, '21

A2

PLANTING SCHEDULE

SYMBOL	NAME botanical name	ABB	SIZE	QUAN	MATURE SIZE H X W
	DECIDUOUS TREES				
MFF	MAPLE, FALL FIESTA *Acer Saccharum 'Bailsta'*	MFF	2.5" B&B	20	60' x 50'
MAB	MAPLE, AUTUMN BLAZE *Acer X freemanii*	MAB	2.5" B&B	17	50' x 40'
MEL	MAPLE, EMERALD LUSTRE *Acer platanoides 'Pond'*	MEL	2.5" B&B	8	50' x 50'
OB	OAK, BUR *Quercus Macrocarpa*	OB	2.5" B&B	5	60' x 60'
LG	LINDEN, GREENSPIRE *Tilia Cordata*	LG	2.5" B&B	7	40' x 30'
LR	LINDEN, REDMOND *Tilia Americana*	LR	2.5" B&B	8	40' x 30'
HSL	HONEYLOCUST, SUNBURST *Gleditsia Triacanthos Var. Inermis*	HSL	2.5" B&B	6	35' x 35'
HPS	HACKBERRY, PRARIE SENTINEL *Celtis Occidentalis*	HPS	2.5" B&B	5	45' x 12'
	CONIFEROUS TREES				
SBH	SPRUCE, BLACK HILLS *Picea Glauca Densata*	SBH	6' B&B	19	40' x 30'
SCB	SPRUCE, COLORADO BLUE *Picea Pungens*	SCB	6' B&B	15	40' x 30'
PS	PINE, SCOTCH *Picea Sylvestris*	PS	6' B&B	5	60' x 40'
PN	PINE, NORWAY *Picea Resinosa*	PN	6' B&B	10	60' x 40'
	SHRUB				
MA	MAPLE, AMUR FLAME Acer Ginna 'Flame'	MA	5' B&B	50	15' x 15'
BC	BARBERRY CONCORDE Barberis Thunbergii 'Concorde'	BC	5c	26	2' x 3'
SR	SERVICEBERRY, REGENT Amelanchier Alnifolia 'Regent'	SR	10c	25	4' x 6'

STOUGHTON AND AUDUBON FRONTAGE EQUALS
ABOUT 1150 LINEAL FEET.
THERE ARE MORE THAN 38 DECIDIOUS TREES
LOCATED ALONG THOSE STREET BOULEVARDS

LIGHTING

SYMBOL	IDENTIFICATION		QUAN	LOCATION	MOUNTING HT
	OUTDOOR LED AREA LIGHT	19,075 LUMENS 135 WATTS	12	PARKING LOT	25' ON BRONZE ALUM POLE
	COMMERCIAL LED WALL LIGHT	10,011 LUMENS 72 WATTS	6	ENTRY, SIDEWALK	10' WALL MTD

CHASKA BOULEVARD

AUDUBON ROAD

STOUGHTON AVENUE

SIGN

SIDEWALK

INFILTRATION POND

21750.37 ft²

81599.49 ft²

10,000 SQ. FT.

semi loading 48' dock

drive in

35' TRAILER

existing drive in drs

existing comm. strip mall/comm. area

PAVEMENT

20' 0' 20' 40' 60' 80' 100' 200'

NORTH

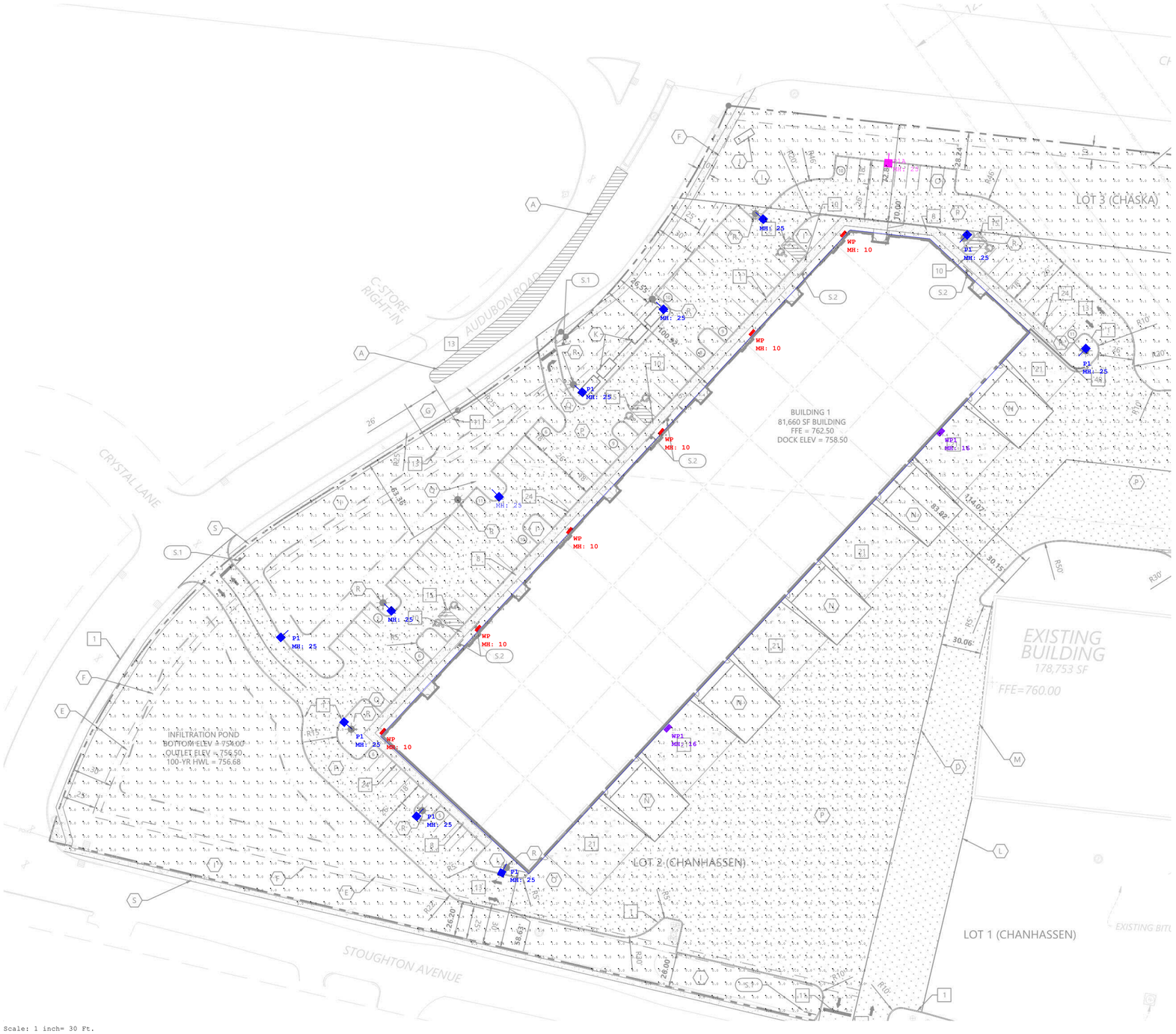
PHILLIP D. JOHNSON
architect
9116 34th avenue north
minneapolis, mn 55427
763-545-1072

SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN
80,000 +/- SQ. FT.

PLANTING PLAN
1" = 30'-0"

PLANTING PLAN
1" = 30'-0"
Aug 3, '21
Aug 26, '21
Dec 7, '21
Dec 22, '21

A2



Scale: 1 inch= 30 Ft.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description	Lum. Watts	Total Watts	Tag
	1	P1A	Single	12552	1.000	LSI SLM-LED-18L-SIL-3-40-70CRI-IL	135	135	25FT MH
	2	WP1	Single	13937	0.900	LSI SLW-LED-14L-3-UNV-DIM-40	104	208	16FT MH
	11	P1	Single	19072	0.900	LSI SLM-LED-18L-SIL-3- UNV DIM 40-70CRI BRZ	135	1485	25FT MH
	6	WP	Single	10011	0.900	LSI SMW-LED-10L-3-UNV-DIM-40 BZ	78	468	10 FT MH

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	0.90	19.8	0.0	N.A.	N.A.
PARKING-DRIVES	Illuminance	Fc	2.53	7.0	0.5	5.06	14.00

These drawings are for conceptual use only and are not intended for construction. Fixture runs and quantities should be verified prior to order. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

36x44

Luma Sales Associates
Lighting and Controls

#	Date	Comments

Revisions

Drawn By: Kathy Frey
Checked By:
Date:12/6/2021
Sales Agent: Steve Hahn

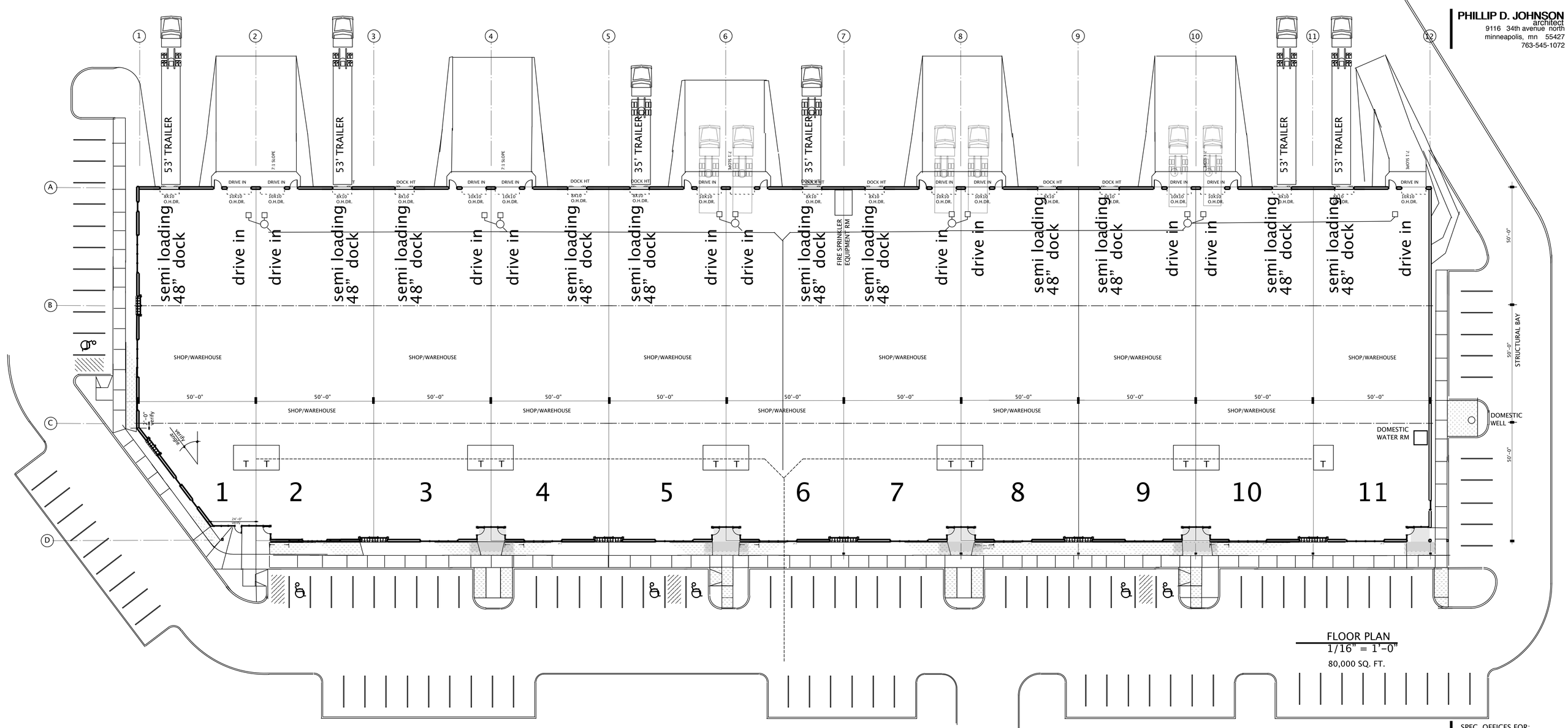
Scale: As Noted

RIVER VALLEY INDUSTRIAL CTR

CHANHASSEN MN

LS952-3822-2

PHILLIP D. JOHNSON
architect
9116 34th avenue north
minneapolis, mn 55427
763-545-1072



FLOOR PLAN
1/16" = 1'-0"
80,000 SQ. FT.

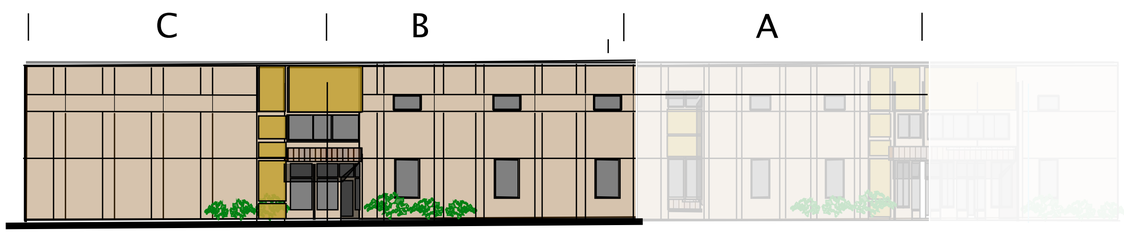
SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN

20' 0' 20' 40' 60' 80' 100' 200'

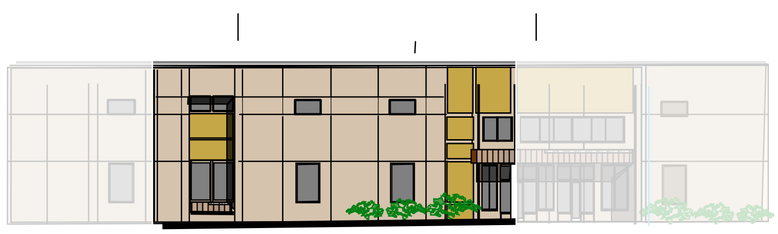
NORTH

FLOOR PLAN
1/16" = 1'-0" Aug 3, '21

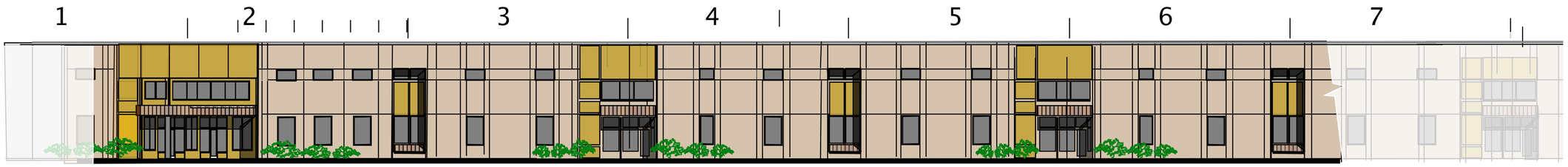
A3



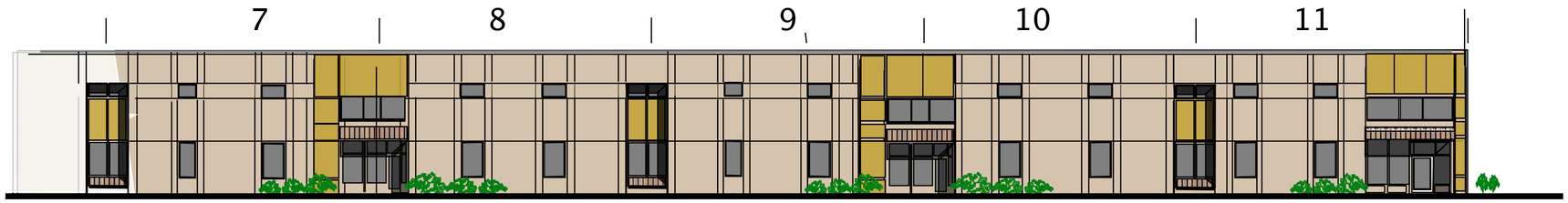
NORTH ELEVATION



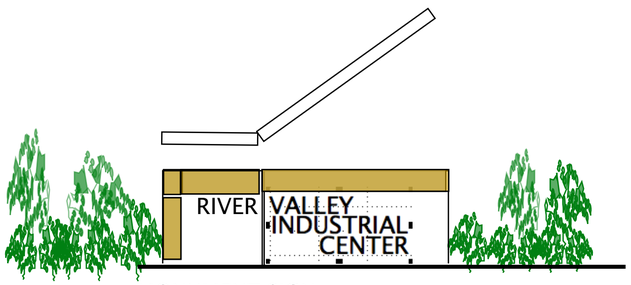
NORTHWEST ELEVATION



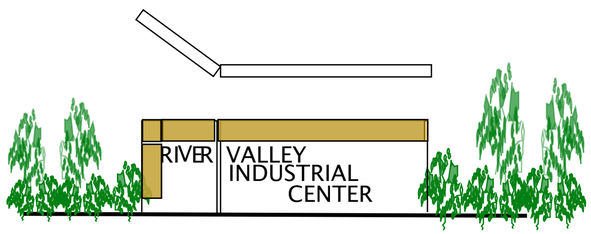
WEST ELEVATION – LEFT HALF

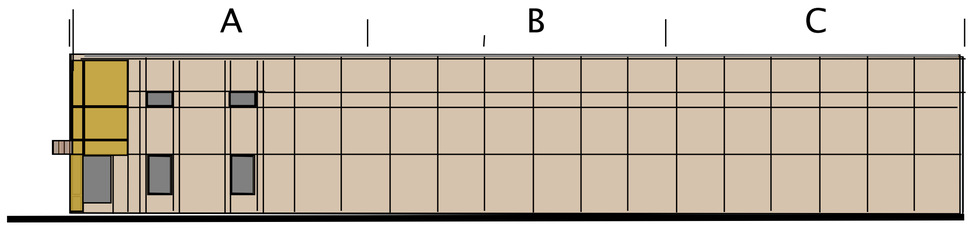


WEST ELEVATION – RIGHT HALF

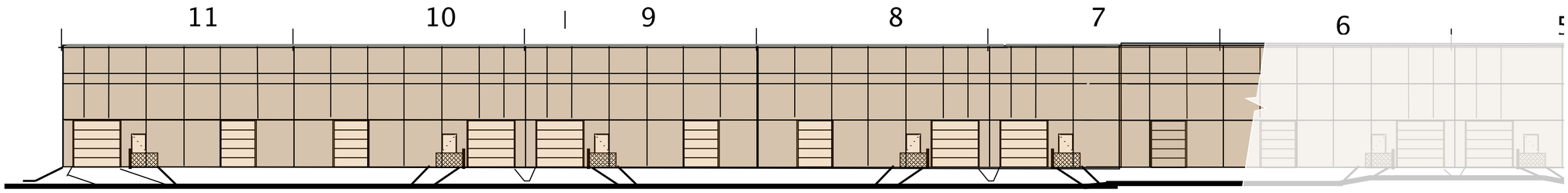


MONUMENT SIGN
1/8" = 1'-0"

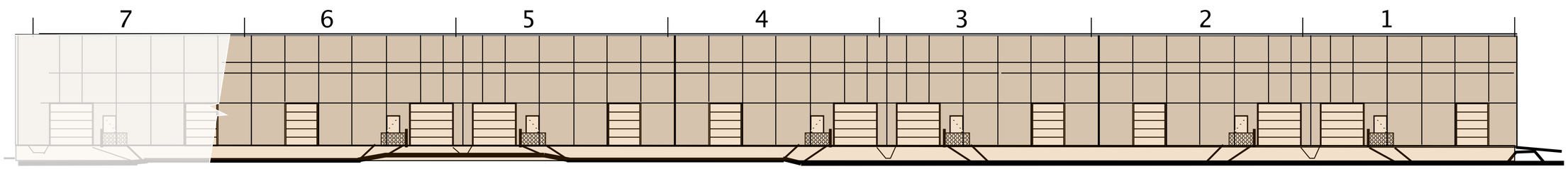




SOUTH ELEVATION



EAST ELEVATION – LEFT HALF



EAST ELEVATION – RIGHT HALF

7 6 5 4 3 2 1

PHILLIP D. JOHNSON
architect
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minneapolis, mn 55427
763-545-1072

SPEC. OFFICES FOR:
RIVER VALLEY INDUSTRIAL CENTER
CHANHASSEN. MN

FLOOR PLAN
1/16" = 1'-0"Aug 3, '21

A4

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/2022

Subject: **MBE Excavating - Concept Plan**

Applicant: Sambatek on behalf of MBE

Location: North of Chaska Boulevard, west of existing Lano Gravel Pit

Case No.: 2022-05

Synopsis: Applicant seeks to obtain approval of a concept plan to mine approximately 13 acres of land owned by the Lano's

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

The existing Lano Gravel Pit is located at the address of 3730 Chaska Boulevard. When the gravel pit was originally approved it was in the jurisdiction of Chaska Township, where land use applications were processed by Carver County. A Conditional Use Permit for the pit was approved by Carver County years ago (earliest documents say 1979), however the family have indicated it's been in existence since 1929. When Chaska Township was eventually annexed (2005) into the City of Chaska the existing uses/homes came along with it (including the gravel pit and its Conditional Use Permit).

Neighborhood Meeting & Neighbor Concerns

The developer conducted a neighborhood meeting on November 30, 2021 to go over the concept plan. 21 people attended the meeting. The concerns/questions raised were time frame of operations, type of material being excavated, access, existing pit conditions, erosion issue near subject site, noise, and dust/erosion control. A couple letters have been supplied in the packet from adjacent neighbors reiterating their concerns with the project.

Project Goals

The identified goals in operating this use include the following:

- Protecting sensitive environmental areas
- Enhancing the land at this property as a community resource
- Community connections and support
- Helping Chaska live up to its mission to be the best small town in Minnesota
- Ensure a quality work environment at this location, and take measures to ensure personnel and operators working with the company practice good stewardship of the site and surrounding community resources, roads, and traffic laws

COMPREHENSIVE PLAN & ZONING

The Comprehensive Plan guides this area to be Low Density Residential. The current zoning is Open (O), which is a holding district until development occurs. Land excavation or filling in

excess of 2,000 cubic yards of material shall require a Conditional Use Permit (CUP) according to procedures outlined in Chaska Zoning Ordinance 15.08.070. A CUP would be the subsequent steps in the planning process should the Concept Plan be approved.

Planning Process Required
This type of request will need to take the planning review steps that other land use applications typically have to take. Those are as follows:

- Concept Plan – at this step now
- Preliminary Site Plan
- Final Site Plan & Conditional Use Permit (CUP)

CURRENT PROPOSAL
The request is for Concept Plan approval of a land excavation and reclamation use on 13 acres of land. The operator would be MBE Excavating, who are a trucking company in the business of importing and exporting aggregate materials for many excavating and grading contractors in the metropolitan area.

Adjacent properties
The site is bound on the north by trees and residential; to the west by trees and residential; the south by Chaska Boulevard and residential; and the east by Edgehill Road and residential.

Existing Conditions
The subject project is roughly 8 acres (Parcel ID 300087200) plus an additional approximately 5 acres of the 57- acre parcel (Parcel ID 300085300) for a total of approximately 13 acres. The larger parcel has been used for excavation and filling operations for a significant period. These operations have been primarily focused on the eastern portion of the site. The existing gravel pit's operations are nearly complete as most of the aggregates have been mined and back filled. Much of the property has been returned to an agricultural field. The western portion of this parcel is segregated from the eastern portion by a large/deep wooden ravine and is primarily composed mostly of open fields and areas of wooded, undisturbed steep slopes. The smaller parcel is also comprised of open agricultural fields with areas for wooden, undisturbed steep slopes to the south and east. Both parcels lie within the limits of the Lower Minnesota River Watershed. A preliminary wetland investigation was conducted, and no wetland impacts are anticipated on either of the two parcels. A deep wooded ravine runs from north to south through both parcels.

In recent years, the subject property has been challenged with a large scoured and eroded area that has developed from uncontrolled off-site runoff. This erosion has washed a trench more than 20 feet deep, 40 feet wide and 400 feet long. The silt from this washout enters the ravine that splits the property near the box culvert at Chaska Blvd. There is an existing private building on adjacent property (PID 30087100) that may be at risk of falling into the drainage way, trees are falling into the drainage way and leaving the area a tangled mess. Debris from the fallen trees are in danger of blocking the box culvert and surrounding properties. The correction of this erosion problem must be addressed with or without permitting the proposed plan.

Topographic elevations range from 780 to 890 with areas of steep slopes and undulation consistent with the surrounding Minnesota River Valley area. Rainfall runoff on the site generally flows from northwest to southeast. A Slope Analysis has been completed and is attached to the packet. Based upon LiDAR information, an 18% steep slope designation has been determined along with a 30' "no grade/mow" setback and 50' Building setback.

There are no existing public utilities in the vicinity of the site. The nearest watermain and sanitary sewer connections terminate at the intersection of Edgehill Road and Chaska Boulevard, roughly 1,200 feet north of the current access to the site.

Site Operations

MBE Excavating will be the operators of the gravel pit use. The operation is proposed to occur Monday-Saturday from 7am-7pm each day. Sundays there will be no operations. 2-4 employees will work on this operation with equipment ranging from excavators and track dozers to handle the material handling, plus water trucks and sweepers to provide dust and track-out clean up. Additional support equipment such as wheel loaders and graders will also be used when required. The subject parcel is estimated to hold 560,000 cubic yards of granular mineral resources. The applicant states that the primary material being sought is clean sand. Proposed mining contours show a mining depth of 770', which is roughly 70 feet below grade.

The time frame this operation will span is unclear at this time. Gravel pit operations are dependent on the construction projects that require their material. A larger construction project could expedite the operation's mining, and reclamation, more than smaller/spread out projects. The applicant stated that a project like the Southwest Light Rail Transit could consume all the aggregate and much of the backfill for this site.

In conjunction with the excavations, structural fill will be backfilled into the site. The estimated volume of structural fill required to replace all the excavated material is approximately 812,000 CY.

Traffic and Access

The applicant states that traffic volumes for the proposed excavation and filling operation are relatively low volume in nature. Maximum daily trips could be up to 150 trips, however this will vary depending on the time of year. The applicant states that most months they will not see heavy truck volumes over 100 trips per day. The site will be active on most days during the summer construction season, and operations in the winter will be less steady. 2-4 employees will be on site, and 5-6 axle dump trucks and side dump trailers will be used. The applicant proposes operation hours between 7am-7pm on Monday-Saturday. Nothing on Sundays.

The preferred access location for the operation is proposed directly off of Chaska Boulevard (CSAH 61) and aligned with Lano Lane. It would likely be accessed off the driveway of the existing residential home at 3950 Chaska Boulevard. An access currently exists in this location so farmers can access the farm field on the subject site. Any easement requirement from the residential homeowner would have to be obtained. Also, coordination with the City of Chaska and Carver County would be necessary and permitted accordingly. A dedicated westbound right turn lane may be required on the County road for deceleration. If this access location would be problematic, the existing access to the pit would likely be possible with the coordination of a ravine crossing.

Truck routes and access need to be further evaluated for this operation. The developer will have to work with the City Engineer and Carver County regarding this. A truck traffic plan and traffic analysis shall be submitted for review in the preliminary submittal.

Proposed Work Plan
MBE will initially create a haul road and track out entrance into the site to allow trucks, equipment, and materials to pass safely through. MBE will start by elevating the site nearest the road to allow construction traffic to more easily access the site. Once access is established, the damaged drainage area will need to be addressed immediately to avoid further erosion. The dead trees laying in the eroded wash will be collected and removed using excavators. A new water drainage management system will be installed to prevent further erosion damage to the site and to maintain both the natural and artificial waterways. Various methods will be used to slow down water in the site including rock channels, silt fence and holding ponds. This temporary system will protect the site from further erosion damage until a more permanent solution to this problem can be developed by the County and/or State. Maintaining a proper drainage profile will always be a main concern. Drainage ways will constantly change as the site grades travel up and down during excavation and restoration. Aggregate material from the site will excavated and loaded directly onto trucks and hauled to local residential and commercial construction project. Sometimes simultaneously, clean fill will also be hauled back into the Lano property to build the site back up, filling the void from the aggregates.

Restoration/Reclamation Plan
A restoration/reclamation plan is required for any gravel pit operation to show how the site will be reverted back to workable/developable condition. At the end of excavation or filling operations, the disturbed area shall be restored with topsoil or other approved cover material and shall be reseeded to establish approved vegetation. Finished grades shall also be leveled in accordance with surrounding areas. The duration of the restoration process will depend entirely on the quantity of materials required for future construction projects in the area. A larger road project will expedite the restoration process given the greater quantities that are typically required, both import and export.

The site will either be developed into a residential neighborhood or restored back into usable farmland. A future development plan has been provided for reference only. Any development proposed would have to go through the necessary approvals with the City in the future.

Utilities
Utilities that are planned to serve the site are not within the City's near term development plan to service the property. The gravity sewer that is planned to serve the property is currently located along the Met Council interceptor sewer line near the intersection of CSAH 40 and CSAH 61. Water main that would serve the property is located at the end of 1st Street near the intersection of CSAH 61 and Edgehill Road. A feasibility analysis of future sewer and water utility extension that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.

Stormwater
Existing site drainage generally flow north to south and west to east. A large drainage ravine along the eastern property line connects with a drainage ravine along the south property line

and discharge through a culvert under CSAH 61. Currently the site's drainage is uncontrolled with no storm water or erosion control BMPs. With the proposed project, storm water and erosion control will be required to the managed in accordance with the Watershed, City and State regulations for rate control and water quality. Due to the nature of the existing site conditions, a storm water basin will likely be in the southeastern portion of the site. Further discussion with the City, County and State will be necessary to determine what conditions are causing the erosion issues in the ravine. Stormwater/drainage from the project will have to meet all Carver County WMO, State and City standards.

Setbacks
The operation must meet the following setbacks:

SETBACKS	
Direction	**Setback**
From Adjacent Property Lines or Right-of-Way	100 feet from edge
From Existing Structures	300 feet from edge
Wooded Steep Slope	50 foot building setback; 30 foot grading/mowing setback from edge

The applicant will have to show how they meet the following setbacks in their next submittal.

Tree Preservation & Wooded Steep Slope
The site is currently wooded around most of its edges, plus internally. It appears that the grading operations would impact several treed areas outside of what is conceptually seen as wooded steep slope and its required grading setback. The wooded steep slope will need to be defined in the field with staff.

Staff would require that a tree survey be provided in the next submittal. An analysis needs to occur to interpret if there are any significant treed areas outside of wooded steep slopes that can be preserved. This type of analysis is customary with any residential subdivision application. This operation should not be treated any differently in regards to tree preservation since the ultimate use of the site will be residential.

Gravel Pit Examples
The applicant has provided various gravel pit examples from other communities in the narrative. Some examples show the progression from a gravel pit to actual development. This was done to show that gravel pit uses can be successfully converted to future development if proper conditions are put in place.

Staff Analysis & Items to Work on for Next Steps
There are several items that this type of request will have to work on prior to coming back for next steps (preliminary & final/CUP). These are laid out below:

- Noise and dust methods will need to be addressed in the subsequent submittal. These types of operations track dirt out onto the roads with every truck that enters and exits the site. How often will the streets be cleaned? What is the noise generation?
- Access will need to be further analyzed for a safe route into the operation; the current access called out looks problematic; the topographical contrast from the County road to the operation site is steep and the current road does not provide for turn lanes. The applicant will need to provide a traffic analysis evaluating this further.
- A detailed Reclamation Plan will need to be provided in the subsequent submittals; this plan will need to include grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
- Proposed mining contours show a mining depth of 770'; adjacent creek elevation ranges from 830' on the northern portion of the site to 780' to the SW. If extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation).
- Fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at preliminary.
- There needs to be a defined restoration plan of the severely eroded ravine area south of the mining operation. This area is compromised and needs to be addressed prior to any grading changes to occur around it.
- Tree preservation efforts need to be explored further with this site. A tree survey and preservation plan (outside of wooded steep slopes) would need to occur. This use should not be reviewed any differently from a residential subdivision since residential is the ultimate use of the site.
- Setbacks for this type of use need to be adhered to, related to property lines, right-of-way, structures, and wooded steep slopes. Wooded steep slopes will need to be determined in the field by City staff to understand the grading limitations of the site.
- More defined time frame for how long this operation will last, or could last.
- A bond, surety, or other financial security naming the City as the obligee in an amount deemed adequate by the City Council will be required. The surety shall be used to reimburse the City for any monies, labor, or material expended to bring the operation into compliance with the conditions of the permit. The surety may be used after failure to execute the restoration plan. The surety may also be used if there is a failure to execute a phase of a restoration plan specifically scheduled in the permit.

Deadline for Agency Actions

The City of Chaska received the complete application for this request on Tuesday, December 7, 2021. Pursuant to Minnesota State Statutes the City must act on this request by **Saturday, February 5, 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, April 6, 2022*. The City may with the petitioners consent extend the review period beyond the Wednesday, April 6, 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 MBE Excavating, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-19), prepared by Sambatek, dated December 7, 2021
    b. Context Map, prepared by Sambatek, dated December 6, 2021
    c. Existing Conditions, prepared by Sambatek, dated December 6, 2021
    d. Slope Analysis, prepared by Sambatek, dated December 6, 2021
    e. Site Forces Plan, prepared by Sambatek, dated December 6, 2021
    f. Photo View Reference, prepared by Sambatek, dated December 6, 2021
    g. Site Photo View 1, prepared by Sambatek, dated December 6, 2021
    h. Site Photo View 2, prepared by Sambatek, dated December 6, 2021
    i. Site Photo View 3, prepared by Sambatek, dated December 6, 2021
    j. Site Photo View 4, prepared by Sambatek, dated December 6, 2021
    k. Pit Excavation Plan, prepared by Sambatek, dated December 6, 2021
2. Adherence with the City Engineer's Memo, dated January 6, 2022.
3. Provision that a Conditional Use Permit (CUP) is applied for and approved at final submittal.
4. Provision of Carver County analysis and approval of any access proposed on the County road.
5. Provision to further evaluate tree preservation efforts on the site, and to be submitted with a Tree Survey and Preservation Plan at preliminary submittal.
6. Adherence to the following setbacks:
    a. From Adjacent Property Lines or ROW: 100 feet from edge
    b. From Existing Structures: 300 feet from edge
    c. Wooded Steep Slope: 50 feet from edge for buildings; 30 feet from edge for grading/mowing
7. Provision of a field walk of the wooded steep slope edge and its edge to be determined by City staff and to be completed prior to preliminary submittal.
8. Preservation of wooded steep slopes and their required setbacks.
9. Provision of a storm water management plan meeting City, State, and Carver County WMO standards.
10. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
11. Provision of a truck route plan to be submitted at preliminary submittal.
12. Provision of a traffic analysis to be submitted at preliminary submittal.
13. Provision to further explore other access points from an internal point off of the Lano property and be addressed at preliminary submittal.
14. Provision to meet zoning ordinance section 15.28.050 Land Excavation and Reclamation.
15. Provision of a Restoration/Reclamation plan that includes grading plans, phasing plan, topsoil replacement, soil testing provisions, seeding/vegetation, mulching, erosion control and sedimentation control specifications for each phase, and an end use plan for final site restoration.
16. Provisions for effectively controlling fire, rodents, and dispersal of material by wind or by hauling to and from the site, and for general maintenance of the site shall be made, and shall be addressed at preliminary submittal.
17. Provision of a dust control analysis to be completed and submitted at preliminary.
18. Provision of a noise study to be completed and submitted at preliminary.
19. Provision of a feasibility analysis of future sewer and water utilities that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.
20. Provision of a fully designed grading, drainage, and stormwater management plan for the mining operations that would support future development to be submitted at

preliminary.

21. Provision of engineering maps of the mining operations that include existing and proposed conditions, new structures, clearing limits, fencing, mining limits, stockpile locations, parking, access roads, haul routes, mining staging and phasing plan, and to be submitted at preliminary.
22. Provision of a defined restoration plan of the severely eroded ravine area south of the mining operation, and to be submitted at preliminary.
23. Provision of soil boring information showing material depth profiles as well as water table elevation, and to be submitted at preliminary.
24. Provision of an analysis that if extraction is anticipated below the water table, details should be provided on how that will be achieved (i.e. dewatering or below water excavation), and to be submitted at preliminary.

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 6, 2022**
Subject: **MBE Excavating Lano Gravel Pit – Concept Plan**

The existing Lano Gravel Pit is located at the address of 3730 Chaska Boulevard. The proposed mining and development operations are planned over two separate parcels (Parcel ID 300087200) and (Parcel ID 300085300). The proposal plans for mining operations that would occur over the two separate parcels that would support future development.

The existing topography challenges the site in terms of a number of restrictions such as steep slopes, wetlands, and erosion over the property. Over the years, the ravine along the south edge of the property has experienced a significant erosion issue that remains a concern. If a CUP were to be granted for mining operations an engineered design stormwater management to address the erosion that has occurred over the property would be included as a part of the approvals necessary by state/county/city agencies.

The are number of items that will need to be addressed as a part of the CUP that is be requested for mining that involve all state/county/watershed agencies as well with City approvals that may be considered with future land development. The City may also wish to further evaluate existing ordinances as it relates to the mining operation to ensure current standards are met that support future housing planned over the property. Engineering items that will need to be considered with the preliminary process are as follows:

Access
Any access into the site planned to occur off of CSAH 61 requires an engineered design with County approval. The access for mining operations as well with the future development needs to be further coordinated with Carver County Public Works and City staff. If an access is proposed within the existing mine site it will also require a fully engineered design as well with Carver County Watershed Management approvals.

City Utilities
Utilities that are planned to serve the site are not within the City's near term development plan to service the property. The gravity sewer that is planned to serve the property is currently located along the Met Council interceptor sewer line near the intersection of CSAH 40 and CSAH 61. Water main that would serve the property is located at the end of 1st Street near the intersection of CSAH 61 and Edgehill Road. A feasibility analysis of future sewer and water utility extension that are planned to serve the site is needed to ensure the mining operations do not preclude how utilities would service development.

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

Grading and Drainage/Stormwater/Steep Slopes/Erosion

The preliminary process will require a fully designed grading and drainage plan as well as stormwater management plan for the mining operations that would support future development. The stormwater management plans require all state/county/watershed agency approvals. The property is surrounded by steep slopes and a plan that ensures the integrity of the slopes is not compromised with the planned operations will be important. A detailed plan for dust and noise control is needed.

Engineering maps showing the existing and proposed conditions are needed for preliminary review that include items such as, new structures, clearing limits, fencing, mining limits, stockpile locations, parking, access roads, haul routes, mining staging and phasing plan etc.

Wetland Impact Analysis

The preliminary process will require a fully designed stormwater management plan both for the mining operations and for the development. Both plans require all state/county/watershed agency approvals.

Grading Permit

A detailed outline of operations needs to be better understood for provisions to be included with a CUP. Staff will be recommending that annual engineering reports and inspections be required by the applicant to ensure CUP conditions are met such as stormwater management, groundwater discharge, site surveying, soils testing, compaction testing, etc. All fill material that is proposed as being used within the net developable acreage for the site will be required to be free of contamination and to meet geotechnical engineering standards for compactable fill to support development.

December 7, 2021

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

SUBJECT: Request for City Approvals
MBE Excavating
Chaska, MN

Dear Ms. Hanson,

On behalf MBE Excavating and for the Chaska's consideration, we respectfully submit the Concept Site Plan Review application for the proposed project. This report has been prepared by Sambatek, on behalf of MBE, for the purpose of applying for approval of extending their excavation and filling operations within the City of Chaska. The subject property off Chaska Boulevard, PID No. 300085300 and 300087200. The following project narrative outlines various details of our proposed development application.

Subject Property Details

Address: Address not assigned
PID #: 30-00-872-00
Legal Description: See attached.

Address: Address not assigned.
PID #: 30-00-853-00
Legal Description: See attached.

Land Use/Zoning Classifications

	Existing Land Use
30-00-722-00	Low Density Residential
30-00-853-00	Low Density Residential

	Existing Zoning
30-00-722-00	Open Development
30-00-853-00	Open Development

Project Narrative

Background

The Lano property (PID 300085300) has been used for excavation and filling operations since 1929 and is still approved for that purpose by the City of Chaska. The site is nearing the end of its useful life as restoration is nearing completion. Over the years, the Lano property has provided a benefit to many businesses and contractors, as well as the overall growth and development of the City of Chaska. The Lano family would like to continue their development of their property on the southwest quadrant of the current parcel and the adjacent parcel (PID 300087200) which they also own. There is evidence that this area holds material that can be a resource and benefit additional construction within the City of Chaska and surrounding community for future development.

Adjacent Properties

The subject property is bounded on the north by several undeveloped parcels and a large single-family parcel, on the west by parcels used for agricultural purposes, and on the south by Chaska Blvd (CSAH 61). Refer to the Context Map for additional details.

Existing Conditions

The subject project is roughly 8 acres (Parcel ID 300087200) plus an additional approximately 5 acres of the 57-acre parcel (Parcel ID 300085300) for a total of approximately 13 acres. The 2018 zoning map identifies and Agricultural or Open designation on both parcels. The City's 2040 Comprehensive Plan designates a Low-Density Residential land use on both parcels.

The larger parcel has been used for excavation and filling operations for a significant period. These operations have been primarily focused on the eastern portion of the site. The western portion of this parcel is segregated from the eastern portion by a large/deep wooden ravine and is primarily composed mostly of open fields and areas of wooded, undisturbed steep slopes. The smaller parcel is also comprised of open agricultural fields with areas for wooden, undisturbed steep slopes to the south and east. Both parcels lie within the limits of the Lower Minnesota River Watershed. A preliminary wetland investigation was conducted, and no wetland impacts are anticipated on either of the two parcels. A deep wooded ravine runs from north to south through both parcels.

In recent years, the subject property has been challenged with a large scoured and eroded area that has developed from uncontrolled off-site runoff. We presume this started with a large rainfall event, but not that it was created after the completion of the Highway 212 project. This erosion has washed a trench more than 20 feet deep, 40 feet wide and 400 feet long. The silt from this washout enters the ravine that splits the property near the box culvert at Chaska Blvd. There is an existing private building on adjacent property (PID 30087100) that be at risk of falling into the drainage way, trees are falling into the drainage way and leaving the area a tangled mess. Debris from the fallen trees are in danger of blocking the box culvert and surrounding properties.

The correction of this erosion problem must be addressed with or without permitting the proposed plan. Please refer to Site Photos 1–4 for better perspective on the scale of this issue.

Topographic elevations range from 780 to 890 with areas of steep slopes and undulation consistent with the surrounding Minnesota River Valley area. Rainfall runoff on the site generally flows from northwest to southeast. A Slope Analysis has been completed and is attached hereto. Based upon LiDAR information, an 18% steep slope designation has been determined along with a 30' "no grade/mow" setback and 50' Building setback. With support of the City Planning Commission and City Council on the Concept Site Plan Review, a full topographic survey of the site will be completed along with a field delineation of 18% steep slope requirement.

There are no existing public utilities in the vicinity of the site. The nearest watermain and sanitary sewer connections terminate at the intersection of Edgehill Road and Chaska Boulevard, roughly 1200 feet north of the current access to the site. It is expected that watermain and sanitary sewer will be extended along Chaska Blvd in the future as indicated in the 2040 Comprehensive Plan, the Southwest Chaska Growth and Development Plan and the City of Chaska Sanitary Sewer Potential Chaska Service Expanse. Chaska Boulevard is classified as a minor reliever and Edgehill Road is classified as a local road according to the MnDOT functional classification system.

Refer to the Existing Conditions, Slope Analysis and Site Photos for additional details.

City of Chaska Mission Statement and Core Strategies

The City of Chaska Mission Statement is "to be the Best Small Town in Minnesota" which is supported by several Core Strategies. The project supports the City's Mission Statement and reinforces the Core Strategies of the City of Chaska. Well-planned and orderly community development is one of the City's Core Strategies, and this project is in line with the long-term planned land uses at this location. It is estimated that excavation and filling operations will take 5-15 years. By planning proactively, this project supports the long-term vision of residential development and open space at this location. Allowing this project to occur first ensures that valuable materials are not trapped underneath homes indefinitely. The proposed project maximizes the use of this property in the short term (excavation and grading) and long term (low density residential and open space) as identified in the 2040 Comprehensive Plan.

In addition, the proposed project will contribute to the City's tax base. Providing quality service while maintaining low property taxes is another Core Strategy of the City, and this project helps ensure that a healthy tax base exists to support this goal. Lastly, the proposed project supports entrepreneurship and the Core Strategy of maintaining a sense of community and small-town values. MBE is based in Delano, a small town less than 25 miles from Chaska. Delano's motto is "The Spirit of Community" and MBE is proud to be part of that community and proud to be in the business of helping neighboring communities develop their resources.

Project Goals and Guiding Principals

Five guiding principles have been identified for the excavating operations at this location. Principles of this project include 1.) protecting sensitive environmental areas and 2.) enhancing the land at this property as a community resource. Areas to be protected include the creek bed and slopes at this location. The excavation operations will also address stormwater drainage issues identified at this site including the cause of the creek erosion nearby. This site will ultimately be made ready for residential development after excavating operations are complete.

Another guiding principle is 3.) community connections and support. MBE is based in Delano and has operations in Chaska and other nearby communities. It is a priority to work with our neighbors with integrity and respect. It is with this in mind that MBE is also guided by 4.) helping Chaska live up to its mission to be the best small town in Minnesota. Lastly, MBE will work to 5.) ensure a quality work environment at this location, and we will take measures to ensure personnel and operators working with the company practice good stewardship of the site and surrounding community resources, roads, and traffic laws**.**

Site Features / Externalities (positive and negative)

An interim use as proposed has both positive and negative impacts on the surrounding properties and development process. The following list identifies the potential positive and negative impacts.

Positive

- Due to the site topography being generally low and constrained with steep slopes on all sides, the site is not feasible for low density residential development without significant soil import. The project would allow for fill to be imported in an engineered fashion and to grades that can support low density residential development in the future.
- The import of soils may allow for improved interconnectivity between adjoining properties. As development planning occurs for properties to the west and north, the City can consider opportunities to include connections to this property for the benefit of the broader development area.
- Carver County has prepared a Corridor study for TH 41 and CSAH 61. Preliminary development planning discussions can occur regarding access management and control. These discussions may provide direction to the City and County in regard to access options, timeframe for future development and interim traffic mitigation measures that can improve the existing traffic conditions.
- Significant soil erosion in the ravine along the south property has occurred in recent years. This is likely due to increased runoff volumes and rates from adjoining properties and roadway improvements. The erosion is beginning to undermine a portion of CSAH 61, and may begin to impact the adjoining residential property. The project can facilitate discussion amongst MnDOT, Carver County and the City to determine the root cause of the increased stormwater runoff, and provide a path for resolving this issue as a part of the proposed project.

- Excavation and fill sites in close proximity to development projects are rare and of value, particularly in developing and growing communities. They provide an opportunity to excavate valuable gravel and sand deposits and backfill clean soil in an engineered fashion suitable for future development.

Negatives

- Issues associated with the nature of an operation such as this. This would be items such as noise, dust, erosion control, soil tracking, etc.
- An increase in seasonal truck traffic associated with the use.
- A proposed use that does not specifically fit with in City's land use code. It will require an Interim Use Permit or Conditional Use Permit and not follow a already prescribed process that the City has defined.
- The general nature of unknowns with the proposed use such as How long will it operate? Where will it source material too, source material from? What will be the nature of the imported material? The land will operate as a business reacting to the land development / construction market until there is a higher and better use for the property.

Land Use

The current intended use of the site (PID's 300087200 & 300085300) is for the purpose of low-density residential housing development as indicated in the City of Chaska's 2040 Comprehensive Plan. It is estimated that excavation and filling operations can continue for the next 5-15 years. The proposed use, excavation and filling is compatible for the area as most of the adjoining parcels remain undeveloped and are primary used for agricultural purposes.

Traffic / Access

Traffic volumes for the proposed excavation and filling operation are relatively low volume in nature. Maximum daily trips could be 150 trips. The preferred access location to CSAH 61 would align with Lano Lane and likely be shared with the existing residential home. Any easement requirement from the residential homeowner would be obtained. Also, coordination with the City of Chaska and Carver County would be necessary and permitted accordingly. A dedicated westbound right turn lane may be required for deceleration. If this access location would be problematic, the existing access to the pit would likely be possible with the coordination of a ravine crossing.

Storm Water

Existing site drainage generally flow north to south and west to east. A large drainage ravine along the eastern property line connects with a drainage ravine along the south property line and discharge through a culvert under CSAH 61. Currently the drainage is uncontrolled with no storm water or erosion control BMPs. As discuss earlier, it appears a recent rainfall event inundated the north culvert under CSAH 61 and caused significant erosion on the southern ravine.

With the proposed project, storm water and erosion control will be required to the managed in accordance with the Watershed, City and State regulations for rate control and water quality. Due to the nature of the existing site conditions, a storm water basin will likely be in the southeastern portion of the site. Further discussion with the City, County and State will be necessary to determine what conditions are causing the erosion issues in the ravine. If it is determined that this is being caused by increased runoff from upstream tributaries, we will need to work with the City, County and State to determine an appropriate solution for managing the off-site drainage discharging through the site.

Site Operations

MBE Excavation is a trucking company in the business of importing and exporting aggregate materials for many excavating and grading contractors in the metropolitan area. As such a business, MBE seeks opportunities to partner with local landowners for the excavation of sand and gravel mineral resources and back filling clean soils as structural fill. The subject parcel is estimated to hold 560,000 cubic yards of granular mineral resources. In conjunction with the excavations, structural fill will be backfilled into the site. The estimated volume of structural fill required to replace all the excavated material is approximately 812,000 CY. All the back filled structural fill is environmentally clean and compacted in a manner to support future development of the site. Refer to the Pit Excavation Plan for additional details, additional details on daily operations are as follows.

- Proposed Hours of operations 7 am – 7 pm Monday – Saturday. No Sundays
- Equipment used: Excavators and track dozers for handling material. Water trucks and sweepers will be onsite for dust and track out mitigation. Additional support equipment such as wheel loaders and graders will also be used when required.
- Trucks used: 5-6 axle dump trucks. Side dump trailers.
- Employees onsite: 2-4
- Truck Traffic Volume: 0 – 150 trips per day. Traffic volumes will vary. Most months will not see heavy truck volumes over 100 trips per day. The site will be active on most days during the summer construction season. Operations in the winter will be less steady. "Truck Hauling" signs will be placed out on the county road at both sides of the entrance for traffic safety.

Excavation Work Plan

MBE will initially create a haul road and track out entrance into the site to allow trucks, equipment, and materials to pass safely through. MBE will start by elevating the site nearest the road to allow construction traffic to more easily access the site. Once access is established, the damaged drainage area will need to be addressed immediately to avoid further erosion. The dead trees laying in the eroded wash will be collected and removed using excavators. A new water drainage management system will be installed to prevent further erosion damage to the site and to maintain both the natural and artificial waterways. Various methods will be used to slow down water in the site including rock channels, silt fence and holding ponds. This temporary system will protect the site from further erosion damage until a more permanent solution to this problem can be developed by the County and/or State. Maintaining a proper drainage profile will always be a main concern. Drainage ways will constantly change as the site grades travel up and down during excavation and restoration.

Aggregate material from the site will excavated and loaded directly onto trucks and hauled to local residential and commercial construction project. Sometimes simultaneously, clean fill will also be hauled back into the Lano property to build the site back up, filling the void from the aggregates. This property is quite a bit lower than the adjacent County road. Any noise and dust created by the operations onsite will be greatly reduced by this elevation difference. Visually, much of the site is naturally hidden from view. The trees along the road and the borders of the property also constrict the view from the county road and the adjacent residences.

Restoration Plan

The duration of the restoration process will depend entirely on the quantity of materials required for future construction projects in the area. A larger road project will expedite the restoration process given the greater quantities that are typically required, both import and export. There is a large need for sites like these in the metro area, so demand should never be an issue. MBE will raise the entire site up using clean compactable fill near the elevation of the County road for future development. The intent is to create a visually appealing site that blends into the surrounding landscape. The site will either be developed into a residential neighborhood or restored back into usable farmland. Finish grades for a potential development will be established by a future developer. In either scenario. upon completion of the excavation and fill operations the site will be suitable for development in accordance with the City's Comprehensive Plan. A Future Development plan has been provided for reference only, we understand that any future development of the subject property will be required to be entitled in accordance with the City code and subdivision requires at that time.

Sites such as this are common throughout the Twin Cities metro area. Relevant examples have been provided by MBE, and Sambatek has also identified comparable sites, particularly in developing communities.

MBE Relevant Examples:

MBE is a qualified contractor with experience in locating, excavating, filling, and restoring sites as proposed here. Below are a few examples of previous projects:

Blaine NSC 2008–2019

Address: 1700 105th Ave NE Blaine. North of 105th
Imported: 1,000,000+ cy clean common fill
Exported: 100,000 cy sand

MBE was hired by the National Sports Center in Blaine to restore their property north of 105th Street in Blaine, MN. MBE took over this site in 2008 after a previous contractor went out of business. The previous contractor had been mining sand out of the site, which left multiple large holes in the ground. Material imported into the site, by MBE, originated from multiple projects in the metro area that had excess common fill. MBE restored the site starting on the north end near 109th Street and ending down to the south at 105th Street. As the site

continued to fill up to grade the Sports Center built new soccer fields behind the filling operations. The site was eventually restored to the National Sports Center's requirements.



Blaine NSC - Fall, 2008


Blaine NSC – Fall, 2013



Blaine NSC – Fall, 2020

Groskreutz Pit 2004-2006
Address: SE corner of 37th St SE (co rd 115) & SE Eaken Ave SE Rockford Township
Exported: 500,000 cy sand
Imported: 500,000 cy clean common fill

MBE was issued a permit by Rockford Township to mine sand from this site. The property originated as a farm field. Much of the sand exported from this site was used on the Long Lake Bypass Hwy 12 project. That same project had an equal about of excess common fill material coming out of it that was backhauled to the Groskreutz pit to fill the void left from the sand. After the Hwy 12 project was completed, the pit was fully restored, replacing black dirt that had been previously stripped off the field and stockpiled onsite. The property was given back to the farmer in its original state and is still a farm field today.

Falde Pit 2006-2018
Address: 1200 40th St SE Buffalo (NE corner of Hwy 25 & Co rd 115)
Exported: 500,000 cy sand
Imported: 250,000 cy clean common fill

MBE was issued a permit by Rockford Township to mine sand from this property. The site was an existing farm field to start. MBE mined out sand for use on various projects in the metro area. Once all the sand was mined out, the owner of the property required MBE to restore the pit into a low land wildlife preserve. The site was restored as requested by the owner.



Falde - Spring, 2011



Falde - Spring, 2018

Thiesen Pit 2005-Current
Address: 11899 County Hwy 16 Watertown
Exported: 100,000 cy sand
Imported: 100,000 cy clean common fill

MBE took over the mining operations on this property in the early 2000's. MBE came in and mined the remainder of the sand out of the southern end of the site nearest the road and filled it back to its original grade using clean common fill. That section was handed back to the farmer in 2017. MBE was issued a permit extension from Franklin Township to mine sand further to the north. The site is an active mining site today. The intent is to restore this northern section back to its original state when all the aggregates are removed and replaced with clean fill. MBE also uses part of this property for its concrete & asphalt recycling center.



Theisen - Spring, 2017

Lano Pit 1996-Current
3800 Chaska Blvd, Chaska
Exported: 200,000 cy sand
Imported: 500,000 cy clean common fill

The Lano pit was opened in the early 1900's. Various contractors have used the site over the years for use on projects in Chaska and entire Metro area. MBE was contracted in 1996 by Henry Lano to manage the entirety of the mining and restoration operations. The site is currently permitted and still in use.



Lano – Fall, 2020

Relevant Examples:

The excavation and filling of mineral resources is not an uncommon practice in our local communities. The creation of "pits" is necessary to support the need for mineral resources in the construction of City, County, and State roadway infrastructure and local development needs. The location of such "pits" are required to be located where the resources exist and mined prior to development occurring. Highlighted below are relevant examples of similar pits from small to large in local communities with similar zoning, land use and adjacent development to the subject parcel.

Shakopee Gravel, Inc. 1989-Current
1650 County Road 83
Shakopee, MN 55379
Zoned: AG, Agriculture Preservation
2040 Comp Plan Land Use: Mixed Use Center / Suburban Residential



Shakopee Gravel, Inc. – Fall, 2020

Prior Lake Aggregates, Inc.
8680 158th Street W.
Prior Lake, MN 55372
Zoned: PRD, Planned Residential Development / P-2 Public Building District
2030 Comp Plan Land Use: Low Density



Prior Lake Aggregates, Inc. – Summer, 2006



Prior Lake Aggregates, Inc. – Spring, 2016



Prior Lake Aggregates, Inc. – Fall, 2020

Apple Valley Red-E-Mix (AVR) Pit 1966-Current

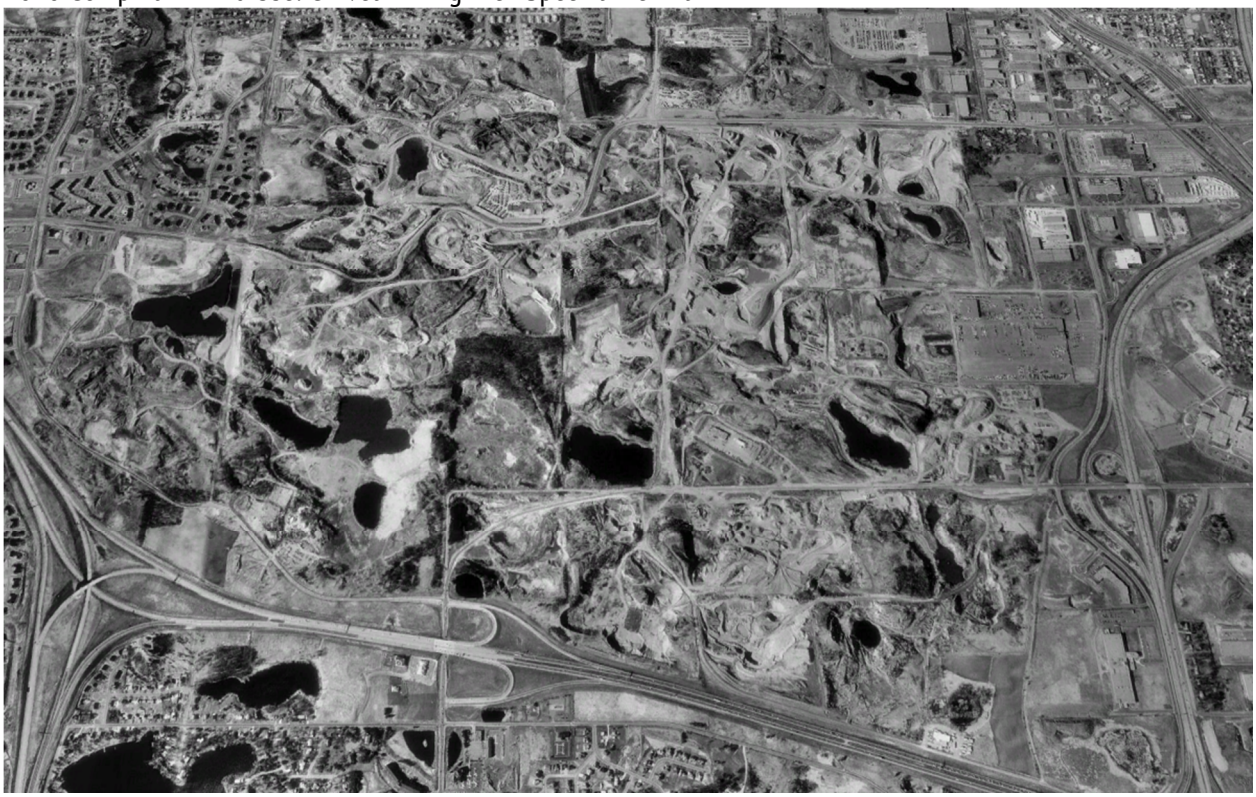
15305 Johnny Cake Ridge
Apple Valley, MN 55124
Zoned: A, Agriculture
2040 Comp Plan Land Use: Institutional / Parks & Open Space



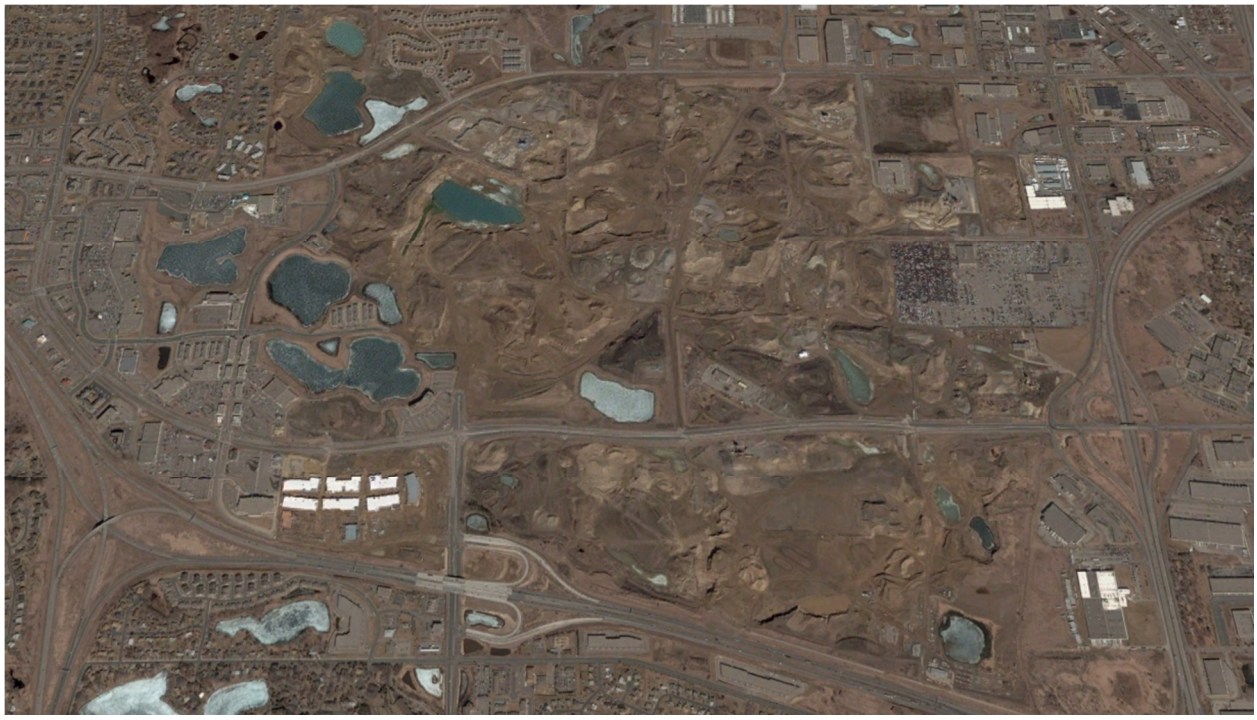
AVR – Spring, 2021

Barton Sand & Gravel Co. Maple Grove Pit #709

8000 Zachary Lane North
Maple Grove, MN 55369
Zoned: RA, Single Family Agriculture
2040 Comp Plan Land Use: Gravel Mining Area Special Area Plan



Maple Grove Pit – Spring, 1991



Maple Grove Pit – Spring, 2003



Maple Grove Pit – Fall, 2020

We hope this information is helpful to the City in review of the Concept Site Plan Review application. We understand that a Neighborhood meeting will be required prior to Planning Commission, we will work to schedule that meeting upon the City's acceptance of our applications.

We appreciate the City's consideration of this application and look forward to working with you on this exciting redevelopment project. Should you have any questions or would like to discuss this application, please reach me at 763-259-6687 or emiller@sambatek.com.

Sincerely,

Erik W. Miller, PE
Sr. Client Service Manager

December 7, 2021

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

SUBJECT: Neighborhood Meeting
MBE Excavating
Chaska, MN

Dear Ms. Hanson,

At the request of the City, a neighborhood meeting was held at 6:00 pm on Tuesday, November 30th at the Chaska Community Center. 21 individuals attended the meeting including the landowners, MBE and Samabtek. Erik Miller with Sambatek provided an introduction, briefly discussing purpose of neighborhood meeting, the project and next steps through City application process. Dan Zimmerman and Rob Perry discussed MBE Trucking interest in the project, what MBE does with projects of this nature and a brief discussion on their operations. An informal Q & A followed with the following items being the primary discussion points.

- Time frame for project, how long will it operate as an excavation and filling operation?
  - Bob responded to this question stating that their business in market driven. A project of the scale of SWLRT could consume all the aggregate and much of the backfill. Or several smaller projects over a period of time could utilize the material and site. A precise timeframe is unknown at this time.
- What is the primary material being sought?
  - MBE responded clean sand. No silca sand present on this site.
- How will the site be accessed, plans for improvements to CSAH 61?
  - This evolved into a broader discussion noting that Carver County is the AHJ for access on CSAH 61, we noted that the County has completed a corridor study with options for access improvements along the corridor. We discussed that the City entitlement and permitting process will begin discussion with the County and City on access for the project.
- Follow-up question regarding why the project cannot be accessed from the existing gravel mine?
  - We discussed that this may be a possibility, but it would require impacts to the existing ravine, steep slope setbacks and more tree impacts. The access proposed is based upon preliminary discussions with the City to avoid these impacts. Residents generally indicated that an access extension from the existing operation would be preferred over an additional access on CSAH 61.
- What is the status of the existing operation?

  - MBE responded that the existing operation is nearly complete, most of the aggregates have been mined and back filled. Much of the property has been returned to an agricultural field. The future timeframe of the operation is dependent on how this application moves forward and is received. The project may be an opportunity to close down and fully restore the existing gravel mine.
- What will be done to improve the eroded ravine, how/why is that erosion occurring?
  - This was a lengthy discussion. Mark Lano provided the history of the erosion following a large rainfall event and overflow across CSAH 61 from a MnDOT stormwater basin. He discussed his follow-up discussions with MnDOT, Carver County and the City to assist in resolving the matter. MBE and Sambatek discussion that resolution to this matter is necessary and that this project can facilitate discussion on how to resolve the matter with MnDOT, Carver County and the City. All parties acknowledged that the issue is larger than can be resolved by the landowner independently.
- General concerns about noise, dust and erosion control associated with such activities.
  - MBE acknowledged these items are associated with their operations, and that they will prepare a work plan to mitigate these issues as much as possible. They also indicated that they will be required to comply with all City Codes and a Carver County excavation permit.
- General questions regarding the process and next steps.
  - Sambatek stated that an application is planned to be submitted on December 7th for a Concept Development Plan Review with the City of Chaska. That will likely require a public hearing at a Planning Commission meeting in January, and approval by the City Council. Neighbors within 350' will be notified by the City of future public hearings where they can provide comment on the application. If the concept plan is approved, subsequent application with the City and County will be required. We indicated we hope that we can be through the entire process in 4 – 6 month timeframe.

Should you have any questions or would like to discuss this matter further, please reach me at 763-259-6687 or emiller@sambatek.com.

Sincerely,

Erik W. Miller

Erik W. Miller, PE
Senior Client Service Manager



CONCEPT SITE PLAN REVIEW - CONTEXT MAP

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 200 400 IN FEET

Sambatek

PARCEL ID # 300070700
TAXPAYER: FRENZ FAMILY II LLC
MAP ACRES: 105.37

PARCEL ID # 300085300
TAXPAYER: RICHARD & KIM LANO TRUST
NET ACRES: 56.97

PARCEL ID # 300084800
TAXPAYER: SCOTT TALCOTT
MAP ACRES: 0.31

PARCEL ID # 300085000
TAXPAYER: BERCH HOLDINGS, LLC
MAP ACRES: 0.34

PARCEL ID # 300085100
TAXPAYER: ANDREW NYEN
MAP ACRES: 0.45

PARCEL ID # 300085200
TAXPAYER: MARTIN AMERICA
MAP ACRES: 0.37

PARCEL ID # 303150030
TAXPAYER: RANDAL & CYNTHIA LANO
MAP ACRES: 2.35

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

PARCEL ID # 30071000
TAXPAYER: LAURA & ROBERT WORM TRUSTS
MAP ACRES: 22.05

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

PARCEL ID # 300087200
TAXPAYER: MARK LANO
NET ACRES: 7.96

RAVINE SEEN ON SITE SEE PHOTO 4 FOR REFERENCE

EXISTING STORM CULVERT

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

PARCEL ID # 300087100
TAXPAYER: RILEY THIESFELD
MAP ACRES: 0.92

PARCEL ID # 303150010
TAXPAYER: JOSEPH & KAREN ATKINSON
MAP ACRES: 2.42

CHASKA BLVD

LP

LEGEND

- BOUNDARY
- DIRECTION OF FLOW
- 18% STEEP SLOPE DEMARCATION
- 30' NO GRADE/MOW SETBACK
- 50' BUILDING SETBACK
- HIGH POINT
- LOW POINT
- SITE ACCESS

NORTH

12.06.2021

CONCEPT SITE PLAN REVIEW - EXISTING CONDITIONS

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 100 200 IN FEET

Sambatek

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

LEGEND

- 0 % - 6 % SLOPES
- 6 % - 18 % SLOPES
- 18 % - 25 % SLOPES
- 25 % - 33 % SLOPES
- 33 % - GREATER SLOPES

NORTH

CONCEPT SITE PLAN REVIEW - SLOPE ANALYSIS

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 100 200 IN FEET

Sambatek

30' GRADING SET BACK FOR STEEP SLOPES

Grading Area

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

Grading Area

RAVINE SEEN ON SITE SEE PHOTO 4 FOR REFERENCE

Potential Water Treatment Area

AREA OF STEEP SLOPE IS DRAINING ONTO SITE AND NOT INTO RAVINE. SETBACKS DO NOT APPLY.

CONCEPT SITE PLAN REVIEW - SITE FORCES PLAN

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 100 200
SCALE IN FEET



CONCEPT SITE PLAN REVIEW - PHOTO VIEW REFERENCE

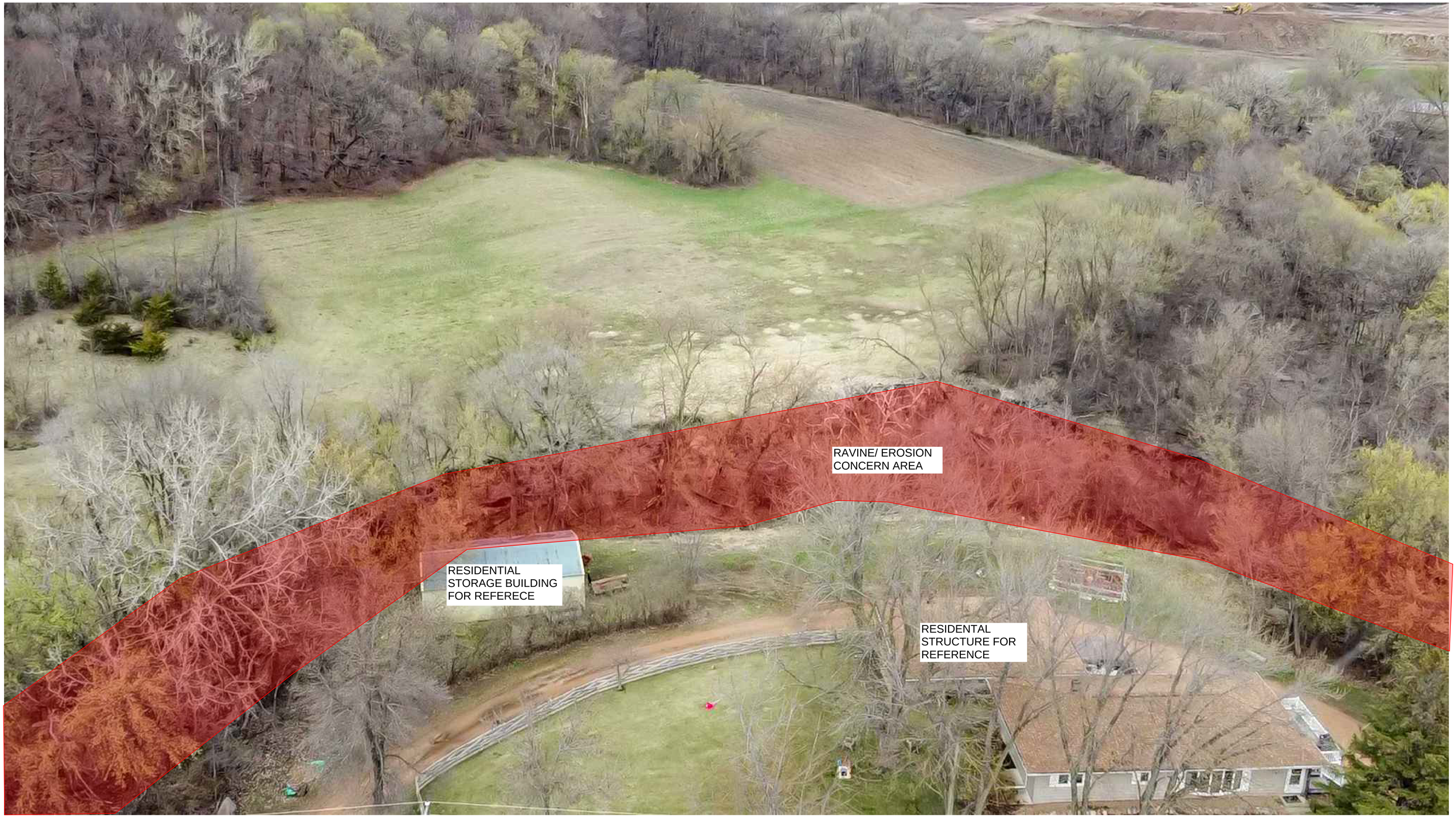
NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 100 200
SCALE IN FEET

Sambatek



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 1

12.06.2021

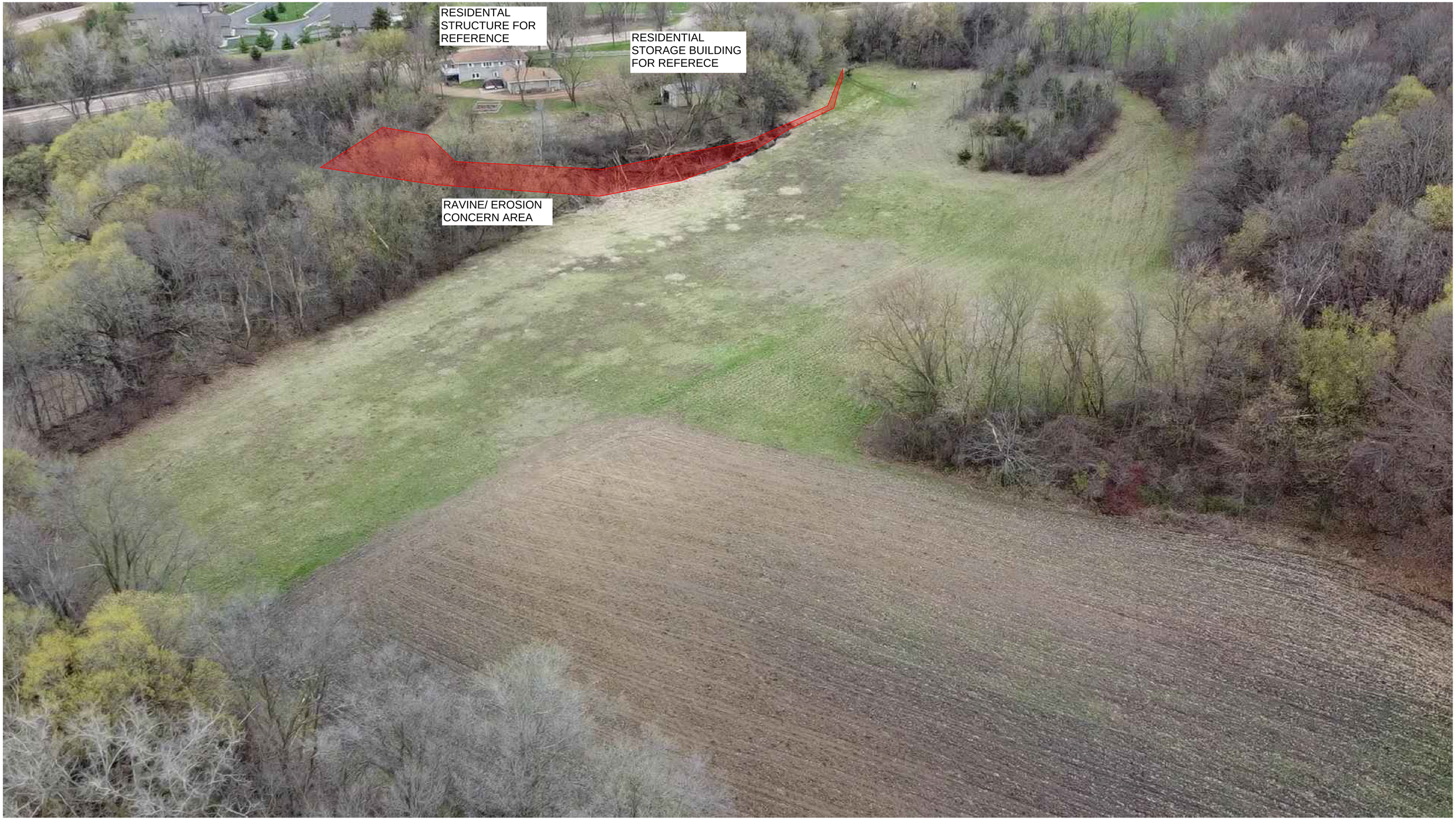
CHASKA, MN - MBE EXCAVATING, INC



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 2

12.06.2021

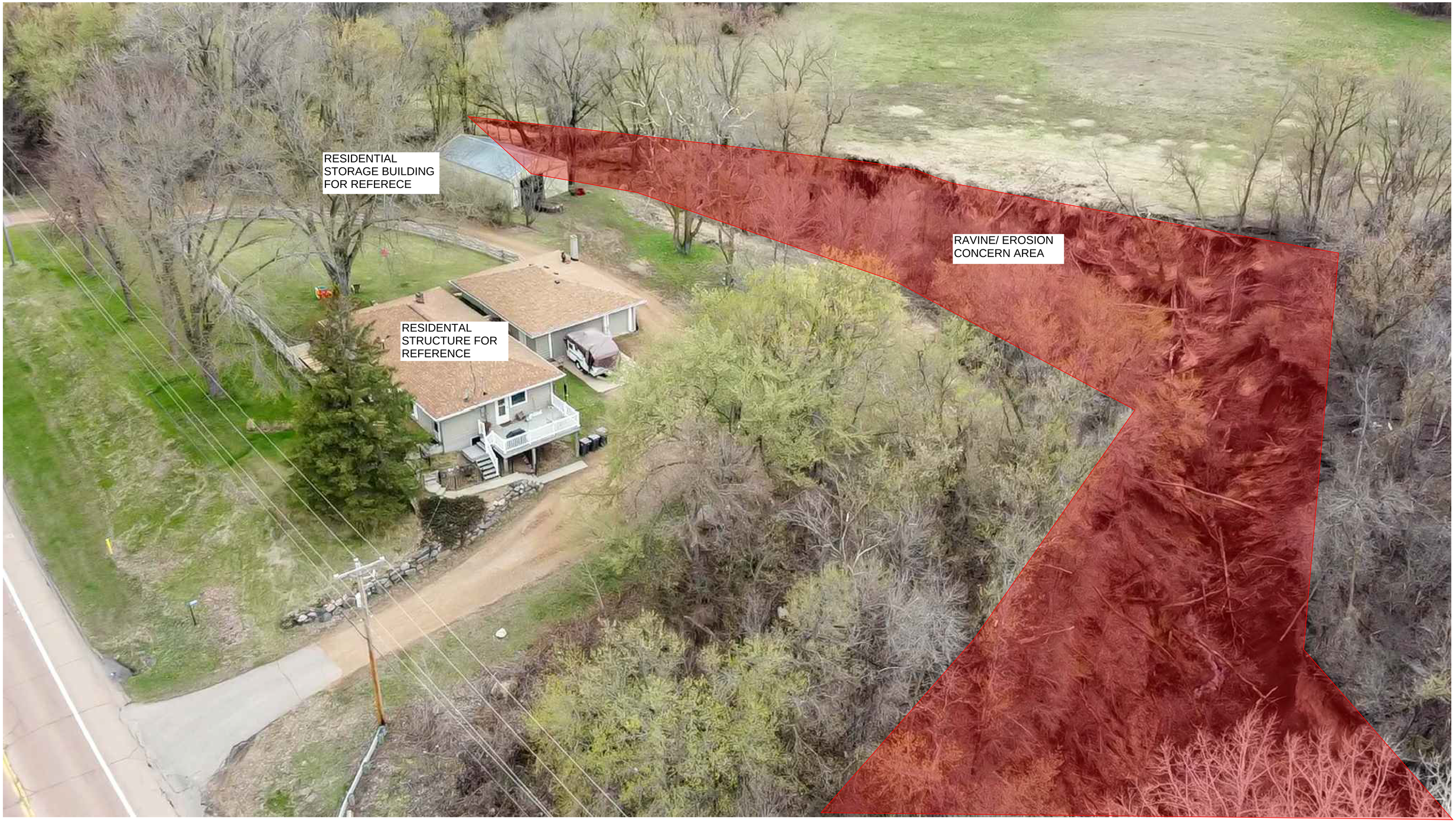
CHASKA, MN - MBE EXCAVATING, INC



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 3

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC



CONCEPT SITE PLAN REVIEW - SITE PHOTO VIEW 4

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

Sambatek

PARCEL ID # 300070700
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MAP ACRES: 105.37

PARCEL ID # 300085300
TAXPAYER: RICHARD & KIM LANO TRUST
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PARCEL ID # 303150030
TAXPAYER: RANDAL & CYNTHIA LANO
MAP ACRES: 2.35

PARCEL ID # 303150020
TAXPAYER: RYAN WORKMAN
MAP ACRES: 2.34

30' GRADING SET BACK FOR STEEP SLOPES

Preservation Area

Grading Area

Preservation Area

Grading Area

Preservation Area

PARCEL ID # 30071000
TAXPAYER: LAURA & ROBERT WORM TRUSTS
MAP ACRES: 22.05

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TAXPAYER: JOSEPH & KAREN ATKINSON
MAP ACRES: 2.42

CHASKA BLVD

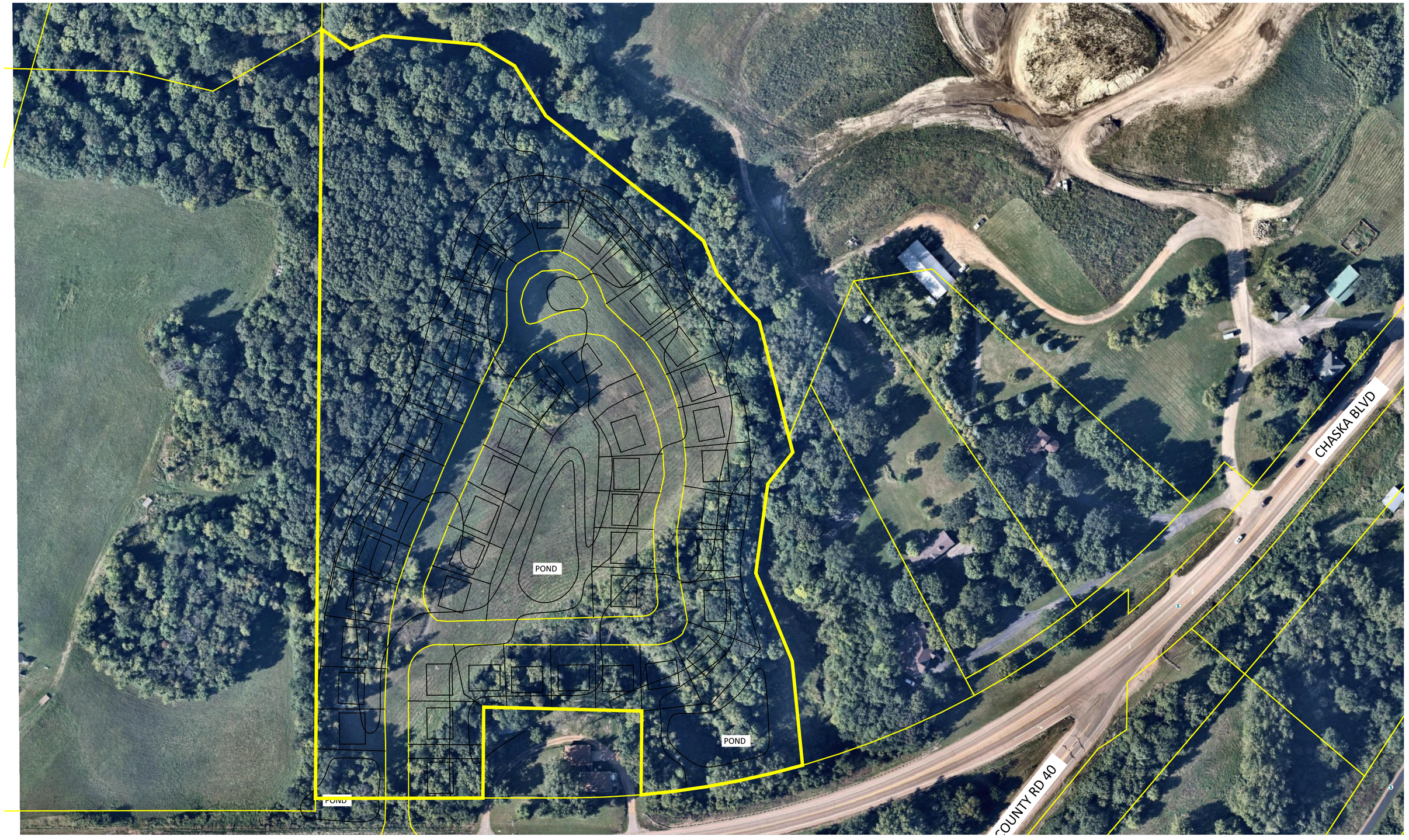
CONCEPT SITE PLAN REVIEW - PIT EXCAVATION PLAN

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

SCALE 0 100 200 IN FEET



CONCEPT SITE PLAN REVIEW - FUTURE DEVELOPMENT SCENARIO - FOR REFERENCE ONLY

NORTH

12.06.2021

CHASKA, MN - MBE EXCAVATING, INC

0 70 140
SCALE IN FEET

Sambatek

Dudley and Smith, P.A.
Attorneys and Counselors at Law
Since 1952

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SAINT PAUL, MINNESOTA 55101
TEL: (651) 265-3660
FAX (651) 223-5055
EMAIL: info@dudleyandsmith.com
WEB SITE: www.dudleyandsmith.com

Steven C. Opheim
sopheim@dudleyandsmith.com

January 5, 2022

Via Electronic Mail at ehanson@chaskamn.com and U.S. Mail
Ms. Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: Sambatek, Inc./MBE Excavating
Proposed Lano Gravel Pit Extension
Our File No. 3759.2435

Dear Ms. Hanson:

We represent Joseph J. Atkinson and Karen K. Atkinson (hereinafter the "Atkinsons") with respect to the application of Sambatek, Inc. to extend the Lano Gravel Pit. Mr. and Ms. Atkinson are the owners of the adjacent real property located at 3880 Chaska Boulevard, Chaska, Minnesota which is affected by the gravel pit extension project.

Mr. and Ms. Atkinson have the following objections, comments, and concerns regarding the project:

1) Potential Water Treatment Area (see the blue colored area on the Site Forces Plan)
    a. The potential water treatment area is shown in the middle of the ravine basin. How will this water be retained? Will a barrier be constructed? Will the water be allowed to fill the ravine basin which is flanked by the subject property and the Atkinsons' property?
    b. If the ravine basin is allowed to fill, what measures will be taken to prevent further erosion of the Atkinsons' side of the ravine?
    c. Will flood insurance be provided to protect the Atkinsons' home directly above the erosion area? As flash flooding has happened in the past, the proposed land use could put the Atkinsons' home in danger.

2) Box culvert under Chaska Boulevard
    a. The box culvert is not shown on the Site Forces Plan, but it may be located on the Atkinsons' property. Will the current box culvert be able to handle additional volumes of water? Will it need to be replaced at some point?

3) Environmental Impact Study
    a. Has there been an environmental impact study performed to determine how this multi-decade project will impact the wildlife in the Minnesota River Valley directly downstream?

4) Property value
    a. Expansion of the gravel pit will likely reduce the value of the Atkinsons' property, as it would be directly adjacent to the expanded gravel pit. How will the Atkinsons be compensated for this proposed expansion project?

5) Ongoing Operations of the gravel pit
    a. Hours of operation have been proposed to be 7:00 a.m. to 7:00 p.m. Monday through Saturday. These hours will be a problem for both morning and afternoon commuting for the homeowners in the area. The combination of a hill and a curve on Chaska Boulevard (County Road 61) while driving into the sun is already dangerous. What will the addition of upwards of 150 dump truck loads per day do to the safety profile of the area?
    b. The noise of the equipment (trucks, loaders, elevators, etc.) will be at a high level and constant. What barriers will be installed to mitigate the noise?
    c. Gravel pits are notoriously dusty. Although the stated method of spraying water may help, are there further vegetation barriers, such as evergreen hedges, that will be put in place to contain the dust? This would also provide a visual block to the area.
    d. There are currently no measures to handle the increased acceleration/deceleration of the trucks entering and exiting the proposed gravel pit area. How will traffic safety be addressed?
    e. What measures overall are proposed to resolve and eliminate the negative effects on the Atkinsons use and enjoyment of their property, along with other property owners similarly affected?

For the above reasons, the application of Sambatek, Inc. should not be approved absent resolution of the above concerns and objections.

Please direct all communications to the undersigned.

Thank you.

Very truly yours,

DUDLEY AND SMITH, P.A.

Steven C. Opheim

SCO:wsm

cc: Mr. and Ms. Joseph J. Atkinson
Sambatek, Inc. – Attn: Erik Miller

December 21, 2021

Ms. Liz Hanson, City Planner
City of Chaska
One City Hall Plaza
Chaska, Minnesota 55318

Re: Lano Grading Application

Ms. Hansen,

This letter is in regards to the proposed grading and filling permit application for MBE Excavating and Mark & Randy Lano. On November 30th, a number of residents from our neighborhood attended an open house sponsored by applicants. There were also a number of property owners from other surrounding properties in attendance. The overall tone of the meeting was initially concern as to why the City and/or County would allow a new mining operation in the midst of a residential area. With growth rapidly occurring all around the parcel, it seemed like an odd location for a new or expanded sand and gravel mining operation. MBE/Lano representatives explained that the intent was to remove the gravel and then fill the site to make the property more developable for future residential. They also explained that it would allow for the stabilization of the deep ravine banks which has been on on-going concern. The primary concerns which the residents of our neighborhood have is follows:

Safety: Applicants indicated that the current intent would be to construct a new entrance with truck acceleration lanes to the west of the County Road 40 intersection. A new entrance on to CSAH 61 would seem to be a serious safety concern. Being located on a hill and on a curve, the intersection of CSAH 61 and Country Road 40 is already dangerous. Adding an additional intersection will increase the likelihood of collisions. We would support a reduction in the speed limit on CSAH 61, installation of signage regarding jake-braking and enforcement of the noise ordinance on CSAH 61.

Noise: Our neighborhood representatives have, in the past, spoken with the County about the noise concerns due to trucks jake-braking or gearing down as they come down the hill into Chaska. A new entrance would mean more truck traffic and increased concerns regarding noise. The Lano representatives indicated that their preference would be to maintain a single existing entrance further to the east on CSAH 61. This would mean Lano would have to grade and create a ravine crossing. They said that the City of Chaska's initial response was to avoid disruption of the ravine area. Lano said they are prepared to create a ravine crossing and that

they have both the equipment and materials necessary to complete that work. A single entrance road would be safer, would not require additional turn lanes or acceleration lanes, would address sediment control concerns and would minimize concerns regarding increased noise. We would oppose construction of a new entrance on to CSAH 61 and would support a single road entrance at the existing location.

Stormwater Management & Bank Stabilization: The steep banks along the ravine have created a serious erosion and sediment issue. The water flowing through these ravines flows directly into the Minnesota River. It seems that this application provides a perfect opportunity for the County and City to aid in correcting a serious water quality issue. We would support a request that requires applicants to stabilize the ravine banks using Best Management Practices for stormwater management.

Thank you for your consideration.

SIGNED:	CARVER, MN 55315	SIGNATURE/DATE
Roger & Janelle Johnson – 133 Highland Dr	Roger and Janelle Johnson	12/27/21
Kevin & Robin Norby - 131 Highland Dr	Kevin + Robin Norby	12-27-21
Pat & Sherri Powell - 134 Highland Dr		12/27/2
Steven & Sherri Sablak – 132 Highland Dr	Sherri & Steve Sablak	12/27/21
Bill & Gini Wermerskirchen – 129 Highland Dr	Bill + Gini Wermerskirchen	12-27-2
Gary & Cec Meister – 128 Highland Dr		12-27-21
Steve & Carolyn Thomas – 127 Highland Dr	Thomas & Steve	12-27-21
Dennis & Ruth Chadderdon – 125 Highland Dr.	Dennis J. Chadderdon Ruth Chadderdon	12/27/21

Cc; J.Meilke
M. Windschitl
M. Podahrasky

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/22

Subject: **212 Medical Center Building Addition: Preliminary Site and Building Plan Review**

Applicant: Ridgeview Medical Center

Location: Southeast corner of the intersection of Highway 41 and Hundertmark Road (across from Super America); on the north side of Highway 212

Case No.: 2022-07

Synopsis: The applicant is requesting approval of a preliminary site & building plan for the 212 Medical Center for the addition of a 5th story on their existing south building

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

In May of 2005, the property was rezoned to PCD-13 (Planned Commercial Development District No. 13). In January of 2009, the revised Concept Plan for the 212 Medical Center, the Preliminary and Final Plats, the Preliminary and Final Site/Building Plans, as well as a Zoning Ordinance Amendment to PCD-13 were approved. The proposal was revised at that time to include one large medical office building on the 16-acre site, with no additional buildings. Six stories were approved for the medical office building at this time, however, the first phase of construction only included the first four stories and approximately 159,000 square feet.

In August of 2012, the preliminary/final plat, and preliminary/final site plan requests were approved for an addition on the building. The building addition included 3-stories (plus a partial basement for storage) and 63,880 square feet added to the north side of the existing building; total square footage of the existing building amounts to approximately 223,000 square feet. The preliminary/final plat request included splitting the property into two separate lots; one lot to include the new northerly building addition as well as the northern parking lot areas, and one lot to include the, then, existing medical center, southern parking area, the heliport and eastern parking area. Staff added a condition to the 2012 approval that any request for expansion of the project beyond what is already in place (4 floors, south building), and what was approved in 2012 (3 floors, north addition), will be subject to formal review consistent with City Ordinances, including review and approval by Planning Commission and City Council. This was done primarily to evaluate the parking provisions and ensure they are adequate.

CURRENT REQUEST

Tonight the applicant is requesting approval of a preliminary site & building plan for a fifth story building addition totaling 38,867 square feet to be added to the existing medical center facility.

SITE PLAN
The total site area is 14.26 acres and is located on the southeast corner of Hundertmark Road and Highway 41.

The existing site includes one large medical office building that is broken into two pieces; the original south portion at 4-stories tall, and the north portion at 3-stories tall. The total existing square footage is 223,000.

The proposal this evening is to add a fifth floor addition to the original south building totaling approximately 39,000 square feet. This addition will bring the building to approximately 262,000 square feet. The fourth floor will be remodeled with the fifth floor addition. This renovation and addition will expand clinical and surgical services in the building to support the growing needs of the community.

PARKING/ACCESS
Access to the site will remain the same, which is the signalized intersection at Hundertmark.

Currently the building is 223,000 square feet in size and the fifth-floor addition will be approximately 39,000 square feet in size, totaling the building at 262,000 square feet. Per the Zoning Ordinance, 1 parking space is required for every 250 square feet of medical office use, which translates to 1,048 parking spaces.

748 parking spaces are currently installed on the site with 98 additional "proof of parking" surface stall spaces, thus totaling 846 surface parking spaces. Though this number falls short of the 1,048 required by Ordinance, the applicant has prepared a parking study outlining the patterns of parking at the 212 Medical Center. According to the "Two Twelve Medical Center Parking Study Update" prepared by Alliant Engineering, included in the packet this evening, their conclusions are:

- In September 2021, parking demand estimates were completed at the medical center based on vehicle ingress/egress observations at the site access over 3-plus days.
- Counts were done in 15 minute intervals and are displayed in Table 1 of the parking study.
- The maximum estimated parking demand was 432 vehicles in the late morning of Thursday, September 23, 2021. This peak parking demand equates to a rate of 1.93 parked vehicles per 1,000 square feet.
- Applying a peak parking demand rate of 1.93 parked vehicles per 1,000 square feet of building space to the proposed expanded total of 262,393 square feet yields a peak parking demand estimate of 507 vehicles. Dividing this estimate by 90 percent to account for potentially unoccupied leasable area inside the building produces a hypothetical maximum future parking demand of 564 vehicles.
- At this hypothetical maximum future parking demand of 564 vehicles, 184 parking stalls would still remain available within the 748-stall existing parking lot. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated.

That being said, staff is comfortable with the amount of parking provided with the existing building and the proposed fifth floor addition. The applicant has provided sufficient data through the parking study to conclude that there is sufficient parking at this time. In addition to that, they have also provided sufficient proof of parking shown in both surface stalls (98 stalls; 846 total for the site) and a future parking ramp implementation (551 stalls; 1,171 total for the site).

The applicant has also agreed to no more expansion on the site beyond the fifth floor addition until the parking situation is revisited again and any additional issues addressed. This may or may not include a parking ramp to accommodate parking needs, depending on the size/type of expansion proposed in the future.

Staff has added a condition to the approval this evening that any request for expansion of the project beyond what is already in place (4 floors on south building and 3 floors on north building), and what is being approved with this application (5th floor added to south building), will be subject to formal review consistent with City Ordinances, including review and approval by Planning Commission and City Council. The parking ramp will also require formal review/approval through Site Plan processes and Conditional Use Permit (CUP) should it be pursued.

PARKING RAMP CONSIDERATIONS

As noted before the site shows the potential installation of a multi-story parking ramp. This ramp is not being approved this evening, however, it was important in showing for proof of parking.

Although there is no formal approval occurring at this time for this ramp, staff still finds it helpful to address some items related to the ramp should it come in for approvals at a later date. The multi-level (3 stories are shown) ramp is shown on the eastern portion of the site. The ramp appears to be located adjacent to the existing berm and landscaping that edges the parking lot. As noted below, this was put in with the original approvals as a significant screening mechanism for the residential areas to the east. It will be important in the approvals of the ramp that this area is not impacted. In addition to that, the ramp will more than likely impact the landscape islands that parking ramp will be located over. It will be important to understand the impacts to the landscape provisions for the site and if additional areas need to be looked at to make up for those losses. Screening this structure will also be important. Understanding if there will be added visual impacts to adjacent properties (specifically the residential). The southeast portion of the site should be evaluated more to see if this area is the least visually encumbering spot for a parking ramp. And lastly, understanding what lighting will be proposed with the parking ramp.

In sum, but not limited to, the applicant should take into consideration the screening/landscaping requirements, viewshed impacts, and lighting when the parking ramp comes in for formal approvals.

LANDSCAPING

The landscaping that has been installed as part of the first and second phases of construction goes above and beyond what is required by Ordinance. Overstory trees and ornamental trees are scattered generously throughout the site in parking lot islands and other landscaped areas.

There are foundational plantings located around the building as well as substantial landscaping along Highway 41. The applicant also worked with City staff to create a "living hedge" on the east side of the site, next to the ravine, to help screen the project from the adjacent neighborhood to the east. This hedge is comprised of deciduous trees of varying heights from 10 to 14 feet, and has grown significantly since its implementation in 2009.

The new addition still stays within the landscape ordinance requirements provided on site. Should other additions (and/or parking ramp) be pursued the landscaping will have to be re-evaluated to see if additional landscaping/screening is required.

ELEVATIONS

The 5th Floor Addition will feature an upgraded façade expression using more glass than lower floors, plus champagne bronze-tone architectural metal panels. Both the glass and the metal panels match the same materials used before on the façade, complementing our generous use of Chaska brick as the predominant exterior material, as well as two additional brick colors (red and grey). Vertical brick 'tower' elements will continue up on the façade to anchor key corners and entry features. Rooftop mechanical equipment will continue to be screened behind metal louver panel wall systems, colored to match the building tones. Trash and recycling continue to be stored inside the loading dock area, located in the original portion of the building.

SIGNAGE & LIGHTING

As part of the original approvals, the applicant has installed several signs at the 212 Medical Center, including pylon signs, monument signs, wall signage (indicating the emergency room) and several directional signs. In 2012, an additional monument sign along Highway 41 was allowed with the north building addition. In 2014, a modification to the sign criteria for the medical center was approved to allow taller height on one of the monument signs. This was done to accommodate more signage for the tenants. The idea has always been that wall signage would be limited to signage needed to indicate an emergency room and that any tenant signage would be accommodated on the monument sign(s) (either the Pylon Sign at the southwest corner of the site or the proposed Monument Sign along TH 41).

No new site signs are proposed. The two existing "EMERGENCY" signs mounted on the upper parapet in the southwest building corner will be raised up to the new 5th Floor. All signage requires a separate application submittal and review by staff, and prior to installation, approval is required.

There are no site lighting changes occurring with this proposal.

CAMPUS MASTER PLAN

The applicant has also submitted a Campus Master Plan for information purposes (and is not part of the approval request this evening). The Master Plan shows:

- A future sixth floor on south Phase I building (totaling 38,867 sf)
- A future 3-story expansion on the north addition (totaling 54,962 sf)
- A future Imaging Expansion on the east side of Phase I (totaling 3,750 sf)
- A future Emergency Department expansion on the south side of Phase I (totaling 4,500 sf)
- A multi-level parking ramp; and

If the applicant pursues any of those possibilities, it will be necessary to go through the formal review process.

Neighborhood Meeting
The applicant conducted a neighborhood meeting on January 6, 2022. 3 neighbors showed up. Concerns/questions were raised regarding traffic, lighting, future plans, and parking.

PLANNING COMMISSION ACTION REQUESTED:
Motion to recommend approval to City Council of the Preliminary Site & Building Plan for the fifth floor building addition at 212 Medical Center, subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Project Narrative (pgs 1-6), prepared by Edward Farr Architects, dated December 7, 2021**
    b. **Two Twelve Medical Center Parking Study Update (pgs 1-12), prepared by Alliant Engineering, Inc., dated December 6, 2021**
    c. **Cover Sheet (sheet A0), prepared by Edward Farr Architects, dated December 7, 2021**
    d. **Existing Conditions Per Site Plan (sheet C1), prepared by Edward Farr Architects, dated November 23, 2021**
    e. **Existing Tree Inventory Plan (sheet L1), prepared by Edward Farr Architects, dated December 7, 2021**
    f. **Site Plan – Parking (sheet A1), prepared by Edward Farr Architects, dated December 7, 2021**
    g. **Site Plan – Proof of Parking (sheet A2), prepared by Edward Farr Architects, dated December 7, 2021**
    h. **Exterior Elevations (sheet A3), prepared by Edward Farr Architects, dated December 7, 2021**
    i. **Renderings (sheet (A4), prepared by Edward Farr Architects, dated December 7, 2021**
    j. **Floor Plan (sheet A5), prepared by Edward Farr Architects, dated December 7, 2021**
    k. **Master Plan Full Build-Out (sheet A6), prepared by Edward Farr Architects, dated December 7, 2021**
    l. **Proof-of-Parking Parking Deck (sheet A7), prepared by Edward Farr Architects, dated December 7, 2021**
2. **Adherence to the requirement of the City Engineer's memo dated January 12, 2022.**
3. **Adherence to the PCD-13 Ordinance #829.**
4. **All signage shall comply with the City of Chaska Zoning Ordinance, the PCD-13 (Planned Commercial Development District No. 13) Ordinance and the 212 Medical Center Sign Criteria.**
5. **Submittal of a sign permit application for all signage, to be approved by staff prior to installation.**
6. **Provision that no new wall signs are installed.**
7. **All roof mechanicals shall be screened per Section 15.28.120H of the Zoning Ordinance.**

8. **Provision of a roof mechanical screening detail, to be approved by the Planning Department.**
9. **Any request for expansion of the project beyond what is already in place (3 floors north addition; 4 floors south building; total of approximately 262,000 square feet) and what is being approved with this application (5th floor south building; 38,867 square feet) shall be subject to formal site review consistent with City Ordinances, including review and approval by Planning Commission and City Council.**
10. **Provision that the multi-level parking ramp be subject to formal site review and Conditional Use Permit review consistent with City ordinances, including review and approval by Planning Commission and City Council.**

Project Narrative
Two Twelve Medical Center – 5th Floor Addition
111 Hundertmark Road

Prepared By:
Edward Farr Architects
December 7, 2021

For Submission of:
Preliminary Site Plan Review

Applicant

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Parking Consultant

Alliant Engineering, Inc.	Telephone	612-758-3080
233 Park Avenue South, Suite 300		
Minneapolis, MN. 55415		
Jordan Schwarze	email	JSchwarze@Alliant-Inc.com

History
The original ***Two Twelve Medical Center*** (TTMC) project was approved in early 2009 and has been serving customers since early 2011. It has its own PCD-13 zoning district. As part of the original approval, the building was planned to extend up to a total of 6 stories tall; however only 4 stories are currently built, leaving the 5th and 6th floors for future development. In 2012, the ***North Addition*** project was approved and was completed in 2014. Like the original TTMC structure, the North Addition is planned to extend up to a total of 6 stories tall; however only 3 stories are currently built, leaving floors 4, 5 and 6 for future development.

New Project Overview
This application proposes to construct a new 5th floor, and to remodel the existing 4th floor, on top of the existing 4 story main building on the south end of the campus. This renovation and addition will expand clinical and patient care spaces in the building to support the growing needs of the community.

We are able to provide adequate surface parking for this vertical expansion without needing to construct a multi-level parking ramp, based on a thorough evaluation of actual parking counts for our unique mix of various types of medical uses. Refer to the enclosed Parking Analysis by Alliant Engineering, and a more detailed parking summary on the following pages.

The 14.26 acre net site is legally subdivided into two parcels for convenience of the two property ownership entities; but we continue to view the ***Two Twelve Medical Center*** building complex as one whole, including:

- same address (111 Hundertmark Rd),
- same / shared public and private utilities for many services,
- same building management / security / controls over the entire building,
- same / shared parking facilities on site,
- same / shared main entry lobby and reception,
- ability to walk between both portions of the building freely, on all floor levels,
- same / shared loading dock delivery area,
- same building façade design for continuity.

There are legal documents between both landowners for the shared facilities. Some building systems are purposely separated between the portions of the building, such as sanitary sewer service and water supply, including the wet-pipe fire suppression system & fire pump.

Compliance with PCD-13

We will remain in compliance with the existing PCD-13 regulations. (*all percentages calculated below use the overall site area of 15.56 ac that includes the 1.3 ac Outlot previously deeded to the city*)

- Land Coverage = 25% maximum. We are currently at 10% Coverage, and no changes are proposed.
- Open Area = 30% minimum. We are currently at 33.4% open, and no changes are proposed.
- Building Height = 6 stories maximum. We are not planning on building taller than 6 stories.
- Setbacks for parking and buildings. We are not planning on encroaching into the minimum required parking or building setbacks with this proposal.

Campus Master Plan

For informational purposes only, we have provided an updated Campus Master Plan showing Ridgeview Medical Center's long-range vision beyond this 5th Floor Addition. Specifically, this campus could continue to expand in the future, if/as demand calls for it, by adding the remaining upper floors to ***Two Twelve Medical Center;*** and if parking demand requires such, a multi-level parking structure could be built to support that growth. The Campus Master Plan is only conceptual; and is generally consistent with prior versions. The applicant is not seeking approval for this entire scope at this time.

5th Floor Addition

The proposal is to construct a fifth floor on top of the existing Two Twelve Medical Center building; plus a new elevator core on the east end of the building. TTMC currently has approx. 223,526 sq ft, plus a non-occupied basement level. The 5th Floor Addition project consists of 38,867 sq ft; so the total building complex will be approx. 262,393 sq ft for floors 1 – 5.

Landscaping and Greenspace

An Existing Tree Inventory Plan has been provided which depicts the existing trees on site that were planted in the previous two development phases. The previous landscape plans included a mix of overstory, coniferous and ornamental trees along with other plants/shrubbery. The trees planted with Phase 1 (2010-11) are now 10+ years older and those within Phase 2 (2012-2013) are now +/-8 years older. The plan indicates the total net caliper inches planted at completion of the second phase and the total trees planted onsite per the compiled landscape plans. In addition to the landscaping we provided, it should be noted that we deeded 1.3 acres of wooded, natural land (Outlot A) to the city as part of our original development

Parking

We currently have a total of 748 stalls, plus another 98 stalls available for Proof of Parking, for a total site maximum surface parking potential of 846 stalls. Due to our unique mix of medical provider uses and parking demands, we have recently completed an updated parking survey of the property. Refer to the Parking Analysis made part of our application, prepared by Alliant Engineering, for detailed results. Our findings include:

- Parking demand is spread out throughout the weekday, peaking in late morning and early afternoon hours. This pattern remains a consistent finding over the years, as earlier reported in Alliant's 2012 Parking Analysis.
- The blend of ordinary Medical Clinic uses, Emergency Dept, Urgent Care, Day Surgery Center and special medical uses result in significantly fewer parking stalls when benchmarked against ordinary Medical Clinic use. Specifically, a ratio of 1.93 cars / 1,000 sq ft of building area was reported; and after adjusting from a 90% occupied building up to 100% occupied; the hypothetical maximum parking ratio is 2.15 cars / 1,000 sq ft.
- For the proposed 5th Floor Addition, the total building area will be approx. 262,393 sq ft, which results in a hypothetical maximum parking demand of 564 cars.
- Existing surface parking facilities (748 stalls) adequately serve the existing and proposed building areas, with 184 excess stalls to spare.

In 2012, our Parking Analysis suggested the following conservative Proof of Parking Ratios, which we are still using to benchmark our ability to provide a Proof of Parking safety net:

- Medical Clinics 1 car / 250 sf (*also city ordinance ratio*)
- Emergency Dept & Urgent Care 1 car / 500 sf
- Day Surgery Use 1 car / 333 sf
- Hospital Use 1 car / 3 beds (*also city ordinance ratio*)

Our original zoning application in 2008 included the following chart, depicting the parking counts for our 2-phased approach to our 6-story building. Note that Required Parking was computed using 1 car / 250 sf parking ratio:

Building Area	City Req'd Pkg (1/250)	Provided Parking
1st phase (4 stories) – 156,560 sf*	627 stalls	885 stalls
2nd phase (6 stories) – 227,890 sf*	912 stalls	940 stalls

* *Areas are adjusted for basement storage area and open second story of lobby*

A recalculation of the building area (original 4 story TTMC, plus 3 story North Add'n, plus new 5th Floor Add'n) using our TTMC Proof of Parking Ratios above, result in the following tabulation:

Building Use	Area	Parking Ratios	Required / Proof of Parking	Provided Parking
Medical Clinics	148,203 sf	1 / 250 sf	593 stalls	
Emergency Dept & Urgent Care	23,000 sf	1 / 500 sf	46 stalls	
Retail	0 sf	1 / 500 sf	0 stalls	
Day Surgery Cntr	39,000 sf	1 / 333 sf	117 stalls	
Hospital	52,190 sf	1/3 beds x 20	7 stalls	
Totals	**262,393 sf**		**763 stalls**	**748 paved + 98 POP = 846 total**

We are proposing to continue using our 748 surface stalls, plus leaving room for our 98 Proof of Parking stalls, for a total surface parking potential of 846 stalls. The 748 stalls still provide us with a comfortable number, based upon our actual experience with the building's parking demands.

Site Access / Public Access

We are not requesting any changes for vehicular or pedestrian site access. The signalized entry driveway intersection with Hundertmark Rd functions well; and pedestrian sidewalks already offer welcoming connectivity to the site.

Architectural Design and Building Materials

The 5th Floor Addition will feature an upgraded façade expression using more glass than lower floors, plus champagne bronze-tone architectural metal panels. This improved façade expression:

- Increases the % of glass on the façade from 18% on a typical floor to 35% on 5th Floor,
- Increases the amount of natural daylighting,
- Allows greater interior design layout flexibility for windows within perimeter rooms,
- It establishes a prominent cap to the building, in scale with the proportions of the structure,
- The thinner metal panel system allows for thicker thermal insulation behind it, needed to comply with current MN Energy Code requirements.

Both the glass and the metal panels match the same materials used before on the façade, complementing our generous use of Chaska brick as the predominant exterior material, as well as two additional brick colors (red and grey). Vertical brick 'tower' elements will continue up on the façade to anchor key corners and entry features. Rooftop mechanical equipment will continue to be screened behind metal louver panel wall systems, colored to match the building tones. Trash and recycling continue to be stored inside the loading dock area, located in the original portion of the building.



Sustainability / Energy Performance

We are proposing several sustainable features for this project:

- The new 5th Floor exterior envelope will meet the new Minnesota Energy Code for higher thermal insulation values, to minimize energy costs.
- Natural daylighting will be increased with the higher percentage of glass.
- All new interior lighting will be LED lamp sources, which consume less energy than fluorescent.
- Use of sunscreens at our glass curtainwall minimizes unwanted glare.
- No additional asphalt pavement is required, so we are not increasing the heat-island effect.
- No additional site lighting is required, so we are not adding to neighborhood light pollution.
- The structural steel frame contains a high percentage of recycled steel content,
- The aluminum window framing contains recycled aluminum.

- The contractor will be sorting construction waste to minimize land fill impacts.
- We will use low VOC paints and sealants, etc, in the construction wherever possible.
- HVAC equipment will be high efficiency rated for energy conservation, while at the same time offering maximum levels of fresh air intake to maintain a clean indoor air environment. Careful design of HVAC zoning minimizes the risk of airborne contaminants being re-distributed back into other areas of the facility.

Utility Services
The 5th Floor Addition will be served by the same water service and sanitary sewer service as floors below.

Storm Water
No changes are needed to the existing storm water system, as no significant changes on grade are being proposed.

Snow Storage
Snow will continue to be stored in the proof-of-parking area, located in the SE corner of the site, until such time as further expansions may trigger construction of those remaining parking stalls. At that time, the owner will contract for excess snow removal service from the site as snowfall amounts require.

Site Lighting and Site Signage
No changes to site lighting are proposed; we will not be increasing light pollution. No new site signs are proposed. The two existing "EMERGENCY" signs mounted on the upper parapet in the southwest building corner will be raised up to the new 5th Floor.

Building Code Compliance
The 5th Floor Addition, like the original TTMC structure, will be built to the same IBC Type I-A Construction level, as well as applicable NFPA 101, Chapter 18 provisions for Healthcare occupancies.

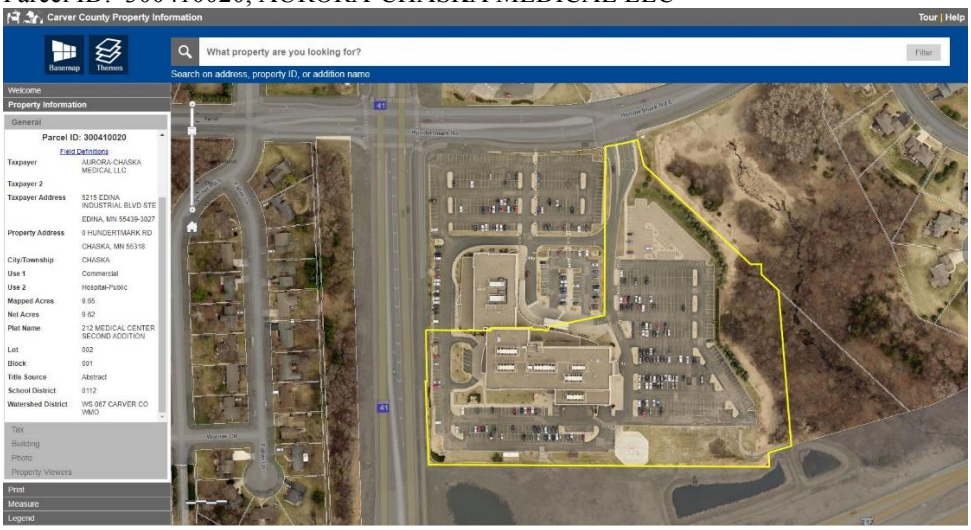
End of narrative

Attachment A – Property Ownership Maps

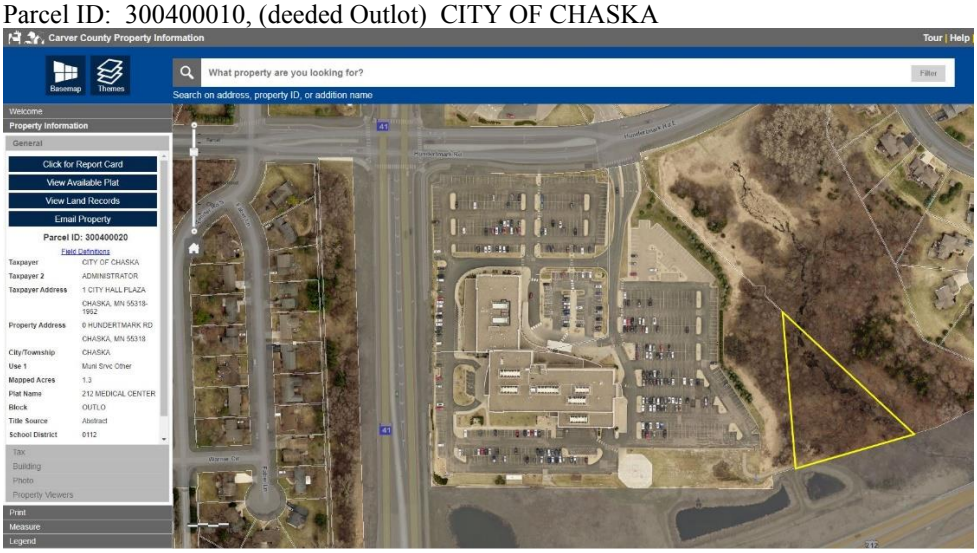
Parcel ID: 300410010, RIDGEVIEW TWO TWELVE NORTH ADDITION LLC



Parcel ID: 300410020, AURORA-CHASKA MEDICAL LLC



Parcel ID: 300400010, (deeded Outlot) CITY OF CHASKA



TTMC Neighborhood Meeting Notes

Date: January 6, 2022, 6:30pm

Attendees:

- Ed Farr, Edward Farr Architects
- Paul Ham, Ridgeview Medical
- Sara Aulizia, Ridgeview Medical
- Holly Loosbrook, 2289 MANUELA DR
- Todd and Barbara Swanson, 2269 MANUELA CIR
- Mike Huang, 2265 MANUELA CIR

Ed provided a project overview via PowerPoint presentation.

Questions / Concerns from Neighbors:

(some Q & A consolidated from various discussions)

Q: What is the purpose of the 5th floor?

> **A:** A demand in services increases – adding 38,000 sf to expand clinical and surgical in building. Free up space for continued growth.

Q: Light coming from building windows. The new 5th floor may be above the tree line as I look out the back of my house. I would prefer to have all brick on the top floor, not windows, so that the lights coming through the windows at night don't shine into my house. Are the lights in the building going to be on or off at night?

> **A:** The use of the space may require some lights to be on during nighttime hours, but most of them will be off. (Most medical users in the building keep their blinds closed inside; and the distance between the building and the resident exceeds 900 feet; so the possibility of glare disturbance is remote)

Q: I see a new 5th floor 'cap' to building; but isn't there going to be a 6th floor? What happens then?

> **A:** Yes, the Master Plan has the potential for a 6th floor, but we are not requesting approval for that currently. We have pre-designed a compatible 6th floor façade with matching cap.

Q: Can the addition be added to north wing rather than south?

> **A:** Leasing constraints and layout issues influenced the location for this 5th floor addition. The Master Plan allows for building additions on both wings, up to 6 floors on each wing; but we are not seeking approval for that currently.

Q: When you conducted the Parking Study, did you make adjustments for Covid / fewer visitors during the pandemic?

> **A:** We did evaluate the reduction of clinic hours and visitor trips during our study week and adjusted our numbers up 10% accordingly.

Q: It's already hard to leave our neighborhood (Manuela Dr onto Hundertmark) when school gets out mid-afternoon, so isn't this going to increase the traffic problem?

> **A:** Our proposed expansion is forecasted to add approx. 80 cars in our parking lot. The city Comprehensive Guide Plan source* on roadway capacities shows that neither Hundertmark or Chestnut / Hwy 41 has capacity problems; so there should be plenty of road capacity to continue to support our development. Importantly, our

use as a medical provider is not a “peak use” that spikes during rush hours, like other businesses and schools that have set start / quit times.

**City of Chaska – 2040 Comprehensive Guide Plan, Chapter 6 Transportation, Figure 8; pg 6-33*

Q: Where would a future parking ramp be built if needed? We would be concerned about headlights shining towards our homes.

A: The Master Plan was shown, depicting a future parking ramp on the east side of the site. At full build-out, it is projected to be approx. 2 elevated decks above grade, clad with brick to match the building. The east side of the parking deck can be solid or screened to prevent headlights shining east. This would be a future approval item.

Q: An earlier version of the Master Plan had another building on the site; is that still part of the Master Plan? What is the extent of your current Master Plan; and what are the traffic impacts?

A: The freestanding building on the east side of the site was removed from the Master Plan. The current Master Plan contemplates the existing building footprints extended up to 6 stories, both north wing and south wing; plus two small one-story additions for the Emergency Dept (southwest corner) and Imaging Dept (east corner). A parking structure would be approx. 2 levels above grade, to achieve our ‘proof of parking’ numbers. Our current proposal takes the project to 262,393 sq ft with 763 stalls req’d (proof of pkg); and the Master Plan tops out at 364,472 sq ft with 1,167 stalls req’d (proof of pkg). At such time as future additions are proposed, a traffic study may be warranted to evaluate impacts to the public street system at key intersections.

Q: Do you know the Level of Service (LOS) of the street intersections?

A: No we don’t; the only source for road congestion we found was the Figure in the city Comp Guide Plan that identifies streets that are at or near capacity; none of which are in this immediate area. Further development applications may require a local traffic study; but currently there is excess capacity in the local street system.

ALLIANT

MEMORANDUM

DATE: December 6, 2021

TO: Edward Farr Architects, Inc.

FROM: Jordan Schwarze, PE, Alliant Engineering
Todd Olson, PE, Alliant Engineering

SUBJECT: **Two Twelve Medical Center Parking Study Update**

Introduction

Alliant Engineering, Inc. has completed a parking study for the proposed expansion of the Two Twelve Medical Center located at 111 Hundertmark Road in Chaska, MN (see **Figure 1**). The proposed Two Twelve Medical Center expansion includes a one-story, 38,867-square-foot, vertical addition to the existing facility structure.

Study Purpose

This parking study will evaluate the viability of the existing parking supply against the parking demand expected to be generated by the expanded medical center facility. To achieve this, the following goals have been established:

- Establish the existing peak parking demand per 1,000 square feet of building space on a typical weekday.
- Compare the existing peak parking demand per 1,000 square feet of building space to the peak parking rate observed in a July 2012 parking study completed by Alliant Engineering (included in **Appendix A**) prior to the first expansion of the Two Twelve Medical Center.
- Utilize the maximum observed peak parking rate (from either 2012 or 2021) to estimate the maximum parking demand expected to be generated by the expanded medical center facility.
    - If necessary, identify any potential parking demand mitigation or alternative parking supply options that could be considered in the event of parking shortfalls.

Minneapolis, MN 55402
612.758.3099 FAX
www.alliant-inc.com



Two Twelve Medical Center Parking Study Update

Figure 1
Project Location

Proposed Facility Expansion

Under the existing configuration, the Two Twelve Medical Center has 223,526 square feet of building space and 748 surface lot parking stalls. The proposed facility expansion would add 38,867 square feet of building space without affecting the existing parking supply. In total, the expanded Two Twelve Medical Center would consist of 262,393 square feet of building space. While additional surface parking could be constructed onsite (up to 98 additional proof of parking surface lot stalls or via the implementation of a multi-story parking ramp), the results of this parking study will dictate whether additional parking capacity will be needed. It should be noted that employees of the Two Twelve Medical Center are encouraged to park south of the facility, thus leaving more visible parking lots north and east of the facility for visitors.

Parking Demand Analysis

In September 2021, parking demand estimates were completed at the Two Twelve Medical Center based on vehicle ingress/egress observations at the site access over three-plus days. At the beginning of the vehicle ingress/egress observations, a parking lot occupancy baseline count was collected. The baseline parking demand was then adjusted by calculating the difference in observed vehicle ingress/egress over 15-minute intervals for the subsequent three-plus days. It should be noted that delivery and ambulance vehicles were excluded from the vehicle ingress/egress counts and parking demand estimates.

Table 1 summarizes the total estimated parking demand at the Two Twelve Medical Center over the September 2021 data collection window, while **Figure 2** illustrates the estimated parking demand versus the total parking supply across each observation day. The maximum estimated parking demand was 432 vehicles in the late morning of Thursday, September 23, 2021. This peak parking demand equates to a rate of 1.93 parked vehicles per 1,000 square feet of building space.

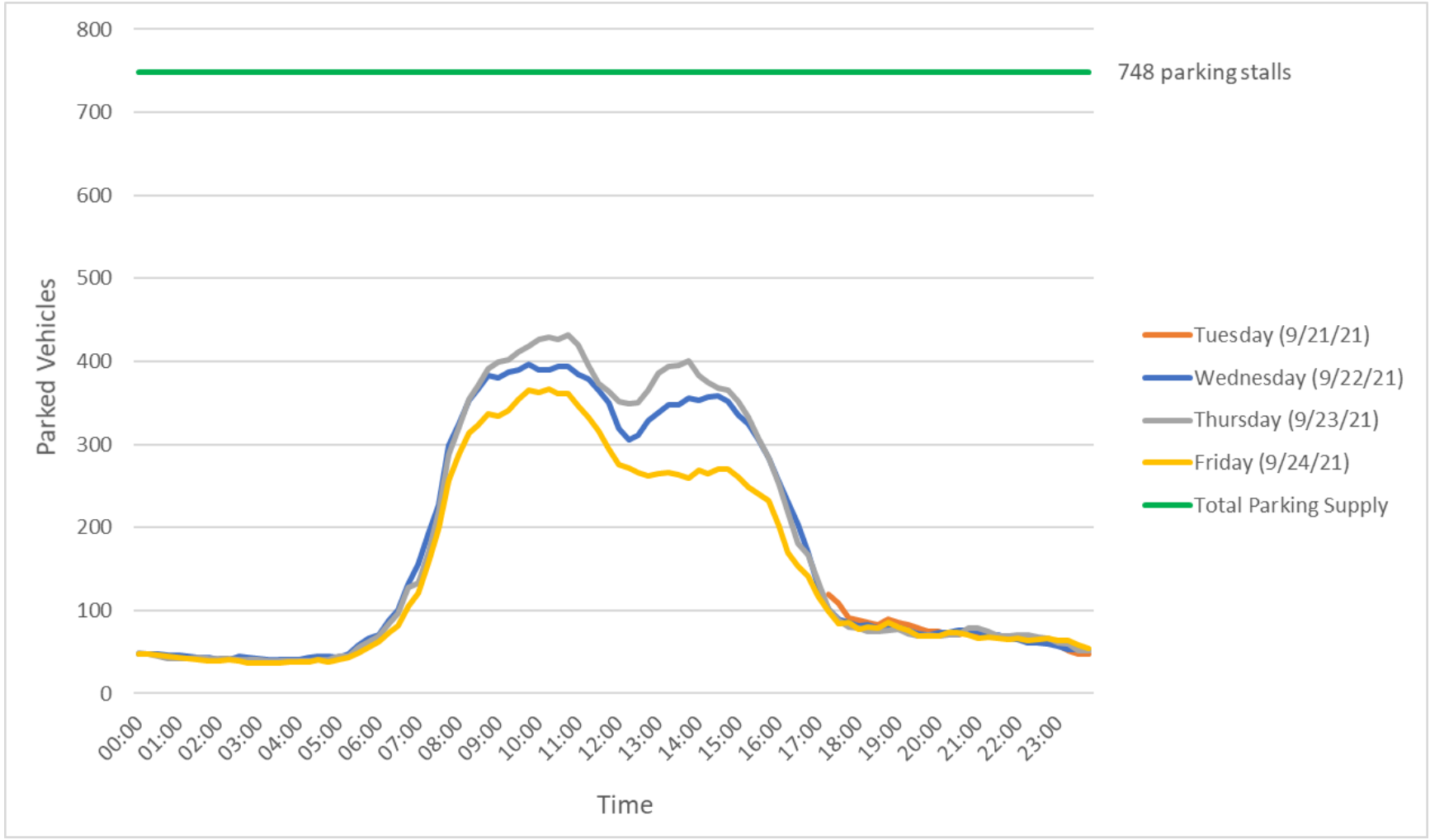
Results of the July 2012 parking study at the Two Twelve Medical Center indicate the maximum estimated parking demand was 235 vehicles. This peak parking demand equated to a rate of 1.47 parked vehicles per 1,000 square feet of building space. Therefore, the peak parking rate estimated based on observations of existing conditions represents a higher parking demand rate. However, it should be noted that leasable area within the Two Twelve Medical Center is currently only 90 percent occupied. Therefore, the maximum estimated parking demand of 432 vehicles under existing conditions was divided by 90 percent to estimate a hypothetical maximum parking demand of 480 vehicles at full building occupancy. This hypothetical maximum existing parking demand is well below the existing parking capacity of 748 parking stalls.

Table 1. Parking Count Summary

Time		Tuesday, September 21st, 2021		Wednesday, September 22nd, 2021		Thursday, September 23rd, 2021		Friday, September 24th, 2021	
00:00	12:00			47	319	49	352	48	275
00:15	12:15			47	306	47	349	47	271
00:30	12:30			47	311	44	350	46	266
00:45	12:45			46	328	42	365	44	262
01:00	13:00			46	338	42	385	43	265
01:15	13:15			44	347	42	394	42	266
01:30	13:30			43	348	43	395	40	264
01:45	13:45			43	356	42	401	39	259
02:00	14:00			41	353	42	383	39	269
02:15	14:15			41	357	42	375	40	265
02:30	14:30			44	358	40	368	39	270
02:45	14:45			43	351	40	365	37	270
03:00	15:00			42	336	40	351	37	260
03:15	15:15			41	325	39	333	37	249
03:30	15:30			40	306	39	307	37	240
03:45	15:45			41	284	39	284	38	232
04:00	16:00			41	255	39	253	38	202
04:15	16:15			43	231	39	219	38	170
04:30	16:30			44	203	40	181	40	153
04:45	16:45			44	170	40	167	38	141
05:00	17:00			43	129	44	134	40	117
05:15	17:15		120	47	101	45	101	43	99
05:30	17:30		108	58	90	56	88	49	84
05:45	17:45		91	67	86	62	80	55	86
06:00	18:00		88	71	81	69	79	62	77
06:15	18:15		85	88	83	84	75	73	80
06:30	18:30		82	100	79	96	74	81	78
06:45	18:45		90	132	79	127	76	104	85
07:00	19:00		85	156	80	133	77	121	80
07:15	19:15		83	193	76	169	72	157	76
07:30	19:30		79	227	72	219	69	198	69
07:45	19:45		75	298	71	288	71	256	69
08:00	20:00		75	325	73	321	69	288	69
08:15	20:15		70	353	73	355	71	313	73
08:30	20:30		70	366	76	370	71	323	73
08:45	20:45		74	383	76	391	78	337	71
09:00	21:00		73	380	75	399	79	334	67
09:15	21:15		72	387	69	402	74	341	68
09:30	21:30		67	389	70	412	69	354	67
09:45	21:45		67	396	67	418	69	365	65
10:00	22:00		67	389	65	427	71	362	66
10:15	22:15		67	390	61	429	70	367	64
10:30	22:30		66	394	61	427	68	361	65
10:45	22:45		63	394	60	432	66	361	66
11:00	23:00		58	384	57	420	61	346	64
11:15	23:15		52	379	53	395	60	333	63
11:30	23:30		48	365	53	373	51	316	58
11:45	23:45		48	350	53	364	51	295	54

Note: Parking counts at Two Twelve Medical Center (111 Hundertmark Road, Chaska, MN) derived from ingress/egress vehicle observations completed in 15-minute intervals from Tuesday, September 21, 2021, through Friday, September 24, 2021.

Figure 2. Parking Demand vs. Supply – September 2021



Applying a peak parking demand rate of 1.93 parked vehicles per 1,000 square feet of building space to the proposed expanded total of 262,393 square feet yields a peak parking demand estimate of 507 vehicles. Dividing this estimate by 90 percent to account for potentially unoccupied leasable area produces a hypothetical maximum future parking demand of 564 vehicles. At this hypothetical maximum future parking demand, 184 parking stalls would still remain available within the 748-stall existing parking lot at the Two Twelve Medical Center. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Results of this analysis indicate the existing parking lot has sufficient capacity to accommodate the additional parking generated by 100 percent occupancy of leasable area within the existing Two Twelve Medical Center as well as that of the proposed expansion. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated.

Summary and Conclusions

The following summary and conclusions are offered for consideration:

- The hypothetical maximum future parking demand at full occupancy of leasable area within the expanded Two Twelve Medical Center is estimated to be 564 vehicles. At this hypothetical maximum future parking demand, 184 parking stalls would still remain available within the 748-stall existing parking lot. The remaining available parking capacity would represent a 32 percent surplus over the estimated hypothetical maximum future parking demand. Therefore, expansion of the existing parking lot is not recommended and no parking impacts to surrounding properties and/or roadways are anticipated. A summary of peak parking demand estimates is shown in **Table 2**.

Table 2. Peak Parking Demand Estimates Summary

Observation/ Estimation Period	Two Twelve Medical Center Floor Area (Square Feet)	Peak Parking Demand Estimate (Vehicles)	Hypothetical Max Parking Demand Estimate @ 100% Leasable Occupancy (Vehicles)	Parking Surplus @ Existing 748-Stall Capacity (Stalls)
July 2012 (Original Facility)	159,646	235 (1)		
September 2021 (First Expansion)	223,526	432 (1)	480 (2)	
Future (Second Expansion)	262,393	507 (3)	564 (2)	184

(1) Peak parking demand estimate derived from ingress/egress vehicle observations completed in 15-minute intervals.

(2) Hypothetical maximum parking demand estimate based on 90 percent occupancy of existing leasable building area.

(3) Peak parking demand estimate based on a rate of 1.93 parked vehicles per 1,000 square feet of building space derived from September 2021 ingress/egress vehicle observations.

Appendix A
July 2012 Two Twelve Medical Center Parking Study

ALLIANT PROJ. NO. 12-0043

MEMORANDUM

DATE: July 3rd, 2012

TO: John Prondzinski – Ridgeview Medical Center

FROM: Katie Bruwelheide, PE – Traffic Engineer

SUBJECT: Two Twelve Medical Center – North Addition – Existing Parking Conditions

This memorandum was prepared to detail the existing parking characteristics of the Two Twelve Medical Center in Chaska, MN. The Two Twelve Medical Center (TTMC) opened in 2011 and contains four stories. It was approved for 6 stories, leaving the 5th and 6th floors for future medical office development which has not been built. The existing parking lot has 735 striped parking stalls.

A new addition to the TTMC is proposed with campus expansion to the north instead of vertically via the previously approved 5th and 6th floors. The expansion to the north consists of three floors of medical office space totaling 63,880 GSF. It is noted that the north addition is smaller in area (63,880 GSF) than the previously approved 5th & 6th floor vertical expansion option (70,484 GSF).

A study of the existing parking characteristics was completed to accompany the site plan application. The existing parking characteristics are helpful in determining the future parking operations of the proposed site. The following details the data collection process along with a summary of the existing parking conditions.

I. Existing Parking Data Collection

The existing parking lot activity was monitored by Alliant Engineering for the following 6-day period:

- Wednesday, June 20th, 2012 to Tuesday, June 26th, 2012.

To monitor the parking lot, a video camera was mounted at the signalized access intersection and the parking lot in/out movements were recorded and counted for these six days. It is noted that the signalized access is the only way in and out of the parking lot. At the time the video camera was installed and began recording a survey of the parking lot was conducted to determine a baseline number of parked vehicles. From this baseline count and the video counts the number of parked cars for the six day period was determined for 15-minute intervals. Emergency vehicles and delivery trucks were counted in a separate category and not included in the parking counts.

The 15-minute parking intervals for the study days are detailed in Table 1. Figure 1 presents a chart showing the daily fluctuations of the parking usage.

Additionally, the main entrance of the medical center was monitored for drop-off and pick-up of patients. The main entrance was observed from 11:45 to 12:45 on Monday, July 2nd, 2012. During this timeframe there was one patient drop-off and three patient pick-ups observed. Since the drop-off/pick-up operations are low and generally only occur during the weekday appointment hours, reductions to the parking usage were not calculated.

II. Summary of Existing Parking Characteristics

- The peak parking usage was 235 parked vehicles occurring on Monday at 3:15 PM.
- During the weekdays there are two parking peaks that occur, one during the morning around 10:30 AM and the other in the afternoon around 3:15 PM. This could coincide with the highest number of appointment times.
- During the weekends there are a steady number of parked vehicles (ranging from 50 to 75 vehicles) that can be attributable to employees of the first floor Emergency Department. This number of parked vehicles is also similar to the overnight parked numbers.
- The number of patient drop-offs and pick-ups are relatively low, around 4 per hour during appointment times. Reductions to the parking usage based on drop-offs and pick-ups were not calculated.

Table 1. 212 Medical Center Parking Count Summary

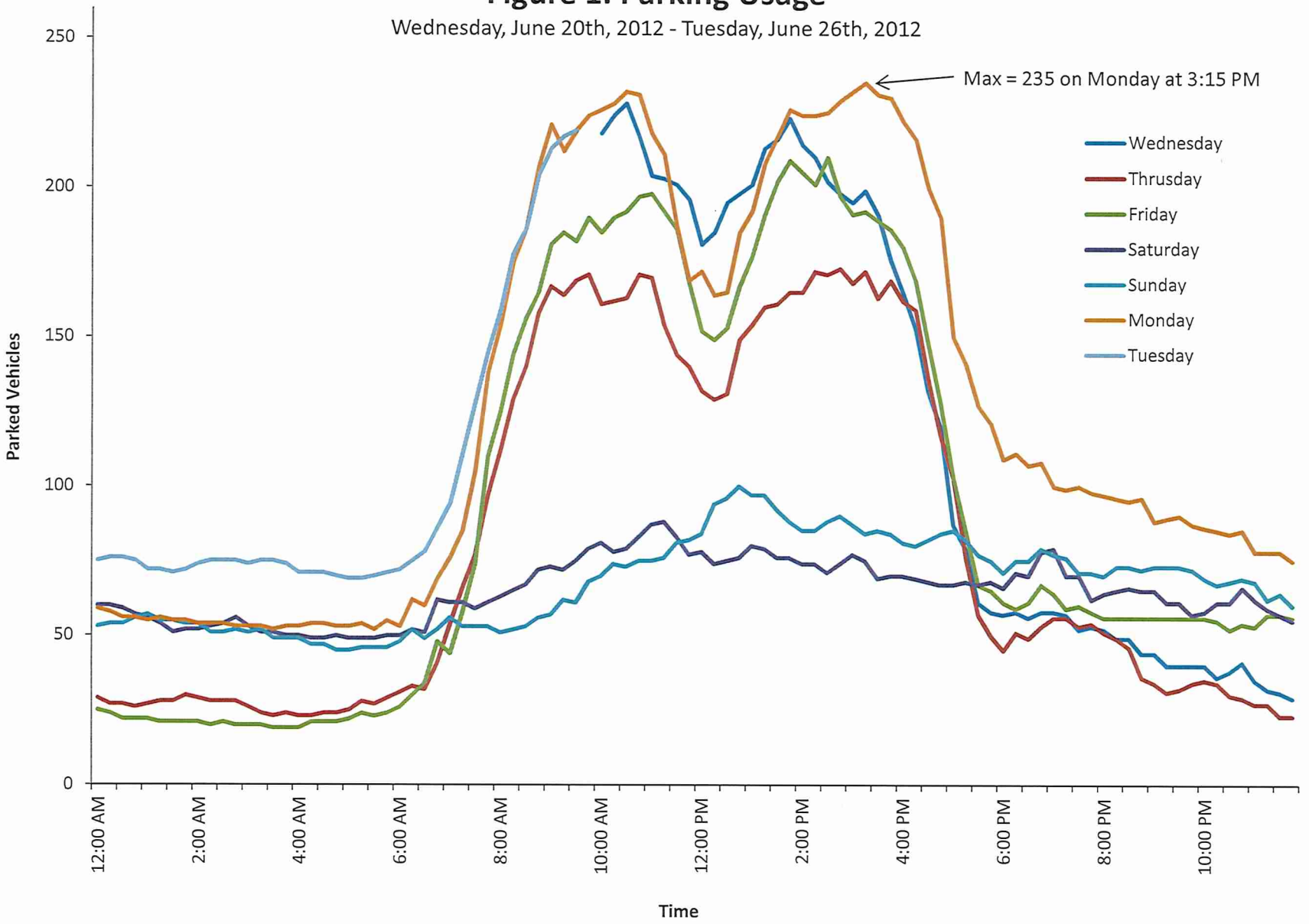
Time	Wednesday, June 20th, 2012	Thursday, June 21st, 2012	Friday, June 22nd, 2012	Saturday, June 23rd, 2012	Sunday, June 25th, 2012	Monday, June 26th, 2012	Tuesday, June 27th, 2012
12:30 PM	195	131	153	75	96	165	
12:45 PM	198	149	167	76	100	185	
1:00 PM	201	154	177	80	97	192	
1:15 PM	213	160	191	79	97	208	
1:30 PM	216	161	202	76	92	217	
1:45 PM	223	165	209	76	88	226	
2:00 PM	214	165	205	74	85	224	
2:15 PM	210	172	201	74	85	224	
2:30 PM	202	171	210	71	88	225	
2:45 PM	198	173	197	74	90	229	
3:00 PM	195	168	191	77	87	232	
3:15 PM	199	172	192	75	84	235	Peak Parking
3:30 PM	191	163	189	69	85	231	
3:45 PM	176	169	186	70	84	230	
4:00 PM	165	162	180	70	81	222	
4:15 PM	153	159	169	69	80	216	
4:30 PM	132	136	148	68	82	200	
4:45 PM	120	117	128	67	84	190	
5:00 PM	87	103	103	67	85	150	
5:15 PM	79	76	85	68	82	141	
5:30 PM	61	57	67	67	77	127	
5:45 PM	58	50	65	68	75	121	
6:00 PM	57	45	61	66	71	109	
6:15 PM	58	51	59	71	75	111	
6:30 PM	56	49	61	70	75	107	
6:45 PM	58	53	67	78	79	108	
7:00 PM	58	56	64	79	77	100	
7:15 PM	57	56	59	70	76	99	
7:30 PM	52	53	60	70	71	100	
7:45 PM	53	54	58	62	71	98	
8:00 PM	52	51	56	64	70	97	
8:15 PM	49	49	56	65	73	96	
8:30 PM	49	46	56	66	73	95	
8:45 PM	44	36	56	65	72	96	
9:00 PM	44	34	56	65	73	88	
9:15 PM	40	31	56	61	73	89	
9:30 PM	40	32	56	61	73	90	
9:45 PM	40	34	56	57	72	87	
10:00 PM	40	35	56	58	69	86	
10:15 PM	36	34	55	61	67	85	
10:30 PM	38	30	52	61	68	84	
10:45 PM	41	29	54	66	69	85	
11:00 PM	35	27	53	62	68	78	
11:15 PM	32	27	57	59	62	78	
11:30 PM	31	23	57	57	64	78	
11:45 PM	29	23	56	55	60	75	

Table 1. 212 Medical Center Parking Count Summary

Time	Wednesday, June 20th, 2012	Thursday, June 21st, 2012	Friday, June 22nd, 2012	Saturday, June 23rd, 2012	Sunday, June 25th, 2012	Monday, June 26th, 2012	Tuesday, June 27th, 2012
12:00 AM		29	25	60	53	59	75
12:15 AM		27	24	60	54	58	76
12:30 AM		27	22	59	54	56	76
12:45 AM		26	22	57	56	56	75
1:00 AM		27	22	56	57	55	72
1:15 AM		28	21	54	55	56	72
1:30 AM		28	21	51	55	55	71
1:45 AM		30	21	52	54	55	72
2:00 AM		29	21	52	54	54	74
2:15 AM		28	20	53	51	54	75
2:30 AM		28	21	54	51	54	75
2:45 AM		28	20	56	52	53	75
3:00 AM		26	20	53	51	53	74
3:15 AM		24	20	51	52	53	75
3:30 AM		23	19	51	49	52	75
3:45 AM		24	19	50	49	53	74
4:00 AM		23	19	50	49	53	71
4:15 AM		23	21	49	47	54	71
4:30 AM		24	21	49	47	54	71
4:45 AM		24	21	50	45	53	70
5:00 AM		25	22	49	45	53	69
5:15 AM		28	24	49	46	54	69
5:30 AM		27	23	49	46	52	70
5:45 AM		29	24	50	46	55	71
6:00 AM		31	26	50	48	53	72
6:15 AM		33	30	52	52	62	75
6:30 AM		32	34	51	49	60	78
6:45 AM		41	48	62	52	69	86
7:00 AM		54	44	61	56	76	94
7:15 AM		66	58	61	53	85	111
7:30 AM		77	74	59	53	105	128
7:45 AM		97	110	61	53	138	145
8:00 AM		112	125	63	51	154	159
8:15 AM		129	144	65	52	175	178
8:30 AM		140	156	67	53	186	186
8:45 AM		158	165	72	56	207	204
9:00 AM		167	181	73	57	221	213
9:15 AM		164	185	72	62	212	217
9:30 AM		169	182	75	61	219	219
9:45 AM		171	190	79	68	224	
10:00 AM	218	161	185	81	70	226	
10:15 AM	224	162	190	78	74	228	
10:30 AM	228	163	192	79	73	232	
10:45 AM	217	171	197	83	75	231	
11:00 AM	204	170	198	87	75	218	
11:15 AM	203	154	192	88	76	211	
11:30 AM	201	144	186	83	81	187	
11:45 AM	196	140	168	77	82	169	
12:00 PM	181	132	152	78	84	172	
12:15 PM	185	129	149	74	94	164	

Figure 1. Parking Usage

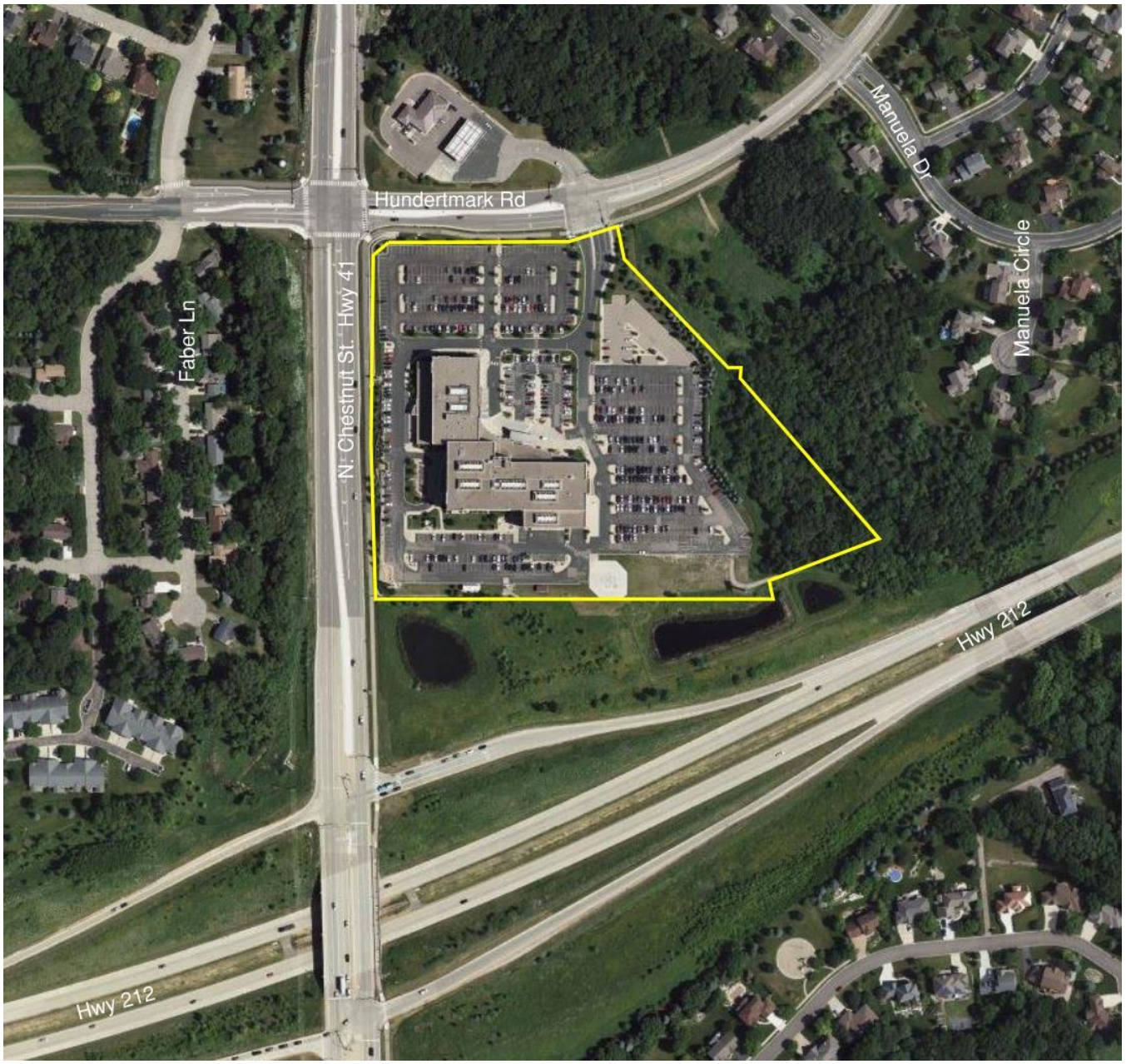
Wednesday, June 20th, 2012 - Tuesday, June 26th, 2012



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Triangle Drive
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Two Twelve Medical Center – Aerial Site Exhibit







TWO TWELVE MEDICAL CENTER EXPANSION

111 HUNDERTMARK ROAD

CHASKA, MN.

OWNER:

RIDGEVIEW MEDICAL CENTER
dba
RIDGEVIEW REAL ESTATE II, LLC
500 SOUTH MAPLE STREET
WACONIA, MN 55387

CONTACT:
PAUL HAM (952) 777-4543
paul.ham@ridgeviewmedical.org

SARA AULIZIA (952) 777-4151
sara.aulizia@ridgeviewmedical.org

ARCHITECT:

EDWARD FARR ARCHITECTS
7710 GOLDEN TRIANGLE DR.
EDEN PRAIRIE, MN 55334

CONTACT:
DON ANDERSEN (952) 697-1084
d.andersen@edfarrarch.com

PARKING CONSULTANT:

ALLIANT ENGINEERING, Inc.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415

CONTACT:
JORDAN SCHWARZE (612) 767-9334
jschwarze@allaint-inc.com

SHEET INDEX:

TITLE

A0 COVER SHEET

SITE INFORMATION

C1 EXISTING CONDITIONS
L1 EXISTING TREE INVENTORY PLAN

ARCHITECTURAL

A1 SITE PLAN - PARKING
A2 SITE PLAN - PROOF of PARKING
A3 EXTERIOR ELEVATIONS
A4 RENDERINGS
A5 FLOOR PLAN
A6 MASTER PLAN FULL BUILD-OUT

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

Edward A. Farr
Date Date Reg. No. 16362
Project Manager
DLA
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Eden Prairie, Minnesota 55344 www.edfarrarch.com

Client
two twelve MEDICAL CENTER

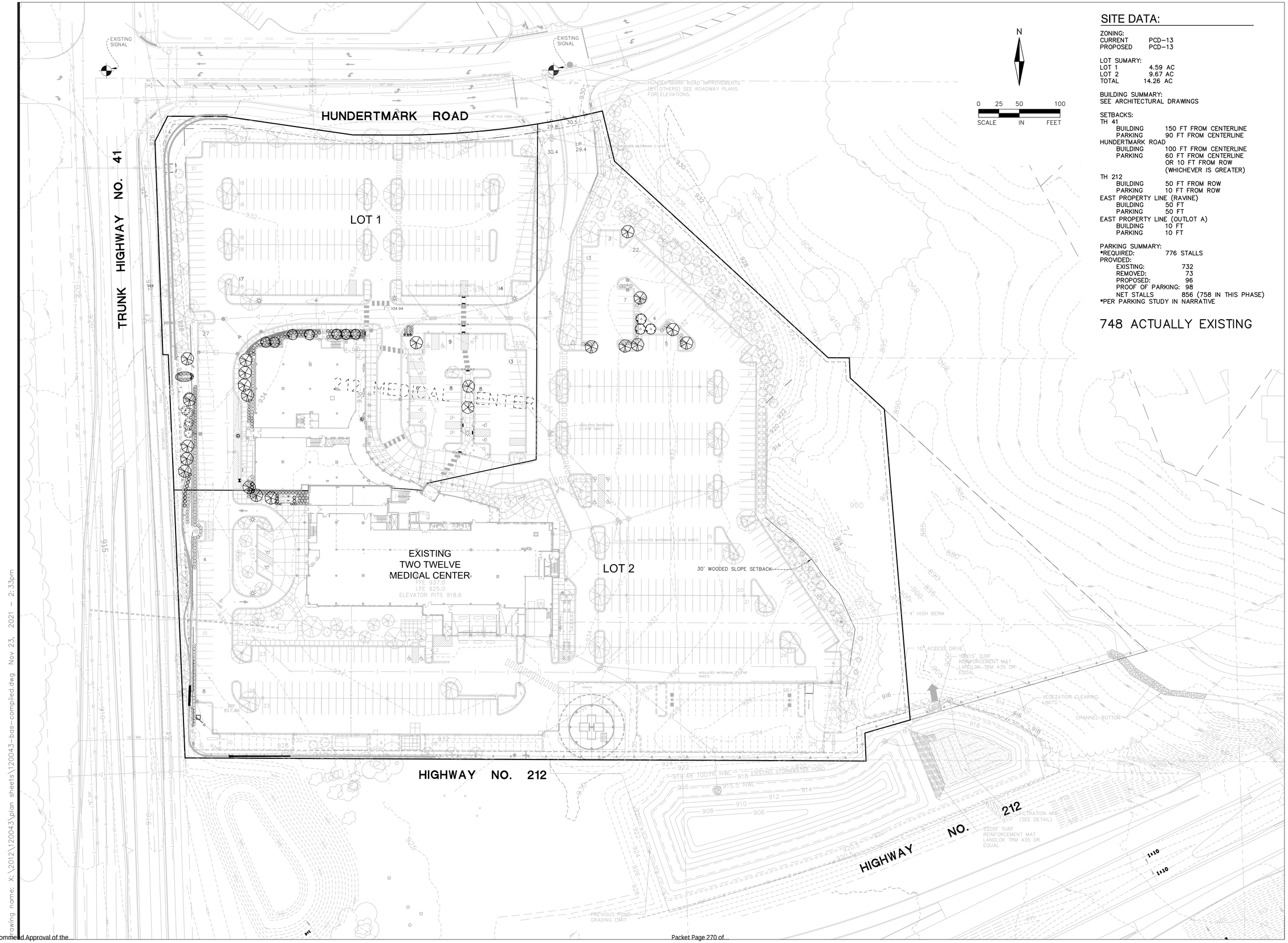
Project
Two Twelve Medical Center Expansion

Location
111 Hundertmark Rd
Chaska, MN 55318

Issued For	*Date*
SITE PLAN REVIEW	12-07-2021

Sheet Title
COVER SHEET

Project Number 21.040
Sheet Number A0



SITE DATA:

ZONING:
CURRENT PCD-13
PROPOSED PCD-13

LOT SUMARY:
LOT 1 4.59 AC
LOT 2 9.67 AC
TOTAL 14.26 AC

BUILDING SUMMARY:
SEE ARCHITECTURAL DRAWINGS

SETBACKS:
TH 41
BUILDING 150 FT FROM CENTERLINE
PARKING 90 FT FROM CENTERLINE
HUNDERTMARK ROAD
BUILDING 100 FT FROM CENTERLINE
PARKING 60 FT FROM CENTERLINE OR 10 FT FROM ROW (WHICHEVER IS GREATER)
TH 212
BUILDING 50 FT FROM ROW
PARKING 10 FT FROM ROW
EAST PROPERTY LINE (RAVINE)
BUILDING 50 FT
PARKING 50 FT
EAST PROPERTY LINE (OUTLOT A)
BUILDING 10 FT
PARKING 10 FT

PARKING SUMMARY:
*REQUIRED: 776 STALLS
PROVIDED:
EXISTING: 732
REMOVED: 73
PROPOSED: 96
PROOF OF PARKING: 98
NET STALLS 856 (758 IN THIS PHASE)
*PER PARKING STUDY IN NARRATIVE

748 ACTUALLY EXISTING

I hereby certified that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

MARK RAUSCH
Date _____ Reg. No. 43480
Project Manager

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Client
two twelve MEDICAL CENTER

Project
Two Twelve Medical Center Expansion

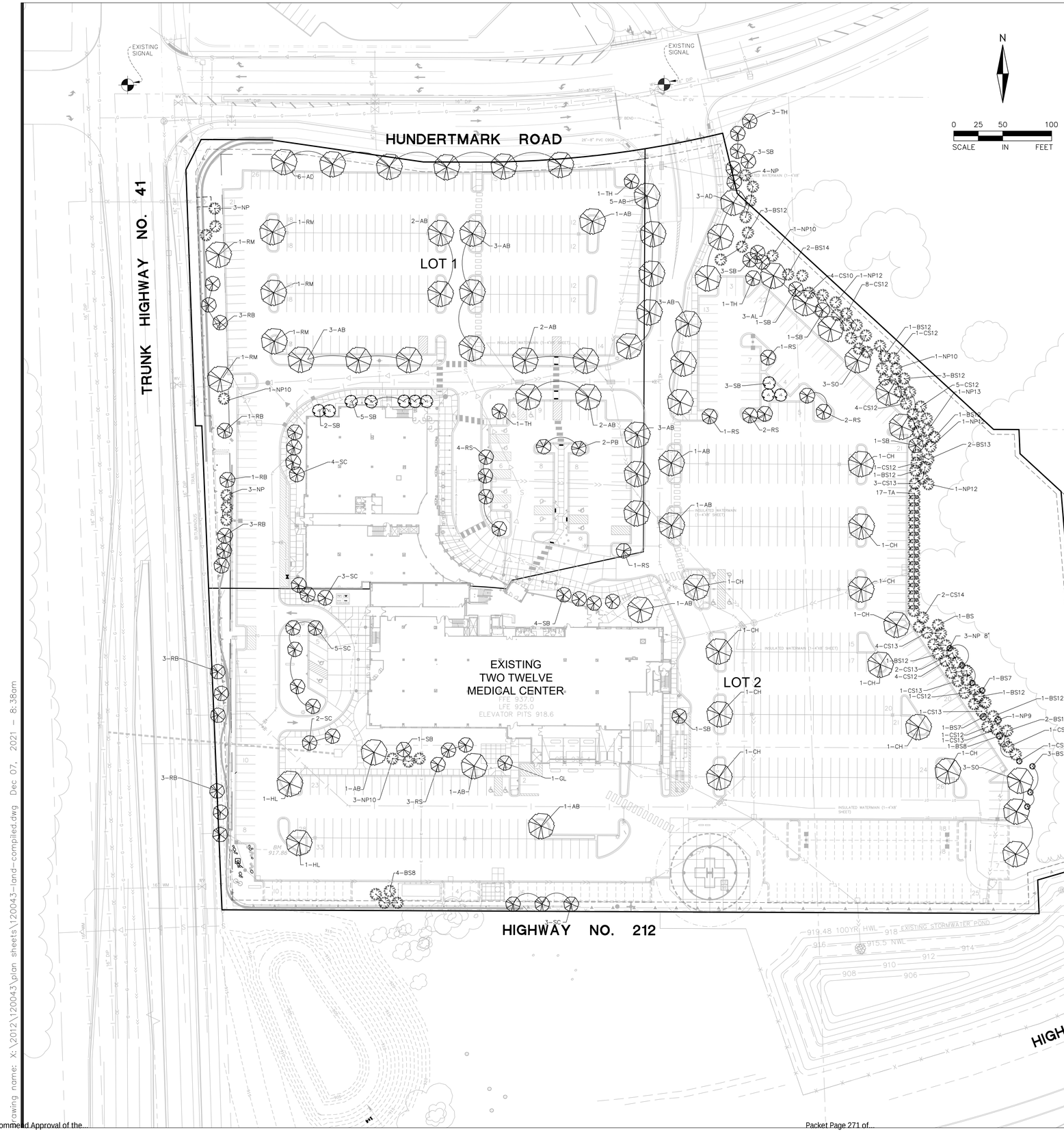
Location
111 Hundertmark Rd
Chaska, MN 55318

Issued For	*Date*

Sheet Title
EXISTING CONDITIONS PER SITE PLAN

Project Number 21.040
Sheet Number C1

Drawing name: X:\2012\120043\plan sheets\120043-bas-compiled.dwg Nov 23, 2021 - 2:33pm



N

0 25 50 100

SCALE IN FEET

LANDSCAPE SCHEDULE

QTY.	KEY	COMMON NAME / BOTANICAL NAME
		OVERSTORY TREES
33	AB	AUTUMN BLAZE MAPLE Acer x freemanii 'Jeffersred'
9	AD	AUTUMN BLAZE MAPLE Acer x freemanii 'Jeffersred'
3	AL	AMERICAN LINDEN Tilia americana
11	CH	COMMON HACKBERRY Celtis occidentalis
2	GL	GREENSPIRE LINDEN Tilia cordata 'Greenspire'
9	HL	SKYLINE HONEYLOCUST G. triacanthos var. inermis 'Skycole'
4	PB	CLUMP RENAISSANCE BIRCH Betula papyrifera 'Renei'
20	RB	CLUMP RIVER BIRCH Betula nigra
5	RM	NORTHWOODS RED MAPLE Acer rubrum 'Northwood'
6	SO	SWAMP WHITE OAK Quercus Alba
		ORNAMENTAL TREES
19	RS	PRAIRIFIRE FLOWERING CRAB Malus 'Prairifire'
26	SB	CLUMP SERVICEBERRY A. x grandiflora 'Autumn Brilliance'
21	SC	SPRING SNOW FLOWERING CRAB Malus 'Spring Snow'
9	TH	THORNLESS HAWTHORN Crataegus crus-galli var. inermis
		CONIFEROUS TREES
8	BS	BLACK HILLS SPRUCE Picea glauca densata
4	BS8	BLACK HILLS SPRUCE Picea glauca densata
9	BS12	BLACK HILLS SPRUCE Picea glauca densata
2	BS14	BLACK HILLS SPRUCE Picea glauca densata
4	CS	COLORADO BLUE SPRUCE Picea pungens glauca
4	CS10	COLORADO BLUE SPRUCE Picea pungens glauca
17	NP	NORWAY PINE Pinus resinosa
12	NP10	NORWAY PINE Pinus resinosa
16	TA	TECHNY ARBORVITAE Thuja occidentalis 'Techny'

TREES PLANTED TO DATE

OVERSTORY TREES	102
CONIFEROUS TREES	75
ORNAMENTAL TREES	76
TOTAL =	253

NET TREE CALCULATION AT COMPLETION OF PHASE 2:

TYPE	TOTAL CALIPER INCH. PROVIDED	REQUIRED CALIPER INCH. (EX. 4-STORY, 163,085 S.F.) (PROPOSED 3-STORY ADD., 63,880 S.F.) (TOTAL BUILDING AREA, 226,965 S.F.)
DECIDUOUS OVERSTORY AND CONIFEROUS TREES	811.5	709.3
ORNAMENTAL TREES	179.8	177.3

I hereby certified that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

MARK RAUSCH

Date _____ Reg. No. 43480

Project Manager

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Client

two twelve MEDICAL CENTER

Project

Two Twelve Medical Center Expansion

Location

111 Hundertmark Rd
Chaska, MN 55318

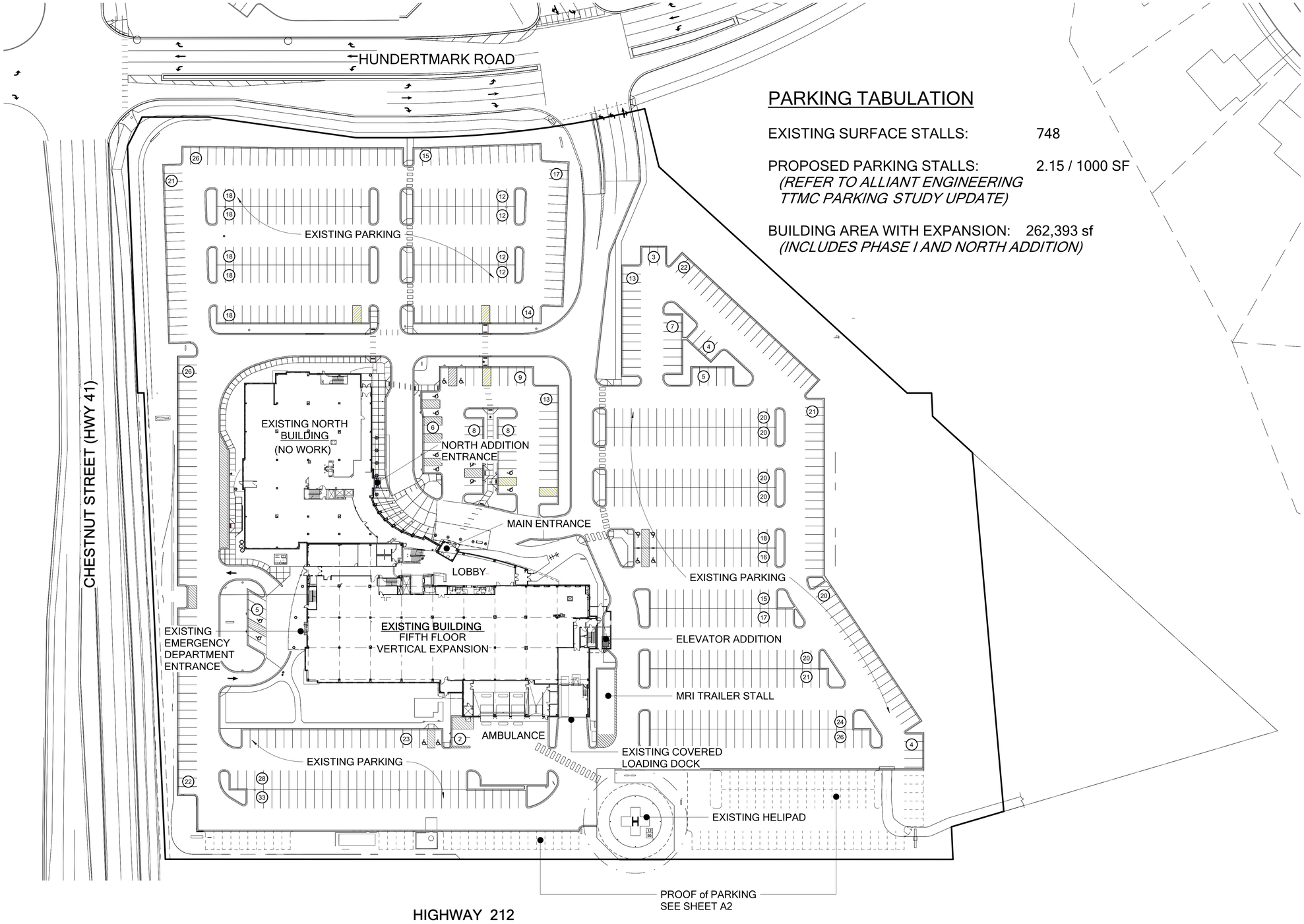
Issued For	*Date*

Sheet Title

EXISTING TREE INVENTORY PLAN

Project Number	*Sheet Number*
21.040	L1

Drawing name: X:\2012\120043\plan sheets\120043-land-compiled.dwg Dec 07, 2021 - 8:38am



PARKING TABULATION

EXISTING SURFACE STALLS: 748

PROPOSED PARKING STALLS: 2.15 / 1000 SF
(REFER TO ALLIANT ENGINEERING TTMC PARKING STUDY UPDATE)

BUILDING AREA WITH EXPANSION: 262,393 sf
(INCLUDES PHASE I AND NORTH ADDITION)

1 SITE PLAN
A1 SCALE: 1" = 50'-0"

N

0' 25' 50' 100'

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Project Manager
DLA
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Client
two twelve MEDICAL CENTER

Project
Two Twelve Medical Center Expansion

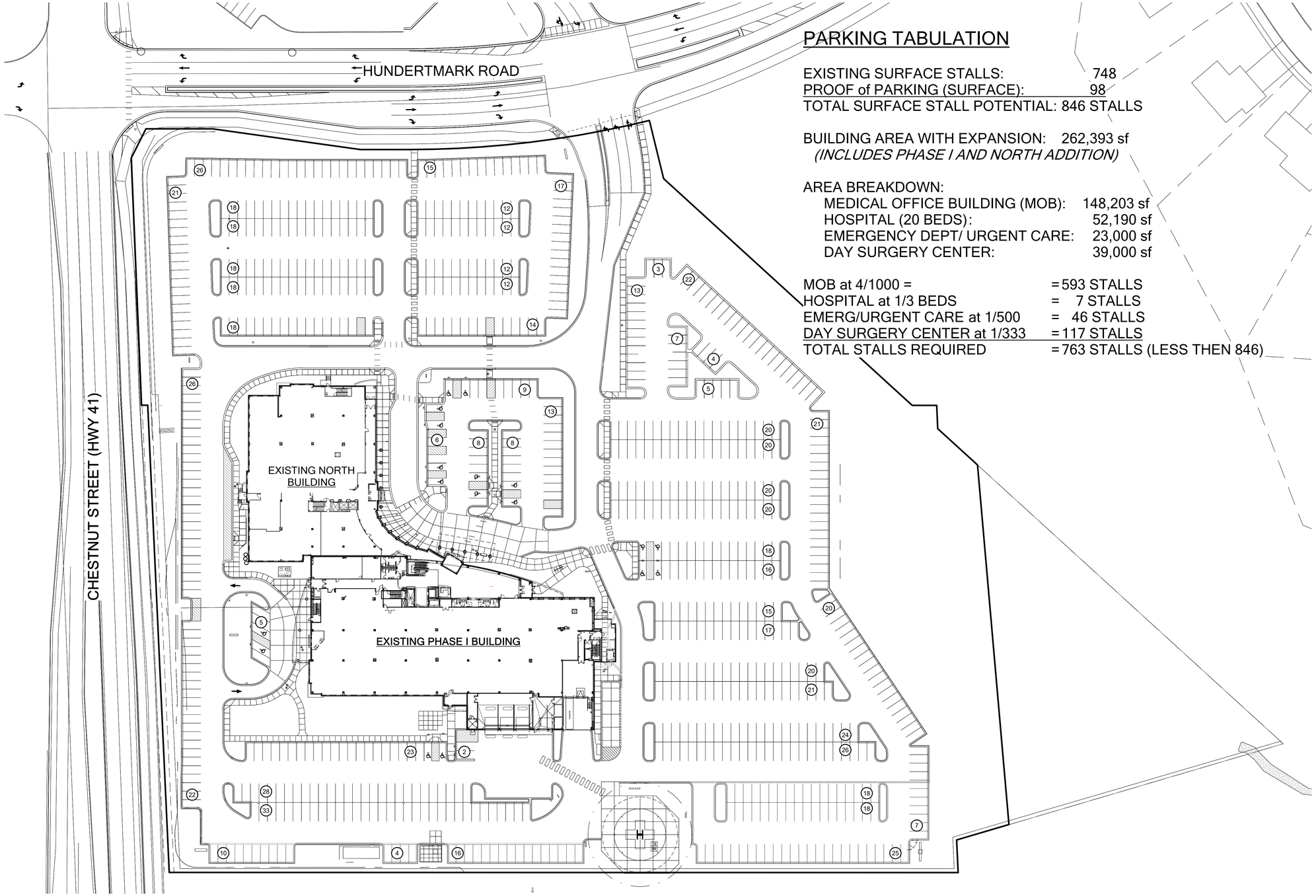
Location
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Chaska, MN 55318

Issued For	*Date*
SITE PLAN REVIEW	12-07-2021

Sheet Title
SITE PLAN - PARKING

Project Number 21.040
Sheet Number A1

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PARKING TABULATION

EXISTING SURFACE STALLS: 748
PROOF of PARKING (SURFACE): 98
TOTAL SURFACE STALL POTENTIAL: 846 STALLS

BUILDING AREA WITH EXPANSION: 262,393 sf
(INCLUDES PHASE I AND NORTH ADDITION)

AREA BREAKDOWN:
- MEDICAL OFFICE BUILDING (MOB): 148,203 sf
- HOSPITAL (20 BEDS): 52,190 sf
- EMERGENCY DEPT/ URGENT CARE: 23,000 sf
- DAY SURGERY CENTER: 39,000 sf

MOB at 4/1000 =	= 593 STALLS
HOSPITAL at 1/3 BEDS	= 7 STALLS
EMERG/URGENT CARE at 1/500	= 46 STALLS
DAY SURGERY CENTER at 1/333	= 117 STALLS
TOTAL STALLS REQUIRED	= 763 STALLS (LESS THEN 846)

1 A2 PROOF of PARKING
SCALE: 1" = 50'-0"

0' 25' 50' 100'

N

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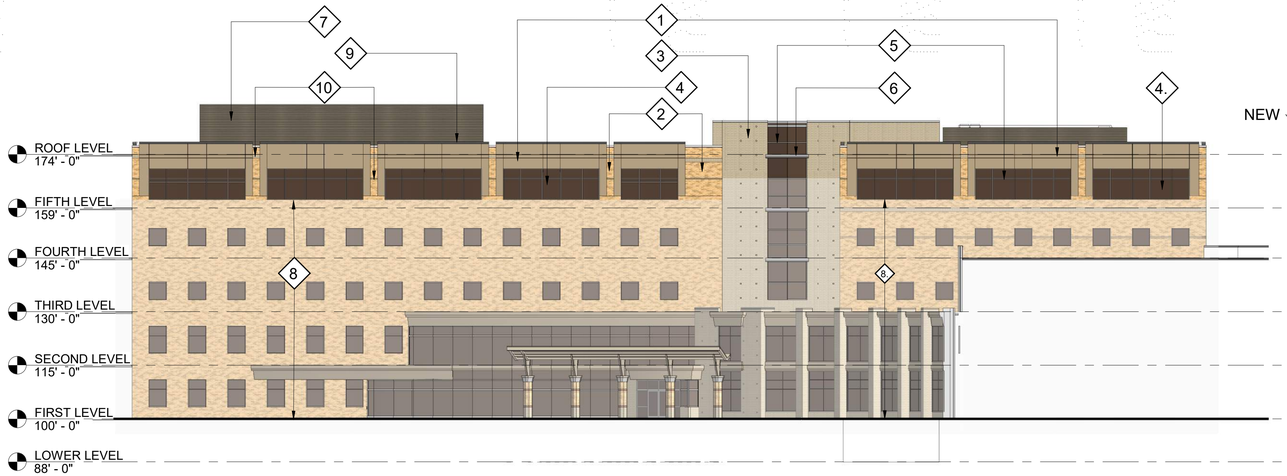
Location
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Chaska, MN 55318

Issued For	*Date*
SITE PLAN REVIEW	12-07-2021

Sheet Title
SITE PLAN - PROOF of PARKING

Project Number 21.040
Sheet Number A2

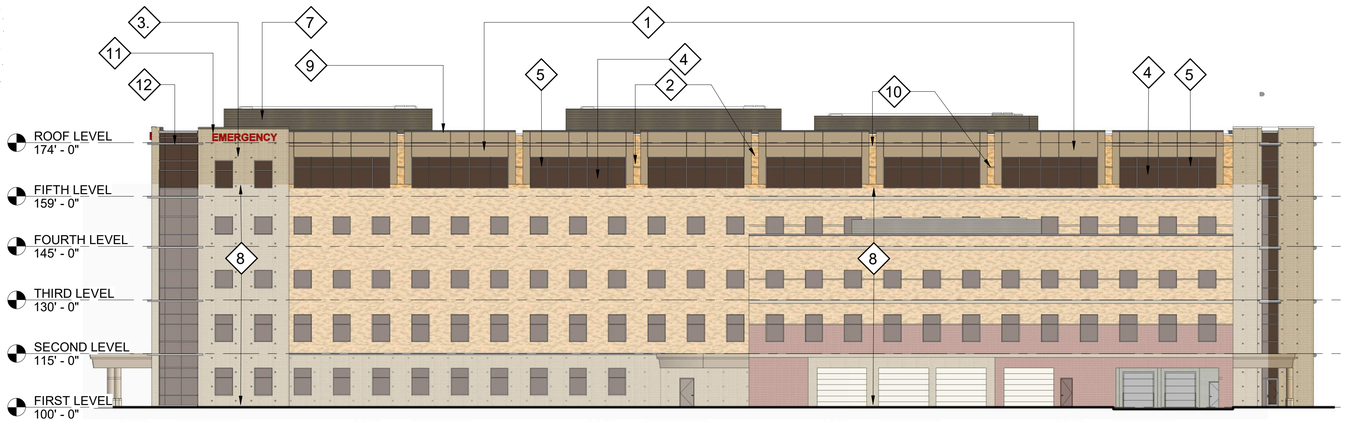
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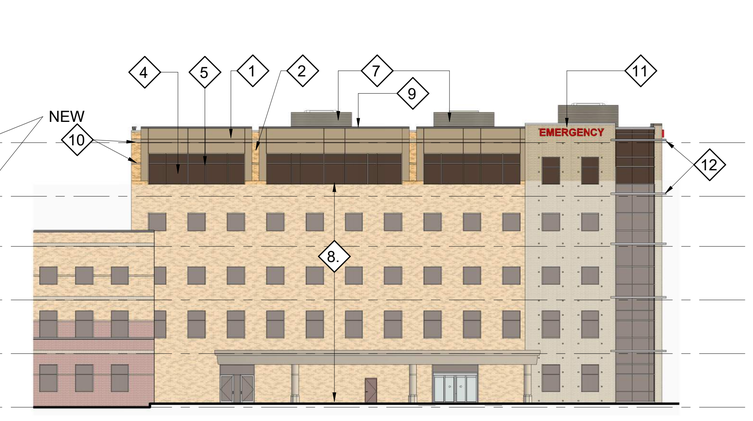
1 A3 NORTH ELEVATION
SCALE: 1" = 20'-0"



3 A3 EAST ELEVATION
SCALE: 1" = 20'-0"



2 A3 SOUTH ELEVATION
SCALE: 1" = 20'-0"



4 A3 WEST ELEVATION
SCALE: 1" = 20'-0"

212 MEDICAL CENTER

Wall Area	Total Area	Glass	Glass %	Brick	Brick %	Metal MCM	Metal MCM %	HM Doors	HM Doors %	OH Doors	OH Door %	Total
North - Existing	22,131	7,347	33.2%	13,669	61.8%	1,088	4.9%	27	0.1%	0	0.0%	100.0%
South - Existing	21,000	4,043	19.3%	16,042	76.4%	239	1.1%	60	0.3%	616	2.9%	100.0%
East - Existing	19,210	4,858	25.3%	13,341	69.4%	1,011	5.3%	0	0.0%	-	0.0%	100.0%
West - Existing	19,434	4,430	22.8%	14,473	74.5%	507	2.6%	24	0.1%	-	0.0%	100.0%
North - New 5th Level	5,850	2,034	34.8%	1,802	30.8%	2,014	34.4%	0	0.0%	0	0.0%	100.0%
South - New 5th Level	6,024	2,236	37.1%	1,688	28.0%	2,100	34.9%	0	0.0%	0	0.0%	100.0%
East - New 5th Level	2,843	699	24.6%	1,522	53.5%	622	21.9%	0	0.0%	-	0.0%	100.0%
West - New Fifth Level	2,740	1,076	39.3%	819	29.9%	845	30.8%	0	0.0%	-	0.0%	100.0%
Total Area	**99,232**	**26,723**	**26.9%**	**63,356**	**63.8%**	**8,426**	**8.5%**	**111**	**0.1%**	**616**	**0.6%**	**100.0%**

EXTERIOR MATERIAL KEYNOTES

1	PRE-FINISHED ARCHITECTURAL METAL WALL PANEL
2	BRICK COLOR #1 (CHASKA BRICK)
3	BRICK COLOR #2 (GRAY BRICK)
4	REFLECTIVE LOW E GLASS
5	ANODIZED ALUMINUM WINDOW FRAMES
6	ANODIZED ALUMINUM BAND MULL COVER
7	MECHANICAL RTU SCREEN - HORIZONTAL RIBBED
8	EXISTING CONSTRUCTION
9	PRE-FINISHED METAL COPING
10	BRICK COLOR #2 ACCENT BANDS (GRAY BRICK)
11	EXISTING SIGN RELOCATED
12	ALUMINUM SUNSCREEN

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Project Manager
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Client
two twelve MEDICAL CENTER

Project
Two Twelve Medical Center Expansion

Location
111 Hundertmark Rd
Chaska, MN 55318

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SITE PLAN REVIEW	12-07-2021

Sheet Title
EXTERIOR ELEVATIONS

Project Number 21.040
Sheet Number A3

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NORTHEAST PERSPECTIVE



SOUTHEAST PERSPECTIVE



VIEW FROM HIGHWAY 41 & 212 BRIDGE



VIEW FROM HUNDERTMARK ROAD AND HIGHWAY 41 INTERSECTION

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Project Manager

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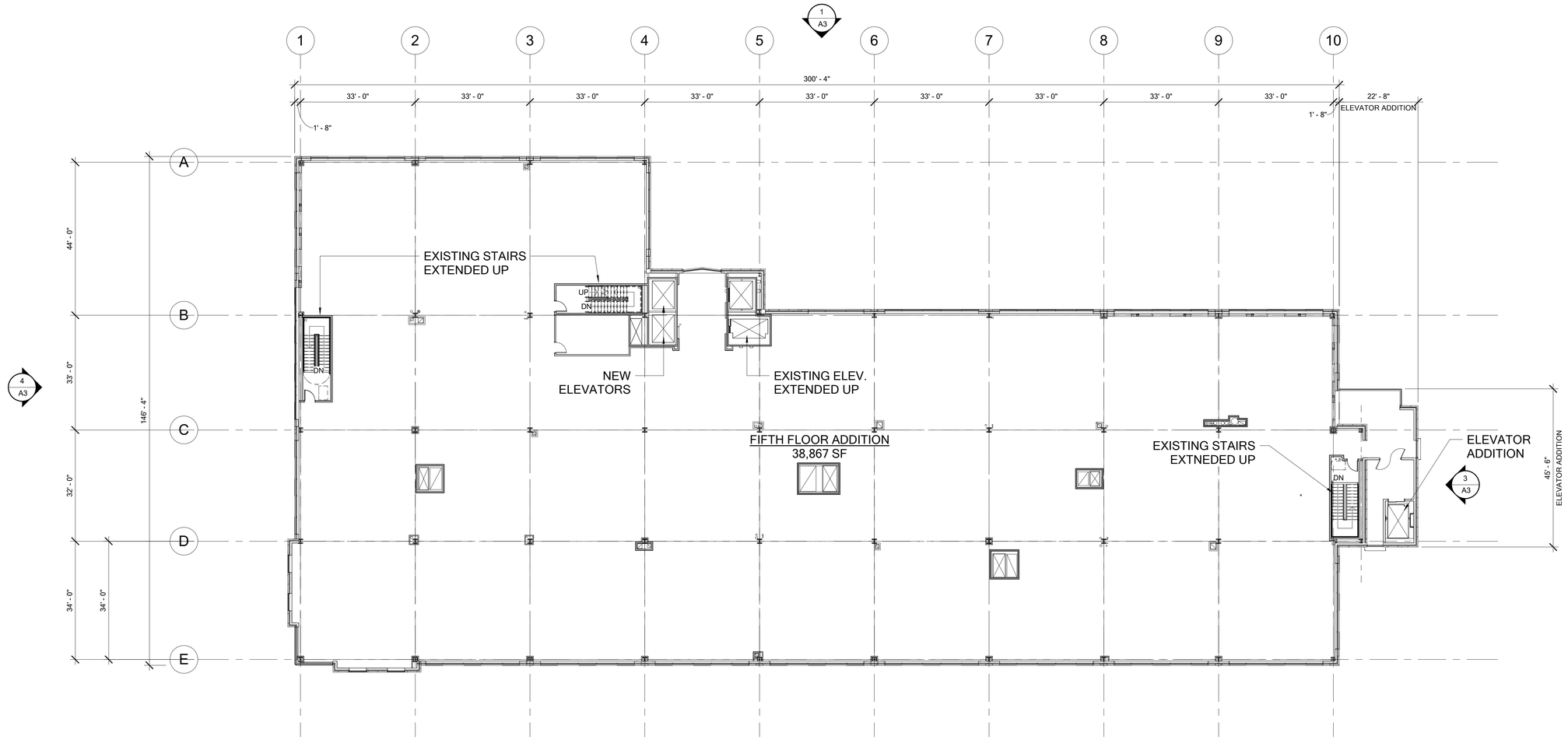
Sheet Title

RENDERINGS

Project Number 21.040

Sheet Number A4

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1 FIFTH LEVEL SPR
A5 SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

N

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Issued For	*Date*
SITE PLAN REVIEW	12-07-2021

Sheet Title

FLOOR PLAN

Project Number 21.040

Sheet Number A5



SOUTHWEST PERSPECTIVE of BUILDING at FULL BUILD-OUT

BUILDING AREA WITH THIS EXPANSION:	262,393 sf
FUTURE SIXTH FLOOR - PHASE I BUILDING:	38,867 sf
FUTURE 3-STORY NORTH ADDITION EXPANSION:	54,962 sf
IMAGING EXPANSION:	3,750 sf
EMERGENCY DEPARTMENT EXPANSION:	4,500 sf
BUILDING AREA FULL BUILD-OUT:	364,473 sf

MULTI-LEVEL PARKING DECK BUILT TO SUPPORT ACTUAL PARKING LOAD AND PROOF-of-PARKING PER CITY PARKING STANDARDS.

1 A6 MASTER PLAN - FULL BUILD-OUT
SCALE: 1" = 50'-0"

0' 25' 50' 100'

N

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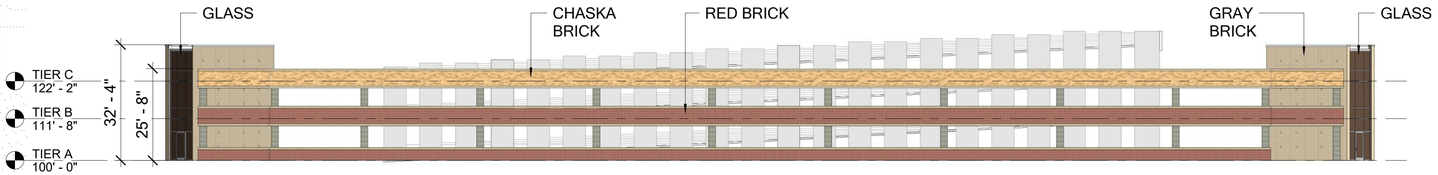
Location
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SITE PLAN REVIEW	12-07-2021

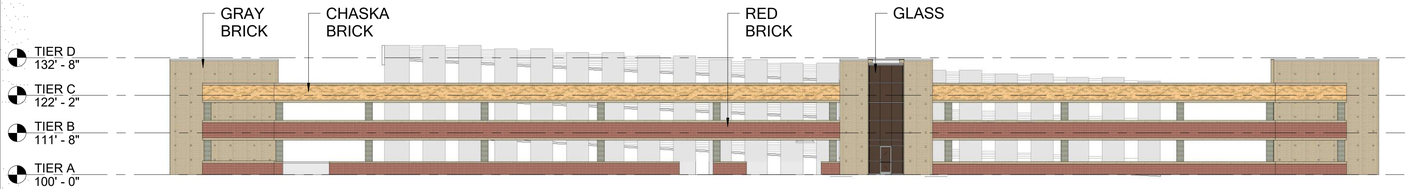
Sheet Title
MASTER PLAN FULL BUILD-OUT

Project Number 21.040
Sheet Number A6

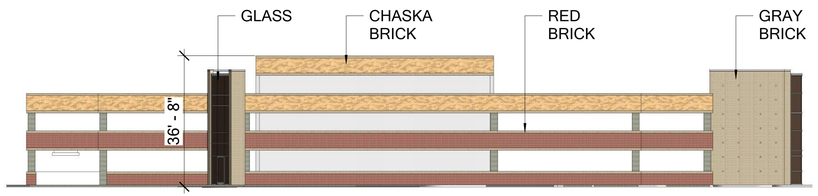
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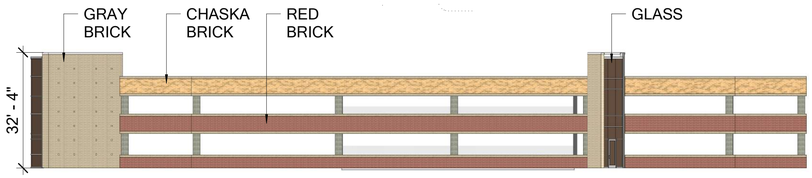
1 A7 PARKING DECK EAST
SCALE: 1" = 20'-0"



3 A7 PARKING DECK WEST
SCALE: 1" = 20'-0"



2 A7 PARKING DECK NORTH
SCALE: 1" = 20'-0"



4 A7 PARKING DECK SOUTH
SCALE: 1" = 20'-0"

PROOF-of-PARKING TABULATION
FULL BUILD-OUT

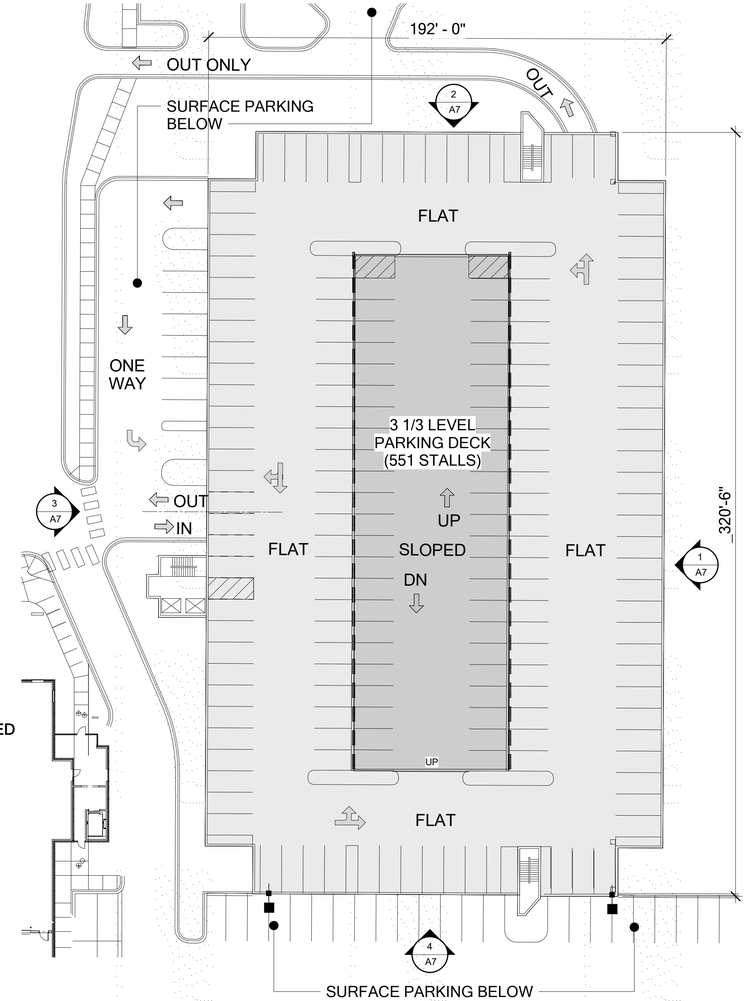
BUILDING AREA W/ THIS EXPANSION *(SEE BREAKDOWN ON SHEET A2)*	262,393 sf	763 STALLS

PARKING TABULATION FOR FUTURE BUILD-OUT

6TH FLOOR TTMC (MOB)	38,867 sf	
4TH, 5TH & 6TH FLOORS NA (MOB)	54,962 sf	
MEDICAL OFFICE BLDG (MOB) TOTAL	93,829 sf	375 STALLS (4/1000)
IMAGING EXPANSION (4/1000)	3,750 sf	15 STALLS
EMERGENCY DEPARTMENT (3/1000)	4,500 sf	14 STALLS
TOTAL FUTURE BUILD-OUT	**364,472 sf**	**1,167 STALLS REQUIRED**

PARKING DECK PARKING CALCULATION

TIER A (ON GRADE)	143 STALLS
TIER B	181 STALLS
TIER C	181 STALLS
1/3 TIER	46 STALLS
TOTAL PARKING DECK	**551 STALLS**
NET SURFACE PARKING NOT INCLUDING TIER A	620 STALLS
TOTAL PROOF-of-PARKING	**1,171 STALLS**



5 A7 PARKING DECK PLAN
SCALE: 1" = 30'-0"

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Client
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Project
Two Twelve Medical Center Expansion

Location
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Chaska, MN 55318

Issued For	*Date*

Sheet Title
PROOF-of-PARKING
PARKING DECK

Project Number 21.040
Sheet Number A7

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/22

Subject: **Ess Lot & Ernst Home (Chaska Yards) – Concept Plan**

Applicant: Carvery County CDA

Location: 217 Walnut Street and 211 Walnut Street

Case No.: 2022-06

Synopsis: Applicant seeks to obtain approval of a concept plan to construct 3 new housing units on 217 Walnut Street and restore the Ernst Home for 4 owner-occupied units

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

In the middle of 2014, the City approved the relocation of the Riedele House (Ernst House) from the Firemen's Park lot to the empty lot at 211 Walnut Street to help aid in the redevelopment efforts of Firemen's Park. The home has since been relocated and has been sitting vacant on this lot for some time.

In late 2014, a fire caused major damage to the Ess House at 217 Walnut Street, which is on the lot just north of the Ernst House. In 2015, the City stepped in to purchase it, with the express goal of saving the building. The City went through two grant cycles (2015 & 2016) with the State Historic Preservation Office (SHPO) in hopes of obtaining significant funds to help save the home. The City was unsuccessful in both of these grant applications and thus had no other option but to demolish the home, which was done in 2017.

In December 2018, a Concept Plan was approved for 7 residential rental units by Talle & Associates, Inc. In June 2019, a Preliminary Site & Building Plan, Preliminary Plat, and Rezoning (PRD-74) was approved for the same project. The project did not move forward from Preliminary approval, citing financing issues.

The City currently owns both parcels. The City has been marketing the Ess lot and Ernst Home for redevelopment so that the Ess lot can be built on and the Ernst House can be rehabbed.

PROJECT GOALS

The developer has identified the following goals below for this project:

- Build on the historic fabric of Downtown Chaska
- Provide high quality open spaces for residents
- Add high-quality housing to the town center to create new walkable housing option for residents
- Contribute to the historic preservation of the city's architectural heritage

CURRENT PROPOSAL

The applicant, Carver County CDA, is requesting approval of a concept plan to (211 and 217 Walnut Street) incorporate four residential owner-occupied units: one unit in the renovated Ernst House with a private patio area, three new individual housing units with private yards, and a new detached garage. One garage and one surface parking space would be provided for each housing unit. These units will be affordable housing units sold to households at 80% Area Median Income (AMI).

Adjacent properties

The site is bound on the north by commercial, to the west by an alleyway and commercial, the south by a city-owned parking lot, and the east by Walnut Street and residential.

Existing Conditions

The Ess lot (0.2 acres) and Ernst Home lot (0.2 acres) together are 0.4 acres in total. The Ess lot is currently vacant and used to house the Joseph Ess House. In 2014 a fire caused significant damage to the home and it was subsequently demolished in 2017. The Ernst Home was originally located on the Firemen's Park lot but was subsequently relocated to 211 Walnut Street to aid in the redevelopment of the park. It has been sitting vacant on 211 Walnut Street since 2015.

Land Use

The two lots are currently in the Planned Residential Development (PRD-74) zoning district, which was put in place with the previous Talle & Associates, Inc. project. This zoning district allows for multi-family residential, however, will need to be amended to reflect the new use and project.

Layout/Transportation/Sidewalks

The new houses are organized around a small "commons," which provides space for gathering and meeting with neighbors and friends. The commons also engages the Ernst House, unifying the old with the new. South of the commons is a larger community space that will incorporate sites for private gardens and a small play area, as well as stormwater management and a possible geothermal system. Both the new housing and the Ernst House will also have private yards, ideally separated from more public spaces and each other by low fences, to clearly define spaces that are for personal use. These yards will have room for small patios and amenities like grilles, tables, and chairs.

The site has a central walkway that connects the proposed Paseo to Walnut Street and provides access to all the units, including the Ernst House. At the east end, an entrance wall, steps, and landscaping will help define the sense of entry to the site and provide a small bank of locked boxes for mail delivery. At the west end, a low gate from the Paseo will reinforce that the interior site is not a public space but may occasionally be traversed by visitors. The walkway provides access to the garages and the garbage/recycling bins for residents.

Currently, the available vehicle access points for the property are in the rear from the alleyway via a small parking area; there is a detached garage also situated near the rear of the property that will provide an interior stall for each housing unit. The alleyway gains access from 3rd Street East, and from the City-owned parking lot to the south, however the 3rd street access will eventually be relocated to the parking lot just west of it when the paseo goes in. Two

additional parallel parking stalls are shown in the rear accessed from the alleyway, which are for visitors or the public to use. The relationship of these parking stalls appear awkward in relationship to the alleyway since in the future the alleyway on the north side will be closed off. It will be important in the preliminary to show how these parking stalls relate to the future paseo and provide appropriate access.

Paseo
It should be noted that as a part of the Downtown Master Plan, the paseo concept was mentioned as a part of the alleyway in the rear of these lots. Specifically, *"Main Street" will be complemented by attractive "Town Center" cross-streets, as well as the Brick City Paseo paralleling it to the east and west.* The paseo concept was a plan to mitigate noise, buffer and provide a beautiful walk for pedestrians. The alleyway behind the businesses fronting Highway 41 was targeted as a paseo opportunity to give pedestrians an alternative versus walking down the busy highway. HKGI have been working on designs for the paseo that runs in between this block that has been attached as a supplement to this packet.

Because of this paseo concept, it will be important that the west side of this lot, which abuts the paseo, shows an appropriate edge. Staff will require the applicant to provide an analysis of this edge via plans and section drawings to show how they will be providing an appropriate relationship between their site and the paseo during their preliminary submittal.

Utilities
Sewer and water utilities are available to serve the site.

Setbacks
The setbacks are the same that have been established by PRD-74. Namely, the front yard setback (east) is 10 feet. The rear yard setback shall be 20 feet. The side yard setback is 5 feet. Parking setbacks are 3 feet from property lines.

Architecture
The architecture of the new construction will be very important for this project as it is a site that is located in downtown Chaska and also a national district (Walnut Street Historic District).

Ernst Home
The Ernst Home will be relatively unchanged on the exterior, with the exception of maintenance work and the orientation of the front porch entrance relocating to the front (east) side of the home (vs the north side). The Historic Ernst house that was moved to this site will be restored back to a single-family house. Currently the house has interior modifications that converted it to a commercial office structure and a rental unit on the second floor. These recent modifications will be removed and reconfigured to become a historic 3-bedroom house:

- The brick will be repaired, with appropriate mortar being installed and bricks chosen to match where they need to be replaced.
- Historic images will guide porch repair.
    - Chaska Historical Society provided photos of the historic house; it appears that the current elements are in fact the historic elements on the house.
    - The columns, cornice, dentils, balusters, and railings will be repaired where possible.

    - Where elements are missing or too deteriorated for reuse, the historic elements will be used to fabricate replica pieces.
- The back entrance canopy will be reinstalled, but still waiting on additional historic photographs to help guide that design.
- Historic windows will be repaired.
- More recent windows will be replaced with new windows to match the historic configuration.
- Exterior trim will be repaired.
- The interior will be reconfigured with new finishes/fixtures for a family.
- The design will maximize the retention of historic materials/configuration/finishes as part of the project.

New Housing Units

The new units are designed to be "respectful" to the historic Ernst Home. They will include lap siding with simple bands and potentially varying lap dimensions. Brick is not used on these new buildings in order to keep costs down as well as not create a false sense of history. The new units will have the same floor plans, but their orientations shifted around the Community Green spaces. The general floor plan is a split level to take advantage of the sloped site and use a very efficient structural system. But more importantly, the split level allows for compatibility with the Ernst house, so the height of the new structures do not dominate the site, but rather "act in concert" with the historic house. The floor plans will include two bedrooms, a shared bathroom, laundry storage, and mechanical on the lower level; a mid-level entrance out to the commons; a main bedroom and bathroom, kitchen, dining, living, guest powder room, and exterior door on the upper level.

There is a parking garage proposed in the rear of the property that will house 4 parking stalls, plus 4 surface stalls. The applicant has not provided a detailed elevation of this structure at this point, however, the design of such should be done to match the new units and complement the Ernst House. The HPC have already commented that this building should utilize a pitched roof like the proposed housing units and Ernst House, and staff agrees. In addition, this building will be facing the alleyway/paseo, and thus will be significant in terms of the design and architecture provided on its west façade. Staff will stress the importance of providing 360-degree architecture on this building to ensure its western edge is aesthetically pleasing as well as the southern edge as it abuts a public parking lot. That could also include looking at qualitative garage doors that provide an appealing edge.

Looking at the elevation concepts provided it appears that the new is significantly differentiated from the old, however, it does not appear to be compatible or complementary to the historic context/Ernst Home. The design looks too contemporary still. Staff would recommend to the applicant to further explore historic elements such as larger front porches, gabled front facades, details in the cornice, detailed/decorative window trim, window shutters, decorative porch railings, etc, that can show attributions to Chaska's historical design. These elements will be of most importance as there is no brick being proposed, which was an intentional decision by the applicant to help save on cost. Chaska-colored full face brick is typically a significant material application to help provide a nod to Chaska context. SHPO has also commented that this is a significant/compatible application for the historic Walnut Street District (their comment letter from June 2019 is attached to the packet). With that said,

significant attention should be made to other elements/designs on the homes that can provide more compatibility to the historic context. The HPC shared these comments.

The applicant should continue to refine the above noted items so as to create a complementary appearance with the historic context. Staff will continue to work with the applicant on these items as the overall design should achieve a lasting impression on the fabric of downtown Chaska.

Landscaping
Landscaping will be required for this site. Staff would like to see how the front area of the site can be landscaped to provide an aesthetically pleasing edge to the Walnut Street District. The landscaping shall be done in a way that helps complement the site and provide a nice entrance into the units. This should also be addressed in some manner on the western side of the site. It should also meet section 15.28.070 of the zoning ordinance in terms of species, quantity and size.

Parking
The parking proposed will provide two parking spaces for each unit (one parking garage stall and one surface parking stall). In addition, there are two parallel stalls off the alleyway to be used by the public or visitors. In total, there will be 10 on-site parking stalls. Staff finds that this meets the parking requirements for this type and size of use. Additional on-street parking is provided in front of the buildings.

Platting
This site will have to undergo preliminary and final plat. Currently the lot is showing to encroach into the City-owned parking lot to the south. The plat will have to correct this encroachment. The City currently owns the site and will ultimately be selling it to the applicant, therefore, they City and applicant will have to work to achieve a plat that makes sense for the site and the City's needs.

HPC Meeting January 4, 2022 and SHPO Comments
The City and applicant conducted a Heritage Preservation Commission meeting on Tuesday, January 4, 2022. The purpose of this meeting was to address the project as it relates to this historic structure, Ernst Home, and the Walnut Street Historic District. The HPC were favorable of the layout proposed, however, the design of the new housing units, and detached garage need to be more enhanced as it comes through the next steps. Meaning the buildings should be designed more appropriately with the historic setting and the garage should install a pitched roof to fit in with the other housing units. The applicant still has to undergo, and receive approval on, a Site Alteration Permit (SAP) with the HPC, which would be done with the preliminary application process.

In addition to the HPC, the State Historic Preservation Office (SHPO) has provided comments on the previous project proposed on this site in 2019. Their comment letter is attached. It provides analysis related to spatial relationships, materials, etc, which are all, in some respect, relevant to what is proposed with this project. The applicant has had two meetings with SHPO representatives to discuss their current project proposed this evening. The applicant states their feedback has been generally favorable. The applicant will be required to submit a formal

application for their review, which they plan to do after Concept Plan approvals have been received.

Deadline for Agency Action
The City of Chaska received the complete application for this request on Wednesday, December 29, 2021. Pursuant to Minnesota State Statutes the City is to act on this request by **Sunday, February 27th, 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 Thursday, April 28, 2022. The City may, with the petitioner's consent, extend the review period beyond the Thursday, April 28, 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 to City Council approval of the Concept Plan for 4 housing units on the Ess Lot and Ernst Home, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-5), prepared by MacDonald & Mack Architects, dated December 29, 2021
    b. Chaska Yards Context Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    c. Chaska Yards Existing Conditions Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    d. Chaska Yards Site Forces Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    e. Chaska Yards Site Plan, prepared by MacDonald & Mack Architects, dated December 28, 2021
    f. Chaska Yards Birdseye View (pgs 1-9), prepared by MacDonald & Mack Architects, dated December 28, 2021
    g. Floor Plans, prepared by MacDonald & Mack Architects, dated December 28, 2021
    h. Ernst House Elevations, prepared by MacDonald & Mack Architects, dated December 28, 2021
    i. New Housing Unit Elevations, prepared by MacDonald & Mack Architects, dated December 28, 2021
2. Adherence with the City Engineers Memo dated January 5, 2022.
3. Provision of an analysis on the qualities of the edge and spatial relationship between the surface parking lot and alleyway/paseo on the western edge of the site to be provided during preliminary submittal.
4. Provision of an access analysis for all parking stalls oriented off the alleyway and to be provided during preliminary submittal.
5. Provision of 360-degree architecture be provided on the west and south facades of the detached garage.
6. Provision that traditional historic Chaska details are explored further in the new housing units and detached garage building to be submitted at preliminary submittal.
7. Provision that mechanical equipment will be fully screened from view.
8. Provision of decorative garage doors on the parking garage building are used.
9. Provision of an approved Site Alteration Permit by the HPC for the Ernst Home and Ess Lot (Chaska Yards) prior to final submittal.
10. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
11. Provision that building code is adhered to for all buildings.

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 5, 2022**
Subject: **Ess Lot and Ernst Home (Chaska Yards) – Concept Plan**

The design of the new parking lot and paseo that is being constructed with the TH 41 Downtown Chaska project this summer requires vehicle closure restrictions for access and parking within the alley corridor. Areas north and south of the new City parking lot entrances will be restricted from allowing vehicles to enter and exit off of 2nd and 3rd Streets. The proposed parking and entrance design shown in the layout will need to be further evaluated and coordinated with the City's paseo' design being constructed this summer. The preliminary design will need to focus on aligning parking entrances and evaluating turning movements for vehicle circulation entering and exiting the new complex.

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

June 28, 2019

Elizabeth Hanson
City of Chaska
1 City Hall Plaza
Chaska MN 55318

RE: Rehabilitation of the Riedele (Ernst) House, 211 Walnut Street North
Construction of new townhomes/carriage houses at 217 Walnut Street North
Chaska, Carver County
SHPO Number: 2019-1730

Dear Ms. Hanson,

Thank you for consulting with our office regarding the above referenced project. Information received in our office on May 29, 2019 has been reviewed pursuant to the responsibilities given the State Historic Preservation Office by the Minnesota Historic Sites Act. Our comments are provided below.

As you are aware, we previously commented on the Environmental Assessment Worksheet (EAW) that was prepared for the demolition of the Joseph Ess House, which was formerly located at 217 Walnut Street North. The Joseph Ess House was a contributing property within the Walnut Street Historic District, which is listed in the National Register of Historic Places (NRHP). In our letter dated January 12, 2017, we recommended that any new infill construction at this location should be designed in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (Standards), specifically Standards 9 and 10.

You have now submitted a project submittal titled "Ess Lot and Ernst Home Redevelopment." As we understand it, the adjacent Riedele (Ernst House) was moved to its current site at 211 Walnut Street North and will be rehabilitated as part of this project. The currently vacant lot at 217 Walnut Street North will be redeveloped to include townhomes with associated carriage houses/garages. We have reviewed the following materials included with your May 22, 2019 submittal:

- Memo dated May 7, 2019 from Laura Russ of Talle & Associates to Nate Kabat, Kevin Ringwald and Liz Hanson, City of Chaska, titled *Preliminary Plan Submission for Ernst House Parcel*; and
- Excerpt (pgs 74 & 75) from the Preservation Design Manual, Chaska, MN (December 23, 2003): (Philip) Riedele House "Existing Conditions" and "Renovation Potential"; and
- Preliminary Site Plans (dated 5/7/19) for the "Ernst House Redevelopment."

Our comments as they pertain to the proposed project and its adherence to the Standards are provided below.

Reidele House Rehabilitation

- Please provide a scaled elevation drawing which illustrates the historic house adjacent to the proposed infill at all elevations.
- Any masonry cleaning must be achieved using the gentlest methods possible. These parameters will need to be clearly indicated in all construction documents. Abrasive cleaning measures, especially sandblasting, strong acids (particularly fluoride-based acids), or high-pressure water cleaning and/or metal bristle brushes are not recommended.

- Repointing shall only occur where necessary. In order to meet Standards, repointing mortar must match the historic mortar in color, texture, strength, joint width and joint profile. Repointing work must be accomplished with minimal damage to surrounding materials and in accordance with the guidance provided in **Preservation Brief 2, Repointing Mortar Joints in Historic Masonry Buildings** - https://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm. This guidance should also be incorporated into the specification development and construction documents for this project.
- Historic windows and doors should be retained, repaired, and reused whenever possible. If the historic doors and windows are beyond repair, please submit visual documentation and a written assessment of their condition or deficiencies. Has the project considered introducing a storm window to improve historic window performance?
- Wood clad windows are an acceptable replacement window when necessary. Please provide details at the sill, head, jamb, and meeting rails of the historic window and the proposed replacement window.
- Historic openings and windows should not be infilled. Please provide more information regarding any proposed infill.
- Cabinets, walls, and new systems should be held back a minimum of 5 feet from all glazing and should not intersect with any windows.
- Staff has concerns about the proposed design of the front porch. We understand that the photos from the design manual shows a porch floor at-grade and that you are achieving an ADA accessible entrance by placing the first floor porch at-grade. However, historically this porch would most likely have been lifted off the ground either with a footing or with a wood structure sitting on grade. Please submit a historic photograph to support the porch at-grade or reconsider your design to take into consideration a more standard historic porch feature and design detail. Salvaged historic porch materials should be reused whenever possible.

New Townhomes/Carriage Houses

- It appears that historically the outbuildings for this house were also brick. As such, the total impact of the mass, scale, and quantity of lap-siding proposed on the carriage houses/garages overwhelms the disproportionately small amount of brick retained and used on this site.
- The proposed mass of the carriage houses/garages is overwhelming to the site. The units should be broken up, preferably to be more in line with the proposed walkway between the historic house and the new townhomes. Also, the overall height and mass of the carriage house/garage directly behind the Reidele house should be reduced.
- Additionally, the north elevation of the townhomes must have more articulation. There is a large expanse of lap siding with no fenestration, design articulation, or detail.

Please take our above comments into consideration and submit the requested information and revised drawings for our review.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, Procedures of the Advisory Council on Historic Preservation for the protection of historic properties. If this project is considered for federal assistance, or requires a federal permit or license, it should be submitted to our office by the assisting federal agency.

Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us if you have any questions regarding our review or would like to discuss next steps, including whether or not the City would welcome the opportunity to discuss comments and recommendations provided in this letter with myself and SHPO Design Reviewer for the proposed project.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc: Michael Koop, Minnesota State Historic Preservation Office



BENCHMARKS (BM)

(NAVD 88)

1) MnDOT 1008R survey disk in bridge railing in Chaska, 2.2 miles south along Trunk Highway 41 from the junction of Trunk Highway 41 and Trunk Highway 212, in rail in the northeast corner bridge rail of Trunk Highway 41 bridge number 10012 over the Minnesota River, 29.8 feet east of Trunk Highway 41.
Elevation = 727.548 feet

2) Scribed "X" 2.0'± feet easterly of the west end of the concrete wall in the northwest corner of the subject property.
Elevation = 734.81 feet

3) Top of spike in the northwest side of the power pole located midway along the west boundary of the subject property.
Elevation = 733.64 feet

4) Top of top nut of fire hydrant in the southeast quadrant of 3rd Street and Walnut Street.
Elevation = 734.24 feet

GENERAL NOTES

1.) Survey coordinate and bearing basis: Carver County coordinates

2.) Adjoining ownership information shown hereon was obtained from the Carver County Property Tax Information web site.

3.) There was no evidence of recent earth moving work, building construction or building additions observed in the process of conducting the fieldwork.

4.) There are no proposed changes in street right of way lines per the City of Chaska Engineering Department. There was no evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.

5.) There were no wetland delineation markers observed in the process of conducting the fieldwork.

6.) At the time fieldwork was performed for this survey, there was a significant amount of snow on the ground. Physical features were located to the best of our ability, but there may be additional features that were not visible and, therefore, not shown hereon.

UTILITY NOTES

1.) Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. In addition, Gopher State One Call locate requests from surveyors may be ignored or result in an incomplete response. Where additional or more detailed information is required, excavation and/or a private utility locate request may be necessary.

2.) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.

3.) Some underground utility locations are shown as marked onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 190250334.

4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.

FLOOD ZONE NOTES

1.) The subject property appears to lie within Other Areas Zone X (Areas determined to be outside the 0.2% annual chance floodplain), and Other Flood Areas Zone X (Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood), per the National Flood Insurance Program, Flood Insurance Rate Map Community Panel No. 2752340236D, dated December 21, 2018. This information was obtained from the FEMA Map Service Center web site.

2.) The flood zone demarcation line shown hereon is approximate only per scaled map location and/or graphic plotting. FEMA maps are not precisely drawn and do not scale uniformly. Contact FEMA for final determination.

PARKING

There are no parking spaces designated on the subject property.

AREA

Gross = 17,230 square feet or 0.396 acres

LEGEND

○	Denotes iron monument set marked with P.L.S. No. 44890
●	Denotes found iron monument
◉	Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-44890 set

BE	Denotes building entrance
BTL	Denotes beavertail curb
CB	Denotes catch basin
CBX	Denotes communication box
CDS	Denotes civil defense siren
CHIM HI	Denotes chimney height
COL	Denotes building column
CONC	Denotes concrete
CS	Denotes curb stop
CWB	Denotes concrete wall base
CWT	Denotes concrete wall top
EB	Denotes electric box
EM	Denotes electric meter
FOL	Denotes fiber optic line
G	Denotes gutter
GAS V	Denotes gas valve
GM	Denotes gas meter
GW	Denotes guy wire
HCR	Denotes disabled ramp
HYD	Denotes fire hydrant
INV	Denotes structure invert
KWB	Denotes keystone wall top
LP	Denotes light pole
OHC	Denotes overhead communication line
OHE	Denotes overhead electric line
OVH	Denotes overhang
(P)	Denotes per plan
PPLP	Denotes power and light pole
PPT	Denotes power pole with transformer
PPU	Denotes power pole with underground utility
PVC	Denotes polyvinylchloride pipe
RCP	Denotes reinforced concrete pipe
RD	Denotes roof drain
ROOF ELEV	Denotes roof elevation
SAN	Denotes sanitary manhole
SAN S	Denotes sanitary sewer
SANC	Denotes sanitary cleanout
ST S	Denotes storm sewer
SWB	Denotes stone wall base
SWT	Denotes stone wall top
TC	Denotes top of concrete curb
TRANS	Denotes transformer
UGC	Denotes underground communication line
W	Denotes water line
BIR	Denotes Birch tree
LOC	Denotes Locust tree
MPL	Denotes Maple tree
SHB	Denotes shrub
TR	Denotes deciduous tree

DESCRIPTION OF PROPERTY SURVEYED

(Per First American Title Insurance Company Commitment for Title Insurance Commitment No. 1906676, commitment date January 25, 2019, issued by Title Mark, LLC)

Parcel 1:

Lot 2, Block 37, except the Northerly 6 feet of the Westerly 48 feet thereof and also including the South 4 feet of the Easterly 94 feet of Lot 1, Block 37, CITY LOTS OF CHASKA, Carver County, Minnesota.

Parcel 2:

Lot 3, Block 37, CITY LOTS OF CHASKA, Carver County, Minnesota.

Property is: Abstract

PLAT RECORDING INFORMATION

The plat of Map of Chaska Townsite was filed of record on February 15, 1868, in Book A of Townsites.

[ ] Bearings and/or dimensions listed within brackets are per plat or record documents.

TITLE COMMITMENT

First American Title Insurance Company Commitment for Title Insurance Commitment No. 1906676, commitment date January 25, 2019, issued by Title Mark, LLC, was relied upon as to matters of record.

Schedule B Exceptions:

(1) Exceptions are indicated on survey with circled numbers unless otherwise noted. Items not listed below are standard exceptions and/or are not survey related.

There are no easements listed in Schedule B – Section 2 of the title commitment to be shown.

LIST OF POSSIBLE ENCROACHMENTS

The following list of possible encroachments is only the opinion of this surveyor; should not be interpreted as a legal opinion and should not be interpreted as a complete listing.

[A] Possible encroachments are indicated on survey with boxed letters as listed below.

A.) Concrete curb, parking areas and sign lying within the subject property along the southeasterly property line.

B.) Transformer lying easterly of the southwesterly property line.

C.) Storm sewer lying within the property and draining towards the southeast without an easement.

SURVEYOR'S CERTIFICATION

To Chaska Economic Development Authority, Thies & Talle Management, Inc., Title Mark, LLC and First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 16, 17, 18, 19 and 20 of Table A thereof. The fieldwork was completed on February 8, 2019.

Dated this 12th day of February, 2019

SUNDE LAND SURVEYING, LLC.

By: Leonard F. Carlson
Leonard F. Carlson, P.L.S. Minn. Lic. No. 44890

LEONARD F. CARLSON LICENSED LAND SURVEYOR 44890 STATE OF MINNESOTA

N

20 0 20 40
SCALE IN FEET

Revision	By	Date
	SMT	

Drawing Title:
ALTA/NSPS LAND TITLE SURVEY FOR:
CITY OF CHASKA
Ernst House
211 and 217 Walnut Street, Chaska, MN

SUNDE LAND SURVEYING
www.sunde.com
Main Office:
9001 East Bloomington Freeway (35W) • Suite 118
Bloomington, Minnesota 55420-3435
952-881-2455 (Fax: 952-888-9526)

Project: 2019-007 Bk/Pg: 918/42	Date: 02/12/2019
Township: 115 Range: 23 Section: 9	Sheet: 1 of 1
File: 2019007001.dwg	

MACDONALD & MACK
ARCHITECTS

400 South Fourth Street Suite 712 Minneapolis MN 55415
P 612.341.4051 • F 612.337.5843 • www.mmarchltd.com

Stuart MacDonald Robert Mack Todd Grover Angela Wolf Scott

December 29. 2021

Elizabeth Hanson, AICP
City Planner
City of Chaska
One City Hall Plaza,
Chaska, MN 55138

RE: Concept Site Plan Submittal – Ernst House Site/Chaska Yards

Thank you for the opportunity to submit this Concept Site Plan for the Ernst House Site in Downtown Chaska. Working with the Elise Durbin at the Carver County CDA our team of MacDonald & Mack Architects, Close Associates, Bob Close Studio, and Damon Farber are excited about this affordable housing development that will transform this site in the local and national historic district to be a vital part of the community. These four units will be brought into the Carver County Community Land Trust and sold to households at 80% AMI.

The goal of this project is to build on the unique historic fabric of Downtown Chaska. With its overlapping national and local historic districts, it contains a rich collection of commercial and residential structures that have evolved through 165-years of development. This collection of affordable houses will utilize the existing Ernst House and add 3 more structures on the site. These structures are designed to be compatible and complimentary to the Ernst House and the context of the historic district. By building on and adding to this central site of the City, we will be striving to meet the mission of the City to enhance and maintain the high quality of life while respecting its historic roots.

Carver County will be using State Housing Infrastructure Funds, which will require State Historic Preservation Office review. We have already met with SHPO and during this initial meeting they were receptive to the site plan concept presented as part of this application, although no formal reviews have been completed. Formal submittals will be sent at 30%, 60%, and 90% development for review and comment.

Historic Development

This site was the historic location of the Ess House. Several years ago, the Ernst House was moved to this site and alongside the Ess House with the intention to fill the empty space in the historic district. After the loss of the Ess House to fire, the empty site was prime for a revived life. Our proposal now offers an opportunity to add residential use back to the site. As part of the process, and to best respond to the existing and historic density of the site, we carefully developed a concept that best fits the historic setting. This was done by looking at historic documentation (Sanborn maps and historic images) and overlaying them with the changes that have occurred in time to ensure the development is compatible.

Existing Site Narrative

The site is bordered on the north by the backsides of several commercial structures that front onto East 3rd St. These rear elevations are utilitarian, with few windows, a dumpster behind the westerly structure (Von Hanson's Meats), "volunteer" trees and bushes, and signs of deferred maintenance. The site design will respond to the buildings with screening.

To the east, the site fronts onto N. Walnut Street and has clear views of a large 3+ story apartment building with single family homes to its south. Existing street trees will eventually help mitigate the scale of the apartment building, which seems out of character with surrounding residences.

To the south, the site overlooks a city-owned parking lot and rooftops of commercial buildings fronting onto E. 2nd St. Views of side and rear walls that form the west side of the alley as it descends to 2nd are also part of the viewshed. In addition to these immediate elements, there are distant views of apartment buildings and more distant treetops. The openness to the south allows plentiful sunlight into the site and provides welcome opportunities for community gardening, play areas and gathering spaces.

To the west, the site faces onto the alley and rear elevations of commercial buildings (some with second story uses) and parking lots that serve them. Power lines and poles run along the east side of the alley and feed buildings on both sides. The parking lots are not well organized or maintained and present an unsightly view. The proposed Paseo plan could significantly improve the character of the space, but screening to minimize the impact of the alley and parking lots is still desirable. Planned garages and fencing will help mitigate the alley's impact.

In addition to the overhead power lines along the west edge of the site, there are underground utilities that will need to be further vetted, including an apparent underground gas line (which may need to be relocated; the survey only identifies a small warning sign), an existing 12" storm sewer line (that may be partially abandoned and doesn't interfere with proposed plans), subgrade utility lines to the Ernst House from Walnut, and subgrade utility stubs from Walnut to the site of the former Ess House.

The site drops relatively gently from the northwest corner to the southeast corner, allowing for ample opportunities to intercept surface water and manage it on-site. In addition, the open portion of the south side of the site (west of the Ernst House) could accommodate a well field for geothermal heating, should it be feasible. The relative flatness of the site also provides the opportunity to have new housing units and the Ernst House relate well to each other to create a "sense of community" within the development. An east-west walkway through the site is planned to primarily serve immediate residents and their guests, although the walk could also allow periodic use by non-residents.

Chaska Yards Site Concept

The site development is based on several underlying principles; all have successful precedents that support their efficacy in an historic urban context such as this.

The new houses are organized around a small "commons," which provides space for gathering and meeting with neighbors and friends. The commons also engages the Ernst House, unifying the old with the new. South of the commons is a larger community space that will incorporate sites for private gardens and a small play area, as well as stormwater management and a possible geothermal system. These spaces support community interaction and have historic precedents dating back to pocket neighborhoods of the 1920s. Both the new housing and the Ernst House will also have private yards, ideally separated from more public spaces and each other by low fences, to clearly define spaces that

are for personal use. These yards will have room for small patios and amenities like grilles, tables, and chairs.

The site has a central walkway that connects the proposed Paseo to Walnut Street and provides access to all the units, including the Ernst House. At the east end, an entrance wall, steps, and landscaping will help define the sense of entry to the site and provide a small bank of locked boxes for mail delivery. At the west end, a low gate from the Paseo will reinforce that the interior site is not a public space but may occasionally be traversed by visitors. The walkway provides access to the garages and the garbage/recycling bins for residents.

The concept of defensible space is integral to the site layout, establishing clear transitions between public, semi-public, and private spaces on the site. This "hierarchy" creates a safer environment for residents and reinforces the concept of "eyes on the street," a proven, passive approach to enhancing site security.

The frontage along Walnut borrows from the private houses across Walnut and elsewhere in the community: houses typically are located with a common setback that aligns with neighboring houses, with side yards between houses. On this site, the new house fronting onto Walnut is designed to match the setback of the Ernst House yet show deference to the larger, historic home with simpler massing and details. The central walk intersects with walks that go to both the Ernst House and the new house, establishing a symmetry between the two. Along the public sidewalk, a limestone wall, composed of stone blocks that are available on-site, will further define the site edge and provide an elegant elevation to street.

A primary goal of the project is to provide high quality open spaces for residents. To reduce the footprint of parking we located the second parking stall for each unit in front of the garages. The alternative is to introduce an east-west drive isle and parking lot that prevents the formation of communal open spaces on site. The northwest side of the site also has two spaces for public or visitor use. These spaces were oriented parallel to reduce light trespass from cars and to provide equitable green space to unit 3. We will continue to analyze how these spaces will work with the Paseo, knowing that design is still in early phases of development to ensure these two spaces function as planned. There is also on-street parking along Walnut that could be used by residents and visitors. Walnut is not a commercial street and should not have the same parking demand that other streets have in the district.

The site will be one lot with each owner and Carver County entering into a HOA for the use and maintenance of the site.

Ernst House Concept

The Historic Ernst house that was moved to this site will be restored back to a single-family house. Currently the house has interior modifications that converted it to a commercial office structure and a rental unit on the second floor. These recent modifications will be removed and reconfigured to become a historic 3-betroom house:

- The brick will be repaired, with appropriate mortar being installed and bricks chosen to match where they need to be replaced.
- Historic images will guide porch repair.
    - Chaska Historical Society provided photos of the historic house; it appears that the current elements are in fact the historic elements on the house.
    - The columns, cornice, dentils, balusters, and railings will be repaired where possible.

    - Where elements are missing or too deteriorated for reuse, the historic elements will be used to fabricate replica pieces.
- The back entrance canopy will be reinstalled, but still waiting on additional historic photographs to help guide that design.
- Historic windows will be repaired.
- More recent windows will be replaced with new windows to match the historic configuration.
- Exterior trim will be repaired.
- The interior will be reconfigured with new finishes/fixtures for a family.
- The design will maximize the retention of historic materials/configuration/finishes as part of the project.

New Housing Concept

The new units will have the same floor plans, but their orientations shifted around the Community Green spaces. The general floor plan is a split level to take advantage of the sloped site and use a very efficient structural system. But more importantly, the split level allows for compatibility with the Ernst house, so the height of the new structures does not dominate the site, but rather acts in concert with the historic house. The Secretary of the Interior's Standards and Chaska's Preservation Design Manual for New Construction Considerations emphasize that the design of new buildings in Historic Districts need to respect their older neighbors with similar massing, opening orientation, and materials but also be "of their time". It seemed appropriate for the new houses on this site to be slightly smaller, shorter than the existing/older Ernst House in deference to its size and history. The proposed project development:

- Reflects the current and historic rhythm that was on this site and along the street with openings between buildings and reestablishing the visual continuity of the street.
- Creates a density of structures similar to when the Ess House and outbuildings occupied the site.
- The scale of the new houses is shorter than the Ernst house, again, giving deference to the historic structures in the district.
- Pitched roofs were used to reflect the typical residential forms found in the district.

As we begin to look at the exterior details of the house, we have found several baseline characteristics of the historic district that we used for understanding the direction and detailing the new units:

- The more decorative ornamentation was typically found on the larger houses that fronted City Square. The smaller houses in the broader historic district used much simpler elements.
- In addition, the details found on newer houses or additions to historic houses were typically simpler than the historic structures.
- The predominant siding material used in the district when newer houses or additions were built is horizontal lap siding. This offers a distinct differentiation between the original, historic brick buildings and reflects more recent changes.
- Shutters were infrequently used. Even the historic photos of the Ernst House shows that shutters were never installed on that house. Adding shutters to this site would be inappropriate.
- The porch detailing on the Ernst House is original (as noted above) but is still very simple. Any decorative detailing on the new units must not overpower the limited detailing on the historic house.
- The window and door trim on the Ernst House is original, and very simple.

To reinforcing the new units' respectful role (as an affiliated group of structures around Ernst), we are proposing the exterior details could include:

- Lap siding with simple bands and potentially varying the lap dimensions.
    - We feel that adding brick will create a false sense of history on this site, blurring the perception of historic versus contemporary building.

    - Also, putting brick on a framed structure is not true to the historic construction methods of how/where brick was used in the district.
- Designing the siding to also include simple, enlarged trim, including horizontal banding to break up the vertical dimension of the new units.
- Simple, built-up trim for the doors and windows, to create visual interest and shadow lines.
- Balustrades and railings with simple turned and routed shapes to create shadow lines and elements of decoration at the entrances.
- Since we want to keep these units as affordable as possible, and as we refine these details, we will work with our contractor to identify designs that be efficient and inexpensive to build.
    - The goal is to add interest and detail while not trying to replicate or create a false sense of historic detailing for the new units.
    - We also want to avoid adding detail that will create undue expense for the affordable units and potential long-term expense as the future homeowners maintain the property.

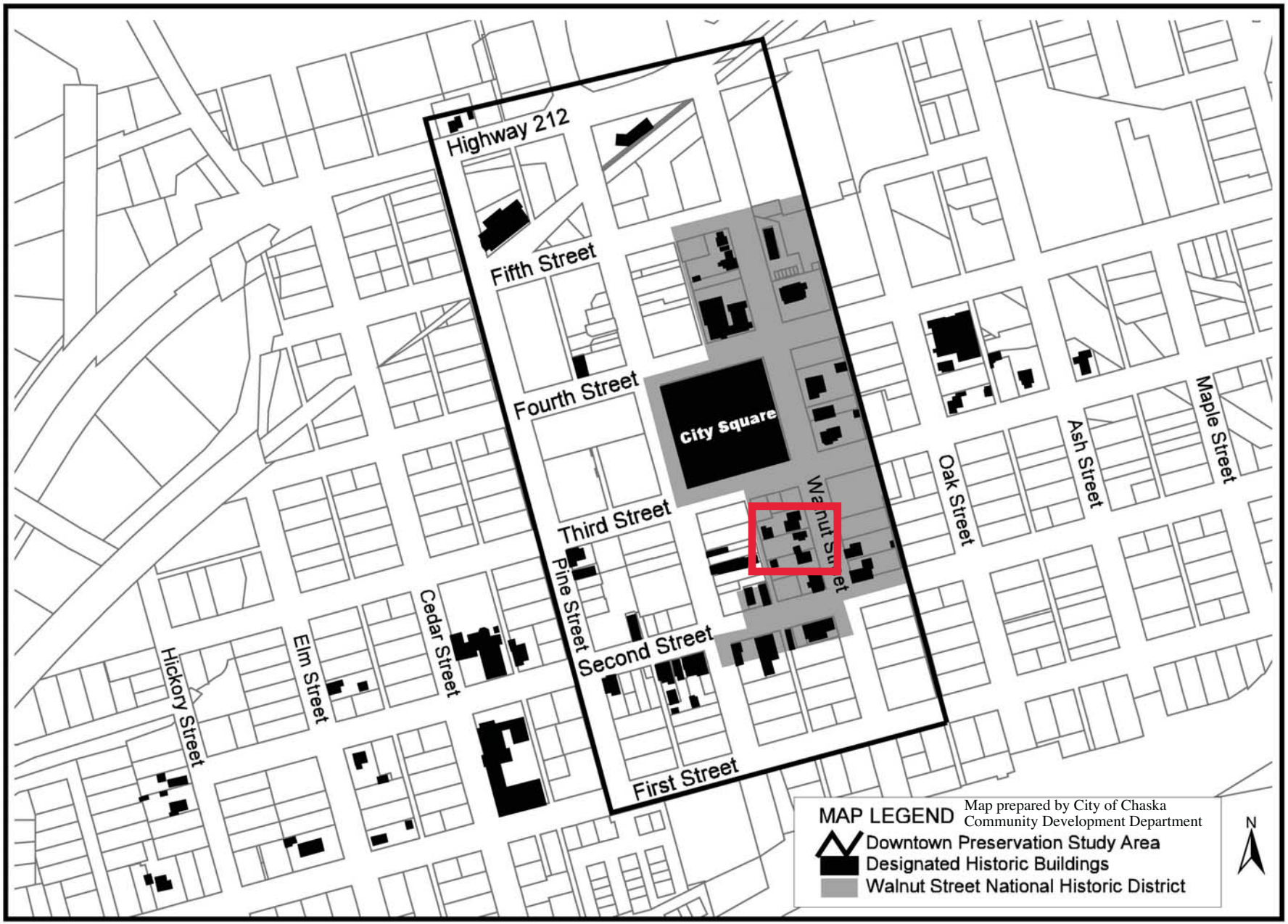
The floor plans will include:

- Two bedrooms, a shared bathroom, laundry, storage, and mechanical on the lower level.
- A mid-level entrance out to the commons.
- A master bedroom/bathroom, kitchen, dining, living, guest powder room, and exterior door on the upper level.
- The upper level will have vaulted ceilings over the stairs, kitchen, living, and dining areas.
- A multitude of storage spaces at the entries, in the living areas, bedrooms, and above the master bedroom under the pitched roof.

One focus of the development is to incorporate sustainable practices into all design efforts. As the design progresses, we will endeavor to include:

- A highly insulated envelope, possibly including structural insulated panels (SIPs) as part of the construction.
- Geothermal heating and cooling.
- Solar panels on the flat roof of the garage.
- Storm water management and reuse on-site.
- Material durability analysis for changing climates.
- Sustainable materials, finishes, and construction practices.

HISTORIC DOWNTOWN CHASKA



7.E. Recommend Approval of the Lss Lot... Packet Page 295 of...
Page 17 of 39

Chaska Historic District Site - Sanborn Study



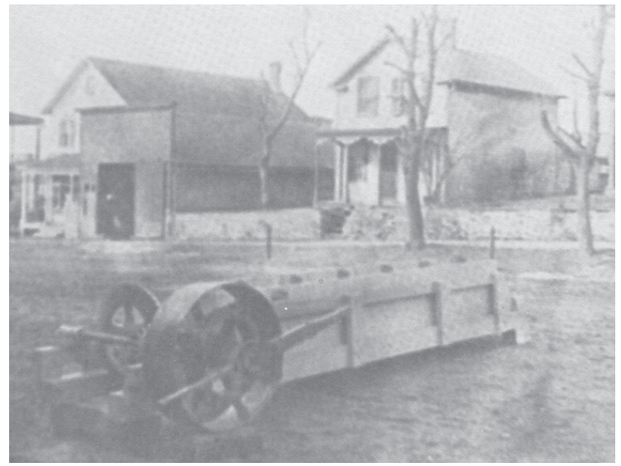


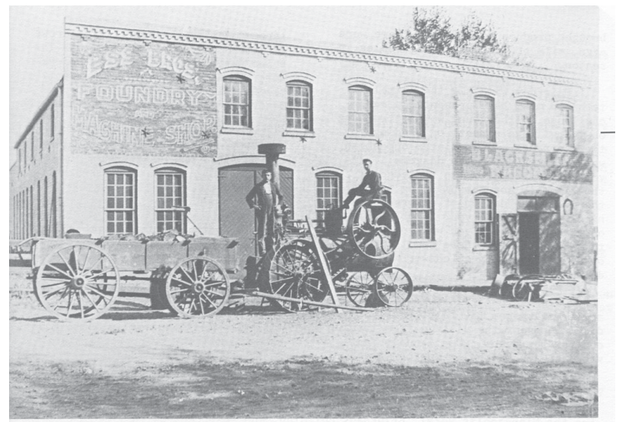




Chaska Historic District Site - Sanborn Study and Historic Context





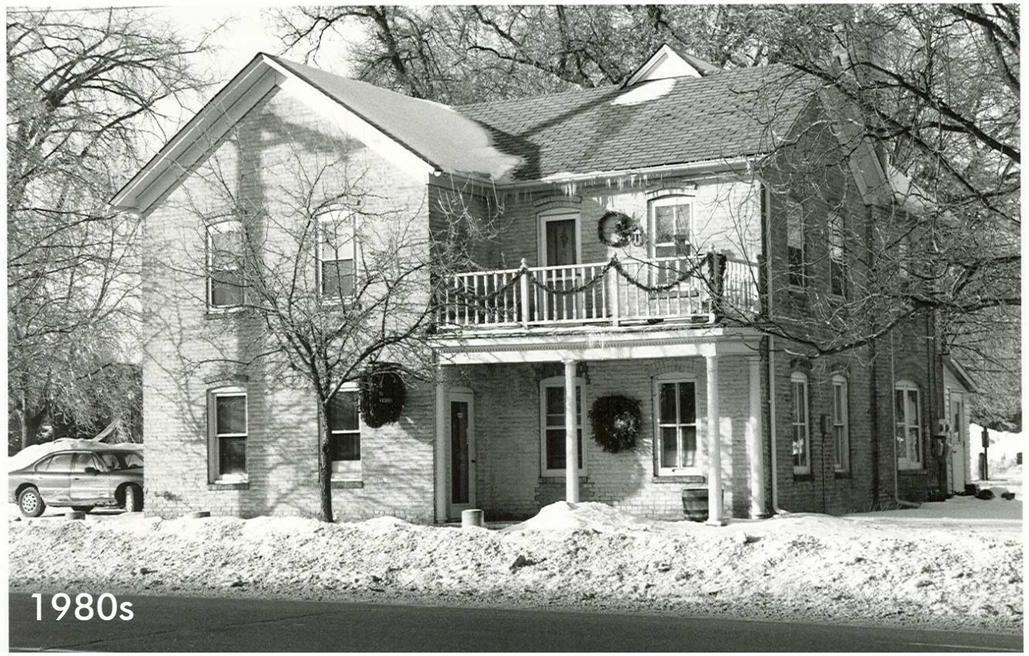


Ess Bros. Foundry



Chaska Historic District Site - Historic Ernst House







Chaska Historic District Site - Recent Context







Chaska Historic District Site - Current Context



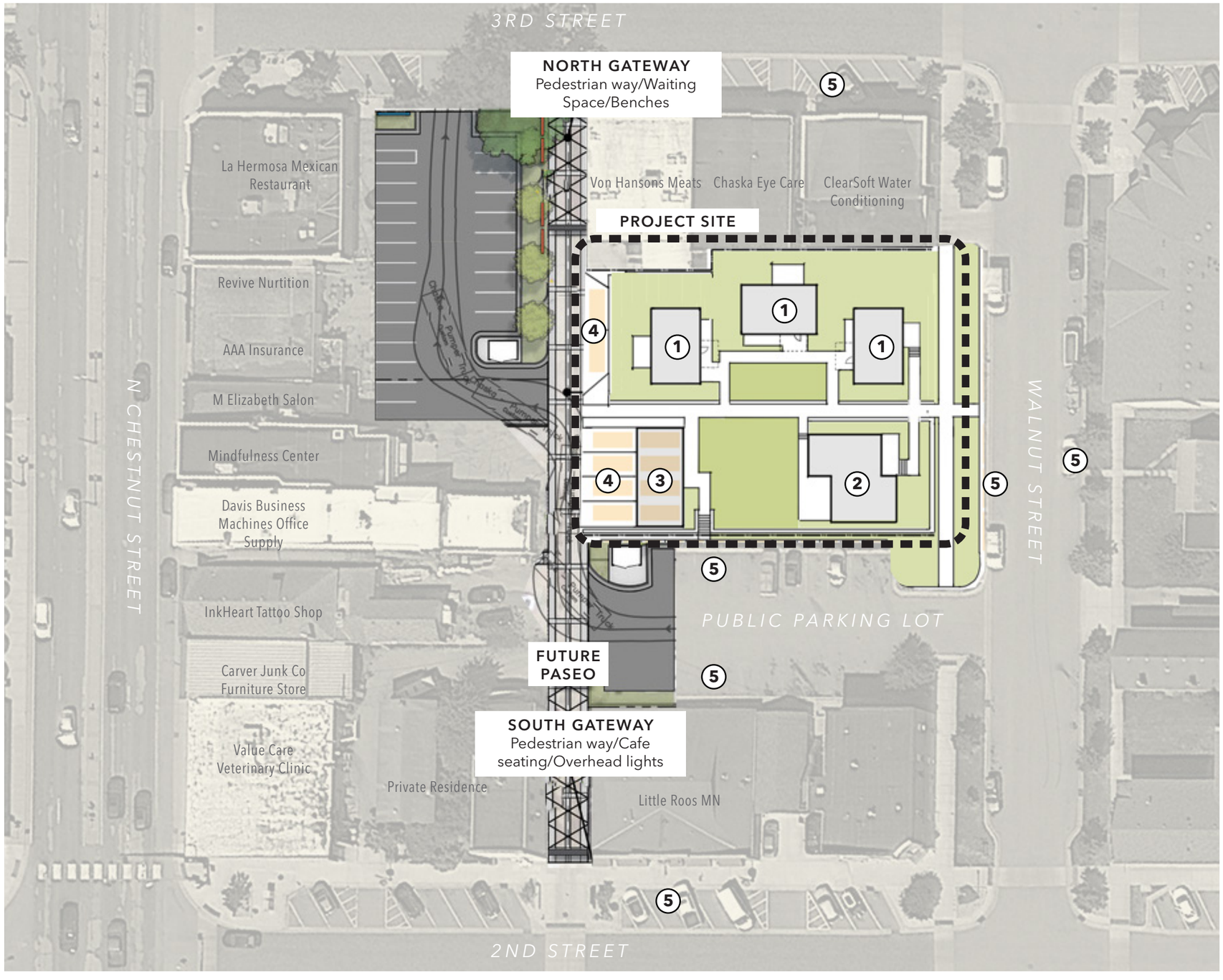




Chaska Historic District Site - Current Context



CHASKA YARDS
context plan



1. PROPOSED HOUSING UNITS
2. HISTORIC ERNST HOUSE (RENOVATED)
3. GARAGE
4. ON SITE PARKING
5. EXISTING PUBLIC PARKING

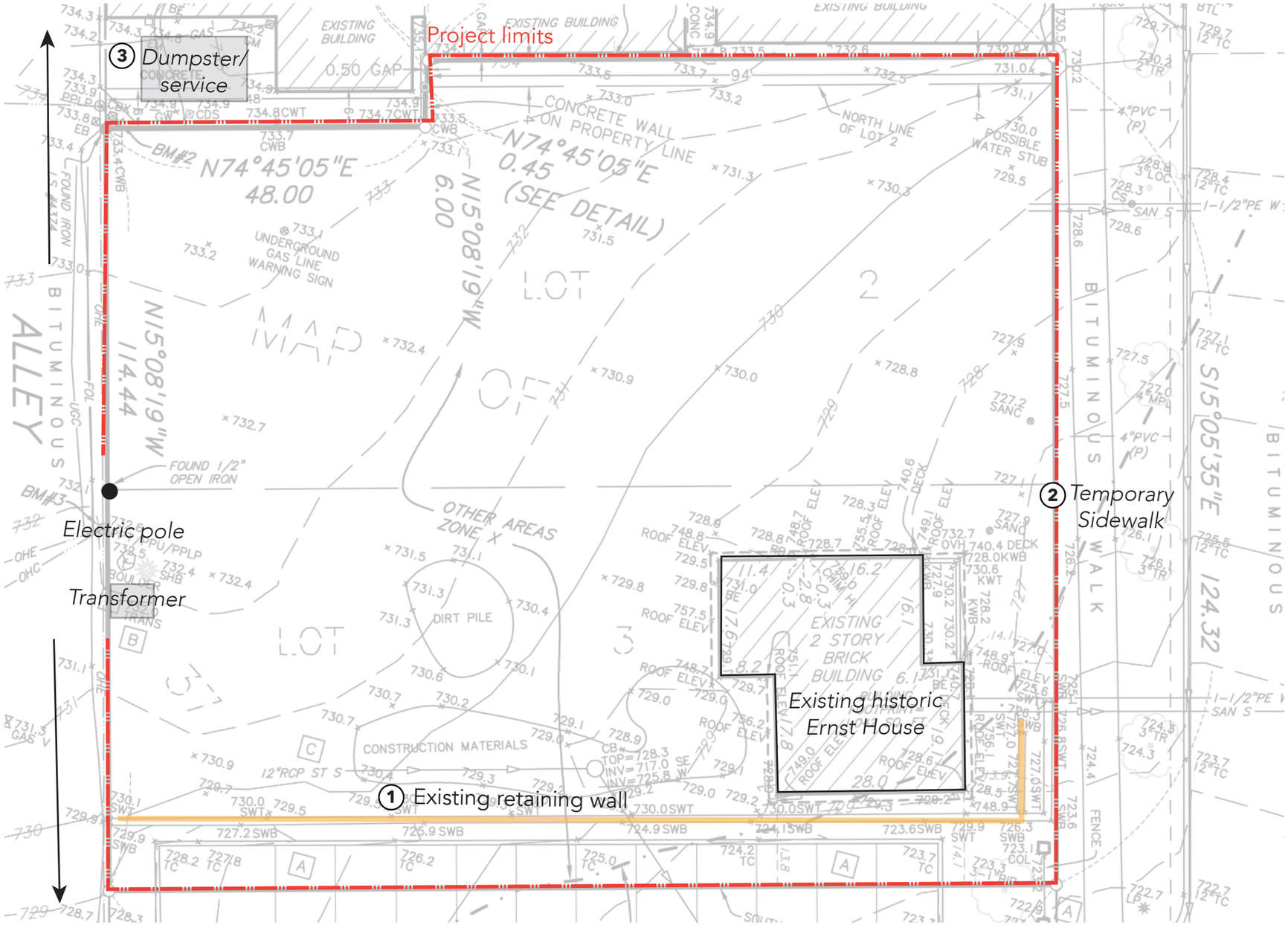
   -Public parking removed off Chesnut St with hwy 41 reconstruction

0 25 50 75 FT

MACDONALD & MACK ARCHITECTS | CLOSE ASSOCIATES | BOB CLOSE STUDIO | DF/

CHASKA YARDS
existing conditions plan

1/2 block to
park/open space



1/2 block to
commercial street

Public parking lot



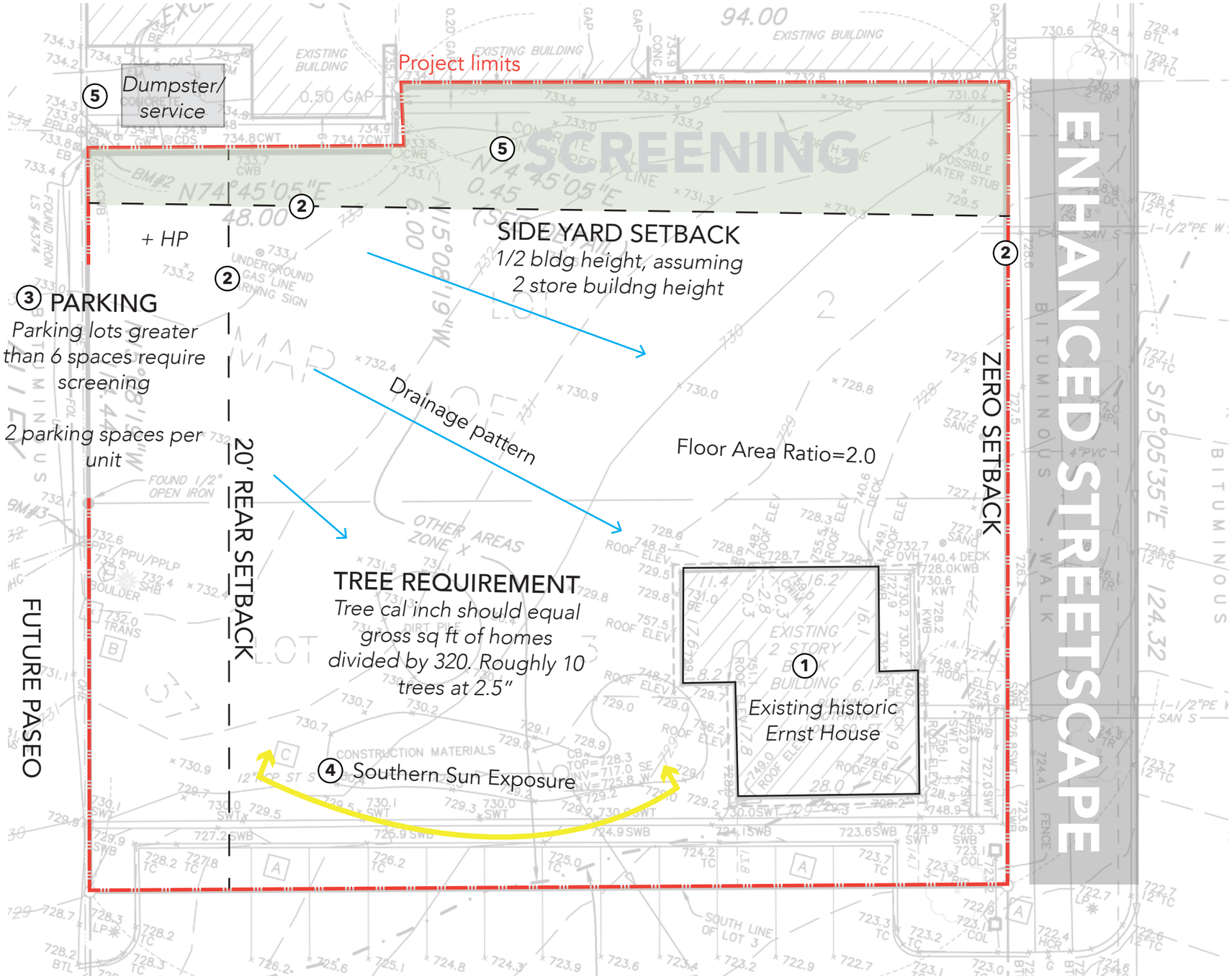




0 10 20 30 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
site forces plan



1. HISTORIC ERNST HOUSE
2. SETBACK REQUIREMENTS
3. PARKING REQUIREMENTS (8 STALLS)
4. SOUTHERN EXPOSURE UTILIZED FOR COMMONS
5. SCREEN ADJACENT STRUCTURES

MACDONALD & MACK ARCHITECTS | CLOSE ASSOCIATES | BOB CLOSE STUDIO | DF/

CHASKA YARDS
site plan



1. CENTRAL WALKWAY
2. LIMESTONE RETAINING WALL
3. STAIRS
4. PARALLEL PARKING (PUBLIC)
5. EXISTING PUBLIC PARKING

0 10 20 30 FT

MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
southwest birdseye view



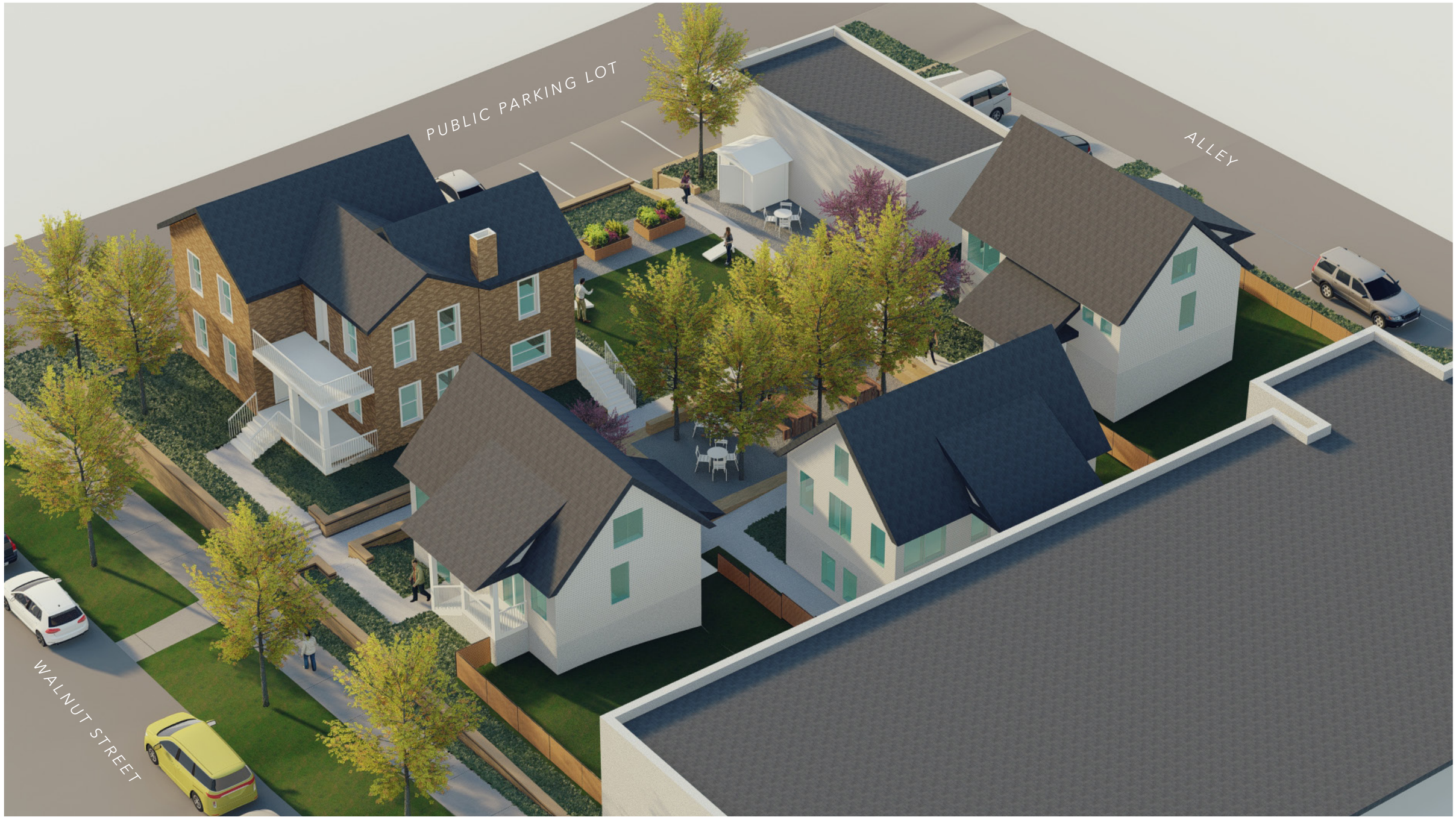
MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
southeast birdseye view



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
northeast birdseye view



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
northwest birdseye view



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
walnut street birdseye view



CHASKA YARDS
walnut street view



CHASKA YARDS
walnut street frontage



MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

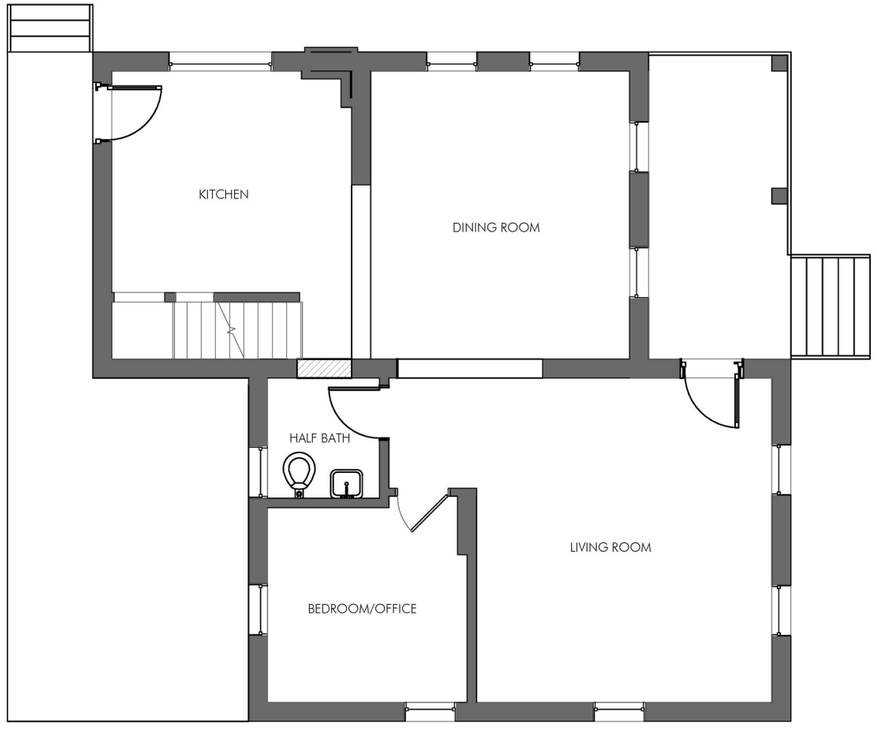
CHASKA YARDS
commons birdseye view



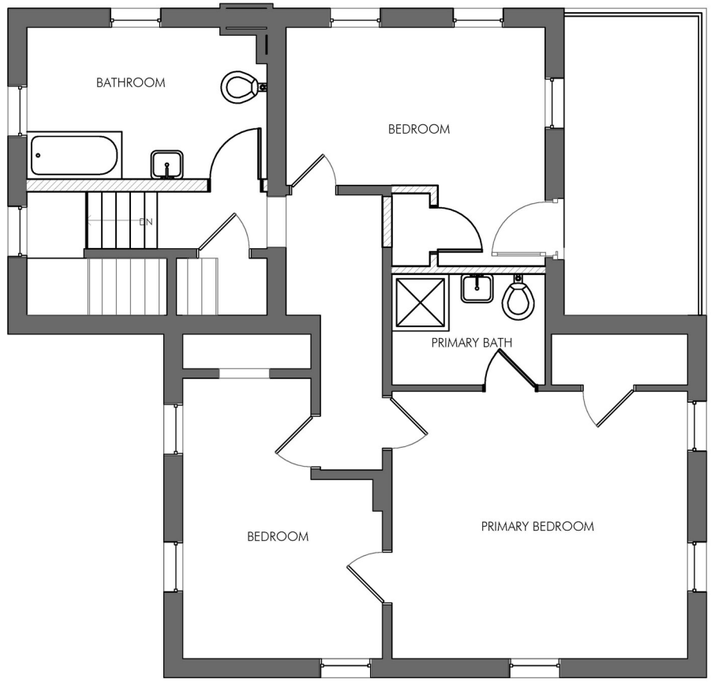
MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/

CHASKA YARDS
commons eye level view

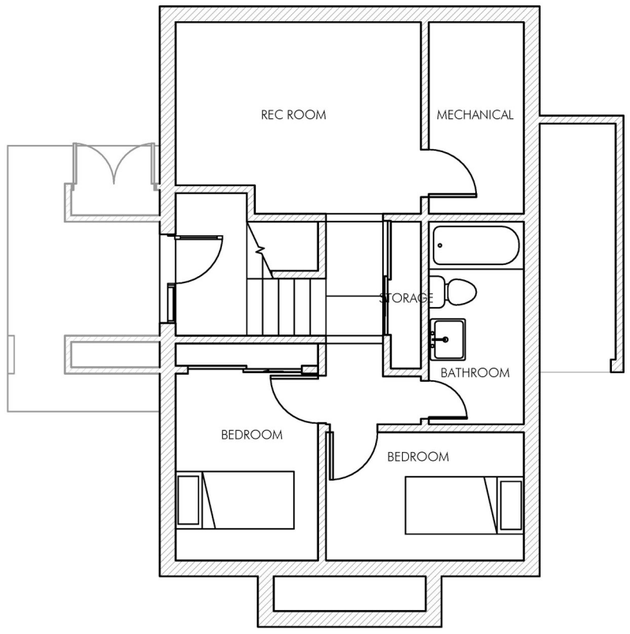




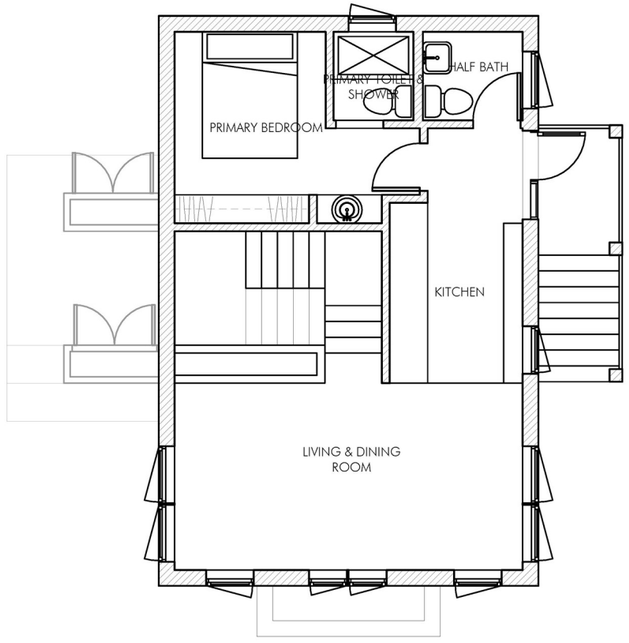
1 A01 - FIRST FLOOR
1/4" = 1'-0"



1 ERNST HOUSE - 02_SECOND FLOOR
1/4" = 1'-0"



1 00 SPLIT - Lower level
1/4" = 1'-0"

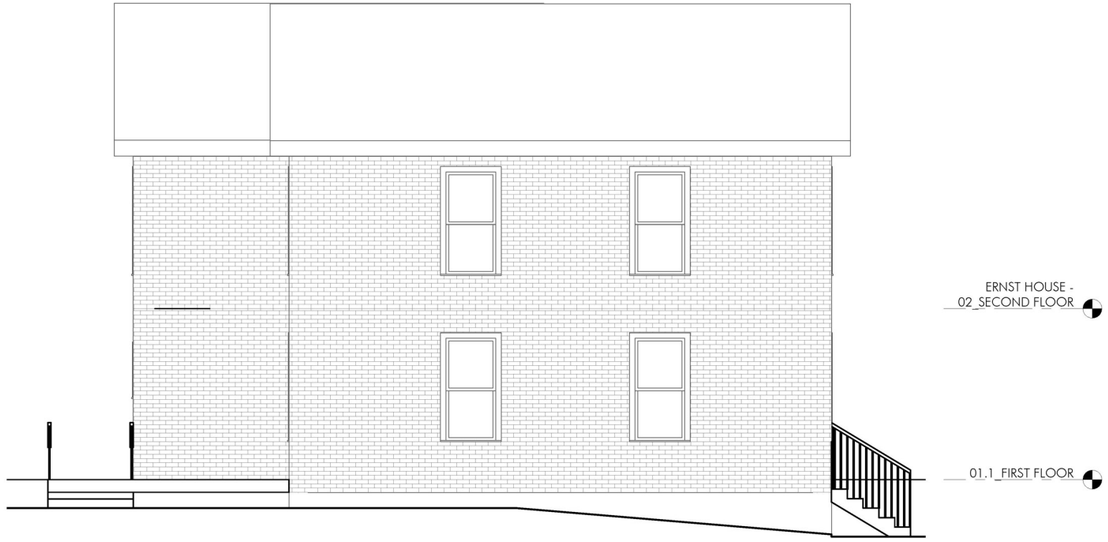


1 01 SPLIT - FIRST FLOOR
1/4" = 1'-0"

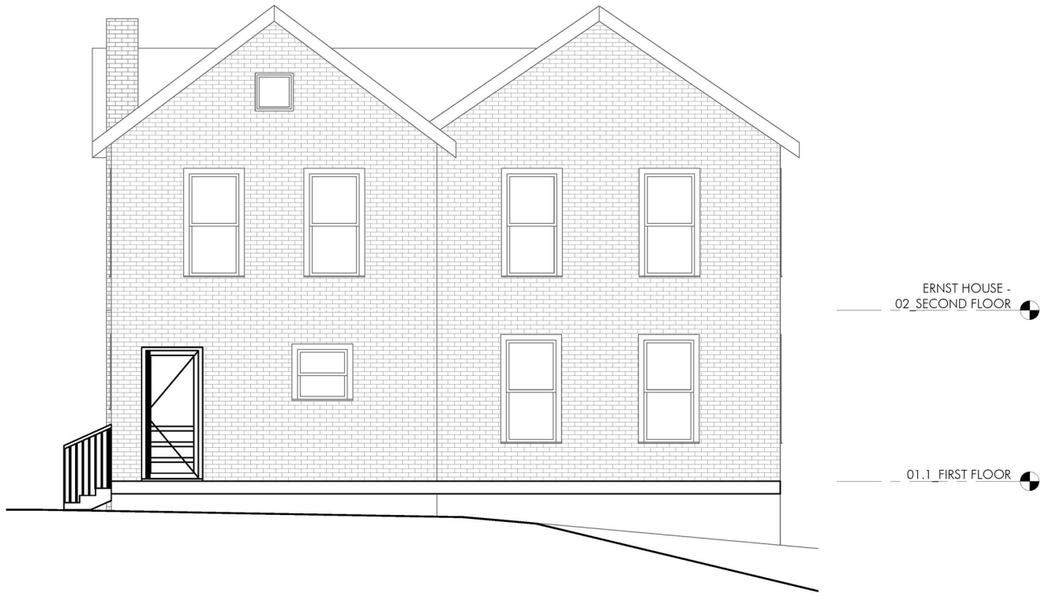
ALASKA YARDS / CONCEPT RENDERINGS 12-28-2021
MACDONALD & MACK ARCHITECTS CLOSE ASSOCIATES BOB CLOSE STUDIO DF/



1 | ERNST HOUSE - EAST ELEVATION
1/4" = 1'-0"



1 | ERNST HOUSE - SOUTH ELEVATION
1/4" = 1'-0"

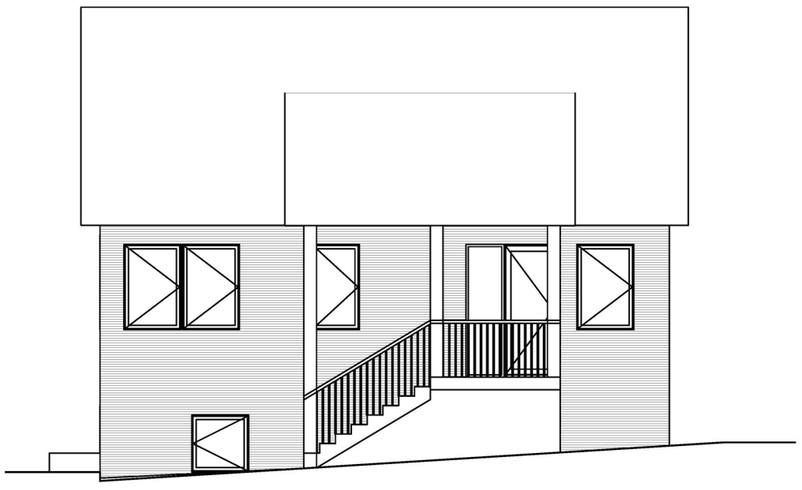


1 | ERNST HOUSE - WEST ELEVATION
1/4" = 1'-0"



1 | ERNST HOUSE - NORTH ELEVATION
1/4" = 1'-0"

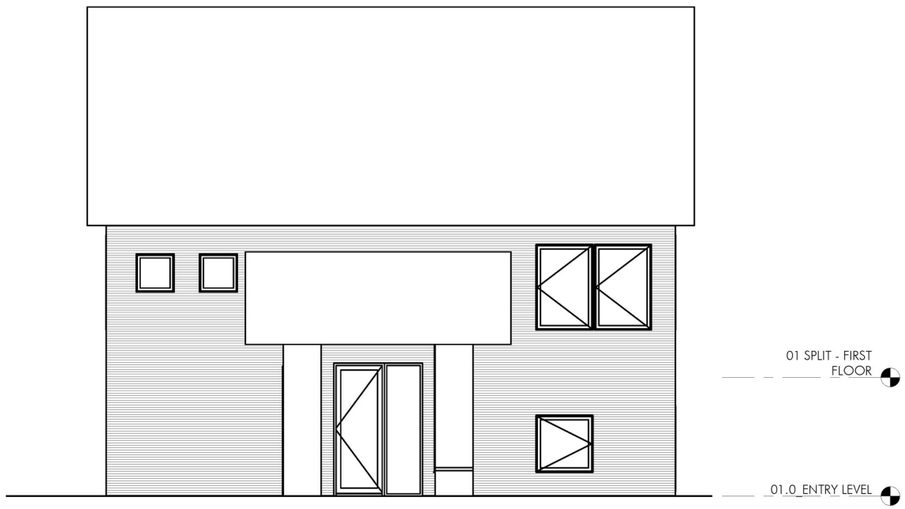
MACDONALD & MACK ARCHITECTS | CLOSE ASSOCIATES | BOB CLOSE STUDIO | DF/



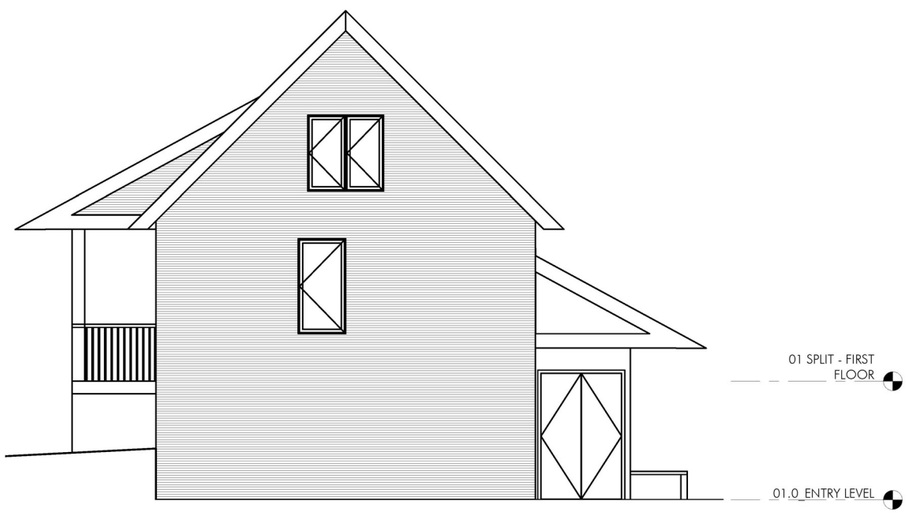
1 | UNIT 01 - EAST
1/4" = 1'-0"



1 | UNIT 01 - SOUTH
1/4" = 1'-0"



1 | UNIT 01 - WEST
1/4" = 1'-0"



1 | UNIT 01 - NORTH
1/4" = 1'-0"

MACDONALD & MACK ARCHITECTS | CLOSE ASSOCIATES | BOB CLOSE STUDIO | DF/

REQUEST FOR ACTION
CHASKA PLANNING COMMISSION
01/12/2022

Subject: **Firemen's Park II - 6th Street & Maple Street - Concept Plan**

Applicant: Landmark Builders Inc.

Location: East of Maple Street, South of 6th Street

Case No.: 2022-04

Synopsis: Applicant seeks to obtain approval of 5 single-family lots on approximately 1 acre of land in downtown Chaska

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval

BACKGROUND

The site being looked at this evening is the site of Firemen's Park II in downtown Chaska. It was owned by the school district, and thus has never actually been a public park (although looks and operates that way). The school district listed the site for sale a couple years ago, and it has since been purchased by a developer. Tonight, we will be reviewing a residential proposal that seeks to redevelop this site.

The City's Comprehensive Plan does not include this area as a part of the public parks system. And because of that, this area is slated to be a future park search area, meaning the City will look within this general area for a public park (see excerpt below).



(excerpt from Ch. 7 Parks of 2040 Comprehensive Plan)

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

- Create new single – family homes.
- Save trees and environmental features of the site where possible.
- Design these new custom homes with a sense of community and connection.
- Create a development for a unique, high-quality housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

Comprehensive Plan
The Comprehensive Plan guides this area to be Medium Density Residential. The proposal tonight is consistent with this guidance.

CURRENT PROPOSAL
The 5-lot detached single-family proposal on approximately 1-acre of property is located east of Maple Street and south of 6th Street in downtown Chaska.

Adjacent properties
The site is bound on the north by 6th Street, an industrial building, and residential; to the west by Maple Street and residential; the south by Maple Street and Chaska Creek; and the east by residential.

Existing Conditions
The site is approximately 1 acre in size and is located on Block 16 of the City Lots of Chaska plat. The area is flat and currently contains a commercial playground and picnic table. Both of these items will be removed at the time development occurs. There are trees that exist on the back side (east) of the property. There are 14 trees on the front side of the property. Trees might be removed during development. Trees growing on the back side of the property will remain undisturbed and be kept in its natural state. The proposed development will seek to maintain existing vegetation in this area where possible.

Land Use
The proposed one-acre plan consists of 5 new single family lots with a lot size of 60 feet wide and approximately 140 feet deep (~0.20 acres). The existing homes in downtown are generally this size as well.

The parcel of land that this development encompasses are currently zoned Medium Density Residential (R-2). This proposed development seeks to maintain the existing zoning and meet minimum lot size regulations. The proposed lot sizes are meeting the R-2 standards.

Layout
The neighborhood will be accessed from Maple Street with all the proposed lots facing west. No new roads are proposed. There is a half block alleyway platted in between these lots and the existing homes on Beech Street, however, there is no alleyway installed here. This is due to the significant topographical change here. In that regard, the proposed lots will have front-loaded driveways, like the homes on Beech Street.

Transportation/ROW/Construction Traffic
The Concept Plan does not propose any new streets, and will utilize the existing street systems in downtown Chaska. The current concept plan appears to show road right-of-way widths that are consistent with the City's typical 80 foot wide ROWs found in downtown. As part of the proposed development, an 80' wide right-of-way (40' ½ right-of-way adjacent to the subject property) is planned to be dedicated to accommodate the existing utilities and street as well as future infrastructure improvements. The homes proposed on the southern lots will be adjusted to the east to avoid utility and right of way conflicts and to accommodate required minimum building setbacks. The preliminary plat will need to address this layout by pulling back the lot lines appropriately.

Construction traffic needs to be evaluated for routes into this new development. The developer will have to work with the City Engineer and Carver County to determine an appropriate route. A construction traffic plan should be submitted for review in the preliminary submittal.

Utilities
Sewer and water utilities are available. It should be noted that there is an existing sanitary sewer pipe that runs along the southwest portion of the site. The two lots on the south side of the development appear to be encumbered by such. These lots will need to show easements in the preliminary plans that encompass this utility.

There is an electric transmission line that runs along the west side of the property limits. It is unclear at this time if any easements encroach into the subject property, however, it will be imperative to show such easements during preliminary to ensure the project impacts are outside of such.

Stormwater
There are no areas slated for additional ponding. The plan proposes to use the existing drainage facilities in the roadways. Stormwater ponding will have to meet all Carver County WMO and City standards.

Setbacks
Minimum setbacks will meet R-2 standards, which are a front setback of 20 feet, rear setback of 25 feet, side setbacks of 5 feet, and corner setbacks are 20 feet.

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

SETBACKS	
Direction	**Setback**
Chaska Creek	50 feet from edge

Architecture & Anti Monotony
Landmark Builders will be the sole builder in this development. The proposed homes will be custom homes. Pricing is anticipated to start in the mid $500,000s.

City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires that homes provide LP Smartside on the front elevations, at least 4 inch window trim on all windows,

and provide varied color packages on homes within one home on each side and directly across the street. In addition, 360 architecture will be required on homes/elevations on corners and/or homes/elevations that abut major roadways. This ordinance has been very successful in other newer residential developments.

Trails & Sidewalks
There are no trails proposed as a part of this development application therefore trail fees will be required. The Comprehensive Plan does not call out trail connections in this area.

The developer will be required to provide sidewalks on both sides of the streets per City policy and in accordance with the downtown street improvement plans. The developer will need to show this in their preliminary submittal.

Landscaping & Tree Preservation
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. This will need to be addressed in the preliminary.

Tree Preservation will be evaluated more in the preliminary submittal. The applicant will have to conduct and submit a tree survey during that time. The site area shows a couple areas of existing trees; both in the south and east sides. It will be important in the preliminary to show where tree preservation will occur.

Parkland
Parkland is not proposed as a part of this development. It will be required of the developer to pay park dedication fees. The nearest neighborhood park is Schalow Park. As noted before the general area that this development sits in is slated as a future park search area. There will be a closer park in the future when a site has been determined by the City.

Flood Plain
This site sits within a flood zone (Zone X). Zone X refers to areas *of 0.2% annual chance flood hazard and areas of 1% annual chance flood with average depth less than one foot or with drainage areas less than one square mile*. Homes/structures within these areas have to be elevated on fill so that the lowest floor is at or above the regulatory flood protection elevation. The finished fill elevation must be no lower than one foot below the regulatory flood protection elevation. Elevations are certified by a registered professional engineer, land surveyor or other qualified person, and shall be provided in the preliminary submittal. The developer does not anticipate basements for these homes at this time. Until flood elevations are established, or are deemed a non-hazard to basement levels, then the developer may pursue basements on the homes.

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.

Neighborhood Meeting
The developer conducted a neighborhood meeting on December 17, 2021 to go over the concept plan. The concerns raised at this meeting were building height, construction traffic, style of homes, playground removal, and proposed power line locations (these will stay as is).

PLANNING COMMISSION ACTION REQUESTED:
Motion to recommend to City Council approval of the Firemen's Park II – 6th St & Maple St Concept Plan for a 5-lot subdivision on 1 acre 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 Eugene Vorobey, dated November 1, 2021
    b. Response to Incomplete Letter (pgs 1-3), prepared by Todd J. Olin of Landform, dated December 15, 2021
    c. Concept Sketch Plan, prepared by Landmark Builders, undated
    d. Existing Conditions, prepared by Landform, dated December 6, 2021
    e. Site Forces, prepared by Landform, dated December 6, 2021
2. Adherence with the City Engineer's Memo, dated January 12, 2022.
3. Provision of a preliminary plan showing adherence with ROW acquisition needs for Maple Street and meeting required setbacks.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision to further evaluate tree preservation efforts near the east side of the site, and to be submitted with a Tree Preservation Plan at preliminary submittal.
6. Provision of sidewalks on both sides of all local streets, and to be shown on plans at preliminary submittal.
7. Adherence to the following building setbacks:
    a. Front (house): 20 feet
    b. Rear: 25 feet
    c. Side(house/garage): 5 feet
    d. Side (corner): 20 feet
    e. Chaska Creek: 50 feet from edge
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. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 15.28.290).
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 of a construction traffic plan to be submitted at preliminary submittal.
13. Provision of a survey indicating certified flood protection elevations and to be submitted at preliminary submittal.
14. Adherence with Zoning Code Section 15.20 Flood Protection.
15. Provision to show all easements, including transmission line, at preliminary submittal.

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **January 12, 2022**
Subject: **Firemen's Park II Redevelopment – Assisted Living Concept Plan**

The concept plan development of the new site proposes new single family residential homes in downtown Chaska. Portions of the property are shown to be within a restricted flood zone that requires the Developer to work with the Department of Natural Resources to better understand any limitations with the property. The City is currently in the planning and feasibility stages for evaluating Maple Street to be a continuation of street reconstruction in downtown. The next step with preliminary design in regard to layout, right of way, setbacks, and utilities should continue to be coordinated with City staff.

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

To: City of Chaska

From: Eugene Vorobey, Landmark Builders Inc.

Re: Downtown Firemens LI park concept plan review

Date: November 1, 2021

Thank you for taking the time to review our concept plan for Chaska Firemens LI park.

The Property and Site Features

The property is located lots 6-10, Block 16, the Townsite (now City) of Chaska, Carver County, MN. The property consists of 1.01 Acres of flat land. There is currently a commercial playground and a picnic table which will be removed at the time of development of a future phase. Currently, the entire 1.01 acres of the property is proposed to be developed. The proposed development will be sensitive to maintaining existing vegetation, specifically the large trees. Trees growing on the back side of property will remain undisturbed and be kept in its natural state. In addition to the natural environment, landscaping works will be done that will improve the green area.

Location

This lot with 5 custom homes is conducive to the existing features on site while meeting the minimum density requirement.

Zoning

The property is currently zoned R 2. We will not request a rezoning.

Land Use

The 5 single family custom homes comprehensive plan designates the property for R2 zoning (R2 - Medium Density Residential) which allows for 60x142=8,520 SF.

Infrastructure

We will propose to connect existing sewer on Maple St and existing water connecting on 6th St, where the existing fire hydrant is located.

Brand

Landmark Builders Inc. is a subsidiary of the Landmark Construction Solutions Inc. company that has worked for decades to build brand and look forward to constructing our custom homes and with those, our image and reputation in this new neighborhood and the City of Chaska. It is our expectation that our custom homes will speak volumes in terms of our brand, our quality, and the pride we have in our designs and workmanship.

The Homes

We will be offering custom homes starting in the mid $500's. Please see attached informational sheets which show examples of some of the homes you may see here.

Grading and Tree Preservation

There are 14 trees on the front side of the property. Trees might be removed during development. New 2-inch trees will replace the trees that would need to be removed. Trees growing on the back side of the property will remain undisturbed and be kept in its natural state.

Chaska's Mission Statement and Core Strategies

The City has goals of well-planned, orderly development and sense of community and small – town values. The development we are proposing is sensitive to the environmental features of the site. These lots will provide the ability to build high-quality single family homes creating a beautiful sense of neighborhood.

Project Goals and Guiding Principals

- Create a new single – family homes.
- Save trees and environmental features of the site.

- Design these new custom homes with a sense of community and connection.
- Create a development for a unique, high-quality housing product that stands out in its custom designs while at the same time fits into Chaska's sense of community and small-town values.

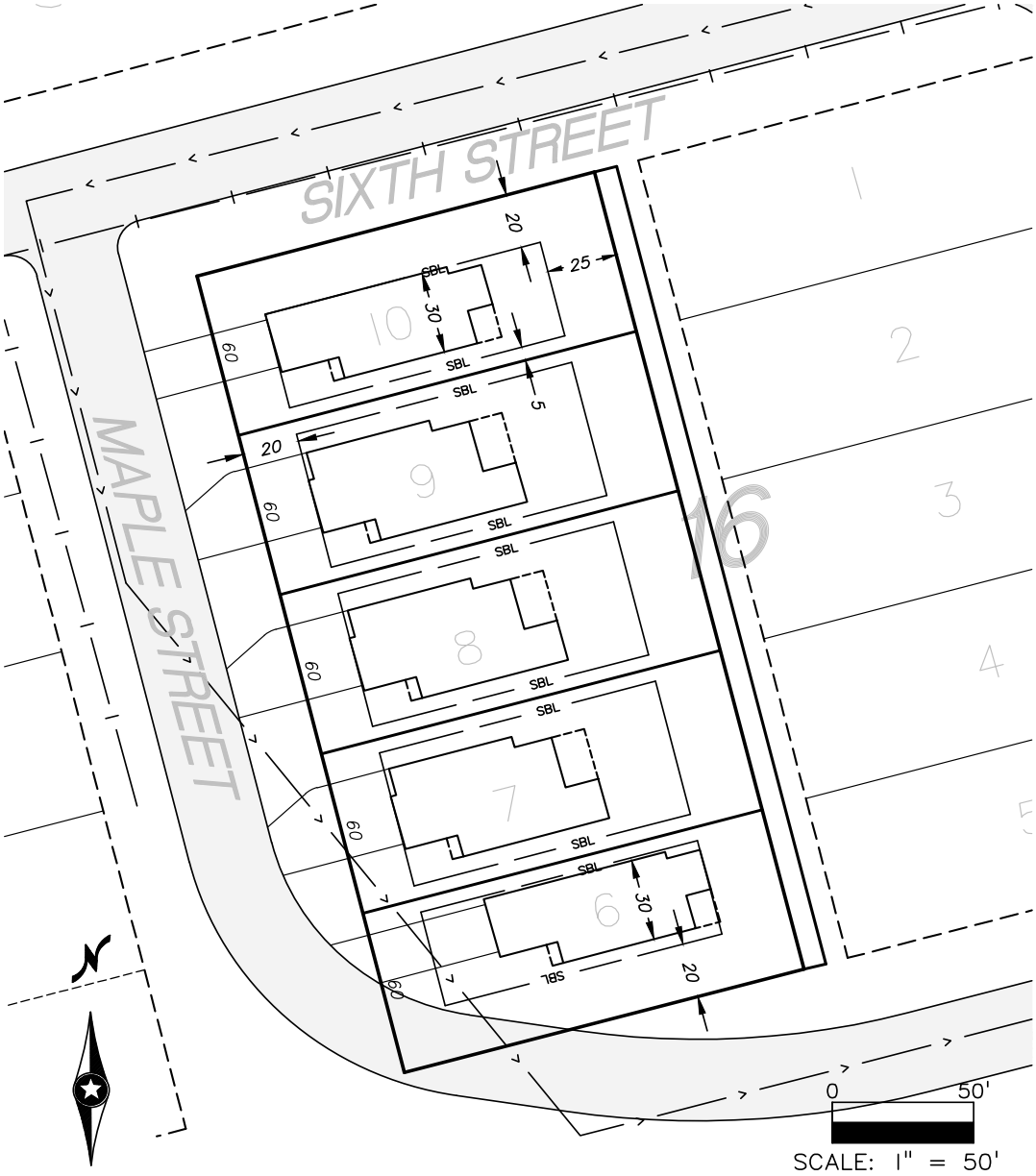
We appreciate the City taking the time to review our concept plan application. We look forward to working with Chaska as we move forward with our applications.

BUILDERS LANDMARK

Concept Sketch Plan

Chaska, MN

Parcel ID: 300500950



BUILDERS
LANDMARK

FLOORPLAN 1

Style: Two Story

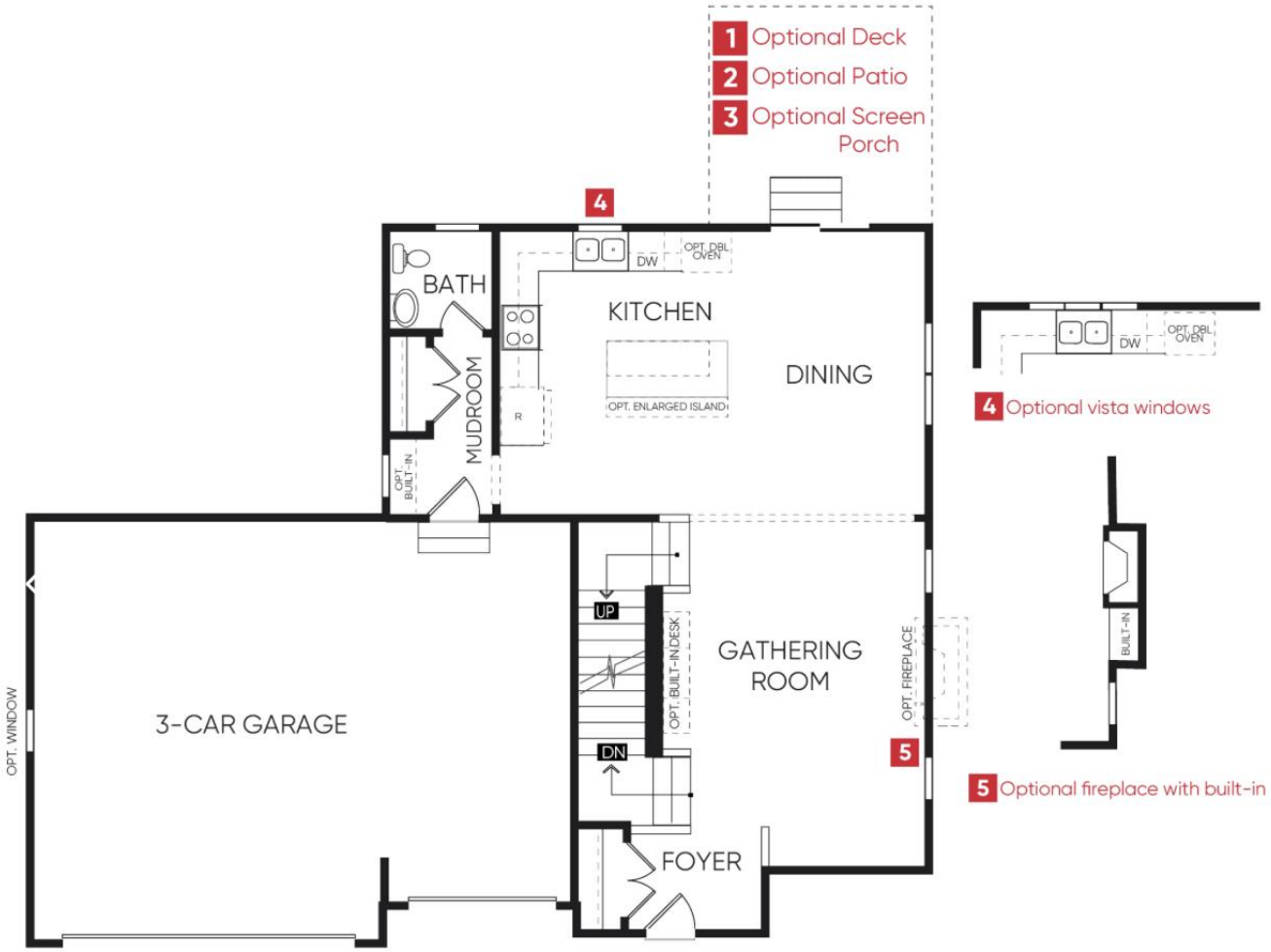
Finished Sq Ft: 2, 715

Bedrooms: 4

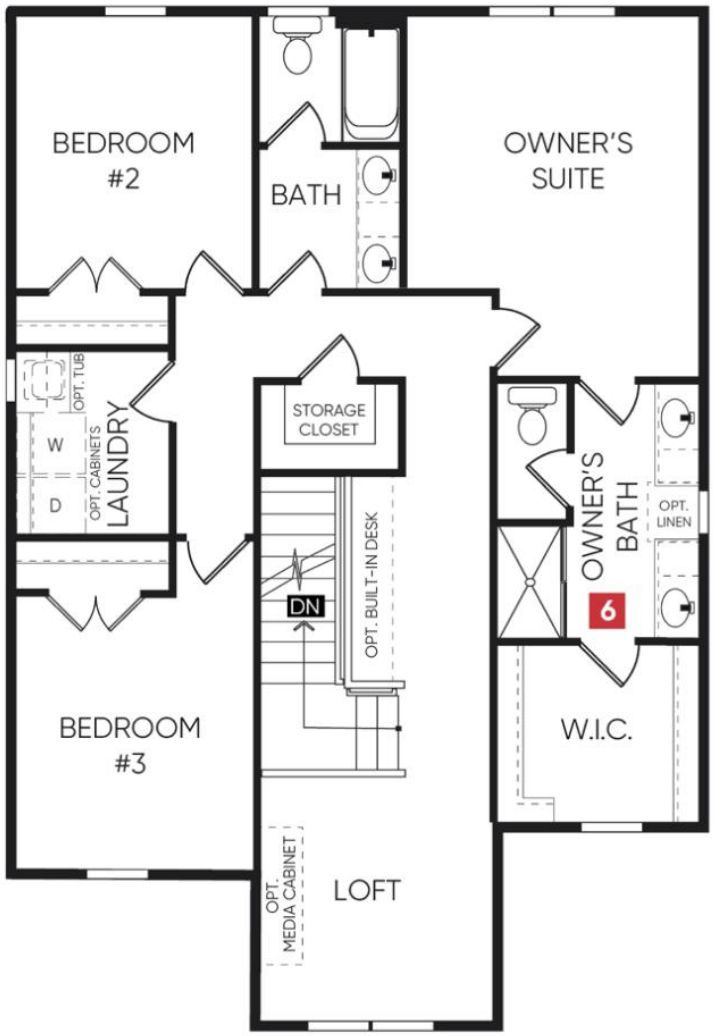
Bathrooms: 3,5

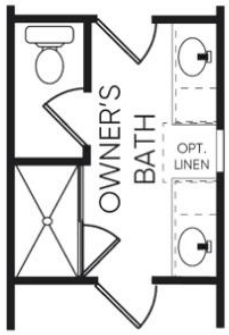
Garage: 3 Car

MAIN LEVEL


1 Optional Deck
2 Optional Patio
3 Optional Screen Porch
4
BATH
KITCHEN
DW
OPT. DBL OVEN
DINING
MUDROOM
OPT. ENLARGED ISLAND
R
OPT. BUILT-IN
UP
DN
OPT. BUILT-IN DESK
GATHERING ROOM
OPT. FIREPLACE
5
3-CAR GARAGE
OPT. WINDOW
FOYER
4 Optional vista windows
BUILT-IN
5 Optional fireplace with built-in

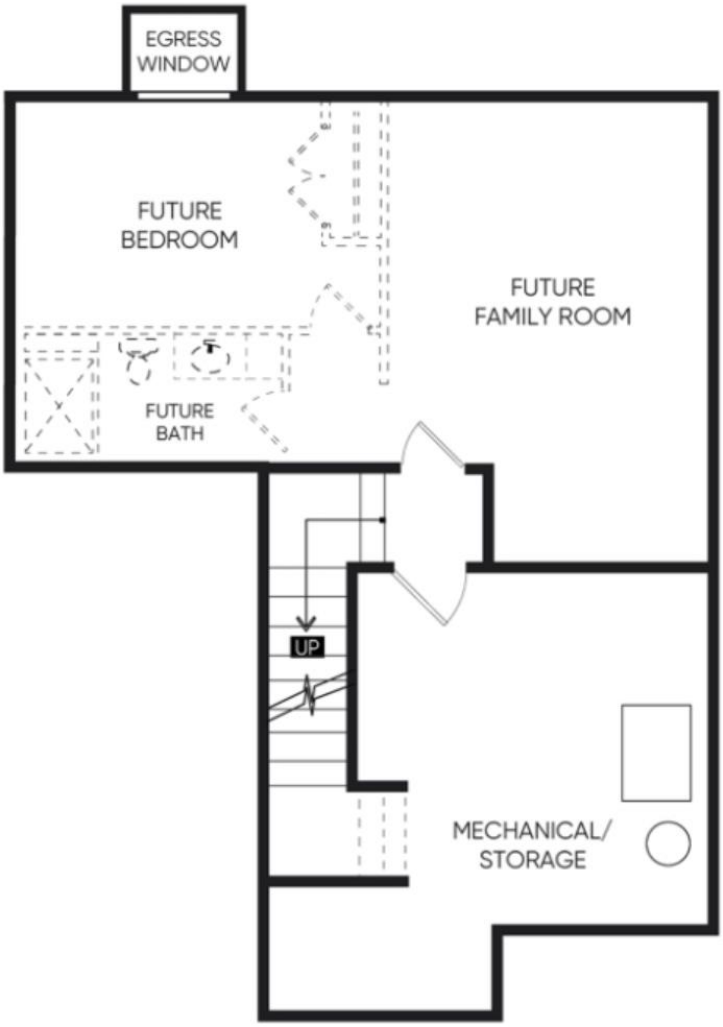
UPPER LEVEL





6 Optional Owner's bath 1 w/glass shower door

LOWER LEVEL


EGRESS WINDOW
FUTURE BEDROOM
FUTURE FAMILY ROOM
FUTURE BATH
UP
MECHANICAL/ STORAGE

BUILDERS LANDMARK

FLOORPLAN 2

Style: One Story

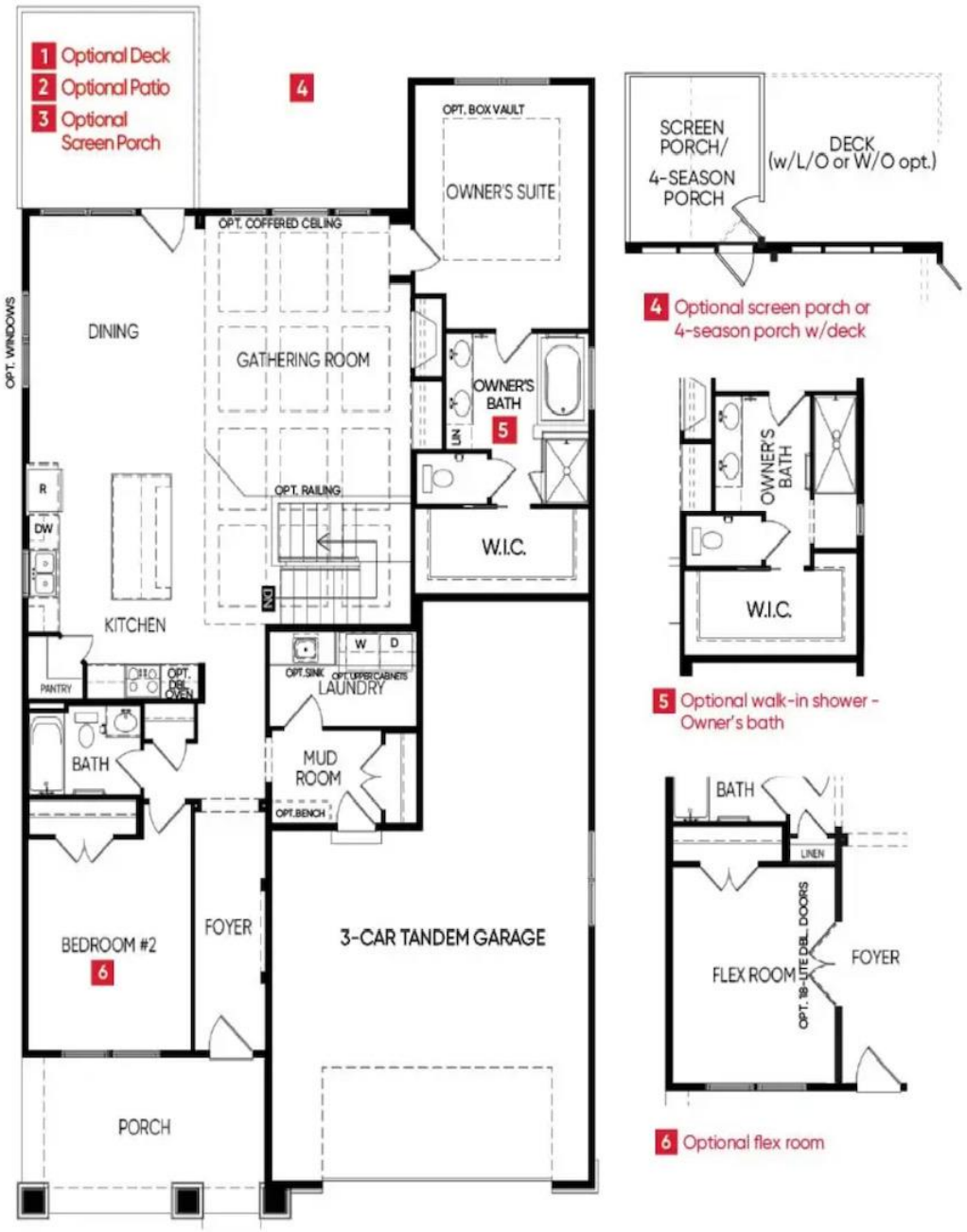
Finished Sq Ft: 3, 279

Bedrooms: 4

Bathrooms: 3

Garage: 3 Car

MAIN LEVEL


1 Optional Deck
2 Optional Patio
3 Optional Screen Porch
4
OPT. BOX VAULT
OWNER'S SUITE
OPT. COFFERED CEILING
OPT. WINDOWS
DINING
GATHERING ROOM
OWNER'S BATH
5
LIN
OPT. RAILING
W.I.C.
R
DW
KITCHEN
INC
W
D
OPT. SINK
OPT. UPPER CABINETS
LAUNDRY
PANTRY
OPT. DBL. OVEN
BATH
MUD ROOM
OPT. BENCH
BEDROOM #2
6
FOYER
3-CAR TANDEM GARAGE
PORCH
SCREEN PORCH/ 4-SEASON PORCH
DECK (w/L/O or W/O opt.)
4 Optional screen porch or 4-season porch w/deck
OWNER'S BATH
W.I.C.
5 Optional walk-in shower - Owner's bath
BATH
LINEN
OPT. 18" LITE DBL. DOORS
FLEX ROOM
FOYER
6 Optional flex room

LOWER LEVEL


EGRESS WINDOW
BEDROOM #3
7
FAMILY ROOM
OPT. FIREPLACE
UP
BATH
OPT. PENINSULA
STORAGE
OPT. WET BAR
MECHANICAL
BEDRC
BEDROOM #4
7 Optional bedroom #4

December 15, 2021

Elizabeth Hanson, AICP
City of Chaska City Planner
One City Hall Plaza
Chaska, MN 55318-1962

RE: Firemen's Park II Redevelopment Concept Plan
PID # 300500950, City of Chaska, Carver County, Minnesota

Dear Ms. Hanson,

We are writing on behalf of Eugene Vorobey, Landmark Builders, Inc. in regards to the Incomplete Submittal Letter provided by the City dated November 10, 2021.

Item #4 in the correspondence requests the following additional information;

- *Describe how the site/lots will stay out of the Flood Zone (Flood Zone map attached); will basements be installed?*

  We reviewed the flood plain maps provided. The information on the map reflects flood plain elevations along the adjacent creek, which is based on a hydraulic study. The color regions on the flood plain map appear to approximate. If the survey determines the flood plain differs from the current flood plain map, we will prepare a Letter of Map Adjustment (LOMA) and a Elevation Certificate to illustrate the limits of flood plain.

  If any portion of the 1-acre property is below the .1% or .2% flood elevation, the most desirable approach will be to adjust the development layout to avoid impact to the flood plain. If flood plain impact cannot be avoided, the next approach will be to grade the site such that there is no net loss. Permit applications to request flood plain fill, and compensating cut will need to be prepared for City review and consideration.

  It is my understanding that the proposed homes will be constructed with full basements, but the lowest opening elevations will be set to achieve the necessary vertical separation above the flood plain elevation. In addition, we will obtain soil borings on the site to identify the native soil materials on the site and to establish the ground water elevation. Basements will be set with the required buffer above the high ground water elevation. If the required separation cannot be achieved, the based options may need to be eliminated.

- ***Describe how the site/lots will stay out of existing infrastructure. (Transmission lines, utility lines on lots 6-7)***

  The project is currently in the conceptual phase of design and review. We have not completed a topographic or boundary survey on the property to date, which will verify the actual utility locations, depths and pipe sizes of the utilities in the area.

  Based on our preliminary review of the site and as-built utility records, it is our understanding that Maple Street and 6th Street are planned to be reconstructed, but the schedule and scope of the infrastructure improvements have not been determined. Approximate limits of the infrastructure improvements are included on the conceptual site plan.

  Existing municipal water and sanitary sewer utilities are located within Maple and 6th Street right-of-way, but utility services to serve the proposed development are not present. Utility service leads will need to be installed by the developer to serve the proposed homes. In addition, the sanitary sewer currently extends across the southwest corner of the subject site (refer to the as-built record attached).

  The alignment of Maple Street encroaches across the southwest corner of the subject property. As part of the proposed development, an 80' wide right-of-way (40' ½ right-of-way adjacent to the subject property) is planned to be dedicated to accommodate the existing utilities and street as well as future infrastructure improvements. The homes proposed on the southern lots will be adjusted to the east to avoid utility and right of way conflicts and to accommodate required minimum building setbacks. We do not anticipate the need for setback or yard reductions as part of this project.

  In addition to the municipal utilities, small utilities are located in the public alley along the east edge of the property and an electric transmission service is located along the east side of Maple Street. While the aerial services present a visual obstruction, they do not physically encumber the subject property. The developer will obtain a title commitment to identify easements, covenants and restrictions on the property, which will identify existing property restrictions.

- **Summarize both existing and proposed site drainage**

  Existing surface drainage generally flows to the south toward Maple Street that extends along the west and south edges of the site. The existing road consist of a bituminous surface, which is in poor condition. According to the as-built records, there is an existing outlet pipe at the south edge of the property that route surface water south toward the creek. There is a relatively steep grade in the alley to the east and to the north between the property and 6th Street. There are no improvements present on the property with the exception of a small playground in the northern portion of the property.

  Given the existing conditions, surface drainage generally flows southerly and is routed across Maple Street by the storm sewer. We are not certain of the size of the existing storm sewer or if there is an inlet or flared end section configuration.

  Proposed grading will be designed to meet the existing peak discharge rates for 2, 10 and 100-year design rainfall events. In order to achieve this, rate control may be necessary to regulate the discharge to the south. In addition, water quality BMP's will be incorporated into the design. The proposed storm water management system will meet the City of Chaska, Carver County Watershed and MPCA design requirements.

While we have not performed necessary surveys or completed the engineering design to determine the solutions for the proposed development, we performed adequate research to identify the potential challenges and considered possible solutions for those challenges.

Please review the information included in this letter and attached record drawing and contact me if there are any questions or concerns. We look forward to working with you through the course of design and review for this project.

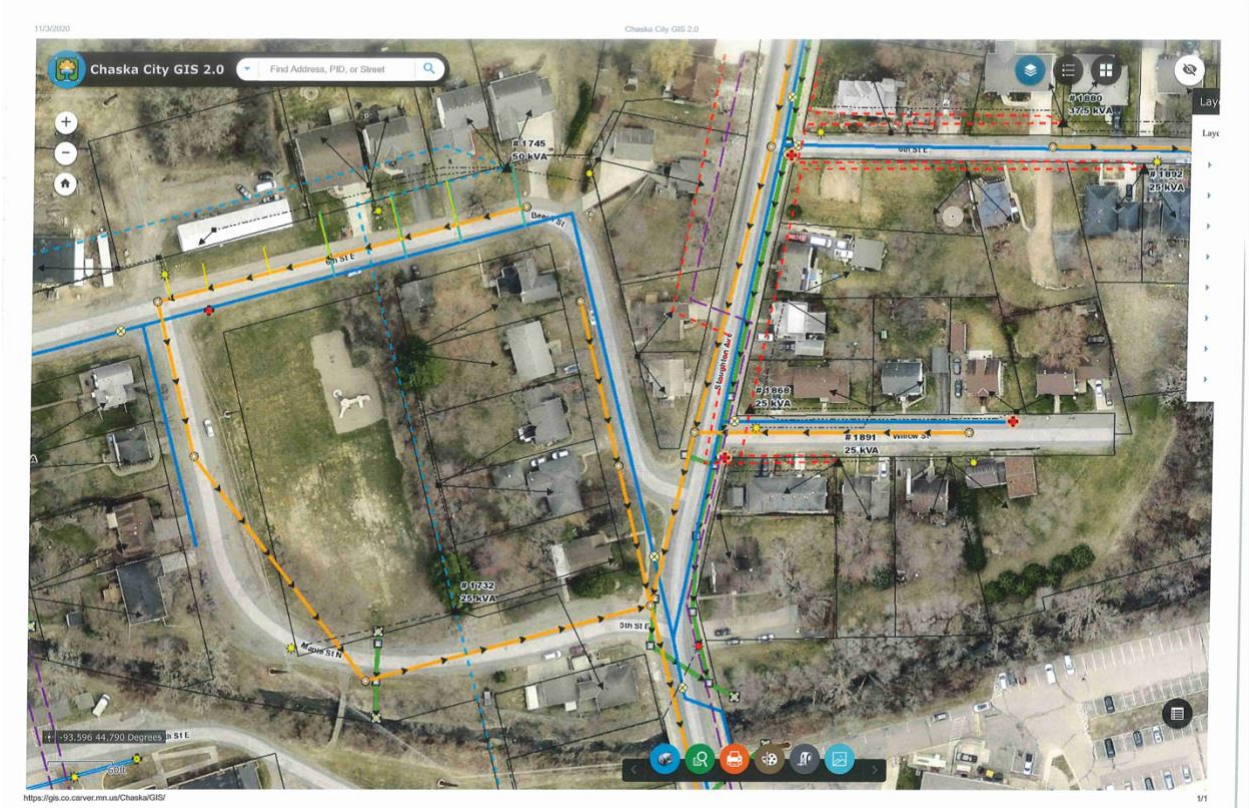
- **Will the homes have basements?**

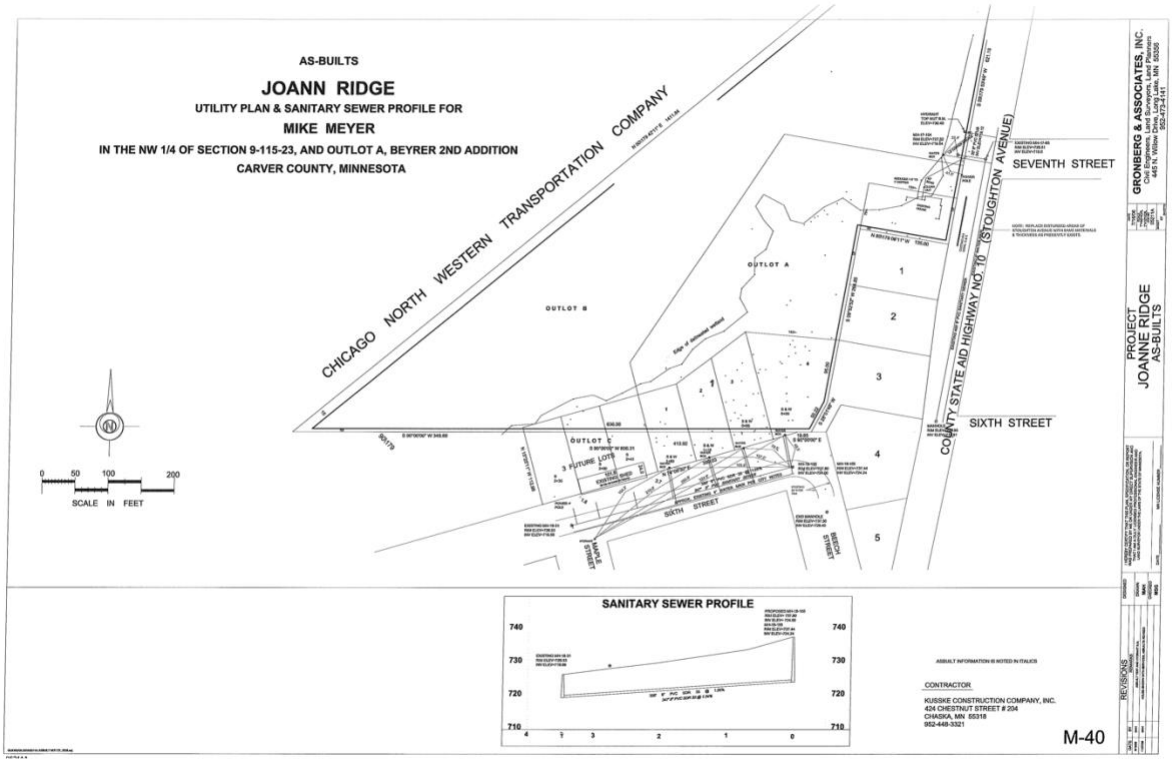
At this point the homes will not have basements

Sincerely,
Landform Professional Services, LLC



Todd J. Olin, Studio Lead


11/3/2020
Chaska City GIS 2.0
Chaska City GIS 2.0
Find Address, PID, or Street
1745
50 kVA
1889
37.5 kVA
1892
25 kVA
1868
25 kVA
1891
25 kVA
1732
25 kVA
Willow St
Stoughton Ave
5th St E
3rd St E
-93.596 44.790 Degrees
https://gis.co.carver.mn.us/Chaska/GIS/
1/1


AS-BUILTS
JOANN RIDGE
UTILITY PLAN & SANITARY SEWER PROFILE FOR
MIKE MEYER
IN THE NW 1/4 OF SECTION 9-115-23, AND OUTLOT A, BEYRER 2ND ADDITION
CARVER COUNTY, MINNESOTA
CHICAGO NORTH WESTERN TRANSPORTATION COMPANY
COUNTY STATE AID HIGHWAY NO. 10 (STOUGHTON AVENUE)
SEVENTH STREET
SIXTH STREET
OUTLOT A
OUTLOT B
OUTLOT C
3 FUTURE LOTS
1
2
3
4
5
0 50 100 200
SCALE IN FEET
SANITARY SEWER PROFILE
740
730
720
710
CONTRACTOR
KUSSKE CONSTRUCTION COMPANY, INC.
424 CHESTNUT STREET # 204
CHASKA, MN 55318
952-448-3321
M-40
GRONBERG & ASSOCIATES, INC.
PROJECT
JOANNE RIDGE
AS-BUILTS
REVISIONS

Landmark Builders Inc.
Chaska Community Meeting
12/17/2021

Community members in attendance:

Wade and Barb (507 maple street)
Sharon (531 6th street)
Paul (303 Beach street)

Meeting began at 5:00pm with a brief presentation from Landmark Builders Inc. showing the concept phase for the site. After the presentation, time was allowed to listen to members in attendance and their concerns/questions. Representatives from Landmark Builders Inc. were able to take notes and provide insights and answers towards the concept phase of the project. The meeting adjourned at 5:35pm.

Topics of concern:

- Height of new structures and possible earth filling, and sight lines affected
- Construction traffic
    - Impacts on surrounding homes due to new home construction
    - Impacts from street and city construction
- Style and price of new home construction
- Playground for neighborhood children being removed
- Are power lines staying as-is currently

Kind regards,
Eli Munoz
Landmark Builders Inc.



Tax Parcel Legend

Flood Zones

Base Flood Elevation

Floodway

Flood Zone (2018 FEMA DFIRM)

0.2 Pct Annual Chance Food Hazard

A (No detailed Hydraulic Analysis Performed)

AE (Detailed Hydraulic Analysis Performed)

Right of Way

Tax Parcels

Parcel Lines

SITE DATA:

Gross Site Area: 1.01 ac.

Aerial Photography from the State of Minnesota: Topography from State LIDAR

NORTH
1 INCH = 100 FEET

0 100 200
SCALE IN FEET

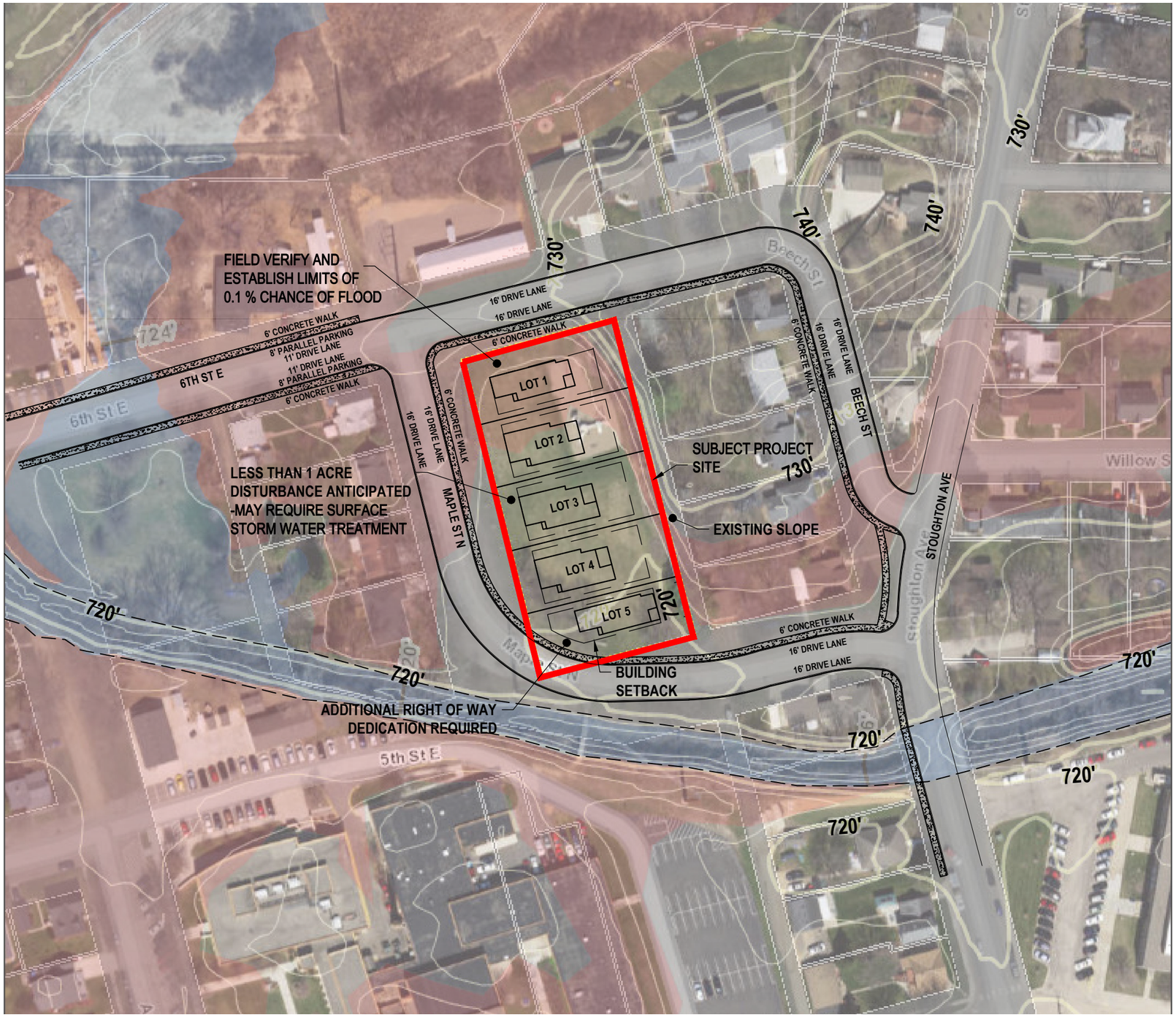
EXISTING CONDITIONS

LANDFORM

in collaboration with:
LANDMARK BUILDERS

FIREMEN'S PARK II • CHASKA, MINNESOTA
CONCEPTUAL REVIEW • 2021-12-06

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Tax Parcel Legend

Flood Zones

Base Flood Elevation

Floodway

Flood Zone (2018 FEMA DFIRM)

0.2 Pct Annual Chance Food Hazard

A (No detailed Hydraulic Analysis Performed)

AE (Detailed Hydraulic Analysis Performed)

Right of Way

Tax Parcels

Parcel Lines

NORTH

1 INCH = 40 FEET

0 100 200

SCALE IN FEET

SITE FORCES

LANDFORM

in collaboration with:
LANDMARK BUILDERS

FIREMEN'S PARK II • CHASKA, MINNESOTA

CONCEPTUAL REVIEW • 2021-12-06

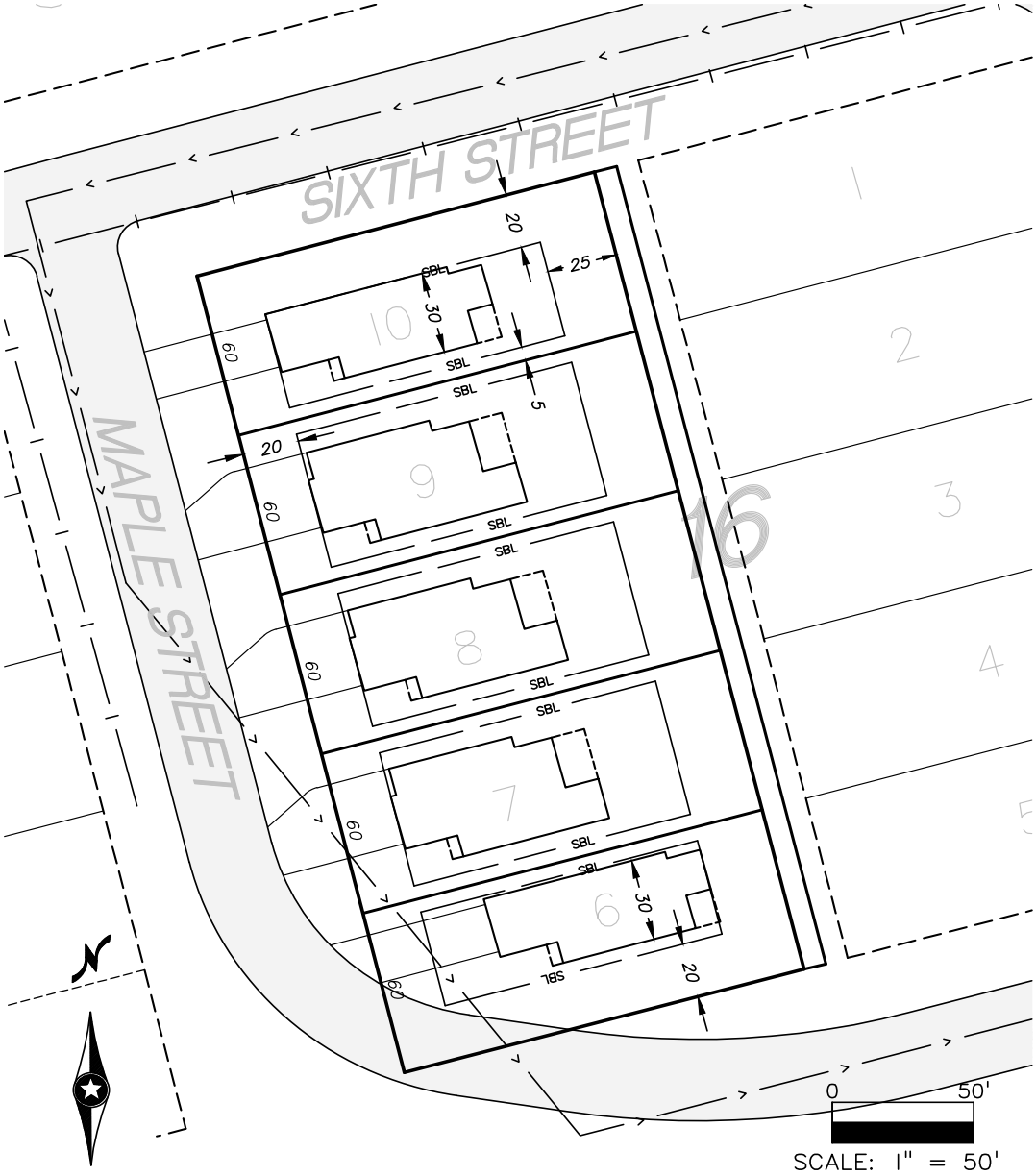
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BUILDERS LANDMARK

Concept Sketch Plan

Chaska, MN

Parcel ID: 300500950



National Flood Hazard Layer FIRMette

93°36'5"W 44°47'36"N



93°35'28"W 44°47'11"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

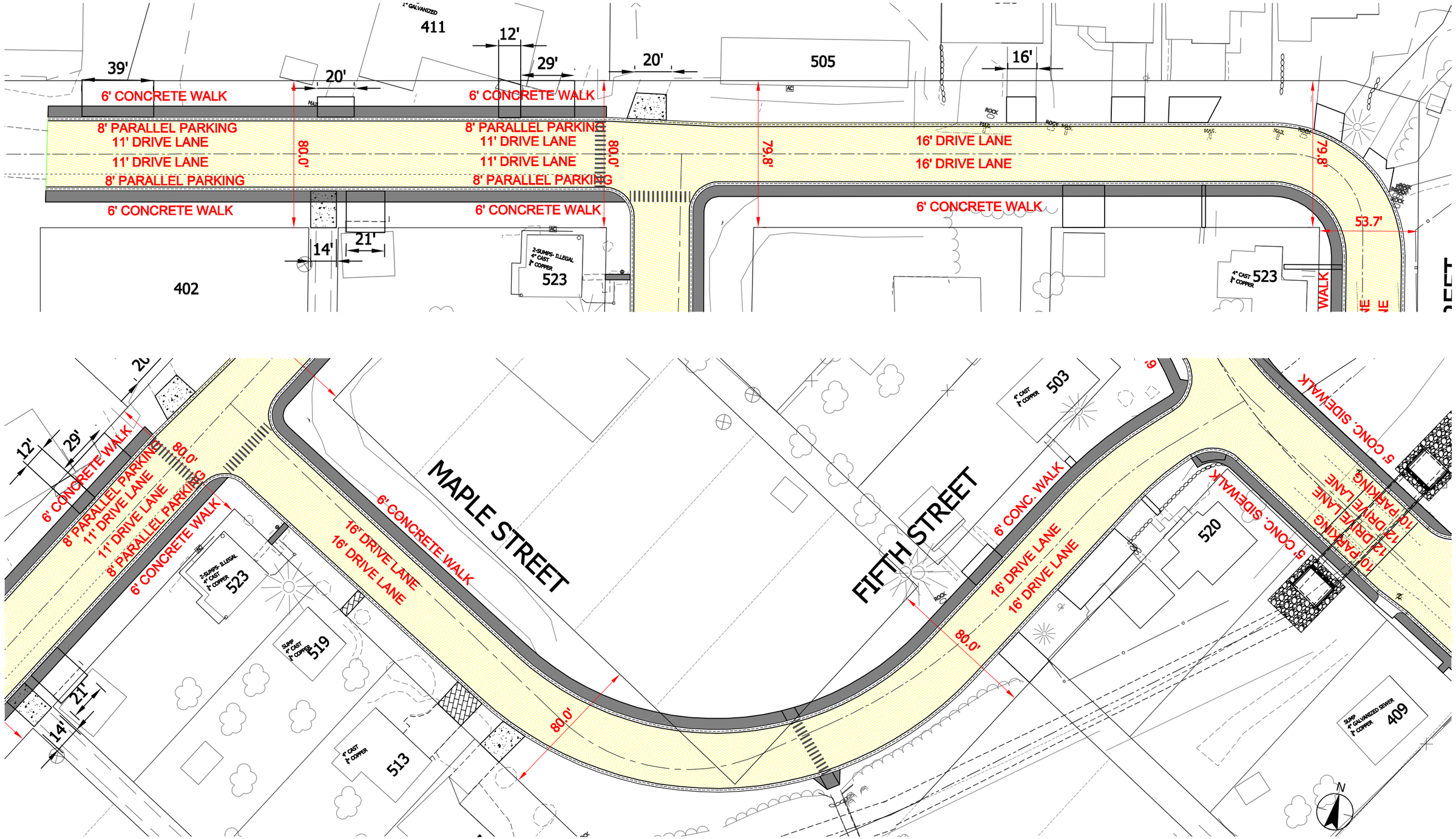
N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/10/2021 at 11:02 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



NORTHEAST DOWNTOWN AREA STREET IMPROVEMENTS

CITY OF CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION

FIGURE D-2

Stantec

733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

DATE: NOVEMBER, 2019 PROJ. NO.: 193804838

Plotted: 11/14/2019 - 2:16pm
Drawing name: V:\193804838\CAD\Dwg\Feasibility\193804838 - StreetFigure.dwg
XRef: 193804838 - XSPL_193804838 - address numbers, 193804838 - topo, 193804838 - XGND, 193804838 - XSPL

- MINUTES -
CHASKA CITY COUNCIL
DECEMBER 6, 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, 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
Councilmember Huang noted that there is a spelling error on the Agenda, Item 7.G. in "Hazeltine" which needs to be corrected.

Motion by Councilmember Hubbard, second by Councilmember Hatfield to adopt the agenda with the noted amendment. Motion carried.

5. Visitor Presentation
None.

6. Minutes

6.A. Approve November 15, 2021 City Council Meeting Minutes

Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the minutes of the November 15, 2021 City Council meeting.
Motion carried.

7. Consent Agenda
Motion by Councilmember Grau, second by Councilmember Hatfield to approve the Consent Agenda Items A through I:

A. Adopt Resolution 2021-77, Designate Polling Locations for 2022 Elections

Motion to adopt Resolution No. 2021-77, Designating Polling Place Locations for 2022 Elections.

B. Approve 2022 Prosecution Contract

Motion to authorize the Mayor and City Administrator to execute the 2022 County Prosecution Contract.

C. Approve Municipal Tort Liability Limits

Motion to direct the City Administrator to inform the League of Minnesota Cities Insurance Trust that the City of Chaska elects not to waive the monetary limits on municipal tort liability established by Minnesota Statute.

D. Approve 2022 Business License Renewals

Motion to approve the 2022 Business Licenses to include games of skill, refuse haulers, massage therapists, tobacco sales, solicitors/peddlers/transients and golf cart permits effective January 1, 2022 through December 31, 2022.

E. Adopt Resolution 2021-79, Acceptance of Additional Coronavirus Local Fiscal Recovery Funds Established Under the American Rescue Plan Act

Motion to approve Resolution No. 2021-79 Accepting the Redistribution of Unrequested Coronavirus Local Fiscal Recovery Funds Established under the American Rescue Plan Act.

F. Adopt Resolution 2021-80, Amending Fund Balance Commitments

Motion to approve Resolution No. 2021-80 amending General Fund Balance commitments.

G. Approve Parking Lease Agreement with Hazeltine Gates, LLC for the Loop Golf Course Parking

Motion to approve the Amended and Restated Lease Agreement with Hazeltine Gates, LLC for use of 30 parking stalls adjacent to The Loop Golf Course.

H. Adopt Resolution 2021-82, Request for Variance from standard for State Aid Operation

Motion to approve Resolution No. 2021-82 requesting a variance from standard for State Air Operation for Project S.A.P. 196-594-002.

I. Approve The Loop Stormwater Easement Agreements

Motion to approve authorizing the Mayor and City Administrator enter into Cross Drainage and Stormwater Easement Agreements with Hazeltine Gates, and The Legends at Hazeltine for The Loop Golf Course.

Motion carried.

8. Action Items

8.A. Public Hearing: Annual Truth in Taxation

City Administrator Podhradsky introduced and provided background on this item. He stated the Council doesn't need to take any action on this item tonight, it is to be presented to the public for feedback and questions only.

Councilmember Huang asked where neighbors Victoria and Carver County are in the rankings provided.

City Administrator Podhradsky stated they are not in the top 10 but in the top half and noted that is where most developing cities would fall.

Mayor Windschitl opened the public hearing on this item at 7:52 p.m.

No one wished to address the Council.

Mayor Windschitl closed the public hearing at 7:53 p.m.

Motion by Councilmember Huang, seconded by Councilmember Grau to establish December 20th, 2021 at 7:00 p.m. as the date Chaska City Council will consider the adoption of the 2022 budget and final tax levy.
Motion carried.

8.B. Adopt Resolution 2021-78, Issuance of Loan for The Loop Project

City Administrator Podhradsky introduced this item.

Administrative Services Director Graczyk addressed the Council and provided the purpose and background on this item.

Anton Voinov of Baker Tilly, Municipal advisors to the City, addressed the Council. He stated the decision to recommend moving forward with Charter Bank was to provide more flexibility for the City compared to what Center Bank proposed, considering there are still many outstanding items yet to be determined within the project.

Councilmember Hubbard asked if a down payment is needed with this proposed loan.

Administrative Services Director Graczyk stated there is no down payment; it is a ground lease transaction in which the City is pledging the property to repay the debt.

Motion by Councilmember Hubbard, second by Councilmember Huang to adopt Resolution 2021-78 relating to the financing of improvements to City land, authorizing the execution and delivery of a lease-purchase agreement and related documents.
Motion carried.

8.C. Solicit RFP for Architectural Services - Chaska Community Center

City Administrator Podhradsky introduced this item.

Parks and Recreation Director Grange addressed the Council and provided a presentation on this item.

Mayor Windschitl asked how RJM automatically is the construction manager without the City having to bid out the job.

City Administrator Podhradsky stated because RJM would be providing a professional service, the City isn't required to bid out the job. He also noted they have used RJM in the past and they have done a great job.

Councilmember Huang stated in the past it has worked out well having the construction contractor also serve as the project manager. He stated on the bus station garage reconstruction

project in the past they used the same approach and as a result were able to save money when unexpected things came up and they were able to turn them into other useful amenities.

Motion by Councilmember Hubbard, second by Councilmember Huang to Approve City Staff to Solicit RFP for Architectural Services for the Chaska Community Center Master Plan.
Motion carried.

8.D. Adopt Resolutions 2021-81, 2021-83 and 2021-84 and Ordinance MC 2021-1004 and Ordinance MC 2021-1005, Establish 2022 Utility Rates

City Administrator Podhradsky introduced this item and stated usually this is on the agenda during the second meeting in December but to get the rates ready to go for January billing, it is better practice to review them earlier in December. He stated what they are seeing in their packets tonight on this item are the things reviewed in the budgeting meetings they have had throughout the year.

Motion by Councilmember Grau, second by Councilmember Hubbard to adopt Ordinance No. 2021-1004 establishing 2022 Water and Sewer Utility Rates.
Motion carried.

Motion by Councilmember Huang, second by Councilmember Hatfield to adopt Resolution No. 2021-83 Approving Summary Publication of Ordinance 2021-1004.
Motion carried.

Motion by Councilmember Hubbard, second by Councilmember Huang to adopt Ordinance No. 2021-1005 establishing 2022 Electric Utility Rates.
Motion carried.

Motion by Councilmember Grau, second by Councilmember Hatfield to adopt Resolution No. 2021-84 Approving Summary Publication of Ordinance 2021-1005.
Motion carried.

Motion by Councilmember Hubbard, second by Councilmember Hatfield to adopt Resolution No. 2021-81 establishing 2022 Storm Water Utility Rates.
Motion carried.

9. Bills
9.A. Accounts Payable Council Roster 12-6-2021

Council requested further information on pages 1, 7 and 8.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Hatfield 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
10.B. Bi-Weekly Report December 6, 2021

Councilmember Hatfield:
- Stated she is grateful for the Police and is happy they are bringing on more people to help them
- Noted Coffee with a Cop is on December 15th at Dunn Brothers
- Stated on December 16th there is a Food Distribution event
- Stated the Community Center is hosting an Open House on December 11th from 12pm – 6pm

Councilmember Hubbard:
- Stated she attended the Tree Lighting on December 5th and noted it was great and the choir was excellent
- Encouraged everyone to shop local and thanked Officer Julie for all her hard work on the Heros and Helpers event, and stated it was a highlight of her year to participate in that and help wrap gifts for kids and their families

Councilmember Huang:
- Stated the holiday event at City Square Park was a great event, he noted the llamas were a big hit
- Noted that Chaska Valley Theatre is putting on the production of Newsies this coming weekend, he noted more information about show times and tickets can be found at cvft.org
- Stated Southwest Transit is wrapping up strategic planning for 2021 and working on obtaining more buses

Councilmember Grau:
- Stated he wanted to give a shout out to those who contributed to the Tree Lighting and Santa event on December 5th
- Commended the Police Department for being quick to inform people of what is going on in the City

Assistant Administrator Kabat:
- Stated they got notification that the City was awarded a $500k grant through the Transportation Economic Development Infrastructure Program and it will be put towards the sewer extension

City Administrator Podhradsky
- Stated they submitted an application for a grant of around $1.7million through the National EDA and noted they have a good chance of getting that and it would help with the sewer extension project as well if awarded

Mayor Windschitl:

- Stated it was great to see the kids shop with the Police Officers at the Heros and Helpers event, and he thanked and congratulated Officer Julie for a successful event
- Noted the weekend went well with the Tree Lighting and events in City Square Park, stating it was nice to see people out at the events
- Thanked the 100 Club for helping with the decorations around the City
- Noted the next Council meeting is on December 20th and they will finalize the budget that evening
- Stated Chaska is the 16th fastest growing City in the State, in the fastest growing County

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Huang to adjourn the meeting at 9:45 pm.
Motion carried.

Chaska Park Board
Meeting Minutes
Oct. 12th, 2021
Chaska Event Center and Zoom

1. Call to Order

The October 12th meeting of the Chaska Park Board was called to order by Chair David Downs at 7pm at the Chaska Event Center.

2. Roll Call

David Downs, Jason Branch, Elizabeth Wynveen, Zach Saueressig, Donelle Heieie, Karli Cich, Thomas Massey, Jalen Destin.

Absent: Georgiann Keyport

Staff Present: Marshall Grange, Mary Monteith

3. Adopt Agenda

Motion to Adopt the October 12, 2021, Agenda

All Approved

4. Visitor Presentation

None

5. Approve Previous Meeting Minutes

Motion by Wynveen, second by Heieie to approve the September 14th meeting minutes.

6. Receive Council and Planning Meeting Minutes

6A. Council minutes August 16th

6B. Council Minutes September 13th

6C. Planning Minutes August 11th

Wynveen mentioned there was discussion in the Aug. 11th minutes on the Oak Ridge/Costco redevelopment, talk of a tot lot area there. Would we be involved with that or is that the developer? Grange, no, that is something the developer is doing on the site, they are going above and beyond including some park amenities within the development. We would not be a part of it.

7. Action Items

7A. Recommendation for Park Board Dedication as Part of Lennar's Reserve at Autumn Woods Development

Grange shared that there are some people joining us tonight via Zoom, including Josh Metzer, representing the developer Lennar, as well as some here in person.

Grange showed a map of the development, located north of Pioneer Trail, on the southwest corner of Audubon Road. This area was identified in the 2040 Comp Plan for a neighborhood park, so we are looking at as part of park dedication.

We started with this project in May of this year when the developer submitted a concept plan to the city. When there is a park identified in a development plan, it starts with the park board reviewing, then goes on to planning and then council. Grange reminded the board that this is a three-step process, things start with a concept plan, then a preliminary plan and then a final.

This development is just over 45 acres in size. The original concept started with 102 lots. As things relate to park dedication with this project, we have a few options we could consider. We could take up to 10% of the land, which is up to 4.55 acers, we could take cash in lui of land, which we are not, as it was identified for a park in the 2040 comp plan. We also could do a combination of land and cash.

As we looked at this layout, we concluded that the area east of lot 52 was not as desirable for park space. Our goal was to create a contiguous parkland area in the NW corner, where we suggested the removal of a few of lots, where there then would be just under 2.65 acres. There was some thought that a bit more land would be ideal, or to take it all. However, after some discussion, the conclusion was that 2.65 acres would be sufficient for a neighborhood park space and would also have remaining cash to help cover amenities of the park at a future date.

The concept plan was approved by council on May 17th. As it relates to the whole development, Lennar is subject to multiple stipulations and conditions. As it relates to the park conditions, the city will receive at a minimum 2.65 acres of park dedication in land with a strong recommendation for additional land and receive the balance of park dedication in cash. Lennar will also need to omit the proposed park land dedication starting at northwest corner of lot 52 and everything east from there, and to omit lots 53, 54, and 55 to achieve the minimum 2.65 acres all contiguous on the northwest corner of the site. The resolution that the council adopted, reflected all of that.

Grange shared the new preliminary plan that was submitted to the city. The developer went from 102 lots to 86. They did a general reconfiguring of things. The park area in the NW area is now at 3.13 acres, we landed in a good spot with that based on what we asked for, plus we would receive a balance of 1.42 acres in cash.

Timeline and next steps: Make sure we involve the existing residents as well as new residents that will move in. The timing for that is dependent on construction. Lennar shared that it likely would be spring of 2023 when there would be a decent number of residents living there. Then the community engagement process would start, as could see construction of the park that fall.

Discussions on trail connectivity, and the access into the park off Autumn Woods Drive will still need to occur. That would be with council and the Jonathon Association as well as with the residents.

Tonight, we are requesting action to recommend to City Council to accept the park dedication of 3.13 acres of land as shown in the Lennar preliminary plan submittal and to receive the remaining balance of 1.42 acres of park dedication in cash.

Massey-will this be a part of the Jonathan Association, maintained by them? Yes, the city will own the park, but all around it will belong to Jonathan. City will maintain and own the storm basins.

Saueressig-trail access coming off Autumn Woods, when will that get discussed? Grange hoping it will be done now into next year, some discussions between Jonathon and the city are happening already.

Heieie-Pleased to hear access from Audubon to be discussed.

Visitor-Emily Roman Welter, 2887 Ironwood Blvd, Mark Lundgren, 3075 Autumn Woods Drive and Kip Dunkelberger, Butternut Drive are also here tonight.

Welter-we are a panel that has worked the different pieces of this project. I'd like to say thank you, this has been a collaborative process. In general, a really great job of everyone involved. Hours and hours have been spent on this. We feel very positive about how this plan has come come out.

Downs, are we ready for a motion?

> Motion by Massey, second by Cich:
>
> To recommend to City Council to accept the park dedication of 3.13 acres of land as shown in the Lennar preliminary plan submittal and receive the remaining balance of 1.42 acres of park dedication in cash.

Josh Metzer with Lennar, spoke via Zoom, we all have been working hard on this, a lot of collaborative effort. Happy to be at this point in the process. Thank you and appreciate the hard work done on this project.

7B. Recommend Consultant for Facility Naming Rights and Sponsorship

Back in May of this year, staff conducted a work session with council and the park board on the idea of naming rights and sponsorship revenue. At that time, Grange walked all through local examples in the metro area that are happening already. There was good discussion on what these new revenues could help us with within our parks and recreation department especially as we think of the curling and event center and the community center and establishing some sustainability in having some resources that can go towards capital improvement projects and replacing large capital projects over time as they age. We felt that if we embark on this, we likely will start with the curling center, as it is the one most ready for something like this, and we have the need and desire to expand the players' lounge across the backside. That space was not built to the ideal size. With all the various events we host here, it would really allow for us to be better hosts at the various events we have here and to also help us to grow our events. Naming rights and sponsorship revenue could help fund such projects.

We talked as well about the benefit of working with a professional consulting firm, through that discussion, the feedback came back to staff that everyone was in support of this. So, from there, we developed and sent out Request for Proposals in July. We received 3 proposals; however, one withdrew. At the August park board meeting, Grange recommended interviewing the 2 candidates and asked for 2 interested board members to serve on the interview committee. Dave Downs and Zach Saueressig expressed interest in doing so and were appointed to do so. In September, Grange, Monteith, Downs and Saueressig sat in on the interviews. The first candidate was Chris Potenza with Front Burner Sports, who is also local. The second one was Kyle Canter, with Superlative Group.

Included in the park board packet was their proposals for review and a chart with various comparisons between the 2 firms. After deliberation, we are here tonight to present our recommendation to the park board to give to city council. Our recommendation is to enter into a service agreement with the Superlative Group. They have 27 years of experience with naming rights. They have delivered over 2.2 billion dollars in revenue for their clients over those years. They have been successful with projects across the country. They have multiple staff on their team that could provide adequate resources to support us. They have really demonstrated success also in the Minnesota area. So has Chris, from Front Burner Sports, but as we were considering an outside entity, that was something we were trying to weigh in on, the level of service they could provide to us. It was apparent that they have been successful in that. With Kyle, the lead consultant on this project from Superlative, he has been the lead on all the Minnesota projects. He's developed a lot of great relationships in Minnesota. The Superlative Group also has a favorable fee structure as it relates to the commission pay out. They spread that 10% commission out annually across the length of the term, which we liked. Also, the cost of the signage and installation of it, they negotiate that with the partnering business, a cost that they have as a part of the project, so less out of pocket money for the city as well. So, with all these elements combined, we feel the Superlative Group will be a great fit to assist the city and

get us started with looking at what the possibilities are for partnership with the curling and event center.

Grange noted, even when working with the consultant, there still would be an approval process through city council before we would sign any type of agreement with a partnering business for any type of naming rights that would go on a facility.

Downs, a couple comments, I didn't think Superlative would be an ideal candidate as they were out of Ohio. But that changed with the amount of work they have done here in Minneapolis; this is one of their areas of focus. When I learned all they do around here, that was a great surprise. They are extremely professional. They are absolutely the right partner, they will bode well for us, maybe even for years to come.

Saueressig, this has been a great project to be a part of. Also, the benefit of due diligence, we got a great opportunity here for the city. This is a great thing to be a part of. I'm excited to see where this will go.

Heieie, I felt the same thing about Superlative and not being local. However, when I reviewed the break down comparisons and the proposals, I feel very confident with our recommendation to city council.

Massey, to clarify, this is just for the naming rights, not for signage? Downs, yes, for the curling and event center. What if something happened to this company down the road? For example, if they went out of business, then what? Downs, they aren't contracted for anything other than this building. They showed us their contracts, they are like 15-25 years in length, that says a lot of how they do business.

Downs, we need a motion.

> Motion by Saueressig to Recommend Superlative Group for Facility Naming Rights and Sponsorship, second by Massey.
>
> Motion Carried

8. Discussion Items

8A. Update on Pedestrian and Bicycle Master Plan

Grange updated the board-the consultant is working on putting the draft of the plan together. The first chapter is out to the steering committee for review and comment. Once complete, we then will coordinate the listening sessions; last week we had one at Lake Grace Apartments, which is owned by Carver County CDA. We had a couple translators there, both Hispanic and Somali, we had good discussion and feedback. Another one tomorrow night at Riverview Terrace, to get feedback from our Latino community. We are wanting to make good effort to hearing all our voices in the community. We are now working with Antonio to do a community open house to show the community our plan, looking sometime around November. Look for

him to present to us in December, and for a recommendation to council. We are excited to see this all start to come together.

Downs, any surprises? Grange, not really, but one thing that came out, was winter trail maintenance, a big barrier for people. How do we make changes there as it comes at a big cost. However, some of it is also education, as we do have 30+ miles of plowed trails, that is a good amount. Downs asked if there was a trail map out there showing where Chaska trails are maintained in the winter? Yes, there is a map out there. Grange, I like the fact that the focus throughout is on all ages and abilities and encouraging more to walk and bike in Chaska.

Cich-Thank you so much for going to Lake Grace apartments with translators. They don't feel like their voice matters. Apartments are often left out; I hope that continues, that you seek those opinions out. Many of those residents walk on Highway 41 to get to the bus station to get to work. It is difficult in some areas. Grange, we are wanting to build more trust with the underserved in our community, it is an on-going goal of ours.

8B. Department Happenings

Grange shared that the night before he attended a unique and emotional opportunity at the fire station. Two of our part time lifeguards from the CCC were recognized, along with a couple others for their help with saving a community center member who recently had a heart attack while working out. They stepped in and did CPR and used the AED until the fire department and Ridgeview paramedics arrived. Ultimately the man was stabilized and was taken to HCMC. Grange shared that those 2 part time staff, had a big impact on the outcome of this. The individual survived, and he and his family came to the fire station to thank all involved. He got the gift of life back. A really neat thing, A.J. and Allissa, had the courage to take their training and put it into action. Some never use it but to use it and have a successful story is rare and awesome. They will now be ambassadors to promote getting AED training, you never know.

Heieie asked if there was anyone out there who offered scholarships for free or reduced CPR classes. Monteith, we offer them here at the CCC, however there are fees for materials and the instructor.

The Fire & Ice Community Festival is this weekend! A fun filled weekend planned. Thursday the Bonspiel starts with 38 teams. A handful of teams did cancel due to Covid, staff are still trying to fill those spots. Friday nights kick off band is The 4onthefloor, out of Minneapolis. The fireworks will start at 8:30. Saturday activities start at noon, with lots of family fun activities, a kids DJ, and a bean bag tournament. The Chaska Fire Department will also be celebrating their 150th anniversary. There will be water fights, antique fire trucks on display as well as bag pipers at 3pm. Music starts at 4pm with Bad Girlfriend's and then Chaska's own Johnny Holm band at 7pm. The evening ends with more great fireworks at 8:30. Lots of fun for all!

Grange-Kudos to all our staff as well as public works, for all their help, as well as several sponsors. Schram Brewery has even made a special brew for the fire department!

Then last event of the month, Trail of Fun at Athletic Park, Oct. 22, 5-8pm. Must have reservations for the hayrides this year!

Cortina Woods neighborhood playground-decommissioned and re-do has started.

Pickleball at the SW Transit parking ramp, staff just got the 3 courts lined. Staff are working on the protocols. Communications are out to our current active players as well to let them know of this new site. More marketing pieces will be coming.

Clover Ridge outdoor hockey rink, boards are done but haven't shipped yet. Install early November. Resurface of the skateboard area is also done.

9. Other Business

9A. Park Board Round Table

Heieie-Drove by Cortina Woods playground, I look forward to completion of that.
Cuzzy's has an upcoming fun run on Oct. 30th, check it out on their website. Looks fun!

Branch-Excited for Fire & Ice, fall time, is my favorite time.

Saueressig-I continue to be impressed by what a great community this is. Emily, I ran into her quite a bit these last few weeks, she is involved with many things in the community. The lifeguards, I see them around as well, as I do the FT staff, they are just awesome. Great things happening in our community.

Wynveen-I did the first parkrun in Chaska, I was impressed with how organized it was, and that there is a social piece to it, they met at Red Bench Bakery after for socializing. I left there feeling so great. I encourage everyone to try it, if not wanting to do the run/walk, you can volunteer as well. I had the opportunity to check out the Par 30 (The Loop) recently, it looks awesome, and is really starting to take shape, I'm excited.

Destin-Congratulations to the Chaska Football team, they are undefeated again, 6-0, they have been real fun to watch.

Massey-I also was at the parkrun, there was a gal in her 80's there! This is my last meeting, a good experience, thanks. Feels good to be plugged into the community.

Downs-went and early voted today at the courthouse, I'd encourage everyone to get out and vote. He also asked about interested people who have sent in applications for the board, Grange, we do have one application in, we are holding off now till the year of the year, will likely fold into 2022-year process. Will be a bigger push.

10. Adjourn

Motion to Adjourn the Park Board Meeting by Saueressig, Second by Wynveen.

Motion Carried.