



AGENDA

PLANNING COMMISSION MEETING

June 20, 2024 - 6:00 PM

City Hall Council Chambers

Members of the public can participate in person at Lakeville City Hall, 20195 Holyoke Avenue. Members of the public may join the meeting via Teams Meeting, **Meeting ID: 264 804 648 175, Passcode 6APsK9** or by calling **Toll Number 1-323-433-2142; Conference ID: 603 481 968#**.

The Planning Commission meeting can be viewed live on Spectrum cable channel 180 or via web stream at LakevilleMN.gov/LiveTV. The Chair will allow for public comments and questions at the appropriate time.

1. Call to order, and flag pledge
2. Roll Call
3. Approval of Minutes
 - a. June 6, 2024 Planning Commission meeting minutes
4. Announcements
5. Public Hearing
 - a. Kevin Kiewatt
Consider the application of Kevin Kiewatt for an conditional use permit to a detached accessory building with a combined accessory building area exceeding 2,000 square feet on a single-family lot in the RS-1, Single Family Residential District, located at 16560 Laigle Avenue.
 - b. Sundance Lakeville
Consider the application of Mark A. Davis, Davis HRE for the preliminary and final plat of two lots and two outlots to be known as Sundance Lakeville, located north of 162nd Street (CSAH 46), west of Buck Hill Road, and east of Kendale Drive.
6. Staff Notices
 - a. The City Council meeting at which the above items may be considered will be held on July 1, 2024.
 - b. The next Planning Commission meeting is scheduled for July 18, 2024.
 - c. Future and Continued Planning Commission Agenda Items / Summary of City Council Actions on Planning Commission Agenda Items.
7. Adjourn

Planning Commission Meeting Agenda
June 20, 2024

Page 2

CITY OF LAKEVILLE
PLANNING COMMISSION MEETING MINUTES
June 6, 2024

Chair Majorowicz called the meeting to order at 6:00 p.m. in the Council Chambers at City Hall. The Pledge of Allegiance to the flag was given.

Members Present: Chair Jenna Majorowicz, Scott Einck, Pat Kaluza, Jason Swenson, Amanda Tinsley, Christine Zimmer, Jason Haider, Police Lieutenant.

Members Absent: Ex-Officio Jeff Hanson, Patti Zuzek

Staff Present: Tina Goodroad, Community Development Director; Frank Dempsey, Associate Planner; Kris Jenson, Planning Manager; Alanna Sobottka, Civil Engineer; Tina Morrow, Recording Secretary

3. Approval of the Meeting Minutes

The May 9, 2024 Planning Commission meeting minutes and the May 9, 2024 Planning Commission work session minutes were approved as presented.

4. Announcements

Planning Manager Kris Jenson stated that the following was distributed to the Planning Commission at tonight's meeting:

1. June 5, 2024 Parks, Recreation and Natural Resources Committee meeting motion regarding the Kenyon Green preliminary plat.
2. The July 4, 2024 Planning Commission meeting is canceled due to the Independence Day holiday.

5. Kenyon Green

Chair Majorowicz opened the public hearing to consider the application of Ron Clark Construction to consider the following: 1. Zoning Map amendment to rezone property from O-R, Office/Residential Transition District to PUD, Planned Unit Development District, 2. Preliminary plat of 17 residential lots to be known as Kenyon Green, and 3. PUD development stage plans for 15 attached townhome lots, one common area townhome lot, and one lot with a 49 unit apartment building taller than 42 feet, located west of Interstate 35, north of 185th Street (CSAH 60), and south of Kenyon Avenue.

Michael Waldo with Ron Clark Construction presented an overview of the project.

Planning Associate Frank Dempsey presented the planning report. Mr. Dempsey stated the applicant has applied for a preliminary plat, zoning map amendment rezoning the property to PUD, planned unit development district, and PUD development stage plan to allow the proposed development of Kenyon Green.

The Kenyon Green property is located in Planning District 1 of the 2040 Comprehensive Plan, which guides the subject property as Office/Residential Transition, which allows high density residential development, including apartment and townhome dwellings.

Mr. Dempsey stated the subject property poses site development with unique challenges due to the shape, natural environment protection areas (wetland), and double fronted property characteristics abutting arterial roadways, limitations on site access due to curve of Kenyon Avenue resulting in the development requiring additional flexibility of site development offered by a PUD with the underlying zoning of the O-R District.

The subject property is within the current MUSA. The proposed apartment building and townhomes are consistent with the planned land use of the property in accordance with the 2040 Comprehensive Land Use Plan.

The preliminary plat includes a proposed plan for a development of two outlots which are outlined in the May 30, 2024 planning report. The proposed property complies with the lot requirements of the Zoning Ordinance for the respective zoning districts.

Mr. Dempsey outlined the PUD planned unit development and the purpose. The rezoning to PUD provides for flexibility with certain setbacks as noted in the May 30, 2024 planning report to provide a layout that works with the physical site constraints.

He reviewed conformance with Zoning Ordinance requirements, which included, setbacks, off-street parking, landscaping/screening, garage stalls and guest parking, building elevations and exterior building materials, signs, and site lighting.

Mr. Dempsey clarified that staff is recommending adding a stipulation to read as follows: *Stipulation #8. In the event the townhome properties and units are sold as private properties, a homeowners association (HOA) and covenant declarations shall be established in accordance with State of Minnesota Statute requirements.*

Community Development Department staff recommends approval of the Kenyon Green zoning map amendment, preliminary plat, and PUD development stage plan, subject to the seven stipulations listed in the May 30, 2024 planning report, as amended.

Chair Majorowicz opened the hearing to the public for comment.

Janet Lebens – 18560 Knollwood Circle

She is concerned of the potential height of the development, and how it will impact her sight line from her property.

Motion was made by Zimmer, seconded by Einck to close the public hearing at 6:34 p.m.

Voice vote was taken on the motion.

Ayes – unanimous.

Chair Majorowicz asked for comments from the Planning Commission. Discussion points included:

- Commissioner Zimmer asked if there will be a potential issue with Interstate 35 in the future. She asked if plans were sent to the Minnesota Department of Transportation.
- Building setback deviations for the townhomes and setback and height deviations for the apartment building.
- Commissioner Tinsley asked a question regarding the height of the fence, and will it be a continuous fence around the proposed property? Mr. Waldo clarified the fence will be 6 feet and proposed at this time only along Kenyon Rd.
- Commissioner Swenson commented on the change to the driveway length and has no conflict with the proposed site plans and setbacks.
- Private stormwater pumping system and underground stormwater containment.
- Commissioner Kaluza stated that he appreciates the work of the high-quality building. Supports the intended use and how it fits with the current zoning. He is concerned of the number of deviations to the proposed project and will not be supporting the rezoning to Planned Unit Development.

Motion was made by Swenson, seconded by Einck to recommend to City Council approval of the Kenyon Green zoning map amendment, preliminary plat, and PUD development stage plan subject to the following stipulations, and approval of the Findings of Fact dated June 6, 2024, as amended.

1. Implementation of the recommendations listed in the May 22, 2024 engineering report.
2. Park dedication shall be satisfied with a cash contribution paid with the final plat.
3. The relabeled Outlot A, containing the wetland and buffers, must be deeded to the City with the final plat.
4. The townhomes will include two stall garages. The building garage sizes and exteriors shall comply with minimum requirements of the Zoning Ordinance.
5. The excess Kenyon Avenue right of way and drainage and utility and roadway easements noted in the May 22, 2024 engineering report shall be vacated as a condition of final plat approval.
6. Prior to City Council consideration, the landscape plan and grading plan shall be revised to comply with the buffer yard screening requirements adjacent to Kenyon Avenue, 185th Street (CSAH 60) and Interstate 35.
7. Prior to City Council consideration, the preliminary plat shall be amended to change Outlot A to a lot and block designation, re-number the townhome unit lots, and relabeled Outlot B to Outlot A.

8. A homeowner' s association shall be established for ownership and maintenance of the common area townhome lots.

Ayes: Tinsley, Majorowicz, Einck, Swenson

Nays: Kaluza, Zimmer (*Due to number of changes to the Planned Unit Development*)

There being no further business, the meeting was adjourned at 6:55 p.m.

Respectfully submitted,

Tina Morrow, Recording Secretary



Memorandum

To: Planning Commission

From: Frank Dempsey, AICP
Associate Planner

Date: June 13, 2024

Subject: Packet Material for the June 20, 2024 Planning Commission Meeting

Agenda Item: Kevin Kiewatt Conditional Use Permit

Application Action Deadline: July 28, 2024

INTRODUCTION

Kevin Kiewatt has submitted an application for a conditional use permit to allow the construction of a detached accessory building on his property that will exceed the maximum allowable accessory building square footage in the RS-1, Single Family Residential District. The property is 5.49 acres in size and is located at 16560 Laigle Avenue, north of Orchard Lake and east of Judicial Road. The Zoning Ordinance allows the property a maximum accessory building area of 2,000 square feet without a conditional use permit. The proposed new detached accessory building will be 1,998 square feet. There is also a 392 square foot two stall garage attached to the house. The property is located in the Rural Service Area on the 2040 MUSA Staging Plan of the 2040 Comprehensive Plan.

EXHIBITS

- A. Location Map
- B. Zoning Map

- C. Certificate of Survey
- D. Garage location on aerial photo
- E. Garage Building Plans (3 pages)
- F. Applicant Narrative
- G. List of CUPs approved for accessory buildings – 1981 to present

SITE ANALYSIS

Consistency with the Comprehensive Plan. The property's current single family land use is consistent with the rural density residential land use identified on the 2040 Land Use Plan and Planning District 1 recommendations of the 2040 Comprehensive Plan.

Adjacent Land Uses. Adjacent land uses and zoning are as follows:

- North** – Single family home on 1.36 acres (RA)
- East** – Railroad tracks, Orchard Lake Elementary School (RS-1)
- South** – Single family homes (RS-1)
- West** – Single family home, (RA and RS-1)

Existing Conditions. The property is Outlot B of Swan Addition. The character of the property and surrounding neighborhood is primarily two-to-seven-acre rural lots served with private sanitary sewer systems and wells. Laigle Avenue is a gravel surface road.

Single Family Home. The existing home was constructed in 1989. The house is served by private sanitary sewer and water.

Setbacks. The following minimum RS-1 District building setback requirements pertain to the existing home as well as the proposed new detached accessory building:

- Front Yard: 30 feet
- Rear Yard: 30 feet
- Side Yards: 10 feet
- Other Buildings: 10 feet

Allowed Accessory Building Area. The RS-1 District allows a maximum of 2,000 square feet of accessory building space. The minimum lot size for the RS-1 District is 20,000 square feet, with the Kiewatt parcel being 5.49 acres (239,144 square feet). The existing attached garage and proposed new accessory building would include the following buildings square footage:

- Existing Attached Garage – 392 square feet
- Proposed Detached Accessory Building – 1,998 square feet
- Total proposed accessory building area = 2,390 square feet, or 0.01% of the lot area.

Building Materials. The proposed new accessory building will have steel siding and a steel roof consistent with other similar accessory buildings in the neighborhood and within the adjacent

RA District. The primary exterior color is dark gray with a black wainscot. The south elevation will include two overhead garage doors. The east and west elevations will have three windows and the north window will have two windows. The proposed accessory building materials and colors shall be consistent and complimentary to the existing home on the property.

Building Height – A maximum building height of 20 feet is allowed in the RS-1 District unless approved by conditional use permit. The new detached accessory building garage will be 17 feet, 6 inches, which is in compliance with the Zoning Ordinance.

CONDITIONAL USE PERMIT ANALYSIS

Chapter 18, Section 5 of the Zoning Ordinance allows accessory building requirements to be exceeded by conditional use permit subject to the following criteria:

- A. There is a demonstrated need and potential for continued use of the structure for the purpose stated.**

The property owner has indicated a need for personal storage of vehicles and household items.

- B. No accessory building or private garage shall be utilized for all or a portion of a home occupation, for commercial activities or for commercial storage.**

No home occupation or storage of commercial equipment or vehicles is permitted in the accessory building. The applicant has provided a letter stating that the structure will only be used personal storage of vehicles and household items.

- C. The accessory building has an evident reuse or function related to a single-family residential environment in urban service areas or farm environment in nonurban service areas of the city.**

The existing and proposed detached accessory buildings can be used in conjunction with the single-family home principal use of the property within the RS-1 District.

The proposed garage and other accessory buildings will be consistent with other approved accessory building conditional use permits. Refer to attached Exhibit G for a list of accessory building conditional use permits approved from 1981 through present.

- D. Detached accessory buildings shall be maintained in a manner that is compatible with the adjacent residential uses and does not present a hazard to public health, safety and general welfare.**

The proposed detached accessory building (garage) will be in a location that meets setback requirements and will be compatible with adjacent properties in this rural area of the City.

- E. The performance standards and criteria of section 11-4-7 of this title shall be considered and a determination made that the proposed activity is in compliance with such criteria.

The provisions of section 11-4-7 of the Zoning Ordinance (Conditional Use Permits) have been considered and satisfactorily met. Please refer to the attached findings of fact.

RECOMMENDATION

Community Development Department staff recommends approval of the Kiewatt conditional use permit to allow accessory building area greater than 2,000 square feet in the RS-1, Single Family Residential District, subject to the following stipulations:

1. The detached accessory building shall be constructed in accordance with the plans approved with the Conditional Use Permit application.
2. The detached accessory building shall be kept, used and maintained in a manner that is compatible with the existing single family home on the property and shall not present a hazard to the public health, safety and general welfare.
3. A building permit must be approved by the City prior to construction of the new detached accessory building (garage).
4. Electric service to the detached accessory building shall be placed underground.
5. No sanitary sewer service shall be provided to the detached accessory building.
6. No commercial activity, storage of commercial equipment or use as a dwelling shall take place within any accessory building on the property.
7. The subject accessory building shall be removed from the property if the property is subdivided into one or more additional lots in the future.



City of Lakeville
Kiewatt CUP
Zoning Map
EXHIBIT A

Source: Esri, Maxar, Earthstar Geogr



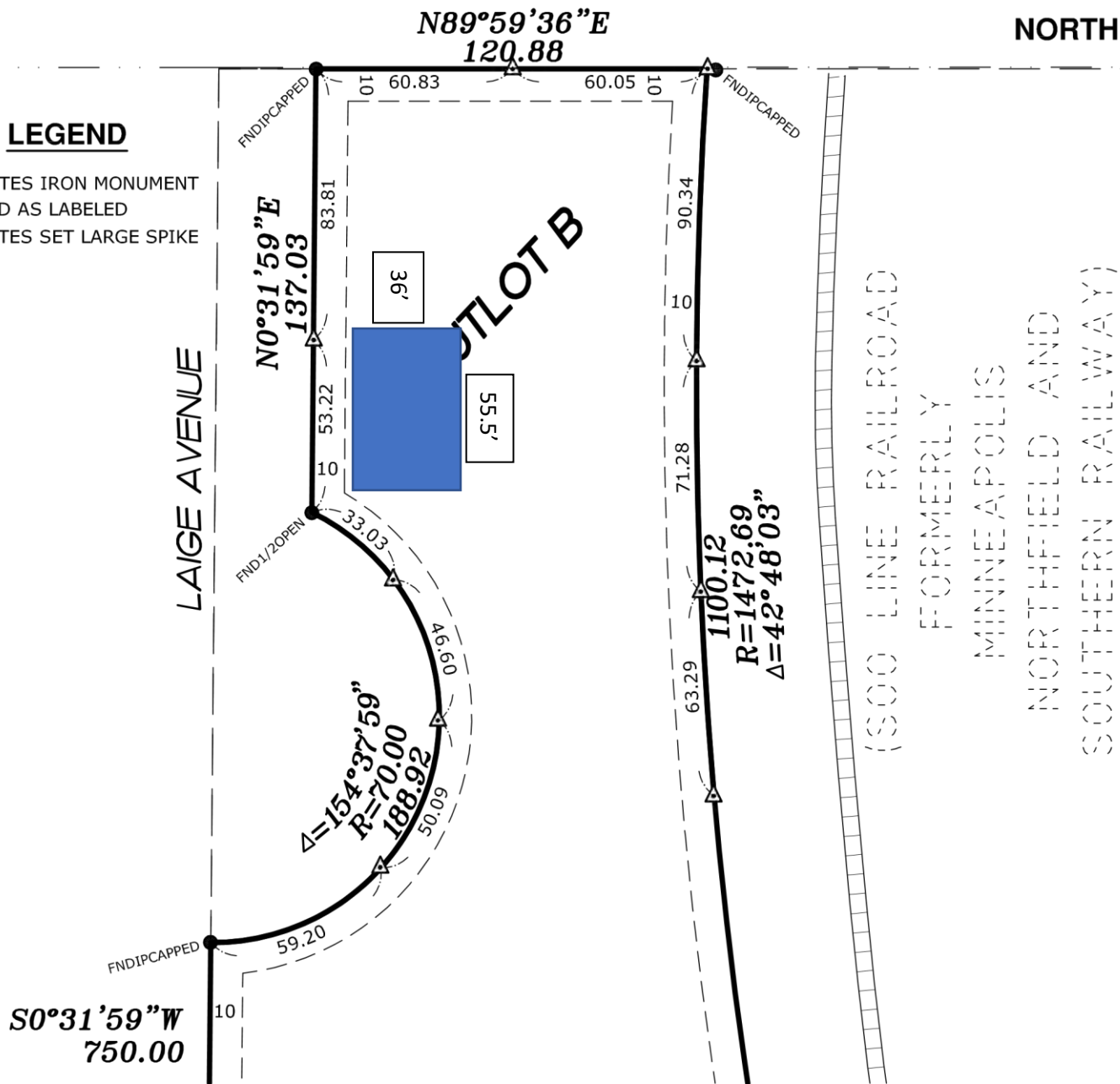
City of Lakeville
Kiewatt CUP
Zoning Map
EXHIBIT B

~for~ KEVIN KIEWATT
~of~ 16560 LAIGE AVENUE
LAKEVILLE, MN

NORTH

● DENOTES IRON MONUMENT
FOUND AS LABELED

▲ DENOTES SET LARGE SPIKE



OUTLOT B, SWAN ADDITION, Dakota County, Minnesota.

EXHIBIT C

CREW: CB/BJ

1			
2			
3			
4			
#	DATE	DESCRIPTION	BY

- Field survey was completed by E.G. Rud and Sons, Inc. on 01-04-24.
- Bearings shown are on Dakota County datum.
- Parcel ID Number: 227360000020.



 **E. G. RUD & SONS, INC.**
PROFESSIONAL LAND SURVEYORS
6776 LAKE DRIVE NE, SUITE 110
LINO LAKES, MINNESOTA 55014
TEL. (651) 361-8200
FAX (651) 361-8701
www.egrud.com



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed.
This is not a legal document and should not be substituted for a title search, appraisal, survey, or
for zoning verification.

Map Scale
1 inch = 50 feet
5/24/2024

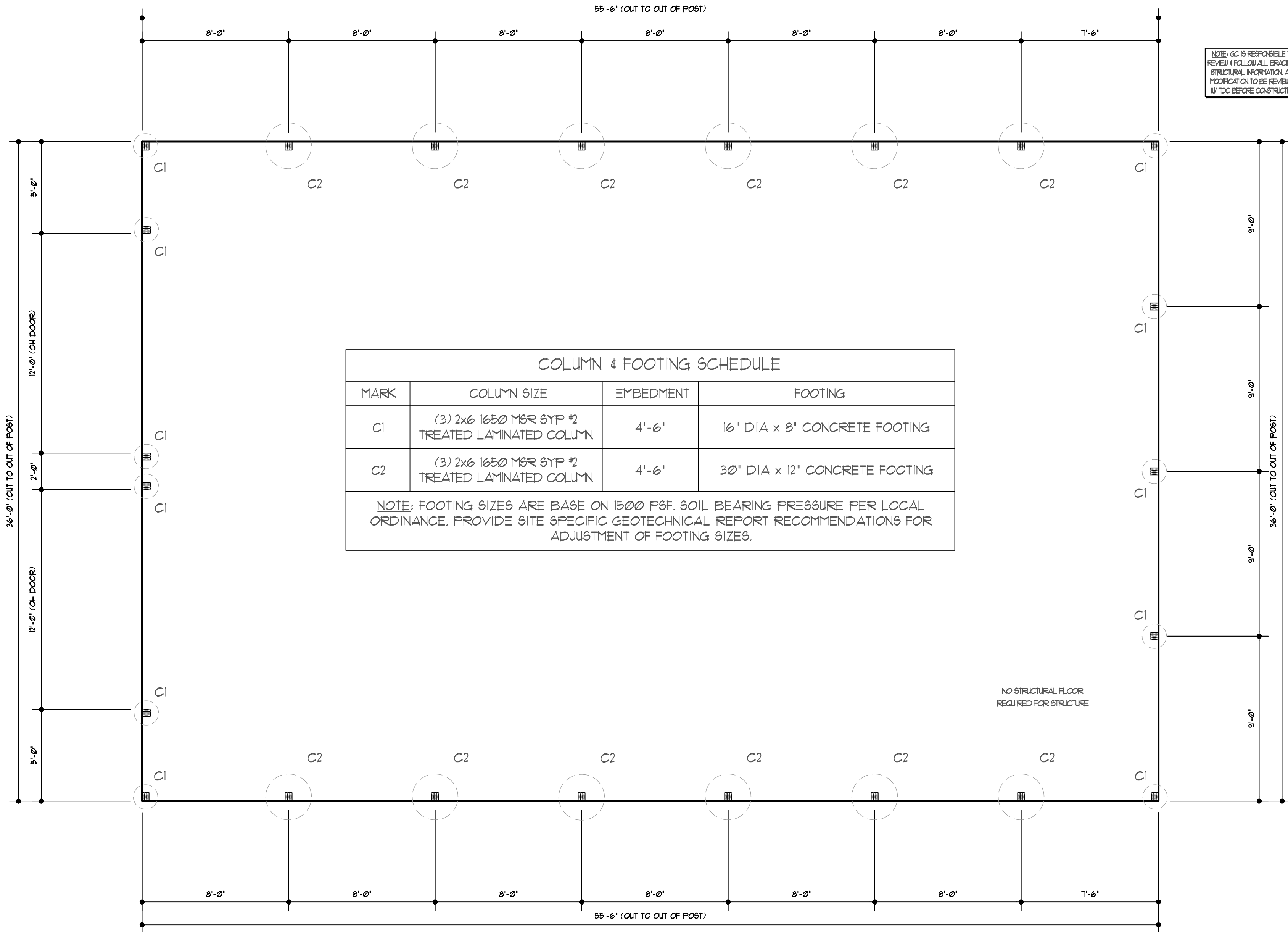
PRINTING INSTRUCTION:
• TDC PRINTS ARE PREPARED TO BE PLOTTED ONTO 24"x36" SHEETS
• PRINTER TO ACTUAL SIZE AND/OR 100% SCALE IS REQUIRED
• PRINTING "FIT TO PAGE" WILL CAUSE PRINTS TO BE OUT OF SCALE
• TDC IS NOT RESPONSIBLE FOR PRINTS NOT TO SCALE

KIEWATT POST FRAME

LAKEVILLE, MN

SHEET INDEX:

- S1.0 FOUNDATION PLAN
- S2.0 FLOOR PLAN
- S3.0 ELEVATIONS
- S4.0 WALL SECTIONS
- S5.0 CONSTRUCTION DETAILS



FOUNDATION PLAN
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")

BERNARD G. STROH
LISCENSED PROFESSIONAL ENGINEER
14269

I, Bernard G. Stroh, hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.
date: 03/04/24
Bernard Stroh, P.E. REG. NO. 14269
STROH ENGINEERING consulting structural engineers
PO BOX 1025
GROVE, AZ 86331
CELL: 808-463-2256
strohengineering@gmail.com
strohengineering@protonmail.com

the design connection
Residential and Commercial Design + Planning
Serving Rochester and Southern Minnesota
1652 Greenview DR SW
Rochester, MN 55902
PHONE (507) 286-7869
aaron@thedesigndconnection.net
www.thedesigndconnection.net

COPYRIGHT NOTICE
ALL DESIGNS, SPECIFICATIONS AND PLANS ARE THE PROPERTY OF THE DESIGN CONNECTION THESE PLANS AND DESIGNS WERE CREATED AND DEVELOPED IN CONNECTION WITH THE SPECIFIC PROJECT AND SHALL NOT BE REPRODUCED FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE DESIGN CONNECTION AND BUILDER.

THIS DOCUMENT IS THE PROPERTY OF THE DESIGN CONNECTION AND BUILDER. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THE USER AGREES TO HOLD THE DESIGN CONNECTION AND BUILDER HARMLESS FROM ALL LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE DESIGN CONNECTION AND BUILDER AS A RESULT OF THE USER'S FAILURE TO OBTAIN NECESSARY PERMITS OR VIOLATION OF ANY APPLICABLE ORDINANCES. THE USER AGREES TO HOLD THE DESIGN CONNECTION AND BUILDER HARMLESS FROM ALL LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE USER AS A RESULT OF THE USER'S FAILURE TO OBTAIN NECESSARY PERMITS OR VIOLATION OF ANY APPLICABLE ORDINANCES.

FINAL
APPROVED FOR
CONSTRUCTION

KIEWATT POST FRAME
KEVIN KIEWATT
16560 LAIGLE AVE
LAKEVILLE
MINNESOTA
FREDRICKSON LUMBER & CONSTRUCTION

PROJECT #: 24067
DRAWN BY: PGB
CHECKED BY: RCL
PRELIM DATE: FEBRUARY 29, 2024
FINAL SET DATE: MARCH 11, 2024

REVISION:
PRINTED: Mar 11, 2024

FOUNDATION
PLAN

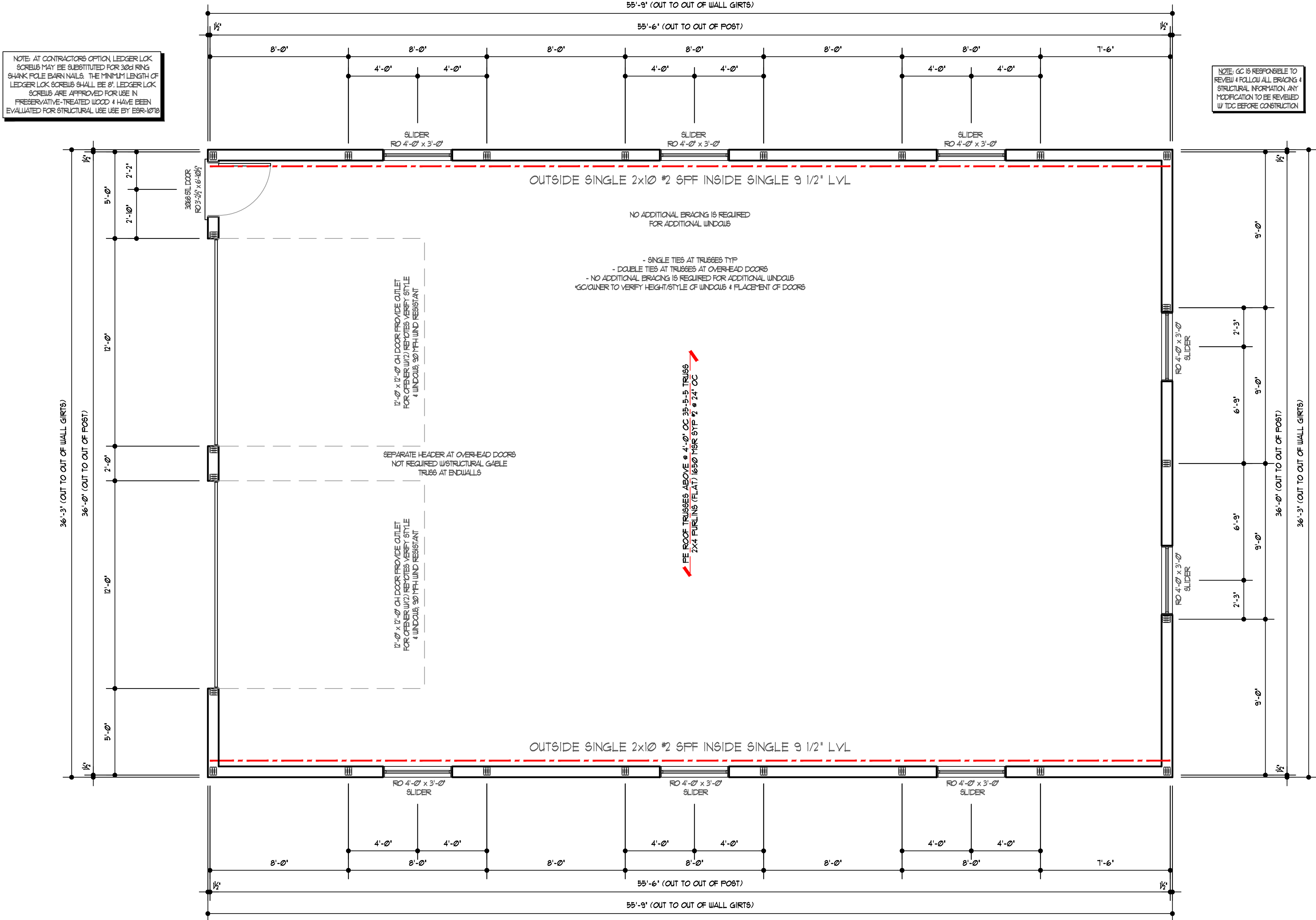
S1.0

COPYRIGHT - THE DESIGN CONNECTION 2024



PRINTING INSTRUCTION:
• TDC PRINTS ARE PREPARED TO BE PLOTTED ONTO 24"x36" SHEETS
• PRINTER TO ACTUAL SIZE AND/OR 100% SCALE IS REQUIRED
• PRINTING "FIT TO PAGE" WILL CAUSE PRINTS TO BE OUT OF SCALE
• TDC IS NOT RESPONSIBLE FOR PRINTS NOT TO SCALE

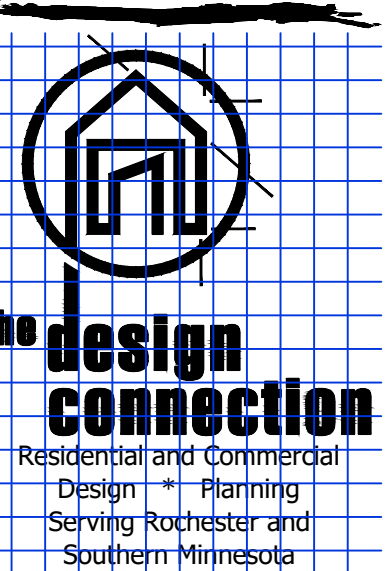
COPYRIGHT - THE DESIGN CONNECTION 2024



FLOOR PLAN
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")
NORTH



I, Bernard G. Stroh, hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.
date: 03/04/24
Bernard Stroh, P.E. REG. NO. 14269
STROH ENGINEERING consulting structural engineers
PO BOX 1058
JEROME, AZ 86331
CELL: 888-463-2256
strohengineering@791.com
strohengineering@protonmail.com



1652 Greenview DR SW
Rochester, MN 55902
PHONE (507) 286-7869
aaron@thedesignconnection.net
www.thedesignconnection.net

COPYRIGHT NOTICE
ALL DESIGNS, SPECIFICATIONS AND PLANS ARE THE PROPERTY OF THE DESIGN CONNECTION THESE PLANS AND DESIGNS WERE CREATED AND DEVELOPED IN CONNECTION WITH THE SPECIFIC PROJECT AND SHALL NOT BE REPRODUCED FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE DESIGN CONNECTION AND BUILDER

UNDER NO CIRCUMSTANCES SHALL THE DESIGN CONNECTION BE RESPONSIBLE FOR ANY DAMAGE, LOSS, INJURY, OR DEATH, INCLUDING BUT NOT LIMITED TO, PERSONAL INJURY, PROPERTY DAMAGE, OR ECONOMIC LOSS, ARISING OUT OF THE USE OF THESE PLANS, SPECIFICATIONS, OR REPORTS, WHETHER SUCH DAMAGE, LOSS, INJURY, OR DEATH IS CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE DESIGN CONNECTION OR BY THE NEGLIGENCE OF ANY OTHER PARTY. THE DESIGN CONNECTION SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE, LOSS, INJURY, OR DEATH, INCLUDING BUT NOT LIMITED TO, PERSONAL INJURY, PROPERTY DAMAGE, OR ECONOMIC LOSS, ARISING OUT OF THE USE OF THESE PLANS, SPECIFICATIONS, OR REPORTS, WHETHER SUCH DAMAGE, LOSS, INJURY, OR DEATH IS CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE DESIGN CONNECTION OR BY THE NEGLIGENCE OF ANY OTHER PARTY.

FINAL
APPROVED FOR
CONSTRUCTION

KIEWATT POST FRAME
KEVIN KIEWATT
16560 LAIGLE AVE
LAKEVILLE
MINNESOTA
FREDRICKSON LUMBER & CONSTRUCTION

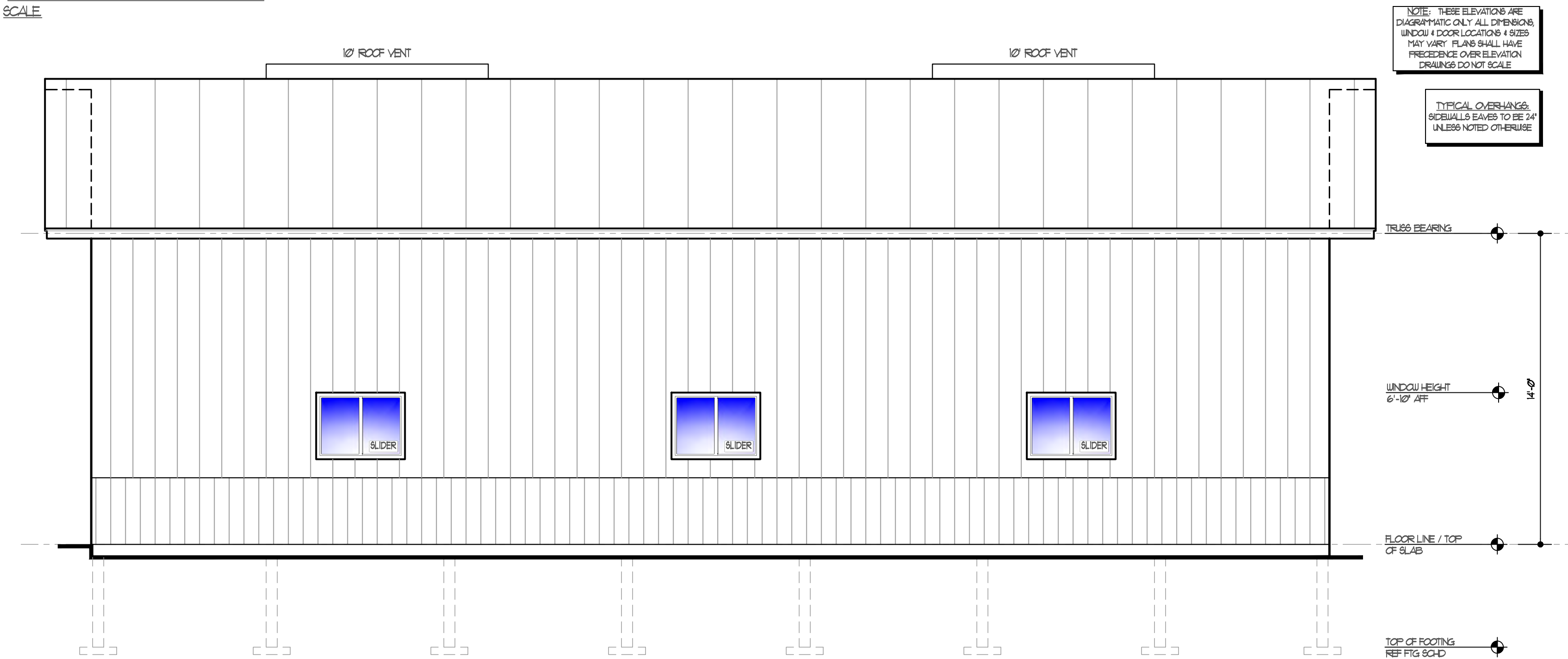
PROJECT #: 24067
DRAWN BY: PGB
CHECKED BY: RCJ
PRELIM DATE: FEBRUARY 29, 2024
FINAL SET DATE: MARCH 11, 2024

REVISION:
PRINTED: Mar 11, 2024

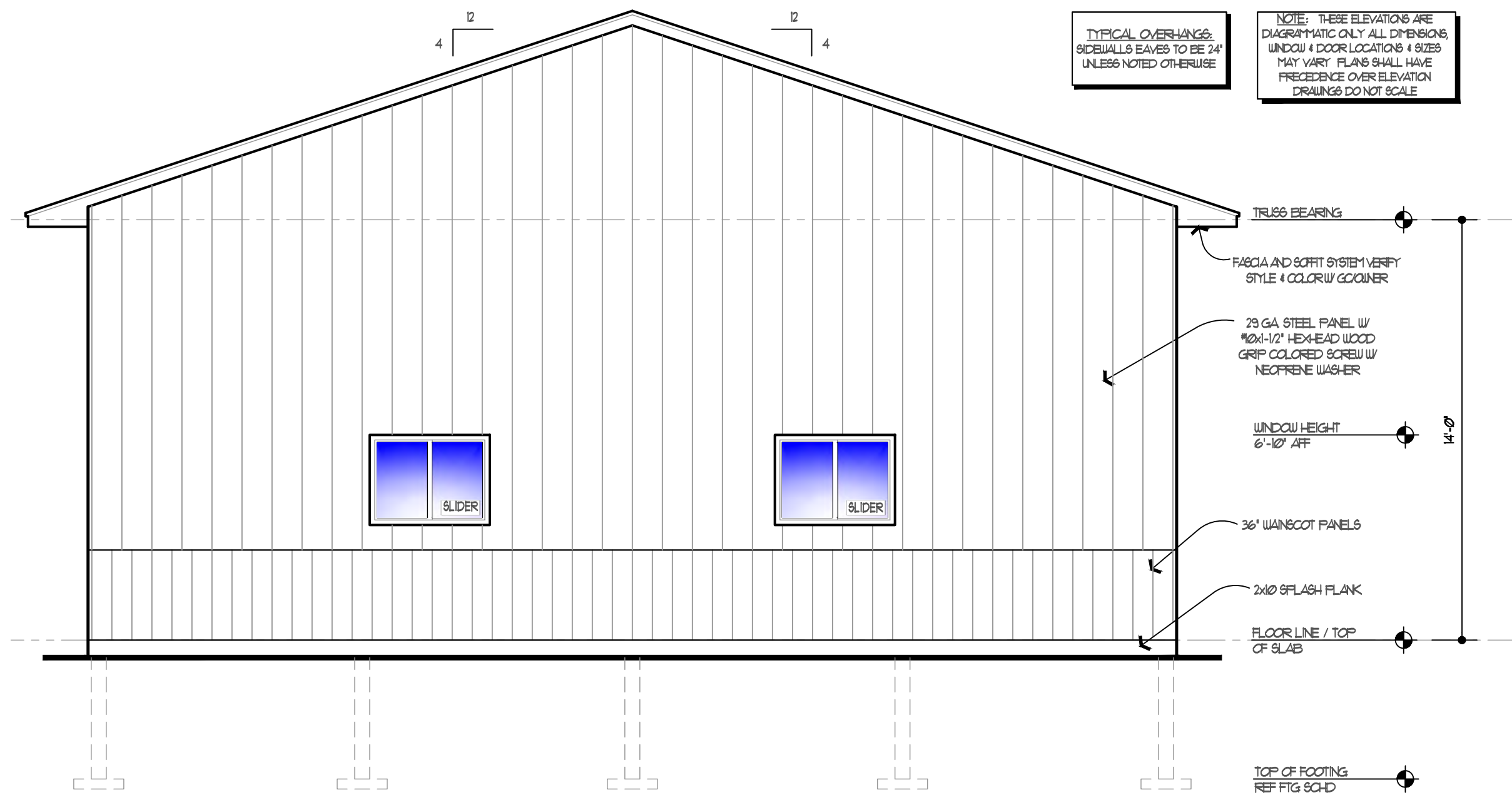
FLOOR
PLAN

S2.0

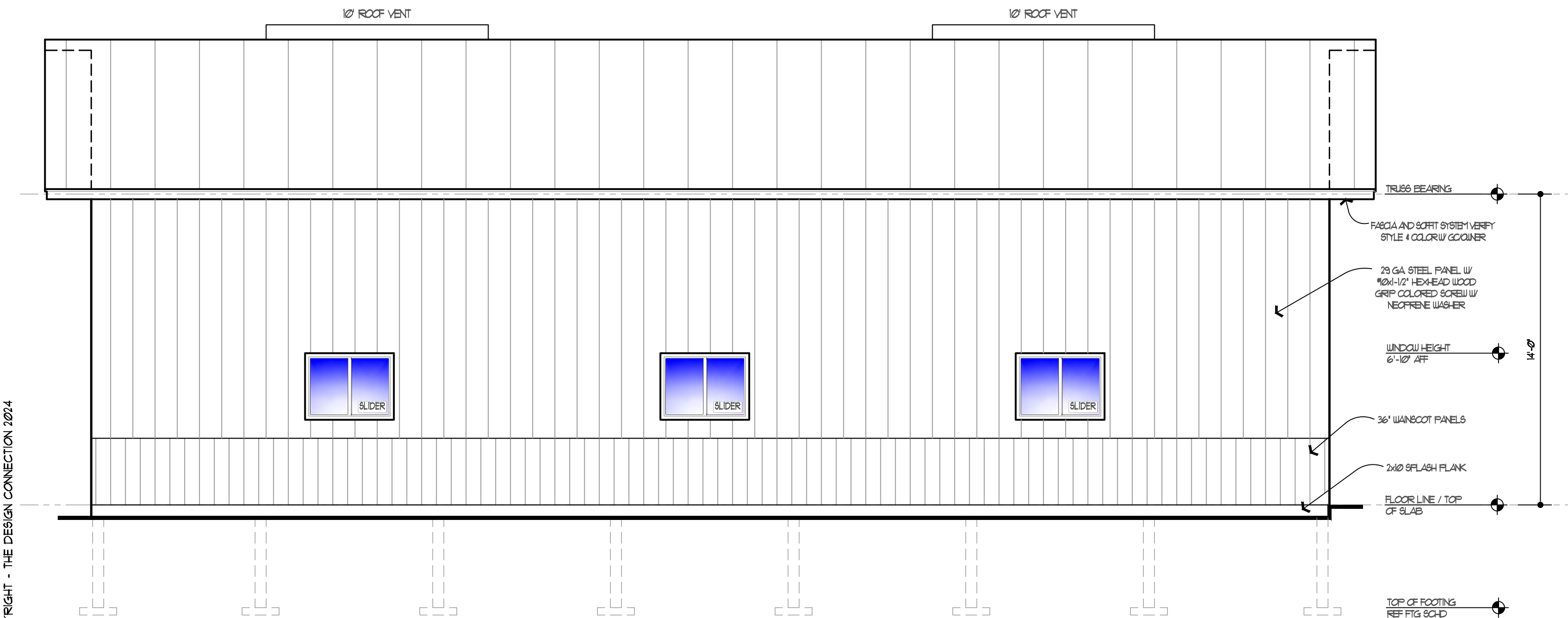
PRINTING INSTRUCTION:
• TDC PRINTS ARE PREPARED TO BE PLOTTED ONTO 24"x36" SHEETS
• PRINTER TO ACTUAL SIZE AND/OR 100% SCALE IS REQUIRED
• PRINTING "FIT TO PAGE" WILL CAUSE PRINTS TO BE OUT OF SCALE
• TDC IS NOT RESPONSIBLE FOR PRINTS NOT TO SCALE



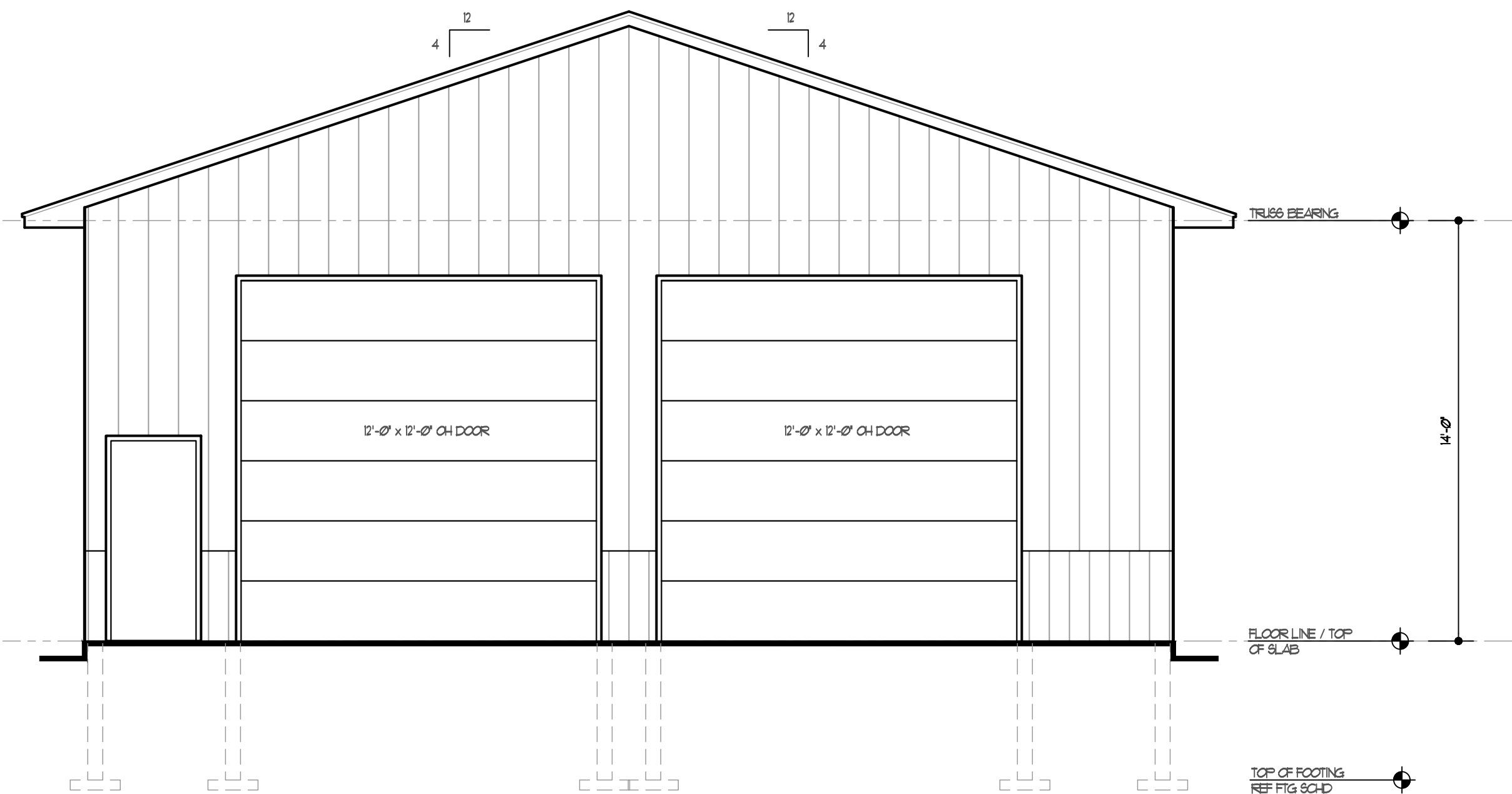
4 EAST (FRONT) ELEV
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")



3 NORTH (RIGHT) ELEV
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")

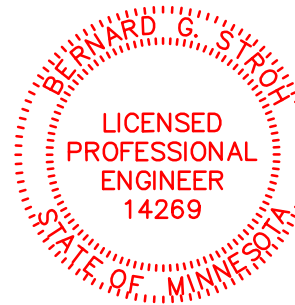


2 WEST (REAR) ELEV
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")



1 SOUTH (LEFT) ELEV
SCALE: 1/4"=1'-0" (22" x 34")
SCALE: HALF SCALE (11" x 17")

COPYRIGHT - THE DESIGN CONNECTION 2024



I, Bernard G. Stroh, hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I that I am a duly licensed professional engineer under the laws of the State of Minnesota.
date: 03/04/24
Bernard Stroh, P.E. REG. NO. 14269
STROH ENGINEERING consulting structural engineers
PO BOX 1058
JEROME, AZ 86331
CELL: 808-463-2256
strohengineering@1791.com
strohengineering@1791.com

KIEWATT POST FRAME
KEVIN KIEWATT
16560 LAIGLE AVE
LAKEVILLE
MINNESOTA
FREDRICKSON LUMBER & CONSTRUCTION

PROJECT #: 24067
DRAWN BY: PGB
CHECKED BY: RCJ
PRELIM DATE: FEBRUARY 29, 2024
FINAL SET DATE: MARCH 11, 2024

REVISION:
PRINTED: Mar 11, 2024

EXTERIOR
ELEVATIONS

S3.0

the design connection
Residential and Commercial
Design + Planning
Serving Rochester and
Southern Minnesota
1652 Greenview DR SW
Rochester, MN 55902
PHONE (507) 286-7869
aaron@thedesigndconnection.net
www.thedesigndconnection.net

COPYRIGHT NOTICE
ALL DESIGNS, SPECIFICATIONS AND PLANS ARE THE PROPERTY OF THE DESIGN CONNECTION THESE PLANS AND DESIGNS WERE CREATED AND DEVELOPED IN CONNECTION WITH THE SPECIFIC PROJECT AND SHALL NOT BE REPRODUCED FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE DESIGN CONNECTION AND BUILDER

THIS SET OF PLANS IS A PRELIMINARY SET OF PLANS. IT IS THE RESPONSIBILITY OF THE BUILDER TO OBTAIN ALL NECESSARY PERMITS AND TO VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL STRUCTURAL ELEMENTS AND UTILITIES PRIOR TO CONSTRUCTION. THE DESIGN CONNECTION SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR VERIFYING ALL DIMENSIONS AND LOCATIONS OF ALL STRUCTURAL ELEMENTS AND UTILITIES PRIOR TO CONSTRUCTION. THE DESIGN CONNECTION SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE PLANS.

FINAL
APPROVED FOR
CONSTRUCTION

Kevin & Molly Kiewatt
16560 Laigle Avenue
Lakeville MN, 55044

Proposal

To whom it may concern,

Thank you for considering our project for review along with the application for a conditional use permit at our property of 16560 Laigle Avenue in Lakeville Minnesota.

I want to express my gratitude to the City of Lakeville staff specifically from the Planning Division and Inspections Division. All staff has been more than helpful throughout the process so far and has shown great patience and knowledge guiding us through all stages of our building process.

I write to ask in consideration that the City of Lakeville will approve through correct process the plans we have to approve our post frame building in the finished size of 36'x55'6". This finished size including our attached garage will put us at approximately 2,392 square feet of "accessory structure" space. Our 5.49 acre lot and privacy of the property provides more than enough space to achieve this.

Our request for the approval of the additional 392 square feet will not provide any hinderance to any ecosystem, utility easements, or visual impact to neighboring properties. Though the additional square footage request may seem small in comparison the building was designed for personal storage and use ONLY and provide adequate storage of all our vehicles and household items.

Again thank you for your time and consideration in this process.

Regards,

Kevin & Molly Kiewatt

CUP Applicant

ACCESSORY BUILDING CONDITIONAL USE PERMITS

<u>Applicant</u>	<u>Year</u>	<u>Size (sf)</u>	<u>Zoning</u>	<u>Inside MUSA</u>	<u>Parcel Size</u>
<i>Kiewatt (proposed)</i>		<i>1998 (390 sf over)</i>	<i>RS-1</i>	<i>No</i>	<i>5.5 acres</i>
Schuster	2023	294	RS-2	Yes	2.88 acres
Scholtz	2021	1,6xx	RS-1	Yes	1.17 acres
Ryan	2021	520	RA	No	18.0 acres
Prawdzik	2020	1,302	RS-CBD	Yes	0.40 acres
Cohoe	2020	3,608/21 ft	RS-1	Yes	1.42 acres
Herbert	2020	1,485 (attached)	RA	No	11.49 acres
Merril	2019	3,072	RS-2	Yes	5.12 acres
Newman	2018	1,422	RS-3	Yes	1.46 acres
Poehling	2018	2,904	RS-2	Yes	2.74 acres
Berres	2017	4,240	RS-3	Yes	10.00 acres
Lynch	2016	1,617	RS-2	Yes	1.04 acres
Durst	2016	1,656	RS-3	Yes	0.73 acres
Boecker	2014	+2% Lot Area	RA	No	1.41 acres
Radke	2013	22 feet tall	RS-3/Shoreland	Yes	0.38 acres
Helman	2013	1,614	RS-3	Yes	1.0 acre
Lau	2013	2,927	RA	No	2.0 acres
Sarff	2012	882	RST-2	Yes	0.38 acres
Johnson	2010	16,760	RA	No	9.6 acres
Hellevik	2010	5 Bldgs	RA	No	10 acres
Miler	2008	18 ft	RS-1	Yes	1.42 acres
Goss	2008	4,032	RA	No	30 acres
Piekauski	2006	1,344	RS-3	Yes	1.60 acres
Meyer	2006	1,572	RS-3	Yes	66 acres
Rimnac	2005	2,096	RS-2	Yes	7.3 acres
Spangler	2005	869	RS-2	Yes	2.3 acres
Weinel	2004	1,480	RS-3	Yes	0.69 acres
Hanson	2002	576	RS-3	Yes	1.5 acres
Drogmuller	2002	2,184	RM-1	No	10 acres
Steinman	2002	624	RM-1	Yes	1.4 acres
Zeien	2001	1,102	RS-3	Yes	1.5 acres
Emond	2001	864	RS-CBD	Yes	0.25 acres
Riehm	2000	1,310	RM-1	Yes	1.96 acres
Graham	2000	1,078	RS-CBD	Yes	0.57 acres
Jensen	2000	1,470	RS-3	Yes	0.52 acres
Laun	2000	952	RS-CBD	Yes	0.50 acres
Hendrickson	2000	4,452	R-2	Yes	15 acres
Pietsch	1999	2,400	R-1	No	22 acres
Smith	1999	896	R-3	Yes	0.35 acres
Edmonson	1998	864	R-2	Yes	3.0 acres
Krebs	1998	2,400	R-1	No	9.1 acres
Forland	1998	1,462	R-1	No	5.0 acres
Stuke	1998	2,520	R-1	No	20 acres
Miller	1996	2,240	R-2	Yes	3.7 acres
Menke	1996	1,620	R-2	Yes	15 acres
Teal	1996	2,160	R-2	Yes	10 acres
Curren	1995	960	R-2	Yes	3.0 acres
Cronen	1995	2,396	R-1	No	10 acres
Koble	1994	2,400	R-2	Yes	10 acres
Goetze	1993	1,232	R-2	Yes	4.3 acres
Fenner	1993	936	R-2	Yes	9.5 acres

Oster	1992	2,400	R-2	Yes	10 acres
Clifford	1990	288	R-1	No	20 acres
Moe	1990	1,600	R-2	Yes	2.0 acres
Olson	1989	1,728	R-2	Yes	9.4 acres
Storlie	1989	1,196	R-1	Yes	3.0 acres
Moss	1985	2,000	R-1	Yes	-
Tangen	1984	1,800	R-2	Yes	-
Roheder/Johns.	1983-85	36,000	RA	No	
Grossman	1983	672	RA	Yes	-
Johnson	1983	3,402	R-1	Yes	-
Radunz	1983	5,000	R-2	Yes	-
LaFavor	1983	1,600	R-2	Yes	-
Harris	1982	900	R-2	Yes	-
Campbell	1982	400	R-2	Yes	-
Kalmes	1982	720	R-2	No	-
Zak	1981	1,632	I-1	No	

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

KIEWATT CONDITIONAL USE PERMIT

FINDINGS OF FACT AND RECOMMENDATION

On June 20, 2024 the Lakeville Planning Commission met at it's regularly scheduled meeting to consider a conditional use permit to allow total accessory building area greater than 2,000 square feet in the RS-1, Single Family Residential District on property located at 16560 Laigle Avenue. The Planning Commission conducted a public hearing on the proposed conditional use permit preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak.

1. The property is currently zoned RS-1, Single Family Residential District.
2. The property is located in Planning District No. 1 of the 2040 Comprehensive Plan, which guides the property for single family residential use and is located in the Permanent Rural District of the Comprehensive Plan.
3. The legal description of the property is Outlot B, Swan Addition.
4. Section 11-4-3E of the City of Lakeville Zoning Ordinance provides that a conditional use permit may not be issued unless certain criteria are satisfied. The criteria and our findings regarding them are:
 - a. The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.

The single-family home and proposed detached accessory building on the 5.49 acre property are consistent with the RS-1 District zoning of the property and District 1 recommendations of the 2040 Comprehensive Plan.

- b. The proposed use is or will be compatible with present and future land uses of the area.

Provided compliance with the conditional use permit, the proposed detached accessory building will be compatible with existing and future land uses in the area.

- c. The proposed use conforms with all performance standards contained in the Zoning Ordinance.

Provided compliance with the conditional use permit, the detached accessory building will conform with all performance standards contained in the Zoning Ordinance and the City Code.

- d. The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.

The subject property lies outside the current MUSA. The property is served with private sanitary sewer and water. The detached accessory building will have no impact on the City's service capacity.

- e. Traffic generation by the proposed use is within capabilities of streets serving the property.

The detached accessory building will not overburden the streets serving the property.

5. The planning report, dated June 13, 2024, prepared by Associate Planner Frank Dempsey, AICP, is incorporated herein.

The Planning Commission recommends that the City Council approve the conditional use permit conditioned upon compliance with the planning report prepared by Associate Planner Frank Dempsey dated June 13, 2024

DATED: June 20, 2024

LAKEVILLE PLANNING COMMISSION

BY: _____
Jenna Majorowicz, Chair



Memorandum

To: Planning Commission
From: Frank Dempsey, AICP, Associate Planner
Date: June 14, 2024
Subject: Packet Material for the June 20, 2024 Planning Commission Meeting
Agenda Item: Preliminary and final plat of two lots and two outlots to be known as Sundance Lakeville
Action Deadline: August 23, 2024

BACKGROUND

Mark A. Davis, Davis HRE representatives have submitted preliminary plat and final plat applications and plans for Sundance Lakeville, which proposes two commercial lots totaling 3.0 acres to include the construction of two single story medical clinic buildings north of 162nd Street (CSAH 46) and west of Buck Hill Road. Davis HRE recently completed construction of the 100,000 square foot, 60 foot tall four-story medical clinic building located in Timbercrest at Lakeville north of 185th Street (CSAH 60) and west of Orchard Trail.

The 18.75 acre property had been agricultural property until approximately year 2000 after which time the property had been an aggregate mining operation for approximately five years.

The proposed Sundance Lakeville medical buildings represent the first phase development proposed at this location on 18.75 acres. The second phase is proposed to include the development of 167 rental townhome units and nine single family homes north of the proposed medical clinic site.

The preliminary and final plat plans have been submitted to:

1. The Engineering Division
2. The Parks and Recreation Department
3. Dakota County Plat Commission

The following exhibits are attached for your information:

EXHIBITS

- A. Location and Zoning Map
- B. Aerial Photo
- C. Property Survey
- D. Preliminary Plat
- E. Final Plat
- F. Site Plan
- G. Grading Plan and Erosion
- H. Utility Plans
- I. Tree Preservation Plan and Tree Inventory
- J. Landscaping Plan
- K. Building Exterior, Floor Plan, Wall Elevations, and Signage Plan
- L. Exterior Lighting Plans
- M. September 29, 2023 Traffic Study
- N. Dakota County Plat Commission letter dated April 10, 2024

Zoning and Surrounding Uses. The subject property on which the medical buildings will be located is zoned C-3, General Commercial District. The remaining property north of proposed Lot 1, Block 1 is zoned M-1, Mixed Use I-35 Corridor District and guided for high density residential use by the 2040 Comprehensive Land Use Plan as amended November 20, 2023. The proposed medical building project is surrounded by the following land uses:

Direction	Existing Use	Land Use Plan	Zoning
North	Undeveloped Property	High Density Residential	M-1, Mixed Use I-35 Corridor District
South	162 nd Street (CSAH 46) and Commercial Development	162 nd Street Right of Way and Commercial	C-3, General Commercial District
East	Buck Hill Road/Stormwater Basin and I-35 Right of Way	Restricted Development	Undesignated (Right-of-Way)
West	Kendale Drive Right-of-Way and Undeveloped Residential Property	Low to Medium Density Residential	RST-2, Single and Two Family Residential District

STAFF ANALYSIS

BACKGROUND

The Planning Commission held a public hearing on October 19, 2023 to consider the request to amend the 2040 Comprehensive Land Use Plan for 14 acres of the 18.75 acre property from Commercial and Medium Density Residential to High Density Residential and low to medium

density residential and to rezone the 14 acres from C-3, General Commercial and RM-1, Medium Density Residential to M-1, Mixed Use I-35 Corridor District and RST-2, Single and Two Family Residential District. The City Council approved these measures at its November 23, 2023 meeting. Following the change in planned land use and rezoning, an application and plans for the proposed medical buildings was submitted for consideration of approval on the south three acres of the commercial zoned property abutting 162nd Street and Buck Hill Road. Consideration of the preliminary and final plat approval for 167 units of high-density residential townhomes and nine single family homes are under review by the Community Development Department and will be scheduled for public hearing in the coming weeks.

PRELIMINARY PLAT AND FINAL PLAT

The subject metes and bounds described property is 18.75 acres. Proposed Lot 1, Block 1, Sundance Lakeville proposes two-single-story medical clinic buildings and on-site parking.

a. Comprehensive Plan. The property is located in Planning District No. 1 of the 2040 Comprehensive Land Use Plan and is within the current Metropolitan Urban Service Area (MUSA). City municipal services, including sanitary sewer service, are available to serve the property. The subject property is guided commercial therefore, the proposed commercial use is consistent with the 2040 Comprehensive Land Use Plan. The proposed Sundance Lakeville preliminary and final plat meets the recommended goals and objectives outlined in Planning District No. 1 of the 2040 Comprehensive Plan.

b. Lot/Block/Outlot. The proposed lot exceeds the minimum lot area and lot width requirements of the C-3, General Commercial District. Outlot A will total 0.22 acres and will be set aside as future street right-of-way or developable area when the property west of Kendale Drive develops. Outlot A will be deeded to the City for future Kendale Avenue right-of-way. Outlot B will total 14.74 acres and will be retained by the developer for future high-density townhomes.

Lot Area and Lot Width Requirements	Lot 1	Lot 2	Outlot A	Outlot B
20,000 Square Feet	1.60 acres	1.40 acres	0.22 acres	14.74 acres
100 feet	268 feet	218 feet	NA	NA

c. Streets. Sundance Lakeville abuts 162nd Street (CSAH 46) and will have a shared private drive access at Buck Hill Road. The private drive will be extended west to Kendale Drive when the residential area to the north is developed. The private drive will include an easement to allow the commercial and residential portions of the development as well as the public to use the private street connection between Kendale Drive and Buck Hill Road.

162nd Street (CSAH 46) is classified as a minor arterial road in the City's Transportation Plan and is constructed as a 4-lane divided road. The Dakota County Plat Commission review of the preliminary and final plat indicated that no additional road right-of-way is required with the

proposed final plat. There will be no private driveway access to 162nd Street with the proposed medical buildings site plan.

Buck Hill Road is classified as a major collector road providing access via a signalized intersection at 162nd Street. No additional right-of-way is required for Buck Hill Road.

Kendale Drive is classified as a local street with a 32-foot-wide street constructed temporarily as a rural section road until such time the remaining undeveloped properties adjacent to Kendale Drive are developed. Kendale Drive was constructed partly as rural section road in 2001 as part of the Streefland Addition development to the west. Kendale Drive was constructed within an easement acquired from the abutting property owner in 1995. The 80-foot-wide roadway easement is suitable for the commercial and high-density development planned for the 18.75 acre property that includes the medical clinic property and 14 acre high density residential zoned property to the north. Kendale Drive to the west is 60 feet wide for low density residential development. Kendale Avenue will be platted as right-of-way and developed as an urban (curb, gutter and sidewalks) at the time of development of the remaining properties in this area. The Dakota County Plat Commission met at its April 10, 2024 meeting to review the Sundance Lakeville preliminary plat under the terms of the Contiguous Plat Ordinance (plats adjacent to County Roads). The Plat Commission determined that the development of the combined residential and commercial portions of the 18.75 acre property in addition to the existing and projected traffic along 162nd Street necessitates the construction of a restricted turning movement median in 162nd Street (CSAH 46). Left turns from southbound Kendale Drive to eastbound 162nd Street will not be allowed. Right turning movements to and from Kendale Drive from 162nd Street will remain. The restricted access at Kendale Drive will require vehicles to use the shared private road across the Sundance Lakeville development to access the signalized intersection at Buck Hill Road.

Traffic Study. A traffic study was completed by Alliant Engineering on September 29, 2023 to determine the conditions of existing and anticipated traffic volumes between Buck Hill Road, 162nd Street (CSAH 46) and Kendale Drive. The study identified traffic volumes in 2017, 2021 and adjustments to 2021 traffic to account for lingering impacts to traffic volumes during the COVID pandemic. The study concluded that all intersections impacted by the development of the 18.75 acre Sundance commercial and residential developments, future low-medium density residential to the west, and the existing neighborhoods utilizing Kendale Drive will and Buck Hill Road will operate under a high grade (A & B) level of service or better through year 2045 anticipated peak hours of traffic. Traffic volumes on 162nd Street (CSAH 46) are presently 8,300 Average Daily Traffic (ADT) vehicles per day and anticipated to be 11,800 ADT by 2040.

d. Grading, Drainage, Erosion Control and Utilities. City sanitary sewer and water is currently available to the site, which is within the current MUSA. All public utilities will be constructed by the developer to serve the proposed preliminary and final plat following final plat approval.

Grading and utility plans have been submitted with the Sundance Lakeville preliminary and final plat plans. Grading, drainage, erosion control, utility, and tree preservation review comments are addressed in the engineering report prepared by Jon Nelson, Assistant City Engineer and Mac

Cafferty, Environmental Resources Manager, dated June 4, 2024. A copy of the engineering report is attached for reference.

e. Park Dedication, Trails and Sidewalks. The City's Comprehensive Parks, Trails, and Open Space Plan does not identify any future park land needs in the area of the plat. A bituminous trail is in place along the north side of 162nd Street (CSAH 46). Concrete sidewalk will be installed along Kendale Drive in conjunction with development of the residential Sundance project. Park dedication will be satisfied with a cash fee in effect at the time of final plat approval. The 2024 park dedication cash fee rate in lieu of park land is \$9,383 per acre.

f. Wetlands. There are no wetlands associated with the Sundance Lakeville preliminary and final plat property.

g. Tree Preservation. The tree preservation plan identifies 738 significant trees on site. The tree preservation plan for the commercial portion of the development proposes to save 643 trees.

h. Premature Subdivision Criteria. The preliminary plat is not premature under the terms of the Subdivision Ordinance. All utilities and public streets are in place to serve the subject property.

i. Capital Improvement Program (CIP). All proposed improvements necessary for the development of Sundance Lakeville will be privately funded by the developer.

SITE PLAN ANALYSIS AND BUILDING DESIGN

The site development plan proposes construction of two commercial medical office buildings. The phase one building is 13,929 square feet. The phase two building is 12,076 square feet. A Sewer Access Charge determination for each building will be required from Metropolitan Council Environmental Services prior to issuance of a building permit.

Setbacks. The building setback requirements of the underlying C-3, General Commercial District zoning are being met with the proposed site plans for Lots 1 and 2, Block 1 as follows:

Required Setbacks	Proposed Setbacks
Front Yard -- 40 feet	162 nd Street – 30 feet
Side Yard (west) - 10 feet	10 feet
Side Yard (east) - 30 feet	30+ feet
Rear Yard - NA	NA

Parking. The 13,929 square foot phase one building requires 63 parking spaces as a commercial building in the C-3 District. Eighty-eight (88) parking spaces are identified for the phase one building. The 12,076 square foot phase two building requires 54 parking spaces. The two buildings will have a shared parking agreement to allow parking over both lots. Both individual buildings comply with minimum parking stall requirements. The number of required parking spaces is calculated as follows:

Phase One Building – 13,929 square feet (minus 10% floor area credit) / 200 = 63 spaces

To Be Constructed = 73 spaces

Phase Two Building – 12,076 sf (minus 10% floor area credit) / 200 = 54 spaces

To Be Constructed = 57 spaces

Circulation. All drive aisles and parking stalls comply with the required aisle width of 24 feet and parking stall dimensions of 9 feet in width and 18-20 feet in length.

Access. Access to the properties will initially be from a publicly accessible private street ingress and egress at Buck Hill Road. The private street will eventually provide public access between Buck Hill Road and Kendale Drive. An ingress and egress easement allowing public access use of the private street is required and the signed easement shall be submitted prior to release of the final plat for recording with Dakota County.

Landscaping/Screening. The landscape plan proposes 103 overstory and evergreen trees and shrubs as noted in the table below:

Landscape Materials	
43	Overstory trees (2.5-inch min. diameter)
5	Conifer trees (6-foot minimum height)
	Varieties of shrubs (confirm minimum size requirements)

All landscaped areas within and adjacent to the parking lot shall be irrigated in compliance with Zoning Ordinance requirements. Evergreen trees shall be a minimum of six feet in height. Deciduous trees shall be a minimum of 2.5-inch caliper. All shrubs shall comply with minimum size/height requirements, not container sizes. Zoning Ordinance 11-19 requires all open off-street parking shall have a perimeter continuous concrete curb around the entire parking lot abutting public right-of-way. All areas not planted with trees, shrubs or perennials will be seeded with a natural grass mixture as shown on the landscape plan. The landscape plan shall be amended to identify minimum shrub heights in accordance with Zoning Ordinance requirements, not container size as shown. The site plan and landscape plan shall be amended prior to City Council consideration of the preliminary and final plat. A landscape security based on the contractor estimate shall be submitted with the final plat consideration as financial security for installation of the approved landscaping.

Building Height and Exterior. The maximum building height for commercial buildings is three stories or 35 feet, whichever is less. The proposed buildings will be single story and 21 feet in height at the top of the parapet wall. A three-foot-tall roof-top mechanical unit screening structures will be located on each roof. Both buildings will be constructed of brick, stone, and glass. The building exterior materials comply with Zoning Ordinance requirements for commercial buildings.

Site Lighting. An exterior lighting plan has been submitted and reviewed by staff for compliance with Zoning Ordinance requirements. All site and building wall-pack lighting fixtures are

proposed as LED, downcast and cut-off light throw fixtures as required by the Zoning Ordinance. A photometric plan has been submitted indicating not more than one foot-candle-light intensity at all property lines.

Trash and Recycling Enclosure. A trash enclosure is proposed to be located west of the building near the parking lot entrance of the shared driveway. The enclosure shall be constructed of materials consistent with the principal building and shall include a durable, maintenance free gate.

Signage. A 150 square foot monument sign is proposed to identify both buildings. Each building will be allocated wall signage in accordance with Zoning Ordinance requirements. The east building will be allowed two wall signs as a corner lot. A sign permit shall be issued by the Community Development Department prior to the installation of signs.

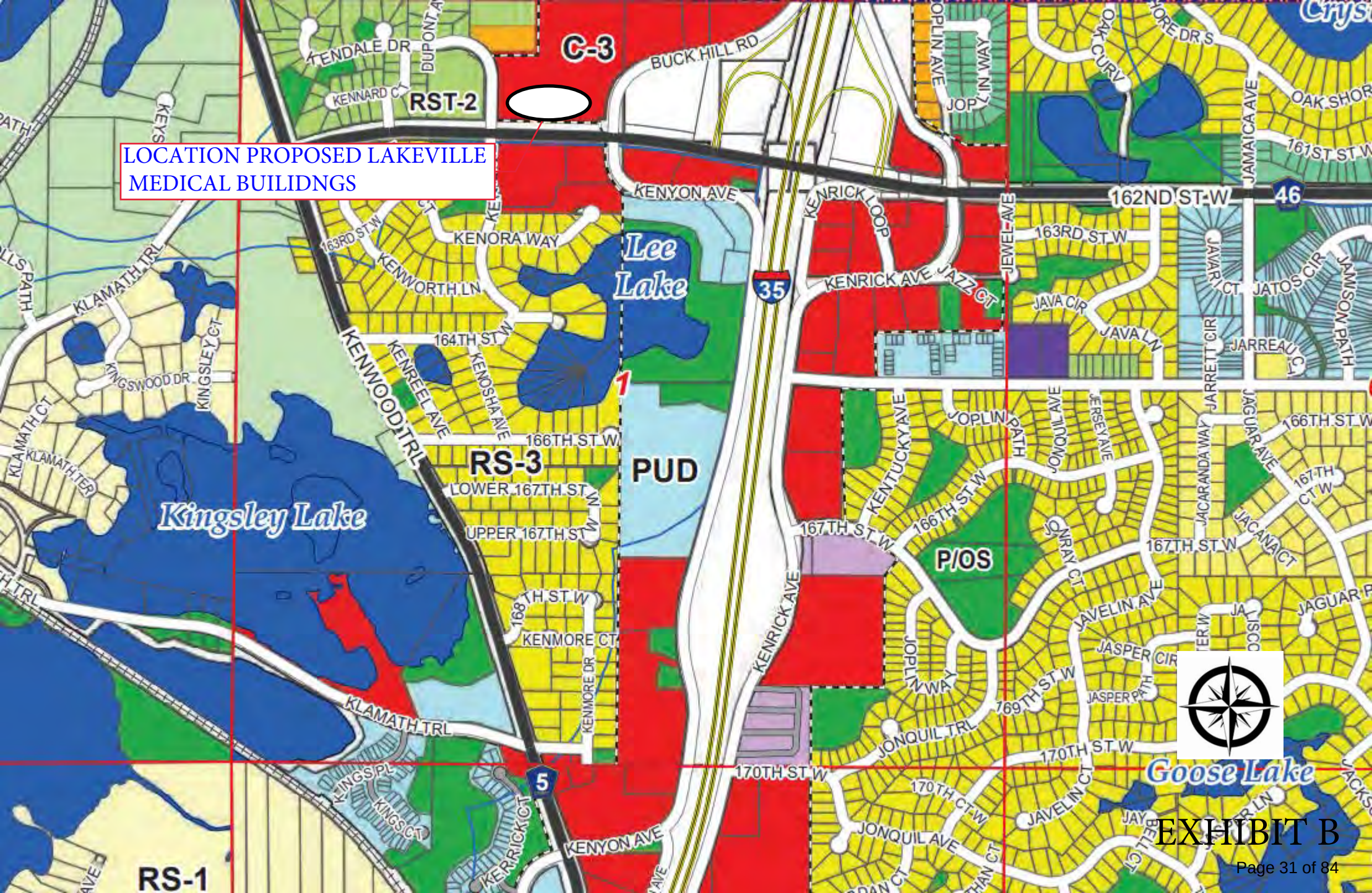
RECOMMENDATION

Community Development Department staff recommends approval of the preliminary and final plat of Sundance Lakeville, subject to the following stipulations:

1. Implementation of the recommendations listed in the June 4, 2024 engineering report.
2. The site and buildings shall be developed in compliance with the plans approved by the City Council and Zoning Ordinance requirements.
3. Park dedication must be paid at the time of final plat approval.
4. All landscaped areas adjacent to the building and parking lot shall be irrigated. Trees and shrubs shall not be planted in street right-of-way and shall comply with minimum size requirements.
5. The developer shall submit a financial security to guarantee installation of the approved landscaping at the time of final plat approval.
6. All signs shall comply with the Zoning Ordinance requirements for the C-3 District. A sign permit shall be issued by the Planning Department prior to the installation of any signs.
7. Snow storage shall not take place in required parking spaces.
8. Site lighting shall not exceed one foot candle at the property line adjacent to public right-of-way. All exterior light fixtures shall be down-cast design so as not to glare onto public right-of-way.
9. The trash enclosures shall be constructed of materials consistent with the principal building and shall include a durable, maintenance free gate.
10. An easement allowing shared public access over the private drive shall be submitted prior to final plat approval.

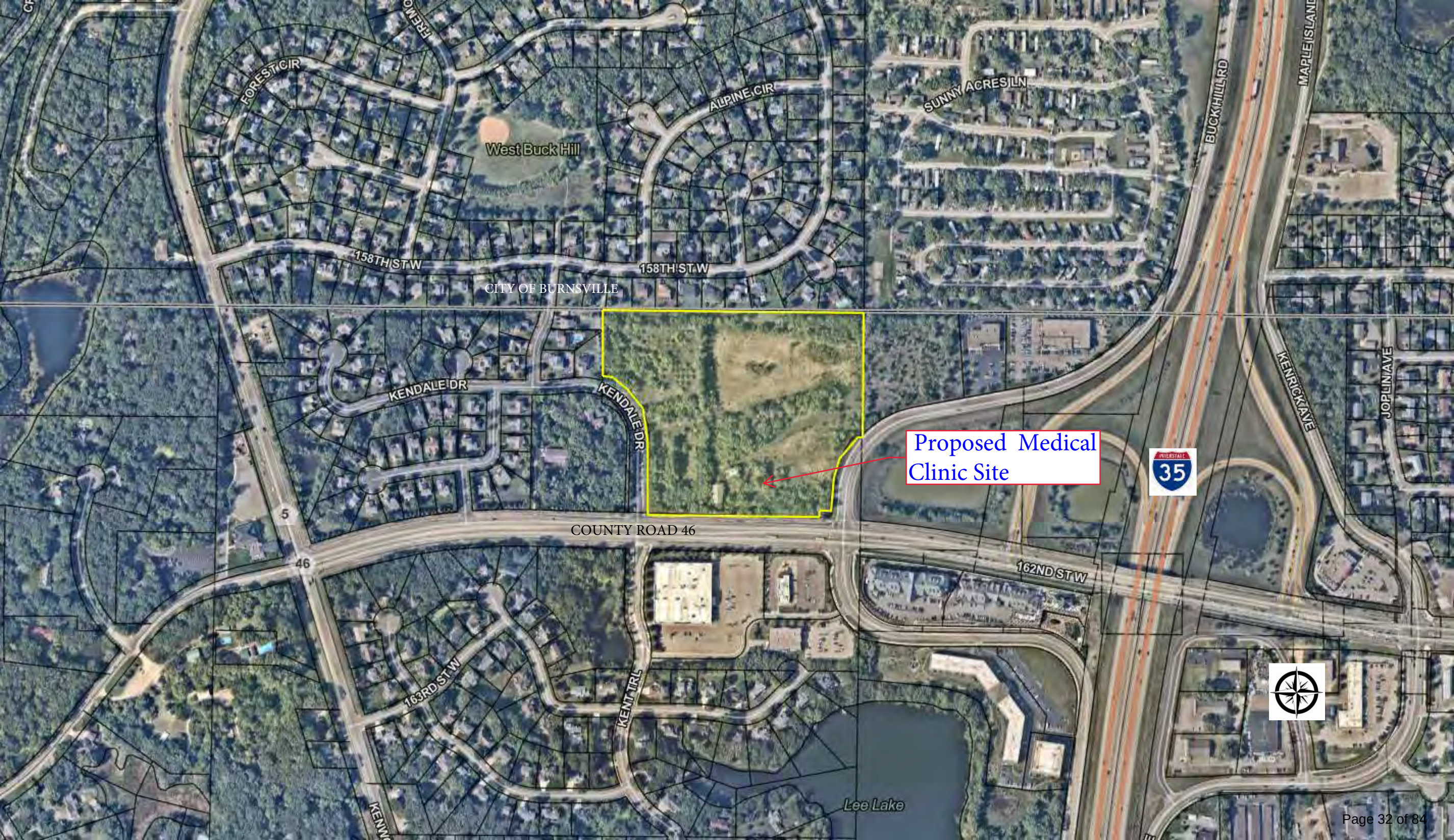
11. The two buildings will have a shared parking agreement to allow parking over both lots. The shared parking agreement shall be submitted prior to final plat recording.
12. Prior to City Council consideration of the preliminary plat, the landscape plan shall be amended to include parking lot screening along the south boundary of the parking lot and shrub sizes shall be amended to comply with minimum size requirements in compliance with Zoning Ordinance requirements.

LOCATION PROPOSED LAKEVILLE MEDICAL BUILDINGS



Goose Lake

EXHIBIT B

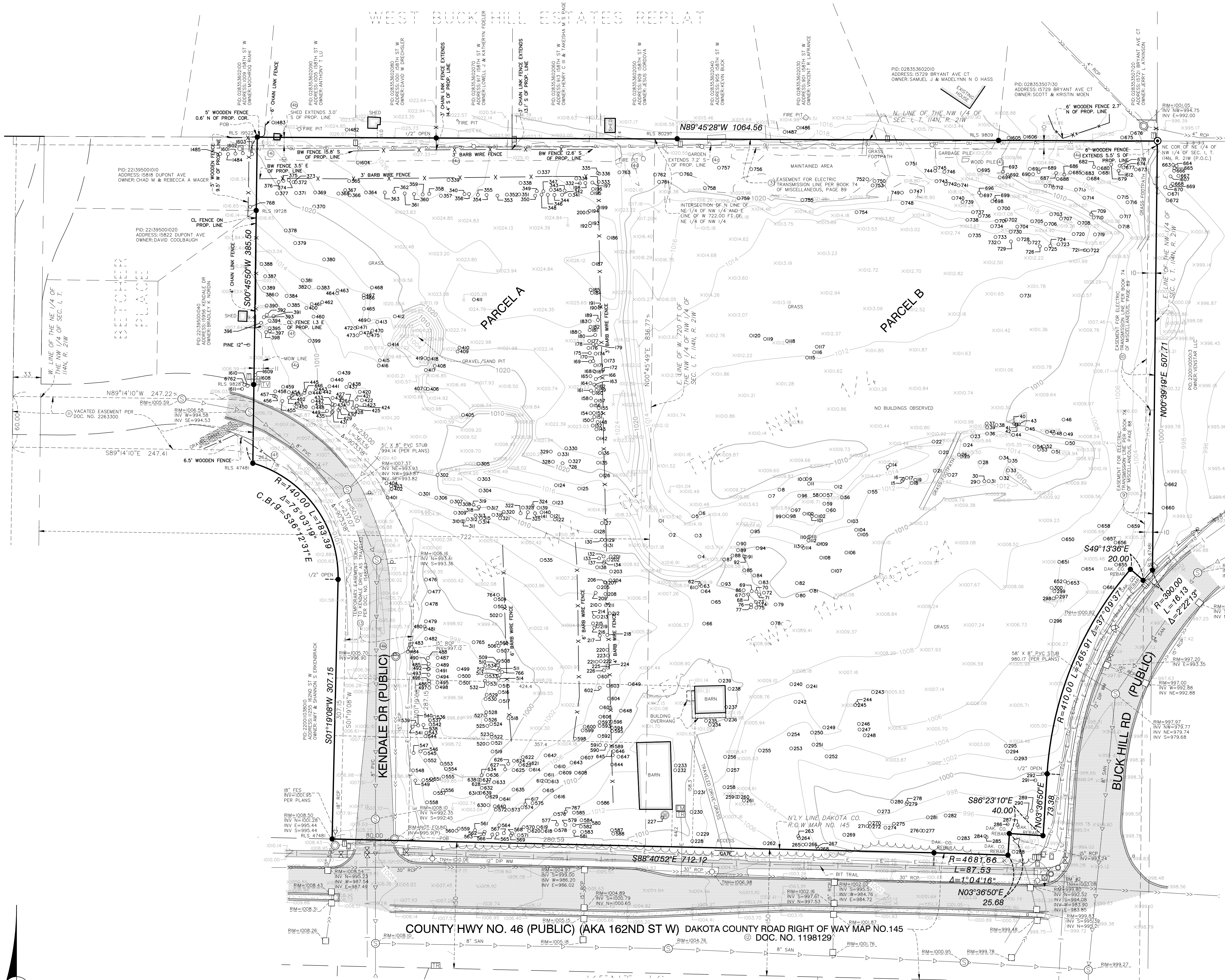


West Buck Hill

CITY OF BURNSVILLE

Proposed Medical
Clinic Site





LEGEND

- FOUND IRON MONUMENT
- DAKOTA COUNTY CIM
- HYDRANT
- WATER VALVE
- TELEPHONE BOX
- SANITARY MANHOLE
- CATCH BASIN
- ELECTRIC BOX
- LIGHT
- STORM HOLE
- POWER POLE
- BOLLARD
- TRANSFORMER
- COMMUNICATION VAULT
- TRAFFIC LIGHT
- ▽ FES
- HANDHOLE
- 4550 TREE W/TAG NO.
- ⊕ ELECTRIC METER
- ⊕ WELL
- ⊕ TV BOX
- ⊕ TITLE EXCEPTION NO.
- ⊕ SPOT ELEVATION
- ⊕ SIGN

- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND TELEPHONE
- OVERHEAD UTILITIES
- UNDERGROUND ELECTRIC
- FIBER OPTIC
- FENCE
- EDGE OF LANDSCAPE/ MAINTAINED AREA
- EDGE OF TREES
- CONCRETE
- BITUMINOUS
- CURB & GUTTER

EXHIBIT C



733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

ALTA/NSPS
LAND TITLE
SURVEY

LAKEVILLE SITE AT
CR 46 & I 35
NO ASSIGNED ADDRESS
LAKEVILLE, MN

DRAWN BY	JDT
CHECKED BY	DBO
DATE ISSUED	01/31/2020
SCALE	1"=60'
JOB NO.	19-0190
FIELD CREW	PG,DA

SUNDANCE LAKEVILLE

WEST BUCK HILL ESTATES REPLAT

N89°45'28"W 1064.56

EASEMENT FOR ELECTRIC TRANSMISSION LINE PER BOOK 74 OF MISCELLANEOUS, PAGE 89

10' DRAINAGE AND UTILITY EASEMENT

EASEMENT FOR ELECTRIC TRANSMISSION LINE PER BOOK 74 OF MISCELLANEOUS, PAGE 89

E LINE OF THE NW 1/4 OF SEC. 1, T. 114N, R. 21W

N00°39'19"E 507.71

S49°13'36"E 20.00

AND

That part of the Northeast Quarter of the Northwest Quarter of Section 1, Township 114, Range 21, Dakota County, Minnesota lying Northerly and Northwesterly of Dakota County Right of Way Map No. 145, according to the recorded map thereof, Dakota County, Minnesota, and Easterly of the West 722.00 feet of said Northeast Quarter of the Northwest Quarter, according to the United States Government Survey thereof and situate in Dakota County, Minnesota.

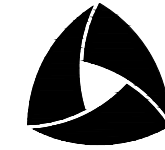
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

QUALITY ASSURANCE/CONTROL

DATE	ISSUE
9-11-23	SKETCH PLAN
9-28-23	PLANNING SUBMITTAL
10-09-23	CUP, PRELIM & FINAL PLAT
11-01-23	PROGRESS DRAWINGS

PROJECT TEAM DATA	
DESIGNED:	JG
DRAWN:	JG
PROJECT NO:	221-0039



ALLIANT

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

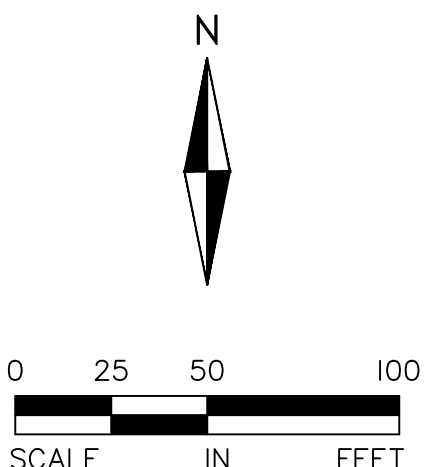
SUNDANCE LAKEVILLE

LAKEVILLE, MINNESOTA

CUP/PRELIMINARY & FINAL PLAT

PRELIMINARY PLAT

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION



LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY
- RIGHT-OF-WAY TO BE DEDICATED
- DRAINAGE AND UTILITY EASEMENT
- PLACED IRON
- FOUND IRON

LEGAL DESCRIPTION:

That part of the West 722.00 feet of the Northeast Quarter of the Northwest Quarter of Section 1, Township 114, Range 21, Dakota County, Minnesota, lying Northerly of Dakota County Right of Way Map no. 145, according to the recorded map thereof, Dakota County, Minnesota except that part lying Westerly, Southwesterly and Westerly of the following described line:

Commencing at the Northeast corner of said Northeast Quarter of the Northwest Quarter; thence North 89 degrees 45 minutes 28 seconds West, an assumed bearing along the North line of the Northeast Quarter of the Northwest Quarter of said Section 1, a distance of 1064.56 feet to the point of beginning of the line to be described; thence South 00 degrees 45 minutes 50 seconds West, a distance of 385.50 feet; thence Southeasterly along a non-tangential curve concave to the Southwest, having a radius of 140.00 feet, a included angle of 75 degrees 03 minutes 19 seconds, an arc length of 183.39 feet and a chord bearing of South 36 degrees 12 minutes 31 seconds East; thence South 01 degrees 19 minutes 08 seconds West, tangent to last described curve, a distance of 307.15 feet to the Northerly line of said Dakota County Right of Way Map No. 145 and there terminating.

EXHIBIT D

OUTLOT B

BLOCK 1

OUTLOT A

KENDALE DRIVE

COUNTY HWY NO. 46 (162ND ST W)

DAKOTA COUNTY ROAD RIGHT OF WAY MAP NO. 145

BUCK HILL RD

E. LINE OF W. 722 FT. OF THE NE 1/4 OF NW 1/4 OF SEC. 1, T. 114N, R. 21W

N00°00'00"E 172.75

N02°39'36"W 72.72

N08°29'31"W 19.15

S88°40'52"E 712.12

R=99.04
L=79.58
Δ=42°34'12"
C.B.T=159.33
C=71.80

R=170.00
L=159.02
Δ=51°34'27"

N88°40'52"W 76.00

S01°19'08"W 176.33

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

R=164.60
L=23.00
Δ=11°09'28"
C.B.T=261.28
C=261.28

R=300.00
L=16.13
Δ=2°22'13"
C.B.T=16.13
C=16.13

N03°36'50"E 73.38

N03°36'50"E 25.68

R=4681.66
L=87.53
Δ=1°04'16"

S86°23'10"E 40.00

N03°36'50"E 73.38

1/2" OPEN

DAK. CO. REBAR

BIT TRAIL

218.31

141.21

105.41

79.60

103.80

S01°19'08"W 176.33

N88°40'52"W 76.00

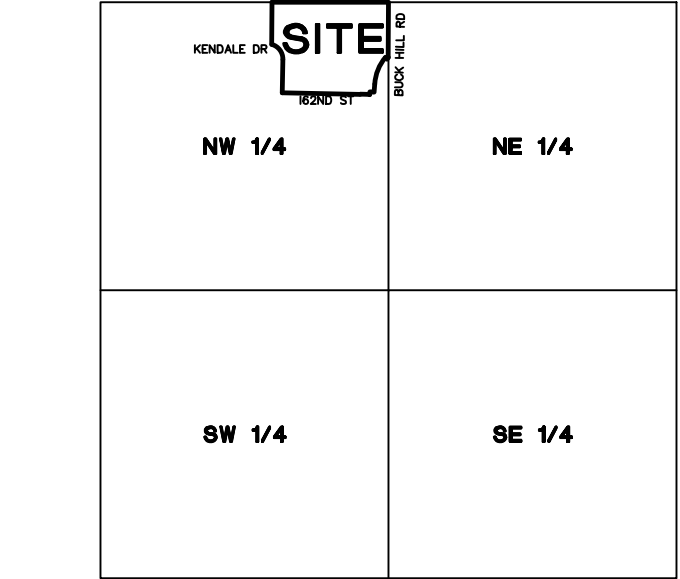
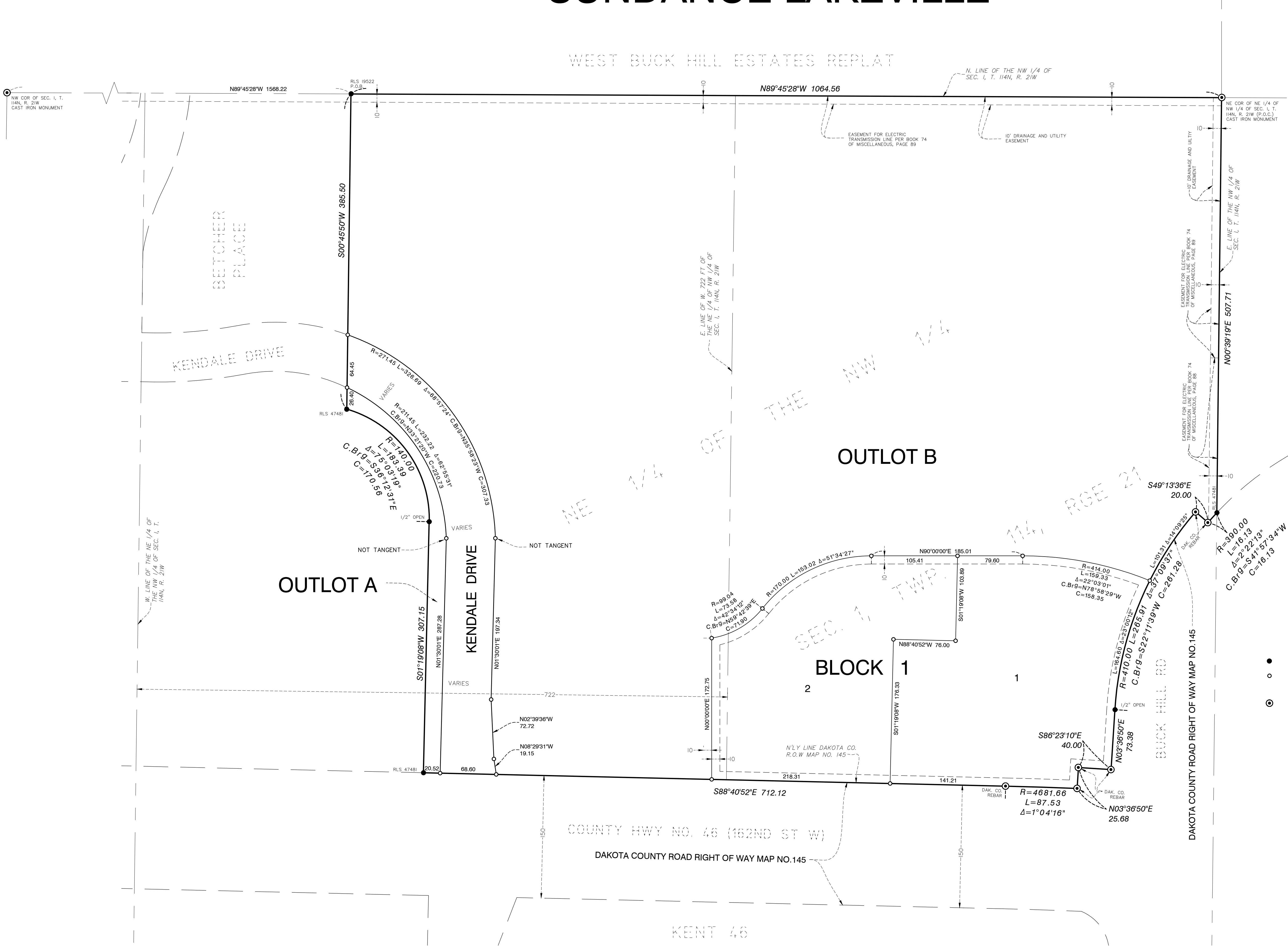
N00°00'00"E 185.01

PROPOSED PRIVATE DRIVE

79.60

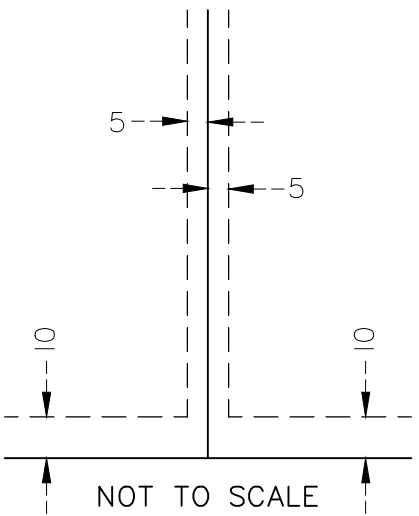
R=414.00
L=159.33
Δ=22°03'01"
C.B.T=156.95
C=156.95

SUNDANCE LAKEVILLE



VICINITY MAP
SECTION 1, T. 114, R. 21
NOT TO SCALE

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



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

THE EAST LINE OF THE NORTHWEST QUARTER OF
SECTION 1, TOWNSHIP 114, RANGE 21 IS ASSUMED
TO HAVE A BEARING OF N00°39'19"E

- Denotes monument found 1/2 inch iron pipe marked as shown
- Denotes 1/2 inch x 18 inch iron monument set
marked by license no. 44110 unless otherwise shown
- ⊙ Denotes Dakota County monument as shown

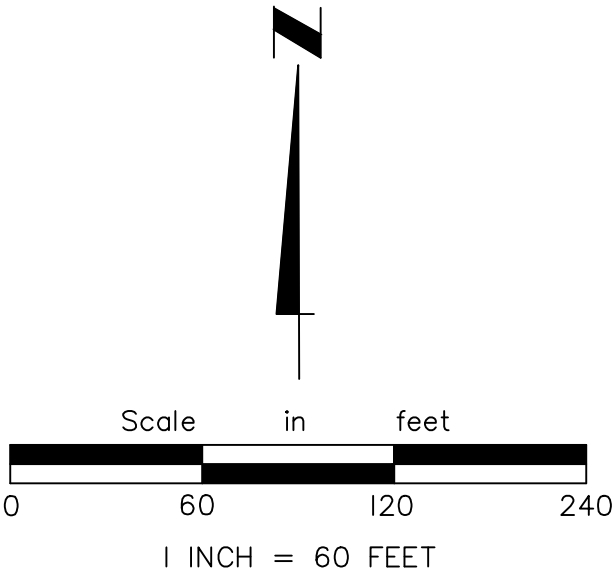


EXHIBIT E



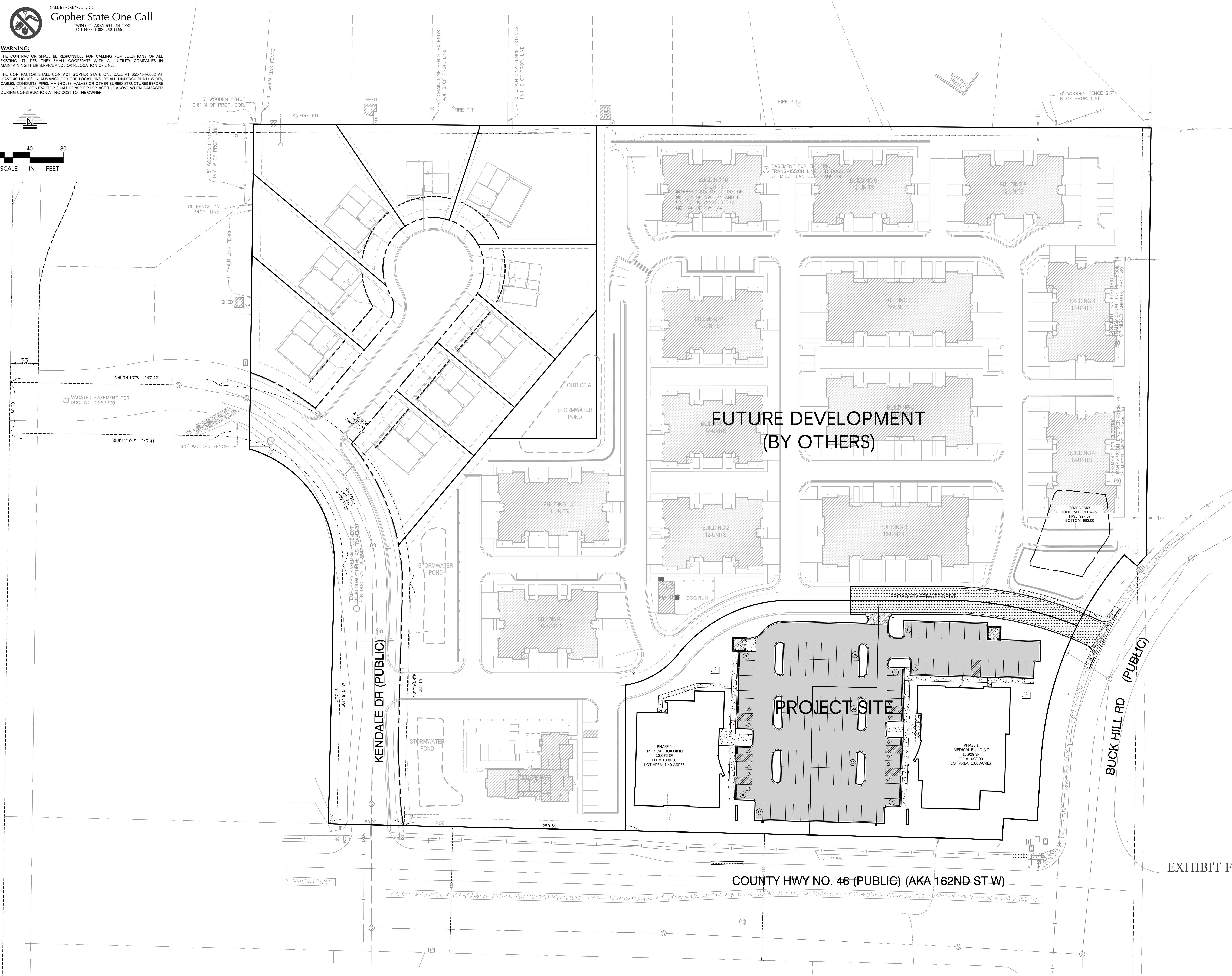
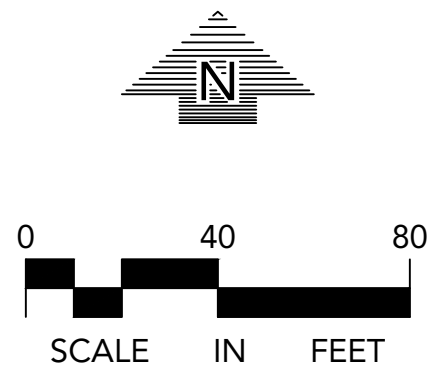


CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

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.



LAKEVILLE
M.O.B.

Lakeville, Minnesota

Davis

LOUCKS

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project for others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of the party making such revisions, additions or deletions and the user shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24	CITY SUBMITTAL
03/14/24	CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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

License No.	PJ/Dach - PE	49933
Date		

QUALITY CONTROL

Loucks Project No.	23523.00
Project Lead	PJD
Drawn By	DDL
Checked By	PJD
Review Date	03/14/24

SHEET INDEX

C1-1	DEMOLITION PLAN
C2-1	AREA SITE PLAN
C2-2	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP
C3-3	SWPPP NOTES
C4-1	SANITARY AND WATER PLAN
C4-2	STORM SEWER PLAN
C8-1	CITY DETAILS
C8-2	CIVIL DETAILS
L1-1	LANDSCAPE PLAN
L1-2	LANDSCAPE DETAILS
L2-1	TREE PRESERVATION PLAN
L2-2	TREE PRESERVATION DATA

EXHIBIT F1

AREA
SITE
PLAN

C2-1



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.



SITE NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEETS AND STATE/LOCAL JURISDICTION REQUIREMENTS. SEE ARCHITECTURAL ALTERNATE #10 FOR SITE CONCRETE SEAL COATING.
2. ACCESSIBLE PARKING AND ACCESSIBLE ROUTES SHALL BE PROVIDED PER CURRENT ADA STANDARDS AND LOCAL/STATE REQUIREMENTS.
3. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
5. TYPICAL FULL SIZED PARKING STALL IS 9' X 19' WITH A 24" WIDE TWO WAY DRIVE OR 9'X18" WITH CURB OVERHANG
6. ALL CURB RADII SHALL BE 3.0' UNLESS OTHERWISE NOTED.
7. BITUMINOUS IMPREGNATED FIBER BOARD TO BE PLACED AT FULL DEPTH OF CONCRETE ADJACENT TO EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.
8. SEE SITE LIGHTING PLAN SL-1 FOR SITE LIGHTING AND STRUCTURAL 10/5301 FOR LIGHT POLE BASES.
9. ALL SIGN POSTS TO BE 2" x 2" SQUARE POSTS PAINTED DARK GREY OR GALVANIZED.
10. THE GAP BETWEEN THE SIDEWALK AND CONCRETE CURB (B612 OR FLUSH CURB) TO BE A MAXIMUM OF 2" WITH TYPICAL PRE-MOLDED EXPANSION JOINT MATERIAL - NO PLASTIC INSETS.
11. ALL DRIVE LANES TO BE HEAVY-DUTY BITUMINOUS PAVEMENT AND PARKING STALLS TO BE STANDARD DUTY BITUMINOUS. SEE DETAIL ON C8-2.
12. REFER TO THE GRADING PLAN FOR LOCATIONS OF STORM SEWER. TIP OUT/TIP IN CURB TO BE USED TO ALLOW FOR POSITIVE DRAINAGE TO THE CATCH BASINS.

OFF-STREET PARKING CALCULATIONS

CITY PARKING REQUIREMENT: GROSS BUILDING MINUS 10%, THEN ONE STALL PER 200 SF

(26,005 - 2,600.5 = 23,404.5).....(23,404.5/200=117.02 STALLS)

117 TOTAL STALLS REQUIRED

130 TOTAL PARKING STALLS PROPOSED (RATIO PROPOSED=5.00 STALLS PER 1,000 SF)

PHASE 1 - PROPOSED STANDARD STALLS = 51 STALLS
PHASE 1 - HANDICAP PARKING STALLS = 6 STALLS
PHASE 2 - PROPOSED STANDARD STALLS = 67 STALLS
PHASE 2 - HANDICAP PARKING STALLS = 6 STALLS
TOTAL STALLS = 130 STALLS

ACCESSIBLE PARKING

PROPOSED ACCESSIBLE SURFACE PARKING: 12 STALLS

REQUIRED ACCESSIBLE PARKING: 5 STALLS**

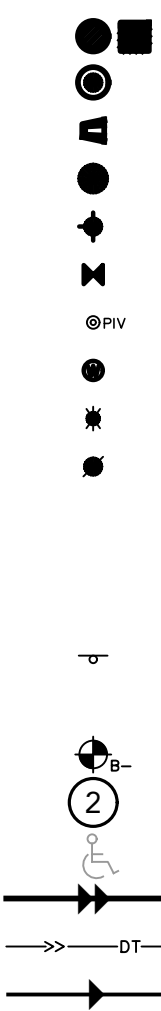
**REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES FOR 101 TO 150 STALLS

LEGEND

EXISTING



PROPOSED

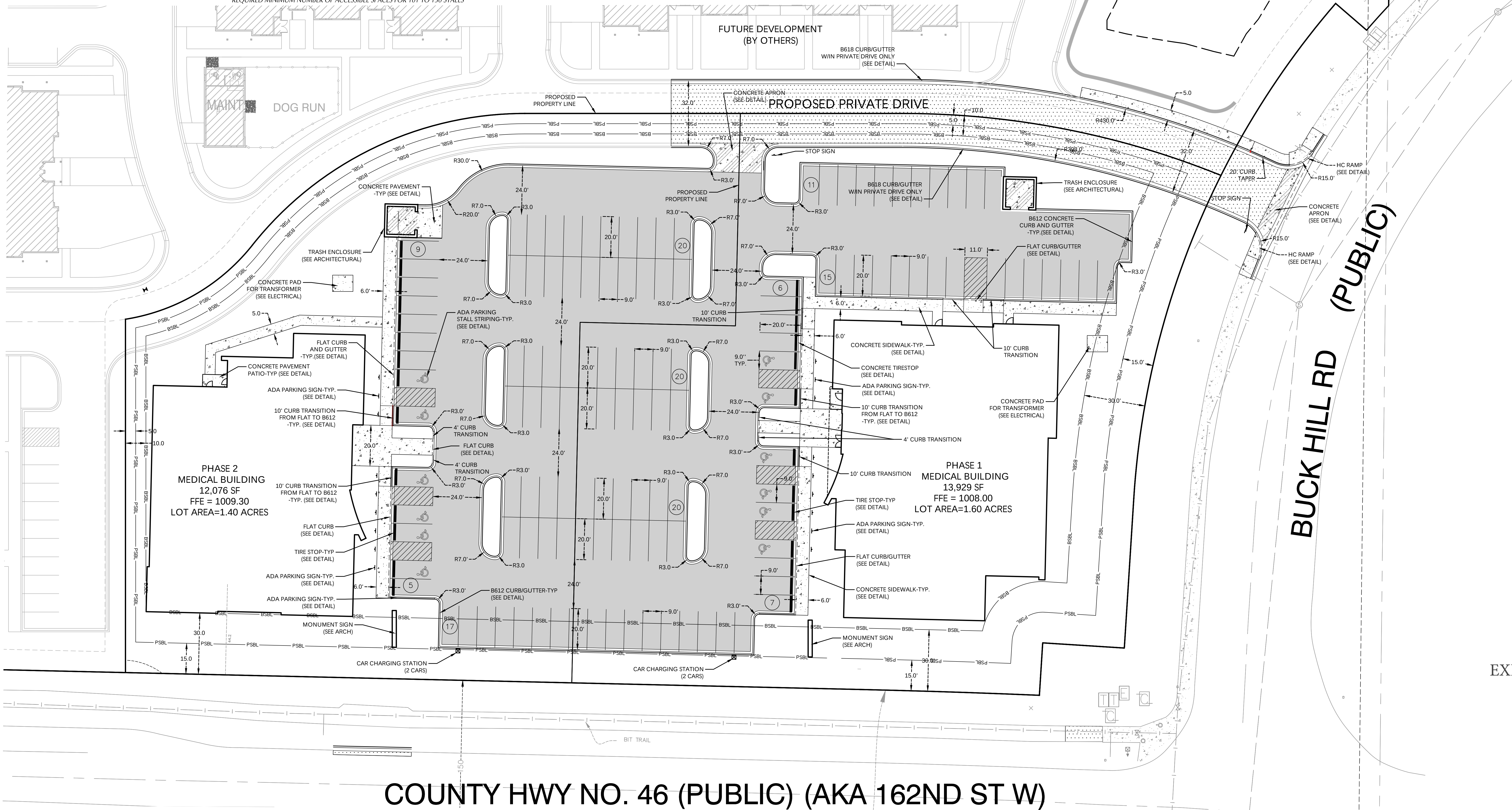
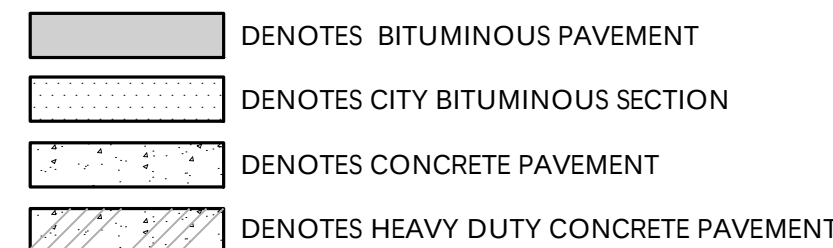


SITE DATA

PROPERTY AREA: 180,871 SF ACRES (DISTURBED AREA)
EXISTING IMPERVIOUS AREA: 5,278 SF (2.9%)
EXISTING PERVIOUS AREA: 175,593 SF (97.1%)

PROPERTY AREA: 180,871 SF ACRES (DISTURBED AREA)
PROPOSED IMPERVIOUS AREA: 94,804 SF (52.4%)
PROPOSED PERVIOUS AREA: 86,067 SF (47.6%)

PAVEMENT LEGEND



LAKEVILLE
M.O.B.

Lakeville, Minnesota

Davis

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project for others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made in the full set of the project's master files. Additions or deletions and the user shall remain responsible and identify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24 CITY SUBMITTAL
03/14/24 CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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

License No. PJDach - PE 49933
Date

QUALITY CONTROL

Loucks Project No. 23523.00
Project Lead PJD
Drawn By DDL
Checked By PJD
Review Date 03/14/24

SHEET INDEX

C1-1 DEMOLITION PLAN
C2-1 AREA SITE PLAN
C2-2 SITE PLAN
C3-1 GRADING PLAN
C3-2 SWPPP
C3-3 SWPPP NOTES
C4-1 SANITARY AND WATER PLAN
C4-2 STORM SEWER PLAN
C8-1 CITY DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS
L2-1 TREE PRESERVATION PLAN
L2-2 TREE PRESERVATION DATA

EXHIBIT F2

SITE
PLAN

C2-2

COUNTY HWY NO. 46 (PUBLIC) (AKA 162ND ST W)



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.



0 20 40
SCALE IN FEET

GRADING & DRAINAGE NOTES

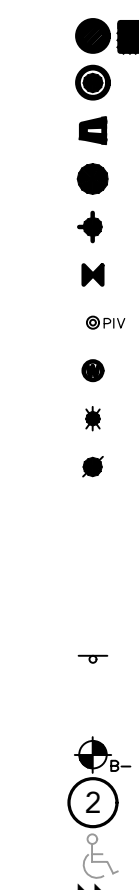
- SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTER/FLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SUMPED ELEVATIONS.
- ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF TOP SOIL AND SEED/MULCH OR SOD. THESE AREAS SHALL BE WATERED/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED.
- FOR SITE RETAINING WALLS "TW" EQUALS SURFACE GRADE AT TOP FACE OF WALL (NOT TOP OF WALL), AND "CW" EQUALS SURFACE GRADE AT BOTTOM FACE OF WALL (NOT BOTTOM OF BURIED WALL COURSES).
- RETAINING WALLS OVER 4 FEET IN HEIGHT WILL REQUIRE A BUILDING PERMIT.
- STREETS MUST BE CLEANED AND SWEEPED WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
- DUST MUST BE ADEQUATELY CONTROLLED.
- SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
- SEE UTILITY PLANS FOR WATER, STORM AND SANITARY SEWER INFORMATION.
- SEE SITE PLAN FOR CURB AND BITUMINOUS TAPER LOCATIONS.
- TEMPORARY OR PERMANENT MULCH BE UNIFORMLY APPLIED BY MECHANICAL OR HYDRAULIC MEANS AND STABILIZED BY DISC-ANCHORING OR THE USE OF HYDRAULIC SOIL STABILIZERS.
- TEMPORARY VEGETATIVE COVER CONSISTING OF A SUITABLE, FAST-GROWING, DENSE GRASS SEED MIX SPREAD AT A MINIMUM AT THE MNDOT-SPECIFIED RATE PER ACRE. IF TEMPORARY COVER IS TO REMAIN IN PLACE BEYOND THE PRESENT GROWING SEASON, TWO-THIRDS OF THE SEED MIX SHALL BE COMPOSED OF PERENNIAL GRASSES.

LEGEND

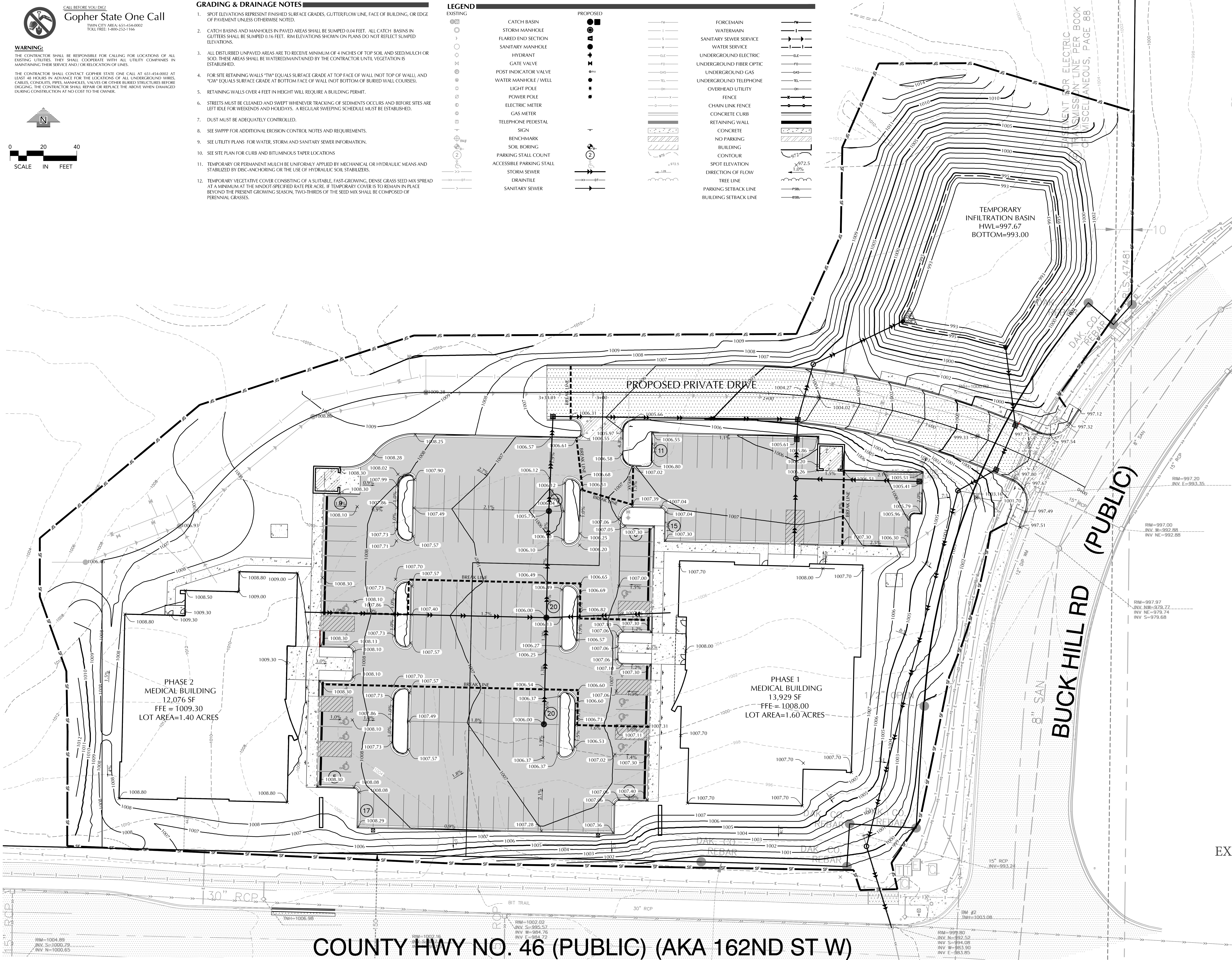
EXISTING



PROPOSED



- FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
RETAINING WALL
CONCRETE
NO PARKING
BUILDING
CONTOUR
SPOT ELEVATION
DIRECTION OF FLOW
TREE LINE
PARKING SETBACK LINE
BUILDING SETBACK LINE



LAKEVILLE
M.O.B.

Lakerville, Minnesota

Davis

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.louckscinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant's professional staff for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of the party making such revisions, additions or deletions and the user shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24 CITY SUBMITTAL
03/14/24 CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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

License No. P3 DASH - PE 49933
Date

QUALITY CONTROL

Loucks Project No. 23523.00
Project Lead PJD
Drawn By DDL
Checked By PJD
Review Date 03/14/24

SHEET INDEX

C1-1 DEMOLITION PLAN
C2-1 AREA SITE PLAN
C2-2 SITE PLAN
C3-1 GRADING PLAN
C3-2 SWPPP
C3-3 SWPPP NOTES
C4-1 SANITARY AND WATER PLAN
C4-2 STORM SEWER PLAN
C8-1 CITY DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS
L2-1 TREE PRESERVATION PLAN
L2-2 TREE PRESERVATION DATA

EXHIBIT G

GRADING
PLAN

C3-1

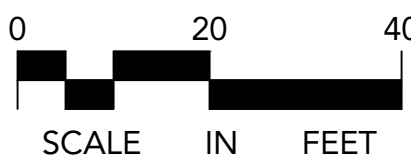


CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

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.



UTILITY NOTES

- ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2013 EDITION.
- ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEERS MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
- ALL STORM SEWER, SANITARY SEWER AND WATER SERVICES SHALL TERMINATE 5' FROM THE BUILDING FACE UNLESS OTHERWISE NOTED.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
- ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 7.5 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 7.5 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- PROPOSED PIPE MATERIALS:
WATERMAIN: CL 52 PVC C-900
SANITARY SEWER: PVC SDR 35 & SCH 40
6" TO 8" DIAMETER
6" TO 8" DIAMETER
- CONTRACTOR AND MANHOLE FABRICATOR SHALL SUMP (LOWER) ALL STORM SEWER CATCH BASIN CASTINGS WITHIN PAVED AREAS 0.16 FEET OR 2-INCHES BELOW THE RIM ELEVATION DEPICTED ON THE UTILITY PLAN.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF THE CITY.
- CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CORE DRILLING THE MANHOLE AT THE PROPOSED INVERT ELEVATIONS AND INSTALLING A RUBBER BOOT. GROUT IN THE BOOT AND AN INVERT FOR THE NEW SEWER LINE.
- WATERMAIN PIPE SHALL BE DIP CLASS 52, INSTALLED WITH 7.5 FEET OF COVER TO TOP PIPE. FITTINGS SHALL BE COMPACT TYPE. PIPE AND FITTINGS SHALL HAVE A CEMENT MORTAR LINING. CONDUCTIVITY SHALL BE PROVIDED BY WELDED STRAPS ACROSS EACH JOINT. SEE EAGAN DETAIL PLATE 110.
- TRENCH COMPACTION SHALL BE 95% STANDARD PROCTOR DENSITY IN THE AREA FROM THE PIPE ZONE TO WITHIN 3 FEET OF FINISHED GRADE AND 100% IN FINAL 3 FEET OF THE BACKFILL TO FINISH GRADE.

LEGEND

EXISTING
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
RETAINING WALL
CONCRETE
NO PARKING
BUILDING
CONTOUR
SPOT ELEVATION
DIRECTION OF FLOW
TREE LINE
PARKING SETBACK LINE
BUILDING SETBACK LINE

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

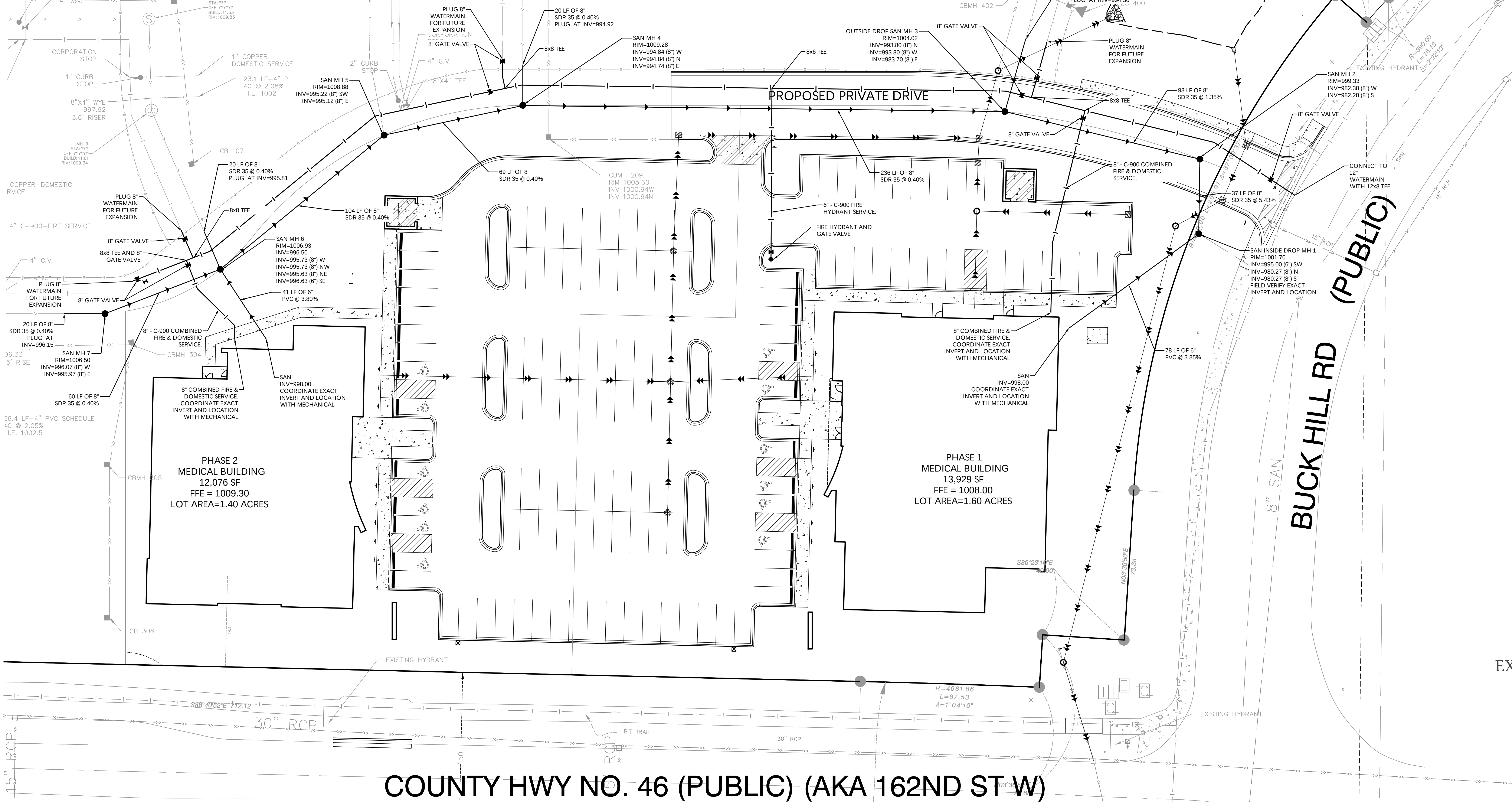
PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER



LAKEVILLE
M.O.B.

Lakeville, Minnesota

Davis

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project for others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made in the field of the project meeting and minutes, additions to drawings and the utility and field notes and identify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24 CITY SUBMITTAL
03/14/24 CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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

License No. P3Dach - PE 49933
Date

QUALITY CONTROL

Loecks Project No. 23523.00
Project Lead PJD
Drawn By DD
Checked By PJD
Review Date 03/14/24

SHEET INDEX

C1-1 DEMOLITION PLAN
C2-1 AREA SITE PLAN
C2-2 SITE PLAN
C3-1 GRADING PLAN
C3-2 SWPPP
C3-3 SWPPP NOTES
C4-1 SANITARY AND WATER PLAN
C4-2 STORM SEWER PLAN
C8-1 CITY DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS
L2-1 TREE PRESERVATION PLAN
L2-2 TREE PRESERVATION DATA

EXHIBIT H1

SANITARY
SEWER &
WATERMAIN
PLAN

C4-1

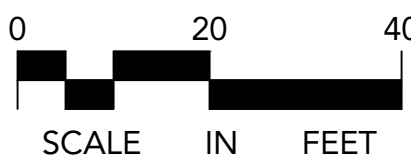


CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA 651-454-0002
TOLL FREE: 1-800-252-1166

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.



UTILITY NOTES

- ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2013 EDITION.
- ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEERS MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
- ALL STORM SEWER, SANITARY SEWER AND WATER SERVICES SHALL TERMINATE 5' FROM THE BUILDING FACE UNLESS OTHERWISE NOTED.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
- ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 7.5 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 7.5 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- PROPOSED PIPE MATERIALS:

WATERMAIN	CL 52 PVC C-900	6" TO 8" DIAMETER
SANITARY SEWER	PVC SDR 35 & SCH 40	6" TO 8" DIAMETER
- CONTRACTOR AND MANHOLE FABRICATOR SHALL SUMP (LOWER) ALL STORM SEWER CATCH BASIN CASTINGS WITHIN PAVED AREAS 0.16 FEET OR 2-INCHES BELOW THE RIM ELEVATION DEPICTED ON THE UTILITY PLAN.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF THE CITY.
- CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CORE DRILLING THE MANHOLE AT THE PROPOSED INVERT ELEVATIONS AND INSTALLING A RUBBER BOOT. GROUT IN THE BOOT AND AN INVERT FOR THE NEW SEWER LINE.
- WATERMAIN PIPE SHALL BE DIP CLASS 52, INSTALLED WITH 7.5 FEET OF COVER TO TOP PIPE. FITTINGS SHALL BE COMPACT TYPE. PIPE AND FITTINGS SHALL HAVE A CEMENT MORTAR LINING. CONDUCTIVITY SHALL BE PROVIDED BY WELDED STRAPS ACROSS EACH JOINT. SEE EAGAN DETAIL PLATE 110.
- TRENCH COMPACTION SHALL BE 95% STANDARD PROCTOR DENSITY IN THE AREA FROM THE PIPE ZONE TO WITHIN 3 FEET OF FINISHED GRADE AND 100% IN FINAL 3 FEET OF THE BACKFILL TO FINISH GRADE.

LEGEND

EXISTING
PROPOSED

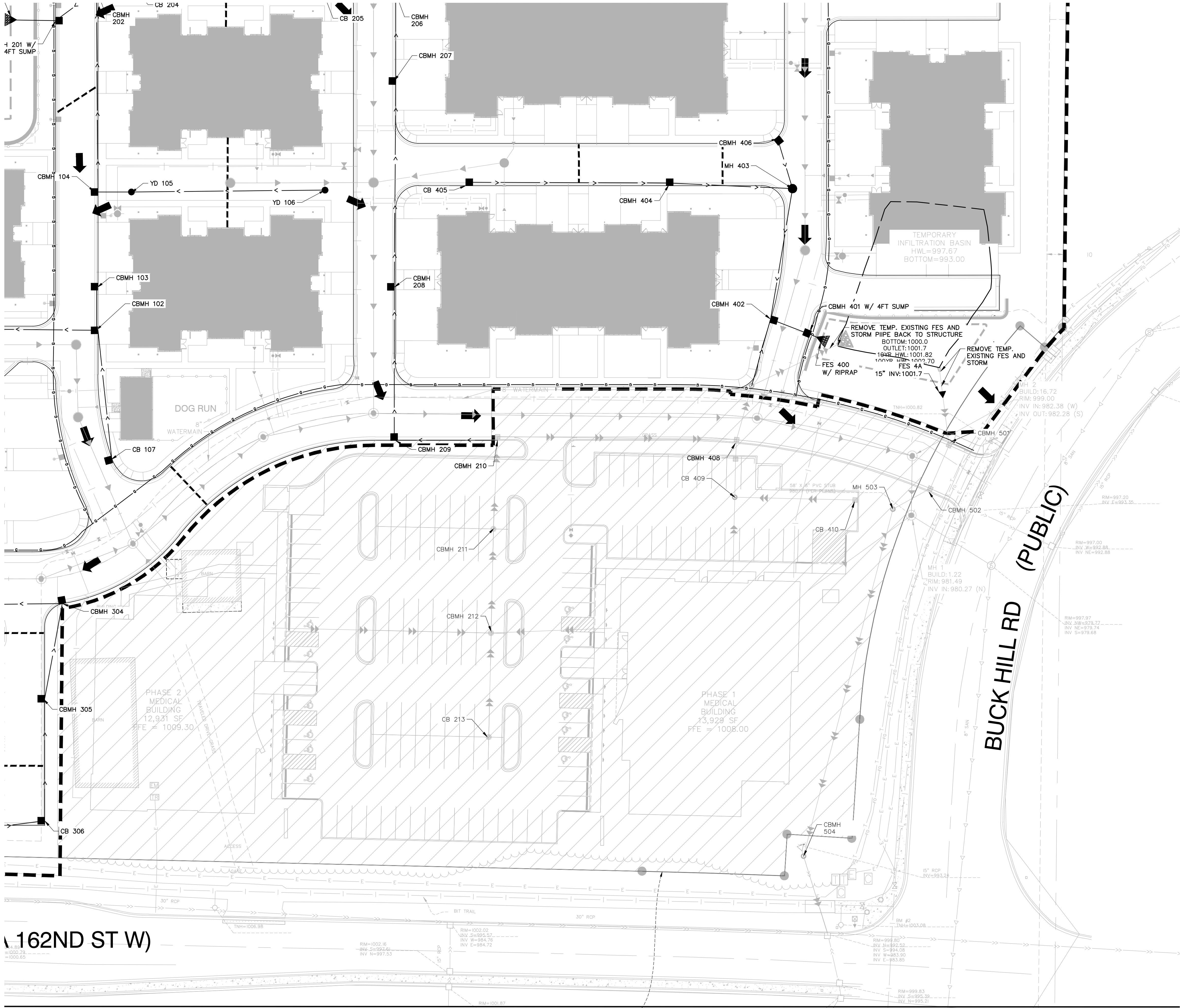
CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER

PROPOSED
2

FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
RETAINING WALL
CONCRETE
NO PARKING
BUILDING
CONTOUR
SPOT ELEVATION
DIRECTION OF FLOW
TREE LINE
PARKING SETBACK LINE
BUILDING SETBACK LINE

8" X 4" TEE
8" WATERMAIN
CORPORATION STOP
52.8 LF 4" PVC SCHEDULE
40 @ 2.06%
I.E. 1003.3
2" COPPER-DOMESTIC SERVICE
2" CURB STOP
4" C-900-FIRE SERVICE
HYDRANT V.TYP.
CBMH 401 W/ MOMENTUM PRESERVER AND SUMP
FES 400
FES W/ RIPRAP
FES INV=994.50
61 LF OF 18" STORM @ 1.00%
4" WYE
995.89
4" RISER
CBMH 402
CBMH 209
RIM=1005.60
INV=1000.94W
INV=1000.94N
CBMH 3
RIM=1005.75
INV=1001.62 (18") N
INV=1001.82 (15") S
CBMH 2
RIM=1006.00
INV=1002.14 (15") N
INV=1002.14 (15") S
INV=1002.34 (12") W
INV=1002.34 (12") E
CBMH 4
RIM=1006.00
INV=1001.29 (18") E
INV=1001.29 (18") S
CBMH 6
RIM=1004.38
INV=999.65 (18") S
INV=994.61 (18") NE
CBMH 8
RIM=1001.38
INV=1001.06 (12") S
INV=1000.18 (18") W
INV=1000.00 (18") N
CBMH 7
RIM=1005.61
INV=1001.17
CBMH 9
RIM=998.13
INV=994.38 (12") N
INV=994.38 (12") S
CBMH 10
RIM=998.13
INV=994.23 (12") N
INV=994.23 (12") S
CBMH 11
RIM=1003.16
INV=994.10 (12") N
INV=994.10 (12") S
CBMH 12
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 13
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 14
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 15
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 16
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 17
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 18
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 19
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 20
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 21
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 22
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 23
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 24
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 25
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 26
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 27
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 28
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 29
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 30
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 31
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 32
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 33
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 34
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 35
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 36
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 37
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 38
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 39
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 40
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 41
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 42
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 43
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 44
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 45
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 46
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 47
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 48
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 49
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 50
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 51
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 52
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 53
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 54
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 55
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 56
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 57
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 58
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 59
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 60
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 61
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 62
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 63
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 64
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 65
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 66
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 67
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 68
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 69
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 70
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 71
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 72
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 73
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 74
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 75
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 76
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 77
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 78
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 79
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 80
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 81
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 82
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 83
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 84
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 85
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 86
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 87
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 88
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 89
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 90
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 91
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 92
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 93
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 94
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 95
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 96
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 97
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 98
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 99
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 100
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 101
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 102
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 103
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 104
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 105
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 106
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 107
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 108
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 109
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 110
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 111
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 112
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 113
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 114
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 115
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 116
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 117
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 118
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 119
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 120
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 121
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 122
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 123
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 124
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 125
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 126
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 127
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 128
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 129
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 130
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 131
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 132
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 133
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 134
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 135
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 136
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 137
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 138
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 139
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 140
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 141
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 142
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 143
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 144
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 145
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 146
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 147
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 148
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 149
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 150
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 151
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 152
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 153
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 154
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 155
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 156
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 157
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 158
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 159
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 160
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 161
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 162
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 163
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 164
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 165
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 166
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 167
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 168
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 169
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 170
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 171
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 172
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 173
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 174
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 175
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 176
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 177
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 178
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 179
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 180
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 181
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 182
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 183
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 184
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 185
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 186
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 187
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 188
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 189
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 190
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 191
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 192
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 193
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 194
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 195
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 196
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 197
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 198
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 199
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 200
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 201
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 202
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 203
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 204
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 205
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 206
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 207
RIM=1003.16
INV=993.00 (12") N
INV=993.00 (12") S
CBMH 208
RIM=1003.16
INV=993

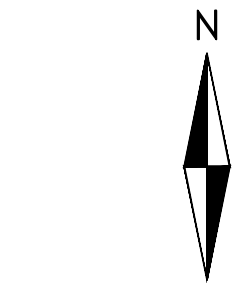
Drawing name: X:\2021\210039\plan sheets\CUP and Preliminary\Plot\210039util-storm.dwg May 23, 2024 4:55pm



LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED DRAIN TILE
- PROPOSED STORM CATCH BASIN/MANHOLE
- PROPOSED SANITARY MANHOLE
- PROPOSED BUTTERFLY/GATE VALVE
- PROPOSED HYDRANT
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER

EXHIBIT H3



0 15 30 60
SCALE IN FEET

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

DAN SJOBLOM, PE

QUALITY ASSURANCE/CONTROL

BY	DATE
4-25-24	CUP, ADMIN. PERMIT, PRELIMINARY, FINAL PLAT SUBMITTAL
5-23-24	STORMWATER UPDATE

PROJECT TEAM DATA	
DESIGNED:	Value
DRAWN:	AAA
PROJECT NO:	221-0039



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.



0 40 80
SCALE IN FEET

TREE PRESERVATION NOTES

- EXISTING TREE - TO REMAIN
- EXISTING TREE - TO REMOVE

TREE PRESERVATION NOTES

- TREE INFORMATION WAS OBTAINED IN THE SURVEY PROVIDED BY ALLIANT ENGINEERING.
- A SPREADSHEET OF ON-SITE TREE INFORMATION IS DISPLAYED ON SHEET L2-2.
- TREE PROTECTION WILL PRIMARILY BE SILT FENCE. EXTENTS OF CLEARING WILL BE APPROXIMATELY 15 FEET BEYOND THE SILT FENCE AS GRADING MAY IMPACT ROOT ZONES OF NEARBY TREES.

TREE DATA:

TOTAL SIGNIFICANT TREES ON SITE	783
TOTAL SIGNIFICANT TREES REMOVED	140
TOTAL SIGNIFICANT TREES SAVED	643

Plotted: 03/14/2024 12:11 PM W:\2023\23523\CADD\DATA\LANDSCAPE_dwg_Sheet_Files\L2-1 TREE PRESERVATION PLAN

LAKEVILLE
M.O.B.

Lakeville, Minnesota

Davis

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project for others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made in the full set of the project's drawings and revisions, additions or deletions and the user shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24 CITY SUBMITTAL
03/14/24 CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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.

License No. Douglas D. Loken - LA 45591
Date

QUALITY CONTROL

Loucks Project No. 23523.00
Project Lead PJD
Drawn By DDL
Checked By DDL
Review Date 03/14/24

SHEET INDEX

C1-1 DEMOLITION PLAN
C2-1 AREA SITE PLAN
C2-2 SITE PLAN
C3-1 GRADING PLAN
C3-2 SWPPP
C3-3 SWPPP NOTES
C4-1 SANITARY AND WATER PLAN
C4-2 STORM SEWER PLAN
C8-1 CITY DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS
L2-1 TREE PRESERVATION PLAN
L2-2 TREE PRESERVATION DATA

EXHIBIT I

TREE
PRESERVATION
PLAN

L2-1

COUNT	TAG #	Species	TREE SIZE (CAL. INCH)	SIGNIFICANT	STATUS
2	123	Elm	6	YES	SAVE
3	123	Scotch Pine	9	YES	SAVE
3	551	Elm	8	YES	SAVE
4	277	Elm	7	YES	REMOVE
5	718	Elm	8	YES	SAVE
6	4	Cottonwood	6	YES	SAVE
7	3	Cottonwood	7	YES	SAVE
8	6	Elm	6	YES	SAVE
9	5	Elm	7	YES	SAVE
10	2	Cottonwood	6	YES	SAVE
11	1	Cottonwood	8	YES	SAVE
12	7	Elm	7	YES	SAVE
13	8	Elm	9	YES	SAVE
14	10	Elm	15	YES	SAVE
15	11	Elm	6	YES	SAVE
16	9	Elm	7	YES	SAVE
17	96	Cottonwood	10	YES	SAVE
18	12	Elm	10	YES	SAVE
19	13	Elm	9	YES	SAVE
20	14	Elm	14	YES	SAVE
21	22	Cottonwood	7	YES	SAVE
22	20	Elm	6	YES	SAVE
23	21	Cottonwood	9	YES	SAVE
24	17	Elm	6	YES	SAVE
25	16	Elm	7	YES	SAVE
26	15	Elm	23	YES	SAVE
27	19	Elm	6	YES	SAVE
28	18	Elm	7	YES	SAVE
29	27	Box Elder	6	YES	SAVE
30	25	Elm	7	YES	SAVE
31	26	Elm	7	YES	SAVE
32	24	Elm	14	YES	SAVE
33	23	Cottonwood	13	YES	SAVE
34	39	Cottonwood	7	YES	SAVE
35	36	Elm	7	YES	SAVE
36	37	Elm	9	YES	SAVE
37	38	Elm	17	YES	SAVE
38	40	Cottonwood	21	YES	SAVE
39	41	Cottonwood	11	YES	SAVE
40	42	Cottonwood	8	YES	SAVE
41	43	Cottonwood	7	YES	SAVE
42	45	Elm	11	YES	SAVE
43	44	Cottonwood	12	YES	SAVE
44	54	Cottonwood	6	YES	REMOVE
45	53	Cottonwood	6	YES	REMOVE
46	52	Cottonwood	14	YES	REMOVE
47	47	Cottonwood	14	YES	SAVE
48	48	Black Willow	10	YES	SAVE
49	49	Cottonwood	11	YES	REMOVE
50	50	Cottonwood	12	YES	REMOVE
51	51	Box Elder	9	YES	REMOVE
52	35	Box Elder	12	YES	REMOVE
53	34	Elm	12	YES	SAVE
54	33	Elm	11	YES	REMOVE
55	32	Elm	11	YES	REMOVE
56	31	Elm	11	YES	SAVE
57	30	Elm	7	YES	SAVE
58	29	Elm	13	YES	SAVE
59	28	Box Elder	13	YES	SAVE
60	55	Cottonwood	19	YES	SAVE
61	56	Cottonwood	17	YES	SAVE
62	103	Elm	8	YES	SAVE
63	104	Box Elder	15	YES	SAVE
64	105	Box Elder	7	YES	SAVE
65	106	Elm	7	YES	SAVE
66	60	Cottonwood	8	YES	SAVE
67	59	Cottonwood	8	YES	SAVE
68	57	Cottonwood	6	YES	SAVE
69	58	Cottonwood	6	YES	SAVE
70	102	Cottonwood	6	YES	SAVE
71	101	Cottonwood	7	YES	SAVE
72	100	Cottonwood	9	YES	SAVE
73	97	Cottonwood	11	YES	SAVE
74	98	Cottonwood	10	YES	SAVE
75	99	Cottonwood	15	YES	SAVE
76	115	Cottonwood	6	YES	SAVE
77	116	Cottonwood	6	YES	SAVE
78	117	Cottonwood	6	YES	SAVE
79	118	Cottonwood	7	YES	SAVE
80	119	Cottonwood	6	YES	SAVE
81	120	Cottonwood	6	YES	SAVE
82	111	Cottonwood	18	YES	SAVE
83	110	Cottonwood	18	YES	SAVE
84	112	Cottonwood	11	YES	SAVE
85	109	Box Elder	15	YES	SAVE
86	114	Elm	11	YES	SAVE
87	113	Cottonwood	13	YES	SAVE
88	108	Box Elder	16	YES	SAVE
89	107	Cottonwood	9	YES	SAVE
90	81	Elm	12	YES	REMOVE
91	82	Elm	12	YES	REMOVE
92	80	Elm	7	YES	REMOVE
93	79	Cottonwood	9	YES	REMOVE
94	78	Cottonwood	11	YES	REMOVE
95	74	Cottonwood	7	YES	REMOVE
96	75	Cottonwood	15	YES	REMOVE
97	77	Cottonwood	10	YES	REMOVE
98	76	Cottonwood	8	YES	REMOVE
99	73	Cottonwood	7	YES	REMOVE
100	71	Cottonwood	10	YES	REMOVE
101	72	Cottonwood	10	YES	REMOVE
102	83	Box Elder	7	YES	REMOVE
103	84	Elm	9	YES	SAVE
104	70	Cottonwood	6	YES	REMOVE
105	69	Cottonwood	6	YES	REMOVE
106	68	Cottonwood	6	YES	REMOVE
107	67	Cottonwood	6	YES	REMOVE
108	86	Elm	8	YES	REMOVE
109	85	Box Elder	7	YES	REMOVE
110	89	Box Elder	8	YES	SAVE
111	65	Cottonwood	7	YES	REMOVE
112	66	Box Elder	6	YES	REMOVE
113	64	Elm	8	YES	SAVE
114	61	Elm	8	YES	SAVE
115	63	Elm	7	YES	SAVE
116	62	Elm	8	YES	SAVE
117	90	Elm	6	YES	SAVE
118	89	Elm	15	YES	SAVE
119	88	Elm	7	YES	SAVE
120	87	Box Elder	6	YES	SAVE
121	92	Elm	6	YES	SAVE
122	91	Elm	9	YES	SAVE
123	94	Elm	6	YES	SAVE
124	95	Elm	8	YES	SAVE
125	46	Cottonwood	8	YES	SAVE
126	127	Elm	9	YES	SAVE
127	130	Elm	7	YES	SAVE
128	129	Black Cherry	9	YES	SAVE
129	131	Elm	8	YES	SAVE
130	132	Elm	7	YES	SAVE

COUNT	TAG #	Species	TREE SIZE (CAL. INCH)	SIGNIFICANT	STATUS
123	138	Scotch Pine	7	YES	SAVE
133	137	Elm	9	YES	SAVE
134	134	Black Cherry	7	YES	SAVE
135	128	Scotch Pine	12	YES	SAVE
136	201	Elm	10	YES	SAVE
137	202	Elm	9	YES	SAVE
138	203	Elm	15	YES	SAVE
139	204	Elm	7	YES	SAVE
140	125	Elm	7	YES	SAVE
141	126	Elm	12	YES	SAVE
142	124	Scotch Pine	12	YES	SAVE
143	135	Scotch Pine	10	YES	SAVE
144	136	Scotch Pine	10	YES	SAVE
145	142	Scotch Pine	13	YES	SAVE
146	143	Scotch Pine	12	YES	SAVE
147	152	Scotch Pine	8	YES	SAVE
148	148	Scotch Pine	9	YES	SAVE
149	150	Scotch Pine	10	YES	SAVE
150	154	Scotch Pine	10	YES	SAVE
151	153	Scotch Pine	10	YES	SAVE
152	151	Scotch Pine	10	YES	SAVE
153	156	Scotch Pine	9	YES	SAVE
154	155	Scotch Pine	10	YES	SAVE
155	157	Scotch Pine	9	YES	SAVE
156	158	Scotch Pine	13	YES	SAVE
157	159	Scotch Pine	10	YES	SAVE
158	159	Scotch Pine	10	YES	SAVE
159	161	Scotch Pine	9	YES	SAVE
160	162	Scotch Pine	8	YES	SAVE
161	163	Scotch Pine	8	YES	SAVE
162	164	Scotch Pine	8	YES	SAVE
163	165	Scotch Pine	11	YES	SAVE
164	166	Scotch Pine	10	YES	SAVE
165	167	Scotch Pine	7	YES	SAVE
166	168	Scotch Pine	6	YES	SAVE
167	172	Elm	8	YES	SAVE
168	171	Scotch Pine	8	YES	SAVE
169	169	Scotch Pine	8	YES	SAVE
170	170	Scotch Pine	11	YES	SAVE
171	173	Elm	7	YES	SAVE
172	174	Box Elder	7	YES	SAVE
173	175	Scotch Pine	13	YES	SAVE
174	176	Scotch Pine	10	YES	SAVE
175	178	Scotch Pine	9	YES	SAVE
176	179	Scotch Pine	11	YES	SAVE
177	177	Scotch Pine	12	YES	SAVE
178	188	Elm	8	YES	SAVE
179	181	Scotch Pine	8	YES	SAVE
180	182	Scotch Pine	9	YES	SAVE
181	180	Scotch Pine	10	YES	SAVE
182	183	Scotch Pine	11	YES	SAVE
183	189	Elm	9	YES	SAVE
184	190	Elm	6	YES	SAVE
185	191	Elm	7	YES	SAVE
186	184	Scotch Pine	10	YES	SAVE
187	185	Scotch Pine	12	YES	SAVE
188	187	Elm	9	YES	SAVE
189	235	Elm	6	YES	REMOVE
190	192	Scotch Pine	17	YES	SAVE
191	193	Scotch Pine	13	YES	SAVE
192	200	Elm	6	YES	SAVE
193	194	Scotch Pine	13	YES	SAVE
194	199	Elm	6	YES	SAVE
195	195	Scotch Pine	13	YES	SAVE
196	196	Scotch Pine	8	YES	SAVE
197	198	Scotch Pine	8	YES	SAVE
198	197	Scotch Pine	8	YES	SAVE
199	234	Cottonwood	7	YES	REMOVE
200	236	Elm	8	YES	REMOVE
201	237	Elm	7	YES	SAVE
202	238	Elm	6	YES	REMOVE
203	239	Elm	10	YES	REMOVE
204	255	Elm	6	YES	SAVE
205	256	Elm	7	YES	REMOVE
206	257	Elm	6	YES	REMOVE
207	258	Elm	6	YES	REMOVE
208	231	Cottonwood	14	YES	REMOVE
209	233	Box Elder	8	YES	REMOVE
210	232	Elm	7	YES	REMOVE
211	230	Box Elder	7	YES	REMOVE
212	229	Elm	7	YES	REMOVE
213	228	Elm	9	YES	REMOVE
214	227	Elm	7	YES	REMOVE
215	239	Box Elder	7	YES	REMOVE
216	260	Cottonwood	7	YES	REMOVE
217	261	Elm	7	YES	REMOVE
218	262	Elm	6	YES	REMOVE
219	269	Elm	9	YES	REMOVE
220	271	Elm	7	YES	REMOVE
221	270	Elm	7	YES	REMOVE
222	272	Box Elder	12	YES	REMOVE
223	252	Box Elder	12	YES	REMOVE
224	251	Box Elder	8	YES	REMOVE
225	250	Box Elder	13	YES	REMOVE
226	249	Box Elder	7	YES	REMOVE
227	253	Elm	8	YES	REMOVE
228	254	Cottonwood	17	YES	REMOVE
229	242	Elm	7	YES	REMOVE
230	240	Elm	8	YES	REMOVE
231	241	Box Elder	7	YES	REMOVE
232	243	Cottonwood	8	YES	REMOVE
233	244	Elm	6	YES	REMOVE
234	245	Elm	6	YES	REMOVE
235	246	Elm	9	YES	REMOVE
236	247	Elm	8	YES	REMOVE
237	248	Elm	7	YES	REMOVE
238	655	Elm	9	YES	REMOVE
239	656	Cottonwood	10	YES	REMOVE
240	657	Box Elder	8	YES	SAVE
241	658	Elm	6	YES	REMOVE
242	650	Cottonwood	6	YES	REMOVE
243	651	Cottonwood	8	YES	REMOVE
244	654	Cottonwood	12	YES	REMOVE
245	661	Elm	12	YES	REMOVE
246	663	Cottonwood	11	YES	REMOVE
247	652	Cottonwood	8	YES	REMOVE
248	300	Elm	9	YES	REMOVE
249	299	Cottonwood	6	YES	REMOVE
250	298	Cottonwood	7	YES	REMOVE
251	297	Cottonwood	10	YES	REMOVE
252	296	Cottonwood	9	YES	REMOVE
253	295	Cottonwood	9	YES	REMOVE
254	294	Cottonwood	8	YES	REMOVE
255	293	Cottonwood	8	YES	REMOVE
256	292	Elm	8	YES	REMOVE
257	291	Elm	8	YES	REMOVE
258	289	Elm	14	YES	REMOVE
259	290	Elm	14	YES	REMOVE
260	287	Elm	21	YES	REMOVE

COUNT	TAG #	Species	TREE SIZE (CAL. INCH)	SIGNIFICANT	STATUS
261	286	Elm	18	YES	REMOVE
262	285	Elm	10	YES	REMOVE
263	284	Elm	8	YES	REMOVE
264	288	Elm	12	YES	REMOVE
265	283	Elm	9	YES	REMOVE
266	282	Black Cherry	15	YES	REMOVE
267	281	Elm	6	YES	REMOVE
268	276	Elm	8	YES	REMOVE
269	275	Elm	6	YES	REMOVE
270	274	Elm	8	YES	REMOVE
271	279	Elm	10	YES	REMOVE
272	278	Elm	7	YES	REMOVE
273	280	Elm	6	YES	REMOVE
274	273	Elm	6	YES	REMOVE
275	259	Elm	7	YES	REMOVE
276	660	Elm	6	YES	SAVE
277	662	Elm	8	YES	SAVE
278	268	Elm	9	YES	REMOVE
279	267	Elm	9	YES	REMOVE
280	266	Elm	7	YES	REMOVE
281	265	Elm	23	YES	REMOVE
282	263	Elm	8	YES	REMOVE
283	654	Elm	7	YES	REMOVE
284	122	Scotch Pine	11	YES	SAVE
285	121	Scotch Pine	12	YES	SAVE
286	140	Scotch Pine	12	YES	SAVE
287	139	Scotch Pine	9	YES	SAVE
288	141	Scotch Pine	10	YES	SAVE
289	324	Scotch Pine	12	YES	SAVE
290	325	Scotch Pine	9	YES	SAVE
291	323	Scotch Pine	9	YES	SAVE
292	322	Scotch Pine	13	YES	SAVE
293	321	Scotch Pine	10	YES	SAVE
294	320	Scotch Pine	9	YES	SAVE
295	316	Scotch Pine	12	YES	SAVE
296	317	Scotch Pine	12	YES	SAVE
297	315	Scotch Pine	7	YES	SAVE
298	314	Scotch Pine	14	YES	SAVE
299	313	Scotch Pine	8	YES	SAVE
300	312	Scotch Pine	11	YES	SAVE
301	311	Scotch Pine	12	YES	SAVE
302	310	Scotch Pine	11	YES	SAVE
303	309	Scotch Pine	13	YES	SAVE
304	308	Scotch Pine	10	YES	SAVE
305	319	Scotch Pine	12	YES	SAVE
306	318	Scotch Pine	9	YES	SAVE
307	207	Scotch Pine	8	YES	SAVE
308	306	Scotch Pine	10	YES	SAVE
309	301	Elm	6	YES	SAVE
310	302	Elm	6	YES	SAVE
311	401	Green Ash	8	YES	SAVE
312	402	Elm	6	YES	SAVE
313	403	Elm	7	YES	SAVE
314	404	Elm	10	YES	SAVE
315	476	Elm	16	YES	SAVE
316	477	Elm	8	YES	SAVE
317	478	Elm	6	YES	SAVE
318	479	Elm	8	YES	SAVE
319	480	Elm	6	YES	SAVE
320	481	Elm	6	YES	SAVE
321	482	Elm	8	YES	SAVE
322	483	Cottonwood	12	YES	SAVE
323	484	Cottonwood	11	YES	SAVE
324	487	White Pine	14	YES	SAVE
325	488	White Pine	13	YES	SAVE
326	490	White Pine	8	YES	SAVE
327	489	White Pine	12	YES	SAVE
328	485	Cottonwood	8	YES	SAVE
329	492	White Pine	12	YES	SAVE
330	491	White Pine	13	YES	SAVE
331	493	White Pine	11	YES	SAVE
332	494	White Pine	10	YES	SAVE
333	496	White Pine	8	YES	SAVE
334	486	Elm	15	YES	SAVE
335	495	White Pine	11	YES	SAVE
336	498	White Pine	17	YES	SAVE
337	497	White Pine	11	YES	SAVE
338	499	Box Elder	10	YES	SAVE
339	500	Elm	7	YES	SAVE
340	501	Elm	13	YES	SAVE
341	527	Box Elder	9	YES	SAVE
342	528	Box Elder	9	YES	SAVE
343	530	Crab Apple	8	YES	SAVE
344	532	Crab Apple	6	YES	SAVE
345	533	Box Elder	7	YES	SAVE
346	534	Box Elder	8	YES	SAVE
347	531	Crab Apple	6	YES	SAVE
348	529	Box Elder	6	YES	SAVE
349	512	Scotch Pine	11	YES	SAVE
350	511	Scotch Pine	6	YES	SAVE
351	510	Scotch Pine	13	YES	SAVE
352	509	Scotch Pine	15	YES	SAVE
353	508	Scotch Pine	9	YES	SAVE
354	507	Scotch Pine	15	YES	SAVE
355	506	Scotch Pine	11	YES	SAVE
356	505	Box Elder	7	YES	SAVE
357	502	Tamarack	10	YES	SAVE
358	503	Tamarack	8	YES	SAVE
359	504	Tamarack	13	YES	SAVE
360	764	Tamarack	10	YES	SAVE
361	535	Crab Apple	8	YES	SAVE
362	513	Scotch Pine	12	YES	SAVE
363	514	Scotch Pine	11	YES	SAVE
364	515	Tamarack	6	YES	SAVE
365	516	Tamarack	12	YES	SAVE
366	517	Tamarack	11	YES	SAVE
367	518	Elm	6	YES	SAVE
368	766	Elm	9	YES	SAVE
369	526	Box Elder	9	YES	SAVE
370	525	Box Elder	8	YES	SAVE
371	524	Crab Apple	7	YES	SAVE
372	523	Crab Apple	7	YES	SAVE
373	522	Crab Apple	8	YES	SAVE
374	521	Crab Apple	7	YES	SAVE
375	520	Crab Apple	7	YES	SAVE
376	519	Crab Apple	7	YES	SAVE
377	765	Scotch Pine	6	YES	SAVE
378	536	Elm	8	YES	SAVE
379	542	Elm	7	YES	SAVE
380	538	Box Elder	7	YES	SAVE
381	540	Elm	6	YES	SAVE
382	539	Elm	7	YES	SAVE
383	541	Box Elder	7	YES	SAVE
384	543	Elm	7	YES	SAVE
385	544	Elm	7	YES	SAVE
386	546	Box Elder	7	YES	SAVE
387	547	Elm	7	YES	SAVE
388	552	Box Elder	12	YES	SAVE
389	548	Elm	7	YES	SAVE
390	549	Elm	8	YES	SAVE



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.

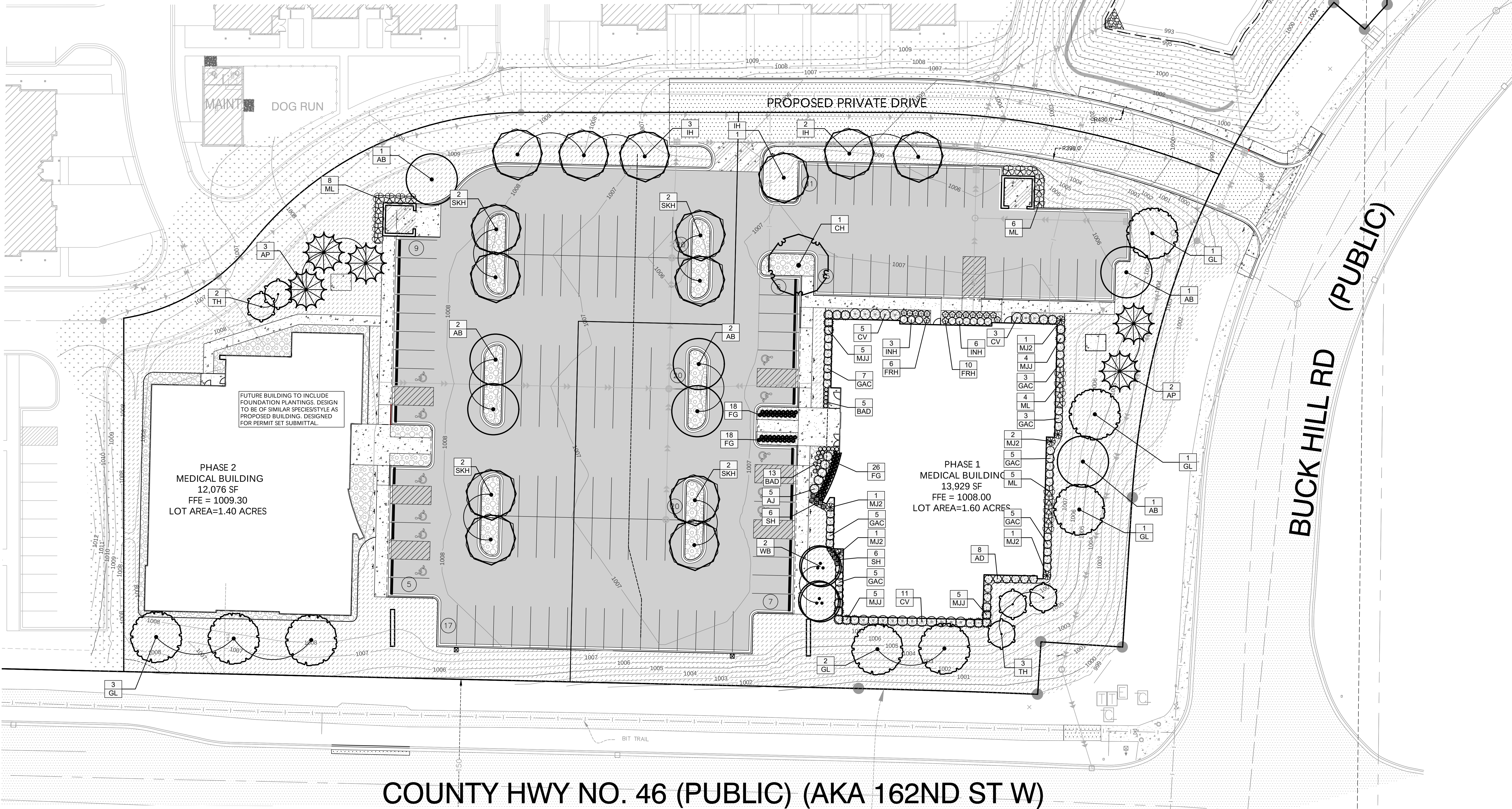
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION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



0 20 40
SCALE IN FEET

PLANT SCHEDULE			
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
DECIDUOUS TREES			
	AB	ACER FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE
	WB	BETULA POPULIFOLIA 'WHITESPIRE SR.' CLUMP	WHITESPIRE BIRCH
	CH	CELTIS OCCIDENTALIS	COMMON HACKBERRY
	IH	GLEDITSIA TRIACANTHOS 'IMPCOLE' TM	IMPERIAL HONEYLOCUST
	SKH	GLEDITSIA TRIACANTHOS 'SKYCOLE'	SKYLINE HONEYLOCUST
	GL	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN
EVERGREEN TREES			
	AP	PINUS NIGRA FULL FORM	AUSTRIAN PINE
ORNAMENTAL TREES			
	TH	CRATAEGUS CRUS-GALLI 'INERMIS'	THORNLESS HAWTHORN

SHRUBS							
	AD	CORNUS SERICEA 'ARTIC FIRE'	ARCTIC FIRE DOGWOOD	5 GAL	24" HGT	8	
	INH	HYDRANGEA ARBORESCENS 'INCREDIBALL'	INCREDIBALL HYDRANGEA	5 GAL	24" HGT	9	
	GAC	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	5 GAL	24" HGT	33	
	ML	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	5 GAL	24" HGT	23	
	CV	VIBURNUM TRILOBUM 'BAILEY COMPACT'	COMPACT AMERICAN VIBURNUM	5 GAL	24" HGT	19	
PERENNIALS							
	BAD	HEMEROCALLIS X 'BAJA'	BAJA DAYLILY	1 GAL		18	
	FRH	HOSTA 'FRANCEE'	FRANCEE HOSTA	1 GAL		16	
CONIFEROUS SHRUBS							
	MJ2	JUNIPERUS CHINENSIS 'MONLEP'	MINT JULEP JUNIPER	5 GAL	18" SPRD	19	
	AJ	JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA'	ANDORRA COMPACT JUNIPER	5 GAL	18" SPRD	5	
	MJ2	JUNIPERUS SCOPULORUM 'MEDORA' FULL FORM	MEDORA JUNIPER	B & B	48" HGT.	6	
GRASSES							
	FG	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL		62	
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	1 GAL		12	
SYMBOL BOTANICAL NAME COMMON NAME QTY							
GROUND COVERS							
		GRAY TRAP ROCK - 2"-3.5" - 3" DEPTH	STONE MULCH				7,231 SF
		MNDOT 35-221RATE: 35 LBS/ACRE MULCH: MNDOT TYPE 1	NATIVE SEED MIXTURE - STORMWATER				41,554 SF
			TURF SOD				33,434 SF



LAKEVILLE
M.O.B.

Lakeville, Minnesota

Davis

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are prepared by the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project for others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made in the full set of these files and not in individual files or portions thereof. The user shall retain and identify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

02/26/24 CITY SUBMITTAL
03/14/24 CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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.

License No. Douglas D. Loken - LA 45591
Date

QUALITY CONTROL

Loucks Project No. 23523.00
Project Lead PJD
Drawn By DDL
Checked By DDL
Review Date 03/14/24

SHEET INDEX

C1-1 DEMOLITION PLAN
C2-1 AREA SITE PLAN
C2-2 SITE PLAN
C3-1 GRADING PLAN
C3-2 SWPPP
C3-3 SWPPP NOTES
C4-1 SANITARY AND WATER PLAN
C4-2 STORM SEWER PLAN
C8-1 CITY DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS
L2-1 TREE PRESERVATION PLAN
L2-2 TREE PRESERVATION DATA

EXHIBIT J

LANDSCAPE
PLAN

L1-1



BUILDING ENTRY (WEST)



BUCK HILL DRIVE (EAST)



33 SOUTH 6TH STREET
SUITE 4660
MINNEAPOLIS, MN 55402
612 . 383 . 2701 | SYNERGYARCHSTUDIO.COM

LAKEVILLE HEALTH
PHASE I & 2

County Rd 46 & Buck Hill Rd

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

Patrick J Giordana

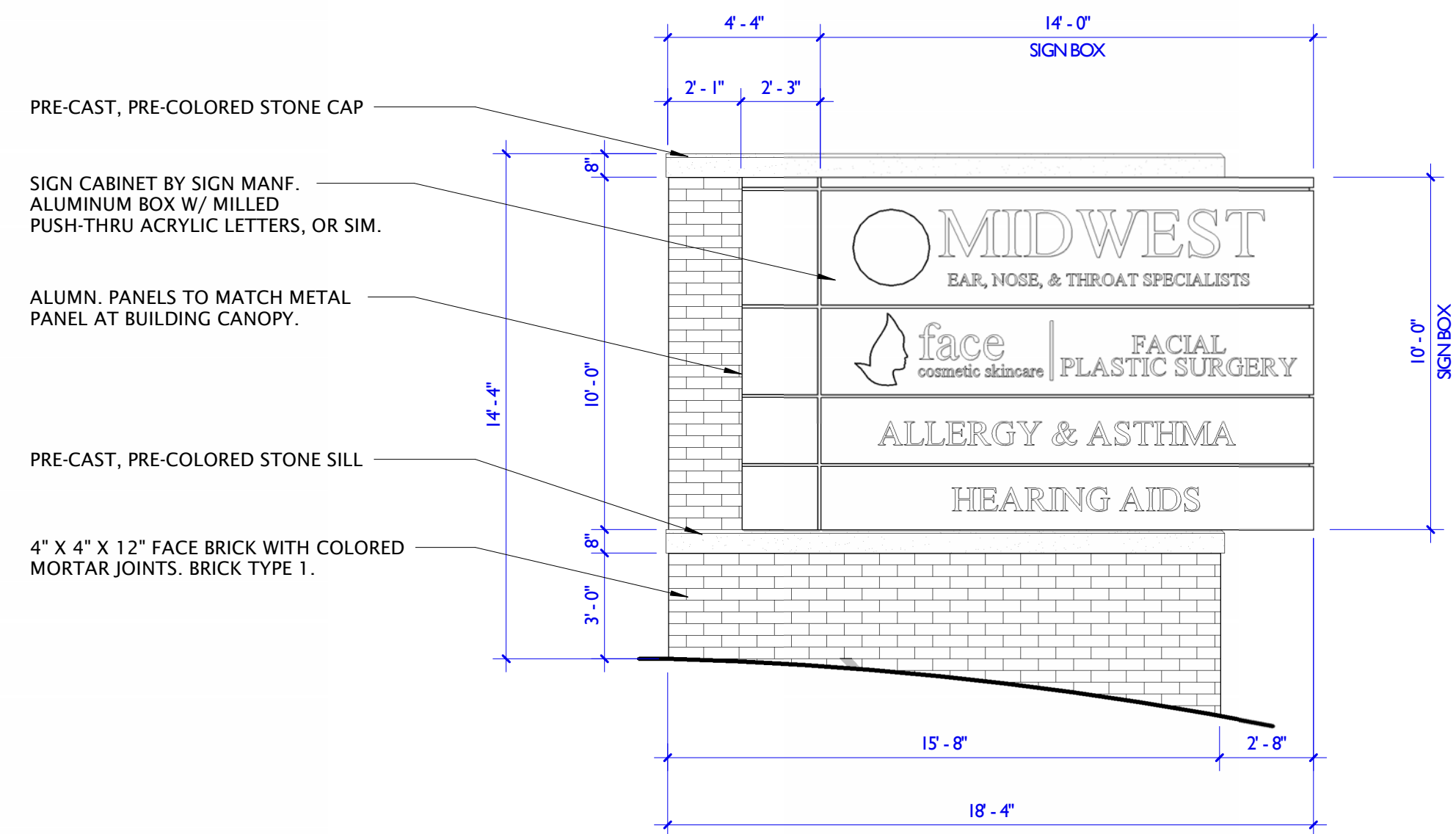
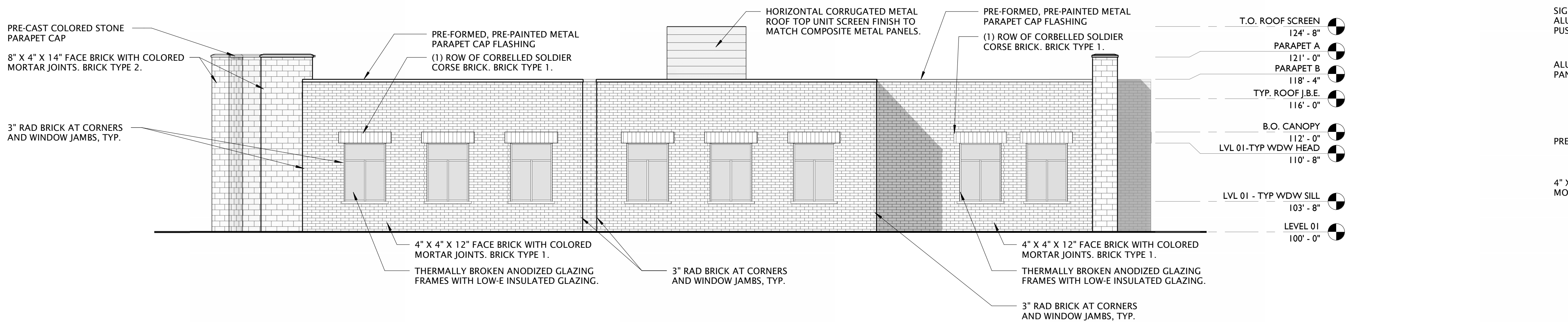
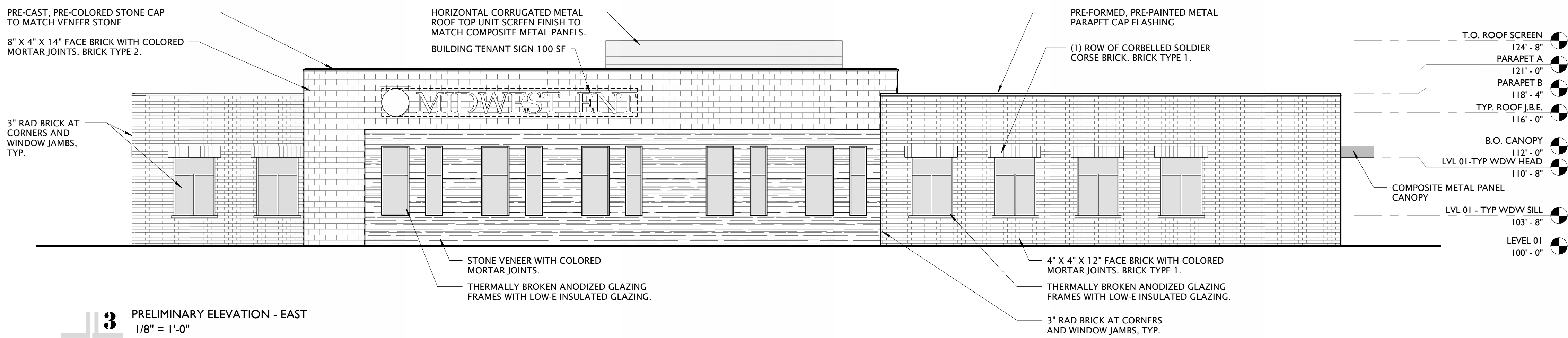
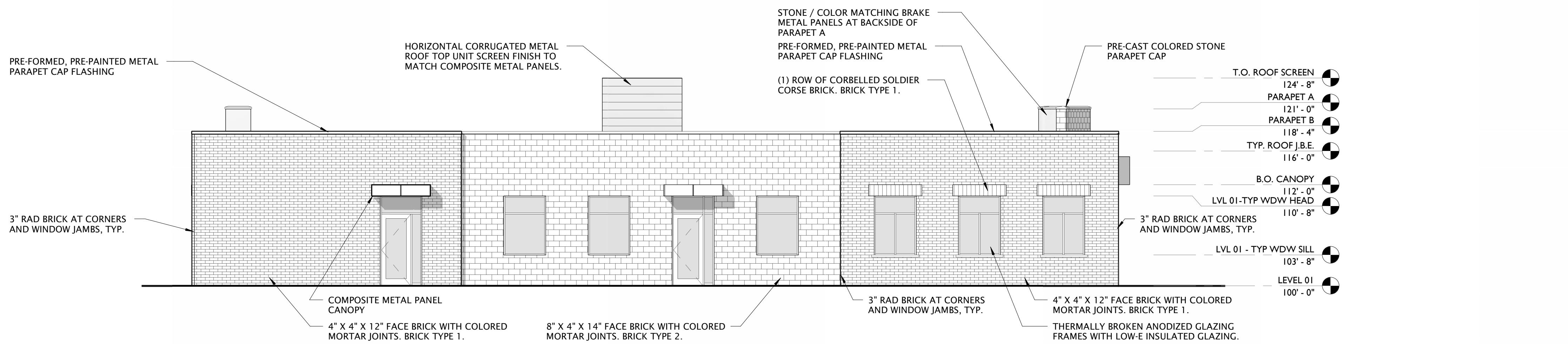
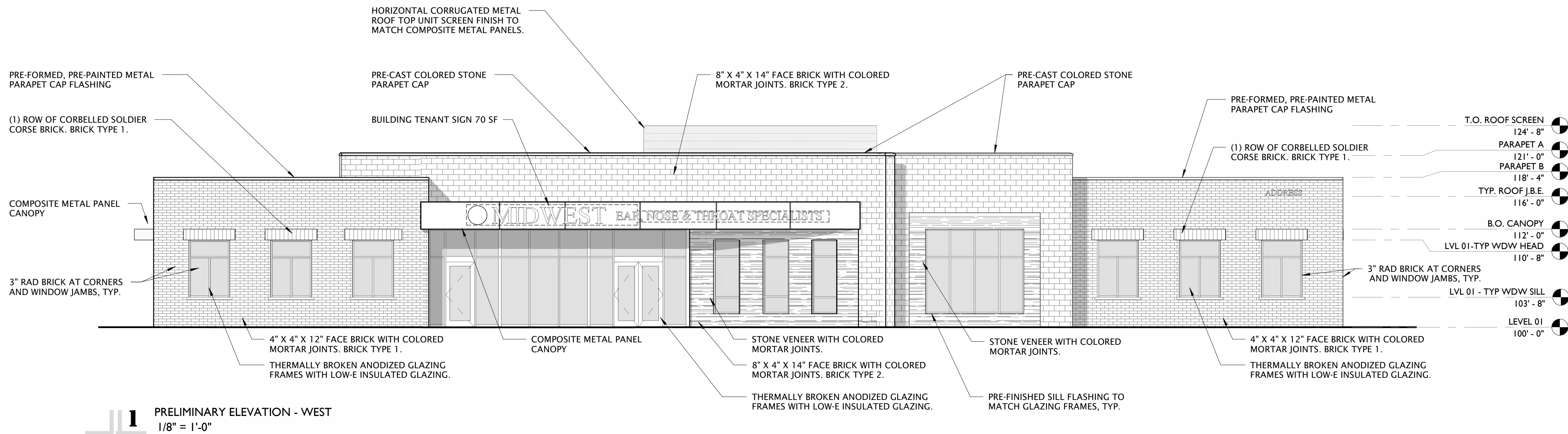
21609 NOT FOR CONSTRUCTION

Project No 00000
Drawn By MN / EM
Checked By PJG

No.	Description	Date
	CITY SUBMITTAL	03.15.2024

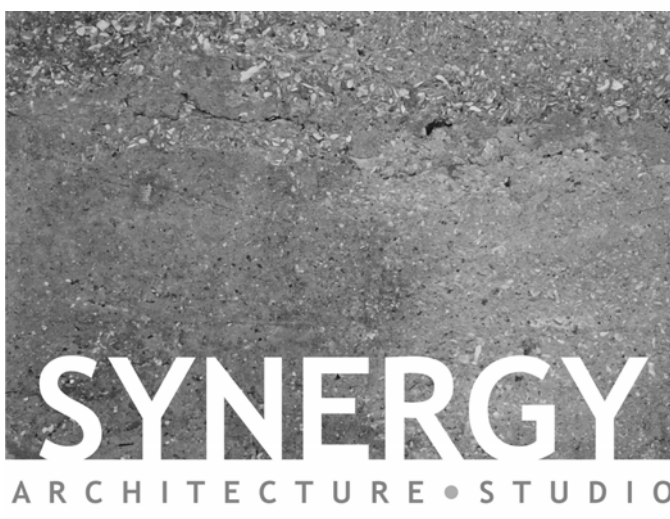
RENDERINGS - PHASE I

A301-P



BUILDING MATERIAL CALCULATIONS			
CLASS A BUILDING MATERIALS REQUIRED: 65% CLASS A BUILDING MATERIALS PROVIDED: 98%			
BUILDING MATERIALS BY ELEVATION:			
ELEVATION	S.F. OF ELEVATION	% OF ELEVATION	
WEST:	2,886 SF		
BRICK 1:	987	34	
BRICK 2:	702	24	
STONE:	222	8	
COMPOSITE METAL:	178	6	
GLASS:	797	28	
NORTH:	2,017 SF		
BRICK 1:	1,020	51	
BRICK 2:	652	32	
STONE:	0	0	
COMPOSITE METAL:	28	1	
GLASS:	317	16	
EAST:	3,046 SF		
BRICK 1:	1,278	42	
BRICK 2:	676	22	
STONE:	639	21	
COMPOSITE METAL:	0	0	
GLASS:	453	15	
SOUTH:	2,106 SF		
BRICK 1:	1,534	73	
BRICK 2:	292	14	
STONE:	0	0	
COMPOSITE METAL:	0	0	
GLASS:	280	3	
BUILDING TOTAL:	10,055 SF		
BRICK 1:	4,819	48	
BRICK 2:	2,322	23	
STONE:	861	9	
COMPOSITE METAL:	206	2	
GLASS:	1,847	18	

BUILDING SIGN REVIEW			
ALLOWED AREA SIGNAGE PER TITLE 11, CHAPTER 23 ZONE: C-2 WITHIN FREEWAY CORRIDOR DISTRICT			
SINGLE TENANT BUILDING SIGNS: (1) WALL, CANOPY, OR MARQUEE ON (1) ELEVATION OR (1) SIGN ON (2) ELEVATIONS IF A CORNER LOT			
150 SF MAX SIGN AREA			
MONUMENT SIGN: (1) MONUMENT SIGN NOT TO EXCEED 30'-0" IN HEIGHT SIGN AREA NOT TO EXCEED 150 SF PER SIDE			
DIRECTIONAL SIGNS: (2) SIGNS NOT TO EXCEED 6'-0" IN HEIGHT AND 12 SF IN AREA 5'-0" FROM PROPERTY LINE AT EACH SITE ACCESS ROAD			
WEST:	PERMITTED: (1) SIGN	150 SF	
	PROPOSED:	80 SF	
	BUILDING TENANT SIGN	70 SF	MIDWEST ENT
	ADDRESS SIGN	10 SF	
NORTH:	NO SIGNS: FACING RESIDENTIAL SITE		
EAST:	PERMITTED: (1) SIGN	150 SF	
	PROPOSED:	100 SF	
	BUILDING TENANT SIGN	100 SF	MIDWEST ENT
SOUTH:	NO SIGNS: (2) ELEVATIONS ONLY		
MONUMENT: 150 SF PER SIDE			
MO SIGN 1: 150 SF			
MO SIGN 2: 150 SF			
DIRECTIONAL SIGN: (1) SITE ENTRY - 12 SF SINGLE SIDED			
TOTAL SIGN AREA: 492 SF			



33 SOUTH 6TH STREET
SUITE 4660
MINNEAPOLIS, MN 55402
612.383.2701 | SYNERGYARCHSTUDIO.COM

LAKEVILLE HEALTH PHASE I & 2

County Rd 46 & Buck Hill Rd

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

Patrick J Giordana

21609 NOT FOR CONSTRUCTION

Project No 00000
Drawn By MN / EM
Checked By PJG

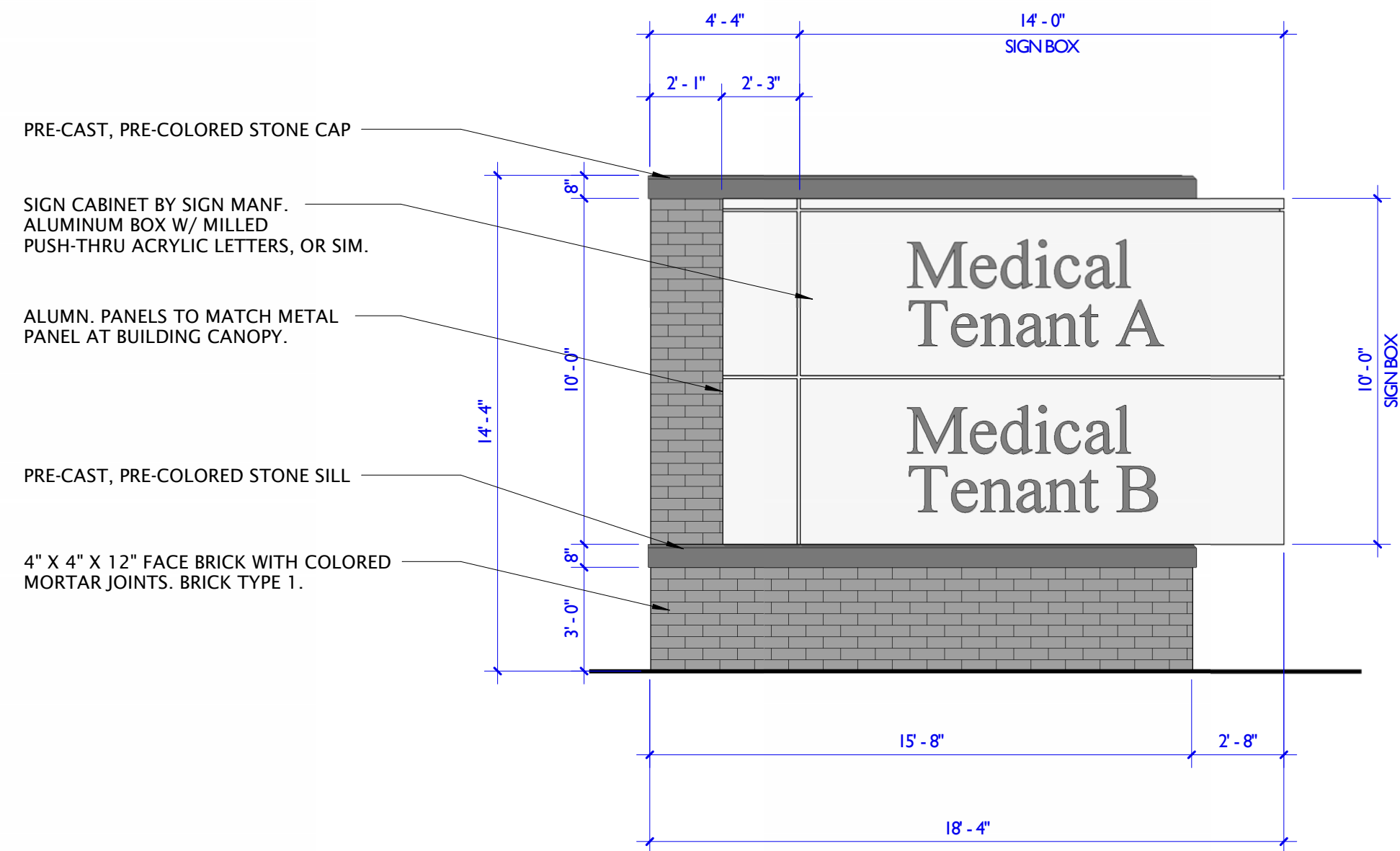
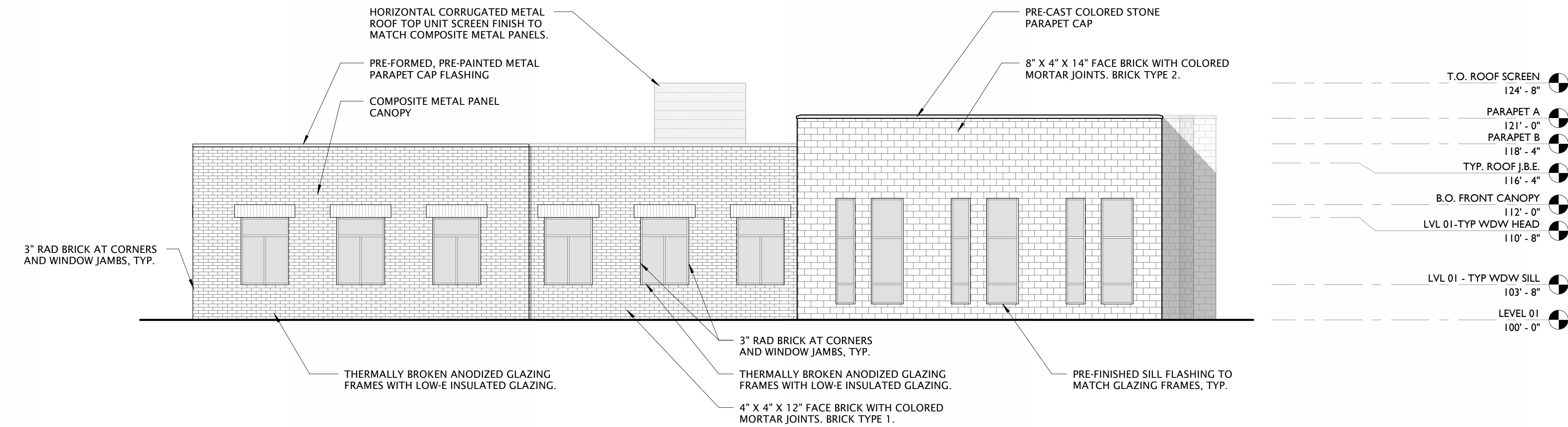
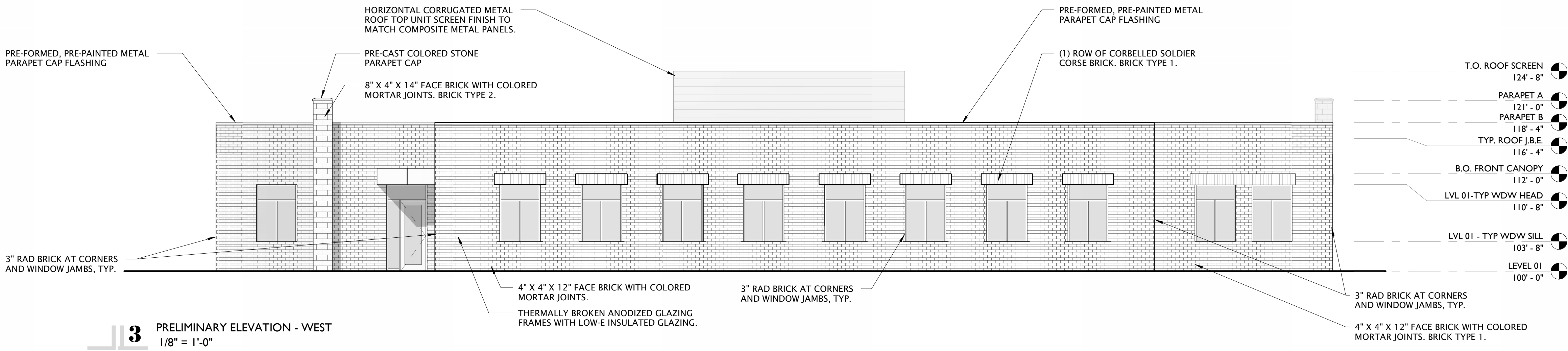
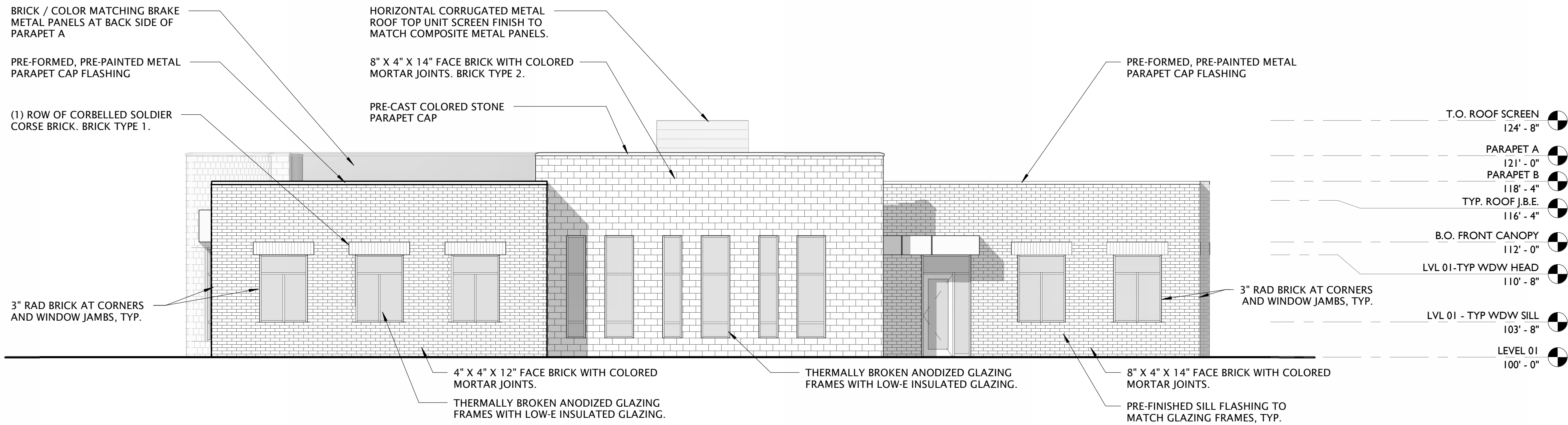
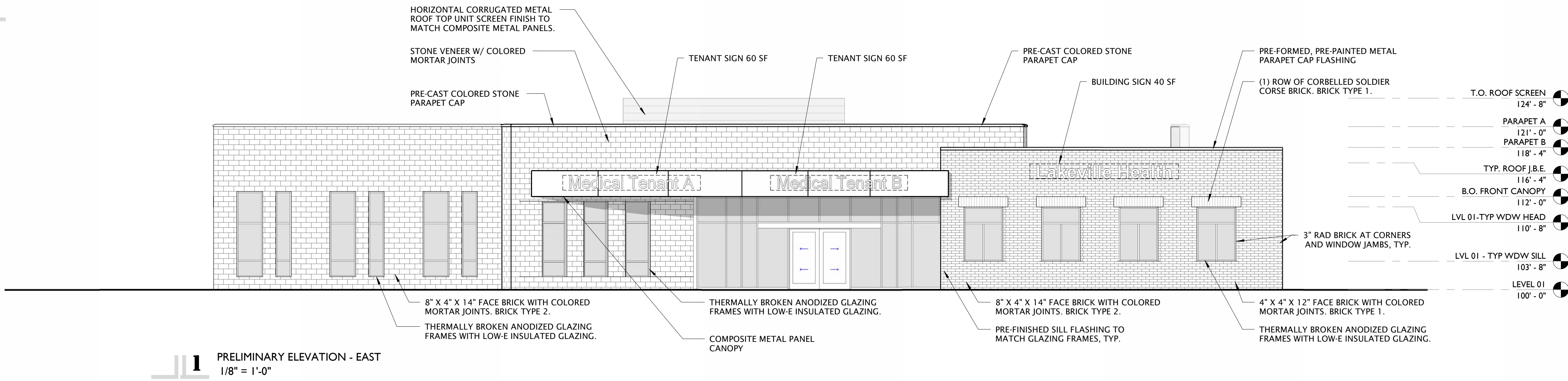
No. Description Date
CITY SUBMITTAL 03.15.2024

PRELIMINARY ELEVATIONS - PHASE I

A300-P



No.	Description	Date
	CITY SUBMITTAL	03.15.2024



BUILDING MATERIAL CALCULATIONS			
CLASS A BUILDING MATERIALS REQUIRED: 65%			
CLASS A BUILDING MATERIALS PROVIDED: 98%			
BUILDING MATERIALS BY ELEVATION:			
ELEVATION	S.F. OF ELEVATION	% OF ELEVATION	
EAST: 2,806 SF			
BRICK:	667	24	
STONE:	1,200	43	
COMPOSITE METAL:	179	6	
GLASS:	760	27	
NORTH: 2,023 SF			
BRICK:	1,015	50	
STONE:	622	31	
COMPOSITE METAL:	20	1	
GLASS:	366	18	
WEST: 2,531 SF			
BRICK:	2,025	80	
STONE:	53	2	
COMPOSITE METAL:	14	1	
GLASS:	439	17	
SOUTH: 1,954 SF			
BRICK:	946	48	
STONE:	654	34	
COMPOSITE METAL:	0	0	
GLASS:	354	18	
BUILDING TOTAL: 9,314 SF			
BRICK:	4,653	50	
STONE:	2,529	27	
COMPOSITE METAL:	213	2	
GLASS:	1,919	21	

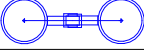
BUILDING SIGN REVIEW	
ALLOWED AREA OF WALL SIGNAGE PER TITLE 11, CHAPTER 23	
SINGLE TENANT BUILDING SIGNS: (1) WALL, CANOPY, OR MARQUEE ON (1) ELEVATION OR (1) SIGN ON (2) ELEVATIONS IF A CORNER LOT 150 SF MAX SIGN AREA	
MONUMENT SIGN: (1) MONUMENT SIGN NOT TO EXCEED 30'-0" IN HEIGHT SIGN AREA NOT TO EXCEED 150 SF PER SIDE	
DIRECTIONAL SIGNS: (2) SIGNS NOT TO EXCEED 6'-0" IN HEIGHT AND 12 SF IN AREA 5'-0" FROM PROPERTY LINE AT EACH SITE ACCESS ROAD	
WEST:	NO SIGNS: (1) ELEVATION ONLY
NORTH:	NO SIGNS: FACING RESIDENTIAL SITE
EAST:	PERMITTED: 150 SF PROPOSED: BUILDING 40 TENANT A 60 SF TENANT B 60 SF
SOUTH:	NO SIGNS: (1) ELEVATION ONLY
MONUMENT:	150 SF PER SIDE MO SIGN 1: 150 SF MO SIGN 2: 150 SF
DIRECTIONAL SIGN:	(1) SITE ENTRY - 12 SF SINGLE SIDED
TOTAL SIGN AREA:	462 SF

33 SOUTH 6TH STREET
SUITE 4660
MINNEAPOLIS, MN 55402
612 . 383 . 2701 | SYNERGYARCHSTUDIO.COM

PHASE I & 2
County Rd 46 & Buck Hill Rd

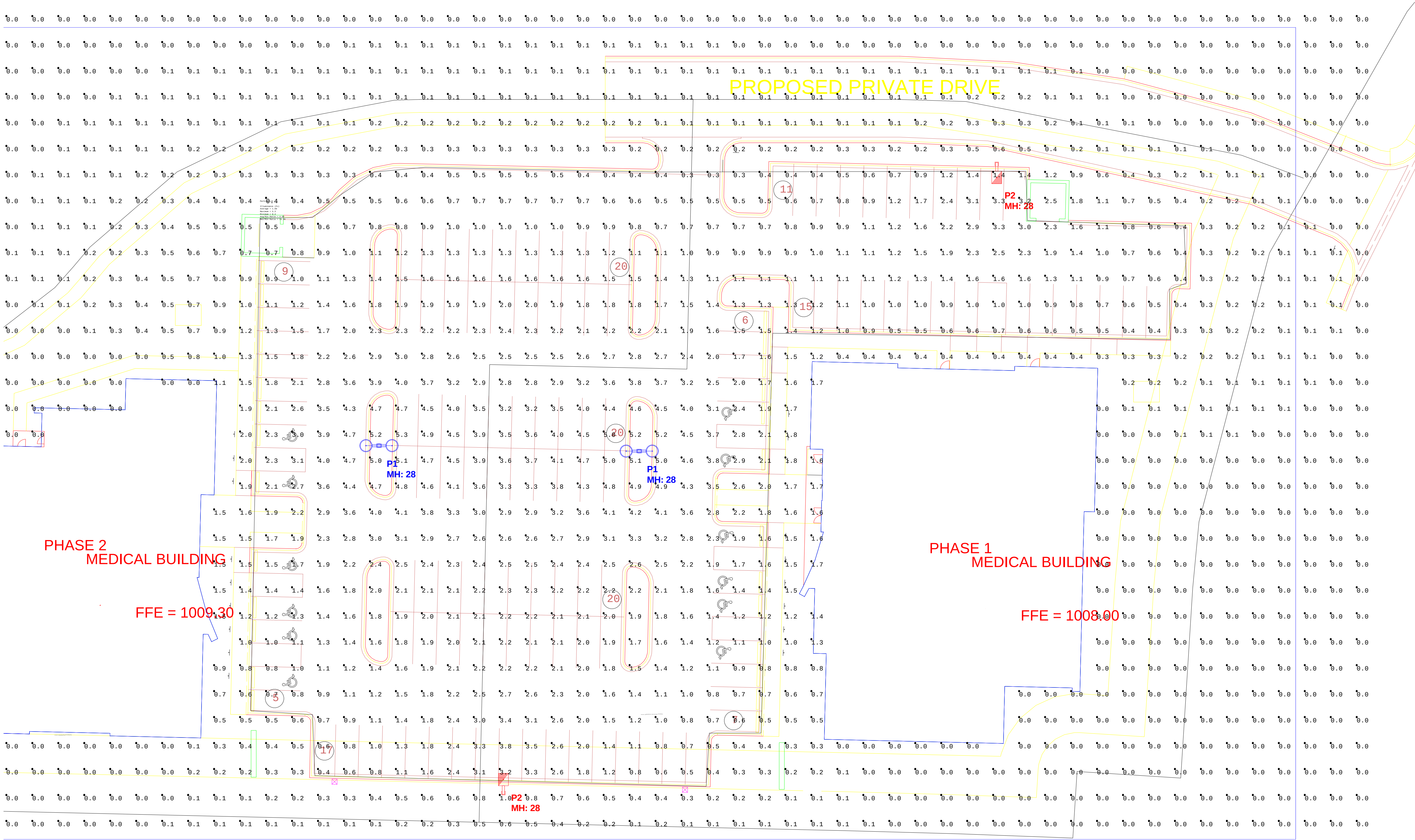
Project No	00000	
Drawn By	EM / MN	
Checked By	PJG	
No.	Description	Date
	CITY SUBMITTAL	03.15.2024

PRELIMINARY ELEVATIONS - PHASE 2

Luminaire Schedule							
Symbol	Qty	Type	Mounting Height	Lum. Watts	Luminaire Lumens	LLF	Description
	2	P1	28	176.3	30129	0.900	OPF-M-A13-740-T5W
	2	P2	28	111.5	15868	0.900	OPF-M-A10-740-T3M-HIS

Calculation Summary						
Project: Calculations						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Fc	1.99	5.3	0.4	4.98	13.25

Type P1 P2:



DISCLAIMER: Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in LEDs and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping or any other architectural elements unless noted.

Fixture nomenclature to be finalized by engineer and/or architect.
This drawings is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Local Ordinance: 1fc Max property line spill

Designed By: K. Tomczak
Checked By: Trent Shore
Date: 3/13/2024

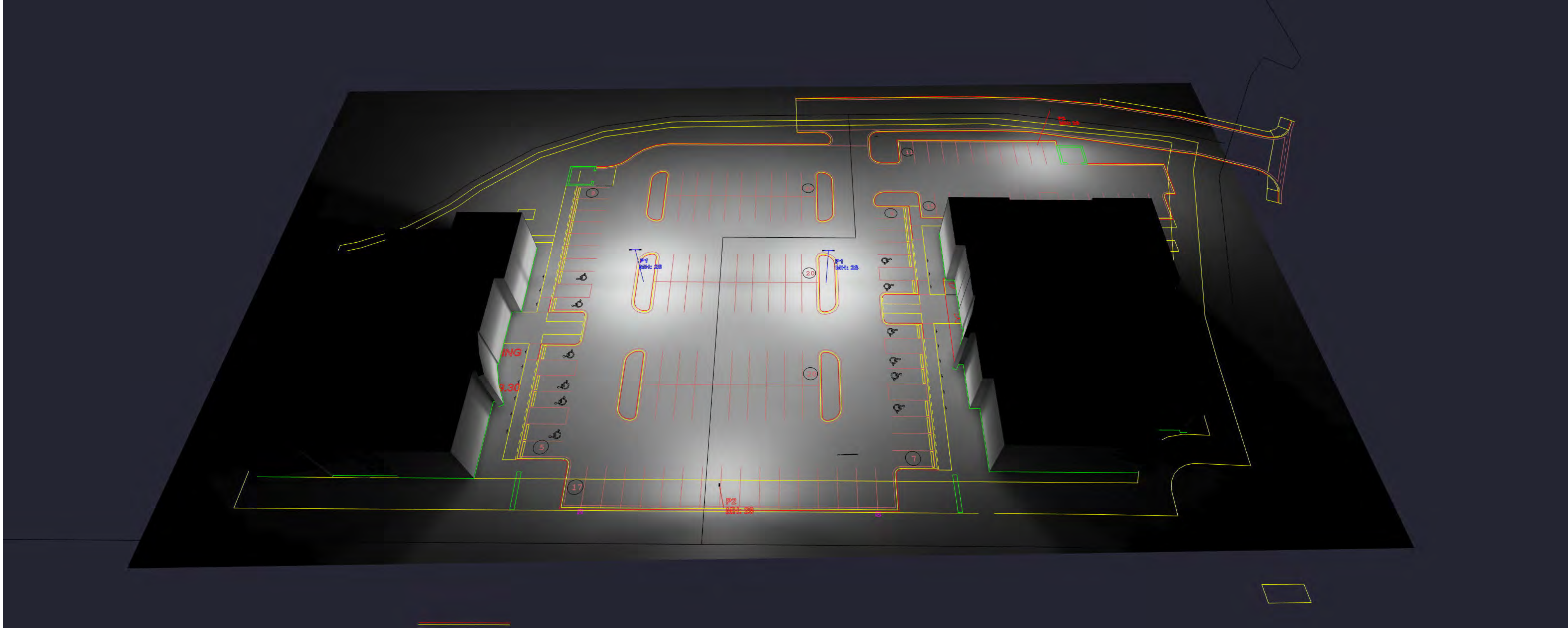
Scale: 1" = 15'

Lakeville Site

SL-1


never ordinary





Sundance Lakeville Traffic Impact Study

Lakeville, MN

Prepared For:

Timberland Partners, Inc.
8500 Normandale Lake Blvd.
Suite 700
Minneapolis, MN 55437



Prepared By:

Nick Grage, PE, PTOE, RSP₁

Alliant Engineering, Inc.
733 Marquette Ave, Suite 700
Minneapolis, MN 55402



**Final Report
September 29, 2023**

EXHIBIT M

Table of Contents

List of Figures.....	ii
List of Tables	ii
1.0 Introduction.....	1
2.0 Existing Conditions.....	1
2.1 STUDY AREA INTERSECTIONS	1
2.2 DATA COLLECTION	1
2.2.1 Traffic Volumes	1
2.2.2 Roadway/Intersection Characteristics	4
2.2.3 Pedestrian/Bicycle Accommodations.....	4
2.3 TRAFFIC OPERATIONS ANALYSIS	4
3.0 Proposed Development	6
3.1 TRIP GENERATION	6
4.0 Future Conditions	9
4.1 PLANNED DEVELOPMENTS AND INFRASTRUCTURE IMPROVEMENTS	9
4.1.1 Planned Developments	9
4.1.2 Planned Infrastructure Improvements	9
4.2 BACKGROUND TRAFFIC GROWTH	10
4.3 TRAFFIC OPERATIONS ANALYSIS	13
4.3.1 Year 2025 Conditions	13
4.3.2 Year 2045 Conditions	13
4.4 ADDITIONAL CONSIDERATIONS	14
4.4.1 Development Site Through Traffic	14
4.4.2 Residential Neighborhood Through Traffic	14
5.0 Site Plan/Access Review	14
5.1 SIGHT LINE ANALYSIS	15
6.0 Conclusions and Recommendations.....	16
Appendix A – Collected Turning Movement Counts	A
Appendix B – Detailed Operations and Queuing Analysis	B

List of Figures

Figure 1 – Project Location.....	2
Figure 2 – Existing Conditions	3
Figure 3 – Proposed Site Plan.....	7
Figure 4 – Trip Directional Distribution.....	8
Figure 5 – CSAH 46 Historical AADT Volume.....	10
Figure 6 – Year 2025 Conditions.....	11
Figure 7 – Year 2045 Conditions.....	12

List of Tables

Table 1 – Roadway Characteristics.....	4
Table 2 – Intersection Characteristics.....	4
Table 3 – Level of Service Criteria.....	5
Table 4 – Existing Traffic Operations Analysis	5
Table 5 – Trip Generation Estimates – Sundance Lakeville.....	6
Table 6 – Year 2025 Traffic Operations Analysis	13
Table 7 – Year 2045 Traffic Operations Analysis	13
Table 8 – Sight Line Analysis.....	15

1.0 Introduction

Alliant Engineering has completed a traffic impact study for the proposed Sundance Lakeville residential development located in the northwest quadrant of the County State Aid Highway 46 (CSAH 46) & Buck Hill Road intersection in Lakeville, MN (see **Figure 1**). The main objectives of this study are to evaluate existing traffic operations within the study area, identify potential traffic impacts to the adjacent roadway network due to development generated trips, and recommend improvements to address identified issues. The assumptions, analysis, and study conclusions/recommendations offered for consideration are as follows.

2.0 Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes intersection turning movement counts, field observations, and an intersection operations analysis.

2.1 Study Area Intersections

In consultation with City of Lakeville staff, the following study intersections were identified:

- CSAH 46 (162nd Street W) & Kendale Drive
- CSAH 46 & Buck Hill Road

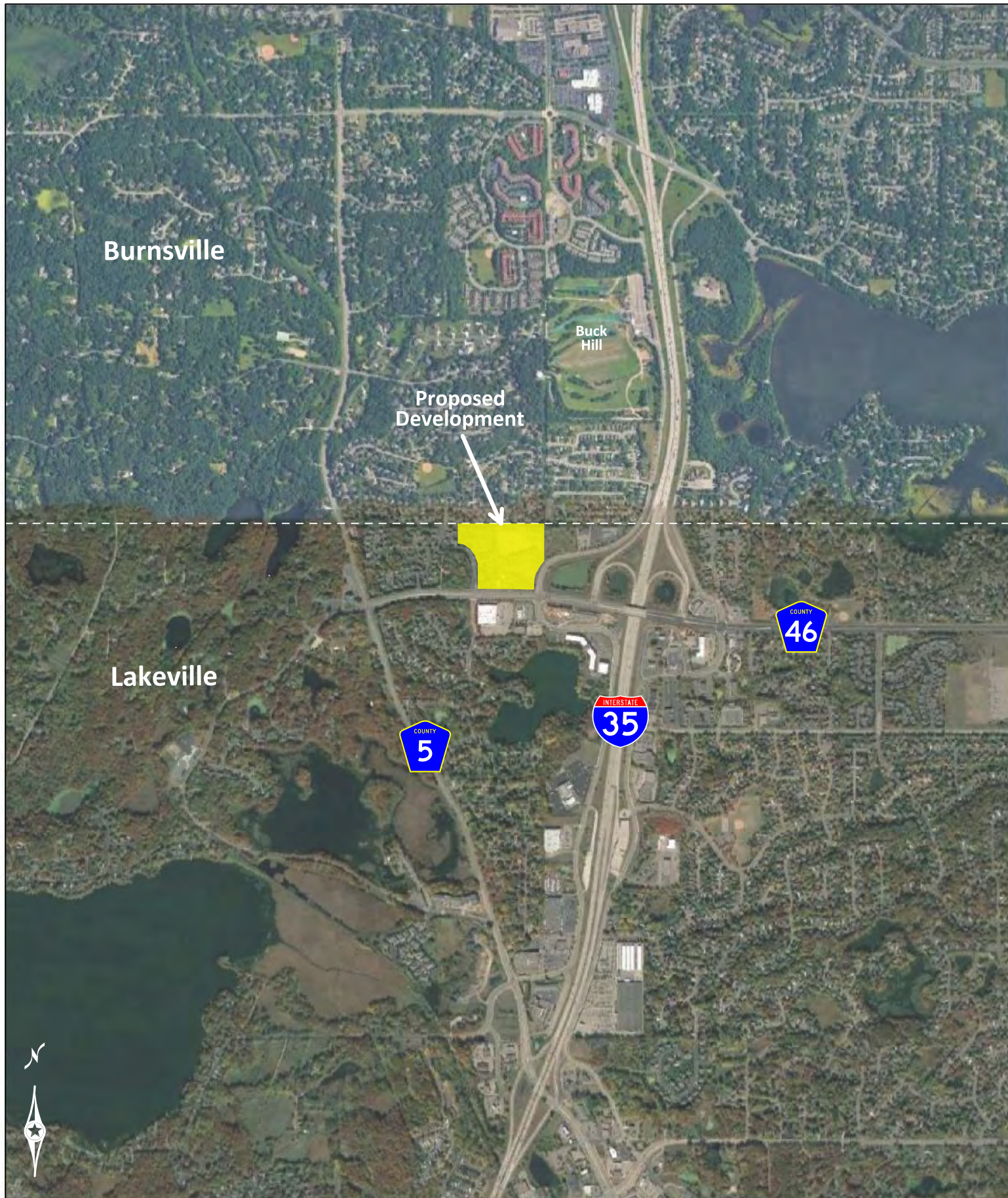
2.2 Data Collection

2.2.1 Traffic Volumes

To document existing conditions, weekday turning movement counts were collected at the study intersections by Alliant Engineering in August 2023 over the following time periods:

- AM Peak Period: 6:00-9:00 a.m.
- PM Peak Period: 4:00-7:00 p.m.

The existing peak hour traffic volumes at the study intersections are shown in **Figure 2**. Collected turning movement counts are included in **Appendix A**. Previously collected 2017 and 2021 turning movement counts, including applied adjustments to 2021 counts to account for any lingering impacts from the COVID-19 pandemic, were no longer considered as traffic volumes are considered to have normalized throughout the greater Twin Cities area.



Sundance Lakeville TIS

Figure 1
Project Location



ALLIANT



Sundance Lakeville TIS



ALLIANT

Figure 2
Existing Conditions

2.2.2 Roadway/Intersection Characteristics

Field observations were completed to identify roadway and intersection characteristics within the study area (i.e., geometry, posted speed limits, and traffic controls), which are summarized in **Table 1** and **Table 2**.

Table 1 – Roadway Characteristics

Roadway	Cross-Section	Speed Limit	Functional Classification
CSAH 46	4-Lane Divided	45 mph	Minor Arterial
Kendale Drive	2-Lane Undivided	30 mph	Local
Buck Hill Road	3-Lane Undivided	40 mph	Collector

Table 2 – Intersection Characteristics

Intersection	Traffic Control	Lane Designations by Approach ⁽¹⁾			
		NB	SB	EB	WB
CSAH 46 & Kendale Drive	Through/Stop	R	LTR ⁽²⁾	L/T/T/R	L/T/T/R
CSAH 46 & Buck Hill Road	Traffic Signal	L/T/R	L/T/R	L/T/T/R	L/T/T/R

(1) L=Left-Turn, T=Through, R=Right-Turn

(2) Sufficient width exists on the southbound CSAH 46 & Kendale Drive intersection approach to allow side-by-side vehicles

2.2.3 Pedestrian/Bicycle Accommodations

Existing pedestrian/bicycle accommodations within the study area were also documented:

- Mixed-use trails run along both the north and south sides of CSAH 46
- A sidewalk runs along the west side of Buck Hill Road

2.3 Traffic Operations Analysis

An existing conditions traffic operations analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared. Operations analysis results identify a Level of Service (LOS) which indicates the quality of traffic flow through an intersection. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values presented in **Table 3**. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D/E threshold for overall intersection operations is often used as the indicator of congestion in an urban area. For side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Long delays and poor LOS can occur on side-street approaches even if the overall intersection is functioning well, making side-street LOS a valuable design criterion.

Table 3 – Level of Service Criteria

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	Free Flow: Low volumes and no delays.	0 - 10	0 - 10
B	Stable Flow: Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C	Stable Flow: Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D	Stable Flow: Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E	Unstable Flow: Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F	Forced Flow: Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 6th Edition, Transportation Research Board, Exhibits 19-8, 20-2, 21-8, 22-8.

After LOS, the second component of the traffic operations analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes.

The existing traffic operations analysis was performed at the study intersections for the volume adjusted a.m. and p.m. peak hours. Results of the existing traffic operations analysis, presented in **Table 4**, indicate that each study intersection currently operates at overall LOS A during the a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the field or traffic simulations. Detailed operations and queuing analysis results are presented in **Appendix B**.

Table 4 – Existing Traffic Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
CSAH 46 & Kendale Drive	A / A	1.2 / 6.8	A / A	1.2 / 9.4
CSAH 46 & Buck Hill Road	A / C	7.2 / 25.5	A / C	8.3 / 21.0

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst

3.0 Proposed Development

The proposed Sundance Lakeville development, shown in **Figure 3**, is expected to provide nine (9) single-family detached homes and 167 multi-family townhomes in the northwest quadrant of the CSAH 46/Buck Hill Road intersection in Lakeville. In addition, the development will include two single-story retail centers, covering about 26,500 sq. ft. combined, on the south side of the developed area. While the proposed development construction timeframe is currently unknown, a year 2025 completion was assumed for the purpose of this study. Access to the development is proposed at the following locations:

- Along Buck Hill Road approximately 250 feet north of CSAH 46 (East Access)
 - The outbound (eastbound) approach is expected to be stop controlled and consist of a single shared left-turn/right-turn lane
- Along Kendale Drive approximately 200 feet north of CSAH 46 (West Access)
 - The outbound (westbound) approach is expected to be stop controlled and consist of a single shared left-turn/right-turn lane
- Along Kendale Drive approximately 500 feet north of CSAH 46 (Single-Family Access)
 - The outbound (westbound) approach is expected to be stop controlled and consist of a single shared left-turn/right-turn lane

3.1 Trip Generation

Trip generation estimates for the proposed Sundance Lakeville development were completed for the weekday a.m. and p.m. peak hours as well as on a daily basis by utilizing the *Institute of Transportation Engineers Trip Generation Manual, 10th Edition (ITE TGM)*. Results of the trip generation estimates, shown in **Table 5**, indicate the proposed development is expected to generate approximately 136 a.m. peak hour trips, 268 p.m. peak hour trips, and 2,656 daily trips. The distribution of development generated trips, shown in **Figure 4**, was estimated based on a review of existing traffic volumes/patterns and by engineering judgement. This trip distribution was then applied to the estimated proposed development generated trips in the future conditions analysis years.

Table 5 – Trip Generation Estimates – Sundance Lakeville

Land Use (ITE Code)	Units	Size	AM Peak Hour Trips ⁽¹⁾			PM Peak Hour Trips ⁽¹⁾			Daily Trips
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
Single-Family Detached Housing (210)	Dwellings	9	2	4	6	5	3	8	86
Multifamily Housing (220)	Dwellings	167	16	51	67	54	31	85	1,126
Strip Retail Plaza [<40k sq ft] (822)	1000 sq ft.	26.5	38	25	63	87	88	175	1,444
Total Development Trips			56	80	136	146	122	268	2,656

Source: Institute of Transportation Engineers Trip Generation Manual, 11th Edition

Setting Assumption: General urban/suburban setting

(1) Peak hour of the adjacent roadway network



Sundance Lakeville TIS



ALLIANT

Figure 3
Proposed Site Plan



Sundance Lakeville TIS



ALLIANT

Figure 4
Trip Directional Distribution

4.0 Future Conditions

To determine potential traffic impacts associated with the proposed development, future conditions were evaluated using Synchro/SimTraffic software. The future conditions evaluated in this study were the year 2025 (i.e., one year after assumed development completion) and the year 2045 (20-year horizon).

4.1 Planned Developments and Infrastructure Improvements

Planned developments and infrastructure improvements that may influence future traffic volumes within the study area were reviewed.

4.1.1 *Planned Developments*

The Moments memory care senior living facility opened in December of 2018 in the southeast quadrant of the CSAH 46/Buck Hill Road intersection. A second phase of the Moments was expected to open later in year 2021 with 60 new memory care senior living units. Given the updated turning movement counts collected in August 2023 it is assumed that trips related to The Moments Phase II development are included in the analysis. It should be noted that a general background traffic growth rate was applied in the future conditions analysis and is expected to account for any variations in the limited trips added by The Moments Phase II development. No other planned developments within the study area are known at this time.

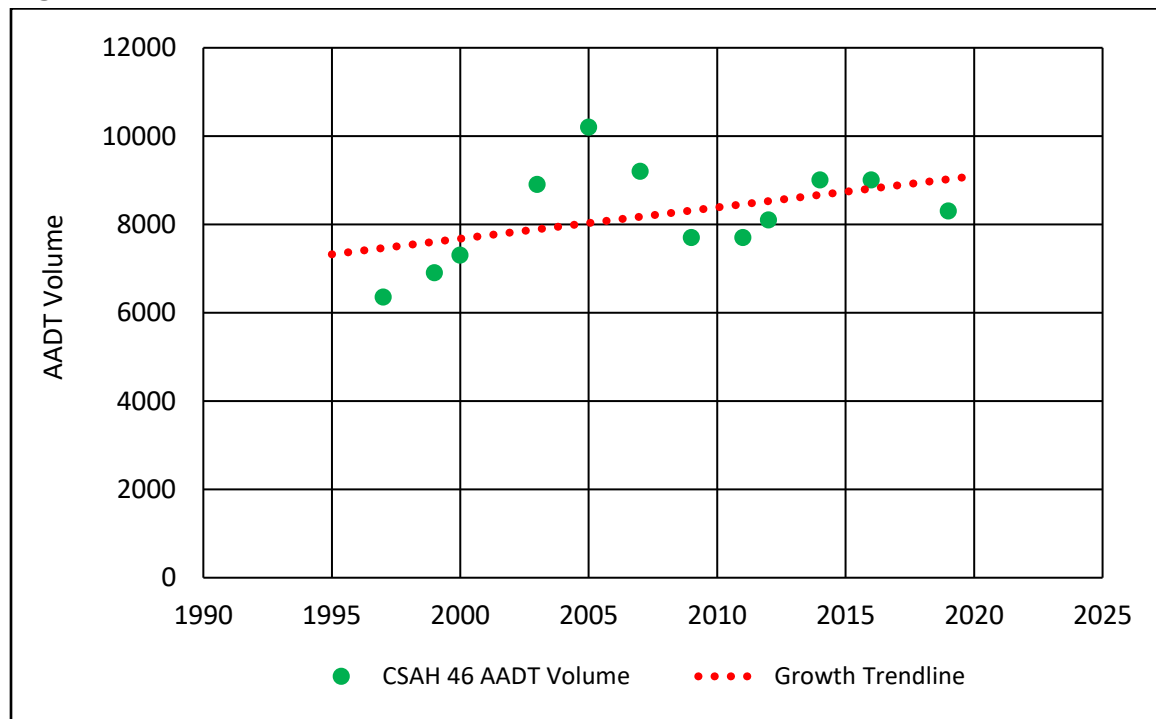
4.1.2 *Planned Infrastructure Improvements*

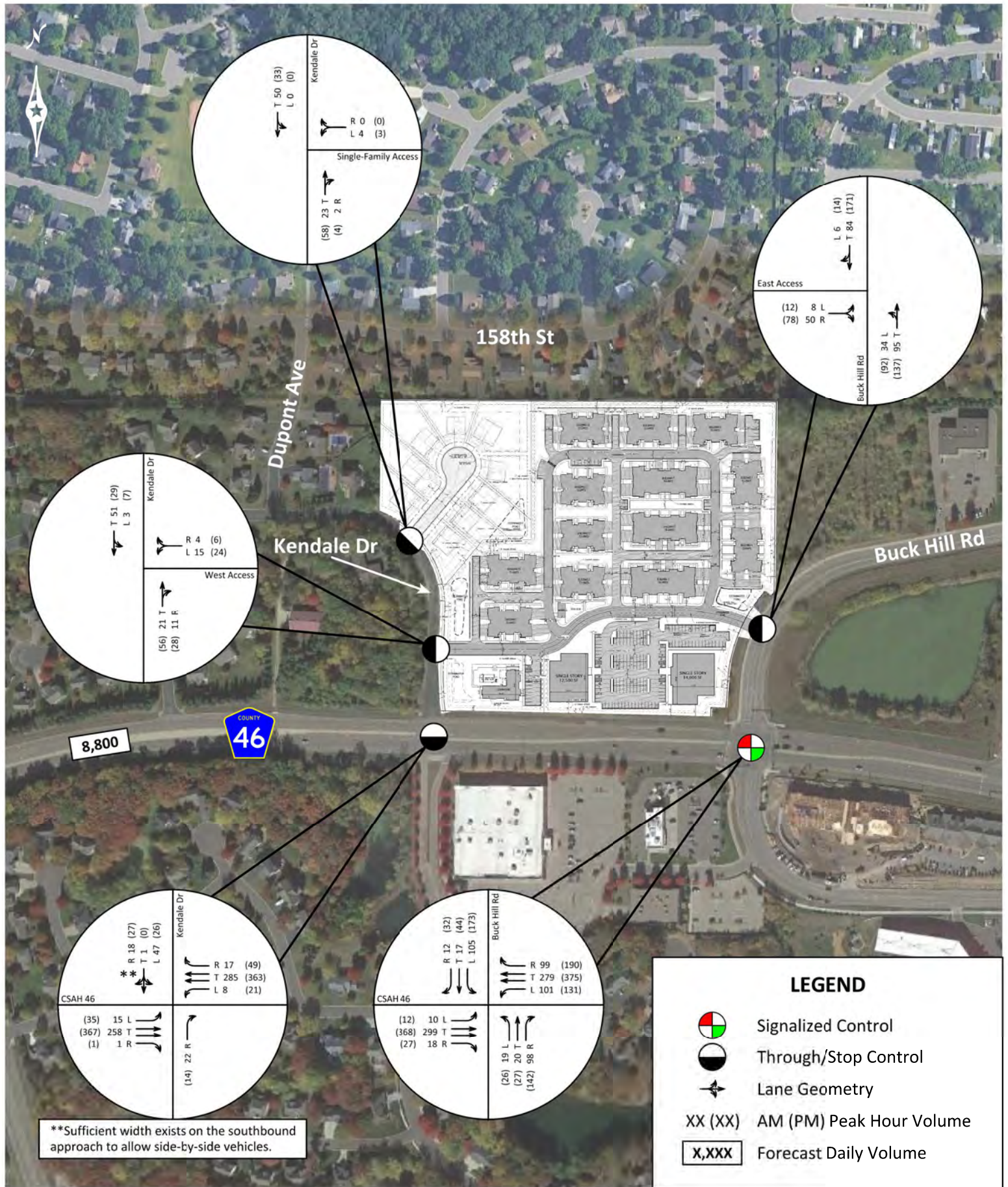
According to information presented in the *Lakeville 2040 Comprehensive Plan*, no significant roadway infrastructure improvements are planned within the study area through the year 2040.

4.2 Background Traffic Growth

Historical annual average daily traffic (AADT) volumes along CSAH 46 were provided by the Minnesota Department of Transportation (MnDOT) via its online *Traffic Mapping Application*. The historical AADT data was reviewed to determine growth trends within the study area. The CSAH 46 AADT volume data, shown in **Figure 5**, indicates a slight growth trend over a 20+ year period. Based on this data, and traffic forecasts in the *Lakeville 2040 Comprehensive Plan*, a conservative annual growth rate of one percent was applied to existing traffic volumes to provide an estimate of future background traffic growth. The resultant year 2025 conditions and year 2045 conditions, a combination of background traffic volumes and trips generated by the proposed development, are shown in **Figure 6** and **Figure 7**, respectively.

Figure 5 – CSAH 46 Historical AADT Volume



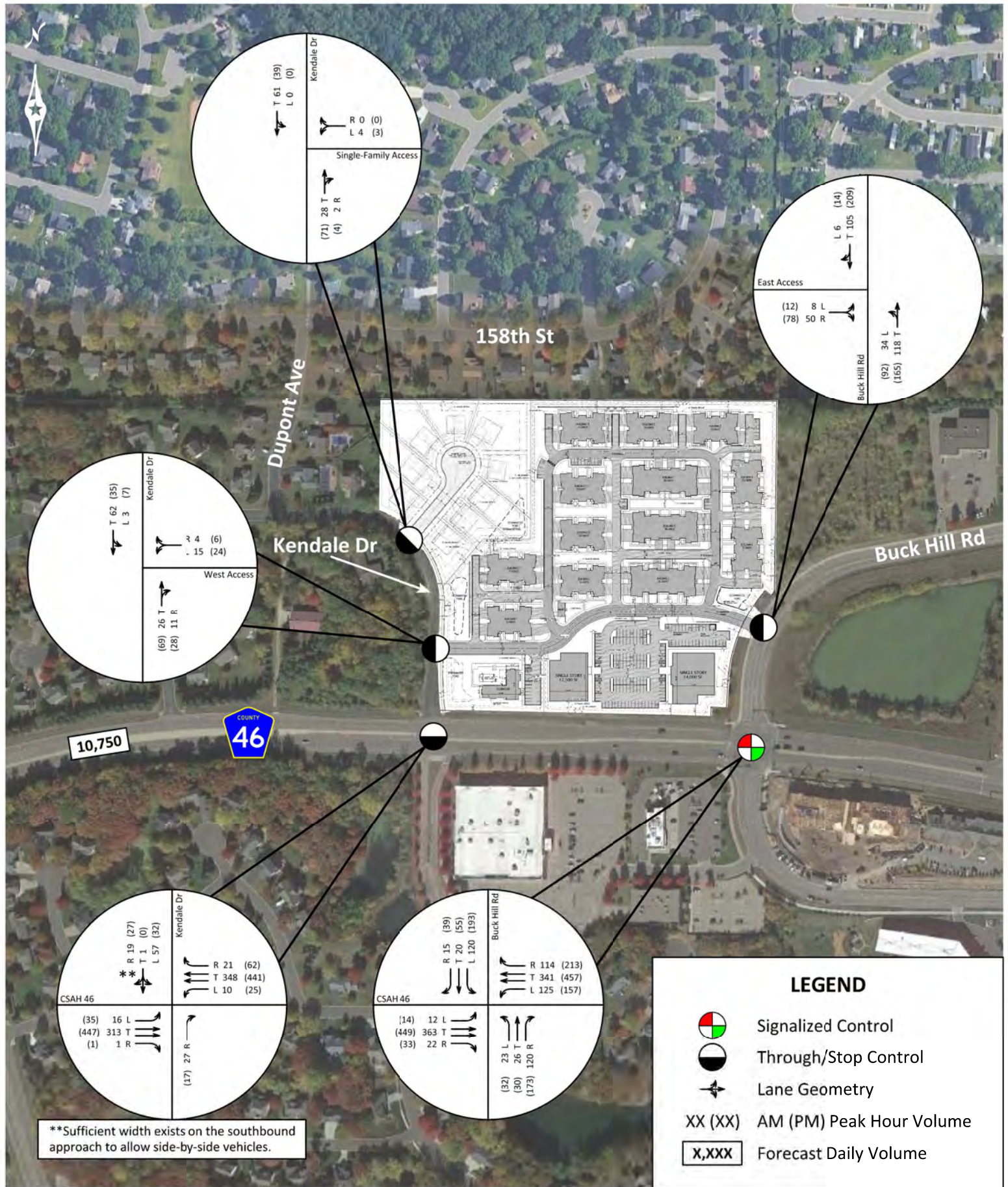


Sundance Lakeville TIS



ALLIANT

Figure 6
Year 2025 Conditions



Sundance Lakeville TIS



ALLIANT

Figure 7
Year 2045 Conditions

4.3 Traffic Operations Analysis

Future conditions traffic operations analyses were completed using Synchro/SimTraffic software to determine potential traffic impacts associated with the proposed development.

4.3.1 Year 2025 Conditions

Results of the year 2025 traffic operations analysis, presented in **Table 6**, indicate that all study intersections and proposed access locations are expected to operate at overall LOS A during the a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations. Detailed operations and queuing analysis results are presented in **Appendix B**.

Table 6 – Year 2025 Traffic Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
CSAH 46 & Kendale Drive	A / A	1.3 / 5.9	A / A	1.5 / 6.8
CSAH 46 & Buck Hill Road	A / C	8.6 / 26.7	A / C	9.6 / 22.4
Buck Hill Road & East Access	A / A	1.7 / 3.7	A / A	2.1 / 4.9
Kendale Drive & West Access	A / A	1.1 / 4.1	A / A	1.2 / 4.2
Kendale Drive & Single-Family Access	A / A	0.2 / 4.6	A / A	0.2 / 4.4

LOS Results: Overall Intersection / Worst Approach Delay Results: Overall Intersection / Worst Approach

4.3.2 Year 2045 Conditions

Results of the year 2045 traffic operations analysis, presented in **Table 7**, indicate that all study intersections and proposed access locations are expected to operate at overall LOS B or better during the a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations. Detailed operations and queuing analysis results are presented in **Appendix B**.

Table 7 – Year 2045 Traffic Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
CSAH 46 & Kendale Drive	A / B	2.2 / 14.8	A / A	1.6 / 8.1
CSAH 46 & Buck Hill Road	A / C	9.1 / 27.7	B / C	10.7 / 22.3
Buck Hill Road & East Access	A / A	1.8 / 4.0	A / A	2.5 / 7.1
Kendale Drive & West Access	B / C	11.3 / 18.0	A / A	1.1 / 4.3
Kendale Drive & Single-Family Access	A / C	7.9 / 24.3	A / A	0.2 / 4.8

LOS Results: Overall Intersection / Worst Approach Delay Results: Overall Intersection / Worst Approach

Generally, the proposed development is expected to have minimal impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective.

4.4 Additional Considerations

Additional considerations related to the proposed development include the following:

4.4.1 *Development Site Through Traffic*

The East Access and West Access of the proposed development are expected to be linked by a private east/west roadway running parallel to CSAH 46. This roadway could potentially be used as a through route by external motorists between Kendale Drive and Buck Hill Road. However, with limited time savings benefit anticipated, external through traffic along this new private roadway is expected to be negligible.

4.4.2 *Residential Neighborhood Through Traffic*

For access to and from CSAH 5 west of the Sundance Lakeville site, a limited number of motorists associated with the proposed development, particularly those originating from and destined to the Single-Family Access, may choose to route through the adjacent residential neighborhood via Kendale Drive, Dupont Avenue, and 158th Street. However, the narrow, winding, and low-speed nature of these roadways is expected to make this route less attractive than CSAH 46 to the majority of residents associated with the proposed development. Consequently, less than 150 daily trips associated with the proposed Sundance Lakeville development would be expected to utilize the Kendale Drive, Dupont Avenue, and 158th Street residential neighborhood route.

5.0 Site Plan / Access Review

A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding vehicle ingress/egress, internal traffic circulation, and pedestrian/bicycle connectivity. The following key points are offered for consideration:

- The proposed East Access along Buck Hill Road is expected to provide approximately 250 feet of effective southbound vehicle storage between the driveway and CSAH 46. This distance is expected to accommodate the southbound forecast 95th percentile peak period queues at the CSAH 46/Buck Hill Road intersection through the year 2045.
- The proposed internal roadways appear to adequately accommodate typical passenger vehicles. However, turning movements should be reviewed to ensure design vehicles such as garbage/recycling trucks have adequate accommodations to negotiate internal roadways.
- Establish appropriate traffic control (e.g., through/stop control) at internal roadway intersections to minimize driver confusion and the potential for conflicts.
- Sidewalks and/or trails within the proposed development should be extended to meet the existing sidewalk along Buck Hill Road and the existing trail along CSAH 46.

5.1 Sight Line Analysis

Alliant conducted a sight line analysis for the proposed accesses along both Kendale Drive and Buck Hill Road based on the current site plan and aerial imagery. Approximate sight distances measured for both accesses, looking to the northwest and northeast, are show below in **Table 8**.

Table 8 – Sight Line Analysis

Access	Distance from Intersection	Speed Limit	Design Sight Distance	Measured Sight Distance
Kendale Drive & West Access	200 feet	30 mph	335 feet	310 feet
Buck Hill Road & East Access	250 feet	40 mph	445 feet	450 feet

All sight distances were conservatively compared to Table 9-7, Design Intersection Sight Distance for Case B1, Left Turn from Stop from the *AASHTO Policy on Geometric Design of Highways and Streets*, 7th Edition which assumes a passenger car as the design vehicle.

- Kendale Drive & West Access: The required intersection sight distance for a 30-mph roadway is 335 feet. Comparing the required distance to the approximate sight distances measured (310 feet), the sight distance to the northwest is not meeting by 25 feet. However, if the curvature of the roadway reduces approaching vehicle speeds to 25 mph the required distance would only be 280 feet and the approximate sight distance would be adequate. Furthermore, the proximity of the West Access to the stop-controlled intersection of CSAH 46/Kendale Drive would also reduce approaching vehicle speeds.
- Buck Hill Road & East Access: The required intersection sight distance for a 40-mph roadway is 445 feet. Comparing the required distance to the approximate sight distances measured, the sight distance to the northeast (450 feet) would be adequate.

Existing foliage, time of day (sunrise, sunset), seasonal variations, and stop bar placement may impact the actual site distances for stopped vehicles exiting either development access. Despite the Kendale Drive & West Access approximate sight distance being slightly below the required distance neither access is expected to pose a safety risk due to sight lines.

6.0 Conclusions and Recommendations

The following study conclusions and recommendations are offered for consideration:

- Results of the existing traffic operations analysis indicate that all study intersections currently operate at overall LOS A during the a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the field or traffic simulations.
- The proposed Sundance Lakeville development is expected to provide nine (9) single-family detached homes and 167 multi-family townhomes in the northwest quadrant of the CSAH 46/Buck Hill Road intersection in Lakeville. In addition, the development will include two single-story retail centers, covering about 26,500 sq. ft. combined, on the south side of the developed area. While the proposed development construction timeframe is currently unknown, a year 2025 completion was assumed for the purpose of this study.
 - The proposed development is expected to generate approximately 136 a.m. peak hour trips, 268 p.m. peak hour trips, and 2,656 daily trips.
- Results of the year 2025 traffic operations analysis indicate that all study intersections and proposed access locations are expected to operate at overall LOS A during the a.m. and p.m. peak hours. with all study intersections and proposed access locations expected to operate at overall LOS B or better during the year 2045 a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations.
 - Generally, the proposed development is expected to have minimal impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective.
- Additional considerations related to the proposed development include the following:
 - The new east/west private roadway within the proposed development could potentially be used as a through route by external motorists between Kendale Drive and Buck Hill Road. However, with limited time savings benefit anticipated, external through traffic along this new private roadway is expected to be negligible.
 - For access to and from CSAH 5 west of the Sundance Lakeville site, a limited number of motorists associated with the proposed development, particularly those originating from and destined to the Single-Family Access, may choose to route through the adjacent residential neighborhood via Kendale Drive, Dupont Avenue, and 158th Street. However, the narrow, winding, and low-speed nature of these roadways is expected to make this route less attractive than CSAH 46 to the majority of residents associated with the proposed development. Consequently, less than 150 daily trips associated with the proposed development would be expected to utilize the Kendale Drive, Dupont Avenue, and 158th Street residential neighborhood route.
- A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding vehicle ingress/egress, internal traffic circulation, and pedestrian/bicycle connectivity and is documented in **Section 5.0: Site Plan/Access Review**.

Appendix A – Collected Turning Movement Counts

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CSAH 46 (162nd St SW) & Kendale Dr
Date: 6/3/2021
Duration: 6:00-9:00, 16:00-19:00

Site Code: 360
Ref Pt: N/A
Page No: 1 of 3

All Vehicles (Cars & Trucks) Printed

Start Time	Kendale Dr Southbound						CSAH 46 (162nd St SW) Westbound						Kendale Dr Northbound						CSAH 46 (162nd St SW) Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
6:00	--	12	--	--	12	1	--	1	26	1	28	--	--	--	--	1	1	1	--	--	24	--	24	--	65	2
6:15	--	7	--	--	7	--	--	--	43	1	44	--	--	--	--	3	3	--	--	--	27	2	29	--	83	--
6:30	--	10	--	--	10	--	--	--	60	1	61	--	--	--	--	6	6	--	--	--	46	--	46	--	123	--
6:45	--	16	--	--	16	--	--	--	64	3	67	--	--	--	--	3	3	--	1	--	52	--	53	--	139	--
Hour Total	--	45	--	--	45	1	--	1	193	6	200	--	--	--	--	13	13	1	1	--	149	2	152	--	410	2
7:00	--	10	--	--	10	--	--	1	62	1	64	--	--	--	--	3	3	--	--	--	37	--	37	--	114	--
7:15	--	7	1	1	9	--	--	2	66	6	74	--	--	1	--	3	4	--	--	1	53	--	54	--	141	--
7:30	--	10	--	1	11	--	--	1	66	1	68	--	--	--	--	6	6	1	--	--	56	--	56	--	141	1
7:45	--	13	--	--	13	--	--	1	93	6	100	--	--	--	--	9	9	--	--	1	70	1	72	--	194	--
Hour Total	--	40	1	2	43	--	--	5	287	14	306	--	--	1	--	21	22	1	--	2	216	1	219	--	590	1
8:00	--	14	--	--	14	--	--	4	55	3	62	--	--	--	--	4	4	--	--	1	67	--	68	--	148	--
8:15	--	11	--	--	11	1	1	1	57	2	61	--	--	--	--	2	2	--	--	--	54	--	54	--	128	1
8:30	--	8	--	--	8	--	--	1	63	6	70	--	--	--	--	3	3	1	--	--	46	--	46	--	127	1
8:45	--	16	--	--	16	--	--	4	60	5	69	--	--	--	--	1	1	--	--	--	41	--	41	--	127	--
Hour Total	--	49	--	--	49	1	1	10	235	16	262	--	--	--	--	10	10	1	--	1	208	--	209	--	530	2
16:00	--	5	--	--	5	--	--	2	79	12	93	--	--	--	--	2	2	--	--	--	86	--	86	--	186	--
16:15	--	9	--	1	10	--	1	5	95	18	119	--	--	--	--	3	3	2	1	2	95	1	99	--	231	2
16:30	--	7	--	1	8	--	--	5	95	7	107	--	--	--	--	4	4	--	--	1	84	--	85	--	204	--
16:45	--	3	--	--	3	1	--	6	70	8	84	--	--	--	--	2	2	--	--	1	96	--	97	--	186	1
Hour Total	--	24	--	2	26	1	1	18	339	45	403	--	--	--	--	11	11	2	1	4	361	1	367	--	807	3
17:00	--	5	--	--	5	--	--	5	94	13	112	--	--	--	--	5	5	1	1	2	79	--	82	--	204	1
17:15	--	10	1	--	11	--	--	8	82	12	102	--	--	--	--	1	1	--	--	--	92	1	93	--	207	--
17:30	1	8	--	1	10	1	1	4	88	14	107	--	--	--	--	2	2	--	--	--	78	2	80	--	199	1
17:45	--	7	--	--	7	1	--	3	79	5	87	--	--	--	--	1	1	1	--	2	68	--	70	--	165	2
Hour Total	1	30	1	1	33	2	1	20	343	44	408	--	--	--	--	9	9	2	1	4	317	3	325	--	775	4
18:00	--	7	--	--	7	--	--	1	53	12	66	--	--	--	--	5	5	--	--	--	64	--	64	--	142	--
18:15	--	11	1	1	13	--	1	6	67	9	83	--	--	--	--	6	6	--	--	--	60	--	60	--	162	--
18:30	--	5	--	--	5	--	1	9	87	7	104	--	--	--	--	1	1	1	--	--	58	--	58	--	168	1
18:45	--	7	--	--	7	--	--	2	50	13	65	--	--	--	--	--	0	--	--	1	48	1	50	--	122	--
Hour Total	--	30	1	1	32	--	2	18	257	41	318	--	--	--	--	12	12	1	--	1	230	1	232	--	594	1
Grand Total	1	218	3	6	228	5	5	72	1654	166	1897	--	--	1	--	76	77	8	3	12	1481	8	1504	--	3706	13
% of App.	0.4%	95.6%	1.3%	2.6%			0.3%	3.8%	87.2%	8.8%			0.0%	1.3%	0.0%	98.7%			0.2%	0.8%	98.5%	0.5%				
% of Total	0.0%	5.9%	0.1%	0.2%	6.2%	38.5%	0.1%	1.9%	44.6%	4.5%	51.2%	0.0%	0.0%	0.0%	0.0%	2.1%	2.1%	61.5%	0.1%	0.3%	40.0%	0.2%	40.6%	0.0%		
Cars Total	1	217	3	6	227	5	5	71	1638	165	1879	--	--	--	--	75	75	6	3	11	1459	8	1481	--	3662	11
Cars % of Movement	100%	99.5%	100%	100%	99.6%	45.5%	100%	98.6%	99.0%	99.4%	99.1%	0.0%	0.0%	0.0%	0.0%	98.7%	97.4%	54.5%	100%	91.7%	98.5%	100%	98.5%	0.0%	98.8%	
Trucks Total	--	1	--	--	1	--	--	1	16	1	18	--	--	1	--	1	2	2	--	1	22	--	23	--	44	2
Trucks % of Movement	0.0%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	1.4%	1.0%	0.6%	0.9%	0.0%	0.0%	100%	0.0%	1.3%	2.6%	#####	0.0%	8.3%	1.5%	0.0%	1.5%	0.0%	1.2%	

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CSAH 46 (162nd St SW) & Buck Hill Rd
Date: 8/23/2023
Duration: 6:00-9:00, 16:00-19:00

Site Code: 361
Ref Pt: N/A
Page No: 1 of 3

All Vehicles (Cars & Trucks) Printed

Start Time	Buck Hill Rd Southbound						CSAH 46 (162nd St SW) Westbound						Kenyon Ave Northbound						CSAH 46 (162nd St SW) Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
6:00	--	3	--	1	4	--	--	4	29	3	36	--	--	1	--	8	9	--	--	--	34	2	36	--	85	--
6:15	--	5	--	--	5	--	--	17	42	7	66	--	--	2	--	8	10	--	--	1	35	3	39	1	120	1
6:30	--	9	4	--	13	--	--	14	63	9	86	--	--	4	1	17	22	--	--	1	57	5	63	--	184	--
6:45	--	15	2	1	18	--	--	18	58	15	91	--	--	6	2	19	27	--	--	2	67	4	73	--	209	--
Hour Total	--	32	6	2	40	--	--	53	192	34	279	--	--	13	3	52	68	--	--	4	193	14	211	1	598	1
7:00	--	14	4	1	19	--	--	21	63	11	95	--	--	1	2	10	13	--	--	1	48	1	50	--	177	--
7:15	--	9	3	3	15	--	--	21	69	15	105	--	--	2	2	21	25	--	--	2	62	4	68	--	213	--
7:30	--	20	1	2	23	--	1	19	61	9	90	--	--	8	4	38	50	1	--	2	66	4	72	1	235	2
7:45	--	15	4	2	21	--	--	22	95	31	148	--	--	6	6	20	32	--	--	2	87	4	93	--	294	--
Hour Total	--	58	12	8	78	--	1	83	288	66	438	--	--	17	14	89	120	1	--	7	263	13	283	1	919	2
8:00	--	11	7	3	21	--	--	24	56	9	89	--	--	4	5	21	30	--	--	3	78	5	86	--	226	--
8:15	--	13	1	5	19	--	--	35	57	18	110	--	--	1	2	18	21	--	--	3	59	5	67	--	217	--
8:30	--	14	1	5	20	1	1	36	64	14	115	--	--	3	4	31	38	--	--	--	50	4	54	1	227	2
8:45	--	11	1	1	13	--	--	25	65	19	109	--	--	7	3	22	32	--	--	3	54	5	62	--	216	--
Hour Total	--	49	10	14	73	1	1	120	242	60	423	--	--	15	14	92	121	--	--	9	241	19	269	1	886	2
16:00	--	20	8	9	37	--	--	26	72	25	123	--	--	8	3	27	38	--	--	4	86	7	97	2	295	2
16:15	--	26	11	10	47	--	3	30	99	22	154	--	--	8	2	27	37	--	--	2	92	7	101	--	339	--
16:30	--	16	10	9	35	--	1	30	92	23	146	--	--	8	4	44	56	--	--	6	85	5	96	--	333	--
16:45	--	30	6	3	39	--	--	37	76	28	141	--	--	5	6	28	39	--	--	3	93	10	106	1	325	1
Hour Total	--	92	35	31	158	--	4	123	339	98	564	--	--	29	15	126	170	--	--	15	356	29	400	3	1292	3
17:00	--	26	10	10	46	--	1	30	97	30	158	--	--	5	6	39	50	--	--	1	88	5	94	--	348	--
17:15	--	25	9	8	42	--	--	24	93	40	157	--	--	8	3	21	32	--	--	6	91	3	100	--	331	--
17:30	--	28	6	3	37	--	--	29	96	28	153	--	--	9	6	33	48	--	--	5	77	6	88	--	326	--
17:45	--	27	4	11	42	--	1	24	65	34	124	--	--	7	7	21	35	--	--	4	64	6	74	3	275	3
Hour Total	--	106	29	32	167	--	2	107	351	132	592	--	--	29	22	114	165	--	--	16	320	20	356	3	1280	3
18:00	--	21	4	8	33	--	1	24	58	40	123	--	--	2	9	26	37	--	--	6	67	5	78	--	271	--
18:15	--	24	4	3	31	--	1	44	75	36	156	--	--	6	5	16	27	--	--	11	60	6	77	2	291	2
18:30	--	24	9	15	48	--	--	30	82	40	152	--	--	6	6	22	34	--	--	10	48	7	65	--	299	--
18:45	--	26	7	10	43	--	1	31	49	27	108	--	--	4	3	17	24	--	--	3	54	1	58	--	233	--
Hour Total	--	95	24	36	155	--	3	129	264	143	539	--	--	18	23	81	122	--	--	30	229	19	278	2	1094	2
Grand Total	--	432	116	123	671	1	11	615	1676	533	2835	--	--	121	91	554	766	1	--	81	1602	114	1797	11	6069	13
% of App.	0.0%	64.4%	17.3%	18.3%			0.4%	21.7%	59.1%	18.8%			0.0%	15.8%	11.9%	72.3%			0.0%	4.5%	89.1%	6.3%				
% of Total	0.0%	7.1%	1.9%	2.0%	11.1%	7.7%	0.2%	10.1%	27.6%	8.8%	46.7%	0.0%	0.0%	2.0%	1.5%	9.1%	12.6%	7.7%	0.0%	1.3%	26.4%	1.9%	29.6%	84.6%		
Cars Total	--	431	116	123	670	--	11	613	1657	531	2812	--	--	121	91	552	764	--	--	81	1578	114	1773	4	6019	4
Cars % of Movement	0.0%	99.8%	100%	100%	99.9%	0.0%	100%	99.7%	98.9%	99.6%	99.2%	0.0%	0.0%	100%	100%	99.6%	99.7%	0.0%	0.0%	100%	98.5%	100%	98.7%	####	99.2%	
Trucks Total	--	1	--	--	1	1	--	2	19	2	23	--	--	--	--	2	2	1	--	--	24	--	24	7	50	9
Trucks % of Movement	0.0%	0.2%	0.0%	0.0%	0.1%	11.1%	0.0%	0.3%	1.1%	0.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.4%	0.3%	11.1%	0.0%	0.0%	1.5%	0.0%	1.3%	77.8%	0.8%	

Appendix B – Detailed Operations and Queuing Analysis

Existing Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	0.9	0.4	0.5	2.0	0.9	0.7	0.0	0.0	2.6	7.0	6.6	3.5	1.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	3	0	0	9	0	0	0	0	29	45	45	8	
		Approach Delay (sec/veh)	0.4			0.9			2.6			6.8			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	5.2	4.3	0.7	8.2	4.1	2.3	29.1	22.4	3.9	30.8	25.7	2.9	7.2
		Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A	A
		Movement 95th Queue (ft)	16	55	9	47	32	13	39	36	48	79	30	25	
		Approach Delay (sec/veh)	4.1			4.6			10.4			25.5			
		Approach LOS	A			A			B			C			

Existing Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	2.5	0.4	0.2	2.9	1.2	1.2	0.0	0.0	2.5	10.0	0.0	3.2	1.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	9	0	0	25	0	2	0	0	24	35	35	10	
		Approach Delay (sec/veh)	0.4			1.3			2.5			9.4			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	11.9	7.7	1.3	9.4	4.5	2.2	23.8	22.1	4.3	27.0	20.5	3.7	8.3
		Movement LOS	B	A	A	A	A	A	C	C	A	C	C	A	A
		Movement 95th Queue (ft)	24	76	18	68	45	24	50	31	50	101	48	33	
		Approach Delay (sec/veh)	7.4			5.1			9.0			21.0			
		Approach LOS	A			A			A			C			

Year 2025 Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	1.5	0.4	0.3	2.4	1.0	0.7	0.0	0.0	2.6	7.3	3.5	2.8	1.3
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	14	0	0	10	0	0	0	0	28	45	45	27	
		Approach Delay (sec/veh)	0.4			1.0			2.6			5.9			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	6.5	4.9	0.9	9.4	4.7	2.7	27.2	27.3	4.0	29.9	22.7	3.1	8.6
		Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A	A
		Movement 95th Queue (ft)	17	57	14	52	37	18	38	37	46	119	37	22	
		Approach Delay (sec/veh)	4.7			5.1			10.5			26.7			
		Approach LOS	A			A			B			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Buck Hill Road & East Access	Movement Delay (sec/veh)	5.9	0.0	3.3	0.0	0.0	0.0	2.1	0.9	0.0	0.0	1.2	0.0	1.7
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	57	0	57	0	0	0	25	25	0	0	2	0	
		Approach Delay (sec/veh)	3.7			0.0			1.2			1.1			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & West Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.6	0.0	2.0	0.0	0.2	0.2	1.8	0.3	0.0	1.1
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	40	0	40	0	0	0	5	5	0	
		Approach Delay (sec/veh)	0.0			4.1			0.2			0.4			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & Single-Family Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	18	0	18	0	0	0	0	0	0	
		Approach Delay (sec/veh)	0.0			4.6			0.1			0.0			
		Approach LOS	A			A			A			A			

Year 2025 Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	2.6	0.5	0.4	3.0	1.4	1.4	0.0	0.0	2.7	11.0	0.2	3.6	1.5
		Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
		Movement 95th Queue (ft)	27	0	0	25	0	3	0	0	24	44	44	33	
		Approach Delay (sec/veh)	0.7			1.5			2.7			6.8			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	14.4	9.1	1.6	10.5	5.3	3.2	22.4	20.6	4.3	27.1	18.3	3.7	9.6
		Movement LOS	B	A	A	B	A	A	C	C	A	C	B	A	A
		Movement 95th Queue (ft)	25	89	18	72	49	39	46	35	57	141	56	31	
		Approach Delay (sec/veh)	8.8			5.7			9.0			22.4			
		Approach LOS	A			A			A			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Buck Hill Road & East Access	Movement Delay (sec/veh)	8.1	0.0	4.5	0.0	0.0	0.0	2.7	0.9	0.0	0.0	1.4	0.0	2.1
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	55	0	55	0	0	0	60	60	0	0	3	3	
		Approach Delay (sec/veh)	4.9			0.0			1.6			1.3			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & West Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.7	0.0	2.6	0.0	0.3	0.2	2.2	0.4	0.0	1.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	45	0	45	0	0	0	8	8	0	
		Approach Delay (sec/veh)	0.0			4.2			0.3			0.7			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & Single-Family Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	19	0	19	0	0	0	0	0	0	
		Approach Delay (sec/veh)	0.0			4.4			0.1			0.0			
		Approach LOS	A			A			A			A			

Year 2045 Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	1.6	0.5	0.7	2.1	1.0	0.8	0.0	0.0	3.1	12.4	2.5	23.4	2.2
		Movement LOS	A	A	A	A	A	A	A	A	A	B	A	C	A
		Movement 95th Queue (ft)	15	0	0	12	0	0	0	0	35	61	61	41	
		Approach Delay (sec/veh)	0.6			1.0			3.1			14.8			
		Approach LOS	A			A			A			B			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	7.0	6.1	1.1	10.6	4.9	2.9	24.9	23.9	4.4	31.8	21.7	3.5	9.1
		Movement LOS	A	A	A	B	A	A	C	C	A	C	C	A	A
		Movement 95th Queue (ft)	21	79	16	57	38	21	43	42	50	124	42	26	
		Approach Delay (sec/veh)	5.9			5.5			10.1			27.7			
		Approach LOS	A			A			B			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Buck Hill Road & East Access	Movement Delay (sec/veh)	6.0	0.0	3.7	0.0	0.0	0.0	2.4	0.9	0.0	0.0	1.2	0.0	1.8
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	55	0	55	0	0	0	26	26	0	0	0	0	
		Approach Delay (sec/veh)	4.0			0.0			1.2			1.1			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & West Access	Movement Delay (sec/veh)	0.0	0.0	0.0	21.6	0.0	2.8	0.0	0.2	0.1	1.5	15.9	0.0	11.3
		Movement LOS	A	A	A	C	A	A	A	A	A	A	C	A	B
		Movement 95th Queue (ft)	0	0	0	49	0	49	0	0	0	65	65	0	
		Approach Delay (sec/veh)	0.0			18.0			0.2			15.4			
		Approach LOS	A			C			A			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & Single-Family Access	Movement Delay (sec/veh)	0.0	0.0	0.0	24.3	0.0	0.0	0.0	0.1	0.1	0.0	10.4	0.0	7.9
		Movement LOS	A	A	A	C	A	A	A	A	A	A	B	A	A
		Movement 95th Queue (ft)	0	0	0	24	0	24	0	0	0	62	62	0	
		Approach Delay (sec/veh)	0.0			24.3			0.1			10.4			
		Approach LOS	A			C			A			B			

Year 2045 Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	CSAH 46 & Kendale Drive	Movement Delay (sec/veh)	3.4	0.5	0.6	3.4	1.5	1.5	0.0	0.0	2.9	13.2	0.7	3.5	1.6
		Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
		Movement 95th Queue (ft)	30	0	0	32	0	4	0	0	26	43	43	33	
		Approach Delay (sec/veh)	0.7			1.6			2.9			8.1			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	CSAH 46 & Buck Hill Road	Movement Delay (sec/veh)	13.0	11.5	1.8	14.3	5.9	4.2	24.3	19.0	5.3	27.4	17.3	5.1	10.7
		Movement LOS	B	B	A	B	A	A	C	B	A	C	B	A	B
		Movement 95th Queue (ft)	28	108	19	97	55	54	47	39	66	149	64	38	
		Approach Delay (sec/veh)	10.9			7.1			9.5			22.3			
		Approach LOS	B			A			A			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Buck Hill Road & East Access	Movement Delay (sec/veh)	12.4	0.0	6.4	0.0	0.0	0.0	3.1	1.3	0.0	0.0	1.4	0.1	2.5
		Movement LOS	B	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	68	0	68	0	0	0	76	76	0	0	4	3	
		Approach Delay (sec/veh)	7.1			0.0			1.9			1.3			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & West Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.9	0.0	2.4	0.0	0.3	0.2	2.5	0.4	0.0	1.1
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	44	0	44	0	0	0	10	10	0	
		Approach Delay (sec/veh)	0.0			4.3			0.3			0.7			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Kendale Drive & Single-Family Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	16	0	16	0	0	0	0	0	0	
		Approach Delay (sec/veh)	0.0			4.8			0.1			0.0			
		Approach LOS	A			A			A			A			



Dakota County Surveyor's Office

Western Service Center • 14955 Galaxie Avenue • Apple Valley, MN 55124
952.891-7087 • Fax 952.891-7127 • www.co.dakota.mn.us

April 11, 2024

City of Lakeville
20195 Holyoke Ave.
Lakeville, MN 55044

Re: **SUNDANCE LAKEVILLE**

The Dakota County Plat Commission met on April 10, 2024, to consider the preliminary plat of the above referenced plat. The plat is adjacent to CSAH 46 (160th St. W.) and is therefore subject to the Dakota County Contiguous Plat Ordinance.

The proposed site includes two proposed lots for commercial medical buildings with future phases for residential development on Outlot B. Access to the site is off Kendale Drive and Buck Hill Road. As discussed, the Kendale Drive access at CSAH 46 is planned to be restricted as a ¾-access, which would be restricted with the replatting Outlot B. Restricted access should be shown along all of CSAH 46 for Outlot B and Block 1.

The Plat Commission has approved the preliminary plat provided that the described conditions are met. The Ordinance requires submittal of a final plat for review by the Plat Commission before a recommendation is made to the County Board of Commissioners.

Traffic volumes on CSAH 46 are 8,300 ADT and are anticipated to be 11,800 ADT by the year 2040. These traffic volumes indicate that current Minnesota noise standards for residential units could be exceeded for the proposed plat. Residential developments along County highways commonly result in noise complaints. In order for noise levels from the highway to meet acceptable levels for adjacent residential units, substantial building setbacks, buffer areas, and other noise mitigation elements should be incorporated into this development.

No work shall commence in the County right of way until a permit is obtained from the County Transportation Department and no permit will be issued until the plat has been filed with the County Recorder's Office. The Plat Commission does not review or approve the actual engineering design of proposed accesses or other improvements to be made in the right of way. Nothing herein is intended to restrict or limit Dakota County's rights with regards to Dakota County rights of way or property. The Plat Commission highly recommends early contact with the Transportation Department to discuss the permitting process which reviews the design and may require construction of highway improvements, including, but not limited to, turn lanes, drainage features, limitations on intersecting street widths, medians, etc. Please contact TJ Bentley regarding permitting questions at (952) 891-7115 or Todd Tollefson regarding Plat Commission or Plat Ordinance questions at (952) 891-7070.

Sincerely,

A handwritten signature in black ink that reads "Todd B. Tollefson".

Todd B. Tollefson
Secretary, Plat Commission

EXHIBIT N



Memorandum

To: Frank Dempsey, Associate Planner
From: Jon Nelson, Assistant City Engineer
McKenzie L. Cafferty, Environmental Resources Manager
Joe Masiarchin, Parks and Recreation Director
Copy: Zach Johnson, City Engineer
Julie Stahl, Finance Director
Dave Mathews, Building Official
Tina Goodroad, Community Development Director
Date: June 4, 2024
Subject: Sundance Lakeville Medical

- Preliminary Plat Review
- Preliminary Grading and Erosion Control Plan Review
- Preliminary Tree Preservation Review
- Preliminary Utility Plan Review

BACKGROUND

Mark A. Davis, Davis HRE representatives have submitted preliminary plat applications for a development to be known as Sundance Medical. The proposed subdivision is located north of and adjacent to 162nd Street West (CSAH 46), west of and adjacent to Buck Hill Road, and east of and adjacent to Kendale Drive. The parent parcels consist of one metes and bounds parcel (PID No. 220011037020) zoned M-1, Mixed Use I-35 Corridor and C-3, General Commercial District.

The preliminary plat consists of two (2) medical building lots within one (1) block, and two (2) outlots on 18.75 acres. The Developer is dedicating 0.79 acres as Kendale Drive right-of-way.

The outlots created with the preliminary plat shall have the following use:

- Outlot A: Future development; retained by Developer (0.22 acres)
- Outlot B: Future development; retained by Developer (14.74 acres)

The proposed development will be completed by:

Developer:	Mark A. Davis of Davis HRE
Engineer/Surveyor:	Loucks

SITE CONDITIONS

The Sundance Lakeville Medical site consists of undeveloped agricultural land and wooded areas generally draining north to south. There are two barns and a property access on the south end of the site. There is an overhead utility line on the north end of the site.

EASEMENTS

There are no existing easements on the parent parcel that will be vacated with the preliminary plat.

STREET AND SUBDIVISION LAYOUT

162nd Street West (CSAH 46)

Sundance Medical is located north of and adjacent to 162nd Street West, a minor arterial roadway, as identified in the City's Transportation Plan. 162nd Street West is constructed as a four-lane divided urban roadway adjacent to the preliminary plat. The existing right-of-way is a total of 150-ft as shown on the preliminary plat. No additional right-of-way is required, and no construction improvements are proposed with Sundance Medical.

Buck Hill Road

Sundance Medical is located west of and adjacent to Buck Hill Road, a local roadway. Access for the development is proposed at Buck Hill Road. Buck Hill Road is designated as a 60-foot-wide urban road with a sidewalk along one side, within a varying width right-of-way. The Developer shall construct improvements along Buck Hill Road as determined with the first phase final plat.

Kendale Drive

Sundance Medical is located east of and adjacent to Kendale Drive, a local roadway. Kendale Drive is designated as a 32-foot-wide rural roadway. Kendale Drive shall have 60-feet of right-of-way dedicated to the City with the first phase final plat.

Private Drive

Sundance Medical Includes construction of a private drive. The private drive provides access to the site from Buck Hill Road. The private drive shall be owned and maintained by the developer.

CONSTRUCTION ACCESS

Construction traffic access and egress for grading, utility and street construction will be determined with each phase of construction.

PARKS, TRAILS, AND SIDEWALKS

Park dedication has not been paid on this parcel and will be calculated to be paid at the time of final plat approval.

Development of Sundance Medical does not include the construction of public trails and sidewalks. Five foot wide privately owned and maintained concrete sidewalks, with pedestrian curb ramps, will be installed along one side of the proposed private drive.

UTILITIES

SANITARY SEWER

Sundance Medical is located within subdistricts CL-41200 of the Crystal Lake sanitary sewer district, as identified in the City's Comprehensive Sewer Plan. Wastewater will be conveyed through sanitary sewer to the northern trunk monitored by meter M630 and continue to the Seneca Wastewater Treatment Facility.

Development of Sundance Medical includes the construction of privately owned and maintained sanitary sewer. 8-inch sanitary sewer will be extended from Buck Hill Road to the west plat boundary providing service to the adjacent properties. City sanitary sewer lift station No. 26 is under construction in conjunction with Sundance Medical. One medical building shall be allowed a connection to the existing sanitary sewer until such time the lift station is constructed and operational.

The Sanitary Sewer Availability Charge has not been collected on the parent parcels and will be required with the final plat. The fee will be based on the current rate in effect at the time of final plat approval.

WATERMAIN

Development of Sundance Medical includes the construction of privately owned and maintained watermain. 8-inch watermain will be extended from Buck Hill Road to the west plat boundary providing service to the adjacent properties.

OVERHEAD LINES

An overhead electric transmission line and poles are located along the north side of the parent parcel. The transmission line is a high voltage line and is therefore not required to be buried, consistent with the City's Public Ways and Property Ordinance.

DRAINAGE AND GRADING

Sundance Medical is located within subdistricts CL-007, CL-009, and CL-010 of the Crystal Lake stormwater district, as identified in the City's Water Resources Management Plan.

Development of Sundance Medical includes the construction of one privately-owned and maintained stormwater management basin to collect and treat the stormwater runoff generated from the site. The basin shall be a temporary construction until the lot to the north of the Sundance Medical subdivision is final platted, at which point the infiltration basin shall be reconstructed. The basin will outlet to the south into the existing storm sewer along 162nd

Street West (CSAH 46). The Developer shall enter into a maintenance agreement and grant an easement to the City over the private stormwater improvements. The stormwater management design shall be consistent with City ordinance requirements.

Additional stormwater management improvements will be required for the development of Outlots A and B at the time they are preliminary platted.

The final grading plan shall identify all fill lots in which the building footings will be placed on fill material. The grading specifications shall also indicate that all embankments meet FHA/HUD 79G specifications. The Developer shall certify to the City that all lots with footings placed on fill material are appropriately constructed. Building permits will not be issued until a soils report and an as-built certified grading plan have been submitted and approved by City staff.

Sundance Medical contains more than one acre of site disturbance. A National Pollution Discharge Elimination System General Stormwater Permit for construction activity is required from the Minnesota Pollution Control Agency for areas exceeding one acre being disturbed by grading. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

STORM SEWER

Development of Sundance Medical includes the construction of a private storm sewer system. The privately owned and maintained storm sewer will be located within the private street and stormwater basin on Outlot B.

Draintile construction is required in areas of non-granular soils within Sundance Medical for the street sub-cuts and lots. Any additional draintile construction, including perimeter draintile required for building footings, which is deemed necessary during construction shall be the developer's responsibility to install and finance.

The Trunk Storm Sewer Area Charge has not been collected on the parent parcels and must be collected with the Sundance Medical final plat.

Final locations and sizes of all storm sewer facilities will be reviewed by City staff with the final construction plans.

RESIDENTIAL BUFFER YARD REQUIREMENTS

A buffer yard or visual screen is not required with Sundance Medical as a commercial phase of development.

FEMA FLOODPLAIN ANALYSIS

Sundance Medical is shown on the Flood Insurance Rate Map (FIRM) as Zone X by the Federal Emergency Management Agency (FEMA). Based on this designation, there are no areas in the plat located within a Special Flood Hazard Area (SFHA), as determined by FEMA.

WETLANDS

A wetland delineation was completed and reviewed by City Staff. No wetlands were identified on the site.

TREE PRESERVATION

A tree preservation plan was submitted by the developer for the entirety of the Sundance subdivision. There are 783 significant trees located within the preliminary plat boundaries. The tree preservation plan proposes to save 643 of the significant trees on site. A tree preservation plan for Sundance Medical shall be submitted prior to issuance of a city grading permit. Significant trees, as identified in the Lakeville Subdivision Ordinance, shall be protected and preserved through termination of all grading and construction activities.

EROSION CONTROL

The Developer is responsible for obtaining a MPCA Construction Permit for the site as well as developing a SWPPP for the site prior to construction. The permit requires that all erosion and sediment BMPs be clearly outlined in a site's SWPPP. Changes made throughout construction must be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff. Any additional measures required shall be installed and maintained by the developer.

RECOMMENDATION

Engineering recommends approval of the preliminary plat, grading and erosion control plan, tree preservation, and utility plan for Sundance Lakeville subject to the requirements and stipulations within this report.



Memorandum

FYI

To: Planning Commission
From: Kris Jenson, Planning Manager
Date: June 12, 2024
Subject: Future and Continued Planning Commission Agenda Items
Summary of City Council Actions on Planning Commission Items

The following is a list of possible agenda items to be considered at upcoming Planning Commission meetings:

- Preliminary plat for two apartment buildings (182 units total) north of 210th Street and west of Keokuk Avenue.
- Preliminary plat and CUP for 151 townhome units and 9 single family units north of 162nd Street (CSAH 46) and west of Buck Hill Rd.

At their June 3, 2024 meeting, the City Council:

- Approved the Preserve of Lakeville Third Addition final plat.