

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA
TUESDAY, DECEMBER 1, 2020 – 7:00 p.m.**

NOTICE TO RESIDENTS: The Planning Commission is taking proactive steps to prevent the spread of Covid 19 by meeting remote. People wishing to testify at the public hearing should call into the meeting using the following information:

Phone number: 651-450-2471

Individuals may submit written public comments in advance of the meeting by emailing comments to Kim Fox (kfox@ighmn.gov). Comments received prior to 4:00 p.m. on Monday, November 30, 2020, will be provided to the Planning Commission before the December 1, 2020 meeting.

1. CALL TO ORDER

2. THE PLANNING COMMISSION MINUTES FOR NOVEMBER 17, 2020 ARE NOT YET AVAILABLE AND WILL BE DISTRIBUTED AT THE NEXT MEETING

3. APPLICANT REQUESTS AND PUBLIC HEARINGS

3.01 RODGER ESPESETH - CASE NO. 20-37Z

Consider the following requests for the property located at 10900 Clark Road:

- a) A rezoning of a portion of the property from I-1, Limited Industry to I-2, General Industry.

Planning Commission Action _____

- b) Variance from the screening requirements for outdoor storage in an I-2 district.

Planning Commission Action _____

- c) Variance from the setback requirements from a residential district for outdoor storage in an I-2 district.

Planning Commission Action _____

3.02 DAVID HAUCH - CASE NO. 20-42V

Consider a variance from the front setback to allow a porch to be located 26 feet from the front property line whereas 30 feet is required for the property located at 8046 River Road.

Planning Commission Action _____

3.03 PABLO CASTELLANOS - CASE NO. 20-44V

Consider a variance to allow a solid fence 48-inches in height located in the corner front of the property located at 7051 Arlo Way.

Planning Commission Action _____

3.04 BUILDER LOT GROUP/EAGLES LANDING - CASE NO. 20-38SV

Consider the following requests for the property located at 2655 70th Street:

- a) A preliminary plat for an 11-lot subdivision to be known as Eagles Landing.

Planning Commission Action _____

- b) Variances from the minimum lot size and width requirements.

Planning Commission Action _____

3.05 RON CLARK – CASE NO. 20-43ZSC

Consider the following requests for the property located at 5590 Babcock Trail:

- a) A Rezoning of Lot 2 of the plat to R-3C, Multiple Family Residential.

Planning Commission Action _____

- b) A Preliminary Plat for a subdivision consisting of 2 lots, one for the apartment building and the other containing the existing church.

Planning Commission Action _____

- c) A Conditional Use Permit for a multiple family development.

Planning Commission Action _____

- d) A Conditional Use Permit to exceed 35 feet in height for the apartment building.

Planning Commission Action _____

- e) A Variance from minimum lot size for Lot 1 in the P zoning district.

Planning Commission Action _____

- f) A Variance from parking lot setbacks.

Planning Commission Action _____

- g) Variances from maximum building coverage and impervious surface on Lot 2

Planning Commission Action _____

4. OTHER BUSINESS

4.01 CITY OF INVER GROVE HEIGHTS – CASE NO. 20-47X

Review of Capital Expenditure associated with trunk drainage improvements for consistency with the comprehensive plan.

Planning Commission Action _____

5. ADJOURN

This document is available upon 3 business day request in alternate formats such as Braille, large print, audio recording, etc. Please contact Kim Fox at 651.450.2545 or kfox@ighmn.gov.

PLANNING REPORT CITY OF INVER GROVE HEIGHTS

HEARING DATE:	December 1, 2020	CASE NO.:	20-37Z
APPLICANT:	Rodger Espeseth		
PROPERTY OWNER:	Sure Lock Holdings, LLC		
REQUEST:	Rezoning from I-1, Limited Industry to I-2, General Industry and variances from the I-2, open storage requirements		
LOCATION:	10900 Clark Road		
COMPREHENSIVE PLAN:	GI, General Industrial		
ZONING:	West half I-2 / East half I-1		
REVIEWING DIVISIONS:	Planning	PREPARED BY:	Heather Botten Associate Planner

BACKGROUND

The applicant is proposing to rezone the eastern portion of an 8.11 acre parcel to I-2, General Industrial. No physical changes are being proposed to the property or the use on the property. The property currently has a split zoning, with the eastern half of the property being I-1 and the western half zoned I-2. The proposed I-2 zoning for the entire parcel would be consistent with the Comprehensive plan and the other properties along Clark Road.

In 2007 and 2008 the applicant received approval of an Interim Use Permit (IUP) to allow a ministorage facility and outdoor vehicle storage on the property. The IUP was required because the use of ministorage with outdoor storage was not an allowed use in the I-2 district. In 2016, the City Council approved changes to the uses allowed in the I-2 zoning district, one of those changes was to allow ministorage facilities and outdoor vehicle storage as a permitted use.

Rezoning the entire property to I-2 would require the property to be in compliance with section 10-15-10.B of the City Code; this section is specific to outdoor storage in I-2 districts. Out of the eight standards, variances are being requested from two of them; the outdoor storage setback requirement from an A district and screening requirements from the public right-of-way and residential district. The variances are discussed later in the report.

The specific request consists of the following:

A.) A **Rezoning** of the eastern half of the property from I-1 to I-2; and

- B.) A **Variance** to allow outdoor storage less than 100 feet from an A, Agricultural zoned property; and
- C.) A **Variance** from the outdoor storage screening requirements.

SURROUNDING USES

The subject property is surrounded by:

North -Industrial; zoned I-2, General Industry; guided GI, General Industrial
South -Industrial and residential; zoned I-2, General Industry and A, Agricultural; guided GI, General Industrial
West - Industrial; zoned I-2, General Industry; guided GI, General Industrial
East - Highway 55/52

EVALUATION OF THE REQUEST

REZONING

The City Code, Title 10-3-5 states that a rezoning request must be “in the best interest of the physical development of the City” in order to be approved. This suggests that the request should be reviewed against such factors as infrastructure availability; compatibility with existing land uses in the neighborhood; and consistency with the Comprehensive Plan.

The property is located within the MUSA, City sewer and water are available to the property. The applicant’s property along with the other properties along Clark Road are developed industrial; no changes are being proposed to the existing use on the property. The property is guided for General Industrial in the 2040 Comprehensive plan, so the rezoning would be consistent with the comprehensive plan.

The Implementation Chapter of the Comprehensive Plan notes that if there is a discrepancy between existing zoning and land use designation on a parcel, the zoning of the parcel should be changed to be consistent with land use designation.

VARIANCES

The applicant is requesting two variances: 1) from the 100’ outdoor storage setback requirement from agricultural property and 2) screening requirements for outdoor storage from residential zoned property and public right-of-way.

City Code Title 11, Chapter 3. **Variances**, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant’s request is reviewed below against those criteria

1. The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.

The 2040 Comprehensive Plan designates the subject site and all of the surrounding properties, including the residential properties as GI, General Industrial.

The property does have some unique characteristics in that the ministorage with outdoor storage has been operating on the property since 2007 and there are no changes proposed to the existing use. Outdoor storage is addressed differently than other types of industrial uses abutting agricultural zoned property. Outdoor storage is required to maintain a 100 foot buffer from certain zoned properties, while other industrial uses, such as trucking operations do not have this requirement. The applicant is requesting the outdoor storage to be located 47 feet from the residential property line in the southeast portion of the property.

All outdoor storage in the I-2 district shall be screened by a fenced enclosure from residential uses and public right-of-way. The property currently has a chain link fence along with significant landscaping that was installed around the property when the IUP was approved. The closest home to the south of the property sits about 10 feet higher in elevation than the existing storage; solid fencing would not provide a huge benefit to the abutting residential properties.

2. The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.

There are three houses to the south of the property that are zoned A, Agricultural. The “A” zoning in this case is designed as more of a holding zone in that the long range plan is industrial. The existing agricultural zoned properties may be utilized as residential until such time the property is rezoned and developed for industrial uses. The intent of the ordinance requirement is to protect permanent agricultural or residential uses from being adversely affected by neighboring industrial development.

When the site was developed the applicant received approval to build and operate the existing outdoor storage facility. The code has changed but the use and site have not. Staff believes the property would be used in a reasonable manner not permitted by the zoning ordinance.

3. The plight of the landowner is due to circumstances unique to the property not created by the landowner.

When the property was developed in 2007 the applicant received approvals for the current use on the property, as it is today. Since the original approvals on the site the code has changed; to comply with the ordinance and comprehensive plan, a rezoning of the eastern half of the property is being requested. The applicant is not requesting any physical changes to the property or use on the site.

Since the long-range plan for the residential properties to the south is industrial, it would seem requiring a 100 foot buffer in this case to be a difficulty by not allowing the use of the

property to its fullest extent. The applicant has a 47-foot setback of the outdoor storage area from the residential property with a private drive and landscaping in between.

In regards to the screening variance, the applicant installed substantial landscaping around the property to provide screening of the outdoor storage from the residential property and public right-of-way.

4. The variance will not alter the essential character of the locality.

The use on the property has been in existence since 2007. Allowing the outdoor storage area to remain where it is, within the buffer area, would not alter the character of the area. The long-term plan for the area is industrial so eventually the buffer area will no longer be a requirement. Additionally, the homes are at a higher elevation than the outdoor storage area therefore, solid screening may not provide a huge benefit to the abutting residential properties.

5. Economic considerations alone do not constitute an undue hardship.

Economic considerations do appear to be a basis for this request. The applicant is not requesting any physical changes to the property or operation on the site. Enforcing the setback and screening requirements would cost the applicant the vehicle storage space along with the cost of installing slats on the fence.

ALTERNATIVES

The Planning Commission has the following alternatives available for the proposed request:

A. **Approval** If the Planning Commission finds the application acceptable, the Commission should make the following recommendations:

- Approve the **Rezoning** of the eastern half of the parcel from I-1, Limited Industry to I-2, General Industry.
- Approval of a **Variance** to allow outdoor storage within 100 feet from a property zoned Agricultural and a **Variance** from the solid fence screening requirement of the outdoor storage area.

Practical Difficulty: The use on the property is not changing. Since the long-range plan for the residential properties to the south is industrial, it would seem requiring a 100 foot buffer in this case to be a difficulty by not allowing the use of the property to its fullest extent. Additionally, the agriculturally zoned properties are at a higher elevation than the proposed storage, solid screening may not provide relief to the abutting properties. Also, the applicant planted a substantial number of trees around the site perimeter to provide screening from the public right-of-way and the residential properties.

B. Denial If the Planning Commission does not favor the rezoning and variance requests a recommendation of denial should be forwarded to the City Council. With a recommendation of denial, findings or the basis for the denial should be given.

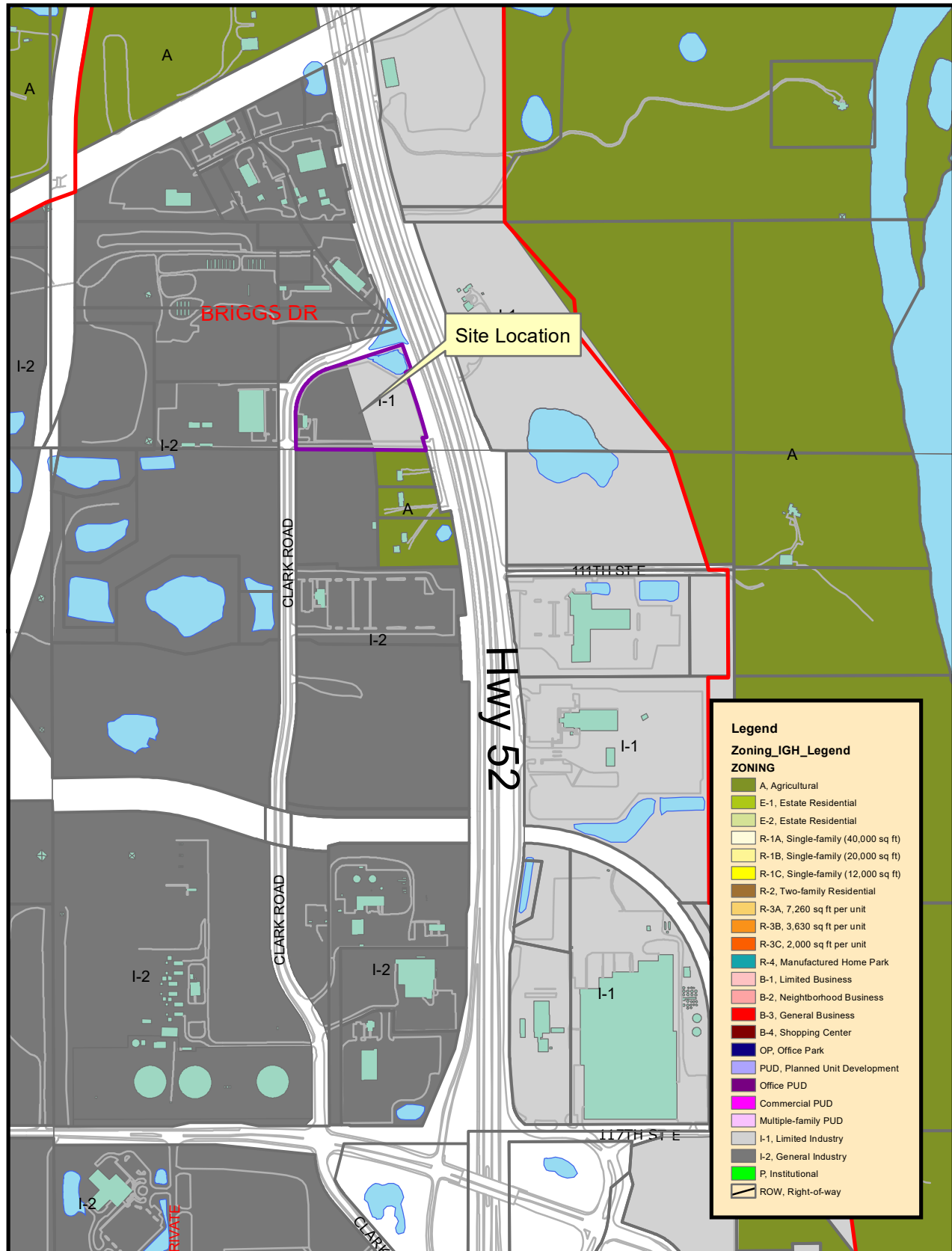
RECOMMENDATION

Based on the information in the preceding report and the practical difficulty listed in Alternative A, staff is recommending approval of the requests as presented.

Attachments: Zoning Map
Comprehensive Plan Area Map
Applicant Narrative



10900 Clark Road Case No. 20-37Z



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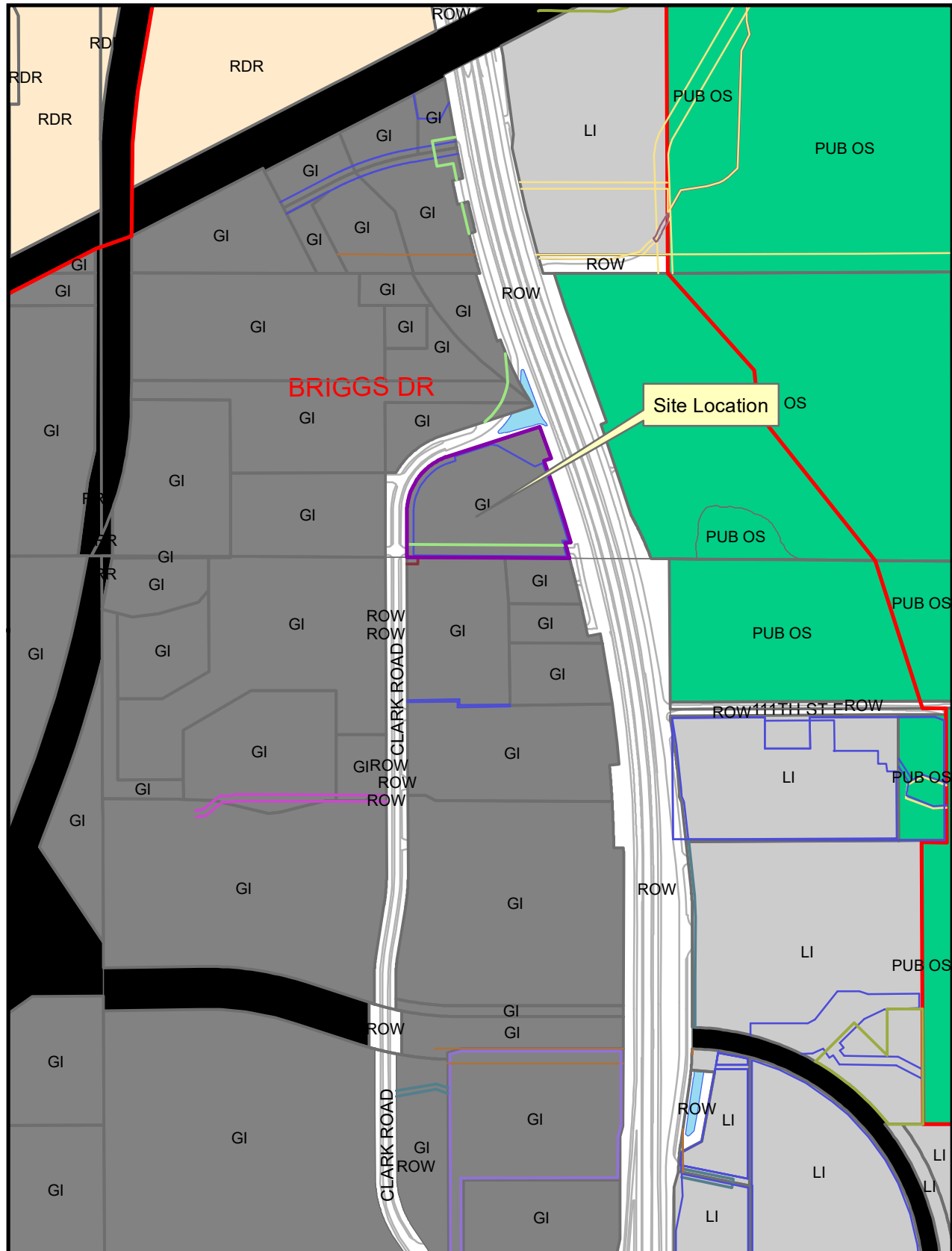


Exhibit A Zoning and Location Map

Map not to scale



10900 Clark Road Case No. 20-37Z



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Exhibit B 2040 Comp Plan Designations

Map not to scale



10900 Clark Road Case No. 20-37Z



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Exhibit C
Aerial photo of the area

Map not to scale

P L A N N I N G R E P O R T
CITY OF INVER GROVE HEIGHTS

CASE NO: 20-42V

APPLICANT: David & Kelly Hauch

PROPERTY OWNER: David & Kelly Hauch

REQUEST: Variance from front setback

HEARING DATE: December 1, 2020

LOCATION: 8046 River Road

COMPREHENSIVE PLAN: Low Density Residential

ZONING: R-1C, Single Family Residential

REVIEWING DIVISIONS: Planning

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

The applicant is requesting a setback variance to allow a front overhang over the front door area of the new addition to the existing home. The overhang would be open with no walls, only a roof and posts for support. The length of the overhang would be 14 feet. Total width of the house is 44 feet.

The zoning ordinance allows uncovered porches, decks, and entry landings to encroach into the front yard up to 24 feet from property line. In this case since the front entry area would be covered, this section of the code does not apply.

EVALUATION OF THE REQUEST

The following land uses, zoning districts and comprehensive plan designations surround the subject property:

North: Single family home; zoned R-1C; guided LDR

East: Mississippi River

West: Railroad, manufactured home park; zoned RR;

South: Single family residential; zoned R-1C; guided LDR

VARIANCE

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The zoning and comp plan designation is for single family development. The variance is part of an expansion of a single family home.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

Providing for a covered front overhang seems to be a reasonable use associated with the house addition. The overhang is only covering a portion of the front of the house. The total width of the house with the addition is 44 feet. The overhang is only 14 feet wide.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

Some of the structures in the area were built before the 1965 code. There are garages on the subject lot and lot to the north that are located at or just off the front property line.

River Road is not located in the center of the road right-of-way as occurs with modern roads. This right-of-way is also 66 feet wide, where modern local streets have 60 feet of right of way. A typical modern boulevard is about 12-14 feet wide. In this case, the boulevard is about 35+ feet. The overhang would be about 60+ feet from the road surface. The encroachment would still be well behind the existing garages on this lot and to the north.

4. *The variance will not alter the essential character of the locality.*

The overhang would not be closer to the road than other structures in the area and therefore would not alter the character of the neighborhood.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis or a sole basis for either of these requests.

ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

- A. **Approval.** If the Planning Commission finds the application to be acceptable, the following action should be taken:

- Approval of the **Variance** to allow a front porch overhang 26 feet from the front property line subject to the following condition:
 1. The porch overhang shall be constructed as shown on the exterior elevations and survey submitted with the building permit.

With the practical difficulty listed:

Existing structures in the area already closer to the property line and the extra-large boulevard from an old, constructed road makes the porch overhang over 60 feet from the road surface.

B. Denial. If the Planning Commission does not favor the proposed application, or portions thereof, the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Staff believes there are unique characteristics and existing conditions that would provide a practical difficulty to support the variance requested.

Attachments: Location Map
Survey
Exterior Elevations
Applicant Narrative

Location Map

Case No. 20-42V



Request for a Variance on 8046 River Road

PID # 20-64100-00-130

To whom it may concern,

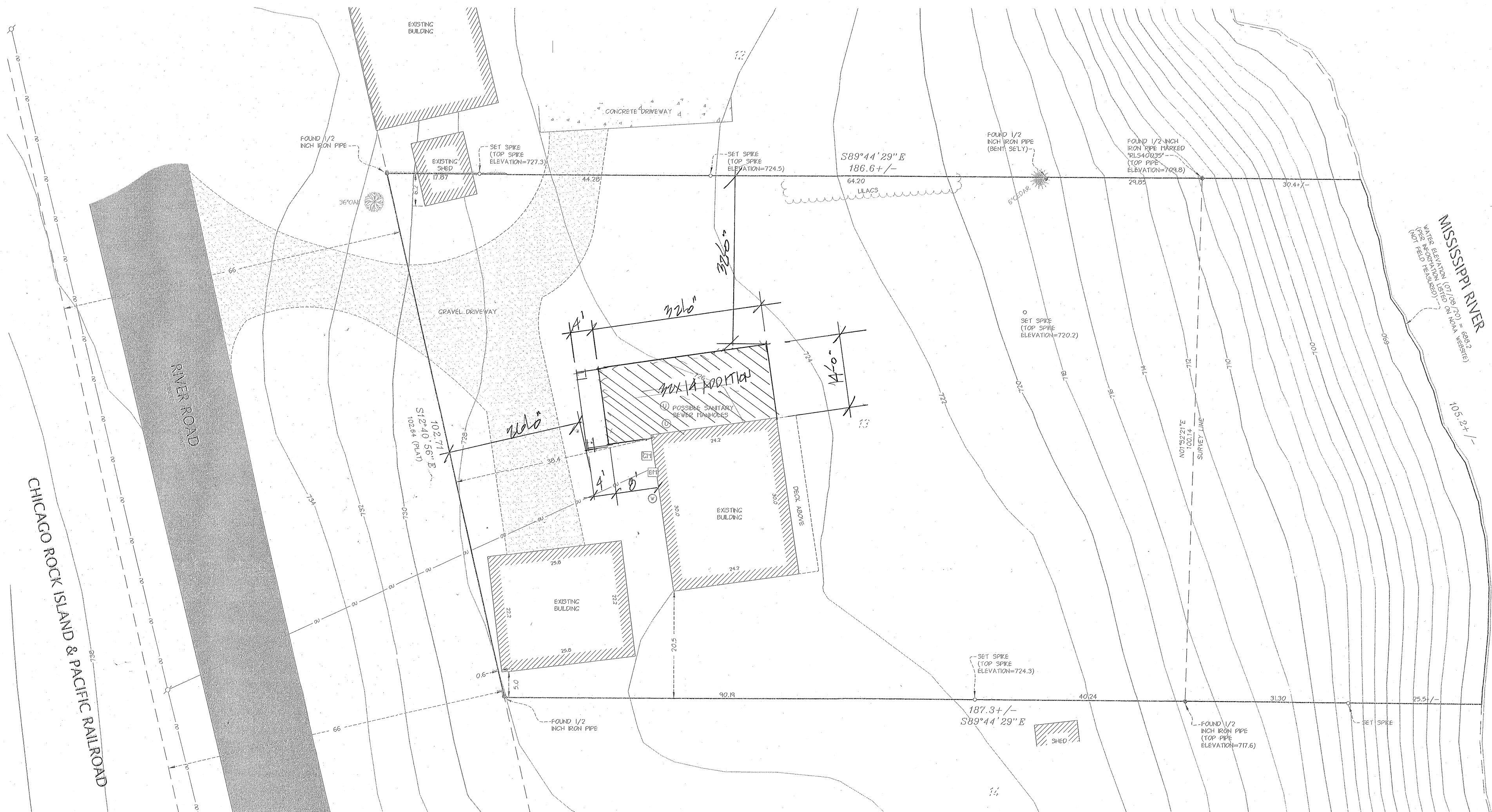
We, David and Kelly Hauch, owners of 8046 River Road, are requesting a 4-foot variance for an overhang of a front porch. The extra 4 feet of overhang would come off the front door of the home and will be completely open. It will not add any livable square footage but will only protect against the slipping hazards of rain, sleet and snow. The garage and home are not attached, which means every day we will be using the front entry way as a main entrance. Unfortunately, we were unable to move the foundation to the east because we had to accommodate the mound system setback. The front of the porch will line up with the neighbor to the north and will not look out of place in the neighborhood or on the house. We hope this variance will be granted because we will be living in this home for years to come and are trying to take into consideration the safety of our family, friends and ourselves as we get older. Thank you for your time and consideration.

The Neighbors

To the South
Nancy Curl
8056 River Road

To the North
Steve Carpenter
8008 River Road

To the West of the home is the Railroad track * To the East is the Mississippi River



MUELLER RESIDENCE

INVER GROVE HEIGHTS, MN

CONTACT:

JOHN MUELLER
143 Sandpiper Circle
Hastings, MN 55033
651-214-0678

COUNTY/CITY:

DAKOTA COUNTY

CITY OF
INVER GROVE HEIGHTS

REVISIONS:

DATE	REVISION
07-14-20	INITIAL ISSUE

CERTIFICATION:

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

Daniel L. Thurnes
Daniel L. Thurnes Registration Number: 25718
Date: 07-14-20

PROJECT LOCATION:

8046
RIVER ROAD
PID#206410000130

Suite #200
1970 Northwestern Ave
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

CORNERSTONE
LAND SURVEYING, INC.

FILE NAME SURVZZ632
PROJECT NO. ZZ20632

CERTIFICATE OF
SURVEY

LEGAL DESCRIPTION:

Legal Description of Property as shown on available tax records:

Lot 13, RIVER CEDARS
Dakota County, Minnesota

TITLE NOTES:

NO TITLE WORK PROVIDED TO THE SURVEYOR FOR THE BENEFIT OF THIS SURVEY. EASEMENTS MAY EXIST THAT WE ARE UNAWARE OF.

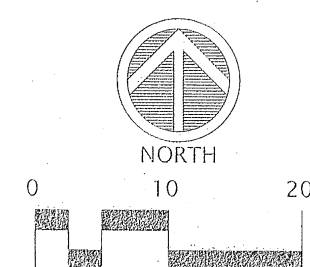
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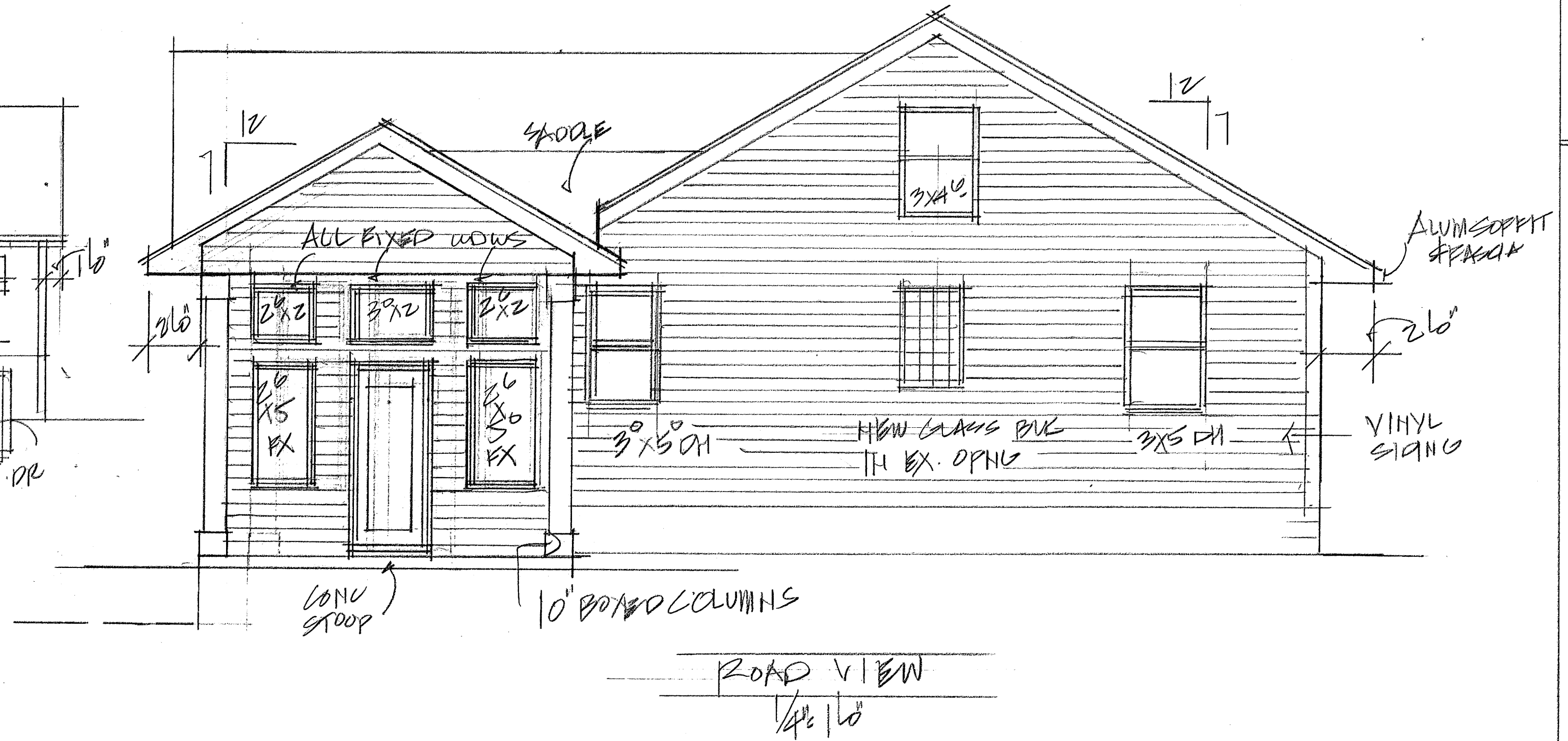
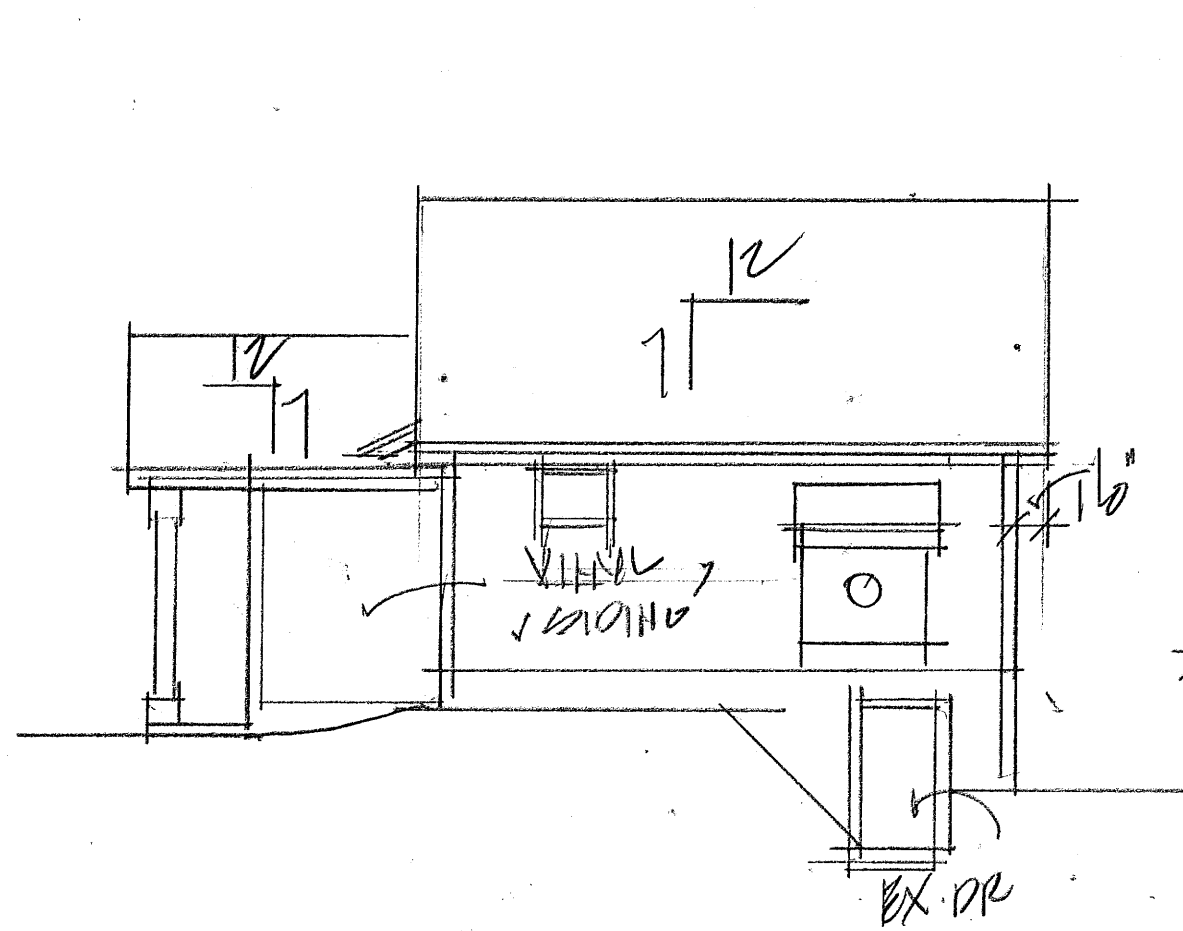
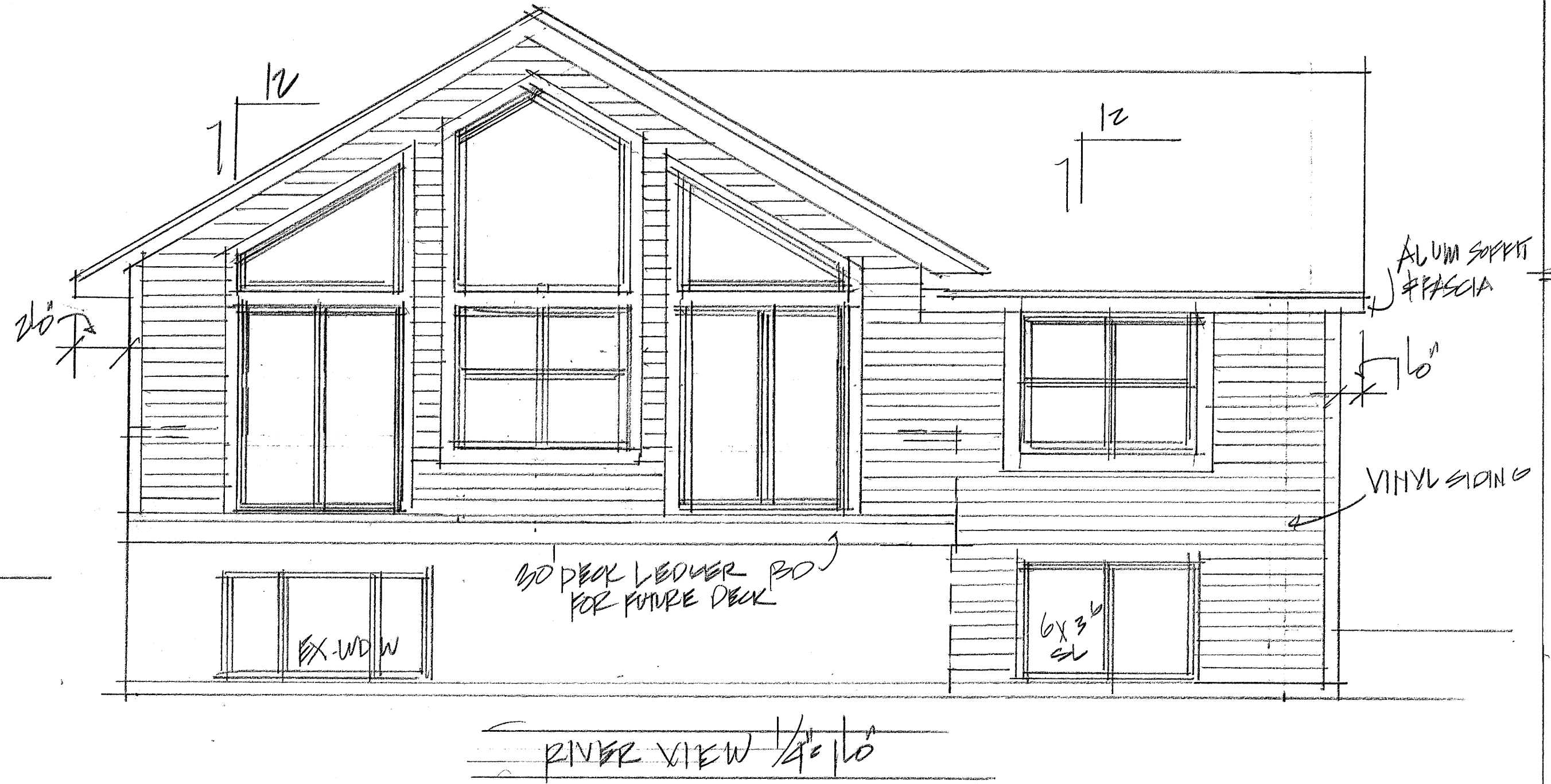
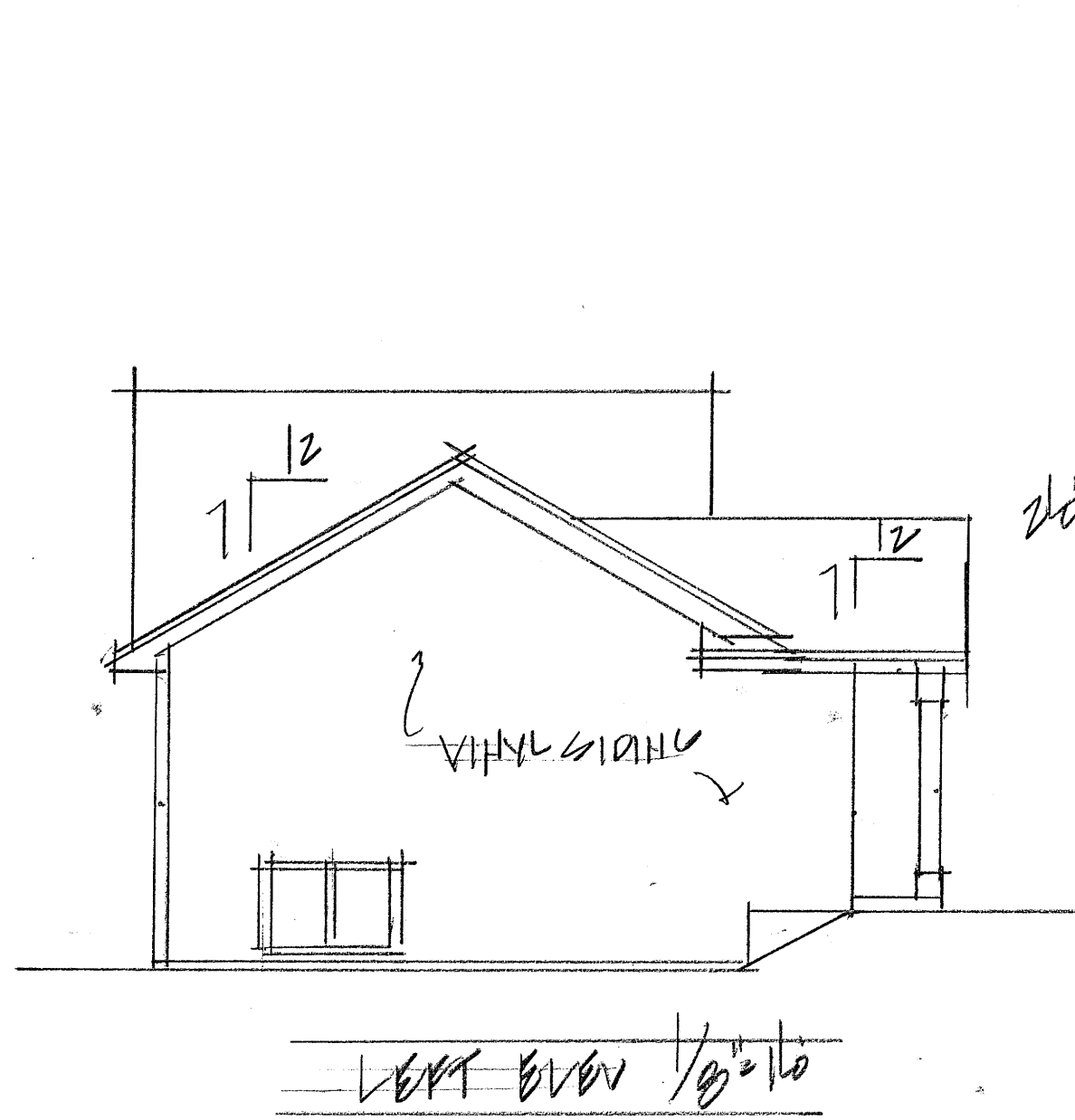
1. BEARINGS ARE BASED ON COORDINATES SUPPLIED BY THE DAKOTA COUNTY SURVEYORS OFFICE.
2. UNDERGROUND UTILITIES NOT SHOWN OR LOCATED.
3. CONTOURS SHOWN WERE OBTAINED FROM THE MN DNR MNTOPD WEBSITE AND HAVE NOT BEEN FIELD VERIFIED.
4. RIVER ELEVATION SHOWN BASED ON GAGE READINGS SHOWN ON THE NOAA WEBSITE. WATER LEVEL NOT FIELD VERIFIED.



LEGEND

● FOUND MONUMENT	■ FIRE DEPT. CONNECTION	— UE — UNDERGROUND ELECTRIC
○ SET 1/2" IRON PIPE MARKED RLS NO. 25718	■ HYDRANT	— UV — UNDERGROUND CABLE TV
□ CABLE TV PEDESTAL	■ CURB STOP	— UF — UNDERGROUND FIBER OPTIC
□ AIR CONDITIONER	○ WATER WELL	— UT — UNDERGROUND TELEPHONE
□ ELECTRIC MANHOLE	○ WATER MANHOLE	— UC — OVERHEAD UTILITY
□ ELECTRIC METER	○ WATER METER	— UG — UNDERGROUND GAS
□ ELECTRIC PEDESTAL	○ POST INDICATOR VALVE	— SW — SANITARY SINKER
□ ELECTRIC TRANSFORMER	○ WATER VALVE	— ST — STORM SINKER
□ LIGHT POLE	○ BOLLARD	— W — WATERMAIN
□ GUY WIRE	○ FLAG POLE	— F — FENCE
□ POWER POLE	○ MAIL BOX	— C — CURB (TYPICAL)
□ GAS MANHOLE	○ TRAFFIC SIGN	— CO — CONTOURS
□ GAS METER	○ UNKNOWN MANHOLE	
□ TELEPHONE MANHOLE	○ SOIL BORING	
□ TELEPHONE PEDESTAL	○ 100.0' SPOT ELEVATION	
□ SANITARY CLEANOUT	○ TRAFFIC SIGNAL	
□ SANITARY MANHOLE	○ CONIFEROUS TREE	
□ CATCH BASIN	○ DECIDUOUS TREE	
□ STORM DRAIN		
□ FLARED END SECTION		
○ STORM MANHOLE		





Builder:
Designer Spaces Inc.

Remodel For:
Dave & Kelly Hauch
8046 River Road I.G.H. Mn. 55076

1/8

PLANNING REPORT CITY OF INVER GROVE HEIGHTS

HEARING DATE: December 1, 2020

CASE NO: 20-44V

APPLICANT/PROPERTY OWNER: Pablo Castellanos

REQUEST: Variance to allow a solid 48-inch fence within the corner front yard

LOCATION: 7051 Arlo Way

COMPREHENSIVE PLAN: LDR, Low Density Residential

ZONING: PUD, Planned Unit Development

REVIEWING DIVISIONS: Planning

PREPARED BY: Heather Botten
Associate Planner

BACKGROUND

The applicant is requesting a variance to allow a solid fence 48 inches high within the corner front yard setback. The fence would be located 18 feet from the curb and over 80 feet from the intersection. The abutting property to the rear of the applicant has their driveway about 27 feet from the property line where the fence would be located. The ordinance requires all fences within a corner front yard are to be no taller than 42" and shall be at least 75% open visibility. The reasons for the rule appear to be mainly visibility for traffic and emergency vehicles along the street and driveways. A second reason would be aesthetics, both in uniformity along front views and visual appeal.

SPECIFIC REQUESTS

The variance request consists of the following:

1. Variance to allow a 48-inch fence within the corner front yard setback whereas 42 inches is the maximum allowed and to allow a solid fence within the front yard whereas at least 75% open visibility is required.

EVALUATION OF THE REQUEST

The following land uses, zoning districts, and comprehensive plan designations surround the property:

Single family residential; zoned PUD, Planned Unit Development; guided LDR.

VARIANCE REVIEW

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The intent of the code appears to be mainly visibility for traffic and emergency vehicles along the street and driveways. A second reason would be aesthetics, both in uniformity along front views and visual appeal. A solid fence could have an adverse impact on the visual appeal of the front yard for the abutting property and impact the visibility from their driveway.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

The code does allow fences within the corner front yard but the intent is to maintain open front yards along the street. Even though the fence is located in the applicant's rear yard it is located within the neighbor's front yard.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The property does not appear to contain any characteristics that make it unique for the requested variances.

4. *The variance will not alter the essential character of the locality.*

Allowing taller, solid fences in the corner front yard could have an impact on the character of the neighborhood.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis or a sole basis for either of these requests.

ALTERNATIVES

- A. **Approval:** If the Planning Commission finds the application acceptable, the request should be recommended for approval subject to the following conditions:

1. The fence shall be in substantial conformance with the plans on file with the Planning Department.

2. The applicant must apply for and receive approval of a building permit prior to the fence being installed.
3. The fence must be located out of the D&U easement surrounding the property or as approved by the Engineering Department.

Practical difficulty: (to be stated)

B. Denial: If the Planning Commission does not favor the proposed request, it should be recommended for denial, which could be based on the following rationale:

1. Denying the variance request does not preclude the applicant from reasonable use of the property.
2. Approval of the variance could set a precedent for other solid fence requests within the corner front yard setback.
3. The facts presented do not satisfy the criteria needed to show a practical difficulty on the lot to support granting a variance. A solid, 48" fence appears to be a convenience to the landowner and not dictated by unique circumstances of the property.

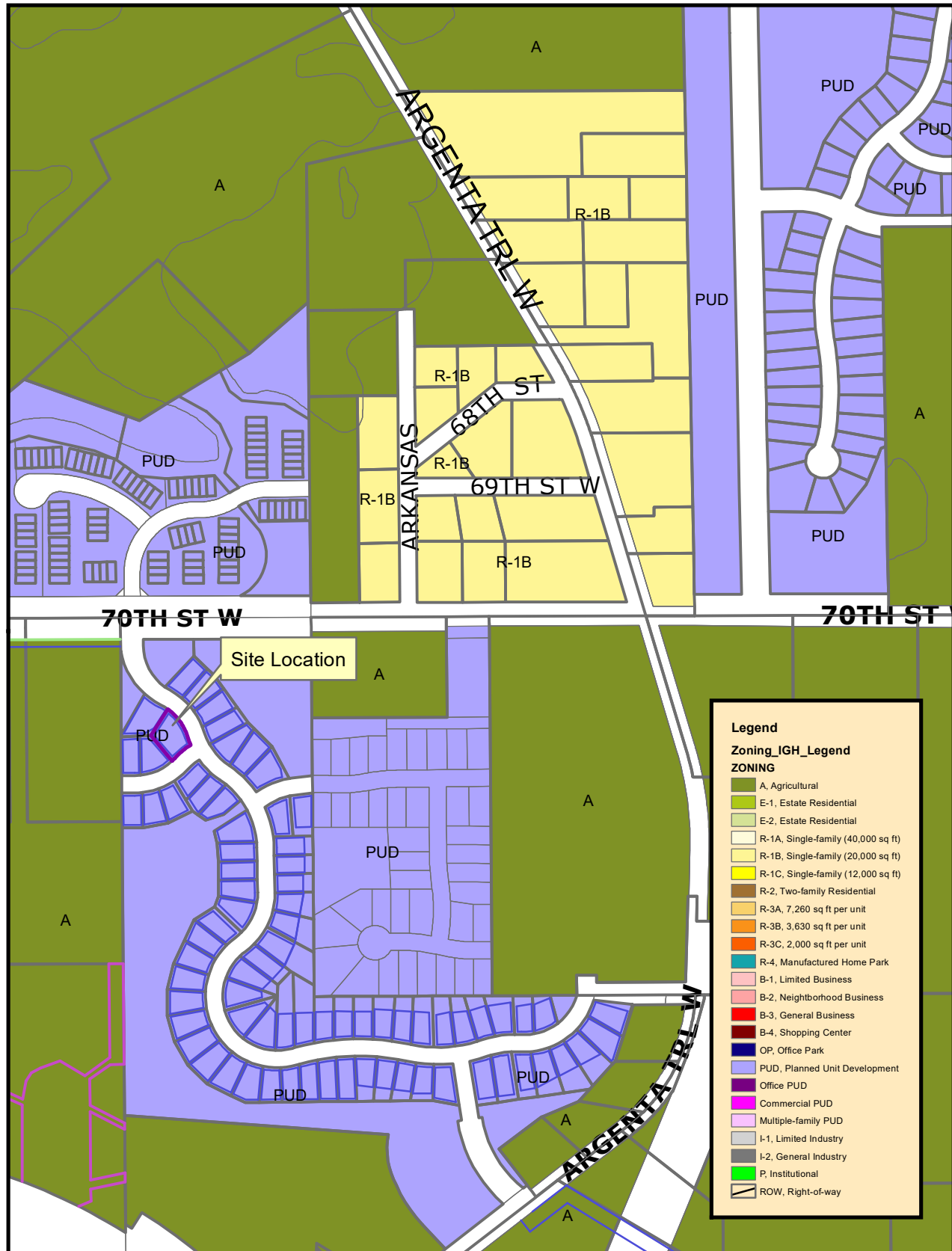
RECOMMENDATION

Staff does not believe the criteria for a variance has been shown and therefore recommends denial of the request.

Attachments: Exhibit A –Location Map
Exhibit B –Narrative
Exhibit C – Site Plan
Exhibit D – Picture of the property



7051 Arlo Way Case No. 20-44V



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Exhibit A Zoning and Location Map

Map not to scale

Dear City of Inver Grove Heights,

We are writing this letter to request a fence variance at our residential home located at 7051 Arlo Way, Inver Grove Heights, MN 55077. We are respectfully requesting that we be allowed to insert a 48" inch fence instead of a 42" inch fence, the difference of 6" taller than the allowed height. While we understand that we have a corner lot and visibility might be an issue, we have attached pictures and a video showing the difference between a 42" and a 48" height fence showing that between the two, a 48" fence is not an obstruction and visibility is not affected.

In addition, the city requires that the fence be 3 feet" from the property line (sidewalk). We are willing to put the fence in even further (6 feet) from the property line (sidewalk) to create even more visibility. Furthermore, we are not placing the fence all the way to the front of the house it would be 8' from the back of the house towards the front, it's mostly in the backyard, leaving 108 feet" of visibility from the fence to the corner of the house. As we have shown in the video, a car turning left from Arlo Way to Archer street has no visibility issues and the same goes for a car coming from Archer way turning into Arlo Way. Arlo way is also a culdesack and there are not many cars coming out of there to make a turn onto Archer Street.

Additionally, we have the following concerns:

- 1) Safety: We have two small children and a pet. We are concerned that having the 42" fence will allow easier access to the street and be a danger zone with it being a main road and having traffic driving throughout the day. Also being allowed to insert the taller fence will allow more protection from incoming traffic when the children are playing outside.
- 2) Night disturbance: The taller fence will allow for more peaceful living. The taller fence will help block some of the car lights that hit inside our home at night.
- 3) Availability: We have shopped around a couple fencing companies and they have told us they don't do 42" inch fences. The shortest is 48" inches which is also a reason for our request.

We thank you in advance for taking the time to review our request. We are hopeful that the pictures and the video we attached can show that visibility for either side of the street is not an issue and we hope that you agree with our request for the safety of our children and for the other reasons described.

Please feel free to contact us at (952) 994-0537 for further questions or clarifications. Thank you.

 11-1-2020



7051 Arlo Way
Proposed area for the 48 inch solid fence

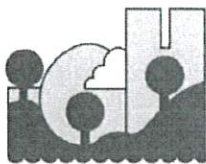


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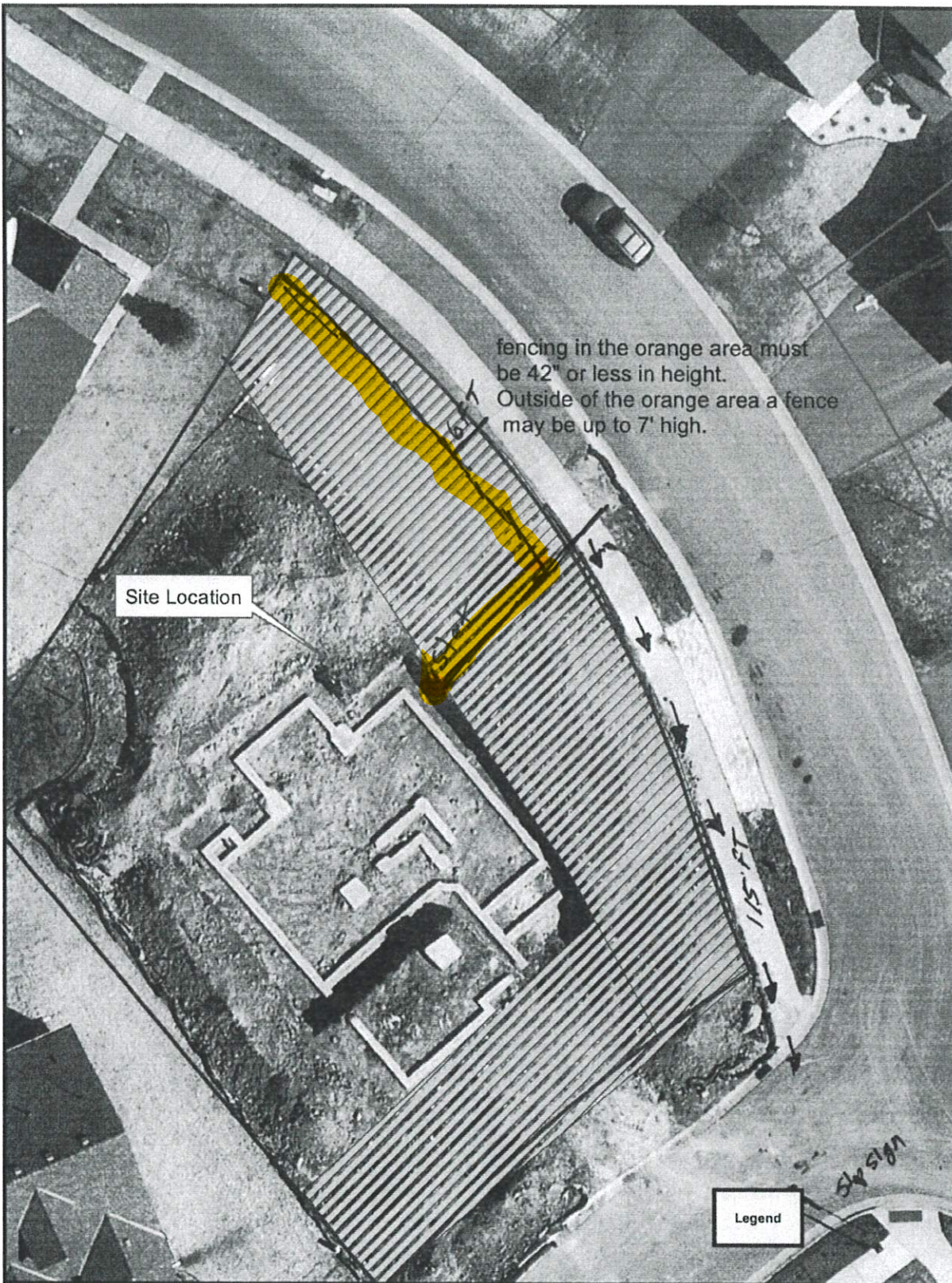
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Map not to scale



7051 Arlo Way



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fence requirements

Map not to scale



PLANNING REPORT

CITY OF INVER GROVE HEIGHTS

HEARING DATE: December 1, 2020

CASE NO: 20-38SV

APPLICANT: Builder Lot Group – Eagles Landing

PROPERTY OWNER: Marc Esparza

REQUEST: Preliminary Plat and Variances

LOCATION: 2655 70th Street

COMPREHENSIVE PLAN: LDR, Low Density Residential

ZONING: R-1C, Single-family residential

REVIEWING DIVISIONS: Planning
Engineering
Park and Recreation
Dakota County Plat Commission

PREPARED BY: Heather Botten
Associate Planner

BACKGROUND

The applicant is proposing to develop a single-family project over the 4.95 acre parcel. A total of 10 new single-family home sites plus one lot for the existing home are being proposed with a public street to serve the lots. The application consists of the following:

1. A Preliminary Plat for an 11-lot single family development to be known as Eagles Landing
2. Variances from minimum lot size for Lots 1, 2, 3, 4, 9 & 10 and lot width for Lots 6 & 7.

EVALUATION OF THE REQUEST

The following land uses, zoning districts, and comprehensive plan designations surround the subject property:

North – Residential; zoned R-1A, single-family; guided LDR, Low density residential
East - North Valley Park; zoned P, Institutional; guided Public Open Space
West - Residential; zoned R-1,C single-family; guided LDR, Low density residential
South - Residential; zoned R-1A, single-family; guided LDR, Low density residential

PRELIMINARY PLAT

Zoning and Comprehensive Plan Consistency. The property is zoned R-1C, single-family and is guided LDR, Low Density Residential. There are 11 lots proposed in the plat which yields a

density of 2.2 units per acre. The LDR designation allows for densities up to 4 units per acre. The proposed plat is consistent with the zoning and comprehensive plan designations.

Lots & Blocks. The lot areas range from 10,412 square feet to 46,072 square feet. Lot widths range from 65 feet to 123 feet. The applicant is requesting variances from lot size and width on a few of the lots. In the R-1C zoning district, the required minimum lot size is 12,000 square feet and 85 feet for the lot width. The variances are discussed later in this report.

Access/Streets. The applicant is proposing a 50-foot wide right-of-way through the development. The 28-foot street requires no parking on one side of the street. The proposed access would not be constructed on Park property, it would access 70th Street right-of-way. A public street connection to 70th Street is required. The road must be built to city standards and the park entrance “t” off of it or as approved by the Park and Rec Director and City Engineer.

Dakota County Plat Commission reviewed the request. Dakota County is requesting the existing residential driveway on Lot 11, that currently has access to CSAH 26 to be moved to access Bovey Avenue. Restricted access should be shown along all of CSAH 26. The right of way needs along CSAH 26 for a 3-lane/4-lane undivided roadway are 60-feet of half right of way, which is shown on the plat.

Traffic volumes on CSAH 26 are 9,500 ADT and are anticipated to be 11,000 ADT by the year 2030. 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.

A sidewalk is proposed on the west side of the street. Street lights at end of cul-de-sacs will be required. Details to be addressed in the development contract.

General zoning requirements. The project would comply with all required setbacks and impervious surface requirements in the R-1C zoning district. Impervious surface is determined by lot size. The required setbacks are 30 feet from the front and rear property lines, and the side setbacks are 5-feet for a garage and 10-feet for living space.

Landscaping. The Subdivision Ordinance requires one tree per lot. The applicant has provided a landscape plan which shows at least one over story tree in the front yard on each lot and additional spruce trees for the lots abutting the park property. Landscape requirements have been satisfied.

Tree Preservation.

The site is heavily wooded and grading and improving the site requires trees to be removed. The ordinance allows up to 30% of the significant trees to be removed before reforestation is required.

The applicant must provide a tree inventory for the site. A revised landscape/reforestation plan shall be submitted and included for approval with the final plat.

Park and Recreation.

Park Dedication - The development abuts North Valley Park; staff is not recommending the developer provide any park land dedication for this development. Staff is recommending that the developer be required to provide cash in the amount of the rates in effect at the time the final plat is approved. Current cash park dedication would consist of 10 lots X \$2,850 per lot = \$28,500. Park dedication is not required for the lot with the existing home.

The Park and Rec Director has commented that noise from pickleball courts have been an issue in other communities. The people moving into the development will need to recognize the pickleball courts where there first and the City isn't going to mitigate the issue without financial involvement from the developer. A discussion should be had between the applicant and the City prior to the final plat submittal on how to mitigate possible future noise issues.

Fire Marshal Review. All plans shall be subject to the review and approval of the City Fire Marshal for fire lane designation and the signage or marking of the fire lanes.

Engineering. Engineering has reviewed the plans and is also utilizing Barr Engineering to review the stormwater plans. Engineering and Barr have prepared memos which cover detail comments on the plans. All of the comments must be incorporated into the final plan set when applicant submits final plat. A development contract, storm water facilities maintenance agreement and other related agreements shall be required to be executed between the City and the developer prior to the release of the final plat. Final site, grading, storm water management, and erosion control plans shall be approved by the City Engineer.

Development Contract. A development contract will be required to address the improvements for the development such as streets, grading and storm ponds. The developer is required to enter into a contract with the City addressing the improvements and construction on site. A letter of credit equal to 125% of the cost of these improvements is required before release of the plat. This requirement assures the City that these particular improvements will be constructed to the satisfaction of the City.

VARIANCES

The applicant is requesting variances from minimum lot size for Lots 1, 2, 3, 4, 9 & 10 and lot width for Lots 6 & 7.

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code

identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The requests relate to the design of a single-family development and this type of development is consistent with the land use designation of LDR, Low Density Residential. The requested variance standards are similar to those standards found in the Northwest Area Overlay District. While this property is not in the Northwest Area Overlay, smaller lot sizes and widths are given flexibility and encouraged to be smaller where needed. The requests can be found to be in harmony with city codes.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

The density of the developed portion of the land is within the allowed density of the LDR district and consistent with typical R-1C zoned developments.

Due to the challenging topography on the property a couple lots exceed 12,000 square feet and a few lots fall short of the requirement. The average of the lot size is 16,747 square feet. Staff believes the proposed development to be reasonable use of the single-family zoned property.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The property is unique in that the topographical challenges have resulted in some lots not meeting lot width requirements while others do not meet lot size. No lot is needing a variance from both the lot size and width standards.

4. *The variance will not alter the essential character of the locality.*

The property to the west is developed with single family homes. While these homes have larger urban lot sizes, that exceed the minimum requirements in the R-1C district, the proposed development is not such a radical departure from standards that it would be out of character.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis or a sole basis for either of these requests.

ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

A. **Approval.** If the Planning Commission finds the application to be acceptable, the following actions should be recommended for approval:

- Approval of the **Preliminary Plat** for the plat of Eagles Landing subject to the following conditions:

1. The final plat and plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

Preliminary Plat	October 18, 2020
Landscaping Plan	TBD
Site Plan	October 19, 2020
Development Plan Set	October 19, 2020

2. A park dedication fee equal to \$28,500 (\$2,850x10) shall be paid to the City prior to release of the final plat.
3. The applicant and the City shall discuss how to mitigate possible future noise issues prior to the final plat submittal.
4. Prior to final plat approval, the final grading, drainage and erosion control, utility plans and storm water calculations shall be approved by the Director of Public Works.
5. Drainage and Utility easements shall be provided on the final plat as required by the Director of Public Works.
6. A development contract and related agreements shall be approved by the City Council with the approval of the final plat.
7. Street Lighting shall be required as identified by the City Engineer.
8. A tree preservation plan shall be submitted and approved with the final plat. The landscape plan must be modified to meet the requirements of both the street tree requirement and tree preservation reforestation.
9. A separate final plat application will be required to be submitted for City Council approval. The applicant must record the final plat within 90 days of City Council approval.
10. The Final plat and development contract shall be filed with Dakota County prior to any building permits being issued for the site.

11. The applicant shall meet the conditions outlined in the City Engineers review letters and subsequent correspondence.
 12. All final development plans shall be subject to the review and approval of the City Fire Marshal.
 13. The approval of the final plat is subject to the review and comment from Dakota County Surveyors.
 14. All required Dakota County permits shall be applied for by the applicant prior to any work being done in the right-of-way.
- Approval of the **Variances** from lot sizes and width subject to the conditions listed for the preliminary plat approval.

Practical Difficulty:

- The property would be utilized in a reasonable manner providing for a single-family development abutting other single-family homes and a City park. The variance requests do not appear to have any adverse impacts on the neighboring properties.
- While this property is not in the Northwest Area Overlay, smaller lot sizes and widths are given flexibility and encouraged to be smaller where needed. The requests can be found to be in harmony with city codes.
- The request is in harmony with the general purpose and intent of the City Ordinance and is consistent with the Comprehensive Plan.

- B. Denial.** If the Planning Commission does not favor the proposed applications or portions thereof, the above request or requests should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

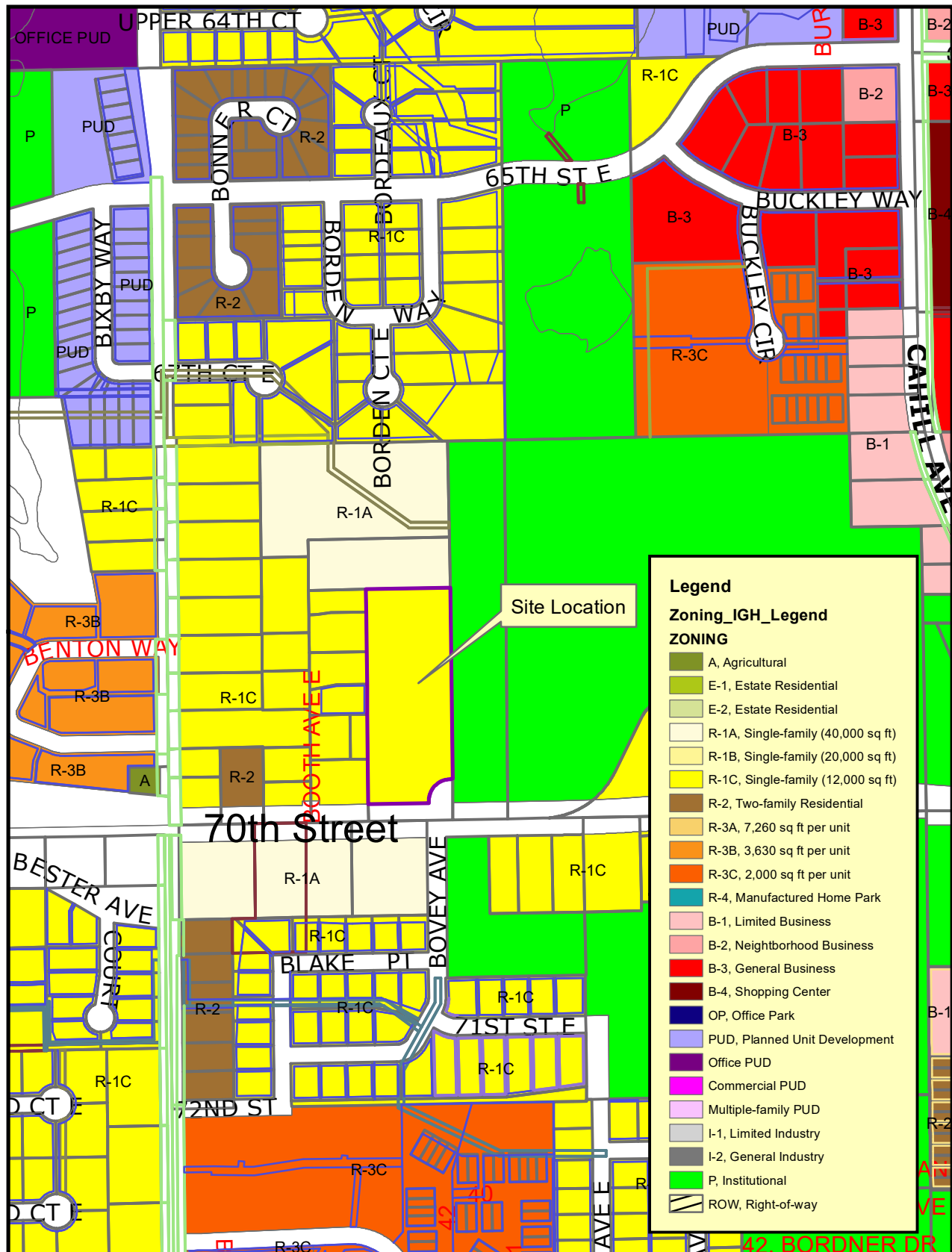
Staff recommends approval of the Preliminary Plat and Variances with the conditions listed in the report.

Attachments:

- Exhibit A – Location Map
- Exhibit B – Applicant Narrative
- Exhibit C – Preliminary Plat
- Exhibit D – Site Plan
- Exhibit F – Grading Plan
- Exhibit G – Landscape Plan
- Exhibit H – Neighbors comment



Case No. 20-38SV 2655 - 70th Street



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Zoning and Location Map
Exhibit A

Map not to scale

BUILDERS LOT GROUP, LLC

A Real Estate Development Firm

9531 West 78th Street, Suite 135
Eden Prairie, MN 55433
mlmoore00@yahoo.com

NARRATIVE FOR EAGLES LANDING

Builders Lot Group, LLC is pleased to present Eagles Landing. This subdivision of an existing large lot with a single family home will create 10 new lots for traditional single family homes. The subdivision is consistent with the underlying zoning and guiding for the area and only requires modest variance consideration recognizing the effort to address concerns expressed in the neighborhood meeting as discussed below. The variances requested address the desire to save existing mature trees as possible and work with the existing grades.

The neighborhood meeting for the proposed plat of Eagles Landing was held on September 28, 2020, via Zoom. Notice of the meeting had been previously mailed to all properties within six hundred (600) feet of the property.

At the meeting, the proposal was discussed, and the projected increase in market values of the area was discussed. The proposed project represents a ten (10) lot, single family residential subdivision. Lots will be 85 feet wide, with approximately 130 feet of depth. Each of the proposed structures will include brick/stone feature on the front elevation, along with LP (or similar siding) or vinyl siding on the balance of the front elevation and other elevations. Each property will have, at a minimum, an asphalt shingle roof. Price points for the project are anticipated to be between the mid-400,000 range to the low-600,000 range, and styles of homes will be rambler, split and two story.

It was explained that the proposal is in compliance with current zoning and land use guidance for the property provided by the City of Inver Grove Heights. Variances will be requested for 2 lots which are non-conforming due to the current conditions on the property, efforts to maintain existing vegetation, and also in an attempt to alleviate the concerns of the neighbors that have been expressed.

Community feedback:

The meeting was attended by approximately fifteen (15) persons who received the notice. The majority of the attendees of the meeting expressed little support for the proposed re-platting of the property. Their expressions included comments that they would lose the wooded, natural environment behind their properties. As a result of the comments and feedback received, plans have been reviewed and the lot count has been reduced to 10. The property is currently zoned R-1 Residential, which would allow up to 20 homes on the property. The developer intends to make

every effort to reduce the impact of the project on the natural landscape, and to preserve as many trees as possible. Specifically, the reduced depth of the lots is intended to aid in tree loss.

Public benefits of the proposed plan include an increased tax base, development of the property with the natural environment in mind and providing additional housing to the growing community.

We look forward to approval of this application.

Builders Lot Group, LLC

Melvin Brown Moore

EAGLES
LANDING
PRELIMINARY PLAT

CONTACT:
Eli Rupnow, PE, LEED AP
Site Design, LLC
651.428.7265

COUNTY/CITY:
DAKOTA
COUNTY
CITY OF
INVER GROVE HEIGHTS

REVISIONS:
DATE REVISION
10-2-20 PRE PLAT
10-18-20 REVISE LOTS, R/W

CERTIFICATION:
I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Land Surveyor under the laws of the state of Minnesota.
Daniel L. Thurmes Registration Number: 25718
Date: 10-2-20

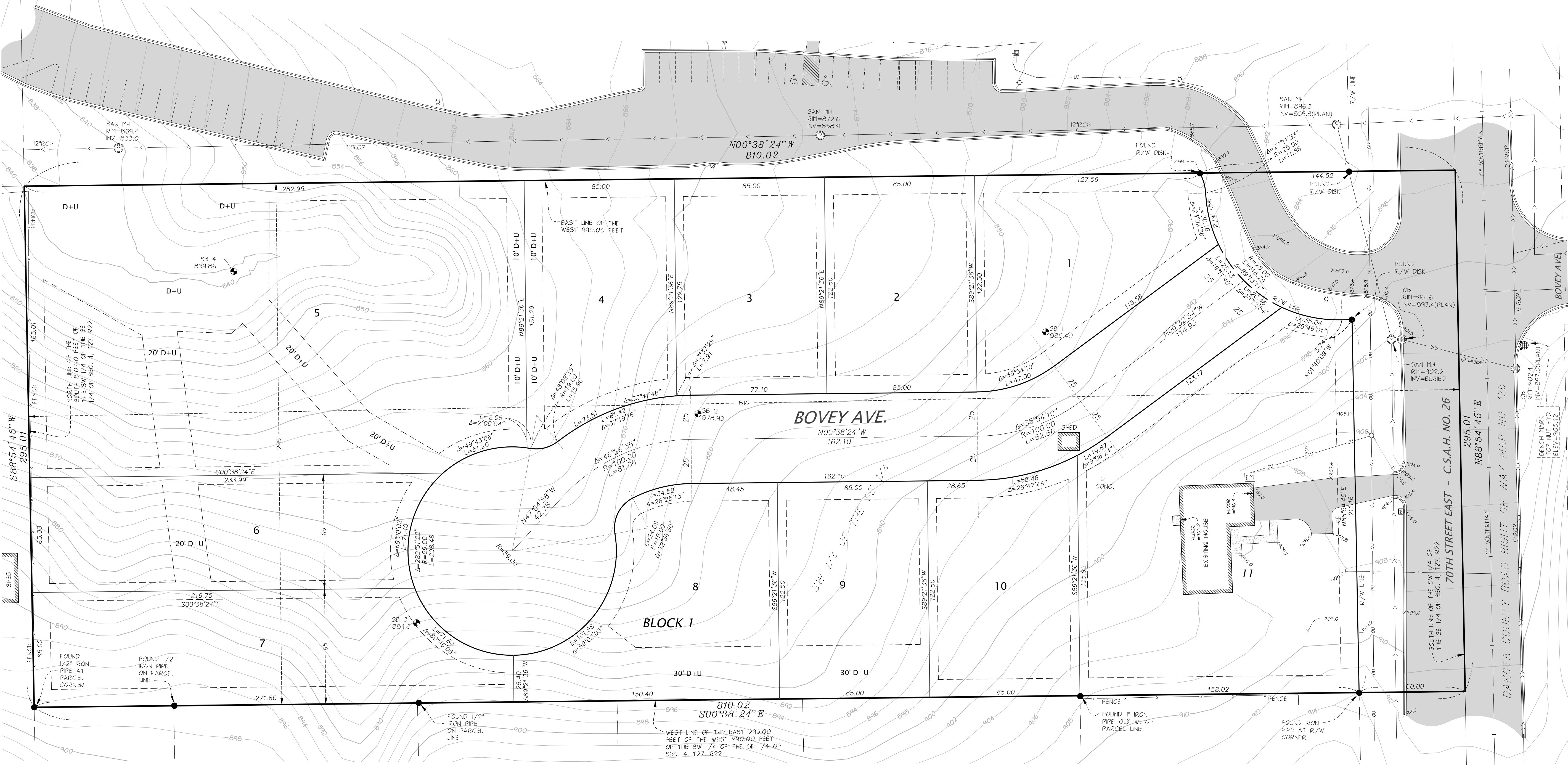
PROJECT LOCATION:
2655
70TH ST. E.
PID#20-00400-81-030

Suite #200
1970 Northwestern Ave.
Stillwater, MN 55082
Phone 651.275.8969
dan@cssurvey.net

CORNERSTONE
LAND SURVEYING, INC.

FILE NAME SURVEL05
PROJECT NO. ELI20005

PRELIMINARY
PLAT



LEGAL DESCRIPTION:

The following Legal Description is as shown on the Assure Title, LLC as agent for Alliant National Title Insurance Company Title Commitment No. 7601-2655 70th St, dated August 3rd, 2020.

The East 295 feet of the South 810 feet of the West 60 Rods of the West 1/2 of the Southeast 1/4 of Section 4, Township 27, Range 22, Dakota County, Minnesota.

TITLE NOTES:

The following survey related easements and or encumbrances are as shown on the Assure Title, LLC as agent for Alliant National Title Insurance Company Title Commitment No. 7601-2655 70th St, dated August 3rd, 2020.

- Subject to the public right of way for County Highway 35 (70th Street), over the southerly portion of the property in question. (AS SHOWN ON SURVEY)
- Subject to a right of access to the adjoining property to the east of the property in question, over the southeasterly portion of the property in question. (NOT SHOWN ON SURVEY)

SURVEY NOTES:

- BEARINGS ARE BASED ON COORDINATES SUPPLIED BY THE DAKOTA COUNTY SURVEYORS OFFICE.
- UNDERGROUND UTILITIES SHOWN PER GOPHER ONE LOCATES AND AS-BUILTS PLANS PROVIDED BY THE CITY OF INVER GROVE HEIGHT ENGINEERING DEPARTMENT.
- THERE MAY SOME UNDERGROUND UTILITIES, GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED.
- 2' LIDAR CONTOURS SHOWN PER DATA OBTAINED FROM THE DNR MNTPOPO WEBSITE. NOT FIELD VERIFIED. SUPPLEMENTAL FIELD COLLECTED TOPOGRAPHY MERGED WITH LIDAR CONTOURS FOR STREETS, UTILITIES AND EXISTING IMPROVEMENTS. SPOT ELEVATIONS REPRESENT FIELD COLLECTED DATA.

UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THIS SURVEY HAS NOT PHYSICALLY CALLED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER 202271596. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST.

BENCHMARKS

ELEVATIONS BASED ON INFORMATION AS SHOWN ON THE MNDOT GEODETIC WEBSITE. SURVEY DISK 1928 J WITH AN ELEVATION OF 947.59 WAS USED TO ESTABLISH VERTICAL CONTROL FOR THIS SURVEY (NAVD 88). PROJECT BENCH MARK SHOWN ON SURVEY.

CALL BEFORE YOU DIG!

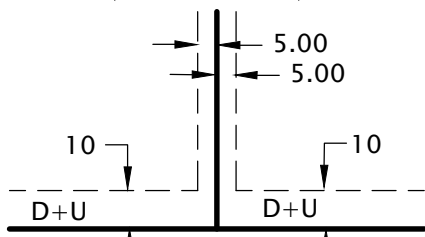
Gopher State One Call

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

LEGEND:

- FOUND MONUMENT
- SET 1/2" IRON PIPE MARKED RLS NO. 25718
- LIGHT POLE
- GUY WIRE
- POWER POLE
- SANITARY MANHOLE
- or ○ CATCH BASIN
- or ○ STORM DRAIN
- or ○ FLARED END SECTION
- STORM MANHOLE
- HYDRANT
- CURB STOP
- WATER VALVE
- BOLLARD
- MAIL BOX
- UNKNOWN MANHOLE
- SOIL BORING
- UE — UNDERGROUND ELECTRIC
- UTV — UNDERGROUND CABLE TV
- UF — UNDERGROUND FIBER OPTIC
- UT — UNDERGROUND TELEPHONE
- OU — OVERHEAD UTILITY
- UC — UNDERGROUND GAS
- SS — SANITARY SEWER
- S — STORM SEWER
- W — WATERMAIN
- F — FENCE
- C — CURB [TYPICAL]
- CONCRETE SURFACE
- BITUMINOUS SURFACE

PROPOSED
DRAINAGE AND UTILITY EASEMENTS
ARE SHOWN AS THUS:
(NOT TO SCALE)



BEING 10 FEET IN WIDTH AND ADJOINING STREET LINES AND PLAT BOUNDARY LINES AND BEING 5.00 FEET IN WIDTH AND ADJOINING LOT LINES UNLESS OTHERWISE SHOWN ON THE PLAT.

DEVELOPMENT DATA:

TOTAL AREA AS SHOWN = 238,957 SQ.FT. / 5.49 ACRES
EXISTING ROADWAY EASEMENT = 23,369 SQ.FT. / 0.54 ACRES
NET = 215,588 SQ.FT. / 4.95 ACRES

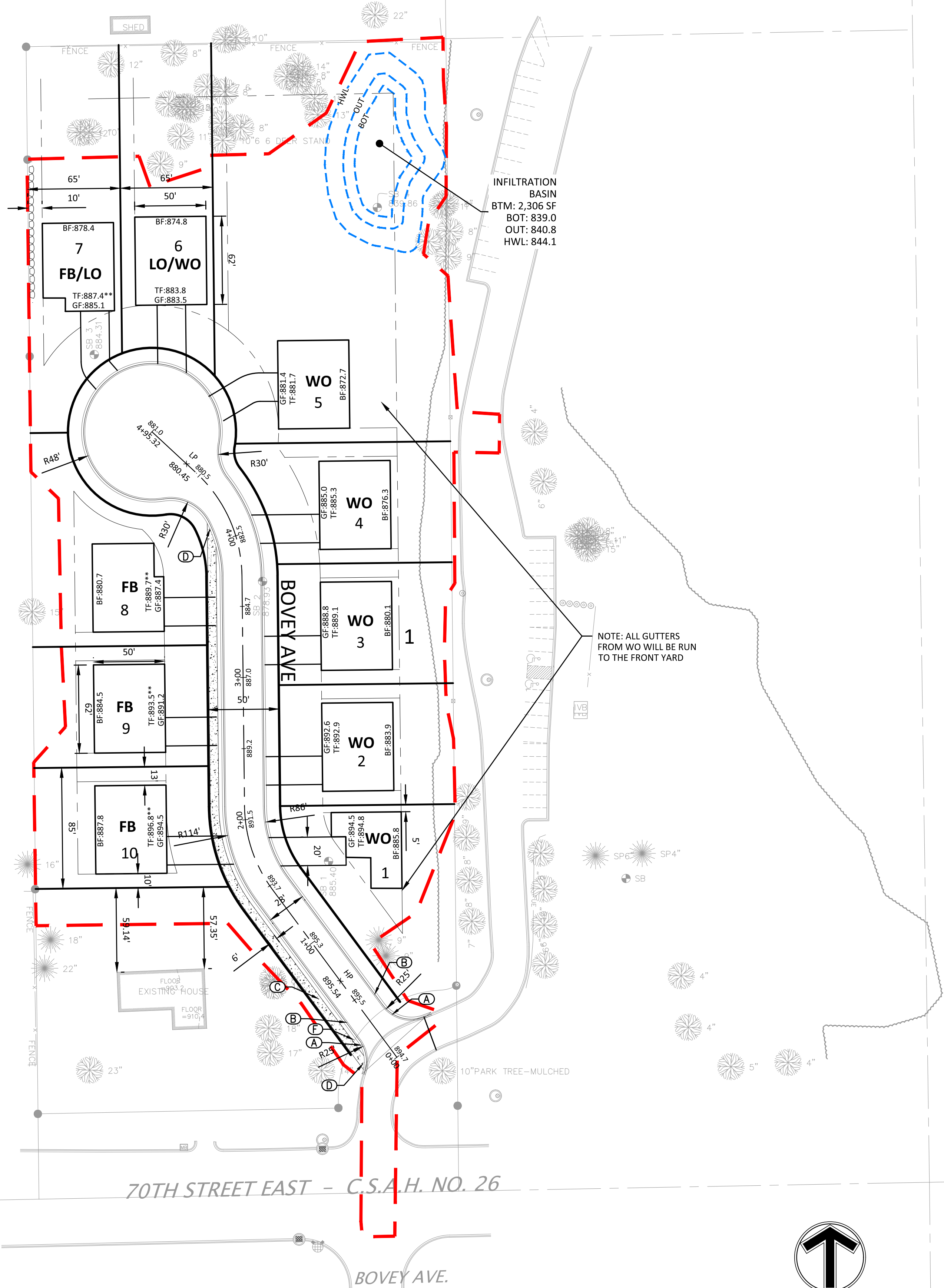
TOTAL PROPOSED RESIDENTIAL LOTS = 13

LOT 1, BLOCK 1 = 11,927 SQ. FT.
LOT 2, BLOCK 1 = 10,413 SQ. FT.
LOT 3, BLOCK 1 = 10,413 SQ. FT.
LOT 4, BLOCK 1 = 11,518 SQ. FT.
LOT 5, BLOCK 1 = 46,072 SQ. FT.
LOT 6, BLOCK 1 = 14,171 SQ. FT.
LOT 7, BLOCK 1 = 16,116 SQ. FT.
LOT 8, BLOCK 1 = 13,311 SQ. FT.
LOT 9, BLOCK 1 = 10,412 SQ. FT.
LOT 10, BLOCK 1 = 10,659 SQ. FT.
LOT 11, BLOCK 1 = 29,203 SQ. FT.
70TH STREET = 23,369 SQ. FT.
BOVEY AVE = 31,373 SQ. FT.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOMPH STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



LEGEND

	PROPOSED	EXISTING	
PROPERTY LIMIT			STANDARD DUTY ASPHALT PAVING
CURB & GUTTER			HEAVY DUTY ASPHALT PAVING
EASEMENT			CONCRETE PAVING
BUILDING			CONCRETE SIDEWALK
RETAINING WALL			
WETLAND LIMITS			
TREELINE			
SAWCUT LINE			
SIGN			
PIPE BOLLARD			
NUMBER OF PARKING STALLS PER ROW			
KEY NOTE			

DEVELOPMENT SUMMARY

AREA		
GROSS SITE AREA	X,XXX SF	XX.XX AC
LESS OUTLOT A	X,XXX SF	XX.XX AC
LESS OUTLOT B	X,XXX SF	XX.XX AC
LESS R-O-W	X,XXX SF	XX.XX AC
NET SITE AREA	XXX,XXX SF	XX.XX AC
LOT SUMMARY		
AVERAGE LOT SIZE	X,XXX SF	XX.XX AC
MINIMUM LOT SIZE	X,XXX SF	XX.XX AC
MAXIMUM LOT SIZE	XX,XXX SF	XX.XX AC
NUMBER OF LOTS		XX
OUTLOTS		XX
SETBACKS		
FRONT YARD		XX FEET
REAR YARD		XX FEET
SIDE YARD		XX FEET
MINIMUM LOT SIZE		XX,XXX SF
ZONING		
EXISTING ZONING		XXX
PROPOSED ZONING		XXX
BUILDING REQUIREMENTS		
MINIMUM FLOOR AREA		X,XXX SF
MAXIMUM BUILDING HEIGHT		XX FT

DEVELOPMENT NOTES

- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
- ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.
- ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
- ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
- CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
- SEE ARCHITECTURAL PLANS FOR PYLON SIGN DETAILS
- SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.
- REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
- ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.08% (1:48). THE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE SHALL BE 2.08% (1:48). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.
- "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.
- STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.

KEY NOTES

- B-612 CONCRETE CURB AND GUTTER
- SURMOUNTABLE 6CONCRETE CURB AND GUTTER
- CONCRETE SIDEWALK
- PEDESTRIAN RAMP
- SEGMENTAL BLOCK RETAINING WALL
- STOP SIGN

TF: XXX.X DENOTES STANDARD GARAGE DROP
TF: XXX.X* DENOTES 1 FOOT GARAGE DROP
TF: XXX.X** DENOTES 2 FOOT GARAGE DROP

FB FULL BASEMENT
LO LOOK OUT
WO WALK OUT
GF GARAGE FLOOR ELEVATION
TF TOP FOUNDATION ELEVATION
BF BASEMENT FLOOR ELEVATION



Client BUILDER LOT GROUP

Project EAGLE'S LANDING

Location INVER GROVE HEIGHTS, MN

Certification

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.

Eli Rupnow
Registration No. 46658 Date: 10/19/2020

If applicable, contact us for a wet signed copy of this plan which is available upon request at Site Design's, White Bear Lake, MN office.

Summary

Designed: JEB Drawn: JEB
Approved: ER Book / Page:
Phase: PRELIMINARY Initial Issue: 10/19/2020

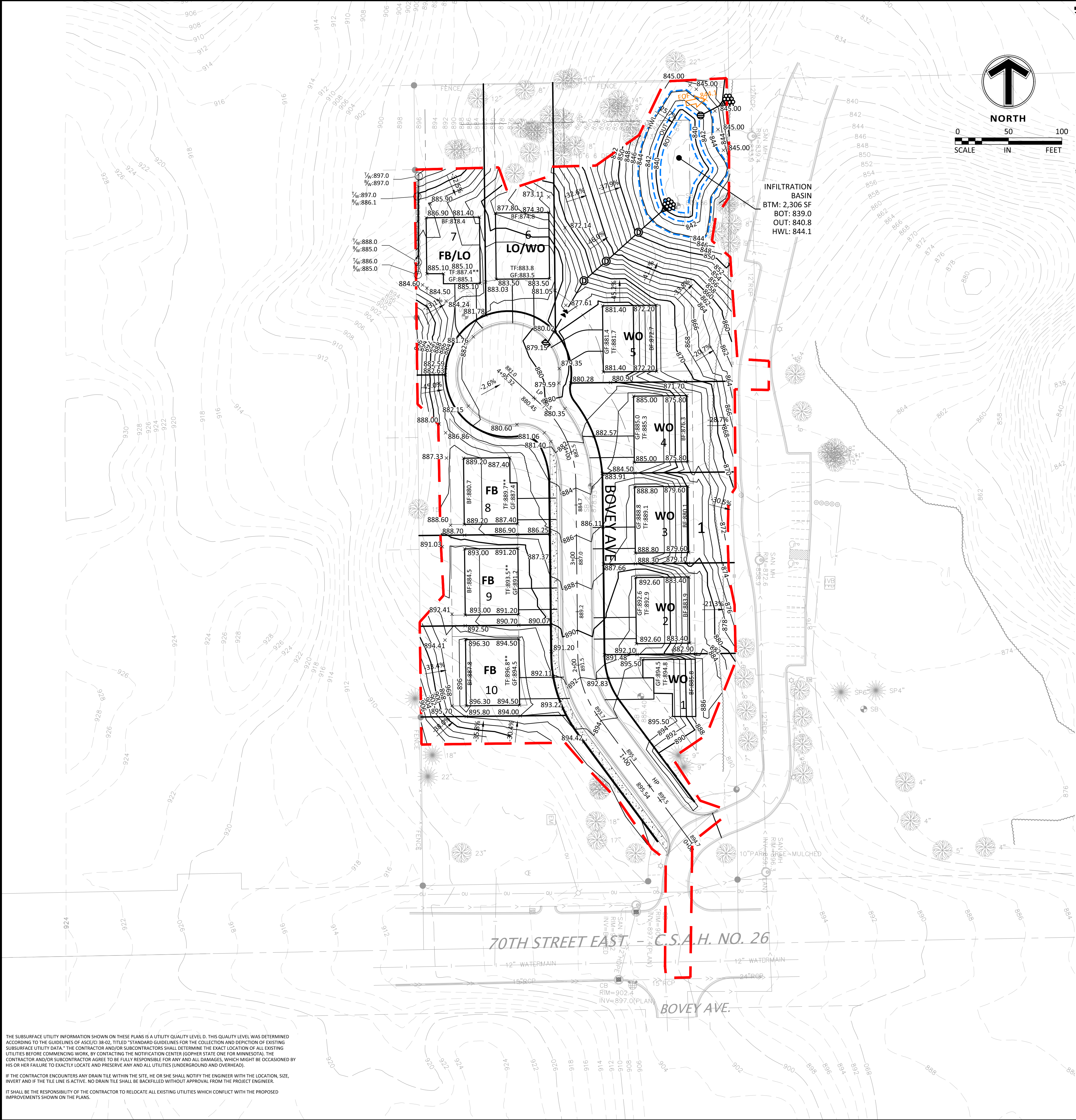
Revision History

No.	Date By	Submittal / Revision
1	10/19/20	CITY SUBMITTAL

Sheet Title OVERALL SITE PLAN

Sheet No. Revision C2.0

Project No. 22380



LEGEND

PROPOSED

EXISTING

PROPERTY LIMIT

CURB & GUTTER

STORM SEWER

LIMIT OF DISTURBANCE

POND CONTOUR

WETLAND LIMITS

TREELINE

SPOT ELEVATION

CONTOUR

RIP RAP

OVERFLOW ELEV.

SOIL BORINGS

TF: XXX.X

TF: XXX.X*

TF: XXX.X**

DENOTES STANDARD GARAGE DROP

DENOTES 1 FOOT GARAGE DROP

DENOTES 2 FOOT GARAGE DROP

GRADING NOTES

1. PROPOSED CONTOURS ARE TO FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED CURB DENOTE GUTTER GRADE.

2. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB.

3. ALL GRADIENT ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE SHALL BE IN 2.00% (1:50). CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT. COORDINATE ALL WORK WITH PAVING CONTRACTOR.

4. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.

5. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.

6. CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.

A GEOTECHNICAL ENGINEERING SOILS REPORT HAS BEEN COMPLETED BY:

COMPANY: ITCO ALLIED ENGINEERING COMPANY

ADDRESS: 7125 WEST 126TH STREET, SUITE 500 SAVAGE MN 55378

PHONE: 952-890-5909

DATED: AUGUST 28, 2020

CONTRACTOR SHALL OBTAIN A COPY OF THE SOILS REPORT.

7. CONTRACTOR SHALL COMPLETE DEWATERING AS REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION.

8. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL SHALL BE PERFORMED ON THE STREET AND PARKING AREA SUBGRADE. CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.

9. REPLACE ALL SUBGRADE SOIL DISTURBED DURING THE CONSTRUCTION THAT HAVE BECOME UNSUITABLE AND WILL NOT PASS A TEST ROLL. REMOVE UNSUITABLE SOIL FROM THE SITE AND IMPORT SUITABLE SOIL AT NO ADDITIONAL COST TO THE OWNER.

10. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.

11. EXISTING TREES AND OTHER NATURAL VEGETATION WITHIN THE PROJECT AND/OR ADJACENT TO THE PROJECT ARE OF PRIME CONCERN TO THE CONTRACTOR'S OPERATIONS AND SHALL BE A RESTRICTED AREA. CONTRACTOR SHALL PROTECT TREES TO REMAIN AT ALL TIMES. EQUIPMENT SHALL NOT NEEDLESSLY BE OPERATED UNDER NEARBY TREES AND EXTREME CAUTION SHALL BE EXERCISED WHEN WORKING ADJACENT TO TREES. SHOULD ANY PORTION OF THE TREE BRANCHES REQUIRE REMOVAL TO PERMIT OPERATION OF THE CONTRACTOR'S EQUIPMENT, CONTRACTOR SHALL OBTAIN THE SERVICES OF A PROFESSIONAL TREE TRIMMING SERVICE TO TRIM THE TREES PRIOR TO THE BEGINNING OF OPERATION. SHOULD CONTRACTOR'S OPERATIONS RESULT IN THE BREAKING OF ANY LIMBS, THE BROKEN LIMBS SHOULD BE REMOVED IMMEDIATELY AND CUTS SHALL BE PROPERLY PROTECTED TO MINIMIZE ANY LASTING DAMAGE TO THE TREE. NO TREES SHALL BE REMOVED WITHOUT AUTHORIZATION BY THE ENGINEER. COSTS FOR TRIMMING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONSTRUCTION AND NO SPECIAL PAYMENT WILL BE MADE.

12. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.

13. TRENCH BORROW CONSTRUCTION: IF ALLOWED BY THE OWNER, CONTRACTOR SHALL COMPLETE "TRENCH BORROW" EXCAVATION IN AREAS DIRECTED BY THE ENGINEER IN ORDER TO OBTAIN STRUCTURAL MATERIAL. TREES SHALL NOT BE REMOVED OR DAMAGED AS A RESULT OF THE EXCAVATION, UNLESS APPROVED BY THE ENGINEER. THE EXCAVATION SHALL COMMENCE A MINIMUM OF 10 FEET FROM THE LIMIT OF THE BUILDING PAD. THE EXCAVATION FROM THIS LIMIT SHALL EXTEND AT A MINIMUM SLOPE OF 1 FOOT HORIZONTAL TO 1 FOOT VERTICAL (1:1) DOWNWARD AND OUTWARD FROM THE FINISHED SURFACE GRADE ELEVATION. THE TRENCH BORROW EXCAVATION SHALL BE BACKFILLED TO THE PROPOSED FINISHED GRADE ELEVATION, AND SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE QUALITY COMPACTION METHOD AS OUTLINED IN MN/DOT SPECIFICATION 2105.3F2. SNOW FENCE SHALL BE FURNISHED AND PLACED ALONG THE PERIMETER OF THE TRENCH BORROW AREA WHERE THE SLOPES EXCEED 2 FOOT HORIZONTAL TO 1 FOOT VERTICAL (2:1).

14. FINISHED GRADING SHALL BE COMPLETED. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISHED GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED, ERODED OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.

15. TOLERANCES

15.A. THE RESIDENTIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.

15.B. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.

15.C. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

15.D. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.

16. AFTER THE SITE GRADING IS COMPLETED, IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.

17. CONTRACTOR SHALL DETERMINE THE LOCATION OF ANY HAUL ROADS THAT MAY BE REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION AND SHALL INDICATE HAUL ROADS ON EROSION AND SEDIMENT CONTROL "SITE PLAN". CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE GOVERNING AUTHORITY OF EACH ROADWAY. CONTRACTOR SHALL STOP WHATEVER SECURITY, AND COMPLY WITH ALL CONDITIONS WHICH ARE REQUIRED BY EACH GOVERNING AUTHORITY OF EACH ROADWAY.

18. FILL PLACED WITHIN THE BUILDING PAD AREAS SHALL BE IN CONFORMANCE WITH HUD/FHA PROCEDURES AND DATA SHEET 79G.

19. FINAL HOME CONSTRUCTION LOT GRADING SHALL ADHERE TO MINNESOTA RESIDENTIAL CODE: R401.3 DRAINAGE:

SURFACE DRAINAGE SHALL BE DIVERTED TO A STORM SEWER CONVEYANCE OR OTHER APPROVED POINT OF COLLECTION THAT DOES NOT CREATE A HAZARD. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS. THE GRADE SHALL FALL A MINIMUM OF 6 INCHES (152 MM) WITHIN THE FIRST 10 FEET (3048 MM).

EXCEPTION: WHERE LOT LINES, WALLS, SLOPES OR OTHER PHYSICAL BARRIERS PROHIBIT 6 INCHES (152 MM) OF FALL WITHIN 10 FEET (3048 MM), DRAINS OR SWALES SHALL BE CONSTRUCTED TO ENSURE DRAINAGE AWAY FROM THE STRUCTURE. IMPERVIOUS SURFACES WITHIN 10 FEET (3048 MM) OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2 PERCENT AWAY FROM THE BUILDING.

AN ADDITIONAL COURSE OF BLOCK MAY NEED TO BE ADDED TO THE FOUNDATION OR THE GRADING PLAN MANY NEED TO BE ADJUSTED ACCORDINGLY TO MEET THIS CODE REQUIREMENT.

20. ALL FUTURE ROAD SUBGRADE NOT TO BE CONSTRUCTED IN PHASE 1 SHALL BE GRADED WITHOUT CROWNS TO ELIMINATE CHANNELIZED STORM WATER RUNOFF.

Client

BUILDER LOT GROUP

Project

EAGLE'S LANDING

Location

INVER GROVE HEIGHTS, MN

Certification

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.

Eli Rupnow

Registration No. 46658

Date: 10/19/2020

If applicable, contact us for a wet signed copy of this plan which is available upon request at Site Design's, White Bear Lake, MN office.

Summary

Designed: JEB

Drawn: JEB

Approved: ER

Book / Page:

Phase: PRELIMINARY

Initial Issue: 10/19/2020

Revision History

No.	Date By	Submittal / Revision
	10/19/20	CITY SUBMITTAL

Sheet Title

GRADING PLAN

Sheet No.

Revision

C3.0

Project No.

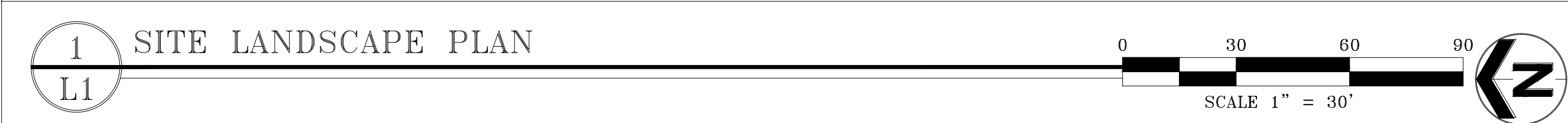
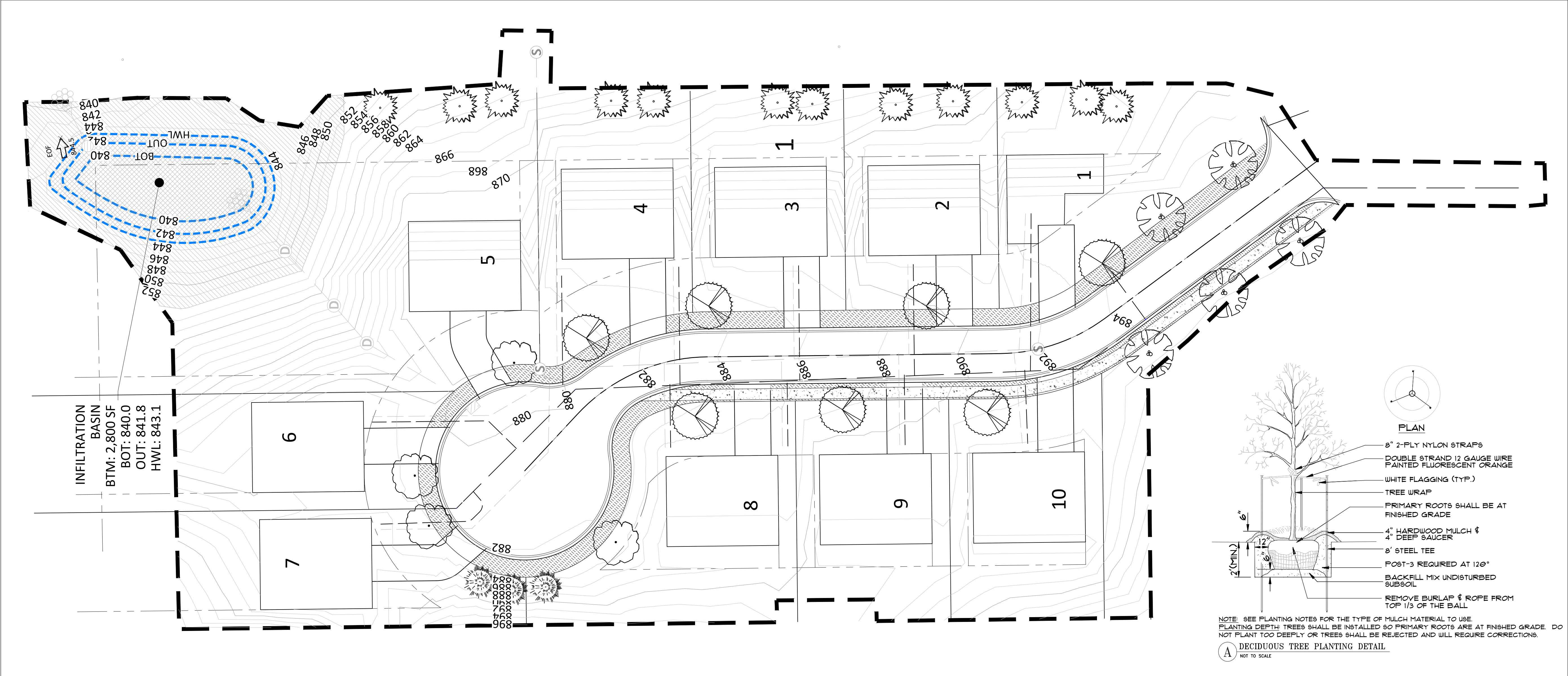
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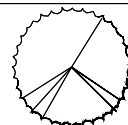
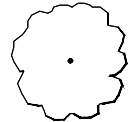
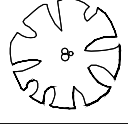
THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CES 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOMPER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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LANDSCAPE LEGEND									
KEY		BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.	INSTALL HEIGHT	MATURE HEIGHT	
DECIDUOUS TREES									
RM		Acer rubrum 'Nothwoods'	NORTHWOODS MAPLE	2.5"	BB	7	14'	50'	STRAIT LEADER NO "V" CROTCH
HL		Gleditsia triacanthos var. inermis 'Shademaster'	SHADEMASTER HONEYLOCUST	2.5"	BB	4	10'	50'	
HB		Celtis occidentalis	HACKBERRY	2.5"	BB	5	15'	50'	
ORNAMENTAL TREES									
SS		Malus x 'Spring Snow'	SPRING SNOW CRABAPPLE	1.5"	BB	-	8'	25'	STRAIT LEADER NO "V" CROTCH
TL		Syringa Reticulata	JAPANESE TREE LILAC	1.5"	BB	-	8'	20'	
EVERGREEN TREES									
BH		Picea glauca var. Densata	BLACK HILLS SPRUCE	6'	BB	12	6'	40'	FULL FORM TO GRADE
NS		Picea abes	NORWAY SPRUCE	6'	BB	3	6'	60'	

QUANTITIES SHOWN IN THE PLANTING SCHEDULE ARE FOR THE CONTRACTOR'S CONVENIENCE.
CONTRACTOR TO VERIFY QUANTITIES SHOWN ON THE PLAN.

CITY of INVER GROVE HEIGHTS LANDSCAPE CODE

- 1 TREE PER UNIT
- 1 TREE PER 50LF OF STREET FRONTAGE

PLANTING NOTES

1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASE AND BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE LANDSCAPE LEGEND.

2. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING, OR AFTER INSTALLATION.

4. NO SUBSTITUTIONS OF PLANT MATERIAL SHALL BE ACCEPTED UNLESS APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

5. ALL PLANTING STOCK SHALL CONFORM TO THE "AMERICAN STANDARD FOR NURSERY STOCK," ANSI-260, LATEST EDITION, OF THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIALS.

6. EXISTING TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED TO THE DRIP LINE FROM ALL CONSTRUCTION TRAFFIC, STORAGE OF MATERIALS ETC. WITH 4' HT. ORANGE PLASTIC SAFETY FENCING ADEQUATELY SUPPORTED BY STEEL FENCE POSTS 6' O.C. MAXIMUM SPACING.

7. ALL PLANT MATERIAL, QUANTITIES, SHAPES OF BEDS AND LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN AND ADJUSTED TO CONFORM TO THE EXACT CONDITIONS OF THE SITE. THE LANDSCAPE ARCHITECT SHALL APPROVE THE STAKING LOCATION OF ALL PLANT MATERIALS PRIOR TO INSTALLATION. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED AS SPECIFIED.

9. MULCH: SHREDDED HARDWOOD MULCH, CLEAN AND FREE OF NOXIOUS WEEDS OR OTHER DELETERIOUS MATERIAL, IN ALL MASS PLANTING BEDS AND FOR TREES, UNLESS INDICATED AS ROCK MULCH ON DRAWINGS. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT PRIOR TO DELIVERY ON-SITE FOR APPROVAL. DELIVER MULCH ON DAY OF INSTALLATION. USE 4" FOR SHRUB BEDS, AND 3" FOR PERENNIAL/GROUND COVER BEDS, UNLESS OTHERWISE DIRECTED.

10. PLACE LANDSCAPE FILTER FABRIC UNDER ALL ROCK MULCHED AREAS. FILTER FABRIC SHALL BE 100% INTERWOVEN 5.1oz NEEDLE PUNCHED POLYPROPYLENE FABRIC MANUFACTURED BY DEWITT. USE PRO 5 "WEED BARRIER" OR APPROVED EQUAL.

11. PLACE EDGING BETWEEN ALL PLANTING/ROCK BEDS AND TURF. EDGING SHALL BE POLY.

12. THE PLAN TAKES PRECEDENCE OVER THE LANDSCAPE LEGEND IF DISCREPANCIES EXIST. THE SPECIFICATIONS TAKE PRECEDENCE OVER THE PLANTING NOTES AND

GENERAL NOTES.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MULCHES AND PLANTING SOIL QUANTITIES TO COMPLETE THE WORK SHOWN ON THE PLAN. VERIFY ALL QUANTITIES SHOWN ON THE LANDSCAPE LEGEND.

14. LONG-TERM STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE ALLOWED.

15. THE CONTRACTOR SHALL KEEP PAVEMENTS, PLANTERS AND BUILDINGS CLEAN AND UNSTAINED. ALL PEDESTRIAN AND VEHICLE ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION PERIOD. ALL WASTES SHALL BE PROMPTLY REMOVED FROM THE SITE. ANY PLANT STOCK NOT PLANTED ON DAY OF DELIVERY SHALL BE HEeled IN AND WATERED UNTIL INSTALLATION. PLANTS NOT MAINTAINED IN THIS MANNER WILL BE REJECTED. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAVED AT THE CONTRACTOR'S EXPENSE.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS COVERING THE WORK.

17. LOCATE AND VERIFY ALL UTILITIES, INCLUDING IRRIGATION LINES, WITH THE OWNER FOR PROPRIETARY UTILITIES AND Gopher STATE ONE CALL AT 454-0002 (TWIN CITIES METRO AREA) OR 800-252-1166 (GREATER MINNESOTA) 48 HOURS BEFORE DIGGING. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ANY DAMAGES TO SAME. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS TO FACILITATE PLANT RELOCATION.

18. USE ANTI-DESICCANT (WILTPROOF OR APPROVED EQUAL) ON DECIDUOUS PLANTS MOVED IN LEAF AND FOR EVERGREENS MOVED ANYTIME. APPLY AS PER MANUFACTURER'S INSTRUCTION. ALL EVERGREENS SHALL BE SPRAYED IN THE LATE FALL FOR WINTER PROTECTION DURING WARRANTY PERIOD.

19. PLANTING SOIL FOR TREES, SHRUBS AND GROUND COVERS: FERTILE FRABLE LOAM CONTAINING A LIBERAL AMOUNT OF HUMUS AND CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. IT SHALL COMPLY WITH MN/DOT SPECIFICATION 3877 TYPE B SELECT TOPSOIL. MIXTURE SHALL BE FREE FROM HARDPACK SUBSOIL, STONES, CHEMICALS, NOXIOUS WEEDS, ETC. SOIL MIXTURE SHALL HAVE A PH BETWEEN 6.1 AND 7.5 AND 10-0-10 FERTILIZER AT THE RATE OF 3 POUNDS PER CUBIC YARD. IN PLANTING BEDS INCORPORATE THIS MIXTURE THROUGHOUT THE ENTIRE BED BY ROTOTILLING IT INTO THE TOP 12" OF SOIL.

20. ALL PLANTS SHALL BE GUARANTEED FOR TWO COMPLETE GROWING SEASON (APRIL 1 - NOVEMBER 1), UNLESS OTHERWISE SPECIFIED. THE GUARANTEE SHALL COVER THE FULL COST OF REPLACEMENT INCLUDING LABOR AND PLANTS.

21. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST 3 DAYS PRIOR TO PLANNED DELIVERY. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST 24 HOURS IN ADVANCE OF BEGINNING PLANT INSTALLATION.

22. SEASONS/TIME OF PLANTING AND SEEDING: NOTE: THE CONTRACTOR MAY ELECT TO PLANT IN OFF-SEASONS ENTIRELY AT HIS/HER RISK. DECIDUOUS POTTED PLANTS: 4/1 - 6/1; 9/21 - 11/1. DECIDUOUS /B&B: 4/1 - 6/1; 9/21 - 11/1. EVERGREEN POTTED PLANTS: 4/1 - 6/1; 9/21-11/1. EVERGREEN B&B: 4/1 - 5/1; 9/21 - 11/1. TURF/LAWN SEEDING: 4/1 - 6/1; 7/20 - 9/20. NATIVE MIX SEEDING: 4/1 - 7/20; 9/20-10/20.

23. MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE. INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR KEEPING THE TREES PLUMB THROUGHOUT THE GUARANTEE PERIOD.

24. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL LANDSCAPE LEGEND SPECIFICATIONS.

25. WATERING: MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS ONCE A WEEK. IN EXTREMELY HOT, DRY WEATHER, WATER MORE OFTEN AS REQUIRED BY INDICATIONS OF HEAT STRESS SUCH AS WILTING LEAVES. CHECK MOISTURE UNDER MULCH PRIOR TO WATERING TO DETERMINE NEED. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER.

26. CONTRACTOR SHALL REQUEST IN WRITING, A FINAL ACCEPTANCE INSPECTION.

27. ALL DISTURBED AREAS TO BE TURF SEEDDED, ARE TO RECEIVE 4" TOP SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

28. ALL DISTURBED AREAS TO RECEIVE NATIVE WETLAND SEEDDED, ARE TO RECEIVE ENGINEERED SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

Landscaping & Design, Inc.
7087 20th Ave S
Centerville, MN 55038
651.451.0000
www.DreamScapesMN.com

Client

BUILDER LOT GROUP

Project

EAGLE'S LANDING

Location

INVER GROVE HEIGHTS, MN

Certification

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.

James A. Kalkes
Registration No. 45071 Date: 10/19/2020

If applicable, contact us for a wet signed copy of this plan which is available upon request at Site Design's, White Bear Lake, MN office.

Summary

Designed: JAK Drawn: JAK
Approved: JAK Book / Page:
Phase: PRELIMINARY Initial Issue: 10/19/2020

Revision History

No.	Date By	Submittal / Revision
	10/19/20	CITY SUBMITTAL

Sheet Title

SITE LANDSCAPE PLAN

Sheet No. Revision

L1.0

Project No. 22380

To: **IGH Planning Commission members**

From: Inver Grove Heights residents opposed to Eagles Landing Development

Wednesday, November 25, 2020

Dear Planning Commission members,

We are writing to express our concerns in regards to the proposed development by Builders Lot Group – Eagle's Landing – Case No. 20-38SV, for the property located at 2655 70th Street, identified as PIDNO. 20-00400-81-030.

We appreciate these concerns being taken into consideration for an upcoming planning commission meeting discussing this project, and look forward to discussing this further with you during the upcoming meeting scheduled for December 1, 2020.

Thank you for your consideration.

Sincerely,

Matt and Kristen Krumrie
Brett and Joy Phares
Matt and Elizabeth Mikel
Kelly and Kevin McCabe
Troy and Pam McManus
Alan and Mary Egging
Mike and Jean Link
Don Heian
Marjorie Savage

Access to development through park road

No city park allows the park entrance, or any road within the park as the only entrance into a neighborhood and we oppose a variance to allow the developer to use the North Valley park road as an access point to the development. This is a park road and there for the purpose of the park. If this is allowed for this park, will it then be allowed for future parks?

There are also several traffic concerns, (access for emergency vehicles, increased traffic in and out of the park of delivery vehicles, visibility issues, parking concerns up and down the side road (pickleball parking) and potential hazards of allowing the park road to be used for anything other than what it was designed for - access to a park.

In the past, the parks director has indicated that using the park road as the entrance is not something the city should approve. Our additional concerns are outlined here:

Additional traffic in park, parking concerns

A. PICKLEBALL PARKING: There are major parking challenges in this area. A picture has been forwarded to Kim Fox with this letter showing cars parked near the proposed entrance, causing a traffic bottleneck and congestion concerns for park users. There are already not enough parking spots for pickleball players. They park up and down the road, including near the proposed entrance. There are visibility issues, and potential hazards of traffic coming up the valley/park road to exit, and into the park from 70th. Adding homes would increase traffic and congestion on the park road. There will be accidents - it's inevitable as traffic increase and congestion increases due to more traffic, more people now coming to park for pickleball and consistently busy in and out of people using park for disc golf, walking/hiking and other uses intended for a park.

B. INCREASED TRAFFIC now-2040. A traffic study by Dakota County indicates that between now and 2040, traffic from Blaine to 70th and vice versa, will increase by 1000 cars per day. That's nearly 50 more cars per hour driving by this road, increasing traffic concerns on an already busy road where people are often text messaging from stoplight to stoplight (see it daily). That traffic report was sent to Kim Fox for inclusion in this report on November 25, 2020.

C. SERVICE PROVIDERS ACCESS: Add to that, the amount of NEW traffic using the park entrance would dramatically increase. Now instead of park users using the park entrance, we would have homeowners as well as amazon delivery trucks, UPS, Fed Ex trucks, garbage trucks, and service repair personnel - HVAC, plumbers, furniture delivery, home grocery delivery services, pizza delivery - and more, using the park entrance to access the road. The park access was not built for this type of traffic and is in no way developed to safely allow this type of congestion. As technology improves and the world continues to "order" more online and have packages and goods delivered to them, this is only going to increase congestion/traffic beyond what it already is. 5, 10, 20, 50 years from now, this will be even more congested.

D. SCHOOL BUS? In addition, there is no safe place for a school bus to pick up kids. It can't turn around in a cul-de-sac. It definitely cannot stop on 70th by the park entrance, there is not enough time for cars accelerating West from 70th Street, down the hill, and up the hill and stop at a reasonable time without safety concerns. It takes less than 2 seconds for a car to get from the top of the hill on 70th past the park entrance. If it's icy, rainy, visibility is low, snowy, the bus is going to be a parked target for cars. It is not safe.

Home sizes do not fit surrounding neighborhood – too dense

The proposed lots do not fit the surrounding neighborhoods. City regulations and ordinances are littered with language stating new neighborhoods must fit into the area/neighborhood for which they are being built.

The lot sizes here, about .23 acres per lot are nearly 1/2 the size of the smallest area lots, most are much bigger - many over 1 acre and several multiple acres, and the potential height of the homes, is much more elevated than any home in the neighborhood. These homes do not fit into the neighborhood.

For example, all lots on the East side Booth Avenue, the street closest to this proposed development are these sizes:

2615 70th - 1 acre (house adjacent to existing home/property being sold/developed)
6938 Booth - .72 acres
6914 Booth - .46 acres
6850 Booth - .54 acres
6842 Booth - .63 acres
6836 Booth - .37 acres
6824 Booth - 2 acres
6780 Booth - 5.29 acres

West side of Booth

6837 Booth - 1 acre
6891 Booth - .50 acres
6911 Booth - .51 acres
6941 Booth 1.51 acres
6969 Booth - .45 acres
6981 Booth - .55 acres

Homes adjacent to park off 70th

2831 70th - 1.76 acres
2825 70th - 2.04 acres

Homes adjacent to South Valley Park

2828 70th - .83 acres
2822 70th - .54 acres
2786 70th - 1.50 acres
2760 70th - .68 acres
2750 70th - .74 acres
2738 70th - .62 acres
7030 Bovey 3.38 acres
2644 70th - 2.00 acres
2582 70th - 2.56 acres

Blaine Avenue (east side)

6990 - .69 acres

6960 - .42 acres
6910 - .98 acres
6854 - 1 acre
6840 - 1 acre
6824 - 1 acre
6804 - 1 acre
6780 - 1 acre

Development does not fit within city mission as outlined in 2040 comprehensive plan and 2018 city survey

Several comments from community members in the Fall of 2018 survey show the city does not want green space destroyed – especially for housing developments that take away from the natural beauty of the city.

These are actual public comments and information from 2040 comprehensive plan and survey:

City mission statement from Comprehensive plan

Retain the Rural Character: Inver Grove Heights will protect and enhance its open space and natural features as a reflection of the community's rural heritage and existing rural development pattern.

Planned appearance #9:

The city's zoning needs to be revisited and the rural character of this city needs to be preserved

Planned appearance #22

I love that the community is focused on maintaining a beautiful and natural environment

Planned appearance #41

It's a beautiful city. While people complain about not having one central food/shopping district (Robert Street, Woodbury, Eagan) we like it the way it is. Easy to get through the city, not a lot of stop lights or traffic. If people want all the other stuff, move to those towns!

#90 We moved to Inver Grove as opposed to a Woodbury for more green space and larger lots. Since we have moved here it has been constant development of 400k+ homes with no yards. Hopefully we can retain some green space to avoid being another Woodbury as that is the charm of this suburb.

#98 - We need to put a limit on all of the new residential single and multi-family housing that's going up. There has been too much land that has been developed over the past two years, and I think it is ruining what I like best about Inver Grove...its wide open green space.

5. More from Comprehensive Plan:

Page 38: Established Development Area Policies

1. Allow infill development in a manner that protects the character of existing residential neighborhoods.
2. Maintain a circulation system that connects neighborhood areas while emphasizing a system of collector roadways to accommodate vehicular movements.
3. Provide a broad range of housing opportunities.
- 4. Ensure that new development areas are compatible in size and scale with existing, adjacent neighborhoods.**
5. Provide appropriate buffers to allow density transitions and to accommodate a range of housing types.
10. Reflect the history and character of existing residential neighborhoods in future infill development within those neighborhoods.

2040 COMPREHENSIVE PLAN - ENVIRONMENT Page 17

In the same survey, open space, and the natural beauty of the area were identified as one of the top attributes that make Inver Grove Heights a great place to live. Respecting the natural environment pays us great dividends over the long term. A healthy urban forest helps shade our community. Wetlands clean our lakes and water resources. Intact open spaces serve as habitat for wildlife populations displaced through development. Consideration of open spaces and natural features in the community is integral to the comprehensive planning process.

The #1 environmental goal is

Emphasize proper management of open space areas in order to preserve the trees, steep slopes, water quality and similar significant features of these areas.

THIS AREA HAS ALL OF THIS

Street Lights in North Valley Park

There are several street lights on the east side of the North Valley Park road as one enters the park, spaced out before the curve by the ball fields. These are bright lights. If there are homes adjacent to the west, those lights are going to shine right into the backyards and windows of homes on the east side of this development. Homeowners are likely to complain the lights are too bright. They are going to ask the city to change the lights/directions of lights. This would cost the city money and could decrease safety and visibility in the park if the lights are altered.

NEW HOMES, NEW CITY COMPLAINTS

While the parks director has told pickleball players that if a development goes in the pickleball courts were here first, and any noise complaints from neighbors would not be acted upon. HOWEVER, take Rich Valley park for consideration. The softball fields were built, yet neighbors complained about lights being on after 10 p.m. so now lights are out right at 10 p.m. when for years the softball players asked it to be 10:15 p.m. The neighbors won that battle. If this development goes in, there will be complaints from residents in this neighborhood about pickleball being played at 7 a.m. to 9:30 p.m. during summer hours. There will be complaints about noise from people cheering while playing, the park traffic. There will be complaints about cars in the valley, people coming and going. People come into this park at all hours of the night, and there will continue to be complaints. Who on the city can handle this or manage this? It's going to happen.

An example of how neighborhoods complain about pickleball noise is from this article – same will happen

<https://www.nbcbayarea.com/news/local/pickleball-playing-leads-to-noise-complaints-in-berkeley/2400591/?amp>

"It's seven days a week, 12 hours a day," she said.

Horn said weekends are the worst. She shared some photos showing people lining up to wait for their turn.

The noise motivated neighbors to organize. A total of 86 people, who live on both sides of the courts, signed a petition, urging the city to transform the courts back into one tennis court.

A retention pond is a negative for park users

1. Popular area for dogs, people, walking, kids, sliding, dangerous.
2. Drowning hazard for people in park.
3. Breeding ground for mosquitos/mosquito habitats
4. What happens if it overflows – spill into the park?

5. Who will manage mosquito control of the retention pond? The developer/builder won't pay for it. They will be gone. The city won't want to pay for it? Then it's a mosquito haven? Retention pond exposed to a park where vehicles travel frequently is a bad idea.

REMOVAL OF 300+ ESTABLISHED TREES

This development will eliminate close to 300 trees that are near 100 years old. While the developer will talk about a tree restoration plan, the reality is trees will be minimal with this development. Part of the appeal of the North Valley entrance is the scenic view of trees and the wildlife that lives in the park. Once these are removed, this location will never be the same and the beauty of the park will never be the same. It will permanently change the ecological structure of the area, and impact the wildlife park users are accustomed to seeing while using the park. Would the city consider buying this for future park use? While the focus is on the NW Corridor, this is a great time to preserve the natural park setting and keep this land for future park expansion. In 2030, 2040, 2050, the needs of a park are also going to change, this will provide the opportunity to expand, add and maintain the city's greatest park treasure.

In addition to trees, this ordinance would seem adding new trees to the back of these homes would not be allowed. So the backyards of these homes are going to be exposed to the valley park?

7-1-4: PLANTING TREES AND SHRUBS:

No trees, bushes or shrubs shall be planted or placed within the public road right of way or within five feet (5') of the public road right of way or within the side strip or boulevard. No trees, bushes or shrubs shall be planted within thirty

feet (30') of the intersection of curb lines on corner lots 1 . (1974 Code § 800.19)

Violations are misdemeanor.

Other concerns:

Water runoff from adjacent neighborhood – where will it go?

Water runs down the hill from Booth Avenue to the park. The drainage is set up to drain in a gulley in the middle of Booth Avenue down the hill towards the valley sewer system. Where is that water going to then go?

Several nearby residents still have a well and well water. How would that be affected?

Permanent ecological changes

11. If homes are built, this area can never be anything else. What's the rush to develop every single spot of available land? There are currently four new and large housing developments going into IGH – including hundreds out by 70th and Highway 3, a small development right next to Pine Bend Elementary school, and two newer developments off areas near Dawn Avenue and the edge of town by the SSP airport. **Why not leave green space – especially next to the city's most treasured parks?**

Thank you for your consideration,

Matt and Kristen Krumrie
Brett and Joy Phares
Matt and Elizabeth Mikel
Kelly and Kevin McCabe
Troy and Pam McManus
Alan and Mary Egging
Mike and Jean Link
Don Heian
Marjorie Savage



From: [Matt Krumrie](#)
To: [Kim Fox](#); [Heather Botten](#)
Subject: Fw: Traffic Studies: Inver Grove Heights 70th and Cahill corridor
Date: Wednesday, November 25, 2020 10:47:20 AM
Attachments: [image013.png](#)

Hi,

Attached is a traffic study on expected traffic increases to area near the Eagles Landing proposed development. This was referenced in our letter and provides the details sent to us by the county.

Thank you,

Matt Krumrie

----- Forwarded Message -----

From: Collins, Kevin <kevin.collins@co.dakota.mn.us>
To: mattkrum@yahoo.com <mattkrum@yahoo.com>
Cc: Bowlin, Tom <Tom.Bowlin@CO.DAKOTA.MN.US>
Sent: Monday, October 19, 2020, 3:13:41 PM CDT
Subject: FW: Traffic Studies: Inver Grove Heights 70th and Cahill corridor

Matt,

Please see requested data below.

Segment ID #	Location	2019 ADT	2040 Projected
40333	CAHILL AVE. TO CLAYTON AVE.	6200	10900
40336	BLAINE AVE. TO CAHILL AVE.	9500	10800
40400	TH 52 TO BLAINE AVE.	12500	13500
40337	CSAH 73 TO TH 52	8200	13500
40340	TH 3 TO CSAH 73	7500	7000

If you had any questions or need any other Count related information please feel free to contact me.

Thanks

Kevin K. Collins

Sr. Engineering Technician



Transportation - Traffic

P (952) 891-7103

W www.dakotacounty.us

A 14955 Galaxie Avenue, Suite 335, Apple Valley, MN. 55124



From: Matt Krumrie <mattkrum@yahoo.com>

Sent: Tuesday, October 13, 2020 9:45 AM

To: Hwy <Hwy@CO.DAKOTA.MN.US>

Subject: Traffic Studies: Inver Grove Heights 70th and Cahill corridor

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Hi,

I was wondering if there are traffic studies related to future growth/traffic expectations in Inver Grove Heights near 70th and Cahill, 70th and Blaine, and 70th and Highway 52 for Lone Oak Road/County Road 26/70th.

I am looking for some statistics on future growth for this area. Is there anyway to get that information? I know there is a recent study for 70th and Argenta Hills, but looking for something closer to the Cahill/Lone Oak to Lone Oak/Highway 52 area. What are projections? What does future growth look like? Things like that.

Is anything like that available to read through?

Thank you!

Matt Krumrie

651-238-1290

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P L A N N I N G R E P O R T
CITY OF INVER GROVE HEIGHTS

CASE NO: 20-43SC

APPLICANT: Ron Clark Homes

PROPERTY OWNER: Zion Methodist Church, City of Inver Grove Heights

REQUEST: Rezoning, Preliminary Plat, CUP for Multiple Family, CUP for building height, Variance from; lot size, parking lot setbacks, building coverage, and impervious surface coverage

LOCATION: Northeast quadrant of Babcock Trail and Upper 55th Street

HEARING DATE: December 1, 2020

COMPREHENSIVE PLAN: HDR, High Density
Residential

ZONING: P, Public/Institutional

REVIEWING DIVISIONS: Planning
Engineering
Fire Marshal

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

An application has been submitted to develop the east side of the Salem Methodist Church site into a one building - 49 unit apartment building. The applicant has applied for tax credits through Dakota County to provide a workforce housing project. A portion of the city fire station site is needed to provide storm water ponding for this project.

The City Council approved the comprehensive plan amendment to HDR, High Density Residential on June 8, 2020 for this project to move forward. The next step for approvals is the site plan approvals consisting of the following actions:

1. A Rezoning of Lot 2 of the plat to R-3C, Multiple Family Residential
2. A Preliminary Plat for a subdivision consisting of 2 lots, one for the apartment building and the other containing the existing church.
3. A Conditional Use Permit for a multiple family development.
4. A Conditional Use Permit to exceed 35 feet in height for the apartment building.
5. A Variance from minimum lot size for Lot 1 in the P zoning district.
6. A Variance from parking lot setbacks.
7. A Variance from maximum building coverage on Lot 2.
8. A Variance from maximum impervious surface coverage on Lot 2.

EVALUATION OF THE REQUEST

The following land uses, zoning districts and comprehensive plan designations surround the subject property:

North - Vacant, parking lot, Cenex Office complex; zoned B-1; guided Office.
East - Group Health medical building; zoned B-1; guided Office
West - Church/cemetery; zoned P; guided P/I
South - Church parking lot, City Fire Station #3; zoned P; guided P/I

REZONING

The property is currently zoned P, Public/Institutional because it is part of the church property. The applicant is requesting a rezoning of Lot 2 of the plat to R-3C, Multiple Family Residential District. The purpose of the R-3C district from the zoning ordinance is;

“The R-3C residential district is established for multi-family dwellings with more than seven (7) units per building (whether rental or cooperative or condominium) and densities greater than twelve (12) dwelling units per acre in areas which are provided with full urban services.”

The project would be on a 2.2 acre lot and with 49 units that works out to approximately 22 units per acre.

The requested rezoning would be consistent with the High Density Residential category which allows projects up to 35 units/acre.

PRELIMINARY PLAT

Lots & Blocks. The proposed plat consists of two lots, one for the existing church and the other for the new apartment building. Lot 2 would be 2.16 acres in size. Lot 1, containing the church would be approximately 2.8 acres in size. The minimum lot size for a church in the P district is 3.0 acres. With the platting, a variance to allow a lot less than 3.0 acres is required. This is discussed later in this report.

The plat abuts Babcock Trail which is a county road and subject to recommendations from the county. The County Plat Commission will be reviewing the plat for any right-of-way needs at an up coming meeting which will occur after this staff report is completed. A condition of approval should be included to address any county concerns.

CONDITIONAL USE PERMIT – SITE PLAN REVIEW

Setbacks. The new apartment building would comply with all internal required side and rear yard setbacks.

The parking lot expansion and existing parking lot would provide shared parking and access to both lots. Because of this, the parking areas would be over the internal property lines. Parking lots require five foot internal setbacks. Based on this configuration, a variance from setbacks is required and discuss later in this report.

Building Coverage. The R-3C district has a maximum building coverage of 20%. The proposed building would cover 23.4% of the site, requiring a variance. Variance criteria is discussed later in the report.

Impervious Surface. The R-3C district has a maximum impervious surface of 40%. The proposed project would cover 54.7% of the site, requiring a variance. Variance criteria is discussed later in the report.

Parks/Open Space. The Parks and Recreation Director has reviewed the plat and notes that the Comprehensive Plan does not indicate any future parks in the area and therefore no land would be needed for future parks. Park dedication is recommended in the form of cash at a rate of \$4,900 per new unit for a total of \$240,100. A Sidewalk already exists along Upper 55th Street in this area. There are future plans for a trail along the east side of Babcock Trail. No additional internal sidewalk or trails are proposed.

Access/Streets. Access to the site would be via a reconstructed driveway onto Upper 55th Street. There currently is one driveway on Upper 55th serving the site. The driveway would be reconstructed as far east as possible to maximize the distance between the driveway and street intersection with Babcock Trail.

Concerns were raised at the public meetings on the comp plan amendment and how the additional units would impact traffic at the street intersection. The applicant hired Wenk Associations to conduct a traffic impact study to look at the trip generation expected from this project, access location and its impacts on the Upper 55th Street/Babcock Trail intersection. The report provides the following summary:

- “The proposed development is expected to generate 18 net trips during the a.m. peak hour, 22 net trips during the p.m. peak hour, and 267 net trips daily.”
- “The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at the intersections analyzed to accommodate the proposed project.”
- “The level of service analysis and expected westbound queue lengths on Upper 55th Street at Babcock Trail indicate traffic operations at this intersection will not interfere with traffic operations at the proposed access location on Upper 55th Street.”

Based on this analysis, the access point location proposed is at an acceptable level and will not interfere with the existing traffic volumes and no street improvements are needed.

Grading and Utilities. The Engineering Department is reviewing the plans along with the City's consultant Barr Engineering to review the stormwater system and grading and drainage. Engineering has prepared a review memo that has been shared with the applicant on items to address before final plan submittal.

The unique feature with this plan is utilizing a portion of the city fire station property for the stormwater ponding system. The City Engineer has been working with the applicant, so this storm pond accommodates other drainage issues that existing in this area. Allowing use of the fire station property for storm ponding will be a benefit to the city and applicant.

Parking. The site is designed so access to the apartments would be through the church parking lot and then to the parking area for the apartment building. There would be 43 surface spaces and 61 underground parking spaces provided. Code requires a total of 2.5 spaces per unit or 2 spaces per unit building and proof of parking for the balance. The site plan identifies space for an additional 23 spaces which meets the minimum standard. Surface parking for the church would be 69 spaces. Parking standards are met with the proposed site plan.

Tree Preservation/Landscaping. The review and requirements focus on the new development over Lot 2 and the tree removal on the fire station property for the storm pond.

The applicant has provided a tree preservation plan and landscape plan. Based on the calculations of existing trees and removal, a total of 47 2.5 caliper inch trees must be replanted. Required landscaping for Lot 2 is one tree per unit (49) plus one tree per 10 parking spaces (43 surface). Total tree plantings required are 101 trees. The total equivalent tree replanting proposed on the plan is 91 trees. An additional 10 trees are required to meet landscaping and reforestation requirements. The landscape plan must be modified to show a total of 101 trees.

Development Contract. A development contract will be required to address the public improvements for the development such as sewer, water and storm ponds. A developer is required to enter into a contract with the City addressing the improvements and construction on site. A letter of credit equal to 125% of the cost of these improvements is required before release of the plat. This requirement assures the City that these particular improvements will be constructed to the satisfaction of the City.

CONDITIONAL USE PERMIT FOR BUILDING HEIGHT

The applicant is proposing the total building height to be over 35 feet. Buildings exceeding 35 feet require a conditional use permit. More that 50% of the lowest level is exposed and therefore height is measured from this level to the midpoint of the roof line. This total height would be 46'6". The east facing wall would be the lowest elevation. The grade of the site drops from west to east so there would be a greater building exposure due to the existing natural features. The taller wall faces towards the ponding area and the medical clinic. The front side of the building would be just over 35 feet in height. The massing from the public views would be a three story building.

General Conditional Use Permit Review Criteria:

This section reviews the plans against the CUP criteria in the Zoning Ordinance (Section 10-3A).

1. *The use is consistent with the goals, policies and plans of the City Comprehensive Plan, including future land uses, utilities, streets and parks.*

The use is consistent with the goals, policies, and plans of the Comprehensive Plan. Providing work force housing and apartments meets goals found in the Housing and Land Use Chapters.

The height of the building is minimized based on the topography of the lot and that the tallest wall is facing away from the main public views.

2. *The use is consistent with the City Code, especially the Zoning Ordinance and the intent of the specific Zoning District in which the use is located.*

The proposed rezoning to R-3C and the density of the project are consistent with the purpose of the R-3C district.

The code allows for additional building height through the conditional use permit process.

3. *The use would not be materially injurious to existing or planned properties or improvements in the vicinity.*

The use would be an infill project developing portions of underdeveloped land. The church. The development would include storm water management improvements that would help the drainage system in the area.

4. *The use does not have an undue adverse impact on existing or planned City facilities and services, including streets, utilities, parks, police and fire, and the reasonable ability of the City to provide such services in an orderly, timely manner.*

The use would not have any negative impacts on planned city utilities. Utilities are in place and have capacity to handle the project. Traffic from the project does not require any additional traffic improvements on either Upper 55th or Babcock Trail.

5. *The use is generally compatible with existing and future uses of surrounding properties, including:*

- i. *Aesthetics/exterior appearance*

All four sides of the building would have an equally attractive or the same fascia as the front of the building.

ii. Noise

The proposed improvements would not generate noises that are inconsistent with R-3C zoning.

iii. Fencing, landscaping and buffering

No fencing is proposed, and landscaping would meet the City's requirements.

6. *The property is appropriate for the use considering: size and shape; topography, vegetation, and other natural and physical features; access, traffic volumes and flows; utilities; parking; setbacks; lot coverage and other zoning requirements; emergency access, fire lanes, hydrants, and other fire and building code requirements.*

The proposed use appears to be an appropriate infill project.

7. *The use does not have an undue adverse impact on the public health, safety or welfare.*

This use does not appear to have any negative effects on the public health, safety or welfare.

8. *The use does not have an undue adverse impact on the environment, including, but not limited to, surface water, groundwater and air quality.*

The proposed improvements would not have an undue adverse impact on the environment. Improvements to the drainage in the area would be improved with the project.

VARIANCE REVIEW

There are four variances being requested for: lot size, parking lot setbacks, building coverage and impervious surface.

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The expected amount of right-of-way dedication for Babcock Trail by the County would reduce the lot size for Lot 1 below 3.0 acres.

The parking lot and shared access for the sites require paving to cross over the proposed property lines. Neither site could function without the need for the setback variance.

The size of Lot 2 is proposed to be as small as possible to accommodate the building and parking lot and keep Lot 1 as large as possible to minimize the lot size variance. Coverage is exceeded by only 3.4%. When factoring development on both lots, the building coverage would remain low based on the amount of green space taken by the existing cemetery.

The impervious surface is exceeded in part because of the shared parking/drive aisles. When taking the two parcel developments together, there is still significant green space in the subdivision.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

The applicant is proposing to use under utilized land to provide some workforce housing units for the city. Due to the nature of this site and infill projects, some flexibility from code standards are needed. The project appears to be a reasonable use of the property.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The overall property size will be reduced based on the need for additional right-of-way by the County. The development is balancing between providing the largest lot for the church and minimizing the lot size needed for the apartment complex. To allow for this in fill development, flexibility from some standards are needed.

4. *The variance will not alter the essential character of the locality.*

The area is mix of uses ranging from a church/cemetery, office buildings/ parking lots, fire station and medical buildings. There is single family and multiple family housing across the street. An apartment project would be a typical use blended in with the surrounding existing uses.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis or a sole basis for this request.

ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

- A. **Approval.** If the Planning Commission finds the application to be acceptable, the following action should be recommended for approval:

- o Approval of the **Rezoning** from P, Institutional to R-3C, Multiple Family Residential.

- o Approval of the **Preliminary Plat** of Ron Clark IGH subdivision subject to the following conditions:

1. The final plat and plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

Preliminary Plat	dated 10/23/20
Overall Site Plan	dated 10/26/20
Overall Grading Plan	dated 10/26/20
Overall Storm Water Plans	dated 10/26/20
Overall Utility Plan	dated 10/26/20
Overall Landscape Plan	dated 10/26/20
Overall Tree Preservation/Removal Plan	dated 10/26/20

***The final list of approved plans and date of plans shall be identified in the development contract.**

2. Park dedication shall consist of a cash contribution of \$4,900 per unit payable at time of plat release.
 4. Prior to final plat approval, the final grading, drainage and erosion control, utility plans and storm water calculations shall be approved by the City Engineer.
 5. Drainage and Utility easements shall be provided on the final plat as required by the City Engineer.
 6. The preliminary plat shall be subject to the review and recommendations of the City Fire Marshal. Prior to final plat approval, the final plans shall be approved by the Fire Marshal.
 7. The preliminary plat shall be subject to the review and recommendations of Dakota County regarding right-of-way along Babcock Trail.
 8. A development contract will be required for the improvements on site and shall be approved as part of the final plat.
- o Approval of the **Conditional Use Permit** for the 49 unit multiple family apartment building subject to the conditions of the preliminary plat plus the following:
 1. An additional 10 trees are required to meet landscaping and reforestation requirements. The landscape plan must be modified to show a total of 101 trees.

- o Approval of the **Conditional Use Permit** to allow the building height to 47.5 feet, exceeding the 35 foot maximum subject to the following conditions:
 - 1. The final building elevations identifying the building height shall be in substantial conformance with the elevation plan dated 11/17/20.
- o Approval of the **Variance** to allow Lot 1 to be less than 3.0 acres as required for a church in the P district subject to the following conditions:
 - 1. The final plat shall be insubstantial conformance with the preliminary plat and shall be subject to the recommendations of Dakota County.
- o Approval of the **Variance** to allow a zero setback for the parking lots subject to the following conditions:
 - 1. The parking lot improvements shall be constructed in substantial conformance with the Overall Site Plan dated 10/26/20.
- o Approval of the **Variance** to allow building coverage on Lot 2 to exceed 20% subject to the following conditions:
 - 1. The building shall be constructed in substantial conformance with the Overall Site Plan dated 10/26/20
- o Approval of the **Variance** to allow impervious surface on Lot 2 to exceed 40% subject to the following conditions:
 - 1. The site shall be constructed in substantial conformance with the Overall Site Plan dated 10/26/20

Practical Difficulty:

Right of way dedication for Babcock reduces the lot size for Lot 1.

Parking lot setback reductions are needed to allow for shared uses of access and circulation.

Flexibility is needed to provide reasonable conditions for infill development.

- B. Denial.** If the Planning Commission does not favor the proposed application or portions thereof, the above request or requests should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Staff supports the need for flexibility from some code standards to accommodate this infill project. Staff recommends approval of all the requests with the conditions listed.

Attachments: Location Map

Applicant Narrative

Preliminary Plat

Civil Plan Set consisting of:

Overall Site Plan

Overall Grading Plan

Overall Storm Water Plans

Overall Utility Plan

Overall Landscape Plan

Overall Tree Preservation/Removal Plan

Traffic Impact Study



Inver Grove Heights- Proposed Apartment Building

5590 Babcock Tr E, Inver Grove Heights, MN

November 2, 2020



ENTRY DRIVE

Apartment Building – Concept Drawing

RonClark
Construction & Design

 **STEVENSCOTT**
MANAGEMENT, INC.


T U S H I E
M O N T G O M E R Y
A R C H I T E C T S

Ron Clark Team for Inver Grove Heights Project

- Ron Clark Construction & Design (owner)
 - Ron Clark
 - Mike Waldo
 - Mike Roebuck
- Tushie Montgomery Architects (architect)
 - Gary Tushie
 - Andy Krenik
 - Mike Stueven
- Steven Scott Management (property manager)
 - Kristie Rice & Cassandra Barden
- Civil Site Group (engineer & surveyor)
 - Dave Knaeble
 - Rory Synstelien

RonClark
Construction & Design



Requested Approvals

- The requested Zoning change to R3C is now in compliance with the revised Comp Plan. The Comp Plan Amendment changed it from Public to High Density residential.
- We are requesting the variance for the Church Property which will be below the 3-acre minimum after the lot split. The variance is needed because of substantial Right of way being taken along Babcock Trail and Upper 55th, prior to transferring the right of way we would be in compliance.
- The Conditional Use Permit is required for the Apartment Building. The building will be a 49-unit, three story apartment building with underground & surface parking, community room, exercise room, deck overlooking the wooded area, outdoor kids play area, grilling stations with picnic tables and management office.
- We are also requesting Preliminary Plat approval for the 2 sites.

Site plan showing existing and proposed uses



**Comparison to other
similar Project - Colored
Site map – Wexford Place
Rosemount, MN**



Ron Clark Apartment Buildings in Savage & Lakeville



Ron Clark Apartment Building in Carver





Ron Clark Apartment Building - Pike Lake Marsh - Prior Lake, MN

Architecture

Exterior design features and materials will be consistent with the high standards established by the City in their Design Guidelines.

Architectural roof shingles

High Quality Lap siding, Brick and other siding accents

Maintenance Free Decks for all units

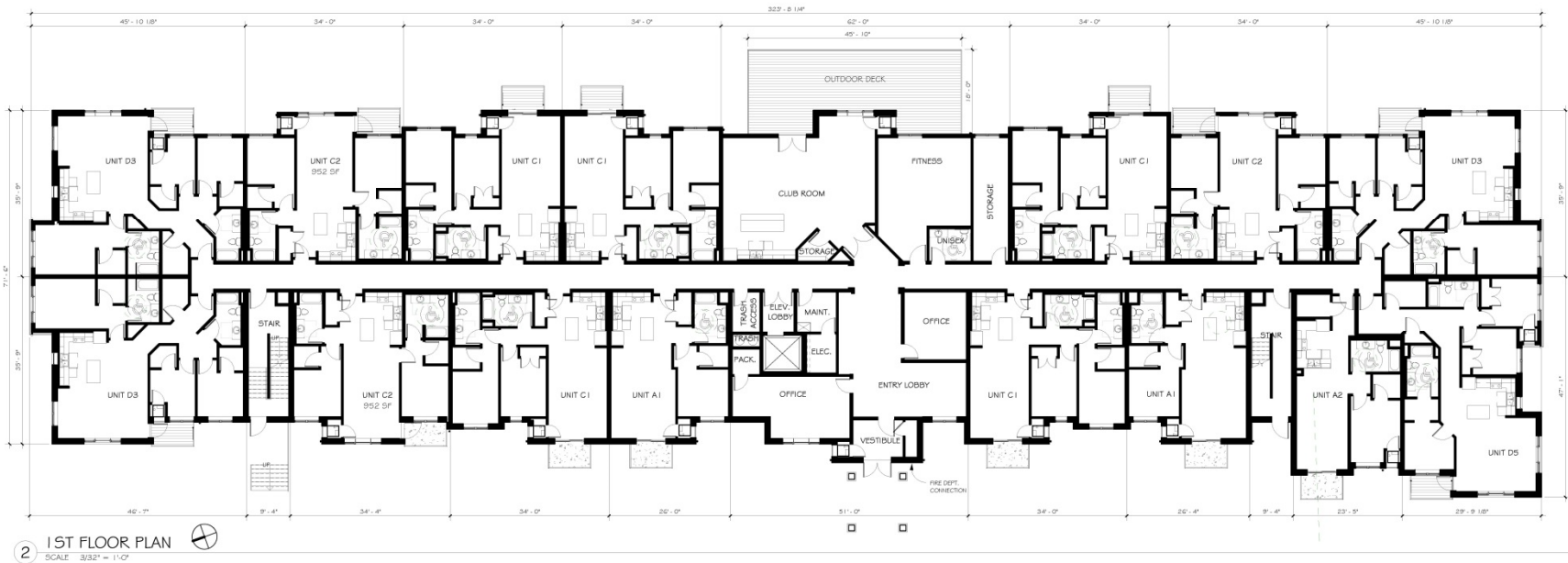
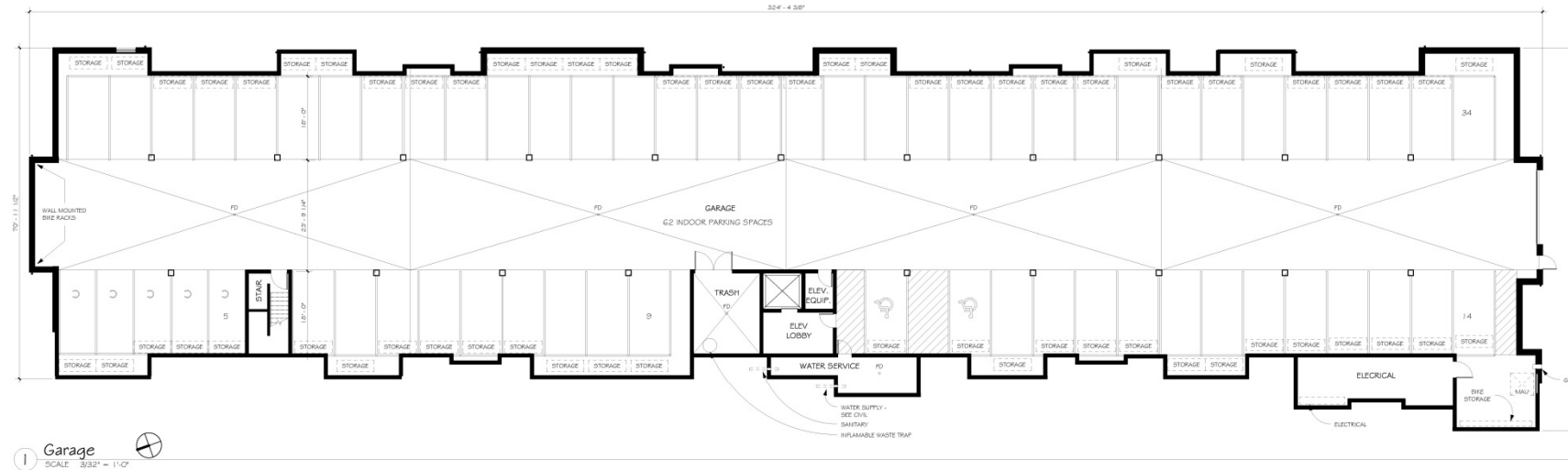
Focus is on Energy Conservation and Sustainability

Exterior deck, fenced in play area and grilling station

Neighborhood discussions

- We held an online neighborhood meeting on October 19th. We had 2 people responded, both from CHS, one attended the Zoom meeting, I also sent them this presentation to review, we discuss the project, they just wanted to understand if it affected their property, which it will not and were ok with the project.
- I also exchanged voicemails with the Clinic manager, and she was excited to have more residents in the area and had no concerns with the project.
- We also had an online meeting with the Fire Department coordinated by staff, we reviewed the project with them and discussed their concerns related to access and sprinkler system requirements. We are using the required sprinkler system and then our engineer provided them an updated site plan showing all the needed turning movements for the largest fire truck, they had reviewed and approved that layout.
- I had 1 neighbor reach out to me who couldn't attend the zoom meeting, I provided them a site plan and then had a phone call to discuss their concerns. Those mostly related to traffic and sidewalks, I said the traffic study shows the intersections can easily handle the small increase in traffic volume and that we have sidewalks on our side for pedestrians. They of course would prefer things remain as is, but I think understood that this was a good use for the site.

Garage Level and First Floor



2nd & 3rd Floors



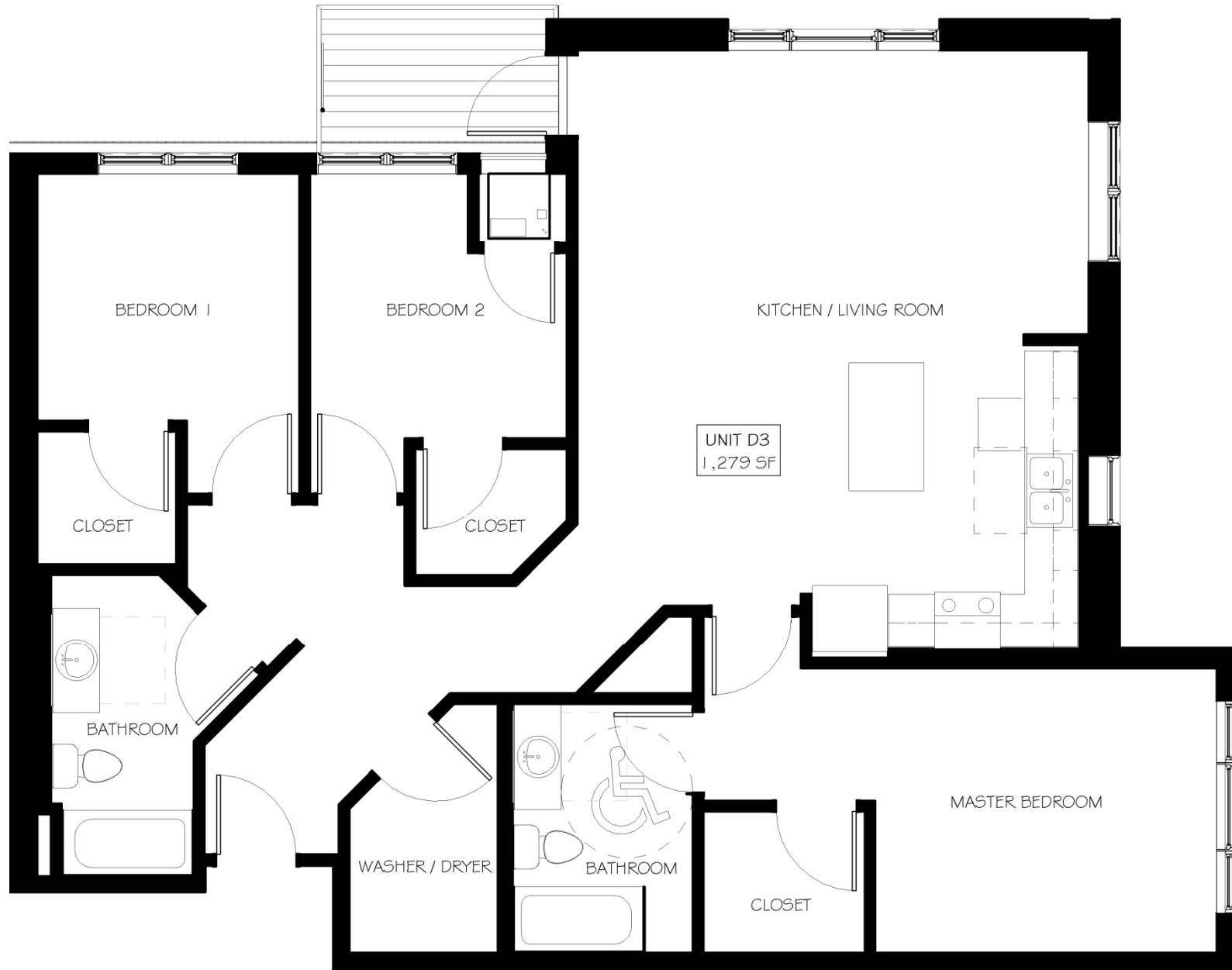
1 Bedroom Floor Plan Concept



2 Bedroom
Floor Plan
Concept



3 Bedroom Floor Plan Concept



Commons Area Pictures from our Savage & New Hope Buildings



Pictures from our Savage and New Hope Buildings



Pictures from our Savage and New Hope Buildings



Pictures from our Savage and New Hope Buildings



Pictures from our Savage and New Hope Buildings



Pictures from our Savage and New Hope Buildings



Recap of Apartment Building size, unit mix, unit sizes and parking

UNIT MIX SUMMARY

1 BED ("A" UNITS)	9	18%
2 BED ("C" UNITS)	26	53%
3 BED ("D" UNITS)	14	29%
Grand total	49	100%

UNIT MIX BY UNIT TYPE

UNIT A1	6	747 SF
UNIT A2	3	740 SF
UNIT C1	13	963 SF
UNIT C2	11	952 SF
UNIT C3 ADA	2	1,177 SF
UNIT D1	2	1,215 SF
UNIT D3	9	1,279 SF
UNIT D5	3	1,267 SF
Grand total	49	

DEVELOPMENT SUMMARY

SITE SUMMARY:
 SITE AREA: 224,096 SQ. FT. (5.14 ACRES)
 (SHALL BE VERIFIED BY SURVEY AT LATER DATE)

PROPOSED APARTMENT SITE: 93,414 SQ. FT. (2.14 ACRES)
 PROPOSED CHURCH SITE: 130,680 SQ. FT. (3.00 ACRES)

BUILDING SUMMARY:
 3 - STORY APARTMENT BUILDING
 49 UNIT
 21,922 SQ. FT. FOOTPRINT TOTAL 65,766 SQ. FT.

PARKING SUMMARY:
 REQUIRED PARKING SPACES 2 PARKING SPACES PER UNIT
 APARTMENT SURFACE PARKING 43 PARKING SPACES
 GARAGE PARKING 61 PARKING SPACES
 TOTAL PROVIDED APARTMENT PARKING 104 PARKING SPACES
 (2.1 SPACES PER UNIT)
 CHURCH SURFACE PARKING 69 PARKING SPACES
 TOTAL PROVIDED SITE PARKING 173 PARKING SPACES

PROOF OF PARKING SUMMARY:
 TOTAL POSSIBLE APARTMENT PARKING 123 PARKING SPACES
 (WITH 19 PROOF OF PARKING) (2.5 SPACES PER UNIT)
 TOTAL POSSIBLE SITE PARKING 192 PARKING SPACES
 (WITH 19 PROOF OF PARKING)

Based on other buildings which are nearly the same unit mix, we expect about 140 total residents in the building, with about 70 being children:
 1 bedroom units ave. 1.2 residents, 2 bedroom ave. 2.6, 3 bedroom ave. 4.3

Housing opportunities for a variety of people

- Servers, teachers, public safety officers, bus & truck drivers, retail/sales associates, health & childcare workers and other people who are working in Inver Grove Heights & surrounding communities.
- Working adults and young families have a chance to get started in Inver Grove Heights :
 - Provides the opportunity to buy a home in Inver Grove Heights in the future, because the rents are at or near 30% of their income.
 - This is consistent with what we have seen in other apartments where multiple families were already able to save for and purchase a home in the community.
- Because of the tax credit requirements we cannot restrict the building to only Inver Grove Heights current residents, but most of our tenants come from about a 10-mile radius as they need to still be a reasonable distance from their current place of employment.
- All our Tax Credit projects are currently 100% leased up and have been since they opened and they each have nearly a 1,000 people on an interest list, then need for these affordable options is very high.

Current Income requirements and Rents for Inver Grove Heights

- 2020 Qualifying Incomes: at or below \$43,440 (family of 1)
at or below \$49,680 (family of 2)
at or below \$55,860 (family of 3)
at or below \$62,040 (family of 4)
at or below \$67,020 (family of 5)
at or below \$72,000 (family of 6)
- Each resident in the household must pass extensive credit, criminal & housing history checks
- Projected rents - net of utilities:
 - 1 bedroom = \$931/month
 - 2 bedroom = \$1,111/month
 - 3 bedroom = \$1,280/month
 - Tenant pays only for their household electric and A/C

30 Year Commitment monitored by Dakota County CDA

- The Tax Credit financing program is a Public/Private partnership whereby the owner receives Federal Tax Credits for a 10-year period which we are then able to convert into Equity for the project, this allows for a small mortgage (about 25% of total project costs) but in return the rents must be kept at a level set by Minnesota Housing Finance Agency (MHFA) and Dakota County CDA each year for 30 years, based on each prior years Area Medium Income (AMI), in addition the tenant's income must be at or below 60% of the AMI for the County.
- MHFA and Dakota County CDA require us to set aside about \$275,000 in reserves at closing and to set aside another \$22,050/year for major repairs and replacements. We are also inspected every 1-3 years during the 30 years to make sure the buildings are being maintained properly

Professional Management

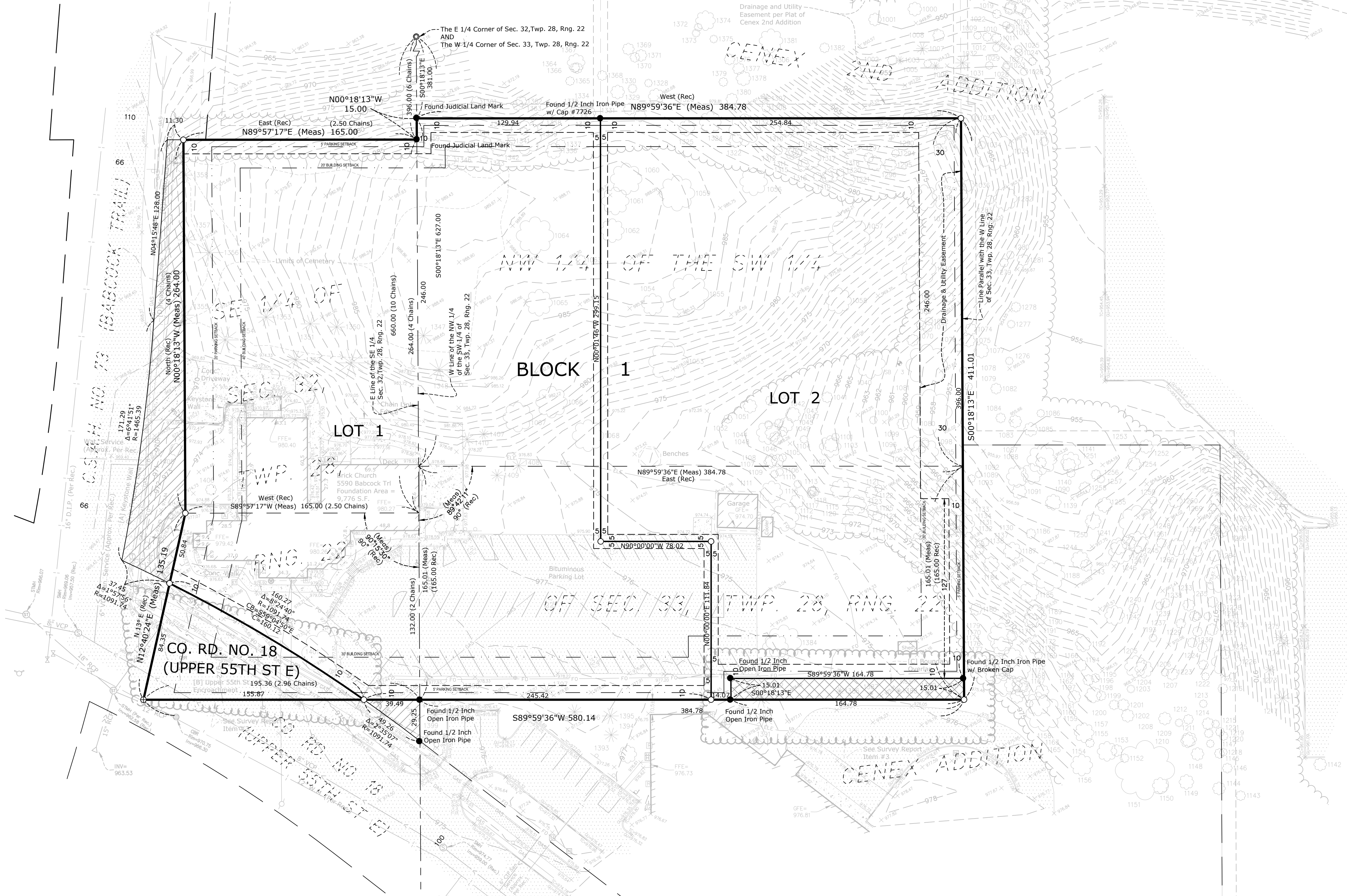
- Steven Scott Management will be our management company, they are a highly respected local company.
- We will have an onsite resident caretaker, we also will have a building manager who is at the building a minimum of 30 hours per week, along with a Senior Manager who oversees the building management.
- As part of the maintenance and management of the building we are in each unit, normally monthly or bi-monthly to maintain equipment and to do a quick inspection to confirm no lease violations or undo wear and tear is happening.
- The leases are also very clear as to our right to evict or non-renew a tenant for either a major lease violation or continued smaller issues. They also sign a Drug-free/Crime-free lease addendum.
- Smoking is not allowed anywhere in the building.

Questions/Comments?

**Mike Waldo or Mike Roebuck
Ron Clark Construction & Design
7500 West 78th Street
Minneapolis, MN 55439
Phone: 952-947-3000
Email: mwaldo@ronclark.com**

Linetype & Symbol Legend

FO	FIBER OPTIC	⚡	SIGN	⏏	AIR CONDITIONER
GAS	GASMAIN	⊕	UTILITY MANHOLE	⦿	BOLLARD
—	WATERMAIN	⊙	SANITARY MANHOLE	⦿	ELECTRIC MANHOLE
>>	SANITARY SEWER	⊙	STORM MANHOLE	⦿	FLAG POLE
>>	STORM SEWER	⊙	CATCH BASIN	⦿	FLARED END SECTION
OHU	OVERHEAD UTILITIES	⊙	ROOF DRAIN	⦿	GAS VALVE
TEL	TELEPHONE LINE	⊙	TELEPHONE BOX	⦿	HANDICAP SYMBOL
ELE	ELECTRIC LINE	⊙	TELEPHONE MANHOLE	⦿	HYDRANT
CTV	CABLE LINE	⊙	ELECTRIC TRANSFORMER	⦿	WATER MANHOLE
—	CHAINLINK FENCELINE	⊙	TRAFFIC SIGNAL	⦿	WATER VALVE
—	WOODEN FENCELINE	⊙	CABLE TV BOX	⦿	POWER POLE
—	GUARDRAIL	⊙	ELECTRICAL METER	⦿	GUY WIRE
—	CONCRETE SURFACE	⊙	GAS METER	⦿	CONIFEROUS TREE
—	PAVER SURFACE	⊙	FOUND IRON MONUMENT	⦿	DECIDUOUS TREE
—	BITUMINOUS SURFACE	⊙	SET IRON MONUMENT	⦿	
—	GRAVEL/LANDSCAPE SURFACE	⊙	CAST IRON MONUMENT	⦿	



PRELIMINARY PLAT:
RON CLARK IGH

PRELIMINARY PLAT GENERAL NOTES

PROPERTY DESCRIPTION:

That part of the Northwest Quarter of the Southwest Quarter of Section Thirty-three (33), Township Twenty-eight (28), Range Twenty-two (22) West, described as follows:

Commencing at a point on the west line of said Northwest Quarter of Southwest Quarter, said point being 381 feet south of the Quarter Section Post between Sections Thirty-two (32) and Thirty-three (33), of said Township and Range thence running south along said West line a distance of 246 feet, thence running due east 384.78 feet, thence north and parallel to the said west line of Northwest Quarter of Southwest Quarter a distance of 246 feet, thence due west a distance of 384.78 feet to the point of beginning according to the Government survey thereof.

AND

That part of the Southwest Quarter (SW 1/4) of Section Thirty-three (33), Township Twenty-eight North (28 N), Range Twenty-two West (22 W), Dakota County, Minnesota described as follows;

Commencing at a point Nine (9) chains and fifty (50) links, (Six hundred and twenty-seven feet, 627 feet) South of the Quarter Section post between Sections Thirty-two (32) and Thirty-three (33), Township Twenty-eight (28), Range Twenty-two (22) West; thence South on the West line of Section Thirty-three (33) a distance of 165 feet; thence East at right angles with said section line, a distance of 384.78 feet; thence North parallel with said West Section line of Section Thirty-three (33) a distance of 165 feet; thence West, a distance of 384.78 feet; to the point of beginning.

AND

Commencing 6 chains South of the Quarter Section post between Sections 32 and 33 of Township 28, Range 22, thence South on the East line of Section 32 four chains; thence West two and fifty hundredths chains; thence North 4 chains; thence East two & fifty hundredths chains to the place of beginning; and that part Commencing ten chains South of Quarter Section Post between Sections 32 and 33, Township 28, Range 22, thence South on East line of Section 32, two chains; thence West at right angles with said Section line two chains and 96 links; thence North 13° East to a point which bears West from place of beginning and at right angles with said Section line two chains and fifty links, thence East two chains and fifty links to the place of beginning.

NOTE: We have shown the boundary information hereon per the above property description. We have also shown potential additional property along Babcock Road and Upper 55th Ave per an unrecorded plat by Ron Krueger & Associates dated 8-16-1993. We have also shown an apparent overlap between the described property above and a portion of Lot 2, Block 3, CENEX ADDITION, which was recorded 12-27-1982.

	POTENTIAL ADDITIONAL LAND PER UNRECORDED PLAT.
	APPARENT OVERLAP BETWEEN SUBJECT PROPERTY AND LOT 2, BLOCK 3, CENEX ADDITION.

DATE OF PREPARATION:

10-23-2020

APPLICANT:

Ron Clark Construction & Design
Mike Waldo
952-947-3037
7500 West 78th St
Edina, MN 55439

BENCHMARKS:

Elevations are based on the NGVD 29 Datum. Site Benchmark is the north FFE (Finished Floor Elevation) of existing building, being 980.40 feet.

EXISTING ZONING:

P - Institutional (Per Inver Grove Heights zoning map dated April, 2019)

PROPOSED ZONING:

R3C - High Density Residential (>7 units an acre)

Proposed Setbacks

North Side - Building - 20 Feet Parking - 5 Feet
West/Babcock Trail Side - Building - 40 Feet Parking - 20 Feet
South/Upper 55th St E Side - Building - 30 Feet Parking - 5 Feet
East Side - Building - 30 Feet Parking - 5 Feet

AREAS:

Proposed Lot 1 = 122,330 Sq. Ft. or 2.808 Acres
Proposed Lot 2 = 93,950 Sq. Ft. or 2.157 Acres
Proposed Dedicated Right of Way = 6,727 Sq. Ft. or 0.154 Acres
Area of Apparent Overlap = 2,473 Sq. Ft. or 0.057 Acres
Total Property Area Per Description = 225,480 +/- square feet or 5.176 +/- acres.

Potential Additional Area along Babcock Trail = 7,627 Sq. Ft. or 0.175 Acres

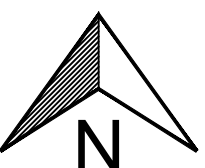
Potential Additional Area along Upper 55th St E = 568 Sq. Ft. or 0.013 Acres

FLOOD ZONE:

This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27037C0105E (Not Printed), effective date of December 2, 2011.

Rory L. Synstelién
rory@civilsitegroup.com

Minnesota License No. 44565



CivilSite
GROUP

Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416

civilsitegroup.com 612-615-0060

5590 Babcock Trail

Inver Grove Heights, Dakota County, MN 55077

Ron Clark Construction

7500 W 78th St, Edina, MN 55439

PROJECT

CLIENT

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

RORY L. SYNSTELIEN
DATE 10-23-2020 LICENSE NO. 44565

QA/QC
FIELD CREW
DRAWN BY: CJ
REVIEWED BY: RS
UPDATED BY:

VICINITY MAP



REVISION SUMMARY	
DATE	DESCRIPTION

PROJECT NO.: 20109

PRELIMINARY PLAT

V2.0

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DEVELOPMENT SUMMARY

SITE SUMMARY:
SITE AREA: 224,096 SQ. FT. (5.14 ACRES)
(SHALL BE VERIFIED BY SURVEY AT LATER DATE)

PROPOSED APARTMENT SITE: 93,414 SQ. FT. (2.14 ACRES)
PROPOSED CHURCH SITE: 130,680 SQ. FT. (3.00 ACRES)

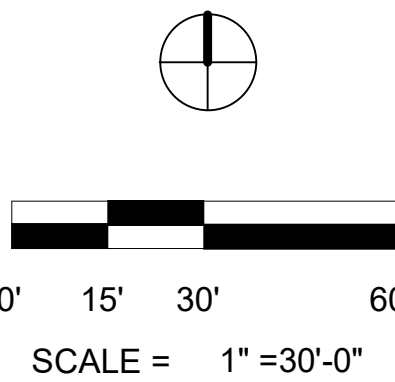
BUILDING SUMMARY:
3 - STORY APARTMENT BUILDING
49 UNIT
21,922 SQ. FT. FOOTPRINT TOTAL 65,766 SQ. FT.

PARKING SUMMARY:
REQUIRED PARKING SPACES 2 PARKING SPACES PER UNIT
APARTMENT SURFACE PARKING 43 PARKING SPACES
GARAGE PARKING 61 PARKING SPACES

TOTAL PROVIDED APARTMENT PARKING 104 PARKING SPACES
(2.1 SPACES PER UNIT)

CHURCH SURFACE PARKING 69 PARKING SPACES
TOTAL PROVIDED SITE PARKING 173 PARKING SPACES

PROOF OF PARKING SUMMARY:
TOTAL POSSIBLE APARTMENT PARKING 123 PARKING SPACES
(WITH 19 PROOF OF PARKING)
TOTAL POSSIBLE SITE PARKING 192 PARKING SPACES
(WITH 19 PROOF OF PARKING)



DESCRIPTION OF PROPERTY SURVEY

Parcel 1:
That part of the Northwest Quarter of the Southwest Quarter of Section Thirty-three (33), Township Twenty-eight (28), Range Twenty-two (22) West, described as follows: Commencing at a point on the west line of said Northwest Quarter of Southwest Quarter, said point being 381 feet south of the Quarter Section Post between Sections Thirty Two (32) and Thirty-three (33), of said Township and Range thence running south along said West line a distance of 246 feet, thence running due east 384.78 feet, thence north and parallel to the said west line of Northwest Quarter of Southwest Quarter a distance of 246 feet, thence due west a distance of 384.78 feet to the point of beginning according to the Government survey thereof.

Parcel 2:
That part of the Southwest Quarter (SW 1/4) of Section Thirty-three (33), Township Twenty-eight North (28 N), Range Twenty-two West (22 W), Dakota County, Minnesota described as follows; Commencing at a point Nine (9) chains and fifty (50) links, (Six hundred and twenty-seven feet, 627 feet) South of the Quarter Section post between Sections Thirty-two (32) and Thirty-three (33), Township Twenty-eight (28), Range Twenty-two (22) West; thence South on the West line of Section Thirty-three (33) a distance of 165 feet; thence East at right angles with said section line, a distance of 384.78 feet, thence North parallel with said West Section line of Section Thirty-three (33) a distance of 165 feet; thence West, a distance of 384.78 feet; to the point of beginning.

Parcel 3:
Commencing 6 chains South of the Quarter Section post between Sections 32 and 33 of Township 28, Range 22, thence South on the East line of Section 32 Four chains; thence West two and fifty hundredths chains; thence North 4 chains; thence East two & fifty hundredths chains to the place of beginning; and that part Commencing ten chains South of Quarter Section Post between Sections 32 and 33, Township 28, Range 22, thence South on East line of Section 32, two chains; thence West at right angles with said Section line two chains and 96 links; thence North 13° East to a point which bears West from place of beginning and at right angles with said Section line two chains and fifty links, thence East two chains and fifty links to the place of beginning.

Abstract Property
ALTA/NSPS Land Title Survey Notes
(numbered per Table A)

- Bearings are based on the Dakota County Coordinate System (1986 Adjustment).
 - Site Address: 5590 Babcock Trail, Inver Grove Heights, MN 55077.
 - This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. xxxxxxxxx, effective date of xxxxxx, 20xx.
 - The Gross land area is 225,480 +/- square feet or 5.176 +/- acres.
 - Elevations are based on the NGVD 29 Datum. Site Benchmark is the north FFE (Finished Floor Elevation) of building, being 980.40 feet.
 - The current Zoning for the subject property was not provided.
- Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.
- The number of parking stalls on this site are as follows: 65 Regular + 2 Handicap = 67 Total Parking Stalls.
 - We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visually observe all the utilities located on the subject property.
 - The names of the adjoining owners of the platted lands, as shown herein, are based on information obtained from Dakota County GIS.

SURVEY REPORT

- This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Custom Home Builders Title, LLC, File No. H9-42585, dated April 15, 2020. We note the following with regards to Schedule B of the herein referenced Title Commitment:
 - Item no.'s 1-12 are not survey related.
- Conflicts such as (but not limited to): encroachments, protrusions, access, occupation, and easements and/or servitudes:
 - Please note there is a keystone retaining wall that crosses over the west property line. As shown hereon.
 - Please note part of Upper 55th St encroaches into the southwest portion of subject property. As shown hereon.
 - Please note there is an overlap in the boundary of subject property and Lot 2, Block 3 Cenex Addition over the southeast portion of subject property. As shown hereon.
 - There are some headstones that lie outside of property limits. As shown hereon along the westerly property line.
- Please note we have reached out to Title Company for additional information as to the 55th St encroachment and boundary overlap. Once more information is received we will update survey accordingly.

ALTA CERTIFICATION

To: Salem United Methodist Church, a nonprofit corporation organized and existing under the laws of Minnesota; R.E.C. Inc.; Custom Home Builders Title, LLC and Old Republic National Title Insurance Company.
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6, 8, 9, 11, and 13 of Table A thereof. The field work was completed on 09-30-2020.
Dated this 8th day of October, 2020.

Rory L. Synstleien
rory@civilsitegroup.com
Minnesota License No. 44565



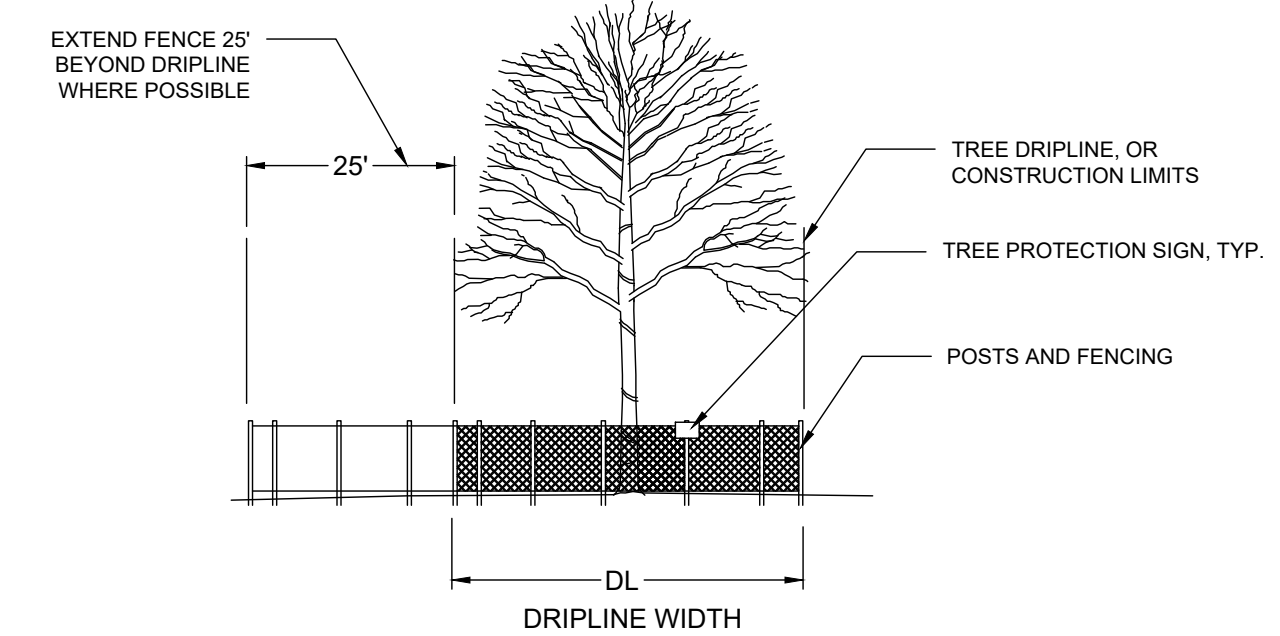
Linetype & Symbol Legend

- | | | | | | |
|-----|--------------------------|---|----------------------|---|--------------------|
| FD | FIBER OPTIC | ⊕ | SIGN | ⊠ | AIR CONDITIONER |
| GAS | GASMAIN | ⊙ | UTILITY MANHOLE | ⊙ | BOLLARD |
| — | WATERMAIN | ⊙ | SANITARY MANHOLE | ⊙ | ELECTRIC MANHOLE |
| — | SANITARY SEWER | ⊙ | STORM MANHOLE | ⊙ | FLAG POLE |
| >> | STORM SEWER | ⊙ | CATCH BASIN | ⊙ | FLARED END SECTION |
| OH | OVERHEAD UTILITIES | ⊙ | ROOF DRAIN | ⊙ | GAS VALVE |
| TEL | TELEPHONE LINE | ⊙ | TELEPHONE BOX | ⊙ | HANDICAP SYMBOL |
| EL | ELECTRIC LINE | ⊙ | TELEPHONE MANHOLE | ⊙ | HYDRANT |
| C | CABLE LINE | ⊙ | ELECTRIC TRANSFORMER | ⊙ | WATER MANHOLE |
| X | CHAINLINK FENCELINE | ⊙ | TRAFFIC SIGNAL | ⊙ | WATER VALVE |
| — | WOODEN FENCELINE | ⊙ | CABLE TV BOX | ⊙ | POWER POLE |
| — | GUARDRAIL | ⊙ | ELECTRICAL METER | ⊙ | GUY WIRE |
| — | CONCRETE SURFACE | ⊙ | GAS METER | ⊙ | CONIFEROUS TREE |
| — | PAVER SURFACE | ⊙ | FOUND IRON MONUMENT | ⊙ | DECIDUOUS TREE |
| — | BITUMINOUS SURFACE | ⊙ | SET IRON MONUMENT | ⊙ | |
| — | GRAVEL/LANDSCAPE SURFACE | ⊙ | CAST IRON MONUMENT | ⊙ | |

Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table	Tree Table
Point #	Description	Point #	Description	Point #	Description	Point #	Description	Point #	Description	Point #	Description	Point #	Description	Point #	Description	Point #	Description
1000	1" WALNUT	1009	8" POP	1007	4" OAK	1005	1" ELM	1013	8" COT	1141	2" MAP	1169	8" COT	1167	1" ASH	1235	1" ASH
1001	1" WALNUT	1010	8" ASH	1008	2" OAK	1006	8" MAP	1114	1" COT	1142	1" MAP	1170	8" BOB	1168	1" ASH	1236	2" OAK
1002	1" WALNUT	1011	1" PIN	1009	2" OAK	1007	2" MAP	1115	8" COT	1143	1" MAP	1171	1" COT	1169	1" ASH	1237	1" ASH
1003	8" PIN	1012	1" PIN	1010	3" OAK	1008	1" MAP	1116	1" COT	1144	1" OAK	1172	1" COT	1170	1" ASH	1238	8" ASH
1004	8" MAP	1013	8" BOB	1011	2" OAK	1009	2" OAK	1117	8" COT	1145	1" ASH	1173	2" COT	1171	1" ASH	1239	1" ASH
1005	8" PIN	1014	8" BOB	1012	2" OAK	1010	2" OAK	1118	1" COT	1146	1" OAK	1174	1" COT	1172	1" ASH	1240	1" ASH
1006	1" MAP	1015	3" OAK	1013	2" OAK	1011	2" OAK	1119	1" COT	1147	1" OAK	1175	1" COT	1173	1" ASH	1241	1" ASH
1007	1" MAP	1016	3" OAK	1014	2" OAK	1012	2" OAK	1120	1" COT	1148	1" OAK	1176	1" COT	1174	1" ASH	1242	1" ASH
1008	1" MAP	1017	3" OAK	1015	2" OAK	1013	2" OAK	1121	1" COT	1149	1" OAK	1177	1" COT	1175	1" ASH	1243	1" ASH
1009	8" PIN	1018	3" OAK	1016	2" OAK	1014	2" OAK	1122	1" COT	1150	1" ASH	1178	1" COT	1176	1" ASH	1244	1" ASH
1010	8" PIN	1019	3" OAK	1017	2" OAK	1015	2" OAK	1123	1" COT	1151	1" ASH	1179	1" COT	1177	1" ASH	1245	1" ASH
1011	8" PIN	1020	3" OAK	1018	2" OAK	1016	2" OAK	1124	1" COT	1152	1" ASH	1180	1" COT	1178	1" ASH	1246	1" ASH
1012	8" PIN	1021	3" OAK	1019	2" OAK	1017	2" OAK	1125	1" COT	1153	1" ASH	1181	1" COT	1179	1" ASH	1247	1" ASH
1013	8" PIN	1022	3" OAK	1020	2" OAK	1018	2" OAK	1126	1" COT	1154	1" ASH	1182	1" COT	1180	1" ASH	1248	1" ASH
1014	8" PIN	1023	3" OAK	1021	2" OAK	1019	2" OAK	1127	1" COT	1155	1" ASH	1183	1" COT	1181	1" ASH	1249	1" ASH
1015	8" PIN	1024	3" OAK	1022	2" OAK	1020	2" OAK	1128	1" COT	1156	1" ASH	1184	1" COT	1182	1" ASH	1250	1" ASH
1016	8" PIN	1025	3" OAK	1023	2" OAK	1021	2" OAK	1129	1" COT	1157	1" ASH	1185	1" COT	1183	1" ASH	1251	1" ASH
1017	8" PIN	1026	3" OAK	1024	2" OAK	1022	2" OAK	1130	1" COT	1158	1" ASH	1186	1" COT	1184	1" ASH	1252	1" ASH
1018	8" PIN	1027	3" OAK	1025	2" OAK	1023	2" OAK	1131	1" COT	1159	1" ASH	1187	1" COT	1185	1" ASH	1253	1" ASH
1019	8" PIN	1028	3" OAK	1026	2" OAK	1024	2" OAK	1132	1" COT	1160	1" ASH	1188	1" COT	1186	1" ASH	1254	1" ASH
1020	8" PIN	1029	3" OAK	1027	2" OAK	1025	2" OAK	1133	1" COT	1161	1" ASH	1189	1" COT	1187	1" ASH	1255	1" ASH
1021	8" PIN	1030	3" OAK	1028	2" OAK	1026	2" OAK	1134	1" COT	1162	1" ASH	1190	1" COT	1188	1" ASH	1256	1" ASH
1022	8" PIN	1031	3" OAK	1029	2" OAK	1027	2" OAK	1135	1" COT	1163	1" ASH	1191	1" COT	1189	1" ASH	1257	1" ASH
1023	8" PIN	1032	3" OAK	1030	2" OAK	1028	2" OAK	1136	1" COT	1164	1" ASH	1192	1" COT	1190	1" ASH	1258	1" ASH
1024	8" PIN	1033	3" OAK	1031	2" OAK	1029	2" OAK	1137	1" COT	1165	1" ASH	1193	1" COT	1191	1" ASH	1259	1" ASH
1025	8" PIN	1034	3" OAK	1032	2" OAK	1030	2" OAK	1138	1" COT	1166	1" ASH	1194	1" COT	1192	1" ASH	1260	1" ASH
1026	8" PIN	1035	3" OAK	1033	2" OAK	1031	2" OAK	1139	1" COT	1167	1" ASH	1195	1" COT	1193	1" ASH	1261	1" ASH
1027	8" PIN	1036	3" OAK	1034	2" OAK	1032	2" OAK	1140	1" COT	1168	1" ASH	1196	1" COT	1194	1" ASH	1262	1" ASH
1028	8" PIN	1037	3" OAK	1035	2" OAK	1033	2" OAK	1141	1" COT	1169	1" ASH	1197	1" COT	1195	1" ASH	1263	1" ASH
1029	8" PIN	1038	3" OAK	1036	2" OAK	1034	2" OAK	1142	1" COT	1170	1" ASH	1198	1" COT	1196	1" ASH	1264	1" ASH
1030	8" PIN	1039	3" OAK	1037	2" OAK	1035	2" OAK	1143	1" COT	1171	1" ASH	1199	1" COT	1197	1" ASH	1265	1" ASH
1031	8" PIN	1040	3" OAK	1038	2" OAK	1036	2" OAK	1144	1" COT	1172	1" ASH	1200	1" COT	1198	1" ASH	1266	1" ASH
1032	8" PIN	1041	3" OAK	1039	2" OAK	1037	2" OAK	1145	1" COT	1173	1" ASH	1201	1" COT	1199	1" ASH	1267	1" ASH
1033	8" PIN	1042	3" OAK	1040	2" OAK	1038	2" OAK	1146	1" COT	1174	1" ASH	1202	1" COT	1200	1" ASH	1268	1" ASH
1034	8" PIN	1043	3" OAK	1041	2" OAK	1039	2" OAK	1147	1" COT	1175	1" ASH	1203	1" COT	1201	1" ASH	1269	1" ASH
1035	8" PIN	1044	3" OAK	1042	2" OAK	1040	2" OAK	1148	1" COT	1176	1" ASH	1204	1" COT	1202	1" ASH	1270	1" ASH
1036	8" PIN	1045	3" OAK	1043	2" OAK	1041	2" OAK	1149	1" COT	1177	1" ASH	1205	1" COT	1203	1" ASH	1271	1" ASH
1037	8" PIN	1046	3" OAK	1044	2" OAK	1042	2" OAK	1150	1" COT	1178	1" ASH	1206	1" COT	1204	1" ASH	1272	1" ASH
1038	8" PIN	1047	3" OAK	1045	2" OAK	1043	2" OAK	1151	1" COT	1179	1" ASH	1207	1" COT	1205	1" ASH	1273	1" ASH
1039	8" PIN	1048	3" OAK	1046	2" OAK	1044	2" OAK	1152	1" COT	1180	1" ASH	1208	1" COT	1206	1" ASH	1274	1" ASH
1040	8" PIN	1049	3" OAK	1047	2" OAK	1045	2" OAK	1153	1" COT	1181	1" ASH	1209	1" COT	1207	1" ASH	1275	1" ASH
1041	8" PIN	1050	3" OAK	1048	2" OAK	1046	2" OAK	1154	1" COT	1182	1" ASH	1210	1" COT	1208	1" ASH	1276	1" ASH
1042	8" PIN	1051	3" OAK	1049	2" OAK	1047	2" OAK	1155	1" COT	1183	1" ASH	1211	1" COT	1209	1" ASH	1277	1" ASH
1043	8" PIN	1052	3" OAK	1050	2" OAK	1048	2" OAK	1156	1" COT	1184	1" ASH	1212	1" COT	1210	1" ASH	1278	1" ASH
1044	8" PIN	1053	3" OAK	1051	2" OAK	1049	2" OAK	1157	1" COT	1185	1" ASH	1213	1" COT	1211	1" ASH	1279	1" ASH
1045	8" PIN	1054	3" OAK	1052	2" OAK	1050	2" OAK	1158	1" COT	1186	1" ASH	1214	1" COT	1212	1" ASH	1280	1" ASH
1046	8" PIN	1055	3" OAK	1053	2" OAK	1051	2" OAK	1159	1" COT	1187	1" ASH	1215	1" COT	1213	1" ASH	1281	1" ASH
1047	8" PIN	1056	3" OAK	1054	2" OAK	1052	2" OAK	1160	1" COT	1188	1" ASH	1216	1" COT	1214	1" ASH	1282	1" ASH
1048	8" PIN	1057	3" OAK	1055	2" OAK	1053	2" OAK	1161	1" COT	1189	1" ASH	1217	1" COT	1215	1" ASH	1283	1" ASH
1049	8" PIN	1058	3" OAK	1056	2" OAK	1054	2" OAK	1162	1" COT	1190	1" ASH	1218	1" COT	1216	1" ASH	1284	1" ASH
1050	8" PIN	1059	3" OAK	1057	2" OAK	1055	2" OAK	1163	1" COT	1191	1" ASH	1219	1" COT	1217	1" ASH	1285	1" ASH
1051	8" PIN	1060	3" OAK	1058	2" OAK	1056	2" OAK	1164	1" COT	1192	1" ASH	1220	1" COT	1218	1" ASH	1286	1" ASH
1052	8" PIN	1061	3" OAK	1059	2" OAK	1057	2" OAK	1165	1" COT	1193	1" ASH	1221	1" COT	1219	1" ASH	1287	1" ASH
1053	8" PIN	1062	3" OAK	1060	2" OAK	1058	2" OAK	1166	1" COT	1194	1" ASH	1222	1" COT	1220	1" ASH	1288	1" ASH
1054	8" PIN	1063	3" OAK	1061	2" OAK	1059	2" OAK	1167	1" COT	1195	1" ASH	1223	1" COT	1221	1" ASH	1289	1" ASH
1055	8" PIN	1064	3" OAK	1062	2" OAK	1060	2" OAK	1168	1" COT	1196	1" ASH	1224	1" COT	1222	1" ASH	1290	1"

REMOVAL NOTES:

- SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
- REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
- REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
- EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
- REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
- ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
- EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
- PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
- MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
- DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
- PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
- SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
- VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
- ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
- SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
- STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.
- ALL EXISTING SITE TRAFFIC/REGULATORY SIGNAGE TO BE INVENTORIED AND IF REMOVED FOR CONSTRUCTION SHALL BE RETURNED TO LGU.
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS. 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

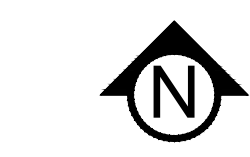


FURNISH A AND INSTALL TEMPORARY FENCE AT THE TREE'S DRIP LINE OR CONSTRUCTION LIMITS AS SHOWN ON PLAN, PRIOR TO ANY CONSTRUCTION. WHERE POSSIBLE PLACE FENCE 25' BEYOND DRIP LINE. PLACE TREE PROTECTION SIGN ON POSTS, ONE PER INDIVIDUAL TREE (FACING CONSTRUCTION ACTIVITY), OR ONE EVERY 100' LF ALONG A GROVE OR MULTI-TREE PROTECTION AREA.

1 TREE PROTECTION
NTS

REMOVALS LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVE CURB AND GUTTER, IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS



1" = 40'-0"
20'-0" 0 40'-0"

BABCOCK TRAIL
(A Public R/W)
(Width Varies)

CITY OF INVER GROVE HEIGHTS REMOVAL NOTES:

- RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0 - SW1.9

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.

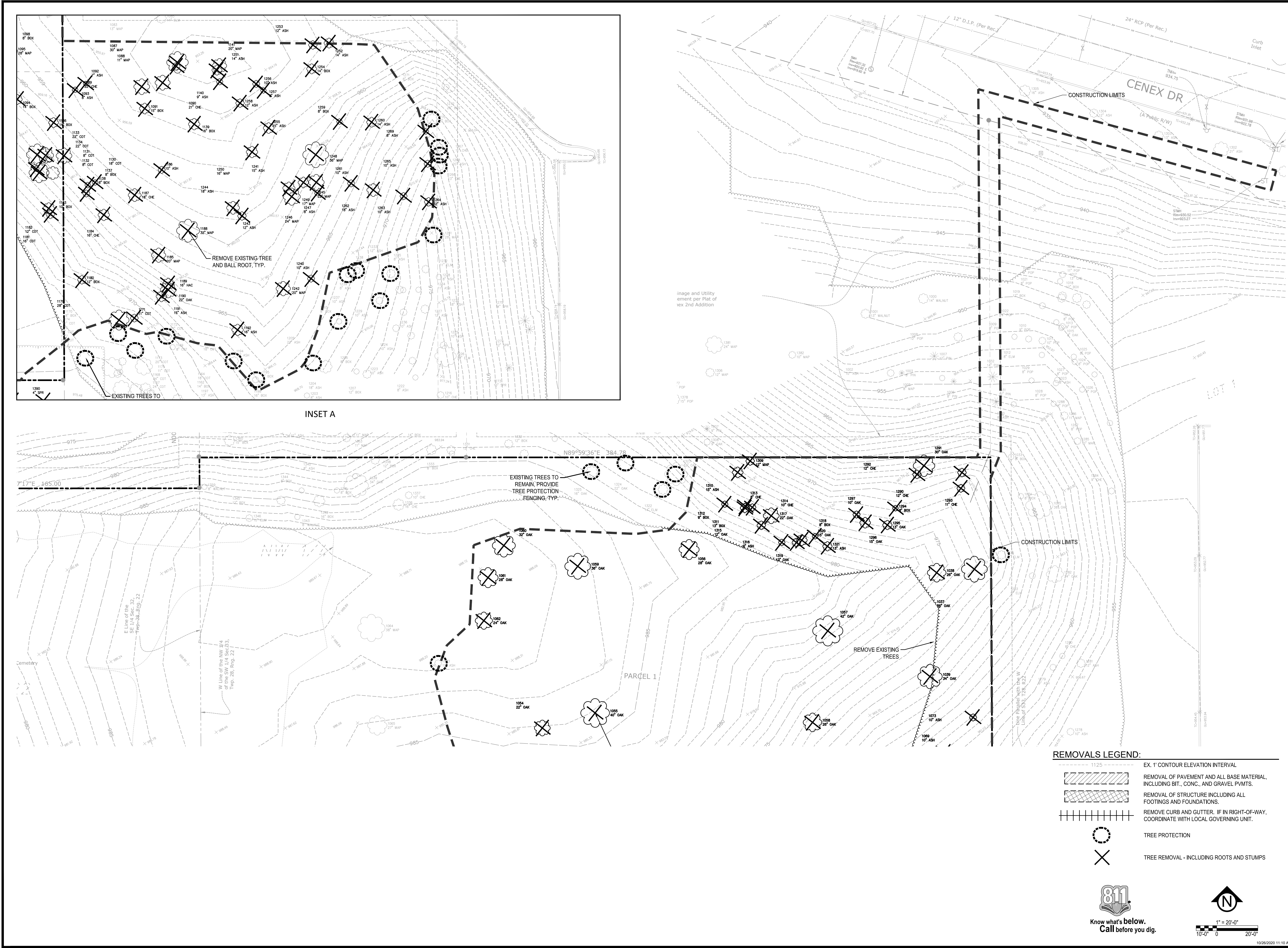
David J. Knaeble

DATE 10/26/20 LICENSE NO. 48776

NORTH REMOVALS
PLAN

C1.2

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LOT 1 TREE INVENTORY:

NO	TYPE	SIZE	SPECIES	HERITAGE	SIGNIFICANT	COMMON	REMOVE
1063 TRD		10	ASH		X		
1064 TRD		38	MAPLE	X			
1065 TRD		27	MAPLE	X			
1066 TRD		32	OAK	X			
1067 TRD		30	OAK	X			
1068 TRD		32	OAK	X			
1336 TRD		16	CHERRY		X		
1337 TRD		10	CHERRY		X		
1338 TRD		12	BOX ELDER			X	
1339 TRD		34	OAK	X			
1340 TRD		8	ASH		X		
1341 TRD		8	BOX ELDER			X	
1342 TRD		16	BOX ELDER			X	
1343 TRD		8	WALNUT		X		
1344 TRD		8	BOX ELDER			X	
1345 TRD		12	BOX ELDER			X	
1346 TRD		10	ELM		X		
1347 TRC		17	SPRUCE			X	
1348 TRC		22	SPRUCE			X	
1349 TRC		28	SPRUCE			X	
1350 TRC		16	SPRUCE			X	
1351 TRC		18	SPRUCE			X	
1352 TRC		18	SPRUCE			X	
1353 TRC		18	SPRUCE			X	
1354 TRC		26	SPRUCE			X	
1356 TRC		27	SPRUCE			X	
1357 TRC		18	SPRUCE			X	
1359 TRD		8	WALNUT		X		
1397 TRC		16	SPRUCE			X	X
1398 TRD		20	ASH		X		X
1400 TRD		15	BIRCH		X		X
1401 TRD		44	MAPLE	X			X
1402 TRD		12	CRABAPPLE		X		
1406 TRD		11	CRABAPPLE		X		
1407 TRC		10	SPRUCE			X	
1408 TRC		14	PINE			X	
1409 TRC		12	PINE			X	
1410 TRC		14	SPRUCE			X	
1411 TRD		14	CRABAPPLE		X		

FIRE STATION LOT TREE INVENTORY:

NO	TYPE	SIZE	SPECIES	HERITAGE	SIGNIFICANT	COMMON	REMOVE
1087 TRD		30	MAPLE	X			X
1088 TRD		11	MAPLE		X		X
1089 TRD		22	CHERRY		X		X
1090 TRD		21	CHERRY		X		X
1091 TRD		15	BOX ELDER			X	X
1092 TRD		7	ASH			X	X
1093 TRD		8	ASH		X		X
1137 TRD		8	BOX ELDER			X	X
1138 TRD		8	BOX ELDER			X	X
1139 TRD		16	BOX ELDER			X	X
1140 TRD		9	ASH		X		X
1141 TRD		20	MAPLE		X		X
1144 TRD		13	CHERRY		X		
1145 TRD		10	ASH		X		
1147 TRD		8	CHERRY		X		
1148 TRD		13	BOX ELDER			X	
1149 TRD		15	ASH		X		
1150 TRD		16	ASH		X		
1151 TRD		60	MAPLE	X			
1153 TRD		12	BOX ELDER			X	
1154 TRD		20	ASH		X		
1155 TRD		9	ASH		X		
1156 TRD		22	ASH		X		
1157 TRD		20	ASH		X		
1158 TRD		36	COTTONWOOD			X	
1159 TRD		24	COTTONWOOD			X	
1160 TRD		8	MAPLE		X		
1161 TRD		14	WILLOW		X		
1162 TRD		14	BOX ELDER			X	
1163 TRD		16	COTTONWOOD			X	
1164 TRD		18	COTTONWOOD			X	
1165 TRD		10	COTTONWOOD			X	
1166 TRD		18	COTTONWOOD			X	
1167 TRD		24	COTTONWOOD			X	
1168 TRD		24	COTTONWOOD			X	
1169 TRD		8	COTTONWOOD			X	
1170 TRD		8	BOX ELDER			X	
1171 TRD		11	COTTONWOOD			X	X
1172 TRD		19	COTTONWOOD			X	
1173 TRD		20	COTTONWOOD			X	
1174 TRD		11	COTTONWOOD			X	
1175 TRD		11	COTTONWOOD			X	
1176 TRD		20	COTTONWOOD			X	
1177 TRD		28	COTTONWOOD			X	
1178 TRD		12	COTTONWOOD			X	
1179 TRD		28	COTTONWOOD			X	X
1180 TRD		12	BOX ELDER			X	X
1183 TRD		10	BOX ELDER			X	X
1184 TRD		16	CHERRY		X		X
1185 TRD		20	MAPLE		X		X

TREE REPLACEMENT CALCULATIONS:

	PRESERVED			REMOVED			TOTAL			ALLOWABLE REMOVAL		REPLACEMENT FACTOR		REPLACEMENT	
	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.			NUMBER	CAL. IN.
LOT 1 HERITAGE TREES	6	193	81.4%	1	44	18.6%	7	237	100.0%	2.8	94.8	CLASS C	100%		-50.8
LOT 1 LOT SIGNIFICANT TREES	10	107	75.4%	2	35	24.6%	12	142	100.0%	4.8	56.8	CLASS B	100%		-21.8
LOT 1 COMMON TREES	19	314	95.2%	1	16	4.8%	20	330	100.0%	8	132	CLASS A	50%		-58
TOTALS	35	614		4	95		39	709		40% IN R-3					
TOTAL CAL. IN REPLACEMENT REQ.															-72.6
NUMBER OF TREES @ 2.5" CAL.															-30
	PRESERVED			REMOVED			TOTAL			ALLOWABLE REMOVAL		REPLACEMENT FACTOR		REPLACEMENT	
	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.			NUMBER	CAL. IN.
LOT 1 HERITAGE TREES	4	128	24.4%	11	396	75.6%	15	524	100.0%	6	209.6	CLASS C	100%		186.4
LOT 1 LOT SIGNIFICANT TREES	6	103	18.2%	37	463	81.8%	43	566	100.0%	17.2	226.4	CLASS B	100%		236.6
LOT 1 COMMON TREES	0	0	0.0%	48	727	100.0%	48	727	100.0%	19.2	290.8	CLASS A	50%		218.1
TOTALS	10	231		96	1586		106	1817		40% IN R-3					
TOTAL CAL. IN REPLACEMENT REQ.															423
NUMBER OF TREES @ 2.5" CAL.															170
	PRESERVED			REMOVED			TOTAL			ALLOWABLE REMOVAL		REPLACEMENT FACTOR		REPLACEMENT	
	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.	% OF CAL.	NUMBER	CAL. IN.			NUMBER	CAL. IN.
FIRE LOT HERITAGE TREES	2	88	47.3%	3	98	52.7%	5	186	100.0%	2	74.4	CLASS C	100%		23.6
FIRE LOT SIGNIFICANT TREES	44	536	51.0%	35	515	49.0%	79	1051	100.0%	31.6	420.4	CLASS B	100%		94.6
LOT 1 COMMON TREES	36	540	74.5%	17	185	25.5%	53	725	100.0%	21.2	290	CLASS A	50%		-52.5
TOTALS	82	1164		55	798		137	1962		40% IN R-3					
TOTAL CAL. IN REPLACEMENT REQ.															118.2
NUMBER OF TREES @ 2.5" CAL.															48

LOT 2 TREE INVENTORY:

NO	TYPE	SIZE	SPECIES	HERITAGE	SIGNIFICANT	COMMON	REMOVE
1037	TRD	36	OAK	X			X
1038	TRD	26	OAK		X		X
1039	TRD	34	OAK	X			X
1040	TRD	30	OAK	X			X
1041	TRD	11	BOX ELDER			X	X
1042	TRD	15	MAPLE		X		X
1043	TRD	9	MAPLE		X		X
1044	TRD	10	MAPLE		X		X
1045	TRD	15	MAPLE		X		X
1046	TRD	14	MAPLE		X		X
1047	TRD	8	MAPLE		X		X
1048	TRD	24	COTTONWOOD			X	X
1049	TRD	16	COTTONWOOD			X	X
1050	TRD	10	BOX ELDER			X	X
1051	TRD	14	MULBERRY		X		X
1052	TRD	9	MULBERRY		X		X
1053	TRD	40	OAK	X			X
1054	TRD	22	OAK		X		X
1055	TRD	40	OAK	X			X
1056	TRD	28	OAK	X			X
1057	TRD	42	OAK	X			X
1058	TRD	26	OAK		X		X
1059	TRD	36	OAK	X			
1060	TRD	32	OAK	X			
1061	TRD	28	OAK	X			
1062	TRD	24	OAK		X		
1069	TRD	10	ASH		X		X
1070	TRD	12	MAPLE		X		X
1071	TRD	11	BOX ELDER			X	X
1072	TRD	8	MAPLE		X		X
1073	TRD	10	ASH		X		X
1076	TRD	8	BOX ELDER			X	X
1080	TRD	46	MAPLE	X			X
1081	TRD	42	MAPLE	X			X
1094	TRD	14	BOX ELDER			X	X
1095	TRD	28	MAPLE	X			X
1096	TRD	15	MAPLE		X		X
1097	TRD	8	BOX ELDER			X	X
1098	TRD	8	BOX ELDER			X	X
1099	TRD	12	MAPLE		X		X
1100	TRD	8	BOX ELDER			X	X
1101	TRD	8	BOX ELDER			X	X
1102	TRD	22	COTTONWOOD			X	X
1103	TRD	14	COTTONWOOD			X	X
1104	TRD	8	MAPLE		X		X
1105	TRD	8	MAPLE		X		X
1106	TRD	13	COTTONWOOD			X	X
1107	TRD	13	COTTONWOOD			X	X
1108	TRD	13	COTTONWOOD			X	X
1109	TRD	8	WALNUT		X		X
1110	TRD	8	ASH		X		X
1111	TRD	22	COTTONWOOD			X	X
1112	TRD	14	COTTONWOOD			X	X
1113	TRD	8	COTTONWOOD			X	X
1114	TRD	28	COTTONWOOD			X	X
1115	TRD	8	COTTONWOOD			X	X
1116	TRD	10	COTTONWOOD			X	X
1117	TRD	8	COTTONWOOD			X	X
1118	TRD	10	COTTONWOOD			X	X
1119	TRD	30	COTTONWOOD			X	X
1120	TRD	20	COTTONWOOD			X	X
1121	TRD	8	COTTONWOOD			X	X
1122	TRD	13	COTTONWOOD			X	X
1123	TRD	20	COTTONWOOD			X	X
1124	TRD	10	ELM		X		X
1125	TRD	12	COTTONWOOD			X	X
1126	TRD	20	COTTONWOOD			X	X
1127	TRD	17	COTTONWOOD			X	X
1128	TRD	12	ELM		X		X
1129	TRD	28	COTTONWOOD			X	X
1130	TRD	18	COTTONWOOD			X	X
1131	TRD	8	COTTONWOOD			X	X
1132	TRD	8	COTTONWOOD			X	X
1133	TRD	22	COTTONWOOD			X	X
1134	TRD	22	COTTONWOOD			X	X
1135	TRD	30	COTTONWOOD			X	X
1136	TRD	14	BOX ELDER			X	X
1181	TRD	16	COTTONWOOD			X	X
1182	TRD	12	COTTONWOOD			X	X
1290	TRD	12	CHERRY		X		X
1291	TRD	30	OAK	X			X
1292	TRD	12	CHERRY		X		X
1293	TRD	11	CHERRY		X		X
1294	TRD	8	BOX ELDER			X	X
1295	TRD	13	OAK		X		X
1296	TRD	15	OAK		X		X
1297	TRD	10	OAK		X		X
1309	TRD	12	MAPLE		X		X
1310	TRD	15	ASH		X		
1311	TRD	13	BOX ELDER			X	X
1312	TRD	9	BOX ELDER			X	X
1313	TRD	8	CHERRY		X		X
1314	TRD	10	CHERRY		X		X
1315	TRD	12	OAK		X		X
1316	TRD	9	ASH		X		X
1317	TRD	22	OAK		X		X
1318	TRD	8	BOX ELDER			X	X
1319	TRD	12	OAK		X		X
1320	TRD	15	OAK		X		X
1321	TRD	13	ASH		X		X
1322	TRD	14	ELM		X		
1323	TRD	32	OAK	X			
1324	TRD	22	OAK		X		
1325	TRD	16	OAK		X		
1384	TRD	36	COTTONWOOD			X	X
1385	TRD	26	COTTONWOOD			X	X

**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

IRON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

David J. Knaeble

David J. Knaeble
DATE 10/26/20 LICENSE NO. 48776

DATE	DESCRIPTION
10/26/20	CITY SUBMITTAL

9	9
8	8
7	7

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DRAWN BY: _____

CHECKED BY: _____

REVISION SUMMARY

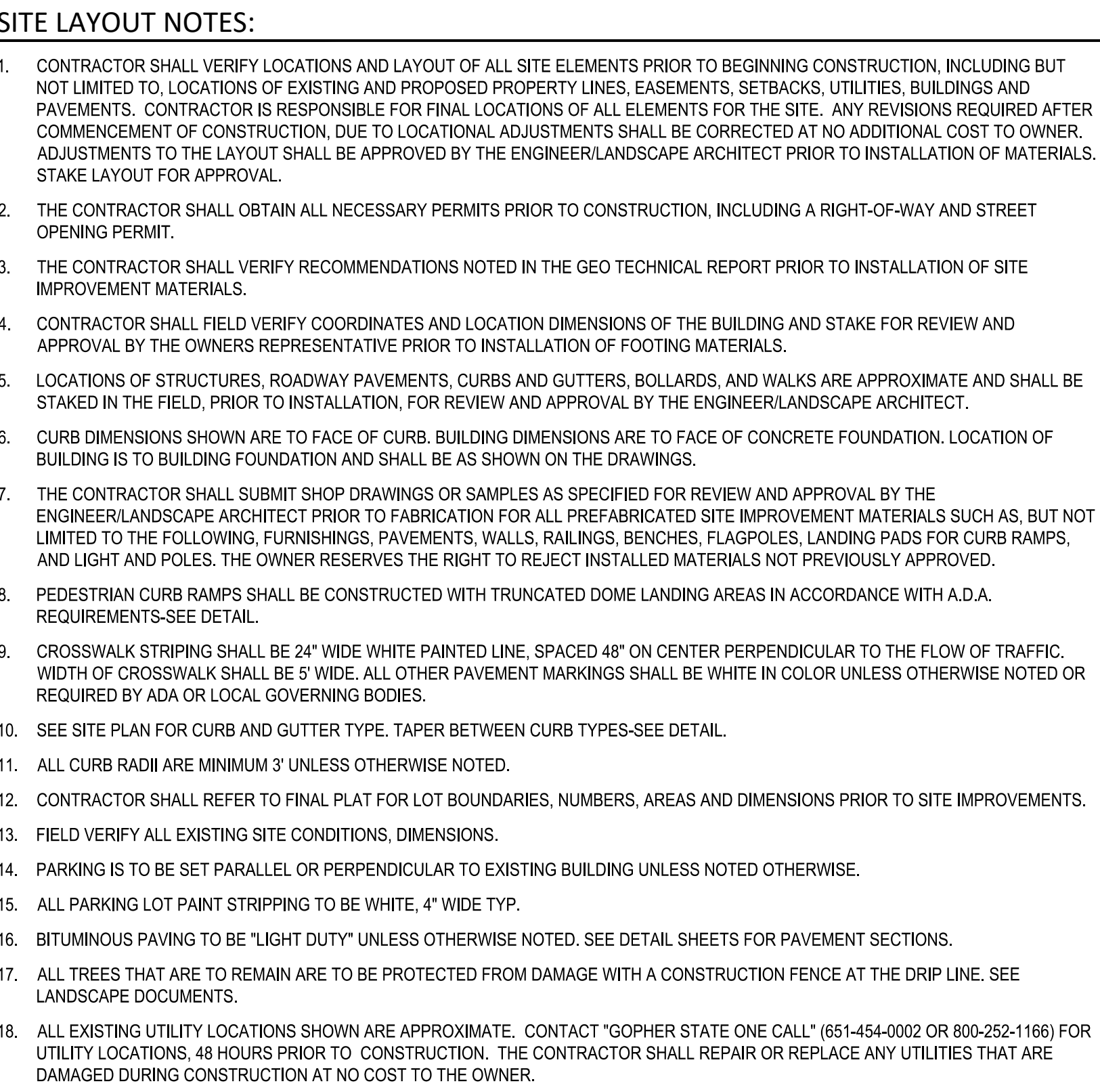
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11	8
12	7

[illegible]

OVERALL OFFERED BY

020

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10


 SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
 HC = ACCESSIBLE SIGN
 NP = NO PARKING FIRE LANE



Know what's below.
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10/26/2020 11:10 AM

SITE AREA CALCULATIONS								
	.OT 1 EXISTING CONDITION ^a		.OT 1 PROPOSED CONDITION		.OT 2 EXISTING CONDITION ^a		.OT 2 PROPOSED CONDITION	
BUILDING COVERAGE	9,777 SF	7.6%	9,777 SF	7.6%	898 SF	1.0%	22,018 SF	23.4%
ALL PAVEMENTS	32,737 SF	25.4%	34,548 SF	26.8%	3,778 SF	4.0%	29,379 SF	31.3%
ALL NON-PAVEMENTS	86,544 SF	67.1%	84,733 SF	65.7%	89,273 SF	95.0%	42,552 SF	45.3%
TOTAL SITE AREA	129,058 SF	100.0%	129,058 SF	100.0%	93,949 SF	100.0%	93,949 SF	100.0%

IMPERVIOUS SURFACE		
LOT 1 EXISTING CONDITION	42,514 SF	32.9%
LOT 1 PROPOSED CONDITION	44,325 SF	34.3%
LOT 2 EXISTING CONDITION	4,676 SF	5.0%
LOT 2 PROPOSED CONDITION	51,397 SF	54.7%
DIFFERENCE (EX. VS PROP.)	48,532 SF	51.1%

1. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

PRELIMINARY:
NOT FOR
CONSTRUCTION

PROJECT
**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077
RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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.

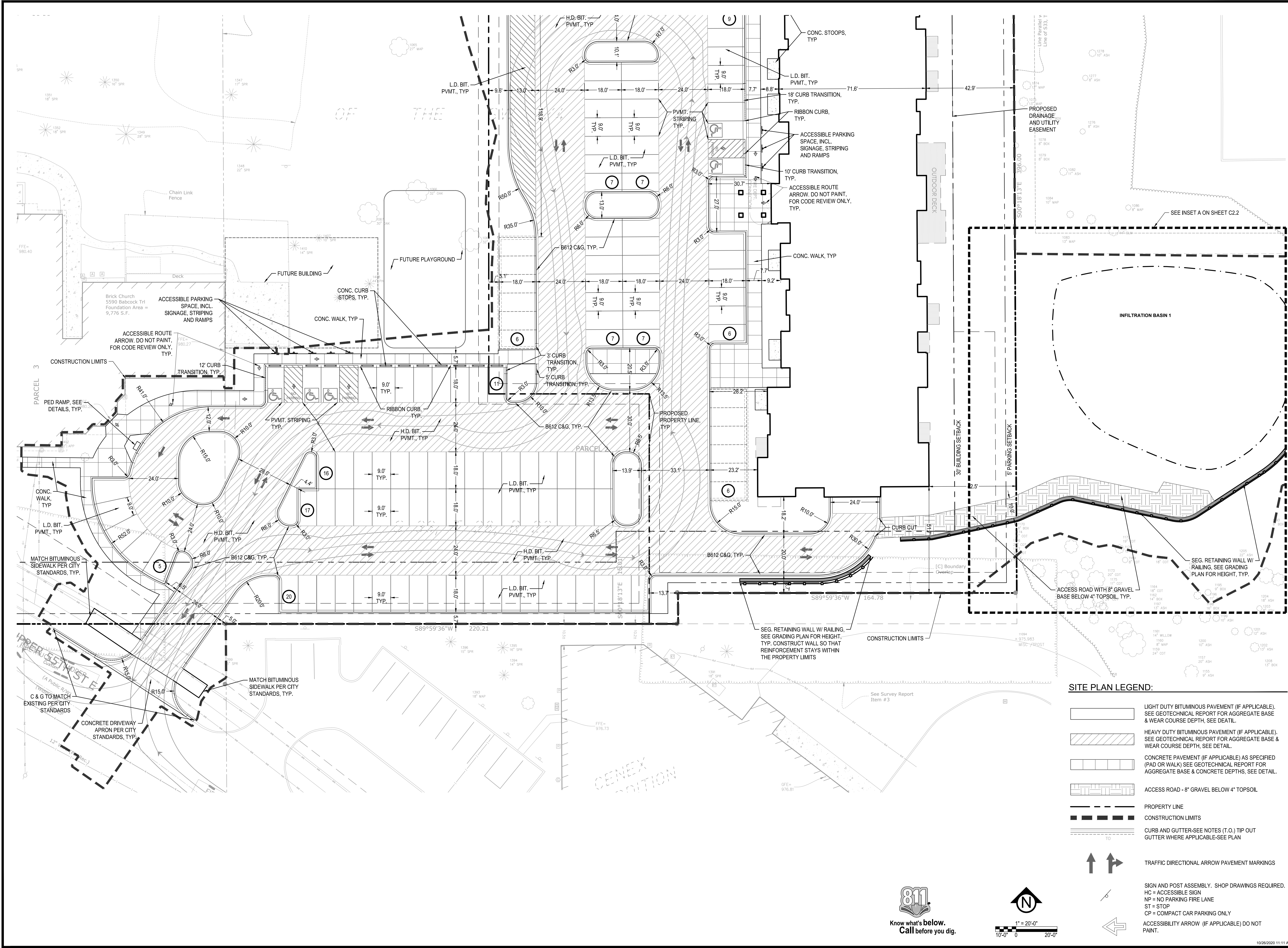
David J. Knaeble
David J. Knaeble
DATE: 10/26/20 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY
DATE DESCRIPTION
10/26/20 CITY SUBMITTAL

DRAWN BY:BN REVIEWED BY:DJK
PROJECT NUMBER: 20109

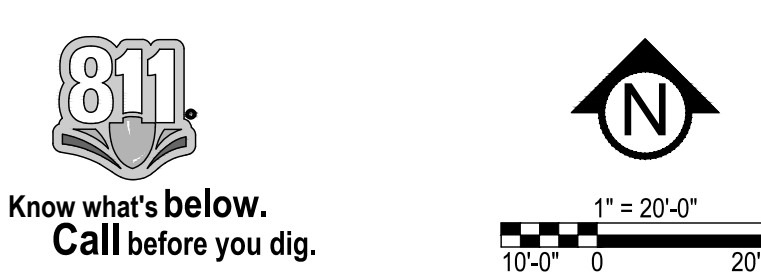
REVISION SUMMARY
DATE DESCRIPTION

SOUTH SITE PLAN
C2.1



SITE PLAN LEGEND:

- LIGHT DUTY BITUMINOUS PAVEMENT (IF APPLICABLE). SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- HEAVY DUTY BITUMINOUS PAVEMENT (IF APPLICABLE). SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- CONCRETE PAVEMENT (IF APPLICABLE) AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, SEE DETAIL.
- ACCESS ROAD - 8" GRAVEL BELOW 4" TOPSOIL
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
HC = ACCESSIBLE SIGN
NP = NO PARKING FIRE LANE
ST = STOP
CP = COMPACT CAR PARKING ONLY
ACCESSIBILITY ARROW (IF APPLICABLE) DO NOT PAINT.



811
Know what's below.
Call before you dig.

PRELIMINARY:
NOT FOR
CONSTRUCTION

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David J. Knaeble
DATE: 10/26/20 LICENSE NO. 48776

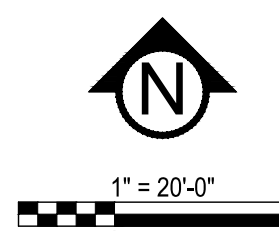
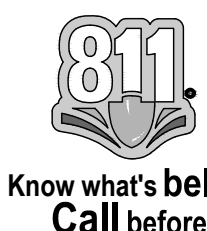
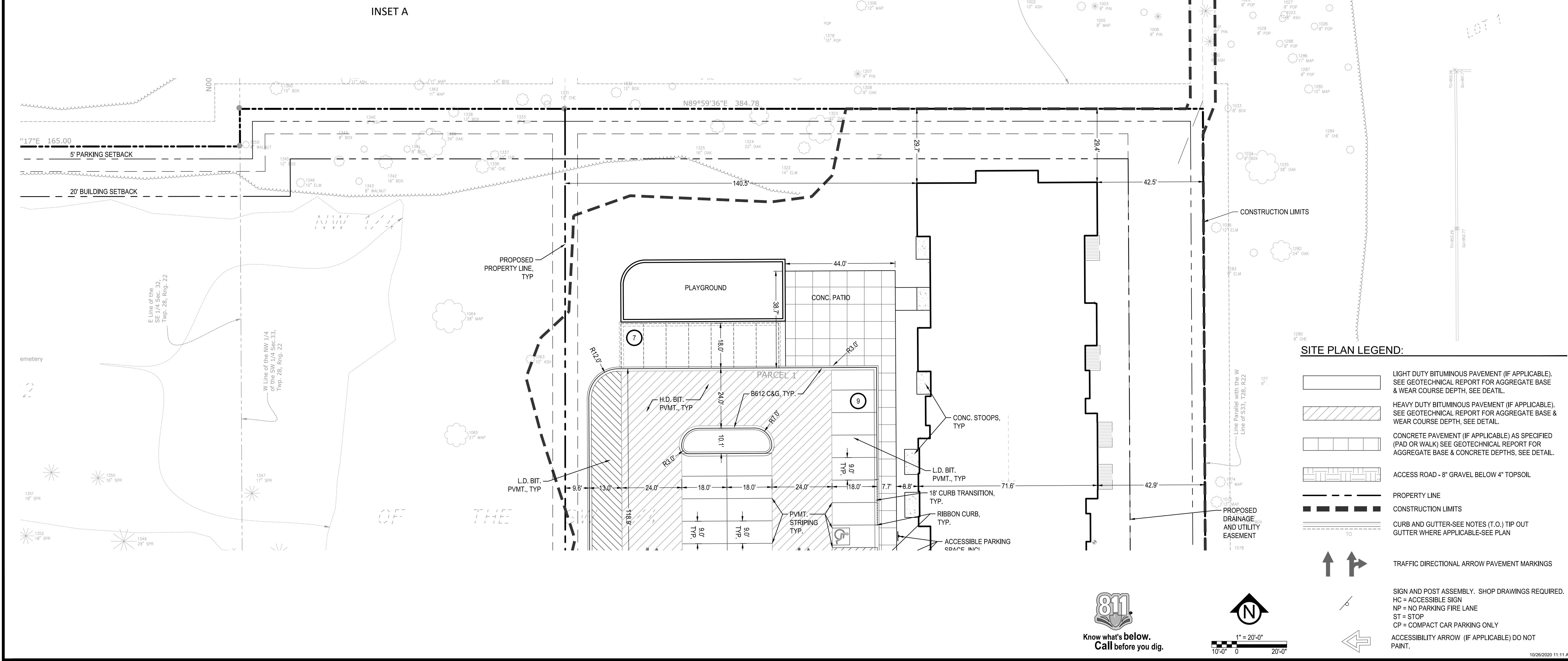
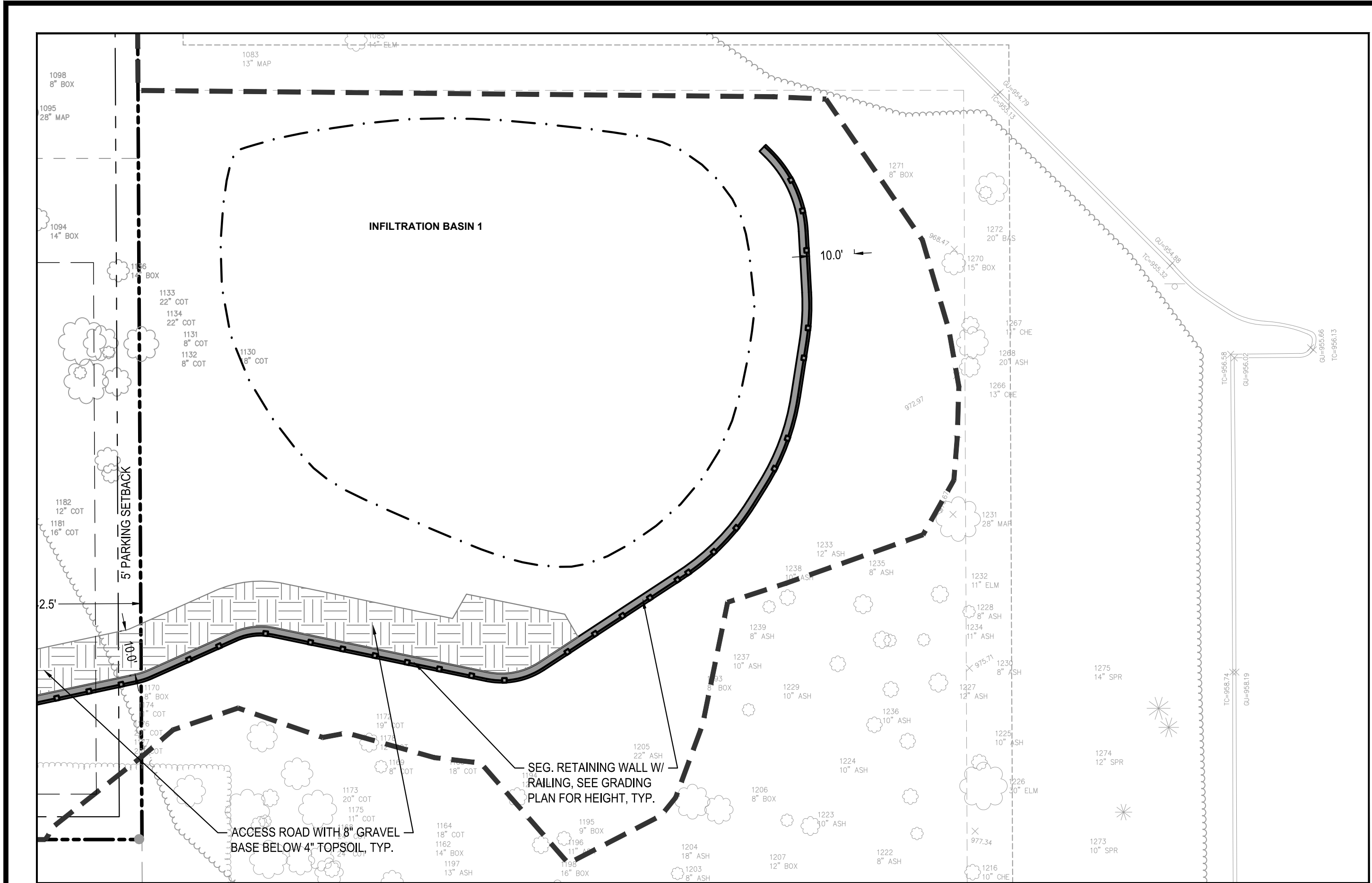
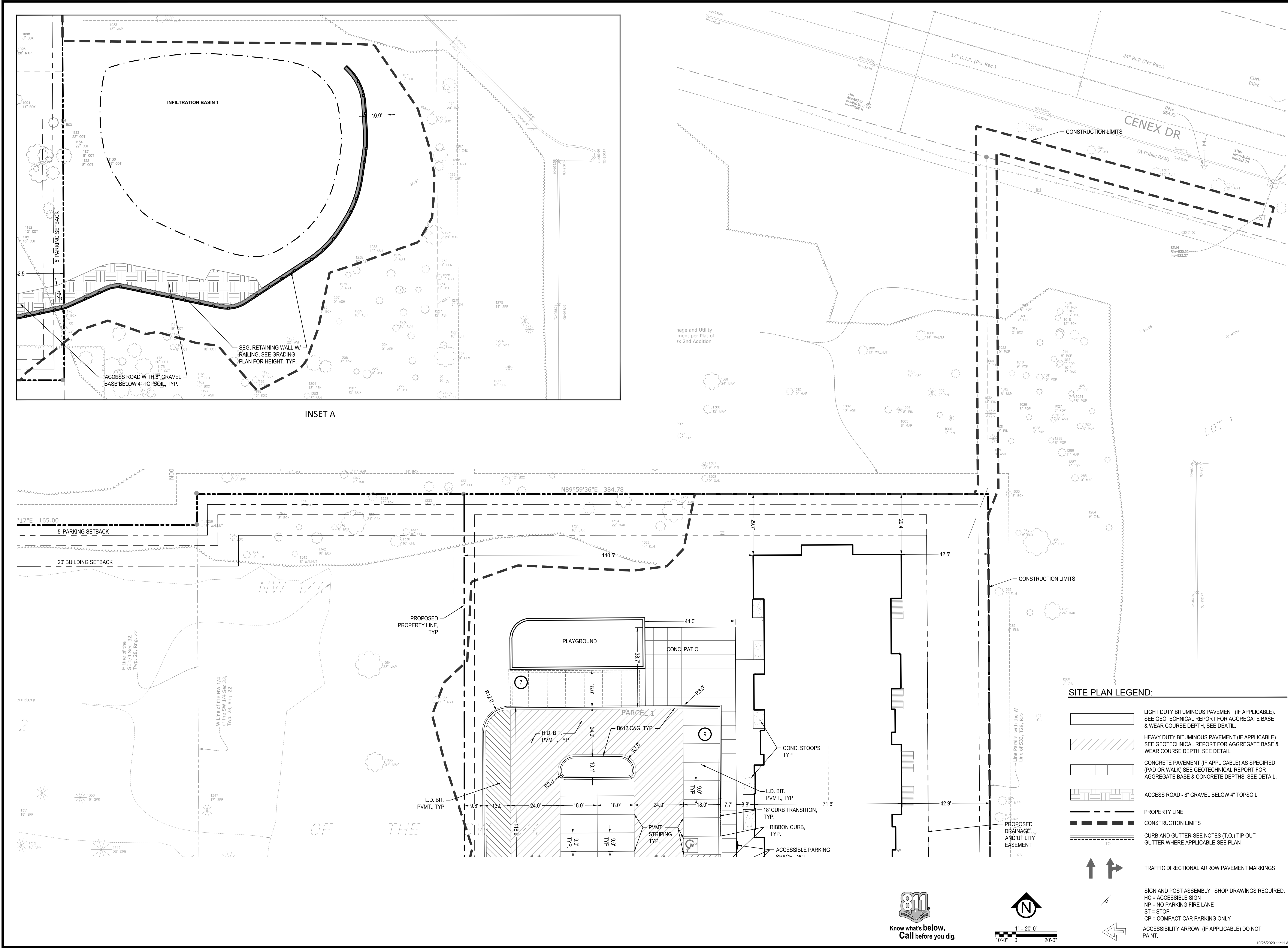
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DATE DESCRIPTION
10/26/20 CITY SUBMITTAL

DRAWN BY:BN REVIEWED BY:DJK
PROJECT NUMBER: 20109

REVISION SUMMARY
DATE DESCRIPTION

NORTH SITE PLAN

C2.2



**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

IRON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

David J. Knaeble

David J. Knaeble
DATE 10/26/20 LICENSE NO. 48776

DATE	DESCRIPTION
10/25/20	CITY SUBMITTAL

A blank coordinate grid with x and y axes labeled from 1 to 10. The grid is 10 units wide and 10 units high. The x-axis is labeled 1 through 10, and the y-axis is labeled 1 through 10. The grid lines are solid black, and the axes are also solid black.

A blank coordinate plane with a horizontal x-axis and a vertical y-axis intersecting at the origin. The axes are labeled with 'x' and 'y' at their positive ends. There are tick marks on both axes, but no numerical values are provided. The grid lines are light gray.

6	6
7	7

DATE BY	REVIEWED BY
---	--

PROJECT NUMBER: 20109

REVISION SUMMARY

REVISION SUMMARY	
DATE	DESCRIPTION

DATE	DESCRIPTION

0	1
0	0

	OVERALL
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OVERALL

GRADING PLAN

10. *Journal of the American Medical Association*, 2000; 284: 1361-1366.

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C30

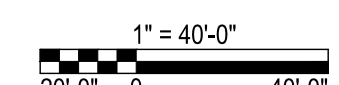
CS.0

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1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
5. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
6. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
7. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
8. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
10. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
11. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
12. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
13. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER. NO TEST ROLL SHALL OCCUR WITHIN 10' OF ANY UNDERGROUND STORM RETENTION/DETENTION SYSTEMS.
14. TOLERANCES
 - 14.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
 - 14.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
 - 14.3. AREAS WHICH ARE TO RECEIVE TOPSOIL, SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - 14.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
15. MAINTENANCE
 - 15.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
 - 15.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES, DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
 - 15.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

----- 1125 -----	EX. 1" CONTOUR ELEVATION INTERVAL
----- 1137 -----	1.0' CONTOUR ELEVATION INTERVAL
41.26	
891.00 G	SPOT GRADE ELEVATION GUTTER
891.00 TC	SPOT GRADE ELEVATION TOP OF CURB
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
891.00 ME	SPOT GRADE ELEVATION MATCH EXISTING
⊗	GRADE BREAK - HIGH POINTS
=====	CURB AND GUTTER (T.O. = TIP OUT)
=====	
T.O.	
	EMERGENCY OVERFLOW
EOF=1135.52	

Know what's **below**.
Call before you dig.



10/26/2020 11:11 A

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

SEE SWPPP ON SHEETS SW1.0 - SW1.9

PER GEOTECHNICAL REPORT BY BRAUN INTERTEC, DATED 10-08-20 GROUNDWATER WAS OBSERVED AT ELEVATIONS RANGING FROM 937.9 TO 962.1.

ST-1	NO WATER OBSERVED
ST-2	NO WATER OBSERVED
ST-3	NO WATER OBSERVED
ST-4	NO WATER OBSERVED
ST-4	NO WATER OBSERVED

PROPOSED FOOTING DRAIN TILE INVERT ELEVATION = XXX.XX

5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

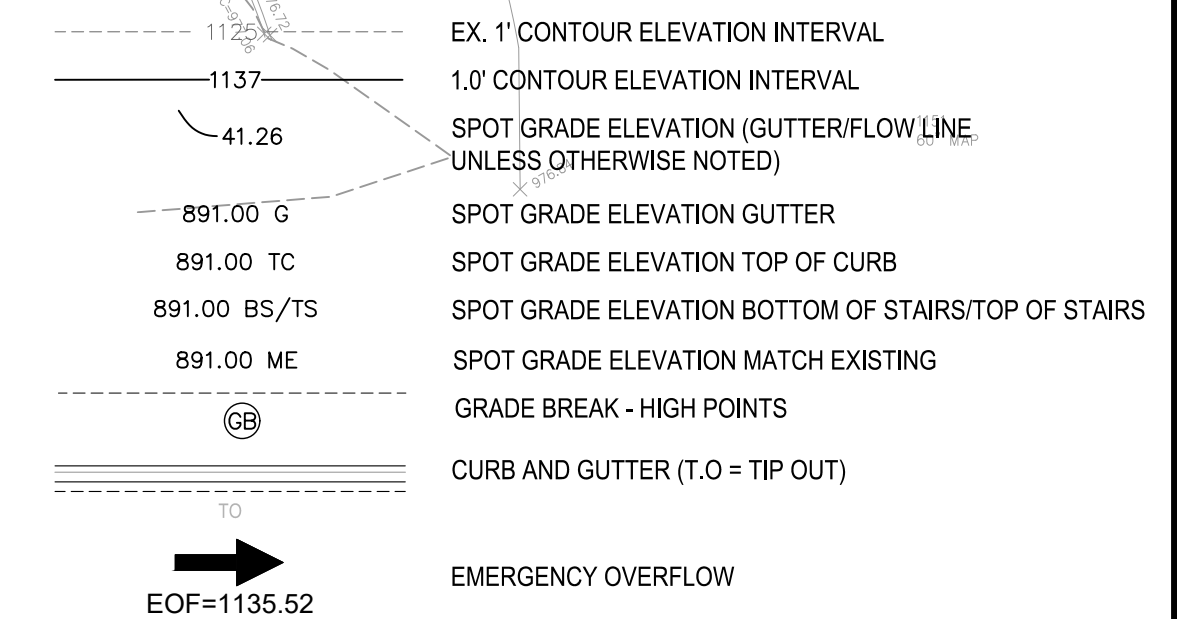
RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

Daniel J Knaeble

ISSUE/SUBMITTAL SUMMARY

SOUTH GRADING PLAN

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1" = 20'-0"

10'-0" 0 20'-0"

10/26/2020 11:11 AM



INVER GROVE HEIGHTS APARTMENTS

55590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

IRON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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.

Daniel J Knaeble

DATE 10/26/20 LICENSE NO. 48776

DATE	DESCRIPTION
10/26/20	CITY SUBMITTAL

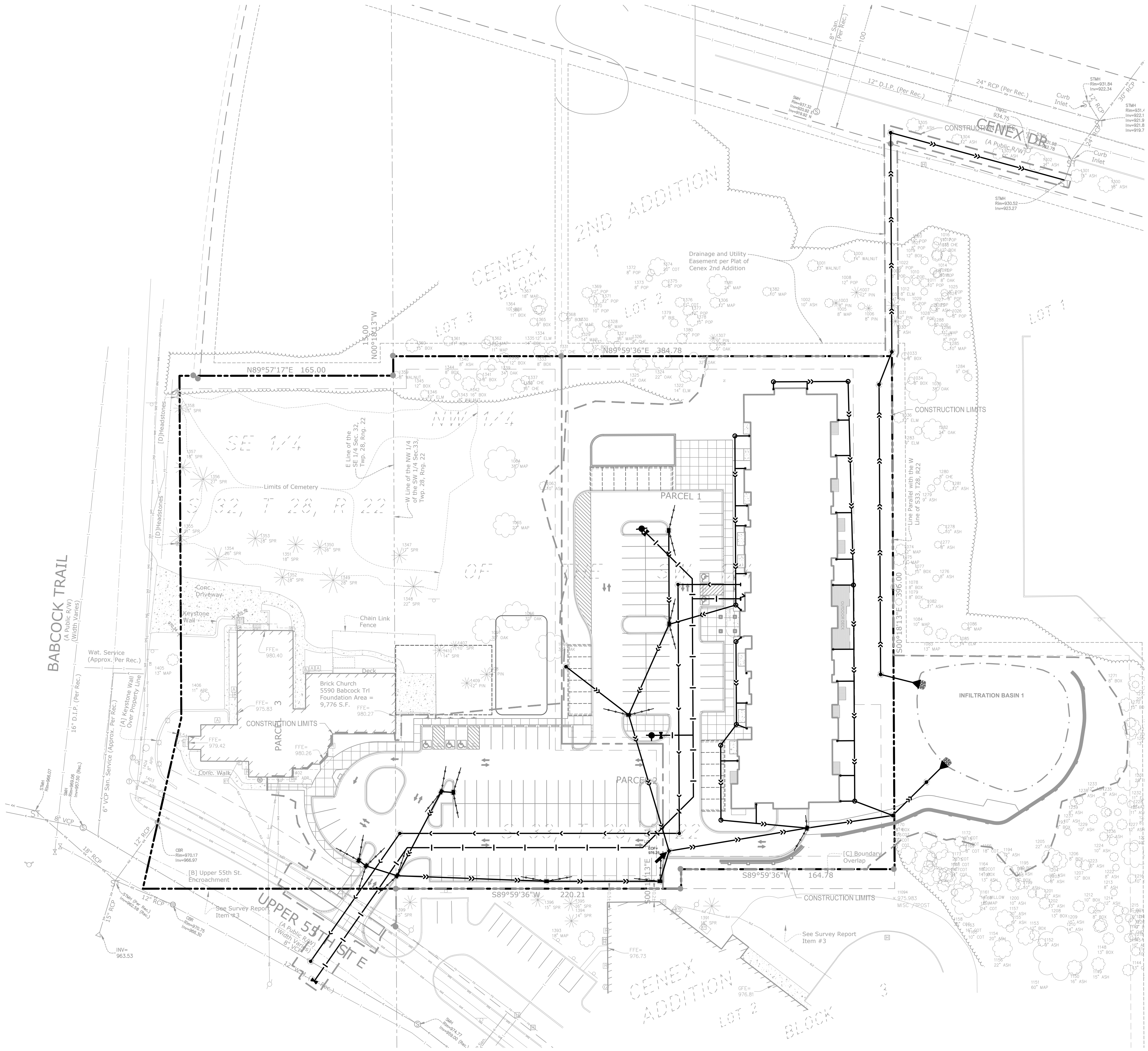
DRAWN BY:BN REVIEWED BY:DJK
PROJECT NUMBER: 20109

REVISION SUMMARY	
DATE	DESCRIPTION
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NORTH GRADING PLAN

C3.2

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GENERAL UTILITY NOTES:

- SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS. 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
- UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
- CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
- ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) AWWA C151, ASME B16.4, AWWA C110, AWWA C153 UNLESS OTHERWISE NOTED.
- ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) ASTM D3034 & F679, OR SCH 40 ASTM D1785, 2665, ASTM F794, 1866) UNLESS OTHERWISE NOTED.
- ALL STORM SEWER PIPE SHALL BE HDPE ASTM F714 & F2306 WITH ASTM D3212 SPEC FITTINGS UNLESS OTHERWISE NOTED.
- PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
- UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND SHACK OF CURB UNLESS OTHERWISE NOTED.
- HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
- A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
- CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE-DRILLED.
- COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
- COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO 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 APPROVAL BY THE CITY.
- ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- CONTRACTOR SHALL COORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
- CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
- CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
- ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.
- ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MN RULES, CHAPTER 4714, SECTION 1109.0.

UTILITY LEGEND:

- | | |
|--|--------------------------|
| | CATCH BASIN |
| | MANHOLE |
| | GATE VALVE AND VALVE BOX |
| | PROPOSED FIRE HYDRANT |
| | WATER MAIN |
| | SANITARY SEWER |
| | STORM SEWER |
| | FES AND RIP RAP |

CITY OF INVER GROVE HEIGHTS UTILITY NOTES:

- RESERVED FOR CITY SPECIFIC UTILITY NOTES.

PRELIMINARY:
NOT FOR
CONSTRUCTION

PROJECT
**INVER GROVE HEIGHTS
APARTMENTS**

5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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.

David J. Knaeble
David J. Knaeble

DATE: 10/26/20 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
10/26/20	CITY SUBMITTAL

DRAWN BY: BN REVIEWED BY: DJK
PROJECT NUMBER: 20109

REVISION SUMMARY

DATE	DESCRIPTION
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OVERALL UTILITY PLAN

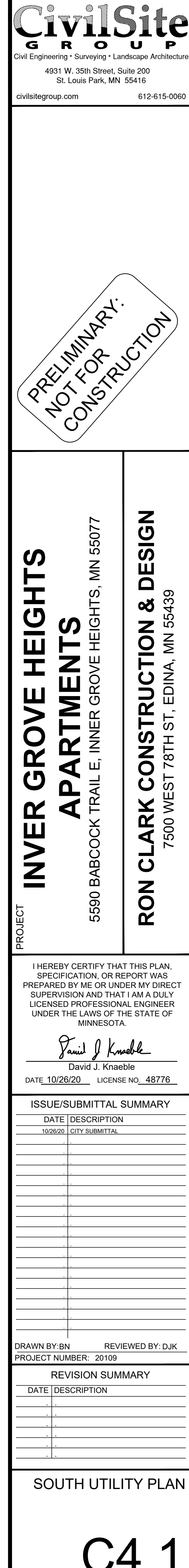
C4.0



Know what's below.
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1" = 40'-0"
20'-0" 0 40'-0"



PRELIMINARY:
NOT FOR
CONSTRUCTION

PROJECT
**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077
RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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David J. Knaeble
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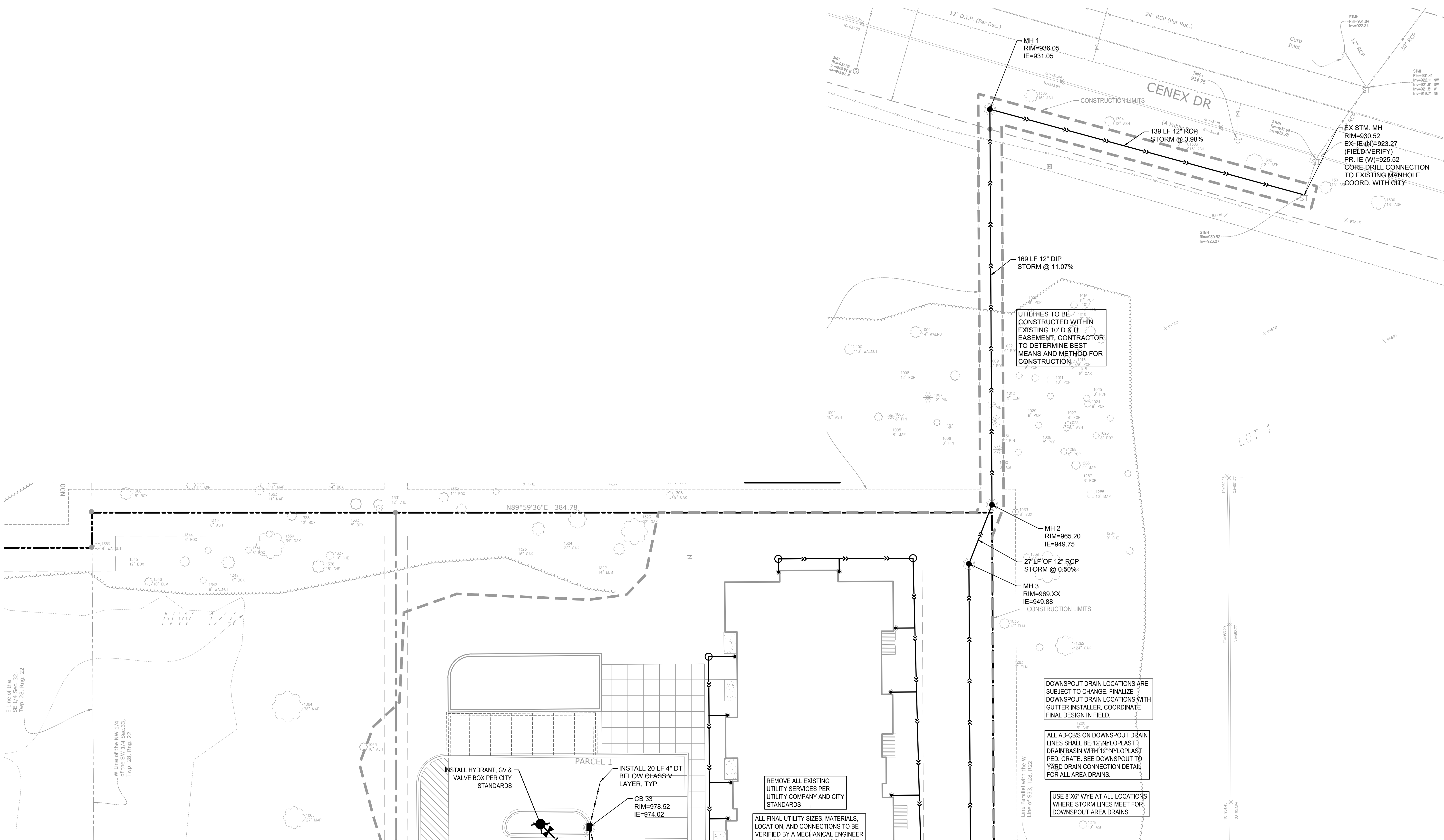
ISSUE/SUBMITTAL SUMMARY
DATE DESCRIPTION
10/26/20 CITY SUBMITTAL

DRAWN BY: BN REVIEWED BY: DJK
PROJECT NUMBER: 20109

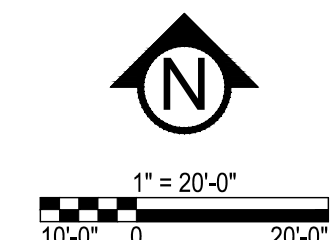
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DATE	DESCRIPTION

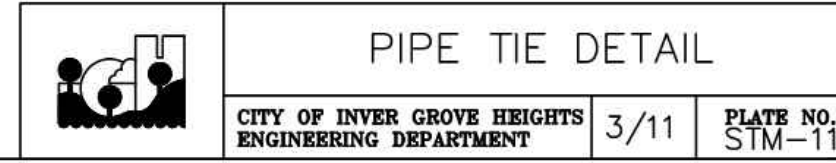
NORTH UTILITY PLAN

C4.2



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	BIORETENTION BASIN INSTALLATION NOTES		
	CITY OF INVER GROVE HEIGHTS ENGINEERING DEPARTMENT	3/15	PLATE NO. STM-19

PRELIMINARY:
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**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E., INNER GROVE HEIGHTS, MN 55127

IRON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST., EDINA, MN 55439

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David J. Knaeble
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DATE 10/26/20 LICENSE NO. 48776

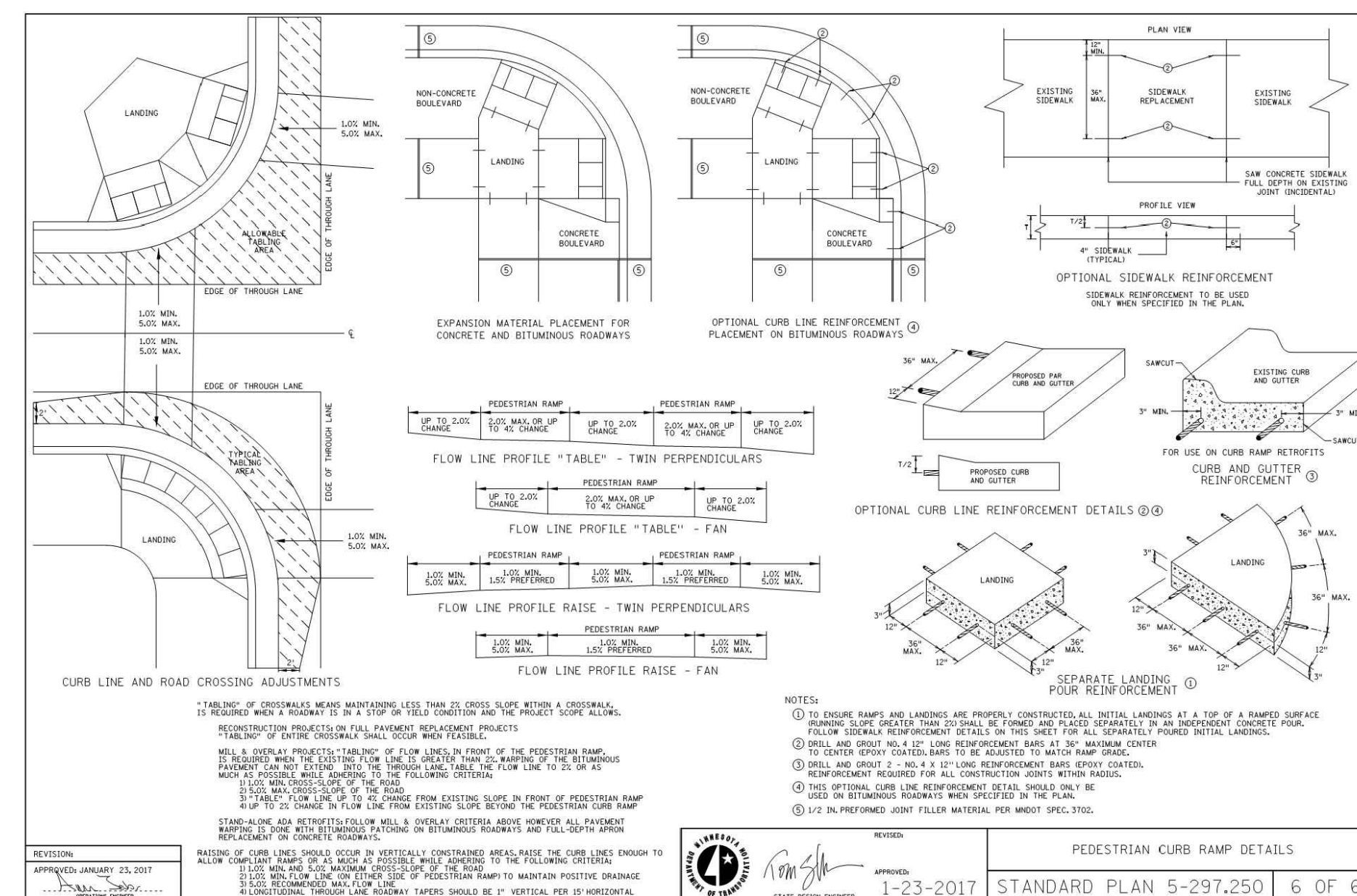
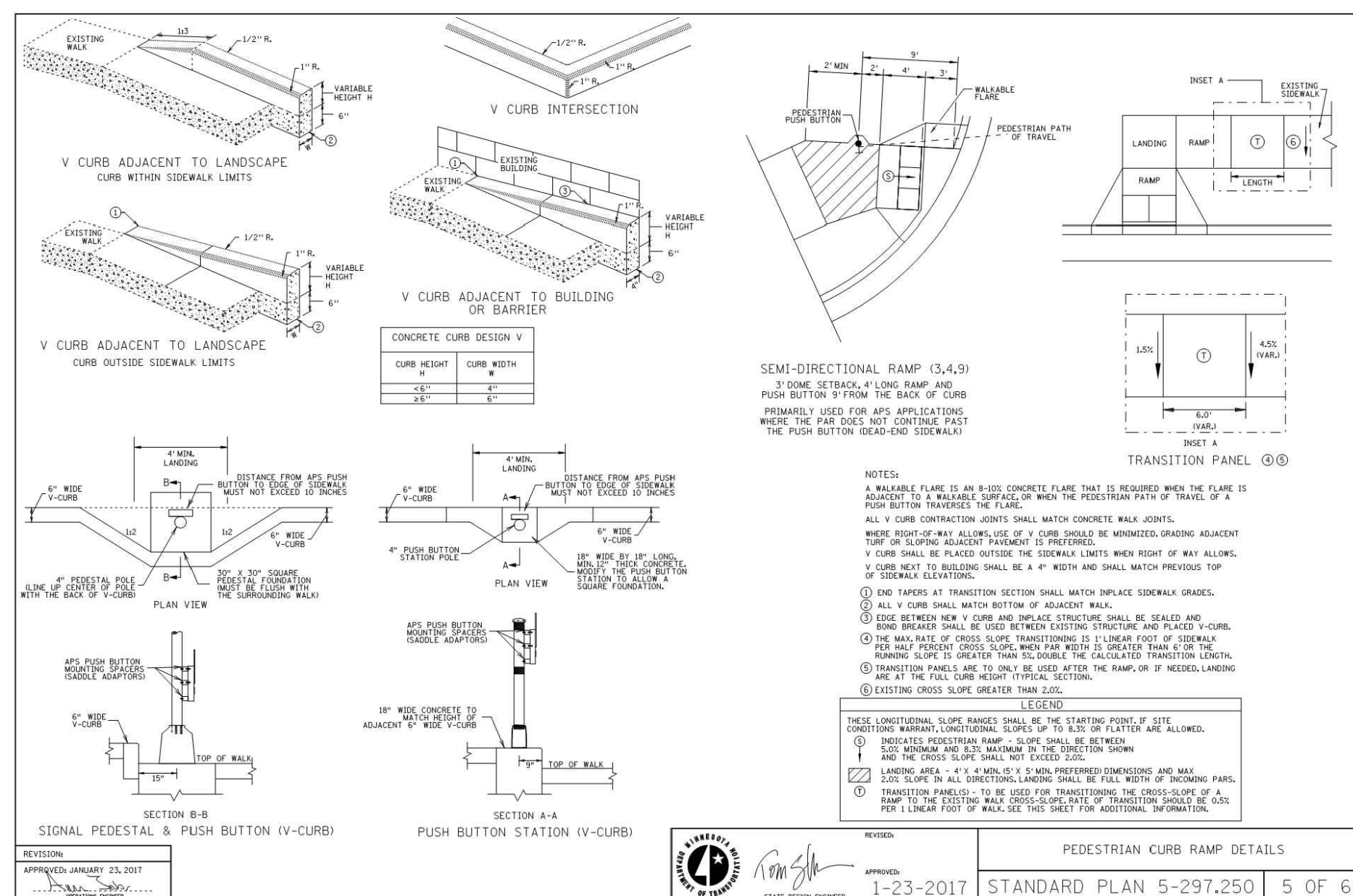
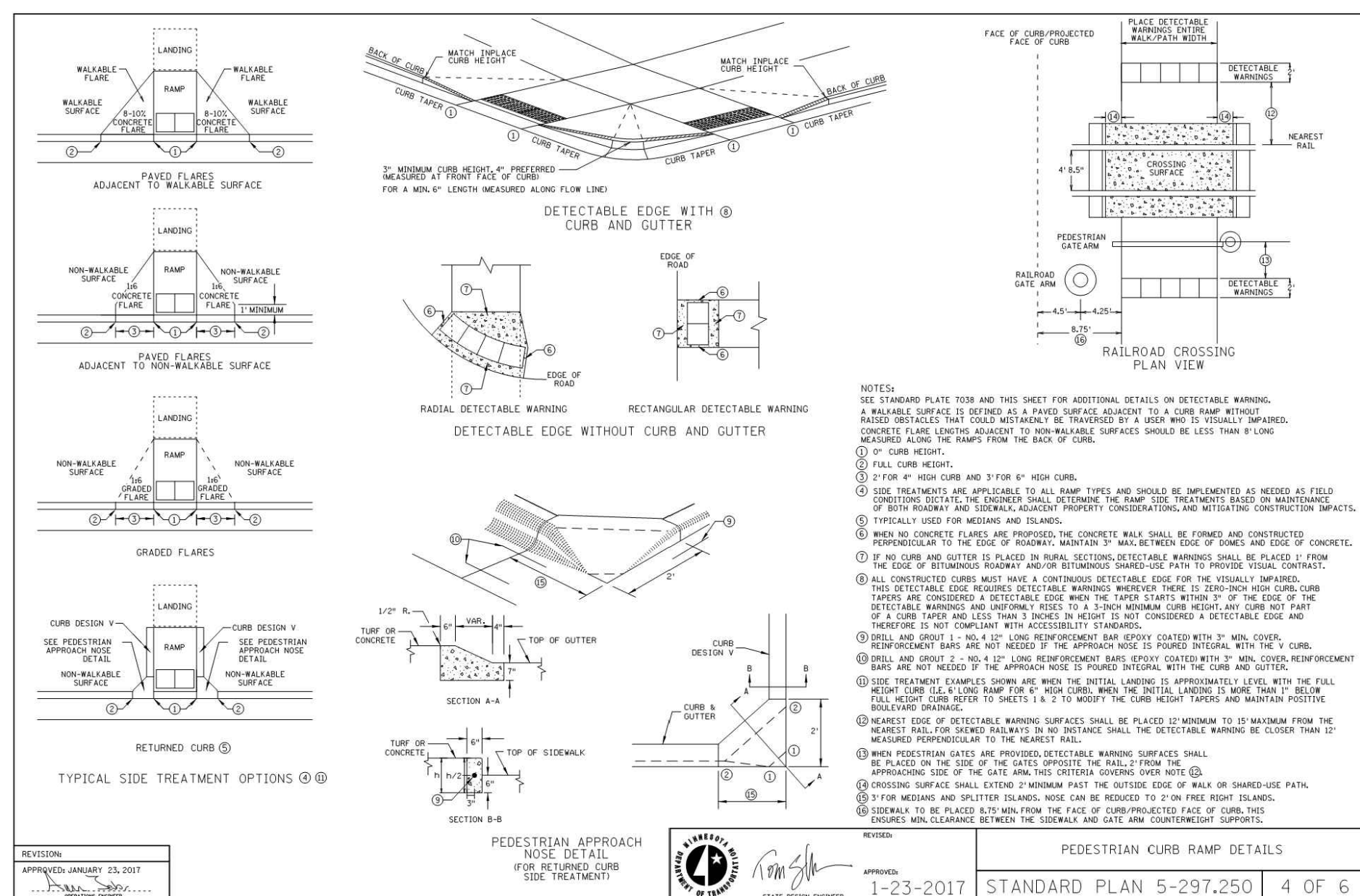
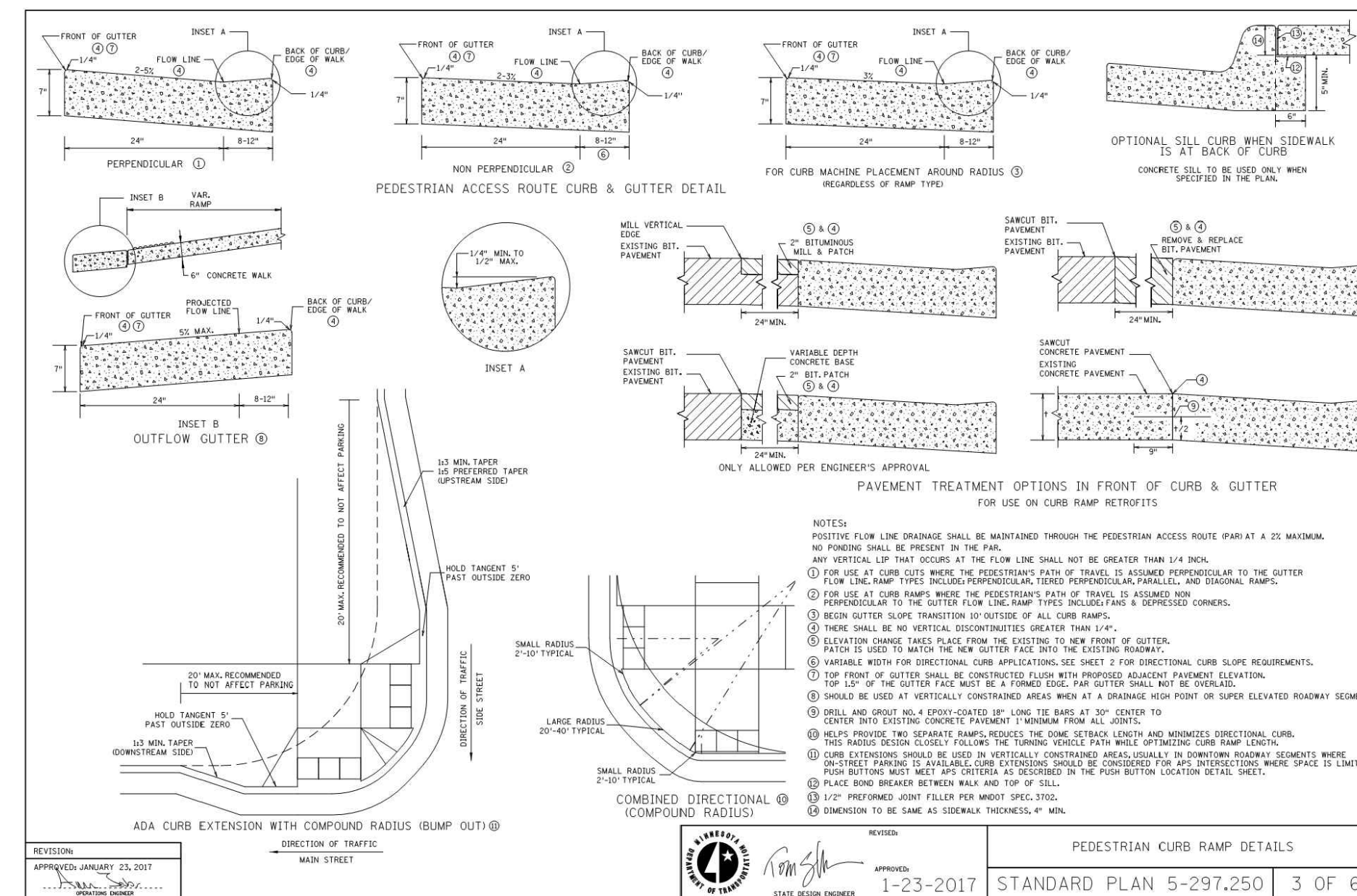
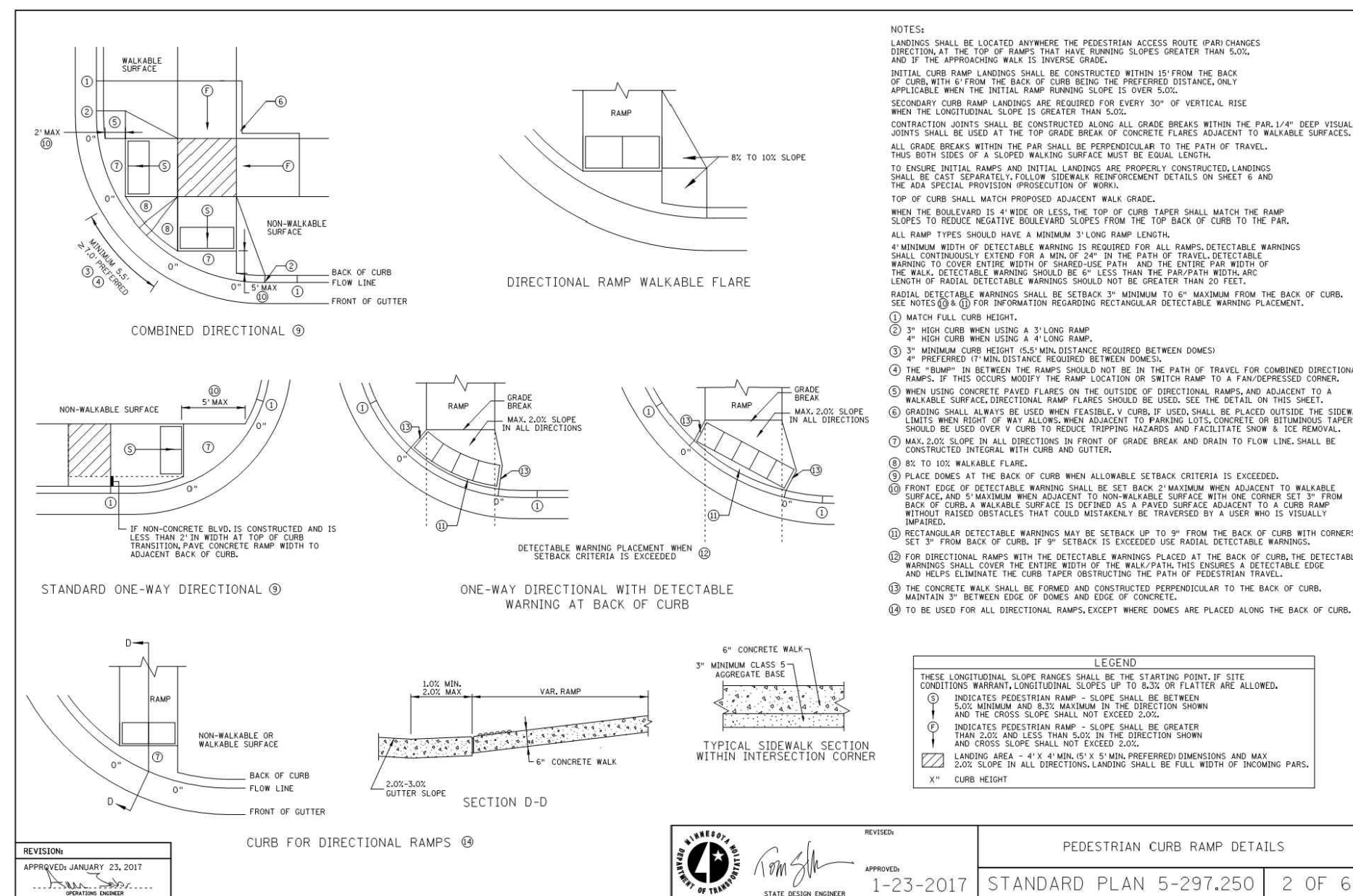
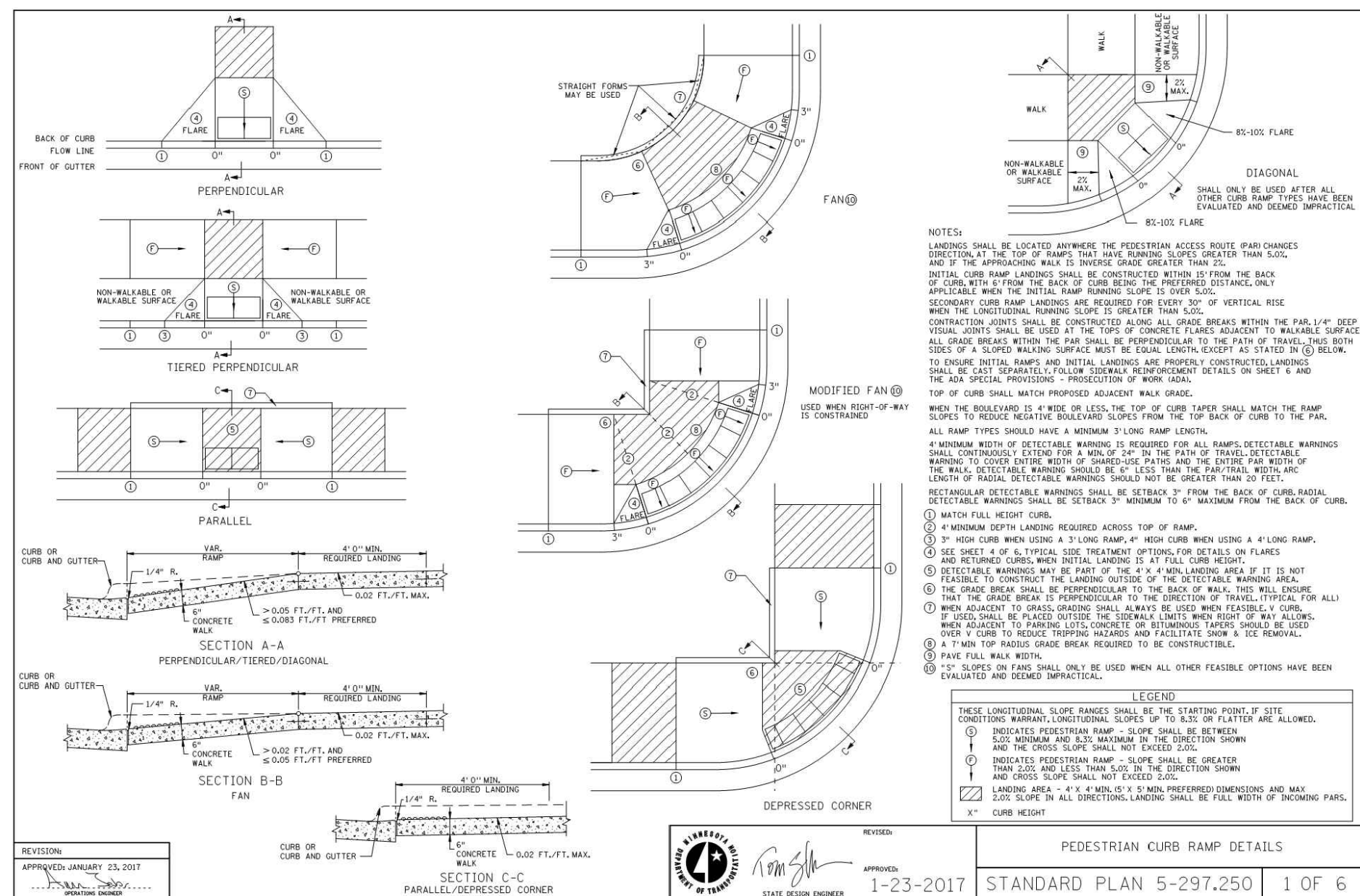
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DRAWN BY:BN REVIEWED BY: DJK
PROJECT NUMBER: 20109

REVISION SUMMARY	
DATE	DESCRIPTION
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11/1/11	8. Add

CIVIL DETAILS

C5.5



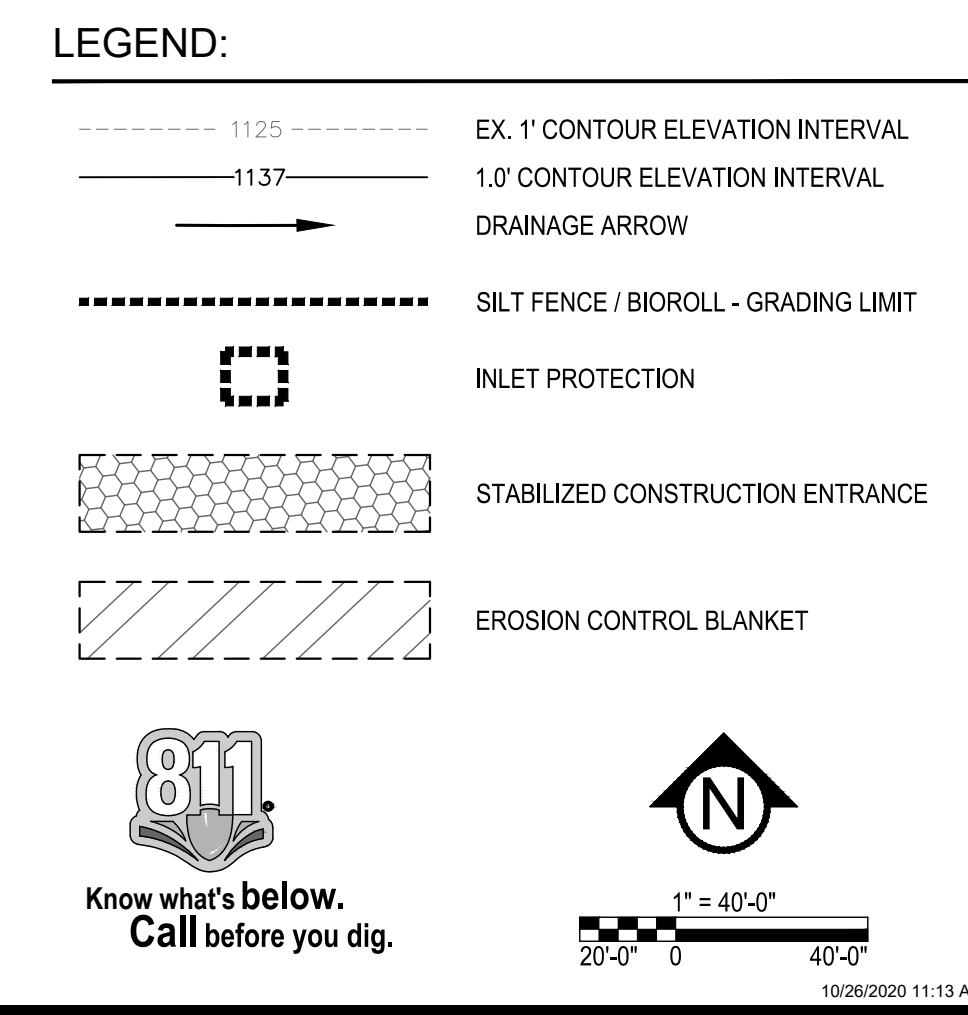
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MINNESOTA.

ISSUE/SUBMITTAL SUMMARY

PROJECT NUMBER: 20109

OVERALL SWPPP EXISTING CONDITIONS

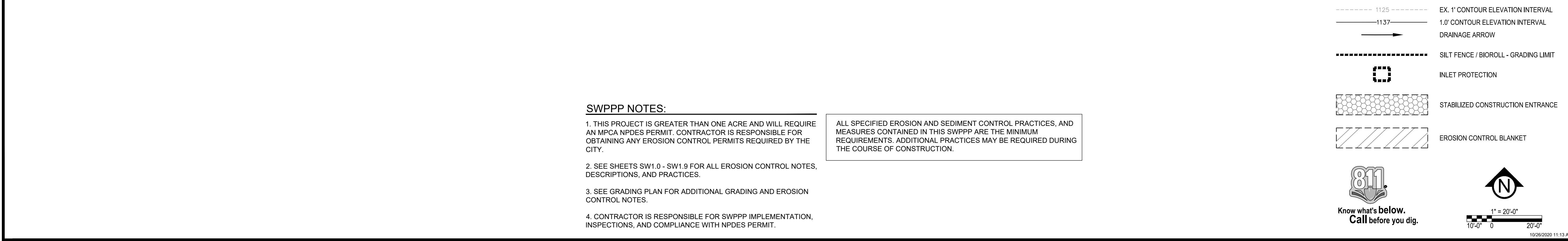
SW1.0



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ISSUE/SUBMITTAL SUMMARY	
DATE	DESCRIPTION
10/26/20	CITY SUBMITTAL

SOUTH SWPPP
EXISTING CONDITIONS

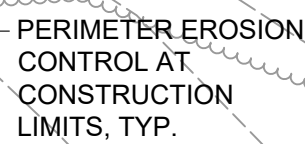


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UNDER THE LAWS OF THE STATE OF
MINNESOTA.

ISSUE/SUBMITTAL SUMMARY

NORTH SWPPP
EXISTING CONDITIONS

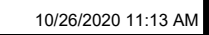
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- ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.



- 



PRELIMINARY:
NOT FOR
CONSTRUCTION

PROJECT
**INVER GROVE HEIGHTS
APARTMENTS**

5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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.

David J. Knaeble
David J. Knaeble
DATE 10/26/20 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY
DATE | DESCRIPTION
10/26/20 | CITY SUBMITTAL

DRAWN BY:BN REVIEWED BY:DJK
PROJECT NUMBER: 20109

REVISION SUMMARY	
DATE DESCRIPTION	

OVERALL SWPPP
PROPOSED
CONDITIONS

SW1.3

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CITY OF INVER GROVE HEIGHTS EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.
2. SEE SHEETS SW1.0 - SW1.8 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.
3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.
4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

LEGEND:

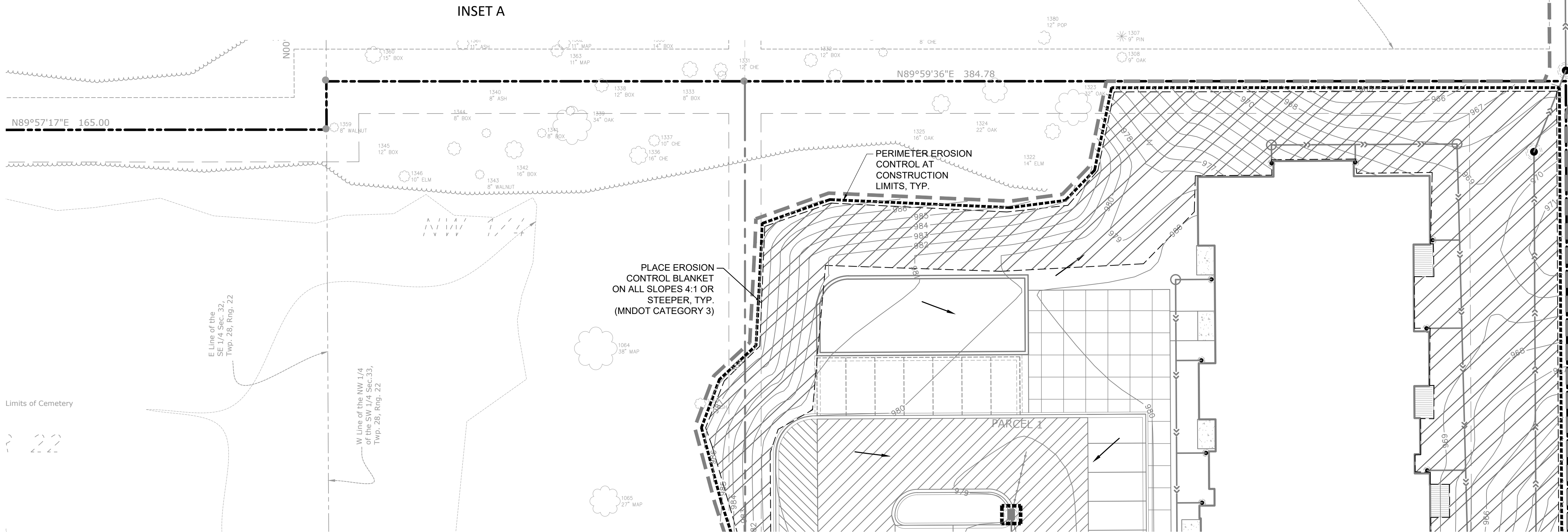
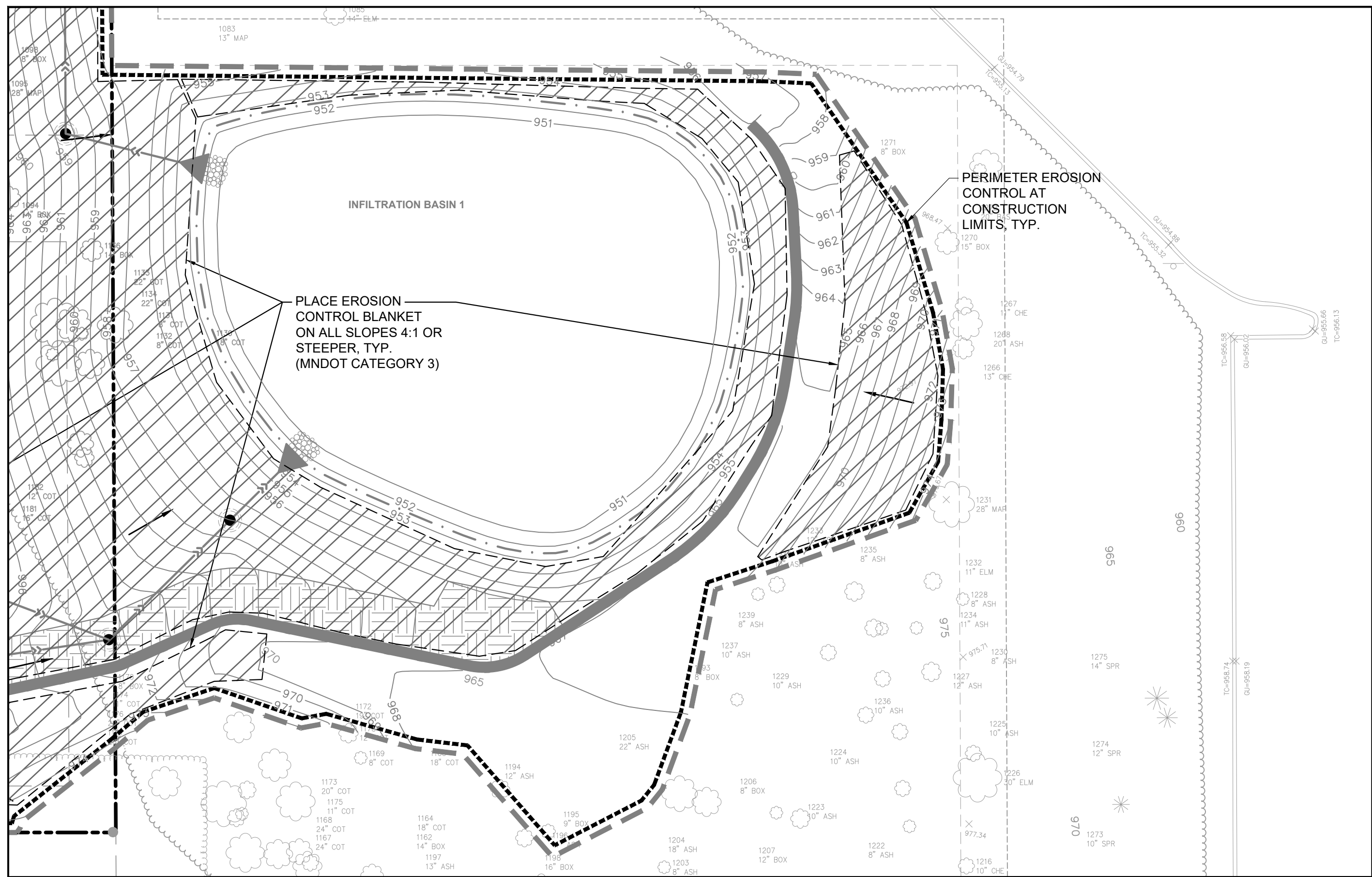
- 1125 EX. 1' CONTOUR ELEVATION INTERVAL
- 1137 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET



Know what's below.
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1" = 40'-0"
20'-0" 0 40'-0"
10/26/2020 11:13 AM



CITY OF INVER GROVE HEIGHTS EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

SWPPP NOTES:

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2. SEE SHEETS SW1.0 - SW1.9 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.
3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.
4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

LEGEND:

- 1125 EX. 1' CONTOUR ELEVATION INTERVAL
- 1137 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET



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1" = 20'-0"
20'-0" 0 20'-0"

10/26/2023 11:14 AM

PRELIMINARY:
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CONSTRUCTION

INVER GROVE HEIGHTS APARTMENTS

5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

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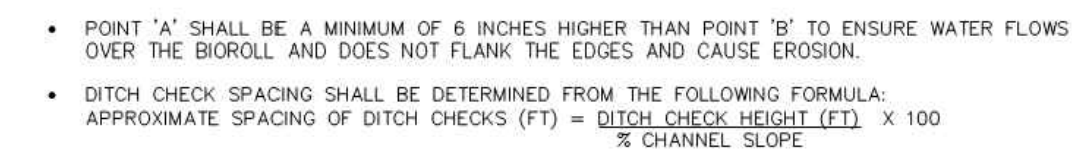
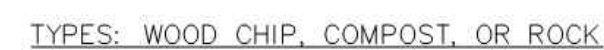
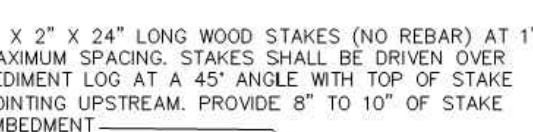
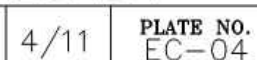
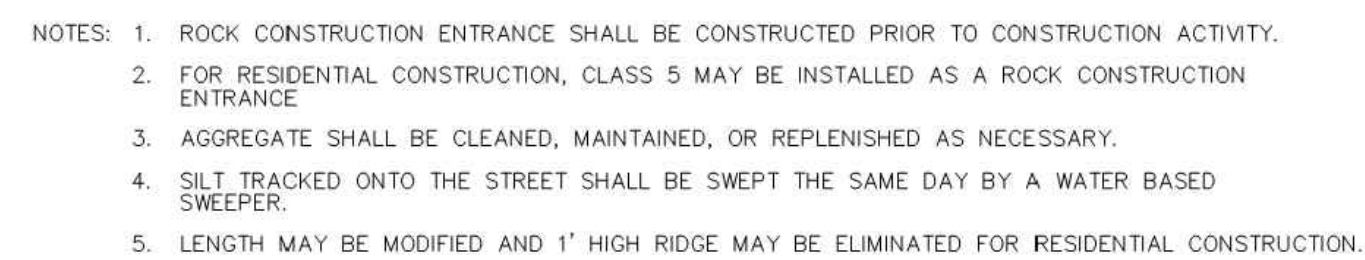
David J. Knaeble
David J. Knaeble

DATE: 10/26/20 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE | DESCRIPTION

10/26/23 | CITY SUBMITTAL



- THE ROCK WEEPER WILL FILTER SEDIMENT BETTER THAN OTHER DITCH CHECKS. THE ROCK WEEPER COULD BE USED AS A PERMANENT WATER FILTERING FEATURE.
- POINT 'A' SHALL BE A MINIMUM OF 6 INCHES HIGHER THAN POINT 'B' TO ENSURE WATER FLOWS OVER THE DITCH CHECK AND DOES NOT FLANK THE EDGES AND CAUSE EROSION
- DITCH CHECK SPACING SHALL BE DETERMINED FROM THE FOLLOWING FORMULA:

$$\text{APPROXIMATE SPACING OF DITCH CHECKS (FT)} = \frac{\text{DITCH CHECK HEIGHT (FT)} \times 100}{\% \text{ CHANNEL SLOPE}}$$



- NOTES: 1. WOOD POSTS MAY BE USED IN NON-CRITICAL AREAS. WOOD POST SPACING AT 4' MAXIMUM. STEEL POSTS ARE REQUIRED WHEN HEAVY DUTY SILT FENCE IS SPECIFIED.
2. SILT FENCE MUST BE CLEANED OR REPLACED WHEN SILT DEPTH IS 1/3 HEIGHT OF FABRIC.



INVER GROVE HEIGHTS APARTMENTS

55590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

IRON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST, EDINA, MN 55439

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
10/26/20	CITY SUBMITTAL

DRAWN BY:BN REVIEWED BY:DJPROJECT NUMBER: 20109

REVISION SUMMARY

DATE	DESCRIPTION
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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SWPPP - DETAILS

SW1.6

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2018 # MNR10001) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION, THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMP'S. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:

1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL SWPPP
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (SECTION 14)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DENUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CBS
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASIN (DO NOT COMPACT SOLS IN INFILTRATION AREAS.)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION:

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL RECORDS, ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN SECTION 4. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF THE NOT.

1. THE FINAL SWPPP;
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT;
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (SEE SECTION 11, INSPECTIONS AND MAINTENANCE);
4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, INCLUDING ALL RIGHT OF WAY, CONTRACTS, COVENANTS, ETC.
5. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

SWPPP IMPLEMENTATION RESPONSIBILITIES:

1. THE OWNER AND CONTRACTOR ARE PERMITTEE(S) AS IDENTIFIED BY THE NPDES PERMIT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON-SITE IMPLEMENTATION OF THE SWPPP, INCLUDING THE ACTIVITIES OF ALL OF THE CONTRACTOR'S SUBCONTRACTORS.
3. CONTRACTOR SHALL PROVIDE A PERSON(S) KNOWN/DEARABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMP'S TO OVERSEE ALL INSTALLATION AND MAINTENANCE OF BMP'S AND IMPLEMENTATION OF THE SWPPP
4. CONTRACTOR SHALL PROVIDE PERSON(S) MEETING THE TRAINING REQUIREMENTS OF THE NPDES PERMIT TO CONDUCT INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMP'S IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY MP/CA. CONTRACTOR SHALL PROVIDE TRAINING DOCUMENTATION FOR THESE INDIVIDUAL(S) AS REQUIRED BY THE NPDES PERMIT. THIS TRAINING DOCUMENTATION SHALL BE RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:
 - 4.1. NAMES OF THE PERSONNEL ASSOCIATED WITH THE PROJECT THAT ARE REQUIRED TO BE TRAINED PER SECTION 21 OF THE PERMIT.
 - 4.2. DATES OF TRAINING AND NAME OF INSTRUCTOR AND ENTITY PROVIDING TRAINING.
 - 4.3. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.
5. FOLLOWING FINAL STABILIZATION AND THE TERMINATION OF COVERAGE FOR THE NPDES PERMIT, THE OWNER IS EXPECTED TO FURNISH LONG TERM OPERATION AND MAINTENANCE (O & M) OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM.

CONSTRUCTION ACTIVITY REQUIREMENTS

SWPPP AMENDMENTS (SECTION 6):

1. ONE OF THE INDIVIDUALS DESCRIBED IN ITEM 21.2.A OR ITEM 21.2.B OR ANOTHER QUALIFIED INDIVIDUAL MUST COMPLETE ALL SWPPP CHANGES, CHANGES INVOLVING THE USE OF A LESS STRINGENT BMP MUST INCLUDE A JUSTIFICATION DESCRIBING HOW THE REPLACEMENT BMP IS EFFECTIVE FOR THE SITE CHARACTERISTICS.
2. PERMITTEES MUST AMEND THE SWPPP TO INCLUDE ADDITIONAL OR MODIFIED BMP'S AS NECESSARY TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS HAVING A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR GROUNDWATER.
3. PERMITTEES MUST AMEND THE SWPPP TO INCLUDE ADDITIONAL OR MODIFIED BMP'S AS NECESSARY TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER INSPECTIONS OR INVESTIGATIONS BY THE SITE OWNER OR OPERATOR, USEPA OR MP/CA OFFICIALS INDICATE THE SWPPP IS NOT EFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR GROUNDWATER OR THE DISCHARGES ARE CAUSING WATER QUALITY STANDARD EXCEEDANCES (I.E., NUISANCE CONDITIONS AS DEFINED IN MINN. R. 7050.0210, SUBP. 2) OR THE SWPPP IS NOT CONSISTENT WITH THE OBJECTIVES OF A USEPA APPROVED TMDL.

BMP SELECTION AND INSTALLATION (SECTION 7):

1. PERMITTEES MUST SELECT, INSTALL, AND MAINTAIN THE BMP'S IDENTIFIED IN THE SWPPP AND IN THIS PERMIT IN AN APPROPRIATE AND FUNCTIONAL MANNER AND IN ACCORDANCE WITH RELEVANT MANUFACTURER SPECIFICATIONS AND ACCEPTED ENGINEERING PRACTICES.

EROSION PREVENTION (SECTION 8):

1. BEFORE WORK BEGINS, PERMITTEES MUST DELINEATE THE LOCATION OF AREAS NOT TO BE DISTURBED.
2. PERMITTEES MUST MINIMIZE THE NEED FOR DISTURBANCE OF PORTIONS OF THE PROJECT WITH STEEP SLOPES, WHEN STEEP SLOPES MUST BE DISTURBED, PERMITTEES MUST USE TECHNIQUES SUCH AS PHASING AND STABILIZATION PRACTICES DESIGNED FOR STEEP SLOPES (E.G., SLOPE DRAINING AND TERRACING).
3. PERMITTEES MUST STABILIZE ALL EXPOSED SOIL AREAS, INCLUDING STOCKPILES. STABILIZATION MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION WHEN CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION MUST BE COMPLETED NO LATER THAN 14 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY HAS CEASED. STABILIZATION IS NOT REQUIRED ON CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES. STABILIZATION IS NOT REQUIRED ON TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) BUT PERMITTEES MUST PROVIDE SEDIMENT CONTROLS AT THE BASE OF THE STOCKPILE.
4. FOR PUBLIC WATERS THAT THE MINNESOTA DNR HAS PROMULGATED "WORK IN WATER RESTRICTIONS" DURING SPECIFIED FISH SPAWNING TIME FRAMES, PERMITTEES MUST COMPLETE STABILIZATION OF ALL EXPOSED SOIL AREAS WITHIN 200 FEET OF THE WATERS EDGE, AND THAT DRAIN TO THESE WATERS, WITHIN 24 HOURS DURING THE RESTRICTION PERIOD.
5. PERMITTEES MUST STABILIZE THE NORMAL WETTED PERIMETER OF THE LAST 200 LINEAR FEET OR TEMPORARY OR PERMANENT DRAINAGE DITCHES OR SWALES THAT DRAIN WATER FROM THE SITE WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE. PERMITTEES MUST COMPLETE STABILIZATION OF REMAINING PORTIONS OF TEMPORARY OR PERMANENT DITCHES OR SWALES WITHIN 14 CALENDAR DAYS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE AND CONSTRUCTION IN THAT PORTION OF THE DITCH TEMPORARILY OR PERMANENTLY CEASES.
6. TEMPORARY OR PERMANENT DITCHES OR SWALES BEING USED AS A SEDIMENT CONTAINMENT SYSTEM DURING CONSTRUCTION (WITH PROPERLY DESIGNED ROCK-DITCH CHECKS, BIO RILLS, SILT DIKES, ETC.) DO NOT NEED TO BE STABILIZED. PERMITTEES MUST STABILIZE THESE AREAS WITHIN 24 HOURS AFTER THEIR USE AS A SEDIMENT CONTAINMENT SYSTEM CEASES
7. PERMITTEES MUST NOT USE MULCH, HYDROMULCH, TACKIFIER, POLYACRYLAMIDE OR SIMILAR EROSION PREVENTION PRACTICES WITHIN ANY PORTION OF THE NORMAL WETTED PERIMETER OF A TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE SECTION WITH A CONTINUOUS SLOPE OF GREATER THAN 2 PERCENT.
8. PERMITTEES MUST PROVIDE TEMPORARY OR PERMANENT ENERGY DISSIPATION AT ALL PIPE OUTLETS WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER OR PERMANENT STORMWATER TREATMENT SYSTEM.
9. PERMITTEES MUST NOT DISTURB MORE LAND (I.E., PHASING) THAN CAN BE EFFECTIVELY INSPECTED AND MAINTAINED IN ACCORDANCE WITH SECTION 11.

SEDIMENT CONTROL (SECTION 9):

1. PERMITTEES MUST ESTABLISH SEDIMENT CONTROL BMP'S ON ALL DOWNGRADIENT PERIMETERS OF THE SITE AND DOWNGRADIENT AREAS OF THE SITE THAT DRAIN TO ANY SURFACE WATER, INCLUDING CURB AND GUTTER SYSTEMS. PERMITTEES MUST LOCATE SEDIMENT CONTROL PRACTICES UPGRADIENT OF ANY BUFFER ZONES. PERMITTEES MUST INSTALL SEDIMENT CONTROL PRACTICES BEFORE ANY UPGRADIENT LAND-DISTURBING ACTIVITIES BEGIN AND MUST KEEP THE SEDIMENT CONTROL PRACTICES IN PLACE UNTIL THEY ESTABLISH PERMANENT COVER.
2. IF DOWNGRADIENT SEDIMENT CONTROLS ARE OVERLOADED, BASED ON FREQUENT FAILURE OR EXCESSIVE MAINTENANCE REQUIREMENTS, PERMITTEES MUST INSTALL ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMP'S TO ELIMINATE THE OVERLOADING AND AMEND THE SWPPP TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN ITEM 6.3.
3. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS DESIGNED AS PART OF A SEDIMENT CONTAINMENT

- SYSTEM (E.G., DITCHES WITH ROCK-CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.
4. A FLOATING SILT CURTAIN PLACED IN THE WATER IS NOT A SEDIMENT CONTROL BMP TO SATISFY ITEM 9.2 EXCEPT WHEN WORKING ON A SHORELINE OR BELOW THE WATERLINE. IMMEDIATELY AFTER THE SHORT TERM CONSTRUCTION ACTIVITY (E.G., INSTALLATION OF RIP RAP ALONG THE SHORELINE IN THAT AREA IS COMPLETE, PERMITTEES MUST INSTALL AN UPLAND PERIMETER CONTROL PRACTICE IF EXPOSED SOILS STILL DRAIN TO A SURFACE WATER.
 5. PERMITTEES MUST RE-INSTALL ALL SEDIMENT CONTROL PRACTICES ADJUSTED OR REMOVED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES, IMMEDIATELY AFTER THE SHORT-TERM ACTIVITY IS COMPLETED. PERMITTEES MUST RE-INSTALL SEDIMENT CONTROL PRACTICES BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE SHORT-TERM ACTIVITY IS NOT COMPLETE.
 6. PERMITTEES MUST PROTECT ALL STORM DRAIN INLETS USING APPROPRIATE BMP'S DURING CONSTRUCTION UNTIL THEY ESTABLISH PERMANENT COVER ON ALL AREAS WITH POTENTIAL FOR DISCHARGING TO THE INLET.
 7. PERMITTEES MAY REMOVE INLET PROTECTION FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (E.G. STREET FLOODING/FREEZING) IS IDENTIFIED BY THE PERMITTEES OR THE JURISDICTIONAL AUTHORITY (E.G., CITY/COUNTY/TOWNSHIP/MINNESOTA DEPARTMENT OF TRANSPORTATION ENGINEER). PERMITTEES MUST DOCUMENT THE NEED FOR REMOVAL IN THE SWPPP.
 8. PERMITTEES MUST PROVIDE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS AT THE BASE OF STOCKPILES ON THE DOWNGRADIENT PERIMETER.
 9. PERMITTEES MUST LOCATE STOCKPILES OUTSIDE OF NATURAL BUFFERS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.
 10. PERMITTEES MUST INSTALL A VEHICLE TRACKING BMP TO MINIMIZE THE TRACK OUT OF SEDIMENT FROM THE CONSTRUCTION SITE OR ONTO PAVED ROADS WITHIN THE SITE.
 11. PERMITTEES MUST USE STREET SWEEPING IF VEHICLE TRACKING BMP'S ARE NOT ADEQUATE TO PREVENT SEDIMENT TRACKING ONTO THE STREET.
 12. PERMITTEES MUST INSTALL TEMPORARY SEDIMENT BASINS AS REQUIRED IN SECTION 14.
 13. IN ANY AREAS OF THE SITE WHERE FINAL VEGETATIVE STABILIZATION WILL OCCUR, PERMITTEES MUST RESTRICT VEHICLE AND EQUIPMENT USE TO MINIMIZE SOIL COMPACTION.
 14. PERMITTEES MUST PRESERVE TOPSOIL ON THE SITE, UNLESS INFEASIBLE.
 15. PERMITTEES MUST DIRECT DISCHARGES FROM BMP'S TO VEGETATED AREAS UNLESS INFEASIBLE.
 16. PERMITTEES MUST PRESERVE A 50 FOOT NATURAL BUFFER OR, IF A BUFFER IS INFEASIBLE ON THE SITE, PROVIDE REDUNDANT (DOUBLE) PERIMETER SEDIMENT CONTROLS WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET OF THE PROJECT'S EARTH DISTURBANCES AND STORMWATER FLOWS TO THE SURFACE WATER. PERMITTEES MUST INSTALL PERIMETER SEDIMENT CONTROLS AT LEAST 5 FEET APART UNLESS LIMITED BY LACK OF AVAILABLE SPACE. NATURAL BUFFERS ARE NOT REQUIRED ADJACENT TO ROAD DITCHES, JUDICIAL DITCHES, COUNTY DITCHES, STORMWATER CONVEYANCE CHANNELS, STORM DRAIN INLETS, AND SEDIMENT BASINS. IF PRESERVING THE BUFFER IS INFEASIBLE, PERMITTEES MUST DOCUMENT THE REASONS IN THE SWPPP. SHEET PILING IS A REDUNDANT PERIMETER CONTROL IF INSTALLED IN A MANNER THAT RETAINS ALL STORMWATER.
 17. PERMITTEES MUST USE POLYMERS, FLOCCULANTS, OR OTHER SEDIMENTATION TREATMENT CHEMICALS IN ACCORDANCE WITH ACCEPTED ENGINEERING PRACTICES, DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVIDED BY THE MANUFACTURER OR SUPPLIER. PERMITTEES MUST USE CONVENTIONAL EROSION AND SEDIMENT CONTROLS PRIOR TO CHEMICAL ADDITION AND MUST DIRECT TREATED STORMWATER TO A SEDIMENT CONTROL SYSTEM FOR FILTRATION OR SETTLEMENT OF THE FLOC PRIOR TO DISCHARGE.

DEWATERING AND BASIN DRAINING (SECTION 10):

1. PERMITTEES MUST DISCHARGE TURBID OR SEDIMENT-LADEN WATERS RELATED TO DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) TO A TEMPORARY OR PERMANENT SEDIMENT BASIN ON THE PROJECT SITE UNLESS INFEASIBLE. PERMITTEES MAY DEWATER TO SURFACE WATERS IF THEY VISUALLY CHECK TO ENSURE ADEQUATE TREATMENT HAS BEEN OBTAINED AND NUISANCE CONDITIONS (SEE MINN. R. 7050.0210, SUBP. 2) WILL NOT RESULT FROM THE DISCHARGE. IF PERCHARGE, PERMITTEES CANNOT DISCHARGE THE WATER TO A SEDIMENTATION BASIN PRIOR TO ENTERING A SURFACE WATER. PERMITTEES MUST TREAT IT WITH APPROPRIATE BMP'S SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE SURFACE WATER OR DOWNSTREAM PROPERTIES.
2. IF PERMITTEES MUST DISCHARGE WATER CONTAINING OIL OR GREASE, THEY MUST USE AN OIL-WATER SEPARATOR OR SUITABLE FILTRATION DEVICES (E.G., CARTRIDGE FILTERS, SAND FILTERS, ETC.) PRIOR TO DISCHARGE.
3. PERMITTEES MUST DISCHARGE ALL WATER FROM DEWATERING OR BASIN-DRAINING ACTIVITIES IN A MANNER THAT DOES NOT CAUSE EROSION OR SCOUR IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS OR INUNDATION OF WETLANDS IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS THAT CAUSES SIGNIFICANT ADVERSE IMPACT TO THE WETLAND.
4. IF PERMITTEES USE BACKWASH WATER, THEY MUST MAINTAIN THE BACKWASH WATER AWAY FOR DISPOSAL, RETURN THE BACKWASH WATER TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE THE BACKWASH WATER INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION.

INSPECTIONS AND MAINTENANCE (SECTION 11):

1. PERMITTEES MUST ENSURE A TRAINED PERSON, AS IDENTIFIED IN ITEM 21.2.B, WILL INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 1/2 INCH IN 24 HOURS.
2. PERMITTEES MUST INSPECT AND MAINTAIN ALL PERMANENT STORMWATER TREATMENT BMP'S.
3. PERMITTEES MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMP'S AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS. PERMITTEES MUST REPAIR, REPLACE OR SUPPLEMENT ALL NONFUNCTIONAL BMP'S WITH FUNCTIONAL BMP'S BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY UNLESS ANOTHER TIME FRAME IS SPECIFIED IN ITEM 11.5 OR 11.6. PERMITTEES MAY TAKE ADDITIONAL TIME IF FIELD CONDITIONS PREVENT ACCESS TO THE AREA.
4. DURING EACH INSPECTION, PERMITTEES MUST INSPECT SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS BUT NOT CURB AND GUTTER SYSTEMS, FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION. PERMITTEES MUST REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. PERMITTEES MUST COMPLETE REMOVAL AND STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. PERMITTEES MUST USE ALL REASONABLE EFFORTS TO OBTAIN ACCESS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF OBTAINING ACCESS. PERMITTEES ARE RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK IN SURFACE WATERS.
5. PERMITTEES MUST INSPECT CONSTRUCTION SITE VEHICLE EXIT LOCATIONS, STREETS AND CURB AND GUTTER SYSTEMS WITHIN AND ADJACENT TO THE PROJECT FOR SEDIMENTATION FROM EROSION OR TRACKED SEDIMENT FROM VEHICLES. PERMITTEES MUST REMOVE SEDIMENT FROM ALL PAVED SURFACES WITHIN ONE (1) CALENDAR DAY OF DISCOVERY OR, IF APPLICABLE, WITHIN A SHORTER TIME TO AVOID A SAFETY HAZARD TO USERS OF PUBLIC STREETS.
6. PERMITTEES MUST REPAIR, REPLACE OR SUPPLEMENT ALL PERIMETER CONTROL DEVICES WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE DEVICE.
7. PERMITTEES MUST DRAIN TEMPORARY AND PERMANENT SEDIMENTATION BASINS AND REMOVE THE SEDIMENT WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME.
8. PERMITTEES MUST ENSURE THAT AT LEAST ONE INDIVIDUAL PRESENT ON THE SITE (OR AVAILABLE TO THE PROJECT SITE IN THREE (3) CALENDAR DAYS) IS TRAINED IN THE JOB DUTIES DESCRIBED IN ITEM 21.2.B.
9. PERMITTEES MAY ADJUST THE INSPECTION SCHEDULE DESCRIBED IN ITEM 11.2 AS FOLLOWS:
 - a. INSPECTIONS OF AREAS WITH PERMANENT COVER CAN BE REDUCED TO ONCE PER MONTH, EVEN IF CONSTRUCTION ACTIVITY CONTINUES ON OTHER PORTIONS OF THE SITE; OR
 - b. WHERE SITES HAVE PERMANENT COVER ON ALL EXPOSED SOIL AND NO CONSTRUCTION ACTIVITY IS OCCURRING ANYWHERE ON THE SITE, INSPECTIONS CAN BE REDUCED TO ONCE PER MONTH AND, AFTER 12 MONTHS, MAY BE SUSPENDED COMPLETELY UNTIL CONSTRUCTION ACTIVITY RESUMES. THE MP/CA MAY REQUIRE INSPECTIONS TO RESUME IF CONDITIONS WARRANT; OR
 - c. WHERE CONSTRUCTION ACTIVITY HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, INSPECTIONS MAY BE SUSPENDED. INSPECTIONS MUST RESUME WITHIN 24 HOURS OF RUNOFF OCCURRING, OR UPON RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.
10. PERMITTEES MUST RECORD ALL INSPECTIONS AND MAINTENANCE ACTIVITIES WITHIN 24 HOURS OF BEING CONDUCTED AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP. THESE RECORDS MUST INCLUDE:
 - a. DATE AND TIME OF INSPECTIONS; AND
 - b. NAME OF PERSONS CONDUCTING INSPECTIONS; AND
 - c. ACCURATE FINDINGS OF INSPECTIONS, INCLUDING THE SPECIFIC LOCATION WHERE CORRECTIVE ACTIONS ARE NEEDED; AND
 - d. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES); AND
 - e. DATE OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCHES IN 24 HOURS, AND THE AMOUNT OF RAINFALL FOR EACH EVENT. PERMITTEES MUST OBTAIN RAINFALL AMOUNTS BY EITHER A PROPERLY MAINTAINED RAIN GAUGE INSTALLED ONSITE, A WEATHER STATION THAT IS WITHIN ONE (1) MILE OF YOUR LOCATION, OR A WEATHER REPORTING SYSTEM THAT PROVIDES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES; AND
 - f. IF PERMITTEES OBSERVE A DISCHARGE DURING THE INSPECTION, THEY MUST RECORD AND SHOULD PHOTOGRAPH AND DESCRIBE THE LOCATION OF THE DISCHARGE (I.E., COLOR, ODOR, SETTLED OR SUSPENDED SOLIDS, OIL SHEEN, AND OTHER OBVIOUS INDICATORS OF POLLUTANTS); AND
 - g. ANY AMENDMENTS TO THE SWPPP PROPOSED AS A RESULT OF THE INSPECTION MUST BE DOCUMENTED AS REQUIRED IN SECTION 6 WITHIN SEVEN (7) CALENDAR DAYS.

POLLUTION PREVENTION MANAGEMENT (SECTION 12):

1. PERMITTEES MUST PLACE BUILDING PRODUCTS AND LANDSCAPE MATERIALS UNDER COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) OR PROTECT THEM BY SIMILARLY EFFECTIVE MEANS DESIGNED TO MINIMIZE CONTACT WITH STORMWATER. PERMITTEES ARE NOT REQUIRED TO COVER OR PROTECT PRODUCTS WHICH ARE EITHER NOT A SOURCE OF CONTAMINATION TO STORMWATER OR ARE DESIGNED TO BE EXPOSED TO STORMWATER.
2. PERMITTEES MUST PLACE PESTICIDES, FERTILIZERS AND TREATMENT CHEMICALS UNDER COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) OR PROTECT THEM BY SIMILARLY EFFECTIVE MEANS DESIGNED TO MINIMIZE CONTACT WITH STORMWATER.
3. PERMITTEES MUST STORE HAZARDOUS MATERIALS AND TOXIC WASTE, (INCLUDING OIL, DIESEL FUEL, GASOLINE, HYDRAULIC FLUIDS, PAINT SOLVENTS, PETROLEUM-BASED PRODUCTS, WOOD PRESERVATIVES, ADDITIVES, CURING COMPOUNDS, AND ACIDS) IN SEALED CONTAINERS TO PREVENT SPILLS, DUMPS OR OTHER DISCHARGE. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MATERIALS MUST BE IN COMPLIANCE WITH MINN. R. CH. 7045 INCLUDING SECONDARY CONTAINMENT AS APPLICABLE.
4. PERMITTEES MUST PROPERLY STORE, COLLECT AND DISPOSE SOLID WASTE IN COMPLIANCE WITH MINN. R. CH. 7035.
5. PERMITTEES MUST POSITION PORTABLE TOILETS SO THEY ARE SECURE AND WILL NOT TIP OR BE KNOCKED OVER. PERMITTEES MUST PROPERLY DISPOSE SANITARY WASTE IN ACCORDANCE WITH MINN. R. CH. 7041.
6. PERMITTEES MUST TAKE REASONABLE STEPS TO PREVENT THE DISCHARGE OF SPILLED OR LEAKED CHEMICALS, INCLUDING FUEL, FROM ANY AREA WHERE CHEMICALS OR FUEL WILL BE LOADED OR UNLOADED INCLUDING THE USE OF DRIP PANS OR ABSORBERS UNLESS INFEASIBLE. PERMITTEES MUST ENSURE ADEQUATE SUPPLIES ARE AVAILABLE AT ALL TIMES TO CLEAN UP DISCHARGED MATERIALS AND THAT AN APPROPRIATE DISPOSAL METHOD IS AVAILABLE FOR RECOVERED SPILLED MATERIALS. PERMITTEES MUST REPORT AND CLEAN UP SPILLS IMMEDIATELY AS REQUIRED BY MINN. STAT. 115.061, USING DRY CLEAN UP MEASURES WHERE POSSIBLE.
7. PERMITTEES MUST LIMIT VEHICLE EXTERIOR WASHING AND EQUIPMENT TO A DEFINED AREA OF THE SITE. PERMITTEES MUST CONTAIN RUNOFF FROM THE WASHING AREA IN A SEDIMENT BASIN OR OTHER SIMILARLY EFFECTIVE CONTROLS AND MUST

- DISPOSE WASTE FROM THE WASHING ACTIVITY PROPERLY. PERMITTEES MUST PROPERLY USE AND STORE SOAPS, DETERGENTS, OR SOLVENTS.
8. PERMITTEES MUST PROVIDE EFFECTIVE CONTAINMENT FOR ALL LIQUID AND SOLID WASTES GENERATED BY WASHOUT OPERATIONS (E.G., CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS) RELATED TO THE CONSTRUCTION ACTIVITY. PERMITTEES MUST PREVENT LIQUID AND SOLID WASHOUT WASTES FROM CONTACTING THE GROUND AND MUST DESIGN THE CONTAINMENT SO IT DOES NOT RESULT IN RUNOFF FROM THE WASHOUT OPERATIONS OR AREAS. PERMITTEES MUST PROPERLY DISPOSE LIQUID AND SOLID WASTES IN COMPLIANCE WITH MP/CA RULES. PERMITTEES MUST INSTALL A SIGN INDICATING THE LOCATION OF THE WASHOUT FACILITY.

PERMIT TERMINATION (SECTION 4 AND SECTION 13):

1. PERMITTEES MUST SUBMIT A NOT WITHIN 30 DAYS AFTER ALL TERMINATION CONDITIONS LISTED IN SECTION 13 ARE COMPLETE.
2. PERMITTEES MUST SUBMIT A NOT WITHIN 30 DAYS AFTER SELLING OR OTHERWISE LEGALLY TRANSFERRING THE ENTIRE SITE, INCLUDING PERMIT RESPONSIBILITY FOR ROADS (E.G., STREET SWEEPING) AND STORMWATER INFRASTRUCTURE FINAL CLEAN OUT, OR TRANSFERRING PORTIONS OF A SITE TO ANOTHER PARTY. THE PERMITTEES' COVERAGE UNDER THIS PERMIT TERMINATES AT MIDNIGHT ON THE SUBMISSION DATE OF THE NOT.
3. PERMITTEES MUST COMPLETE ALL CONSTRUCTION ACTIVITY AND MUST INSTALL PERMANENT COVER OVER ALL AREAS PRIOR TO SUBMITTING THE NOT. VEGETATIVE COVER MUST CONSIST OF A UNIFORM PERENNIAL VEGETATION WITH A DENSITY OF 70 PERCENT OF ITS EXPECTED FINAL GROWTH. VEGETATION IS NOT REQUIRED WHERE THE FUNCTION OF A SPECIFIC AREA DICTATES NO VEGETATION, SUCH AS IMPERVIOUS SURFACES OR THE BASE OF A SAND FILTER.
4. PERMITTEES MUST CLEAN THE PERMANENT STORMWATER TREATMENT SYSTEM OF ANY ACCUMULATED SEDIMENT AND MUST ENSURE THE SYSTEM MEETS ALL APPLICABLE REQUIREMENTS IN SECTION 15 THROUGH 19 AND IS OPERATING AS DESIGNED.
5. PERMITTEES MUST REMOVE ALL SEDIMENT FROM CONVEYANCE SYSTEMS PRIOR TO SUBMITTING THE NOT.
6. PERMITTEES MUST REMOVE ALL TEMPORARY SYNTHETIC EROSION PREVENTION AND SEDIMENT CONTROL BMP'S PRIOR TO SUBMITTING THE NOT. PERMITTEES MAY LEAVE BMP'S DESIGNED TO DECOMPOSE ON-SITE IN PLACE.
7. FOR RESIDENTIAL CONSTRUCTION ONLY, PERMIT COVERAGE TERMINATES ON INDIVIDUAL LOTS IF THE STRUCTURES ARE FINISHED AND TEMPORARY EROSION PREVENTION AND DOWNGRADIENT PERIMETER CONTROL IS COMPLETE, THE RESIDENCE SELLS TO THE HOMEOWNER, AND THE PERMITTEE DISTRIBUTES THE MP/CA'S "HOMEOWNER FACT SHEET" TO THE HOMEOWNER.
8. FOR CONSTRUCTION PROJECTS ON AGRICULTURAL LAND (E.G., PIPELINES ACROSS CROPLAND), PERMITTEES MUST RETURN THE DISTURBED LAND TO ITS PRECONSTRUCTION AGRICULTURAL USE PRIOR TO SUBMITTING THE NOT.

SEED NOTES:

ALL SEED MIXES AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MNDOT SEEDING MANUAL.

GENERAL RECOMMENDATIONS:

THE CONTRACTOR IS RESPONSIBLE TO SALVAGE AND PRESERVE EXISTING TOPSOIL NECESSARY FOR FINAL STABILIZATION AND TO ALSO MINIMIZE COMPACTION IN ALL LANDSCAPE AREAS, IMMEDIATELY BEFORE SEEDING THE SOIL SHALL BE TILLED TO A MINIMUM DEPTH OF 3 INCHES.

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED

- TEMPORARY SEED SHALL BE MNDOT SEED MIX 21-112 (WINTER WHEAT COVER CROP) FOR WINTER AND 21-111 (OATS COVER CROP) FOR SPRING/SUMMER APPLICATIONS. BOTH SEED MIXES SHALL BE APPLIED AT A SEEDING RATE OF 100 LBS/ACRE.

MULCH

- IMMEDIATELY AFTER SEEDING, WITHIN 24 HOURS, MNDOT TYPE 1 MULCH SHOULD BE APPLIED TO PROTECT AND ENHANCE SEED GERMINATION. MULCH SHALL BE APPLIED AT 90% COVERAGE (2 TONS PER ACRE OF STRAW MULCH)

SLOPES

- 3:1 (HORIZ:VERT.) OR FLATTER MUCH SHALL BE COVERED WITH MULCH
- SLOPES STEEPER THAN 3:1 OR DITCH BOTTOMS SHALL BE COVERED WITH EROSION CONTROL BLANKET.
- SEE PLAN FOR MORE DETAILED DITCH AND STEEP SLOPE EROSION CONTROL TREATMENTS.

TRAINING SECTION 21

DESIGN ENGINEER: MATTHEW R. PAVEK P.E.
TRAINING COURSE: DESIGN OF SWPPP
TRAINING ENTITY: UNIVERSITY OF MINNESOTA
INSTRUCTOR: JOHN CHAPMAN
DATES OF TRAINING COURSE: 5/15/2011 - 5/16/2011
TOTAL TRAINING HOURS: 12
RE-CERTIFICATION: 3/16/2017 (8 HOURS), EXP. 5/31/2020

OWNER INFORMATION

OWNER:
RON CLARK CONSTRUCTION & DESIGN
7500 W 78TH ST
EDINA, MN 55439

CONTACT:
CONTACT: MICHAEL ROEBUCK
INFO@RONCLARK.COM
9552-947-3000

SWPPP CONTACT PERSON

CONTRACTOR:

SWPPP INSPECTOR TRAINING:
ALL SWPPP INSPECTIONS MUST BE PERFORMED BY A PERSON THAT MEETS THE TRAINING REQUIREMENTS OF THE NPDES CONSTRUCTION SITE PERMIT.
TRAINING CREDENTIALS SHALL BE PROVIDED BY THE CONTRACTOR AND KEPT ON SITE WITH THE SWPPP

PARTY RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORM WATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT IS REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE PROPERTY OWNER IS RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PROPOSED STORMWATER SYSTEM.

SWPPP ATTACHMENTS (ONLY APPLICABLE IF SITE IS 1 ACRE OR GREATER):

CONTRACTOR SHALL OBTAIN A COPY OF THE FOLLOWING SWPPP ATTACHMENTS WHICH ARE A PART OF THE OVERALL SWPPP PACKAGE:
ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE - SITE SPECIFIC SWPPP DOCUMENT
ATTACHMENT B: CONSTRUCTION STORMWATER INSPECTION CHECKLIST
ATTACHMENT C: MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEMS
ATTACHMENT D: STORMWATER MANAGEMENT REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER, AVAILABLE UPON REQUEST.
ATTACHMENT E: GEOTECHNICAL EVALUATION REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER, AVAILABLE UPON REQUEST.

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS GREATER THAN 1.0 ACRES SO AN NPDES PERMIT IS REQUIRED AND NEEDS TO BE SUBMITTED TO THE MP/CA. THE CONTRACTOR IS REQUIRED TO FOLLOW THE GUIDELINES IN THE NPDES PERMIT THROUGHOUT CONSTRUCTION.

PROJECT NARRATIVE:

PROJECT IS A REDEVELOPMENT OF A SITE WITH CONSTRUCTION OF NEW APARTMENT BUILDING, PARKING LOT, RETAINING WALLS AND LANDSCAPING. SITE AND LANDSCAPE IMPROVEMENTS WILL OCCUR.

NATIVE BUFFER NARRATIVE:

PRESERVING A 50' NATURAL BUFFER AROUND WATER BODIES IS NOT REQUIRED AS PART OF THIS PROJECT BECAUSE WATER BODIES ARE NOT LOCATED ON SITE.

INFILTRATION NARRATIVE:

INFILTRATION IS PART OF THE PROJECT BECAUSE PERMANENT STORM WATER MANAGEMENT IS REQUIRED.

SOIL CONTAMINATION NARRATIVE:

SOILS ONSITE HAVE NOT BEEN IDENTIFIED AS CONTAMINATED.

SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

THIS PROJECT IS WITHIN ONE MILE OF AND DISCHARGES TO A MNDOT TREATMENT POND. THESE WATERS ARE NOT IDENTIFIED AS AN IMPAIRED WATER ON THE MP/CA'S 303(D) IMPAIRED WATERS LIST.

PERMANENT STABILIZATION NOTES SITE SPECIFIC:

- PERMANENT SEED MIX
- FOR THIS PROJECT ALL AREAS THAT ARE NOT TO BE SODDED OR LANDSCAPED SHALL RECEIVE A NATIVE PERMANENT SEED MIX.
 - AREAS IN BUFFERS AND ADJACENT TO OR IN WET AREAS MNDOT SEED MIX 33-261 (STORMWATER SOUTH AND WEST) AT 35 LBS PER ACRE.
 - DRY AREAS MNDOT SEED MIX 35-221 (DRY PRAIRIE GENERAL) AT 40 LBS PER ACRE.
 - MAINTENANCE SHALL BE IN ACCORDANCE TO THE MNDOT SEEDING MANUAL.

AREAS AND QUANTITIES:

SITE AREA CALCULATIONS									
	.OT 1 EXISTING CONDITION		.OT 1 PROPOSED CONDITION		.OT 2 EXISTING CONDITION		.OT 2 PROPOSED CONDITION		
BUILDING COVERAGE	9,777 SF	7.6%	9,777 SF	7.6%	898 SF	1.0%	22,018 SF	23.4%	
ALL PAVEMENTS	32,737 SF	25.4%	34,548 SF	26.8%	3,778 SF	4.0%	29,379 SF	31.3%	
ALL NON-PAVEMENTS	86,544 SF	67.1%	84,733 SF	65.7%	89,273 SF	95.0%	42,552 SF	45.3%	
TOTAL SITE AREA	129,058 SF	100.0%	129,058 SF	100.0%	93,949 SF	100.0%	93,949 SF	100.0%	

IMPERVIOUS SURFACE		
LOT 1 EXISTING CONDITION	42,514 SF	32.9%
LOT 1 PROPOSED CONDITION	44,325 SF	34.3%
LOT 2 EXISTING CONDITION	4,676 SF	5.0%
LOT 2 PROPOSED CONDITION	51,397 SF	54.7%
DIFFERENCE (EX. VS PROP.)	48,532 SF	51.1%

EROSION CONTROL QUANTITIES		
DISTURBED AREA	156,006 SF	3.58 AC
SILT FENCE/BIO-ROLL	±3000 LF	
EROSION CONTROL BLANKET	31,451 SF	
INLET PROTECTION DEVICES	±14 EA	

ATTACHMENT B: SWPPP INSPECTION FORM

NOTE: THIS INSPECTION REPORT DOES NOT ADDRESS ALL ASPECTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM (NPDES/SDS) CONSTRUCTION STORMWATER PERMIT ISSUED ON AUGUST 1, 2013. THE COMPLETION OF THIS CHECKLIST DOES NOT GUARANTEE THAT ALL PERMIT REQUIREMENTS ARE IN COMPLIANCE; IT IS THE RESPONSIBILITY OF THE PERMITTEE(S) TO READ AND UNDERSTAND THE PERMIT REQUIREMENTS.

FACILITY INFORMATION

SITE NAME: _____
FACILITY ADDRESS: _____ PERMIT NUMBER: _____
CITY: _____ STATE: _____ ZIP CODE: _____

INSPECTION INFORMATION

INSPECTOR NAME: _____ PHONE NUMBER: _____
DATE (MM/DD/YYYY): _____ TIME: _____ AM / PM
IS THE INSPECTOR CERTIFIED IN SEDIMENT AND EROSION CONTROL AND IS IT DOCUMENTED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP)?
IS THIS INSPECTION ROUTINE OR IN RESPONSE TO A STORM EVENT?
RAINFALL AMOUNT (IF APPLICABLE): _____
IS THE SITE WITHIN ONE AERIAL MILE OF A SPECIAL OR IMPAIRED WATER?
IF YES, FOLLOW APPENDIX A AND OTHER APPLICABLE PERMIT REQUIREMENTS

NOTE: IF N/A IS SELECTED AT ANY TIME, SPECIFY WHY IN THE COMMENT AREA FOR THAT SECTION.

EROSION CONTROL REQUIREMENT (PART IV.B)

	Y	N	N/A
1. SOIL STABILIZATION WHERE NO CONSTRUCTION ACTIVITY FOR 14 DAYS? (7 DAYS WHERE APPLICABLE)	☐	☐	☐
2. HAS THE NEED TO DISTURB STEEP SLOPES BEEN MINIMIZED?	☐	☐	☐
3. ALL DITCHES STABILIZED 200' BACK FROM POINT OF DISCHARGE WITHIN 24 HOURS? (NOT MULCH)	☐	☐	☐
4. ARE THERE BMP'S FOR ONSITE STOCKPILES?	☐	☐	☐
5. ARE APPROPRIATE BMP'S INSTALLED PROTECTING INLETS/OUTLETS?	☐	☐	☐
6. DO PIPE OUTLETS HAVE ENERGY DISSIPATION?	☐	☐	☐

COMMENTS:

SEDIMENT CONTROL REQUIREMENT (PART IV.C)

	Y	N	N/A
1. PERIMETER CONTROL INSTALLED ON ALL DOWN GRADIENT PERIMETERS?	☐	☐	☐
2. PERIMETER CONTROL TRENCHED IN WHERE APPROPRIATE?	☐	☐	☐
3. 50 FOOT NATURAL BUFFER MAINTAINED AROUND ALL SURFACE WATERS?	☐	☐	☐
3.1. IF NO, HAVE REDUNDANT SEDIMENT CONTROLS BEEN INSTALLED?	☐	☐	☐
4. INLET PROTECTION ON ALL CATCH BASINS AND CULVERT INLETS?	☐	☐	☐
5. VEHICLE TRACKING BEST MANAGEMENT PRACTICES (BMP'S) AT ALL SITE EXITS?	☐	☐	☐
6. ALL TRACKED SEDIMENT REMOVED WITHIN 24 HOURS?	☐	☐	☐
7. ARE ALL INFILTRATION SYSTEMS STAKED AND MARKED TO AVOID COMPACTION?	☐	☐	☐
8. ARE ALL INFILTRATION AREAS PROTECTED WITH A PRETREATMENT DEVICE?	☐	☐	☐
9. DO ALL STOCKPILES HAVE PERIMETER CONTROLS?	☐	☐	☐

COMMENTS:

MAINTENANCE-EROSION AND SEDIMENT CONTROL BMP'S (PART IV.E.)

1.	ARE ALL PREVIOUSLY STABILIZED AREAS MAINTAINING 90% GROUND COVER?	☐	☐	☐
2.	ANY DITCH EROSION OBSERVED?	☐	☐	☐
3.	PERIMETER CONTROL--HAS SEDIMENT REACHED ONE HALF THE HEIGHT OF THE DEVICE?	☐	☐	☐
4.	ARE INLET PROTECTION DEVICES MAINTAINED AND FUNCTIONING PROPERLY?	☐	☐	☐

COMMENTS:

OTHER

1.	ARE ALL MATERIALS THAT CAN LEACH POLLUTANTS UNDER COVER?	☐	☐	☐
2.	HAS ACCESS BEEN RESTRICTED TO ONSITE HAZARDOUS MATERIALS?	☐	☐	☐
3.	DOES ON-SITE FUELING ONLY OCCUR IN A CONTAINED AREA?	☐	☐	☐
4.	ARE ALL SOLID WASTES BEING PROPERLY DISPOSED OF?	☐	☐	☐
5.	IS THE CONCRETE WASHOUT AREA COMPLETELY CONTAINED?	☐	☐	☐
6.	IS THE CONCRETE WASHOUT AREA MARKED WITH SIGN?	☐	☐	☐

COMMENTS:

7. WERE ANY DISCHARGES SEEN DURING THIS INSPECTION, SEDIMENT, WATER, OR OTHERWISE? Y ☐ N ☐ N/A ☐

7.1. IF YES, STATE THE EXACT LOCATION OF ALL POINTS OF DISCHARGE, PHOTOGRAPH THE DISCHARGE AND DESCRIBE THE DISCHARGE (COLOR, ODOR, FOAM, OIL, SHEEN, ETC). HOW WILL IT BE REMOVED? HOW DID THE DISCHARGE HAPPEN? HOW MUCH WAS DISCHARGED? HOW WILL IT BE STOPPED, AND HOW LONG WILL IT TAKE TO STOP? IS THE DISCHARGE GOING INTO AN ADJACENT SITE? WAS THE DISCHARGE A SEDIMENT DELTA? IF YES, WILL THE DELTA BE RECOVERED WITHIN 7 DAYS?

8. WILL A PERMANENT STORMWATER MANAGEMENT SYSTEM BE UTILIZED IN THIS PROJECT AS REQUIRED AND IN ACCORDANCE WITH PART III.D OF THE PERMIT? DESCRIBE

9. IS ANY DEWATERING OCCURRING ON SITE?		Y	N	N/A
		☐	☐	☐
9.1. IF YES, WHERE? WHAT BMP IS BEING USED? HOW MUCH WATER IS BEING DEWATERED? IS THE WATER CLEAR? WHERE IS THE WATER BEING DISCHARGED TO?				

10. IS A COPY OF THE SWPPP LOCATED ON THE CONSTRUCTION SITE?	☐	☐	☐	☒
11. HAS THE SWPPP BEEN FOLLOWED AND IMPLEMENTED ON SITE?	☐	☐	☐	☒
12. IS A SEDIMENTATION BASIN REQUIRED FOR THIS PROJECT AS SPECIFIED IN THE PERMIT?	☐	☐	☐	☒
12.1. IF YES, ARE THEY MAINTAINED AS SPECIFIED IN THE PERMIT?	☐	☐	☐	☒
13. IS THE TOPSOIL ON THIS PROJECT BEING PRESERVED?	☐	☐	☐	☒
13.1. IF YES, EXPLAIN HOW THE TOP SOIL IS BEING PRESERVED. IF NO, EXPLAIN WHY IT WAS INFEASIBLE.				

	Y	N	N/A
14. ARE ALL INFILTRATION SYSTEMS MARKED TO AVOID COMPACTION?	☐	☐	☐
14.1. DO ALL INFILTRATION AREAS HAVE PRETREATMENT DEVICES?	☐	☐	☐

15. DESCRIPTION OF AREAS OF NON-COMPLIANCE NOTED DURING THE INSPECTION, REQUIRED CORRECTIVE ACTIONS, AND RECOMMENDED DATE OF COMPLETION OF CORRECTIVE ACTIONS

16. PROPOSED AMENDMENTS TO THE SWPPP:

17. POTENTIAL AREAS OF FUTURE CONCERN:

18. ADDITIONAL COMMENTS

DISCLOSURES:

- AFTER DISCOVERY, THE PERMIT REQUIRES MANY OF THE DEFICIENCIES THAT MAY BE FOUND IN THIS CHECKLIST BE CORRECTED WITHIN A SPECIFIED PERIOD OF TIME. SEE PERMIT FOR MORE DETAILS.
- THIS INSPECTION CHECKLIST IS AN OPTION FOR SMALL CONSTRUCTION SITES. LARGE CONSTRUCTION SITES AND LINEAR PROJECTS REQUIRE MORE EXTENSIVE/MORE LOCATION SPECIFIC INSPECTION REQUIREMENTS.
- THE PERMITTEE(S) IS/ARE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMP'S AS WELL AS EROSION PREVENTION AND SEDIMENT CONTROL BMP'S UNTIL ANOTHER PERMIT HAS OBTAINED COVERAGE UNDER THIS PERMIT ACCORDING TO PART II B.5. OR THE PROJECT HAS UNDERGONE FINAL STABILIZATION AND A NOTICE OF TERMINATION HAS BEEN SUBMITTED TO THE MPCA.

ATTACHMENT C: MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEM



**PRELIMINARY:
NOT FOR
CONSTRUCTION**

INVER GROVE HEIGHTS APARTMENTS

5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55077

RON CLARK CONSTRUCTION & DESIGN
7500 WEST 78TH ST. EDINA, MN 55439

7500 WEST 78TH ST. EDINA. MN 55439

PROJECT

ISSUE/SUBMITTAL SUMMARY

[illegible]

DRAWN BY:BN REVIEWED BY: DJK

REVISION SUMMARY

[illegible]

SWPPP - ATTACHMENTS

SW1.9

LOT 1 REQUIRED LANDSCAPE CALCULATIONS

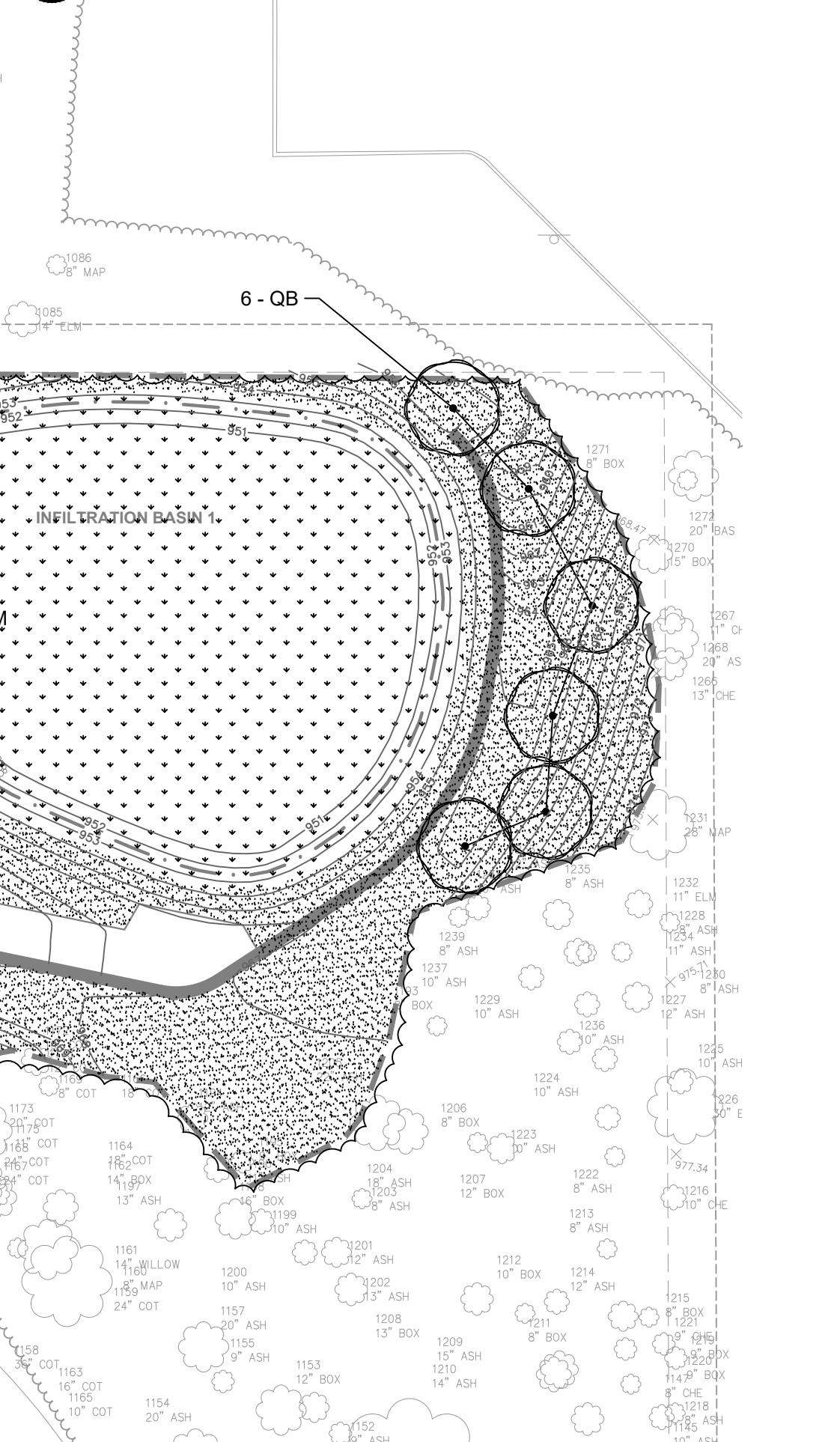
Parcel 3 site plan showing various features and construction limits. The plan includes a brick church at 5590 Babcock Trl with a foundation area of 9,776 S.F. and a deck. A chain link fence is located near the church. The plan also shows a parking area with several trees labeled with codes: 1-QM, 3-MP, 6-HL2, 9-WF, 13-HS, 17-NW2, 2-PSG, 6-CA2, and 2-QB. The plan is bounded by Upper 55th St to the south and Parcel 3 to the west. The plan includes a north arrow and a scale bar.

1. WHERE SHOWN, SHRUB & PERENNIAL BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH.
2. ALL TREES SHALL BE MULCHED WITH SHREDDED CYPRESS MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2" FROM TREE TRUNK.
3. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLEMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLES PRIOR TO INSTALLATION.
4. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
5. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
6. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
7. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE A LAYER TOPSOIL, AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.

8. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES. LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
10. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION

1. ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SCHEDULING DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
4. SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
5. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
6. IRRIGATION WATER LINE CONNECTION SIZE IS 1-3/2" AT BUILDING. VERIFY WITH MECHANICAL PLANS.COVERAGE.
7. ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
8. ALL LATERAL LINES SHALL BE 12" BELOW FINISHED GRADE.
9. ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
10. CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
11. CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
12. FABRICATE ALL PIPE TO MANUFACTURER'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.

13. BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
14. ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
15. GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
16. IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
17. CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLDER COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
18. AVOID OVER SPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
19. ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
20. USE SCREENS ON ALL HEADS.
21. A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
22. ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
23. ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTEND 3' BEYOND PERIMETER OF VALVE BOX.
24. THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.



2 **DECIDUOUS & CONIFEROUS TREE PLANTING**
NTS

PRUNE AS FIELD DIRECTED BY THE LANDSCAPE ARCHITECT TO IMPROVE APPEARANCE (RETAIN NORMAL TREE SHAPE)

THREE 2"x4" WOODEN STAKES, STAINED BROWN WITH TWO STRANDS OF WIRE TWISTED TOGETHER. STAKES SHALL BE PLACED AT 120° TO ONE ANOTHER. WIRE SHALL BE THREADED THROUGH NYLON STRAPPING WITH GROMMETS. ALTERNATE STABILIZING METHODS MAY BE PROPOSED BY CONTRACTOR.

FLANK FLARE JUNCTION: PLANT TREE 1'-2" ABOVE EXISTING GRADE

COMPACT BOTTOM OF PIT, TYP.

CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL. IF NON-BIODEGRADABLE, REMOVE COMPLETELY.

BACKFILL AS SPECIFIED

MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED. IF APPLICABLE, ROCK OR ORGANIC MULCH. SEE GENERAL LANDSCAPE NOTES AND PLAN NOTES FOR MULCH TYPE. KEEP MULCH MIN. 2" FROM PLANT TRUNK

EXISTING GRADE

SLOPE SIDES OF HOLE OR VERTICAL SIDES AT EDGE OF PLANTING BED

RULE OF THUMB - MODIFY EXCAVATION BASED ON LOCATION OF PLANT MATERIAL AND DESIGN OF BEDS OR OVERALL PLANT PLACEMENT

THREE TIMES WIDTH OF ROOTBALL

PRUNE AS FIELD DIRECTED BY THE LANDSCAPE ARCHITECT TO IMPROVE APPEARANCE (RETAIN NORMAL SHAPE FOR SPECIES)

PLANT TOP OF ROOTBALL 1'-2" ABOVE SURROUNDING GRADE

ROCK OR ORGANIC MULCH. SEE GENERAL LANDSCAPE NOTES AND PLAN NOTES FOR MULCH TYPE. KEEP MULCH MIN. 2" FROM PLANT TRUNK

ROOTS AT OUTER EDGE OF ROOTBALL LOOSENED TO ENSURE PROPER BACKFILL TO ROOT CONTACT

EXISTING GRADE

SLOPE SIDES OF HOLE OR VERTICAL SIDES AT EDGE OF PLANTING BED

BACKFILL AS PER SPECIFICATION

DO NOT EXCAVATE BELOW ROOTBALL

RULE OF THUMB - MODIFY EXCAVATION BASED ON LOCATION OF PLANT MATERIAL AND DESIGN OF BEDS OR OVERALL PLANT PLACEMENT

THREE TIMES WIDTH OF ROOTBALL

LEGEND

PROPOSED CANOPY TREE SYMBOLS
PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED EVERGREEN TREE SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

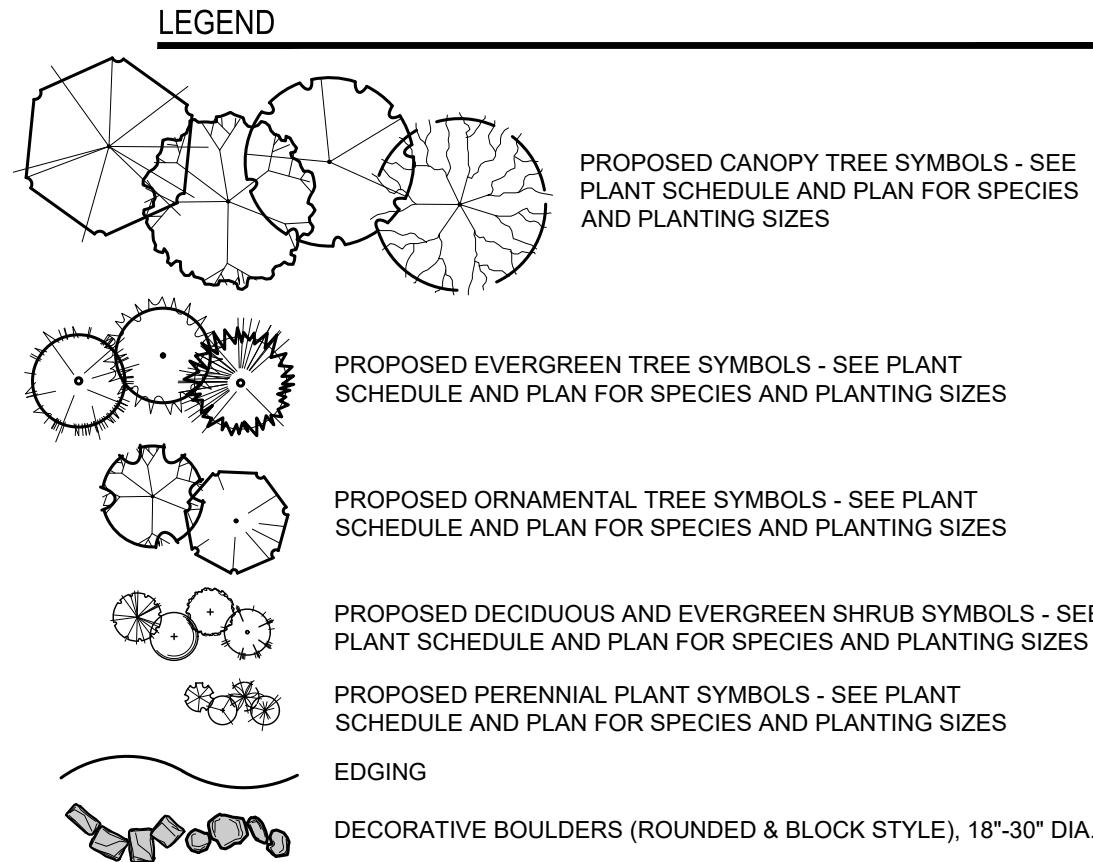
PROPOSED ORNAMENTAL TREE SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED PERENNIAL PLANT SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

EDGING

DECORATIVE BOULDERS (ROUNDED & BLOCK STYLE), 18"-36"



**INVER GROVE HEIGHTS
APARTMENTS**
5590 BABCOCK TRAIL E, INNER GROVE HEIGHTS, MN 55126

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


Robert L. Binder
DATE 10/26/20 LICENSE NO. 25821

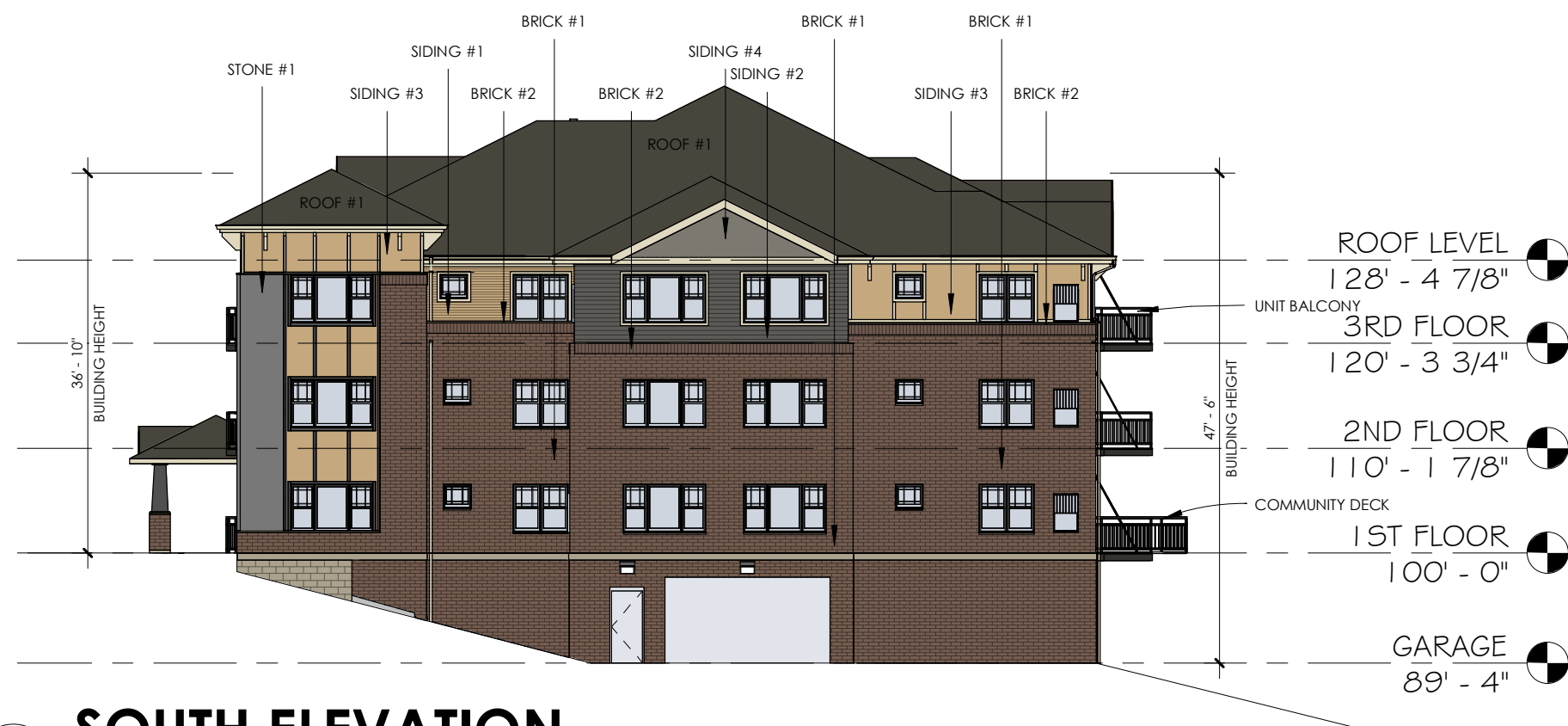
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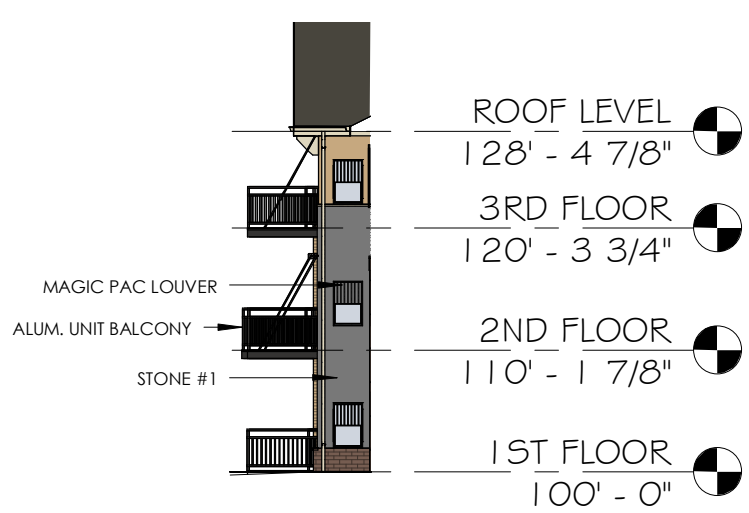
1 WEST ELEVATION

SCALE 1/16" = 1'-0"



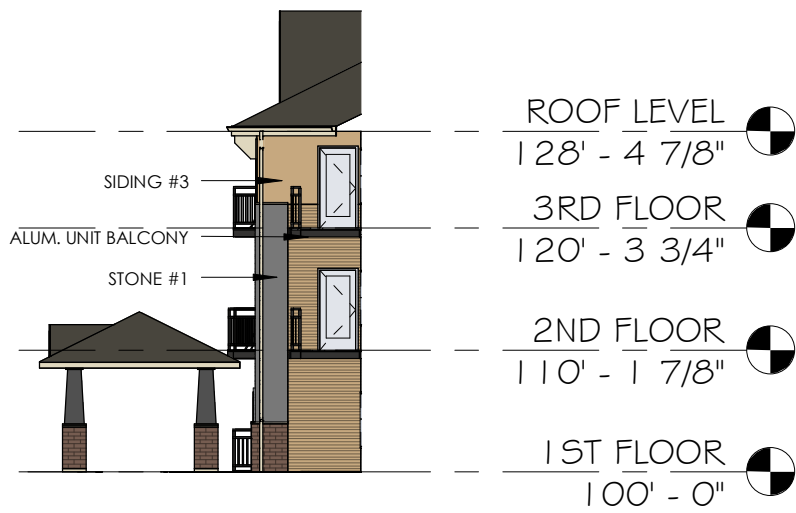
2 SOUTH ELEVATION

SCALE 1/16" = 1'-0"



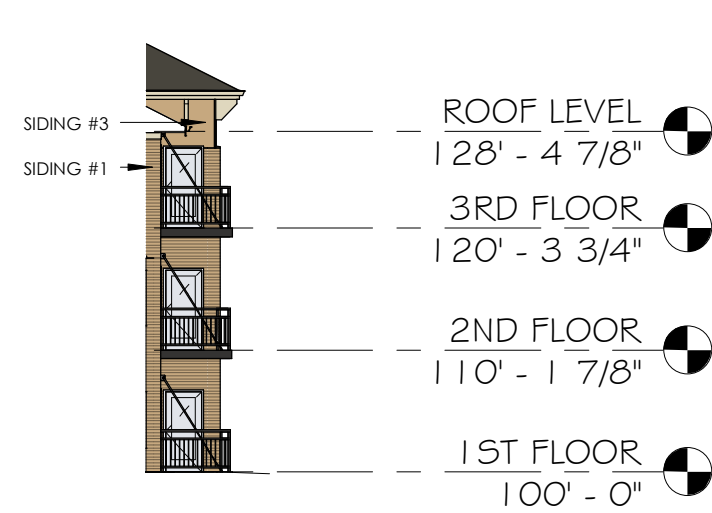
4 WEST GRILLS

SCALE 1/16" = 1'-0"



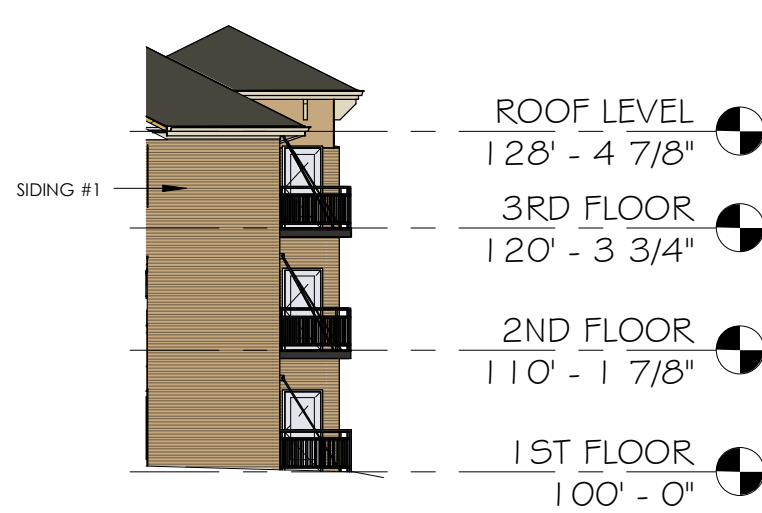
5 WEST ENTRY

SCALE 1/16" = 1'-0"



6 WEST DECK 2

SCALE 1/16" = 1'-0"



7 WEST TYP.

SCALE 1/16" = 1'-0"

EXTERIOR WALL SCHEDULE -OVERALL BUILDING		
EXTERIOR - 4" EXPOSURE LAP SIDING OVER 2x6 WOOD STUDS	2,920 SF	10%
EXTERIOR - 7" EXPOSURE LAP SIDING OVER 2x6 WOOD STUDS	6,214 SF	22%
EXTERIOR - BRICK OVER 2x6 WOOD STUDS	6,533 SF	23%
EXTERIOR - BRICK OVER CAST CONCRETE	2,692 SF	9%
EXTERIOR - CEMENT BOARD PANEL SIDING OVER 2x6 WOOD STUDS	4,344 SF	15%
EXTERIOR - STONE OVER 2x6 WOOD STUDS	1,675 SF	6%
EXTERIOR - STUCCO OVER CAST CONCRETE	3,522 SF	12%
EXTERIOR - VINYL SHAKE SIDING OVER 2x6 WOOD STUDS	765 SF	3%
Grand total	28,665 SF	

EXTERIOR FINISH SCHEDULE

STUCCO #1 MANUFACTURER TYPE COLOR FINISH	TBD CEMENTITIOUS STUCCO TO MATCH BRICK #1 MEDIUM	ROOF #1 MANUFACTURER TYPE COLOR	CERTAIN TEED ARCHITECTURAL ASPHALT SHINGLES WEATHERED WOOD
BRICK #1 MANUFACTURER COLOR SIZE MORTAR	HEBRON DAKOTA COMMON UTILITY BRICK PRISM P3912, GLADIOLA	SOFFIT / FASCIA MANUFACTURER TYPE COLOR	NAPCO PREFINISHED ALUMINUM IVORY
BRICK #2 - SOLDIER COURSING MANUFACTURER COLOR SIZE MORTAR	HEBRON DAKOTA COMMON UTILITY BRICK PRISM P3912, GLADIOLA	GUTTERS MANUFACTURER TYPE COLOR	NAPCO PREFINISHED ALUMINUM IVORY
STONE #1 MANUFACTURER COLOR SUPPLIER	BORAL STONE COMPASS GREEK LEDGESTONE BROCK WHITE	BALCONIES RAIL / STRUCTURE AND BRACKETS TYPE COLOR DECKING COLOR	PREFINISHED ALUMINUM DARK BRONZE DARK BRONZE
SIDING #1 MANUFACTURER TYPE COLOR SIZE	JAMES HARDIE HARDIE PLANK AUTUMN TAN 4" LAP	MAGIC PAK GRILLS MANUFACTURER TYPE COLORS	MAGIC-PAK METAL KYNAR FINISH SURREY BEIGE (SIDING #1)
SIDING #2 MANUFACTURER TYPE COLOR SIZE	JAMES HARDIE HARDIE PLANK TIMBERBARK 7" LAP	EXHAUST GRILLS MANUFACTURER TYPE COLORS	PRIMEX METAL KYNAR FINISH DARK GREY (BRICK, STONE) TAUPE (SIDING #1)
SIDING #3 MANUFACTURER COLOR TYPE PROFILE	CFB AUTUMN TAN CEMENT BOARD PANEL BOARD AND BATTEN	GARAGE DOOR MANUFACTURER TYPE COLOR	DOORLINK PREFINISHED ALUMINUM ALMOND
SIDING #4 MANUFACTURER TYPE COLOR PROFILE	ALSIDE VINYL SHAKE TUSCAN CLAY SHAKE		
SIDING TRIM MANUFACTURER TYPE COLOR SIZE	HARDIE CFB VINYL SHAKE SAIL CLOTH PER ELEVATIONS		

PREPARED FOR:

RonClark
Construction & Design

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SUPERVISION AND THAT I AM A DULY
LICENSED ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA.
PRINT NAME:

SIGNATURE:

DATE: 10/26/2020 LICENSE #:

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CITY SUBMITTAL - REV. 1 11/17/2020

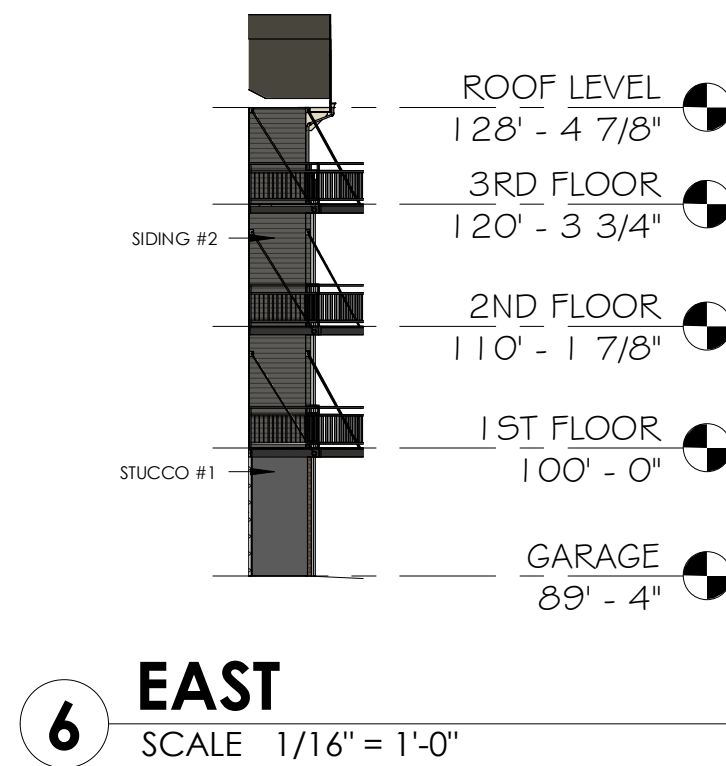
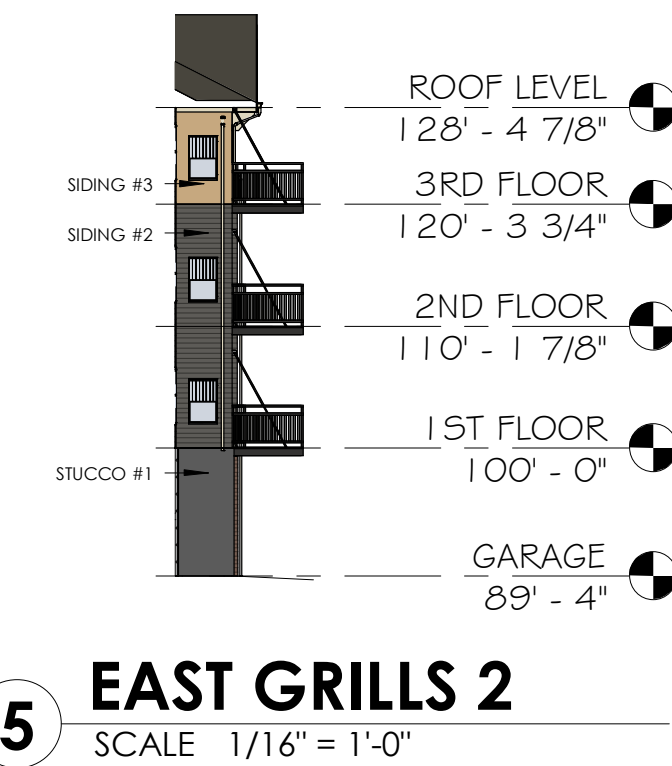
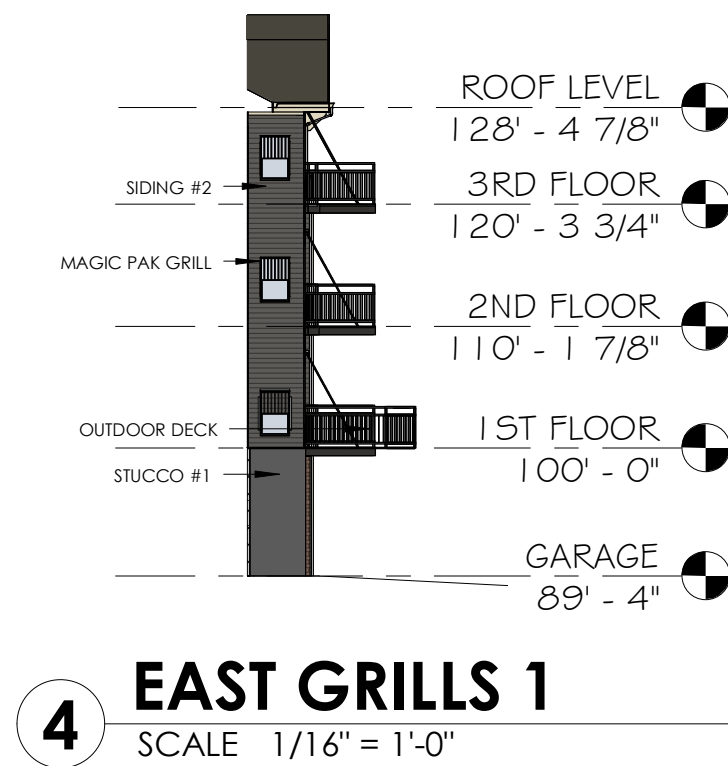
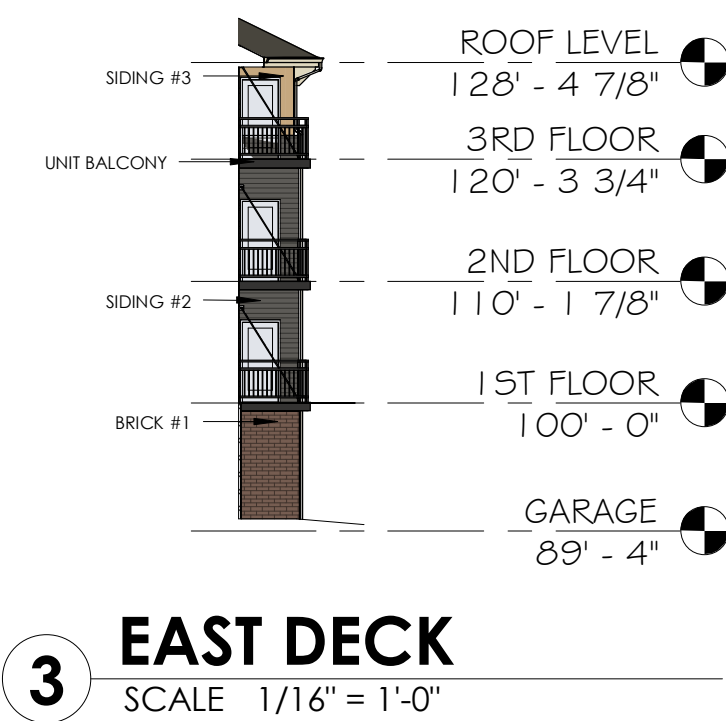
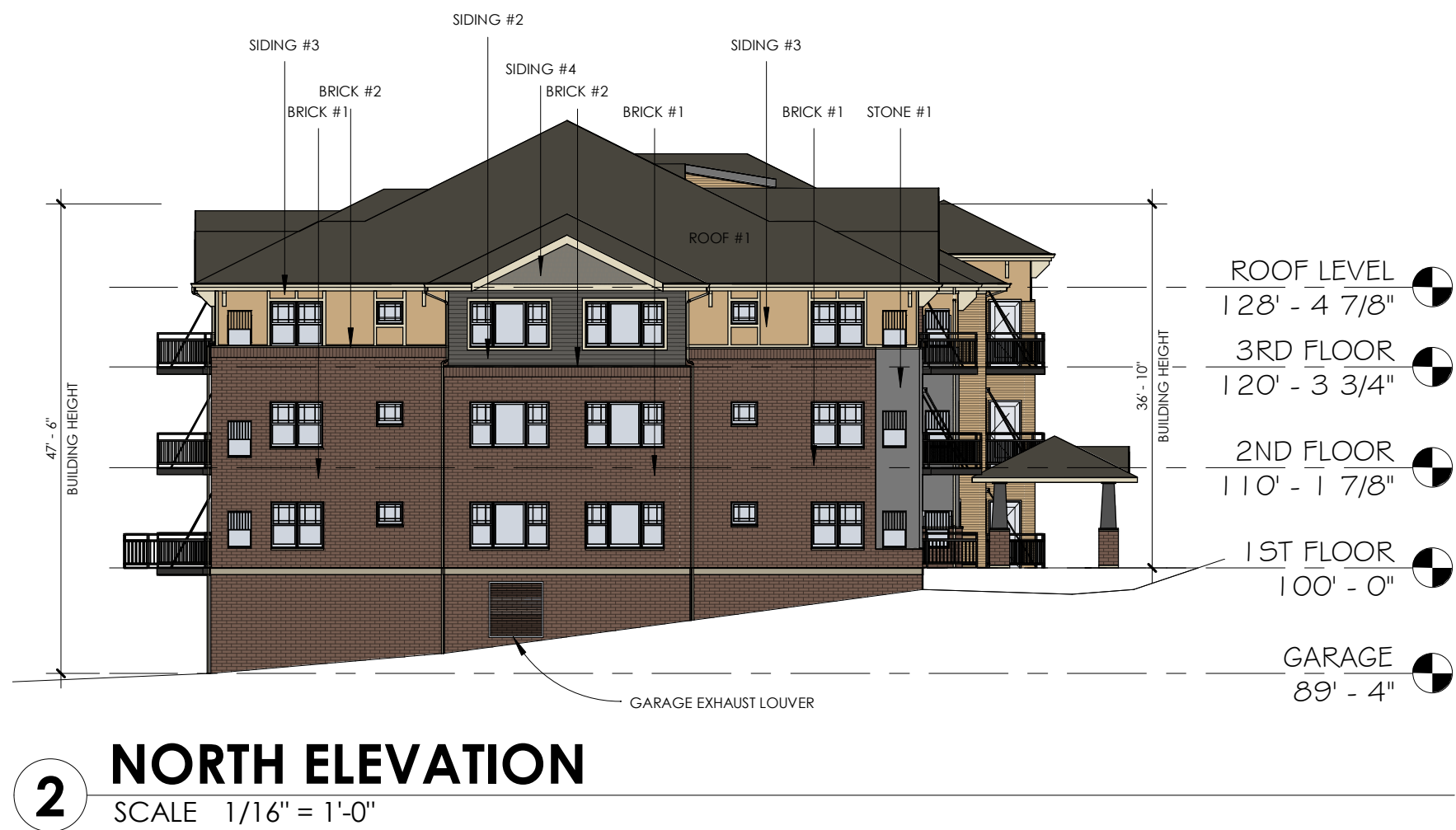
- PRELIMINARY -
NOT FOR
CONSTRUCTION

220039A

EXTERIOR
ELEVATIONS

A3

IGH BABCOCK TRAIL APTS
5590 BABCOCK TRAIL
INVER GROVE HEIGHTS, MN 55077



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**-PRELIMINARY -
NOT FOR
CONSTRUCTION**

220039A

**EXTERIOR
ELEVATIONS**

A4

DRAFT

Traffic Impact Study for the Babcock Trail Apartments in Inver Grove Heights, MN

Prepared for:
Ron Clark Construction

7500 West 78th Street
Edina, MN 55439



Prepared by:

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Maple Plain, MN 55359
Phone: 7963-479-4200
Fax: 763-479-4242

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I hereby certify that this 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: October 27, 2020
Edward F. Terhaar
License No. 24441

1.0 Executive Summary

The purpose of this Traffic Impact Study is to evaluate the impacts of the proposed new apartment building located in Inver Grove Heights, MN. The project site is located on the north side of Upper 55th Street east of Babcock Trail.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

- Upper 55th Street/Babcock Trail
- Upper 55th Street/development access

The proposed project will involve the construction of a new apartment building with 49 total dwelling units. The project includes 104 on-site parking stalls for the apartment building. The project is located immediately east of an existing church which will share the surface parking area with the apartment building. A total of 69 parking spaces are provided for the church, resulting in a total of 173 parking spaces provided on the site.

As shown in the site plan, one access is provided to Upper 55th Street. This access is located approximately 200 feet east of Babcock Trail. The project is expected to be completed by the end of 2022.

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 18 net trips during the a.m. peak hour, 22 net trips during the p.m. peak hour, and 267 net trips daily.
- The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at the intersections analyzed to accommodate the proposed project.
- The level of service analysis and expected westbound queue lengths on Upper 55th Street at Babcock Trail indicate traffic operations at this intersection will not interfere with traffic operations at the proposed access location on Upper 55th Street.

2.0 Purpose and Background

The purpose of this Traffic Impact Study is to evaluate the impacts of the proposed new apartment building located in Inver Grove Heights, MN. The project site is located on the north side of Upper 55th Street east of Babcock Trail. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

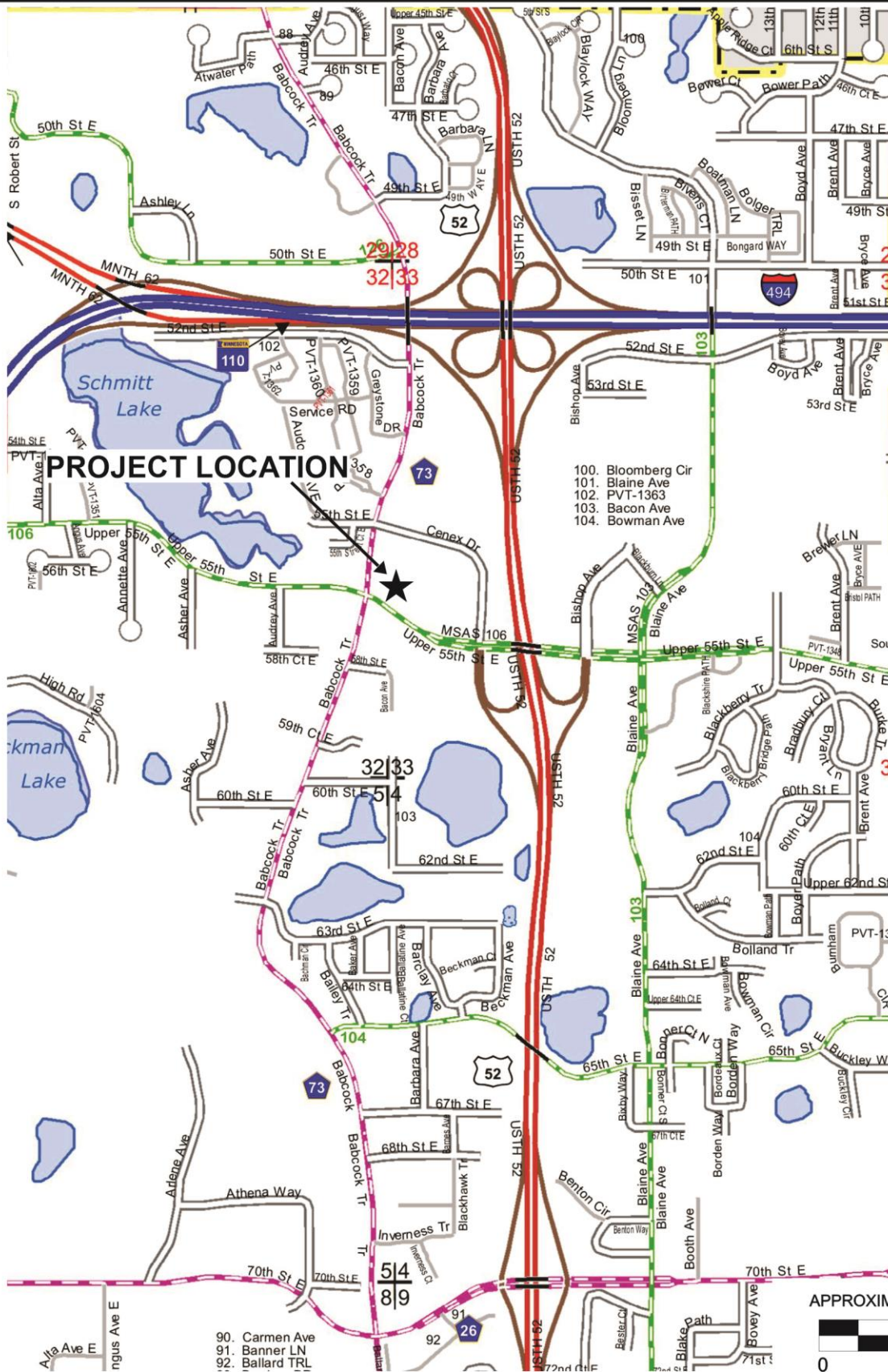
- Upper 55th Street/Babcock Trail
- Upper 55th Street/development access

Proposed Development Characteristics

The proposed project will involve the construction of a new apartment building with 49 total dwelling units. The project includes 104 on-site parking stalls for the apartment building. The project is located immediately east of an existing church which will share the surface parking area with the apartment building. A total of 69 parking spaces are provided for the church, resulting in a total of 173 parking spaces provided on the site.

As shown in the site plan, one access is provided to Upper 55th Street. This access is located approximately 200 feet east of Babcock Trail.

The project is expected to be completed by the end of 2022. The current site plan is shown in **Figure 2**.



3.0 Existing Conditions

The existing site consists of vacant land and the existing church parking lot. Near the site location, Upper 55th Street is a four lane undivided roadway. Upper 55th Street transitions to a two lane roadway west of Babcock Trail. Babcock Trail is a two-lane undivided roadway. Existing conditions at intersections near the proposed project location are shown in **Figure 3** and described below.

Upper 55th Street/Babcock Trail

This four-way intersection is controlled with stop signs on all approaches. The northbound approach provides one shared left turn/through/right turn lane. The eastbound, westbound, and southbound approaches provide one shared left turn/through lane and one shared through/right turn lane.

Upper 55th Street/development access

This three-way intersection is controlled with a stop sign on the southbound access approach. The eastbound approach provides one through lane and one shared left turn/through lane. The westbound approach provides one through lane and one shared through/right turn lane. The southbound approach provides one shared left turn/right turn lane. This intersection currently provides access to the existing church parking lot.

Traffic Volume Data

Turn movement data for the intersections was collected during the weekday a.m. (7:00 - 9:00 a.m.) and p.m. (4:00 - 6:00 p.m.) peak periods in September 2020.



APPROXIMATE SCALE



FIGURE 3
EXISTING CONDITIONS

TRAFFIC IMPACT STUDY
FOR BABCOCK TRAIL
APARTMENTS IN
INVER GROVE HEIGHTS, MN



4.0 Traffic Forecasts

Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2023. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2020 Existing.* Traffic volume data collected at each intersection was adjusted to account for reductions that have occurred due to COVID-19 associated closures. Traffic volume data collected in 2019 at nearby intersections was used to adjust the volumes at each intersection resulting in reasonable estimates of volumes during normal conditions.
- *2023 No-Build.* Existing volumes at the subject intersections were increased by 2.0 percent per year to determine 2023 No-Build volumes. The 2.0 percent per year growth rate was calculated based on both recent growth experienced near the site and projected growth in the area.
- *2023 Build.* Trips generated by the proposed development were added to the 2023 No-Build volumes to determine 2023 Build volumes.

Trip Generation for Proposed Project

Weekday a.m. and p.m. peak hour trip generation for the proposed development were calculated based on data presented in the tenth edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). The resultant trip generation estimates are shown in **Table 4-1**.

Table 4-1
Trip Generation for Proposed Project

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	Total
Apartments	49 DU	5	13	18	13	9	22	267

DU=dwelling unit

As shown, the project adds 18 net trips during the a.m. peak hour, 22 net trips during the p.m. peak hour, and 267 net trips daily.

Church and Daycare Impacts

Traffic generated by the existing church will also utilize the proposed access location. Church activities occur on Sunday and on weekday evenings after 6:00 p.m. Trips generated by the church will not impact traffic operations during the weekday peak time periods.

The church also has a child daycare program that operates during weekdays. The existing daycare accommodates 32 children and operates from 6:30 a.m. to 6:00 p.m. Church staff indicated the daycare is licensed to accommodate up to 104 children in the future. The

traffic forecasts account for the expected increase in children at the daycare and the associated drop-off and pick-up operations.

Trip Distribution Percentages

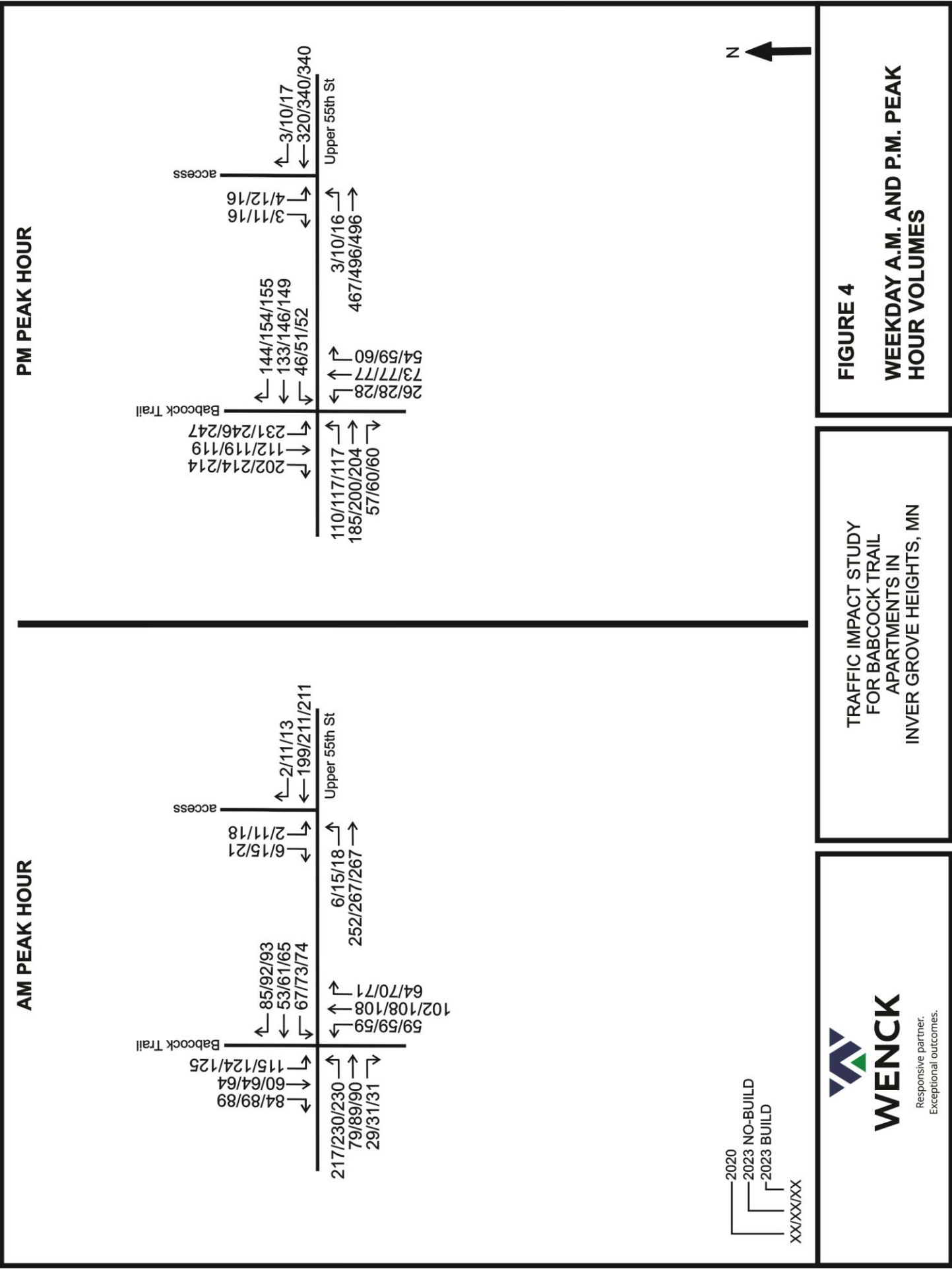
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for trips generated by the proposed development are as follows:

- 50 percent to/from the east on Upper 55th Street
- 30 percent to/from the west on Upper 55th Street
- 10 percent to/from the north on Babcock Trail
- 10 percent to/from the south on Babcock Trail

Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4**.



5.0 Traffic Analysis

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. Level of Service D is typically considered the minimum acceptable level of operation. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are discussed below and are shown in **Figure 5**.

Upper 55th Street/Babcock Trail (all-way stop controlled) - During the a.m. peak hour under 2020, 2023 No-Build, and 2023 Build conditions, all movements operate at LOS C or better. The overall intersection operates at LOS B for all scenarios.

During the p.m. peak hour under 2020, 2023 No-Build, and 2023 Build conditions, all movements operate at LOS D or better. The overall intersection operates at LOS B for all scenarios.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement.

Upper 55th Street/development access (southbound stop controlled) - During the a.m. peak hour under 2020, 2023 No-Build, and 2023 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under 2020, 2023 No-Build, and 2023 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

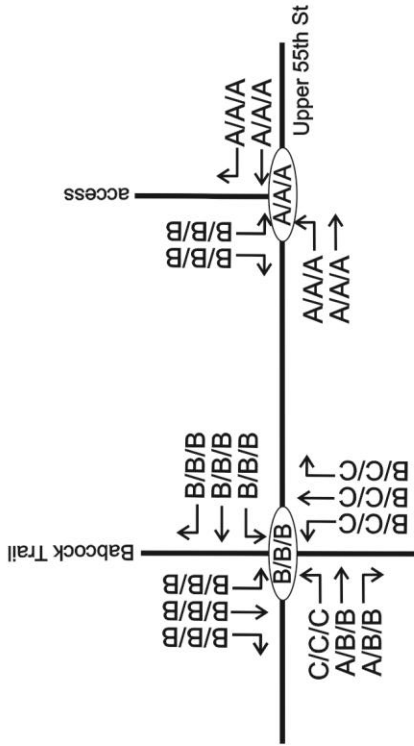
The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement.

Proposed Access Location

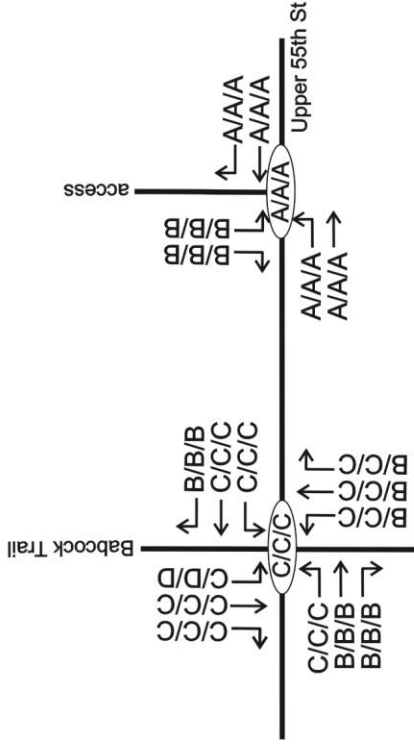
As shown in the site plan, the access for the proposed project is located approximately 200 feet east of Babcock Trail. As described earlier, the intersections of Upper 55th Street and Babcock Trail and the proposed access intersection with Upper 55th Street are expected to operate at acceptable levels of service during all time periods and scenarios. In addition to the level of service analysis, vehicle queue lengths on Upper 55th Street for the westbound approach were reviewed to determine if any conflicts are expected at the access location.

During the a.m. peak hour under the 2023 Build scenario, the 95th percentile queue for the westbound approach at Babcock Trail is 23 feet. During the p.m. peak hour under the 2023 Build scenario, the 95th percentile queue 68 feet. Based on this analysis, the queue lengths on Upper 55th Street are not expected interfere with traffic operations at proposed access intersection.

AM PEAK HOUR



PM PEAK HOUR



2020
2023 NO-BUILD
2023 BUILD
XXXXXX

N



TRAFFIC IMPACT STUDY
FOR BABCOCK TRAIL
APARTMENTS IN
INVER GROVE HEIGHTS, MN

FIGURE 5
WEEKDAY A.M. AND P.M. PEAK
HOUR LOS RESULTS

6.0 Conclusions and Recommendations

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 18 net trips during the a.m. peak hour, 22 net trips during the p.m. peak hour, and 267 net trips daily.
- The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at the intersections analyzed to accommodate the proposed project.
- The level of service analysis and expected westbound queue lengths on Upper 55th Street at Babcock Trail indicate traffic operations at this intersection will not interfere with traffic operations at the proposed access location on Upper 55th Street.

7.0 Appendix

- Level of Service Worksheets

P L A N N I N G R E P O R T
CITY OF INVER GROVE HEIGHTS

CASE NO: 20-47X

MEETING DATE: December 1, 2020

APPLICANT: City of Inver Grove Heights

PROPERTY OWNER: N/A

REQUEST: Review of Capital Expenditure associated with trunk drainage improvements

LOCATION: N/A

COMPREHENSIVE PLAN: N/A

ZONING: N/A

REVIEWING DIVISIONS: Planning
Engineering

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

The City Council reviewed a feasibility report at their November 9 meeting regarding construction of City Project No. 2016-13, a storm water management system at Cahill Avenue and Carleda Way.

Assistant City Engineer Steve Dodge has prepared a brief memo with a map illustrating the improvements.

Per State Statutes, the Planning Commission must review capital improvement projects for consistency with the Comprehensive Plan (Minnesota Statute 462.356 subd. 2).

EVALUATION OF THE REQUEST

Compliance with the Comprehensive Plan. Minnesota Statutes requires the Planning Commission to review capital improvement projects to verify they are in compliance with the City's Comprehensive Plan.

The capital improvement project would fall under Chapter 10 Surface Water Management of the comprehensive plan. The project would be consistent with the 2040 comp plan.

ALTERNATIVES

A. **Approval**. If the Planning Commission finds the request acceptable, the following actions should take place:

- An Approval recommendation that City Project No. 2016-13 Cahill Trunk Drainage Improvment is consistent with the Comprehensive Plan.

B. **Denial**. If the Planning Commission does not find the proposed project consistent with the Comprehensive Plan, the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

The Engineering Department and Planning Staff both recommend the capital expenditure be found consistent with the Comprehensive Plan.

Attachment: Memo from Steve Dodge, Assistant City Engineer

MEMO

CITY OF INVER GROVE HEIGHTS

TO: Allan Hunting, City Planner

FROM: Steve W. Dodge, P.E., Assistant City Engineer *SWD*

DATE: December 1, 2020 Planning Commission Meeting

SUBJECT: Comprehensive Plan Review
City Project No. 2016-13
Cahill Trunk Drainage Improvements

At the November 9, 2020 regular meeting, City Council received the feasibility report for City Project No. 2016-13 – Cahill Trunk Drainage Improvements and scheduled the Public Improvement Hearing for December 14, 2020. This project will include construction of a stormwater management system improvements to include a stormwater basin, stormwater piping and structures, grading, vegetation establishment and appurtenances in the southeast corner of Cahill Avenue and Carleda Way to address localized flooding and provide water quality treatment. Acquisition of easements or property is necessary for the project to be constructed.

The Planning Commission should review the project to ensure it is consistent with the City's Comprehensive Plan.

SWD/sd

Attachments: Project Map

cc: Scott D. Thureen, Public Works Director
Thomas J. Kaldunski, City Engineer
Bridget McCauley Nason, City Attorney
Luke Moren, Project Manager, Kimley-Horn

