AGENDA
Planning Commission Regular Meeting
Tuesday, January 28, 2025
6:30 PM
City Council Chambers, City Hall

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE**
2. **ADDITIONS TO AGENDA**
3. **AUDIENCE INPUT**
4. **CONSENT AGENDA**
   a. Minutes of the December 16, 2024 Regular Meeting Minutes
5. **OLD BUSINESS**
   a. Request by Danner, Inc. for renewal of its Small Scale Mineral Extraction Permit for 2025.
6. **PUBLIC HEARINGS**
   a. Request by Greg Steininger for Renewal of a Small Scale Mineral Extraction Permit for 2025 and 2026
   b. Request by Magellan Land Development for approval of rezoning land from A-2 - Agricultural to R-2 - Low to Medium Density Residential and a Preliminary Plat to development 58 townhome units.
   c. Request by North Wind Test, LLC., for Preliminary and Final Plat approval and rezoning of 60 acres from A-2 to B-2
7. **NEW BUSINESS**
8. **DISCUSSION**
9. **ADJOURNMENT**

ROSEMOUNT PLANNING COMMISSION
REGULAR MEETING PROCEEDINGS
DECEMBER 16, 2024

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Pursuant to due call and notice thereof a regular meeting of the Planning Commission was held on Monday, December 16, 2024, at 6:30 PM. in Rosemount Council Chambers, 2875 145th Street West.

Chairperson Kenninger called the meeting to order with Commissioners Whitman, Beadner, Reed, and Rivera. Ellis and Buggi were absent.

Staff present included the following; Community Development (CD) Director Adam Kienberger, Senior Planner Anthony Nemcek, Planner Julia Hogan, and CD Technician Liz Kohler

The Pledge of Allegiance was said.

ADDITIONS TO AGENDA

None.

AUDIENCE INPUT

None.

CONSENT AGENDA

a. Minutes of the November 26, 2024 Regular Meeting

Motion by Kenninger **Second by** Reed

Motion to approve the November 26, 2024 Regular Meeting Minutes

Ayes: 5.

Nays: None. Motion Carried.

OLD BUSINESS

None.

PUBLIC HEARINGS

a. Request by Jason Laube for approval of a site plan review to allow for the construction of a 572 square foot addition to an existing office building at 3450 151st Street West.

Planner Julia Hogan presented on an application for a site plan review to allow for the construction a 572 square foot addition to an existing office building at 3450 151st Street West. The proposed addition is 22 feet by 26 feet and located on the east side of the existing building. The zoning of the property is B1-general business district, the comprehensive plan land use designation is community commercial. The current building is being used as office space for an insurance company. The applicant will be using

the addition for additional office space for current and future employees. The proposed plan meets all the setback, lot coverage, and parking requirements. Hogan presented the plans provided by the applicant, the building materials, and the landscaping of the site. Staff recommended that the Planning Commission approve the site plan.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Reed

Motion to close public hearing

Ayes: 5.

Nays: None. Motion Carried.

Commissioner Reed stated that he thought it was a good place to expand and that it was a very clear plan. Chairperson Kenninger mentioned that the final decision on the item would be made by the Planning Commission and that the item would not require City Council approval unless it was appealed.

Motion by Kenninger **Second by** Beadner

Motion to approve the Site Plan for a 572 square foot addition to an existing office building at 3450 151st Street West, subject to the following condition:

1. The applicant/property owner shall apply for and receive all required building permits.

Ayes: 5.

Nays: None. Motion Carried.

b. Request by Danner, Inc. for renewal of its Small Scale Mineral Extraction Permit for 2025.

Chairperson Kenninger asked Hogan if the item would be continued to the next Planning Commission meeting. Hogan confirmed that it was.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Rivera

Motion to continue the Public Hearing until the Planning Commission Meeting on January 28, 2025, so that the applicant can provide the City results on haul-back material testing.

Ayes: 5.

Nays: None. Motion Carried.

c. Request by Vesterra, LLC, and Stonex, LLC, for renewal of its Small Scale Mineral Extraction Permit for 2025.

Hogan presented a request for renewal of a Small Scale Mineral Extraction permit for 2025 for Vesterra LLC. and Stonex LLC. There are three operators currently working on the mining area including Solberg Aggregates, Bolander and Sons, and Frattalone. The applicant has begun reclamation on the east side of the mining area and expects to complete two to three acres of further reclamation in 2025. Hogan showed the updated site plan and site photos. Staff recommended that the Commission recommend approval to the City Council of the permit renewal.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Reed

Motion to close the public hearing.

Ayes: 5.

Nays: None. Motion Carried.

Commissioner Reed mentioned that it is nice to see longstanding partners of the city continuing to be stable in the work that they are doing.

Motion by Reed **Second by** Whitman

Motion to recommend the City Council approve the renewal of the Vesterra, LLC, and Stonex, LLC, Small Scale Mineral Extraction Permit for 2025, subject to the terms and conditions in the attached 2025 Conditions for Mineral Extraction.

Ayes: 5.

Nays: None. Motion Carried.

d. Request by Carl Bolander and Sons, LLC for renewal of a Small Scale Mineral Extraction Permit for 2025 and 2026

CD Technician Liz Kohler presented a request for a renewal of a Small-Scale Mineral Extraction permit for 2025 and 2026 for Carl Bolander and Sons LLC. The mining operation is currently in Phase four and has reclaimed Phases one and two, as well as most of Phase three. Kohler showed the site plan, reclamation plan, and site photos. Staff recommended the Commission recommend approval of the renewal of the permit.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Reed

Motion to close the public hearing

Ayes: 5.

Nays: None. Motion Carried.

Chairperson Kenninger reiterated Commissioner Reed's previous statements that it was good to see businesses that make the renewal process easier and can be partners to the city.

Motion by Beadner **Second by** Whitman

Motion to recommend City Council approve the renewal of the Carl Bolander & Sons, LLC Small Scale Mineral Extraction Permit for 2025 and 2026, subject to the terms and conditions in the attached 2025 Conditions for Mineral Extraction.

Ayes: 5.

Nays: None. Motion Carried.

e. Renewal of the Shafer Contracting Co., Inc. Small Scale Mineral Extraction Permit for 2025 and 2026

Senior Planner Nemcek presented on a request for a renewal of the Shafer Contracting Co. Inc. Small-scale Mineral Extraction Permit for 2025 and 2026. No materials were brought onto the site, so staff do

not recommend compaction testing for the year. They are currently mining phases four and five. Shafer uses the materials for their own projects s the amount of material being removed varies depending on what is needed. Nemcek presented the site plan, reclamation plan, and site photos. Staff recommended the Commission recommend approval to the City Council for the permit.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Reed

Motion to close public hearing

Ayes: 5.

Nays: None. Motion Carried.

Motion by Rivera **Second by** Reed

Motion to recommend the City Council renew the Shafer Contracting Co., Inc. Small Scale Mineral Extraction Permit for 2025 and 2026, subject to the terms and conditions in the attached Draft Conditions for Mineral Extraction.

Ayes: 5.

Nays: None. Motion Carried.

f. Renewal of the Dakota Aggregates Large Scale Mineral Extraction Permit through 2026 and its Interim Use Permit for aggregate processing.

Nemcek presented on Dakota Aggregates renewal of a Large-Scale Mineral Extraction permit and its Interim Use Permit through 2026. In 2024, 91 acres have been returned to the University for agricultural use and an additional 6 acres will be returned in 2025. 35 acres have been returned as open water in the southern mining area. No aggregate was sold or hauled out of the northern mining area. Aggregate processing is classified as an Ancillary Use which requires its own IUP. Nemcek stated that staff found the conditions of approval continue to be met.

Nemcek gave an overview of different areas on the site. Nemcek also presented the community impacts of the mine. He provided site photos of the mining and reclamation process. He also showed photos of restored land. Staff recommended approval. The permit will be updated to run on a two-year cycle but will require administrative reviews of relevant information to ensure compliance.

Staff received a letter after the Planning Commission packet had already been published.

Kristina Hays
14944 Athlone Place
"Dear planning commission,

I hope as many neighbors I have spoken to about this issue will also be sending in letters. The negative impact of the expansion of the gravel pit. Main concern is the increase in dust in the air. Many have family members with respiratory sensitivities. Impact and concern with decreasing home value. Impact of increasing business consumption of resources specifically water use and quality.

Thank you for considering the concerns of residents."

Chairperson Kenninger asked if there would be an increase in mining with the approval of this permit renewal. Nemcek confirmed that nothing is being expanded, and Dakota Aggregates is following their original mining plan. Chairperson Kenninger asked about complaints during the two-year permit timeline. Nemcek responded that there have been significantly less complaints in recent years, but any complaints are addressed at the time of complaint.

Commissioner Beadner asked if mining will be completed by 2030. Nemcek responded that mining will be complete in the northern portion of the site and reclamation could last until 2030. He also said the mining on the southern portion of the site will not be done by 2030 and they have a lease that runs until 2040. Commissioner Beadner asked if Amber Fields was aware of the mining prior to development. Nemcek replied that the mining was in effect prior to the development of Amber Fields.

Commissioner Reed asked about water use and if the recycled water is used in the process to prevent the dust. Nemcek confirmed that the water recycled from the pond is used in the mitigation process.

Chairperson Kenninger opened the public hearing.

Ruth Simon
14642 Bloomfield Path
Ms. Simon asked about traffic impacts and hours of operation.

Motion by Kenninger **Second by** Reed

Motion to close public hearing

Ayes: 5.

Nays: None. Motion Carried.

Nemcek responded to Ms. Simon's question that the mine is allowed 24/7 operation. He also stated that Biscayne Avenue was designed to handle the traffic, but Dakota Aggregates has also been given permission to other specified routes. Nemcek clarified that staff is aware of the amount of traffic on Biscayne Avenue and County Road 42, but to his knowledge trucks going in and out of the mining site avoid it. Chairperson Kenninger mentioned that any other similar questions can be answered by reaching out to the city's Planning department.

Commissioner Beadner asked about air quality tests in the neighborhood next to the mine. Nemcek responded that there are requirements for mining operations to use water to mitigate dust, but he was not sure about any testing in that neighborhood specifically.

Motion by Reed **Second by** Whitman

Motion to recommend the City Council renew the Dakota Aggregates Large Scale Mineral Extraction Permit through 2026, subject to the terms and conditions in the attached Draft Conditions for Mineral Extraction Permit.

Ayes: 5.

Nays: None. Motion Carried.

Motion by Reed **Second by** Whitman

Motion to recommend the City Council renew the Interim Use Permit for Dakota Aggregates to operate aggregate processing and recycled aggregate products processing.

Ayes: 5.
Nays: None. Motion Carried.

g. Renewal of the Cemstone Interim Use Permits for both its primary and seasonal concrete facilities.

Nemcek presented on the Cemstone Interim Use Permit renewal. Cemstone is a concrete plan in the ancillary use facility of the Dakota Aggregates site. Staff found conditions remain met by the applicant and recommended approval. Nemcek presented photos of the site and the conditions for approval.

Chairperson Kenninger asked if the restrictions were lifted off of Biscayne Avenue. Nemcek replied that it is a public road that could be used, but the applicant tends to use other routes.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger **Second by** Reed
Motion close public hearing
Ayes: 5.
Nays: None. Motion Carried.

Motion by Reed **Second by** Beadner
Motion to Recommend that the City Council Approve an Interim Use Permit (IUP) for Cemstone Products Company to Operate a Primary Ready Mixed Concrete Plant with the following conditions:

1. Compliance with the Interim Use Permit Application for the Primary Concrete Plant dated March 24, 2014.
2. Compliance with the Large Scale Mineral Extraction Permit for Dakota Aggregates (Resolution 2012-105).
3. The Interim Use Permit expires on December 31, 2034.
4. The operator is responsible for the cleanup of any debris left on roadways by trucks leaving the facility.
5. Stockpiles associated with the concrete plant cannot exceed 60 feet in height.

Ayes: 5.
Nays: None. Motion Carried.

Motion by Reed **Second by** Beadner
Motion to Recommend that the City Council Approve an Interim Use Permit (IUP) for Cemstone Products Company to Operate a Seasonal Ready Mixed Concrete Plant with the following conditions:

1. Compliance with the Interim Use Permit Application for the Seasonal Concrete Plant dated March, 24, 2014.
2. Compliance with the Large Scale Mineral Extraction Permit for Dakota Aggregates (Resolution 2012-105).

3. The term of this Interim Use Permit expires on December 31, 2034.
4. The operator is responsible for the cleanup of any debris left on roadways by trucks leaving the facility.
5. Stockpiles associated with the concrete plant cannot exceed 60 feet in height.

Ayes: 5.
Nays: None. Motion Carried.

NEW BUSINESS

None.

DISCUSSION

Kienberger brought up the 2025 Planning Commission meeting schedule and stated that it is posted on the website. Chairperson Kenninger stated that March and December are the only months that the meeting does not fall on the fourth Tuesday of the month.

Reed asked if it would be possible to do any mining tours, specifically Cemstone. Kienberger replied that staff can reach out for opportunities.

ADJOURNMENT

There being no further business to come before the Planning Commission at the regular meeting a the meeting was adjourned at 7:23 p.m.

Respectfully submitted,

Liz Kohler
Community Development Technician

ROSEMOUNT MINNESOTA

EXECUTIVE SUMMARY

Planning Commission Regular Meeting: January 28, 2025
Tenative City Council Meeting: March 18, 2025

AGENDA ITEM:	Request by Danner, Inc. for renewal of its Small Scale Mineral Extraction Permit for 2025.	**AGENDA SECTION:** OLD BUSINESS
PREPARED BY:	Julia Hogan, Planner	**AGENDA NO.** 5.a.
ATTACHMENTS:	Site Location , Applicant's Narrative, Updated Site Plan , Aerial Imagery , Panoramic Imagery, Site Photos	**APPROVED BY:** AK
RECOMMENDED ACTION: **Motion** to continue the Public Hearing until the Planning Commission Meeting on February 25, 2025, so that the applicant can provide the City results on haul-back material testing.		

BACKGROUND

SUMMARY

Applicant & Property Owner(s):	Marlon L. Danner of Danner, Inc.
Location:	4594 145th Street East – one half mile east of US Highway 52 and one quarter mile south of CSAH 42
Area:	75 Acres
Comp. Guide Plan Designation:	LDR Low Density Residential; MDR – Medium Density Residential; HDR – High Density Residential
Current Zoning:	A-2 - Agricultural

The Planning Commission is being asked to consider an application from Danner, Inc. requesting renewal of their annual small-scale mineral extraction permit for the 2025 calendar year. The small-scale mineral extraction operation is located at 4594 145th Street East in the eastern portion of the City. Small Scale Mineral Extraction is permitted in the city as an Interim Use within specified areas, and the permit for this mineral extraction site expires after one year. The Danner site has been operating as a mine for several years, and the request for renewal is consistent with similar renewals that have previously been issued for the site.

Staff is not aware of any significant issues associated with site mining and haul-back since the last review. Please note that the approved permit allows the applicant to perform grading work in the northern portion of the site, outside the approved mining area. While this work is acceptable under the terms of the permit, the applicant should ensure there is adequate fill and topsoil remaining for reclamation of the mining site. After requesting a modification to the phasing of the grading work that was ultimately approved by the City, the work commenced five years ago and has been part of the

ongoing mining and reclamation operation being conducted on the site. All such grading is taking place in the "Phase 1" grading area adjacent to County Road 42. It does not appear that much, if any, additional material was placed in the Phase 1 fill area in 2023 and that area has been stabilized with vegetation.

The applicant did provide an updated status map with their submittal materials which verified that mining is not occurring below the 840'elevation requirement of their permit. As part of the approved 2024 permit for mineral extraction, there was a condition that stated that testing of all haul-back material brought to the site must be completed and results submitted to the city by May 2024. The city has not yet received those results but the applicant has stated that testing will occur at the end of this month and results will be submitted to the city once generated. Staff is recommending that this request be continued until the February 25, 2025, Planning Commission Meeting so that the applicant can provide staff with those results.

BACKGROUND

The Danner operation extracted approximately 40,000 tons of sand and gravel in 2014 and approximately 65,000 tons of material for each year from 2015 through 2017. For 2018 and 2019, the applicant reported the extraction of 60,000 tons of material and this was the case for 2020 as well. 2021 saw about 30,000 tons removed, and 22,000 tons were removed in 2022. In 2023 20,000 tons of material was removed and in 2024 the applicant stated that approximately 25,000 tons of sand and rock were removed from the site. For 2025 the applicant notes that they plan to be extracting 60,000 cubic yards of material from the site.

In addition to the excavation activity, Danner continues to import material to the site for future reclamation. Over the past year, the applicant reports that there were 10,000 cubic yards of "haul-back" material brought to the site from a combination of local government road improvement projects and other redevelopment projects in the area. Testing of this material has not been performed since 2018; at that time the annual review included a report describing the testing performed by Braun Intertec on this haul-back material in late 2016 and early 2017. Braun Intertec's testing found that the soils "meet the requirements of the 2014 Conditions for Small Scale Mineral Extraction Permit for Danner and the Borrow Pit Reclamation Protocol, along with complying with the MPCA guidance for Best Management Practices for the Off-Site reuse of Unregulated Fill." The material brought to the site over the past few years originated in the same stockpiles from Danner's South St. Paul yard. Given the relatively small amount of material brought to the site in recent years, and the fact it was coming from the same location, there hasn't been a sense of urgency to have testing completed. Staff included a condition in the 2024 mineral extraction permit that the haul back testing would need to be done and results submitted to the City by May 2024. Staff has yet to receive those results and the applicant is aware those results are required.

The active mining is shown to be continuing in the southernly portions of Phases One, Two and Three. Based upon the plan and site inspection, stockpiling is occurring in the northern portion of Phase one and two. The attached 2024 pit status drawing illustrates the area outlined in blue is a combination of stockpiling, circulation, and material handling activity. This work area is greater than just the mining function.

The application previously stated that little restoration is occurring on the site due to stockpiling of

material. Staff recommended that some restoration work be completed in 2020 and 2021. The project narrative indicates that some filling has been occurring on the southern property line, and the updated aerial imagery for the property does show that restoration continues to be completed in the southeast corner of the mine. In general, the City expects reclamation to occur as mining reaches the approved elevations, and staff is recommending that this restoration continue in 2025. The applicant has started to run out of room for excavation in the first two phases and will need to continue restoration work in these phases while moving forward into Phase 3. Filling and sloping from east to west has been occurring.

During the previous reviews, staff noted that there was storage taking place on the property unrelated to the mining activity. The permit was therefore updated in 2017 to limit the number of storage trailers allowed on the property. Based on staff's site visit in 2024 and evidence from recent air photographs of the site, the applicant is following the requirement. Grading work is expected to continue throughout 2025 and must adhere to the approved grading plan (as updated to reflect the revised phasing plan). The intent of the grading is to create a level site with access from County Road 42 for future development. It is staff's understanding that some of the material is from the mining site. The property/owner will be expected to fulfill the reclamation plans using additional on-site material or bring additional topsoil etc. from off site.

ISSUE ANALYSIS

The subject property is zoned A-2 – Agricultural and meets or exceeds the applicable performance standards for small scale mineral extraction. Small scale mineral extraction is listed as an interim use within the Agricultural district. The table below details the current land use, zoning, and future land use information for the surrounding properties. These properties are all currently zoned Agricultural or Agricultural Preserve and are located within the 2030 or 2040 Metropolitan Urban Service Area (MUSA). The 2040 Future Land Use Map anticipates a mixture of residential, business park, and industrial uses in this area.

Surrounding Land Use and Zoning Information			
Direction	**Current Land Use**	**Zoning**	**Guided Land Use**
North	Agriculture	A-2 - Agricultural	BP – Business Park and LI – Light Industrial
South	Agriculture	A-1 - Agricultural Preserve	LDR – Low Density Residential
East	Agriculture	A-2 - Agricultural	LDR – Low Density Residential and MDR – Medium Density Residential
West	Agriculture/Mining	A-2 Agricultural	LDR – Low Density Residential, MDR – Medium Density Residential and HDR – High Density Residential

Access to the Danner mine comes from County Road 42 via a gravel road along the eastern edge of the property. This road is shared with the Bolander mine to the east. The applicant maintains a private access agreement with the neighboring property to coordinate mining levels and allow continued access to both the sites. The permit application notes that haul roads within the City will continue to be

County Road 42 to State Highway 52.

The annual renewal for mineral extraction permits includes a site inspection and consultation with the Rosemount Police Department regarding any police activity. Police records noted no activity at (or calls to) the subject property in 2024.

RECOMMENDATION

Staff recommends the continuance of the renewal of the Small-Scale Mineral Extraction Permit for Danner Inc. to allow for the applicant to provide the City results of the haul-back material testing.

140TH ST E
140TH ST E
145TH ST E
145TH ST E
CLAYTON AVE/US 52
CLAYTON AVE
CLAYTON AVE
CLAYTON AVE/US 52
CONLEY AVE
DRIVER AVE
EMERY AVE E
EMERY AVE E
EMERY AVE E

DANNER, INC.

843 Hardman Avenue South • South St. Paul, MN 55075
Phone: (651) 450-0830 • Fax: (651) 450-9076

November 14, 2024

City of Rosemount
2875 145th Street West
Rosemount, MN 55068

Re: Mineral Extraction Permit
PID 34-02900-010-60

In 2024 we extracted approximately 25,000 tons of Sand and Rock. In 2025 we will be extracting about 60,000 yards.

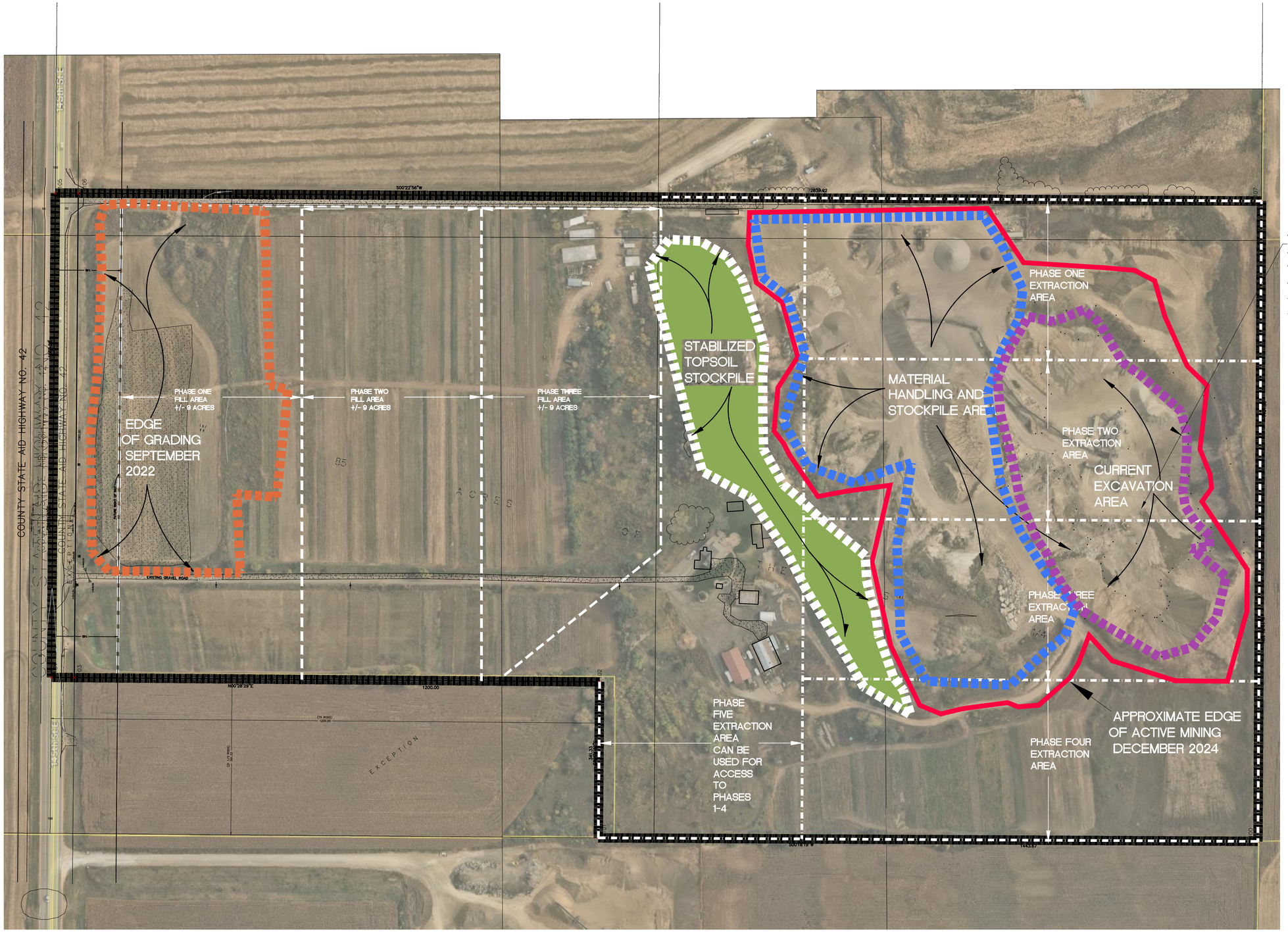
In 2024 we did not reclaim any sand or rock and are currently in the Phase 2 Plan. We stockpiled approximately 10,000 yards of excess material from our South St Paul yard. The material was hauled from our South St Paul and Mendota Heights Projects. We have started filling and sloping going East to West. Sloping on the south line is also going on and it is being filled. This operation is going to continue as we fill.

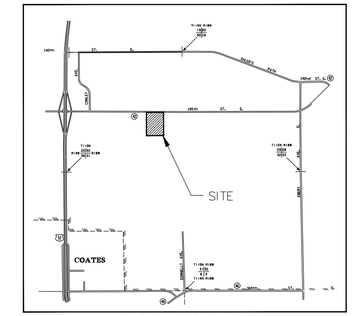
I have also enclosed a certificate of insurance, a new mineral extraction permit application and the permit fee of $370.00. We have a continuous bond for the permit and will renew in February, 2025.

If you have any questions regarding this information, please call our office at (651) 450-0830.

Sincerely,
Danner Inc.

Bryan Chirhart
Vice President





LOCATION MAP

LOWEST VERIFIED ELEVATION: 840.01
12-10-24

LEGEND

- EXISTING 2' CONTOUR
- EXISTING 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED 10' CONTOUR
- EXISTING WETLAND
- EXISTING TREES / TREELINE
- EROSION CONTROL
- ROCK DITCH CHECK
- EROSION CONTROL BLANKET
- ROCK CONSTRUCTION ENTRANCE

ROADWAY IMPROVEMENTS

- BITUMINOUS PATH
- CURB LINE
- STORM SEWER
- CONCRETE WALK
- SETBACK LINE

The information and/or renderings and maps contained herein, such as street and lot location, dimensions, areas, landscaping and amenities, are of the sole purpose of depicting a possible use of the properties, and are subject to change, no representation or warranty as to zoning, development ownership or land use of such properties is being made, and Buyers should not and will not rely on the information and/or renderings and maps or views contained herein in deciding to purchase any property, etc.

Pioneer Engineering, P.A. make no warranties or representations of any kind or character, expressed or implied, with respect to the matters depicted or covered by the rendering, drawings and other information herein.

For details of existing developed areas, refer to the recorded final plat. The owners of the property shown and their successors and assigns reserve the right to make zoning, development, ownership and/or and use changes for any part(s) of the properties.

The developer reserves the right to change the plans without further notice.

Subject to City and all Government approvals.

107221 PIT STATUS 2017

PIONEER engineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS
2422 Enterprise Drive, Mendota Heights, MN 55120
(651)681-1914 Fax:681-9488

Date	12-10-25
Designed	NAP
Drawn	NAP

MINERAL EXTRACTION PERMIT
2025 - STATUS

DANNER, INC.
843 HARDMAN AVENUE SOUTH
SOUTH ST. PAUL, MINNESOTA 55075

ROSEMOUNT PIT - CO. RD. 42
ROSEMOUNT, MINNESOTA

1 OF 1

August 2023

October 2024

April 2023

April 2024

DANNER
DANNER

DANNER

ROSEMOUNT
MINNESOTA

EXECUTIVE SUMMARY

Planning Commission Regular Meeting: January 28, 2025
Tenative City Council Meeting: February 18, 2025

AGENDA ITEM:	Request by Greg Steininger for Renewal of a Small Scale Mineral Extraction Permit for 2025 and 2026	**AGENDA SECTION:** PUBLIC HEARINGS
PREPARED BY:	Liz Kohler, Community Development Technician	**AGENDA NO.** 6.a.
ATTACHMENTS:	Site Location, Draft 2025 Conditions for Mineral Extraction, Applicant Narrative, Site Plan, Aerial Imagery, Site Photos	**APPROVED BY:** AK
RECOMMENDED ACTION: Motion to recommend that City Council approve the renewal of the Max Steininger Inc Small Scale Mineral Extraction Permit for 2025 and 2026 subject to terms and conditions in the attached Draft Conditions for Mineral Extraction.		

BACKGROUND

Applicant and Property Owner:	Greg Steininger, Max Steininger Inc.
Location:	Approximately one mile east of US Highway 52 along CSAH 42; adjacent to 4322 145th Street East
Area in Acres:	79 acres
Mining Area:	37 acres
Comp. Guide Plan Designation:	LDR– Low Density Residential, MDR – Medium Density Residential and HDR – High Density Residential
Current Zoning:	A2- Agricultural

The Planning Commission is being asked to consider a request from Max Steininger, Inc. to renew the existing Small-Scale Mineral Extraction Permit for its operation located along County Highway 42 and east of State Highway 52 in the southeastern portion of Rosemount. Small Scale Mineral Extraction is permitted in the city as an Interim Use Permit (IUP) within specified areas, and the permit for such uses expires after one to two years. The applicant applied for the initial mining permit IUP in the summer of 2018 and has been granted renewal of the permit extending it through 2024. The current request would extend the mining permit for an additional two years through the end of 2026.

The applicant, Max Steininger, Inc. (affiliated with the property owner County Road 42 Properties), owns a construction and excavation business in Eagan and received approval from the City in 2018 to start a new mining operation next to the Danner Inc. mine along Highway 42. Over the last six years, the applicant has commenced mining activities in the northern-most portions of their Phase 1 mining area, constructed an access road for the mine, and installed a berm along the access road using topsoil from the active mining area. Because the mineral extraction use is closely tied to the applicant's primary business, there will be limited sales of materials to outside projects from the mine. The

applicant has provided a detailed application packet for the mining renewal, and has hired Sunde Engineering to help prepare plans for the site and to provide information as required under the City's mineral extraction ordinance.

Roughly 8 acres of the 15 acres in Phase 1 have been stripped and mining has progressed across 4.5 acres of that stripped area. Approximately 60,000 tons of material were removed in 2024. In addition to the mining, the applicant finished construction of the berm planned along the entrance road in early 2020. The berm was moved further to the east along the access road to provide a more direct and effective screen between the mining road and nearby residential structures. It was also completed to its planned height of 15 feet with an appropriate cover material to prevent erosion, dust, and soil loss.

For 2025, the applicant anticipates extracting 50,000 tons of material. As noted by the applicant, material is excavated and processed on site. Processing consists of crushing and screening with portable processing equipment set up upon the floor of the mine recessed from the surrounding grade to reduce noise and dust emissions. Material is stockpiled on the floor of the mine. The applicant also intends to perform recycling of concrete and asphalt material on the property, which will be crushed and blended with on-site materials to produce recycled aggregate blends. The applicant will need to obtain approval by the Dakota County Environmental Management Department prior to the recycling operations. No haul back material was brought to the site in 2024, and no topsoil has been removed from the property.

ISSUE ANALYSIS

Aggregate mining is reviewed through an interim use permit which is a Quasi-Judicial action. As such, the city has a set of standards and requirements for review. Generally, if the applications meet the ordinance requirements they must be approved. The standards and requirements for this mineral extraction are detailed in Section 11-6-4M of the Zoning Ordinance and the attached Mineral Extraction permit.

The subject property is zoned AG – Agriculture and meets or exceeds the applicable performance standards for small scale mineral extraction. Small scale mineral extraction is listed as an interim use within the Agriculture district. The table below details the current land use, zoning, and future land use information for the surrounding properties. These properties are all currently zoned Agricultural and are located within the 2030 Metropolitan Urban Service Area (MUSA). The 2040 Future Land Use Map anticipates a mixture of low, medium, and high density residential on the applicant's parcel. Future reclamation of the site will need to be performed before an impacted area may be developed for housing in accordance with the City's future land use plan.

Surrounding Land Use and Zoning Information			
Direction	**Current Land Use**	**Zoning**	**Guided Land Use**
North	Agriculture	Agricultural	BP- Business Park
South	Agriculture	Agricultural	LDR- Low Density Residential
East	Agriculture	Agricultural	LDR, MDR, and HDR-

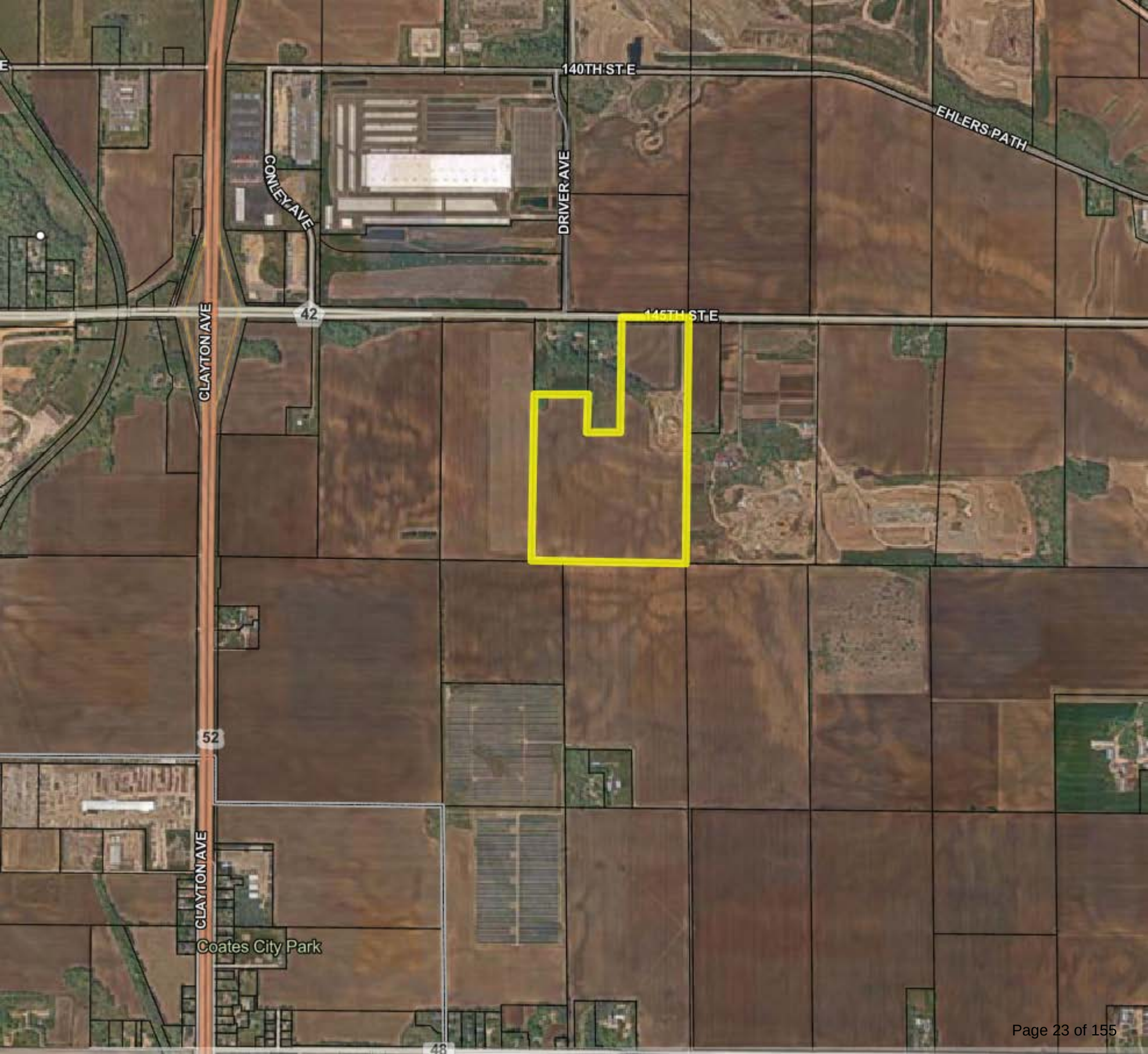
			Low, Medium, and High Density Residential
West	Agriculture	Agricultural	RC- Regional Commercial LDR, MDR, and HDR- Low, Medium, and High Density Residential

Access to the Steininger mine comes from County Road 42 via a gravel road along the eastern edge of the property. The applicant has secured the necessary access permits from Dakota County for the access road and will need to continue to abide by the terms and conditions of this permit throughout the life of the mine. The permit application notes that haul routes within the city will continue to be County Road 42 to State Highway 52.

As a part of the annual review of all mineral extraction permits, staff consults with the Rosemount Police Department regarding any police activity. Police records found no incidents at the subject property during 2024.

RECOMMENDATION

Staff recommends renewal of the Small Scale Mineral Extraction Permit for Max Steininger, Inc. for 2025 and 2026 based upon a review of the information submitted by the applicant, the mineral extraction standards in Section 11-6-4 of the City Code, City Police records and the attached draft permit.


140TH ST E
EHLERS PATH
CONLEY AVE
DRIVER AVE
42
145TH ST E
CLAYTON AVE
52
CLAYTON AVE
Coates City Park
48

Mineral Extraction Permit
2025 and 2026 ~~2024~~ Conditions for Small Scale Mineral Extraction Permit
MAX STEININGER, INC.

A Max Steinnger Inc., hereinafter referred to as the "Property Owner", shall sign a written consent to these conditions binding itself and its successors or assigns to the conditions of said permit.

B The property Owner shall comply with all terms of this permit as well as the standards for mineral extraction listed in Section 11-6-4 M. ~~11-10-04~~ of the City Code.

C This permit is granted for the area designated as Phase 1 (approximately 15 acres) on Exhibit A, Mineral Extraction Permit Mine Plan, which is attached hereto as an exhibit. Regrading and reclamation shall occur in the area designated Phase 1 on Exhibit A in accordance with the requirement of Section 11-6-4 M ~~11-10-4.4~~ of the City Code. ~~Reclamation is not expected to occur in the 2024 calendar year.~~

D The term of the permit shall extend from the date approved by the City Council until December 31, 2026 ~~2024~~ unless revoked prior to that for failure to comply with the permit requirements. An Annual Mining Permit fee shall be paid to the City of Rosemount.

E All required permits from the State of Minnesota, County of Dakota and City of Rosemount (hereinafter "City") or any of their agencies shall be obtained and submitted to the City prior to the issuance of the permit. Failure by the Property Owner to comply with the terms and conditions of any of the permits required under this paragraph shall be grounds for the City to terminate said mining permit.

F The final grading for the permit area shall be completed in accordance with the Final Reclamation Plan, attached as Exhibit B, or as approved by the City Engineer, and any other conditions that may be imposed by the City from time to time.

G All gravel trucks and other mining related traffic shall enter and exit the mining area from County State Aid Highway 42. It shall be the Property Owner's responsibility to obtain any access permits or easements necessary for ingress and egress. The location of the accesses and/or easements for ingress and egress shall be subject to approval by the City, as well as the County Highway Department if any changes occur relative to the mining process.

H A plan for dust control shall be implemented and subject to approval by the City. The Property Owner shall clean dirt and debris from extraction or hauling operations related to the Mineral Extraction Permit from streets. After the Property Owner has received 24-hour verbal notice, the City may complete or contract to complete the clean-up at the Property Owner's expense. In the event of a traffic hazard as determined by the Public Works Director or Rosemount Police Department, the City may proceed immediately to complete or contract cleanup at Property Owner's expense without prior notification.

I The surface water drainage of the mining area shall not be altered so as to interfere, contaminate, or otherwise affect the natural drainage of adjacent property.

J No topsoil shall be removed from the site and the Property Owner shall take necessary measures to prevent erosion of the stockpiled topsoil. The location of the stockpiled topsoil shall be as indicated on Exhibit A.

K Any costs incurred now or in the future in changing the location of existing public or private utilities including but not limited to pipelines, transmission structures and sewer infrastructure located within the permit area shall be the sole obligation and expense of the Property Owner.

L All costs of processing the permit, including but not limited to planning fees, engineering fees and legal fees, shall be paid by the Property Owner prior to the issuance of the permit. The Property Owner shall reimburse the City for the cost of periodic inspections by the City Engineer or any other City employee for the purpose of insuring that conditions of the permit are being satisfied. The Property Owner agrees to reimburse the City for any other costs incurred as a result of the granting or enforcing of the permit.

M The daily hours of operation for the mining area shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday, subject, however, to being changed by the City Council.

N The Property Owner shall deposit with the Planning Department a surety bond or cash escrow in the amount of Seven Thousand Five Hundred Dollars per acre ($7,500.00/acre) of active phase in favor of the City for the cost of restoration, regrading and/or revegetating land disturbed by mining activities and to assure compliance with these conditions by the Property Owner. The required surety bonds must be:

(1) With good and sufficient surety by a surety company authorized to do business in the State of Minnesota with the right of the surety company to cancel the same only upon at least thirty (30) days written notice to the permit holder and the City.
(2) Satisfactory to the City Attorney in form and substance.
(3) Conditioned that the Property Owner will faithfully comply with all the terms, conditions and requirements of the permit; all rules, regulations and requirements pursuant to the permit and as required by the City and all reasonable requirements of the City Engineer, or any other City officials.
(4) Conditioned that the Property Owner will secure the City and its officers harmless against any and all claims, or for which the City, the Council or any City officer may be made liable by reason of any accident or injury to persons or property through the fault of the Property Owner.
(5) The surety bond or cash escrow shall remain in effect from January 1, 2025 ~~December 31, 2023~~ to July 31, ~~2025~~ 2027

Upon thirty (30) days' notice to the permit holder and surety company, the City may reduce or increase the amount of the bond or cash escrow during the term of this permit in order to insure that the City is adequately protected.

O. The Property Owner shall furnish a certificate of comprehensive general liability insurance issued by insurers duly licensed within the State of Minnesota in an amount of at least Five Hundred Thousand and no/100 ($500,000.00) Dollars for injury or death of any one person in any one occurrence, bodily injury liability in an amount of at least One Million Five Hundred Thousand and no/100 ($1,500,000.00) Dollars and property damage liability in an amount of at least Two Hundred Fifty Thousand and no/100 ($250,000.00) Dollars arising out of any one occurrence. The policy of insurance shall name the City as an additional insured and shall remain in effect from ~~December 31, 2023~~ January 1, 2025 to July 31, ~~2025~~ 2027

P. The storage of equipment (unrelated to the sand and gravel mining and processing), manure, construction debris, or hazardous materials of any kind shall not be permitted on site. The placement of construction debris, manure, or hazardous materials within the pit as fill shall be strictly prohibited. The placement of asphalt in any form shall also be prohibited unless specifically approved by the City as part of the aggregate and concrete recycling activities.

Q. No processing or mixing of materials shall occur on the site, except as approved by the Dakota County Environmental Management Department as incidental to a sand and gravel mining operation. Any such

activities will be enclosed with snow or cyclone fencing or as approved by City staff. Construction of any ponding areas, wash plants or other processing or equipment brought to the site shall require additional site and grading plan information subject to review and approval of the City Engineer.

R. The Property Owner shall hold the City harmless from all claims or causes of action that may result from the granting of the permit. The Property Owner shall indemnify the City for all costs, damages or expenses, including but not limited to attorney's fees that the City may pay or incur in consequence of such claims.

S. The Property Owner shall comply with such other requirements of the City Council as it shall from time to time deem proper and necessary for the protection of the citizens and general welfare of the community.

T. Complete mining and reclamation is required in all phases before any additional mining is authorized. Modifications or expansion of the mining areas must be approved in writing to the City. Property Owner shall submit to the City semiannually a written report indicating the amount of material extracted from the site for the prior six-month period.

U. The Property Owner shall incorporate best management practices for controlling erosion and storm water runoff as specified by the Minnesota Pollution Control Agency and the United States Environmental Protection Agency.

V. Reclamation shall include the replacement of the entire stockpile of topsoil on the mined area, reseeding and mulching necessary to re-establish vegetative cover for permanent slope stabilization and erosion control. The minimum depth of topsoil shall not be less than two inches after reclamation. No restored slopes may exceed a gradient of 25% or four to 1 (4:1).

W. The Property Owner must show how materials stockpiled for recycling will be processed and inform the City of all stockpiled materials. No stockpiles shall exceed elevation of the grades adjacent to the mine (the height of the pit wall).

X. The Property Owner may not assign this permit without written approval of the City. The Property Owner will be responsible for all requirements of this permit and all City ordinances on the licensed premises for the permit period unless the Property Owner gives sixty (60) days prior written notice to the City of termination and surrenders the permit to the City. The Property Owner shall identify all Operators prior to their commencement of mineral extraction-related activities in the pit area. The City shall have the authority to cause all mineral extraction activities to cease at any time there is an apparent breach of the terms of this Permit.

Y. The Property Owner shall install and maintain a "stock" gate (or equivalent) at the entrance to the property where the mining operation is located. The gate must be secured at 7:00 p.m. and at any time the pit is not in use.

Z. There shall be no "haul-back" of materials from any other property or job site that would be imported to the property for fill or other purposes other than incidental concrete recycling as referred to in paragraphs Q and W; topsoil imported for the purpose of re-establishing turf as accepted by the City; and earthen fill materials from projects that further meets the requirements of testing in documents by American Engineering Testing, Inc. (or other City approved geotechnical testing firm), and which is used to replace sand and gravel mined below approved finish grades.

AA. Max Steininger., Inc. shall submit semi-annually to the City documentation of the American Engineering Testing, Inc. (or other City approved geotechnical testing firm) environmental and geotechnical testing

with documentation verifying the source and quantity of any "haul-back" material. These reports shall be provided by May 15th and November 15th of each year.

BB. Max Stieninger., Inc. shall submit an incidence report to the City within three days of any testing that fails for contamination or hazardous materials, or will not produce a normal moisture-density relationship for compaction.

CC. Max Steininger., Inc. shall compact the entire reclamation site to a minimum compaction of 95% of maximum dry density.

DD. Mining to the elevation of 840 feet above mean sea level provided that the site is reclaimed to the elevation shown on Exhibit A with haul-back, clean-fill material. In no instance shall mining occur in the groundwater aquifer.

EE. Blasting or the use of explosives is prohibited.

FF. Truck operators within the pit area shall not engage in practices involving slamming tailgates, vibrating boxes, using of "jake" or engine brakes (except in emergency situations) or other such activities that result in excessive noise.

GG. The City of Rosemount shall have the ability to collect independent soil and water samples.

HH. The operator shall install and maintain "No Trespassing" signs consistent with the standards outlined in Minnesota State Statute 609.605.

Max Steininger, Inc., Property Owner, hereby consents and agrees to the foregoing conditions of said mining permit.

IN WITNESS WHEREOF, the Property Owner has hereunto set his hand this _____ day of _____, 20____.

MAX STEININGER, INC.

By:_____

Its: _____

STATE OF MINNESOTA)
) §
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____day of _____, 20____, by _____, on behalf of Max Stieninger, Inc., Property Owner.

_____
Notary Public

December 2024

Max Steininger, Inc.

Application

for

2025 ANNUAL PERMIT REISSUANCE
SMALL SCALE MINERAL EXTRACTION

City of Rosemount, Minnesota

Sunde Engineering, PLLC
10830 Nesbitt Avenue South
Bloomington, MN 55437
952 881-3344

3.0 2025 MINE PLAN NARRATIVE

Eight acres have been previously stripped, and mining has progressed across approximately 4.5 acres within the northern portion of Phase 1. Approximately 60,000 tons of material were removed in 2024.

Material from the original stripping operation was used to complete the berm along the access road which was seeded and mulched to establish vegetation upon completion. Instead of the berm extending along CSAH 42, the topsoil stockpile located adjacent to the active mining operation was reshaped to provide screening of the operation from CSAH 42. Mining is setback from the county road by over 700 feet. The remainder of the Site is farmed with no buildings or structures located on Site. It is anticipated that approximately 50,000 tons of material will be mined within Phase 1 during the 2025 minining season.

The County is monitoring access on County Road 42 and has reserved the right to require a turn lane should the need arise.

In accordance with the permit, the operator has not removed any topsoil from the site. Topsoil is stockpiled on site and will be used to perform site reclamation. No clean haul back reclamation fill material has been brought to the site to date. Clean material from various job sites is expected to be hauled back to the site in the future and used in reclamation backfilling and sloping.

4.0 APPLICATION FORM

4.1 Legal description:

See Attachment 1

4.2 Name, address, phone number of the applicant, landowner, and person in charge of the mining operation:

Greg Steininger
Max Steininger, Inc.
3080 Lexington Avenue South
Eagan, MN 55121
651 454-6620

4.3 Names and addresses of adjacent landowners within one quarter mile of the Site:

A list of property owner's names and addresses owning property within one-quarter mile of the Site, obtained from Dakota County GIS tax records, is provided in Attachment 2.

4.4 The purpose of the proposed excavation:

The mining operation supplies material predominantly for use in the operator's own construction projects with limited sales to outside parties.

The elevation of the water table beneath the Site is illustrated on Sheet C1, Existing Conditions. The water table varies from 795 feet above msl in the northeast corner of the Site to just over 810 feet above msl in the southwest corner of the Site. The direction of groundwater flow is to the northeast. Water table elevation information is from area well records and information contained in the Dakota County Geologic Atlas. All mining activity will occur above the water table.

6.0 Mine Operations Plan:

6.1 Site Preparation:

An access road into the Site has been constructed. A screening berm is complete and has been seeded to establish vegetation.

6.2 Phasing:

The Site is mined in phases. Each phase is 15 acres or less. In accordance with the City of Rosemount Small Scale Mineral Extraction Code, the 2025 Mineral Extraction Permit will be valid for Phase 1 only. An extraction permit for Phase 2 will not be issued until at least 70% of the Phase 1 has been reclaimed in accordance with an approved reclamation plan. Mining will proceed in a north to south direction through Phase 1.

6.3 Mining and Processing:

Material is excavated and processed on site. Processing consists of crushing and screening with portable processing equipment set up upon the floor of the mine recessed from the surrounding grade to reduce noise and dust emissions. Material is stockpiled on the floor of the mine. Recycling of concrete and asphalt will also take place on site. These materials will be crushed and blended with on-site materials to produce recycled aggregate blends. Clean soil fill may be backhauled to the site from the operator's construction jobs and used in site reclamation.

6.4 Setbacks:

A minimum 30-foot setback is maintained between the mining excavation and all property lines, except the eastern property line where there is a common mining border. The setback from CSAH 42 will be over 700 feet. Processing equipment will be setback over a minimum of 1,000 feet from any residential structure.

6.5 Fencing:

The operator has installed safety fencing along the southerly top of the excavation. No other fencing is proposed. The Site entrance is secured with a locking gate.

6.6 Appearance and Screening:

All machinery will be kept operational. Abandoned machinery and any rubbish will be promptly removed from the mining area. Reclamation will be completed within three months of termination

groundwater. The majority of stormwater will be managed internally through infiltration. Fuel storage will be in accordance with MPCA regulations. The SWPPP also contain spill prevention, response and reporting measures. No waste products or processed residue, including untreated wash water shall be deposited in any public waters of the State of Minnesota.

7.6 Topsoil Preservation:

All topsoil shall be retained at the Site until the completion of mining and used for reclamation.

7.7 Excavation Slopes:

All excavation slopes other than the working face shall not exceed 1:1 (horizontal to vertical) unless a steeper slope is approved by the City. No excavation shall take place adjacent to a public roadway or waterway.

7.8 Equipment:

All equipment and machinery will be located within the mine and operated in a manner that minimizes dust, noise, and vibration. Power drives or power producing machines will be setback a minimum of one thousand feet from a residential structure. Fugitive dust will be controlled from internal haul roads and the access road using water or calcium chloride.

7.9 Processing:

Portable crushing and screening equipment will be brought to the site on a periodic basis to process material. A portable washplant may also be periodically operated at the site. A MDNR Water Appropriation permit is required prior to conducting any washing activity at the site. Sedimentation ponds used to clarify and recycle washwater back to the washplant will be constructed on the floor of the mine. Washwater will be recycled and not allowed to discharge off site.

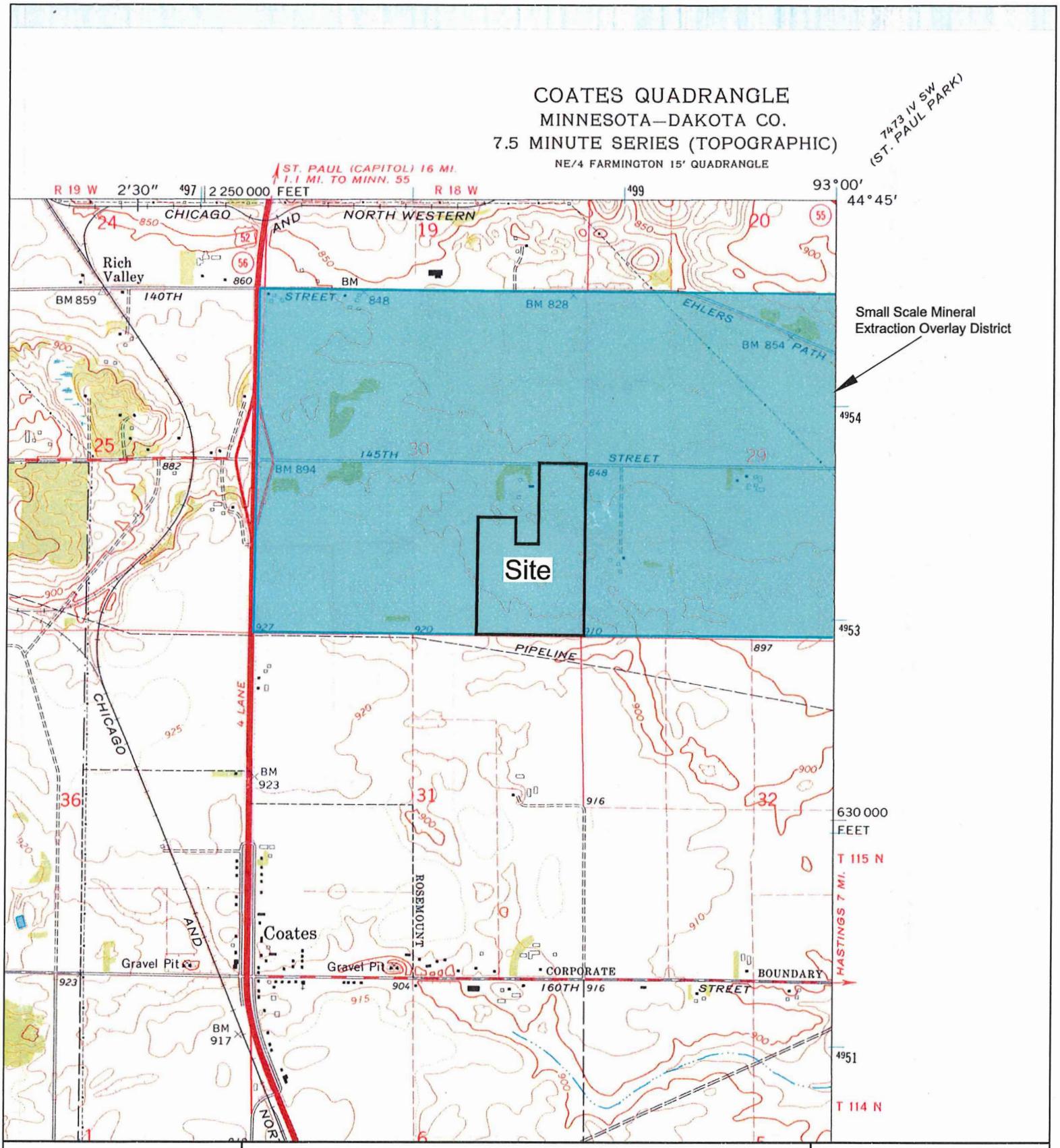
8.0 CERTIFICATION

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.

Kirsten Pauly

Kirsten Pauly

Date December 20, 2024 Reg No. 21842

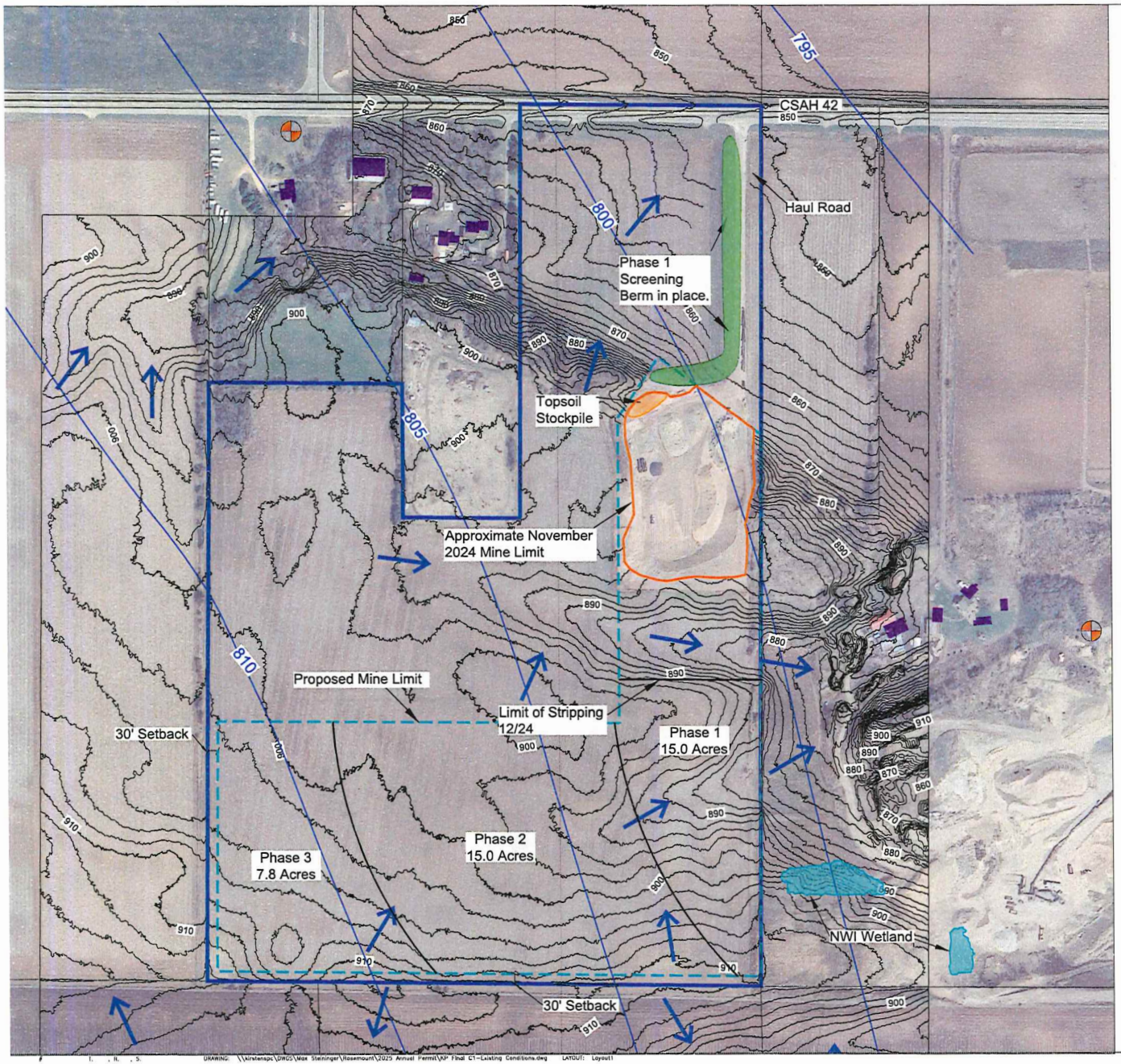


N

0 1000 2000
SCALE IN FEET

Figure 1
United States Geological Survey
Quad Map Excerpt

Sunde Engineering, PLLC.



Notes:

1. Topographic information from Twin Cities Metro Region LiDAR data collected during the Spring and Fall of 2011.
2. Aerial Photo from Google Earth. Date of photograph April 2024.
3. Parcel information from Dakota County GIS data.
4. Water table elevation information from Minnesota Well Index well logs and Dakota County Geologic Atlas Series: Atlas C-6, Plate 6 of 9 - Bedrock Hydrogeology. Water table elevations are approximate and expected to vary over time.
5. Wetland locations obtained from National Wetland Inventory (NWI) map, which indicates no on-site wetlands.
6. The site is not located within a floodplain based on information within the Dakota County DFIRM.
7. There are no on-site watercourses.

Building Footprint

MWI Well Location

Stormwater Flow Direction

800 Water Table Contour

N

150 0 150 300
SCALE IN FEET

Sunde Engineering, PLLC.
CONSULTING CIVIL ENGINEERS
10630 NESBITT AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55437
(952) 881-3344 TELEPHONE
(952) 881-1913 FAX
www.sundecivil.com

Max Steininger, Inc.

2025 Annual Permit

Small Scale Mineral Extraction Facility
Rosemount, MN

DATE	REVISION
12/20/2019	2020 Permit
1/12/2021	2021 Permit
12/20/2021	2022 Permit
11/15/2022	2023 Permit
11/16/2023	2024 Permit
12/11/2024	2025 Permit

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.

Kirsten Pauly

Kirsten Pauly
DATE: 11/15/2023 REG. NO.: 21842

INFORMATION:

PROJECT NO.:

DRAWN BY:

CHECKED BY:

APPROVED BY:

SCALE:

DATE:

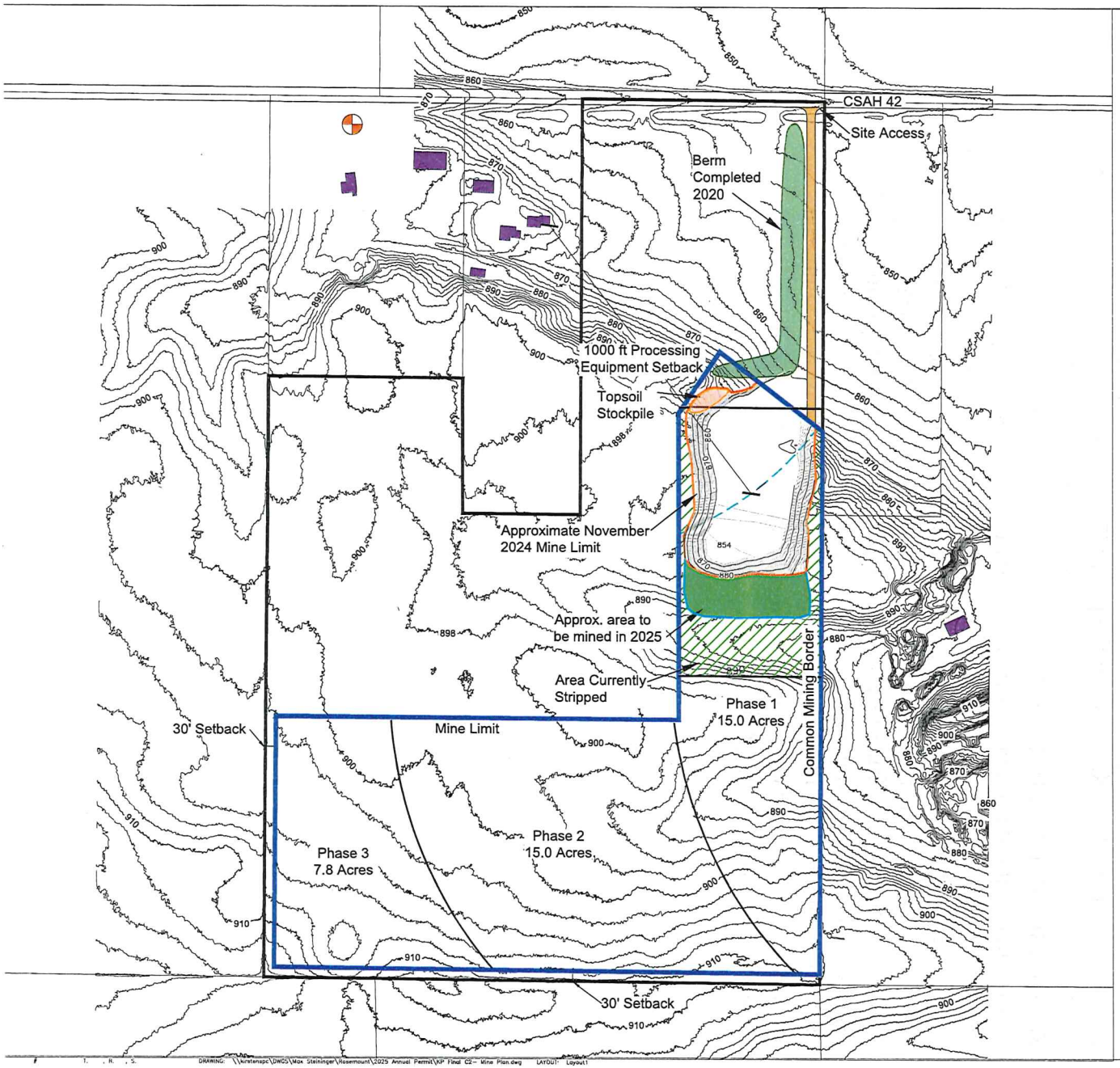
DESCRIPTION:

Existing Conditions

SHEET NO:

C1

DRAWING: \\kirstenspc\DWGS\Max Steininger\Rosemount\2025 Annual Permit\XP Final C1-Existing Conditions.dwg LAYOUT: Layout1



Notes:

1. Topographic information from Twin Cities Metro Region LiDAR data collected during the Spring and Fall of 2011. Topography in active mine area from updated survey by Max Steininger, Inc. December 15, 2021, October 27, 2023 and November 22, 2024.
2. Parcel information from Dakota County GIS data.
3. Construction of berm along haul road is complete
4. Mining to continue south within Phase 1.
3. Excavation to a minimum elevation of 840 feet above msl.
4. Approximately 60,000 tons of material removed in 2024. Approximately one acre to be mined in 2025.
5. An estimated 60,000 tons of material to be removed in 2025.
6. 3,000 tons of concrete and asphalt were imported to the site and stockpiled in 2024 to be recycled into aggregate once sufficient quantity is available.

Building Footprint

MWI Well Location

N

150 0 150 300
SCALE IN FEET

Sunde Engineering, PLLC.
CONSULTING CIVIL ENGINEERS
10630 NESBITT AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55437
(952) 881-3344 TELEPHONE
(952) 881-1913 FAX
www.sundecivil.com

Max Steininger, Inc.

2025 Annual Permit

Small Scale Mineral Extraction Facility
Rosemount, MN

DATE	REVISION
5/23/2018	City Comments
12/20/2019	2020 Permit
1/12/2020	2021 Permit
12/20/2021	2022 Permit
11/16/2022	2023 Permit
11/15/2023	2024 Permit

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.

Kirsten Pauly

Kirsten Pauly
DATE: 11/15/2023 REG. NO.: 21842

INFORMATION:

PROJECT NO.:
DRAWN BY:
CHECKED BY:
APPROVED BY:
SCALE:
DATE:

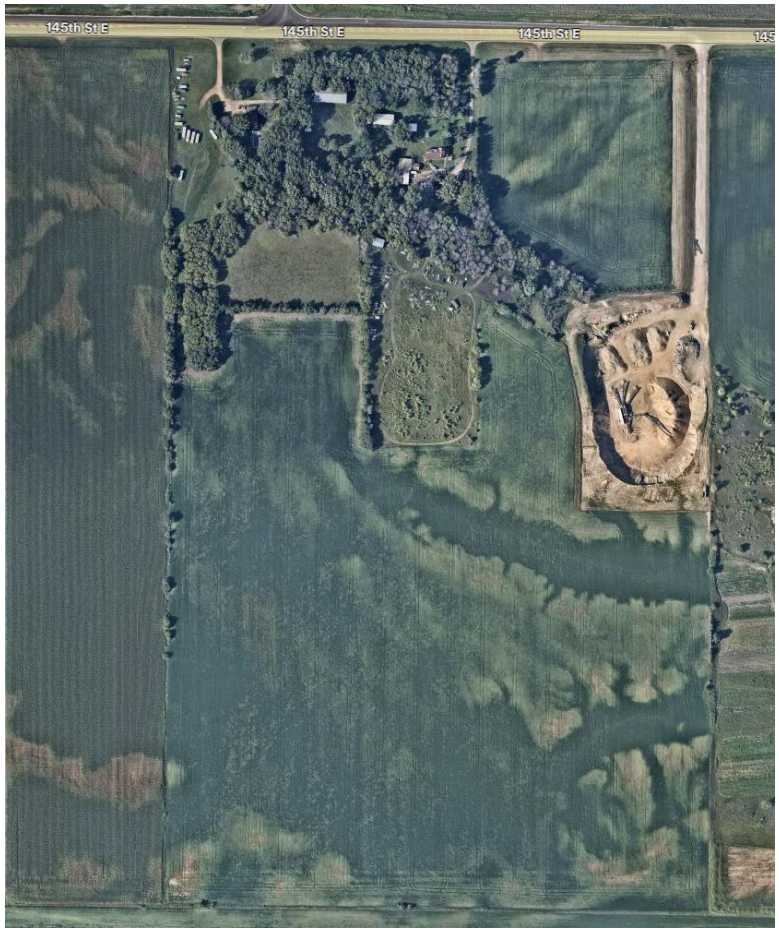
DESCRIPTION:

Mine Plan

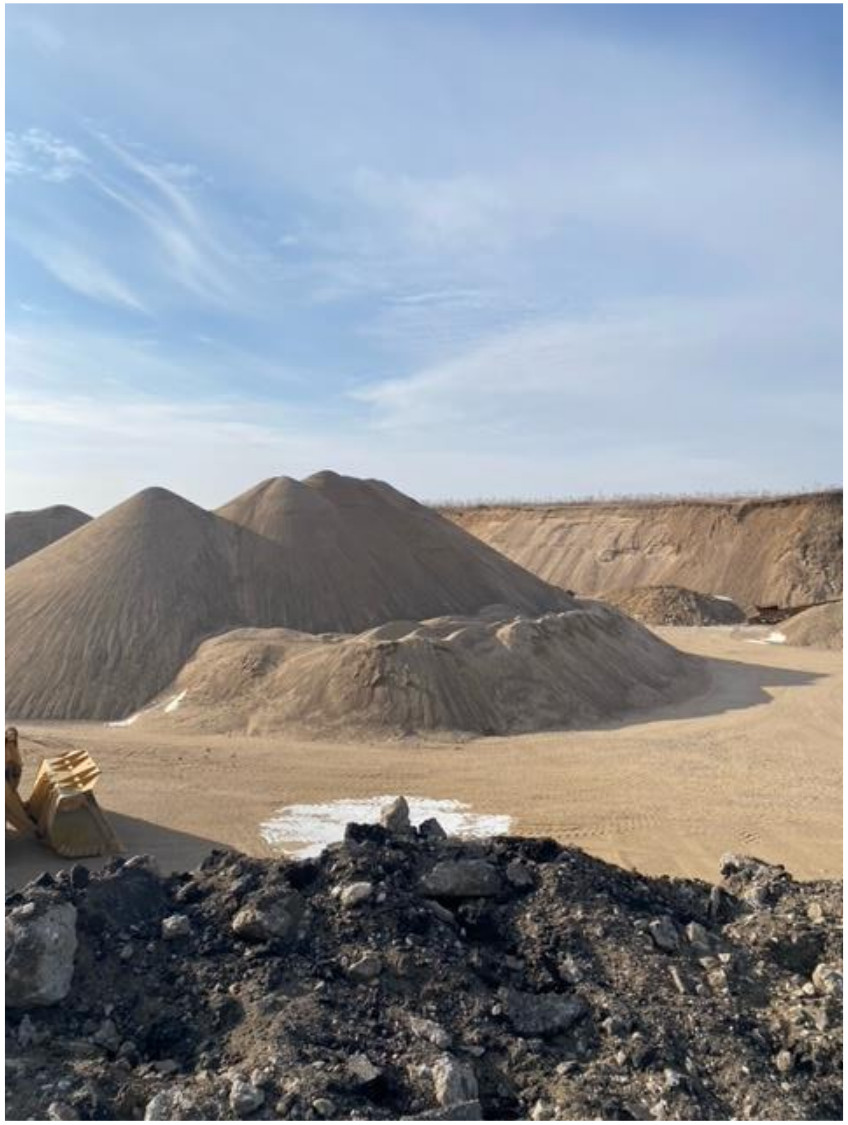
SHEET NO:

C2

August 2023



October 2024



ROSEMOUNT MINNESOTA

EXECUTIVE SUMMARY

Planning Commission Regular Meeting: January 28, 2025
Tenative City Council Meeting: February 18, 2025

AGENDA ITEM:	Request by Magellan Land Development for approval of rezoning land from A-2 - Agricultural to R-2 - Low to Medium Density Residential and a Preliminary Plat to development 58 townhome units.	**AGENDA SECTION:** PUBLIC HEARINGS
PREPARED BY:	Julia Hogan, Planner	**AGENDA NO.** 6.b.
ATTACHMENTS:	Site Location, Property Survey, Preliminary Plat, Site Plan, Grading Plan, Sanitary Utility Plan, Storm Sewer Utility Plan, Existing Conditions, Removal Plan, Landscape Plan, Architectural Renderings, Engineer's Memo Dated January 10, 2025, Parks and Recreation Director's Memo Dated January 21, 2025	**APPROVED BY:** AK

RECOMMENDED ACTION:

Motion to recommend the City Council approve a Zoning Map amendment to rezone the site from A-2 – Agricultural to R2 – Low to Medium Density Residential.

Motion to recommend the City Council approve the Preliminary Plat for Akron Ridge, subject to:

a. Execution of a Subdivision Agreement.
b. Conformance with all requirements of the City Engineer as detailed in the attached memorandum dated January 10, 2025.
c. Conformance with all requirements stated within the Dakota County Plat Commission Memorandum.
d. Payment of $74,580 as a Landscape Surety.
e. Compliance with the conditions and standards within the Parks and Recreation Director’s memorandum dated January 21, 2025.
f. Payment of all applicable fees including GIS, Park Dedication and other fees identified in the current fee schedule.
g. Incorporation of any easements necessary to accommodate drainage, ponding, streets and utilities.
h. Payment of trunk area charges in the amount of:
    1. Sanitary Sewer Trunk Charge: $1,075/acre
    2. Watermain Trunk Charge: $6,500/acre
    3. Storm Sewer Trunk Charge: $6,865/acre

BACKGROUND

SUMMARY

Owner:	John and Joyce Remkus
Applicant:	Magellan Land Development
Preliminary Plat Acres:	10 Acres
Residential Lots Created:	58 Townhome Lots
Gross Density:	6 Units/Acre
Comprehensive Plan Guiding:	LDR – Low Density Residential
Current Zoning:	A-2 – Agricultural
Proposed Zoning:	R-2 – Low to Medium Density Residential

The Planning Commission is being asked to consider requests by Magellan Land Development for rezoning and preliminary plat approval to develop 58 townhome units on a 10-acre property east of Akron Avenue and north of Bonaire Path that will be called Akron Ridge. The property is currently zoned A-2 – Agricultural, and the applicant is requesting that the site be rezoned to R-2 – Low to Medium Density Residential to accommodate the townhome development. The site is shown to have a total of 12 townhome buildings with 5 of the buildings containing 6 units per building, and the remaining 7 buildings will contain 4 units per building. At this time only a preliminary plat is being requested with the applicant planning on submitting for a Final Plat for the project at a later date. Staff is recommending approval of the rezoning and preliminary plat requests, subject to the conditions listed in the recommended actions.

BACKGROUND

The subject property is located at 13040 Akron Avenue which is located directly east of Akron Avenue and approximately a ½ mile north of Bonaire Path. The 10-acre property is zoned A-2 – Agricultural and it contains a single-family home built in 1989. The land directly north and east of the site is owned by Flint Hills Resources and is also zoned A-2. There are currently no plans for development on land located adjacent to this property that is owned by Flint Hills Resources. The land directly west across Akron Avenue contains the Caramore Crossing development which contains traditional detached single-family homes. The land directly south of the subject site is zoned A-2 – Agricultural and contains a single-family home.

The proposed development area is guided for LDR – Low Density Residential, which is outlined in the City's 2040 Comprehensive Plan land use map. Low Density Residential housing types allows for detached single-family homes, duplexes, twin homes, and townhomes. This subject parcel and the parcel to the south are shown in the Land Use Plan to be one of the last areas in this portion of the city for additional residential growth.

ISSUE ANAYLSIS

Legal Authority

Preliminary plat applications are quasi-judicial decisions for the Planning Commission, meaning that the Planning Commission is acting as judge to determine if the regulations within the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance are being followed. Generally, if these applications meet the City's established requirements, they must be approved.

Rezonings are a legislative decision for the city, but the rezoning must conform with the adopted Comprehensive Plan to be approved. Therefore, while technically legislative in nature, if a rezoning is in line with the Comprehensive Plan, it should be approved. Staff's review of each application is provided below.

General Subdivision Design

The preliminary plat area is located directly east of Akron Avenue and approximately ½ mile north of Bonaire Path and north of the Flint Hills Recreation Complex. The site is shown to be accessed by a single public street that extends east and then south off of Akron Avenue. A private road extends east off a portion of the public street to access the proposed townhomes. There are also three private drives that extend south off of the main private road which will give access to a portion of the townhome units. There are guest parking stalls shown throughout the site, specifically on the southern portion of the main private road. There are two stormwater management areas shown on site, one located on the western side of the site east of Akron Avenue and adjacent to the public street. The other ponding area is shown to be on the most eastern side of the site adjacent to the eastern property line and east of the main private drive cul-de-sac. There are 58 townhome units proposed throughout the development area which are shown to be mixed throughout 4-unit and 6-unit townhome buildings.

Rezoning and Land Use

The site is designated for LDR – Low Density Residential land uses, which typically consists of single-family housing or townhomes with few units per building. The LDR land use designation allows for housing density for up to 6 units per acre. The subject property is currently zoned A-2 – Agricultural, which allows for 1 unit per 40 acres. The applicant is requesting the site be rezoned to R-2 – Low to Medium Density Residential to accommodate the 6 units per acre that is proposed throughout the development. The R-2 zoning district is an allowed secondary zoning district under the LDR – Low Density Residential land use category. The city has most recently seen developments such as Autumn Terrace and Ardan Place be rezoned to an R-2 zoning to accommodate the density of twin home and townhome units. The land north, east and south of the site are currently zoned A-2 – Agricultural and land west of the site is zoned R-1 – Low Density Residential. The land north and east of the site are owned by Flint Hill Resources and development is not yet planned for those areas. The land to the south is similar in nature to the subject site as it has a land use designation of LDR – Low Density Residential. The area to the west contains the Caramore Crossing development which contains detached single-family homes. The city is supportive of this site being rezoned to R-2 – Low to Medium Density Residential as it meets the density requirements laid out in the land use designation of the site.

Phasing

The applicant has provided a phasing schedule that shows development initially occurring on the most eastern portion of the site, the most western portion of the site, and the northern portion of the site. The public access road off of Akron Avenue, the main private road, both stormwater ponding areas and 30 townhome units will be apart of the first phase of development. The second phase will consist of the remaining 28 townhome units on the southern end of the site and as well as three of the private drive areas.

Streets and Parking
There is one access road shown into the preliminary plat area extending east off of Akron Avenue. This access road is shown to be a public road and extends south up to the southern property line. There is a private road that extends east off of the public street and gives access to the townhomes throughout the site. The private road ends in a cul-de-sac in the eastern portion of the property adjacent to the future storm water ponding area. There are three private drive segments that extend south off of the main private drive road that gives access to the southern townhome units. The public street will be maintained by the developer until development occurs to the south, which then will transition to a publicly maintained road.

On the site plan, there is a total of 29 guest parking stalls provided throughout the site. A majority of the guest parking is shown along the southern main private road that extends east off of Akron Avenue. Each townhome is shown to have two enclosed spaces per unit as well. The number of enclosed units and visitor parking stalls meet the minimum requirement outlined within the zoning code. Also shown throughout the site are 5-foot sidewalks along the southern portion of the main private road and along the southeastern portion of the public road off of Akron Avenue. The portion of the sidewalk along the public road is shown to end at the southern boundary of the property, but when development occurs to the south that will be extended with the road.

The city and applicant met with the Dakota County Plat Commission at their January 15, 2025, meeting to discuss the proposed preliminary plat. The Plat Commission approved the preliminary and final plat for the site provided that the conditions outlined in the memorandum that was put together by the County be met. One of those conditions is a short right-turn lane will need to be installed with the access to the site on Akron Avenue.

Parks And Open Space
The Parks and Recreation staff has reviewed the plans for the proposed Akron Ridge development and has provided review comments in the attached memorandum. The Parks and Recreation department is recommending that an 8-foot-wide trail be benched in on the west side of the development along Akron Avenue. Staff is also recommending that the developer provide the city with a payment to cover the cost of installing the trail.

Due to the City not looking to acquire parkland in this development area, the park dedication for Akron Ridge would be cash-in-lieu. The cash dedication for 58 townhome units is $165,300 (58 units x $2,850).

Preservation and Landscaping
A tree inventory was conducted on the 10-acre subject site and total of 1,443 significant tree inches was identified throughout the property. A total of 1,409 caliper inches will need to be removed from the site to allow for development which means a total of 524 caliper inches of trees will be required to be replaced on site following the formula laid out in the zoning code. In the submitted landscape plan it shows that that the required 524 caliper inches of trees will be met.

The landscape plan shows that a total of 226 trees will be planted throughout the preliminary plat area. The zoning code states that multi-family residential sites that contain buildings that are one (1) or two (2) stories shall provide a minimum of eight (8) overstory or coniferous tress plus one (1) tree per

unit. There are 58 townhome units proposed for this development so a total of 66 trees is required for that standard. The landscape plan shows to meet that minimum requirement. Trees are shown to be located throughout the site within the open areas, along the public street and private streets, and along the northern, western, and southern property boundaries. Due to the location of transmission easements on the eastern end of the site, trees are unable to be planted in that area. A landscape surety in the amount of $74,580 (226 trees x $300 plus 10%) is required as a condition of approval.

Engineering Review

The City's engineer has provided a memorandum containing comments related to the plans provided. The memorandum included comments related to utilities, grading, general storm sewer design and stormwater management. A copy of the memorandum is included in the attachments.

RECOMMENDATION

Staff is recommending approval of the rezoning and preliminary plat requests to develop 58 townhome units on the 10-acre subject property based on the information provided by the applicant and reviewed in this report. Staff recommends several conditions of approval, which are listed in the Recommended Action above.

McMenomy Pond
Recreation Complex

NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

(B) 13. Easement for pipe line purposes in favor of St. Paul Ammonia Products, Inc. filed April 13, 1956 in Book 223 of Deeds, pages 371–372, as Document Number 243940. (NO PLOTTABLE INFORMATION, EASEMENT WAS RELEASED)

Note: Partial Release of Easement filed January 19, 1989 as Document Number 874492 and Partial Release of Easement filed January 19, 1989 as Document Number 874493 both release the subject property from said Easement. However, Partial Releases are executed by Peoples Natural Gas Company, Division of UtiliCorp United Inc..

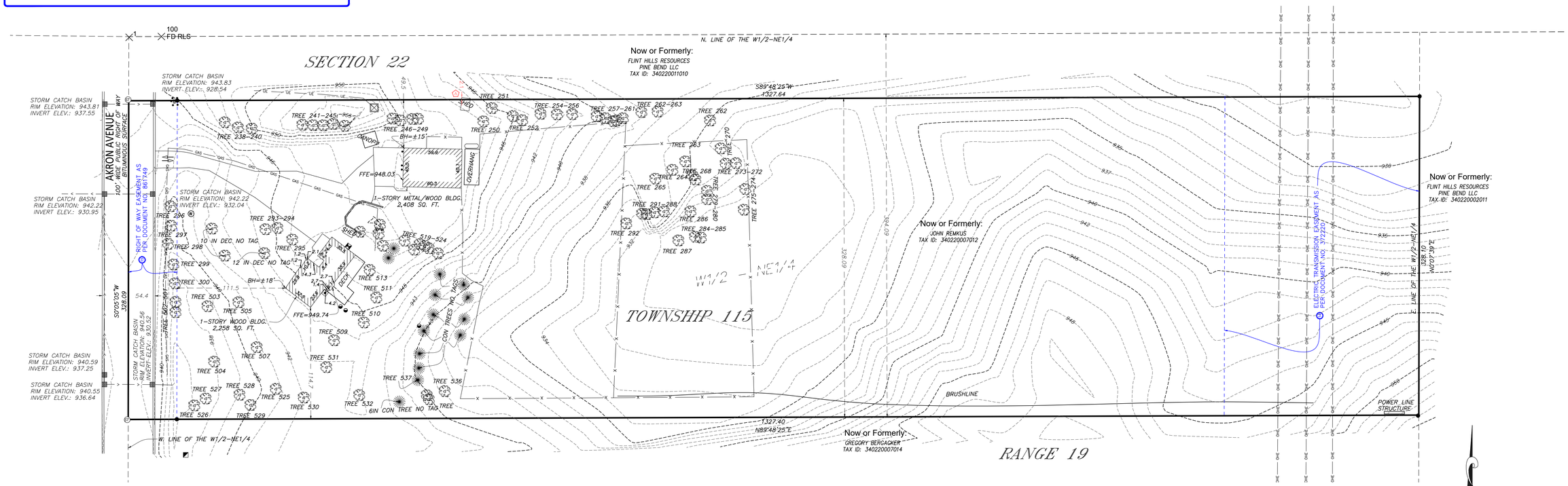
(B) 14. Easement for electric transmission line purposes in favor of Northern States Power Company, a Minnesota corporation, dated April 29, 1970, filed May 5, 1970 as Document Number 372220. (PLOTTED AND SHOWN HEREON)

(B) 15. Easement for right-of-way purposes in favor of the County of Dakota dated October 13, 1988, filed October 20, 1988 as Document Number 861749. (PLOTTED AND SHOWN HEREON)

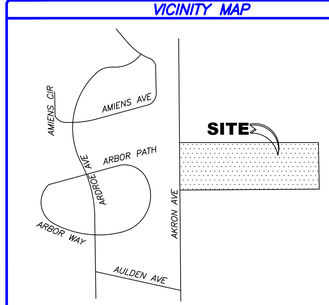
TITLE DESCRIPTION

The South 328.09 feet of the North 394.09 feet of the West Half of the Northeast Quarter of Section 22, Township 115, Range 19, according to the Government Survey thereof, Dakota County, Minnesota.
Abstract Property

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS SHOWN ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. 696319 HAVING AN EFFECTIVE DATE OF MAY 13, 2024.



VICINITY MAP



FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 27037C0115E, WHICH BEARS AN EFFECTIVE DATE OF 12/02/2011, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

LEGEND

- ELECTRIC TRANSFORMER
- ELECTRIC METER
- ELECTRIC VAULT
- ELECTRICAL MANHOLE
- ELECTRICAL OUTLET
- UTILITY PEDESTAL
- POWER POLE
- AC UNIT
- LIGHT POLE
- GROUND LIGHT
- GUY WIRE
- BOLLARD POST
- GAS METER
- GAS MANHOLE
- GAS VALVE
- FLAG POLE
- MAIL BOX
- SIGN
- UNKNOWN MANHOLE
- FIRE HYDRANT
- AUTO SPRINKLER
- WATER VALVE
- WATER MANHOLE
- WELL HEAD
- MONITOR WELL
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- STORM MANHOLE
- STORM INLET SQUARE
- STORM INLET ROUND
- OVERFLOW STRUCTURE
- PIPE OUTLET
- FLARED END
- SANITARY MANHOLE
- SANITARY CLEAN OUT/PVC
- SOIL BORING
- BILLBOARD
- STORM SEWER
- UNDERGROUND GAS
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC

ZONING INFORMATION

ITEM	REQUIRED	CONTACT:
ZONING DESIGNATION		REPORT DATE:
MINIMUM LOT AREA (SQ. FT.)		REPORT #:
MINIMUM FRONTAGE		
MINIMUM LOT WIDTH		
MAX IMPERVIOUS COVERAGE		PARKING REQUIREMENTS:
MAX BUILDING HEIGHT		
MINIMUM SETBACKS		
FRONT		
SIDE		
REAR		

NOTES: ZONING NOT YET PROVIDED BY CLIENT

SIGNIFICANT OBSERVATIONS

SHED CROSSES ONTO ADJOINING PROPERTY BY UP TO 2.1 FEET.

SURVEYOR'S NOTES

PER TABLE A ITEM 1: MONUMENTS HAVE BEEN PLACE AT ALL MAJOR CORNERS OF THE BOUNDARY OF THE SURVEYED PROPERTY, UNLESS OTHERWISE SHOWN HEREON

PER TABLE A ITEM 2: 13040 AKRON AVENUE WAS DISCLOSED IN DOCUMENTS PROVIDED AND OBSERVED AS POSTED AT THE TIME OF THE SURVEY.

PER TABLE A ITEM 4: PROPERTY CONTAINS: 10.00 ACRES (435,546 SQ. FT.) OF GROSS LAND AREA

PER TABLE A ITEM 5: ELEVATIONS WERE DERIVED USING NAVD88.

PER TABLE A ITEM 8: SUBSTANTIAL ABOVE GROUND FEATURES THAT WERE OBSERVED ON THE SUBJECT PARCEL, SUCH AS PARKING AREAS, DRIVES, WALKS, PLANTERS/LANDSCAPE AREAS AND OTHER, HAVE BEEN LOCATED AS SHOWN HEREON. NOTE: THERE WERE NO OBSERVED SUBSTANTIAL AREAS OF REFUSE ON THE SUBJECT PARCEL PER THE DATE OF THIS SURVEY.

PER TABLE A ITEM 9: THERE ARE 0 STANDARD PARKING SPACES, 0 HANDICAPPED PARKING SPACES. FOR A TOTAL OF 0 PARKING SPACES WITHIN SUBJECT PROPERTY

PER TABLE A ITEM 11: THE SURVEY SHOWS THE LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE COLLECTED PURSUANT TO ALTA SECTION 5 E IV TOGETHER WITH EVIDENCE FROM PLANS REQUESTED BY THE SURVEYOR AND OBTAINED FROM THE UTILITY COMPANIES, OR PROVIDED BY THE CLIENT AND MARKINGS REQUESTED BY THE SURVEYOR PURSUANT TO A 811 UTILITY LOCATE OR SIMILAR REQUEST

PER TABLE A ITEM 13: ADJOINING OWNERSHIP INFORMATION SHOWN HEREON WAS OBTAINED FROM THE DAKOTA COUNTY WEBSITE. OWNERSHIP INFORMATION IS SUBJECT TO REVISION UPON RECEIPT OF A TITLE SEARCH BY A TITLE INSURANCE COMPANY.

PER TABLE A ITEM 16: THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED AT THE TIME OF THE SURVEY.

PER TABLE A ITEM 17: THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AND WE ARE NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

PER TABLE A ITEM 18: PLOTTABLE OFFSITE APPURTENANT EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED HAVE BEEN SHOWN HERE IF APPLICABLE.

1. BASED ON OBSERVED EVIDENCE ONLY, THE SITE DOES NOT CONTAIN ANY CEMETERIES, BURIAL GROUNDS, OR INDIVIDUAL GRAVE SITES.

2. BASED ON OBSERVED EVIDENCE ONLY THERE IS NO EVIDENCE OF LAKES, CREEKS OR STREAMS WITHIN SUBJECT PROPERTY.

3. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.

4. THE RECORD DESCRIPTIONS OF THE SUBJECT PROPERTY FORM A MATHEMATICALLY CLOSED FIGURE WITH NO GAPS, OR GORES.

5. THIS BEARING SYSTEM IS BASED ON DAKOTA COUNTY COORDINATE SYSTEM NAD83.

6. PROPERTY HAS DIRECT AND PHYSICAL ACCESS TO AND FROM AKRON AVENUE, A DULY DEDICATED PUBLIC RIGHT OF WAY.

1" = 50'
GRAPHIC SCALE
0 25' 50' 100'

ALTA/NSPS Land Title Survey

for

JASON PALMBY

NWS Project No. 24694
13040 AKRON AVE,
ROSEMOUNT, MN

BASED UPON TITLE COMMITMENT NO. 696319
OF OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
BEARING AN EFFECTIVE DATE OF MAY 13, 2024

Surveyor's Certification

To: [TBD]; 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 2021 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, 6a, 6b, 7a, 7b1, 7c, 8, 9, 13, 14, 16, 17, 18 and 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 06/20/2024.

07/12/2024
DATE

MATTHEW M. BOMSTAD
LICENSE NO.: 57991
IN THE STATE OF MINNESOTA
DATE OF FIELD SURVEY: 06/20/2024
DATE OF LAST REVISION: 07/12/2024
NWS PROJECT NO.: 24694

SHEET 1 OF 1

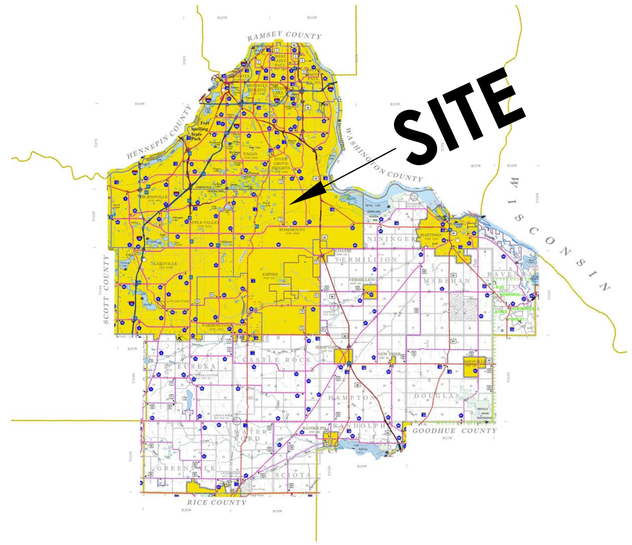
NORTHWESTERN SURVEYING & ENGINEERING, INC.

AKRON RIDGE

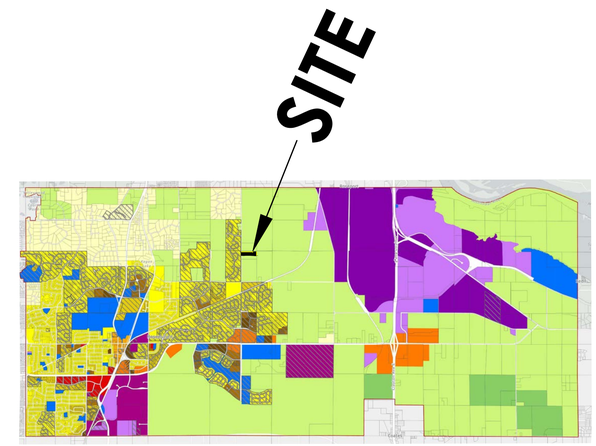
RESIDENTIAL DEVELOPMENT PROJECT

ROSEMOUNT, MN

MINNESOTA



DAKOTA COUNTY



CITY OF ROSEMOUNT

PROJECT LOCATION

INDEX OF CIVIL SITE DRAWINGS:

C0	PROJECT LOCATION PLAN
C1.1	PRELIMINARY PLAT & SITE PLAN
C2.1–C2.2	GRADING PLAN AND RETAINING WALL PLAN
C3.1	SANITARY & WATER UTILITY PLAN
C4.1	STORM SEWER UTILITY PLAN
C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1–7.2	PROFILES
C8.1–C8.4	DETAILS

OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR
AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

PROJECT LOCATION PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN

118 East Broadway St.
PO Box 466
Monticello, MN 55362
Phone: 763-314-0929
www.civilesd.com

REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/27/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS.
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

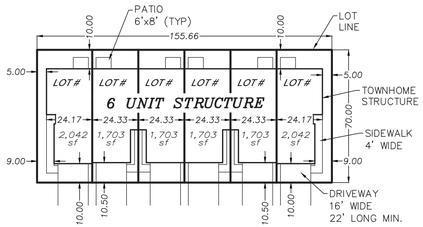
DATE 10/29/24	DRAWN BY SD	DESIGNED BY SD	CHECKED BY SD

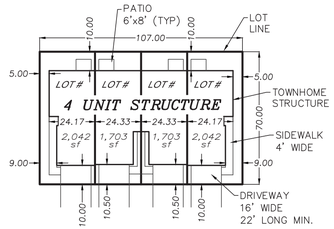
FILE NO. 00951

C0

Project Location Plan

TYPICAL LOT DIMENSION LAYOUT





SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059

EXISTING LEGAL DESCRIPTION

THE SOUTH 328.09 FEET OF THE NORTH 394.09 FEET OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 115, RANGE 19, ACCORDING TO THE GOVERNMENT SURVEY THEREOF, DAKOTA COUNTY, MINNESOTA.

SITE DATA

EXISTING PARCEL AREA =	435,546 SF	= 10.00 AC
EXISTING ROAD R/W =	16,411 SF	= 0.38 AC
NET DEVELOPMENT AREA =	419,135 SF	= 9.62 AC

EXISTING TOTAL IMPERVIOUS AREA:	24,621 SF (0.56 AC)
PROPOSED TOTAL IMPERVIOUS AREA:	155,312 SF (3.56 AC)
NET ADDITIONAL IMPERVIOUS AREA:	130,691 SF (3.00 AC)
PERCENT TOTAL IMPERVIOUS AREA: (155,312 SF / 419,135 SF)	37.0%

EXISTING ZONING

A-2 AGRICULTURAL DISTRICT

PROPOSED ZONING

R-3 MEDIUM DENSITY RESIDENTIAL DISTRICT

PROPOSED UNITS / DENSITY

58 UNITS / 9.62 AC = 6.0 UNITS/AC

VISITOR PARKING

58 UNITS x 0.5 STALLS/UNIT = 29 STALL PROVIDED

PROPOSED PHASE SCHEDULE

PHASE 1: LOTS 1-30 (30 UNITS)	YEARS: 2025-2026
PHASE 2: LOTS 1-28 (28 UNITS)	YEARS: 2027-2028

NOTE:

1) PROPOSED OUTLOT A, LOT 31 BLOCK 1 (PHASE 1), AND LOT 29 BLOCK 1 (PHASE 2), ARE TO BE PLATTED WITH DRAINAGE AND UTILITY EASEMENT OVER ENTIRE PARCEL.

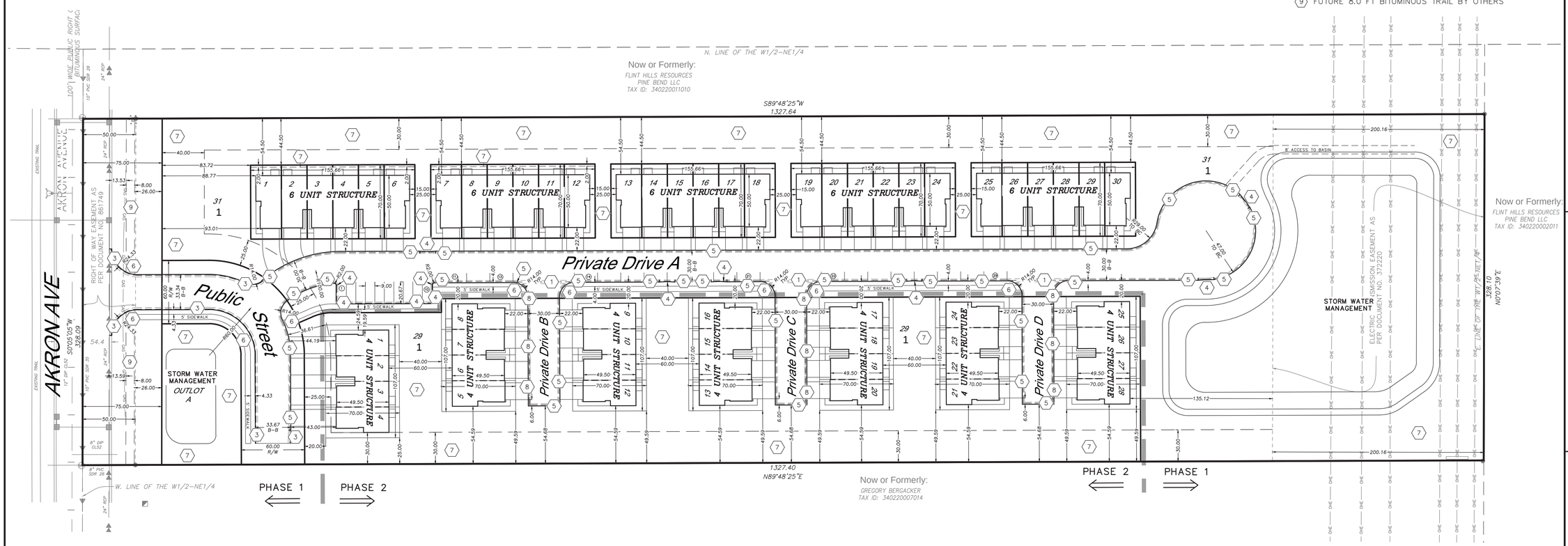
LEGEND:

- Existing Contours
- Existing Storm Sewer
- Existing Spot Elevation
- Existing Storm Sewer
- Existing Sanitary Sewer
- Existing Watermain Sewer
- Existing Underground Telephone
- Existing Underground Electric
- Existing Tree Line
- Existing Easement Line
- Existing R/w Line
- Existing Boundary Line
- Existing Catch Basin
- Existing Manhole
- Existing Hydrant
- Existing Flared End Section
- Proposed Curb And Gutter Standard
- Proposed Curb And Gutter Tip-out
- Proposed Concrete Valley Gutter
- Proposed Concrete Light Duty Sidewalk
- Propose Lot Line
- Proposed Project Phase Line

0 50 100 150
GRAPHIC SCALE IN FEET

KEY NOTES:

1. 3 FT CONCRETE VALLEY GUTTER (SEE DETAIL)
2. NONE
3. B618 (6") CONCRETE CURB & GUTTER MIX 3F32 FOR MACHINE PLACEMENT (MnDOT 2461) MIX 3F52 FOR MANUAL PLACEMENT (MnDOT 2461)
4. B612 (6") CONCRETE CURB & GUTTER MIX 3F32 FOR MACHINE PLACEMENT (MnDOT 2461) MIX 3F52 FOR MANUAL PLACEMENT (MnDOT 2461)
5. D412 MODIFY (3") CONCRETE CURB & GUTTER MIX 3F32 FOR MACHINE PLACEMENT (MnDOT 2461) MIX 3F52 FOR MANUAL PLACEMENT (MnDOT 2461)
6. PED RAMP TO COMPLY WITH AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. REFERENCE MNDOT STANDARD PLAN 5-297.250 INCLUDING CONTRASTING DETECTABLE WARNING DEVICES. DEPRESS BACK OF CURB AT RAMP. CONTRACTOR TO RESTORE SIDEWALK TO MATCH EXISTING PAVEMENT SECTION. (SEE DETAILS)
7. DRAINAGE & UTILITY EASEMENT
8. D412 MODIFY TIP-OUT (3") CONCRETE CURB & GUTTER MIX 3F32 FOR MACHINE PLACEMENT (MnDOT 2461) MIX 3F52 FOR MANUAL PLACEMENT (MnDOT 2461)
9. FUTURE 8.0 FT BITUMINOUS TRAIL BY OTHERS



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OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR
AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

PRELIMINARY PLAT & SITE PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN

118 East Broadway St.
PO Box 466
Monticello, Mn 55362
Phone: 763-314-0929
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REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/27/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS.
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VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

FILE NO. 00951

C1.1

Preliminary Plat & Site Plan

GENERAL GRADING NOTES:

1. Specifications applicable for this project: Current standard specifications for City of Rosemount, MN, and the latest Minnesota Department of Transportation Specifications for Highway Construction and all NPDES requirements except where modified by these contract documents.
2. OSHA requirements shall be followed for all work on this project.
3. The Contractor shall notify "Gopher State One Call" 48 hours prior to any excavation (1–800–252–1166.)
4. The Grading Contractor shall verify all locations and elevations of underground utilities with utility companies prior to any construction, and immediately notify the Engineer of any conflicts.
5. Erosion Control shall be constructed, as applicable, as sequenced below:
   A) Silt Fence.
   B) Rock Construction Entrance.
   C) Demolition
   D) Common excavation (grading).
   E) Seed and mulch or sod (See notes on Landscape plan).
6. Final Plat shall govern for easements and lot dimensions.
7. Any erosion control items necessary to protect adjacent properties shall be constructed by the Grading Contractor.
8. Erosion control maintenance shall be performed by the Grading Contractor, and removed as per the Contract Documents or as directed by the Engineer, followed by all necessary restoration of disturbed area. This work shall be incidental to the grading contract.
9. The Grading Contractor shall schedule the soils engineer to facilitate certification of all controlled fills in a timely fashion. Density tests shall meet the following:
   A) Within the upper 3' of streets, the Grading Contractor shall utilize approved soils that are within 1% of the optimum moisture content as defined by the Standard Proctor Test–ASTM: D–698 with compaction meeting 100% Standard Proctor Density and not exceeding this compaction by more than 1%. Below the upper 3', compaction shall meet 95% Standard Proctor Density, and be within 3% of the optimum moisture content. Grading tolerances shall be 0.1'.
   B) Grading tolerances for the remainder of the site shall be 0.25'.
10. All areas of unsuitable soils found in the pad described above that cannot be corrected shall be located in the field by the Grading Contractor. The Grading Contractor shall immediately notify the Engineer of these areas and provide information as to their size and location.
11. The Grading contractor shall provide positive drainage on the site at all times.
12. The Grading Contractor shall keep public streets and travel ways clear of soil and debris. Daily cleaning at the construction entrance shall be performed, especially at the end of each day's work.
13. All silt fence shall be removed at project completion.
14. All erosion control best management practices shall be per City standards.
15. Coordinate grading in electrical easement with utility provider.

SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

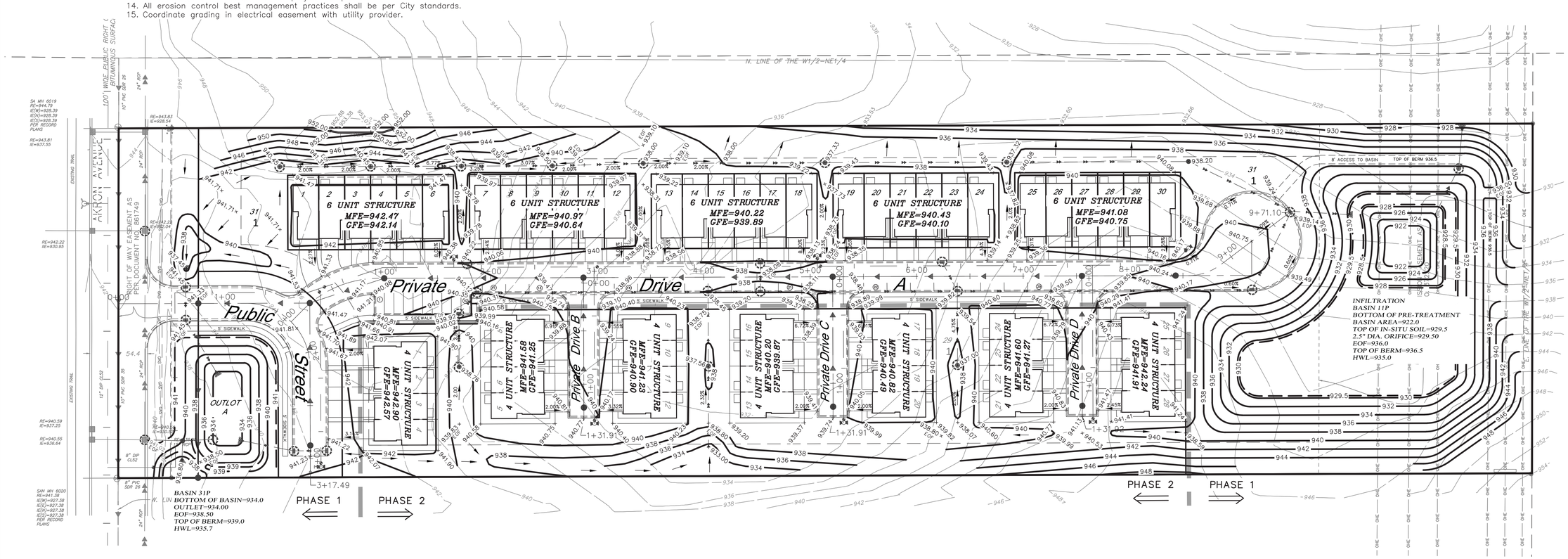
DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059

LEGEND:

908	Existing Contours
	Existing Storm Sewer
× 908.2	Existing Spot Elevation
908	Proposed Contours
	Proposed Storm Sewer
× ###.##	Proposed Spot Elevation
#.#%	Flow Direction
	Proposed Storm Sewer Inlet Protection
GFE=###.#	Proposed Garage Elevation
MFE=###.#	Proposed Main Floor Elevation

0 50 100 150
GRAPHIC SCALE IN FEET



INDEX OF CIVIL SITE DRAWINGS:

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C3.1	SANITARY & WATER UTILITY PLAN
C4.1	STORM SEWER UTILITY PLAN
C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1–7.2	PROFILES
C8.1–C8.4	DETAILS

OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR

AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

GRADING & DRAINAGE PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY:

CIVIL ENGINEERING
SITE DESIGN
118 East Broadway St.
PO Box 466
Monticello, MN 55362
Phone: 763–314–0929
www.civilesd.com

REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/22/24 UPDATE SITE LAYOUT WITH 4–UNIT BUILDINGS.
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

FILE NO. 00951

C2.1

Grading & Drainage Plan

SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

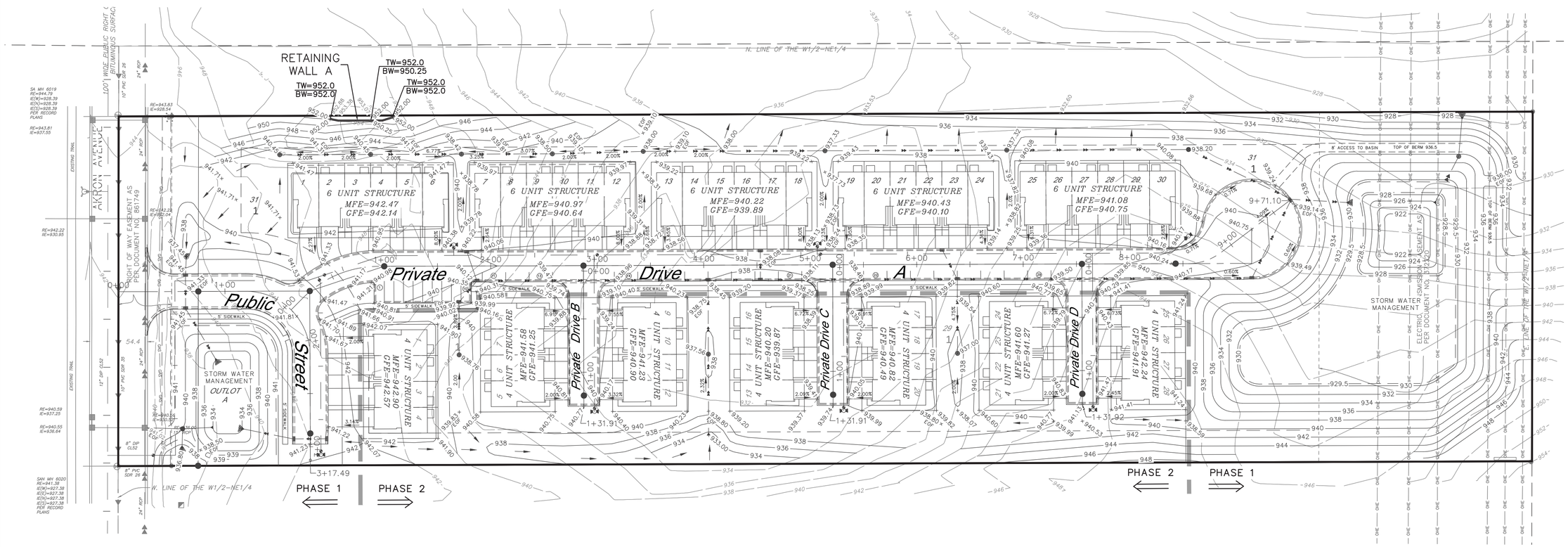
DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059

LEGEND:

908	Existing Contours
	Existing Storm Sewer
× 908.2	Existing Spot Elevation
908	Proposed Contours
	Proposed Storm Sewer
× ###.##	Proposed Spot Elevation
#.#%	Flow Direction
	Proposed Storm Sewer Inlet Protection
GFE=###.#	Proposed Garage Elevation
MFE=###.#	Proposed Main Floor Elevation

0 50 100 150
GRAPHIC SCALE IN FEET



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OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR

AKRON RIDGE
Residential Development Project

13040 Akron Avenue
Rosemount, Minnesota 55068

RETAINING WALL PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
PO Box 466
Monticello, MN 55362
Phone: 763-314-0929
www.civilesd.com

REVISIONS
10/31/24. UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/22/24. UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS.
12/31/24. REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 X 34)

DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

FILE NO. 00951

C2.2

Retaining Wall Plan

GENERAL UTILITY NOTES:

1. SPECIFICATIONS APPLICABLE FOR THIS PROJECT: CURRENT STANDARD SPECIFICATIONS FOR THE CITY OF ROSEMOUNT AND THE LATEST VERSION OF THE STANDARD UTILITY SPECIFICATIONS BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
2. OSHA REQUIREMENTS SHALL BE FOLLOWED FOR ALL WORK ON THIS PROJECT.
3. THE CONTRACTOR SHALL NOTIFY GOPHER STATE ONE CALL 48 HOURS PRIOR TO ANY EXCAVATION.
4. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS AND ELEVATIONS OF UNDERGROUND UTILITIES WITH UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS.
5. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND FACILITIES TO ALLOW PROPER FUNCTIONING DURING AND AFTER CONSTRUCTION. ANY REQUIRED SUPPORTING STRUCTURES SHALL BE SUPPLIED BY THE CONTRACTOR AS WORK INCIDENTAL TO THE CONTRACT.
6. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN EXISTING UTILITIES AND THE PROPOSED CONSTRUCTION. THE ENGINEER WILL COORDINATE WITH THE UTILITY COMPANY IN QUESTION TO DETERMINE THE NEED FOR RELOCATION OF THE EXISTING UTILITY.
7. EXISTING CONDITIONS SUCH AS SAND IN MANHOLES OR VALVE BOXES SHALL BE IDENTIFIED BY THE CONTRACTOR AND THESE SHALL BE REPORTED TO THE ENGINEER PRIOR TO EXCAVATION BY THE CONTRACTOR. ONCE CONSTRUCTION HAS BEGUN, ALL DAMAGE TO UNDERGROUND UTILITIES WILL BE ASSUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR. ANY REPAIRS NECESSARY SHALL BE PERFORMED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
8. FINAL PLAT SHALL GOVERN FOR EASEMENTS AND LOT LINES.
9. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND PROJECT ENGINEER 48 HOURS PRIOR TO STARTING WORK OR AS REQUIRED BY THE LOCAL JURISDICTION OR BE SUBJECT TO BEING SHUT DOWN.
10. THE CONTRACTOR SHALL PRESERVE AND PROTECT THE MARKERS AND MONUMENTS SET FOR THE SUBDIVISION OF THE LAND.
11. THE CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER TO FACILITATE CERTIFICATION OF ALL CONTROLLED FILLS IN A TIMELY MANNER. DENSITY TESTS SHALL MEET THE FOLLOWING:

A. WITHIN THE UPPER 3' OF STREETS OR PAVEMENT, THE GRADING CONTRACTOR SHALL UTILIZE APPROVED SOILS THAT ARE WITHIN 1% OF THE OPTIMUM MOISTURE CONTENT AS DEFINED BY ASTM D-698 STANDARD PROCTOR TEST MEETING 100% STANDARD PROCTOR DENSITY AND NOT EXCEEDING THIS COMPACTION BY MORE THAN 1% BELOW THE UPPER 3', COMPACTION SHALL MEET 95% STANDARD PROCTOR DENSITY AND BE WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT. GRADING TOLERANCES SHALL AVERAGE 0.1', BUT SHALL NOT BE CONSISTENTLY HIGH OR LOW.

B. GRADING TOLERANCES FOR THE REMAINDER OF THE SITE SHALL BE 0.15'.

12. THE OWNER SHALL PAY FOR ALL TESTING OF SOILS COMPACTION. ANY AREAS WHICH FAIL TO MEET THE ABOVE STANDARDS SHALL BE CORRECTED AND RE-TESTED BY THE OWNER'S TESTING AGENCY AT THE CONTRACTOR'S EXPENSE.
13. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL AS NEEDED IN COMPLIANCE WITH MnDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL (CURRENT VERSION) FOR CONSTRUCTION ADJACENT TO TRAVEL WAYS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE DEPTH OF EXISTING UTILITIES LISTED ON THIS PLAN PRIOR TO ORDERING OF ANY FITTINGS, STRUCTURES, CASTINGS, ETC. ENGINEER AND OWNER SHALL NOT BE RESPONSIBLE FOR ANY DISCREPANCIES FOUND AS DEPTHS ARE ESTIMATED.
15. CONTRACTOR TO COMPLY WITH ALL REGULATORY AGENCY PERMIT CONDITIONS FOR PERMITS OBTAINED BY THE OWNER AND FOR PERMITS OBTAINED BY THE GENERAL CONTRACTOR.
16. ALL WORK PERFORMED AND MATERIALS USED FOR CONSTRUCTION OF UTILITIES MUST CONFORM TO THE CITY OF ROSEMOUNT STANDARD SPECIFICATIONS AND DETAILS.

SANITARY AND WATER UTILITY NOTES:

1. ALL STATIONS FOR SANITARY SEWER SERVICES AS SHOWN ON THE PLANS ARE TO THE SANITARY SEWER SERVICE WYES WITH THE DOWNSTREAM MANHOLE BEING 0+00, UNLESS OTHERWISE NOTED.
2. ALL STATIONS FOR WATER SERVICES AS SHOWN ON THE PLANS ARE TO CORPORATIONS AT WATERMAIN IN THE STREET AND BASED ON CENTERLINE ROADWAY STATIONING.
3. ALL SANITARY SEWER SERVICE MATERIALS ARE 4" PVC SDR 26.
4. ALL WATER SERVICES ARE 1" (TYPE K) COPPER TUBING.
5. SANITARY AND WATER SERVICE PIPES MAY BE INSTALLED IN THE SAME TRENCH PARALLEL WITH 3.0 FEET HORIZONTAL SEPARATION, AND WATER SERVICE ON A BENCH A MINIMUM 18 INCHES ABOVE THE TOP OF SANITARY SEWER SERVICE.
6. SANITARY SERVICE ELEVATION IS INVERT IN PROXIMITY TO WATER SERVICE CURB STOP FOR EXISTING AND PROPOSED SERVICES. EXISTING SANITARY SERVICE ELEVATIONS.
7. CONTRACTOR TO ADJUST EXISTING WATER CURB STOP BOX ELEVATIONS TO GRADE.
8. CONTRACTOR TO CONFIRM NEW/PROPOSED SANITARY SEWER SERVICE LINES ARE INSTALLED AT 2.00% GRADE MINIMUM OR GREATER, UNLESS OTHERWISE NOTED.
9. ALL NEW/PROPOSED CURB BOXES ARE LOCATED AT A LOCATION 10' PAST PROPERTY LINE UNLESS NOTED OTHERWISE ON PLAN.
10. CONTRACTOR TO CONFIRM MINIMUM SEPARATION OF 18" BETWEEN ALL STORM SEWER, SANITARY SEWER, AND WATERMAIN. PROVIDE INSULATION AT ALL SEPARATIONS LESS THAN 2.0 FT, EXCLUDE INSULATION AT ALL SEPARATIONS 2.0 FT OR GREATER.
11. ALL STRUCTURE INVERTS ARE REFERENCED TO DIRECTION. EXAMPLE: IE(W)=WEST INVERT ELEVATION.
12. ALL MANHOLE RIMS IN PAVED AREAS SHALL BE DEPRESSED 0.05 FEET LOWER THAN FINISHED PAVEMENT GRADE
13. ALL WATERMAIN DIP FITTINGS, VALVE BOXES, AND HYDRANTS ARE WRAPPED IN POLYETHYLENE ENCASEMENT MATERIAL.
14. PVC PIPE CROSSING OVER WATERMAIN PIPE SHALL BE ASTM D 1785, ASTM D 2241, OR AWWA C900.
15. ALL WATERMAIN DIP MATERIALS AND STEEL MATERIALS ARE TO BE AMERICAN MADE.
16. TRACER WIRE IS TO BE INSTALLED ALONG ALL WATERMAIN PER CITY STANDARDS.
17. ALL CONSTRUCTION SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS AND DETAILS.
18. WATERMAIN AND SERVICE LINE INSTALLATION TO COMPLY WITH THE REQUIREMENTS OF SECTION 2611 OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2018 SPECIFICATIONS OR CURRENT EDITION.
19. ALL SANITARY SEWER SERVICE INVERTS ARE AT END OF PIPE AS SHOWN ON PLAN.
20. INSULATION TO BE PROVIDED FOR ALL SANITARY SEWER MAIN AND SERIVCES WITH 6.0 FT DEPTH OF COVER OR LESS.

LEGEND:

- 908 — Existing Contours
- Existing Storm Sewer
- x 908.2 — Existing Spot Elevation
- Existing Storm Sewer
- Existing Sanitary Sewer
- Existing Watermain Sewer
- Existing Underground Telephone
- Existing Underground Electric
- Existing Tree Line
- Existing R/W Line
- Existing Easement
- Existing Boundary Line
- Existing Catch Basin
- Existing Manhole
- Existing Hydrant
- Existing Flared end Section
- Proposed Street R/W
- Proposed Lot Line
- Proposed Setback
- Proposed Easement
- Proposed Sanitary Sewer
- Proposed Water Main
- Proposed Storm Sewer

0 50 100 150
GRAPHIC SCALE IN FEET

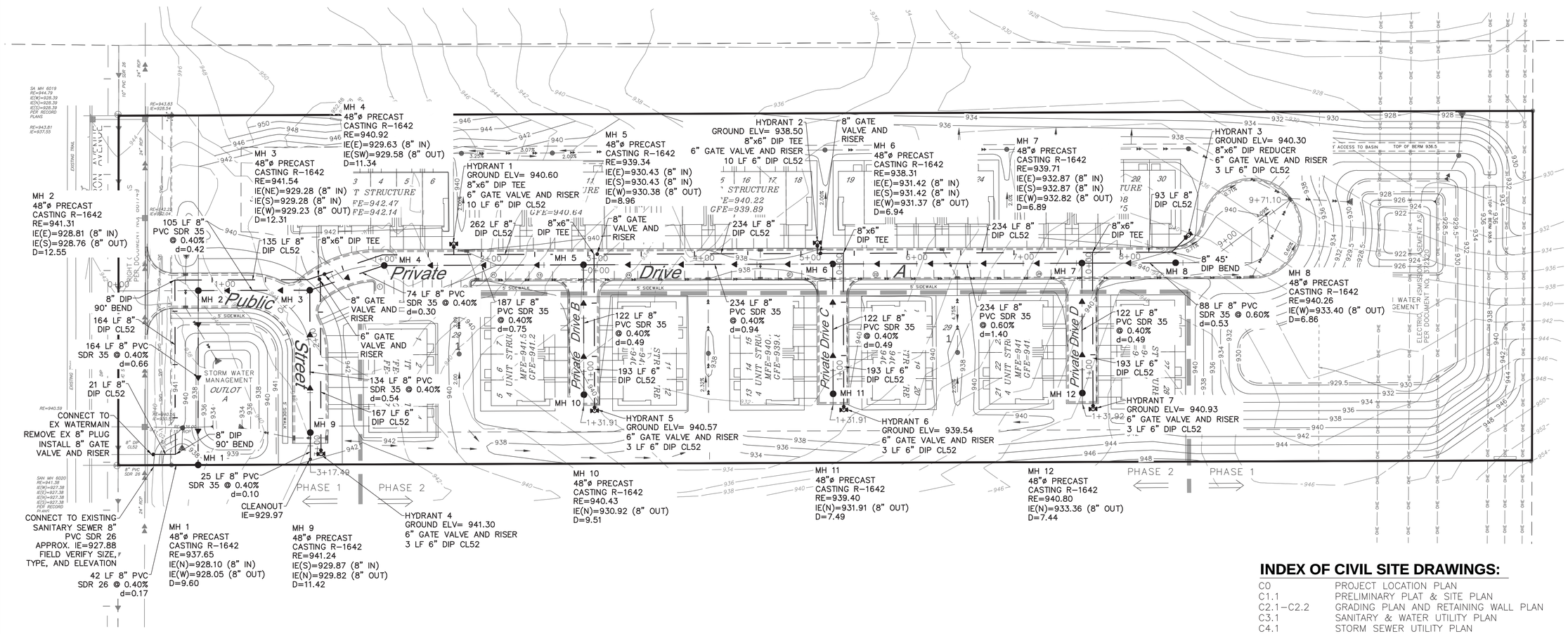
SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059



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OWNER/DEVELOPER:

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PRELIMINARY PLANS FOR
AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

SANITARY & WATER UTILITY PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
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REVISIONS
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DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

FILE NO. 00951

C3.1
Sanitary & Water Utility Plan

GENERAL UTILITY NOTES

1. SPECIFICATIONS APPLICABLE FOR THIS PROJECT: CURRENT STANDARD SPECIFICATIONS FOR THE CITY OF ROSEMOUNT AND THE LATEST VERSION OF THE STANDARD UTILITY SPECIFICATIONS BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
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11. THE CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER TO FACILITATE CERTIFICATION OF ALL CONTROLLED FILLS IN A TIMELY MANNER. DENSITY TESTS SHALL MEET THE FOLLOWING:
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    B. GRADING TOLERANCES FOR THE REMAINDER OF THE SITE SHALL BE 0.15'.
12. THE OWNER SHALL PAY FOR ALL TESTING OF SOILS COMPACTION. ANY AREAS WHICH FAIL TO MEET THE ABOVE STANDARDS SHALL BE CORRECTED AND RE-TESTED BY THE OWNER'S TESTING AGENCY AT THE CONTRACTOR'S EXPENSE.
13. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL AS NEEDED IN COMPLIANCE WITH MnDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL (CURRENT VERSION) FOR CONSTRUCTION ADJACENT TO TRAVEL WAYS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE DEPTH OF EXISTING UTILITIES LISTED ON THIS PLAN PRIOR TO ORDERING OF ANY FITTINGS, STRUCTURES, CASTINGS, ETC. ENGINEER AND OWNER SHALL NOT BE RESPONSIBLE FOR ANY DISCREPANCIES FOUND AS DEPTHS ARE ESTIMATED.
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16. ALL WORK PERFORMED AND MATERIALS USED FOR CONSTRUCTION OF UTILITIES MUST CONFORM TO THE CITY OF ROSEMOUNT STANDARD SPECIFICATIONS AND DETAILS.

STORM SEWER UTILITY NOTES:

1. ALL MANHOLE CASTINGS IN PAVEMENT SHALL BE SUMPED 0.05'. ALL CATCHBASIN CASTINGS IN CURB SHALL BE SUMPED 0.17'. RIM ELEVATIONS SHOWN ON PLAN REFLECT SUMPED ELEVATIONS.
2. CASTINGS SHALL BE NEENAH R-1733 FOR MANHOLES, R-3067 FOR CATCH BASINS, AND R-4342 FOR YARD INLET (OR EQUIVALENT).
3. ALL STORM SEWER IN LAWN AREAS SHALL BE HDPE DUAL WALL PIPE AND UNDERNEATH ROADWAY PAVEMENT AREAS SHALL BE CLASS 5 REINFORCED CONCRETE PIPE (RCP) WITH WATER TIGHT JOINTS UNLESS NOTED OTHERWISE.
4. ALL FLARED END SECTIONS SHALL BE FITTED WITH GALVANIZED TRASH GUARDS.

LEGEND:

- 908 — Existing Contours
- >> — Existing Storm Sewer
- × 908.2 — Existing Spot Elevation
- << — Existing Storm Sewer
- < — Existing Sanitary Sewer
- WM — Existing Watermain Sewer
- T — Existing Underground Telephone
- E — Existing Underground Electric
- Existing Tree Line
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0 50 100 150
GRAPHIC SCALE IN FEET

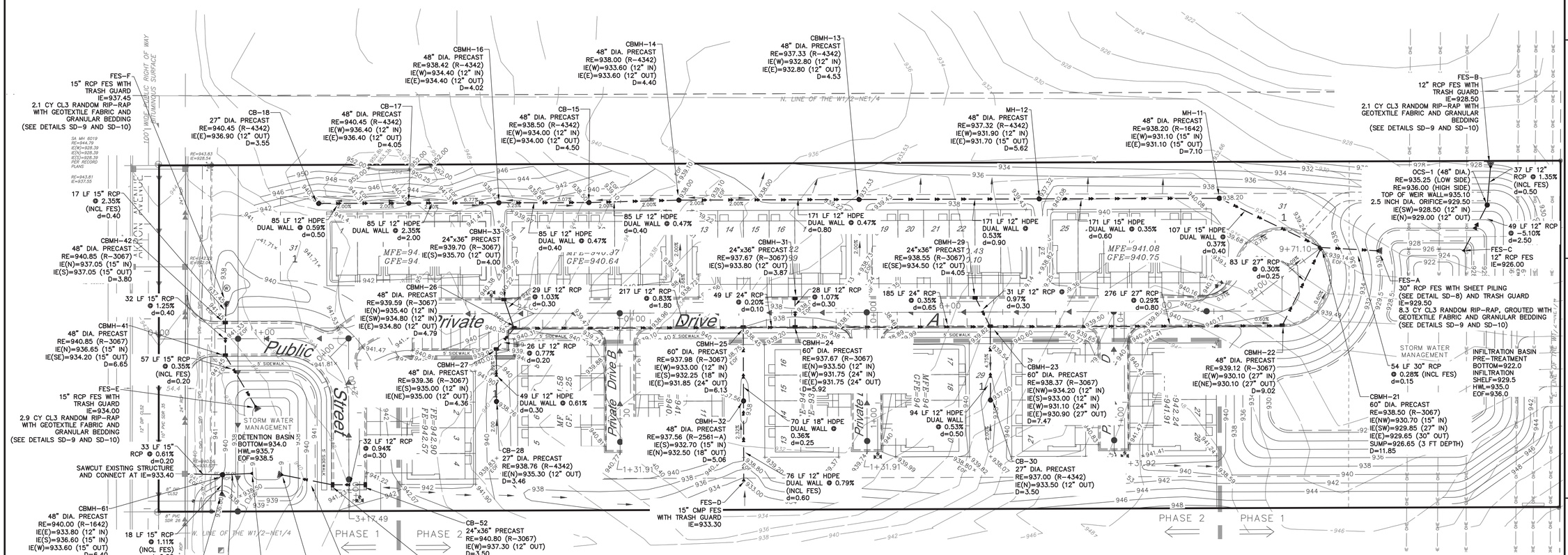
SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059


FES-F
15" RCP FES WITH TRASH GUARD IE=937.45
2.1 CY CL3 RANDOM RIP-RAP WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
CB-18
27" DIA. PRECAST RE=940.45 (R-4342) IE(E)=936.90 (12" OUT) D=3.55
CB-17
48" DIA. PRECAST RE=940.45 (R-4342) IE(W)=936.40 (12" IN) IE(E)=936.40 (12" OUT) D=4.05
CBMH-16
48" DIA. PRECAST RE=938.42 (R-4342) IE(W)=934.40 (12" IN) IE(E)=934.40 (12" OUT) D=4.02
CB-15
48" DIA. PRECAST RE=938.50 (R-4342) IE(W)=934.00 (12" IN) IE(E)=934.00 (12" OUT) D=4.50
CBMH-14
48" DIA. PRECAST RE=938.00 (R-4342) IE(W)=933.60 (12" IN) IE(E)=933.60 (12" OUT) D=4.40
CBMH-13
48" DIA. PRECAST RE=937.33 (R-4342) IE(W)=932.80 (12" IN) IE(E)=932.80 (12" OUT) D=4.53
MH-12
48" DIA. PRECAST RE=937.32 (R-4342) IE(W)=931.90 (12" IN) IE(E)=931.70 (15" OUT) D=5.62
MH-11
48" DIA. PRECAST RE=938.20 (R-1642) IE(W)=931.10 (15" IN) IE(E)=931.10 (15" OUT) D=7.10
FES-B
12" RCP FES WITH TRASH GUARD IE=928.50
2.1 CY CL3 RANDOM RIP-RAP WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
N. LINE OF THE W1/2-NE1/4
W. LINE OF THE W1/2-NE1/4
Public Street A
Private Drive B
Private Drive D
Private Drive P
PHASE 1
PHASE 2
STORM WATER MANAGEMENT
DETENTION BASIN BOTTOM=934.0 HWL=935.7 EOF=938.5
INFILTRATION BASIN PRE-TREATMENT BOTTOM=922.0 INFILTRATION SHELF=929.5 HWL=935.0 EOF=936.0
CBMH-61
48" DIA. PRECAST RE=940.00 (R-1642) IE(E)=933.80 (12" IN) IE(S)=936.60 (15" IN) IE(W)=933.60 (15" OUT) D=6.40
18 LF 15" RCP @ 1.11% (INCL FES) d=0.20
FES-I
15" RCP FES WITH TRASH GUARD IE=936.80
2.1 CY CL3 RANDOM RIP-RAP WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
28 LF 12" RCP @ 0.71% (INCL FES) d=0.20
FES-H
12" RCP FES WITH TRASH GUARD IE=934.00
FES-G
15" RCP FES WITH TRASH GUARD IE=934.00
2.9 CY CL3 RANDOM RIP-RAP WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
49 LF 15" RCP @ 0.41% (INCL FES) d=0.20
CB-52
24"x36" PRECAST RE=940.80 (R-3067) IE(W)=937.30 (12" OUT) D=3.50
CBMH-51
48" DIA. PRECAST RE=940.80 (R-3067) IE(E)=937.00 (12" IN) IE(W)=934.20 (15" OUT) D=6.60
FES-D
15" CMP FES WITH TRASH GUARD IE=933.30
CB-28
27" DIA. PRECAST RE=938.76 (R-4342) IE(N)=935.30 (12" OUT) D=3.46
CB-30
27" DIA. PRECAST RE=937.00 (R-4342) IE(N)=933.50 (12" OUT) D=3.50
CBMH-22
48" DIA. PRECAST RE=939.12 (R-3067) IE(W)=930.10 (27" IN) IE(NE)=930.10 (27" OUT) D=9.02
CBMH-21
60" DIA. PRECAST RE=938.50 (R-3067) IE(NW)=930.70 (15" IN) IE(SW)=929.85 (27" IN) IE(E)=929.65 (30" OUT) SUMP=926.65 (3 FT DEPTH) D=11.85
FES-A
30" RCP FES WITH SHEET PILING (SEE DETAIL SD-8) AND TRASH GUARD IE=929.50
8.3 CY CL3 RANDOM RIP-RAP, GROUTED WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
FES-C
12" RCP FES IE=926.00
OCS-1 (48" DIA.)
RE=935.25 (LOW SIDE) RE=936.00 (HIGH SIDE) TOP OF WEIR WALL=935.10 2.5 INCH DIA. ORIFICE=929.50 IE(SW)=928.50 (12" IN) IE(N)=929.00 (12" OUT)
37 LF 12" RCP @ 1.35% (INCL FES) d=0.50
49 LF 12" RCP @ -5.10% d=2.50
CBMH-42
48" DIA. PRECAST RE=940.85 (R-3067) IE(N)=937.05 (15" IN) IE(S)=937.05 (15" OUT) D=3.80
32 LF 15" RCP @ 1.25% d=0.40
CBMH-41
48" DIA. PRECAST RE=940.85 (R-3067) IE(N)=936.65 (15" IN) IE(SE)=934.20 (15" OUT) D=6.65
57 LF 15" RCP @ 0.35% (INCL FES) d=0.20
FES-E
15" RCP FES WITH TRASH GUARD IE=934.00
2.9 CY CL3 RANDOM RIP-RAP WITH GEOTEXTILE FABRIC AND GRANULAR BEDDING (SEE DETAILS SD-9 AND SD-10)
33 LF 15" RCP @ 0.61% d=0.20
SAWCUT EXISTING STRUCTURE AND CONNECT AT IE=933.40
17 LF 15" RCP @ 2.35% (INCL FES) d=0.40
85 LF 12" HDPE DUAL WALL @ 0.59% d=0.50
85 LF 12" HDPE DUAL WALL @ 2.35% d=2.00
CBMH-33
24"x36" PRECAST RE=939.70 (R-3067) IE(S)=935.70 (12" OUT) D=4.00
85 LF 12" HDPE DUAL WALL @ 0.47% d=0.40
85 LF 12" HDPE DUAL WALL @ 0.47% d=0.40
171 LF 12" HDPE DUAL WALL @ 0.47% d=0.80
171 LF 12" HDPE DUAL WALL @ 0.53% d=0.90
171 LF 15" HDPE DUAL WALL @ 0.35% d=0.60
107 LF 15" HDPE DUAL WALL @ 0.37% d=0.40
83 LF 27" RCP @ 0.30% d=0.25
CBMH-31
24"x36" PRECAST RE=937.67 (R-3067) IE(S)=933.80 (12" OUT) D=3.87
CBMH-29
24"x36" PRECAST RE=938.55 (R-3067) IE(SE)=934.50 (12" OUT) D=4.05
MFE=941.08 GFE=940.75
MFE=94. GFE=94.
MFE=940.37 GFE=940.64
CBMH-26
48" DIA. PRECAST RE=939.59 (R-3067) IE(N)=935.40 (12" IN) IE(SW)=934.80 (12" IN) IE(E)=934.80 (12" OUT) D=4.79
29 LF 12" RCP @ 1.03% d=0.30
217 LF 12" RCP @ 0.83% d=1.80
49 LF 24" RCP @ 0.20% d=0.10
28 LF 12" RCP @ 1.07% d=0.30
185 LF 24" RCP @ 0.35% d=0.65
31 LF 12" RCP @ 0.97% d=0.30
276 LF 27" RCP @ 0.29% d=0.80
CBMH-27
48" DIA. PRECAST RE=939.36 (R-3067) IE(S)=935.00 (12" IN) IE(NE)=935.00 (12" OUT) D=4.36
26 LF 12" RCP @ 0.77% d=0.20
49 LF 12" HDPE DUAL WALL @ 0.61% d=0.30
CBMH-25
60" DIA. PRECAST RE=937.98 (R-3067) IE(W)=933.00 (12" IN) IE(S)=932.25 (18" IN) IE(E)=931.85 (24" OUT) D=6.13
CBMH-24
60" DIA. PRECAST RE=937.67 (R-3067) IE(N)=933.50 (12" IN) IE(W)=931.75 (24" IN) IE(E)=931.75 (24" OUT) D=5.92
CBMH-23
60" DIA. PRECAST RE=938.37 (R-3067) IE(NW)=934.20 (12" IN) IE(W)=931.10 (24" IN) IE(E)=930.90 (27" OUT) D=7.47
CBMH-32
48" DIA. PRECAST RE=937.56 (R-2561-A) IE(S)=932.70 (15" IN) IE(N)=932.50 (18" OUT) D=5.06
32 LF 12" RCP @ 0.94% d=0.30
70 LF 18" HDPE DUAL WALL @ 0.36% d=0.25
94 LF 12" HDPE DUAL WALL @ 0.53% d=0.50
76 LF 12" HDPE DUAL WALL @ 0.79% (INCL FES) d=0.60
54 LF 30" RCP @ 0.28% (INCL FES) d=0.15
3+17.49
1+31.91
9+71.10
54.4
MFE=94.
GFE=94.
FE=942.90
FE=942.57
FE=941.91
FE=942.24
FE=941.24
MFE=940.37
GFE=940.64
MFE=941.08
GFE=940.75
MFE=941.91
GFE=941.24
MFE=941.24
GFE=941.24
MFE=941.24
GFE=941.24
MFE=941.24

SWPPP NARRATIVE

This residential site project construction will consist of site clearing, grading, utilities, and streets. Construction is planned for 2025–2027.

First, perimeter silt fence and rock construction entrance shall be installed. Then site work shall commence. The contractor shall dispose all debris off-site within 24 hours. Then the site can be graded, utilities installed, including gas, electric, and communication utilities, buildings constructed, curbing and pavements installed, final grade tolerance, and landscape final stabilization. Once final grade is established and certified, the site shall be stabilized with seed and mulch or sod. Once vegetation is established, temporary erosion control measures shall be removed.

POLLUTION PREVENTION NOTES

Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction debris and other wastes must be disposed of properly off-site and must comply with MPCA requirements.

Hazardous materials: oils, gasoline, paint, and any hazardous substance must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal must be in compliance with MPCA regulations.

External washing of trucks or other construction vehicles is not allowed on site. No engine degreasing is allowed on site. No concrete washouts are allowed on site.

Concrete truck washout is not to be allowed on site unless washout waste is contained with no discharge to ground surface or site drainage facilities. Containment systems are to be located a minimum 50 feet away from drainage facilities and watercourses. Containment systems shall have an impermeable liner. Containment system shall be clearly marked with signage.

All sanitary waste must be collected from portable toilet units on site by a licensed waste management contractor. The units must be secured and shall be maintained on a regular basis as needed to prevent overfilling.

LOCATION OF SWPPP REQUIREMENTS IN PLANS

DESCRIPTION	LOCATION
STANDARD BMP DETAILS	DETAILS ON SHEET C8.1–8.4
STORMWATER CALCULATIONS	STORM SEWER REPORT
SITE MAP	STORM SEWER REPORT
DRAINAGE ROUTING	GRADING PLAN SHEET C2.1
SOILS DATA	GEOTECHNICAL REPORT

DESIGN CALCULATIONS

Design calculations, including soil types are on file with: Civil Engineering Site Design

SWPPP Designer: Scott Dahlke (Expires 2025)

EROSION CONTROL NOTES

1. All devices necessary to control erosion and sediment (I.E. perimeter silt fence, rock construction entrances, swales, ponds, berms, ETC.) shall be installed prior to any other construction operations.
2. After completion of final grading, exposed soils must be permanently stabilized within 7 days. Stabilization shall consist of disc–anchored seed & mulch, HECP with fiber reinforced matrix, erosion blanket with seed, or sod.
3. The site must be kept in a well drained condition at all times. The contractor shall be responsible for temporary ditches, or other means necessary to ensure proper drainage. The building pad must be provided with a positive outflow. This work shall be incidental to the grading contract.
4. Entering/exiting of the site shall occur only at rock construction entrance to reduce tracking of dirt onto paved streets. Sediment tracked onto streets during working hours must be reclaimed via street scraping and sweeping at the end of each working day.
5. Stormwater discharge pipe outlet energy dissipation shall be provided by rip–rap with size, quantity, and placement in accordance with City standards. Rip–rap installation shall be within 24 hours of pipe installation.
6. Install silt fence around all temporary inactive stockpiles which are not place within existing silt fence area or other perimeter erosion controls.
7. Stabilization of temporary or permanent drainage ditches that drain water from the construction site must be initiated within 24 hours of connecting the drainage ditch to any storm water conveyance system and must be completed using erosion blanket.
8. Sufficient personnel, equipment, and materials shall be mobilized within 24 hours of written order (ie. email) by the owner or owners representative to conduct corrective work and install temporary erosion control work in the case of an emergency.

VEGETATION GROUND COVER SCHEDULE

1. Stabilization of all exposed soil areas must be initiated immediately but in no case completed later than seven (7) days after the construction activity in that portion of the site has temporarily or permanently ceased. Seeding and mulching shall conform to the latest NPDES requirements for installation schedule with regards to grading.
2. Permanent turf ground cover shall include all disturbed areas be covered with a minimum 6" topsoil. Turf seed to be MnDOT mix 25–141 applied at 59 lbs/ac with MnDOT Type 3 mulch to be applied at 2 tons/ac and disc anchored in areas not covered by sod or erosion blanket. Seeding and mulching shall conform to the latest NPDES requirements for installation schedule with regards to grading.
3. Temporary ground cover to be MnDOT seed mix 22–111 shall be applied at 31 lbs/ac, or equivalent as approved by City. MnDOT Type 1 mulch shall be applied at 2 tons/ac and disc anchored in areas not covered by sod or erosion blanket.
4. Fertilizer for turf shall be MnDOT Type 3 22–5–10 and applied at 350 lb/ac. Disc fertilizer into top 3" of soil. Fertilizer. Specification reference is MnDOT 2574.
5. Dormant seed mix shall be used after November 1 or when temperatures do not exceed 40° F, using same rates specified above. No seed shall be placed on snow or ice greater than 2" in depth.
6. Any seeded areas that do not become established with vegetation shall be re–seeded at Contractor's expense.
7. Erosion blanket shall be installed in seed areas with ground surface slopes of 4H:1V or steeper.

EROSION CONTROL INSTALLATION SCHEDULE

1. Silt fence shall be installed or restored prior to any construction. Silt fence shall be located as shown to intercept runoff. The area located beyond the perimeter silt fence shall not be disturbed during construction.
2. Rock Construction Entrance shall be installed prior to grading operations.
3. All storm sewer inlets shall have inlet protection inserts installed. Inserts shall be "Road rain–Top Slab" or "Road Drain–Curb & Gutter" inlet protection devices as manufactured by WIMCO (or approved equal) and installed per manufacture's recommendations.
4. All erosion control installations shall remain in place and be maintained in good condition by the contractor until the site has been re–vegetated, at which time it shall be removed by the contractor. For proposed paved surface areas, the contractor may remove necessary silt fencing to construct roadway, while maintaining adequate erosion control in adjacent areas.
5. Sufficient topsoil shall be stockpiled to allow for the replacement of 6" topsoil for disturbed areas to be re–vegetated.
6. The contractor shall schedule site grading, utility installation and roadway construction so that the general site can be mulched and re–seeded soon after disturbance. Areas that will not be subject to construction traffic for 14 days shall be seeded and mulched or sodded within 7 days of final grading.

EROSION CONTROL MAINTENANCE SCHEDULE

1. Erosion control measures shall be inspected by the contractor's representative and maintained by the contractor every Friday and within 24 hours after any rainfall event larger than 1/2" until the project is completed. Maintenance requirements are as follows: silt fence – 1/3 height of fence or damaged, remove sediment and/or repair fence within 24 hours; rock entrance – refresh as necessary to conform to detail; inlet protection inserts – remove sediment after each rain event, clean or replace filter when clogged; surface water – drain and stabilize, within 7 days of discovery; and street sweeping – remove all sediment tracked onto paved surfaces within 24 hours or as directed by City Engineer.
2. Replacement – Fabric shall be replaced promptly when it decomposes or becomes ineffective before the barrier is no longer necessary.
3. Any sediment remaining in place after silt fence is no longer required shall be dressed to conform with the existing grade, prepared, and seeded with appropriate seed mix, as directed by the engineer.
4. Removal of the silt fence– Silt fences shall be removed when they have served their useful purpose, but not before the upward sloping area has been permanently stabilized.

RESPONSIBLE PARTY

Contact information for the responsible party for erosion control is:

Owner: Jason Palmby
PO BOX 302
Excelsior, MN 55331
612–220–6641

Contractor: To be Determined

Manager: To be Determined

EXISTING LEGAL DESCRIPTION

THE SOUTH 328.09 FEET OF THE NORTH 394.09 FEET OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 115, RANGE 19, ACCORDING TO THE GOVERNMENT SURVEY THEREOF, DAKOTA COUNTY, MINNESOTA.

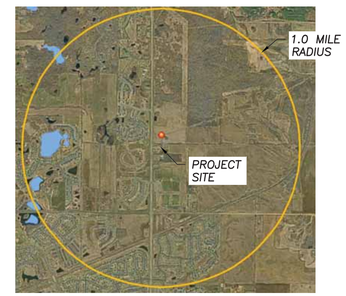
SITE DATA

EXISTING PARCEL AREA =	435,546 SF =	10.00 AC
EXISTING ROAD R/W =	16,411 SF =	0.38 AC
NET DEVELOPMENT AREA =	419,135 SF =	9.62 AC

EXISTING TOTAL IMPERVIOUS AREA:	24,621 SF (0.56 AC)
PROPOSED TOTAL IMPERVIOUS AREA:	155,312 SF (3.56 AC)
NET ADDITIONAL IMPERVIOUS AREA:	130,691 SF (3.00 AC)
PERCENT TOTAL IMPERVIOUS AREA: (155,312 SF / 419,135 SF)	37.0%

EROSION CONTROL QUANTITIES:

ITEM:	QUANTITY	UNIT
ROCK ENTRANCE	1	EA
SILT FENCE	2,526	LF
8" DIA BIO ROLL	824	LF
INLET PROTECTION	28	EA
EROSION BLANKET CAT. 20	7,834	SY



IMPAIRED WATER WITHIN 1 MILE RADIUS OF PROJECT: NONE

0 50 100 150
GRAPHIC SCALE IN FEET

LEGEND:

- 908 — Existing Contours
- Existing Storm Sewer
- 908 — Proposed Contours
- Proposed Storm Sewer
- Proposed Silt Fence
- Proposed Fiber Logs
- Proposed Storm Sewer Inlet Protection
- 1.9% — Flow Direction
- Proposed Erosion Blanket Cat. 20

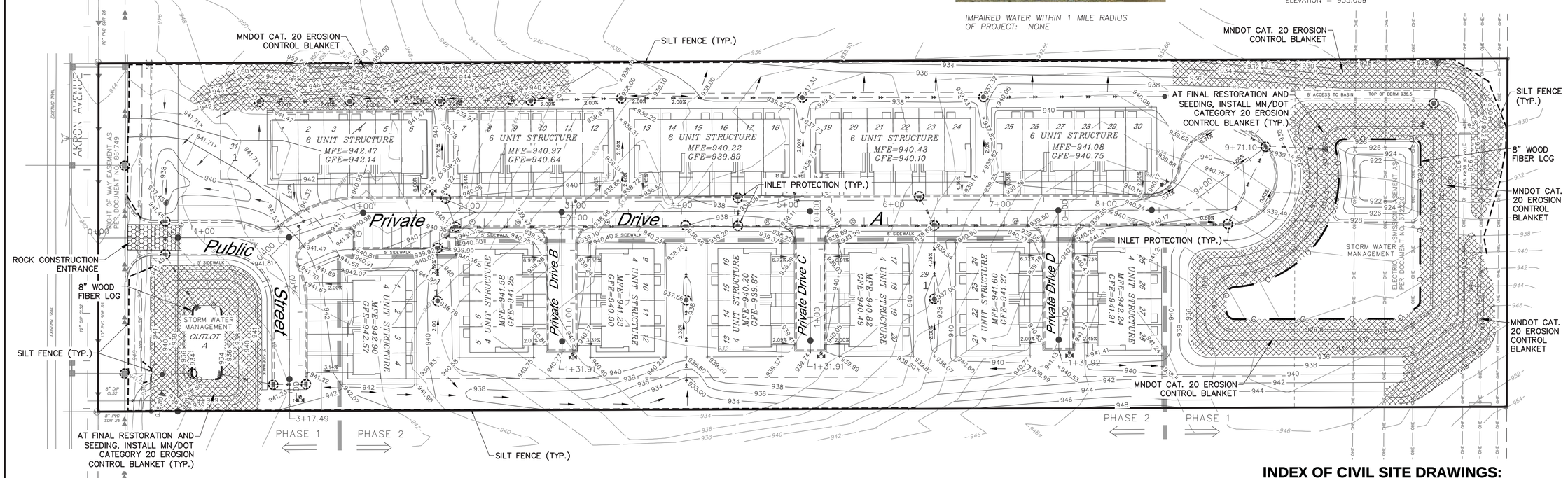
SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059



INDEX OF CIVIL SITE DRAWINGS:

C0	PROJECT LOCATION PLAN
C1.1	PRELIMINARY PLAT & SITE PLAN
C2.1–C2.2	GRADING PLAN AND RETAINING WALL PLAN
C3.1	SANITARY & WATER UTILITY PLAN
C4.1	STORM SEWER UTILITY PLAN
C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1–7.2	PROFILES
C8.1–C8.4	DETAILS

OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR
AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

STORM WATER POLLUTION PREVENTION PLAN

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
PO Box 466
Monticello, MN 55362
Phone: 763–314–0929
www.civilesd.com

REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/27/24 UPDATE SITE LAYOUT WITH 4–UNIT BUILDINGS.
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 X 34)

DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

FILE NO. 00951

C5.1

Storm Water Pollution Prevention Plan

DEMOLITION NOTES

1. Install perimeter sediment controls as soon as possible during clear and grub operations. See Erosion Control Plan.
2. Provide air quality control measures at the request of the Engineer or City Representatives. Take necessary measures to keep dust levels to a minimum. Provide sweeping of adjacent paving as needed, or as required by the City Engineer.
3. Locate and protect all utility lines prior to and during demolition. Utility locations shown are based on best available information and are not guaranteed. Contact private utility service for disconnection and removal.
4. Remove or relocate all existing site features that interfere with the proposed construction.
5. Protect existing site features that are to remain during construction. Replace anything damaged with new construction.
6. Pavement shall be saw cut at limits of removal unless noted otherwise. Do not impede existing traffic circulation to adjacent businesses or streets.
7. Sufficient topsoil shall be stockpiled to allow for the replacement of 6" of topsoil in disturbed areas to be re-vegetated.
8. All construction and post-construction parking shall be on-site. At no time shall parking, loading, or unloading be allowed on public streets.
9. Storage of materials or equipment shall not be allowed within public Right-of-Way and shall be maintained on site within project boundaries.

SURVEY DATA

SURVEY INFORMATION PROVIDED BY:

NORTHWESTERN SURVEYING AND ENGINEERING INC.
20980 ROGERS DRIVE SUITE 500
ROGERS, MN 55374

DATED: 07/12/2024

BENCHMARK:
MNDOT 1906 N 5
NGVD88
ELEVATION = 933.059

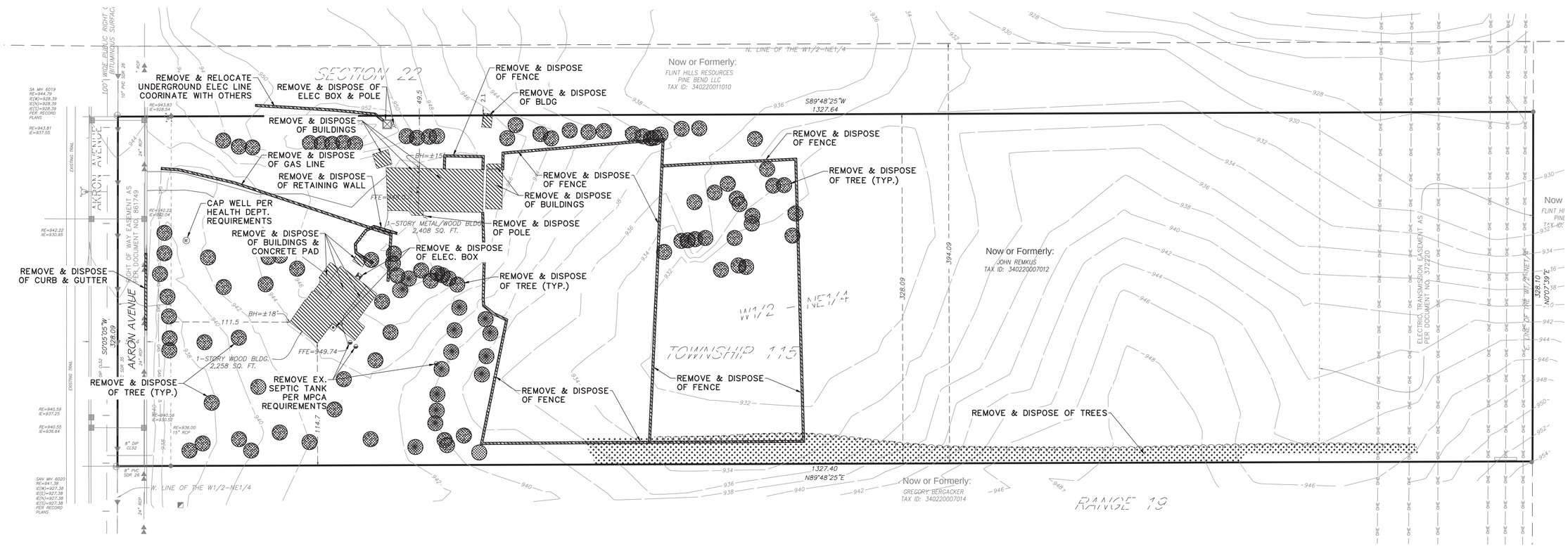
EXISTING LEGAL DESCRIPTION

THE SOUTH 328.09 FEET OF THE NORTH 394.09 FEET OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 115, RANGE 19, ACCORDING TO THE GOVERNMENT SURVEY THEREOF, DAKOTA COUNTY, MINNESOTA.

LEGEND:

- Existing Contours
- Existing Sanitary Sewer
- Existing Water Main
- Existing Storm Sewer
- Existing Trees
- Existing Bndy Line
- Proposed Demolition & Removal Area
- Proposed Tree Removal Area

0 50 100 150
GRAPHIC SCALE IN FEET



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OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR

AKRON RIDGE
Residential Development Project

13040 Akron Avenue
Rosemount, Minnesota 55068

EXISTING CONDITION & REMOVAL PLAN

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

Date: 12/31/24 Reg. Reg. No. 24348

PREPARED BY:

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SITE DESIGN
118 East Broadway St.
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Monticello, Mn 55362
Phone: 763-314-0929
www.civilesd.com

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11/22/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

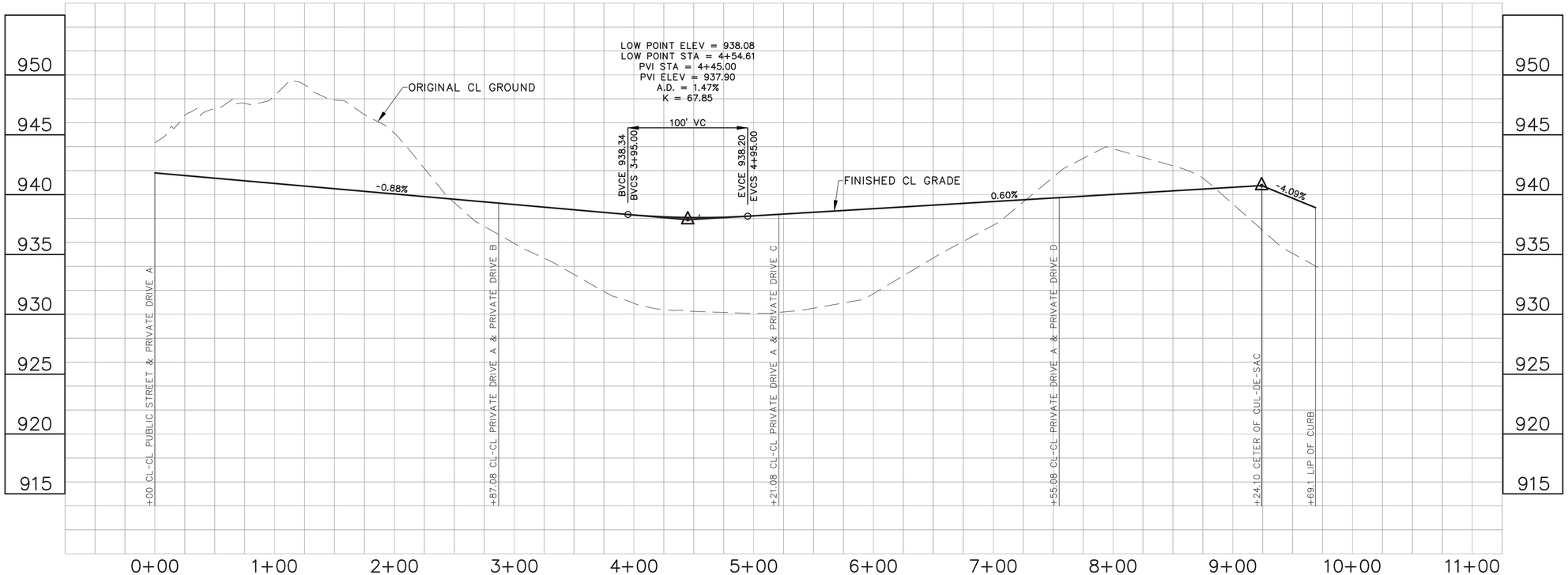
FILE NO. 00951

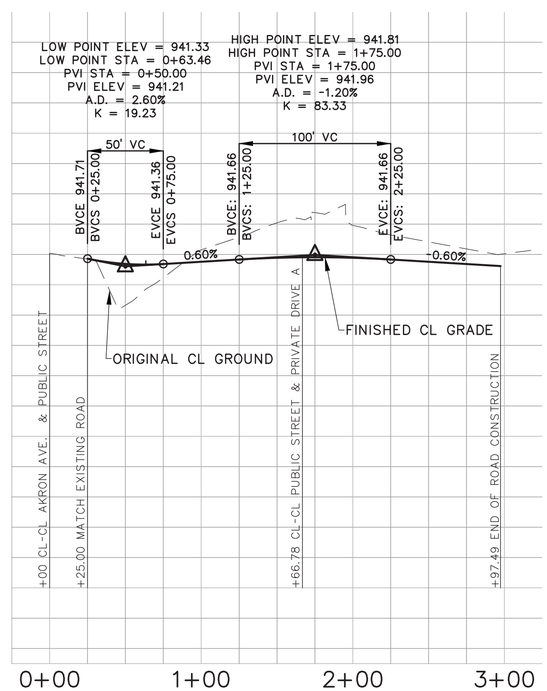
C6.1

Existing Conditions & Removal Plan

PRIVATE DRIVE A

HORIZ: 1"=50'
VERT: 1"=5'





PUBLIC STREET

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DATE 10/29/24	DRAWN BY SD	DESIGNED BY SD	CHECKED BY SD

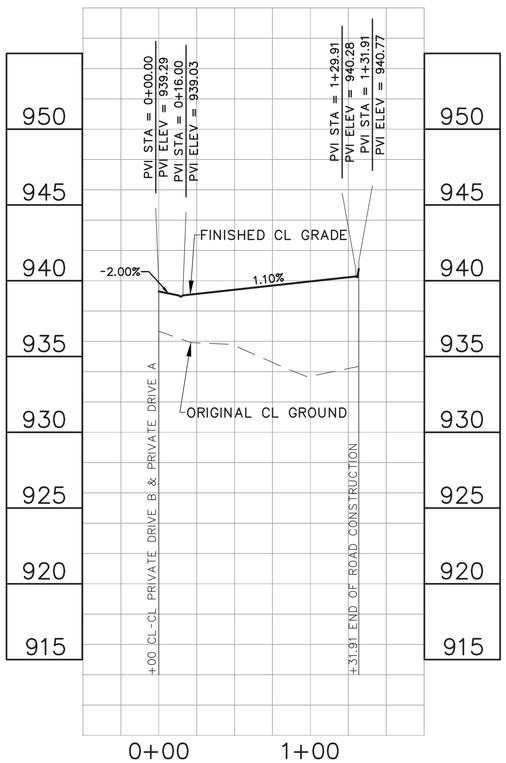
FILE NO. 00951

C7.1

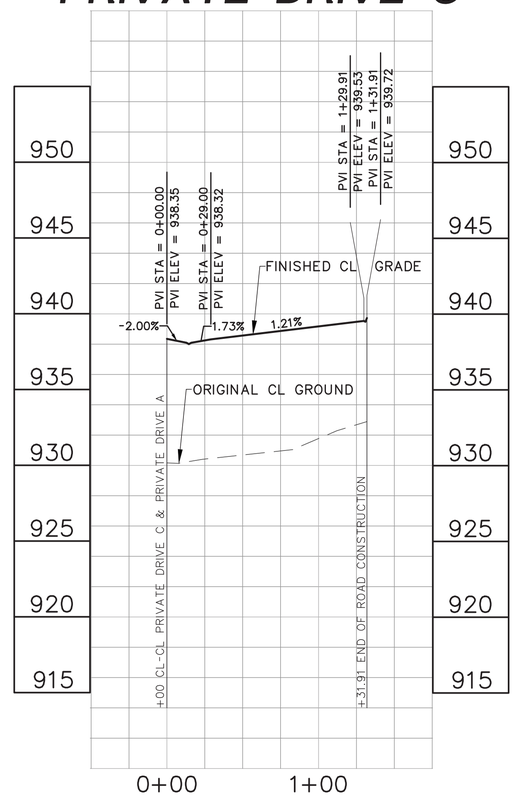
Profiles

HORIZ: 1"=50'
VERT: 1"=5'

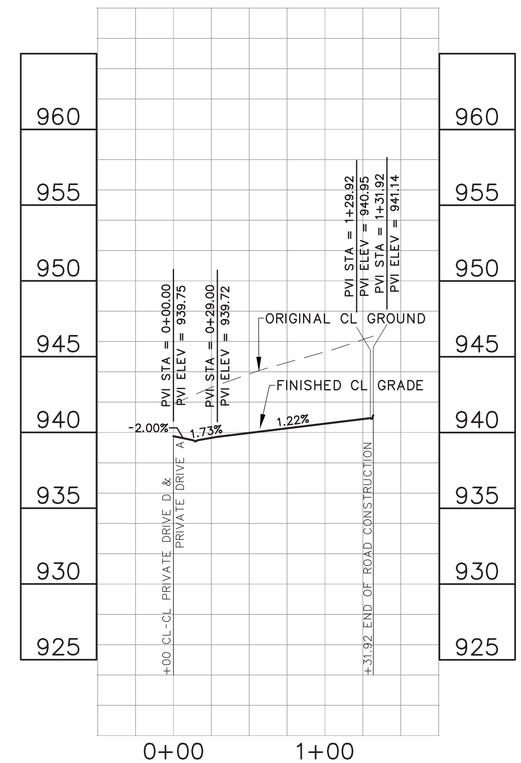
PRIVATE DRIVE B



PRIVATE DRIVE C



PRIVATE DRIVE D



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OWNER/DEVELOPER:

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Jason Palmby
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PRELIMINARY PLANS FOR
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13040 Akron Avenue
Rosemount, Minnesota 55068

PROFILES

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Date: 12/31/24 Reg. No. 24348

PREPARED BY:

CIVIL ENGINEERING
SITE DESIGN
118 East Broadway St.
PO Box 566
Monticello, MN 55362
Phone: 763-314-0929
www.civilsed.com

VERTICAL SCALE
1 inch = ____ feet

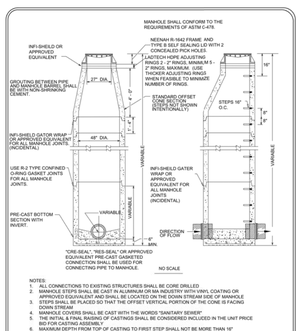
HORIZONTAL SCALE
1 inch = ____ feet
(FULL SIZE SHEET 22 x 34)

DATE 10/29/24
DRAWN BY SD
DESIGNED BY SD
CHECKED BY SD

FILE NO. 00951

C7.2

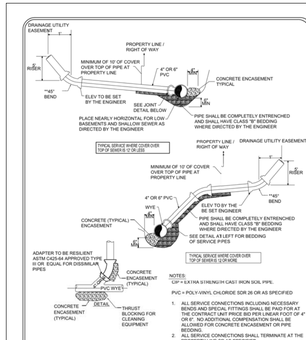
Profiles



NOTES:
1. ALL CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE DRILLED
2. MANHOLE STEPS SHALL BE CAST IN ALUMINUM OR MA INDUSTRY WITH VINYL COATING OR ENCAPSULATED IN ALUMINUM OR MA INDUSTRY WITH VINYL COATING ON THE SURFACE OF MANHOLE
3. STEPS SHALL BE PLACED SO THAT THE OFFSET VERTICAL PORTION OF THE CONE IS FACING DOWN STREAM
4. MANHOLE COVERS SHALL BE CAST WITH THE WORDS "SANITARY SEWER"
5. THE INITIAL & FINAL RAISING OF CASTINGS SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE FOR THE MANHOLE ASSEMBLY
6. MAXIMUM DEPTH FROM TOP OF CASTING TO FIRST STEP SHALL NOT BE MORE THAN 10'
7. STEPS SHALL ALIGN WITH THE OPENING TO PROVIDE ACCESS TO THE MANHOLES
8. ALL MANHOLES TO HAVE INFI-SHIELD OR ENGINEER APPROVED EQUIVALENT EXTERNAL MANHOLE CHIMNEY SEAL OR AS APPROVED BY ENGINEER.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

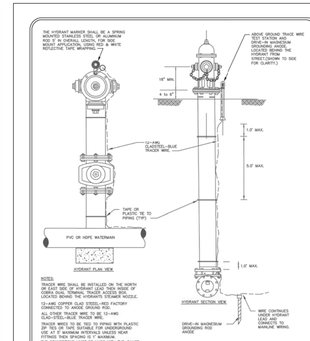
STANDARD MANHOLE FOR SANITARY SEWER	Special Details	
	Date 01-11-06 / Revised 02-08-23	SS-1



NOTES:
1/2" = 6.4 TIMA STRENGTH CAST IRON SOIL PIPE.
PVC = POLY-VINYL CHLORIDE SDR 26 OR AS SPECIFIED
1. ALL SERVICE CONNECTIONS INCLUDING NECESSARY BENDS AND SPECIAL FITTINGS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT OF 4" SERVICE PIPE. NO SEPARATE MEASUREMENT WILL BE ALLOWED FOR CONCRETE ENCASEMENT OR PIPE BEDDING.
2. ALL SERVICE CONNECTIONS SHALL TERMINATE AT THE PROPERTY LINE OR AS SPECIFIED.
3. SERVICE STUB SHALL BE PLUGGED AND MARKED WITH A 4"x4" TIMBER PROTUDING 2' OUT OF THE GROUND PAINTED GREEN.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

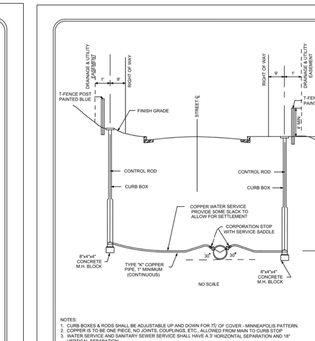
TYPICAL SERVICE CONNECTION FOR SANITARY SEWER	Special Details	
	Date 02-14-02 / Revised 02-01-23	SS-3



NOTES:
1. HYDRANT COATINGS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AFTER THE BASE COURSE OF BITUMINOUS IS INSTALLED. PRIME AND PAINT HYDRANTS PER AWWA AND MANUFACTURERS STANDARD.
2. ALL HYDRANT LEADS SHALL BE TIED WITH 3/4" STAINLESS STEEL TIE RODS. TIE ROD SHALL EXTEND FROM TEE TO VALVE AND VALVE TO HYDRANT. MEGA LUGS MAY BE USED IN LIEU OF TIE RODS.
3. ALL TIE RODS TO BE PAINTED WITH TWO COATS OF PAINT.
4. ALL RODS AND NUTS/WASHERS TO BE STAINLESS STEEL.
5. "YELLOW "OUT OF ORDER" TAG TO BE INSTALLED ON THE PUMPER CONNECTION AFTER BACKFILL.
6. THE INITIAL & FINAL RAISING OF VALVE BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT
2. TYPICAL HYDRANT SHALL BE PRIMED AND PAINTED "FIRE HYDRANT" RED PER AWWA AND MANUFACTURERS STANDARD.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

TYPICAL HYDRANT INSTALLATION	Special Details	
	Date 02-01-98 / Revised 02-01-23	W-1



NOTES:
TRACER WIRE SHALL BE INSTALLED ON THE NORTH OR EAST SIDE OF HYDRANT LEAD (NEN INSIDE OF PIPE) AS DIRECTED BY THE ENGINEER. TAPE LOCATED BEHIND THE HYDRANTS STEAMER NOZZLE.
12—AWG COPPER CLAD STEEL—RED FACTORY COATED TRACER WIRE (TYPICAL)
ALL STEEL TRACER WIRE TO BE 12—AWG CLAD—STEEL—BLUE TRACER WIRE.
TRACER WIRE'S TO BE TIED TO HYDRANT WITH PLASTIC TAPE. TAPE SHALL BE ELECTRICAL GROUNDING USE, AT 6" MAXIMUM INTERVALS UNLESS NEAR FITTINGS, THEN SPACING IS 2 FEET.
ALL WIRE CONNECTIONS TO BE MADE WITH GAUGE APPROPRIATE COPPERWELD IRONWELD LOCKING CONNECTORS OR APPROVED EQUAL.

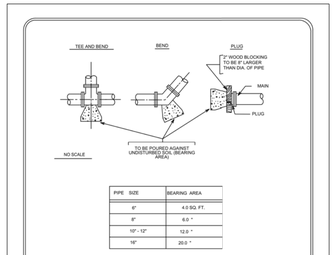
ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

HYDRANT TRACER WIRE DETAIL	Special Details	
	Date 02-01-23 / Revised 02-01-23	TW-6

NOTES:
1. CURB BOXES & RODS SHALL BE ADJUSTABLE UP AND DOWN FOR 7'0" OF COVER - MINNEAPOLIS PATTERN
2. COPPER IS TO BE ONE PIECE, NO JOINTS, COUPLINGS, ETC., ALLOWED FROM MAIN TO CURB STOP
3. ALL WATER SERVICE CROSSING SANITARY SEWER SERVICE SHALL HAVE A 7' HORIZONTAL SEPARATION AND 18" VERTICAL SEPARATION.
4. CURB BOXES LOCATED IN DRIVEWAYS OR PARKING LOTS SHALL BE COVERED WITH A FORD A-1 METER BOX COVER
5. STAMP CONCRETE CURB AT PERPENDICULAR LOCATION TO THE CURB STOP.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

TYPICAL WATER SERVICE	Special Details	
	Date 01-08-05 / Revised 02-01-23	W-4

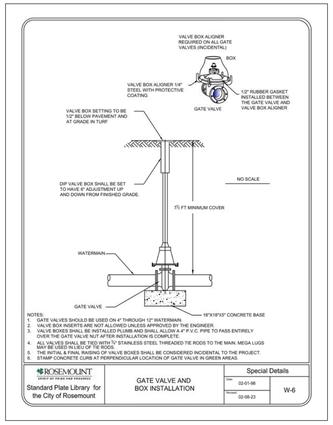


PIPE SIZE	BEARING AREA
6"	4.0 SQ. FT.
8"	6.0 "
10" - 12"	12.0 "
16"	20.0 "

NOTES:
1. THRUST BLOCKING TO BE USED FOR BENDS 22½° AND OVER
2. ALL WATER MAINS SHALL BE PRESSURE TESTED. WHERE PRESSURES ARE LESS THEN 150 PSI
3. ALL FITTINGS MUST HAVE MEGA-LUGS. TIE RODS INSTALLED WHERE NECESSARY TO RESTRAIN ALL JOINTS
4. POURED CONCRETE THRUST BLOCKING WILL BE REQUIRED ON ALL WATERMAIN PLUGS AND ON ALL FITTINGS FOR 12" DIAMETER PIPE AND LARGER

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

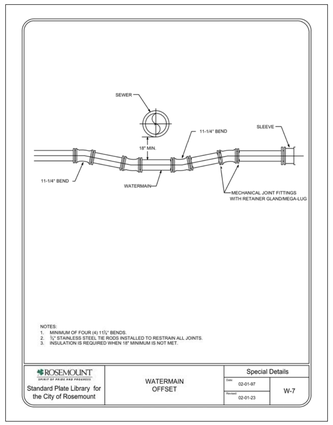
THRUST BLOCKING FOR WATERMAIN	Special Details	
	Date 01-01-95 / Revised 01-06-05	W-5



NOTES:
1. GATE VALVES SHOULD BE USED ON 4" THROUGH 12" WATERMAIN
2. VALVE BOX INSERTS ARE NOT ALLOWED UNLESS APPROVED BY THE ENGINEER
3. VALVE BOXES SHALL BE INSTALLED PLUMB AND SHALL ALLOW A 4" P.V.C. PIPE TO PASS ENTIRELY OVER THE GATE VALVE AT ANY INSTALLATION IS COMPLETE.
4. ALL VALVES SHALL BE TIED WITH 5" STAINLESS STEEL THREADED TIE RODS TO THE MAIN. MEGA LUGS MAY BE USED IN LIEU OF TIE RODS.
5. THE INITIAL & FINAL RAISING OF VALVE BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
6. STAMP CONCRETE CURB AT PERPENDICULAR LOCATION OF GATE VALVE IN GREEN AREAS.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

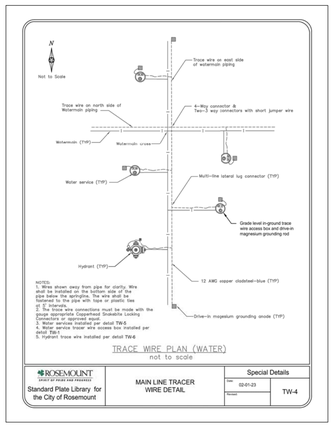
GATE VALVE AND BOX INSTALLATION	Special Details	
	Date 02-01-98 / Revised 02-08-23	W-6



NOTES:
1. MINIMUM OF FOUR (4) 11½° BENDS.
2. ½" STAINLESS STEEL TIE RODS INSTALLED TO RESTRAIN ALL JOINTS.
3. INSULATION IS REQUIRED WHEN 18" MINIMUM IS NOT MET.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

WATERMAIN OFFSET	Special Details	
	Date 02-01-97 / Revised 02-01-23	W-7

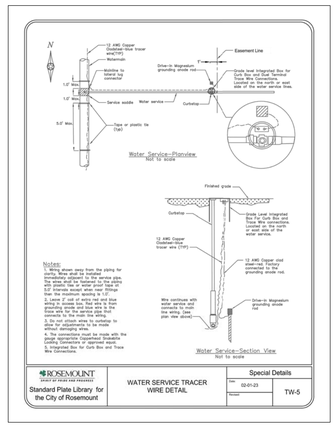


NOTES:
1. Wires shown away from pipe for clarity. Wire shall be installed on the top third of the pipe below the springline. The wire shall be fastened to the pipe with tape or plastic ties (typ).
2. The trace wire connections must be made with the gauge appropriate Copperhead Snakebite Locking Connectors or approved equal.
3. Water services installed per detail TW-5
4. Water service tracer wire access box installed per detail TW-5
5. Hydrant trace wire installed per detail TW-6

TRACE WIRE PLAN (WATER)
not to scale

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

MAIN LINE TRACER WIRE DETAIL	Special Details	
	Date 02-01-23 / Revised	TW-4

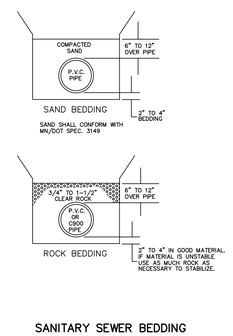


Notes:
1. Wires shown away from the piping for clarity. Wires shall be installed on the top third of the water pipe. The wire shall be fastened to the piping with plastic ties or water proof tape (or approved equivalent) at intervals not more than the minimum spacing in 1.0'.
2. Leave 2' coil of extra red and blue wire at the end of the line. Tape the red grounding anode and blue wire to the curbstop. Leave the blue wire to connects to the main line wiring.
3. Use a Copperhead Snakebite Locking Connector to connect the wiring without damaging wires.
4. The connections must be made with the gauge appropriate Copperhead Snakebite Locking Connectors or approved equal.
5. Integrated Box for Curb Box and Trace Wire Connections.

ROSEMOUNT — SHAPE OF RIVER FOR PRESENT
Standard Plate Library for the City of Rosemount

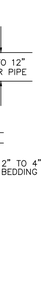
WATER SERVICE TRACER WIRE DETAIL	Special Details	
	Date 02-01-23 / Revised	TW-5

ALL SANITARY SEWER PIPE BEDDING MUST BE HAND COMPACTED FOR FIRST 6" TO 12" USING A "JUMPING JACK" COMPACTOR



SANITARY SEWER BEDDING

ALL WATERMAIN PIPE BEDDING MUST BE HAND COMPACTED FOR FIRST 6" TO 12" USING A "JUMPING JACK" COMPACTOR



WATERMAIN BEDDING

INDEX OF CIVIL SITE DRAWINGS:

C0	PROJECT LOCATION PLAN
C1.1	PRELIMINARY PLAT & SITE PLAN
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C3.1	SANITARY & WATER UTILITY PLAN
C4.1	STORM SEWER UTILITY PLAN
C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1–7.2	PROFILES
C8.1–C8.4	DETAILS

OWNER/DEVELOPER:
Magellan Land Development
PO Box 302
Excelsior, MN 55331
Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR
AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

DETAILS

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
P.O. Box 465
Montgomery, MN 56362
Phone: 763-314-0929
www.civilesd.com

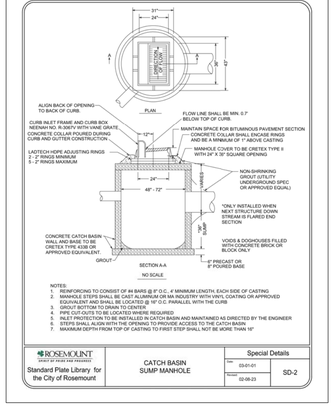
REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA
11/27/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

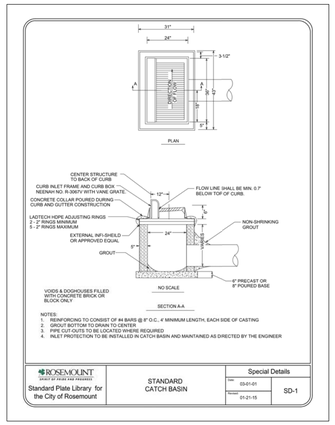
VERTICAL SCALE 1 inch = ____ feet
HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

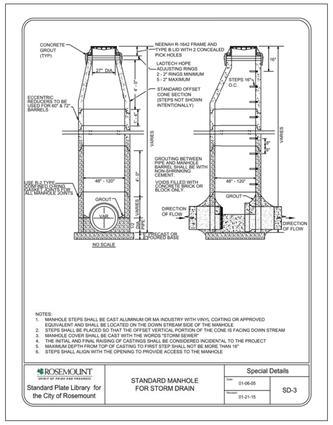
DATE 10/29/24	DRAWN BY SD	DESIGNED BY SD	CHECKED BY SD

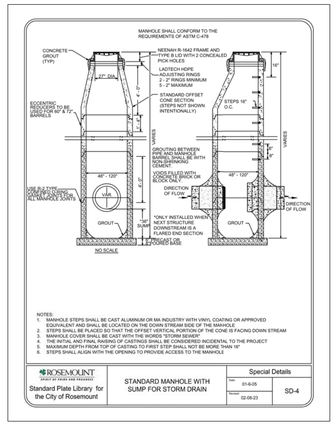
FILE NO. 00951

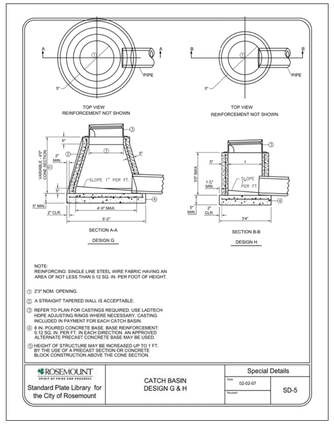
C8.1
Details

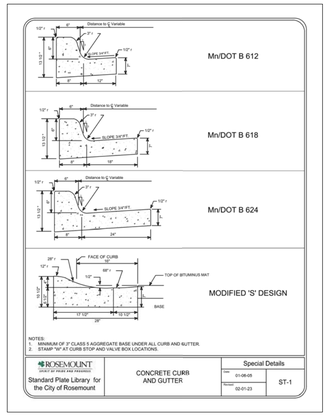


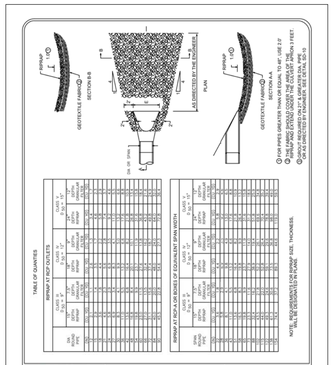


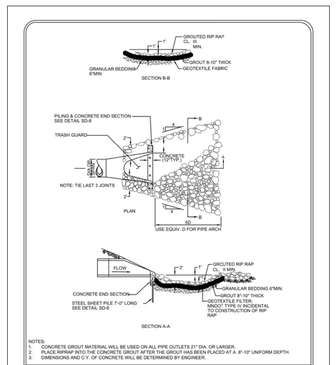


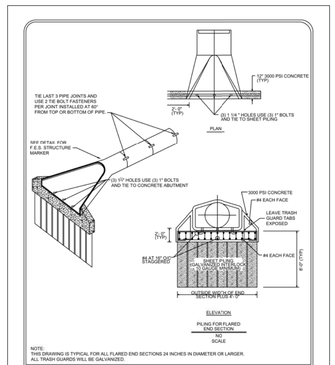


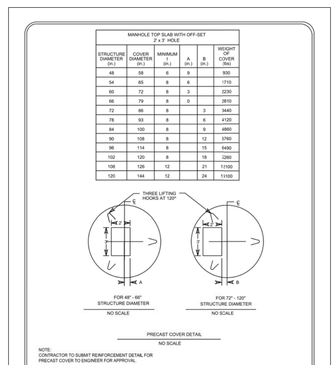


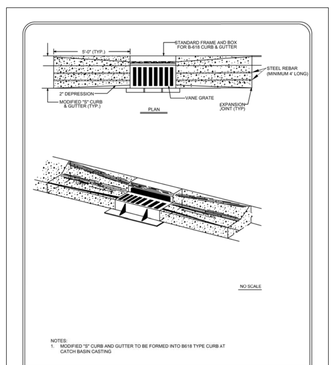


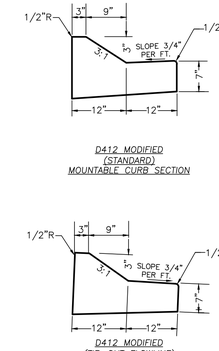


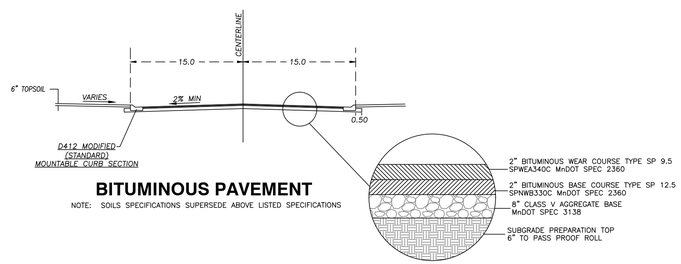










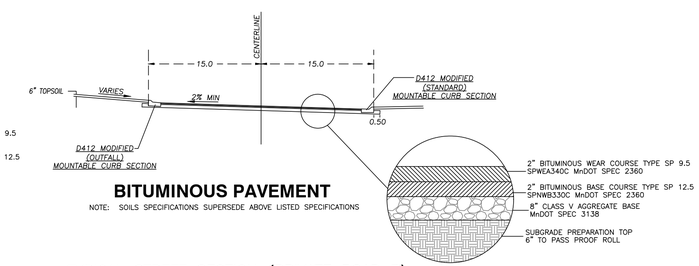


BITUMINOUS PAVEMENT

NOTE: SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

TYPICAL STREET SECTION (PRIVATE ROAD A)

NO SCALE



BITUMINOUS PAVEMENT

NOTE: SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

TYPICAL STREET SECTION (PRIVATE ROAD B)

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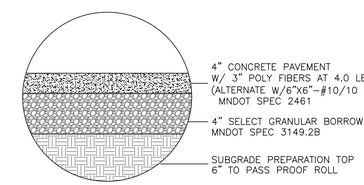
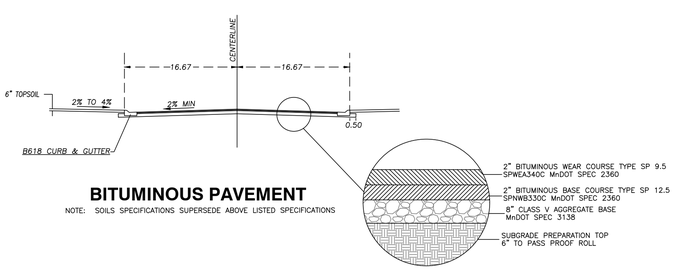


NOTES:

1. CONCRETE MIX SHALL CONFORM TO MNDOT SPEC. 2461
   MIX No. 3F32 FOR SLIPFORM PLACEMENT
   MIX No. 3F52 FOR MANUAL PLACEMENT
2. CONCRETE PLACEMENT SHALL CONFORM TO MNDOT SPEC. 2301
3. CONTRACTOR SHALL SPACE THE CONTRACTION JOINTS AT 6'-0" O.C.
4. SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

CONCRETE PAVEMENT - LIGHT DUTY

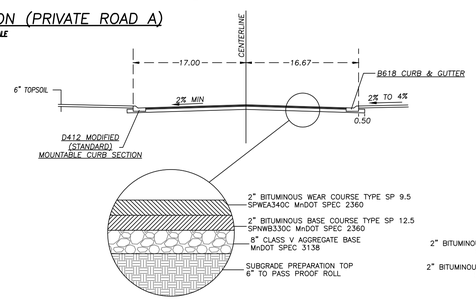


BITUMINOUS PAVEMENT

NOTE: SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

TYPICAL STREET SECTION PUBLIC RAOD (STATION 0+00 TO 1+50)

NO SCALE



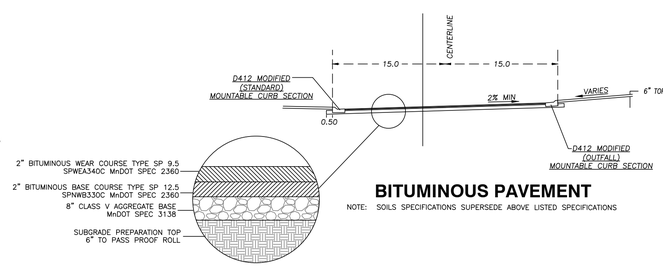
BITUMINOUS PAVEMENT

NOTE: SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

(STATION 1+50 TO 3+00)

TYPICAL STREET SECTION PUBLIC RAOD

NO SCALE



BITUMINOUS PAVEMENT

NOTE: SOILS SPECIFICATIONS SUPERSEDE ABOVE LISTED SPECIFICATIONS

TYPICAL STREET SECTION (PRIVATE ROAD C & D)

NO SCALE

INDEX OF CIVIL SITE DRAWINGS:

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C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1–7.2	PROFILES
C8.1–C8.4	DETAILS

OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR

AKRON RIDGE
Residential Development Project

13040 Akron Avenue
Rosemount, Minnesota 55068

DETAILS

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
P.O. Box 1665
Monticello, MN 55362
Phone: 763-314-0929
www.civilesd.com

REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/22/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS
12/31/24 REUSE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

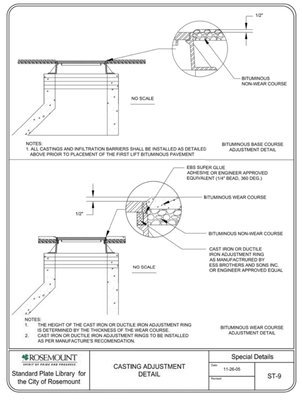
HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 x 34)

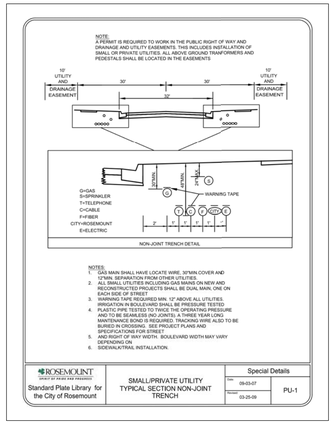
DATE	DRAWN BY	DESIGNED BY	CHECKED BY
10/29/24	SD	SD	SD

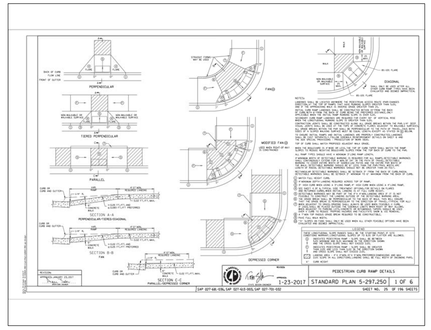
FILE NO. 00951

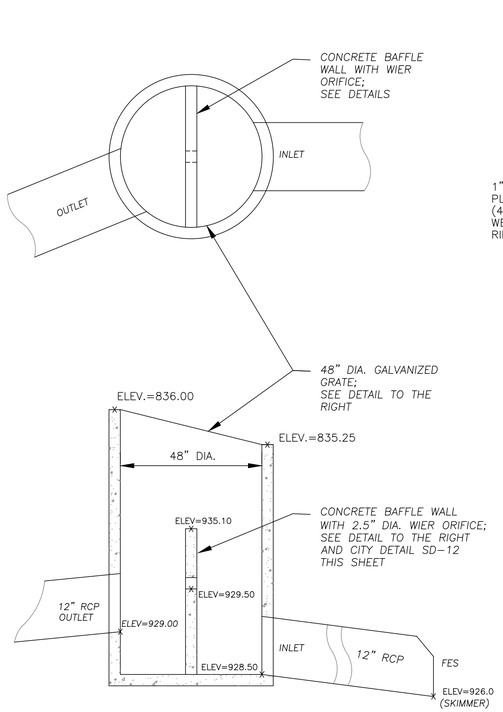
C8.2

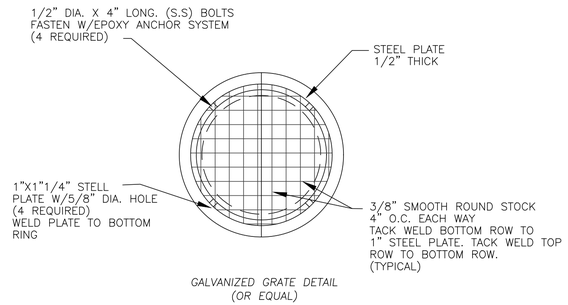
Details



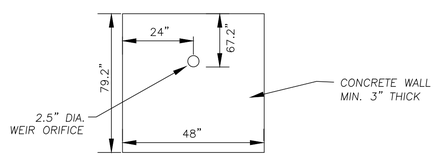



PERPENDICULAR
TERS PERPENDICULAR
PARALLEL
SECTION A-A
PERPENDICULAR PATHS DIAGONAL
SECTION B-B
PARALLEL DEPRESSED CORNER
FLAG
MODIFIED FLAG
DIAGONAL
SHALL FOLLOW PLANTS OUT TO THE CURB
NOTES:
1. CURBING TYPE TO LOCATE DRAINAGE FLOW PATHS FOLLOWING CITY STANDARD PLATE ST-2 (CONCRETE CURB AND GUTTER) UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL PEDESTRIAN RAMPS SHALL BE CONSTRUCTED TO THE LATEST MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS AND THE LATEST FEDERAL HIGHWAY ADMINISTRATION STANDARDS AND SPECIFICATIONS.
3. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL STREET CORNERS WITH CURB AND GUTTER.
4. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL MID-BLOCK CROSSWALKS.
5. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL TRAIL CROSSINGS OF STREETS.
6. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL TRAIL CROSSINGS OF PRIVATE DRIVES.
7. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL TRAIL CROSSINGS OF PARKING LOT AISLES.
8. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL TRAIL CROSSINGS OF PARKING LOT AISLES.
9. PEDESTRIAN RAMPS SHALL BE PLACED AT ALL TRAIL CROSSINGS OF PARKING LOT AISLES.

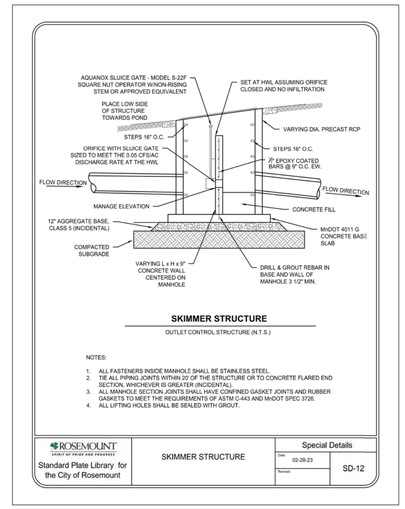




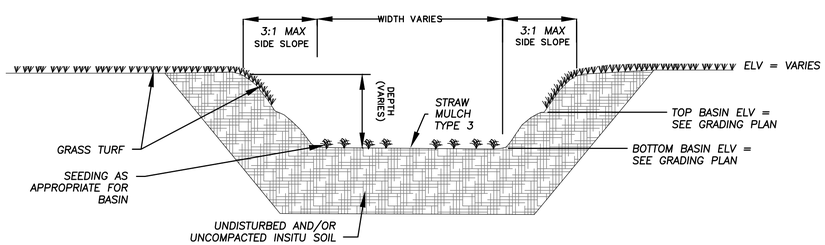
GALVANIZED GRATE DETAIL (OR EQUAL)



CONCRETE BAFFLE WALL WITH WIER ORIFICE DETAIL



BASIN OUTLET CONTROL STRUCTURE (OCS-1)



TYPICAL INFILTRATION BASIN CROSS-SECTION

NOT TO SCALE

INFILTRATION BASIN GENERAL NOTES:

1) INSTALL ALL TEMPORARY EROSION CONTROL MEASURES (IN ACCORDANCE WITH MnDOT GENERAL CONDITIONS 2573) PRIOR TO THE START OF ANY CONSTRUCTION OPERATION THAT MAY CAUSE ANY SEDIMENTATION OR SILTATION AT THE SITE.

2) INSTALL STORM DRAIN INLET PROTECTION TO PREVENT CLOGGING OF THE STORM SEWER AND SEDIMENT LOADS TO DOWNSTREAM STORM WATER FACILITIES OR WATERBODIES.

3) IF THE STORM WATER BMP IS BEING DESIGNED TO SERVE AS A TEMPORARY SEDIMENT BASIN, GRADE THE BMP TO WITHIN 12" ABOVE THE FINAL GRADE TO PROTECT THE UNDERLYING MATERIAL FROM CLOGGING. ONCE CONSTRUCTION IN THE CONTRIBUTING DRAINAGE AREA HAS BEEN COMPLETED AND THE SITE ISSTABILIZED, EXCAVATE THE INFILTRATION BASIN TO FINAL GRADE AND COMPLETE CONSTRUCTION OF THE INFILTRATION BASIN.

4) GRADING OF THE INFILTRATION BASIN SHALL BE ACCOMPLISHED USING LOW-IMPACT EARTH MOVING EQUIPMENT TO PREVENT COMPACTION OF THE UNDERLYING SOILS. SMALL TRACKED DOZERS AND BOBCATS WITH RUNNER TRACKS ARE RECOMMENDED.

5) EXCAVATE THE INFILTRATION BASIN TO THE SPECIFIED DEPTH (ELEVATION). ALL SUB MATERIAL BELOW THE SPECIFIED ELEVATION SHALL BE LEFT UNDISTURBED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6) IN THE EVENT THAT SEDIMENT IS INTRODUCED INTO THE BMP DURING OR IMMEDIATELY FOLLOWING EXCAVATION, THIS MATERIAL WILL NEED TO BE REMOVED FROM THE INFILTRATION BASIN PRIOR TO INITIATING THE NEXT STEP IN THE INFILTRATION BASIN CONSTRUCTION PROCESS. THIS IS ESPECIALLY IMPORTANT IF THE INFILTRATION BASIN HAS BEEN DESIGNED TO INFILTRATE STORM WATER. SEDIMENT THAT HAS BEEN WASHED INTO THE INFILTRATION BASIN DURING THE EXCAVATION PROCESS CAN SEAL THE PERMEABLE MATERIAL, SIGNIFICANTLY REDUCING THE INFILTRATION CAPACITY OF THE SOILS.

7) INFILTRATION BASIN TO BE SEEDED WITH MNDOT SEED MIX 33-261 OR APPROVED EQUAL. SEEDING SHALL CONFORM TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

8) BOTTOM OF INFILTRATION BASIN TO BE SEEDED AND SHALL BE MULCHED WITH CLEAN GRAIN STRAW (MnDOT TYPE 3) AT A RATE OF 2 TONS PER ACRE.

9) SEEDING AND INSTALLATION OF ANY EROSION CONTROL BLANKET NECESSARY SHALL BE COMPLETED WITHIN SEVEN DAYS (7) DAYS OF FINAL GRADING.

INDEX OF CIVIL SITE DRAWINGS:

C0	PROJECT LOCATION PLAN
C1.1	PRELIMINARY PLAT & SITE PLAN
C2.1-C2.2	GRADING PLAN AND RETAINING WALL PLAN
C3.1	SANITARY & WATER UTILITY PLAN
C4.1	STORM SEWER UTILITY PLAN
C5.1	STORM WATER POLLUTION PREVENTION PLAN
C6.1	EXISTING CONDITIONS & REMOVAL PLAN
C7.1-7.2	PROFILES
C8.1-C8.4	DETAILS

OWNER/DEVELOPER:

Magellan Land Development

PO Box 302
Excelsior, MN 55331

Jason Palmby
612-220-6641
jason@palmby.com

PRELIMINARY PLANS FOR

AKRON RIDGE
Residential Development Project
13040 Akron Avenue
Rosemount, Minnesota 55068

DETAILS

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

Date: 12/31/24 Reg. No. 24348

PREPARED BY: CIVIL ENGINEERING SITE DESIGN
118 East Broadway St.
P.O. Box 466
Monticello, MN 55362
Phone: 763-314-0929
www.civilesd.com

REVISIONS
10/31/24 UPDATE STREET PROFILE AND SANITARY DEPTH DATA.
11/27/24 UPDATE SITE LAYOUT WITH 4-UNIT BUILDINGS.
12/31/24 REVISE SITE LAYOUT FOR LARGER POND

VERTICAL SCALE 1 inch = ____ feet

HORIZONTAL SCALE 1 inch = ____ feet (FULL SIZE SHEET 22 X 34)

DATE 10/29/24	DRAWN BY SD	DESIGNED BY SD	CHECKED BY SD

FILE NO. 00951

C8.4

Details

LANDSCAPE LEGEND:

Existing Tree To Remain

Existing Tree To Be Removed

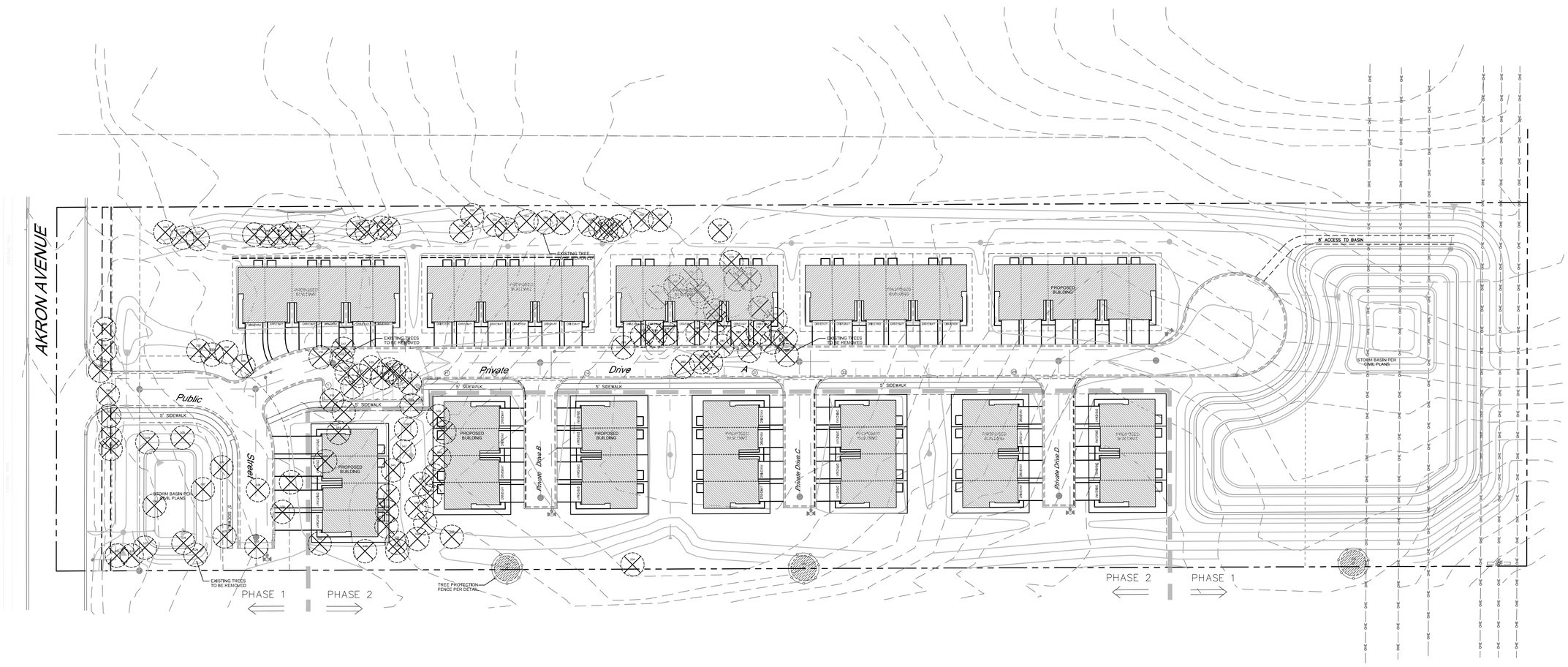
Tree Protection Fencing

GENERAL NOTES:

1. Landscape contractor to provide a new irrigation layout plan for the property. See Landscape Notes.
2. See Civil Engineer's plans for tree removals, site clearing, grading layout, utilities, and other requirements
3. Contractor to coordinate any work in the right-of-way with City of Rosemount Public Works Department.
4. Sod all disturbed areas except plant beds and areas noted to receive mulch.
5. Place a minimum of 4" topsoil, with not more than 35% and content. Topsoil inspection is required prior to installing sod and trees.
6. Refer to builder's specifications for additional requirements.
7. See Sheets L1.3 for Landscape Details, Notes, Schedules, and Typ. Foundation Planting Enlargement.
8. Landscape contractor is responsible for verification of soils and graded condition prior to mobilization and shall notify the General Contractor if earthwork is not acceptable. Landscape contractor is responsible for fine grading, or grade to within 1" of final set elevation.
9. See Sheet L1.4 for Tree Preservation Notes, Detail, and Existing Tree Schedule.

TREE MITIGATION SUMMARY:

Summary	Inches
Total Significant Tree Inches:	1,443
Heritage Inches:	0
Significant Inches Removed:	1,409
Allowed Removals (25%)	361
Inches Removed Above Allowed:	**1,048**
Mitigation Inches Owed (.5" per Inch Removed)	**524**



0 50' 100'

SCALE: 1" = 50'-0"

NORTH

TREE PRESERVATION PLAN:

CALYX DESIGN GROUP
Landscape Architecture - Planning
475 Cleveland Ave. N | Suite 101A | Saint Paul, MN 55104
telephone: 651.788.9018
internet: www.calyxdesigngroup.com

PRELIMINARY

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.

Print Name: Brian Hoffman, Landscape Architect, R.L.A.

Signature:

Date: License No. 48894

AKRON RIDGE
ROSEMOUNT, MINNESOTA
TREE PRESERVATION PLAN
FOR
MAGELLAN LAND DEVELOPMENT
P.O. BOX 302, EXCELSIOR, MN 55331

DRAWN BY
BH

DATE
11/07/2024

REVISIONS

12/30/2024	REV. SITE PLAN

PROJECT NO.
24-151

L1.1

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

LANDSCAPE LEGEND:

- New Turf Sod
- New Rock Mulch
- Existing Tree To Remain

MUNICIPAL LANDSCAPE CALCULATIONS:

Minimum Planting Sizes

Coniferous Trees: 6' Hgt.
Deciduous Trees: 2.0"-2.5" Cal.
Deciduous Shrubs: 24"

City of Rosemount: Multi-unit residential sites that contain buildings that are one (1) or two (2) stories shall provide a minimum of eight (8) overstory or coniferous trees plus one (1) tree per unit and multi-unit residential sites that contain buildings that are three (3) stories or higher shall provide a minimum of eight (8) overstory or coniferous trees plus one (1) tree per two (2) units. Spacing between the trees shall be a maximum of fifty (50) feet along the perimeter of the site adjacent to any roadway.

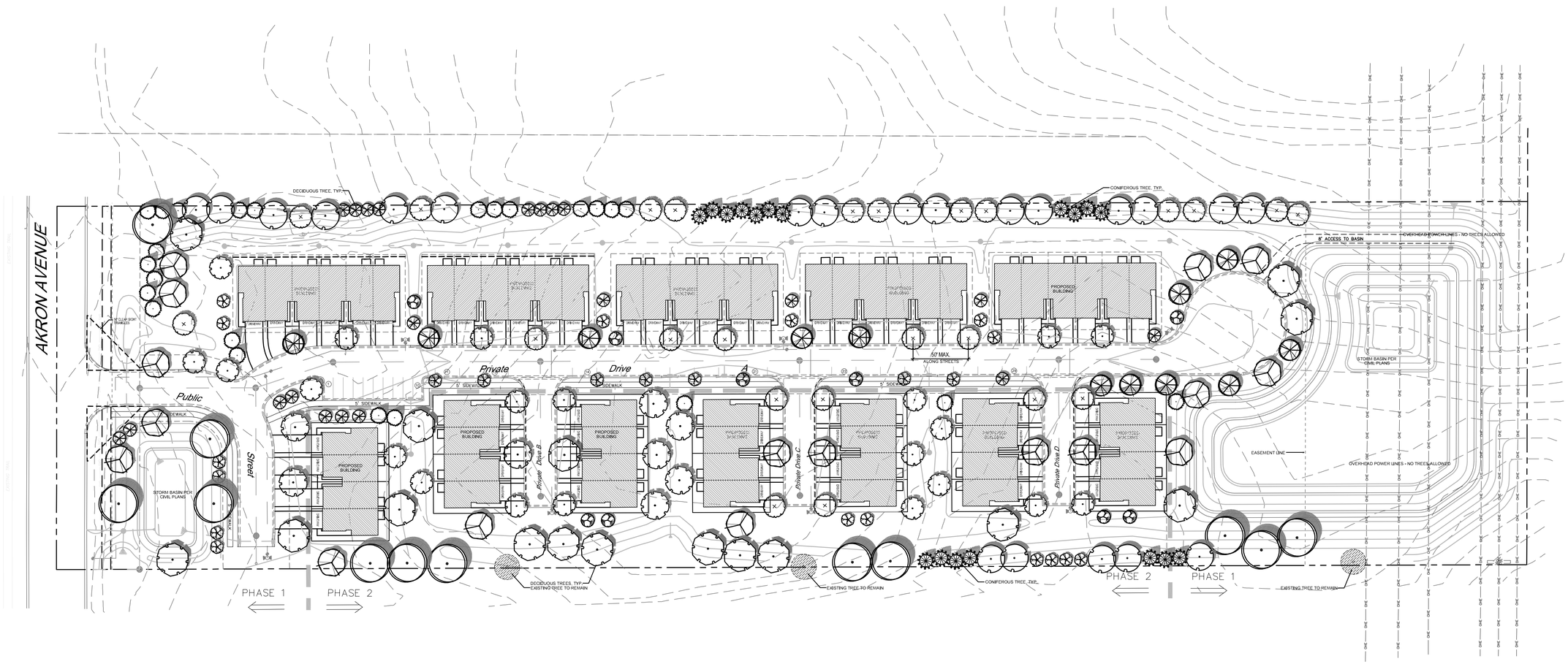
GENERAL NOTES:

1. Landscape contractor to provide a new irrigation layout plan for the property. See Landscape Notes.
2. See Civil Engineer's plans for tree removals, site clearing, grading layout, utilities, and other requirements
3. Contractor to coordinate any work in the right-of-way with City of Rosemount Public Works Department.
4. Sod all disturbed areas except plant beds and areas noted to receive mulch.
5. Place a minimum of 4" topsoil, with not more than 35% and content. Topsoil inspection is required prior to installing sod and trees.
6. Refer to builder's specifications for additional requirements.
7. See Sheets L1.3 for Landscape Details, Notes, Schedules, and Typ. Foundation Planting Enlargement.
8. Landscape contractor is responsible for verification of soils and graded condition prior to mobilization and shall notify the General Contractor if earthwork is not acceptable. Landscape contractor is responsible for fine grading, or grade to within 1" of final set elevation.
9. See Sheet L1.4 for Tree Preservation Notes, Detail, and Existing Tree Schedule.

PROPOSED TREE SUMMARY:

Overstory Deciduous Trees Provided:	131 Trees / 341.5 Inches
Understory Deciduous Trees Provided:	53 Trees / 106 Inches
Coniferous Overstory Trees Provided:	42 Trees / 105 Inches

TOTAL NEW TREE COUNT:	226.0
TOTAL NEW TREE INCHES:	552.5
MITIGATION INCHES OWED:	524.0



0 50' 100'

SCALE: 1" = 50'-0"

NORTH

LANDSCAPE LAYOUT PLAN:

CALYX DESIGN GROUP
Landscape Architecture - Planning
475 Cleveland Ave. N | Suite 101A | Saint Paul, MN 55104
telephone: 651.788.9018
internet: www.calyxdesigngroup.com

PRELIMINARY

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.

Print Name: Brian Hoffman, ASLA, Sr. Landscape Architect, R.L.A.

Signature:

Date: License No. 48664

AKRON RIDGE
ROSEMOUNT, MINNESOTA
LANDSCAPE LAYOUT PLAN
FOR
MAGELLAN LAND DEVELOPMENT
P.O. BOX 302, EXCELSIOR, MN 55331

DRAWN BY
BH

DATE
11/07/2024

REVISIONS

12/30/2024	REV. SITE PLAN
01/22/2025	CITY CODE UPDATE

PROJECT NO.
24-151

L1.1

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

LANDSCAPE NOTES + REQUIREMENTS:

1. Landscape contractor to provide nursery pull list (bill of lading) including plant species and sizes shipped to the site. Additionally, the landscape contractor shall provide nursery stock traceability, proving none of the materials provided contain or are genetic strains of the neonicotinoid family including acetamiprid, clothianidin, imidacloprid, nitenpyram, nithiazine, thiacloprid and thiamethoxam.

2. Refer to civil plan sheets for grading, drainage, site dimensions, survey, tree removal, proposed utilities & erosion control.

3. All plant material shall comply with the latest edition of the American Standard for Nursery Stock, American Association of Nurserymen. Unless noted otherwise, deciduous shrubs shall have at least 5 canes at the specified shrub height. Plant material shall be delivered as specified. All deciduous trees are measured at 48" from finished grade to determine tree diameter (DBH). All coniferous trees are measured from finished grade to the top of the central leader. If no central leader is present on coniferous trees, that plant is rejected and must be replaced immediately.

4. Plan takes precedence over plant schedule if discrepancies in quantities exist.

5. All proposed plants shall be placed as close to the location(s) indicated on the plan as possible. Contact the landscape architect if discrepancies arise during plant installation that require deviating location(s) from those shown on the plans.

6. Adjustment in location of proposed plant material may be needed in field. Should an adjustment be required, the client will provide field approval. Significant changes may require city review and approval.

7. The project landscape contractor shall be held responsible for watering and properly handling all plant materials brought on the site both before and after installation. Schedule plant deliveries to coincide with expected installation time within 36 hours.

8. All plant materials shall be fertilized upon installation as specified.

9. The landscape contractor shall provide the owner with a watering schedule appropriate to the project site conditions and to plant material growth requirements.

10. If the landscape contractor is concerned or perceives any deficiencies in the plant selections, soil conditions, drainage or any other site condition that might negatively affect plant establishment, survival or guarantee, they must bring these deficiencies to the attention of the landscape architect & client prior to bid submission. Plant bed drainage concerns during plant installation shall be brought to the attention of the Owner and General Contractor immediately.

11. Contractor shall establish to his/ her satisfaction that soil and compaction conditions are adequate to allow for proper drainage at and around the building site.

12. Contractor is responsible for ongoing maintenance of all newly installed material for the duration of the plant warranty, with the exception of turf sod, which shall be maintained for 30 days after installation or until the first mowing, whichever comes first. Contractor must bag clippings from initial mowing and remove from the job site. Any acts of vandalism or damage which may occur prior to warranty start shall be the responsibility of the contractor. Contractor shall provide the owner with O&M information, including (but not limited to), written instructions on proper lawn mowing height, yearly lawn maintenance recommendations, proper plant pruning information, plant & lawn fertilization schedule, and disease/pest control.

13. The contractor shall guarantee newly planted material through one calendar year from the date punch list review, per City of Rose mount requirements. Plants that exhibit more than 20% die-back damage shall be replaced at no additional cost to the owner. The contractor shall also provide adequate tree wrap and deer/rodent protection measures for the plantings during the warranty period.

14. This layout plan constitutes our understanding of the landscape requirements listed in the ordinance. Changes and modifications may be requested by the city based on applicant information, public input, council decisions, etc.

15. The landscape contractor shall be responsible for obtaining any permits and coordinating inspections as required throughout the work process.

16. Plant size & species substitutions must be approved in writing by the City of Rosemount prior to installation.

17. Irrigation: The landscape contractor shall furnish a complete irrigation layout plan for review. Design for head-to-head coverage of all landscaped areas. Include underground sleeve locations, irrigation connection location within the building, and locations of all heads, lateral lines, main lines, valves, & controls. Include a wired rain sensor per state plumbing code. See Irrigation Notes for additional information and requirements regarding system controls.

18. Landscape Contractor is responsible for coordination with the General Contractor, to protect the new improvements on and off-site during landscape work activities. Report any damage to the General Contractor immediately.

19. All plant beds and trees located outside of plant bed limits to receive Western Red Cedar wood mulch to a depth of 4-inches. Wood mulch tree rings per details. Submit mulch sample for Owner approval. Top dress wood mulch areas with Preen pre-emergent granule to prevent emergent weeds.

20. Edger to be 5.5"X20' Heavy Duty Commercial Grade Polyethylene with 1" round cap. Sleeve joints and anchor every 16". Cobra, EdgePro Valley View, or Equal.

21. All planting areas shall be prepared prior to installation activities with clean, imported loam topsoil. Provide a firm planting bed free of stones, sticks, construction debris, etc.

22. The Landscape Contractor shall furnish samples of all landscape materials for approval prior to installation.

23. The Landscape Contractor shall clear and grub the underbrush from within the work limits to remove dead branches, leaves, trash, weeds and foreign materials.

24. The landscape contractor shall contact Gopher State One Call no less than 48 hours before digging for field utility locations.

25. The landscape contractor shall be responsible for the removal of erosion control measures once vegetation has been established to the satisfaction of the municipal staff. This includes silt curtain fencing and sediment logs placed in the landscape.

26. The landscape contractor shall be responsible for visiting the site to become familiar with the conditions prior to bidding and installation. Coordinate with the general contractors on matters such as fine grading, landscaped area conditions, staging areas, irrigation connection to building, etc.

27. Construction materials, stockpiles, equipment, and vehicles shall not be stored or operated on city boulevards without written permission from the city. Restore disturbed areas off-site to original condition.

28. All sub-cut areas of the site that are designated on the site plan as open space for landscape shall be graded with imported, pulverized topsoil. Slope away from building. See note 29 below.

29. Landscape contractor must prove the open sub-grade of all planting areas after their excavation is capable of infiltrating a minimum requirement of 1/4-inch of water per hour prior to installation of plant materials, topsoil, irrigation, weed mat, and mulch. Planting areas not capable of meeting this requirement shall have 4" diameter X 48" depth holes augured every 36" on-center and filled with MnDOT Free-Draining Coarse Filter Aggregate. Re-test sub-grade percolation for compliance to infiltration minimum requirement.

30. Apply Preen pre-emergent herbicide to new shrub beds and at wood mulch rings of trees to prevent weed growth.

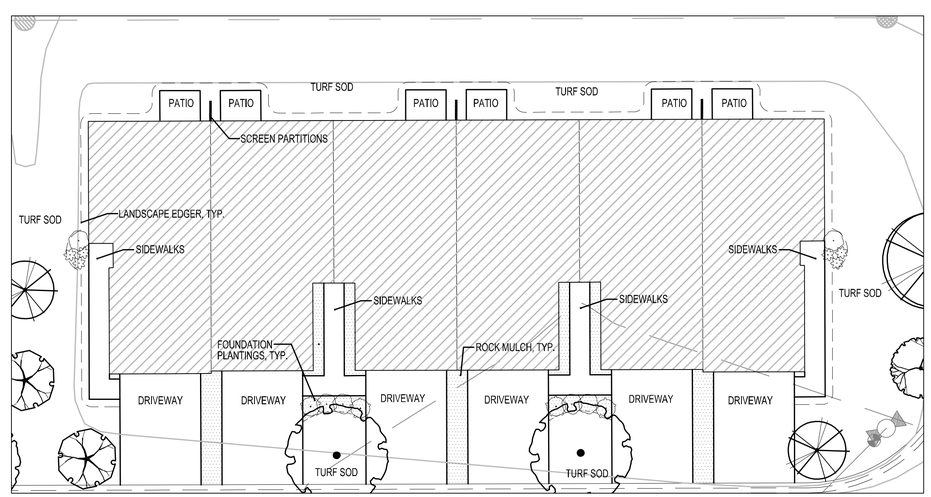
31.Grind or excavate existing stumps (if present) to 30" below grade & backfill with imported topsoil.

32. Rock Mulch: Where noted on the plans, rock mulch shall be 3" depth of 1" dia. river stone rocks over free-draining weed mat. Turn weed mat down at building, walks, and at edger.

33. Landscape Contractor and Excavator shall be responsible for providing 4" depth topsoil under turf areas, 12" depth topsoil in plant beds and 24" in tree pits, with no more than 35% sand. See civil engineer's plans for grading, erosion control, and final grade elevations.

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
EVERGREEN TREES						
	PD	Picea glauca `Densata`	Black Hills Spruce	6` Hgt.	B&B	24
	SP	Pinus sylvestris	Scotch Pine	6` Hgt.	B&B	18
ORNAMENTAL TREES						
	CT	Crataegus x mordenensis `Toba`	Toba Hawthorn	2" Cal.	B&B	9
	MP	Malus x `Prairifire`	Prairifire Crab Apple	2" Cal.	B&B	23
	SI	Syringa reticulata `Ivory Silk`	Ivory Silk Japanese Tree Lilac	2" Cal.	B&B	21
OVERSTORY TREES						
	AS	Acer x freemanii `Sienna`	Sienna Glen Maple	2.5" Cal.	B&B	21
	AA	Acer x freemanii 'Jeffersred'	Autumn Blaze® Freeman Maple	2.5" Cal.	B&B	12
	BR	Betula nigra	River Birch (Single Stem)	2.5" Cal.	B&B	17
	GD	Gleditsia triacanthos inermis 'Draves' TM	Street Keeper Honey Locust	2.5" Cal.	B&B	21
	QB	Quercus bicolor	Swamp White Oak	3" Cal.	B&B	16
	QM	Quercus macrocarpa	Burr Oak	3" Cal.	B&B	12
	TL	Tilia americana	American Linden	2.5" Cal.	B&B	8
	UA	Ulmus x `Accolade`	Accolade Elm	2.5" Cal.	B&B	24
SHRUBS						
	HI	Hydrangea paniculata `Little Quick Fire`	Little Quick Fire Hydrangea	3 gal.	Pot	6
	Vb	Viburnum trilobum `Bailey Compact`	Compact American Cranberry Bush	5 gal. (Min. 18" Height)	Pot	4
GRASSES						
	Ce	Calamagrostis x acutiflora `El Dorado`	El Dorado Reed Grass	2 gal.	Pot	6

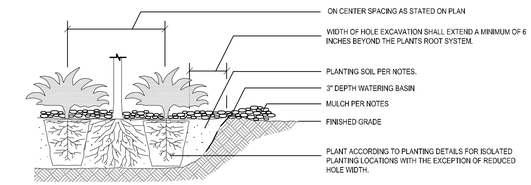


REFER TO LAYOUT PLAN SHEETS FOR TREE LOCATIONS

SCALE: 1" = 15'-0"

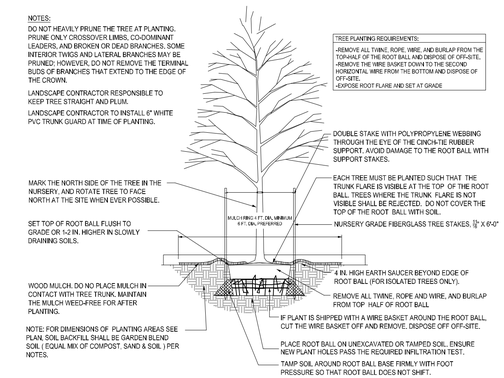
NORTH

TYPICAL BUILDING FOUNDATION PLANTING PLAN:



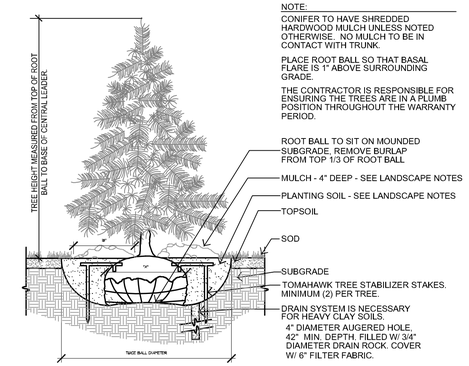
1 L1.3 TYP. SHRUB PLANTING - SECTION

NOT TO SCALE



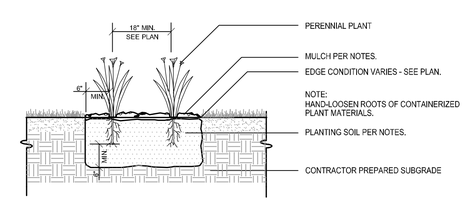
2 L1.3 DECIDUOUS TREE PLANTING - SECTION

NOT TO SCALE



3 L1.3 CONIFEROUS TREE PLANTING - SECTION

NOT TO SCALE



4 L1.3 TYP. PERENNIAL PLANTING DETAIL

NOT TO SCALE

CALYX DESIGN GROUP
Landscape Architecture - Planning
475 Cleveland Ave. N | Suite 101A | Saint Paul, MN 55104
telephone: 651.788.9018
internet: www.calyxdesigngroup.com

PRELIMINARY

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.

Print Name: Brian Horsfield Reg. L.A.

Signature:

Date: License No. 60601

AKRON RIDGE
ROSEMOUNT, MINNESOTA
LANDSCAPE DETAILS
FOR
MAGELLAN LAND DEVELOPMENT
P.O. BOX 302, EXCELSIOR, MN 55331

DRAWN BY
BH

DATE
11/07/2024

REVISIONS

12/30/2024	REV. SITE PLAN

PROJECT NO.
24-151

L1.3

EXISTING TREE DATA:

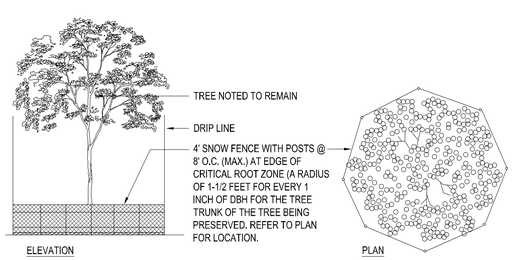
TAG NO.	TREE DIA. (IN)	SPECIES	CONDITION	SIGNIFICANT?	HERITAGE?	REMOVE?
238	12	BLUE SPRUCE	FAIR	Y	N	Y
239	6	BLUE SPRUCE	FAIR	Y	N	Y
240	13	BLUE SPRUCE	FAIR	Y	N	Y
241	7	BLUE SPRUCE	FAIR	Y	N	Y
242	8	BLUE SPRUCE	FAIR	Y	N	Y
243	10	BLUE SPRUCE	FAIR	Y	N	Y
244	8	BLUE SPRUCE	FAIR	Y	N	Y
245	7	BLUE SPRUCE	FAIR	Y	N	Y
246	18	COTTONWOOD	GOOD	Y	N	Y
247	19	COTTONWOOD	FAIR	Y	N	Y
248	16	COTTONWOOD	FAIR	Y	N	Y
249	16	COTTONWOOD	FAIR	Y	N	Y
250	30	COTTONWOOD	GOOD	Y	N	Y
251	6	BOXELDER	FAIR	Y	N	Y
252	21	COTTONWOOD	FAIR	Y	N	Y
253	8	BOXELDER	POOR	Y	N	Y
254	19	COTTONWOOD	FAIR	Y	N	Y
255	16	COTTONWOOD	FAIR	Y	N	Y
256	15	COTTONWOOD	POOR	Y	N	Y
257	22	COTTONWOOD	FAIR	Y	N	Y
258	14	COTTONWOOD	FAIR	Y	N	Y
259	8	BOXELDER	FAIR	Y	N	Y
260	12	COTTONWOOD	GOOD	Y	N	Y
261	8	BOXELDER	POOR	Y	N	Y
262	7	BOXELDER	POOR	Y	N	Y
263	23	COTTONWOOD	FAIR	Y	N	Y
264	27	COTTONWOOD	GOOD	Y	N	Y
265	20	COTTONWOOD	FAIR	Y	N	Y
266	7	BOXELDER	POOR	Y	N	Y
267	8	BOXELDER	POOR	Y	N	Y
268	7	BOXELDER	POOR	Y	N	Y
269	16	COTTONWOOD	POOR	Y	N	Y
270	16	COTTONWOOD	FAIR	Y	N	Y
271	14	COTTONWOOD	FAIR	Y	N	Y
272	15	COTTONWOOD	FAIR	Y	N	Y
273	13	COTTONWOOD	FAIR	Y	N	Y
274	9	BOXELDER	POOR	Y	N	Y
275	22	BOXELDER	FAIR	Y	N	Y
276	15	COTTONWOOD	FAIR	Y	N	Y
277	18	COTTONWOOD	FAIR	Y	N	Y
278	13	COTTONWOOD	FAIR	Y	N	Y
279	18	COTTONWOOD	FAIR	Y	N	Y
280	16	COTTONWOOD	FAIR	Y	N	Y
281	14	COTTONWOOD	FAIR	Y	N	Y
282	18	COTTONWOOD	FAIR	Y	N	Y
283	19	COTTONWOOD	FAIR	Y	N	Y
284	14	COTTONWOOD	FAIR	Y	N	Y
285	9	BOXELDER	FAIR	Y	N	Y
286	17	BOXELDER	FAIR	Y	N	Y
287	9	BOXELDER	FAIR	Y	N	Y
288	19	COTTONWOOD	POOR	Y	N	Y
289	19	COTTONWOOD	FAIR	Y	N	Y
290	22	COTTONWOOD	FAIR	Y	N	Y
291	7	BOXELDER	POOR	Y	N	Y
292	10	BOXELDER	POOR	Y	N	Y
293	11	NORWAY MAPLE	GOOD	Y	N	Y
294	9	WHITE OAK	FAIR	Y	N	Y
295	9	WHITE OAK	FAIR	Y	N	Y
296	12	WHITE PINE	GOOD	Y	N	Y
297	12	WHITE PINE	GOOD	Y	N	Y
298	12	WHITE PINE	GOOD	Y	N	Y
299	12	WHITE PINE	GOOD	Y	N	Y
300	12	WHITE PINE	GOOD	Y	N	Y

TAG NO.	TREE DIA. (IN)	SPECIES	CONDITION	SIGNIFICANT?	HERITAGE?	REMOVE?
501	12	WHITE PINE	GOOD	Y	N	Y
502	12	WHITE PINE	GOOD	Y	N	Y
503	10	WHITE OAK	GOOD	Y	N	Y
504	24	SILVER MAPLE	GOOD	Y	N	Y
505	9	WHITE OAK	GOOD	Y	N	Y
506	12	SILVER MAPLE	GOOD	Y	N	Y
507	15	SILVER MAPLE	GOOD	Y	N	Y
508	15	SILVER MAPLE	GOOD	Y	N	Y
509	10	WHITE OAK	GOOD	Y	N	Y
510	14	NORWAY MAPLE	POOR	Y	N	Y
511	9	RED MAPLE	GOOD	Y	N	Y
512	15	SILVER MAPLE	FAIR	Y	N	Y
513	11	NORWAY MAPLE	GOOD	Y	N	Y
514	7	GREEN SPRUCE	POOR	Y	N	Y
515	10	BLUE SPRUCE	POOR	Y	N	Y
516	7	BLUE SPRUCE	POOR	Y	N	Y
517	6	BLUE SPRUCE	FAIR	Y	N	Y
518	9	BLACK HILLS SPRUCE	FAIR	Y	N	Y
519	10	BLACK HILLS SPRUCE	FAIR	Y	N	Y
520	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
521	6	BLACK HILLS SPRUCE	FAIR	Y	N	Y
522	16	COTTONWOOD	GOOD	Y	N	Y
523	26	COTTONWOOD	GOOD	Y	N	Y
524	20	COTTONWOOD	GOOD	Y	N	Y
525	17	SILVER MAPLE	FAIR	Y	N	Y
526	6	BLACK HILLS SPRUCE	FAIR	Y	N	Y
527	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
528	11	BLACK HILLS SPRUCE	FAIR	Y	N	Y
529	11	BLACK HILLS SPRUCE	FAIR	Y	N	Y
530	6	BLACK HILLS SPRUCE	FAIR	Y	N	Y
531	12	RED OAK	GOOD	Y	N	Y
532	6	BLACK HILLS SPRUCE	FAIR	Y	N	Y
533	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
534	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
535	9	BLACK HILLS SPRUCE	FAIR	Y	N	Y
536	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
537	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
538	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
539	6	BLACK HILLS SPRUCE	FAIR	Y	N	Y
540	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
541	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
542	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
543	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
544	10	BLACK HILLS SPRUCE	FAIR	Y	N	Y
545	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
546	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
547	9	BLACK HILLS SPRUCE	FAIR	Y	N	Y
548	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
549	9	BLACK HILLS SPRUCE	FAIR	Y	N	Y
550	8	BLACK HILLS SPRUCE	FAIR	Y	N	Y
551	8	BLACK HILLS SPRUCE	GOOD	Y	N	Y
552	8	GREEN APPLE TREE	FAIR	Y	N	Y
553	10	WHITE PINE	GOOD	Y	N	N
554	7	BOXELDER	POOR	Y	N	Y
555	6	AMERICAN BEECH	POOR	Y	N	N
556	18	BLACK CHERRY	GOOD	Y	N	N

TREE PRESERVATION NOTES:

Existing boundary, location, topographic, vegetation, and utility information shown on this plan is from a field survey provided by the Owner.

- Do not begin tree clearing work until tree protection measures are in place and to the permit approval of the City Forester has been granted.
- Critical Root Zone:Install high density polyethylene safety fence, 4 ft. high, international orange, at the Drip Line or at the Critical Root Zone whichever is greater, of trees to be preserved per detail, prior to commencement of earthwork activity. Field-staking of the fence location(s) subject to City approval.
- Where silt fence and proposed tree protection fence overlap, place the tree protection fence on the outside of the silt fence, double-staked at the break-point.
- Refer to Tree Protection Detail 1, Sheet L1.4
- The contractor shall prune the canopy of existing trees to remain where the canopy is in jeopardy of damage due to the new improvements shown. It is recommended that the contractor hire a certified arborist to perform the pruning. Any branches broken during construction shall be immediately trimmed and wounds painted to prevent further damage.
- Perform work in accordance with the laws, ordinances, rules, regulations, and orders of public authority having jurisdiction. Secure and pay for permits, governmental fees and licenses necessary for the proper execution of the demolition work.
- Provide protective coverings and enclosures as necessary to prevent damage to existing work that is to remain. Existing work to remain may include items such as trees, shrubs, lawns, sidewalks, drives, curbs, utilities, buildings and/or other structures on or adjacent to the demolition site. Provide temporary fences and barricades as required for the safe and proper execution of the work and the protection of persons and property.
- Remove debris, waste, and rubbish promptly from the site. On-site burial of debris is not permitted. Burn no debris on the site. Salvage material not otherwise indicated to be reused shall become the Contractor's property and is to be removed promptly from the site and disposed of in strict accordance with all applicable laws, regulations, and/or statutes.
- Buildings, features, surfaces, and other descriptive references shown on this drawing are for informational purposes only. Field verify all information relevant to the project prior to proceeding with the work. Visit the site and determine all site conditions and hazards.
- This plan is a guide as to the anticipated amount of disturbance expected due to proposed improvements. The contractor is expected to take all necessary precautions to ensure trees noted to remain are not damaged during construction. Do not store material or drive within the drip line of existing trees to remain. Be aware of overhead branches for clearance of material and equipment.
- This plan is not a guarantee that existing trees will survive during/post construction, but rather a guide to help assure their protection and greatest chances of survival at the surface level. Further protection measures outside this scope could involve ecologists, foresters and arborists.
- Notify the Owner's Representative when tree protection fencing is taken down to perform work in conjunction with the new improvements noted in this plan set. The contractor is responsible for re-erecting the tree protection fence immediately after the work is complete, when ever possible
- Trees shown as existing to remain (be preserved) that are damaged / killed as a result of construction activities are subject to replacement per the City Tree Replacement penalty. Replacement trees are to be paid for at no additional expense to the Owner.



NOTE: TREE PROTECTION SHALL BE PROVIDED BY CONTRACTOR AS REQUIRED TO AIDE IN SURVIVABILITY OF EXISTING TREES TO REMAIN. DO NOT STORE MATERIALS OR DRIVE EQUIPMENT WITHIN THE TREE DRIP LINE AS DESIGNATED ABOVE. MAINTAIN THE FENCE INTEGRITY AT ALL TIMES THROUGHOUT CONSTRUCTION.

TREE PROTECTION FENCE SHALL BE IN PLACE PRIOR TO THE START OF DEMOLITION.

1 / L1.4 TYPICAL TREE PROTECTION DETAIL

NOT TO SCALE

CALYX DESIGN GROUP
Landscape Architecture - Planning
475 Cleveland Ave. N | Suite 101A | Saint Paul, MN 55104
telephone: 651.788.9018
internet: www.calyxdesigngroup.com

cdg

PRELIMINARY

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.
Print Name: Brian Hoffman, Landscape Arch., R.L.A.
Signature:
Date:
License No. 48894

AKRON RIDGE
ROSEMOUNT, MINNESOTA
LANDSCAPE DETAILS
FOR
MAGELLAN LAND DEVELOPMENT
P.O. BOX 302, EXCELSIOR, MN 55331

DRAWN BY
BH

DATE
11/07/2024

REVISIONS

12/30/2024	REV. SITE PLAN

PROJECT NO.
24-151

L1.4

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

Madison

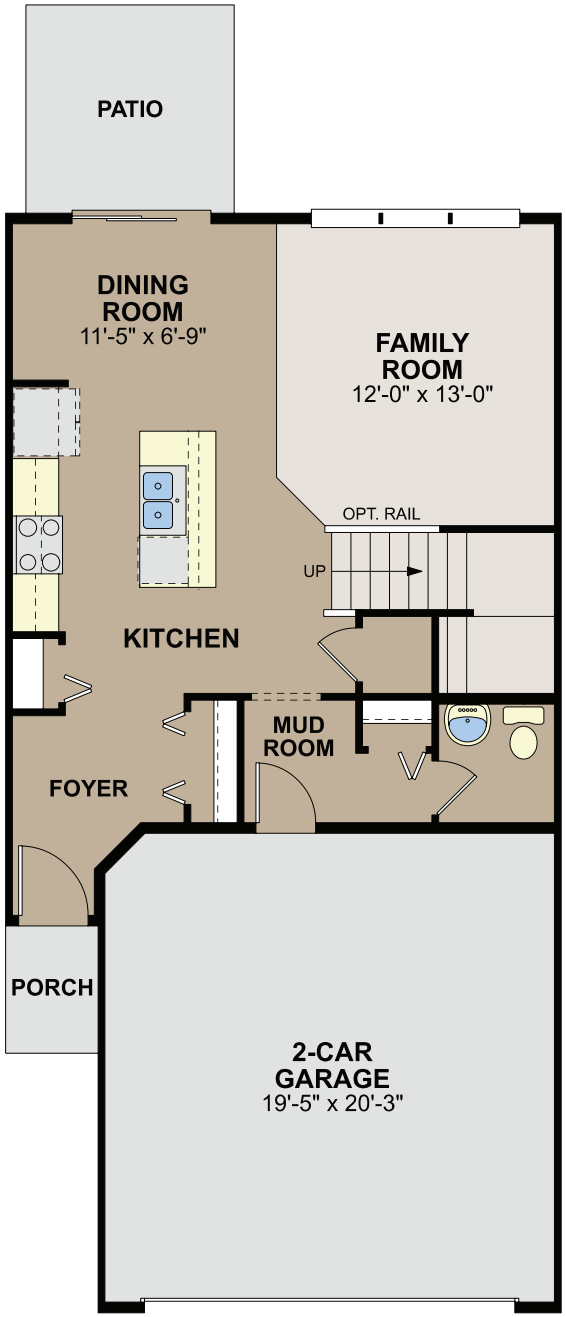
Elevation Unit 2

Elevation Unit 3

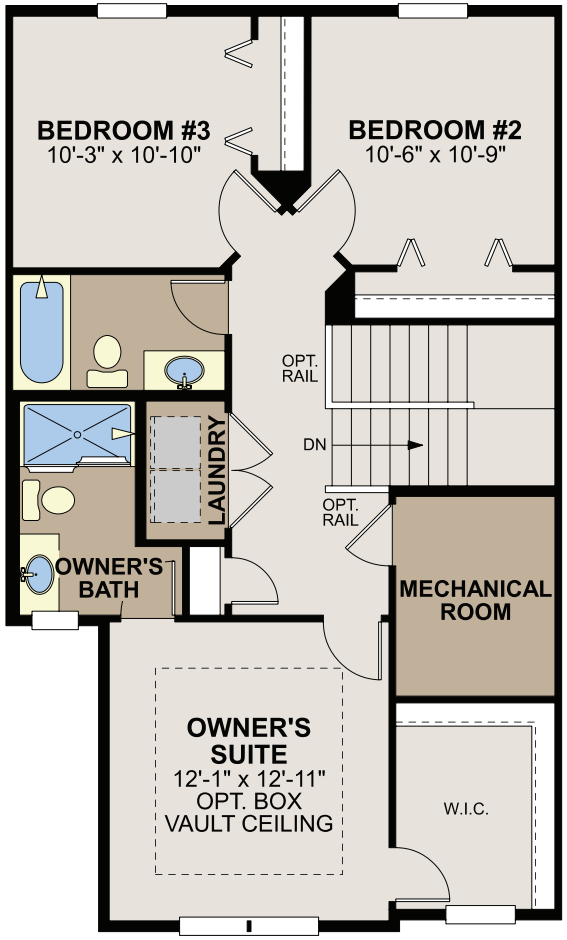
Square Feet: 1,504
Bedrooms: 3
Full Baths: 2

Half Baths: 1
Garages: 2
Stories: 2

M/I HOMES
Welcome to Better



FIRST FLOOR



SECOND FLOOR

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EQUAL HOUSING OPPORTUNITY

Bayfield

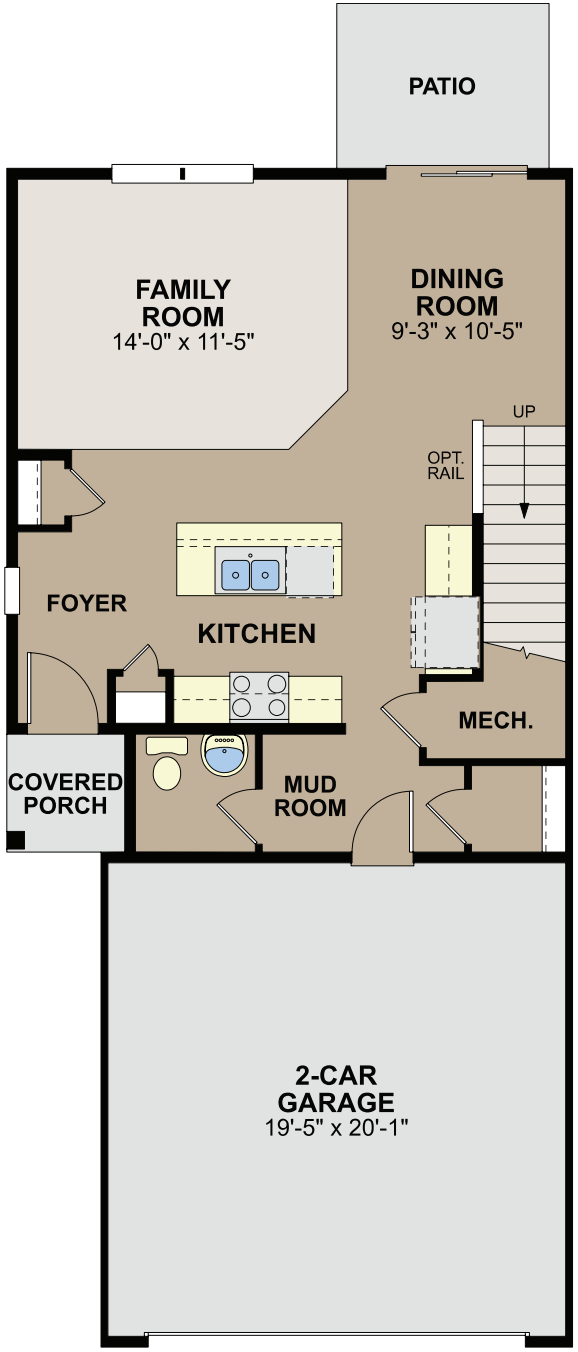
Elevation Unit 1

Elevation Unit 4

Square Feet: 1,667
Bedrooms: 3
Full Baths: 2

Half Baths: 1
Garages: 2
Stories: 2

M/I HOMES
Welcome to Better



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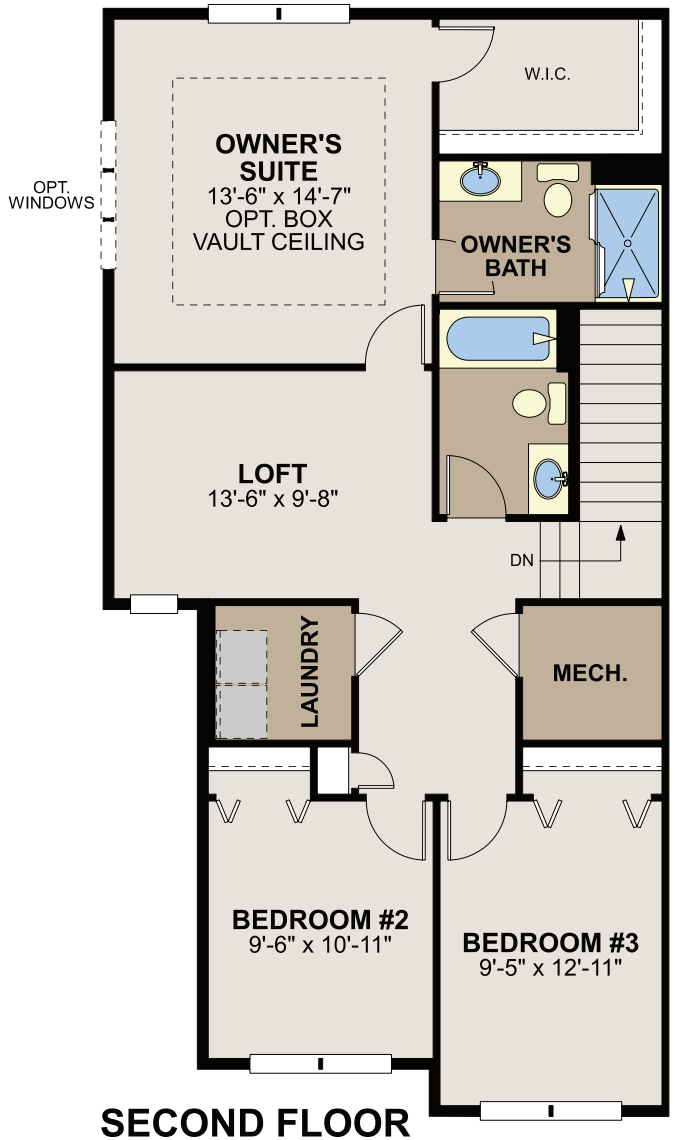

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EQUAL HOUSING OPPORTUNITY

Ashland

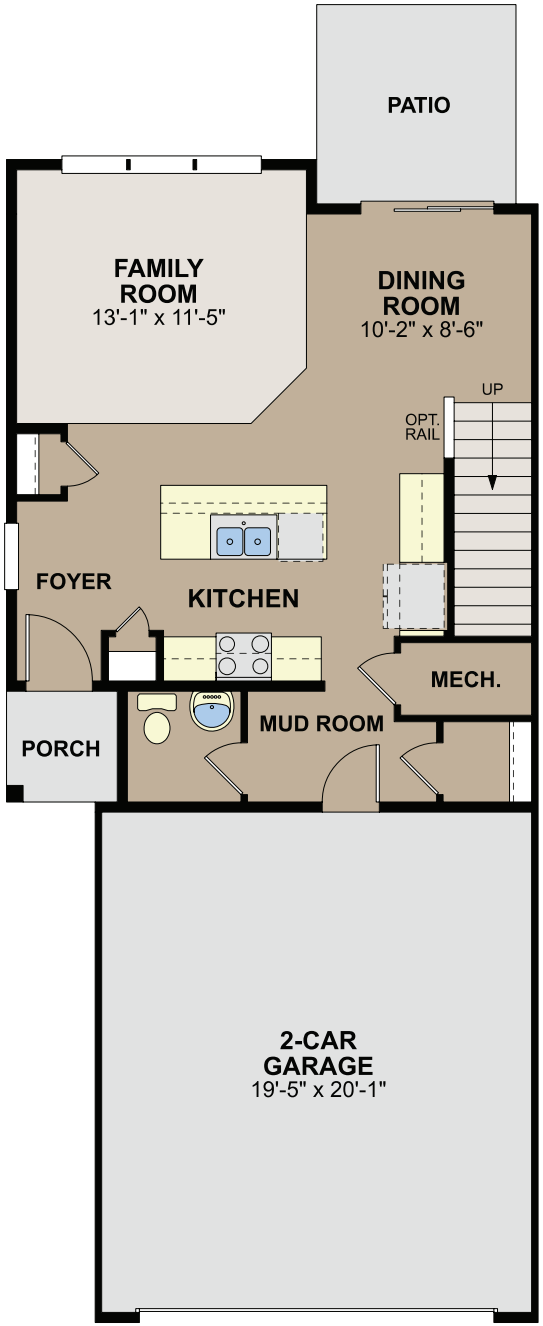
Elevation Unit 1

Elevation Unit 4

Square Feet: 1,506
Bedrooms: 3
Full Baths: 2

Half Baths: 1
Garages: 2
Stories: 2

M/I HOMES
Welcome to Better



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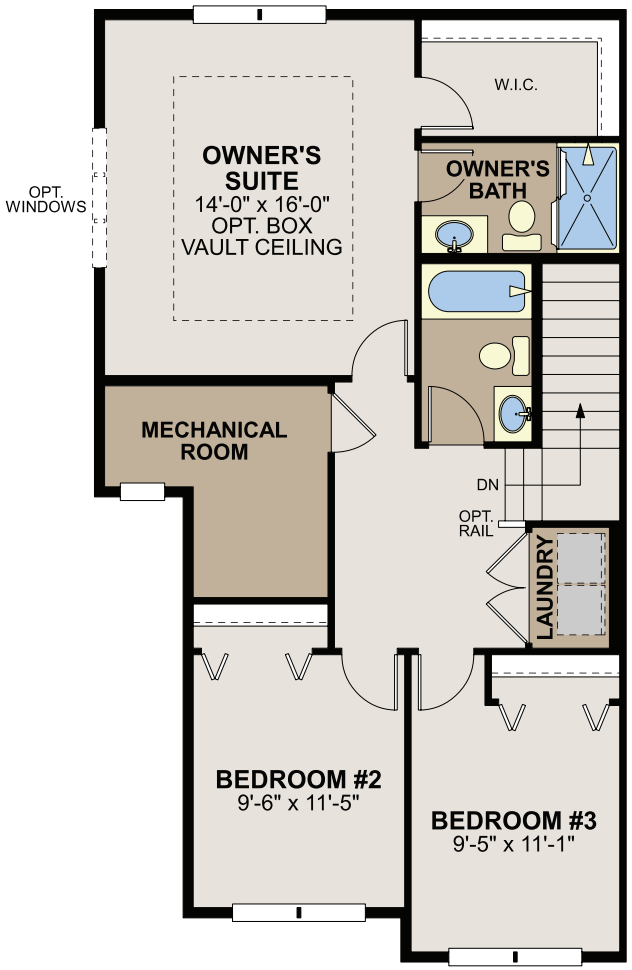

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EQUAL HOUSING OPPORTUNITY

Hayward

Elevation 4 Units

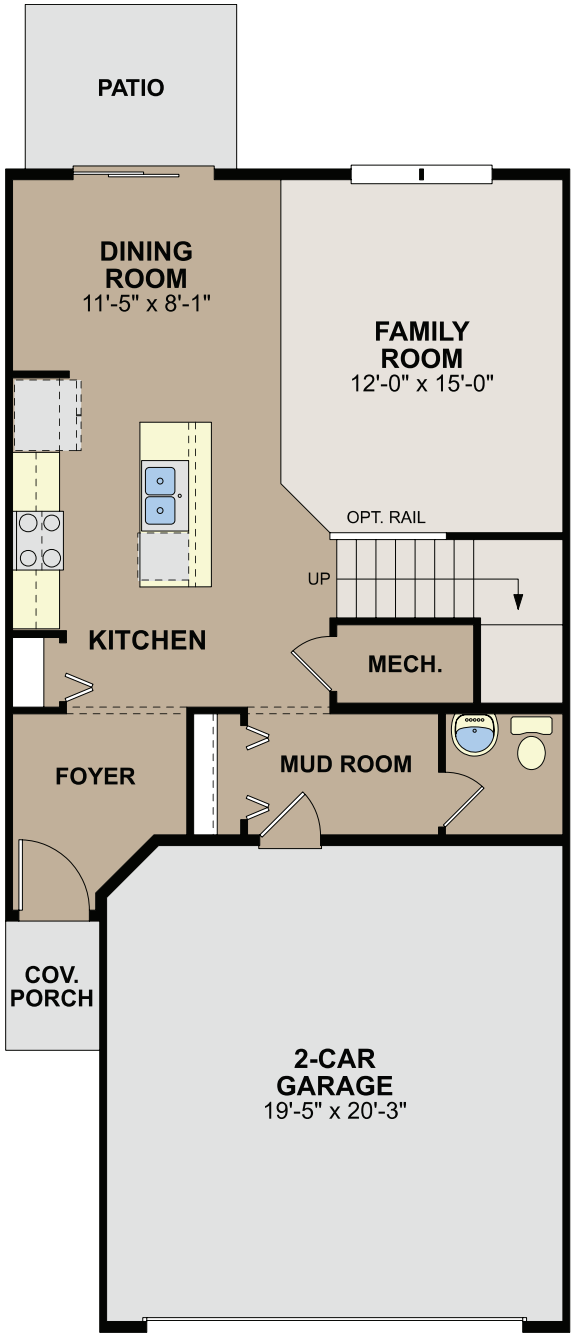
Elevation Unit 2

Elevation Unit 3

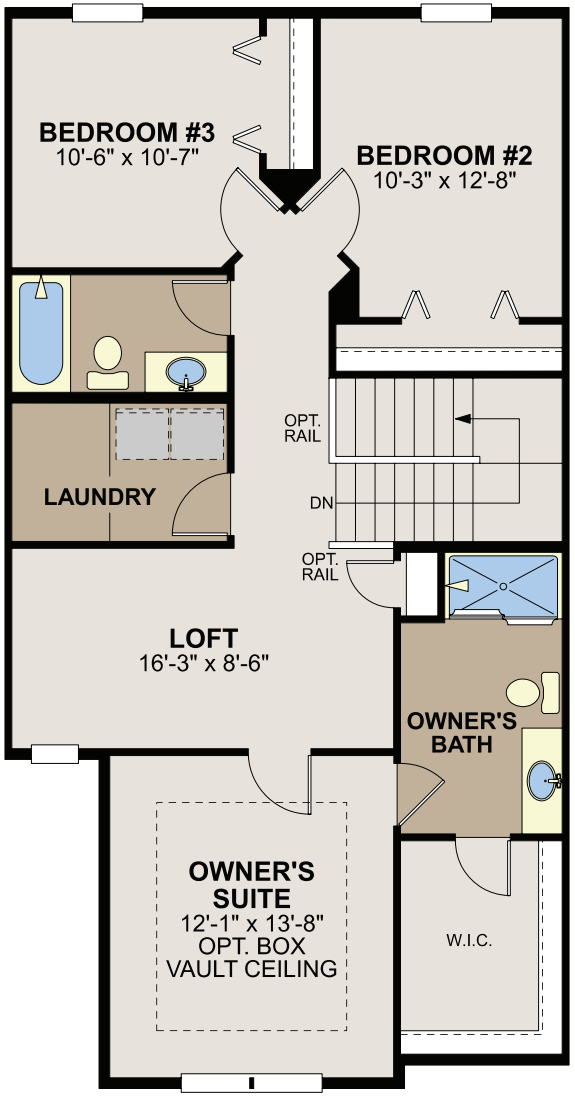
Square Feet: 1,722
Bedrooms: 3
Full Baths: 2

Half Baths: 1
Garages: 2
Stories: 2

M/I HOMES
Welcome to Better



FIRST FLOOR



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EQUAL HOUSING OPPORTUNITY

Memorandum

To: Brian Erickson, City Engineer
Nick Egger, Director of Public Works
Anthony Nemcek, Senior Planner
Jane Byron, Storm Water Specialist

From: Amanda Sachi, PE
Henry Meeker, EIT
Kris Keller, PE

Date: January 10, 2025

Re: Akron Ridge – Preliminary Plat/Site Plan Review
WSB Project No. 0267331-000

We have reviewed the documents provided by Civil Engineering Site Design on December 31, 2024. Documents reviewed include:

- Akron Ridge Civil Set, dated 12/31/24
- Akron Ridge Strom Sewer Pipe Size Analysis, dated 12/31/24
- Akron Ridge Drainage Analysis, dated 12/31/24

Applicant should provide responses to each comment. We offer the following comments below.

1. General
    a. Submit for and provide copies to the City of all required permits from regulatory agencies (MCES, Minnesota Pollution Control Agency, Minnesota Department of Health, NPDES, etc.)
    b. This site will need to pay some additional regional ponding fees to cover the portion of the site draining to CR 73 ROW.
    c. Address redline comments on attached plan sheets

2. Preliminary Plat & Site Plan
    ~~a. Show all drainage and utility easements.~~
    ~~b. Note locations of B-618 and D-412/Modified 'S' curb use~~
    ~~c. Reference City Standard Detail ST-7 for all valley gutter crossings~~
    d. Provide stop/street name signs
    ~~e. Provide 25' radii at development entrance~~
    ~~f. Label all radii of private drives~~
    ~~g. Call out ADA compliant ped ramps at all sidewalk crossings~~
    h. Provide barricades at private drives A-D for future Phase 2 streets with Phase 1 construction

3. Grading and Retaining Wall Plan
    ~~a. Provide EOF locations, elevations, and routes for all low points in the roadway and green spaces~~

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        i. ~~EOFs must meet minimum 1' freeboard requirements from adjacent or impacted buildings~~
    b. Coordinate grading in electrical easement with utility provider
        i. Verify clearances are not impacted with fills nor structures undermined with cuts.
    c. ~~Retaining walls exceeding 4' in height shall require a plan prepared by a licensed engineer submitted for review and approval by the Building Official prior to permit issuance.~~
        i. ~~Install fence as required for safety~~
        ii. ~~Provide a maintenance agreement to the City on behalf of the homeowners' association as part of the development agreement~~

    ~~Retaining wall changed to <4' in height.~~

4. Utilities
    a. Provide limits of public and private facilities including storm sewer, sanitary sewer, water supply and surface improvements.
        i. Provide easements for all public improvements
        ii. Provide additional easement for northern storm sewer
            1. Easement should be twice the depth of the utility with a minimum of 20'
    b. All sanitary structures and pipe to be a minimum 6' deep
    c. Show sanitary and water services on plans
        i. Show curb stops and cleanouts
            1. Show or note that Ford A1 (or approved equal) castings are to be installed on curb stops or cleanouts in impervious surfaces
    d. Provide utility profiles for all streets
        i. Show all utility crossings in profile view
        ii. Call out all required adjustments and offsets at utility crossings
        iii. Maintain minimum 18" vertical separation between sewer and water
        iv. Insulate when separation between storm sewer and water is less than 36"
    e. Recommend installing draintile 25' in each direction of the low point catch basins as per City Standard Detail SD-7
    f. Additional gate valves to be installed on private street stubs with Phase 2
        i. Stubbed to the south and plugged with Phase 1
    g. Verify whether there are utility service stubs present
        i. Only penetrations and a cross are shown on the as-built
        ii. Verify if a service stub is present, whether there is an existing gate valve
        iii. Show additional impacts and restoration required for connections if necessary
        iv. Match existing sanitary sewer pipe slope
    h. Realign utilities to the east and north along the future public road
        i. Stub utilities to southern development limits
        ii. Reduces required structures and main lengths
    i. 8" main required to the hydrant lead on the private drives
        i. Gate valves to be installed with Phase 2 extensions

ii. Shift hydrants to the side of the road instead of at the end for snow removal

j. Extend watermain along Private Drive D to the southern development limits for future looping

i. Provide air bleed at the end of the pipe

5. Existing Conditions & Removal Plan
   a. No comments

6. Details
   a. No comments

Stormwater Management

Grading, Drainage, and Erosion Control Comments:

1. General
   a. A NPDES permit will be required since over an acre of disturbance is proposed.
      Remains an open comment.
   b. Soil infiltration testing is recommended to determine design infiltration rates. Rates of up to 3 in/hr will be considered by the City Engineer.
      Applicant continuing use of 0.8 in/hr per SP-SM soils data.
   c. Provide a vegetation restoration/landscaping plan.
      Remains an open comment.

2. Ponds and Wetlands
   a. The pretreatment cell for the proposed BMP must include a clay liner to ensure it does not drain between rain events.
      Infiltration basin cross section shown, should include dead storage and call out liner.

3. Emergency Overflow Routes:
   ~~a. No comments.~~

4. Retaining Walls:
   a. Retaining walls exceeding 4' in height shall require a plan prepared by a licensed engineer submitted for review and approval by the Building Official prior to permit issuance.
      Retaining wall changed to <4' in height.

5. Erosion Control:
   ~~a. Biorolls must surround the entire BMP surface, extend them around the whole 930 contour.~~
   b. Riprap must be specified to the bottom of the pretreatment cell in plan view.
      Remains an open comment.

6. Grading:
   a. The maximum allowable slope above the pond NWL is 4:1, the 3:1 slopes graded above 936 must be revised.
      These slopes are corrected on the grading plan, but must be corrected in cross-section detail.

Stormwater Management Plan:

1. General Storm Sewer Design
    a. Provide a profile view of storm sewer, including callouts for any potential utility conflicts.
        - The minimum vertical separation between utilities is 18" and insulation is needed for any crossings of storm sewer and watermain within 36".

        Remains an open comment.
    ~~b. The pipes from FES-34 to CB-33 and CB-21 to FES-B must be revised to provide sufficient flow capacity.~~
    c. It is preferred that roof drains flow over pervious surface prior to capture in storm sewer. Provide reasoning for or revise roof drainage for units 19-36 north of Private Rd E.
    Response requested.
    d. Crown matching is recommended where pipes increase in diameter.
    Remains an open comment.
    ~~e. Catchbasin inlets must not exceed 3 cfs of inflows for the 10-year storm event. Flows to each CB must be included in the capacity calculations.~~
    ~~f. Flows through intersections should be reduced to the maximum extent practical, catchbasins should be shifted upgradient of intersections to capture flows.~~
    g. City standard practice is to have a drop inlet instead of a flared end section at FES-34.
        - All yard inlets should be reduced as much as feasible.

        Remains an open comment. This also extends to FES-F and FES-I
    h. Storm sewer outfalls must route to a pretreatment cell, it is recommended to route CBMH-13 to CBMH-32 to consolidate storm sewer and route to the pretreatment cell.
    Remains an open comment.
    ~~i. The BMP must have a City standard OCS, including a weir wall set to at least the 100-yr HWL elevation and sluice gate to open for emergency operation. See attached detail.~~
    j. Permission is needed from Dakota County to outlet western BMP into the existing CBMH.
    k. Ensure weir wall is constructable with only 0.15' of elevation difference to the OCS grate.

2. Water Quantity
    a. Required modeling events are the 2-, 10, and 100-year 24-hour events and the 10-day snowmelt event of 7.2 inches. The 1-year event is not required to be modeled.
    Remains an open comment.
    b. HydroCAD runoff modeling must be set to "Calculate separate Pervious/Impervious runoff (SBUH weighting)" rather than Weighted-CN.
    Remains an open comment.
    c. HydroCAD drainage areas must match between models, there is a 0.38 acre decrease from existing to proposed conditions.

3. Rate/Volume Control
    ~~a. BMP outflows are not allowable for any rainfall events besides the 10-day snowmelt. This should be achieved with the City standard OCS referenced above.~~

4. Freeboard
    a. Please confirm that proposed buildings are slab on grade. If basements are proposed, the low floor must be 1' above the BMP EOF and HWL.
    Response requested.

5. Water Quality
    a. Infiltration calculations must be provided based on City requirements of basin area (not counting basin side slopes) sized to 1/12 ac-ft/ac/day for the entire site area. The following formula can be used to determine this area:

$$Required\ Area\ (ac) = \frac{Site\ Area\ (ac)}{Infiltration\ Rate\ ({}^{in}/_{hr})} * 0.0416\ (conversion\ factor)$$

        - The current infiltration surface appears to be undersized for the ~19 ac tributary area.

    Applying the above formula for the 9.62 site acres and 0.8 in/hr infiltration rate results in a required infiltration area of 0.50 acres. The proposed infiltration area of 0.36 acres (excludes side slopes and dead pool surface area) is not large enough.

    ~~b. The pretreatment cell within the BMP must be designed according to NURP standards. This includes a 10' safety bench and dead storage volume of at least the 2.5" storm event runoff volume.~~

6. Easements
    a. The proposed BMP must be fully contained in a drainage and utility easement.
    Extend D&U easement to cover entire east BMP up to HWL.

General

Infrastructure design shall be completed in accordance with the City of Rosemount's Engineering Guidelines and Standards. Infrastructure construction shall be completed in accordance with the latest edition of the City's General Specifications and Standard Detail Plates for Street and Utility Construction.

ROSEMOUNT
PARKS AND RECREATION

M E M O R A N D U M

To: Adam Kienberger, Community Development Director
Anthony Nemcek, Senior Planner
Julia Hogan, Planner

From: Dan Schultz, Parks and Recreation Director

Date: January 21, 2025

Subject: Akron Ridge Development

The Parks and Recreation Department recently reviewed the plans for the Akron Ridge Development and has the following comments:

Local Trails and Sidewalks
The sidewalk amenities appear to be designed in a manner that works toward the City's goal of having a well-connected community. Staff does recommend that an 8-foot-wide trail be benched in on the west side of development along Akron Avenue. The developer will also provide the City with a payment to cover the cost of installing the trail. The amount that is paid will be agreed upon by City staff and the developer.

Parks Dedication
Because the City is not looking to acquire parkland in this development, the parks dedication for this development would be cash in-lieu of land. The cash dedication for 58 medium density units @ $2,850 per units would be $165,300.

The Parks and Recreation Commission will review the preliminary plat on Monday, January 27.

Please let know if you have any questions about this memo.

ROSEMOUNT MINNESOTA

EXECUTIVE SUMMARY

Planning Commission Regular Meeting: January 28, 2025
Tenative City Council Meeting: February 18, 2025

AGENDA ITEM:	Request by North Wind Test, LLC., for Preliminary and Final Plat approval and rezoning of 60 acres from A-2 to B-2	**AGENDA SECTION:** PUBLIC HEARINGS
PREPARED BY:	Anthony Nemcek , Senior Planner	**AGENDA NO.** 6.c.
ATTACHMENTS:	Site Location, Rezoning Exhibit, Land Use Plan, Plat, Preliminary Site Plan, 151st Street & Blaine Avenue Improvements , Parks and Recreation Review Memo dated January 21, 2025, Engineer's memo dated January 23, 2025, Traffic Impact Analysis	**APPROVED BY:** AK

RECOMMENDED ACTION:

Motion to recommend the City Council approve a rezoning of the subject parcel from A2 - Agriculture to B-2 Employment.

Motion to recommend the City Council approve the North Wind Addition preliminary and final plats, subject to the following conditions:

1. Execution of a subdivision agreement.
2. Development fees not paid for Outlot A must be submitted are due prior to approval of a building permit for the future substation.
3. Payment of $515,950 in lieu of park land dedication.
4. The developer is responsible for the costs of constructing a bituminous trail along the western side of the Blaine Avenue extension.
5. Conformance with the comments contained within the engineer's memo dated January 23, 2025.
6. Approval of a rezoning of the subject property from A-2 to B-2 in conformance with the City's Comprehensive Plan.

BACKGROUND

The Planning Commission is being asked to consider requests by North Wind Test, LLC., for the approval of preliminary and final plats and a rezoning of the site from A-2 Agriculture to B-2 Employment. The applicant is planning to develop an aerospace research and testing facility on the 60-acres within the Plat area, which is located immediately south of Meta's data center project and west of Blaine Avenue. The plat includes a parcel in the northeast corner of the site that will be the location of a future substation to serve the site. A preliminary site plan is attached as reference. The Commission should note that in addition to the requests being made at this meeting, North Wind Test

will also require approval of a Planned Unit Development to allow for multiple principal uses on a single parcel, and final site and building plan approval prior to site development. The applicant will be making requests for those approvals at a later date. Staff finds the plat in conformance with the lot standards of the B-2 Employment zoning district, and the proposed rezoning is consistent with the City's comprehensive land use plan. Therefore, staff is recommending approval of these two requests.

Applicant	North Wind Test, LLC.
Property Owner	University of Minnesota
Site Area	60.7 Acres
Current Zoning	A-2 Agriculture
Proposed Zoning	B-2 Employment
Comp Plan Designation	Business Park

Legal Authority

The Planning Commission is being asked to consider two requests. The first request, approval of preliminary and final plats, is quasi-judicial in nature, meaning the Planning Commission is acting as a judge to determine if the requested plats are in conformance with the requirements and standards of the zoning ordinance. If the proposed plat conforms with the code, it must be approved. The second request, rezoning the site from A-2 to B-2, is legislative in nature. This means the City has wide discretion when deciding to approve or deny the request. That being said, if a requested rezoning is consistent with the City's Comprehensive Land Use plan, it should generally be approved.

Land Use and Zoning

The site currently located within the A-2 Agriculture zoning district. The applicant is proposing a rezoning of the subject property from A-2 to B-2 Employment. The proposed rezoning is consistent with the City's adopted Comprehensive Land Use Plan, which designates the site for Business Park land uses. The BP-Business Park zoning district was replaced by the B-2 Employment zoning district in the City's 2024 zoning code update. Therefore, staff recommends approval of the rezoning and will be reviewing the proposed plat using the B-2 lot dimension standards.

Plat

The applicant is requesting approval of both the preliminary and final plats for the North Wind Addition. The proposed plat contains two parcels, one buildable and one an outlot that will be the site of a substation to serve the site. The plat also has land dedicated to a future 151st Street East right of way. This road runs east/west and will continue to be extended westward as development occurs. The preliminary site plan submitted by the applicant shows a temporary cul-de-sac at the western terminus of this road. The table below shows how the proposed plat compares to the dimensional standards of the B-2 Employment district.

Standard	Required	Proposed
Minimum Lot Width	120'	281.98'
Minimum Lot Area	1 acre	3.67 acres

All other site development standards, such as setbacks and building height, will be reviewed with a formal site plan review that will be requested by the applicant at a later date. A preliminary site plan is included in the attachments as a reference and to provide context for the commission. Staff also notes that final plat approval will be required to convert the outlot to a buildable lot prior to the approval of a building permit or site plan for the future substation on that parcel.

Park Dedication

The Parks and Recreation department has reviewed the proposed plat and is making two recommendations. The first recommendation is for the applicant to pay a fee-in-lieu of land dedication. Based on the size of the plat area, that amounts to $515,950 (60.7 acres @ $8,500 per acre). The second recommendation from Parks and Rec staff relates to a future trail along Blaine Avenue. Meta's data center development included grading along Blaine Avenue to accommodate a future trail. When the time comes that Blaine receives full upgrades, the City will build the trail and assess the applicant for their share of the costs.

Engineering

The site will be served by newly constructed sewer and water within 151st Street East. This service will be brought down the Blaine Avenue extension. Plans for these improvements are attached to this report. The City's engineering staff has reviewed the preliminary plat and provided a memorandum, which is attached. The memorandum contains comments related to the street improvement and utility plans. Additionally, the applicant has drafted a traffic impact analysis (TIA) which the County reviewed and provided the following feedback:

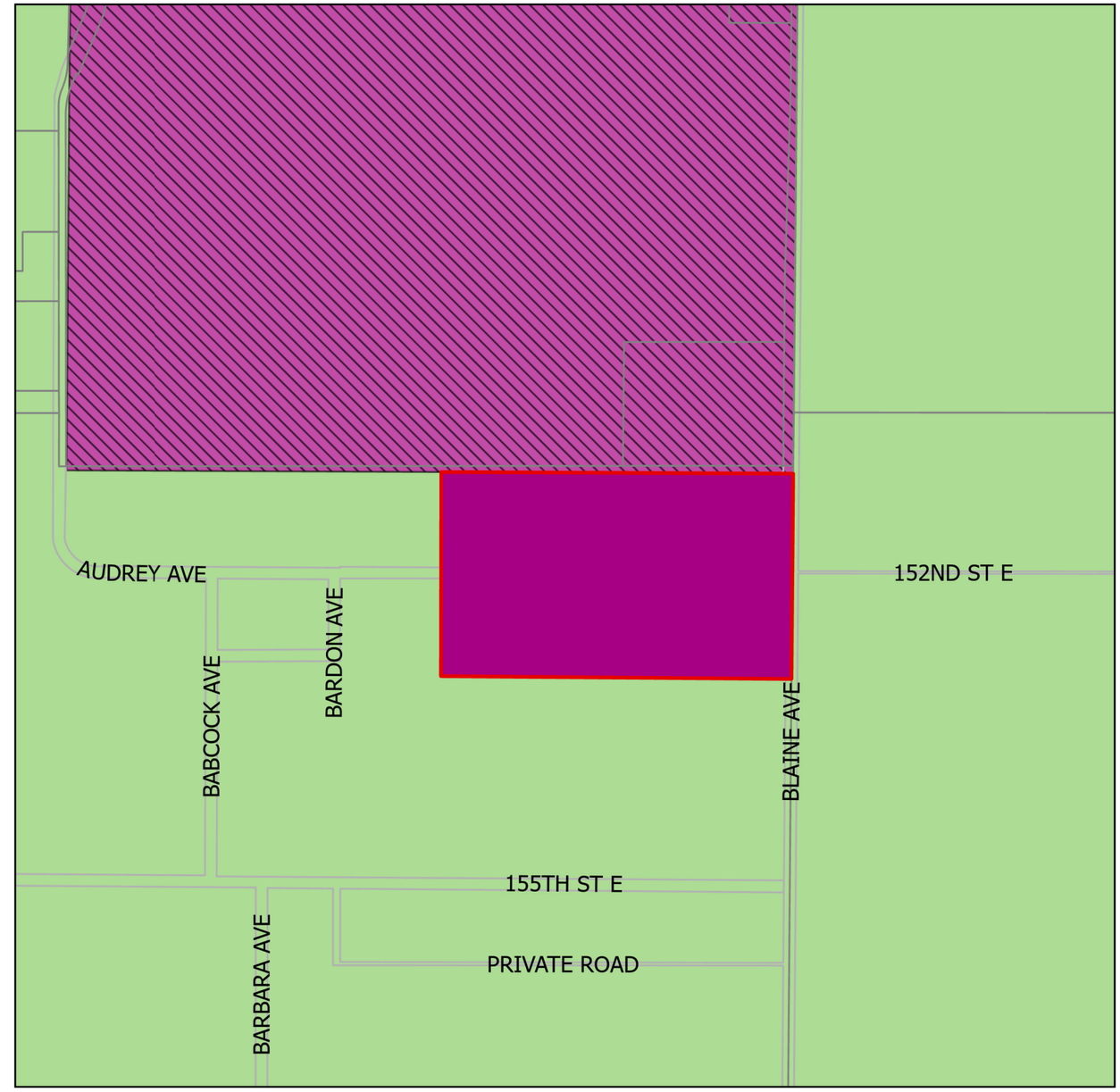
- Modeling Data: The County requested the Synchro traffic models be provided in Version 11 format for review and records.
- Signal Timing and Warrants: A more detailed signal warrant analysis is needed for long-term (2040) conditions, including sensitivity analysis to predict when volume thresholds might be met.
- Queueing and Storage: The report should include 95th percentile queue lengths and available storage capacity to address potential congestion at key intersections.
- Future Geometry: Assumptions should align with planned road improvements, such as those funded by the TED Grant.
- Mitigation Needs: Recommendations include adding turn lanes and signal timing adjustments at intersections like CSAH 42 & US Highway 52 ramps and CSAH 42 & Blaine Avenue to address projected traffic increases.
- Safety Considerations: Long-term planning should address potential safety concerns, including excessive delays and queue spillbacks, especially at major intersections.

These updates aim to ensure the TIA aligns with County standards and adequately addresses the impact of proposed developments on the roadway network.

RECOMMENDATION

Staff finds the requested rezoning to be consistent with the designated land use of the site within the City's adopted Comprehensive Land Use Plan. Staff also finds the proposed plat to conform with the requirements and standards of the zoning ordinance. Staff is recommending approval of both requested actions subject to conditions.

Current Zoning - A-1



Proposed Zoning - B-2

ROSEMOUNT
MINNESOTA

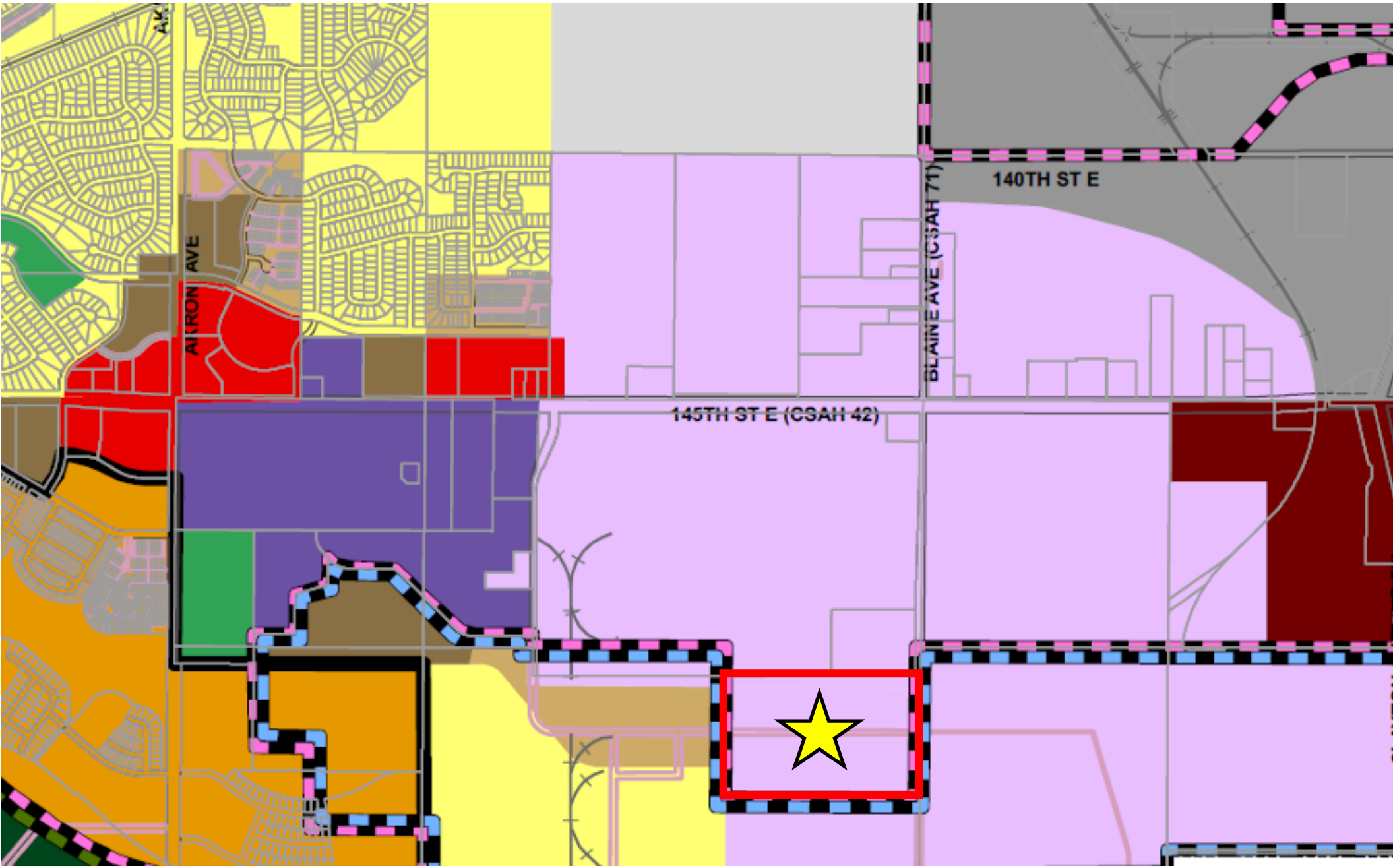
Parcels
Development Site

A-1 - Agricultural Preserve District
B-2 - Employment District
PUD

N

0 500 1,000 Feet

Date Exported: 1/21/2025 12:40 PM
Path: C:\Users\mdh\OneDrive - ci.rosemount.mn.us\GIS Projects\Admin - Council\Coughlin\Maps.aprx


140TH ST E
BLAINE AVE (CSAH 71)
145TH ST E (CSAH 42)
AKRON AVE

NORTH WIND ADDITION

KNOW ALL BY THESE PRESENTS: That North Wind Test LLC, a Minnesota limited liability company, owner of the following described property:

That part of the Northeast Quarter of Section 35, Township 115 North, Range 19 West described as follows:

Commencing at the northeast corner of said Section 35; thence South 00 degrees 27 minutes 47 seconds West, assumed bearing, along the east line of said Northeast Quarter, a distance of 300.01 feet to the south line of the North 300.00 feet of said Section 35, also being the south line of the plat of ROSEMOUNT TECHNOLOGY ADDITION and the point of beginning of the parcel to be described; thence continuing South 00 degrees 27 minutes 47 seconds West, along said east line of the Northeast Quarter, a distance of 1278.36 feet; thence South 89 degrees 56 minutes 07 seconds West, a distance of 2068.51 feet; thence North 00 degrees 23 minutes 47 seconds East, a distance of 1279.05 feet to said south line of the North 300.00 feet of Section 35; thence North 89 degrees 57 minutes 16 seconds East, along said south line of the North 300.00 feet of Section 35, a distance of 2070.00 feet to the point of beginning.

Has caused the same to be surveyed and platted as NORTH WIND ADDITION, and does hereby dedicate to the public for public use the public ways and easements for drainage and utility purposes as shown on this plat.

In witness whereof said North Wind Test LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this

_____ day of _____, 20___.

Signed: North Wind Test LLC, a Minnesota limited liability company,

By _____, President of North Wind Test LLC, a Minnesota limited liability company.

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____ , 20___, by _____, President of North Wind Test LLC, a Minnesota limited liability company.

_____
Signature of Notary

_____
Printed Name of Notary

Notary Public _____ County, _____
My commission expires _____

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

Dated this _____, day of _____, 20___.

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

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____ , 20___, by Eric A. Roeser, Land Surveyor, Minnesota License No. 47476.

_____
Signature of Notary

_____
Printed Name of Notary

Notary Public _____ County, _____
My commission expires _____

CITY COUNCIL, CITY OF ROSEMOUNT, COUNTY OF DAKOTA, STATE OF MINNESOTA

This plat of NORTH WIND ADDITION was approved and accepted by the City Council of the City of Rosemount, Minnesota at a regular meeting thereof held this _____ day of _____ , 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

By: _____, Mayor By: _____, Clerk

COUNTY SURVEYOR, COUNTY OF DAKOTA, STATE OF MINNESOTA

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20___.

By: _____
Todd B. Tollefson
Dakota County Surveyor

COUNTY BOARD, COUNTY OF DAKOTA, STATE OF MINNESOTA

We do hereby certify that on the 28th day of November, 2023, the Board of Commissioners of Dakota County, Minnesota, approved this plat of NORTH WIND ADDITION, and said plat is in compliance with the provisions of 505.03, Subd. 2, and pursuant to the Dakota County Contiguous Plat Ordinance.

By: _____ Attest: _____
Chair, County Board County Treasurer – Auditor

DEPARTMENT OF PROPERTY TAXATION AND RECORDS, COUNTY OF DAKOTA, STATE OF MINNESOTA

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year _____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____ , 20___.

By: _____
Amy A. Koethe, Director,
Department of Property Taxation and Records

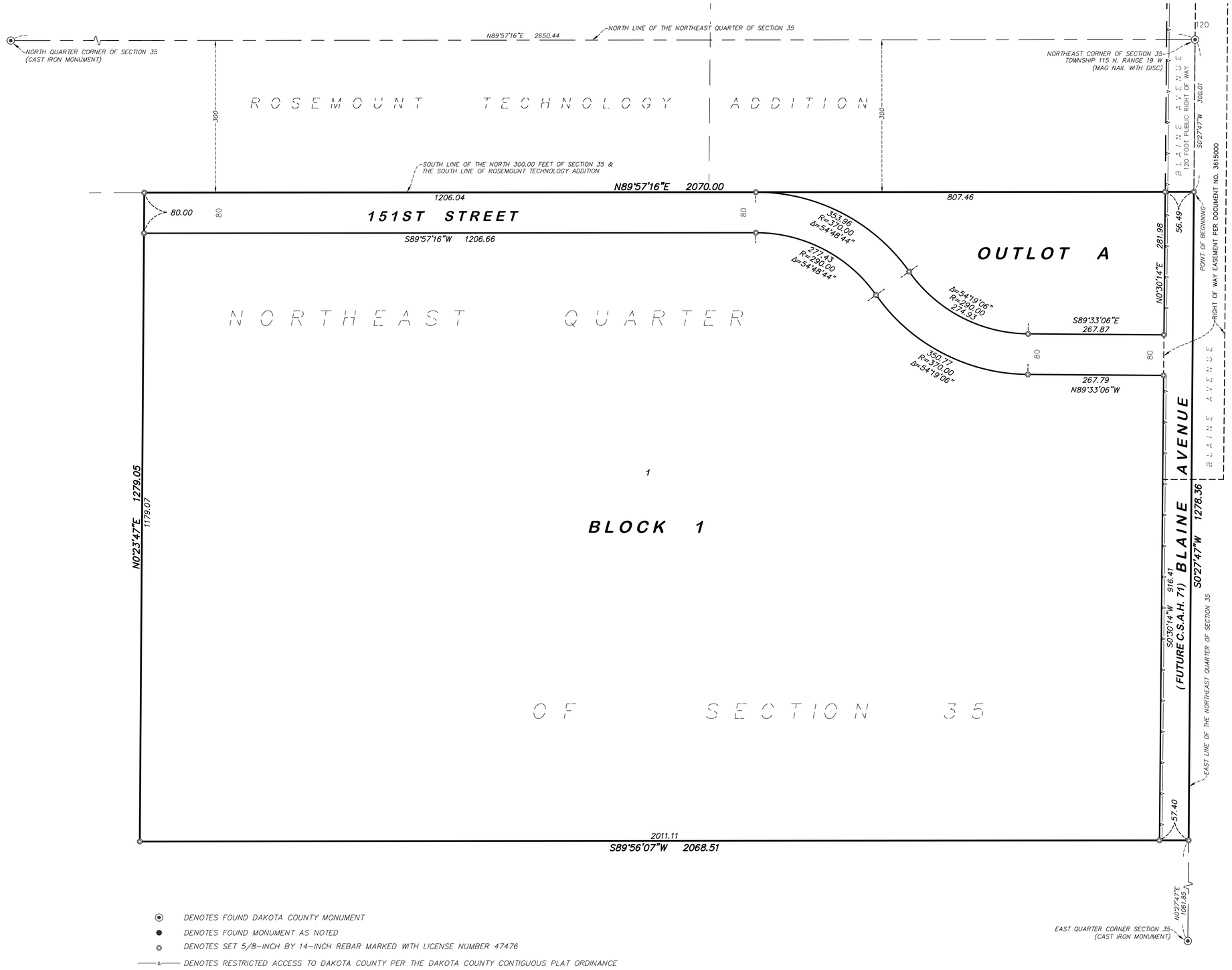
COUNTY RECORDER, COUNTY OF DAKOTA, STATE OF MINNESOTA

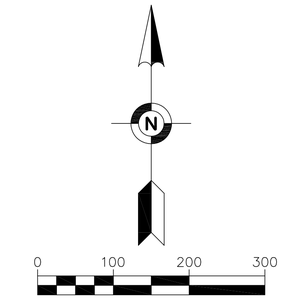
I hereby certify that this plat of NORTH WIND ADDITION was filed in the office of the County Recorder for public record this _____ day of _____ , 202___, at _____ o'clock __. M., and was duly filed in Book _____ of Plats, Page _____, as Document Number _____.

By: _____
Amy A. Koethe, County Recorder

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

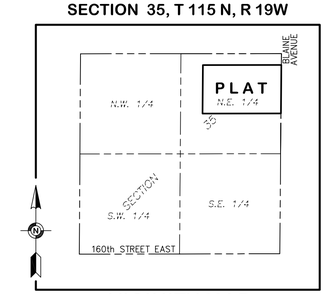
NORTH WIND ADDITION





THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 115 NORTH, RANGE 19 WEST, DAKOTA COUNTY, MINNESOTA IS ASSUMED TO BEAR S00°27'47"W

SECTION 35, T 115 N, R 19W

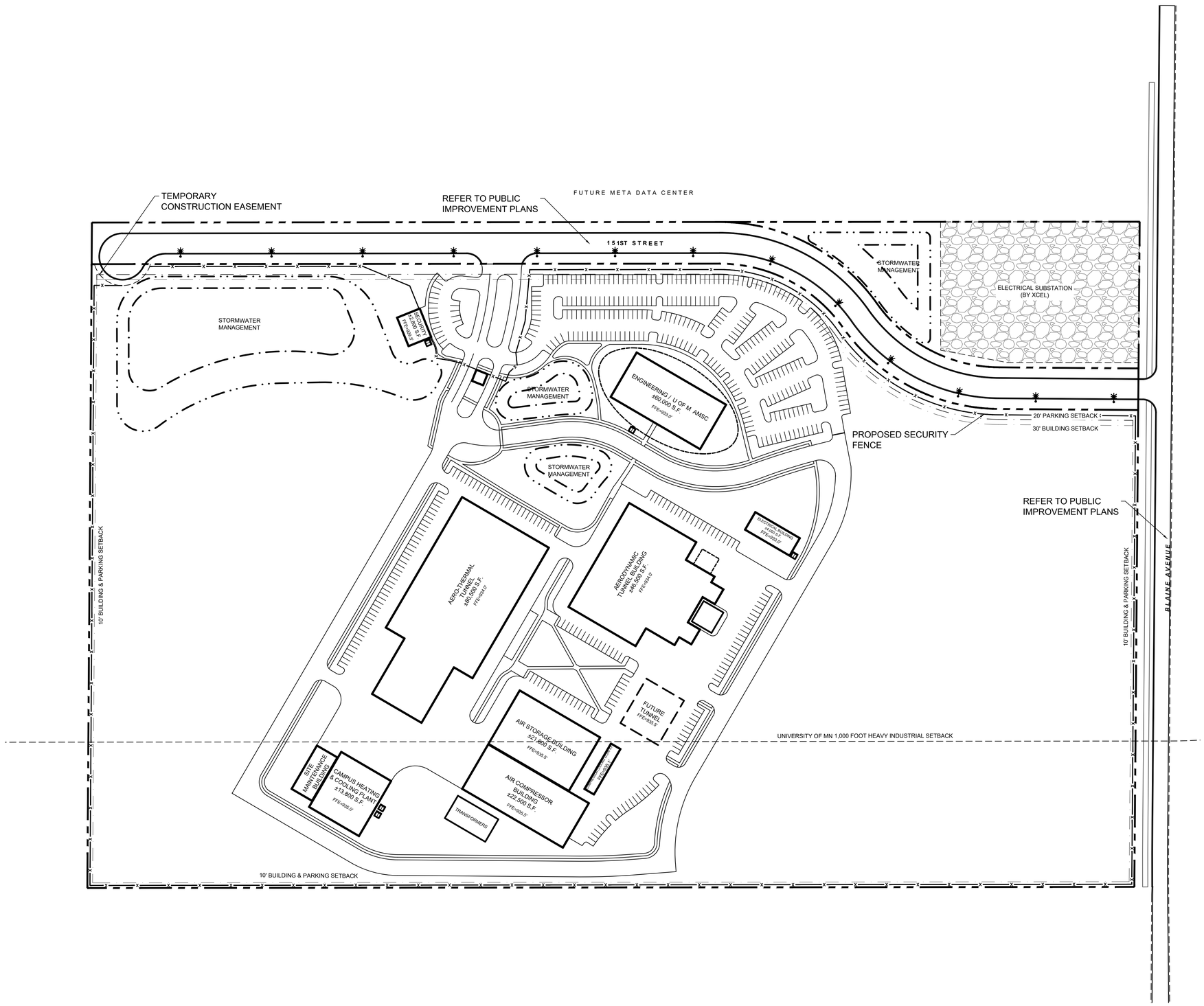


VICINITY MAP
NO SCALE

- DENOTES FOUND DAKOTA COUNTY MONUMENT
- DENOTES FOUND MONUMENT AS NOTED
- DENOTES SET 5/8-INCH BY 14-INCH REBAR MARKED WITH LICENSE NUMBER 47476
- DENOTES RESTRICTED ACCESS TO DAKOTA COUNTY PER THE DAKOTA COUNTY CONTIGUOUS PLAT ORDINANCE

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

SHEET 2 OF 2 SHEETS



LEGEND

- PROPERTY LINE
- SETBACK LINE
- NORMAL WATER LEVEL
- TOP OF BASIN
- DRAINAGE AND UTILITY EASEMENT
- PROPOSED FENCE
- RETAINING WALL
- PROPOSED CURB AND GUTTER
- STANDARD DUTY ASPHALT PAVMENT — SEE DETAILS FOR SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE DETAILS FOR SECTION
- RIGHT OF WAY PAVEMENT — SEE DETAILS FOR SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE DETAILS FOR SECTION
- STANDARD DUTY CONCRETE PAVEMENT / SIDEWALK — SEE DETAILS FOR SECTION
- ASPHALT TRAIL — SEE DETAILS FOR SECTION
- GRAVEL PAVEMENT — SEE DETAILS FOR SECTION
- STORM WATER AREA — SEE GRADING PLAN FOR DETAILS

SITE PLAN NOTES

1. REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF STOOPS, TRUCK DOOKS, TRASH ENCLOSURES & PRECISE BUILDING DIMENSIONS. REFER TO THE SITE ELECTRICAL PLAN FOR LOCATIONS OF PROPOSED LIGHT POLES, CONDUITS, AND ELECTRICAL EQUIPMENT.
2. REFER TO CERTIFIED SITE SURVEY OR PLAT FOR EXACT LOCATION OF EXISTING EASEMENTS, PROPERTY BOUNDARY DIMENSIONS, AND ADJACENT RIGHT-OF-WAY & PARCEL INFORMATION.
3. DIMENSIONS AND RADII ARE DRAWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED. DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT, AND AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
4. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING EXISTING SITE IMPROVEMENTS THAT CONFLICT WITH THE PROPOSED WORK, INCLUDING BUT NOT LIMITED TO TRAFFIC SIGNS, LIGHT POLES, ABOVEGROUND UTILITIES, ETC. PERFORM WORK IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS. COST SHALL BE INCLUDED IN BASE BID.
5. TYPICAL PARKING STALL DIMENSIONS SHALL BE 9.0-FEET IN WIDTH AND 20-FEET IN LENGTH UNLESS OTHERWISE INDICATED.
6. MONUMENT SIGN(S) ARE DETAILED ON THE ARCHITECTURAL PLANS AND ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIGN DIMENSIONS, LOCATION AND REQUIRED PERMITS WITH THE OWNER.

SITE DATA

EXISTING ZONING	A-2 AGRICULTURAL
PROPOSED ZONING	B-2 EMPLOYMENT
PARKING SETBACKS	SIDE/REAR = 10' FRONT = 20'
BUILDING SETBACKS	SIDE/REAR = 10' FRONT = 30'

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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

PRELIMINARY - NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
11995 SINGLETREE LANE, SUITE 225, EDEN PRAIRIE, MN 55344
PHONE: 612-315-1272
WWW.KIMLEY-HORN.COM

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.

BRIAN M. WURDEMAN, P.E.
DATE: 12/27/2024 MN LIC. NO. 53113

KHA PROJECT	161157000
DATE	12/27/2024
SCALE	AS SHOWN
DESIGNED BY	CGM
DRAWN BY	MOB
CHECKED BY	BMW

SITE DIMENSION PLAN

PROJECT FALCON
PREPARED FOR
NORTH WIND TEST LLC
ROSEMOUNT MN

SHEET NUMBER
C400

K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\C4-SITE PLAN.dwg December 27, 2024 - 2:33pm
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

DAKOTA COUNTY
CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE ROADWAY IMPROVEMENTS

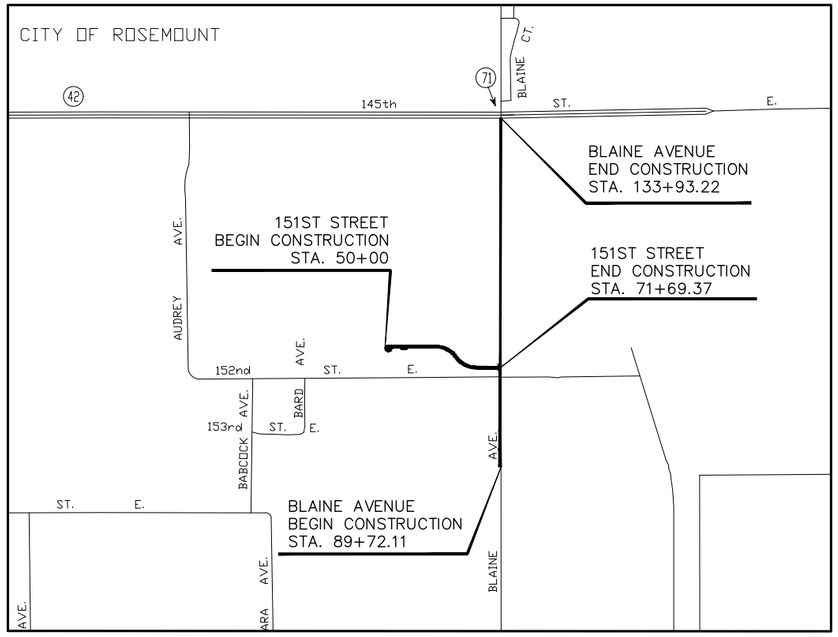
CONSTRUCTION PLAN FOR GRADING, PAVING, AGGREGATE BASE, BITUMINOUS SURFACING, WATERMAIN, STORM SEWER AND INTERSECTION IMPROVEMENTS

LOCATED ON: BLAINE AVENUE FROM 1200' SOUTH OF 151ST STREET E TO 860' NORTH OF 151ST STREET E (GEOGRAPHIC DESCRIPTION)

LOCATED ON: 151ST STREET FROM 1500' WEST OF BLAINE AVENUE TO BLAINE AVENUE

LEGEND

- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING CURB BOX
- EXISTING WATERMAIN MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING CATCH BASIN
- EXISTING GAS VALVE
- EXISTING CABLE TV BOX
- EXISTING TELEPHONE BOX
- EXISTING POWER POLE
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL TRANSFORMER
- EXISTING LIGHT POLE
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING GAS MAIN
- EXISTING CABLE TV
- EXISTING UNDERGROUND TELEPHONE LINE
- EXISTING UNDERGROUND POWER
- EXISTING OVERHEAD POWER
- EXISTING FIBER LINE
- EXISTING CURB AND GUTTER
- EXISTING FENCE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT
- EXISTING MAILBOX
- EXISTING SOIL BORING
- EXISTING STREET SIGN
- EXISTING TREE
- EXISTING TREE LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- DRAINAGE ARROW
- PROPOSED BUTTERFLY VALVE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED MANHOLE (STORM/SANITARY)
- PROPOSED CATCH BASIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED DRAIN TILE
- PROPOSED CURB AND GUTTER



NOTE:
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

THE EXACT LOCATION OF UNDERGROUND UTILITIES SHOWN IN THIS PLAN SET ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE PRIOR TO STARTING ANY EXCAVATION.

GOPHER STATE ONE CALL SYSTEM.....1-800-252-1166

DESIGN DESIGNATION: BLAINE AVENUE
STA. 89+72.11 TO STA. 110+24+64
Functional Classification: LOCAL ROAD
No. of Traffic Lanes = 2 No. of Parking Lanes = 0
ADT (Current Year) 2022 = 2300 Design Speed 55 mph
ADT (Future Year) 2042 = 4800 Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) 2042 = 2150 Height of eye 3.5 Height of Object
D (Directional Distr.) = N.A. % Design Speed not achieved at:
T (Heavy Commercial) = N.A. % STA. N/A TO STA. N/A MPH
R-VALUE = 30 20 YR BESALS 2,786,000 Design Load 10 ton

DESIGN DESIGNATION: 151ST STREET
STA. 50+00 TO STA. 71+69.37
Functional Classification: LOCAL ROAD
No. of Traffic Lanes = 2 No. of Parking Lanes = 0
ADT (Current Year) 2022 = X Design Speed 30 mph
ADT (Future Year) 2042 = X Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) 2042 = X Height of eye 3.5 Height of Object 2.0'
D (Directional Distr.) = N.A. % Design Speed not achieved at: N.A.
T (Heavy Commercial) = N.A. % STA. N.A. TO STA. N.A. MPH N.A.
R-VALUE = X 20 YR BESALS X Design Load X ton

PLAN SET SCALES

LOCATION MAP	0	500	1000	2000
ALIGNMENT	0	50	100	200
PLAN	0	15	30	60
PROFILE	0	5	10	20
UTILITY PLAN	0	15	30	60
CROSS-SECTIONS	0	5	10	20

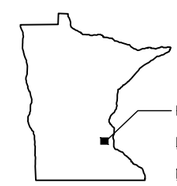
SCALE IN FEET

BLAINE AVE

GROSS LENGTH	2421	FEET	0.459	MILES
EXCEPTION LENGTH	N/A	FEET	N/A	MILES
NET LENGTH	2421	FEET	0.459	MILES

151ST STREET

GROSS LENGTH	2169	FEET	0.412	MILES
EXCEPTION LENGTH	N/A	FEET	N/A	MILES
NET LENGTH	2169	FEET	0.412	MILES



PLAN REVISONS		
DATE	SHEET NO.	APPROVED BY

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN. ALL TRAFFIC CONTROL SIGNING AND DEVICES SHALL CONFORM TO THE MMUTCD, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	CONSTRUCTION NOTES AND UTILITY CONTACTS
3–12	CITY STANDARD PLATES AND DETAILS
13	TYPICAL SECTIONS
14–15	ALIGNMENT PLAN AND TABULATION
16–27	REMOVAL PLANS
28–36	STREET AND STORM SEWER CONSTRUCTION PLAN AND PROFILE
37–48	SANITARY SEWER CONSTRUCTION PLAN AND PROFILE

PRELIMINARY PLANS

Kimley»Horn

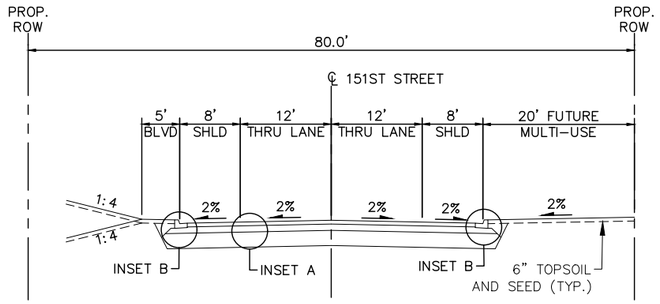
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 12/31/2024 LIC. NO. 60826

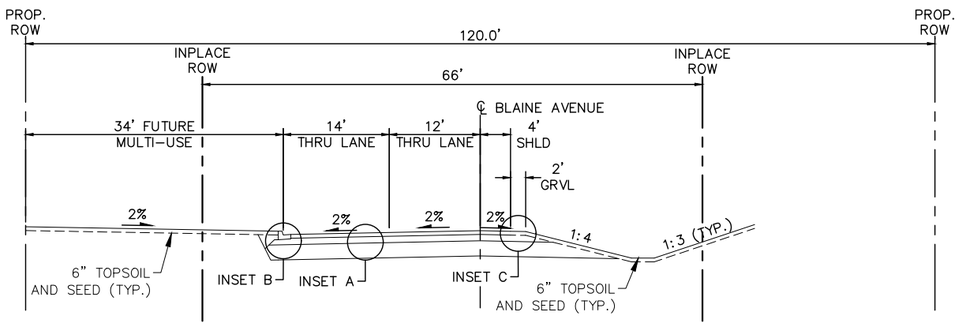
ENGINEER

MICHAEL J. KINNING, P.E.

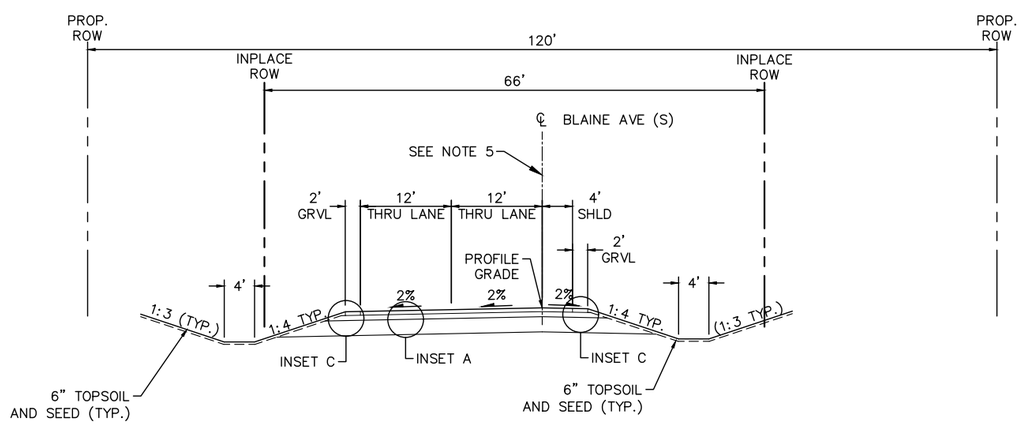
K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\Off-Site\Falcon-COVER.dwg December 27, 2024 - 10:43am



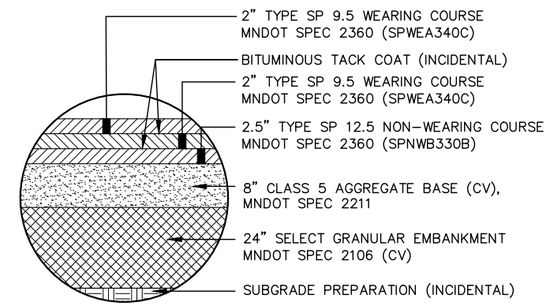
PROPOSED TYPICAL SECTION – 151ST STREET
STA. 50+00 TO STA. 71+69.37



PROPOSED TYPICAL SECTION – BLAINE AVE
STA. 93+21 TO STA. 108+67

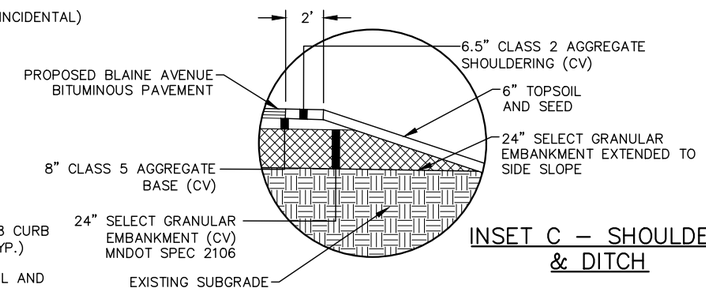


PROPOSED TYPICAL SECTION – BLAINE AVE
STA. 89+72 TO STA. 93+21
AND STA. 108+67 TO STA. 134+50

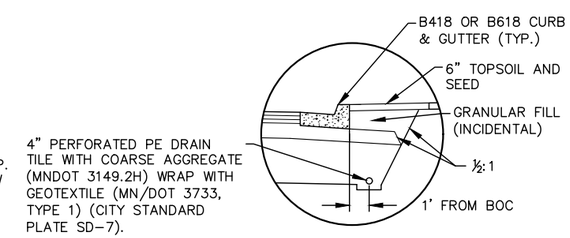


INSET A – BITUMINOUS PAVEMENT

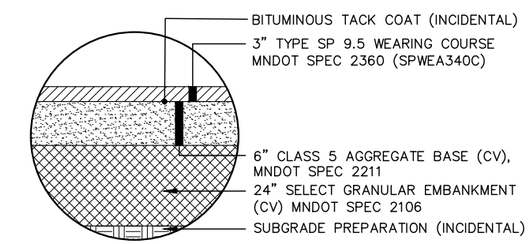
NOTES:
1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CROSS SLOPES ARE IN PERCENT GRADE.
3. ALL STATIONING IS BASED ON 152ND STREET OR BLAINE AVENUE.
4. CONTRACTOR TO VERIFY INPLACE ELEVATIONS OF INPLACE PAVEMENT ALONG BLAINE AVENUE WHERE PROPOSED PAVEMENT TIES IN. IF ELEVATIONS DIFFER FROM PLANS, NOTIFY THE ENGINEER BEFORE INSTALLING CURB.
5. CENTERLINE OFFSET VARIES. SEE CONSTRUCTION PLAN FOR DETAILS.



INSET C – SHOULDER & DITCH



INSET B –CURB AND GUTTER



INSET D – BITUMINOUS DRIVEWAY PAVEMENT

No.	Date	Revisions	App.

DRAWING NAME	
Falcon–TYPC.dwg	
DESIGNED BY:	MJK
DRAWN BY:	DAT
CHECKED BY:	MJK
DATE:	12/31/2024
PROJECT NO.	161157000

Kimley»Horn

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.

MICHAEL J. KINNING, P.E.
DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

TYPICAL SECTIONS
BLAINE AVENUE & 151ST STREET

SHEET NO.
13
48

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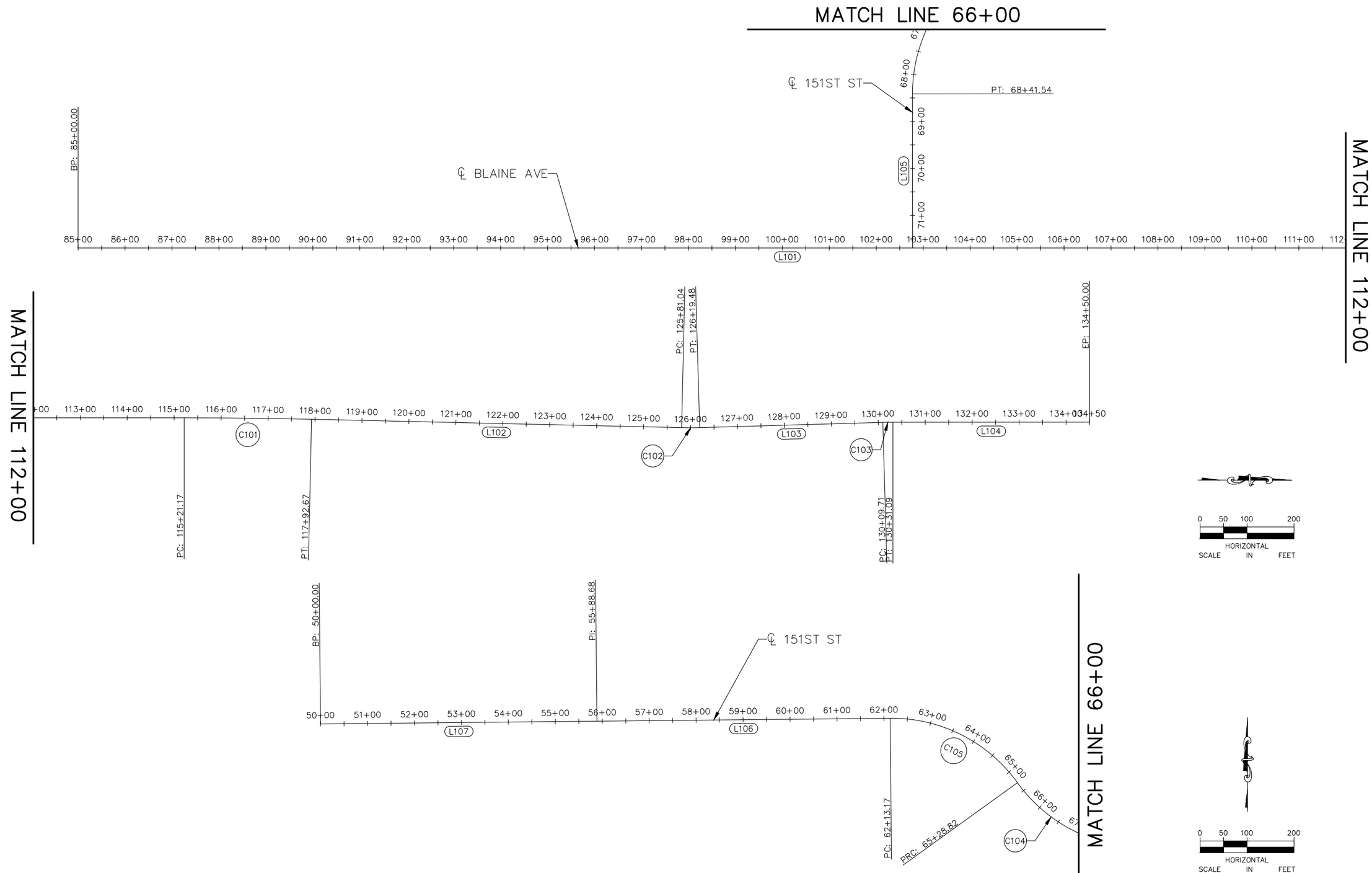

No.	Date	Revisions	App.

DRAWING NAME Falcon–ALIGN.dwg	
DESIGNED BY:	MJK
DRAWN BY:	DAT
CHECKED BY:	MJK
DATE:	12/31/2024
PROJECT NO.	161157000

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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

ALIGNMENT PLAN AND TABULATION

SHEET NO.
14
48

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ALIGNMENT DATA
BLAINE AVE

SEGMENT NUMBER	BEGINNING STATION	ENDING STATION	PI STATION	NOTES	DELTA	DEGREE	RADIUS (FT)	TANGENT (FT)	LENGTH (FT)	BEGINNING COORDINATES NORTHING	BEGINNING COORDINATES EASTING	ENDING COORDINATES NORTHING	ENDING COORDINATES EASTING	AZIMUTH
L101	85+00.00	115+21.17							3021.17	192471.71	567993.36	195492.76	568019.93	0°30'14"
C101	115+21.17	117+92.67	116+56.92		1°17'47"	0°28'38.87"	12000.00	135.75	271.50	195492.76	568019.93	195764.20	568025.39	0°30'14" 1°48'01"
L102	117+92.67	125+81.04							788.38	195764.20	568025.39	196552.19	568050.16	1°48'01"
C102	125+81.04	126+19.48	126+00.27		2°56'12"	7°38'21.97"	750.00	19.22	38.44	196552.19	568050.16	196590.62	568050.38	1°48'01" 358°51'49"
L103	126+19.48	130+09.71							390.23	196590.62	568050.38	196980.77	568042.64	358°51'49"
C103	130+09.71	130+31.09	130+20.40		1°37'58"	7°38'21.97"	750.00	10.69	21.37	196980.77	568042.64	197002.15	568042.52	358°51'49" 0°29'47"
L104	130+31.09	134+50.00							418.91	197002.15	568042.52	197421.05	568046.15	0°29'47"

ALIGNMENT DATA
151ST ST

SEGMENT NUMBER	BEGINNING STATION	ENDING STATION	PI STATION	NOTES	DELTA	DEGREE	RADIUS (FT)	TANGENT (FT)	LENGTH (FT)	BEGINNING COORDINATES NORTHING	BEGINNING COORDINATES EASTING	ENDING COORDINATES NORTHING	ENDING COORDINATES EASTING	AZIMUTH
L107	50+00.00	55+88.68							588.68	194529.48	565931.29	194530.10	566519.97	89°56'23"
L106	55+88.68	62+13.17							624.49	194530.10	566519.97	194530.75	567144.47	89°56'23"
C105	62+13.17	65+28.82	63+84.24		54°48'15"	17°21'44.49"	330.00	171.07	315.65	194530.75	567144.47	194391.24	567414.28	89°56'23" 144°44'39"
C104	65+28.82	68+41.54	66+98.04		54°17'44"	17°21'44.49"	330.00	169.22	312.72	194391.24	567414.28	194251.74	567681.17	144°44'39" 90°26'54"
L105	68+41.54	71+69.37							327.83	194251.74	567681.17	194249.17	568008.99	90°26'54"

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No.	Date	Revisions	App.

DRAWING NAME
Falcon-ALIGN.dwg

DESIGNED BY:	MJK
DRAWN BY:	DAT
CHECKED BY:	MJK
DATE:	12/31/2024
PROJECT NO.	161157000

Kimley»Horn

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MICHAEL J. KINNING, P.E.

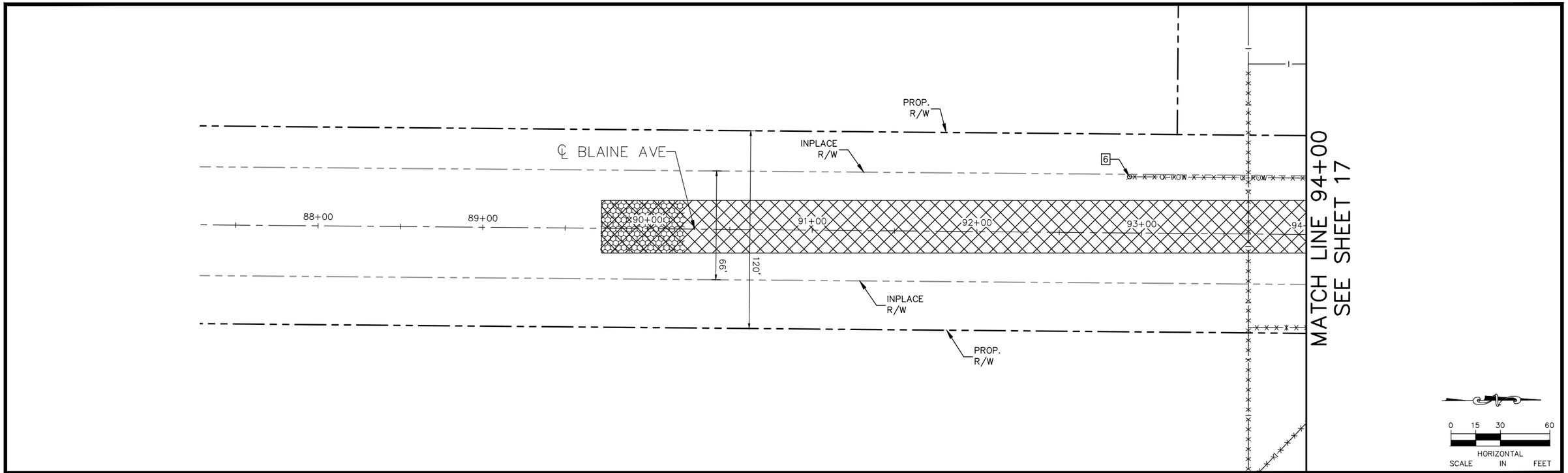
DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

ALIGNMENT PLAN AND TABULATION

SHEET NO.
15
48



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651–454–0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

2) ALL EXISTING ROADWAY & STREET SIGNS WITHIN THE CONSTRUCTION LIMITS SHALL BE SALVAGED BY THE CONTRACTOR FOR REINSTALLATION UPON COMPLETION OF CONSTRUCTION.

3) CONTRACTOR SHALL PROTECT ALL EXISTING UTILITY STRUCTURES THAT ARE NOT BEING REMOVED OR RELOCATED.

4) TRENCH BOXES OR OTHER TRENCH STABILIZATION METHODS MAY BE REQUIRED DURING CONSTRUCTION TO MINIMIZE REMOVAL LIMITS.

5) CONTRACTOR TO VERIFY REMOVAL LIMITS WITH ENGINEER PRIOR TO SAWCUTTING.

6) FLARED END REMOVAL IS INCIDENTAL TO STORM SEWER PIPE REMOVAL.

NOTES LEGEND

1. REMOVE EXISTING SIGN
2. PROTECT INPLACE STORM SEWER PIPE
3. PROTECT INPLACE SIGN
4. PROTECT INPLACE UTILITY POLE
5. PROTECT INPLACE UTILITY HANDHOLE
6. RELOCATE UTILITY (BY OTHERS)
7. PROTECT INPLACE UTILITY MANHOLE
8. REMOVE STORM SEWER PIPE
9. REMOVE STORM SEWER MANHOLE
10. PROTECT INPLACE FLARED–END SECTION

No.	Date	Revisions	App.

DRAWING NAME	Falcon–REM.dwg
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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLANS
BLAINE AVENUE
STA. 89+72 TO STA. 94+00

SHEET NO. 16 / 48

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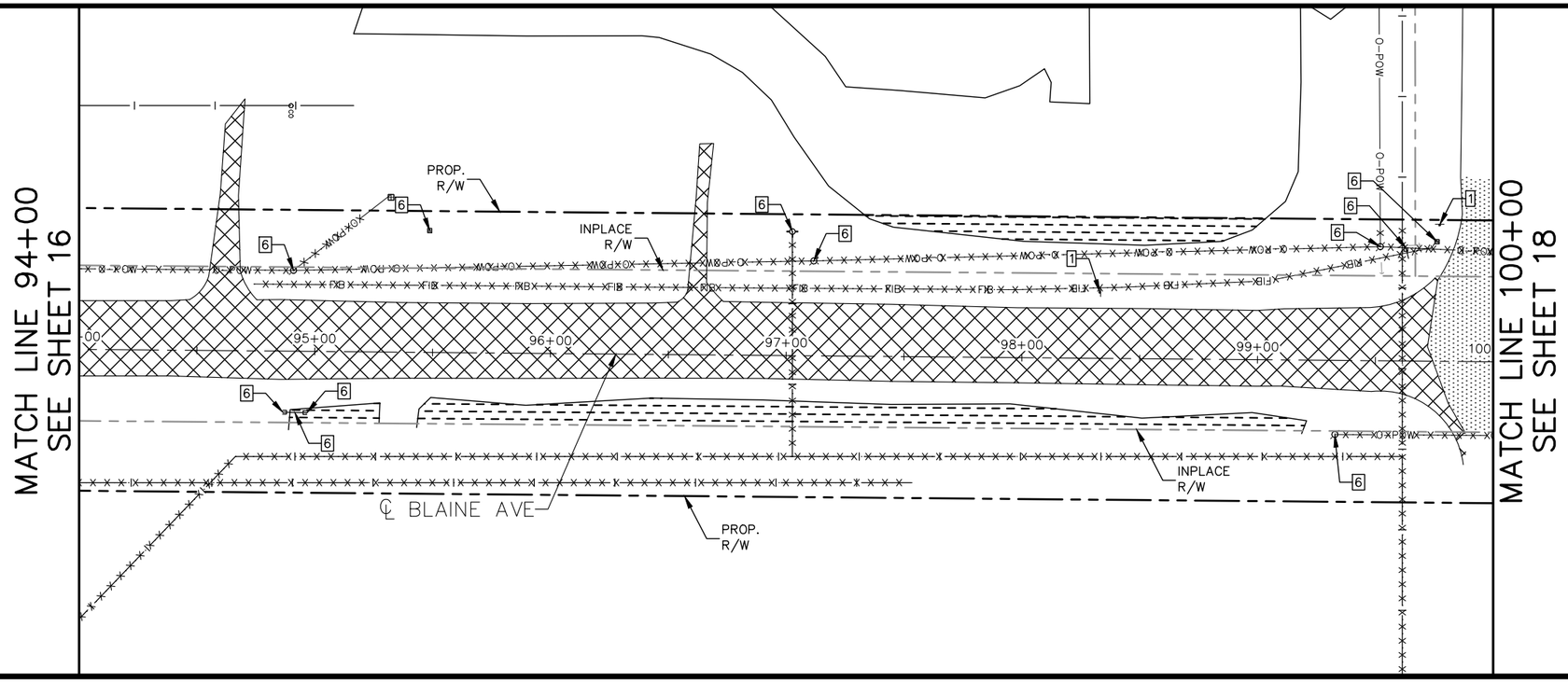

0 15 30 60
HORIZONTAL SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651-454-0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

2) ALL EXISTING ROADWAY & STREET SIGNS WITHIN THE CONSTRUCTION LIMITS SHALL BE SALVAGED BY THE CONTRACTOR FOR REINSTALLATION UPON COMPLETION OF CONSTRUCTION.

3) CONTRACTOR SHALL PROTECT ALL EXISTING UTILITY STRUCTURES THAT ARE NOT BEING REMOVED OR RELOCATED.

4) TRENCH BOXES OR OTHER TRENCH STABILIZATION METHODS MAY BE REQUIRED DURING CONSTRUCTION TO MINIMIZE REMOVAL LIMITS.

5) CONTRACTOR TO VERIFY REMOVAL LIMITS WITH ENGINEER PRIOR TO SAWCUTTING.

6) FLARED END REMOVAL IS INCIDENTAL TO STORM SEWER PIPE REMOVAL.

NOTES LEGEND

1. REMOVE EXISTING SIGN
2. PROTECT INPLACE STORM SEWER PIPE
3. PROTECT INPLACE SIGN
4. PROTECT INPLACE UTILITY POLE
5. PROTECT INPLACE UTILITY HANDHOLE
6. RELOCATE UTILITY (BY OTHERS)
7. PROTECT INPLACE UTILITY MANHOLE
8. REMOVE STORM SEWER PIPE
9. REMOVE STORM SEWER MANHOLE
10. PROTECT INPLACE FLARED-END SECTION

No.	Date	Revisions	App.

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PROJECT NO.	161157000

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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLANS
BLAINE AVENUE
STA. 94+00 TO STA. 100+00

SHEET NO. 17 / 48

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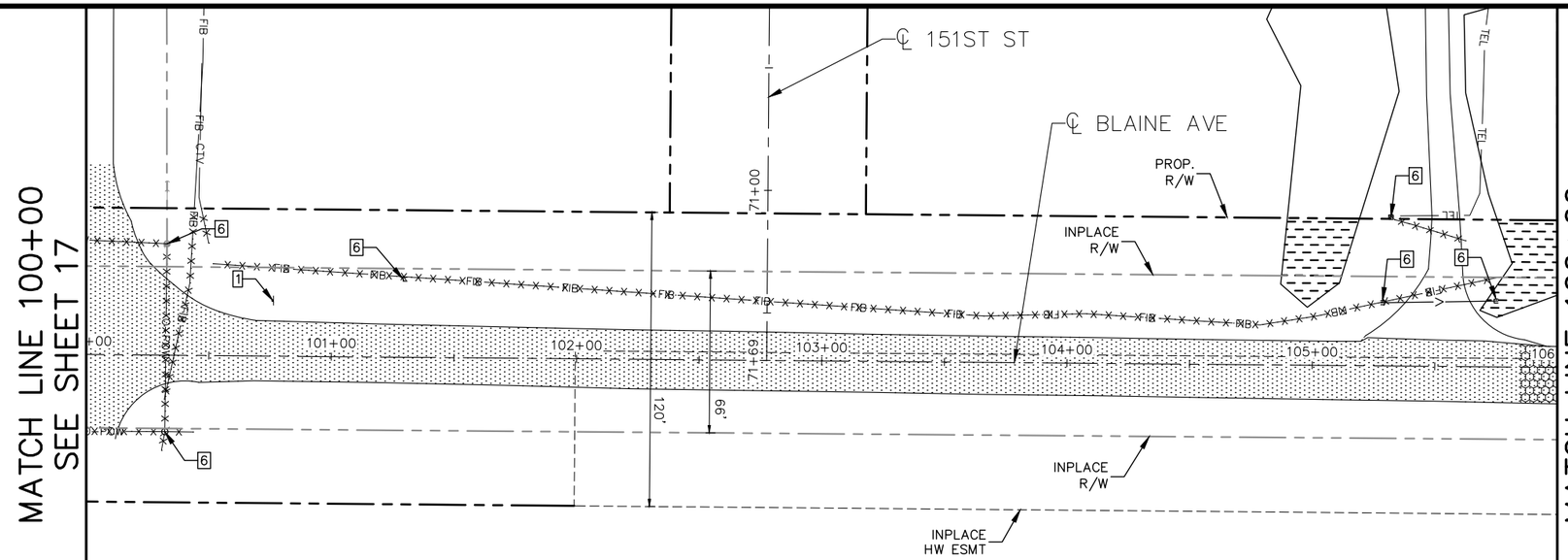

0 15 30 60
HORIZONTAL SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651-454-0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

2) ALL EXISTING ROADWAY & STREET SIGNS WITHIN THE CONSTRUCTION LIMITS SHALL BE SALVAGED BY THE CONTRACTOR FOR REINSTALLATION UPON COMPLETION OF CONSTRUCTION.

3) CONTRACTOR SHALL PROTECT ALL EXISTING UTILITY STRUCTURES THAT ARE NOT BEING REMOVED OR RELOCATED.

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6) FLARED END REMOVAL IS INCIDENTAL TO STORM SEWER PIPE REMOVAL.

NOTES LEGEND

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7. PROTECT INPLACE UTILITY MANHOLE
8. REMOVE STORM SEWER PIPE
9. REMOVE STORM SEWER MANHOLE
10. PROTECT INPLACE FLARED-END SECTION

No.	Date	Revisions	App.

DRAWING NAME Falcon-REM.dwg
DESIGNED BY: MJK
DRAWN BY: DAT
CHECKED BY: MJK
DATE: 12/31/2024
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MICHAEL J. KINNING, P.E.
DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
BLAINE AVENUE
STA. 100+00 TO STA. 106+00

SHEET NO. 18 / 48

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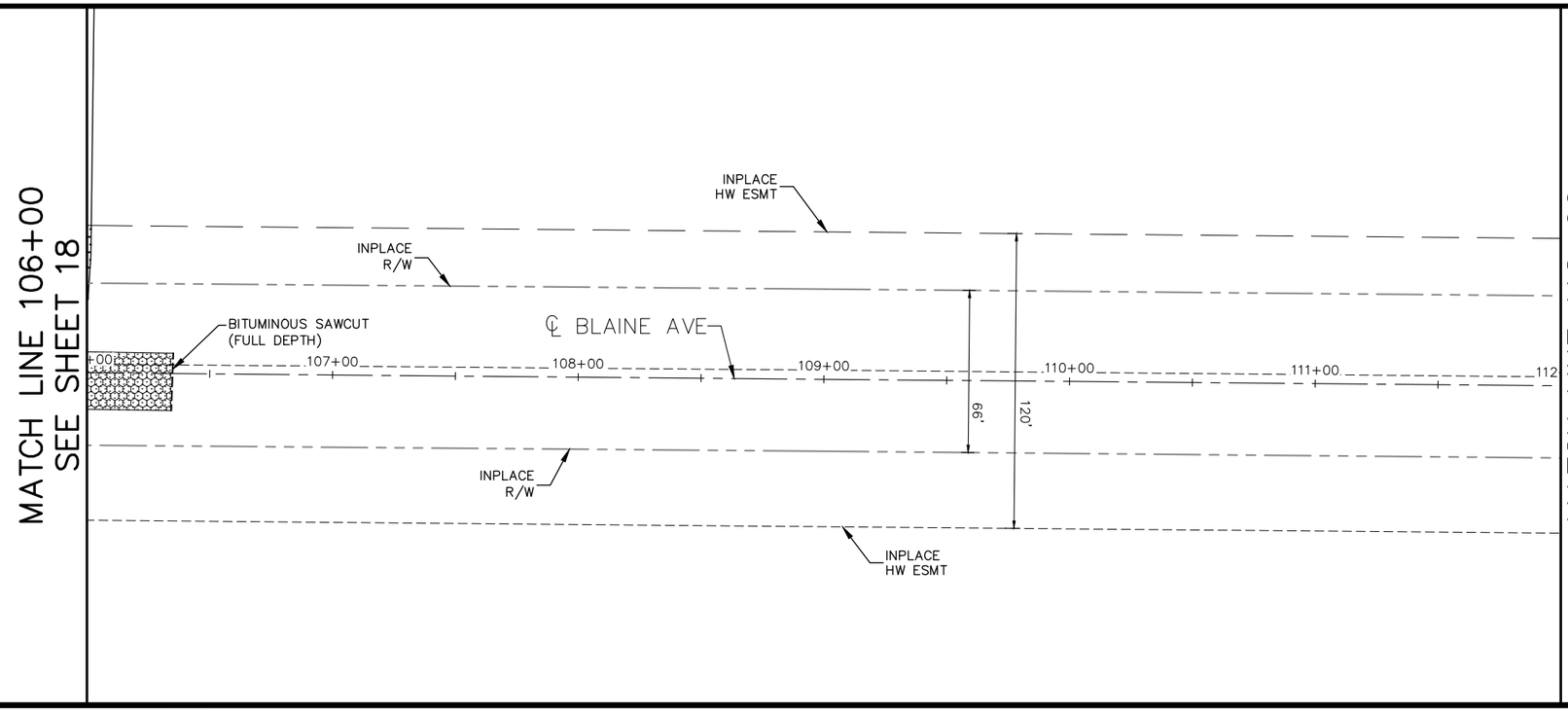

0 15 30 60
HORIZONTAL
SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651-454-0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

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NOTES LEGEND

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7. PROTECT INPLACE UTILITY MANHOLE
8. REMOVE STORM SEWER PIPE
9. REMOVE STORM SEWER MANHOLE
10. PROTECT INPLACE FLARED-END SECTION

No.	Date	Revisions	App.

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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

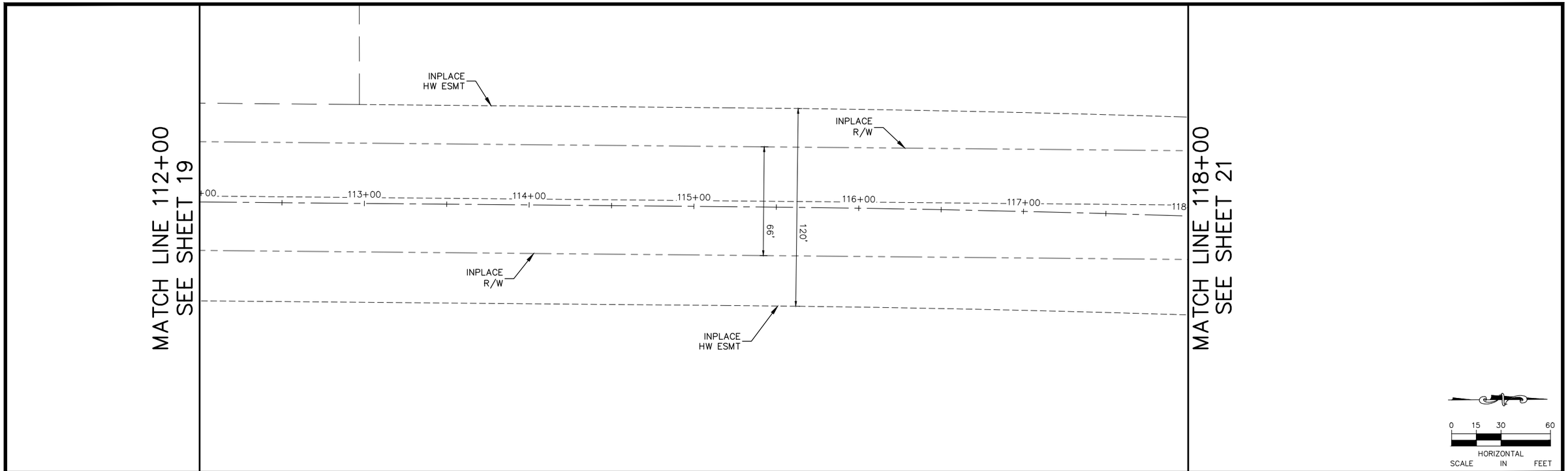
ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLANS
BLAINE AVENUE
STA. 106+00 TO STA. 112+00

SHEET NO.
19
48

K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\Off-Site\Falcon-REM.dwg December 27, 2024 - 10:52am



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651-454-0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

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9. REMOVE STORM SEWER MANHOLE
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No.	Date	Revisions	App.

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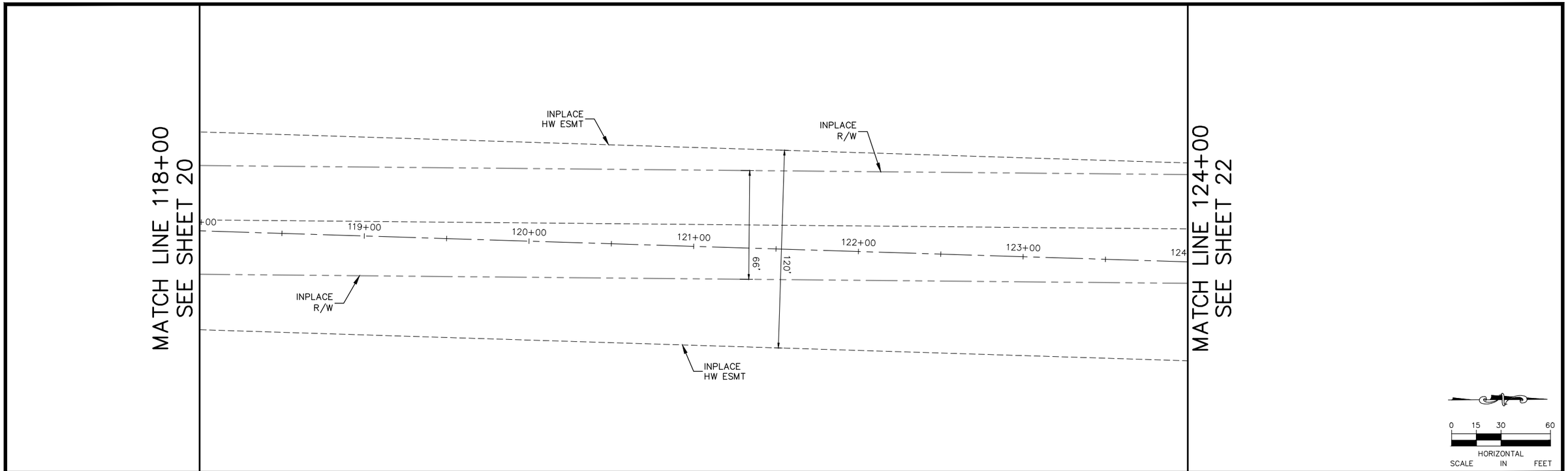
ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLANS
BLAINE AVENUE
STA. 112+00 TO STA. 118+00

SHEET NO.
20
48

K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\Off-Site\Falcon-REM.dwg December 27, 2024 - 10:52am



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

1) CONTRACTOR SHALL CALL GOPHER STATE ONE CALL AT 651-454-0002. ALL UTILITIES MUST BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

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3) CONTRACTOR SHALL PROTECT ALL EXISTING UTILITY STRUCTURES THAT ARE NOT BEING REMOVED OR RELOCATED.

4) TRENCH BOXES OR OTHER TRENCH STABILIZATION METHODS MAY BE REQUIRED DURING CONSTRUCTION TO MINIMIZE REMOVAL LIMITS.

5) CONTRACTOR TO VERIFY REMOVAL LIMITS WITH ENGINEER PRIOR TO SAWCUTTING.

6) FLARED END REMOVAL IS INCIDENTAL TO STORM SEWER PIPE REMOVAL.

NOTES LEGEND

1. REMOVE EXISTING SIGN
2. PROTECT INPLACE STORM SEWER PIPE
3. PROTECT INPLACE SIGN
4. PROTECT INPLACE UTILITY POLE
5. PROTECT INPLACE UTILITY HANDHOLE
6. RELOCATE UTILITY (BY OTHERS)
7. PROTECT INPLACE UTILITY MANHOLE
8. REMOVE STORM SEWER PIPE
9. REMOVE STORM SEWER MANHOLE
10. PROTECT INPLACE FLARED-END SECTION

No.	Date	Revisions	App.

DRAWING NAME Falcon-REM.dwg	
DESIGNED BY:	MJK
DRAWN BY:	DAT
CHECKED BY:	MJK
DATE:	12/31/2024
PROJECT NO.	161157000

Kimley»Horn

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.

MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

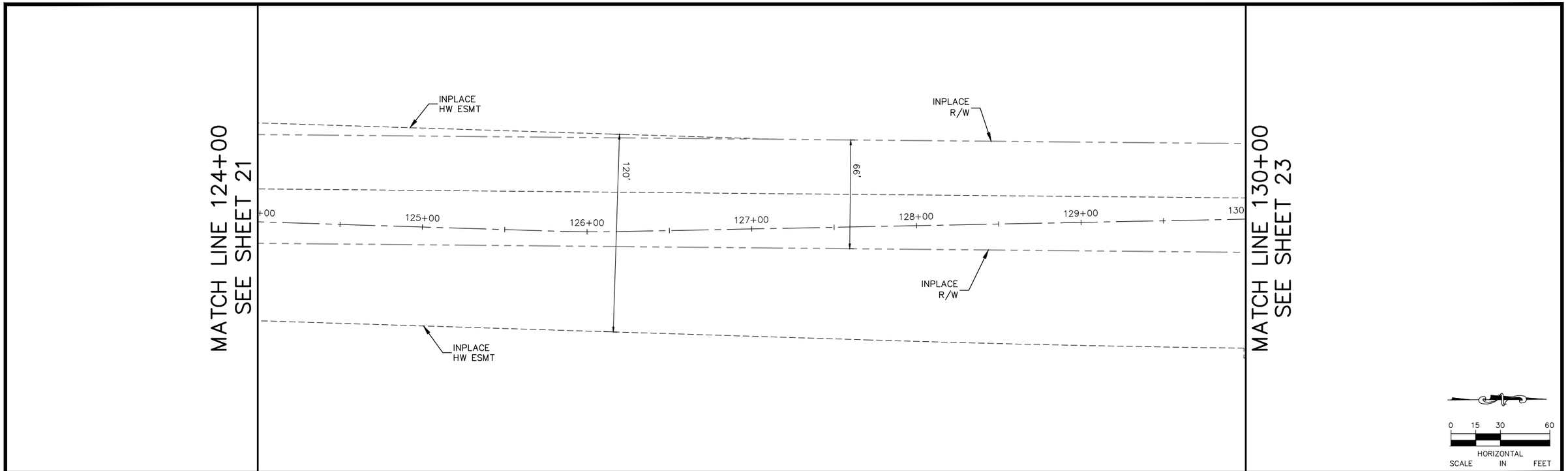
ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
BLAINE AVENUE
STA. 118+00 TO STA. 124+00

SHEET NO.
21
48

K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\Off-Site\Falcon-REM.dwg December 27, 2024 - 10:52am



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

GENERAL REMOVAL NOTES:

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DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
BLAINE AVENUE
STA. 124+00 TO STA. 130+00

SHEET NO.
22
48

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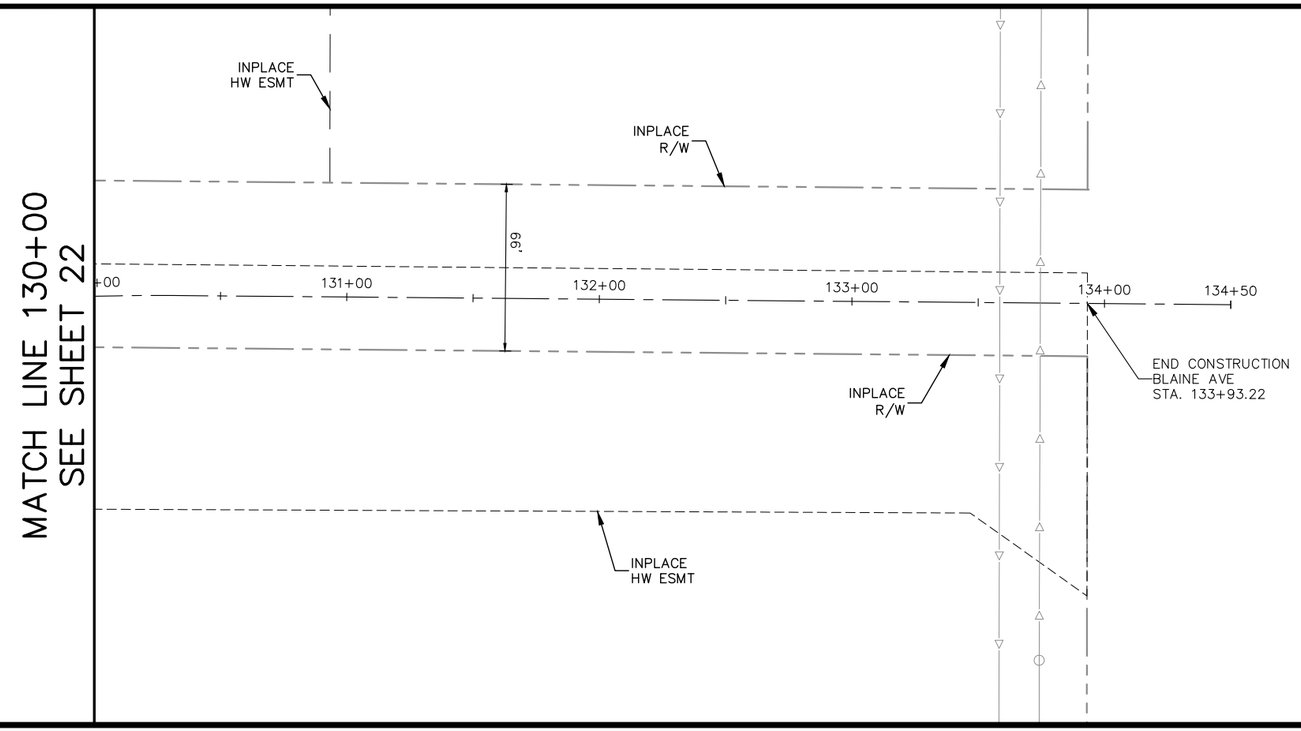

0 15 30 60
HORIZONTAL
SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

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ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
BLAINE AVENUE
STA. 130+00 TO STA. 133+93

SHEET NO.
23
48

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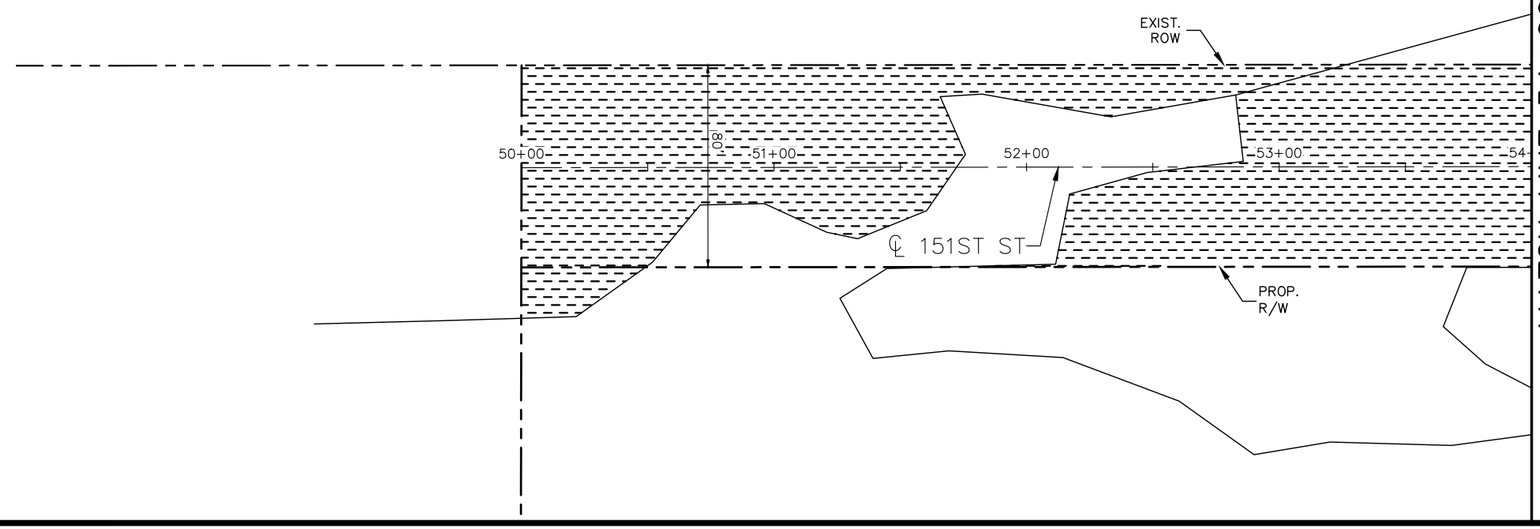

MATCH LINE 54+00
SEE SHEET 26

0 15 30 60
HORIZONTAL
SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

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9. REMOVE STORM SEWER MANHOLE
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No.	Date	Revisions	App.
4	5/21/24	PLAN REVISION NO. 4	MJK

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DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
151ST ST
STA. 50+00 TO STA. 54+00

SHEET NO.
24
48

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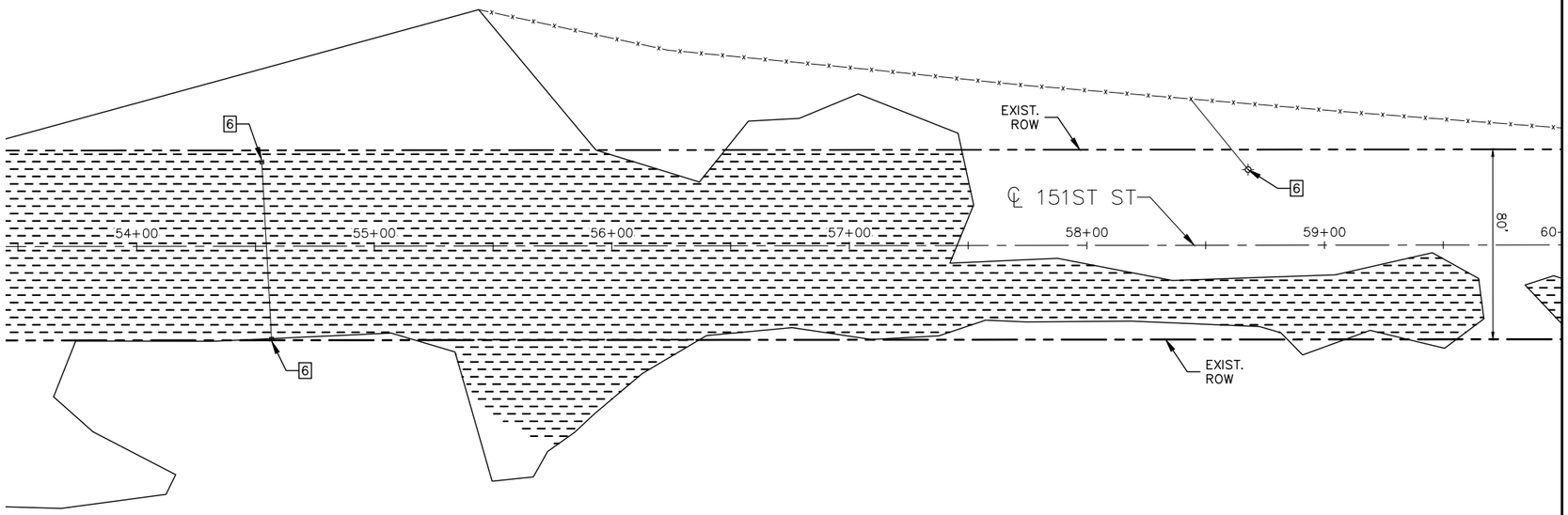

MATCH LINE 60+00
SEE SHEET 26

0 15 30 60
HORIZONTAL SCALE IN FEET

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- ROCK ENTRANCE
- CONSTRUCTION LIMITS
- PAVEMENT SAWCUT (FULL DEPTH)

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No.	Date	Revisions	App.
4	5/21/24	PLAN REVISION NO. 4	MJK

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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
151ST ST
STA. 54+00 TO STA. 60+00

SHEET NO. 25 / 48

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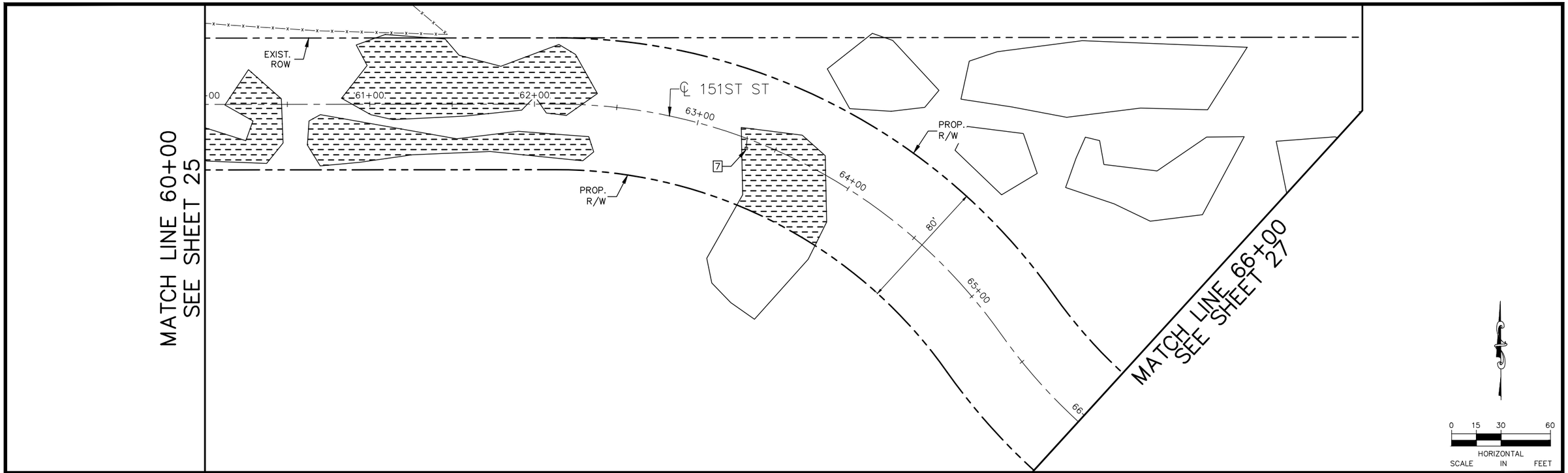

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
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No.	Date	Revisions	App.
4	5/21/24	PLAN REVISION NO. 4	MJK

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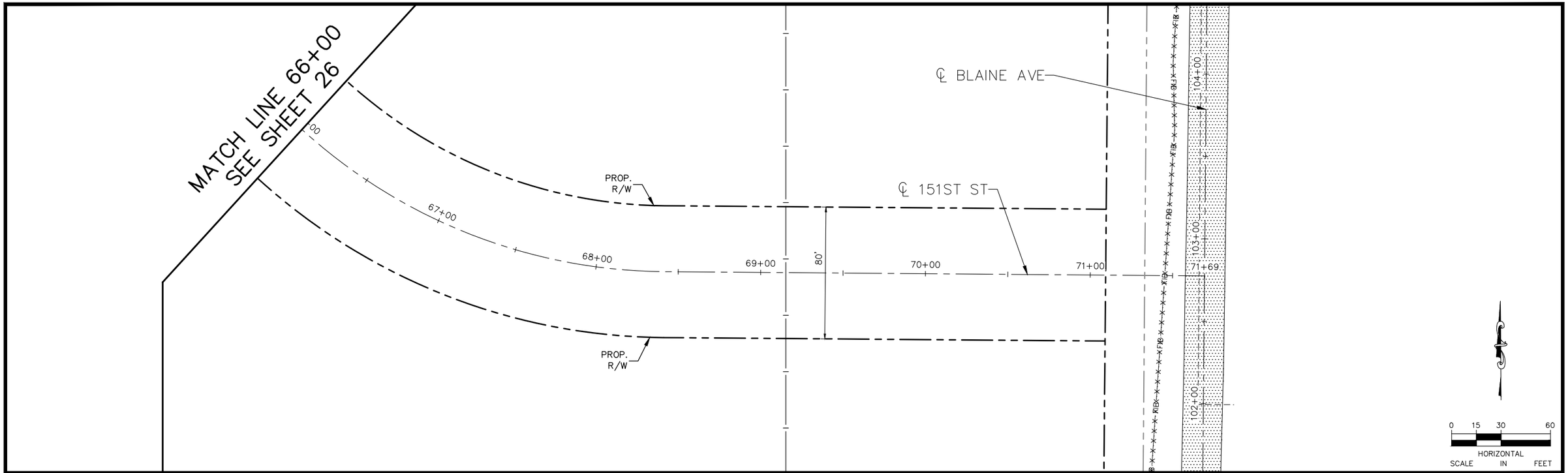
ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
151ST ST
STA. 60+00 TO STA. 66+00

SHEET NO. 26 / 48

K:\TWC_LDEV\CalSpan\3 Design\CAD\PlanSheets\Off-Site\Falcon-REM.dwg December 27, 2024 – 10:52am



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- CLEARING & GRUBBING
- REMOVE GRAVEL
- REMOVE CONCRETE CURB & GUTTER
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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

REMOVAL PLAN
151ST ST
STA. 66+00 TO STA. 71+69

SHEET NO. 27 / 48

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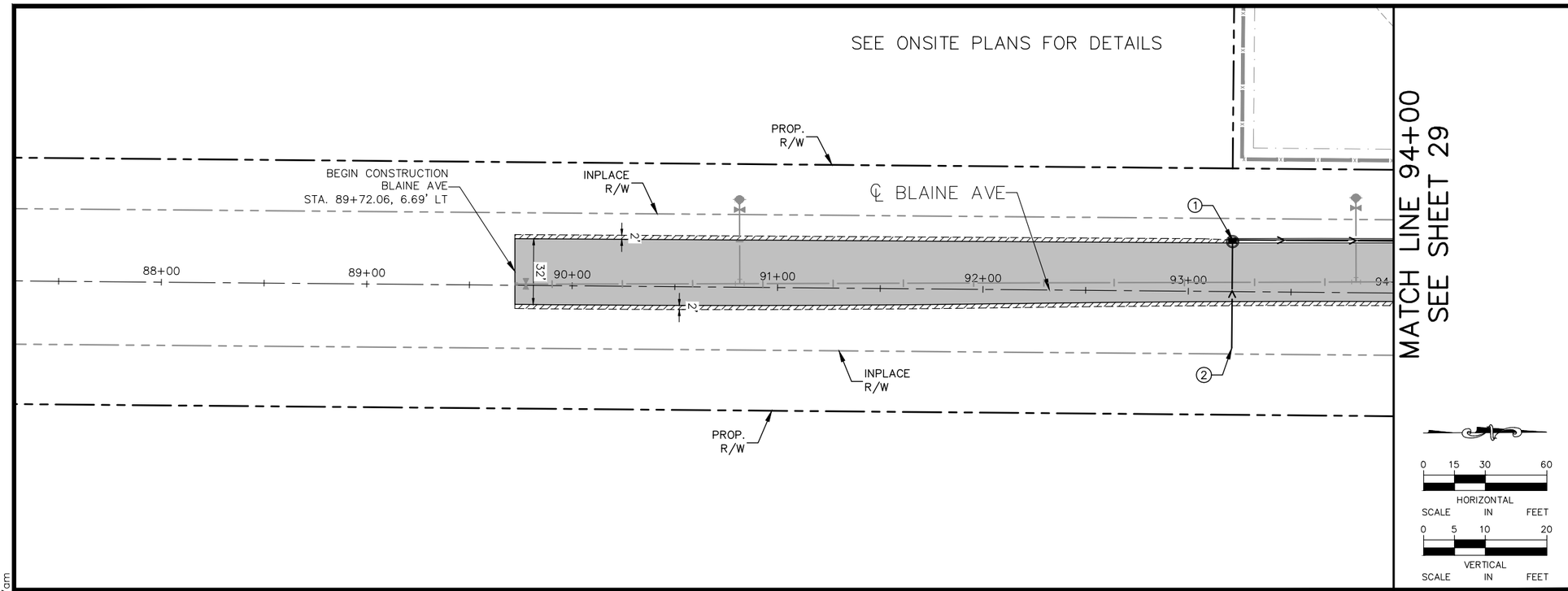

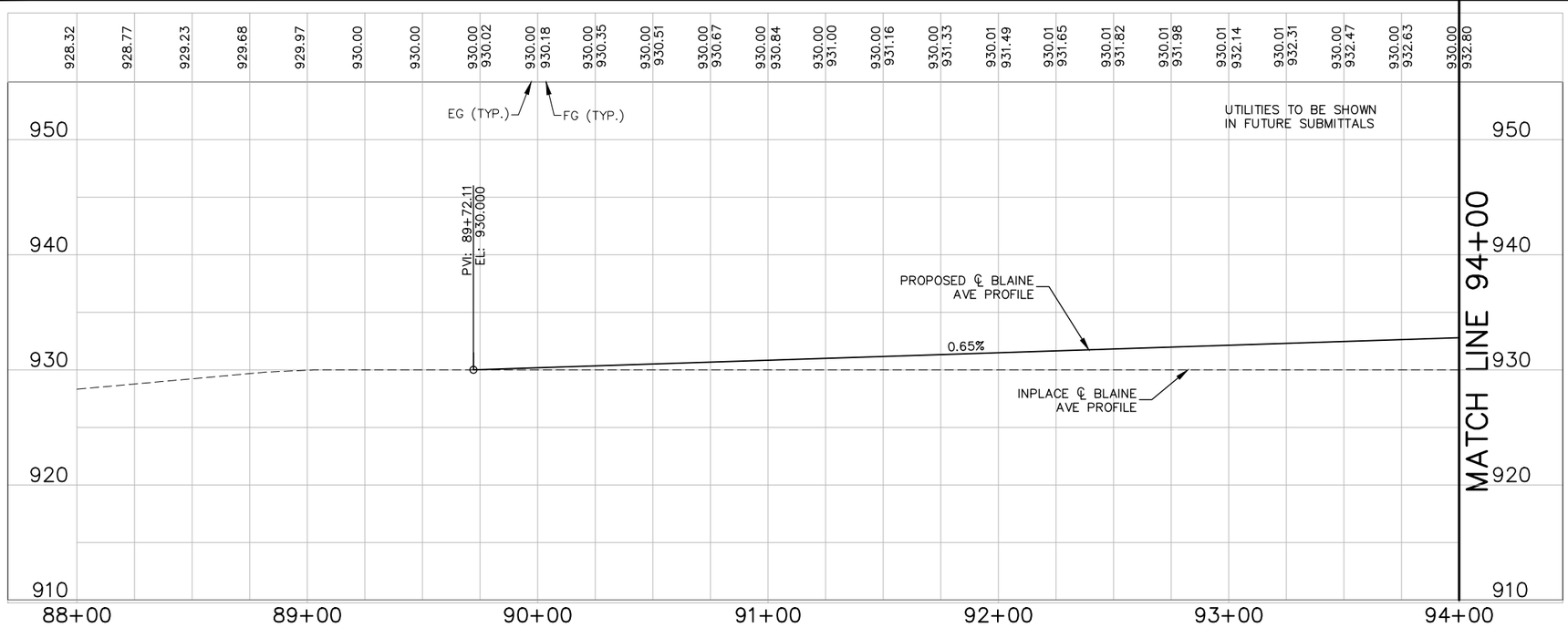

NOTES LEGEND:

1. CURB TAPER – SEE SHEET 12
2. CONSTRUCT BULKHEAD
3. CURB CUT FOR PEDESTRIAN RAMP, SEE SHEETS 3–8 FOR DETAILS

LEGEND:

- BITUMINOUS ROADWAY (INSET A)
- BITUMINOUS DRIVEWAY (INSET D)
- GRAVEL SHOULDER (INSET C)
- PROPOSED LIGHT POLE (DESIGNED BY OTHERS)
- 2.5 CALIPER INCH OVERSTORY TREES

NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER ALONG BLAINE AVE IS B418 AND ALL CURB AND GUTTER ALONG 151ST STREET IS B618 UNLESS OTHERWISE NOTED.
3. STRUCTURE LOCATIONS ARE TO CENTER OF CASTING FOR MH AND FACE OF CURB FOR CB AND CBMH.

No.	Date	Revisions	App.

DRAWING NAME	
Falcon–STREET_STRM_P&P.dwg	
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ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
BLAINE AVENUE
STA. 89+72 TO STA. 94+00

SHEET NO. 28 / 48

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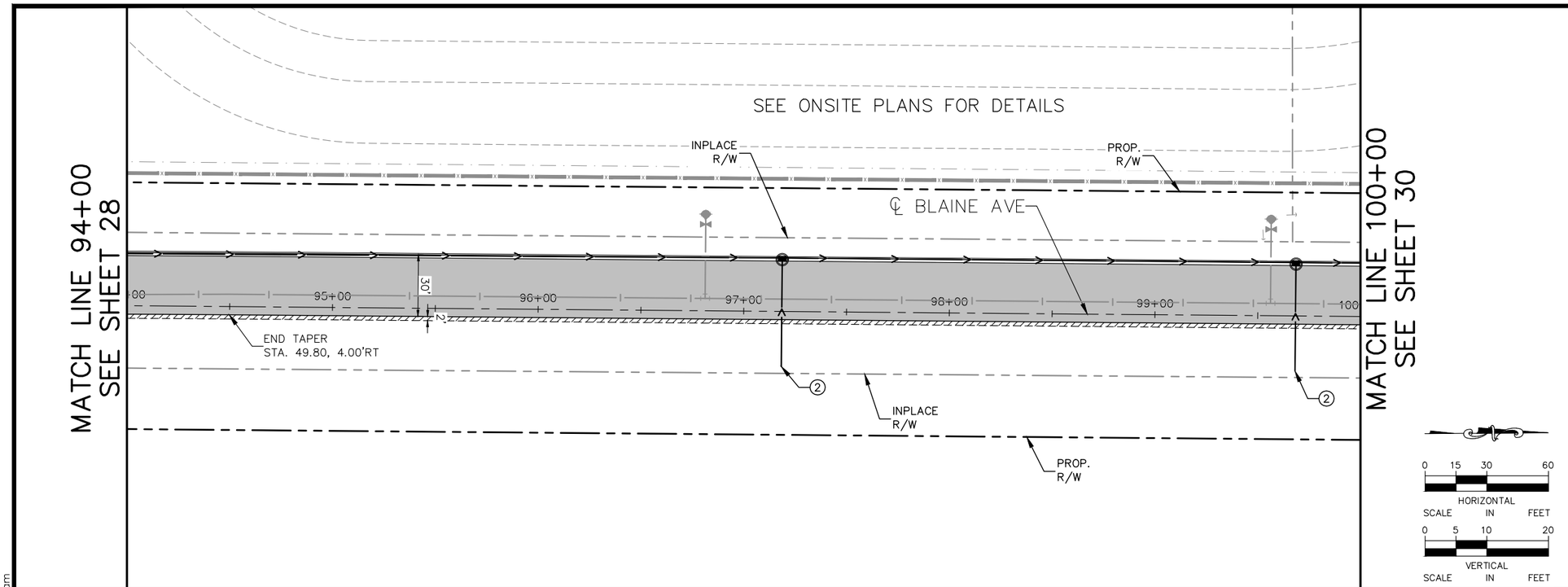

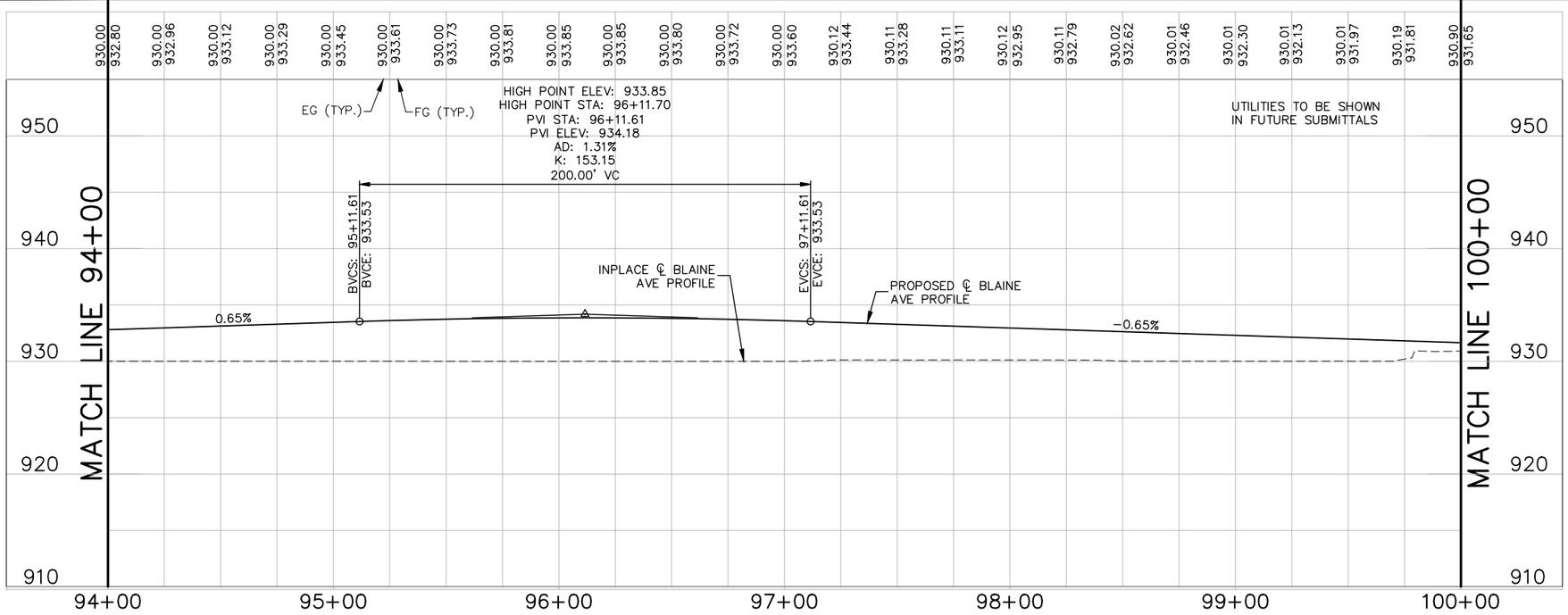

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151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
BLAINE AVENUE
STA. 94+00 TO STA. 100+00

SHEET NO.
29
48

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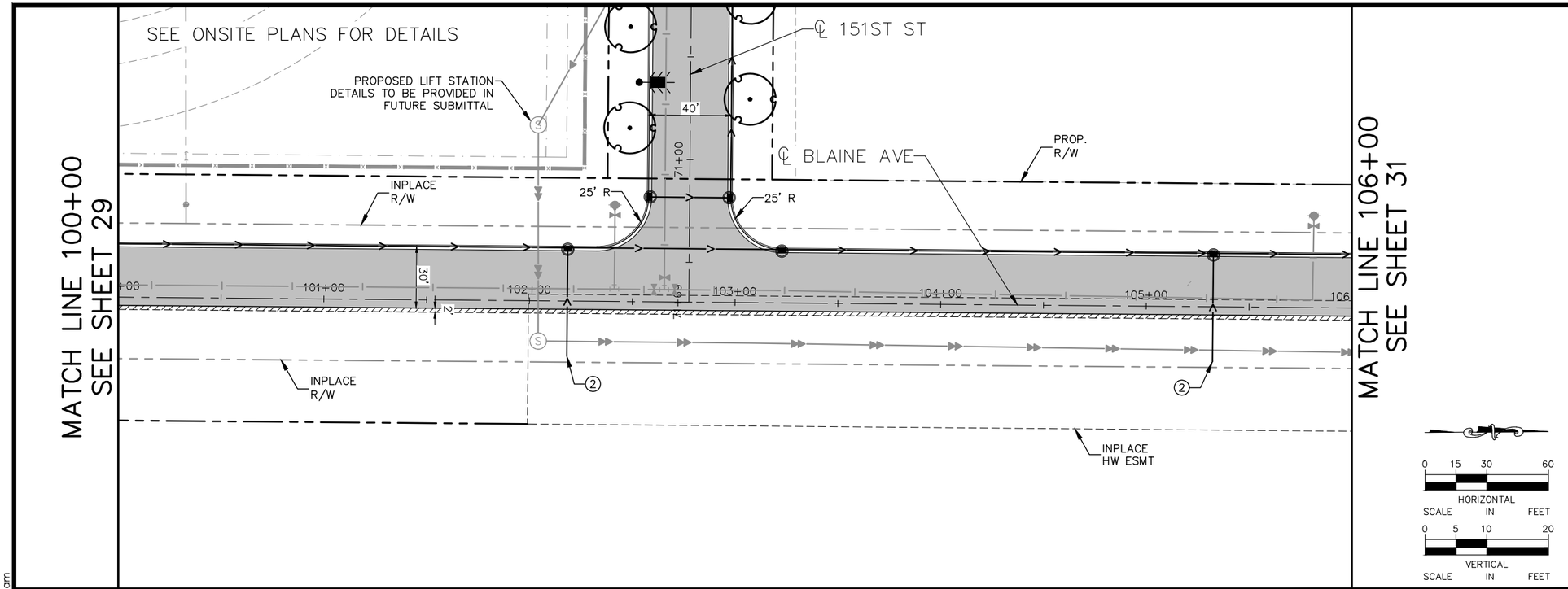


NOTES LEGEND:

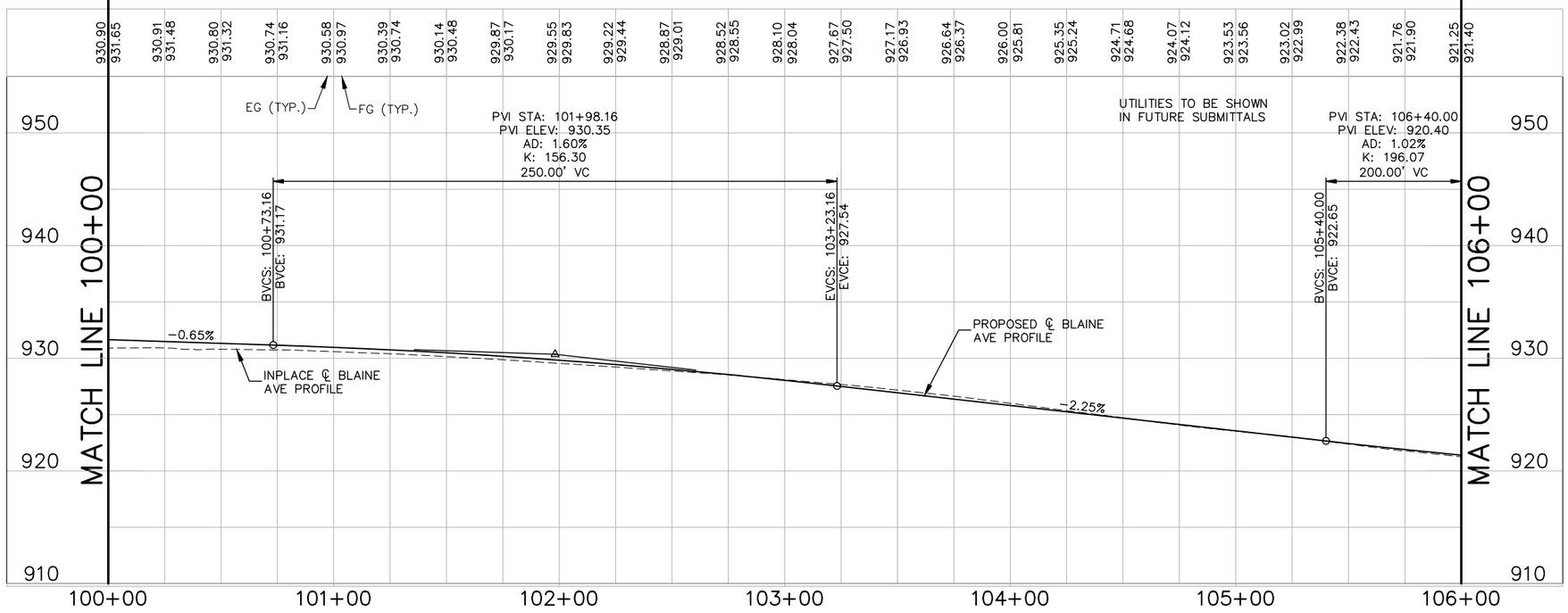
1. CURB TAPER – SEE SHEET 12
2. CONSTRUCT BULKHEAD
3. CURB CUT FOR PEDESTRIAN RAMP, SEE SHEETS 3–8 FOR DETAILS

LEGEND:

- BITUMINOUS ROADWAY (INSET A)
- BITUMINOUS DRIVEWAY (INSET D)
- GRAVEL SHOULDER (INSET C)
- PROPOSED LIGHT POLE (DESIGNED BY OTHERS)
- 2.5 CALIPER INCH OVERSTORY TREES

NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER ALONG BLAINE AVE IS B418 AND ALL CURB AND GUTTER ALONG 151ST STREET IS B618 UNLESS OTHERWISE NOTED.
3. STRUCTURE LOCATIONS ARE TO CENTER OF CASTING FOR MH AND FACE OF CURB FOR CB AND CBMH.



No.	Date	Revisions	App.

DRAWING NAME	
Falcon–STREET_STRM_P&P.dwg	
DESIGNED BY:	MJK
DRAWN BY:	DAT
CHECKED BY:	MJK
DATE:	12/31/2024
PROJECT NO.	161157000

Kimley»Horn

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.

MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
BLAINE AVENUE
STA. 100+00 TO STA. 106+00

SHEET NO. 30 / 48

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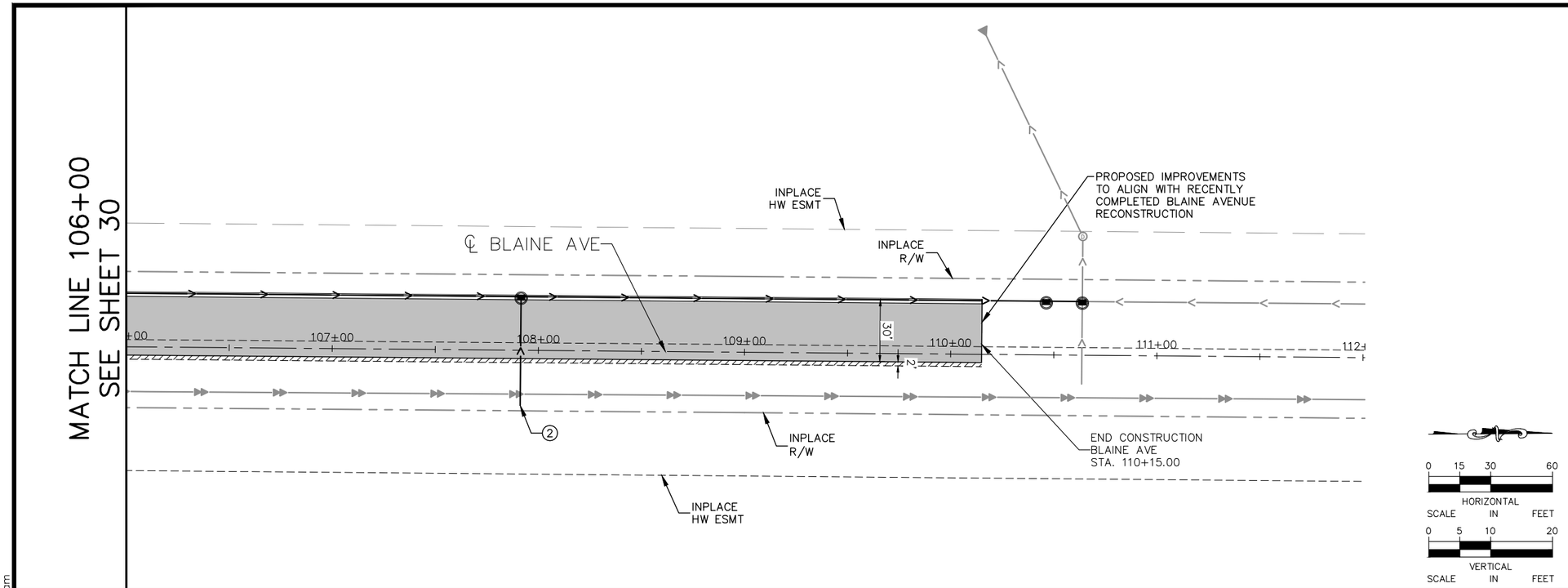

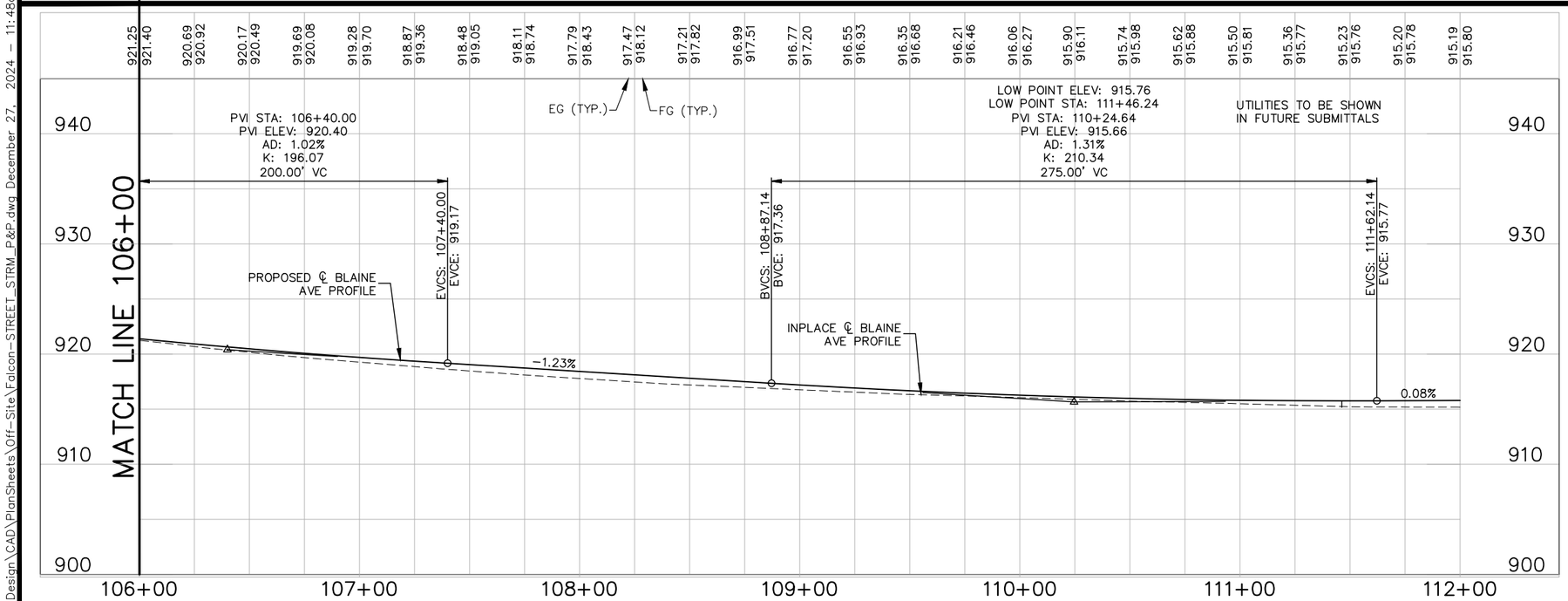

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ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
BLAINE AVENUE
STA. 106+00 TO STA. 112+00

SHEET NO. 31 / 48

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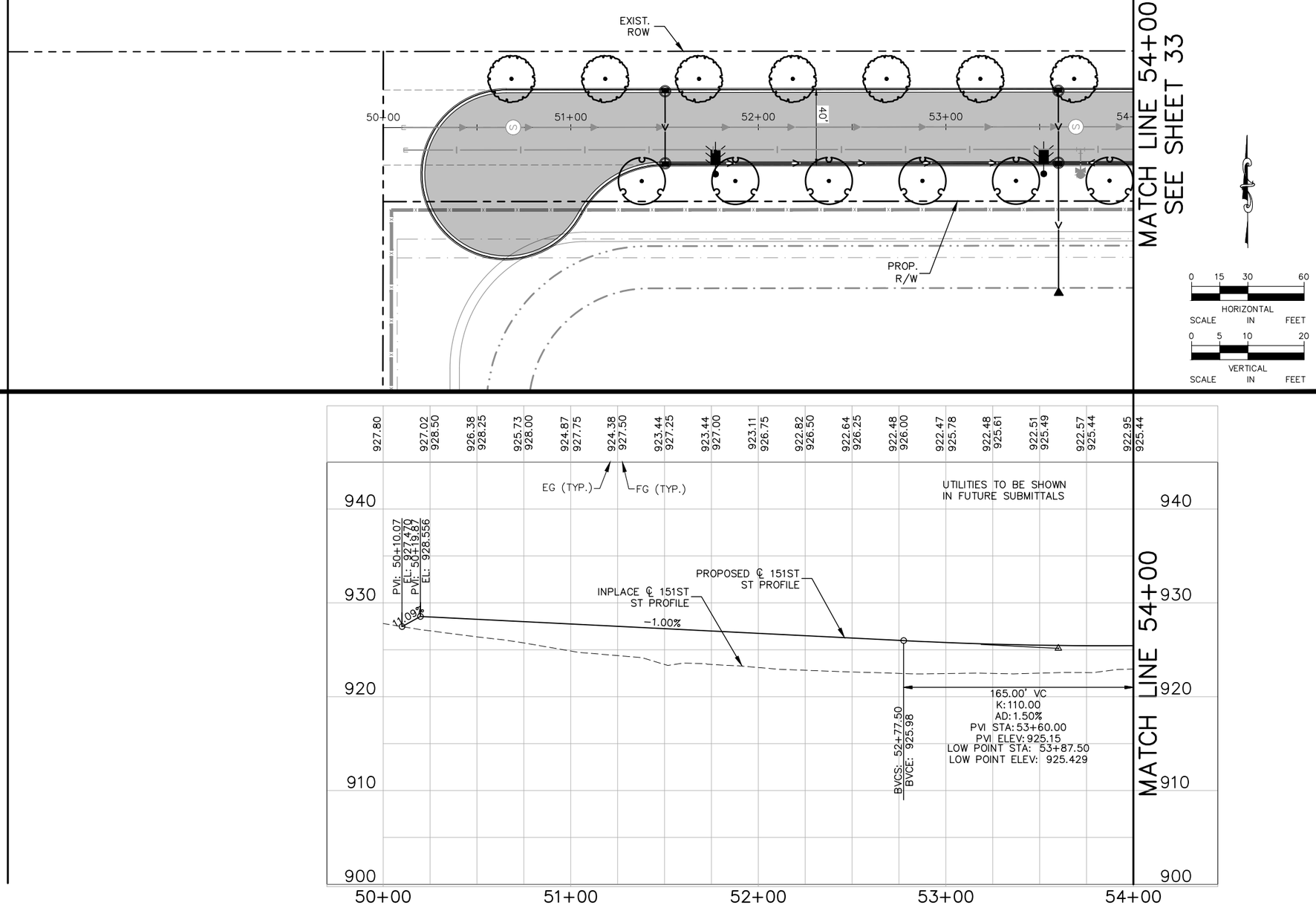

0 15 30 60
HORIZONTAL
SCALE IN FEET

0 5 10 20
VERTICAL
SCALE IN FEET

NOTES LEGEND:

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ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
151ST ST
STA. 50+00 TO STA. 54+00

SHEET NO.
32
48

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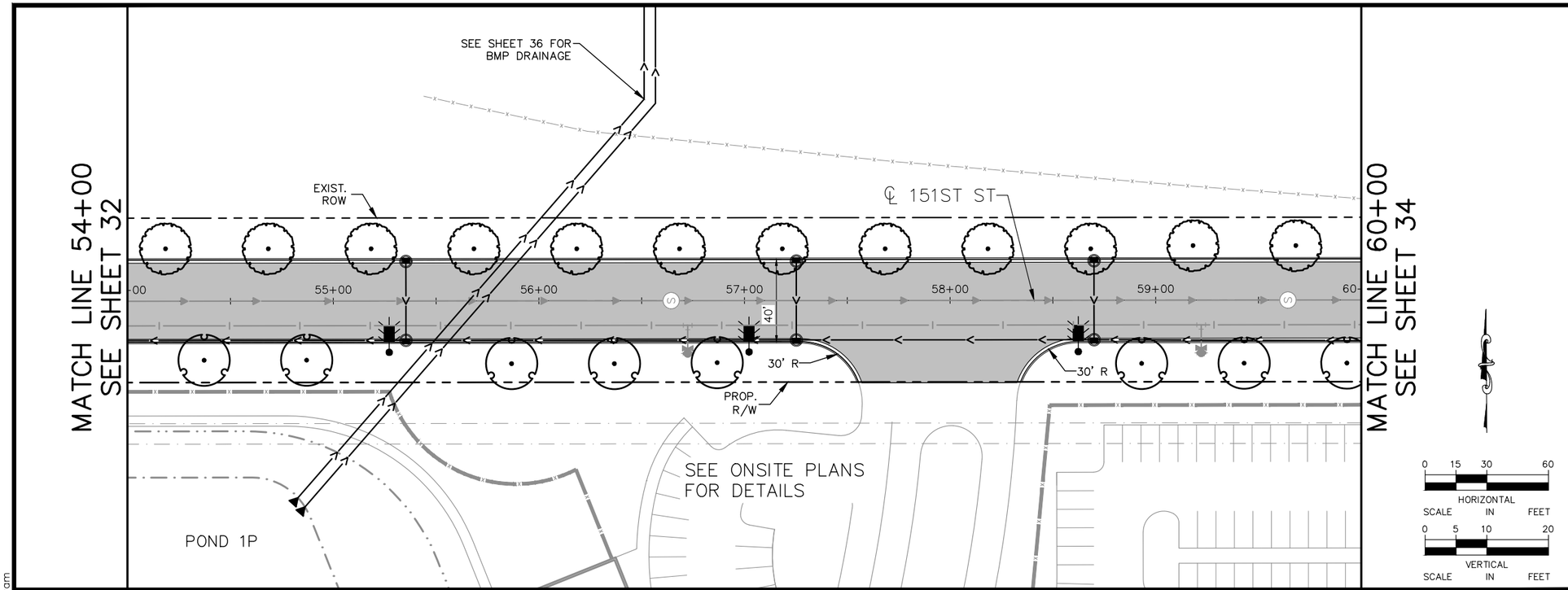

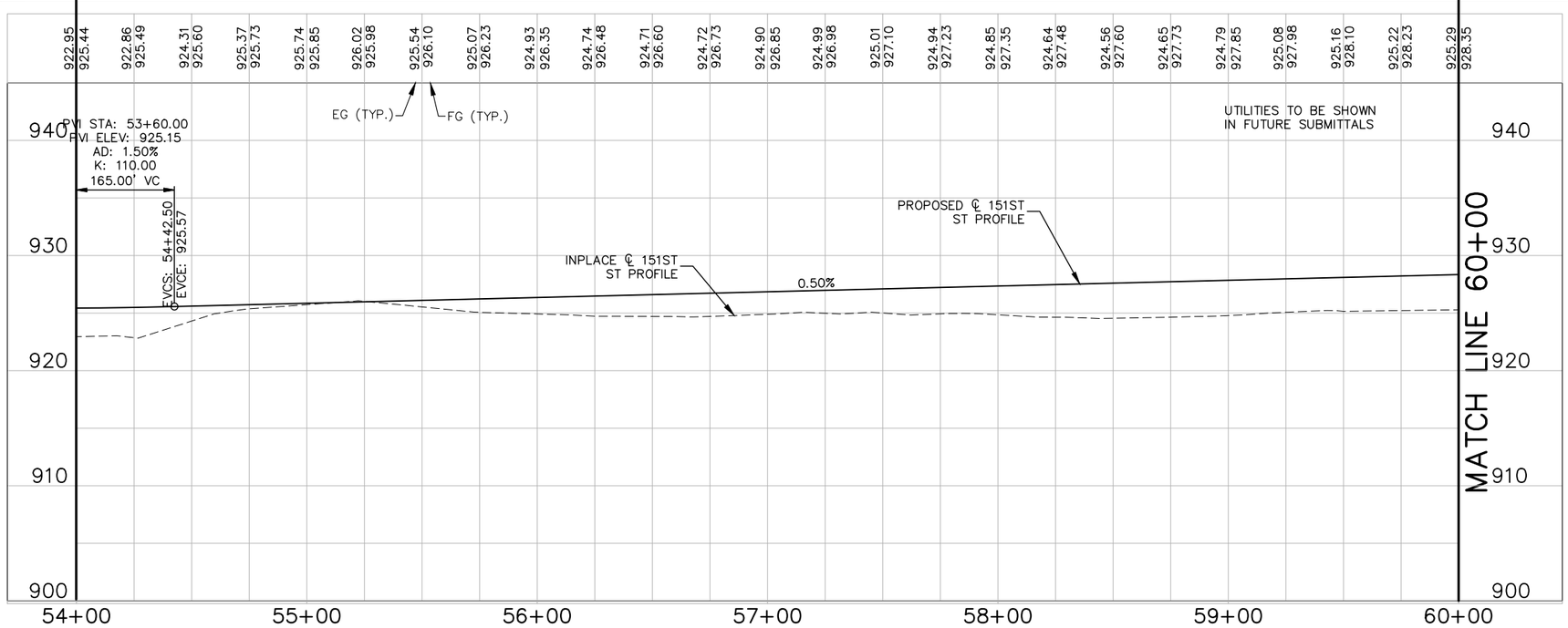

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ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
151ST ST
STA. 54+00 TO STA. 60+00

SHEET NO. 33 / 48

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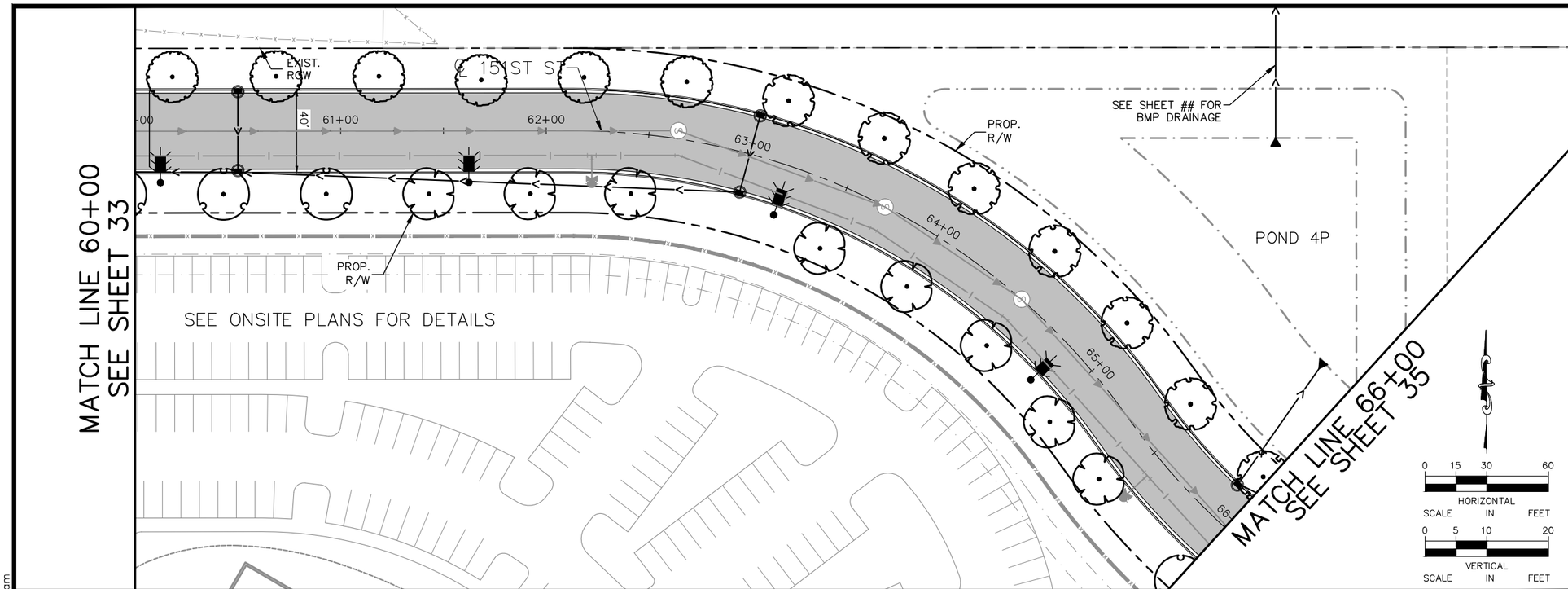

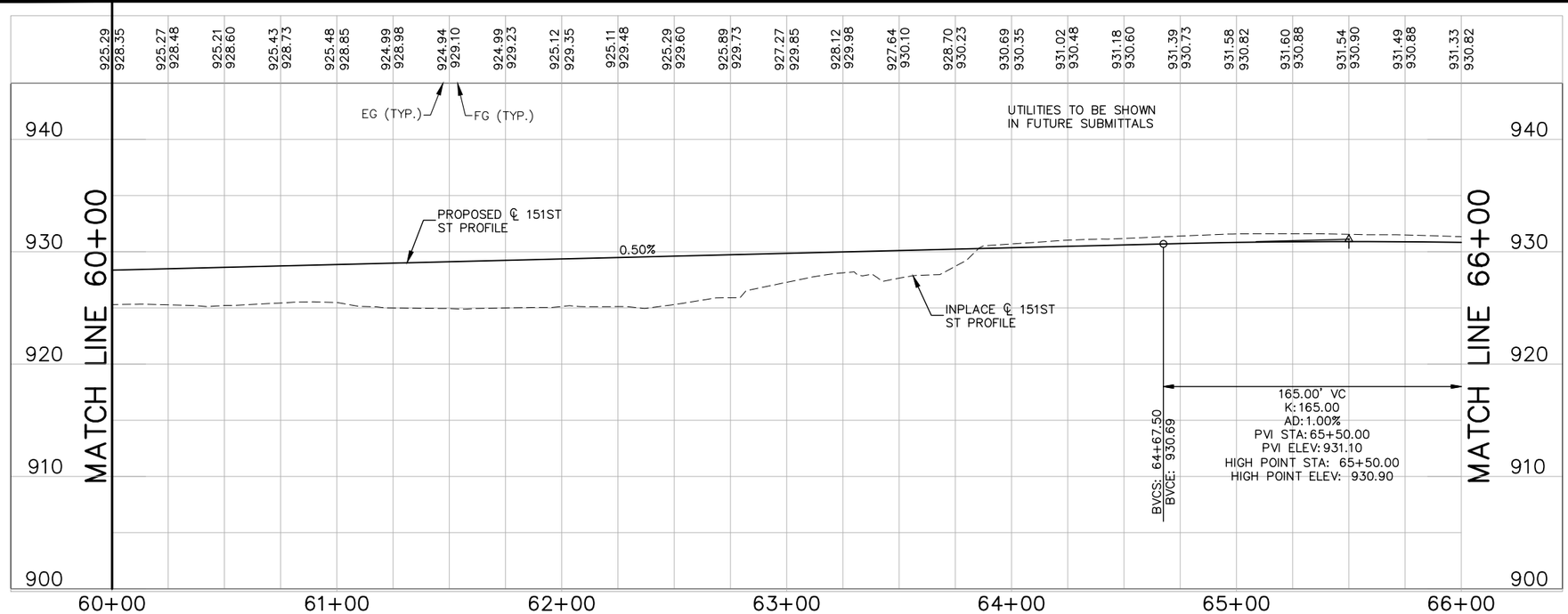

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ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
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ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
151ST ST
STA. 60+00 TO STA. 66+00

SHEET NO. 34 / 48

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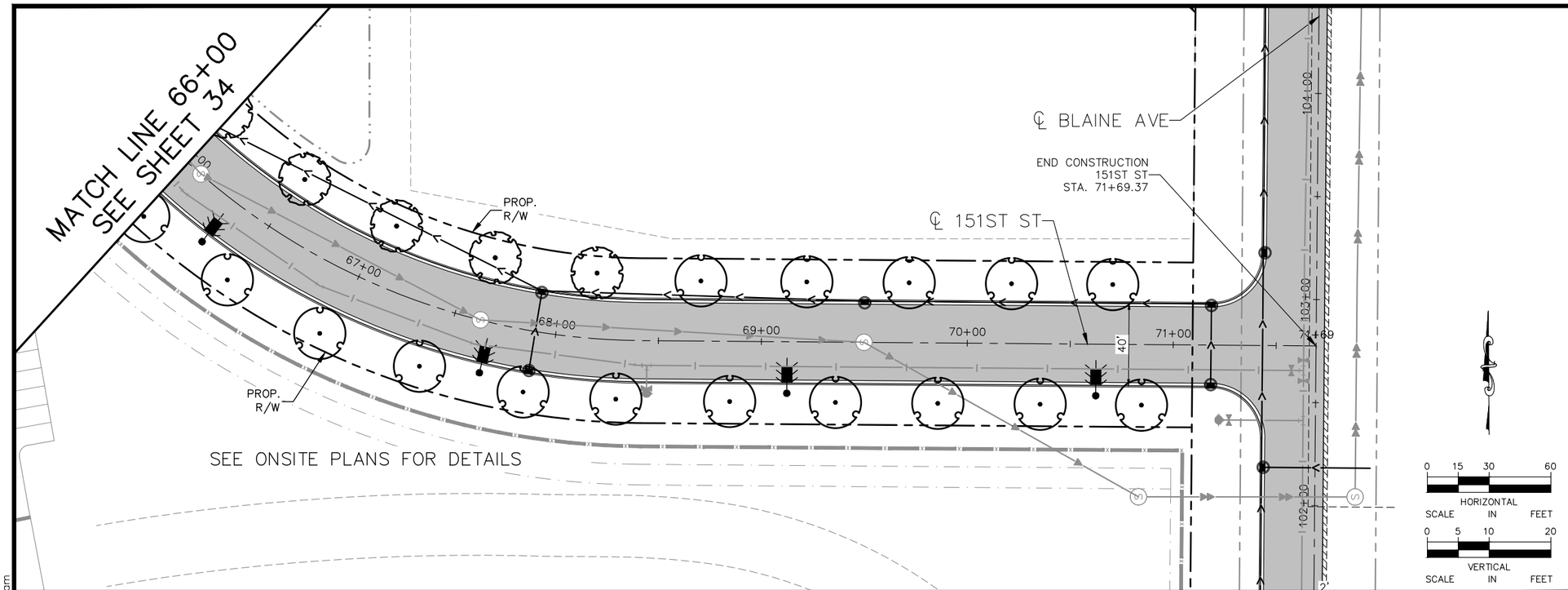

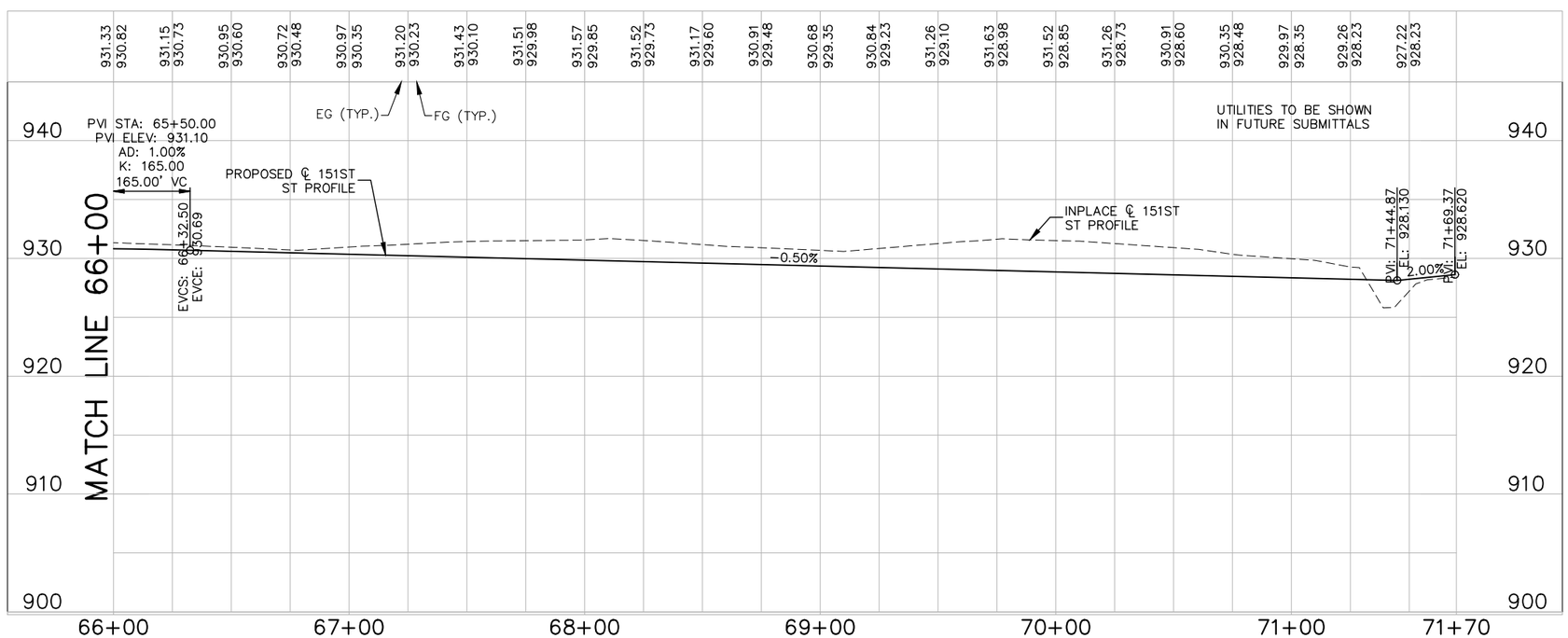

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ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
151ST ST
STA. 66+00 TO STA. 71+69

SHEET NO.
35
48

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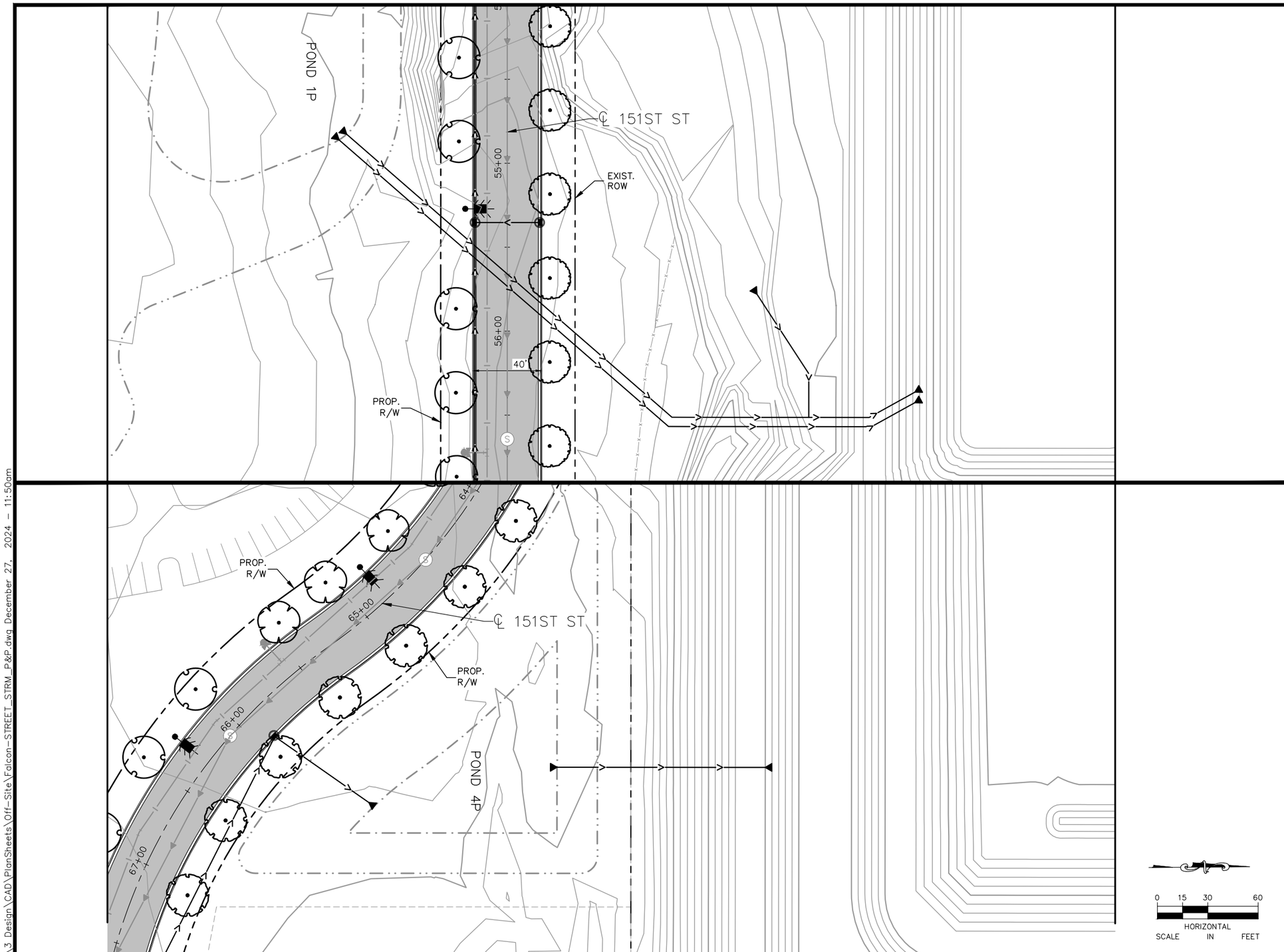

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CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

STREET AND STORM SEWER
PLAN AND PROFILE
151ST ST - BMPS

SHEET NO. 36 / 48

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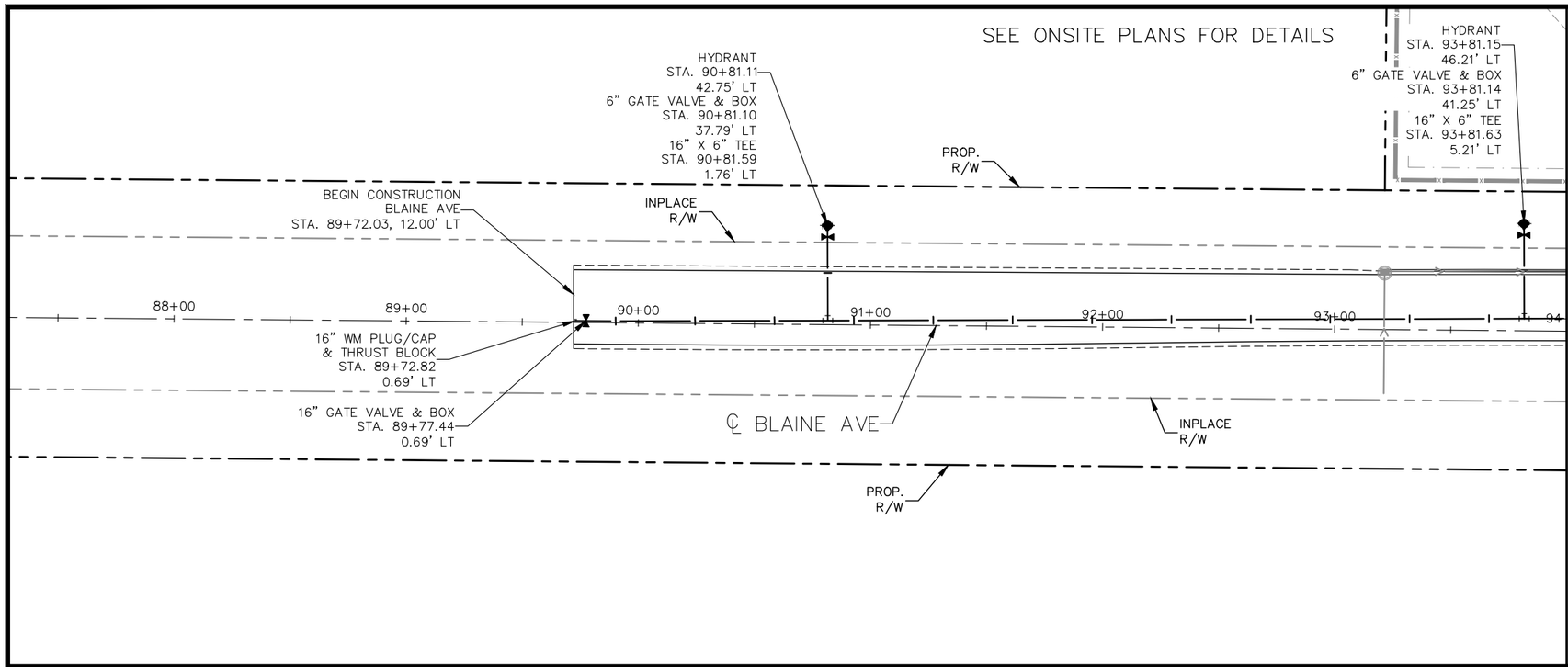
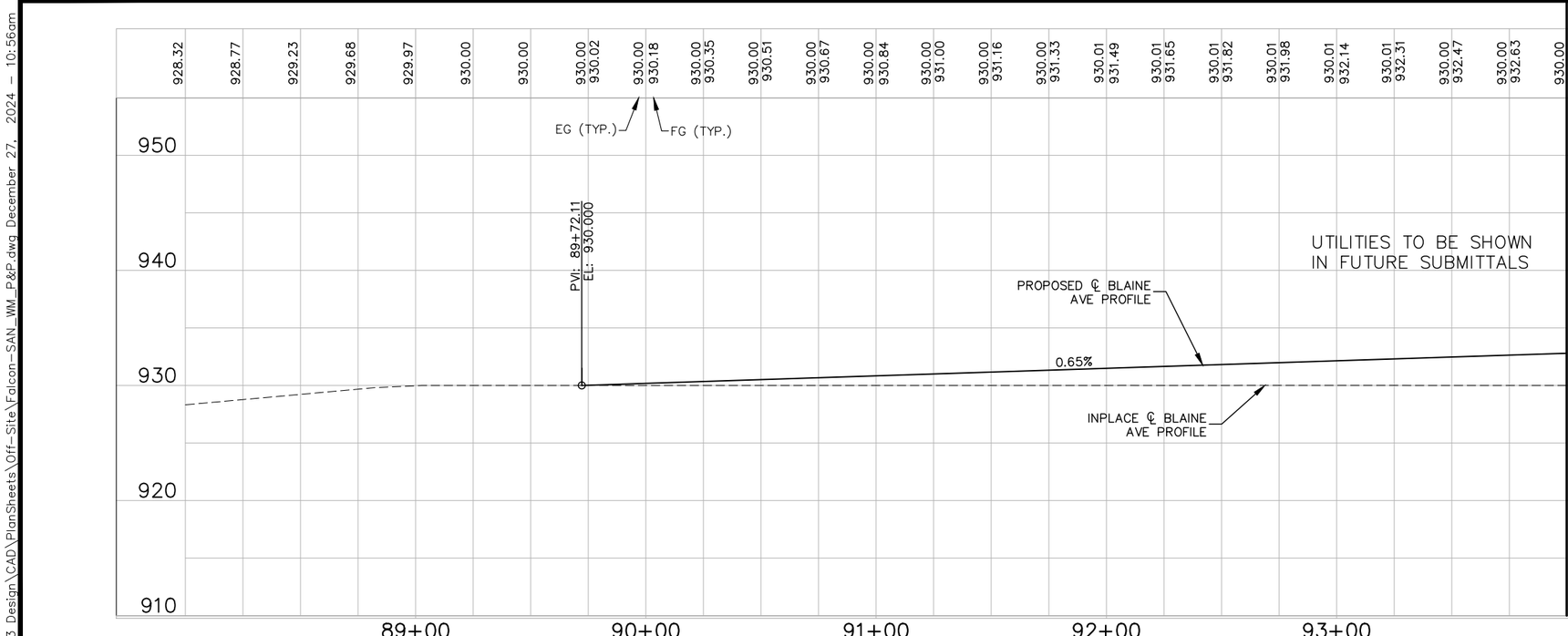


GENERAL NOTES:

1. PIPE, HYDRANTS, SERVICES, STRUCTURES, AND APPURTENANCES TO BE CONSTRUCTED PER CITY OF ROSEMOUNT SPECIFICATIONS, STANDARD PLATES, DETAILS IN THE CONSTRUCTION DOCUMENTS, AND CEAM STANDARD SPECIFICATIONS.
2. PROVIDE FITTINGS AND ADAPTERS AS NECESSARY TO CONNECT TO EXISTING.
3. ALL WATERMAIN CROSSING SHALL MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION BETWEEN OUTER PIPES.
4. PROVIDE INSULATION AS NECESSARY PER DETAIL ON SHEET 12.



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151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
BLAINE AVENUE
STA. 89+72 TO STA. 94+00

SHEET NO.
37
48

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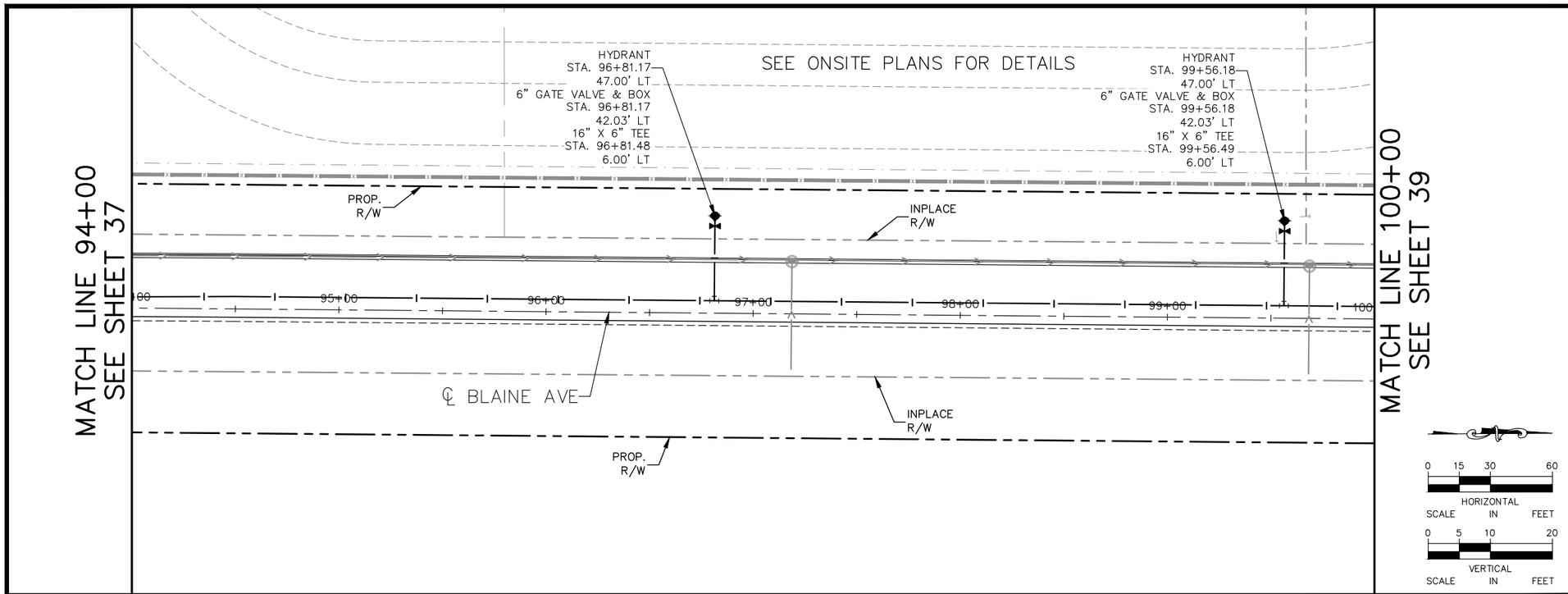

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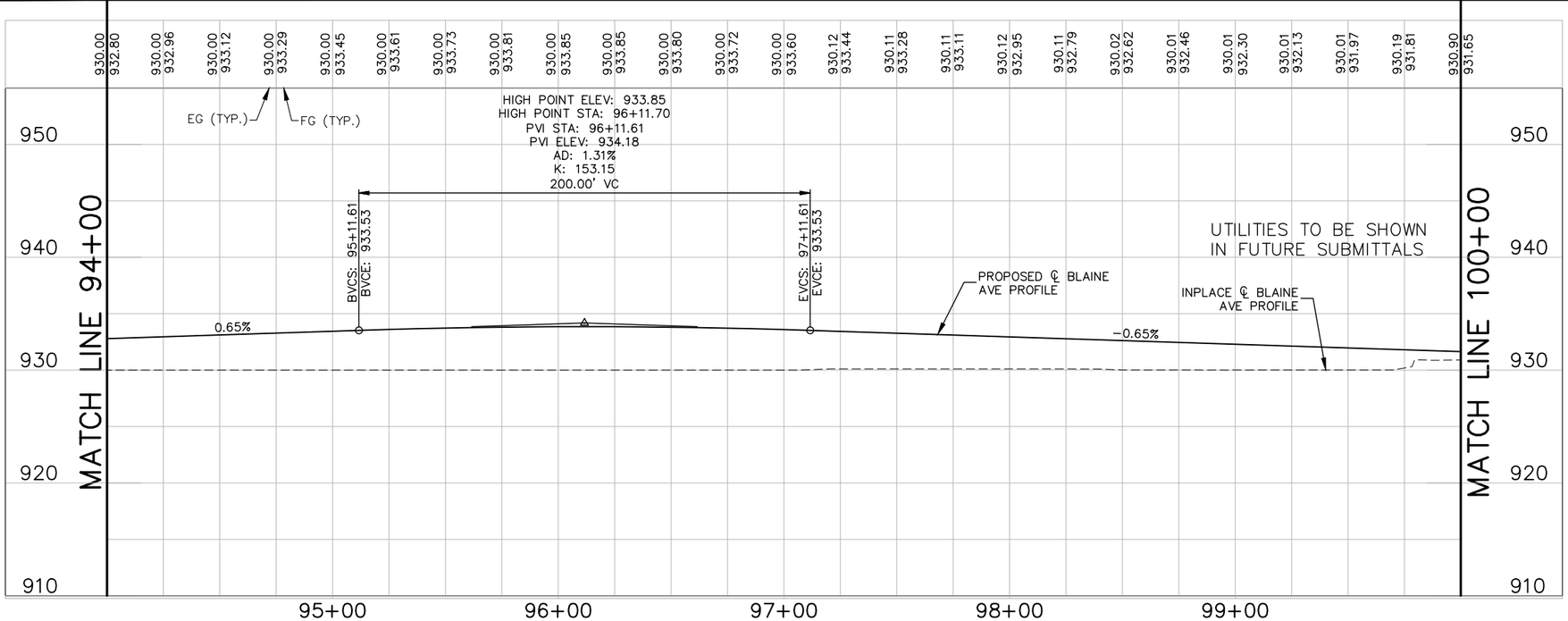

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ROADWAY IMPROVEMENTS

SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
BLAINE AVENUE
STA. 94+00 TO STA. 100+00

SHEET NO.
38
48

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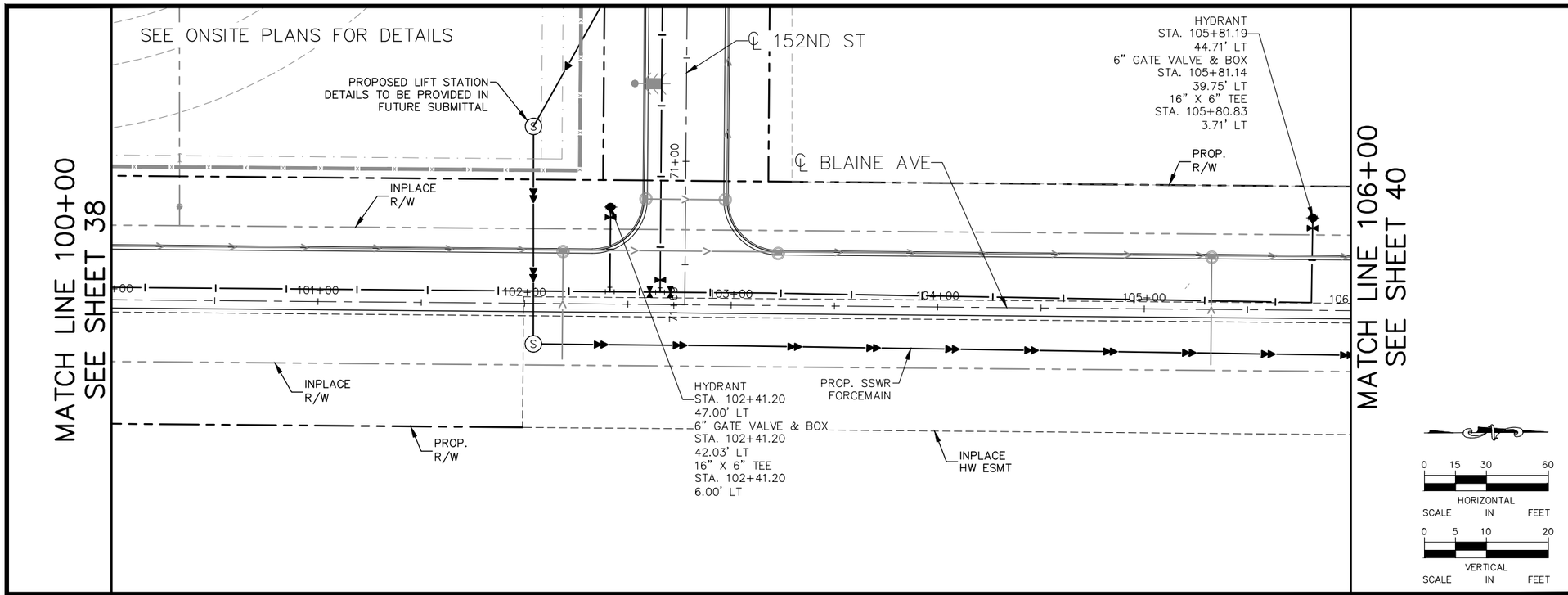

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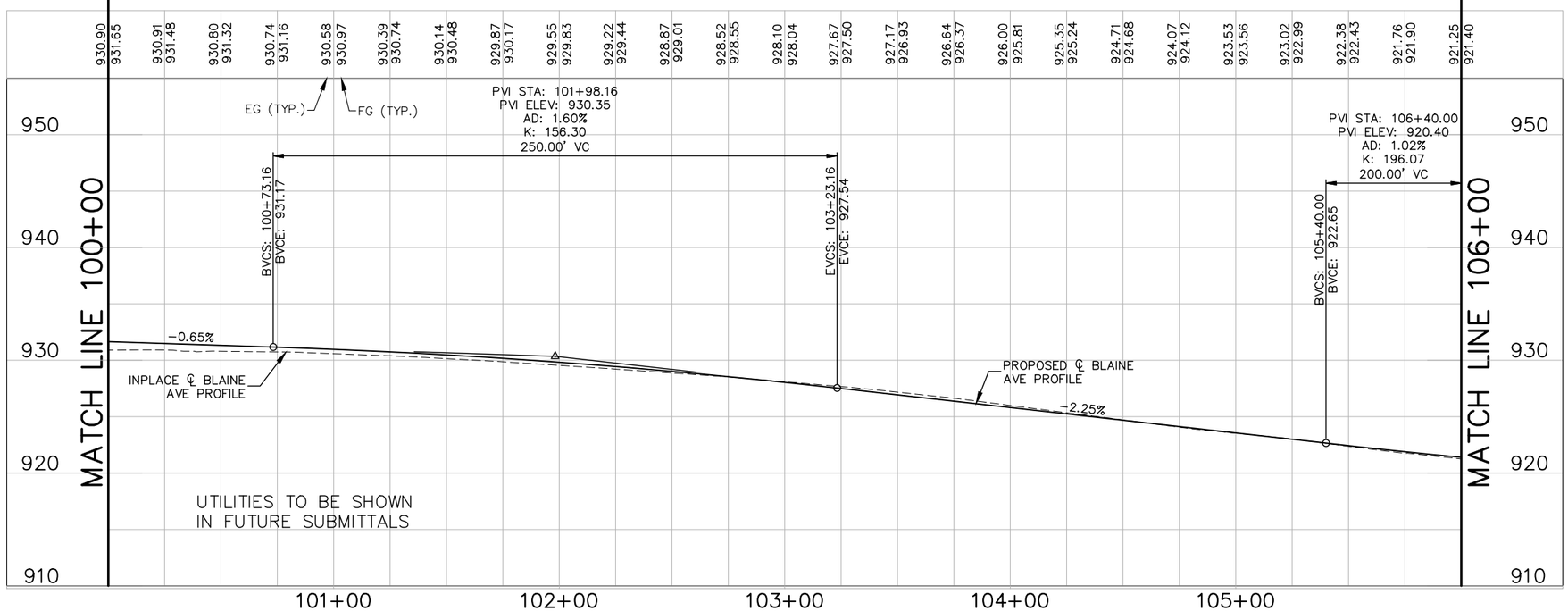

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STA. 100+00 TO STA. 106+00

SHEET NO.
39
48

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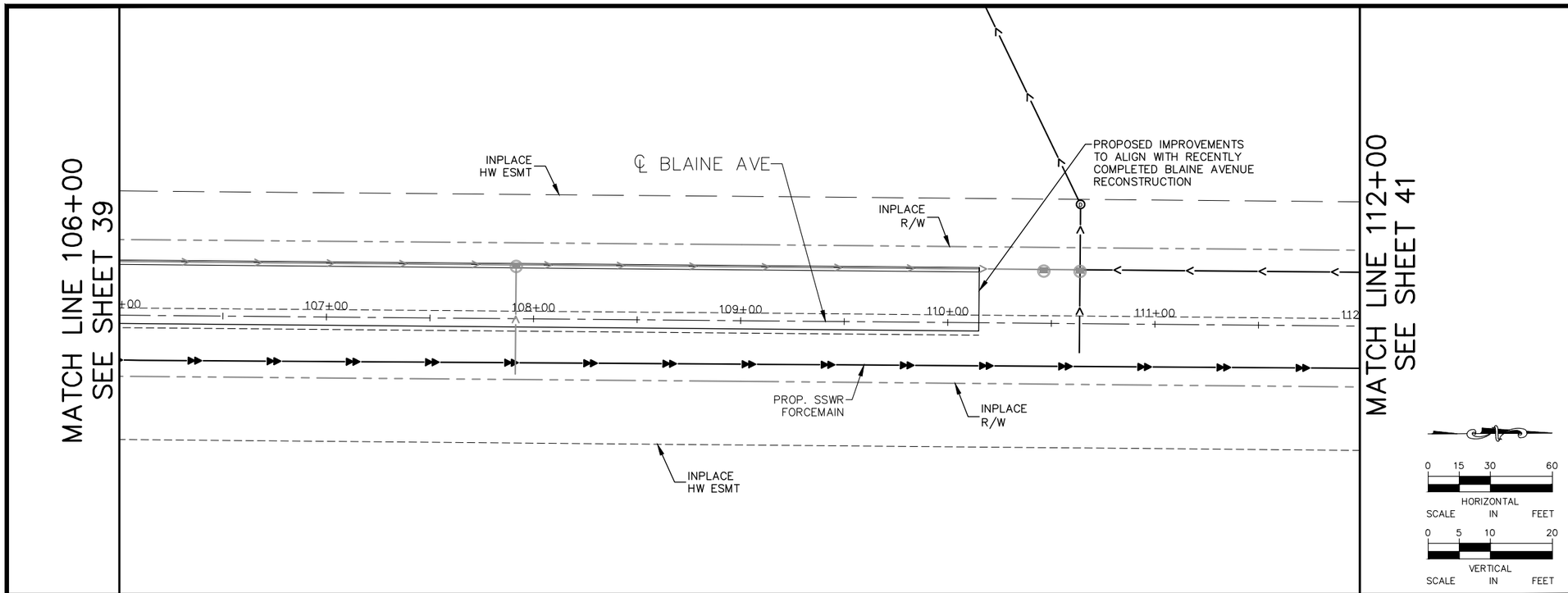

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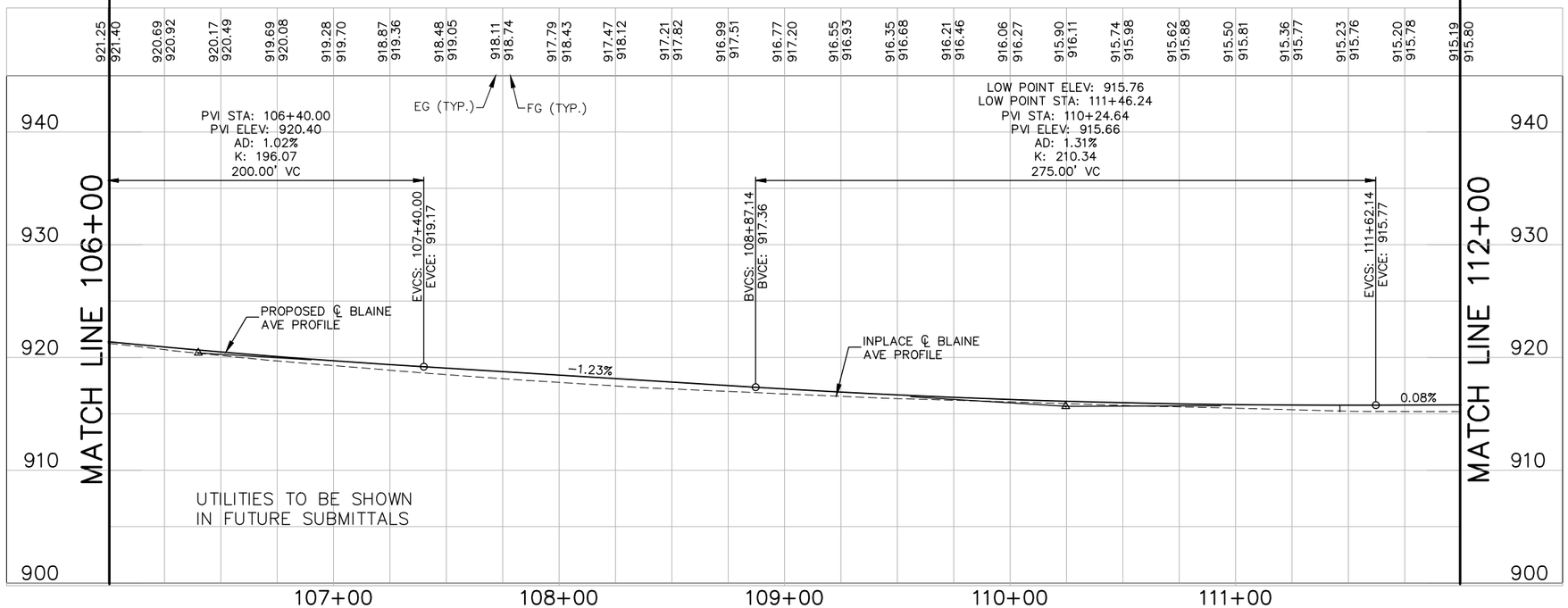

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DATE:	12/31/2024
PROJECT NO.	161157000

Kimley»Horn

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MICHAEL J. KINNING, P.E.

DATE: 12/31/2024 MN LIC. NO. 60826

ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
BLAINE AVENUE
STA. 106+00 TO STA. 112+00

SHEET NO.
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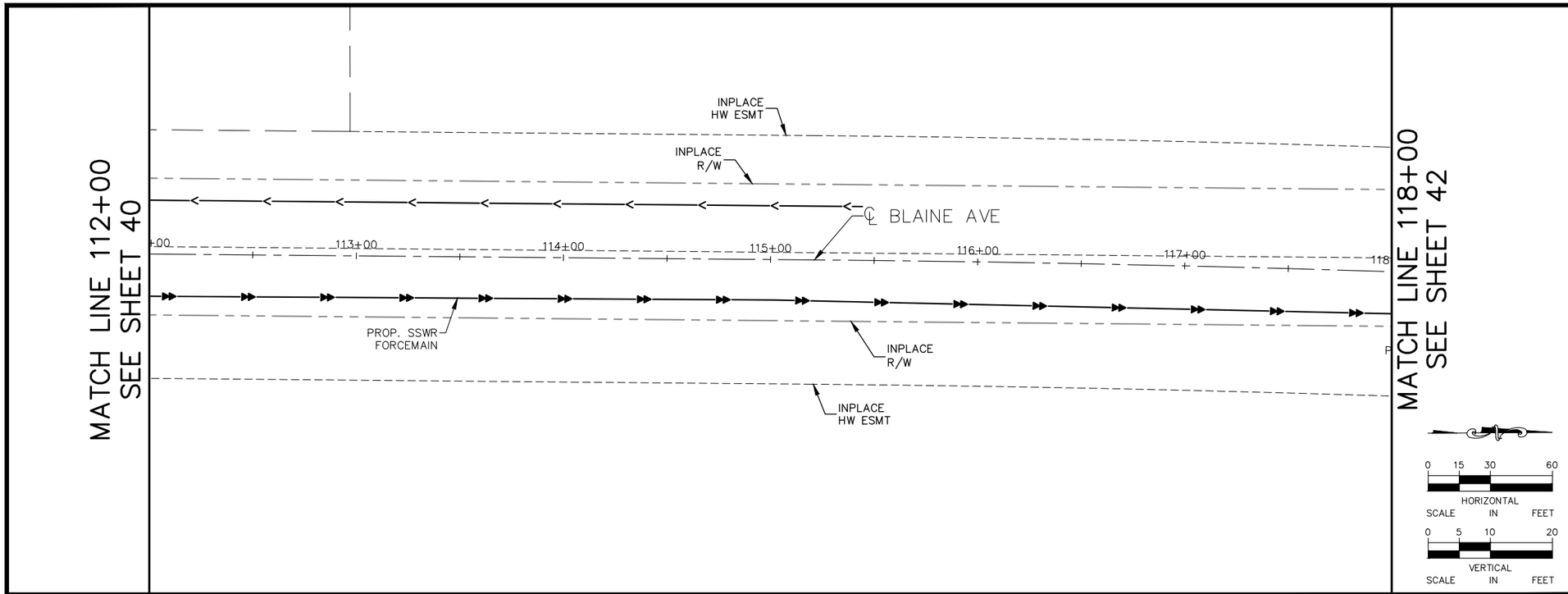

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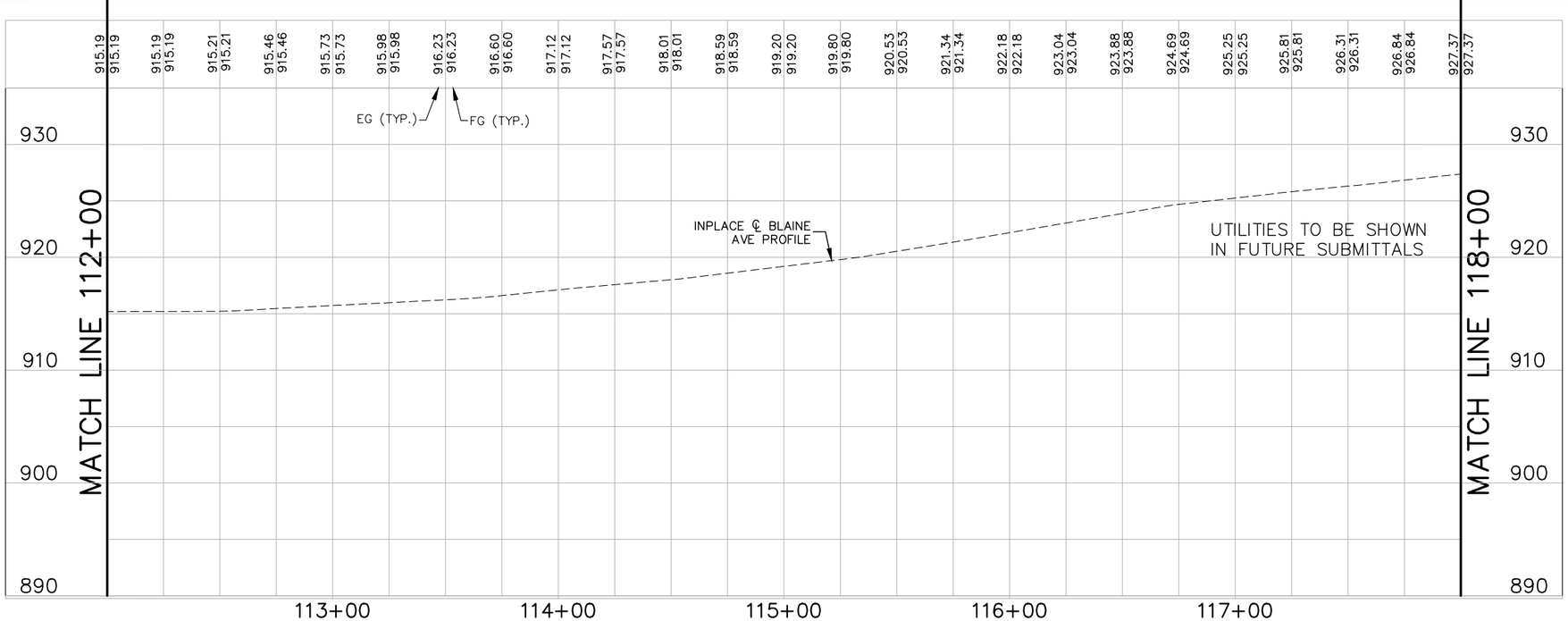

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PLAN AND PROFILE
BLAINE AVENUE
STA. 112+00 TO STA. 118+00

SHEET NO.
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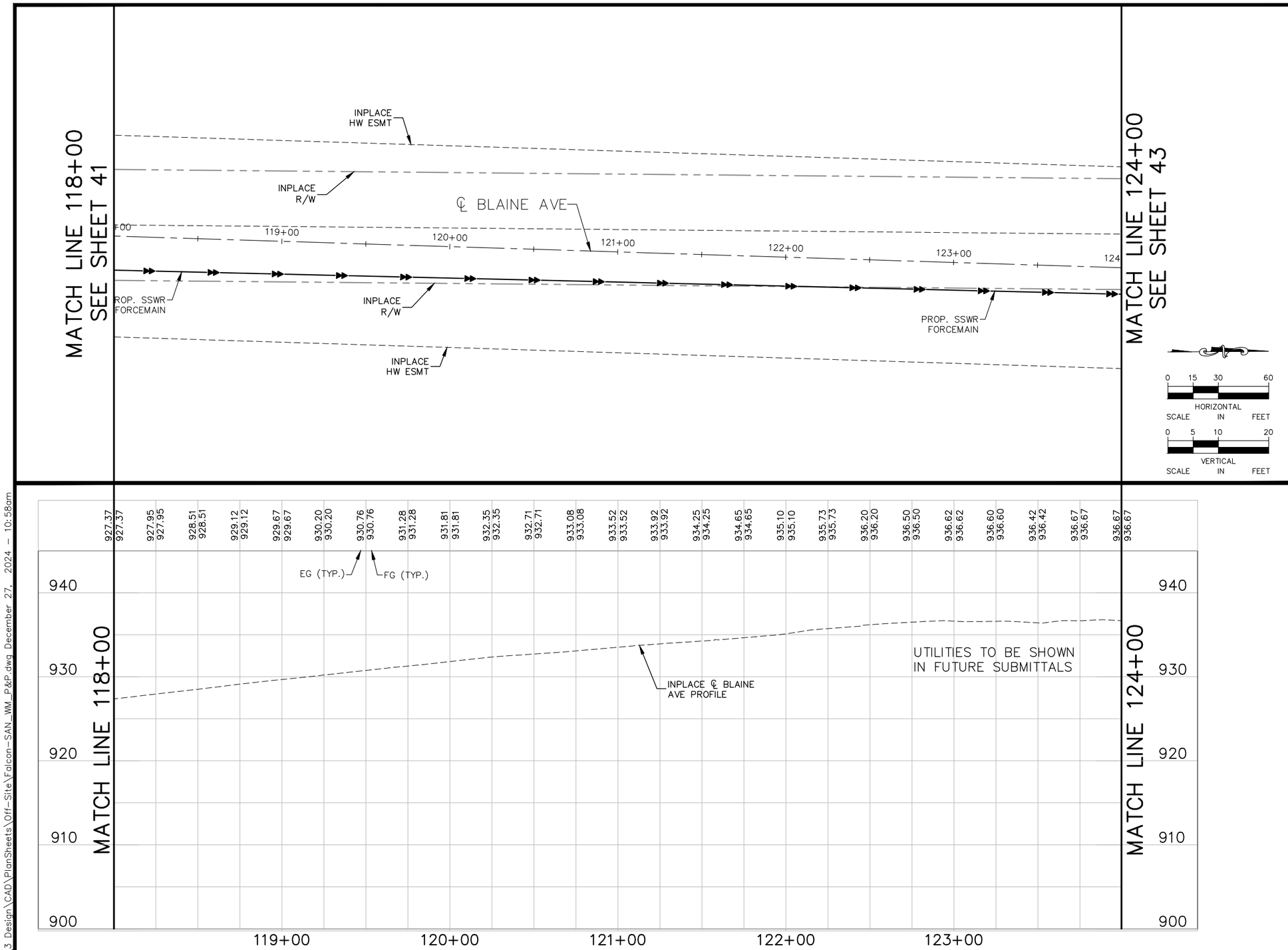

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PLAN AND PROFILE
BLAINE AVENUE
STA. 118+00 TO STA. 124+00

SHEET NO.
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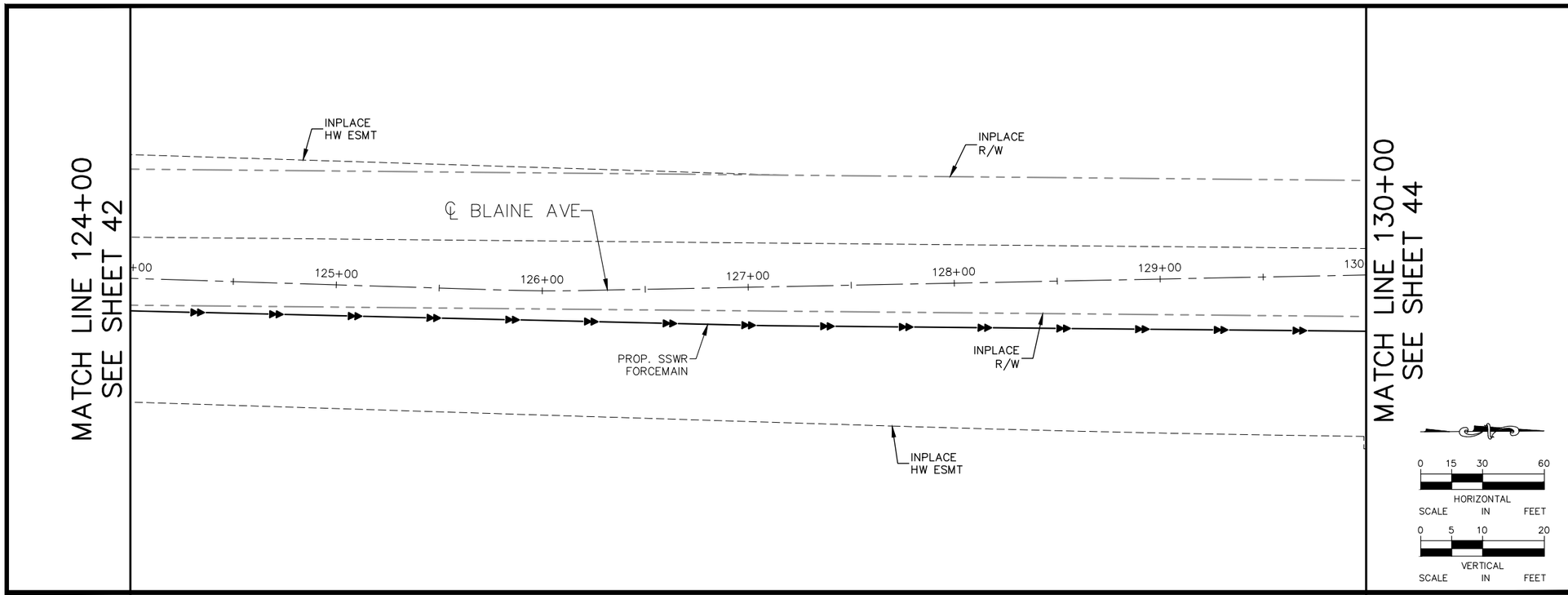

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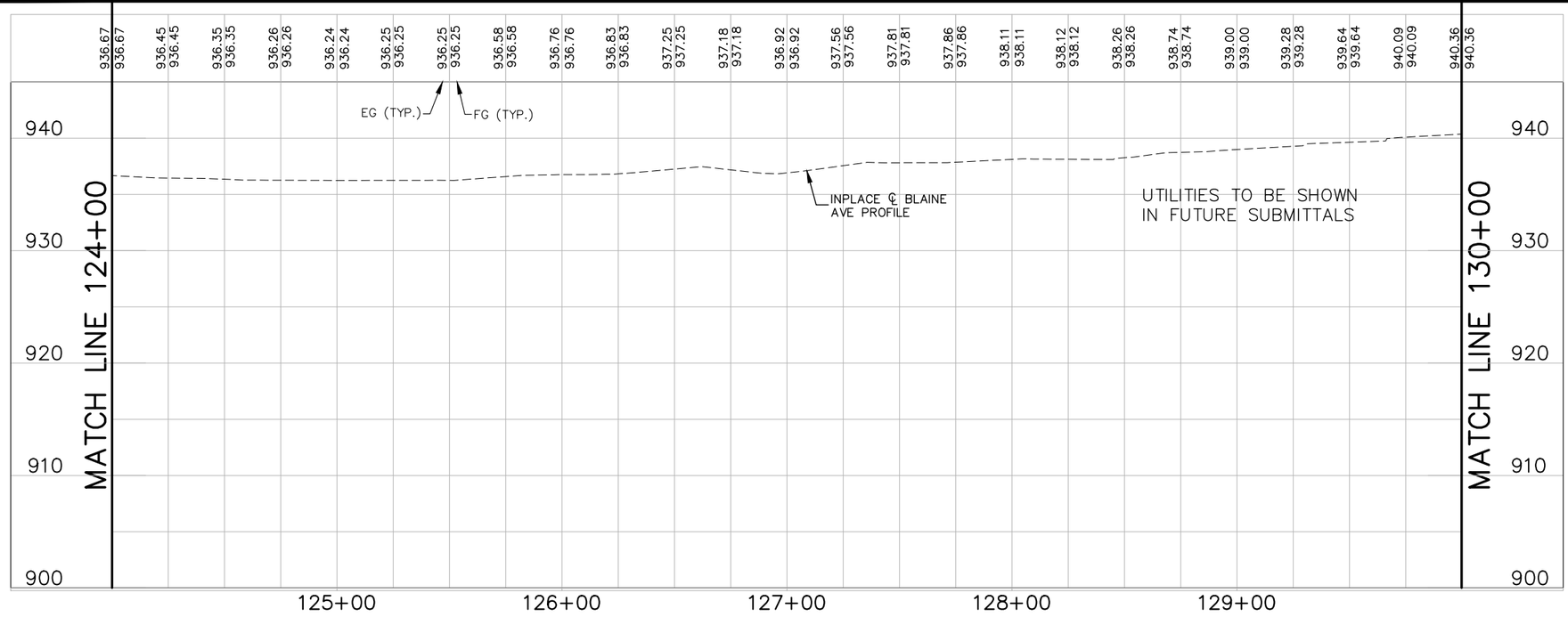

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BLAINE AVENUE
STA. 124+00 TO STA. 130+00

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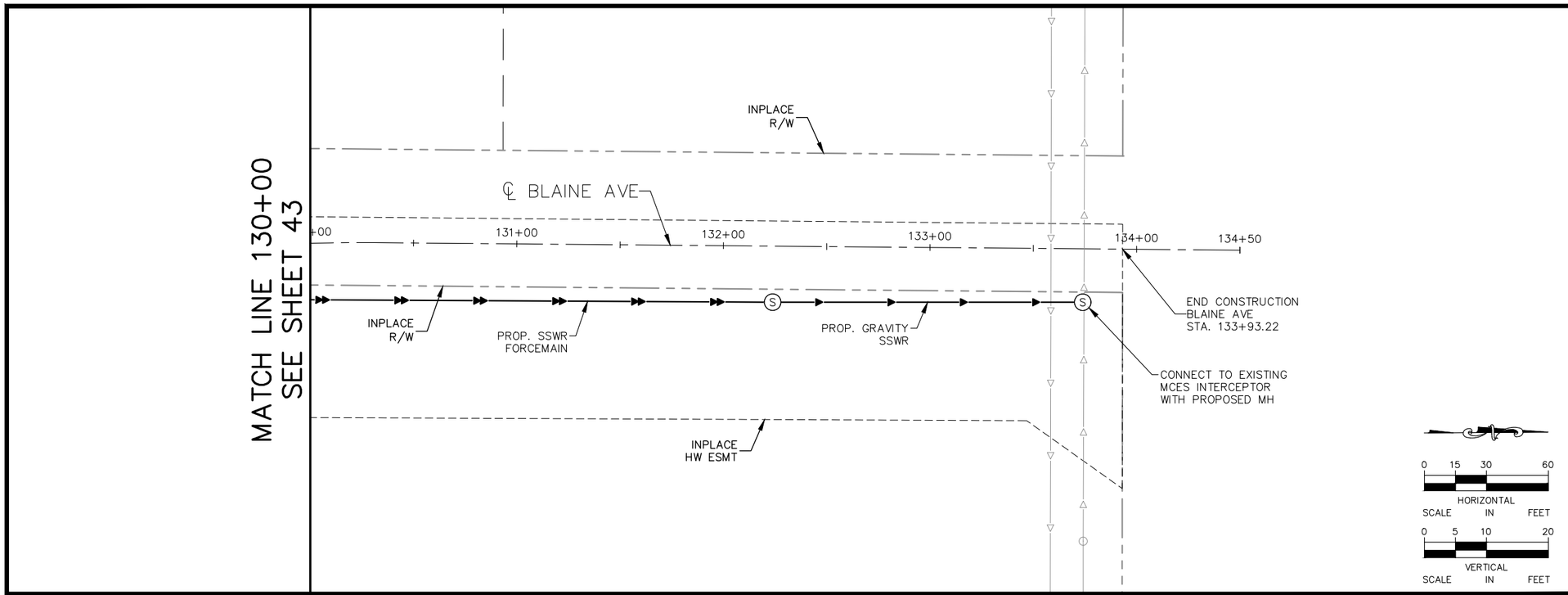

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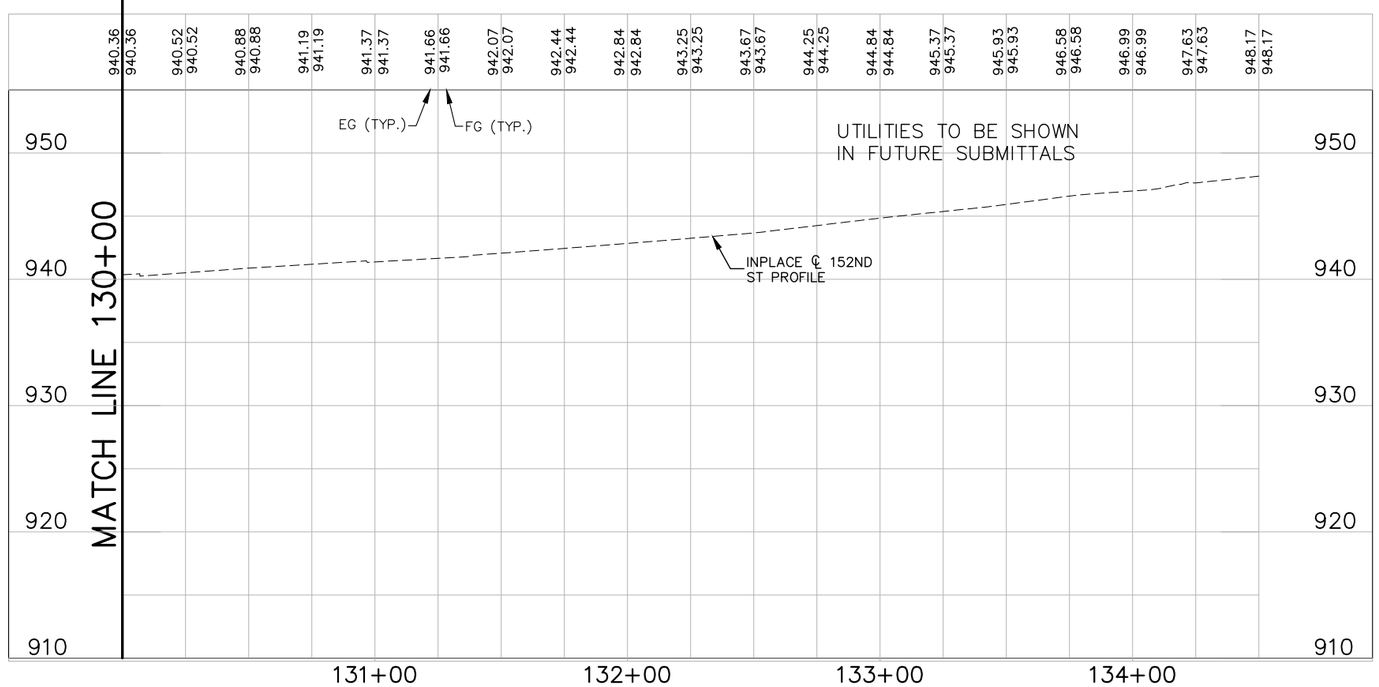

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ROSEMOUNT MINNESOTA

CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
BLAINE AVENUE
STA. 130+00 TO STA. 133+93

SHEET NO.
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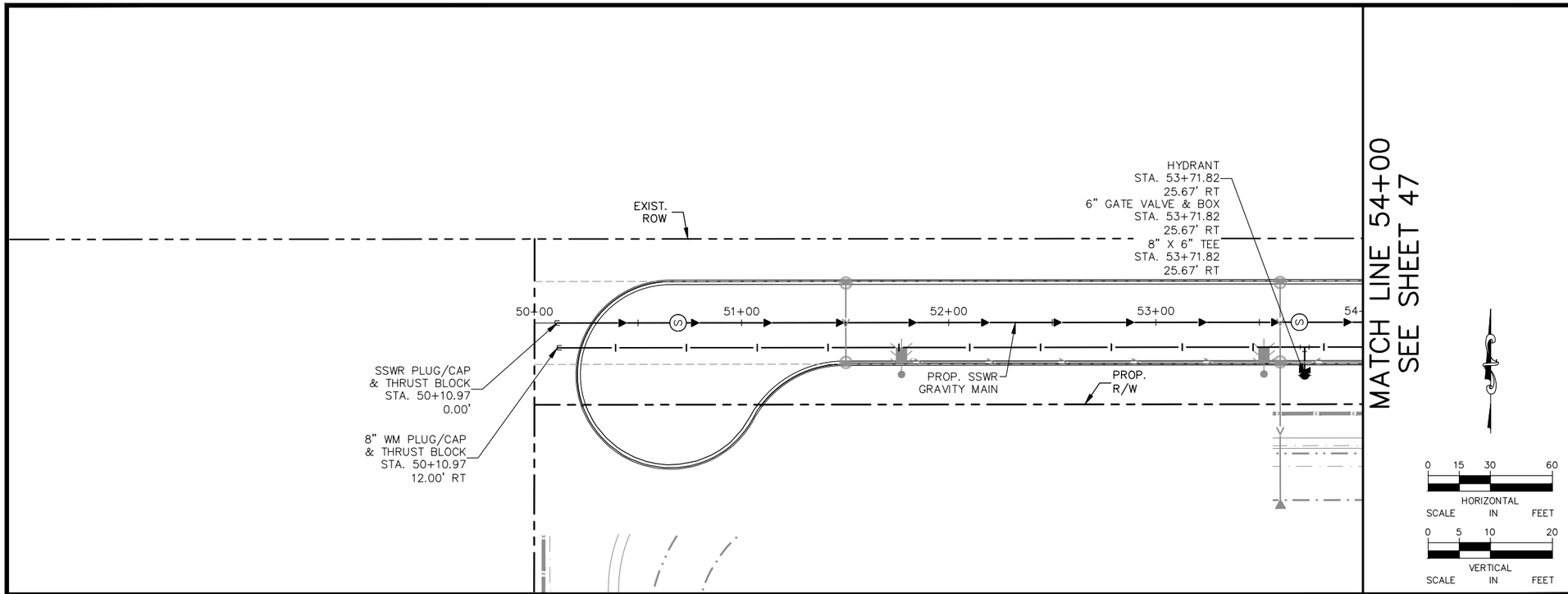

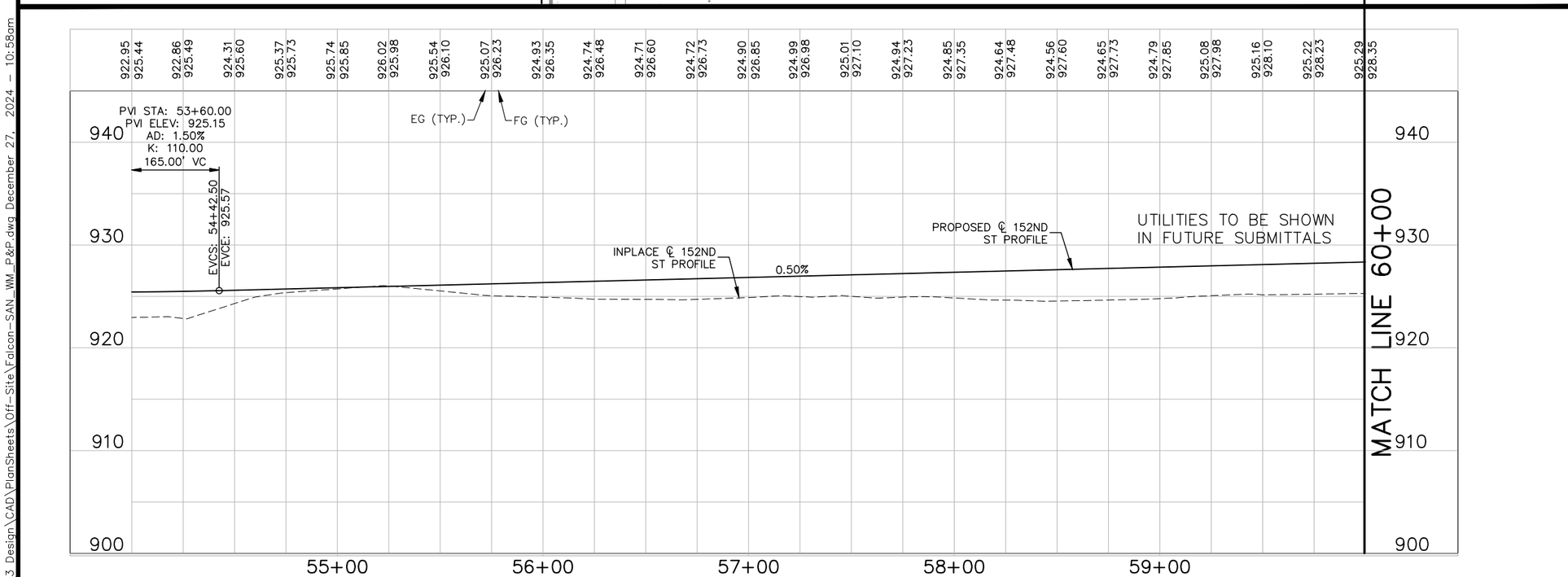

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CITY OF ROSEMOUNT
151ST STREET AND BLAINE AVENUE
ROADWAY IMPROVEMENTS

SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
151ST ST
STA. 50+00 TO STA. 54+00

SHEET NO.
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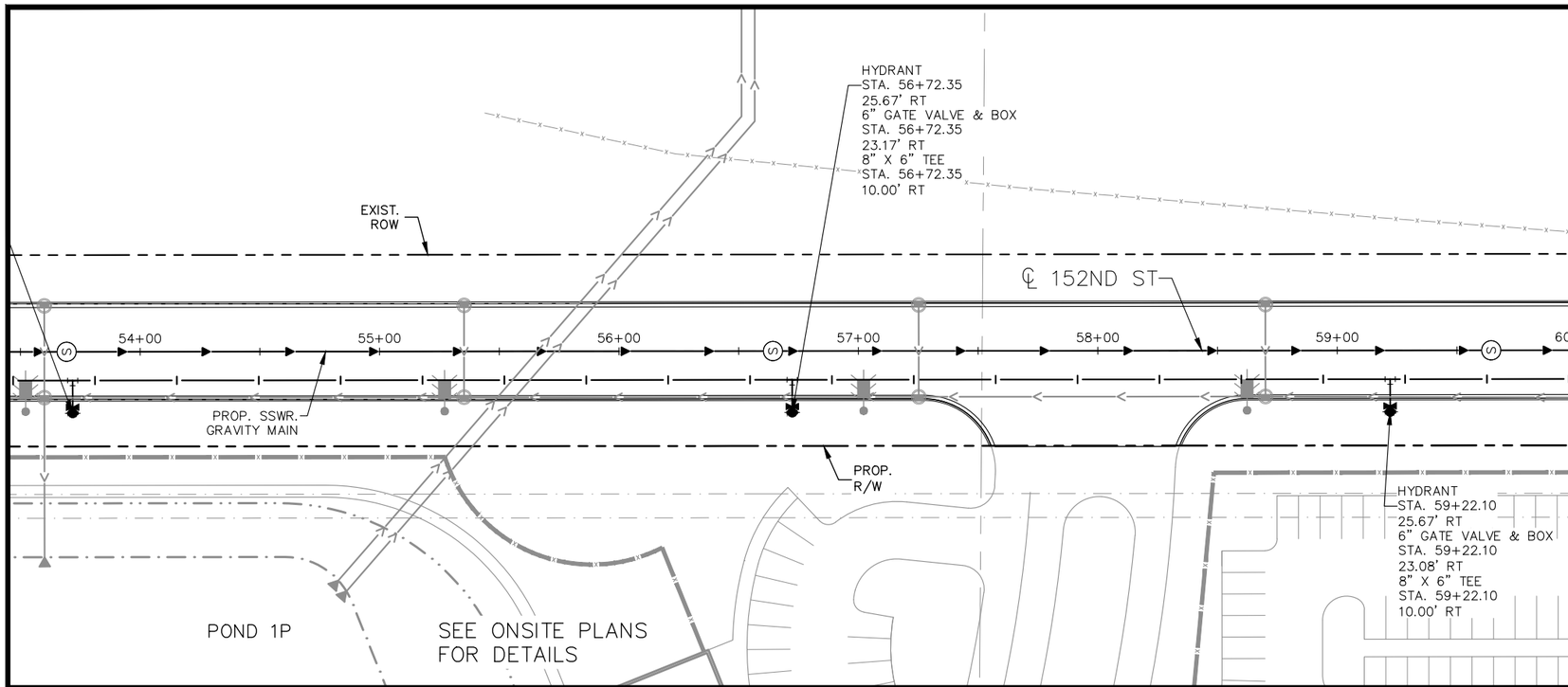

MATCH LINE 60+00
SEE SHEET 47

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HORIZONTAL
SCALE IN FEET

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VERTICAL
SCALE IN FEET

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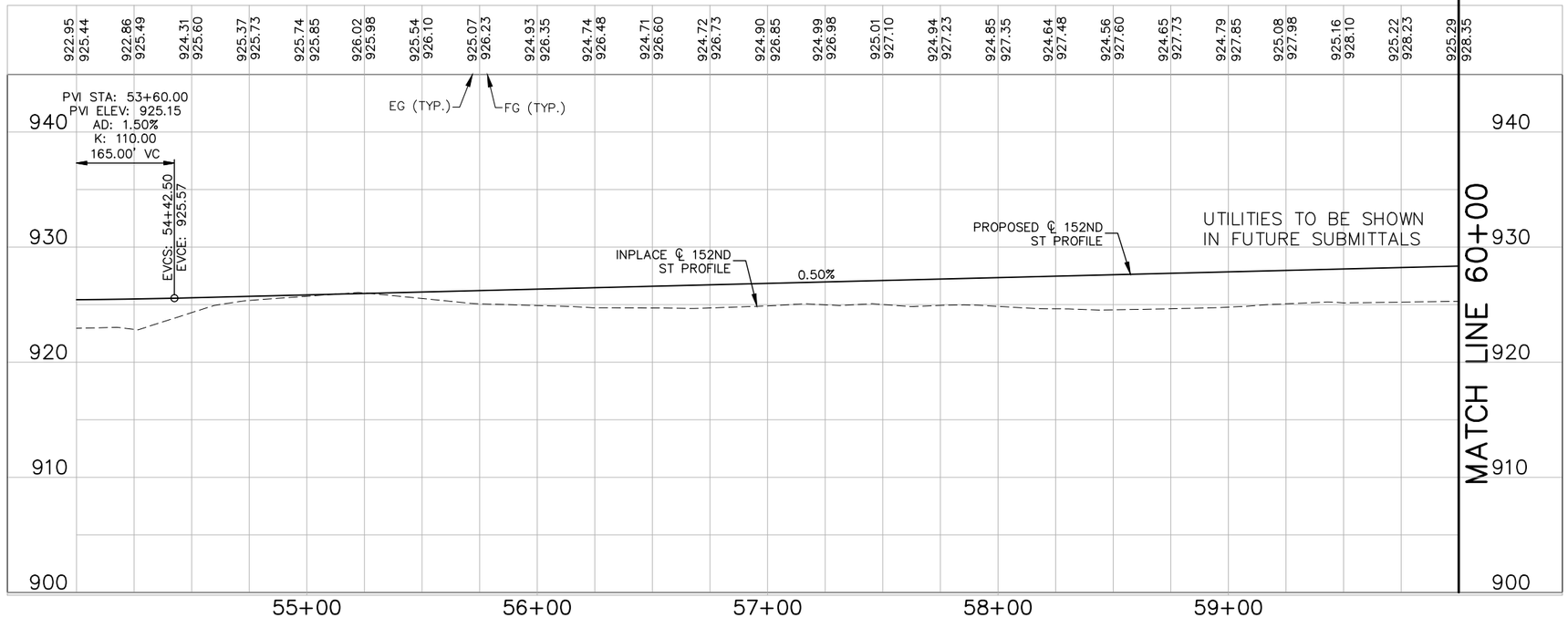

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SANITARY SEWER AND WATERMAIN
PLAN AND PROFILE
151ST ST
STA. 55+53 TO STA. 60+00

SHEET NO.
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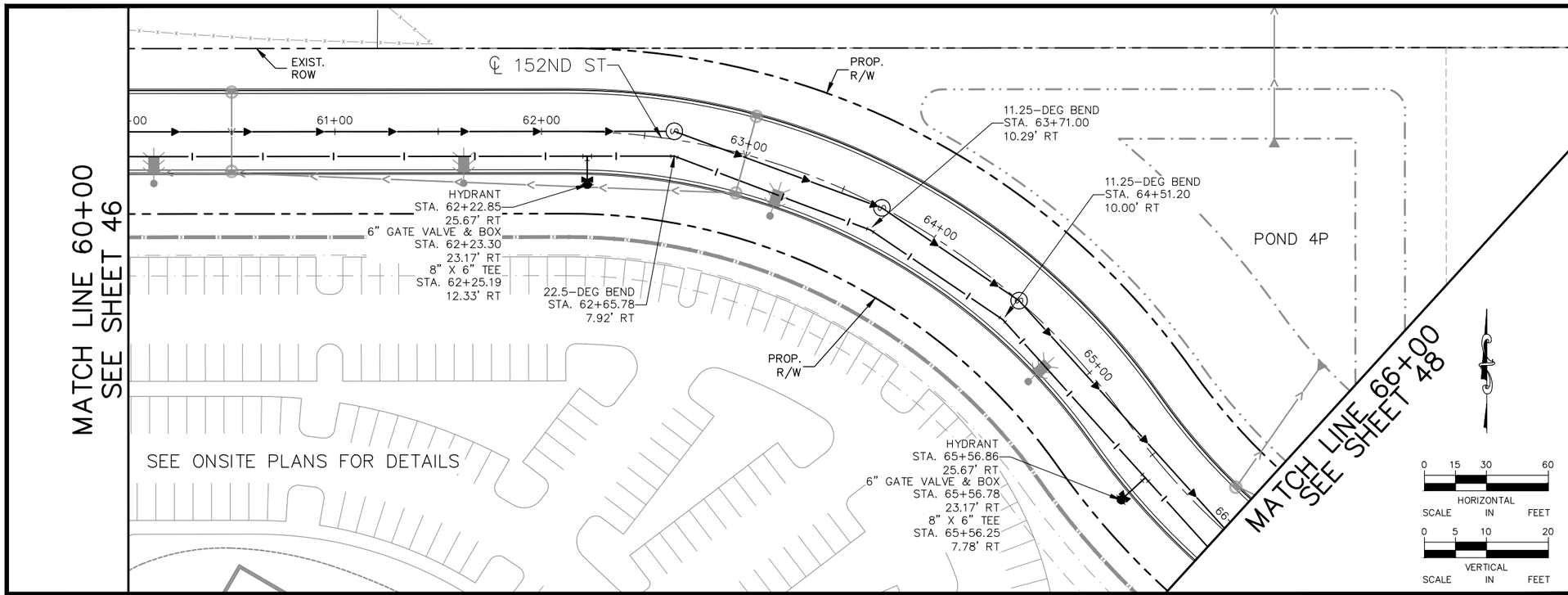

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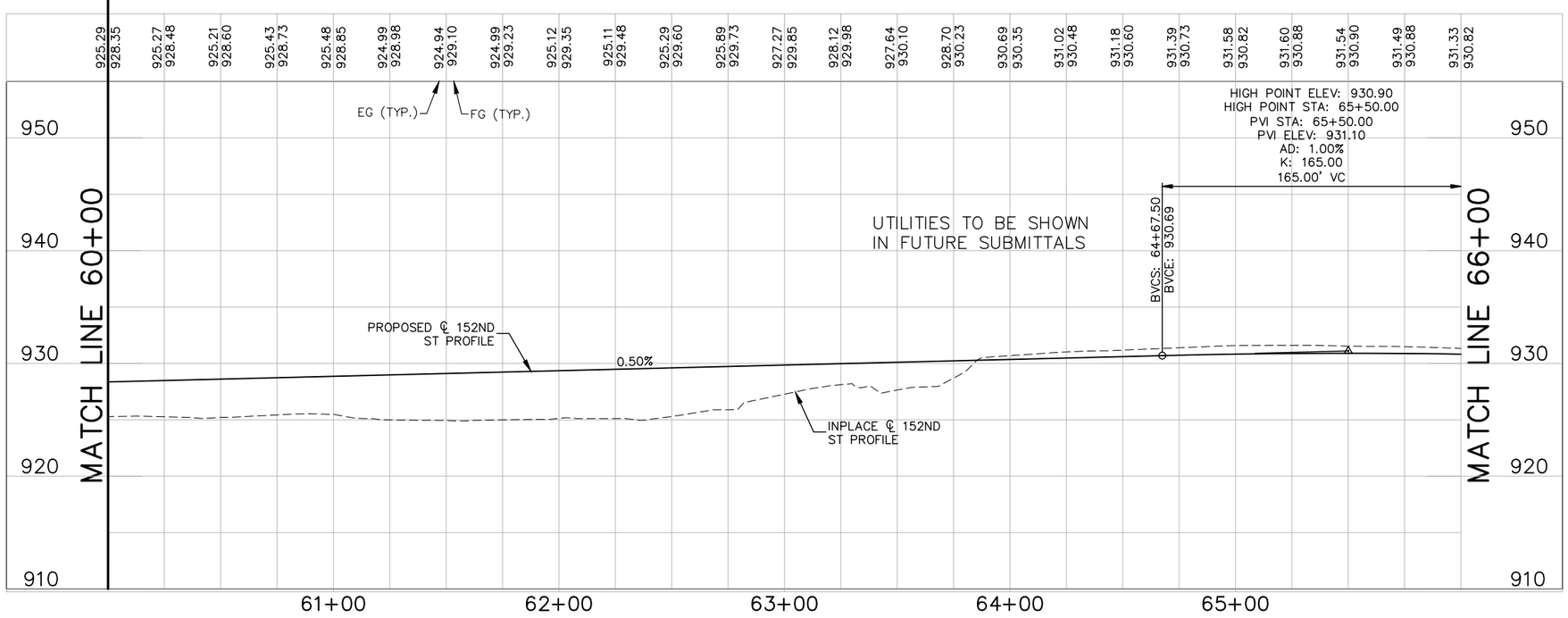

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PLAN AND PROFILE
151ST ST
STA. 60+00 TO STA. 66+00

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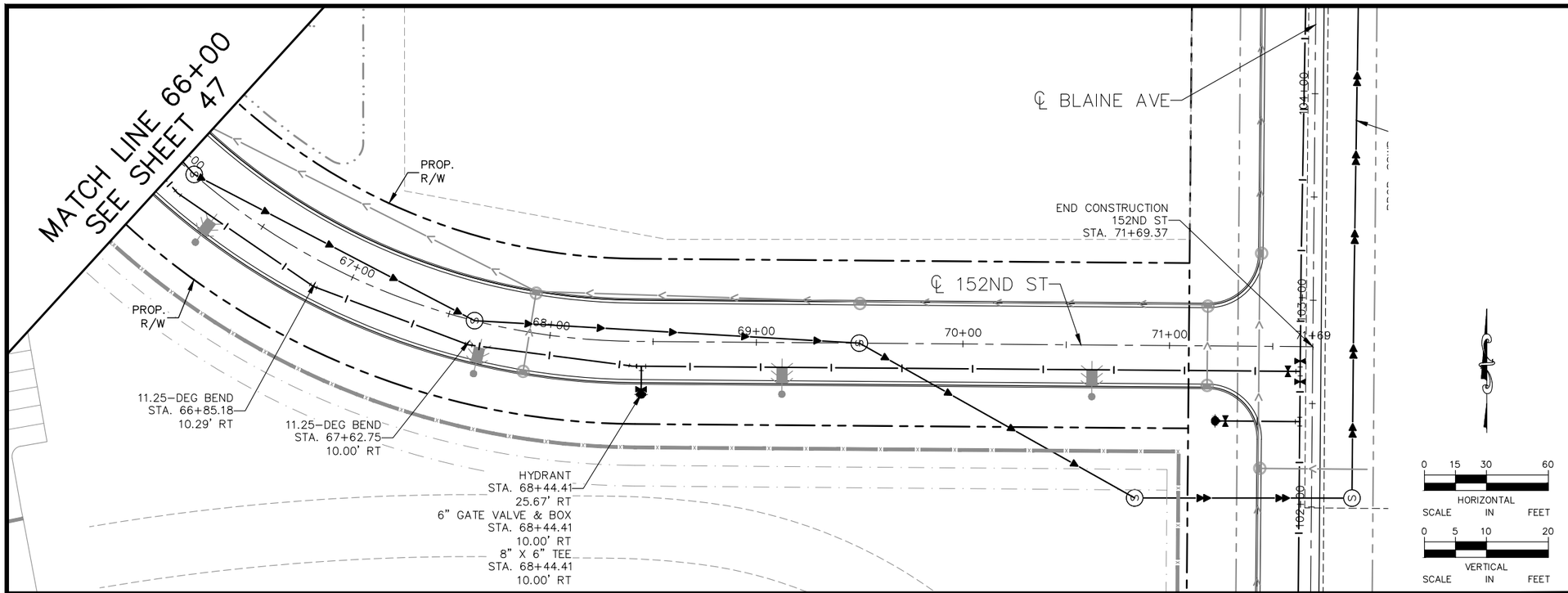

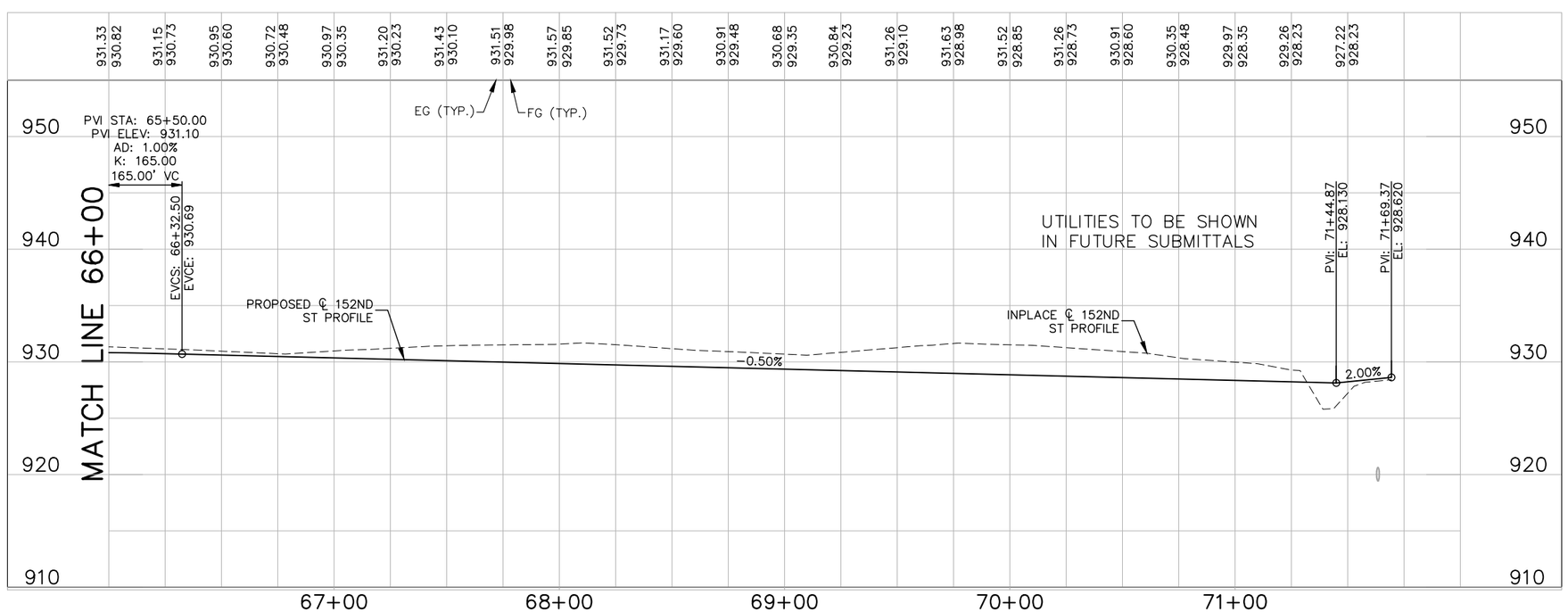

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STA. 66+00 TO STA. 71+69

SHEET NO. 48 / 48

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ROSEMOUNT
PARKS AND RECREATION

M E M O R A N D U M

To: Adam Kienberger, Community Development Director
Anthony Nemcek, Senior Planner
Julia Hogan, Planner

From: Dan Schultz, Parks and Recreation Director

Date: January 21, 2025

Subject: Project Falcon

The Parks and Recreation Department recently reviewed the plans for the Akron Ridge Development and has the following comments:

Local Trails and Sidewalks
The public trail shown on the east side of the property works toward the City's goal of having a well-connected community. Staff does recommend that the 8-foot-wide trail shown on the plans be installed by the developer as part of this development.

Parks Dedication
Because the City is not looking to acquire parkland in this development, the parks dedication for this development would be cash in-lieu of land. The cash dedication for 60.7 acres @ $8,500 per acre would be $515,950.

Please let know if you have any questions about this memo.

Memorandum

To: Brian Erickson, City Engineer
Nick Egger, Director of Public Works
Anthony Nemcek, Senior Planner

From: Amanda Sachi
Bill Alms
Henry Meeker
Mallori Fitzpatrick
Kris Keller

Date: January 23, 2025

Re: Project Falcon Engineering Review
WSB Project No. 027776-000

We have reviewed the documents for project 'Falcon', a proposed research campus located south of future 151st/152nd Street west of Blaine Avenue in the eastern portion of the City provided by Kimley Horn on December 31, 2024.

Documents reviewed include:

- Project Falcon Site Development Plans, dated 12/27/2024
- Project Falcon Stormwater Report, dated 12/20/2024
- Project Falcon – Draft Traffic Impact Analysis Report, dated 12/2024
- 151st Street and Blaine Avenue Roadway Improvements Plans, dated 12/31/2024

Applicant should provide responses to each comment. We offer the following comments below.

General Comments:

1. General
    a. Submit for and provide copies to the City of all required permits from regulatory agencies (MCES, Minnesota Pollution Control Agency, Minnesota Department of Health, NPDES, etc.)
    b. Future submittals will need to be at City approved scales (maximum 50:1 plan view). Future reviews may include additional comments generated by the increased detail provided by the refined scale.

Site Plan Comments:

1. General
    a. Provide typical pavement sections for all surfaces based on geotechnical information and recommendations for the site.
    b. Provide turning movements for all emergency, delivery and garbage vehicles.

701 XENIA AVENUE S | SUITE 300 | MINNEAPOLIS, MN | 55416 | 763.541.4800 | WSBENG.COM

c. See additional redline comments on Sheet C400

Grading Plan Comments:

1. General
   a. Provide enlarged grading plans at maximum 1" = 50' scale meeting requirements found in City Engineering Guidelines.
   b. Provide EOF elevations and routes for all low points in the paved areas and green spaces

Utility Comments:

1. General

   Sanitary sewer and watermain infrastructure for the Project Falcon site was not shown on the provided drawings and the storm sewer information was limited. Future utility submittals will need to meet all requirements found in the City Specifications, Engineering Guidelines, and Standard Detail Plates. Provide assumptions and calculations for sizing proposed sanitary sewer and watermain infrastructure.

   a. A detailed review of the layout and elevations of the utility piping, including storm sewer, will be conducted with the future submittals.
   b. Utility stubs are to be coordinated with the design of the 151st Street and Blaine Avenue Roadway Improvements.
   c. Clarify need for any separate “domestic/potable” and “fire water” water mains with the project

2. 151st Street and Blaine Avenue Project
   a. Further discussions with the City will need to be had regarding the size and location of the sanitary sewer, the breakdown of gravity main and forcemain in serving this site as well as adjacent areas, and with the location and design of the proposed lift station.
   b. Show the connection to the existing watermain and status of the existing hydrant installed at the south end with the original Blaine Ave reconstruction project
   c. Provide existing utility and surface features to all plan sheets to better identify the impact of new construction to existing facilities.
   d. The 151st Street watermain will need to be 12” to serve the commercial/industrial areas
   e. Provide a temporary hydrant at the west end of 151st Street
   f. Provide utility stubs on the south side of 151st Street to best match the location and size requirements of the Project Falcon site

Stormwater Management Comments:

1. General
    a. A NPDES permit will be required since over an acre of disturbance is proposed.
    b. Signed plans will be required for final permit approval.
    c. An operations and maintenance agreement is required to specify parties responsible for specific stormwater maintenance obligations, especially with the mixed on- and offsite BMPs.
    d. Confirmation will be needed from the Meta site to allow access and reconstruction of the BMP E and G outlet control structures.
    e. The electronic version of the HydroCAD model is requested to be submitted with future submittals to aid in review.
    f. Additional comments are likely to be generated due to the lack of detailed grading and storm sewer plans in this submittal.

2. Ponds and Wetlands
    a. It is recommended that all pretreatment BMPs be consolidated into one contiguous basin rather than scattered across the site. This seems feasible for ponds 1P, 2P,and 3P without major site redesign.
    b. Applicant to show maintenance access routes to the proposed NURP basins on the plans. The City Engineering guidelines note maintenance access paths should be a minimum width of 10 feet at 8% maximum grade and a maximum 2% cross slope.

3. Emergency Overflow Routes:
    a. Applicant to show the emergency overflow elevations and locations for all proposed basins and site low points on the plans.

4. Retaining Walls:
    a. None apparent in plans, but comments may come up with more detailed submittals.

5. Erosion Control:
    a. Erosion control plans must be included with future submittals.
    b. A SWPPP narrative will be required with future submittals since the site will disturb over one acre. This narrative must include street sweeping for dust control.
    c. As the proposed site is greater than 50 acres, erosion control elements will be reviewed by the MPCA and City according to the checklist found at https://www.pca.state.mn.us/sites/default/files/wq-strm2-47.doc.

6. Grading:
    a. 4:1 max slopes appear to be met around the site but will need to be confirmed with more detailed plans.

Stormwater Management Plan:

1. General Storm Sewer Design

a. Storm sewer capacity calculations must be provided in future submittals to confirm storm sewer is being sized for the 10-year storm event.
b. Spread and run analysis must be provided for the full buildout conditions of Blaine Avenue.
    i. City standards require a maximum 10-yr flow of 3 cfs to any single inlet. Inlets should be placed so as to minimize flows across intersections.
c. Applicant to provide storm sewer profiles for review of routing and utility crossings for any ROW, trunk storm sewer, or publicly maintained systems.
d. Storm sewer should be consolidated to reduce the number of outfalls to the maximum extent possible.
e. Per City standard details, sheet piling will be required for all flared end sections on pipe diameters 24" and greater.
f. Flow velocities into BMPs must be 6 fps or less.

2. Water Quantity
    a. None currently, but comments may come up with more detailed submittals.

3. Rate/Volume Control
    a. Use of the Meta site regional BMPs for volume control is appreciated. However, the City's volume control formula for infiltration area must still be met. The constructed BMPs E and G were designed assuming 0.8 in/hr infiltration, working backwards gives the allowable total inflow areas below. As designed, BMP E has too much contributing drainage area. However, rebalancing the tributary areas could allow the City rule to still be met as the total proposed drainage areas is still less than the total maximum allowable.

	Infiltration Area (ac)	Planned Drainage Area (ac)	Max Allowable Drainage Area (ac)	Proposed Drainage Area (ac)
BMP E	5.90	106.94	113.46	116.17
BMP G	1.45	22.33	27.88	24.69
Combined	7.35	129.27	141.34	140.86

4. Freeboard
    a. Site EOFs, including low points, will be needed to confirm freeboard.
    b. If buildings are proposed with subgrade floors, the low floor elevation must be kept with 1' of freeboard above BMP EOFs and HWLs.

5. Water Quality
    a. There is a significant excess of dead storage in BMP G of the Meta site, 4.299 ac-ft of pond volume for a total 2.5" event inflow volume of 1.335 ac-ft. Proposed onsite NURP basin 4P may be eliminated if all runoff can be routed via storm sewer to the BMP G dead storage. Untreated stormwater runoff cannot be routed directly to the infiltration surface of BMP G though.

6. Easements

a. Drainage and Utility Easements required over all publicly owned stormwater facilities and access routes. This comment will be reviewed in more detail with future submittals.

Transportation Comments:

1. General
    a. Additional redline comments are on the attached draft Traffic Impact Analysis Report
    b. Appendices referenced in the report were not included
        i. Additional review to follow submittal of exhibits and analysis results

Traffic Impact Analysis

PROJECT FALCON

ROSEMOUNT, MINNESOTA

DRAFT

DECEMBER 2024

Prepared By:

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

PROJECT FALCON

ROSEMOUNT, MINNESOTA

REPORT CERTIFICATION

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.

_____ _____

Jacob Rojer, P.E., PTOE Date

License No. 56767

DRAFT

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APPENDIX

A. EXHIBITS

B. TURNING MOVEMENT COUNTS

C. SITE LAYOUT EXHIBIT

D. SIMTRAFFIC ANALYSIS RESULTS

Missing all appendices- full review can not be completed without all exhibits and analysis results

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1. INTRODUCTION

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained to prepare a traffic impact study for a proposed research center in Rosemount, Minnesota. The site is located on the west side of Blaine Avenue and south of the under-construction data center located at the southwest corner of CSAH 42 & Blaine. The development consists of a campus-style research center which would include approximately 200,000 square feet of space dedicated to research and development in the short-term, expected to increase to 490,000 square feet in the long-term. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. In order to assess the potential impact of the development scenarios on the area roadway network, site-generated trips were established and added to the background traffic volumes. Background traffic volumes included the other major development projects in the vicinity. Future traffic conditions were evaluated for the approximate Opening Year of the proposed development (2029) and a long term "Design Year" (2040). The Design Year was selected as 2040 to align with recent traffic studies conducted in the area and the Dakota County 2040 Transportation Plan.

This report presents and documents data collection, summarizes the evaluation of existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

1.1 ANALYSIS METHODOLOGIES

Synchro/SimTraffic 12th edition capacity analysis software was used to evaluate existing operational conditions at the study intersections. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 1-1**.

Table 1-1 Level of Service Grading Descriptions

Level of Service	Description[1]
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1] *Highway Capacity Manual, 7th Edition.*

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The range of control delay for each rating (as detailed in the HCM) is shown in **Table 1-2**.

Table 1-2 Level of Service Grading Criteria

Level of Service[1]	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/c) ratio greater than 1 receive a rating of LOS F.

At side-street stop-controlled intersections, overall delay is not reported, and the worst side street delay is reported in its place. The overall delay at side-street stop-controlled intersections can misrepresent the actual level of delay drivers experience since most vehicles on the main road experience zero delay.

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2. ANALYSIS OF EXISTING CONDITIONS

Kimley-Horn conducted a review of the study area including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions. An aerial view of the existing conditions and lane movements are shown in **Exhibit 2**.

2.1 AREA LAND USES

The land uses of the site and the surrounding area are primarily agricultural, with some arterial commercial located north of the site on a frontage road east of US Highway 52.

Year 2023 ADT is 29,664 north of CSAH 42 and 30,516 south of CSAH 42

Where is this ADT from? MnDOT TMA shows 15,764 ADT (year 2023) west o Blaine Ave and 15,900 ADT (year 2019) between Blaine Ave and US 52

2.2 EXISTING ROADWAY CHARACTERISTICS

The following provides a description of the roadways within the study area:

CSAH 42 (145th Street) is an east-west roadway located north of the proposed development. Within the study area, CSAH 42 is a four-lane, divided roadway with turn lanes provided at most intersections. The 2021 Annual Average Daily Traffic (AADT) is 5,742 vehicles per day (VPD) east of US 52 and 18,317 VPD west of US 52. The speed limit on CSAH 42 is 55 miles per hour (MPH).

US Highway 52 (TH 52) is a north-south roadway that is located east of the proposed development. TH 52 is a four-lane divided roadway with interchanges provided at major intersecting roadways. The 2021 AADT is 38,588 VPD north of CSAH 42 and 32,275 VPD south of CSAH 42. The speed limit on TH 52 is 65 MPH.

Blaine Avenue (CSAH 71) is a north-south roadway that runs along the eastern boundary of the AUAR development. Blaine Avenue is a two-lane undivided roadway. The 2021 ADT is 5,347 VPD. The speed limit on Blaine Avenue is 50 MPH.

y CSAH 71 th of CSAH 42

west?

Where is this ADT from? MnDO TMA shows 1650 ADT (year 20

Audrey Avenue is a north-south roadway south of the AUAR development. Audrey Avenue is a two-lane undivided roadway. The speed limit on Audrey Avenue is 35 MPH.

Was this field verified? Google streetview shows 30 m

Akron Avenue (CR 73) is a north-south roadway that is located west of the AUAR development. South of CSAH 42, Akron Avenue is a two-lane undivided roadway with dedicated turn lanes provided at major intersection roadways. North of CSAH 42, Akron Avenue is a two-lane divided roadway with dedicated turn lanes provided at major intersecting roadways. The 2021 ADT, north of CSAH 42, is 2,750 VDT. No speed limit is posted, so a speed limit of 55 MPH was assumed.

MnDOT TMA shows 3035 ADT (year 2022)

140th Street is an east-west roadway east of the AUAR development. 140th Street is a two-lane undivided roadway. The 2019 AADT is 285 VPD east of the site.

Connemara Trail is an east-west roadway west of the AUAR development. Connemara Trail is a two-lane undivided with dedicated turn lanes provided at major intersecting roadways. The posted speed limit is 40 PM. West of Akron Avenue, the 2018 AADT is 1,400 VPD.

The existing geometry and intersection control for the intersections in the study area that will be included in this analysis are shown in **Exhibit 2**.

Google streetview shows 50 mph north of CSAH 42

MnDOT TMA shows 1500 ADT (year 2023)

MnDOT TMA shows 241 ADT (year 2023)

Do these need to be included if they are not part of the study?

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2.3 PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Based on review of the Dakota County 2040 Transportation Plan, a greenway is planned north of CSAH 42 which would cross MN 55 at the intersection with CSAH 42. There is no existing or planned pedestrian or bicycle infrastructure at the proposed development site.

2.4 TRAFFIC COUNT DATA

Turning Movement Counts (TMCs) were collected at the study intersections on Thursday, June 2, 2022. For each study intersection as listed below, a 13-hour TMC was collected:

Why were new turning movement counts not collected if these are 2.5 years old?

- CSAH 42 & US Highway 52 Southbound Ramps
- CSAH 42 & US Highway 52 Northbound Ramps
- CSAH 42 & Blaine Avenue
- CSAH 42 & Audrey Avenue
- CSAH 42 & Akron Avenue

The traffic count data indicates that peak hour traffic volumes occur within the study area from 7:00 to 8:00 AM and 4:30 to 5:30 PM on a typical weekday. Traffic volumes were then normalized to the Existing year (2024) by applying the selected growth rates for each respective roadway (see Section 3.2). Existing (2024) peak hour traffic volumes are shown on **Exhibit 3**.

2.5 EXISTING (2024) CONDITIONS CAPACITY ANALYSIS

Existing (2024) conditions capacity analysis was conducted to develop an understanding of the baseline operating conditions currently present at the study area. Existing geometry and intersection control are shown in **Exhibit 2**, while the existing traffic volumes are shown in **Exhibit 3**. The results of Existing (2024) conditions capacity analysis are summarized in **Table 2-1**.

all intersections?

Based on the analysis results, the study intersection movements are estimated to currently operate at LOS D or better under Existing (2024) conditions with the exception of a few movements. The northbound left turn at CSAH 42 & US 52 Northbound Ramps which operates at LOS F during the AM peak hour and LOS E during the PM peak hour. The northbound through movement at this intersection operates at LOS F during the PM peak hour, but this movement sees a volume of less than five (5) vehicles per hour during this period. Based on mitigation recommendations for other traffic studies completed in the area, it is anticipated that both ramps will be signalized by the Opening Year (2029) which will help mitigate the existing side street delays.

The southbound left and through movements at CSAH 42 & Blaine Avenue operate at LOS E during the PM peak hour, with the northbound through seeing a volume of less than five (5) vehicles per hour. This intersection is planned for signalization in the long-term as the side street delays rise, but the delays under the Existing (2024) conditions do not necessitate any mitigation changes.

The queueing results from SimTraffic were reviewed, and all 95th percentile queues remain within their respective storage bays. SimTraffic analysis reports are provided in the appendix.

Reference traffic studies that make this assumption about the signalization of these ramp intersections

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Last paragraph of section 1.1 indicated the worst side-street delay is reported for overall delay

Table 2-1 Existing Year (2024) Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Side Street Stop	EB	A (7.2)	A (0.5)	-	- (-)	A (4.9)	A (1.8)	-	- (-)
		WB	-	A (1.3)	A (0.3)		-	A (1.3)	A (0.3)	
		NB	F (84.2)	-	A (4.1)		E (42.7)	F (51.9)	A (3.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Side Street Stop	EB	-	A (1.0)	A (0.0)	- (-)	-	A (0.8)	A (0.5)	- (-)
		WB	A (6.0)	A (1.0)	-		A (4.5)	A (2.3)	-	
		NB	-	-	-		-	-	-	
		SB	B (13.0)	C (16.2)	A (4.6)		C (21.3)	B (10.6)	B (10.0)	
CSAH 42 & Blaine Avenue	Side Street Stop	EB	A (5.1)	A (2.7)	-	- (-)	A (7.5)	A (4.1)	A (2.8)	- (-)
		WB	A (5.8)	A (1.5)	A (1.4)		-	A (2.6)	A (2.8)	
		NB	- (-)	A (0.0)	A (1.7)		C (16.0)	D (26.4)	A (5.0)	
		SB	C (16.0)	B (14.0)	A (4.9)		E (38.3)	E (41.5)	B (13.4)	
CSAH 42 & Audrey Avenue	Side Street Stop	EB	-	A (3.7)	A (4.3)	- (-)	-	A (3.0)	A (3.5)	- (-)
		WB	A (3.9)	A (2.1)	-		A (4.0)	A (2.9)	-	
		NB	C (15.1)	-	-		C (18.0)	-	A (2.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	B (16.9)	A (5.1)	A (1.7)	A (7.4)	C (20.5)	A (4.2)	A (0.6)	B (11.6)
		WB	-	A (8.5)	A (3.8)		C (25.3)	B (14.7)	A (7.6)	
		NB	B (17.6)	C (21.4)	A (3.5)		C (23.1)	C (34.3)	A (3.5)	
		SB	B (14.1)	B (19.0)	A (4.0)		C (24.2)	B (17.4)	A (6.3)	

Is this correct? Delay appears to be low

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3. ANALYSIS OF FUTURE BACKGROUND CONDITIONS

Analysis of the future background conditions was carried out to determine the baseline operating conditions for the Opening Year (2029) and Design Year (2040) of the proposed development. A review of future traffic growth and planned geometric changes for the study roadways was conducted for the analysis.

3.1 FUTURE GEOMETRY

Review of the *Dakota County 2040 Transportation Plan* and other Traffic Impact Studies conducted in the project vicinity indicated that the following changes are expected to occur under future conditions, regardless of the proposed development:

This intersection is not included within this study

- Highway 52/42 Interchange realignment: A study will be conducted focusing on Highway 55 traffic traveling to/from Hastings. Options are being explored regarding the realignment of the interchanges between these highways. For the purposes of this analysis, it is assumed that the existing roadway layouts are maintained, and the intersections are instead improved with smaller geometric and control changes.
    - It is assumed that a permanent signal will be installed at MN 55 & CSAH 42 by Opening Year (2029).
    - Based on traffic studies conducted for parcels which are currently under development, it is anticipated that both US Highway 52 Ramp intersections along CSAH 42 will be signalized by Opening Year (2029).

- CSAH 42 & Blaine Avenue: A signal is assumed to be installed in the long-term—this is included in all Design Year (2040) conditions.

- CSAH 42 & Audrey Avenue: A southbound approach is planned which will connect to Connemara Trail to the north, with Connemara Trail itself planned for an extension to Blaine Avenue. This would include the installation of a signal at the intersection of CSAH 42 & Audrey Avenue. Both the northbound and southbound approaches would be reconstructed with one through lane and turn lanes for each movement. This is included in all Design Year (2040) conditions.

The mitigations listed above are included in all future analysis conditions (No-Build and Build). Further analysis along the CSAH 42 and MN 55 corridor will be conducted when determining the final alignment of the highways.

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3.2 FUTURE BACKGROUND GROWTH

The growth factor for the nearby study roadways was determined by comparing recent AADT data to the 2040 projected AADTs included in the Dakota County 2040 Transportation Plan.

Table 3-1 provides the Historical AADTs, Projected AADTs and average growth rate at each location. With a range of growth rates between differing roadways, individual growth rates were used for each study roadway.

Table 3-1: Roadway AADT Projections and Growth Rates

Roadway Segment		Projected 2040 Traffic Volume	Adjusted Existing		Growth Rate
		AADT	Year	AADT	
CSAH 42	West of US 52	17,100	2016	12,900	**1.2%**
	East of US 52	12,200	2019	6,100	**3.4%**
US Highway 52	North of CSAH 42	46,100	2022	35,450	**1.5%**
	South of CSAH 42	37,200	2022	29,180	**1.4%**
Blaine Avenue	North of CSAH 42	1,650	2021	4,800	**5.8%**
Akron Avenue	North of CSAH 42	2,500	2019	9,400	**6.5%**
	South of CSAH 42	5,400	2019	405	**13.1%**

Based on review of historical AADT trends in the area and consideration the future developments anticipated to occur, the following growth rates were applied to the TMCs:

- A 1.0% growth rate was applied to the US Highway 52 ramp volumes, per the Rosemount Industrial AUAR.
- A 1.5% growth rate was applied to CSAH 42 in order to account for other possible developments in the area (per Rosemount Industrial AUAR). This is much lower than the shown growth rates in the table above since the inclusion of background development trips will account for further growth.
- A 3.5% growth rate was applied to Blaine Avenue and Audrey Avenue.
- A 6.5% growth rate was applied to Akron Avenue north of CSAH 42 and 13.1% south of CSAH 42.

Note that growth rates selected do not align exactly with the growth rate determined by the table above. Knowledge of future developments in the area and the effects that these will have on the future daily traffic volumes was also taken into account so as to present a more precise estimation of the traffic growth.

3.3 FUTURE BACKGROUND DEVELOPMENT

Based on the future development plans of nearby projects, there are many developments anticipated to occur along the CSAH 42 corridor in the coming years. The following developments are expected to occur under future background conditions:

- Project Bigfoot: A data center which is currently under construction directly north of the proposed development (at the southwest corner of CSAH 42 & Blaine Avenue). This is expected to be complete by the studied Opening Year (2029).
- Rich Valley Golf Course (RVGC) redevelopment: A Fed-Ex distribution center is nearly finished along CSAH 42 east of US Highway 52. A smaller industrial area to the south of the distribution center is also slated for near-term development. The full site development is included in the Opening Year (2029) analysis scenarios.
- Rosemount Industrial: The site on the northwest corner of CSAH 42 & Blaine Avenue had an AUAR update completed in 2024. Along with this development, Audrey Avenue would see the addition of a north approach connecting to Connemara Trail. This is included in the Design Year (2040) analysis scenarios. An adjustment was made for the Audrey Avenue connection to Connemara Trail under the Design Year (2040) conditions to account for trips rerouting from Akron Avenue to Audrey Avenue when the connection from Connemara Trail to CSAH 42 is completed.

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- Connemara Trail Residential: Multiple developments (primarily residential) are expected to occur along Akron Avenue. Many of these developments have already begun construction while others will occur in the future. These developments are accounted for with high growth rates along Akron Avenue and site trips were not added separately from growth.
- Blaine Avenue Industrial: This development is expected to occur in the long-term and will draw additional trips to Blaine Avenue. It is located at the southeast corner of CSAH 42 & Blaine Avenue and is expected to be an Industrial Park or similar development, but the details of the development are largely unknown at this time. Based on the site's characteristics and the UMore AUAR assumptions, it is expected could reasonably be developed to provide 1,000,000 square feet of industrial space. Background site trips for this development were included in the Design Year (2040) analysis conditions.
- Rich Valley East Site: The site directly east of the RVGC development is slated for development in the long-term. Because the timeline and details of this development are not known at this time, this development will not be included for in the future analysis scenarios.

The Opening Year (2029) No-Build traffic volumes were calculated by growing the Existing (2024) traffic volumes (**Exhibit 3)** by the selected growth rates for 5 years to the anticipated opening year of the proposed development (2029) and adding the background traffic for the RVGC and Project Bigfoot developments, as described above. The resultant Opening Year (2029) No-Build traffic volumes are shown in **Exhibit 4**.

The Design Year (2040) No-Build traffic volumes were calculated by growing the Existing (2024) traffic volumes (**Exhibit 3)** by the selected growth rates for 16 years to the selected Design Year (2040) and adding the background traffic for the RVGC, Project Bigfoot, Rosemount Industrial, and Blaine Avenue Industrial developments, as described above. A small adjustment was also made for the Audrey Avenue connection to Connemara Trail. The adjustment accounts for trips which currently make a southbound left or westbound right turn at Akron Avenue but could save time by turning at Audrey Avenue instead if possible. This predominately applies to trips to or from the new fitness center and residential developments east of Akron Avenue. The resultant Design Year (2040) No-Build traffic volumes are shown in **Exhibit 5**.

3.4 OPENING YEAR (2029) NO-BUILD CAPACITY ANALYSIS

An Opening Year (2029) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area in the opening year without the addition of the development traffic. Existing (2024) geometry and intersection control was assumed for the analysis, along with the background changes to intersection control discussed in Section 3.2. The Opening Year (2029) No-Build traffic volumes are shown in **Exhibit 4**. Results of the Opening Year (2029) No-Build conditions capacity analysis are provided in **Table 3-2.**

Most movements at the study intersections are anticipated to operate at LOS D or better during the AM and PM peak hours, with a few exceptions. The eastbound left turn movement at CSAH 42 & US 52 Northbound Ramps operates at LOS E during the PM peak hour. The eastbound left turn movement is anticipated to be nearing capacity under Opening Year (2029) No-Build conditions, with over 500 left turns. It is expected that this movement will require mitigation in the long-term if the existing diamond interchange configuration is maintained.

At the CSAH 42 & US 52 Southbound Ramps intersection, the westbound left is expected to operate at LOS F during the AM Peak hour. This is primarily due to the long cycle length applied for the CSAH 42 corridor and is not expected to pose an issue, with the movement seeing a volume of less than 30 vehicles per hour during the AM peak hour.

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Incomplete sentence

The intersection of CSAH 42 & Blaine Avenue is expected to see poor side street operations during the PM peak hour, with multiple movements on the northbound and south approaches anticipated to operate at LOS F. The southbound left turn movement is expected to see the highest delays at just under 100 seconds per vehicle. The intersection is planned for future signalization, though it is not anticipated that a signal will be done in the short-term. The intersection should be monitored to ensure delays don't begin to pose a serious issue at the intersection, and a signal should be installed if or when that occurs.

Short-term background growth is anticipated to have some impact on the

A review of the queueing results indicated that all 95th percentile queues are anticipated to remain within their respective storage bay, except for the eastbound left turns at CSAH 42 & US 52 Northbound Ramps which is expected to see queues reach as far as the southbound ramps intersection. No immediate mitigation is required for this, but dual eastbound left turn lanes are expected to be required in the long-term. The SimTraffic analysis reports are provided in the appendix.

Table 3-2: Opening Year (2029) No-Build Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	C (29.9)	A (4.1)	-	C (21.5)	E (68.6)	A (5.9)	-	D (39.0)
		WB	-	C (30.8)	B (11.8)		-	C (28.0)	B (13.5)	
		NB	D (54.0)	-	A (6.2)		D (45.8)	D (39.0)	A (6.7)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	B (12.1)	A (1.2)	B (14.0)	-	B (19.0)	A (2.4)	B (16.8)
		WB	F (92.8)	A (4.3)	-		D (51.0)	B (11.6)	-	
		NB	-	-	-		-	-	-	
		SB	D (41.0)	D (45.8)	B (11.5)		D (39.5)	A (0.0)	B (16.3)	
CSAH 42 & Blaine Avenue	Side Street Stop	EB	A (5.8)	A (3.1)	A (2.4)	- (-)	A (8.5)	A (4.8)	A (2.1)	- (-)
		WB	A (5.5)	A (2.5)	A (2.2)		-	A (3.3)	A (3.2)	
		NB	- (-)	A (0.0)	A (2.3)		F (76.3)	F (87.4)	B (11.6)	
		SB	D (33.7)	C (19.2)	A (9.4)		F (99.5)	F (56.4)	F (69.7)	
CSAH 42 & Audrey Avenue	Side Street Stop	EB	-	A (4.2)	A (4.2)	- (-)	-	A (3.8)	A (3.3)	- (-)
		WB	A (7.8)	A (2.6)	-		A (4.9)	A (3.2)	-	
		NB	B (12.6)	-	A (3.2)		D (25.0)	-	A (5.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	C (20.8)	A (6.1)	A (2.5)	A (9.3)	C (25.2)	A (5.2)	A (1.8)	B (14.3)
		WB	-	B (10.5)	A (5.1)		B (19.3)	B (17.3)	A (8.3)	
		NB	C (21.3)	C (25.0)	A (5.5)		C (26.8)	D (38.5)	A (4.7)	
		SB	B (17.1)	B (19.9)	A (4.8)		C (29.6)	C (21.6)	A (9.3)	

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3.5 DESIGN YEAR (2040) NO-BUILD CAPACITY ANALYSIS

The Design Year (2040) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area in the long-term without the addition of the development

Last paragraph of section 1.1 indicated the worst side-street delay is reported for overall delay

traffic. Existing (2024) geometry and intersection control was assumed for the analysis, along with the background changes to intersection control discussed in Section 3.2. The Design Year (2040) No-Build Traffic Volumes are shown in **Exhibit 5**. Results of the Design Year (2040) No-Build capacity analysis is included below in **Table 3-3.**

Under Design Year (2040) No-Build conditions, the study intersections are expected to see significantly higher levels of delay due to background growth and development. Some mitigation measures will be required, with numerous movements expected to operate at LOS E or F.

At CSAH 42 & US 52 Southbound Ramps, the southbound right turn is over capacity during the AM and PM peak hours, operating at LOS F during each. An additional southbound right turn lane will be required in order to mitigate this issue.

peak hour?

At CSAH 42 & US 52 Northbound Ramps, the eastbound left turn movement is significantly above capacity, and the resultant queues extend through the CSAH 42 & US 52 Southbound Ramps intersection and well beyond. Installation of an additional eastbound left turn lane will likely be necessary under the Design Year (2040) No-Build conditions.

At CSAH 42 & Blaine Avenue and CSAH 42 & Audrey Avenue, a traffic control change will likely be required to alleviate the side street delays.

such as a signal?

The SimTraffic Queueing results were reviewed, and the following 95th percentile queues are expected to exceed their storage bays:

- Eastbound left at CSAH 42 & US 52 Northbound Ramps
- Southbound Right at CSAH 42 & US 52 Southbound Ramps

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Table 3-3 Design Year (2040) No-Build Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	D (42.8)	A (3.3)	-	C (31.3)	E (63.9)	A (5.7)	-	D (43.2)
		WB	-	C (34.3)	B (18.7)		-	D (35.2)	B (19.6)	
		NB	E (59.7)	-	A (7.1)		D (50.3)	E (75.7)	A (6.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	C (21.9)	A (1.2)	D (48.8)	-	F (96.1)	A (7.1)	E (68.3)
		WB	F (88.5)	A (4.4)	-		F (86.5)	A (8.0)	-	
		NB	-	-	-		-	-	-	
		SB	F (88.8)	F (100+)	F (100+)		E (62.6)	E (74.6)	F (83.3)	
CSAH 42 & Blaine Avenue	Side Street Stop Control	EB	F (50.0)	D (26.0)	B (11.8)	- (-)	F (83.6)	F (70.2)	E (35.0)	- (-)
		WB	F (100+)	D (34.0)	B (10.9)		F (70.8)	B (14.3)	A (6.4)	
		NB	- (-)	E (38.0)	B (10.2)		F (80.3)	F (90.3)	F (97.1)	
		SB	E (47.2)	E (42.6)	B (10.3)		F (55.8)	E (44.4)	B (14.5)	
CSAH 42 & Audrey Avenue	Side Street Stop Control	EB	-	B (13.8)	A (8.2)	- (-)	-	A (9.6)	A (5.7)	- (-)
		WB	F (77.1)	C (17.8)	-		F (78.6)	B (13.5)	-	
		NB	E (42.1)	-	A (4.0)		E (44.5)	-	A (9.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	C (31.2)	B (11.0)	A (3.4)	B (17.9)	D (44.4)	B (12.7)	A (2.5)	C (31.1)
		WB	-	B (16.2)	A (9.3)		D (53.9)	D (42.9)	B (17.5)	
		NB	C (30.6)	D (41.4)	A (9.6)		D (44.9)	E (55.1)	A (6.7)	
		SB	D (42.3)	C (25.8)	B (10.4)		D (39.2)	D (41.3)	C (21.0)	

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3.6 DESIGN YEAR (2040) NO-BUILD MITIGATED CAPACITY ANALYSIS

A Design Year (2040) No-Build Mitigated conditions capacity analysis was conducted to determine the anticipated long-term background operating conditions with the installation of necessary capacity improvements. In addition to the improvements discussed in Section 3.5, the following mitigation measures were included in this analysis:

- Install an additional eastbound left turn lane at CSAH 42 & US Highway 52 Northbound Ramps
- Install an additional southbound right turn lane at CSAH 42 & US Highway 52 Southbound Ramps

The Design Year (2040) No-Build conditions traffic volumes are shown in **Exhibit 5**. Results of the Design Year (2040) capacity analysis are shown below in **Table 3-4**. With the mitigations implemented, the overall operations are anticipated to improve significantly. Some side street movements and left turn movements along CSAH 42 continue to operate at LOS E or LOS F, but the overall operations are acceptable for all intersections and none of the movements operating below LOS D are expected to pose a significant issue. The traffic operations are acceptable with the mitigations listed above.

with mitigation measures

Signal installation at CSAH 42 with Blaine Ave and Audrey Ave

Table 3-4 Design Year (2040) No-Build Mitigated Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	B (19.8)	A (2.9)	-	**C (22.3)**	B (16.0)	A (4.1)	-	**B (19.5)**
		WB	-	D (35.1)	A (9.9)		-	D (36.2)	B (16.4)	
		NB	E (64.0)	-	A (7.8)		D (49.6)	F (92.6)	A (6.5)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	A (7.7)	A (0.7)	**B (16.2)**	-	C (26.7)	A (3.0)	**C (20.6)**
		WB	F (86.7)	A (4.8)	-		F (86.1)	A (8.0)	-	
		NB	-	-	-		-	-	-	
		SB	D (42.8)	D (52.3)	C (25.7)		D (36.9)	A (0.0)	B (19.2)	
CSAH 42 & Blaine Avenue	Signal	EB	D (54.2)	C (27.5)	B (13.3)	**C (31.4)**	E (62.3)	C (27.6)	A (9.4)	**C (25.0)**
		WB	E (60.3)	C (30.5)	B (11.5)		E (55.4)	B (17.0)	A (6.6)	
		NB	D (45.6)	D (49.8)	A (9.3)		D (41.9)	D (39.5)	C (28.2)	
		SB	D (48.7)	D (38.8)	A (9.7)		D (43.4)	D (36.5)	B (12.8)	
CSAH 42 & Audrey Avenue	Signal	EB	-	B (14.5)	A (8.4)	**B (17.8)**	-	B (10.5)	A (5.8)	**B (15.6)**
		WB	E (57.0)	B (15.6)	-		E (64.2)	B (13.8)	-	
		NB	D (48.0)	-	B (12.1)		D (48.6)	-	A (9.7)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	C (33.4)	B (11.2)	A (3.1)	**B (18.1)**	D (49.2)	B (12.7)	A (2.6)	**C (27.9)**
		WB	-	B (16.4)	A (8.0)		E (69.5)	C (33.1)	B (15.6)	
		NB	C (34.7)	D (39.7)	B (10.7)		D (40.1)	E (60.3)	A (7.5)	
		SB	D (40.3)	C (27.2)	B (11.9)		D (37.1)	D (37.7)	C (26.9)	

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4. BUILD CONDITIONS ANALYSIS

This section of the report outlines the proposed development scenario, summarizes site-specific traffic characteristics, and develops future traffic projections for the build condition of the proposed research center.

4.1 DEVELOPMENT CHARACTERISTICS AND SITE ACCESS

The proposed development is anticipated to include up to 490,000 square feet of research and development center. Access to the site would be provided on Blaine Avenue on the east side of the site.

4.2 TRIP GENERATION

Proposed development traffic was determined based on data from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The manual provides peak hour trips rates/equations, inbound-outbound percentages that can be attributed to the proposed site. Based on a review of land uses provided in the manual, LUC 760 (Research and Development Center) was determined to be the most appropriate fit to represent the trip generation of the proposed development.

Table 4-1 provides a summary of trip generation for the proposed development. Based on the trip generation calculation, the short-term development is anticipated to generate 2,216 daily trips, including 206 total trips during the AM Peak Hour (169 entering and 37 exiting), and 196 total trips during the PM Peak Hour (31 entering, 165 exiting).

In the long-term, additional development is expected to increase the trip generation of the site to 5,429 daily trips, with 505 AM peak hour trips (414 entering and 91 exiting) and 480 PM peak hour trips (77 entering and 403 exiting).

Table 4-1: Proposed Development Trip Generation

(Year 2029)

Land Use Description	Intensity / Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Short-Term Trip Generation								
LUC 760 - Research and Development Center	200 kSF	2,216	169	37	206	31	165	196
Long-Term Trip Generation (Total)								
LUC 760 - Research and Development Center	490 kSF	5,429	414	91	505	77	403	480

(Year 2040)

4.3 DIRECTIONAL DISTRIBUTION

The estimated distribution of site-generated traffic on the surrounding roadway network was developed based on a review of the roadway network, area development pattern, and distributions used for previous Traffic Studies. The anticipated directional distribution of passenger vehicle site traffic for the proposed development is listed below.

- 60% to/from the north on US Highway 52
- 25% to/from the west on CSAH 42
- 15% to/from the south on US Highway 52

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The full site trip distribution is shown in **Exhibit 6**. In general, most vehicles are anticipated to access the development from Highway 52 north of the site. Note that Blaine Avenue is not expected to be paved south of the site and therefore trips to/from the south along Blaine Avenue are not expected to represent a significant portion of the total site trips.

The site traffic assignment, representing traffic volumes associated with the proposed development at the study intersections, is a function of the estimated trip generation (**Table 4-1**) and the directional distribution listed above. The site trip assignment is shown in **Exhibit 7**.

The Opening Year (2029) Build traffic volumes were calculated by adding the total Development Site Trips (**Exhibit 7**) to the Opening Year (2029) No-Build traffic volumes (**Exhibit 4**). The Opening Year (2029) Build traffic volumes are shown in **Exhibit 8**.

The Design Year (2040) Build traffic volumes were calculated by adding the total Development Site Trips (**Exhibit 7**) to the Design Year (2040) No-Build traffic volumes (**Exhibit 5**). The Design Year (2040) Build traffic volumes are shown in **Exhibit 9**.

4.4 OPENING YEAR (2029) BUILD CAPACITY ANALYSIS

The Opening Year (2029) Build conditions analysis was conducted to determine the impacts of the proposed development on the short-term operations of the adjacent roadway network. Existing (2024) geometry and intersection control was assumed for the analysis, along with the background changes to intersection control discussed in Section 3.2.

CSAH 42

Based on the results of the Opening Year (2029) Build conditions analysis, the westbound left turn movement at the MN 50 & US 52 Southbound Ramps intersection is anticipated to operate at LOS F during the AM and PM peak hour. Delays here are not beyond what is anticipated for busy corridor such as CSAH 42 and with the overall delay at the intersection being acceptable, this level of operations does not necessitate mitigation.

The intersection of CSAH 42 & Blaine Avenue is expected to see poor side street operations, particularly during the PM peak hour with delays of more than 100 seconds anticipated for many of the side street movements. As discussed previously, the intersection will be signalized in the future, but it is not expected to happen in the short-term. A signal warrant analysis for the Opening Year (2029) Build conditions is included in Section 5. Until signalization occurs, the side street approaches of intersection are expected to operate with longer delays.

The SimTraffic 95th percentile queueing results and the following queueing issues were identified:

- CSAH 42 & US 52 Northbound Ramps: Queues from the eastbound left turn lane reach the CSAH 42 & US Highway 52 intersection during the PM peak hour.
    - However, this is not expected to cause significant operational issues and does not require immediate mitigation.
- CSAH 42 & 52 Southbound Ramps: Queues for the southbound right turn lane are approaching the storage bay's capacity during the PM peak hour.
    - In the long-term, installation of a second southbound right turn was recommended based on the results shown in Section 3.5. This will reduce the anticipated southbound right turn queues significantly.
- CSAH 42 & Blaine Avenue: During both peak hours, significant queues are present, particularly at the southbound approach which sees 95th percentile queues of 350' during the PM peak hour.

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- Installation of a signal at CSAH 42 & Blaine Avenue will resolve the queueing issues and excessive delays.

The results of the Opening Year (2029) Build scenario analysis is shown in Error! Not a valid bookmark self-reference.. SimTraffic analysis reports are included in the appendix.

Table 4-2 (fix link)

Table 4-2: Opening Year (2029) Build Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	C (32.5)	A (4.3)	-	**C (22.5)**	D (36.8)	A (4.7)	-	**C (28.4)**
		WB	-	C (31.0)	B (12.5)		-	D (37.6)	B (17.1)	
		NB	D (49.6)	-	A (6.1)		D (46.3)	D (44.5)	A (5.6)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	B (12.5)	A (1.5)	**B (14.9)**	-	C (20.8)	A (2.6)	**B (18.3)**
		WB	F (93.7)	A (4.4)	-		F (88.1)	A (5.2)	-	
		NB	-	-	-		-	-	-	
		SB	D (43.0)	D (49.2)	B (14.9)		D (37.8)	D (46.3)	C (20.5)	
CSAH 42 & Blaine Avenue	Side Street Stop	EB	A (6.3)	A (3.7)	A (3.1)	**- (-)**	A (9.0)	A (5.0)	A (3.2)	**- (-)**
		WB	A (9.5)	A (2.7)	A (1.8)		B (12.1)	A (3.4)	A (2.7)	
		NB	E (47.5)	E (36.4)	A (4.0)		F (100+)	F (100+)	C (17.5)	
		SB	F (75.8)	D (31.2)	D (30.5)		F (100+)	F (100+)	F (100+)	
CSAH 42 & Audrey Avenue	Side Street Stop	EB	-	A (4.6)	A (4.5)	**- (-)**	-	A (3.8)	A (3.3)	**- (-)**
		WB	A (9.1)	A (2.6)	-		A (5.8)	A (3.4)	-	
		NB	C (20.9)	-	A (9.0)		D (32.7)	-	A (5.4)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	C (20.3)	A (6.6)	A (2.3)	**A (9.8)**	C (26.4)	A (5.3)	A (1.8)	**B (14.5)**
		WB	-	B (11.3)	A (5.1)		C (25.1)	B (18.0)	A (8.9)	
		NB	B (18.5)	C (27.7)	A (7.2)		C (27.0)	D (40.4)	A (4.7)	
		SB	B (18.6)	B (19.0)	A (5.3)		C (27.1)	C (33.9)	A (9.9)	
Blaine Avenue & Falcon Access	Side Street Stop	EB	A (4.3)	-	-	**- (-)**	A (0.5)	-	-	**- (-)**
		WB	-	-	-		-	-	-	
		NB	-	A (0.0)	-		-	A (0.1)	-	
		SB	-	A (1.1)	A (1.7)		-	A (6.6)	A (3.3)	

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4.5 DESIGN YEAR (2040) BUILD CAPACITY ANALYSIS

Capacity analysis was conducted for the Design Year (2040) build conditions to determine the long-term effects of the proposed development. Existing (2024) geometry and intersection control was assumed for the analysis, along with the background changes to intersection control discussed in Section 3.2. The Design Year (2040) build traffic volumes are shown in **Exhibit 9**. Capacity analysis results for the Design Year (2040) build conditions are provided in **Table 4-3**.

Results of the Design Year (2040) Build conditions analysis shows that with the addition of the proposed development site traffic and long-term background growth, operations at the US 52 Ramps and at Blaine Avenue will be poor unless mitigation is implemented. The southbound approach at CSAH 42 & US 52 Southbound Ramps operates at LOS F during the AM peak hour due to the amount of southbound right turning vehicles here. The eastbound left turn movement at CSAH 42 & US 52 Northbound Ramps are significantly over capacity during the PM peak hour and queues from this movement cause severe issues at the downstream intersections. As was recommended under Design Year (2040) No-Build conditions, all

A review of queueing results indicated that all 95th percentile queue lengths are maintained within their existing storage length.

Table 4-3 Design Year (2040) Build Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	D (49.8)	A (4.5)	-	D (42.9)	E (65.4)	A (6.3)	-	D (44.7)
		WB	-	D (35.6)	C (20.8)		-	D (35.3)	C (22.2)	
		NB	F (100+)	-	C (20.3)		D (49.8)	C (31.5)	A (5.8)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	D (37.4)	A (2.0)	D (53.8)	-	F (98.1)	A (6.6)	E (76.1)
		WB	F (90.3)	A (4.1)	-		F (89.6)	A (8.2)	-	
		NB	-	-	-		-	-	-	
		SB	F (89.5)	F (100+)	F (100+)		E (77.9)	C (34.9)	F (100+)	
CSAH 42 & Blaine Avenue	Signal	EB	E (64.8)	D (44.9)	C (20.9)	E (72.4)	F (100+)	F (100+)	F (100+)	F (151.7)
		WB	F (100+)	C (29.4)	A (9.6)		F (100+)	B (16.6)	A (7.2)	
		NB	D (48.5)	D (40.9)	B (13.0)		F (100+)	F (100+)	F (100+)	
		SB	D (50.4)	D (47.7)	A (7.3)		E (68.7)	C (30.6)	B (17.5)	
CSAH 42 & Audrey Avenue	Signal	EB	-	B (15.3)	A (9.1)	B (16.6)	-	A (9.8)	A (5.3)	B (15.2)
		WB	D (53.4)	B (11.3)	-		E (64.0)	B (13.7)	-	
		NB	D (48.3)	-	B (10.8)		D (48.0)	-	A (9.2)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	C (31.8)	B (11.2)	A (3.5)	C (21.6)	D (53.0)	B (12.9)	A (2.4)	C (29.5)
		WB	-	B (14.8)	A (6.0)		F (80.7)	D (36.0)	B (15.9)	
		NB	C (33.3)	D (35.7)	B (10.7)		D (43.0)	E (58.6)	A (7.7)	
		SB	E (66.6)	C (34.9)	B (13.0)		D (38.3)	C (33.1)	C (27.4)	
Blaine Avenue & Falcon Access	Side Street Stop	EB	A (4.7)	-	-	- (-)	C (15.0)	-	-	- (-)
		WB	-	-	-		-	-	-	
		NB	-	A (0.1)	-		-	A (0.4)	-	
		SB	-	A (3.2)	A (6.1)		-	A (2.5)	A (3.7)	

Any northbound mitigation measures recommended?

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4.6 DESIGN YEAR (2040) BUILD MITIGATED CAPACITY ANALYSIS

A Design Year (2040) Build Mitigated capacity analysis was conducted in order to test the effects of the proposed mitigations on the roadway network. The Design Year (2040) build traffic volumes are shown in **Exhibit 9**. Along with the background mitigations discussed in Section 3.1, the following mitigations were included in the analysis:

- Install an additional eastbound left turn lane at CSAH 42 & US 52 Northbound Ramps
- Install an additional southbound right turn lane at CSAH 42 & US 52 Southbound Ramps
- Install an additional westbound left turn lane at CSAH 42 & Blaine Avenue.
    - This will require an additional receiving lane at the south leg of Blaine Avenue.
- Install an overlap phase for CSAH 42 & Blaine Avenue northbound rights.

Was the NBR turn lane extended?

Results of the Design Year (2040) Build Mitigated capacity analysis are included in **Table 4-4**.

All intersections operate at LOS C or better in the AM and PM peak hours. Some side street and left turning movements operate at LOS E or F, but the overall delays for the intersections are acceptable considering the traffic levels anticipated for the Design Year (2040) Build conditions. The SimTraffic 95th percentile queueing results were reviewed, and the following potential queueing issues were identified:

- CSAH 42 & Blaine Avenue: Westbound left turn queues are at the storage capacity during the AM peak hour. Northbound Right turns are at the storage capacity during the PM peak hour.

All other 95th percentile queues are expected to remain within their storage bays. Based on the expected 95th percentile queue lengths for their respective movements, it is recommended that at least 350' of storage length should be provided for the westbound left turn movement at CSAH 42 & Blaine Avenue. The northbound right turn movement would require 500' of storage to contain the anticipated PM peak hour queues. Alternatively, installation of an additional northbound right turn lane could be considered. The final need for these mitigations is heavily influenced by the buildout of the industrial parcel at the southeast corner of Blaine Avenue & CSAH 42. The mitigation needs at CSAH 42 & Blaine should be reevaluated when the development plans for this parcel become clearer.

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Table 4-4 Design Year (2040) Build Mitigated Level of Service

Intersection	Control	Approach	Operations by Movement							
			AM Peak Hour				PM Peak Hour			
			Left	Through	Right	Overall	Left	Through	Right	Overall
CSAH 42 & US 52 Northbound Ramps	Signal	EB	C (27.5)	A (5.5)	-	**C (24.3)**	C (31.5)	A (6.2)	-	**C (28.2)**
		WB	-	C (34.4)	A (9.5)		-	C (33.7)	B (17.8)	
		NB	D (47.3)	-	A (7.3)		D (53.8)	D (51.1)	A (7.0)	
		SB	-	-	-		-	-	-	
CSAH 42 & US 52 Southbound Ramps	Signal	EB	-	B (13.1)	A (1.6)	**C (21.2)**	-	D (40.1)	A (5.0)	**C (28.0)**
		WB	D (48.1)	A (5.9)	-		F (87.3)	A (9.3)	-	
		NB	-	-	-		-	-	-	
		SB	D (40.5)	-	C (34.1)		D (44.8)	E (58.5)	C (21.6)	
CSAH 42 & Blaine Avenue	Signal	EB	D (49.1)	C (30.8)	B (16.0)	**C (29.2)**	E (74.1)	D (45.6)	B (13.2)	**D (40.0)**
		WB	D (50.1)	B (18.8)	A (9.5)		E (62.5)	C (22.3)	A (8.1)	
		NB	D (45.9)	E (59.4)	B (13.7)		D (44.3)	E (69.6)	E (66.8)	
		SB	E (62.8)	E (58.6)	B (13.3)		D (36.2)	D (47.9)	B (15.5)	
CSAH 42 & Audrey Avenue	Signal	EB	-	B (16.9)	B (10.0)	**B (18.9)**	-	B (13.4)	A (7.0)	**C (20.6)**
		WB	E (58.8)	B (15.3)	-		E (71.0)	C (22.5)	-	
		NB	D (53.5)	-	B (11.6)		D (44.8)	-	A (9.7)	
		SB	-	-	-		-	-	-	
CSAH 42 & Akron Avenue	Signal	EB	D (37.1)	B (14.2)	A (3.5)	**B (18.8)**	D (54.4)	B (12.7)	A (2.6)	**C (31.3)**
		WB	-	C (21.6)	B (10.3)		E (59.2)	D (38.4)	B (19.8)	
		NB	D (37.1)	D (44.4)	B (13.1)		D (41.4)	E (59.3)	A (7.5)	
		SB	C (26.3)	C (25.6)	B (11.6)		D (41.8)	C (32.5)	C (28.4)	
Blaine Avenue & Falcon Access	Side Street Stop	EB	A (4.7)	-	-	**- (-)**	A (7.1)	-	-	**- (-)**
		WB	-	-	-		-	-	-	
		NB	-	A (0.0)	-		-	A (0.5)	-	
		SB	-	A (2.9)	A (5.8)		-	A (1.4)	A (2.0)	

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Be consistent with naming of this road throughout report

5. SIGNAL WARRANT ANALYSIS

A signal warrant analysis was conducted at the intersection of CSAH 42 & CSAH 71 (Blaine Avenue) for the Opening Year (2029) Build conditions to determine if the installation of a signal is justifiable at the intersection in the short-term. Volumes for the signal warrant were developed using the 13-hour turning movement count as a basis. Since there is no ITE time-of-day distribution given for the Research and Development Center land use, the time-of-day distribution for the Project Falcon development was instead taken as the average of two similar land uses. The time-of-day distribution was estimated based on LUC 110 (Warehousing) and LUC 710 (General Office Building) which are similar in nature to the proposed development and result in peaking characteristics which are relatively similar to the Research and Development Center land use.

The signal warrant was conducted following the MnMUTCD signal warrant guidelines, with warrants 1a, 1b, 1c, 2, and 3 being analyzed. Analysis of the signal warrant results is included below in **Table 5-1**. Because there is a northbound right turn lane, northbound right turns were excluded from the warrant analysis. Southbound left turns were not excluded as they share an approach lane with through and left turning vehicles.

for CSAH 42 & Blaine Avenue

Table 5-1: Signal Warrant Analysis Summary

Warrant	Description	Hours Met	Hours Required	Satisfied/ Not Satisfied
Opening Year (2029) Build Traffic Volumes				
Warrant 1A	Eight-Hour (Min. Vehicular Volume)	0	8	Not Satisfied
Warrant 1B	Eight-Hour (Interruption of Continuous Traffic)	4	8	Not Satisfied
Warrant 1C	Eight-Hour (Combination of 1A and 1B)	2	8	Not Satisfied
Warrant 2	Four-Hour	**4**	4	**Satisfied**
Warrant 3	Peak Hour	**2**	1	**Satisfied**

Based on the results of the signal warrant analysis, Warrant 1A, 1B, and 1C are not met under Opening Year (2029) Build conditions while Warrant 2 and Warrant 3 are met. Based on the guidance from Dakota County, a signal will likely not be installed at this intersection until Warrant 1A, 1B, or 1C is met.

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6. CONCLUSION AND RECOMMENDATIONS

A traffic analysis was performed to quantify the impacts of a proposed research center development on the adjacent roadway network and study intersections. The proposed site is located south of the Country Road 42 along the west side of Blaine Avenue in Rosemount, Minnesota. An Existing Year (2024) analysis was conducted, with No-Build, and Build conditions each analyzed for the Opening Year (2029) and the Design Year (2040).

6.1 PROJECT CHARACTERISTICS

The proposed research center is located south of the on the west side of Blaine Avenue south of CSAH 42 in Rosemount, Minnesota. The site is directly south of the under-construction data center located at the southwest corner of CSAH 42 & Blaine Avenue. The site is mostly used for agriculture, with some University of Minnesota owned buildings on site. The development would include about 200,000 square feet of space dedicated to research and development in the short-term, which could increase to about 490,000 square feet in the long-term. The proposed access point would be along Blaine Avenue. The study area intersections include the following:

- CSAH 42 & US Highway 52 Southbound Ramps
- CSAH 42 & US Highway 52 Northbound Ramps
- CSAH 42 & Blaine Avenue
- CSAH 42 & Audrey Avenue
- CSAH 42 & Akron Avenue

The listed intersections were analyzed in the following scenarios:

- Existing Year (2024)
- Opening Year (2029) No-Build
- Opening Year (2029) Build
- Design Year (2040) No-Build
- Design Year (2040) Build

Based on the need for mitigations, additional analysis was performed for Design Year (2040) Build mitigated conditions.

6.2 EXISTING YEAR (2024) CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for Existing Year (2024) traffic conditions at the study intersections to determine baseline existing conditions. Based on the analysis, all intersections are anticipated to operate at acceptable LOS except for CSAH 42 & US Highway 52 Northbound Ramps which is expected to be signalized by the Opening Year (2029). There are no queuing issues at the study intersections.

6.3 OPENING YEAR (2029) NO-BUILD CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for the Opening Year (2029) No-Build traffic conditions at the study intersections to determine baseline conditions for the 2029 analysis year. Traffic signals were assumed at the US Highway 52 Ramps for the analysis. Based on the analysis, all intersections are expected to operate at a generally acceptable LOS with the exception of CSAH 42 & Blaine Avenue which sees LOS F operations for some side street movements. This intersection is planned for long-term signalization, and it

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is recommended the signal should be installed as soon as reasonably achievable, to prevent excessive delays along Blaine Avenue and potential safety issues which could result from these delays.

6.4 OPENING YEAR (2029) BUILD CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for the Opening Year (2029) Build traffic conditions at the study intersections. Traffic signals were assumed at the US Highway 52 Ramps for the analysis. Based on the analysis, all intersections are expected to operate at a generally acceptable LOS, except for CSAH 42 & Blaine Avenue, which sees multiple side street movements operate at LOS F. The buildout of the research center does further increase the need for a traffic signal, results of a signal warrant analysis showed that the Opening Year (2029) Build conditions are meets volume Warrants 2 and 3. However, it does not meet Warrant 1 which is required per Dakota County Guidance.

6.5 DESIGN YEAR (2040) NO-BUILD CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for the Design Year (2040) No-Build traffic conditions at the study intersections to determine baseline conditions for the 2040 analysis year. Traffic signals were assumed at the US Highway 52 Ramps, at Blaine Avenue, and at Audrey Avenue for the analysis. Based on the analysis, the US Highway 52 Ramps are expected to operate poorly without further mitigation. It is recommended that an additional eastbound left turn lane at CSAH 42 & US Highway 52 Northbound Ramps be installed, as well as an additional southbound right turn lane at CSAH 42 & US Highway 52 Southbound Ramps.

6.6 DESIGN YEAR (2040) BUILD CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for the Design Year (2040) Build traffic conditions at the study intersections. Traffic signals were assumed at the US Highway 52 Ramps, Blaine Avenue, and Audrey Avenue for the analysis. Based on the analysis, the US Highway 52 Ramps and CSAH 42 & Blaine Avenue intersections operate poorly with long delays and will require further mitigation. In addition to the added eastbound left and southbound right at US Highway 52 Ramps proposed for the Design Year (2040) No-Build conditions, it is recommended that an additional westbound left turn lane be installed at CSAH 42 & Blaine Avenue. The northbound right turn lane at CSAH 42 & Blaine Avenue would need to be at least 500' in length plus an overlap phase implemented in order to store the anticipated 95th percentile queues. Alternatively, an additional northbound right turn lane could be considered.

6.7 DESIGN YEAR (2040) BUILD MITIGATED CAPACITY ANALYSIS SUMMARY

A capacity analysis was conducted for the Design Year (2040) Build Mitigated traffic conditions at the study intersections to ensure the proposed mitigation is sufficient to fix the operational issues anticipated at the study intersections. Based on the analysis, all study intersections operate at LOS D or better with no significant queueing issues and no major movements seeing operations at worse than LOS E. The proposed mitigations are sufficient to maintain acceptable operations throughout the Design Year (2040) Build scenario.

6.8 MITIGATION PLAN

The following provides a summary of mitigation improvements that were identified as part of the traffic analysis for the proposed development.

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Existing (2024) Conditions

- No recommended mitigation

Opening Year (2029) No-Build Conditions

- Install traffic signals at CSAH 42 & US Highway 52 Northbound and Southbound Ramps.

Opening Year (2029) Build Conditions

- All Opening Year (2029) No-Build Mitigations
- Install side street stop control at the site access point.

Design Year (2040) No-Build Conditions

- All Opening Year (2029) No-Build Mitigations
- Install a traffic signal at CSAH 42 & Blaine Avenue
- With the buildout of the north approach of Audrey Avenue at CSAH 42: install a traffic signal.
- Install an additional westbound left turn lane at CSAH 42 & US 52 Northbound Ramps (assuming the existing interchange configuration is maintained).
- Install an additional southbound right turn lane at CSAH 42 & US 52 Southbound Ramps (assuming the existing interchange configuration is maintained).

Design Year (2040) Build Conditions

Already included in No Build Mitigations

- All Design Year (2040) No-Build Mitigations
- With the buildout of the north approach of Audrey Avenue at CSAH 42: install a traffic signal.
- Install an additional westbound left turn lane at CSAH 42 & US 52 Northbound Ramps (assuming the existing interchange configuration is maintained).
- Install an additional southbound right turn lane at CSAH 42 & US 52 Southbound Ramps (assuming the existing interchange configuration is maintained).
- Install an additional westbound left turn lane at CSAH 42 & Blaine Avenue with at least 300' of storage.
- Install an overlap phase and increase the northbound right storage length to at least 500' at CSAH 42 & Blaine Avenue (an additional northbound right turn lane could be installed instead).

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7. APPENDIX

Appendix A: Exhibits

Appendix B: Turning Movement Counts

Appendix C: SimTraffic Reports

Missing all appendices- full review can not be completed without all exhibits and analysis results

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