

A G E N D A

CALL TO ORDER

ROLL CALL / (LIAISON) SCHEDULE

MADDY (Aug) _____
EGGENBERGER () _____
HOLKER () _____
RIEDEL () _____
HUSKINS () _____
COUNCIL LIAISON SIAKEL (JAN-JUNE) _____
COUNCIL LIAISON GORHAM (JULY-DEC) _____

1. APPROVAL OF AGENDA

2. APPROVAL OF MINUTES

- ♦ May 3, 2022

3. MATTERS FROM THE FLOOR

(This portion of the meeting allows members of the public the opportunity to bring up items that are not on the agenda. Each speaker has a maximum of three minutes to present their topic. Multiple speakers may not bring up the same points. No decisions would be made on the topic at the meeting except that the item may be referred to staff for more information or the City Council.)

4. PUBLIC HEARINGS

- A) Maple Shores: Rezoning, PUD concept/development stage and Preliminary Plat
Applicant: City of Shorewood
City-wide

5. NEW BUSINESS

- A) Liaisons for City Council meetings August through December

6. REPORTS

- A) Council Meeting Report
- B) Draft Next Meeting Agenda

7. ADJOURNMENT

DRAFT MINUTES

CALL TO ORDER

Vice-Chair Riedel called the meeting to order at 7:00 P.M.

ROLL CALL

Present: Vice-Chair Riedel; Commissioners Eggenberger, Huskins and Holker; and Planning Director Darling;

Absent: Chair Maddy, Councilmember Siakel

1. APPROVAL OF AGENDA

Eggenberger moved, Huskins seconded, approving the agenda for May 3, 2022, as presented. Motion passed 4/0.

2. APPROVAL OF MINUTES

- April 5, 2022

Huskins moved, Holker seconded, approving the Planning Commission Meeting Minutes of April 5, 2022, as presented. Motion passed 4/0.

3. MATTERS FROM THE FLOOR - NONE

4. PUBLIC HEARINGS

Vice-Chair Riedel explained the Planning Commission is comprised of residents of the City of Shorewood who are serving as volunteers on the Commission. The Commissioners are appointed by the City Council. The Commission's role is to help the City Council in determining zoning and planning issues. One of the Commission's responsibilities is to hold public hearings and to help develop the factual record for an application and to make a non-binding recommendation to the City Council. The recommendation is advisory only.

A. PUBLIC HEARING – CITY CODE AMENDMENTS FOR CAMPAIGN AND NON-COMMERCIAL SPEECH SIGNS

Applicant: City of Shorewood

Location: City-wide

Planning Director Darling explained that this is a proposal from the City for small, targeted amendments to clarify one type of signage that is allowed under the current ordinance. She reviewed the purposes these amendments are hoped to achieve but noted that staff has determined that a full review of the City's sign regulations will need to be conducted sooner than anticipated. She stated that staff has received letters on this topic from: Alan Yelsey, 26335 Peach Circle; Craig Parson, 26540 West 62nd Street; Ashley Benites, 25000 Yellowstone Lane; Carl Wilhelm, 26755 Noble Road; and John and Patricia Arnst, 5480 Teal Circle, which are now part of the public record. She noted that the primary concerns raised in the letters were that

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people should have the right to put a sign in their yard with non-commercial messages. She stated that staff feels this right will be more clearly permitted with the proposed amendments. She explained that another concern was how this ordinance would be enforced and noted that with each election season sign complaints are common and staff subsequently investigates the complaint and explained the two courses of action available to staff. She noted that if these amendments are approved, the City will send out information to each candidate that files for election so they are clear about the sign rules in the City and stated that there would also be an article in the Shore Report.

Vice-Chair Riedel expressed his appreciation to the residents who took the time to submit their concerns to the City and noted that the Planning Commission had read all of the letters.

Vice-Chair Riedel opened the Public Hearing at 7:08 P.M. noting the procedures used in a Public Hearing.

Pat Arnst, 5480 Teal Circle, asked if there is a distinction between how signs are treated on a City street versus a County or State roadway and asked if that would be accommodated in the ordinance.

Planning Director Darling stated that in general, it would not be accommodated and explained that the right-of-way is just listed as the right-of-way. She stated that the City has relations with both MnDOT and the County, so when there are rule infractions, they usually talk to those jurisdictions about gaining compliance. She stated that this is handled on a case by case basis and explained that there are two different kinds of properties that the City has jurisdiction over; City rights-of-way and public properties, and noted that they are different.

Ms. Arnst, referenced the red-lined Section II. under Integral Signs and explained that there was language that states that non-commercial speech signs shall not be located in violation of 1201.03, Subd. 2H, or closer than five feet from the street. She stated that she finds this language confusing because it could be one or the other. She asked if the Commission understood what the traffic visibility is and what that means.

Planning Director Darling stated that those are separate regulations in the Zoning Ordinance for traffic violations.

Ms. Arnst asked for clarification on the traffic visibility and expressed concern about the signs that pop up at stop signs where it can already be difficult to see.

Vice-Chair Riedel stated that regarding her concern about the 'or' in the clause, his understanding is that the language is meant to say that they are not allowed to violate either condition and impair traffic visibility or be located five feet or closer to the street.

Ms. Arnst stated that makes more sense to her and explained that her last question is under General Provisions, Section C. She stated that this section says that no signs other than public signs and non-commercial speech signs shall be erected or temporarily placed within any street right-of-way or on public lands or easements. She stated that she sees signs such as 'Drive Like You Live Here' or the plastic outlines of the little boys out in the street. She noted that she felt this language would refer to those types of signs and asked for clarification on this point.

Planning Director Darling explained that the reason that the term 'governmental signs' is coming out is because it is not defined in the ordinance. She noted that 'public signs' is the defined term so she was just cleaning up that reference.

Ms. Arnst asked if a sign like 'Black Lives Matter' would fall into the political type of signage.

Planning Director Darling stated that those signs would be included in the definition of non-commercial speech signs.

Ms. Arnst asked if a campaign sign would be designated as someone who has formally applied for office.

Planning Director Darling confirmed that would be considered a campaign sign and explained that was why they were proposing to remove that from the ordinance because the State statute does not so limit those signs and calls them non-commercial speech signs.

Commissioner Huskins asked if he was understanding correctly that a sign like 'Black Lives Matter' during an election period would fall under the ability to be posted no closer than five feet from the right-of-way and then following the election, the sign would still be permitted to be displayed, but would then need to be moved back onto private property.

Planning Director Darling confirmed that this was the correct understanding.

Vice-Chair Riedel noted that there are still restrictions for signs on private property and those would still apply and gave a brief overview of the substitution clause.

There being no additional public comment, Vice-Chair Riedel closed the Public Hearing at 7:17 P.M.

Commissioner Huskins stated that the two issues that came to him based on the letters from the residents had to do with the five feet and an acknowledgement that there are homeowners who have properties that do not permit them to be able to display a sign closer than five feet because of hedges or trees. He asked if there was any remedy for those concerns for a resident who has a home with that configuration that would preclude them from displaying a sign. He stated that in his opinion, if they wanted to display a sign, they could make a choice to remove the obstacles but understands that may not be popular. He asked if there was any other solution that had occurred to staff in this situation.

Planning Director Darling stated that she thinks residents who would not be able to display an election sign are a pretty small minority of the residents. She explained that most would have a driveway entrance where the sign could be displayed and reiterated that there are very few instances where they would have absolutely no space to display a sign. She stated that these residents may have made a choice to maximize their privacy on their property which would take away some of their options for displaying signs.

Vice-Chair Riedel noted that the proposed changes are actually more lenient and not more strict.

Commissioner Huskins stated that the other theme that came through the letters was with regard to enforcement. He stated that his understanding is that enforcement happens via response to a resident complaint.

Planning Director Darling explained that Shorewood is a complaint based City which means they do not have permanent, dedicated staff that can go throughout the community looking for Code violations. She stated that the cost to change to this sort of permanent position is fairly steep and noted that if there is a health and safety issue, staff is able to do something about the situation if

they see something, but in general, it is complaint based. She noted that since the City has moved towards communicating directly with the candidates, staff have noticed fewer violations.

Eggenberger moved, Holker seconded, recommending approval of the Proposed Text Amendments for Campaign Signs and Non-Commercial, as discussed at the April 5, 2022 Planning Commission meeting and the three changes since the last meeting as outlined in the staff report. Motion passed 4/0.

Planning Director Darling noted that this item will come before the City Council on May 9, 2022.

5. NEW BUSINESS

A. Pre-Application Sketch Review Applicant: Lifestyle Communities Location: 24250 Smithtown Road

Planning Director Darling explained that this item is for informal comments on a pre-application sketch review of a 56-unit senior cooperative project on two parcels that straddle the City boundary between Tonka Bay and Shorewood. She noted that the applicant has provided some information on the housing concepts as well as some sketch level plans for Commission review. She summarized a few of the discretionary issues staff has noted as well as things that may need more in depth discussion including things like; whether this meets a community need and if the location is a good fit; the need for a Comprehensive Plan amendment; and the likely need for a Planned Unit Development.

Vice-Chair Riedel asked how this would fit in with the discussion had in the last year regarding Met Council's goals for density in the City.

Planning Director Darling stated that this is a development that would be providing substantially more than the five units per acre the Met Council is asking for and also asked for a portion of the new units to be provided in a density of eight units or greater which would also be provided because they are looking at about twenty units to the acre, so it would satisfy some of the things the Met Council has asked.

Commissioner Holker stated that she had not seen anything regarding cost and asked if there was a ballpark figure on how much it would cost for someone to live in these units.

Commissioner Eggenberger asked if both cities would have to approve this plan for it to be able to move forward.

Planning Director Darling stated that she believes that if one city turned it down it would negate the project because it would dramatically shrink the size of the developing parcel. She explained that the two cities would need to work together on how this moves forward.

Ben Landhauser, Lifestyle Communities, gave a brief presentation about the proposed project and explained that this would be owner occupied housing that has shareholders in a cooperative corporation. He stated that it may be easiest to think of it as an age qualified condominium building that has more amenities so the emphasis ends up as more on the community as a whole. He gave an overview of the various projects that Lifestyle Communities has worked on within the metro area. He noted that this location is attractive to them because they want to be in a somewhat walkable location as well as the availability of some of the things that are located nearby.

Vice-Chair Riedel asked how taxation would work since this is a corporation.

Mr. Landhauser explained that there are statute guidelines for how taxation works and noted that it feels like a hybrid between commercial and a rental model.

Commissioner Holker asked if Lifestyle Communities had already spoken with the two property owners for these parcels.

Mr. Landhauser stated that both properties are under a purchase agreement with them and gave a little history of the parcels and how they came to be on the market. He stated that if both communities feel that this would be a reasonable consideration, they would plan to do a PUD with a zero lot line at the shared boundary with Tonka Bay. He stated that from a building code perspective, they would essentially be building two structures independent to one another at the property line which means there would be details such as fire walls, which will also make it easier from a taxation standpoint to delineate which units were in which city.

Vice-Chair Riedel noted that appears commendable but asked if it would necessary if the cities cooperated on building codes and on taxation.

Planning Director Darling stated that she would recommend that the two cities could work together and then decide which city it would be in and come to agreements on revenues and cost sharing but clarified that she could not speak for either City Council.

Commissioner Huskins stated that he would try to figure out a way to secure both properties and go through the action of figuring out which City those properties will be in and then move forward with the project as opposed to doing the project and having the layers of complications that Mr. Landhauser had described between the two cities.

Mr. Landhauser stated that internally they have had these same kinds of discussions and explained that they have had the properties under contract for about five months. He stated that they have met with staff members from both cities and decided that their best foot forward would be to at least align at concept, but agreed that it would be much more simple for them if they didn't have to deal with property lines and could treat it as one building. He stated that even if they end up moving forward with the plans he had described with two buildings and zero lot lines, he suspects that most people would not even realize that they would be two separate buildings.

Commissioner Huskins asked if there was a contingency agreement with both parcels that the purchase will go forward only if this project moves forward.

Mr. Landhauser stated that was correct and noted that he felt that they have put together the best option for these parcels, but noted that even if it is not approved, he would anticipate that some other multi-family developer would come along with a proposal. He stated that he feels that is very likely but reiterated that he felt that their product was the best one for the City because it is age qualified and owner occupied and noted that he believed that use would not create traffic concerns.

Vice-Chair Riedel noted that he appreciated that it was an age qualified project and that this may mean less traffic concerns, however they are proposing 56 units. He noted that staff had recommended a traffic study and asked if Mr. Landhauser could talk about traffic directly and asked for his thoughts on visibility and the access points.

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Mr. Landhauser stated that when they talk about daily trips, he asked the Commission to keep in mind that this counts both leaving and coming back. He stated that their product is 182 trips which is just over 3 trips per day/unit as the average. He noted that as a comparison, villa or townhomes would be an average 4-8 trips per day/unit and for a single family household would be somewhere around 8-12 trips per day/unit. He explained that their proposal is to move the owners access point to the shared driveway that goes to the public safety complex because it is further away from the intersection and has better visibility.

Vice-Chair Riedel stated that there is currently no stop sign at that intersection for Smithtown Road. He stated that for people making 182 trips a day that are waiting to make a left turn, could cause traffic concerns. He explained that traffic is a perennial concern for residents and is an issue on the arterial roads, which upsets people.

Mr. Landhauser noted that this has been clear with the joint meetings they have held with staff from both cities and is clear that a full traffic study would vet out more of the anticipated turning movements and where the trips would really come and go.

Commissioner Huskins shared examples from the past clean-up events in the City where that intersection had gotten backed up.

Commissioner Holker stated that she foresees another possible traffic point being down at Cub Foods.

Mr. Landhauser explained that when they had their traffic study completed they have also given the corollary for anticipating current traffic patterns and include what it would be at the current guidance for medium density.

Commissioner Holker stated that she would also want to make sure that they are looking at how things will look when the apartment building is full and not right now when there is only 25-30% occupancy.

Mr. Landhauser stated that because they are working with the two cities, they will be able to get some of the anticipated traffic data because he knows that was a huge project before the apartment building moved forward with construction.

Vice-Chair Riedel noted that another thing to consider if this goes through is that it will be a major construction project that will take months and perhaps years to complete, so residents may be concerned about the staging of the construction and the impact it will have on traffic.

Mr. Landhauser stated that what they have done in the past for tight sites such as this one, they usually work with an existing property owner on where construction traffic ends up going that is in general proximity to the site. He stated that they are expecting a 13-14 month build for this project and explained that they will have it pretty well figured out as to how and where they will get materials on the site.

Commissioner Holker reiterated her question about the approximate pricing for the units.

Mr. Landhauser noted that in this concept they have everything from about 1,200 square feet, which is a 1 bedroom/den unit up to the equivalent of a 3 bedroom that they market as a 2 bedroom/den unit that is around 1,600 square feet. He stated that the minimum share payment will be around \$150,000 up to about \$300,000 in equity payment. He stated that they are a limited equity co-op so there are different tiers so people can participate at the minimum which is right

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around 35% all the way up to 95%. He stated that there is one mortgage for the entire property which is why it is different than a condominium, so the shareholders have a proportionate share of the one mortgage. He stated that the homes will be anywhere from the mid \$300,000 range to \$600,000 based on size. He gave examples of how this works with their Golden Valley property.

Commissioner Huskins asked why they were planning 4 stories with one portion at 3 stories.

Mr. Landhauser answered that they had thought about how they could best approach this which was to try to find a reasonable critical mass and because it is one master mortgage, it is a different model than dealing with other types of traditional real estate. He stated that they are also balancing things like overhead and ongoing costs to the owner to pay for the elevator, building manager, and the part time maintenance person. He noted that they are proposing a stepped back fourth floor so it felt more in context than just a true four story building. He stated if they had just done 3 stories that would have meant the removal of more trees. He stated that they would welcome any comments the Commission may have on their proposed scale and mass.

Vice-Chair Riedel stated that neighbors in single family homes do generally feel threatened by a big building going up, however, in this case, there are nice buffers around and asked about the closet single family neighborhood.

Mr. Landhauser noted that the closest single family homes are at the old golf course location.

Vice-Chair Riedel asked about the height of the building.

Mr. Landhauser stated that they have 12 foot floors so they will be looking at right around 45 feet for the 4-story portion and 35 feet high for the 3-story portion of the building.

Vice-Chair Riedel noted that it looks like a very attractive building, but there is a lot of asphalt in front and not much landscaping.

Mr. Landhauser stated that the renderings may show more than the reality will end up being in terms of how visible that is and explained that the objective is to retain as much as possible of the existing buffer with the retaining wall. He stated that the parking lot will end up kind of sitting into the hillside and the stormwater management will take place underneath the parking structure with an island in the middle asphalt, so it should not feel like a sea of asphalt shoved to the forefront and should instead be more the idea of embedding this building into a wooded lot. He stated that the intent will be to make it feel private and secluded for the owners, but still very attractive when the trees they plant have not yet reached full maturity.

Commissioner Holker asked about the total elevation as compared to the apartment building so she can get a visual idea of what they expect it to look like.

Mr. Landhauser stated that they had actually ran a drone through the area and can include greater detail if this moves further along in the process. He stated that they will try to work in the drone data as to how this building would relate and explained that the heights of the tallest point of the apartment building are very comparable to the top floor of this building.

Commissioner Holker asked about the view from County Road 19 as compared to how far away the apartment building is from the roadway. She explained that she was trying to get a sense for how far back on the lot the mass of the building will sit.

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Mr. Landhauser stated that they are about 28 feet from the closest edge to the right-of-way at Smithtown. He noted that they are trying to retain some of the very mature trees at the top of the retaining wall to help create the buffer so there is not a hard edge with units being close to the roadway. He stated that being close to the roadway is useful in a rental market, but with owners, they like the convenience of being off of Smithtown Road, but are probably not as keen on staring out their living room window at the roadway.

Vice-Chair Riedel asked about whether there were any green or environmental targets that they had in mind for this project.

Mr. Landhauser stated that although they do not go through lead certification, they do go with principals that align with that lead certification standard as a baseline. He stated that means they are sourcing things within 500 feet of the site and use as many locally sourced materials and general subcontractors from the area as they can. He explained that they also do electrical vehicle charging and explained that they do a flex stall so even if you don't move in having an electric vehicle or a hybrid, you will have access if you end up changing vehicles in the future. He stated that they are working through the details if someone wants it right off of their individual parking stall. He stated that they also typically make the building 'solar ready' and shared the example of what has happened at their St. Anthony building. He stated that related to the finishing products, they go through and try to have environmentally sensitive products.

Commissioner Holker asked about the Met Council goals for affordable housing and noted that this development will obviously not meet those goals.

Planning Director Darling stated that it will not but noted that the City is not required to actually provide affordable housing, but they want the City to at least allow densities that would help.

Commissioner Holker asked if there had been a discussion about trying to figure out, more actively, how the City can meet that goal, or if it had pinpointed particular areas where that might make sense.

Planning Director Darling stated that the City recently went back through and found a number of sites that had high density established with the new Comprehensive Plan. She reviewed the four primary areas where they have looked more closely for higher density housing.

Commissioner Huskins asked if Public Works or Public Safety had weighed in on these proposed plans.

Planning Director Darling stated that it is a bit early to bring the Fire Department into this conversation. She stated that she has not released it to Public Safety, but has released it to Public Works but has not gotten any specific comments at this point, other than concern about the shared use of the drive

Commissioner Holker asked if Mr. Landhauser had already had preliminary conversations with Tonka Bay.

Mr. Landhauser stated that they have not yet and explained that they are on the Tonka Bay City Council agenda for next week.

Tim Nichols, CEO, Lifestyle Communities, stated that one thing he wanted to touch on was how impactful cooperative housing is to both the people who move in but also to the people who sell homes in the communities that do not want to leave the area. He stated that virtually 100% of the

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people that come into their buildings are people that didn't want to leave the area and this product gives them the opportunity to stay and to downsize. He stated that they think they offer a valuable piece of the pie for housing choices available in the City.

Vice-Chair Riedel opened this item up for public testimony at 8:18 P.M. There being no public testimony, Vice-Chair Riedel closed that portion of the meeting. He asked the Commission to give their thoughts and opinions on this proposed project.

Commissioner Eggenberger stated that at this point he did not see anything that would keep the Commission from recommending it to move forward. He stated that he feels his type of housing is needed and is a great location for it.

Commissioner Holker stated that as Planning Director Darling laid out there is a need for this type of housing and noted that she agreed with Commissioner Eggenberger that the location feels like a good idea, but she is sensitive to the potential traffic issue that it may bring. She stated that her one concern is for the large commercial building feel, but otherwise cannot think of any real objectives, subject to the details that still needs to come forward.

Commissioner Huskins stated that he is also not seeing anything that would make him want to immediately say that he would not support it. He stated that he does have concern about Public Safety and Public Works and the roadway as well as the potential traffic at this intersection. He stated that he does keep coming back to there being shared cities as part of the project because it will require a lot of work.

Vice-Chair Riedel stated that he feels that staff is so professional in both of the cities and so proactive, which means it may be less of an issue than it appears, if both cities agree, in principle. He stated that this will put a large building in place where there was not one before. He explained that he is not necessarily opposed to that, but it is a choice that the City will get to make just once. He stated that he keeps looking for red flags that there have been with other proposals, but he is not seeing any that say this will be hugely problematic other than the possible issue with traffic. He encouraged the developer to put the traffic study front and center and get it out because having answers to those questions, including access will expedite the process with the Commission, the Council, and the residents.

Planning Director Darling reminded the Commission that they can give informal feedback or craft a motion with more specific recommendations for the Council.

Vice-Chair Riedel stated that he would also like to comment on the appearance that this large, imposing building will make.

Commissioner Huskins noted that the comments and questions will be noted in the minutes and made available to the City Council. He stated that he questioned whether, at this stage, that would be sufficient feedback for the Council.

Planning Commissioner Darling stated that would satisfy the expectation of the Council to review the proposal and start flushing out any issues. She stated that this item is planned to be on the agenda for the May 23, 2022 City Council meeting.

The Commission identified a list of the potential issues that have been identified which would include: traffic; size or scale of the building in view of the neighborhood; shared drive access on the Public Works/Fire Station road; and the two city aspect of the project. They also noted that if approved, it will require a Comprehensive Plan amendment; a possible boundary adjustment

between the two cities; rezoning to a PUD to allow multiple family dwelling; PUD application with potential flexibility for lot areas, height, materials; and a surface water plan.

Mr. Nichols stated that he was very grateful that the Commission was being so deliberate about their feedback, because it can be a difficult process. He stated that this approach gives them a lot of good feedback from the City and noted that a motion with this information would be well received by their organization.

Eggenberger moved, Holker seconded, to recommend to the City Council that the City continue discussion of the Lifestyle Communities proposal at 24250 Smithtown Road in Shorewood and 24320 Smithtown Road in Tonka Bay with the exploration of: traffic; size or scale of the building in view of the neighborhood; shared drive access on the Public Works/Fire Station road; and the two city aspect of the project, as well as the future steps outlined in the staff report.

Eggenberger amended the motion, second amended by Holker, to recommend to the City Council that the City continue discussion of the Lifestyle Communities proposal at 24250 Smithtown Road in Shorewood and 24320 Smithtown Road in Tonka Bay and make note that the Commission eagerly awaits further exploration of various aspects of the project, including: traffic; size or scale of the building in view of the neighborhood; shared drive access on the Public Works/Fire Station road; and the two city aspect of the project, as well as the future steps outlined in the staff report. Motion carried 4/0.

6. OLD BUSINESS – NONE

7. REPORTS

A. Council Meeting Report

Planning Director Darling gave a brief overview of the discussion and actions taken at the last City Council meeting.

B. Draft Next Meeting Agenda

Planning Director Darling stated that there may be a variance application on the next agenda.

C. ADJOURNMENT

Huskins moved, Holker seconded, adjourning the Planning Commission Meeting of May 3, 2022, at 8:40 P.M. Motion passed 4/0.



CITY OF SHOREWOOD

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MEMORANDUM

TO: Planning Commission, Mayor and City Council

FROM: Marie Darling, Planning Director

MEETING DATE: August 2, 2022

RE: Rezoning, PUD Concept and Development Plan, and Preliminary Plat for “Maple Shores”

APPLICANT: Chamberlain Capital, LLC.

LOCATION: 20430 Radisson Road and four adjacent unaddressed parcels, all on the south side of Highway 7

REVIEW DEADLINE: September 16, 2022

COMPREHENSIVE PLAN: Low Density Residential (2-3 units per acre)

ZONING: R-1A

FILE NO.: 22.01

REQUEST

The applicant proposes to subdivide the subject properties into 7 lots for new single and two-family homes and one openspace outlot. The request includes the following approvals:

- A rezoning from R-1A to Planned Unit Development (PUD)
- A PUD concept and development plan (the 1st and 2nd steps of the three-step process)
- A preliminary plat (the 1st of 2 steps in the subdivision process)



Notice of the application was published in the official newspaper at least 10 days prior to the meeting and mailed notice was sent to all property owners within 750 feet of the subject property. A second public hearing will be held at the City Council meeting on August 22, 2022. The applicant held a neighborhood meeting prior to submission. The Parks Commission will also be reviewing the application for park impacts.

BACKGROUND

Property Information: The lots were created as part of two separate subdivisions. 20430 Radisson Road was part of the Radisson Inn Addition (recorded in 1939) and the other lots were part of Registered Land Survey No. 730 (recorded in 1957).

The property at 20430 Radisson Road has an existing single-family home that has stood vacant for several years. The other four properties are vacant. The subject property contains about six acres, of which about 3.5 acres are outside the lake and wetland. Como Lake and its associated wetland lies to the south and west. The site is within the shoreland overlay district for both Como and Christmas Lakes. The property is not within a 100-year floodplain. The site contains mature trees and is subject to the City's tree preservation regulations and policy. A bluff exists on the north side of the site between Highway 7 and Lake Como; no development is proposed in this area.

The use of the surrounding properties is summarized below:

	Use	Comprehensive Plan	Zoning District
North (across Highway 7)	Two-Family Dwellings	Low to Medium Density Residential	R-2A and PUD
East	Right-of-Way		
South (across Radisson Rd)	Single-Family Homes	Minimum Density Residential	R-1A
South and West	Single Family Homes	Low Density Residential	R-1A

Application Discretion: Reviewing requests to rezone and the creation of planned unit developments are legislative roles for the Planning Commission and City Council. These types of requests have rules that apply broadly and have the most discretionary review. Reviewing applications for subdivisions are quasi-judicial roles for the Planning Commission and City Council. These types of applications have rules that already exist, and the review is to determine if an application meets the rules.

APPLICANT'S PROPOSAL

The applicant is proposing to subdivide the property to create seven dwellings, one is a single-family home and six are separate halves of three twin-homes. All site construction would be in one phase, with building permits issued as the structures are sold. The applicant's narrative is attached and indicates that they would like to develop the property with shared maintenance and a homeowner's association.

The applicant has provided elevation drawings and concept floor plans for the homes showing they would be between 3,400-3,900 square feet. The majority of the living area would be on the main level. The lots that back up to the lake would have additional bedrooms and gathering spaces in a walk-out basement and the lots that back up to the storm water pond would be slab on grade homes with some additional bedrooms and gathering spaces on an upper level. The garages are two stalls wide with extra space that could be used for a tandem parking stall or extra storage space. The anticipated market price for each of the homes is about \$950,000.

The applicant proposes smaller individually owned lots for each dwelling with most of the land within common space. This common area would be primarily used for the shore area, wetland, wetland buffers, storm water pond and open spaces.

Each home would be accessed along a shared private street and each unit would be addressed from Radisson Road.

The applicant is specifically requesting flexibility to allow:

1. The ability to construct single and two-family homes where the R-1A zoning district would restrict development to single-family homes.
2. A private street serving all seven homes where the subdivision regulations allow for a maximum of three homes to be served by a private street.
3. Reduced setbacks to cluster the homesites along the private street and to be closer to Radisson Road. The garages are proposed 22-25 feet from the private street instead of 65 feet as required in the R-1A district and a 35-foot setback from the property line abutting the Radisson Road where the R-1A zoning district requires 50 feet.
4. The ability to remove (export) 5,840 cubic yards of material from the site where a conditional use permit would otherwise be required (same review standards, regardless).
5. The ability to construct a model home prior to installing utilities and paving the private street.

ANALYSIS

Rezoning:

The applicant is proposing to rezone the property to Planned Unit Development (PUD). A PUD is a custom zoning district that would allow innovations in design, higher standards of site and building design, preservation and enhancement of desirable site characteristics, and allow for variations in setbacks, lot area and yards within the project.

Rezoning requests are reviewed with the following standards:

○ *Consistency with the City's Comprehensive Plan:*

Density: the applicant is proposing to develop the property with about two units per acre, using the net acres (total area less the land within the lake and wetland). This area is classified as Low Density Residential (1-2 units per acre) and the proposed density at two units per acre is consistent.

Objectives and Policies of the Comprehensive Plan: Shorewood's Comprehensive Plan includes several land use objectives and policies regarding land use patterns and the following would support the applicant's proposal:

- A creative approach to the use of land and related residential development is to be encouraged
- Housing styles and development techniques that conserve land shall be encouraged
- Innovation in subdivision design and housing development shall be considered through the use of devices such as cluster and planned unit development concepts
- Maintain the present variety of housing options and provide sufficient housing types, sizes and values to meet the needs of varying segments of the population.
- Integration of housing types or styles within a development shall be allowed when applicable provided the total number of units conforms to the prescribed density for the total development.

- ***The proposed use is compatible with present and future land uses in the area***
Two-family dwellings are not located on any of the directly abutting properties. However, the development meets the density indicated on the Comprehensive Plan land use map and the development is located at the entrance to the neighborhood. It will act as a transition between the noise and activity of Highway 7 with the lower density homes to the south. This area of Shorewood has a wide variety of home and lot sizes due to the historic nature of the area. As a result, the development would not be notably out of character with the area.
- ***The proposed use would not tend to depreciate the area in which it is proposed***
Property values in Shorewood are highly resilient to impact from new development. The applicant proposes to use a homeowner association to control the negative impacts of residential uses, such as outdoor storage of personal items, and visible storage of recreational vehicles. The property had become a dump site in recent years and the previous property owner had to clean it up several times. Redevelopment of the site would improve property values by reducing the nuisances common with a vacant property, like dumping and uncut grass.
- **The proposed use can be accommodated with existing public services and would not overburden the city's service capacity**
Access to the Units (Streets): The developer proposes to access each of the homes using a new private street which would be designed to fire lane standards (26 feet wide, with an approved turnaround at the end. The private street would have one entrance to Radisson Road. Although narrow, Radisson Road would be able to accommodate the additional trips per day for each dwelling, estimated at 9.43 for the single-family home and 7.2 for each of the two-family homes (total of about 53 anticipated trips per day, half in/half out).

The applicant has studied the site distances at the intersection of the new private street and Radisson Road to make sure there is adequate visibility looking northeast along Radisson Road. Neighbors in the area have mentioned to staff that this is a fun hill for area children for biking and playing because of the grades and the low traffic volume. The applicant has proposed some additional tree removal in the public right-of-way adjacent to their development to make sure that bikers and pedestrians are seen before vehicles enter Radisson Road. They are proposing new trees and shrubs within their property to maintain the site visibility at the intersection.

Utilities. The applicant is required to provide municipal water and sewer to all the homes in the subdivision and to extend those mains to provide for future extensions along Radisson Road.

Water: The applicant would extend a watermain from the north side of Highway 7 to the site and extend it through the site for future extensions. The watermain would be stubbed near the private drive for future southerly extension of the watermain and to the north end of the subdivision on Radisson Road for a future extension to the water tower area and the ability to provide a future looped main.

Sanitary Sewer: Sewer is provided in Radisson Road. The mains and area lift station are adequately sized to accommodate the new homes.

PUD Concept and Development Plan/Preliminary Plat:

A PUD concept plan provides the highest level of policy review over a development and the development stage provides the detail of a development. The purpose of the concept level review is to analyze the development core issues and provide the developer with higher level comments so that they can continue to

refine their plan to implement the City's goals, policies and objectives while a development stage plan depicts and outlines the proposed implementation of the concept stage. The zoning ordinance regulations allow for the combination of the concept and development stages when a development is proposed in one phase, as with this development.

Relationship to the Comprehensive Plan/Zoning Ordinance: If the rezoning is not approved, the PUD concept and development stage plans may not be approved. Section 1201.25 subd. 4. directs that the PUD shall be consistent with the Shorewood Comprehensive Plan and its consistency was discussed above. If neither the rezoning nor the PUD are approved, the plat must also be denied.

Proposed Lot Area, Widths, and Dimensions:

As previously stated, the applicant's proposal would be for small unit lots with the majority of the land owned in common. The breakdown of land per unit is as follows:

ADDRESS	Area per Dwelling	Lot Width	Lot Depth
Minimum in R-1A	40,000 sq. ft.	120 ft.	150 ft.
Proposed	21,887 sq. ft.	±300 ft.	Varies, 240 ft. near the back of the proposed units

Outlot: The applicant proposes common area within an outlot that would be owned communally. The outlot would include the shoreland, wetland and wetland buffers, storm water treatment features, and open space. The ordinance requires conservation easements over wetlands and wetland buffers and the conservation easement areas would also be protected by a drainage and utility easement in the outlot.

Proposed Setbacks: (All measured from property lines unless noted otherwise)

ADDRESS	Front (Radisson Rd.)	Side	Highway 7	Private Street	From the OHWL
Minimum in R-1A	50 ft.	10 ft.	50 ft.	65 ft.	75 ft.
Proposed	35 ft.	20 ft. between structures	35 ft.	Min. 20 to curb	85 ft.

The applicant has proposed reduced setbacks to Radisson Road to provide more distance between the new homes and Highway 7. The right-of-way for Radisson Road is wider than typical at 70 feet and the distance between the property line and the street is about 20 feet. The result is that the reduced setback will not be apparent to most passersby.

Although the setback to the private street is narrower than the ordinance requires, it is not out of character for two-family or townhouse developments. The homes in the Barrington, Seasons and Tingewood developments are similarly situated to the private streets. The distance is adequate to park a car in front of the garage without blocking other homeowner's access. Due to the reduction in this setback, staff would recommend a condition that each homeowner maintain two spaces within the garages for parking of passenger vehicles (and include this requirement in the HOA documents) and prohibiting the storage of recreational vehicles in the development. The applicant has provided some additional guest parking which is important as no parking is permitted on Radisson Road.

Wetland buffers/Conservation Area: The zoning ordinance requires a 35-foot wetland buffer and a 15-foot structure setback. The MCWD also requires a buffer, but their requirement is 40-feet for this specific type

of wetland, they do allow for some flexible averaging. The city requires a conservation easement over the 35-foot wetland buffer and require permanent buffer monuments. Staff recommend a condition requiring the applicant to identify where the required buffer monuments would be placed consistent with Section 1102.06.

Shoreland Regulations: Section 1201.26 Subd. 9 of the zoning regulations lists additional requirements for PUDs in the shoreland district. Staff finds the development has meet the requirements due to the amount of land within the shoreland overlay district that would be preserved as open/common space and within conservation easements. The DNR reviewed the proposed development as well and requires a conservation easement over at least 50 percent of the project area. The reviewer indicated that providing the easement over the wetland and entire 40-foot buffer required by the MCWD would satisfy this requirement. As a result, staff recommend requiring a condition to this effect.

Grading/Export of Fill. The applicant is proposing to lower and level the middle section of the site to provide a private street with about two percent grade and flat areas for building pads as well as provide a storm water pond. The applicant would export about 5,800 cubic yards of material from the site. Although Section 1201.03 Subd. 8 of the zoning regulations require a conditional use permit to export more than 400 cubic yards of material to the site, with a PUD application, review would be part of the overall development application.

Staff (including the City Engineer and the Building Official) recommend the following conditions for exporting in the amount of fill proposed:

- The applicant shall submit a soils/geotechnical report from a licensed professional engineer prior to issuance of any permits that indicates the soils are adequate to support the construction of the structures (homes, streets, private street, etc.)
- The applicant shall restore all disturbed portions of the property with slopes no steeper than 3:1.
- The applicant shall install a double row of silt fence to protect the wetlands and must show the double fencing on the plans.
- The applicant shall restore ground cover within seven days after grading is completed.
- The applicant shall submit a construction management plan to control the negative impacts of the site including the general maintenance like street sweeping as well as dust control.
- The truck route shall be determined with the final plat application, although the route proposed (from Old Market Road to Radisson Road and back the same way) is the logical route to and from the site.

Storm Water Run-Off: The site generally drains to Lake Como. The applicant has proposed a storm water pond in the northeast corner of the property. Storm sewer pipes would direct front yard, driveway, and private street storm water run-off to the pond for the required treatment, rate and volume control before release to Lake Como. The applicant's preliminary design is conceptually consistent with the requirements, but they would need to provide final design and full specifications for the design with later phases of the development. The engineer's memo includes several comments for them to incorporate into their final design. The Minnehaha Creek Watershed District will also be reviewing the storm water run-off plan and will likely have comments on the design to incorporate.

The City and the MCWD both require the HOA to maintain the ponds and would require the applicant to execute a maintenance agreement on the HOA's behalf that be recorded against the property. Staff recommends a condition to this effect.

Impervious Surface Coverage: The applicant indicates that they would have 22 percent impervious surface coverage where a maximum of 25 percent is allowed. The applicant's plans also assign a specific amount of impervious surface coverage to each lot permanently so that the amount of impervious surface coverage does not exceed the design capacity of the pond.

Tree Preservation/Landscaping: The site has 204 significant trees on the site, the majority of which are ash. The applicant proposes to remove 163 healthy trees for their development. Based on the site acreage, the applicant must plant 28 replacement trees at the minimum size required by the City's policy and the applicant has proposed 35.

Based on the extent of tree removal and the amount of common areas, staff recommends additional trees to be planted on the site. Planting more trees along the property boundary with Highway 7 would provide an enhanced visual buffer from the activity of Highway 7 as they grow.

The inventory also indicates there may be emerald ash borer on the property. Staff recommends a condition that the applicant get the questionable trees assessed by a certified arborist and document the disease prior to completing any tree removal or disposing of any of the waste wood.

Model Home: The applicant proposes to construct their model home prior to installation of utilities and the storm water system. Because that would mean that multiple contractors are on the site at the same time and traffic to the home on the unpaved private street and significant grading would still be occurring, staff do not recommend approving this concept. Staff would be willing to support the issuance of a model home permit after mass grading has been completed, the public utilities are installed, and the gravel base of the private street is complete. To resolve parking concerns and to protect the unpaved street against damage, staff recommend the applicant provide a second access into the development, which accesses a parking lot for all the contractors and material storage area with their final plat/plat application. Staff also recommends that the parking area for contractors and the material storage area be used until the permit is issued for the last structure and the alternative drive be used until the private drive is paved.

Staff also recommend conditions be applied to use of the model home, as follows:

- a. The home may be used as a model/sales office until permits are issued for the first 4 structures, at that point the model home must be converted back to a home and the parking area removed.
- b. An off-street parking area with gravel or asphalt surface shall be constructed with a pathway leading to the model home, with one handicapped accessible spot.
- c. A handicapped accessible port-a-potty be provided adjacent to the model home unless handicapped accessible facilities are provided within the unit.
- d. Any lighting for the home shall be limited by the lighting regulations and shall be turned off one hour after the real estate office closes or 8 p.m. whichever occurs first.
- e. Temporary signage for the model is limited to 30 square feet in area, which may be allocated to a maximum of two signs.
- f. No flags (except for one US flag) or pennants shall be installed on the model home property.

Construction Management Plan: Prior to grading or any construction on the site or recording the plat, staff recommends the applicant submit a construction management plan, which must identify on-site contractor parking site, where construction materials will be stored, how deliveries of material and equipment will be accomplished, dust control, street sweeping, hours of operation (consistent with the City's permitted construction hours), the approved truck route and reference the erosion control plan. Due to the width of the street, contractor parking cannot occur on the private drive without blocking emergency access.

Easements: City Code requires drainage and utility easements to protect public utilities, wetlands and wetland buffers and ensure that the city can maintain the improvements in the future. These easements should be shown on the final plat. The applicant is currently proposing to include a drainage and utility easement over the entire common area, which satisfies the requirements. As mentioned previously, conservation easements are required over the wetlands and wetland buffers.

RECOMMENDATION:

Staff finds the applicant has shown the request for rezoning is consistent with the intent of comprehensive plan. The staff also recommends approval of the PUD concept and development plan and the preliminary plat. The recommendations are subject to the applicant meeting the following conditions:

- The PUD is limited to one- and two-story, single-family and two-family homes as shown on the plans. The homes must be separated by minimum of 20 feet, except for overhangs. No homes or other private improvements may be closer than 35 feet to a the front property line (along Radisson Road), 50 feet to the north property line (along Highway 7) and 20 feet between private street curb and the garage doors. No dwelling unit may extend beyond the unit lot lines into the common area and the HOA documents should be drafted to include the restriction.
- Prior to submission of a final plan/plat application and prior to removal of any trees or waste wood from the site, the applicant shall have the questionable ash trees evaluated by a certified arborist and document the presence of any disease.
- With the final plat application, the applicant shall submit all information required for the PUD final plan/final plat in the zoning and subdivision regulations, as well as the following, consistent with City Code, the engineering guidelines and specifications:
 - a. Submit the homeowner association documents, which must include disclosures on the maximum impervious surface coverage per lot and language addressing maintenance of the storm water features, conservation areas, proposed signage and all other common elements as well as restrict the garage area to be reserved for parking two passenger vehicles, prohibit accessory buildings, recreational vehicles and trailers, and outdoor storage of personal items, etc.
 - b. Submit the legal descriptions and exhibits for the conservation easement and the maintenance agreement. The legal descriptions must include the entirety of the parcel within the lake, wetland and the farther extent of either the city's or MCWD's wetland buffer.
 - c. Submit the construction management plan including the final haul route for the material to be exported, the location of the contractor parking, construction material storage, how deliveries would be accomplished, dust control, street sweeping, hours of operation (consistent with Chapter 500 of City Code), and reference the erosion control plan. The applicant shall also indicate a second access that will be used for contractor parking and deliveries until the street is paved. The off-street parking area must be available until the permit for the last structure is issued. The city reserves the right to prohibit construction parking on the private drive to ensure adequate access of emergency vehicles.
 - d. Submit the assignment of impervious surface coverage for each lot not to exceed 25 percent for the total development or the design of the storm water management plan for the subdivision.
 - e. Revise the plans as indicated in the engineer's memo dated July 11, 2022 and as follows:
 - 1. Revise the tree preservation plan to show the location of tree preservation fencing. To be considered saved, no activity is permitted within the drip line of tree.
 - 2. Revise the landscaping plan to 1) add additional trees in the common areas where they wouldn't obstruct the storm water; 2) provide a plant schedule with the size of all trees at planting

consistent with the tree preservation policy; 3) ground cover through the development and the public right-of-way; and 4) any proposed plantings that would be used to reestablish the disturbed portions of wetland buffers, if applicable.

3. Revise the grading plan to indicate the location of wetland buffer monuments at each lot line and as the buffer changes direction.
- Prior to the release of the final plat for recording, the applicant shall submit the following:
 - a. Executed conservation easements, executed development and maintenance agreements, financial guarantees as required by the development agreement, and the final draft of the HOA documents.
 - b. Payment of fees for local sanitary sewer access, watermain connection, and park dedication in the amounts required at the time of final plat approval.
- Prior to grading or construction, the applicant shall submit:
 - a. Applicable permits required by other jurisdictions.
 - b. Install silt and tree preservation fencing and request inspections.
- Prior to the issuance of any building permits:
 - a. The applicant shall submit a soils/geotechnical report from a licensed professional engineer permits that indicates the soils present on the site and brought in are adequate to support the construction of the buildings and other improvements.
 - b. The applicant shall submit recorded copies of all documents, such as the plat, development agreement, maintenance agreement, separate easements, HOA documents, etc.
- The applicant shall restore all disturbed portions of the property with slopes no steeper than 3:1.
- The applicant shall restore ground cover within seven days after grading is completed.
- The permit for the model home shall not be issued until the water, sewer and storm sewer mains are installed and the curbs and gravel base of the street is complete and is subject to review of the Excelsior Fire District Fire Marshall. One home may be used as a model/sales office until permits are issued for all 4 structures. At that point the model home must be converted back to a home and the parking area removed. Use of the model home is further restricted as follows:
 - a. An off-street parking area with gravel or asphalt surface shall be constructed with a pathway leading to the model home, with one handicapped accessible parking spot identified.
 - c. A handicapped accessible port-a-potty shall be provided adjacent to the model home unless handicapped accessible facilities are provided within the unit.
 - d. Any lighting for the home shall be limited by the lighting regulations in the zoning regulations and shall be turned off one hour after the real estate office closes or 8 p.m. whichever occurs first.
 - e. Temporary signage for the model is limited to a combined total of 30 square feet in area in no more than two signs.
 - f. No flags (except for the US flag) or pennants shall be installed on the property.

The Planning Commission may elect to alter, remove or add to the above recommendations (should they recommend approval of the application).

If the application is approved, the applicant would need to apply for the following:

- a PUD final stage plan
- a final plat

ATTACHMENTS:

Location map

Engineer's memo

DNR review letter

Applicant's narrative and plans

S:\Planning\Planning Files\Applications\2022 Cases\Maple Shores 20430 Radisson Road\PC memo.docx

Location Map



February 22, 2022
revised July 15, 2022

Marie Darling, Planning Director
City of Shorewood
Shorewood City Hall
5755 Country Club Road
Shorewood, MN 55331

Dear Ms Darling

Attached is a planned unit development application for 20430 Radisson Road and certain adjacent parcels for your review. The subject property is owned by Chamberlain Capital LLC. I am the manager of this entity.

If the PUD is approved Chamberlain Fine Custom Homes, a Mn licensed general contractor (Lic# BC661410), will construct the units. ChamberlainFineHomes.com is its website. Chamberlain Capital LLC and Chamberlain Fine Custom Homes has experience in the development of subdivisions and is currently finishing a 15-acre subdivision owned by Chamberlain Capital LLC called Crystal Bay Estates in Orono. Finally, as you know if the PUD is approved, my wife and I will be the first residences of this development and are excited to become new Shoreview residence in 2023.

The following people participated in the PUD application development and are available to answer your questions as are Liza and me.

Paul Cameron
952-649-7653
Paul@Chamberlaincap.com

Travis Van Neste – Surveyor
952-686-3055
travis@vannestesurveying.com

Sarah Notch – Landscape Architect
Designing Nature
763-477-9909
snotch@designingnatureinc.com

Christine Charles - Architect
Design Group C
952-250-9980
ccharles@designgroupc.com

Liza Cameron
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Liza@Cameronres.com

Lee Elfering – Civil Engineer
763-780-0450
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Thomas Whalen – Cert Arborist MN 4217a
Tree Top Service, Inc
763-972-3988
paul@treetopclearing.com

Respectfully,



Maple Shores PUD Development Application

BACKGROUND

In November 2021 Chamberlain Capital LLC ("Chamberlain") acquired 5.95 acres of land on the east side of Lake Como and south of Highway 7. The property is comprised of five parcels with legal descriptions described in EXHIBIT A. The only structure on the parcels is a 1920's era home that is vacant and uninhabitable.



PROPERTY BACKGROUND

The current plat, the Registered Land Survey No. 730 , was registered in 1957. See Exhibit B. It divided the land into 11 tracts. 6 tracts (A, B, C, D, E, and F) were reserved for home development and 5 smaller tracts (G, H, I, J, and K) were reserved for a drivable and pedestrian access for the 5 tracts from/to Radisson Road through easement documents #10216700 and #1025701. See Exhibit C. However, if the city extended the service road along Highway 7 to provide drivable access to the 6 tracts then the 5 tracts would revert to walking-only ingress and egress via Radisson Road to Christmas lake Lot 11 on which the easement assured the 6 tracts maintained deeded access. During the neighborhood meeting Chamberlain was informed of past litigation regarding access to Lot 11. How this past ligation affects Chamberlain's access rights is currently under legal review.

There is currently one wetland (Lake Como) partially on the property. Minnehaha Creek Water District and Shorewood buffer and tree preservation requirements apply to development on these parcels. The property is not in a 100-year floodplain. Lake Como does not receive water from Lake Minnetonka. Water District reports show that Lake Como flows east to the smaller basin and only under high-water level conditions would it flow into Christmas Lake. Lake Como receives water from its small surrounding drainage area through runoff. In addition, most lakes/basins receive some water from groundwater sources.

NEIGHBORHOOD BACKGROUND

The north end of Christmas Lake, running along the south side of Radisson Rd, is best remembered from its start as a resort area. An old home built on the very north side of the lake in the late 1800s for Charles Morris, a civil engineer for the Manitoba Railroad, started the development of the area. Charles Morris owned 1,000 acres on Christmas Lake and 2,000 acres on nearby Lake Minnetonka's St Alban Bay. After he died in 1906, his children added rooms to the original house, built 15 little cottages on the property and began to run what was called the Glen Morris Inn.

The Radisson Hotel Company purchased the property in the early 1920s to expand into the lakes area. The proprietors of the Radisson Hotel further remodeled and expanded the main building. They eventually sold the Inn in 1934. Just before opening for the summer of 1936, the main house caught fire and was destroyed. All of the cottages were saved. Today, only a four remain.

The area around the subject property have been developed with single-family homes – ranging in assessed values from the \$200,000 into the millions. Over time the smaller homes were and continue to be remodeled or torn down to be replaced with high-end homes or combined with adjacent properties.

DEVELOPMENT PROPOSAL

Chamberlain's proposed development called Maple Shores is focused on "single-level" style living with an HOA responsible for exterior maintenance. Single-level is most-often defined as smaller square foot units with living, bathing, sleeping, kitchen, and laundry facilities for two persons on a single level. Maples Shores low-density housing consisting of 9 units on 3.72 dry acres or .41 units per acre. The neighborhood will comprise of four two-unit townhouses (totaling 8 units) and one detached unit. There will be an abundance of common area and a homeowner's association (HOA) to control building exteriors, the private drive, parking, grounds maintenance, and storm water management. Access to the development will be via a single curb-cut private drive off Radisson Rd replacing the existing curb-cut that meets fire services access requirements.

Units 1-5 are designed as walk-outs due to existing contours along Lake Como and Units 6-9 are designed as slab-on-grade (with frost footings). All units have between 3,400-3,900 finished SqFt. The main level has approximately 2,400 SqFt, the remaining Sqft is on the upper level of units 6-9 and lower level on Units 1-5. The additional SqFt on the upper or lower levels are designed to primarily support over-night guest accommodations.

With the changing demographics of the community, single-level living housing options are needed and desired. According to the MLS, in 2021, a total of 158 homes were sold in the municipality of Shorewood. Below is an overview of the homes sold.

Number of Homes Sold	Average Sale Price per Home	Average Days on Market	Average Finished SQFT	Units 2,400-3,200 SQFT	Units with One-level Living
158	\$1,276,532	43.5	5500	74	33

Units with One-Level Living	Average Sale Price per Home	Average Days on Market	Average Finished SQFT	Average Age of Units	Units part of Full-service Association
33	\$1,064,763	16	3,864	20 years	2

Of the thirty-three units with single level living, only eight units were 2,400-3,200 SqFt. Of the eight comparably sized units, five were single family homes, two were part of "full service" associations, and two were new construction. Senior-focused homes availability is a community need.

Most of the neighboring properties are traditional single-family (factoring only those on the south side of Hwy 7 and within 750 feet of the subject properties), the average lot size was 1.38 acres – with 14 of the 50 being .26 acres or smaller. Hence, the neighborhood offers both quite large as well as very small (old Radisson Inn) lots. The homes range in assessed value (\$200k to \$2.6m) and are of varying sizes. The newer homes often being larger homes on smaller lots. But only 4 of the 50 homes are part of an HOA which provides the exterior services. Downsizing empty-nesters are looking for high-feature homes without the ongoing duties of exterior upkeep while still maintaining the connection to their neighborhood. Our proposed townhouses provide a step-down style, single-level living, with high-feature interiors, and no-exterior maintenance – all being consistent with the desires of senior buyers.

SUMMARY OF RECENT NEIGHBORHOOD MEETING

On February 15th Chamberlain hosted an in-person/zoom meeting with the surrounding neighborhood. Paul Cameron from Chamberlain presented some details on the proposed development including current topography, tree inventory, proposed site plan, and potential interior floor layouts. Attendance included 6 people - In-person, 14 people on the zoom call for the entire duration (80 mins), 22 people on the zoom call less than half the duration of the meeting.

Chamberlain gained a better understanding of the neighborhood concerns with regard to the proposed Maple Shores development. The most pertinent concern was access and use of Lot 11. Other concerns included timelines for construction, tree removal, noise impact on the neighboring properties, sewer capacity, impact on traffic patterns, storm water management, and access to city water. Many of the concerns expressed by the neighbors were either still under development (e.g., Trees & noise) or are already being addressed in the normal course of plan development (e.g., storm water management).

DEVELOPMENT'S RELEVANCE TO THE NEIGHBORHOOD AND BROADER COMMUNITY

The intent of the proposal is to meet, if not exceed, the purpose, goals and provisions of the Shorewood PUD Ordinance and Comprehensive Plan, as well as their land use goals. We intent to accomplish this by

1. Preserving the onsite wetlands and lake contours, topography, and abundance of trees and greenery by clustering the homes around a center private road and turn-around.
2. Utilizing the clustering of homes to minimize the affected area of land, capitalize on the natural resources already in place for the enjoyment of the homeowners, install a smaller network of utilities, minimize paved street area within the development, and lower the unit costs as well as public utility investment for sewer, water, and other utilities needed to develop the vacant land.
3. Creating a housing development which syncs with the goals and objectives of the Shorewood Comprehensive Plan as well as the Metropolitan Council's desire for smart density planning, specifically in the following areas:
 - a) Offering single-level living with some being slab-on-grade - highly desirable for the aging population;
 - b) Designing interior layouts that can be modified to be ADA compliant for those seniors wanting or needing specialized housing;
 - c) Offering units right sized to provide the desired accommodations without utilizing an excessive amount of space;
 - d) Building to a standard that not just meets, but exceeds the expectations of the neighborhood;
 - e) Clustering the buildings around a private road to maximize natural common space;
 - f) Working with a team of trained, thoughtful professionals to study, reflect, and design homes that are consistent with the look of the area;
 - g) Preserving the natural Lake Como shoreline, buffering its ecosystem from being impacted by the development, and designing to enhance the enjoyment of those fortunate enough to reside on it;

- h) Minimizing the impact on the natural topography by building a retaining wall along Lake Como to protect the natural shoreline, and building a retaining pond on the east side of the property to properly channel and retain some of the storm water within the development;
- i) Discreetly increasing the density of housing in a predominantly single-family residential neighborhood with a deep history without disrupting the close-knit look and feel of the lakeside area;
- j) Landscaping to maintain the natural look of the area, replacing with like trees when possible, maximizing the replacement of lost trees, utilizing the benefit of landscaping to manage noise from the highway, and creatively shaping the topography to manage run-off without losing the character of the land;
- k) Structuring a Homeowner's Association (HOA) to assure appropriateness and timeliness of HOA support services and road maintenance needed to keep the development looking tailored and consistent with the look and expectations of the neighborhood;
- l) Requesting reasonable variations from the provisions of Comprehensive Plan that are justifiable and thoughtful.

COMMUNITY BENEFITS

- 1. No additional curb cut entrances on Radisson;
- 2. Exterior facades designed by the developer will have a similar look and feel and will be maintained and regulated by the HOA;
- 3. Storage of boats, trailers, RVs and other equipment will be strictly prohibited by the HOA to assure continuity in appearance within the development;
- 4. Common exterior building and roof maintenance, lawn maintenance, snow removal, and entrance monuments will be regulated and maintained by the HOA;
- 5. Exterior accessory buildings will be prohibited by the HOA;
- 6. Slab-on-grade construction often means lower costs to home buyers and more opportunity to utilize eco-friendly infrastructures;
- 7. As all homes in the subdivision will be served by municipal sewer and water (required by the subdivision regulations), the current water system will be extended from the north side of HWY 7 to the PUD using an 8-inch main. Chamberlain will work with the city should it desire to increase the main to a larger diameter for future use;
- 8. Landscape buffering along Hwy 7 and Radisson Road will be utilized to maximize the natural topography of the development and create visual barriers currently appreciated by the adjacent neighbors;
- 9. Designing a clustered developments will promote the goals and objectives of the Shorewood Comprehensive Plan as well as provide a unique housing opportunity for non-Shorewood seniors looking to move or local residents wanting to downsize without having to leave Shorewood;

10. The water management system will capture nearly 100% of the first 1" of water (the most polluted) running off the impervious surfaces from a storm event and efficiently retain the water within the development. Water will first move to the stormwater pond, then on to Lake Como, if needed. The carefully designed stormwater pond will be the frontline of a stormwater filtration area while still offering an aesthetically pleasing landscape.

FINANCIAL BENEFITS TO BROADER SHOREWOOD COMMUNITY

1. With the conversion of vacant land to occupied housing, the annual tax base associated with the five lots will grow from \$5,366/year to roughly \$87,111/year, assuming the average sale price of 7 units is \$950,000. With continued increases in valuations of near lake-side housing in the western suburbs, the long-term positive tax contribution to the city is significant.
2. The city will gain revenue from the permitting fees associated with new construction;
3. The city will gain revenue from the Park Dedication Fees and other development-specific fees;
4. The road for the development will be privately funded and maintained by the HOA so there will not be additional expenses to the city road system;
5. The city will have the option to upgrade the water system in the neighborhood(s) south of Hwy 7 should they desire.

PLANNED UNIT DEVELOPMENT (PUD)

We are proposing a Low Density Planned Unit Development (PUD) (.41 units per acre) and new plat. Below is a chart of the current zoning of the land and how it will change with the proposed PUD.

	Lot Area in SqFt
Min in R1-A (current)	40,000
Min in R1-C (others in the area south of Hwy 7)	20,000
Maple Shores above OHWL on Lake Como	162,221
Maple Shores Total Structures = Building pad x 7	29,752
Maple Shores Structure Coverage / above OHWL	18.34%

	Front	Side	Rear	Hwy 7 Side	Radisson Rd Side	Wetland Buffer
Min in R1-A	50 ft	10 ft	50 ft	50 ft	50 ft	75 ft
Min in R1-C	35 ft	> 10 ft	40 ft	35 ft	35 ft	75 ft
Maple Shores	20 ft	15-20 ft	>100 ft	79.4 & 50.5	37.3 ft	75 ft

1. Maple Shores Structure coverage above the OHWL is 18.34%.
2. Maple Shores proposed Hwy 7 side setback is 79.4 feet off unit 4 on the west side and 50.5 feet off unit 5 on the east side.
3. Maple Shores proposed Radisson Rd side setback is 37.3 feet. This setback is based on a singular point on Unit 7

- Maple Shores proposed Unit 1 setback is 23.6 ft which is greater than the 10 ft R1-A min requires from the neighboring property. This will provide additional green buffering between the development and the single family home adjacent to it.

DEVELOPMENT DETAILS

Maple Shores townhomes are clustered around a private driveway ending with a turn-around which meets city fire requirements. The road will be a private drive of Radisson Road and will have house numbers assigned according to the numbering system of Radisson Road. The private drive is 27 feet wide and allows parking on one side. Each home has a two-car garage door with tandem parking of an addition vehicle. A 20-foot driveway supports guest parking for two vehicles.

Chamberlain proposes a clustered townhome style neighborhood. The cluster concept provides the opportunity to leave 87.2% of the dry acreage open and free of structures. This low-density approach discreetly increases the housing density while still being in harmony with homes with large open areas on their properties. The starting price point of the new units will be at a moderate level of \$950,000 as compared to property values of other recently built homes in the neighborhood.

Allocation of Land Use in SqFt

Space Above OHWL	Residential	Bldg Type	Common Space Above OHWL	Streets	Driveway Parking Area	# Off Street Parking/Loading Spaces	Impervious Surface Coverage Above OHWL
162,221	33,182	SFH/TwnH	129,040	13,173	5,504	2 per unit	49,909 / 30.7%

FEATURES AND OPTIONS OF THE PROPOSED HOUSING UNITS

Chamberlain's proposal is to build 7 new housing units – all single-level living consisting of 3 - 1 ½ story slab-on-grade units and 4 - 1 story walk-outs units on Lake Como. Each unit will be 3,400-3,900 finished SqFt and will have a 3-car tandem garage sized at approximately 798 SqFt. Each unit has options for one, two or all three of the following; a small front terrace, sun porch, or screened-in porch to capture natural light and maximize outdoor enjoyment.

The front façade will be comprised of hardy board or LP Smart Siding and stone with asphalt shingles.

Unit #	Main Level Fin SqFt	Upper Level or Lower Level Fin SqFt	Total Fin SqFt	Bedrooms	Bathrooms	ADA Compliant Plan Available
Units 1-4	2,508	LL - 1,391	3,899	3	4	Main Level Only
Units 5-7	2,404	UL - 976	3,380	3	3	Main Level Only

Additional options available to buyers include:

- An ADA compliant design on the main floor including 36" doorways, ADA accessible bathrooms, and an elevator to access the upper or lower floors. Additional modifications can be made as needed;
- Two-car garages, instead of tandem garages, with extra storage in the front area;
- Swapping the sunroom and/or screened in porch to allow for different lighting scenarios into the main living area;

4. Closing up the sunroom area for a second bedroom instead of utilizing the flex room upfront;
5. Converting the office/Flex room on the main floor to a second bedroom;
6. Adding storage to the attic space for the 1 ½ story units or the lower-level area of the walk-out as seniors downsizing often have a great need for extra storage space;
7. Adding a terrace off front of home outside the front door.

LANDSCAPING PLAN

A tree survey was completed and included in this application. Below is a summary of the attached detail. See the Exhibit E to see which trees will be removed and their locations, current condition.

Summary of Tree Inventory

Total Tree Count	278	
# Tree Species	31	
# Non-significant Trees	65	Box Elder, Cottonwood, Willow

Species	Tree Count	Species	Tree Count
American Elm	8	Norway Maple	4
Apple	2	Norway Spruce	1
Ash	68	Ohio Buckeye	3
Basswood	2	Paper Birch	2
Black Locust	37	Poplar	10
Black Walnut	4	Red Oak	3
Blue Spruce	1	Red Pine	9
Box Elder	37	Silver Maple	1
Common Poplar	1	Slippery Elm	6
Cottonwood	26	Spruce	7
Elm	7	Sugar Maple	12
European Mountain Ash	1	White Cedar	2
Ginkgo	1	White Pine	1
Hackberry	5	White Poplar	1
Honey Locust	7	Willow	2
Mulberry	7		

There will be 163 healthy trees removed and 9 removed for condition. Of the 278 trees originally on the property, 106 will remain and an additional 35 will be planted.

Maple Shores Tree Replacement Plan

The tree replacement ratio requires a minimum of 8 trees per acre be replaced if a greater amount is removed (Site Size (dry land): 3.72 acres x 8 trees = 28 trees)

Minimum Number of trees to be replaced: 28.

Number of Trees proposed to be replaced: 35.

See Landscaping plan - Exhibit H for details

Tree Replacement Plan

Type of Tree	Size at Initial Planting	Quantity	Mature Height
Concolor Fir	6' BB	4	30-50'
Korean Northern Glow Clump	2" BB	1	20'
Fall Fiesta Sugar Maple	3" BB	4	50-75'
Green Mountain Sugar Maple	3" BB	5	50-75'
Korean Arctic Jade Japanese Maple	#15	2	15-20'
Whitespire Birch Clump	12' BB	3	40-45'
Prairiefire Crabapple	2.5" BB	3	15-20'
White Spruce	6' BB	2	40-60'
White Pine	6' BB	6	46-60'
Swamp White Oak	3" BB	5	50-60'
Total Trees		35	

Additional bushes and perennial plantings will be added, per the Landscaping Plan, and will be maintained by the Homeowners Association.

FUNCTION OF THE HOMEOWNERS ASSOCIATION

A Homeowners association (HOA) will be incorporated by the developer prior to final city approval. Membership in the HOA will be mandatory, and each homeowner will be expected to conform to the bylaws per city Statute 1201.25 (e). Participation in the governance of the HOA will be encouraged by establishing a rotating leadership structure. HOA documents, as well as property signage, will include language specifically designed to protect the shores of Lake Como and to maintain an appropriate buffers from the development. In addition, language will be included specifically around the maintenance of the stormwater pond and the water management system to assure it is always in working order.

The HOA will be responsible for providing liability insurance, paying applicable local taxes, and maintaining all common space, including the exterior of the buildings, to assure uniformity and conformity. Bylaws will specify that accessory buildings, equipment, and vehicles shall not be permitted in the development including but not limited to 1) storage or parking of recreational vehicles or equipment outside the garage; 2) utilizing the garage space for purposes other than the storage of passenger vehicles; and 3) commercial offices, greenhouses, storage sheds, and conservatories will not be permitted; 4) overnight parking will be limited on the street; 5) Parking of resident owned vehicles will not be permitted to be parked outside their respective garages overnight.

One garbage hauler, one landscaping company, and one snow-removal company will be permitted to service the development and the HOA will assume all responsibility for contracting and managing service providers. Exterior maintenance will be budgeted, planned, and executed through the management of the HOA, including shingle selection, color palettes, landscape changes, entrance monument upgrades, and development signage.

Property owners will pay a pro rata share of the costs of the association by means of an assessment levied by the Association. Non-payment of assessments could result in a lien on the property, as required by MN Statutes, and will be adjusted according to the changed needs of the Association. As referenced in the Shorewood Statute 1201.25 (d) the declaration will "provide that in the event the association or corporation fails to maintain properties in accordance with the applicable rules and regulations of the city or fails to pay taxes or assessments on properties as they become due and in the event the city incurs any expenses in enforcing its rules and regulations, which the expenses are not immediately reimbursed by the association or corporation, then the city shall have the right to assess each property its pro rata share of the expenses. The assessments, together with interest thereon and costs of collection, shall be a lien on each property against which each assessment is made".

GRADING PLAN

See Exhibit E for the details of the grading plan. The goals of the grading plan are as follows:

1. To optimally utilize the onsite fill resulting from the leveling the high points to fill low points, particularly on the storm water pond side of the development. At completion 5840 cyds is expected to be exported off site;
2. To ensure proper drainage and storm water management utilizing natural low areas;
3. To comply with regulatory restrictions and requirements;
4. To establish approved height and depth of cuts, fills, and swales;
5. To protect the wetland areas by from stormwater runoff, potential pollutants, and erosion; and
6. To capitalize on the natural aesthetics of the property and minimize the environmental impact of the grading.

The specific purpose of grading the land will be to:

1. Create high and low levels for water drainage;
2. Create the storm water pond;
3. Establish the building pad and needed road elevations to direct water run-off from the roads to the proposed grates;
4. Build up and stabilize the ground to allow for a straight retaining wall to be built outside wetland buffer line.

STORM WATER PREVENTION PLAN

Rain coming off the house roofs will run from the gutters to down spouts to a pipe under the frost line to an under-the-street storm water catch system that flows to the stormwater pond. Driveways and the street will flow down to street gutter grates near Radisson Road and by pipe to the stormwater pond. As the first 1" is the most polluted water, it will be captured and percolate in the pond. Water events of greater than 1" will also be directed to the stormwater pond. When capacity is reached the water will flow via an underground pipe to Lake Como. During a 100-year event the stormwater pond will be forced to flow overland along Unit 7 to Maple Court and then out to Radisson Road at entrance of the development. For more information see Exhibit E.

UTILITY PLAN

For details on the Utility Plan, including sanitary sewer and water main, see Exhibit E.

CONSTRUCTION MANAGEMENT

Work will be performed on-site during designated Shorewood construction hours. Contractor parking will be on-site. Fill and construction materials will be stored on-site. Deliveries will be delivered on-site via Maple Court. Street sweeping will be conducted as necessary during construction hours.

The approved truck route will be from Hwy 7 to Marketplace Road, right on State Hwy 7 Service Road, right on Radisson Road to Maple Court. Return truck route will be the reverse of this route. NO RIGHT-HAND TURN signs will be posted for commercial vehicles exiting the development during construction.

STAGING PLAN

- Stage 1 – Demolition of existing structure & tree removal and grubbing
- Stage 2 – Contour rough grading including retaining wall construction, building pad and Maple Court
- Stage 3 – Install all utilities and storm water system including pad stubs for water and sewer. A common trench will be dug for gas, electric, CenturyLink, and cable services.
- Stage 4 – Base and pave Maple Court, less the final overlay. Install common landscaping areas not on building pads or front yards or other areas at risk of damage from construction. Install permanent entry monument.
- Stage 5 – Construct foundations as purchase agreements are signed. If only one unit is purchased of a townhome building, Chamberlain will construct the exterior of both units. The interior of the unsold unit will not be finished until it is sold. Landscaping will be completed on the fronts, sides and backs of each unit as construction progresses.
- Stage 6 – Final overlay will be placed after completion of all units.

Paul & Liza Cameron will purchase a lot and start to build an on-slab unit when Stage 2 is complete. The second unit of their townhome will serve as the model home for the development, if needed. Additional homes will be built as they are reserved. If all units are reserved prior to the completion of Stage 4, no model home will be built. Access to the property will be directly off Radisson Road. We may use the driveway at 20430 Radisson Rd until the curb can be modified for the private road.

Exhibit A – Legal Description

Lot 24 “Radisson Inn Addition” Hennepin County, Minnesota

**Torrens Property
Certificate of Title No. 1478979**

Tracts A, C, K & I, Registered Land Survey No. 730, Hennepin County, Minnesota.

**Torrens Property.
Certificate of Title No. 1478988**

**Tracts B, D, H and J, Registered Land Survey No. 730, Hennepin County,
Minnesota.**

**Torrens Property.
Certificate of Title No. 1478989**

PID(s)

36-117-23-22-0024, 36-117-23-22-0029, 36-117-23-22-0030, 36-117-23-22-0031, 36-117-23-22-0032

New Certs

1535197, 1535198, 1535199

Re-issued New Certs 5/17/22

1541585, 1541586, 1541587

DUPLICATE 548564

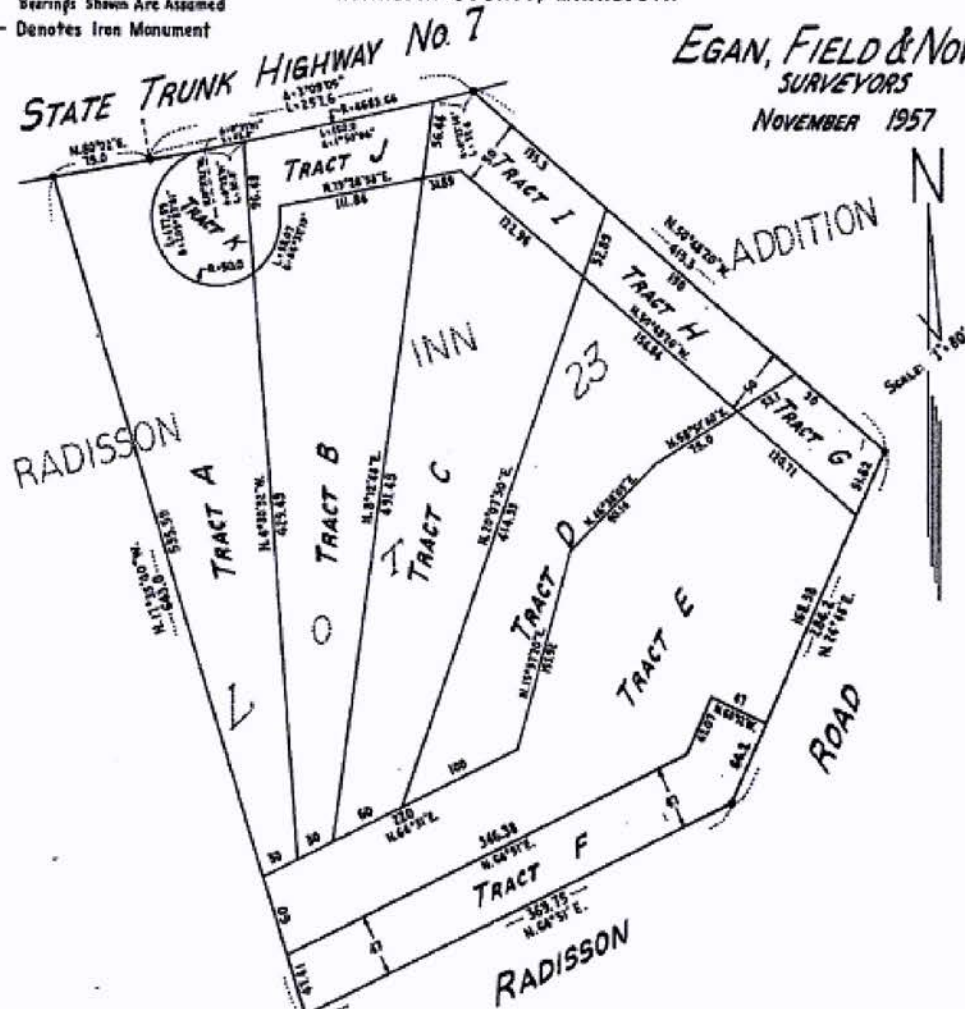
4. INTERVIEWED BY 191 DATE 4/20/51

HENNEPIN COUNTY, MINNESOTA

Bearings Shown Are Assumed
Denotes Iron Monument

EGAN, FIELD & NOWAK
SURVEYORS

NOVEMBER 1957



Dated this 19th day of DECEMBER 1957.

Harold D. Nelson
Minnesota Registration No. 2284

548564

OFFICE OF REGISTRAR OF TITLES
HENNEPIN COUNTY MINNESOTA

548564

OFFICE OF REGISTRAR OF TITLES
HENNEPIN COUNTY MINNESOTA

I Hereby Certify That the within Registered Land Survey No. 730

Files of Registrar of Titles, County of Hennepin, was filed in this office this 30 day of DEC. A.D. 1957 at 9 o'clock (A.M.)

DONALD C. BENNYHOFF

By F. O. S. P. S. P. S. Registrar of Titles
Deputy.

I, Keredy Gertlys, That I have carefully compared the within copy of Registered Land Survey No. 780 Files of Registrar of Titles, County of Hennepin, with the original which was filed in this office this 30 day of DEC. A. D. 1967 at 9 o'clock a.m. and find the same to be a true and correct copy thereof.

DONALD C. BENNYHOFF

By F. O. De La Cruz Registrar
Deputy

Exhibit C – Ingress and Egress Easements

Deed Given By
Individual to Individual

Form No. 27-M

Miller-Davis Co., Minneapolis
Minnesota Uniform Corresponding Books (1931)

1026700

This Indenture, Made this 28th day of March, 1972
between William R. Martin and Madlynne A. Martin, husband and wife,

of the County of Hennepin and State of Minnesota
parties of the first part, and Jane L. Martin, a single woman,
of the County of Hennepin and State of Minnesota
part. y. of the second part,

Witnesseth, That the said parties of the first part, in consideration of the sum of
One (\$1.00) Dollar and other valuable consideration ~~XXXXXXX~~
to them in hand paid by the said part. y. of the second part, the receipt whereof is hereby
acknowledged, do hereby Grant, Bargain, Quitclaim, and Convey unto the said part. y. of the
second part, her heirs and assigns, Forever, all the tract or parcel of land lying and
being in the County of Hennepin and State of Minnesota, described as follows, to-wit:

Tracts A, C, K & I, Registered Land Survey No. 730, Files of Registrar of
Titles, County of Hennepin.

Together with an easement over Lot 11, existing in favor of all the lot
owners in Radisson Inn Addition for the purpose of ingress and egress to
the bathing beach adjoining the said lot, as shown in Doc. No. 152261,
Files of Registrar of Titles, (Now as to above and other land).

Together with an easement over Tracts J & H, Registered Land Survey No.
730, for the purpose of walkway and driveway to Tracts A, C, K & I,
Registered Land Survey No. 730, Files of Registrar of Titles, to be used
in common with grantee, her heirs and assigns. In the event the service
road south of Highway No. 7 is extended to permit direct driveway ingress
thereon to Tracts A, C, K & I, Registered Land Survey No. 730, then said
easement shall become one of walkway only to permit access to Christmas
Lake.

Reserving to the grantors, their heirs and assigns, an easement over
Tracts K & I, for the purpose of walkway and driveway to Tracts B, D, J
& H, Registered Land Survey No. 730, Files of Registrar of Titles, to
be used in common with the grantee, her heirs and assigns. In the
event that the service road south of Highway No. 7 is extended to permit
direct driveway ingress thereon to Tracts B, D, J & H, Registered Land
Survey No. 730, then said easement shall become one of walkway only to
permit access to Christmas Lake.

Reserving to the grantors, their heirs and assigns, an easement over the
Northeasterly 35 feet of Tract G for the purpose of walkway and drive-
way to Tracts B, D, J & H, Registered Land Survey No. 730, Files of
Registrar of Titles, to be used in common with the grantee, her heirs
and assigns. In the event that the service road south of Highway No.
7 is extended to permit ingress to Tracts B, D, J & H, Registered Land
Survey No. 730, then said easement shall become one of walkway only to
permit access to Christmas Lake.

State Deed Tax Due \$ 2.20

To Have and to Hold the Same, Together with all the hereditaments and appurtenances
thereunto belonging or in anywise appertaining, to the said part. y. of the second part, her
heirs and assigns, Forever.

In Testimony Whereof, The said parties of the first part ha. VA. herunto set their
hands.. the day and year first above written.

In Presence of

Frederick O. Nelson
William R. Martin

William R. Martin
William R. Martin

Madlynne A. Martin
Madlynne A. Martin

STATE OF MINNESOTA
DEPT. OF TAXATION
STAMP 04-272 423-72
02.20

Revised July 26, 2022

Exhibit C – Ingress and Egress Easements - Continued

Old Chain Book,
Indivisible to Joint Tenants.

1026701

Form No. 29-M

Blaine Davis Co., Minneapolis, Minn.
Minnesota Uniform Conveyancing Blanks (1931).

W 71456
This Indenture, Made this 28th day of March, 1972,
Between Jane L. Martin, a single woman,

of the County of Hennepin and State of Minnesota, part V
of the first part, and William R. Martin and Madlynne A. Martin, husband and
wife
of the County of Hennepin and State of Minnesota, parties of the second part,

Witnesseth, That the said part V of the first part, in consideration of the sum of One (\$1.00) Dollar and other valuable consideration

to her in hand paid by the said parties of the second part, the receipt whereof is hereby acknowledged, do as hereby Grant, Bargain, Quitclaim, and Convey unto the said parties of the second part as joint tenants and not as tenants in common, their assigns, the survivor of said parties, and the heirs and assigns of the survivor, Forever, all the tract or parcel of land lying and being in the County of Hennepin and State of Minnesota, described as follows, to-wit:

Tracts B, D, J & H, Registered Land Survey No. 730, Files of Registrar of Titles, County of Hennepin.

Together with an easement over Lot 11, existing in favor of all the lot owners in Radisson Inn Addition for the purpose of ingress and egress to the bathing beach adjoining the said lot, as shown in Doc. No. 152261, Files of Registrar of Titles, (Now as to above and other land).

Together with an easement over Tracts I & K, Registered Land Survey No. 730, for the purpose of walkway and driveway to Tracts B, D, J & H, Registered Land Survey No. 730, Files of Registrar of Titles, to be used in common with grantees, their heirs and assigns. In the event the service road south of Highway No. 7 is extended to permit direct driveway ingress thereon to Tracts B, D, J & H, Registered Land Survey No. 730, then said easement shall become one of walkway only to permit access to Christmas Lake.

Reserving to the grantor, her heirs and assigns, an easement over Tracts H & J, for the purpose of walkway and driveway to Tracts A, C, K & I, Registered Land Survey No. 730, Files of Registrar of Titles, to be used in common with the grantees, and their heirs and assigns. In the event that the service road south of Highway No. 7 is extended to permit direct driveway ingress thereon to Tracts A, C, K & I, Registered Land Survey No. 730, then said easement shall become one of walkway only to permit access to Christmas Lake.

Reserving to the grantor, her heirs and assigns, an easement over the Northeasterly 35 feet of Tract G, for the purpose of walkway and driveway to Tracts A, C, K & I, Registered Land Survey No. 730, Files of Registrar of Titles, to be used in common with the grantees, and their heirs and assigns. In the event that the service road south of Highway No. 7 is extended to permit ingress to Tracts A, C, K & I, Registered Land Survey No. 730, then said easement shall become one of walkway only to permit access to Christmas Lake.

State Deed Tax Due \$ 2.40

To Have and to Hold the Same, Together with all the hereditaments and appurtenances thereunto belonging or in anywise appertaining to the said parties of the second part, their assigns, the survivor of said parties, and the heirs and assigns of the survivor, Forever, the said parties of the second part taking as joint tenants and not as tenants in common.

In Testimony Whereof, The said part V of the first part has hereunto set her hand the day and year first above written.

In Presence of

Janice Zagala
James E. Colwell

Jane L. Martin
Jane L. Martin

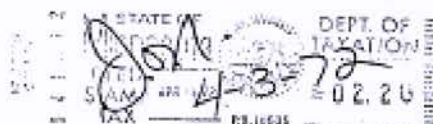


Exhibit C – Ingress and Egress Easements - Continued

State of Minnesota, } ss.
County of Hennepin

On this 28th day of March, 1972, before me, a
Notary Public within and for said County, personally appeared

Jane L. Martin, a single woman,

to me known to be the person described in, and who executed the foregoing instrument,
(See Note) and acknowledged that s/he executed
the same as her free act and deed.
(See Note)

5248333
THIS INSTRUMENT WAS DRAFTED BY
Jerold O. Nelson, Attorney
113 Grain Exchange Building
Minneapolis, Minnesota 55415
My commission expires Jan. 8, 1974

James H. Colwell
Notary Public, Hennepin County, Minn.
My Commission Expires Jan. 8, 1974.

NOTE: The blank lines marked "See Note" are for use when the instrument is executed by an attorney in fact.

Tax statements for the real property described in this instrument should
be sent to William R. Martin and Madlynne A. Martin, 4135 Raleigh,
St. Louis Park, Minnesota.

STF. NO 444859-1026701
RECORDED 1497 MAR 45 2082

OFFICE OF REGISTER OF DEEDS
STATE OF MINNESOTA
I hereby certify that the within instrument
was filed in this office on
3 day of APR A.D. 1972
11:30 o'clock
By Ray L. Lovin
REGISTER OF TILES
DEPUTY REGISTER OF TILES

No delinquent taxes
and transfer entered
DEPT. OF FINANCE
HENNEPIN COUNTY, MINN.
Olaf K. Mason
APR 3 - 1972
CLERK

Dec. No. QUIT CLAIM DEED
Individual or Joint Tenants

TO

Office of Register of Deeds,
State of Minnesota,

County of Hennepin
I hereby certify that this within Deed
was filed in this office for record on the
day of March, at 11:30 o'clock
A.M., and was duly recorded in Book
of Deeds, page

By Ray L. Lovin
Register of Deeds
Deputy

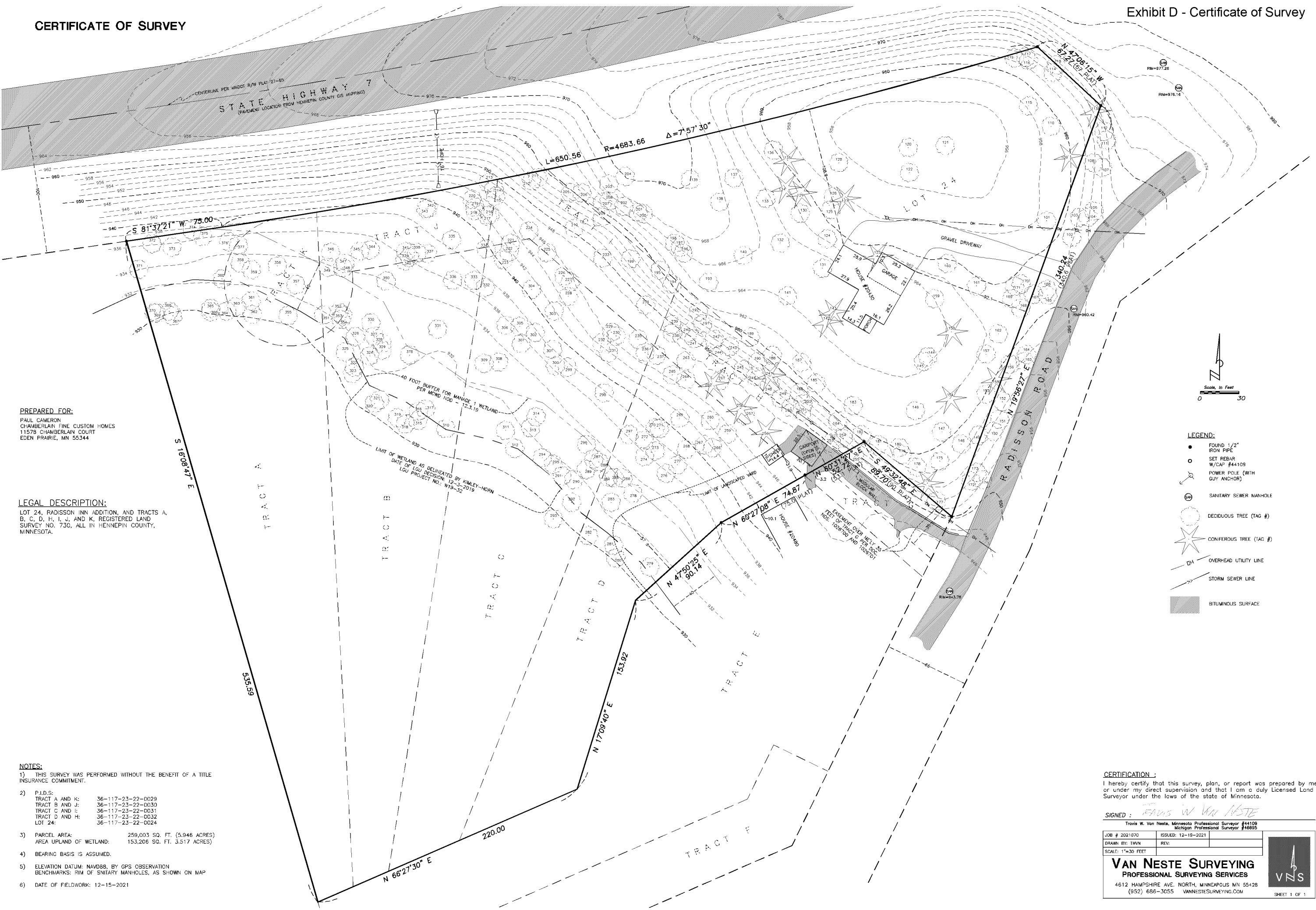
Taxes paid and Transfer entered this
day of March, 1972

County Auditor
Deputy

Tax statements for the real property
described in this instrument should be
sent to:

Name
Address

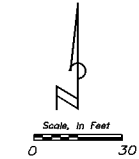
Recording fee \$1.50



PREPARED FOR:
PAUL CAMERON
CHAMBERLAIN FINE CUSTOM HOMES
11578 CHAMBERLAIN COURT
EDEN PRAIRIE, MN 55344

LEGAL DESCRIPTION:
LOT 24, RADISSON INN ADDITION, AND TRACTS A,
B, C, D, H, I, J, AND K, REGISTERED LAND
SURVEY NO. 730, ALL IN HENNEPIN COUNTY,
MINNESOTA.

- NOTES:
- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE INSURANCE COMMITMENT.
 - P.L.D.S:
TRACT A AND K: 36-117-23-22-0029
TRACT B AND J: 36-117-23-22-0030
TRACT C AND I: 36-117-23-22-0031
TRACT D AND H: 36-117-23-22-0032
LOT 24: 36-117-23-22-0024
 - PARCEL AREA: 259,003 SQ. FT. (5.946 ACRES)
AREA UPLAND OF WETLAND: 153,206 SQ. FT. 3.517 ACRES)
 - BEARING BASIS IS ASSUMED.
 - ELEVATION DATUM: NAVD88, BY GPS OBSERVATION
BENCHMARKS: RIM OF SANITARY MANHOLES, AS SHOWN ON MAP
 - DATE OF FIELDWORK: 12-15-2021



- LEGEND:
- FOUND 1/2" IRON PIPE
 - SET REBAR W/CAP #44109
 - POWER POLE (WITH GUY ANCHOR)
 - SANITARY SEWER MANHOLE
 - DECIDUOUS TREE (TAG #)
 - CONIFEROUS TREE (TAG #)
 - OVERHEAD UTILITY LINE
 - STORM SEWER LINE
 - BITUMINOUS SURFACE

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

SIGNED: *Travis W. Van NESTE*
Travis W. Van NESTE, Minnesota Professional Surveyor #44109
Michigan Professional Surveyor #46855

JOB # 2021070	ISSUED: 12-15-2021	
DRAWN BY: TAWN	REV:	
SCALE: 1"=30 FEET		

VAN NESTE SURVEYING
PROFESSIONAL SURVEYING SERVICES
4612 HAMPSHIRE AVE. NORTH, MINNEAPOLIS MN 55428
(952) 686-3055 VANNESTESURVEYING.COM



MAPLE SHORES

20430 RADISSON ROAD
SHOREWOOD, MN 55449

CONSTRUCTION PLAN FOR: SITE GRADING, STREET CONSTRUCTION, SANITARY SEWER, WATERMAIN, STORM
SEWER, AND OTHER RELATED WORK.



ELEVATION & ASSOCIATES
10002 PLANNERS CT NE
SHARON, MN 55449
PH: 763-700-0450

NO.	DATE	BY	REVISION DESCRIPTION

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.

SIGNATURE: *Lee Elevation* DATE: 06/29/22
PRINTED NAME: LEE ELEVATION LIC. NO.: 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
TITLE SHEET

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 02/21/22
CAD FILE: /TITLE.DWG

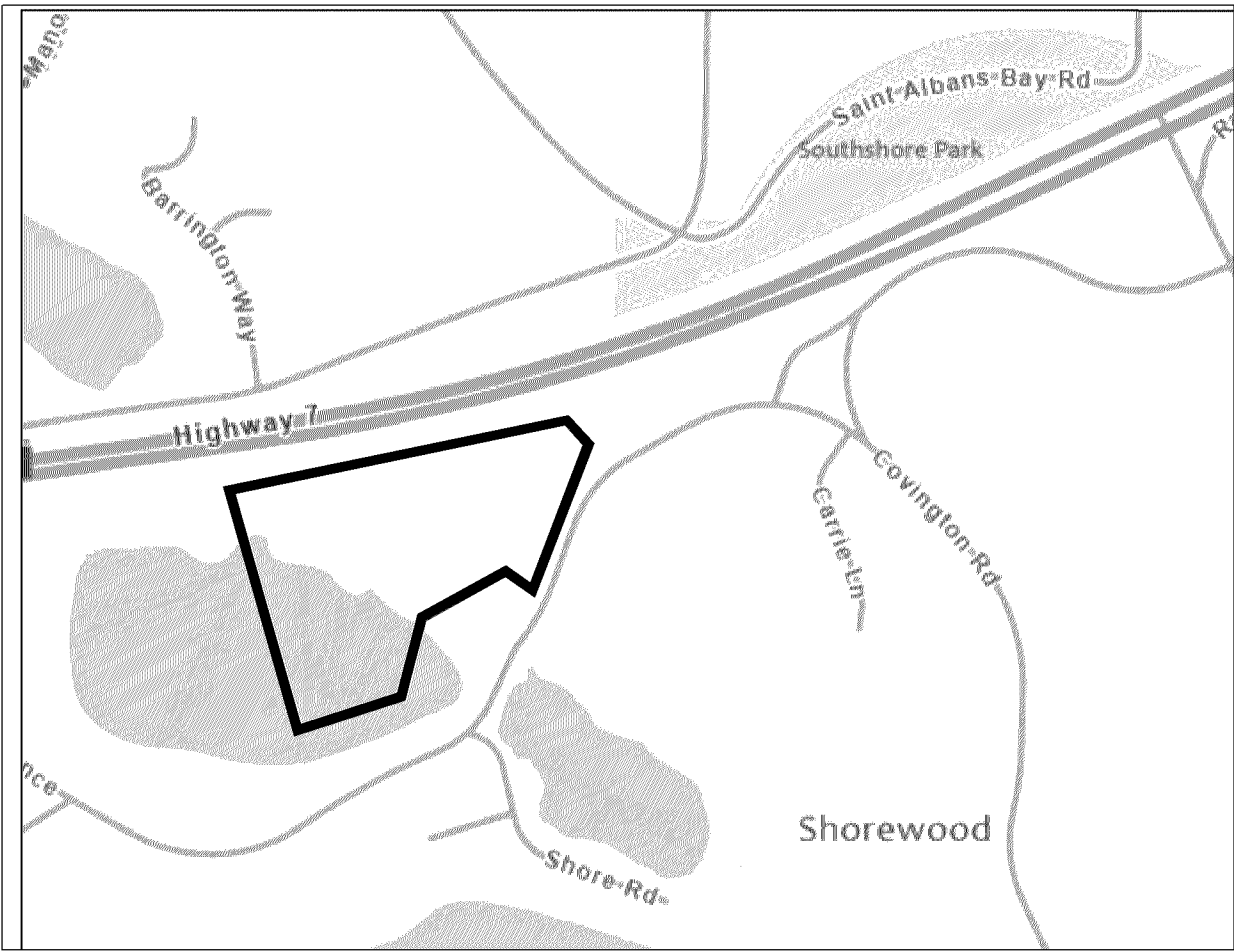
SHEET
C1.0

PLAN SYMBOLS

EXISTING RIGHT OF WAY LINE -----
PROPOSED SETBACK ----- PSB

UTILITIES SYMBOLS

- UTILITY POLE
- GUY OR ANCHOR
- STREET LIGHT
- TELEPHONE PEDESTAL
- GAS MAIN
- EXISTING WATER MAIN
- ELECTRIC BOX
- TELEPHONE CABLE
- ELECTRIC CABLE
- EXISTING STORM SEWER
- EXISTING STORM MANHOLE
- EXISTING SANITARY SEWER
- EXISTING SANITARY MANHOLE
- GATE VALVE
- PROPOSED GATE VALVE
- EXISTING HYDRANT
- CABLE TELEVISION BURIED
- FIBER OPTIC CABLE
- MAILBOX
- TRAFFIC SIGNAL LINE
- TRAFFIC SIGNAL HAND HOLE
- EXISTING CATCH BASIN
- PROPOSED WATERMAIN
- PROPOSED HYDRANT
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- BITUMINOUS
- CONCRETE
- PAVERS
- GUTTER OUT CURB



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- | | |
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| SHEET NO. C2.0 | EXISTING AND REMOVAL PLAN |
| SHEET NO. C3.0 | SITE PLAN |
| SHEET NO. C4.0 | GRADING AND EROSION CONTROL |
| SHEET NO. C5.0 | HIGHWAY 7 WATERMAIN CROSSING |
| SHEET NO. C6.0 | STREET AND UTILITIES |
| SHEET NO. C7.0 | STORM CROSSING |
| SHEET NO. C8.0 | RADISSON ROAD WATERMAIN |
| SHEET NO. C9.0 | DETAILS |
| SHEET NO. C10.0-C11.0 | STORMWATER POLLUTION PREVENTION PLAN |
| SHEET NO. T1.0-T2.0 | TREE PLAN |

THIS PLAN CONTAINS 13 SHEETS

GOVERNING SPECIFICATIONS

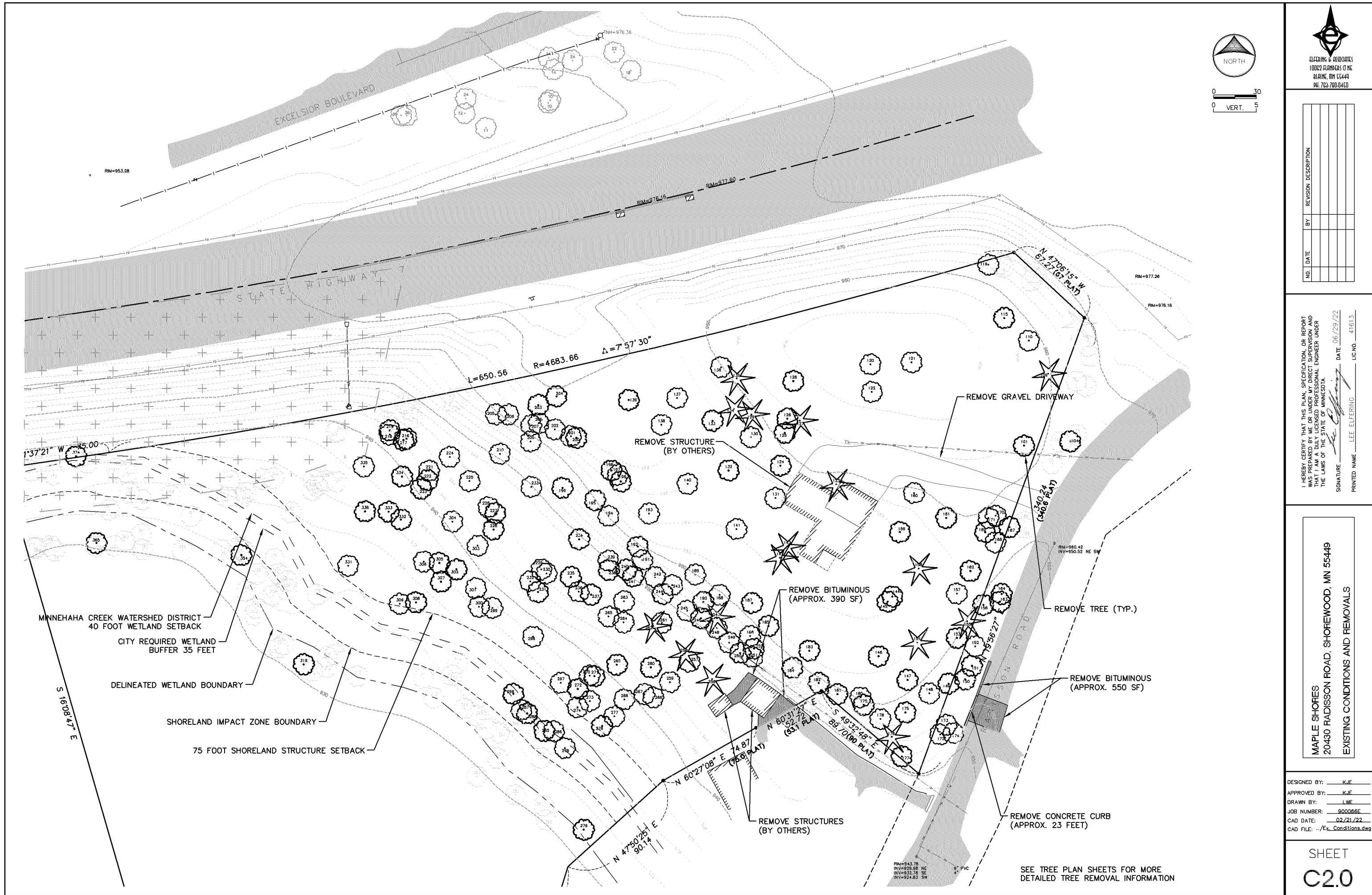
THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES WILL BE
COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MMUTCD,
INCLUDING "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS"
ALL TRAFFIC CONTROL DEVICES SHALL HAVE RETROREFLECTIVE
SHEETING.

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS
BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR
SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING
CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY Gopher
STATE ONE CALL, 1-800-252-1166 OR 651-454-0002

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY
QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED
ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED
"STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF
EXISTING SUBSURFACE UTILITY DATA."

PROJECT LOCATION



0 30
0 VERT. 5

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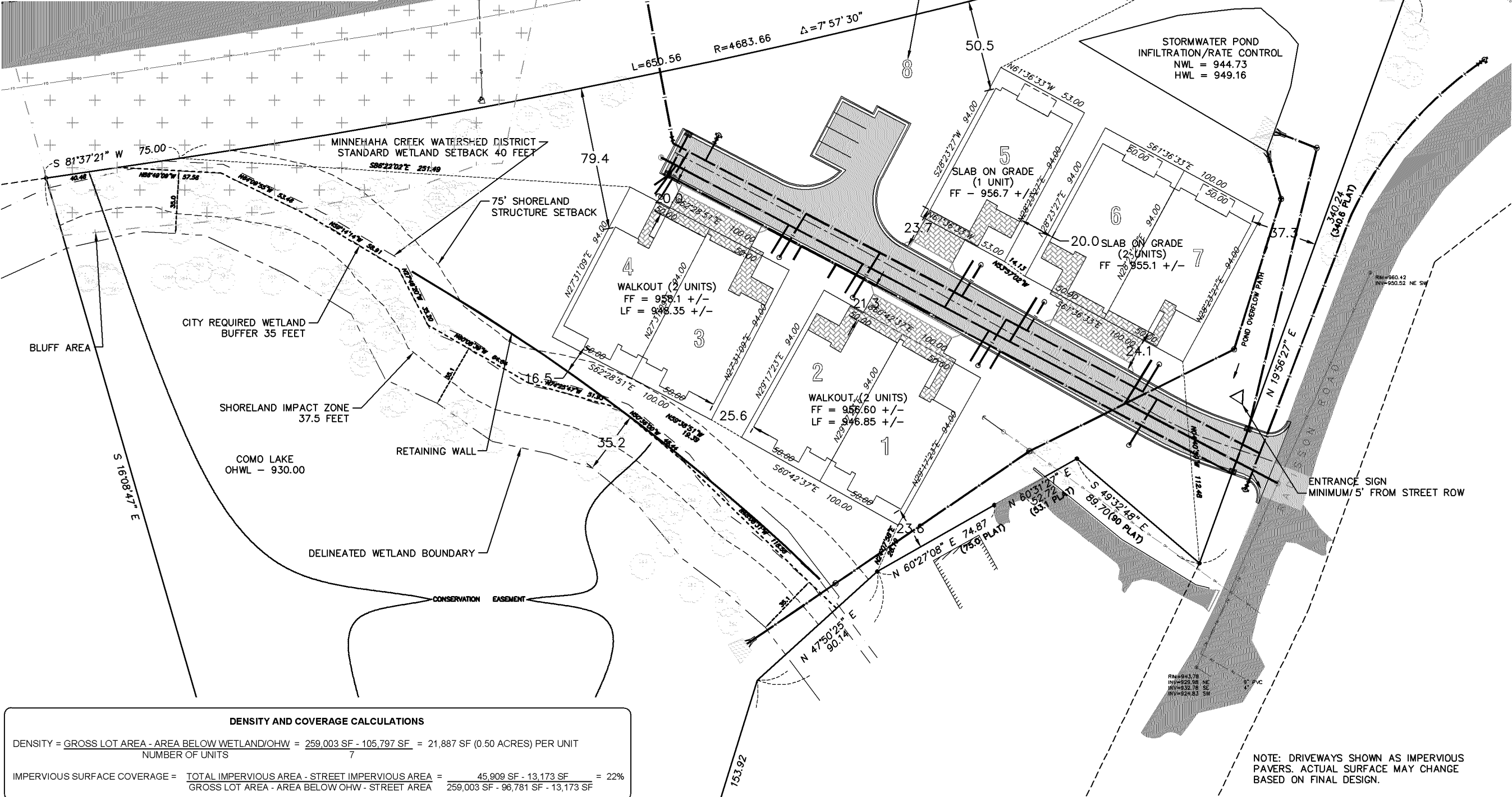
SIGNATURE: *Lee Eleering* DATE: 06/29/22
PRINTED NAME: LEE ELEERING LIC. NO.: 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
EXISTING CONDITIONS AND REMOVALS

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 02/21/22
CAD FILE: --/Ex_Conditions.dwg

SEE TREE PLAN SHEETS FOR MORE
DETAILED TREE REMOVAL INFORMATION

AREA & IMPERVIOUS SURFACE SUMMARY		
	AREA	IMPERVIOUS SURFACE AREA
LOT 1	4,700 SF	4,178 SF
LOT 2	4,700 SF	4,235 SF
LOT 3	4,700 SF	4,248 SF
LOT 4	4,700 SF	4,134 SF
LOT 5	4,982 SF	4,528 SF
LOT 6	4,700 SF	4,270 SF
LOT 7	4,700 SF	4,159 SF
LOT 8 (COMMON LOT)	225,821 SF	16,157 SF
DEVELOPMENT TOTAL	259,003 SF	45,909 SF
AREA BELOW COMO OHW	96,781 SF	-
AREA BELOW WETLAND BOUNDARY	105,797 SF	-
PRIVATE STREET ONLY	13,173 SF	13,173 SF
NET COMMON LOT (EXCLUDES WETLAND, OHWL, STREET)	106,851 SF	-



MAPLE SHORES 20430 RADISSON ROAD SHOREWOOD, MN		
	EXISTING	REQUESTED / PROPOSED
Zoning	R-1A	PUD - Planned Unit Development
Use	1 Single Family Home	3 Twin Homes (6 Units), 1 Single Home
Property Area	5.95 acres	5.95 acres
Impervious Surface	6,283 sf	45,909 sf



0 30
0 VERT. 5



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SIGNATURE: *Lee Eleering* DATE: 06/29/22
PRINTED NAME: LEE ELEERING L.C. NO.: 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
SITE PLAN

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: Site Plan.dwg

SHEET
C3.0

DENSITY AND COVERAGE CALCULATIONS

DENSITY = $\frac{\text{GROSS LOT AREA} - \text{AREA BELOW WETLAND/OHW}}{\text{NUMBER OF UNITS}}$ = $\frac{259,003 \text{ SF} - 105,797 \text{ SF}}{7}$ = 21,887 SF (0.50 ACRES) PER UNIT

IMPERVIOUS SURFACE COVERAGE = $\frac{\text{TOTAL IMPERVIOUS AREA} - \text{STREET IMPERVIOUS AREA}}{\text{GROSS LOT AREA} - \text{AREA BELOW OHW} - \text{STREET AREA}}$ = $\frac{45,909 \text{ SF} - 13,173 \text{ SF}}{259,003 \text{ SF} - 96,781 \text{ SF} - 13,173 \text{ SF}}$ = 22%

NOTE: DRIVEWAYS SHOWN AS IMPERVIOUS PAVERS. ACTUAL SURFACE MAY CHANGE BASED ON FINAL DESIGN.

EROSION CONTROL NOTES:

1. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. THE CONTRACTOR IS RESPONSIBLE FOR ALL STORM WATER AND EROSION INSPECTIONS. THE CONTRACTOR MUST, AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES EVERY DAY WORK IS PERFORMED ON THE SITE AND AT LEAST WEEKLY UNTIL LAND DISTURBING ACTIVITY HAS CEASED. THEREAFTER, THE CONTRACTOR MUST PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED.
2. INSTALL PERIMETER EROSION CONTROL AT LOCATIONS SHOWN ON THE PLAN AND AS DIRECTED BY THE ENGINEER OR CITY PRIOR TO COMMENCEMENT OF ANY LAND DISTURBING ACTIVITIES.
3. BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2-INCH OR GREATER DIAMETER ROCK IN A LAYER AT LEAST 6-INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ACCESS AS SHOWN IN THE DETAIL.
4. THE CONTRACTOR SHALL REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PUBLIC AND PRIVATE PAVEMENT AREAS AND STORM SEWER SYSTEMS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY THE ENGINEER OR CITY AT ANY TIME. SWEEPING SHALL BE DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
5. LOCATE SOIL OR DIRT STOCKPILES NOT LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN 7 DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER APPROVED MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES.
6. THE CONTRACTOR IS RESPONSIBLE FOR ALL STORM WATER INSPECTIONS. THIS INCLUDES BOTH WEEKLY INSPECTIONS AND INSPECTIONS DONE AFTER A 0.5" RAIN EVENT. A COPY OF THE INSPECTION REPORT MUST BE E-MAILED TO THE OWNER ON A WEEKLY BASIS.
7. TEMPORARILY OR PERMANENTLY STABILIZE ALL CONSTRUCTION AREAS WHICH HAVE UNDERGONE FINAL GRADING, AND ALL AREAS IN WHICH GRADING ACTIVITIES ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND, AND RUNNING WATER WITHIN 7-DAYS.
8. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DISTURBED AREA.
9. TWO ROWS OF SILT FENCE MUST BE INSTALLED ALONG THE WETLAND SIDE OF THE SITE DISTURBANCE.

BLUFF AREA
CITY WETLAND
BUFFER 35 FEET

INSTALL SECOND SILT FENCE ROW
ALONG WETLAND SIDE OF IMPACTS
(APPROX. 315 LF)

STANDARD MCWD WETLAND
SETBACK 40 FEET

COMO LAKE
OHWL - 930.00

DELINEATED WETLAND BOUNDARY

SHORELAND IMPACT ZONE BOUNDARY

75' SHORELAND
STRUCTURE SETBACK

INSTALL BIOLOG AROUND
PERIMETER OF WATERMAIN
EXCAVATION. (APPROX. 160 LF)

INSTALL SILT FENCE
AROUND BOTTOM OF
BASIN AFTER CONSTRUCTION
(APPROX. 335 LF)

STORMWATER POND
INFILTRATION/RATE CONTROL
NWL - 944.73
100 YR HWL - 949.16

SLAB ON GRADE
(1 UNITS)
FF - 956.7 +/-

SLAB ON GRADE
(2 UNITS)
FF - 955.1 +/-

WALKOUT (2 UNITS)
FF = 958.1 +/-
LF = 948.35 +/-

WALKOUT (2 UNITS)
FF = 956.60 +/-
LF = 946.85 +/-

INSTALL SILT FENCE
AROUND PERIMETER
OF SITE IMPACTS
(APPROX. 935 LF)

ENTRANCE SIGN

INSTALL ROCK CONSTRUCTION
ENTRANCE AT PROPOSED
STREET CONNECTION

FILTRATION BASIN NOTES:

1. NO EXCAVATION/GRADING EQUIPMENT SHALL TRAVEL WITHIN ANY OF THE INFILTRATION BASIN AREAS ONCE THE INITIAL GRADING OF THE BASIN HAS OCCURRED.
2. EXCAVATOR SHALL USE A TOOTHED BUCKET (NO SMOOTH EDGE BUCKET) WHEN EXCAVATING AND GRADING INFILTRATION BASIN TO REDUCE SOIL SMEARING
3. EXCAVATION OF INFILTRATION BASIN SHALL ONLY OCCUR IN DRY SOIL CONDITIONS TO PREVENT UNNECESSARY COMPACTION IMPACTS
4. THE CONTRACTOR MUST PROVIDE EROSION PROTECTION OF THE INFILTRATION BASIN ONCE INSTALLED. EROSION PROTECTION SHALL BE MAINTAINED UNTIL SITE VEGETATION HAS BEEN ESTABLISHED.
5. ONCE THE INFILTRATION BASIN HAS BEEN COMPLETED A SINGLE ROW OF SILT FENCE SHALL BE INSTALLED AROUND THE BASIN BOTTOM UNTIL ALL DRAINAGE AREAS TO THE INFILTRATION BASIN HAVE BEEN FULLY ESTABLISHED.

CONSTRUCTION NOTES:

1. THE EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE ARISING OUT OF FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.
2. BLACK DIRT TO BE STRIPPED, SALVAGED, AND STOCKPILED FROM ALL AREAS TO BE DISTURBED PRIOR TO ANY GRADING.
3. ALL ELEVATIONS LISTED ARE TO TOP OF CURB OR FINISHED GRADE UNLESS OTHERWISE SPECIFIED.
4. FALL PROTECTION WILL BE INSTALLED ON TOP OF THE RETAINING WALL, SEE RETAINING WALL PLANS.



0 30
0 VERT. 5



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SIGNATURE *Lee Eleeing* DATE 06/29/22
PRINTED NAME LEE ELEEING LIC. NO. 41613

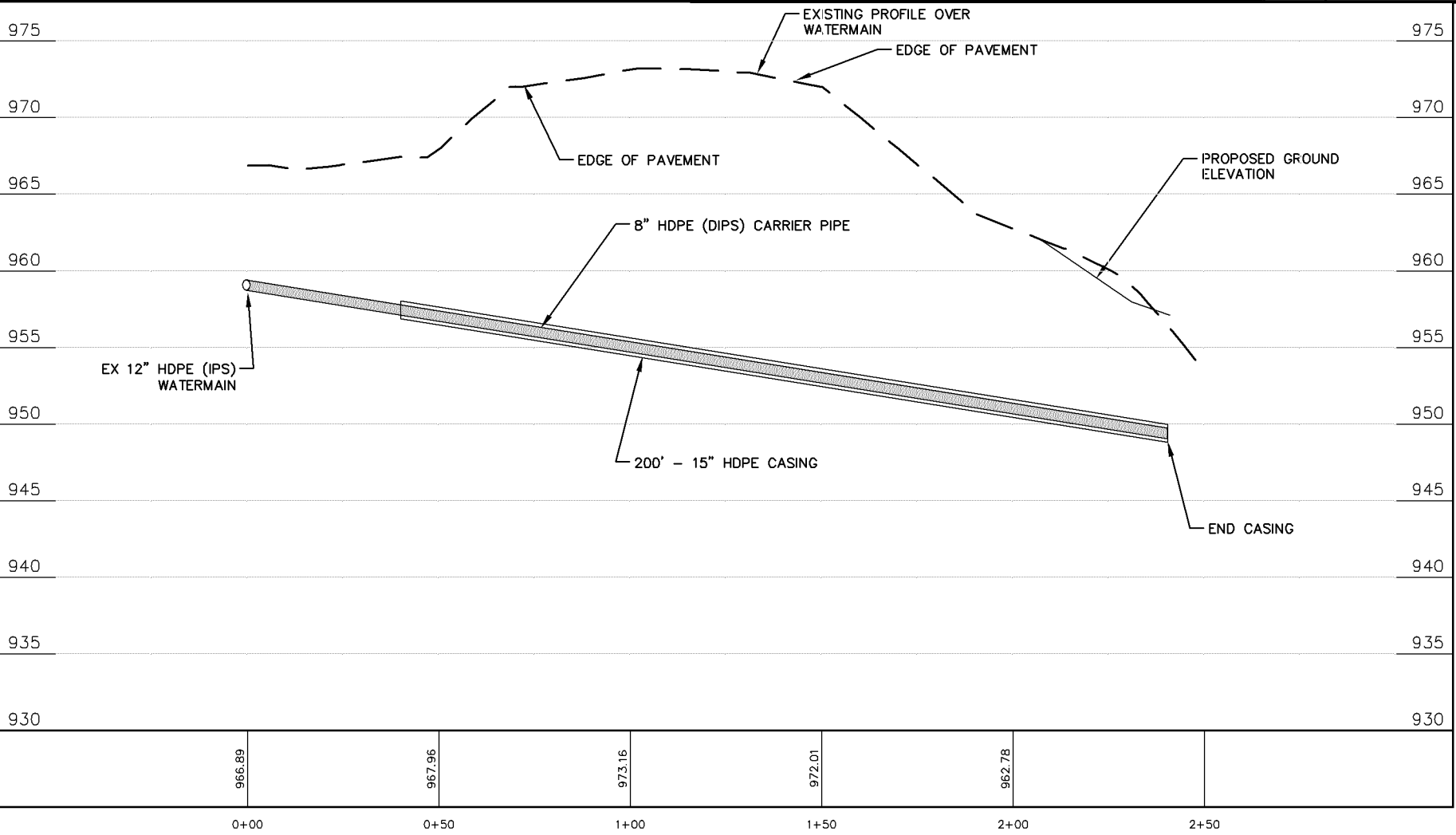
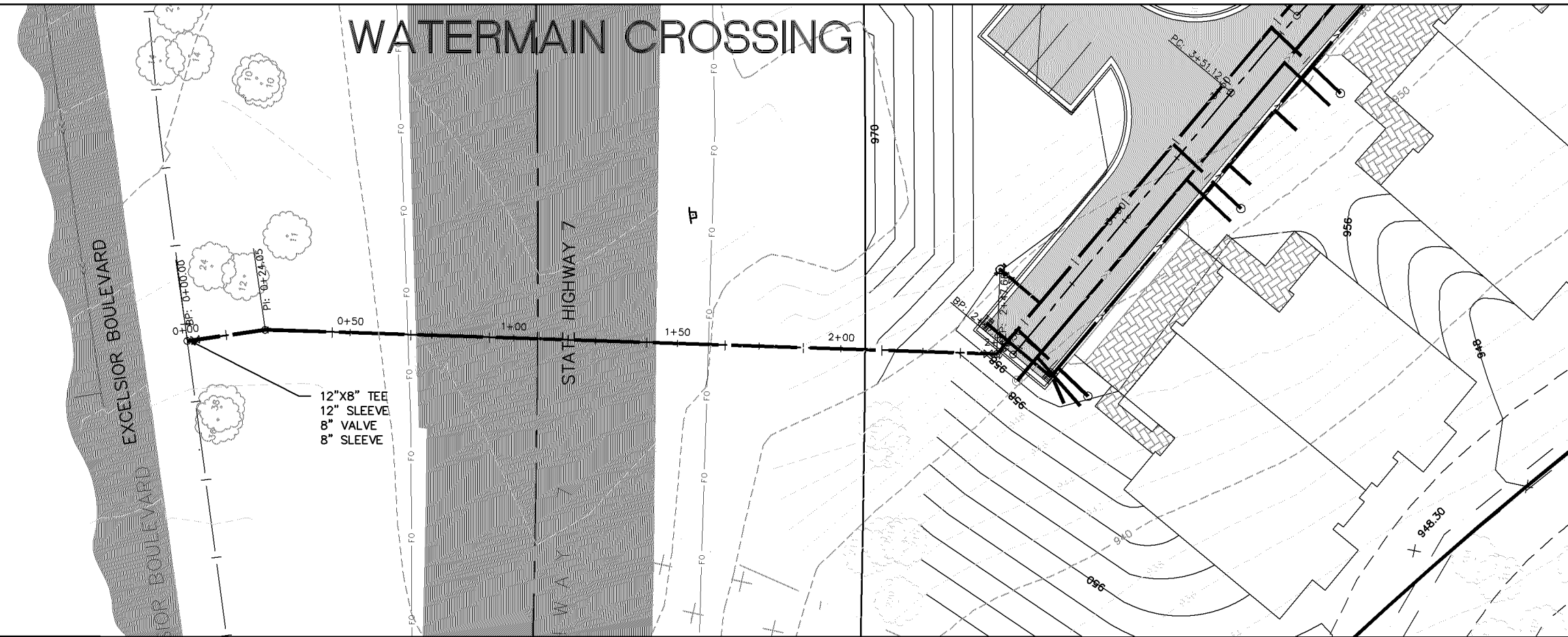
MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
GRADING AND EROSION CONTROL

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: ../Grading Plan.dwg

SHEET
C4.0



NOTES:
1. ALL WATERMAIN AND SANITARY SEWER TO BE
CONSTRUCTED IN ACCORDANCE WITH THE CITY
STANDARD DETAILS AND SPECIFICATIONS.



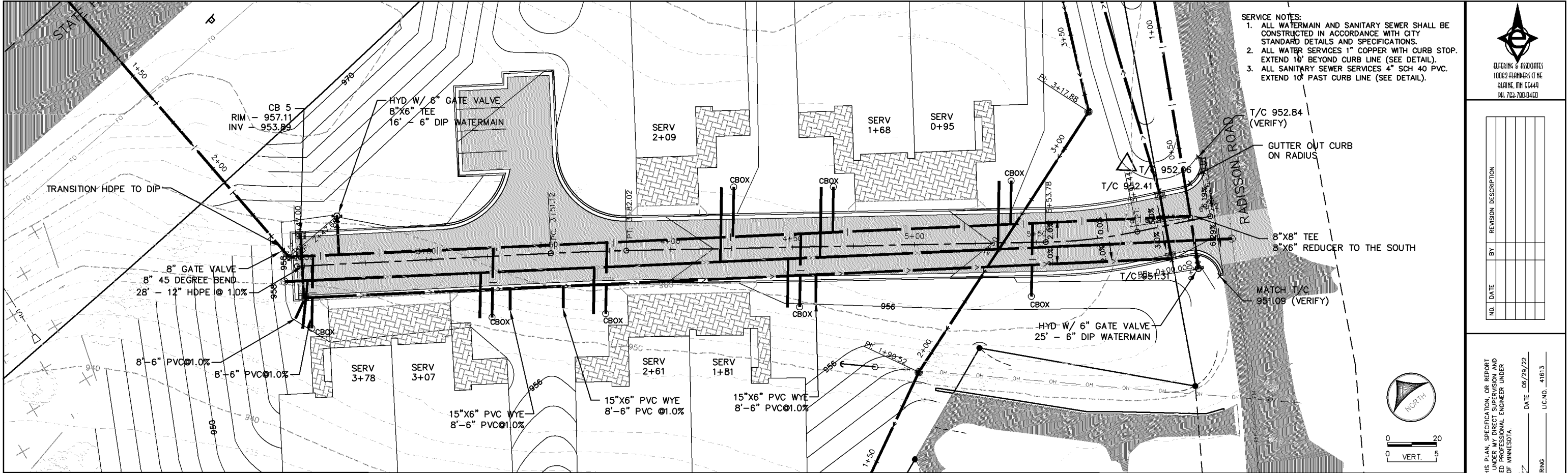
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THE LAWS OF THE STATE OF MINNESOTA.
SIGNATURE Lee W. Ellerre DATE 08/29/22
PRINTED NAME LEE W. ELLERRE LIC. NO. 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
HIGHWAY 7 WATERMAIN CROSSING

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: Proposed_Profiles.dwg

SHEET
C5.0



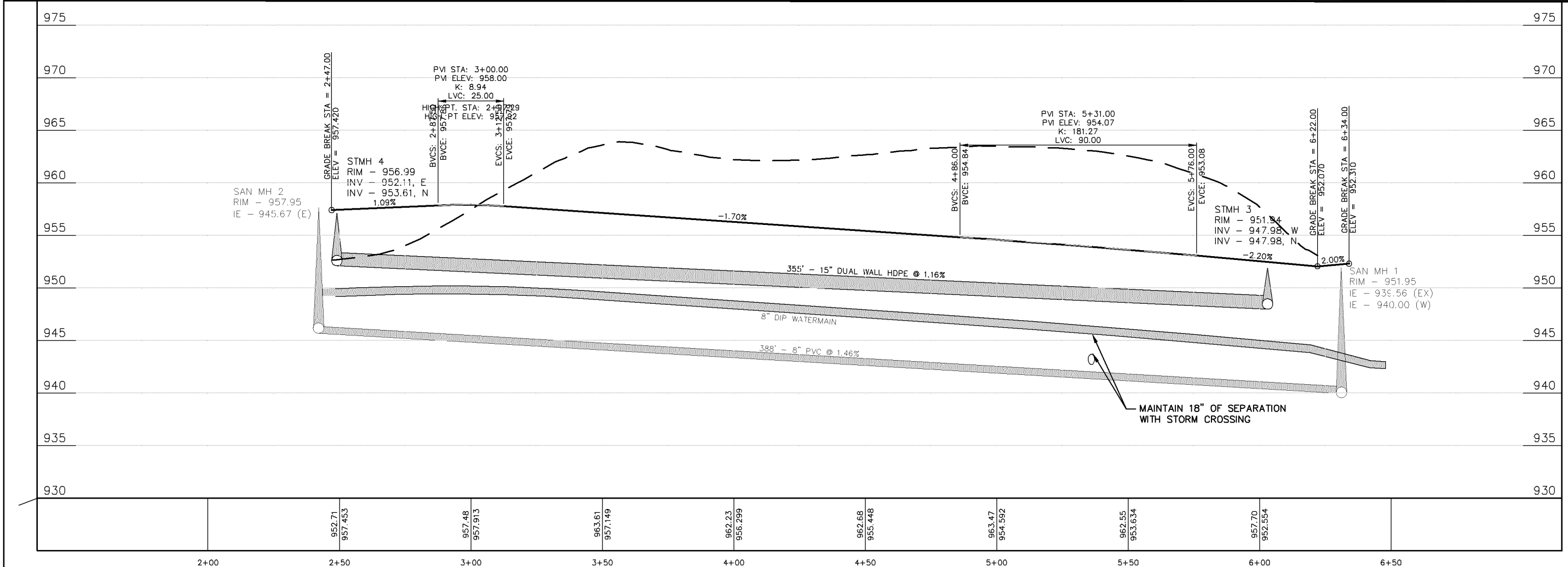
- SERVICE NOTES:
1. ALL WATERMAIN AND SANITARY SEWER SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD DETAILS AND SPECIFICATIONS.
 2. ALL WATER SERVICES 1" COPPER WITH CURB STOP. EXTEND 10' BEYOND CURB LINE (SEE DETAIL).
 3. ALL SANITARY SEWER SERVICES 4" SCH 40 PVC. EXTEND 10' PAST CURB LINE (SEE DETAIL).



NO.	DATE	BY	REVISION DESCRIPTION

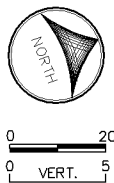
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SIGNATURE: *Lee W. Ellering* DATE: 08/29/22
PRINTED NAME: LEE W. ELLERING LIC. NO.: 416113

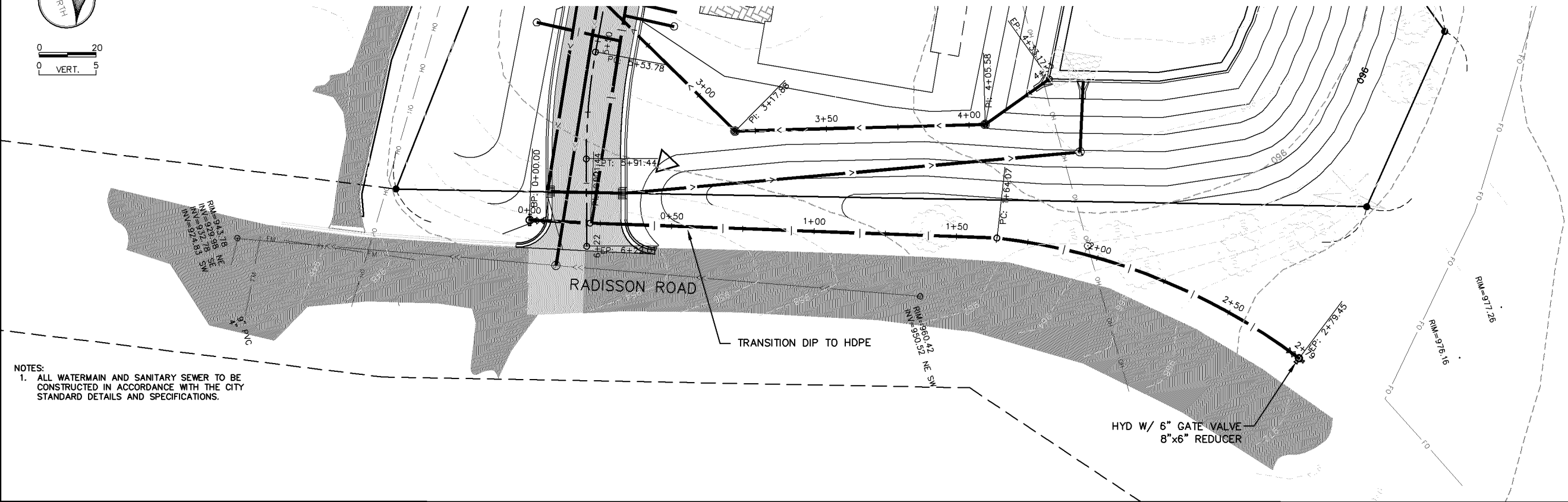


MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
STREET AND UTILITIES

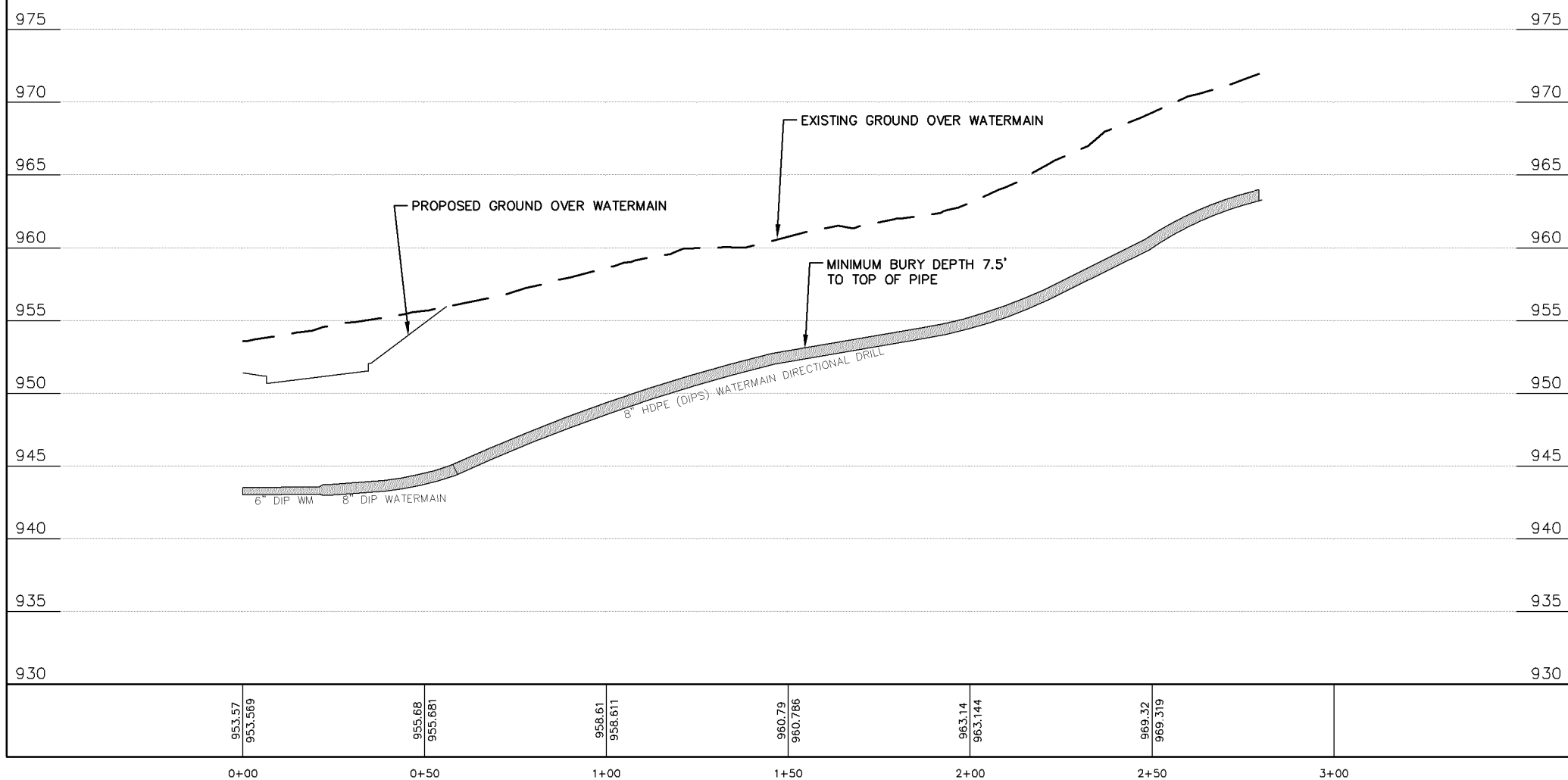
DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: Site Plan.dwg



RADISSON ROAD WATERMAIN



NOTES:
1. ALL WATERMAIN AND SANITARY SEWER TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY STANDARD DETAILS AND SPECIFICATIONS.

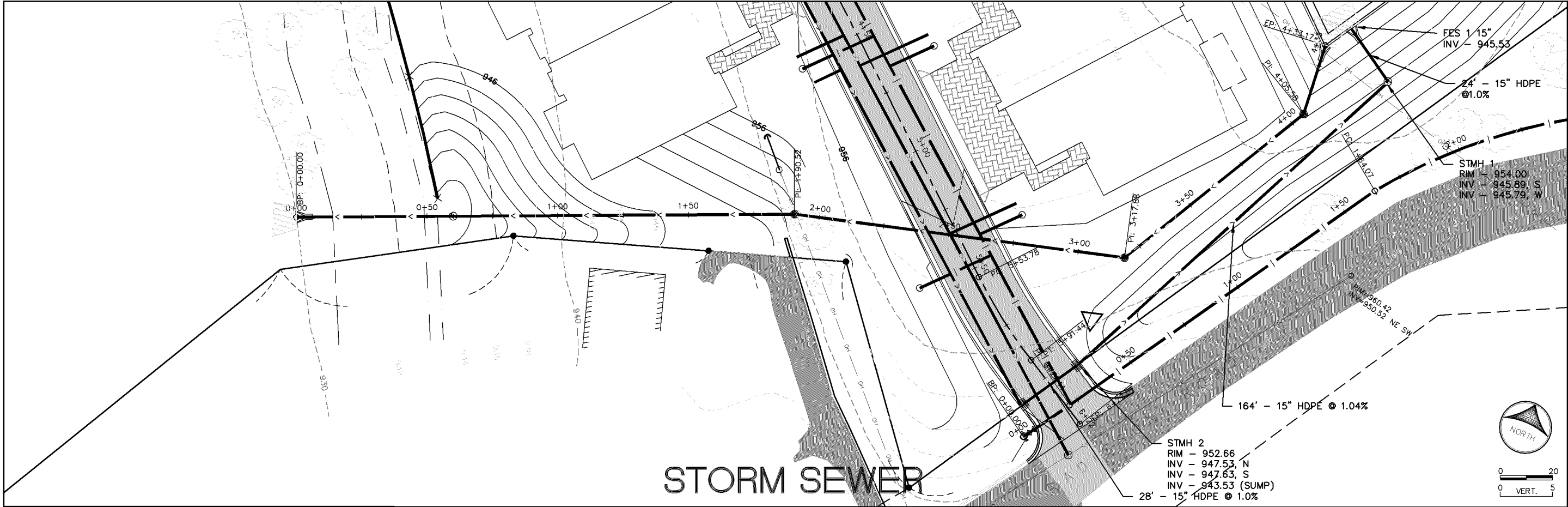


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SIGNATURE Lee W. Ellering DATE 06/29/22
PRINTED NAME LEE W. ELLERING LIC. NO. 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
RADISSON ROAD WATERMAIN

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: Proposed_Profiles.dwg



ELERING & ASSOCIATES
10062 PLUMBERS CT NE
SHOREWOOD, MN 55449
TEL: 763-780-0450

NO.	DATE	BY	REVISION DESCRIPTION

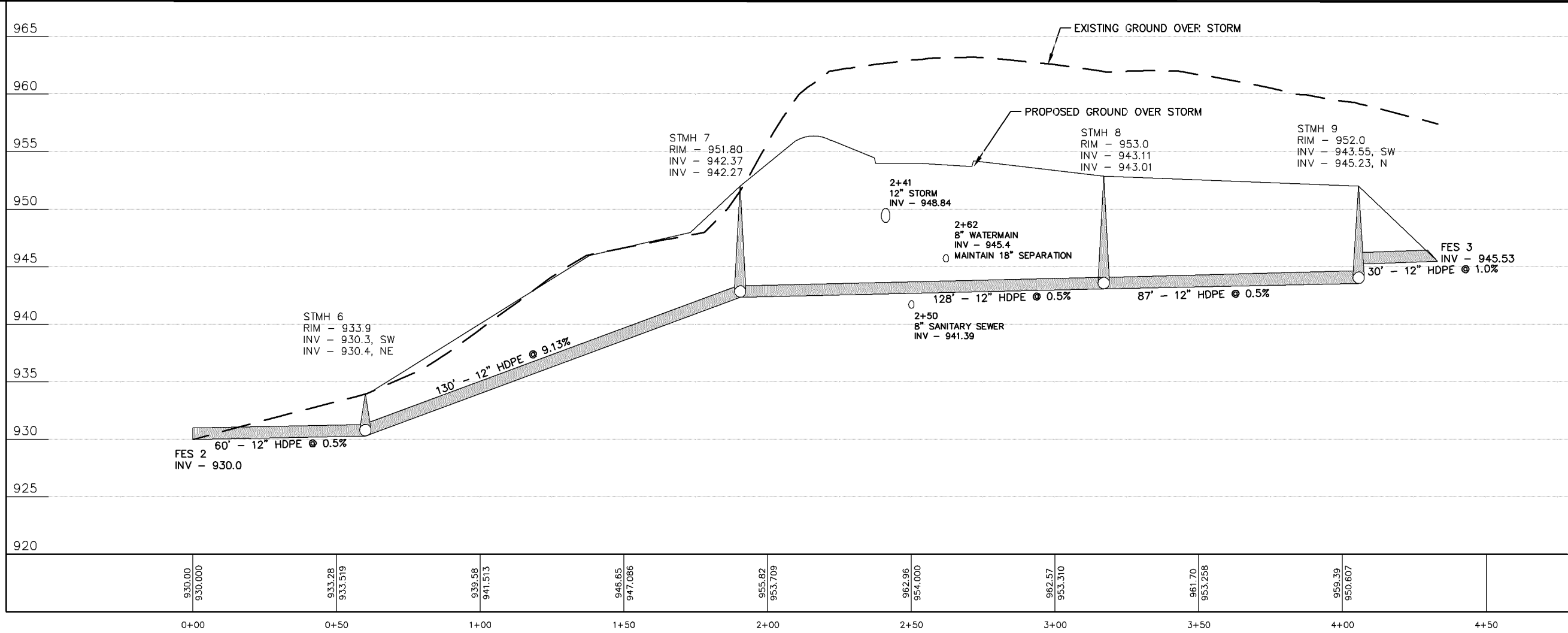
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SIGNATURE: *Lee W. Elering* DATE: 08/29/22
PRINTED NAME: LEE W. ELERING LIC. NO.: 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
STORM CROSSING

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 12/10/21
CAD FILE: Proposed_Profile.dwg

SHEET
C8.0



Storm Water Pollution Prevention Plan
20430 Radisson Road

Maple Shores

Project Site Address:
20430 Radisson Road, Shorewood
In Hennepin County, Minnesota

Section 36, Township 117, Range 23

Project Owner: Chamberlain Homes
PIN: 36-117-23-22-0024

Introduction

The purpose of this project is to redevelop the existing 5.95 acre site into a 5 building (9 unit) residential development. The site is located between Radisson Road and Minnesota Hwy 7 in the City of Shorewood. The east portion of the parcel includes Lake Como and is undevelopable under the current standards.

The north east portion of the existing site drains to a low area on the site which is not a wetland. The south west portion of the site drains west to Como Lake. The proposed improvements will utilize Como Lake for the discharge of stormwater from the site after treatment and rate control from a newly constructed basin.

Project Area:

Total Project Size (Approx. Disturbed Area) – 5.95 acres
Existing Area of Impervious Surface – 6,283 sq. ft.
Post Construction Area of Impervious Surface – 45,909 sq. ft.
Total New Impervious Surface Area Created – 39,626 sq. ft.

Stormwater Design Specifications

Drainage Area – 4.35 acres modeled which includes offsite drainage area

	Existing Discharge Rate	Proposed Discharge Rate
1–Year	0.75 cfs	0.27 cfs
10–Year	2.58 cfs	2.52 cfs
100–Year	6.55 cfs	6.36 cfs

North Pond/Infiltration Basin – NWL – 944.73
100–Year HWL – 949.16

Planned Construction Start Date – Summer 2022
Planned Construction Completion Date – Summer 2023

Special Environmental Considerations:

Was an environmental review required for this project or any part of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species or their critical habitat?	NO
Does any portion of this site discharge to a Calcareous fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of the site potentially affect properties listed on the National Register of Historic Places or known or discovered archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent storm water management design requirements infeasible for this project?	NO
Has the MN DNR promulgated "work in water restrictions" for any Public Water this site discharges to during fish spawning?	NO

General Stormwater Discharge Requirements:

All requirements listed in Part III of the Permit for the design of the permanent stormwater management systems and discharge have been included in the preparation of this SWPPP. These include but are not limited to:

- The expected amount, frequency, intensity, and duration of precipitation.
- The nature of stormwater runoff and run-on at the site.
- Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
- The range of soil particle sizes expected to be present on the site.

Responsible Parties

- Owner – Chamberlain Homes
- SWPPP Designer – Elfering & Associates. Contact: Lee Elfering; Phone 763-780-0450

Training – University of Minnesota – Design of Construction SWPPP (May 31 2025)

- Contractor – To be determined
- Site Manager – To be determined
- Responsible Party for Long Term O&M – Development Association

Copies of a current Erosion and Stormwater Management card issued by the University of Minnesota shall be attached to the SWPPP as documentation of training.

II. SWPPP Coordination and Duties

The Contractor shall establish a chain of responsibility for their operations and their subcontractors' operations to ensure that the Storm Water Pollution Prevention Plan is implemented over the life of the contract. The Contractor shall furnish a certified Erosion Control Supervisor. This supervisor shall be identified by name at the preconstruction conference and a contact number provided. Issues that arise during construction that impact the permit will be addressed, and if necessary, the supervisor will notify the proper regulatory official.

It will be the responsibility of the Erosion Control Supervisor to implement the SWPPP during construction and maintain a quality control program. In addition, the Erosion Control Supervisor will:

- Oversee maintenance practices identified as BMP's.
- Conduct or provide for inspection and monitoring activities.
- Identify other potential pollutant services and add them to the plan.
- Ensure that any changes in construction plans are addressed in the SWPPP.

The City will have their inspector monitor and inspect the activities as well, which in no way relieves the Contractor from performing these duties.

SWPPP Amendments:

Permittee must amend the SWPPP as necessary to include additional requirements to correct problems identified or address the following situations:

- There is a change in design, construction, operation, maintenance, weather or seasonal conditions.
- Inspections or investigations by site owner or operations, USEPA or MPCA officials determine the SWPPP is not minimizing discharge of pollutants to surface waters or underground waters or discharges are causing water quality standards exceedances.
- The SWPPP is not achieving the objectives of minimizing pollutants in stormwater discharges associated with construction activity, or the SWPPP is not consistent with the terms and conditions of the permit.
- The MPCA determines that the project's stormwater discharges may cause, have reasonable potential to cause, or continue to non-attainment of any applicable water quality standard, or the SWPPP does not incorporate the applicable requirements of the permit.

III. Project Description

A. Existing Conditions/ Site Location

The existing site is located between Radisson Road and Minnesota Highway 7 in the City of Shorewood. The current property contains a single family residence and driveway. The west portion of the property includes Como Lake. The site includes grades as high as 970 and as low as 930.

B. Construction Type

The project includes the redevelopment of the site to a 9 unit single family residential development. A stormwater infiltration/rate control pond will be constructed to provide for stormwater rate control, abstraction, and treatment. Access to the site will be from an extension of a road from Radisson Road.

All sediment and erosion control measures consist of installation of silt fence, a rock construction entrance, inlet controls, and other methods, if necessary, to prevent the migration of sediment and material. Restoration shall be completed by hydroseeding the disturbed vegetated areas upon completion of the grading operations.

Erosion Control Plan Sheet

– Sheet C4.0

C. Dewatering and Basin Draining:

Dewatering is not anticipated but if necessary turbid or sediment laden waters related to dewatering or basin draining shall be discharged to a temporary sedimentation basin on the project site. The site will be determined by the Contractor and approved by the Engineer prior to the start of dewatering operations. The area shall be excavated as a temporary measure to allow for collection of sediment laden water prior to discharge during construction of the project. The temporary basin may discharge to surface waters if the basin water has been visually checked to ensure adequate treatment has been obtained and that the nuisance conditions will not result from the discharge. Discharge points shall be adequately protected from erosion and proper velocity dissipation provided. The temporary basin shall be restored by the Contractor (incidental).

All water from dewatering or basin-draining activities must be discharged in a manner that does not cause nuisance conditions, erosion, or inundation of down stream waters. Discharge shall be clear, sediment free water on to a grassed area if discharged downstream or pumped and used on site in a manner that does not cause erosion.

D. Sediment Control Practices

Silt fence and/or biologs shall be placed at the downstream side of the disturbance area of the project. A rock construction entrance will be installed the new drive location off the existing bituminous. Inlet protection devices shall be installed in newly installed inlets during construction.

IV. Identification of Potential Storm Water Contaminants

The purpose of this section is to identify pollutants that could impact storm water during construction operations. The possible pollutants that could be present in the storm water are listed in the following table.

Material	Physical Description	Storm Water Pollutant(s)	Location to be Used	Process for Containment
Concrete	White Solid	Limestone, sand	Curb & Gutter Structure Rings	Designated wash areas or complete removal from site
Hydraulic Oil/ Fluids	Brown oily petroleum	Mineral oil	Random leaks	Oil absorbing diapers, trained personnel
Gasoline	Colorless	Petroleum Hydrocarbon benzene	Machinery used in construction	Oil absorbing diapers, trained personnel
Antifreeze	Clear/ green/ yellow	Ethylene glycol, propylene glycol	Machinery used in construction	Trained personnel
Wastewater from Construction	Equipment washing	Water, soil, oil and grease	Not allowed within project limits	
Cleaning Solvents	Colorless, blue, or yellow-green liquid	Perchloroethylene, methylene chloride, trichloroethylene, petroleum distillates	No cleaning equipment in project limits. Trained applicators for concrete cleaning and prep work	Tarps
Permanent Fertilizer	Liquid or solid grains	Nitrogen, phosphorous, potassium, chlorides	Newly seeded areas	Organic base, slow release forms only
Erosion	Solid Particles	Soil, sediment	Project limits	Rapid stabilization measures

V. Potential Areas for Storm Water Contamination

The following potential areas were identified as possible storm water contamination areas:

- Areas of pavement disturbance
- Areas of utility installation

VI. Storm Water Management Controls

The controls will provide soil stabilization for disturbed areas and structural controls to divert runoff and remove sediment. Care will be taken to provide restoration as soon as grading operations cease.

A. Temporary Erosion Control

The estimated quantities for the erosion prevention and sediment control items are as follows:

ITEM	QUANTITY
Rock Construction Entrance	1 – Each
Silt Fence (Pre-grading)	1250 – Linear Feet
Bioroll (Pre-grading)	320 – Linear Feet
Silt Fence (Post-grading)	335 – Linear Feet
Inlet Protection	4

Vegetation in areas not needed for construction shall be preserved. The allowable amount of time a site can remain without stabilization when not being worked on is 7 days. In the case where construction activity temporarily ceases for the amount of time listed above, stockpiles and disturbed portions of the site will be stabilized with temporary seed and mulch. The temporary seed shall be Mn/DOT Mixture 21-113 for seeding between May 1 and August 1 and Mn/DOT Mixture 100 after August 1. The Contractor will prepare each area for permanent restoration as soon as construction in that area is completed.

VII. Best Management Practices

A. Site Wide Control Measures

To prevent soil from being transported off site, for both the undisturbed and disturbed areas of the site, the following BMPs will be implemented onsite:

- Construction sequencing will allow areas to be undisturbed until necessary for construction.
- The smallest vegetated area possible will be disturbed during construction.
- After construction in an area is completed, the Contractor shall immediately restore that area to its existing condition.
- Topsoil stockpiles will be stabilized with temporary seed and mulch no later than 3 days from the last construction activities that formed the stockpiles. The Rapid Stabilization Method 3 will be used to stabilize the topsoil. The Rapid Stabilization method includes quick temporary seed and quick release fertilizer. If necessary, this work shall be incidental to the project.
- A weekly written erosion control schedule will be required. It will discuss, among other items listed in the Construction Specifications, how related work to offsite drainage will be incorporated into the weekly erosion plan schedule, how the SWPPP is functioning and any necessary changes that need to be discussed. A fine of \$1000 per day will be enforced if the Contractor fails to perform as outlined in the SWPPP and/or Specification.
- Remove all soils and sediments tracked or otherwise deposited onto public streets outside of the project area. If tracking occurs the City may order sweeping to be completed at no cost with a pick-up broom sweep.
- All measures contained in this document shall be completed by the contractor at no cost unless specific bid items are included.



ELFERING & ASSOCIATES
10002 RADISSON CT NE
SHOREWOOD, MN 55449
PH: 763-780-0450

NO.	DATE	BY	REVISION DESCRIPTION

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SIGNATURE: *Lee Elfering* DATE: 06/29/22
PRINTED NAME: LEE ELFERING LIC. NO.: 41613

MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55331
STORM WATER POLLUTION PREVENTION PLAN

DESIGNED BY: KJE
APPROVED BY: LWF
DRAWN BY: KJT
JOB NUMBER: 900063E
CAD DATE: 02/21/22
CAD FILE: /SWPPP.DWG

SHEET

C10.0

B. Construction Practices to Minimize Storm Water Contamination

The Contractor's Erosion Control Supervisor will instruct all personnel by regarding the correct procedure for waste disposal. Good housekeeping and spill control practices will be followed during construction to minimize storm water contamination from petroleum products, fertilizer, and concrete.

- All nonhazardous waste materials will be collected and stored in a secure dumpster or another approved containment method at the end of each day.
- All trash and construction debris from the site will be deposited in the dumpster.
- No construction materials will be buried onsite.
- A licensed sanitary waste management contractor will collect all sanitary waste from any portable units at a rate necessary to maintain designated function.
- Partially used fertilizer bags will be transferred to a sealable bin to prevent spills.
- All vehicles left onsite will be monitored for leaks to reduce the chance of contamination.
- Petroleum products will be stored in tightly sealed, properly labeled containers. An effort will be made to store only enough product required to complete the job.
- Products will be kept in their original containers with the original manufacturer's label. Manufacturers' recommendations for proper use and disposal will be followed.
- Materials and equipment necessary for spill cleanup will be kept in the temporary material storage trailer onsite.
- All spills will be cleaned up immediately upon discovery. Spills large enough to reach the storm conveyance system will be reported to the MPCA State Duty Officer at 1-800-422-0798.
- The Contractor shall comply with applicable State and local waste disposal, sanitary sewer, or septic system regulations. In the event of a conflict with other government laws, rules and regulations, the more restrictive laws, rules or regulations shall govern.

VIII. Coordination of BMPs with Construction Activities

Structural BMPs shall be in place prior to construction. The following is a sequence of the major activities on the project:

1. Silt Fence shall be installed before any grading begins.
2. Utility installation
3. Complete grading
4. Construct street
5. Stabilize disturbed areas as soon as possible according to the SWPPP.
6. Permanent erosion control measures shall be installed (hydroseeding) by the Contractor.
7. Remove temporary erosion control materials once construction has ceased.

Construction is anticipated to begin in Summer 2022. Final completion is set for Summer 2023.

IX. Maintenance/Inspection Procedures

C. Inspections

The following inspection and maintenance practices will be used to maintain erosion and sediment controls:

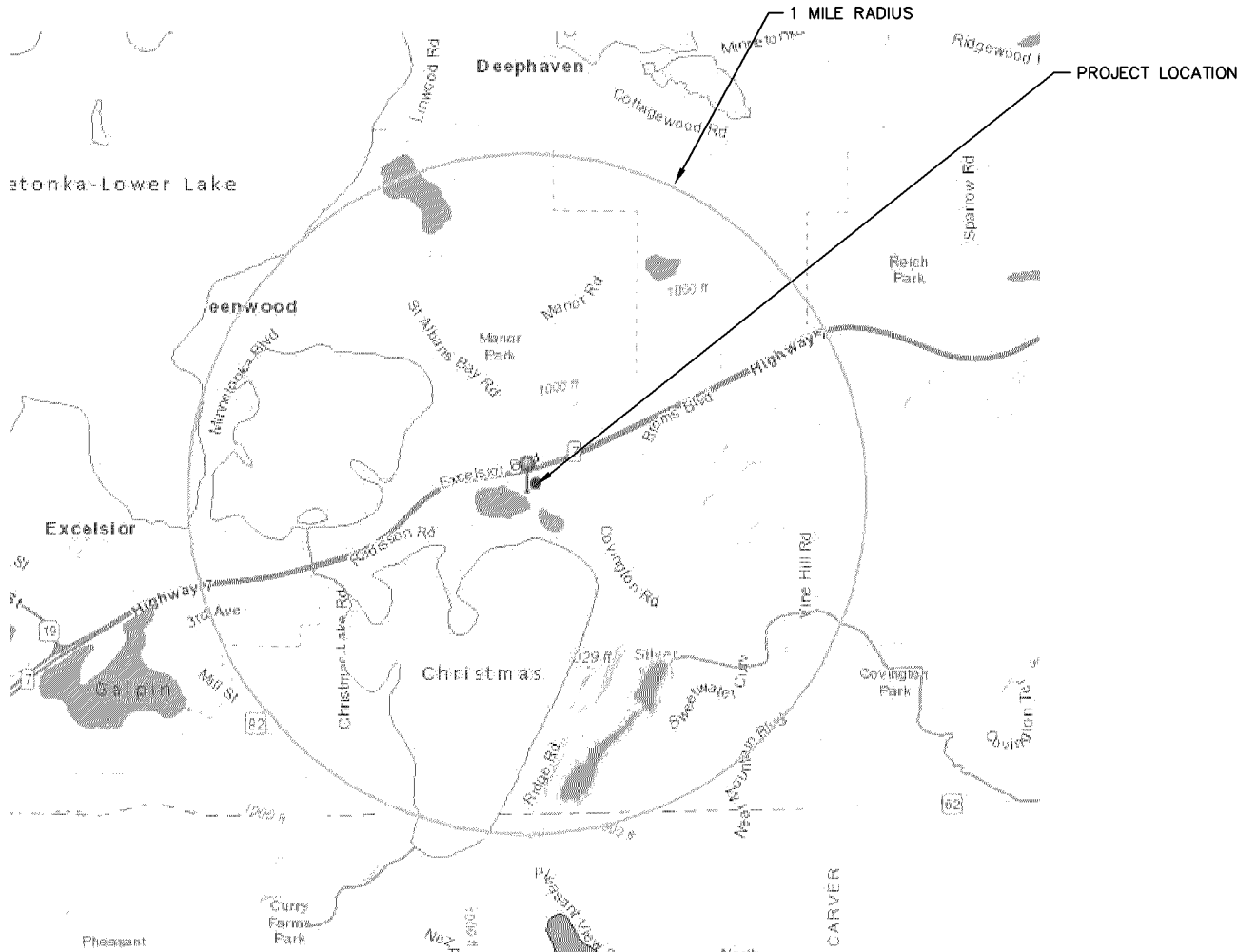
- All erosion control measures shall be inspected at least once per week and within 24 hours of all storm events greater than 0.5 inches. All measures will be maintained in good working order.
- Built up sediment shall be removed from silt fence within 24 hours when it has reached 1/3rd the height of the fence.
- Temporary and permanent seeding and/or planting will be inspected for bare spots and washouts.
- The outlets of all culverts are intact and functioning as designed.
- A maintenance inspection report will be completed by the Contractor and submitted to the Owners representative for each inspection.
- If construction activities or design modifications are made to the site plan that could impact storm water, this SWPPP will be amended appropriately. The amended SWPPP will have a description of the new activities that contribute to the increased pollutant loading and the planned source control activities.

X. Soil Types

Information will be provided in the geotechnical report for the project.

Receiving waters, including surface water, wetlands, and Public Waters are identified within one mile of the project location.

Name of Water Body	Type	Appendix A Special Water	Impaired Water within 1 Mile	USEPA Approved TMDL
Como Lake	Lake	No	No	N/A



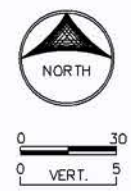
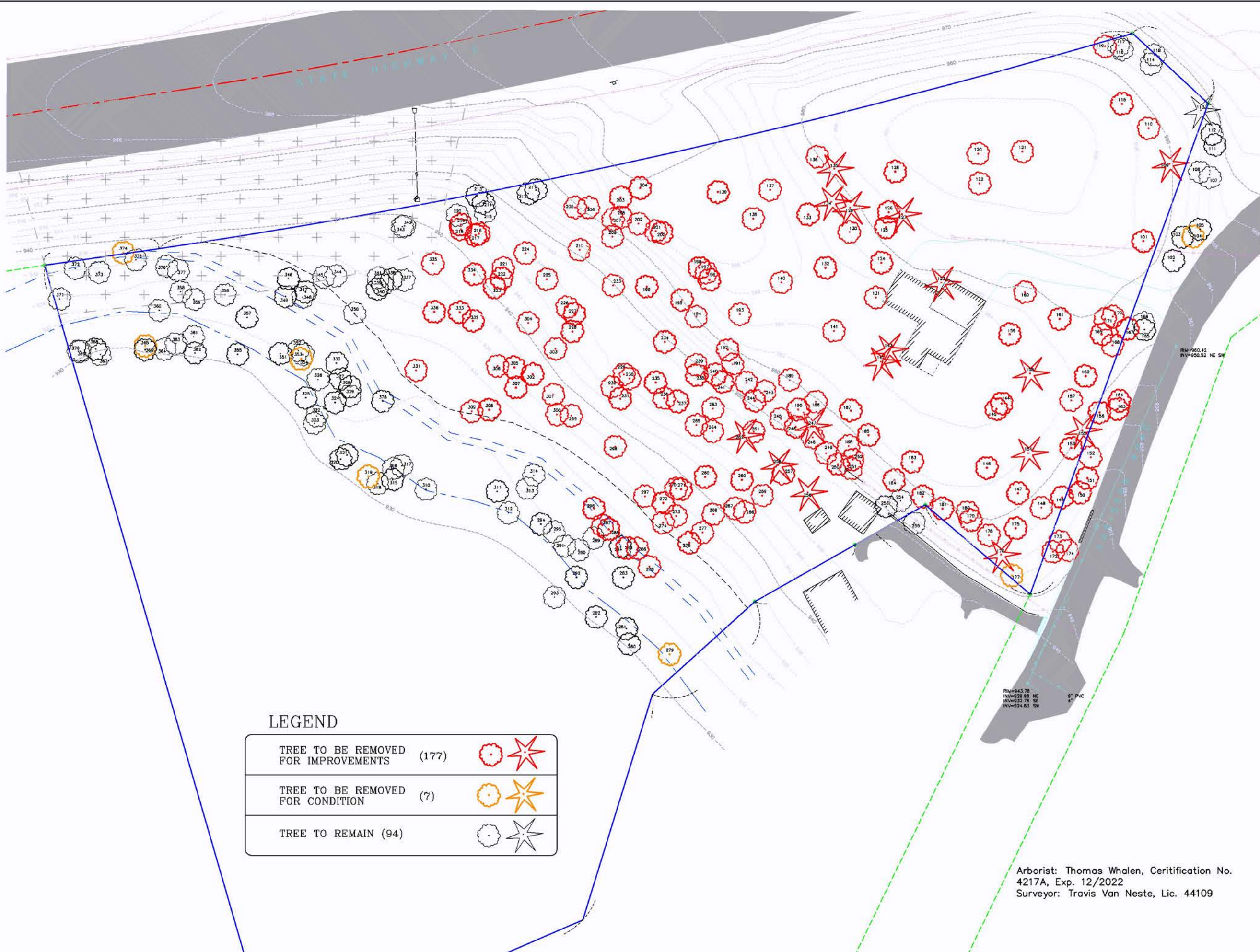
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STORM WATER POLLUTION PREVENTION PLAN

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MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
TREE PLAN

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 02/21/22
CAD FILE: /Tree Survey.dwg

Arborist: Thomas Whalen, Certification No. 4217A, Exp. 12/2022
Surveyor: Travis Van Neste, Lic. 44109

Tag No.	Diameter (inches)	Species	Condition	Notes	Remove
101	28	Sugar Maple	P	Large open cracks	x
102		Box Elder			
103	30	Black Locust	G		
104	30	Black Locust	P	Rotten base	x (Condition)
105	10	American Elm	G		
106	20	Ash	G		x
107	12	Apple	G		
108	18	Basswood	G		
109	15	Spruce	P	over 1/2 dead	x
110	22	Sugar Maple	P	Rotten base/large crack	x
111	16	Sugar Maple	G		
112	12	Hackberry	G		
113	8	Red Pine	G		
114		Box Elder			
115	23	Sugar Maple	G		x
116	14	Ash	G		
117	9	American Elm	P	leaning	
118	11	Sugar Maple	G		
119	14	Ash	G		x
120	22	Black Walnut	G		x
121	24	Norway Spruce	G		x
122	16	Paper Birch	P	Insects;birch bore	x
123	30	White Cedar	G		x
124	23	White Poplar	G	leaning	x
125	14	Ash	G		x
126	10	Ash	G		x
127	30	White Cedar	G		x
128	36	Sugar Maple	G	crack in stem	x
129	18	Red Pine	G		x
130	30	Ohio Buckeye	G	3 multi-stem	x
131	12	Ash	G		x
132	26	Sugar Maple	P	leaning and hollow trunk	x
133	26	Ohio Buckeye	G	multi-stem	x
134	14	Blue Spruce	P	1/2 dead	x
135	12	Red Pine	P	1/2 dead	x
136	21	Sugar Maple	G		x
137	18	Ohio Buckeye	G		x
138	42	Norway Maple	G	crack in base	x
139	45	Black Locust	G	3 multi-stem	x
140	24	Mulberry	G	large broken hanging limb	x
141	72	Black Locust	H	very rotten base	x
142	11	Spruce	P	90% dead	x
143	14	Spruce	P	1/2 dead	x
144	15	Mulberry	G		x
145	18	Mulberry	P	large crack	x
146	25	Paper Birch	G		x
147	28	Norway Maple	H	hollow rotten trunk	x
148	16	Black Locust	G		x
149	20	Black Locust	G		x
150	18	Black Locust	G		x
151	24	Black Locust	G		x
152	19	Slippery Elm	G		x
153	12	Mulberry	G		x
154	18	Spruce	P	1/2 dead	x
155	15	Red Pine	P	1/2 dead	x
156	16	Black Locust	G		x (Site Triangle)
157	16	Norway Maple	P	Rotten trunk	x
158	14	Spruce	P	1/2 dead	x
159	20	Ash			x
160	30	Honey Locust	H	Very rotten truck	x
161	15	Ginko	G		x
162	24	Black Walnut	G		x
163	18	Honey Locust	G		x (Site Triangle)
164	14	Red Oak	G		x (Site Triangle)
165	12	Mulberry	P	Leaning over road	
166	11	Ash	P	Leaning over road	
167	11	Ash	G		x
168	12	Hackberry	G		x
169	21	Red Pine	G		x
170	10	Ash	G		x

Tag No.	Diameter (inches)	Species	Condition	Notes	Remove
171	12	European Mountain Ash	G		x
172	14	Black Walnut	G		x
173	4	Black Locust	G		x
174	17	Black Locust	G		x
175	16	Spruce	P	over 1/2 dead	x
176	6	White Pine	G		x
177	12	Mulberry	P	leaning; 1/2 dead	x (Condition)
178	15	Black Locust	G		x
179	12	Black Locust	G		x
180	17	Black Locust	G		x
181	12	Hackberry	G		x
182	23	Black Locust	G		x
183	10	Mulberry	G		x
184	33	Black Locust	G		x
185	27	Ash	P	over 1/2 dead	x
186	13	Honey Locust	G		x
187	25	Black Walnut	G		x
188	13	Black Locust	P	over 1/2 dead	x
189	26	Silver Maple	G		x
190	14	Black Locust	G		x
191		Box Elder			x
192	18	Black Locust	G		x
193	26	Norway Maple	P	rotten hollow base	x
194	9	Hackberry	G		x
195	30	Slippery Elm	G		x
196	15	Black Locust	G		x
197	15	Black Locust	G		x
198	30	Black Locust	G		x
199	12	Slippery Elm	G		x
200	15	Elm	DEAD		x
201	12	Apple	DEAD	Fire blight	x
202	25	Honey Locust	G		x
203	16	Sugar Maple	G		x
204	14	Spruce	P	1/2 dead	x
205		Box Elder			x
206	14	Honey Locust	G		x
207	20	Honey Locust	G		x
208	14	Honey Locust	P	Leaning	x
209	14	Elm	G		x
210	15	Sugar Maple	G		x
211	24	Cottonwood			
212	20	Cottonwood			
213	12	Ash	G		
214	17	Basswood	G		
215	18	Red Oak	G		
216	12	Ash	G		x
217	11	Ash	G		x
218	15	Ash	G		x
219	10	Ash	G		x
220	10	Ash	G		
221	13	Poplar	G		x
222	19	Poplar	G		x
223	12	Poplar	G		x
224	12	Poplar	G		x
225	12	Common Poplar	G		x
226	18	Poplar	G		x
227	19	Poplar	G		x
228	23	Poplar	G		x
229	15	Black Locust	G		x
230	17	Black Locust	G		x
231	16	Ash	G		x
232		Box Elder			x
233	9	Ash	G		x
234	10	Ash	G		x
235	10	Ash	G		x
236	17	Black Locust	G		x
237	11	Black Locust	G		x
238	27	Black Locust	G		x
239	15	American Elm	G		x
240	14	Elm	G		x
241	15	Black Locust	G		x
242	13	Black Locust	G		x
243	40	Black Locust	G		x

Tag No.	Diameter (inches)	Species	Condition	Notes	Remove
244	15	American Elm	G		x
245	16	American Elm	G		x
246	10	Black Locust	G		x
247	12	Red Pine	P	over 1/2 dead	x
248	18	American Elm	G		x
249	11	Slippery Elm	G		x
250	24	Slippery Elm	G		x
251	21	Slippery Elm	G		x
252	18	American Elm	G		x
253	42	Black Locust	G		
254	14	Black Locust	G		
255	27	Black Locust	G		
256	22	Red Pine	G		x
257	14	Sugar Maple	G		x
258	10	Red Pine	P	1/2 dead	x
259	12	Ash	G		x
260	13	Ash	G		x
261	18	Black Locust	G		x
262	16	Red Pine	G		x
263	12	Black Locust	G		x
264	15	Ash	G		x
265	25	Hackberry	G		x
266	18	Ash	G		x
267	15	Ash	G		x
268	21	Ash	G		x
269	13	Ash	G		x
270	10	Ash	G		x
271	16	Ash	G?	Might EAB	x
272	11	Ash	G		x
273	26	Ash	P	large crack	x
274	30	Elm	H	dead	x
275	40	Black Locust	G		x
276		Box Elder			x
277	12	Ash	G		x
278		Box Elder			x
279	18	Ash	P	hollow rotten trunk	x (Condition)
280		Box Elder			
281		Box Elder			
282	24	Ash	G		
283	16	Ash	G		
284	14	Ash	G?	EAB?	
285	13	Ash	G		x
286	11	Ash	G		x
287	11	Ash	G		x
288		Box Elder			x
289	12	Ash	G		
290	10	Ash	G		
291	10	Ash	G		
292		Box Elder			
293	12	Ash	G		
294	52	Cottonwood	G		
295	10	Ash	G		
296	11	Ash	G		x
297	12	Ash	G		x
298	18	Ash	G		x
299		Box Elder			x
300	30	Poplar	P	Rotton top	x
301		Box Elder			x
302		Box Elder			x
303		Box Elder			x
304	42	Poplar	G		x
305		Box Elder			x
306	15	Ash	G		x
307	17	Ash	G		x
308	25	Poplar	P	dead tip	x
309		Box Elder			x
310	15	Willow	P	Leaning	
311		Box Elder			
312	14	Ash	G		
313		Box Elder			
314	14	Ash	G		
315	10	Ash	G		
316	18	Cottonwood			
317	23	Cottonwood			

Tag No.	Diameter (inches)	Species	Condition	Notes	Remove
318	25	Cottonwood			
319		Willow	P	broken top	x (Condition)
320	21	Cottonwood			
321	30	Cottonwood			
322	11	Elm	G		
323	20	Cottonwood			
324	36	Cottonwood			
325	23	Cottonwood			
326	18	Cottonwood			
327	12	Cottonwood			
328	11	Cottonwood			
329	20	Cottonwood			
330	28	Cottonwood			
331	8	Ash			x
332	18	Ash	G		x
333		Box Elder			x
334	12	Red Oak	G		x
335		Box Elder			x
336		Box Elder			x
337	10	Ash	P	Leaning	
338		Box Elder			
339		Box Elder			
340		Box Elder			
341		Box Elder			
342		Box Elder			
343		Box Elder			
344		Box Elder			
345	13	American Elm	G		
346		Box Elder			
347	35	Cottonwood	Leans toward	HUGE	
348	60	Cottonwood	Hwy 7	HUGE	
349		Box Elder			
350		Box Elder			
351	22	Cottonwood			
352	20	Cottonwood			
353	28	Cottonwood			
354	10	Elm	Dead		x (Condition)
355	12	Ash	G		
356	40	Cottonwood			
357	50	Cottonwood			
358	13	Ash	G		
359	12	Ash	G		
360	15	Ash	G		
361	26	Cottonwood			
362	62	Cottonwood			
363		Box Elder			
364	30	Cottonwood			
365	10	Ash	DEAD		x (Condition)
366	13	Ash	P	leaning	
367	9	Ash	G		
368	12	Ash	P	leaning	
369	11	Elm			
370	13	Ash	G		
371	16	Ash	G		
372		Box Elder			
373		Box Elder			
374	16	Sugar Maple	P	rotton trunk	x (Condition)
375		Box Elder			
376	14	Ash	G		
377	13	Ash	G		
378		Box Elder			



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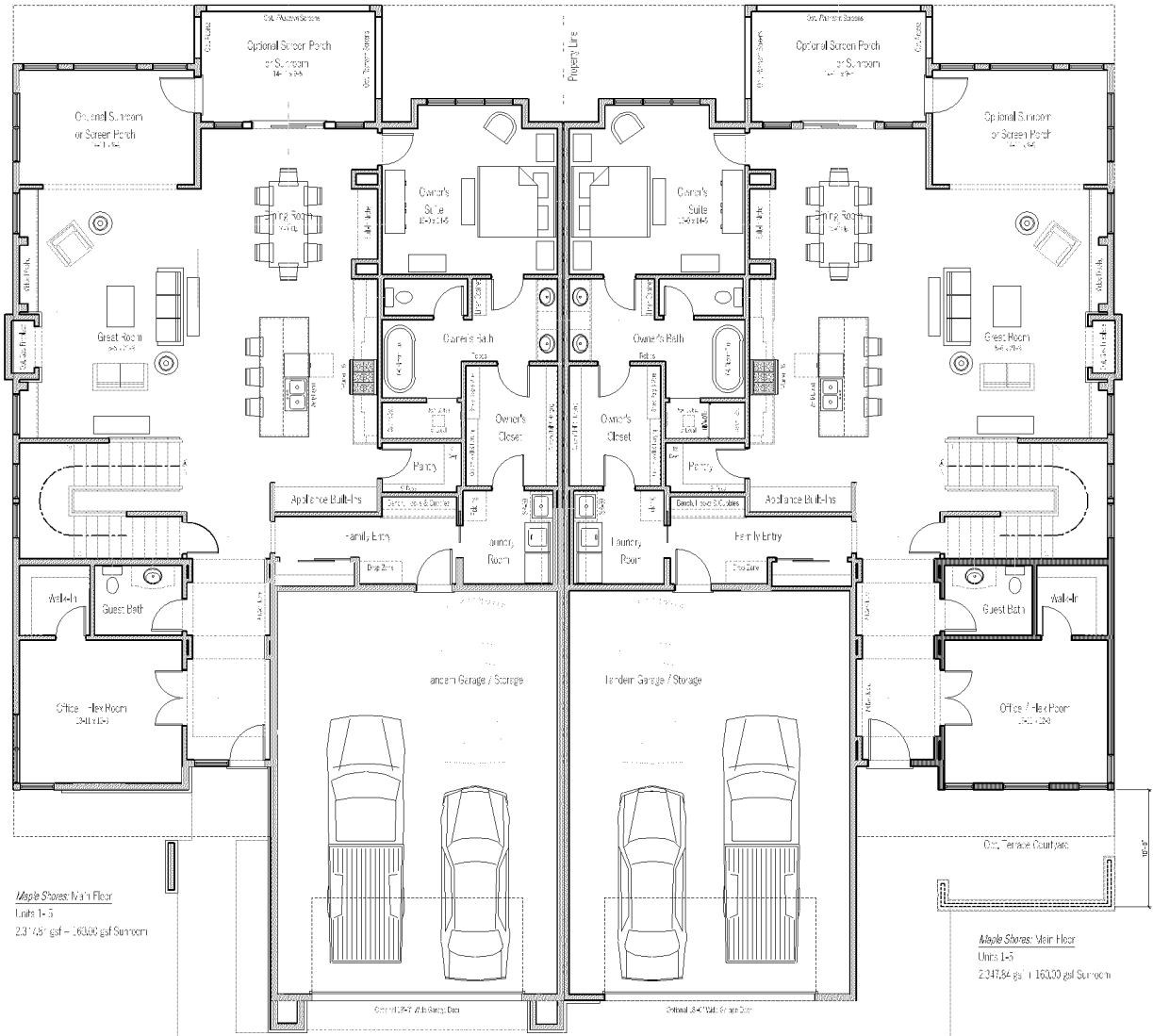
MAPLE SHORES
20430 RADISSON ROAD, SHOREWOOD, MN 55449
TREE PLAN

DESIGNED BY: KJE
APPROVED BY: KJE
DRAWN BY: LWE
JOB NUMBER: 900066E
CAD DATE: 02/21/22
CAD FILE: Tree Survey.dwg

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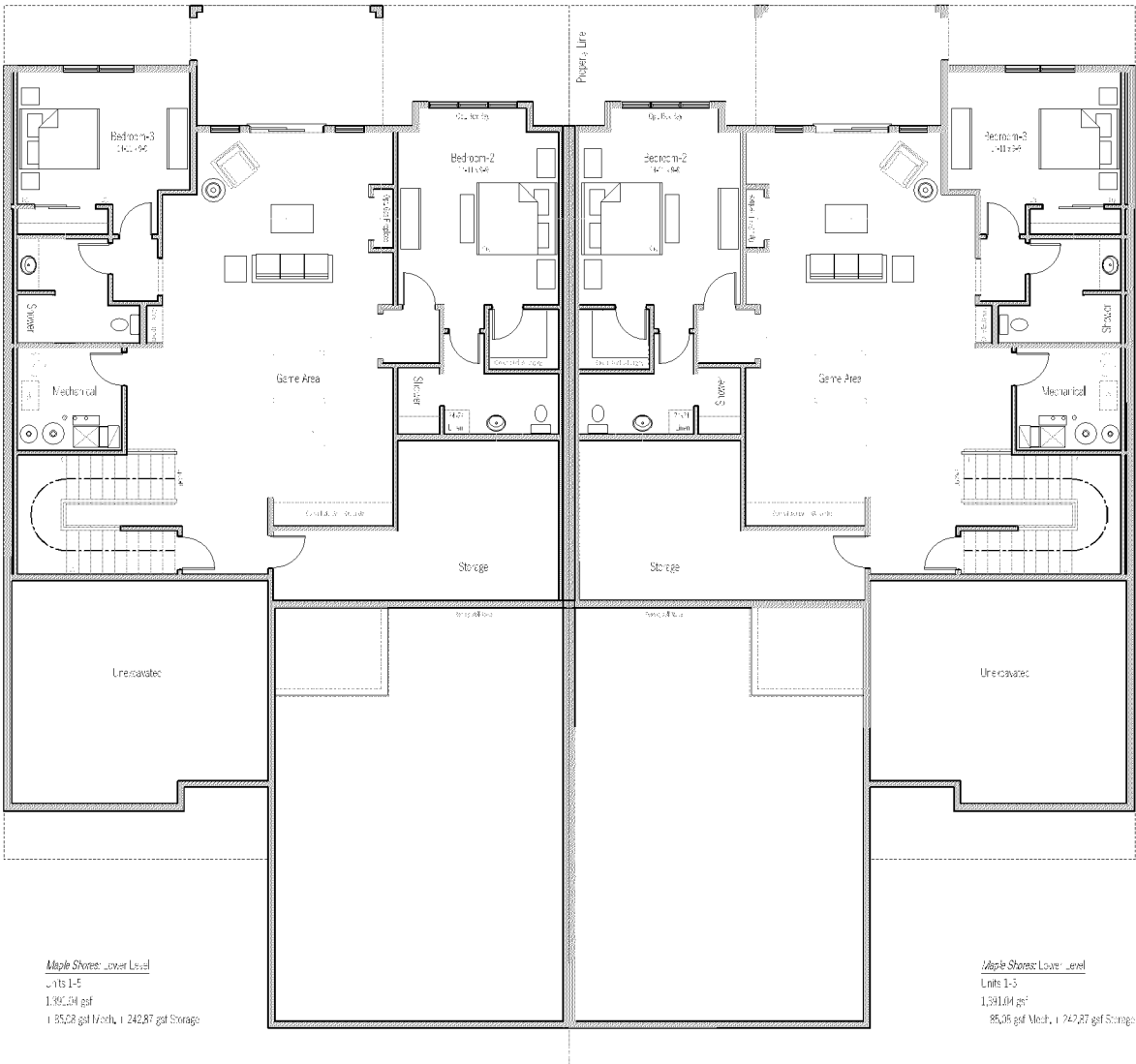
Maple Shores

Lake Como Side



Building 1 Unit 1 Main Level
Building 2 Unit 3 Main Level

Building 1 Unit 2 Main Level
Building 2 Unit 4 Main Level



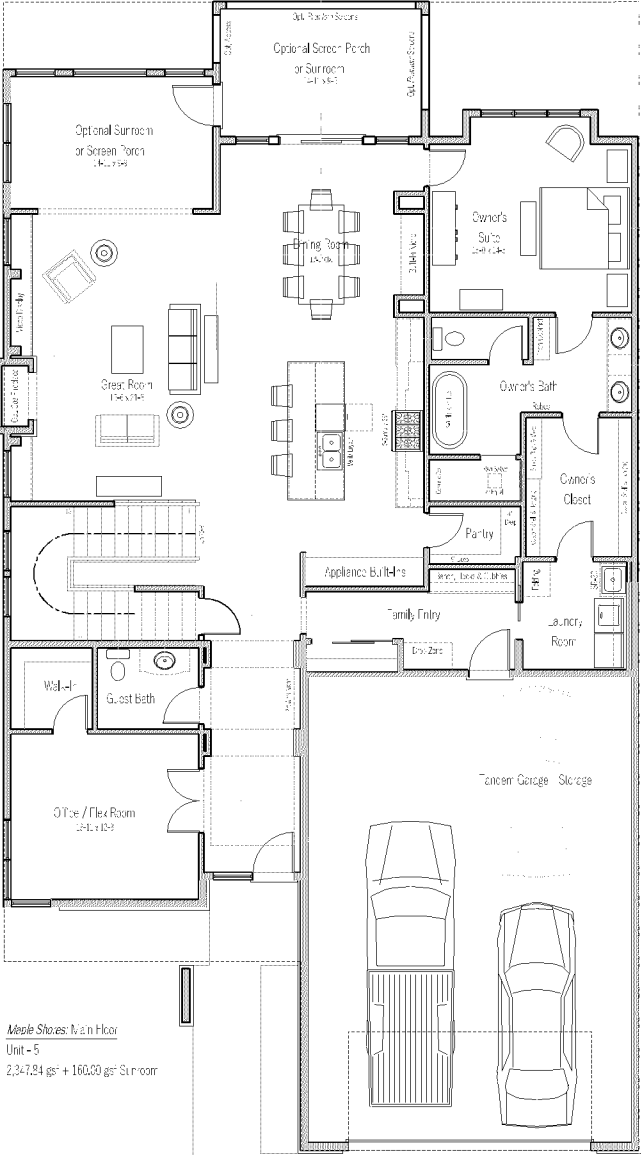
Building 1 Unit 1 Lower Level
Building 2 Unit 3 Lower Level

Building 1 Unit 2 Lower Level
Building 2 Unit 4 Lower Level



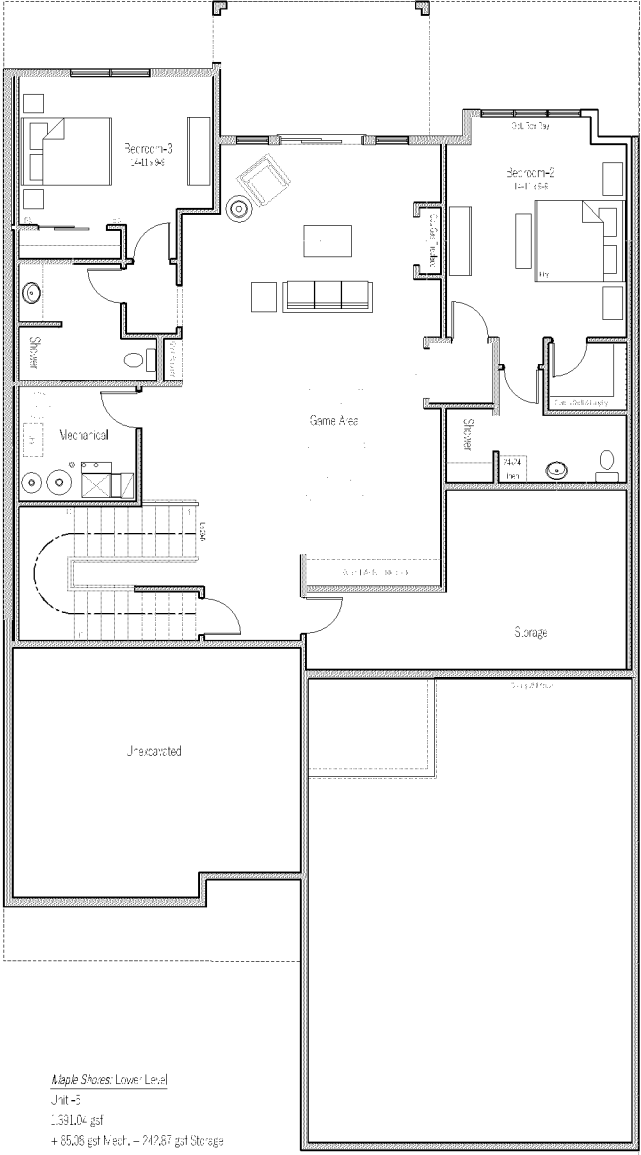
Maple Shores

Lake Como Side



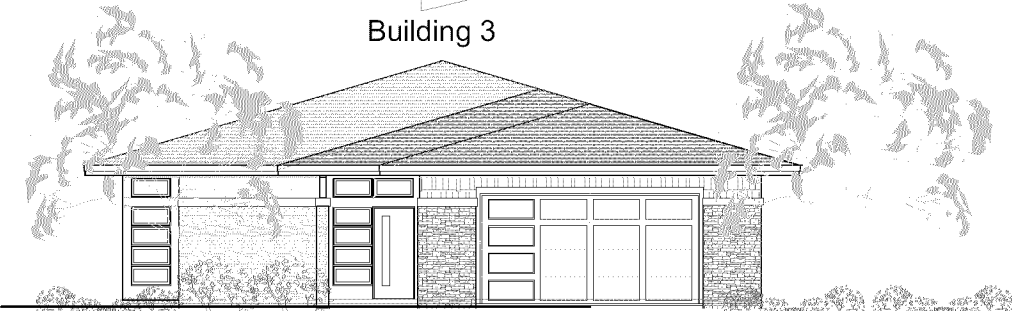
Maple Shores Main Floor
Unit - 5
2,347.94 sq' + 160.00 sq' Carport

Building 3 Unit 5 Main Level



Maple Shores Lower Level
Unit - 5
1,591.04 sq' + 85.06 sq' Mech. - 747.67 sq' Storage

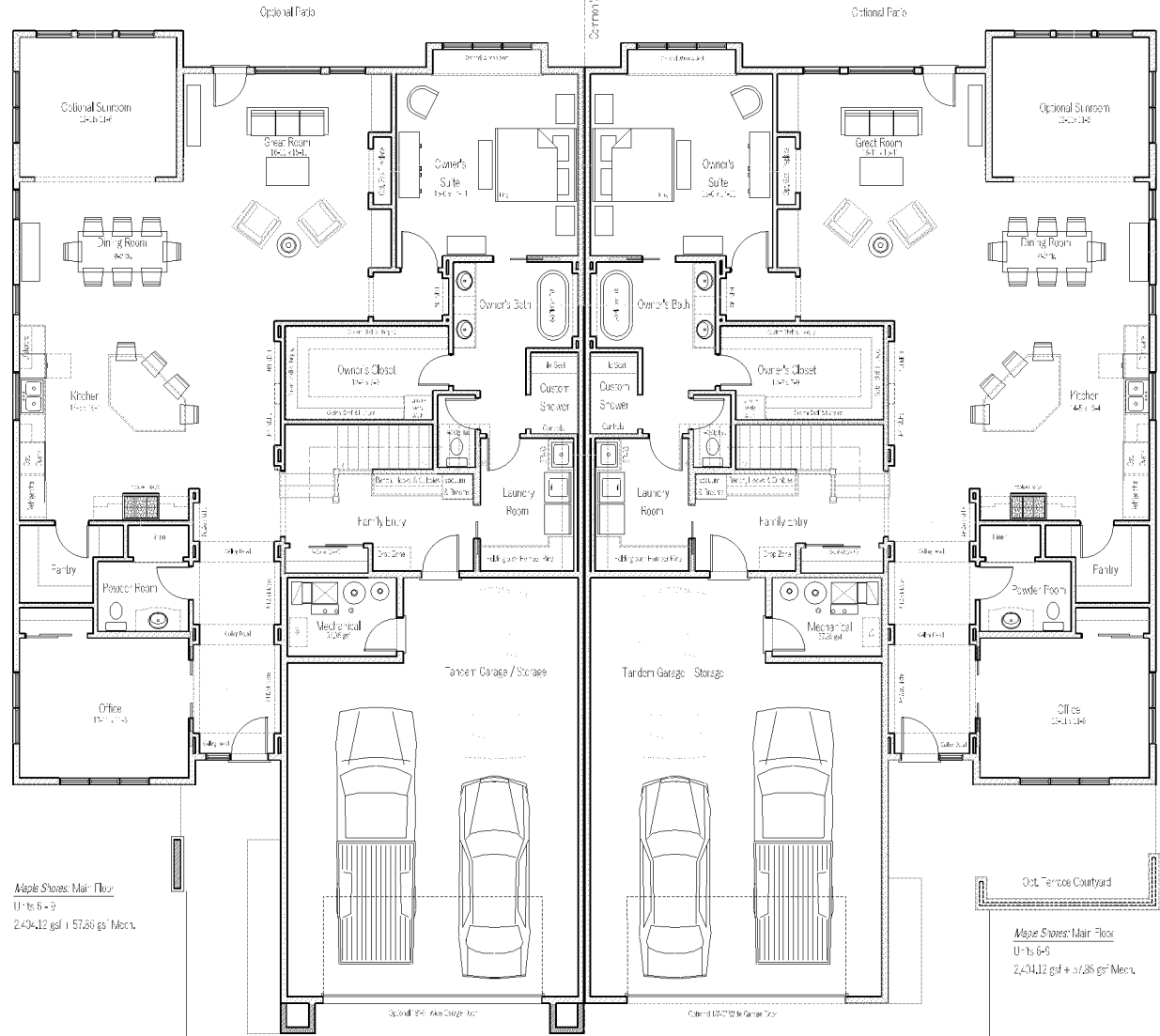
Building 3 Unit 5 Main Level



Building 3

Maple Shores

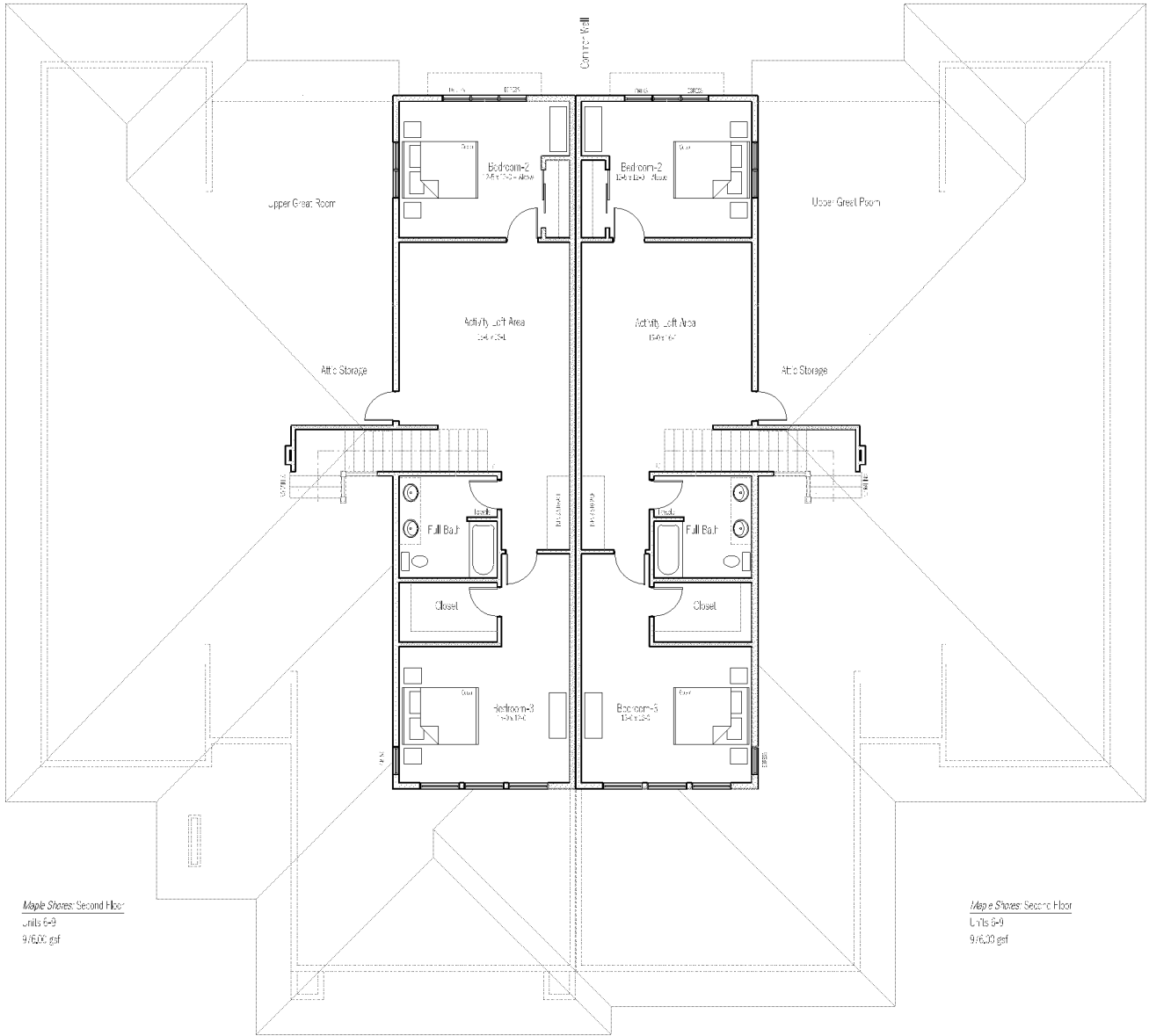
Storm Pond Side



Building 4 Unit 6 Main Level
Building 5 Unit 8 Main Level

Building 4 Unit 7 Main Level
Building 5 Unit 9 Main Level

Building 4



Building 4 Unit 6 Upper Level
Building 5 Unit 8 Upper Level

Building 4 Unit 7 Upper Level
Building 5 Unit 9 Upper Level

Building 5

