



STAFF REPORT

DATE: 5/21/24

REGULAR

Motion

TO: Lake Elmo City Council
FROM: Nathan Fuerst, AICP, Consulting Planner
AGENDA ITEM: Bridgewater Village Final Plat and Bridgewater Bank Zoning Text Amendment
REVIEWED BY: Jason Stopa, Community Development Director
Clark Schroeder, City Administrator

BACKGROUND:

Bridgewater Bancshares, Inc. (Applicant/Property Owner), represented by North Shore Development, has requested Final Plat approval for the Bridgewater Village development. A Zoning Text Amendment is requested to reduce the overall number of parking stalls associated with a financial institution. The development contains four commercial lots and four outlots. Two outlots, Outlots E and D are planned for medium density residential use when developed in the future.

On January 2, 2024 the City Council voted to approve the comprehensive plan amendment, rezoning, and conditional use permit requests.

On February 6, 2024 the City Council voted to approve the preliminary plat. No requests for flexibility to City standards were approved with the preliminary plans.

After the preliminary plat approval, the Applicant contacted the City with a request to build fewer parking stalls than are currently required for a financial institution. The rationale for the request is that modern banks need fewer stalls to fully park the use. Staff have suggested a zoning text amendment to allow review of the parking requirement for existing or new banks in the City.

Of the four lots to be platted at this time, two lots are proposed with Office buildings, one a Bank (Bridgewater Bank), and one a retail building. The approved conditional use permit is for the bank property to contain a drive through serving the bank use. The Comprehensive Plan Amendment and Rezoning were approved by the City to ensure the development complies with the City's adopted plans and policies.

ISSUE BEFORE THE COUNCIL:

The City Council should review and act on the Final Plat and Zoning Text Amendment requests.

GENERAL INFORMATION:

Applicant: Jerry Baack, 4450 Excelsior Blvd, Ste 100, Minneapolis, MN 55416
Property Owner: Bridgewater Bancshares, Inc., 4450 Excelsior Blvd, Ste 100, Minneapolis, MN 55416
Location: Two parcels bound by Stillwater Way N., CSAH 14, CSAH 15
PID#s: 1202921440023 and 1202921440022
Land Use Map: Commercial (C), Village Medium Density Residential (V-MDR)
Deadline: Application Complete – 9/22/2023
60 Day Deadline – 11/21/23
Extension Letter – Developer Extension until 2/20/24 at 1/2/24 CC Mtg.
120 Day Deadline – n/a

PROPOSAL DETAILS/ANALYSIS:

Overall Plat Summary:

Gross Site Area - Total	24.13 acres
Wetland Area	0.0 acres
Arterial ROW	0.94 acres
Net Site Area - Total	23.19 acres
Net Site Area - First Addition	7.0 acres
Net Site Area – Future	16.19 acres
Additions (VMDR area)	
Minimum Units (3.01 u/a)	49
Maximum Units (8.0 u/a)	130

The Developer is proposing a Mixed Use development to occur in two or more phases. There are a total of 7 acres of commercial land proposed, which includes 4 separate lots to be rezoned to Commercial (C). The remaining land area, just over 16 acres, was rezoned to Village Medium Density Residential (V-MDR) and guided the same during the preliminary approval process.

The VMDR area shown on the development master plan will be developed in a future phase. Those lots are shown on the preliminary plat to be outlots which will be replatted when market conditions allow per the Applicant’s narrative.

Final Plat Conformance

The proposed plat has not been changed from the Preliminary Plat approval. The uses proposed and lot areas and configuration are consistent. However, the developer does to deviate from certain standards in the City’s Engineering Design Standards Manual regulating public improvements in Lake Elmo. Those standards are reviewed later in this report.

Environmental Review. The entire Village Area was subject to an Alternative Urban Area Review (AUAR) when the area was brought into the Municipal Urban Service Area (MUSA).

The AUAR was updated in early 2022 as required. No further environmental review is required. The AUAR Fee will be required to be paid prior to release of the final plat.

Land Use(s): A high level review of the requests against adopted City plans and policies is below. A review of the site against applicable subdivision and zoning design and performance standards also follows.

Comprehensive Plan

An Amendment to reguide the parcel(s) was previously approved by the City Council on January 2, 2024. The City's future land use map guides the subject property with a VMDR area of 16.19 acres, and a Commercial area of 7.0 acres. The proposed plan has not been changed from the Preliminary Plat approval and is consistent with the City's Comprehensive Plan as amended. With no known undevelopable areas, the net acreage of the VMDR area will be 16.19 acres. This will result in a minimum of 49 dwelling units and a maximum of 130 dwelling units. The master plan shows 96 residential units, which is within the allowable density range for this site. Density will ultimately be reviewed for conformance at the time the VMDR area outlots are developed.

Conditional Use Permit (CUP)(previously approved on 1/2/2024)

A CUP for a drive through associated with a financial institution was approved by the City Council on January 2, 2024. Ultimately, the bank property will need to conform with the criteria established for drive through facilities in City Code.

Commercial Lot Land Uses

Lots 1 & 2 are proposed to be offices. Lot 3 is proposed as a financial institution, and Lot 4 is proposed to be retail. All of these uses are permitted by right, and will ultimately be reviewed and approved administratively unless a CUP, variance, or other type of formal review is identified as required.

Site Plan Review: The commercial lots were reviewed by staff for conformance with applicable zoning and subdivision requirements. No flexibility is requested by the Applicant from the City's Zoning ordinance. All commercial lots will be reviewed again through a site plan review process at the time construction is proposed on each lot. Lots must be developed to all relevant city standards and will be reviewed for final site design, landscaping, parking, grading and stormwater, etc.

Both VMDR outlots will need to be subdivided to be developed. Any proposed improvements would be reviewed against the City's ordinances, plans, and policies at that time.

Commercial Lot Bulk Standards

A review of the commercial lots was conducted in the preliminary plat review. Lot sizes, areas, and configurations have not changed. The commercial lots meet the minimum area and width standards of LEC 105.12.930. Improvements on the commercial lots will be reviewed for applicable bulk standards (setbacks, impervious, building height, etc.) when proposed.

Parking

Off-street parking is required consistent with City Code Section 105.12.410. Since the proposed land uses and floor areas of the proposed buildings will be subject to change based on site layout, tenant, or property owner needs, etc., staff will conduct a review of parking requirements at the time of site plan review.

Bridgewater Bank has proposed to reduce the number of parking stalls required by City Code for a financial institution (proposed on Lot 3, Block 2). This amendment was reviewed by staff and the Planning Commission. That review is found later in this report.

Signage

No signage is proposed on the plans or discussed in the Applicant's narrative. The Applicant is intending to install a subdivision monument sign; however the location is not known at this time. Signage will be reviewed when requested by the Applicant or subsequent property owners.

Commercial Lot Performance Standards

The proposed commercial lots will be subject to other site and building design performance standards which may not be mentioned in this report. Those standards include, but are not limited to the City's Design Guidelines Standards Manual, landscaping requirements, lighting, parking lot landscaping, off-street loading areas, etc. No flexibility to any City standards is requested by the Applicant at this time. All individual lots will have to meet the performance standards in the zoning ordinance at the time of permit application. A condition has been added.

Landscaping and Tree Preservation: The Landscape Architect has found the tree preservation plan to meet applicable City standards. The Landscape Architect has found that the landscaping plans require revisions to meet City code. Seed mixes need to be changed, plan notes need to be changed, and the developer needs to confirm the final plans will meet topsoil and tree irrigation requirements. Therefore, staff suggest approval contingent upon satisfying the comments in the Landscape Architect's Memo dated April 11, 2024. A condition of approval has been added.

Parkland Dedication: The City's ordinance requires parkland dedication in the amount of 10% for Mixed Use projects incorporating a residential component. This development was brought to the City's Parks Commission during the concept plan review process, and it was determined that a cash in lieu payment could be acceptable given that the property is not in a park search area. The City will charge a parkland dedication fee for the first phase of the development. Of the overall 24.13 acres, 15.47 acres will be platted as lots, roadway, or stormwater/landscaping outlots.

The dedication requirement for this property is calculated by staff as follows.

- Step 1: 10% of 15.47 gross acres equates to 1.547 gross acres required for parkland dedication.
- Step 2: According to recent property sale information, the fair market value per acre is \$107,833 dollars.
- Step 3: 1.547 ac x \$107,833 per ac = \$166,818

Engineering Standard Flexibility

The Applicant has submitted a memo, appended to this report, which identifies several alternative design considerations necessitating flexibility from the City's Engineering Design and Construction Standards Manual. The Applicant has made the following requests:

1. Commercial lot side yard easement width – easement with reduction from 10' to 5' in side yards to increase flexibility of site design.
2. Easement grading – increased slope in some easement areas, particularly near infiltration basin potentially requiring revision of stormwater ponding outlot area.
3. Stillwater way trail stormwater conveyance – an alternative to a storm sewer system is proposed by altering trail elevation relative to Stillwater Way, and passing stormwater along a drainage ditch and under the required trail using stormwater drainage grates.
4. Driveway access and spacing – a minimum of 100' separation between driveways is proposed.
5. Internal turn lane taper and queuing lengths – retain proposed turn lanes as proposed instead of lengthening and relocating property access points.
6. Wet pond safety and maintenance benches – a 4' tall ornamental fence is proposed to keep individuals from falling down wet pond embankments which have a slope over 3:1.

These requests should be reviewed by the City Engineer prior to an approval of the final construction plans. If the final plat is approved, Staff suggest a condition that will require conformance with the City's adopted Engineering Design Standards Manual dated January 2022 unless otherwise approved by the City.

Review Comments:

City Engineer Comments:

See attached memo dated April 15, 2024. The City Engineer has suggested that approval, if granted, should be conditional upon addressing each review comment in the Engineer's review memo. Modifications to the plans are required in the City Engineer's Memo. Additional information is also required from the Applicant, and any public improvements shall be consistent with the City Engineering Design Standards Manual dated January 2022.

Fire Chief Comments:

See attached memo dated March 27, 2024. Conditional approval is suggested.

Landscape Architect Comments:

See attached memo dated April 11, 2024. Conditional approval is suggested.

Valley Branch Watershed District:

The applicant has submitted a permit application to the Valley Branch Watershed District. Staff are in communication with the VBWD and seeking to coordinate on permitting reviews and timelines as necessary.

City Attorney Review:

The City Attorney has reviewed a title commitment and the final plat to produce a plat opinion. The Applicant is currently in the process of addressing all comments of the plat opinion, and will need to do so prior to recording of the final plat. A condition has been added.

PRELIMINARY PLAT/PUD CONDITIONS OF APPROVAL

Items in grey text below have been addressed, items in black must be addressed by the Applicant concurrent with, or following, final plat approval:

1. Submission of the Comprehensive Plan amendment to the Metropolitan Council and the receipt of formal notification from the Metropolitan Council that it has reviewed and approved the proposed Comprehensive Plan amendment for the Property.
2. Prior to the City finding any application for the final plat to be complete, the Applicant must address all comments in the City Engineer's memo dated October 10, 2023 to the satisfaction of the City.
3. Prior to the City finding any application for the final plat to be complete, the Applicant must revise the landscape plan and tree preservation plan in accordance with the City Landscape Architect's memo dated October 9, 2023 to the satisfaction of the City.
4. Prior to the City finding any application for the final plat to be complete, the Applicant shall demonstrate compliance with the items listed in the September 28, 2023 memo from the Fire Department to the satisfaction of the City.
5. The City Attorney shall issue a plat opinion certifying that the final plat, title evidence, and all agreements and documents meet the requirements of the City Code and state statutes prior to the City Council review or approval of the final plat.
6. The final plat shall include all necessary and additional public right-of-way and easements.
7. If necessary, the Applicant must provide the City with a copy of written permission from adjacent property owners for any off-site grading work and storm sewer discharges to adjacent properties before starting any site work, grading and as part of any final plat application.
8. No flexibility from City standards is provided by this approval. All lots to be platted in this subdivision must meet existing City standards at the time of building permit submittal.
9. Sign permits are required and must comply with the City Code.
10. All public improvements constructed to support the subdivision must be designed and constructed in accordance with the City Engineering Design Standards Manual dated January 2022, unless approved otherwise by the City Engineer.
11. The Applicant shall verify compliance with Valley Branch Watershed District ("VBWD") comments. The Applicant must provide the City with evidence that all conditions attached to any VBWD permit will be met before the starting of any grading activity on the Property.
12. That the Applicant must obtain all necessary permits including but not limited to all applicable City permits (building, grading, wetland, sign, etc.), NPDES/SWPPP permits and VBWD permits before starting any grading or construction activities.
13. Park dedication shall be paid prior to recording of the final plat.
14. The City's Village AUAR Fee must be paid prior to recording of the final plat.
15. A storm water maintenance and easement agreement in the City's standard form shall be executed and recorded with the final plat.
16. A landscape license agreement in the City's standard form shall be executed and recorded with the final plat.
17. Before the execution and recording of a final plat for the development, the developer or the Applicant shall enter into a Development Agreement with the City. Such an agreement must be approved by the City Attorney. The Development Agreement must be approved by the City Council. The agreement shall delineate who is responsible for the design, construction, and

payment for the required improvements with financial guarantees therefore. The agreement shall outline any approved phasing plan.

18. The Applicant or developer must enter into a separate grading agreement with the City before starting any grading activity in advance of final plat approval. The City Engineer shall review any grading plan that is submitted in advance of a final plat and said plan shall document the extent of any proposed grading on the site.
19. The Applicant must submit a revised preliminary plat and project plans meeting all conditions of approval for City review and approval. The revised Applicant project plans and other materials shall meet all of the above conditions before the City will find complete any final plat application for the development and before the start of any clearing or grading activity on the site.
20. That the Applicant must submit the final plat within 180 days after City Council approval of the preliminary plat or approval of the preliminary plat shall be considered void unless a request for a time extension is submitted in writing and approved by the City Council.

ZONING TEXT AMENDMENT

The Applicant is proposing to amend Table 5-2 of LEC 105.12.410 to change the ratio of stalls required for a Financial Institution. Financial Institutions are defined in City Code as follows:

Financial institution means provision of financial and banking services to consumers or clients. Walk-in and drive-in services are generally provided on site. Typical uses include banks, savings and loan associations, savings banks, credit unions, lending establishments, and drive-up automatic teller machines (ATMs).

Although the code is periodically updated, it has likely been years since the specific parking requirements for financial institutions were revisited. In the last decade, the industry has changed greatly in terms of how services are delivered. Many bank customers utilize digital services across different devices to replace the need to physically visit a bank, and banks have reduced the number of employees on site as a result. This trend is not expected to stop given recent advances in self-service ATMs and other digital assistance technologies.

Current code requirement: 1 space per 100 sq ft of usable floor area

Applicant proposed code revision: 1 space per 200 sq ft of usable floor area

Staff proposed code revision: 1 space per 200 sq ft of gross floor area

Example proposed: 6000 sq ft bank building (staff estimate <15 full time employees)

- Current Code parking requirement – ~60 stalls
- Proposed Code parking requirement – 30 stalls

Other Area Municipal Ordinances

- Stillwater – 1 stall per 200 sq ft floor area
- Woodbury – 1 stall per 200 sq ft floor area (offices)
- Cottage Grove – 1 stall per 250 sq ft floor area
- Forest Lake – 1 stall per 200 sq ft floor area (offices/retail)
- Blaine – 1 stall per 400 sq ft floor area
- Hugo – 1 stall per 250 sq ft gross floor area

Planning Commission review and Public Hearing

A public hearing regarding the zoning text amendment was sent to surrounding property owners on April 29, 2024 and published in the City's official newspaper shortly thereafter. No public comment was received at the time this report was written.

RECOMMENDED FINDINGS OF APPROVAL:

The City Council will be required to make findings in support of a decision to approve or deny the Applicant's requests. The following findings could be made by the City to approve the development.

Final Plat Findings. Staff recommends approval of the Final Plat based on a finding that the development meets the criteria for denial as follow:

1. That all the requirements of City Code Section 103.00.100 related to the Final Plans and Final Plat have been met by the Applicant.
2. That the Bridgewater Village Final Plat consists of 4 commercial lots plus an outlots intended for future residential development and stormwater management.
3. That the Bridgewater Village Final Plat is generally consistent with the Preliminary Plat as approved by the City of Lake Elmo on February 6, 2024.
4. That the Bridgewater Village Final Plat is consistent with the intent of the 2040 Lake Elmo Comprehensive Plan and the 2040 Land Use Map for this area.
5. That the Bridgewater Village Final Plat complies with the general intent of the Commercial zoning district.
6. That the Bridgewater Village Final Plat generally complies with the Lake Elmo Design Guidelines and Standards Manual.
7. That the Bridgewater Village Final Plat generally complies with the City's Subdivision regulations.
8. That the Bridgewater Village Final Plat generally complies with the City's Zoning Code.
9. That the Bridgewater Village Final Plat is generally consistent with the City's engineering standards with the exceptions noted by the City Engineer in their review comments to the City dated April 15, 2024, and as otherwise identified in future reviews.

Zoning Text Amendment Findings:

In order for the zoning text amendment to be approved, the City must find:

1. That all the requirements of City Code Section 105.12.280 related to the Zoning Amendments have been met by the Applicant.
2. The proposed change is consistent with standards found in the City's zoning ordinance for areas where financial institutions are permitted; and
3. The proposed change is consistent with the City's Comprehensive Plan.

RECOMMENDED CONDITIONS OF APPROVAL:

Staff recommends the City Council approve of the Final Plat request with the following conditions:

1. Prior to the City signing or approving recording of the Final Plat or Development Agreement, the Applicant shall fully address all comments in the following review memos, or any subsequently revised memo, to the satisfaction of the City:
 - a. City Engineer's memos dated April 15, 2024,
 - b. City Landscape Architect's memo dated April 11, 2024,
 - c. City Fire Chief's memo dated March 27, 2024.
 - d. City Attorney's Plat Opinion dated April 12, 2024.
2. All public improvements constructed to support the subdivision must be designed and constructed in accordance with the City Engineering Design Standards Manual dated January 2022, unless approved otherwise by the City.
3. All easements as requested by the City Engineer and Public Works Department shall be documented on the Final Plat before the execution of the final plat by City Officials.
4. That prior to the City permitting the recording of the Final Plat and Development Agreement, the applicant shall demonstrate that the plans reflect compliance with Valley Branch Watershed District (VBWD) review requirements and provide the City evidence that all conditions attached to a VBWD permit will be met before the starting any grading activity on the site.
5. That the applicant shall obtain all necessary permits for the Subdivision Improvements including but not limited to all applicable City permits (building, grading, sign, etc.), MDH, MPCA, County R/W, NPDES/SWPPP permits and Valley Branch Watershed District approval before starting any grading or construction activities.
6. Sign permits are required and proposed signage must comply with Lake Elmo City Code.
7. The applicant/developer is responsible, at their own expense, for installing all required right of way improvements.
8. No flexibility from City standards is provided by this approval. All lots to be platted in this subdivision must meet existing City standards at the time of building permit submittal.
9. If applicable, a storm water maintenance and easement agreement in a form acceptable to the City shall be executed and recorded with the final plat.
10. If applicable, a landscape and irrigation license agreement in a form acceptable to the City shall be executed and recorded with the final plat.
11. The applicant/developer shall provide the City a fee in lieu of park land dedication as required by Section 103.00.150 and consistent with preliminary approvals to be paid prior to recording of the final plat.
12. The applicant shall pay required Village AUAR fee prior to release of the final plat.
13. If necessary, the applicant shall provide the City with a copy of written permission for any off-site grading work and storm sewer discharges to adjacent properties before starting any site work, grading and as part of any final plat or final PUD application.
14. Before the execution and recording of a final plat for the development, the developer or applicant shall enter into a Developer's Agreement with the City. Such an Agreement must be approved by the City Attorney and by the City Council. The Agreement shall delineate who is responsible for the design, construction and payment for the required improvements with financial guarantees, therefore. The agreement shall outline any approved phasing plan.

15. The Applicant or developer must enter into a separate grading agreement with the City before starting any grading activity in advance of final plat approval. The City Engineer shall review any grading plan that is submitted in advance of a final plat and said plan shall document the extent of any proposed grading on the site.
16. That the Applicant must record the final plat within 180 days after City Council approval or the final plat shall be considered void unless a request for a time extension is submitted in writing and approved by the City Council.

FISCAL IMPACT: Prior to recording the Final Plat, the Applicant will pay the City fees for utility connections, the AUAR fee, and Parkland Dedication. Building Permit fees will be collected at the time of permit issuance. No financial assistance is being provided by the City as part of this project.

RECOMMENDATION:

This is a Final Plat request. The City has already provided an approval of the Preliminary Plat plans. The proposed final plat and project plans are found to be consistent with the preliminary approvals. Staff therefore suggest approval based on compliance with existing City Standards.

EXAMPLE MOTIONS:

“Motion to adopt Resolution 2024-067 approving the final plat, requested by Bridgewater Bancshares, INC., for Bridgewater Village based on the findings of fact and conditions of approval listed therein.”

AND

“Motion to adopt Ordinance 2024-12 approving the Zoning Text Amendment to parking requirements for financial institutions requested by Bridgewater Bancshares, INC.”

AND

“Motion to adopt Resolution 2024-068 approving the Summary Publication of Ordinance 2024-12.”

ATTACHMENTS:

1. Resolution 2024-067 Approving Bridgewater Village Final Plat
2. Ordinance 2024-12 Approving Zoning Text Amendment to Parking for Financial Institutions
3. Resolution 2024-068 Approving Summary Publication of Ordinance 2024-12
4. Application Narrative and Engineering Standards Memo
5. Final Plat and Project Plans
6. City Engineer Memo
7. Fire Chief Memo
8. Landscape Architect Memo

**CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA**

RESOLUTION NO. 2024-067

RESOLUTION APPROVING THE FINAL PLAT REQUEST FOR BRIDGEWATER VILLAGE

WHEREAS, the City of Lake Elmo is a municipal corporation organized and existing under the laws of the State of Minnesota; and

WHEREAS, the City of Lake Elmo has established a Comprehensive Plan that includes background data, policy statements, standards, and maps that help to guide the future physical, social, and economic development of the City; and

WHEREAS, Bridgewater Bancshares, Inc., (the “Applicant”) has requested a Final Plat for Bridgewater Village, on property legally described on **Exhibit A** attached hereto (the “Property”), consisting of approximately 24.13 acres for development of 4 commercial lots; and,

WHEREAS, the final plat is for Bridgewater Village, which will include both proposed commercial lots plus outlots for future residential development and stormwater management; and

WHEREAS, the final plat is further depicted on **Exhibit B** attached hereto; and

WHEREAS, the plans submitted to the City on April 1, 2024, and found by the City to be complete; and

WHEREAS, the Lake Elmo City Council reviewed the Final Plat request at its meeting held on May 21, 2024 and voted to approve the item with the following findings of fact:

1. That all the requirements of City Code Section 103.00.100 related to the Final Plans and Final Plat have been met by the Applicant.
2. That the Bridgewater Village Final Plat consists of 4 commercial lots plus an outlots intended for future residential development and stormwater management.
3. That the Bridgewater Village Final Plat is generally consistent with the Preliminary Plat as approved by the City of Lake Elmo on February 6, 2024.
4. That the Bridgewater Village Final Plat is consistent with the intent of the 2040 Lake Elmo Comprehensive Plan and the 2040 Land Use Map for this area.
5. That the Bridgewater Village Final Plat complies with the general intent of the Commercial zoning district.
6. That the Bridgewater Village Final Plat generally complies with the Lake Elmo Design Guidelines and Standards Manual.
7. That the Bridgewater Village Final Plat generally complies with the City’s Subdivision regulations.
8. That the Bridgewater Village Final Plat generally complies with the City’s Zoning Code.
9. That the Bridgewater Village Final Plat is generally consistent with the City’s engineering standards with the exceptions noted by the City Engineer in their review comments to the City dated April 15, 2024, and as otherwise identified in future reviews.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council does hereby approve Bridgewater Village Final Plat subject to the following conditions:

1. Prior to the City signing or approving recording of the Final Plat or Development Agreement, the Applicant shall fully address all comments in the following review memos, or any subsequently revised memo, to the satisfaction of the City:
 - a. City Engineer's memos dated April 15, 2024,
 - b. City Landscape Architect's memo dated April 11, 2024,
 - c. City Fire Chief's memo dated March 27, 2024.
 - d. City Attorney's Plat Opinion dated April 12, 2024.
2. All public improvements constructed to support the subdivision must be designed and constructed in accordance with the City Engineering Design Standards Manual dated January 2022, unless approved otherwise by the City.
3. All easements as requested by the City Engineer and Public Works Department shall be documented on the Final Plat before the execution of the final plat by City Officials.
4. That prior to the City permitting the recording of the Final Plat and Development Agreement, the applicant shall demonstrate that the plans reflect compliance with Valley Branch Watershed District (VBWD) review requirements and provide the City evidence that all conditions attached to a VBWD permit will be met before the starting any grading activity on the site.
5. That the applicant shall obtain all necessary permits for the Subdivision Improvements including but not limited to all applicable City permits (building, grading, sign, etc.), MDH, MPCA, County R/W, NPDES/SWPPP permits and Valley Branch Watershed District approval before starting any grading or construction activities.
6. Sign permits are required and proposed signage must comply with Lake Elmo City Code.
7. The applicant/developer is responsible, at their own expense, for installing all required right of way improvements.
8. No flexibility from City standards is provided by this approval. All lots to be platted in this subdivision must meet existing City standards at the time of building permit submittal.
9. Stormwater facilities will remain privately owned and maintained. A storm water maintenance and easement agreement in City's standard form of agreement shall be executed and recorded with the final plat.
10. The watershed district approved stormwater permit requires the implementation of stormwater reuse. A Stormwater Maintenance and License Agreement in the City's standard form of agreement shall be executed and recorded with the final plat.
11. If applicable, a landscape and irrigation license agreement in a form acceptable to the City shall be executed and recorded with the final plat.
12. The applicant/developer shall provide the City a fee in lieu of park land dedication as required by Section 103.00.150 and consistent with preliminary approvals to be paid prior to recording of the final plat.
13. The applicant shall pay required Village AUAR fee prior to release of the final plat.
14. Final Plat approval must be contingent upon the applicant completing off-site turn lane improvements along Stillwater Lane for both new access locations to the subdivision. Improvements are be completed meeting City design standards and Municipal State Aid Design Standards.
15. Final Plat approval must be contingent upon the applicant completing bituminous off-site trail connections as identified as part of the Preliminary Plat approval.
16. All off-site permanent and temporary easements, if necessary to construct the proposed subdivision improvements, must be acquired and provided to the city prior to the approval of the

Final Construction Plans. Each easement, if needed, must be provided in the city standard form of easement agreement.

17. Before the execution and recording of a final plat for the development, the developer or applicant shall enter into a Developer's Agreement with the City. Such an Agreement must be approved by the City Attorney and by the City Council. The Agreement shall delineate who is responsible for the design, construction and payment for the required improvements with financial guarantees, therefore. The agreement shall outline any approved phasing plan.
18. The Applicant or developer must enter into a separate grading agreement with the City before starting any grading activity in advance of final plat approval. The City shall review any grading plan that is submitted in advance of a final plat and said plan shall document the extent of any proposed grading on the site.
19. That the Applicant must record the final plat within 180 days after City Council approval or the final plat shall be considered void unless a request for a time extension is submitted in writing and approved by the City Council.
20. The Final Plat may be revised and resubmitted for administrative approval in order to meet grading standards on Outlots B & C as follows:
 - a. The west property line of Outlot B will be moved up to 12 feet to the west.
 - b. The north property line of Outlot B will be moved up to 8 feet to the north.
 - c. The east property line(s) of Outlot C will be moved up to 16 feet to the east.
21. The trail along the south side of Stillwater Way shall be proposed in a manner consistent with City engineering standards and best practices and is subject to approval by the City. If necessary through realignment, a trail easement shall be executed and recorded with the final plat, or provided as a permanent trail easement in the City's standard form of easement agreement.
22. Curb cuts shown on Outlots D and E shall be revised to meet the City's Engineering Design Standards as discussed in the City Engineer's Memo dated 4/15/24, as may be amended.
23. If alternative design on Outlot B is not approved by the Valley Branch Watershed District, City Engineer, and Public Works director, the final plat may be resubmitted for review by the City Council.

Passed and duly adopted this 21st day of May, 2024 by the Lake Elmo Minnesota City Council.

Charles Cadenhead, Mayor

ATTEST:

Julie Johnson, City Clerk

Resolution 2024-067
Exhibit A
Legal Description of Subject Property

That part of the East Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of Minnesota State Highway No. 5, and which lies southwesterly of County State Aid Highway No. 14 and 15, (Washington County Highway Plat No. 33).

AND

That part of the West Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of State Highway No. 5.

TOGETHER WITH

That part of the north 50 rods of the Northeast Quarter of the Northeast Quarter of Section 13, Township 29 North, Range, 21 West, Washington County, Minnesota, which lies westerly of County State Aid Highway No. 15, (Washington County Highway Plat No. 33), and lies northerly of Parcel 8 of Washington County Highway Right-of-Way Plat No. 178, recorded as Document No. 4120980 in the Recorder's Office of Washington County, Minnesota.

AND

All that part of Parcel 5 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof, on file and of record in the Office of the Recorder, Washington County, Minnesota, which lies westerly of the westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, according to the plat thereof, on file and of record in the Office of the Recorder for said Washington County, and which lies northerly of the South 200.00 feet of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, excepting therefrom the following:

All that part of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, described as follows: Commencing at the southeast corner of said Section 12; thence South 89 degrees 20 minutes 50 seconds West, bearings are based on the Washington County Coordinate System NAD83/1986, along the south line of said Southeast Quarter of the Southeast Quarter, a distance of 89.38 feet to boundary corner B104 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence northerly a distance of 4.14 feet, along the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, on a curve concave to the west, not tangent to the last described line, said curve having a radius of 1849.86 feet and a central angle of 00 degrees 07 minutes 41 seconds and a chord that bears North 11 degrees 10 minutes 03 seconds West for a distance of 4.14 feet to boundary corner B103 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence North 45 degrees 18 minutes 43 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 27.72 feet to boundary corner B1 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence North 00 degrees 06 minutes 02 seconds West, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 413.61 feet to the point of beginning; thence South 89 degrees 53 minutes 58 seconds West a distance of 59.17 feet; thence North 31 degrees 35 minutes 12 seconds West a distance of 110.43 feet; thence North 05 degrees 27 minutes 53 seconds West a distance of 170.00 feet to a point on the easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence southeasterly along said easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33 to the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence South 00 degrees 06 minutes 02 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 7.87 feet to the point of beginning.

**CITY OF LAKE ELMO
COUNTY OF WASHINGTON
STATE OF MINNESOTA**

ORDINANCE NO. 2024-12

**AN ORDINANCE AMENDING THE LAKE ELMO CITY CODE FOR
ZONING AND LAND USE SECTIONS**

SECTION 1. The City Council of the City of Lake Elmo hereby amends Title 105 Zoning; Chapter 105.12: Off-Street Parking, Section 410, Table 5-2: Specific Minimum Off-Street Parking Requirements by changing the following section (Proposed language is underlined; deleted language is shown with ~~strikethrough~~):

<i>Use</i>	<i>Minimum Parking Requirement</i>	<i>Notes</i>
Residential Uses		
Household Living		
Single-family detached dwelling	2 spaces per dwelling unit	
Two-family dwelling	1 space per 1-bedroom unit two spaces per 2-bedroom or larger unit. Single-family attached dwellings shall provide an additional ten percent of parking spaces for visitor parking. Multifamily dwellings shall also provide one visitor space per four units	No fee shall be charged for required spaces
Single-family attached dwelling		
Multifamily dwelling		
Senior (elderly) housing	1 space per dwelling unit	If senior housing may be converted to general housing in the future, proof of additional parking shall be required
Secondary dwelling	1 space per secondary dwelling unit	
Live-work unit	2 spaces per dwelling unit	At least one of the required spaces shall be accessible for client parking

Mobile home park	2 spaces per dwelling unit	
Group Living		
Group home, group residential facility, halfway house, congregate housing	1 space per employee on the largest shift plus one visitor space for every four residents based on capacity	
Semi-transient accommodations	1 space per bedroom, plus one space for each full-time staff equivalent	Parking study required
Public and Civic Uses		
Cemetery	As determined by the planning director	
College or university, other adult learning center	To be determined by the planning director based on parking study	Parking study required
Community services	Parking equal to 30 percent of the capacity of persons or as determined by the planning director based on parking study	
Day care center (see under accessory uses for family day care)	1 space per employee on largest shift plus one space per seven students based on capacity; or one space per ten students if an off-street drop-off and pick-up space is provided	
School, public or private	1 space per staff member plus one space per five students of legal driving age based on design capacity	Existing schools not meeting this standard may be required to develop a parking management plan, but shall not be required to add the minimum number of spaces
Public assembly	1 space per each four seats based on design capacity	
Religious institution, place of worship	1 space per each six seats or ten feet of pews in the main assembly hall	Existing institutions not meeting this standard may be required to develop a parking management

		plan, but shall not be required to add the minimum number of spaces
Services		
Business center	Total of parking requirements for individual uses, excepting any that meet the shared parking requirements in LEC 105.12.410(g)	
Commercial kennel, commercial stable	1 space per employee on the largest shift plus one space per six animals	
Communication services	1 space per 400 square feet of gross floor area, plus one space per company vehicle stored on the site	
Educational services	1 space per staff member plus one space per five students of legal driving age based on design capacity	
Financial institution	1 space per 400 <u>200</u> square feet of usable <u>gross</u> floor area	
Funeral home	1 space per 100 square feet of floor area in the main assembly room plus one space per staff member	
Transient accommodations, lodging	1 space per guest room, plus additional space for meeting or restaurant facilities	Meeting and restaurant facilities may require additional parking, based on square footage of each use as defined in this table
Medical facilities	5 spaces per medical professional, or one space per 200 square feet of gross floor area	
Membership organization (clubs, lodges, etc.)	1 space per 300 square feet of gross floor area	
Nursing and personal care	1 space for each four beds, plus one space per employee on the largest work shift	
Offices	3 spaces per 1,000 square feet of gross floor area	

Personal services	1 space per 300 square feet of gross floor area	
Repair and maintenance shop	1 space per 400 square feet of gross floor area	
Self-service storage facility	1 space per 300 square feet of office or sales area	The apron in front of the storage units shall be wide enough for two cars to pass
Trade shop	1 space per 300 square feet of office or sales area, plus one space per 3,000 square feet of storage area	
Transportation services	1 space per 300 square feet of office or sales area, plus one space per vehicle kept on premises	
Veterinary service	3 spaces per veterinarian, or one space per 200 square feet of gross floor area	
Food Services		
Drinking and entertainment	1 space per three customer seats or each 100 square feet of interior space (the greater), plus one space per 200 square feet exterior seating area.	
Drive-in restaurant, fast food restaurant, standard restaurant	1 space per three customer seats or each 100 square feet of interior space (the greater), plus one space per 200 square feet exterior seating area. Drive-throughs shall provide queuing space for at least three vehicles in advance of the menu board and three vehicles between the menu board and pick-up window	
Sales of Merchandise		
Garden center, building supplies sales	1 space per 250 square feet of gross floor area plus one space per 2,000 square feet of outside sales or display area	
Furniture and appliance sales	1 space per 800 square feet of gross floor area	
General retail	1 space per 250 square feet of gross floor area	Includes any retail uses not specifically listed in this table
Shopping center	1 space per 250 square feet of gross floor area	Shared parking provisions (LEC 105.12.410(g)) are

		encouraged to be used where applicable
Wayside stand	1 space per 400 square feet sales area	Spaces need not be paved, but shall be adequately separated and screened from the street and adjacent properties, as determined by the planning director
Wholesaling	1 space per 250 square feet of indoor sales area plus one space per 2,000 square feet of storage area	
Automobile/Vehicular Uses		
Automobile maintenance services, commercial vehicle repair, gas station	1 space per 250 square feet of gross floor area used for sales or customer service plus two spaces per service bay	Service bay shall not be counted as a parking space
Automobile parts/supply	1 space per 250 square feet of indoor sales area plus one space per 2,000 square feet of storage area	
Automobile rental	1 space per 250 square feet of gross floor area plus adequate storage space for rental vehicles maintained on site	
Car wash	1.5 spaces per bay, plus four stacking spaces per bay, plus one space per employee on the largest shift	
Vehicle sales and storage lots	1 space per 250 square feet of indoor sales area plus one space per 2,000 square feet of outside sales or display area and one space per 2,000 square feet of storage area	
Outdoor Recreation Uses		
Campgrounds and trailering	1 space per site, plus spaces required for other uses	
Golf course	5 spaces per hole plus additional space for meeting or restaurant facilities	

Marina	As determined by the planning director	Parking study may be required for large or multiple-use facilities
Outdoor entertainment	As determined by the planning director	
Outdoor recreation facility	1 space per three persons based on maximum occupancy load, plus one space per employee on the largest shift or as determined by parking study	Parking study may be required for large or multiple-use facilities
Parks and open areas	No requirement	
Restricted recreation	As determined by the planning director	Parking study may be required
Swimming pool	1 space per 150 square feet of pool area	
Indoor Recreation/Entertainment		
Adult establishment	1 space per 250 square feet of gross floor area	
Indoor athletic facility	1 space per 250 square feet floor area plus two spaces per tennis or racquet games court and one space per 150 square feet of pool area	
Indoor recreation	Bowling alleys: five spaces per lane. Other facilities: one space per three persons based on maximum capacity	
Agricultural and Related Uses		
Agricultural production and services	No requirement	
Agricultural support	1 space per 300 square feet of indoor sales or office area plus one space per 1,000 square feet of outside sales or display area and one space per 2,000 square feet of storage area	
Forestry operations	As determined by the planning director	
Production, Processing and Storage		

Non-production industrial, light industrial, heavy industrial	1 space per 1,000 square feet gross floor area up to 20,000 square feet plus one space per 2,000 square feet in excess of 20,000 square feet, or per five regular employees, whichever is greater	Additional parking may also be required for office or retail space, as specified in this table. Includes other industrial uses largely carried on in enclosed buildings and not individually listed
Motor freight and warehousing	1 space per 300 square feet of office or sales area, plus one space per 3,000 square feet of storage area	
Landfill, resource extraction, salvage/recyclable center	2 spaces per three employees on the largest shift, based on maximum planned employment	Includes other industrial uses largely carried on outdoors
Utilities, Transportation and Communications		
Air transportation	As determined by the planning director	
Broadcasting or communication tower	No requirement	
Essential services	As determined by the planning director	
Local transit, railroad transportation	2 spaces per three employees on the largest shift, based on maximum planned employment	
Accessory uses		
Animals, domestic	No requirement	
Home occupation	No requirement unless specified in conditional use permit	
Bed and breakfast	1 space per guest room in addition to dwelling unit requirements	
Family day care, group family day care	1 space per employee not residing on the premises plus one drop-off space	

Kennel, private; stable, private	No requirement	
Interim Uses		
Interim use	As determined by the planning director	

SECTION 2. Effective Date. This ordinance shall become effective immediately upon adoption and publication in the official newspaper of the City of Lake Elmo.

SECTION 3. Adoption Date. This Ordinance 2024-12 was adopted on this 21st day of May 2024, by a vote of __ Ayes and __ Nays.

LAKE ELMO CITY COUNCIL

Charles Cadenhead, Mayor

ATTEST:

Julie Johnson, City Clerk

This Ordinance 2024-12 was published on the ____ day of _____, 2024.

**CITY OF LAKE ELMO
COUNTY OF WASHINGTON
STATE OF MINNESOTA**

RESOLUTION NO. 2024-068

**RESOLUTION AUTHORIZING PUBLICATION OF A SUMMARY OF ORDINANCE
2024-12**

WHEREAS, the Lake Elmo City Council has adopted Ordinance No. 2024-12, an ordinance that amends Lake Elmo City Code Sections: 105.12.970.

WHEREAS, the ordinance is lengthy; and

WHEREAS, Minnesota Statutes, section 412.191, subd. 4, allows publication by title and summary in the case of lengthy ordinances or those containing charts or maps; and

WHEREAS, the City Council believes that the following summary would clearly inform the public of the intent and effect of the ordinance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Elmo that the City Clerk shall cause the following summary of Ordinance No. 2024-12 to be published in the official newspaper in lieu of the entire ordinance:

Public Notice

The City Council of the City of Lake Elmo has adopted Ordinance No. 2024-12, an ordinance that amends the City Code language to reduce parking requirements for financial institutions. The following is a summary of the adopted ordinance language:

This resolution for summary publication addresses Ordinance No. 2024-12 which amends Chapter 105.12 Zoning, Section 410 Off-Street Parking, Table 5-2: Minimum Off-Street Parking Requirements. The Ordinance reduces the parking required for a financial institution from 1 stall per 100 usable square feet to 1 stall per 200 gross square feet.

The full text of Ordinance 2024-12 is available for inspection at Lake Elmo City Offices during regular business hours.

[remainder of page intentionally blank]

Resolution 2024-068

BE IT FURTHER RESOLVED by the City Council of the City of Lake Elmo that the City Administrator keep a copy of the ordinance at City Hall for public inspection and that a full copy of the ordinance be placed in a public location within the City.

Dated: May 21st 2024

Charles Cadenhead, Mayor

ATTEST:

Julie Johnson, City Clerk

(SEAL)

March 18th, 2024

City of Lake Elmo, MN
3800 Laverne Ave N
Lake Elmo, MN 55042

Bridgewater Village - Mixed Use Project Narrative

Background

Bridgewater Bancshares, LLC, represented by North Shore Development Partners, is pleased to be applying Final Plat for an approximately 24-acre site for future development. The site is located at the northwest corner of Stillwater Boulevard N and Manning Ave N. The proposed project consists of two parcels, the main subject parcel and a County ROW acquisition (PIDs 1202921440020 and 1202921440022 respectively). The project also proposed ROW acquisition of a portion of Stillwater Way N which bounds the project on the northwest side.

The proposed project proposes public roadways, public utilities, regional stormwater, and site mass grading. Future site improvements include commercial development with a residential component to follow in the future pending favorable market conditions – all of which is intended to be consistent with Lake Elmo's 2040 Comprehensive Plan. The commercial portion of the project will face the south and east along Stillwater Boulevard N and Manning Ave n (C.S.A.H No. 14, and 15 respectively). The project proposes four commercial buildings within the proposed 7-acre commercial area. The first phase will include a bank facility on the southeast corner of the parcel.

Bridgewater Bancshares, Inc & North Shore Development Partners

About Bridgewater Bancshares, Inc. is a St. Louis Park, Minnesota-based financial holding company. Bridgewater's primary banking subsidiary, Bridgewater Bank, is a premier, full-service Twin Cities bank dedicated to serving the diverse needs of commercial real estate investors, entrepreneurs, business clients and successful individuals. By pairing a range of deposit, lending and business services solutions with a responsive service model, Bridgewater has seen continuous growth and profitability. With total assets of \$4.3 billion and seven branches as of December 31, 2022, Bridgewater is considered one of the largest locally led banks in the State of Minnesota, and has received numerous awards for its growth, banking services and esteemed corporate culture.

North Shore Development Partners (North Shore) is locally based out of Wayzata, MN with strong background in high quality multifamily and mixed-use real estate assets for Twin Cities communities. North Shore has over thirty years of development experience across their

partners. Notable recent projects include The Exchange in New Brighton, MN and The Stax of Long Lake, in Long Lake, MN. North Shore operates a high standard of quality within their developments and seeks to provide a sense of community that supports the local growth of Lake Elmo.

The development team anticipates that this project will kickstart development within this area of the city with a high standard of quality and workmanship in initial construction, but also in operation and management.

Buildings

The development team will follow the City of Lake Elmo Design Guidelines and Standards by putting forth a quality development with buildings of high architectural quality and an efficient site that will work well for all users, both vehicular and pedestrian. The buildings will be placed in a manner to ensure good sightlines while also maintaining safe circulation patterns. Streetscapes, landscaping, and parking areas will be designed to create an enjoyable outdoor environment of high aesthetic value while also maximizing pervious surfaces. Buildings will be designed using quality materials and human-scale massing to promote visual interest and support Lake Elmo's unique identity.

Site

The site is currently zoned Rural Transitional with a future Land Use of Residential and Commercial. It is anticipated that the future zoning will be Commercial and V-MDR Village Medium Density Residential per the City of Lake Elmo's 2040 Comprehensive Plan. The development team is working directly with City Planning Staff and MET Council regarding the proposed residential & commercial acreages as it pertains to the Comprehensive Plan. The project proposes the commercial area to be approximately 7-acres in size, consistent with the previously approved Land Use areas per MET Council and the Comprehensive Plan.

The base parcel for the project is ~21.86 acres in size. The project will acquire ~2.77 acres of previous Washington County ROW area adjacent to the east. Additionally, the project is proposing to vacate 35' of ROW along Stillwater Way, changing the ROW in this corridor to be 120' in width. The total site area with the County ROW area added is 23.19 acres.

Access and Parking

Site access to the overall development will be provided via three access points. An existing curb cut for C.S.A.H. 14 will be utilized for Linora Avenue North and connect to Stillwater Way North. Additionally Upper 40th Street North will run east to west through the site before intersecting with Linden Avenue North. Linden Avenue North will also connect to Stillwater Way North and allow access to the site at a second location from the north. The proposed Linora Avenue North and Linden Avenue North will provide turn lanes for exiting the site to allow for improved circulation of traffic. Two new turn lanes and driveways will be designed for access off the northwest and

northeast from Stillwater Way N. Finally, the project proposes new public roadways within the development for site circulation and access to all proposed lots.

Parking will be provided for each use per City Code requirements at the time of site plan development. Accessible stalls will be provided for each lot in accordance with current Minnesota accessible parking requirements. The public roadways have been designed according to City standards for on street parking along certain stretches.

Parks and Trails

The City requires 10% of the proposed development area to be dedicated as a public park. The project was brought to the City Park Commission during the Sketch Review phase at which time the Commission made a decision that a public park was not needed at this location. The Commission requested cash alternatives per Code requirements.

The project is within a regional trail opportunity area per the Lake Elmo 2040 Comprehensive Plan. The development team has coordinated locations for trail within the site and the surrounding area with the City of Lake Elmo. The project is currently proposing the addition of trail through the site along the west side of Linora Avenue North. The City of Lake Elmo has also requested that trail be included along north side of C.S.A.H. NO. 14 that will connect the existing trail at the intersection of C.S.A.H. NO. 14 and C.S.A.H. NO. 15 to the proposed trail along the west side of Linora Avenue North. Additionally, trail is proposed on the south side of Stillwater Way N. The trail will extend to the west and connect to the existing trail located near the adjacent Holiday gas station. The trail will also extend to the east and cross Stillwater Way N. to connect the site trail into the existing Little Bluestem trail.

Grading and Drainage

The project site is proposed to be mass graded for future development as part of the initial sitework. The proposed site grades will generally be between 1.5% and 4% within roadways and parking areas. The parking lot and drive aisles will be bounded with curb and gutter to collect stormwater runoff and direct it to the onsite storm sewer. Landscape grades vary but will not exceed 3:1. Site grades naturally fall to the south of the parcel where existing drainage is collected in a culvert and discharged south under the highway. The proposed drainage outfall will match existing drainage patterns.

Stormwater

Stormwater management for the development will be provided by a stormwater wet pond for irrigation reuse located in the center of the site and an infiltration basin on the south side of the site. The irrigation reuse system will be designed per City requirements and will support the volume management requirement per City and Watershed rules for the commercial lots with the remainder of the requirement being satisfied by the infiltration basin. The stormwater

management system meets City and Watershed rules for site discharge rate, high water levels, and water quality treatment.

Utilities

The proposed development will be served by trunk sanitary sewer, storm sewer, and watermain utilities for the entire site. The proposed public sanitary main will be an extension of the existing 8" PVC stub along C.S.A.H. 14 from the south. This main will be extended north into the site per City requirements with branches to service both commercial and residential sections. The sewer extension will require an MCES sanitary sewer extension permit. Sanitary service stubs will be provided for each lot for future building connection. Services will be private and dedicated to each use.

The proposed public watermain will be a 12" DIP main extended south from Stillwater Way N. The existing watermain is at Little Bluestem Trail N and Stillwater Way N. It is anticipated that some offsite work will be required to bring watermain to the subject parcel. The proposed main will run to the southern side of the site with 8" loops broken off to service the commercial and residential areas as necessary. Hydrants will be provided as necessary for adequate fire suppression coverage for the development. Water service stubs will be provided for each lot for future building connection. Services will be private and dedicated to each use.

The proposed storm sewer will collect stormwater runoff from each impervious area and convey drainage to the proposed stormwater management systems as previously discussed.

Landscaping

The proposed site landscaping includes boulevard trees and sod per the City of Lake Elmo engineering design standards. Future landscaping for the addition of commercial buildings and VMDR area will be designed in accordance with City of Lake Elmo standards.

Final Plat Application

1) Written Statements

- a) A listing of contact information including name(s), address(es) and phone number(s) of: the owner of record, authorized agents or representatives, engineer, surveyor, and any other relevant associates;

Owner: Bridgewater Bancshares, INC.
2245 excelsior blvd, suite 100,
Saint Louis Park, MN 55416

Owner contact: Jerry Baack
Phone: 952-893-6868
Email: Jerry.Baack@bwbn.com

Developer: North Shore Development Partners
235 Lake Street East, Suite 300
Wayzata, MN 55391

Developer contact: Matt Alexander
Phone: 952-324-0535
Email: Malexander@northshoredp.com

Engineer: Stantec Consulting Services, INC.
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402

Engineer Contact: Jack Ammerman, PE
Phone: 810-252-1431
Email: Jack.Ammerman@stantec.com

Surveyor: Egan, Field and Nowak, INC.
475 Old Highway 8 NW, Suite 200
New Brighton, MN 55112

Surveyor Contact: Christopher Terwedo, RLS
Phone: 612-466-3368
Email: cterwedo@enfsurvey.com

- b) A listing of the following site data: Address, current zoning, parcel size in acres and square feet, property identification number(s) (PID), and current legal description(s);

Address: Unassigned Stillwater Boulevard N
Lake Elmo, MN 55042

Intersection of C.S.A.H. NO. 14 (Stillwater Boulevard N), C.S.A.H. NO. 15
(Stillwater Boulevard N), and F.K.A. State HWY. NO. 5 (Stillwater Way North)

Current zoning: Village Medium Density Residential (V-MDR) and Commercial (C)

Parcel size: 24.14 A.C. or 1,051,399 SF

Property Identification Numbers (PID): 1202921440020 & 1202921440022

Current Legal Description: See article 1

c) Final Subdivision and Lot Information:

Final Plat Name: Bridgewater Village

Proposed Lots: Four commercial lots and multiple outlots for stormwater management and future residential use.

Per meetings with City of Lake Elmo Parks Commission it was determined that this subdivision is not to have a dedicated park or public open space.

Proposed lot areas listed below. Note areas have been rounded for clarity. Plat documents show detailed acreages.

Overall Project Area:	1,051,399 SF	24.136 AC
Lot 1, Block 1:	71,665 SF	1.64 AC
Lot 1, Block 2:	71,302 SF	1.64 AC
Lot 2, Block 2:	79,352 SF	1.82 AC
Lot 3, Block 3:	82,871 SF	1.90 AC
OUTLOT A:	35,587 SF	0.82 AC
OUTLOT B:	52,569 SF	1.21 AC
OUTLOT C:	67,100 SF	1.54 AC
OUTLOT D:	274,980 SF	6.31 AC
OUTLOT E:	102,154 SF	2.35 AC
Dedicated ROW:	213,819 SF	4.91 AC

- i) Final exact area calculations of parks, trails, and any other dedicated public open space; and estimated values of all dedicated land and improvements (trails, park equipment, sports fields, etc.).

Per feedback from the City of Lake Elmo this site is not expected to be a favorable location for a park and is not being proposed at this time. Trail is being added per city direction within the proposed or existing public ROW area.

- ii) Final exact area calculations of wetlands and buffers.

There are no wetlands or wetland buffers on site.

- iii) Final proposed area calculations for all dedicated right-of-ways.

Total right-of-way to be dedicated to city is 4.91 acres.

- iv) Proposed legal descriptions for: all lots, easements to be created (if not being dedicated on the plat), and easements to be vacated (if any).

Lot 1, Block 1, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

Lot 1, Block 2, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

Lot 2, Block 2, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

Lot 3, Block 3, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

OUTLOT A, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

OUTLOT B, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

OUTLOT C, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

OUTLOT D, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

OUTLOT E, BRIDGEWATER VILLAGE, according to the recorded plat thereof, Washington County, Minnesota

- d) An explanation of how issues have been addressed since the Preliminary Plat phase of the development;

Since the preliminary plat submittal, the design has been revised to incorporate the City, Watershed, and County comments. Roadway typical sections have been updated to City of Lake Elmo standards. Additional turn lanes have been added as well as trail in locations requested by the city. Public roadway cross section geometrics have been revised to meet City Engineer requirements. The proposed site plan designs for the commercial lots have been updated to address Planning comments on lot geometric requirements.

- e) A narrative explaining the intent of the project and/or your original or revised vision for the finished product;

The proposed project proposes a first phase of public roadways, public utilities, regional stormwater, and site mass grading. The first development to be constructed upon completion of the public roadways and mass grading will be the future Bank parcel on Lot 3. Future site improvements include the remaining three commercial developments and ultimately a future residential use pending favorable market conditions – all of which is intended to be consistent with Lake Elmo's 2040 Comprehensive Plan. The commercial portion of the project will face the south and east along Stillwater Boulevard N and Manning Ave n (C.S.A.H No. 14, and 15 respectively). The project proposes four commercial buildings within the proposed 7-acre commercial area.

- f) A statement showing the proposed density of the project with the method of calculating said density shown;

The proposed density of the project was calculated using the net residential density guidelines from the MET council local planning handbook. The total area dedicated for commercial development is 7 acres per the 2040 City of Lake Elmo Comprehensive plan. The total commercial area that is proposed is a total lot area of 7.0 acres. The net density is calculated to be 97 units in total. This is determined by adding the sum of the future VMDR areas, outlot area A, outlot area B, and a portion of the public ROW. These areas add up to a total area of 12.17 acres. The 2040 City of Lake Elmo Comprehensive Plan dictates that in all VMDR areas the density per acre is to be 3.01 to 8 units per acer. Therefore the max density is 8 units x 12.17 acres for a total of 97 units. See Article 2 for a specific lot density breakdown table.

- g) Discuss proposed infrastructure improvements and phasing thereof (i.e. proposed roadways, sewer systems, water systems, sidewalks/trails, parking, etc) necessary to serve the subdivision;

Infrastructure improvements are discussed within the initial narrative above.

- h) A narrative addressing concerns/issues raised by neighboring properties (discussing your proposal with the neighboring land owners is recommended to get a sense of what issues may arise as your application is processed);

There are no known concerns at this time.

- i) A description of how conflicts with nearby land uses (livability, value, potential future development, etc.) and/or disturbances to wetlands or natural areas are being avoided or mitigated;

There are no conflicts with nearby land uses. The proposed site improvements conform to the 2040 City of Lake Elmo Comprehensive Plan. There are no impacts to wetlands, natural areas, or similar.

- j) Provide justification that the proposal will not place an excessive burden on roads (traffic), sewage, water supply, parks, schools, fire, police, or other public facilities/services (including traffic flows) in the area.

The project area has been included in the 2040 Comprehensive planning for future development. Sanitary and Water facilities are easily accessible to the parcel and have sufficient capacity to service the project. Trip generation estimates for traffic projections have been submitted to the City Engineer and fall within the 2040 comprehensive traffic projections by the County. The proposed public roadways meet City requirements for commercial section and access for emergency needs. At ultimate build out there will be multiple access points to the development for emergency vehicles.

Engineering traffic requirements have been incorporated into the typical sections to avoid any additional impacts to the surrounding roadways. The development team will address any other concerns pending city review of the Final Plat application.

- k) If applicable, provide a description of proposed lakeshore access (i.e. shared dock with multiple slips, individual docks for each lot, etc.);

Not applicable to this project.

- l) A description of proposed parks and/or open space. Please include a brief statement on the proposed ownership and maintenance of said areas;

Per meetings with City of Lake Elmo Parks Commission it was determined that this subdivision is not to have a dedicated park or public open space. Any open space in the city ROW will be owned and maintained by the city. Any open space maintenance will be the responsibility of the individual lot owner for the private parcels.

- m) A proposed development schedule indicating the approximate date when construction of the project, or stages of the same, can be expected to begin and be completed (including the proposed phasing of construction of public improvements and recreational and common space areas).

Expected construction schedule:

Public Improvements, public utilities, stormwater BMPs: Summer 2024

Commercial pad prep & const. bank: Fall 2024

Completion public infrastructure: Fall 2024

Bank complete: Fall 2025

Future construction of additional commercial lots and VMDR area: TBD

Articles

1) Existing Legal Description:

Title Commitment No 67354:

That part of the East Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of Minnesota State Highway No. 5, and which lies southwesterly of County State Aid Highway No. 14 and 15, (Washington County Highway Plat No. 33).

And

That part of the West Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of State Highway No. 5.

Together with

That part of the north 50 rods of the Northeast Quarter of the Northeast Quarter of Section 13, Township 29 North, Range, 21 West, Washington County, Minnesota, which lies westerly of County State Aid Highway No. 15, (Washington County Highway Plat No. 33), and lies northerly of Parcel 8 of Washington County Highway Right-of-Way Plat No. 178, recorded as Document No. 4120980 in the Recorder's Office of Washington County, Minnesota.

(Abstract Property)

Title Commitment No. 67354-1:

All that part of Parcel 5 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof, on file and of record in the Office of the Recorder, Washington County, Minnesota, which lies westerly of the westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, according to the plat thereof, on file and of record in the Office of the Recorder for said Washington County, and which lies northerly

of the South 200.00 feet of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, excepting therefrom the following:

All that part of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, described as follows: Commencing at the southeast corner of said Section 12; thence South 89 degrees 20 minutes 50 seconds West, bearings are based on the Washington County Coordinate System NAD83/1986,

along the south line of said Southeast Quarter of the Southeast Quarter, a distance of 89.38 feet to boundary corner B104 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence northerly a distance of 4.14 feet, along the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, on a curve concave to the west, not tangent to the last described line, said curve having a radius of 1849.86 feet and a central angle of 00 degrees 07 minutes 41 seconds and a chord that bears North 11 degrees 10 minutes 03 seconds West for a distance of 4.14 feet to boundary corner B103 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15; thence North 45 degrees 18 minutes 43 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, a distance of 27.72 feet to boundary corner B1 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15; thence North 00 degrees 06 minutes 02 seconds West, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, a distance of 413.61 feet to the point of beginning; thence

South 89 degrees 53 minutes 58 seconds West a distance of 59.17 feet; thence North 31 degrees 35 minutes 12 seconds West a distance of 110.43 feet; thence North 05 degrees 27 minutes 53 seconds West a distance of 170.00 feet to a point on the easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence southeasterly along said easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33 to the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15; thence South 00 degrees 06 minutes 02 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 – C.S.A.H. 15, a distance of 7.87 feet to the point of beginning.

2): Density Calculation Table:

LAND USE	LOT	AREA (AC)
COMMERCIAL LOTS		
	COMMERCIAL LOT 1	1.64
	COMMERCIAL LOT 2	1.64
	COMMERCIAL LOT 3	1.82
	COMMERCIAL LOT 4	1.9
TOTAL COMMERCIAL AREA		7.0
FUTURE VMDR LOTS		
	CENTRAL FUTURE VMDR AREA	6.31
	WESTERN FUTURE VMDR AREA	2.35
TOTAL FUTURE VMDR AREA		8.66
OUTLOT AREAS		
	OUTLOT AREA A	0.82
	OUTLOT AREA B	1.21
	OUTLOT AREA C	1.54
	OUTLOT AREA D	6.31
	OUTLOT AREA E	2.35
	TOTAL OUTLOT AREA	12.23
ROW AREA		
	ROW DEDICATED VMDR	1.48
	ROW DEDICATED COMMERCIAL	2.37
	ROW TOTAL	3.85
TOTAL AREA FOR TOWNHOME DENSITY CALCULATIONS		
PER MET COUNCIL LOCAL PLANNING HANDBOOK	MAX 8 UNITS / ACRE	97
	VMDR, OUTLOT, AND ROW DEDICATED VMDR	12.17
	NUMBER OF UNITS	98
TOTAL		23.08



BRIDGEWATER BANK – LAKE ELMO BRANCH: ZONING TEXT AMENDMENT NARRATIVE & DOCUMENTATION

ATTENTION:

Sophia Jensen, City Planner, The City of Lake Elmo
CC: Nathan Fuerst, Consultant Planner, Bolton & Menk, Inc.

DATE OF APPLICATION: April 11, 2024

APPLICANT:

Jerry Baack, Bridgewater Bancshares
4450 Excelsior Blvd, Ste 100 Saint Louis Park, MN 55416
952-893-6866
jerry.baack@bwbm.com

ARCHITECT:

Jeff Wrede, Momentum Design Group
755 Prior Ave North, Ste 301A Saint Paul, MN 55104
612-554-9992
jeff@mdgarchitects.com

Matthew Haller (primary contact), Momentum Design Group
755 Prior Ave N, Ste 301A Saint Paul, MN 55104
612-799-1791
matt@mdgarchitects.com

PARCEL ID NUMBER: 1202921440023

LEGAL DESCRIPTION: THAT PART OF THE EAST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 29 NORTH, RANGE 21 WEST, WASHINGTON COUNTY, MINNESOTA, WHICH LIES SOUTHEASTERLY OF MINNESOTA STATE HIGHWAY NO. 5, AND WHICH LIES SOUTHWESTERLY OF COUNTY STATE AID HIGHWAY NO. 14 AND 15 (WASHINGTON COUNTY HIGHWAY PLAT NO. 33) AND THAT PART OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 29 NORTH, RANGE 21 WEST, WASHINGTON COUNTY, MINNESOTA, AND WHICH LIES SOUTHEASTERLY OF STATE HIGHWAY NO. 5; TOGETHER WITH THAT PART OF THE NORTH 50 RODS OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 29 NORTH, RANGE 21 WEST, WASHINGTON COUNTY, MINNESOTA, WHICH LIES



WESTERLY OF COUNTY STATE AID HIGHWAY NO. 15 (WASHINGTON COUNTY HIGHWAY PLAT NO. 33), AND WHICH LIES NORTHERLY OF PARCEL 8 OF WASHINGTON HIGHWAY RIGHT OF WAY PLAT NO. 178, RECORDED AS DOCUMENT NO. 4120980 IN THE RECORDER'S OFFICE OF WASHINGTON COUNTY, MINNESOTA SECTION 12 TOWNSHIP 29 RANGE 21

PROPOSED LANGUAGE FOR ORDINANCE AMENDMENT:

Original Zoning Ordinance for reference: Section 105.12.410(f) Table 5-2: Specific Minimum Off-Street Parking Requirements, Row 28, Columns 1 & 2 “Financial Institution – 1 space per 100 square feet of usable floor area.”

We request that Section 105.12.410(f) Table 5-2: Specific Minimum Off-Street Parking Requirements, Row 28, Columns 1 & 2 should be revised to read “Financial Institution – 1 space per 200 square feet of usable floor area.”

NARRATIVE DESCRIBING REASON FOR REQUESTED ZONING AMENDMENT:

Advances in online banking technology have allowed banks to have a smaller physical footprint and require fewer people, both clients and employees, to be present in person to provide and receive services. This results in fewer parking spaces required and at existing banks more spaces consistently being unused. It would be a better use of resources to reduce the amount of excess impervious surfaces and instead increase the amount of green space allowing for the property to be more attractive, to provide better drainage, and to aid in aquifer recharge with this increase in pervious site surface area.

The ratio proposed in our text amendment is supported by parking data from Bridgewater Bank’s other branches, from MDG’s investigations of other local banks, and from the codes of other municipalities in the surrounding area. Representatives from Bridgewater Bank have supplied the parking data and indicated that the amount of parking provided at each of these locations is more than enough currently and is anticipated to be reduced even more in the future as online banking technology continues to advance.

Bridgewater Bank Locations Parking Data:

Name	Address	Number of Parking Spaces	Number of Employees	Approx. Number of Square Feet	Approx. Parking Space to SF Ratio
Bridgewater Bank – Greenwood Branch	21500 MN-7 Shorewood, MN 55331	28	13 Full Time	5,640 SF	1 space/201 SF
Bridgewater Bank – Orono Branch	2445 Shadywood Road Orono, MN 55331	19	7 Full Time	4,100 SF	1 space/215 SF
Bridgewater Bank – Uptown Branch	3100 Hennepin Ave Minneapolis, MN 55408	18	11 Full Time	4,500 SF	1 space/250 SF

Other Local Bank Locations Parking Data (estimated):

Name	Address	Number of Parking Spaces	Number of Employees	Approx. Number of Square Feet	Approx. Parking Space to SF Ratio
Wings Credit Union - Woodbury	660 Woodbury Dr. Woodbury, MN 55125	26		7,507 SF*	1 space/288 SF
Bremer Bank – South St. Paul	633 Concord St. S South St. Paul, MN 55075	29		7,500 SF	1 space/259 SF
North American Banking Company - Roseville	2230 Albert St. N Roseville, MN 55113	35		9,500 SF*	1 space/271 SF

*Square foot estimation based on Google Earth aerial measurements

Example Parking requirements for Banks in other municipalities:

Minneapolis, MN - library.municode.com/mn/minneapolis/codes

Table 541-1 Specific Off-Street Parking Requirements

“Bank or Financial Institution

Minimum: 1 space per 500 sq. ft. of GFA in excess of 4,000 sq. ft.

Maximum: 1 space per 200 sq.ft. of GFA”

St. Louis Park, MN - stlouisparkmn.gov/home/showpublisheddocument

Article V. Special Provisions, Sec. 36-361., Table 36-361 (a)

“Bank

One space per each 250 square feet floor area”

Maple Grove, MN - library.municode.com/mn/maple_grove/codes

Maple Grove Code of Ordinances, Article IX. Sec. 36-868.

“(16) Retail stores and service establishments: At least one off-street parking space for each 200 square feet of floor area.”

Stillwater, MN - library.municode.com/mn/stillwater/codes

Stillwater Code of Ordinances, Article V. Sec. 28-349.

“Banks

One for each 200 square feet of floor area”

White Bear Lake, MN – whitebearlake.org/sites/default/files

White Bear Lake Code of Ordinances, Sec. 1302.050. Subd. 8.

“(q) Retail Store and Service Establishment. At least one (1) off-street parking space for each two hundred (200) square feet of floor area.”



As you can see, the request to lessen the parking requirement to 1 space per 200 square feet of usable floor area is keeping with current banking practices and other city parking requirements for financial institutions in the metro area.

Thank you for the opportunity to present our findings and we look forward to working with you.

Sincerely,

Momentum Design Group, LLC.

A handwritten signature in black ink, appearing to read 'Jeff Wrede'.

Jeff Wrede, Architect
Partner

To: Matt Alexander,
Northshore Development Partners

From: Jack Ammerman, PE, Stantec
Sam Grunklee, EIT, Stantec

CC: Jerry Baack, Bridgewater Bancshares, LLC

File: 193806140

Date: May 6th, 2024

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo 04/16/2024

Following the official comment response received from the City of Lake Elmo dated 04/16/2024, the project team discussed the comment response with city consultants on 04/24/2024. The items listed below have been identified as being contradictory to previous official city direction and/or City of Lake Elmo engineering design standards and City of Lake Elmo Municipal Code.

1. City is requesting 10' wide easements for dry utility corridors on all property lines adjacent to ROW as well as internal property lines on both sides of the lot lines per the Bridgewater Village Final Plat-plan review dated 04/10/2024.
 - a. Dry utility easements are required parallel to all ROW as well as required on both sides of internal property lines per discussions with the City Engineer.
 - b. Request for deviation from City Request:**

Project proposes 5' on both sides of internal property lines between lots for a total of 10' of width. This allows flexibility during future development of lots due to unknown location of dry utility connections and needs.

2. Easement grading
 - a. Bridgewater Village site construction plan review dated 04/10/2024, item 14, states that "Revise all typical sections to identify all boulevard grades within the public right-of-way to be 4% max. grade. Identify all 10ft. drainage and utility easement grades to be 4% max grade, up to 25% max. grade upon approval of the City Engineer." Item 40 states "C-102. Revise Oulot C grading to eliminate slope impact to 10ft. drainage and utility easement along north and west ROW. Easement area to be graded at 4% draining toward the street. BMP grading to begin after 10-ft. easement areas.
 - b. Request for deviation from City Request:**

Proposed grading outside of the city ROW but within the required internal lot drainage and utility easements meet the City of Lake Elmo Engineering Design and Construction Standards

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

Manual requirement between typical 4% and maximum 25% slope. Certain areas of the project, notably around the proposed infiltration basin and wet pond, show proposed slope in the easement up to 25%. The City Standard allows up to a maximum of 25%, however in the City comments received through the Plat approval process, City Engineering noted that grades above 4% are only allowed upon approval of City Engineer. The project requests grades to be allowed up to 25% maximum where needed but will achieve 4% where feasible. Being held to 4% grading in these areas has significant impact to the property line location of Outlot C, commercial lot 2, and Outlot B. If required to meet 4%, the Outlot sizes will need to increase and will impact the developable area of the adjacent lots and require preliminary plat amendment.

3. Stillwater Way Trail Section

- a. Comments received during the Preliminary Plat submittal from 10/24/23 requires trail along the south side of Stillwater way N.
- b. Bridgewater Village Final Plat-plan Review engineering document received 04/10/2024, Item 16, requires a trail section that would infill the existing drainage ditch within the proposed ROW.
- c. **Request for deviation from City Request:**

Project currently is proposing a trail section and grading design that would maintain to the extent practical the existing drainage condition and keep the existing ditch within City ROW. If the section requested by engineering comment is required, it would fill in the existing ditch and significantly change the existing drainage condition, potentially requiring additional ROW and impacting the Land Use acreage. The proposed section design seeks to maintain the existing drainage condition of using curb cuts along the turn lane (similar to the existing curb cuts on the roadway today) and proposes to utilize drainage grates along the trail to direct stormwater runoff under the trail. An alternative approach would be to add substantial public storm sewer within the turn lane with additional cost burden on the development.

The project design varies from this requirement by providing a trail section that sits a consistent 2' below Stillwater Way N to avoid impacts to the existing ditch. Hydraulic modeling was performed on the ditch to ensure the design could manage stormwater runoff without overtopping the adjacent trail a HydroCAD model has been included for reference. Additional exhibits and design information will be provided at future submittals. The

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

modeling includes areas of offsite run-on. A 10-year storm event results in a HWL of 933.4 with an overland flow elevation of 933.1 for the proposed design, matching existing conditions. The proposed trail is designed at an elevation of 935' or higher, providing a free board of roughly 1.5' for the 10-year design storm event. As mentioned, the project proposes discharging the stormwater runoff from the curb cuts along the turn lane to drainage grates that direct stormwater under the trail. Further detail and coordination on the exact design of the grates will be provided during the permit process. At the time of future development of the residential component of the site, the stormwater runoff within the ditch will enter a future storm sewer system and be conveyed south through the development to the proposed stormwater management BMPs.

4. Driveway Access Spacing and Shared Driveways

- a. Bridgewater Village site construction plan review dated 04/10/2024, items 21, 22, and 23, state that the proposed driveway locations are not approved along Upper 40th and Linden Ave, then discusses the potential for shared driveways between commercial lots.
- b. The project previously submitted for sketch plan review with a shared driveway design and received "staff memo sketch plat" dated 07/17/2023. **Comments received by the applicant noted that shared driveways are not allowed due to the required setback / buffer by code from adjacent lot lines.** Additionally, the comments received noted that a PUD approach was not recommended for deviation from City Standards on shared driveways.
- c. Bridgewater Village engineering comments date 10/24/23 item 12, requires a minimum of 100' on centerline for driveway spacing.
- d. The project previously submitted for sketch plan review and received "staff memo sketch plat" dated 07/17/2023. Within this memo, the planning department states that driveways are required to be minimum 50' from intersections.
- e. Per our understanding of comments received, the proposed driveway spacing and layout meets requirements set forth by the City of Lake Elmo per previous comments received. The proposed design provides 50' separation from intersections and a minimum of 100' spacing between driveways.
- f. **Request to maintain design as proposed:**

As the access spacing for the proposed driveway locations meet City Standards and shared driveways are not allowed, the project seeks to maintain the current driveway locations as

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

shown on the plan. Shifting the driveways will impact the overall lot layout and design, requiring the project to redesign the lot configuration to meet planning requirements and require Preliminary Plat amendment from the City.

5. Internal turn lane taper and queuing lengths

- a. Bridgewater Village site construction plan review dated 04/10/2024, item 21, states that turn lanes remain too short and during the follow up meeting it was requested that they be lengthened.
- b. City engineering design standards do not specify requirements for turn lane queuing and taper lengths. Length of turn lanes significantly impacts ROW, developable area, and driveway locations. Site constraints such as access locations and number of access points limit the constructable queuing and turn lengths for proposed turn lanes.
- c. The project team initially proposed residential cross section street design for the proposed development. The initial goal of the project was a walkable, pedestrian-orientated development with narrower roadways that reduced the speed of traffic for a safety.
- d. To assist with roadway classification / design requirements Traffic / Trip Generation was sent to City Engineering Staff for review on 08/02/2023 to assist in roadway classification and turn length needs / design requirements and is included as an attachment to this memo as a reference. City Engineering staff replied on 08/02/2023 requiring a commercial cross section, wider lanes, and turn lanes due to the commercial and medium-density residential uses. In this email it was stated that staff could not follow the traffic/trip generation information you provided, in large part because there is no exhibit to reference for context. Therefore, it is believed that the traffic data was not considered with the roadway design requirements. The project was revised to meet the commercial roadway standard.
- e. **Request to maintain design as proposed:**

Maintain the proposed turn lane and taper lengths as shown on the project. Lengthening the turn lanes will impact lot layout, ROW, and require preliminary plat amendment.

Stantec has calculated the recommended storage lengths for the right turn lanes on Linora Avenue at Stillwater Way and Stillwater Boulevard. The calculations followed the recommendations for storage lengths at unsignalized intersections as presented in the MnDOT Road Design Manual section 5-3.01.03 on page 5-3(2). This information states the

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

storage length at unsignalized intersections should be based on the number of turning vehicles likely to arrive in an average two-minute period during the peak hour. Using the trip generation information provided for this project, the following calculations were made:

- Stillwater Boulevard/Linora Avenue – The greatest total trips entering the intersection occurs during the p.m. peak hour, with 180 trips. Based on the trip generation information, 100 trips are southbound on Linora Avenue at Stillwater Boulevard. These trips are split into 50 left turns and 50 right turns during the p.m. peak hour based on the expected trip distribution. This equates to 1.67 vehicles in a two-minute period ($50/60 * 2$) for both the right turn and left turn movements. Rounding up to 2.0 vehicles and using 25 feet per vehicle results in a storage length of 50 feet.
- Stillwater Way/Linora Avenue – The greatest total trips entering the intersection occurs during the p.m. peak hour, with 70 trips. Based on the trip generation information, 40 trips are northbound on Linora Avenue at Stillwater Way. These trips are split into 20 left turns and 20 right turns during the p.m. peak hour based on the expected trip distribution. This equates to 0.67 vehicles in a two-minute period ($20/60 * 2$) for both the right turn and left turn movements. Rounding up to 1.0 vehicle and using 25 feet per vehicle results in a storage length of 25 feet.
- As shown in the site geometrics plan, the northbound right turn lane on Linora Avenue at Stillwater Way is 70 feet and the southbound right turn lane at Stillwater Boulevard is 100 feet. Based on the calculations shown above, both turn lane lengths are adequate.

6. Wet pond safety and maintenance and benches

- a. Bridgewater Village site construction plan review dated 04/10/2024, item 99, states that the pond cross section shall be redesigned to address safety issues with 3:1 slope during drawdown.
- b. The proposed pond design has a 10' safety bench and a 10' maintenance bench at the normal water level (NWL) of the pond with a designed 3:1 slope below the NWL to pond bottom. At time of drawdown of the pond for irrigation reuse, there will be approximately 4' of fall / exposed side slope below the NWL past the safety bench.
- c. **Proposed design solution:**

The project team recognizes the safety concern in the even that someone falls down the pond embankment, across the 20' width of the maintenance and safety bench, and down the 3:1 slope to the drawdown water elevation. To mitigate this, a 4' tall ornamental fence can be installed around the rim of the pond with a gate access for maintenance. The fence would minimize the risk of children or impaired individuals falling into the pond. Expansion

May 6, 2024

City of Lake Elmo

Page 6 of 8

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

of the pond to provide an additional safety bench at the drawdown elevation would still allow for individuals to potentially fall into the pond. Additionally, expansion would impact the future residential development area, modify proposed property lines for the outlot, and require preliminary plat amendment.

Should you have any questions please do not hesitate to call me at (810) 252-1431.

Stantec Consulting Services Inc.

A handwritten signature in black ink that reads "Jack Ammerman". The signature is written in a cursive style with a long horizontal stroke at the end.

Jack Ammerman, P.E.

Project Manager

Phone: (810) 252-1431

Reference: **Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo**

TRAFFIC/TRIP GENERATION

Based on an assumed maximum development program of the following:

Weekday Trip Generation

Land Use (ITE Code)	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	Total
Townhouse (215)	130 DU	16	47	63	45	30	75	936
Bank (912)	4 DTL	21	13	34	53	55	108	500
Office (710)	20,400 SF	27	4	31	5	24	29	221
Office (710)	20,400 SF	27	4	31	5	24	29	221
Strip Retail (822)	11,400 SF	16	11	27	38	37	75	621
Totals		107	79	186	146	170	316	2499

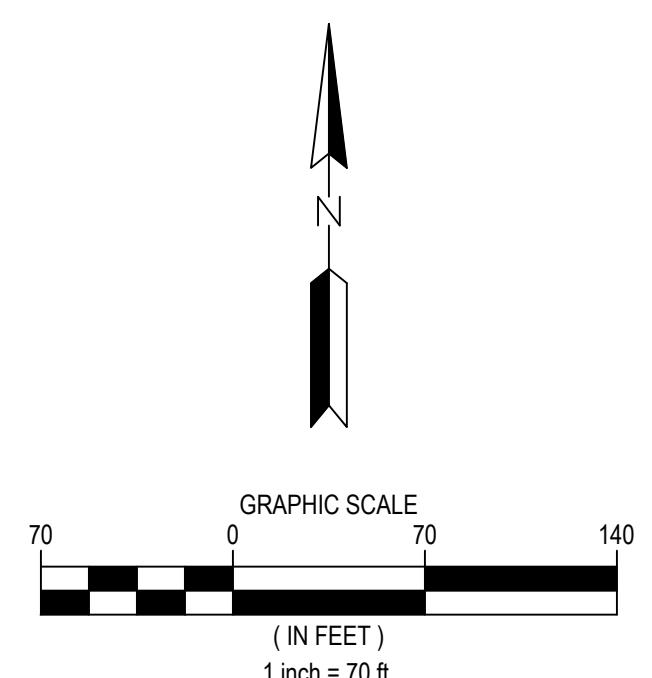
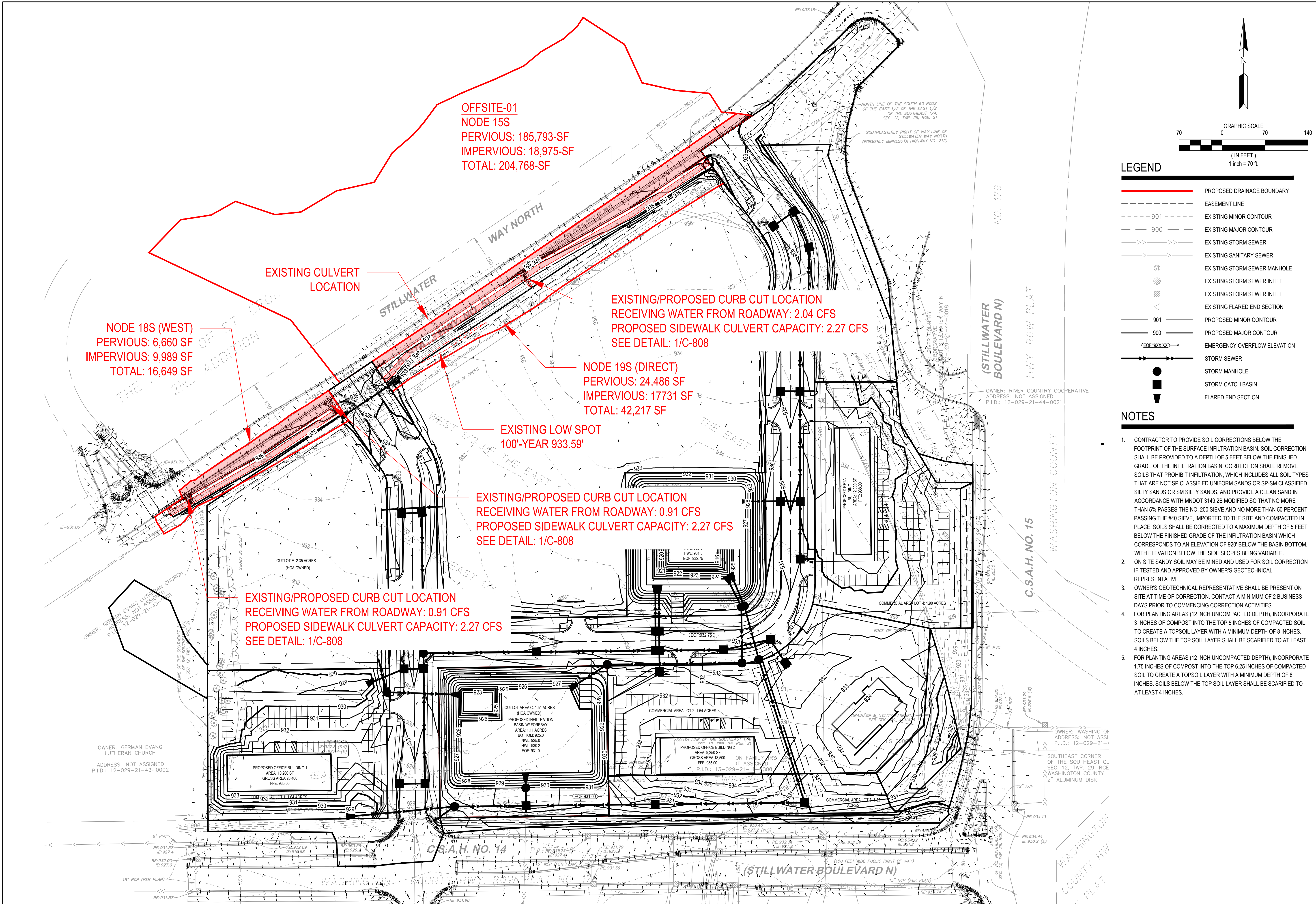
Notes: DU=dwelling units, SF=square feet, DTL=drive through lanes

Source: ITE Trip Generation Manual, 11th edition

The table below breaks down overall trip impact by the three proposed intersections. Note that even though the daily impact for the second two intersections should be added together to consider a daily impact on Stillwater Way overall – they’re still within the ‘space’ between current volume and forecast volumes.

Reference: Bridgewater Village Planning Commission, Engineering, Fire, Landscape Architecture, and Washington County comments received from The City of Lake Elmo

Intersection	Estimated share of traffic impact (AM)	Estimated share of traffic impact (PM)	Current AADT of Major Street (from MnDOT)	Forecast AADT of Major Street (from Washington Co Comp Plan)	Likely daily impact to/from major street	Likely AM peak hour impact	Likely PM peak hour impact	Turn lane needed?
South (Internal N-S Street/ Stillwater Blvd)	40-50%	50-60%	12800 (assumed)	24000	1080	100	180	Potentially; turn lanes already exist on major street approaches
Northwest (Internal N-S Street/Stillwater Way)	20-30%	20-25%	2600	No forecast, assumed 5200 (in line with other forecasts on area streets)	720	60	70	Not likely
Northeast Internal commercial street/Stillwater Way	20-30%	20-25%	2600	No forecast, assumed 5200 (in line with other forecasts on area streets)	600	70	80	Not likely



LEGEND

	PROPOSED DRAINAGE BOUNDARY
	EASEMENT LINE
	EXISTING MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER MANHOLE
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER INLET
	EXISTING FLARED END SECTION
	PROPOSED MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	EMERGENCY OVERFLOW ELEVATION
	STORM SEWER
	STORM MANHOLE
	STORM CATCH BASIN
	FLARED END SECTION

- NOTES**
- CONTRACTOR TO PROVIDE SOIL CORRECTIONS BELOW THE FOOTPRINT OF THE SURFACE INFILTRATION BASIN. SOIL CORRECTION SHALL BE PROVIDED TO A DEPTH OF 5 FEET BELOW THE FINISHED GRADE OF THE INFILTRATION BASIN. CORRECTION SHALL REMOVE SOILS THAT PROHIBIT INFILTRATION, WHICH INCLUDES ALL SOIL TYPES THAT ARE NOT SP CLASSIFIED UNIFORM SANDS OR SP-SM CLASSIFIED SILTY SANDS OR SM SILTY SANDS, AND PROVIDE A CLEAN SAND IN ACCORDANCE WITH MNDOT 3149.2B MODIFIED SO THAT NO MORE THAN 5% PASSES THE NO. 200 SIEVE AND NO MORE THAN 50 PERCENT PASSING THE #40 SIEVE, IMPORTED TO THE SITE AND COMPACTED IN PLACE. SOILS SHALL BE CORRECTED TO A MAXIMUM DEPTH OF 5 FEET BELOW THE FINISHED GRADE OF THE INFILTRATION BASIN WHICH CORRESPONDS TO AN ELEVATION OF 920" BELOW THE BASIN BOTTOM, WITH ELEVATION BELOW THE SIDE SLOPES BEING VARIABLE.
 - ON SITE SANDY SOIL MAY BE MINED AND USED FOR SOIL CORRECTION IF TESTED AND APPROVED BY OWNER'S GEOTECHNICAL REPRESENTATIVE.
 - OWNER'S GEOTECHNICAL REPRESENTATIVE SHALL BE PRESENT ON SITE AT TIME OF CORRECTION. CONTACT A MINIMUM OF 2 BUSINESS DAYS PRIOR TO COMMENCING CORRECTION ACTIVITIES.
 - FOR PLANTING AREAS (12 INCH UNCOMPACTED DEPTH), INCORPORATE 3 INCHES OF COMPOST INTO THE TOP 5 INCHES OF COMPACTED SOIL TO CREATE A TOPSOIL LAYER WITH A MINIMUM DEPTH OF 8 INCHES. SOILS BELOW THE TOP SOIL LAYER SHALL BE SCARIFIED TO AT LEAST 4 INCHES.
 - FOR PLANTING AREAS (12 INCH UNCOMPACTED DEPTH), INCORPORATE 1.75 INCHES OF COMPOST INTO THE TOP 6.25 INCHES OF COMPACTED SOIL TO CREATE A TOPSOIL LAYER WITH A MINIMUM DEPTH OF 8 INCHES. SOILS BELOW THE TOP SOIL LAYER SHALL BE SCARIFIED TO AT LEAST 4 INCHES.

Stantec
 733 MARQUETTE AVENUE
 SUITE 1000
 MINNEAPOLIS, MN 55402
 PHONE: 612-712-2000
 FAX: 952-831-1268
 WWW.STANTEC.COM

CLIENT:

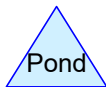
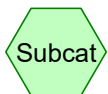
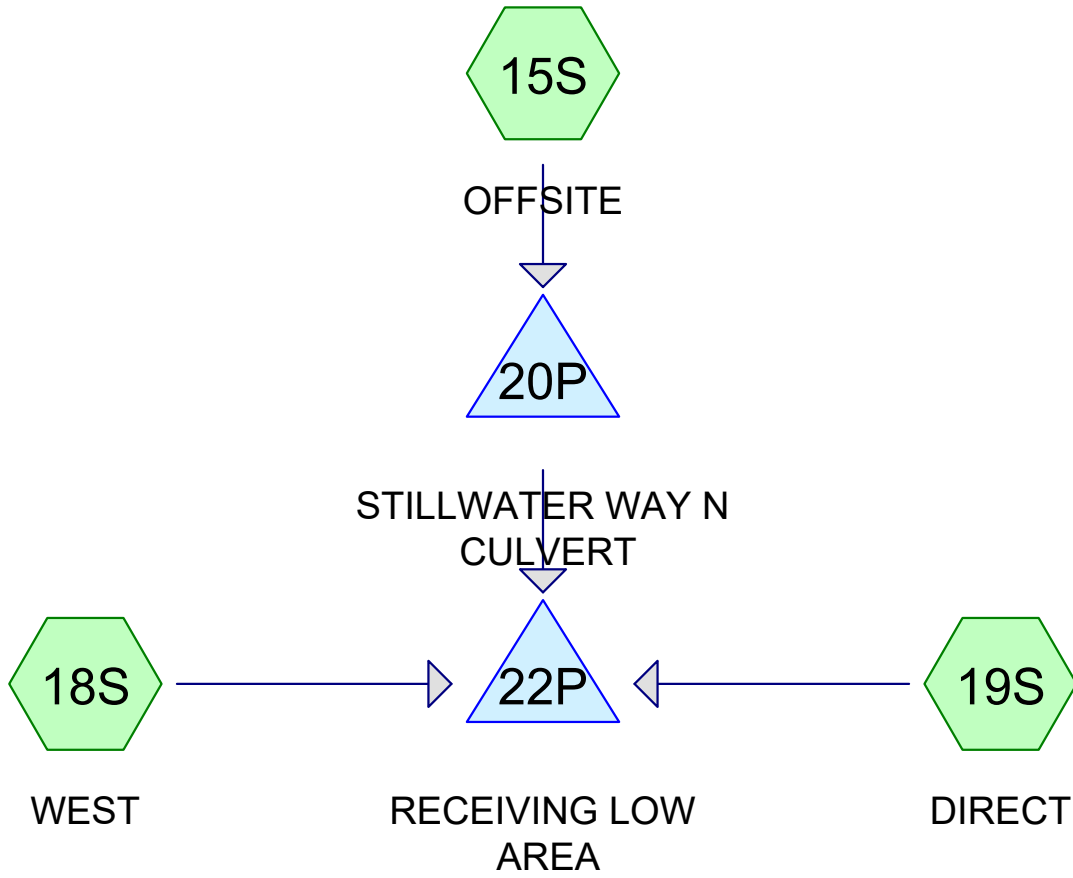
 BRIDGEWATER BANK

PROJECT TITLE:
BRIDGEWATER VILLAGE
 LAKE ELMO MINNESOTA, WASHINGTON COUNTY

DATE	DESCRIPTION	ISSUE NO.
08/18/2023	30% SET FOR PRELIMINARY PRICING	0
08/22/2023	60% DESIGN FOR CITY SUBMITTAL	1
03/18/2024	90% CITY SUBMITTAL	2

CERTIFICATION:

PROJECT NO.: 193806140
 DWN BY: BMB CHKD BY: JRA APPD BY: JRA
 ISSUE DATE: 03/18/2024
 ISSUE NO.: 2
 SHEET TITLE:
 PROPOSED HYDROLOGY
 SHEET NO.:
FIG-02



Routing Diagram for 2024-0502 STILLWATER WAY N DITCH
 Prepared by Stantec Consulting Services, Printed 5/6/2024
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2024-0502 STILLWATER WAY N DITCH

Prepared by Stantec Consulting Services

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Page 2

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	1.1-Inch	MSE 24-hr	3	Default	24.00	1	1.10	2
2	2-Year	MSE 24-hr	3	Default	24.00	1	2.80	2
3	10-Year	MSE 24-hr	3	Default	24.00	1	4.20	2
4	100-Year	MSE 24-hr	3	Default	24.00	1	7.30	2

2024-0502 STILLWATER WAY N DITCH

MSE 24-hr 3 100-Year Rainfall=7.30"

Prepared by Stantec Consulting Services

Printed 5/6/2024

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Page 3

Time span=0.00-96.00 hrs, dt=0.01 hrs, 9601 points
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 15S: OFFSITE Runoff Area=210,443 sf 11.71% Impervious Runoff Depth=5.02"
Flow Length=770' Slope=0.0196 '/' Tc=14.0 min CN=78/98 Runoff=31.52 cfs 2.021 af

Subcatchment 18S: WEST Runoff Area=16,649 sf 60.30% Impervious Runoff Depth=6.23"
Tc=6.0 min CN=80/98 Runoff=3.87 cfs 0.198 af

Subcatchment 19S: DIRECT Runoff Area=46,217 sf 42.07% Impervious Runoff Depth=5.85"
Tc=6.0 min CN=80/98 Runoff=10.37 cfs 0.517 af

Pond 20P: STILLWATERWAY N CULVERT Peak Elev=934.81' Storage=21,008 cf Inflow=31.52 cfs 2.021 af
24.0" Round Culvert n=0.013 L=87.0' S=0.0120 '/' Outflow=14.31 cfs 2.020 af

Pond 22P: RECEIVING LOW AREA Peak Elev=933.59' Storage=4,084 cf Inflow=22.57 cfs 2.736 af
Outflow=22.12 cfs 2.686 af

2024-0502 STILLWATER WAY N DITCH

MSE 24-hr 3 100-Year Rainfall=7.30"

Prepared by Stantec Consulting Services

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Page 4

Summary for Subcatchment 15S: OFFSITE

Runoff = 31.52 cfs @ 12.22 hrs, Volume= 2.021 af, Depth= 5.02"

Routed to Pond 20P : STILLWATER WAY N CULVERT

Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100-Year Rainfall=7.30"

Area (sf)	CN	Description
185,793	78	Meadow, non-grazed, HSG D
* 24,650	98	Impervious, HSG D
210,443	80	Weighted Average
185,793	78	88.29% Pervious Area
24,650	98	11.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.1	100	0.0196	0.33		Sheet Flow, Cultivated: Residue<=20% n= 0.060 P2= 2.80"
8.9	670	0.0196	1.26		Shallow Concentrated Flow, Cultivated Straight Rows Kv= 9.0 fps
14.0	770	Total			

Summary for Subcatchment 18S: WEST

Runoff = 3.87 cfs @ 12.13 hrs, Volume= 0.198 af, Depth= 6.23"

Routed to Pond 22P : RECEIVING LOW AREA

Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100-Year Rainfall=7.30"

Area (sf)	CN	Description
6,610	80	>75% Grass cover, Good, HSG D
* 10,039	98	Impervious, HSG D
16,649	91	Weighted Average
6,610	80	39.70% Pervious Area
10,039	98	60.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 19S: DIRECT

Runoff = 10.37 cfs @ 12.13 hrs, Volume= 0.517 af, Depth= 5.85"

Routed to Pond 22P : RECEIVING LOW AREA

Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100-Year Rainfall=7.30"

2024-0502 STILLWATER WAY N DITCH

MSE 24-hr 3 100-Year Rainfall=7.30"

Prepared by Stantec Consulting Services

Printed 5/6/2024

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Page 5

Area (sf)	CN	Description
26,775	80	>75% Grass cover, Good, HSG D
* 19,442	98	Impervious, HSG D
46,217	88	Weighted Average
26,775	80	57.93% Pervious Area
19,442	98	42.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 20P: STILLWATER WAY N CULVERT

Inflow Area = 4.831 ac, 11.71% Impervious, Inflow Depth = 5.02" for 100-Year event
 Inflow = 31.52 cfs @ 12.22 hrs, Volume= 2.021 af
 Outflow = 14.31 cfs @ 12.44 hrs, Volume= 2.020 af, Atten= 55%, Lag= 13.4 min
 Primary = 14.31 cfs @ 12.44 hrs, Volume= 2.020 af
 Routed to Pond 22P : RECEIVING LOW AREA

Routing by Dyn-Stor-Ind method, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
 Peak Elev= 934.81' @ 12.43 hrs Surf.Area= 41,114 sf Storage= 21,008 cf

Plug-Flow detention time= 14.8 min calculated for 2.020 af (100% of inflow)
 Center-of-Mass det. time= 14.6 min (805.6 - 791.0)

Volume	Invert	Avail.Storage	Storage Description
#1	932.90'	29,725 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
932.90	10	0	0
933.00	38	2	2
934.00	4,839	2,439	2,441
935.00	49,729	27,284	29,725

Device	Routing	Invert	Outlet Devices
#1	Primary	932.90'	24.0" Round Culvert L= 87.0' Ke= 0.500 Inlet / Outlet Invert= 932.90' / 931.86' S= 0.0120 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf

Primary OutFlow Max=14.31 cfs @ 12.44 hrs HW=934.81' TW=933.51' (Dynamic Tailwater)
 ↑**1=Culvert** (Outlet Controls 14.31 cfs @ 5.95 fps)

Summary for Pond 22P: RECEIVING LOW AREA

Inflow Area = 6.274 ac, 19.81% Impervious, Inflow Depth = 5.23" for 100-Year event
 Inflow = 22.57 cfs @ 12.14 hrs, Volume= 2.736 af
 Outflow = 22.12 cfs @ 12.15 hrs, Volume= 2.686 af, Atten= 2%, Lag= 1.0 min
 Primary = 22.12 cfs @ 12.15 hrs, Volume= 2.686 af

2024-0502 STILLWATER WAY N DITCH

MSE 24-hr 3 100-Year Rainfall=7.30"

Prepared by Stantec Consulting Services

Printed 5/6/2024

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Routing by Dyn-Stor-Ind method, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
 Peak Elev= 933.59' @ 12.15 hrs Surf.Area= 4,821 sf Storage= 4,084 cf

Plug-Flow detention time= 20.4 min calculated for 2.686 af (98% of inflow)
 Center-of-Mass det. time= 10.0 min (804.2 - 794.2)

Volume	Invert	Avail.Storage	Storage Description
#1	931.86'	6,375 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
931.86	10	0	0
932.00	732	52	52
933.00	2,846	1,789	1,841
934.00	6,222	4,534	6,375

Device	Routing	Invert	Outlet Devices
#1	Primary	933.10'	25.0' long x 10.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.49 2.56 2.70 2.69 2.68 2.69 2.67 2.64

Primary OutFlow Max=22.09 cfs @ 12.15 hrs HW=933.58' (Free Discharge)

↑**1=Broad-Crested Rectangular Weir**(Weir Controls 22.09 cfs @ 1.82 fps)

BRIDGEWATER VILLAGE

KNOW ALL BY THESE PRESENTS: That Bridgewater Bancshares, Inc., a Minnesota Corporation, owner of the following described property:

That part of the East Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of Minnesota State Highway No. 5, and which lies southwesterly of County State Aid Highway No. 14 and 15, (Washington County Highway Plat No. 33).

AND

That part of the West Half of the East Half of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, which lies southeasterly of State Highway No. 5.

TOGETHER WITH

That part of the north 50 rods of the Northeast Quarter of the Northeast Quarter of Section 13, Township 29 North, Range, 21 West, Washington County, Minnesota, which lies westerly of County State Aid Highway No. 15, (Washington County Highway Plat No. 33), and lies northerly of Parcel 8 of Washington County Highway Right-of-Way Plat No. 178, recorded as Document No. 4120980 in the Recorder's Office of Washington County, Minnesota.

AND

All that part of Parcel 5 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof, on file and of record in the Office of the Recorder, Washington County, Minnesota, which lies westerly of the westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, according to the plat thereof, on file and of record in the Office of the Recorder for said Washington County, and which lies northerly of the South 200.00 feet of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, excepting therefrom the following:

All that part of the Southeast Quarter of the Southeast Quarter of Section 12, Township 29 North, Range 21 West, Washington County, Minnesota, described as follows: Commencing at the southeast corner of said Section 12; thence South 89 degrees 20 minutes 50 seconds West, bearings are based on the Washington County Coordinate System NAD83/1986, along the south line of said Southeast Quarter of the Southeast Quarter, a distance of 89.38 feet to boundary corner B104 of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence northerly a distance of 4.14 feet, along the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, on a curve concave to the west, not tangent to the last described line, said curve having a radius of 1849.86 feet and a central angle of 00 degrees 07 minutes 41 seconds and a chord that bears North 11 degrees 10 minutes 03 seconds West for a distance of 4.14 feet to boundary corner B103 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence North 45 degrees 18 minutes 43 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 27.72 feet to boundary corner B1 of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence North 00 degrees 06 minutes 02 seconds West, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 413.61 feet to the point of beginning; thence South 89 degrees 53 minutes 58 seconds West a distance of 59.17 feet; thence North 31 degrees 35 minutes 12 seconds West a distance of 110.43 feet; thence North 05 degrees 27 minutes 53 seconds West a distance of 170.00 feet to a point on the easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33, according to the plat thereof on file and of record in the Office of the Recorder for said County; thence southeasterly along said easterly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 33 to the westerly line of said WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15; thence South 00 degrees 06 minutes 02 seconds East, along said westerly line of WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 179 - C.S.A.H. 15, a distance of 7.87 feet to the point of beginning.

Have caused the same to be surveyed and platted as BRIDGEWATER VILLAGE, and does hereby dedicate to the public for public use the public ways and the drainage and utility easements created by this plat.

In witness whereof said Bridgewater Bancshares, Inc., a Minnesota corporation, has caused these presents to be signed by its proper officer this ____ day of _____, 20____.

Signed: Bridgewater Bancshares, Inc.

_____, its _____
Signature

Printed Name

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me on this ____ day of _____, 20____, by _____, its _____ of Bridgewater Bancshares Inc., a Minnesota corporation, on behalf of the corporation.

Signature of Notary

Printed Name of Notary

Notary Public _____ County, _____
My commission expires _____

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

Dated this ____ day of _____, 20____.

Christopher A. Terwedo, Licensed Land Surveyor
Minnesota License No. 53536

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this ____ day of _____, 20____, by Christopher A. Terwedo, Licensed Land Surveyor.

Signature of Notary

Printed Name of Notary

Notary Public _____ County, _____
My commission expires _____

CITY COUNCIL
CITY OF LAKE ELMO, MINNESOTA

This plat was approved by the City Council of Lake Elmo, Minnesota, this ____ day of _____, 20____, and hereby certifies compliance with all requirements as set forth in Minnesota Statutes, Section 505.03, Subd. 2.

Signed: _____
Mayor

Signed: _____
Clerk

WASHINGTON COUNTY SURVEYOR

Pursuant to Chapter 820, Laws of Minnesota, 1971, and in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this ____ day of _____, 20____.

BY _____
Washington County Surveyor

BY _____

WASHINGTON COUNTY AUDITOR/TREASURER

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

BY _____
Washington County Auditor/Treasurer

BY _____
Deputy

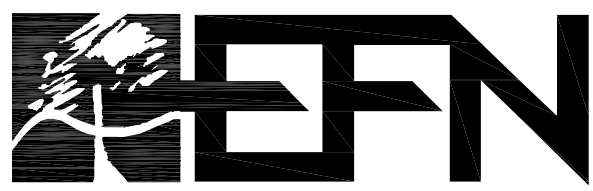
WASHINGTON COUNTY RECORDER

Document Number _____

I hereby certify that this instrument was recorded in the Office of the County Recorder for record on this ____ day of _____, 20____, at ____ o'clock ____M. and was duly recorded in Washington County Records.

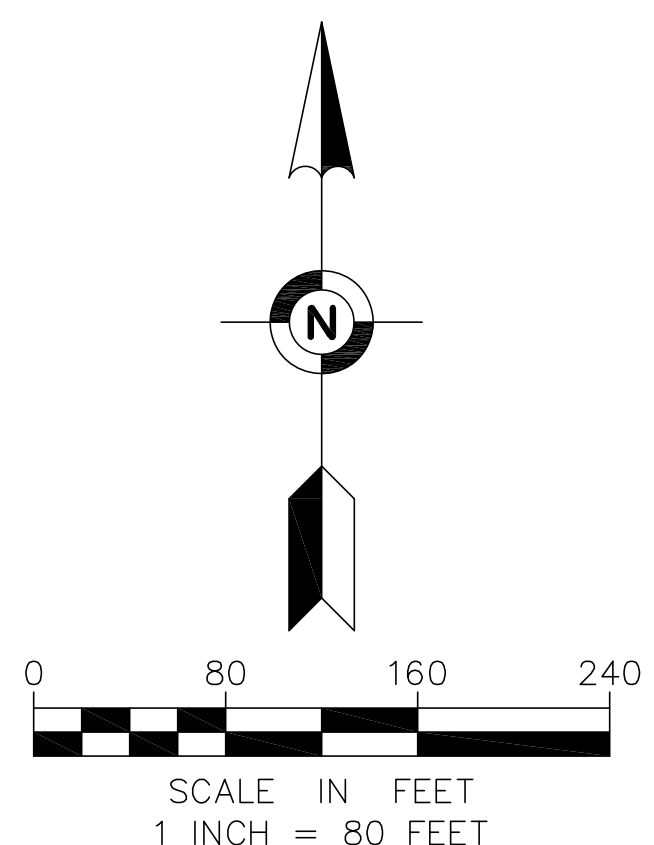
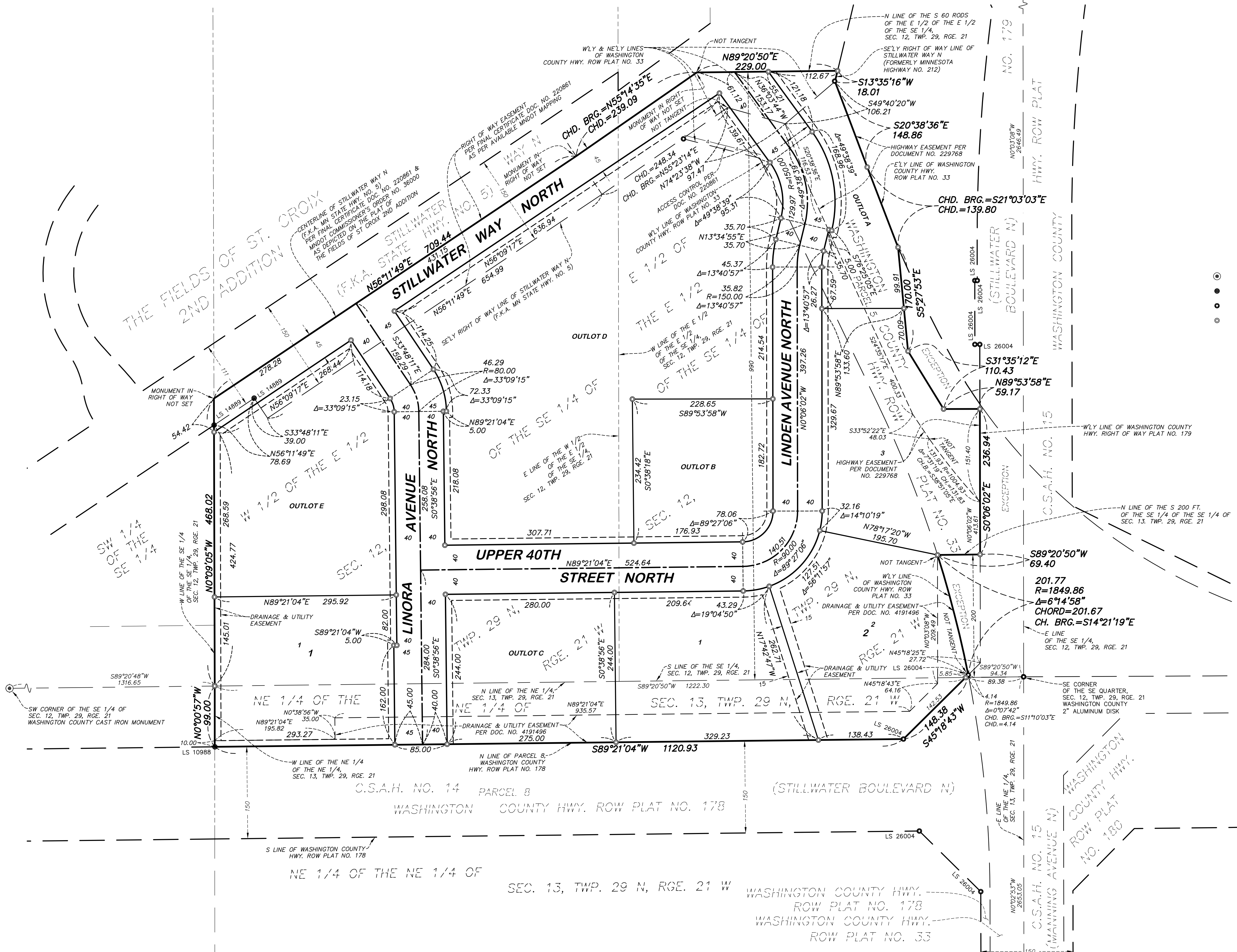
by _____
Washington County Recorder

by _____
Deputy

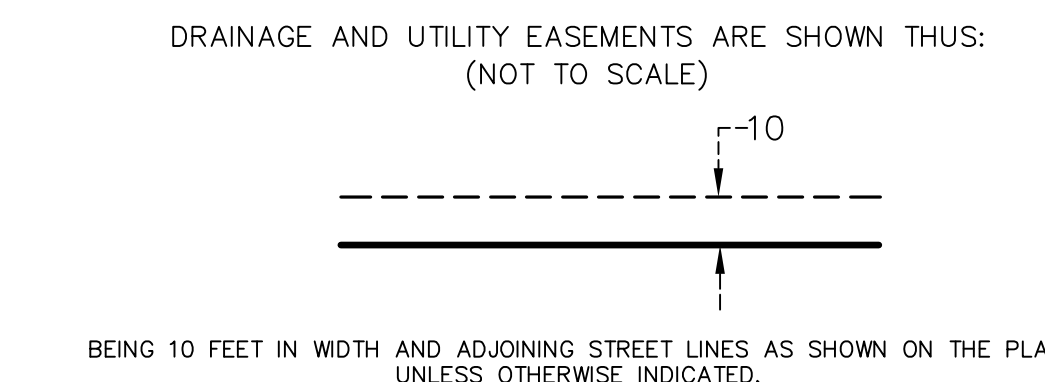


Egan, Field & Nowak, Inc.
land surveyors since 1872

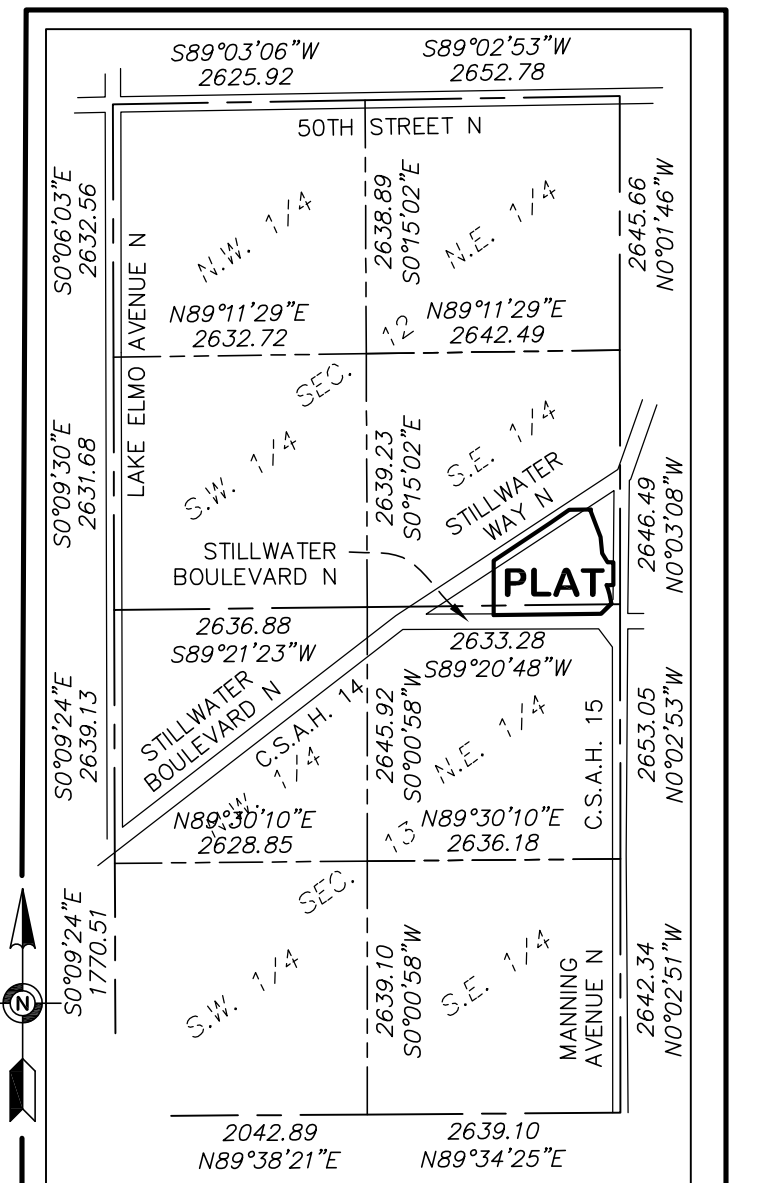
BRIDGEWATER VILLAGE



- THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 29 N, RANGE 21 W, WASHINGTON COUNTY, MINNESOTA IS ASSUMED TO BEAR NORTH 00 DEGREES 03 MINUTES 08 SECONDS WEST
- ⊙ DENOTES FOUND WASHINGTON COUNTY CAST IRON MONUMENT
 - DENOTES FOUND MONUMENT AS NOTED
 - DENOTES FOUND 2" ALUMINUM DISC, UNLESS OTHERWISE NOTED
 - ⊙ DENOTES SET 5/8-INCH BY 14-INCH REBAR MARKED WITH LICENSE NUMBER 53536

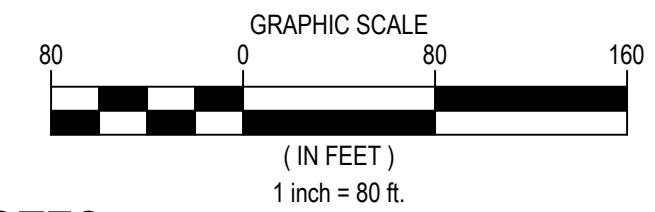
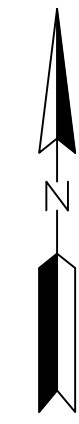
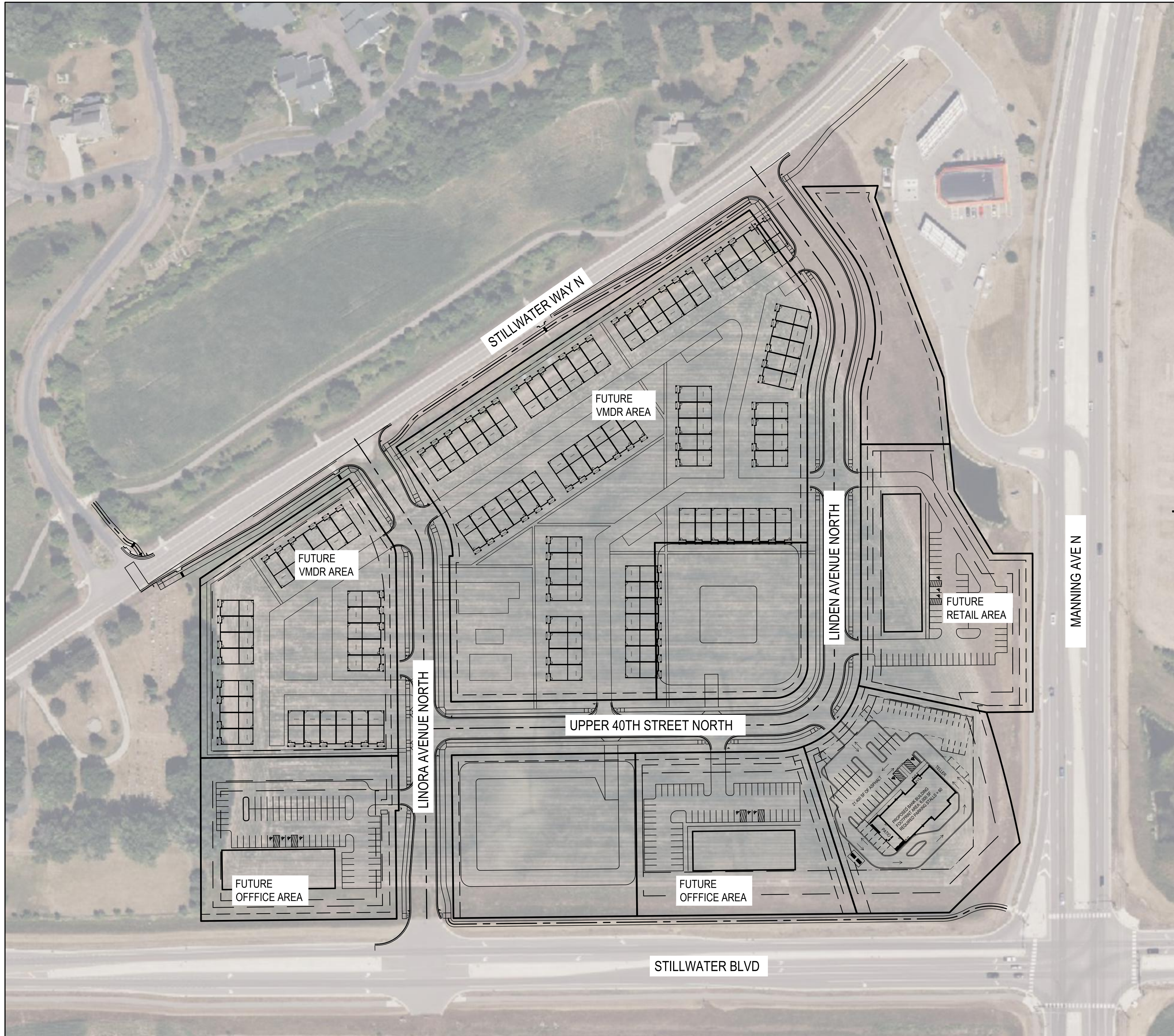


SECTIONS 12 & 13, T 029 N, R 21 W



VICINITY MAP
NO SCALE





NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- LOT LAYOUTS SHOWN ARE FOR REFERENCE AND MASTER PLAN ONLY. SCOPE OF CURRENT SET ONLY TO INCLUDE ADDITION OF PUBLIC ROADWAYS, STORM WATER BMPs, AND SITE GRADING FOR COMMERCIAL LOTS. INDIVIDUAL BUILDINGS AND SITE IMPROVEMENTS WITHIN COMMERCIAL LOTS AND VMDR AREA TO BE DESIGNED AT A LATER PHASE OF THE PROJECT.
- OUTLOTS A, B, AND C TO BE HOA OWNED. THIS INCLUDES THE HOA PROVIDING ONGOING OWNERSHIP AND MAINTENANCE OF THE STORM WATER MANAGEMENT BMPs AND STORM WATER REUSES IRRIGATION SYSTEM.



1 CARLSON PKWY N
PLYMOUTH, MN 55447
PHONE: 763-479-4200
WWW.STANTEC.COM

CLIENT:



BRIDGEWATER VILLAGE

LAKE ELMO MINNESOTA, WASHINGTON COUNTY

PROJECT TITLE

ISSUE NO.:

0

1

2

DESCRIPTION:

30% SET FOR PRELIMINARY PRICING

60% DESIGN FOR CITY SUBMITTAL

80% CITY RESUBMITTAL

DATE:

08/18/2023

08/22/2023

03/18/2024

CERTIFICATION:

PROJECT NO.:

193806140

DWN BY:

SAG

CHKD BY:

MJS

APPD BY:

JRA

ISSUE DATE:

03/18/2024

ISSUE NO.:

2

SHEET TITLE:

MASTER PLAN

SHEET NO.:

G-008

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

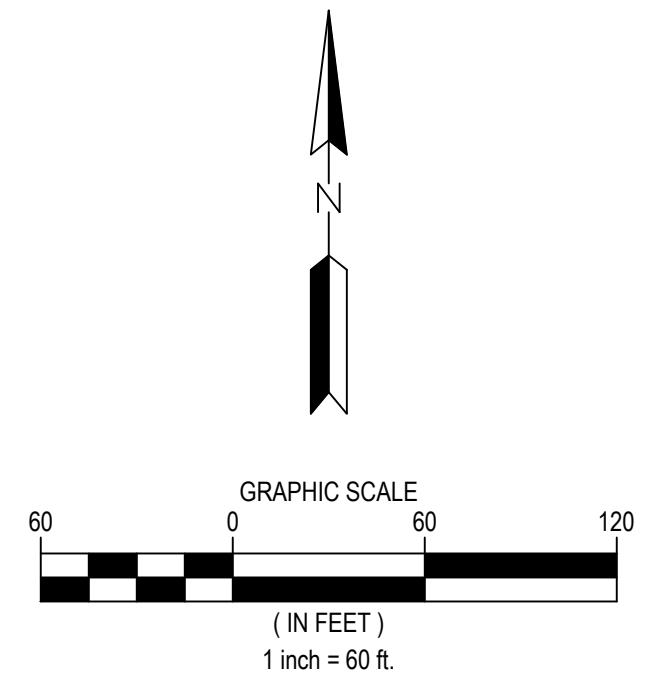
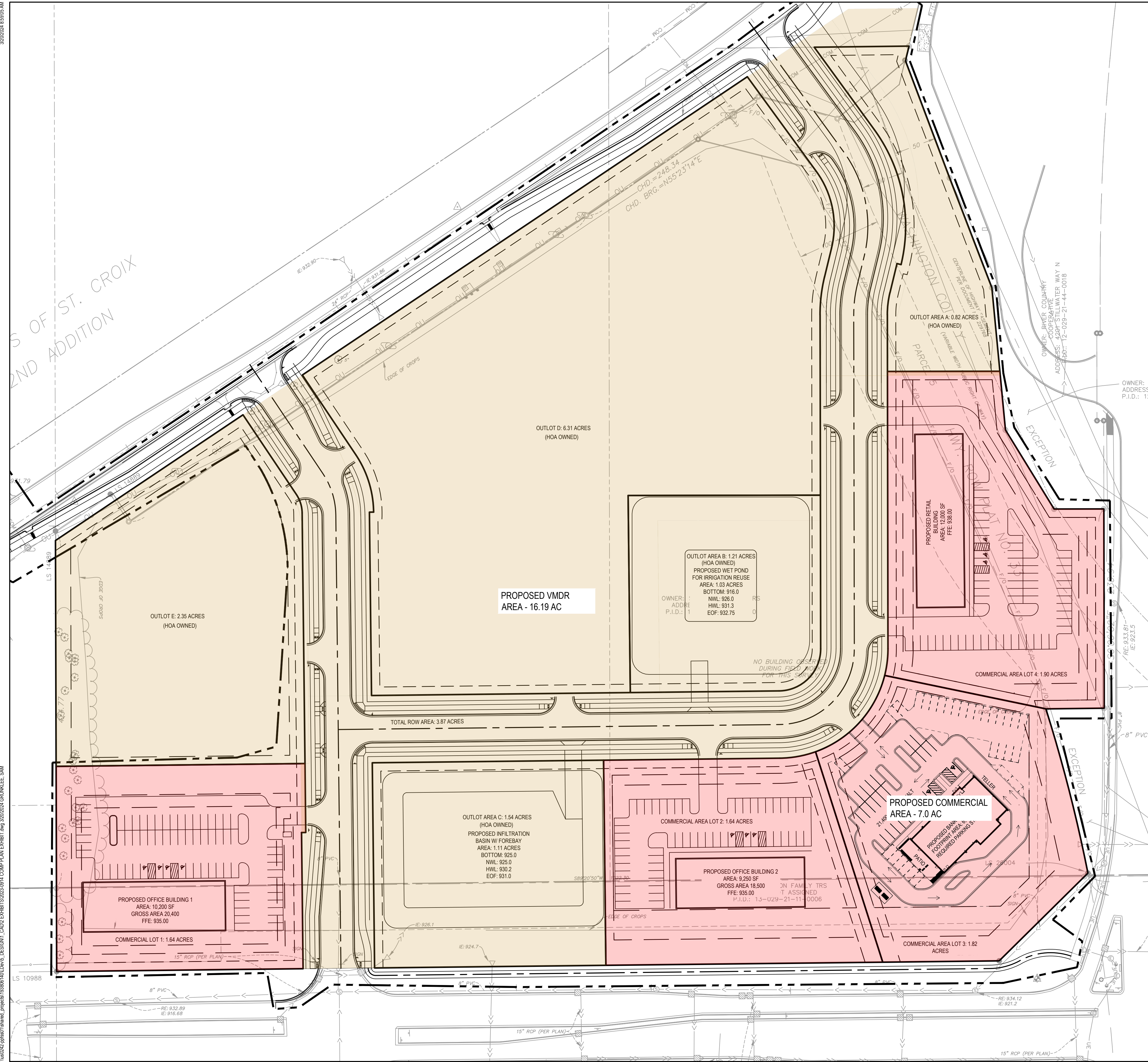
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION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

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

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

NOT FOR CONSTRUCTION



- LEGEND**
- PROPOSED VMDR AREA
 - PROPOSED COMMERCIAL AREA

- NOTES**
- OUTLOTS A, B, AND C TO BE HOA OWNED. THIS INCLUDES THE HOA PROVIDING ONGOING OWNERSHIP AND MAINTENANCE OF THE STORM WATER MANAGEMENT BMP'S AND STORM WATER REUSES IRRIGATION SYSTEM.

WARNING:
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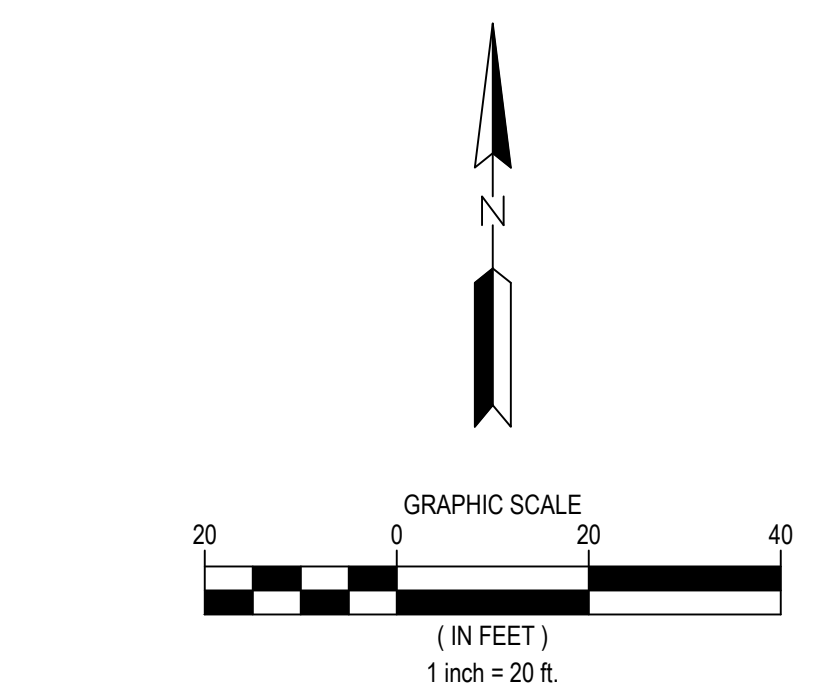
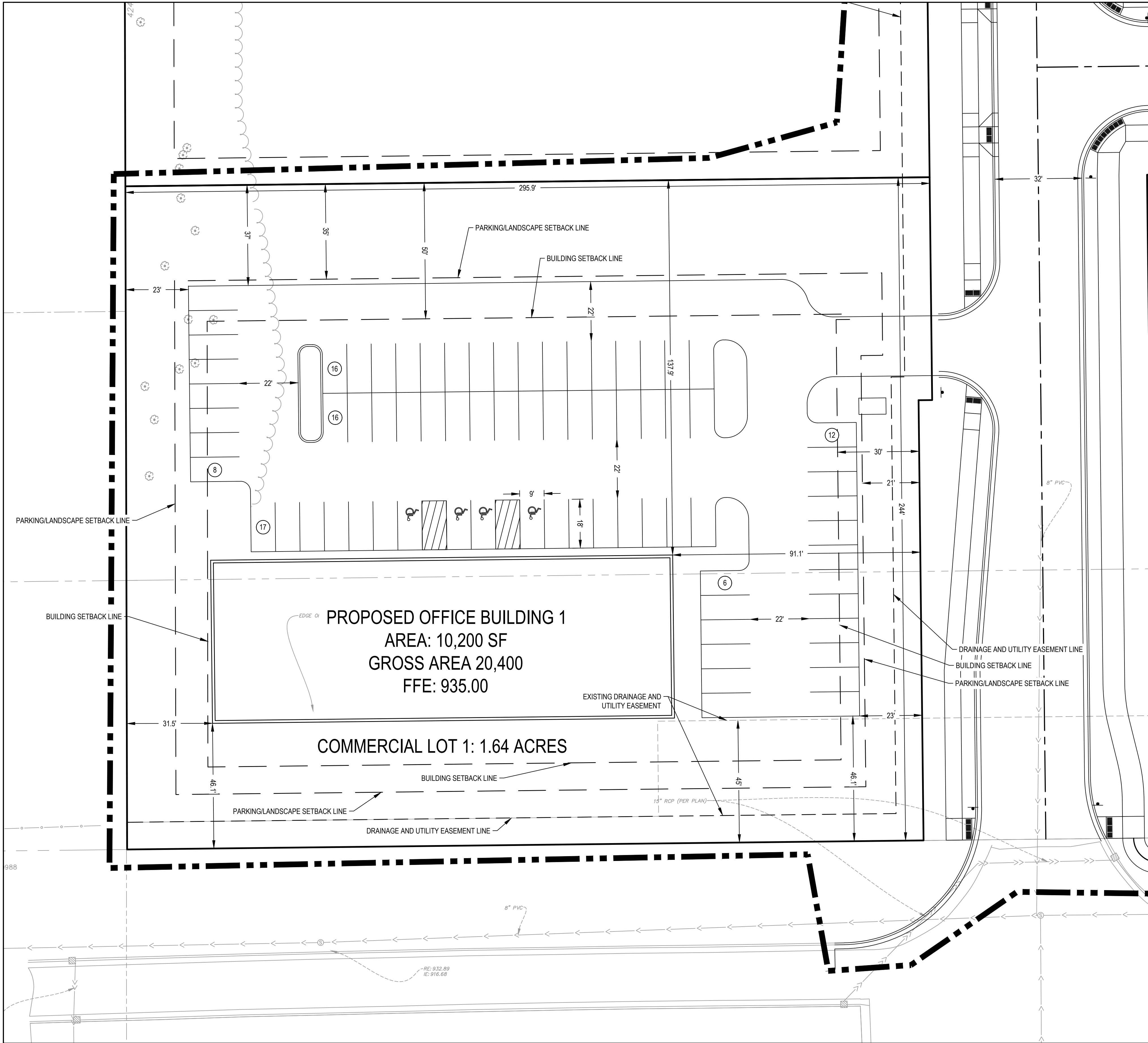
CALL BEFORE YOU DIG
GOPHER STATE ONE CALL
 TWIN CITY AREA: 651-454-0002
 TOLL FREE 1-800-252-1166

DATE	DESCRIPTION	ISSUE NO.
08/18/2023	30% SET FOR PRELIMINARY PRICING	0
09/22/2023	60% DESIGN FOR CITY SUBMITTAL	1
03/18/2024	90% CITY RESUBMITTAL	2

CERTIFICATION:

NOT FOR CONSTRUCTION

PROJECT NO.:	193806140
DWN BY:	SAG
CHKD BY:	MJS
APPD BY:	JRA
ISSUE DATE:	03/18/2024
ISSUE NO.:	2
SHEET TITLE:	PROPOSED COMP PLAN EXHIBIT
SHEET NO.:	G-010



LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SETBACK LINE
- CURB AND GUTTER
- # PROPOSED PARKING COUNT

SITE ANALYSIS TABLE - COMMERCIAL LOT 1			
PROPOSED ZONING	COMMERCIAL		
PROPOSED USE	OFFICE		
LOT AREA SUMMARY			
	REQUIRED	PROPOSED	
MINIMUM LOT AREA	0.46 (AC)	1.64	
MINIMUM LOT WIDTH	100	244	
MINIMUM LOT DEPTH	-	290.9	
LOT NUMBER	TOTAL AREA (AC.)	IMPERVIOUS AREA (AC.)	PERVIOUS AREA (AC.)
EXISTING PARCEL SUMMARY	1.64	0	1.64
PROPOSED USE	1.64	1.23	0.41
BUILDING SUMMARY			
LOT NUMBER	BUILDING FOOTPRINT (SF)	GROSS FLOOR AREA (SF)	# OF STORIES
PROPOSED USE	10,200	20,400	2
PARKING SUMMARY			
TOTAL PARKING	REQUIRED	PROPOSED	
PROPOSED USE	62	75	
ACCESSIBLE PARKING	REQUIRED	PROPOSED	
PROPOSED USE	3	4	
GREENSPACE SUMMARY			
	CODE REQUIREMENT	PROPOSED	
IMPERVIOUS AREA (INCL. BLDG.)	75%	75%	
PERVIOUS AREA		25%	
BUILDING AREA		14%	
BUILDING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	50'	137.9'	
EAST SIDE	30'	91.1'	
SOUTH SIDE	30'	46.1'	
WEST SIDE	30'	31.5'	
PARKING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	35'	37'	
EAST SIDE	15'	23'	
SOUTH SIDE	15'	46.1'	
WEST SIDE	10'	23'	

NOTES: OFFICE - 3 SPACES PER 1000 SF (GROSS AREA)
LANDSCAPE PARKING ISLANDS - 5% MINIMUM

WARNING:
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CALL BEFORE YOU DIG
GOPHER STATE ONE CALL
TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

1 CARLSON PKWY N
PLYMOUTH, MN 55447
PHONE: 763-479-4200
WWW.STANTEC.COM

CLIENT:

BRIDGEWATER BANK

PROJECT TITLE:

BRIDGEWATER VILLAGE

LAKE ELMO MINNESOTA, WASHINGTON COUNTY

ISSUE NO.	DESCRIPTION	DATE
0		
1	30% SET FOR PRELIMINARY PRICING	08/18/2023
2	60% DESIGN FOR CITY SUBMITTAL	08/22/2023
	80% CITY RESUBMITTAL	03/18/2024

CERTIFICATION:

NOT FOR CONSTRUCTION

PROJECT NO.: 193806140

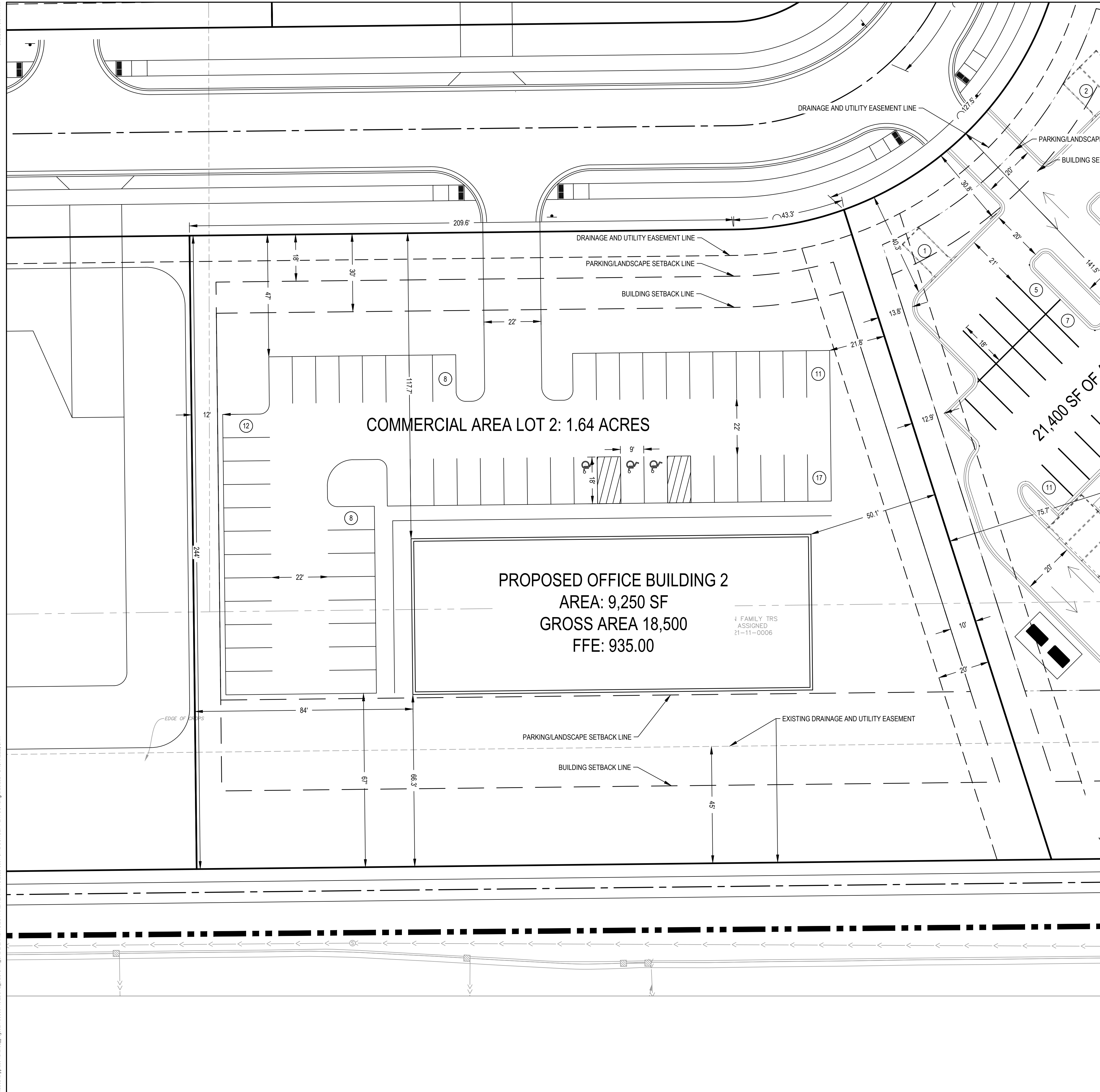
DWN BY: SAG	CHKD BY: MJS	APPD BY: JRA
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ISSUE DATE: 03/18/2024

ISSUE NO.: 2

SHEET TITLE:
COMMERCIAL LOT 1

SHEET NO.:
G-011



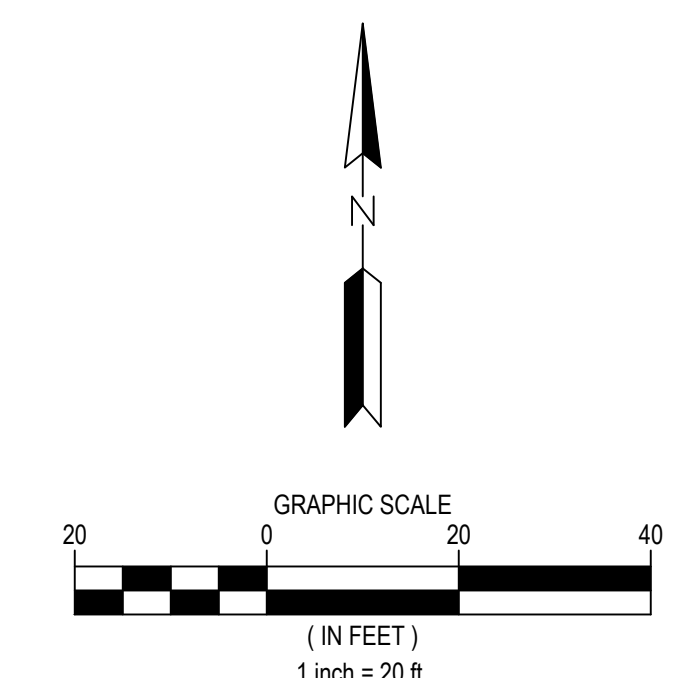
SITE ANALYSIS TABLE - COMMERCIAL LOT 2			
PROPOSED ZONING	COMMERCIAL		
PROPOSED USE	OFFICE		
LOT AREA SUMMARY			
LOT NUMBER	TOTAL AREA (AC.)	IMPERVIOUS AREA (AC.)	PERVIOUS AREA (AC.)
	REQUIRED	PROPOSED	
MINIMUM LOT AREA	0.46	1.64	
MINIMUM LOT WIDTH	100	257.9	
MINIMUM LOT DEPTH	-	244	
EXISTING PARCEL SUMMARY	1.64	0	1.64
PROPOSED USE	1.64	1.23	0.41
BUILDING SUMMARY			
LOT NUMBER	BUILDING FOOTPRINT (SF)	GROSS FLOOR AREA (SF)	# OF STORIES
PROPOSED USE	9,250	18,500	2
PARKING SUMMARY			
TOTAL PARKING	REQUIRED	PROPOSED	
PROPOSED USE	56	56	
ACCESSIBLE PARKING	REQUIRED	PROPOSED	
PROPOSED USE	3	3	
GREENSPACE SUMMARY			
	CODE REQUIREMENT	PROPOSED	
IMPERVIOUS AREA (INCL. BLDG.)	75%	75%	
PERVIOUS AREA		25%	
BUILDING AREA		14%	
BUILDING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	30'	117.7'	
EAST SIDE	10'	50.1'	
WEST SIDE	10'	84'	
SOUTH SIDE	30'	66.3'	
PARKING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	15'	47'	
EAST SIDE	10'	21.8'	
WEST SIDE	10'	12'	
SOUTH SIDE	10'	67'	

NOTES: OFFICE - 3 SPACES PER 1000 SF (GROSS AREA)
 LANDSCAPE PARKING ISLANDS - 5% MINIMUM

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Stantec
 1 CARLSON PKWY N
 PLYMOUTH, MN 55447
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CLIENT:
BRIDGEWATER BANK

PROJECT TITLE:
BRIDGEWATER VILLAGE
 LAKE ELMO MINNESOTA, WASHINGTON COUNTY

ISSUE NO.: 0
 1
 2

DESCRIPTION:
 30% SET FOR PRELIMINARY PRICING
 60% DESIGN FOR CITY SUBMITTAL
 90% CITY RESUBMITTAL

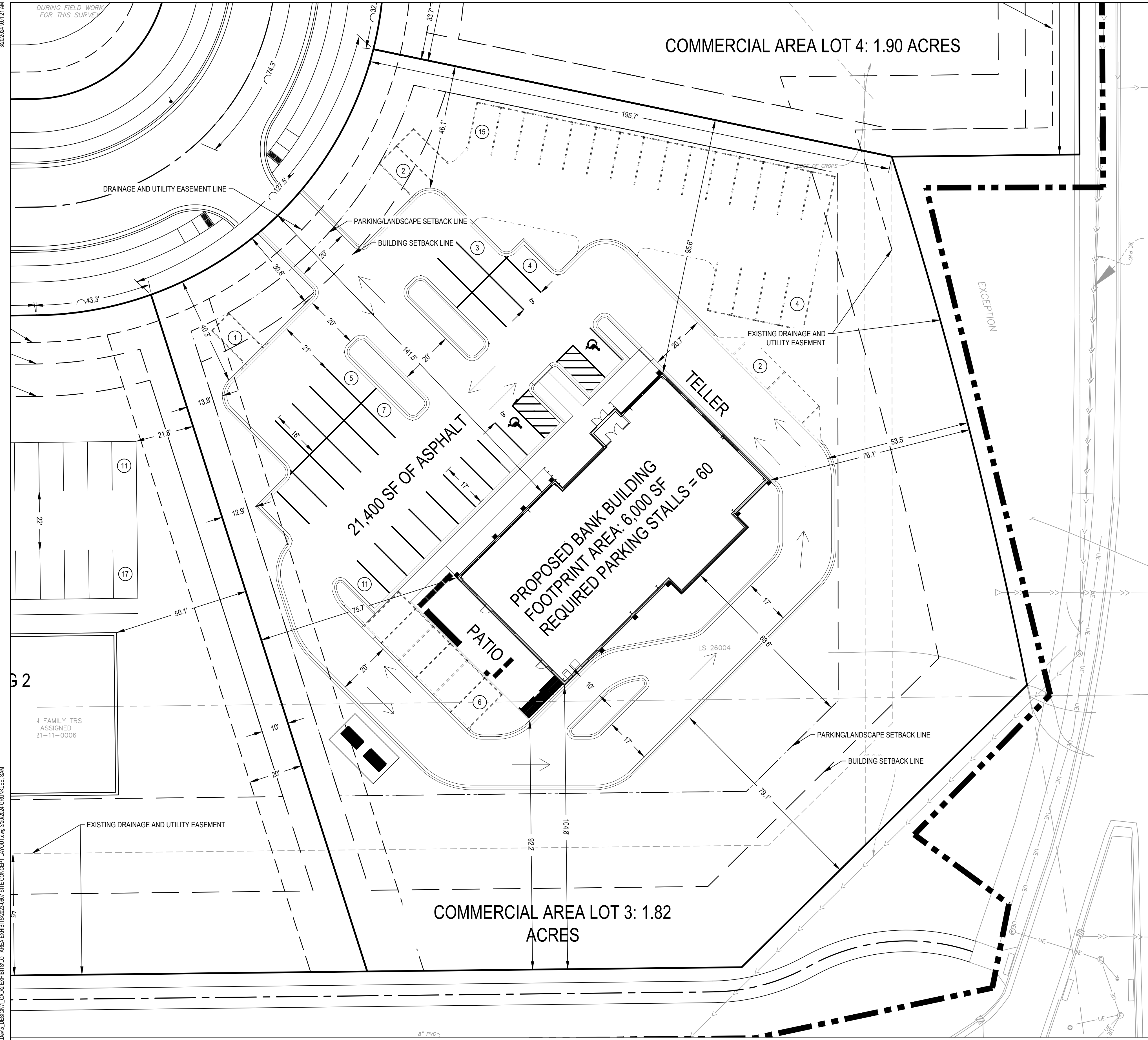
DATE:
 08/18/2023
 08/22/2023
 03/18/2024

CERTIFICATION:
NOT FOR CONSTRUCTION

PROJECT NO.: 193806140
 DWN BY: SAG
 CHK'D BY: MJS
 APP'D BY: JRA
 ISSUE DATE: 03/18/2024
 ISSUE NO.: 2
 SHEET TITLE:
 COMMERCIAL LOT 2
 SHEET NO.:
G-012

3/20/2024 9:01:21 AM

DURING FIELD WORK FOR THIS SURVEY



SITE ANALYSIS TABLE - COMMERCIAL LOT 3			
PROPOSED ZONING	COMMERCIAL		
PROPOSED USE	FINANCIAL INSTITUTION		
LOT AREA SUMMARY			
	REQUIRED	PROPOSED	
MINIMUM LOT AREA	.46 (AC)	1.82 (AC)	
MINIMUM LOT WIDTH	100'	127.5'	
MINIMUM LOT DEPTH	-	195.7'	
LOT NUMBER	TOTAL AREA (AC.)	IMPERVIOUS AREA (AC.)	PERVIOUS AREA (AC.)
EXISTING PARCEL SUMMARY	1.82	0	1.82
PROPOSED USE	1.82	1.37	0.45
BUILDING SUMMARY			
LOT NUMBER	BUILDING FOOTPRINT (SF)	GROSS FLOOR AREA (SF)	# OF STORIES
PROPOSED USE	6,000	6,000	1
PARKING SUMMARY			
TOTAL PARKING	REQUIRED	PROPOSED	
PROPOSED USE	60	60	
ACCESSIBLE PARKING	REQUIRED	PROPOSED	
PROPOSED USE	2	2	
GREENSPACE SUMMARY			
	CODE REQUIREMENT	PROPOSED	
IMPERVIOUS AREA (INCL. BLDG.)	75%	75%	
PERVIOUS AREA		25%	
BUILDING AREA		7%	
BUILDING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	30'	141.5'	
EAST SIDE	10'	76.1'	
SOUTH SIDE	30'	104.8'	
WEST SIDE	10'	75.7'	
PARKING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	15'	30.8'	
EAST SIDE	10'	46.1'	
SOUTH SIDE	10'	53.5'	
WEST SIDE	10'	13.8'	

NOTES: FINANCIAL INSTITUTION - 1 SPACE PER 100 SF OF USEABLE FLOOR AREA
LANDSCAPE PARKING ISLANDS - 5% MINIMUM

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CLIENT:



BRIDGEWATER VILLAGE

LAKE ELMO MINNESOTA, WASHINGTON COUNTY

PROJECT TITLE:

ISSUE NO.:

0

1

2

DESCRIPTION:

30% SET FOR PRELIMINARY PRICING

60% DESIGN FOR CITY SUBMITTAL

80% CITY RESUBMITTAL

DATE:

08/18/2023

08/22/2023

03/18/2024

CERTIFICATION:

PROJECT NO.:

193806140

DWN BY:

SAG

CHKD BY:

MJS

APPD BY:

JRA

ISSUE DATE: 03/18/2024

ISSUE NO.:

2

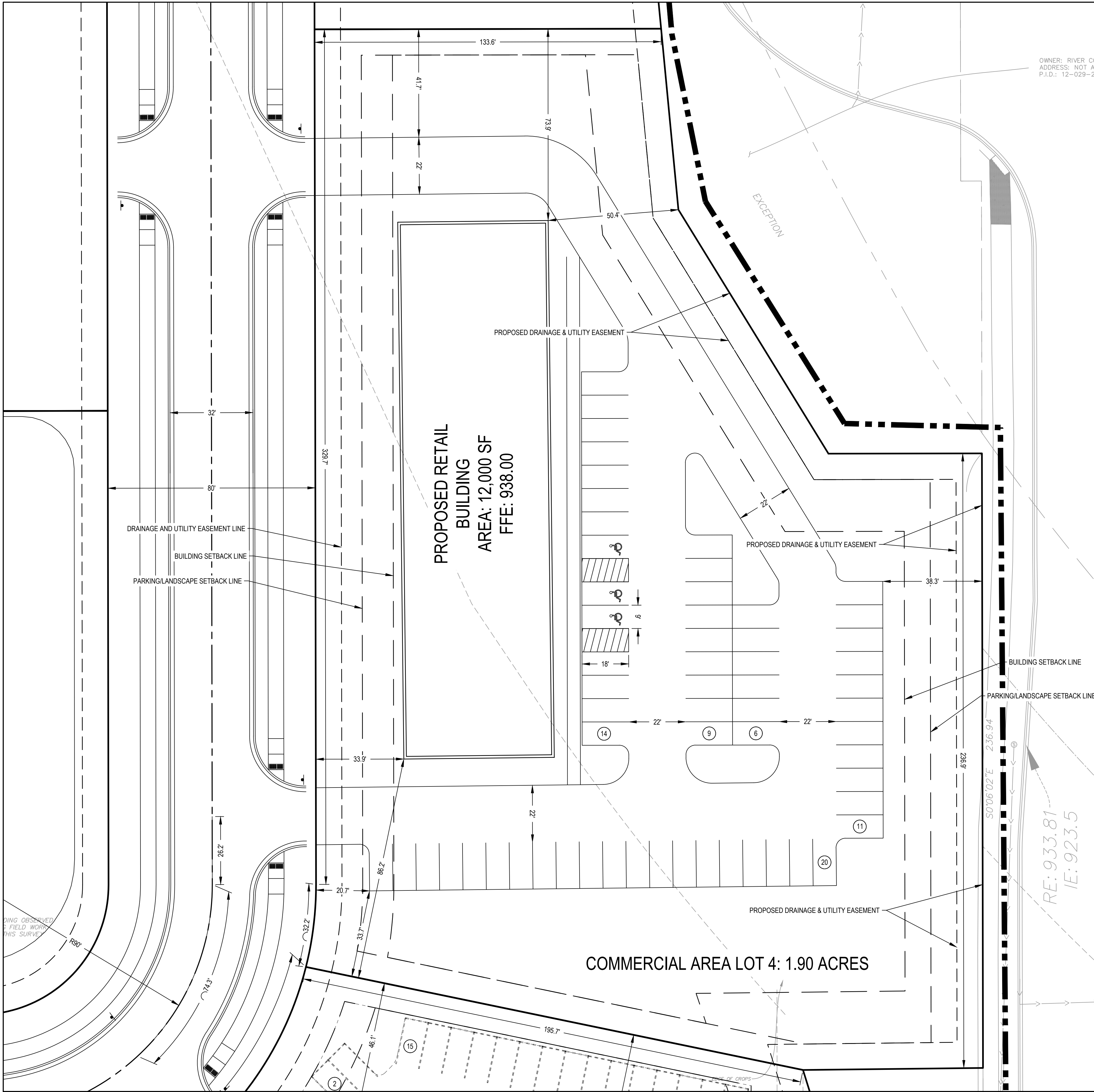
SHEET TITLE:

COMMERCIAL LOT 3

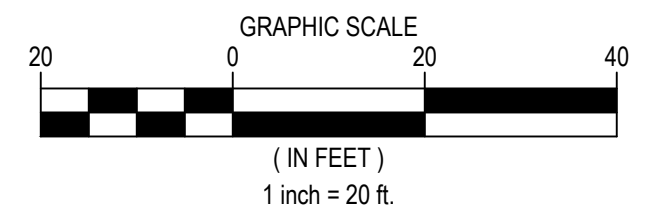
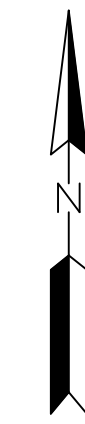
SHEET NO.:

G-013

NOT FOR CONSTRUCTION



OWNER: RIVER COU
ADDRESS: NOT AS
P.L.D.: 12-029-21



LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SETBACK LINE
- CURB AND GUTTER
- PROPOSED PARKING COUNT

SITE ANALYSIS TABLE - COMMERCIAL LOT 4			
PROPOSED ZONING	COMMERCIAL		
PROPOSED USE	RETAIL		
LOT AREA SUMMARY			
	REQUIRED	PROPOSED	
MINIMUM LOT AREA	46 (AC)	1.90 (AC)	
MINIMUM LOT WIDTH	100'	236.9'	
MINIMUM LOT DEPTH	-	134.1'	
LOT NUMBER	TOTAL AREA (AC.)	IMPERVIOUS AREA (AC.)	PERVIOUS AREA (AC.)
EXISTING PARCEL SUMMARY	1.90	0	1.90
PROPOSED USE	1.90	1.43	0.47
BUILDING SUMMARY			
LOT NUMBER	BUILDING FOOTPRINT (SF)	GROSS FLOOR AREA (SF)	# OF STORIES
PROPOSED USE	12,500	12,500	1
PARKING SUMMARY			
	REQUIRED	PROPOSED	
TOTAL PARKING	50	60	
PROPOSED USE	50	60	
ACCESSIBLE PARKING	REQUIRED	PROPOSED	
PROPOSED USE	3	3	
GREENSPACE SUMMARY			
	CODE REQUIREMENT	PROPOSED	
IMPERVIOUS AREA (INCL. BLDG.)	75%	75%	
PERVIOUS AREA		25%	
BUILDING AREA		13%	
BUILDING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	10'	73.9'	
EAST SIDE	30'	50.4'	
SOUTH SIDE	10'	86.2'	
WEST SIDE	30'	33.9'	
PARKING SETBACK SUMMARY			
	REQUIRED	PROPOSED	
NORTH SIDE	10'	41.7'	
EAST SIDE	10'	38.3'	
SOUTH SIDE	10'	33.7'	
WEST SIDE	15'	20.7'	

NOTES: GENERAL RETAIL - 1 SPACE PER 250 SF (GROSS AREA)
LANDSCAPE PARKING ISLANDS - 5% MINIMUM

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PLYMOUTH, MN 55447
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WWW.STANTEC.COM



BRIDGEWATER VILLAGE
LAKE ELMO MINNESOTA, WASHINGTON COUNTY

PROJECT TITLE

ISSUE NO.	DESCRIPTION
0	
1	30% SET FOR PRELIMINARY PRICING
2	60% DESIGN FOR CITY SUBMITTAL
	80% CITY RESUBMITTAL

DATE	DESCRIPTION
08/18/2023	30% SET FOR PRELIMINARY PRICING
09/22/2023	60% DESIGN FOR CITY SUBMITTAL
03/18/2024	80% CITY RESUBMITTAL

CERTIFICATION:

NOT FOR CONSTRUCTION

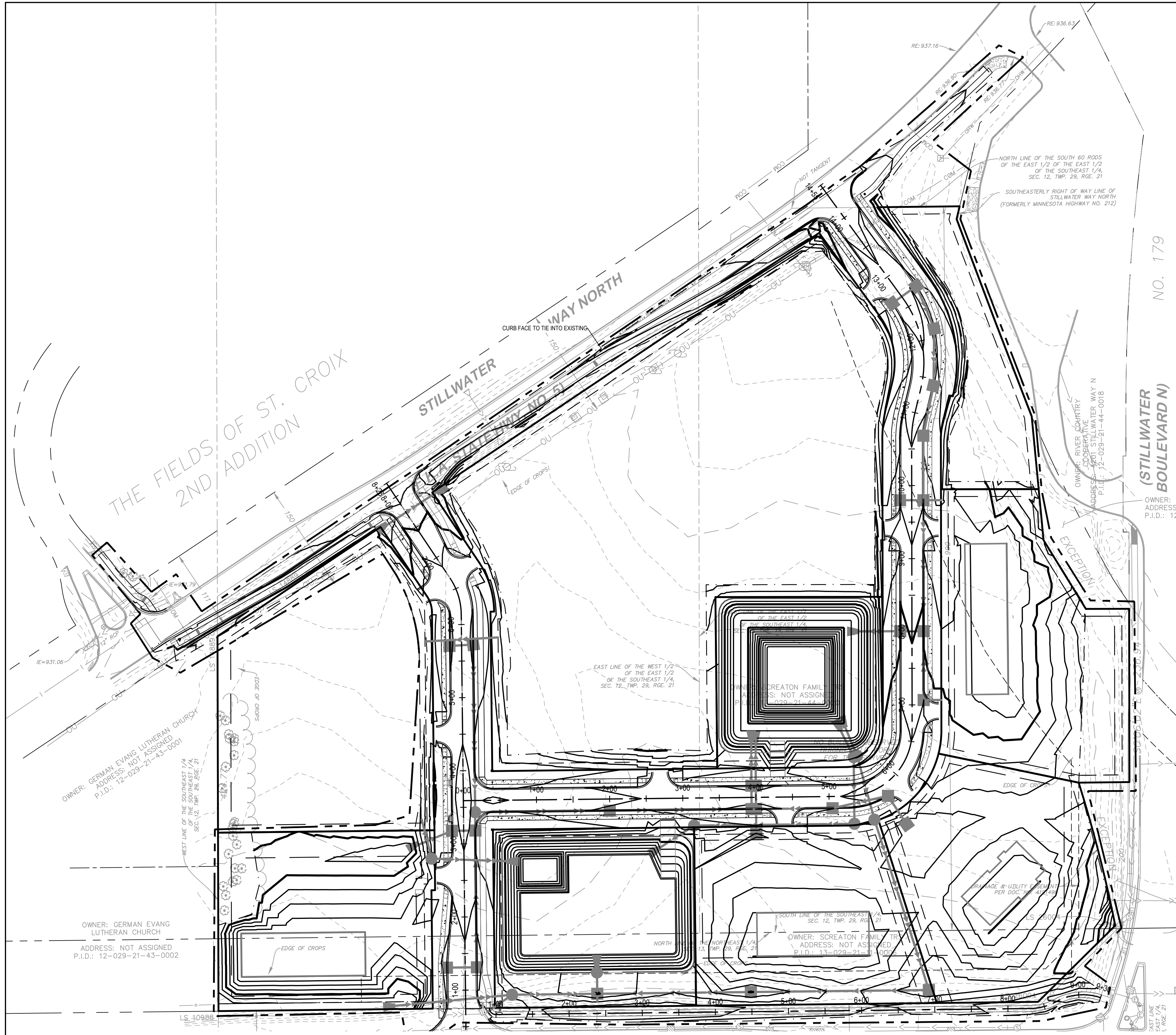
PROJECT NO.: 193806140

DWN BY: SAG CHKD BY: MJS APPD BY: JRA
ISSUE DATE: 03/18/2024

ISSUE NO.: 2

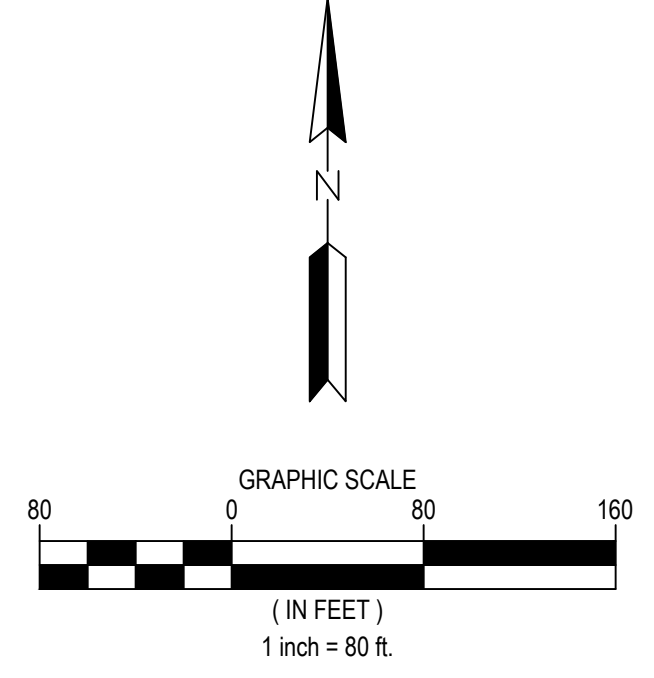
SHEET TITLE:
COMMERCIAL LOT 4

SHEET NO.:
G-014



STANTEC NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
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- CONSTRUCTION SHALL HAVE STABILIZED EXIT AT ALL TIME THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR IS ULTIMATELY RESPONSIBLE TO PROJECT DOWNSTREAM WATERS FROM CONSTRUCTION RUNOFF.
- UNTRENCHED SILT FENCE OR ORANGE SNOW FENCE MAY BE USED FOR TREE PROTECTION.
- CONSTRUCTION LIMITS AND SILT FENCE SHOWN OFFSET TO THE PROPERTY LINE FOR CLARITY, WHERE APPLICABLE
- CLEAR AND GRUB AS NEEDED WITHIN LIMITS OF DISTURBANCE
- EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES 4:1 OR STEEPER, UPON COMPLETION OF GRADING.
- EXISTING SPOT ELEVATIONS AT MATCH POINTS ARE BASED ON POINT TO POINT SURVEY DATA. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONNECTION POINTS PRIOR TO INSTALLATION OF IMPROVEMENTS AND FOR MAKING NECESSARY ADJUSTMENTS IN THE FIELD FOR CONSTRUCTABILITY AND TO ENSURE SMOOTH TRANSITIONS TO FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING OF ANY FIELD DISCREPANCIES. CONTRACTOR IS RESPONSIBLE FOR REWORK OF ANY UNCOMMUNICATED DISCREPANCIES.
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- CONTRACTOR TO PROVIDE SOIL CORRECTIONS BELOW THE FOOTPRINT OF THE SURFACE INFILTRATION BASIN. SOIL CORRECTION SHALL BE PROVIDED TO A DEPTH OF 5 FEET BELOW THE FINISHED GRADE OF THE INFILTRATION BASIN. CORRECTION SHALL REMOVE SOILS THAT PROHIBIT INFILTRATION, WHICH INCLUDES ALL SOIL TYPES THAT ARE NOT SP CLASSIFIED UNIFORM SANDS OR SP-SM CLASSIFIED SILTY SANDS OR SM SILTY SANDS, AND PROVIDE A CLEAN SAND IN ACCORDANCE WITH MNDOT 3149.2B MODIFIED SO THAT NO MORE THAN 5% PASSES THE NO. 200 SIEVE AND NO MORE THAN 50 PERCENT PASSING THE #40 SIEVE, IMPORTED TO THE SITE AND COMPACTED IN PLACE. SOILS SHALL BE CORRECTED TO A MAXIMUM DEPTH OF 5 FEET BELOW THE FINISHED GRADE OF THE INFILTRATION BASIN WHICH CORRESPONDS TO AN ELEVATION OF 920' BELOW THE BASIN BOTTOM, WITH ELEVATIONS BELOW THE SIDE SLOPES BEING VARIABLE.
- ON SITE SANDY SOIL MAY BE MINED AND USED FOR SOIL CORRECTION IF TESTED AND APPROVED BY OWNER'S GEOTECHNICAL REPRESENTATIVE.
- OWNER'S GEOTECHNICAL REPRESENTATIVE SHALL BE PRESENT ON SITE AT TIME OF CORRECTION. CONTACT A MINIMUM OF 2 BUSINESS DAYS PRIOR TO COMMENCING CORRECTION ACTIVITIES.
- FOR PLANTING AREAS (12 INCH UNCOMPACTED DEPTH), INCORPORATE 3 INCHES OF COMPOST INTO THE TOP 5 INCHES OF COMPACTED SOIL TO CREATE A TOPSOIL LAYER WITH A MINIMUM DEPTH OF 8 INCHES. SOILS BELOW THE TOP SOIL LAYER SHALL BE SCARIFIED TO AT LEAST 4 INCHES.
- FOR TURF AREA (12 INCH UNCOMPACTED DEPTH), INCORPORATE 1.75 INCHES OF COMPOST INTO THE TOP 6.25 INCHES OF COMPACTED SOIL TO CREATE A TOPSOIL LAYER WITH A MINIMUM DEPTH OF 8 INCHES. SOILS BELOW THE TOP SOIL LAYER SHALL BE SCARIFIED TO AT LEAST 4 INCHES.



CITY STANDARD GRADING NOTES

- THE CONTRACTOR SHALL CONDUCT OPERATIONS AND IMPLEMENT MINNESOTA POLLUTION CONTROL AGENCY (MPCA) BEST MANAGEMENT PRACTICES (BMP) TO CONTROL SITE SILTATION AND EROSION INTO DRAINAGE WAYS. THE CONTRACTOR SHALL COMPLY WITH ALL CONDITIONS AND COMPLETION DATES RELATIVE TO ALL PERMITS ISSUED FOR THE WORK TO BE COMPLETED. THE ENGINEER MAY ISSUE A STOP WORK ORDER FOR ALL DEVELOPMENT WORK AND BUILDING CONSTRUCTION FOR NONCOMPLIANCE WITH THESE MEASURES.
- SEQUENCING. ALL SILT FENCE AND OTHER EROSION CONTROL MEASURES SHALL BE IN PLACE AND APPROVED BY ENGINEER PRIOR TO ANY REMOVALS, EXCAVATION OR CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED AND APPROVED BY THE ENGINEER.
- DEWATERING. EACH EXCAVATION SHALL BE KEPT DRY DURING THE COURSE OF ALL WORK HEREIN, INCLUDING SUBGRADE CORRECTION, PIPE INSTALLATION, STRUCTURE CONSTRUCTION AND BACKFILLING, TO THE EXTENT THAT NO DAMAGE FROM HYDROSTATIC PRESSURE, FLOATATION OR OTHER DAMAGE RESULTS. ALL EXCAVATIONS SHALL BE DEWATERED TO A DEPTH OF AT LEAST 3 INCHES BELOW THE BOTTOM OF THE CONCRETE SLAB OR PIPE TO BE INSTALLED THEREIN. THE CONTRACTOR MAY USE ANY METHOD OR COMBINATION OF METHODS FOR DEWATERING HE CHOOSES; HOWEVER, ALL DEWATERING METHODS AND EQUIPMENT WHICH IN THE OPINION OF THE ENGINEER, ARE INEFFECTIVE SHALL BE ABANDONED, IMPROVED, REPLACED OR THERWISE ALTERED TO OBTAIN EFFECTIVE DEWATERING. THE CONTRACTOR SHALL PROVIDE ALL POWER, PUMPS, MATERIALS AND APPARATUS NECESSARY, AND SHALL BE RESPONSIBLE FOR DISPOSING OF THE WATER PUMPED FROM THE EXCAVATION IN A MANNER WHICH WILL NOT INTERFERE WITH OTHER WORK WITHIN THE AREA AND NOT TO DAMAGE PUBLIC OR PRIVATE PROPERTY. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE CONDITION OF ANY PIPE, CONDUIT, DITCH, CHANNEL OR NATURAL WATERCOURSE UTILIZED FOR DRAINAGE PURPOSES, AND ALL EROSION, SEDIMENT OR OTHER ADVERSE RESULTS OF THEIR USE SHALL BE REPAIRED.

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PLYMOUTH, MN 55447
PHONE: 763-479-4200
WWW.STANTEC.COM

CLIENT:

BRIDGEWATER BANK

PROJECT TITLE:

BRIDGEWATER VILLAGE

LAKE ELMO MINNESOTA, WASHINGTON COUNTY

DATE	DESCRIPTION	ISSUE NO.
08/18/2023	30% SET FOR PRELIMINARY PRICING	0
08/22/2023	60% DESIGN FOR CITY SUBMITTAL	1
03/18/2024	90% CITY RESUBMITTAL	2

CERTIFICATION:

NOT FOR CONSTRUCTION

PROJECT NO.: 193806140

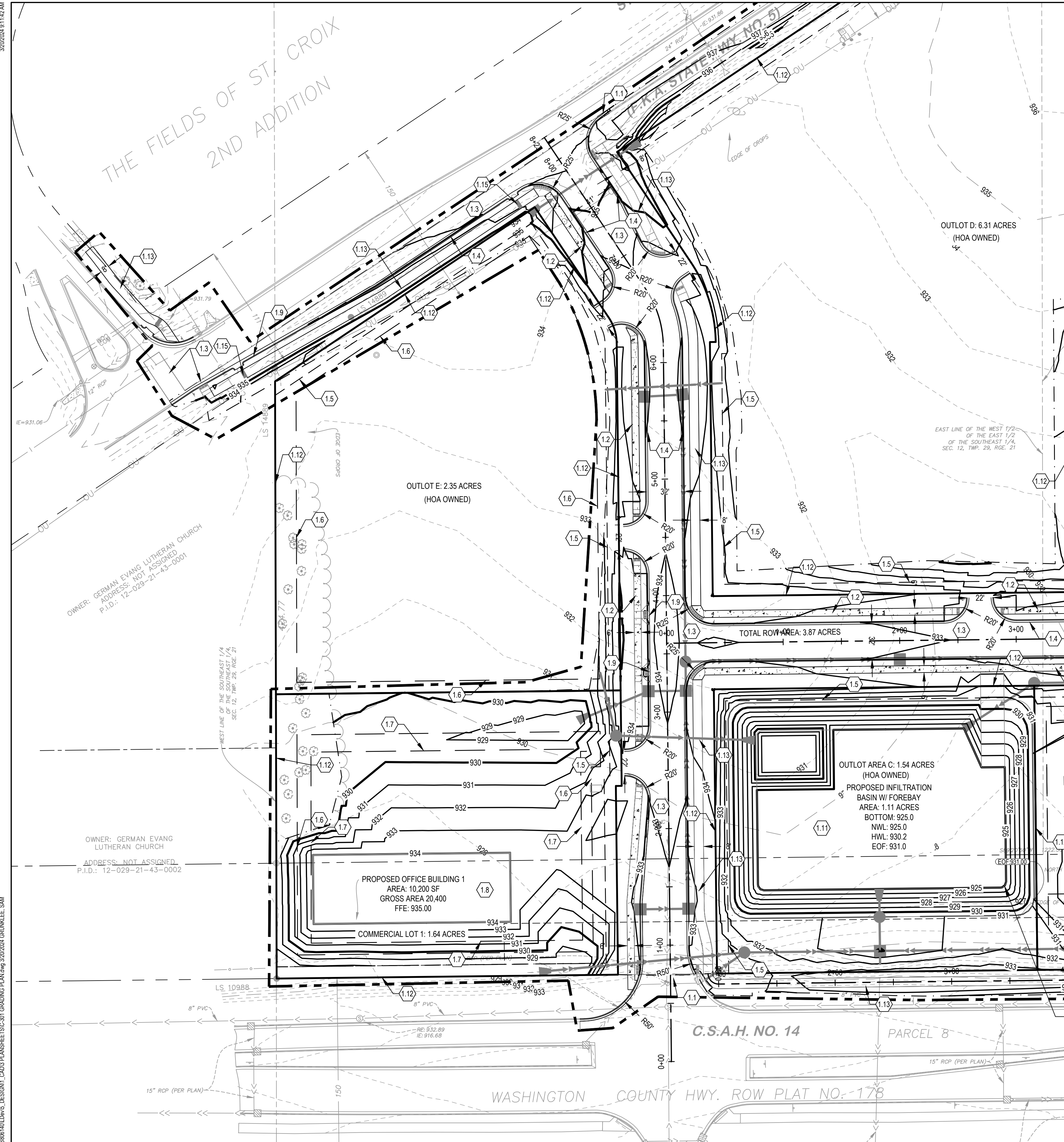
DWN BY: SAG CHKD BY: MJS APPD BY: JRA

ISSUE DATE: 03/18/2024

ISSUE NO.: 2

SHEET TITLE:
GRADING AND DRAINAGE - OVERALL

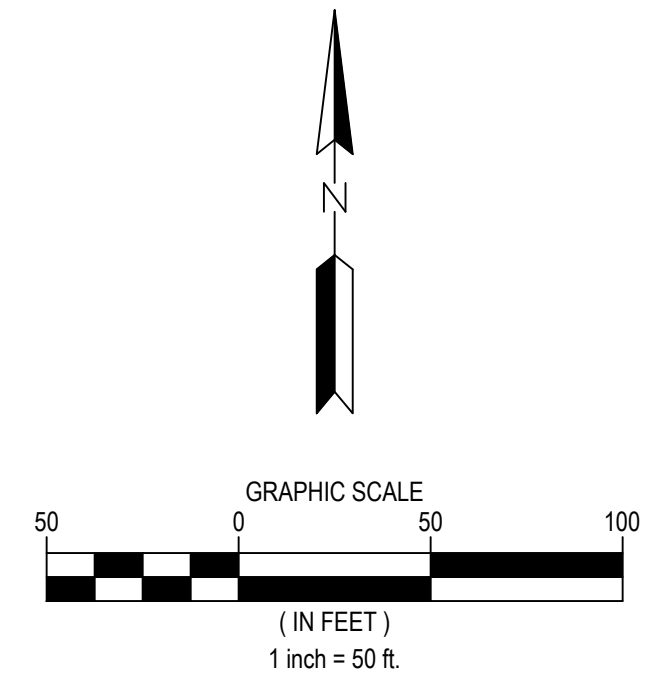
SHEET NO.:
C-101



SEE SHEET C-103

GRADING / TOPOGRAPHY LEGEND

EXISTING	DESCRIPTION	PROPOSED
901	MINOR CONTOUR	901
900	MAJOR CONTOUR	900
	GRADING LIMITS	
	CONSTRUCTION LIMITS	
	SPOT ELEVATION	999.99
	SURFACE GRADE & FLOW DIRECTION	1.00%
	SURFACE SLOPE (H:V) & FLOW DIRECTION	3.0:1
	DITCH	



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KEYNOTES

- SITE PLAN
 - MATCH EXISTING
 - CONCRETE SIDEWALK - SEE DETAIL 510/C-803
 - BITUMINOUS PAVEMENT - SEE TYPICAL SECTION ON SHEETS G-005 TO G-006
 - B618 CURB AND GUTTER - SEE DETAIL 501A/C-802
 - DRAINAGE & UTILITY EASEMENT
 - PARKING/LANDSCAPE SETBACK
 - BUILDING SETBACK
 - PROPOSED BUILDING PAD
 - CURB CUT
 - PROPOSED WET POND
 - INFILTRATION BASIN
 - PROPOSED LOT LINES
 - BITUMINOUS TRAIL - SEE DETAIL 509/C-803
 - MONUMENT SIGN - SEE ARCH/STRUC PLANS
 - WIDE REVEAL FRAME AND GRATE SYSTEM - SEE DETAIL Z723/C-805

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WWW.STANTEC.COM

CLIENT:



BRIDGEWATER VILLAGE

LAKE ELMO MINNESOTA, WASHINGTON COUNTY

PROJECT TITLE

ISSUE NO.:

0

1

2

DESCRIPTION:

30% SET FOR PRELIMINARY PRICING

60% DESIGN FOR CITY SUBMITTAL

80% CITY RESUBMITTAL

DATE:

08/18/2023

09/22/2023

03/18/2024

CERTIFICATION:

PROJECT NO.: 193806140

DWN BY: SAG CHKD BY: MJS APPD BY: JRA

ISSUE DATE: 03/18/2024

ISSUE NO.: 2

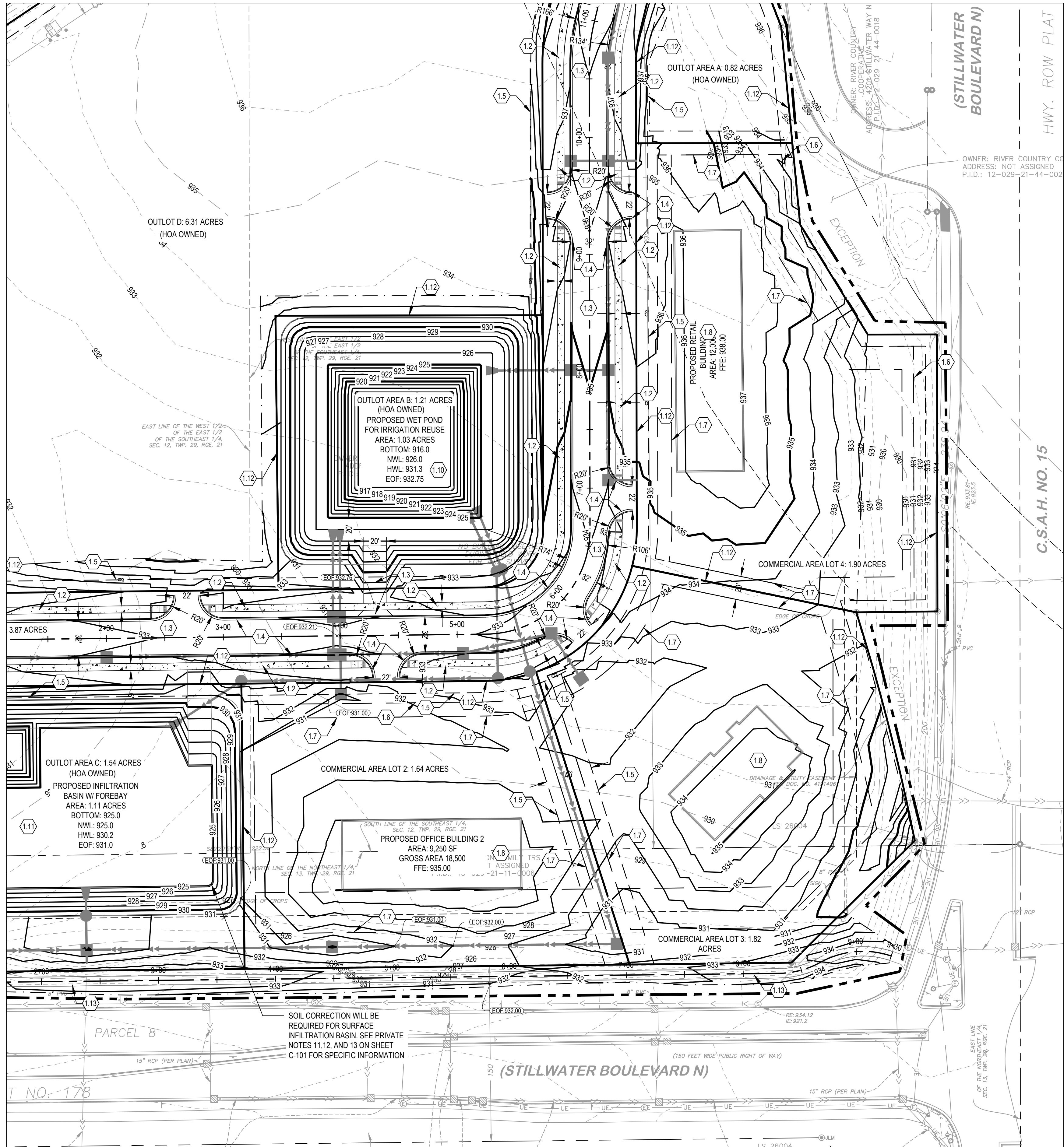
SHEET TITLE:
GRADING AND DRAINAGE - WEST

SHEET NO.:

C-102

NOT FOR CONSTRUCTION

SEE SHEET C-104



SEE SHEET C-102

GRADING / TOPOGRAPHY LEGEND

EXISTING	DESCRIPTION	PROPOSED
--- 901 ---	MINOR CONTOUR	— 901 —
--- 900 ---	MAJOR CONTOUR	— 900 —
	GRADING LIMITS	— — — —
	CONSTRUCTION LIMITS	— — — —
	SPOT ELEVATION	⊙ XXXX ⊙
	SURFACE GRADE & FLOW DIRECTION	1.00%
	SURFACE SLOPE (H:V) & FLOW DIRECTION	3.0:1
	DITCH	— — — —

STANTEC NOTES

- SEE SHEET C/G-002 FOR ADDITIONAL PROJECT NOTES.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- DESIGN BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/DRAWINGS.
- CONSTRUCTION SHALL HAVE STABILIZED EXIT AT ALL TIME THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR IS ULTIMATELY RESPONSIBLE TO PROJECT DOWNSTREAM WATERS FROM CONSTRUCTION RUNOFF.
- UNTRENCHED SILT FENCE OR ORANGE SNOW FENCE MAY BE USED FOR TREE PROTECTION.
- CONSTRUCTION LIMITS AND SILT FENCE SHOWN OFFSET TO THE PROPERTY LINE FOR CLARITY, WHERE APPLICABLE.
- CLEAR AND GRUB AS NEEDED WITHIN LIMITS OF DISTURBANCE.
- EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES 4:1 OR STEEPER, UPON COMPLETION OF GRADING.
- EXISTING SPOT ELEVATIONS AT MATCH POINTS ARE BASED ON POINT TO POINT SURVEY DATA. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONNECTION POINTS PRIOR TO INSTALLATION OF IMPROVEMENTS AND FOR MAKING NECESSARY ADJUSTMENTS IN THE FIELD FOR CONSTRUCTABILITY AND TO ENSURE SMOOTH TRANSITIONS TO FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING OF ANY FIELD DISCREPANCIES. CONTRACTOR IS RESPONSIBLE FOR REWORK OF ANY UNCOMMUNICATED DISCREPANCIES.
- CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND ENGINEER IN WRITING OF DISCREPANCIES OR CONFLICTS IN THE CONTRACT DOCUMENTS BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS ARE TO BE MADE WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO NOTIFY OWNER AND ENGINEER OF AN IDENTIFIABLE CONFLICT BEFORE PROCEEDING WITH INSTALLATION RELIEVES OWNER AND ENGINEER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.

KEYNOTES

- SITE PLAN
 - MATCH EXISTING
 - CONCRETE SIDEWALK - SEE DETAIL 510/C-803
 - BITUMINOUS PAVEMENT - SEE TYPICAL SECTION ON SHEETS G-005 TO G-006
 - B618 CURB AND GUTTER - SEE DETAIL 501A/C-802
 - DRAINAGE & UTILITY EASEMENT
 - PARKING/LANDSCAPE SETBACK
 - BUILDING SETBACK
 - PROPOSED BUILDING PAD
 - CURB CUT
 - PROPOSED WET POND
 - INFILTRATION BASIN
 - PROPOSED LOT LINES
 - BITUMINOUS TRAIL - SEE DETAIL 509/C-803
 - MONUMENT SIGN - SEE ARCH/STRUC PLANS
 - WIDE REVEAL FRAME AND GRATE SYSTEM - SEE DETAIL Z723/C-805

WARNING:

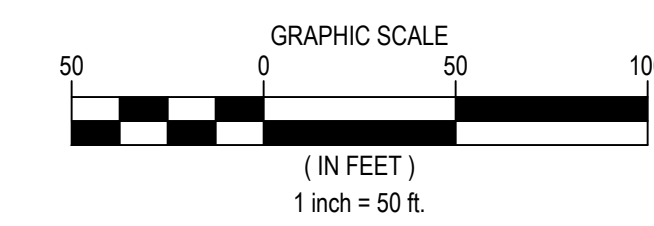
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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

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



1 CARLSON PKWY N
PLYMOUTH, MN 55447
PHONE: 763-479-4200
WWW.STANTEC.COM

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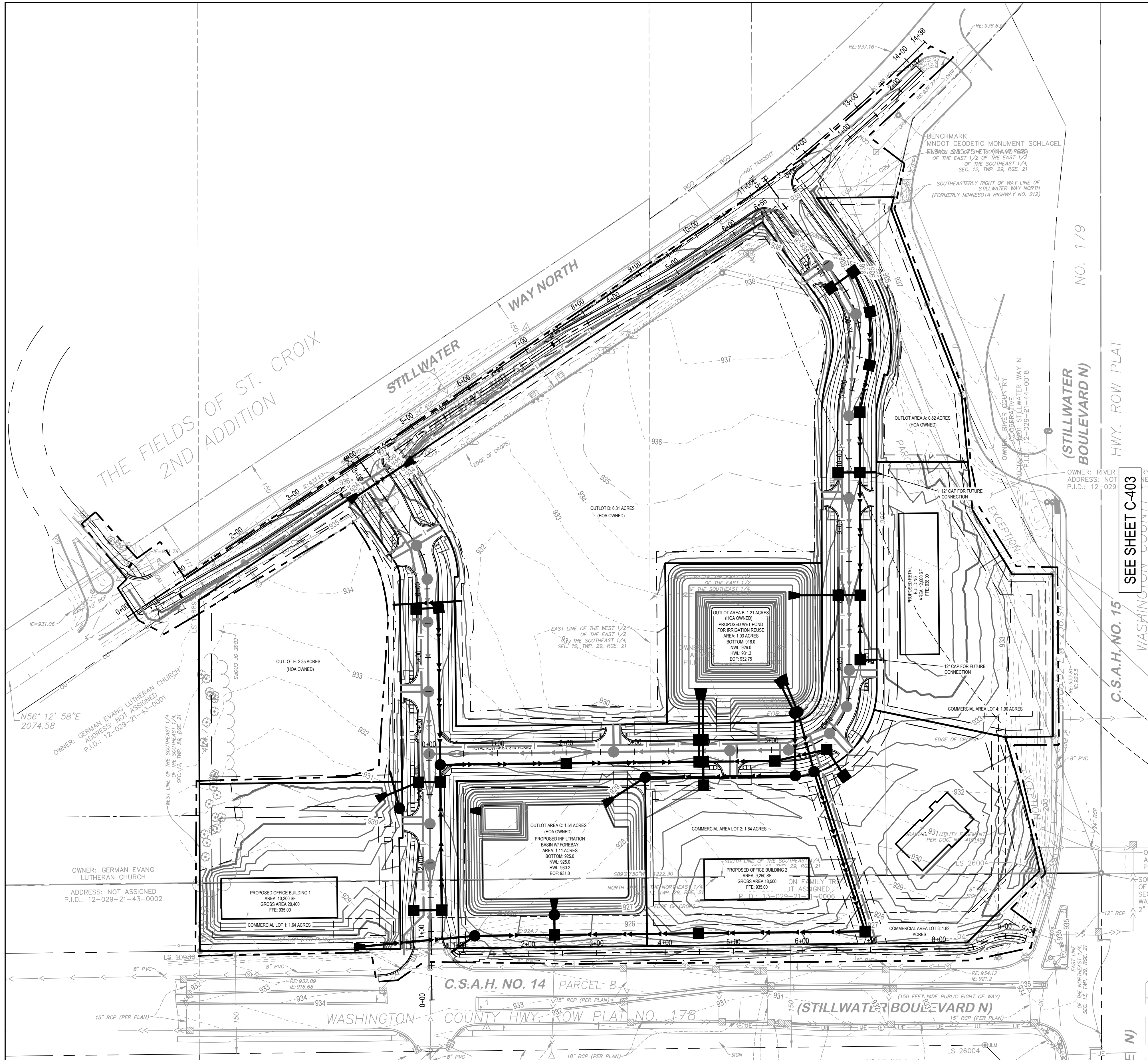
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GRADING AND DRAINAGE -

EAST

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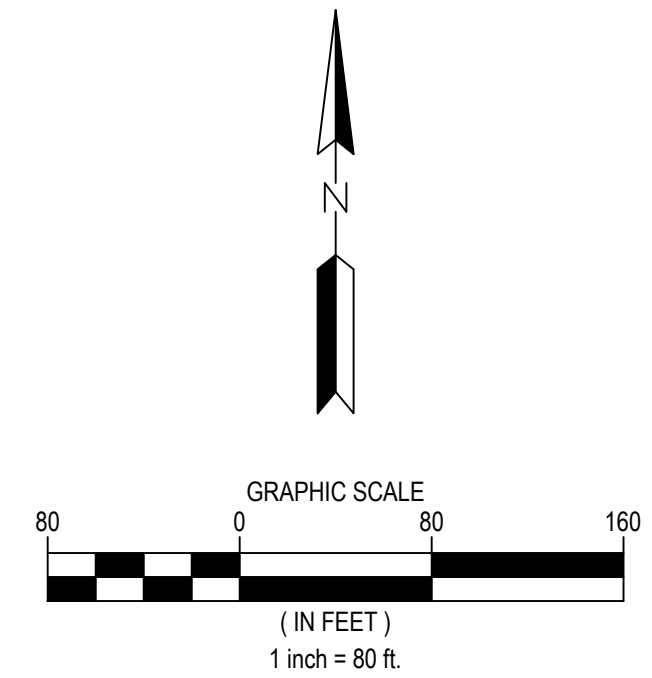
C-103



STORM STRUCTURE SCHEDULE			
STRUCTURE ID	SIZE ^A	DETAIL	
		STRUCTURE	CASTING ^B
CB 100	48" Ø	SEE DETAIL 404/C-807	R-3067-V
CB 120	48" Ø	SEE DETAIL 404/C-807	R-3067-V
CB 124	48" Ø	SEE DETAIL 404/C-801	R-3067-V
CB 128	48" Ø	SEE DETAIL 404/C-801	R-3067-V
CBMH 101	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 103	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 104	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 105	60" Ø	SEE DETAIL 405/C-807	R-3067-V
CBMH 110	60" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 112	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 113	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 114	60" Ø	SEE DETAIL 405/C-807	R-3067-V
CBMH 121	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 123	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 125	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 128	60" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 129	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 130	84" Ø	SEE DETAIL 405/C-807	R-3067-V
CBMH 152	60" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 153	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 158	72" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 159	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 160	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 161	48" Ø	SEE DETAIL 406/C-807	R-3067-V
CBMH 162	48" Ø	SEE DETAIL 406/C-807	R-3067-V
FES 106	30" Ø	SEE DETAIL 3/C-807	
FES 115	36" Ø	SEE DETAIL 3/C-808	
FES 131	36" Ø	SEE DETAIL 3/C-809	
FES 140	18" Ø	SEE DETAIL 3/C-810	
FES 144	18" Ø	SEE DETAIL 3/C-811	
FES 150	18" Ø	SEE DETAIL 3/C-812	
FES 154	12" Ø	SEE DETAIL 3/C-813	
FES 156	24" Ø	SEE DETAIL 3/C-814	
FES 160	15" Ø	SEE DETAIL 3/C-815	
FES 161	15" Ø	SEE DETAIL 3/C-816	
FES 162	24" Ø	SEE DETAIL 3/C-817	
FES 163	15" Ø	SEE DETAIL 3/C-818	
FES 164	15" Ø	SEE DETAIL 3/C-819	
MH-4	48" Ø	SEE DETAIL 407/C-801	R-1642
OCS 141	48" Ø	SEE DETAIL 417/C-802	SEE DETAIL 417/C-802
OCS 151	48" Ø	SEE DETAIL 417/C-802	SEE DETAIL 417/C-802
OCS 157	60" Ø	SEE DETAIL 417/C-802	SEE DETAIL 417/C-802
STMH 126	72" Ø	SEE DETAIL 408/C-802	SEE DETAIL 417/C-802
STMH 142	48" Ø	SEE DETAIL 407/C-801	R-1642
STMH 143	48" Ø	SEE DETAIL 407/C-801	R-1642
STMH 155	60" Ø	SEE DETAIL 407/C-801	R-1642
STMH 173	48" Ø	SEE DETAIL 407/C-801	R-1642
TEMP CBMH 170	24" Ø	SEE DETAIL 406/C-807	R-3067-V
TEMP CBMH 171	24" Ø	SEE DETAIL 406/C-807	R-3067-V
TEMP FES 172	24" Ø	SEE DETAIL 406/C-807	R-3067-V

^A STRUCTURE SIZES ARE APPROXIMATE. PRECAST MANUFACTURER TO CONFIRM SIZES AND ADJUST AS NECESSARY, PRIOR TO BID OPENING

^B NEENAH OR APPROVED EQUAL



STANTEC NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- CONTRACTOR IS RESPONSIBLE FOR PROPERLY LOCATING AND INSTALLING CATCH BASINS SO THAT THE INLET FRAME AND GRATE PROPERLY ALIGN WITH CURB AND GUTTER.

CITY STANDARD STORM SEWER NOTES

- ALL STORM SEWER AND ACCESSORIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF LAKE ELMO STANDARD SPECIFICATIONS AND DETAILS.
- REINFORCED CONCRETE PIPE AND FITTINGS SHALL CONFORM WITH THE REQUIREMENTS OF MNDOT SPEC 3236 (REINFORCED CONCRETE PIPE) FOR THE TYPE, SIZE, AND STRENGTH CLASS SPECIFIED HEREIN.
- PRECAST CONCRETE MANHOLE AND CATCH BASIN SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-477. A 1' -0" TO 1' -6" MANHOLE SECTION SHALL BE INSTALLED UNDER THE CONE SECTION TO ALLOW FOR HEIGHT ADJUSTMENT WHENEVER POSSIBLE.
- JOINTS OF MANHOLE RISER SECTIONS SHALL BE TONGUE AND GROOVE WITH RUBBER 'O' RING JOINTS PROVIDED ON ALL STORM SEWER MANHOLES. A BITUMASTIC SEAL STRIP SHALL BE PLACED AT ALL MANHOLE RISER JOINTS.
- RIP-RAP SHALL BE HAND-PLACED OVER GEOTEXTILE FABRIC AND CONFORM TO MNDOT SPEC. 3601, CLASS III, OR AS SPECIFIED HEREIN.
- THE GEOTEXTILE FABRIC USED UNDER RIP-RAP SHALL EXTEND 3 FT UNDER THE APRON.
- FURNISH & INSTALL TRASH GUARDS ON ALL FLARED END SECTIONS.
- ALL SILT SHALL BE CLEANED OUT FROM THE RIP-RAP AT THE END OF THE PROJECT.
- STORM SEWER STRUCTURES WITHIN 10 FT OF WATERMAIN ARE TO HAVE WATER TIGHT CONNECTIONS PER MDH REQUIREMENTS. ALL NEW STORM SEWER PIPE SHALL BE FLUSHED AND TELEVISIONED PRIOR TO SUBSTANTIAL COMPLETION - SEE SPECIFICATION SECTION 1700 - CLOSEOUT REQUIREMENTS

DEVICE	BOTTOM	NWL	HWL	EOF	RIM
PP-01	916.0	926.0	931.3	932.75	932.0

DEVICE	BOTTOM	OUTLET	HWL	EOF	RIM	REQUIRED WQV (CF) ^A	PROVIDED WQV (CF)
IB-01	925.0	926.5	930.2	931.0	931.0	39,705	40,579

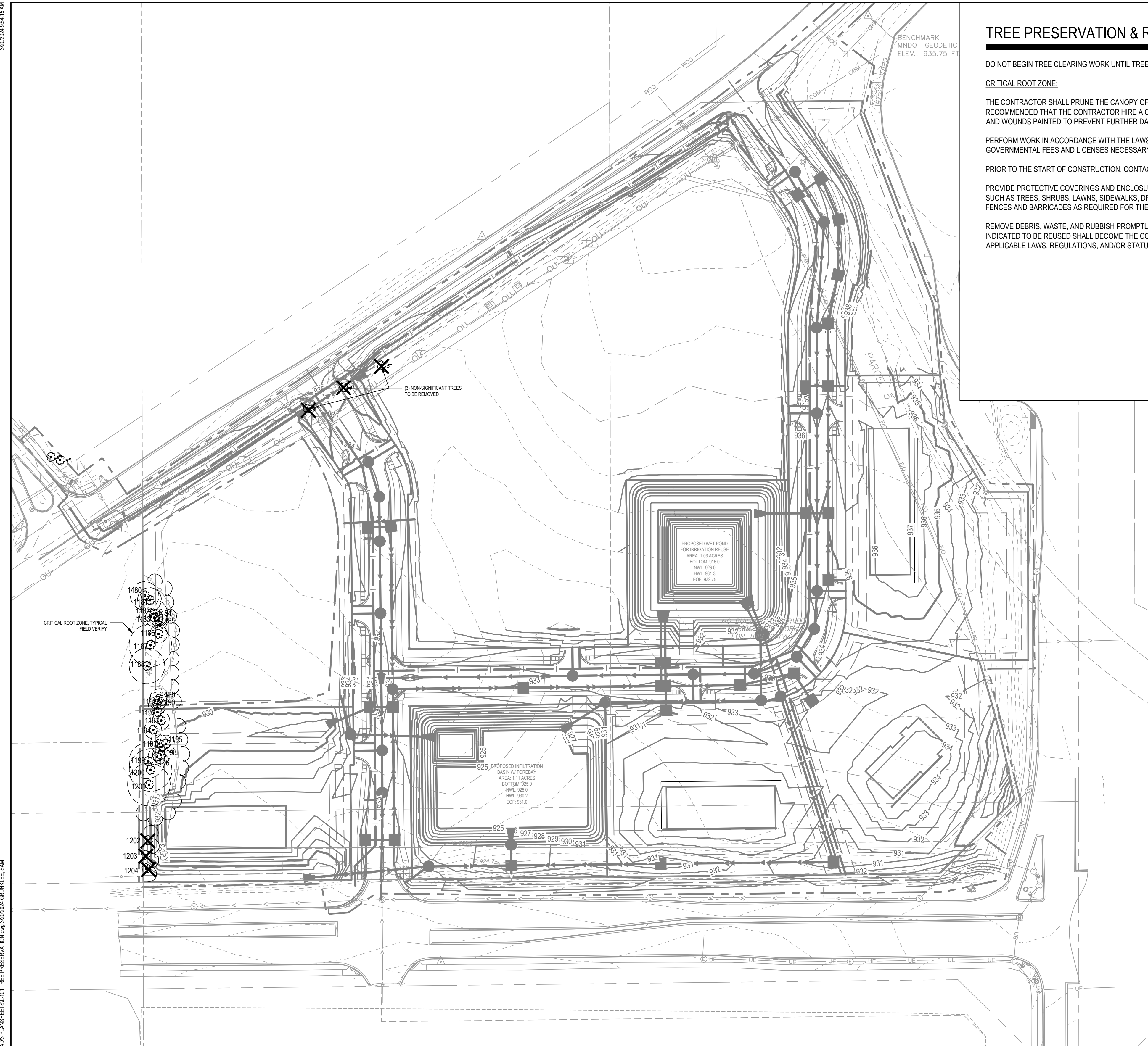
^A WQV CALCULATED BASED ON CONTRIBUTING IMPERVIOUS AREA AND REMAINING VOLUME NOT MET THROUGH REUSE BUT ROUTED FROM POND TO INFILTRATION BASIN

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 CALL BEFORE YOU DIG
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 TOLL FREE 1-800-252-1166



TREE PRESERVATION & REMOVAL NOTES

DO NOT BEGIN TREE CLEARING WORK UNTIL TREE PROTECTION MEASURES ARE IN PLACE AND TO THE APPROVAL OF THE CITY OF SHOREVIEW AND THE CIVIL ENGINEER.

CRITICAL ROOT ZONE:

THE CONTRACTOR SHALL PRUNE THE CANOPY OF EXISTING TREES TO REMAIN WHERE THE CANOPY IS IN JEOPARDY OF DAMAGE TO THE THE NEW IMPROVEMENTS SHOWN. IT IS RECOMMENDED THAT THE CONTRACTOR HIRE A CERTIFIED ARBORIST TO PERFORM THE PRUNING. ANY BRANCHES BROKEN DURING CONSTRUCTION SHALL BE IMMEDIATELY TRIMMED AND WOUNDS PAINTED TO PREVENT FURTHER DAMAGE.

PERFORM WORK IN ACCORDANCE WITH THE LAWS, ORDINANCES, RULES, REGULATIONS, AND ORDERS OF PUBLIC AUTHORITY HAVING JURISDICTION. SECURE AND PAY FOR PERMITS, GOVERNMENTAL FEES AND LICENSES NECESSARY FOR THE PROPER EXECUTION OF THE DEMOLITION WORK.

PRIOR TO THE START OF CONSTRUCTION, CONTACT THE CITY OF LAKE ELMO 651-747-3911. OBTAIN PERMITS AS REQUIRED BY LAW.

PROVIDE PROTECTIVE COVERINGS AND ENCLOSURES AS NECESSARY TO PREVENT DAMAGE TO EXISTING WORK THAT IS TO REMAIN. EXISTING WORK TO REMAIN MAY INCLUDE ITEMS SUCH AS TREES, SHRUBS, LAWNS, SIDEWALKS, DRIVES, CURBS, UTILITIES, BUILDINGS AND/OR OTHER STRUCTURES ON OR ADJACENT TO THE DEMOLITION SITE. PROVIDE TEMPORARY FENCES AND BARRICADES AS REQUIRED FOR THE SAFE AND PROPER EXECUTION OF THE WORK AND THE PROTECTION OF PERSONS AND PROPERTY.

REMOVE DEBRIS, WASTE, AND RUBBISH PROMPTLY FROM THE SITE. ON-SITE BURIAL OF DEBRIS IS NOT PERMITTED. BURN NO DEBRIS ON THE SITE. SALVAGE MATERIAL NOT OTHERWISE INDICATED TO BE REUSED SHALL BECOME THE CONTRACTOR'S PROPERTY AND IS TO BE REMOVED PROMPTLY FROM THE SITE AND DISPOSED OF IN STRICT ACCORDANCE WITH ALL APPLICABLE LAWS, REGULATIONS, AND/OR STATUTES.

GENERAL NOTES

- SEE CIVIL ENGINEER'S PLANS FOR SITE PLAN LAYOUT AND DIMENSIONS
- SEE CIVIL ENGINEER'S PLANS FOR PROPOSED UTILITIES

LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- TREE PROTECTION FENCE, SEE CIVIL SHEETS

TREE PRESERVATION CALCULATIONS

- TREE INCHES SURVEYED: 574
- TREE INCHES REMOVED: 42
- TREE INCHES ALLOWED REMOVAL (30%): 172
- TREE INCHES REQUIRED FOR MITIGATION: 0

TREE INVENTORY

Tree ID	Species	Diameter	Significant Y/N	Specimen Y/N	Removed Y/N
1180	Silver Maple	32	Y		N
1181	Silver Maple	18	Y		N
1182	Silver Maple	42	Y		N
1183	Silver Maple	12	Y		N
1184	Silver Maple	12	Y		N
1185	Silver Maple	14	Y		N
1186	Silver Maple	9	N		N
1187	Bur Oak	45		Y	N
1188	Silver Maple	78	Y		N
1189	Silver Maple	10	N		N
1190	Silver Maple	12	Y		N
1191	Silver Maple	11	N		N
1192	Silver Maple	14	Y		N
1193	Silver Maple	9	N		N
1194	Boxelder	17	N		N
1195	Silver Maple	16	Y		N
1196	Silver Maple	9	N		N
1197	Boxelder	14	N		N
1198	Silver Maple	8	N		N
1199	American Elm	18	Y		N
1200	Silver Maple	46	Y		N
1201	Silver Maple	86	Y		N
1202	Colorado Spruce	14	Y		Y
1203	Colorado Spruce	14	Y		Y
1204	Colorado Spruce	14	Y		Y

WARNING:

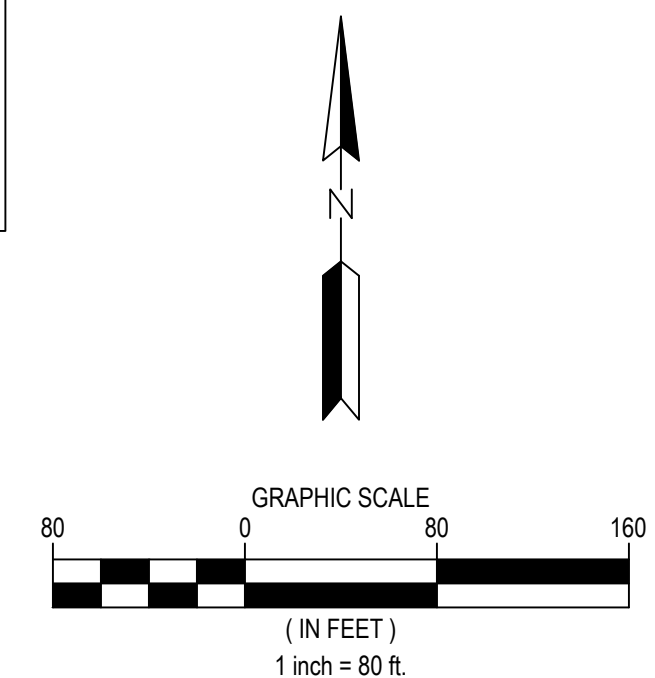
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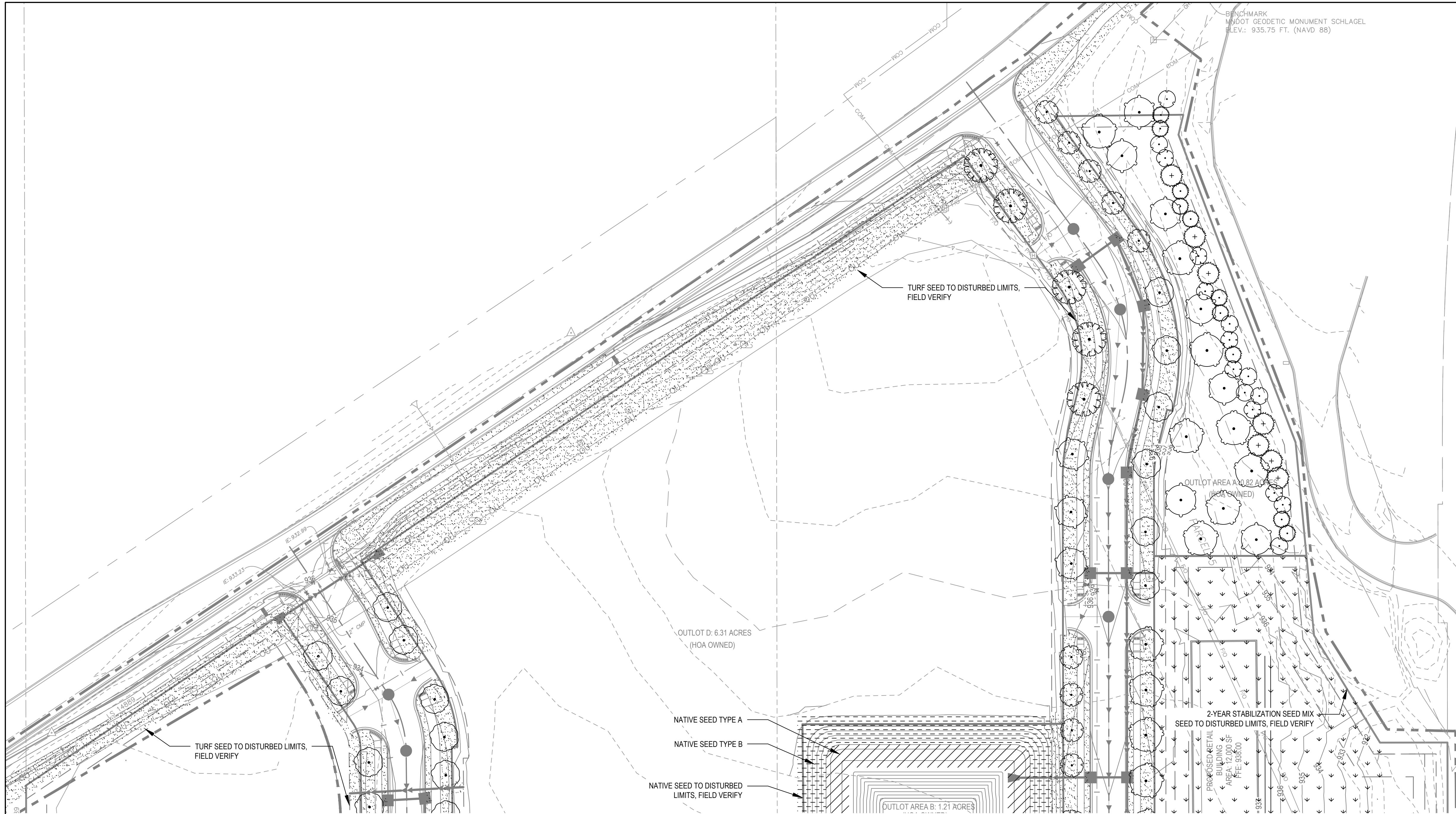
SHEET TITLE:

TREE PRESERVATION PLAN

SHEET NO.:

L-101

NOT FOR CONSTRUCTION



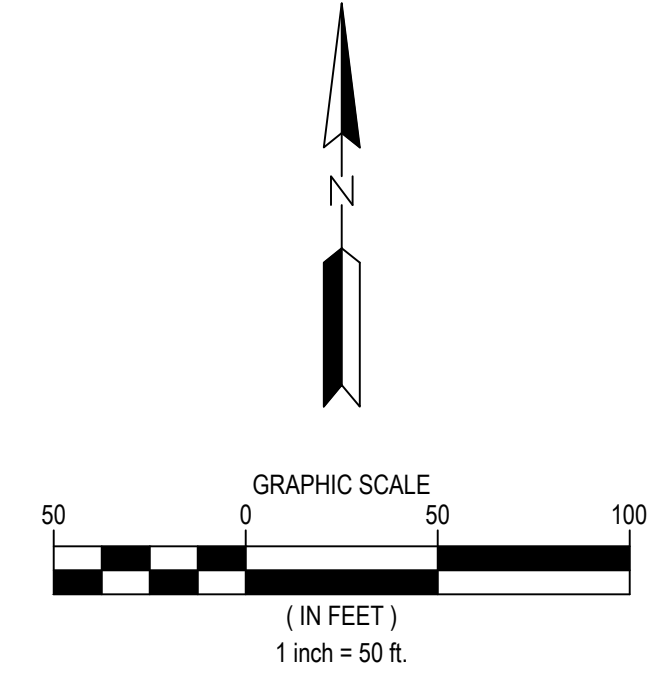
SEE SHEET L-203

PLANT PALETTE

SYMBOL	CODE	COMMON NAME
EVERGREEN TREES		
(+)	AB	BALSAM FIR
(•)	PD	BLACK HILLS SPRUCE
(•)	JE	EASTERN REDCEDAR
(•)	PC2	SWISS STONE PINE
OVERSTORY TREES		
(•)	TB	BOULEVARD AMERICAN LINDEN
(•)	CO	COMMON HACKBERRY
(•)	GI	NORTHERN ACCLAIM THORNLESS HONEYLOCUST
(•)	UP	PRAIRIE EXPEDITION ELM
(•)	AS	SIENNA GLEN MAPLE

LEGEND

(Stippled pattern)	LOW MAINTENANCE TURF MNDOT #25-131
(Diagonal hatching)	NATIVE SEED TYPE A DRY PRAIRIE GENERAL MNDOT #35-221
(Dashed line)	NATIVE SEED TYPE B MESIC PRAIRIE GENERAL MNDOT #35-241
(Downward arrows)	TWO-YEAR STABILIZATION MNDOT #22-111



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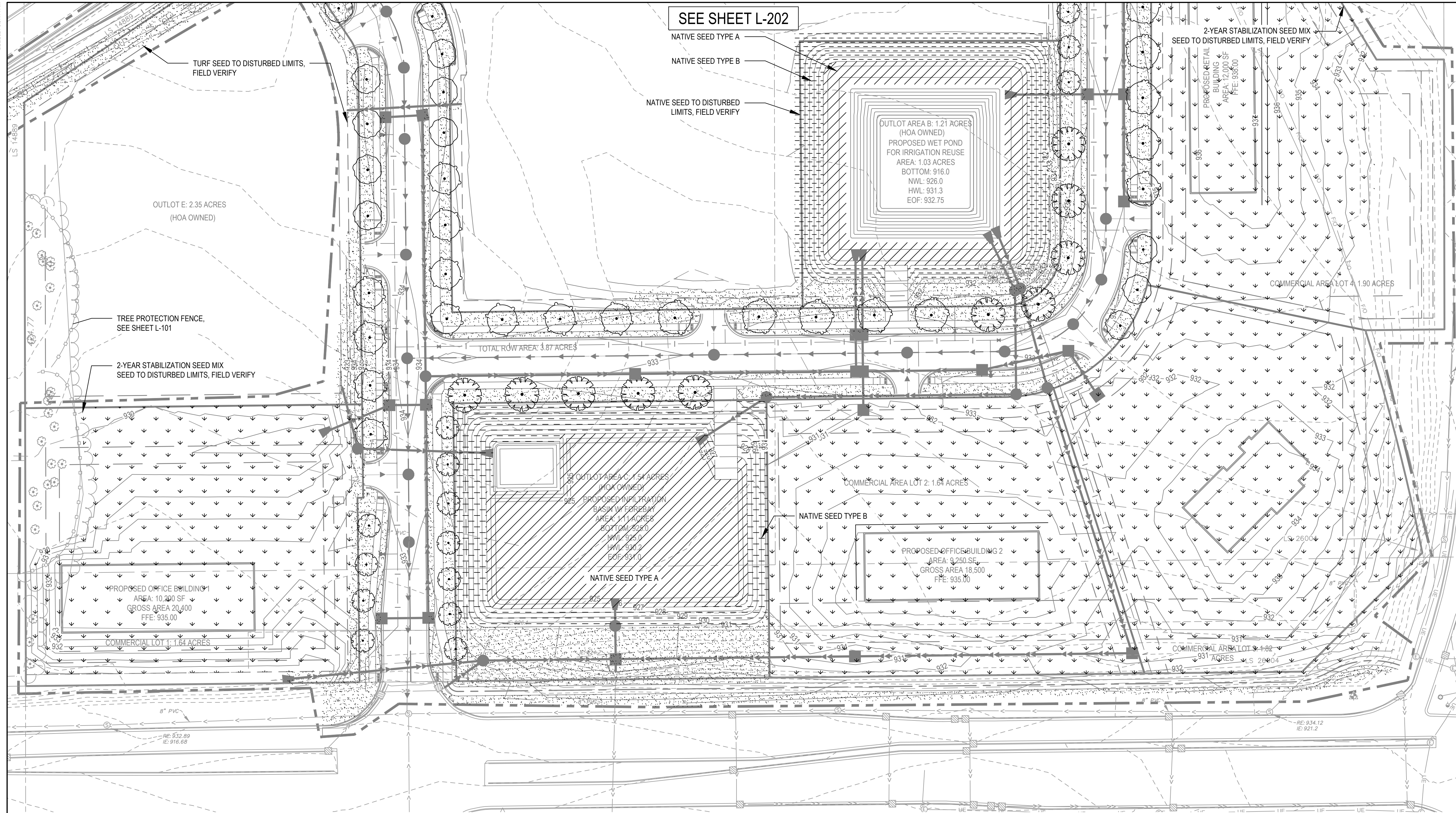
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SHEET TITLE:	LANDSCAPE PLAN				
SHEET NO.:	L-202				

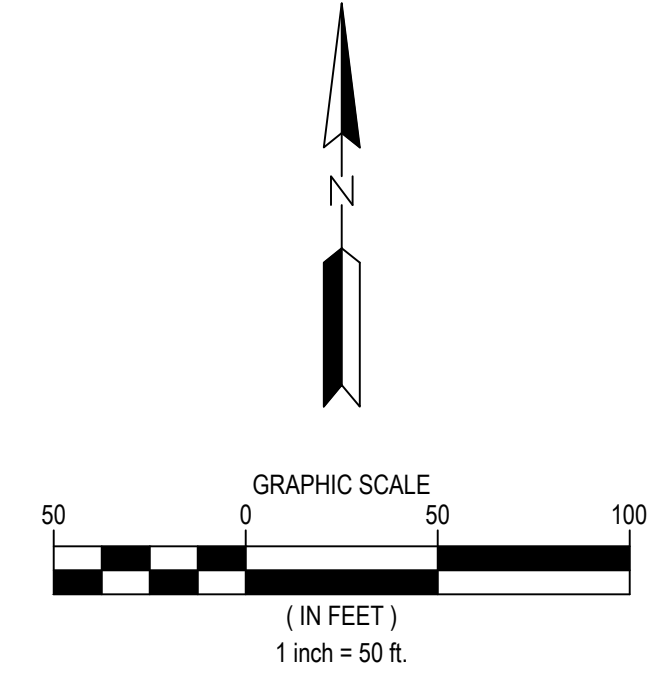


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