Shakopee City Council Regular Meeting

Tuesday, November 19, 2024
7:00 PM
City Hall, 485 Gorman Street

Vision: Shakopee is a distinctive river town with a variety of business, cultural, and recreational opportunities in a safe, welcoming, and attractive environment. Our vision is for Shakopee to continue being the place people want to live, work, and play!

Mission: Our mission is to deliver high quality services essential to maintaining a safe and sustainable community. We commit to doing this cost-effectively, with integrity and transparency.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Special Presentations
5. Approval of Agenda
6. Consent Agenda

   These items are considered routine and will be enacted by one motion. There will be no separate discussion of these unless a council member or staff requests, in which event the item will be removed from the consent agenda for separate discussion & action.

   6.a Monthly Financial Report - October 2024

   6.b Surplus Property in Police Department

   6.c City Council meeting minutes

   6.d Minnesota Pollution Control Agencyâ€™s Implementation Grant for Community Resilience Program Application

   6.e Donation of Fire Safety Equipment from Amazon

   6.f Donation from Cub Foods in memory of Edward Siedow.

6.g Approve Waiver of Special Assessment Appeal Rights with TTT Shakopee, LLC for the Maras Street, 13th Avenue and Hansen Avenue Utility Extension Project.

6.h Accept Proposal from Short Elliott Hendrickson, Inc. (SEH) Proposal for Design and In-Construction Services for the 2025 Downtown ADA, Lighting & Tree Rehabilitation Improvements.

6.i Change Order for SandVenture for Irrigation installation and repairs.

6.j Change Order of Axel H. Ohman for SandVenture for additional work.

6.k Union Contract for Police Captains

6.l Minnesota Department of Transportationâ€™s Safe Routes to School Design Assistance Program Application

7. Public Comment
Individuals may address the City Council about any item not on the regular agenda. Speakers are requested to come to the center table, state their name and address for the clerk's record, and limit their remarks to three minutes. The City Council will not take official action on items discussed at this time, but may refer the matter to staff for a follow up report or direct that matter be scheduled on an upcoming agenda.

8. Business removed from consent agenda

9. Public Hearings

9.a Public Hearing for the 2025 Stagecoach Road Improvement Project

9.b Public Hearing for the 2025 Full-Depth Pavement Reconstruction Project

10. Recess for Economic Development Authority Meeting

11. Reconvene

12. General Business

12.a Tax Increment Financing (TIF) District No. 22, Preliminary Plat, and Planned Unit Development (PUD) for Eagle Pointe Estates

13. Workshop

14. Reports
Liaison and Administration

14.a City Bill List

15. Other Business
16. Adjourn to December 3, 2024 at 7:00 p.m.

Shakopee City Council
November 19, 2024

6.a

Agenda Item: Monthly Financial Report - October 2024
Prepared by: Nate Reinhardt, Finance Director
Reviewed by:

Action to be considered:
Review of October 2024 General Fund revenues/expenditures.

Motion Type:
Informational only

Background:

General Fund - October 2024 (see attachment)

The 2024 Budget column has been adjusted for budget amendments approved by City Council on July 2, 2024.

Revenue variances (83% target)

- Total revenues were at 71 percent of budgeted revenues.
- Taxes will remain below budget targets until the 2nd half property tax settlement is received from the County in December.
- Licenses and permits have exceeded the budget expectation for the full year as a result of building permits. However, building permits are tracking behind last year through October.
- Miscellaneous includes interest earnings on investments, which are tracking ahead of budget targets. This amount does not include the adjustment for an unrealized gain (adjustment of investments to market value), which will occur once a year on December 31.

Expenditure variances (83% target)

- In total departmental expenditures are within the normal range and similar to last year's percentage through October.
- Mayor & Council department expenditures are currently below budget targets as a result less dues paid during 2024, including the elimination of dues being paid to the

Suburban Rate Authority and Conference of Mayors.

- Facilities is currently tracking below budget targets. Building maintenance costs that previously were included in the facilities budget have been allocated to departments with buildings (such as police and fire), to better reflect the true costs of those services.
- Planning and Development expenditures are currently exceeding budget targets as a result of the professional services related to the National Historic registry. The city received a grant of $77,500 from the Minnesota Historical Society towards the registry which covers a significant portion of the overall cost.
- The Building Inspections department is currently ahead of budget targets, as a result of annual software costs paid in the 1st half and hiring of a building official funded through a state grant. It is anticipated the department will be exceed the budget allocation for the full year.

Staff anticipates bringing forward budget amendments for any departments exceeding budget appropriations in December.

Recommendation:
Information only

Budget Impact:
N/A

Attachments:
2024.10 Monthly Financial Report- with Revenues.pdf

CITY OF SHAKOPEE
Monthly Financial Report

	YTD 2024 Budget	October 2024 Actual	October YTD 2024 Actual	Budget Balance Remaining	Percent Used	October YTD 2023 Actual
01000 - GENERAL FUND						
REVENUES:						
* - TAXES	22,569,800	13,428	11,701,648	10,868,152	52%	10,924,020
* - SPECIAL ASSESSMENTS	14,000	0	11,473	2,527	82%	29,817
* - LICENSES AND PERMITS	3,491,450	485,025	4,700,111	(1,208,661)	135%	5,744,655
* - INTERGOVERNMENTAL	1,679,000	485,953	1,373,235	305,765	82%	1,812,912
* - CHARGES FOR SERVICES	8,113,350	658,450	7,361,002	752,348	91%	7,603,621
* - FINES AND FORFEITS	325,200	21,500	233,382	91,818	72%	260,365
* - MISCELLANEOUS	379,200	49,789	677,771	(298,571)	179%	2,689,110
TOTAL REVENUES	**36,572,000**	**1,714,145**	**26,058,621**	**10,513,379**	**71%**	**29,064,500**
EXPENDITURES:						
11 - MAYOR & COUNCIL	(208,000)	(8,029)	(113,312)	(94,688)	54%	(153,697)
12 - ADMINISTRATION	(2,643,925)	(194,649)	(2,021,207)	(622,718)	76%	(1,867,996)
13 - CITY CLERK	(567,500)	(41,085)	(440,417)	(127,083)	78%	(408,294)
15 - FINANCE	(1,128,925)	(47,547)	(997,868)	(131,057)	88%	(943,714)
17 - PLANNING AND DEVELOPMENT	(731,900)	(53,096)	(675,634)	(56,266)	92%	(476,293)
18 - FACILITIES	(693,650)	(55,970)	(483,852)	(209,798)	70%	(552,195)
31 - POLICE DEPARTMENT	(12,158,300)	(928,319)	(9,074,183)	(3,084,117)	75%	(8,746,451)
32 - FIRE	(3,844,100)	(786,401)	(3,382,020)	(462,080)	88%	(2,976,409)
33 - INSPECTION-BLDG-PLMBG-HTG	(1,811,400)	(143,995)	(1,808,322)	(3,078)	100%	(1,542,149)
41 - ENGINEERING	(1,490,850)	(126,063)	(1,084,868)	(405,982)	73%	(1,016,213)
42 - STREET MAINTENANCE	(2,822,830)	(126,031)	(2,109,243)	(713,587)	75%	(2,311,121)
44 - FLEET	(565,100)	(43,714)	(431,363)	(133,737)	76%	(387,397)
46 - PARK MAINTENANCE	(3,455,170)	(257,758)	(2,760,121)	(695,049)	80%	(2,756,971)
67 - RECREATION	(5,208,560)	(388,310)	(4,138,482)	(1,070,078)	79%	(4,118,017)
91 - UNALLOCATED	(13,100)	(1,051)	(12,829)	(271)	98%	(27,548)
TOTAL EXPENDITURES	**(37,343,310)**	**(3,202,018)**	**(29,533,719)**	**(7,809,591)**	**79%**	**(28,284,465)**
OTHER FINANCING						
* - TRANSFERS IN	611,360	0	0	611,360	0%	0
* - TRANSFERS OUT	0	0	0	0	#DIV/0!	0
OTHER FINANCING TOTAL	**611,360**	**0**	**0**	**611,360**	**0%**	**0**
FUND TOTAL	**(412,500)**	**(1,487,873)**	**(3,475,098)**	**3,315,148**		**(262,530)**

Key

- Varies more than 10% than budget positively
- Varies more than 10% than budget negatively
- Within 10% of budget

Shakopee City Council
November 19, 2024

6.b

Agenda Item: Surplus Property in Police Department
Prepared by: Josh Davis, Sergeant
Reviewed by:

Action to be considered:
Declare one vehicle as surplus property and authorize disposal.

Motion Type:
Approve

Background:
The following vehicle was obtained through forfeiture proceedings and is described as follows:

2009 Toyota Prius, VIN #JTDKB20U293498568.

The vehicle is not suitable for resale and will be junked.

Recommendation:
Approve policy/action as requested.

Budget Impact:
None.

Attachments:

Shakopee City Council
November 19, 2024

6.c

Agenda Item: City Council meeting minutes
Prepared by: Lori Hensen, City Clerk
Reviewed by: Lori Hensen

Action to be considered:
Approve the meeting minutes

Motion Type:
Approve

Background:
N/A

Recommendation:
Approve the meeting minutes.

Budget Impact:
N/A

Attachments:
CC Minutes October 1, 2024.pdf
CC Minutes October 15, 2024.pdf

Shakopee City Council Minutes
October 1, 2024
7:00 PM
City Hall, 485 Gorman St.

Vision: Shakopee is a place where people want to be! A distinctive river town, with a multitude of business, cultural and recreational opportunities in a safe, welcoming, and attractive environment for residents and visitors

Mission: Our mission is to deliver high quality services essential to maintaining a safe and sustainable community. We commit to doing this cost-effectively, with integrity and transparency.

1. Call to Order

2. Roll Call

   Present: Mayor Matt Lehman, Council Members Jay Whiting, Angelica Contreras, Jim DuLaney, Jesse Lara

   Staff Present: City Administrator Bill Reynolds, Assistant City Administrator Chelsea Petersen, City Attorney Jim Thomson, City Engineer Alex Jordan, Finance Director Nate Reinhardt, City Clerk Lori Hensen, Planning/Development Director Michael Kerski, Park/Recreation Kelsi McNutt, Police Chief Jeff Tate, Public Works Director Bill Egan, Human Resources Director Christie Rossow

3. Pledge of Allegiance

4. Special Presentations

   Council Member Whiting made a motion to adopt the proclamation recognizing October as Domestic Violence Awareness Month, second by Council Member DuLaney and the motion passed. 5– 0

5. Approval of Agenda

   Council Member Contreras made a motion to approve the agenda, second by Council Member Lara and the motion passed. 5-0

6. Consent Business - *These items are considered routine and will be enacted by one motion. There will be no separate discussion of these unless a council member or staff requests, in which event the item will be removed from the consent agenda for separate discussion & action.*

   Council Member Whiting made a motion to approve the consent agenda, second by Council Member DuLaney and the motion passed. 5 - 0

6.a. City Council Minutes of September 17, 2024.

6.b. Approve On-Sale and Sunday Liquor licenses for Soi21 Asian Bistro.

6.c. Approve On-Sale and Sunday Liquor Licenses for Do & Huynh Inc. dba Bun Mee Vietnamese Baguette Express.

6.d. Accept Quotes and Award Contract for the Horizon Drive Storm Sewer Reconstruction Project.

6.e. Approve a Special Event Permit and a Temporary Liquor License for the Shakopee Chamber & Visitors Bureau Holiday Fest Event, being held on December 7, 2024.

6.f. Declaration of surplus property

6.g. Approval request to declare abandoned property as surplus.

6.h. Encroachment Agreement between City of Shakopee and Midway Hospitality LLC (Culvers) for a retaining wall in a drainage and utility easement.

6.i. 2025 Kavira Health Benefit

7. Public Comment – *Individuals may address the City Council about any item not on the regular agenda. Speakers are requested to come to the center table, state their name and address for the clerk's record, and limit their remarks to three minutes. The City Council will not take official action on items discussed at this time but may refer the matter to staff for a follow-up report or direct that the matter be scheduled on an upcoming agenda.*

Representative Bakeberg brought a Legislative update and answered council's questions.

8. Business removed from consent will be discussed at this time

9. Public Hearings

10. Recess for Economic Development Authority Meeting

Council Member Whiting made a motion to recess to the EDA, second by Council Member DuLaney and the motion passed. 5 - 0

11. Reconvene

12. General Business

13. Workshop

14. Reports

12.a. City Bill List

Informational only

12.b. Liaison & Administration Reports

15. Other Business

16. Adjournment to Tuesday, October 15, 2023, at 7 p.m.

Council Member Lara made a motion to adjourn to Tuesday, October 15, 2023, at 7:00 pm, second by Council Member Contreras and the motion passed. 5 - 0

Shakopee City Council Minutes
October 15, 2024
7:00 PM
City Hall, 485 Gorman St.

Vision: Shakopee is a place where people want to be! A distinctive river town, with a multitude of business, cultural and recreational opportunities in a safe, welcoming, and attractive environment for residents and visitors

Mission: Our mission is to deliver high quality services essential to maintaining a safe and sustainable community. We commit to doing this cost-effectively, with integrity and transparency.

1. Call to Order
2. Roll Call

   Present: Mayor Matt Lehman, Council Members Jay Whiting, Angelica Contreras, Jim DuLaney, Jesse Lara

   Staff Present: City Administrator Bill Reynolds, Assistant City Administrator Chelsea Petersen, City Attorney Jim Thomson, City Engineer Alex Jordan, Finance Director Nate Reinhardt, City Clerk Lori Hensen, Planning/Development Director Michael Kerski, Police Chief Jeff Tate, Public Works Director Bill Egan, Fire Chief Mile Nelson, Park/Recreation Direction Kelsi McNutt, Sergeant Fred Radde, Deputy Chief Dave Giddings
3. Pledge of Allegiance
4. Approval of Agenda

   Council Member Lara made a motion to approve the agenda, second by Council Member Contreras and the motion passed. 5– 0
5. Consent Business - *These items are considered routine and will be enacted by one motion. There will be no separate discussion of these unless a council member or staff requests, in which event the item will be removed from the consent agenda for separate discussion & action.*

   Council Member Whiting made a motion to approve the consent agenda, second by Council Member DuLaney and the motion passed. 5 - 0

5.a. Declaring a vehicle as surplus property

5.b. Final Acceptance and Payment for the 2024 Cured-in-Place Sewer Pipe Lining Project

5.c. Final Acceptance and Payment for the 2023 Full Depth Pavement Reconstruction and Bituminous Pavement Rehabilitation Project

5.d. National Recreation and Park Association's Supporting Healthy Aging Through Parks and Recreation Program Application

5.e. Change Order for Canterbury Commons Internal Roadway Improvements

6. Public Comment – *Individuals may address the City Council about any item not on the regular agenda. Speakers are requested to come to the center table, state their name and address for the clerk's record, and limit their remarks to three minutes. The City Council will not take official action on items discussed at this time but may refer the matter to staff for a follow-up report or direct that the matter be scheduled on an upcoming agenda.*

7. Business removed from consent will be discussed at this time

8. Public Hearings

8.a. Assessment Hearing on delinquent refuse bills from Dick's Sanitation

Council Member Contreras made a motion to open the public hearing, second by Council Member Whiting and the motion passed. 5 - 0

Council Member Lara made a motion to close the public hearing, second by Council Member Contreras and the motion passed. 5 - 0

Council Member Whiting made a motion to adopt Resolution R2024-128 certifying assessments for delinquent refuse bills, second by Council Member Contreras and the motion passed. 5 – 0

8.b. Assessment hearing on delinquent fire/police alarms and mowing services

Council Member Contreras made a motion to open the public hearing, second by Council Member Lara, and the motion passed. 5-0

Council Member Contreras made a motion to close the public hearing, second by Council Member DuLaney, and the motion passed. 5-0

Council Member Contreras made a motion to adopt Resolution R2024-129, certifying assessments for delinquent fire/police false alarms and mowing bills, second by Council Member DuLaney, and the motion passed. 5-0

9. General Business

9.a. Monthly Financial Report
Informational only

10. Workshop

10.a. Emergency management tabletop exercise

Greg Hayes lead the council along with the Fire Department and Police Department through a emergency management tabletop exercise. No actions were taken.

11. Reports

11.a. City Bill List

Informational only

11.b. Liaison & Administration Reports

12. Other Business

13. Adjournment to Wednesday, November 6, 2024, at 7 p.m.

Council Member Lara made a motion to adjourn to Wednesday, November 6, 2024, at 7:00 pm, second by Council Member DuLaney and the motion passed. 5 - 0

Shakopee City Council
November 19, 2024

6.d

Agenda Item:
Minnesota Pollution Control Agency's Implementation Grant for Community Resilience Program Application

Prepared by: Andrea Harrell, Grants and Special Projects Coordinator
Reviewed by: Chelsea Petersen, Assistant City Administrator

Action to be considered:

Adopt Resolution R2024-140, approving an application to the Minnesota Pollution Control Agency's Implementation Grant for Community Resilience program.

Motion Type:
Simple Majority

Background:
The Minnesota Pollution Control Agency (MN PCA) is providing funding through the Implementation Grant for Community Resilience (IGCR) to address Minnesota's changing climate and to reduce its harmful effects in Minnesota communities, including resident health and safety, overwhelmed infrastructure, damaged property, dying trees and culturally important native species, and the inability of population centers to cool off overnight.

The City of Shakopee is seeking funding to conduct a stormwater modeling project to evaluate climate resilience, analyze the impacts of stormwater on its infrastructure, and identify any potential vulnerabilities. This would update the current stormwater model from 2018 and assist the Engineering Department with planning new development and addressing issues during reconstruction projects.

Recommendation:

Adopt Resolution R2024-140.

Budget Impact:

The grant requires a 10% match and will be provided through the Engineering Department's Surface Water Fund.

Attachments:
Resolution R2024-140.pdf

RESOLUTION R2024-140
A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA APPROVING THE CITY TO SUBMIT A MINNESOTA POLLUTION CONTROL AGENCY'S IMPLEMENTATION GRANT FOR COMMUNITY RESILIENCE PROGRAM APPLICATION

WHEREAS, the City of Shakopee supports the application made to the Minnesota Pollution Control Agency's Implementation Grant for Community Resilience program, and

WHEREAS, the application is to obtain funding to conduct a study to update the current stormwater model, and

WHEREAS, the City of Shakopee recognizes a 10% match is required and will be provided through the Surface Water Fund.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA AS FOLLOWS: if the City of Shakopee is awarded a grant by the Minnesota Pollution Control Agency, the City of Shakopee agrees to accept the grant award and may enter into an agreement with Minnesota Pollution Control Agency for the above-referenced project. The City of Shakopee will comply with all applicable laws, requirements, and regulations as stated in the grant agreement.

Adopted in the regular session of the City Council of the City of Shakopee, Minnesota, held this 19th day of November 2024.

_____
Matt Lehman,
Mayor of the City of Shakopee

ATTEST:

_____
Lori Hensen
City Clerk

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

Shakopee City Council
November 19, 2024

6.e

Agenda Item: Donation of Fire Safety Equipment from Amazon
Prepared by: Joe Simon, Deputy Chief
Reviewed by:

Action to be considered:
Accept the donation.

Motion Type:
Approve

Background:
Amazon has generously donated fire safety materials valued at $968.37 to the fire department. The Fire Marshal has determined that this equipment will be beneficial for fire prevention and public education initiatives.

Recommendation:
Accept the donation.

Budget Impact:
There is no impact to the budget.

Attachments:
Fire safety material pickup donation email from Amazon.pdf
Donation from Amazon of Fire Safety Equipment 11.7.2024.pdf

Outlook

fire safety material pickup

From Swanson, Hans <hanswans@amazon.com>
Date Fri 11/1/2024 10:20 AM
To Fire Safety <FireSafety@ShakopeeMN.gov>; Joe Simon <JSimon@ShakopeeMN.gov>
Cc Tobash, Angela <tobasha@amazon.com>; Sowers, Amanda <sswrs@amazon.com>; gorham, amber <goramber@amazon.com>

Hi there 😊
We have 2 boxes of smoke detectors ready for pickup here at MSP1 in Shakopee (2601 4th Ave E).
We are available Monday-Tuesday and Thursday-Friday 10am-4pm. Make sure your driver goes to dock doors 196.
Please let me know what time and day works for you 😊

Thanks in advance,

Hans Taylor Swanson
Waste Coordinator
Amazon- MSP1
2601 4th Ave. E
Shakopee MN 55379
hanswans@amazon.com

Outlook

Amazon Donation

From Tom Pitschneider <TPitschneider@ShakopeeMN.gov>
Date Thu 11/7/2024 8:48 AM
To Joe Simon <JSimon@ShakopeeMN.gov>

4 – fire blankets – $10.00 each
1 – 3-Pack First Alert Battery Operated Carbon Monoxide Alarm - $53.97
1 – Kidde Plug in Carbon Monoxide Alarm - $21.48
2 – Kidde Battery Operated Carbon Monoxide Alarms - $19.15 each
18 – First Alert Plug-in Carbon Monoxide Alarms - $17.99 each
6 – Kidde FireEx Battery Operated Smoke Alarms - $22.64 each
1 – First Alert 10-year Battery Operated Smoke Alarm - $24.98 each
1 – First Alert 10-year Battery Operated Slim Smoke Alarm - $24.90 each
1 – Kidde Battery Operated Smoke Alarm - $9.97 each
1 – BRK Battery Operated Smoke & Carbon Monoxide Alarm - $45.99
1 – Kidde Hardwired Smoke & Carbon Monoxide Alarm $54.00
1 – Kidde Hardwired Smoke & Carbon Monoxide Voice Alarm $52.00
1 – Kidde FireEx Hardwired Smoke & Carbon Monoxide Alarm - $54.00
1 – First Alert Battery Operated Smoke & Carbon Monoxide Alarm - $45.62
1 – First Alert Battery Operated Smoke & carbon Monoxide Alarm $43.50

4	10.00	40.00
1	53.97	53.97
1	21.48	21.48
2	19.15	38.30
18	17.99	323.82
6	22.64	135.84
1	24.98	24.98
1	24.90	24.90
1	9.97	9.97
1	45.99	45.99
1	54.00	54.00
1	52.00	52.00
1	54.00	54.00
1	45.62	45.62
1	43.50	43.50
		968.37

Tom Pitschneider
Fire Marshal, Shakopee Fire Department
Fire Station 1, 2700 Vierling Drive E., Shakopee MN 55379
General Information: 952-233-9570
Inspection Scheduling: 952-233-9570

(952) 233-9575 direct | (952) 292-4320 cell | (952) 233-3857 fax
tpitschneider@ShakopeeMN.gov | www.ShakopeeMN.gov

Shakopee Fire Department – *Honor, Integrity, Pride and Service since 1883*
Celebrating 141 years of excellence

Fire is Everyone's Fight
Test Smoke Alarms Monthly – Replace Batteries Every Year – Replace Alarms Every 10 Years
Practice Fire Escape Drills at Home at Least 2 Times Each Year
2024 NFPA FPW Theme: SMOKE ALARMS – Make Them Work For You!

Shakopee City Council
November 19, 2024

6.f

Agenda Item: Donation from Cub Foods in memory of Edward Siedow.
Prepared by: Joe Simon, Deputy Chief
Reviewed by:

Action to be considered:
Accept the donation.

Motion Type:
Approve

Background:
Edward Siedow, a dedicated member of the Shakopee Fire Department for 22 years (1981-2003) and a long-time employee of Cub Foods, passed away recently. In his memory, Cub Foods in Shakopee has generously donated $100 to the department.

Recommendation:
Accept the donation.

Budget Impact:
There is no impact to the budget.

Attachments:
Cub_Food_Ed_Siedow_Donation.pdf

Cub
Shakopee
1198 Vierling Drive E
Shakopee, MN 55379

November 4, 2024

Shakopee Fire Department
2700 Vierling Dr E
Shakopee, MN 55379

To Whom It May Concern,

Please accept the enclosed $100 donation for Shakopee Fire Department in memory of Edward Siedow.

Sincerely,

Crystal Wileman

Crystal Wileman
Human Resources

Shakopee City Council
November 19, 2024

6.g

Agenda Item: Approve Waiver of Special Assessment Appeal Rights with TTT Shakopee, LLC for the Maras Street, 13th Avenue and Hansen Avenue Utility Extension Project.
Prepared by: Darin Manning, Project Engineer
Reviewed by: Alex Jordan, City Engineer

Action to be considered:
Adopt Resolution R2024-144, Approving a Waiver of Special Assessment Appeals Rights with TTT Shakopee, LLC.

Motion Type:
Adopt

Background:
On January 3, 2023, City Council adopted Ordinance O2023-001, amending the City's Fee Schedule by adding lateral sanitary sewer connection charges, and Resolution R2023-001, approving funding and connection options for the Maras Street, 13th Avenue, and Hansen Avenue Utility Extension Project, Sewer-21-001.

The project is complete and TTT Shakopee, LLC has requested to connect their property located at 1382 Maras Street to the sanitary sewer and watermain system.

Consistent with Resolution R2023-001, TTT Shakopee, LLC has requested to have the sewer and water lateral connection charges specially assessed against their property. The property owner has signed and submitted a Waiver of Special Assessment Appeal Rights, as required per the resolution.

Recommendation:
Adopt Resolution R2024-144.

Budget Impact:
The sanitary sewer fund would initially finance the lateral connection charges for sanitary sewer and will be reimbursed over a ten-year period with an interest of 4.5% per year and the first installments shall be payable with taxes paid in 2025.

Shakopee Public Utilities Commission (SPUC) will reimburse the City the full amount of

the watermain improvements completed with the Maras Street, 13th Avenue, and Hansen Avenue Utility Extension Project. At the time of adoption of this Special Assessment, the City will reimburse SPUC for the full amount of the assessed watermain costs on the Property. The City will then be reimbursed for the lateral connection charge for water over a ten-year period with an interest of 4.5% per year and the first installments shall be payable with taxes paid in 2025.

The table below identifies the assessment amounts for the property:

Property Address	Lateral Sanitary Sewer Assessment Amount	Lateral Water Assessment Amount	Total Assessment
1382 Maras Street	$11,841.65	$28,541.04	$40,382.69

Attachments:
ResolutionR2024-144_Special Assessment Waiver of Appeal Rights.pdf

RESOLUTION R2024-144
A RESOLUTION APPROVING A WAIVER OF SPECIAL ASSESSMENT APPEAL RIGHTS FOR TTT SHAKOPEE, LLC

WHEREAS, TTT Shakopee, LLC, ("Owner") is the fee owner of property located in the City of Shakopee, Scott County, Minnesota, legally described in Exhibit A, attached hereto and incorporated herein ("Property"); and

WHEREAS, Owner has requested assessment of a portion of the costs associated with the City Improvement Project Sewer-21-001, together with associated legal expenses, engineering administration and staff time, construction observation, surveying, record drawing preparation, permits and publications against the Property; and

WHEREAS, the City has received the attached signed Waiver of Special Assessment Appeal Rights Agreement, attached hereto as Exhibit B, ("Assessment Agreement") that includes assessment of a portion of the costs for City Improvement Project Sewer-21-001 and waiving all applicable assessment procedural requirements and requesting to be assessed for the public improvement costs in the amount itemized therein against the Property.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA THAT:

1. The Waiver of Special Assessment Appeal Rights Agreement is hereby accepted and approved.

2. A special assessment in the principal amount of $40,382.69 is hereby imposed against the Property.

3. Such assessment shall be payable in equal annual installments extending over a period of 10 years, the first of the installments to be payable with the first installment of the 2025 property taxes, and shall bear interest at the rate of 4.5% per annum from the date of the adoption of this assessment resolution. To the first installment shall be added interest on the entire assessment from the date of this resolution until December 31, 2024. To each subsequent installment when due shall be added interest for one year on all unpaid installments.

4. The owner of the Property at any time may pay to the city treasurer the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the next succeeding year.

5. The City Clerk shall forthwith transmit a certified duplicate of this assessment to the County Auditor to be extended on the property tax lists of the County. Such assessments shall be collected and paid over in the same manner as other municipal taxes.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 19th day of November 2024.

_____
Mayor of the City of Shakopee

ATTEST:

_____
City Clerk

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

Exhibit A

Legal Description of Property

Lot 3, Block 1, Maras Addition, Scott County, Minnesota.

PID NO. 27-05700-30

Exhibit B

WAIVER OF SPECIAL ASSESSMENT APPEAL RIGHTS

This Waiver is entered into this 13th day of November, 2024, by TTT Shakopee, LLC ("Property Owner"), whose address is 1382 Maras Street, Shakopee, Minnesota 55379.

RECITALS

A. Property Owner is the fee owner of certain property in the City of Shakopee ("City"), Minnesota, legally described as:

Lot 3, Block 1, Maras Addition.

having a street address of 1382 Maras Street, Shakopee, Minnesota, and a parcel identification number of 270570030 (the " Property"),

B. As part of the Maras Street, 13th Avenue, and Hansen Avenue Utility Extension Project ("Project") public improvements consisting of sanitary sewer, water main and related improvements ("Public Improvements") have been installed. The Property Owner has requested that the City allow the Property to hook up to the City sanitary sewer system and to the Shakopee Public Utilities watermain system. The lateral connection fees related to the Project are listed in the City of Shakopee and Shakopee Public Utilities fee schedule. The lateral connection charges against the Property based on final construction costs are $28,541.04 for water and $11,841.65 for sanitary sewer.

C. The lateral connection charges are required to be paid by the Property Owner when the Property connects to the sanitary sewer and water main systems. In consideration of the City and Shakopee Public Utilities agreeing to allow the connection charges to be assessed against the Property over a period of 10 years, the Property Owner is willing to waive all rights to appeal or otherwise challenge the special assessments levied against the Property.

In consideration of the mutual covenants set forth above, the Property Owner agrees as follows:

1. The City may specially assess the cost of the lateral connection charge for water in the amount of $28,541.04 and the cost of the lateral connection charge for sewer in the amount of $11,841.65 totaling $40,382.69 against the Property. The assessment shall be spread over ten (10) years, together with four- and one-half percent (4.5%) interest per year on the unpaid balance. Interest shall accrue from the date that the City Council adopts the special assessment for the Project. The first installment shall be due and payable with taxes in 2025.

2. The Property Owner represents and warrants that it is the fee owner of 100 percent of the Property, that it has full legal power and authority to encumber the Property as provided in this Waiver, and that as of the date of execution, the Property Owner has fee simple absolute title in the Property.

3. Property Owner waives notice of hearing and hearing provided in Minn. Stat. Sections 429.031 and 429.061, or any other right notice and hearing, on the Project and the special assessments levied to finance the Project. Property Owner specifically requests that the Public Improvements be constructed, and special assessments levied against the Property without hearings.

4. Property Owner waives the right to appeal the levy of the special assessments pursuant to Minn. Stat. Section 429.081, or reapportionment upon land division pursuant to Minn. Stat., Section 429.071, Subd. 3, or any other right to appeal, and further specifically agrees with respect to the special assessments against the Property or reapportionment that:

    a. Any requirements of Minn. Stat., Chapter 429 with which the City does not comply are waived by Property Owner; and

    b. Property Owner waives any and all rights to appeal or otherwise contest or challenge the levying of special assessments against the Property, including but not limited to the right to challenge whether the increase in fair market value resulting from the Project is at least equal to the amount that is being assessed against the Property and that such increase in fair market value is a special benefit to the Property. Property Owner further agrees that any requirements of Minnesota Statutes, Chapter 429 with respect to the adoption or levying of the special assessments are waived to the extent that those requirements are not met.

5. Property Owner acknowledges that said special assessment includes only the cost of main line construction and does not include any costs of connection to individual residences. Such future costs of connection will be borne by Property Owner, its successors or assigns, and includes such items as construction of the lateral connection, connection charges, hookup and inspection fees.

6. Property Owner understands and agrees that the City may provide for the payment of such special assessment in installments bearing the interest as specified in Paragraph 1. Further, the decision regarding the period of time over which the special assessment may be paid and the interest rate to be applied is in the absolute and sole discretion of the city council, subject only to limitations imposed by law.

7. Property Owner agrees to reimburse the City for all costs incurred by the City in the enforcement of this Waiver, or any portion thereof, including court costs and reasonable engineering and attorneys' fees, regardless of whether the city is defending an action or affirmatively enforcing its rights pursuant to this Waiver.

8. The covenants, waivers and agreements contained in this Waiver bind the successors and assigns of the Property Owner and run with the Property and bind all successors in interest. It is the intent of the Property Owner that this Waiver be in a form that is recordable among the land records of Scott County, Minnesota; and they agree to make any changes in this Waiver that may be necessary to affect the recording and filing of this Waiver against the title of the Property.

9. This Waiver will terminate upon the final payment of all special assessments levied against the Property, and the City will execute and deliver such documents, in recordable form, as are necessary to extinguish this Waiver.

I (WE) SIGN THIS DOCUMENT VOLUNTARILY, WITH THE UNDERSTANDING THAT I (WE) COULD PAY THE LATERAL CONNECTION CHARGES AT TIME OF CONNECTION AND I (WE) WOULD THEREFORE NOT NEED TO SIGN THIS DOCUMENT.

Property Owner

By:_____

Its: Managing Member

Date: 11/13/24

[Insert Appropriate Notary Block]

Shakopee City Council
November 19, 2024

6.h

Agenda Item: Accept Proposal from Short Elliott Hendrickson, Inc. (SEH) Proposal for Design and In-Construction Services for the 2025 Downtown ADA, Lighting & Tree Rehabilitation Improvements.
Prepared by: Micah Heckman, Assistant City Engineer
Reviewed by: Alex Jordan, City Engineer

Action to be considered:
Accept a proposal in the amount of $103,685 with Short Elliott Hendrickson, Inc. (SEH) to perform design and in-construction services for the 2025 Downtown ADA, Lighting & Tree Rehabilitation Improvement Project (CIF-22-003).

Motion Type:
Approve

Background:
The 2025-2029 Capital Improvement Plan (CIP) programs construction of the second phase of the Downtown ADA, Lighting & Tree Rehabilitation Project, CIF-22-003, in 2025. In 2023, the city completed a feasibility study that evaluated rehabilitating the City's downtown lighting system, including replacement of street light poles, wiring and control panels. The study also reviewed the downtown tree inventory for replacement and a condition assessment of the existing paver maintenance strip along the back of the curb. As a result, improvements have been further detailed and are proposed throughout downtown Shakopee to reduce maintenance costs and eliminate safety concerns due to deteriorating light poles. These improvements include lighting replacement, tree planting and replacement of the pavers with concrete, matching recently completed improvements in downtown.

Due to the size of the project, improvements will be constructed in phases. Phase 1, which included Fuller Street and portions of 2nd Avenue, was completed in 2024. Phase 2, which includes Holmes Street from 1st to 3rd Avenue, is planned for construction in 2025. Additional phases will be brought to council for review in future years consistent with the CIP.

SEH's proposal identifies scope of services and estimated costs to complete the preliminary engineering, final design and in-construction services for the Phase 2 improvements. SEH has the experience, technical skill and capacity to provide the needed services and is part of the City's approved consultant pool. The attached proposal

describes the scope of services and fees for their work on this project.

Recommendation:
Accept the proposal.

Budget Impact:
SEH's proposal to complete the design and construction services is based on a not to exceed amount of $103,685. This work is budgeted in the approved 2025-2029 Capital Improvement Plan and would be funded though the Capital Improvement Fund.

Attachments:
Downtown Lighting Improvements Phase 2 - SEH Proposal
CIP Sheet (CIF-22-003)

Building a Better World for All of Us®

November 13, 2024

RE: City of Shakopee, Minnesota
Downtown Lighting Improvements
Phase 2
SEH No. SHAKO 181322

Mr. Micah Heckman, P.E.
Assistant City Engineer
City of Shakopee, Minnesota
485 Gorman Street
Shakopee, MN 55379

Dear Mr. Heckman:

Thank you for the opportunity to present this proposal for providing electrical, lighting, and civil engineering services for the second phase of the Downtown Lighting Improvements Project. This letter serves as our understanding of the project scope and fee.

Scope of Work

The project described to us consists of providing construction documents that detail lighting and electrical infrastructure design for the installation of new lighting systems along Holmes Street from 1st Avenue to 3rd Avenue (including the pedestrian tunnel under CSAH 69/Old Brick Yard Road) and 2nd Avenue from Fuller Street to Holmes Street. The project will also involve associated civil work such as removal of existing pavers where present and updating the pedestrian ramps to meet Americans with Disabilities Act (ADA) Standards within the project limits. Tasks necessary for the solicitation of bids will be performed. Construction observation will also be provided with the project.

The following items and/or tasks will be furnished and/or performed by SEH:

- Project kickoff meeting
- Provide topographic survey of curb and gutter, sidewalk, pavers, lighting infrastructure, building face/stoops, and boulevard amenities.
- Collect private utility mapping via Gopher State One Call
- Prepare CAD base files consisting of existing utilities, topography, surface geometrics, trees, and above-grade infrastructure
- Coordinate with City to incorporate their tree replacement plan and details into construction documents
- Coordinate with SPUC for locates and connections to electrical distribution infrastructure
- Prepare removal and proposed construction plans detailing the removal and installation of lighting systems and permanent surfaces
- Prepare special provisions that incorporate standard City furnished front end specifications and contract documents
- Prepare construction cost estimates
- Provide plan set for City and SPUC review
- Prepare Advertisement for Bid and coordinate electronic bidding through Quest

- Conduct virtual bid opening, and tabulation of bids
- Attend preconstruction meeting
- Provide shop drawing and construction submittal review
- Provide construction staking for lighting
- Provide part-time construction observation for lighting installation (assumed at 10 hours per week for 6 weeks)
- Provide final punchlist inspection and follow-up inspection
- Prepare asbuilt plans for new lighting systems
- Check contractor's applications for payment and change orders

It is our understanding that the following items and/or tasks will be furnished and/or performed by the City:

- Furnish as-built and construction plans associated with any known utilities along with recent and original electrical systems within the project area
- Furnish available electronic base-plan and/or reference files (GIS and/or CAD files) including geometrics and existing utilities to be used as background for plans
- Provide tree inventory plans and details for existing, missing, and proposed trees associated with the downtown area for incorporation into construction documents
- Provide storm sewer structure inventory and recommended rehabilitation
- Determine and provide spot curb and gutter repair locations
- Engage with businesses as required during design and construction
- Provide signing plans as required for incorporation into construction documents
- Coordinate plan review with Scott County for proposed work at CSAH 69/Holmes Street, if required
- Identify EV charging station locations and equipment if any
- Provide review and approval of construction documents
- Provide all construction observation, materials testing coordination, and punchlist inspection for non-lighting construction
- Review, prepare, and process contractor's applications for payment and change orders

Assumptions:

- Topographic survey does not included storm and sanitary structure measuredowns
- Project will be locally funded only
- No private utility coordination tasks will be provided. Private utility maps received with Gopher State One Call will be included in Project Manual appendix for Contractor's information only
- All meetings will be held virtually
- Attendance of City Council meetings is not required
- City reviews will be completed within one week of submittal
- Manhole and catch basin rehabilitation will consist of grouting structures or replacing adjustment rings and castings only. Assumes full replacement of structures and/or main will not be required
- Lower Minnesota River Watershed District and NPDES Construction Stormwater permits will not be required
- Weekly, on-site construction meetings are not included
- Construction materials testing services will be contracted by a third party directly with the City

Schedule

Anticipated Project Schedule		
Item No.	**Item Description**	**Item Key Milestone Date**
1	Topographic Survey	November 2024
2	Submit 60% Plans	Late December 2024
3	Submit 90% Plans	Late January 2025
4	Bid Opening	March 2025
5	Construction	August-October 2025

Fee

The estimated not-to-exceed cost to the City for this scope of work is $103,685 and includes reimbursable expenses. Please see the attached task hour summary.

Compensation for these tasks is based upon the actual hours worked for personnel assigned to the project.

SEH will furnish Additional Services due to changes in the scope of services or as requested by the City. We will provide an estimated fee for Additional Services as requested.

SEH can begin engineering services immediately upon receiving authorization to proceed.

We will provide these services in accordance with our Master Agreement for Professional Consulting Services dated August 7, 2024.

We appreciate the opportunity to provide engineering services to the City. Feel free to contact me directly at 952.912.2629, if you have any questions or comments regarding this proposal.

Respectively submitted,

SHORT ELLIOTT HENDRICKSON INC.

William Bauer, PE (Lic. IA, MN, SD)
Project Manager/Client Service Manager

Accepted on this ___day of_____, 2024

City of Shakopee, Minnesota

By: _____ _____
Name Name

_____ _____
Title Title

c: Ken Taillon - SEH
Andrew Felber – SEH

Shakopee Downtown Lighting Improvements Phase 2

City of Shakopee, MN

SHAKO 181322

November 13, 2024

Prepared by: William Bauer

Reviewed By: Ken Taillon

Prepared Date: 14-Oct-24

Reviewed Date: 11-Nov-24

	Billing Title	PM	PE	Sr Tech	Tech	Grad Eng	Grad Eng	Survey Crew Chief	Survey Tech	Accounting Rep	Admin Tech	Subconsultant & Expenses	Total
	Employee Name	Bauer	Taillon	Kruse	Felber	Anderson	Degenhardt	Lenzen	Lenzen	Knutson	Anderson		
Task #1 - Project Management													
1.1	**Contract and General**												
	Create project in accounting system	1								1			**2**
	Develop Quality Control Plan	1											**1**
	Invoice management	3								3			**6**
	Subtotal Hours	**5**								**4**		**N/A**	**9**
	Subtotal Fees	**$1,136.85**								**$462.00**			**$1,598.85**
1.2	**Meetings (Notice, Agenda, Materials, Minutes)**												
	Kickoff meeting with Client	2		2	2								**6**
	Kickoff meeting with SEH Staff	1					1						**2**
	Design review meetings (60%, 90%)	2	2	2									**6**
	Design team meetings	2	5	5			2						**14**
	Subtotal Hours	**7**	**7**	**9**	**2**		**3**					**N/A**	**28**
	Subtotal Fees	**$1,591.59**	**$1,667.36**	**$1,618.35**	**$345.97**		**$375.11**						**$5,598.38**
	Task Hours Summary	**12**	**7**	**9**	**2**		**3**			**4**		**N/A**	**37**
	Task Fee Summary	**$2,728.44**	**$1,667.36**	**$1,618.35**	**$345.97**		**$375.11**			**$462.00**		**$212.94**	**$7,410.17**
Task #2 - Preliminary Engineering													
2.1	**Data Collection**												
	Collect Data from Client (CAD, GIS, Photos, Reports, etc)	2					8						**10**
	Design / Bid standards (recent proposal form, instructions to bidders, general conditions, special conditions, standard specifications, standard plates, CAD standards)										2		**2**
	Utility Coordination Process												
	Conduct Utility One Call & Collect Utility Maps						1				2		**3**
	Assumptions: Gopher State One Call maps will be included in project manual appendix for information only. No utility coordination tasks (meetings, relocation plans, etc) are included.												
	Subtotal Hours	**2**					**9**				**4**	**N/A**	**15**
	Subtotal Fees	**$454.74**					**$1,125.33**				**$480.48**		**$2,060.55**
2.3	**Topographic Survey**												
	Topographic Survey							14	14				**28**

Shakopee Downtown Lighting Improvements Phase 2

City of Shakopee, MN

SHAKO 181322

November 13, 2024

Prepared by: William Bauer

Reviewed By: Ken Taillon

Prepared Date: 14-Oct-24

Reviewed Date: 11-Nov-24

	Billing Title	PM	PE	Sr Tech	Tech	Grad Eng	Grad Eng	Survey Crew Chief	Survey Tech	Accounting Rep	Admin Tech	Subconsultant & Expenses	Total
	Employee Name	Bauer	Taillon	Kruse	Felber	Anderson	Degenhardt	Lenzen	Lenzen	Knutson	Anderson		
	Subtotal Hours							14	14			N/A	28
	Subtotal Fees							$1,832.75	$1,803.19				$3,635.94
2.4	**Field Investigation**												
	Review existing street condition	4					4						8
	Review street lights condition and wiring configuration		10		10								20
	Existing Conditions Photos, Video, etc.	1					4						5
	Subtotal Hours	5	10		10		8					N/A	33
	Subtotal Fees	$1,136.85	$2,381.94		$1,729.86		$1,000.30						$6,248.95
2.5	**Preliminary Street and Utility Design**												
	Reduce survey data into basemap (Create CAD BA file)						6						6
	Incorporate available data info into basemap (Utility Maps, Data Collection information, etc.)						4						4
	Proposed Geometrics						16						16
	ADA Compliance design						16						16
	Street Lighting												
	Identify street lighting improvements			6	3	6							15
	Identify connection points			6	4	6							16
	Develop street lighting layout		2	4	4	6							16
	Cost Estimating												
	30% Cost Estimate (preliminary form)	2					8						10
	60% Cost Estimate (based on quantity take off & bid items)	1					8						9
	90% Cost Estimate	1					6						7
	Subtotal Hours	4	2	16	11	18	64					N/A	115
	Subtotal Fees	$909.48	$476.39	$2,877.07	$1,902.85	$2,778.73	$8,002.37						$16,946.89
	Task Hours Summary	11	12	16	21	18	81	14	14		4	N/A	191
	Task Fee Summary	$2,501.07	$2,858.33	$2,877.07	$3,632.71	$2,778.73	$10,128.00	$1,832.75	$1,803.19		$480.48	$1,726.80	$30,619.13

Shakopee Downtown Lighting Improvements Phase 2

City of Shakopee, MN

SHAKO 181322

November 13, 2024

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Prepared Date: 14-Oct-24

Reviewed Date: 11-Nov-24

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	Employee Name	Bauer	Taillon	Kruse	Felber	Anderson	Degenhardt	Lenzen	Lenzen	Knutson	Anderson		
Task #3 - Bid Documents													
3.1	**Develop Construction Plans**												
	Title Sheet						2						**2**
	General Layout						4						**4**
	Estimated Quantities, Notes, Standard Plates	1					2						**3**
	Construction details/notes						3						**3**
	Typical Sections						2						**2**
	Removals, erosion control, and signing	2					20						**22**
	Construction plans	2					20						**22**
	Street Lighting				6	28							**34**
	Sidewalk/Ped Ramps Intersection details	2					12						**14**
	Quality control review	8											**8**
	Constructability Review	4											**4**
	Assumptions: Traffic control/phasing, SWPPP, and pavement marking plans are not included												
	Subtotal Hours	**19**			**6**	**28**	**65**					**N/A**	**118**
	Subtotal Fees	**$4,320.03**			**$1,037.92**	**$4,322.47**	**$8,127.41**						**$17,807.82**
3.2	**Project Manual**												
	Front end documents	1									2		**3**
	Bidding requirements	1									2		**3**
	Contract forms										2		**2**
	Conditions of the contract										1		**1**
	Supplementary conditions										1		**1**
	Special provisions	4	4										**8**
	Technical specifications	4											**4**
	Quality control review	2	2										**4**
	Subtotal Hours	**12**	**6**								**8**	**N/A**	**26**
	Subtotal Fees	**$2,728.44**	**$1,429.16**								**$960.96**		**$5,118.56**

Shakopee Downtown Lighting Improvements Phase 2

City of Shakopee, MN

SHAKO 181322

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Reviewed Date: 11-Nov-24

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	Employee Name	Bauer	Taillon	Kruse	Felber	Anderson	Degenhardt	Lenzen	Lenzen	Knutson	Anderson		
3.3	Bidding												
	Prepare ad for bid & electronic bid docs	2		2							8		12
	Respond to bid questions & prepare addenda	4		2									6
	Attend bid opening	1		2							1		4
	Prepare tabulation of bid and award recommendation letter	2		2							2		6
	Prepare notice to proceed letter	1									2		3
	Subtotal Hours	10		8							13	N/A	31
	Subtotal Fees	$2,273.70		$1,438.54							$1,561.56		$5,273.80
	Task Hours Summary	41	6	8	6	28	65				21	N/A	175
	Task Fee Summary	$9,322.17	$1,429.16	$1,438.54	$1,037.92	$4,322.47	$8,127.41				$2,522.52		$28,200.18
Task #4 - Construction Services													
4.1	Preconstruction Activities												
	Submit NPDES permit												
	Preconstruction meeting agenda, attendance, minutes	4	4	4			1						13
	Review shop drawings			6									6
	Create field quantity book										2		2
	Create application for payment forms										2		2
	Subtotal Hours	4	4	10			1				4	N/A	23
	Subtotal Fees	$909.48	$952.78	$1,798.17			$125.04				$480.48		$4,265.94
4.2	Construction Administration												
	Project management	2											2
	Engineering Support	2	6	4			2						14
	Review pay applications	2		8			8						18
	Subtotal Hours	6	6	12			10					N/A	34
	Subtotal Fees	$1,364.22	$1,429.16	$2,157.80			$1,250.37						$6,201.56
4.3	Construction Staking												
	Create stakeout file / point files						10						10
	Stake removals							4	4				8
	Lighting & Electric							8	8				16
	Curb and gutter							4	4				8
	Subtotal Hours						10	16	16			N/A	42
	Subtotal Fees						$1,250.37	$2,094.58	$2,060.78				$5,405.73

Shakopee Downtown Lighting Improvements Phase 2

City of Shakopee, MN

SHAKO 181322

November 13, 2024

Prepared by: William Bauer

Reviewed By: Ken Taillon

Prepared Date: 14-Oct-24

Reviewed Date: 11-Nov-24

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	Employee Name	Bauer	Taillon	Kruse	Felber	Anderson	Degenhardt	Lenzen	Lenzen	Knutson	Anderson		
4.4	**Construction Observation**												
	Part-Time Observation			60									60
	Assumptions: Assumes a 6-week construction duration with construction observation averaging 10 hours/week.												
	Subtotal Hours			60								N/A	60
	Subtotal Fees			$10,789.02									$10,789.02
4.5	**Project Closeout**												
	Site closeout walkthrough & develop punchlist	3		12			4						19
	Punchlist coordination						4						4
	As built survey & structures							4	4				8
	Complete as built drawings						8						8
	Final application for payment & contractor closeout letter	2									1		3
	1 year warranty walkthrough and follow up	3					4						7
	Subtotal Hours	8		12			20	4	4		1	N/A	49
	Subtotal Fees	$1,818.96		$2,157.80			$2,500.74	$523.64	$515.20		$120.12		$7,636.46
	Task Hours Summary	18	10	94			41	20	20		5	N/A	208
	Task Fee Summary	$4,092.66	$2,381.94	$16,902.80			$5,126.52	$2,618.22	$2,575.98		$600.60	$3,156.80	$37,455.52
Task #1 - Project Management													
	Task Hours Summary	12	7	9	2		3			4		N/A	37
	Task Fee Summary	$2,728.44	$1,667.36	$1,618.35	$345.97		$375.11			$462.00		$212.94	$7,410.17
Task #2 - Preliminary Engineering													
	Task Hours Summary	11	12	16	21	18	81	14	14		4	N/A	191
	Task Fee Summary	$2,501.07	$2,858.33	$2,877.07	$3,632.71	$2,778.73	$10,128.00	$1,832.75	$1,803.19		$480.48	$1,726.80	$30,619.13
Task #3 - Bid Documents													
	Task Hours Summary	41	6	8	6	28	65				21	N/A	175
	Task Fee Summary	$9,322.17	$1,429.16	$1,438.54	$1,037.92	$4,322.47	$8,127.41				$2,522.52		$28,200.18
Task #4 - Construction Services													
	Task Hours Summary	18	10	94			41	20	20		5	N/A	208
	Task Fee Summary	$4,092.66	$2,381.94	$16,902.80			$5,126.52	$2,618.22	$2,575.98		$600.60	$3,156.80	$37,455.52
Project Summary													
	Project Hours Summary	82	35	127	29	46	190	34	34	4	30	N/A	611
	Project Fee Summary	$18,644.34	$8,336.79	$22,836.76	$5,016.59	$7,101.20	$23,757.03	$4,450.97	$4,379.17	$462.00	$3,603.60	$5,096.54	$103,685.00

Capital Improvement Plan

Shakopee, MN

Project #	CIF-22-003
Project Name	Downtown ADA, Lighting & Tree Rehab

Total Project Cost	$4,531,000	Department	Capital Improvements Fund
Type	Improvement	Category	Street Construction
Priority	1 - Have to do	Status	Active
Useful Life	30 years	Accounting Code	5926/6926
Fund	Capital Improvement Fund	Project Code	CI2203

Description

Replacement of the pavers and pedestrian curb ramps in the downtown area as well as streetlights, pedestrian lights and trees. The project will be completed in segments (block by block) annually beginning in 2024. Note: Multiple streetlights were replaced as part of the 2017 Downtown Streetscape Project and two development projects - the style of lighting used for those projects would be carried forward to match the replacement of the streetlights throughout the downtown area. It should also be noted that a planning study was completed in 2022 to develop a coordinated project scope meeting the goals of Envision Shakopee, the Park and Trails Master Plan, and the river park master planning. A streetlighting feasibility study was done in 2022 as part of the preliminary design and is attributed to the Prior expenditures for the project.

Justification

A streetlight condition report was performed in 2015 for the downtown streetlights. Out of the total count of 231 streetlights, 45 were missing, 73 were in good condition, 76 fair, and 37 poor. There are two different pole styles: 171 concrete poles and 60 Corten steel poles. Many streets light poles have fallen and have not been replaced due to unavailability of the lighting style. In addition, the wiring system has aged and many areas have been patched together to maintain a working system. The feasibility report completed in 2022 identified the scope of the lighting replacement and estimated cost of the improvements. Additionally, ADA compliancy needs to be completed in the Downtown that will include replacing many of the pedestrian curb ramps. Sidewalk repairs will also be included as part of the City's Sidewalk and Trail Inspection, Replacement, and Maintenance Policy. The block pavers will also be removed and replaced with concrete.

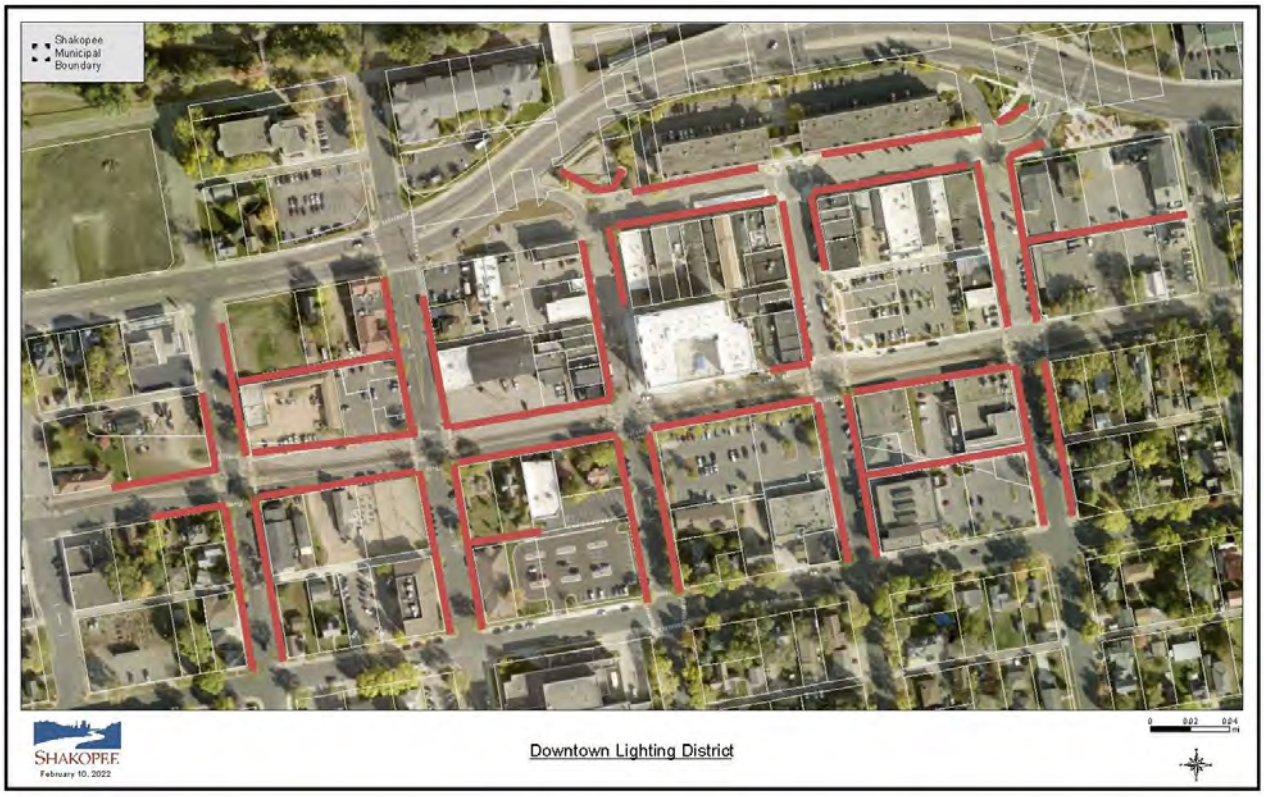
Prior	Expenditures	2025	2026	2027	2028	2029	Total
1,132,000	Improvements	1,000,700	1,000,700	1,000,700	0	0	**3,002,100**
	Engineering/Administration	132,300	132,300	132,300	0	0	**396,900**
	Total	**1,133,000**	**1,133,000**	**1,133,000**	**0**	**0**	**3,399,000**

Prior	Funding Sources	2025	2026	2027	2028	2029	Total
1,132,000	Capital Improvement Fund	1,100,000	1,100,000	1,100,000	0	0	**3,300,000**
	Tree Replacement Fund	33,000	33,000	33,000	0	0	**99,000**
	Total	**1,133,000**	**1,133,000**	**1,133,000**	**0**	**0**	**3,399,000**

Budget Impact

The street lighting, paver and pedestrian ramp improvements will be funded by the CIF and the tree replacement will be funded by the tree replacement fund.

Project #	CIF-22-003	Department	Capital Improvements Fund
Project Name	Downtown ADA, Lighting & Tree Rehab		



Shakopee City Council
November 19, 2024

6.i

Agenda Item: Change Order for SandVenture for Irrigation installation and repairs.
Prepared by: Michael Kerski, Planning and Development Director
Reviewed by: Michael Kerski

Action to be considered:
Approve Change Order

Motion Type:
Approve

Background:
Changes were required when Parks Maintenance staff saw the damage to the irrigation system from all of the underground work including new water main installation and new transformer location. Since repairs were needed, the contractor extended irrigation services to the new landscaping in the front of the building. These repairs and extension were not included in the original Construction Manager's budget. There is approximately $4,000 available in Peterson's existing contract that will be created towards this Change Order.

Recommendation:
Approve Change Order for $32,628.79 to Peterson Companies for irrigation repairs and installation on a time and material basis per the recommendation of Kraus Anderson.

Budget Impact:
Including in final budget number.

Attachments:
Peterson Sprink.pdf

Docusign Envelope ID: 9BE57DA4-E051-4393-94FD-1603A469BF81

KRAUS-ANDERSON®
Construction Company

Change Order Request

Project: 2410068-02
City of Shakopee - SandVenture
1101 Adams Street South
Shakopee, MN 55379

COR # 65.00

Date: 11/5/2024

To: Owner City of Shakopee
485 Gorman Street
Shakopee, MN 55379

From: Kraus-Anderson Construction Company
501 South Eighth Street
Minneapolis, MN 55404

PCO # ***131 - Peterson: Repair irrigation***

Item #	Description	Vendor	Amount
1	Repair irrigation	Peterson Companies, Inc.	$32,628.79

KA Description: This cost is for the irrigation work that was requested at SandVenture.
Peterson was told to track this on a T&M basis in order to get them in before the project was completed and sleeves in before sidewalk was poured.
PM time was allowed on this CO as it was a new scope and new PM brought in for irrigation as Peterson was only hired to do fencing.

Total For Change Order **$32,628.79**

Approved By: City of Shakopee **Signed:** _____ **Date:** _____

Submitted By: Kraus-Anderson Construction Company **Signed:** DocuSigned by: Esteban Perez A4AFD170159A46A... **Date:** 11/5/2024 | 12:45 PM

Accepted By: Confluence **Signed:** Signed by: Brad Aldrich 012B87AA43264F2... **Date:** 11/5/2024 | 1:38 PM

Docusign Envelope ID: 9BE57DA4-E051-4393-94FD-1603A469BF81

Change Order Request 1

Date: 9/25/2024

Project: Sand Venture

PR #:

Kraus Anderson Construction
501 South Eighth St
Minneapolis, MN 55404

Description: T&M Irrigation Repairs

Summary of the Work:
Repair irrigation around the building/site.

Labor / Equipment

Description:	Labor / Equipment	Qty	Unit	Unit Price	Total
Mobilization to Site	See Breakdown	1	LS	$ 4,392.50	$ 4,392.50
Repair Irrigation	See Breakdown	1	LS	$ 22,227.88	$ 22,227.88
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				Subtotal Labor	$ 26,620.38

Materials

Description:	Material / Supplier	Qty	Unit	Unit Price	Total
Misc. Materials	See Breakdown	1	LS	$ 3,042.16	$ 3,042.16
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				Subtotal Materials	$ 3,042.16

Subcontractors

Contractor	Description of Work	Cost
	Subcontractor Subtotal	$ -

	Labor Total	$ 26,620.38
	Material Total	$ 3,042.16
	Subtotal	$ 29,662.54
10%	Markup	$ 2,966.25
	Subcontractor Total	$ -
	Subcontractor Markup	$ -
	Total Cost	$ 32,628.79
	Total Cost of Change	***$ 32,628.79***

Approved By:

Date: 11/4/2024

Docusign Envelope ID: 9BE57DA4-E051-4393-94FD-1603A469BF81

			ON-SITE DATES								
			LABOR								
		RATE	7/31/2024	8/15/2024	8/16/2024	8/19/2024	8/20/2024	8/22/2024	8/23/2024	Cost of Labor	
Alex Lehner (F)	$	175.00	4	9	5.75	10	2			30.75	$ 5,381.25
Juan M. Sanchez (L)	$	140.00	5.25	10.25	7.75					23.25	$ 3,255.00
Kamran Stanton (L)	$	140.00	2.5							2.5	$ 350.00
Jesus Sanchez (L)	$	140.00		7.5	7.25					14.75	$ 2,065.00
Carlos Sanches (L)	$	140.00		7.5	7.25					14.75	$ 2,065.00
Anastacio Santiago (L)	$	140.00		7.5	7.25					14.75	$ 2,065.00
Jeremy Frechette (F)	$	175.00		0		0				0	$ -
Robert Jamieson (L)	$	140.00				8.5				8.5	$ 1,190.00
Brian Severin (F)	$	175.00				3.5	3	3.25	3	12.75	$ 2,231.25
Dalton Lane (F)	$	175.00					3			3	$ 525.00
Ryan Potvin (F)	$	175.00			8					8	$ 1,400.00
										133	**$ 20,527.50**
			EQUIPMENT								
			7/31/2024	8/15/2024	8/16/2024	8/19/2024	8/20/2024	8/22/2024	8/23/2024	Cost of Equipment	
1000 | Case 660 Trencher	$	81.00	2.75							2.75	$ 222.75
11| Freightliner M2 Van Truck	$	48.00	1.25	2.25	2.5	2	1.5			9.5	$ 456.00
120|Trail King TK-24-700 Trailer	$	45.50	1.25							1.25	$ 56.88
932|Freightliner Service Van Truck	$	31.00	4.5							4.5	$ 139.50
1196|Darkhorse Enclosed	$	51.00		1		2	1.5			4.5	$ 229.50
200|Case Maxi Sneeker Trencher	$	77.25		2	2	3				7	$ 540.75
955|PJ S/A Trailer 14ft	$	11.00					5			5	$ 55.00
										0	$ -
										34.5	**$ 1,700.38**
			MATERIALS								
Vendor			7/31/2024	8/15/2024	8/16/2024	8/19/2024	8/20/2024	8/22/2024	8/23/2024	Cost of Materials	
Peterson Inventory									$ 2,396.46	$	2,884.51
SiteOne Landscape Supply					$ 157.65					$	157.65
										$	**3,042.16**

Docusign Envelope ID: 9BE57DA4-E051-4393-94FD-1603A469BF81

Employee Name	Date	Job	Phase	Bin Number	Cost Plus Tax	Quantity	Total Cost
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	1"POLYPIPE | 1"POLY PIPE BLACK	0.29	1,800.00	522.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	1.25"POLYPIPE | 1.25" POLY PIPE BLACK	0.58	600.00	348.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	10125 | 1.25" PVC 90 Elbow	1.34	4.00	5.36
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	11001 | Standard Dura Valve Box	23.38	2.00	46.76
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	11005 | Dura 10" Round	13.20	3.00	39.60
Lehner, Alexander	45506	24016 | Sand Venture	160 | T&M Irrigation Repairs	2"PVCPIPE | 2" PVC PIPE	1.20	80.00	96.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	2125 | WIRE:18/9 X1000FT	0.59	300.00	177.00
Lehner, Alexander	45506	24016 | Sand Venture	160 | T&M Irrigation Repairs	3"PVCPIPE | 3" PVC PIPE	3.00	100.00	300.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9000 | Hunter PGP Ultra Head	11.63	22.00	255.86
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9001 | 4" Pro Spray	1.91	40.00	76.40
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9100 | 1" Poly Coupler	0.72	12.00	8.64
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9101 | 1" Poly 90 Elbow	1.51	16.00	24.16
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9102 | 1" Poly TEE	1.72	12.00	20.64
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9104 | 1" Blazing Endup	1.85	14.00	25.90
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9118 | 1.25" Poly TEE	2.66	3.00	7.98
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9119 | 1.25" x1" Poly Coupler	1.51	2.00	3.02
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9200 | 1" 316 Clamps	0.22	100.00	22.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9202 | 1.25" 410 Clamps	0.25	50.00	12.50
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9204 | .5 Funny Pipe Elbow	0.34	40.00	13.60
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9205 | .75 Funny Pipe Elbow	0.40	22.00	8.80
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9212 | BLAZ SADDLE TEE 1"xFP	2.93	48.00	140.64
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9218 | .75 MPTx Drip Line Y	1.20	3.00	3.60
Lehner, Alexander	45525	24016 | Sand Venture	160 | T&M Irrigation Repairs	9227 | MP 1000 90-210	7.12	22.00	156.64
Lehner, Alexander	45525	24016 | Sand Venture	160 | T&M Irrigation Repairs	9230 | MP 2000 90-210	7.12	20.00	142.40
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9265 | Hunter 1" Drip Zone Kit 40 PSI	64.04	1.00	64.04
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9267 | Hunter 1" Valve SxS	17.99	3.00	53.97
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9301 | IRRI FUNNY PIPE	0.28	300.00	84.00
Lehner, Alexander	45524	24016 | Sand Venture	160 | T&M Irrigation Repairs	9302 | Drip Line 18"	0.30	750.00	225.00
		24016 | Sand Venture Total					2,884.51

Shakopee City Council
November 19, 2024

6.j

Agenda Item: Change Order of Axel H. Ohman for SandVenture for additional work.
Prepared by: Michael Kerski, Planning and Development Director
Reviewed by: Michael Kerski

Action to be considered:
Approve Change Order

Motion Type:
Approve

Background:
There were items that Kraus Anderson approved in the field for changes to masonry as noted.

These included changing the block color on an outside wall, adding insulation, sealing the exterior block and washing the interior of the block since it would all be exposed versus being hidden by sheetrock.

Also, Axel had a dispute with the finished block supplier. Since the city purchased the block from the manufacturer, Northfield, the city will receive the payment, which we will then pay to Axel. There is also a coming change order for repairing a settlement crack for $800 for filling the crack that ran from the hallway and into Tommy's restrooms.

Changed Block Color	$2,992.00
Additional Insulation on block	$3,146.00
Exterior Block Sealing	$13,000.00
Washing Interior Block	$13,277.00
Crack Repair	$800.00
Payment from Block Company for extra work	$17,963.00
	$51,178.00

Recommendation:
Approve Change Order to Axel Ohman for $51,178.00 per the recommendation of Kraus Anderson which includes a reimbursement to the city from the block supplier.

Budget Impact:
$33,215 has been included in the final budget numbers. $17,963 is being paid to the city from Northfield, the block supplier so it is not included in the project budget since it is a direct pass through.

Attachments:
SAV Axel CO 06.pdf

Shakopee City Council
November 19, 2024

6.k

Agenda Item: Union Contract for Police Captains
Prepared by: Bill Reynolds, City Administrator
Reviewed by: Chelsea Petersen, Assistant City Administrator

Action to be considered:
Approve the union contract for Shakopee Police Captains.

Motion Type:
Simple Majority

Background:
The City of Shakopee has a long history of supporting its union employees.

The City Council has pledged to pay its employees at the mid-point of our comparable cities, has ensured employees have up-to-date, and well-maintained equipment, and that employees are well-trained and cared for.

The negotiations with the Police Captains were productive, professional, and above board. The employees are in a newly formed bargaining unit represented by the Law Enforcement Labor Services, Inc., and there are two other existing bargaining units within Shakopee that are represented by this same organization. The bargaining agent and the Shakopee employees that they represent have epitomized what such individuals should be - realistic, caring for their clients and fellow employees, even-keeled, and willing to discuss hard issues with no animosity or game playing. We did not agree on everything, but consistently expressed mutual respect as we worked through negotiations. This was an example of how effective and impactful bargaining should take place - adults sitting around the table attempting to find a solution we all could live with, while keeping the importance of what we discussed at the forefront. This greatly impacted what the agent and stewards were able to deliver to their clients, and the city's negotiation team thanks the agent and stewards for their hard work.

The base language of this contract closely mirrors that of the previously approved LELS contracts for the sergeants and patrol units. The key differences are:
- Several areas were removed, as those provisions are not applicable to the captain roles.
- Captain roles are traditionally not utilized for contractual overtime, but due to staffing levels and overtime demands this contract outlines how these positions may assist in times of need.

- Since Captain positions are exempt, the mechanism for over-time pay needed to be established, and the vacation accrual was updated to reflect what they actually earn as exempt employees.
- Wages: a 3% Cost of Living Adjustment (COLA) was included for all three years of the contract, which is in line with the other labor contracts. Additionally, Market Rate Adjustments (MRAs) were made at various steps to ensure the mid-point of our comparable cities was met. The number of steps were also decreased from seven to three.

Recommendation:
Approval as requested.

Budget Impact:
The additional cost in 2024 will be approximately $16,631.04, and will be offset by cost savings from other lie items in the Police Department budget.

Attachments:
Shakopee Captains Draft Contract for Signature.pdf

LABOR AGREEMENT

BETWEEN

THE CITY OF SHAKOPEE

AND

LAW ENFORCEMENT LABOR SERVICES, INC.

Representing: Police Captains

Effective July 15, 2024 – December 31, 2026

Table of Contents

ARTICLE 1. PURPOSE OF AGREEMENT 2
ARTICLE 2. RECOGNITION 2
ARTICLE 3. DEFINITIONS 2
ARTICLE 4. EMPLOYER SECURITY 3
ARTICLE 5. EMPLOYER AUTHORITY 3
ARTICLE 6. UNION SECURITY 3
ARTICLE 7. EMPLOYEE RIGHTS - GRIEVANCE PROCEDURE 3
ARTICLE 8. SAVINGS CLAUSE 6
ARTICLE 9. SENIORITY 6
ARTICLE 10. DISCIPLINE 6
ARTICLE 11. CONSTITUTIONAL PROTECTION 7
ARTICLE 12. WORK SCHEDULE 7
ARTICLE 13. OVERTIME 7
ARTICLE 14. INSURANCE 7
ARTICLE 15. UNIFORMS 7
ARTICLE 16. HOLIDAYS 8
ARTICLE 17. VACATIONS 8
ARTICLE 18. SICK LEAVE 9
ARTICLE 19. BEREAVEMENT LEAVE 9
ARTICLE 20. SEVERANCE PAY 9
ARTICLE 21. POST-EMPLOYMENT HEALTH CARE SAVINGS PLAN 9
ARTICLE 22. INJURY ON DUTY 9
ARTICLE 23. POST LICENSE 10
ARTICLE 24. WAIVER 10
ARTICLE 25. WAGES 10
ARTICLE 26. DURATION 10
APPENDIX A: WAGES 12
APPENDIX B: INCENTIVE PAY SYSTEM 13
APPENDIX C: POST EMPLOYMENT HEALTH CARE SAVINGS PLAN (HCSP) 16

LABOR AGREEMENT
BETWEEN
THE CITY OF SHAKOPEE
AND
LAW ENFORCEMENT LABOR SERVICES

ARTICLE 1. PURPOSE OF AGREEMENT

This agreement is entered into as of July 15, 2024, between the City of Shakopee, hereinafter called the Employer, and the Law Enforcement Labor Services, Local 568, hereinafter called the Union.

It is the intent and purpose of this Agreement to:

1.1 Establish procedures for the resolution of disputes concerning this Agreement's interpretation and/or application and

1.2 Place in written form, the party's agreement, upon terms and conditions of employment for the duration of this Agreement.

ARTICLE 2. RECOGNITION

2.1 The Employer recognizes Law Enforcement Labor Services, Inc. as the exclusive representative, under Minnesota Statutes§ 179A.03, Subd. 8, as ordered on July 15, 2024 by the Bureau of Mediation Services, Case No. 25PCL0051, for employees in the exclusively recognized bargaining unit:

> *All licensed essential employees of the City of Shakopee, Minnesota, in the job classification of Captain, who are public employees within the meaning of Minn. Stat. 179A.03, subd. 14, excluding Supervisory and Confidential employees within the meaning of Minn. Stat. 179A.03 subd. 17 and 4.*

2.2 In the event the Employer and the Union are unable to agree as to the inclusion or exclusion of a new or modified job class, the issue shall be submitted to the Bureau of Mediation Services for determination.

ARTICLE 3. DEFINITIONS

3.1 UNION: Law Enforcement Labor Services, Inc., (Local No. 568).

3.2 UNION MEMBER: A member of the Law Enforcement Labor Services, Inc., (Local No. 568).

3.3 EMPLOYEE: An employee whose classification is within the exclusively recognized bargaining unit.

3.4 DEPARTMENT: The Shakopee Police Department.

3.5 EMPLOYER: The City of Shakopee.

3.6 CHIEF: The Chief of the Shakopee Police Department.

3.7 UNION OFFICER: Officer elected or appointed by the Law Enforcement Labor Services, Inc., (Local No. 568).

3.8 STRIKE: Concerted action in failing to report for duty, the willful absence from one's position, the stoppage of work, slow-down, or abstinence in whole or in part from the full, faithful and proper performance of the duties of employment for the purposes of inducing, influencing or coercing a change in the conditions or compensations or the rights, privileges or obligations of employment.

ARTICLE 4. EMPLOYER SECURITY

During the life of this Agreement Union Members will not cause, encourage, participate in or support any strike, slow-down or other interruption of or interference with, the normal functions of the Employer.

ARTICLE 5. EMPLOYER AUTHORITY

5.1 The Employer retains the full and unrestricted right to operate and manage all manpower, facilities and equipment; to establish functions and programs; to set and amend budgets; to determine the utilization of technology; to establish and modify the organizational structure; to select, and direct personnel; to establish work schedules and perform any inherent managerial function not specifically limited by this Agreement.

5.2 Any term and condition of employment not specifically established or modified by this Agreement shall remain solely within the discretion of the Employer to modify, establish or eliminate.

ARTICLE 6. UNION SECURITY

6.1 The Employer shall deduct from the wages of Employees who authorize such a deduction, in writing, an amount necessary to cover monthly Union dues. Such monies shall be submitted as directed by the Union.

6.2 The Union may designate employees from the bargaining unit to act as a steward and an alternate and shall inform the employer, in writing, of such choice and changes in the position of steward and/or alternate.

6.3 The Employer shall make space available on the employee bulletin board for posting Union notice(s) and announcement(s).

6.4 The Union agrees to indemnify and hold the Employer harmless against any and all claims, suits, orders, judgments brought or issued against the Employer as a result of any action taken or not taken by the Employer under the provisions of this Article.

ARTICLE 7. EMPLOYEE RIGHTS - GRIEVANCE PROCEDURE

7.1 Definition of a Grievance. A grievance is defined as a dispute or disagreement as to the interpretation or application of the specific terms and conditions of this Agreement.

7.2 Union Representatives. The Employer will recognize Representatives designated by the Union as the grievance representatives of the bargaining unit having the duties and responsibilities established by this Article. The Union shall notify the Employer, in writing, of the names of such

Union Representatives and of their successors when so designated, as provided by Section 6.2 of this Agreement.

7.3 Processing of a Grievance. It is recognized and accepted by the Union and the Employer that the processing of grievances as hereinafter provided, is limited by the job duties and responsibilities of the employees and shall therefore be accomplished during normal working hours only when consistent with such employee duties and responsibilities. The aggrieved employee and a Union representative shall be allowed a reasonable amount of time without loss in pay when a grievance is investigated and presented to the Employer during normal working hours provided that the employee and the Union representative have notified and received the approval of the designated supervisor, who has determined that such absence is reasonable and would not be detrimental to the work programs of the Employer.

7.4 Procedure. Grievances, as defined by Section 7.1, shall be resolved in conformance with the following procedure.

Step 1: An employee claiming a violation concerning the interpretation or application of this Agreement shall, within twenty-one (21) calendar days after such alleged violation has occurred, present such grievance to the employee's supervisor as designated by the Employer. The Employer-designated representative will discuss and give an answer to the employee and the Union for such Step 1 grievance within ten (10) calendar days after receipt. A grievance not resolved in Step 1 and appealed by Step 2 shall be placed in writing, setting forth the nature of the grievance, the facts on which it is based, the provision or provisions of the Agreement allegedly violated, the remedy requested and shall be appealed to Step 2 within ten (10) calendar days after the Employer-designated representative's final answer in Step 1. Any grievance not appealed in writing to Step 2 by the Union, within ten (10) calendar days shall be considered waived.

Step 2: If appealed, the written grievance shall be presented by the Union and discussed with the Employer-designated Step 2 representative. The Employer-designated representative shall give the Union the Employer's Step 2 answer in writing within ten (10) calendar days after receipt of such Step grievance. A grievance not resolved in Step 2 may be appealed to Step 3 within ten (10) calendar days following the Employer-designated representatives final Step 2 answer. Any grievance not appealed in writing to Step 3 by the Union within ten (10) calendar days shall be considered waived.

Step 3: If appealed, the written grievance shall be presented by the Union and discussed with the Employer-designated Step 3 representative. The Employer-designated representative shall give the Union the Employer's answer in writing within ten (10) calendar days after receipt of such Step 3 grievance. A grievance not resolved in Step 3 may be appealed to Step 4 within ten (10) calendar days following the Employer-designated representative's final answer in Step 3. Any grievance not appealed in writing to Step 4 by the Union within ten (10) calendar days shall be considered waived.

Step 4: A grievance unresolved in Step 3 and appealed to Step 4 by the Union shall be submitted to arbitration, subject to the provisions of the Public Employment Labor Relations Act of 1971, as amended. For grievance matters involving written disciplinary action, discharge, or termination, the assignment of an arbitrator shall be consistent with Minnesota Statute 626.892. For all other grievances the selection of an arbitrator shall be made in

accordance with the "Rules Governing the Arbitration of Grievances" as established by the Bureau of Mediation Services.

7.5 Arbitrator's Authority

A. The arbitrator shall have no right to amend, modify, nullify, ignore, add to or subtract from, the terms of this Agreement. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and the Union and shall have no authority to make a decision on any other issue not so submitted.

B. The arbitrator shall be without power to make decisions contrary to, or inconsistent with, or modifying or varying in any way the application of laws, rules or regulations having the force and effect of law. The Arbitrator's decision shall be submitted in writing within thirty (30) days following close of the hearing or the submission of briefs by the parties, whichever is later, unless the parties agree to an extension. The decision shall be binding on both the Employer and the Union and shall be based solely on the arbitrator's interpretation of application of the express terms of this Agreement and to the facts of the grievance presented.

C. The fees and expenses for the arbitrator's services and proceedings shall be borne equally by the Employer and the Union, providing that each party shall be responsible for compensating its own representatives and witnesses. If either party desires a verbatim record of the proceedings, it may cause such a record to be made, providing it pays for the record. If both parties desire a verbatim record of the proceedings, the cost shall be shared equally.

7.6 Waiver

If a grievance is not presented within the time limits set forth above, it shall be considered "waived". If a grievance is not appealed to the next step within the specified time limit or any agreed extension thereof, it shall be considered settled on the basis of the Employer's last answer. If the Employer does not answer a grievance or an appeal thereof, within the specified time limits, the Union may elect to treat the grievance as denied at that step and immediately appeal the grievance to the next step. The time limit in each step may be extended by mutual written agreement of the Employer and the Union, in each step.

7.7 Choice of Remedy

If, as a result of the written Employer response in Step 3, the grievance remains unresolved and if the grievance involves the suspension, demotion, or discharge of an employee who has completed the required probationary period, the grievance may be appealed to either Step 4 of Article VII or a procedure such as: Civil Service, Veteran's Preference or Fair Employment. If appealed to any procedure other than Step 4 or Article VII, the grievance is not subject to the arbitration procedure as provided in Step 4 of Article VII.

The aggrieved employee shall indicate in writing which procedure is to be utilized, Step 4 of Article VII or another appeal procedure, and sign a statement to the effect that the choice of any other hearing precludes the aggrieved employee from making a subsequent appeal through Step 4 of Article VII.

ARTICLE 8. SAVINGS CLAUSE

This Agreement is subject to the laws of the United States, the State of Minnesota and the City of Shakopee. In the event any provision of this Agreement shall be held to be contrary to law by a court of competent jurisdiction from whose final judgment or decree no appeal has been taken within the time provided, such provisions shall be voided. All other provisions of the Agreement shall continue in full force and effect. The voided provision may be re-negotiated at the written request of either party.

ARTICLE 9. SENIORITY

9.1 Seniority shall be determined by the employee's length of continuous employment in a sworn position with the Police Department and posted in an appropriate location. Seniority rosters may be maintained by the Chief on the basis of time in grade and time within specific classifications.

9.2 During the probationary period a newly hired or re-hired employee may be discharged at the sole discretion of the Employer. During the probationary period a promoted or reassigned employee may be replaced in their previous position at the sole discretion of the Employer.

9.3 A reduction of work force will be accomplished on the basis of seniority. Employees shall be recalled from layoff on the basis of seniority. An employee on layoff shall have an opportunity to return to work in two (2) years of the time of their layoff before any new employee is hired.

9.4 Senior employees will be given preference with regard to transfer, job classification assignments and promotions when the job-relevant qualifications of employees are equal.

9.5 Senior qualified employees shall be given shift assignment preference after eighteen (18) months of continuous full-time employment.

9.6 One continuous vacation period shall be selected on the basis of seniority until March 15th of each year.

9.7 Seniority within grade will be used for shift assignment preference and seniority vacation requests.

ARTICLE 10. DISCIPLINE

10.1 The Employer will discipline employees for just cause only. Discipline will be in one or more of the following forms:

a) oral reprimand;
b) written reprimand;
c) suspension;
d) demotion; or
e) discharge.

10.2 Suspensions, demotions and discharges will be in written form.

10.3 Written reprimands, notices of suspension and notices of demotion or discharge which are to become part of an employee's personnel file shall be read and acknowledged by the signature of the employee. Employees and the Union will receive a copy of such reprimands and/or notices.

10.4 Employees may examine their own individual personnel files at reasonable times under the direct supervision of the Employer.

10.5 Discharges will be preceded by a five (5) day suspension, without pay.

10.6 Employees will not be questioned concerning an investigation of disciplinary action unless the employee has been given an opportunity to have a Union representative and an attorney of their choosing present at such questioning. Waiver of a Union representative shall be in writing.

10.7 Grievances relating to this Article shall be initiated by the Union in Step 3 of the Grievance Procedure, under Article VII.

ARTICLE 11. CONSTITUTIONAL PROTECTION

Employees shall have the rights granted to all citizens by the United States and Minnesota State Constitution.

ARTICLE 12. WORK SCHEDULE

12.1 Employees are exempt under the Fair Labor Standards Act. Generally, the normal work year is two thousand and eighty hours (2,080) to be accounted for by each employee through:

a) hours worked ;
b) holidays;
c) assigned training; and
d) authorized leave time.

12.2 Nothing contained in this or any other article shall be interpreted to be a guarantee of a minimum or maximum of hours the Employer may assign employees.

ARTICLE 13. OVERTIME

Employees may work contracted overtime shifts or grant details on a first-come first-served basis. For contracted overtime that occurs outside the employee's normal working hours, the employee shall receive an hourly rate of 1.5 times their normal rate of pay.

13.1 Overtime will be distributed as equally as practicable.

13.2 For the purpose of computing overtime compensation, overtime hours worked shall not be pyramided, compounded or paid twice for the same hours worked.

13.3 Employees have the obligation to work overtime or callbacks if requested by the Employer, unless unusual circumstances prevent the employee from so working.

ARTICLE 14. INSURANCE

Employees covered under this contract shall receive contributions towards health insurance premiums equal to that of non-contract employees. In addition, the City shall provide life and long-term disability insurance equal to that of non-contract employees.

ARTICLE 15. UNIFORMS

Employees will be paid a uniform allowance during January of each year. The allowance will be nine hundred twenty-five dollars ($925) per year for the life of the contract.

ARTICLE 16. HOLIDAYS

16.1 All permanent employees and full-time probationary employees shall have one hundred and four (104) holiday hours deposited into their account on the first payroll in January of each year, to be used to receive a paid holiday, or to receive another day off with pay.

January 1st
Third Monday in January
Third Monday in February
Easter, observed
Last Monday in May
June 19th, as observed
July 4th
First Monday in September
November 11th, as observed
Fourth Thursday in November
Day following the fourth Thursday in November
December 24th
December 25th

16.2 Any employee who separates from employment is required to reimburse the city for any holiday hours used but not earned as of the date of separation. Promoted employees shall receive additional holiday hours to align with the holiday hours (pro-rated) in Article 21.1, if necessary.

16.3 Holiday time is deposited into each employee's account on the first payroll in January of each year but is actually accrued for each Holiday while employed. Any employee who separates from the city is required to repay the city for any Holiday time used but not earned.

16.4 An employee working contracted overtime on the actual day of July 3, July 4, Thanksgiving Day (fourth Thursday in November), the day after Thanksgiving Day (typically the fourth Friday in November), December 24, or December 25, shall receive an additional one (1x) times their base pay.

ARTICLE 17. VACATIONS

17.1 Employees shall earn vacation as follows:

Continuous Years of Service	Hours Earned Per Year
0-5	120
6-15	160
16-20	200
21+	+8 hours for each year over 20, to a maximum of 240

17.2 Employees who have completed 119.99 months of employment may accumulate no more than 240 hours of vacation leave. Employees who have completed 120 – 179.99 months of employment may accumulate no more than 300 hours of vacation leave. Employees who have completed 180 or more months of employment may accumulate no more than 360 hours of vacation leave. An employee who is separated for any reason shall be paid for any accumulated vacation leave. See appendix C for vacation Leave Severance Payout.

ARTICLE 18. SICK LEAVE

18.1 An employee shall accumulate sick leave at the rate of one day (eight hours) per month of service to a maximum of nine hundred sixty (960) hours. After nine hundred sixty (960) hours is reached, one day (8 hours) of sick leave per month shall accumulate to a reserve sick leave bank. Any employee who qualifies for FMLA shall have said sick leave deducted from the reserve sick leave bank until such time as the reserve sick leave bank is exhausted before deductions are made from regular accumulated sick leave. Any hours earned and unused will remain in the reserve sick leave bank until an employee separates from employment, at which time any remaining hours will be deposited into the employee's Post Employment Health Care Saving Plan at a ratio of 3 hours to 1 hour.

18.2 Employees who have accumulated a minimum of 160 hours of sick leave may convert sick leave to vacation at the rate of 3 hours of sick leave to 1 hour of vacation up to a maximum of 20 hours of vacation per year per City policy.

18.3 To the extent that sick leave hours are designated as Earned Sick and Safe Time, the conditions for its use and related provisions are as set forth by statute.

ARTICLE 19. BEREAVEMENT LEAVE

Employees will refer to the Personnel Handbook, section IX relating to Bereavement Leave.

ARTICLE 20. SEVERANCE PAY

Any employee who is separated from their position by retirement, discharge or resignation shall receive severance pay of forty-five percent (45%) of a maximum of nine hundred sixty (960) hours of accumulated regular sick leave calculated on the basis of his\her current wage scale. Should any employee resign without giving two (2) weeks written notice, except for reasons of ill health, that employee shall forfeit their right to all accumulated sick leave. See appendix C for accelerated Sick Leave Severance Payout.

ARTICLE 21. POST-EMPLOYMENT HEALTH CARE SAVINGS PLAN

Employees covered under this contract shall be enrolled in the Minnesota State Retirement System (MSRS) Health Care Savings Plan (HCSP). The City shall contribute $45 per month to each employee's HCSP, and automatically deposit a percentage of each employee's regular pay and severance pay, as outlined in Appendix C.

ARTICLE 22. INJURY ON DUTY

Employees injured while on duty, through no fault of the employee, shall be paid the difference between the employee's regular rate of pay and workers compensation benefits for a period not to exceed six hundred (600) work hours, in accordance with guidelines set forth in M.S. 176.021, Subd. 5, beginning with the forty-first (41st) work hour of such injury. Such time shall not be charged against the employee's sick leave, vacation or other accumulated benefits.

ARTICLE 23. POST LICENSE

The Employer will pay for the renewal of Police Officer Standards and Training (POST) Licenses, every three (3) years, while the Officer is actually employed by the City of Shakopee.

ARTICLE 24. WAIVER

24.1 Any and all prior agreements, resolutions, practices, rules and regulations regarding terms and conditions of employment, to the extent inconsistent with the provisions of this Agreement, are hereby superseded.

24.2 The parties mutually acknowledge that during the negotiations, which resulted in this Agreement, each had the unlimited right and opportunity to make demands and proposals with respect to any term or condition of employment not removed by law from bargaining. All agreements and understandings arrived at by the parties are set forth in writing in this Agreement for the stipulated duration of this Agreement. The Employer and the Union each voluntarily and unqualifiedly waives the right to meet and negotiate, regarding any and all terms and conditions of employment referred to or covered in this Agreement or with respect to any term or condition of employment not specifically referred to or covered by this Agreement, even though such terms or conditions may not have been within the knowledge or contemplation of either or both of the parties at the time this Agreement was negotiated or executed.

ARTICLE 25. WAGES

The wage rates to be paid for the duration of this contract shall be as shown in Appendix A. In the case that non-union employees of the City receive an annual Cost of Living Adjustment during the course of this agreement that is in excess of the increases provided for in this agreement, Appendix A shall be adjusted to provide an equal increase to employees covered under this agreement.

In the case that the City completes a general wage study during the time period covered by this contract, and that study supports a wage change for licensed Police Department employees, both the City and the Union shall agree to re-open this article and the corresponding Appendix for negotiation.

ARTICLE 26. DURATION

This agreement shall be effective as of the 15th day of July 2024 and shall remain in full effect until the thirty-first (31st) day of December, 2026.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on this _____ day of _____, 2024.

FOR THE CITY OF SHAKOPEE

LAW ENFORCEMENT LABOR SERVICES, INC.,
LOCAL NO. 568

_____
Mayor

_____
Union Steward

_____
City Administrator

_____
Union Steward

_____
City Clerk

_____
LELS Business Agent

APPENDIX A: WAGES

Captains will be paid on the following schedule:

Effective 7/15/24			
	Step 1	Step 2	Step 3
Hourly	$ 71.00	$ 72.00	$ 73.04
Annually	$ 147,680.00	$ 149,760.00	$ 151,923.20

Effective 1/13/25, 3% COLA for all steps			
	Step 1	Step 2	Step 3
Hourly	$ 73.13	$ 74.16	$ 75.23
Annually	$ 152,110.40	$ 154,252.80	$ 156,480.90

Effective 1/12/26, 3% COLA for all steps			
	Step 1	Step 2	Step 3
Hourly	$ 75.32	$ 76.38	$ 77.49
Annually	$ 156,673.71	$ 158,880.38	$ 161,175.32

In March of 2025 and 2026, the parties agree to a contract opener to discuss the market average.

APPENDIX B: INCENTIVE PAY SYSTEM

Employees selecting the Incentive Pay Plan may earn additional compensation based on the following criteria:

B.1. **Education/Training** (up to $230/month or $2,760year)

1. Bachelor's Degree. Employees with a Bachelor's degree in a job-related field shall receive sixty dollars ($60) per month. (Eligible upon hire.)

2. Master's Degree. Employees with a Master's degree in a job-related field shall receive an additional eighty dollars ($80) per month in addition to what is received for having a Bachelor's degree. (Eligible upon hire.)

3. Continuing Education / Training. Employees annually completing one of the following shall receive an additional ninety dollars ($90) per month. (Eligible upon hire.)

    (a) Academic - 2 courses (minimum 6 credits), or

    (b) Training - 14 P.O.S.T. credits

Academic courses must be from an accredited institution of higher learning and be approved by the Chief of Police prior to enrolling. The City would reimburse employees for college courses consistent with the City's tuition reimbursement policy.

Training sessions must be approved by the Chief of Police prior to attending. The City would pay for the training sessions.

The training requirements are above and beyond the normal P.O.S.T. licensing requirements.

The courses/training sessions must be attended on off-duty time.

B. 2 **Community Service** ($65/month or $780/year)

Employees who are actively involved in some outside community service (scouting activities, service clubs, youth athletics, church groups, etc.) would be eligible to receive additional compensation.

Community service has to occur in an organization within the City of Shakopee or has to be sponsored by the City of Shakopee to qualify.

Community service activities are an excellent means of personal growth and development and should result in the employee having substantial input into the community.

Community service activities need to occur on an annual basis.

Community service activities must be pre-approved by the Chief of Police and the employee must show evidence of participation in the group/activity.

Eligibility upon hire.

B.3. **Fitness** ($225/month or $2,700/year)

Fitness Category:

	50th Percentile	80th Percentile	90th Percentile
Cardio	$30/month	$45/month ($75 total/month)	$20/month ($95 total/month)
Core Strength	$15/month	$25/month ($40 total/month)	$20/month ($60 total/month)
Upper-Body Strength	$15/month	$25/month ($40 total/month)	$20/month ($60 total/month)

Cardio will be tested by either a 1.5-mile run or a 2,000-meter row. Core strength will be tested on the number of sit-ups completed in one minute. Upper-body strength will be based on the number of push-ups completed in one minute.

The run, core and upper-body strength tests will be administered according to the formerly known Cooper Fitness Standards for Law Enforcement. The rowing standard used will be according to the Minnesota State Patrol rowing requirements. Employees must score at or above the 50th percentile for their age and gender in order to receive the above incentive pay.

In addition, the city will pay an additional $10 per month for an employee who achieves 90% percentile scores in all three of the above categories.

The assessment will be offered twice a year at roughly six-month intervals. Employees successfully completing the first assessment offered for the year shall receive fitness pay for the following twelve months and do not need to re-test during that time.

Employees that do not successfully complete the assessment the first time it is offered may request to retest roughly six months after the initial test. Employees successfully completing the assessment the second time it is offered will receive fitness pay for the following six months and must re-test again after that time.

Employees that successfully complete one or two components during the first testing session and wish to try or re-try the remaining component(s) at the six-month point will be given the opportunity to do so.

Eligibility upon hire. Employees need to arrange for testing within two weeks of start date or wait until the next departmental testing period.

B.4 **Foreign Language Skills** ($60/month or $720/year)

Employees shall take a speaking exam through Language Testing International, or a mutually approved equivalent testing service. This is a 30-minute over-the-phone test, the cost of which will be paid by the City.

To qualify for incentive pay, employees must score at the Advanced Level on the current ACTFL Proficiency scale. Employees must successfully re-test once every two years in order to maintain eligibility for the incentive pay. Eligible foreign languages are those having a recognized presence in the community, as noted by the Shakopee Public Schools records of languages spoken in student's homes.

American Sign Language shall be an eligible language for the purposes of this component. Sign language proficiency shall be measured by the American Sign Language Proficiency Interview offered through Galluadet University, or a mutually approved equivalent testing service. Employees must score at or above Proficiency Level 3, and successfully re-test once every two-years.

Eligibility immediately upon hire.

To qualify for the incentive pay, employees must score at the Advanced Level on the current ACTFL Proficiency scale. Employees must successfully re-test once every two-years in order to maintain eligibility for the incentive pay. Eligible foreign languages are those having a recognized presence in the community, as noted by the Shakopee Public Schools records of languages spoken in students' homes.

APPENDIX C: POST EMPLOYMENT HEALTH CARE SAVINGS PLAN (HCSP)

CONTRIBUTION SCHEDULE FOR LELS MEMBERS

Years of Service with the City of Shakopee	Hire – 11 Years	Beginning 12th – 25 Years	Beginning 26th Year +
% of Payroll Contribution	3%	4%	4%
City Contribution	$45/month	$45/month	$45/month
Severance Contribution of unused sick leave (45% of max of 960 hours)	100%*	100%	100%
Contribution of Accrued Vacation	50%	100%	100%
Accelerated Sick Leave Payout	N/A	100% of Step-up Formula**	100% of Step-up Formula

*Upon eligibility after year 5

**Upon eligibility after year 15

ACCELERATED SICK LEAVE SEVERANCE PAYOUT

The City of Shakopee appreciates employees, who through long-term service and dedication, contribute to making the city a successful and positive service provider. In recognition, thereof, the City acknowledges such long-term service by providing an accelerated sick leave payout formula listed below if the employee meets all the following conditions:

- Full-time or part-time benefit-eligible employee with the City of Shakopee for 15 continuous years or more.
- Employee is separating employment in good standing.
- The percentage of the severance pay-out shall be based on a maximum of 960 hours of accumulated sick leave calculated on the basis of the employee's current annual base pay.
- The accelerated severance payment will be deposited in the employee's HCSP account no later than the first regularly scheduled payday following the employee's final day of employment.
- Anniversary date of full-time employment or part-time benefit-eligible date is used to compute years of service with Shakopee.

COMPLETION OF CONTINUOUS SERVICE

With the City of Shakopee	Step-up Payout formula
15 Years	55%
16 Years	57 %
17 Years	59 %
18 Years	61 %
19Years	63 %
20 Years	65 %
21 Years	67 %
22Years	69 %
23 Years	71 %
24 Years	73 %
25 Years	75 %
26 Years	80%
27 Years	85%
28 Years	90%
29Years	95%
30 Years	100%

Shakopee City Council
November 19, 2024

6.I

Agenda Item:
Minnesota Department of Transportation's Safe Routes to School Design Assistance Program Application

Prepared by: Andrea Harrell, Grants and Special Projects Coordinator
Reviewed by: Chelsea Petersen, Assistant City Administrator

Action to be considered:

Adopt Resolution R2024-139, approving an application to the Minnesota Department of Transportation's (MN DoT) Safe Routes to School (SRST) Design Assistance program.

Motion Type:
Simple Majority

Background:
MN DoT SRTS design assistance program provides support in the form of consultation services for the development of preliminary design layouts, alternatives analyses, and cost estimates of pedestrian and bicycle infrastructure projects near schools.

The City of Shakopee is seeking that support to conduct an engineering study on the 10th Avenue Corridor, a project that has already been identified and is planned. This support would provide the City with engineering study at no cost.

Recommendation:

Adopt Resolution R2024-139.

Budget Impact:

The grant requires a 0% match.

Attachments:
Resolution R2024-139.pdf

RESOLUTION R2024-139
A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA APPROVING THE CITY TO SUBMIT A MINNESOTA DEPARTMENT OF TRANSPORTATION SAFE ROUTES TO SCHOOL DESIGN ASSISTANCE PROGRAM APPLICATION

WHEREAS, the City of Shakopee supports the application made to the Minnesota Department of Transportation's (MN DoT) Safe Routes to School Design Assistance program, and

WHEREAS, the application is to obtain support via consultation services to conduct an engineering study on the 10th Avenue Corridor project, and

WHEREAS, the City of Shakopee recognizes a 10% match is required.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA AS FOLLOWS: if the City of Shakopee is awarded a grant by the MN DoT, the City of Shakopee agrees to accept the grant award and may enter into an agreement with MN DoT for the above-referenced project. The City of Shakopee will comply with all applicable laws, requirements, and regulations as stated in the grant agreement.

Adopted in the regular session of the City Council of the City of Shakopee, Minnesota, held this 19th day of November 2024.

_____
Matt Lehman,
Mayor of the City of Shakopee

ATTEST:

_____
Lori Hensen
City Clerk

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

Shakopee City Council
November 19, 2024

9.a

Agenda Item: Public Hearing for the 2025 Stagecoach Road Improvement Project
Prepared by: Micah Heckman, Assistant City Engineer
Reviewed by: Alex Jordan, City Engineer

Action to be considered:
Adopt Resolution R2024-136, ordering improvements and preparations of plans and specifications for the 2025 Stagecoach Road Improvement Project CIF-25-001 and accept a proposal from WSB for final design.

Motion Type:
Adopt

Background:
The Stagecoach Road Improvement Project is partially funded with property taxes, of which a portion is financed through special assessments to benefitting property owners. Pursuant to the requirements of Minnesota Statutes, Chapter 429 for local improvements, two public hearings are required.

On November 6, 2024, City Council approved a feasibility report for the 2025 Stagecoach Road Improvement Project and scheduled the first public hearing (improvement hearing). The report evaluated the existing infrastructure including streets, utilities and drainage. Recommendations for the proposed improvements were outlined in the report.

An informational meeting was conducted on November 13, 2024, for the property owners within the proposed project area. The property owners in attendance were provided an overview of the project; an opportunity to discuss the roadway design; and the opportunity to provide additional information about their properties relative to the project.

In accordance with Minnesota Statute 429 and City Resolution R2024-134, a Public Hearing for the 2025 Stagecoach Road Improvement Project, CIF-25-001, is scheduled for this evening, November 19, 2024. Proper publication and notice for the improvement hearing have been provided.

City Council is recommended to conduct a public improvement hearing for the proposed improvements associated with the 2025 Stagecoach Road Improvement Project. Once the improvement hearing has been conducted, Council should consider ordering the

improvements and preparation of plans and specifications for the project, in accordance with Resolution R2024-13. A 4/5th vote of the Council is required to adopt a resolution ordering the improvements.

City staff will share a presentation providing a project summary, estimated project cost, description of the proposed assessment area, estimate of the amount to be assessed and overview of the City's adopted Assessment Policy.

WSB's proposal identifies the scope of services and estimated cost to complete the final design and is subject to the Master Agreement for Professional Consulting Services between the City and WSB dated August 7, 2024. WSB has the experience, technical skills and capacity to provide the needed services and is part of the city's consultant pool.

Recommendation:
Adopt Resolution R2024-136 and accept proposal from WSB.

Budget Impact:
The estimated total project cost is $4,043,553.50, which includes construction costs, contingency and engineering/administration/legal costs. Table 1 provides the estimated amounts per the 2025-2029 Capital Improvement Plan compared to the estimated amounts per the amended feasibility report.

Table 1: Costs and Funding Summary

	CIP Budget	**Feasibility Report**
COSTS		
Construction Cost	$2,824,500.00	$3,038,553.50
Contingency	$564,900.00	$457,000.00
Subtotal	$3,389,400.00	$3,495,553.50
Engineering/Legal/Admin	$640,000.00	$548,000.00
Total Project Cost	$4,029,400.00	$4,043,553.50
FUNDING		
Special Assessments	$423,660.00	$262,478.00
Capital Improvement Fund	$2,913,740.00	$2,800,075.50
Storm Drainage Fund	$650,000.00	$971,000.00
Shakopee Public Utilities	$42,000.00	$10,000.00
Total Funding	$4,029,400.00	$4,043,553.50

Included in the resolution is new funding language that would allow the city to reimburse

project costs from future bond proceeds. This language allows for greater flexibility in funding current and future projects, should the city desire or need this in the future. The additional language allows the city a period of up to three years to issue and reimburse itself with bond proceeds. The language does not change the requirements or administrative process for issuing debt. All debt issuance will still require separate approval by the City Council.

WSB's proposal to complete the final design services is based on a not to exceed amount of $179,236.00. Funding for these services is included in Table 1, which accounts for project engineering. These services are funded by special assessments, the Capital Improvement Fund, the Storm Drainage Fund and cost sharing with Shakopee Public Utilities.

Attachments:
Resolution R2024-136
Stagecoach Feasibility Report
2025 Stagecoach Public Hearing_Presentation
Stagecoach Final Design Proposal

RESOLUTION R2024-136
A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA
ORDERING IMPROVEMENTS AND PREPARATION OF PLANS AND SPECIFICATIONS
FOR THE 2025 STAGECOACH ROAD IMPROVEMENT PROJECT CIF-25-001

WHEREAS, Resolution R2024-134 adopted on November 6, 2024, set a date for City Council to hold a Public Hearing on the proposed improvement for the 2025 Stagecoach Road Improvement Project; and

WHEREAS, the required published notices of hearing through a weekly publication were given, the required mailed notice of the improvement hearing was given to each property owner in the proposed assessment area at least ten days prior to the hearing, and the hearing was held on November 19, 2024, at which time all persons desiring to be heard were given an opportunity to be heard; and

WHEREAS, the City expects to incur certain expenditures that may be financed temporarily from sources other than bonds, and reasonably expects to reimburse itself for such expenditures from the proceeds of tax-exempt bonds, the debt service of which is expected to be paid from property taxes, special assessments, utility fees, or any other available funds. The maximum amount of bonding obligations expected to be issued for such project is $4,043,553.50.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA AS FOLLOWS:

1. The improvements are necessary, cost effective and feasible and are ordered as hereinafter described as the 2025 Stagecoach Road Improvement Project.

2. The City Engineer is hereby designated to proceed with this improvement and shall prepare plans and specifications for the making of such improvements.

3. The work of this project is hereby designated as part of the CIF-25-001 Public Improvement Program.

4. The City Council shall let the contract for all or part of the improvements as authorized by Minnesota Statutes 429.041, no later than three years from the date of adoption of this resolution.

5. Pursuant to Section 1.150-2(d) of the Treasury Regulations, the City Council declares its official intent to reimburse itself for the costs of the improvements from the proceeds of tax-exempt bonds.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 19 day of November 2024.

_____
Mayor of the City of Shakopee

ATTEST:

_____
City Clerk

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

SHAKOPEE

FEASIBILITY REPORT

STAGECOACH ROAD IMPROVEMENTS

CITY OF SHAKOPEE | SCOTT COUNTY, MINNESOTA

October 30, 2024

Prepared for:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

CITY PROJECT NO. CIF-25-001
WSB PROJECT NO. 021761-000

wsb

FEASIBILITY REPORT

STAGECOACH ROAD IMPROVEMENTS

CITY PROJECT NO. CIF-25-001

FOR THE
CITY OF SHAKOPEE, MINNESOTA

October 30, 2024

Prepared By:

October 30, 2024

Alex Jordan, PE
City Engineer
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

Re: Feasibility Report
Stagecoach Road Improvements
City Project No. CIF-25-001
City of Shakopee, MN
WSB Project No. 021761-000

Dear Mr. Jordan:

Transmitted herewith for your review is a feasibility report which addresses improvements along Stagecoach Road from Hentges Way to 350 feet east of 13th Ave E for the City of Shakopee.

I am available at your convenience to discuss this report. Please do not hesitate to contact me at 612.360.1311 if you have any questions regarding this report.

Sincerely,

WSB

Andrew Plowman, PE
Senior Project Manager

Attachment

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

CERTIFICATION

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

Andrew Plowman, PE

Date: October 30, 2024 Lic. No. 44200

Quality Control Review Completed By:

Marcus VanderBrug, PE

Date: October 30, 2024 Lic. No. 56164

TABLE OF CONTENTS

TITLE SHEET
LETTER OF TRANSMITTAL
CERTIFICATION SHEET
TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 2

2. INTRODUCTION 3

2.1 Authorization 3
2.2 Scope 3
2.3 Data Available 3

3. EXISTING CONDITIONS 3

3.1 Surface 3
3.2 Sanitary Sewer and Watermain 3
3.3 Drainage and Storm Sewer 4
3.4 Pedestrian Facilities 4

4. PROPOSED IMPROVEMENTS 4

4.1 Surface 4
4.2 Sanitary Sewer and Watermain 4
4.3 Drainage and Storm Sewer 4
4.4 Pedestrian Facilities 5
4.5 Right-of-Way 5
4.6 Union Pacific Railroad Crossing 5
4.7 Bridge 7001 over TH 101 5
4.8 Permits/Approvals 5
4.9 Public Involvement 6

5. FINANCING 6

5.1 Opinion of Probable Cost 6
5.2 Funding 6

6. PROJECT SCHEDULE 7

7. FEASIBILITY AND RECOMMENDATION 8

Appendix A
Figure 1 – Project Location

Appendix B
Opinion of Probable Cost

Appendix C
Assessment Roll

Appendix D
Assessment Layout

Appendix E
Public Engagement Summary

1. EXECUTIVE SUMMARY

The proposed improvements are located along Stagecoach Road from the roundabout with Hentges Way, east and south to 350 feet east of 13th Ave E. The improvements include full depth pavement reclamation, roadway paving, curb and gutter, storm sewer improvements, a bituminous trail along the east/north side of the roadway, pedestrian barrier improvements on the existing bridge and replacement of the at-grade railroad crossing.

The total estimated project construction costs for the Stagecoach Road Improvement project is **$4,043,553.50**, which includes a 15% contingency and 18% indirect costs for legal, engineering, administrative, and financing costs. The project is proposed to be funded through special assessments, SPU cost sharing, storm drainage fund and capital improvement fund. Grant funding has been applied for twice, but no grant funding has been awarded at this point.

The project is proposed to be substantially completed in 2025, including restoration items. The project is feasible, necessary, and cost-effective from an engineering standpoint and should be constructed as proposed herein.

2. INTRODUCTION

2.1 Authorization

On October 7th, 2022, the City of Shakopee authorized a Proposal of Engineering Services to complete preliminary design, advanced coordination with the railroad and to prepare a Feasibility Report for the Stagecoach Road Improvements project as identified in the City's Capital Improvement Plan. Failing pavement and pedestrian safety needs for a trail are the key reasons for this project.

2.2 Scope

This report investigates the feasibility of proposed improvements within the project area. The proposed project area is along Stagecoach Road between Hentges Way and 13th Ave E and the key improvements include:

- Full depth reclamation (FDR) of existing pavement
- Addition of curb and gutter and a pedestrian trail along the north/east side of Stagecoach Road for the length of the project
- New railroad crossing at the Union Pacific railroad.
- New pedestrian crossing accommodations over Bridge 70008 over TH 101.

2.3 Data Available

Information and materials used in the preparation of this report include the following:

- City of Shakopee 2040 Comprehensive Plan (November 2019)
- City of Shakopee Assessment/Improvement Policy (July 2017)
- City of Shakopee Record Plans
- Public Works Maintenance Records
- Private Utility Maps
- Utility Record Drawings
- Field Observations of the Area and Topographic Survey

3. EXISTING CONDITIONS

3.1 Surface

Stagecoach Road is currently a rural, bituminous paved roadway. Existing roadway width ranges from 36-40 feet.

3.2 Sanitary Sewer and Watermain

There are minimal sanitary sewer facilities within the project limits. They consist of some sewer pipe crossings under Stagecoach Road on the west half of the project as well as a low pressure forcemain that runs from the roundabout to just south of the railroad tracks along the north and west side of the roadway. There will be infrastructure that must be protected and maintained.

The watermain system runs under the roadway for the stretch north and west of the railroad crossing and includes various locations with gate valves in the roadway pavement and hydrant set of the roadway edge. South and east of the railroad crossing, the watermain is located along the east side of the roadway with a crossing under the roadway south of 13th Avenue.

3.3 Drainage and Storm Sewer

Stagecoach Road is a rural road, so there is minimal drainage features. There is, however, a drainage system located along the stretch parallel with CSAH 101 which consists of roadway ditches, driveway culverts and mainline culverts which drain to the existing ditch between CSAH 101 and Stagecoach Road. This ditch is located within a mapped floodplain and outlets beneath CSAH 101 to the north.

3.4 Pedestrian Facilities

There are currently no off-road pedestrian or bicycle facilities in the project area. Pedestrians and bicyclists utilize the existing roadway shoulder.

4. PROPOSED IMPROVEMENTS

4.1 Surface

Proposed street improvements for Stagecoach Road include full depth reclamation of the bituminous surface and overlaying with a 6 inch bituminous surface and using the reclamation material as an 8 inch base layer below the new pavement. There are locations where the proposed pavement is being either shifted or widened outside of the existing roadway pavement. These widening locations will consist of a 6 inch bituminous surface over 8 inch aggregate base (or reclaimed material) over 18 inches of select granular embankment.

The north/east side of the road will be converted to an urban section with a 4’ shoulder. The south/west half of the road will remain a rural section with a 6 foot shoulder, and in some areas will require widening. All the thru lanes will be 11 feet wide throughout the project.

As mentioned, a portion of the ditch between CSAH 101 and Stagecoach Road is within the floodplain of the Minnesota River. During preliminary design, alignment and installation options to reduce floodplain impacts were investigated. Due to the goals of the project and the potential impacts to the floodplain it was decided to shift the road to the south, convert the road to a full urban section, and to reduce the shoulder and boulevard width when Stagecoach Road is parallel to CSAH 101 in order to accommodate the trail while minimizing the impacts to the floodplain.

4.2 Sanitary Sewer and Watermain

No sanitary sewer improvements are proposed as part of this project.

The watermain improvements proposed with the project include adjusting existing gate valves and hydrants impacted by the roadway improvements.

4.3 Drainage and Storm Sewer

The proposed urban section will require catch basins and storm sewer to be discharged to existing ditches. This may necessitate regrading the ditches to accommodate the storm sewer discharge.

Widening of the roadway necessary for the trail improvements will impact the inslope of the roadway ditch between Stagecoach Road and CSAH 101. On July 11, 2024, WSB and City staff met with the Lower Minnesota River Watershed District (LMRWD) to discuss the impact to the ditch along CSAH 101. The east portion of the CSAH 101 ditch falls within the 100 year floodplain, however based on the Lower Minnesota River Watershed District (LMRWD) the area in question is an area of ineffective flow in their model. Therefore floodplain mitigation will not be required to meet LMRWD rules. However, the design of the ditch will still need to be hydraulically designed to ensure proper drainage conveyance to the existing culvert under CSAH 101 and discharge rates offsite are met.

Stormwater BMPs to meet City MS4 requirements will be required for the new and reconstructed impervious. Existing/proposed ditches can be utilized for stormwater treatment in rural segments. The pond at Stagecoach Road and Hentges Way was built with excess capacity to treat and control rates for a portion of this Stagecoach Road Improvement project. It may be necessary to consider additional locations for BMPs to meet the requirements for the proposed urban section.

4.4 Pedestrian Facilities

The proposed improvements include construction of an 8 foot wide bituminous trail to improve pedestrian safety and fill a gap in the City's pedestrian network. The proposed trail will connect to the existing trail network south of 13th Avenue, extending north along Stagecoach Road connecting to the Minnesota Valley State Trail at Stagecoach Road/CSAH 101.

4.5 Right-of-Way

It is anticipated that the majority of work will take place within the existing roadway right-of-way or within existing roadway, drainage and utility easements.

4.6 Union Pacific Railroad Crossing

WSB and City staff met with Union Pacific (UP) Railroad and their consultant staff on November 13, 2023, for the preliminary diagnostic evaluation. A follow-up meeting was completed on January 15, 2024. The primary concern at the diagnostic meeting and follow-up meeting was the location of the trail in proximity of the Valley Park Depot, located west of Stagecoach road, north of the existing rail crossing. The initial design included placing the trail west of Stagecoach Road, and the trail would have to cross over a busy driveway near the depot. UP staff expressed concern about placing the trail on the west side and said they would only be able to support placement of the trail on the east side. Due to these concerns, UP recommended that the trail be located on the east side of Stagecoach Road at the rail crossing.

4.7 Bridge 7001 over TH 13 & TH 169 Connection

Bridge 70008 is a prestressed beam bridge carrying Stagecoach Road over the highway connection between TH 169 to TH 13 in Shakopee, MN. The existing width on the bridge is 40' wide (barrier to barrier) with 2-12' travel lanes and 8' shoulders. The proposed improvements include modifying the bridge deck by narrowing the shoulder on the west side to 6 feet, reducing the travel lanes to 11 feet and constructing a 1 foot barrier separating the travel lanes from an 11 foot trail.

Current load rating information in MnDOT's system uses the "Load Factor Rating" (LFR) method. This is an older way of load rating bridges which is no longer used. If the structure is to be modified and new dead loads such as a barrier or sidewalk are added, the bridge will need to be rerated using the "Load Resistance Factor Rating" (LRFR) method. Per MnDOT's guidelines the bridge will need to have an HL-93 Inventory rating above 0.9 for this modification to be compliant. WSB has performed an initial load rating and there appears to be sufficient capacity for the addition of a barrier or sidewalk. However, a full in-depth rating of the bridge will need to be completed and approved by MnDOT's Bridge Office during final design.

4.8 Permits/Approvals

Permits will be necessary from the following agencies:

- National Pollution Discharge Elimination System (NPDES) Permit
- Minnesota Pollution Control Agency (MPCA) Construction General Permit
- Lower Minnesota River Watershed District (LMWRD) – Floodplain and High value resource areas (HVRA)
- Scott County
- MnDOT

4.9 Public Involvement

An open house was held on December 6, 2022. A total of 10 community members attended the open house and seven filled out questionnaires. At the time of the open house, an on-street and off-street option were presented as possibilities for the trail. All who completed a questionnaire were in support of the off-street option. An additional summary is found in the appendix. City staff plan to hold a neighborhood meeting with impacted property owners in November prior to the public improvement hearing. A summary of the neighborhood meeting will be shared with City Council prior to the public hearing for review.

5. FINANCING

5.1 Opinion of Probable Cost

The total project cost is estimated to be **$4,043,553.50**. A detailed breakdown of the cost opinions for the proposed options can be found in ***Appendix B*** of this report. The opinion of cost incorporates estimated construction costs and includes a 15% contingency factor. Indirect costs are projected at 18% of the estimated construction cost and include legal, engineering, administrative, and financing.

5.2 Funding

The funding for the Stagecoach Road Improvement project is proposed to come from a combination of Special Assessments, SPU cost sharing, storm drainage fund and capital improvement fund. The following table shows the proposed funding breakdown.

Funding Group	Funding Cost
Capital Improvement Fund	$2,800,075.50
SPU Cost Sharing	$10,000.00
Storm Drainage Fund	$971,000.00
Special Assessments	$262,478.00

5.3 Special Assessment

The improvement project will be conducted in accordance with the City of Shakopee Special Assessment Policies and Procedures for Public Improvements.

The opinion of probable cost of the street improvements was established based on the proposed improvements as outlined in this report. The assessment policy identifies that 30-percent of the assessable cost of project should be assessed to the benefitting properties for a street reclamation improvement. The assessment policy allows for several different methods of calculating the assessments including per lot, per adjusted front footage method, and per area method. Due to the similar class of the lots within the project areas, the area method was utilized as it is the most fair and equitable to distribute the costs of the roadway improvements given.

The project costs and assessment rolls were calculated for each of the project areas based on the benefited properties within the areas and the applicable project costs. A copy of the preliminary assessment roll and assessment layout is included in ***Appendix C*** and ***D***, respectively.

6. PROJECT SCHEDULE

The proposed schedule for the Project Name is as follows:

City Council Accepts Feasibility Report..... November 6, 2024

Neighborhood Meeting ..... November 13, 2024

Public Improvement Hearing ..... November 19, 2024

Final Design..... Winter 2024/2025

Begin Construction ..... Spring/Summer 2025

Substantial Completion..... Fall 2025

Assessment Hearing ..... Fall 2025

7. FEASIBILITY AND RECOMMENDATION

The improvements proposed in this study for Stagecoach Road are necessary, feasible, and cost-effective. The proposed improvements include street reconstruction and reclamation, pedestrian improvements, drainage improvements, and a railroad crossing.

The total estimated project costs for the Stagecoach Road Improvements project is **$4,043,553.50**. The project is to be funded through special assessments, SPU cost sharing, storm drainage fund and capital improvement fund. The proposed improvements constitute a project large enough to ensure a competitive bidding environment and economy of scale.

APPENDIX A

Figure 1 – Project Layout

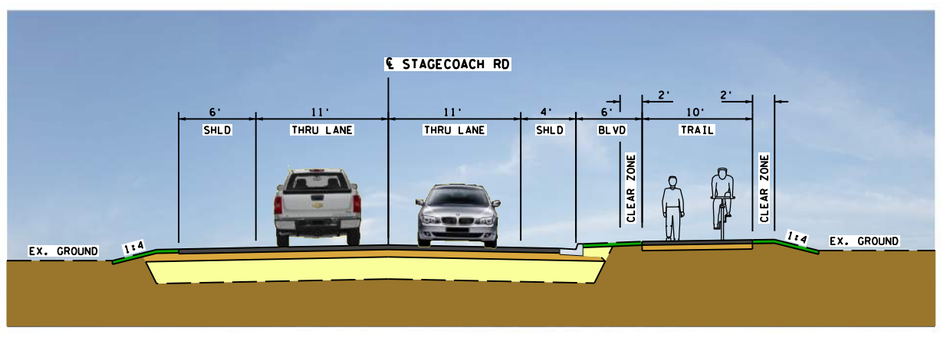
Stagecoach Road Improvements

City of Shakopee, Minnesota

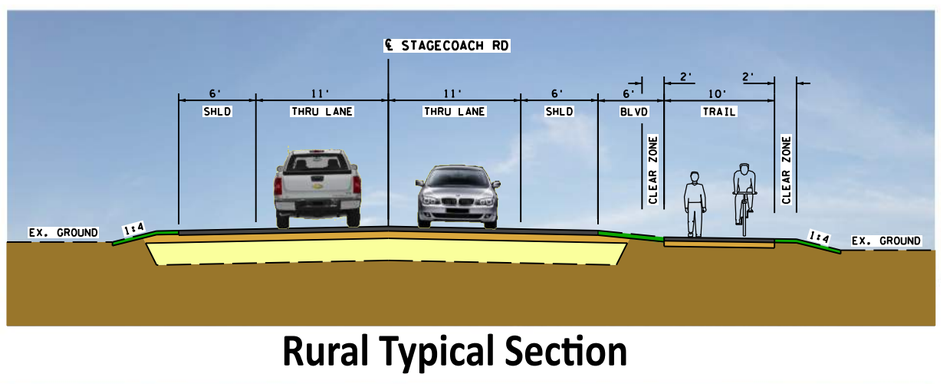
SCALE IN FEET
0 100 200

October 2024

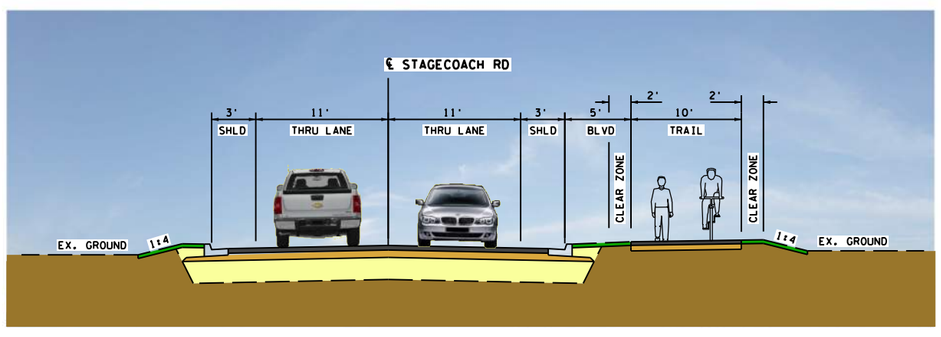
Alternative 2 - Off Street Trail



Urban Typical Section 1



Rural Typical Section



Urban Typical Section 2

SHAKOPEE

wsb

APPENDIX B

Opinion of Probable Cost

OPINION OF PROBABLE COST

WSB Project: STAGECOACH ROAD
Project Location: SHAKOPEE, MN
WSB Project No.: 021761-000
Date: 10/30/2024

Item No.	Description	Notes	Unit	Unit Price	PROJECT TOTAL	
					Estimated Quantity	Estimated Cost
2021.501	MOBILIZATION		LUMP SUM	$100,000.00	1	$100,000.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)		LIN FT	$2.00	5400	$10,800.00
2104.504	REMOVE BITUMINOUS PAVEMENT		SQ YD	$5.00	6710	$33,550.00
2106.507	EXCAVATION - COMMON		CU YD	$16.00	2300	$36,800.00
2106.507	EXCAVATION - SUBGRADE		CU YD	$16.00	450	$7,200.00
2106.507	SELECT GRANULAR EMBANKMENT (CV)		CU YD	$40.00	450	$18,000.00
2106.507	COMMON EMBANKMENT (CV)		CU YD	$12.00	3200	$38,400.00
2211.507	AGGREGATE BASE (CV) CLASS 5		CU YD	$50.00	2770	$138,500.00
2215.504	FULL DEPTH RECLAMATION		SQ YD	$3.15	18420	$58,023.00
2232.504	MILL BITUMINOUS SURFACE (2.0")		SQ YD	$3.00	18420	$55,260.00
2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (3;C)		TON	$110.00	6825	$750,750.00
2411.618	MODULAR BLOCK RETAINING WALL		SQ FT	$45.00	1000	$45,000.00
2503.503	18" RC PIPE SEWER DESIGN 3006		LIN FT	$100.00	5000	$500,000.00
2506.502	CASTING ASSEMBLY		EACH	$1,000.00	54	$54,000.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020		LIN FT	$700.00	230	$161,000.00
2521.518	3" BITUMINOUS WALK		SQ FT	$3.75	65600	$246,000.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618		LIN FT	$32.00	8000	$256,000.00
2540.601	RAILROAD CROSSING		LUMP SUM	$425,000.00	1	$425,000.00
2563.601	TRAFFIC CONTROL		LUMP SUM	$50,000.00	1	$50,000.00
2573.501	EROSION CONTROL		LUMP SUM	$10,000.00	1	$10,000.00
2575.501	TURF ESTABLISHMENT		LUMP SUM	$10,000.00	1	$10,000.00
2582.503	4" SOLID LINE MULTI-COMPONENT GROUND IN		LIN FT	$0.80	23535	$18,828.00
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT GROUND IN		LIN FT	$1.65	6050	$9,982.50
2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN		SQ FT	$26.00	210	$5,460.00

CONSTRUCTION COST	**$3,038,553.50**
15% CONTINGENCY	**$457,000.00**
TOTAL CONSTRUCTION COST	**$3,495,553.50**
18% INDIRECT COSTS	**$548,000.00**
TOTAL COST	**$4,043,553.50**

APPENDIX C

Assessment Roll

OPINION OF PROBABLE COST

WSB Project: STAGECOACH ROAD
Project Location: SHAKOPEE, MN
WSB Project No.: 021761-000
Date: 10/30/2024

Item No.	Description	Notes	Unit	Unit Price	PROJECT TOTAL		ROADWAY STAGECOACH ROAD NON-ASSESSABLE COST		ROADWAY STAGECOACH ROAD ASSESSABLE COST	
					Estimated Quantity	Estimated Cost	Estimated Quantity	Estimated Cost	Estimated Quantity	Estimated Cost
2021.501	MOBILIZATION		LUMP SUM	$100,000.00	1	$100,000.00	0.58	$58,000.00	0.42	$42,000.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)		LIN FT	$2.00	5400	$10,800.00			5400	$10,800.00
2104.504	REMOVE BITUMINOUS PAVEMENT		SQ YD	$5.00	6710	$33,550.00			6710	$33,550.00
2106.507	EXCAVATION - COMMON		CU YD	$16.00	2300	$36,800.00			2300	$36,800.00
2106.507	EXCAVATION - SUBGRADE		CU YD	$16.00	450	$7,200.00			450	$7,200.00
2106.507	SELECT GRANULAR EMBANKMENT (CV)		CU YD	$40.00	450	$18,000.00			450	$18,000.00
2106.507	COMMON EMBANKMENT (CV)		CU YD	$12.00	3200	$38,400.00			3200	$38,400.00
2211.507	AGGREGATE BASE (CV) CLASS 5		CU YD	$50.00	2770	$138,500.00			2770	$138,500.00
2215.504	FULL DEPTH RECLAMATION		SQ YD	$3.15	18420	$58,023.00			18420	$58,023.00
2232.504	MILL BITUMINOUS SURFACE (2.0")		SQ YD	$3.00	18420	$55,260.00			18420	$55,260.00
2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (3;C)		TON	$110.00	6825	$750,750.00			6825	$750,750.00
2411.618	MODULAR BLOCK RETAINING WALL		SQ FT	$45.00	1000	$45,000.00	1000	$45,000.00		
2503.503	18" RC PIPE SEWER DESIGN 3006		LIN FT	$100.00	5000	$500,000.00	5000	$500,000.00		
2506.502	CASTING ASSEMBLY		EACH	$1,000.00	54	$54,000.00	54	$54,000.00		
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020		LIN FT	$700.00	230	$161,000.00	230	$161,000.00		
2521.518	3" BITUMINOUS WALK		SQ FT	$3.75	65600	$246,000.00	65600	$246,000.00		
2531.503	CONCRETE CURB AND GUTTER DESIGN B618		LIN FT	$32.00	8000	$256,000.00	8000	$256,000.00		
2540.601	RAILROAD CROSSING		LUMP SUM	$425,000.00	1	$425,000.00	1	$425,000.00		
2563.601	TRAFFIC CONTROL		LUMP SUM	$50,000.00	1	$50,000.00	0.58	$29,000.00	0.42	$21,000.00
2573.501	EROSION CONTROL		LUMP SUM	$10,000.00	1	$10,000.00			1	$10,000.00
2575.501	TURF ESTABLISHMENT		LUMP SUM	$10,000.00	1	$10,000.00			1	$10,000.00
2582.503	4" SOLID LINE MULTI-COMPONENT GROUND IN		LIN FT	$0.80	23535	$18,828.00			23535	$18,828.00
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT GROUND IN		LIN FT	$1.65	6050	$9,982.50			6050	$9,982.50
2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN		SQ FT	$26.00	210	$5,460.00			210	$5,460.00
				CONSTRUCTION COST		**$3,038,553.50**		**$1,774,000.00**		**$1,264,553.50**
				15% CONTINGENCY		**$457,000.00**		**$267,000.00**		**$190,000.00**
				TOTAL CONSTRUCTION COST		**$3,495,553.50**		**$2,041,000.00**		**$1,454,553.50**
				18% INDIRECT COSTS		**$548,000.00**		**$320,000.00**		**$228,000.00**
				TOTAL COST		**$4,043,553.50**		**$2,361,000.00**		**$1,682,553.50**

Stagecoach Road Improvements: Assessment Roll								
Assessable Properties								Stagecoach Road
Property Number	PID	Address	Owner	Lot Size Acres	Percent Assessed	Assessed Cost	Frontage Length Feet	Total Frontage Length Feet
1	275360020	7700 CSAH 101	Stagecoach LLC	14.64	14.2%	$ 37,272.00	570	11826 (1)
2	279010070	7800 CSAH 101	Liberty Properties, LLC	2.17	2.1%	$ 5,512.00	265	
3	279010060	7800 CSAH 101	Liberty Properties, LLC	3.5	3.4%	$ 8,924.00	NA (2)	
4	279120010	7804 CSAH 101	Tessi Properties	4.87	4.7%	$ 12,336.00	NA (2)	
5	270950021	8050 CSAH 101	Ziegler Inc.	39.51	38%	$ 100,792.00	2649	
6	274790010	901 Stagecoach Road	Dahlen Real Estate LLC	1.25	1.2%	$ 3,150.00	144	
7	274790020	961 Stagecoach Road	Vital Properties LLC	3.23	3.1%	$ 8,137.00	666	
8	279120180	936 Stagecoach Road	Union Pacific RR Company	3.11	3.0%	$ 7,874.00	157	
9	279120160	936 Stagecoach Road	Union Pacific RR Company	8.04	7.8%	$ 20,473.00	152	
10	271100010	1125 Stagecoach Road	Stagecoach Real Estate Holdings LLC	17.69	17.3%	$ 45,409.00	771	
11	275050010		Shakopee Housing Group LLC	2.56	2.5%	$ 6,562.00	465	
12	279120224	8620 13th Ave	NSA Property Holdings LLC	2.37	2.3%	$ 6,037.00	274	
			Total	**102.94**	**100%**	**$ 262,478.00 (4)**	**6113**	**52% (3)**

NOTES:

(1) TOTAL LENGTH OF PROJECT IS 5,913 FEET (FRONTAGE FOR CALCULATION = PROJECT LENGTH X 2 = 11,826 FEET)

(2) NA, AS PROPERTIES DO NOT HAVE ANY FRONT FOOTAGE BUT HAVE ACCESS TO STAGECOACH ROAD.

(3) 52% BASED ON 6113 FEET / 11,826 FEET (ASSESSABLE PROPERTY LENGTH / TOTAL LENGTH OF PROJECT X 2)

(4) ASSESSABLE COST - 52% (LENGTH OF ASSESSABLE FRONTAGE) X 30% OF TOTAL ASSESSABLE COST OF PROJECT.

APPENDIX D

Assessment Layout

Stagecoach Road Improvements

Assessable Areas and Properties
City of Shakopee, Minnesota

SCALE IN FEET
0 100 200

October 2024

Legend

- Non-Assessable Project Area
- Assessable Project Area
- Assessable Properties
- Inplace Right of Way

Property 1
Stagecoach LLC
7700 CSAH 101
PID: 275360020
14.64 Acres

Property 2
Liberty
Properties, LLC
7800 CSAH 101
PID: 279010070
2.17 Acres

Property 3
Liberty
Properties, LLC
7800 CSAH 101
PID: 279010060
3.50 Acres

Property 4
Tassi Properties
7804 CSAH 101
PID: 279120010
4.87 Acres

Property 5
Ziegler Inc.
8050 CSAH 101
PID: 270950021
39.51 Acres

Property 6
Dahlen
Real Estate LLC
901 Stagecoach Road
PID: 274790010
1.25 Acres

Property 7
Vital Properties LLC
961 Stagecoach Road
PID: 274790020
3.23 Acres

936 Stagecoach Road
PID: 279120180
3.11 Acres

936 Stagecoach Road
PID: 279120160
8.04 Acres

Property 8
Union Pacific RR Company

Property 9
Union Pacific RR Company

Property 10
Stagecoach Real
Estate Holdings LLC
1125 Stagecoach Road
PID: 271100010
17.69 Acres

Property 11
Shakopee Housing
Group LLC
PID: 275050010
2.56 Acres

Property 12
NSA Property
Holdings LLC
8620 13th Ave
PID: 279120224
4.09 Acres

COUNTY 101
169
MINNESOTA 13
13th Avenue

SHAKOPEE

wsb

APPENDIX E

Public Engagement Summary

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)

Open House Comments

December 6, 2022

A total of ten community members attended the open house and seven filled out questionnaires. Most attendees were in support of the project. All who completed a questionnaire were in support of an off street option. Respondents reported they would use the trail for walking, biking, and snowmobiling. There were a variety of responses for questions pertaining to trail use and experiences for living directly next to Stagecoach Road.

Questionnaire Comments

- Synnove Keepseagle
  - Primary trail use: *Walking*
  - Anticipated frequency of using the trail: *Twice a week*
  - Time of day for trail use: *Morning & afternoon*
  - Destinations: *Wilkie Unit to Bloomington Ferry Unit*
  - On street or off street options: *Off street, traffic speed and flow is dangerous*
  - Additional comments/concerns: *My opinion is that on street options are not safe enough. Off street is more sensible due to the trucks that utilize that road and the speed they travel at. Trucks cannot maneuver well or stop quickly to avoid pedestrians.*
  - *Drainage issues within the roadway at or near their property: Yes, prior to sewer/water runoff not moving off the well.*
  - Issues with the city sanitary sewer force main system or private sewer service: *Currently well and septic tank system*
  - Issues with water service (pressure, taste, color, odor, etc.): *Yes, draining the storm ponds to control the water table affected this.*
  - Underground items in boulevard? *No*
  - Other concerns regarding the structure of the street, curb, lighting, railroad, bridge, etc.: *Pedestrian crosswalk with warning lights at the 13th Ave and Stagecoach intersection included in project.*
  - Additional Comments: NA
- Matt Conway
  - Primary trail use: *Biking*
  - Anticipated frequency of using the trail: *Exercise biking and walking*
  - Time of day for trail use: NA
  - Destinations: *Bloomington trail system*
  - On street or off street options: *Off street, safer and consistent with existing trail system.*
  - Additional comments/concerns: *For continuity will be nice to extend path along Stagecoach all the way to Preserve Trail.*

- Drainage issues within the roadway at or near their property: *Yes, in the ditch to the East of my residence.*
- Issues with the city sanitary sewer force main system or private sewer service: *No*
- Issues with water service (pressure, taste, color, odor, etc.): *No*
- Underground items in boulevard? *No*
- Other concerns regarding the structure of the street, curb, lighting, railroad, bridge, etc.: *No*
- Additional comments: *Improved lighting along trail system.*

- Allison Long
  - Primary trail use: *Biking*
  - Anticipated frequency of using the trail: *A handful of times a year.*
  - Time of day for trail use: *Morning, afternoon, evening*
  - Destinations: *Recreational riding, Savage, Burnsville*
  - Prefers off street options: *Off street, it will be and feel much safer.*
  - Additional comments/concerns: *If the trail is on street, with cars going 45-60 mph and trucks, it will only be experienced cyclists who will use the trail. Peds and casual riders/families will not feel comfortable there.*
- Tim Moriarty
  - Primary trail use: *Biking*
  - Anticipated frequency of using the trail: *2-3 times a week (not winter)*
  - Time of day for trail use: *Afternoon*
  - Destinations: *Biking to Bloomington or Shakopee*
  - Prefers off street options: *Off street, safety!*
  - Additional comments/concerns: *The train crossing is not good, but I understand there is no option.*
- Angela Campos
  - Primary trail use: *Biking*
  - Anticipated frequency of using the trail: *Summer*
  - Time of day for trail use: *Morning and afternoon*
  - Destinations: *Exploring*
  - Prefers off street options: *Off street, either is fine, but I feel safter off street.*
  - Additional comments/concerns: NA
  - Drainage issues within the roadway at or near their property: *Not yet.*
  - Issues with the city sanitary sewer force main system or private sewer service: *Not yet--first time homeowner.*
  - Issues with water service (pressure, taste, color, odor, etc.): *Yes, we have a well.*
  - Underground items in boulevard? NA
  - Other concerns regarding the structure of the street, curb, lighting, railroad, bridge, etc.: *Would like to have more lights for safety.*
  - Additional comments: *Thank you!*
- Keith Berndt
  - Primary trail use: *Snowmobiling*
  - Anticipated frequency of using the trail: *Winter*

    - Time of day for trail use: *Afternoon and evening*
    - Destinations: *State trail river bottoms*
    - Prefers off street options: *Off street—snowmobiling, river valley trailblazers*
    - Additional comments/concerns: NA
    - Drainage issues within the roadway at or near their property: *No*
- Dan Dittmer
    - Primary trail use: *Biking*
    - Anticipated frequency of using the trail: *3+ days per week*
    - Time of day for trail use: *Morning and evening*
    - Destinations: *Commuting to/from Burnsville, accessibility to trails*
    - Prefers off street options: *Off street—separation from cars is always safer, there are so many distracted drivers.*
    - Additional comments/concerns: *I know a lot of people that use this corridor to commute to/from work and to access trails. Having a safe way to commute makes Shakopee a much more desirable place to live and work.*

Layout Map Comments

No layout map comments were received.

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)

Open House Sign In

SHAKOPEE

	Name	Address	Phone Number	Email Address
1.	Steve Picha	650 Quaker Ave Jordan, MN, 55352	612-257-1042	steve.picha@smhentges.com
2.	Matt Conway	8611 Booth Ct.	952-567-1354	mconway@shakopeemn.gov
3.	Angela Campos	789 Stagecoach Rd.	651-263-5657	angela.audrey@gmail.com
4.	Allison Long	104 Bluestem Ave. Shakopee	612-804-3303	ABL717@yahoo.com
5.	Synnove Keepseagle [redacted]	19016 13th Ave E Savage, MN 55378	612-368-3099	Simone21@me.com
6.	Tim Moriarty	14611 Sumter AVE	612-834-3324	timmori@YAHOO.com
7.	Keith	1715 wood duck trail	612-709-1502	berndtx4@MSN.com RVTB
8.	Bill Mars	1279 Cedar Circle	952 445 [illegible]	

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)

Open House Sign In

SHAKOPEE

	Name	Address	Phone Number	Email Address
9.	Dan Dittmer	104 Bluestem Ave Shakopee	952-200-1541	daniel.d.dittmer@gmail.com
10.	Jay Whiting	520 3rd Ave E	612 906-0900	JayWhTng@AOL.com

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Synnove Kelpsagle
Address 19016 13th Ave E. Savage MN 55378
Phone (612) 368-3099 Email simone21@me.com

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [X] Walking [] Biking
2. How often do you anticipate using the trail? 2 times a week
3. What time of day would you use the trail? [X] Morning [X] Afternoon [] Evening [] Night
4. What is your destination(s)? Wilkie Unit → Bloomington Ferry Unit
5. Do you prefer on street or off street trail options? [] On street [X] Off street
   5a. Why? traffic speed and flow is dangerous
6. Additional comments/concerns: My opinion is that on street options are not safe enough. Off-street is more sensible due to the trucks that utilize that road and the speed they travel at. Trucks cannot manneuver well or stop quickly to avoid pedestrians

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [X] Yes [] No; Comment prior to sewer/water runoff not moving off the road well
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment currently well + septic tank system
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [X] Yes [] No; Comment draining the stormponds to control the water table affected this
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other ND
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.? pedestrian crosswalk with warning lights at the 13th Ave and Stagecoach intersection included in project
12. Additional comments/concerns:

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Dan Dittmer

Address 104 Bluestem Ave, Shakopee

Phone (952) 200-1541 Email dan@wolftoothcomponents.com

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [] Walking [X] Biking
2. How often do you anticipate using the trail? 3+ days per week
3. What time of day would you use the trail? [X] Morning [] Afternoon [X] Evening [] Night
4. What is your destination(s)? commuting to/from Burnsville, accessing mtb trails
5. Do you prefer on street or off street trail options? [] On street [X] Off street
   5a. Why? Separation from cars always is safer, there are so many distracted drivers
6. Additional comments/concerns: I know a lot of people that use this corridor to commute to/from work and to access mtb trails. Having a safe way to commute makes Shakopee a much more desirable place to live and work.

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [] No; Comment_____
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment_____
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [] Yes [] No; Comment_____
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other_____
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.?_____
12. Additional comments/concerns:_____

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Keith Berndt
Address 1715 wood duck trail
Phone (612) 709-1502 Email Berndtx4@msn.com

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [] Walking [] Biking Snowmobiling
2. How often do you anticipate using the trail? winter
3. What time of day would you use the trail? [] Morning [x] Afternoon [x] Evening [] Night
4. What is your destination(s)? State trail river bottoms
5. Do you prefer on street or off street trail options? [] On street [x] Off street
   5a. Why? Snow mobiling river vally trailblazers
6. Additional comments/concerns:

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [x] No; Comment
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [] Yes [] No; Comment
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.?
12. Additional comments/concerns:

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Angela Campos
Address 1789 Stagecoach Rd Shakopee, MN 55379
Phone (651) 263-5657 Email angela.oudhraj@gmail.com

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [X] Walking [X] Biking
2. How often do you anticipate using the trail? Summer
3. What time of day would you use the trail? [X] Morning [X] Afternoon [] Evening [] Night
4. What is your destination(s)? Exploring
5. Do you prefer on street or off street trail options? [] On street [X] Off street
   5a. Why? either is fine but I feel safer off street
6. Additional comments/concerns:

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [] No; Comment not yet
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment not yet, 1st time home owner
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [X] Yes [] No; Comment we have a well
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other N/A
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.? would like to have more lights - safety
12. Additional comments/concerns: Thank you!

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name TIM MORIARTY
Address 14611 SOMTEL AVE SAVAGE 55378
Phone 612-834-3324 Email timmori@YAHOO.COM

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [] Walking [] Biking
2. How often do you anticipate using the trail? 2-3 TIMES A WEEK (NOT WINTER)
3. What time of day would you use the trail? [] Morning [] Afternoon [] Evening [] Night
4. What is your destination(s)? BIKING TO BLOOMINGTON OR SHAKOPEE
5. Do you prefer on street or off street trail options? [] On street [] Off street
   5a. Why? SAFETY!
6. Additional comments/concerns:
   THE TRAIL CROSSING IS NOT GOOD BUT I UNDERSTAND THERE IS NO OPTION

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [] No; Comment
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [] Yes [] No; Comment
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.?
12. Additional comments/concerns:

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Allison Long
Address 104 Bluestem Ave Shakopee
Phone (612 804-3303 Email ABL717@yahoo.com

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [] Walking [X] Biking
2. How often do you anticipate using the trail? A handful of times a year
3. What time of day would you use the trail? [X] Morning [X] Afternoon [X] Evening [] Night
4. What is your destination(s)? Recreational riding; Savage; Burnsville
5. Do you prefer on street or off street trail options? [] On street [X] Off street
   5a. Why? It will be & feel much safer.
6. Additional comments/concerns: If the trail is on street, with cars going 45-60 mph+ trucks, it will only be experienced cyclists who will use the trail. Peds and casual riders/families will not feel comfortable there.

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [] No; Comment_____
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment_____
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [] Yes [] No; Comment_____
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other_____
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.?_____
12. Additional comments/concerns:_____

Stagecoach Road (from the roundabout at CR 101 to 13th Avenue)
Open House Questionnaire

SHAKOPEE

Name Matt Conway
Address 8611 Booth Ct.
Phone (952) 567-1354 Email mconway@shakopeemn.Gov

The City of Shakopee is proposing the construction of a new bituminous pedestrian and bicycle trail.

1. Will you use the trail primarily for walking or biking? [] Walking [] Biking
2. How often do you anticipate using the trail? Exercise Biking + Walking
3. What time of day would you use the trail? [] Morning [] Afternoon [] Evening [] Night
4. What is your destination(s)? Bloomington trail system
5. Do you prefer on street or off street trail options? [] On street [] Off street
   5a. Why? Safer + consistant w/ existing trail system
6. Additional comments/concerns: For continuity will be nice to extend path along Stagecoach all the way to Preserve Trl.

Please answer the questions below ONLY if you live directly next to Stagecoach Road:

7. Have you noticed drainage issues within the roadway at or near your property?
   [] Yes [] No; Comment in the ditch to the East of my residnce
8. Have you experienced issues with the city sanitary sewer force main system or your private sewer service?
   [] Yes [] No; Comment
9. Have you experienced issues with your water service (pressure, taste, odor, etc.)?
   [] Yes [] No; Comment
10. Are you aware of any underground items in your boulevard? The boulevard (right-of-way) is typically the first 10-20 feet from the edge of the railway.
    [] Irrigation system [] Invisible animal fencing [] Other N/A
11. Do you have any other concerns regarding the structure of your street, curb, lighting, railroad, bridge, etc.?
12. Additional comments/concerns: Improved lighting along trail system

2025 Stagecoach Improvement Project

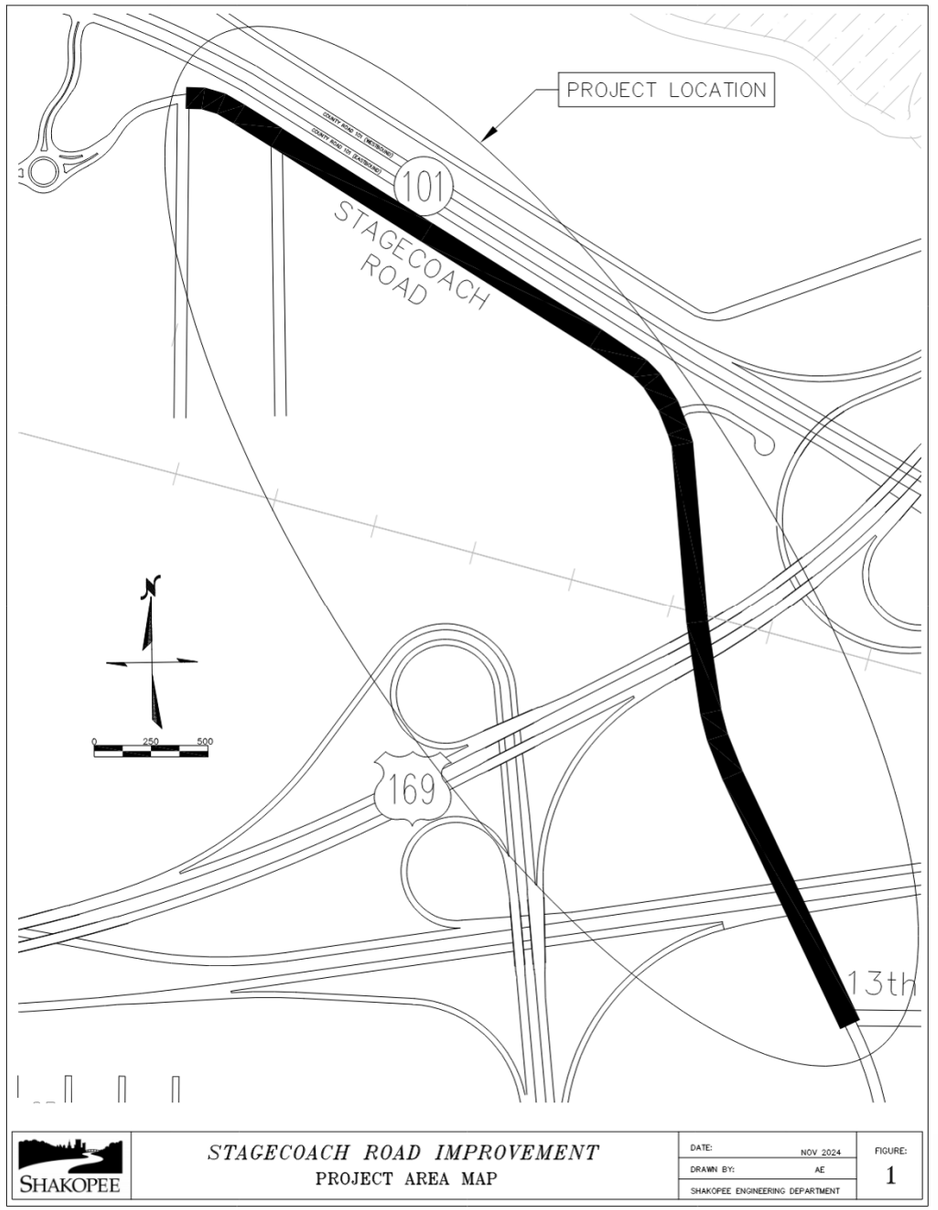
CIF-25-001

Improvement Public Hearing

November 19, 2024

Proposed Project Location

Stagecoach Road from 750 feet east of the roundabout at Stagecoach Road and Hentges Way to 350 feet south of 13th Avenue



SHAKOPEE
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City of Shakopee | 485 Gorman St., Shakopee MN 55379
952-233-9300 | www.ShakopeeMN.gov

Stagecoach Road

Existing Conditions

- 36 to 40-feet wide rural bituminous roadway, ditches on both sides of the road for drainage. UP Rail Crossing
- No pedestrian facilities
- A low-pressure sanitary sewer forcemain system exists on the north and east side of the roadway with service pipes crossing under the roadway. The system ends just south of the railroad tracks.
- Watermain is located under the roadway north of the railroad tracks and east of the roadway south of the railroad tracks.
- Constructed in 1998. The bituminous asphalt roadway has deteriorated significantly.





Proposed Improvements

- Full-Depth Pavement Reclamation
- Reconstruct roadway to 32-feet wide, including with 4-foot bituminous shoulder with curb on the north and east side and a 6-foot bituminous shoulder on the south and west side
- 8-foot wide pedestrian trail on the north and east side of the roadway
- Railroad crossing improvements
- Bridge modifications over US169/CR101 for trail improvements





Restoration

- Ends of driveways that are disturbed due to the street construction will be replaced with similar materials

- Disturbed boulevard areas along Stagecoach Road will be restored with a compost-topsoil blend and hydro-seed.





Proposed Cost Apportionment

Table 1 - Estimated Cost & Funding Source
2025 Stagecoach Road Improvement Project CIF-25-001

	Streets	Storm Sewer	Water Main	Estimated Total
Estimated Expenditures				
Estimated Construction Cost Street & Utility	$2,301,053.50	$730,000.00	$7,500.00	$3,038,553.50
Contingencies (15%)	$346,000.00	$110,000.00	$1,000.00	$457,000.00
Administration, Engineering, Legal (~18%)	$415,500.00	$131,000.00	$1,500.00	$548,000.00
Total Estimated Project Costs (Feasibility)	$3,062,553.50	$971,000.00	$10,000.00	$4,043,553.50
Estimated Revenue				
Special Assessments	$262,478.00			$262,478.00
Capital Improvements Fund	$2,800,075.50			$2,800,075.50
Storm Sewer Fund		$971,000.00		$971,000.00
Sanitary Sewer Fund				$0.00
Shakopee Public Utilities			$10,000.00	$10,000.00
				$0.00
				$0.00
Total Estimated Revenue (Feasibility)	$3,062,553.50	$971,000.00	$10,000.00	$4,043,553.50

Special Assessments

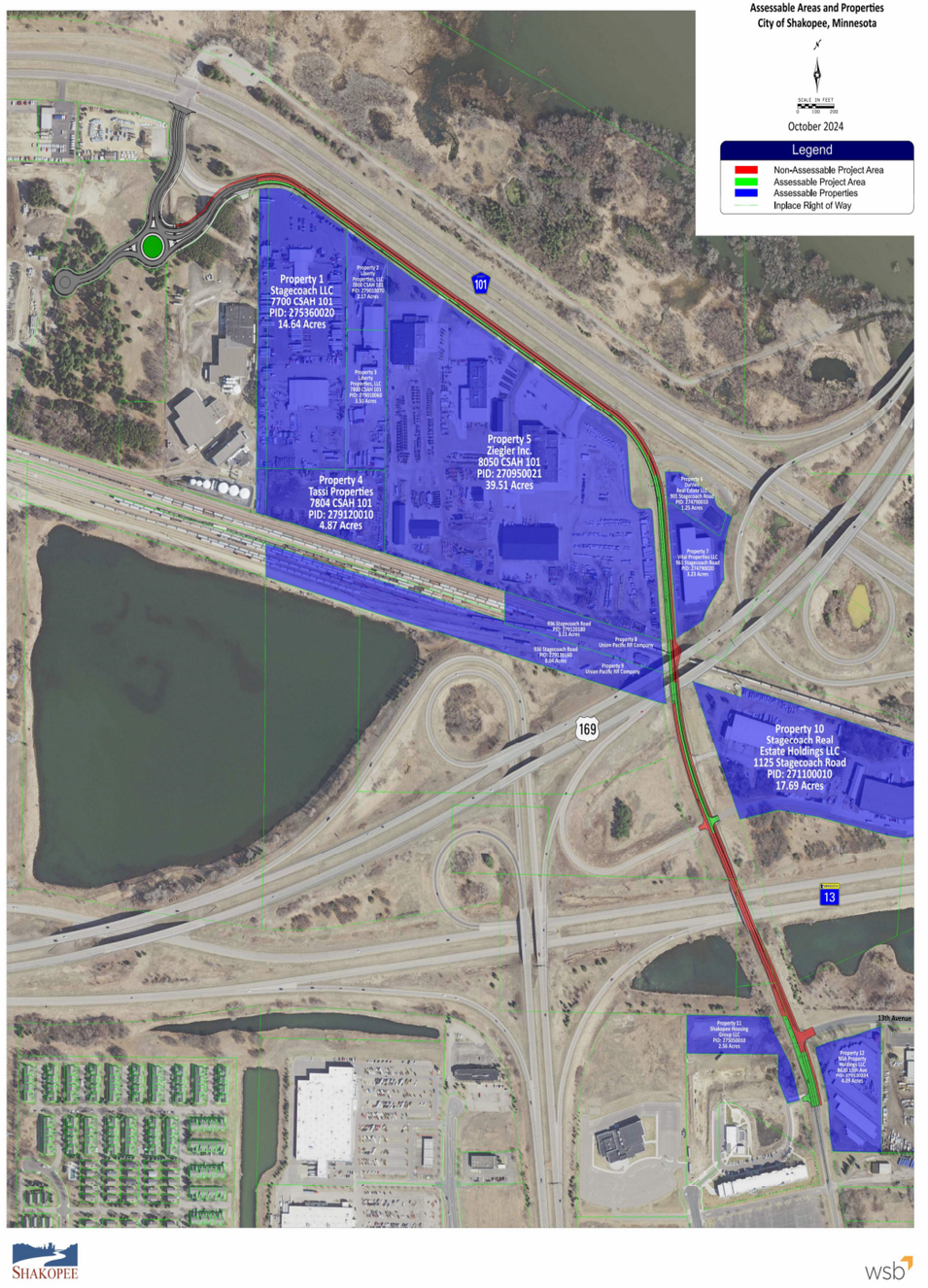
Determined per City of Shakopee Assessment Policy

- Final assessment amounts to be based on the actual cost of the street improvements.
- 30% of the assessable street improvements will be used to determine total assessable amount.
- Assessments proposed on a *cost per acre*.
- Final assessments will be considered at a second public hearing upon completion of the project (November 2025)

Preliminary Assessment Rate Table

Stagecoach Road	$ 2,549.81 per acre

Assessment Map



Next Steps

City Council Holds Public Hearing, Authorizes the Project and Orders Preparation of Plans and Specifications (Requires 4/5ths vote to proceed)	November 19, 2024
City Council Approves Plans and Specs, Authorizes Advertisement for Bids	February 18, 2025
City Receives and Opens Project Bids	March 18, 2025
City Council Considers Award of Contract	March 25, 2025
Begin Construction	May 2025
Construction Substantially Complete	August 2025
City Council Declares Cost to be Assessed, Calls for Public Hearing	October 2025
Hold Assessment Public Hearing	November 2025
Certify Assessments	December 2025

1. Contact Information

Andrew Plowman, PE | WSB
701 Xenia Avenue S, Suite 300
Minneapolis, MN 55416

612.360.1311 (P)
aplowman@wsbeng.com

2. Project Understanding

The City of Shakopee will be reconstructing Stagecoach Road from 13th Avenue to the Hentges Way Roundabout. The project will include a full-depth reclamation and overlay of the existing roadway, addition of curb and gutter to the east and north side of the roadway, coordination with the Union Pacific Railroad to widen the existing crossing, storm sewer design and permitting, addition of a multi-use trail on the east and north side, and the crossing of an existing MnDOT bridge.

WSB has completed the preliminary design and feasibility report. They will utilize the information gathered and developed during the preliminary phase to complete the final design plans, specifications and appropriate approvals. It is assumed that the project will be reviewed and authorized through the state aid office.

3. Deliverables

The following is a list of some of the key deliverables for the project:

- Meeting agenda and meeting minutes
- 60%/90%/Final Design Plans
- Specifications and Project Manual
- Utility Coordination Meetings and Checklists
- Railroad Coordination Meetings
- Geotechnical Report and Recommendation
- Final Cost Estimate
- Permitting

4. Project Approach

Task 1: Project Management

1.1 Project Administration

Andrew will provide progress reports with the monthly invoices. The progress reports will include cost and schedule updates as well as forecasts of the budget as it relates to the schedule. Any additional work and/or schedule revisions will be shared with the county to ensure all parties are on the same page.

1.2 Project Management Team Meetings

The PMT will be composed of necessary individuals from the City and WSB as well as additional agencies as applicable. Additional individuals will be invited based on the topics in the agenda. Andrew

will send out a draft agenda, a minimum of 48 hours prior to the meeting. Meeting minutes will be drafted by WSB and sent out to the PMT a minimum of 48 hours after the meeting.

1.3 Agency Meetings

It is anticipated that up to 6 agency meetings will be needed, including watershed, railroad and MnDOT. WSB will lead the meetings, provide agendas and meeting minutes.

Task 2: Private Utility Coordination

2.1 Utility Coordination

WSB will coordinate the appropriate utility coordination. WSB will hold up to 3 utility meetings and/or workshops with utility companies.

Task 3: Geotechnical Evaluation and Recommendation

3.1 Soil Borings and Pavement Coring

The project team will perform 4 subsurface soil borings, classify and analyze the soil samples, obtain groundwater depth measurements. They will also complete up to 4 pavement cores to determine anticipated pavement depths. This will provide information regarding existing pavement that will be used for reclamation purposes.

3.2 Geotechnical Report

A geotechnical report will be completed which will summarize the borings and coring information and will provide a recommendation regarding the full-depth reclamation and pavement design.

Task 4: Final Design and Construction Plans

4.1 Final Design and Construction Plans

WSB will submit an interim submittal (60%), (90%) and final design plan to the City, County (as applicable) and MnDOT State Aid for review. The plans will include all the necessary components of a standard MnDOT-style plan.

4.2 Permit Coordination and Applications

WSB will lead permitting efforts for the City. WSB will prepare all permits and exhibits for the project. WSB's team is extremely knowledgeable about local and state permitting processes. WSB will coordinate with water resources and design staff to develop information required for the permits. WSB's permitting and water resource staff has excellent working relationships with most permitting agencies. They are also extremely familiar with the Wetland Conservation Act (WCA), Clean Water Act, and Section 404 processes.

4.3 Project Manual and Special Provisions

WSB will develop all the necessary special provisions and project manual for bidding. The project manual will include all the required components for a locally-led project on a MnDOT facility.

Task 5: Structural Design

5.1 Bridge Calculations

It is assumed a barrier will be placed on Bridge 70008 to delineate the walkway from the travel lanes. Preliminary numbers were run during the feasibility stage, but a more in-depth analysis will be required. WSB will run the analysis and report to the City and MnDOT the results.

5.2 Bridge Report Memo

It is assumed that MnDOT will require a memo and permit to add the barrier to the bridge. They may require a bridge plan that will be required to be approved through the MnDOT bridge office. The bridge plan will not be assumed for this proposal. If that is required, an amendment will be required to complete that work.

Accepted on this _____day of _____, 2024

City of Shakopee, Minnesota

By: _____ _____

Name Name

_____ _____

Title Title

	Task Description	Estimated Hours												Task Cost
		Project Manager	Design Lead	Graduate Engineer	CAD Technician	Hydraulic Design Lead	Hydraulic Design Support	Structural Lead	Structural Engineer	Geotechnical Engineer	Permits Specialist	Permits Support	2-Person Drilling Crew	Total	
1	**Project Management**													**156**	**$33,364**
1.1	Project Administration	16	4											20	$4,620
1.2	Project Management Team Meetings	24	24	4		8					4			64	$13,304
1.3	Agency Meetings	24	24			16					8			72	$15,440
2	**Private Utility Coordination**													**40**	**$7,248**
2.1	Utility Coordination	8	24	8										40	$7,248
3	**Geotechnical Evaluation and Recommendation**													**68**	**$15,284**
3.1	Soil Borings and Pavement Coring	2	2		4					8			12	28	$6,704
3.2	Geotechnical Report	2	2							36				40	$8,580
4	**Final Design and Construction Plans**													**584**	**$104,984**
4.1	Final Design and Construction Plans	36	108	124	160	8	64							500	$89,424
4.2	Permit Coordination and Applications	4	8								12	40		64	$10,940
4.3	Project Manual and Special Provisions	12	4			4								20	$4,620
5	**Structural Design**													**88**	**$18,356**
5.1	Bridge Calculations							4	48					52	$10,484
5.2	Bridge Report Memo	4			4			12	16					36	$7,872
SUBTOTAL		132	200	136	168	36	64	16	64	44	24	40	12	**936**	**$179,236**
Labor Rates		$ 245	$ 175	$ 136	$ 196	$ 245	$ 180	$ 245	$ 198	$ 215	$ 180	$ 160	$ 280		
Labor Subtotal		**$ 32,340**	**$ 35,000**	**$ 18,496**	**$ 32,928**	**$ 8,820**	**$ 11,520**	**$ 3,920**	**$ 12,672**	**$ 9,460**	**$ 4,320**	**$ 6,400**	**$ 3,360**		
TOTAL ESTIMATED COST OF SERVICES															**$179,236**

Shakopee City Council
November 19, 2024

9.b

Agenda Item: Public Hearing for the 2025 Full-Depth Pavement Reconstruction Project
Prepared by: Micah Heckman, Assistant City Engineer
Reviewed by: Alex Jordan, City Engineer

Action to be considered:
Adopt Resolution R2024-137, ordering improvements and preparation of plans and specifications for the 2025 Full-Depth Pavement Reconstruction Project CIF-25-001.

Motion Type:
Adopt

Background:
The 2025 Full-Depth Pavement Reconstruction Project is partially funded with property taxes, of which a portion is financed through special assessments to benefitting property owners. Pursuant to the requirements of Minnesota Statutes, Chapter 429 for local improvements, two public hearings are required.

On November 6, 2024, City Council approved a feasibility report for the 2025 Full-Depth Pavement Reconstruction Project and scheduled the first public hearing (improvement hearing). The report evaluated the existing infrastructure including streets, utilities, sidewalks, street lighting and drainage. Recommendations for the proposed improvements were outlined in the report.

An informational meeting was conducted on November 13, 2024, for the property owners within the proposed project area. The residents in attendance were provided an overview of the project; an opportunity to discuss the roadway design; and the opportunity to provide additional information about their neighborhood and properties relative to the project. In addition, a brief questionnaire was mailed to property owners asking for information specific to the street, storm water drainage and utilities in their neighborhoods.

In accordance with Minnesota Statute 429 and City Resolution R2024-135, a Public Hearing for the 2025 Full-Depth Pavement Reconstruction Project, CIF-25-001, is scheduled for this evening, November 19, 2024. Proper publication and notice for the improvement hearing have been provided.

City Council is recommended to conduct a public improvement hearing for the proposed improvements associated with the 2025 Full-Depth Pavement Reconstruction Project. Once the improvement hearing has been conducted, Council should consider ordering the improvements and preparation of plans and specifications for the project, in accordance with Resolution R2024-137. A 4/5th vote of the Council is required to adopt a resolution ordering the improvements.

City staff will share a presentation providing a project summary, estimated project cost, description of the proposed assessment area, estimate of the amount to be assessed and overview of the City's adopted Assessment Policy.

Recommendation:
Adopt Resolution R2024-137.

Budget Impact:
The estimated total project cost is $405,858, which includes construction costs, contingency and engineering/administration/legal costs. Table 1 provides the estimated amounts per the 2025-2029 Capital Improvement Plan compared to the estimated amounts per the amended feasibility report.

Table 1. Cost and Funding Summary

	CIP Budget	**Feasibility Report**
COSTS		
Construction Cost	$421,000.00	$294,100.00
Contingency	$63,000.00	$44,115.00
Subtotal	$484,000.00	$338,215.00
Engineering/Legal/Admin	$96,000.00	$67,643.00
Total Project Cost	$580,000.00	$405,858.00
FUNDING		
Special Assessments	$174,000.00	$121,749.00
Capital Improvement Fund	$406,000.00	$284,109.00
Total Funding	$580,000.00	$405,858.00

Included in the resolution is new funding language that would allow the city to reimburse project costs from future bond proceeds. This language allows for greater flexibility in funding current and future projects, should the city desire or need this in the the future. The additional language allows the city a period of up to three years to issue and reimburse itself with bond proceeds. The language does not change the requirements or

administrative process for issuing debt. All debt issuance will still require separate approval by the City Council.

Attachments:
Resolution R2024-137
Feasibility Report_McGuire&Sunset
2025 FDR Public Hearing Meeting_Presentation

RESOLUTION R2024-137
A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA
ORDERING IMPROVEMENTS AND PREPARATION OF PLANS AND SPECIFICATIONS
FOR THE 2025 FULL-DEPTH PAVEMENT RECONSTRUCTION PROJECT CIF-25-001

WHEREAS, Resolution R2024-135 adopted on November 6, 2024, set a date for City Council to hold a Public Hearing on the proposed improvement for the 2025 Full-Depth Pavement Reconstruction Project; and

WHEREAS, the required published notices of hearing through a weekly publication were given, the required mailed notice of the improvement hearing was given to each property owner in the proposed assessment area at least ten days prior to the hearing, and the hearing was held on November 19, 2024, at which time all persons desiring to be heard were given an opportunity to be heard; and

WHEREAS, the City expects to incur certain expenditures that may be financed temporarily from sources other than bonds, and reasonably expects to reimburse itself for such expenditures from the proceeds of tax-exempt bonds, the debt service of which is expected to be paid from property taxes, special assessments, utility fees, or any other available funds. The maximum amount of bonding obligations expected to be issued for such project is $405,858.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA AS FOLLOWS:

1. The improvements are necessary, cost effective and feasible and are ordered as hereinafter described as the 2025 Full-Depth Pavement Reconstruction Project.

2. The City Engineer is hereby designated to proceed with this improvement and shall prepare plans and specifications for the making of such improvements.

3. The work of this project is hereby designated as part of the CIF-25-001 Public Improvement Program.

4. The City Council shall let the contract for all or part of the improvements as authorized by Minnesota Statutes 429.041, no later than three years from the date of adoption of this resolution.

5. Pursuant to Section 1.150-2(d) of the Treasury Regulations, the City Council declares its official intent to reimburse itself for the costs of the improvements from the proceeds of tax-exempt bonds.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 19 day of November 2024.

_____
Mayor of the City of Shakopee

ATTEST:

_____
City Clerk

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

McGuire and Sunset Streets and Utilities Feasibility Report

Feasibility Report

Prepared for:
City of Shakopee

Prepared by:
Stantec Consulting Services Inc.

October 23, 2024

Project/File:
193807258



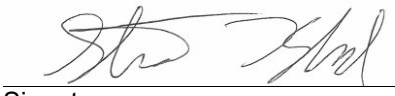
Stantec Consulting Services Inc.

The conclusions in the Report titled McGuire and Sunset Streets and Utilities Feasibility Report are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from City of Shakopee (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by



Signature

Steven Hegland

Printed Name

Reviewed by

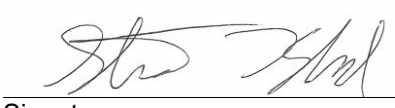


Signature

Nathan Drews

Printed Name

Approved by



Signature

Steven Hegland

Printed Name

Table of Contents

1 Introduction 1
2 Existing Conditions 2
2.1 Existing Conditions 2
2.1.1 Streets/Drainage/Sidewalk 2
2.1.2 Watermain/Sanitary Sewer 3

3 Proposed Improvements 3
3.1 Proposed Improvements 3
3.1.1 Street/Sidewalk/Curb 3
3.1.2 Sanitary Sewer/Watermain 4
3.2 Permits and Easements 5

4 Project Financials 6
4.1 Opinion of Probable Costs 6

5 Special Assessments 6
6 Summary 7
6.1 Project Feasibility 7
6.2 Project Schedule 7

List of Figures

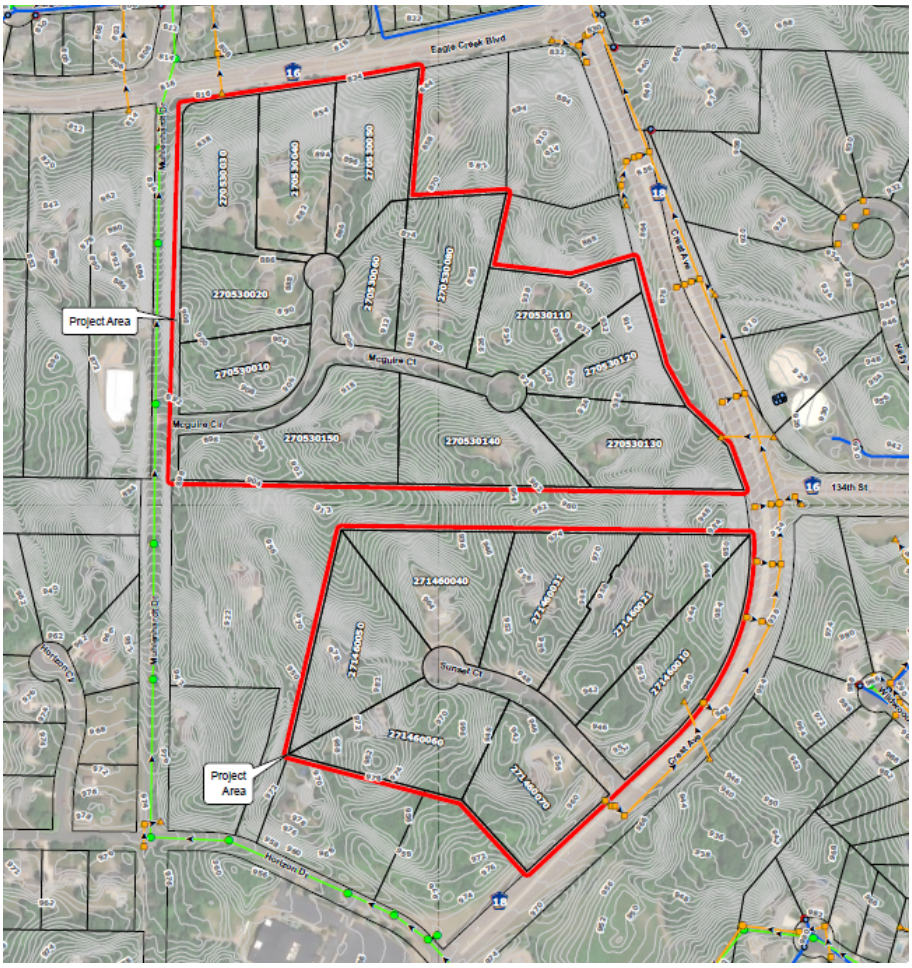
Figure 1 – Project Areas

List of Appendices

Appendix A Pavement Evaluation Report
Appendix B Sanitary Sewer Layout and Cost Estimate
Appendix C Watermain Layout and Cost Estimate
Appendix D Roadway Project Cost Estimate
Appendix E Preliminary Assessment Roll

1 Introduction

The City of Shakopee has ordered Stantec Consulting Services Inc., (Stantec), to prepare a report to evaluate potential pavement and utility improvements for the areas of McGuire Circle and McGuire Court (collectively referred to as McGuire Streets in this report) as well and pavement improvements to Sunset Court. The project areas are shown below and in Figure 1 attached to this report. These improvements are identified in the City's Capital Improvement Plan (CIP). It is the City's policy to pay for a portion of the project costs utilizing special assessments, as provided in Minnesota State Statute 429. This report will also serve to meet those statutory requirements. This report includes the history of the area, design options with construction costs, as well as the preliminary assessment role for the project.



Project Areas

2 Existing Conditions

2.1 Existing Conditions

The McGuire Streets area was platted with the Riverview Estates plat in 1973 with the roadways constructed thereafter. The homes within this neighborhood were primarily built in the 1970's and 1980's. This neighborhood contains 12 parcels with single family homes which all access from McGuire Circle. The homes within this neighborhood are of a similar nature to one another.

Sunset Court was constructed with Horizon Heights 4th addition which was platted in 1988 with the homes constructed in the late 1990's and early 2000's. This neighborhood contains 7 parcels with single family homes which all access from Sunset Court which connects directly to County Road 18. The homes within this neighborhood are of a similar nature to one another.

As part of the development of the feasibility report, a geotechnical investigation was completed to obtain additional information on the existing roadway section and proposed improvements. A copy of the Pavement Evaluation Report is included as Appendix A to this report.

2.1.1 Streets/Drainage/Sidewalk

McGuire Streets

The McGuire Streets are generally similar to one another with 4-inches of existing bituminous pavement over 3 to 9 inches of aggregate base. The underlying soils are mostly sands with some underlying clay. The roadways are approximately 28- feet in width measured to the edge of pavement. The roadways are a rural section with no curb or gutter with drainage directed to roadside ditches for conveyance. No sidewalk or trails are present within the neighborhood. As the neighborhood only contains the two isolated cul-de-sacs, vehicle trips are limited to only the neighborhood traffic.

The roadway is experiencing fatigue and aging with cracking throughout the neighborhood, primarily at the intersections and cul-de-sacs. The surface of the roadway is also experiencing surface deterioration and unraveling of the surface throughout. Portions of the existing roadway would not meet the current City roadway design standards.

Sunset Court

Sunset Court is an isolated neighborhood street which contains 2-3 inches of bituminous pavement over approximately 9-inches of aggregate base. The roadway is approximately 28-feet in width from the edge of pavement to edge of pavement. Sunset Court is a rural road section with no curb and gutter with drainage directed to roadside ditches for conveyance. No sidewalk or trails are present within the neighborhood although there is a paved trail along the west side County Road 18 adjacent to the neighborhood.

The pavement within this roadway is showing pavement fatigue with significant cracking and failures within the cul-de-sac and other portions of the roadway. Portions of the existing roadway would not meet the current City roadway design standards.

2.1.2 Watermain/Sanitary Sewer

The homes within the project area are all serviced by private wells and septic systems for each property.

Existing sanitary sewer is located west of the project site along Muhlenhardt Road which was installed in 2017 with the Whispering Oaks Sanitary Sewer Extension Project. To the east of the project, the nearest sanitary sewer is at Horizon Drive within the Whispering Oaks development.

The Shakopee Public Utility has watermain from both the low-pressure and high-pressure systems near the project area. The high-pressure system is available from the booster pump and storage tanks at the NE corner of County Road 16 and County Road 18 with the low-pressure watermain being available along the north side of Eagle Creek Boulevard.

3 Proposed Improvements

3.1 Proposed Improvements

3.1.1 Street/Sidewalk/Curb

The street segments within the project are proposed to be improved by performing a full depth reclamation (FDR) on the existing roadway surface and paving a new surface. Through this process, the existing bituminous pavement is ground up with the aggregate base to create a new aggregate base for the roadway. This is then graded out, any excess material is removed, and new bituminous pavement is placed on top of the aggregate. This method is more cost effective then reconstructing the entire roadway and appropriate for these roadways given the suitable pavement base and adequate drainage throughout.

All streets within the project are proposed to match the existing two-lane roadways with rural drainage (no curb and gutter). The proposed roadway section is provided below and will be confirmed with the final design of the project. The proposed street section is as follows:

Table 1. Proposed Street Section

Description	Dimension
Road Width	28 feet
Wearing Course Bituminous Section	2 inches
Base Couse Bituminous Section	2 inches
Aggregate Base Section	Varies (8 inches minimum)

The Pavement Evaluation Report by Braun Intertec confirmed that the streets are good candidates for a FDR replacement with several recommendations that should be incorporated into the final design including;

- Reclaiming approximately 6-8 inches of the existing pavement section to create a new aggregate base.
- Proof-rolling the base before paving to correct any soft or weak spots in the subgrade.
- Incorporating a 4-inch pavement section comprised of two bituminous lifts.
- Incorporation of supplemental aggregate within the Sunset Court Cul-de-sac to ensure proper aggregate base.

These recommendations have been incorporated into the project cost estimates and will be further defined with the final design.

The developments were reviewed for conformity with the City of Shakopee street lighting policy and no additional lighting is anticipated to be necessary.

3.1.2 Sanitary Sewer/Watermain

In early 2024, the City of Shakopee sent out a questionnaire to the residents along the McGuire Streets asking them about the condition of their well and septic systems and if they would be interested in the City studying the feasibility of extending utilities throughout the neighborhood, even if those costs would be assessed to their properties. Generally, the residents expressed interest in reviewing the feasibility and costs of such a project. The residents along Sunset Court had previously expressed to City staff they had no desire to extend utilities to the neighborhood.

The feasibility of extending the watermain and sanitary sewer to the McGuire Neighborhood was studied incorporating into the review the construction costs of the project, projected area fees as well as estimated costs for the residents to hook up to the public systems after they are installed.

The proposed sanitary sewer would need to be extended from Muhlenhardt Road where it is currently available and be extended up into the development where it would then be routed down the center of the roadways to service the individual homes. A portion of this work would need to be directionally drilled as there is significant tree cover and elevation change to the west of the project area and would then be

excavated and buried through the rest of the roadways. The conceptual sanitary sewer layout and cost estimates are included in Appendix B.

Staff again reached out to the residents this fall with an updated questionnaire to the neighborhood inquiring if there was interest in extending sanitary sewer to the neighborhood given an anticipated costs for the sewer was estimated at $55,138.75 per home. The 9 of 12 residents that responded were not in favor of the project.

The Shakopee Public Utility reviewed with their commission the proposed layout for this site as the southern portion of the neighborhood needing to be serviced from the existing high-pressure zone and the northern portion of the neighborhood needing the lower pressure service based on the elevation of the homes. The commission reviewed the project over their October meeting and noted the following deviations from their standard policy were appropriate.

- The neighborhood would not be required to install an immediate high-pressure loop with a single source from the east being appropriate. In the future, a looped high-pressure system would be provided by looping the watermain south from the development entrance down Muhlenhardt which would be complete by others at a future date.
- The commission would pay for half of the cost of the casing pipe under County Road 18.
- Area fees would need to be paid for by the property owners with these costs being eligible to pay for a portion of the project costs.

The conceptual water layout and cost estimate is included in Appendix C of this report.

The estimated cost per lot to extend the sanitary sewer was $55,138.75 and the cost to extend the watermain was estimated to be $83,046.23. Due to the significant costs to extend these utilities and the lack of neighborhood support, City staff is not recommending installing public utilities to the project area at this time.

3.2 Permits and Easements

In general, most of the proposed improvements will be completed within the existing ROW.

The following permits will be necessary:

- Scott County Right-of-Way permit for work at the intersection of Sunset Court and County Road 18.
- Minnesota Pollution Control Agency (MPCA) Construction Stormwater Permit

4 Project Financials

4.1 Opinion of Probable Costs

The tables below show the opinion of probable costs for the two project areas. These costs estimates were based on the assumptions and recommended improvements as provided in this report. A copy of the detailed cost estimates are provided in Appendix D to this report. The project would be funded through a combination of the City CIP funds as well as Special Assessments.

Table 2. Opinion of Probable Costs

Improvement	Estimated Costs
McGuire Circle and McGuire Court	$261,579.00
Sunset Court	$144,279.00
Project Total	**$405,858.00**

5 Special Assessment

5.1 Project Special Assessments

The improvement project will be conducted in accordance with the City of Shakopee Special Assessment Policies and Procedures for Public Improvements.

The opinion of probable cost of the street improvements was established based on the proposed improvements as outlined in this report. The assessment policy identifies that 30-percent of the total project should be assessed to the benefitting project for a street reclamation improvement. The assessment policy allows for several different methods of calculating the assessments including per lot, per adjusted front footage method, and per area method. Due to the similar class and nature of the large lot homes within the project areas, the per lot method was utilized as it is the most fair and equitable to distribute the costs of the roadway improvements given.

The project costs and assessment rolls were calculated for each of the project areas based on the benefited properties within the areas and the applicable project costs. A copy of the preliminary assessment roll is included in Appendix E of this report.

Per Lot Method of Assessment

When it has been determined to assess by the “per lot” method, all lots within the benefitted area shall be assessed equally for the improvements.

The “cost per lot” shall be defined as the quotient of the “assessable cost” divided by the total assessable lots or parcels benefitting from the improvement. For the purpose of determining the “lots” or “parcels” all parcels, including governmental agencies shall be included in such calculations.

6 Summary

6.1 Project Feasibility

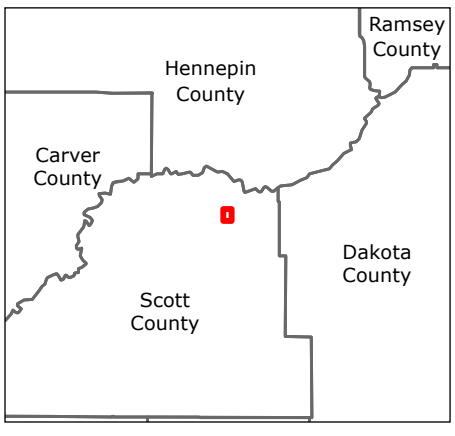
The outlined project above, as reviewed herein, is feasible as it relates to the general engineering principles and construction procedures and is in accordance with Shakopee’s overall Comprehensive Plan.

6.2 Project Schedule

Accept Feasibility Report/Order Public Hearing	November 6, 2024
Public Hearing for Final Feasibility Report/Authorize Plans & Specs	November 19, 2024
Approve Plans & Specs/Authorize Advertisement for Bid	February 2025
Open Bids	March 2025
Begin Construction	Summer 2025
Substantial Completion	Fall 2025
Assessment Hearing	Fall 2025

Figure 1





Legend

- Project Area
- Parcels
- Storm Sewer
- Storm Discharge Points
- Storm Manholes
- Storm Inlets
- Sanitary Gravity Main
- Sanitary Manholes
- Watermain
- Water Valves
- Hydrants
- Contour (2ft)

0 150 300 Feet

(At original document size of 11x17)
1:3,600

N

Notes

1. Coordinate System: NAD 1983 UTM Zone 15N
2. Data Sources: MNDOT, ESRI Imagery Service
3. Background: ESRI, 2023

Stantec

Project Location
T115N, R22E, S13
Shakopee, Scott Co., MN

Prepared by TAW on 2024-09-13

Client/Project
193807258
City of Shakopee
Feasibility Study

Figure No.
1

Title
Project Areas

EXHIBIT A

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Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

Appendix A Pavement Evaluation Report

Pavement Evaluation Report

City of Shakopee 2025 FDR Feasibility Study
Shakopee, Minnesota

Prepared for

Stantec Consulting Services, Inc.

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

Heidi C. Olson, PE
Project Engineer
License Number: 57243
October 18, 2024



BRAUN INTERTEC
The Science You Build On.

Project B2407666

Braun Intertec Corporation

Braun Intertec Corporation
1826 Buerkle Road
Saint Paul, MN 55110

Phone: 651.487.3245
Fax: 651.487.1812
Web: braunintertec.com

October 18, 2024 Project B2407666

Mr. Steven Hegland
Stantec Consulting Services, Inc.
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402

Re: Pavement Evaluation Report
City of Shakopee 2025 FDR Feasibility Study
McGuire Court, McGuire Circle, Sunset Court
Shakopee, Minnesota

Dear Mr. Hegland:

We are pleased to present this Pavement Evaluation Report for the 2025 FDR Feasibility Study for McGuire Court, McGuire Circle, and Sunset Court in Shakopee, Minnesota.

Thank you for making Braun Intertec your consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Heidi Olson at 612.597.6244 or holson@braunintertec.com.

Sincerely,

BRAUN INTERTEC CORPORATION

Heidi C. Olson, PE
Project Engineer

Christopher R. Kufner, PE
Associate Director, Principal Engineer

AA/EOE

Table of Contents

Description **Page**

A. Introduction 1
A.1. Project Description 1
A.2. Purpose 1
A.3. Traffic Data 1
A.4. Background Information and Reference Documents 2
A.5. Scope of Services 2
B. Results 2
B.1. Pavement Core and Hand Auger Boring Results 2
B.2. Soil Boring Results 3
B.2.a. Geologic Overview 3
B.2.b. Boring Results 3
B.2.c. Groundwater 4
B.2.d. Laboratory Test Results 5
C. Recommendations 6
C.1. Discussion of Pavement Repair Options 6
C.2. FDR Recommendations 6
C.2.a. Pulverization and Compaction 6
C.2.b. Proofroll 6
C.2.c. Pavement Design 7
C.2.d. Materials and Compaction 7
C.2.e. Performance and Maintenance 7
C.3. Utilities 8
C.3.a. Subgrade Stabilization 8
C.3.b. Corrosion Potential 8
D. Procedures 8
D.1. Pavement Coring and Hand Auger Borings 8
D.2. Penetration Test Borings 9
D.3. Exploration Logs 9
D.3.a. Log of Boring Sheets 9
D.3.b. Geologic Origins 9
D.4. Material Classification and Testing 9
D.4.a. Visual and Manual Classification 9
D.4.b. Laboratory Testing 10
D.5. Groundwater Measurements 10
E. Qualifications 10
E.1. Use of Report 10
E.2. Standard of Care 10

Appendix

Exploration Location Sketch
Log of Boring Sheets (B-1 to B-4)
Pavement Core Photo Log (C-1 to C-4)
MnPAVE Flexible Pavement Design Output File

A. Introduction

A.1. Project Description

Braun Intertec Corporation was contracted by Stantec Consulting Services, Inc. to perform a pavement evaluation on McGuire Court, McGuire Circle, and Sunset Court in Shakopee, Minnesota to determine the feasibility of full depth reclamation (FDR).

To ensure the roadways are good candidates for FDR, or if pavement conditions warrant a different repair, we performed pavement coring, hand auger borings, and Standard Penetration Test (SPT) soil borings.

Additionally, we understand the project may include the installation of new sanitary sewer utilities from the McGuire Circle cul-de-sac and connecting to existing lines near the Eagle Creek Boulevard and Muhlenhardt Road intersection.

We have attempted to describe our understanding of the proposed project to the extent it was reported to us. Depending on the extent of available information, assumptions may have been made based on our experiences with similar projects. If we have not correctly recorded or interpreted the project details, we should be notified. New or changed information could require additional evaluation, analyses and/or recommendations.

A.2. Purpose

The purpose of the pavement coring, hand auger borings, and SPT soil borings was to provide in-place pavement section thicknesses and characterize subsurface geologic conditions at selected exploration locations. This information was used to provide recommendations for the design and construction of McGuire Court, McGuire Circle, and Sunset Court, and the proposed sanitary sewer installations.

A.3. Traffic Data

Traffic data for McGuire Court, McGuire Circle and Sunset Court was not provided and is not available on MnDOT's Traffic Mapping Application. However, based on the roads being dead-end residential roads, we anticipate the AADT is less than 100, and the estimated 20-year ESALs for flexible pavement is less than 50,000.

A.4. Background Information and Reference Documents

To facilitate our evaluation, we were provided with or reviewed the following information or documents:

- Aerial Maps available from Google Earth®
- Minnesota Geological Survey
- Our discussions with Stantec Consulting Services, Inc.

A.5. Scope of Services

Our scope of services for this project was requested by Mr. Steven Hegland with Stantec Consulting Services, Inc. via email on July 25, 2024. We received authorization to proceed on August 16, 2024. Tasks performed in accordance with our authorized scope of services included:

- Performing pavement cores and hand auger borings at four locations selected by Braun Intertec.
- Performing SPT soil borings at location four locations selected by Braun Intertec.
- Laboratory testing on select soil samples to aid in soil classification and engineering analysis.
- Preparing this report to summarize our findings and results and to provide design and construction recommendations for McGuire Court, McGuire Circle, and Sunset Court.

B. Results

B.1. Pavement Core and Hand Auger Boring Results

A total of four pavement core and hand auger boring locations were performed on the streets. Locations are shown on the sketch provided in the Appendix. Results are provided in Table 1 and photographs of the cores are provided in the Appendix.

Table 1. Pavement Core and Hand Auger Boring Results

Roadway	Core	Bituminous Thickness (inches)	Apparent Aggregate Base Thickness (inches)	Core Condition Notes
Sunset Court	C-1	3.0	9.0	Low severity stripping in bottom 1”
	C-2	1.75	9.25	Low-severity stripping in bottom 0.5”
McGuire Circle	C-3	4.0	9.0	Low-severity stripping in bottom 1”
McGuire Court	C-4	4.0	5.0	Low-severity stripping in bottom 1”

Stripping within cores represents the deterioration of the asphalt/aggregate bond in a bituminous pavement due to the presence of moisture. Stripping often begins at the bottom of the bituminous layer, where it may be in contact with saturated aggregate or soil, and then proceeds upward within the pavement.

Low-severity stripping is common in bituminous pavements over time. However, those that have stripped to medium to severe degrees typically are not considered candidates for rehabilitation approaches that may leave any damaged portion of the pavement in place, such as with a mill-and-overlay.

B.2. Soil Boring Results

B.2.a. Geologic Overview

We based the geologic origins used in this report on the soil types, in-situ and laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history for the site.

B.2.b. Boring Results

Table 2 provides a summary of the soil boring results in the general order we encountered the strata. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheets in the Appendix include definitions of abbreviations used in Table 2.

Table 2. Subsurface Profile Summary*

Strata	Soil Type – ASTM Classification	Range of Penetration Resistances	Commentary and Details
Pavement Section	---	---	▪ Eagle Creek Boulevard shoulder bituminous thickness was 7 inches, and apparent aggregate base thickness was 7 1/2 inches. ▪ McGuire Court and McGuire Circle bituminous thickness was 4 inches, and apparent aggregate base thickness varied between 3 to 3 1/2 inches.
Fill	SP-SM, SM	6 to 28 BPF	▪ Encountered below the pavement section at borings B-1 and B-4, varying in thickness from approximately 6 to 8 feet. ▪ Soils were brown and dark brown in color. ▪ Moisture condition was generally moist.
Alluvium	SP-SM, CL	4 to 13 BPF	▪ Encountered at boring B-4 below existing fill and extended to the termination depth of 14 feet. ▪ Soils were brown and gray in color. ▪ Moisture condition was moist to wet.
Glacial Deposits	SP, SP-SM, SM	6 to 20 BPF	▪ Encountered at Borings B-1, B-2 and B-3 directly below pavement or existing fill, and extending to the termination depths of 14 feet. ▪ Soils were brown and light brown in color. ▪ Moisture condition was generally moist.
	CL	5 to 6 BPF	

*Abbreviations defined in the attached Descriptive Terminology sheets.

For simplicity in this report, we define existing fill to mean existing, uncontrolled or undocumented fill.

B.2.c. Groundwater

While advancing our borings, groundwater was encountered in Boring B-4 at a depth of 13 feet, corresponding to elevation 808. We anticipate that this was perched groundwater, and the actual groundwater level is below the termination depth of our soil borings. Project planning should expect seasonal and annual groundwater fluctuations.

B.2.d. Laboratory Test Results

Table 3 presents the results of our laboratory tests performed on samples from the hand auger borings and SPT soil borings.

Table 3. Laboratory Classification Test Results

Sample ID	Sample Depth (ft)	Classification	Moisture Content (w, %)	Percent Passing #200 Sieve	Percent Retained #4 Sieve
C-1	0.3	SM w/Gravel	5.5	16	30
C-2	0.1	GP-GM	4.4	12	54
C-3	0.3	GP-GM	5.3	8	70
C-4	0.3	GM	5.5	13	48
B-3	2.5	SC	18.9	49	---
B-4	12.5	CL	30.0	---	---

Chapter 4 of the MnDOT Pavement Design Manual states that the gradation of the existing aggregate base is an important design attribute for FDR. Ideally, the existing aggregate base material should have a gradation with a minimum of 40 percent retained on the #4 sieve and a maximum of 10 percent passing the #200 sieve. Table 4 shows the variance between these gradation requirements and the test results. To improve the characteristics of the reclaim material near the area represented by core C-1, consider adding 100% crushed chip seal rock (FA-3 per MnDOT Specification 3127) on the existing pavement prior to reclaiming the pavement section.

Table 4. Aggregate Base Gradation Variances

Sample ID	Location	Lab Result Variance from Minimum 40% Retained on #4 Sieve (percentage points)	Lab Result Variance from Maximum 10% Passing #200 Sieve (percentage points)
C-1	Sunset Court	10	6
C-2		---	2
C-3	McGuire Circle	---	---
C-4	McGuire Court	---	3

C. Recommendations

C.1. Discussion of Pavement Repair Options

According to the explorations performed on McGuire Court, McGuire Circle, and Sunset Court, bituminous thicknesses varied between 1.75 and 4 inches and averaged about 3.5 inches, and aggregate base thicknesses varied between 3 and 9.25 and averaged about 6 inches.

It is our understanding the city is considering full-depth reclamation (FDR) as the repair for these streets. Based on the in-place thicknesses, each street is a good candidate for FDR. Our recommendations for FDR are provided below.

C.2. FDR Recommendations

C.2.a. Pulverization and Compaction

We recommend following MnDOT Specification 2215 for the reclaiming process. We recommend reclaiming to a depth of approximately 6 to 8 inches. We recommend removing excess reclaimed material to minimize grade changes, while achieving a 10-ton capacity. We anticipate approximately 4 inches of material will need to be removed. If desired, excess reclaimed material can be reused as backfill or on other projects.

If undisturbed, we anticipate that any remaining aggregate base and the underlying subgrade will provide sufficient structure to support construction traffic.

C.2.b. Proofroll

Following pulverization of the in-place materials, we recommend all exposed materials be surface compacted and proof rolled to check for the presence of localized weak areas. The proofroll should be performed with a fully loaded, tandem axle dump truck at walking speed.

The proofroll should be observed by a geotechnical engineer or qualified observer. Any detected weak areas should be corrected with a subcut and backfilled with excess reclaimed material or other suitable material such as MnDOT Class 5 aggregate base.

C.2.c. Pavement Design

Using the MnPAVE Flexible design program, we recommend the pavement section in Table 5. A printout of the MnPAVE design output file are provided in the Appendix. For the design, we classified the subgrade soils as Clay Loam with an assumed R-value of 12 to represent the lowest R-value scenario at Boring location B-3.

Table 5. Recommended Pavement Design

Repair Type	Layer	Thickness (inches)	Designation/MnDOT Spec.
FDR	Bituminous Wear	4 (two 2" lifts)	SPWEA340C / 2360
	Aggregate Base	2 to 4	Reclaim Material / 2215

C.2.d. Materials and Compaction

For reclamation, we recommend that reclaimed materials meet MnDOT Specification 2215 for Reclamation. We recommend that the materials be compacted using the Penetration Index Method as per MnDOT Specification 2211.

All bituminous mixes should meet the requirements outlined in MnDOT Specification 2360. We recommend the bituminous be placed in lifts between 1 1/2 and 2 inches. For late season paving, thicker lifts will provide more time available for compaction. Warm mix additives and void reduction asphalt membrane (VRAM) should also be considered for late season paving as a compaction aid and performance enhancement at the longitudinal joint.

We recommend tack coat meeting MnDOT Specification 2357 be placed between the lifts and along vertical faces where paving will match adjacent pavement. We recommend Gyratory tests on bituminous mixes to evaluate strength and air voids, and density tests to evaluate compaction.

C.2.e. Performance and Maintenance

We based the above pavement design on a 20-year performance life. This is the amount of time before we anticipate the pavement will require major rehabilitation. This performance life assumes routine maintenance, such as seal coating and crack sealing. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

Many conditions affect the overall performance of the pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regards to bituminous pavements, it is common to have thermal cracking develop within the first few years of placement and

continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

C.3. Utilities

C.3.a. Subgrade Stabilization

The invert elevations for the proposed sanitary sewer line between McGuire Circle and the Eagle Creek Boulevard/Muhlenhardt Road intersection was not provided to us. However, we anticipate it will be buried a minimum of five feet. As such, we anticipate the soils at typical invert elevations will be sandy soils suitable for utility support. However, if construction encounters unfavorable conditions such as soft clay, organic soils or perched water at invert grades, such as at elevation 808 in B-4, the unsuitable soils should be subcut and replaced. We recommend subcutting at least 12 inches and replacement with sand or crushed rock to prepare a proper subgrade for pipe support.

C.3.b. Corrosion Potential

A majority of the soil borings indicated the site predominantly consists of sandy soils. We consider these soils non- to slightly corrosive to metallic conduits. If utilities extend through clay soils, we recommend bedding the utilities in sandy soil free of any clay lumps or constructing the utilities with non-corrosive materials.

D. Procedures

D.1. Pavement Coring and Hand Auger Borings

Pavement coring and hand auger borings were performed on August 16, 2024. Exploration locations were selected by Braun Intertec and were conducted using a 4-inch core barrel. The bituminous pavement was repaired with a cold-mix bituminous patch immediately after coring.

Hand auger borings were performed within the core holes and were backfilled with the auger cuttings. The approximate thicknesses of the bituminous and underlying base materials at the explored locations were measured and recorded in the field.

D.2. Penetration Test Borings

We drilled the penetration test borings with a GeoProbe drill equipped with hollow-stem auger. We performed the borings in general accordance with ASTM D6151 taking penetration test samples at 2 1/2- or 5-foot intervals in general accordance to ASTM D1586. The boring logs show the actual sample intervals and corresponding depths.

D.3. Exploration Logs

D.3.a. Log of Boring Sheets

The Appendix includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials and present the results of penetration resistance and other in-situ tests performed. The logs also present the results of organic vapor screening, laboratory tests performed on penetration test samples, and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. Because we did not perform continuous sampling, the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

D.3.b. Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance and other in-situ testing performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

D.4. Material Classification and Testing

D.4.a. Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The Appendix includes a chart explaining the classification system we used.

D.4.b. Laboratory Testing

The exploration logs in the Appendix note most of the results of the laboratory tests performed on geologic material samples. The remaining laboratory test results follow the exploration logs. We performed the tests in general accordance with ASTM procedures.

D.5. Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes or allowed them to remain open for an extended period of observation, as noted on the boring logs.

E. Qualifications

E.1. Use of Report

This report is for the exclusive use of the parties to which it has been addressed. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses, and recommendations may not be appropriate for other parties or projects.

E.2. Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE

150' 0 300'

SCALE: 1"= 300'

F:\2024\B2407666\CAD\B2407666.dwg,Geotech,10/18/2024 9:16:59 AM

BRAUN INTERTEC
The Science You Build On.
11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No: B2407666

Drawing No: B2407666

Drawn By:	JAG
Date Drawn:	9/9/24
Checked By:	HO
Last Modified:	10/18/24

Project Information

City of Shakopee 2025 FDR Feasibility Study

McGuire Court and McGuire Circle at the Intersection of Eagle Creek Boulevard and Muhlenhardt Road

Shakopee, Minnesota

Soil Boring Location Sketch

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2407666
Geotechnical Evaluation
City of Shakopee 2025 FDR Feasibility Study Research
McGuire Ct/Sunset Cir & Int of Eagle Creek Blvd/
Muhlenhardt Rd.

BORING: **B-1**
LOCATION:
DATUM: NAD 1983 HARN Adj MN Scott (US Feet)
NORTHING: 242279 EASTING: 2843336
START DATE: 09/16/24 END DATE: 09/16/24
SURFACE ELEVATION: 897.0 ft
DRILLER: G. Scallon LOGGED BY: H. Olson
RIG: GP-4 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
896.4		PAVEMENT, 4 inches of bituminous over 3 1/2 inches of apparent aggregate base					
0.6		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, brown, moist		7-3-3 (6) 13"			
893.0							
4.0		FILL: SILTY SAND (SM), fine to medium-grained, organic, Clay inclusions (possible Buried Topsoil), brown to dark brown, moist	5	4-3-4 (7) 14"			
				2-2-7 (9) 16"			
888.5							
8.5		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, brown, moist, loose to medium dense (GLACIAL OUTWASH)	10	16-8-7 (15) 14"			
				7-3-4 (7) 10"			
883.0							
14.0		END OF BORING Boring immediately backfilled	15				Water not observed while drilling.
			20				
			25				
			30				

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2407666
Geotechnical Evaluation
City of Shakopee 2025 FDR Feasibility Study Research
McGuire Ct/Sunset Cir & Int of Eagle Creek Blvd/
Muhlenhardt Rd.

BORING: **B-2**
LOCATION:
DATUM: NAD 1983 HARN Adj MN Scott (US Feet)
NORTHING: 242612 EASTING: 2843618
START DATE: 09/16/24 END DATE: 09/16/24
DRILLER: G. Scallon LOGGED BY: H. Olson
SURFACE ELEVATION: 897.0 ft RIG: GP-4 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
896.4		PAVEMENT, 4 inches of bituminous over 3 inches of apparent aggregate base					
0.6		POORLY GRADED SAND (SP), trace Gravel, light brown, moist, loose to medium dense (GLACIAL OUTWASH)		4-4-4 (8) 12"			
				3-3-3 (6) 14"			
5				7-6-7 (13) 14"			
		Silty Sand seams from 10-14 feet		7-5-5 (10) 13"			
10				6-4-6 (10) 14"			
883.0							
14.0		END OF BORING Boring immediately backfilled					Water not observed while drilling.
15							
20							
25							
30							

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2407666
Geotechnical Evaluation
City of Shakopee 2025 FDR Feasibility Study Research
McGuire Ct/Sunset Cir & Int of Eagle Creek Blvd/
Muhlenhardt Rd.

BORING: **B-3**
LOCATION:
DATUM: NAD 1983 HARN Adj MN Scott (US Feet)
NORTHING: 242461 EASTING: 2843813
START DATE: 09/16/24 END DATE: 09/16/24
SURFACE ELEVATION: 913.0 ft
DRILLER: G. Scallon LOGGED BY: H. Olson
RIG: GP-4 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
912.4		PAVEMENT, 4 inches of bituminous over 3 inches of apparent aggregate base					
0.6		CLAYEY SAND (SC), trace Gravel, brown, moist, medium (GLACIAL TILL)		2-2-4 (6) 13"		19	P200=49%
907.0			5	1-2-3 (5) 18"			
6.0		SILTY SAND (SM), fine to medium-grained, brown, moist, medium dense (GLACIAL OUTWASH)		7-7-10 (17) 14"			
904.0							
9.0		SILTY SAND (SM), fine to medium-grained, brown, moist, medium dense (GLACIAL OUTWASH)	10	8-5-11 (16) 18"			
901.0							
12.0		POORLY GRADED SAND with SILT (SP-SM), with Gravel, brown, moist, medium dense (GLACIAL OUTWASH)		8-10-10 (20) 14"			
899.0							
14.0		END OF BORING	15				Water not observed while drilling.
		Boring immediately backfilled					
			20				
			25				
			30				

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2407666
Geotechnical Evaluation
City of Shakopee 2025 FDR Feasibility Study Research
McGuire Ct/Sunset Cir & Int of Eagle Creek Blvd/
Muhlenhardt Rd.

BORING: **B-4**
LOCATION:
DATUM: NAD 1983 HARN Adj MN Scott (US Feet)
NORTHING: 243303 EASTING: 2843640
DRILLER: G. Scallon LOGGED BY: H. Olson
START DATE: 09/16/24 END DATE: 09/16/24
SURFACE ELEVATION: 821.0 ft RIG: GP-4 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
819.8		PAVEMENT, 7 inches of bituminous over 7 1/2 inches of apparent aggregate base					
1.2		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, brown, moist		19-20-8 (28) 14"			
817.0							
4.0		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, brown, moist	5	4-3-3 (6) 13"			
814.0							
7.0		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, brown, moist to wet, loose to medium dense (ALLUVIUM)		9-6-7 (13) 14"			
			10	6-3-5 (8) 15"			
808.0							
13.0	▽	LEAN CLAY (CL), brown to gray, wet, soft (ALLUVIUM)		4-2-2 (4) 14"		30	
807.0							Water observed at 13.0 feet while drilling.
14.0		END OF BORING	15				
		Boring immediately backfilled					
			20				
			25				
			30				

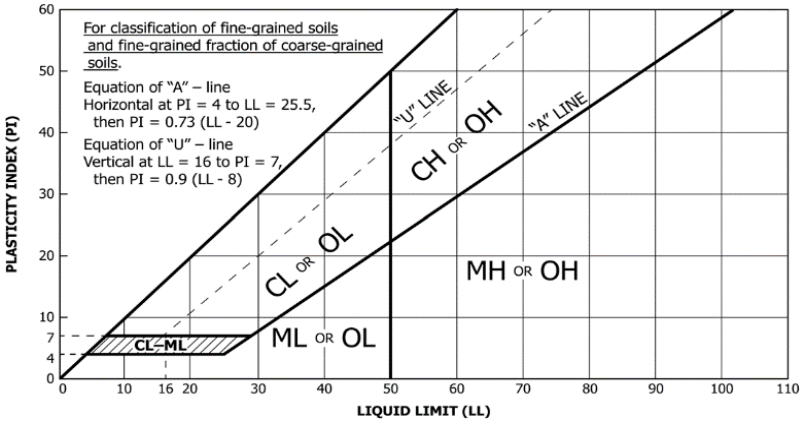
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Descriptive Terminology of Soil

Based on Standards ASTM D2487/2488
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification	
				Group Symbol	Group Name[B]
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines[C])	$C_u \geq 4$ and $1 \leq C_c \leq 3$[D]	GW	Well-graded gravel[E]
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$)[D]	GP	Poorly graded gravel[E]
		Gravels with Fines (More than 12% fines[C])	Fines classify as ML or MH	GM	Silty gravel[E F G]
			Fines Classify as CL or CH	GC	Clayey gravel[E F G]
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines[H])	$C_u \geq 6$ and $1 \leq C_c \leq 3$[D]	SW	Well-graded sand[I]
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$)[D]	SP	Poorly graded sand[I]
		Sands with Fines (More than 12% fines[H])	Fines classify as ML or MH	SM	Silty sand[F G I]
			Fines classify as CL or CH	SC	Clayey sand[F G I]
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line[J]	CL	Lean clay[K L M]
			PI < 4 or plots below "A" line[J]	ML	Silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OL	Organic clay[K L M N] / Organic silt[K L M O]
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay[K L M]
			PI plots below "A" line	MH	Elastic silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OH	Organic clay[K L M P] / Organic silt[K L M Q]
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

A. Based on the material passing the 3-inch (75-mm) sieve.
B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
C. Gravels with 5 to 12% fines require dual symbols:
   GW-GM well-graded gravel with silt
   GW-GC well-graded gravel with clay
   GP-GM poorly graded gravel with silt
   GP-GC poorly graded gravel with clay
D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
E. If soil contains ≥ 15% sand, add "with sand" to group name.
F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
G. If fines are organic, add "with organic fines" to group name.
H. Sands with 5 to 12% fines require dual symbols:
   SW-SM well-graded sand with silt
   SW-SC well-graded sand with clay
   SP-SM poorly graded sand with silt
   SP-SC poorly graded sand with clay
I. If soil contains ≥ 15% gravel, add "with gravel" to group name.
J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
L. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
M. If soil contains ≥ 30% plus No. 200 predominantly gravel, add "gravelly" to group name.
N. PI ≥ 4 and plots on or above "A" line.
O. PI < 4 or plots below "A" line.
P. PI plots on or above "A" line.
Q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**q_p**	Pocket penetrometer strength, tsf
WD	Wet density, pcf	**q_U**	Unconfined compression test, tsf
P200	% Passing #200 sieve	**LL**	Liquid limit
MC	Moisture content, %	**PL**	Plastic limit
OC	Organic content, %	**PI**	Plasticity index

Particle Size Identification

Boulders..... over 12"
Cobbles..... 3" to 12"
Gravel
  Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
  Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
Sand
  Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
  Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
  Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
Silt..... No. 200 (0.075 mm) to .005 mm
Clay..... < .005 mm

Relative Proportions[L, M]

trace..... 0 to 5%
little..... 6 to 14%
with..... ≥ 15%

Inclusion Thicknesses

lens..... 0 to 1/8"
seam..... 1/8" to 1"
layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose ..... 0 to 4 BPF
Loose ..... 5 to 10 BPF
Medium dense..... 11 to 30 BPF
Dense..... 31 to 50 BPF
Very dense..... over 50 BPF

Consistency of Cohesive Soils	Blows Per Foot	Approximate Unconfined Compressive Strength
Very soft	0 to 1 BPF	< 0.25 tsf
Soft	2 to 4 BPF	0.25 to 0.5 tsf
Medium	5 to 8 BPF	0.5 to 1 tsf
Stiff	9 to 15 BPF	1 to 2 tsf
Very Stiff	16 to 30 BPF	2 to 4 tsf
Hard	over 30 BPF	> 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

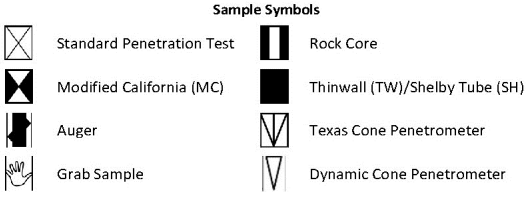
Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

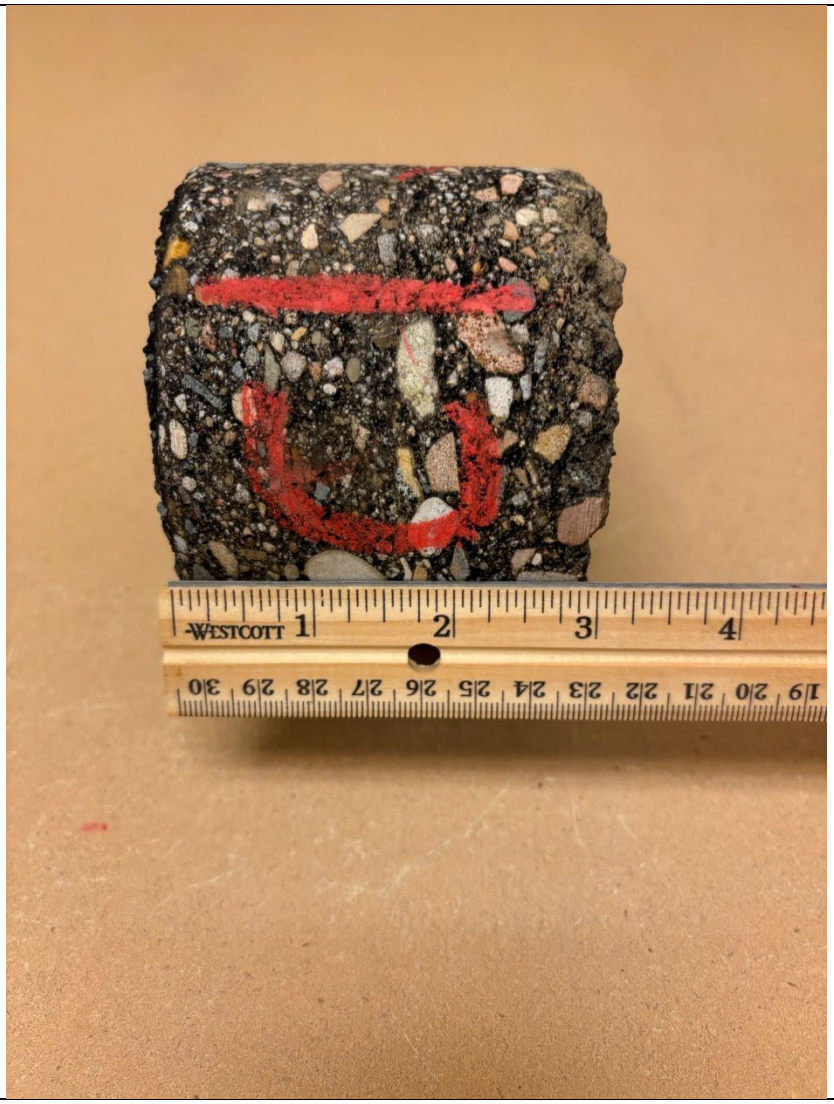
WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (▽), at the end of drilling (▼), or at some time after drilling (▼).

Sample Symbols



5/2021



Core #:	C-1			Project: B2407666
Pavement:	3.0 inches	Agg Base:	9.0 inches	
Location:	Sunset Court			
Date:	August 30, 2024			

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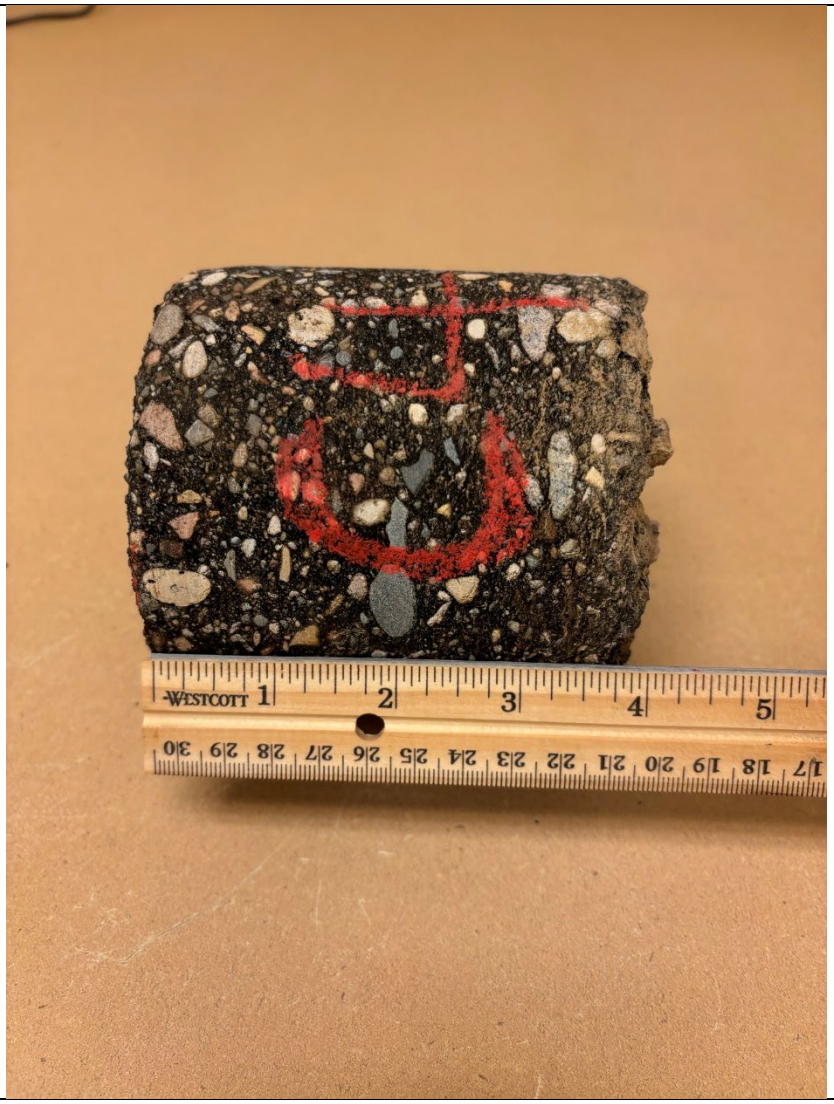
Core #:	C-2			Project: B2407666
Pavement:	1.75 inches	Agg Base:	9.25 inches	
Location:	Sunset Court			
Date:	August 30, 2024			

BRAUN INTERTEC



Core #:	C-3			Project: B2407666
Pavement:	4.0 inches	Agg Base:	9.0 inches	
Location:	McGuire Circle			
Date:	August 30, 2024			

BRAUN INTERTEC



Core #:	C-4			Project: B2407666
Pavement:	4.0 inches	Agg Base:	5.0 inches	
Location:	McGuire Court			
Date:	August 30, 2024			

BRAUN INTERTEC

DEPARTMENT OF TRANSPORTATION

Created 10/14/2024 8:59 PM

MnPAVE 7.103 Design Summary — Hot-Mix Asphalt

MnPAVE File:

20 Year Reliability: 100.0% (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Scott **City:** Shakopee

Project No.: B2407666 **Route:** **Ref. Post:**

Letting Date: 10/14/2024

Designer: Heidi Olson **Soils Engineer:**

Climate Information

Seasons: 5 **Location:** 44° 42.06' Latitude, 93° 30.2' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size B	4.00
2	Aggregate Base	FDR	3.00
3	Engineered Soil	CL R12	12.00
4	Undisturbed Soil	Clay Loam	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 0.5% **Design Flexible ESALs:** 50,000

Notes

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Appendix B Sanitary Sewer Layout and Cost Estimate

OPINION OF PROBABLE COST
CITY OF SHAKOPEE
2025 CIP - SANITARY SEWER
193807258
FEASIBILITY STUDY
October 23, 2024

NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
SANITARY SEWER SYSTEM					
1	MOBILIZATION	LS	1	$ 22,500.00	$ 22,500.00
2	TRAFFIC CONTROL	LS	1	$ 10,000.00	$ 10,000.00
3	EROSION CONTROL	LS	1	$ 3,500.00	$ 3,500.00
4	CLEARING & GRUBBING	LS	1	$ 10,000.00	$ 10,000.00
5	REMOVE BITUMINOUS TRAIL	SQ YD	0	$ 50.00	$ -
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	50	$ 55.00	$ 2,750.00
7	ADJUST SANITARY SEWER FRAME AND RING CASTING	EACH	1	$ 750.00	$ 750.00
8	CONNECT TO EXISTING SANITARY MANHOLE	EACH	1	$ 5,500.00	$ 5,500.00
9	INSTALL 4' DIA SANITARY MANHOLE	EACH	4	$ 7,000.00	$ 28,000.00
10	SANITARY STRUCTURE OVERDEPTH (>12')	LIN FT	10	$ 600.00	$ 6,000.00
11	8" PVC SEWER PIPE SDR 35 (OPEN CUT)	LIN FT	950	$ 70.00	$ 66,500.00
12	8" HDPE SEWER PIPE SDR 11 (DIRECTIONALLY DRILLED)	LIN FT	550	$ 125.00	$ 68,750.00
13	8"x 6" PVC WYE	EACH	12	$ 375.00	$ 4,500.00
14	SANITARY SEWER SERVICE	EACH	12	$ 3,500.00	$ 42,000.00
15	IMPROVED PIPE FOUNDATION - 2' THCK	LIN FT	90	$ 100.00	$ 9,000.00
16	BITUMINOUS TRAIL	SQ YD	0	$ 100.00	$ -
17	BITUMINOUS PAVEMENT	SQ YD	50	$ 150.00	$ 7,500.00
18	RESIDENTIAL LANDSCAPING	EACH	12	$ 2,000.00	$ 24,000.00
19	TURF RESTORATION	LS	1	$ 15,000.00	$ 15,000.00
				SUBTOTAL BASE BID	$ 326,250.00

BASE BID	$ 326,250.00
[15%] CONTINGENCY	$ 48,937.50
[15%] ENGINEERING/ADMIN	$ 48,937.50
TOTAL CONSTRUCTION COSTS	$ 424,125.00

NUMBER OF BENEFITED PROPERTIES	12
CONSTRUCTION COSTS PER PROPERTY	$ 35,343.75
FEES AND CONNECTION COSTS PER PROPERTY (AVG LOT AREA 2.4 ACRES) (1)	$ 19,783.00
TOTAL COST PER LOT	$ 55,138.75

(1) Cost includes assumed additional costs for property owner beyond construction including area fees, connection charges and cost of contractor to install sewer service to the homes

THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS. DO NOT SCALE THE DRAWING. ANY ERRORS OR OMISSIONS SHALL BE REPORTED TO STANTEC WITHOUT DELAY. THE COPYRIGHTS TO ALL DESIGNS AND DRAWINGS ARE THE PROPERTY OF STANTEC. REPRODUCTION OR USE FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY STANTEC IS FORBIDDEN.

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

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

PRINT NAME: _____

SIGNATURE: _____ LIC. NO. _____

DATE: _____

CITY OF SHAKOPEE, MINNESOTA

PROJET NAME

PLAN & PROFILE - ROUTE 2

NO	REVISION	DATE

SURVEY	
DRAWN	SJJ
DESIGNED	SJJ
CHECKED	
APPROVED	
PROJ. NO.	193807258

SHEET NUMBER

FIG3

Plot Date: 09/25/2024 - 10:26am
Drawing Name: C:\Users\sjohnson\Documents\Projects\Shakopee\Ascott Xemp\Acad\Xemp\Acad\Plan_2977\1_193807258_FIG3_2.dwg
Xrefs: Parcels_193807258_XSS-2_193807258_XBDI_193807258_XSV

Appendix C Watermain Layout and Cost Estimate

OPINION OF PROBABLE COST
CITY OF SHAKOPEE
2025 CIP - WATERMAIN EXTENSION COSTS
193807258
FEASIBILITY STUDY
October 23, 2024

NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
WATER SYSTEM					
1	MOBILIZATION	LUMP SUM	1	$ 30,000.00	$ 30,000.00
2	TRAFFIC CONTROL	LUMP SUM	1	$ 15,000.00	$ 15,000.00
3	CLEARING & GRUBBING	LUMP SUM	1	$ 12,500.00	$ 12,500.00
4	REMOVE AND PATCH BITUMINOUS PAVEMENT	SQ YD	50	$ 150.00	$ 7,500.00
5	EROSION AND SEDIMENT CONTROL	LUMP SUM	1	$ 3,500.00	$ 3,500.00
6	SITE RESTORATION	LUMP SUM	1	$ 5,000.00	$ 5,000.00
7	CONNECT TO EXISTING WATERMAIN	EACH	2	$ 7,500.00	$ 15,000.00
8	8" DUCTILE IRON WATERMAIN OPEN TRENCH	LIN FT	1520	$ 75.00	$ 114,000.00
9	8" HDPE WATERMAIN DIRECTIONALLY DRILLED	LIN FT	1760	$ 125.00	$ 220,000.00
10	12" DUCTILE IRON WATERMAIN OPEN TRENCH	LIN FT	0	$ 110.00	$ -
11	12" HDPE WATERAMAIN DIRECTIONALLY DRILLED	LIN FT	0	$ 150.00	$ -
12	24" STEEL CASING FOR JACKED CASING	LIN FT	110	$ 750.00	$ 82,500.00
13	8" GATE VALVE AND FITTINGS	EACH	4	$ 4,250.00	$ 17,000.00
14	12" GATE VALVE AND FITTINGS	EACH	0	$ 6,500.00	$ -
15	16" GATE VALVE AND FITTINGS	EACH	1	$ 8,500.00	$ 8,500.00
16	8" PRESSURE REDUCTION VALVE	EACH	1	$ 75,000.00	$ 75,000.00
17	INSTALL HYDRANT AND VALVE	EACH	5	$ 7,500.00	$ 37,500.00
18	WATER SERVICES	EACH	12	$ 2,250.00	$ 27,000.00
19	WATERMAIN FITTINGS	LUMP SUM	1	$ 30,000.00	$ 30,000.00
				SUBTOTAL BASE BID	$ 700,000.00

BASE BID	$ 700,000.00
[15%] CONTINGENCY	$ 105,000.00
[15%] ENGINEERING/ADMIN	$ 105,000.00
SPU REINVESTMENT OF AREA FEES	$ (154,339.20)
SPU COST SHARE OF 1/2 OF JACKED CASING PIPE	$ (41,250.00)
TOTAL CONSTRUCTION COSTS	$ 714,410.80

NUMBER OF BENEFITED PROPERTIES	12
CONSTRUCTION COSTS PER PROPERTY	$ 59,534.23
FEES AND CONNECTION COSTS PER PROPERTY (AVG LOT AREA 2.4 ACRES)(1)	$ 23,500.00
TOTAL CONSTRUCTION COSTS	$ 83,046.23

(1) Cost includes assumed additional costs for property owner beyond construction including area fees, connection charges and cost of contractor to install water service from curb stop to the homes

Project Area

8" Watermain

8" Watermain

8'' PRV

8" Watermain-
Directionally Drilled

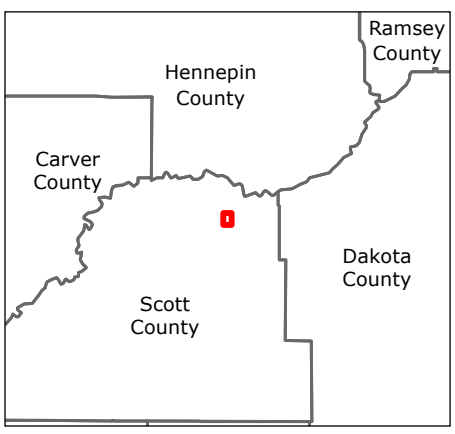
8" Watermain-
Directionally
Drilled for Looping

12" Watermain-
Directionally
Drilled for Looping

High Pressure
Water Loop

12' Watermain by others

Portage La
Moraine Cir
Moraine Dr
CSAH 18
Boiling Springs Cir
Eagle Creek Blvd
Muhlenhardt Dr
Crest Ave
Mcguire Ct
Mcguire Cir
Kelly Cir
134th St
Sunset Ct
Horizon Cir
Horizon Dr
Wildwood Dr
Wildwodo Cir
135th St
Trail Dr



Legend

- Project Area
- High Pressure Water Loop
- 8" Proposed Watermain
- 12' Proposed Watermain
- 12" Watermain- Directionally Drilled for Looping
- Watermain
- Water Valves
- Hydrants
- Storm Sewer
- Storm Manholes
- Storm Inlets
- Storm Discharge Points
- Sanitary Gravity Main
- Sanitary Manholes
- Parcels
- Contour (2ft)

0 150 300 Feet

(At original document size of 11x17)
1:3,600

N

Stantec

Project Location
T115N, R22E, S13
Shakopee, Scott Co., MN

Prepared by TAW on 2024-09-13

Client/Project
193807258
City of Shakopee
Feasibility Study

Figure No.
1

Title
Watermain Alignments

Notes
1. Coordinate System: NAD 1983 UTM Zone 15N
2. Data Sources: MNDOT, ESRI Imagery Service
3. Background: ESRI, 2023

U:\193811938072581\03_data\gis_cad\gis\pro\CIP_Utility\CIP_Utility.aprx Revised: 2024-09-26 By: twavrin

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Appendix D Roadway Project Cost Estimate

OPINION OF PROBABLE COST
CITY OF SHAKOPEE
2025 CIP - Sunset Court Roadway Costs
193807258
FEASIBILITY STUDY
October 21, 2024

NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
Full Depth Reclaimation Area					
1	MOBILIZATION	LS	1	$ 10,000.00	$ 10,000.00
2	TRAFFIC CONTROL	LS	1	$ 1,000.00	$ 1,000.00
3	EROSION CONTROL	LS	1	$ 500.00	$ 500.00
4	MILL BITUMINOUS PAVEMENT 1.5"	SQ YD	0	$ 5.00	$ -
5	CHIP SEAL FA-3	TN	70	$ 35.00	$ 2,450.00
6	RECLAIM BITUMINOUS PAVEMENT	SQ YD	2200	$ 6.00	$ 13,200.00
7	REMOVE BITUMINOUS PAVEMENT	SQ YD	0	$ 40.00	$ -
8	COMMON EXCAVATION - UNSUITABLE BASE	CU YD	80	$ 30.00	$ 2,400.00
9	CLASS 5 AGGREGATE BASE	TON	140	$ 30.00	$ 4,200.00
10	BITUMINOUS TACK COAT	GAL	110	$ 5.00	$ 550.00
11	BITUMINOUS BASE COURSE MIX (2")	TON	270	$ 100.00	$ 27,000.00
12	BITUMINOUS WEAR COURSE MIX (2")	TON	270	$ 105.00	$ 28,350.00
13	DRIVEWAY RESTORATION	EA	4	$ 1,200.00	$ 4,800.00
14	PAVER DRIVEWAY RESTORATION	EA	4	$ 2,000.00	$ 8,000.00
15	TOPSOIL RESTORATION	CU YD	12	$ 50.00	$ 600.00
16	TURF RESTORATION	LS	1	$ 1,500.00	$ 1,500.00
				SUBTOTAL BASE BID	$ 104,550.00

BASE BID	$ 104,550.00
[15%] CONTINGENCY	$ 15,682.50
[20%] ENGINEERING/ADMIN	$ 24,046.50
TOTAL CONSTRUCTION COSTS	$ 144,279.00

OPINION OF PROBABLE COST
CITY OF SHAKOPEE
2025 CIP - McGuire Circle & Court
193807258
FEASIBILITY STUDY
October 21, 2024

Stantec

NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
Full Depth Reclaimation Area					
1	MOBILIZATION	LS	1	$ 15,000.00	$ 15,000.00
2	TRAFFIC CONTROL	LS	1	$ 2,000.00	$ 2,000.00
3	EROSION CONTROL	LS	1	$ 1,000.00	$ 1,000.00
4	MILL BITUMINOUS PAVEMENT 1.5"	SQ YD	0	$ 5.00	$ -
5	RECLAIM BITUMINOUS PAVEMENT	SQ YD	4500	$ 6.00	$ 27,000.00
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	0	$ 40.00	$ -
7	COMMON EXCAVATION - UNSUITABLE BASE	CU YD	150	$ 30.00	$ 4,500.00
8	CLASS 5 AGGREGATE BASE	TON	270	$ 30.00	$ 8,100.00
9	BITUMINOUS TACK COAT	GAL	230	$ 5.00	$ 1,150.00
10	BITUMINOUS BASE COURSE MIX (2")	TON	540	$ 100.00	$ 54,000.00
11	BITUMINOUS WEAR COURSE MIX (2")	TON	540	$ 105.00	$ 56,700.00
12	DRIVEWAY RESTORATION	EA	13	$ 1,200.00	$ 15,600.00
13	TOPSOIL RESTORATION	CU YD	30	$ 50.00	$ 1,500.00
14	TURF RESTORATION	LS	1	$ 3,000.00	$ 3,000.00
				SUBTOTAL BASE BID	$ 189,550.00

BASE BID	$	189,550.00
[15%] CONTINGENCY	$	28,432.50
[20%] ENGINEERING/ADMIN	$	43,596.50
TOTAL CONSTRUCTION COSTS	$	261,579.00

Appendix E Preliminary Assessment Roll

McGuire Circle and Court
PRELIMINARY ASSESSMENT ROLL

		TOTAL
TOTALSTREET COSTS	**$**	**261,579.00**
ASSESSABLE STREET COSTS (30%)	**$**	**78,473.70**

					Per Lot	
PROPERTY NUMBER	PID	PROPERTY ADDRESS	TAXPAYER NAME	TAXPAYER ADDRESS	Assessment Units	Street Assessment
1	270530010	8550 MCGUIRE CIR SHAKOPEE, MN 55379	BRANDON HREHA	8550 MCGUIRE CIR SHAKOPEE, MN 55379	1	$ 6,539.00
2	270530020	8563 MCGUIRE CIR SHAKOPEE, MN 55379	TERRY AND CAROL KANITZ	8563 MCGUIRE CIR SHAKOPEE, MN 55379	1	$ 6,539.00
3	270530030	8569 MCGUIRE CIR SHAKOPEE, MN 55379	JEFFREY AND PARIS SOLBERG	8569 MCGUIRE CIR SHAKOPEE, MN 55379	1	$ 6,539.00
4	270530040	8575 MCGUIRE CIR SHAKOPEE, MN 55379	DENNIS AND JEANETTE VIX	8575 MCGUIRE CIR SHAKOPEE, MN 55379	1	$ 6,539.00
5	270530050	8579 MCGUIRE CIR SHAKOPEE, MN 55379	CHARLOTTE JUNE	8579 MCGUIRE CIR SHAKOPEE, MN 55379	1	$ 6,539.00
6	270530060	8583 MCGUIRE CIR E SHAKOPEE, MN 55379	RICHARD CUTTS JR.	8583 MCGUIRE CIR E SHAKOPEE, MN 55379	1	$ 6,539.00
7	270530080	8621 MCGUIRE CT SHAKOPEE, MN 55379	TOMMY AND SUSAN JOHNSON	8621 MCGUIRE CT SHAKOPEE, MN 55379	1	$ 6,539.00
8	270530110	8673 MCGUIRE CT E SHAKOPEE, MN 55379	ANDREW AND JENNA KNOKE	8673 MCGUIRE CT E SHAKOPEE, MN 55379	1	$ 6,539.00
9	270530120	8711 MCGUIRE CT E SHAKOPEE, MN 55379	BRADLEY AND STACY SHRADER	8711 MCGUIRE CT E SHAKOPEE, MN 55379	1	$ 6,539.00
10	270530130	8730 MCGUIRE CT SHAKOPEE, MN 55379	NICOLE GOTTWALDT AND JEFF JOHNSON	8730 MCGUIRE CT SHAKOPEE, MN 55379	1	$ 6,539.00
11	270530140	8624 MCGUIRE CT E SHAKOPEE, MN 55379	LADONNA CLEVELAND	8624 MCGUIRE CT E SHAKOPEE, MN 55379	1	$ 6,539.00
12	270530150	8574 MCGUIRE CT E SHAKOPEE, MN 55379	8574 MCGUIRE COURT TRUST	8574 MCGUIRE CT E SHAKOPEE, MN 55379	1	$ 6,539.00
					12	$ 78,468.00

Sunset Court
PRELIMINARY ASSESSMENT ROLL

		TOTAL
TOTALSTREET COSTS	**$**	**144,279.00**
ASSESSABLE STREET COSTS (30%)	**$**	**43,283.70**

					Per Lot	
PROPERTY NUMBER	PID	PROPERTY ADDRESS	TAXPAYER NAME	TAXPAYER ADDRESS	Assessment Units	Street Assessment
13	271460070	8828 SUNSET CT SHAKOPEE, MN 55379	GERI HOAG	8828 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
14	271460060	8760 SUNSET CT SHAKOPEE, MN 55379	JONAS AND JANE THOMAS	8760 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
15	271460050	8679 SUNSET CT SHAKOPEE, MN 55379	MARIO GRAEBER	8679 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
16	271460040	8757 SUNSET CT SHAKOPEE, MN 55379	RONALD D'AMICO	8757 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
17	271460031	8785 SUNSET CT SHAKOPEE, MN 55379	DAVID AND STACEY BREMER	8785 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
18	271460021	8855 SUNSET CT SHAKOPEE, MN 55379	STACY PAHL	PO 458 SAVAGE, MN 55378	1	$ 6,183.00
19	271460010	8925 SUNSET CT SHAKOPEE, MN 55379	STEPHEN WALLFRED REVOCABLE TRUST	8925 SUNSET CT SHAKOPEE, MN 55379	1	$ 6,183.00
					7	$ 43,281.00

Stantec

2025 Full-Depth Pavement Reconstruction

CIF-25-001

Improvement Public Hearing

November 19, 2024

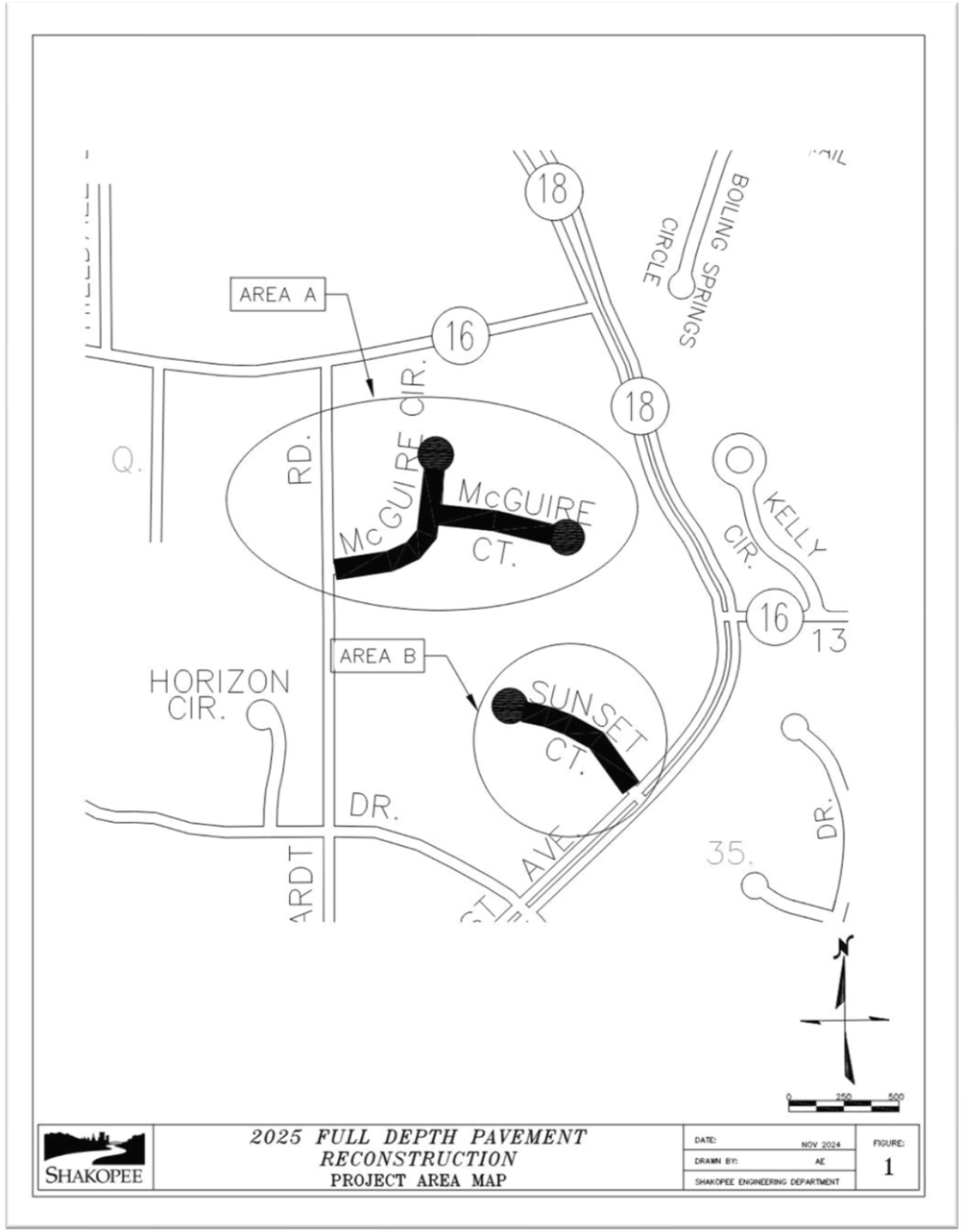
Proposed Project Location and Background

Area A – McGuire Court and McGuire Circle

- Resident Surveys
- Feasibility Report
  - Included sewer and water costs at request of residents
- Originally in 2023 CIP for mill and overlay
  - Pavement condition dictated FDR

Area B – Sunset Court

- Resident Survey
- Feasibility Report
  - Did not include sewer and water at direction of residents
- Originally in 2023 CIP for mill and overlay
  - Pavement condition dictated FDR



Area A – McGuire Court and McGuire Circle

Existing Conditions

- 28-feet wide bituminous asphalt roadway, rolling hills, drainage ditches on both sides of the road.
- Lateral sanitary sewer and water main systems have not been extended to area and residents are responsible for maintaining private septic and well systems.
- Constructed in 1999. The bituminous asphalt roadway has deteriorated significantly.



Proposed Improvements

- Reconstruct asphalt surface to 28-feet wide with 2-foot aggregate shoulders, 4-inch asphalt bituminous surface, 8-inch reclaimed aggregate base.

No sanitary sewer, watermain or street lighting improvements are proposed for this project area. Staff reviewed the possibility of extending sanitary sewer and watermain but ultimately not proposed based on estimated project costs and input from residents.

Area B – Sunset Court

Existing Conditions

- 28-feet wide bituminous asphalt roadway, 5-foot aggregate shoulders, drainage ditches on both sides of the road.
- Lateral sanitary sewer and water main systems have not been extended to area and residents are responsible for maintaining private septic and well systems.
- Constructed 1992. The bituminous asphalt roadway has deteriorated significantly.

Proposed Improvements

- Reconstruct asphalt surface to 28-feet wide with 2-foot aggregate shoulders, to a 4-inch asphalt bituminous surface and 8-inch reclaimed aggregate base.

Based on input from residents, no sanitary sewer or watermain improvements are planned with this project.



Proposed Improvements



Reclamation



Shoulders



Paving

Restoration

- Ends of driveways that are disturbed due to the street construction will be replaced with similar materials
- Disturbed boulevard areas along McGuire Court, McGuire Circle and Sunset Court will be restored with a compost-topsoil blend and hydro-seed.





Proposed Cost Apportionment

Table 1 - Estimated Cost & Funding Source
2025 Full-Depth Pavement Reconstruction Project CIF-25-001

		Streets		Estimated Total
Estimated Expenditures				
Estimated Construction Cost Street & Utility	$	294,100.00	$	294,100.00
Contingencies (15%)	$	44,115.00	$	44,115.00
Administration, Engineering, Legal (~23%)	$	67,643.00	$	67,643.00
Total Estimated Project Costs (Feasibility)	$	405,858.00	$	405,858.00
Estimated Revenue				
Special Assessments	$	121,749.00	$	121,749.00
Capital Improvements Fund	$	284,109.00	$	284,109.00
Total Estimated Revenue (Feasibility)	$	405,858.00	$	405,858.00

Special Assessments

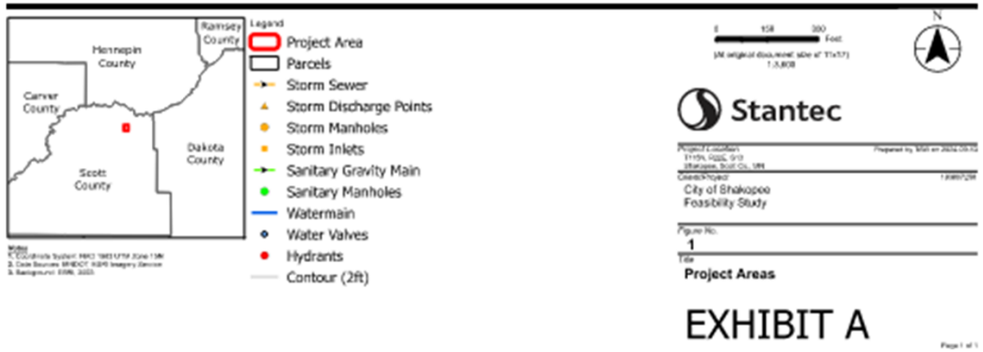
Determined per City of Shakopee Assessment Policy (adopted July 5, 2017)

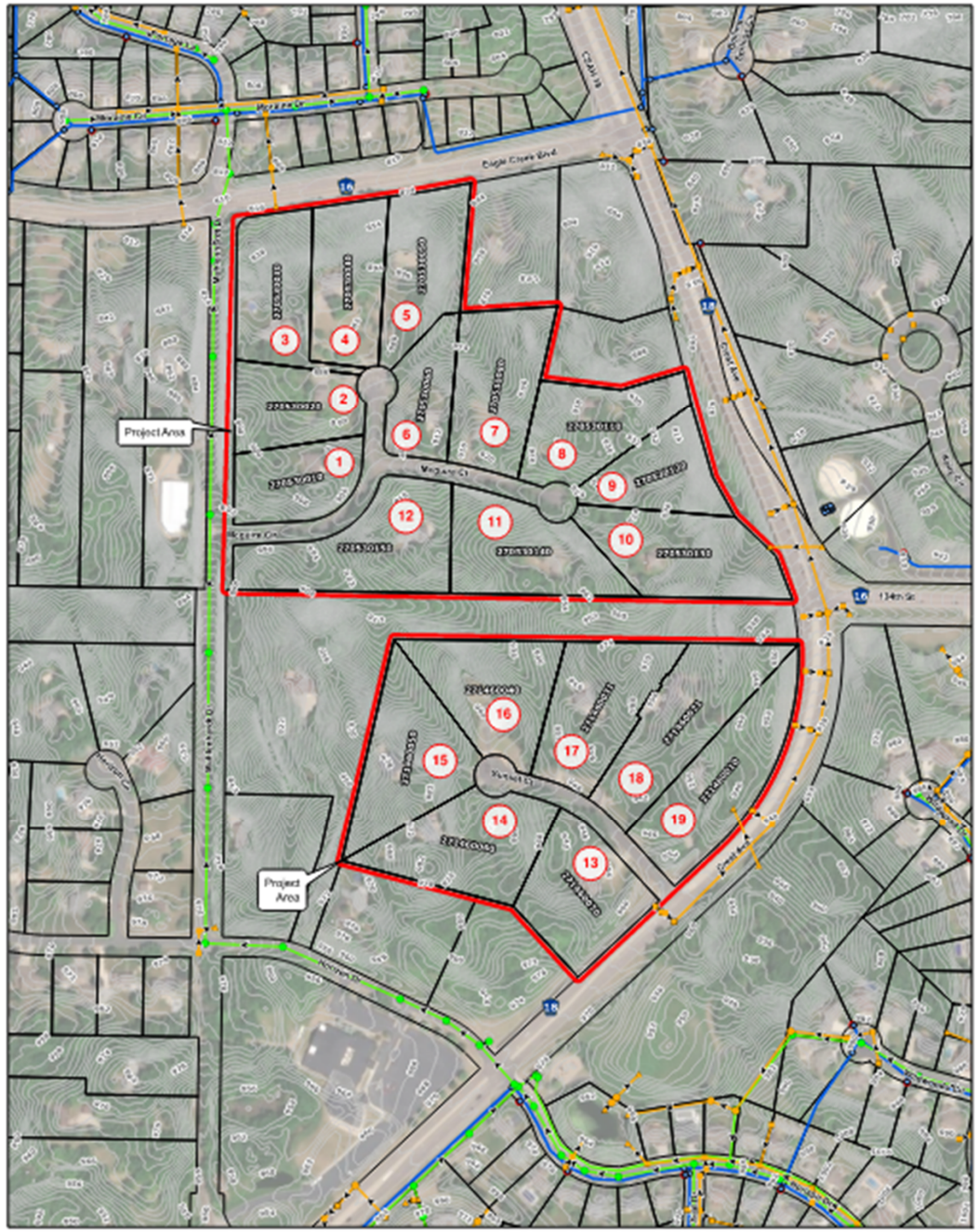
- Each project area will be assessed based on the actual cost of the street improvements specific to each neighborhood.
- 30% of the assessable street improvements will be used to determine total assessable amount.
- For both Area A and Area B, it is proposed to be assessed on a *cost per lot basis*. An assessment rate (cost per lot basis) is calculated by dividing 30 percent of the total cost of assessable street improvements by the total number of assessable lots benefitting from the improvement.
- Final assessment amounts will be considered at a second public hearing (November 2025)

Preliminary Assessment Rate Table

Area A - McGuire Court & McGuire Circle	$ 6,539.00 per lot
Area B - Sunset Court	$ 6,183.00 per lot

Assessment Map





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INNOVATING. ENTERTAINING. THRIVING.
City of Shakopee | 485 Gorman St., Shakopee MN 55379
952-233-9300 | www.ShakopeeMN.gov

Next Steps

City Council Holds Public Hearing, Authorizes the Project and Orders Preparation of Plans and Specifications (Requires 4/5^{ths} vote to proceed)	November 19, 2024
City Council Approves Plans and Specs, Authorizes Advertisement for Bids	January 7, 2025
City Receives and Opens Project Bids	February 4, 2025
City Council Considers Award of Contract	February 18, 2025
Begin Construction	May 2025
Construction Substantially Complete	August 2025
City Council Declares Cost to be Assessed, Calls for Public Hearing	October 2025
Hold Assessment Public Hearing	November 2025
Certify Assessments	December 2025

Shakopee City Council
November 19, 2024

12.a

Agenda Item: Tax Increment Financing (TIF) District No. 22, Preliminary Plat, and Planned Unit Development (PUD) for Eagle Pointe Estates
Prepared by: Amanda Schwabe, Planner
Reviewed by: Michael Kerski

Action to be considered:
Adopt Ordinance O2024-010 approving Planned Unit Development District #14 (Eagle Pointe Estates), approve Resolution R2024-146 approving the Preliminary Plat for Eagle Pointe Estates, and approve Resolution R2024-147 approving Tax Increment Financing (TIF) District No. 22.

Motion Type:
Adopt

Background:
Discussion:
Site Information:

Property Owners: Shakopee Gravel, Inc. (PID's 279160102, 279160110, 279170020)

Michael Hawkins (PID 279160120)

Total Project Area: 140 acres

Current Zoning: Agriculture Preservation (Ag)

Proposed Zoning: Planned Unit Development (PUD)

Current 2040 Guiding: Mixed Use Center & Suburban Residential

The city worked with both House and Senate members to pass special legislation specifically addressing the need for improvements to the existing gravel pit including the re-compaction of much of the area. The total project value including buildings, public improvements and site import and compaction is approximately $375 million. We anticipate that once the final development plans are submitted for grading and improvements, the value will be higher.

The specific state legislation passed for this site allows a tax increment financing district (TIF) to be created for the area that could be used to remediate the site and for necessary

public improvements. This was similar to legislation passed for similar gravel pits in Apple Valley, Maple Grove and Edina. Centennial Lakes in Edina is a similar mixed use development that includes a major public amenity, and was built from 1988 until 2000.

The value of Shakopee Gravel TIF is approximately $23 million over the life of the district (20 years). There is substantial risk to the redeveloper since it will need to purchase the property, begin site remediation, install necessary public infrastructure including the creation of the lake, prior to any vertical construction on the site. It is anticipated that it would take at least 24 months to grade the site and then engineers would need to monitor settlement before any building pads could be constructed on. It is likely the commercial/retail area and two proposed market rate apartment buildings and the proposed age restricted (over 55) apartment on the lake would be constructed once preliminary grading is completed while waiting for the other residential sites to become buildable. Any TIF returns to the redeveloper are dependent on the actual development that occurs and the value over the 20- year period. In this District, the redeveloper will have what's known as a "pay go" note to them. They only receive taxes after they are generated and paid.

Shakopee Gravel, Inc., has applied for a mixed use redevelopment project on the Shakopee Gravel site in the southwest corner of 17th Avenue/CH 16 and Mystic Lake Drive/CH 83.

A neighborhood meeting was held and well attended by adjacent residents whom were largely positive about the project.

The Eagle Pointe Estates project proposes to include approximately 155 single-family residences, 110 attached townhomes, 74 detached townhomes, up to 534 apartment units, approximately 174,000 sq. ft. of commercial/retail/office/medical space, and approximately 23 acres of open space. As part of the PUD requirements, a minimum of 15% of the lot area shall be open space. As proposed, the development will include over 16% of open space dedicated to the public.

The project area also includes a proposed water treatment plant which would be owned and operated by Shakopee Public Utilities (SPU) on approximately 9.52 acres owned by Michael Hawkins. This facility would process raw water from the SPU wells in the area and provide any necessary treatment and then distribute the water to customers. All activities would be within the building and would have minimal staffing and trucking. Water from the facility would be used to maintain the lake levels. SPU anticipates that water treatment will be needed as regulations change at both the state and federal level.

PUD Amendments will be necessary prior to development of all future phases. No building designs are being approved with this action. At the time of final plat and PUD Amendments, the specific users will be known and the applicants will be required to be substantially consistent with the approved Master Plan and meet or exceed the

performance and design standards required for the development and meet City Code.

The residential components of the project include a variety of lot sizes as well as attached and detached options as summarized in the table below.

Housing Type	Number of Lots	Lot Widths	Front Setback	Side Setback (Interior)	Side Setback (Street)	Rear Setbacks	Minimum Lot Size (Sq. Ft.)	Average Lot Size (Sq. Ft.)
Attached Townhomes	110	NA	22'*	20'	20'	30'	NA	NA
Detached Townhomes	49	35'	20'	5'	10'	25'	4,500	4,939
	25	40'	25'	5'	15'	25'	5,000	8,149
Single-Family	93	52'	25'	6'	15'	25'	6,500	8,189
	62	65'	25'	7.5'	15'	25'	8,125	10,997
Multi-Family /Apartments	3	NA	30'	30'	30'	30'	NA	NA

*22' to private road/alley & 25' to public Right of Way

The project includes a number of housing types including a new detached townhouse with garages to the rear along a private alley. Engineering suggested this change to eliminate a large number of driveways along the road. It also creates a more walkable street with front doors facing the street with stoops. The proposed townhomes along the lake also have front facing doorways along the lake.

City and Scott County staff along with the applicant have spent significant time reviewing the proposed street alignments, which are reflected in the Master Plan/Overall Site Plan dated October 30, 2024. Vehicular access to the site will be from the development of Eagle Pointe Parkway from 17th Avenue/CR 16 running southeasterly to Mystic Lake Drive/CH 83. A traffic signal will be installed at the 17th Avenue/CH16/ Eagle Pointe Parkway intersection which additional right of way dedication for a dedicated right turn lane in the future when Emblem Way to the north is improved with future development. The access to Mystic Lake Drive/CH 83 from the development will be limited to a 3/4 access. Additional internal streets will provide access to Philipp Avenue to the northwest of the site as well as access to Thrush Street to the south. Traffic studies have been completed by the applicant which confirm the need for a signal at 17th Avenue/CH 16. Alleys shown on the plat will be private and all other streets will be public, including the streets through the commercial/retail area.

The project includes approximately 23 acres of dedicated trails and open space/ponding, portions of which will be improved by the city with amenities such as a covered pavilion, a scenic pier, a fountain, passive and active play areas and a winter sledding hill and ice

skating on the lake, weather permitting. The applicant is proposing extensive sidewalk and trail connections for adjacent neighborhoods to the proposed open space and commercial/retail areas. Because of the number of trails and density in the surrounding area, the project proposes that trails around the lake will be lighted at night.

An Environmental Assessment Worksheet (EAW) was completed per Minnesota Environmental Quality Board (EQB) Rules, Chapter 4410, part 4410.1000, Subpart 3 and Resolution R2024-092 was approved by the City Council on June 18, 2024. That study called for traffic improvements at the project site, which have been included in the project budget, which includes a three quarter intersection on CH83 and a new traffic signal at the entrance on Eagle Creek along with a new roundabout internal to the project.

Recommendation:
The Planning Commission held Public Hearing and reviewed the request at their November 7, 2024 meeting, and by a 7-0 vote, recommended approval of the PUD and Preliminary Plat with the proposed conditions. The Planning Commission voted 6-0 (1 commissioner abstained) to recommend approval of the Tax Increment Financing (TIF) application.

Approve Resolution R2024-146 approving the Preliminary Plat of Eagle Point Estates
Adopt Ordinance O2024-010 approving Planned Unit Development (PUD) #14
Approve Resolution R2024-147 approving the Tax Increment Financing (TIF) District No. 22

Budget Impact:
N/A

Attachments:
Eagle Pointe Estates Preliminary Plat Resolution R2024-146.pdf
PUD Ordinance O2024-010.pdf
Shakopee Gravel TIF Resolution R2024-147.pdf
Applicant Narrative.pdf
Concept Elevations.pdf
Eagle Pointe Estates Master Plan.pdf
Preliminary Landscape Plan with comments.pdf
Preliminary Plat with staff comments.pdf
Engineering Memo PUD and PP Review (Shakopee Gravel).pdf
Fire Department Review Memo - EAGLE POINT ESTATES.pdf

Shakopee TIF 22 Soils Deficiency District Gravel Pit Draft TIF Plan_101824.pdf
Attendance and comments from Neighborhood Meeting.pdf
Dan Misgen Comment 10.28.24.pdf
SH Eagle Pointe TIF County Comments.pdf
Shakopee proposed TIF District 22 County Comments.pdf
23483 Gravel Pit Presentation Boards 2024-10-29.pdf

RESOLUTION R2024-146

A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA APPROVING THE PRELIMINARY PLAT OF EAGLE POINTE ESTATES

WHEREAS, Bert Notermann (applicant), on behalf of property owner Shakopee Gravel, Inc. and Michael Hawkins (property owner), has made application for the Preliminary Plat of Eagle Pointe Estates; and

WHEREAS, the preliminary plat includes approximately 155 single-family residences, 110 attached townhomes, 74 detached townhomes, up to 534 apartment units, approximately 174,000 sq. ft. of commercial/retail/office/medical space, and approximately 23 acres of open space; and

WHEREAS, the property is legally described as:

See attached legal description; and

WHEREAS, notice was provided and on November 7, 2024 the Planning Commission held a public hearing regarding the Preliminary Plat of Eagle Pointe Estates, at which time it heard from City Planning staff and invited members of the public to comment; and

WHEREAS, the City Council reviewed the Preliminary Plat of Eagle Pointe Estates on November 19, 2024; and

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Shakopee, Minnesota that the Preliminary Plat of Eagle Pointe Estates is hereby approved subject to the following conditions:

A. Approval of title by City Attorney.
B. Site development shall comply with the Engineering Department memorandum dated October 31, 2024.
C. Site Development shall comply with the Fire Department memorandum dated July 26, 2024 and amended October 30, 2024.

D. Fire hydrants shall be placed in accordance with local requirements and the Minnesota State Fire Code.
E. Shakopee Gravel, Inc./Developer/Applicant shall comply with all Shakopee Public Utilities requirements and provide payment of the applicable fees.
F. Updated Landscaping Plan shall be submitted for review and approval. Plan shall comply with City Code requirements and financial security requirements set forth by City Code. Applicant needs to work with CenterPoint Energy regarding what landscaping can be placed in their easements.

Following approval and recording of a subsequent final plat, the following conditions shall apply:

A. Shakopee Gravel, Inc./Developer/Applicant shall provide a copy of the proposed Homeowners Association Bylaws for review by staff.
B. Development of all lots shall comply with the Master Plan/Overall Site Plan dated October 30, 2024.
C. No building designs are approved. All improvements will be required to meet or exceed City Code requirements related to performance standards, construction materials, parking, etc. Single Family homes and detached townhomes shall not have the same elevation or color package as the homes on either side or directly across the street.
D. Master Sign Plan shall be submitted for review and approval prior to the issuance of any building permits for a commercial uses or multi-family/apartments.
E. Revision comments provided on the civil drawings need to be made prior to submitting a subsequent Final Plat.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held the 19th day of November 2024.

_____
Mayor

Attest:

_____
City Clerk

Legal Description

The North Half of the Northwest Quarter and the Southwest Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota, EXCEPT that part platted as Park Meadows First Addition.

And

That part of the Southeast Quarter of the Northeast Quarter of Section 17, Township 115 North, Range 22 West, Scott County, Minnesota, lying northeasterly of the northeasterly right of way line of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad, the centerline of the said right-of-way as shown by survey recorded as Scott County Recorder Document No. 178638.

And

North 10 acres of the Southeast Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota.

ORDINANCE O2024-010

AN ORDINANCE OF THE CITY OF SHAKOPEE, MINNESOTA, APPROVING PLANNED UNIT DEVELOPMENT (PUD) DISTRICT #14 (EAGLE POINTE ESTATES) FOR PROPERTY LOCATED IN THE SOUTHWEST CORNER OF 17th AVENUE EAST AND MYSTIC LAKE DRIVE, NORTH OF THRUSH STREET

WHEREAS, Bert Notermann (applicant), on behalf of property owner Shakopee Gravel, Inc. and Michael Hawkins (property owner), has applied for a Planned Unit Development (PUD) for Eagle Pointe Estates; and

WHEREAS, the preliminary plat includes approximately 155 single-family residences, 110 attached townhomes, 74 detached townhomes, up to 534 apartment units, approximately 174,000 sq. ft. of commercial/retail/office/medical space, and approximately 23 acres of open space; and

WHEREAS, the property is legally described as:

See attached legal description; and

WHEREAS, notices were duly sent and posted, and a public hearing was held before the Planning Commission on November 7, 2024, at which time all persons present were given an opportunity to be heard; and

WHEREAS, the Planning Commission has recommended to the City Council that the Planned Unit Development be adopted as conditioned in this Ordinance; and

WHEREAS, the City Council heard the matter at its meeting on November 19, 2024; and

NOW, THEREFORE BE IT ORDAINED, that the City Council of the City of Shakopee, Minnesota hereby adopts the following findings of facts relative to the above-named request:

Criteria #1: Is the proposed development consistent in all respects with the comprehensive plan?
Finding #1: The current guidance for the property is split north and south. The north half is guided Mixed Use Center, which allows commercial, office and multi-family residential, institutional and parks uses. The south half of the property is guided as Suburban Residential which allows for single-family and multi-family residential uses, open space, daycares, and institutional uses. The proposed PUD will incorporate a mix of residential and commercial uses, which will be consistent with the comprehensive plan once the text related to density in the mixed use center classification is amended.

Criteria #2: Is the proposed development, including deviations from design standards compatible with surrounding land uses?
Finding #2: Prior to development of each use, a PUD Amendment will be required to ensure the performance and design standards are met or exceeded. The surrounding land uses include undeveloped land and multi-family/apartment uses to the north, park and open space as well as one

and two-story single-family uses to the south, attached townhomes and Shakopee Mdewakanton Sioux Community property to the east and two-story attached and detached single-family residential to the west

Criteria #3: Does the proposed development provide adequate open space, circulation, pedestrian orientation, parking, recreation, screening, and landscaping?
Finding #3: Prior to development of each use, a PUD Amendment will be required to ensure the performance and design standards are met or exceeded as it relates to building materials, pedestrian access, parking requirements, impervious surface, screening, landscaping, and emergency services.

Criteria #4. If the primary function of the PUD is to encourage development which will preserve and enhance worthwhile natural terrain characteristics, it should not force intense development to utilize all portions of a given site in order to arrive at the maximum density allowed.
Finding #4: The site is approximately 140 acres in size with approximately 23 acres (16+%) of park and open space dedicated to the public which includes a large ponding feature with a fountain, scenic pier, trails and a sledding hill. As a former sand and gravel pit, the terrain for the site will require substantial earth work and when completed, will offer the aforementioned park amenities as well as a variety of residential lot sizes and commercial/retail/office/medical uses. The project will provide substantial landscaping and will enhance the natural aesthetics of the site.

Criteria #5: Does the PUD provide an overall compatibility of land uses and overall appearance and compatibility of individual buildings to other site elements or to surrounding development. The architectural style of buildings shall not solely be a basis for denial or approval of a plan.
Finding #5: The master plan illustrates an overall compatibility of land uses to other site elements and the surrounding area. Prior to development of each use, a PUD Amendment will be required to ensure the performance and design standards are met or exceeded.

Criteria #6. Whether the proposed PUD plan would offer a greater general public benefit than would be realized under the underlying zoning district and/or general zoning provisions.
Finding #6: The proposed PUD plan would afford a greater general public benefit than would be realized under the underlying Agriculture Preservation zoning district and/or general zoning provisions due to sand and gravel operation being redeveloped into a mix of attached and detached single-family, multi-family/apartments and commercial/retail/office and medical uses, additional landscaping and on-street public parking stalls as well as approximately 23-acres of open spaces an park uses.

BE IT FURTHER ORDAINED, that the property in the attached legal description is hereby approved for Planned Unit Development District #14 (Eagle Pointe Estates) in the Zoning Ordinance subject to the following conditions:

1. Development of all lots shall comply with the Master Plan/Overall Site Plan dated October 30, 2024 and minimum setbacks as noted.
2. All phases of this development will require subsequent PUD Amendments as no building designs or elevations are approved.
3. The submitted Landscape Plan is not approved and must be resubmitted consistent with City Code requirements. The quantity and size of plantings along 17th Ave East on the landscape plan must match the submitted landscape plan. Permission from utility companies may be required.

4. The applicant must provide financial security for landscaping and tree replacement (existing tree buffer along west property line is subject to 1:1 replacement by caliper inches) in accordance with City Code requirements.
5. The applicant shall provide park dedication fees consistent with the current City Fee Schedule at the time of Final Plat recording.
6. The combined open space areas must be a minimum of 23.48 acres.
7. Site design and performance standards shall exceed City Code requirements, such as using LP or Hardie Plank siding with brick and glass accents as well as increased landscaping for the single-family and townhouse developments.
8. Submittal and approval of a Preliminary Plat shall occur prior to any site grading activities.
9. Submittal and approval of a Final Plat consistent with this approved PUD plan shall prior to the issuance of any building or sewer/water permits.

Passed in regular session of the City Council of the City of Shakopee, Minnesota held on the 19th day of November, 2024.

_____
Mayor of the City of Shakopee

Attest:

_____
Lori Hensen, City Clerk

Published in The New Prague Times on the _____ day of _____, 2024.

LEGAL DESCRIPTION

The North Half of the Northwest Quarter and the Southwest Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota, EXCEPT that part platted as Park Meadows First Addition.

And

That part of the Southeast Quarter of the Northeast Quarter of Section 17, Township 115 North, Range 22 West, Scott County, Minnesota, lying northeasterly of the northeasterly right of way line of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad, the centerline of the said right-of-way as shown by survey recorded as Scott County Recorder Document No. 178638.

And

North 10 acres of the Southeast Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota.

RESOLUTION NO. R2024-147

A RESOLUTION OF THE CITY OF SHAKOPEE APPROVING TAX INCREMENT FINANCING PLAN FOR TAX INCREMENT FINANCING (SOIL DEFICIENCY) DISTRICT NO. 22 AND A MODIFIED REDEVELOPMENT PLAN FOR THE MINNESOTA RIVER VALLEY HOUSING AND REDEVELOPMENT PROJECT NO. 1

WHEREAS, the Economic Development Authority for the City of Shakopee, Minnesota (the "Authority") was created pursuant to Minnesota Statutes, Sections 469.090 through 469.1082, as amended, and was authorized to transact business and exercise its powers by a resolution of the City Council of the City of Shakopee, Minnesota (the "City"); and

WHEREAS, the City has previously established, and the Authority administers the Minnesota River Valley Housing and Redevelopment Project No. 1 (the "Project") located within the City, pursuant to Minnesota Statutes, Sections 469.001 through 469.047, as amended (the "HRA Act"), and has caused to be created a Redevelopment Plan (the "Redevelopment Plan") therefor; and

WHEREAS, the Authority and the City have determined to modify the Redevelopment Plan for the Project and approve a new tax increment financing plan (the "TIF Plan") for Tax Increment Financing (Soil Deficiency) District No. 22 (the "TIF District"), a soil deficiency district, pursuant to Minnesota Statutes, Sections 469.174 through 469.1794, as amended (the "TIF Act"), and Laws of Minnesota 2023, Chapter 64, Article 8, Section 13 (the "Special Law"), all as described in a plan document presented to the City Council of the City (the "Council") on this date; and

WHEREAS, pursuant to Section 469.175, subdivision 2 of the TIF Act, the proposed TIF Plan and the estimates of the fiscal and economic implications of the TIF Plan were presented to the Clerk of the Board of Education of Independent School District No. 720 and to the County Auditor of Scott County, Minnesota at least thirty (30) days before the date of the public hearing regarding the TIF Plan; and

WHEREAS, the modified Redevelopment Plan and the TIF Plan were, in accordance with the HRA Act and TIF Act, referred to the Planning Commission of the City (the "Planning Commission"), and the Board of the Planning Commission adopted a resolution on November 7, 2024, which found that the modified Redevelopment Plan and TIF Plan conform to the general plan for the development of the City as a whole; and

WHEREAS, on the date hereof, the Board of Commissioners of the Authority approved the modified Redevelopment Plan and TIF Plan and referred them to the Council for public hearing and consideration; and

WHEREAS, this Council has reviewed the contents of the modified Redevelopment Plan and the TIF Plan and on this date conducted a duly noticed public hearing thereon, at which the views of all interested parties were heard;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Shakopee that:

Section 1. Findings with Respect to the Special Law. The City finds that parcels consisting of at least seventy percent (70%) of the acreage of the parcels identified by numbers 279160102, 279160110, 279170020, and 279160120 (collectively, the "Special Law Project Area"), excluding street and railroad rights-of-way, are characterized by one or more of the following conditions: (a) peat or other soils with geotechnical deficiencies that impair development of residential or commercial buildings or infrastructure; (b) soils or terrain that requires substantial filling in order to permit the development of residential or commercial buildings or infrastructure; (c) landfills, dumps, or similar deposits of municipal or private waste; (d) quarries or similar resource extraction sites; (e) floodways; and (f) substandard buildings within the meaning of Section 469.174, subdivision 10 of the TIF Act.

Section 2. Findings; Project.

2.01. It is hereby found and determined that within the Project there exist conditions of economic obsolescence, underutilization, and inappropriate uses of land constituting blight within the meaning of the HRA Act. The findings stated in the modified Redevelopment Plan are incorporated herein by reference.

2.02. It is further specifically found and determined that:

(a) the land within the Project would not be made available for redevelopment without the public intervention and financial assistance described in the Redevelopment Plan;

(b) the modified Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the redevelopment of the Project by private enterprise; and

(c) the modified Redevelopment Plan conforms to the general plan for development of the City as set forth in the comprehensive municipal plan.

Section 3. Findings; TIF District.

3.01. It is found and determined that it is necessary and desirable for the sound and orderly redevelopment of the Project, and for the protection and preservation of the public health, safety, and general welfare, that the authority of the TIF Act be exercised by the City to provide financial assistance to the TIF District and the Project.

3.02. It is further found and determined, and it is the reasoned opinion of the City, that the redevelopment proposed in the TIF Plan could not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value expected to result from the proposed redevelopment after subtracting the present value of the projected tax increments for the maximum duration of the district permitted by the TIF Plan.

3.03. The proposed public improvements to be financed in part through tax increment financing are necessary to permit the City to realize the full potential of the TIF District and the Project in terms of removal or remediation action for hazardous substances, pollution, or contaminants, redevelopment intensity, and tax base.

3.04. The TIF Plan conforms to the general plan for redevelopment of the City as a whole.

3.05. The TIF Plan will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the redevelopment of the TIF District and the Project by private enterprise.

3.06. The TIF District is a soil deficiency district under the Special Law.

3.07. Except as otherwise provided in the Special Law, increments collected from the TIF District may be used only to (a) acquire parcels on which the improvements described in item (b) will occur; (b) pay for the cost of correcting the unusual terrain or soil deficiencies and the additional cost of installing public improvements directly caused by the deficiencies; and (c) pay for the administrative expenses of the Authority allocable to the TIF District.

3.08. Reasons and facts supporting all the above findings are set forth in the TIF Plan and are incorporated herein by reference. The Council has also relied upon reports and recommendations of its staff and consultants, as well as the personal knowledge of members of the Council, in reaching its conclusions regarding the TIF Plan.

Section 4. Public Purpose. The adoption of the modified Redevelopment Plan and the TIF Plan conforms in all respects to the requirements of the TIF Act and the Special Law. The modified Redevelopment Plan and the TIF Plan will help facilitate redevelopment that will create new commercial uses and improve the tax base. The City expressly finds that any private benefit to be received by the Redeveloper is incidental, as the tax increment assistance is provided solely to make the redevelopment financially feasible and thus produce the public benefits described. Therefore, the City finds that the public benefits of the modified Redevelopment Plan and the TIF Plan exceed any private benefits.

Section 5. Approvals; Further Proceedings.

5.01. The modified Redevelopment Plan and the TIF Plan for the TIF District are hereby approved and adopted in substantially the forms on file at City Hall.

5.02. The Authority is authorized and directed to file a request for certification of the TIF District with the County Auditor of Scott County and to file a copy of the modified Redevelopment Plan and TIF Plan with the Minnesota Commissioner of Revenue as required by the TIF Act.

Adopted in regular session of the City Council of the City of Shakopee held the 19th day of November, 2024.

_____
Mayor

ATTEST:

_____
City Clerk

PUD APPLICATION NARRATIVE

EAGLE POINTE ESTATES

Shakopee Gravel, Inc. is pleased to present Eagle Pointe Estates, the mixed-use redevelopment of the existing Shakopee Gravel Pit site, located prominently in the southwest quadrant of Mystic Lake Drive (Scott County 83) and 17th Avenue (Scott County 16). The redevelopment of the approximately 140-acre site will include the dedication to the City of Shakopee over 22 acres of public open space land to be used as park and gathering areas including a created lake-like amenity for the entire region of the community to enjoy. The project will include the grading and reclamation of the entire property and creation of the lake amenity to accommodate the various uses proposed as part of Eagle Pointe Estates. An application for Tax Increment Financing (TIF) has also been initiated to support the extensive grading and site reclamation project as well as for a Planned Unit Development and Preliminary Plat to include 229 single-family residential homes and 110 attached townhomes, up to 534 apartment units, and a 23-acre site, containing approximately 175,000 square feet of various commercial retail and office uses.

An Environmental Assessment Worksheet (EAW) was prepared in April 2024. The EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comments to the required EAW distribution list. The comment period ended on May 23, 2024, and a summary of the project's findings of facts and conclusions were submitted to the Shakopee City Council and accepted by the council on June 18, 2024.

The project site has been operated as a gravel mine since the late 1980s. Gravel and aggregates have been mined, processed, and sold from the site during the decades since then. During that mining operation, fill materials from many other construction sites from around the area were brought to the site and stockpiled, for the ultimate use of reclamation. Since the early 2000s, the City of Shakopee has regulated the mining operation to ensure the fill materials brought into the site did not contain environmental pollutants and were generally suitable for use as fill material to support the future development and construction on the site.

Extensive grading, excavation, and re-compaction of the years of accumulated fill soils is the necessary process to be undertaken for the redevelopment of a site such as this. It is estimated that up to four-million cubic yards of soil will need to be excavated and recompacted, in addition to importing several hundred-thousand cubic yards of additional fill to complete the site grading, which will allow for the development of the Eagle Pointe Estates project site. The proposed grading site elevations are targeted to minimize the fill material required for the project, yet achieve the City of Shakopee drainage and overflow requirements.

The State of Minnesota and the City of Shakopee have taken the necessary legislative steps for the creation of a Tax Increment Financing (TIF) plan to allow for this redevelopment project to happen. It is unlikely the reclamation and development of the Eagle Pointe Estates project could advance without the cooperation and partnership of the City of Shakopee in creating the TIF district to help defray the extraordinary costs associated with the project. The TIF application spells out all of the estimated eligible costs for the reclamation and redevelopment of the Eagle Pointe Estates project, as well as the expected

values of projected TIF created. Details of these costs and created TIF are included in the TIF application materials.

The majority of the redevelopment will likely occur over a period of 5 to 7 years. The initial phase will be related to the grading, reclamation, and compaction fill materials, which extend to depths of nearly 45 feet in some locations. The project fills will be properly tested, documented and monitored, liking requiring 12-18 months to complete. The following phases will consist of the platting of lots and blocks and the related utility and street construction required for each phased plat.

Contained within the Envision Shakopee 2040 Land Use Plan, the property is guided partially for mixed-use center and partially for suburban residential. The mixed-use center guidance allows for commercial, office, institutional and mixed-use as well as multi-family residential (30-60 units per acre), and public gathering space. Suburban residential allows for both single family and attached residential (3-6 units per acre) as well as parks, open space institutional, daycare and senior centers. The Eagle Pointe Estates project proposes uses that blend harmoniously with the Envision Shakopee land uses intended for this area of the community.

The focal point of the PUD plan for Eagle Pointe Estates is over 22 acres of public space comprised of gathering areas, trails, parks, a sliding hill, passive open space and a created lake-like amenity. The plan includes trail connectivity to adjacent existing neighborhood trails and is intended to bring the residents of the community together. Eagle Pointe Estates includes 229 single-family residential homes of various living styles, having lot widths that vary from 35 to 65 feet, as well as 110 attached townhomes to meet a multitude of market sectors and home buyers. The plan also includes three separate apartment sites, potentially providing up to 534 dwelling units.

The creation of approximately 175,000 square feet of retail and office commercial uses will provide a variety of supporting services to the new and surrounding residents of this area. The intent is for grocery, restaurant, and office uses all to be represented here, though no committed users are in place at this time. Eagle Pointe Estates will provide the community with a multitude of choices for housing, recreation, and commercial services. As part of the PUD application, the lot parameter flexibilities shown in the tables below are being requested to allow Eagle Pointe Estates to be the cohesive master-planned community intended by the Envision Shakopee land use guiding.

EAGLE POINTE ESTATES - PROPOSED PUD STANDARDS

DETACHED SINGLE FAMILY LOTS

	65-FOOT WIDE LOTS	52-FOOT WIDE LOTS	40-FOOT WIDE LOTS	35-FOOT WIDE LOTS W/ ALLEY
MIN LOT WIDTH	65 FT	52 FT	40 FT	35 FT
MIN LOT WIDTH - CORNER	72.5 FT	61 FT	50 FT	40 FT
MIN LOT DEPTH	120 FT	120 FT	125 FT	130 FT
FRONT SB	25 FT	25 FT	25 FT	15 FT
SIDE YARD SB	7.5 FT	6 FT	5 FT	5 FT
SIDE YARD CORNER	15 FT	15 FT	15 FT	15 FT
REAR YARD SB	25 FT	25 FT	25 FT	25 FT*
MAX HARD COVER	50%	50%	50%	70%
MAX DENSITY	4.0 UNIT/ACRE	5.5 UNIT/ACRE	7.00 UNIT/ACRE	9.00 UNIT/ACRE
MAX BUILDING HT	35 FT	35 FT	35 FT	35 FT

* REAR SB IS FROM GARAGE FACE TO ALLEY CURB

	ATTACHED TOWNHOMES
MIN FRONT SB - ROW	15 FT
MIN GAR DOOR - ROW	25 FT
MIN GAR SB - PVT DR/CURB	25 FT
REAR YARD SB	30 FT
REAR YARD SB - COLL	45 FT
SIDE YARD SB	20 FT
SIDE YARD SB - STR	20 FT
MIN DIST BET BLDGS	20 FT
MAX HARD COVER	60%
MAX DENSITY	12 UNIT/ACRE
MAX BUILDING HT	35 FT

	APT SITE - LOT 1 BLK 13	APT SITE - LOT 5 BLK 14	APT SITE - LOT 6 BLK 14
MIN LOT SIZE	1.0 AC	1.0 AC	1.0 AC
MIN DENSITY	14 UNIT/ACRE	14 UNIT/ACRE	14 UNIT/ACRE
MAX DENSITY	39 UNIT/ACRE	29 UNIT/ACRE	29 UNIT/ACRE
FRONT SB - ROW	30 FT	30 FT	30 FT
FRONT SB - COLLECTOR LOOP	30 FT	30 FT	30 FT
REAR YARD SB	30 FT	30 FT	30 FT
SIDE YARD SB - STREET	30 FT	30 FT	30 FT
SIDE YARD SB	30 FT	30 FT	30 FT
MAX HARD COVER	75%	75%	75%
MAX BUILDING HT	55 FT	55 FT	55 FT

	MIXED USE - MED/OFF	MIXED USE - GROC/RETAIL
MIN LOT SIZE	1.0 AC	1.0 AC
FRONT SB - ROW	30 FT	30 FT
FRONT SB - COMMONS BLVD	30 FT	30 FT
REAR YARD SB	30 FT	30 FT
REAR YARD SB - COLL	50 FT	50 FT
SIDE YARD SB - STREET	30 FT	30 FT
SIDE YARD SB	30 FT	30 FT
MAX HARD COVER	75%	75%
MAX BUILDING HT	65 FT	35 FT

The vision for the Eagle Pointe Estates commercial and mixed-use area is a complimentary mix of retail, restaurants, service businesses, medical offices, with a grocery store serving as a primary anchor. The Plymouth, MN based firm of HJ Development partnered in the C/MU site design. As a commercial property developer, owner and manager, HJ Development has a portfolio of 2,500,000 square feet of space comprised primarily of grocery anchored and neighborhood service-oriented retail properties. Within the restaurant spaces, a variety of offerings are planned, including fast food with drive-thru service, fast casual, and dine in with wait staff. Service businesses catering to area residents could include personal services such as hair and nail salons and spas as well as automotive services such as quick lube and car washes. Medical offices offering the full spectrum of healthcare services from

pediatric to primary and more specialized care offerings have the potential to occupy a significant portion of the site with up to 65,000 sf of this type of space planned for the project. Furthermore, pedestrian connectivity will be present throughout the project to encourage area residents to visit the various commercial components by foot or bicycle.

The specific users and builders within Eagle Pointe Estates are not presently identified, but below are samples of the character and architecture expected within the development.







We are confident that the proposed PUD plan meets the intentions of and is consistent in all respects to the Envision Shakopee Land Use Plan for this property. Eagle Pointe Estates as proposed has uses that are compatible with the adjacent existing land uses. The plan creates open spaces, opportunities for recreation, gathering, and trail connectivity, together with an array of housing options and supporting business services. We feel the project will be a significant benefit to the community.

Respectfully submitted:

Bert Notermann – Shakopee Gravel LLC



SHAKOPEE GRAVEL PIT

OVERVIEW - DEVELOPMENT

OCTOBER 2024

CONFLUENCE SHAKOPEE

FUTURE DEVELOPMENT

HILLSIDE PLAYGROUND

PEDESTRIAN BRIDGE

RESIDENTIAL

OFFICE/RETAIL

SLEDDING HILL



SHAKOPEE GRAVEL PIT

OCTOBER 2024

OVERVIEW - POND

CONFLUENCE SHAKOPEE



VIEWING DOCK

HAMMOCK GROVE

KAYAK LAUNCH

SHELTER BUILDING

HAMMOCK GROVE

FLEX LAWN

HILLSIDE PLAYGROUND



SHAKOPEE GRAVEL PIT

OCTOBER 2024

PARK AREA

CONFLUENCE SHAKOPEE

WALKING LOOP



HAMMOCK GROVE

SHAKOPEE GRAVEL PIT

TRAIL AND BRIDGE CONNECTOR

OCTOBER 2024

CONFLUENCE SHAKOPEE

LAKE ACCESS

HILLSIDE PLAYGROUND

VIEWING DOCK



PLANTING BED

PARK SHELTER

SHAKOPEE GRAVEL PIT

OCTOBER 2024

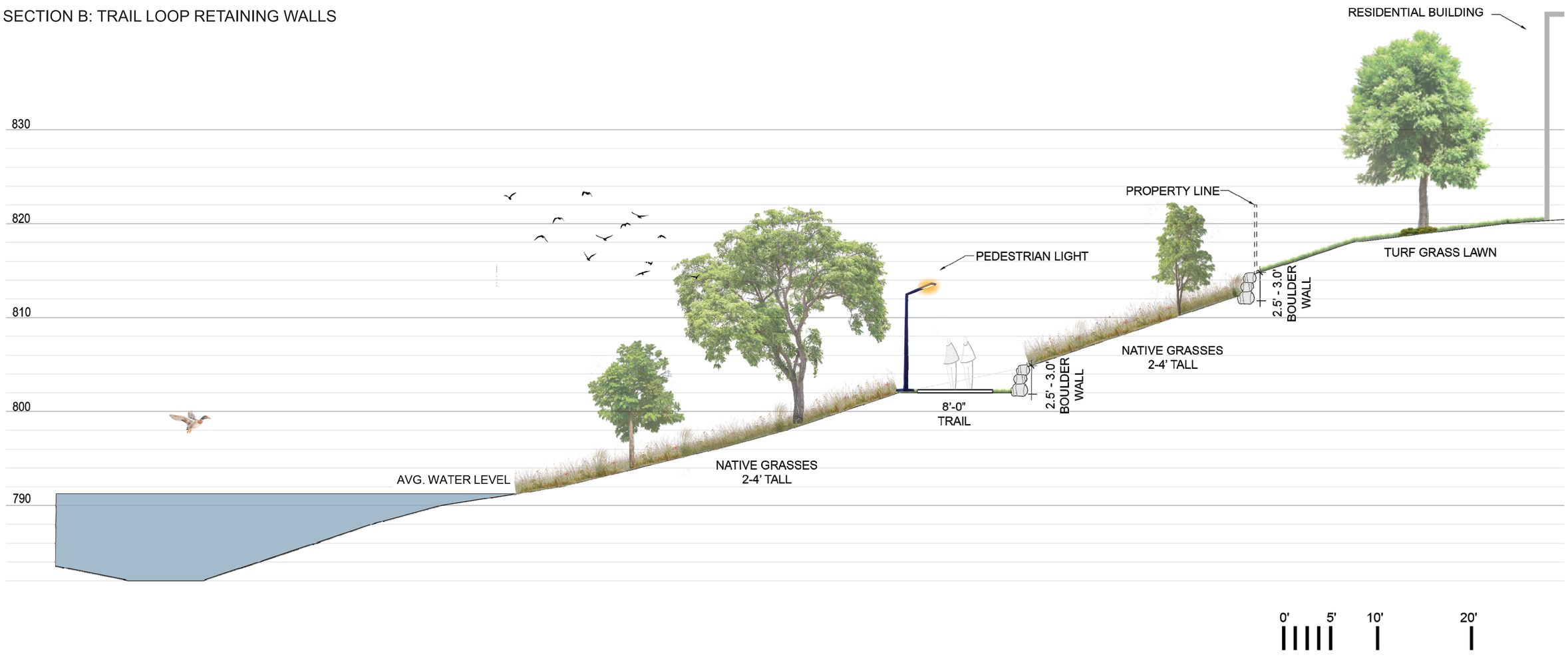
SHELTER

CONFLUENCE SHAKOPEE

SECTION A: COMMERCIAL AREA GRADIENT



SECTION B: TRAIL LOOP RETAINING WALLS

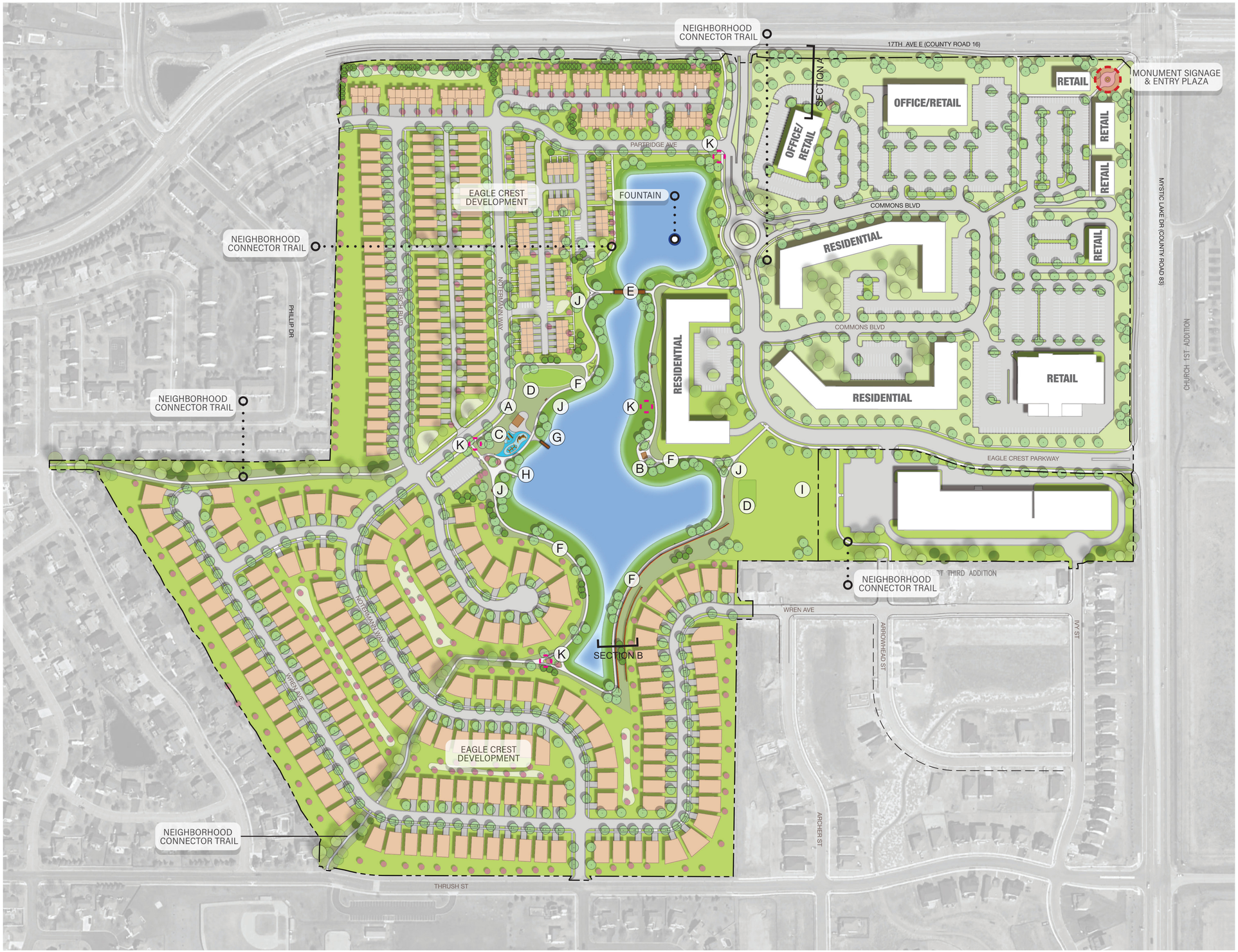


SHAKOPEE GRAVEL PIT

OCTOBER 2024

CROSS SECTIONS

CONFLUENCE SHAKOPEE



KEYNOTES

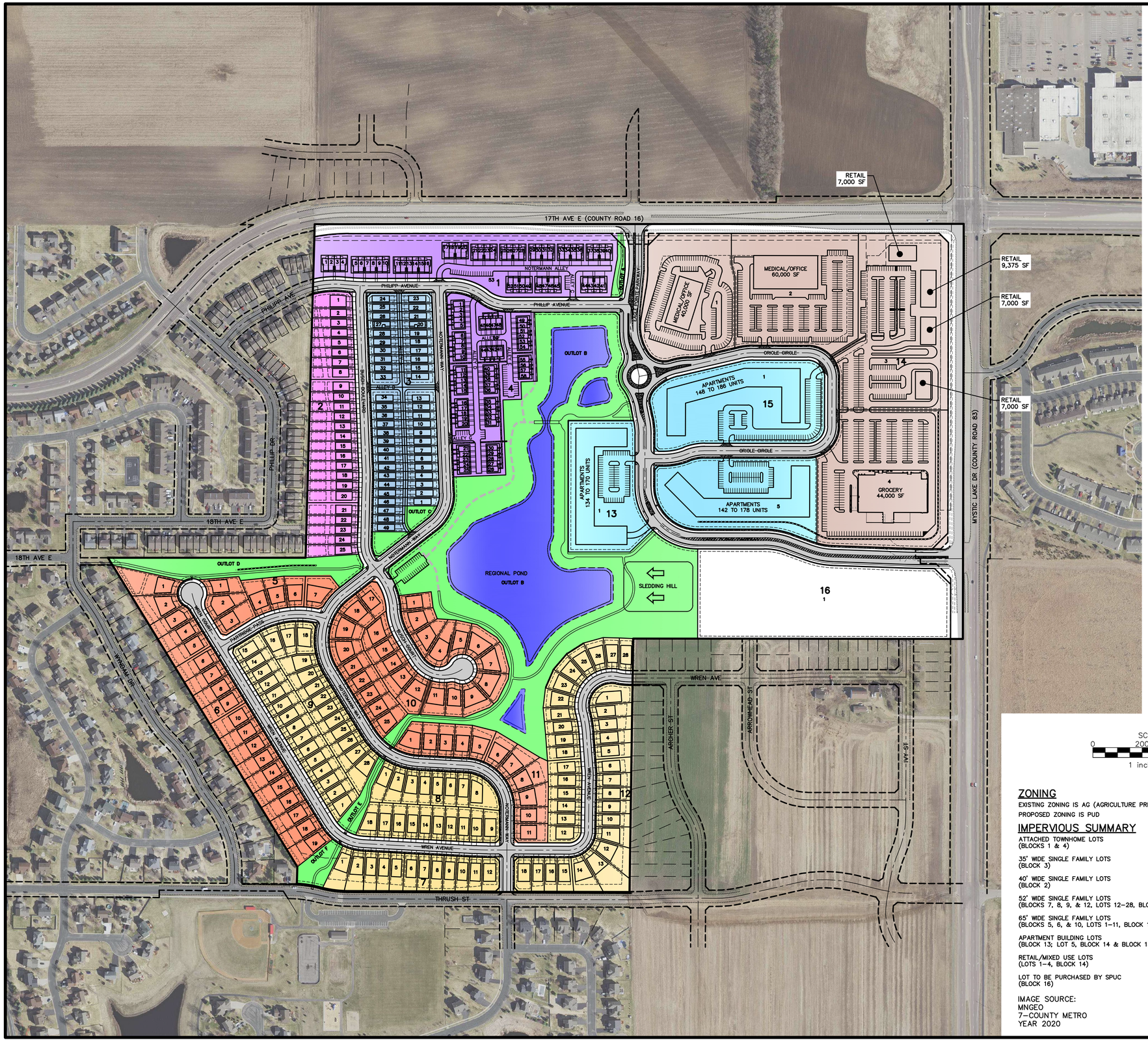
- (A) SHELTER BUILDING/ WARMING HOUSE
- (B) PARK SHELTER
- (C) HILLSIDE PLAYGROUND (ALL AGES)
- (D) FLEX LAWN/ GAMES AREA
- (E) PEDESTRIAN BRIDGE
- (F) LAKE TRAIL LOOP (.75 Mi.)
- (G) LAKE VIEWING PLATFORM
- (H) LAKE ACCESS
- (I) SLEDDING HILL
- (J) LAKE OVERLOOK NODE
- (K) ART/ SIGNAGE OPPORTUNITY

SHAKOPEE GRAVEL PIT

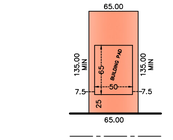
OCTOBER 2024

PLAN OVERVIEW

CONFLUENCE SHAKOPEE



TYPICAL LOT SCALE IN FEET
0 100' 200'



65' WIDE LOTS (62 UNITS)

MINIMUM SETBACKS
(BLOCKS 5, 6, & 10, LOTS 1–11, BLOCK 11)

FRONT (RIGHT OF WAY)	25 FEET
SIDE (INTERIOR)	7.5 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

65' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	65 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	8,125 S.F.
AVERAGE LOT AREA	10,997 S.F.



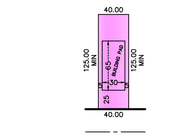
52' WIDE LOTS (93 UNITS)

MINIMUM SETBACKS
(BLOCKS 7, 8, 9, & 12, LOTS 12–28, BLOCK 11)

FRONT (RIGHT OF WAY)	25 FEET
SIDE ((INTERIOR)	6 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

52' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	52 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	6,500 S.F.
AVERAGE LOT AREA	8,189 S.F.



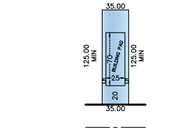
40' WIDE LOTS (25 UNITS)

MINIMUM SETBACKS
(BLOCK 2)

FRONT (RIGHT OF WAY)	25 FEET
SIDE (INTERIOR)	5 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

40' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	40 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	5,000 S.F.
AVERAGE LOT AREA	8,149 S.F.



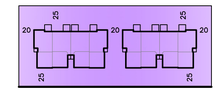
35' WIDE LOTS (49 UNITS)

MINIMUM SETBACKS
(BLOCK 3)

FRONT (RIGHT OF WAY)	20 FEET
SIDE (INTERIOR)	5 FEET
SIDE (STREET)	10 FEET
REAR	25 FEET

35' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	35 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	4,500 S.F.
AVERAGE LOT AREA	4,939 S.F.



ATTACHED TOWNHOMES (110 UNITS)

MINIMUM SETBACKS
(BLOCKS 1 & 4)

FRONT (RIGHT OF WAY)	25 FEET
FRONT (PRIVATE ROAD)	22 FEET
BETWEEN BUILDINGS	20 FEET
SIDE (STREET)	20 FEET
REAR	30 FEET

APARTMENTS (422–534 UNITS)

MINIMUM SETBACKS
(BLOCK 13; LOT 5, BLOCK 14 & BLOCK 15)

FRONT (RIGHT OF WAY)	30 FEET
SIDE (INTERIOR)	30 FEET
REAR	30 FEET

RETAIL/MIXED USE

44,000 SF GROCERY
100,000 SF OFFICE MEDICAL
30,375 SF RETAIL

PUBLIC OPEN SPACE/PONDS

23.88 ACRES PROVIDED (16.39% OF SITE)

N

SCALE IN FEET
0 200 400 600
1 inch = 200 feet

ZONING

EXISTING ZONING IS AG (AGRICULTURE PRESERVATION)
PROPOSED ZONING IS PUD

IMPERVIOUS SUMMARY

ATTACHED TOWNHOME LOTS (BLOCKS 1 & 4)	60% MAX. IMPERVIOUS
35' WIDE SINGLE FAMILY LOTS (BLOCK 3)	70% MAX. IMPERVIOUS
40' WIDE SINGLE FAMILY LOTS (BLOCK 2)	50% MAX. IMPERVIOUS
52' WIDE SINGLE FAMILY LOTS (BLOCKS 7, 8, 9, & 12, LOTS 12–28, BLOCK 11)	50% MAX. IMPERVIOUS
65' WIDE SINGLE FAMILY LOTS (BLOCKS 5, 6, & 10, LOTS 1–11, BLOCK 11)	50% MAX. IMPERVIOUS
APARTMENT BUILDING LOTS (BLOCK 13; LOT 5, BLOCK 14 & BLOCK 15)	75% MAX. IMPERVIOUS
RETAIL/MIXED USE LOTS (LOTS 1–4, BLOCK 14)	75% MAX. IMPERVIOUS
LOT TO BE PURCHASED BY SPUC (BLOCK 16)	85% MAX. IMPERVIOUS

IMAGE SOURCE:
MNGEO
7-COUNTY METRO
YEAR 2020

SITE DATA

LOTS	349 LOTS
–(ATTACHED TOWNHOME LOTS) (BLOCKS 1 & 4)	112 LOTS (110 UNITS & 2 COMMON LOTS)
–(35' WIDE SINGLE FAMILY LOTS) (BLOCK 3)	49 LOTS
–(40' WIDE SINGLE FAMILY LOTS) (BLOCK 2)	25 LOTS
–(52' WIDE SINGLE FAMILY LOTS) (BLOCKS 7, 8, 9, & 12, LOTS 12–28, BLOCK 11)	93 LOTS
–(65' WIDE SINGLE FAMILY LOTS) (BLOCKS 5, 6, & 10, LOTS 1–11, BLOCK 11)	62 LOTS
–(APARTMENT BUILDING LOTS) (BLOCK 13; LOT 5, BLOCK 14 & BLOCK 15)	3 LOTS
–(RETAIL/MIXED USE LOTS) (LOTS 1–4, BLOCK 14)	4 LOTS
–(LOT TO BE PURCHASED BY SPUC) (BLOCK 16)	1 LOTS
TOTAL SITE AREA	145.74 AC.
LOT AREA	96.42 AC.
–(ATTACHED TOWNHOME LOTS)	(10.54 AC.)
–(35' WIDE SINGLE FAMILY LOTS)	(5.56 AC.)
–(40' WIDE SINGLE FAMILY LOTS)	(4.68 AC.)
–(52' WIDE SINGLE FAMILY LOTS)	(17.48 AC.)
–(65' WIDE SINGLE FAMILY LOTS)	(15.65 AC.)
–(APARTMENT BUILDING LOTS)	(12.68 AC.)
–(RETAIL/MIXED USE LOTS)	(22.32 AC.)
–(LOT TO BE PURCHASED BY SPUC)	(7.51 AC.)
OUTLOT AREA	23.88 AC.
RIGHT OF WAY AREA	25.44 AC.
–(EXISTING COUNTY ROADS)	(4.97 AC.)
–(SUBDIVISION ROADS)	(20.47 AC.)

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2999 W. Cty. Rd. 42, Suite 100, Burnsville, MN 55306
PHONE: (952)890-6044 FAX: (952)890-6244

PRELIMINARY

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

Reg.No.
Date:

EAGLE POINTE ESTATES
SHAKOPEE, MINNESOTA

OVERALL SITE PLAN (COLOR)

FOR

SHAKOPEE GRAVEL INC.
1650 MYSTIC LAKE DRIVE SOUTH, PO BOX 690, SHAKOPEE, MN 55379

DRAWN BY
JSO

DATE
06/24/2024

REVISIONS

10/11/2024 CITY COMMENTS/DEVELOPER INFO
10/30/2024 CITY COMMENTS

CAD FILE
24105SITE-COLOR

PROJECT NO.
24105

SHEET 1 OF 1

EAGLE CREST DEVELOPMENT

PRELIMINARY LANDSCAPE PLANS

Landscape Sheet Index:

L1.0	Title Page
L1.1	Landscape Plan
L1.2	Landscape Plan
L1.3	Landscape Plan
L1.4	Landscape Plan
L1.5	Landscape Plan
L1.6	Landscape Plan
L1.7	Landscape Plan
L1.8	Details + Schedules Sheet
L1.9	Typical 6-Unit Foundation Planting
L1.10	Typical 4-Unit Foundation Planting

Surveyor + Civil Engineer:

JAMES R. HILL, INC.
PLANNERS / ENGINEERS / SURVEYORS
2999 W. City Rd. 42, Suite 100, Burnsville, MN 55306
PHONE: (952)890-0444 FAX: (952)890-0244

CITY OF SHAKOPEE LANDSCAPE REQUIREMENTS:

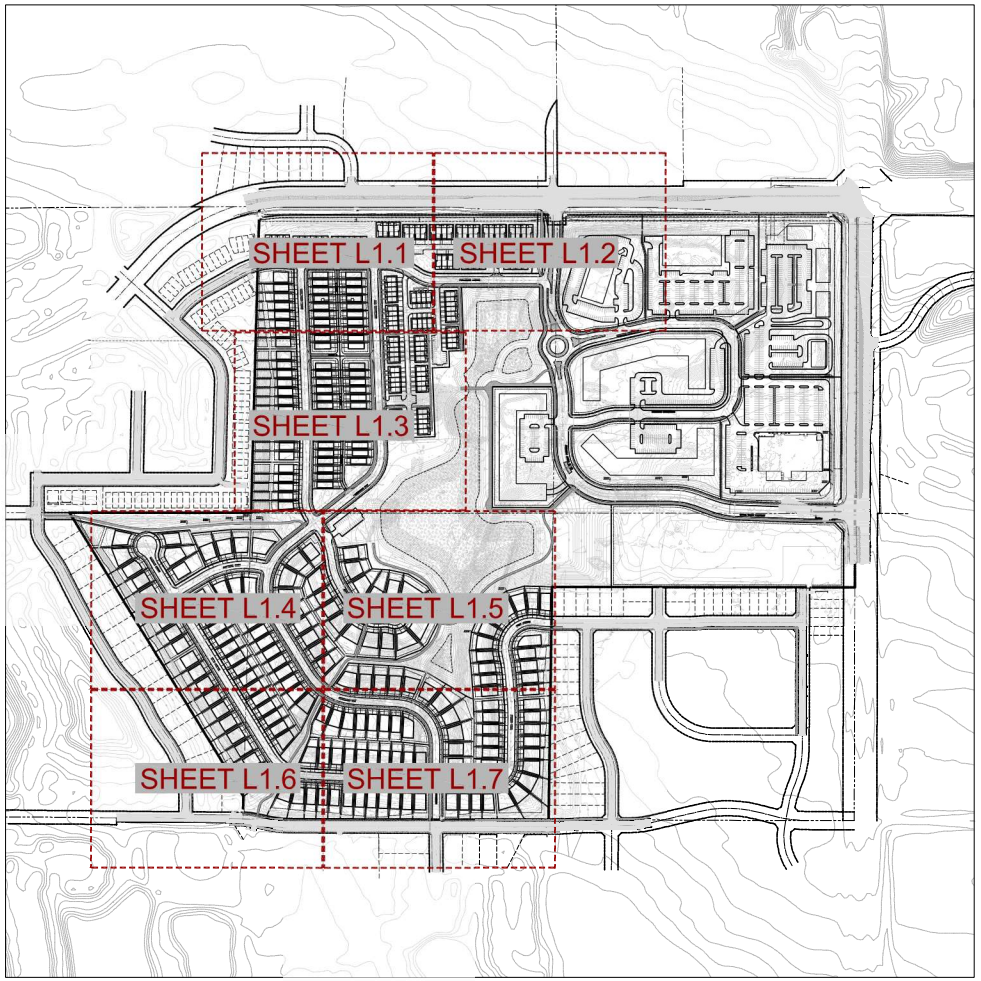
FOR ALL SINGLE-FAMILY RESIDENTIAL USES IN THE R-1 A, R-1B, R-1C, R-2 AND PLANNED RESIDENTIAL DISTRICT, THE FOLLOWING LANDSCAPING MATERIALS SHALL BE PROVIDED PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY:

PLACEMENT OF AT LEAST SIX INCHES OF TOPSOIL. TOPSOIL IN LANDSCAPED AREAS SHALL BE AT LEAST SIX INCHES IN DEPTH AND A SANDY LOAM, SILT LOAM, LOAM, OR SANDY CLAY CONSISTING OF NO MORE THAN 65% SAND, 1.5% TO 10% ORGANIC MATTER, A PH OF 4.5 TO 6.8, SOLUBLE SALTS LESS THAN 2 MMHOS/CM, FREE OF CHEMICAL CONTAMINANTS, AND NOT COMPACTED BEYOND 80% OF STANDARD PROCTOR OR 200 PSI. SUBSOIL SHALL BE SCARIFIED BEFORE TOPSOIL IS SPREAD. SOIL SHALL BE GENERALLY FREE OF DEBRIS SUCH AS LARGE ROCKS AND FRAGMENTS OF WOOD.

EACH SINGLE FAMILY LOT SHALL HAVE A MINIMUM OF TWO STREET TREES IN THE BOULEVARD OR IF NOT FEASIBLE, TWO NON-ORNAMENTAL TREES (PLANTED OR PRESERVED), IN THE FRONT YARD. IN R-1 A, THREE NON-ORNAMENTAL TREES (PLANTED OR PRESERVED) MUST BE PLACED IN THE FRONT YARD. IF TREES CANNOT BE PLACED IN THE FRONT YARD DUE TO EASEMENTS OR SPACING, TREES SHALL BE PLACED IN THE REAR YARD.

SOD SHALL BE PLACED IN THE FRONT YARD; AND

THE SIDE YARDS AND REAR YARD SHALL BE SODDED OR SEEDED.



OVERALL LANDSCAPE PLAN:

Landscape Calculations:

Total No. of Single Family Dwelling Units: 229
Total No. of Townhome Dwelling Units: 110

Total Front Yard Trees Required: 339
Total Rear Yard Trees Required: 339

Total Lot Trees Required: 678
Total Lot Trees Shown: 678
Total Buffer Trees Shown: 96

General Notes:

1. Actual locations of trees may vary, depending on final location of driveways and utilities.
2. See Civil Engineer's plans for grading layout and requirements
3. Contractor to coordinate all work in the city right-of-way with City of Shakopee Public Works Department.
4. Sod all disturbed areas except plant beds and areas noted to receive seed.
5. Place a minimum of 6" topsoil or slope dressing on all areas disturbed by construction, including right-of-way boulevards, unless specified otherwise.
6. See Sheet L1.8 for Landscape Details & Plant Schedule.
7. See Sheet L1.9-10 for Townhome Foundation Plantings.

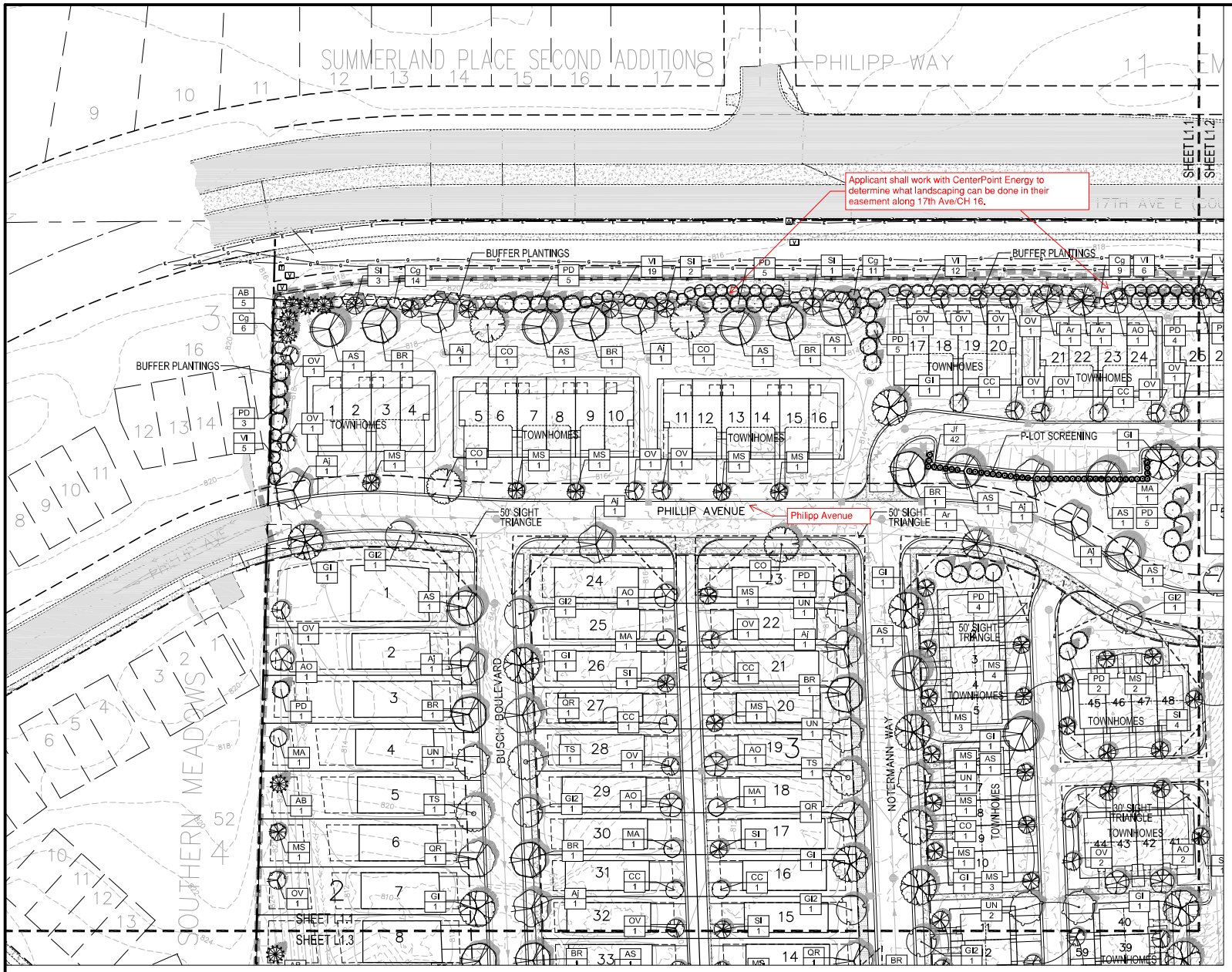
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Landscape Architecture + Planning
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PLANNERS / ENGINEERS / SURVEYORS

PRELIMINARY

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE TITLE SHEET
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

DRAWN BY	BH
DATE	09/26/24
REVISIONS	
CAD FILE	24105-L
PROJECT NO.	24105
	L1.0



No landscaping allowed in city easements.

Landscaping shall meet the requirements of City Code 151.112 Landscaping Requirements and 151.111 Screening.

Ornamental trees do not satisfy yard tree requirements.

No trees allowed in sight triangles.

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

General Notes:

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7. See Sheet L1.9-10 for Townhome Foundation Plantings.

N

SCALE IN FEET
0 40 80
1 inch = 40 feet

LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

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CALYX DESIGN GROUP
Landscape Architecture + Planning
400 Selby Ave, Suite 16 | Saint Paul, MN 55104
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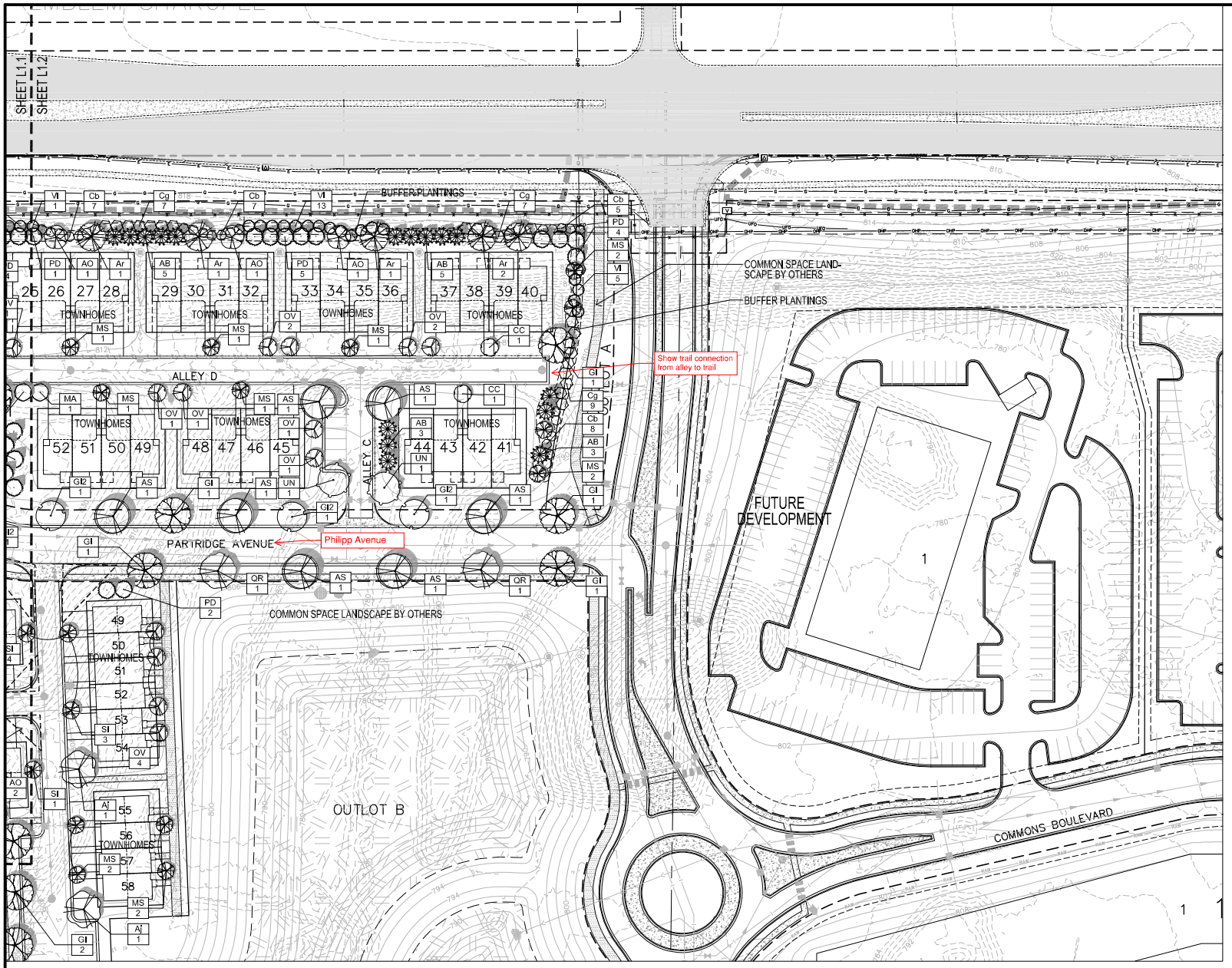
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Signature: Date:
Printed Name: License No.

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

DRAWN BY
BH
DATE
09/26/24
REVISIONS

CAD FILE
24105-L
PROJECT NO.
24105
L1.1



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7. See Sheet L1.9-10 for Townhome Foundation Plantings.

N

SCALE IN FEET
0 40 80
1 inch = 40 feet

LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

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CALYX DESIGN GROUP
Landscape Architecture + Planning
401 Hall Ave. Suite 104
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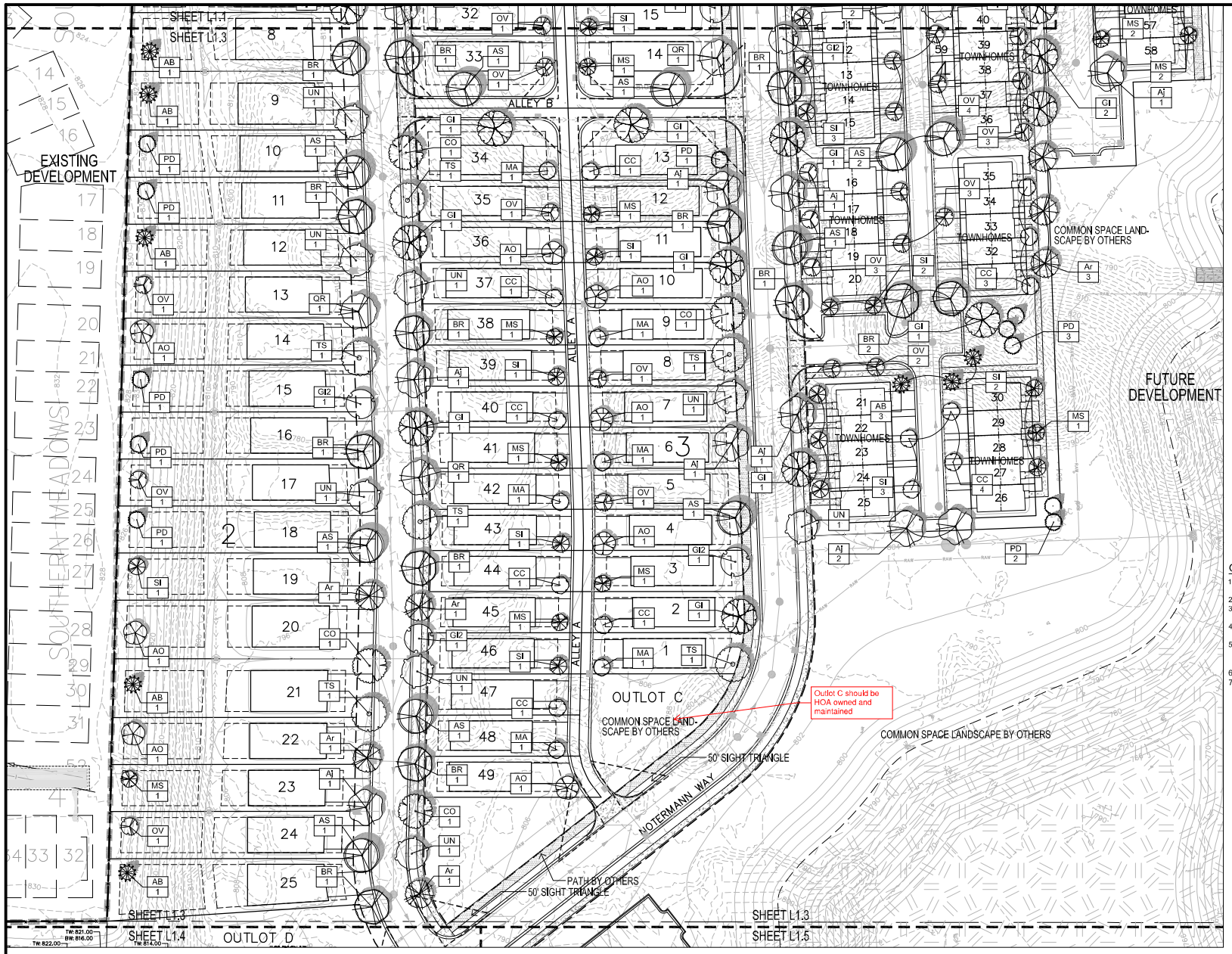
PRELIMINARY

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

Name/Title: Date:
Reg. No.: License No.:

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

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BH
DATE
09/26/24
REVISIONS
CAD FILE
24105-L
PROJECT NO.
24105
L1.2



LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

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N

SCALE IN FEET
0 40 80
1 inch = 40 feet

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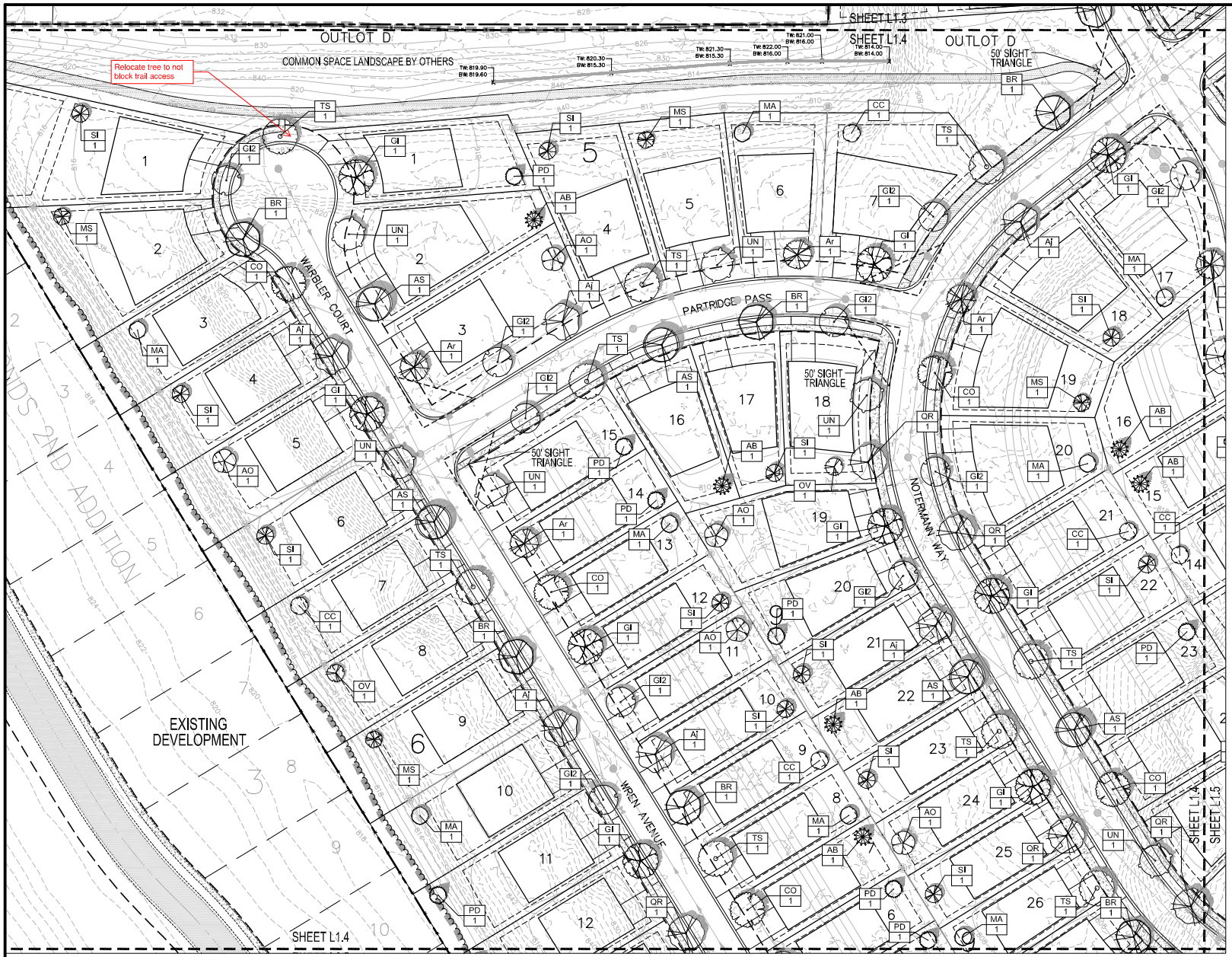
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PRELIMINARY

Date: License No.

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SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

DRAWN BY	BH
DATE	09/26/24
REVISIONS	
CAD FILE	24105-L
PROJECT NO.	24105
	L1.3



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SCALE IN FEET
0 40 80
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LANDSCAPE LAYOUT PLAN:

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2906 W. Cty. Rd. 42, Suite 100, Burnsville, MN 55306
Phone: (952)890-0444 FAX:(952)890-0445

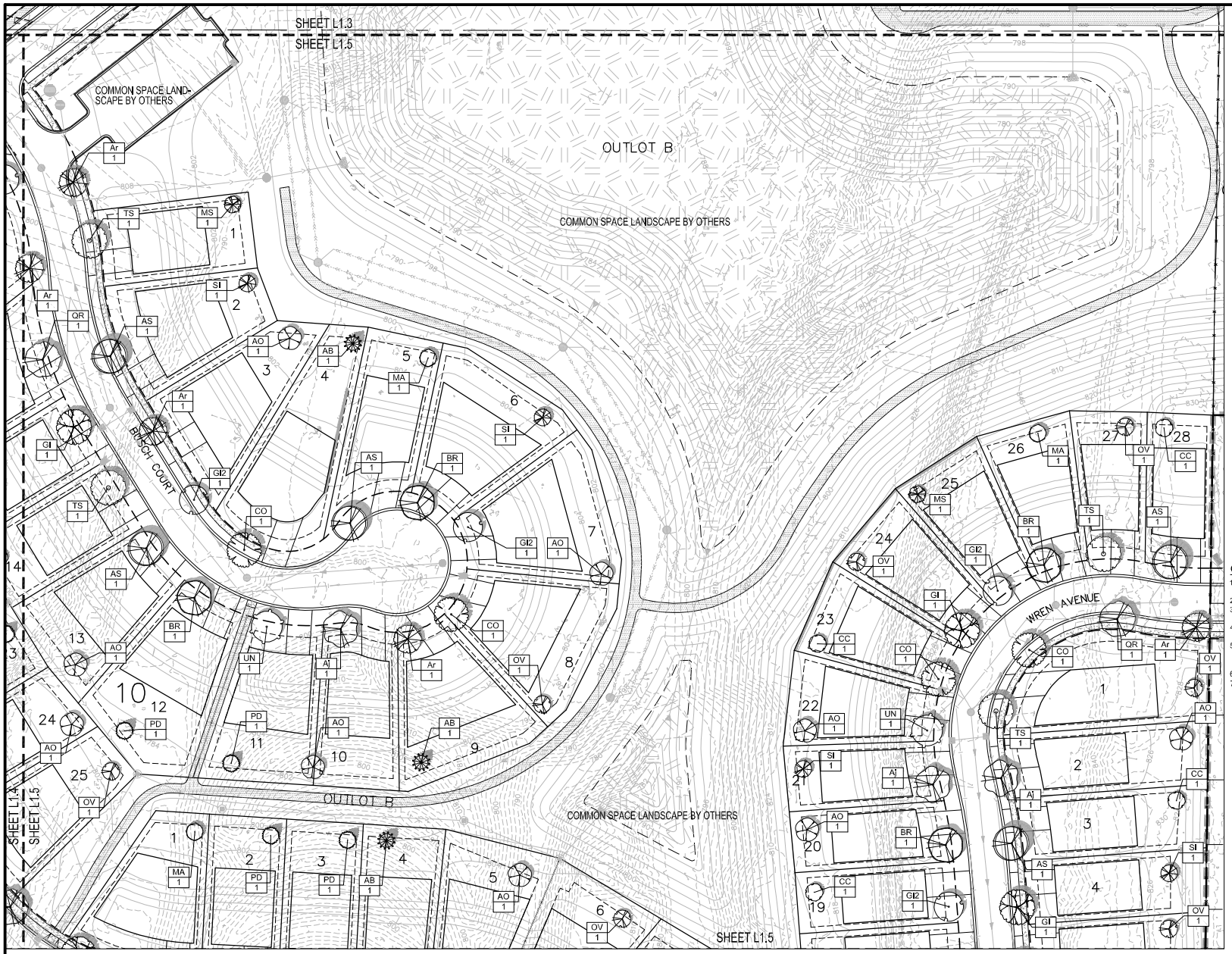
PRELIMINARY

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

Name/Title: Date:
Reg. No. License No.

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

DRAWN BY	BH
DATE	09/26/24
REVISIONS	
CAD FILE	24105-L
PROJECT NO.	24105
	L1.4



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

General Notes:

1. Actual locations of trees may vary, depending on finall location of driveways and utilities.
2. See Civil Engineer's plans for grading layout and requirements
3. Contractor to coordinate all work in the city right-of-way with City of Shakopee Public Works Department.
4. Sod all disturbed areas except plant beds and areas noted to receive seed.
5. Place a minimum of 6" topsoil or slope dressing on all areas disturbed by construction, including right-of-way boulevards, unless specified otherwise.
6. See Sheet L1.8 for Landscape Details & Plant Schedule.
7. See Sheet L1.9-10 for Townhome Foundation Plantings.

N

SCALE IN FEET
0 40 80
1 inch = 40 feet

LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

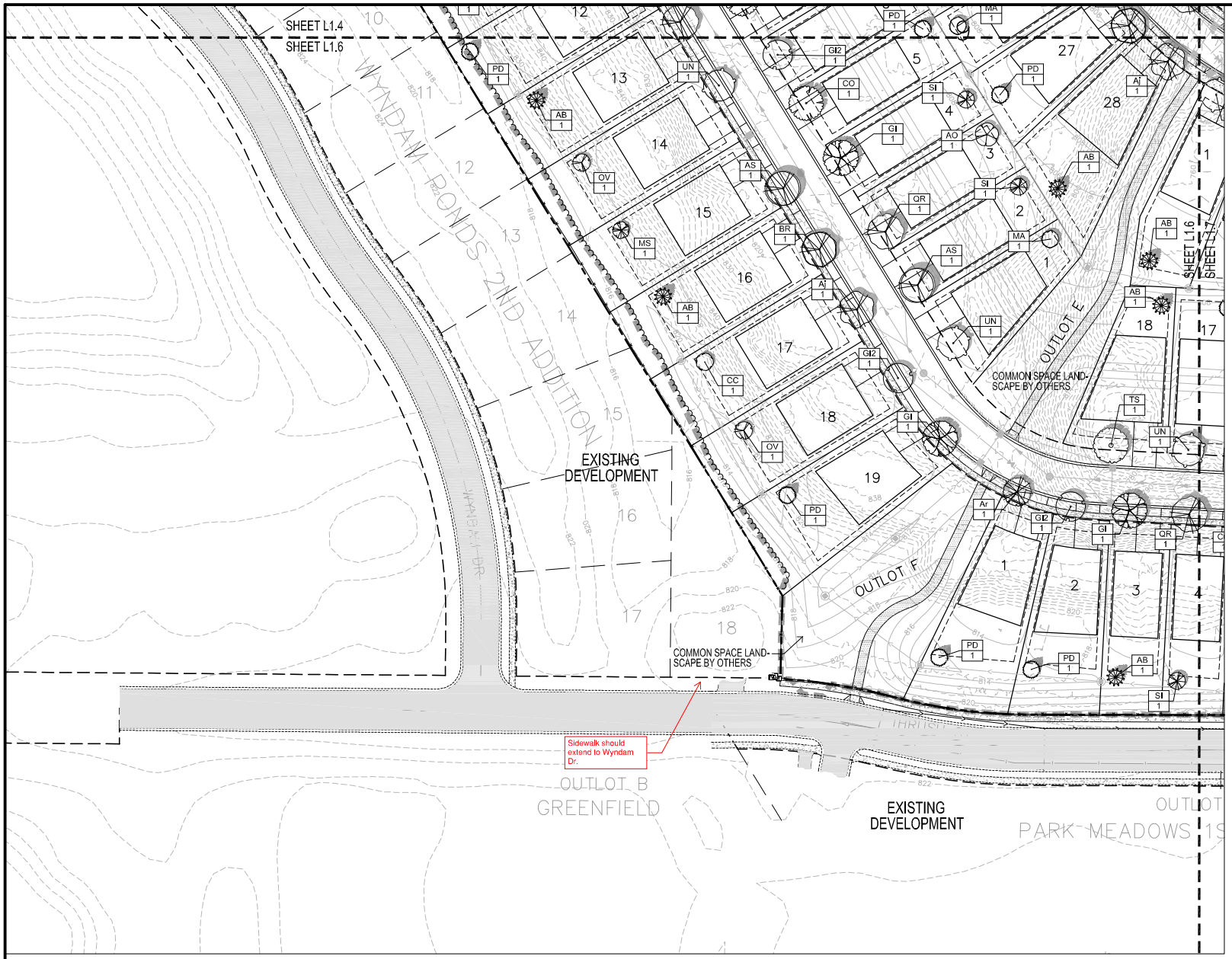
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Landscape Architecture + Planning
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Phone: (952)890-0444 FAX:(952)890-0244

PRELIMINARY

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

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CAD FILE	24105-L
PROJECT NO.	24105
	L1.5



General Notes:

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7. See Sheet L1.9-10 for Townhome Foundation Plantings.

N

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LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

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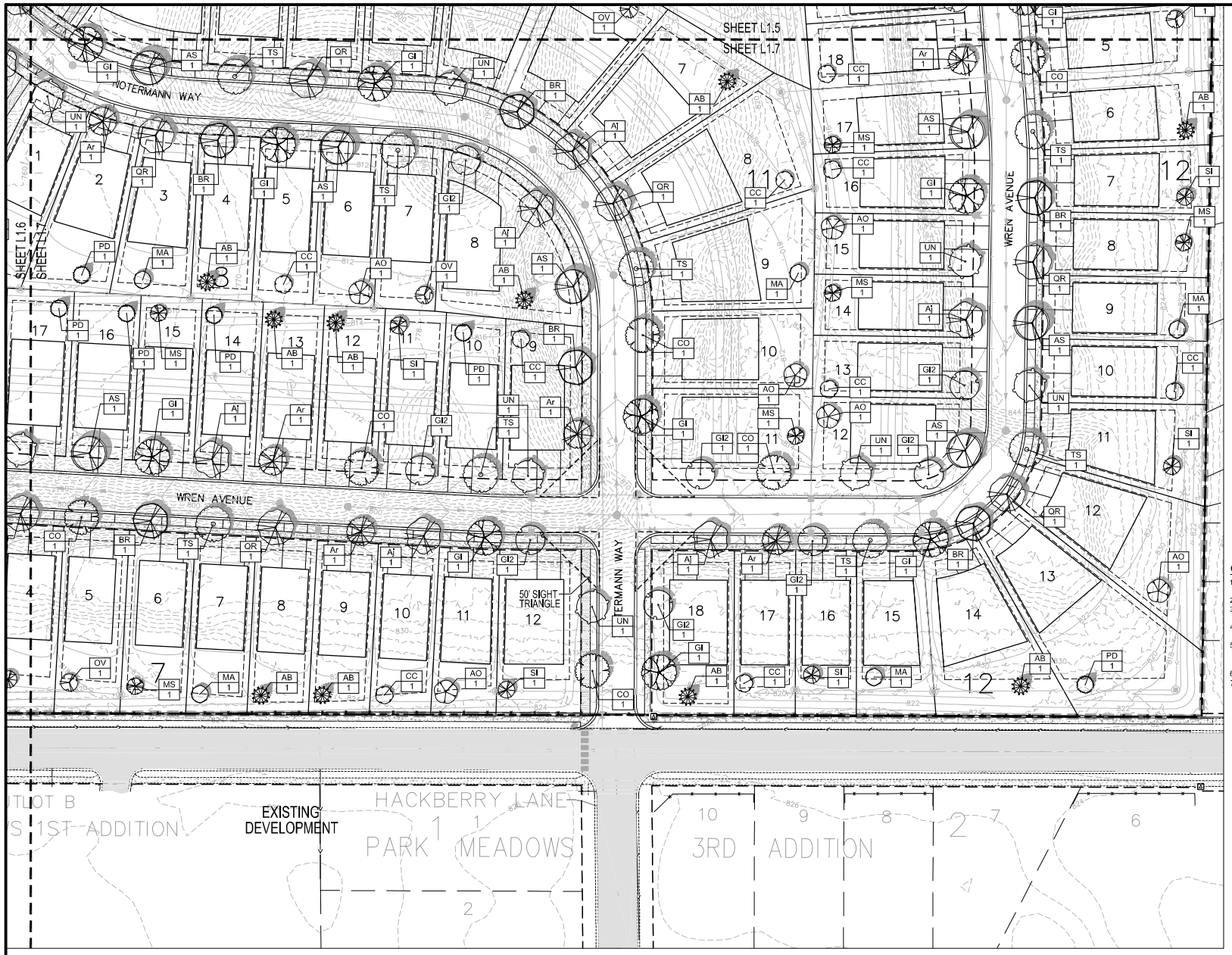
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PRELIMINARY

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

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BH
DATE
09/26/24
REVISIONS
CAD FILE
24105-L
PROJECT NO.
24105
L1.6



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7. See Sheet L1.9-10 for Townhome Foundation Plantings.

N

SCALE IN FEET
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1 inch = 40 feet

LANDSCAPE LAYOUT PLAN:

See Sheet L1.8 for Planting Details, Notes, and Requirements

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

PRELIMINARY

Signature
Date
License No.

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE PLAN
FOR
RACHEL DEVELOPMENT
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	L1.7

Landscape Notes:

1. Tree saucer mulch to be four inches (4") depth natural single-shred hardwood mulch for trees outside of a plant bed. Install per tree planting detail.

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

3. All plant material shall comply with the latest edition of the American Standard for Nursery Stock, American Association of Nurserymen. Unless noted otherwise, deciduous shrubs shall have at least 5 canes at the specified shrub height. Plant material shall be delivered as specified.

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

5. All proposed plants shall be located and staked as shown.

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

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

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

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

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

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

12. Contractor is responsible for ongoing maintenance of all newly installed material until time of owner acceptance. Any acts of vandalism or damage which may occur prior to owner acceptance shall be the responsibility of the contractor. Contractor shall provide the owner with a maintenance program including, but not limited to, pruning, fertilization and disease/pest control.

13. The contractor shall guarantee newly planted material through one calendar year from the date of written owner acceptance. Plants that exhibit more than 10% die-back damage shall be replaced at no additional cost to the owner. The contractor shall also provide adequate tree wrap and deer/rodent protection measures for the plantings during the warranty period.

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

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

16. Plant size & species substitutions must be approved in writing prior to acceptance in the field.

17. The landscape contractor shall furnish an Irrigation Layout Plan for head-to-head coverage of all tree, turf and shrub planting areas. Use commercial-grade irrigation equipment and provide product cutsheets and (4) copies of the proposed layout plan to the landscape architect for review and approval. Coordinate irrigation connection point, controller, backflow and valve locations with the architect & general contractor. Irrigation system shall be zoned such that plants over building structure are separate.

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

19. All planting, seeding, and sodded areas shall be prepared prior to installation activities with a harley power box rake or equal to provide a firm planting bed free of stones, sticks, construction debris, etc.

20. Turf installation activity shall conform to all rules and regulations as established in the MnDOT Seeding Manual, 2014 edition, for turf bed preparation, installation, maintenance, and warranty.

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

22. The Landscape Contractor shall clear and grub the underbrush from within the work limits to remove dead branches, leaves, trash, weeds and foreign materials. Remove trees where noted on the plan, including the stump to 30" below grade.

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

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

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

26. See Site and Civil plans for grading, utilities, and additional information regarding the project.

27. All sub-cut areas of the site that are designated on the site plan as open space for landscape shall have no less than 4" of imported, pulverized topsoil. Place 16" of topsoil in tree pits. Always slope away from building.

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

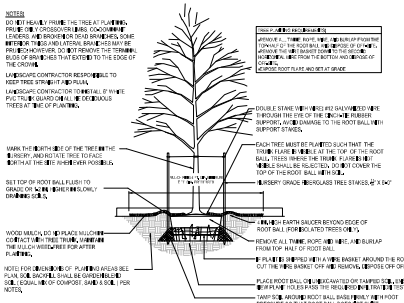
29. Fencing (if noted) per Architect's Plans and Specifications.

30. Landscape contractor shall coordinate tree removal activities (if required) and ensure all trees designated for removal are gone before start of landscape installation. Grind stump to 30" below grade and back-fill with topsoil.

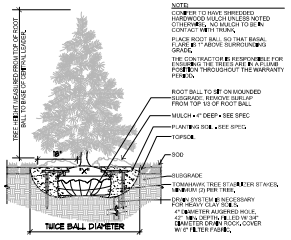
31. All disturbed areas are to receive turf sod or seed to establish final vegetation.

32. Retaining walls and stairs require structural engineering by others. Unless otherwise specified, retaining walls to be County Material 'County Block' straight face units, gray color with matching cap units.

33. Native Seed Areas (if called for on plans): Prairie seeding contractor is required to include a 3 year warranty with maintenance in base bid. Prairie contractor shall provide the Owner with a proposal for (2) additional years of prairie maintenance, in addition to the (3) year warranty. It shall be the Owner's option to continue maintenance of the native prairie areas after the 1 year warranty expires. Maintain under warranty per MnDOT Seeding Manual, 2014 edition. Warranty includes seeding contractor on-site maintenance visits for mowing, weeding, spot-spraying invasives, garbage removal, and re-seeding bare areas larger than 6"X6". Ensure cover crop achieves 80% germination and erosion is not evident. Maintenance requires no less than 4 visits for warranty work per year. An acceptable stand of seeding is full, lush, and free of invasive plants & weeds.



1 L1.8 DECIDUOUS TREE PLANTING - SECTION
NOT TO SCALE



2 L1.8 CONIFEROUS TREE PLANTING - SECTION
NOT TO SCALE

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
EVERGREEN TREES						
	AB	Abies balsamea	Balsam Fir	6` Hgt.	B&B	55
	PD	Picea glauca `Densata`	Black Hills Spruce	6` Hgt.	B&B	82
ORNAMENTAL TREES						
	AO	Aesculus glabra	Ohio Buckeye	1.5" Cal.	B&B	39
	CC	Crataegus laevigata `Crimson Cloud`	Crimson Cloud Hawthorn	1.5" Cal.	B&B	40
	MA	Maackia amurensis	Amur Maackia	1.5" Cal.	B&B	29
	MS	Malus x `Spring Snow`	Spring Snow Crab Apple	1.5" Cal.	B&B	57
	OV	Ostrya virginiana	American Hophornbeam	1.5" Cal.	B&B	66
	SI	Syringa reticulata `Ivory Silk`	Ivory Silk Japanese Tree Lilac	1.5" Cal.	B&B	56
OVERSTORY TREE						
	Ar	Acer rubrum	Red Maple	2.5" Cal.	B&B	31
	Aj	Acer saccharum 'JFS-KW9' TM	Autumn Fest Sugar Maple	2.5" Cal.	B&B	36
	AS	Acer x freemanii `Sienna`	Sienna Glen Maple	2.5" Cal.	B&B	46
	BR	Betula nigra	River Birch	2.5" Cal.	B&B	37
	CO	Celtis occidentalis	Common Hackberry	2.5" Cal.	B&B	25
	GI	Gleditsia triacanthos inermis `Skycole` TM	Skyline Thornless Honey Locust	2.5" Cal.	B&B	50
	GI2	Gymnocladus dioica `McKBranched` TM	Kentucky Coffeetree	2.5" Cal.	B&B	37
	QR	Quercus rubra	Northern Red Oak	2.5" Cal.	B&B	23
	TS	Tilia americana `Sentry`	Sentry Linden	2.5" Cal.	B&B	31
	UN	Ulmus americana 'New Horizon'	New Horizon Elm	2.5" Cal.	B&B	34
SEE NOTE						
SHRUBS						
	Dl	Diervilla lonicera	Dwarf Bush Honeysuckle	3 gal.	Pot	63
	Jc	Juniperus sabina `Calgary Carpet` TM	Calgary Carpet Juniper	3 gal.	Pot	42
	Pp	Picea abies 'Pendula'	Weeping Norway Spruce	10 gal.	Pot	64
ANNUALS/PERENNIALS						
	Hh	Hemerocallis x `Happy Returns`	Happy Returns Daylily	1 gal.	Pot	165
SEE NOTE						
BUFFER PLANT						
	Cg	Cornus racemosa	Gray Dogwood	5 gal. (Min. 18" Height)	Pot	63
	Cb	Cornus sericea `Bud`s Yellow`	Bud`s Yellow Twig Dogwood	5 gal. (Min. 18" Height)	Pot	27
	Jf	Juniperus chinensis `Sea Green`	Sea Green Juniper	5 gal. (Min. 24" Hgt.)	Pot	42
	Vl	Viburnum lentago	Nannyberry	5 gal. (Min. 18" Height)	Pot	61
SEE NOTE						
GRASSES						
	Ck	Calamagrostis x acutiflora `Karl Foerster`	Feather Reed Grass	1 gal.	Pot	61

Note: Townhome plantings shown are for reference purposes. Contractor to multiply the counts for each unit type.

LANDSCAPE DETAILS, NOTES, AND SCHEDULES:

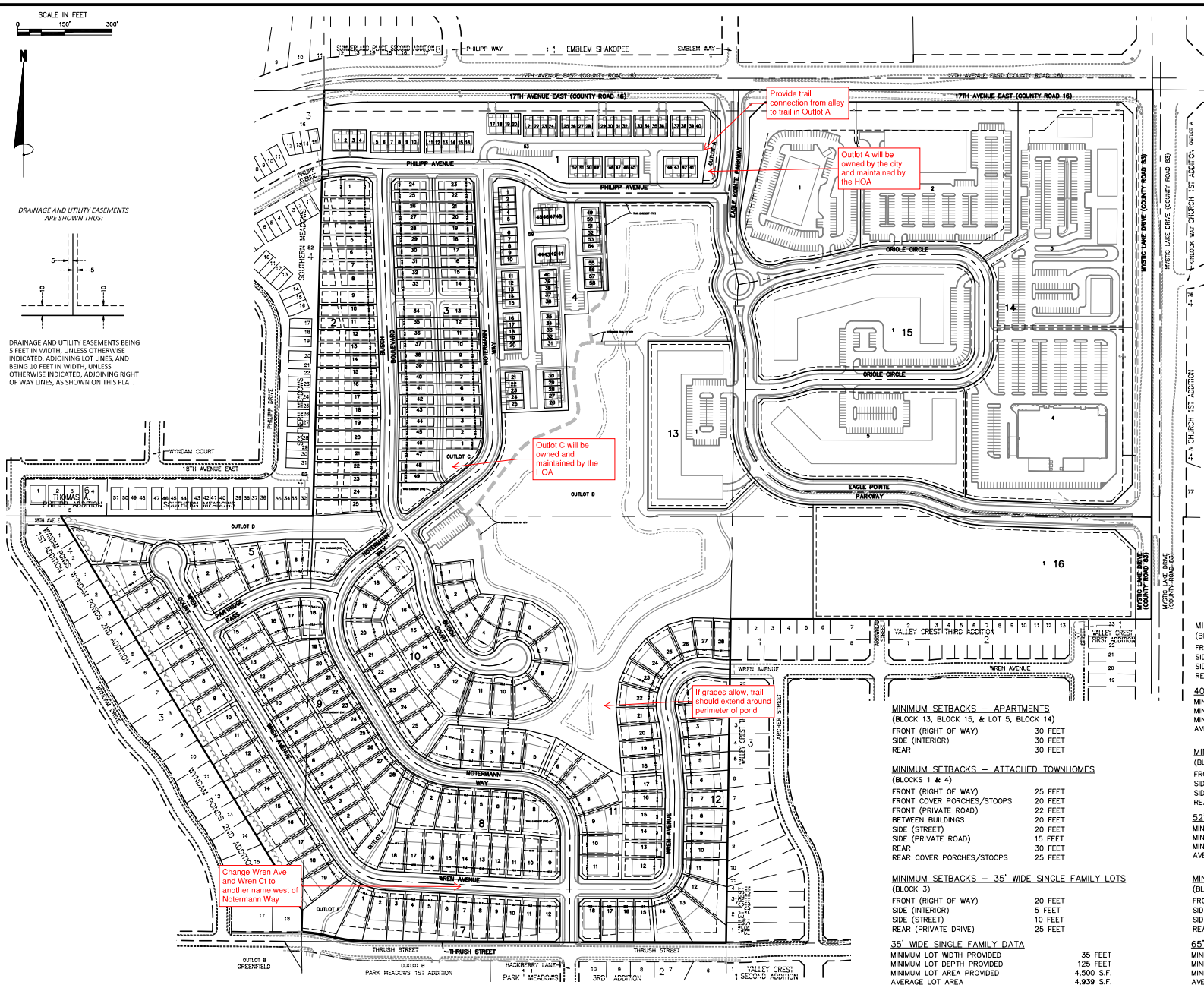
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PRELIMINARY

EAGLE CREST DEVELOPMENT
SHAKOPEE, MINNESOTA
LANDSCAPE DETAILS
FOR
RACHEL DEVELOPMENT
4180 NAPIER COURT, ST. MICHAEL, MN 55376

DRAWN BY: BH
DATE: 09/26/24
REVISIONS
CAD FILE: 24105-L
PROJECT NO.: 24105
L1.8



PROPERTY DESCRIPTION

The North Half of the Northwest Quarter and the Southwest Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota, EXCEPT that part platted as Park Meadows First Addition.

And

That part of the Southeast Quarter of the Northeast Quarter of Section 17, Township 115 North, Range 22 West, Scott County, Minnesota, lying northeasterly of the northeasterly right of way line of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad, the centerline of the said right-of-way as shown by survey recorded as Scott County Recorder Document No. 178638.

And

North 10 acres of the Southeast Quarter of the Northwest Quarter, Section 16, Township 115, Range 22, Scott County, Minnesota

EXISTING ZONING IS AG (AGRICULTURE PRESERVATION)
PROPOSED ZONING IS PUD

SITE DATA

LOTS	349 LOTS
–(ATTACHED TOWNHOME LOTS) (BLOCKS 1 & 4)	112 LOTS (110 UNIT & 2 COMMON LOTS)
–(35' WIDE SINGLE FAMILY LOTS) (BLOCK 3)	49 LOTS
–(40' WIDE SINGLE FAMILY LOTS) (BLOCK 2)	25 LOTS
–(52' WIDE SINGLE FAMILY LOTS) (BLOCKS 7, 8, 9, & 12, LOTS 12–28, BLOCK 11)	93 LOTS
–(65' WIDE SINGLE FAMILY LOTS) (BLOCKS 5, 6, & 10, LOTS 1–11, BLOCK 11)	62 LOTS
–(APARTMENT BUILDING LOTS) (BLOCK 13, BLOCK 15, & LOT 5, BLOCK 14)	3 LOTS
–(RETAIL/MIXED USE LOTS) (LOTS 1–4, BLOCK 14)	4 LOTS
–(LOT TO BE PURCHASED BY SPUC) (BLOCK 16)	1 LOTS
TOTAL SITE AREA	145.74 AC.
LOT AREA	96.42 AC.
–(ATTACHED TOWNHOME LOTS)	(10.54 AC.)
–(35' WIDE SINGLE FAMILY LOTS)	(5.56 AC.)
–(40' WIDE SINGLE FAMILY LOTS)	(4.68 AC.)
–(52' WIDE SINGLE FAMILY LOTS)	(17.48 AC.)
–(65' WIDE SINGLE FAMILY LOTS)	(15.65 AC.)
–(APARTMENT BUILDING LOTS)	(12.68 AC.)
–(RETAIL/MIXED USE LOTS)	(22.32 AC.)
–(LOT TO BE PURCHASED BY SPUC)	(7.51 AC.)
OUTLOT AREA	23.88 AC.
RIGHT OF WAY AREA	25.44 AC.
–(EXISTING COUNTY ROADS)	(4.97 AC.)
–(SUBDIVISION ROADS)	(20.47 AC.)

MINIMUM SETBACKS – APARTMENTS (BLOCK 13, BLOCK 15, & LOT 5, BLOCK 14)

FRONT (RIGHT OF WAY)	30 FEET
SIDE (INTERIOR)	30 FEET
REAR	30 FEET

MINIMUM SETBACKS – ATTACHED TOWNHOMES (BLOCKS 1 & 4)

FRONT (RIGHT OF WAY)	25 FEET
FRONT COVER PORCHES/STOOPS	20 FEET
FRONT (PRIVATE ROAD)	22 FEET
BETWEEN BUILDINGS	20 FEET
SIDE (STREET)	20 FEET
SIDE (PRIVATE ROAD)	15 FEET
REAR	30 FEET
REAR COVER PORCHES/STOOPS	25 FEET

MINIMUM SETBACKS – 35' WIDE SINGLE FAMILY LOTS (BLOCK 3)

FRONT (RIGHT OF WAY)	20 FEET
SIDE (INTERIOR)	5 FEET
SIDE (STREET)	10 FEET
REAR (PRIVATE DRIVE)	25 FEET

35' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	35 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	4,500 S.F.
AVERAGE LOT AREA	4,939 S.F.

MINIMUM SETBACKS – 40' WIDE SINGLE FAMILY LOTS (BLOCK 2)

FRONT (RIGHT OF WAY)	25 FEET
SIDE (INTERIOR)	5 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

40' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	40 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	5,000 S.F.
AVERAGE LOT AREA	8,149 S.F.

MINIMUM SETBACKS – 52' WIDE SINGLE FAMILY LOTS (BLOCKS 7, 8, 9, & 12, LOTS 12–28, BLOCK 11)

FRONT (RIGHT OF WAY)	25 FEET
SIDE (INTERIOR)	6 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

52' WIDE SINGLE FAMILY DATA

MINIMUM LOT WIDTH PROVIDED	52 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	6,500 S.F.
AVERAGE LOT AREA	8,189 S.F.

MINIMUM SETBACKS – 65' WIDE SINGLE FAMILY LOTS (BLOCKS 5, 6, & 10, LOTS 1–11, BLOCK 11)

FRONT (RIGHT OF WAY)	25 FEET
SIDE (INTERIOR)	7.5 FEET
SIDE (STREET)	15 FEET
REAR	25 FEET

65' WIDE SINGLE FAMILY DATA

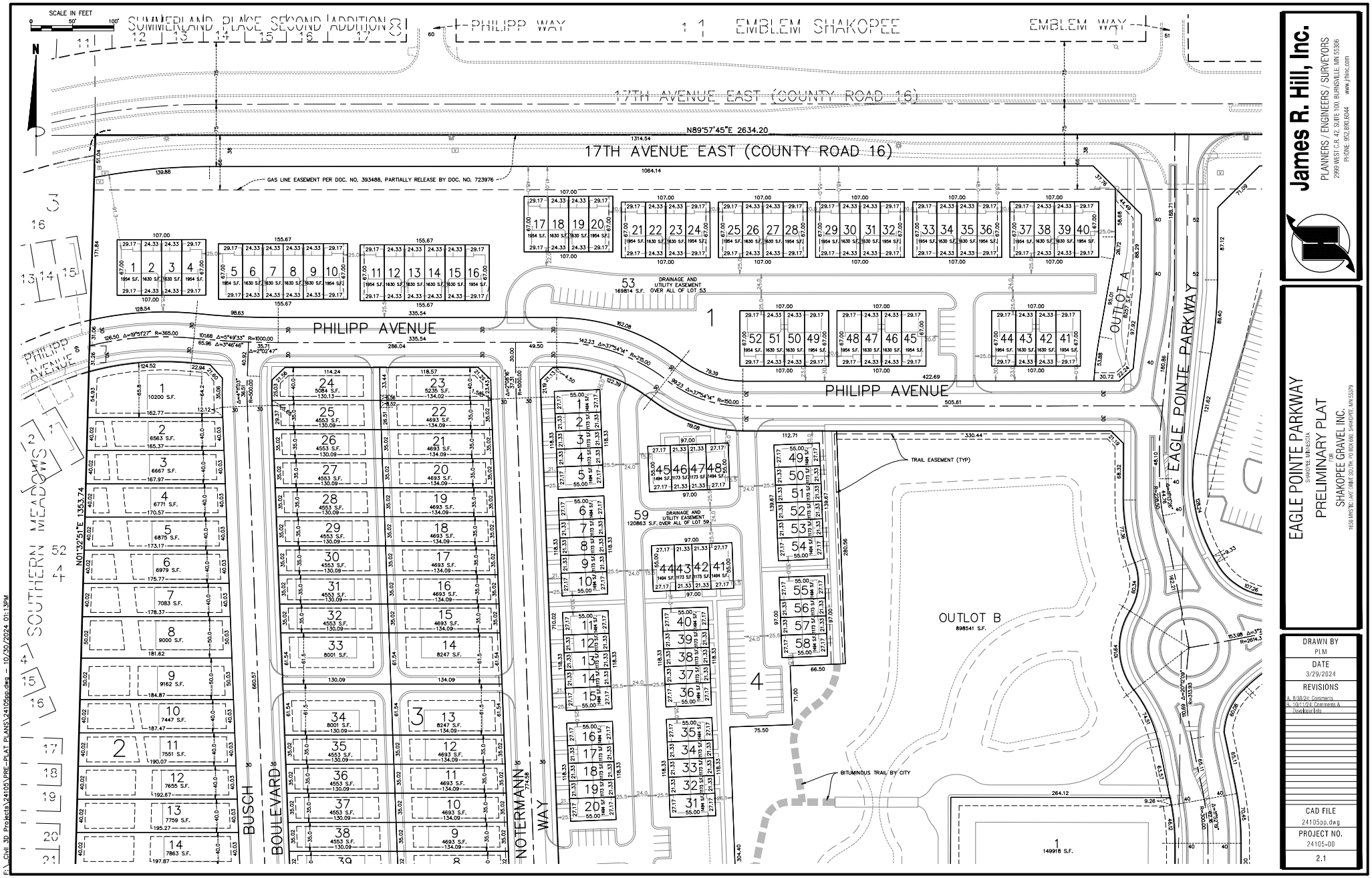
MINIMUM LOT WIDTH PROVIDED	65 FEET
MINIMUM LOT DEPTH PROVIDED	125 FEET
MINIMUM LOT AREA PROVIDED	8,125 S.F.
AVERAGE LOT AREA	10,997 S.F.

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PHONE: 952.890.6044 www.jrhinc.com

EAGLE POINTE PARKWAY
SHAKOPEE, MINNESOTA
PRELIMINARY PLAT
FOR
SHAKOPEE GRAVEL INC.
16561 MYSTIC LAKE DRIVE SOUTH, PO BOX 6380, SHAKOPEE, MN 55379

DRAWN BY: PLM
DATE: 3/29/2024
REVISIONS
A. 8/30/24: Comments
B. 10/1/24: Comments & Developer Info
CAD FILE: 24105pp.dwg
PROJECT NO.: 24105-00
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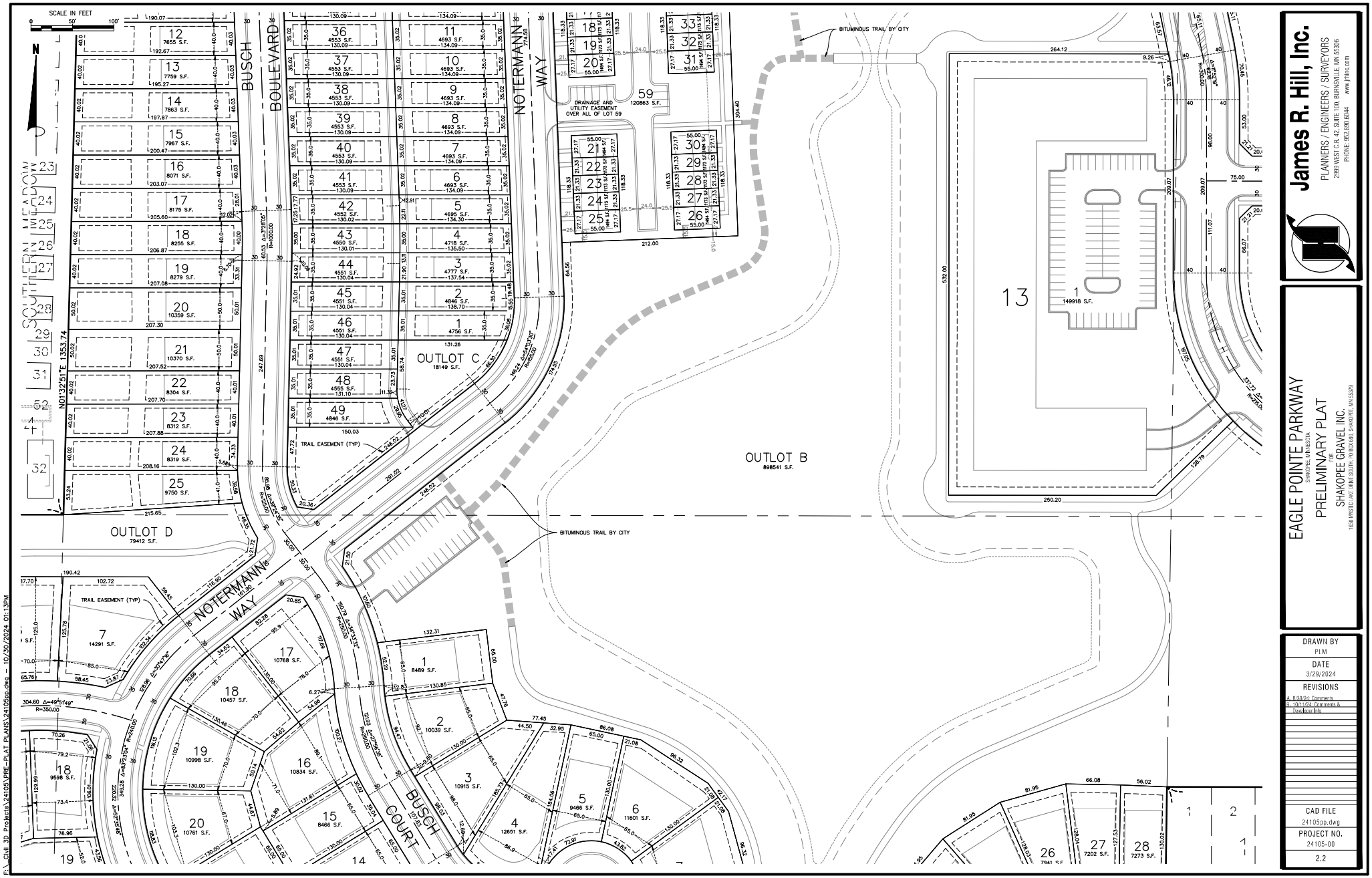
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EAGLE POINTE PARKWAY
PRELIMINARY PLAT
SHAKOPEE, MINNESOTA

SHAKOPEE GRAVEL INC.
1658 MYOSTIC LAKE DRIVE SOUTH, POTOSI 6080, SHAKOPEE, MN 55379

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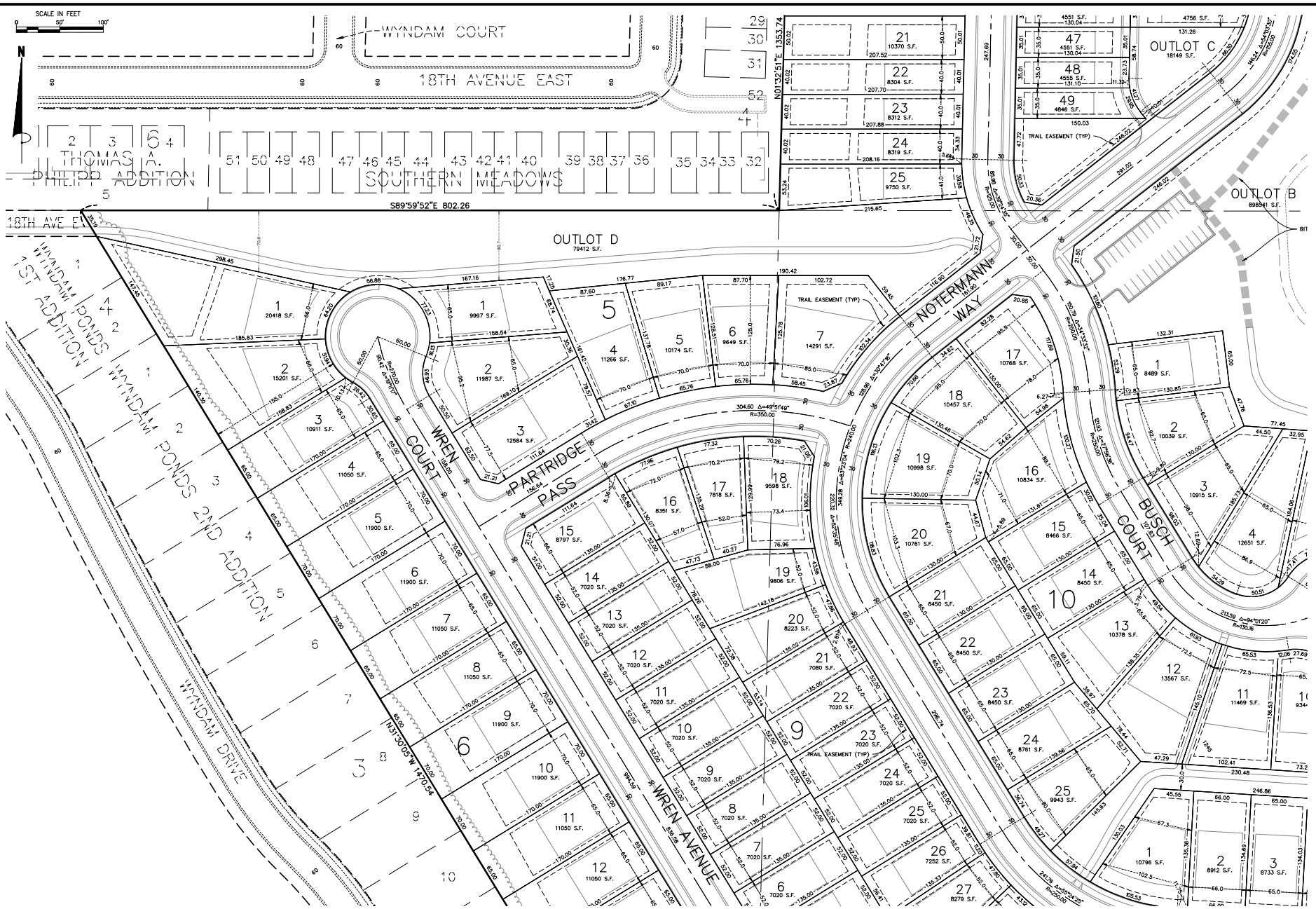
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EAGLE POINTE PARKWAY
SHAKOPEE, MINNESOTA

PRELIMINARY PLAT
FOR
SHAKOPEE GRAVEL INC.
10550 MYRTLE LAKE DRIVE SOUTH, PO BOX 6080, SHAKOPEE, MN 55379

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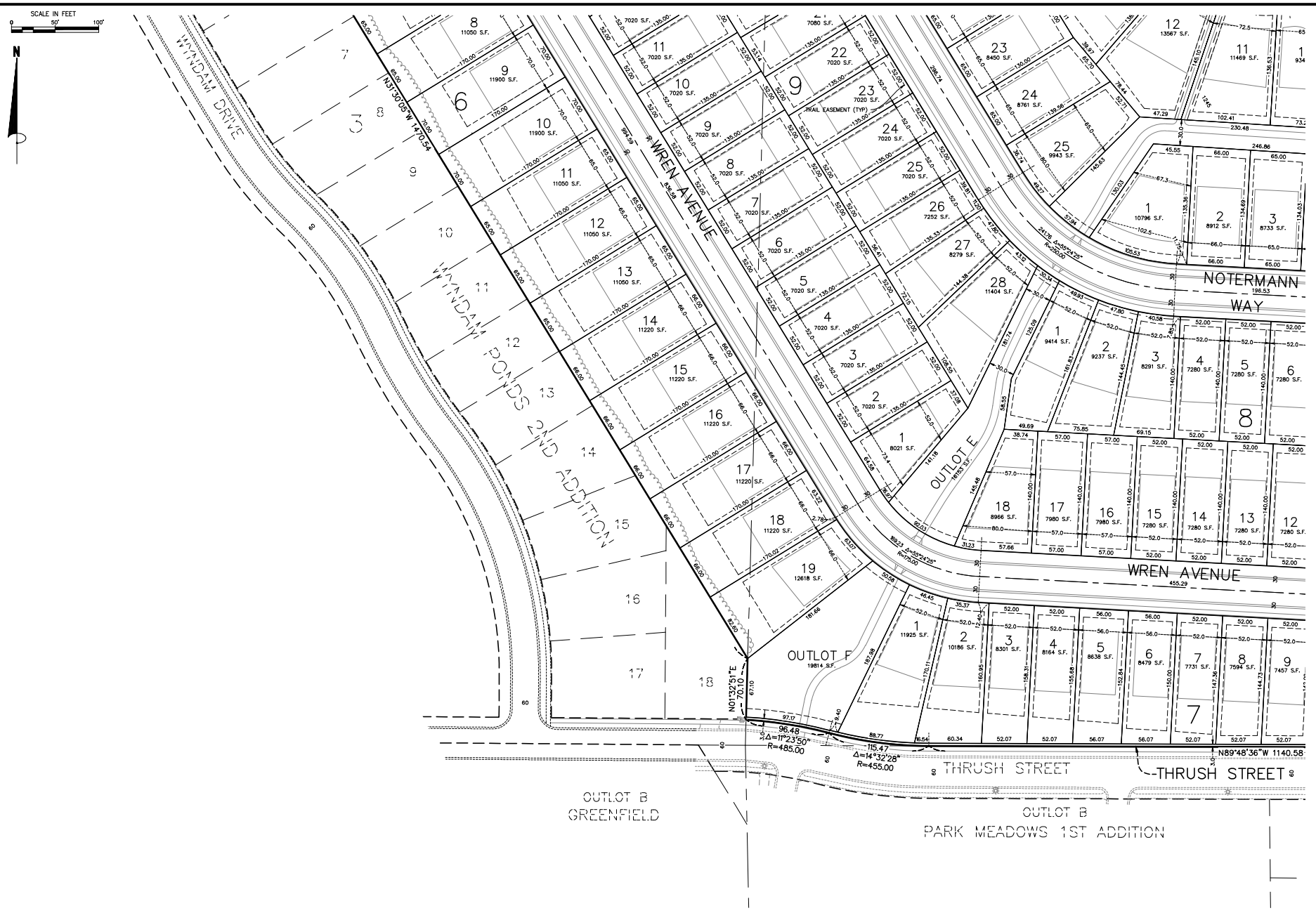
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PHONE: 952.890.6044 www.jrhinc.com

EAGLE POINTE PARKWAY
SHAKOPEE, MINNESOTA

PRELIMINARY PLAT
FOR
SHAKOPEE GRAVEL INC.
10550 MYRTLE LAKE DRIVE SOUTH, PO BOX 6080, SHAKOPEE, MN 55379

DRAWN BY	PLM
DATE	3/29/2024
REVISIONS	
A. 8/30/24 Comments	
B. 10/1/24 Comments & Developer Info	
CAD FILE	24105pp.dwg
PROJECT NO.	24105-00
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EAGLE POINTE PARKWAY

SHAKOPEE, MINNESOTA

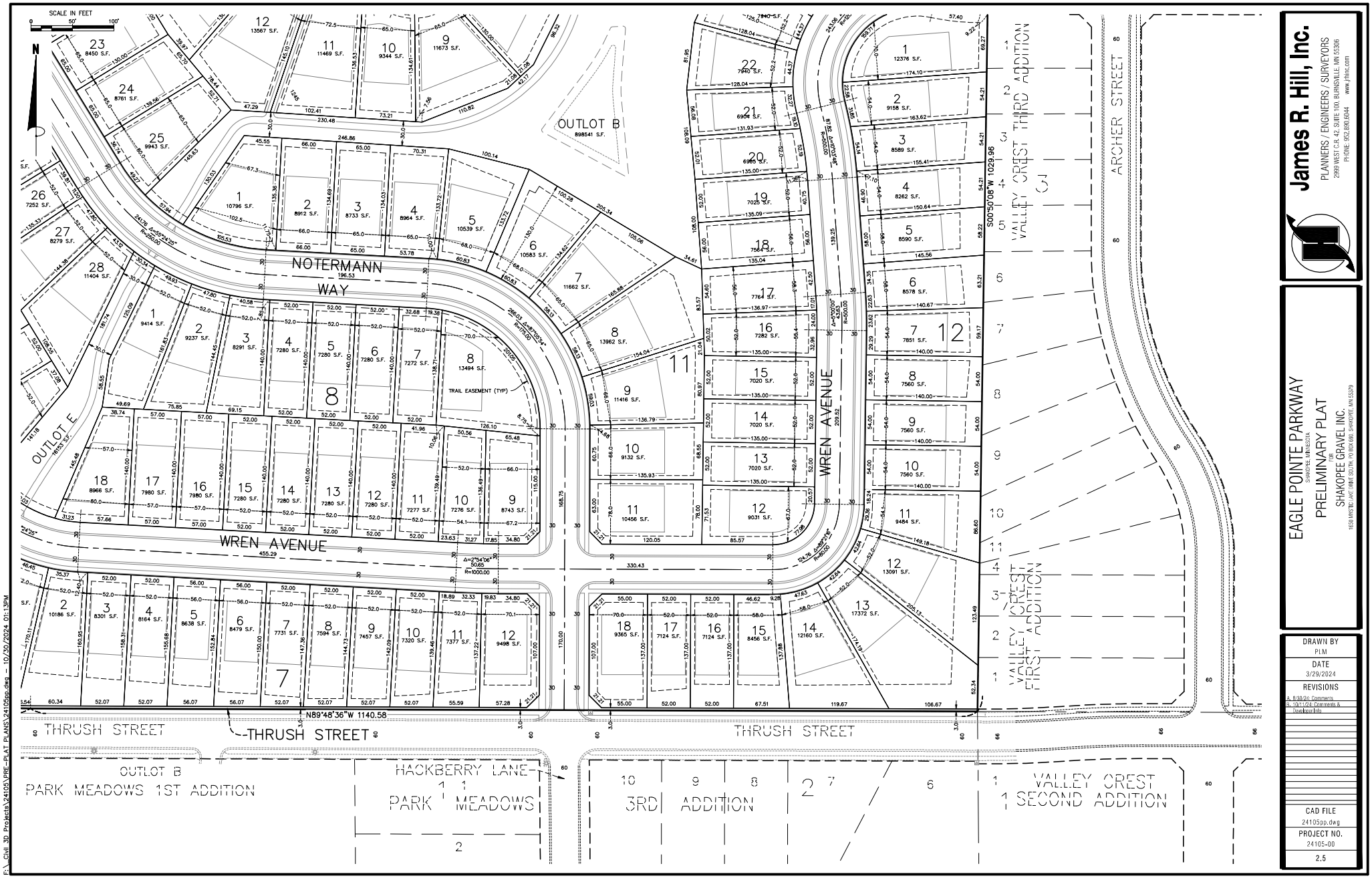
PRELIMINARY PLAT

FOR

SHAKOPEE GRAVEL INC.

10551 MYRTLE LAKE DRIVE SOUTH, PO BOX 6380, SHAKOPEE, MN 55379

DRAWN BY	PLM
DATE	3/29/2024
REVISIONS	A. 8/30/24 Comments B. 10/1/24 Comments & Developer Info
CAD FILE	24105pp.dwg
PROJECT NO.	24105-00
	2.4



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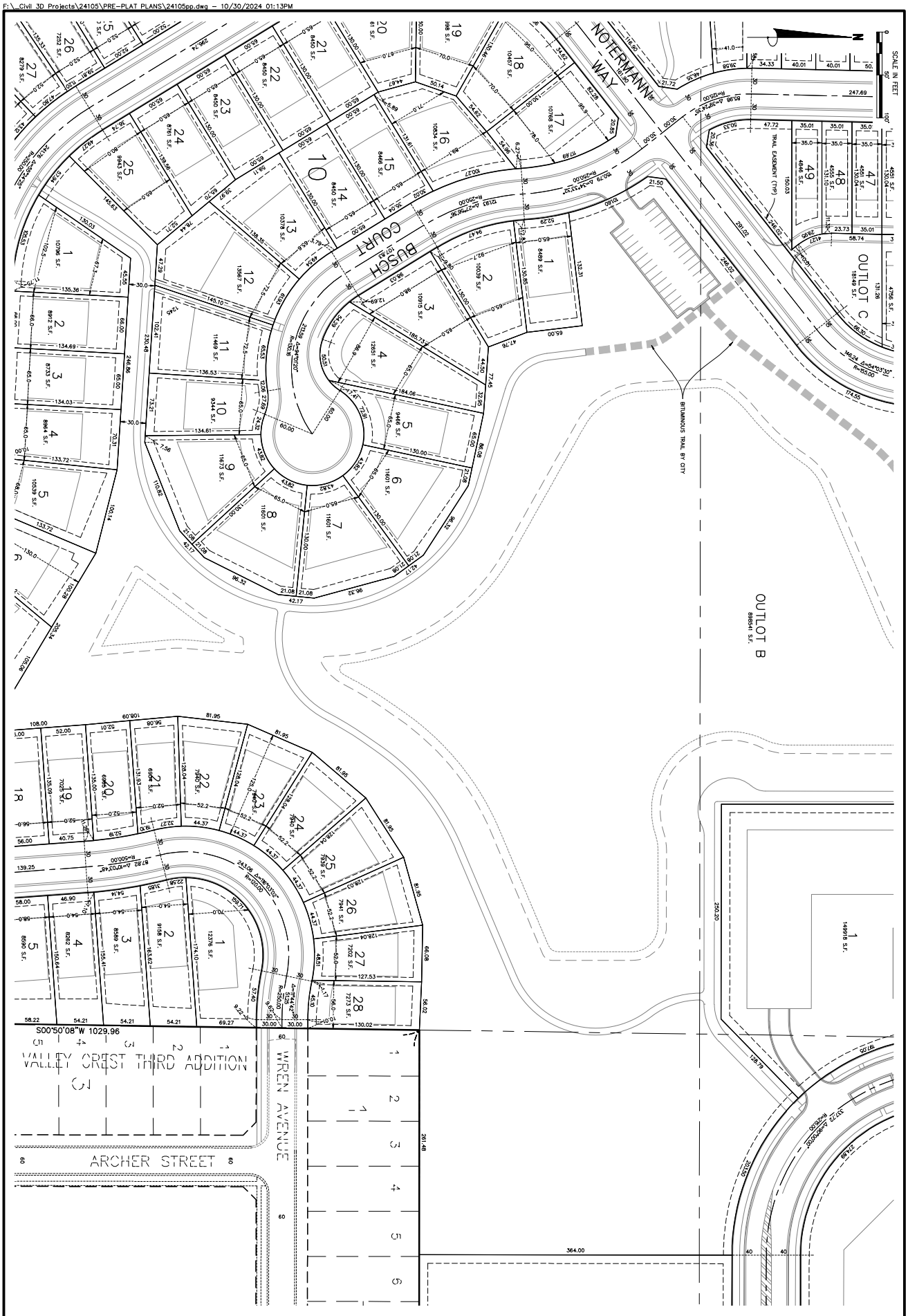
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SHAKOPEE, MINNESOTA
PRELIMINARY PLAT

SHAKOPEE GRAVEL INC.
1930 MYRTLE LAKE DRIVE SOUTH, PO BOX 6380, SHAKOPEE, MN 55379

DRAWN BY	PLM
DATE	3/29/2024
REVISIONS	
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B. 10/1/24: Comments & Developer Info	
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PROJECT NO.	24105-00
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DATE	3/29/2024
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CAD FILE	24105pp.dwg
PROJECT NO.	24105-00
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EAGLE POINTE PARKWAY

SHAKOPEE, MINNESOTA

PRELIMINARY PLAT

FOR

SHAKOPEE GRAVEL INC.

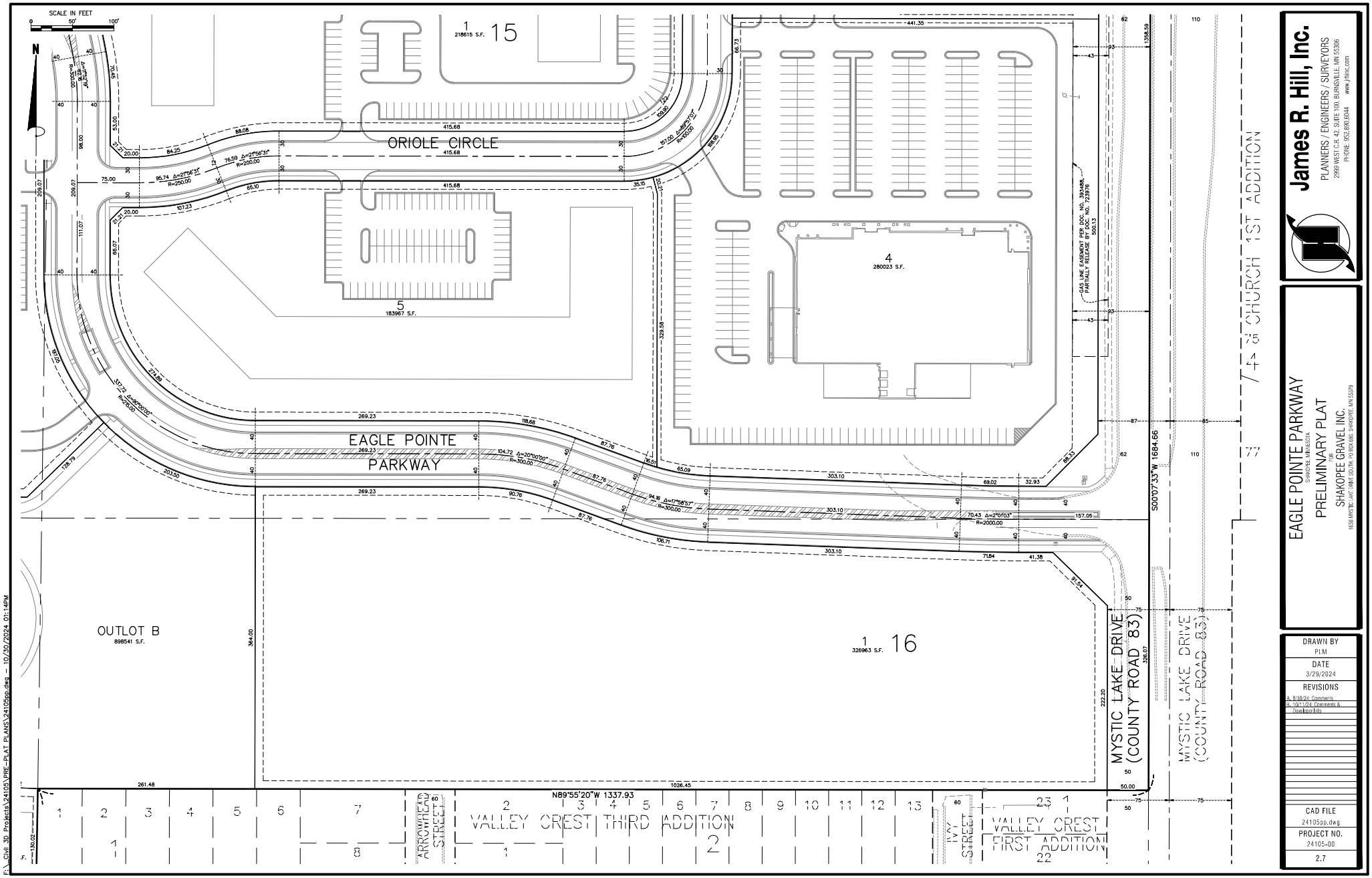
1650 MYSTIC LAKE DRIVE SOUTH, PO BOX 690, SHAKOPEE, MN 55379

James R. Hill, Inc.

PLANNERS / ENGINEERS / SURVEYORS

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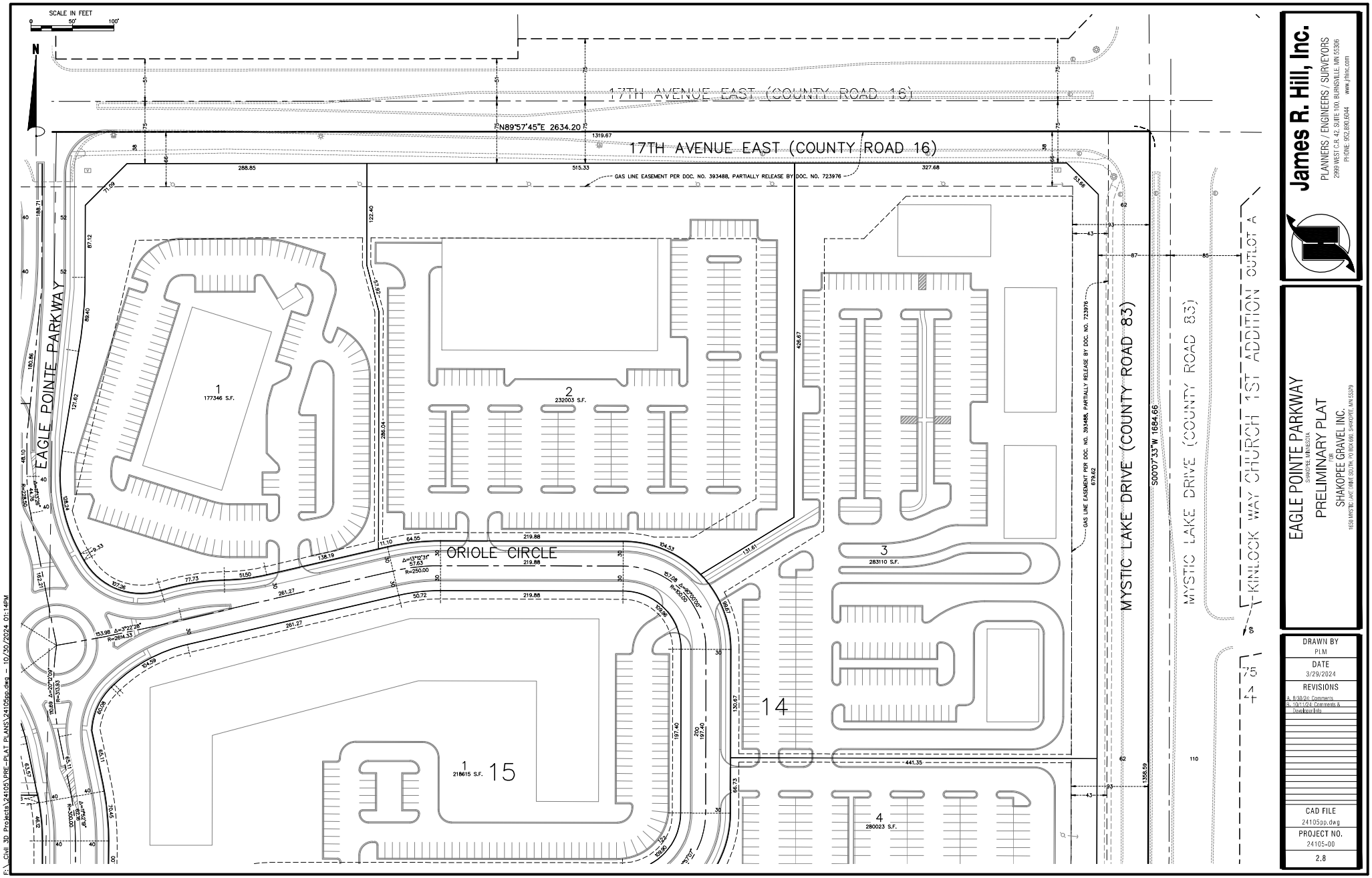
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PHONE: 952.890.6044 www.jrhinc.com

EAGLE POINTE PARKWAY

PRELIMINARY PLAT

SHAKOPEE GRAVEL INC.
10551 MYSTIC LAKE DRIVE SOUTH, PO BOX 6080, SHAKOPEE, MN 55379

DRAWN BY	PLM
DATE	3/29/2024
REVISIONS	A. 8/30/24 Comments B. 10/1/24 Comments & Developer Info
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PHONE: 952.890.6044 www.jrhinc.com

EAGLE POINTE PARKWAY

PRELIMINARY PLAT

SHAKOPEE, MINNESOTA

FOR:
SHAKOPEE GRAVEL INC.
1600 MYSTIC LAKE DRIVE SOUTH, PO BOX 6080, SHAKOPEE, MN 55379

DRAWN BY	PLM
DATE	3/29/2024
REVISIONS	A. 8/30/24 Comments B. 10/1/24 Comments & Developer Info
CAD FILE	24105pp.dwg
PROJECT NO.	24105-00
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City of Shakopee
Memorandum

TO: Amanda Schwabe, Planner

FROM: Darin Manning, Project Engineer

SUBJECT: Preliminary Plat and Planned Unit Development (PUD) – Eagle Crest Development

PROJECT NO.: PLAT-000231-2024 and PUD-000230-2024

DATE: October 31, 2024

The staff review indicates a request to review a Preliminary Plat and PUD application for the Eagle Crest Development located on the southwest corner of County Road 83 (Canterbury Road South) and County Road 16 (17th Avenue East).

This review should be considered preliminary, as more comments will follow with additional submittals. However, the Engineering Department offers the following comments at this time to the applicant and to the planning department:

The following items need to be addressed/completed prior to release of the Final Plat for recording:

1. Plan review and plat review red-lined comments are attached to this memo and must be addressed, resubmitted and approved by the City Engineer.

2. Execution of a Developer's Agreement, which needs to include provisions for a letter of credit or cash security equal to 125 percent of the estimated total cost of the improvements, plus 100 percent of the estimated costs of city inspection and administration.

3. Pay all applicable fees/charges listed below, as required by the most current City of Shakopee Fee Schedule.

    - Street and Utility Fee
    - Watermain Fee
    - Trunk Storm Water Charge (Residential Only)
    - Trunk Sanitary Sewer Charge
    - Sign Installation Fee
    - Wetland Conservation Act Fees
    - Bituminous Sealcoat Fee
    - Storm Water Management Plan Review Fees

4. Submit a detailed contractor's bid for all public improvements associated with this subdivision.

5. At a minimum, obtain conditional approval of the development's storm water management plan.

6. Easements will be shown on the Final Plat as approved by the City Engineer. They include, but are not limited to the following:

    - Verify appropriate drainage and utility easements for public sanitary sewer, storm sewer and watermain systems are provided. The minimum widths of drainage and utility easements are set forth in Section 10.1 (A-D) of the City of Shakopee Design Criteria.
    - Dedicate drainage and utility easement to encompass the 100-year high water level of all storm water basins.
    - All trails located through private property shall require a standalone trail easement per Section 10.1.E of the City's Design Criteria. This includes the eight (8) feet concrete sidewalk along the west side of Notermann Way that encroaches in the perimeter drainage and utility easements.

7. Plans must be provided to Scott County for review and any conditions imposed by the county must be adhered to by the applicant.

8. Approval of the preliminary plat does not constitute approval of the submitted construction plans.

9. Conduct a title search to confirm other interests on the property.

10. Submit a detailed lot area drawing showing the total plat area, the total drainage and utility easement area encompassing 100-year high water levels of wetlands/storm water basins, the total area of right-of-way, the total area of conservation easements and outlots, the total area of bituminous street and the total area of lots.

11. Submit a detailed geotechnical report outlining any groundwater encountered as well as infiltration rates in appropriate locations.

12. Prior to discharging into a storm water basin, pretreatment must be provided.

13. Provide electronic files (AutoCAD and Portable Document Format – PDF) of the Final Plat to be recorded with datum on the Scott County coordinate system.

The following items need to be addressed/completed prior to approval of a grading permit, a street and utility plan and/or a building permit:

14. Obtain final approval of the development's storm water management plan.

15. Obtain a NPDES construction site permit prior to any land disturbing activity. A copy of the permit must be provided to the city.

16. Pay the Trunk Storm Water Charge for commercial properties, as required by the most current City of Shakopee Fee Schedule.

17. Prior to issuance of a grading or building permit, a grading fee and security shall be provided per City Code section 150.110.

18. Grade the entire site, as proposed on the approved plans, in one phase within one year from the date of approval of the grading permit application. Grading is defined as bringing the site to the proposed finished grade with materials deemed acceptable by the City of Shakopee engineering department, providing topsoil per City requirements and applying seed, mulch and/or sod per City requirements and providing an as-built record grading plan per Section 2.5 of the City of Shakopee Design Criteria.

19. Provide the city with a copy of all applicable permits/approvals, including, but not limited to the following:

    - Minnesota Department of Health
    - Met Council
    - Minnesota Pollution Control Agency (NPDES and Sanitary Sewer Extension)
    - Shakopee Public Utilities
    - Any other required

20. Submit a landscaping plan in compliance with the most recent version of the City of Shakopee's Easement Fencing and Landscaping Policy.

21. Submit detailed pavement design calculations.

22. Submit a small utilities joint trench design and detail.

23. Submit a Utility Facilities Easement Agreement for all private utilities. The document must be recorded with Scott County.

24. The contractor must submit a Construction Management Plan to the city prior to any construction activities.

25. Submit final construction plans for approval by the city.

26. Record plans need to be provided per the City of Shakopee Design Criteria, Section 2.5 and Section 11.2 (A-L). The record plans need to be certified and submitted to the engineering department. Provide a letter from the engineer of record certifying all improvements were constructed per approved plans and under the direct supervision of the engineer of record.

Recommendation

The Engineering Department recommends approval of the application subject to the conditions above being addressed/completed by the applicant.

City of Shakopee – Shakopee Fire Department

Staff Review

Case Number: PLAT-000231-2024

From: Tom Pitschneider, Fire Marshal

Date: 07/26/2024 – Amended 10/30/2024

Request: Subdivision Plat – Preliminary Plat

Staff Recommendation: **Approve with Comments**

Project Comments

1. Provide street layout concept for Block 16.
2. Naming, width and design of private streets in Blocks 1, 3, and 4 must be reviewed and approved. These may require additional addressing signs for emergency services.
3. Provide turning radius plans for private streets, alleys, commercial, and apartments roadways.
4. Double fronting lots in Blocks 3 and 4 require address number on both the garage and front entry sides of the units.
5. Block 13 Lot 1 indicates underground parking but fire access to the south portion of the building is currently limited
6. Block 14 Lot 2 presently shows access to a possible parking area. Does building have parking under it or is this to provide access for inside trash collection?
7. Block 14 Lot 5 parking appears limited, and fire access is questionable. There is no indication of underground parking.
8. Block 15 Lot 1 parking appears limited, and fire access is questionable. There is no indication of underground parking.
9. Not sure I'm a fan of all the grocery delivery truck passing by the apartment building access points

Modification to Redevelopment Plan for Minnesota Valley Housing and Redevelopment Project No. 1

Tax Increment Financing Plan

for

Tax Increment Financing (Soil Deficiency) District No. 22

(Gravel Pit Development Project)

City of Shakopee, Minnesota
Shakopee Economic Development Authority

Prepared by
Baker Tilly Municipal Advisors, LLC

Draft Dated: October 18, 2024

Anticipated Approval by City: November 19, 2024

Public Hearing Scheduled by City Council: November 19, 2024

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TABLE OF CONTENTS

Section I - Background — Page(s)

A. Introduction 1
B. Definitions 1

Section II-Modification to Redevelopment Plan for Minnesota River Valley Housing and Redevelopment Project No. 1

Section III – Tax Increment Financing Plan for TIF District No. 22 — Page(s)

A. Statutory Authorization 2
B. Statement of Need and Public Purpose 2
C. Statement of Objectives 2
D. Designation of Tax Increment Financing District as a Soil Deficiency District 2
E. Duration of the TIF District 4
F. Property to be Included in the TIF District 4
G. Property to be Acquired in the TIF District 5
H. Specific Development Expected to Occur Within the TIF District 5
I. Findings and Need for Tax Increment Financing 5
J. Estimated Public Costs 7
K. Estimated Sources of Revenue 7
L. Estimated Amount of Bonded Indebtedness 8
M. Original Net Tax Capacity 8
N. Original Local Tax Capacity Rate 9
O. Projected Retained Captured Net Tax Capacity and Projected Tax Increment 9
P. Use of Tax Increment 10
Q. Excess Tax Increment 11
R. Tax Increment Pooling and the Five-Year Rule 11
S. Limitation on Administrative Expenses 12
T. Limitation on Property Not Subject to Improvements - Four Year Rule 13
U. Estimated Impact on Other Taxing Jurisdictions 13
V. Prior Planned Improvements 14
W. Development Agreements 14
X. Assessment Agreements 14
Y. Modifications of the Tax Increment Financing Plan 15
Z. Administration of the Tax Increment Financing Plan 15
AA. Filing TIF Plan, Financial Reporting and Disclosure Requirements 16

Map of Tax Increment Financing Soil Deficiency District ..... EXHIBIT I
Assumptions Report ..... EXHIBIT II
Projected Tax Increment Report ..... EXHIBIT III
Estimated Impact on Other Taxing Jurisdictions Report ..... EXHIBIT IV
Market Value Analysis Report ..... EXHIBIT V

I.-BACKGROUND

Section A Introduction

The City created the Minnesota River Valley Housing and Redevelopment Project No. 1 on January 2, 1979 (originally designated as Valley Industrial Park Redevelopment Project No. 1) and transferred that project to the Economic Development Authority for the City of Shakopee (the "Authority") upon creation of the Authority in 1995.

The Authority and City have now determined a need to create Tax Increment Financing District No. 22, a soil deficiency district, within the Project.

Section B Definitions

The terms defined in this section have the meanings given herein, unless the context in which they are used indicates a different meaning:

"Authority" means the Shakopee Economic Development Authority.

"City" means the City of Shakopee, Minnesota; also referred to as a "Municipality".

"City Council" means the City Council of the City; also referred to as the "Governing Body".

"County" means Scott County, Minnesota.

"Development Program" means the Development Program for the Development District.

"Project" means the Gravel Pit Development Project.

"Project area" means the following parcels, identified by parcel identification numbers: 279160102, 279160110 and 279170020.

"School District" means Independent School District No. 720, Minnesota.

"State" means the State of Minnesota.

"TIF Act" means Minnesota Statutes, sections 469.174 through 469.1794, inclusive, as amended.

"TIF District" means Tax Increment Financing (Soils Deficiency) District No. 22.

"TIF Plan" means the tax increment financing plan for the TIF District (this document).

II. – MODIFICATION TO REDEVELOPMENT PLAN FOR MINNESOTA RIVER VALLEY HOUSING AND REDEVELOPMENT PROJECT NO. 1

The City and the Authority intend, through this document, to modify the Project Plan for the Project. Section 1.6 (regarding parcels to be acquired within the Project), Section 1.7 (regarding estimated public improvement costs within the Project) and Section 1.8 (regarding public improvements and facilities within the Project) of the existing Project Plan are deemed modified to incorporate the terms of the TIF Plan following in Section III of this document. The boundaries

are coterminous with the City and general objectives of the Project remain unchanged.

Section A Statutory Authorization

The Authority, with approval of the City Council, is authorized to establish TIF District No. 22 and this TIF Plan pursuant to the Act and the TIF Act.

Section B Statement of Need and Public Purpose

The Authority has determined that conditions exist within the Project Area which have prevented further development of land by private enterprise. It has been found that the Project Area is potentially more useful and valuable for contributing to the public health, safety and welfare than has been realized under existing development.

The development of these parcels is not attainable in the foreseeable future without the intervention of the Authority in the private development process. The Authority has prepared the Project Plan, which provides for the elimination of these conditions, thereby making the land useful and valuable for contributing to the public health, safety and.

Section C Statement of Objectives

The objectives outlined in Section 1.4 of the Project Plan, as amended, are incorporated herein by reference.

Section D Designation of Tax Increment Financing District as a Soils Deficiency District

Pursuant to the Special Legislation passed for the City, a “soil deficiency district” means a type of tax increment financing district consisting of a portion of the project area in which the City finds by resolution that the following conditions exist:

> (1) unusual terrain or soil deficiencies that occurred over 70 percent of the acreage in the district require substantial filling, grading, or other physical preparation for use; and
>
> (2) the estimated cost of the physical preparation under clause (1), excluding costs directly related to roads as defined in Minnesota Statutes, section 160.01, and local improvements as described in Minnesota Statutes, sections 429.021, subdivision 1, clauses (1) to (7) and (11) to (22), and 430.01, exceeds the fair market value of the land before completion of the preparation.

The applicable properties means the following parcels, identified by parcel identification numbers: 279160102, 279160110, 279170020, and 279160120.

Special rules applicable to the Tax Increment Financing District:
If the city elects, upon the adoption of the tax increment financing plan for a district, the rules under this section apply to a redevelopment district, renewal and renovation district, soil condition district, or soil deficiency district established by the city or a development authority of the city in the project area. The city, or a development authority acting on its behalf, may establish one or more soil deficiency districts within the project area.

Prior to or upon the adoption of the first tax increment plan subject to the special rules under this subdivision, the city must find by resolution that parcels consisting of at least 70 percent of the acreage of the project area, excluding street and railroad rights-of-way, are characterized by one or more of the following conditions:

(1) peat or other soils with geotechnical deficiencies that impair development of residential or commercial buildings or infrastructure;
(2) soils or terrain that requires substantial filling in order to permit the development of residential or commercial buildings or infrastructure;
(3) landfills, dumps, or similar deposits of municipal or private waste;
(4) quarries or similar resource extraction sites;
(5) floodways; and
(6) substandard buildings, within the meaning of Minnesota Statutes, section 469.174, subdivision 10.

For the purposes of paragraph (b), clauses (1) to (5), a parcel is characterized by the relevant condition if at least 60 percent of the area of the parcel contains the relevant condition. For the purposes of paragraph (b), clause (6), a parcel is characterized by substandard buildings if substandard buildings occupy at least 30 percent of the area of the parcel.

The five-year rule under Minnesota Statutes, section 469.1763, subdivision 3, is extended to ten years for any district, and the period under Minnesota Statutes, section 469.1763, subdivision 4, is extended to 11 years.

Notwithstanding any provision to the contrary in Minnesota Statutes, section 469.1763, subdivision 2, paragraph (a), not more than 80 percent of the total revenue derived from tax increments paid by properties in any district, measured over the life of the district, may be expended on activities outside the district but within the project area.

For a soil deficiency district:

(1) increments may be collected through 20 years after the receipt by the authority of the first increment from the district; and

(2) except as otherwise provided in this subdivision, increments may be used only to:

(i) acquire parcels on which the improvements described in item (ii) will occur;

(ii) pay for the cost of correcting the unusual terrain or soil deficiencies and the additional cost of installing public improvements directly caused by the deficiencies; and

(iii) pay for the administrative expenses of the authority allocable to the district.

The authority to approve tax increment financing plans to establish tax increment financing districts under this section expires December 31, 2026. If the City elects, upon adoption of the tax increment financing plan for a district, the rules under the Special Legislation apply to a redevelopment district, renewal and renovation district, soil condition district, or soil deficiency district.

Prior to or upon adoption of the first tax increment financing plan subject to the special rules under

the Special Legislation the City must find by resolution that parcels consisting of at least 80 percent of the acreage of the project area, excluding street and railroad rights-of-way, are characterized by one or more of the following characteristics:

(1) peat or other soils with geotechnical deficiencies that impair development of commercial buildings or infrastructure;

(2) soils or terrain that require substantial filling in order to permit the development of commercial buildings or infrastructure;

(3) landfills, dumps, or similar deposits of municipal or private waste;

(4) quarries or similar resource extraction sites;

(5) floodway; and

(6) substandard buildings, within the meaning of Minnesota Statutes, section 469.174, Subdivision 10.

For purposes of the above, clauses (1) through (5), a parcel is characterized by the relevant condition if at least 70 percent of the area of the parcel contains the relevant condition. For purposes of clause (6), a parcel is characterized by a substandard building if substandard buildings occupy at least 30 percent of the area of the parcel.

The project qualifies pursuant to special legislation the City received in 2023 that allows for the establishment of one or more tax increment districts in the defined project area under special rules. The city finds that 70% of the defined area has peat or geotechnical deficiencies, landfills, dumps, quarries, floodways, substandard buildings, or that substantial fill is needed for new development and the City is establishing as a soils deficiency district.

Section E Duration of the TIF District

Soil deficiency districts may remain in existence 20 years from the date of receipt by the City of the first tax increment.

The Authority reserves the right to allow the TIF District to remain in existence for the maximum duration allowed by law (projected to be through the year 2047). Modifications of this plan (see Section AA) shall not extend these limitations. All tax increments from taxes payable in the year the TIF District is decertified shall be paid to the Authority. Pursuant to MN Statutes, Section 469.175, Subdivision 1(b) the Authority elects to delay receipt of first increment until 2027.

Section F Property to be Included in the TIF District

The TIF District comprises of the properties identified by parcel numbers listed below and includes adjacent streets and rights-of- way located within the Project Area. The TIF District is approximately 131.3 acres of land. A map showing the location of the TIF District is shown in Exhibit I. The boundaries and area encompassed by the TIF District are described below:

Parcel Number	Legal Description
279-160-102	Section 16 Township 115 Range 022 | N1/2 NW1/4 & SW1/4 NW1/4 LYING NORTHEASTERLY OF THE NORTHEASTERLY ROW LINE OF THE ABANDONED ROW OF THE RR, THE CENTERLINE OF SAID ROW SHOWN BY SURVEY RECORDED AS DOC #178639 EX P/O N1/2 NW1/4 & P/O SW1/4 NW1/4 DESCRIBED AS FOLLOWS: COM AT A POINT IN THE WEST LINE OF SECTION 16, DISTANT 955.0 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 545.0 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 400.00 FEET; THENCE NORTH AT RIGHT ANGLES A DISTANCE OF 545.00 FEET; THENCE WEST AT RIGHT ANGLES A DISTANCE OF 400.00 FEET TO POB. | SW1/4 NW1/4 COM 29.39' N OF SW COR, N 70.10' TO NE ROW OF VACATED RR, S 31-29-53 E 88.29', NW TO POB
279-160-110	Section 16 Township 115 Range 022 | P/O N1/2 NW1/4 & SW1/4 NW1/4 COM 955' S OF NW COR, S 545', E 400', N 545', W 400' TO POB.
279-170-020	Section 17 Township 115 Range 022 | 13.50A LYING N OF RR IN SE1/4 NE1/4

Section G Property to be Acquired in the TIF District

The Authority may acquire and sell any or all of the property located within the TIF District; however, the Authority does not anticipate acquiring any such property.

Section H Specific Development Expected to Occur Within the TIF District

The development will include construction of approximately 479 apartment units, 184 townhomes, 156 single-family homes, as well as 174,300 square feet of mixed-use commercial sites.

There are significant extraordinary costs associated with development of the property requiring financial participation through tax increment financing. The City anticipates using tax increment revenues from the project to finance eligible development costs including demolition, site improvements, utilities, public improvements and other eligible development costs.

Construction of improvements is expected to start in 2026 and continue through 2033. The project is expected to be fully constructed by December 31, 2033, and be 100% assessed and on the tax rolls as of January 2, 2034 for taxes payable 2035.

Section I Findings and Need for Tax Increment Financing

In establishing the TIF District, the City makes the following findings:

(1) The TIF District qualifies as a soils deficiency district;

See Section D of this document for the reasons and facts supporting this finding.

(2) The proposed development, in the opinion of the City, would not reasonably be expected to occur solely through private investment within the reasonably

foreseeable future, and the increased market value of the site that could reasonably be expected to occur without the use of tax increment would be less than the increase in market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the TIF District permitted by the TIF Plan.

Factual basis:

Proposed development not expected to occur:

The Authority's finding that the proposed development would be unlikely to occur solely through private investment within the reasonably foreseeable future is based on an analysis of the proforma and other materials submitted by the developer.

No higher market value expected:

If the proposed development did not go forward, for the same reasons described above, no significant alternative development of the proposed TIF District area would occur. The existing building is currently substandard, and it is highly unlikely that the improvements would be made on the property site without tax increment financing. In short, there is no basis for expectation that the area would redevelop or be renovated in any significant way purely by private action without public subsidy.

To summarize the basis for the Authority's findings regarding alternative market value, in accordance with Minnesota Statutes Section 469.175, Subdivision 3(d), the Authority makes the following determinations:

The Authority's estimate of the amount by which the market value of the site will increase without the use of tax increment financing is anywhere from $0 to some modest amount based on small scale renovation or development that could be possible without assistance; any estimated values would be too speculative to ascertain.

If the proposed development to be assisted with tax increment occurs in the TIF District, the total increase in market value would be approximately $377,861,084, including the value of the building (See Exhibit V).

The present value of tax increments from the TIF District for the maximum duration of the district permitted by the TIF Plan is estimated to be $26,274,078 (See Exhibit V).

Even if some development other than the proposed development were to occur, the City finds that no alternative would occur that would produce a market value increase greater than $351,587,006 (the amount in clause b less the amount in clause c) without tax increment assistance.

(3) The TIF Plan conforms to the general plan for development or redevelopment of the Authority as a whole; and

The reasons and facts supporting this finding are that the TIF District is properly zoned and will generally compliment and serve to implement policies adopted in

the Authority's comprehensive plan.

(4) The TIF Plan will afford maximum opportunity, consistent with the sound needs of the Authority as a whole, for the development of the Project Area by private enterprise.

The reasons and facts supporting this finding are that remedial actions are necessary so that development and redevelopment by private enterprise can occur within the Project Area.

Section J Estimated Public Costs

The estimated public costs of the TIF District are listed below. Such costs are eligible for reimbursement from tax increments of the TIF District.

Estimated Public Costs	Estimated Amount
Land/Building acquisition	$0
Site Improvements/Preparation costs	$59,676,833
Utilities	$0
Other public improvements (pooling)	$0
Construction of affordable housing	$0
Administrative expenses	$6,630,754
Total Estimated Public Costs	$66,307,587
Interest expenses	$0
Total Costs	$66,307,587

The City anticipates using tax increment to the extent available to finance development costs of the project including primarily site improvement/preparation costs, soils correction/cleanup, and infrastructure improvements, related administrative expenses, and other TIF-eligible expenditures as deemed necessary and related to development of the project site.

The City reserves the right to administratively adjust the amount of any of the items listed in the categories above without a modification to the TIF Plan, as long as the overall TIF Plan budget ($66,307,587) is not increased. The Authority also reserves the right to fund any of the identified costs with any other legally available revenues but anticipates that such costs will be primarily financed with tax increments.

Section K Estimated Sources of Revenue

Sources of Revenue	Amount
Tax Increment revenue	$66,307,587
Interest on invested funds	$0
Other	$0
Total	**$66,307,587**

The Authority anticipates capturing the tax increments from the project for financing of the identified development costs and reimbursing the developer for a portion of those costs. As tax increments are collected from the TIF District in future years, a portion of these increments will be used by the Authority to reimburse the developer for public costs incurred (see Section K). The Authority also anticipates retaining any remaining increment to finance eligible administrative or other expenses related to the project.

The Authority reserves the right to finance any or all public costs of the TIF District using pay-as-you- go assistance, internal funding, general obligation or revenue debt, or any other financing mechanism authorized by law. The Authority also reserves the right to use other sources of revenue legally applicable to the Project Area to pay for such costs including, but not limited to, special assessments, utility revenues, federal or state funds, and investment income.

Section L Estimated Amount of Bonded Indebtedness

The maximum principal amount of bonds (as defined in the TIF Act) secured in whole or part with tax increment from the TIF District is $66,307,587. The Authority currently plans to finance the site improvements and development costs through either a pay-as-you-go note or Authority financing and reserves the right to issue bonds in any form, including without limitation any interfund loan with interest not to exceed the maximum permitted under Section 469.178, Subdivision 7 of the TIF Act.

Section M Original Net Tax Capacity

The County Auditor shall certify the original net tax capacity of the TIF District. This value will be equal to the total net tax capacity of all property in the TIF District as certified by the State Commissioner of Revenue. For districts certified between January 1 and June 30, inclusive, this value is based on the previous assessment year. For districts certified between July 1 and December 31, inclusive, this value is based on the current assessment year.

The estimated taxable value of all property within the TIF District as of January 2, 2023, for taxes payable in 2024, is $4,365,800. Upon establishment of the district and classification of the property as taxable residential rental, residential homestead and commercial-industrial, the estimated original net tax capacity of the TIF District is estimated to be $51,233.

Each year the County Auditor shall certify the amount that the original net tax capacity has increased or decreased as a result of:

(1) changes in the tax-exempt status of property;

(2) reductions or enlargements of the geographic area of the TIF District;

(3) changes due to stipulation agreements or abatements; or

(4) changes in property classification rates.

Section N Original Local Tax Capacity Rate

The County Auditor shall also certify the original local tax rate of the TIF District. This rate shall be the sum of all local tax rates that apply to property in the TIF District. This rate shall be for the same taxes payable year as the original net tax capacity.

In future years, the amount of tax increment generated by the TIF District will be calculated using the lesser of (a) the sum of the current local tax rates at that time or (b) the original local tax rate of the TIF District.

It is anticipated the request for certification of the TIF District will occur prior to June 30, 2025, and the local tax rates for taxes levied in 2024 and payable in 2025 will apply, for which the County Auditor shall certify as the original tax capacity rate of the TIF District. The payable 2025 tax rates are not yet available and for purposes of estimating the tax increment generated by the TIF District, the sum of the local tax rates for taxes levied in 2023 and payable in 2024 is 87.095% as shown below.

Taxing Jurisdiction	2023/2024 Local Tax Rate
City of Shakopee	27.402%
Scott County	26.228%
ISD #720	28.602%
Other	4.863%
Total	87.095%

Section O Projected Retained Captured Net Tax Capacity and Projected Tax Increment

The Authority anticipates that 100% of the development will be completed by December 31, 2033, creating a total tax capacity for the TIF District of $4,877,969 as of January 2, 2034. The captured tax capacity as of the first full year of increment is projected to be $4,380,702, and the first full receipt of increment is projected to be $3,815,358 in taxes payable 2035. Even though full increment isn't until pay year 2035 increment will start in pay year 2027 and gradually increase as more of the project is developed. A complete schedule of estimated tax increment from the TIF District is shown in Exhibit III.

Each year the County Auditor shall determine the current net tax capacity of all property in the TIF District. To the extent that this total exceeds the original net tax capacity, the difference shall be known as the captured net tax capacity of the TIF District. The estimates shown in this TIF Plan assume that residential rental class rates remain at 1.25%, residential homestead rates remain at 1% and commercial-industrial property rates are $150,000 at 1.5% and 2% for value above $150,000 of the estimated taxable value and assume no annual increases in market values. Each year the County Auditor shall determine the current net tax capacity of all property in the TIF District. To the extent that this total exceeds the original net tax capacity, the difference shall be known as the captured net tax capacity of the TIF District.

For communities affected by the fiscal disparity provisions of Minnesota Statutes, Chapter 473F and Chapter 276A, the original net tax capacity of the TIF District shall be determined before the application of fiscal disparity. In subsequent years, the current net tax capacity shall either (a) be determined before the application of fiscal disparity or (b) exclude the product of any fiscal

disparity increase in the TIF District (since the original net tax capacity was certified) times the appropriate fiscal disparity ratio. The method the Authority elects shall remain the same for the life of the TIF District, except that a single change may be made at any time from method (a) to method (b) above. The Authority elects method (b), or M.S. Section 469.177, Subdivision 3(b).

The County Auditor shall certify to the City the amount of captured net tax capacity each year. The Authority may choose to retain any or all of this amount. It is the Authority's intention to retain 100% of the captured net tax capacity of the TIF District. Such amount shall be known as the retained captured net tax capacity of the TIF District.

Exhibit II gives a listing of the various information and assumptions used in preparing a number of the exhibits contained in this TIF Plan, including Exhibit III which shows the projected tax increment generated over the anticipated life of the TIF District.

Section P Use of Tax Increment

Each year the County Treasurer shall deduct 0.36% of the annual tax increment generated by the TIF District and pay such amount to the State's General Fund. Such amounts will be appropriated to the State Auditor for the cost of financial reporting and auditing of tax increment financing information throughout the State. Exhibit III shows the projected deduction for this purpose over the anticipated life of the TIF District.

The Authority has determined that it will use 100% of the remaining tax increment generated by the TIF District for any of the following purposes:

(1) pay for the estimated public costs of the TIF District (see Section K) and County administrative costs associated with the TIF District (see Section T);

(2) pay principal and interest on tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;

(3) accumulate a reserve securing the payment of tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;

(4) pay all or a portion of the county road costs as may be required by the County Board under Minnesota Statutes Section 469.175, Subdivision 1a; or

(5) return excess tax increments to the County Auditor for redistribution to the Authority, County and School District.

Tax increments from property located in one county must be expended for the direct and primary benefit of a project located within that county, unless both county boards involved waive this requirement. Tax increments shall not be used to circumvent levy limitations applicable to the Authority.

Tax increment shall not be used to finance the acquisition, construction, renovation, operation, or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the State or federal government, or for a commons area used as a public park, or a facility used for social, recreational, or conference purposes. This prohibition does not apply to the construction or renovation of a parking structure or of a privately-owned facility for conference purposes.

If there exists any type of agreement or arrangement providing for the developer, or other beneficiary of assistance, to repay all or a portion of the assistance that was paid or financed with tax increments, such payments shall be subject to all of the restrictions imposed on the use of tax increments. Assistance includes sale of property at less than the cost of acquisition or fair market value, grants, ground or other leases at less than fair market rent, interest rate subsidies, utility service connections, roads, or other similar assistance that would otherwise be paid for by the developer or beneficiary.

Section Q Excess Tax Increment

In any year in which the tax increments from the TIF District exceed the amount necessary to pay the estimated public costs authorized by the TIF Plan, the Authority shall use the excess tax increments to:

(1) prepay any outstanding tax increment bonds;

(2) discharge the pledge of tax increments thereof;

(3) pay amounts into an escrow account dedicated to the payment of the tax increment bonds; or

(4) return excess tax increments to the County Auditor for redistribution to the City, County and School District. The County Auditor must report to the Commissioner of Education the amount of any excess tax increment redistributed to the School District within 30 days of such redistribution.

Section R Tax Increment Pooling and the Five-Year Rule

At least 75% of the tax increments from the TIF District must be expended on activities within the district or to pay for bonds used to finance the estimated public costs of the TIF District (see Section E for additional restrictions). No more than 25% of the tax increments may be spent on costs outside of the TIF District but within the boundaries of the Project Area, except to pay debt service on credit enhanced bonds. All administrative expenses are considered to have been spent outside of the TIF District. Tax increments are considered to have been spent within the TIF District if such amounts are:

(1) paid to a third party for activities performed within the TIF District within five years after certification of the district;

(2) used to pay bonds that were issued and sold to a third party, the proceeds of which are reasonably expected on the date of issuance to be spent within the later of the five-year period or a reasonable temporary period or are deposited in a reasonably required reserve or replacement fund;

(3) used to make payments or reimbursements to a third party under binding contracts for activities performed within the TIF District, which were entered into within five years after certification of the district; or

(4) used to reimburse a party for payment of eligible costs (including interest) incurred within five years from certification of the district.

Beginning with the sixth year following certification of the TIF District, the TIF District must be decertified when 75% of the tax increments is sufficient to pay obligations described above incurred within the first five years or, if applicable, when a pay-as-you-go contract or note for expenses incurred within the first five years

The Authority anticipates that an allowable portion of tax increments generated by the project may be spent outside the TIF District (including allowable administrative expenses), and such expenditures are expressly authorized in this TIF Plan.

Section S Limitation on Administrative Expenses

Administrative expenses means documented expenditures of an authority or municipality, including but not limited to:

(1) amounts paid for services provided by bond counsel, fiscal consultants, and economic development consultants;

(2) allocated expenses and staff time of the authority or municipality for administering a project, including but not limited to preparing the tax increment financing plan, negotiating and preparing agreements, accounting for segregated funds of the district, preparing and submitting required reporting for the district, and reviewing and monitoring compliance with sections 469.174 to 469.1794;

(3) amounts paid to publish annual disclosures and provide notices under section 469.175;

(4) amounts to provide for the usual and customary maintenance and operation of properties purchased with tax increments, including necessary reserves for repairs and the cost of any insurance;

(5) amounts allocated or paid to prepare a development action response plan for a soils condition district or hazardous substance subdistrict; and

(6) amounts used to pay bonds, interfund loans, or other financial obligations to the extent those obligations were used to finance costs described in clauses (1) to (5).

Administrative expenses and administrative costs do not include:

(1) amounts paid for the purchase of land;

(2) amounts paid for materials and services, including architectural and engineering services directly connected with the physical development of the real property in the project;

(3) relocation benefits paid to, or services provided for, persons residing or businesses located in the project;

(4) amounts used to pay principal or interest on, fund a reserve for, or sell at a

discount bonds issued pursuant to section 469.178; or

(5) amounts used to pay other financial obligations to the extent those obligations were used to finance costs described in clause (1) to (3).

Administrative expenses include amounts paid for services provided by bond counsel, fiscal consultants, planning or economic development consultants, and actual costs incurred by the County in administering the TIF District. Tax increments may be used to pay administrative expenses of the TIF District up to the lesser of (a) 10% of the total tax increment expenditures authorized by the TIF Plan or (b) 10% of the total tax increments received by the TIF District. [M.S. Section 469.176, Subdivision 3]

Section T Limitation on Property Not Subject to Improvements - Four Year Rule

If after four years from certification of the TIF District no demolition, rehabilitation, renovation, or qualified improvement of an adjacent street has commenced on a parcel located within the TIF District, then that parcel shall be excluded from the TIF District, and the original net tax capacity shall be adjusted accordingly. Qualified improvements of a street are limited to construction or opening of a new street, relocation of a street, or substantial reconstruction or rebuilding of an existing street. The Authority must submit to the County Auditor, by February 1 of the fifth year, evidence that the required activity has taken place for each parcel in the TIF District.

If a parcel is excluded from the TIF District and the Authority or owner of the parcel subsequently commences any of the above activities, the Authority shall certify to the County Auditor that such activity has commenced, and the parcel shall once again be included in the TIF District. The County Auditor shall certify the net tax capacity of the parcel, as most recently certified by the Commissioner of Revenue, and add such amount to the original net tax capacity of the TIF District.

Section U Estimated Impact on Other Taxing Jurisdictions

Exhibit IV shows the estimated impact on other taxing jurisdictions if the maximum projected retained captured net tax capacity of the TIF District was hypothetically available to the other taxing jurisdictions. The Authority believes that there will be no adverse impact on other taxing jurisdictions during the life of the TIF District, since the proposed development would not have occurred without the establishment of the TIF District and the provision of public assistance. A positive impact on other taxing jurisdictions will occur when the TIF District is decertified, and the development therein becomes part of the general tax base.

The fiscal and economic implications of the proposed tax increment financing district, as pursuant to Minnesota Statutes Section 469.175, Subdivision 2, are listed below.

1. The total amount of tax increment that will be generated over the life of the TIF District is estimated to be $66,547,154.

2. To the extent the project in the TIF District generates any public cost impacts on City-provided services such as police and fire protection, public infrastructure, and the impact of any general obligation tax increment bonds attributable to the district upon the ability to issue other debt for general fund purposes, such costs will be levied upon the taxable net tax capacity of the City, excluding that portion captured by the TIF District. The City anticipates issuing a pay-as-you-go TIF note to finance a portion of the project costs and

reserves the right to use bond financing and/or internal financing, as necessary, to finance a portion of the project costs attributable to the TIF District.

3. The amount of tax increments over the life of the TIF District that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is estimated to be $21,854,140.

4. The amount of tax increments over the life of the TIF District that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same is estimated to be $20,040,478.

5. No additional information has been requested by the county or school district that would enable it to determine additional costs that will accrue to it due to the development proposed for the district.

Section V Prior Planned Improvements

The Authority shall accompany its request for certification to the County Auditor (or notice of district enlargement), with a listing of all properties within the TIF District for which building permits have been issued during the 18 months immediately preceding approval of the TIF Plan. The County Auditor shall increase the original net tax capacity of the TIF District by the net tax capacity of each improvement for which a building permit was issued.

There have been no building permits issued in the last 18 months in conjunction with any improvements to the properties within the TIF District.

Section W Development Agreements

If within a project containing a soils deficiency district, more than 10% of the acreage of the property to be acquired by the City is purchased with tax increment bonds proceeds (to which tax increment from the property is pledged), then prior to such acquisition, the City must enter into an agreement for the development of the property. Such agreement must provide recourse for the City should the development not be completed.

The City anticipates entering into an agreement for development, but does not anticipate acquiring any property located within the TIF District.

Section X Assessment Agreements

The Authority may, upon entering into a development agreement, also enter into an assessment agreement with the developer, which establishes a minimum market value of the land and improvements for each year during the life of the TIF District.

The assessment agreement shall be presented to the County or City Assessor who shall review the plans and specifications for the improvements to be constructed, review the market value previously assigned to the land, and so long as the minimum market value contained in the assessment agreement appears to be an accurate estimate, shall certify the assessment agreement as reasonable. The assessment agreement shall be filed for record in the office of the County Recorder or Registrar of Titles, as applicable, of each county where the property is located. Any modification or premature termination of this agreement must first be approved by the City, County and School

District.

The Authority may consider entering into an assessment agreement.

Section Y Modifications of the Tax Increment Financing Plan

Any reduction or enlargement in the geographic area of the Project Area or the TIF District; a determination to capitalize interest on the debt if that determination was not part of the original TIF Plan; an increase in the portion of the captured net tax capacity to be retained by the City; an increase in the total estimated public costs; or a designation of property to be acquired by the City shall be approved only after satisfying all the necessary requirements for approval of the original TIF Plan. This paragraph does not apply if:

(1) the only modification is elimination of parcels from the TIF District; and

(2) the current net tax capacity of the parcels eliminated equals or exceeds the net tax capacity of those parcels in the TIF District's original net tax capacity, or the Authority agrees that the TIF District's original net tax capacity will be reduced by no more than the current net tax capacity of the parcels eliminated.

The City must notify the County Auditor of any modification that reduces or enlarges the geographic area of the TIF District. The geographic area of the TIF District may be reduced but not enlarged after five years following the date of certification.

Section Z Administration of the Tax Increment Financing Plan

Upon adoption of the TIF Plan, the City shall submit a copy of such plan to the Minnesota Department of Revenue and the Office of the State Auditor. The City shall also request that the County Auditor certify the original net tax capacity and net tax capacity rate of the TIF District. To assist the County Auditor in this process, the City shall submit copies of the TIF Plan, the resolution establishing the TIF District and adopting the TIF Plan, and a listing of any prior planned improvements. The City shall also send the County or City Assessor any assessment agreement establishing the minimum market value of land and improvements in the TIF District and shall request that the County or City Assessor review and certify this assessment agreement as reasonable.

The County shall distribute to the City the amount of tax increment as it becomes available. The amount of tax increment in any year represents the applicable property taxes generated by the retained captured net tax capacity of the TIF District. The amount of tax increment may change due to development anticipated by the TIF Plan, other development, inflation of property values, or changes in property classification rates or formulas. In administering and implementing the TIF Plan, the following actions should occur on an annual basis:

(1) prior to July 1, the City shall notify the County or City Assessor of any new development that has occurred in the TIF District during the past year to ensure that the new value will be recorded in a timely manner.

(2) if the County Auditor receives the request for certification of a new TIF District, or for modification of an existing TIF District, before July 1, the

request shall be recognized in determining local tax rates for the current and subsequent levy years. Requests received on or after July 1 shall be used to determine local tax rates in subsequent years.

(3) each year the County Auditor shall certify the amount of the original net tax capacity of the TIF District. The amount certified shall reflect any changes that occur as a result of the following:

(a) the value of property that changes from tax-exempt to taxable shall be added to the original net tax capacity of the TIF District. The reverse shall also apply;

(b) the original net tax capacity may be modified by any approved enlargement or reduction of the TIF District;

(c) if laws governing the classification of real property cause changes to the percentage of estimated market value to be applied for property tax purposes, then the resulting increase or decrease in net tax capacity shall be applied proportionately to the original net tax capacity and the retained captured net tax capacity of the TIF District.

The County Auditor shall notify the City of all changes made to the original net tax capacity of the TIF District.

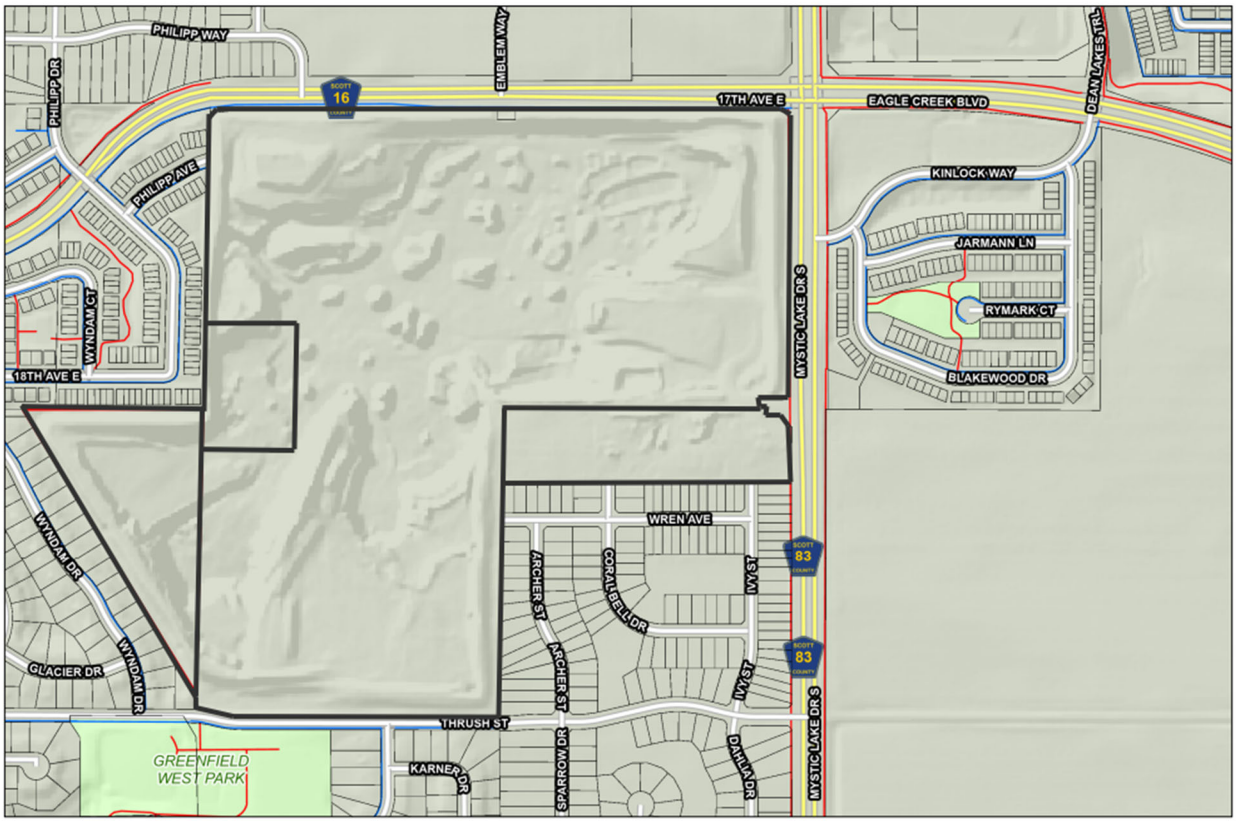
Section AA Filing TIF Plan, Financial Reporting and Disclosure Requirements

The City will file the TIF Plan, and any subsequent amendments thereto, with the Commissioner of Revenue and the Office of the State Auditor pursuant to Minnesota Statutes Section 469.175, Subdivision 4A. The City will comply with all reporting requirements for the TIF District under Minnesota Statutes Section 469.175, Subdivisions 5 and 6.

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Map of
Tax Increment Financing (Soil Deficiency) District No. 22

Scott County



This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. Scott County is not responsible for any misuse.

Scott

Date: 8/14/2024

1:9,028

Assumptions Report

City of Shakopee, Minnesota and Shakopee Economic Development Authority
Tax Increment Financing (Soil Deficiency) District No. 22
Shakopee Gravel Pit Development
Draft TIF Plan Exhibits: Revenue Projections based on Developer Buildout Assumptions

Type of Tax Increment Financing District	Redevelopment	
Maximum Duration of TIF District	20 years from 1st increment	
Projected Certification Request Date	12/31/24	
Decertification Date	12/31/47	(21 Years of Increment)
	2022/2023	
Base Estimated Market Value	$4,365,800	
Original Net Tax Capacity	$51,233	

	Assessment/Collection Year			
	2024/2025	2025/2026	2026/2027	2027/2028
Base Estimated Market Value	$4,365,800	$4,365,800	$4,365,800	$4,365,800
Estimated Increase in Value - New Construction	0	0	36,223,640	56,116,328
Total Estimated Market Value	4,365,800	4,365,800	40,589,440	60,482,128
Total Net Tax Capacity	$51,233	$51,233	$561,208	$815,361

City of Shakopee	27.402%	
Scott County	26.228%	
ISD #0720	28.602%	
Other (EDA)	4.863%	
Local Tax Capacity Rate (2206)	87.095%	2023/2024
Fiscal Disparities Contribution From TIF District	32.0047%	
Administrative Retainage Percent (maximum = 10%)	10.00%	
Pooling Percent	0.00%	

Bonds			Note (Pay-As-You-Go)	
Bonds Dated	NA		Note Dated	12/31/24
Bond Rate	NA		Note Rate	5.00%
Bond Amount	NA		Note Amount	$31,722,500
Present Value Date & Rate	12/31/24	7.00%	PV Amount	$23,561,544

Notes
Projections assume no future changes to classification rates and current tax rates remain constant.
Projections are based on certified pay 2024 rates.
Projections assume project 100% completed in 2033
Projections assume 0% market value inflation

Projected Tax Increment Report

City of Shakopee, Minnesota and Shakopee Economic Development Authority
Tax Increment Financing (Soil Deficiency) District No. 22
Shakopee Gravel Pit Development
Draft TIF Plan Exhibits: Revenue Projections based on Developer Buildout Assumptions

Annual Period Ending (1)	Total Market Value (2)	Total Net Tax Capacity (3)	Less: Original Net Tax Capacity (4)	Less: Fiscal Disp. @ 32.0047% (5)	Retained Captured Net Tax Capacity (6)	Times: Tax Capacity Rate (7)	Annual Gross Tax Increment (8)	Less: State Aud. Deduction 0.360% (9)	Subtotal Net Tax Increment (10)	Less: City Retainage 10.00% (11)	Annual Net Revenue (13)	P.V. Annual Net Rev. To 12/31/24 7.00%
12/31/24	4,365,800	51,233	51,233	0	0	87.095%	0	0	0	0	0	0
12/31/25	4,365,800	51,233	51,233	0	0	87.095%	0	0	0	0	0	0
12/31/26	4,365,800	51,233	51,233	0	0	87.095%	0	0	0	0	0	0
12/31/27	40,589,440	561,208	51,233	84,325	425,650	87.095%	370,718	1,335	369,383	36,938	332,445	271,374
12/31/28	60,482,128	815,361	51,233	89,015	675,114	87.095%	587,988	2,117	585,871	58,587	527,284	402,262
12/31/29	103,166,128	1,453,491	51,233	178,269	1,223,990	87.095%	1,066,030	3,838	1,062,192	106,219	955,973	681,596
12/31/30	187,134,409	2,504,464	51,233	267,524	2,185,707	87.095%	1,903,635	6,853	1,896,782	189,678	1,707,104	1,137,515
12/31/31	255,139,442	3,395,804	51,233	356,779	2,987,793	87.095%	2,602,208	9,368	2,592,840	259,284	2,333,556	1,453,221
12/31/32	323,144,475	4,287,145	51,233	446,034	3,789,878	87.095%	3,300,782	11,883	3,288,899	328,890	2,960,009	1,722,752
12/31/33	348,465,507	4,540,355	51,233	446,034	4,043,088	87.095%	3,521,314	12,677	3,508,637	350,864	3,157,773	1,717,619
12/31/34	356,905,851	4,624,759	51,233	446,034	4,127,492	87.095%	3,594,825	12,941	3,581,884	358,188	3,223,696	1,638,764
12/31/35	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,625,511
12/31/36	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,519,170
12/31/37	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,419,785
12/31/38	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,326,902
12/31/39	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,240,095
12/31/40	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,158,967
12/31/41	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,083,147
12/31/42	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	1,012,287
12/31/43	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	946,062
12/31/44	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	884,171
12/31/45	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	826,328
12/31/46	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	772,269
12/31/47	382,226,884	4,877,969	51,233	446,034	4,380,702	87.095%	3,815,358	13,735	3,801,623	380,162	3,421,461	721,747
							$66,547,154	$239,567	$66,307,587	$6,630,754	$59,676,833	$23,561,544

(1) Total estimated market value based on information provided by City and Developer
Includes 0% annual market value inflator.

(2) Total net tax capacity based on mix of residential rental with a class rate of 1.25%, residential homestead with a class rate of 1% and commercial-industrial class rate of 1.5% first $150,000 value and 2% value above $150,000

(3) Original net tax capacity based on existing land value for the property to be included in the development for assess 2023/pay 2024

(4) Total local tax capacity rate for taxes payable 2024

Estimated Impact on Other Taxing Jurisdictions Report

City of Shakopee, Minnesota and Shakopee Economic Development Authority
Tax Increment Financing (Soil Deficiency) District No. 22
Shakopee Gravel Pit Development
Draft TIF Plan Exhibits: Revenue Projections based on Developer Buildout Assumptions

	Without Project or TIF District		With Project and TIF District					
Taxing Jurisdiction	Final 2023/2024 Taxable Net Tax Capacity (1)	2023/2024 Local Tax Rate	2023/2024 Taxable Net Tax Capacity (1)	+ Projected Retained Captured Net Tax Capacity	= New Taxable Net Tax Capacity	Hypothetical Adjusted Local Tax Rate (*)	Hypothetical Decrease In Local Tax Rate (*)	Hypothetical Tax Generated by Retained Captured N.T.C. (*)
City of Shakopee	84,643,346	27.402%	84,643,346	$4,380,702	89,024,048	26.053%	1.348%	1,141,318
Scott County	294,455,201	26.228%	294,455,201	4,380,702	298,835,903	25.844%	0.384%	1,132,141
ISD #0720	92,634,417	28.602%	92,634,417	4,380,702	97,015,119	27.310%	1.292%	1,196,389
Other (2)	-	4.863%	-	-	-	4.863%	-	-
Totals		87.095%				84.070%	3.024%	

* **Statement 1:** If the projected Retained Captured Net Tax Capacity of the TIF District was hypothetically available to each of the taxing jurisdictions above, the result would be a lower local tax rate (see Hypothetical Adjusted Tax Rate above) which would produce the same amount of taxes for each taxing jurisdiction. In such a case, the total local tax rate would decrease by 3.024% (see Hypothetical Decrease in Local Tax Rate above). The hypothetical tax that the Retained Captured Net Tax Capacity of the TIF District would generate is also shown above.

Statement 2: Since the projected Retained Captured Net Tax Capacity of the TIF District is not available to the taxing jurisdictions, then there is no impact on taxes levied or local tax rates.

(1) Taxable net tax capacity = total net tax capacity - captured TIF - fiscal disparity contribution, if applicable.
(2) The impact on these taxing jurisdictions is negligible since they represent only 5.58% of the total tax rate.

Market Value Analysis Report

City of Shakopee, Minnesota and Shakopee Economic Development Authority
Tax Increment Financing (Soil Deficiency) District No. 22
Shakopee Gravel Pit Development
Draft TIF Plan Exhibits: Revenue Projections based on Developer Buildout Assumptions

Assumptions	
Present Value Date	12/31/24
P.V. Rate - Gross T.I.	7.00%

Increase in EMV With TIF District	$377,861,084
Less: P.V of Gross Tax Increment	26,274,078
Subtotal	$351,587,006
Less: Increase in EMV Without TIF	0
Difference	$351,587,006

	Year	Annual Gross Tax Increment	Present Value @ 7.00%
1	2027	370,718	302,616
2	2028	587,988	448,573
3	2029	1,066,030	760,065
4	2030	1,903,635	1,268,472
5	2031	2,602,208	1,620,524
6	2032	3,300,782	1,921,085
7	2033	3,521,314	1,915,362
8	2034	3,594,825	1,827,427
9	2035	3,815,358	1,812,649
10	2036	3,815,358	1,694,065
11	2037	3,815,358	1,583,238
12	2038	3,815,358	1,479,662
13	2039	3,815,358	1,382,861
14	2040	3,815,358	1,292,394
15	2041	3,815,358	1,207,845
16	2042	3,815,358	1,128,827
17	2043	3,815,358	1,054,978
18	2044	3,815,358	985,961
19	2045	3,815,358	921,459
20	2046	3,815,358	861,177
21	2047	3,815,358	804,838
		$66,547,154	$26,274,078

CONFLUENCE

MEETING SIGN-IN SHEET

PROJECT: Shakopee Gravel Pit Development Open House PROJECT #:

DATE / TIME: 10/29/2024 / 7:00 pm

RE: Participant Sign In Sheet

NAME: Charlie & Lori Smith	EMAIL: charlienlori@gmail.com
REPRESENTING: Church Add. HOA	PHONE: 612 889 1998
NAME: Rob Rundey	EMAIL: rundeyr@gmail.com
REPRESENTING: Myself	PHONE: 612-458-9169
NAME: Mike HAWKINS	EMAIL:
REPRESENTING:	PHONE: 6123666556
NAME: Brian Kale	EMAIL: brian.kale@gmail.com
REPRESENTING:	PHONE: 612 600 1545
NAME: Tony & Dana Robran	EMAIL: drobran@gmail.com
REPRESENTING:	PHONE: 952-402-9139
NAME: Jeff + Kim Glass	EMAIL: kjcondo@aol.com
REPRESENTING:	PHONE: 952-992-9160
NAME: Tom + Vicki RICHARDS	EMAIL: vlrichards2@gmail.com
REPRESENTING:	PHONE: 612.203.8614
NAME: Todd & Vicki Domke	EMAIL: todddomke@hotmail.com
REPRESENTING:	PHONE: 507-391-5190
NAME:	EMAIL:
REPRESENTING:	PHONE:
NAME:	EMAIL:
REPRESENTING:	PHONE:
NAME:	EMAIL:
REPRESENTING:	PHONE:
NAME:	EMAIL:
REPRESENTING:	PHONE:

Comment - The Turn around at the south side of the SPUC building (Water Treatment) Is this really necessary?

Jeff Glass - 1807 Ivy St.
952-992-9160

Thanks.

Amanda Schwabe

From: Michael Kerski
Sent: Monday, October 28, 2024 12:22 PM
To: Amanda Schwabe
Subject: Fw: Shakopee Gravel project

Get Outlook for iOS

From: Terry Minarik <tminarik@thinkconfluence.com>
Sent: Monday, October 28, 2024 10:28 AM
To: Michael Kerski <MKerski@shakopeemn.gov>
Cc: Brad Aldrich <baldrich@thinkconfluence.com>
Subject: FW: Shakopee Gravel project

Just thought I would share this email I received.

From: Daniel Misgen <squad511@yahoo.com>
Sent: Friday, October 25, 2024 11:52 PM
To: Terry Minarik <tminarik@thinkconfluence.com>
Subject: Shakopee Gravel project

Hello, I am writing to express my deep concerns about the number of apartments in this project. Shakopee is a suburb not an urban area as your project is named. I moved to Shakopee in 2009 and I want to live in a suburb. I do NOT want to live next to a high density housing area. High density housing only hurts a community by much higher crime and use of public resources.

I will be in contact with my city council member as well as talking to my neighbors to encourage at the very least a redesign limiting the number of apartments.

500+ apartments less the two blocks from my house is absolutely not what I want.

Do not turn my city in to the Burnsville.

Dan Misgen
Sent from Yahoo Mail for iPhone

SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

PROGRAM DELIVERY · TRAFFIC · HIGHWAY OPERATIONS · MOBILITY MANAGEMENT
GOVERNMENT CENTER EAST, 200 FOURTH AVENUE WEST · SHAKOPEE, MN 55379
(952) 496-8346 · Fax: (952) 496-8365 · www.scottcountymn.gov

LISA J. FREESE
Transportation Services Director

ANTHONY J. WINIECKI, P.E.
County Engineer

November 8, 2024

Dana Anderson, Principal Tax Specialist
Scott County Government Center
200 Fourth Avenue West
Shakopee, MN 55379

SUBJECT: Tax Increment Financing District No. 22

Dear Ms. Anderson,

The Transportation Services Division has reviewed the request to amend Tax Increment Financing (TIF) District No. 22 for the Shakopee Gravel Pit development, that is located at the southwest corner of County Highways (CH) 16 and 83.

We understand based on our discussions with the City Engineer that the following two projects are proposed to be 100 percent paid for with TIF proceeds based on the Tax Increment District Plan:

1. The proposed street access onto CH 83 is required to be converted to a 3/4 access. Street lighting to illuminate the intersection will also be required. This is a development driven improvement and we understand the City has included this as one of the eligible improvements for the TIF.
2. The proposed street intersection onto CH 16 will require street lighting to illuminate the intersection, and a traffic signal may be warranted upon build out of the development.

We agree that these projects should be 100 percent covered by the district revenues.

Over the 20-year term of the district, the County will be forgoing an estimated $20 Million in tax revenue which will be a significant burden on the County's ability to address transportation improvements on County Highway 83 and County Highway 16 within a half mile of the proposed district. Minnesota Statutes, Section 469.175, Subd 1a, provides the County authority to require unprogrammed projects to be paid for out of the TIF proceeds.

The County requests two additional projects be funded by the TIF proceeds based on our authority in Minn. Stat. 469.175. These improvements are not programmed in the County's 2024-2033 Transportation Improvement Program:

- The intersection of CH 16/Deans Lake Trail/Kinlock Way is approaching warrants for a traffic signal but are not fully met. This traffic signal is not programmed for Scott County.

The EAW identifies this intersection as having a crash rate above the critical crash rate, meaning there is a safety issue. The EAW also states the intersection could be considered for a traffic signal. The additional traffic from the development will advance the need for additional intersection control. The costs for the traffic signal are estimated at $720,000, including $600,000 for contract construction plus $120,000 (21 percent for design, construction engineering, and administration). A five percent contingency to the request is added to the table below, for a total amount of $756,000.

- As part of Canterbury Common Public Infrastructure improvements, a plan was developed that identified improvements, including a northbound CH 83 turn lane extension upstream from Trunk Highway 169 that extended south of Deans Lake Boulevard. This was not included in Canterbury TIF No. 18. That traffic movement is a high-volume movement requiring additional storage. The Eagle Pointe development will generate nearly 12,000 daily trips and exacerbates the need for this improvement. The costs of estimated improvements are $630,000 including $400,000 for turn lane construction, $120,000 for traffic signal revision, and $110,000 (21 percent for design, construction engineering, and administration). An additional $30,000 is included for right of way. A five percent contingency to the request is added to the table below, for a total amount of $693,000.

Project Description	Projected Program Year	Estimated Cost
CH 16/Deans Lake Trail/Kinlock Way Traffic Signal	2028	$756,000
CH 83 Turn Lane Extension	2028	$693,000
	Total	**$1,449,000**

Neither of the above improvements are programmed in the County's Transportation Improvement Program. The County will program them for 2028 construction using the TIF proceeds, or if the City wishes to lead these identified projects that can be done via permit. If the County takes the lead in delivering the projects, we are willing to work with the City as we have in the past to get paid back over the course of the district, although we would prefer receiving the funds at the time of the project in order to be able to deliver them in the program year they are warranted.

Thank you for the opportunity to comment on the proposed TIF District No. 22. If you have any questions, please feel free to contact me at cjenson@co.scott.mn.us or 952-496-8329.

Sincerely,

Craig Jenson
Transportation Planning Manager

Cc: Lezlie Vermillion, County Administrator
Lisa Freese, Transportation Services Director
Tony Winiecki, County Engineer

SCOTT COUNTY COMMUNITY SERVICES DIVISION
GOVERNMENT CENTER · 200 FOURTH AVENUE WEST · SHAKOPEE, MN 55379-1220

November 13, 2024

Michael Kerski
City of Shakopee
485 Gorman St
Shakopee, MN 55379

Re: Tax Increment Financing District No. 22

Dear Mr. Kerski,

The Scott County Property and Customer Services Division has reviewed the above mentioned TIF District request. After, reviewing the request, we have noted the items which will require attention to allow for certification of this district should it proceed forward.

1. The legal descriptions listed on page 5 of the above-mentioned document were the tax legal descriptions and not the official legal descriptions of record.
2. The boundaries of the TIF District in the request were inconsistent, as PID # 279160120 was included on page 2 and Exhibit I but was not included in the parcel list on page 5 or in Section M on page 8 regarding the Estimated Market Value and Original Net Tax Capacity.

Feel free to let me know if you have any questions.

Thank you,

Dana Anderson

Dana Anderson
Scott County Property and Taxation Services
952.496.8108
DJAnderson@co.scott.mn.us

CC: Mikaela Huot, Director, Baker Tilly Municipal Advisors LLC

SCOTT COUNTY COMMUNITY SERVICES DIVISION
GOVERNMENT CENTER · 200 FOURTH AVENUE WEST · SHAKOPEE, MN 55379-1220



SHAKOPEE GRAVEL PIT

OVERVIEW - DEVELOPMENT

OCTOBER 2024

CONFLUENCE SHAKOPEE

FUTURE DEVELOPMENT

HILLSIDE PLAYGROUND

PEDESTRIAN BRIDGE

RESIDENTIAL

OFFICE/RETAIL

SLEDDING HILL



SHAKOPEE GRAVEL PIT

OCTOBER 2024

OVERVIEW - POND

CONFLUENCE SHAKOPEE



VIEWING DOCK

HAMMOCK GROVE

KAYAK LAUNCH

SHELTER BUILDING

HAMMOCK GROVE

FLEX LAWN

HILLSIDE PLAYGROUND



SHAKOPEE GRAVEL PIT

OCTOBER 2024

PARK AREA

CONFLUENCE SHAKOPEE

WALKING LOOP



HAMMOCK GROVE

SHAKOPEE GRAVEL PIT

TRAIL AND BRIDGE CONNECTOR

OCTOBER 2024

CONFLUENCE SHAKOPEE

LAKE ACCESS

HILLSIDE PLAYGROUND

VIEWING DOCK



PLANTING BED

PARK SHELTER

SHAKOPEE GRAVEL PIT

OCTOBER 2024

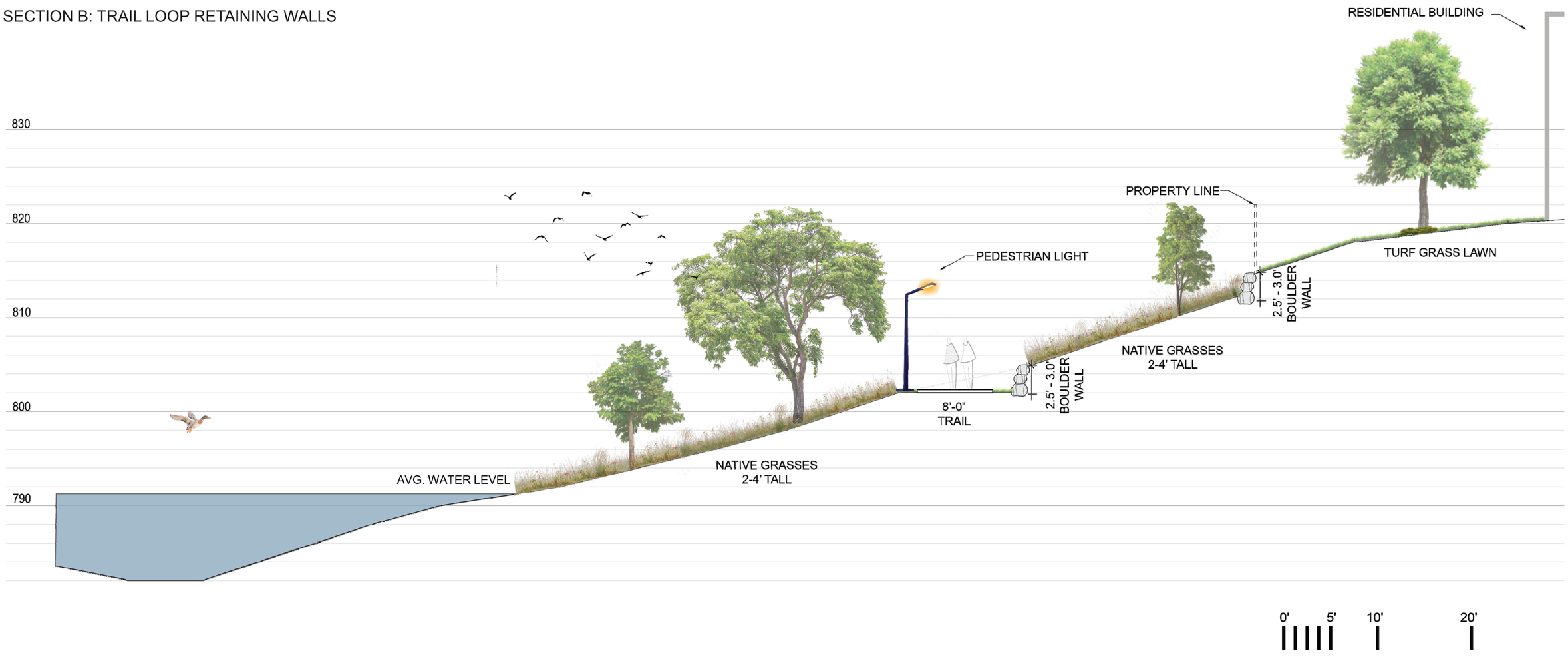
SHELTER

CONFLUENCE SHAKOPEE

SECTION A: COMMERCIAL AREA GRADIENT



SECTION B: TRAIL LOOP RETAINING WALLS

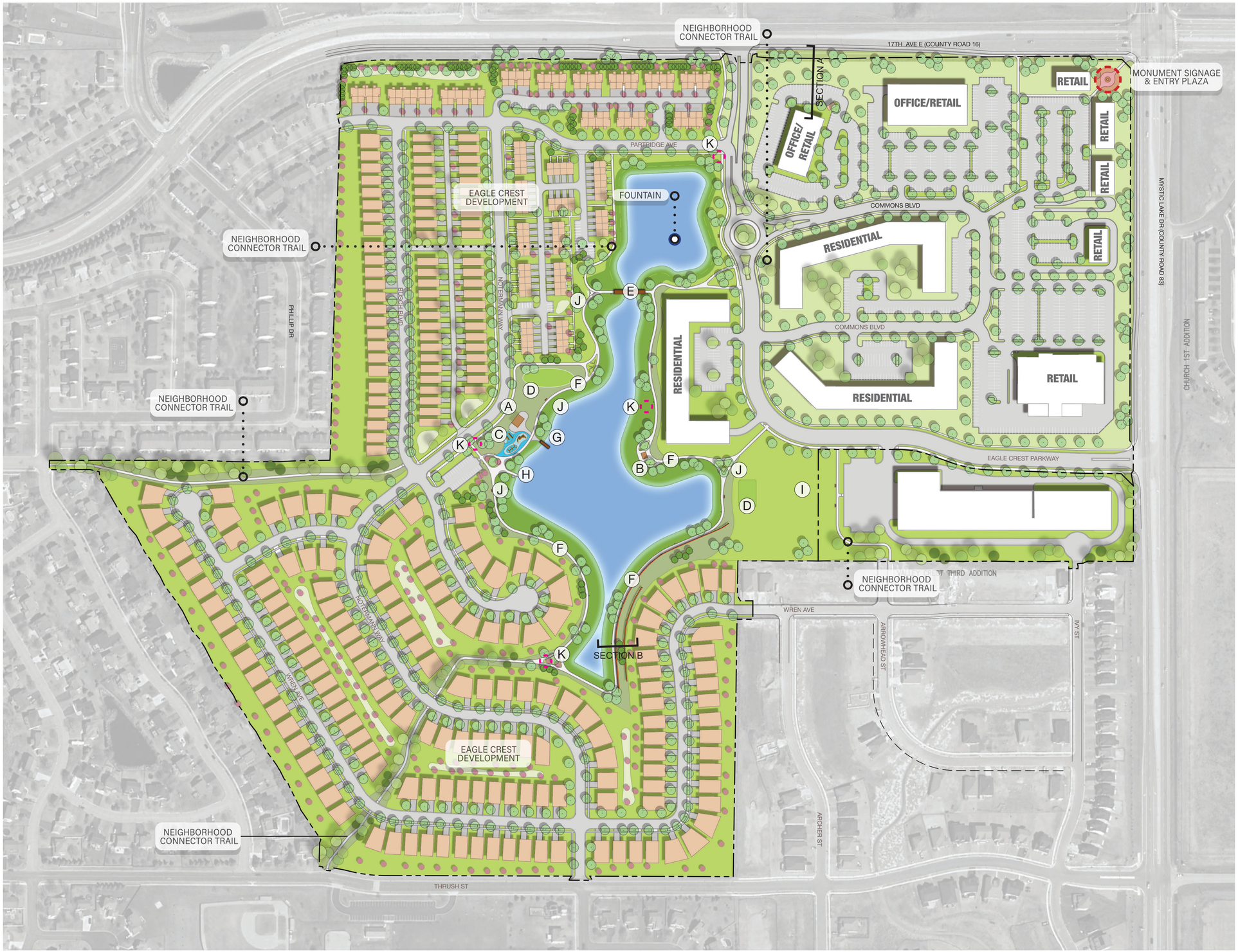


SHAKOPEE GRAVEL PIT

OCTOBER 2024

CROSS SECTIONS

CONFLUENCE SHAKOPEE



KEYNOTES

- (A) SHELTER BUILDING/ WARMING HOUSE
- (B) PARK SHELTER
- (C) HILLSIDE PLAYGROUND (ALL AGES)
- (D) FLEX LAWN/ GAMES AREA
- (E) PEDESTRIAN BRIDGE
- (F) LAKE TRAIL LOOP (.75 Mi.)
- (G) LAKE VIEWING PLATFORM
- (H) LAKE ACCESS
- (I) SLEDDING HILL
- (J) LAKE OVERLOOK NODE
- (K) ART/ SIGNAGE OPPORTUNITY

SHAKOPEE GRAVEL PIT

OCTOBER 2024

PLAN OVERVIEW

CONFLUENCE SHAKOPEE

Shakopee City Council
November 19, 2024

14.a

Agenda Item: City Bill List
Prepared by: Becky Smith, Accounting Specialist
Reviewed by:

Action to be considered:
Review of City Bill List

Motion Type:
Informational only

Background:
The City Bill has been provided to the City Council.

Recommendation:
Review of City Bill List

Budget Impact:
N/A

Attachments: