



**Meeting Location: Municipal Center
7100 147th Street West
Apple Valley, Minnesota 55124**

July 16, 2025

Planning Commission Tentative Agenda

7:00 PM

1. Call To Order
2. Approve Agenda
3. Consent Agenda

Consent Agenda Items are considered routine and will be enacted with a single motion, without discussion, unless a councilmember or citizen requests to have any item separately considered. It will then be moved to the regular agenda for consideration.

 - A. Approve Minutes of July 2, 2025 Regular Meeting
4. Public Hearings
 - A. Valley Station Apartments - PC25-13BGZ

Consider Planned Development Amendments & Site Plan/Building Permit Authorization to allow construction of 148-unit apartment building.
LOCATION: 15584 Gaslight Drive
PETITIONER: Real Estate Equities
5. Land Use / Action Items
6. Other Business
 - A. 2025 Bicycle and Pedestrian Plan Update
 - B. Review of Upcoming Schedule and Other Updates

Planning Commission - Wednesday, August 6, 2025 - 7:00 p.m.
Planning Commission - Wednesday, August 20, 2025 - 7:00 p.m.
City Council - Thursday, July 24, 2025 - 7:00 p.m.
City Council - Thursday, August 14, 2025 - 7:00 p.m.
7. Adjourn

Regular meetings are broadcast, live, on Charter Communications Cable Channel 180 and on the City's website at www.applevalleymn.gov



ITEM:
MEETING DATE:
SECTION:

3.A.
July 16, 2025
Consent Agenda

Description: Approve Minutes of July 2, 2025 Regular Meeting	
Staff Contact: Breanna Vincent, Department Assistant	Department / Division: Community Development

Action Requested:

Approve minutes of the regular meeting of July 2, 2025.

Summary:

The minutes of the regular Planning Commission meeting is attached for your review and approval.

Background:

State statute requires the creation and preservation of meeting minutes which document the official actions and proceedings of public governing bodies.

Budget Impact:

N/A

Attachments:

1. 070225 PC MINUTES

CITY OF APPLE VALLEY
PLANNING COMMISSION MINUTES

July 2, 2025

1. CALL TO ORDER

The City of Apple Valley Planning Commission Meeting was called to order by Chair Kurtz at 7:00 p.m.

Members Present: Jodi Kurtz, Paul Scanlan, Dave Schindler, Phil Mahowald, Becky Sandahl, and Douglas Hlas

Member(s) Absent: Jeff Prewitt

City staff members attending: City Planner Terri Dill, Assistant City Engineer Evan Acosta, Associate Planner Sydnee Stroeing, City Attorney Sharon Hills, and Department Assistant Breanna Vincent.

2. APPROVAL OF AGENDA

Chair Kurtz asked if there were any changes to the agenda. – None.

MOTION: Commissioner Scanlan moved, seconded by Commissioner Schindler, approving the agenda. Roll call vote: Ayes - 6 – Nays – 0.

3. CONSENT ITEMS

A. Approval of Minutes of June 18, 2025

MOTION: Commissioner Sandahl moved, seconded by Commissioner Mahowald, approving the minutes of June 18, 2025. Roll call vote: Ayes - 6 – Nays – 0.

4. PUBLIC HEARING

A. Snap Fitness Extended Hours Conditional Use Permit

Chair Kurtz opened the public hearing.

Associate Planner Stroeing provided a brief presentation.

Chair Kurtz asked if the CVS there previously was open 24 hours.

Associate Planner Stroeing stated that no approved CUPs were found for the CVS so it does not appear that they were open 24 hours at any time.

Commissioner Scanlan asked what Kwik Trip's hours were.

Associate Planner Stroeing stated that their CUP allows them to be open 5:00 a.m. to 1:00 a.m.

Commissioner Scanlan asked if Kwik Trip has had any comments regarding the request.

Associate Planner Stroeing stated that no public comments have been received.

Commissioner Scanlan asked if the property was designed to have an outlot.

Associate Planner Stroeing stated that the site to the west was intended to have two multi-tenant strip centers which did not develop. There has been no correspondence currently for any further development on that land besides the existing parking lot.

Commissioner Sandahl asked what the City defines as “normal hours of operation”.

Associate Planner Stroeing stated that the City Code does not define this but generally speaking it would be 8:00 a.m. to 5:00 p.m.

Commissioner Sandahl opined that the conditions should have the hours of operation defined.

Commissioner Hlas asked if the parking lot lighting is included in the “nonessential lighting” noted in the conditions.

Associate Planner Stroeing said that the parking lot lights can stay on as they are used for security and are defined as essential lighting.

Commissioner Scanlan stated his concerns for allowing the 24-hour operation and that other businesses in the area could come forward with the same request.

Commissioner Scanlan stated that the hours of operation that Kwik Trip has currently may be a better resolution.

Chair Kurtz asked if the project would still move forward if the 24-hour operation is denied or would they look for a new location.

Associate Planner Stroeing deferred to the applicant but stated that the 24-hour operation is Snap Fitness’ standard business model. There are a couple of other fitness centers in Apple Valley operating 24 hours though one is across Cedar Avenue from a townhouse development and the other is in a commercial area.

Commissioner Mahowald asked what the staffed hours for the facility would be as the email included in the staff report states that deliveries will occur during staffed hours.

Associate Planner Stroeing deferred to the applicant but stated that deliveries typically occur around 10:00 a.m.

Commissioner Mahowald noted that the same email states that there are typically less than 25 people who use the facility from 12:00 a.m. to 5:00 a.m. Is that total over that period?

Associate Planner Stroeing said it is likely total but that the applicant can expand further.

The applicant, Geoff Wyatt, stated that they are moving from their current location in Rosemount and abuts a residential area. They were open 24 hours at that location too. The referenced 25 people using the facility would be total from 12:00 a.m. to 5:00 a.m., with the majority of that being in the 4:00 a.m. to 5:00 a.m. timeframe. The staffed hours are 9:00 a.m. to 8:00 a.m. The facility receives only one delivery every two weeks. Mr. Wyatt noted that the parking lot lighting has been off since the building has been vacant and there have been several instances of loitering and illegal dumping so the lights have been turned back on to deter. The facility plans to also have surveillance cameras. There are no plans to develop the land west of the site. Mr. Wyatt also stated that there is a privacy fence running along the west side of the site presumably to block some lighting to the residential area.

Commissioner Scanlan stated that while there are no plans for further develop the outlot, eventually someone will want to build something on it.

Mr. Wyatt stated that the City's setbacks would deter any meaningful development on that land.

Residents Steve Mohs (15076 Dunwood Trl.) and Renee Kubes (15088 Dunwood Trl.) stated their opposition to the CUP due to concerns with lighting and noise disruptions to the neighboring residential development. Mr. Mohs and Ms. Kubes stated that the privacy fence does not adequately block lighting. They also shared concerns over people using the gym who are not members.

Chair Kurtz asked if the applicant could replace the fence with a vinyl one.

Mr. Wyatt stated that he is not the property owner but would be willing to do what is in his control. Regarding the concern of non-members using the gym, Mr. Wyatt said they will be deploying an AI system within the facility which will alert staff of non-members using the gym. He also stated that they are planning to change the color temperature of the bulb lighting to be less intrusive and more muted.

Chair Kurtz asked if it would be possible to put signs asking people to park on the north side of the site to limit any noise concerns.

Mr. Wyatt said they would be open to that.

Commissioner Mahowald added that another option would be to zone the parking lot lights so that only the north side of the lot is lit overnight.

Mr. Wyatt stated that it is possible, though the trash enclosure is located on the south side of the lot and there would likely be more dumping if there is no lighting.

Commissioner Mahowald asked if there are any code prohibitions to the lighting staying on overnight.

Associate Planner Stroeing stated that there is no shutoff requirement in code. There are only provisions regarding where it is casted and the number of foot candles.

Chair Kurtz asked if there are any Snap Fitness locations nearby which are not 24 hours and asked about any snow plowing considerations.

Mr. Wyatt stated there are none that are not open 24 hours. They would be amenable to any noise considerations regarding snow plowing and could add provisions regarding hours of operation for their landscaping company.

Commissioner Scanlan asked for clarification on signage.

Associate Planner Stroeing stated that there is a free-standing sign located in the northeast corner of the site and a sign permit has been submitted for signage to be placed on the north and west building faces.

Commissioner Scanlan opined that a formal lighting plan may be beneficial prior to the Commission making any recommendations.

Commissioner Schindler stated he did not see any issue with the 24 hours of operation but did have some concerns about lighting.

City Planner Dill advised the Commission that on a business site, they are allowed to have lighting on 24 hours a day for security purposes and limiting their lighting could have negative effects.

Chair Kurtz asked for confirmation that the lighting is already on 24 hours a day and no additional lighting is proposed.

City Planner Dill stated that is correct.

Commissioner Hlas agreed with Commissioner Scanlan on seeing a lighting plan.

Chair Kurtz disagreed as the lighting is not changing and is already on the site.

Commissioner Sandahl also disagreed with requiring a lighting plan as there are no issues with the current lighting and the applicant is willing to work with the City on getting less lighting where possible.

Commissioner Schindler stated that the lights are on 24 hours regardless and is not a factor.

Chair Kurtz asked for details on the interior lighting.

Mr. Wyatt clarified on the signage, that there will be no sign on the west side of the building, only on the north side and on the east towards Kwik Trip. Regarding interior lighting, there are no windows on the south side of the property, one window is going to be boarded up and the rest are for private offices which are used during normal business hours.

Resident Mr. Mohs stated that the top of the building is glass and lighting is visible through those upper windows.

Chair Kurtz asked if glass at the top of the building could be boarded up so that none shines through.

Mr. Wyatt stated that there is no glass that exceeds the height of 12' in that building. He said that the resident is likely referring to the crown lighting and this can be controlled independently of the parking lot lights. One issue to note is that the parking lot lights are set further back from the building to account for some of the downward crown lighting.

With no further comments, *Chair Kurtz* closed the public hearing.

MOTION: Commissioner Sandahl moved, seconded by Commissioner Mahowald, to recommend approval of a conditional use permit to allow 24-hour operation of a Snap Fitness facility at 15115 Dove Trail subject to conditions 1 through 4 with the condition 1 reading “Deliveries and loading associated with the operations of Snap Fitness shall be done during normal hours of operation during 8:00 a.m. to 5:00 p.m.” and condition 2 reading “All nonessential exterior lighting shall be turned off after normal hours of operation at 10:30 p.m.” Roll call vote: Ayes – 5 – Nays – 1 (Scanlan).

B. Village of Founders Circle 3rd Addition - Picklehall

Chair Kurtz opened the public hearing.

City Planner Dill provided a brief presentation.

Commissioner Scanlan asked if there are any parking concerns with the dealership.

City Planner Dill stated that the two uses will utilize the lots at different times. There are no parking issues anticipated by City staff.

The applicants, Randy Motilall and Nate Golin, were present for questions.

Chair Kurtz asked if there are any other locations.

Mr. Motilall stated that this is a standalone business but there are similar facilities around the Twin Cities. Mainly in northern Minneapolis.

Commissioner Sandahl commended the architecture involved.

Commissioner Scanlan stated that the project seems to be a good fit for the location and asked what the timeframe for opening is.

Mr. Motilall stated that they are hoping to be operational by December.

Commissioner Schindler asked if there was space for viewing the games.

Mr. Golin stated that there will be an overlook balcony for viewing as well as a large window in the food hall.

MOTION: Commissioner Scanlan moved, seconded by Commissioner Hlas, to recommend approval of an ordinance amending Article 31, Planned Development No. 739. Roll call vote: Ayes – 6 – Nays – 0.

MOTION: Commissioner Scanlan moved, seconded by Commissioner Hlas, to recommend approval of a final plat for Village of Founders Circle 3rd Addition. Roll call vote: Ayes – 6 – Nays – 0.

MOTION: Commissioner Scanlan moved, seconded by Commissioner Hlas, to recommend approval of a Site Plan and Building Permit Authorization subject to conditions 1 through 19 in the staff report. Roll call vote: Ayes – 6 – Nays – 0.

5. LAND USE

A. Provide Direction to Staff on Public Hearings for Variance Applications

The Planning Commission agreed to hold a public hearing for all variance applications.

6. OTHER BUSINESS

A. Review of Upcoming Schedule and Other Updates

The next Planning Commission meeting is scheduled for Wednesday, July 16, 2025, 7:00 p.m. The next City Council meeting is Thursday, July 10, 2025, 7:00 p.m.

7. ADJOURNMENT

Chair Kurtz asked for a motion to adjourn.

MOTION: Commissioner Schindler moved, seconded by Commissioner Scanlan, to adjourn the meeting at 8:20 p.m. Roll call vote: Ayes – 6 – Nays – 0.

Respectfully submitted,

A handwritten signature in cursive script that reads "Breanna Vincent".

Breanna Vincent, Planning Department Assistant

Approved by the Apple Valley Planning Commission
on 07/16/2025.

Jodi Kurtz, Chair



ITEM:
MEETING DATE:
SECTION:

4.A.
July 16, 2025
Public Hearings

Description:

Valley Station Apartments - PC25-13BGZ
Consider Planned Development Amendments & Site Plan/Building Permit Authorization to allow construction of 148-unit apartment building.
LOCATION: 15584 Gaslight Drive
PETITIONER: Real Estate Equities

Staff Contact:

Terri Dill, City Planner

Department / Division:

Community Development

Action Requested:

Open the public hearing, receive comments, and close the public hearing. It is the policy of the Planning Commission not to act on an item on the night of the public hearing.

Summary:

The applicant, Real Estate Equities, requests amendments to Appendix F, Article 18, Planned Development No. 507, and Site Plan/Building Permit Authorization to allow construction of Valley Station Apartments, a 148-unit apartment development on Lot 1, Block 2, Carroll Center 4th Addition. The 3.10-acre parcel is located at the southeast corner of 155th Street West and Gaslight Drive. Surrounding land uses include the Minnesota Valley Transit Authority transit station to the north, the Floor and Décor building and parking lot to the west, Orchard Square Apartments to the south, and Chasewood Family Townhomes to the east.

Background:

The subject property is currently guided SIHD – Suburban Intensive High Density, which allows densities of 24 to 48 units per acre on sites that are exclusively for residential uses located adjacent to the transit station. The proposed development has a net density of 47.7 units per acre, which aligns with the 2040 Comprehensive Plan.

The parcel is currently zoned PD-507/Zone 2 (Planned Development). Multiple family is a permitted use within this district; however, the following planned development district amendments are being requested to PD 507 Subzone 2:

1. Reduce the setback required along a neighborhood collector street from 40 feet to 25 feet.
2. Increase the maximum units per acre from 16 to 48.
3. Reduce the minimum square footage of land required per unit from 2,760 square feet to 916 square feet.

4. Allow coverage to increase from 20% to 30% of the lot.
5. Increase the maximum number of stories from three stories to five stories and the maximum height from 45 feet to 60 feet.
6. Eliminate the minimum one to three roof pitch requirement to allow for a flat roof.

Site Plan

The proposed site plan includes a five-story workforce apartment building with 148 dwelling units. The project will provide community amenities for the residents, including a clubroom, outdoor patio/grilling area, fitness center, bike storage, electric car chargers, dog run, and playground. The proposed building will be 263,232 square feet and will have the front main entrance facing east. Underground parking stalls are provided and are separated into three separate garage areas. The north garage is accessed in the front corner of the building, and the two south garages (not connected internally due to grades) are accessed via an entrance that faces east and an entrance from Gaslight Drive driveway access. The proposed units range from one to three-bedroom apartments, with the total of each type shown below:

UNIT TYPE	NUMBER OF UNITS	ANTICIPATED RENTS
1 Bedroom	37	\$1,406
2-Bedroom	74	\$1,684
3-Bedroom	37	\$1,941

The apartments will serve households with incomes at 60% area median income (AMI), which is calculated annually by the U.S. Department of Housing and Urban Development. Below are the maximum income restrictions:

HOUSEHOLD SIZE	INCOME RESTRICTIONS
1-Person Household	\$55,620
2-Person Household	\$63,600
3-Person Household	\$71,520
4-Person Household	\$79,440

The site provides a 30-foot setback from Gaslight Drive, a 15-foot setback on the south property line, and a 25-foot setback along 155th Street. The nearest adjacent dwelling unit is located approximately 95 feet from the proposed apartment building. The site will gain access from 155th Street and Gaslight Drive. The driveway access from Gaslight Drive will extend under the building, with three floors located above. Proposed parking includes a total of 240 parking spaces provided, consisting of 162 underground garage stalls and 78 surface parking spaces, which provides a parking ratio of 1.61 stalls per unit. Each apartment includes one garage stall at no additional charge.

The adjacent streets are both signed for no parking; however, it was recently discovered that in 2004, a City Council resolution ordered the removal of no parking signs for a short segment on 155th Street due to insufficient parking for transit users. A resolution will be presented to the City Council that will reinstate no parking. Given the mix of apartment units proposed, staff has requested that the applicant submit a parking study memo that will further evaluate parking needs. This study will be presented at the next meeting when the Planning Commission considers this development request. Staff will not make a recommendation on this proposal until the parking memo has been reviewed and approved.

Landscape Plan

A variety of landscape plantings are shown on the landscape plan, including trees along the west and south property lines, foundation plantings, and parking lot islands. A six-foot vinyl fence is proposed along the east property line with plantings to provide screening from adjacent rental townhomes. Black ornamental fencing is also used within the interior site to enclose the tot lot, dog run, and outdoor patio area, as well as placement along the retaining walls to provide a safety barrier. A final landscape plan must be submitted for City staff review and approval before a building permit can be issued. The applicant will need to meet the landscape requirements outlined in the Zoning Code, which requires landscape improvements equal to 2.5% of the estimated building construction costs.

Pedestrian Access

Currently, sidewalk runs along the south side of 155th Street and the east side of Gaslight Drive. The site plan shows sidewalk connections at building exits on the north and west sides of the building. An internal sidewalk runs in front of the building and extends north along the parking lot to a building exit; staff recommend this sidewalk continue north to connect to the sidewalk along 155th Street. The City is reviewing potential pedestrian crossing improvements that the developer will be required to provide to ensure a safe pedestrian crossing on 155th Street at Gaslight Drive, facilitating access to the MVTa Station. Additionally, lighting improvements along 155th Street and Gaslight Drive will also be required to ensure safe pedestrian walkways are available during evening hours. A photometric plan of the site has been requested to ensure on-site lighting levels are sufficient for multi-family development without creating light spill issues for adjacent properties.

Architecture

The proposed building incorporates architectural features that are compatible with the surrounding area and provides visual relief, including both horizontal and vertical elements. Exterior building materials include stone veneer/cultured stone, with secondary materials being cement fiber (James Hardie) siding and decorative rockface concrete masonry unit (CMU). Building colors feature a natural earth-tone palette of cream and white hues towards the upper portion of building to minimize height, and the palette is complemented by contrasting darker bronze/gray tones. Final plans will need to include parapet walls to completely screen all rooftop units from the public view.

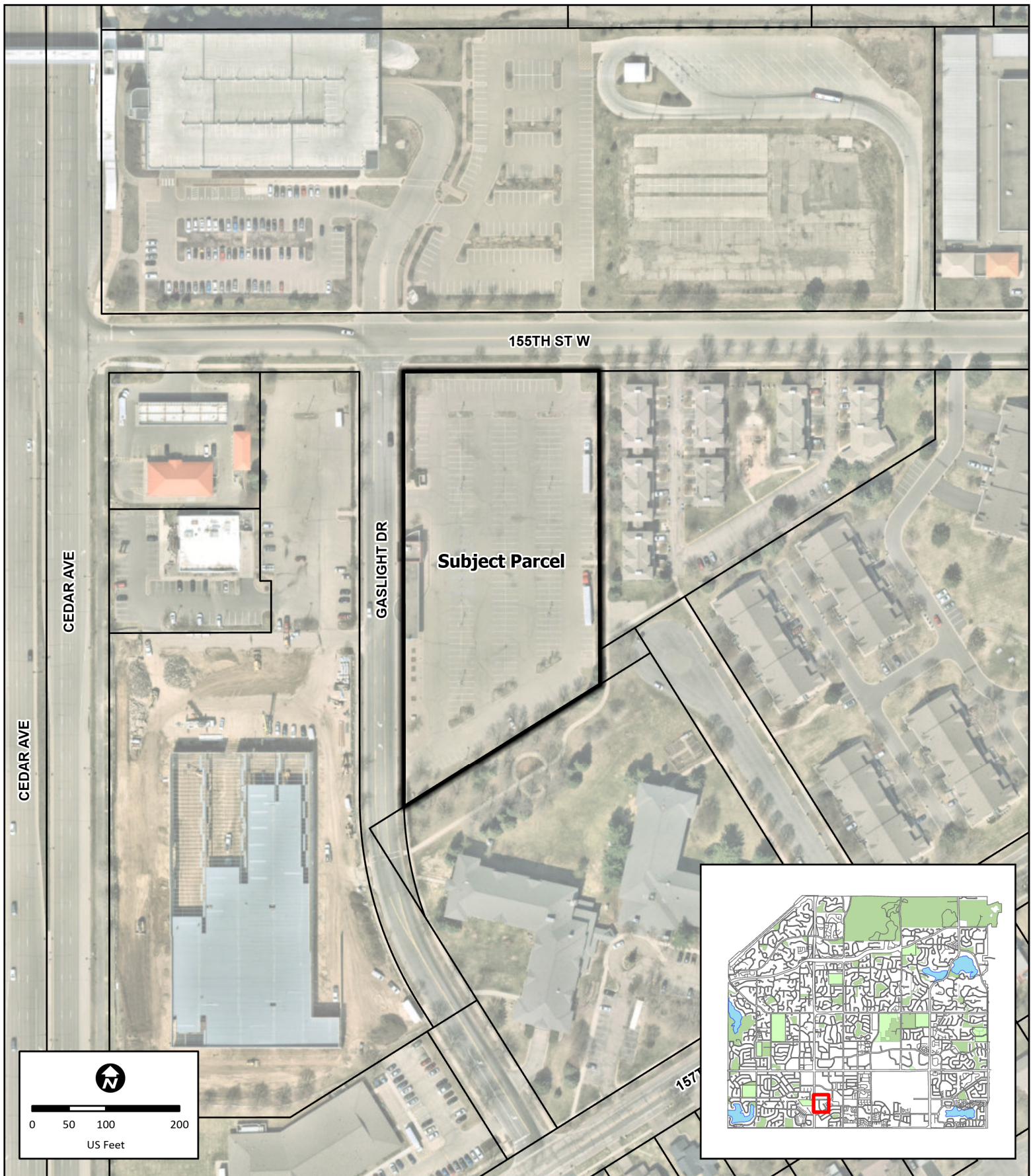
Budget Impact:

Park dedication will be required as part of the development agreement and is determined based upon the parkland demand created by the use, as it relates to the generation of person-residents. The amount of parkland required for each person-resident is based on the need for parkland to

achieve the park services standard, which the City has set through its historic parkland development. The City standard is 0.00955 acre of parkland area needed for each person-resident. Where cash-in-lieu of land is taken, the value of the land shall be based on the benchmark values of raw land that are set by the City Council based on periodic review of market conditions. Present benchmark values per the 2025 Fee Schedule equate to \$3,982.00 per apartment unit.

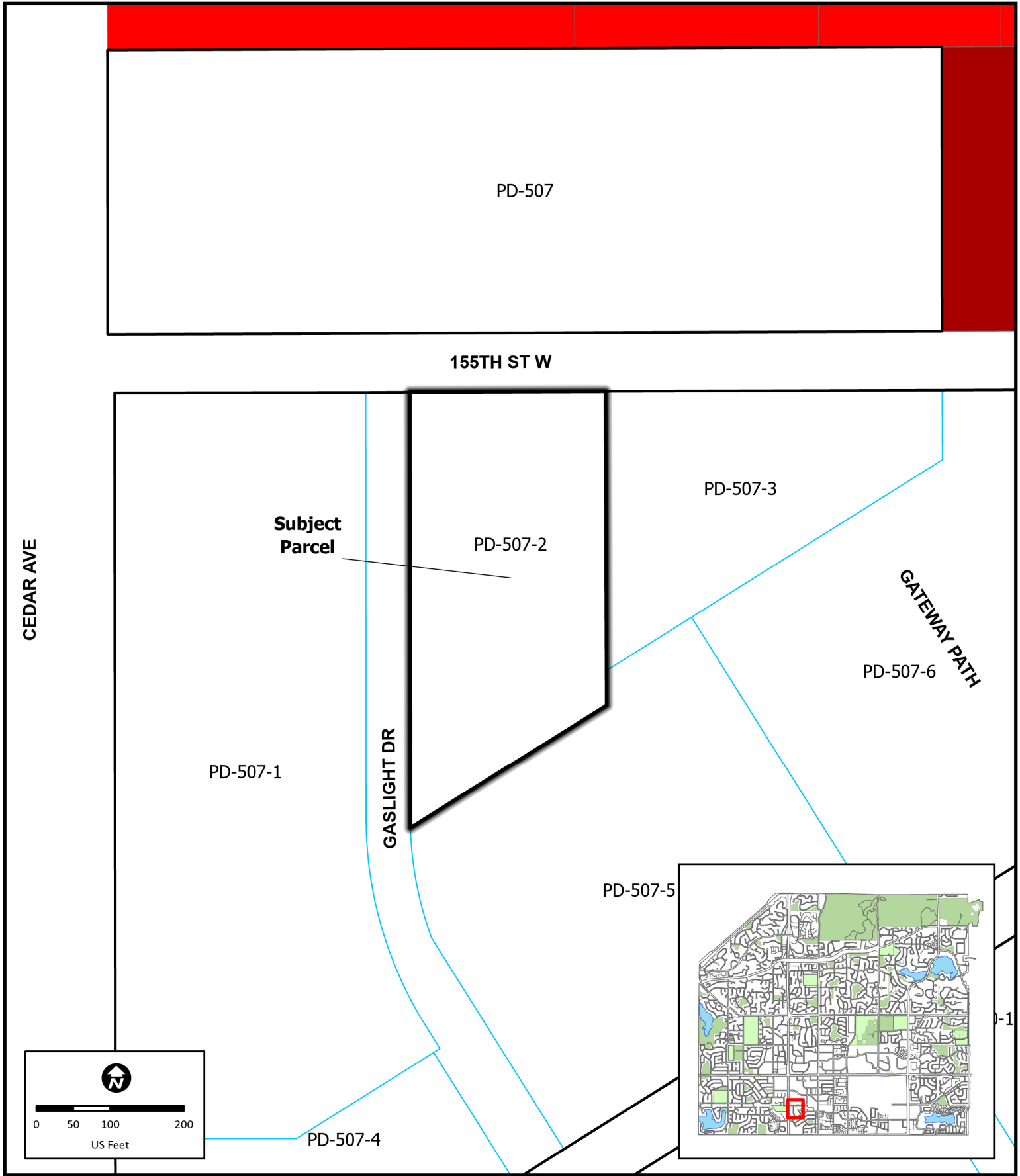
Attachments:

1. Site Location
2. Zoning Map
3. Ordinance
4. Resolution
5. Correspondence
6. Correspondence
7. Civil Plans
8. Architectural Plans



VALLEY STATION APARTMENTS - 15584 GASLIGHT DRIVE

CITY OF APPLE VALLEY



VALLEY STATION APARTMENTS ZONING MAP - 15584 GASLIGHT DRIVE

CITY OF APPLE VALLEY

CITY OF APPLE VALLEY
ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF APPLE VALLEY, AMENDING CHAPTER 155
APPENDIX F, ARTICLE 18, OF THE CITY CODE REGULATING
PLANNED DEVELOPMENT DESIGNATION NO. 507

The City Council of Apple Valley ordains:

Section 1. Chapter 155, Appendix F, Article 18 of the Apple Valley City Code is amended by revising Section 18-5(A)(1), in part to read as follows:

§ A18-5 MINIMUM AREA STANDARDS AND REQUIREMENTS

(A) The following requirements and minimum area standards shall be met. No improvements shall be placed on such lands unless the lands to be so used or improved shall meet the following minimum area and dimensional requirements. Densities are predicated upon the availability of public water, storm sewer, and sanitary sewer service; without the service, densities shall be limited to one dwelling unit or structure per ten acres. The following table shall be used to compute the minimum lot area exclusive of street rights-of-way, in square feet, and such computation shall be subject to the following; ponding area or similar unbuildable areas shall not comprise more than 10% of the total site area.

(1) Table of minimum area standards and requirements. The dimensions shall be measured in feet unless otherwise specified.

MINIMUM REQUIREMENTS FOR DESIGNATION NO. 507

<i>Requirements</i>	<i>Zone 2</i>
Minimum Lot Areas for Multi-Family Dwelling Unit Density	
Minimum square footage of land per unit, (plus bonus)	916
Maximum units per acre	48
Minimum Lot Areas for Multi-Family Dwelling Unit Density	
Along community or neighborhood collector streets	25
Maximum Building Coverage	
Coverage of lot (percentage)	35%
Maximum Building Height	
Maximum Number of Stories	5
Maximum Height	60

Section 2. Summary approved. The City Council hereby determines that the text of the summary marked "Official Summary of Ordinance No. ____" a copy of which is attached hereto clearly informs the public of the intent and effect of the ordinance. The City Council further determines that publication of the title and such summary will clearly inform the public of the intent and effect of the ordinance.

Section 3. Filing. The City Clerk shall file a copy of this ordinance in her office, which copy shall be available for inspection by any person during regular office hours.

Section 4. Effective Date. This ordinance shall take effect upon its passage and publication of its title and official summary.

PASSED by the City Council this _____ day of August, 2025.

Clint Hooppaw, Mayor

ATTEST:

Christina M. Scipioni, City Clerk

CITY OF APPLE VALLEY
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF APPLE VALLEY, AMENDING CHAPTER 155
APPENDIX F, ARTICLE 18, OF THE CITY CODE REGULATING
PLANNED DEVELOPMENT DESIGNATION NO. 507

The following is the official summary of Ordinance No. _____ passed by the City Council of Apple Valley on _____, 2025:

This Ordinance amends Chapter 155-Appendix F, Article 18 (Planned Development No. 507) by amending Section 18-5(A)(1) to allow the minimum square footage of land per unit to be 916 sq. ft.; allow maximum 5 stories, allow maximum height of 60 feet; allow maximum 48 units per acre; allow setback of 25 feet along neighborhood collector streets, allow maximum building coverage of 35%, and amending Section 18-5(A)(2) eliminating the requirement that multiple-residential buildings shall have a one to three roof pitch.

A printed copy of the ordinance is available for inspection by any person during regular office hours in the office of the City Clerk at the Apple Valley Municipal Center, 7100 147th Street W., Apple Valley, Minnesota 55124.

CITY OF APPLE VALLEY
RESOLUTION NO. 2025-__

A RESOLUTION AUTHORIZING THE ISSUANCE OF A BUILDING PERMIT
FOR VALLEY STATION APARTMENTS AND ATTACHING CONDITIONS THERETO

WHEREAS, pursuant to Minnesota Statutes 462.357 the City of Apple Valley has adopted, as Title XV of the City Code of Ordinances, zoning regulations to control land uses throughout the City; and

WHEREAS, said regulations provide that issuance of a building permit for commercial, industrial, institutional and multiple residential uses require the specific review and approval of development plans by the Apple Valley Planning Commission and City Council; and

WHEREAS, approval of a building permit authorization of a proposed 148-unit workforce apartment building, on property legally described as Lot 1, Block 2, Carroll Center 4th Addition, Dakota County, Minnesota; and

WHEREAS, the Apple Valley Planning Commission reviewed the development plans and recommended approval at its regular meeting on DATE.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the issuance of a building permit for Valley Station Apartments to be located within Lot 1, Block 2 Carroll Center 4th Addition, subject to all applicable City Codes and standards, and the following conditions:

1. If the building permit is not paid for and issued within one (1) year of the date of approval, the approval shall lapse.
2. Issuance of any building permits shall be subject to the approval and recording of the storm water maintenance agreement and development agreement, and associated documents.
3. Construction shall occur in conformance with the site plan dated DATE, including parking lot paving and a non-surmountable concrete curb and gutter.
4. Construction shall occur in conformance with the landscape plans dated DATE (including sodded/seeded public boulevard area up to each street curbline); subject to submission of a detailed landscape planting price list for verification of the City's landscaping requirement at the time of building permit application.
5. Construction shall occur in conformance with the elevation plans dated DATE.
6. Subject to all conditions noted in the City Engineer's memo dated July 10, 2025, on file with the City.

7. Subject to all conditions noted in the Building Official's memo dated June 24, 2025, on file with the City.
8. All necessary mechanical protrusions visible to the exterior shall be screened or handled in accordance with Section 155.346 (3) (a) (b) of the city code. If the proposed roofline or parapet wall(s) is found to not be a sufficient screen, other code compliant screening shall be installed.
9. Screening any outdoor utility meters and boxes shall be achieved through landscaping, fence, decorative screen or a combination thereof, and approved by the City.
10. Pedestrian crossing improvements shall be installed on 155th Street and Gaslight Drive to provide a safe pedestrian crossing to access the MVTA Station.
11. Street lighting shall be installed along 155th and Gaslight Drive to ensure safe pedestrian walkways are available during non-daylight hours.
12. A bike rack shall be installed close to the primary structure which does not impede pedestrian flow along any proposed or future sidewalk.
13. Site grading shall occur in conformance with a Natural Resources Management Plan (NRMP) which shall include final grading plan to be submitted for review and approval by the City Engineer; subject to the applicant submitting a copy of the General Storm Water Permit approval from the Minnesota Pollution Control Agency pursuant to Minnesota Rules 7100.1000 - 7100.1100 regarding the State NPDES Permit prior to commencement of grading activity.
14. Infiltration areas shall be constructed in conformance with the City standards and the property owner shall execute a maintenance agreement or other suitable agreement to be filed with the deed that ensures the perpetual maintenance of infiltration areas.
15. Site and building lighting shall consist of downcast, shoebox lighting fixtures or wall packs with deflector shields which confines light to the property and shall be installed in conformance with Section 155.353 of the city code.
16. Approval of a signage plan is not included with this site plan and building permit authorization. A separate application and signage plan in conformance with the sign regulations must be submitted for review and approval to the City prior to the erection of any signs.
17. Construction and earthmoving activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. Weekend construction hours shall be limited to Saturdays during the hours of 8:00 a.m. to 5:00 p.m.

18. Prior to issuance of a building permit, a construction staging and construction personnel parking plan shall be submitted and approved by the City.
19. Earthmoving activities shall not occur when wind velocity exceeds thirty (30) miles per hour. Watering to control dust shall occur as needed and whenever directed by the Apple Valley Building Official or Zoning Administrator.
20. Issuance of a Building Permit and a final certificate of occupancy is contingent upon the project being constructed in conformance with all the preceding conditions as well as all applicable performance standards of the current zoning regulations. In the event that a certificate of occupancy is requested prior to completion of all required site improvements, a suitable financial guarantee in the amount of 125% of the estimated cost of the unfinished improvements shall be required along with an agreement authorizing the City or its agents to enter the premises and complete the required improvements if they are not completed by a reasonably stipulated deadline, with the cost of such City completion to be charged against the financial guarantee.
21. The ongoing use and occupancy of the premises is predicated on the ongoing maintenance of the apartment building and all required site improvements as listed in the preceding. No alteration, removal, or change to the preceding building plans or required site improvements shall occur without the express authorization of the City. Site improvements which have deteriorated due to age or wear shall be repaired or replaced in a timely fashion.

BE IT FURTHER RESOLVED that such issuance is subject to a finding of compliance of the construction plans with the Minnesota State Building Code, as determined by the Apple Valley Building Official, and with the Minnesota State Uniform Fire Code, as determined by the Apple Valley Fire Marshal.

ADOPTED this ____th day of August, 2025.

Clint Hooppaw, Mayor

ATTEST:

Christina M. Scipioni, City Clerk



MEMORANDUM

DATE: July 10, 2025
TO: Terri Dill, City Planner
FROM: Evan Acosta, Assistant City Engineer
SUBJECT: Valley Station Apartments Site Plan Review per plans dated 06/18/2025

Terri,

The following are comments regarding the Valley Station Apartments preliminary site plans dated June 18, 2025. Please include these comments as conditions of approval.

General

1. All work and infrastructure within public easements or right of way shall be to City standards.
2. Provide a narrative of how the buildings will be constructed and any impacts. The narrative shall include the following:
 - a. Shoring (if applicable)
 - b. Material Storage.
 - c. Haul routes to and from the site.
 - d. Phasing
3. No construction work shall begin prior to a preconstruction meeting conference with a Public works and a Building Inspections representative.
4. Provide a copy of the approval letter from the Department of Labor and Industry (DOLI) prior to construction.
5. Public Work Department (952-953-2400) shall be notified a minimum of 48 hours for any required water main shut downs and/or connections.
6. A stormwater maintenance agreement will be required for the pretreatment structure(s) and underground chamber on the property.
7. Plans should include reference to all used City of Apple Valley standard detail plates. All Standard detail plates should be shown in the details section of the plans.
8. No trees will be permitted in public easements except where identified as replacement or otherwise approved by Public Works.

Permits

9. Provide a copy of the executed Minnesota Department of Health, Minnesota Pollution Control Agency, Met Council, Department of Labor and any other required permits prior to construction.
 10. Department of Labor and Industry (DOLI) shall review private utilities.
 11. A right of way permit will be required for all work within public easements or right of way.
 12. A Natural Resource Management Permit (NRMP) will be required prior to any land disturbing activity commences.
 13. Since the site will be disturbing more than 1 acre and creating more than 1 acre of new impervious. The applicant will be subject to the requirements of the State NPDES Construction Storm water Permit. The applicant must provide proof of permit.
-



MEMORANDUM

Site

14. Final Site Plan subject to City Engineer Approval.
15. The City is reviewing the Dakota County Crossing Matrix and the proposed site plan for potential crossing improvements on 155th St W at Gaslight Drive to access the MVTA Station.
 - This may include lighting along Gaslight Drive or 155th Street West.
16. Include Auto turn drawings for both:
 - Service and emergency vehicles entering and leaving the site.
 - Ingress/Egress of vehicles into the parking garages (at grade and below grade)
17. Provide a sight line exhibit with dimensions.
18. Pavement section for public roadways shall match existing roadways and be shown on the plans.
19. Provide detail on snow storage.
20. Show the location of manholes and gate valves and hydrants on the site plan.
21. Show existing easements on the site/grading and utility plans. Permanent structures are not allowed in drainage and utility easements or private storm water facilities.
22. Signage Plan and details should be included on site plan (i.e. pedestrian crossing signage, ADA, directional signs, no parking, buffer/storm water signs, no snow storage in storm water basins, etc...) for review
23. Driveway Apron shall be per City of Apple Valley standard detail plate STR-5.
24. All retaining walls over 48" from bottom of footing to the top of wall shall be designed and certified by a structural engineer and submitted to building inspections for final approval. Retaining walls over 4' will require a fence above the wall. Provide additional details and/or specifications for retaining wall block. Retaining walls shall be privately owned and maintained. Retaining walls are not allowed in drainage and utility easements without an approved encroachment agreement.
25. Show locations of proposed lighting fixtures for parking lots and site.
26. Site plan should show site line triangles at access entrances as well as on the landscape plan
27. Drainage and utility easements should be shown on Plans.

Grading & Drainage Plan

28. Grading limits are shown crossing the property lines to the north and south. There is no concern on the shared grading between the proposed Seven Brew and McDonald's lot. However, a letter from the property owner to the north (Health Partners Clinic) is required to grade on their property.
 29. Final Storm Water Pollution Prevention Plan (SWPPP) shall be included with plans and shall be reviewed and approved by City Engineer.
 30. Final Grading Plans shall be reviewed and approved by City Engineer.
 31. Provide the overall site composite Curve Number (CN) along with the impervious % on the area tabulation.
-



MEMORANDUM

32. Label the EOF's on the grading plan.
33. Provide elevations for top & bottom of all retaining walls.
34. Maximum driveway grades are 10% and should incorporate a landing taper for driver sight line.

Storm Sewer

35. Final locations and sizes of Storm Sewer shall be reviewed with the final construction plans and approved by City Engineer.
36. Provide a pre-sedimentation cell or pretreatment device/s, such as a SAFL Baffle or approved equal and sump prior to discharging into the public storm sewer in an additional separate MH. Sump structures as shown in City "Catch Basin Manhole with Sump" detail STO-5S. Any sumps shall be privately maintained and routinely cleaned as the accumulated sediment will be from the private parking lots and roadways.
37. Storm sewer within right of way and public drainage and utility easement for purposes of connection to public infrastructure shall be reinforced concrete pipe and meet all City standards.
38. Submit a Storm water Management Checklist. The checklist can be found on the City's website at https://www.cityofapplevalley.org/DocumentCenter/View/16258/Project-Submittal-Checklist_Fillable

Sanitary Sewer and Water main

39. Final locations and sizes of Water main shall be reviewed with the final construction plans and approved by City Engineer.
40. The sanitary sewer main on the property will be reconstructed with City created plans and specifications per the executed Design Agreement.
41. All water mains located within right of way and public easements for purposes of connection to public infrastructure shall be ductile iron pipe and meet all City standards.
42. Provide gate valves on all water lines going into the buildings including fire suppression lines in accordance with City Detail plate SER-6.
 - Current plans show 2X taps into the existing main (1x domestic and 1x fire)– which would not align with SER-6.
43. Remove unused sanitary and water services to the main and indicate on plans.
44. All watermain shall be a min depth of 8.0'.
45. Identify Irrigation service location(s) if applicable per SER-4.
46. Provide additional drawing showing required hydrant coverage for site.

Landscape and Natural Resources

47. According to City Code, tree planting must follow 15-10-5 diversity rule, meaning tree landscape schedule must not exceed 15% of any plant family, 10% of any plant genus, and 5%
-



MEMORANDUM

of any species. Current plant schedule does not meet the diversity rule. Please diversify plant schedule to meet requirements.

48. Current landscaping plan does not include maples, but planting of maple species is highly discouraged due to severe overplanting. Please consider alternative species when re-designing plant schedule.
49. Austrian Pine is no longer typically recommended due to its susceptibility to a variety of disease and insect issues. If using, please use minimally and diversify with other conifer species.



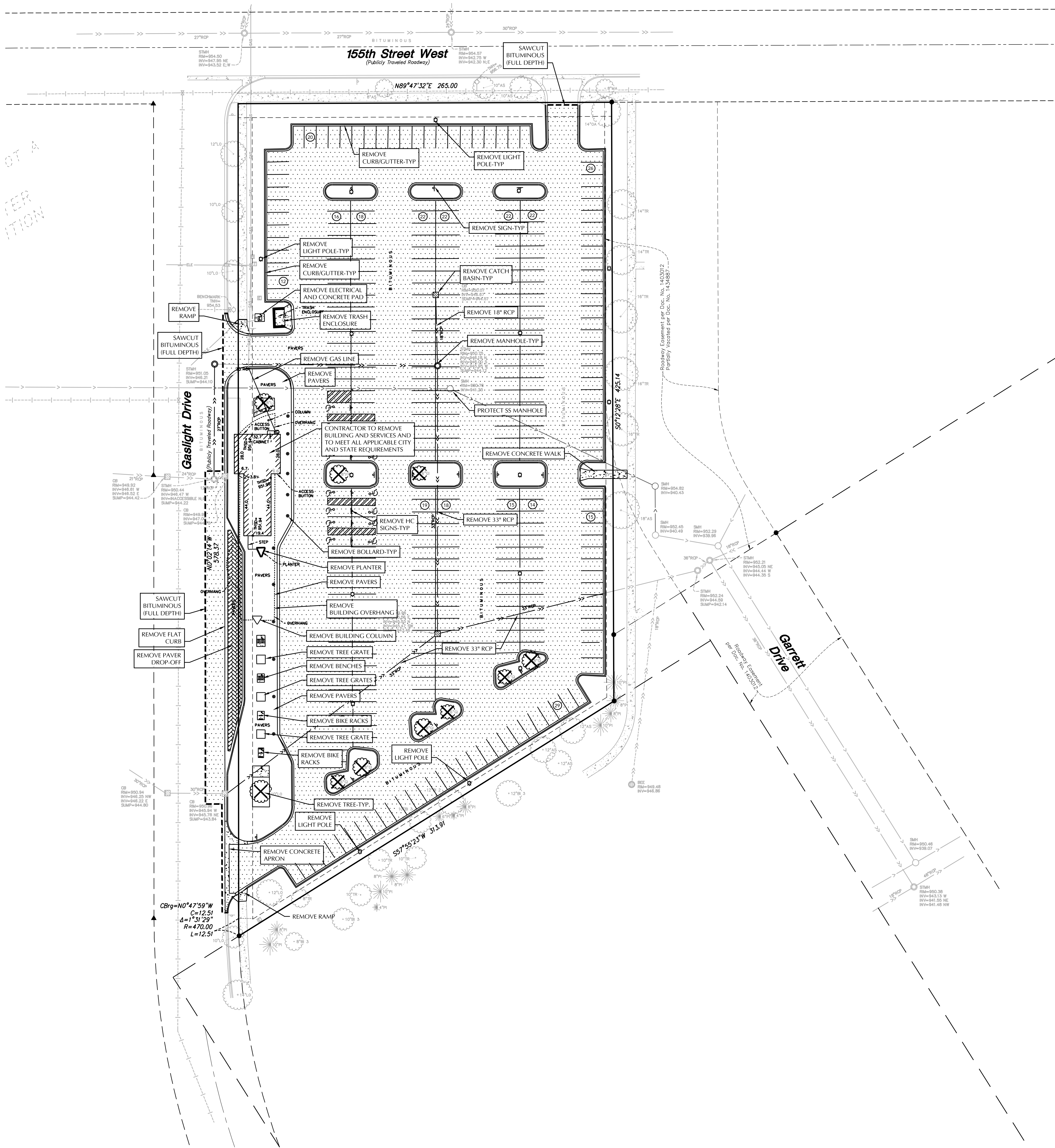
DATE: June 24, 2025
TO: Terri Dill, City Planner
FROM: George Dorn, Chief Building Official
SUBJECT:

Terri,

The following are comments regarding the Valley Station Apartment Project located at 15584 Gaslight Drive.

- SAC determination is required from Met Council prior to permit issuance from the city.
 - Indicate Trash and recycling area calculations, Per MSBC 2020 1303.1500 Subpart 1, recycling space is required in accordance with Table 1-A on plans issued for permit. Please designate this recycling space at the time of permit submittal.
 - Submit plans to Minnesota Department of Labor, Plumbing Division for review of proposed plumbing, sanitary and storm design.
 - Retaining walls shall be designed by a Structural Engineer for walls over 4 feet.
 - Dog run shall not have any drains connected to the sanitary sewer.
 - Platting the property lines must be completed prior to permit issuance.
 - Architectural, Structural and Civil plans are required to be signed with the permit application.
 - The domestic and fire suppression water supply is required to be split outside the building with separate shut off valves. Contact our City Engineer for acceptable connections.
 - The allowable area and building heights will be determined once the code analysis has been completed.
 - The City of Apple Valley has adopted the 2020 MSBC 1306, subpart 3 Special Fire Protection systems. This section would require the buildings to have an automatic sprinkler system installed based on occupancy type and square footage.
 - Separate sign permits are required. Signed structural drawings will be required for review with the Building Permit application.
 - Per MSAC 502.4.4, the access aisles for the accessible areas shall be marked with a designation sign that says "no parking. Review areas under consideration for accessible parking areas.
 - Accessible parking required will be required per the Minnesota State Accessibility Code Table 1106.1
 - Provide energy and lighting compliance calculations at the time of permit submittal.
 - Mechanical equipment and appliances on roofs or elevated structures shall be accessed in accordance with the 2020 Minnesota Mechanical Code 306.5.
 - Building Sewer slope is required to be in accordance with the 2020 Minnesota State Plumbing code.
-

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DEMOLITION NOTES

- CONTRACTOR SHALL REMOVE AND/OR RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. CONTRACTOR TO COORDINATE ACTIVITIES WITH UTILITY COMPANIES & OWNER.
- CLEAR AND GRUB AND REMOVE ALL TREES NOTED FOR REMOVAL. VEGETATION AND SITE DEBRIS WITHIN CONSTRUCTION LIMITS PRIOR TO GRADING. STRIP TOP SOIL AND STOCKPILE ON-SITE. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. ALL CLEARING AND GRUBBING AND REMOVALS SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS. EROSION CONTROL MEASURES SHALL BE IMMEDIATELY ESTABLISHED UPON REMOVAL. SEE THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) / GRADING & EROSION CONTROL PLAN.
- CONTRACTOR SHALL PROTECT SURFACE AND SUBSURFACE FEATURES NOT NOTED FOR REMOVAL. CONTRACTOR TO NOTIFY ENGINEER WITH ANY CONFLICTS OR PLAN DISCREPANCIES.
- CONTRACTOR TO SCHEDULE PRE-CONSTRUCTION MEETINGS(S) WITH UTILITY OWNER(S) TO DISCUSS DISCONNECTIONS AND/OR RELOCATIONS.
- REFER TO TREE INVENTORY, TREE PRESERVATION, AND TREE REPLACEMENT PLAN FOR REMOVAL AND REPLACEMENT OF ON SITE TREES.
- CONTRACTOR TO VERIFY LOCATION OF SEPTIC FIELD(S) & WELL(S) ON SITE. COORDINATE REMOVALS AND/OR ABANDONMENT WITH THE APPLICABLE GOVERNING AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING APPLICABLE PERMITS. WELLS ON THE PROPERTY SHALL BE SEALED BY A MINNESOTA DEPARTMENT OF HEALTH (MDH) LICENSED CONTRACTOR.
- BITUMINOUS PAVEMENT REMOVALS ARE TO BE MADE TO A VERTICAL SAW CUT OR TO A NEAT MILLED EDGE.
- CONCRETE PAVEMENT, SIDEWALK, CURB & GUTTER AND OTHER POURED CONCRETE ITEMS ARE TO BE REMOVED TO AN EXISTING EXPANSION OR CONTRACTION JOINT. SAW CUT AS NECESSARY FOR A NEAT EDGE OF REMOVAL.
- ANY DAMAGE TO ITEMS NOT NOTED TO BE REMOVED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION WITH NO ADDITIONAL COMPENSATION.
- CONTRACTOR SHALL COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAY WITH THE APPLICABLE GOVERNING AGENCIES. ALL WORK SHALL BE PERFORMED PER THE REQUIREMENTS OF THE APPLICABLE GOVERNING AGENCIES.
- CONTRACTOR TO COORDINATE ALL WORK WITHIN THE ADJACENT PROPERTIES WITH THE OWNER AND ADJACENT PROPERTY OWNER.
- CONTRACTOR TO COORDINATE DEMOLITION PHASING WITH ALL DISCIPLINES INCLUDING BUT NOT LIMITED TO ARCHITECTURAL, STRUCTURAL, ELECTRICAL, MECHANICAL, & OWNER.
- REFER TO THE GEOTECHNICAL REPORT PREPARED BY XXX, DATED XX, XXXX FOR INFORMATION INCLUDING BUT NOT LIMITED TO GROUNDWATER CONDITIONS AND RECOMMENDATIONS FOR EXCAVATION DEWATERING.
- THE CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR ANY REPAIRS TO THE IRRIGATION SYSTEM THAT IS AFFECTED DURING CONSTRUCTION.

DEMOLITION LEGEND

- REMOVE EXISTING BITUMINOUS PAVING
- REMOVE EXISTING CONCRETE PAVING, SIDEWALKS, ETC.
- REMOVE EXISTING MANHOLES, POWER POLES, LIGHT POLES, BOLLARDS, PARKING METERS, SIGNS, ETC.
- REMOVE EXISTING TREES
- TREE PROTECTION FENCE

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SUBMITTAL/REVISIONS

06/11/25	CHECK SET
06/18/25	CITY SUBMITTAL

PROFESSIONAL SIGNATURE

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 in the State of Minnesota.

Douglas J. Loucks, P.E. LA 49993
License No. 49993
Date -

QUALITY CONTROL

Loucks Project No.	24514A
Project Lead	PJD
Drawn By	DDL
Checked By	BDL
Review Date	06/18/25

SHEET INDEX

C1-1	DEMOLITION PLAN
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP
C3-3	SWPPP NOTES
C4-1	STORM SEWER PLAN
C4-2	WATERMAIN & SANITARY PLAN
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
L1-1	LANDSCAPE PLAN
L1-2	LANDSCAPE DETAILS



CALL BEFORE YOU DIG!

Gopher State One Call

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-251-1166

WARNING:

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

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

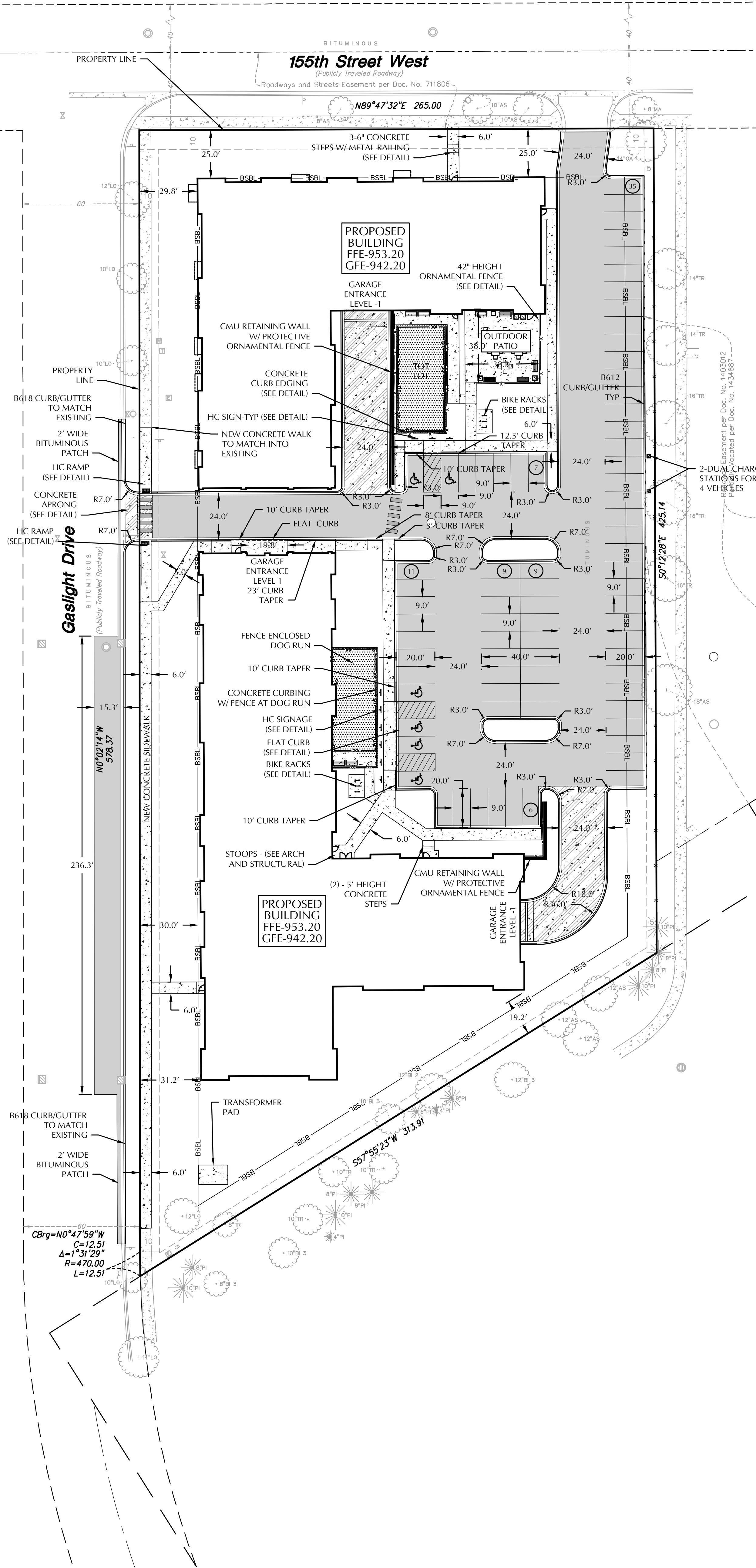


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DEMOLITION PLAN

C1-1

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LEGEND	
EXISTING	PROPOSED

SITE DATA

SITE AREA:	3.10 ± AC
EXISTING IMPERVIOUS AREA:	2.72 ± AC (87.7%)
PROPOSED IMPERVIOUS AREA:	2.06 ± AC (66.5%)

PARKING DATA

PROPOSED SURFACE PARKING - STANDARD:	71 STALLS
PROPOSED SURFACE PARKING - ACCESSIBLE:	6 STALLS
TOTAL STALLS	77 STALLS

REQUIRED ACCESSIBLE PARKING: 4 STALLS**

**REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES FOR 76 TO 100 STALLS

SITE NOTES

- ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEET(S) AND APPLICABLE GOVERNING AGENCY REQUIREMENTS.
- ACCESSIBLE PARKING AND ACCESSIBLE ROUTES SHALL BE PROVIDED PER CURRENT ADA STANDARDS AND APPLICABLE GOVERNING AGENCY REQUIREMENTS.
- ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
- BITUMINOUS IMPREGNATED FIBER BOARD TO BE PLACED AT FULL DEPTH OF CONCRETE ADJACENT TO EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.
- SEE SITE ELECTRICAL PLAN FOR SITE LIGHTING.
- REFER TO THE GEOTECHNICAL REPORT PREPARED BY BRAUN FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO PAVEMENTS AND EXTERIOR SLABS.

SIGNAGE AND STRIPING NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SITE SIGNAGE AND STRIPING AS SHOWN ON THIS PLAN.
- CONTRACTOR SHALL PAINT ALL ACCESSIBLE STALLS, LOGOS AND CROSS HATCH LOADING AISLES WITH WHITE PAVEMENT MARKING PAINT, 4" IN WIDTH.
- CONTRACTOR SHALL PAINT ANY/ALL DIRECTIONAL TRAFFIC ARROWS, AS SHOWN, IN WHITE PAINT.
- ALL SIGNAGE SHALL INCLUDE POST, CONCRETE FOOTING AND STEEL CASING WHERE REQUIRED.
- ALL SIGNAGE NOT PROTECTED BY CURB, LOCATED IN PARKING LOT OR OTHER PAVED AREAS TO BE PLACED IN STEEL CASING, FILLED WITH CONCRETE AND PAINTED YELLOW. REFER TO DETAILS.
- ANY/ALL STOP SIGNS TO INCLUDE A 24" WIDE PAINTED STOP BAR IN WHITE PAINT, PLACED AT THE STOP SIGN LOCATION, A MINIMUM OF 4" FROM CROSSWALK IF APPLICABLE. ALL STOP BARS SHALL EXTEND FROM DIRECTIONAL TRANSITION BETWEEN LANES TO CURB.
- ALL SIGNS TO BE PLACED 18" BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.

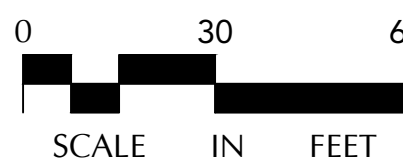


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APPLE VALLEY GASLIGHT APARTMENTS

APPLE VALLEY, MN

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SUBMITTAL/REVISIONS

06/11/25	CHECK SET
06/18/25	CITY SUBMITTAL

PROFESSIONAL SIGNATURE

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 in the State of Minnesota.

Douglas J. Laucke - LA
License No. 49993
Date -

QUALITY CONTROL

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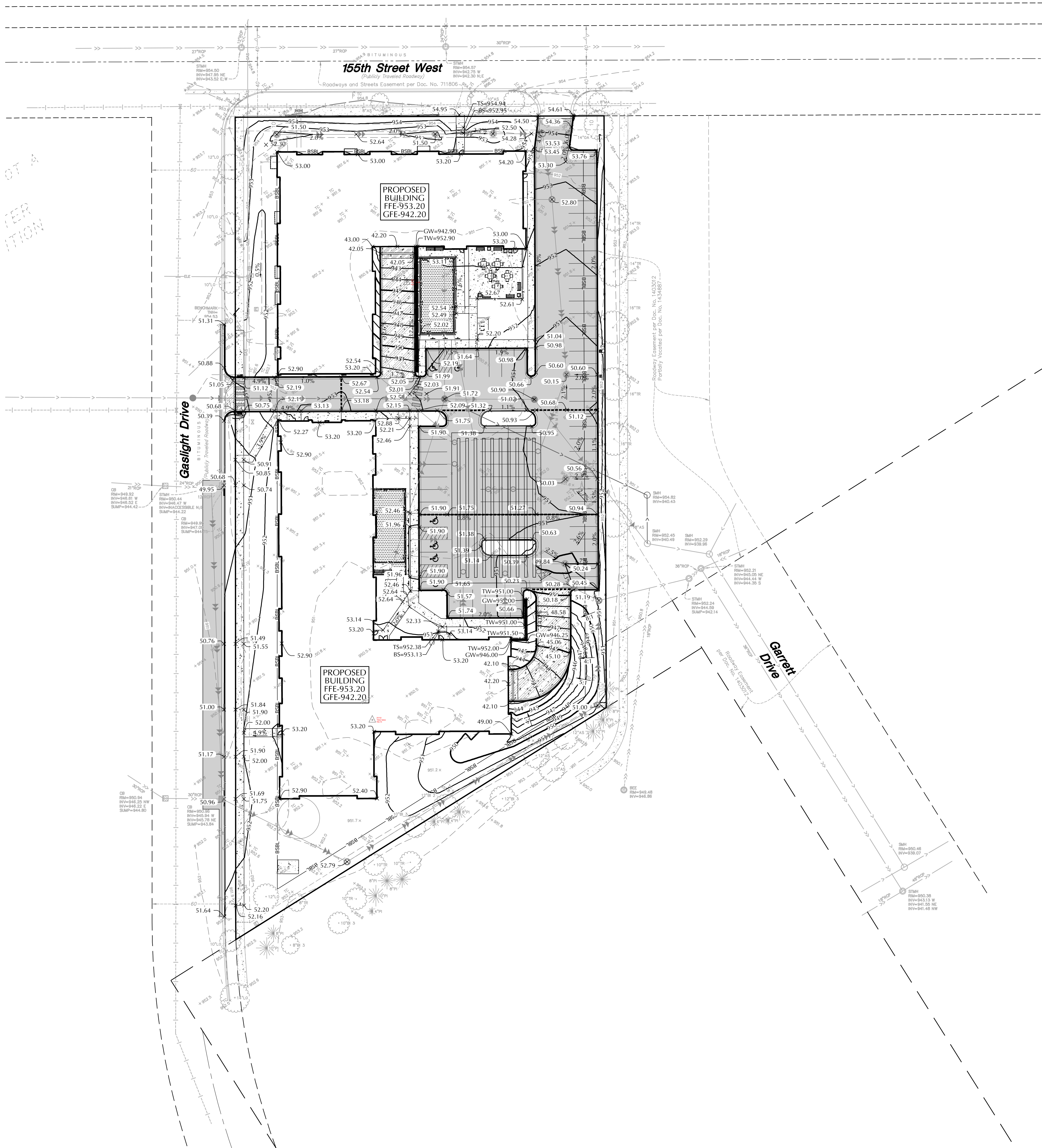
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C1-1	DEMOLITION PLAN
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP
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SITE PLAN

C2-1

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LEGEND	
EXISTING	PROPOSED

GRADING, DRAINAGE & EROSION CONTROL NOTES

- SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTER/FLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- ALL ACCESSIBLE ROUTES SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT EXCEEDING 2% AND A RUNNING SLOPE NOT EXCEEDING 5%.
- AT TURNING POINTS ALONG THE ACCESSIBLE ROUTE THE PAVEMENT SHALL NOT EXCEED 2% IN ANY DIRECTION FOR AN AREA 60" IN DIAMETER.
- ALL PUBLIC SIDEWALKS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT EXCEEDING 2% AND A RUNNING SLOPE NOT EXCEEDING 5%.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SUMPED ELEVATIONS.
- REFER TO GEOTECHNICAL EVALUATION REPORT FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
 - REUSE OF ON-SITE SOILS
 - GROUNDWATER AND RECOMMENDATIONS FOR EXCAVATION DEWATERING.
 - SITE GRADING AND SUBGRADE PREPARATION.
 - PAVEMENTS AND EXTERIOR SLABS.
 - TRENCH EXCAVATION AND BACKFILL.
 - EXTERIOR UTILITY SUPPORTS.
 - FROST PROTECTION.
- GRADING, INCLUDING BUT NOT LIMITED TO EXCAVATION AND BACKFILL, OF THE INFILTRATION AREA(S) SHALL BE ACCOMPLISHED USING LOW-IMPACT EARTH-MOVING EQUIPMENT TO PREVENT COMPACTION OF THE UNDERLYING SOILS. SMALL TRACKED DOZERS AND BOBCATS WITH RUNNER TRACKS ARE RECOMMENDED. NO WHEELED MACHINES SHALL BE USED.
- SOIL BENEATH THE INFILTRATION AREA(S) SHALL BE RIPPED WITH A TOOTHED BUCKET TO REMOVE SOIL INTERFACE PRIOR TO BACKFILL.
- A FLOOD TEST OR DOUBLE RING INFILTROMETER TEST SHALL BE COMPLETED FOR THE INFILTRATION SYSTEM TO VERIFY INFILTRATION RATES ARE WITHIN THE ACCEPTABLE RANGE OF X.X IN/HR TO X.X IN/HR.
- CITY AND WATERSHED SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO CONSTRUCTION OF STORMWATER BMPs.
- ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF TOP SOIL AND SEED/MULCH OR SOD. THESE AREAS SHALL BE WATERED/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED. REFER TO THE LANDSCAPE PLANS, DETAILS AND SPECIFICATIONS FOR FINAL SITE STABILIZATION.
- FOR SITE RETAINING WALLS "TW" EQUALS SURFACE GRADE AT TOP FACE OF WALL (NOT TOP OF WALL). "GW" EQUALS SURFACE GRADE AT WALL GRADE TRANSITION, AND "BW" EQUALS SURFACE GRADE AT BOTTOM FACE OF WALL (NOT BOTTOM OF BURIED WALL COURSES).
- FOR SITE STAIRS, "TS" EQUALS SURFACE ELEVATION AT TOP OF STAIRS AND "BS" EQUALS SURFACE ELEVATION AT BOTTOM OF STAIRS. REFER TO SITE PLAN FOR NUMBER OF RISERS AND RISER HEIGHT.
- STREETS MUST BE CLEANED AND SWEEPED WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
- DUST MUST BE ADEQUATELY CONTROLLED.
- SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
- SEE UTILITY PLAN FOR WATERMAIN, STORM SEWER, AND SANITARY SEWER INFORMATION.
- SEE SITE PLAN FOR CURB AND BITUMINOUS TAPER LOCATIONS.
- REFERENCE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR BUILDING ELEVATIONS.
- THE CONTRACTOR ALONG WITH THE OWNER SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM GOVERNING AUTHORITIES, INCLUDING ANY CITY PERMITS AND THE NPDES PERMIT.
- INSTALL EROSION CONTROL AND TREE PROTECTION MEASURES BEFORE BEGINNING SITE GRADING ACTIVITIES. SOME EROSION CONTROLS SUCH AS BALE CHECKS AND TEMPORARY SILT PONDS MAY BE INSTALLED AS GRADING OCCURS IN SPECIFIC AREAS. MAINTAIN EROSION CONTROLS THROUGHOUT THE GRADING PROCESS AND REMOVE WHEN TURF HAS BEEN ESTABLISHED.
- PER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM (NPDES/SDS) REQUIREMENTS, THE WASHOUT AND CLEANOUT OF STUCCO, PAINT, CONCRETE, FORM RELEASE OILS, CURING COMPOUNDS, AND OTHER CONSTRUCTION MATERIALS SHALL BE PROPERLY CONTAINED AND DISPOSED OF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND USING APPROVED METHODS OF CONTAINMENT SUCH AS PRE-FABRICATED WASHOUT CONTAINERS, CONCRETE WASHOUT TOTE, READY MIX TRUCKS WITH SELF-CONTAINED CHUTE CLEANOUT, ETC.
- CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION OF GRADING ACTIVITIES AS NEEDED PER APPLICABLE PERMIT REQUIREMENTS AND/OR DEVELOPMENT AGREEMENTS.

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APARTMENTS**

APPLE VALLEY, MN

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06/18/25	CITY SUBMITTAL

PROFESSIONAL SIGNATURE

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License No.	PJ Daub - PE	49933
Date		-

QUALITY CONTROL

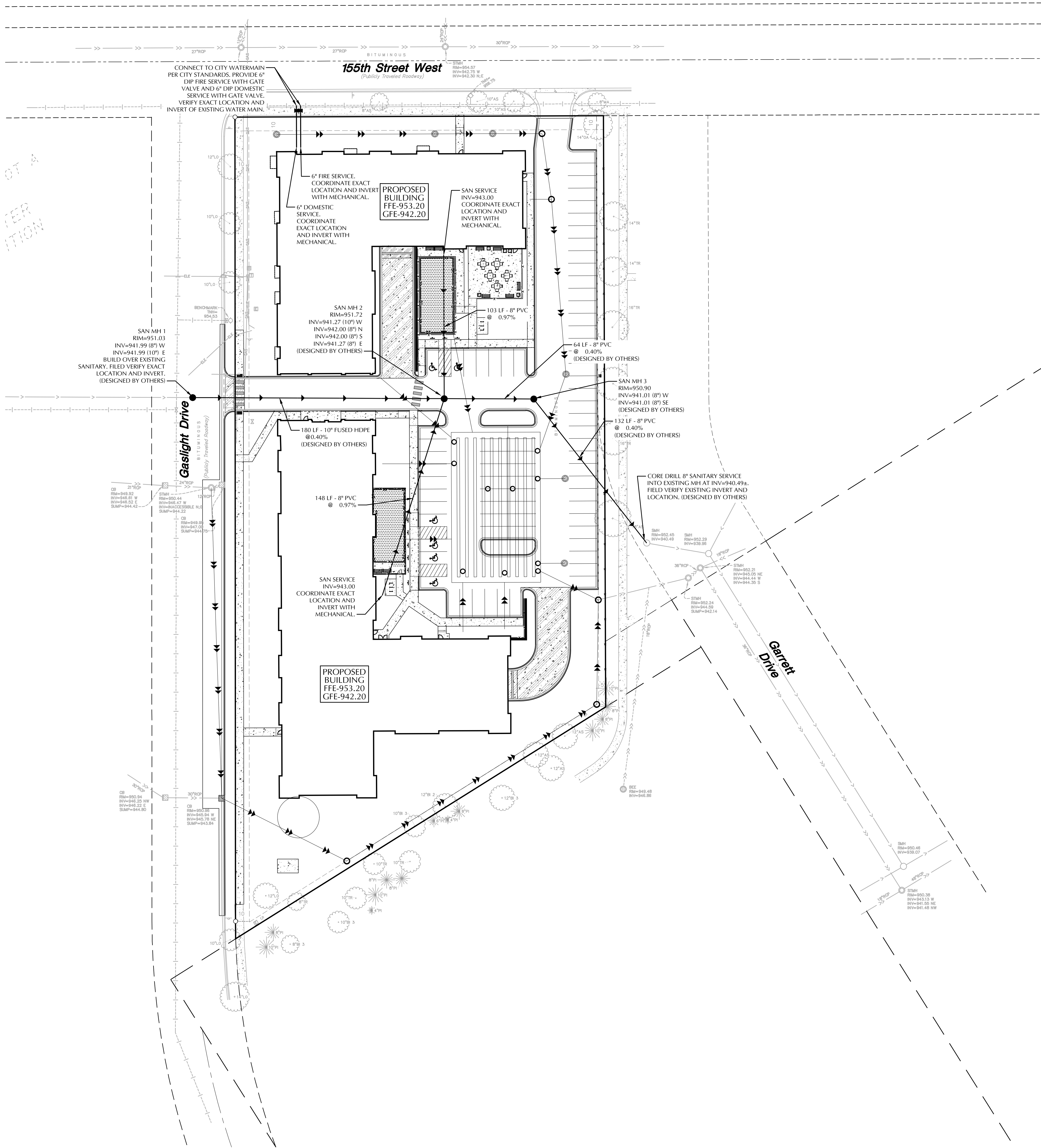
Loucks Project No.	24514A
Project Lead	PJD
Drawn By	DDL
Checked By	PJD
Review Date	06/18/25

SHEET INDEX

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C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP
C3-3	SWPPP NOTES
C4-1	STORM SEWER PLAN
C4-2	WATERMAIN & SANITARY PLAN
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
L1-1	LANDSCAPE PLAN
L1-2	LANDSCAPE DETAILS

**GRADING
PLAN**

C3-1



SANITARY SEWER & WATERMAIN NOTES

- ALL SANITARY SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), CURRENT EDITION.
- ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
- ALL SITE UTILITY SERVICES SHALL TERMINATE 5' FROM THE EXTERIOR BUILDING WALL UNLESS OTHERWISE NOTED. THE SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR, MECHANICAL CONTRACTOR AND MECHANICAL ENGINEER TO DETERMINE THE RESPONSIBILITY OF BRINGING THE SERVICE(S) INTO THE BUILDING, INSPECTIONS AND TESTING PER APPLICABLE GOVERNING AGENCIES.
- ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 8.0 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18\"/>



CALL BEFORE YOU DIG!
Gopher State One Call
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TOLL FREE: 1-800-251-1166

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0 30 60
SCALE IN FEET

LEGEND	EXISTING	PROPOSED
CATCH BASIN		
STORM MANHOLE		
FLARED END SECTION		
SANITARY MANHOLE		
HYDRANT		
GATE VALVE		
POST INDICATOR VALVE		
WATER MANHOLE / WELL		
LIGHT POLE		
POWER POLE		
ELECTRIC METER		
GAS METER		
TELEPHONE PEDESTAL		
SIGN		
BENCHMARK		
SOIL BORING		
PARKING STALL COUNT		
ACCESSIBLE PARKING STALL		
STORM SEWER		
DRAIN TILE		
SANITARY SEWER		
FORCE MAIN		
WATERMAIN		
SANITARY SEWER SERVICE		
WATER SERVICE		
UNDERGROUND ELECTRIC		
UNDERGROUND FIBER OPTIC		
UNDERGROUND GAS		
UNDERGROUND TELEPHONE		
OVERHEAD UTILITY		
FENCE		
CHAIN LINK FENCE		
CONCRETE CURB		
RETAINING WALL		
CONCRETE		
NO PARKING		
BUILDING		
CONTOUR		
SPOT ELEVATION		
DIRECTION OF FLOW		
TREE LINE		
PARKING SETBACK LINE		
BUILDING SETBACK LINE		

APPLE VALLEY GASLIGHT APARTMENTS

APPLE VALLEY, MN

REAL ESTATE EQUITIES

579 Selby Avenue
St. Paul, MN 55102

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PLANNING
CIVIL ENGINEERING
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SUBMITTAL/REVISIONS

06/11/25	CHECK SET
06/18/25	CITY SUBMITTAL

PROFESSIONAL SIGNATURE

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 in the State of Minnesota.

License No. Doug R. Loucks - LA 49993
Date

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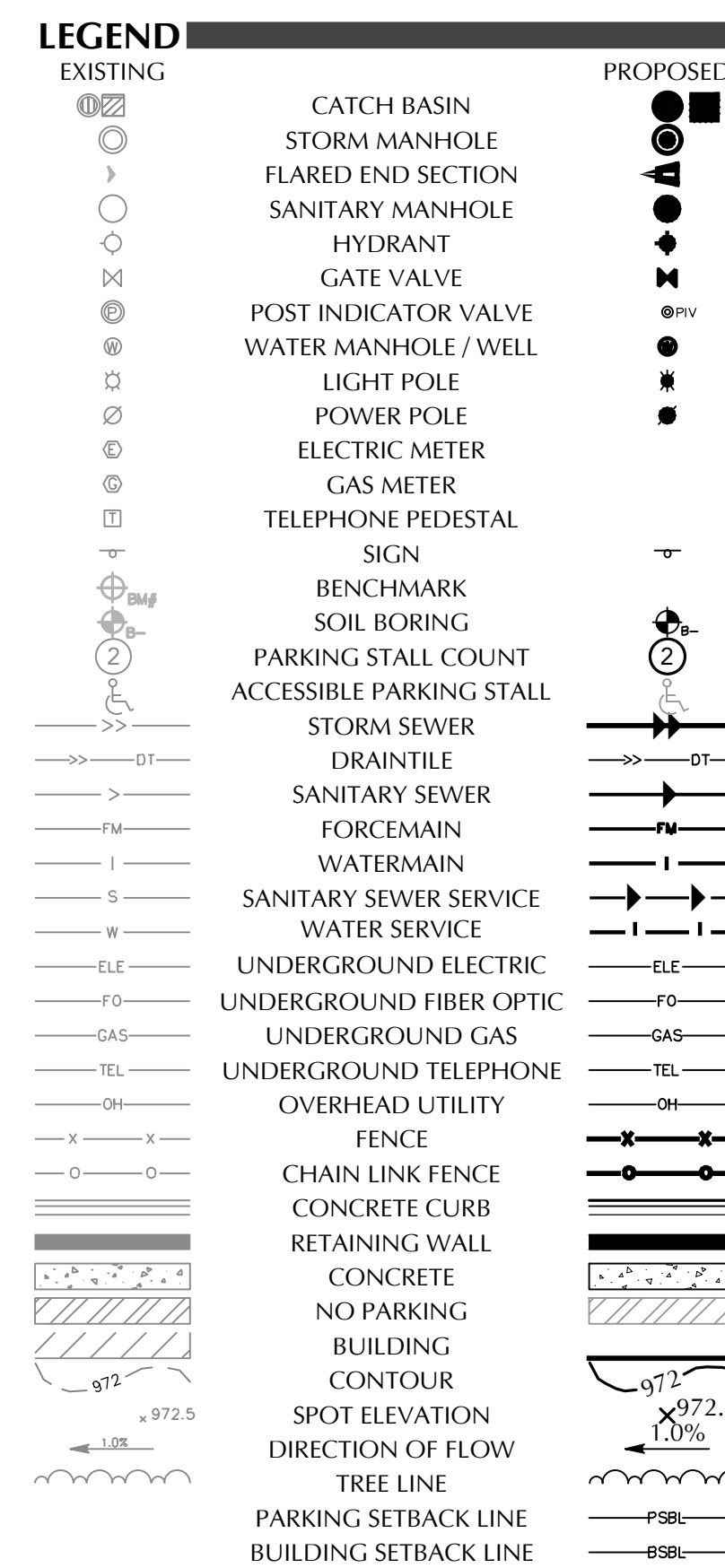
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SANITARY SEWER AND WATERMAIN PLAN

C4-1



1. ALL STORM SEWER SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE SEWER UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), CURRENT EDITION.
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4. ALL SITE UTILITY SERVICES SHALL TERMINATE 5' FROM THE EXTERIOR BUILDING WALL UNLESS OTHERWISE NOTED. THE SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR, MECHANICAL CONTRACTOR AND MECHANICAL ENGINEER TO DETERMINE THE RESPONSIBILITY OF BRINGING THE SERVICE(S) INTO THE BUILDING, INSPECTIONS AND TESTING PER APPLICABLE GOVERNING AGENCIES.
5. PER MINNESOTA DEPARTMENT OF LABOR & INDUSTRY REQUIREMENTS, A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FROM WAYSIDE TO ANY MANHOLE, SEPTIC SYSTEM, CATCH BASIN, SEWER PIPE, OR OTHER SOURCE OF CONTAMINATION, MEASURED FROM THE OUTER EDGE OF THE PIPE TO THE OUTER EDGE OF THE CONTAMINATION SOURCE UNLESS OTHERWISE SHOWN.
6. ALL STORM SEWER DOWNSPOUT COLLECTION PIPES AND WYES SHALL BE PVC (SCHEDULE 40).
7. CONTRACTOR TO SUBMIT SHOP DRAWINGS OF STORM STRUCTURE(S) AND UNDERGROUND SYSTEM(S) FOR ENGINEER'S REVIEW.
8. CONTRACTOR TO VERIFY UNDERLYING SOILS BENEATH ALL STORMWATER FACILITIES, AND PROVIDE DOCUMENTATION TO THE ENGINEER, PRIOR TO CONSTRUCTION OF THE FACILITIES.
9. ALL PORTIONS OF THE STORM SEWER SYSTEM, INCLUDING CATCH BASINS, LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED ACCORDANCE WITH MINNESOTA RULES, PART 4714.
10. REFER TO GEOTECHNICAL EVALUATION REPORT, FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
 - A. REMOVAL OF QUIET SOILS
 - B. GROUNDWATER AND RECOMMENDATIONS FOR EXCAVATION Dewatering.
 - C. SITE GRADING AND SUBGRADE PREPARATION.
 - D. PAVEMENTS AND EXTERIOR SLABS.
 - E. TRENCH EXCAVATION AND BACKFILL.
 - F. EXTERIOR UTILITY SUPPORTS.
 - G. FROST PROTECTION.
11. CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION OF CONSTRUCTED STORMWATER MANAGEMENT SYSTEMS & ASSOCIATED INFRASTRUCTURE (RECOMMENDED PRIOR TO BACKFILLING) PER APPLICABLE PERMIT REQUIREMENTS AND/OR DEVELOPMENT AGREEMENTS.
12. ALL UNUSED UTILITY SERVICES SHALL BE ABANDONED PER THE REQUIREMENTS OF THE APPLICABLE GOVERNING AGENCIES.
13. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED UTILITY PERMITS FROM THE APPLICABLE GOVERNING AGENCIES.

STRUCTURE NO.	CASTING	MANHOLE SIZE
CB 1	R-2560-EA	48" PRECAST
CBMH 2	R-2560-EA	48" PRECAST
CBMH 3	R-2560-EA	48" PRECAST
STMH 4	R-1642	48" PRECAST
STMH 5	R-1642	48" PRECAST
CBMH 6	R-2556-A	48" PRECAST
CB 7	R-2556-A	48" PRECAST
CB 8	R-2556-A	48" PRECAST
STMH 9	R-1642	72" PRECAST
CBMH 10	EXISTING	72" PRECAST
STMH 11	R-1642	60" PRECAST
STMH 12	R-1642	60" PRECAST

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06/11/25	CHECK SET
06/18/25	CITY SUBMITTAL

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License No. 49993

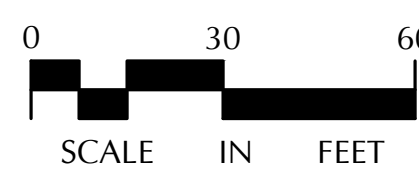
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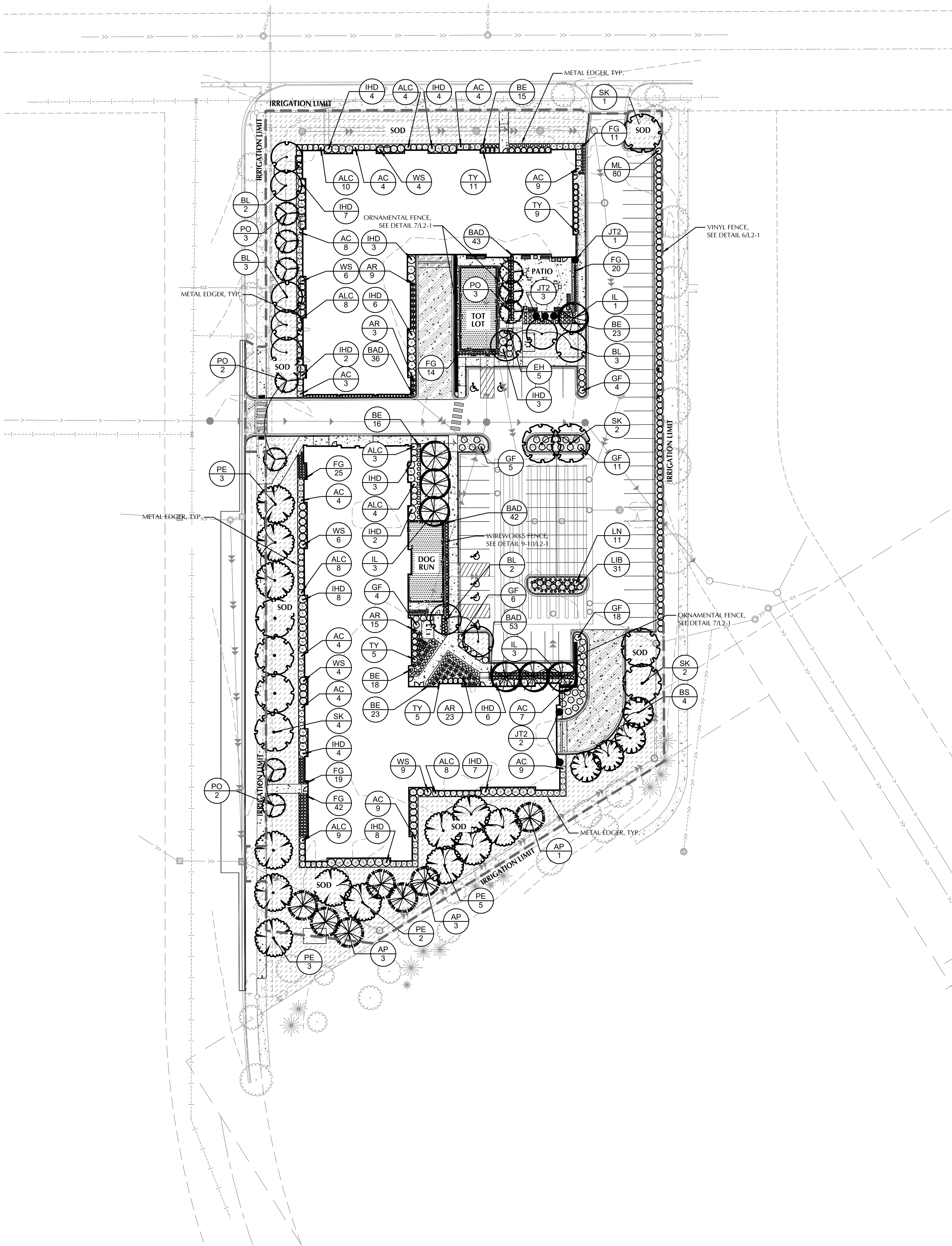
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C4-2

Plotted: 06/18/2025 11:11 PM W:\2024\241514\LANDSCAPE\DWG\Sheet File\11 LANDSCAPE PLAN



GENERAL NOTES

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND / OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS / GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES. CONTRACTOR TO PROVIDE THE NECESSARY PROTECTION FOR THE UTILITIES BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS. CONTRACTOR TO NOTIFY GENERAL CONTRACTOR OF ANY CONCERNS PRIOR TO INSTALLATION OF PLANTINGS.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB / GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND / OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

IRRIGATION NOTES

VERIFY EXISTING / PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND / OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SODDED / SEEDDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM IS NOT TO SPRINKLE ACROSS PAVEMENT NOR SHALL THE SYSTEM SPRINKLE THE BUILDING.

THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTING / SOD / SEED HAS BEEN ESTABLISHED.

LANDSCAPE CALCULATIONS:

FOR COMMERCIAL PROJECTS IN APPLE VALLEY THE MINIMUM LANDSCAPE VALUE IS TO BE 1.5% MIN. OF THE TOTAL

TOTAL ESTIMATED PROJECT VALUE: \$32 MILLION
ESTIMATED LANDSCAPE VALUE REQUIRED: \$480,000

ESTIMATED LANDSCAPE VALUE PROVIDED: \$480,000 (SEE CHART BELOW)

MINIMUM LANDSCAPE VALUE COST OPINION

REQUIRED MINIMUM LANDSCAPE VALUE: 1.5% OF PROJECT VALUE = \$480,000

OVERSTORY TREES 42 TREES X \$700	\$29,400
CONIFEROUS TREES (16 TREES X \$600)	\$9,600
ORNAMENTAL TREES (7 TREES X \$500)	\$3,500
SHRUBS - 359 X \$70	\$25,130
EVERGREEN SHRUBS - 30 X \$100	\$3,000
PERENNIALS 269 X \$40	\$10,760
GRASSES 212 X \$40	\$8,480
IRRIGATION	\$50,000
COURTYARD (FURNITURE, PLANTERS, DECORATIVE PAVING)	\$25,000
DOG RUN (CONCRETE EDGER, ARTIFICIAL TURF, DOG SIGNAGE/TRASH)	\$30,000
TOT LOT (CONCRETE EDGER, PIP RUBBER, PLAYGROUND)	\$50,000
FENCING	\$80,000
LANDSCAPE EDGING	\$15,000
LANDSCAPE ROCK	\$5,000
LANDSCAPE HARDWOOD MULCH	\$3,000
BIKE RACKS	\$6,000
MISCELLANEOUS IMPROVEMENTS (ADDITIONAL SITE FURNISHINGS, PERGOLA STRUCTURE, PLAYGROUND SHADE STRUCTURE)	\$126,130
TOTAL	\$480,000

PLANT SCHEDULE

	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	NOTES
DECIDUOUS TREES							
	SK	9	GLEDTISIA TRIACANTHOS 'SKYCOLE'	SKYLINE HONEYLOCUST	2.5" CAL.	B&B	
	PO	10	PRUNUS CERASIFERA 'OAKVILLE CRIMSON SPIRE'	OAKVILLE CRIMSON SPIRE PURPLE PLUM	2.5" CAL.	B&B	
	BL	10	TILIA AMERICANA 'BOULEVARD'	BOULEVARD LINDEN	2.5" CAL.	B&B	
	PE	13	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	2.5" CAL.	B&B	
	42		SUBTOTAL:				
EVERGREEN TREES							
	JT2	6	JUNIPERUS VIRGINIANA 'TAYLOR'	TAYLOR EASTERN REDCEDAR	2.5" CAL.	B&B	
	BS	4	PICEA GLAUCA 'DENSATA'	BLACK HILLS SPRUCE	6' HEIGHT	B&B	FULL FORM
	AP	7	PINUS NIGRA	AUSTRIAN PINE	6' HEIGHT	B&B	FULL FORM
	17		SUBTOTAL:				
ORNAMENTAL TREES							
	IL	7	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	1.5" CAL.	B&B	
	7		SUBTOTAL:				
SHRUBS							
	AC	65	ARONIA MELANOCARPA 'MAGIC CARPET'	AUTUMN MAGIC CHokeberry	5 GAL.	CONT.	
	IHD	67	CORNUS ALBA 'BAILHALO' TM	IVORY HALO DOGWOOD	5 GAL.	CONT.	
	EH	5	HYDRANGEA MACROPHYLLA 'ENDLESS SUMMER' TM	ENDLESS SUMMER HYDRANGEA	5 GAL.	CONT.	
	LN	11	PHYSCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM	LITTLE DEVIL NINEBARK	5 GAL.	CONT.	
	GF	48	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	5 GAL.	CONT.	
	ALC	54	RISES ALPINUM	ALPINE CURRANT	5 GAL.	CONT.	
	WS	29	SYMPHORICARPOS ALBUS	WHITE SNOWBERRY	5 GAL.	CONT.	
	ML	80	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	5 GAL.	CONT.	
	359		SUBTOTAL:				
PERENNIALS							
	BAD	174	HEMEROCALLIS X 'BAJA'	BAJA DAYLILY	1 GAL.	CONT.	
	BE	95	RUDBECKIA FULGIDA 'GOLDSTRUM'	BLACK EYED SUSAN	1 GAL.	CONT.	
	269		SUBTOTAL:				
CONIFEROUS SHRUBS							
	TY	30	TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	5 GAL.	CONT.	
	30		SUBTOTAL:				
GRASSES							
	AR	50	ANDROPOGON GERARDII 'RED OCTOBER'	RED OCTOBER BIG BLUESTEM	5 GAL.	CONT.	
	FG	131	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.	CONT.	
	LIB	31	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	1 GAL.	CONT.	
	212		SUBTOTAL:				
SYMBOL CODE QTY BOTANICAL NAME COMMON NAME CONT. SIZE NOTES							
GROUND COVERS							
	SM 1	7,657 SF	CRUSHED GRAY ROCK 1/4" MINUS 3" DEPTH	STONE MULCH	NONE		
	Hwm	3,364 SF	HARDWOOD MULCH - 3" DEPTH OVER GEOTEXTILE FABRIC	HARDWOOD MULCH	NONE		
	SOD	29,266 SF		TURF SOD	SOD		
	40,287 SF		SUBTOTAL:				



CALL BEFORE YOU DIG

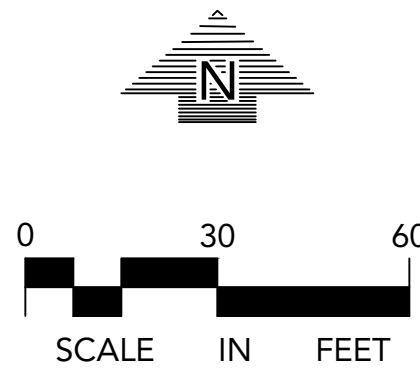
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Date -

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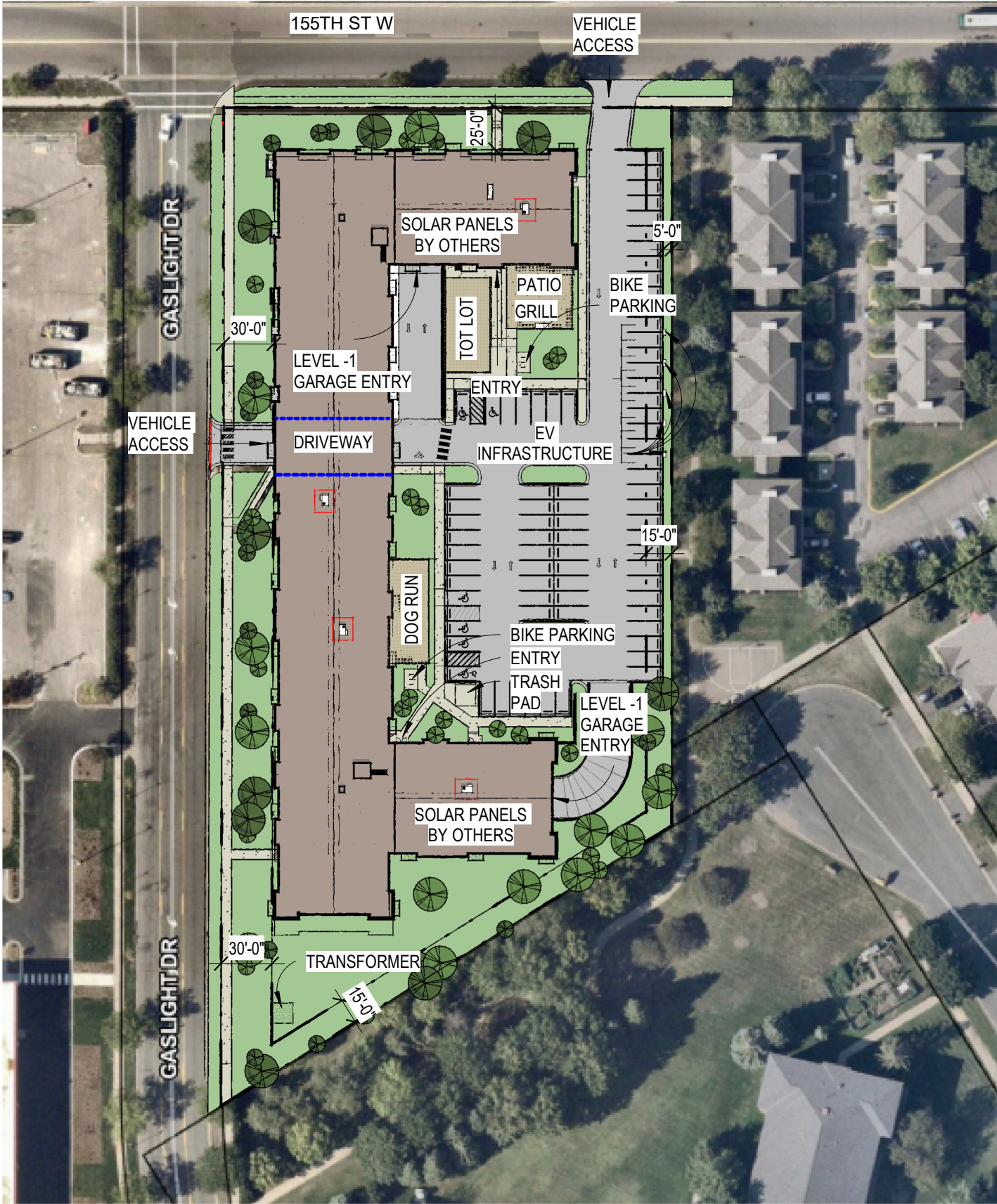
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LANDSCAPE PLAN

L1-1



1 SD Site Plan
1" = 80'-0"



SITE PLAN

2.0 SITE PLAN

GROSS AREA - TOTAL

Level	Area
Level 5	44,223 ft ²
Level 4	44,221 ft ²
Level 3	44,223 ft ²
Level 2	41,868 ft ²
Level 1	41,082 ft ²
Level -1	42,247 ft ²
Grand total	257,863 ft ²

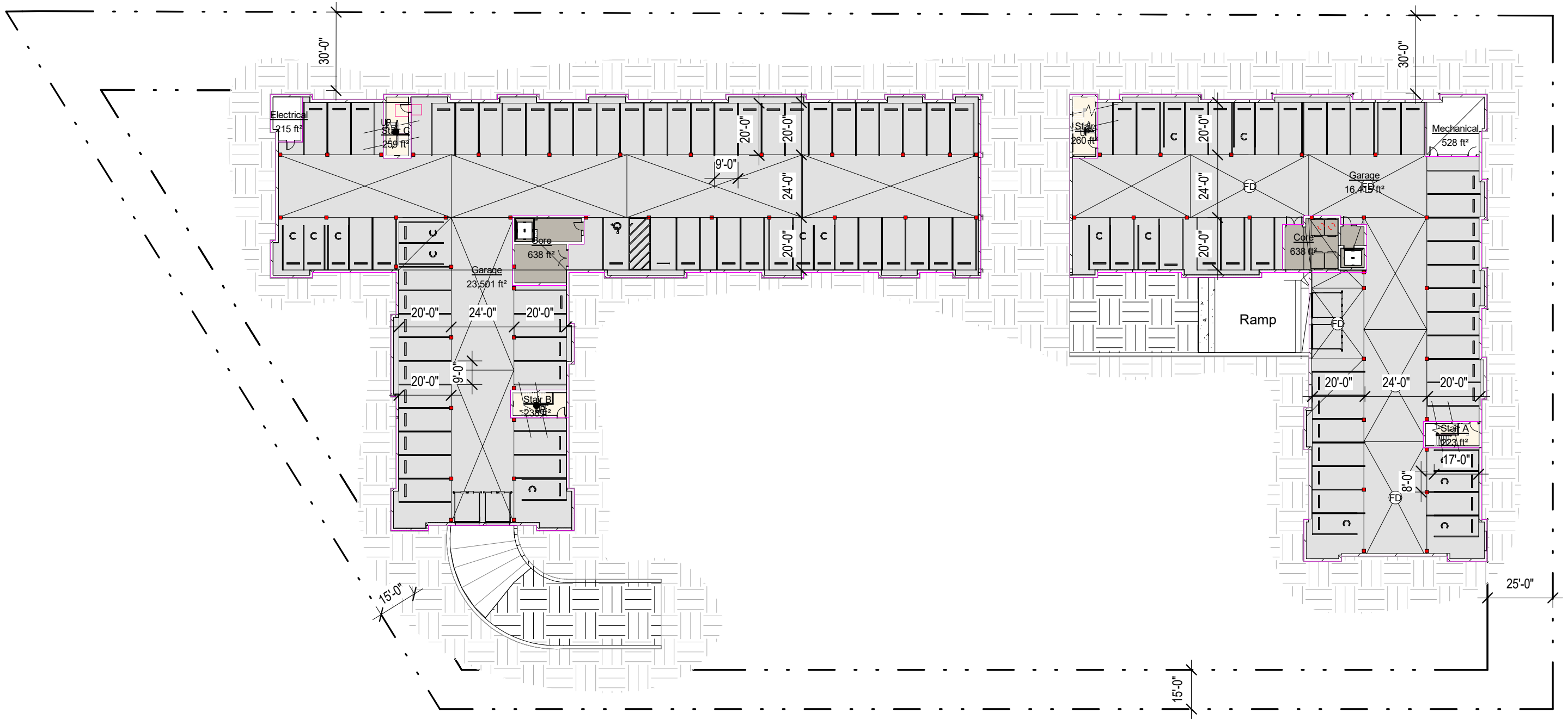
PARKING

Level	Type	Count
Level -1	Garage	102
Level 1	Garage	60
Level 1	Surface	78
		240

UNIT MIX - GROSS AREA

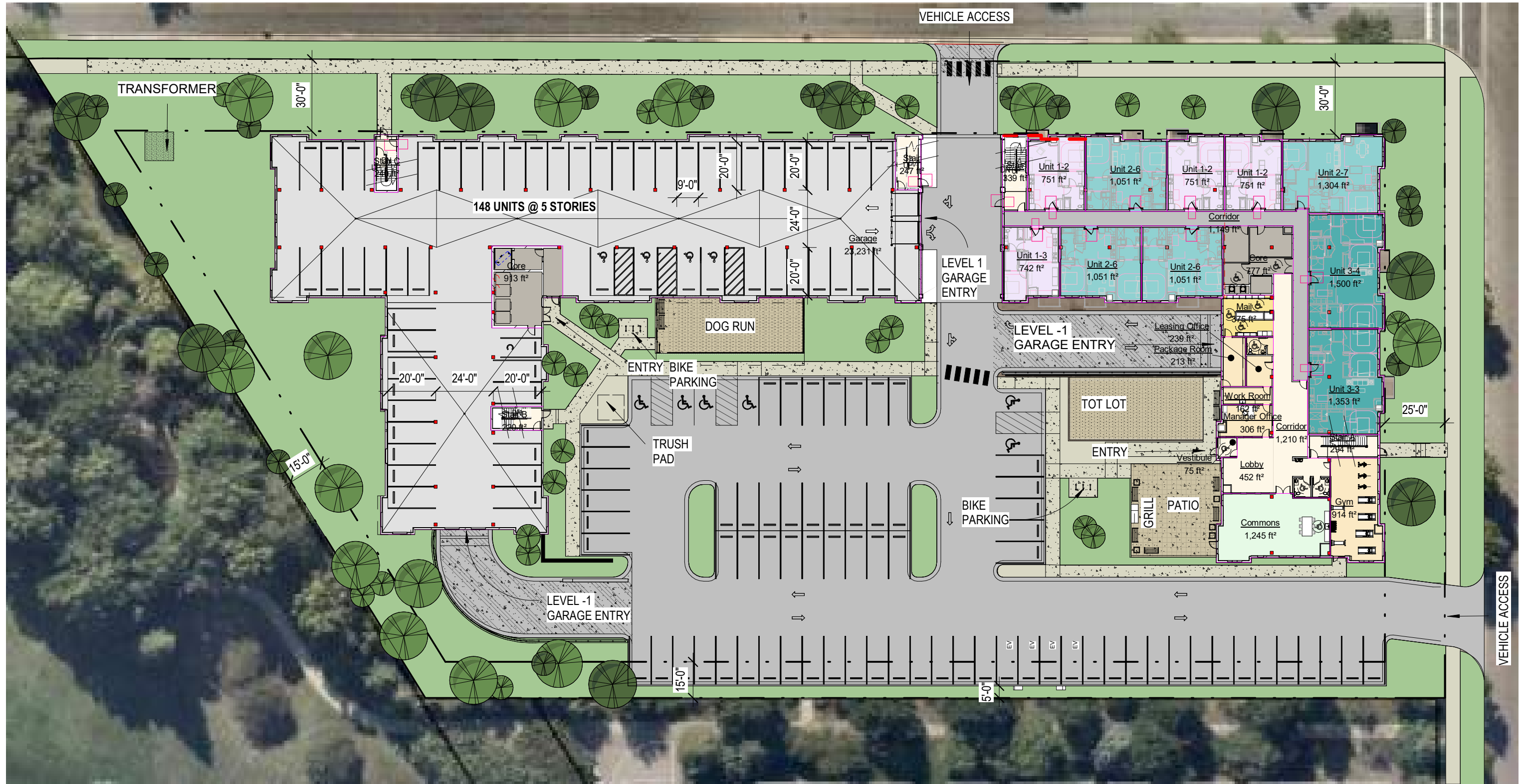
Name	Count	Unit Gross Area	Total Area	%
		Main Floor		
1 BR				
Unit 1-0	17	745 ft²	12,662 ft²	11%
Unit 1-1	8	735 ft²	5,880 ft²	5%
Unit 1-2	3	751 ft²	2,254 ft²	2%
Unit 1-3	1	742 ft²	742 ft²	1%
Unit 1-4	4	741 ft²	2,965 ft²	3%
33			24,503 ft²	22%
2BR				
Unit 2-0	52	1,042 ft²	54,157 ft²	35%
Unit 2-1	4	1,011 ft²	4,044 ft²	3%
Unit 2-2	1	1,142 ft²	1,142 ft²	1%
Unit 2-3	6	1,080 ft²	6,477 ft²	4%
Unit 2-4	3	1,083 ft²	3,250 ft²	2%
Unit 2-5	4	1,294 ft²	5,175 ft²	3%
Unit 2-6	3	1,051 ft²	3,147 ft²	2%
Unit 2-7	1	1,303 ft²	1,303 ft²	1%
Unit 2-8	4	1,078 ft²	4,312 ft²	3%
78			83,007 ft²	53%
3BR				
Unit 3-0	8	1,398 ft²	11,178 ft²	5%
Unit 3-1	3	1,478 ft²	4,434 ft²	2%
Unit 3-2	24	1,363 ft²	32,713 ft²	16%
Unit 3-3	1	1,351 ft²	1,351 ft²	1%
Unit 3-4	1	1,499 ft²	1,499 ft²	1%
37			51,174 ft²	25%
Grand total	148		158,685 ft²	100%

148 UNITS @ 240 STALLS = 1.6 PARKING RATIO
1:1 COVERED PARKING REQUIREMENT



① Level -1
1" = 40'-0"





1 Level 1
1" = 40'-0"





TOTAL FACADE SF: 10,160 SF
 PROPOSED MATERIALS:
 ACMV: 2,144 SF (21%)
 CMU: 1,448 SF (14%)
 GLAZING: 2,240 SF (22%)
 LAP SIDING: 4,090 SF (40%)

① North Elevation SD
 1" = 30'-0"

TOTAL FACADE SF: 26,081 SF
 PROPOSED MATERIALS:
 ACMV 6,673 SF (26%)
 CMU: 2,267 SF (9%)
 GLAZING: 5,252 SF (20%)
 LAP SIDING: 9,878 SF (38%)



② East Elevation 1
 1" = 30'-0"



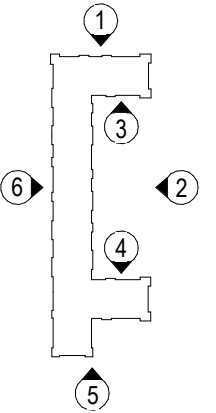
TOTAL FACADE SF: 6,266 SF
 PROPOSED MATERIALS:
 ACMV: 1,196 SF (19%)
 CMU: 915 SF (15%)
 GLAZING: 1,353 SF (22%)
 LAP SIDING: 2,628 SF (42%)

③ East Elevation 2
 1" = 30'-0"



TOTAL FACADE SF: 5,602 SF
 PROPOSED MATERIALS:
 ACMV: 1,244 SF (22%)
 CMU: 876 SF (16%)
 GLAZING: 965 SF (17%)
 LAP SIDING: 2,402 SF (43%)

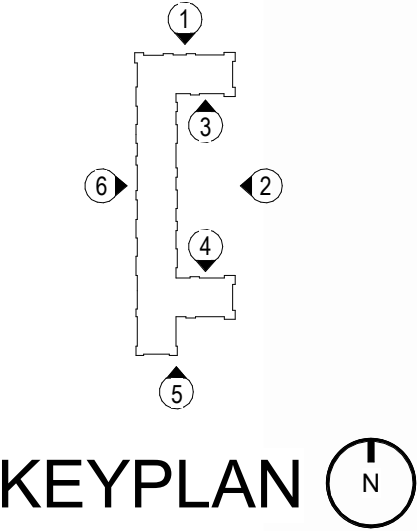
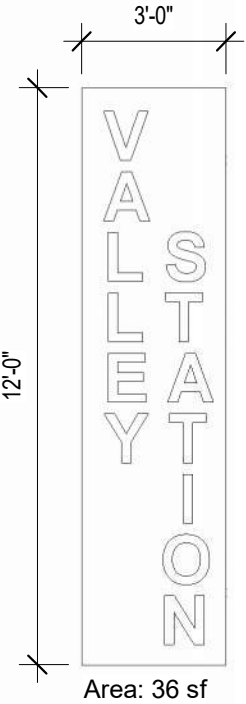
④ North Elevation 2
 1" = 30'-0"



KEYPLAN



TOTAL FACADE SF: 9,485 SF
 PROPOSED MATERIALS:
 ACMV: 2,218 SF (23%)
 CMU: 1,554 SF (16%)
 GLAZING: 1,684 SF (18%)
 LAP SIDING: 3,844 SF (41%)



5 South Elevation SD
 1" = 30'-0"

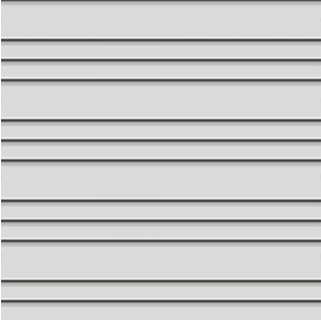
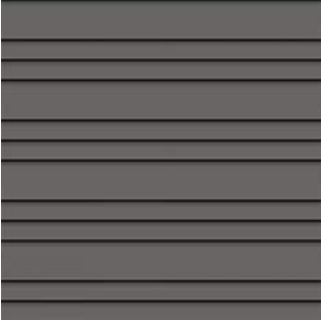
7 Building Signage
 1/4" = 1'-0"



6 West Elevation SD
 1" = 30'-0"

TOTAL FACADE SF: 25,861 SF
 PROPOSED MATERIALS:
 ACMV: 6,181 SF (24%)
 CMU: 3,710 SF (14%)
 GLAZING: 5,574 SF (22%)
 LAP SIDING: 9,484 SF (37%)

EXTERIOR MATERIALS

Material Mark	Description	Image
4.1	Splitface - CMU - Glacial White	
4.2	Stone Veneer - Cultured Stone - Hewn Stone - Foundation	
7.1	07-Siding-JamesHardie-AlternatingLap-4/4/8-Smooth -ArcticWhite	
7.2	07-Siding-JamesHardie-AlternatingLap-4/4/8-Smooth -NightGray	
8.0	Vinyl Window	















ITEM:
MEETING DATE:
SECTION:

6.A.
July 16, 2025
Other Business

Description: 2025 Bicycle and Pedestrian Plan Update	
Staff Contact: Evan Acosta, Assistant City Engineer	Department / Division: Community Development

Action Requested:

No official action is requested. Staff and the consultant team wish to present the draft Bicycle and Pedestrian Plan to the Planning Commission to receive input and discuss preliminary findings.

Summary:

Attached is a draft of the 2025 Bicycle and Pedestrian Plan Update for the Planning Commission's review and comments. The Apple Valley Bicycle and Pedestrian Plan serves as a guide for the city to continue to enhance mobility, safety, health, and quality of life for its residents. The City of Apple Valley received a grant through the Statewide Health Improvement Partnership (SHIP), from the Minnesota Department of Health and Dakota County, to develop this plan for biking and walking improvements in the community. Completed as an update to the 2010 Bike Walk Apple Valley plan, this new plan guides decision-making and prioritization for future investments in the bike and pedestrian system, provides a foundation for funding solicitation, and helps to foster a more bikeable and walkable Apple Valley.

Background:

The planning process for the Bicycle and Pedestrian Plan Update began in December 2024, and the plan document is now in a draft stage and ready for review and feedback from the Planning Commission. Key steps in the planning process included community outreach and engagement to determine the needs and desires of city residents; inventory and evaluation of the existing pedestrian and bicycle system; and development of best practices and recommendations for projects and policies to advance a connected and equitable walking and biking system.

Community engagement activities included outreach at local events, an online survey, and a dedicated Task Force created to provide input and direction on the plan's recommendations. Community input identified the desire for consistent, connected, well-maintained off-road facilities throughout the entire community, especially in areas where there are schools and retail areas. Safe roadway crossings were also frequently mentioned throughout the engagement process. Community residents generally expressed appreciation of the off-road trails in the city, but also frequently mentioned a desire for safer road crossings of busy arterial roads, such as 140th Street, Cedar Avenue, and McAndrews Road. Several groups and individuals participated in the project. A

task force was formed consisting of members from Planning Commission, Parks and Recreation Advisory Committee, Traffic Safety Advisory Committee, ISD 196, Dakota County, Apple Valley Chamber of Commerce, Police, Fire, Planning, Parks, and Public Works staff.

Several existing planning documents support the development and completion of the city's bicycle and pedestrian network. The City's Comprehensive Plan recommends: focusing on the pedestrian and bicycle needs during the development of roadway improvement projects; continuing to connect gaps in the sidewalk and trail networks; and working with Dakota County to continue to build the North Creek Greenway in accordance with the approved Master Plan. Dakota County's 2018 Bicycle and Pedestrian Study identifies county pedestrian network gaps along County Roads 38, 42, 31, and 33.

More than 60 miles of paved trails and 153 miles of sidewalks provide many opportunities for residents to bike and walk around town. However, there are no on-road bike lanes in the city, and there is a lack of bike infrastructure in the city's downtown and along the Ring Route. Analysis of the MPCA Environmental Justice Areas, the RBTN network, land use and destinations (including schools, parks, and retail areas), transit stops and stations, major road barriers, major intersections, and trail and sidewalk gaps inform the recommendations in the plan.

The guiding principles were updated from the 2010 Bike Walk Apple Valley Plan based on feedback from the Task Force and community engagement.

1. Reduce barriers to walking and biking.
 1. Create a bicycle and pedestrian system that works for all ages and abilities.
 2. Ensure that key destinations are accessible from residential areas by biking and walking.
 3. Increase features that address safety and comfort for biking and walking.
 4. Ensure new development and redevelopment projects integrate walking and bicycling facilities.
2. Encourage alternative modes of transportation.
 1. Build places in the city where different modes of transportation connect.
3. Enhance trails and sidewalks in the community with elements that aid in navigation, foster community, and establish a sense of place.
4. Maintain a safe and functional network of nonmotorized transportation in Apple Valley.

Best practices offer practical solutions and methods to implement the ideas outlined in the Guiding Principles. They include ways the city can plan for everyone in the community, regardless of age or ability; appropriate roadway treatments to support bicycling and walking; road crossing treatments; and trail design and maintenance. Several policy and city-wide recommendations describe the need for a complete streets policy and other policies to support development of bicycle and pedestrian infrastructure, upgrading of trail crossings, the development of a hierarchy of trail loops in the city, enhancement of the trail system with signage and wayfinding, and the promotion and facilitation of programs and events that encourage biking and walking. Priority trail gap and road crossing improvement projects listed in the plan include building of trails along 140th Street, McAndrews Road/CR38, and pedestrian crossing upgrades of Cedar Avenue, 140th Street, and 150th Street/CR42. It is recommended that the city explore safety upgrades to pedestrian and bicycle infrastructure within the Ring Route, in particular.

Budget Impact:

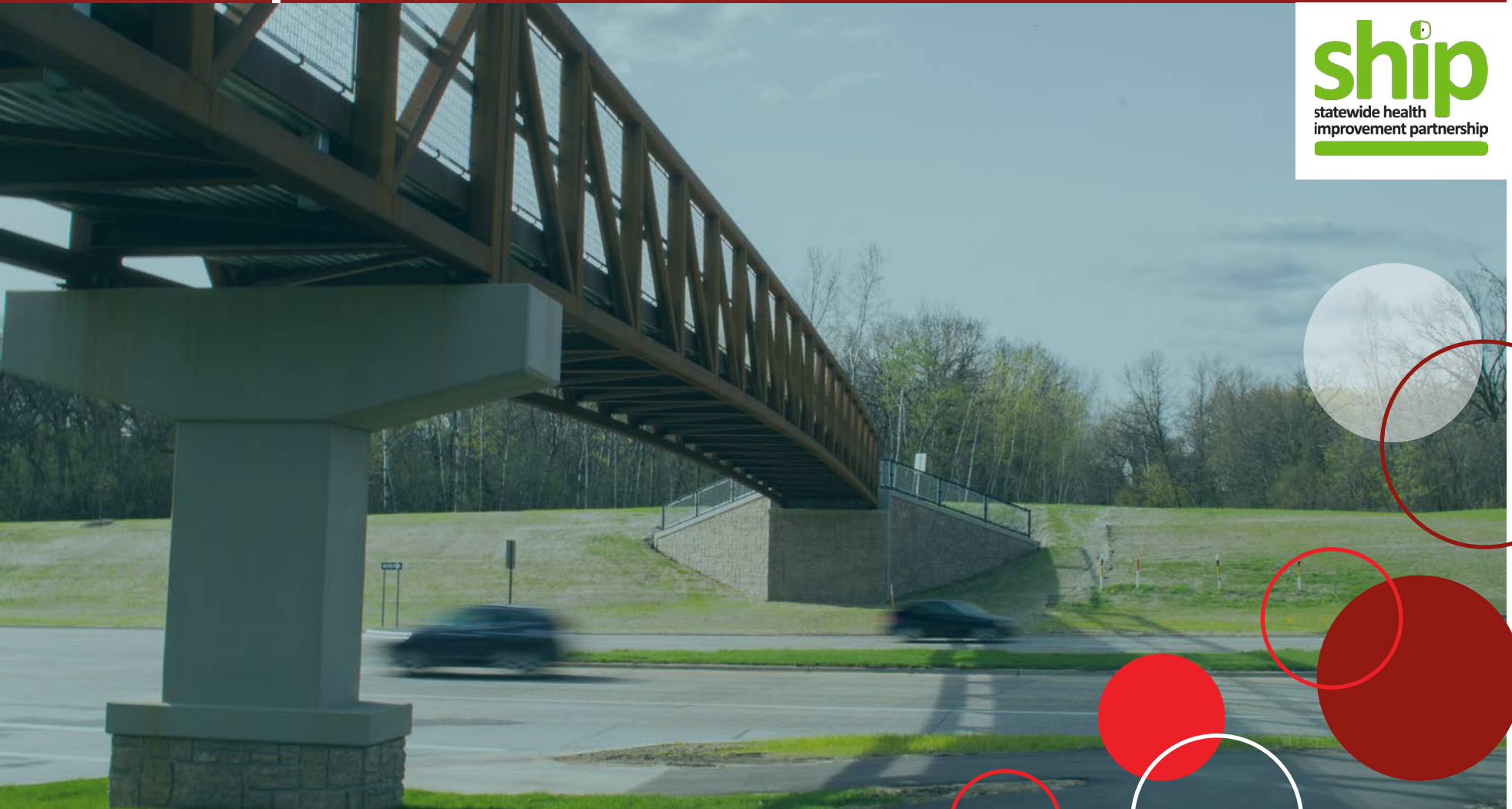
N/A

Attachments:

1. Draft Plan



BICYCLE & PEDESTRIAN PLAN



CITY OF APPLE VALLEY, MINNESOTA
JULY 2025 DRAFT

ACKNOWLEDGEMENTS

PLAN TASK FORCE

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 Matt Saam, Public Works Director
 Eric Carlson, Parks and Recreation Director
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 Colleen Elvin, Fire Inspector
 Lil Leathan, Dakota County
 Joel Leake, Ind. School District 196
 Paul Scanlan, Planning Commission
 Jodie Kurtz, Chamber of Commerce and Planning Commission
 Randy Bailey, Parks and Rec Advisory Committee and Business Owner
 Mark Schori, Parks and Rec Advisory Committee
 Kyle Kurbondski - Apple Valley Resident
 Jeff Milbauer - Valley Bike & Ski
 Natalie Strait, HKGi Project Team
 Gabrielle Grinde, HKGi Project Team

CITY COUNCIL

Clint Hooppaw, Mayor
 John Bergman, Councilmember
 Ruth Grendahl, Councilmember
 Lisa Hiebert, Councilmember
 Tom Melander, Councilmember

This project was funded in part by the Statewide Health Improvement Partnership, Minnesota Department of Health.



CONTENTS

ABOUT THE PLAN	3
Project Timeline	3
Plan Purpose	3
Benefits of a Connected Bicycling and Walking Network	4
Bicycle and Pedestrian System Users	5
COMMUNITY ENGAGEMENT	6
Outreach Methods	6
Survey Monkey Results	8
Social Pinpoint Results	11
Community Areas of Need	12
PLANNING CONTEXT	14
Summary of Related Planning	14
Bike & Ped Related Resources	18
Existing Conditions	20
Destinations for Bicyclists & Pedestrians	24
Major Road Barriers	30
Trail & Sidewalk Gaps	33
GUIDING PRINCIPLES	34
Best Practices	36
Recommendations	38
Electric Bikes (e-Bikes)	39
IMPLEMENTATION	45
Project Priorities	45
Funding Sources	50

ABOUT THE PLAN

The Bicycle and Pedestrian Plan is a tool for the City of Apple Valley to continue to enhance mobility, safety, health, and quality of life for its residents. The plan serves as a road map towards creating and maintaining a connected and equitable transportation network.

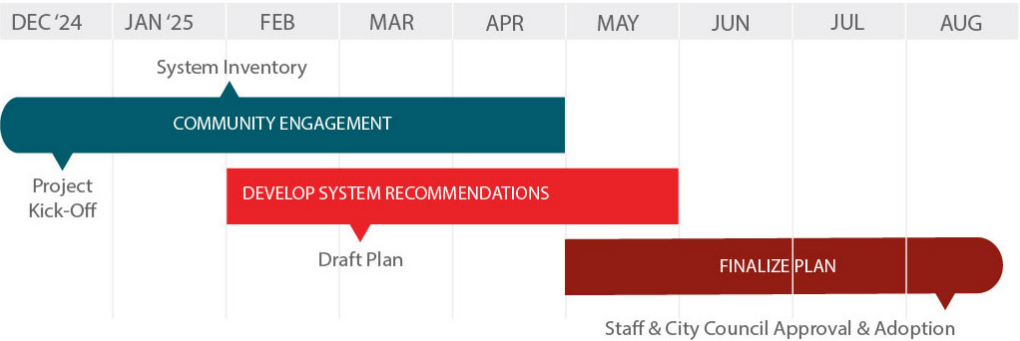
The City of Apple Valley received a grant through the Statewide Health Improvement Partnership (SHIP), from the Minnesota Department of Health and Dakota County, to develop this plan for biking and walking improvements in the community.

Improving biking and walking in Apple Valley addresses the transportation and recreation needs of the community, but the impact goes further than that. Creating convenient and pleasant places to walk and bike helps attract investment in the community and creates desirable places to live, work, and shop.

The master plan guides decision-making and prioritization for future investments in the bike and pedestrian system, provides a foundation for funding solicitation, and helps to foster a more bikeable and walkable Apple Valley.

PROJECT TIMELINE

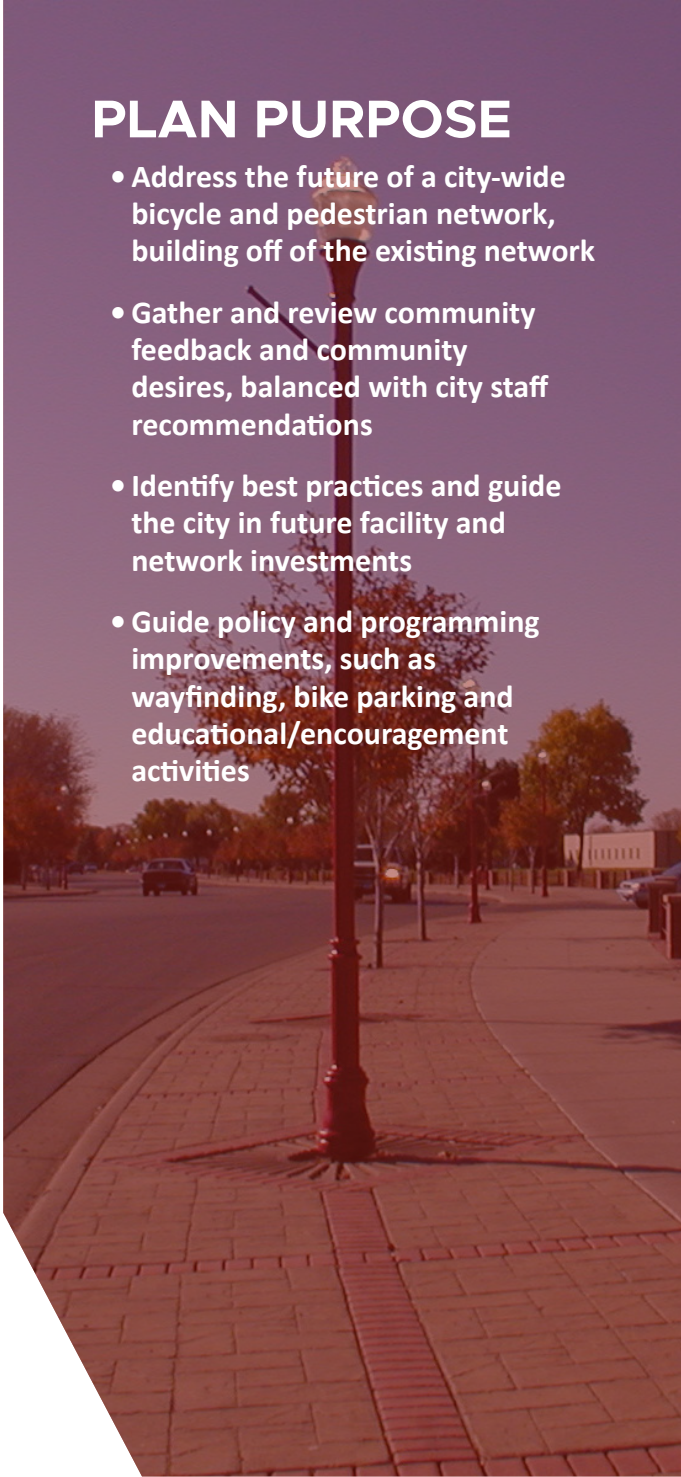
The planning process began in December of 2024, included a four-month community engagement phase, and was completed in the summer of 2025.



DRAFT

PLAN PURPOSE

- Address the future of a city-wide bicycle and pedestrian network, building off of the existing network
- Gather and review community feedback and community desires, balanced with city staff recommendations
- Identify best practices and guide the city in future facility and network investments
- Guide policy and programming improvements, such as wayfinding, bike parking and educational/encouragement activities



BENEFITS OF A CONNECTED BICYCLING AND WALKING NETWORK



SAFETY

A connected network of sidewalks and trails reduces the risk and frequency of injury and death for pedestrians and bicyclists.



HEALTH

Biking and walking are simple forms of active living that allow people to lead healthier lives. Walking and biking provide more face-to-face community interaction and enhance social experiences.



AIR QUALITY

Fewer vehicles on the road leads to better air quality and higher quality of life for community residents.



SUSTAINABLE & EFFICIENT TRANSPORTATION NETWORKS

Bikes and feet create less wear and tear on roads and trails than motor vehicles; long-term this costs taxpayers less money for maintenance and repair.



LIVABILITY & MOBILITY

Walkable and bikeable communities provide more options for aging in place and moving around a community than communities designed for primarily vehicle movement.



RECREATION

Walking and biking are often cited as the most frequent forms of recreation in community surveys, and trails are often the top-desired recreation facility.



HOUSEHOLD & COMMUNITY PROSPERITY

Bicycling and walking are less expensive than driving, take up less space on roads, and require less area to park at destinations.



REGIONAL ECONOMIC COMPETITIVENESS

Bikeable and walkable areas tend to attract residents and tourists to communities, which increases the local tax base.

BICYCLE AND PEDESTRIAN SYSTEM USERS

The purpose of this plan is to plan for people who use the bicycle and pedestrian system. Anyone walking, bicycling, or rolling on a trail or sidewalk is a system user, but there are some user groups that rely more heavily on this system including:

- Students: Most students don't drive, and some don't have bus transportation available due to school district busing policies
- Older Adults
- Commuters / workers
- Public transportation users
- Recreational users

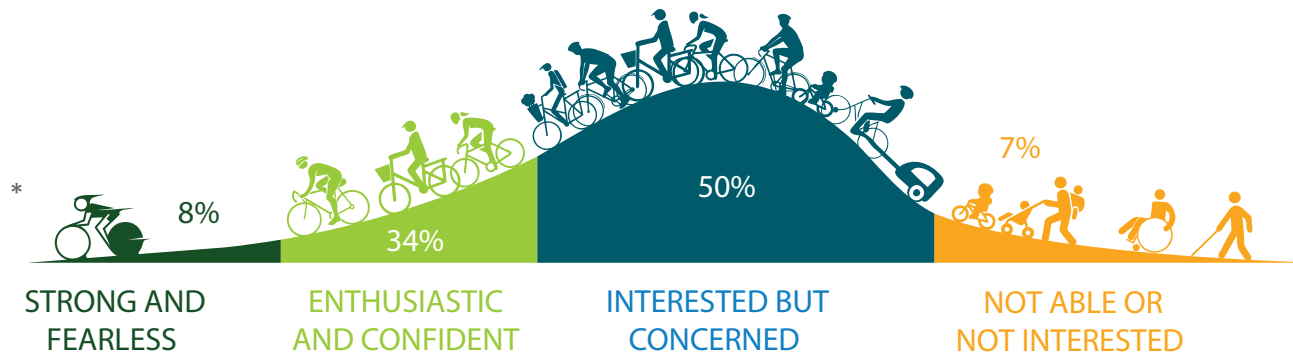
These user groups should all be given a high level of consideration when it comes to bicycle and pedestrian system planning as they will be most effected by system gaps and other issues. Many of the recommendation of this plan focus in on enhancing the experience of these users.

BIKING COMFORT LEVELS

Not all people have the same level of comfort when it comes to biking. Originally developed by Roger Geller at the City of Portland (OR) the "Four Types of Bicyclists" are meant to guide efforts in assessing what certain segments of a population require or want in a bikeway facility. Geller suggested that most people can be categorized into the following Four Types of Bicyclists:

- 1. Strong and Fearless:** Advanced, confident bicyclist who is comfortable riding in the road, along with most traffic
- 2. Enthusiastic and Confident:** Bicyclists who tend to prefer bicycle lanes, multiuse trails
- 3. Interested Yet Concerned:** Bicyclists who prefer to take off-street paths or low-volume residential streets
- 4. Not Able or Not Interested:** People who have no current interest in biking or walking or who experience mobility challenges

Survey participants were asked to identify their comfort level with biking. Those that classify themselves as "Interested but Concerned" make up the largest cohort. This trend is typical among most cities in the US and indicates that as more safe and comfortable bicycle and trail facilities are built in Apple Valley, the more people will begin to use the facilities. The exact definitions and terms to describe the four groups has evolved over time. Attitudes have shifted in recent years to plan for all types of users, even those who are not able or interested in biking.



**Data from Apple Valley survey*

COMMUNITY ENGAGEMENT

OUTREACH METHODS

The project planning process incorporated various methods to reach out to the community at large and to SHIP priority populations. SHIP priority populations are defined as people 60 or older, children, and people with low incomes or others experiencing a health disparity.

Outreach methods included:

- Paper, mailings, and flyers
 - Project information posted in the city newsletter
 - Project flyers posted at transit stops and other community destinations
- Online outreach
 - Information and survey link on city website
- In-person outreach
 - Pop up meeting booth hosted at Midwinter Festival
 - Pop up meeting booth hosted at the spring Home and Garden Show
 - Task Force meetings

The individual components of the public engagement process are described in the following pages.



Flyer posted in the community to promote the online survey

ONLINE ENGAGEMENT

SURVEY MONKEY

An online survey was conducted using a tool called Survey Monkey. The survey was open from mid February until the end of April, and was advertised on fliers and handouts throughout the project process. In total, the survey received 127 responses. The survey page also linked to a Social Pinpoint site where users could provide map-based comments.

SOCIAL PINPOINT

Social Pinpoint is an interactive map-based online engagement tool that allows community members to leave comments on specific areas of the city via a map. The Social Pinpoint map received 14 location specific comments.



Exhibit hall at the Apple Valley Home and Garden Show

IN-PERSON ENGAGEMENT

MID-WINTER FESTIVAL

Apple Valley held its annual Mid-Winter Festival, a community winter celebration, on February 1, 2025, at Johnny Cake Ridge Park West. Staff set up several display boards and spoke with attendees about their experiences walking, biking, and rolling in the city. In total, staff spoke with around 30 community members and directed them to the project survey and Social Pinpoint site.

HOME AND GARDEN SHOW

The Apple Valley Chamber of Commerce held their annual Home and Garden Show at Eastview High School on April 12, 2025. Chamber members provided flyers with links to the survey and Social Pinpoint site in the bag of each attendee.

TASK FORCE

In addition to wider public engagement efforts, City staff assembled a Task Force to guide the completion of the plan update. The Task Force was made up of members of the public, City Staff (including members of the Planning Department, Public Works Department, Communications Department, Fire Department, and Police Departments), member of Planning Commission, a Parks and Recreation Advisory Committee member, members of the Chamber of Commerce, a representative from the 196 Independent School District, and representatives from Dakota County.

The role of the Task Force was:

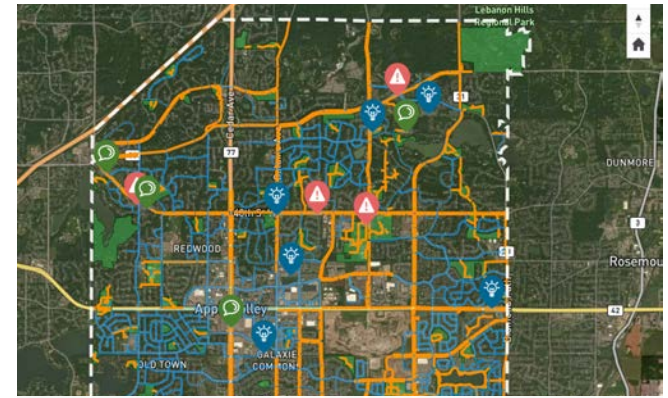
- Represent groups of people that reflect the community
- Community outreach of the plan in general by distributing materials and spreading the word of the planning process
- Guide the plan and implement update in accordance with the mission statement

The Task Force met four times and discussed relevant themes and topics that are included in this plan update. E-bikes, on road bike lanes, and traffic safety were the most frequent topics of discussion.

SUMMARY OF COMMUNITY INPUT

Community input identified the desire for consistent, connected, well-maintained off-road facilities throughout the entire community, especially in areas where there are schools and retail areas. Safe roadway crossings were also frequently mentioned throughout the engagement process.

Community residents generally expressed appreciation of the off-road trails in the city, but also frequently mentioned a desire for safer road crossings of busy arterial roads, such as 140th Street, Cedar Avenue, and McAndrews Road.



Social Pinpoint Map



Mid-Winter Festival pop-up meeting

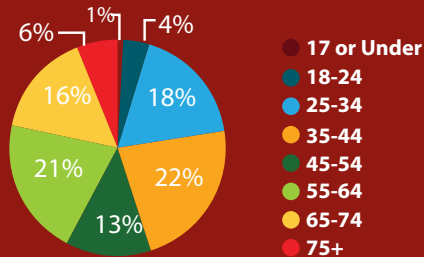


Home and Garden Show pop-up meeting

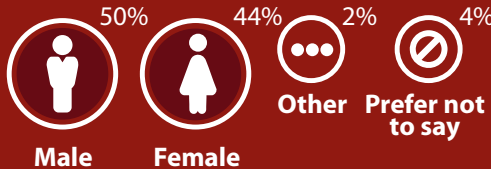
SURVEY MONKEY RESULTS

Demographics

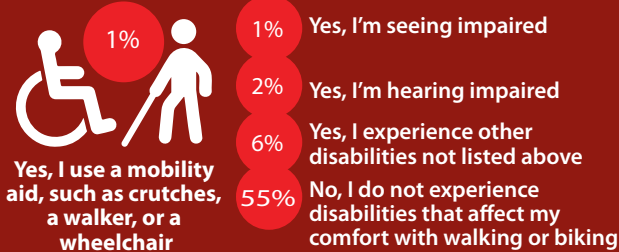
01 What is your age? (125 responses)



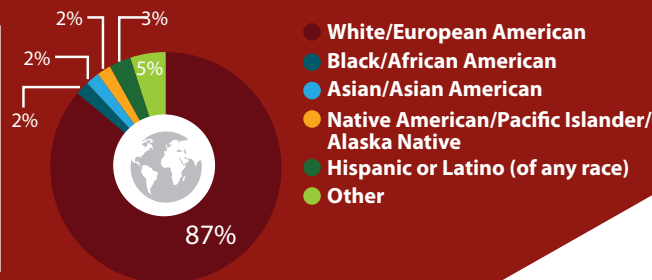
02 How do you identify? (126 responses)



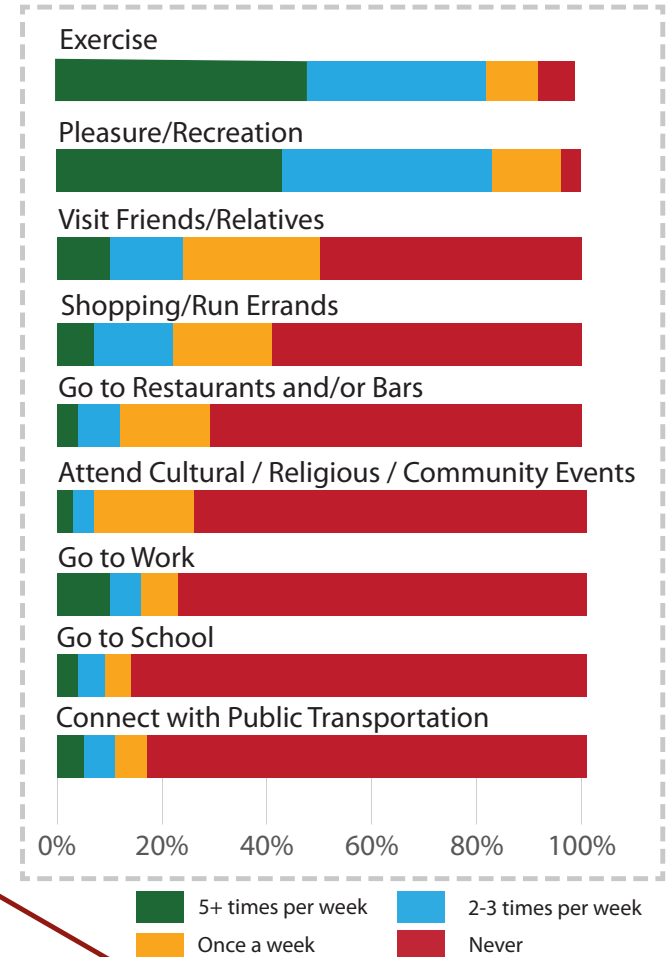
03 Do you experience disabilities that affect your comfort with walking or biking? (81 responses)



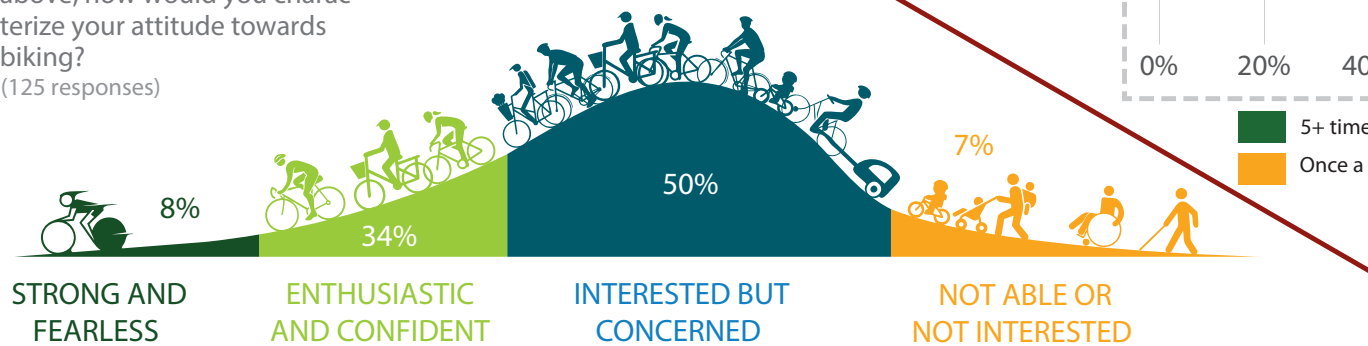
04 How do you describe your ethnic or cultural heritage? (127 responses)



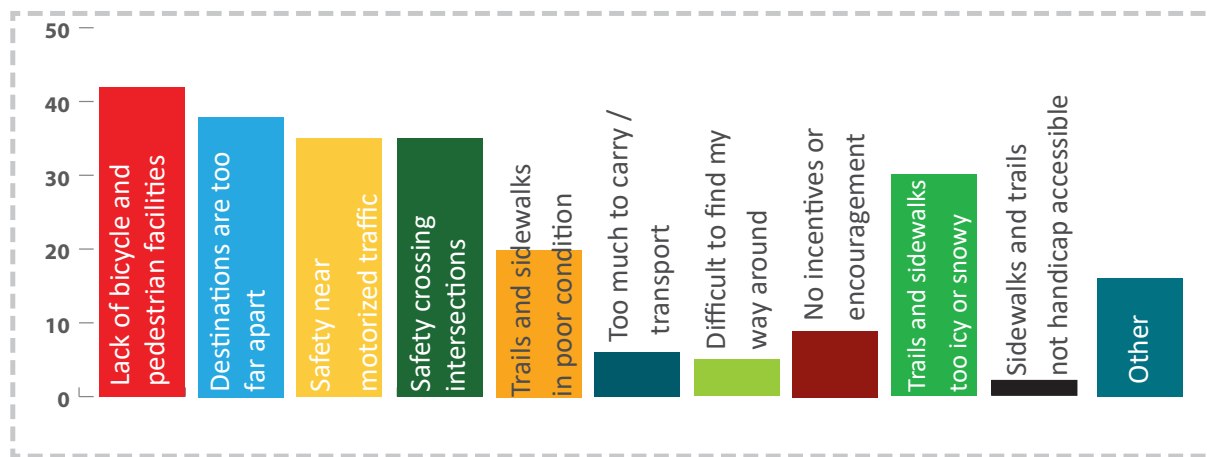
05 During the warmer months of the year, how often do you walk or bike for the following reasons? (127 responses)



06 Based on the descriptions above, how would you characterize your attitude towards biking? (125 responses)



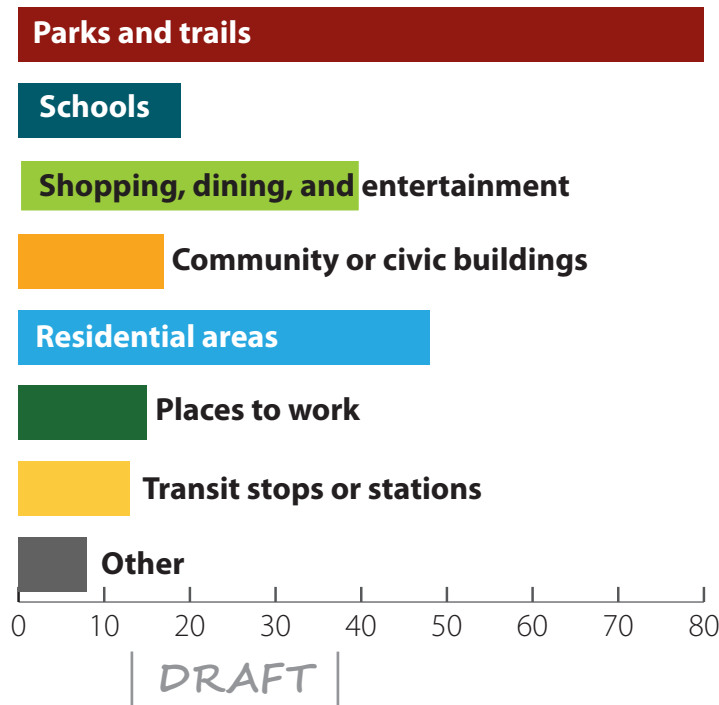
07 What keeps you from walking or biking in Apple Valley? (127 responses)



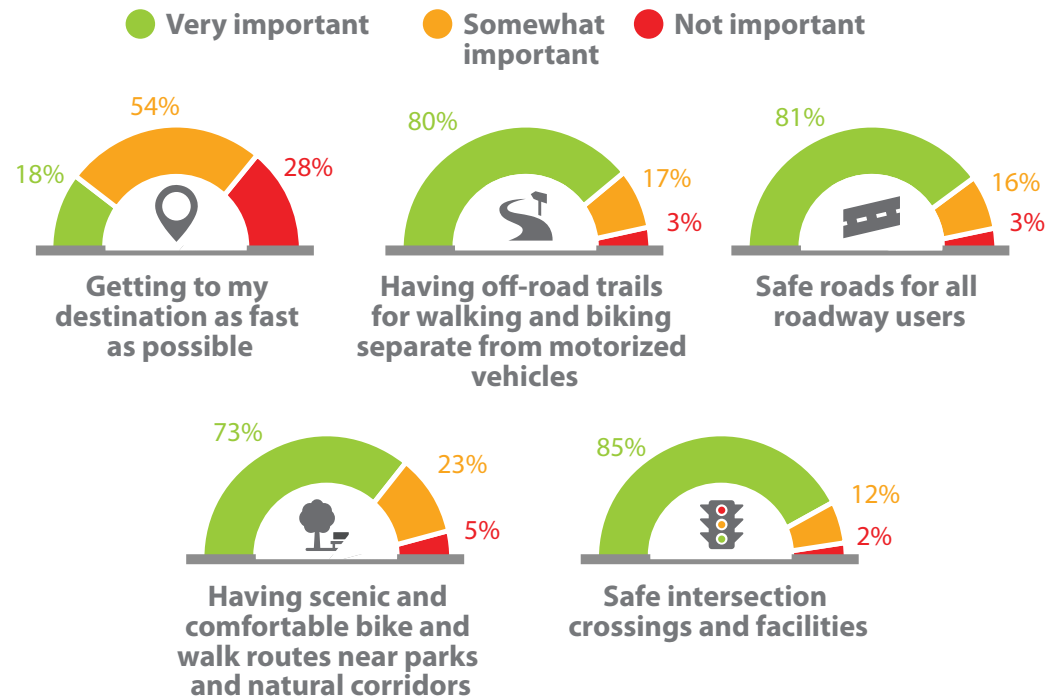
"Other" responses included:

- Not safe due to lack of lighting
- Too hot due to lack of boulevard trees
- Lack of or very small roadway shoulder
- Sidewalk and trail conditions (rough, cracked)
- Prefer trail options available in other communities
- Poor behavior of drivers or other bikers

08 What are the most important destinations for you to walk or bike to? (127 responses)

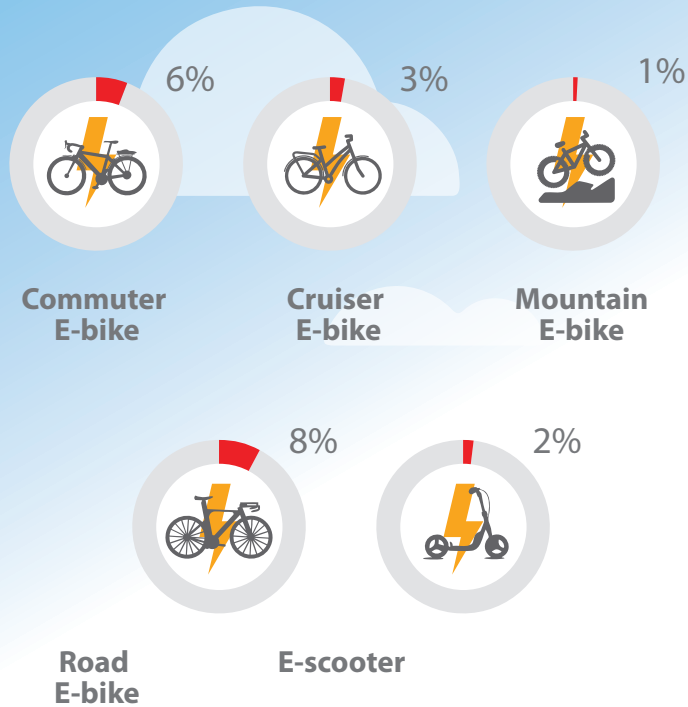


09 How important are each of the following to you when planning for the future bicycle and pedestrian network? (123 responses)



10

Do you use any of the following electric assisted devices?
(127 responses)



"Other" responses included:

- None but considering buying a commuter e-bike
- Our commuter ebike is for family.



11

Please share any ideas you have for improving conditions for biking and walking in Apple Valley.
(64 responses)

More flowers, wild flowers, or pollinator plant species on the sidewalks of paved bike and walking trails.

Much better way-finding signage, not just a city map. Signs along bike routes indicating that's what they are.

More trails not along the side of a busy road.

I believe there is a lack of understanding of the rules that govern bikes as to where they can use the bike and what rules apply.

Conditions are perfect. There are ample trails and roads to accomplish what I want to do

Repair the cracks in the sidewalks and widen them.

Just keep clean from debris and tree limbs/branches.

Better management of traffic intersections. Crossing any of the busier streets in Apple Valley by foot or bike is treacherous! You take your life into your hands by trying to cross.

We need sidewalks. I live in the older area of AV, and we don't have them at all. Also, there are parks that would be very usable in winter and after dark, but the trails are unplowed and unlit, making them unusable.

Maintaining the trails is important. Much of Apple Valley is high speed and multiple lanes of traffic making it difficult for casual bikers and kids. As it stands, the city has a great network set up.

Reminders below stop signs near bike paths to look for bikes as well as cars.

Bigger shoulders like Eagan and Rosemount.

SOCIAL PINPOINT RESULTS

COMMENT CATEGORIES:



NEW IDEAS

Participants share an idea they have to improve walking and biking in Apple Valley



CONCERN

Participants share a concern they have about walking and biking in Apple Valley

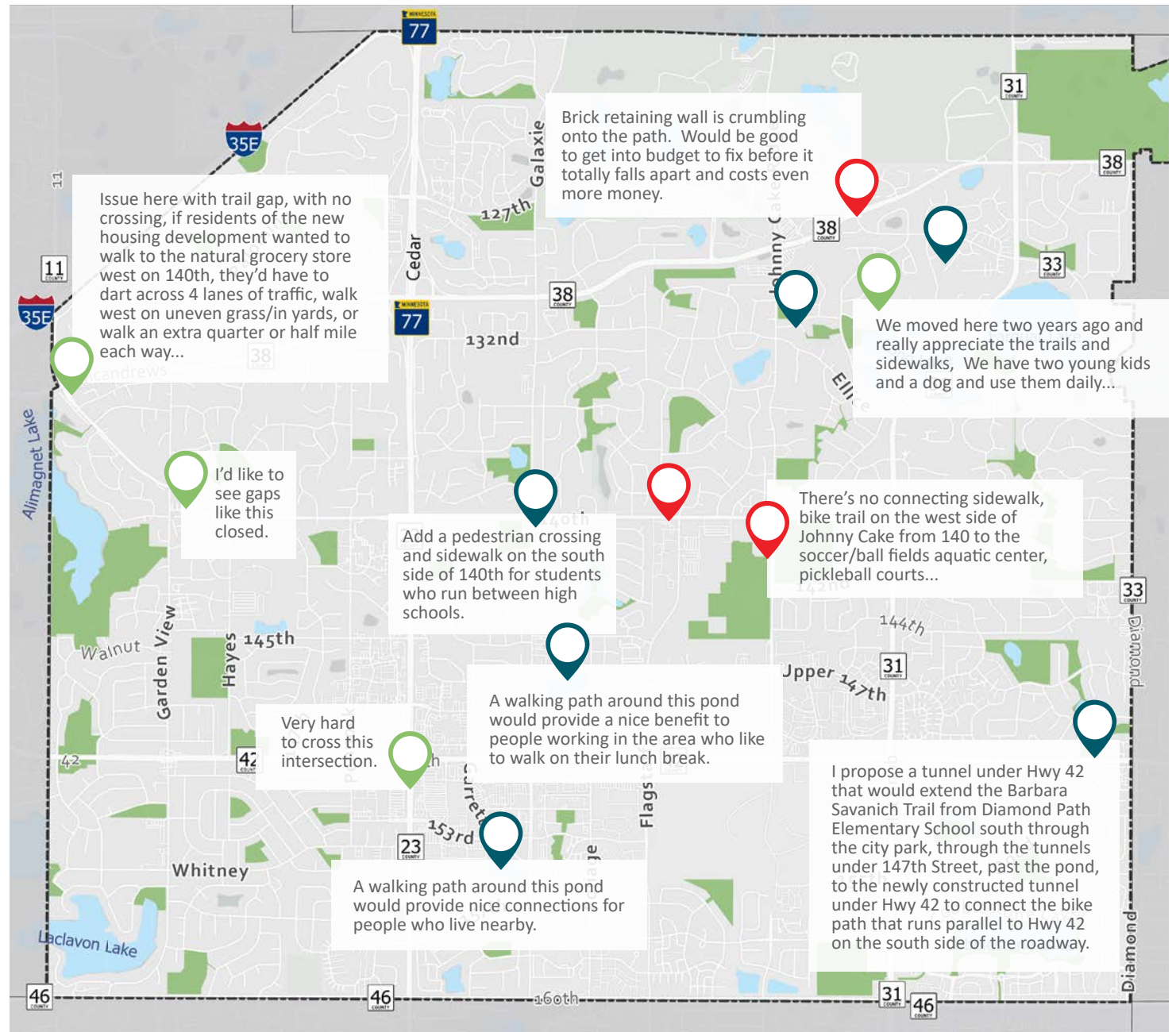


GENERAL COMMENTS

Participants share a comment about walking and biking in Apple Valley

**A selection of the comments added to the map are shown on the right*

SOCIAL PINPOINT MAP COMMENTS



1 mile

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JULY 2025

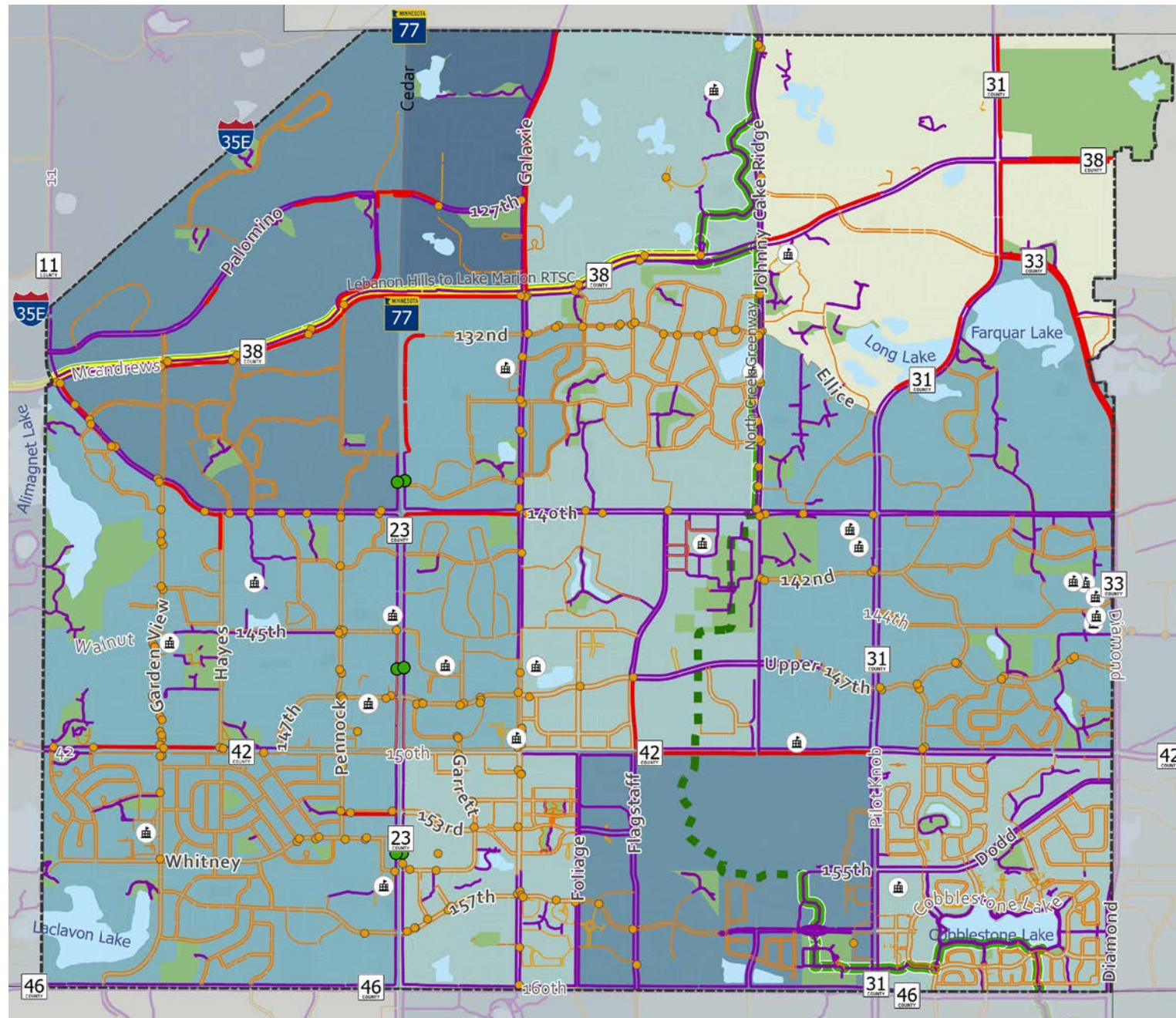
11

COMMUNITY AREAS OF NEED

The map on this page identifies areas of the city that have higher concentrations of people living in poverty overlaid with bicycle and pedestrian infrastructure and trail gaps. Areas with a higher concentration of poverty include the northwest side of town where there are several mobile home parks, and the south central side of town where there is more multi-family housing. More emphasis and priority should be placed on providing safe connections from these areas of the city to key destinations within the city, such as retail destinations, transit, and schools.



PERCENT OF POPULATION BELOW THE POVERTY LEVEL BY CENSUS TRACT



ENVIRONMENTAL JUSTICE AREAS

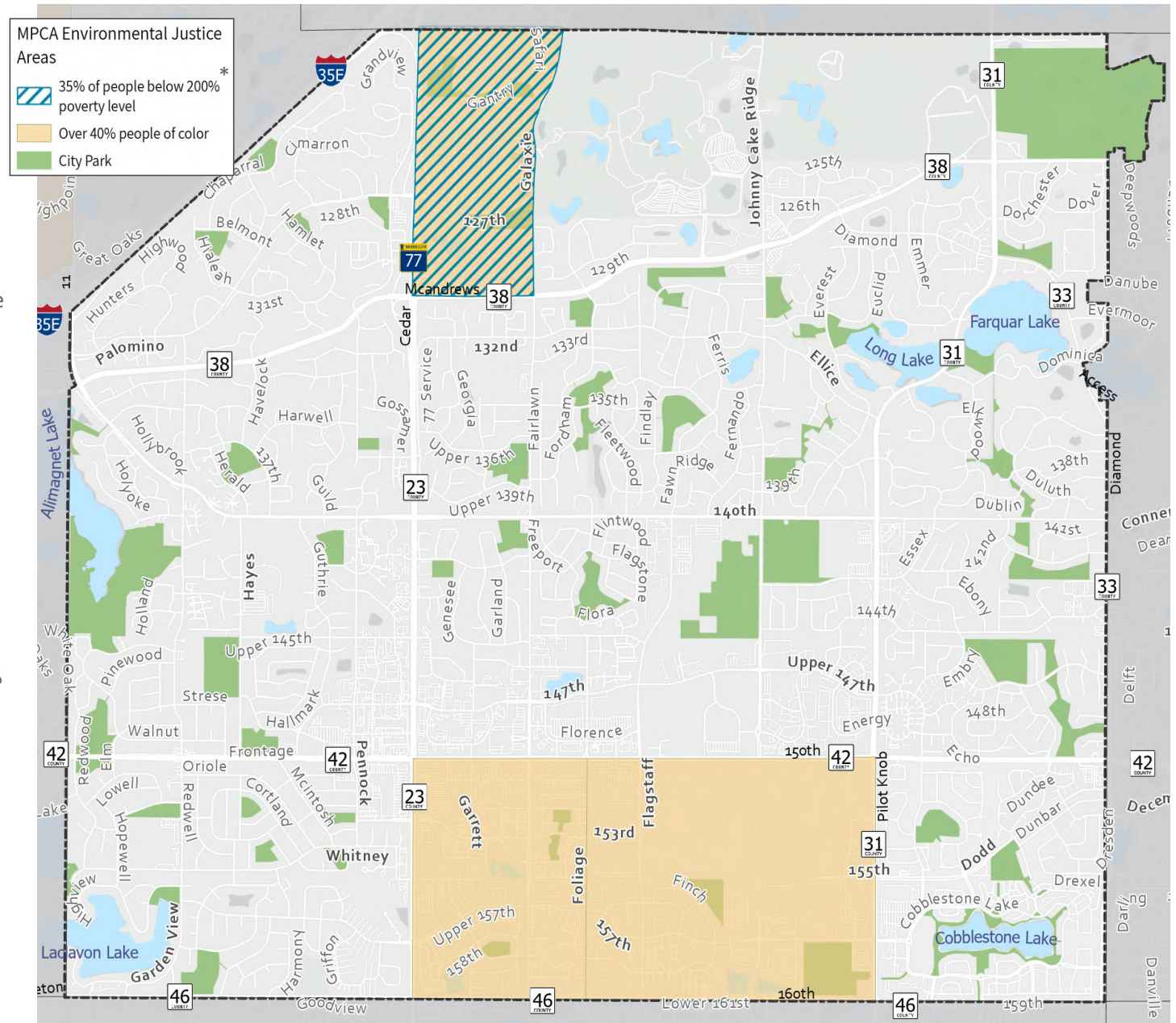
The Minnesota Pollution Control Agency (MNPCA) has established Environmental Justice Areas. These are areas that have seen a disproportionate impact from the effects of pollution and are considered most at risk of health disparities. This mapping is done so these areas can be targeted for community engagement and improvements in an effort to reduce those disparities.

In general, the online community engagement efforts did not reach a representative sample of city residents. However pop-up events and feedback from the task force who represent and regularly communicate with a wide array of community members helped to bridge this gap to some degree.

Compared to the City of Apple Valley as a whole:

- Survey respondents skewed older, 22% of respondents were 65+ compared to 16% of the population of Apple Valley.
- Younger people were not fully represented, 26% of the population is under 18 but only 1% of survey responses were from those under 18.
- Responses were less racially diverse, 13% of survey respondents were people of color as compared to 30% of the population of Apple Valley.

MPCA ENVIRONMENTAL JUSTICE AREAS IN APPLE VALLEY



*The federal poverty level (FPL) is commonly used to refer to the federal poverty guidelines that HHS issues each year. It's specified as an income amount that is used to determine eligibility for various income-based public programs.



DRAFT

PLANNING CONTEXT

SUMMARY OF RELATED PLANNING

CITY OF APPLE VALLEY PLANS

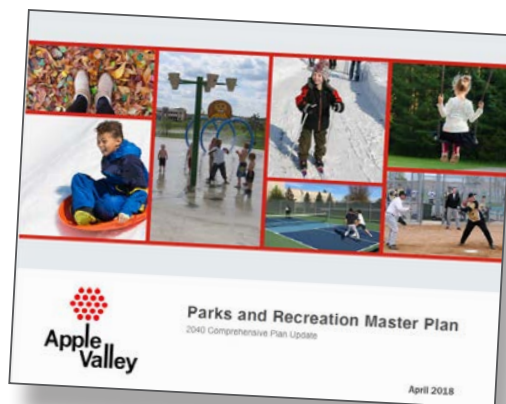
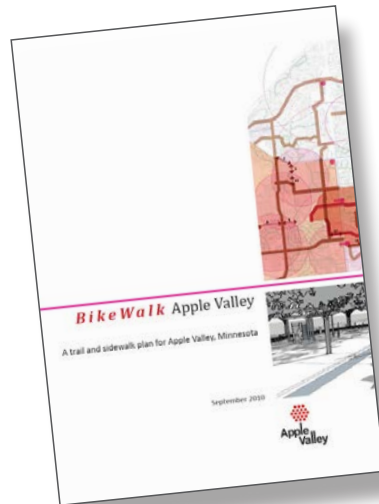
BIKE WALK APPLE VALLEY

2010

The Apple Valley Bicycle and Pedestrian Plan is an update to the Bike Walk Apple Valley plan. The 2010 plan considered the patterns of non-motorized movement in the community, building upon directions of Apple Valley's 2030 Comprehensive Plan and initiatives focused on principles of active living.

The plan focused on the need for providing facilities for non-motorized movement in the city that are:

- Legal—facilities conform to the Americans with Disabilities Act,
- Safe—facilities should provide safe crossings and connections in addition to the perception of safety to encourage use,
- Convenient—in that connections are not only desirable, but also simple and expedient for users,
- Advantageous—the sidewalk and trail network needs to be a realistic option for any potential user, and in some cases, may be a more opportune choice for movement.



APPLE VALLEY PARKS AND RECREATION MASTER PLAN

2018

This plan was written to provide a clear vision to guide decision-making regarding Apple Valley's parks, trails, and recreation opportunities into the future. This plan also includes recommendations for the development and redevelopment of existing parks, trails, and recreational opportunities.

2040 COMPREHENSIVE PLAN 2020

The City's Comprehensive Plan notes the importance of parks, trails, and open space systems, their contribution to economic value, provision of health and environmental benefits, and the way they serve as a tangible reflection of the quality of life in a community. Trails and sidewalks are highlighted in both the Parks and Recreation and Transportation chapters of the plan.

Parks and Recreation Chapter

A guiding principle of this chapter of the plan is "Connecting Parks and Neighborhoods with Sidewalks and Trails."

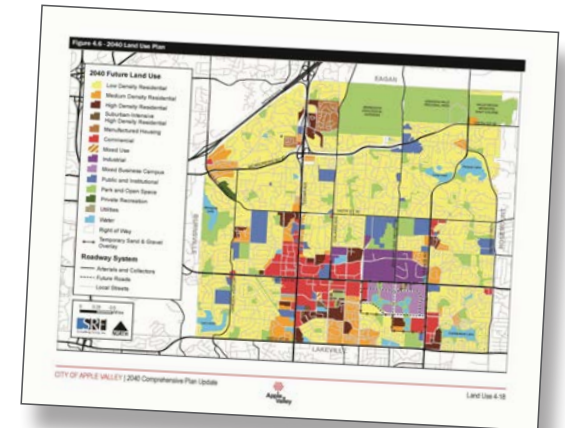
The Comprehensive Plan notes that sidewalks and trails:

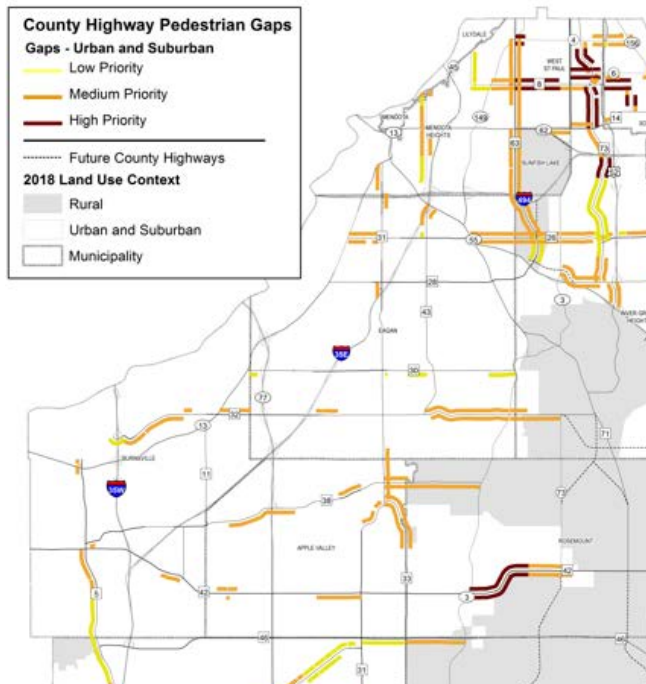
- Allow people to move safely throughout Apple Valley without a car
- Connect neighborhoods with parks, schools and other community facilities
- Promote healthy and active lifestyles
- Encourage sustainability by facilitating non-vehicular travel
- Serve a wide range of individual and household needs
- Contribute to the social fabric and character of Apple Valley
- Provide youth with the means for independent travel and exploration

Transportation Chapter

The plan states that the City will need to continue pursue opportunities for transportation system enhancements. Potential opportunities identified include:

- Focusing on the pedestrian and bicycle needs during the development of roadway improvement projects
- Ensuring future development and redevelopment in the City accommodates both recreational and commuter pedestrian and bicycle use. There is a need for enhanced amenities, such as bike racks, bike lockers, and bike lanes at shopping areas and transit stations
- Continuing to connect gaps in the sidewalk and trail networks
- Construction of trails along the following roadways:
 - South side of 140th Street from Galaxie Avenue to Cedar Avenue
 - South side of CSAH 38 (McAndrews Road) from Galaxie Avenue to Gardenvue Drive
- Working with Dakota County to continue to build the North Creek Greenway in accordance with the approved Master Plan





Pedestrian Network Gaps map, Dakota County Pedestrian & Bicycle Study, 2018

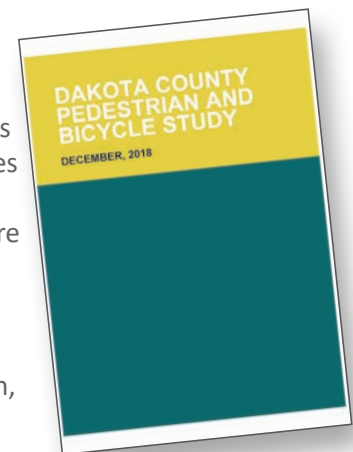
DAKOTA COUNTY

DAKOTA COUNTY PEDESTRIAN & BICYCLE STUDY 2018

In 2017, Dakota County began a process to create a unified vision for county-wide walking and biking networks, and to identify policies, strategies and tools to encourage active living and improve community health. The study addresses the non-motorized transportation content required for the Dakota County 2040 Comprehensive Plan, and biking and walking recommendations that were included in the Dakota County 2040 Transportation Plan update (2019).

This study focuses on infrastructure priorities and supporting strategies and policies for the integration of walking and biking modes into the Dakota County transportation network. In addition, it highlights awareness, education, enforcement, and evaluation efforts that bolster infrastructure investments.

The study identifies county pedestrian network gaps along County Roads 38, 42, 31, and 33.



31, and 33.

DAKOTA COUNTY PARKS 2050 VISION PLAN 2025 (In Progress)

Dakota county is currently in the process of completing the Parks 2050 Vision Plan. The process is expected to be completed in the summer of 2025. The draft document includes the following:

- Response to changing demographic and outdoor recreation trends
- Response to critical issues facing society
- Establishment of goals for Indigenous engagement and partnership to protect culturally sensitive resources
- Evaluation of the potential for new park, greenway, and conservation units
- Identification of consistent funding sources and partnerships

The plan suggests efforts to expand collaborative greenways and community trail loops in partnership with cities in the county. A park search area is identified that includes the western half of Apple Valley. The plan does not currently identify any new park or greenways in Apple Valley.





CITY POLICIES RELATED TO BIKE & PEDESTRIAN FACILITIES

The City of Apple Valley has several policies related to trails and sidewalks.

- City code section 96.03 requires the removal of snow and ice from sidewalks to prevent a public nuisance.
 - Several other sections of the code also prohibit other obstructions or encroachments to the sidewalk.
- City Code section 151.23 defines the required size of sidewalks as at least 30 inches.
- City code section 153.52 requires that “sidewalks, trails or pathways shall be provided in each plat in accordance with provisions of the city’s pedestrian circulation plan. Sidewalks, trails or pathways shall be constructed at the sole expense of the subdivider.”
 - Currently, common practice in Apple Valley when streets are being repaved and sidewalks are removed is to poll current residents to gauge interest in applying a tax levy to replace the sidewalk.

SAFE ROUTES TO SCHOOL PLANS

In 2010, Safe Routes to School plans were completed for four elementary schools within Apple Valley in collaboration with Dakota County. The Safe Routes to School plans identified significant hazards for students walking and biking to school. Additionally, the plans identified project opportunities to increase the ability for students to bike and walk to school. Safety improvements at intersections and programs to encourage walking and biking are included in the plans. Most of these recommendations have been completed, and the city is in the process of updating city-wide Safe Routes to School planning.

GREENLEAF ELEMENTARY SCHOOL

Greenleaf Elementary School is located on Galaxie Avenue near County Road 38. Both of these roads are within the designated walk area for the school and area also designated as hazardous. The proximity to hazardous roads was the focus of this Safe Routes to School plan.

CEDAR PARK ELEMENTARY SCIENCE, TECHNOLOGY, ENGINEERING, MATHEMATICS (STEM) SCHOOL

Cedar Park is one of three elementary magnet schools in Independent School District (ISD) 196. The school is located just west of Cedar Avenue which was designated a hazardous roadway by the school.

DIAMOND PATH ELEMENTARY – SCHOOL OF INTERNATIONAL STUDIES

Diamond Path Elementary School is another magnet school that is part of ISD 196. As of 2010, the attendance area for Diamond Path Elementary was concentrated to the neighborhoods near the school.

SOUTHVIEW ELEMENTARY SCHOOL

There are not any roadways within the Southview Elementary School walk area that are designated as hazardous crossings, making it a very walkable and bikeable school. According to a 2010 parent survey, distance, traffic volumes, and intersection safety were the most common reasons given for not walking or biking.



BIKE & PED RELATED RESOURCES

MINNESOTA DEPARTMENT OF TRANSPORTATION BIKEWAY FACILITY DESIGN MANUAL

2024

MnDOT's Bicycle Facility Design Manual is a resource for planning and implementing context-appropriate bicycle facilities within MnDOT right-of-way, it is also adopted and used as guidance by many county and city engineering departments. This manual provides the information necessary to develop safe, consistent and predictable bicycle facilities along MnDOT's trunk highway system.

MINNESOTA DEPARTMENT OF NATURAL RESOURCES TRAIL STANDARDS

2007

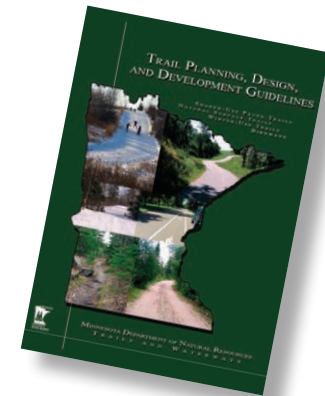
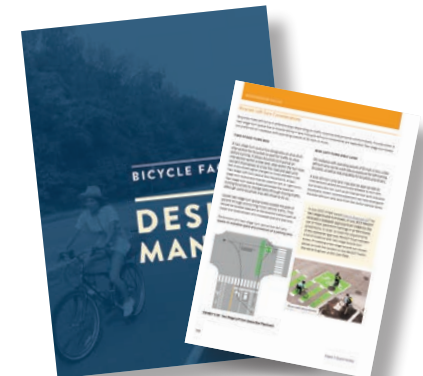
The trail planning, design, and development guidelines presented in this manual are the result of multi-year effort by the Minnesota Department of Natural Resources (DNR). The goal of the project was to develop a consistent set of guidelines and common language for developing motorized and non-motorized trails at the local, county, regional, and state level.

AASHTO (AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS) GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES 5TH EDITION

2024

Designed for use by engineers, designers, and planners, the Guide for the Development of Bicycle Facilities provides information on the planning, design, and operation of bikeways along streets, roads, and highways, and on paths along independent alignments, in urban, suburban, and rural settings.

The Guide encourages a flexible approach to design bikeways, emphasizing the role of the engineer, planner, and designer in determining appropriate bikeway types and design dimensions, based on project-specific conditions and existing and future performance.





NACTO (NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS) URBAN BIKEWAY DESIGN GUIDE

2025

The NACTO Urban Bikeway Design Guide is a guide for safe, connected, equitable bike networks. Contextual guidance for bikeway design encompasses the needs of a wider swath of potential riders, across genders, ages, races, ethnicities, incomes, and abilities. The guide offers substantive information on safe intersection design, with a focus on conflict reduction. It is a blueprint for implementing safe, connected, and equitable bike networks.

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FHWA (FEDERAL HIGHWAY ADMINISTRATION) SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE

2015

The Separated Bike Lane Planning and Design Guide outlines planning considerations for separated bike lanes (also sometimes called “cycle tracks” or “protected bike lanes”) and provides a menu of design options covering typical one- and two-way scenarios. It highlights different options for providing separation, as well as guidance for mid-block crossings, driveways, transit stops, accessible parking, and loading zones.

EXISTING CONDITIONS

The characteristics of the existing transportation network and the built environment have a significant impact on how people choose to move through a city. Apple Valley offers a range of circulation options for pedestrians, bicyclists, and vehicles.

SIDEWALKS

Apple Valley has approximately 153 miles of sidewalks. Sidewalks are primarily located within residential neighborhoods or commercial shopping areas, parallel to low-volume streets, and along both sides of the street. Sidewalks are generally constructed as concrete pathways. In residential areas, sidewalks are usually between four and six feet wide; in commercial areas and downtowns, sidewalks can be up to twelve feet wide.

Sidewalks are intended to support pedestrians in residential neighborhoods and commercial districts. Sidewalks allow people to walk, jog, or roll within neighborhoods and to parks, schools, public facilities, and shopping destinations.

As people age, there is increased use of motorized and non-motorized wheelchairs, scooters, and mobility devices on sidewalks. Sidewalks also serve social and recreational functions. Sidewalks that are wide enough for two or more people to walk side-by-side (generally 5-feet wide or wider) promote walking as a social activity and provide a safe place for young children to play near their homes.

TRAILS / PATHWAYS

There are approximately 60 miles of paved trails in Apple Valley. Paved trails are constructed with either asphalt (bituminous) surface or a concrete surface. These trails are often ADA accessible and usually can accommodate a range of users, from pedestrians and joggers to bicyclists and roller-bladers. These trails may be plowed or groomed in winter, depending on the designated use. Trails in Apple Valley fall into two main categories: park trails and street trails.

Park trails are bituminous trails located in parks and open spaces. These trails are connected to adjacent streets and neighborhoods.

Trail along the street are 8 feet wide and bituminous. They are constructed along collector streets and county roads. It will continue to be the city's policy to construct bituminous trails on both sides of all county roads and collector streets, where the terrain and topography permit. Both park and street trails are multi-use and intended to accommodate both pedestrians and bicyclists.

DAKOTA COUNTY GREENWAY NETWORK

Dakota County maintains a network of existing and planned regional trails or greenways that offer recreational opportunities for Apple Valley residents as well as provide connections for walking and biking beyond the community's borders. Dakota County has identified concept alignments for the Dakota County Lebanon Hills to Lake Marion Greenway that would connect Lebanon Hills Regional Park to Murphy Hanrehan Park Reserve, as well as connect to regional trails in Scott County. The North Creek Greenway Trail, which is currently partially built, will eventually connect the Vermillion River in Empire Township to the Minnesota Zoo and Lebanon Hills Regional Park—some existing trails in city parks would be used for portions of the route.

BIKE LANES/ ON-ROAD BIKEWAYS

Today the City has no designated bicycle lanes. The 2040 Comprehensive Plan notes a recommendation to build enhanced amenities, including bike lanes, in and around shopping areas and transit stations.

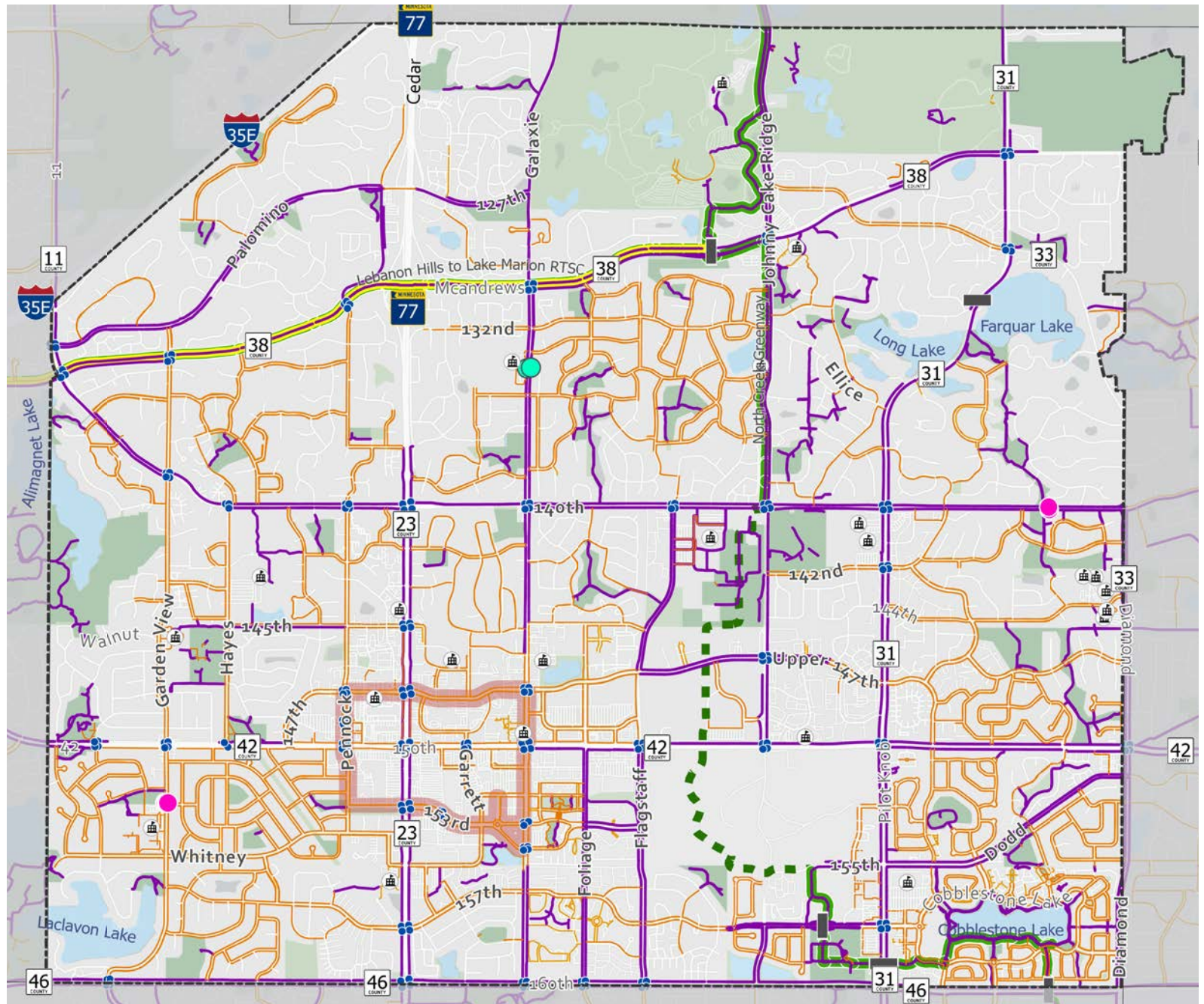


HAWK Signal on Galaxie Ave



Sidewalk in Downtown Apple Valley

EXISTING TRAILS, SIDEWALKS, AND GREENWAYS



DRAFT



1 mile

REGIONAL BIKE TRAIL NETWORK (RBTN)

The Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network is identified by the Metropolitan Council and was established in 2014 through the Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

The RBTN is shaped by the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails
- Provide the vision for a “backbone” arterial network to accommodate daily bicycle trips by connecting regional destinations and local bicycle networks
- Encourage cities, counties, parks agencies, and the state to plan and implement future bikeways in support of the network vision

In support of these overall goals, cities and counties are encouraged to plan and implement the network and its connections to local bikeway networks through local bicycle, transportation and/or comprehensive plans.

The RBTN passes through Apple Valley in several places. Alignments are defined where there are existing or planned bikeways, or in the absence of these, a consensus of which road or roadways would most efficiently meet the regional corridor's intent. The Metropolitan Council Tier 1 RBTN Alignments go mostly north to south in the city (along Johnny Cake Ridge Road to Flagstaff and along a portion of Pilot Knob Road). Metropolitan Council Tier 2 RBTN Alignments pass mostly east to west through the city (along McAndrews Road and 150th Street).

There are two Tier 2 Regional Bicycle Transportation Corridors that pass through Apple Valley. The corridors are established where there is existing or potentially high bicycle trip demand between regional destinations and activity centers and also connecting to moderate-to-higher density local neighborhoods or commercial areas. Corridors reflect where alignments have not yet been identified; the presence of corridors allow for local planning processes to determine the most appropriate alignment.



Pedestrian Bridge over County Road 38, part of RBTN Alignment



Flagstaff Ave part of RBTN Alignment

This map illustrates the proposed transit network for the Apple Valley area. It features several key elements:

- Proposed Routes:**
 - Blue Dashed Line:** A primary route running horizontally across the middle of the map, connecting the west side (near Highway 35E) to the east side (near Highway 31).
 - Purple Dashed Line:** A secondary route running vertically on the right side of the map, connecting Highway 31 to Highway 42.
- Station Locations (Marked with Yellow Stars):**
 - APPLE VALLEY SR.** (North of Highway 42, west of Highway 77)
 - EASTVIEW SR.** (North of Highway 42, east of Highway 77)
 - Co Rd 42 and Cedar Avenue, Apple Valley (Job Center)** (At the intersection of Highway 42 and Highway 77)
- Geographic Features:**
 - Lakes:** Alimagnet Lake, Laclavon Lake, Long Lake, Farquar Lake, Cobblestone Lake.
 - Parks:** Lebanon Hills Park.
 - Neighborhoods:** Palomino, Garden View, Whitney, Foliage, Dodd.
- Highways and Roads:**
 - Interstates:** 35E, 35W.
 - State Routes:** 38, 31, 33, 42, 46.
 - Local Roads:** 127th, 132nd, 140th, 142nd, 144th, 145th, 147th, 150th, 153rd, 155th, 157th, 160th.
- Other Markers:**
 - Red Circles A, B, C, D:** Indicate specific points of interest or potential station locations.
 - Yellow Stars:** Mark the locations of the three main proposed stations.

A north arrow pointing upwards and a scale bar labeled "1 mile".

City Boundary

Regional Bicycle Trail Network (RBTN)

★ RBTN Identified Key Destination

Metropolitan Council Tier 1 RBTN Alignment

Metropolitan Council Tier 2 RBTN Alignment

Metropolitan Council Tier 2 Regional Bicycle Transportation Corridor

City Park

Lakes and Rivers



Johnny Cake Ridge RBTN Area



CR 42 and Cedar AVE RBTN Area

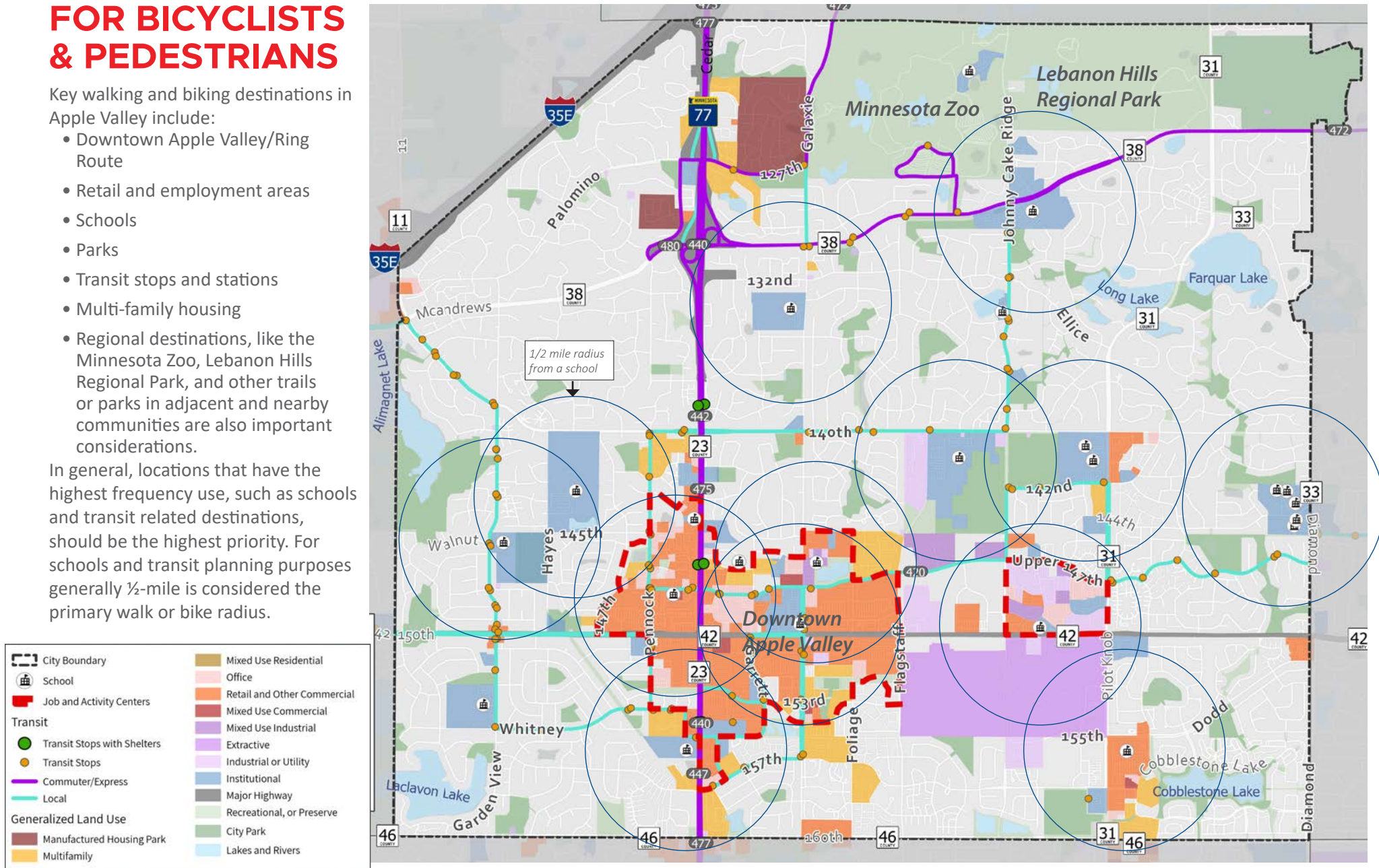
DESTINATIONS FOR BICYCLISTS & PEDESTRIANS

Key walking and biking destinations in Apple Valley include:

- Downtown Apple Valley/Ring Route
- Retail and employment areas
- Schools
- Parks
- Transit stops and stations
- Multi-family housing
- Regional destinations, like the Minnesota Zoo, Lebanon Hills Regional Park, and other trails or parks in adjacent and nearby communities are also important considerations.

In general, locations that have the highest frequency use, such as schools and transit related destinations, should be the highest priority. For schools and transit planning purposes generally ½-mile is considered the primary walk or bike radius.

LAND USES & DESTINATIONS MAP

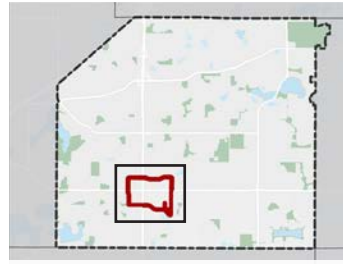




Amenities along the Ring Route



Ring Route wayfinding sign



Ring route location in Apple Valley

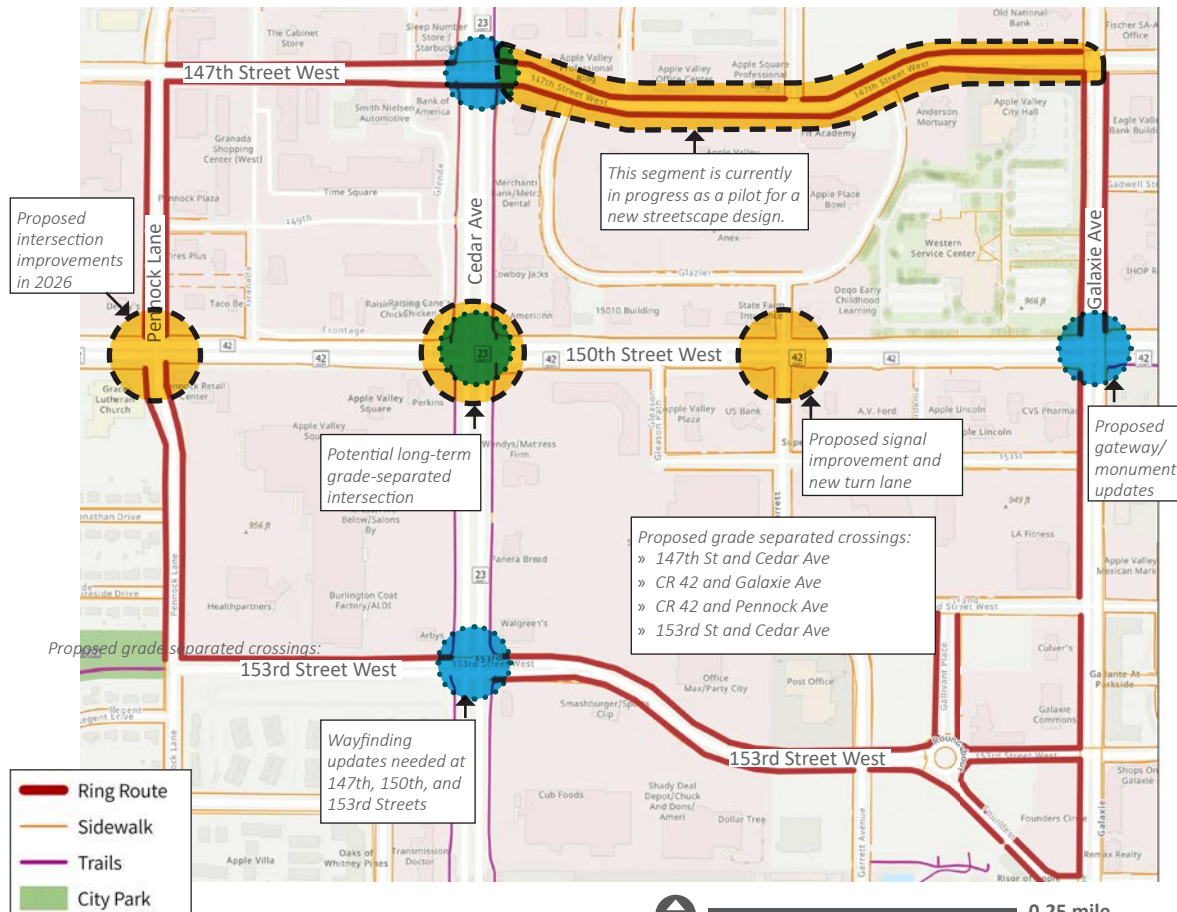
DOWNTOWN AND RING ROUTE

The Ring Route (see map this page) is a series of road, sidewalk, and landscape improvements. The route helps to further establish Downtown's identity and improve access to the area with iconic red features that provide a sense of identity to the downtown district. Roads along the Ring Route are composed of a wide paved boulevard with trees and street lights adjacent to the curb, and a sidewalk for pedestrians. The evolving character of downtown suggests that there will continue to be opportunities for the community to establish a unique sense of place by creating an environment that is more walkable and engaging.

The corridor is primarily along 147th Street, Galaxie Avenue, 153rd Street, and Pennock Lane that distributes vehicles around the high volume intersection of CR 42/150th Street and CR 23/ Cedar Avenue. The current city Comprehensive Plan calls for the extension of the Ring Route to the Fisher mine area (147th to Pilot Knob, and 153rd/157th to Pilot Knob).

Bicycles are permitted to use the Ring Route sidewalks; however, previous plans have noted that biking on the sidewalks can be inconvenient for bikers, and can make pedestrians and other sidewalk users feel uncomfortable or unsafe. Residents noted that these sidewalks do not address the needs of bike commuters and that the use of the sidewalk is dangerous or uncomfortable. Additionally the distances in the Ring Route are more suited for a biking than a walking scale. For faster bicyclists, streets are preferred. Road diets along the Ring Route were explored in the past, and the traffic volume was determined to be too high to reduce lanes. While casual bicyclists may still prefer the separation from vehicles afforded by the wide sidewalks, the City Council should study the potential of adding bicycle lanes or cycle tack on certain segments of the Ring Route. The result may be a change in the roadway configuration, with the introduction of a three-lane roadway (based on engineering analysis of the road segments) and on-street bicycle lanes at the edges of the roadway. Some communities are looking at other methods of incorporating bicycle facilities on streets, including bike boxes at intersections.

APPLE VALLEY'S RING ROUTE

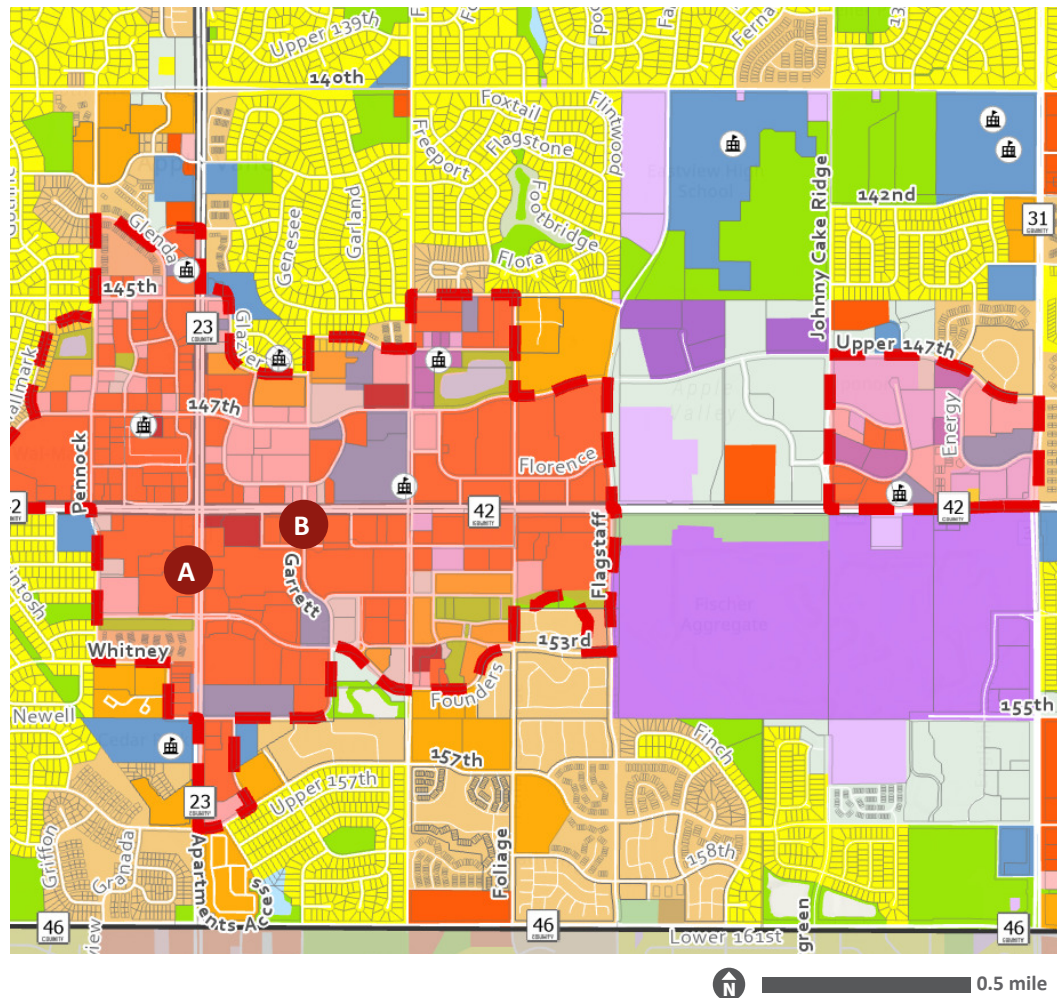


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RETAIL AND EMPLOYMENT AREAS

Retail and employment areas in Apple Valley are largely clustered in the south-central area of the city. There are two areas in the city currently prioritized for development and/or redevelopment, the Fischer Sand and Gravel Mining Area and Downtown, which represent the largest opportunities for infill development and redevelopment and are the core areas for commerce and job development. As these areas develop and redevelop, there should be a focus on place-making and intentional prioritization of bicycle and pedestrian facilities and amenities. In many locations in the business district, fencing, snow storage, and landscaping make it difficult to travel from the curb to the front door of a business. These barriers actively discourage walking and biking to these areas. Improving and increasing connections between sidewalks, trails, and businesses; along with adding amenities such as lighting, benches, bike racks, and bike fix-it stations will help encourage bicycling and walking in these areas.

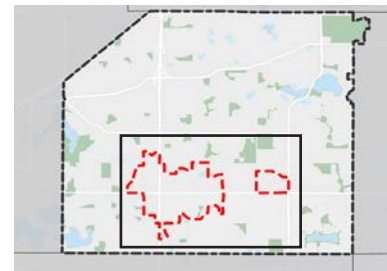
RETAIL AND EMPLOYMENT MAP



Apple Valley Square retail



Gleason Path retail



Retail and Employment Locations in Apple Valley



Multi-family housing in Apple Valley



MULTI-FAMILY HOUSING AREAS

Mid-density and high-density development, including attached single-family homes and apartments, are distributed throughout the city and are located in the Downtown Central Village area near major shopping and services and the Apple Valley Transit Station. Apple Valley has two manufactured housing parks, both located within the Cedar Avenue corridor on the north side of the city. These areas lack sidewalks, as do many of the neighborhoods surrounding them. There are some trail connections that provide access to the rest of the network in these areas, but trail gaps in these areas should be prioritized to improve these connections.



Apple Valley Estates mobile home park



Cedar Knowles mobile home park

SCHOOLS

There are 20 schools and two public school districts in Apple Valley: Independent School District #196 and Independent School District #191. Pedestrian and bicycle facilities near schools can help encourage parents and students choose biking or walking as an alternative to busing or driving to school.



Crossing near Greenleaf Elementary School

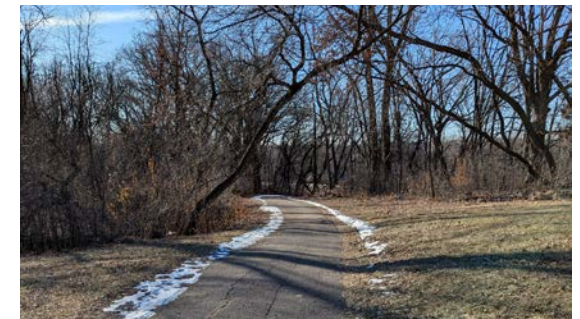


Crossing near Westview Elementary School



PARKS & TRAILS

In the community survey, 80% of respondents indicated that parks and trails are the most important destinations to walk or bike to in the city. At the pop up meetings, many residents expressed their appreciation for the great parks and trails in the community and their ability to walk on trails around their homes.



TRANSIT STOPS AND STATIONS

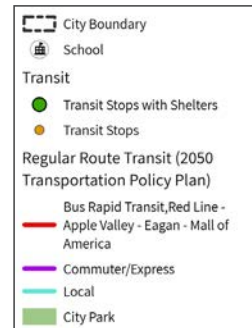
Transit service in Apple Valley is provided by the Minnesota Valley Transit Authority (MVTA). The MVTA is an independent transportation agency for the cities of Apple Valley, Burnsville, Eagan, Rosemount, and Savage, and was formed under state legislation to allow outer-ring suburbs to “opt-out” of centrally provided transportation services. The MVTA operates peak express service to downtown Minneapolis and downtown St. Paul, as well as local crosstown service and reverse commute express bus services. MVTA also operates the METRO Red Line Bus Rapid Transit service.

MVTA currently operates several bus routes along Apple Valley’s principal and minor arterial routes. Current routes include 420 Local Flex Route, 440 and 442 Local Route, 475-476-477-478-479 Minneapolis Express, and 480 St. Paul Express Route. Bus service is more frequent during the a.m. and p.m. peak commute times, with only a few Express Routes offering trips in the middle of the day.

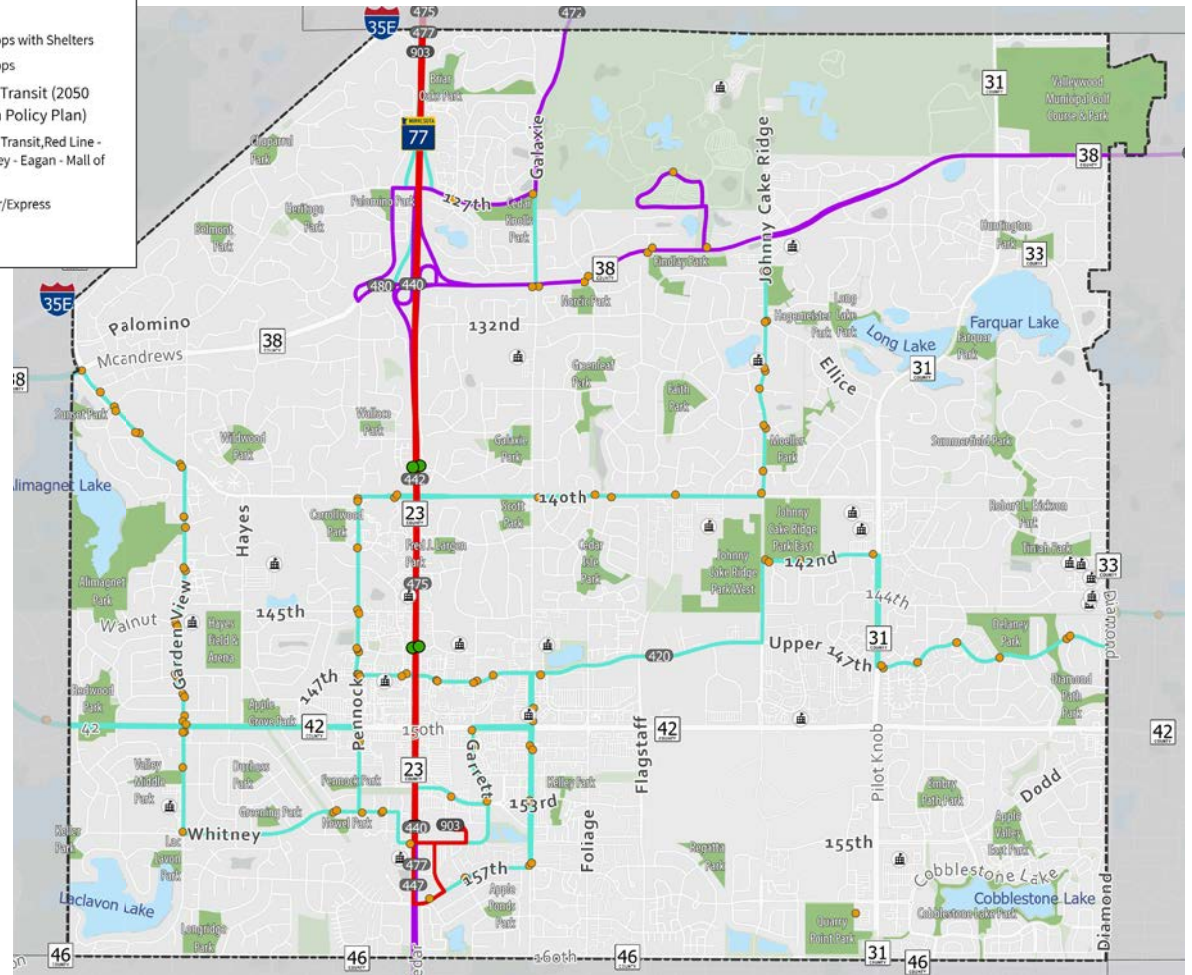
For those commuters living near a transit station, or for those with a destination near a station, being able to walk or bike as a part of their commuting trip is important. Connecting trails and sidewalks to transit stations makes transit use accessible and feasible. Most transit riders walk at some point to or from transit. Some transit riders connect by bicycle. According to the Metropolitan Council, most people walk no more than 10 minutes, about a ½-mile, to reach transit. Bicyclists may travel further.

Willingness to walk or bike varies, influenced by the quality and frequency of transit as well as the

quality and convenience of the connecting routes. Transit-oriented development needs to address the directness, design, and character of routes for pedestrians and bicyclists. If these routes are indirect, unsafe, or unpleasant, people will be less likely to use public transit. Improvements to pedestrian and bicycle infrastructure can increase the desirability of using transit.



APPLE VALLEY TRANSIT MAP





Transit stops in Apple Valley

TRANSIT

Transit stations and park and rides are key destinations for pedestrians and bicyclists. Adding connections and amenities to transit stops can help encourage people to find alternatives to driving and to use multiple modes to get to their destinations.

MAJOR ROAD BARRIERS

As a suburban community, Apple Valley was developed during the age of the automobile. Roads are meant to provide easy and convenient access by car between residential areas and employment and retail hubs in other cities. As such, several highways and arterial roads divide the community. Major road barriers are defined in this plan as roads with speeds above 50 miles per hour or with sections of roadway that are wider than four lanes. These road barriers are difficult to cross as the traffic moves freely and there are many lanes of traffic to cross. Major intersections are defined as the intersection of two major road barriers or intersections that otherwise pose significant crossing difficulties. Major road barriers may not completely stop individuals from crossing a street, but they present obstacles and safety concerns. These types of barriers are especially of concern for children, those with mobility constraints, and already hesitant trail or sidewalk users.

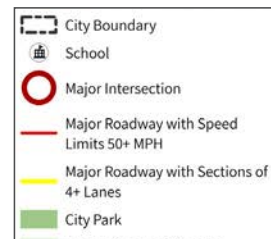
The following roads are identified as barriers to pedestrian and bicycle movement in Apple Valley. These roads should be considered for crossing improvements and potential road diets. Traffic volume and speed limit are two key factors that impact whether a road is a major barrier to pedestrian and bicycle movement. See the following page for more detail.

Major Road Barriers with Speed Limits of 50+ MPH

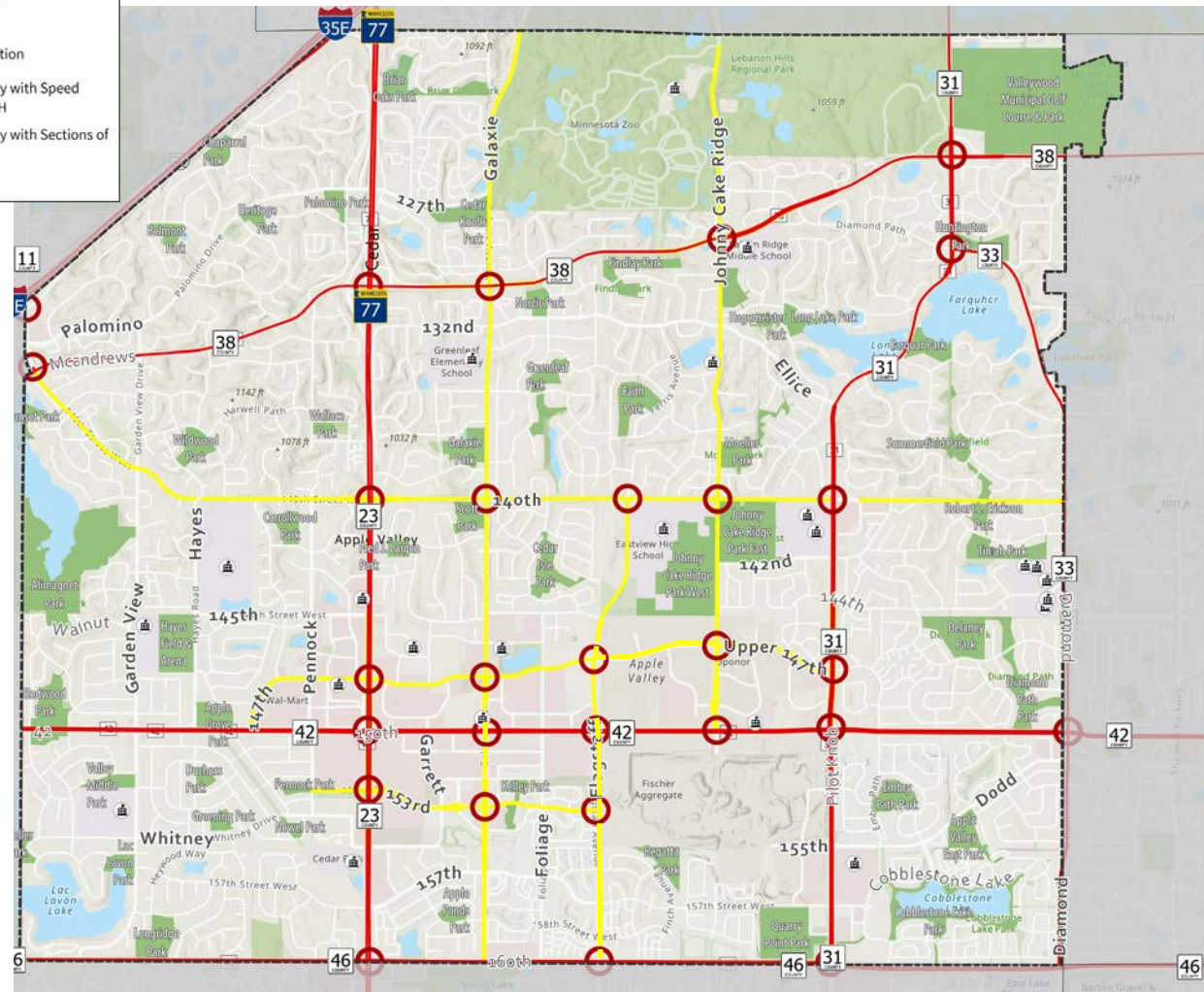
- Cedar Ave / Hwy 77
- County Road 31 / Pilot Knob Road
- County Road 33 / Diamond Path Road
- County Road 38 / McAndrews Road
- County Road 42 / 150th Street

Major Road Barriers with 4+ lanes

- Galaxie Avenue
- Johnny Cake Ridge Road
- 140th Street
- 147th Street
- 153rd Street

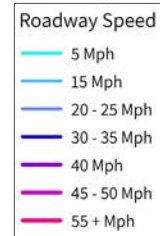
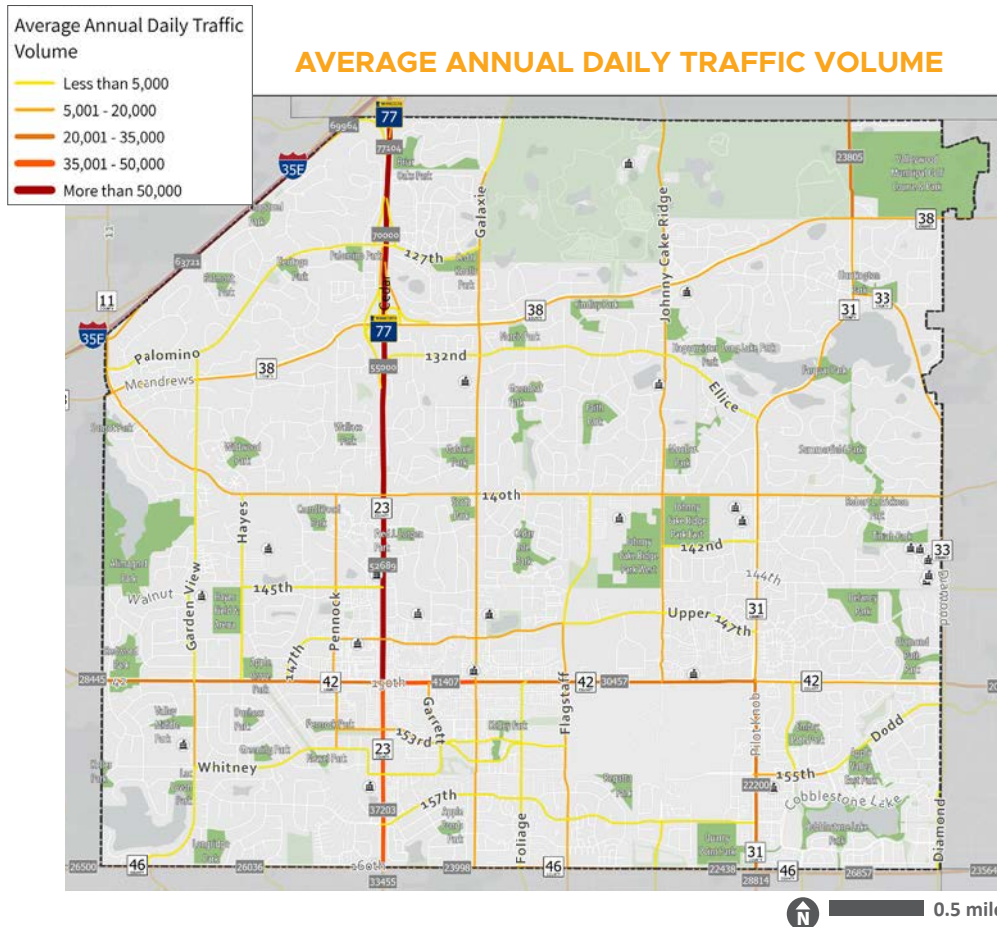


MAJOR ROAD BARRIERS & MAJOR INTERSECTIONS

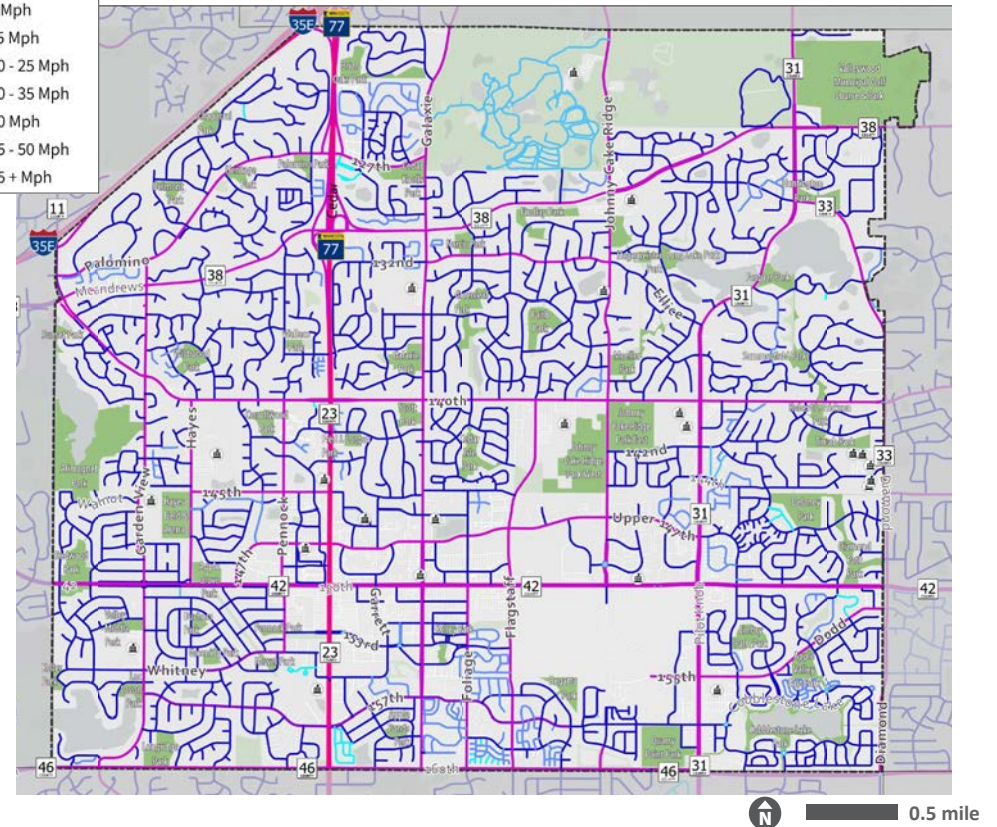


TRAFFIC VOLUME

The map below highlights traffic volume in Apple Valley. The roadways with the darkest red had the highest volume of traffic based on the Minnesota Department of Transportation's Average Annual Daily Traffic (AADT). The darkest red intersection on the map is at County Road 42/150th St and Highway 77/ Cedar Ave. This is also the highest volume intersection in Dakota County. High volume roadways can increase safety risks for bicyclists and pedestrians, especially when those roadways also allow higher speeds.



SPEED LIMITS MAP



SPEED LIMIT

The map above identifies the posted speed limits on Apple Valley's roadways. In many cases the average speed of traffic is faster than the posted limit, especially on wide straight roadways. A common theme heard during the community engagement process was concern about speeding traffic and a lack of awareness for other roadway users such as bicyclists and pedestrians. For bicycles and pedestrians slower traffic is much safer. According to the League of American Bicyclists, at speeds of 30 mph or above, a person hit while walking has a 25% chance of death. The most common posted speed limit on roads where a person biking or walking is killed is 45 mph, a speed at which a person hit has a more than 50% chance of death. The map above shows roadways with speeds 45 and above in purples and pinks, which pose the highest risks to those walking or rolling in Apple Valley.

MAJOR INTERSECTIONS

This plan identifies 29 major intersections in Apple Valley. There is significant variation in crossing infrastructure for bicycles and pedestrians at these major intersections that impact the safety and comfort of those trying to cross. In each of the 2010 Safe Routes to School Plans completed in Apple Valley, parents noted that crossing improvements would be the most likely improvements that would incentivise them to allow their children to walk or bicycle to school.



An aerial view of the 150th Street & Cedar Avenue intersection shows that a pedestrian would need to cross 10 lanes of traffic in order to move east to west across Cedar Avenue.



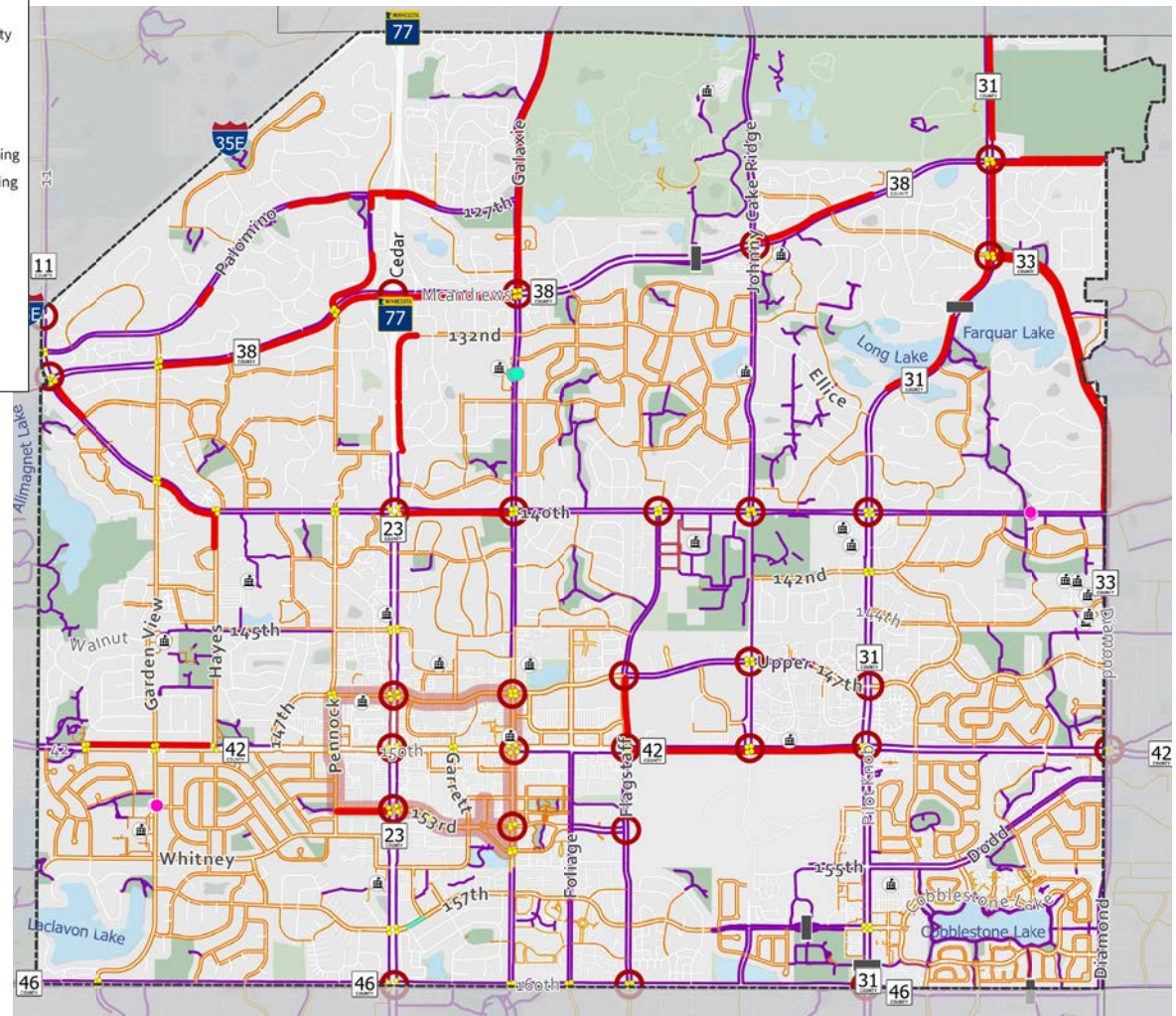
Intersection of Galaxie Ave and 140th St



Intersection of McAndrews & Johnny Cake Ridge Roads



MAJOR INTERSECTIONS MAP

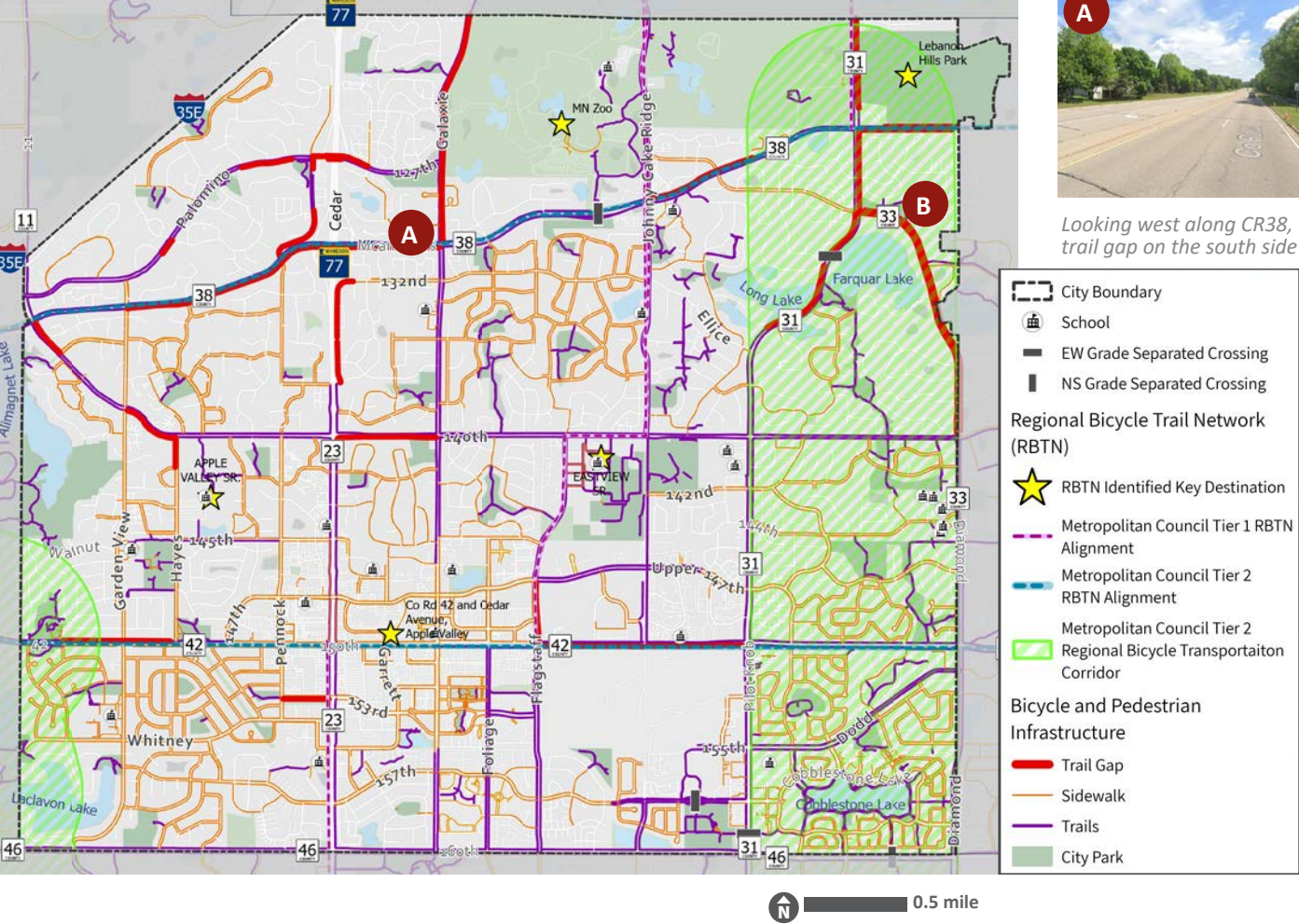


TRAIL & SIDEWALK GAPS

Trail gaps are corridors (usually along an existing road) where sidewalk or trail facilities are missing and needed in order to complete the trail network. The City has identified 11.2 miles of trail gaps. Of those gaps, 2.4 miles are budgeted or tentatively budgeted within the City’s Capital Improvement Program (CIP) for 2024- 2028. Most of the existing trail gaps identified in Apple Valley are north of 140th Street. Most of the identified trail gaps are on one side of the street where an existing sidewalk or trail is located on the opposite

side. There are approximately 1.8 miles of gap areas with no trail or sidewalk on either side of the road. County Road 38/McAndrews Road has the longest length of trail gaps at 2.8 miles, followed by a 2.5-mile gap which includes both sides of Diamond Path, and a 1.5-mile gap along Pilot Knob Road. There is a 1-mile gap along 150th Street/County Road 42, where gravel mining is currently occurring and that is not yet developed. It is anticipated that this trail gap will be filled once this area begins to develop.

APPLE VALLEY TRAIL & SIDEWALK NETWORK GAPS



Looking west along CR38, there is a trail gap on the south side of the road.



CR 33/Diamond Path has identified trail gaps on both sides of the road.

Road Corridor	Trail Gap Miles
CR 38/McAndrews Road	2.8
CR 33/Diamond Path	2.5
CR 31/Pilot Knob Road	1.5
Galaxie Avenue	1.1
150th Street	1.0
Hwy 77 East Frontage Road	0.5
140th Street	0.5
Pennock Avenue	0.4
Flagstaff Avenue	0.3
153rd Street	0.2
140th Street	0.2
Hayes Road	0.1
Palomino Drive	0.1
Total	11.2

Table 1. Trail Gaps

DRAFT

Summary of Bike and Pedestrian Facility Needs

The following needs emerged from the community input and analysis process.

- Consistent facilities that are accessible and easy to use
- Continuous and connected trails and pathways
- A well-maintained off-road network throughout the entire community, especially in areas where there are schools and retail areas
- Safe roadway crossings were frequently mentioned as there are several wide, high-speed roads crossing the community

GUIDING PRINCIPLES

Guiding principles represent the basic goals of this plan and reflect the expressed needs and desires of Apple Valley residents. These principles show direction for the resolution of issues and the advancement toward achieving a comprehensive bicycle and pedestrian network. The guiding principles were updated from the **2010 Bike Walk Apple Valley Plan** based on feedback from the Task Force and community engagement. They are intended to be clear, concise, and to match up with actionable recommendations.

1. REDUCE BARRIERS TO WALKING AND BIKING.

- » Create a bicycle and pedestrian system that works for all ages and abilities.
- » Ensure that key destinations are accessible from residential areas by biking and walking.
- » Increase features that address safety and comfort for biking and walking.
- » Ensure new development and redevelopment projects integrate walking and bicycling facilities.

2. ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION.

- » Build places in the city where different modes of transportation connect.

3. ENHANCE TRAILS AND SIDEWALKS IN THE COMMUNITY WITH ELEMENTS THAT AID IN NAVIGATION, FOSTER COMMUNITY, AND ESTABLISH A SENSE OF PLACE.

4. MAINTAIN A SAFE AND FUNCTIONAL NETWORK OF NON-MOTORIZED TRANSPORTATION IN APPLE VALLEY.

The following “E” categories are used to identify various types of projects and programs that can be used to implement strategies in the Bicycle and Pedestrian Plan. The recommendations that follow are centered around the guiding principles of the plan and each recommendation can be connected to one or more of the Es below.

 EDUCATION

Provide educational opportunities for people to learn to walk, bike, and roll safely; Provide opportunities for drivers to learn to watch for bicycles and pedestrians.

EXAMPLES:

- Wayfinding signage
- Bike Rodeo
- Safety Camp

 ENGINEERING

Identify physical barriers to walking and biking and infrastructure improvements to facilitate walking and biking, such as crossings, trails, sidewalks, on-street facilities, bike parking, etc.

EXAMPLES:

- Develop crossing improvements, new trails, and sidewalks throughout the community
- Develop Safe Routes to School Plans within the city and implement them
- Maintain the pedestrian and bicycle system

 EQUITY

Ensure traffic codes and rules that treat non-motorized movers as equal users of the transportation system; equal access to facilities and destinations for all movement types.

EXAMPLES:

- Review rules within the community to ensure that community members of all ages and abilities are able to access bike and ped facilities.

 ENFORCEMENT

Enforce rules and laws to keep people safe, while keeping in mind that enforcement can impact specific populations disproportionately.

EXAMPLES:

- Policy development
- Speed limit evaluation
- Etiquette signage

 EXPERIENCE

Make transportation an experience by designing for both people driving and people walking or biking. Focus on safety, views, destinations, etc. One of the more important upgrades to improve trail or sidewalk safety is lighting, making certain that routes commonly used by pedestrians or bicyclists to access their destinations are safe and inviting.

EXAMPLES:

- Investment in street furniture, lighting, etc.

 ETHICS

Center a values-based decision-making process that focuses on ethics, empathy, and equity.

EXAMPLES:

- Promote the value of biking and walking facilities on an equal level with motorized facilities by adopting complete streets policies

 ENCOURAGEMENT

Create programs, events, signs, materials etc. that get people excited about walking or biking.

EXAMPLES:

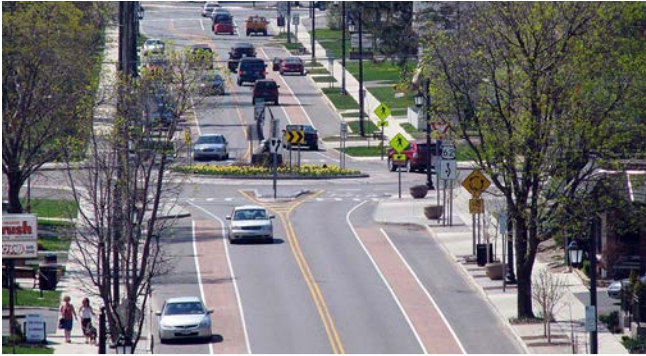
- Online maps of pedestrian and bicycle routes and loops
- Provide information about destinations and distances by ped/bike

 EVALUATION

Determine if the system is providing valuable and accessible facilities; evaluate the number of users of the ped/bike system.

EXAMPLES:

- Regularly evaluate the system with surveys/engagement metrics-
- Use tools like Strava or StreetLight to examine trends and changes in walking and biking patterns



Narrow Lane Widths



Roadway Reconfiguration



Protected Bike Lanes



Bike Route Signs

BEST PRACTICES

PLANNING FOR EVERYONE 8-80

Trail enhancements are intended to make the experience of walking and bicycling safe and comfortable for everyone. The idea behind 8-80 is to take on the challenge of planning, designing, and implementing all elements of the public realm so that both an 8-year old and an 80-year old can be comfortable and safe walking and bicycling. Ultimately, the initiative extends to everyone, with the anticipation that if both of these age ranges can be accommodated, then the city will be great for all people. The simple idea enhances the notion of accessibility, mobility, and safety to include vibrancy, health, and equity in community design and planning efforts.

To learn more about the 8-80 initiative, visit 880cities.org

ROADWAY TREATMENTS

The roadway treatments below are excerpted from the [MNDOT Bicycle Facility Design Manual](#) and offer flexible solutions to make roadways friendlier to bicyclists. As the city considers facilitating on-road options for bicyclists, these alternatives could be considered for certain lower volume roadways.

NARROW LANE WIDTHS

In many cases, space can be created for bicycle facilities by narrowing existing travel and turn lanes. Contrary to expectations, narrower lane widths do not reduce roadway capacity and can increase roadway safety (Source: Canadian Institute of Transportation Engineers report *Narrower Lanes, Safer Streets*.) People naturally drive slower when lanes are narrow, which can have a positive impact on crash severity.

ROADWAY RECONFIGURATION

Often, existing roadways are capable of handling substantially more motor vehicle traffic than they experience throughout the day. Roads are typically designed based on a forecast of future traffic volumes, but there are cases where the traffic forecast may have been incorrect or circumstances have changed, resulting in fewer motor vehicles than expected in an original roadway design. This often leads to roads with excess capacity that encourage people to drive at fast speeds, which creates low-comfort, high-stress conditions for people walking, bicycling and taking transit.

PROTECTED BIKE LANES

These facilities can be used in road corridors where there is not sufficient right-of-way to add a separate shared-use path. High-visibility road markings and Bollards help increase visibility and separate bikes and pedestrians from vehicle traffic, increasing sense of safety and security along the trail

BIKE ROUTE SIGNS

Bike route signs identify designated bike routes. Bike routes should be designated on roads and shared use paths with favorable conditions for bicycling. A bike route, in and of itself is not a bicycle facility.



Median Refuge Island



Curb Extension



Raised Crosswalk/Intersection

CROSSING TREATMENTS

- Median Refuge Islands are an FHWA proven safety counter measure for pedestrians and are associated with lower pedestrian crash rates at multi-lane crossings. Median refuge islands reduce risk exposure and allow a two-stage crossing.
- Curb Extensions: Also known as bump outs, this treatment reduces crossing distances for pedestrians and bicyclists, which can reduce risk exposure and improve safety. They serve to visually narrow the roadway, encouraging drivers to slow down, and displace parked vehicle further from the intersection improving sight distances and sight lines between drivers and those waiting to cross.
- Raised Crosswalk/Intersection: These are traffic calming devices that are typically between 3 and 6 inches high and raise the entire wheelbase of a motor vehicle. This type of vertical deflection can have a positive effect for bicyclists as they reduce motor vehicle speeds.
- Grade-Separated Crossings: Overcrossings (bridges or trestles) or undercrossings (tunnels or routing a trail under an existing bridge) are generally used for freeways, multi-lane arterials, or railroad corridors to circumvent the barrier. This separation enhances safety and efficiency by eliminating conflicts between bicycles and pedestrians and road or rail users.



Separated use bicycle and pedestrian trails in a greenway corridor

TRAIL DESIGN & MAINTENANCE

Well-planned paved trails provide pedestrian and bicycle mobility and serve recreational users and commuters. Key components for safe and attractive trails include:

- Continuous separation of trails from vehicle traffic, with few street or driveway crossings
- Scenic views
- Connections to desired destinations such as parks, retail areas, schools, library, etc.
- Well-designed street crossings with treatments such as pedestrian ramps, marked crosswalks, trail crossing signs, and short crossing distances
- Direct connections to destinations.
- Visibility of bicycle and pedestrian facilities for increased safety and personal security
- Designed with adequate width (8 feet minimum is typical), distance, open sight lines, slopes that don't exceed 5% where possible, and well-draining
- Regular maintenance, with fog sealing and crack filling where needed



High quality trail construction and regular maintenance practices are essential to encouraging use of the system.

RECOMMENDATIONS

Policy and city-wide Recommendations

1. DEVELOP A COMPLETE STREETS POLICY.

- Promote the valuation of biking and walking facilities on an equal level with motorized facilities by adopting complete streets policies.
- The City of Apple Valley should develop a policy for new streets and reconstructed municipal streets that includes using the Complete Streets approach for design and/or redesign.
- According to Smart Growth America (smartgrowthamerica.org/what-are-complete-streets/), Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

2. DEVELOP AND IMPLEMENT POLICIES THAT SUPPORT WALKING AND BIKING IN THE CITY INCLUDING ENHANCING REQUIREMENTS FOR DEVELOPMENT AND REDEVELOPMENT PROJECTS TO ADDRESS BICYCLE AND PEDESTRIAN INFRASTRUCTURE AND AMENITIES.

- Require new development projects to build sidewalks and fill identified trail gaps.
- Require the reconstruction of sidewalks in residential areas after street projects that disturb or remove them.
- Give consideration to narrowing city streets and widening boulevards as a part of the planning process for every major reconstruction project, including residential streets. Narrower streets help to naturally reduce traffic speeds and create a more friendly walking and biking environment.

3. DEVELOP AN E-BIKE POLICY.

- The city should develop an e-bike policy that addresses use of e-bikes on park trails, city pathways, and sidewalks. E-bikes travel at high speeds compared to pedal bikes, and conflicts with pedestrians and other bicyclists should be avoided.
- The State of Minnesota has defined classes of electric bikes, and several metro area cities have developed policies for e-bikes on city trails. See information on the following page.

ELECTRIC BIKES (E-BIKES)

According to Peopleforbikes.org electric-assisted bicycles (e-bikes) are the number one driver of growth for the bike industry over the past five years. A study from the Physical Activity Council found that in 2023, 19.4% of Americans who rode a bike at least once in the last year reported using an e-bike, up from 7.8% in 2021 (Source: Peopleforbikes.org). E-bikes can help make biking a viable option for seniors and people who previously may have been disinterested in riding. The higher speeds that can be attained by e-bikes also means an increase in potential opportunities for conflicts along trails with slower moving bicyclists or pedestrians. The uptick in e-bike use highlights the importance of developing a city-wide policy to ensure that Apple Valley’s trails are safe and welcoming for all users. Examples of peer community e-bike policies are listed below for reference as Apple Valley looks into the merits of adopting a similar policy.

ELECTRIC-ASSISTED TYPE CLASSES:

Minnesota Statute 169.011 Subd. 27 defines what an Electric-assisted bicycle is and the Minnesota Department of Natural Resources further defines the classes of E-Bike

1

“Class 1 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

2

“Class 2 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that is capable of propelling the bicycle without the rider pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

3

“Class 3 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

PRECEDENT CITY POLICY EXAMPLES:

EDINA:

No class 2 or 3 e-bikes (those with a throttle) are allowed on soft-surface trails, including the mountain biking trails at Braemar Park. Pedal-assisted class 1 bikes are OK.

MAPLE GROVE:

No person shall ride or operate an electric-assisted bicycle in any park or parkway except in a prudent and careful manner and maintaining effective control and operation of the electric-assisted bicycle.

SHOREWOOD:

Electric bicycles operated within the City shall comply with Minnesota State Statutes and the following additional requirements:

- Subd. 1. Any person under the age of 18 operating or riding on an electric bicycle shall wear a helmet or other protective headgear approved for bicycle riding by the United States Department of Transportation or the American National Standards Institute (ANSI).
- Subd. 2. No person shall operate an electric bike on natural or artificial turf, playfield, playground, court, ice rink, natural area, or structure located in a designated public park.



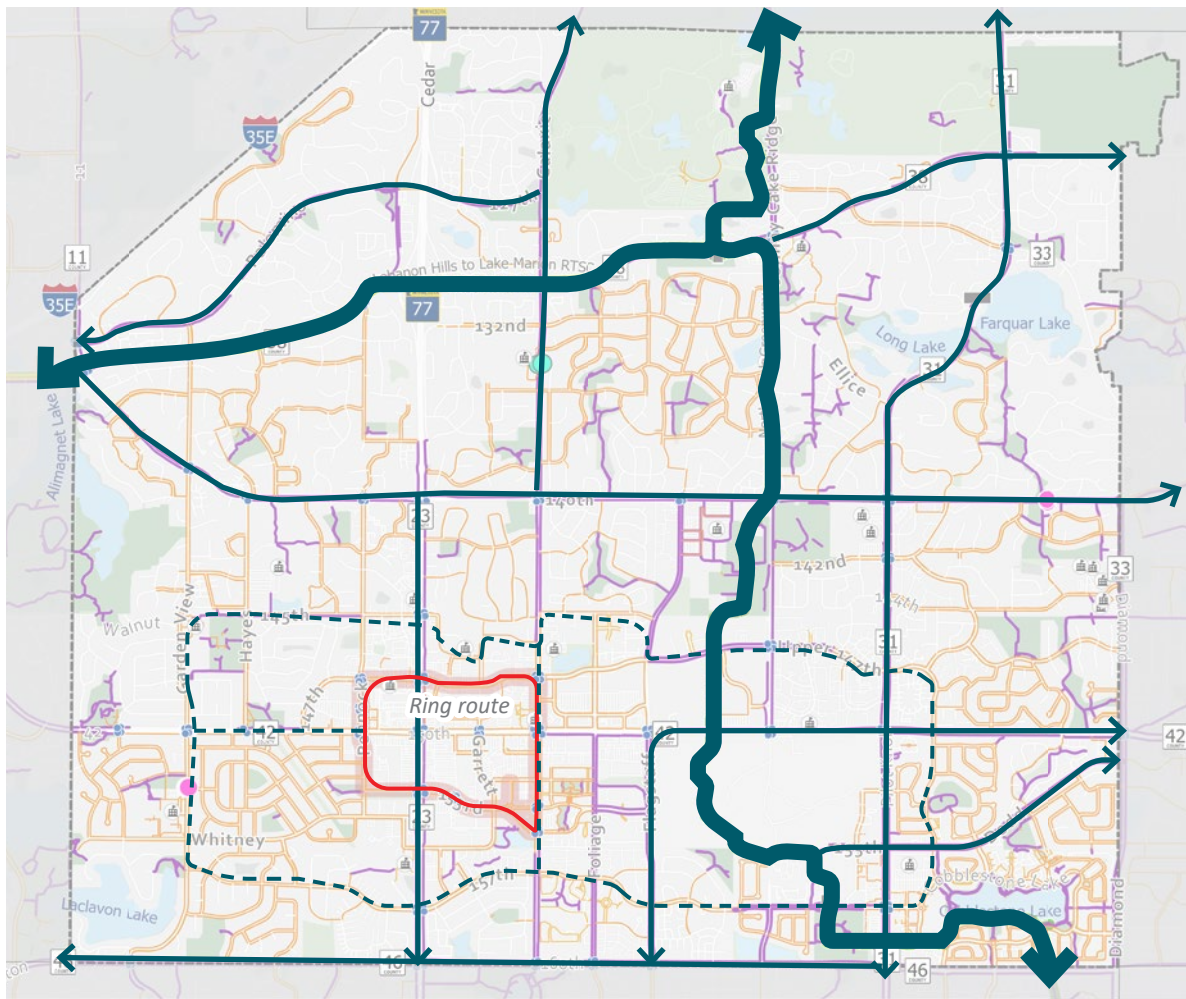
4. UPGRADE TRAIL CROSSINGS THROUGHOUT THE CITY.

- Consider grade-separated crossings of busy roadways for pedestrians and bikers, particularly along the Ring Route.
- Crossing improvements- Crossing improvements can vary widely based on roadway conditions but can include at-grade improvements, such as signage, signals, and surface treatments.
 - For especially fast or high-volume traffic, roadways tunnels or overpasses should be considered.
 - Crossing improvements can also focus on changes to the roadway, narrowing or reducing lanes, adding a median, or other traffic calming devices.
 - These are especially vital in areas around schools, parks, bus stops, and civic destinations to ensure that those not driving have a safe way to access these spaces.
- Develop updated Safe Routes to School Plans for Schools within the city and implement them.

5. PROMOTE OUTDOOR RECREATION THROUGH INVESTMENT IN SUPPORTIVE AMENITIES AND LANDSCAPE ELEMENTS.

- Consider adding amenities like bike lockers, water fountains, and bike fix it stations to bus stations and shelters that provide convenient options for commuters using more than one mode of transportation to get to their destination.
- Ensure an adequate number of benches, lighting, and trash receptacles exist along trails and sidewalks.
- Encourage bicycling to local businesses by adding bike racks in front of commercial and retail areas.
- Plant boulevards between trails and roadways with tall grasses, shrubs, and trees where possible to calm traffic and improve the experience for pedestrians and bicyclists.
- Continue to develop and enhance the Ring Route as a destination walking loop.
 - Replace dead and dying trees with a diverse mix of native trees and other native vegetation.
 - Add additional amenities to increase convenience.

POTENTIAL BIKE NETWORK HIERARCHY

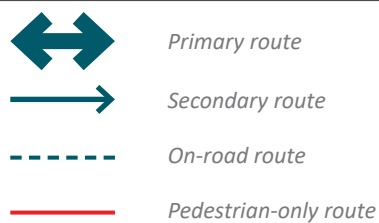


6. DEVELOP A HIERARCHY OF TRAIL LOOPS—CONSIDER A GRAND ROUNDS SYSTEM, OR USE THE GREENWAYS AS THE SPINES.

- Fill in the bike and pedestrian network by adding trails and sidewalks throughout the community (construct trail gaps).
- Improve curb cuts for trails to create a smooth ride for those on wheels as they pass through intersections.
- Identify missing connections between trails, especially the Dakota County Greenway network, and prioritize trail connections and crossing improvements that connect with the greenway.
- Consider expanding the Ring Route to include bicycle facilities, as a multi-use trail, cycle track, or protected bike lanes on road.

Excerpt from 2010 Apple Valley Bike Walk Plan:

Certain routes were identified by the task force and the community as possible segments of a core network. Garden View Drive, Palomino Drive, and Pennock Avenue might serve as these routes, and with the addition of Whitney Drive, noted for its direct link to the 155th Street Transit Station, a core loop begins to evolve.



N 0.5 mile

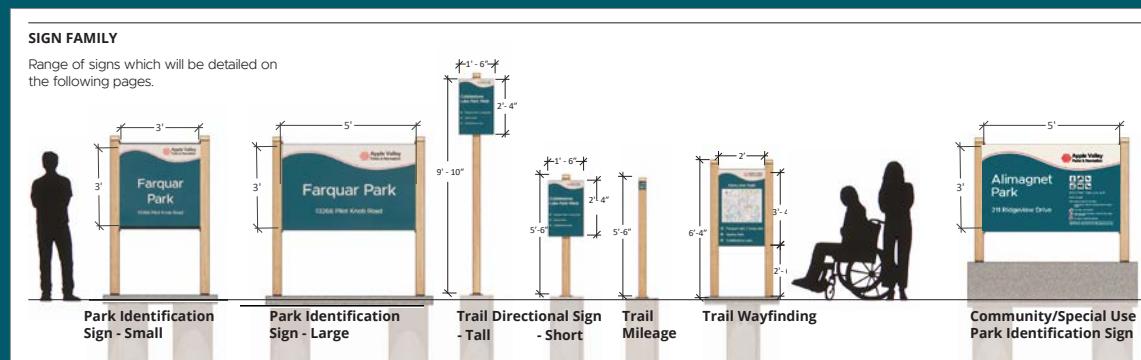
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7. PROVIDE BIKE AND PEDESTRIAN INFORMATION THROUGH DIGITAL MAPS AND SIGNAGE.

- Wayfinding signage—the city should expand signage along trails and sidewalks that identify parks, schools, and civic destinations.
 - Identify locations that would benefit from additional signage.
 - Create a wayfinding and signage plan and standards for the City.
- Add signage to roadways with bike lanes or trail crossings that remind drivers to stay alert for bicyclists and pedestrians.
- Develop an online map of ped/bike routes and loops; Provide information about destinations and distances by ped/bike-
 - Having a readily available map of options for on trail biking and walking can help to encourage more use of the trails and sidewalks.

Apple Valley has recently completed a wayfinding plan for the park system. The City also has wayfinding specific to the Ring Route. This plan recommends expanding the park signage plan to include wayfinding along trails and reimagining the Ring Route signage to incorporate it with other signage updates.

Wayfinding signage along trails and sidewalks is useful for identifying parks, schools, civic destinations, and other attractions or amenities. Well-branded wayfinding can help create a stronger sense of place. Signs along the bicycle and pedestrian network could include distances to community destinations nearby showing that they are only a short ride or walk away. Signage should be consistent and legible throughout the network. Using symbols or multiple languages, when possible, allows the signs to be understood by a wider audience. Alternatives to signs, such as roadway markings, imprinted pavement, and streetscape design (such as along Apple Valley's Ring Route), can also be useful ways to help people on foot or bike navigate the system.



City of Apple Valley Parks and Recreation Signage Design Guidelines



Examples of trail wayfinding signage includes flag signs with distance to destinations, map signs, and trail etiquette signs.

8. IMPLEMENT INCENTIVE PROGRAMS AND UTILIZE PARTNERSHIPS TO ENCOURAGE BIKING AND WALKING.

- **Bike Rodeo**—This type of activity can be put on by the city as an educational way to encourage biking for kids. These events give bicycle or scooter riders the opportunity to get their helmet properly fitted, navigate through safety skills courses, and have their bike or scooter checked by professionals for safety. Often, police or fire personnel are in attendance to oversee these activities.
- **Safety Camp**— This type of program is intended to teach kids, through a variety of fun activities, how to be safe in their daily lives. The camp is focused on preventing unintentional injury and reducing the number of incidents that lead to disabling injuries or death. Students spend several days learning skills necessary to avoid injury and cope with emergency situations. Although it is not the only focus, bicycle safety is a key component.
- Encourage businesses to enroll in Bike Benefits and similar programs that draw people to the area by bike.
- Incentivize the placement of bike racks, bike lockers, fix-it stations etc. at businesses that enhance the experience of biking in the City.

9. CONSIDER ADDING COMMUNITY BIKE AND WALK EVENTS TO THE CITY'S PROGRAM CALENDAR.

- Events, such as “Bike with the Fire Department” or bike rodeos may encourage community awareness and safety for biking in the city.

10. CONSIDER INTEGRATING ON-STREET BIKE LANES WHERE APPROPRIATE.

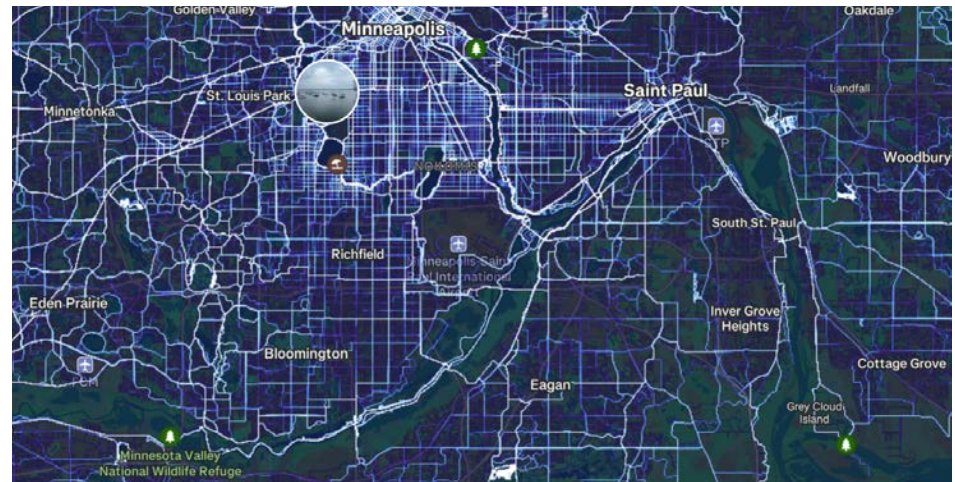
- Consider bike routes on neighborhood streets parallel to major roadways.
- Use tools like Strava or StreetLight to examine trends and changes in walking and biking patterns.
- Identify low stress roadways that could be candidates for on-street bike lanes.
 - The Safe Streets for all program could be used as a means of piloting this recommendation before fully committing to bike lanes.



Bike rodeo



Business incentives for biking



Strava heat map of where people walk and bike in the Twin Cities



Protected bike lanes

11. MAINTAIN AND SUPPORT A SAFE, CONVENIENT, AND COMPREHENSIVE SYSTEM OF NON-MOTORIZED TRANSPORTATION IN APPLE VALLEY.

- Follow the 8-80 rule by designing local roads to work for all members of society, from ages 8 up.
- Ensure connections to bus stations and park and rides are regularly maintained.
- Evaluate accessibility and ADA compliance to non-motorized transportation facilities, including transit, especially near senior housing and multifamily housing.
- Maintain the pedestrian and bicycle system regularly to ensure that trails and sidewalks are comfortable and safe to use.
- When developing city budgets, give equal weight to developing, repairing, and maintaining bicycle and pedestrian facilities as to streets and roads.
- Allow for transparent decision-making and consistent public engagement with the wider community to encourage public officials to value biking and walking facilities on an equal level with motorized facilities.
 - Continue to periodically survey the community and engage users to determine if there are issues and opportunities for the bike and ped system.
 - Conduct quarterly measurement of the number of complaints or requests to city staff regarding bike and trail facilities. Determine if complaints go up or down during certain times of year or if there are particular issues that rise to the top that are high priorities for investment.

PROJECT PRIORITIES

PROJECT PRIORITIZATION CRITERIA

The following criteria have been adapted from the 2010 Bike Walk Apple Valley Plan. These criteria were considered to inform the prioritization level listed for each project in this chapter.

- **Public interest and input:** Is the project desired by the community? Was it frequently mentioned during the public engagement?
- **Cost and feasibility:** Does the project fit within current funding availability, or is more funding needed? Is the project already designed? Is land secured through public ownership, right-of-way, or easement?
- **Environmental Justice:** Does the project provide a connection to or within an environmental justice area?
- **Jurisdiction and responsibility:** Is the city, the county, or another entity responsible for the trail or road improvement? If it is not the city, then advocacy, encouragement, and partnership will be needed from city staff and officials.
- **Ability to provide walking and biking connections among a variety of land uses:** Does the project connect land uses, such as residential areas, to schools or retail areas?
- **Connections to the transportation network:** Does the project connect to transit routes or other primary trail routes?
- **Existence of parallel sidewalks or trails within the same right of way:** Consider a policy of pedestrian and bicycle facilities on both sides of all roads with speed limit greater than 25 mph/all nonresidential streets. If the road creates a barrier, then it is more likely that trails are needed on both sides.
- **Presence of safe crossings to the trail and sidewalk network:** Will the project connect to other trails and sidewalks in the network with safe road crossings?

TRAIL GAP PROJECTS

The following projects are proposed paved trail segments, typically 8 feet wide, bituminous sidepaths along city or county roadways or proposed on road bike lanes. The Map ID numbers have carried over from the 2010 plan for continuity but have been reordered by priority.

Priority Level	Map ID	Project	Route System	Responsibility	Status (CIP) / Need	Length (miles)
1	1A	140th Street	Municipal-State Aid Street	Apple Valley	Planned 2026	0.2
2	23	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.5
3	26	Palomino Drive	Municipal-State Aid Street	Apple Valley	2026	0.1
4	27	Pennock Avenue	Municipal Street	Apple Valley	2026	0.1
5	21	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	Partially Complete	0.3
6	16	Diamond Path Road	County-State Aid Highway	Dakota County	-	1.3
7	37	153rd Street	Municipal-State Aid Street	Apple Valley	2029	0.2
8	9	150th Street / CR 42	County-State Aid Highway	Dakota County	May wait for gravel mine to develop	1
9	17	Diamond Path Road	County-State Aid Highway	Dakota County		1.2
10	3	Hayes Avenue	Municipal-State Aid Street	Apple Valley	-	0.1
11	18	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.4
12	19	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.2
13	20	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.8
13	22	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.4
15	28	Pennock Avenue	Municipal Street	Apple Valley	-	0.3
15	24	Galaxie Avenue	Municipal-State Aid Street	Apple Valley	Fill this gap to enhance access outside the neighborhood. Environmental justice basis.	1.1
16	30	Highway 77 Service Road	Municipal Street	Apple Valley	-	0.5
17	32	140th Street	Municipal-State Aid Street	Apple Valley	-	0.5
18	33	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.9
19	34	Flagstaff Avenue	Municipal-State Aid Street	Apple Valley	-	0.3
20	35	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.6
21	38	150th Street / CR 42	County-State Aid Highway (Frontage Road)	Dakota County	2027	0.5
22	BL	Bike lanes on 157th Street	Municipal Street	Apple Valley		3.3

TRAIL GAP PROJECTS MAP

City Boundary

School

EW Grade Separated Crossing

NS Grade Separated Crossing

Regional Bicycle Trail Network (RBTN)

RBTN Identified Key Destination

Metropolitan Council Tier 1 RBTN Alignment

Metropolitan Council Tier 2 RBTN Alignment

Metropolitan Council Tier 2 Regional Bicycle Transportation Corridor

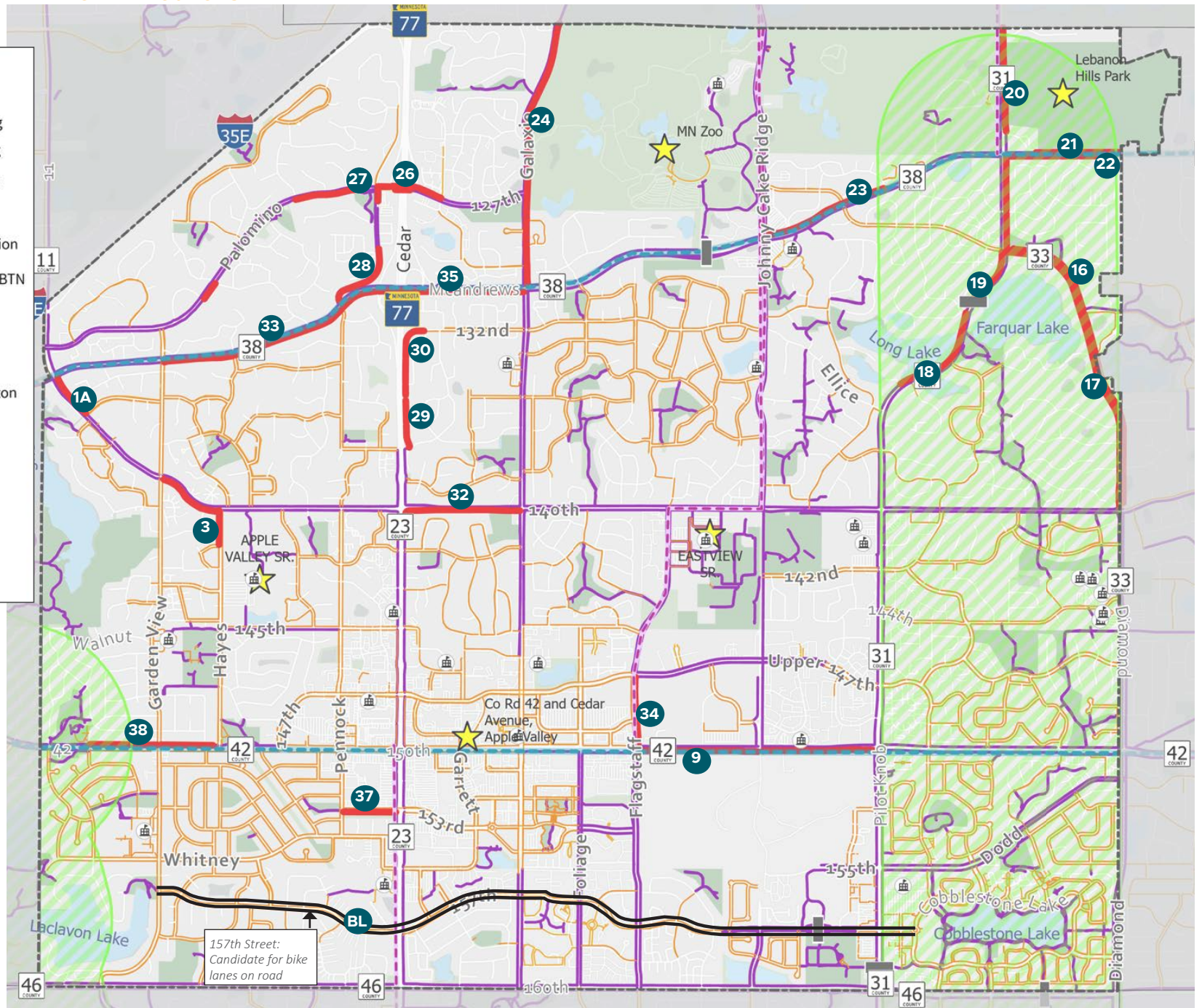
Bicycle and Pedestrian Infrastructure

Trail Gap

Sidewalk

Trails

City Park



ROAD CROSSING IMPROVEMENT PROJECTS

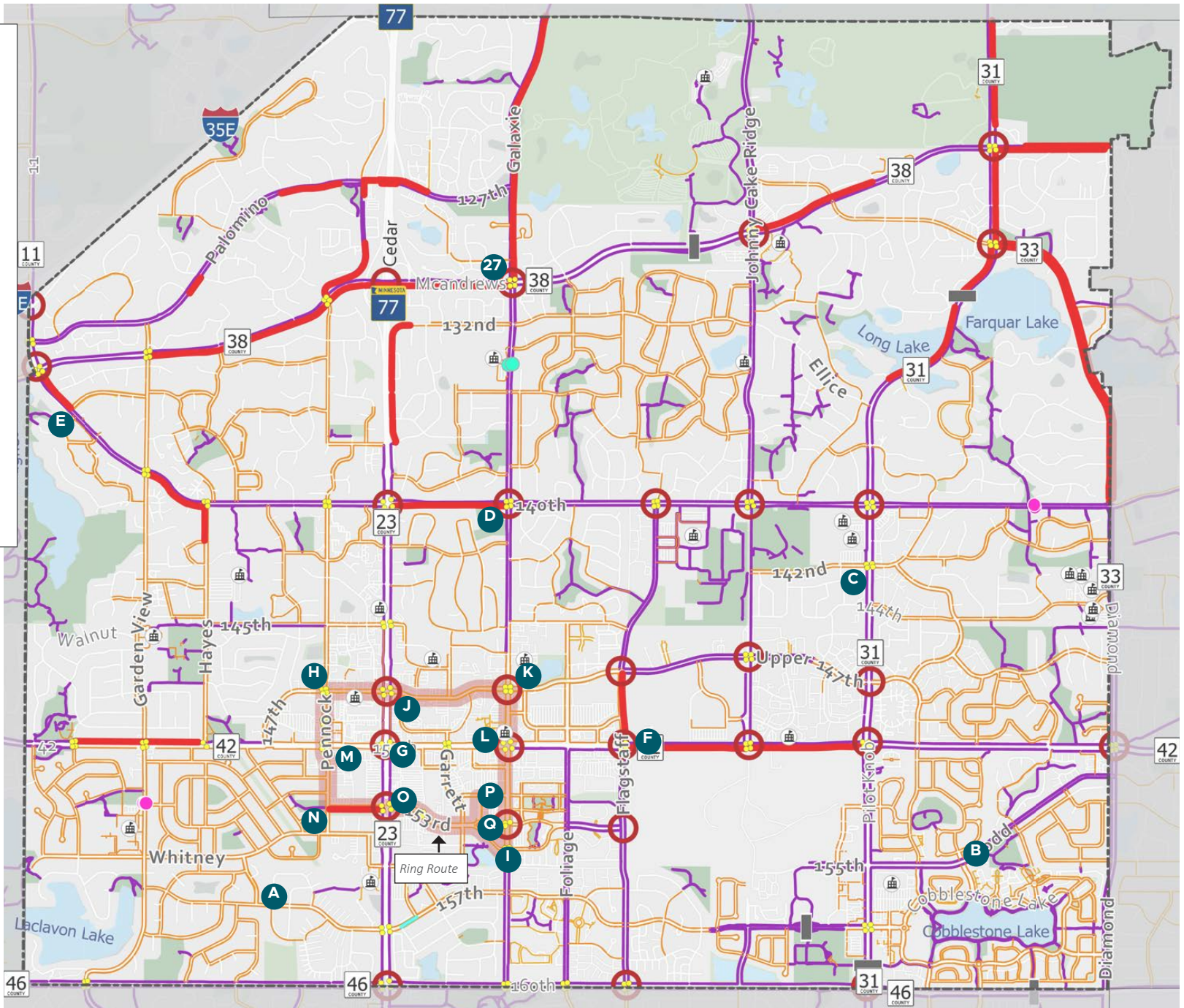
The following road and trail intersections have been identified as priorities for pedestrian and/or bicycle improvements to make crossings safer for people walking or biking, and to make people more visible to vehicles.

Priority Level	Map ID	Project Location	Description	Responsibility	Status (CIP)
	A	157th St W and Hallmark Way	Curb Bumpouts	Apple Valley	
	B	Dodd Blvd and Eagle Bay Dr	RRFB - Rectangular Rapid Flashing Beacon	Apple Valley	
	C	142nd St W and Euclid Ave	School Crossing - bumpouts, turn lane, restriping, curb replacement	Apple Valley	Grant funding needed
	D	140th St W and Galaxie Ave	Add pedestrian refuge on 140th, high visibility crosswalk	Apple Valley	
	E	140th St W and 135th St W	Add pedestrian crossing	Apple Valley	
	F	Flagstaff and County 42	Add pedestrian refuge, high visibility crosswalks, pedestrian priority signal	Dakota Co and Apple Valley	
	G	Cedar and County 42	Add pedestrian priority signal, widened pedestrian refuge	Dakota County	
	H	Ring Route- 147th St and Pennock Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	I	Ring Route- Founders Ln and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	J	Ring Route- 147th St and Cedar Ave	Grade-separated crossing for bicyclists and pedestrians accross Cedar, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	K	Ring Route-147th St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	L	Ring Route-- CR 42 and Galaxie Ave	Grade-separated crossing for bicyclists and pedestrians accross CR 42, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	M	Ring Route- CR 42 and Pennock Ave	Grade-separated crossing for bicyclists and pedestrians accross CR 42, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	N	Ring Route- 153rd and Pennock Ln	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	O	Ring Route- 153rd St and Cedar Ave	Grade-separated crossing for bicyclists and pedestrians accross Cedar, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	P	Ring Route- 152nd St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	Q	Ring Route- 153rd St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	

*Consider raised table crossings at sidewalk crosswalks along the Ring Route.

ROAD CROSSING IMPROVEMENT PROJECTS MAP

- City Boundary
- School
- Major Intersection
- Traffic Control Devices
 - HAWK Signal (High-intensity Activated crossWalk)
 - RRFB (Rectangular Rapid Flashing Beacon)
 - Traffic lights
 - EW Grade Separated Crossing
 - NS Grade Separated Crossing
- Bicycle and Pedestrian Infrastructure
 - Trail Gap
 - Sidewalk
 - Trails
 - Ring Route
 - City Park



DRAFT

FUNDING SOURCES

Additional funding beyond the city's general fund will be need to implement the recommendations described in this plan. The following table includes a list of potential funding sources to be explored and utilized.

Funding Sources
City General Funds
• This is the primary source for ongoing maintenance, operations, and amenities for the bike and pedestrian system. • Capital improvements are typically funded through general funds. • The city's general fund is often used as a match for grant funding.
Dedicated Tax Levy / Referendum Funding
• Apple Valley may hold a referendum to create a dedicated tax levy with proceeds directed specifically for trails and ped/bike infrastructure. • The tax levy dollars may fund capital projects and operations and maintenance. • The funding may supplement the city's general funds. • The advantage of a dedicated tax levy is that trails receive a more stable source of funding and do not have to compete with other city priorities for funding on an annual basis.
Bonding
• General Obligation Bonds and Revenue Bonds are typically used as a source for large infrastructure projects. • These funds provide a source of implementation funding for new facilities, and in some cases, can provide funding for repairs and upgrades of existing facilities. • Residents can decide to raise revenue through a permanent or temporary tax increase dedicated for specific purposes such as sidewalk, trail, and bikeway improvements and maintenance. These funds are usually provided through bonds approved as part of a voter referendum.
State Aid Funds
• State aid funds are available for pedestrian and bicycle improvements on state aid roadways. At the time of street construction or reconstruction, it is important to consider ped/bike upgrades that can be performed concurrently.
Partnerships
• Public and private partnerships can provide funding opportunities beyond the traditional municipal models. Partnerships with Dakota County have contributed to the existing trail network. Potential partnerships with the School District, Community Education, and local businesses can help with implementation of events and programming, and can support future grant writing efforts. • Organizations with partner funding can also provide assistance with design, outreach, or maintenance/stewardship of facilities. Partnerships and relationships with local businesses can result in easements, use agreements, or donated funds for future bike and ped facilities.

Funding Sources
Donations
• Private donations may be from individuals or area corporations, or donations of labor from recreation clubs or use agreements. "Adopt-a-Trail" programs, memorial bench donations, and incentives for local businesses to provide bike racks are all examples of how organizations, businesses, and individuals could help with maintenance and funding, while raising awareness and enthusiasm of the bike/ped system.
Metropolitan Council Regional Solicitation Grants
• The Metropolitan Council allocates federal funds through Regional Solicitation Grants. Funding priorities include RBTN priority corridors, multi-use trails, bicycle facilities, grade-separated crossings, filling network gaps, intersection/crossing treatments, sidewalks, streetscaping, ADA improvements, and Safe Routes to School infrastructure projects. • These grants are available on 2-year funding cycle, with the next solicitation for grant applications anticipated in early 2026. https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Applying-for-Regional-Solicitation-funds.aspx
Safe Routes To School (SRTS) Grants
• The city may apply for SRTS Planning Assistance through MnDOT to complete a District-wide plan or individual SRTS plans for those schools that don't have a SRTS Plan or have outdated plans. https://www.dot.state.mn.us/saferoutes/grants-funding.html
Other Grants
• Local Trail Connections (LTC): Administered through the MNDNR; funding prioritizes projects with significant connectivity, high expected use, and attractive integration of cultural and natural resources. https://www.dnr.state.mn.us/grants/recreation/trails_local.html • MN DNR Natural and Scenic Area Grants: Projects must align with the State Outdoor Recreation Plan (SCORP). This grant is typically available annually, with an application deadline in early spring. https://www.dnr.state.mn.us/grants/land/natural-scenic-app-cycle.html • MN DNR Outdoor Recreation Grants: Projects must align with the State Outdoor Recreation Plan (SCORP). Example projects include internal park trails and trail amenities. This grant is typically available annually, with an application deadline in early spring. https://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html

“
Riding a
Bicycle is the
closest you
can get to
Flying.”

- Robin Williams



ITEM:
MEETING DATE:
SECTION:

6.B.
July 16, 2025
Other Business

Description:

Review of Upcoming Schedule and Other Updates
Planning Commission - Wednesday, August 6, 2025 - 7:00 p.m.
Planning Commission - Wednesday, August 20, 2025 - 7:00 p.m.
City Council - Thursday, July 24, 2025 - 7:00 p.m.
City Council - Thursday, August 14, 2025 - 7:00 p.m.

Staff Contact:

Breanna Vincent, Department Assistant

Department / Division:

Community Development

Action Requested:

N/A

Summary:**Next Planning Commission Meetings:**

Wednesday, August 6, 2025 - 7:00 p.m.
Applications due by 9:00 a.m. on Wednesday, July 9, 2025.

Wednesday, August 20, 2025 - 7:00 p.m.
Applications due by 9:00 a.m. on Wednesday, July 23, 2025.

Next City Council Meetings:

Thursday, July 24, 2025 - 7:00 p.m.
Thursday, August 14, 2025 - 7:00 p.m.

Background:

N/A

Budget Impact:

N/A

Attachments:

None