



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

September 3, 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 commissioner or citizen requests to have any item separately considered. It will then be moved to the regular agenda for consideration.
 - A. Approve Minutes of August 6, 2025 Regular Meeting
4. Public Hearings
5. Land Use / Action Items
 - A. Valley Station Apartments - PC25-13BGZ
Consider Planned Development Amendments & Site Plan/Building Permit Authorization to allow construction of 144-unit apartment building.
LOCATION: 15584 Gaslight Drive
APPLICANT: Real Estate Equities
6. Other Business
 - A. Review of Upcoming Schedule and Other Updates
Planning Commission - Wednesday, September 17, 2025 - 7:00 p.m.
Planning Commission - Wednesday, October 1, 2025 - 7:00 p.m.
City Council - Thursday, September 11, 2025 - 7:00 p.m.
City Council - Thursday, September 25, 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.
September 3, 2025
Consent Agenda

Description: Approve Minutes of August 6, 2025 Regular Meeting	
Staff Contact: Breanna Vincent, Department Assistant	Department / Division: Community Development

Action Requested:

Approve minutes of the regular meeting of August 6, 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. 080625 PC MINUTES

CITY OF APPLE VALLEY
PLANNING COMMISSION MINUTES

August 6, 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, and Douglas Hlas

Member(s) Absent: Becky Sandahl, Jeff Prewitt

City Staff: Community Development Director Tim Benetti, 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

CD Director Benetti stated that there is an updated resolution to item 5. A. provided to commissioners.

MOTION: Commissioner Mahowald moved, seconded by Commissioner Hlas, approving the agenda. Roll call vote: Ayes - 5 – Nays – 0.

3. CONSENT ITEMS

A. Approval of Minutes of July 16, 2025

MOTION: Commissioner Scanlan moved, seconded by Commissioner Schindler approving the minutes of July 16, 2025. Roll call vote: Ayes - 5 – Nays – 0.

4. PUBLIC HEARING

A. Planned Development No. 1144 (PD-1144) Setback Amendment

Chair Kurtz opened the public hearing.

Associate Planner Stroeing provided a brief presentation.

Commissioner Hlas asked if the developer of the apartments will be constructing the walking path on the northern side and then the City will be maintaining it.

Associate Planner Stroeing stated that was correct.

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

MOTION: Commissioner Scanlan moved, seconded by Commissioner Schindler, to recommend approval of the draft ordinance amending Article 40, Planned Development No. 1144 of the City Code by revising the rear lot setback requirement for Zone 2. Roll call vote: Ayes – 5 – Nays – 0.

B. §155.320 (Cannabis Businesses, Hemp Businesses, and Temporary Cannabis Events) Text Amendment

Chair Kurtz opened the public hearing.

Associate Planner Stroeing provided a brief presentation.

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

MOTION: Commissioner Hlas moved, seconded by Commissioner Schindler, to recommend approval of the draft ordinance amending §155.320 (Cannabis Businesses, Hemp Businesses, and Temporary Cannabis Events) to address the procedure of measuring setback buffers for cannabis businesses. Roll call vote: Ayes – 5 – Nays – 0.

C. §155.397 (Variances) Text Amendment

Chair Kurtz opened the public hearing.

Associate Planner Stroeing provided a brief presentation.

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

MOTION: Commissioner Scanlan moved, seconded by Commissioner Hlas, to recommend approval of the draft ordinance amending §155.397 (Variances) requiring a public hearing for variance requests. Roll call vote: Ayes – 5 – Nays – 0.

5. LAND USE

A. Resolution Declaring City-Owned Lands (Central Village West site) as Surplus and In Conformance with 2040 Comprehensive Plan

MOTION: Commissioner Schindler moved, seconded by Commissioner Scanlan, to adjourn the meeting at 7:19 p.m. Roll call vote: Ayes – 5 – Nays – 0.

6. OTHER BUSINESS

A. Review of Upcoming Schedule and Other Updates

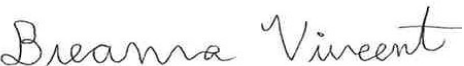
The next Planning Commission meeting is scheduled for Wednesday, August 20, 2025, 7:00 p.m. The next City Council meeting is Thursday, August 14, 2025 at 7:00 p.m.

7. ADJOURNMENT

Chair Kurtz asked for a motion to adjourn.

MOTION: Commissioner Schindler moved, seconded by Commissioner Scanlan, to adjourn the meeting at 7:19 p.m. Roll call vote: Ayes – 5 – Nays – 0.

Respectfully submitted,



Breanna Vincent, Planning Department Assistant

Approved by the Apple Valley Planning Commission
on 09/03/2025.

Jodi Kurtz, Chair



ITEM:
MEETING DATE:
SECTION:

5.A.
September 3, 2025
Land Use / Action Items

Description:

Valley Station Apartments - PC25-13BGZ
Consider Planned Development Amendments & Site Plan/Building Permit Authorization to allow construction of 144-unit apartment building.
LOCATION: 15584 Gaslight Drive
APPLICANT: Real Estate Equities

Staff Contact:

Terri Dill, City Planner

Department / Division:

Community Development

Action Requested:

Recommend approval of Zoning Text Amendments and Site Plan/Building Permit Authorization for Valley Station Apartments.

Summary:

The applicant, Real Estate Equities (REE), 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 144-unit affordable workforce housing 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/Cortland Apartments to the south, and Chasewood Family Townhomes to the east.

The site, often referred to as the Gaslight Site, was initially acquired by the Apple Valley Economic Development Authority (EDA) in 1997 and subsequently leased to the Minnesota Valley Transit Authority (MVTA) for use as a park and ride site. Due to improvements to the nearby transit station in 2020, which increased the capacity to 1,200 parking stalls and overall shifts in transit usage, MVTA and the Metropolitan Council agreed to release their interests in the site. In 2024, the EDA issued a request for proposal (RFP) to redevelop the subject site. Three development proposals were considered, and REE's workforce housing apartment development was chosen. A purchase agreement was subsequently executed for the proposed workforce housing apartment development.

The Planning Commission reviewed this item at its meeting on July 16, 2025. After receiving initial feedback, the developer has revised the plans based on comments received at the meeting. The number of apartment units has been reduced from 148 to 144 units; the building height has been lowered to four-stories at the northeast portion of the building to lessen the impact on the adjacent multi-family units; an indoor playground has been added to provide a year-round play area for

children; and additional parking has been added to the development.

Background:

The subject property is currently guided SIHD – Suburban Intensive High Density, which allows densities of 24 to 48 units per acre on sites exclusively for residential uses located adjacent to the transit station. With a reduction in apartment units, the proposed development now has a net density of 46.45 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 building containing 254,356 square feet. The building is situated with the main entrance facing east and will have 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, with the west driveway extending under the building, with three floors located above. The project will provide community amenities for its residents, including a clubroom, outdoor patio/grilling area, fitness center, bike storage, electric car chargers, dog run, and an indoor and outdoor playground. 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	35	\$1,406
2-Bedroom	72	\$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

On-Site Parking and Traffic Review

Revisions to the underground parking and surface lot enabled an increase in the total number of parking spaces from 240 to 258. Underground parking increased from 162 to 178 spaces, and surface parking increased from 77 to 80. The site now provides a parking ratio of 1.79 spaces per unit. There will be no additional charges for resident parking in this proposed development. Monthly fees for parking on multi-family projects can lead to parking issues when residents avoid the extra costs and find alternative parking, which often includes on-street or utilizing private retail sites.

Transportation Collaborative and Consultants LLC has completed a traffic and parking analysis. The main objective of the study was to quantify the existing traffic and parking conditions and evaluate potential impacts. Staff requested a detailed parking assessment to determine if the proposed parking spaces were sufficient. Using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition, the 85th percentile peak parking demand at peak average parking demand is expected to range from 202 to 235 spaces, with the average demand range from 144 to 160 spaces. In summary, the analysis of the parking supply is expected to accommodate the peak parking demand for the proposed development, and no parking impacts are expected on adjacent sites or roadways. Please note that two surface spaces were added after the analysis was completed.

The study also evaluated traffic volumes, transportation characteristics, crash history, and intersection capacity. A trip generation estimate was created using the ITE Trip Generation Manual, 11th Edition. The intersection capacity analysis indicated that the intersections and approaches are expected to continue to operate at Level of Service (LOS) B or better during peak hours with no significant operational issues created from the proposed development. An analysis of the 155th Street and Gaslight Drive intersection was completed, indicating that existing and future traffic volumes do not meet the criteria for a traffic signal or an all-way stop condition.

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, and to provide a safety barrier along the retaining walls. 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 to be 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 that 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, the developer will be required to make lighting improvements along 155th Street and Gaslight Drive to ensure safe pedestrian walkways are available during evening hours.

Architecture

The proposed building incorporates architectural features that are compatible with the surrounding area, providing visual relief through 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). The building colors feature a natural earth-tone palette of cream and white hues on the upper portion of the building to minimize height, and this color palette is complemented by contrasting darker bronze/gray tones. Final plans will need to include parapet walls to completely screen all rooftop units from public view.

Public Hearing Comments

The public hearing for this item was held on July 16, 2025. The Planning Commission and residents raised the following comments and questions, and staff responses are included below:

1. **How can you mitigate the change in the character of the area with a five-story building?** The developer has revised the architectural plans, reducing the building height from five stories to four stories at the northeast corner of the building to provide a smoother transition to the two-story townhomes to the east. The change reduces the number of units from 148 to 144 and the density from 47.74 to 46.45 units per acre.
2. **Is it possible to recess one of the stories?**
Yes, however, the developer indicated that in discussions with the architect, they did not feel this would provide a significant enough impact to reduce the appearance of the building height, so they did not pursue this option and opted to reduce the building to four stories at the northeast corner.
3. **Who will maintain the existing sidewalk and trees/shrubs along the east property line adjacent to Chasewood Family Townhomes?**
REE will maintain the infrastructure and landscaping located on its property. Maintenance of the existing sidewalk and plantings located along the east property line within the Chasewood Family Townhomes development is the responsibility of Dakota County CDA. With the discontinuation of the park and ride site, the landscaping along the common lot line has become overgrown. The proposed landscape plan will include new plantings and a six-foot privacy fence for screening.
4. **What is the typical number of residents per unit?**
REE has indicated that they tend to see 1.2 to 1.3 residents per bedroom. They also stated that it is common for a one-bedroom unit to have two occupants, which drives the ratio up

and would equate approximately 2.4 to 2.6 residents per unit.

5. Will there be enough guest parking?

The traffic and parking review includes a detailed analysis of the on-site parking supply by a traffic engineer using ITE standards. The study's results indicate that the proposed parking supply can accommodate the proposed use.

6. What are the typical parking ratios per unit in the Twin Cities for two and three-bedroom units?

The traffic and parking analysis provides parking ratios for multi-family apartment developments owned and operated by REE, with the bedroom units included in the comparisons. The study includes additional parking ratios for comparison purposes on the back page.

7. Will residents park in the cul-de-sac to the southeast?

Staff do not believe parking will occur in the cul-de-sac because the proposed fence, landscaping, and grade change do not make it an easy walk to the apartments for residents.

8. Can fire trucks maneuver within the site?

Yes, the developer has provided the required turning movement exhibits, which demonstrate that it will meet the turning radius.

9. Will a traffic signal be required?

No, the preliminary traffic signal and all-way stop warrant analysis indicated that the intersection is not even close to meeting the criteria.

10. What are the estimated traffic volumes with the apartments and vehicles using the adjacent transit facilities?

The estimated traffic volumes have been included in the traffic and parking review analysis.

11. How many residents will only use transit and will not have a vehicle?

This data is hard to quantify, but the developer stated that about 20% of adult residents living at REE properties do not have a car, and it was noted that the other REE sites are not located near a transit station, making it more likely that residents will not need to rely on a personal vehicle.

12. What is the height of The Legends apartments compared to the proposed apartment building?

Valley Station Apartments is 57 feet tall, and the Legends apartment building ranges in height from 52 to almost 72 feet, due to the grade and pitched roof. The developer has provided an exhibit that provides a side-by-side comparison.

13. Request for a formal lighting plan with emphasis along the east property line. Will light affect adjacent housing – will light shine in adjacent homes?

A photometric plan was submitted showing estimated light levels ranging from 0.01 to 0.03 footcandles at the property line, which will not create a disturbance. Site and building lighting on the site must all consist of downcast, cut-off light fixtures or wall packers with deflector shields.

14. How does the proposed density compare to the developments to the east and south?

Chasewood Rental Townhomes net density is 10.9 units per acre, and Orchard Square/Cortland Apartments has a net density of 22.8 units per acre.

15. How does the green space and playground size compare to the developments to the east? Is there a way to measure what size playground or dog run is needed for the size of the proposed apartment project?

Dakota County's CDA owns and manages the adjacent multi-family developments, and Chasewood Rental Townhomes includes a 6,480 square foot outdoor play/gathering area.

The Orchard Square/Cortland senior apartments include a walkway and open area along the north portion of the property. Unfortunately, there are no standards used for sizing playgrounds or dog runs in private apartment projects, but the developer has provided comparisons.

16. **What is the impact on the utilities – electric, water, and sewer?**

The existing electric, water, and sewer utilities have been sized appropriately, and there would be no negative impacts. The sanitary sewer main currently bisects the site; it has been further studied, and it is proposed to be reconstructed by the developer to ensure its long-term functionality.

17. **Height will block views of adjacent homes – will apartment residents be able to look into the Cedar Point townhome windows?**

The height of the proposed apartments will exceed that of the Cedar Point townhomes, which are two-story structures. Although they are located more than 200 feet away, it may be possible to look into a window if there are no window coverings in place.

18. **Could a mistake have been made for this site in the 2040 Comprehensive Plan?**

The 2040 Comprehensive Plan designated this area as SIHD, and the Land Use Chapter (pages 4-24 to 4-25) includes details that SIHD was located on sites adjacent to transit services. The section also provides use type examples and lists multi-story apartments, condominiums, and cooperative complexes. The section also notes that the SIHD designation did not increase the existing densities of the parcels and pointed out that the City had already approved the densities. The subject site was designated for mixed-use in the 2030 Comprehensive Plan, which includes high-density housing.

19. **Will the greenway area on the Cortland apartments be affected? Who owns and maintains this area?**

No, this area will not be affected. It is owned and maintained by Dakota County CDA.

20. **Will there be a buffer to the south and east?**

Yes, landscape plantings will provide a buffer.

21. **Will there be a sidewalk connection to the east or south?**

No, there will not be sidewalks to the east or south.

22. **Concerns with crime and safety**

Input was sought from Chief Francis regarding calls for service at the existing affordable housing developments. Details on calls for service for a one-year period at the three existing affordable townhome developments are provided in Exhibit B. Chief Francis stated that, in general, as population density increases, it creates additional demand for public safety (Police, Fire, and EMS). Valley Station Apartments would be the first affordable workforce apartment project in our City, and generally, apartment developments generate additional calls due to shared walls and the closeness of residents. Chief Francis noted that Apple Valley is the most densely populated city in Dakota County, after West St. Paul and South St. Paul, and it stands to reason that higher-density housing will result in an increase in city services related to public safety, and added, not that it's a bad thing, it's just the reality.

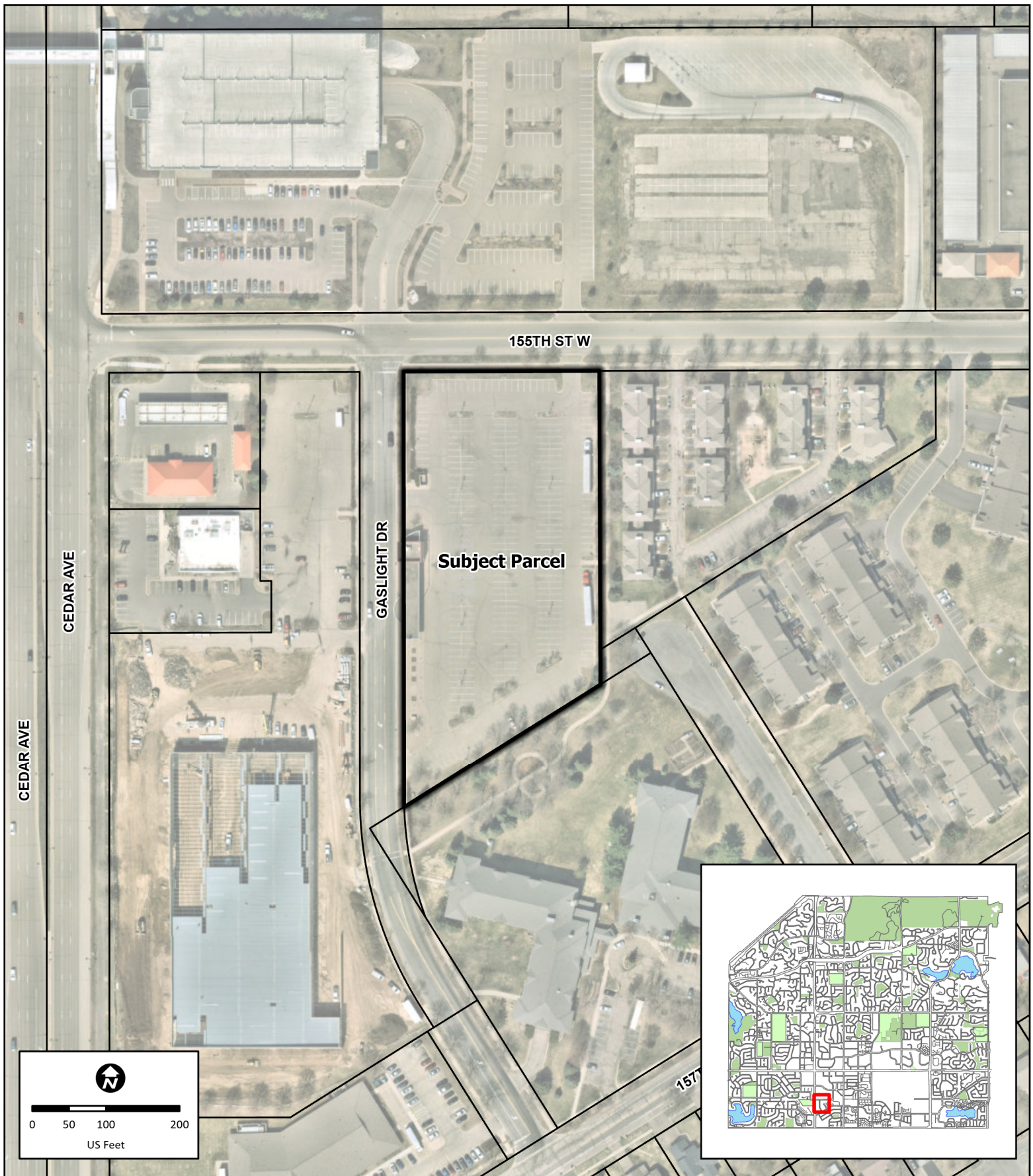
Budget Impact:

Park dedication will be required as part of the development agreement and is determined based on the parkland demand created by the use. The amount of parkland required for each resident is based on the need to achieve the park services standard, which the City has set through its historic

parkland development. The City standard is 0.00955 acres of parkland area needed for each 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 for 144 multi-family units, as per the 2025 Fee Schedule, equate to a park dedication of \$574,834.

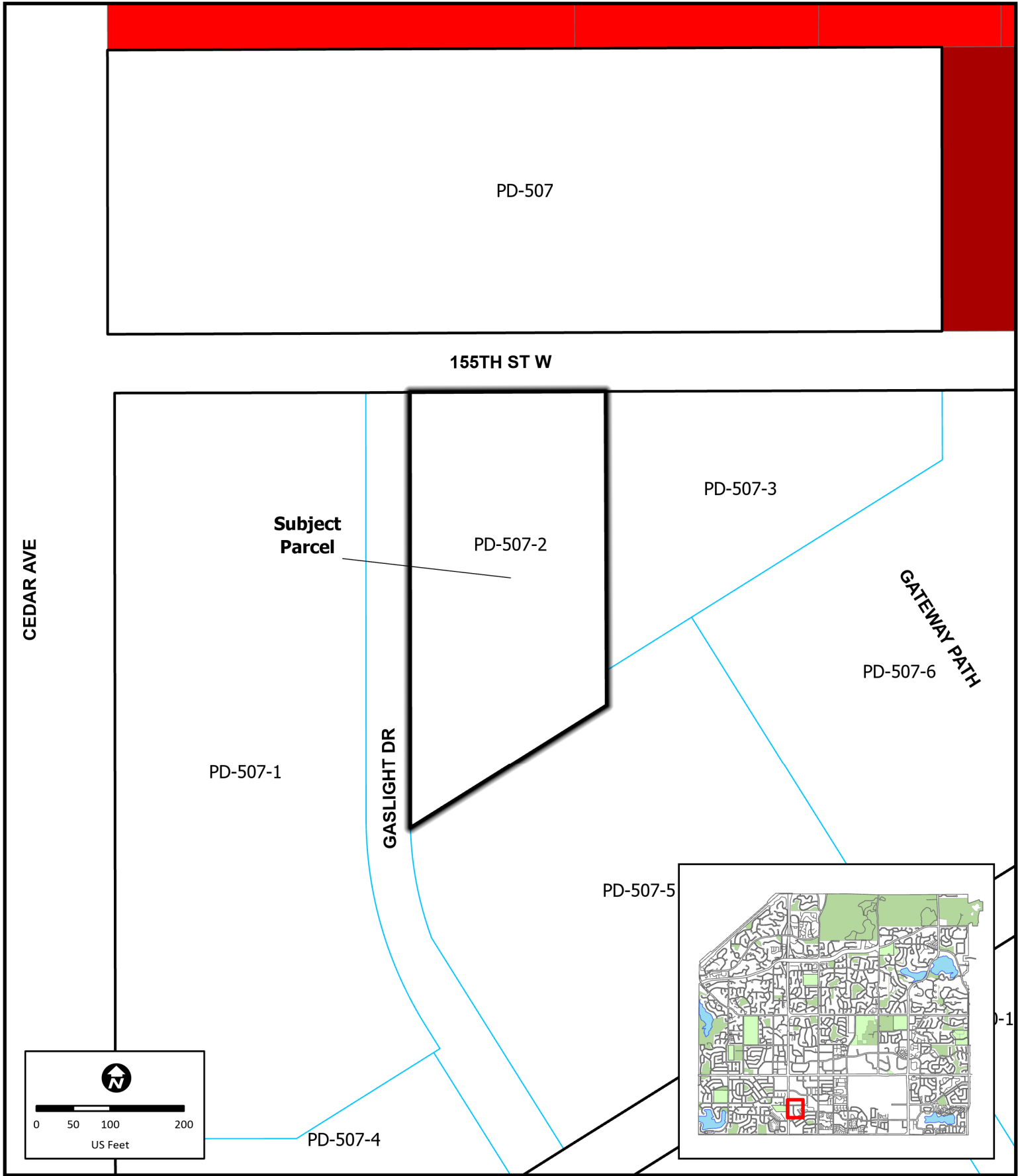
Attachments:

1. Site Location
2. Zoning Map
3. Ordinance
4. Resolution - Issuance Building Permit
5. Exhibit A Playground and Dog Run Comparisons
6. Exhibit B Calls for Public Service
7. Valley Station Apartments - Engineering Review
8. Valley Station Apartments - Inspections Review
9. Height Comparison to Legends
10. Valley Station Apartments Civil Plans
11. Valley Station Apartments Architectural
12. Valley Station Apartments Photometric Plan
13. Valley Station Apartments Traffic and Parking Analysis



VALLEY STATION APARTMENTS - 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 144-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

PLAY AREA ANALYSIS

	Playground Area	Units	SF/Unit
Valley Station Apartments	1,364	144	9.47
Landing at Amber Fields	860	160	5.38
Arbor Court	1,932	114	16.95
Spring House	861	168	5.13
Aster House	477	204	2.34

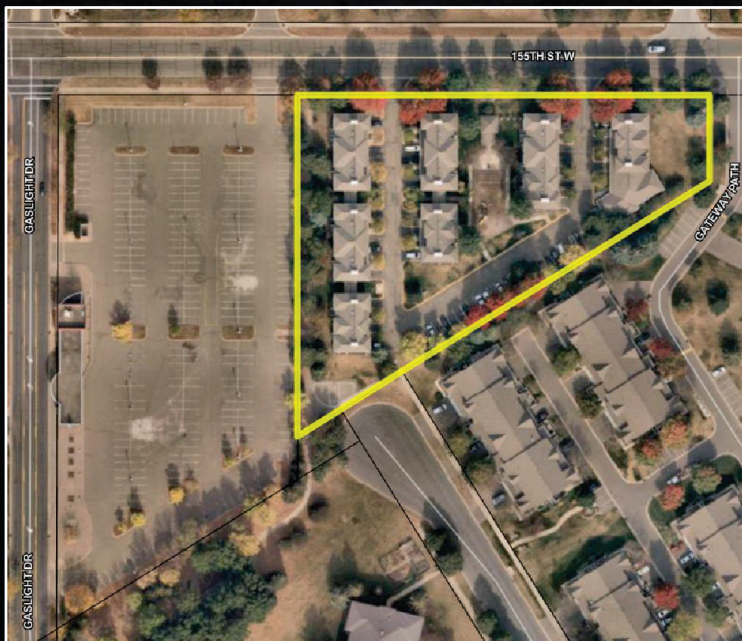
Dog Run Analysis

	Dog Run Area	Units	SF/Unit
Valley Station Apartments	1,189	144	8.26
Landing at Amber Fields	1,082	160	6.76
Arbor Court	1,440	114	12.63
Spring House	1,488	168	8.86
Aster House	3,035	204	14.88

Chasewood Townhomes Calls for Service: 7/28/24-7/28/25

27 Units

EXHIBIT B



Total CFS

911 Hangup	8
Accident /Injuries	4
Accident/No injury	4
Motorist Assist	1
Paper Service/Civil	3
Premise Check	2
Road and Driving Comp	2
Suspicious Activity	2
Threats/Stalking	2
Traffic Stop	13
Welfare Check	6
Grand Total	47

Top 5 CFS

Traffic Stop	13
911 Hangup	8
Welfare Check	6
Accident/Injuries	4
Accident/No injury	4

Quarry View Townhomes Calls for Service: 7/28/24-7/28/25

45 Units



Total CFS

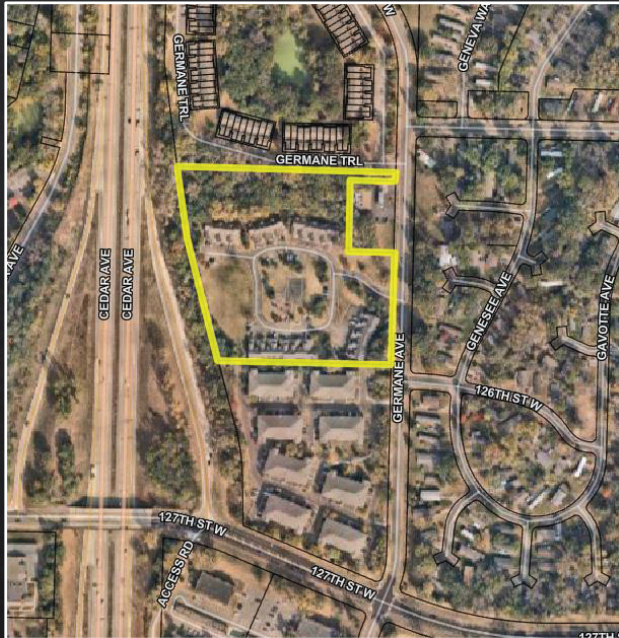
911 Hangup	16
Admin	
Background/Permits	1
Animal Calls	3
Assault RPT	1
Assist Other Juris	1
Civil Assist	4
Crisis Mental Health	3
Disturbance/Disorderly	8
Harassment	3
Juvenile Complaint	1
Medical	4
Missing Person/Runaway	2
Premise Check	2
Suspicious Activity	3
Theft RPT	2
Grand Total	54

Top 5 CFS

911 Hangup	16
Disturbance/Disorderly	8
Civil Assist	4
Medical	4
Suspicious Activity	3
Animal Calls	3
Crisis Mental Health	3
Harassment	3

Glenbrook Townhomes Calls for Service: 7/28/24-7/28/25

39 Units



Total CFS

911 Hangup	15
Animal Calls	1
Assault In Progress	6
Assault RPT	2
Civil Assist	5
Crisis Mental Health	6
Disturbance/Disorderly	9
Domestic/Disputes in Progress	3
Fire Alarm	3
Fire Related Call	2
Follow up	5
Juvenile Complaint	4
Medical/Priority	15
Paper Service/Civil	10
Premise Check	4
Suspicious Activity	6
Theft RPT	1
Tow Repo/Private	4
Utility Callout	2
Vandalism/Property Damage	3
Welfare Check	3
Grand Total	109

Top 5 CFS

911 Hangup	15
Medical/Priority	15
Paper Service/Civil	10
Disturbance/Disorderly	9
Suspicious Activity	6
Crisis Mental Health	6
Assault In Progress	6



MEMORANDUM

DATE: August 29, 2025
TO: Terri Dill, City Planner
FROM: Evan Acosta, Assistant City Engineer
SUBJECT: Valley Station Apartments Site Plan Review per plans dated 08/7/2025

Terri,

The following are comments regarding the Valley Station Apartments preliminary site plans dated August 7, 2025 (and updated 8/28/25). 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

Traffic

14. The applicant has provided a traffic memorandum (included in Planner's Staff Report) that was reviewed by engineering. Neither traffic signal warrants nor "all way stop" warrants are being met for Gaslight Dr/155th St W.
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.

Site

16. Final Site Plan subject to City Engineer Approval.
17. 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)
18. Provide a sight line exhibit with dimensions.
19. Pavement section for public roadways shall match existing roadways and be shown on the plans.
20. Provide detail on snow storage.
21. Show the location of manholes and gate valves and hydrants on the site plan.
22. 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.
23. 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
24. Driveway Apron shall be per City of Apple Valley standard detail plate STR-5.
25. 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.
26. Show locations of proposed lighting fixtures for parking lots and site.
27. Site plan should show site line triangles at access entrances as well as on the landscape plan
28. Drainage and utility easements should be shown on Plans.

Grading & Drainage Plan

29. 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.
-



MEMORANDUM

However, a letter from the property owner to the north (Health Partners Clinic) is required to grade on their property.

30. Final Storm Water Pollution Prevention Plan (SWPPP) shall be included with plans and shall be reviewed and approved by City Engineer.
31. Final Grading Plans shall be reviewed and approved by City Engineer.
32. Provide the overall site composite Curve Number (CN) along with the impervious % on the area tabulation.
33. Label the EOF's on the grading plan.
34. Provide elevations for top & bottom of all retaining walls.
35. Maximum driveway grades are 10% and should incorporate a landing taper for driver sight line.

Storm Sewer

36. Final locations and sizes of Storm Sewer shall be reviewed with the final construction plans and approved by City Engineer.
37. 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.
38. 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.
39. 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

40. Final locations and sizes of Water main shall be reviewed with the final construction plans and approved by City Engineer.
 41. The sanitary sewer main on the property will be reconstructed with City created plans and specifications per the executed Design Agreement.
 42. 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.
 43. Provide gate valves on all water lines going into the buildings including fire suppression lines in accordance with City Detail plate SER-6.
 44. Remove unused sanitary and water services to the main and indicate on plans.
 45. All watermain shall be a min depth of 8.0'.
 46. Identify Irrigation service location(s) if applicable per SER-4.
 47. Provide additional drawing showing required hydrant coverage for site.
-



MEMORANDUM

Landscape and Natural Resources

48. 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% of any species. Current plant schedule does not meet the diversity rule. Please diversify plant schedule to meet requirements.
 49. 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.
 50. 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.
-



① North Elevation SD - Valley Station Apartments
1" = 20'-0"



② North - East Wing Elevation - Legends of Apple Valley Apartments
1" = 20'-0"

14. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR ANY REPAIRS TO THE IRRIGATION SYSTEM THAT IS AFFECTED DURING CONSTRUCTION.

 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

GCSD files prepared by the Consultant for this project are instruments of the Consultant professional services for use in connection with this project. These GCSD files shall not be used for any other project, for additions to this project, or for completion of this project by others without express approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the GCSD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these GCSD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

[illegible]

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

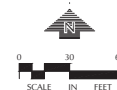
License No.	P2 Death - PE	4993
Date		
QUALITY CONTROL		
Loucks Project No.		24514
Project Lead		PJE
Drawn By		DDI
Checked By		PJE
Review Date		08/28/25

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 DETAIL
C8-2	CIVIL DETAIL
L1-1	LANDSCAPE
L1-2	LANDSCAPE DETAIL



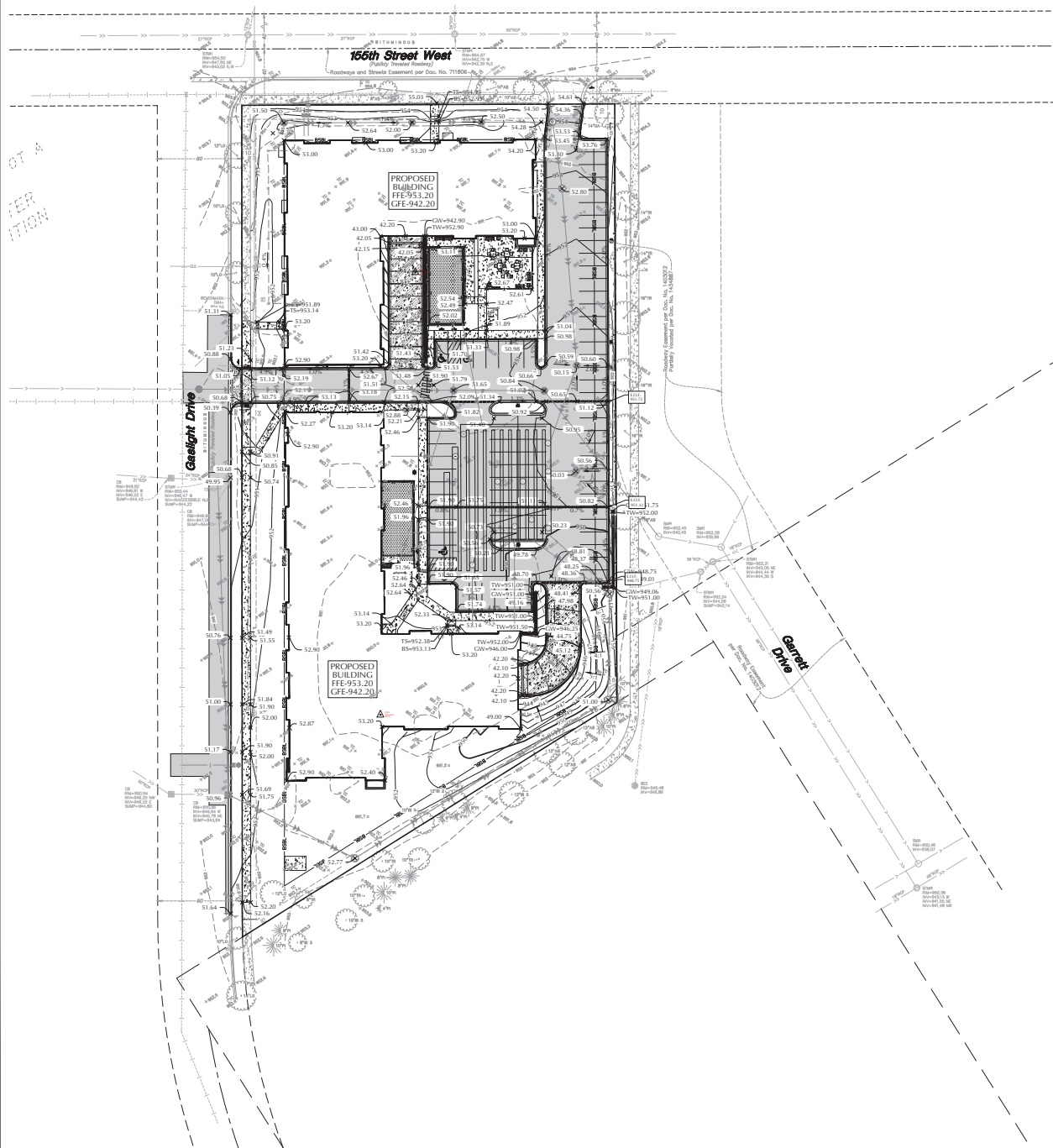
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GEORGE 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.



C1-1

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AREA NOTES	
EXISTING	
TOTAL AREA = 135,009 SQ.FT. OR 3.099 AC.	
IMPERVIOUS SURFACE AREA = 118,443 SQ.FT. OR 2.719 AC. = 87.7%	
PERVIOUS SURFACE AREA = 16,566 SQ.FT. OR 0.380 AC. = 12.3%	
OVERALL CURVE NUMBER = 33	
PROPOSED	
TOTAL AREA = 135,009 SQ.FT. OR 3.077 AC.	
IMPERVIOUS SURFACE AREA = 89,799 SQ.FT. OR 2.027 AC. = 66.5%	
PERVIOUS SURFACE AREA = 45,210 SQ.FT. OR 1.050 AC. = 33.5%	
OVERALL CURVE NUMBER = 30	

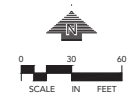
LEGEND	
EXISTING	PROPOSED

GRADING, DRAINAGE & EROSION CONTROL NOTES

- SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTERFLOW 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 3%.
- AT TURNING POINTS ALONG THE ACCESSIBLE ROUTE THE PAVEMENT SHALL NOT EXCEED 2% IN ANY DIRECTION FOR AN AREA 6' IN DIAMETER.
- ALL PUBLIC SIDEWALKS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT EXCEEDING 2% AND A RUNNING SLOPE NOT EXCEEDING 3%.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SLUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SLUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SLUMPED ELEVATIONS.
- REFER TO GEOTECHNICAL EVALUATION REPORT FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
 - USE OF ON-SITE SOILS
 - CRACK/SEALANT 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 AREAS SHALL BE ACCOMPANIED BY REMEDIATING EQUIPMENT TO PREVENT COMPACTION OF THE UNDERLYING SOILS. SMALL TRACKED DOZERS AND ROBOCATS WITH RUNNER TRACKS ARE RECOMMENDED. NO WHEELED MACHINES SHALL BE USED.
- SOIL BENEATH THE INFILTRATION AREAS SHALL BE RIPPED WITH A TOOTHED BUCKET TO REMOVE SOIL INTERFACE PRIOR TO BACKFILL.
- A FLOOD TEST OR DOUBLE RING INFILTRATION 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 WATERSEID 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 SEEDING/GRASS. THESE AREAS SHALL BE WATERMAIN 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) "TOP" EQUALS SURFACE GRADE AT WALL GRADE TRANSITION, AND "BS" 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 SWEEP WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT 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 GOING WITH THE OWNER SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM GOVERNING AUTHORITIES, INCLUDING ANY CITY PERMITS AND THE NEPDES PERMIT.
- INSTALL EROSION CONTROL AND TREE PROTECTION MEASURES BEFORE BEGINNING SITE GRADING ACTIVITIES. SOME EROSION CONTROLS SUCH AS SLOPE CHECKS AND TEMPORARY SLOPE PILES MAY BE INSTALLED AS GRADING OCCURS IN SPECIFIC AREAS. MAINTAIN EROSION CONTROLS THROUGHOUT THE GRADING PROCESS AND REMOVE WHEN THEY HAVE BEEN ESTABLISHED.
- PER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM IMPEDIERS REQUIREMENTS, THE WASHOUT AND CLEANOUT OF STEELCO, PAINT, CONCRETE, FORM RELEASE OIL, CURING COMPOUND, AND OTHER CONTAMINATED MATERIALS SHALL BE PROPERLY CONTAINED AND DISPOSED OF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND USING APPROVED METHODS OF CONTAMINANT SUCH AS PRE-FABRICATED WASHOUT CONTAINERS, CONCRETE WASHOUT TOTE, READY MIX TILDS 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.

Gopher State One Call
TOLL FREE 1-800-4-A-ONECALL
TOLL FREE 1-800-424-1166

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN LOCATING THEIR UTILITIES AND SHALL BE RESPONSIBLE FOR THE SAME.
THE CONTRACTOR SHALL CONTACT Gopher State One Call AT 614-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND UTILITIES. CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DRILLING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AND REPORT TO THE OWNER.



**APPLE VALLEY
GASLIGHT
APARTMENTS**
APPLE VALLEY, MN

REAL ESTATE
EQUITIES

379 Sally Avenue
St. Paul, MN 55102

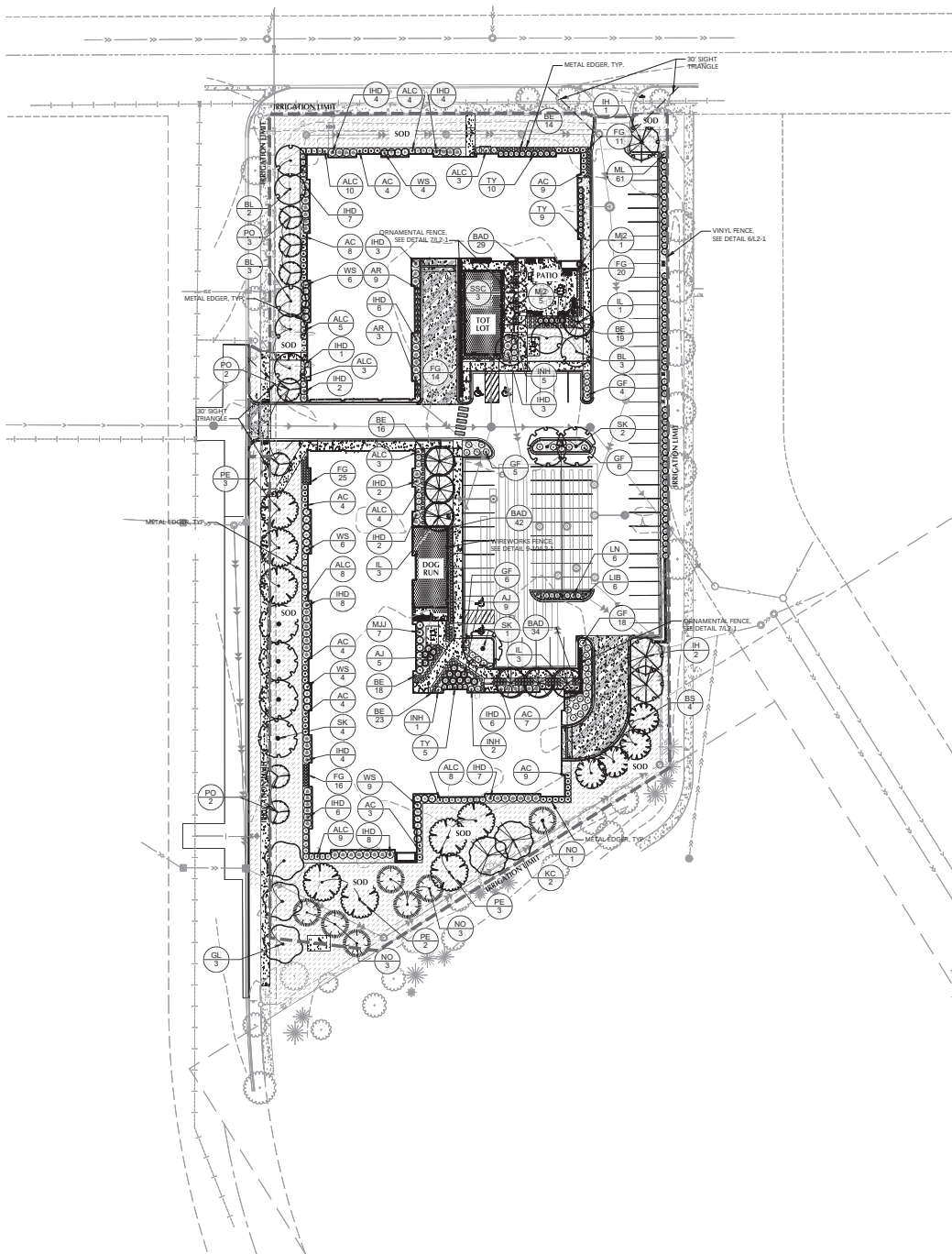
LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Hamlet Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION	
PROJECT NO.	25171
PROJECT NAME	APPLE VALLEY GASLIGHT APARTMENTS
PROJECT LOCATION	APPLE VALLEY, MN
PROJECT DATE	08/28/2025
PROJECT STATUS	IN PROGRESS

SUBMITTAL REVISIONS	
NOV/1/25	CHECK SET
NOV/1/25	CITY SUBMITTAL
NOV/1/25	CITY RE-SUBMITTAL
NOV/1/25	CITY RE-SUBMITTAL

PROFESSIONAL SIGNATURE	
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QUALITY CONTROL	
_____ Date	_____ Date
SHEET INDEX	
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C-2	GRADING PLAN
C-3	STORM SEWER
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C-6	STORM SEWER
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C-98	STORM SEWER
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C-100	STORM SEWER

**GRADING
PLAN
C3-1**



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, LAWS 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, TRAIL, 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 / SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ADJUTING 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 38 TREES @ \$700	\$26,600
CONIFEROUS TREES (11 TREES X \$600)	\$6,600
ORNAMENTAL TREES (10 TREES X \$500)	\$5,000
SHRUBS - 139 X \$70	\$23,730
EVERGREEN SHRUBS - 52 X \$100	\$5,200
PERENNIALS 196 X \$40	\$7,840
GRASSES 174 X \$40	\$6,960
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, RIP RUBBER, PLAYGROUND)	\$50,000
FENCING	\$80,000
LANDSCAPE EDGING	\$15,000
LANDSCAPE ROCK	\$5,000
LANDSCAPE HANDWOOD MULCH	\$3,000
BIKE RACKS	\$6,000
MISCELLANEOUS IMPROVEMENTS (ADDITIONAL SITE FURNISHINGS, PERGOLA STRUCTURE, PLAYGROUND SHADE STRUCTURE)	\$134,070
TOTAL	\$480,000

PLANT SCHEDULE

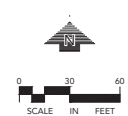
CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE
DECIDUOUS TREES					
GL 1	3	GLEDTISIA TRIACANTHOS 'IMPERIAL'	IMPERIAL HONEYLOCUST	2.5" CAL	8.5B
SK 7	7	GLEDTISIA TRIACANTHOS 'SKYCOLE'	SKYLINE HONEYLOCUST	2.5" CAL	8.5B
KC 2	2	GYMNOCALOUS DIOICA	KENTUCKY COFFEETREE	2.5" CAL	8.5B
PO 7	7	PRUNUS CERASIFERA 'OAKVILLE CRIMSON SPIRE'	OAKVILLE CRIMSON SPIRE PURPLE PLUM	2.5" CAL	8.5B
BL 8	8	TYLIA AMERICANA 'BOULEVARD'	BOULEVARD LINDEN	2.5" CAL	8.5B
GL 3	3	TYLIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	2.5" CAL	8.5B
PE 8	8	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	2.5" CAL	8.5B
	38	SUBTOTAL			
EVERGREEN TREES					
BS 4	4	PICEA GLAUCA 'DENSATA'	BLACK HILLS SPRUCE	6" HEIGHT	8.5B
NO 7	7	PRUNUS RESINOSA	NORWAY PINE	5" HEIGHT	8.5B
	11	SUBTOTAL			
ORNAMENTAL TREES					
SSC 3	3	MALUS X 'SPRING SNOW'	SPRING SNOW CRABAPPLE	1.5" CAL	8.5B
IL 7	7	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	1.5" CAL	8.5B
	10	SUBTOTAL			
SHRUBS					
AC 12	12	ARONIA MELANOCARPA 'MAJIC CARPET'	AUTUMN MAGIC CHOKERBERRY	1 GAL	CONY
IHD 73	73	CORNUS ALBA 'BACCHALO' TM	IVORY BALZ DOORWOOD	1 GAL	CONY
INH 8	8	HYDRANGEA ARBORESCENS 'INCREDIBLE'	INCREDIBLE HYDRANGEA	1 GAL	CONY
LN 8	8	PHYSCOCARPUS OPULENSIS 'LITTLE DEVIL' TM	LITTLE DEVIL NINEBARK	1 GAL	CONY
GF 38	38	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	1 GAL	CONY
ALC 57	57	RIBES ALPINUM	ALPINE CURRANT	1 GAL	CONY
WS 28	28	SYMPHORICARPOS ALBUS	WHITE SNOWBERRY	1 GAL	CONY
ML 61	61	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	1 GAL	CONY
	325	SUBTOTAL			
PERENNIALS					
IHD 105	105	HEMEROCALLIS X. BAJA	BAJA DAYLILY	1 GAL	CONY
BE 40	40	RUBROCKIA FLUGIDA 'GOLDSTRUM'	BLACK EYED SUSAN	1 GAL	CONY
	195	SUBTOTAL			
CONIFEROUS SHRUBS					
MJ 9	9	JUNIPERUS CHINENSIS 'MONLEIP'	MINI JULEP JUNIPER	1 GAL	CONY
AJ 14	14	JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA'	ANDROMEDA COMPACT JUNIPER	1 GAL	CONY
M2 6	6	JUNIPERUS SCOPULORUM 'MEDORA'	MEDORA JUNIPER	15 GAL	4 HOT
TY 24	24	TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	1 GAL	CONY
	51	SUBTOTAL			
GRASSES					
AR 12	12	ANDROPOGON GERARDI 'RED OCTOBER'	RED OCTOBER BIG BLUESTEM	1 GAL	CONY
FG 86	86	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL	CONY
LB 6	6	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	1 GAL	CONY
	104	SUBTOTAL			
SYMBOL CODE BOTANICAL NAME COMMON NAME CONT. SIZE					
GROUND COVERS					
SM 1	1	CRUSHED GRAY ROCK 1/4" MINUS 3" DEPTH	STONE MULCH	NONE	
Hwm		HARDWOOD MULCH - 3" DEPTH OVER GEOTEXTILE FABRIC	HARDWOOD MULCH	NONE	
SOD			TURF SOD	SOD	



WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN ADVANCE.

THE CONTRACTOR SHALL CONTACT Gopher State One Call AT 888-684-6800 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRING, 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.



APPLE VALLEY GASLIGHT APARTMENTS

APPLE VALLEY, MN

REAL ESTATE EQUITIES

177 Sully Avenue
St. Paul, MN 55102

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hamlet Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucks.com

CADD QUALIFICATION

DATE: 06/11/2025 CHECK SET: 06/11/2025
DRAWN BY: CITY OF SUBMITTAL
CHECKED BY: CITY OF SUBMITTAL
DATE: 06/11/2025

SUBMITTAL REVISIONS

DATE: 06/11/2025 CHECK SET: 06/11/2025
DRAWN BY: CITY OF SUBMITTAL
CHECKED BY: CITY OF SUBMITTAL
DATE: 06/11/2025

PROFESSIONAL SIGNATURE

I hereby certify that the plan, specification, report and other documents submitted herewith are true and correct to the best of my knowledge and belief.

Signature: [Signature]
Date: 06/11/2025

License No.: 45991

Project No.: 24014A

Project Lead: PJD

Drawn By: DCL

Checked By: DCL

Review Date: 06/11/2025

SHEET INDEX

CL-1 DEMOLITION PLAN
CL-2 SITE PLAN
CL-3 GRADING PLAN
CL-4 CONCRETE PAVING PLAN
CL-5 STORM SEWER PLAN
CL-6 SANITARY SEWER PLAN
CL-7 LANDSCAPE PLAN
CL-8 LANDSCAPE DETAILS

LANDSCAPE PLAN

L1-1

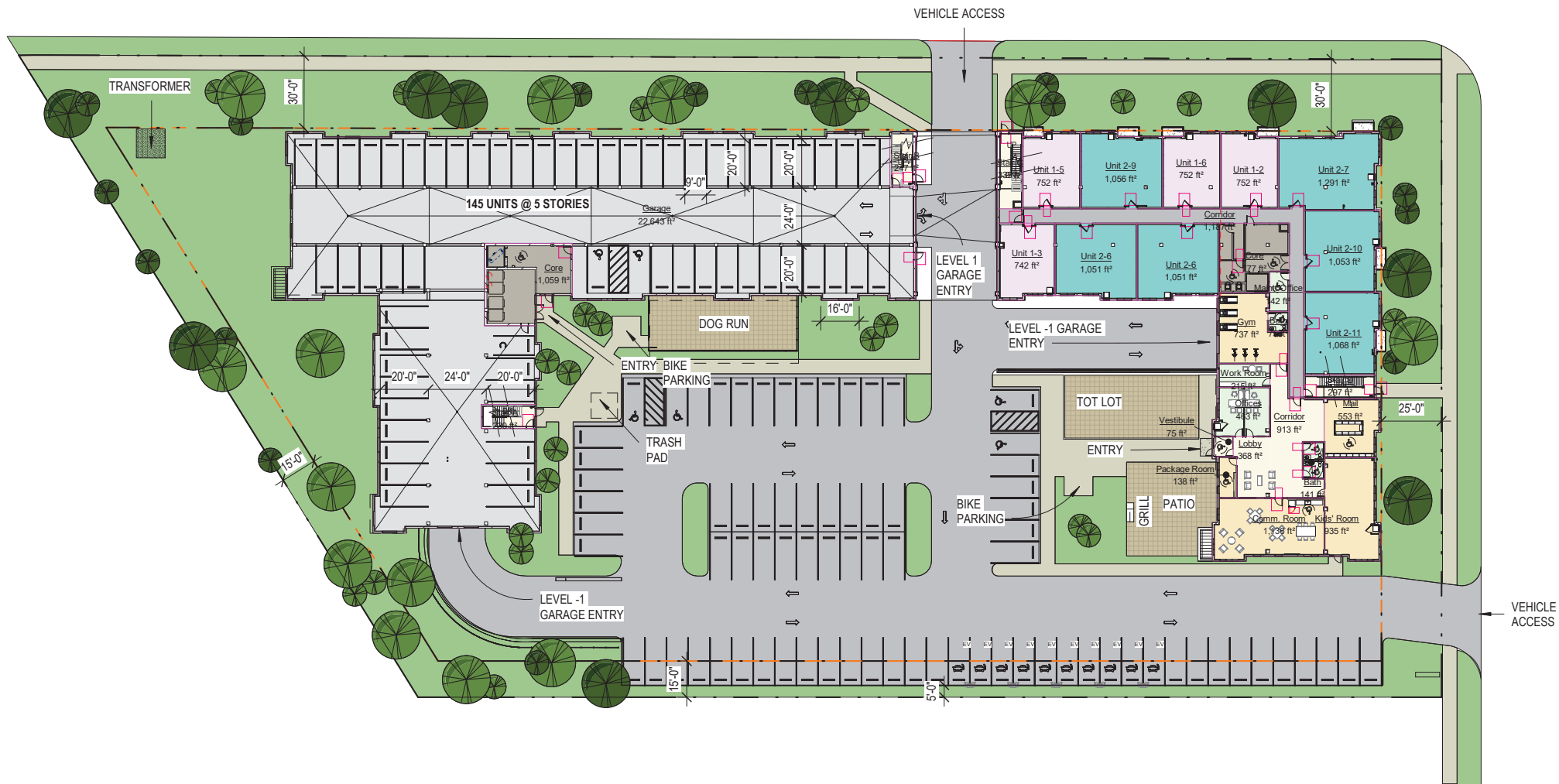
Valley Station Apartments

15584 Gaslight Dr Apple Valley, MN 55124

08/07/2025

#24155





① Level 1
1" = 40'-0"





TOTAL FACADE SF: 9,978 SF
 PROPOSED MATERIALS:
 ACMV: 2,354 SF (24%)
 CMU: 1,406 SF (12%)
 GLAZING: 2,415 SF (24%)
 LAP SIDING: 3,751 SF (38%)

① North Elevation SD
 1" = 30'-0"

TOTAL FACADE SF: 25,549 SF
 PROPOSED MATERIALS:
 ACMV 6,332 SF (25%)
 CMU: 4,347 SF (17%)
 GLAZING: 5,713 SF (22%)
 LAP SIDING: 9,218 SF (36%)



② East Elevation SD
 1" = 30'-0"



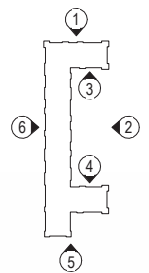
TOTAL FACADE SF: 6,500 SF
 PROPOSED MATERIALS:
 ACMV: 1,150 SF (18%)
 CMU: 1,119 SF (17%)
 GLAZING: 1,569 SF (24%)
 LAP SIDING: 2,301 SF (35%)

③ South Elevation 2 SD
 1" = 30'-0"



TOTAL FACADE SF: 5,514 SF
 PROPOSED MATERIALS:
 ACMV: 1,100 SF (20%)
 CMU: 938 SF (17%)
 GLAZING: 1,204 SF (22%)
 LAP SIDING: 2,064 SF (37%)

④ North Elevation 2 SD
 1" = 30'-0"



KEYPLAN



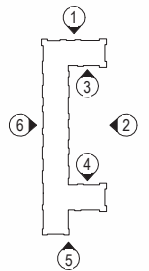
TOTAL FACADE SF: 9,337 SF
 PROPOSED MATERIALS:
 ACMV: 2,014 SF (22%)
 CMU: 1,554 SF (17%)
 GLAZING: 1,985 SF (21%)
 LAP SIDING: 3,504 SF (37%)

⑤ South Elevation SD
 1" = 30'-0"



Area: 36 sf

⑦ Building Signage
 1/4" = 1'-0"



KEYPLAN



⑥ West Elevation SD
 1" = 30'-0"

TOTAL FACADE SF: 24,831 SF
 PROPOSED MATERIALS:
 ACMV: 5,946 SF (24%)
 CMU: 3,591 SF (15%)
 GLAZING: 5,704 SF (22%)
 LAP SIDING: 8,890 SF (35%)

EXTERIOR MATERIALS

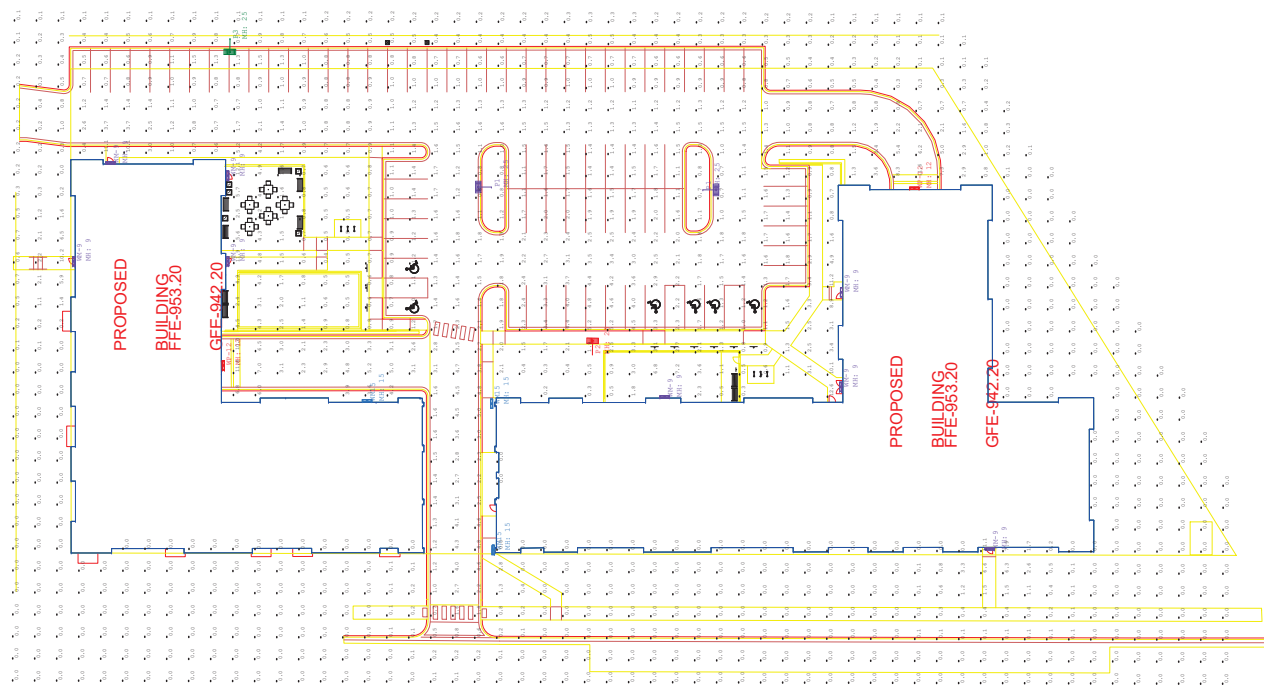
Material Mark	Description	Image	Area	Percentage
4.1	Splitface - CMU - Glacial White		15,971 ft²	20%
4.2	Stone Veneer - Cultured Stone - Hewn Stone - Foundation		23,570 ft²	30%
7.1	07-Siding-JamesHardie-AlternatingLap-4/4/8-Smooth-ArcticWhite		14,056 ft²	18%
7.2	07-Siding-JamesHardie-AlternatingLap-4/4/8-Smooth-NightGray		23,801 ft²	30%
8.0	Vinyl Window		2,407 ft² 79,805 ft²	3%











Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF	Description	Luminaire Watts	Total Watts	Tag
	2	P1	Single	0.900	LS1 VALS-18L-50-40K7	111	222	25FT MH
	1	P2	Single	0.900	LS1 VALS-18L-3M-40K7	111	111	25FT MH
	1	P3	Single	0.900	LS1- VALS-12L-3M-40K7-1S	74	74	25FT MH
	8	NM-9	Single	0.900	LS1 XNM-FT-LED-06L-40-70CRI	47	376	9FT MH
	3	NM15	Single	0.900	LS1 XNM-3-LED-08L-40-70CRI	64	192	15FT MH
	2	WP-17	Single	0.900	LS1 XNM-FT-LED-12L-40-70CRI	77	154	12FT MH

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	1.01	12.6	0.0	N.A.	N.A.
Parking and Drives	Illuminance	Fc	1.85	11.8	0.5	3.70	23.60

These drawings are for conceptual use only and are not intended for construction. Fixture runs and quantities should be verified prior to order. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

[illegible]

Drawn By: Kathy Frey
Checked By:
Date: 7/18/2025
Sales Agent: Carianne Maki

Valley Station Apts

Apple Valley MN

To: Blaine Barker, Senior Development Associate
Real Estate Equities

From: Matt Pacyna, PE, Principal
Transportation Collaborative & Consultants, LLC

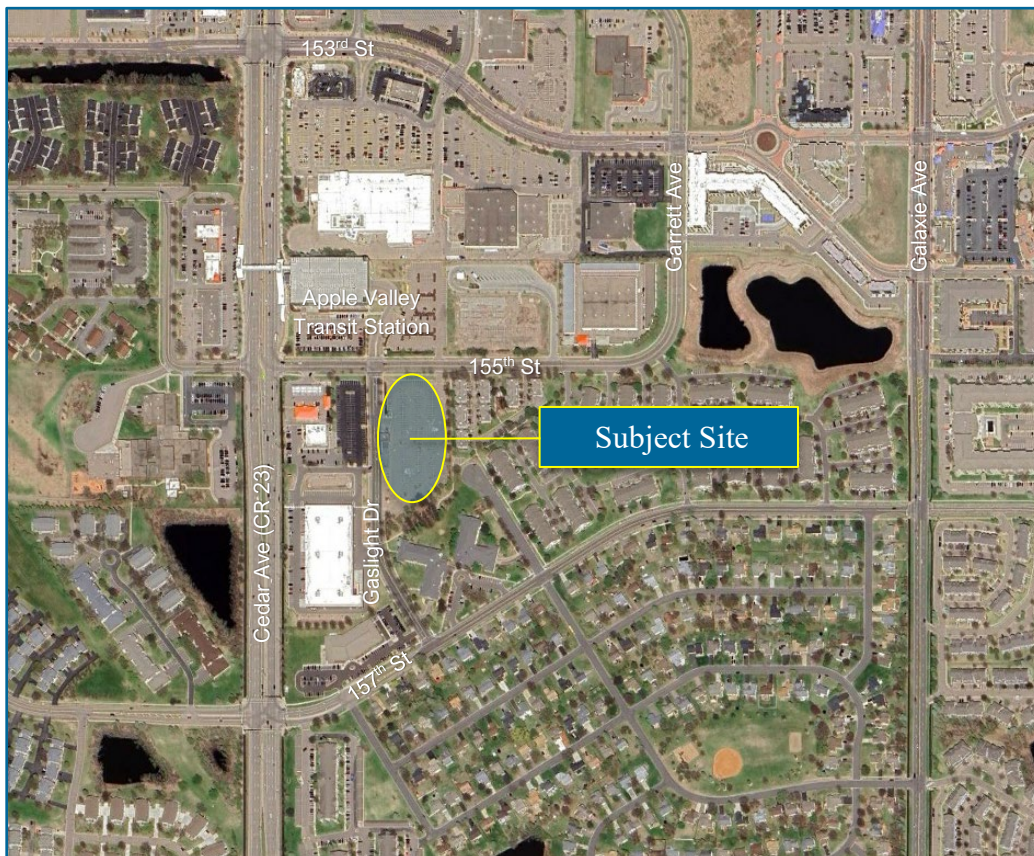
Date: August 20, 2025

Subject: Valley Station Apartments Traffic and Parking Review

INTRODUCTION

TC2 conducted a traffic and parking review for the proposed Valley Station Apartments development at the former Appley Valley Transit Station park-and-ride as shown in [Figure 1](#). The site, which is currently vacant, is in the southeast quadrant of the 155th Street and Gaslight Drive intersection. The proposed development is a 144-unit workforce housing apartment complex, which includes a combination of 1-, 2-, and 3-bedroom units and a total of 240 parking spaces (162 garage and 78 surface lot). The main objectives of the study are to quantify existing traffic and parking conditions within the study area, evaluate potential impacts associated with the proposed development, and recommend improvements, if necessary, to ensure safe and efficient operations for all users. The following study assumptions, methodology, and findings are offered for consideration.

Figure 1 Subject Site



EXISTING CONDITIONS

Existing conditions were reviewed within the study area to establish current traffic conditions to help determine impacts associated with the proposed development. The evaluation of existing conditions included collecting traffic volumes, observing transportation characteristics, reviewing crash history, and analyzing intersection capacity, which are described in the following sections.

Traffic Volumes

Vehicular intersection turning movement and pedestrian / bicyclist counts were collected on Wednesday, July 30, 2025 from 6 a.m. to 7 p.m. at the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection. In addition, a.m. (7-9 a.m.) and p.m. (4-6 p.m.) peak period counts were collected at the 155th Street / East Apple Valley Transit Station and 153rd Street / Gaslight Drive intersections. The a.m. and p.m. peak hours within the study area represent 7 to 8 a.m. and 4:30 to 5:30 p.m. Average daily traffic (ADT) volumes were provided by MnDOT or estimated based on the 13-hour traffic count collected. Note that there was a total of 35 north-south pedestrians that crossed 155th Street at Gaslight Drive between 6 a.m. and 7 p.m.

Transportation Characteristics

Observations were conducted within the study area to identify various transportation characteristics such as roadway geometry, traffic controls, speed limits, and multimodal facilities. A general overview of key roadways within the study area is as follows:

- **155th Street** – a 2-lane undivided minor collector roadway with no turn lanes within the study area. There is sidewalk along both sides of the roadway and the speed limit is 30-mph.
- **Gaslight Drive** – a 3-lane undivided local roadway with a center two-way left-turn lane. There is sidewalk along both sides of the roadway and the speed limit is 30-mph.

The north approach of the 155th Street / Gaslight Drive intersection is the primary access to the Apple Valley Transit Station. All study intersections are two-way stop controlled. Existing geometrics, traffic controls, and volumes within the study area are shown in [Figure 2](#).

Crash History

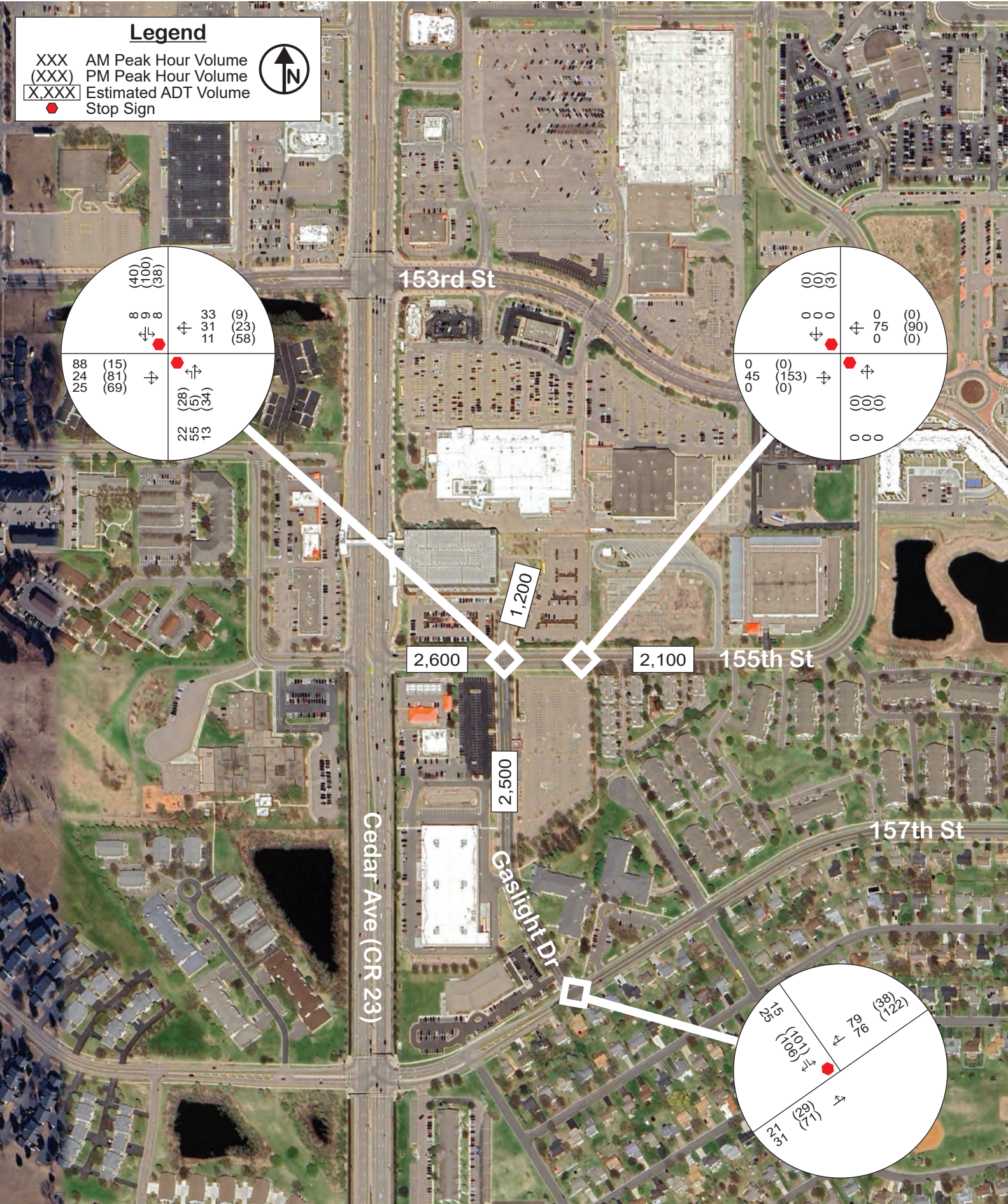
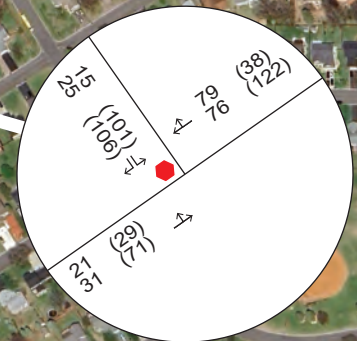
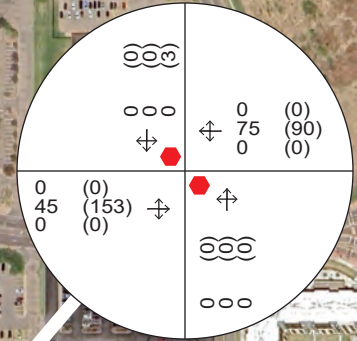
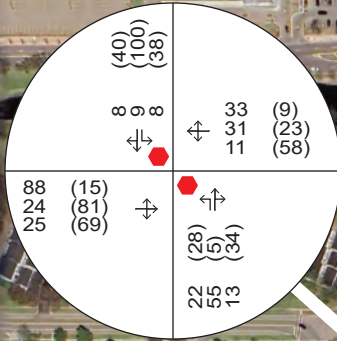
Five (5) years of crash history were reviewed from July 1, 2020 through June 30, 2025 using *MnDOT's Crash Mapping Analysis Tool (MnCMAT)*, which identified one (1) intersection-related crash at the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection. The accident was an angle-type crash that resulted in property damage only. At this level of crash frequency, there does not appear to be any existing safety or crash issues at the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection.

Intersection Capacity

Intersection capacity was evaluated using Synchro / SimTraffic Software (version 11), which uses methods outlined in the *Highway Capacity Manual, 6th Edition*. The software is used to develop calibrated models that simulate observed traffic operations, account for peaking characteristics, and identify key metrics such as intersection Level of Service (LOS) and queues. These models incorporate collected traffic, pedestrian, and bicyclist volumes, traffic controls, heavy commercial vehicle activity (i.e., buses and trucks), and driver behavior factors.

Legend

XXX AM Peak Hour Volume
 (XXX) PM Peak Hour Volume
 X.XXX Estimated ADT Volume
 Stop Sign



Level of Service (LOS) quantifies how an intersection is operating. Intersections are graded from LOS A to LOS F, which corresponds to the average delay per vehicle values shown. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity. An overall intersection LOS A though LOS D is generally considered acceptable in the study area.

Level of Service	Average Delay / Vehicles	
	Unsignalized Intersections	Signalized Intersections
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service, which accounts for the total number of vehicles entering the intersection and the capability of the intersection to support the volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, most delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

The existing intersection capacity analysis results, summarized in [Table 1](#), indicate that all study intersections and approaches operate at an acceptable LOS B or better during the typical weekday a.m. and p.m. peak hours. Peak existing queues generally range between one (1) and two (2) vehicles. Thus, there are no significant existing operational issues from an intersection capacity perspective.

Table 1 Existing Intersection Capacity

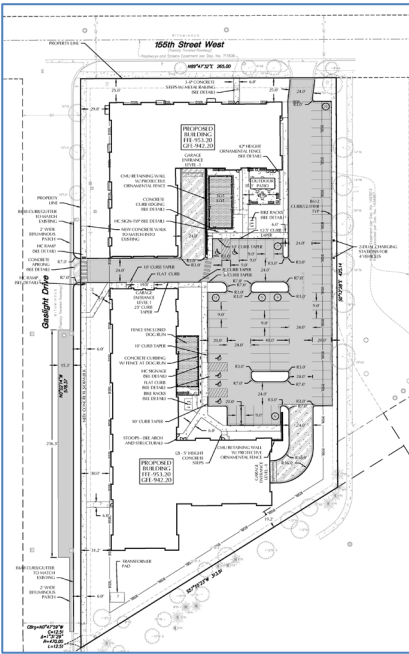
Study Intersection	Traffic Control	Level of Service (Delay)	
		AM Peak Hour	PM Peak Hour
Gaslight Drive & 155 th Street / Transit Access	SSS	A / B (13)	A / B (13)
Gaslight Drive & West Site Access	SSS	A / A (0)	A / A (0)
Gaslight Drive & 157 th Street	SSS	A / B (10)	A / B (11)
155 th Street & Transit Access / North Site Access	SSS	A / A (0)	A / B (11)

SSS – Side-Street-Stop

PROPOSED DEVELOPMENT

The proposed development site, which is a former Apple Valley Transit Station park-and-ride, is currently vacant and in the southeast quadrant of the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection. The proposed development is a 144-unit workforce housing apartment complex, which includes a combination of unit types. There is planned to be 35 1-bedroom, 72 2-bedroom, and 37 3-bedroom units. A total of 240 parking spaces are proposed, which includes 162 garage and 78 surface lot spaces. For study purposes, the project was assumed to be open for residents in 2027.

Access to the site will be provided in two locations. One access to 155th Street is planned in the current location across from the Apple Valley Transit Station east access, while the other access is planned along Gaslight Drive approximately 200 feet south of 155th Street. The existing southernmost access to the former Apple Valley Transit Station park-and-ride will be removed as part of the project.



TRAFFIC FORECASTS

Traffic forecasts were developed for year 2028 conditions, which represents one (1) year after opening. The forecasts account for general background growth and trip generation from the proposed development. The following information summarizes the traffic forecast development process.

Background Growth

To account for general background growth in the study area, an annual growth rate of one (1) percent was applied to the existing traffic volumes to develop year 2028 background traffic forecasts. This growth rate is consistent with historical growth trends in the area.

Trip Generation

A trip generation estimate for the proposed development, shown in Table 2, was created using the *ITE Trip Generation Manual, 11th Edition*. The estimate was developed using two independent variables (i.e., units and bedrooms) to illustrate the range of potential trip generation. Based on the average of the two variables, the proposed development is expected to generate 102 a.m. peak hour (28 in / 74 out), 73 p.m. peak hour (43 in / 30 out), and 870 daily (435 in / 435 out) trips. No reductions for walking, biking, or transit were applied to provide a conservative estimate, however it would be reasonable to assume that a portion of residents would regularly use the adjacent Apple Valley Transit Station. The Affordable Housing trip generation rate is slightly higher than the Multifamily Housing (Mid-Rise) rate.

Table 2 Trip Generation Summary

Land Use Type (ITE Code)	Size	AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
Affordable Housing (223)	144 units	21	51	39	27	694
Affordable Housing (223)	290 bedrooms	34	97	46	32	1,046
Total Trips (Average of Both Variables)		28	74	43	30	870

The proposed development trips were distributed throughout the study area using the directional distribution shown in [Figure 3](#), which is based on a combination of existing area travel patterns and engineering judgment. The resultant year 2028 build conditions, which accounts for both the general background growth and trips from the proposed development, are illustrated in [Figure 4](#).

YEAR 2028 CONDITIONS

To understand impacts associated with the proposed development, an intersection capacity analysis was completed for year 2028 conditions. Results of the year 2028 intersection capacity analysis, shown in [Table 3](#), indicate that all study intersections and approaches are expected to continue to operate at LOS B or better during the typical weekday a.m. and p.m. peak hours. Peak queues will also continue to generally range between one (1) and two (2) vehicles. Thus, there are no significant operational issues related to the proposed development from an intersection capacity perspective.

Table 3 Year 2028 Intersection Capacity

Study Intersection	Traffic Control	Level of Service (Delay)	
		AM Peak Hour	PM Peak Hour
Gaslight Drive & 155 th Street / Transit Access	SSS	A / B (13)	A / B (14)
Gaslight Drive & West Site Access	SSS	A / B (10)	A / B (11)
Gaslight Drive & 157 th Street	SSS	A / B (10)	A / B (11)
155 th Street & Transit Access / North Site Access	SSS	A / B (10)	A / B (11)

SSS – Side-Street-Stop

PARKING REVIEW

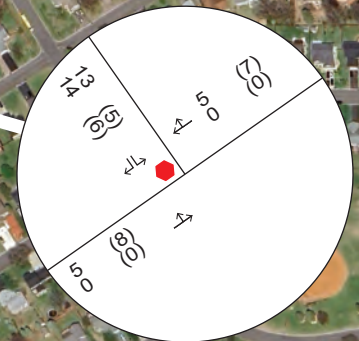
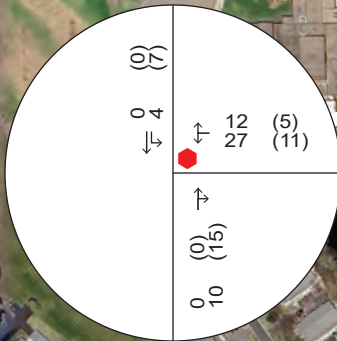
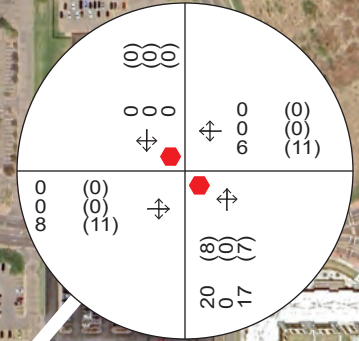
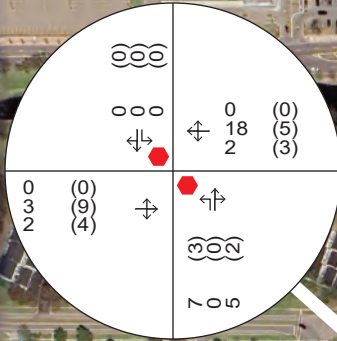
The proposed 144-unit development is planning a total of 240 parking spaces, which includes 162 garage and 78 surface lot spaces. The required amount of parking based on Apple Valley City Code (*Section 155.379*) is 1.5 parking spaces per dwelling unit and one (1) garage space per unit. This equates to a minimum requirement of 360 spaces, of which 144 should be garage spaces. The proposed development does not meet the minimum required spaces per Apple Valley City Code. However, at the request of City staff, a more detailed parking assessment was conducted to determine if the proposed parking supply is sufficient to accommodate the expected parking demand. The following information summarizes the additional parking review approach and findings.

Parking Demand

A parking demand estimate for the proposed development, shown in [Table 4](#), was created using the *ITE Parking Generation Manual, 6th Edition*. The estimate was based on *ITE Land Use Code 223 – Affordable Housing* and developed using two independent variables (i.e., units and bedrooms) to illustrate the range of potential parking demand. An estimate based on *ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)* was also developed for comparison purposes, which is included in [Table 4](#). The parking demand estimates include both the average and 85th percentile demand; the 85th percentile parking demand is the parking capacity needed to accommodate the peak parking demand experienced by 85% of users and is considered a conservative estimate. Based on the parking demand summary, the 85th percentile parking demand for the proposed affordable housing development is expected to range from 202 to 235 spaces, while the average parking demand ranges from 144 to 160 spaces. Based on the planned 240 parking supply and the peak parking demand (average of both variables), the proposed affordable housing development would have a 21-space parking surplus.

Legend

XXX AM Peak Hour Site Trips
 (XXX) PM Peak Hour Site Trips
 +XXX ADT Site Trips
 Stop Sign
 Directional Distribution



35%

30%

35%

TC² Site Generated Trips

Valley Station Apartments Traffic and Parking Review

Figure 3

Legend

XXX AM Peak Hour Volume
 (XXX) PM Peak Hour Volume
 X.XXX Estimated ADT Volume
 Stop Sign

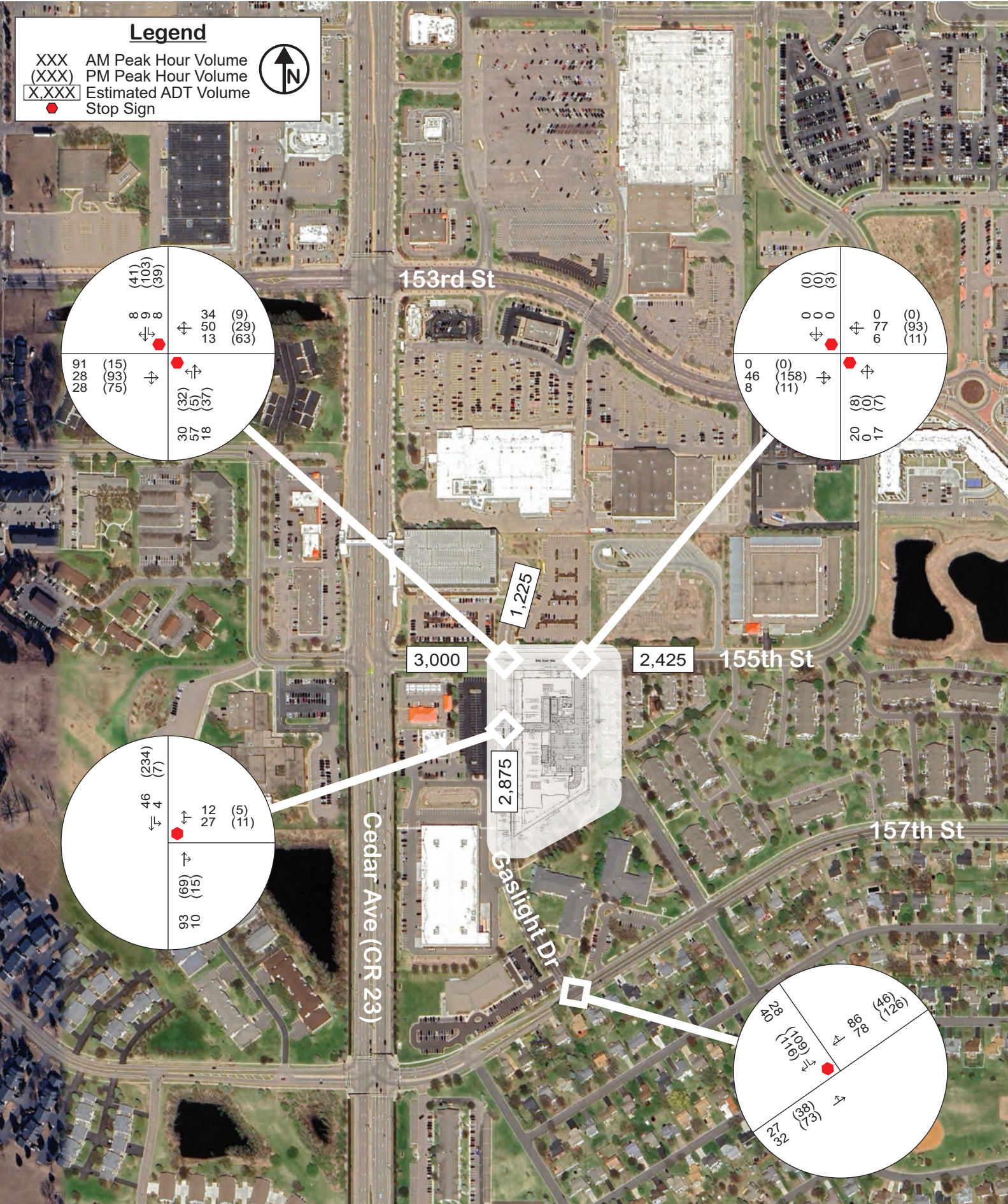


Table 4 Parking Demand Summary

Land Use (Variable)	Size	Rate (Average to 85 th Percentile)	Parking Demand (Average to 85 th Percentile)
Affordable Housing (Units)	144 units	1.00 to 1.40 spaces per unit	144 to 202 spaces
Affordable Housing (Bedrooms)	290 bedrooms	0.55 to 0.81 spaces per bedroom	160 to 235 spaces
Parking Demand (Average of both variables)			152 to 219 spaces
<i>Proposed Supply</i>			240 spaces
Surplus / (Deficit)			21 spaces
Multifamily Housing (Units)	144 units	1.23 to 1.45 spaces per unit	177 to 209 spaces
Multifamily Housing (Bedrooms)	290 bedrooms	0.78 to 0.88 spaces per bedroom	226 to 255 spaces
Parking Demand (Average of both variables)			202 to 232 spaces
<i>Proposed Supply</i>			240 spaces
Surplus / (Deficit)			8 spaces

Site Comparison

To provide additional context, parking supply and demand was reviewed at similar Real Estate Equities apartment developments in the Twin Cities area. As shown in Table 5, comparable sites have an existing parking supply that ranges from 1.69 to 2.00 spaces per unit with an actual demand that ranges from 1.09 to 1.47 spaces per unit. The ITE 85th percentile parking demand estimated for the proposed development is 1.52 spaces per unit, which is at the higher end of the observed parking demand at comparable sites. The proposed development parking supply (1.67 spaces per unit) exceeds the actual demand at similar facilities, as well as the ITE estimated parking demand. Additional comparable sites, which include other workforce and market-rate developments, are provided in the Appendix.

Table 5 Parking Supply / Demand Site Comparison

Development	Size	Parking Supply		Parking Demand		Surplus / (Deficit)
		Supply (spaces)	Ratio (spaces / unit)	Demand (spaces)	Ratio (spaces / unit)	
Arbor Court St. Louis Park, MN	114 units	207	1.82	158	1.40	49
Aster House Eagan, MN	204 units	344	1.69	253	1.30	91
Landing at Amber Fields Rosemount, MN	160 units	290	1.81	232	1.47	58
Spring House Coon Rapids, MN	168 units	336	2.00	219	1.34	117
Vista Point Mahtomedi, MN	110 units	192	1.75	112	1.09	80
Average Comparable	152 units	277	1.82	195	1.28	79
Proposed Development	144 units	240	1.67	219	1.52	21

Parking Conclusion

Based on the parking review, the proposed parking supply is expected to be able to accommodate the peak parking demand for the proposed development and no parking impacts to the adjacent roadway network are anticipated. The proximity of the Apple Valley Transit Station and other area retail land uses have the potential to further reduce the parking demand for the site.

SITE PLAN

A review of the proposed site plan does not indicate any major issues. However, the following items are offered for further consideration between area agencies and / or the project team.

- Locate signage and landscaping to avoid creating any sight distance issues.
- Review truck maneuverability to limit potential internal circulation conflicts.
- Modify the internal crosswalk to ensure a perpendicular crossing / eliminate the crosswalk skew.

155TH STREET AND GASLIGHT DRIVE INTERSECTION

A preliminary traffic signal and all-way stop warrant analysis was completed for the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection, which indicated that existing / future volumes are not close to meeting the criteria for a traffic signal or an all-way stop condition. Given the acceptable intersection operations and lack of crash history issues, no traffic control changes are needed at the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection. Detailed results are shown in the Appendix.

Note that there is an existing crosswalk marked along the west approach of the intersection, but not the east approach. Based on the data collected, there were a total of 35 north-south pedestrians that crossed the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection between 6 a.m. and 7 p.m., with no more than seven (7) pedestrians on any north-south approach during any hour observed. Even with some increased pedestrian activity with the proposed development, there does not appear to be a need to provide an enhanced pedestrian crossing, such as a rectangular rapid flashing beacon (RRFP) at this time. In general, the east-west volumes along 155th Street are low enough to provide sufficient gaps for pedestrians to cross 155th Street.

Preliminary review of the pedestrian crossing along the west side indicates that the current pedestrian ramps do not likely meet current ADA design standards. Therefore, the City should consider either removing the crosswalk marking and corresponding pedestrian signage along the west approach of the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection or provide improved pedestrian ramps and pavement markings to allow for consistent pedestrian crossings on all four (4) approaches of the intersection. Note that the City plans to conduct a pedestrian crossing review and recommend changes consistent with *Dakota County's Crossing Matrix*.

CONCLUSIONS

Based on the findings of the study, the following conclusions are offered for consideration.

- 1) There does not appear to be any existing safety or crash issues at the 155th Street and Gaslight Drive / Apple Valley Transit Station intersection from a crash history perspective.
- 2) All study intersections and approaches operate at an acceptable LOS B or better during the typical weekday a.m. and p.m. peak hours; peak queues range between one (1) and two (2) vehicles.
 - a. There are no significant existing intersection capacity issues in the study area.
- 3) The proposed development, which would replace the former Apple Valley Transit Station park-and-ride, is a 144-unit workforce housing apartment complex; there is planned to be 35 1-bedroom, 72 2-bedroom, and 37 3-bedroom units. The project was assumed to be open for residents in 2027.
- 4) Traffic forecasts were developed for year 2028 build conditions, which included a one (1.0) percent annual background growth and trip generation from the proposed development.
 - a. The proposed development is expected to generate 102 a.m. peak hour (28 in / 74 out), 73 p.m. peak hour (43 in / 30 out), and 870 daily (435 in / 435 out) trips.
- 5) Under year 2028 build conditions, all study intersections and approaches are expected to continue to operate at LOS B or better during the typical weekday a.m. and p.m. peak hours; peak queues will also continue to generally range between one (1) and two (2) vehicles.
 - a. There are no significant operational issues related to the proposed development from an intersection capacity perspective, and no additional infrastructure is needed to support the proposed development.
- 6) The proposed development is planning a total of 240 parking spaces, which includes 162 garage and 78 surface lot spaces; the proposed parking supply is expected to be able to accommodate the peak parking demand for the proposed development and no parking impacts to the adjacent roadway network are anticipated.
- 7) A review of the proposed site plan identified the following considerations:
 - a. Locate signage and landscaping to avoid creating any sight distance issues.
 - b. Review truck maneuverability to limit potential internal circulation conflicts.
 - c. Modify the internal crosswalk to ensure a perpendicular crossing / eliminate the crosswalk skew.
- 8) 155th Street and Gaslight Drive / Apple Valley Transit Station intersection considerations:
 - a. Given the acceptable intersection operations and lack of crash history issues, no traffic control changes are needed.
 - b. Preliminary review of the pedestrian crossing along the west side of the intersection indicates that the current pedestrian ramps do not likely meet current ADA design standards; the City should consider either removing the crosswalk marking and corresponding pedestrian signage along the west approach of the intersection or provide improved pedestrian ramps and pavement markings to allow for consistent pedestrian crossings on all four (4) approaches of the intersection. The City plans to conduct a pedestrian crossing review and recommend changes consistent with *Dakota County's Crossing Matrix*.
 - c. There does not appear to be a need to provide an enhanced pedestrian crossing, such as a rectangular rapid flashing beacon (RRFP) at this time.

APPENDIX

Traffic Signal Warrant Analysis

155th Street (Major Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM	81	15	19	
7 - 8 AM	88	24	25	
8 - 9 AM	21	20	30	
9 - 10 AM	3	20	27	
10 - 11 AM	11	37	34	
11 - 12 PM	7	37	56	
12 - 1 PM	7	47	57	
1 - 2 PM	9	62	72	
2 - 3 PM	5	42	69	
3 - 4 PM	11	43	77	
4 - 5 PM	4	77	64	
5 - 6 PM	19	69	64	
6 - 7 PM	12	44	70	
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,479	0

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM	5	27	32	
7 - 8 AM	11	31	33	
8 - 9 AM	15	34	3	
9 - 10 AM	15	21	0	
10 - 11 AM	34	28	1	
11 - 12 PM	26	25	1	
12 - 1 PM	28	42	3	
1 - 2 PM	45	27	1	
2 - 3 PM	38	16	0	
3 - 4 PM	39	31	0	
4 - 5 PM	48	30	5	
5 - 6 PM	54	22	7	
6 - 7 PM	41	31	1	
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			851	0

Gaslight Drive (Minor Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM	8	54	4	
7 - 8 AM	22	55	13	
8 - 9 AM	15	18	24	
9 - 10 AM	22	2	29	
10 - 11 AM	22	5	33	
11 - 12 PM	23	5	36	
12 - 1 PM	36	1	38	
1 - 2 PM	46	4	39	
2 - 3 PM	26	3	38	
3 - 4 PM	30	2	35	
4 - 5 PM	28	6	28	
5 - 6 PM	30	5	38	
6 - 7 PM	36	4	30	
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			893	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM	3	9	9	
7 - 8 AM	8	9	8	
8 - 9 AM	2	6	7	
9 - 10 AM	1	2	3	
10 - 11 AM	0	2	6	
11 - 12 PM	2	4	3	
12 - 1 PM	5	19	6	
1 - 2 PM	2	6	9	
2 - 3 PM	8	18	8	
3 - 4 PM	20	38	15	
4 - 5 PM	23	68	25	
5 - 6 PM	34	69	33	
6 - 7 PM	19	30	18	
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			557	0

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Valley Station Apartments Traffic Review
Project/File #	25-217
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	155th Street	Minor Street (N/S Road)	Gaslight Drive
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	2330 vehicles	Total Approach Volume	1450 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

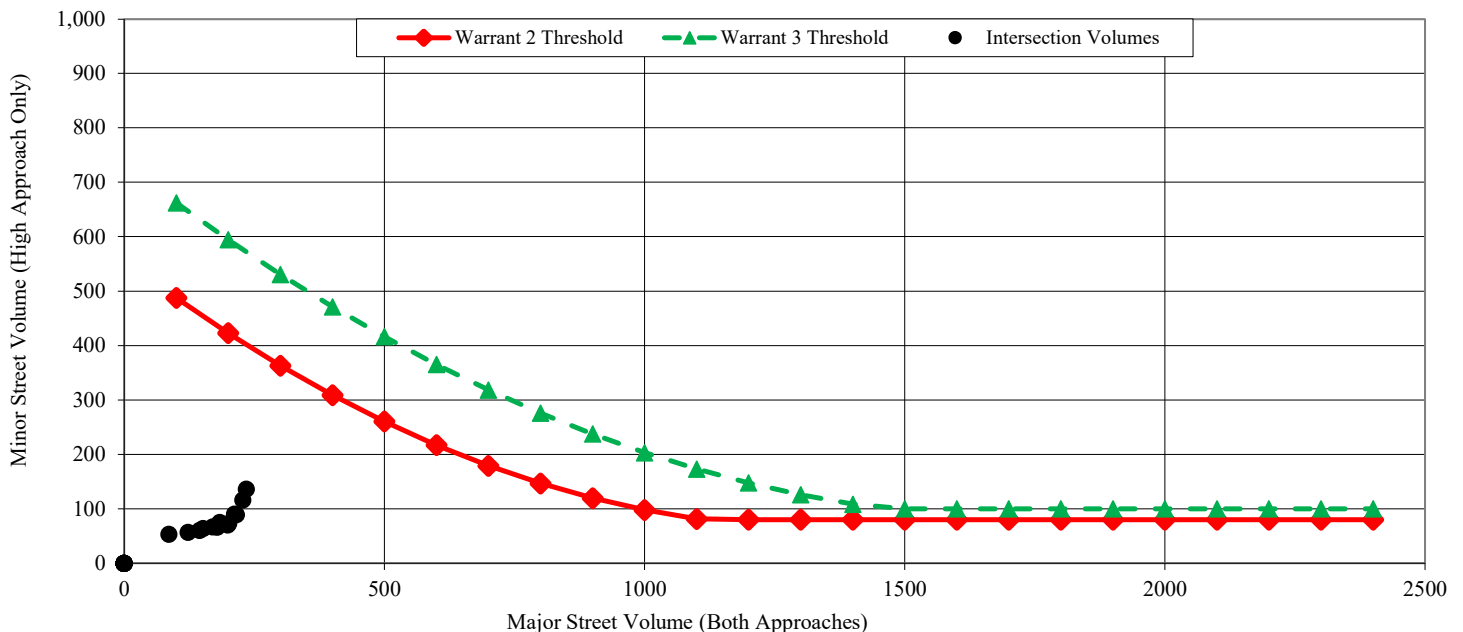
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	Not Satisfied	Not Satisfied	Not Satisfied
Required values reached for	0 hours	0 hours	0 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	500	750	400 (Cond. A) & 600 (Cond. B)
Criteria - Minor Street (veh/hr)	150	75	120 (Cond. A) & 60 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	Not Satisfied
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	Not Satisfied	Not Satisfied
Required values reached for	0 total, minor, 0 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	Valley Station Apartments Traffic Review
Project/File #	25-217
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	155th Street	Minor Street (N/S Road)	Gaslight Drive
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	2330 vehicles	Total Approach Volume	1450 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	Not Satisfied
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	Not satisfied
Required values reached for	correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	Not Satisfied
Required values reached for	0 hours & sec. average delay/veh
Criteria - Major Street (veh/hr)	300 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	200 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	Not Satisfied
Required values reached for	0 hours, crashes, & sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Parking Data at Comparable Properties	
---------------------------------------	--

General Information							Potential Parking Data					Actual Parking Data				
Property	City	Type	REF Property?	All Parking Fee?	Nearest Major Transit Facility	Distance to Transit Facility	Total Units	Total Stalls	Total Bedrooms	Stalls/Unit	Stalls / Bedroom	Occupied Units	Occupied Bedrooms	Registered Cars	Registered Cars / Occupied Unit	Registered Cars / Occupied Bedroom
Arbor Court	St. Louis Park	Workforce	Yes	No	Metro LRT Green Line	0.25 Miles	114	207	238	1.82	0.87	113	237	158	1.40	0.67
Aster House	Eagan	Workforce	Yes	No	Eagan Transit Station	3.3 Miles	204	344	304	1.69	0.87	104	379	253	1.30	0.67
Landing at Amber Fields	Rosemount	Workforce	Yes	No	Rosemount Transit Station	1.8 Miles	160	290	334	1.81	0.87	158	330	232	1.47	0.70
Spring House	Coon Rapids	Workforce	Yes	No	Foley Park & Ride	1.0 Miles	168	351	302	2.09	0.90	163	382	210	1.34	0.57
Vista Point	Mahtomedi	Mixed-Income	Yes	Yes	Maplewood Transit Center	3.5 Miles	110	192	231	1.75	0.83	103	211	112	1.09	0.53
Volta	Burnsville	Workforce	No	Unknown	Burnsville Transit Station	0.7 Miles	172	270	374	1.57	0.72	Property Not Yet Built Data Unavailable Data Unavailable Data Unavailable Data Unavailable				
Pillbury Ridge	Burnsville	Workforce	No	Unknown	Burnsville Transit Station	0.7 Miles	48	88	97	1.42	0.70					
Concord Flats	Burnsville	Market Rate	No	No	Burnsville Transit Station	0.9 Miles	162	218	211	1.35	1.03					
Northlake Lofts	Markville	Market Rate	No	No	Kenrick Park and Ride	2.4 Miles	206	205	278	0.99	0.74					
Nuveto at Parkside I	Apple Valley	Market Rate	No	Unknown	Apple Valley Transit Station	1.0 Miles	61	97	95	1.59	1.02					
Nuveto at Parkside II	Apple Valley	Market Rate	No	Unknown	Apple Valley Transit Station	1.0 Miles	114	180	155	1.58	1.16	Data Unavailable				
Totals/Averages - All Comps							1,521	2,422	2,797	1.59	0.87	731	1,539	974	1.33	0.63
Totals/Averages - Workforce Comps							886	1,530	1,829	1.77	0.84					
Total/Average - Market Rate Comps							136	175	184	1.28	0.96					
Valley Station Apartments	Apple Valley	Workforce	Yes	Yes	Apple Valley Transit Station	0.05 Miles	144	240	290	1.67	0.83	Property Not Yet Built				



ITEM:
MEETING DATE:
SECTION:

6.A.
September 3, 2025
Other Business

Description:

Review of Upcoming Schedule and Other Updates
Planning Commission - Wednesday, September 17, 2025 - 7:00 p.m.
Planning Commission - Wednesday, October 1, 2025 - 7:00 p.m.
City Council - Thursday, September 11, 2025 - 7:00 p.m.
City Council - Thursday, September 25, 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, September 17, 2025 - 7:00 p.m.
Applications due by 9:00 a.m. on Wednesday, August 20, 2025.

Wednesday, October 1, 2025 - 7:00 p.m.
Applications due by 9:00 a.m. on Wednesday, September 3, 2025.

Next City Council Meetings:

Thursday, September 11, 2025 - 7:00 p.m.
Thursday, September 25, 2025 - 7:00 p.m.

Background:

N/A

Budget Impact:

N/A

Attachments:

None