

**CITY COUNCIL WORK SESSION AGENDA
CITY OF LINO LAKES**

**Monday, May 1, 2023
Community Room
6:00 P.M.**

1. Wetland Bank Prospectus, Michael Grochala
2. Public Works Facility Site Selection, Michael Grochala
3. Draft Five Year Street Reconstruction Plan, Michael Grochala
4. Consideration for Council Resolution to Allow the Operation of Motorized Carts on Blanchard Blvd. by Lyngblomsten Staff, John Swenson
5. Council Updates on Boards/Commissions, City Council
6. Water Treatment Plant Land Purchase (closed meeting), Michael Grochala
7. Adjourn

WORK SESSION STAFF REPORT
Work Session Item No. 1

Date: May 1, 2023
To: City Council
From: Michael Grochala, Community Development Director
Re: NE Area Wetland Prospectus

Background

The City is considering establishment of a wetland bank on property located east of 35E and north of Main Street. The City has notified the owners of our interest and the owners have responded they would get back to us after consulting with their legal and financial advisors.

The establishment of a wetland bank requires three steps which include the following:

1. Draft Prospectus. This is a scoping document providing baseline site information, project goals and objectives, site constraints, an initial wetland assessment and proposed mitigation approach. The document is used by regulating agencies to determine if the project has the potential to provide compensatory mitigation for wetland impacts.
2. Prospectus. This step provides review agencies with a conceptual overview of the proposed wetland bank. This includes collection of data including hydrology, survey, and vegetative information to support design and credit estimates. Based on this information agencies will make a findings and recommendations regarding the establishment of the bank.
3. Mitigation Banking Instrument (MBI). This is the detailed mitigation plan and design information necessary for formal review and approval of the bank.

The draft Prospectus was completed in fall of 2021 and is the basis for the City's interest. Development of the Prospectus and MBI can take up to 18 months to complete. Most of the field work needs to be completed during the growing season – May to October. Any proposed agreement with the property owners will be contingent on approval of the MBI. The work being proposed will assist confirming assumptions made with the draft Prospectus.

Due to the approval timeline staff is recommending moving forward with initial work on the Prospectus during the summer growing season. The entirety of the Prospectus work is approximately \$80,000. Staff is proposing to authorize an initial phase of the

Prospectus work including, hydrology monitoring, survey work and project management that is more seasonal dependent. Staff is estimating first phase of approximately \$25,000 - \$30,000.

Funding would come the Surface Water Management fund which includes proceeds from prior wetland bank credits sales.

If satisfactory to the City Council staff will work with WSB & Associates to prepare a proposal for consideration at the May 8, City Council meeting

Requested Council Direction

Staff is seeking direction to proceed with the Wetland Prospectus.

Attachments

None.

WORK SESSION STAFF REPORT
Work Session Item No. 2

Date: May 1, 2023
To: City Council
From: Michael Grochala
Re: Public Works Building – Site Selection

Background

At the April 3, 2023 work session the City Council directed staff to initiate a selection process for architectural services for the proposed Public Works Facility. The Council suggested that the architectural services also include a site selection component.

In 2017 CNH Architects completed a Public Works Site Analysis and Space Needs Study. That study evaluated both the existing public works site and the Birch Street property adjacent to Fire Station 2. The existing site analysis provided options for both remodel and a new facility.

The Birch Street site, while scoring moderately higher, required operation of split facilities. Salt and material storage would still be located at the existing public works site. The main attribute of the site was the availability of municipal sanitary sewer and water to service the site.

In 2019 the focus shifted to preserving the existing public works site. Oertel Architects were retained to evaluate the site with the expectation of downsizing the building to simply accommodate vehicle storage and reduce initial construction costs.

Since that time Water Tower No. 3 and Tower Park have been constructed on the Birch Street alternative site. While the balance land (52 acres) is still available the land has previously been planned for a community recreation complex.

From a site selection perspective staff is seeking direction from the council on the scope of options under consideration. Is the council looking to evaluate sites on existing city property or should the scope include new land acquisition?

When looking long term there does not appear to be any operational efficiencies with relocation of the Public Works to a new site. Available land with sufficient size and transportation access is limited to the southeast or northwest quadrants of the city. The existing City owned properties are likely the best available locations. Land east of 35E is likely less desirable for purposes of public works accessibility.

Requested Council Direction

Staff is requesting City Council direction on the scope of the site selection.

Attachments

1. CNH_2017 Executive Summary Site Analysis and Space Needs Study
2. Oertel Study_2019 Expansion Concepts



CITY OF LINO LAKES

Public Works Site Analysis and
Space Needs Study



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04/11/17

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Site A



Introduction

The main facility of the current Lino Lakes Public Works Facility was built in 1971 with several additional cold storage sheds, salt and brine shed, and a mobile office out-building added to the site, since that time. The current site is on the northwest portion of Lino Lakes, off Main Street. While the facility has functioned in the past 45 years, the City Council and staff determined that it would be appropriate to analyze the condition of the current buildings along with the operational needs of the Public Works Department to best serve the community for the next 20 years. The long-term growth anticipated for the Public Works facility was also selected to be analyzed with two possible sites to be considered - the current location labeled Site A in this study and the site adjacent to Fire Station #2 on Centerville Road and Birch Street referred to as Site B.

With this goal in mind, the City of Lino Lakes contracted CNH Architects to perform an analysis of three approaches for the Public Works Facility, now and into the future. The goal of this study is to provide evidence based recommendations to address the needs of each department and analyze site conditions for each site. This study evaluates each of the sites identified, rating them for a broad series of attributes. The information provided in this study includes site data, gathered and analyzed by CNH Architects and valuable input from Lino Lakes city staff. The report includes this Executive Summary followed by supporting data and diagrams.

Site B



Process

Over the past few months, CNH Architects and our consulting team performed a detailed study and analysis. The study process evaluated the following four major steps:

Step 1: Assess conditions of the current facility, including taking photos of the existing site. This step includes reviewing current code and accessibility compliance, deferred maintenance, and short-term anticipated maintenance requirements.

Step 2: Develop a Space Needs Program of current space needs, as well as evaluating impacts on the space needs based on the projected growth of the City of Lino Lakes by 2040. This step started by gathering data from Lino Lakes city staff regarding current and projected space and site needs. Other public works facilities in similar, neighboring communities were reviewed as comparative case studies to create proper metrics for gauging the appropriate scope of work.

Step 3: Develop an analysis of relevant site attributes for the two sites being considered. This analysis includes availability of public utilities, buildable area after easement and wetlands were located, efficiency of potential space use, and adjacent land uses.

Step 4: Develop a total of three preliminary site and building layouts on the two proposed sites and obtain cost estimates for each option. The three options that have been identified for evaluation for the Public Works Facility are shown on the Public Works Facility Site Option Map and consist of the following:

- Option A1: Remodel & Building Expansion on Existing Public Works Site (Site A)
- Option A2: New Facility on Existing Public Works Site (Site A)
- Option B1: New Facility at Birch Street & Centerville Road adjacent to Fire Station #2 (Site B)

EXECUTIVE SUMMARY

Conclusions

The study determined that the existing facility, while having served the city well for 45 years, has fallen well behind current standards both for codes, safety, facility maintenance and appropriate size for a Public Works Department serving a city, the size of Lino Lakes. The building's code deficiencies include total lack of accessibility standards, multiple building code noncompliance items, OSHA workplace concerns, inappropriate sanitary waste conditions, and significant HVAC air quality issues. Similarly, the existing building has deferred maintenance issues such as leaking roof and windows as well as future near-term maintenance items that will require attention in the next 1 to 5 years. These items can all be addressed by remodeling or replacement, but need to be factored into the cost of relevant options being evaluated.

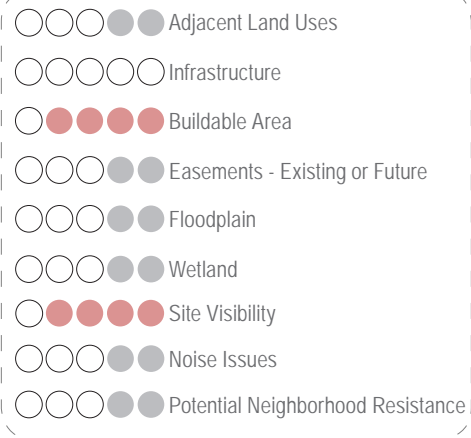
The review of the Space Needs for the Public Works Department, evaluated current space use, shortfalls in needed space, and the future growth in staff and equipment projected within the study timeframe of looking forward to 2040 needs. The approach included storage of all vehicles, equipment and equipment accessories within a weather-protected semi-heated facility as is typical within current public works facilities. This approach will provide long term value to the city in significantly longer lifespan of the equipment and reduced upkeep. The results of the Space Needs Program indicate a need for a total building area around 80,000 square feet by the end of the 2040 timeframe. The study indicates that all categories are short of space, currently with the largest shortage being in the Vehicle Storage category. Based on this review, we recommend a two-step construction with Phase 1 addressing current and near-term shortfalls and Phase 2 adding additional Vehicle Storage space later in the masterplan. With this phased approach, the Space Needs Program indicated a Phase 1 size of approximately 55,000 square feet with Phase 2 adding the remaining 30,000 square feet of Vehicle Storage.

These Space Needs were then compared to facilities at Hugo, Shoreview, Otsego and Hopkins. The areas of each category of space were translated in square feet per population to equalize the comparisons. The results indicate that Phase 1 Space Needs area goals are very conservative being at or under the areas represented by all the cities in comparison. The Phase 2 Space Needs area goals for the Vehicle Storage category rise into the middle of the comparison data still remaining conservative as this phase for Lino Lakes looks out to 2040 and beyond.

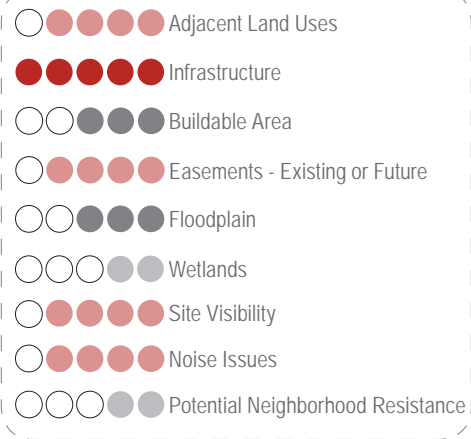
The next step of the study analyzed site characteristics of the two potential sites being considered for the future Public Works Facility, Site A, the current Public Works site and Site B, adjacent to Fire Station #2. Site A scored moderately positive on buildable area and site visibility and moderately negative on six other statistics. It scored negative on the infrastructure due to the current lack of municipal water and sanitary sewer serving the site, which would be required to remodel or replace the facility on this site. In review of Site B, this location rated infrastructure as a positive since all utilities are already stubbed to the site from the fire station work. This site rated moderately positive for four statistics, neutral for buildable area and flood plain, and moderately negative for two remaining items. However, understanding not all statistics are of equal weight, Site A scored an average of 2.22 out of 5 total points and Site B scored an average of 3.44 out of 5 total points. While Site B has features that result in a better analysis, both sites are workable and can be considered for the future of the Public Works Department, assuming of course that municipal water and sanitary sewer is extended to Site A.

Finally, the study developed three public work facility masterplan site layout options representing both a remodel / expansion approach as well as all new facilities. All three options result in facilities that function and meet the minimum goals of the Space Needs Program. The following are highlights of each option with more detailed information to be found in the main body of the study report. As shown in the cost analysis, there is approximately a 5% range in initial costs between the options however there are other factors for the City of Lino Lakes to consider in the selection such as long-term location within the city, life-cycle maintenance and utility costs, operation of public works staff during construction, and best uses of city property.

Site A Statistics



Site B Statistics



EXECUTIVE SUMMARY

Option A1



Option A1: Remodel & Building Expansion on Existing Public Works Site (Site A)

Remodeling and expansion of the existing public works building is the first option reviewed and provides the main advantages of reuse of the existing building structure. There is also the advantage of a somewhat larger overall site. However due to the extensive code, accessibility and safety issues, the building's interior would need to be mostly rebuilt to address these minimum requirements. There would also need to be exterior upgrades of the existing structure such as reroofing the building to replace the currently failing roof. For either option on Site A, the project also includes the requirement to bring municipal water and sanitary service to the site to provide mandatory fire suppression and treatment of vehicle floor drain sanitary flows. This option also impacts the public works department's operations, related to working around the remodeling and addition process. Based on the detailed preliminary cost estimates done by the cost consultant, this option's cost falls in the middle of the three options reviewed. However, when the increased maintenance costs of the remodeled portion of the building is factored in; this option is likely the costliest over the next decades.

Option A2



Option A2: New Facility on Existing Public Works Site (Site A)

The approach on this option is the demolition of the existing public works facility and construction of an all-new facility on Site A on Main Street. This option has several advantages including the flexibility to place the new facility on the site to maximize the use, providing a more compact building and better screening of the outdoor storage and salt building area. This option also allows the continued use of the newer, of the two existing cold storage garages for the next 10 to 20 years until its life-expectancy is reached and Phase 2 is completed. The other main benefit of a new facility is the elimination of the increased maintenance and replacement requirements inherent in remodeling the existing building under Option A1. Similar to the first option however, this option would require the extension of municipal water and sanitary service to the site to provide mandatory fire suppression and treatment of vehicle floor drain sanitary flows. Operations of the Public Works Department would also be significantly impacted between the demolition and new construction of the facility, although the construction timeline would be reduced by not working around ongoing operations. Finally, this option has the highest initial cost of all the options considered, but would be less than Option A1 over the next few decades when increased maintenance costs of the remodeled building is factored in.

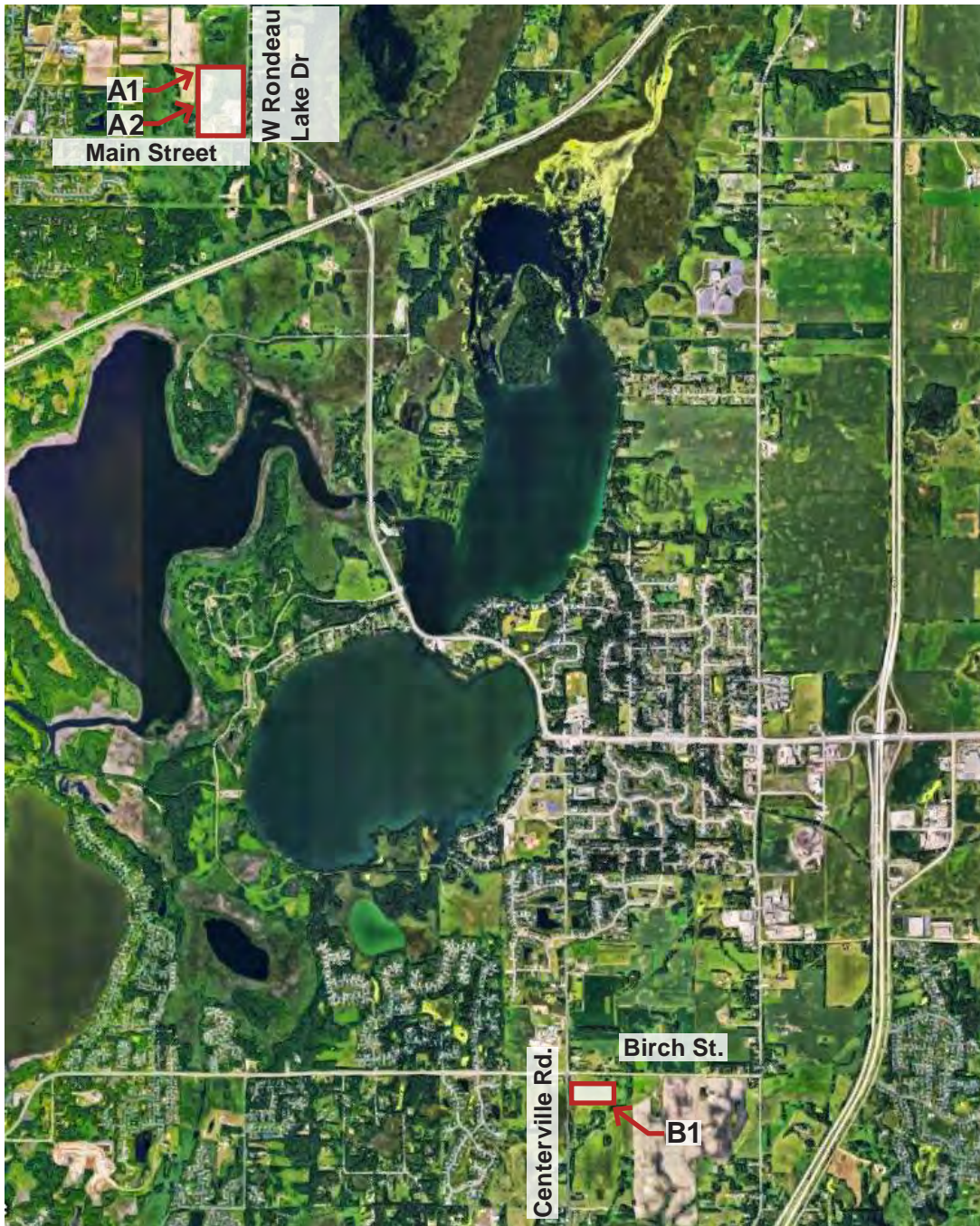
Option B1



Option B1: New Facility at Birch Street & Centerville Road adjacent to Fire Station #2 (Site B)

This option represents a new facility at the south Site B location where preparations for future city facilities were provided in the Fire Station #2 project. The advantages of this site include existing municipal utilities stubbed into the site, a location closer to the future population density projections, and the smallest most efficient building footprint of the three options. Other benefits of building on this site is the ability to not impact the operations of the Public Works Department during the construction process as they will be able to work from the existing facility until the new building opens. Also, by not building on Site A, there is not the loss of the one ballfield and hockey rink, maintaining more park and recreation usage within the city. Replacement costs for these recreational areas were not included in the study. Under this option, the existing salt storage building, material storage bins, as well as the existing cold storage buildings would remain on the north Site A location, at least through Phase 2 construction, providing the benefit of more available storage space in the short term. However, there will be a mixed impact of having public works elements on two sites. Option B1 has the lowest initial cost as well as the lowest life-cycle cost of the three options analyzed.

PUBLIC WORKS FACILITY SITE OPTION MAP



- Option A1:** Existing Site: Expand to meet future needs
- Option A2:** Existing Site: New Facility
- Option B1:** Birch St. & Centerville Rd.: New Facility

Public Works Facility Option Location Map

The map above shows the two sites that were identified by city staff for consideration as potential properties for the proposed Public Works Facility. Options A1 and A2 are located at the current Public Works Facility. Option B1 is located adjacent to Fire Station #2.

Date: May 16, 2019
From: Jeff Oertel
To: Rick DeGardner
RE: Public Works Study

MEMORANDUM

The following is a brief memo which includes some information as requested by the Mayor concerning costs and phasing options for the public works department.

Note that, when we started this last year, we designed to a budget of \$4 million for the vehicle storage building but costs continue to rise. A modest increase for inflation is included in the costs below. Alternatively, we could downsize the buildings in order to meet a budget. Based on the plans discussed with council at their workshop, the costs for the potential project are as follows:

A. Public works storage building, using precast walls and steel type construction, what we refer to as heavy duty industrial design:

\$4,200,000.00

B. Public works maintenance area, similar construction to vehicle storage, with full build-out, crane, lifts, lube equipment and all the typical elements used and required for a proper maintenance space:

\$1,050,000.00

C-1. A cold storage shed used for non-motorized equipment using basic pre-engineered steel construction, 10,000 square feet in size:

\$500,000.00

C-3. A semi-heated, insulated shed for vehicles/equipment of all types, 10,000 square feet in size:

\$1,050,000.00

The estimated costs provided above are for construction only. I realize that city council would like to fully understand the whole project cost. In addition to this, there would be A/E fees, state permit, expenses, survey, plan sets, soil borings, construction testing, special inspections during construction and other soft costs. I would expect this to vary based on



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what would be included in the first phase. In general, I would estimate that these additional costs would amount to about 8% to 9% of the fee. The testing, inspections, survey, soil borings alone would likely amount to about \$50,000.00. In the case of just the vehicle storage building, that would be about \$370,000.00 in addition to construction.

In addition to the above, a contingency could be added for any delays in going out to bid, for special energy saving features, for field conditions or any upgrades to the design. If possible, this could amount to about \$150,000.00.

Otherwise, please let me know if you need more information.

JLO



REMOVALS
1" = 40'-0"



PROPOSED
1" = 40'-0"

AVERAGE COST/SF:	
VEHICLE STORAGE:	\$120/SF
STAFF AREA/MEZZ:	\$75/SF
OFFICE (RENOVATION):	\$50/SF
STORAGE (RENOV.):	\$40/SF
SITE:	\$12/SF (BUILDING)

STAFF BREAKDOWN:	
FULL-TIME	(15) / (19)
SEASONAL	(10) / (13)

COST BREAKDOWN:	
VEHICLE STORAGE:	\$3,000,000
STAFF AREA/MEZZANINE:	\$75,000
OFFICE RENOVATION:	\$300,000
STORAGE RENOVATION:	\$150,000
SITE/PREP:	\$430,000
TOTAL HARD CONSTRUCTION COST: \$3.8 - \$4 MILLION (VARIES DEPENDENT ON EQUIPMENT/FINISHES INCLUDED)	

FLEET BREAKDOWN:	
WARM STORAGE:	
LARGE	(14)
MEDIUM	(24)
SMALL	(12.5)
COLD STORAGE:	
PLOW EQUIPMENT	(32)
MISC. EQUIPMENT	(38)
TRAILERS	(9)

PROPOSED AREA BREAKDOWN:	
VEHICLE STORAGE:	25,300 SQUARE FEET
STAFF AREA MEZZANINE:	1,000 SQUARE FEET
OFFICE RENOVATION:	6,000 SQUARE FEET
STORAGE RENOVATION:	3,600 SQUARE FEET

PROJECT NUMBER:	18-33
DATE OF ISSUE:	FALL 2018
DRAWN BY:	TRS
CHECKED BY:	JLO, TRS
REVISIONS:	

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT IN THE STATE OF MINNESOTA

SIGNATURE _____
DATE _____
REGISTRATION _____

SHEET NAME:
PROPOSED EXPANSION

SHEET NO:
OP.A-2



OERTEL ARCHITECTS

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PROJECT NAME:

LINO LAKES PUBLIC WORKS

SITE AND FACILITY STUDY

CITY HALL PARK
LINO LAKES, MN

PROJECT NUMBER: 18-33

DATE OF ISSUE: FALL 2018

DRAWN BY: TRS

CHECKED BY: JLO, TRS

REVISIONS:

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT IN THE STATE OF MINNESOTA

SIGNATURE

DATE

REGISTRATION

SHEET NAME:

PROPOSED EXPANSION

SHEET NO:

OP.A-3.1



REMOVALS
1"= 40'-0"

AVERAGE COST/SF:	
VEHICLE STORAGE:	\$120/SF
OFFICE:	\$160/SF
STAFF AREA/MEZZ:	\$75/SF
OFFICE (RENO):	\$50/SF
VEHICLE MAINT:	\$160/SF
SITE: \$12/SF (BUILDING)	
STAFF BREAKDOWN:	
FULL-TIME:	(15)/(19)
SEASONAL:	(10)/(13)

COST BREAKDOWN:	
VEHICLE STORAGE:	\$3,000,000
STAFF AREA/MEZZ:	\$75,000
VEH. MAINT.:	\$960,000
SITE PREP:	\$525,000
TOTAL HARD CONSTRUCTION COST:	
\$4-\$4.5 MILLION (VARIES DEPENDENT ON EQUIPMENT/FINISHES INCLUDED)	

FLEET BREAKDOWN:	
WARM STORAGE:	LARGE (14)
	MEDIUM (24)
	SMALL (12.5)
COLD STORAGE:	PLOW EQUIPMENT (32)
	MISC. EQUIPMENT (38)
	TRAILERS (9)

PROPOSED AREA BREAKDOWN:	
VEHICLE STORAGE:	25,300 SQUARE FEET
STAFF AREA MEZZANINE:	1,000 SQUARE FEET
VEHICLE MAINTENANCE:	6,000 SQUARE FEET

PROPOSED
1"= 40'-0"

WORK SESSION STAFF REPORT
Work Session Item No. 3

Date: May 1, 2023
To: City Council
From: Michael Grochala, Community Development Director
Re: Draft 2024-2028 Street Reconstruction Plan

Background

Based on direction received at the April 3, 2023 Work Session, staff has prepared the draft Five Year Street Reconstruction Plan. The next round of improvements are proposed for 2024 and 2027.

Street Reconstruction Bonds are the primary funding source for these improvements. Under State law, street reconstruction bonds can be issued, without election, provided the following requirements are met:

- a) The City must prepare a 5 year street reconstruction plan
- b) The City must hold a public hearing
- c) The City Council must approve the plan by unanimous vote.
- d) A 30-day period must elapse during which time a petition may be submitted requesting an election. The petition must be signed by voters equal to 5% of the votes cast in the last municipal general election.
- e) If no petition is received, the city may issue bonds without election.

City Charter requirements are not applicable, provided no special assessments are proposed for the street reconstruction improvements, under the street reconstruction project. However, as noted, the plan is subject to a reverse referendum.

At this time staff is proposing consideration of a reconstruction plan schedule that includes completing the following projects:

Phase	Streets	Estimated Cost
2024	Pine Haven Area: 81st St, Elbe St., Danube St. and Red Maple Lane. Diane Street, Evergreen Trail (bituminous overlays)	4,550,000
2027	Lakeview (Elm to Glenview), Fairmont (Sunrise to Sunset) and Gladstone (Sunrise to Sunset)	4,550,000

This represents a slight change from the 2024 project included in the last plan. Due to increasing costs, Evergreen Trail and Diane Street are proposed for thin mat overlays instead of full

reconstruction at this time. Proposed costs are generally consistent with the City's Five Year Financial Plan.

If the plan is approved and street improvements move forward a feasibility study regarding extension of municipal sewer and water to the Pine Haven area and Red Maple Lane will be prepared. Both areas have smaller lots sizes than typical for on-site systems and/or high water tables.

Street reconstruction bonds cannot be used for the extension of utilities. Any extension of utilities would require a separate funding source and, if assessed, would follow City Charter requirements.

Requested Council Direction

Staff is requesting direction to set the date for the public hearing.

Attachments

1. Draft - 5 year Street Reconstruction Plan Map

**2024 through 2028
Five-Year Street Reconstruction Plan for the
City of Lino Lakes, Minnesota**

June XX, 2023



City of Lino Lakes
Five-Year Street Reconstruction Plan
2024 through 2028

I. PURPOSE

Street reconstruction is a major expenditure of city funds for the reconstruction of streets. Street reconstruction may include bituminous overlays, utility replacement and relocation, public safety street modifications, and other incidental activities, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction Plan (“SRP”) is a document designed to anticipate street reconstruction expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. An SRP helps enable the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Lino Lakes, Minnesota (the “City”) believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources.

The SRP is designed to be updated periodically. The Street Reconstruction Plan is a part of the City’s capital improvement plan. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

II. THE STREET RECONSTRUCTION PLANNING PROCESS

For the City to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. The street reconstruction planning process is as follows:

The City staff prepares an SRP reflecting the street reconstruction projects anticipated to be undertaken within the next five years (based on their priority, fiscal impact, and available funding) and the estimated costs thereof. If general obligation bonding is deemed necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. A public hearing is held to solicit input from citizens on the SRP and

the issuance of bonds. Notice of such hearing must be published in the official newspaper of the City at least 10, but not more than 28 days prior to the date of the public hearing. The City Council must approve the SRP and the sale of street reconstruction bonds by a unanimous vote of those members present at the meeting following the public hearing.

Voters may petition for a reverse referendum on the issuance of street reconstruction bonds. If a petition bearing the signatures of voters equal to at least 5% of the votes cast in the last general election requesting a vote on the issuance of street reconstruction bonds is received by the City Clerk within 30 days after the public hearing, the City may only issue general obligation street reconstruction bonds after approval by voters at an election. If no petition is submitted, general obligation street reconstruction bonds may be issued without an election.

In subsequent years, the process is repeated annually or as expenditures are completed and new needs arise.

III. PROJECT SUMMARY AND FINANCING

Street reconstruction projects anticipated to be undertaken within the next five years and the estimated costs thereof are set forth in Appendix A. A map of the proposed project streets is included in Appendix B. Those for which street reconstruction bonds are anticipated to be issued are marked with an asterisk in Appendix A and are currently anticipated to include the following:

2024 Street Reconstruction Bond Financed Expenditures –

The 2024 Street Reconstruction Project includes the reconstruction of the following streets in the Pine Haven Area including 81st Street, Elbe Street, Danube Street along with Red Maple Lane by required upgrades of the existing stormwater management system and curb replacement, and bituminous surfacing. Diane Street and Evergreen Trail will be receiving a bituminous overlay.

General obligation street reconstruction bonds are proposed to be issued in 2024 in an aggregate principal amount of approximately \$4,550,000.00 for the costs of the 81st Street, Elbe Street, Danube Street, Red Maple Lane, Diane and Evergreen Trail, and the costs of issuing the bonds. Such bonds may be combined with other financing tools, including general obligation improvement bonds, to finance other capital improvements in the City.

The bonding for the 81st Street, Elbe Street, Danube Street, Red Maple, Diane and Evergreen Trail Improvements is expected to occur in 2024 but could happen at any time during the 2024 through 2028 Five-Year Street Reconstruction Plan.

Pine Haven Area and Red Maple Lane Improvements

The streets in these two neighborhoods are over 40 years old and in very poor condition. Large potholes have occurred in many areas of the roadway. In order to reconstruct the road, the roadway

will need drainage issues corrected. The road reconstruction project will include reconstructing the street to meet the City's standard road requirements, improvement of the drainage system to keep stormwater from compromising the new roadway, meeting the City and Rice Creek Watershed District's rate control and water quality treatment requirements related to the construction of the new roadway.

Diane Street and Evergreen Improvements

The pavement of streets within Diane and Evergreen are also in very poor condition. The road reconstruction project will include a bituminous overlay of the existing roadbed.

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3% of the assessor's taxable market value for the City ("TMV"). The proposed bonds will not exceed statutory limits.

All other foreseeable capital expenditures are expected to be financed through other revenue or financing sources.

2027 Street Reconstruction Project

The 2027 Street Reconstruction Project includes the reconstruction of the following streets; Lakeview Drive from Elm Street to Glenview Drive, Fairmont Drive (from Sunrise Ave. to Sunset Avenue and Gladstone Drive from Sunrise Ave. to Sunset Ave.), by required upgrades of the existing stormwater management system and bituminous surfacing.

No bonds are being contemplated for this project at the present time.

APPENDIX A

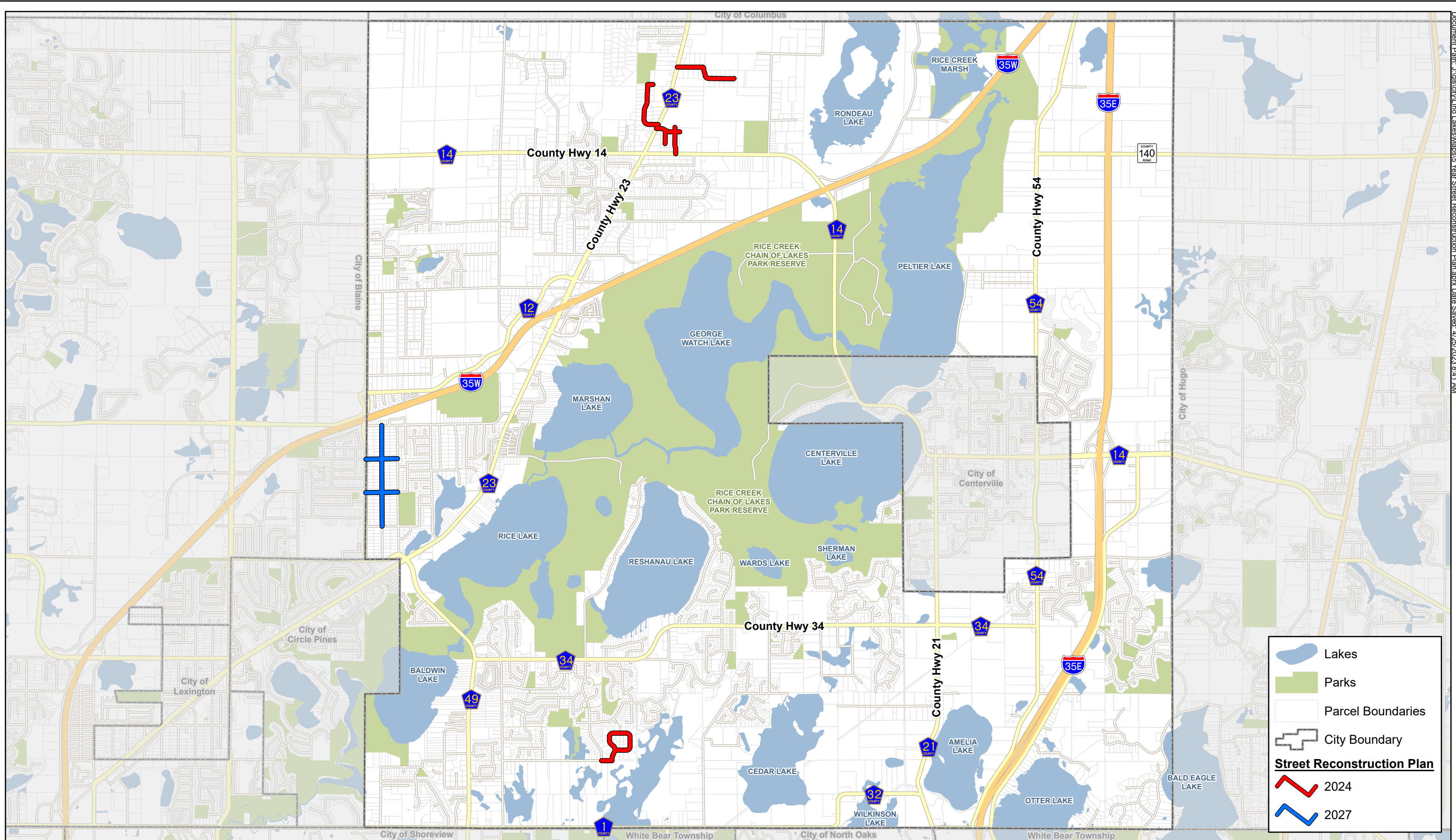
PROJECT COSTS

	2024	2025	2026	2027	2028
81 st Ave, Elbe St., Danube St., Red Maple LN., Diane Street and Evergreen Trail*	\$4,450,000				
Lakeview drive, from Elm St. to Glenview, Fairmont St. from Sunrise Ave to Sunset Ave, and Gladstone St., from Sunrise Ave to Sunset Ave.				\$4,450,000	
<i>Totals by year</i>	\$4,450,000			\$4,450,000	

*Expenditures proposed to be financed by Street Reconstruction Bonds to be issued in an aggregate principal amount of approximately \$4,450,000 in 2024.

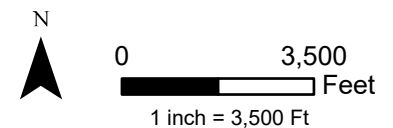
APPENDIX B

PROJECT LOCATION MAP



5 Year Street Reconstruction Plan

Pavement Management
City of Lino Lakes, Minnesota



WORK SESSION STAFF REPORT
Work Session Item No. 4

Date: May 1, 2023
To: City Council
From: John Swenson, Public Safety Director
Re: Consideration for Council Resolution to allow the operation of motorized carts on Blanchard Blvd. by Lyngblomsten staff.

Background

Staff received a request from Lyngblomsten management to seek Council approval for the use of motorized golf carts and maintenance carts within, and throughout, the Lyngblomsten at Lino Lakes Addition, located in the 6000 block of Blanchard Blvd. Lyngblomsten staff would like to use golf carts to transport prospective residents throughout the campus as an efficient means of transportation when showing the campus property, and homes. Additionally, Lyngblomsten would like to use motorized maintenance carts to conduct utility and maintenance work throughout their properties.

Currently, golf carts and motorized maintenance carts meet the definition of an All-Terrain Vehicle (ATV) of Lino Lakes Ordinance 807.01. ATV's are prohibited from operation on any city street, per ordinance 807.07 (2) (a). However, 807.07 (2) (e), allows Council to approve, by resolution, the operation of ATV's in specific areas owned by the City of Lino Lakes.

In this case, Lyngblomsten at Lino Lakes Addition owns all land and residential properties within their Lino Lakes addition, including the roadways of Hammerly Ct., Dennis Ln., and Lyngblomsten Dr. As such, operation of motorized golf and maintenance carts are allowed on the land and roadways owned by Lyngblomsten, at their discretion. However, Blanchard Blvd., a roadway owned by the City of Lino Lakes, cannot be operated on, or across, by an ATV, at this time.

If Council is comfortable authorizing Lyngblomsten to operate motorized golf and maintenance carts on Blanchard Blvd., staff would recommend the following conditions.

Condition 1 – Motorized golf carts and maintenance carts are to be operated on the roadway surface of Blanchard Ave., not on a sidewalk or walkway used for pedestrian travel within the right-of-way.

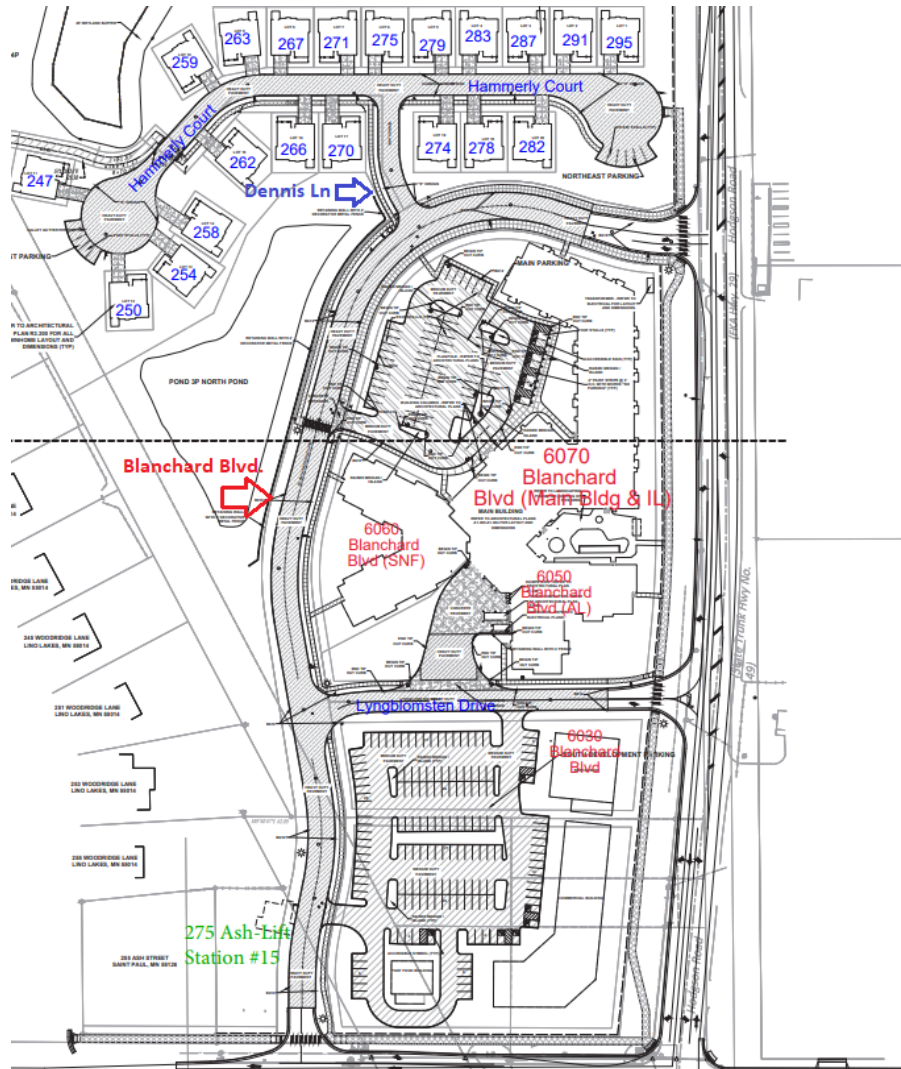
Condition 2 – Lyngblomsten must post signage at all entrances to the addition warning motorists of slow moving vehicles.

If Council wish to move with this, staff will prepare a resolution for Council action at the May 8th City Council meeting.

Attachments

Map of Lyngblomsten at Lino Lakes Addition

Map of Lyngblomsten at Lino Lakes Addition



- NOTES:**
- REFER TO SHEET C1.21, SITE PLAN NORTH, FOR NOTES.
 - REFER TO SHEET C1.31, GRADING AND DRAINAGE PLAN NORTH, FOR GENERAL NOTES.

SITE STATISTICS:

Parking Area	Total Stalls	Accessible Stalls Required	Accessible Stalls Provided
NORTHEAST PARKING	4	1	0
NORTHWEST PARKING	5	1	0
MAIN PARKING	77	4	7
SOUTH DEVELOPMENT PARKING	103	6	6

LEGEND

Symbol	Description
○	REFERENCE KEY TO SITE DETAILS DETAIL ID NUMBER (TOP) DETAIL SHEET NUMBER (BOTTOM)
▨	PROPOSED CONCRETE WALK
▨	PROPOSED CONCRETE SLAB
▨	PROPOSED BITUMINOUS TRAIL PAVEMENT
▨	PROPOSED MEDIUM DUTY BITUMINOUS PAVEMENT
▨	PROPOSED URBAN STREET PAVEMENT
▨	PROPOSED RETAINING WALL
—	PROPOSED DECORATIVE METAL FENCE
+	PROPOSED TRAFFIC CONTROL SIGN
•	PROPOSED BOLLARD
⊗	PAINTED ACCESSIBLE SYMBOL
⊗	PROPOSED MANHOLE (MH)
⊗	PROPOSED CATCH BASIN (CB)
⊗	PROPOSED FLARED END SECTION (FES)
⊗	PROPOSED HYDRANT (HYD)
⊗	PROPOSED GATE VALVE (GV)
⊗	PROPOSED POST INDICATOR VALVE (PIV)
⊗	PROPOSED BUILDING STOOP - REFER TO ARCHITECTURAL PLANS
⊗	PROPOSED FLAGPOLE - REFER TO ARCHITECTURAL PLANS
⊗	PROPOSED STREET LIGHT POLE
---	PROPERTY LINE
▨	TRAIL WITHIN RIGHT OF WAY

Private Streets

Public Street

WORK SESSION STAFF REPORT
Work Session Item No. 6

Date: May 1, 2023
To: City Council
From: Michael Grochala, Community Development Director
Re: Water Treatment Plant Land Acquisition

Background

On March 6, 2023, the City Council directed staff to begin negotiations for the purchase of property at 6510 12th Avenue for the purpose of constructing a Water Treatment Plant.

The City is proposing acquisition of 6.28 acres located at the intersection of Birch and 12th Avenue.

Minnesota Statutes, Section 13D.05, subdivision 3(c) (3), allows for the meeting to be closed to discuss offers for the purchase, by the City, of the required property. Staff will present proposed offer information at the closed portion of the meeting for consideration.

Requested Council Direction

Staff is requesting City Council direction to prepare an agreement for consideration at the May 8, 2023 regular council meeting.

Attachments

None