



STAFF REPORT
DATE: 12/12/2023
WORKSHOP Discussion

TO: City Council
FROM: Nathan Fuerst, AICP, Consulting Planner
AGENDA ITEM: **Sketch Plan Review – Limerick Village**
REVIEWED BY: Jenni Faulkner, Senior Consulting Planner
Sophia Jensen, City Planner

BACKGROUND:

The City is in receipt of a Sketch Plan application from Maplewood Development for the proposed Limerick Village development. The development is proposed across two undeveloped parcels just north and west of Hudson Boulevard North and Manning Avenue North. As proposed over the nearly 80 acre site, this project would entail a total of 760 residential units which are broken down into the following land uses:

- (Lot A) Rental Townhomes – 240 units
- (Lot B) Multifamily Apartments – 300 units
- Front Loaded Townhomes – 124 units
- 55' Single Family Lots – 79 units
- 65' Single Family Lots – 17 units

Given the land use guidance and proposed development density, the project would be connected to city water and sewer services. The subject site is noncontiguous with existing development, so it does not presently have ready access to the City's available water and sewer connections. The Applicant is proposing those connections at their expense. Reconstruction of a portion of Hudson Boulevard will also be necessary to provide access to and through this site consistent with long term guidance in the City's Comprehensive Plan and prior approvals.

Per conversations with the Met Council's area Sector Representative, a Comprehensive Plan Amendment to the City's Future Land Use Map is an anticipated requirement. This is due to the need to specifically align the future land uses shown on that map with the proposed lots and use boundaries. Note the acreages for each designation are staying the same, with some land netted out for purposes such as public right of way and parkland, it's the boundaries that are changing.

The Applicant is required to go through the EAW process prior to compiling an application for this development. Prior to proceeding with that step, the Applicant was instructed to request the Sketch Plat Review for this property to understand whether the Council will support approval of the necessary Comprehensive Plan Amendment and other entitlements.

This property is in the search area for a new public park. The concept plan has not yet been reviewed by the City's Parks Commission, but a review will be required, ideally prior to a Preliminary Plat submittal.

A review of the concept plan and narrative supplied by the Applicant is provided in the planning memo appended to this report. The details most important for this discussion are provided below.

ISSUE BEFORE THE CITY COUNCIL:

As proposed, this project will require a Comprehensive Plan Amendment and Planned Unit Development. Since PUD's recognize the uniqueness of a site and the proposed development, they have different considerations and conditions. The City Council should provide feedback regarding the comprehensive plan amendment and concept plan and advise Maplewood Development on City preferences to move forward with the proposed development.

LAND USE GUIDANCE OVERVIEW:

Comprehensive Plan Future Land Use Guidance –Medium Density Residential (MDR) & High Density Residential (HDR)

- Required Residential Density –
 - MDR (~37 acres) 4.01 – 8.0 Units / Net Acre
 - HDR (~42 acres) 8.01 – 15.0 Units / Net Acre
- MUSA Growth & Phasing Period – 2020 - 2030

Zoning District

- Existing – Rural Transition
- Requested – MDR & HDR (consistent w/Future Land Use Areas)

ENTITLEMENTS REQUIRED:

Staff have reviewed the concept level plan against the adopted 2040 Comprehensive Plan and the City's Zoning standards. The following approvals will be required for this project to be permitted:

1. Mandatory Environmental Review – The number of units in this residential development is over the threshold triggering for a Mandatory Environmental Assessment Worksheet (EAW). This process must be completed prior to approval of the subdivision.
2. Comprehensive Plan Amendment – Amend the Future Land Use Map to ensure that the future land use areas on the subject property line up with boundaries of the proposed uses within the development.
3. Rezone – Amend the Zoning Map to revise the subject property's zoning district from Rural Transition (RT) to reflect the uses proposed by the development, Medium Density Residential (MDR) and High Density Residential (HDR).
4. Planned Unit Development (PUD) – Provide flexibility to allow the developer to deviate from the City Code requirements of the proposed base zoning districts, HDR & MDR.
5. Major Subdivision – Required for the purposes of necessary Right of Way and Easement dedications.

FISCAL IMPACT:

There is no fiscal impact to the City at this time. The Developer would be required to extend or reconstruct public infrastructure serving the proposed development at their own expense.

ANALYSIS:

Relating to the Comprehensive Plan, there are two primary influences on the acceptability of the land uses proposed by the Developer:

1. Density in MDR/HDR areas – the densities in the proposed areas must be consistent with the range allowed in the 2040 Comprehensive Plan. The proposal is just meeting the

minimum density for the MDR acreage and is over for the HDR acreage. (Explain where they are at)

2. HDR density and Met Council Housing Policy – Any reduction in the net acreage of the HDR future land use category in Lake Elmo may result in noncompliance with Met Council regional housing policies. Currently, the City is meeting its goals relative to housing, but it is close. A reduction of 3.6 acres would cause the City not to comply. Any reduction will cause less flexibility in any future Comprehensive Plan Amendment relating to the HDR, Village High Density Residential (V-HDR) or Mixed Use Commercial (MU-C) categories.

The Developer has been instructed through the concept development process that a Comprehensive Plan Amendment is required by the City to align the future land use categories with the property boundaries proposed in the development. This is required to ensure that the comprehensive plan's map accurately reflects the property post development. As proposed, land areas for both Medium Density Residential (MDR) and High Density Residential (HDR) will contain as close to the same net acreage as presently guided. Generally, the proposal meets the intent of the Comprehensive plan to transition the density from higher on the east to lower on the west.

Conformance with Density requirements	Net Acres Proposed	Units Proposed	Density Proposed	Min – Max Units
HDR (8.01 – 15 units/ac)	39.2*	612	15.61	314 – 588
MDR (4.01 – 8 units/ac)	36.51	148	4.05	146 – 292
Total	78.22	760	9.72	460– 880

*City Staff were advised by Met Council that the land to be dedicated as parkland to the City must be netted out of the density figure. The 2.51 acres of parkland are removed in this table.

It is possible that the developer could seek a density bonus under Section 105.12.1160 to address the issue with proposed net density of the HDR land. However, if the density of over 15 units per acre is exceeded, the project wouldn't comply with the comprehensive plan. Additionally, the developer needs to keep the same net land areas for both MDR and HDR land so that the City can continue to comply with Met Council housing policy as described above.

The current zoning district, Rural Transition (RT), is a transitional zoning district for large undeveloped properties within the City's MUSA boundary. A rezoning request would be required for this project, consistent with other new developments. The requested zoning districts would be consistent with the guidance in the Comprehensive Plan.

This will be part of a Major Subdivision. It is anticipated to be a phased development. A preliminary plat would be required which shows the development plans in their entirety. A Final Plat would be required for each individual phase of the project.

Each of the four residential land uses are reviewed against standards specific to the respective uses in the appended Planning Memo. A Planned Unit Development (PUD) will be required to grant flexibility to City standards, if desired. To receive a PUD, developments must meet certain

standards, such as minimum development area (5 acres), open space (20% of the development) and street layout.

PLANNED UNIT DEVELOPMENT FLEXIBILITY:

A PUD is also anticipated with this project. The anticipated requests to deviate from City Code are summarized below:

1. **Entire Development** - Open Space must constitute at least 20% of the area of PUDs, it is unclear how that is being met with the proposal.
2. **Lot B** (4 story apartments):
 - a. Minimum Lot Size for the Multifamily Apartment Building (12.39 acres required, 4.96 acres proposed)
 - b. Parking is anticipated at 1.36 stalls per unit, this is unlikely to meet code but does depend on the unit mix.
3. **Lot A** (20 Unit Townhomes) - Front Yard setback for storage structures on Lot B, Multifamily Townhomes. Lot is considered a through lot, with 20' setbacks on all sides fronting a public street.
4. **Front Loaded Townhomes** –
 - a. Setbacks for Front, Side, and Rear yards due to the manner of the plat.
 - b. Parking proposed in front yard areas.
5. **55' & 65' Single Family Detached Lots** – Standards are not proposed for these properties, thus it is unclear whether deviations are required. It is possible that deviations to setbacks, lot coverage, or driveway locations could be requested.
6. **Additional Detail** - Given the conceptual nature of the proposal, it is possible that additional requirements for flexibility to City Code might be requested as the Applicant's team provides additional detail.

PLANNED UNIT DEVELOPMENT BENEFITS:

- A large central stormwater pond and adjacent park will provide over 11 acres of open space in the center of the development with proximity to the uses with the greatest density.
- The development will provide a mix of different housing types, on a large scale, and serve as a transition from more intensive commercial uses south of the site.
- The proposed development will connect to, and extend, City utilities at the expense of the Developer.
- Trails and pedestrian connectivity are proposed.

FEEDBACK DESIRED:

- Land Use Approvals
 - Will the Comprehensive Plan Amendment (requiring a 4/5 vote) be supported?
 - Do the revised boundaries for the future land uses meet the intent of the Comprehensive Plan?
 - Will the Preliminary Plat be supported?
 - Water appropriations have been a topic recently discussed by the City Council. Under what circumstances might the City make a determination that the subdivision is premature?
 - A Planned Unit Development is anticipated, will requests like those summarized under Planned Unit Flexibility, above, be supported?
- Proposed Site Plan
 - Is the proposed public park size and location acceptable?
 - Will the City Council support the request to extend utilities to this property?

- Buffering will be required, what types of buffering might the Council find most acceptable? Is a greater setback needed between the townhomes and business park/commercial use?
- What conditions of approval might the applicant anticipate?

ATTACHMENTS:

- Proposed concept plans and narrative
- 12/4/2022 - Planning Comment Memo – Sketch Plan Review
- 11/25/2022 - City Engineering Comment Memo
- 11/22/2022 - Fire Chief Comments
- 8/8/2022 - Landscape Architect Comment Memo

LIMERICK VILLAGE SKETCH PLAN NARRATIVE

**Lake Elmo, Minnesota
July 31, 2023**

DEVELOPMENT TEAM

Developer: Maplewood Development, Mario J. Cocchiarella
Civil Engineer: Alliant Engineering, Inc., Clark Wicklund
Surveyor: Alliant Engineering, Inc., Dan Ekrem
Landscape Architect: Alliant Engineering, Inc., Mark Kronbeck

LEGAL DESCRIPTION

Parcel 1

That part of the Northeast Quarter of the Southeast Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota which lies westerly of the westerly right of way line of Minnesota Department of Transportation Right of Way Plat No. 82-35 recorded as Document No. 424557 in the office of the County Recorder, Washington County, Minnesota and westerly of the westerly right of way line of Washington County Highway Right of Way Plat No. 36 recorded as Document No. 449905 in said office of the County Recorder.

Parcel 2

And also the Northwest Quarter of the Southeast Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota; EXCEPT the following described tract:

Commencing at the Southwest corner of said Northwest Quarter of the Southeast Quarter; thence North along the West line a distance of 152 feet to a point; thence Southeasterly in a straight line to a point on the South line of said Northwest Quarter of the Southeast Quarter to a point, said point being located 33 feet East of the Point of beginning; thence West 33 feet to the point of beginning.

EXISTING CONDITIONS

The property is currently owned by SPQR Lake Elmo, LLC, a subsidiary of Maplewood Development. It is approximately 79.4 acres and bound by Manning Avenue to the east, agricultural land to the south, agricultural land and a light industrial business to the west and agricultural land to the north.

The property is currently used for agriculture but for approximately 5 acres in the southeast used by Sodbuster RC Flying Club. A farmstead with associated outbuildings exists at the northeast corner of the property. Site access for the farmstead and flying club is from Manning Avenue.

Site topography varies gradually from an elevation of 918 in the northwest to an elevation of 893 in the southeast. A low area near the southeast corner of the site provides approximately 28K cubic yards of flood storage for the 100 year rainfall event and at an elevation of 895.1 per Valley Branch hydraulic modeling. Surface runoff generally migrates from west to east and ultimately arrives at the St. Croix River.

Site soils are generally free draining and anticipated to be suitable for infiltration.

DEVELOPMENT PLAN

The current sketch plan proposes for a mixed-use development consisting of single family homes, town homes and apartments. Single family homes are to generally be located on the western half of the site and consist of 65’ and 55’ wide lots. Front loaded town homes are to generally be located near the center of the site and provided a transition to higher density product to the east on Manning Avenue. The higher density product is to consist of 20 unit town homes and multi-story apartments with underground and surface parking. A large stormwater feature of approximately 10 acres is to be located near the center of the site and be an amenity to the single family and front loaded town homes.

A schedule of product types and quantities is as follows:

65’ single family homes	68
55’ single family homes	45
Front loaded town homes	72
20 unit town homes	240
Apartment units	300

The current sketch plan proposes for the extension of 5th Street North from the west to Manning Avenue to the east. It is currently proposed that 5th Street North be located south and abutting the north property boundary to avoid three large overhead transmissions towers to the north abutting the property. The plan also proposes for the relocation of Hudson Boulevard (aka 2nd Street North) to the south and which is to align with 2nd Street North on Manning Avenue to the east. The location and alignment of Hudson Boulevard is as depicted in Four Corners 2nd Addition Plans prepared by Larson Engineering and last dated July 10, 2019. Limerick Parkway is proposed to extend from 5th Street North to relocated Hudson Boulevard and generally parallel Manning Avenue. It will provide internal access at multiple locations to the single family homes, front loaded town homes, 20 unit town homes and apartments.

Park areas are currently proposed in the northwest and southeast. The northwest park is approximately 1.1 acres and located in proximity to the single family homes. The southeast park is approximately 0.4 acres and located in proximity to the apartments. Both parks abut public right-of-way. It should be noted that a private club house is currently proposed as part of the 20 unit town home development.

UTILITIES

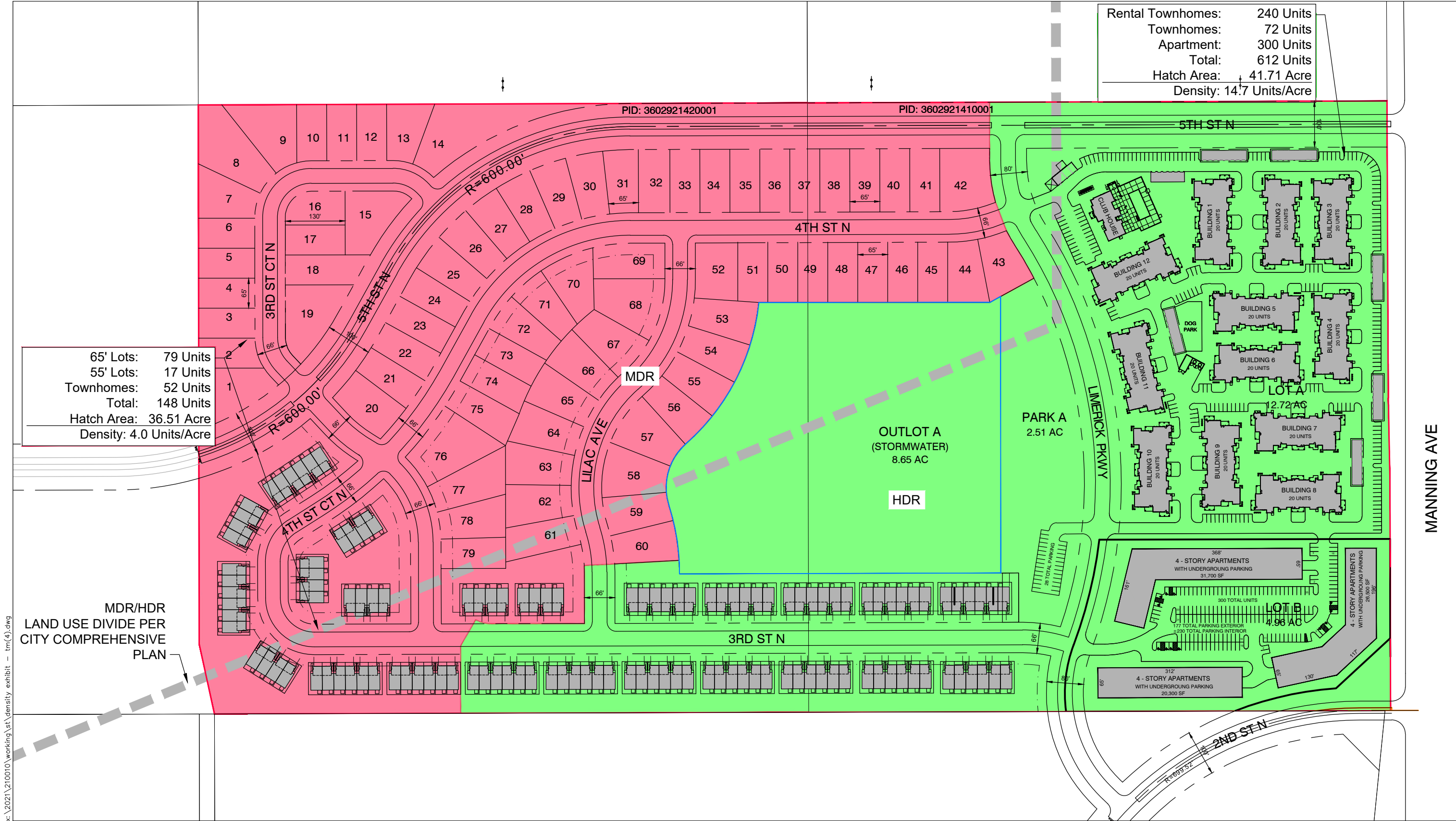
The area is served with 12" watermain and a 24" sanitary sewer in Hudson Boulevard. Each stub is located within right-of-way and located approximately a quarter mile south of the southwest corner of the project site. It is the applicants understanding that each utility has capacity to serve the site and subject to routing to the site.

It is the applicant's intent to work with the abutting land owners to the south and west to determine an extension of the two utilities to the site and as part of the preliminary plat submittal. It is understood that the City of Lake Elmo is pursuing the construction of a water tower somewhere near the site to serve properties in this area.

STORMWATER MANAGEMENT

The property currently provides approximately 28,000 cubic feet of flood storage for the 100 year rainfall event, which floods to an elevation of 895.1 per VBWD hydraulic modeling. An additional 95,000 cubic feet of flood storage is provided on the property to the south at that same elevation.

The sketch plan proposes to provide a local/regional stormwater management pond/infiltration basin of approximately 10 acres near the center of the site. It is currently proposed that the basin be outlet to the east under Manning Avenue to a ditch an approximate elevation of 890 which will provide for a basin normal water level of approximately 892 and an infiltration bench of approximately 890.7, which will provide approximately 40,400 cubic feet of flood storage or approximately 12,400 cubic feet of excess flood storage.



Rental Townhomes:	240 Units
Townhomes:	72 Units
Apartment:	300 Units
Total:	612 Units
Hatch Area:	41.71 Acre
Density:	14.7 Units/Acre

65' Lots:	79 Units
55' Lots:	17 Units
Townhomes:	52 Units
Total:	148 Units
Hatch Area:	36.51 Acre
Density:	4.0 Units/Acre

MDR/HDR
LAND USE DIVIDE PER
CITY COMPREHENSIVE
PLAN

UNIT COUNT	
55' LOTS:	17 LOTS
65' LOTS:	79 LOTS
TOWNHOMES:	124 UNITS
RENTAL TOWNHOMES:	240 UNITS
APARTMENTS:	300 UNITS
TOTAL UNITS:	760

GROSS DEVELOPMENT AREA 79.38 ACRES	
GROSS DENSITY	
760 UNITS / 79.38 ACRES =	9.57 UNITS PER ACRE

N

0' 100' 200'

DATE: 11-17-2023
DRAWN BY: ELL
SCALE: 1" = 200'



Limerick Village

Lake Elmo, MN

Density Exhibit





MEMORANDUM

Date: December 4, 2023

To: Maplewood Development
Cc: Nathan Fuerst, AICP, Consulting
Planner

RE: Limerick Village Sketch Plan Review

Description of Request

The City of Lake Elmo received a Residential Subdivision Sketch Plan from Maplewood Development and Construction, Inc, for a project on two properties totaling approximately 79.4 acres. The subject property is located northwest of Manning and Hudson Boulevards (PIDs 36.029.21.42.0001 and 36.029.21.41.0001). The sketch plan depicts a major subdivision which will result in a total of 760 residential units, broken down as follows:

- Lot A – Multifamily Residential Townhomes – 240 Units – 12 20-unit buildings on one 12.72 acre lot
- Lot B – Multifamily Residential Apartments – 300 Units – 3 buildings on one 4.96 acre lot
- Front Loaded Townhomes – 124 Units – 12 6-unit attached townhomes on individually platted lots.
- 55' Single Family Homes – 17 Units on individually platted lots.
- 65' Single Family Homes – 79 Units on individually platted lots.

A large central stormwater pond of approximately 8.7 acres is provided. Access to this site is proposed from proposed extensions of 2nd and 5th Streets N. which will terminate south and west of this site, respectively. An internal system of public and private roads will provide access to individual lots. Utilities must be extended from the current terminus on Hudson Boulevard to the south to the project site by the developer at their sole cost.

The proposal is characterized as a major subdivision. The applicant is requesting the use of a Planned Unit Development Overlay (PUD) to allow for flexibility in meeting the various standards required for the different residential uses comprising this project.

Premature Subdivisions – Lake Elmo Water Capacity Concerns

The City is working through issues relating to the amount of water which it can draw under an existing Minnesota Department of Natural Resources permit. Resolution on this issue is not expected until at earliest winter of 2024, and is made more complicated due to the PFAS contaminant issue in the East Metro. Until the resolution of ongoing water issues, Lake Elmo's City Council may choose to reject new subdivisions as premature.

Development Summary:

Site Size:	79.3 gross acres
Existing Zoning:	Rural Transition (RT)
Proposed Zoning District:	Medium Density Residential (MDR) and High Density Residential (HDR) with a Planned Unit Development Overlay (PUD)
Proposed Use(s):	Multifamily and Single Family Residential
Use Classification:	Multifamily is Permitted in HDR and Conditional in MDR, Single Family is Permitted in both HDR and MDR.
Existing Land Use:	Undeveloped Farmstead currently used as agricultural.
Adjacent Zoning	North: Medium Density Residential (MDR) and Rural Transition (RT)
Designations:	East: Rural Transition (RT) South: Rural Transition (RT) West: Rural Transition (RT)
Future Land Use:	Medium Density Residential (MDR) and High Density Residential (HDR)

Mandatory Environmental Review - Environmental Assessment Worksheet (EAW)

This project exceeds the statutory EAW review threshold for attached and unattached units and therefore must receive a mandatory EAW under Minnesota Rules 4410.4300 Subp. 19. While the project does not exceed the threshold for a mandatory EIS, we will not know the extent of environmental review requirements until the EAW process is completed. An EAW may be prepared by the Developer's consultant and must be reviewed and accepted by the City of Lake Elmo, which will be the RGU. Until the Environmental Review process concludes, a Preliminary Plat application will not be accepted as complete.

Sketch Plan Review Narrative

While the narrative provides general information on the proposed development, it does not provide much detail on the various elements of the project. The narrative should, at minimum, contain the information required by Sec. 105.12.1210 (a) (2). Additional information should be provided in a resubmittal as identified in the following review. **(Must be met in future submittals)**

Comprehensive Plan Review

At 760 units on 79.3 gross acres, this concept meets the overall guided density of the City's Comprehensive Plan, which would require a range of units in each Future Land Use Category as broken down below:

	Net Acres Proposed	Units Proposed	Density Proposed	Min – Max Units
HDR (8.01 – 15 units/ac)	39.2*	612	15.61	314 – 588
MDR (4.01 – 8 units/ac)	36.51	148	4.05	146 – 292
Total	78.22	760	9.72	460 – 880

*City Staff were advised by Met Council staff that the land to be dedicated as parkland to the City must be netted out of the density figure. Therefore, additional adjustments to the HDR/MDR boundaries and units are expected.

The proposed development will have to keep as close to the same amount of land guided for each use as feasible. Specifically, the amount HDR land outside of the arterial ROW along Manning cannot be reduced. This can be accomplished by a reduction of 2.51 acres from MDR and addition to the HDR. Units will need to be adjusted accordingly.

Land Uses

Rezoning will be required consistent with the Comprehensive Plan. The concept plan shows multiple land uses across the MDR and HDR zoning districts. Conformance can be achieved through rezoning, a comprehensive plan amendment, and PUD. **(Met)**

Preliminary, and Final PUD

Any future submittal should address the requirements of the Planned Unit Development Code Article XVIII.

PUD Minimum Requirements (Sec. 105.12.1150)

1. A PUD must include a minimum of five (5) acres **(Met, total 79.3 acres)**
2. For all PUDs, at least 20 percent of the project area not within street rights-of-way shall be preserved as protected open space. **(Not Met, total open space is undefined, total open space can include the stormwater pond but it is not clear how that and the parks will be a minimum 20% of the overall plat. If alternatives to compliance are to be provided, this must be detailed in the narrative)**
3. In newly developing areas, streets shall be designed to maximize connectivity in each cardinal direction, except where environmental or physical constraints make this infeasible. All streets shall terminate at other streets, at public land, or at a park or other community facility. **(Met, See City Engineer's comments on this issue)**

PUD Identified Objectives (Sec. 105.12.1130)

When reviewing requests for approval of a planned unit development, the City shall consider whether one or more of the objectives listed below will be served or achieved. It is the responsibility of the applicant to provide a narrative of how the proposed planned development meets one or more of the City's identified objectives 1 through 10. Planned unit developments should not be allowed simply for the purpose of increasing overall density or allowing development that otherwise could not be approved.

(It appears that multiple objectives are met, but the narrative should be revised to include this assessment in future submittals)

1. Innovation in land development techniques that may be more suitable for a given parcel than conventional approaches.
2. Promotion of integrated land uses, allowing for a mixture of residential, commercial, and public facilities.
3. Establishment of appropriate transitions between differing land uses.
4. Provision of more adequate, usable, and suitably located open space, recreational amenities, natural resource protection and other public facilities than would otherwise be provided under conventional land development techniques.
5. Accommodation of housing of all types with convenient access to employment opportunities and/or commercial facilities; and emphasized to create additional opportunities for lifecycle housing to all income and age groups.
6. Preservation and enhancement of important environmental features through careful and sensitive placement of buildings and facilities.
7. Coordination of architectural styles and building forms to achieve greater compatibility within the development and surrounding land uses.
8. Creation of more efficient provision of public utilities and services, lessened demand

on transportation, and/or the promotion of energy resource conservation.

9. Establishing measures to protect and preserve groundwater storage.
10. Allowing the development to operate in concert with a redevelopment plan in certain areas of the city and to ensure the redevelopment goals and objectives will be achieved.

Urban Residential Zoning District Bulk Standards (Sec. 105.12.720)

Assumes HDR zoning for Lot A, Lot B, and Townhomes. MDR zoning assumed for Single Family area to be consistent with comp plan.

Key: **Met**, Need Information, **Not Met**

	Lot A - MFH	Lot B – MFH	Townhomes	55' SFH Lots	65' SFH Lots
Minimum Lot Size	9.9 Acres	12.39 Acres	1800 Sq Ft/Unit	7000 Sq Ft	7000 Sq Ft
Minimum Lot Width	720'	180'	20'	50'	50'
Max Height	50'	50'	50'	35'	35'
Max Impervious	75%	75%	75%	50%	50%
FY – Setback	20'	20'	20'	25'	25'
SY - Setback	15'	15'	10'	10'	10'
RY - Setback	*	*	20'	20'	20'

* No rear yard areas on the triple fronted lots.

Development Standards for Multi-Family in HDR (Sec. 105.12.740)

1. No parking shall be located in the front yard or between the front facade and the street. **(Met on Lot B, not fully on Lot A)**
2. Common open space for use by all residents or private open space adjacent to each unit (as a courtyard or balcony) shall be provided. Such open space shall comprise a minimum of 200 square feet per unit. **(Need more information)**

Structure Standards for Detached Accessory Structures in MDR & HDR (Sec. 105.12.760)

1. Detached accessory structures shall be located to the side or rear of the principal building, and are not permitted within the required front yard or within a side yard abutting a street. **(Need more information)**
2. Detached garages shall not exceed 1,000 square feet at ground floor level and shall not exceed a height of 22 feet or the height of the principal structure, whichever is higher. The maximum size and height may be increased upon approval of a conditional use permit, provided that lot coverage requirements are satisfied. **(Need more information)**
3. Pole barns, as defined herein, exceeding 120 square feet shall be prohibited. **(Met)**
4. No more than 30 percent of the rear yard area may be covered by accessory structures. **(Must be met in future submittals)**
5. shall not exceed 14 feet in height. **(Must be met in future submittals)**

Development Standards for Single-family attached (Townhomes) in MDR (Sec.105.12.740)

1. A maximum of eight units shall be permitted within a single building. Buildings with more than eight units may be allowed as conditional use. **(Met, 6 unit buildings)**

- a. Townhouses shall be located on lots in such a way that each individual unit has a minimum of 15 feet of street frontage. No parking shall be located in the front yard or between the front facade and the street. **(Not met, front loaded w/ driveways)**
 - b. Townhouses that do not meet the minimum requirements for frontage along a street or that have frontage along a private street may be allowed as a conditional use. **(Must be met in future submittals)**
2. The primary entrance shall be located on the facade fronting a public street unless the townhouses are approved as a conditional use under subsection (g)(2)a of this section; an additional entrance may be provided on the rear or side facade. **(Met)**
3. New housing types should be introduced in limited quantities to increase diversity and housing choice, not to replace whole blocks of existing housing. Therefore, no more than one-fourth of the lineal frontage of a developed block (measured around the entire block perimeter) may be converted to townhouse units, and no further townhouse, two-family or higher-density development is permitted once this threshold is reached. **(Met)**
4. Townhouse units shall be designed to reflect the general scale and character of existing buildings on surrounding blocks, including front yard depth, height and roof pitch, primary materials, facade detailing and size and placement of window and door openings. **(Need more information in future submittals)**
5. Common open space for use by all residents or private open space adjacent to each unit shall be provided. Such open space shall comprise a minimum of 500 square feet per unit. **(Need more information in future submittals)**

Development Standards for Single-family detached in MDR & HDR (Sec.105.12.740)

More information on the following will be required in future submittals:

1. Single-family detached dwellings, all urban residential districts. All single-family dwellings shall be at least 24 feet in width, at least 960 square feet in area, and be placed on a permanent foundation.
2. No parking shall be located in the front yard or between the front facade and the street except on a permitted driveway.
3. The primary entrance shall be located on the facade fronting a public street.

Development Standards for Attached Garages in MDR & HDR (Sec.105.12.760)

More information on the following will be required in future submittals:

1. In all residential districts, the design and construction of any garage, carport, or storage building shall be similar to or compatible with the design and construction of the main building. The exterior building materials, roof style, and colors shall be similar to or compatible with the main building or shall be commonly associated with residential construction.
2. The structure shall meet the required yard setbacks for a principal structure, as established for the zoning district in which it is located;
3. The structure shall not exceed the height of the principal building to which it is attached;
4. Attached garages, urban residential districts.
 - a. Attached garages are encouraged to be side or rear loaded.
 - b. For single-family detached dwellings, the width of the visible garage door area when closed shall not exceed 60 percent of the principal building facade (including garage) fronting the primary street.
 - c. Attached garages shall not exceed 1,000 square feet in area at the ground floor level except by conditional use permit.
 - d. Garage doors or openings shall not exceed 14 feet in height.

Mixed-use District Driveways (Section 9.16.090)

More information on the following will be required in future submittals:

1. Driveways must be consistent with all requirements of Section 9.16.090, a list of some relevant standards follow:
 - a. Minimum width. All driveways shall have a minimum width of 12 feet.
 - b. Maximum width. All driveways shall have a maximum width of 26 feet within the public right-of-way. In the absence of platted right-of-way, the setback at which point the driveway width is measured shall be established by the prescriptive easement as determined by the city engineer. Increased driveway width in the public right-of-way up to commercial standard (34 feet) will be considered for active farms or agricultural properties.
 - c. Curb cut. A curb cut must not exceed the width of the driveway approach at the property line by more than ten feet.
 - d. The minimum distance between curbs of driveways at the right-of-way line shall be ten feet in any residential district. Lots that have been developed with zero lot line setbacks may be exempt from this provision. In all other districts, the minimum distance shall be 20 feet.
 - e. No driveway or curb cut shall be less than 50 feet from any right-of-way line of any street intersection,
 - f. All driveways shall connect to the public street at 90-degree angles, or must be approved by the city engineer. Exceptions must demonstrate an inability to meet the 90-degree angle due to extenuating circumstances.
 - g. A driveway must be at least five feet from any side lot line.

Off-Street Parking

Need more information, including proposed unit mix for all multi-family and townhome buildings, and tabulation of interior and exterior parking counts for all multifamily and townhome buildings:

1. All off-street parking shall be in compliance with LEC 105.12.410 Off-Street Parking.
 - a. Multifamily/townhome parking requirements are 1 space per 1-bedroom unit two spaces per 2-bedroom or larger unit. Single-family attached dwellings shall provide an additional ten percent of parking spaces for visitor parking. Multifamily dwellings shall also provide one visitor space per four units.
(Code likely not met on Lot B. A parking ratio of 1.36 stalls per unit is shown on plans)
 - b. Single family detached dwellings must provide 2 spaces per dwelling unit.
(Need more Information)
 - c. Parking facilities for visitors shall be considered by the Development regardless of whether uses are meeting parking requirements. Visitor parking areas could be shared by the various residential uses for a more efficient site design. **(Code likely not met on Lot B)**

Signage

Section 105.12.430 regulates signage. It is recommended that future submittals include signage types, sizes, and locations for review against City requirements. More information will be required in future submittals to assess conformance.

Screening

Section 105.12.480 requires screening between land uses differing in intensity. It is anticipated that screening and buffering will be required between the proposed Front

Loaded townhomes proposed along the southern lot line and the future Business Park and Commercial uses to the south. Depending on how land uses are transitioned across the site, screening may be required internally. More information will be required in future submittals to assess conformance.

Lake Elmo Design Guidelines and Standards

The Lake Elmo Design Guidelines and Standards apply. See chapter 2 for standards for High and Medium Density Residential Development. Sidewalks are required on both sides of all streets. Building designs throughout the development should be consistent, however, variation of individual unit styles is encouraged. More information will be required in future submittals to assess conformance.

Park Land Dedication

1. 10% of the land area is required for park land dedication.
2. The City's Comprehensive Plan prioritizes trail connectivity. A trail (meeting park dedication requirements) should be included north of 5th Street, north of Hudson Avenue, west of Manning Avenue, and along Limerick Parkway. The existing 5th St Trail is along the North side and there is a sidewalk on the south. This needs to be continued through this development. Trail credit cannot exceed 25% of overall park dedication.
3. This property is in the middle of a park search area in the City's Comprehensive Plan and identified as needing a neighborhood park. The two noncontiguous parks will not satisfy the need of the community for parkland. A contiguous parcel of 2-4 acres should be provided which will allow the city to program as needed in the future. Ideally this will be located along the north side of the stormwater pond for easy central access or around 3rd St Ct. to combine with future development of the adjacent parcel.
4. The Dog Park and Club House are considered as community amenities for the residents and not considered to qualify as park land dedication.
5. After land dedication and any trail credit, staff will recommend that any remaining parkland dedication obligation should be paid as a cash in lieu fee (acreage requirement x fair market value).

Preliminary and Final Plat

Any Future submittal should address the requirements of LEC 103.00.090 and LEC 103.00.100. and LEC 103.00.140. Major Subdivision Preliminary Plat Application Requirements are also in the application checklist available on the city's website.

Engineering

The City Engineer has provided comments in the attached memo dated November 25, 2023. There are noted issues with the alignment of proposed roads, timing of access construction, stormwater management, provision of utilities, and other technical comments to be addressed with preliminary plat submittal. **(Detailed plans will be required in future submittals)**

Fire Department

The Lake Elmo Fire Chief provided comments in the attached memo dated November 22, 2023. All comments must be addressed with any future submittal.

Landscaping

The Lake Elmo Landscape Architect provided comments in the attached memo dated August 8, 2023. A landscape plan and complete tree preservation plan needs to be

provided with any future submittal. All comments must be addressed with any future submittal. Landscape plans shall also comply with Article VIII Environmental Performance Standards and Design Guidelines previously referenced.

Washington County

The Washington County comment letter dated November 30, 2023 shall be addressed in future submittals. Comments relating to access, potential noise impacts, drainage, and permitting need to be adequately addressed by the developer.

Valley Branch Watershed District (VBWD)

No comments received to date. Should we receive comments, they must be addressed with any future submittal.

Required Next Steps

1. ~~Sketch Plan for Staff Review,~~
2. Environmental Assessment Worksheet (EAW),
3. Preliminary Plat, PUD, Comp Plan Amendment, & Rezoning applications,
4. Final Plat and PUD applications

Feel free to contact me with any questions about the City review of this concept or to discuss any other matters regarding property improvements.



Nathan Fuerst
Consulting Planner
(612) 210-8150
Nathan.fuerst@bolton-menk.com

MEMORANDUM

FOCUS ENGINEERING, inc.

Cara Geheren, P.E. 651.300.4261
Jack Griffin, P.E. 651.300.4264
Ryan Stempski, P.E. 651.300.4267
Chad Isakson, P.E. 651.300.4285

Date: August 13, 2023

To: Sophia Jensen, City Planner
Cc: Jenni Faulkner, Planning Consultant
Dutin Kalis, Fire Chief
Chad Isakson, PE, Assistant City Engineer
From: Jack Griffin, PE, City Engineer
Re: Limerick Village Concept Plan
PID 3602921420001 / 3602921410001

Engineering has reviewed the Limerick Village Concept Plan submitted by Maplewood Development. The review consisted of the following documentation received on July 31, 2023:

- Sketch Plan Narrative dated July 31, 2023.
- Limerick Village Site Sketch Plan, Sheets 1-6, dated July 28, 2023.
- ALTA Survey dated June 21, 2021.

NON-CONTIGUOUS DEVELOPMENT / PHASING PLANS

1. The development is being proposed as a noncontiguous development. As such the developer will be responsible for the design and construction of all supporting public infrastructure both extending to the site and within the proposed subdivision. A detailed public infrastructure plan should be prepared by the applicant and reviewed and approved by the City prior to accepting a preliminary plat application.
2. Sanitary sewer must be extended and connect to the existing 24-inch sanitary sewer located along Hudson Boulevard on the east side of the Stillwater Bus facility. The extension must be completed as part of the proposed subdivision improvements in accordance with the previously approved design for Four Corners 2nd Addition. Sanitary sewer will need to be extended throughout the property in a manner that will facilitate the future connection to sanitary sewer to Cimarron and the Oak-Land Middle School.
3. Watermain must be extended to the site as part of the subdivision improvements with connections in two locations such that the water system network is looped as part of the early phases of development. This may require the developer to obtain easements from adjacent property owners to facilitate the project in advance of contiguous development (see attached Watermain map).
4. Access to the Site is proposed from Manning Avenue in two locations. Secondary access will be required once the development exceeds 30 units. Both the 5th Street access to Manning Avenue and the Hudson Boulevard realignment with Manning Avenue will need to be constructed as part of the initial phases of the development.
5. The alignment of Hudson Boulevard with 2nd Street will require the elimination of the existing Hudson Boulevard intersection with Manning Avenue. These two intersections cannot coexist as active intersections.
6. The installation of traffic signal(s) will be required as part of the Hudson Boulevard realignment with Manning Avenue at 2nd Street and at the new intersection of Manning Avenue (CSAH 15) and 5th Street North. Coordination will be required with Washington County for the construction and implementation of the new traffic signal(s). A cost contribution should be required from the developer for traffic signal improvements.
7. The proposed Limerick Parkway connection between 5th Street and the realigned Hudson Boulevard will be required to be connected prior to the development exceeding 30 units to ensure primary and secondary access to all developed parcels.

TRANSPORTATION IMPROVEMENTS, ACCESS AND COLLECTOR STREETS

1. Manning Avenue Right-of-way Dedication. Prior to the submittal of a preliminary plat application, the existing right-of-way along Manning Avenue (CSAH15) must be fully detailed and any additional right-of-way dedication, if any, must be shown in accordance with the right-of-way preservation requirements from the Washington County Comprehensive Plan.
2. County Trail. The design and construction of a bituminous trail must be incorporated into the development plans, extending along the full length of Manning Avenue (CSAH15) frontage.
3. Hudson Boulevard Realignment. As part of the development, Hudson Boulevard must be realigned to move the existing Hudson Boulevard/Manning Avenue intersection north approximately 470 feet to align with the existing Holiday Station driveway (2nd Street North). The concept plan shows the new intersection at Manning Avenue but is silent in regards to the proposed phasing of this new intersection. The full extent of the proposed project must be submitted for City review and will be considered part of the subdivision improvements.
4. The project narrative indicates that the relocation of Hudson Boulevard at Manning Avenue (CSAH15) is consistent with the Four Corners 2nd Addition Plans prepared by Larson Engineering. Based on the plans submitted it is difficult to verify that no changes have been incorporated. Any plan submittal going forward must include the Hudson Boulevard realignment plans as approved by the City will no deviations, including lane configurations, clear zones, pedestrian facilities, turn lanes, and typical sections.
5. 5th Street North. Primary or secondary access for the development is shown with the construction of 5th Street North. The 5th Street North collector roadway alignment is shown to be generally consistent with the City's Comprehensive Plan. Alignment details will need to be further evaluated and approved by the City (and Washington County) prior to the submittal of a preliminary plat application. Additional plan detail is required to review the proposed alignment at the north property line to verify that there are no conflicts, including but not limited to conflicts with the existing overhead utilities. The alignment and termination point at the westerly plat limits for the future extension of 5th Street North will need to be coordinated with the adjacent property owner. Additional plan detail will also be required to show the proposed 5th Street North typical sections, including turn lanes at each new intersection internal to the subdivision. The 5th Street North typical sections will be required to be revised to be consistent with the approved 5th Street North Engineering Design Standards.
6. Manning Avenue (CSAH 15) Traffic Signal/Turn Lane Improvements at 5th Street North and at Hudson Boulevard. A traffic signal will be required at the new intersections with Manning Avenue (CSAH 15) and turn lanes will be required along Manning Avenue (CSAH 15) at each new intersection. Coordination with Washington County in regards to the timing and implementation of the new traffic signals will be required. All future plan submittals will need to show the full extent of the County roadway improvements.
7. Manning Avenue (CSAH 15) and 5th Street North Intersection. Washington County review of the proposed intersection location will be required prior to submitting for preliminary plat, including turn lane configuration requirements along both Manning Avenue (CSAH 15) and 5th Street North.
8. Pedestrian Improvements. The sketch plan must be revised to include the required trail and sidewalk improvements along Hudson Boulevard, 5th Street North and Limerick Parkway. Sidewalks must also be shown on both sides of residential roadways in median and high-density residential areas.

RESIDENTIAL STREETS

1. All streets along single-family units must be public streets and must meet the City's Engineering Design Standards including right-of-way width (66-feet) and pavement width (32-feet). Additional right-of-way may be needed at intersections with Hudson Boulevard and 5th Street North to accommodate turn lanes.
2. All street intersections must be at 90 degrees and maintain 50-ft of tangent with maximum longitudinal slopes of 2.5%. Adequate tangents do not appear to be provided throughout the subdivision.
3. Surmountable concrete curb and gutter shall be installed in single family residential areas with future driveways and B618 curb installed along entrance roadways and roadway stretches with no lots.

4. Limerick Parkway. The design of Limerick Parkway should be constructed to a width of 32 ft. (FOC-FOC) with an 8-ft. trail along one side and a 6-ft. sidewalk on the other (similar to Village Parkway in the Easton Village and Northport subdivisions).
5. All public streets must be reconfigured to maintain the physical street centerline at the centerline of the right-of-way.
6. A 10-foot utility corridor easement must be provided for small utilities along both sides of all public right-of-way. The 10-ft D+U corridors must be reserved for the installation of small/dry utilities and must remain free from all encroachments, including retaining walls, trees, fences, signs/monuments, and must maintain standard 4% boulevard grading.
7. It appears that the Apartment Units and 20-unit Townhomes are proposed to be fronted by private streets. Prior to receipt of a preliminary plat application, the private street design details should be presented and accepted by City staff, including off-street parking requirements, minimum allowable street widths, hydrant locations, and snow storage locations.
8. The private street design details must also show the proposed layout for sanitary sewer, public watermain, and small/dry utilities. Watermain easement locations must be shown at 30-ft. wide centered over the pipe and dedicated corridors for small/dry utilities must be shown with no encroachments to the easements with the exception of 90-degree crossings.

STORMWATER MANAGEMENT

1. The site plan is subject to a storm water management plan meeting State, Valley Branch Watershed District (VBWD) and City rules. Storm water facilities proposed as part of the site plan to meet State and VBWD permitting requirements must be constructed in accordance to City Engineering Design Standards.
2. The sketch plan proposes to provide a local/regional stormwater management pond/infiltration basin of approximately 10 acres near the center of the site. The application narrative also makes reference to the use of an infiltration bench. As the site design evolves it will be important to create a design with separate "wet pond(s)" and "infiltration basin(s)" as the City no longer allows infiltration benches as an approved BMP design.
3. Soil borings must be obtained for all proposed infiltration basins in the number and depth as outlined in the City Engineering Design Standards and submitted as part of any preliminary plat application for the application to be deemed complete. Design infiltration rates must be based on the recommendations informed from only the borings taken within the basin footprint.
4. Rate and volume control requirements must be met for all points of discharge from the site.
5. All storm water BMPs must be placed in Outlots. The stormwater facility Outlots must fully incorporate the 100-year HWL, 10-foot maintenance benches and all BMP maintenance access roads. Maintenance access roads meeting City standards must be provided for all storm water facilities.
6. Overland emergency overflow elevations and pathways are required and must be utilized for all stormwater ponding while maintaining 1-foot minimum separation between structure low opening elevation and the overland EOF.
7. The storm sewer system shall be designed to maintain the City standard minimum pipe cover of 3.0 feet. Drain tile is required as part of the City standard street section at all localized low points in the street. Drain tile considerations may impact the storm sewer design and depth requirements at low points.
8. Per City requirements all storm sewer pipe easements must be a minimum 30-feet in width. No structure or patio encroachments are allowed within the storm sewer easements.
9. Storm water ponding adjacent to roadway corridors may not encroach the right-of-way or small utility easement corridors along either side of all right-of-way.

MUNICIPAL WATER SUPPLY

1. Municipal water supply is not readily available to the site. Watermain must be extended to the site as part of the subdivision improvements with connections in two locations such that the water system network is looped as part of the early phases of development. This may require the developer to obtain easements from adjacent property owners to facilitate the project in advance of contiguous development (see attached Watermain map).

2. Watermain distribution lines and connections will be required wherever reasonably possible to create a looped network throughout the proposed subdivision and as the project is phased.
3. A watermain stub will be required to extend to the western plat boundary for future (or initial subdivision improvements) extension along 5th Street North. Watermain will also need to be stubbed to the northern plat boundaries at Limerick Parkway and potentially 3rd Street Ct N.
4. The developer will be responsible to place hydrants and water system valves internal to the site as determined by the Lake Elmo Public Works Director and Fire Department.
5. Minimum 30-foot easements centered over the pipe/hydrant will be required when not located within the public right-of-way. Easements must be free from all encroachments, including retaining walls, trees, fences, small/dry utilities, or storm water management BMPs. Easements must be dedicated to the city as part of the plat. Dedicated watermain easements must be shown on all site, grading, utility, and landscape plans when submitting a Preliminary and Final Plat application.

MUNICIPAL SANITARY SEWER

1. Municipal sanitary sewer is not readily available to serve this site. Sanitary sewer must be extended to the site from the existing 24-inch sanitary sewer located along Hudson Boulevard on the east side of the Stillwater Bus facility. The extension must be completed as part of the proposed subdivision improvements in accordance with the previously approved design for Four Corners 2nd Addition.
2. The developer will be responsible to extend sanitary sewer service to the site and throughout the development at the developer's sole cost to service each platted lot/parcel. A sanitary sewer main must also be stubbed to the plat limits for future extension by each adjacent parcel, including Cimarron and the Oak-Land Middle School.
3. All public sanitary sewer mains placed within the development will require minimum 30-foot easements centered over the pipe/structure and be dedicated to the city as part of the final plat, if not located within a public right-of-way. Dedicated utility easements must be shown on all site, grading, utility, and landscape plans, and remain free from encroachments, including retaining walls, trees, fences, small/dry utilities, or storm water management BMPs.



PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

November 30, 2023

Sophia Jensen
City Planner
City of Lake Elmo
3880 Laverne Avenue
Lake Elmo, MN 55042

Comments on Revised Limerick Village Sketch Plan

Dear Sophia,

Thank you for the opportunity to review and comment on the sketch plan for the Limerick Village located along CSAH 15 (Manning Avenue). We are grateful for the City of Lake Elmo's partnership in ensuring the safety and mobility of our County transportation system. Our development review team has reviewed the resubmitted sketch plan proposal dated 11-17-2023 and offers the following comments.

CSAH 15 at this location is currently classified as an "A-Minor Expander" roadway. The Washington County 2040 Comprehensive Plan contains access criteria for county roads related to spacing, sight lines, and availability of local road connections. CSAH 15 requires preserving 180 feet of right-of-way for this portion of CSAH 15. The site plan will need to show the right-of-way measurements in more detail to ensure that it meets the needs identified in the Comprehensive Plan.

The development proposes accessing CSAH 15 at 5th Street N and 2nd Street N. These locations are in conformance with the county's access location guidelines. Access permits will be needed for the construction of new street connections within the county right-of-way. Both access points are potential candidates for traffic signals or roundabouts, either in the future or potentially upon opening. Construction of such intersection improvements would be subject to "Washington County Cost Participation Policy #8001 for Cooperative Highway Improvement Projects", which can be found here: <https://www.co.washington.mn.us/DocumentCenter/View/54003/Cost-Policy>, including city cost for any necessary changes to city-owned approach roadways. We would recommend a brief meeting with city staff to discuss various lane configuration scenarios and traffic signal cost-share agreements to ensure that the City's and County's interests are reflected in the development street plan.

Washington County access spacing guidelines for minor arterial roads is $\frac{1}{4}$ of a mile. The proposed development access and the existing access to Oak-Land Middle School are approximately $\frac{1}{4}$ of a mile apart. The City should work with the developer and the property owner to the north to plan for future access into the northern parcel from the proposed 5th Street, as no additional access points to Manning Avenue north of 5th Street would be allowed by the County.

The plans should identify trail connections within the site and along CSAH 15. Trails should connect to future subdivisions to the north, Hudson Road, and Oak-Land Middle School, with a trail connection through Cimarron to the northwest or directly west to connect to CSAH 17.

Washington County's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC), where the establishment of the land use would result in violations of established noise standards. Minnesota Statute 116.07, Subpart 2a exempts County Roads and County State Aid Highways from noise thresholds. County policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures. The developer should assess the noise situation and take any action outside of County right of way deemed necessary to minimize the impact of any highway noise.

A right-of-way permit will be required for any work within the County highway right of way as it relates to the development. As the development progresses, a plan set will be required with the application and include any grading, culvert installation, water and sewer services, parallel trail development, signage, and any landscaping and other improvements within the County right of way. A temporary access permit will be needed for access to Manning for site grading purposes, even if an existing access point is being repurposed for such use.

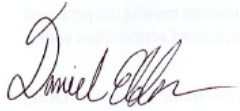
Additionally, the developer or the City will need to submit a drainage report and calculations for review of any downstream impacts to the county drainage system. Along with the drainage calculations, we will request written conclusions that the volume and rate of stormwater run-off into the county right of way will stay the same as part of the project. Confirmation that the developments stormwater plan meets all watershed requirements will be required prior to any permit approvals.

All utility connections to County highway right of way for the development require Washington County Right of Way permits. Typically, these utility connection permits are the responsibility of the utility companies.

Thank you again for the opportunity to provide comments on the revised sketch plan for Limerick Village. We look forward to continuing to work with the City of Lake Elmo to ensure that development in this area is successful and well-served by the transportation network.

If you have any questions, please get in touch with me at 651-430-4307 or daniel.elder@co.washington.mn.us

Sincerely,

A handwritten signature in dark ink, appearing to read "Daniel Elder". The signature is fluid and cursive, with a long horizontal stroke at the end.

Daniel Elder
Planner II

Cc (email only):

Wayne Sandberg, Public Works Director/County Engineer
Frank Ticknor, Deputy Director Public Works
Lyssa Leitner, Public Works Planning Director
Joe Gustafson, Traffic Engineer
Kevin Peterson, Design Engineer

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LAKE ELMO FIRE DEPARTMENT – OFFICE OF THE FIRE MARSHAL

Fire Prevention, Code Enforcement, and Public Education



August 9, 2023

Sophia Jensen, City Planner

City of Lake Elmo, MN

Re: Sketch Plan Review of PID: 3602921410001 and 3602921420001 aka “Limerick Village” a 725 residential unit development.

Prepared by: Anthony Svoboda, Fire Marshal

Approved by: Dustin Kalis, Fire Chief

Applicable Codes:

- 2020 Minnesota State Fire Code
- Lake Elmo Fire Department Fire Code Policies
- NFPA 13D, 2016 edition

Fire Department Comments:

- 1) All roads and drive lanes shall meet the Lake Elmo Fire Department requirements for widths and turning radiuses.
- 2) Approved fire apparatus roads shall be provided and maintained throughout all development phases in coordination with engineering, public works, planning, and fire departments.
- 3) Project construction phasing shall accommodate emergency access to the entire construction zone at all times, generally meaning two separate means of entrance/exit as defined in the code. Phasing plan to be approved by the fire department prior to construction.
- 4) An approved signage and marking plan shall be determined for all No Parking and Fire Lane access roads. On- street parking shall be provided in approved locations following review by Engineering and Public Works. Parking shall be prohibited on both sides of private drive lanes.
- 5) Street names and addressing shall be consistent with the Washington County Uniform Street Naming and Property Numbering System. *Street names proposed on document “Site Sketch – 2023-0728” appear consistent with the county naming convention and are acceptable to the Fire Department.*
- 6) Fire hydrants shall be provided in approved locations following review by Engineering and Public Works.

LAKE ELMO FIRE DEPARTMENT – OFFICE OF THE FIRE MARSHAL

Fire Prevention, Code Enforcement, and Public Education



- 7) Building address numbers shall be plainly visible from the street fronting the property and shall contrasting color from the background. Size and placement of address numbers shall be approved by the fire and planning departments.
- 8) Fire sprinkler systems shall be installed in the townhome buildings compliant with provisions of 2016 NFPA Standard 13D, Installation of Sprinkler Systems in One- and Two-Family Dwellings or IRC P2904. City permit required prior to initiation of work.

The fire department recommends the installation of fire sprinkler systems within the twin homes in order to achieve the same level of life safety protection within the development.

Questions, clarifications, or the request to provide code documents can be made using the contact information listed below.

Respectfully,

Anthony Svoboda



Anthony Svoboda | Assistant Chief

Lake Elmo Fire Department

Fire Station #1 - 3510 Laverne Ave N. | Lake Elmo, MN | 55042

651-747-3907 office | www.lakeelmo.org

MEMORANDUM

TO: Sophia Jensen
FROM: Jody Rader, PLA
DATE: 8/8/2023
RE: City of Lake Elmo Sketch Plan Review | Limerick Village

Limerick Village

Submittals

1. Limerick Village Sketch Plan, dated 7/28/23, received 8/2/23

Review History

Initial sketch plan review on August 8, 2023

Location: 79.4 acres west of Manning Avenue N, south of 10th St. N, north of I-94, east of Lake Elmo Avenue N (former site of Lake Elmo Sod Farm)

Current Land Use Category: Rural Transitional (RT)

Adjacent and Surrounding Land Use: Rural Transitional (RT) to the northeast, Medium Density Residential (MDR) to the northwest, Rural Transitional (RT) to the west and south. Future Land Use is guided for Medium Density Residential (MDR) and High Density Residential

Special Landscape Provisions in addition to the zoning code: None

Tree Preservation: 105. 12. 470

- A tree preservation plan will need to be submitted that meets code, including, but not limited to:
 - A tree inventory showing the quantity, size, species, health, and location of all significant trees in graphic and tabular form.
 - Listing of healthy significant trees to remain and to be removed
 - Delineation of all areas to be graded and limits of land disturbance along with proposed structures and impervious surfaces
 - Tree protection measures
 - Size, species, number and location of replacement trees

Landscape Requirements: 105. 12. 480

- A landscape plan will need to be submitted that meets code, including, but not limited to:
 - The location, size, quantity, and species of all existing and proposed plant materials

- Structural and ground cover materials
- Provisions for irrigation
- Details and cross sections of all required screening
- The required number of trees
- The minimum tree composition requirements
- Screening requirements
- All landscape materials shall be guaranteed for two years

General Notes

- The existing site has very few trees today. The sketch plan appears to show opportunity to preserve a few remaining trees in the northeast area of the site. Preservation of as many healthy and significant trees as possible is encouraged.
 - Note the allowable tree removal (105.12.470 (c) (5) states that up to 30% of the diameter inches of significant trees on any parcel of land being developed, redeveloped, graded or proposed for construction activity may be removed without having to adhere to the tree replacement requirements.
 - Healthy and/or significant mature trees could potentially be transplanted as part of the Tree Preservation and Landscape Plans.
- Note the interior and perimeter parking lot landscape requirements as listed in 105.12.480 (d) and (e).
 - As shown in the sketch plan, there are smaller lots proposed surrounding the multi-family areas, as well as a larger parking area to complete the parking matrix. Trees should be planted per Table 6-2.
 - Note that parking areas must be screened from public streets, sidewalks, and adjacent residential properties via a landscaped frontage strip that includes a 3.5'-4' tall screen and trees at least every 50 linear feet.
- Note the screening requirements as listed in 105.12.480 (f) for adjacencies to less intensive uses. The parcel to the west is guided for Residential Single Family (RSF), which is lower intensity than the proposed development.

Recommendation:

- Prepare and submit tree preservation and landscape plans that meet code requirements.

Hoisington Koegler Group, Inc.



Jody Rader, PLA (MN)
City of Lake Elmo Municipal Landscape Architect
P: (612) 220-8990
E: jody@hkgi.com