



STAFF REPORT
DATE: 12/3/2024
REGULAR AGENDA

TO: City Council
FROM: Nathan Fuerst, AICP, Consulting Planner
AGENDA ITEM: **Discussion Only – Limerick Village Sketch Plan Review**
REVIEWED BY: Jason Stopa, Community Development Director

BACKGROUND:

Maplewood Development has provided an updated concept plan for Limerick Village which is intended to conform with feedback received in several iterations of City Council and Parks Commission review.

The project would be connected to city water and sewer services. The project site is noncontiguous with existing development, so City water and sewer connections need to be made to existing terminus on Hudson Boulevard North. The Applicant understands that connection would be at their expense. Reconstruction of a portion of Hudson Boulevard will also be necessary to provide access consistent with the City's Comprehensive Plan and prior approvals.

A general timeline of concept plan reviews is summarized below:

- December 12, 2023 - City Council review of concept plan ([packet link here](#)).
- February 21st, 2024 - Parks Commission review of the concept plan ([packet link here](#))
- March 12, 2024 – City Council review of a revised concept plan ([packet link here](#))
- August 14, 2024 - City Council review of a revised concept plan ([packet link here](#))
- November 18, 2024 – Parks Commission review of a revised concept plan ([packet link here](#))

Revisions made to the Concept Plan since the last City Council meeting are summarized below:

- Park Area increased from less than 2 acres to 8 acres by displacing single family lots along the north side of the stormwater basins.
- Single Family Residential lot width increased to 50'
- ROW width increased to city standard in all areas of development.
- Public access comments incorporated.

ISSUE BEFORE THE CITY COUNCIL:

The City Council is asked to provide feedback regarding the concept plan and advise Maplewood Development on requested PUD flexibilities prior to moving forward with next steps.

LAND USE GUIDANCE OVERVIEW:

Comprehensive Plan Future Land Use Guidance:

- Medium Density Residential (MDR) & High Density Residential (HDR)
- 2020 – 2030 MUSA Growth & Phasing Period

Zoning District

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

The development will be on two undeveloped parcels northwest of Hudson Boulevard North and Manning Avenue North. As proposed, the project would include 682 residential units on about 80 acres. The units are broken down as follows:

- Multifamily Residential – Senior Living – 120 Units on 4.96 acres, one 4 story building.
- Multifamily Residential – Apartments – 271 Units on about 9.12 acres, three 3 story buildings
- Rear Loaded Rental Townhomes – 161 Units on 12.73 acres.
- Front Loaded Rental Townhomes – 60 Units on unknown acreage.
- 50' Single Family Homes – 70 Units on individually platted lots.

COMPLIANCE WITH 2040 COMPREHENSIVE PLAN:

Generally, the proposal meets the intent of the Comprehensive plan to transition the density from higher on the east to lower on the west. The Applicant has worked with staff to align the concept plan with the City's Comprehensive Plan. An overview of the expected density is below:

	Net Acres Proposed	Units Proposed	Density Proposed	Min – Max Units
HDR (8.01 – 15 units/ac)	40.69*	556	13.66	326 – 611
MDR (4.01 – 8 units/ac)	31.5*	126	4.00	126 – 252
Total	72.19	682	9.45	452– 863

*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. Net acreage will vary if parkland areas change.

This development furthers the following goals of Lake Elmo's 2040 Comprehensive Plan:

- Maintain and enhance connections of all residents to the natural resources and open space amenities throughout the community.
- Enhance Lake Elmo's expansive network of trails, open space, and natural resources as amenities in developing areas of the City.
- Achieving densities planned for, and envisioned by, the City's Future Land Use Map.

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 (EAW) – Triggered by number of units.
2. Rezone – RT to MDR and HDR (corresponding with Comp Plan)
3. Planned Unit Development (PUD) – To deviate from base City Code requirements.
4. Major Subdivision

PLANNED UNIT DEVELOPMENT FLEXIBILITY:

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

Rear-Loaded Townhome Flexibilities:

- Townhome plat may require PUD flexibility to allow units to be separately platted.

Front-Loaded Townhome Flexibilities:

- Request for front-loaded townhomes (garage with driveway on front facade) where the City Code prohibits parking between the front façade and the street.
- Townhome plat may require PUD flexibility to allow units to be separately platted.

4 Story Senior Multifamily Lot Flexibilities

- None identified at this time, it appears possible for this element of the project to meet City Standards.

3 Story Multifamily Buildings Flexibilities:

- None identified at this time, it appears possible for this element of the project to meet City Standards.

50' Single Family Detached Lot Flexibilities:

- Minimum Lot Area (6000 sq ft shown, MDR minimum is 7000 sq ft)
- Additional deviations could be requested in the form of setbacks, impervious, etc.

Given the conceptual nature of the proposal, it is possible that additional requirements for flexibility to City Code might be requested or identified as more detail is provided.

DESIGN CONSIDERATIONS:

The Limerick Village project would be Lake Elmo's largest single residential development in terms of units. This development, with 682 units, creates the potential for an estimated 1500-2000 new residents. As a gateway to the community, site design and architectural elements will be carefully reviewed against the City's Code and Design standards. Considerations specific to each area of the site are provided below:

Rear-Loaded Townhomes:

Rear-loaded townhomes are consistent with the City's design standards. This area must consider the high visibility along the Manning Avenue corridor to the east and must also be designed to front Limerick Parkway on the west. Pedestrian connections and walkability should be reinforced both within and around this property, particularly to the park.

Front-Loaded Townhomes:

City Code and design standards do not permit parking in the front yard area of attached townhomes. It may be possible to double front the townhomes along Lilac Ave and 3rd Street on the sidewalks/open space to their rear.

4-Story Senior Apartment:

This part of the subject property, and any development on it, will be highly visible from Manning Avenue, and even the interchange of Manning and Interstate 94. The apartment building on this site should remain fronted to both Manning Avenue and Limerick Parkway, with surface parking concentrated internally on the site. It should be anticipated that high quality building materials, and building design are required by the City for this important corner. Strong attention will be paid to connect this lot with the proposed park.

3-Story Multifamily Buildings:

These buildings will be primarily visible from the streets and areas internal to the Limerick Village development. Facades should be varied, and front yard plantings will be required to soften the streetscape. Additional consideration should be given to the proximity of those units to future business park development to the south and methods provided to buffer accordingly. It is possible that the City could require a trail connection to the south or west of the subject property to facilitate connectivity through future developments.

50' Single Family Detached Lots:

The residential single family lots have been revised to meet the City's lot width requirement. Lot area deviation is still anticipated through a future PUD request. Additional review of the City's bulk standards are required to ensure that these lots are complaint with City Code. Sidewalks are required on at least one side of the street for these lots.

PARKLAND DEDICATION:

Based on feedback received to date, the developer has significantly increased the park area from just under 2 acres to 8 acres. This was accomplished by replacing single family units with increased park area on the north side of the development. If all of the proposed park area is accepted by the City, there will be no further dedication of land, or fee in lieu, required.

When totaled with the stormwater ponding areas, the development will have a central open space area of over 15 acres. Private open space amenities are also provided for the 3story apartment buildings and rear loaded townhomes.

PLANNED UNIT DEVELOPMENT BENEFITS:

- A large regional stormwater pond and adjacent park with a looped trail system will provide over 15 acres of contiguous open space in the center of the development.
- The proposed 8 acre park will satisfy comprehensive plan requirements for a park search area and serve neighboring areas as they develop.
- The development will provide a mix of different housing types and serve as a transition from more intensive commercial uses planned to the south of the site.
- The proposed development will connect to, and extend, City utilities at the expense of the Developer.
- Trails, sidewalk, and roadway connectivity are proposed consistent with City plans.

FISCAL IMPACT:

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

FEEDBACK DESIRED:

- Will it be acceptable for the proposed 50' lots to be under the lot area requirement?
- Should the proposed townhomes along Lilac Avenue and 3rd Street be rear loaded?
- Are the proposed trails and park area sufficient to meet City needs?
- What specific concerns might there be for design of the streets or different elements of the project?

ATTACHMENTS:

- Revised Concept Plan
- 10/8/24 – Updated Planning Comment Memo
- City & County Review Memos

LIMERICK VILLAGE SKETCH PLAN NARRATIVE

**Lake Elmo, Minnesota
November 22nd, 2024**

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 provides for a mixed-use development consisting of single-family homes, town homes, apartments and a senior living / assisted living center. Single-family homes are to be located on the northwestern portion of the site and consist of 50’ wide lots. Front-loaded town homes type A are to be located along Lilac Ave and a portion of 3rd St. N. Front-loaded town homes type B are to be located along the east side of the site adjacent to Manning Ave. and provide a transition from the lower density single-family housing product to the west. The higher density product is to consist of a senior living option and multi-story apartment buildings with underground and surface parking provided along the south of the property. A large stormwater feature of approximately seven 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:

50’ single-family homes	67
Patio style town homes	60
Back-loaded town homes	161
Apartment units	271
Senior living	120

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 of and abutting the north property boundary to avoid three large overhead transmission 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 is to align with 2nd Street North and 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, senior living building and apartments.

Park areas are currently proposed near the center of the site and southwest corner of the site. The centrally located public park is 8 acres and positioned to equally serve all nearby residents while benefiting from the longer viewshed of the stormwater management features.

The southwest park is approximately 1 acre and located in proximity to the apartments and single-family homes to provide additional recreation opportunities for the residents.

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.

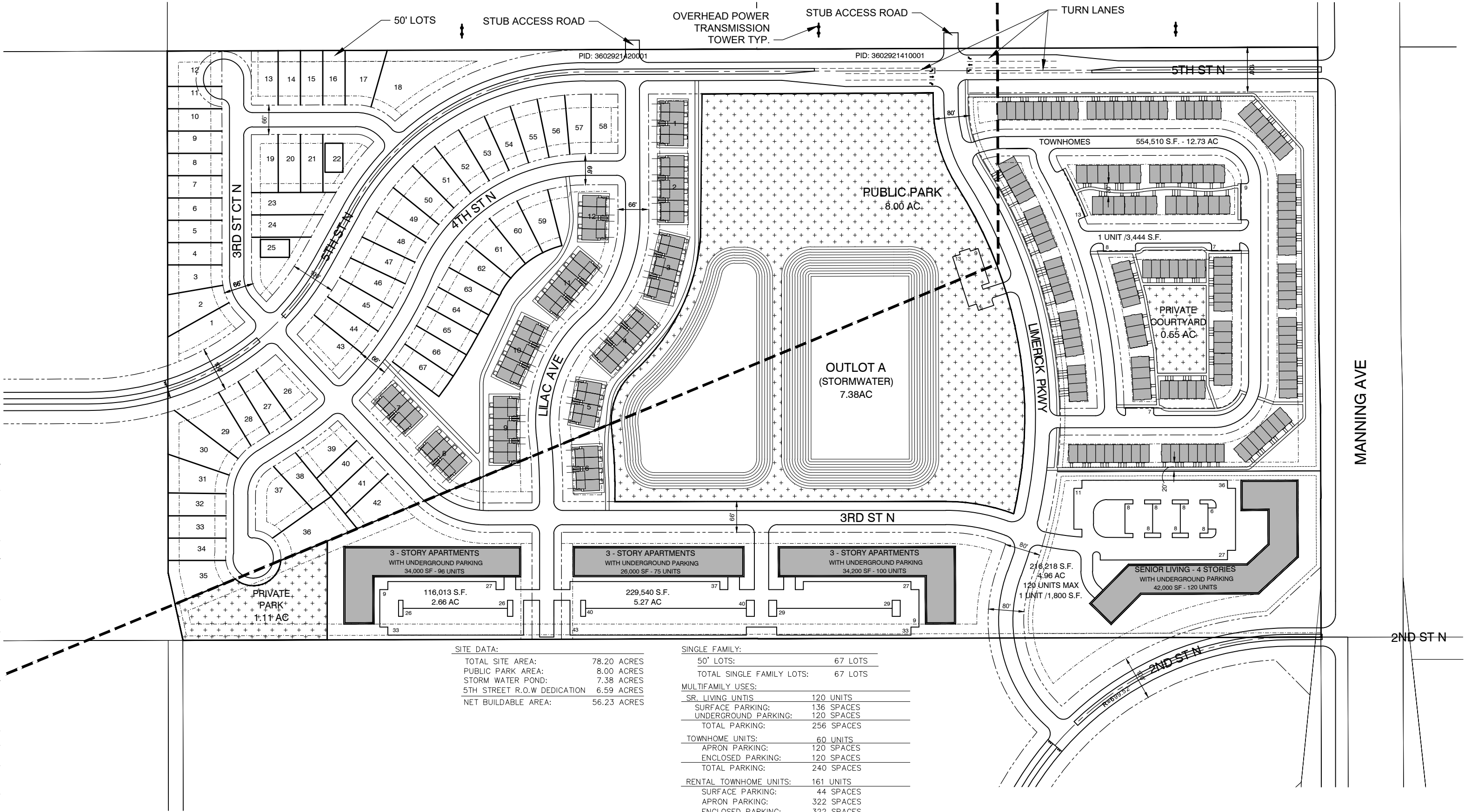
It is the applicant's intent to work with the abutting land owners to the south and west to determine an extension of the two utilities to the site and as part of the preliminary plat submittal. It is understood that the City of Lake Elmo is pursuing the construction of a water tower somewhere near the 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 7.4 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.

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SITE DATA:	
TOTAL SITE AREA:	78.20 ACRES
PUBLIC PARK AREA:	8.00 ACRES
STORM WATER POND:	7.38 ACRES
5TH STREET R.O.W DEDICATION	6.59 ACRES
NET BUILDABLE AREA:	56.23 ACRES

SINGLE FAMILY:	
50' LOTS:	67 LOTS
TOTAL SINGLE FAMILY LOTS:	67 LOTS
MULTIFAMILY USES:	
SR. LIVING UNITS	120 UNITS
SURFACE PARKING:	136 SPACES
UNDERGROUND PARKING:	120 SPACES
TOTAL PARKING:	256 SPACES
TOWNHOME UNITS:	60 UNITS
APRON PARKING:	120 SPACES
ENCLOSED PARKING:	120 SPACES
TOTAL PARKING:	240 SPACES
RENTAL TOWNHOME UNITS:	161 UNITS
SURFACE PARKING:	44 SPACES
APRON PARKING:	322 SPACES
ENCLOSED PARKING:	322 SPACES
TOTAL PARKING:	688 SPACES
APARTMENT UNITS:	271 UNITS
SURFACE PARKING:	408 SPACES
UNDERGROUND PARKING:	±270 SPACES
TOTAL PARKING:	±678 SPACES
TOTAL MULTIFAMILY DWELLING UNITS:	612 MULTIFAMILY UNITS

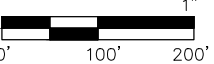
TOTAL DWELLING UNITS PROVIDED:	
MULTIFAMILY:	612 MULTIFAMILY UNITS
SINGLE FAMILY:	67 SINGLE FAMILY LOTS
TOTAL:	679 UNITS PROVIDED



Limerick Village

Lake Elmo, Minnesota

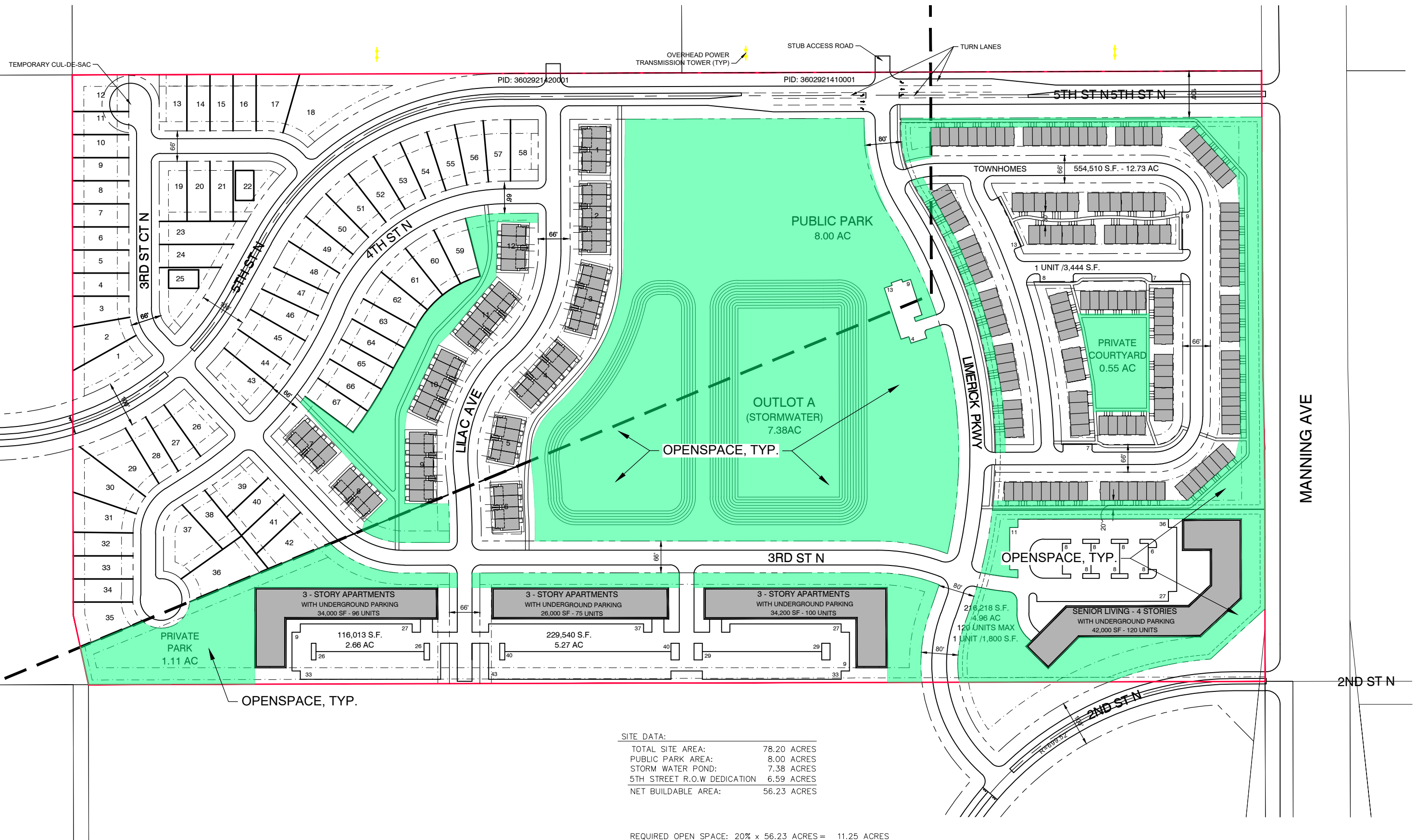
Site Plan
11"x17"



DATE: 11-22-24
DRAWN BY: TLM
SCALE: 1" = 200'



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TOTAL SITE AREA:	78.20 ACRES
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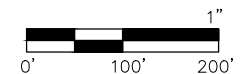
REQUIRED OPEN SPACE: 20% x 56.23 ACRES =	11.25 ACRES
OPEN SPACE PROVIDED:	= 24.58 ACRES (43.7%)

Limerick Village

Lake Elmo, Minnesota

Open Space Exhibit

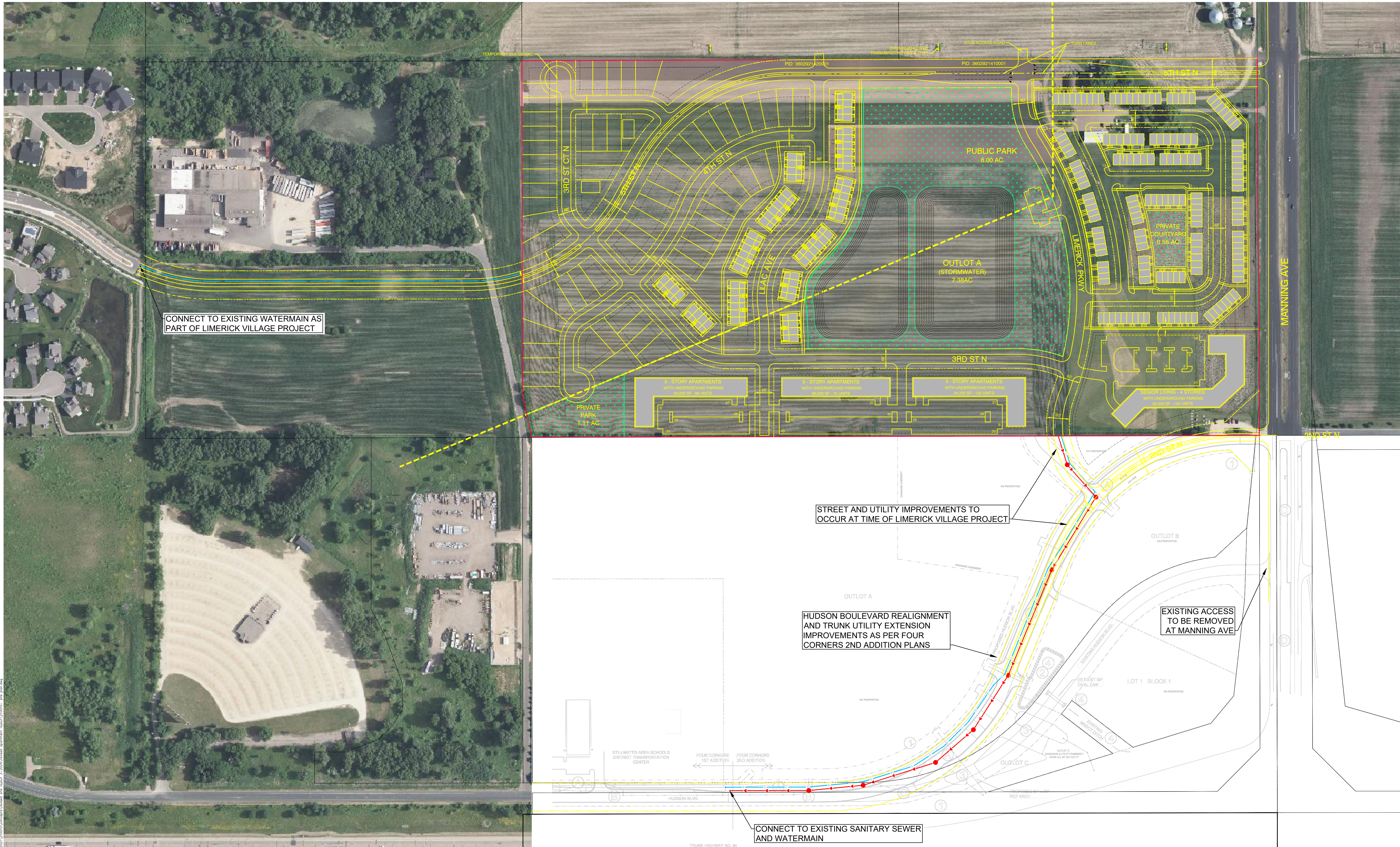
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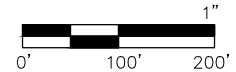
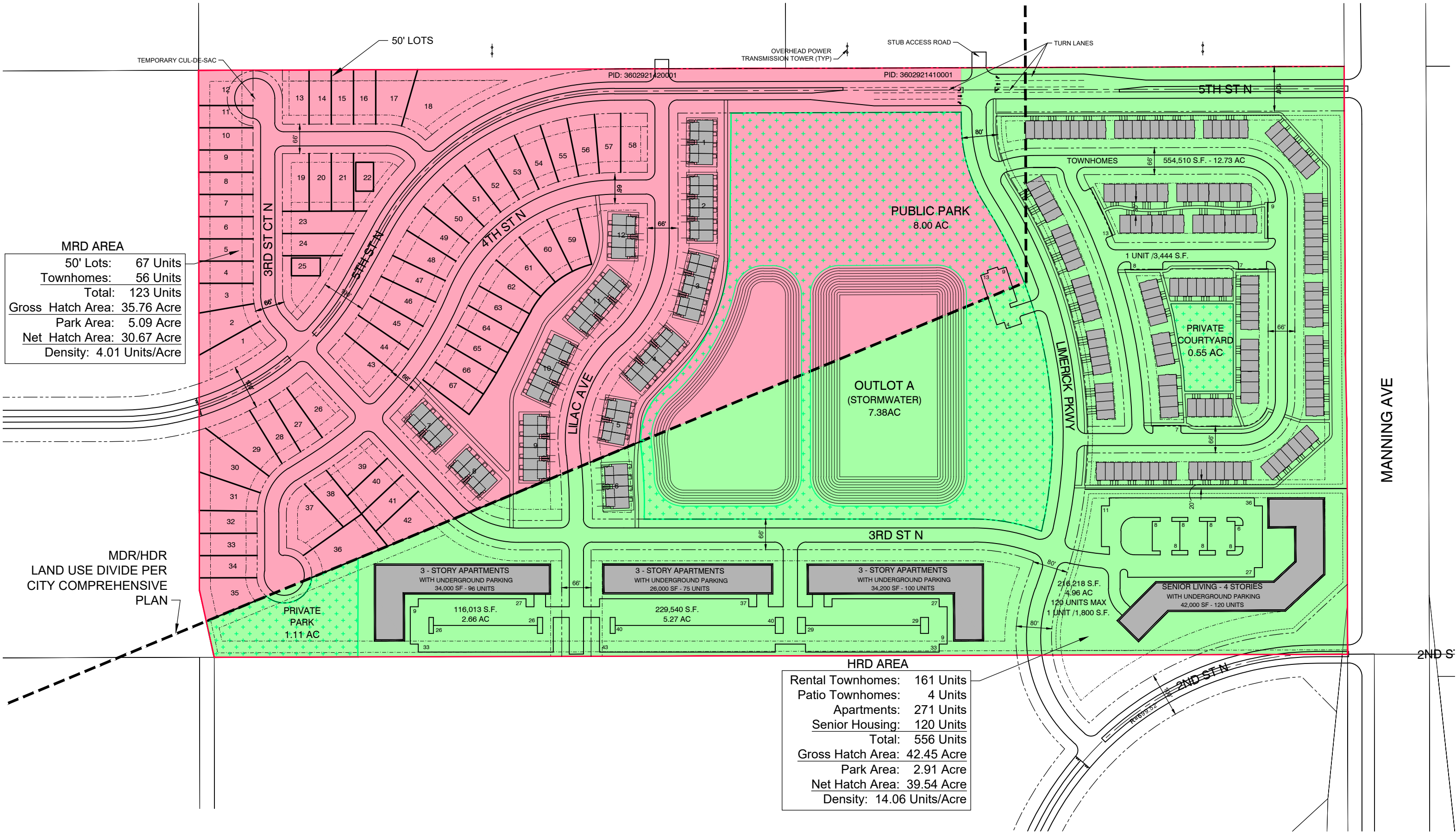


ALLIANT
ENGINEERING



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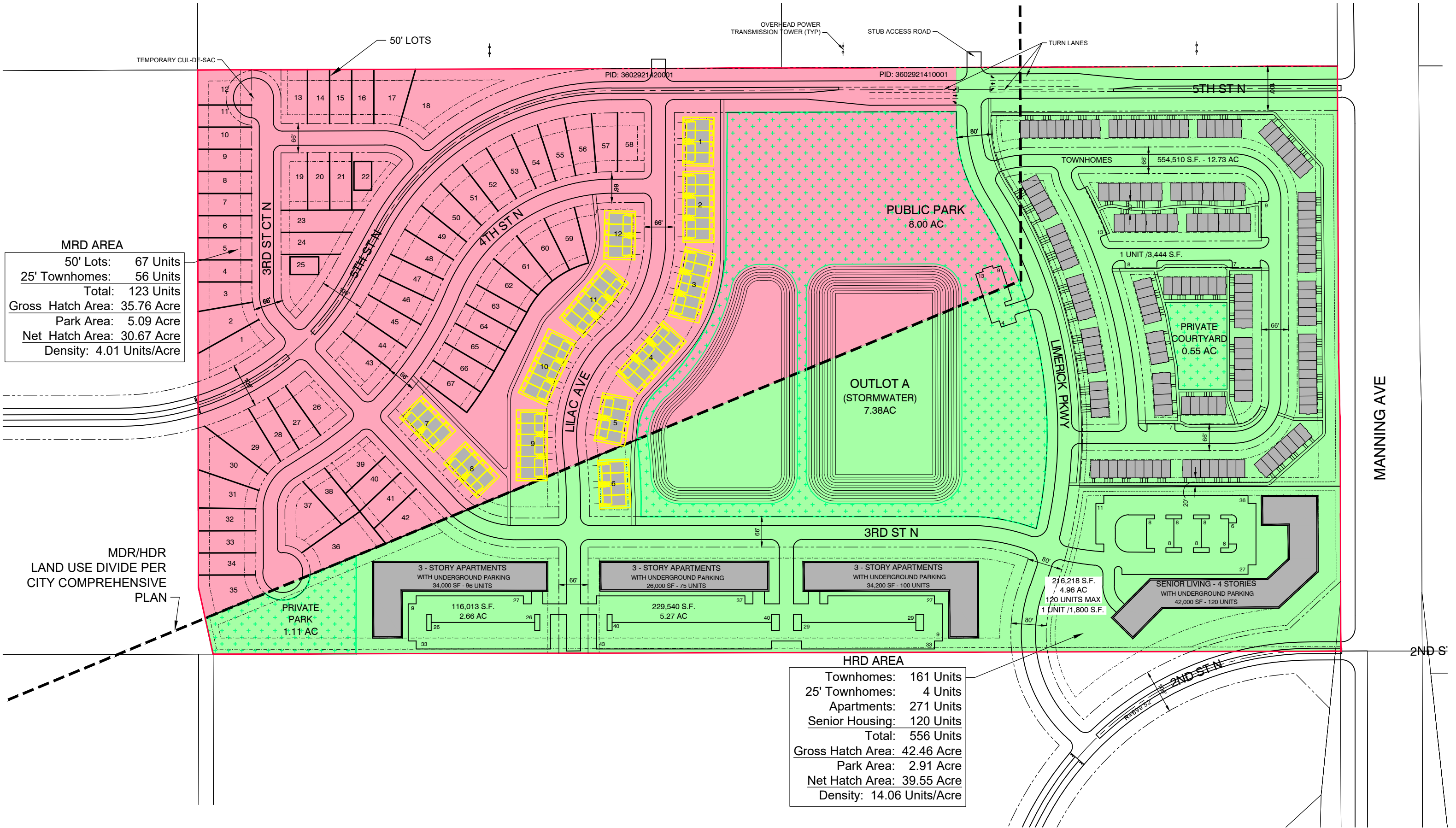


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MEMORANDUM

Date: October 8, 2024

To: Maplewood Development
Attn: Mario J. Cocchiarella, CEO

From: Nathan Fuerst, AICP, Consulting Planner
Jason Stopa, Community Development
Director

RE: Limerick Village Sketch Plan Review

Dear Mr. Cocchiarella,

We have received and reviewed the revised Concept Plan dated 8/28/2024, submitted by Alliant Engineering for the Limerick Village Development by Maplewood Development. This comment memo is intended to supplement feedback that you have received to date regarding land use, engineering, or other considerations.

See the staff report dated [December 12, 2023](#), [March 12, 2024](#), and [August 14, 2024](#) for previous review comments and planning review memos, most of which are still relevant.

Description of Request

The resubmitted site plan for the Subject Property (PIDs 36.029.21.42.0001 and 36.029.21.41.0001) will result in a total of 682 residential units, broken down as follows:

- Multifamily Residential – Senior Living – 120 Units on 4.96 acres, one 4 story building.
- Multifamily Residential – Apartments – 271 Units on about 9.12 acres, three 3 story buildings
- Rear Loaded Rental Townhomes – 161 Units on 12.73 acres.
- Front Loaded Rental Townhomes – 60 Units on unknown acreage.
- 50' Single Family Homes – 70 Units on individually platted lots.

Planning Department Comments (see attached annotated concept rendering & density exhibit)

1. ~~3rd St N should connect to 5th St N.~~
2. ~~The single family lots should meet the minimum lot width of 50'. It is understood that density is a challenge. As indicated, the Developer can consider a comprehensive plan amendment to change the location(s) (but not totals) of the MDR/HDR areas. Alternatively, Developer can consider the location of apartments/attached units within the MDR area.~~
3. ~~The parking for the 3-story apartments should be behind the building abutting the parcel to the south.~~
4. ~~The parking for the senior living facility should be side or rear loaded. Parking should be screened from Limerick Pkwy.~~
5. It's noted that the northeast corner has changed from 20-unit rentals to attached townhomes. The townhomes should be double fronted, and rear loaded on public streets.

- a. Although townhomes are assumed to be double fronted in the NE corner of the development, this comment will remain until sidewalks or elevations are provided to substantiate design.
6. ~~Park B should be considered private open space with amenities to serve apartment residents. City will not accept two noncontiguous parks.~~
7. ~~As previously communicated, no units can be split by the boundary separating MDR and HDR. Met council staff were willing to overlook the minor discrepancy on future land use boundary because units were not impacted, and ROW was located in the hatched area. A Comp Plan Amendment could be required for the westernmost attached townhome to be located in that area. City staff would need to confirm with Met Council.~~
8. Townhomes along Lilac Avenue are added and should be designed consistent with LEC 105.12.740(g). City Code requires these units to be rear loaded. The units should all front on a public trail.
9. Two access points for 3-story apartment unit parking areas on Lilac Ave should be consolidated into just one access on either side of the street.

Revised Engineering Department Comments (see attached annotated Infrastructure plan)

1. We still need Lilac Avenue to connect to the southern adjacent parcel as a City standard street with 66-ft. R/W. A single commercial driveway access will be allowed to each Apartment building (each direction), but not 2 access points as shown.
2. We still need a 5th Street EB RTL to Limerick Parkway. Additional R/W will be needed.
3. Lots 14 and 15 still require a Temp cul-de-sac until the property to the north develops, or Lots 14 and 15 must wait to be platted.
4. The 5th Street connection to Manning Avenue requires an off-site solution for providing access to the adjacent parcel (all meeting City design standards and access spacing guidelines).
5. FYI. The Townhouse area and the Townhomes along Lilac Avenue will result in most of the public street having driveway frontage. Therefore, any preliminary plat application must contain a R/W corridor PLAN showing allowable parking spaces along the public street together with hydrant locations, snow storage locations, mailbox locations, allowable parking spaces, and boulevard tree locations.

Additional Fire Department Comments

1. All attached townhomes three units and greater will require a fire sprinkler system.
2. Road naming convention needs review by Planning and Fire.
3. Apartment Buildings: Locations of all EV charging stations or Electric Vehicle Supply Equipment shall be reviewed and installed in approved locations. All electric vehicle supply equipment installed in the apartment building underground parking area may require additional fire suppression considerations and restrictions on installation locations. An electric vehicle supply equipment plan is required. This plan shall be reviewed by the fire department, building contractor, building owner, and building insurance provider.

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



Date: November 25, 2023

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

Engineering has reviewed the Limerick Village Concept Plans submitted by Maplewood Development. The review consisted of the following documentation received on July 31, 2023 and November 20, 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.
 - Infrastructure Plan dated November 17, 2023.
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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. All offsite public infrastructure plans must be part of the developer's preliminary plat application for the application to be deemed complete.
2. The Limerick Village Infrastructure Plan shows the required Hudson Boulevard and sanitary sewer improvements to support the development consistent with the City's requirements, however the plan comments indicate the improvements are to occur at the time of the Limerick Village Project without any indication of who would be responsible for the improvements. The Limerick Village Infrastructure Plan should be revised to clarify that all off-site public improvements are the responsibility of the developer and will be part of the Limerick Village Project.
3. 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. The Limerick Village Infrastructure Plan depicts the trunk sanitary sewer extension to the development parcel as required.
4. 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 will require the developer to obtain easements from adjacent property owners to facilitate the project in advance of contiguous development. The Limerick Village Infrastructure Plan depicts both trunk watermain extensions as required, including the trunk watermain extension along the new Hudson Boulevard alignment to Limerick Village, and a looped trunk watermain connection along the alignment of the future 5th Street North and connecting to the Hunter's Crossing subdivision.
5. Access to the Site is proposed from Manning Avenue in two locations. Secondary access will be required once the development exceeds 30 units. Therefore, 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.

6. The alignment of Hudson Boulevard with 2nd Street will require the elimination of the existing Hudson Boulevard intersection with Manning Avenue as shown on the Limerick Village Infrastructure Plan. These two intersections cannot coexist as active intersections.
7. 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.
8. 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 IMPROVMENTS, 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 full extent of this realignment must be part of any Preliminary Plat application for the application to be deemed complete.
4. The project narrative and Limerick Village Infrastructure Plan indicates that the relocation of Hudson Boulevard at Manning Avenue (CSAH15) is consistent with the Four Corners 2nd Addition Plans prepared by Larson Engineering. 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. Trails must be shown along Hudson Boulevard, 5th Street North, Limerick Parkway, and

Manning Avenue (CSAH 15). Sidewalks must 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%. Revisions to the street geometrics appear to be required.
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 just under 9 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 will require the developer to obtain easements from adjacent property owners to facilitate the project in advance of contiguous development.
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.

LAKE ELMO FIRE DEPARTMENT – OFFICE OF THE FIRE MARSHAL

Fire Prevention, Code Enforcement, and Public Education



November 22, 2023

Sophia Jensen, Planner
City of Lake Elmo

Re: Sketch Plan Review – Maplewood Development “Limerick Village.”

Prepared by: Anthony Svoboda, Fire Marshal

Approved by: Dustin Kalis, Fire Chief

Applicable Codes:

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

Fire Department Comments:

Roads, Drive Lanes, and Parking Areas

- All roads and drive lanes shall meet the Lake Elmo Fire Department requirements for widths and turning radiuses.
- Approved fire apparatus roads shall be provided and maintained throughout all development phases in coordination with engineering, public works, planning, and fire departments.
- 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.
- All parking areas shall be capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds.

Fire Detection and Suppression

- 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.
- Fire hydrants shall be provided in approved locations following review by Engineering and Public works.

“Proudly Serving Neighbors and Friends”

LAKE ELMO FIRE DEPARTMENT – OFFICE OF THE FIRE MARSHAL

Fire Prevention, Code Enforcement, and Public Education



Address and Street Naming Systems

- Building address numbers shall be plainly visible from the street fronting the property and shall be contrasting color from the background.
- Size and placement of address numbers shall be approved by the fire and planning departments.
- Street names and addressing shall be consistent with the Washington County Uniform Street Naming and Property Numbering System. Street names shall be approved by the City of Lake Elmo. *“Site Sketch – 2023-0728” appear consistent with the county naming convention and are acceptable to the Fire Department.*

Gates, Locks, and Access

- 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.

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



PUBLIC WORKS

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

August 11, 2023

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

Comments on 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 sketch plan proposal 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 shows an existing dedication of 90 feet of right-of-way along the parcel which is 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 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 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 as well as 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.

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 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.

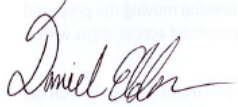
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If you have any questions, please get in touch with me at 651-430-4307 or daniel.elder@co.washington.mn.us

Sincerely,

A handwritten signature in dark ink, appearing to read "Daniel Elder". The signature is fluid and cursive, with the first name "Daniel" being more prominent than the last name "Elder".

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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