



## City of Lake Elmo

3800 Laverne Avenue North  
Lake Elmo, Minnesota 55042

(651) 777-5510 Fax: (651) 777-9615

[www.LakeElmo.Org](http://www.LakeElmo.Org)

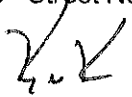
### NOTICE OF MEETING

The City of Lake Elmo  
Planning Commission will conduct a meeting on  
**Monday, March 26, 2012, at 7:00 p.m.**

### AGENDA

1. Pledge of Allegiance
2. Moment of Silence for Bob Van Zandt/Reflections
3. Election of Chairperson Pro Tem
4. Approve Agenda
5. Approve Minutes
  - a. March 12, 2012
6. Public Hearings - *None*
7. Business Items
  - a. MINOR SUBDIVISION – 11240 50<sup>TH</sup> STREET NORTH. Consideration of a request for a Minor Subdivision by Jean Madrinich to accommodate one new building site and a one-acre parcel for a new City well.
  - b. LAKE ELMO PARK RESERVE WEST SIDE ACCESS PLAN. Review of a trail plan drafted by Washington County to provide access to the west side of the Lake Elmo Park Reserve.
8. Updates (Verbal)
  - a. City Council Updates.
    - i. 5577 Lake Elmo Avenue Variance - request tabled at the 3/20/12 City Council meeting.
  - b. Staff Updates
    - i. Election of New Chairperson – Add to Future Agenda
    - ii. Village landowner meeting on 3/15/22
    - iii. Upcoming Meetings:
      1. 3/29/12 – Village Draft Land Use Plan Open House
  - c. Commission Concerns
9. Adjourn

Planning Commission  
Date: 3/26/12  
**Business Item**  
Item: 7a

ITEM: Minor Subdivision – 11240 50<sup>th</sup> Street North  
SUBMITTED BY: Kyle Klatt, Planning Director   
REVIEWED BY: Nick Johnson, Interim City Planner  
Jack Griffin, City Engineer

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### SUMMARY AND ACTION REQUESTED

The Planning Commission is being asked to consider a request from Jean Madrinich, 11240 50<sup>th</sup> Street North, for a minor subdivision to allow the splitting of her existing 19.72-acre parcel into three separate lots in accordance with the attached certificate of survey as follows:

- A 9.36 acre parcel (Parcel X) to be retained by the applicant and on which her present homestead is located.
- A 9.36 acre parcel (Parcel Y) that will be available for future sale and use as a residential building site.
- A 1 acre parcel (Exception) that will be deeded to the City of Lake Elmo for future use as a well site.

This request has been made primarily to accommodate the City's identification of the applicant's property as a suitable location for a future City well. As part of its negotiations concerning the acquisition of property from the applicant, the City agreed to prepare the survey work necessary for the applicant to create a second building site on her property. With recent ordinance changes to accommodate a situation such as this, the applicant's request for a minor subdivision does comply with the City's zoning and subdivision regulations.

### BACKGROUND:

The applicant's property is located along 50<sup>th</sup> Street and is surrounded by either large lot residential development or agricultural activities. Tana Ridge is the closest open space development, about a quarter mile from the applicant's property. At present, there is one home on the site along with two outbuildings and detached accessory garage. There is little information in the property address file other than miscellaneous building and septic permits. The house was built prior to 1979, which is the earliest record available for the property. A sizable amount of the site is covered with wooded vegetation, which is reflected as a tree line on the attached surveys.

As part of its ongoing planning for water services in the community, the City's water plans identify the area near the 50<sup>th</sup> Street/Lake Elmo Avenue intersection as the preferred location for a new City Well. After conducting an exhaustive search for suitable sites for a new well, the City Engineer identified the applicant's property as a potential location that fit the City's search criteria. One of the factors that led the City to this particular site was that it is large enough to split off the one acre needed for a well site and allow the remaining parcel to meet the minimum lot size requirements of the underlying RR – Rural Residential Zoning District.

In order to address situations like this one, where the City needs to plan for the siting of public services, and to also help property owners preserve their property rights, the City has adopted an ordinance that allows for the acquisition of property for public services without impacting underlying zoning rights. Specifically, the City can acquire up to 10% of a lot without impacting the owner's ability to split this lot at some point in the future. For instance, the City can acquire 2 acres of a 20-acre parcel in a zoning district with a 10-acre minimum lot size, and the property owner would still be able to split the resulting 18 acres into two separate lots.

The applicant's property is zoned RR – Rural Residential, which is subject to a minimum lot size requirement of 10 acres (which can be further reduced, as is the case in the current situation, due to road right-of-way and other survey variations). The overall property is 19.72 acres in size, and the City has agreed to acquire 1 acre from the applicant, which is the minimum needed to accommodate a public well. The applicant has further requested to split the remaining piece evenly at this point in time, in order to facilitate a transfer of the back portion of the property to a future buyer. The resulting parcels each will be 9.36 acres in size, which is consistent with the public property allowance described above.

**RECOMMENDATION:**

Staff is recommending that the Planning Commission recommend approval of the applicant's request to subdivision the existing 19.72 acre parcel at 11240 50<sup>th</sup> Street North into three separate parcels, one of which (the exception parcel) will be acquired by the City of Lake Elmo for a future well.

Please note that as part of this recommendation, Staff will be suggesting at least two conditions of approval, but as of today's date, has not yet been able to review these proposed conditions with the applicant. Any recommended conditions will be discussed at the meeting.

**ORDER OF BUSINESS:**

- Introduction.....Planning Director
- Report by staff.....Planning Director
- Questions from the Commission ..... Chair & Commission Members
- Applicant Comments .....Chair facilitates
- Questions of the Applicant ..... Chair & Commission Members
- Open the Public Hearing ..... Chair
- Close the Public Hearing.....Chair
- Call for a motion ..... Chair Facilitates
- Discussion of Commission on the motion ..... Chair Facilitates
- Action by the Planning Commission..... Chair & Commission Members

**ATTACHMENTS:**

1. Staff Report
2. Application Form
3. Certificate of Surveys:
  - o Entire Lot with City Property
  - o City of Lake Elmo Parcel (with topographic information)
  - o Proposed Lot Split (Parcel X and Parcel Y)
4. Aerial Photograph

### City of Lake Elmo DEVELOPMENT APPLICATION FORM

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Comprehensive Plan Amendment              | <input type="checkbox"/> Variance * (See below)                      | <input type="checkbox"/> Residential Subdivision Preliminary/Final Plat |
| <input type="checkbox"/> Zoning District Amendment                 | <input checked="" type="checkbox"/> Minor Subdivision                | <input type="checkbox"/> 01 - 10 Lots                                   |
| <input type="checkbox"/> Text Amendment                            | <input type="checkbox"/> Lot Line Adjustment                         | <input type="checkbox"/> 11 - 20 Lots                                   |
| <input type="checkbox"/> Flood Plain C.U.P. Conditional Use Permit | <input type="checkbox"/> Residential Subdivision Sketch/Concept Plan | <input type="checkbox"/> 21 Lots or More                                |
| <input type="checkbox"/> Conditional Use Permit (C.U.P.)           | <input type="checkbox"/> Site & Building Plan Review                 | <input type="checkbox"/> Excavating & Grading Permit                    |
|  |  | <input type="checkbox"/> Appeal <input type="checkbox"/> PUD            |

APPLICANT: JEAN MADRINICH 11240 50TH STREET N. LAKE ELMO, MN 55042  
(Name) (Mailing Address) (Zip)

TELEPHONES: 651.439.6393 763.607.4775  
(Home) (Work) (Mobile) (Fax)

FEE OWNER: JEAN MADRINICH 11240 50TH STREET N. LAKE ELMO MN 55042  
(Name) (Mailing Address) (Zip)

TELEPHONES: \_\_\_\_\_  
(Home) (Work) (Mobile) (Fax)

PROPERTY LOCATION (Address and Complete (Long) Legal Description): 11240 50TH STREET N., LAKE ELMO, MN 55042. THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER EXCEPT THE WEST 660 FEET THEREOF, SECTION 1, TOWNSHIP 29, RANGE 21, WASHINGTON COUNTY, MN.

DETAILED REASON FOR REQUEST: A MINOR SUBDIVISION FOR THE PURPOSES OF THREE RESULTING PARCEL, ONE FOR THE SALE OF PROPERTY TO THE CITY OF LAKE ELMO FOR MUNICIPAL WATER SUPPLY WELL NO. 4 AND TWO ADDITIONAL PARCELS OF APPROX. EQUAL SIZE OF A NOMINAL 10 ACRES.

\*VARIANCE REQUESTS: As outlined in Section 301.060 C. of the Lake Elmo Municipal Code, the Applicant must demonstrate a hardship before a variance can be granted. The hardship related to this application is as follows:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In signing this application, I hereby acknowledge that I have read and fully understand the applicable provisions of the Zoning and Subdivision Ordinances and current administrative procedures. I further acknowledge the fee explanation as outlined in the application procedures and hereby agree to pay all statements received from the City pertaining to additional application expense.

Jean Madrinich 3/22/12  
Signature of Applicant Date

\_\_\_\_\_  
Signature of Applicant Date

# CERTIFICATE OF SURVEY

## FOR LOT SPLIT

~for~ City of Lake Elmo  
~via~ Focus Engineering

### EXISTING LEGAL DESCRIPTION

The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof situated in Washington County, Minnesota, EXCEPTING therefrom the South 208.71 feet of the West 208.71 feet thereof.

Area of Parcel = 815.397sf (18.72 Acres)

### Proposed PARCEL X

The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota lying Southerly of the following described line:

Said South line at the intersection of the South line of said South line of the Southwest Quarter with the East line of the West 660 feet of said Southwest Quarter of the Southwest Quarter, thence North along said East line to the North line of the South 208.71 feet of said Southwest Quarter of the Southwest Quarter and being the point of beginning of the line to be described; thence East on said North line of the South 208.71 feet to the intersection with the East line of the Southwest Quarter, thence North along said East line of the Southwest Quarter, thence East along said North line of the Southwest Quarter, thence South along said East line of the Southwest Quarter and said line there terminating.

EXCEPTING therefrom the South 208.71 feet of the West 208.71 feet thereof.

Together with a 30 foot perpetual easement for ingress, egress and driveway purposes over, under and across the Westerly 30 feet of the above described property.

Area of Parcel X = 407.695sf (9.36 Acres)

### Proposed PARCEL Y

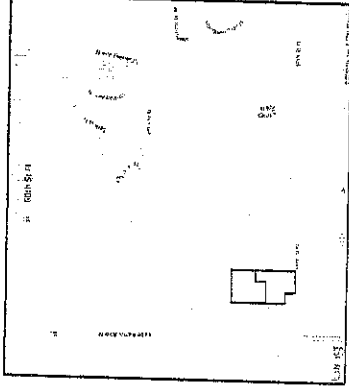
The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota lying Northerly of the following described line:

Commencing at the intersection of the South line of said Southwest Quarter of the Southwest Quarter with the East line of the West 660 feet of said Southwest Quarter of the Southwest Quarter; thence North along said East line to the North line of the South 208.71 feet of said Southwest Quarter of the Southwest Quarter and being the point of beginning of the line to be described; thence East on said North line of the South 208.71 feet to the intersection with the East line of the Southwest Quarter, thence North along said East line of the Southwest Quarter, thence East along said North line of the Southwest Quarter, thence South along said East line of the Southwest Quarter and said line there terminating.

Area of Parcel Y = 407.702sf (9.36 Acres)

### VICINITY MAP

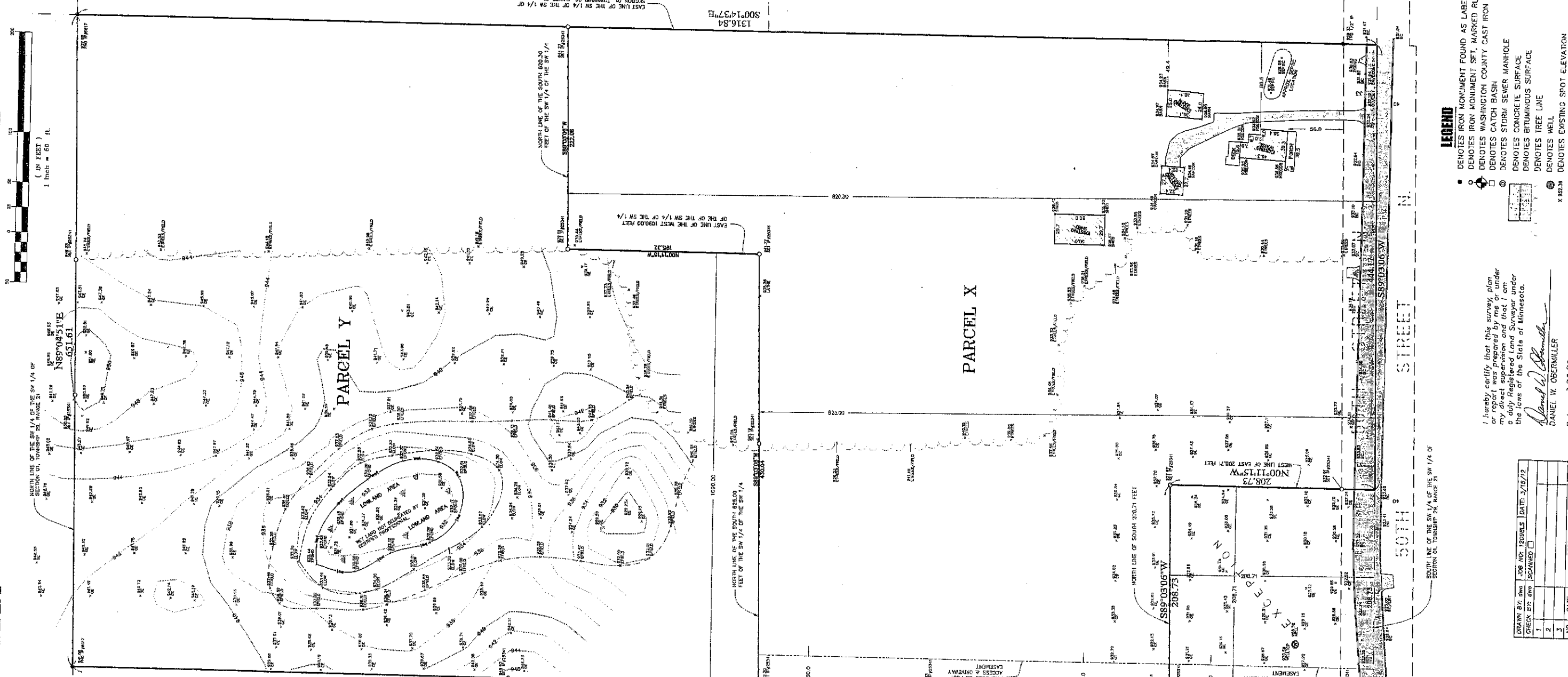
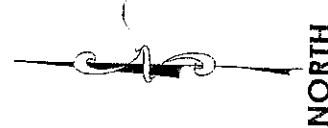
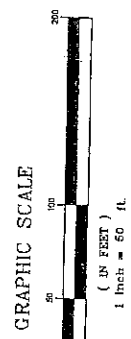
PART OF SEC. 01, TWP. 29, RNC. 21



CITY OF LAKE ELMO  
WASHINGTON COUNTY, MINNESOTA  
(NO SCALE)

### GENERAL NOTES

1. Fee ownership is vested in (NOT DETERMINED)
2. Parcel ID Number: (NOT DETERMINED)
3. Address of the surveyed premises: (NOT ESTABLISHED)
4. Bearings shown herein are based on the Washington County Coordinate System (NAD83) datum.
5. Markings-208872897, Station No. 85869 (8214L), 85870 (8214L), 85871 (8214L), 85872 (8214L), 85873 (8214L), 85874 (8214L), 85875 (8214L), 85876 (8214L), 85877 (8214L), 85878 (8214L), 85879 (8214L), 85880 (8214L), 85881 (8214L), 85882 (8214L), 85883 (8214L), 85884 (8214L), 85885 (8214L), 85886 (8214L), 85887 (8214L), 85888 (8214L), 85889 (8214L), 85890 (8214L), 85891 (8214L), 85892 (8214L), 85893 (8214L), 85894 (8214L), 85895 (8214L), 85896 (8214L), 85897 (8214L), 85898 (8214L), 85899 (8214L), 85900 (8214L).
6. Boundary area of the surveyed premises: 658.660± sq ft (19.72± acres).
7. Not made during this survey. Excavations were not made during this survey to locate underground utilities and/or structures. The locations shown herein and/or structures may vary from utilities and/or structures may be encountered. Contact One Call Notification Center at (651) 454-0000, prior to excavation. Utility type and field location, prior to excavation.
8. Subsurface and environmental conditions were not investigated. Excavations were not made during this survey to locate underground or overhead containers or facilities that may affect the use or development of the surveyed premises.
9. No easement is made a part of this survey.
10. Easement and Legal Description search was completed by Registered Abstractors Inc. on 3/16/12. No easements found on said property.
11. A portion of this survey sold parcel is not yet split from a larger parcel. There is no record of the PIN number of the ownership listed. Said parcel access/driveway easement to the south is also not yet recorded.



- ### LEGEND
- DENOTES IRON MONUMENT FOUND AS LABELED
  - DENOTES IRON MONUMENT SET, MARKED RLS# 25341
  - DENOTES WASHINGTON COUNTY CAST IRON MONUMENT
  - DENOTES CATCH BASIN
  - DENOTES STORM SEWER MANHOLE
  - DENOTES CONCRETE SURFACE
  - DENOTES BITUMINOUS SURFACE
  - DENOTES TREE LINE
  - DENOTES WELL
  - DENOTES EXISTING SPOT ELEVATION
  - DENOTES LOW LAND (NOT DELINEATED)
  - (OTHER LOW LANDS MAY EXIST ON SITE)

I hereby certify that this survey, plan and report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

*Daniel W. Obermiller*  
DANIEL W. OBERMILLER License No. 25341  
Date: 3/16/12

NO.	DATE	DESCRIPTION	BY
1			
2			
3			

**E. G. RUD & SONS, INC.**  
Professional Land Surveyors  
6776 Lake Drive NE, Suite 110  
Lino Lakes, MN 55014  
Tel. (651) 361-8200 Fax (651) 361-8701

# CERTIFICATE OF SURVEY

## FOR LOT SPLIT

~for~ City of Lake Elmo  
~via~ Focus Engineering

### LEGEND

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- ⊗ DENOTES STORM SEWER MANHOLE
- ⊘ DENOTES CONCRETE SURFACE
- ⊙ DENOTES BITUMINOUS SURFACE
- DENOTES TREE LINE
- ⊗ DENOTES WELL
- ⊙ DENOTES EXISTING SPOT ELEVATION
- ⊙ DENOTES LOW LAND (NOT DELINEATED) (OTHER LOW LANDS MAY EXIST ON SITE)

### EXISTING LEGAL DESCRIPTION

The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

Doc. No. 643495  
Area = 858,960sf (19.72± Acres)

### Proposed PARCEL A

The South 208.71 feet of the West 208.71 feet of the following described property:  
The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

Area of Parcel A = 43,563sf (1.00 Acres)

### Proposed Easement over PARCEL A

A perpetual easement for ingress, egress and driveway purposes over, under and across the West 30 feet of the following described property:

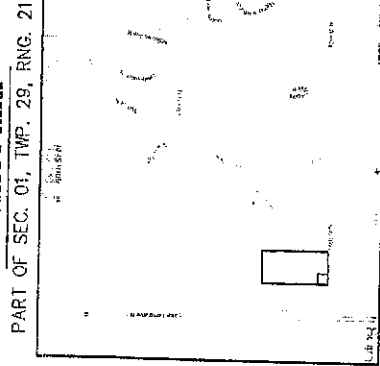
The South 208.71 feet of the West 208.71 feet of the following described property:  
The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

### Proposed PARCEL B

The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota. EXCEPTING therefrom the South 208.71 feet of the West 208.71 feet thereof.

Area of Parcel B = 815,397sf (18.72 Acres)

### VICINITY MAP



CITY OF LAKE ELMO  
WASHINGTON COUNTY, MINNESOTA  
(NO SCALE)

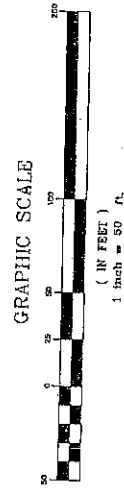
### GENERAL NOTES

- Fee ownership is vested in Jean Madritch per Dec. No. 3450460
- Parcel ID Number: 01-029-21-33-0002
- Address of the surveyed premises: 11240 50th Str. N, Lake Elmo, MN, 55042
- Boundary bearings and distances are based on the Washington County Meridian (NAD83) datum.
- Benchmarks: MNDOT GSPD Station 4891401, N=thing-200587.897, Easting=493024.202. Elevation is 843.082 (NAVD83).
- The survey area of the surveyed premises: 858,960± sq. ft.
- Utilities shown hereon are observed. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from utilities and/or structures and additional underground utilities and/or structures may be encountered. Contact Capital State One Call Notification Center (651) 454-0002 for verification of utility type and field location, prior to excavation. No other work was done.
- No statement is made concerning the existence of any ground or overhead containers or facilities that may affect the survey. The survey was completed on August 14th, 2012.
- This field survey of this site was completed on August 14th, 2012.
- Engineering and Legal Description search was completed by Register and Surveyors Inc. on 3/16/12. No easements found on said property.

**E.G. RUD & SONS, INC.**  
Professional Land Surveyors  
6776 Lake Drive NE, Suite 110  
Lino Lakes, MN 55014  
Tel. (651) 361-8200 Fax (651) 361-8701

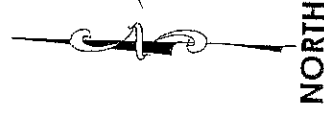
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N89°04'51" E  
651.61'

NORTH LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 01, TOWNSHIP 29, RANGE 21



1316.84'  
S00°14'37" E  
EAST LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 01, TOWNSHIP 29, RANGE 21

PARCEL B

PARCEL A

50TH STREET

50TH

SOUTH LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 01, TOWNSHIP 29, RANGE 21

### LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- ⊙ DENOTES IRON MONUMENT SET, MARKED RLS# 25341
- ⊕ DENOTES WASHINGTON COUNTY CAST IRON MONUMENT
- ⊖ DENOTES CATCH BASIN
- ⊗ DENOTES STORM SEWER MANHOLE
- ⊘ DENOTES CONCRETE SURFACE
- ⊙ DENOTES BITUMINOUS SURFACE
- DENOTES TREE LINE
- ⊗ DENOTES WELL
- ⊙ DENOTES EXISTING SPOT ELEVATION
- ⊙ DENOTES LOW LAND (NOT DELINEATED) (OTHER LOW LANDS MAY EXIST ON SITE)

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Daniel W. Obermiller  
DANIEL W. OBERMILLER

Date: 3/16/12 License No. 25341

12098LS

# CERTIFICATE OF SURVEY

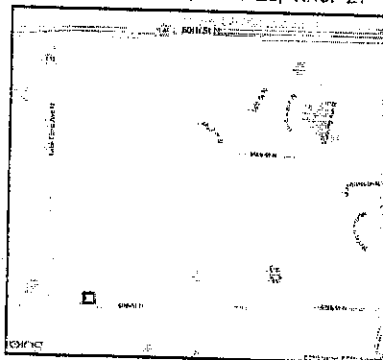
~for~ City of Lake Elmo  
~via~ Focus Engineering

## LEGEND

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- DENOTES CATCH BASIN
- ⊕ DENOTES STORM SEWER MANHOLE
- ▭ DENOTES CONCRETE SURFACE
- ▨ DENOTES BITUMINOUS SURFACE
- DENOTES TREE LINE
- ⊗ DENOTES WELL
- x 222.35 DENOTES EXISTING SPOT ELEVATION

## VICINITY MAP

PART OF SEC. 01, TWP. 29, RNG. 21



CITY OF LAKE ELMO  
WASHINGTON COUNTY, MINNESOTA  
(NO SCALE)

## PARCEL DESCRIPTION

The South 208.71 feet of the West 208.71 feet of the following described property:  
The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

Area of Parcel A = 43,563sf (1.00 Acres)

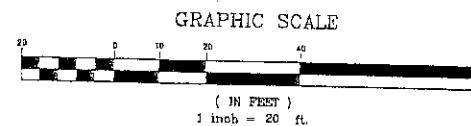
## Proposed Easement over PARCEL A

A perpetual easement for ingress, egress and driveway purposes over, under and across the West 30 feet of the following described property:

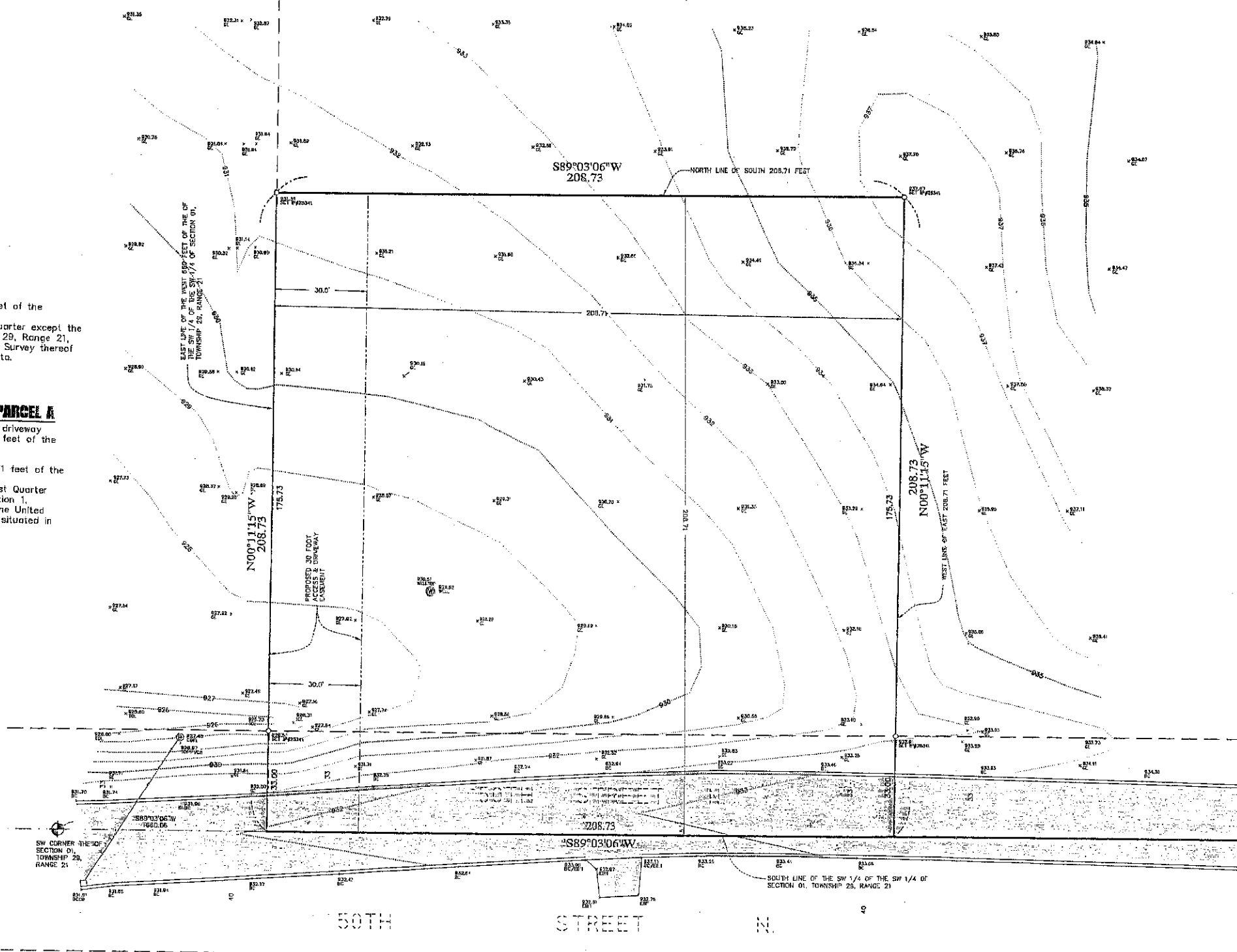
The South 208.71 feet of the West 208.71 feet of the following described property:  
The Southwest Quarter of the Southwest Quarter except the west 660 feet thereof, Section 1, Township 29, Range 21, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

## GENERAL NOTES

1. Fee ownership is vested in (NOT DETERMINED).
2. Parcel ID Number: (NOT DETERMINED).
3. Address of the surveyed premises: (NOT ESTABLISHED).
4. Bearings shown hereon are based on the Washington County Coordinate System (NAD83) datum.
5. Benchmark: MNDOT GSD Station No. 85668 (B214L), Northing=200587.897, Easting=493024.202, Elevation is 943.062 (NAVD83).
6. Boundary area of the surveyed premises: 43,563± sq. ft. (1.00± acres).
7. Utilities shown hereon are observed. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and additional underground utilities and/or structures may be encountered. Contact Gopher State One Call Notification Center at (651) 464-0002 for verification of utility type and field location, prior to excavation.
8. Subsurface and environmental conditions were not examined or considered during the process of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of the surveyed premises.
9. The field survey of this site was completed on March 14th, 2012.
10. Easement and Legal Description search was completed by Registered Abstractors Inc. on 3/16/12. No easements found on sold property.
11. As of the date of this survey sold parcel is not yet split off from a bigger tract of land, as such there is not PIN number or fee ownership listed. Sold access/driveway easement is also not yet of record.



NORTH



**E. G. RUD & SONS, INC.**  
EST. 1877  
Professional Land Surveyors  
6776 Lake Drive NE, Suite 110  
Lino Lakes, MN 55014  
Tel. (651) 361-8200 Fax (651) 361-8701  
www.egrund.com

DRAWN BY:	awc	JOB NO:	1209RLS	DATE:	3/16/12
CHECK BY:	awc	SCANNED	<input type="checkbox"/>		
NO.	DATE	DESCRIPTION	BY		
1					
2					
3					

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.  
*Daniel W. Obermiller*  
DANIEL W. OBERMILLER  
Date: 3/16/12 License No. 25341

11240 50th Street N

MARTIN E. GOETSCHIELTTS

JAMES D. & SUSAN J. HANSEN

BRUCE A. CHARLENE VANDERHOFF

50th Street

REID

MARY M. OBERLIN

GENERATION V, LLC

RICHARD P. & BAMELA A. BA

JOHN J. & NANCY J. PEG

DAVID E. & DEBRA A. DOWNING

JEAN M. SIKKING

MARGARET DE VERA

JOSEPH J. FLEMING

KENNETH K. & PAULINE HALVERSON

SILVIA RAY WOODRUFF

KEVIN J. FLETCHER

DAVID M. & MARGARET S. GAGE

DAVID M. & MARGARET S. GAGE

DAVID M. & MARGARET S. GAGE

DAVID M. & MARGARET S. GAGE

DAVID M. & MARGARET S. GAGE



Planning Commission  
Date: 3/26/12  
**Business Item**  
Item: 7b

ITEM: Lake Elmo Park Reserve West Side Access Plan

SUBMITTED BY: Kyle Klatt, Planning Director

REVIEWED BY: Nick Johnson, Interim City Planner  
Park Commission

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**SUMMARY AND ACTION REQUESTED**

The Planning Commission is being asked to review and provide comments on a plan that has been prepared by Washington County to identify potential options for improving access to the Lake Elmo Park Reserve from the west side of park property. The Lake Elmo Park Commission has reviewed the plan and adopted a motion in support of the plan as presented. Staff has participated in a stakeholder group that has been reviewing the plan over the past year or so, and there have also been two public open houses to solicit public feedback on the plan as well.

Please note that the West Side Access plan does incorporate several of the recommendations from Lake Elmo's trail plan, including a proposed trail along 15<sup>th</sup> Street between the park and Inwood Avenue. Staff will spend additional time reviewing specific elements of the plan with the

**RECOMMENDATION:**

Staff is recommending that the Planning Commission review the Lake Elmo Park Reserve West Side Access Plan and provide staff with any comments or suggestions that can be passed on to the County parks department.

**ORDER OF BUSINESS:**

- Introduction ..... Planning Director
- Report by staff..... Planning Director
- Questions from the Commission..... Chair & Commission Members
- Discussion by the Commission ..... Chair Facilitates
- Action by the Planning Commission ..... Chair & Commission Members

**ATTACHMENTS:**

1. DRAFT - Lake Elmo Park Reserve West Side Access Plan

# LAKE WELLMO PARK RESERVE

DRAFT

Washington County

## West Side Access Plan

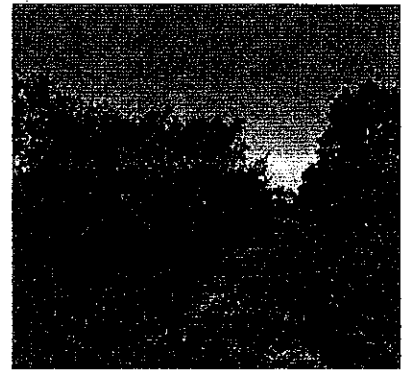


JANUARY 2012



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## **ACKNOWLEDGEMENTS AND PUBLIC OUTREACH**

This study involved the participation of a wide variety of stakeholders for planning new trail connections to Lake Elmo Park Reserve. A technical advisory committee comprised of Washington County, City of Lake Elmo, and City of Oakdale staff met on May 17th and July 14th, 2011 to provide comment and feedback during the planning process. Open house meetings were also held on June 8th and July 27th, 2011 at Lake Elmo City Hall for the general public to review alternative and refined plans for the planning and development of new trail system connections to the park. See appendix A for a list of recorded comments submitted at each open house meeting. The following staff members collaborated to provide input for this study:

**John Elholm**, Parks Director, Washington County

**Peter Mott**, Parks Manager, Washington County

**Jean Streetar**, Public Health and Environment - SHIP Coordinator, Washington County

**Kenneth Heuer**, Washington County Parks and Open Space Commission

**Ann Pung-Terwedo**, Senior Planner, Washington County

**Bruce Messelt**, City Administrator, City of Lake Elmo

**Kelli Matzek**, Planner, City of Lake Elmo

**Kyle Klatt**, Planning Director, City of Lake Elmo

**Bob Streetar**, Community Development Director, City of Oakdale

**Whitney Ridlon**, Planner, City of Oakdale

**Jen Hassebroek**, Senior Community Development Specialist, City of Oakdale

## **CONSULTANT TEAM:**

**SRF CONSULTING GROUP**

**Ken Grieshaber**, ASLA

**Nichole Schlepp**, ASLA

## INTRODUCTION

This trail planning study is being undertaken as a collaborative effort with Washington County and the cities of Lake Elmo and Oakdale for establishing off road trail connections to the west boundary of Lake Elmo Park Reserve. Funding secured for this study through the Statewide Health Improvement Program (SHIP) sets forth initiatives for establishing interconnected trail systems which encourage residents to lead more active and healthy lives by participating in recreational trail use and activities.

## PROJECT GOALS

Based on the context identified for this planning study, the following goals are being pursued for establishing local trail connections to Lake Elmo Park Reserve:

- Provide safe and convenient off road trail access to the park reserve from existing surrounding neighborhood trail systems
- Utilize existing road right of way or trail easement areas to locate trail corridors
- Promote active living and fitness by expanding opportunities for non-motorized transportation
- Provide safe connections to nearby neighborhood schools
- Establish safe trail roadway crossings
- Expand trail system to connect with other regional park destinations and trail systems



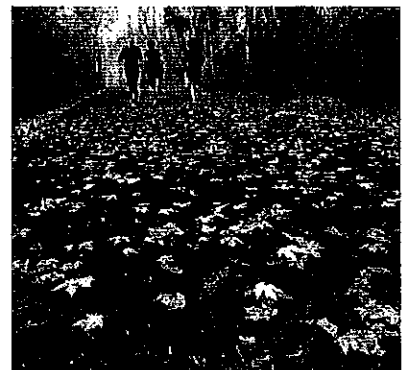
## PROMOTING ACTIVE AND HEALTHY LIVING INITIATIVES

One of the primary objectives of developing this trail plan is to help promote active living initiatives as a way of life that integrates physical activity in to daily living routines. Communities can be proactive in promoting active lifestyles by providing safe, efficient, and accessible pedestrian and bicycle transportation systems. This includes establishing sidewalks, trails and safe crossings of highways, major streets, and railroads. Creating a viable trail network provides residents the opportunity to access parks, schools, libraries, work, grocery stores, and other destination amenities that otherwise would be accessed by motorized vehicles.



## THE DEMAND FOR TRAIL SYSTEMS

As part of the Metropolitan Regional Parks and Trail Survey completed in 2008, walking and biking are identified as the primary activities sought out by the general public for meeting their recreational needs. Metropolitan Council's 2030 Regional Parks Policy Plan notes that according to the State Comprehensive Outdoor Recreation Plan (SCORP), trail recreation is becoming increasingly important as the interest and demand for more trails is being felt at all levels of government. This increased interest in trail recreation reflects the fact that it is a healthful form of exercise for people



of all age groups, is suitable for all groups of physical conditioning, and can be carried out by families, groups, or individuals, and is often available close to home. Over 50% of visitors to regional parks and trail facilities within Washington County are from the surrounding community, indicating a need for establishing more interconnected trail systems to these facilities throughout the County.

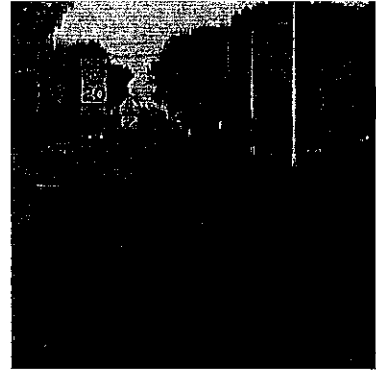
## REGIONAL CONTEXT AND STUDY AREA

Before undertaking a detailed assessment of planning local trail connections to Lake Elmo Park Reserve, existing and proposed trail systems within Washington County and the cities of Lake Elmo and Oakdale were reviewed to gain a better understanding of the regional context of the trail study area. (See Figure A)

Primary east west trail corridors leading to Lake Elmo Park Reserve from the west are currently located along Stillwater Boulevard north of the park, and along 15th Street and CSAH 10 south of the park. All of these trail corridors offer the opportunity to connect to the park reserve.

As part of the 2006 master plan completed for Lake Elmo Park Reserve, internal park trail connections are identified to be made at Inwood Avenue on the northwest corner of the park and at the east end of 15th Street on the southwest corner of the park. These trail connections will connect to a future paved trail system identified around Eagle Point Lake.

These study area parameters provide the basis for evaluating existing site conditions and identifying the best opportunities for establishing trail connections to and from the park reserve.

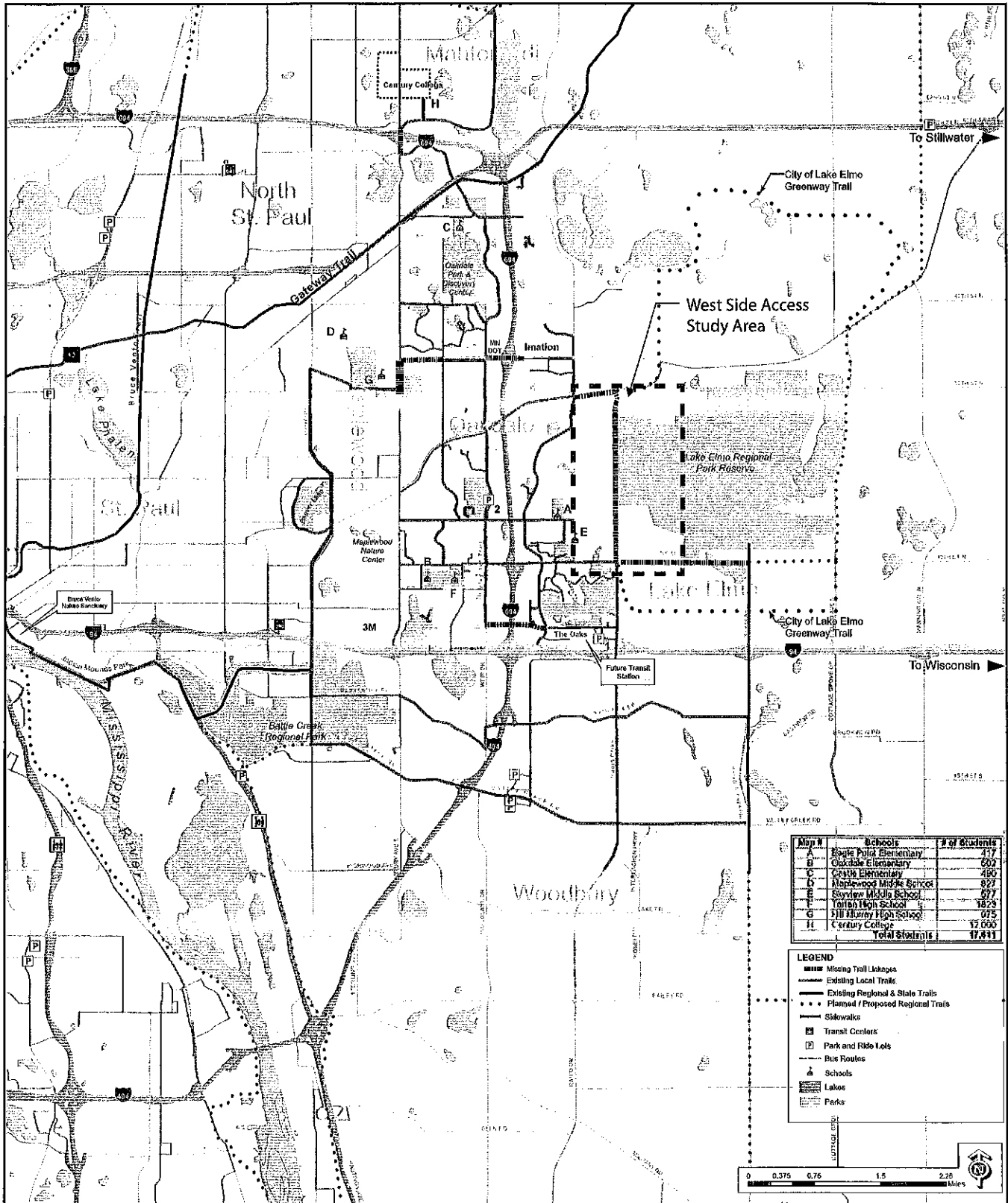


*Existing Trail along 15th St. in Oakdale*



*Inwood Ave. and 15th St., West Side, Looking North*

# REGIONAL TRAIL CONTEXT - FIGURE A



Source: Map edited from Trails and Transportation Map courtesy of City of Oakdale

## EXISTING SITE CONDITIONS

Several existing site conditions within the study area pose issues and challenges for establishing trail connections to the park reserve. The following issues have been identified to be evaluated for determining preliminary trail alignments and connections to the park. (see Figure B)

### TRAIL CROSSINGS AT INWOOD AVENUE

The posted high speeds and limited sight lines along this roadway corridor only allow for safe at grade trail crossings to be made at four way controlled intersections. Both Stillwater Boulevard and CSAH 10 provide this opportunity while 15th Street does not offer a safe crossing alternative because of limited sight lines and only a two way controlled intersection at this location.

### PARK BOUNDARY BARRIERS

Much of the area along the west boundary of the park contains steep slopes which pose some challenges for establishing accessible trail routes into the park. Residential properties bordering the south side of the park boundary also limit trail access opportunities to the site.

### PRIVATE PROPERTY OWNER IMPACTS

Residential properties abut many of the roadway corridors being studied for placement of trail corridors within right-of-way or easement areas. Trail planning efforts should minimize impacts on adjacent private land and provide adequate buffers and separation from residential properties. Establishing safe crossings at driveway crossings should also be integrated with trail construction efforts.

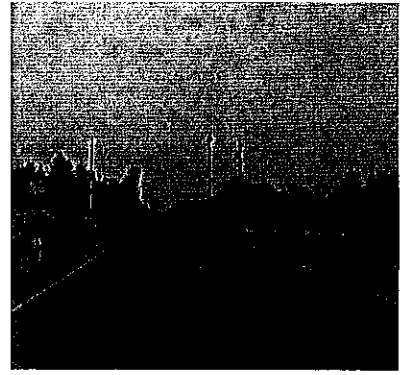
### RIGHT-OF-WAY CONSTRAINTS

The presence of overhead utilities on the west side of Inwood Avenue south of Torre Lane and on the east side of Inwood north of 27th Street places some limitations on determining a trail alignment in these locations. Some modification of the drainage swales along Inwood Avenue may also be necessary to accommodate trail corridor alignments. Inwood Avenue also transitions to an urban road section north of the park boundary which will provide a minimal or reduced setback for the trail along this stretch of roadway.

### COMPATIBILITY WITH LAKE ELMO PARK MASTER PLAN

Internal trail circulation planned as a part of the master plan for Lake Elmo Park Reserve should correspond to proposed trail circulation and connections being made to and along the perimeter of the park.

Existing site conditions within the study area were also documented to gain a better understanding of site trail alignment issues to be addressed within the study area.



*15th St. Near Park Boundary, Looking West*



*Inwood Ave. Near 15th St., Looking North*



# EXISTING CONDITIONS - FIGURE B



WASHINGTON COUNTY - LAKE ELMO PARK RESERVE: WEST SIDE TRAIL ACCESS PLAN

## TRAIL CONNECTION CORRIDORS - ISSUES AND OPPORTUNITIES

While reviewing the potential for establishing trail connections to the west side of Lake Elmo Park Reserve, other amenities were studied to be integrated with a new trail system including creating on street or off street trailhead parking areas near trail entrances to the park. After additional review and comment by local residents, it was determined adding new parking facilities was not desired by the local community and should not be pursued as part of the overall plan.

Several trail corridors were evaluated for establishing trail connections to the Park Reserve from existing local city trails and new proposed county trails along Inwood Avenue. The following issues and opportunities are identified for implementing each county and city trail corridor segment.

### COUNTY TRAIL CORRIDOR PLANNING INITIATIVES

Establishing county trail corridors along Stillwater Boulevard and Inwood Avenue will further enhance the connectivity of the local trail system with other park destination amenities and to other communities in close proximity to Lake Elmo Park Reserve. The following county trail segments have been evaluated to increase the connectivity of trail systems from local neighborhoods to the park reserve.

**Trail Segment 1- Stillwater Boulevard** – (County Segment between Ideal Avenue and Inwood Avenue – (See Figure C)

This key link of trail establishes an important connection to Inwood Avenue from Stillwater Boulevard which provides more direct access to the park for Oakdale residents. The proposed trail connection extends along the south side of Stillwater Boulevard to a controlled intersection crossing at Inwood Avenue.

**Trail Segment 2- West Side of Inwood Avenue-** (County Segment between Stillwater Boulevard and CSAH 10 – (See Figure C)

This segment of trail provides the opportunity for residents living directly west of Inwood Avenue to have convenient access to trail systems along Stillwater Boulevard, 15th Street, and CSAH 10. The potential also exists to integrate a grade separated crossing under Inwood Avenue for direct access to the park south of 26th Street or south of Torre Lane.



*Inwood Ave. near Stillwater Blvd.,  
Looking South*



*26th St. and Inwood Ave. West Side,  
Looking North*

# POTENTIAL TRAIL SEGMENTS - FIGURE C



WASHINGTON COUNTY - LAKE ELMO PARK RESERVE: WEST SIDE TRAIL ACCESS PLAN

**Segment 2A- Stillwater Boulevard to 26th Street** (see Figure D)

This segment of trail is located within the right-of-way along mostly rear yard property lines which are also buffered with landscaping along Inwood Avenue.

**Segment 2B- 26th Street to 15th Street** (see Figure D and E)

This rural section of Inwood Avenue remains mostly undeveloped with the exception of the Torre Pines development and a few remaining farmsteads. An expanded right-of-way north of 15th Street will allow for overhead utilities to be avoided in this area.

**Segment 2C- 15th Street to CSAH 10** (see Figure E)

This section of trail provides a connection to a controlled intersection crossing at CSAH 10 which will allow trail users to cross Inwood Avenue and gain access to the park along 15th Street.

**Trail Section 3- East Side of Inwood Avenue - County Segment** between Stillwater Boulevard and CSAH 10 (See Figure D & E)

The establishment of this trail on the east side of Inwood Avenue between Stillwater Boulevard and CSAH 10 provides the best opportunity to improve trail access to the Park Reserve from surrounding trail systems. Funding for this segment of trail is currently being pursued by the County as part of a TE grant application.

**Segment 3A- Stillwater Boulevard to 27th Street** (see Figure D)

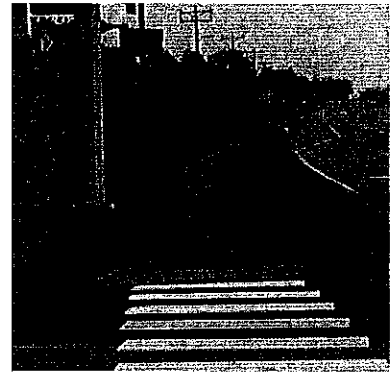
This segment of trail poses some challenges for integrating a trail alignment based on the limited available right-of-way, front yard orientation of residential properties, overhead utilities, and driveways which intersect with the trail corridor. This segment of trail will have to be implemented with a minimal or no setback from the roadway and utilize the existing curb to provide separation

**Segment 3B- 27th Street to southwest corner of park** (see Figure D)

Several options exist for how this segment of trail should be aligned along the edge of the park property. Both the potential addition of subsurface crossings along Inwood Avenue and locating a bridge or culvert crossing over the creek will determine how this trail segment is aligned within the Inwood right-of-way or internal park boundary.

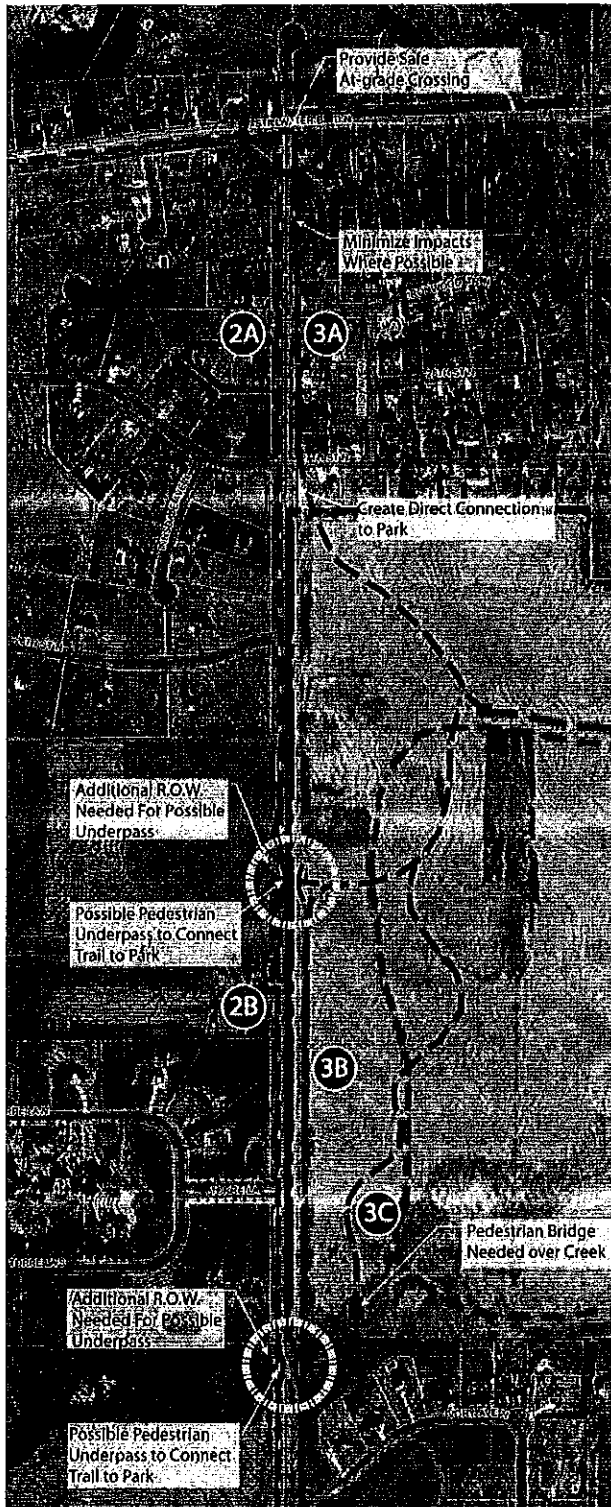
**Segment 3C- Internal Park Trail Circulation** (see Figure D)

As part of developing future internal park trail circulation to connect to the west side of the park, the master plan identifies the establishment of a paved looped trail system around Eagle Point Lake. Initial priority will be placed on establishing a trail alignment connection around the north side of Eagle Point Lake to the existing trail system already established within the park.



*Existing trail along 10th St.,  
Looking West*

# ISSUES AND OPPORTUNITIES POTENTIAL TRAIL SEGMENTS - FIGURE D



## Trail Segment 2

### WEST SIDE OF INWOOD AVENUE

#### Opportunities:

- Does Not Require an At-grade Trail Crossing of Inwood Avenue/ Stillwater Boulevard Intersection

#### Segment 2A Urban Road Section

##### Issues:

- On Opposite Side of the Park
- Crossing to Park Requires Grade Separated Pedestrian Tunnel; Significant Construction Costs
- Potential Property Impacts

#### Segment 2B Rural Road Section

##### Issues:

- On Opposite Side of the Park
- Crossing to Park Requires Grade Separated Pedestrian Tunnel; Significant Construction Costs
- Potential Impacts to Development Signage
- Drainage Ditch
- Utility Line Begins at Farm North of Torre Lane

## Trail Segment 3

### EAST SIDE OF INWOOD AVENUE

#### Opportunities:

- Direct Connection to the Park
- Partially Utilizes Park Land and Conservation Easements

#### Segment 3A Urban Road Section

##### Issues:

- Property Impacts- limited right-of-way and multiple driveway crossings
- Conflicts with Utility Line
- Requires Trail Crossing at the Intersection of Stillwater Avenue and Inwood Avenue
- Potential Safety Conflicts with Trail Crossing and Right-hand Turn Lane at Stillwater Avenue and Inwood Avenue Intersection

#### Segment 3B Rural Road Section

##### Issues:

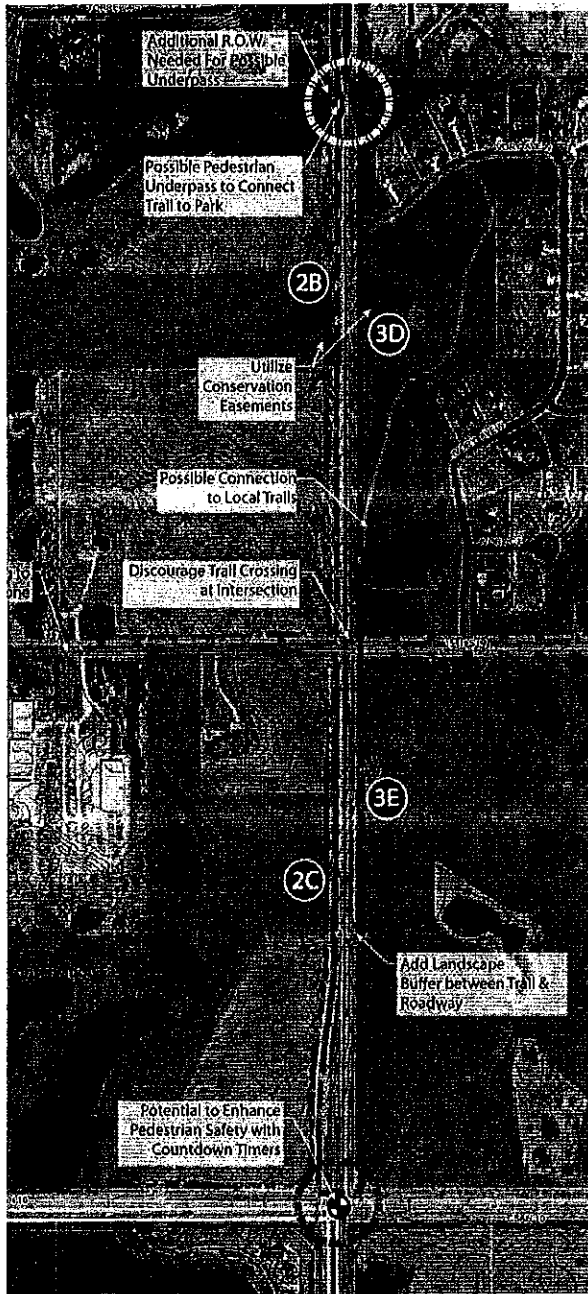
- Steep Grade Along Roadway and Impacts to Existing Buffer

#### Segment 3C Park Land

##### Issues:

- Pedestrian Bridge Needed Over Creek
- Maintain Landscape Buffer between Residential and Park/Trail

# ISSUES AND OPPORTUNITIES POTENTIAL TRAIL SEGMENTS - FIGURE E



## Trail Segment 2, cont.

### WEST SIDE OF INWOOD AVENUE

#### Opportunities:

- Avoids Crossing of Inwood Avenue/15th
- Connection to Existing City Trail on 10th

### Segment 2B, cont. Rural Road Section

#### Issues:

- On Opposite Side of the Park
- Crossing to Park Requires Grade Separated Pedestrian Tunnel; Significant Construction Costs
- Drainage Ditch
- Utility Line from Farm North of Torre Lane to 15th

### Segment 2C Rural Road Section

#### Issues:

- On Opposite Side of the Park
- Would Impact Existing Vegetated Buffer
- Potential Conflicts with Utility Line

## Trail Segment 3, cont.

### EAST SIDE OF INWOOD AVENUE

#### Opportunities:

- Direct Connection to the Park
- Partially Utilizes Park Land and Conservation Easements
- Potential Connections to Existing City Trails

### Segment 3D Rural Road Section

#### Issues:

- Potential Impacts of Development Signage
- Safe Pedestrian Crossing Needed at 15th
- Impacts to Vegetative Buffer at 15th and Inwood
- Provide/Maintain Landscape Buffer between Trail and Development

### Segment 3E Rural Road Section

#### Issues:

- Utility Line from 15th to 10th
- Provide Pedestrian Countdown Timers at Inwood and 10th for a Safer Pedestrian Crossing Experience

**Segment 3D- Southwest corner of park to 15th Street** (see Figure E)

A majority of this trail segment is located within a conservation easement area and offers the opportunity to connect to existing local trails east of Inwood Avenue.

**Segment 3E- 15th Street to CSAH 10** ( see Figure E)

This segment of trail also provides a key link for establishing a safe crossing of Inwood Avenue at the CSAH 10 intersection. Alignment of this trail corridor segment should be planned with any current development proposals being pursued along this stretch of Inwood between 15th Street and CSAH 10.

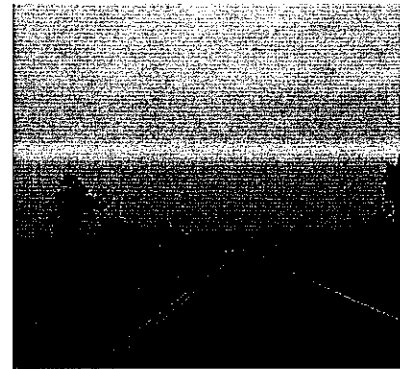


**CITY TRAIL CORRIDOR PLANNING INITIATIVES**

In an effort to coordinate local trail planning efforts with new proposed County trail connections along Stillwater Boulevard and Inwood Avenue, the following local trail segments along 15th Street have been evaluated to complete the connectivity of trail systems from local neighborhoods to the park reserve.

**Segment 4A- City of Oakdale city limits to Inwood Avenue** (see Figure F)

This segment of trail provides a key connection from the city limits of Oakdale to Inwood Avenue which will transition to establishing trail connections to Lake Elmo Park Reserve. This trail segment also provides connections to Eagle Point Elementary and Skyview Middle Schools which is a desired outcome of SHIP trail planning initiatives.



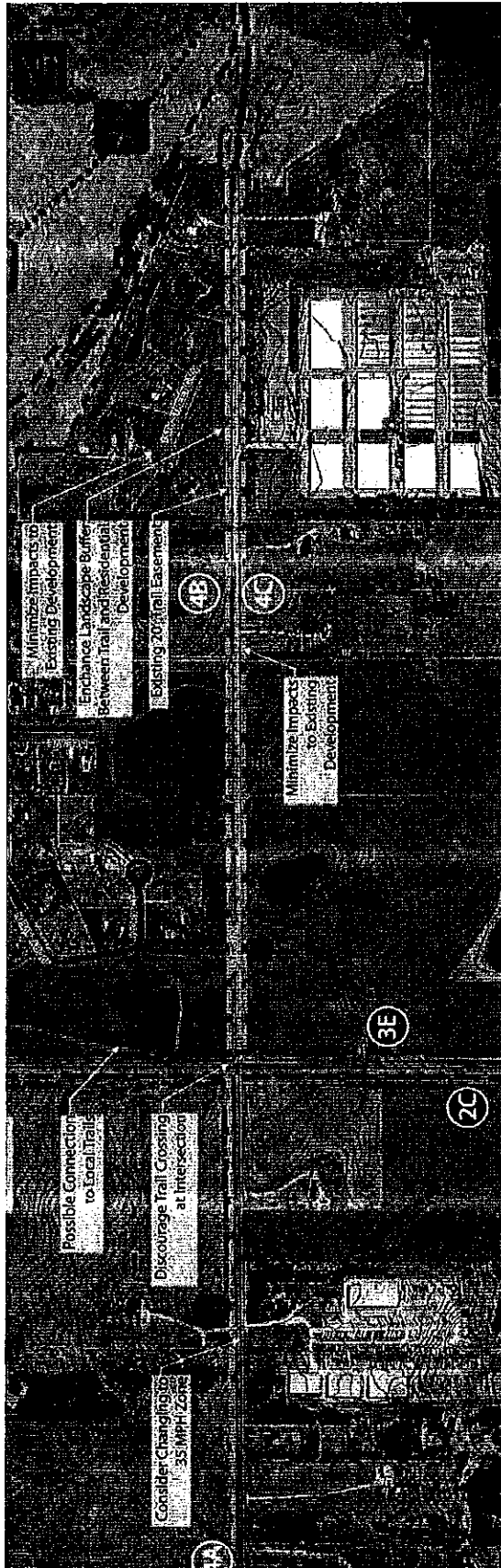
**Segment 4B- North Side of 15th between Inwood Avenue and Park** (see Figure F)

In an effort to discourage an at grade trail crossing at 15th Street and Inwood Avenue, trail users on 15th Street will be directed south along the west side of Inwood Avenue to the controlled intersection at CSAH 10. If a trail is established on the west side of Inwood north of 15th, this may provide the opportunity to direct trail users to either a subsurface crossing entering the park, or to the Stillwater Boulevard trail connection and crossing.

**Segment 4C- South Side of 15th between Inwood Avenue and Park** (see Figure F)

Establishing a trail corridor along this stretch of 15th Street provides a direct connection to the park and trail alignment proposed on the east side of Inwood Avenue. Options exist to locate the trail on either the north or south side of 15th Street. A 20' trail easement currently exists on the north side of 15th as well as the potential to establish connections to existing local trails which outlet on the north side of 15th Street. Establishing a trail alignment on the south side of 15th Street impacts fewer

# ISSUES AND OPPORTUNITIES POTENTIAL CITY TRAIL SEGMENTS - FIGURE F



## Trail Segment 4

### ALONG 15TH STREET

#### Opportunities:

- Direct Connection to the Park
- Partially Utilizes Conservation and Trail Easements
- Connections to Existing City Trails
- Minimal Utility Conflicts Along North Side

#### Segment 4A North Side- Rural Road Section

##### Issues:

- Discourage Crossing at 15th and Inwood
- 55 MPH Zone- Consider Reducing Speed Limit
- Consider Changing to Urban Road Section to Align with Existing Oakdale Trail

#### Segment 4B North Side- Rural Road Section

##### Issues:

- Provide Landscape Buffer Between Trail and Residential Development
- Minimal Utility Conflicts

#### Segment 4C South Side- Rural Road Section

##### Issues:

- Provide Landscape Buffer Between Trail and Residential/ Development
- Minimal Utility Conflicts
- Potential Conflicts with Commercial Operations and Associated Truck Traffic



private land owners but creates potential conflicts between trail users and heavy truck traffic utilizing the driveway entrance to the nursery facility during periodic times of the year.

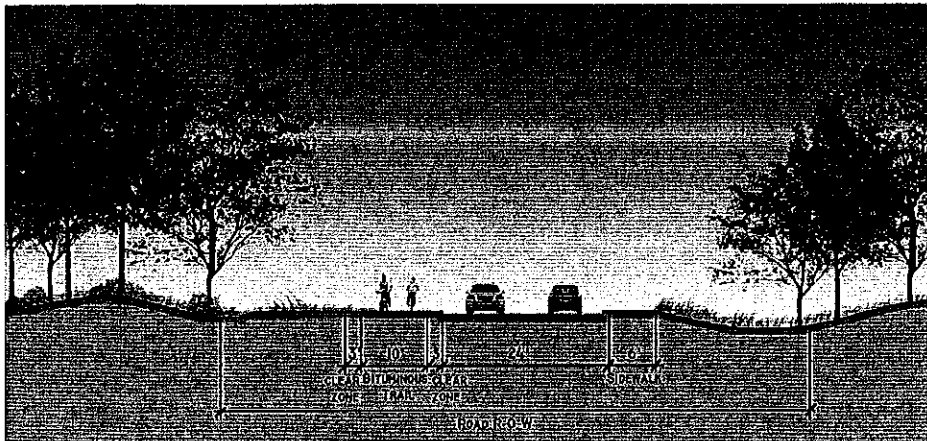
## TYPICAL TRAIL SECTIONS

Several types of trail sections are proposed to be implemented as part of this plan. (see Figure G) A majority of the trail system proposed along Inwood Avenue would be implemented within a rural roadway section and require a 25' setback from the roadway to meet federal design standards. A small segment of trail north of 27th Street would be constructed within an urban roadway section with separation defined by a raised curb.

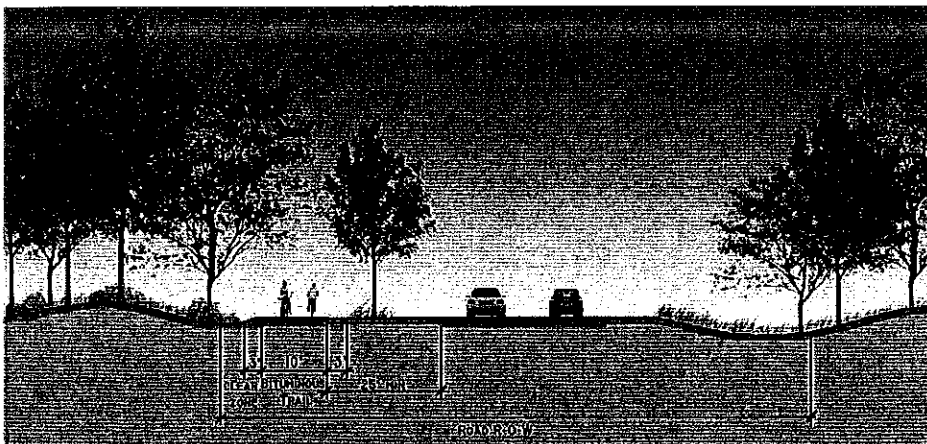
Local trails along 15th Street would have a reduced setback of approximately 5' from the roadway or aligned to match with existing setbacks already in place along the existing trail corridor.

Trail connections established within Lake Elmo Park Reserve will be single paved trails maintaining 3' clear zones while maintaining adequate separation and buffers with existing equestrian turf trails within the park .

## TYPICAL TRAIL SECTIONS - FIGURE G



Urban Road Section - Paved Trail Back of Curb



Rural Road Section- Paved Trail in Road R.O.W.

## PEDESTRIAN UNDERPASS OPTIONS ALONG INWOOD AVENUE

Options have been studied for establishing a grade separated (subsurface) crossing into the park from Inwood Avenue to provide a more direct and safe access route to the park for trail users. (see Figure H) After reviewing the surrounding topography of the Inwood Avenue corridor, the following locations could be considered for establishing a subsurface crossing into the park:

### Option 1- Eberhard Property

This location has a natural depression on both sides of the roadway which will minimize grading efforts need to install a culvert crossing in this area. Additional right-of-way would most likely need to be acquired to develop safe trail alignment approaches to the crossing.

### Option 2- Farney Creek Crossing

This location is also situated at a low point along the roadway where the creek extends into the park. More extensive retaining wall work would be required to develop trail approaches to this crossing which could be further complicated by the presence of a high water table in the area.

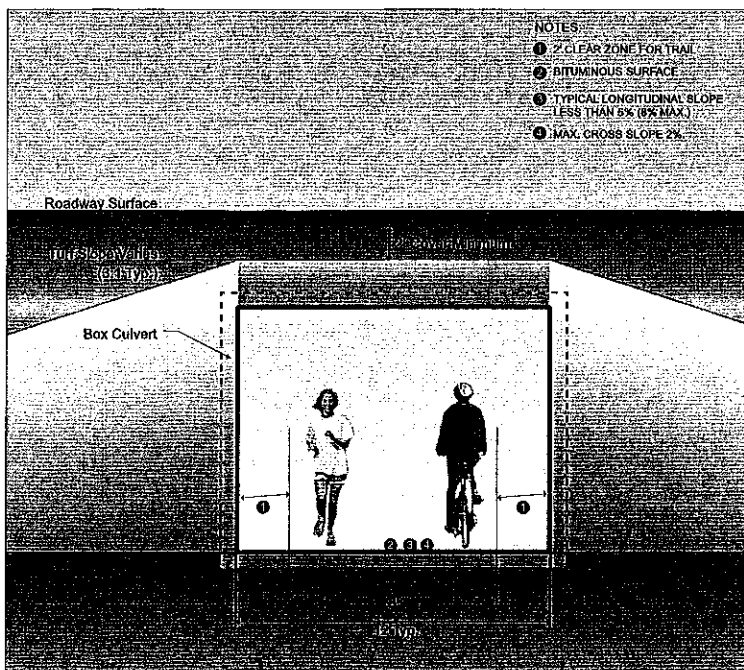
Establishing subsurface crossings at both of these locations may be cost prohibitive based on the limited amount of user groups projected to initially use this trail corridor. However, with population increases in the area, justification could be made for its implementation in the future.



Near possible underpass location. Looking Southwest



## TYPICAL SEPARATED GRADE CROSSING - FIGURE H



#### GENERAL NOTES:

- 12'x10' Precast Box Culvert
- 6" Concrete Distribution Slab Under Roadway
- Minimize Impacts of Off-road Excavation with Sheet piling and Walls

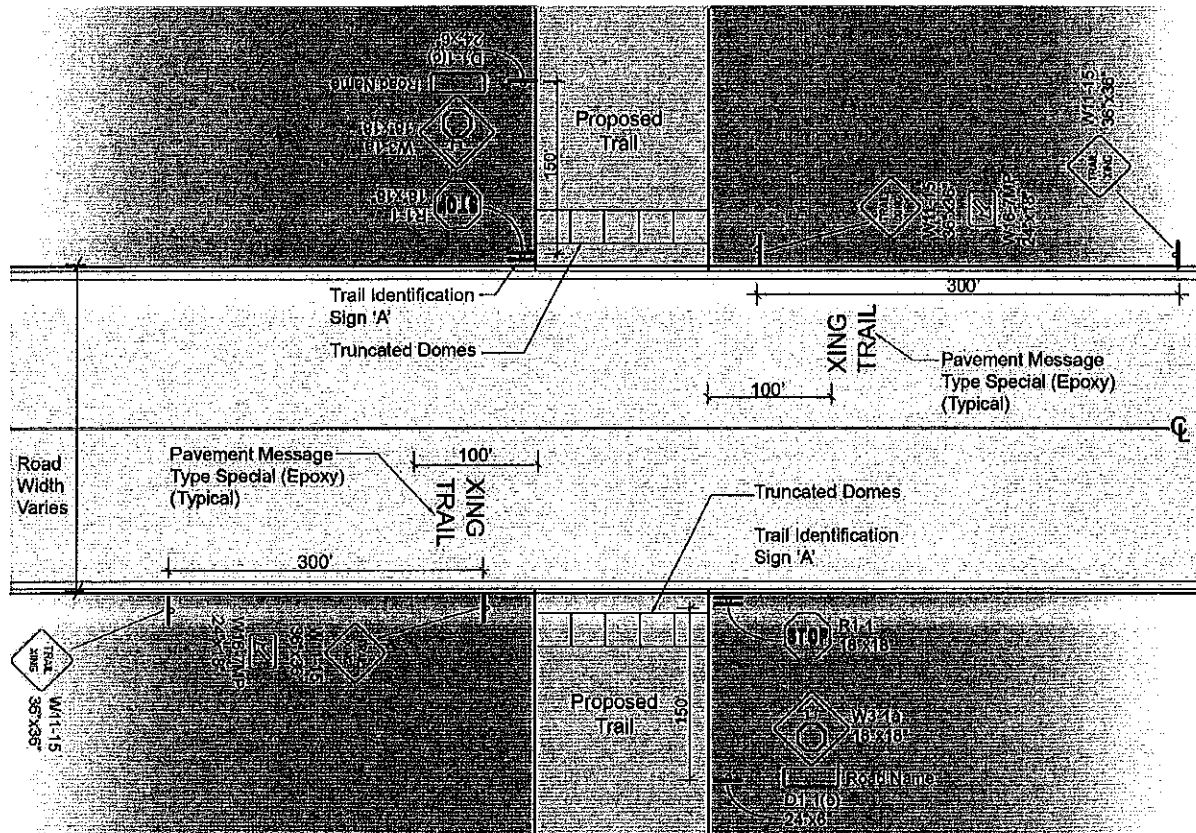


Separated Grade Crossing Precedent  
Wayzata Country Club Underpass, Wayzata, MN

# AT-GRADE TRAIL CROSSINGS

At grade trail crossings identified along Inwood Avenue at Stillwater Boulevard and CSAH 10 should be designed to meet all current ADA, AASHTO, and MnDOT bikeway facility design standards. (See Figure I for a typical trail roadway crossing)

## TYPICAL AT-GRADE CROSSING - FIGURE I



## STUDY FINDINGS AND CONCLUSIONS

The communities surrounding Lake Elmo Park Reserve are generally supportive of designated, safe and convenient access points to the park. Undeveloped, poorly defined access points are thought to create nuisances, safety concerns, and invite unwanted impacts and conflicts with adjacent private property owners. Through properly placed trail connections and buffer zones, these potential conflicts can be avoided.

Additional site amenities associated with trailheads, such as parking lots and lighting, are not desired by most residents living adjacent to or near the park boundary.

Trail access points to the park reserve should be well-defined and easily accessible; and visual impacts to nearby properties should be minimized with vegetative buffering and careful trail placement.

Trail alignments that take advantage of existing right-of-way (e.g. Section 3, along the east-side of Inwood Avenue) and avoid at-grade road crossings should take precedence for new trail development.

This plan recognizes the investments local governments have already made in developing trails and acquiring trail easements for establishing new trail connections. This plan builds upon the existing public infrastructure in place to make these key trail connections to the park reserve.

## PRELIMINARY TRAIL IMPLEMENTATION PLAN

In order to help coordinate County and City trail planning efforts, a preliminary trail plan has been developed to guide its implementation over time. (See Figure J)

The following preliminary construction phases have been identified to be implemented over time by Washington County and the City of Lake Elmo to improve the connectivity of the trail system to Lake Elmo Park Reserve:

### **Phase A (Washington County)**

- Construct trail on east side of Inwood Avenue from Stillwater Boulevard to CSAH 10.
- Establish internal park trail circulation around the north side of Eagle Point Lake.

### **Phase B (Washington County)**

- Construct trail on south side of Stillwater Boulevard from Oakdale city limits to Inwood Avenue intersection.

### **Phase C (Washington County)**

- Construct trail on west side of Inwood Avenue from Stillwater Boulevard to CSAH 10.

### **Phase D (Washington County)**

- If feasible, construct pedestrian underpass along Inwood Avenue either north or south of the Torres Pine development.

### **Phase E (City of Lake Elmo)**

- Construct city trail connection along 15th Street from City of Oakdale city limits to new park trail connection on the south side of the park.
- North side or south side alignment of trail along 15th Street to be determined.

# PRELIMINARY TRAIL PLAN - FIGURE J



# PRELIMINARY COST ESTIMATE

Table 1 provides a preliminary estimate of costs needed to implement identified trail improvements. Cost estimates are based on 2011 construction costs. An inflation factor of 5% should be added to the total estimate for every year beyond identified 2011 construction costs.

**UNIT LEGENDS:** LS=Lump Sum, SF=Square Feet, SY=Square Yards, EA=Each,  
LF=Lineal Foot, CY=Cubic Yards, AC=Acre

TABLE 1- Lake Elmo West Side Access Plan - Preliminary Cost Estimate					
Notes	Phase A	Estimated Qty.	Unit	Unit Cost (in Dollars)	Total Cost (in Dollars)
1	Provide mobilization and all necessary construction surveying and staking and erosion control	1	LS	\$60,000.00	\$60,000.00
	Clearing and Grubbing	4	AC	\$4,500.00	\$17,100.00
2	10' Bituminous Trail includes base	10,750	LF	\$65.00	\$698,750.00
2	10' Bituminous Trail - Park Connection	6,200	LF	\$65.00	\$403,000.00
3	Pedestrian Bridge over Creek	525	SF	\$126.00	\$66,625.00
	Native Seeding and Restoration	4	AC	\$6,000.00	\$22,800.00
	Trail Signage/Wayfinding along Trail Corridor	1	LS	\$1,500.00	\$1,500.00
<b>Phase A Total:</b>					<b>\$1,268,775.00</b>
Notes	Phase B	Estimated Qty.	Unit	Unit Cost (in Dollars)	Total Cost (in Dollars)
1	Provide mobilization and all necessary construction surveying and staking and erosion control	1	LS	\$80,000.00	\$80,000.00
	Clearing and Grubbing	3	AC	\$4,500.00	\$13,500.00
2	10' Bituminous Trail	12,800	LF	\$65.00	\$832,000.00
	Native Seeding and Restoration	3	AC	\$6,000.00	\$18,000.00
	Trail Signage	1	LS	\$1,500.00	\$1,500.00
<b>Phase B- Total:</b>					<b>\$945,000.00</b>
Notes	Phase C	Estimated Qty.	Unit	Unit Cost (in Dollars)	Total Cost (in Dollars)
1	Provide mobilization and all necessary construction surveying and staking and erosion control	1	LS	\$35,000.00	\$35,000.00
4	Construct Pedestrian Underpass- Includes trail connections, clearing and grubbing, seeding and restoration	1	LS	\$750,000.00	\$750,000.00
<b>Phase C Total:</b>					<b>\$785,000.00</b>
No.	Phase D	Estimated Bid Qty.	Unit	Unit Bid (in Dollars)	Total Bid (in Dollars)
1	Provide mobilization and all necessary construction surveying and staking and erosion control	1	LS	\$40,000.00	\$40,000.00
	Clearing and Grubbing	1	AC	\$4,500.00	\$4,365.00
2	10' Bituminous Trail	6768	LF	\$65.00	\$439,920.00
	Native Seeding and Restoration	1	AC	\$6,000.00	\$6,000.00
	Trail Signage	1	LS	\$500.00	\$500.00
<b>Phase D Total:</b>					<b>\$490,785.00</b>
<b>Subtotal:</b>					<b>\$3,489,560.00</b>
15% Contingency:					\$523,434.00
<b>Total Estimated with 15% Contingency:</b>					<b>\$4,012,994.00</b>
Design and Administration Fees (for physical design, construction admin., and related engineering -20% of total with contingency):					\$802,598.80

**Notes**

- 1 Approximately 5% of Bituminous Costs
- 2 Includes base, grading, and striping
- 3 Assumes 35' Length and 15' Width Structured Pedestrian Bridge
- 4 Does not include additional R.O.W. acquisition costs

# APPENDIX A

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Lill Under  
 ADDRESS 9855 15th St.  
 CITY Lake Elmo

COMMENTS Please no parking -  
trail head at end of 15th st  
Would like a walking access.  
Prefer no paved trail.  
Prefer to keep non paved  
trail.

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Margaret Carlson  
 ADDRESS 8735 27th St N  
 CITY Lake Elmo

a 15th St near (Linn) would be better  
 COMMENTS

a Number of increased traffic on 43  
It is already a 5 min wait to get  
out of neighborhood on 13. A  
trail head parking lot would  
encourage increased traffic -  
maybe just a walking trail.

Please look into existing restrictions  
or covenant (if any) by USPA or ACS

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Margaret Carlson  
 ADDRESS 8735 27th St N  
 CITY Lake Elmo

COMMENTS Increased traffic on  
13 on 43

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Don Trump  
 ADDRESS 9250 15th St N  
 CITY \_\_\_\_\_

COMMENTS Don't Pave  
around Eagle Point  
Lake.  
Open Access  
Different Places  
Not just Westside  
(North & East sides)



Washington  
County  
COMMENT CARD

NAME (Please Print) Ruth Yorum

ADDRESS 8380 21st St W

CITY Redmond WA 98042  
Inwood

COMMENTS It's hard to have a gate on  
if I really worry about  
more parking on Inwood  
is unusable as it is  
The only way I can see it  
working is if there is a paved  
trail on the east side of  
Inwood that feeds the  
access

Washington  
County  
COMMENT CARD

NAME (Please Print) DUANE ELLERTSON

ADDRESS 1168 GUTHRIE AVE No.

CITY DAKOTA WA 98128

COMMENTS OPTION B1 B2 B3

MAKES TOTAL SENSE

Washington  
County  
COMMENT CARD

NAME (Please Print) Carol Monette

ADDRESS 8623 28th St.

CITY LK Elmo, Mn

COMMENTS Concerned about  
parking area off Inwood.  
- additional traffic  
a concern for getting  
out of Tablyn Park.

Washington  
County  
COMMENT CARD

NAME (Please Print) Jim Arney

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

COMMENTS Access option (A3) would  
probably be less expensive  
than (A2). This would be  
preferred; Especially for those  
of us who would have to  
pay the bill through tax  
revenue

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Rolf Larson

ADDRESS 11720 Little Bluestem Ct N

CITY Lake Elmo, MN

COMMENTS \_\_\_\_\_

1. Consider utilizing HWY 5 in your trail Plans. There are Sunfish Lake Park & the Old Village that could gain access to the Park

2. A small access trail at Klondike for the Old Village?

3. Parking areas at trail heads. Would they be located on land inside the Park boundaries or outside? If outside, parking should be minimal as in the Old Village.

Continued

The parking areas could be quite modest, allowing a set number of spots that would be agreeable to adjoining neighborhoods. Justifi- able for the Park (esp. the 25% development formula).

4. Consider the larger views of connectivity to existing features to show how existing Lake Elmo parks and development plans (i.e. Park Plan, LE Trail Plan)

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Kevin Klecker

ADDRESS 8920 - 27th St. N.

CITY Lake Elmo, MN

COMMENTS Very excited for

the trails along Lakewood. We're hoping this doesn't affect the current Park snowmobile trails or the connection to the star trail.

LAKE ELMO PARK RESERVE - JULY 27, 2011

**Washington  
County**  
COMMENT CARD

NAME (Please Print) Karitta Voron

ADDRESS 9250 15th St N

CITY Lake Elmo MN

COMMENTS We do not want

sidewalks down 15th St.

LAKE ELMO PARK RESERVE - JULY 27, 2011

Washington  
County  
COMMENT CARD

NAME (Please Print) Wendy Vejtruba  
John Vejtruba  
ADDRESS 8457 26th St. N.  
CITY Lake Elmo

COMMENTS Please lower speed limit  
on Inwood Av. N to 45 mph.  
from 15th down to Stillwater  
Rd. People drive WAY too fast.  
We have seen <sup>years and</sup> accidents @ 26th, 27th  
and Inwood due to excessive speed.  
Thank you

LAKE ELMO PARK RESERVE - JULY 27, 2011

Washington  
County  
COMMENT CARD

NAME (Please Print) Annette Pierre  
ADDRESS 8167 15th N  
CITY Lake Elmo MN 55192  
651-739-5352

COMMENTS Would like  
copies of the  
results of the study  
to the City Hall and  
I will pick-up  
or you can mail it's  
Better

Don't do the RA assessment, please  
LAKE ELMO PARK RESERVE - JULY 27, 2011

Washington  
County  
COMMENT CARD

NAME (Please Print) Thomas Dillon  
ADDRESS 8375 27th St. N  
CITY Lake Elmo

COMMENTS Recommend 3B, 2A  
underpass and 4C

LAKE ELMO PARK RESERVE - JULY 27, 2011

Washington  
County  
COMMENT CARD

NAME (Please Print) Mary Deutsch  
ADDRESS 2699 Imperial Ave  
CITY \_\_\_\_\_

COMMENTS This should be tabled!  
When state/federal gov'ts don't  
have money for basic services - this  
plan seems excessive! Especially  
when you are looking at putting  
trails up both sides of 13.  
Please make sure costs associated  
with on going maintenance are  
communicated & the impact  
this will have on local  
taxpayers!

LAKE ELMO PARK RESERVE - JULY 27, 2011