



3800 Laverne Avenue North
Lake Elmo, MN 55042

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NOTICE OF MEETING

The City of Lake Elmo
Planning Commission will conduct a meeting on
Wednesday November 13, 2019
at 7:00 p.m.

AGENDA

1. Pledge of Allegiance
2. Approve Agenda
3. Approve Minutes
 - a. October 28, 2019
4. Public Hearings
 - a. **2020 – 2024 CAPITAL IMPROVEMENT PLAN**
 - b. **VARIANCE REQUESTS – Vang Residence (2038 Inwood Avenue North)**
Front yard Setback Variance
Side yard Setback Variance
 - c. **LAKE ELMO INWOOD APARTMENTS (5TH Street North and Island Trail)**
Minor Subdivision (Inwood 7th Addition)
Development Stage Planned Unit Development (PUD) Plans
5. New Business
None
6. Communications/Updates
 - a. City Council Update 11-5-2019 Meeting
 - 2040 Comprehensive Plan
 - Lake Elmo Senior Living (39th Street)
 - Zoning Text Amendment – Accessory Building Heights
 - Mountain Bike Trails in Sunfish Lake Park
 - b. Staff Updates

c. Upcoming PC Meetings:

1. November 25, 2019
2. December 9, 2019

7. Adjourn

***Note: Every effort will be made to accommodate person or persons that need special considerations to attend this meeting due to a health condition or disability. Please contact the Lake Elmo City Clerk if you are in need of special accommodations.



**City of Lake Elmo
Planning Commission Meeting
Minutes of October 28, 2019**

Commissioner Weeks called to order the meeting of the Lake Elmo Planning Commission at 7:00 p.m.

COMMISSIONERS PRESENT: Cadenhead, Hartley, Holtz, Risner, Steil and Weeks

COMMISSIONERS ABSENT: None

STAFF PRESENT: Planning Director Roberts

Approve Agenda:

M/S/P: Hartley/Cadenhead move to approve the agenda as presented, **Vote: 6-0, motion carried unanimously.**

Approve Minutes:

M/S/P: Risner/Steil move to approve the October 16, 2019 minutes, **Vote: 6-0, motion carried unanimously.**

Public Hearings - None

New Business

Subdivision Ordinance Update

Roberts presented the proposed changes to the subdivision ordinance. For this latest update, he specifically mentioned the items that will be removed from Planning Commission review, street naming, utility easements, the changes recommended by the City Attorney.

Hartley asked about lot splits and minor subdivision. Cadenhead asked for some clarification between the three and four lot requirements for lot divisions and minor subdivisions.

Roberts explained that it is staff intent to expedite the review process for applicants by not having them attend multiple meetings. He stated that by having only staff review, the Planning Commission would have to have faith in staff that they are providing a thorough review of the plats when they come in.

M/S/P: Holtz/Hartley move to recommend approval of all the suggested amendments to the City Subdivision Ordinance, with the possible change to the warranty information,
Vote: 6-0, motion carried unanimously.

City Council Updates

At the October 15, 2019 meeting City Council approved the Inwood 6th Addition minor subdivision and Kwik Trip Fuel Station CUP. Kwik Trip did a traffic study, their engineer determined that once Kwik Trip is open, there will be a need for a traffic signal at Inwood Avenue and 5th Street North. The developers of the Inwood PUD contributed a portion of the cost of the traffic signal for Inwood Avenue and 5th Street to the City and at the meeting Kwik Trip agreed to pay half of the cities remaining portion of the cost of the new traffic signal.

Staff Updates

1. 2040 Comprehensive Plan Update, it received Met Council approval on October 23rd with minor changes. The changes are being finalized and will be presented to the City Council on November 5th.
2. Upcoming meeting
 - a. November 13, 2019 a Wednesday, will be the following meeting due to Veteran's Day. Inwood 7th with the multi-family approximately 65 unit apartment building. An original farmhouse located on Inwood is looking to expand, but it does not meet the setbacks in the zoning district.
 - b. November 25, 2019

Meeting adjourned at 8:05 pm

Respectfully submitted,

Tanya Nuss
Permit Technician



STAFF REPORT

DATE: November 13, 2019

AGENDA ITEM: 2020-2024 CIP

TO: Planning Commission

SUBMITTED BY: Kristina Handt, City Administrator

BACKGROUND:

In May staff developed recommendations for updates to the 2020-2024 Capital Improvement Plan (CIP) working in consultation with the Public Safety Committee, Maintenance Advisory Committee and the Parks Commission. In June, the Finance Committee reviewed the plan and made a recommendation to the Council.

Before the recommendation can go to Council, the Planning Commission will need to hold a public hearing on the plan and make a recommendation about whether or not it is consistent with the Comprehensive Plan since the CIP is a component of the Comprehensive Plan. Since the plan years are 2020-2024, the plan should be compared to the 2040 Comprehensive Plan that was adopted by the City Council on November 5th.

ISSUE BEFORE COMMISSION:

Is the proposed 2020-2024 Capital Improvement Plan consistent with the 2040 Comprehensive Plan?

PROPOSAL DETAILS/ANALYSIS:

A copy of the 2020-2024 CIP is included in your packet. It includes projects that cost at least \$25,000 and have a useful life span of five years or longer. Projects are prioritized and funding sources are identified.

The 2020-2024 CIP includes 72 separate projects with a total estimated cost of about \$61 million. These projects include street work, new facilities (city hall and fire station), equipment (fire, public works, parks and utilities), park and trail improvements, and utility infrastructure.

FISCAL IMPACT:

The total estimated costs of all the projects is \$61 million. Funding sources are identified for each project with a summary included on page 14.

OPTIONS:

After holding the public hearing, the Planning Commission may:

- 1) Find that the 2020-2024 CIP is consistent with the 2040 Comprehensive Plan
- 2) Find that the 2020-2024 CIP is not consistent with the 2040 Comprehensive Plan and note the inconsistencies.

RECOMMENDATION:

“Motion to recommend to the City Council that the 2020-2024 Capital Improvement Plan is consistent with the 2040 Comprehensive Plan”

ATTACHMENT:

- Draft 2020-2024 Capital Improvement Plan



**City of Lake Elmo
Capital Improvement Program
2020 – 2024**

Planning Commission Draft 11/13/19

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INTRODUCTION

What is a CIP?

A Capital Improvement Program, or CIP, is a multi-year (typically 5 years) capital expenditure plan for a city's infrastructure (such as streets, parks and utility systems), vehicles, equipment and public buildings. It identifies the major projects needed and desired by the community, their potential costs and how they would be financed. Including a project in a CIP does not commit the city to that project. The City Council must specifically authorize each one, and the associated funding, before any project may proceed. When the CIP is reviewed (ideally annually, in conjunction with the budgeting process), projects may go forward as planned, advance ahead of schedule, be removed entirely, or new projects may be added, depending upon changes in circumstances and priorities.

The Minnesota Land Planning Act requires that the implementation plan portion of the Comprehensive Plan include a CIP for major infrastructure needs (transportation, wastewater, water supply, parks and open space) for a five-year time period. Cities often expand the scope of their CIPs to include other capital needs (major equipment replacements, for example) and sometimes look beyond the five-year time period, up to 20 years in the future for some projects. Such projects represent more of a "wish-list" that can be evaluated each time the plan is updated.

As a part of the Comprehensive Plan, the CIP has some legal standing. Minnesota Statutes Chapter 473.865 provides that "a local governmental unit shall not adopt any official control or fiscal device which is in conflict with its comprehensive plan." A fiscal device includes a budget or bond issue; so it is important that the plan and CIP be kept-up-to date and in sync with city budgets.

The primary benefit of a CIP is as a financial planning tool to help the city plan for the impact of capital needs on future budgets and property taxes, and to help forecast the need for borrowing to undertake major projects. The information developed as part of the capital planning process can help document the need for various projects and assist the City Council to sort out competing priorities.

Scope of the CIP

Lake Elmo's CIP includes all capital projects that **cost at least \$25,000 and have a useful life span of five years or longer.** Projects include **all capital needs including major repairs to buildings and equipment purchases and replacements.** Any projects not meeting these parameters would be reviewed as part of the annual operating budget, but would not be included in the CIP.

Funding Sources

The CIP identifies a possible funding source(s) for each project listed. The various funding sources are as follows:

Debt Service Fund	<i>Projects financed by borrowing, later to be repaid with property taxes, and potentially special assessments depending upon the characteristics of the project.</i>
General Fund	<i>Annual operating budget, primarily funded by property tax revenues.</i>
Park Improvement Fund	<i>Existing City fund, receipts from cash-in-lieu of land park dedication fees paid by developers and others who subdivide their land.</i>
Stormwater Fund	<i>Funds come from fees paid by users of the Stormwater system</i>
Wastewater Fund	<i>Funds come from fees paid by users of the Wastewater System</i>
Vehicle Replacement Fund	<i>Fund used to segregate funds set aside for planned replacements of existing vehicles. Funds are transferred from the operating budget (primarily property taxes) and the sale of equipment.</i>
Water Fund	<i>Funds come from fees paid by users of the Water System</i>
Municipal State Aid (MSA)	<i>State aid funds allocated to the City each year; annual allocation grows as the City grows.</i>

In addition to these sources, it is possible that future projects could be funded from donations, grants, user fees or other sources not listed.

In 2019 the Vehicle Replacement Fund was revived. The expected fund balance at 12/31/19 is estimated to be about \$215,000. The updated proposed schedule of revenues and expenditures assumes the 2% increase in the tax rate each year continues.

Year	Revenue	Expense	Balance
2020	\$872,139	\$298,500	\$788,715
2021	\$794,679	\$310,000	\$1,273,394
2022	\$150,000	\$972,500	\$450,894
2023	\$175,000	\$289,000	\$336,894
2024	\$200,000	\$209,000	\$327,894
2025	\$387,300	\$55,000	\$660,194
2026	\$424,500	\$35,000	\$1,049,694
2027	\$635,290	\$1,028,500	\$656,484
2028	\$1,010,030	\$0	\$1,666,514
2029	\$531,000	\$230,000	\$1,967,514

Revenue from the sale of equipment is not included in the above table.

Project Priorities

Capital improvement projects should be prioritized in some way so that limited funding can be allocated to those which are most important. This is difficult because the varying nature of the projects and their benefits and objectives are so disparate as to be essentially not comparable. Some public agencies have developed elaborate rating and ranking systems to try to set priorities. Complicated scoring systems may have some disadvantages because they may give a false sense of objectivity or precision to the priority setting process. Others use simpler systems, or simply do not try to compare projects that are like “apples and oranges.” There is no accepted system or “industry standard” for prioritizing projects.

The following system has been utilized by staff:

- 1 Critical or urgent, high-priority projects that should be done if at all possible; a special effort should be made to find sufficient funding for all of the projects in this group.
- 2 Very important, high-priority projects that should be done as funding becomes available.
- 3 Important and worthwhile projects to be considered if funding is available; may be deferred to a subsequent year.
- 4 Less important, low-priority projects; desirable but not essential.
- 5 Future Consideration

2020-2024 CIP OVERVIEW

For 2020 through 2024, the draft CIP includes 72 separate projects (active, pending and new recommendations) with a total estimated cost of \$60,741,401. All cost estimates are preliminary and based on current dollars. No assumptions have been made about inflation. It will be

important to refine and update costs when the plan is reviewed, especially for projects in the first year or two of the plan.

Some projects beyond the five-year planning period are also included in the CIP. Most of these projects are replacements for equipment and vehicles (such as fire trucks) which may have a life span of 10, 15 or 20 years and more. The plan may include “pending” projects for which timelines (and in most cases, cost estimates) have not yet been identified. As more information is developed about the need for, cost, and possible funding sources for these projects, they will be included in future CIP updates.

Street Projects

The update includes the following street projects in the CIP:

- PW-026, Reclaim roads in Heritage Farms at a cost of \$1,774,000 in 2020. State grant will cover cost of roads in Stonegate 2nd since it is tied to a water project.
- PW-027, Reconstruction of roads in Tamarack Farms, and Hamlet on Sunfish Lake and Old Village Phase 5 for \$2,864,00 in 2021.
- PW-030, CSAH 15/30th St Signal for \$250,000 in 2023
- PW-031, CSAH6/Inwood Street Signal for \$250,000 in 2024
- PW-034, 15th St N (MSA Street) for \$1,045,000 moved to 2022 from 2020
- PW-035, UP RR Crossing-Village Parkway for \$525,000 moved to 2021 from 2020
- PW-036, UP RR Crossing-Private Drive Closure for \$105,000 moved to 2021 from 2020
- PW-037, UP RR Crossing-Klondike Ave for \$262,500 moved to 2021 from 2020
- PW-038, Reclaim roads in Fields of St. Croix 1 and 2 and Old Village Phase 6 streets, \$3,045,000 in 2022
- PW-039, Reclaim roads in Parkview Estates, Cardinal Ridge, Torres Pines, Beaut Crest and Irish Ct and Old Village Phase 7, \$2,289,200 in 2023
- PW-040, Reclaim roads in Tana Ridge, Carriage Station, and 59th St Ct/55th St/Julep Way for \$1,653,000 in 2024.
- PW-052, Ideal Ave (Phase 2) for \$800,000 in 2022
- PW-053, Ideal Ave (CSAH 13) from CSAH 14 to CSAH 6, for \$800,000 in 2024
- PW-057, Manning Phase 3 for \$250,000 in 2021 and \$1,400,000 in 2023
- PW-058, TH 36/Manning Interchange for \$2 million (very rough estimate) in 2021
- PW-059, Keats Ave/TH 36 Acceleration Lane was removed since we learned we were not awarded a state grant
- PW-066, Manning Phase 4 (I-94 up to Oakland Middle School) for \$50,000 (planning) in 2024 (new) May not see actual bill from county until construction sometime later.
- PW-067, Manning/Hudson Stoplight for \$250,000 in 2021 is covered by developer. (new)
- PW-069, 5th St/Inwood Ave Signal light for \$100,000 in 2020. About 2/3rds of City portion is covered by developers. (new)

Project Highlights by Department

Administration/Finance:

- AF-001, New City Hall, Fire Station and Public Works Improvements, is the only request in this department. The project costs have been increased by 3% from the 2018 estimates from Leo A Daly. The project activities would be split over three years 2020-2022 since the last tenant lease expires in June 2022. However, costs are shown as two separate bond issues.

Fire:

- F-010, Replace B1 for \$60,000 in 2021.
- F-011, Engine E1 replacement for \$580,000 in 2022
- F-017, Turnout Gear Replacements for \$60,000 in 2022
- F-018 and F-019, Tahoes for Fire Department in 2020 and 2022, are being added back into the CIP. Previous council/committee in 2016 removed them and anticipated them going in operating budget when sales cost were subtracted from new cost the difference was less than \$25,000. Staff proposes putting them back in to the CIP since the asset is over \$25,000 and to fund them through the Vehicle Replacement Fund.

Parks and Recreation:

- PR-007, Sunfish Lake Park Improvements for \$120,000 in 2020 for mountain bike trails and \$90,000 in 2021 includes paving hiking trails to meet ADA standards.
- PR-009, Central Greenway Regional Trail for \$50,000 in 2023. This project has been updated to reflect the recent work between the city and county on the Central Greenway Corridor through Lake Elmo. Total project costs are estimated at \$12 million. However the trail will be built out in segments over many years depending upon grant funding, development and road work.
- PR-015, Dump Truck for \$90,000 in 2022
- PR-017, New or Refurbished Ballfields for \$1 million in 2022.
- PR-018, New Park Development for \$150,000 in 2020 (Inwood)
- PR-019, Dog Park for \$25,000 in 2023
- PR-020, Utility Vehicle/Trail Groomer for \$37,000 in 2024

Public Works:

- Street Projects were mentioned above
- The remaining projects are equipment purchases. Costs have been updated to reflect more recent pricing. Only purchase proposed for 2020 is Dump Truck with Plow.

Sewer System:

- S-003, Hamlet on Sunfish Lake Sewer, for \$140,000 in 2020 and \$60,000 in 2021. This is per an agreement with MPCA
- The City Engineer has proposed doing S-005, Old Village Sewer Extension Phase Five and S-016 Old Village Phase Six combined over a two year period in 2021 and 2022
- S-012, Section 36 Trunk Sewer Oversizing since the Four Corners Development will install it will be about \$250,000 in 2021

- S-013, Sewer Oversizing for \$35,000 in 2020 for Legacy and Wildflower
- S-017, Old Village Sewer Extension Phase Seven for \$548,625 in 2023
- S-018, Heritage Farms Sewer Extension for \$980,000 in 2020 (new)

Storm Water System:

- SW-001, Phase 2 Regional Drainage Improvements for \$600,000 in 2022 and \$800,000 in 2023. The costs and dates are estimates and will depend upon development.
- SW-002, Phase 3 Regional Drainage Improvements for \$500,000 in 2022. The costs and dates are estimates and will depend upon development.
- SW-003, Kramer Lake Floodplain Study for \$60,000 in 2022 assumes a grant from the watershed district

Water System:

- W-005, Old Village water main Phase Five and Phase 6 (W-025) done combined over two years for revised estimated cost of \$626,588 each year in 2021 and 2022
- W-006, Elevated Storage Tank #3, for revised estimated costs of \$275,000 in 2020 and 3,200,000 in 2021
- W-008, Village East Trunk Water main, for \$132,000 in 2020
- W-010, Paint Water Tower Tank #2 for \$800,000 in 2023
- W-013, Water main Oversizing for \$38,000 in 2020 and \$70,000 in 2021 and \$119,000 in 2024
- W-014, Well & Pump house #5 for \$2,510,000 in 2020
- W-017, Water Main upgrades and extension consistent with road work. Heritage Farms water main upgrades for \$50,000 and Stonegate water extension for \$3.63m in 2020 includes funding for water extension to Stonegate from the state.
- W-018, Water Main extension to Hamlet on Sunfish Lake for \$1,702,000 consistent with road work and assuming state grant funds are received.
- W-019, SCADA System Upgrade for revised estimated costs of \$50,000 in 2022
- W-022, Utility Truck for \$70,000 in 2021 with costs split equally amongst water and sewer
- W-023, Water Meter Change out for revised cost of \$50,000 each year in 2019-2022
- W-024, Automated Radio Read System for \$300,000 in 2022
- W-026, Old Village water extension Phase Seven for revised cost estimate of \$265,650 in 2023
- W-027, Pressure Reduction Station-Connection to WT #3 for revised cost estimate of \$132,000 in 2021
- W-028, Blackford Water Extension for \$37,000 in 2020 assumes state funding
- W-029, 31st St Water Extension for \$459,000 in 2020 assume state funding
- W-030, Water Main extension to Parkview Estates, Cardinal Ridge, Torres Pines, and Irish Ct consistent with road work and assumes state grants for \$4,039,200 in 2023
- W-031, water main upgrades in Fields of St Croix 2 consistent with road work for \$50,000

- W-032, water main upgrades in Tana Ridge and Carriage Station consistent with road work for \$100,000 in 2024

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024

PROJECT LISTING

Includes Projects from All Years

Admin/Finance Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Active	AF-001	New City Hall, Fire Station, PW Improvements

Building Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Active	B-001	Replacement Inspection Truck

Fire Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Pending	F-005	Replacement of Parking Lot at Station #2
Active	F-001	Rescue Engine E2
Active	F-004	Tender 1
Active	F-007	SCBA Replacements
Active	F-010	B 1
Active	F-011	E1 Engine
Active	F-012	B 2
Active	F-013	T2 Tender/Engine
Active	F-014	Boat and Trailer
Active	F-015	Ranger
Active	F-016	L1 Ladder Truck
Active	F-017	Turnout Gear Replacements
New Recommendation	F-018	CV 1 (Tahoe)
New Recommendation	F-019	CV 2 (Tahoe)

Parks and Recreation

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Pending	PR-002	50th Street Trail
Pending	PR-003	Demontreville Park Improvements
Active	PR-005	Pebble Park Improvements
Active	PR-007	Sunfish Lake Park Improvements
Active	PR-009	Central Greenway Regional Trail
Active	PR-015	Dump Truck
Active	PR-017	New or Refurbished Ballfields
Active	PR-018	New Park Development
Active	PR-019	Dog Park
Active	PR-020	Utility Vehicle/Trail Groomer

Public Works Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Pending	PW-013	2019 Street Improvements
Pending	PW-059	Keats Ave/TH 36 Acceleration Lane
Active	PW-004	Loader
Active	PW-006	Tractor
Active	PW-010	Lake Elmo Ave at 5th St Turn Lane
Active	PW-019	PickupTruck / plow
Active	PW-023	Vac Trailer
Active	PW-026	2020 Street Improvements
Active	PW-027	2021 Street Improvements

Active	PW-029	CSAH19/Hudson Blvd Signal & Turn Lane
Active	PW-030	CSAH 15/30th Street Signal
Active	PW-031	CSAH 6/Inwood Signal
Active	PW-034	15th Street North (MSA Street)
Active	PW-035	UP RR Crossing - Village Parkway
Active	PW-036	UP RR Crossing - Private Drive Closure
Active	PW-037	UP RR Crossing: Klondike Ave
Active	PW-038	2022 Street Improvements
Active	PW-039	2023 Street Improvements
Active	PW-040	2024 Street Improvements
Active	PW-041	2025 Street Improvements
Active	PW-042	2026 Street Improvements
Active	PW-043	Service Truck
Active	PW-044	Trac Hoe
Active	PW-045	Tandem Plow Truck
Active	PW-047	Dump Truck w/Plow
Active	PW-048	Mini Loader
Active	PW-049	Asphalt Hot Box
Active	PW-050	Dump Truck with Plow
Active	PW-052	Ideal Ave (CSAH 13) Phase 2
Active	PW-053	Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6
Active	PW-054	Skidloader
Active	PW-055	2027 Street Improvements
Active	PW-056	2028 Street Improvements
Active	PW-057	Manning Ave Phase 3
Active	PW-058	TH 36/Manning Interchange
Active	PW-060	Pickup w/plow
Active	PW-061	Pickup
Active	PW-062	Dump Truck w/plow, sander & underbody
Active	PW-063	Pickup w/lift gate & plow
Active	PW-064	Pickup w/lift gate & plow
Active	PW-065	Dump Truck w/plow, sander & underbody
New Recommendation	PW-066	Manning Phase 4
New Recommendation	PW-067	Manning/Hudson Stoplight
New Recommendation	PW-068	2029 Steet Improvements
New Recommendation	PW-069	5th St./Inwood Ave Signal Light

Sewer Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Active	S-003	Hamlet on Sunfish Lake Sewer Extension
Active	S-005	Old Village Sewer Extension Phase 5 & 6
Active	S-012	Section 36 Trunk Sewer Main Oversizing
Active	S-013	Sewer Oversizing
Active	S-016	Old Village Sewer Extension Phase 5 & 6
Active	S-017	Old Village Sewer Extension Phase 7
New Recommendation	S-18	Heritage Farms Sewer Extension

Storm Water Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Active	SW-001	Phase 2 Regional Drainage Improvements
Active	SW-002	Phase 3 Regional Drainage Improvements
Active	SW-003	Kramer Lake Floodplain Study
Active	SW-004	Surface Water Management Plan (Comp Plan) update

Water Department

<u>Status</u>	<u>Project #</u>	<u>Project Name</u>
Pending	W-001	2019 Street Improvement Project - water component

Active	W-005	OV Sewer Extension; Phase 5&6; water component
Active	W-006	Elevated Storage Tank #3
Active	W-007	Hammes Estates 12" bypass
Active	W-008	Village East Trunk Watermain PRV
Active	W-010	Paint Water Tank at PW
Active	W-012	Well #4 Pump - Pull and Rebuild
Active	W-013	Watermain Oversizing
Active	W-014	Well & Pumphouse #5
Active	W-017	2020 Street & Utility Improvements-Water
Active	W-018	2021 Street & Utility Improvements-Water
Active	W-019	SCADA Upgrade
Active	W-022	Utility Truck
Active	W-023	Water Meter Change Out
Active	W-024	Automated Radio Read System
Active	W-025	OV sewer extension phase 6 & 5; water component
Active	W-026	OV sewer extension Phase 7; water component
Active	W-027	Pressure Reduction Station-Connection to WT #3
Active	W-028	Blackford Water Ext
Active	W-029	31st St Area Water Extension
Active	W-030	2023 Street Projects-water component
Active	W-031	2022 Street Projects-water component
Active	W-032	2024 Street Projects-water component

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024
 2020 thru 2024

PROJECTS BY YEAR & PRIORITY

Project Name	Department	Project #	Priority	Project Cost
2020				
Priority 1 Critical				
Dump Truck w/Plow	Public Works Department	PW-047	1	250,000
5th St./Inwood Ave Signal Light	Public Works Department	PW-069	1	100,000
Elevated Storage Tank #3	Water Department	W-006	1	275,000
Well & Pumphouse #5	Water Department	W-014	1	2,510,000
Water Meter Change Out	Water Department	W-023	1	50,000
<i>Total for: Priority 1</i>				3,185,000
Priority 2 Very Important				
New City Hall, Fire Station, PW Improvements	Admin/Finance Department	AF-001	2	1,287,500
Village East Trunk Watermain PRV	Water Department	W-008	2	132,000
Blackford Water Ext	Water Department	W-028	2	37,000
31st St Area Water Extension	Water Department	W-029	2	459,000
<i>Total for: Priority 2</i>				1,915,500
Priority 3 Important				
CV 1 (Tahoe)	Fire Department	F-018	3	48,500
Sunfish Lake Park Improvements	Parks and Recreation	PR-007	3	120,000
2020 Street Improvements	Public Works Department	PW-026	3	2,574,000
Hamlet on Sunfish Lake Sewer Extension	Sewer Department	S-003	3	140,000
Sewer Oversizing	Sewer Department	S-013	3	35,000
Heritage Farms Sewer Extension	Sewer Department	S-18	3	980,000
Watermain Oversizing	Water Department	W-013	3	38,000
2020 Street & Utility Improvements-Water	Water Department	W-017	3	3,680,000
Utility Truck	Water Department	W-022	3	70,000
<i>Total for: Priority 3</i>				7,685,500
Priority 4 Less Important				
New Park Development	Parks and Recreation	PR-018	4	150,000
<i>Total for: Priority 4</i>				150,000
Total for 2020				12,936,000

2021				
Priority 1 Critical				
Elevated Storage Tank #3	Water Department	W-006	1	3,200,000
Water Meter Change Out	Water Department	W-023	1	50,000
<i>Total for: Priority 1</i>				3,250,000
Priority 2 Very Important				
New City Hall, Fire Station, PW Improvements	Admin/Finance Department	AF-001	2	4,609,250
Tractor	Public Works Department	PW-006	2	130,000
UP RR Crossing - Village Parkway	Public Works Department	PW-035	2	525,000

Project Name	Department	Project #	Priority	Project Cost
UP RR Crossing - Private Drive Closure	Public Works Department	PW-036	2	105,000
UP RR Crossing: Klondike Ave	Public Works Department	PW-037	2	262,500
Mini Loader	Public Works Department	PW-048	2	120,000
TH 36/Manning Interchange	Public Works Department	PW-058	2	2,000,000
Manning/Hudson Stoplight	Public Works Department	PW-067	2	250,000
<i>Total for: Priority 2</i>				8,001,750
Priority 3 Important				
B 1	Fire Department	F-010	3	60,000
Sunfish Lake Park Improvements	Parks and Recreation	PR-007	3	90,000
2021 Street Improvements	Public Works Department	PW-027	3	2,864,000
Manning Ave Phase 3	Public Works Department	PW-057	3	250,000
Hamlet on Sunfish Lake Sewer Extension	Sewer Department	S-003	3	60,000
Old Village Sewer Extension Phase 5 & 6	Sewer Department	S-005	3	929,775
Section 36 Trunk Sewer Main Oversizing	Sewer Department	S-012	3	250,000
OV Sewer Extension; Phase 5&6; water component	Water Department	W-005	3	626,588
Watermain Oversizing	Water Department	W-013	3	70,000
2021 Street & Utility Improvements-Water	Water Department	W-018	3	1,702,000
Pressure Reduction Station-Connection to WT #3	Water Department	W-027	3	132,000
<i>Total for: Priority 3</i>				7,034,363
Priority 4 Less Important				
Asphalt Hot Box	Public Works Department	PW-049	4	60,000
<i>Total for: Priority 4</i>				60,000
Total for 2021				18,346,113

2022

Priority 1 Critical

E1 Engine	Fire Department	F-011	1	580,000
Turnout Gear Replacements	Fire Department	F-017	1	60,000
New or Refurbished Ballfields	Parks and Recreation	PR-017	1	1,000,000
Dump Truck with Plow	Public Works Department	PW-050	1	250,000
Water Meter Change Out	Water Department	W-023	1	50,000
<i>Total for: Priority 1</i>				1,940,000

Priority 2 Very Important

New City Hall, Fire Station, PW Improvements	Admin/Finance Department	AF-001	2	5,381,750
SCADA Upgrade	Water Department	W-019	2	50,000
<i>Total for: Priority 2</i>				5,431,750

Priority 3 Important

CV 2 (Tahoe)	Fire Department	F-019	3	52,500
Dump Truck	Parks and Recreation	PR-015	3	90,000
15th Street North (MSA Street)	Public Works Department	PW-034	3	1,045,000
2022 Street Improvements	Public Works Department	PW-038	3	3,045,000
Ideal Ave (CSAH 13) Phase 2	Public Works Department	PW-052	3	800,000
Old Village Sewer Extension Phase 5 & 6	Sewer Department	S-016	3	929,775
Phase 2 Regional Drainage Improvements	Storm Water Department	SW-001	3	600,000
Phase 3 Regional Drainage Improvements	Storm Water Department	SW-002	3	500,000
Kramer Lake Floodplain Study	Storm Water Department	SW-003	3	60,000
Automated Radio Read System	Water Department	W-024	3	300,000
OV sewer extension phase 6 & 5; water component	Water Department	W-025	3	626,588
2022 Street Projects-water component	Water Department	W-031	3	50,000

Project Name	Department	Project #	Priority	Project Cost	
				<i>Total for: Priority 3</i>	8,098,863
Total for 2022					15,470,613

2023

Priority 2 Very Important

Loader	Public Works Department	PW-004	2	185,000	
Trac Hoe	Public Works Department	PW-044	2	85,000	
				<i>Total for: Priority 2</i>	270,000

Priority 3 Important

Central Greenway Regional Trail	Parks and Recreation	PR-009	3	50,000	
CSAH 15/30th Street Signal	Public Works Department	PW-030	3	250,000	
2023 Street Improvements	Public Works Department	PW-039	3	2,289,200	
Skidloader	Public Works Department	PW-054	3	70,000	
Manning Ave Phase 3	Public Works Department	PW-057	3	1,400,000	
Old Village Sewer Extension Phase 7	Sewer Department	S-017	3	548,625	
Phase 2 Regional Drainage Improvements	Storm Water Department	SW-001	3	800,000	
OV sewer extension Phase 7; water component	Water Department	W-026	3	265,650	
2023 Street Projects-water component	Water Department	W-030	3	4,039,200	
				<i>Total for: Priority 3</i>	9,712,675

Priority 4 Less Important

Dog Park	Parks and Recreation	PR-019	4	25,000	
Paint Water Tank at PW	Water Department	W-010	4	800,000	
				<i>Total for: Priority 4</i>	825,000

Total for 2023

10,807,675

2024

Priority 1 Critical

Manning Phase 4	Public Works Department	PW-066	1	50,000	
				<i>Total for: Priority 1</i>	50,000

Priority 3 Important

B 2	Fire Department	F-012	3	90,000	
Utility Vehicle/Trail Groomer	Parks and Recreation	PR-020	3	37,000	
CSAH 6/Inwood Signal	Public Works Department	PW-031	3	250,000	
2024 Street Improvements	Public Works Department	PW-040	3	1,653,000	
Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6	Public Works Department	PW-053	3	800,000	
Pickup w/plow	Public Works Department	PW-060	3	41,000	
Watermain Oversizing	Water Department	W-013	3	119,000	
2024 Street Projects-water component	Water Department	W-032	3	100,000	
				<i>Total for: Priority 3</i>	3,090,000

Priority 4 Less Important

PickupTruck / plow	Public Works Department	PW-019	4	41,000	
				<i>Total for: Priority 4</i>	41,000

Total for 2024

3,181,000

GRAND TOTAL

60,741,401

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024
2020 thru 2024

FUNDING SOURCE SUMMARY

Source	2020	2021	2022	2023	2024	Total
Debt Service	2,754,000	15,159,613	11,883,113	4,739,200	2,453,000	36,988,926
General Fund	30,000	85,000	60,000		50,000	225,000
Grants/Donation	7,266,000	2,452,000	1,060,000	3,989,200		14,767,200
Municipal State Aid (MSA)		1,000,000	1,045,000	250,000	250,000	2,545,000
Park Dedication Fund	270,000	90,000		75,000		435,000
Sewer Fund	210,000	310,000		565,625		1,085,625
Storm Water Fund				17,000		17,000
Vehicle Replacement Fund	298,500	310,000	972,500	289,000	209,000	2,079,000
Water Fund	545,000	252,000	450,000	1,132,650	219,000	2,598,650
GRAND TOTAL	11,373,500	19,658,613	15,470,613	11,057,675	3,181,000	60,741,401

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024
 2020 thru 2024

PROJECTS BY FUNDING SOURCE

Source	Project #	Priority	2020	2021	2022	2023	2024	Total
Debt Service								
New City Hall, Fire Station, PW Improvements	AF-001	2		5,896,750	5,381,750			11,278,500
2020 Street Improvements	PW-026	3	1,774,000					1,774,000
2021 Street Improvements	PW-027	3		2,864,000				2,864,000
UP RR Crossing - Private Drive Closure	PW-036	2		105,000				105,000
UP RR Crossing: Klondike Ave	PW-037	2		262,500				262,500
2022 Street Improvements	PW-038	3			3,045,000			3,045,000
2023 Street Improvements	PW-039	3				2,289,200		2,289,200
2024 Street Improvements	PW-040	3					1,653,000	1,653,000
Ideal Ave (CSAH 13) Phase 2	PW-052	3			800,000			800,000
Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6	PW-053	3					800,000	800,000
Manning Ave Phase 3	PW-057	3				1,650,000		1,650,000
TH 36/Manning Interchange	PW-058	2		1,000,000				1,000,000
Old Village Sewer Extension Phase 5 & 6	S-005	3		929,775				929,775
Old Village Sewer Extension Phase 5 & 6	S-016	3			929,775			929,775
Heritage Farms Sewer Extension	S-18	3	980,000					980,000
Phase 2 Regional Drainage Improvements	SW-001	3			600,000	800,000		1,400,000
Phase 3 Regional Drainage Improvements	SW-002	3			500,000			500,000
OV Sewer Extension; Phase 5&6; water component	W-005	3		626,588				626,588
Elevated Storage Tank #3	W-006	1		3,475,000				3,475,000
OV sewer extension phase 6 & 5; water component	W-025	3			626,588			626,588
Debt Service Total			2,754,000	15,159,613	11,883,113	4,739,200	2,453,000	36,988,926
General Fund								
Turnout Gear Replacements	F-017	1			60,000			60,000
UP RR Crossing - Village Parkway	PW-035	2		25,000				25,000
Asphalt Hot Box	PW-049	4		60,000				60,000
Manning Phase 4	PW-066	1					50,000	50,000
5th St./Inwood Ave Signal Light	PW-069	1	30,000					30,000
General Fund Total			30,000	85,000	60,000		50,000	225,000
Grants/Donation								
New or Refurbished Ballfields	PR-017	1			1,000,000			1,000,000
2020 Street Improvements	PW-026	3	800,000					800,000
UP RR Crossing - Village Parkway	PW-035	2		500,000				500,000
Manning/Hudson Stoplight	PW-067	2		250,000				250,000
5th St./Inwood Ave Signal Light	PW-069	1	70,000					70,000
Kramer Lake Floodplain Study	SW-003	3			60,000			60,000
Well & Pumphouse #5	W-014	1	2,270,000					2,270,000
2020 Street & Utility Improvements-Water	W-017	3	3,630,000					3,630,000
2021 Street & Utility Improvements-Water	W-018	3		1,702,000				1,702,000
Blackford Water Ext	W-028	2	37,000					37,000

Source	Project #	Priority	2020	2021	2022	2023	2024	Total
31st St Area Water Extension	W-029	2	459,000					459,000
2023 Street Projects-water component	W-030	3				3,989,200		3,989,200
Grants/Donation Total			7,266,000	2,452,000	1,060,000	3,989,200		14,767,200
Municipal Sate Aid (MSA)								
CSAH 15/30th Street Signal	PW-030	3				250,000		250,000
CSAH 6/Inwood Signal	PW-031	3					250,000	250,000
15th Street North (MSA Street)	PW-034	3			1,045,000			1,045,000
TH 36/Manning Interchange	PW-058	2		1,000,000				1,000,000
Municipal Sate Aid (MSA) Total				1,000,000	1,045,000	250,000	250,000	2,545,000
Park Dedication Fund								
Sunfish Lake Park Improvements	PR-007	3	120,000	90,000				210,000
Central Greenway Regional Trail	PR-009	3				50,000		50,000
New Park Development	PR-018	4	150,000					150,000
Dog Park	PR-019	4				25,000		25,000
Park Dedication Fund Total			270,000	90,000		75,000		435,000
Sewer Fund								
Trac Hoe	PW-044	2				17,000		17,000
Hamlet on Sunfish Lake Sewer Extension	S-003	3	140,000	60,000				200,000
Section 36 Trunk Sewer Main Oversizing	S-012	3		250,000				250,000
Sewer Oversizing	S-013	3	35,000					35,000
Old Village Sewer Extension Phase 7	S-017	3				548,625		548,625
Utility Truck	W-022	3	35,000					35,000
Sewer Fund Total			210,000	310,000		565,625		1,085,625
Storm Water Fund								
Trac Hoe	PW-044	2				17,000		17,000
Storm Water Fund Total						17,000		17,000
Vehicle Replacement Fund								
B 1	F-010	3		60,000				60,000
E1 Engine	F-011	1			580,000			580,000
B 2	F-012	3					90,000	90,000
CV 1 (Tahoe)	F-018	3	48,500					48,500
CV 2 (Tahoe)	F-019	3			52,500			52,500
Dump Truck	PR-015	3			90,000			90,000
Utility Vehicle/Trail Groomer	PR-020	3					37,000	37,000
Loader	PW-004	2				185,000		185,000
Tractor	PW-006	2		130,000				130,000
PickupTruck / plow	PW-019	4					41,000	41,000
Trac Hoe	PW-044	2				34,000		34,000
Dump Truck w/Plow	PW-047	1	250,000					250,000
Mini Loader	PW-048	2		120,000				120,000
Dump Truck with Plow	PW-050	1			250,000			250,000
Skidloader	PW-054	3				70,000		70,000
Pickup w/plow	PW-060	3					41,000	41,000

Source	Project #	Priority	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund Total			298,500	310,000	972,500	289,000	209,000	2,079,000
Water Fund								
Trac Hoe	PW-044	2				17,000		17,000
Village East Trunk Watermain PRV	W-008	2	132,000					132,000
Paint Water Tank at PW	W-010	4				800,000		800,000
Watermain Oversizing	W-013	3	38,000	70,000			119,000	227,000
Well & Pumphouse #5	W-014	1	240,000					240,000
2020 Street & Utility Improvements-Water	W-017	3	50,000					50,000
SCADA Upgrade	W-019	2			50,000			50,000
Utility Truck	W-022	3	35,000					35,000
Water Meter Change Out	W-023	1	50,000	50,000	50,000			150,000
Automated Radio Read System	W-024	3			300,000			300,000
OV sewer extension Phase 7; water component	W-026	3				265,650		265,650
Pressure Reduction Station-Connection to WT #3	W-027	3		132,000				132,000
2023 Street Projects-water component	W-030	3				50,000		50,000
2022 Street Projects-water component	W-031	3			50,000			50,000
2024 Street Projects-water component	W-032	3					100,000	100,000
Water Fund Total			545,000	252,000	450,000	1,132,650	219,000	2,598,650
GRAND TOTAL			11,373,500	19,658,613	15,470,613	11,057,675	3,181,000	60,741,401

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024
2020 thru 2029

PROJECTS BY FUNDING SOURCE

Source	#	Priority	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Debt Service													
New City Hall, Fire Station, PW Improvements	AF-001	2		5,896,750	5,381,750								11,278,500
2020 Street Improvements	PW-026	3	1,774,000										1,774,000
2021 Street Improvements	PW-027	3		2,864,000									2,864,000
UP RR Crossing - Private Drive Closure	PW-036	2		105,000									105,000
UP RR Crossing: Klondike Ave	PW-037	2		262,500									262,500
2022 Street Improvements	PW-038	3			3,045,000								3,045,000
2023 Street Improvements	PW-039	3				2,289,200							2,289,200
2024 Street Improvements	PW-040	3					1,653,000						1,653,000
2025 Street Improvements	PW-041	3						2,000,000					2,000,000
2026 Street Improvements	PW-042	3							2,000,000				2,000,000
Ideal Ave (CSAH 13) Phase 2	PW-052	3			800,000								800,000
Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6	PW-053	3					800,000						800,000
2027 Street Improvements	PW-055	3							2,000,000				2,000,000
2028 Street Improvements	PW-056	3								2,000,000			2,000,000
Manning Ave Phase 3	PW-057	3				1,650,000							1,650,000
TH 36/Manning Interchange	PW-058	2		1,000,000									1,000,000
2029 Steet Improvements	PW-068	3										2,000,000	2,000,000
Old Village Sewer Extension Phase 5 & 6	S-005	3		929,775									929,775
Old Village Sewer Extension Phase 5 & 6	S-016	3			929,775								929,775
Heritage Farms Sewer Extension	S-18	3	980,000										980,000
Phase 2 Regional Drainage Improvements	SW-001	3			600,000	800,000							1,400,000
Phase 3 Regional Drainage Improvements	SW-002	3			500,000								500,000

Source	#	Priority	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
OV Sewer Extension; Phase 5&6; water component	W-005	3		626,588									626,588
Elevated Storage Tank #3	W-006	1		3,475,000									3,475,000
OV sewer extension phase 6 & 5; water component	W-025	3			626,588								626,588
Debt Service Total			2,754,000	15,159,613	11,883,113	4,739,200	2,453,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	46,988,926

General Fund

Turnout Gear Replacements	F-017	1			60,000								60,000
UP RR Crossing - Village Parkway	PW-035	2		25,000									25,000
Asphalt Hot Box	PW-049	4		60,000									60,000
Manning Phase 4	PW-066	1					50,000						50,000
5th St./Inwood Ave Signal Light	PW-069	1	30,000										30,000
General Fund Total			30,000	85,000	60,000		50,000						225,000

Grants/Donation

Ranger	F-015	3										16,000	16,000
New or Refurbished Ballfields	PR-017	1			1,000,000								1,000,000
2020 Street Improvements	PW-026	3	800,000										800,000
UP RR Crossing - Village Parkway	PW-035	2		500,000									500,000
Manning/Hudson Stoplight	PW-067	2		250,000									250,000
5th St./Inwood Ave Signal Light	PW-069	1	70,000										70,000
Kramer Lake Floodplain Study	SW-003	3			60,000								60,000
Well & Pumphouse #5	W-014	1	2,270,000										2,270,000
2020 Street & Utility Improvements-Water	W-017	3	3,630,000										3,630,000
2021 Street & Utility Improvements-Water	W-018	3		1,702,000									1,702,000
Blackford Water Ext	W-028	2	37,000										37,000
31st St Area Water Extension	W-029	2	459,000										459,000
2023 Street Projects-water component	W-030	3				3,989,200							3,989,200
Grants/Donation Total			7,266,000	2,452,000	1,060,000	3,989,200						16,000	14,783,200

Municipal State Aid (MSA)

CSAH 15/30th Street Signal	PW-030	3				250,000							250,000
CSAH 6/Inwood Signal	PW-031	3					250,000						250,000
15th Street North (MSA Street)	PW-034	3			1,045,000								1,045,000

Source	#	Priority	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
TH 36/Manning Interchange	PW-058	2		1,000,000									1,000,000
Municipal Sate Aid (MSA) Total				1,000,000	1,045,000	250,000	250,000						2,545,000
Park Dedication Fund													
Sunfish Lake Park Improvements	PR-007	3	120,000	90,000									210,000
Central Greenway Regional Trail	PR-009	3				50,000							50,000
New Park Development	PR-018	4	150,000										150,000
Dog Park	PR-019	4				25,000							25,000
Park Dedication Fund Total			270,000	90,000		75,000							435,000
Sewer Fund													
Trac Hoe	PW-044	2				17,000							17,000
Hamlet on Sunfish Lake Sewer Extension	S-003	3	140,000	60,000									200,000
Section 36 Trunk Sewer Main Oversizing	S-012	3		250,000									250,000
Sewer Oversizing	S-013	3	35,000										35,000
Old Village Sewer Extension Phase 7	S-017	3				548,625							548,625
Utility Truck	W-022	3	35,000										35,000
Sewer Fund Total			210,000	310,000		565,625							1,085,625
Storm Water Fund													
Trac Hoe	PW-044	2				17,000							17,000
Storm Water Fund Total						17,000							17,000
Vehicle Replacement Fund													
B 1	F-010	3		60,000									60,000
E1 Engine	F-011	1			580,000								580,000
B 2	F-012	3					90,000						90,000
T2 Tender/Engine	F-013	4								650,000			650,000
Boat and Trailer	F-014	3								20,000			20,000
CV 1 (Tahoe)	F-018	3	48,500					55,000					103,500
CV 2 (Tahoe)	F-019	3			52,500					63,000			115,500
Dump Truck	PR-015	3			90,000								90,000
Utility Vehicile/Trail Groomer	PR-020	3					37,000						37,000
Loader	PW-004	2				185,000							185,000
Tractor	PW-006	2		130,000									130,000

Source	#	Priority	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
PickupTruck / plow	PW-019	4					41,000						41,000
Trac Hoe	PW-044	2				34,000							34,000
Dump Truck w/Plow	PW-047	1	250,000										250,000
Mini Loader	PW-048	2		120,000									120,000
Dump Truck with Plow	PW-050	1			250,000								250,000
Skidloader	PW-054	3				70,000							70,000
Pickup w/plow	PW-060	3					41,000						41,000
Pickup	PW-061	3							35,000				35,000
DumpTruck w/plow, sander & underbody	PW-062	3								205,500			205,500
Pickup w/lift gate & plow	PW-063	3								45,000			45,000
Pickup w/lift gate & plow	PW-064	3								45,000			45,000
Dump Truck w/plow, sander & underbody	PW-065	3										230,000	230,000
Vehicle Replacement Fund Total			298,500	310,000	972,500	289,000	209,000	55,000	35,000	1,028,500		230,000	3,427,500

Water Fund

Trac Hoe	PW-044	2				17,000							17,000
Village East Trunk Watermain PRV	W-008	2	132,000										132,000
Paint Water Tank at PW	W-010	4				800,000							800,000
Well #4 Pump - Pull and Rebuild	W-012	3						35,000					35,000
Watermain Oversizing	W-013	3	38,000	70,000			119,000						227,000
Well & Pumphouse #5	W-014	1	240,000										240,000
2020 Street & Utility Improvements-Water	W-017	3	50,000										50,000
SCADA Upgrade	W-019	2			50,000								50,000
Utility Truck	W-022	3	35,000										35,000
Water Meter Change Out	W-023	1	50,000	50,000	50,000								150,000
Automated Radio Read System	W-024	3			300,000								300,000
OV sewer extension Phase 7; water component	W-026	3				265,650							265,650
Pressure Reduction Station-Connection to WT #3	W-027	3		132,000									132,000
2023 Street Projects-water component	W-030	3				50,000							50,000
2022 Street Projects-water component	W-031	3			50,000								50,000
2024 Street Projects-water component	W-032	3					100,000						100,000
Water Fund Total			545,000	252,000	450,000	1,132,650	219,000	35,000					2,633,650

Source	#	Priority	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
GRAND TOTAL			11,373,500	19,658,613	15,470,613	11,057,675	3,181,000	2,090,000	2,035,000	3,028,500	2,000,000	2,246,000	72,140,901

City of Lake Elmo, Minnesota
Capital Improvement Plan - 2020 - 2024
 2020 thru 2024

PROJECTS & FUNDING SOURCES BY DEPARTMENT

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
Admin/Finance Department								
New City Hall, Fire Station, PW Improvements	AF-001	2	1,287,500	4,609,250	5,381,750			11,278,500
<i>Debt Service</i>				<i>5,896,750</i>	<i>5,381,750</i>			<i>11,278,500</i>
Admin/Finance Department Total			1,287,500	4,609,250	5,381,750			11,278,500
Fire Department								
B 1	F-010	3		60,000				60,000
<i>Vehicle Replacement Fund</i>				<i>60,000</i>				<i>60,000</i>
E1 Engine	F-011	1			580,000			580,000
<i>Vehicle Replacement Fund</i>					<i>580,000</i>			<i>580,000</i>
B 2	F-012	3					90,000	90,000
<i>Vehicle Replacement Fund</i>							<i>90,000</i>	<i>90,000</i>
Turnout Gear Replacements	F-017	1			60,000			60,000
<i>General Fund</i>					<i>60,000</i>			<i>60,000</i>
CV 1 (Tahoe)	F-018	3	48,500					48,500
<i>Vehicle Replacement Fund</i>			<i>48,500</i>					<i>48,500</i>
CV 2 (Tahoe)	F-019	3			52,500			52,500
<i>Vehicle Replacement Fund</i>					<i>52,500</i>			<i>52,500</i>
Fire Department Total			48,500	60,000	692,500		90,000	891,000
Parks and Recreation								
Sunfish Lake Park Improvements	PR-007	3	120,000	90,000				210,000
<i>Park Dedication Fund</i>			<i>120,000</i>	<i>90,000</i>				<i>210,000</i>
Central Greenway Regional Trail	PR-009	3				50,000		50,000
<i>Park Dedication Fund</i>						<i>50,000</i>		<i>50,000</i>
Dump Truck	PR-015	3			90,000			90,000
<i>Vehicle Replacement Fund</i>					<i>90,000</i>			<i>90,000</i>
New or Refurbished Ballfields	PR-017	1			1,000,000			1,000,000
<i>Grants/Donation</i>					<i>1,000,000</i>			<i>1,000,000</i>
New Park Development	PR-018	4	150,000					150,000
<i>Park Dedication Fund</i>			<i>150,000</i>					<i>150,000</i>
Dog Park	PR-019	4				25,000		25,000
<i>Park Dedication Fund</i>						<i>25,000</i>		<i>25,000</i>
Utility Vehicle/Trail Groomer	PR-020	3					37,000	37,000
<i>Vehicle Replacement Fund</i>							<i>37,000</i>	<i>37,000</i>
Parks and Recreation Total			270,000	90,000	1,090,000	75,000	37,000	1,562,000
Public Works Department								
Loader	PW-004	2				185,000		185,000
<i>Vehicle Replacement Fund</i>						<i>185,000</i>		<i>185,000</i>
Tractor	PW-006	2		130,000				130,000
<i>Vehicle Replacement Fund</i>				<i>130,000</i>				<i>130,000</i>

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
PickupTruck / plow <i>Vehicle Replacement Fund</i>	PW-019	4					41,000	41,000
							41,000	41,000
2020 Street Improvements <i>Debt Service</i>	PW-026	3	2,574,000					2,574,000
<i>Grants/Donation</i>			1,774,000					1,774,000
			800,000					800,000
2021 Street Improvements <i>Debt Service</i>	PW-027	3		2,864,000				2,864,000
				2,864,000				2,864,000
CSAH 15/30th Street Signal <i>Municipal Sate Aid (MSA)</i>	PW-030	3				250,000		250,000
						250,000		250,000
CSAH 6/Inwood Signal <i>Municipal Sate Aid (MSA)</i>	PW-031	3					250,000	250,000
							250,000	250,000
15th Street North (MSA Street) <i>Municipal Sate Aid (MSA)</i>	PW-034	3			1,045,000			1,045,000
					1,045,000			1,045,000
UP RR Crossing - Village Parkway <i>General Fund</i>	PW-035	2		525,000				525,000
<i>Grants/Donation</i>				25,000				25,000
				500,000				500,000
UP RR Crossing - Private Drive Closure <i>Debt Service</i>	PW-036	2		105,000				105,000
				105,000				105,000
UP RR Crossing: Klondike Ave <i>Debt Service</i>	PW-037	2		262,500				262,500
				262,500				262,500
2022 Street Improvements <i>Debt Service</i>	PW-038	3			3,045,000			3,045,000
					3,045,000			3,045,000
2023 Street Improvements <i>Debt Service</i>	PW-039	3				2,289,200		2,289,200
						2,289,200		2,289,200
2024 Street Improvements <i>Debt Service</i>	PW-040	3					1,653,000	1,653,000
							1,653,000	1,653,000
Trac Hoe <i>Sewer Fund</i>	PW-044	2				85,000		85,000
<i>Storm Water Fund</i>						17,000		17,000
<i>Vehicle Replacement Fund</i>						17,000		17,000
<i>Water Fund</i>						34,000		34,000
						17,000		17,000
Dump Truck w/Plow <i>Vehicle Replacement Fund</i>	PW-047	1	250,000					250,000
			250,000					250,000
Mini Loader <i>Vehicle Replacement Fund</i>	PW-048	2		120,000				120,000
				120,000				120,000
Asphalt Hot Box <i>General Fund</i>	PW-049	4		60,000				60,000
				60,000				60,000
Dump Truck with Plow <i>Vehicle Replacement Fund</i>	PW-050	1			250,000			250,000
					250,000			250,000
Ideal Ave (CSAH 13) Phase 2 <i>Debt Service</i>	PW-052	3			800,000			800,000
					800,000			800,000
Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6 <i>Debt Service</i>	PW-053	3					800,000	800,000
							800,000	800,000
Skidloader <i>Vehicle Replacement Fund</i>	PW-054	3				70,000		70,000
						70,000		70,000
Manning Ave Phase 3 <i>Debt Service</i>	PW-057	3		250,000		1,400,000		1,650,000
						1,650,000		1,650,000
TH 36/Manning Interchange <i>Debt Service</i>	PW-058	2		2,000,000				2,000,000
<i>Municipal Sate Aid (MSA)</i>				1,000,000				1,000,000
				1,000,000				1,000,000
Pickup w/plow <i>Vehicle Replacement Fund</i>	PW-060	3					41,000	41,000
							41,000	41,000
Manning Phase 4 <i>General Fund</i>	PW-066	1					50,000	50,000
							50,000	50,000
Manning/Hudson Stoplight	PW-067	2		250,000				250,000

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
<i>Grants/Donation</i>				250,000				250,000
5th St./Inwood Ave Signal Light	PW-069	1	100,000					100,000
<i>General Fund</i>			30,000					30,000
<i>Grants/Donation</i>			70,000					70,000
Public Works Department Total			2,924,000	6,566,500	5,140,000	4,279,200	2,835,000	21,744,700

Sewer Department

Hamlet on Sunfish Lake Sewer Extension	S-003	3	140,000	60,000				200,000
<i>Sewer Fund</i>			140,000	60,000				200,000
Old Village Sewer Extension Phase 5 & 6	S-005	3		929,775				929,775
<i>Debt Service</i>				929,775				929,775
Section 36 Trunk Sewer Main Oversizing	S-012	3		250,000				250,000
<i>Sewer Fund</i>				250,000				250,000
Sewer Oversizing	S-013	3	35,000					35,000
<i>Sewer Fund</i>			35,000					35,000
Old Village Sewer Extension Phase 5 & 6	S-016	3			929,775			929,775
<i>Debt Service</i>					929,775			929,775
Old Village Sewer Extension Phase 7	S-017	3				548,625		548,625
<i>Sewer Fund</i>						548,625		548,625
Heritage Farms Sewer Extension	S-18	3	980,000					980,000
<i>Debt Service</i>			980,000					980,000
Sewer Department Total			1,155,000	1,239,775	929,775	548,625		3,873,175

Storm Water Department

Phase 2 Regional Drainage Improvements	SW-001	3			600,000	800,000		1,400,000
<i>Debt Service</i>					600,000	800,000		1,400,000
Phase 3 Regional Drainage Improvements	SW-002	3			500,000			500,000
<i>Debt Service</i>					500,000			500,000
Kramer Lake Floodplain Study	SW-003	3			60,000			60,000
<i>Grants/Donation</i>					60,000			60,000
Storm Water Department Total					1,160,000	800,000		1,960,000

Water Department

OV Sewer Extension; Phase 5&6; water component	W-005	3		626,588				626,588
<i>Debt Service</i>				626,588				626,588
Elevated Storage Tank #3	W-006	1	275,000	3,200,000				3,475,000
<i>Debt Service</i>				3,475,000				3,475,000
Village East Trunk Watermain PRV	W-008	2	132,000					132,000
<i>Water Fund</i>			132,000					132,000
Paint Water Tank at PW	W-010	4				800,000		800,000
<i>Water Fund</i>						800,000		800,000
Watermain Oversizing	W-013	3	38,000	70,000			119,000	227,000
<i>Water Fund</i>			38,000	70,000			119,000	227,000
Well & Pumphouse #5	W-014	1	2,510,000					2,510,000
<i>Grants/Donation</i>			2,270,000					2,270,000
<i>Water Fund</i>			240,000					240,000
2020 Street & Utility Improvements-Water	W-017	3	3,680,000					3,680,000
<i>Grants/Donation</i>			3,630,000					3,630,000
<i>Water Fund</i>			50,000					50,000
2021 Street & Utility Improvements-Water	W-018	3		1,702,000				1,702,000
<i>Grants/Donation</i>				1,702,000				1,702,000
SCADA Upgrade	W-019	2			50,000			50,000

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
<i>Water Fund</i>					50,000			50,000
Utility Truck	W-022	3	70,000					70,000
<i>Sewer Fund</i>			35,000					35,000
<i>Water Fund</i>			35,000					35,000
Water Meter Change Out	W-023	1	50,000	50,000	50,000			150,000
<i>Water Fund</i>			50,000	50,000	50,000			150,000
Automated Radio Read System	W-024	3			300,000			300,000
<i>Water Fund</i>					300,000			300,000
OV sewer extension phase 6 & 5; water component	W-025	3			626,588			626,588
<i>Debt Service</i>					626,588			626,588
OV sewer extension Phase 7; water component	W-026	3				265,650		265,650
<i>Water Fund</i>						265,650		265,650
Pressure Reduction Station-Connection to WT #3	W-027	3		132,000				132,000
<i>Water Fund</i>				132,000				132,000
Blackford Water Ext	W-028	2	37,000					37,000
<i>Grants/Donation</i>			37,000					37,000
31st St Area Water Extension	W-029	2	459,000					459,000
<i>Grants/Donation</i>			459,000					459,000
2023 Street Projects-water component	W-030	3				4,039,200		4,039,200
<i>Grants/Donation</i>						3,989,200		3,989,200
<i>Water Fund</i>						50,000		50,000
2022 Street Projects-water component	W-031	3			50,000			50,000
<i>Water Fund</i>					50,000			50,000
2024 Street Projects-water component	W-032	3					100,000	100,000
<i>Water Fund</i>							100,000	100,000
Water Department Total			7,251,000	5,780,588	1,076,588	5,104,850	219,000	19,432,026
GRAND TOTAL			12,936,000	18,346,113	15,470,613	10,807,675	3,181,000	60,741,401

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Admin/Finance Department

City of Lake Elmo, Minnesota

Contact City Administrator

Project #	AF-001
Project Name	New City Hall, Fire Station, PW Improvements

Type Improvement

Useful Life 40 years

Category Buildings

Priority 2 Very Important

Status Active

Description

New City Facilities

1. Space Needs Study in 2017 including fire station and public works needs
2. cost estimates from BKV Space Needs Study dated November 21, 2017 for public works improvements
3. cost estimates for new fire station/city hall from Leo A Dlay study April 4, 2018 (\$10.5m) increased for inflation
4. Public Works Improvements to existing facility
 - \$250,000 in 2018 for larger salt shed
 - \$515,000 in 2020 for office addition
 - \$257,500 in 2021 for yard improvements
5. New City Hall/Fire Station 2020-2022

Justification

Would allow all staff (except public works) to be at one site, community meeting rooms, updated council chambers. Locate single fire station in more central location with better access to main roads. Brookfield lease was \$33k per year and increasing. Brookfield office building and land purchased in 2018

Lease expirations:
 3- month to month with 60-90 day notice
 1-annual 12/31/19
 1-3/31/20
 1-12/31/20
 1-12/31/21
 1-6/30/22

*relocation costs: personal property moving costs and reestablishment costs

Expenditures	2020	2021	2022	2023	2024	Total
Planning/Design	772,500					772,500
Construction/Maintenance	515,000	4,609,250	5,381,750			10,506,000
Total	1,287,500	4,609,250	5,381,750			11,278,500

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		5,896,750	5,381,750			11,278,500
Total		5,896,750	5,381,750			11,278,500

Budget Impact/Other

Borrowing split over multiple years. 50% of funds borrowed must be spent within 12 months.
 Debt payments to be split amongst General Fund (80%), Water (10%) and Sewer (10%)

2020: design and preconstruction costs of new city hall/fire station (\$772,500); public works office addition (\$515,000)

2021: council chambers and fire apparatus bay additions (\$4,351,750) and public works yard impr (\$257,500)

2022: remodel of Brookfield and repurchase from EDA (\$5,381,750)

costs are based off of 2019 build estimates and include construction inflation of 3%

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Fire Department

City of Lake Elmo, Minnesota

Contact Fire Chief

Project #	F-010
Project Name	B 1

Type Equipment

Useful Life 15 years

Category Vehicles

Priority 3 Important

Status Active

Description

Replace 2001 B1
brush/grass rig=F350 w/markings and lighting

Justification

End of Useful Life
Replaces 2001 F-350

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings		60,000				60,000
Total		60,000				60,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund		60,000				60,000
Total		60,000				60,000

Budget Impact/Other

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Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Fire Department
 Contact Fire Chief
 Type Equipment
 Useful Life 25 years
 Category Vehicles
 Priority 1 Critical
 Status Active

Project # F-011
 Project Name E1 Engine

Description
 Replacement of 1997 Engine that was refurbished in 2007

Justification
 End of Useful Life
 May not be needed if in one station, depending on staffing and pumping capacity

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			580,000			580,000
Total			580,000			580,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund			580,000			580,000
Total			580,000			580,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Fire Department
 Contact Fire Chief
 Type Equipment
 Useful Life 20 years
 Category Vehicles
 Priority 3 Important
 Status Active

Project #	F-012
Project Name	B 2

Description
Replacement of 2004 B 2 Brush/grass rig

Justification

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings					90,000	90,000
Total					90,000	90,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund					90,000	90,000
Total					90,000	90,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Fire Department
 Contact Fire Chief
 Type Maintenance
 Useful Life
 Category Equipment: Fire Equip
 Priority 1 Critical
 Status Active

Project # F-017
 Project Name Turnout Gear Replacements

Description
 Replacement of 24 sets of turnout gear

Justification
 End of useful life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			60,000			60,000
Total			60,000			60,000

Funding Sources	2020	2021	2022	2023	2024	Total
General Fund			60,000			60,000
Total			60,000			60,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Fire Department

City of Lake Elmo, Minnesota

Contact Fire Chief

Project #	F-018
Project Name	CV 1 (Tahoe)

Type Equipment

Useful Life 0

Category Vehicles

Priority 3 Important

Status New Recommendation

Description
Replace 2015 CV1, (Duty vehicle) w/emergency equipment, lighting and graphics.

Justification
End of manufacturer's warranty. Optimize resale value. Possible offset of up to \$35,000.00 resale. Will sell as is, or remove emergency equipment for possible reuse and sell as passenger vehicle.

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings	48,500					48,500
Total	48,500					48,500

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund	48,500					48,500
Total	48,500					48,500

Budget Impact/Other
Less maintenance/repairs required to upkeep new vehicle

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Fire Department

Contact Fire Chief

Type Equipment

Useful Life 5 years

Category Vehicles

Priority 3 Important

Status New Recommendation

Project # F-019
Project Name CV 2 (Tahoe)

Description

Replace 2017 CV2, (Duty vehicle) w/emergency equipment, lighting and graphics.

Justification

End of manufacturer's warranty. Optimize resale value. Possible offset of up to \$38,000.00 resale. Will sell as is, or remove emergency equipment for possible reuse and sell as passenger vehicle.

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			52,500			52,500
Total			52,500			52,500

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund			52,500			52,500
Total			52,500			52,500

Budget Impact/Other

Less maintenance/repairs required to upkeep new vehicle

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Parks and Recreation

Contact City Administrator

Type Improvement

Useful Life

Category Park Improvements

Priority 3 Important

Status Active

Project #	PR-007
Project Name	Sunfish Lake Park Improvements

Description
(2020) Development of 4 miles of mountain biking trails at \$30,000 per mile per Trail Source
(2021) Paving of trails Cost estimate: Improve trails to ADA standards in Area 2 (prairie area): \$90,000 for 6 foot wide asphalt 1 mile trail

Justification
Explore Mt biking at direction of Council (10/17) ADA trails consistent with Development Guide for Sunfish Lake Park as approved by MN Land Trust

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	120,000	90,000				210,000
Total	120,000	90,000				210,000

Funding Sources	2020	2021	2022	2023	2024	Total
Park Dedication Fund	120,000	90,000				210,000
Total	120,000	90,000				210,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Parks and Recreation

City of Lake Elmo, Minnesota

Contact City Administrator

Project # PR-009
 Project Name Central Greenway Regional Trail

Type Improvement

Useful Life

Category Park Improvements

Priority 3 Important

Status Active

Description

Central Greenway Regional Trail beginning at CSAH 19 and I-94, traveling through Lake Elmo Park Reserve, east along Stillwater Blvd to Manning Ave and then north to TH36.

Justification

Trail would address the following community needs:
 -Deliver students safely to school
 -Bring people to our downtown
 -Bring people to our parks
 -Provide safe recreation
 -Trail Diversity-Provide feel of Lake Elmo
 -Omit need to bike down Hwy 5/CSAH 14
 -Compatibility with public grant opportunities
 -Compatibility with private funding opportunities

Feasibility of land acquisition will be a consideration

Trail likely to be built in segments in conjunction with county road projects and as funding allows through Met Council or other state grants

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				50,000		50,000
Total				50,000		50,000

Funding Sources	2020	2021	2022	2023	2024	Total
Park Dedication Fund				50,000		50,000
Total				50,000		50,000

Budget Impact/Other

Additional trails to maintain-labor and materials for snow removal if desired by city

Trail construction cost may be as high as \$12 million. City would expect cost share with county as well as grants to offset costs.

2023 costs are for trail through new roundabout at CSAH 19 and CSAH 10

Future costs will be added as they are known

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Parks and Recreation

City of Lake Elmo, Minnesota

Contact Public Works Director

Project #	PR-015
Project Name	Dump Truck

Type Equipment
 Useful Life
 Category Vehicles
 Priority 3 Important
 Status Active

Description
550 dump pickup replaces 2009 vehicle. .

Justification
End of Useful life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			90,000			90,000
Total			90,000			90,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund			90,000			90,000
Total			90,000			90,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Parks and Recreation

Contact City Administrator

Type Improvement

Useful Life 40 years

Category Park Improvements

Priority 1 Critical

Status Active

Project # PR-017
Project Name New or Refurbished Ballfields

Description

New ballfields to be constructed or refurbished after Tartan ball fields are no longer used by the public

Justification

Replacement of some of the fields at Tartan Park lost to development of Royal Oaks Golf Course Community

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			1,000,000			1,000,000
Total			1,000,000			1,000,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation			1,000,000			1,000,000
Total			1,000,000			1,000,000

Budget Impact/Other

Funding to be provided from developer in development agreement with Royal Golf. Funds to be used for acquisition of land, if necessary, and buildidngor refurbishing of (a) new ballfield(s).

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Parks and Recreation

Contact City Administrator

Type Improvement

Useful Life 40 years

Category Park Improvements

Priority 4 Less Important

Status Active

Project #	PR-018
Project Name	New Park Development

Description
New park to be developed in the Wildflower/Village Preserve area in 2019 and in Inwood in 2020

Justification
Areas identified during development as a park search area to provide recreational opportunities to new residents.

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	150,000					150,000
Total	150,000					150,000

Funding Sources	2020	2021	2022	2023	2024	Total
Park Dedication Fund	150,000					150,000
Total	150,000					150,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Parks and Recreation

City of Lake Elmo, Minnesota

Contact Public Works Director

Project #	PR-019
Project Name	Dog Park

Type Improvement

Useful Life 25 years

Category Park Improvements

Priority 4 Less Important

Status Active

Description

Parks commission recommended the search and planning for a dog park somewhere near the denser developments
 Improvements would be minimal such as fencing

Justification

Residents on small lots in denser developments need a place to take their dogs for exercise.
 By providing a dog park those who let their dogs run off leash in other parks can be redirected

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				25,000		25,000
Total				25,000		25,000

Funding Sources	2020	2021	2022	2023	2024	Total
Park Dedication Fund				25,000		25,000
Total				25,000		25,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Parks and Recreation

Contact Public Works Director

Project #	PR-020
Project Name	Utility Vehicile/Trail Groomer

Type Equipment
 Useful Life 10 years
 Category Vehicles
 Priority 3 Important
 Status Active

Description
Replaces 2014 Kubota

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings					37,000	37,000
Total					37,000	37,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund					37,000	37,000
Total					37,000	37,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Public Works Director

Project #	PW-004
Project Name	Loader

Type Equipment

Useful Life 15 years

Category Vehicles

Priority 2 Very Important

Status Active

Description

Replace 1999 loader

Justification

End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings				185,000		185,000
Total				185,000		185,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund				185,000		185,000
Total				185,000		185,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life 15 years

Category Vehicles

Priority 2 Very Important

Status Active

Project #	PW-006
Project Name	Tractor

Description
Replace 2004 John Deere Tractor
Cost include all ditch and mowing attachments
Additional cost for snowblower (\$30k included in total)
Additional cost for wing/controls (\$15,000)

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings		130,000				130,000
Total		130,000				130,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund		130,000				130,000
Total		130,000				130,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life 10 years

Category Vehicles

Priority 4 Less Important

Status Active

Project #	PW-019
Project Name	PickupTruck / plow

Description
Replacement for 2012 F250 End of usefull life (7 years)

Justification
Replacement for 2012 F250 End of useful life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings					41,000	41,000
Total					41,000	41,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund					41,000	41,000
Total					41,000	41,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # PW-026
 Project Name 2020 Street Improvements

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Description

Reconstruction of roads in Heritage Farms, Stonegate 2nd

Justification

Per pavement management plan reviewed by Engineer and Public Works Director
 Stonegate 2nd roads done in conjunction with water extension project and is covered by state grant

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	2,574,000					2,574,000
Total	2,574,000					2,574,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service	1,774,000					1,774,000
Grants/Donation	800,000					800,000
Total	2,574,000					2,574,000

Budget Impact/Other

\$495,000 assessment revenue including \$11,000 from City for Heritage Park

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Project # PW-027
Project Name 2021 Street Improvements

Description

\$1,577,000 Tamarack Farms reconstruct and Hamlet on Sunfish Lake reclaim

\$1,287,000 for Ov Phase 5 & 6 (completed in 2 years)

Justification

Per pavement management plan reviewed by Engineer and Public Works Director

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		2,864,000				2,864,000
Total		2,864,000				2,864,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		2,864,000				2,864,000
Total		2,864,000				2,864,000

Budget Impact/Other

\$473,100 assessment revenue for Tamarck and Hamlet

\$386,100 for OV 5&6

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	PW-030
Project Name	CSAH 15/30th Street Signal

Type Maintenance

Useful Life 25 years

Category Street Construction

Priority 3 Important

Status Active

Description

CSAH 15/30th Street signal improvements. May be stand alone project or with CSAH 15 Phase 3

Justification

Improvement needed due to increase of traffic
Washington County study

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				250,000		250,000
Total				250,000		250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Municipal Sate Aid (MSA)				250,000		250,000
Total				250,000		250,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Maintenance

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Project #	PW-031
Project Name	CSAH 6/Inwood Signal

Description
CSAH 6/ Inwood Signal Improvements - to replace 4-way stop.

Justification

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance					250,000	250,000
Total					250,000	250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Municipal State Aid (MSA)					250,000	250,000
Total					250,000	250,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Project # PW-034
 Project Name 15th Street North (MSA Street)

Description

15th Street reconstruction

Justification

Significant patching made in 2018 to extend road life a couple years.
 Recon needed per pavement management plan reviewed by Engineer and Public Works Director

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			1,045,000			1,045,000
Total			1,045,000			1,045,000

Funding Sources	2020	2021	2022	2023	2024	Total
Municipal Sate Aid (MSA)			1,045,000			1,045,000
Total			1,045,000			1,045,000

Budget Impact/Other

Potential for some assessments

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Street Construction

Priority 2 Very Important

Status Active

Project # PW-035
 Project Name UP RR Crossing - Village Parkway

Description
 UP RR Crossing - Village Parkway

Justification
 To allow connectivity between developing neighborhoods north and south of the tracks

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		525,000				525,000
Total		525,000				525,000

Funding Sources	2020	2021	2022	2023	2024	Total
General Fund		25,000				25,000
Grants/Donation		500,000				500,000
Total		525,000				525,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	PW-036
Project Name	UP RR Crossing - Private Drive Closure

Type Improvement

Useful Life 40 years

Category Unassigned

Priority 2 Very Important

Status Active

Description

UP RR Crossing - Private driveway closure required for Village Parkway Crossing

Justification

Railroad requirement in order to get new crossing at Village Parkway

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		105,000				105,000
Total		105,000				105,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		105,000				105,000
Total		105,000				105,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department
 Contact Engineer
 Type Unassigned
 Useful Life 40 years
 Category Street Construction
 Priority 2 Very Important
 Status Active

Project # PW-037
 Project Name UP RR Crossing: Klondike Ave

Description
 UP RR Crossing - Klondike - upgraded crossing to include light and gates

Justification
 Railroad requirement in order to build new crossing at Village Parkway

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		262,500				262,500
Total		262,500				262,500

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		262,500				262,500
Total		262,500				262,500

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # PW-038
 Project Name 2022 Street Improvements

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Description

Annual Street Improvements- Fields of St Croix 1st and 2nd reclaims \$1,758,000
 And \$1,287,000 for OV 5 & 6 (Over 2 years)

Justification

Annual street improvements per Engineering recommendation

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			3,045,000			3,045,000
Total			3,045,000			3,045,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			3,045,000			3,045,000
Total			3,045,000			3,045,000

Budget Impact/Other

\$527,400 assessment revenue for Fields
 \$386,100 assessment revenue for Ov 5&6

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # PW-039
 Project Name 2023 Street Improvements

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Description

Annual Street Improvements
 \$1,803,000-Parkview Estates, Cardinal Ridge, Torres Pines, Beaut Crest, Irish Ct (reclaims)
 \$486,200-Old Village Phase 7 (Legion Ave N)

Justification

Annual street improvements per Engineering recommendation

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				2,289,200		2,289,200
Total				2,289,200		2,289,200

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service				2,289,200		2,289,200
Total				2,289,200		2,289,200

Budget Impact/Other

\$540,900 assessment revenue for neighborhoods
 \$145,860 for OV 7

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Project # PW-040
Project Name 2024 Street Improvements

Description

Annual Street Improvements
Tana Ridge, Carriage Station, 59th St Ct/55th St/Julep Way (reclaims)

Justification

Annual street improvements per recommendation by City Engineer

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance					1,653,000	1,653,000
Total					1,653,000	1,653,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service					1,653,000	1,653,000
Total					1,653,000	1,653,000

Budget Impact/Other

\$495,900 assessment revenue

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life

Category Vehicles

Priority 2 Very Important

Status Active

Project # PW-044
Project Name Trac Hoe

Description

Replace 2006 Case Backhoe with a more manuverable unit.

Justification

End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings				85,000		85,000
Total				85,000		85,000

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund				17,000		17,000
Storm Water Fund				17,000		17,000
Vehicle Replacement Fund				34,000		34,000
Water Fund				17,000		17,000
Total				85,000		85,000

Budget Impact/Other

\$85,000 total cost split amongst water, stormwater , streets, and parks sewer

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life

Category Vehicles

Priority 1 Critical

Status Active

Project #	PW-047
Project Name	Dump Truck w/Plow

Description
Single Axel plow truck to replace 1998 model

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings	250,000					250,000
Total	250,000					250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund	250,000					250,000
Total	250,000					250,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life

Category Vehicles

Priority 2 Very Important

Status Active

Project #	PW-048
Project Name	Mini Loader

Description
Mini loader to replace 2006 Case Back Hoe with a more maneuverable unit. Will be outfitted with a plow for cul de sacs and other narrow streets.

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings		120,000				120,000
Total		120,000				120,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund		120,000				120,000
Total		120,000				120,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life

Category Equipment: PW Equip

Priority 4 Less Important

Status Active

Project #	PW-049
Project Name	Asphalt Hot Box

Description
Slide in unit for dump truck. Will replace a trailer hot box and utilize a single axel dump truck during the summer months

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings		60,000				60,000
Total		60,000				60,000

Funding Sources	2020	2021	2022	2023	2024	Total
General Fund		60,000				60,000
Total		60,000				60,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life

Category Vehicles

Priority 1 Critical

Status Active

Project #	PW-050
Project Name	Dump Truck with Plow

Description
Replace 2006 model

Justification
End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			250,000			250,000
Total			250,000			250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund			250,000			250,000
Total			250,000			250,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # PW-052
 Project Name Ideal Ave (CSAH 13) Phase 2

Type Improvement

Useful Life 20 years

Category Street Reconstruction

Priority 3 Important

Status Active

Description

Cooperatvie project between Washington County, City of Oakdale and City of Lake Elmo
 Improvements to CSAH 13 from CSAH 14 to 44th St

Justification

Need determined by Washington County
 New development in Oakdale will increase traffic in area

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			800,000			800,000
Total			800,000			800,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			800,000			800,000
Total			800,000			800,000

Budget Impact/Other

30% assessment to residential properties and public works building

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 20 years

Category Street Reconstruction

Priority 3 Important

Status Active

Project # PW-053
 Project Name Ideal Ave (CSAH 13)-Phase 3- CSAH 14 to CSAH 6

Description

Cooperative project between Washington County, City of Oakdale and City of Lake Elmo
 Per Washington County includes:
 Safety improvements including widening of shoulders
 Pavement improvement
 Turn lane and intersection improvements
 Pedestrian and non-motorized upgrades
 Drainage Improvements

Justification

Need determined by Washington County

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance					800,000	800,000
Total					800,000	800,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service					800,000	800,000
Total					800,000	800,000

Budget Impact/Other

All Ag property owned by 3M on Lake Elmo side

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Public Works Director

Project #	PW-054
Project Name	Skidloader

Type Equipment

Useful Life

Category Vehicles

Priority 3 Important

Status Active

Description

Additional skidloader to be used to mow park trails and asphalt in the summer. During the winter it can be used to aid in snow removal at city parking lots and possibly on park trails and sidewalks (w/blower)

2 speed highflow

Justification

additional skidloader needed due to growth in streets and parks

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings				70,000		70,000
Total				70,000		70,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund				70,000		70,000
Total				70,000		70,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	PW-057
Project Name	Manning Ave Phase 3

Type Improvement

Useful Life 25 years

Category Street Reconstruction

Priority 3 Important

Status Active

Description
CSAH 15 from CSAH 14 to CSAH 10 Per Washington County includes: Expansion to four lane divided highway Access management Intersection control Separate multi-use trail Landscaping and Aesthetics

Justification
Need determined by Washington County

Expenditures	2020	2021	2022	2023	2024	Total
Land Acquisition		250,000				250,000
Construction/Maintenance				1,400,000		1,400,000
Total		250,000		1,400,000		1,650,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service				1,650,000		1,650,000
Total				1,650,000		1,650,000

Budget Impact/Other
30% assessment to residential properties Trail could come from park dedication funds County could delay project if not included as part of their BOND-2022

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Public Works Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # PW-058
 Project Name TH 36/Manning Interchange

Type Improvement

Useful Life 25 years

Category Street Construction

Priority 2 Very Important

Status Active

Description

New Interchange to replace stop lights at TH 36 and Manning

Justification

Cooperative project with MNDOT, Washington County, Stillwater, Grant, Oak Park Heights and Stillwater Township.
 Increased traffic on TH 36
 Fatality at intersection in 2013

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		2,000,000				2,000,000
Total		2,000,000				2,000,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		1,000,000				1,000,000
Municipal Sate Aid (MSA)		1,000,000				1,000,000
Total		2,000,000				2,000,000

Budget Impact/Other

No cost estimates available
 Cost share between Wash Co, Mn DOT, Lake Elmo, Grant, Stillwater, and Stillwater Twp

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Public Works Director

Type Equipment

Useful Life 10 years

Category Vehicles

Priority 3 Important

Status Active

Project # PW-060
Project Name Pickup w/plow

Description

Pickup with plow to replace 2014 F250

Justification

End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings					41,000	41,000
Total					41,000	41,000

Funding Sources	2020	2021	2022	2023	2024	Total
Vehicle Replacement Fund					41,000	41,000
Total					41,000	41,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Street Reconstruction

Priority 1 Critical

Status New Recommendation

Project # PW-066
Project Name Manning Phase 4

Description
Manning Ave from I-94 to 1300 feet south of CSAH 10
Per Washington County includes:
Expansion to a four lane divided highway
Access management
Intersection control improvements
Separate mulit use trail

Justification
Need as determined by Washington County to ensure ongoing safe and efficient operation of this highway

Expenditures	2020	2021	2022	2023	2024	Total
Planning/Design					50,000	50,000
Total					50,000	50,000

Funding Sources	2020	2021	2022	2023	2024	Total
General Fund					50,000	50,000
Total					50,000	50,000

Budget Impact/Other
Local contribution may not be required until construction phase

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 25 years

Category Street Construction

Priority 2 Very Important

Status New Recommendation

Project # PW-067

Project Name Manning/Hudson Stoplight

Description

Stoplight at realigned Hudson Blvd and Manning Ave

Justification

per Washington County

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		250,000				250,000
Total		250,000				250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation		250,000				250,000
Total		250,000				250,000

Budget Impact/Other

Funding from Four Corners 1st Addition

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Public Works Department

Contact Engineer

Type Improvement

Useful Life 25 years

Category Street Construction

Priority 1 Critical

Status New Recommendation

Project # PW-069
Project Name 5th St./Inwood Ave Signal Light

Description
New signal light at the intersection of Inwood Ave N and 5th St

Justification
Traffic study completed by Kwik Trip showed development would meet warrants for a singlaized intersection.

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	100,000					100,000
Total	100,000					100,000

Funding Sources	2020	2021	2022	2023	2024	Total
General Fund	30,000					30,000
Grants/Donation	70,000					70,000
Total	100,000					100,000

Budget Impact/Other
Contributions from Hans Hagen and Kwik Trip will cover roughly 2/3rds of the city's cost of the project. City remaining funds to come from general fund. City cost is 1/3 of overall project cost (~\$300,000) with remaining to be paid by Washington County

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Sewer Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Wastewater

Priority 3 Important

Status Active

Project # S-003
 Project Name Hamlet on Sunfish Lake Sewer Extension

Description
 Sewer Extension to Hamlet on Sunfish Lake
 2020-sewer extension and connection
 2021-repair and upgrades of sewer lines

Justification
 Per 2016 MPCA agreement
 100% assessed

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	140,000	60,000				200,000
Total	140,000	60,000				200,000

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund	140,000	60,000				200,000
Total	140,000	60,000				200,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Sewer Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	S-005
Project Name	Old Village Sewer Extension Phase 5 & 6

Type Improvement

Useful Life 40 years

Category Wastewater

Priority 3 Important

Status Active

Description

Sewer extension in the Old Village Phases 5 & 6 (over 2 years)
 OV 5: 33rd, Kraft , Lampert, 32nd, Langley
 OV 6: Upper 33rd, 34th, 35th, 36th
 Properties just south of railroad track would only be completed if easements granted to reach properties

Justification

Met Council requirement to extend sewer
 Failing septic systems
 100% Assessed

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		929,775				929,775
Total		929,775				929,775

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		929,775				929,775
Total		929,775				929,775

Budget Impact/Other

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Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Sewer Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	S-012
Project Name	Section 36 Trunk Sewer Main Oversizing

Type Improvement

Useful Life 40 years

Category Wastewater

Priority 3 Important

Status Active

Description
Section 36 Trunk Sewer Main

Justification
Section 36 Trunk Sewer Main
Development driven from Hudson Blvd to the north

Expenditures	2020	2021	2022	2023	2024	Total
Other		250,000				250,000
Total		250,000				250,000

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund		250,000				250,000
Total		250,000				250,000

Budget Impact/Other
Developer paid except for oversizing costs possibly

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Sewer Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Wastewater

Priority 3 Important

Status Active

Project #	S-013
Project Name	Sewer Oversizing

Description
Sewer Oversizing

Justification
Sewer oversizing based on developer pace and phasing

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	35,000					35,000
Total	35,000					35,000

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund	35,000					35,000
Total	35,000					35,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Sewer Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	S-016
Project Name	Old Village Sewer Extension Phase 5 & 6

Type Improvement

Useful Life

Category Wastewater

Priority 3 Important

Status Active

Description

Sewer extension in the Old Village Phases 5 & 6 (over 2 years)
 OV 5: 33rd, Kraft , Lampert, 32nd, Langley
 OV 6: Upper 33rd, 34th, 35th, 36th
 Properties just south of railroad track would only be completed if easements granted to reach properties

Justification

Met Council requirement to extend sewer
 Failing septic systems
 100% Assessed

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			929,775			929,775
Total			929,775			929,775

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			929,775			929,775
Total			929,775			929,775

Budget Impact/Other

--

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Sewer Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	S-017
Project Name	Old Village Sewer Extension Phase 7

Type Improvement

Useful Life

Category Wastewater

Priority 3 Important

Status Active

Description

Legion Ave N

Justification

Met Council requirement to extend sewer
 Failing septic systems
 100% Assessed

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				548,625		548,625
Total				548,625		548,625

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund				548,625		548,625
Total				548,625		548,625

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Sewer Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	S-18
Project Name	Heritage Farms Sewer Extension

Type Improvement

Useful Life 40 years

Category Wastewater

Priority 3 Important

Status New Recommendation

Description

Extension of municipal sewer to Heritage Farms neighborhood

Justification

Petition submitted by homeowners in 2018
 Failing septic with limited options for replacement
 Coordinated with road work for efficiency

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	980,000					980,000
Total	980,000					980,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service	980,000					980,000
Total	980,000					980,000

Budget Impact/Other

100% assessed

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Storm Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # SW-001
 Project Name Phase 2 Regional Drainage Improvements

Type Improvement

Useful Life 40 years

Category Storm Sewer/Drainage

Priority 3 Important

Status Active

Description

Land acquisition (Schiltgen)

Justification

2nd Phase to improving the regional drainage issues
 timing dependent upon development

Expenditures	2020	2021	2022	2023	2024	Total
Land Acquisition			600,000			600,000
Construction/Maintenance				800,000		800,000
Total			600,000	800,000		1,400,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			600,000	800,000		1,400,000
Total			600,000	800,000		1,400,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Storm Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	SW-002
Project Name	Phase 3 Regional Drainage Improvements

Type Improvement

Useful Life 40 years

Category Storm Sewer/Drainage

Priority 3 Important

Status Active

Description

Phase 3 of Regional Drainage Improvements (VFW Park)

Justification

3rd Phase of Regional Drainage Improvements (VFW Park)

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			500,000			500,000
Total			500,000			500,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			500,000			500,000
Total			500,000			500,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Storm Water Department

City of Lake Elmo, Minnesota

Contact

Project #	SW-003
Project Name	Kramer Lake Floodplain Study

Type Improvement
 Useful Life 40 years
 Category Unassigned
 Priority 3 Important
 Status Active

Description
Kramer Lake Floodplain Study

Justification
Required for I94 Phase 3 area development

Expenditures	2020	2021	2022	2023	2024	Total
Planning/Design			60,000			60,000
Total			60,000			60,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation			60,000			60,000
Total			60,000			60,000

Budget Impact/Other
Funding to come from developer or included as watershed study

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # W-005
 Project Name OV Sewer Extension; Phase 5&6; water component

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Description

Replace watermain in Old Village phase 5; Upper 33rd, Lower 33r. 34/36th St. W
 OV Phase 5 and 6 done over 2 years

Justification

Watermain past useful life
 Replace when street already dug up for sewer to be most efficient

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		626,588				626,588
Total		626,588				626,588

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		626,588				626,588
Total		626,588				626,588

Budget Impact/Other

100% covered by water fund

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Equipment

Useful Life 40 years

Category Water

Priority 1 Critical

Status Active

Project #	W-006
Project Name	Elevated Storage Tank #3

Description
Water Tower #3

Justification
needed for development in Phase 2
400 RECs available before needed
Can be located in either Phase 2 or 3, the closer to Lake Elmo Ave the better

Expenditures	2020	2021	2022	2023	2024	Total
Land Acquisition	275,000					275,000
Construction/Maintenance		3,200,000				3,200,000
Total	275,000	3,200,000				3,475,000

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service		3,475,000				3,475,000
Total		3,475,000				3,475,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 2 Very Important

Status Active

Project # W-008
 Project Name Village East Trunk Watermain PRV

Description
 12" water main pressure reduction valve with bypass

Justification
 need to reduce pressure and accommodate water flows

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	132,000					132,000
Total	132,000					132,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund	132,000					132,000
Total	132,000					132,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department
 Contact Public Works Director
 Type Equipment
 Useful Life 25 years
 Category Water
 Priority 4 Less Important
 Status Active

Project # W-010
 Project Name Paint Water Tank at PW

Description

Justification
 Recommended by TKDA Utility study in 2016
 Regular maintenance of water tank

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings				800,000		800,000
Total				800,000		800,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund				800,000		800,000
Total				800,000		800,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Project #	W-013
Project Name	Watermain Oversizing

Description	
Oversizing cost of watermain pipe installed by developers.	

Justification	
Ensures all pipe in the City will have flow capacity necessary for water system	

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	38,000	70,000			119,000	227,000
Total	38,000	70,000			119,000	227,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund	38,000	70,000			119,000	227,000
Total	38,000	70,000			119,000	227,000

Budget Impact/Other	

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Equipment

Useful Life 40 years

Category Water

Priority 1 Critical

Status Active

Project # W-014
Project Name Well & Pumphouse #5

Description

Well and Pumphouse #5

Justification

A 5th well and pumphouse to replace well 1 that was closed due to PFCs

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	2,510,000					2,510,000
Total	2,510,000					2,510,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation	2,270,000					2,270,000
Water Fund	240,000					240,000
Total	2,510,000					2,510,000

Budget Impact/Other

State Grant funds for about 90% or \$2.27m
Remainder to come from city water funds to cost share according to increased pump size

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # W-017
 Project Name 2020 Street & Utility Improvements-Water

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Description

2020 street improvement project - water component
 Heritage Farms (existing water) and Stonegate 2nd (new water)

Justification

improvements to existing watermain in Heritage farms \$50,000
 extension of water to Stonegate 2nd due to PFCs \$3,630,000

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	3,680,000					3,680,000
Total	3,680,000					3,680,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation	3,630,000					3,630,000
Water Fund	50,000					50,000
Total	3,680,000					3,680,000

Budget Impact/Other

funding for Stonegate 2nd water component subject to city receiving 3M settlement funds from the state

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Water Department
 Contact Engineer
 Type Improvement
 Useful Life 40 years
 Category Water
 Priority 3 Important
 Status Active

Project # W-018
 Project Name 2021 Street & Utility Improvements-Water

Description
 2021 Street & Utility Improvements-water component (Hamlet on Sunfish Lake)

Justification
 Over a dozen wells with PFAS advisories. Coordinate with road work for efficiency.

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		1,702,000				1,702,000
Total		1,702,000				1,702,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation		1,702,000				1,702,000
Total		1,702,000				1,702,000

Budget Impact/Other
 Contingent upon getting state grant funds

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

Department Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project #	W-019
Project Name	SCADA Upgrade

Type Equipment

Useful Life 15 years

Category Water

Priority 2 Very Important

Status Active

Description

Upgrade current water system SCADA

Justification

Current 2008 system useful life through 2023; however upgrades would provide critical functionality improvements

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			50,000			50,000
Total			50,000			50,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund			50,000			50,000
Total			50,000			50,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department
 Contact Public Works Director
 Type Equipment
 Useful Life
 Category Vehicles
 Priority 3 Important
 Status Active

Project # W-022
 Project Name Utility Truck

Description
 Replaces current 2007 vehicle
 vehicle used almost everyday for locates, rounds, meter change outs, etc

Justification
 End of Useful Life

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings	70,000					70,000
Total	70,000					70,000

Funding Sources	2020	2021	2022	2023	2024	Total
Sewer Fund	35,000					35,000
Water Fund	35,000					35,000
Total	70,000					70,000

Budget Impact/Other
 \$70,000 total cost shared equally amongst water and sewer

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department
 Contact Public Works Director
 Type Improvement
 Useful Life 15 years
 Category Water
 Priority 1 Critical
 Status Active

Project # W-023
 Project Name Water Meter Change Out

Description
 Replace 200 obsolete Sensus and Neptune meters each year with new Sensus 1 pro meters

Justification
 Old meters not working properly leads to the need to estimate usage
 therefore billing process takes more staff time

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings	50,000	50,000	50,000			150,000
Total	50,000	50,000	50,000			150,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund	50,000	50,000	50,000			150,000
Total	50,000	50,000	50,000			150,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department
 Contact Public Works Director
 Type Improvement
 Useful Life
 Category Water
 Priority 3 Important
 Status Active

Project # W-024
 Project Name Automated Radio Read System

Description
 Automated radio read system for water meters.

Justification
 Eliminates the need to drive around and obtain reads. Improves billing and gives "real time" readings to help detect leaks.

Expenditures	2020	2021	2022	2023	2024	Total
Equip/Vehicles/Furnishings			300,000			300,000
Total			300,000			300,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund			300,000			300,000
Total			300,000			300,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life

Category Water

Priority 3 Important

Status Active

Project # W-025
 Project Name OV sewer extension phase 6 & 5; water component

Description

Replacement of water mains in conjunction with sewer extension to Phase 6 and 5 done over 2 years

Justification

Watermain past useful life
 Replace when street already dug up for sewer to be most efficient

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			626,588			626,588
Total			626,588			626,588

Funding Sources	2020	2021	2022	2023	2024	Total
Debt Service			626,588			626,588
Total			626,588			626,588

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life

Category Water

Priority 3 Important

Status Active

Project #	W-026
Project Name	OV sewer extension Phase 7; water component

Description
Old Village Phase 7 water main replacement on Legion Ave

Justification
Watermain past useful life
Replace when street already dug up for sewer to be most efficient

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				265,650		265,650
Total				265,650		265,650

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund				265,650		265,650
Total				265,650		265,650

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Project #	W-027
Project Name	Pressure Reduction Station-Connection to WT #3

Description
Pressure reduction station-12"

Justification
needed when water crosses Keats Ave

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance		132,000				132,000
Total		132,000				132,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund		132,000				132,000
Total		132,000				132,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 2 Very Important

Status Active

Project #	W-028
Project Name	Blackford Water Ext

Description
Extension of water main to Blackford property

Justification
some private wells have received health based advisories and are on bottled water

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	37,000					37,000
Total	37,000					37,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation	37,000					37,000
Total	37,000					37,000

Budget Impact/Other
project contingant upon city recevieng state funds

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # W-029
 Project Name 31st St Area Water Extension

Type Improvement

Useful Life 40 years

Category Water

Priority 2 Very Important

Status Active

Description

Petition received from city in 2017 to extend water on 31st St south of the UP Railroad

Justification

private wells received health based advisories due to PFCs

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance	459,000					459,000
Total	459,000					459,000

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation	459,000					459,000
Total	459,000					459,000

Budget Impact/Other

project contingent upon city receiving state funds

Capital Improvement Plan - 2020 - 2024

2020 thru 2024

Department Water Department

City of Lake Elmo, Minnesota

Contact Engineer

Project # W-030
 Project Name 2023 Street Projects-water component

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Description

Water extensions to Parkview Estates, Cardinal Ridge, Torres Pines and Irish Ct due to PFAS contamination
 Upgrades to water system in Beaut Crest coordinated with road work for efficiency

Justification

Opportune time for water replacements is when road is already opened for construction

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance				4,039,200		4,039,200
Total				4,039,200		4,039,200

Funding Sources	2020	2021	2022	2023	2024	Total
Grants/Donation				3,989,200		3,989,200
Water Fund				50,000		50,000
Total				4,039,200		4,039,200

Budget Impact/Other

New water main extensions contingent upon receiving staet grant funds

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Project #	W-031
Project Name	2022 Street Projects-water component

Description
Water upgrades to Fields 2

Justification
Aged watermain to be replaced when road work is done for efficiency

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance			50,000			50,000
Total			50,000			50,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund			50,000			50,000
Total			50,000			50,000

Budget Impact/Other

Capital Improvement Plan - 2020 - 2024

2020 *thru* 2024

City of Lake Elmo, Minnesota

Department Water Department

Contact Engineer

Type Improvement

Useful Life 40 years

Category Water

Priority 3 Important

Status Active

Project #	W-032
Project Name	2024 Street Projects-water component

Description
Water system upgrades as road work is completed for efficiency

Justification

Expenditures	2020	2021	2022	2023	2024	Total
Construction/Maintenance					100,000	100,000
Total					100,000	100,000

Funding Sources	2020	2021	2022	2023	2024	Total
Water Fund					100,000	100,000
Total					100,000	100,000

Budget Impact/Other



STAFF REPORT

DATE: 11/13/2019

REGULAR

ITEM #:

MOTION

TO: Planning Commission
FROM: Ben Prchal, City Planner
AGENDA ITEM: Variance Request to Allow Expansion of A Non-Conforming Structure
REVIEWED BY: Ken Roberts, Planning Director

BACKGROUND:

The City has received a variance application Vance and Haupheng Vang of 2038 Inwood Ave. to allow an expansion of a legal non-conforming structure. The applicants would like to construct an addition onto the existing home that is on the property. The proposed addition would conflict with the required front and side yard setback(s). With the home being considered as legal non-conforming improvements from a dimensional standpoint would more than likely trigger the need for a variance.

ISSUE BEFORE THE COMMISSION:

The Planning Commission is being asked to hold a public hearing and make recommendation on the above-mentioned variance requests.

PROPOSAL DETAILS/ANALYSIS:

Applicant: Vance and Haupheng Vang
Property Owners: Haupheng Vang
Location: 2038 Inwood Ave. PID# 21.029.21.34.0013, Subdivision name Torre Pines 2nd Addition Block 1 Lot 3
Request: Variance for Expansion of a Non-Conforming Structure for Front and Side Yard Setbacks
Existing Land Use: Single-Family Detached Residential Dwelling
Surrounding Land Use: Surrounded by other single-family detached residential dwellings. Lake Elmo Park Reserve is to the East of the property.
Existing Zoning: RE – Residential Estate
Comprehensive Plan: Rural Single Family
History: This property holds an old home that currently does not meet the front yard setback. The development established around the home.
Deadline for Action: Application Complete – 10-15-2019
60 Day Deadline – 12-14-2019
Extension Letter Mailed – N/A
120 Day Deadline – N/A
Applicable Regulations: Article V – Zoning Administration and Enforcement
Article XI – Rural Districts

Request Details. The applicant is proposing to build an addition off the north side of the existing structure. At this point the existing setback from the side lot line (north line) is 64 ft. 6 inches. and the setback from the front lot line is 50 ft. 9 inches. There is no issue with the side setback as a 50 ft. side yard setback is required but the front yard setback falls short by 50 ft. (100 ft. required). The applicant would like to invest in the property and improve it so that it will become more accommodating for their family's needs. There is language in the Zoning Code that would

allow certain improvements without the need for a variance. However, the language is not flexible enough to assist with obtaining the addition. (See Code Reference Below)

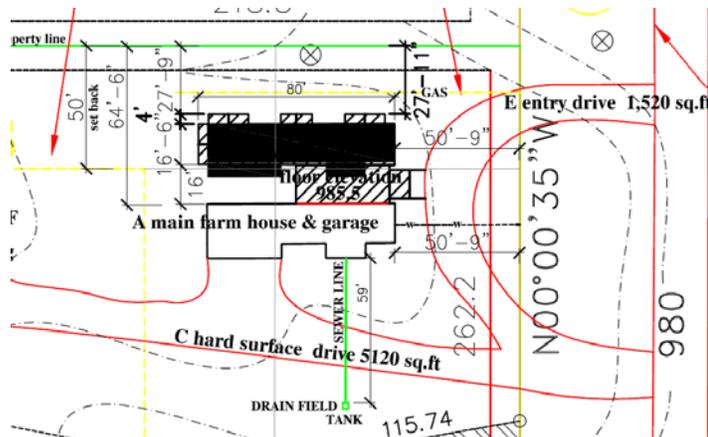
The Applicant is seeking variances on the following items

There is some language in place that would allow the home to be altered. However, the current front yard setback is already more than 10% of the reduced setback. The current side yard setback is conforming but the addition will conflict with the required 50 ft. side yard setback.

Structure Setbacks:

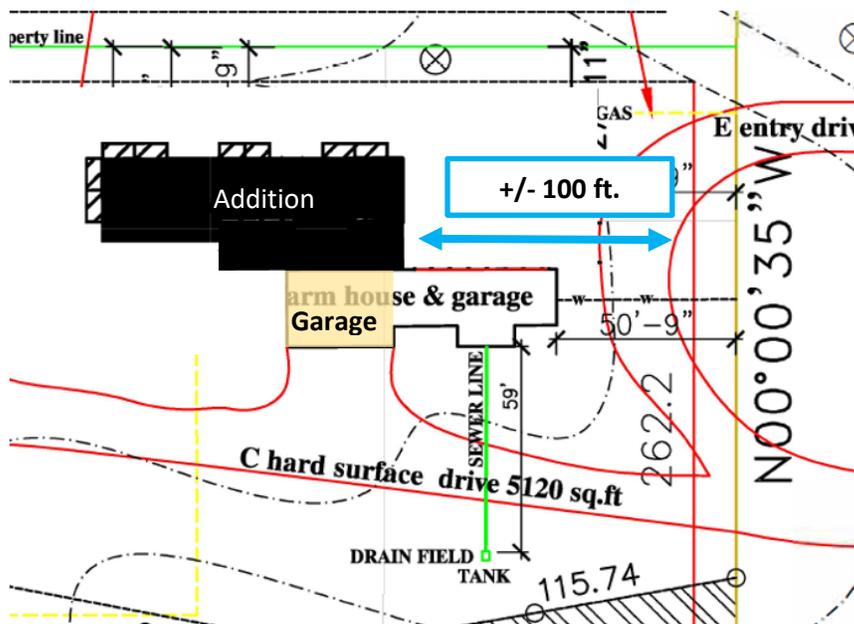
154.151 Non-Conforming Uses, Buildings and Structures

C. Preservation of Dimensionally Substandard Buildings or Structures. Except as provided in this chapter, buildings structures lawfully existing on the effective date of this chapter or on the effective date of any amendment to this chapter may be maintained although the building or structure does not conform to the dimensional standards of this chapter. However, any such building or structure shall not be altered or improved beyond normal maintenance, except that any lawful dimensional substandard residential building, accessory building, or structure may be altered or improved if the existing substandard dimension relates only to setback requirements and does not exceed the 10% of the minimum setback requirements. Additionally, the alteration or improvement shall conform to all of the provisions of this chapter and shall not increase the existing substandard dimensions.



Code Location	Code Setbacks	Proposed Setbacks
Front yard setback (garage) 154.402 table 9-2	100 ft. also established in past variance	50 ft. 9 in. not compliant
Side yard setback (garage) 154.402 table 9-2	50 ft.	27 ft. 11. compliant

If the expansion was placed on the home where a variance would not be required from the front yard setback Staff believes that the home/addition would not be functional (see image below). Staff created a layout that would not conflict with the front yard setback which ends up placing the addition behind the existing garage (not to scale). Shifting the addition to a position on the home where neither the front nor the side lot line setbacks would then appear to directly interfere with the access to the garage and driveway.

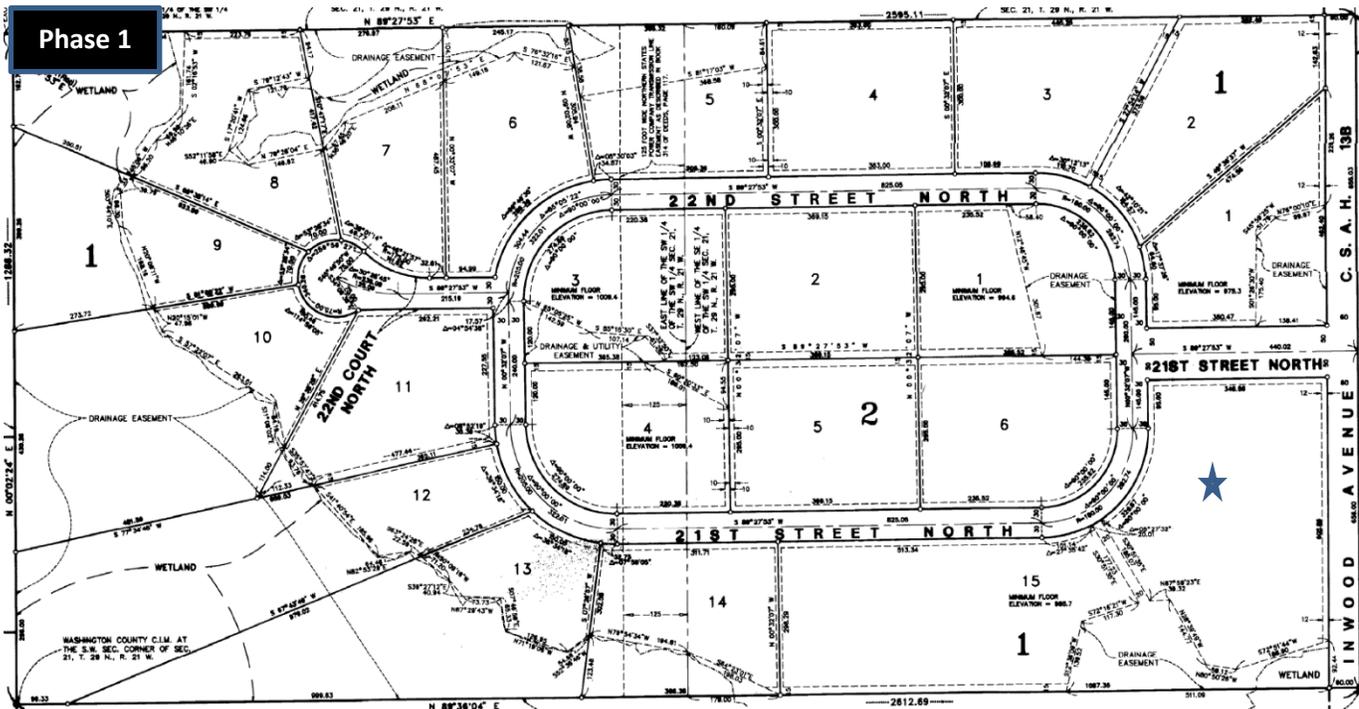


Lot Details and Details of the Development

Lot Details. The property was established during the development of the Torre Pines Subdivision. The lot itself does not have any issues when it comes to zoning. As stated before the issue starts with the existing home. With the lots being established around the existing home it is not terribly surprising to Staff that the home would become Legal Non-Conforming.

Code Location	Code Setbacks	Proposed or Existing Setbacks
Lot area 154.402 table 9-2	2.5 acres	2.5 acres
Front yard setback 154.402 table 9-2	100 ft.	50 ft. 9 in. – Existing setback 50 ft. 9 in. - Proposed setback
Side yard setback 154.402 table 9-2	50 ft.	64 ft. 6 in. (North) – Existing 27 ft. 9 in. (North) - Proposed
Impervious Surface 154.402 table 9-2	15%	11.5% - Proposed

One important aspect worth a discussion is the approving resolutions for the development. Phase one of the development consisted of 15 lots with the discussed home being on lot 15.

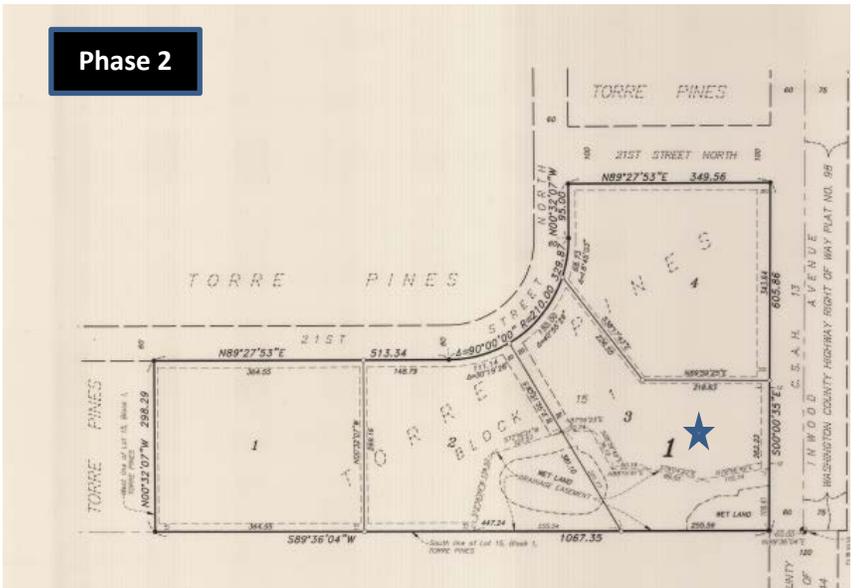


The issue then comes up during the approval for Phase 2. At first there doesn't seem to be any issues and it's a fairly straightforward development with no issues (*except the legal non-conforming home*). The problem that Staff found is condition number 7. Of the approving resolution (2008-038) for phase 2. The condition states:

“The driveway access from Lot 13, Block 1 shall be moved to 21st Street prior to any expansion or replacement of the existing house on this lot.”

The issue here is that there is no lot 13 for block 1 of the second addition. However, there is a lot 13 of block 1 in the first addition (see phase 1 graphic). With that said, Staff speculates that there was a mistype and it should have said Block 1 Lot 3 and further believes that the driveway condition was intended for the existing home of the property at 2038 Inwood Ave.

At this time Staff believes the intent was to redirect the driveway but it was miss-stated. This would be an appropriate time to correct the location of the driveway for the house to 21st St. but Staff does not believe it is entirely necessary. The driveway enters out onto a County Road and though the driveway connects to a road that is obviously busier than 21st St. the existing owner would like to have it remain in place. At the time when Inwood Ave (Hwy 13) is improved the homeowner may want to connect to 21st St. The City would also need to accept that requiring the driveway to connect to 21st St. would create another non-conformity. With the driveway connecting out to 21 St. the accessory building would be closer to the front lot line than the principle structure (the home). Though, that would conflict with the code it would not appear to be terribly detrimental to the neighbors. Although some individuals may find it more desirable to connect to 21 St. Staff does not necessarily see a gain in requiring the current owner to re-direct the driveway. Unless the Commission or City Council have different thoughts this may be an appropriate condition to have Washington County enforce as everything is already existing.



Other Agency Review

Washington County Comments.

Washington County has stated that they would not like to see additional access created onto Inwood Avenue and instead have a new driveway installed for connection to 21st St.

Staff Comment - City Staff agrees that additional access should not be created but does not necessarily agree that enforcing a connection to 21st St. would need to be required at this time. Instead that connection could/should be required when Inwood Avenue is improved (expanded).

Valley Branch Watershed Comments.

The Watershed did respond but was uncertain if a permit would be required.

Staff Comment – It would be appropriate to apply a condition requiring the property owner to reach out to the Watershed District and provide feedback on what will be required.

City of Lake Elmo Engineer Comments.

The comment memo from the City’s Engineer is attached.

To summarize the memo, additional encroachment is not recommended in anticipation of the expansion of Highway 13 (Inwood Ave.) and the setback line should be measured from the ROW line with an addition 15 ft. as that is what

the County would expect to acquire during the time that Hwy 13 is improved, eliminate one section of the driveway onto Highway 13, acquire an addition 15 ft. of ROW in anticipation of the expansion of Hwy 13.

Torre Pines HOA.

The applicant has obtained approval from the HOA architectural advisory board for the addition.

RECOMMENDED FINDINGS:

An applicant must establish and demonstrate compliance with the variance criteria set forth in Lake Elmo City Code Section 154.109 before an exception or modification to the property can be granted. The criteria is listed below, along with recommended findings from Staff regarding applicability of these criteria to the applicant's request.

- 1) **Practical Difficulties.** A variance to the provision of this chapter may be granted by the Board of Adjustment upon the application by the owner of the affected property where the strict enforcement of this chapter would cause practical difficulties because of circumstances unique to the individual property under consideration and then only when it is demonstrated that such actions will be in keeping with the spirit and intent of this chapter. Definition of practical difficulties;

“Practical difficulties” as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by an official control.

FINDINGS:

Variance For Front Yard Setback: *With respect to the proposed variance for a reduced setback from the front lot line, strict enforcement of the City's zoning regulations will cause practical difficulties and the applicant is proposing to use the property in a reasonable manner. The request to expand the existing home on site does appear to be reasonable. Considering that the home is existing and the development was established around the existing home, property owners are limited when it comes to improvements that could comply with the code. Also, the addition does not further increase the non-conformity, the reduced setback does appear reasonable.*

Variance For Side Yard Setback: *With respect to the proposed variance for a reduced setback from the side lot line, strict enforcement of the City's zoning regulations will cause practical difficulties and the applicant is proposing to use the property in a reasonable manner. With the Residential Estate requiring a minimum of 50 ft. as a setback from the side lot line, which is the largest of all rural zoning districts only being less restricting than the Agricultural district, requiring 100 ft. as the setback. Although, the existing structure does meet the setback requirement any addition larger than 14 ft. would trigger a variance. The City must keep in mind that perhaps there is an alternative to the request to avoid a variance. But placing the addition to the South of the existing home would more than likely infringe on the existing driveway, access to the garage, and possibly the septic system. The addition to the north does appear reasonable and they are still able to maintain a 27 ft. and 9 in. setback from the north property line.*

- 2) **Unique Circumstances.** The plight of the landowner is due to circumstances unique to the property not created by the landowner.

FINDINGS:

Variance For Front Yard Setback: *With respect to the proposed variance for the front yard setback, the plight of the Applicant is unique and has not been caused by the applicant. Although the lot is large enough in size to accommodate the size of home that is desired the applicant was not involved with the construction/placement of the existing house or with the platting process that triggered this home to become legal non-conforming. With the structure being legal non-conforming, additions become difficult especially when the required setback is 100 ft. Given the circumstances, approval for the addition on the structure with a setback less than 100 ft. from the front lot line does appear to be reasonable.*

Variance For Side Yard Setback: With respect to the proposed variance for the side yard setback, the plight of the Applicant is unique and has not been caused by the applicant. Generally speaking property owners do not have to contend with legal non-conforming structures in a new development. Although the home as existing, is capable of meeting the required setback from the northern side lot line there is limited room and options for expanding the structure. Beyond this, it is impractical to expand the structure to the south where the setbacks can be met. This is justified because an expansion would then be forced to conflict with the driveway, garage, and the driveway would be forced south towards the drain field is located. The standard appears to be met.

3) **Character of Locality.** The proposed variance will not alter the essential character of the locality in which the property in question is located.

FINDINGS:

Variance For Front Yard Setback: With respect to the proposed variance for the front yard setback, the addition would not appear to alter the character of the locality. Though affiliated with the Torre Pines Development the home primarily appears to have a limited impact on the development due to its location in the rear of the lot, as compared to the other homes. Allowing a variance to the front lot line appears to have limited bearing on the character of the locality.

Variance For Side Yard Setback: With respect to the proposed variance for the side yard setback, the addition would not appear to alter the character of the locality. The City recognizes that allowing a reduced setback for the side yard lot line would be different from what has been allowed by the Zoning Code and the Locality. However, understanding that this was the original home in the subdivision and given its location on the property being able reasonably notice the setback from the development appears stretched.

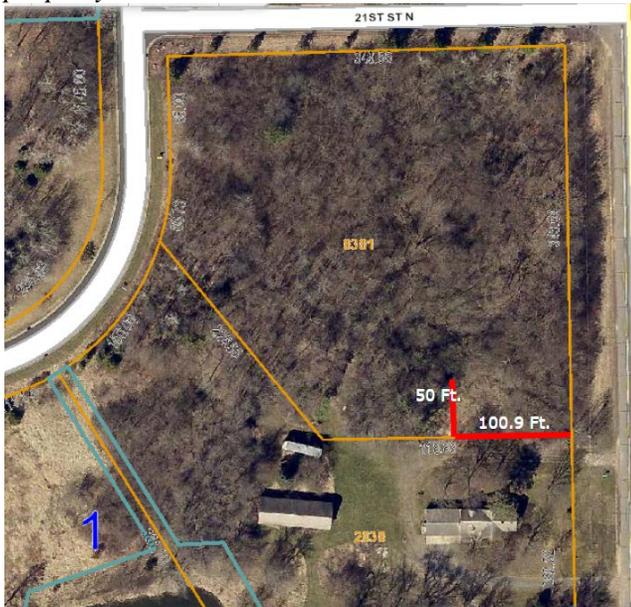


- 4) **Adjacent Properties and Traffic.** The proposed variance will not impair an adequate supply of light and air to properties adjacent to the property in question or substantially increase the congestion of the public streets or substantially diminish or impair property values within the neighborhood.

FINDINGS

Variance For Front Yard Setback: *With respect to the proposed variance for the front yard setback, the proposed variance will not impair an adequate supply of light and air to the adjacent property or substantially increase congestion of the public streets or substantially diminish property values. Drawing a conclusion that allowing a variance from the front property line would cause negative impacts appears limited in this situation when reviewed through the required scope. Since the home is on the opposite side of the lot of where the neighborhood road is located the impacts of the proposal would be severely limited.*

Variance For Side Yard Setback: *With respect to the proposed variance for the side yard setback, the proposed variance will not impair an adequate supply of light and air to the adjacent property or substantially increase congestion of the public streets or substantially diminish property values. The only property that would be perceivably impacted is the property to the north (vacant). However, there would still be an estimated 77 ft. setback from the proposed home and a new home on the neighboring property to the north (8381 21st N.). There is also a strong stand of trees on the northern not that further helps to minimize the visibility of the structure. Although the required setback is being infringed on there still appears to be a sufficient setback to accommodate approval. Furthermore, allowance of the reduced setback appears to have a limited bearing on reducing property values when it comes to the setback.*



FISCAL IMPACT:

None.

OPTIONS:

The Planning Commission may:

- Recommend approval of the variance requests, subject to conditions of approval as recommended by Staff.
- Amend conditions of approval and recommend approval of the variance requests, subject to amended conditions of approval.
- Recommend denial of the variance requests.

RECOMMENDATION:

Staff is recommending approval of the variance requests. Although the lots are larger in the Residential Estate Zoning classification the property owner is at a disadvantage when it comes to making improvements consisting expansions of the home. Staff is recommending the following conditions of approval:

- 1) The applicant shall reduce the number of access points onto Inwood Avenue from two to one.
- 2) The applicant shall follow up with the Valley Branch Watershed District regarding permitting and provide their conclusion to City Staff. If a permit is required then an approved permit shall be provided to the City prior to issuance of the building permit.
- 3) The applicant shall follow up with Washington County Septic Department regarding permitting and provide their conclusion to City Staff. If a permit is required then an approved permit shall be provided to City Staff prior to issuance of a building permit.

Staff recommends the following motion:

“Motion to recommend approval of the request for reduced front and side yard setbacks for the property at 2038 Inwood Ave., subject to conditions of approval as recommended by Staff”

ATTACHMENTS:

- Applicants narrative
- Survey/site plan
- HOA Architectural Board Approval
- Lake Elmo Resident Comments
- Engineering Memo

VARIANCE REQUEST STATEMENT

VANG PROPERTY 2038 INWOOD AVE NORTH LAKE ELMO, MINNESOTA

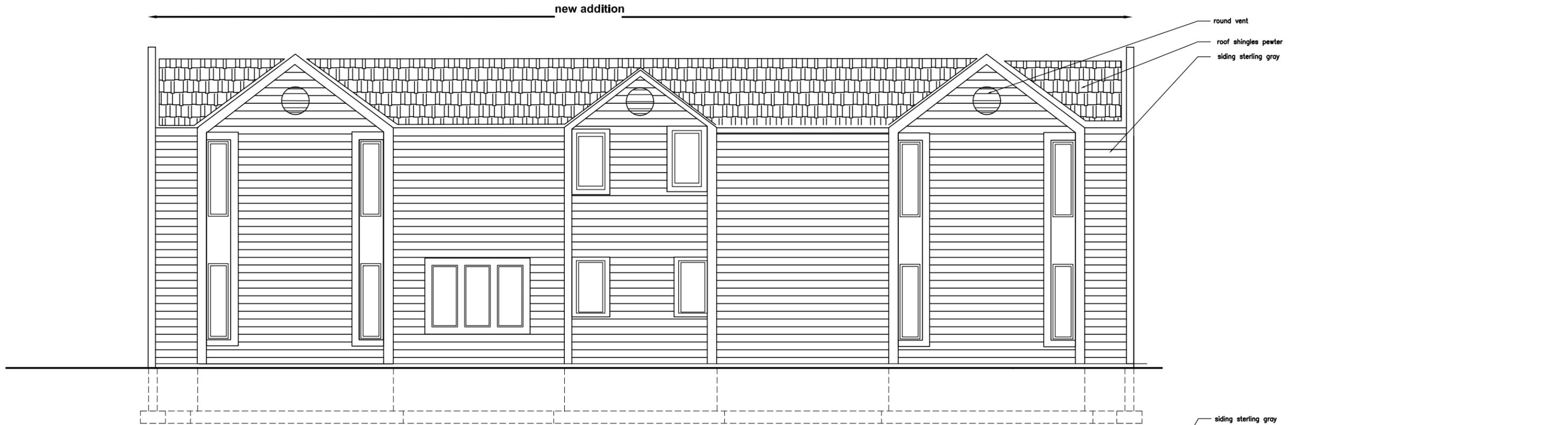
The practical difficulties related to this land owner are the subject of the existing zoning requirements which were imposed upon this farm stead after it was built and lived in for many years. The owners would like to save this farm house and add an addition to meet their family residential requirements.

The existing zoning requires a 100' front yard set-back. Our request for the variance is to allow a 50' front yard set-back which is the same set back as the existing farm house. This variance would allow the proposed addition to connect to the existing farm house.

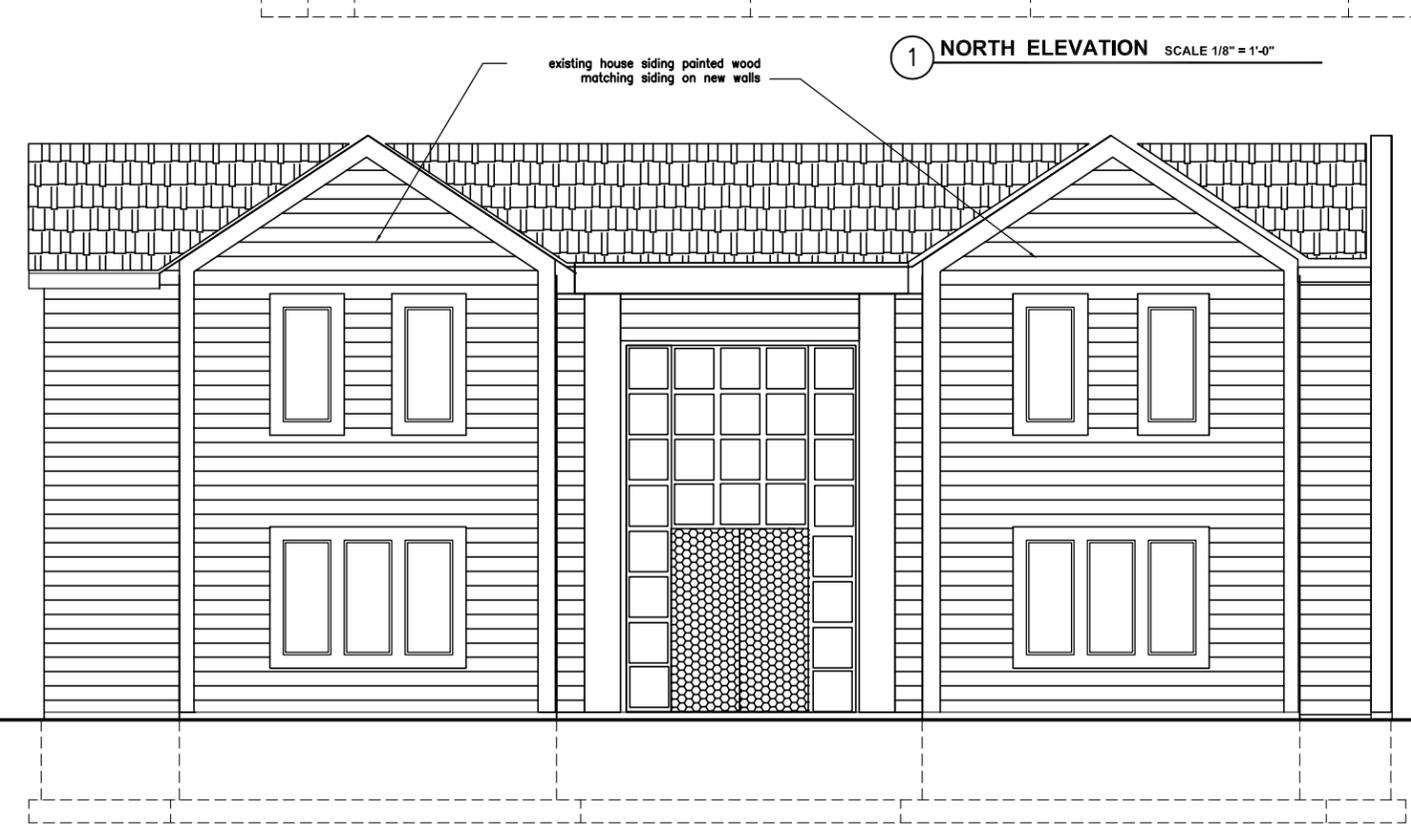
The existing zoning requires a 50' side yard set-back, while the R-2 areas in the City of Lake Elmo allow a 10' side yard set-back. The owner is requesting that the proposed addition be allowed to have a set-back of 26'.

Unique circumstance of having the existing septic system located on the south side of the farm house, the garage located on the west side of the farm house and the existing front yard set-back will only allow the proposed addition to be located on the north side of the farm house. The existing road along the north side of the property will be removed to eliminate future traffic and allow space for the proposed addition. The Torre Pines property adjoining the north property line is heavily wooded. Allowing the proposed addition to be 24' closer to the property line would never be noticed unless the forest was cleared.

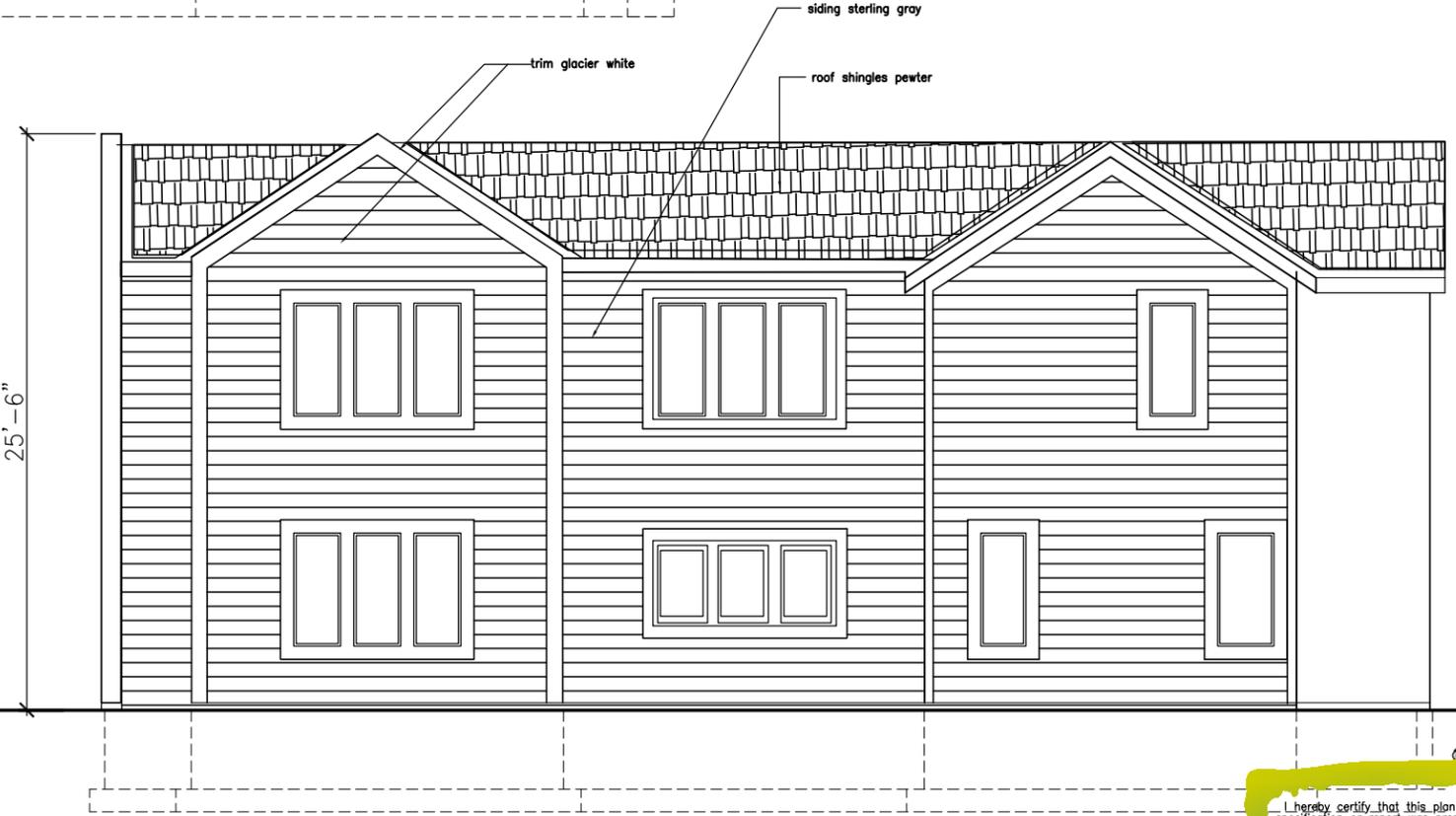
The property in question is located in the Torre Pines development. Attached with this statement is a letter from Jack McGee, the chairman of the Torre Pines Homeowners Association Architectural Control Committee. In keeping with the character of the locality, the letter is a statement of approval for the Vang addition.



1 NORTH ELEVATION SCALE 1/8" = 1'-0"



3 EAST ELEVATION SCALE 1/8" = 1'-0"



2 WEST ELEVATION SCALE 1/8" = 1'-0"

out of the box architecture
 suite 103, 11200 stillwater blvd lake elmo, minnesota 55042
 phone: 651 748 1078 fax: 651 748 1272

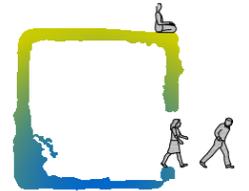


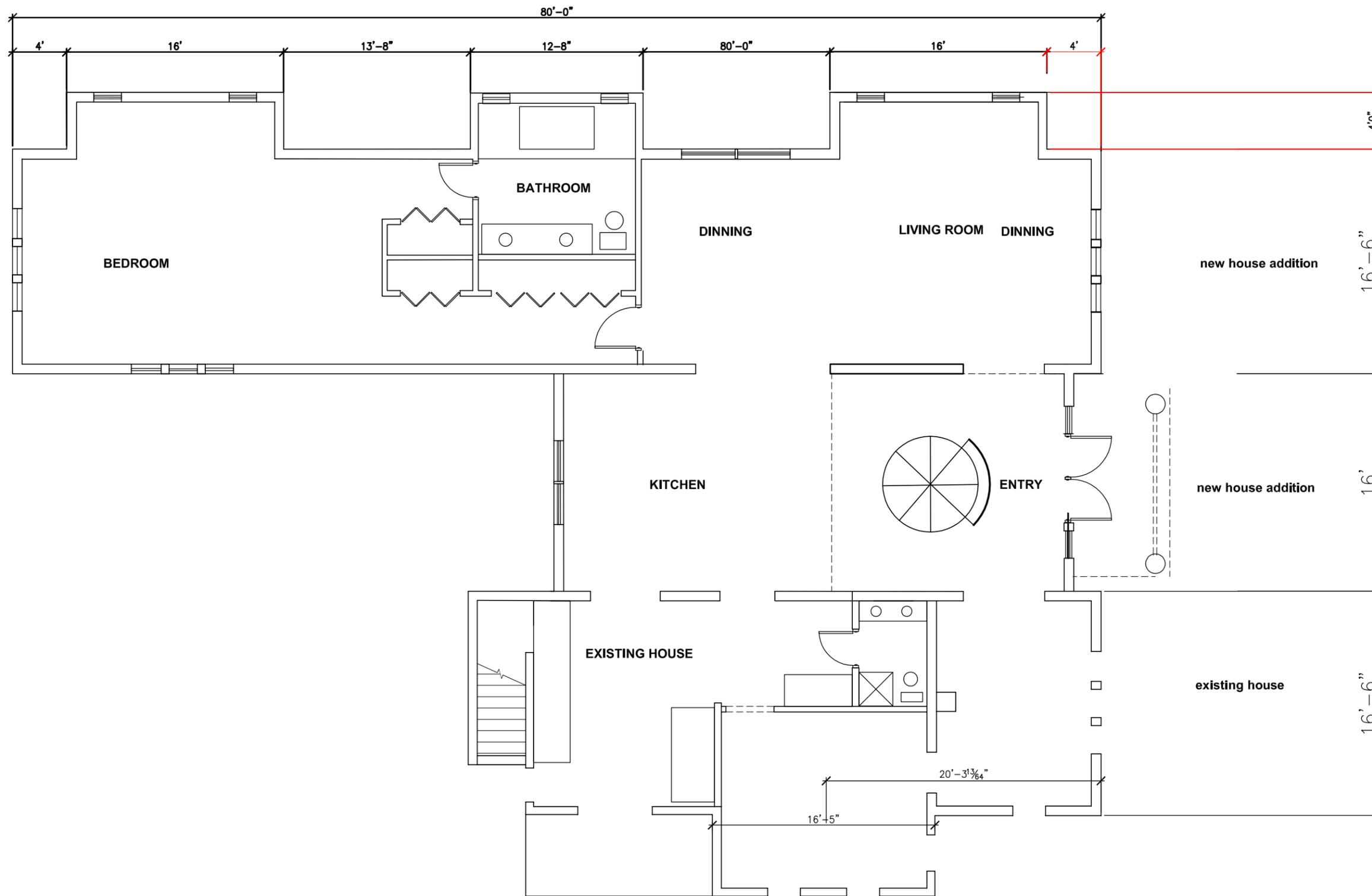
VANCE VANG ADDITION 2038 Inwood Ave. N.

october 10, 2019
ELEVATION & SECTION SCALE 1/8" = 1'-0"

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly registered architect under the laws of the state of Minnesota.

STEVEN EDWARD ERBAN, PA, AA, MN REG. #10035
 DATE SIGNED
 DATE DRAWN
 DATE REVISED





1 FIRST FLOOR PLAN SCALE 1/8" = 1'-0"



out of the box architecture
 suite 103, 11200 stillwater blvd lake elmo, minnesota 55042
 phone: 651 748 1078 fax: 651 748 1272



VANCE VANG ADDITION 2038 Inwood Ave. N.

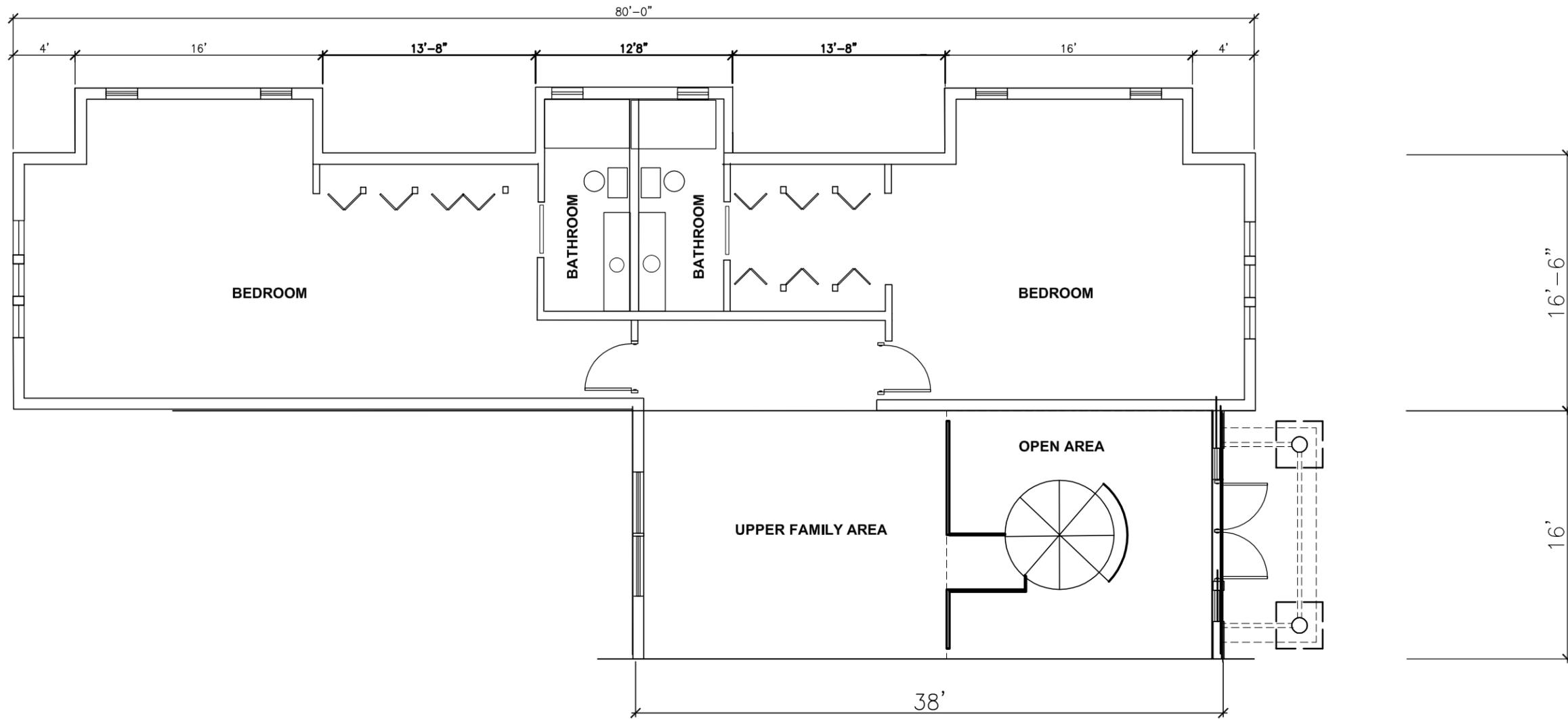
october 10, 2019
FIRST FLOOR PLAN SCALE 1/8" = 1'-0"

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly registered architect under the laws of the state of Minnesota.

STEVEN EDWARD ERBAN, P.A., M.A., M.N. REG. #10035

DATE SIGNED _____
 DATE DRAWN _____
 DATE REVISED _____

A1



1 SECOND FLOOR PLAN SCALE 1/8" = 1'-0"



out of the box architecture
 suite 103, 11200 stillwater blvd lake elmo, minnesota 55042
 phone: 651 748 1078 fax: 651 748 1272



VANCE VANG ADDITION 2038 Inwood Ave. N.

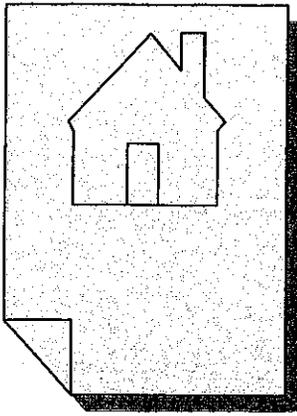
october 10, 2019
FIRST FLOOR PLAN SCALE 1/8" = 1'-0"

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly registered architect under the laws of the state of Minnesota.

STEVEN EDWARD ERBAN, P.A., M.A., M.N. REG. #10035

DATE SIGNED _____
 DATE DRAWN _____
 DATE REVISED _____

A2



Jake McGee, Chairman
Architectural Control Committee
Torre Pines Homeowners Assn.
8263 22nd Street North
Lake Elmo, MN 55042

Home: 651-770-3332
Cell: 612-889-3463
Email: jakemcgee@comcast.net

October 8th, 2019

Vance & Echao Vang
2038 Inwood Ave.
Lake Elmo, MN 55042

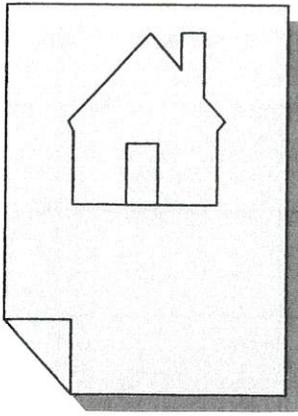
Regards: Addition to your residence at 2038 Inwood Ave.

Good afternoon Vance;

On behalf of the Torre Pines Homeowners Association, I'm pleased to inform you that the Architectural Control Committee has reviewed the attached plans you submitted dated 9-23-19 for the addition to your residence at 2038 Inwood Ave. in Lake Elmo, MN and finds the design meets the architectural standards established by our association. In addition, we have reviewed the exterior product samples provided by your architect, Mr. Steve Erban. The exterior particle board siding in the textured, rough sawn "Sterling Gray" finish is approved and the "Glacier White" textured, rough sawn particle board trim is also approved. The Landmark Designer CertainTeed Shingles in the "Pewter" finish is also approved.

Your site and grading plan dated 9-23-19, which was also submitted, indicates a wraparound driveway accessed from Inwood Avenue. For that construction and prior to submitting it for review by your ACC, please review Page 8, Section IV, Paragraph B of the First Amendment To Article VI of the Architectural Control Of the Declaration of Protective Covenants that was sent to you and Mr. Erban earlier. In particular, it notes that: "The approved materials for the driveway are concrete, masonry, bituminous or other hard surface products, No gravel or crushed rock will be permitted." And "Driveways must be installed within one year of the date a Certificate of Occupancy is issued for any dwelling constructed upon a lot."

As noted on Page-3, Sect. 1-E of the First Amendment to Article VI, your city construction permit must be issued and construction commenced within six (6) months of this approval. If the City of Lake Elmo does not issue a building permit within six (6) months or modifies the



Jake McGee, Chairman
Architectural Control Committee
Torre Pines Homeowners Assn.
8263 22nd Street North
Lake Elmo, MN 55042

Home: 651-770-3332
Cell: 612-889-3463
Email: jakemcgee@comcast.net

attached plans, please resubmit them to your ACC for approval prior to commencing construction.

The Architectural Control Committee (ACC), your association and board of directors want to thank you for consulting with the ACC to maintain the beauty of Torre Pines. Our committee and association look forward to working with you and the Vang family on any of your future projects. If there are any questions or assistance we may offer during the construction process, please don't hesitate to contact me (612-889-3463).

Thanks again Vance.

Very best regards,

A handwritten signature in black ink that reads "Jake McGee". The signature is written in a cursive, flowing style.

Jake McGee
Chairman
Torre Pines Architectural Control Committee

Copy:

Mr. Steve Erban, Architect for out of the box architecture
Kathy Bourne, Torre Pines Board President
Cindy McGee, Torre Pines Secretary
Lisa Setterstrom, Torre Pines Treasurer
Tony Yocum, Torre Pines Architectural Control Committee
Jeff Caswell, Torre Pines Architectural Control Committee
Mike Bourn, Torre Pines Architectural Control Committee
Joe Schara, Torre Pines Architectural Control Committee

To: Ben Prchal – Lake Elmo City Planner

From: M. Selby – Home owner 8311, 21st N, Lake Elmo, MN 55042

Subject: Variance request 2038 Inwood Ave. N

In response to your notice of November 13th, 2019 I am forwarding 7 concerns related to the variance request:

- 1) Concerns for a reduced property value of the lot being impacted by the variance which is not owned by the 2038 Inwood Ave property owners
- 2) Concerns for the other property values in the Torres Pines Association given the new structure's visibility from Inwood Ave due to the set back of 50FT vs the required 100FT
- 3) Concerns for the impact on wildlife habits and movement from the new structure during construction with removal of vegetation, use of heavy equipment and disturbance of soil
- 4) Concerns for the environmental impact of changes to the landscape from the new structure that would impact natural drainage into the pond impacting wildlife in the area
- 5) Concerns for the ability for the city to safely expand the road if traffic increases in the area
- 6) Concerns that the house will be used for more than a single-family dwelling. The family and several adult children live in the house today. How can we verify that the new structure will not be used for more than a single family dwelling which would impact property values in the area
- 7) Linked to the single-family dwelling issue is the concern that there are already several vehicles on the property that do not have sufficient garage space and visually impacts the neighborhood property values

I would appreciate consideration from the council on the negative impact of this variance on the neighborhood, safety and wildlife.

Thank you.

M. Selby

MEMORANDUM

FOCUS ENGINEERING, inc.

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

Date: November 5, 2019

To: Ben Prchal, City Planner
From: Jack Griffin, P.E., City Engineer

Re: 2038 Inwood Avenue
Inwood Avenue setback variance

A variance request was received for the site plans for an addition to the home at 2038 Inwood Avenue, received on October 31, 2019. Engineering has the following review comments:

1. Additional encroachment toward CSAH13 is not recommended. The County has identified a future 150-foot right-of-way width along CSAH13, or 75 feet from the current centerline. The current right-of-way is 60 feet from centerline. It should be anticipated that the County will seek to acquire an additional 15-foot minimum for the future expansion of Inwood Avenue. Any housing setbacks should be measured using the future right-of-way condition. Setbacks should also consider that Inwood Avenue is designated as a high-volume County roadway with emphasis placed on mobility.
2. The secondary access to Inwood Avenue should be eliminated. Residential property should always be encouraged to access lower hierarchy roadways. In the case of 2038 Inwood Avenue, the lower hierarchy road is 21st Street North. Since the existing access is already in place to Inwood Avenue the access can be allowed to remain, however, the property should be required to eliminate the secondary access. Inwood Avenue is a Washington County roadway designated as an "A Minor Arterial" roadway in the 2040 Comprehensive Plan. The road is intended as a high-volume roadway with an emphasis on mobility and controlled access.
3. Should any variances be granted for this property, consideration should be made to require the dedication of an additional 15-foot right-of-way along Inwood Avenue and the requirement to remove the secondary access.



PLANNING COMMISSION

DATE: 11/13/19

AGENDA ITEM: 4B

ITEM: **Minor Subdivision – Inwood Addition (Inwood 7th Addition)**

SUBMITTED BY: Ken Roberts, Planning Director

REVIEWED BY: Ben Prchal, City Planner

SUMMARY AND ACTION REQUESTED:

The Planning Commission is being asked to consider a minor subdivision request from RPS Legacy to divide Outlot B of the Inwood 6th Addition into two separate parcels. The proposed minor subdivision would create a 4.4 acre lot for which they have requested City approval of a two-phase multiple-family housing development and the other parcel would be 1.29 acres reserved for future use. The site is located on the southwest corner of 5th Street North and Island Trail. Staff is recommending approval of the minor subdivision as presented, subject to conditions of approval.

GENERAL INFORMATION

Applicant: RPS Legacy Desoto, 2935 Country Drive, Little Canada MN 55117

Property Owners: RPS Legacy Desoto, Little Canada MN 55117

Location: Outlot B, Inwood 6th Addition. Part of PID Number 33.029.21.13.0017

Request: Application for a Minor Subdivision to split said property into two separate parcels

Existing Land Use and Zoning: Open field; future development site within the Inwood PUD.
Current Zoning: C – Commercial and HDR PUD

Surrounding Land Use and Zoning: North – Existing homes across 5th Street; East – Future High density residential site across Island Trail; West – Future commercial use and site of approved Kwik Trip facility; South – Outlot C, Inwood (ponding area)

Comprehensive Plan: MU-C (mixed use commercial)

History: The City Council approved the general concept plan for the Inwood PUD on September 16, 2014, the preliminary plat on December 2, 2014 and the Final Plat on May 19, 2015 for Phase 1. Since then, the City has approved several additions for the Inwood PUD, all for property north of 5th Street North.

On October 15, 2019, the City Council approved the minor subdivision for the Inwood 6th Addition and a conditional use permit for the future Kwik Trip facility.

Deadline for Action: Application Complete – 10-11-2019
60 Day Deadline – 12-09-2019
Extension Letter Mailed – No
120 Day Deadline – N/A

Applicable Regulations: Chapter 153 – Subdivision Regulations

REQUEST DETAILS

The City of Lake Elmo has received a request from RPS Legacy Desoto (the property owners), for a minor subdivision to divide the 5.69-acre Outlot B of the Inwood 6th Addition into two lots. The purpose of the proposed minor subdivision is to create a 4.4-acre parcel for a planned multiple-family residential development and a 1.29-acre parcel (Outlot A) for future use. The property owner intends to develop the future Outlot A for additional residential land uses.

The City's Subdivision regulations allow for certain subdivisions of land to be exempt from the City's requirements for platting when no more than four lots are being created, when no new public infrastructure or rights-of-way or streets are necessary and when the proposed lots meet the minimum road frontage and area requirements of the underlying zoning. The proposed minor subdivision does not require any new public infrastructure or any new public streets as those improvements are in place. Each of the lots the minor subdivision would create exceed the commercial zoning requirements concerning lot size (20,000 square feet) and lot frontage (100 feet). As such, the proposed plat meets all the City requirements for a minor subdivision.

CITY ENGINEER REVIEW. I have attached the City Engineer's review comments (dated November 4, 2019) for your consideration. Items of note are as follows and I have included these as recommended conditions of approval.

- The Preliminary plat and project plans should be revised to show the proposed lot lines and easements consistent on each set of plans.
- Drainage and utility easements must be provided for any public utilities constructed as part of this project, including City-owned watermain and hydrants, with easements shown on the plat and on the project plans. Any watermain lines serving hydrants placed internal to the site require minimum 30-foot-wide easements centered over the hydrants and pipe. These easements must be dedicated to the City and be provided in the City's standard form of easement agreement.
- There were a number of other amendments required to the plan for approval, which can be reviewed in the memo. It is a recommended condition of approval that all of these comments be addressed on the plans before the applicant/developer submits a final plat for approval.

PARKLAND DEDICATION

The proposed development does not propose a public park and staff would not recommend a park land dedication with this proposal. When the City approve the original Inwood Development, the developer dedicated 10.73 acres of parkland to the City. This dedication was 1.16 acres more than was required for parkland dedication for the residential subdivisions north of 5th Street North. The City agreed to apply the 1.16 acres of excess park dedication from those earlier phases of the Inwood development to the multi-family residential area lying south of 5th Street.

For this site, the City will apply the 1.16 acre credit toward the park dedication requirement. That means for this 4.4 acre site, the City will collect a park dedication fee for 3.24 acres. The current City Code standard for park dedication for developments in the HDR zoning district is a fee of \$4,500 per acre. At \$4,500 an acre, the park dedication fee for the 3.24 acres will be \$14,500. The City will require the developer to pay this fee before issuing a grading or building permit for the site.

DRAFT FINDINGS

Staff is recommending that the Planning Commission consider the following findings with regards to the proposed Minor Subdivision:

- That the Minor Subdivision is consistent with the Lake Elmo Comprehensive Plan and the Future Land Use Map for this area.
- That the Minor Subdivision complies with the minimum lot frontage and area requirements of the City's C – Commercial Zoning District.
- That the Minor Subdivision complies with the City's subdivision ordinance and specifically the requirements concerning exceptions to platting.

CONDITIONS OF APPROVAL

Recommended Conditions of Approval. Staff recommends the following conditions of approval for Inwood 7th addition:

1. All required modifications to the plans as requested by the City Engineer in the review letter dated November 4, 2019 shall be incorporated into the plat and project plans. The City shall approve all plans before releasing the final plat for recording.
2. The developer shall pay a cash contribution of \$14,580 in lieu of land for park dedication.
3. The project landscape plan shall be approved by the City's Landscape Architect before recording of the final plat.
4. The final plat shall show a 10-foot-wide drainage and utility easement along all property lines.
5. All easements as requested by the City Engineer and Public Works Department shall be documented on the Final Plat before the execution of the final plat by City Officials.
6. Before recording the Final Plat, the Developer shall enter into a Developers Agreement or Site Work Agreement with the City. This agreement shall be in a form acceptable to the City Attorney and shall delineate who is responsible for the design, construction, and payment of public improvements and other site management and operation considerations including erosion control and construction staging.
7. Final Plat shall be contingent upon the City receiving separate drainage and utility easements in the City's standard form of easement agreement for all off-site development improvements (beyond the plat limits). All off-site easements must be clearly shown on the street, grading and utility plans, with all dimensions labeled. The easements must be obtained before the start of grading or construction.

RECCOMENDATION:

Staff recommends that the Planning Commission recommend approval of the minor subdivision request from RPS Legacy Desoto (Inwood 7th Addition) to divide Outlot B of Inwood 6th Addition into two separate parcels.

Suggested motion:

“Move to recommend approval of the Minor Subdivision request (Inwood 7th Addition) to split Outlot B of Inwood 6th Addition into two lots, subject to the conditions of approval as listed in the City staff report.”

ATTACHMENTS:

1. Minor Subdivision Survey/Preliminary Plat
2. City Engineer Review comments dated November 4, 2019

INWOOD 7TH ADDITION

Carlson
McCaig
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Phone: 763-489-7900 Fax: 763-489-7959

PRELIMINARY PLAT
INWOOD 7TH ADDITION
Lake Elmo, Minnesota

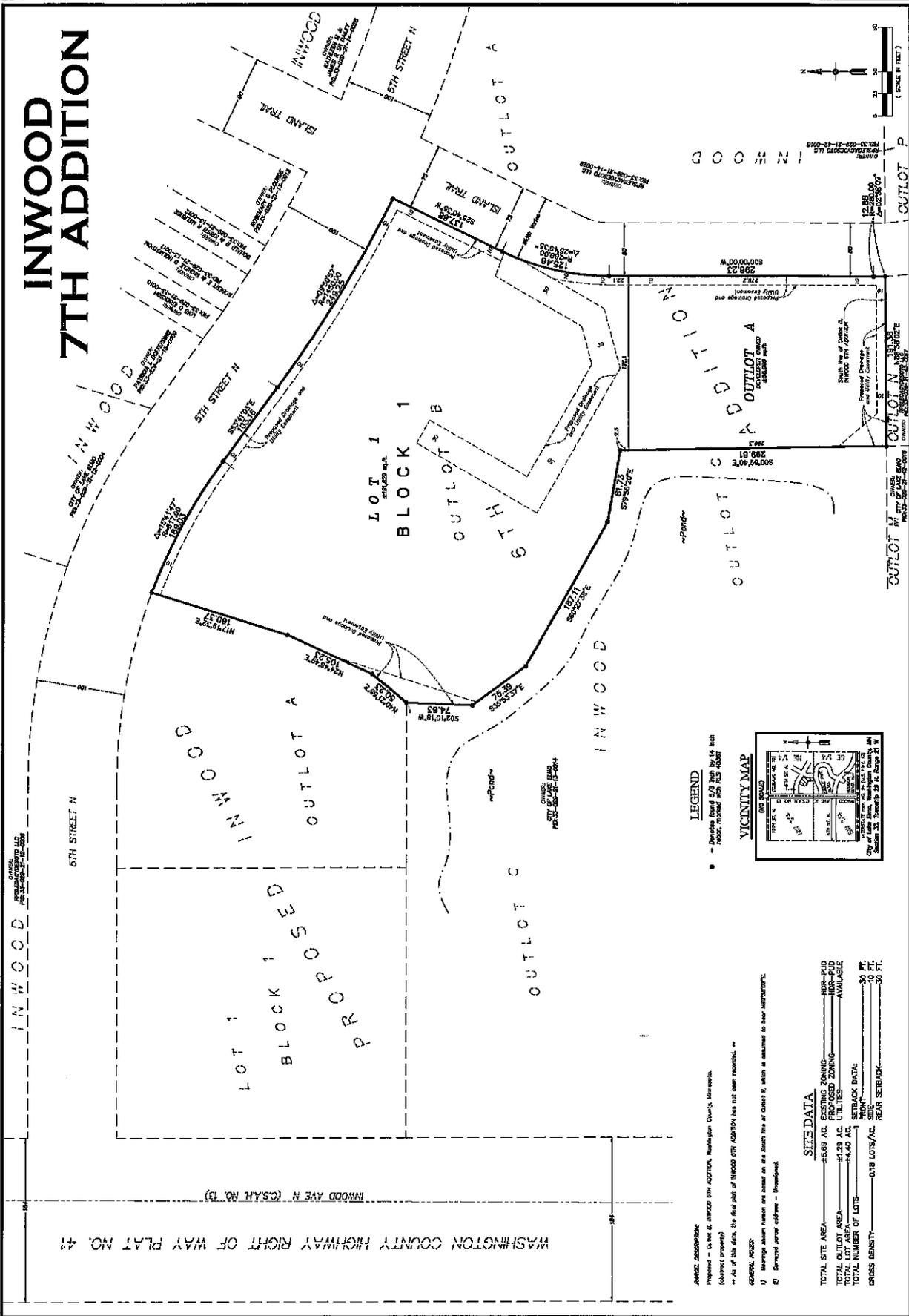
RPS LEGACY LLC
2935 County Drive, Suite 100
Little Canada, MN 55117

NO.	REVISIONS
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1. This plat is subject to the provisions of the Minnesota Subdivision Act, Chapter 462, Minnesota Statutes, which require that this plat be recorded in the public records of the county in which the land is located. The plat is subject to the provisions of the Minnesota Subdivision Act, Chapter 462, Minnesota Statutes, which require that this plat be recorded in the public records of the county in which the land is located.

Date: 05/20/2010, Version: P. 0001

3 of 10



WASHINGTON COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 41
INWOOD AVE N (CSA# NO. 13)

LOT 1
BLOCK 1
PROPOSED

INWOOD
5TH STREET N

MEMORANDUM

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

Date: November 4, 2019

To: Ken Roberts, Planning Director
Cc: Chad Isakson, Assistant City Engineer
From: Jack Griffin, P.E., City Engineer

Re: Inwood 7th Addition -Apartments
Preliminary Plan Review

An engineering review has been completed for the Inwood 7th Addition – Apartments. A Preliminary Plan submittal was received on October 18, 2019. The submittal consisted of the following documentation prepared by Carlson McCain:

- Inwood 7th Addition Preliminary Plat dated September 26, 2019.
- Inwood 7th Addition Preliminary Site Plans dated September 26, 2019.
- Storm Water Management Plan dated September 26, 2019.
- Preliminary PUD Plan Application Materials.

STATUS/FINDINGS: Engineering has prepared the following review comments based on the plans submitted. Final Construction Plans and Specifications must be prepared in accordance with the latest version of the City Engineering Design Standards Manual dated **APRIL 2019**, using City details, plan notes and specifications and meeting City Engineering Design Guidelines. A detailed construction plan review will be completed prior to the start of construction of the site improvements.

PRELIMINARY PLAT AND EASEMENTS

1. The proposed plat creates a new Lot for the Apartment complex along with Outlot A. Outlot A is shown to remain developer owned for future development.
2. Minimum 10-foot drainage and utility easements are shown along the 5th Street North and Island Trail right-of-way as required, and over existing storm sewer and drainage ways. The site improvements must be designed to reserve the full easement utility corridors without encroachment.
3. A 30-foot wide drainage and utility easement is shown as required for the public watermain and hydrants extended internal to the site. The preliminary/final plat easements must be revised and updated as necessary to accommodate any watermain/hydrant layout changes.
4. Consideration should be given to adjusting the south lot line of Lot 1, Block 1 further north to facilitate a shared commercial driveway access between Lot 1, Block 1 and Outlot A. See comment #2 below for Site Plans, Traffic and Access Management.

SITE PLANS, TRAFFIC AND ACCESS MANAGEMENT

1. A secondary access for Lot 1, Block 1 is required to meet the Fire Code. The secondary access should connect to the shared driveway for Outlot A of the Inwood PUD 6th Addition. No additional access along 5th Street North will be allowed from either the Phase 1 or Phase 2 development on Lot 1, Block 1.
2. The proposed site access from Island Trail must be designed as a shared driveway access for both Lot 1, Block 1 and Outlot A, Inwood PUD 7th Addition, in order to allow for two potential accesses, as may be required by the Fire Code, for the future development of Outlot A; or an alternative access plan for both properties must be submitted for review and approval by the City.

3. No additional right-of-way dedication is required along 5th Street North or Island Trail.
4. Minimum 10-foot drainage and utility easements are shown along the 5th Street North and Island Trail right-of-way as required. The site improvements must be designed to reserve the full easement utility corridors without encroachment.
5. The site plans must be revised to address Fire Code requirements for emergency access roads. Access roads must be identified with signage and markings. Aerial Fire Apparatus Access Roads must be a minimum of 26-foot wide.
6. Construction parking and staging (preservation of 5th Street North or Island Trail). As part of any development or site improvement agreement the developer will be required to manage all construction parking, construction staging and material deliveries internal to the site. No parking and construction staging, including loading and unloading materials and equipment will be allowed along 5th Street North or Island Trail at any time during the construction of the site improvements and buildings. All street and boulevard damage caused by the construction activities must be repaired or replaced at no cost to the City and meeting City standards and specifications.
7. Landscaping. The landscape plans must be revised to maintain all tree plantings outside of the front, side and rear drainage and utility easements.

STORMWATER MANAGEMENT

1. A State and South Washington Watershed District (SWWD) permit will be required. The site plan is subject to a storm water management plan meeting State, SWWD and City rules and regulations.
2. No additional storm water BMPs are proposed or needed. The proposed site was designed as part of the Inwood development to accommodate 75% impervious surfaces for both storm water rate and volume control. The proposed 68-unit Phase 1 Apartment together with the future Phase 2 Apartment building to be located on Lot 1, Block 1 will contain 53% impervious surfaces. Stormwater management will be handled by the existing storm water pond and infiltration basin located to the south of the proposed site.
3. The applicant is proposing a private storm sewer system internal to the proposed Lot 1, Block 1 apartment site to collect and convey storm water runoff. The storm water will be discharged to the existing City owned storm water pond and infiltration basin located to the south of the proposed site that was constructed as part of the Inwood PUD development and will be turned over to the City upon acceptance of the Inwood PUD 1st Addition development improvements.
4. The internal storm sewer system must be sized and designed to accommodate the Phase 2 Apartment building and impervious surfaces, and the future development for Outlot A. No additional direct discharge to the City storm water pond will be permitted.
5. A storm sewer stub must be constructed from CBMH-101 to Outlot A to accommodate a connection for storm water runoff from Outlot A future development. The 18-inch RCP pipe should be upsized accordingly, if needed.
6. The storm sewer system constructed for this development will remain privately owned and maintained. The applicant will be required to execute and record a Stormwater Maintenance and Easement Agreement in the City's standard form of agreement. The agreement should provide a maintenance plan defining the maintenance responsibilities for the private owner, the type of maintenance and the maintenance intervals, including minimum cleaning frequencies for the sump manhole.

MUNICIPAL WATER SUPPLY

1. The proposed property is located in the Southwest Planning MUSA and high-pressure zone water system.
2. Water availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the WAC/Connection charges for the development.
3. Connection to the municipal water supply is readily available to serve this property. The applicant will be required to connect, at its sole cost, to the existing 8-inch DIP stub that was installed to serve this property located along Island Trail, as shown on the proposed utility plans.
4. The applicant will be responsible to place hydrants and gate valves throughout the property at the direction of the Fire Department and Public Works Department. All fire hydrants and connecting watermains shall be owned and maintained by the City.
5. Any watermain lines and hydrants placed internal to the site will require minimum 30-foot easements centered over the hydrant or pipe. Easements must be dedicated to the City and be provided in the City's standard form

of easement agreement. Easements have been shown on the proposed plat accordingly, however, easement revisions may be required as changes are made to the watermain and hydrant layout.

6. The watermain plans must be updated to show both the Phase 1 and Phase 2 watermain/hydrant layout for Lot 1, Block 1 to ensure the Phase 1 watermain plans are installed efficiently for both the proposed and future development. The applicant may be required to construct a looped watermain with a second connection point, depending upon site layout.
7. The project proposes to extend a 6-inch DIP watermain internal to the site with a hydrant placed near the rear of the proposed building. This watermain may need to be upgraded to an 8-inch DIP pipe based on fire suppression requirements. The applicant must submit fire suppression requirements for the building to determine the size of watermain up to each hydrant.

MUNICIPAL SANITARY SEWER

- The proposed property is located in the Southwest Planning MUSA current Regional Sewer Staging Plan and would discharge to the MCEC WONE Interceptor.
- Sewer availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the SAC/Connection charges for each building.
- Connection to the municipal sanitary sewer system is readily available to serve this property. The applicant will be required to connect, at its sole cost, to the existing 8-inch PVC stub that was installed to serve this property located along Island Trail, as shown on the proposed utility plans. No public sanitary sewer mains are proposed to be extended internal to the site.
- The sanitary sewer plans must be updated to show both the Phase 1 and Phase 2 sanitary sewer connections for Lot 1, Block 1 to ensure the Phase 1 sanitary sewer plans are installed efficiently for both the proposed and future development.



STAFF REPORT

DATE: 11/13/19

REGULAR

ITEM #:

TO: Planning Commission
FROM: Ken Roberts, Planning Director
AGENDA ITEM: **Preliminary Plat and Preliminary Planned Unit Development (PUD) Request - Lake Elmo Inwood Apartments (5th Street North)**
REVIEWED BY: Ben Prchal, City Planner

BACKGROUND:

The City has received a request from RPS Legacy LLC for the approval of the preliminary Planned Unit Development (PUD) Plan for a 3-story, 68 unit rental housing development to be known as Lake Elmo Inwood Apartments. This development is proposed for a 4.4 acre parcel on the south side of 5th Street North, just west of Island Trail.

ISSUE BEFORE THE PLANNING COMMISSION:

The Planning Commission is being asked to review the preliminary plat and preliminary PUD plans, hold a public hearing provide feedback and then make a recommendation to the City Council about the proposal.

PROPOSAL DETAILS/ANALYSIS:

Applicant: RPS Legacy Desoto, 2935 Country Drive, Little Canada MN 55117

Property Owners: RPS Legacy Desoto, Little Canada MN 55117

Location: Outlot B, Inwood 6th Addition. Part of PID Number 33.029.21.13.0017

Request: Application for Preliminary Planned Unit Development (PUD) approval.

Existing Land Use and Zoning: Open field; future development site within the Inwood PUD.
Current: HDR PUD (Urban High Density - PUD)

Surrounding Land Use and Zoning: North – Existing homes across 5th Street; East – Future High density residential site across Island Trail; West – Future commercial use and site of approved Kwik Trip facility; South – Outlot C, Inwood (ponding area)

Comprehensive Plan: MU-C (mixed use commercial)

History: The City Council approved the general concept plan for the Inwood PUD on September 16, 2014, the preliminary plat on December 2, 2014 and the Final Plat on May 19, 2015 for Phase 1. Since then, the City has approved several additions for the Inwood PUD, primarily for property north of 5th Street North.

On October 15, 2019, the City Council approved the minor subdivision for the Inwood 6th Addition and a conditional use permit for a future Kwik Trip facility to be located on the corner of Inwood Avenue and 5th Street North.

Deadline for Action: Application Complete – 10-11-2019

60 Day Deadline – 12-09-2019

Extension Letter Mailed – No

120 y Deadline – N/A

Applicable Regulations: Chapter 153 – Subdivision Regulations

Article VII – Specific Development Standards

Article XI – HDR (High Density Residential) District

City of Lake Elmo Design Guidelines and Standards Manual

PROPOSAL DETAILS/ANALYSIS:

Ownership and Management: It is staff’s understanding that the applicant will own and manage the proposed apartment building.

Inwood PUD History. As noted above, the City approved the concept plan and the preliminary plat for the Inwood PUD in 2014. The approved concept plan showed a variety of land uses for the area south of 5th Street including commercial buildings near Inwood Avenue, an apartment building on the corner of 5th Street and Island Trail and 4 and 8-unit residential buildings for the area east of Island Trail.

Site Plan. The proposed site plan includes a 3-story, 68-unit apartment building with a clubhouse area and with underground and surface parking. As shown, the apartment building would be located on the southwest corner of 5th Street North and Island Trail with the vehicle entrance on Island Trail. The site plan also shows a future apartment building to the west of the proposed apartment building. This future building is not part of this development review and approval but having it on the plans shows the developer’s long-term vision for the site.

The apartment building would include amenities for the residents including a fitness room, management office, community room and an outdoor patio and grilling area. This building also would have indoor parking for 70 motor vehicles and 65 outdoor parking stalls.

Minor Subdivision/Preliminary Plat

The applicant also has requested City-approval of a minor subdivision to divide Outlot B of the Inwood 6th Addition into 2 lots. The proposed minor subdivision would create a 4.4 acre lot for which they have requested City approval of a two-phase multiple-family housing development and the other parcel would be 1.29 acres reserved for future use. (I review the proposed minor subdivision in greater detail in a separate report).

Land Use/Comprehensive Plan

Land Use. The land use map in the 2040 Comprehensive Plan update shows this site designated as MU-C (mixed use commercial). The proposed 2040 Plan notes “this designation is a new land use and identifies where a mix of commercial and residential uses may be integrated to benefit from proximity and adjacencies to each other. Commercial uses in this category include service and retail uses such as, but not limited to, restaurants, shops, convenience stores, salons, studios and dry cleaners. Land with this designation is assumed to develop with a minimum of 50 percent residential use with a density ranging from 10-15 dwelling units per acre.”

In this case, the applicant is proposing a development with 68 dwelling units (in Phase One) on 4.4 net acres. This calculates to 15.45 dwelling units per net acre thus exceeding the density limits set for this area in the 2040 Comprehensive Plan. At 15 dwelling units per net acre, this site could accommodate 66 units. (Please see the Density Analysis below for more information about this.)

Density Review and Calculations. The 2040 City land use plan map shows the area south of 5th Street in the Inwood PUD planned for MU-C (mixed use commercial, HDR (high density residential) and PSP (public facilities) land uses. The 2040 land use plan allows residential development in the MU-C and HDR designated areas of up to 15 units per acre. For the area south of 5th Street in the Inwood PUD, there are 29.67 acres of land (including the ponding area) that can be used for residential density calculations. At 15 units per acre, the 29.67 acres could accommodate up to 445 total residential units. (Please see the attached PUD Density Exhibit that shows the parcels and the density calculations for this area).

In this case, the proposed development includes 68 dwelling units in the first phase and another 63 units in the second phase on a 4.4 acre parcel. (That would be 29.8 units per acre for this part of the Inwood PUD). The developer is asking the City to allow the higher density on this corner and then only allow lower residential densities throughout the remainder of the Inwood PUD. The developer wants flexibility from the City as to where they place the units south of 5th Street while not exceeding the total allowed number of units in the PUD. That is, they are not proposing to exceed the overall maximum density of 445 residential units for the land south of 5th Street.

Staff does not have a big concern with this request for the use of density since it is part of an approved PUD. The City will need to ensure there is documentation in place in the City files and in the resolutions that clearly states how the density is calculated and that the overall PUD density for the area south of 5th Street in Inwood cannot exceed 445 residential units.

Site Character. The site is vacant, has been rough-graded and is relatively flat. The site generally slopes to the south and southwest from 5th Street North toward the existing ponding area.

Vehicular Access. The project plans show one driveway into the site from Island Trail that is about 300 feet south of 5th Street North. The driveway then splits to provide access to the underground parking and to the surface parking area and the primary entrance into the apartment building. This driveway also will serve as the vehicle access for the future apartment building to the west of the proposed apartment building.

The City Engineer's review memo (attached) provides more details about streets and access for this site. His comments included the need to share the driveway on Island Trail with the future development site to the south and the need for a second access to the site. The most logical location for the second access would be to extend the driveway on the south side of the apartment buildings to the west to the future driveway on the site of the commercial development.

Trails and Pedestrian Access. There is an existing sidewalk along 5th Street North and along the west side of Island Trail. The proposed project plans show several sidewalks connecting the proposed building with the existing sidewalks adjacent to this site. These sidewalks would provide pedestrian access to the first level units in the new building and to the main entrance of the building adjacent to the parking lot.

Setbacks. The proposed site plan shows the building meeting or exceeding a 30-foot setback from 5th Street North and from Island Trail. All the building setbacks meet or exceed the minimum 20-foot setback required by code as proposed.

Impervious Surfaces. According to the applicant, the proposed site plan has 53 percent of the site as impervious surface (buildings, pavement and hardscape) and 47 percent of the site with pervious surfaces (green space and landscape areas). The City Code for development in the HDR Zoning district requires

that at least 25 percent of the site have pervious surfaces (a maximum of 75 percent impervious) so, as proposed, the site plan for this PUD meets this requirement.

Proposed Unit Breakdown. The number of units in the proposed building (Phase 1) is 68. The following provides a breakdown of the proposed unit types and the number of units of each:

Unit Type	Number of Units	Total Number of Units
	Apartment Building	
Studios	7	7
1-Bedroom	40	40
2-Bedroom	21	21
Total	68	68

Proposed Design. According the project architect, the exterior of the building will have three primary materials – blonde brick anchoring the corners and fiber cement lap siding (Hardi-plank) in a dark grey will cover much of the exterior. They also are proposing to have cement panels in a sage green color to provide pop of color and visual interest. About 30 percent of each of the elevations would have glazing (glass). The elevations are broken up with various insets and protruding 2-story bays to break up the facades so they are not long and flat. As proposed, the building would have a flat roof.

The design of the building will need to meet the intent and purpose of the Lake Elmo Design Guidelines and Standards by following the listed design goals and standards for style, themes, materials and colors. I discuss these in more detail below.

Adherence to Lake Elmo Design Guidelines and Standards.

The proposed exterior design of the building is not typical of the design of buildings in Lake Elmo – especially residential buildings. With its variety of exterior materials and colors and a flat roof, I would describe the design of the proposed apartment building as having a modern industrial look. This design is not necessarily bad, but it is different for Lake Elmo – especially the flat roof.

After studying the proposed apartment building design, I researched the topic of modern apartment building design to gain more insights into current design trends. While doing this research I found an article written by Patrick Sisson dated December 4, 2018 titled “Why do all new apartment buildings look the same?” that explains why many of the design elements are now in use for apartment buildings in the United States. This article touches on many of the design elements the developer is proposing for this apartment building and the reasons why developers around the United States currently use them in apartment buildings.

The Lake Elmo Design Guidelines and Standard Manual includes standards for site design including building placement, streetscape, landscaping and parking. There also are goals and standards for building design, building materials, scale and mass, roof design, entries and lighting in the Design Guidelines Manual.

The Manual states that for residential development, “the intent of the design standards is to provide housing of a high aesthetic quality with open or recreation spaces integrated directly into the site.” For this proposal, the exterior building design is worthy of a more detailed review than those the City has recently approved. As I noted above, the proposed building exterior would have a variety of materials and colors and flat roof that gives the building a modern industrial look.

For form and façade, the Manual has a goal stating “Standards are intended to ensure high quality design, encourage creativity and promotes visually appealing development, thereby cultivating a sense of place and identity.” Relevant standards listed in this part of the Manual include:

- Blank facades without windows and doors are discouraged. All sides of structures shall have architectural treatments.
- Flat panel exterior and garage doors are discouraged.
- Ground level of multi-family structures should be distinguished architecturally from upper levels to provide human scale elements for pedestrians.

For Building Materials, the Goal in the Manual states “to offer variety of attractive and quality buildings materials that will shape the identity and visual interest of residential development in Lake Elmo.” The relevant standards listed in this section include:

- All structure facades should use multiple building materials.
- Siding materials should emphasize horizontal lines to reduce the appearance of height and mass.
- Multiple façade colors are encouraged as long as they are balanced and consistent.
- Primary building materials for residential structures should include brick, finished wood, stone, quality metals, glass, cast-stone or pre-cast concrete panels with aggregate, banding, texturing or other decorative finish.
- Exposed exterior building materials such as brick, stone, wood or stucco should be authentic. Simulated materials also may be used if demonstrated to be of high quality and approved by the City.
- Roofing materials should consist of composition shingles, wood shakes or clay or stone tiles. Metal used as a roofing material must incorporate ribs or standing seams to be acceptable.

Scale and Mass. For this section of the Manual, the goal states “To establish parameters for building horizontally and vertically with a human scale in mind.” For this proposal, the relevant standards include:

- Building volume should be broken up with recesses and projections such as balconies, bay windows, dormers, porches and other features that provide variation and identity.
- Mass should be reduced through façade articulation, breaking up the wall area into smaller sections.
- Structures of two-stories or higher should have articulated facades to minimize the appearance of mass, as well as multiple roof lines with corresponding gables.
- Scale should be reduced by used “step-down” methods towards the public street. Porches, entries, window-bays or bump-outs are effective in this regard.

Roof Design. Goal: “To break up monotonous roof lines, add architectural detail and screen rooftop equipment.” This section as the following relevant standards:

- All rooftop equipment and must be screened using materials consistent with the overall architecture, particularly on roofs that are visible from adjacent buildings.
- Multiple peaks and ridgelines are encouraged to promote greater visual interest.

Note: There is no requirement in the Lake Elmo Design Guidelines and Standards Manual that residential properties have a peaked roof

Entries. Goal: “To encourage entryways of high architectural quality that emphasize access, safety and a human scale.” For this goal, the relevant standards include:

- Building entries should incorporate design elements or architectural treatments, such as awnings, columns or cornices to emphasize the primary entryway.
- Ground floor residences that adjoin a public street or open space shall have direct access to the public street or open space.

All of the building exterior design and materials will need to conform to the design standards in the Lake Elmo Design Guidelines and Standards Manual including those regarding building facades, rooflines, colors entries, lighting and exterior building materials. At first review, it appears the building style and materials will meet or exceed the City’s design standards for multiple-family structures. It appears that the project meets the Lake Elmo Design Guidelines and Standards in that:

- The proposed structure is located and oriented in a manner that allows for pedestrian accessibility and provides visual interest from the public right-of-way.
- The building is located as close to the public street as possible, easily accessible from the street; setbacks are varied slightly; recreational and common spaces are located at the interior or rear of the site.
- The parking area does not account for more than 50% of street frontage.
- The proposed building would have multiple façade colors.
- As proposed, the building would use exterior building materials consistent with standards for residential buildings in Lake Elmo including brick, glass, cement siding and cement panels.
- The proposed building will articulated facades to minimize the appearance of mass.
- Examples of past developments adhere to building design requirements. It is a recommended condition of final PUD approval that the applicant include a detailed architectural plan proposal (with a listing of colors, materials, etc.) for the building in the development for City approval.

City staff will need to verify the proposed exterior design and materials will meet the City’s design standards before the City issues a building permit for the apartment building.

Parking. The City’s Zoning Code requires one parking space per studio and 1 bedroom unit, two parking spaces per 2 and 3 bedroom units and at least one visitor space per four units. With the proposed mix of 68 units, the City Zoning Code requires the developer to provide at least 106 parking spaces on site. In this case, the developer is proposing a total of 131 parking spaces – including 68 garage spaces and 63 surface parking spaces. This computes to a unit parking ratio of 1.93 spaces per unit – above the 1.75 parking spaces per unit required by the City Code.

The proposed width and length of parking stalls is compliant with code, and the proposed width (estimated to be 24’) is adequate for a 2-way drive aisle width according to the Zoning Code. Of these parking spaces, a total of 2 spaces are proposed to be Americans with Disabilities Act (ADA)-accessible.

Engineering Comments. The City Engineer has provided a detailed review memo (dated November 4, 2019) regarding the proposed preliminary PUD Plans. This memo is attached for reference. Staff would like to highlight the following comments in summary:

- *Preliminary Plat and Easements*
 - The site improvements must be designed and installed to preserve the full width of all easement utility corridors without encroachment.

- The preliminary plans must be revised to maintain all tree planting outside of the front, side and rear drainage and utility easements.
- Consideration should be given to adjusting the south lot line of Lot 1, Block 1 further north to facilitate a shared commercial driveway access between Lot 1, Block 1 and Outlot A. (See note below about access from Island Trail).
- *Site Plans, Traffic and Access Management*
 - No parking and construction staging, including the loading and unloading of materials and equipment will be allowed at any time on 5th Street North or on Island Trail during the construction of the site improvements and buildings. All street, curb and boulevard damage caused by the construction activities must be repaired or replaced at no cost to the City and meeting City standards and specifications.
 - The site plans must be revised to address Fire code requirements for emergency access roads. All access roads must be identified with signage and markings. Aerial Fire Apparatus Access Roads must be a minimum of 26-feet wide.
 - A secondary access for Lot 1, Block 1 is required to meet the Fire Code. The secondary access should connect to the shared driveway for Outlot A of the Inwood PUD 6th Addition (to the west). No additional access along 5th Street North will be allowed from either Phase 1 or Phase 2 development on Lot 1, Block 1.
 - The proposed site access from Island trail must be designed as a shared driveway access for both Lot 1, Block 1 and Outlot A, Inwood 7th Addition (to the south), in order to allow for two potential access, as may be required by the fire code, for future development of Outlot A; or an alternative access plan for both properties must be submitted for review and approval by the City.
- *Municipal Sanitary Sewer*
 - Sanitary sewer is readily available to the site. The applicant or developer will be responsible for connecting to the City sanitary sewer system located along Island Trail as shown on the proposed utility plans.
 - The sanitary sewer plans must be updated to show both the Phase 1 and Phase 2 sanitary sewer connections for Lot 1, Block 1 to ensure the Phase 1 sanitary sewer plans are installed efficiently for both the proposed and future development.
- *Municipal Water Supply*
 - The existing City water system is readily available to this site. The applicant will be required to connect, at its sole cost, to the existing 8-inch DIP stub that was installed to serve this property located along Island Trail, as shown on the utility plans.
 - A minimum 8-inch diameter watermain within the site may be required based on fire suppression requirements.
 - The applicant will be responsible to place fire hydrants and gate valves throughout the property at the direction of the Fire Department and the Public Works Department. All fire hydrants and connecting watermains shall be owned and maintained by the City.
 - Any watermain lines and fire hydrants placed within the development will require 30-foot-wide utility easements centered over the hydrant or pipe. These easements must be dedicated to the City and provided in the City's standard form of easement agreement. Easements have been shown on the proposed plat accordingly, however, the City may require revisions to the easements as changes are made to the watermain and hydrant layout.
 - The watermain plans must be updated to show both Phase 1 and Phase 2 watermain and hydrant layout for Lot 1, Block 1 to ensure the Phase 1 watermain plans are installed efficiently for both the proposed and future development. The applicant may be required to construct a looped watermain with a second connection point, depending on the site layout.

- *Stormwater Management*
 - The proposed development is subject to the construction of a storm water management plan and system that meets State, South Washington Watershed District (SWWD) and City rules. All stormwater facilities need to be designed and installed in accordance with City and South Washington Watershed District (SWWD) rules and requirements.
 - No additional storm water BMP's are proposed or needed. The proposed site was designed as part of the Inwood development. Stormwater management will be handled by the existing storm water pond and infiltration basin located to the south of the proposed site.
 - All stormwater facilities constructed for this development are to remain privately owned and maintained. The City will require the applicant or developer to execute and record of a Stormwater Maintenance and Easement Agreement with the City in its standard form. This agreement should provide a maintenance plan defining the maintenance responsibilities for the private owner, the type of maintenance and the maintenance intervals, including the minimum cleaning frequencies for the sump manhole.
 - Even as privately owned and maintained facilities, the City requires the developer to provide maintenance access roads or drives that meet City engineering design standards for all storm water facilities.

South Washington Watershed District Comments: I have not received comments from Matt Moore from the South Washington Watershed District about this proposal. However, City staff is aware that the project will require a South Washington Watershed District (SWWD) permit. Once the applicant submits a complete SWWD permit application, they will review it for conformance to the SWWD rules and regulations.

Stormwater Management and Storm Sewer System Improvements. The proposed development site is in the South Washington Watershed District (SWWD). The design of the storm water management systems must be compliant with the requirements of the State, SWWD, the City of Lake Elmo Storm Water Management Ordinance, and the City of Lake Elmo design standards manual. The applicant is advised to fully read and comprehend the City's storm water and erosion control ordinance since these standards are different, and in some cases more stringent, than the watershed district. The City Engineer's review memo further addresses the stormwater management considerations and requirements for this development.

Tree Removal and Preservation. The applicant submitted an existing conditions plan and a site landscape plan for this development. These plans do not show any existing trees on the site except the boulevard trees along 5th Street North.

Landscaping. The applicant provided the City with a detailed landscaping plan for the development that shows the installation of a mix of trees, ornamental trees and shrubs and flowering plants throughout the site. The City's Landscape Architect has reviewed the proposed landscape plans for this development and found the plans are not in compliance with all City Code requirements. (Please see the comments from Lucius dated October 30, 2019).

He noted that the proposed plans show the planting of not enough trees (30 proposed, 33 required) and that the proposed mix of trees does not meet code requirements. As proposed, there would be too many ornamental trees planted as a percentage (43 percent proposed, 15 percent maximum) of the total number of trees. The City should require the applicant to revise the landscape plans to meet or exceed the City's requirements before submitting plans for final PUD approval for this phase of the development. All tree planting and landscape plans will subject to review and approval by the City's Landscape Architect before the City releases or approves a grading or building permit for this development.

Building Official and Fire Chief Review. The Building Official and Fire Chief have reviewed the proposed Phase 1 development plan and have provided several comments. Specifically, the Fire Chief noted:

- FDC (Fire Department Connection) location to be approved by Fire Chief
- Locations and spacing of fire hydrants to meet requirements of 300’ spacing by road. Will need to add hydrant at entrance to underground garage. Also show hydrant locations along 5th Street and Island Trail as they are needed for this proposal and more may need to be added.
- Ensure roads (driveways) are built to current standards with proper turning radius.
- Lockbox location approved by Fire Chief
- Location of Annunciator Panel approved by Fire Chief
- All applicable codes from the 2015 MN State Fire Code.
 - APPENDIX D, FIRE APPARATUS ACCESS ROADS has been adopted and is applicable. With special attention to the following:
 - SECTION D104, COMMERCIAL AND INDUSTRIAL DEVELOPMENTS requires two means of apparatus access.
 - SECTION D105, AERIAL FIRE APPARATUS ACCESS ROADS, based on building height, requires a 26’ road width.
- Identify NO PARKING/FIRE LANE locations and ensure proper signage and markings.

The City Building Official (Kevin Murphy) also provided me with comments about the concept plan. He noted the following:

- Plans shall be prepared an Architect, Structural Engineer and Mechanical Engineer.
- The plumbing plans shall be submitted to the State for review.
- The elevator requires a permit issued by DOLI (Minnesota Department of Labor and Industry).
- All fire suppression plans shall be submitted to the State Fire Marshall’s Division for review.

Consistency with Urban High Density Zoning District. The City has zoned the property Urban High Density Residential (HDR) as part of the Inwood PUD. As such, staff reviewed the proposed PUD Plans against the standards including setbacks, impervious coverage, etc. of the Urban High Density Residential zoning district, as shown below.

Standard	Required	Proposed
Impervious Surface (Maximum)	75 percent	53 percent
Minimum Lot Width	60 feet	522 feet on 5 th Street North
Front Yard Setback (5 th Street N.)	20 feet	30 feet
Interior Side Yard	10 feet	55 feet
Corner Side Yard	15 feet	30 feet (to Island Trail)
Rear Yard Setback	20 feet	100 feet
Accessory Building Setbacks	10 feet	N.A. (none proposed)
Maximum Building Height	50 feet	35 feet
Detached Structures	1,000 square feet maximum	None proposed
Parking	Not to be located in the front yard or between the front façade and street.	Parking is located in rear and interior to the site, not in the front or side yards
Open space	200 square feet of common open space provided per unit.	20,000 square feet (approx.). = 0.46 acres (294 square feet per unit)

	In this case, at least 13,600 square feet.	
--	--	--

Consistency with Planned Unit Development Regulations. The applicant has requested City approval of the preliminary PUD plans for this development. Staff has reviewed the proposed plan for its consistency with requirements of Article XVII: Planned Unit Development (PUD) Regulations and has found the following:

- **Intent.** The intent of a PUD is to provide for flexibility in the use of land and the placement and size of buildings in order to better utilize site features and obtain a higher quality of development. The City approved a PUD for the overall Inwood Development in 2014 and this proposal is another phase of that PUD.
- **Identified Objectives.** When reviewing requests for PUDs, the City is to consider whether one or more objectives as outlined in Section 154.751: Identified Objectives of the Zoning Code will be served or is achieved. Staff has found that the proposed development would meet the following objectives:
 - A. *Innovation in land development techniques that may be more suitable for a given parcel than conventional approaches.*
 - The proposed development is the latest phase of the Inwood development and is generally consistent with the city-approved Inwood PUD plans.
 - B. *Promotion of integrated land use, allowing a mixture of residential, commercial and public facilities.*
 - The proposed development is another housing type in the existing and expected mixture of housing types in an area. The City is expecting and approved a variety of land uses within the Inwood PUD including commercial development to the west, single-family homes to the north (across 5th Street North) and the vacant properties to the east and across Island Trail that are planned for medium and high density housing.
 - C. *Provision of a more adequate, usable, and suitably located open space, recreational amenities and other public facilities than would otherwise be provided under conventional land development techniques.*
 - The proposed development is part of the city-approved Inwood PUD that included recreational amenities for residents in the area including a future park and trails.
 - D. *Accommodation of housing of all types with convenient access to employment opportunities and/or commercial facilities; and especially to create additional opportunities for senior and affordable housing.*
 - The proposed development will provide additional multi-family housing opportunities within the City, as there are currently very few multi-family residential buildings in Lake Elmo.
 - J. *Higher standards of site and building design than would otherwise be provided under conventional land development technique.*
 - The City may impose design guidelines and standards on high density residential development such as this proposal. Staff has provided an extensive review of the building design in greater detail on pages four-six of this report.

a. **Minimum Requirements.** PUDs must meet the following minimum requirements:

- A. *Lot Area.* A PUD must include a minimum of 5 acres for undeveloped land or 2 acres for developed land within the approved development.
- The proposed development is a phase of the City approved Inwood PUD.
- B. *Open Space:* For all PUDs, at least 20% of the project area not within street rights-of-way to be preserved as protected open space. Other public or site amenities may be approved as an alternative to this requirement. Any required open space must be available to the residents, tenants, or customers of the PUD for recreational purposes or similar benefit. Land reserved for storm water detention facilities and other required site improvements may be applied to this requirement. Open space shall be designed to meet the needs of residents of the PUD and the surrounding neighborhoods, to the extent practicable, for parks, playgrounds, playing fields and other recreational facilities.
- The proposed development is a Phase of the Inwood PUD the City initially approved in 2014. The overall PUD as approved by the City showed areas for open space, parks and trails north of 5th Street. The applicant is not proposing any additional open space with this phase of the development.
- C. *Street Layout...* In newly developing areas, streets shall be designed to maximize connectivity in each cardinal direction, except where environmental or physical constraints make this infeasible. All streets shall terminate at other streets, at public land, or at a park or other community facility, except that local streets may terminate in stub streets when those will be connected to other streets in future phases of the development or adjacent developments.
- The proposed development site has about 522 feet of frontage on 5th Street North. The applicant is not proposing any new public streets but rather one private driveway from Island Trail to serve the development that will need to meet City spacing and access management standards. It is a recommended condition of approval that the developer address all the comments outlined in the Engineering memo dated November 4, 2019, before submitting plans for a final plat and final PUD approval for this site.

Parkland Dedication. The proposed development does not propose a public park and City staff would not recommend a park land dedication with this proposal. When the City approve the original Inwood Development, the developer dedicated 10.73 acres of parkland to the City. This dedication was 1.16 acres more than was required for parkland dedication for the residential subdivisions north of 5th Street North. The City agreed to apply the 1.16 acres of excess park dedication from those earlier phases of the Inwood development to the multi-family residential area lying south of 5th Street.

For this site, the City will apply the 1.16 acre credit toward the park dedication requirement. That means for this 4.4 acre site, the City will collect a park dedication fee for 3.24 acres. The current City Code standard for park dedication for developments in the HDR zoning district is a fee of \$4,500 per acre. At \$4,500 an acre, the park dedication fee for the 3.24 acres will be \$14,580. The City will require the developer to pay this fee before issuing a grading or building permit for the site.

Easements. The City will require the applicant to dedicate 10-foot-wide drainage and utility easements along all property lines and drainage and utility easements for watermains and fire hydrants as they will become public infrastructure. The City also may require other easements as the applicant refines their project plans – especially around the elements of the stormwater management system.

Watering Ban. Due to a shortage of water, the City may need to implement severe watering restrictions in the City in the future. This could include limiting or prohibiting the use water outside including for

vehicle washing and for watering grass and landscaping. This could affect future home builders, buyers and renters as there may be a limited supply of water available for outdoor uses. It may be wise for the City to put a condition on this plat to require the owner/developer to inform the renters of the units about the possible outdoor watering restrictions.

Recommended Findings. Staff recommends approval of the Preliminary Plat and Preliminary PUD Plan for the proposed Lake Elmo Apartment Project in the Inwood 7th Addition as proposed by RPS DeSoto Legacy based on the following findings:

1. That the Preliminary PUD Plan meets the general intent of the Mixed Use Commercial (MU-C) Land Use designation in the Comprehensive Plan and the Urban High Density Residential (HDR) zoning district with PUD modifications.
2. That the Preliminary PUD Plan generally complies with the City's Subdivision regulations.
3. That the Preliminary PUD is generally consistent with the City-approved Inwood PUD plans.
4. That the Preliminary PUD Plan is generally consistent with the City's engineering standards with exceptions as noted in the City Engineer's memorandum dated November 4, 2019.
5. The Preliminary PUD Plan meets the minimum requirement for a PUD including minimum lot area, open space and street layout.
6. The Preliminary PUD Plan meets more than one of the required PUD objectives identified in Section 154.751 including providing: innovation in land development techniques that may be more suitable for a given parcel than conventional approaches; provision of a more adequate, usable, and suitably located open space, recreational amenities and other public facilities than would otherwise be provided under conventional land development techniques; accommodation of housing of all types with convenient access to employment opportunities and/or commercial facilities; and especially to create additional opportunities for senior and affordable housing; coordination of architectural styles and building forms to achieve greater compatibility within the development and surrounding land uses; and higher standards of site and building design than would otherwise be provided under conventional land development technique.

Recommended Conditions of Approval. Staff recommends the Planning Commission recommend to the City Council approval of the Preliminary PUD Plans for the Lake Elmo Apartment Project Development (Inwood 7th Addition) as proposed by RPS Legacy (to be located on the south side of 5th Street North, west of Island Trail) with the following conditions:

1. That the applicant prepare any future final plat and final PUD plans showing all of the site perimeter property lines - including any revisions for any additional easements that may be needed on or around the perimeter of the property.
2. That the future final plat and final PUD Plans submittal identify all requests for flexibility from the Zoning Code.
3. That the applicant address all comments in the City Engineer's Memorandum dated November 4, 2019 with the future final plat and final PUD Plans submittal. These changes include:
 - Having two access driveways for the site to meet the Fire Code. This second access should connect to the shared driveway for Outlot A of the Inwood 6th Addition.
 - Redesigning the site access to Island Trail to allow it to be a shared access with Outlot A to the south of the development site.
 - Revising the site and driveway plans to meet Fire code requirements for emergency access roads. Aerial access roads must be a minimum of 26-feet wide.
 - Providing the City with overall sanitary sewer and watermain plans (showing both Phase 1 and Phase 2) for the area.

4. That the final Plat and final PUD Plans submittal include an updated tree inventory and tree preservation/replanting and landscape and screening plans that address all comments in the City's Landscape Architect's memo dated October 30, 2019. All revised and final landscape plans shall be reviewed and approved by the City's Landscape Architect. All tree planting must be outside of the front, side and rear drainage and utility easements.
5. That the final Plat and final PUD Plans submittal include accurate open space and impervious surface calculations.
6. That the developer provide the City fees in lieu of park land dedication as required by the City Code.
7. That the final plat and final PUD Plans submittal include detailed architectural plans for all the proposed buildings.
8. The applicant receive a permit from the South Washington Watershed District for the construction of the proposed development.
9. All storm water facilities internal to the site shall be privately owned and maintained. A storm water maintenance and easement agreement in a form acceptable to the City shall be executed and recorded with the final plat.
10. The Preliminary Plat/Preliminary PUD approval is conditioned upon the applicant meeting all City standards and design requirements unless specifically addressed otherwise in these conditions.
11. That the PUD overlay zoning allow for the following:
 - a. Setbacks:

Lake Elmo Inwood Apartments - Minimum Building Setbacks

Front (5 th Street).	20 ft.
Front (Island Trail)	20 ft.
Interior Side	20 ft.
Rear (south property line)	50 ft.

12. The Final Plat/Final PUD shall include all necessary public right-of-way and easements for 5th Street North and for Island Trail.
13. The Final Plat/Final PUD submittal must include a complete storm water management plan and construction plans that provide all design details including details about building roof drainage connections.
14. That the applicant shall obtain all necessary permits including but not limited to all applicable City permits (building, grading, sign, etc.), NPDES/SWPPP permits and South Washington Watershed District approval before starting any grading or construction activities.
15. That the Final Plat/Final PUD include South Washington Watershed District preliminary review comments and that the applicant provide the City evidence that all conditions attached to a South Washington Watershed District permit will be met before the starting any grading activity on the site.
16. If necessary, the applicant shall provide the City with a copy of written permission for any off-site grading work and storm sewer discharges to adjacent properties before starting any site work, grading and as part of any final plat or final PUD application.

17. That the applicant or developer address all the comments of the Fire Chief and the Building Official with the final PUD, site and building plans including the placement of buildings and fire hydrants, street and driveway design, parking and emergency vehicle access within and to the site.
18. That the applicant revise the project plans to show watermain easements and effective maintenance areas with a minimum width of 30 feet with a minimum of 15 feet of clearance from the pipe centerline and easement agreements are included with the final plat and PUD application and plans.
19. That there shall be no encroachments into drainage and utility easements and corridors other than those reviewed and approved by the City Engineer and upon execution of an easement encroachment agreement. Prohibited encroachments include, but are not limited to trees, landscaping, fences, retaining walls and buildings.
20. That the developer prepare exhibits for City staff approval that clearly identifies the property lines, easements, proposed locations of retaining walls and fences and the required and proposed setbacks for each building site within the development.
21. The Applicant(s) or developer shall submit a photometric plan for the development for staff review and approval. All lighting must meet the requirements of Sections 150.035-150.038 of the City Code.
22. Before to the installation or construction of any subdivision identification signs or neighborhood markers within the development, the developer shall submit sign plans to the City for review and obtain a sign permit from the City.
23. That the applicant provide the City a detailed construction and staging plan with the construction plans and final plat for the development. These plans are to clearly indicate the phasing of the site grading, the phasing of the construction of each public infrastructure component (watermain, trails and sidewalks) and shall address access to that phase of the development for construction purposes and for residents. The City may require temporary cul-de-sacs at the end the private driveways.
24. Before the execution and recording of a final plat for the development, the developer or applicant shall enter into a Developer's Agreement or a Site Work Agreement with the City. Such an Agreement must be approved by the City Attorney and by the City Council. The Agreement shall delineate who is responsible for the design, construction and payment for the required improvements with financial guarantees therefore.
25. The applicant or developer shall enter into a separate grading agreement with the City before starting any grading activity in advance of final plat of PUD approval. The City Engineer shall review any grading plan that is submitted in advance of a final plat or final PUD, and said plan shall document extent of any proposed grading on the site.
26. That the applicant/owner notify all renters that the City may impose restrictions or limits on outdoor water use including no vehicle washing and no watering of grass, sod or landscaping.
27. That the applicant shall submit revised preliminary plat and project plans meeting all conditions of approval for City review and approval. The revised applicant/developer project plans shall meet all of the above conditions before the City will accept a final plat or Final PUD application the development and before the start of any clearing or grading activity on the site.
28. That the City's preliminary plat/preliminary PUD approval is good for one year from the date of City Council action, unless the applicant requests and the City Council approves a time extension.

FISCAL IMPACT:

There would be no fiscal impact to the City at this time. The Concept Plan approval did not afford the applicant development rights for this Phase of the PUD. When the property develops, it will access the existing urban services and will pay sewer and water connection charges, building permit fees and the like that the developer and/or contractors will pay.

RECOMMENDATION:

Staff and the Planning Commission recommend City Council approval of the proposed preliminary PUD Plan for the Lake Elmo Inwood Apartments development (Phase 1) as proposed by RPS Legacy Desoto to be located on 5th Street North with the following motion and recommended conditions of approval.

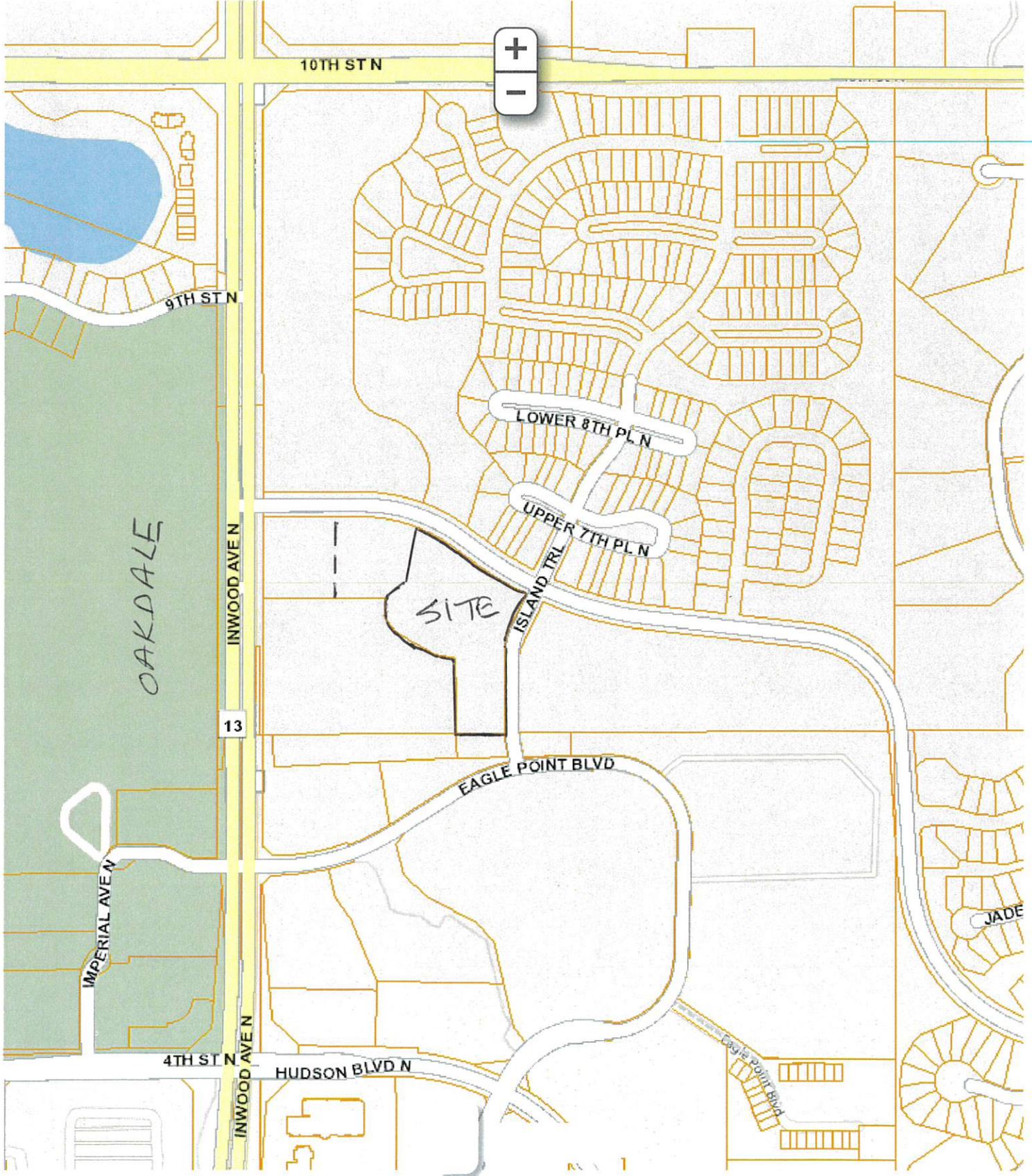
“Motion to recommended approval of the preliminary PUD Plan as requested by David Schwebel of RPS Legacy Desoto for Outlot B of the Inwood 6th Addition for the project to be known as Lake Elmo Inwood Apartments (Inwood 7th Addition) to be located on the south side of 5th Street North, west of Island Trail, subject to recommended conditions of approval.”

ATTACHMENTS:

- Location Map
- Address Map
- Applicant’s project statement dated October 11, 2019
- Project Architect statement dated October 22, 2019
- Inwood Concept Plan (3 pages)
- Inwood PUD Density Exhibit
- Project Plans (5 pages)
- December 4, 2018 article “Why do all apartment buildings look the same?”
- City Engineer review memo dated November 4, 2019 (3 pages)
- Landscape Architect’s review memo dated October 30, 2019 (5 pages)
- Neighbor comments dated November 4, 2019
- Neighbor comments dated November 6, 2019
- Neighbor comments dated November 6, 2019

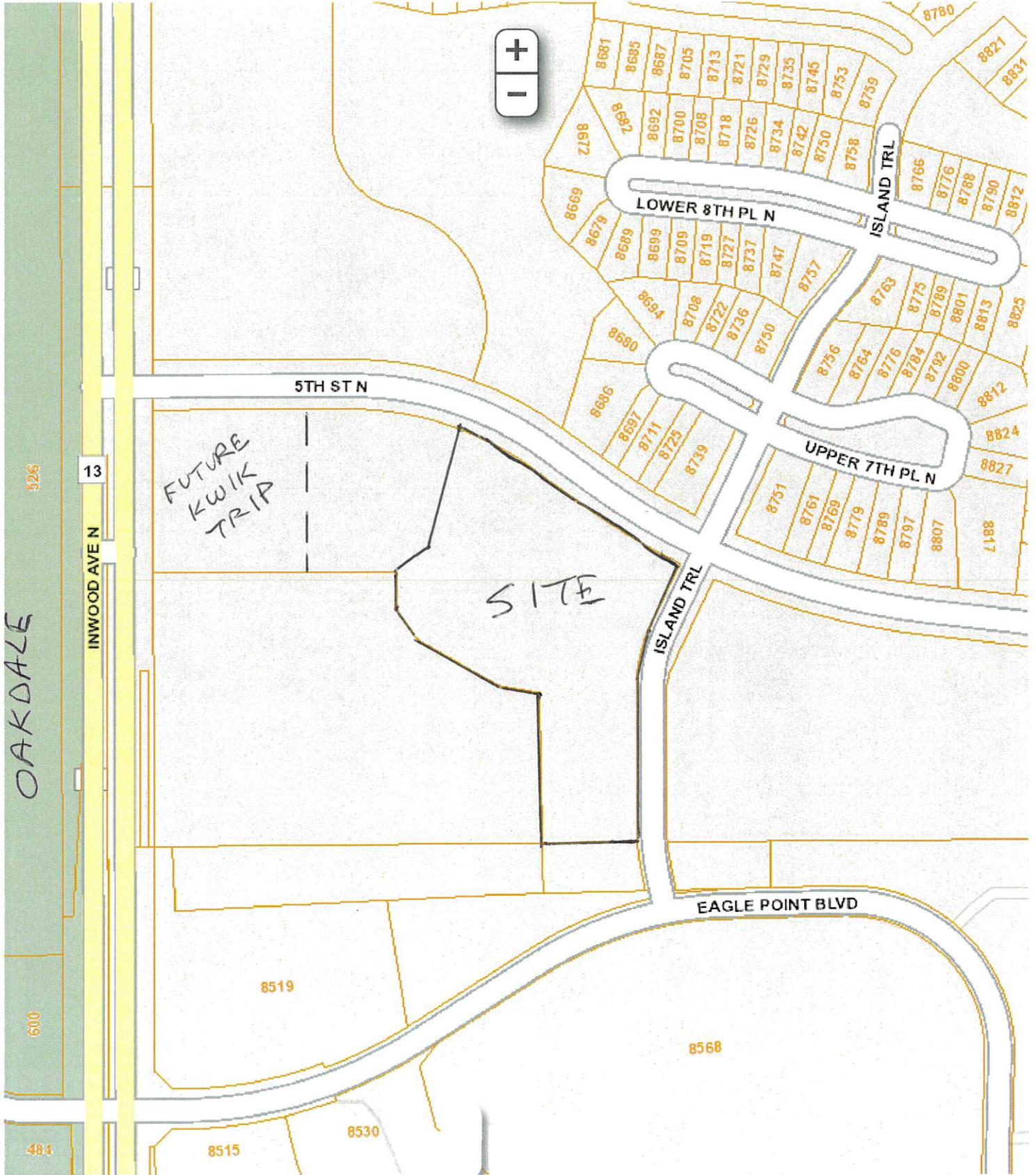


Property Viewer





Property Viewer





October 11, 2019

City of Lake Elmo
Planning Department
3880 Laverne Ave N.
Lake Elmo, MN 55042

RE: Inwood Multifamily Development

Dear City of Lake Elmo:

We are excited to introduce the First Phase of our planned 445 units of multifamily housing in the Inwood High Density Residential Neighborhood. The proposed Collage Architects designed three-story building consists of 68 units of market rate apartments with both below grade and on-site parking. A detailed project description is attached.

The land use and density of the project are consistent with the City's Comprehensive Plan which provides for a graduation of land use intensity over the master planned development site. No changes to the plan or variances are necessary as a result of the application. The Hans Hagen Single Family Neighborhood was designed to lessen impacts on single family homeowners with the use of cul-de-sac lots, landscaped berms, landscaped medians, storm water ponding and a linear park.

A detailed Market Study was completed by Maxfield Research and Consulting. The study assessed demographic, economic, and market characteristics for multifamily housing and concludes that there is considerable demand for both market rate general occupancy and active adult senior housing on our site. If everything goes as planned, construction will commence in the Spring of 2020 with additional phases constructed over an approximately 7-year period.

We look forward to working with the City of Lake Elmo on this exciting project and we are available to answer any questions or provide additional information.

Sincerely,

RPS Legacy LLC

David Schwebel CPM, CEO



October 22, 2019

RE: LAKE ELMO APARTMENT PROJECT

PROJECT DESCRIPTION: The project is located with frontage along Island Trail and 5th Street N in Lake Elmo, MN and is currently a vacant lot. The proposed structure is a three-story, 68-unit market-rate apartment building, with both below grade and on-site parking stalls at nearly a 2:1 ratio. The site offers great proximity to a variety of local restaurants, shopping, grocery stores, and parks.

The proposed building façade has three major materials. Blonde brick anchors three corners of the building; this brick is accented with complimenting darker brick between, and at, the community building. Fiber cement lap siding in a dark grey provides a neutral color. Throughout the project, cement panels in a sage green provide a pop of color and visual interest. The building is broken up with various insets and protruding 2-story bays.

The building offers many amenities to the residents including on site leasing office, fitness room, yoga studio, community room, and an outdoor patio and grilling area. The site has both paved areas for parking along the SW portion of the site and green space and trees along 5th Street N and Island Trail. Surrounding the building is a mix of medium to low shrubs, as well as larger trees for shade. Public sidewalks along the street are connected to the 1st level walk-up patios. The landscaping provides visual interest from the public streets, brings the façade down to a human scale, and meets the design standards for the City of Lake Elmo.

BUILDING AREAS:

Garage	24,960 SF
Common space	3,529 SF
Building office	662 SF
Residential	64,717 SF

UNIT MIX: (68 units)

- 7 studios (Average 544 SF)
- 40 one-bedrooms (Average 698 SF)
- 21 two-bedrooms (Average 1,070 SF)

HEIGHT:

Proposed Height: 35'

This is calculated from the average grade around the building to the top of parapet.

PARKING: (135 total stalls)

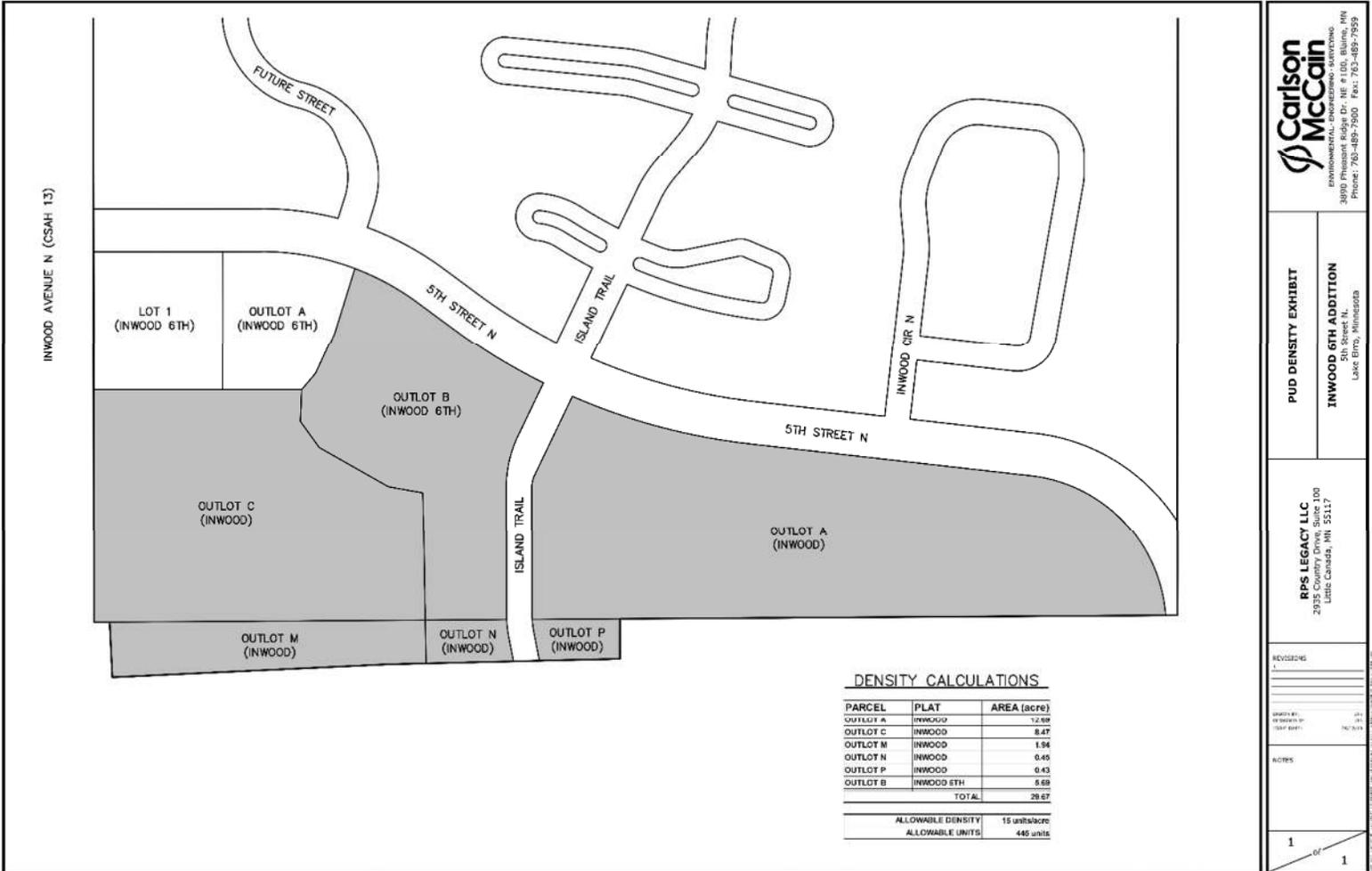
- 70 stalls below grade
- 65 stalls on site



ZONING: HDR-PUD

DENSITY: 445 total units

The building is Phase 1 of a 4-phase development. Phase 2 will mirror the Phase 1 building and be a 68-unit structure. Phase 3 is planned to be a 50-units, and phase 4 is yet to be determined.



Pete Keely, President

COLLAGE | architects

Carlson McCain
 environmental • engineering • architecture
 3830 Plymouth Avenue NE, Suite 100
 Minneapolis, MN 55412
 Phone: 763-489-7900 Fax: 763-489-7959

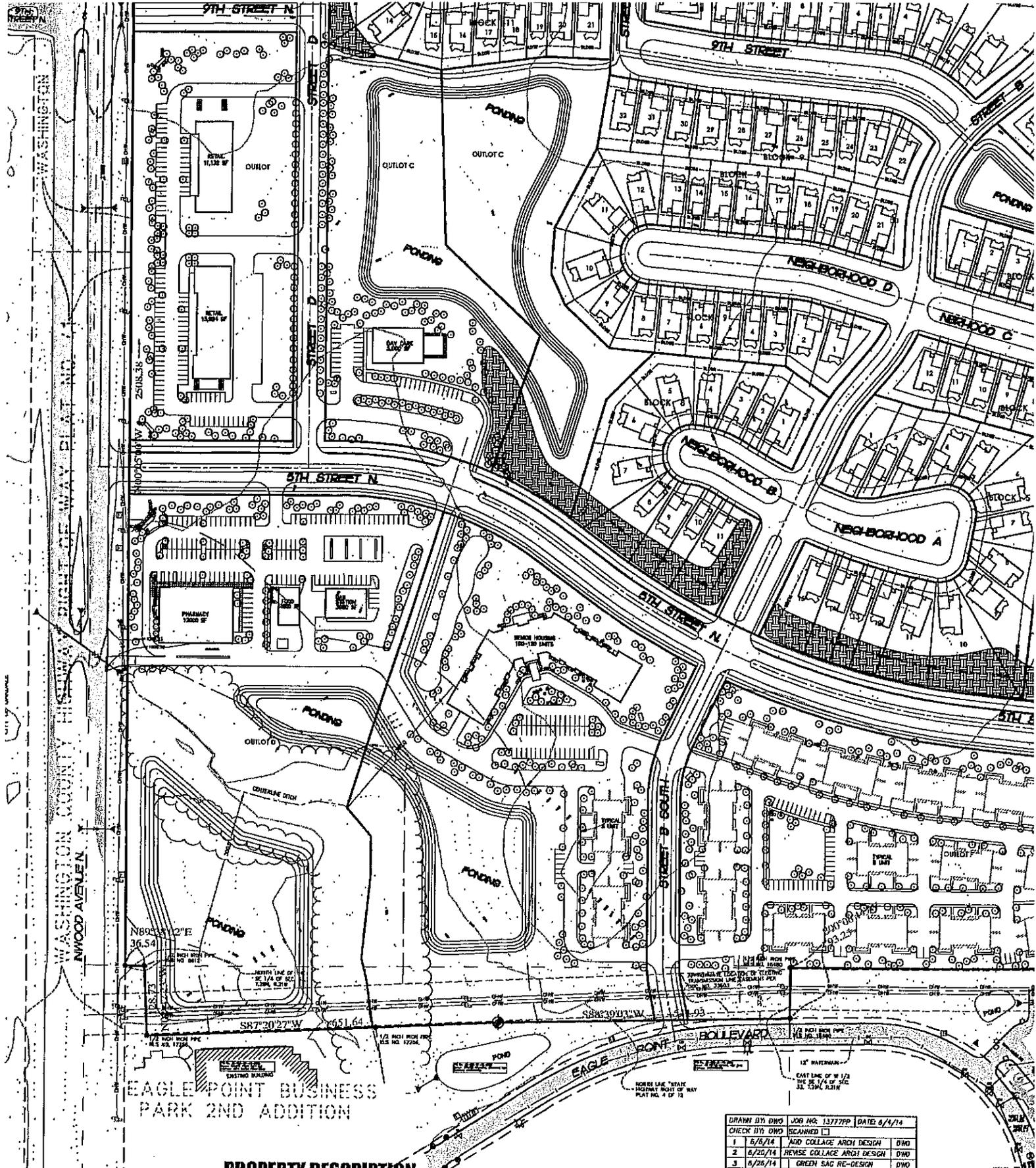
PUD DENSITY EXHIBIT
INWOOD 6TH ADDITION
 5th Street N,
 Lake Park, Minnesota

RPS LEGACY LLC
 2035 Country Drive, Suite 100
 Little Canada, MN 55127

REVISED BY: _____ DATE: _____
 DRAWN BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____

ACRES: _____

1 of 1

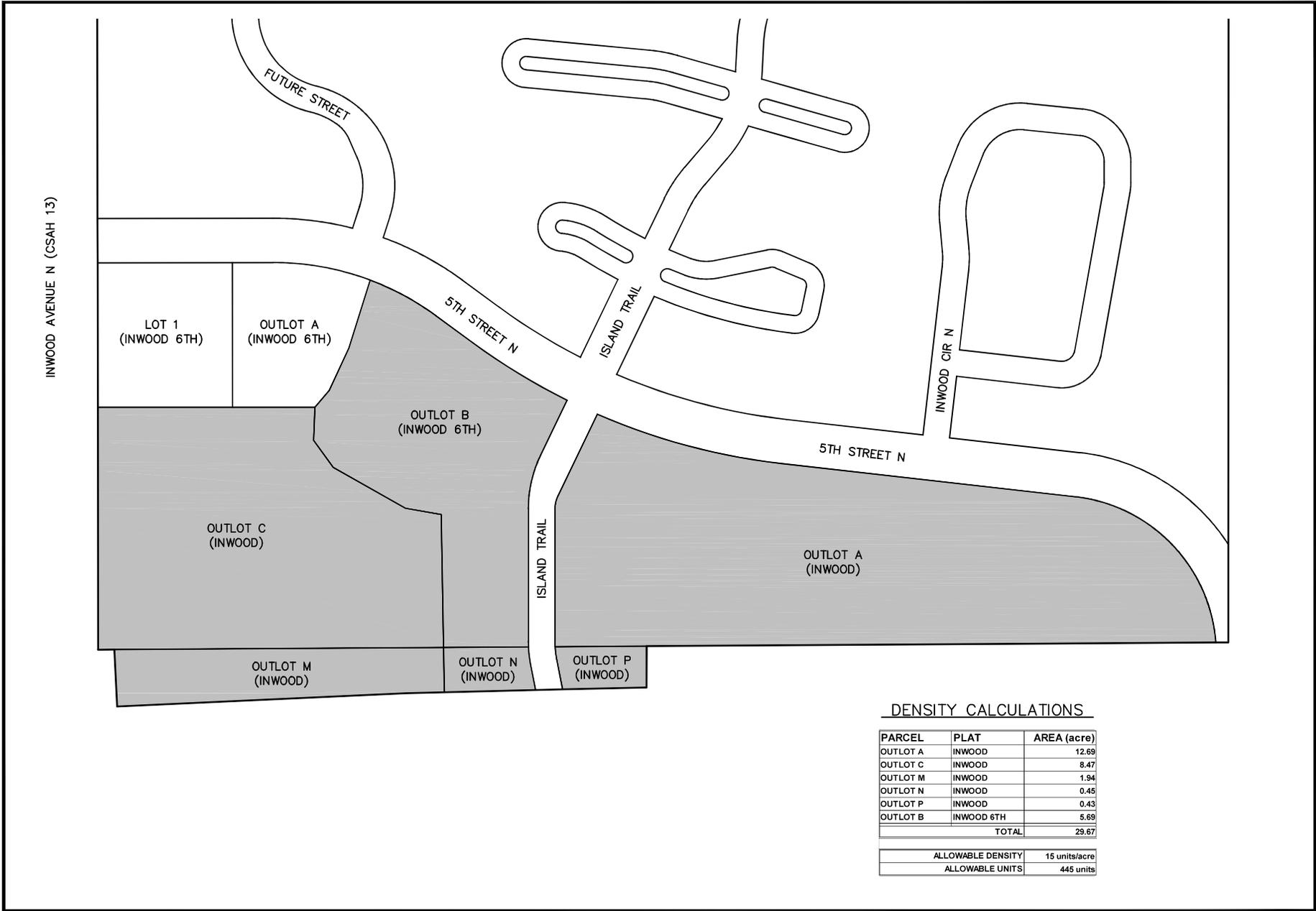


DNS, INC.
 Surveyors
 4E, Suite 110
 5014
 1) 361-8701

PROPERTY DESCRIPTION:

The West Half of the Southeast Quarter of Section 33, Township 29 North, Range 21 West, 1/4 mi north of the north right of way line as shown on State Highway Right-of-Way Plat No. 4 of 12, State Project B282 (04-392) 902, Washington County, Minnesota. (Abstract) AND The Northeast Quarter of Section 33, Township 29, Range 21, less and except Parcel No. 4 of Washington County Highway Right-of-Way Plat No. 41 and Parcel No. 3 of Washington County Highway Right-of-Way Plat No. 42, Washington County, Minnesota. (Towns)

NO.	DATE	DESCRIPTION	BY
DRAWN BY: DWO JOB NO.: 13777PP DATE: 6/4/14			
CHECK BY: DWO [SCANNED]			
1	6/5/14	ADD COLLAGE ARCH DESIGN	DWO
2	6/20/14	REVISE COLLAGE ARCH DESIGN	DWO
3	6/26/14	GREEN SAC RE-DESIGN	DWO
4	7/03/14	NEW LAYOUT STREET C	DWO
5	7/14/14	NEW SCHREIER LAYOUT	DWO
6	7/15/14	5TH STR PONDING	DWO
7	7/18/14	DEVEL. NOTES	DWO
8	8/11/14	LAYOUT	DWO
9	8/28/14	LAYOUT	DWO



DENSITY CALCULATIONS

PARCEL	PLAT	AREA (acre)
OUTLOT A	INWOOD	12.69
OUTLOT C	INWOOD	8.47
OUTLOT M	INWOOD	1.94
OUTLOT N	INWOOD	0.45
OUTLOT P	INWOOD	0.43
OUTLOT B	INWOOD 6TH	5.69
TOTAL		29.67
ALLOWABLE DENSITY		15 units/acre
ALLOWABLE UNITS		445 units



ENVIRONMENTAL ENGINEERING SURVEYING
 3800 Pleasant Ridge Dr. NE #100, Blaine, MN
 Phone: 763-489-7900 Fax: 763-489-7959

PUD DENSITY EXHIBIT

INWOOD 6TH ADDITION

5th Street N,
 Lake Elmo, Minnesota

RPS LEGACY LLC

2935 Country Drive, Suite 100
 Little Canada, MN 55117

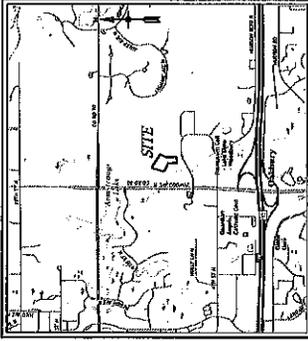
REVISIONS

1	

DRAWN BY: JTR
 DESIGNED BY: JTR
 ISSUE DATE: 09/12/12

NOTES

INWOOD 7TH ADDITION LAKE ELMO, MINNESOTA



INWOOD AVENUE N. (CSAH 13)

5TH STREET N

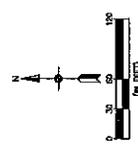
ISLAND TRAIL

PROPOSED 2-STORY
APARTMENT BUILDING
WITH RESIDENTIAL PARKING

PROPOSED 3-STORY
APARTMENT BUILDING
WITH RESIDENTIAL PARKING

PONDING
AREA

- SHEET INDEX**
- 1. COVER
 - 2. EXISTING CONDITIONS
 - 3. PRELIMINARY PLAN
 - 4. SITE & SIGN PLAN
 - 5. UTILITY PLAN
 - 6. GRADING, DRAINAGE AND EROSION CONTROL PLAN
 - 7. STORMWATER POLLUTION PREVENTION PLAN
 - 8. DETAILS
 - 10. DETAILS
 - 11. LANDSCAPE PLAN
 - 12. LANDSCAPE PLAN
 - 13. LANDSCAPE PLAN



BENCHMARKS

1. 10' HIGH CONCRETE BENCH MARK AT THE
NORTH END OF WALKWAY ADJACENT TO
THE INTERSECTION OF ISLAND POINT ROAD
AND INWOOD AVENUE N. (CSAH 13)

DATE: 04/11/2007

**Carlson
McCain**
ENVIRONMENTAL • ENGINEERING • SURVEYING
3999 Pleasant Ridge Dr., NE #100, Blaine, MN
Phone: 763-489-7900 Fax: 763-489-7959

INWOOD 7TH ADDITION
5th Street N. & Island Trail
Lake Elmo, Minnesota

COVER

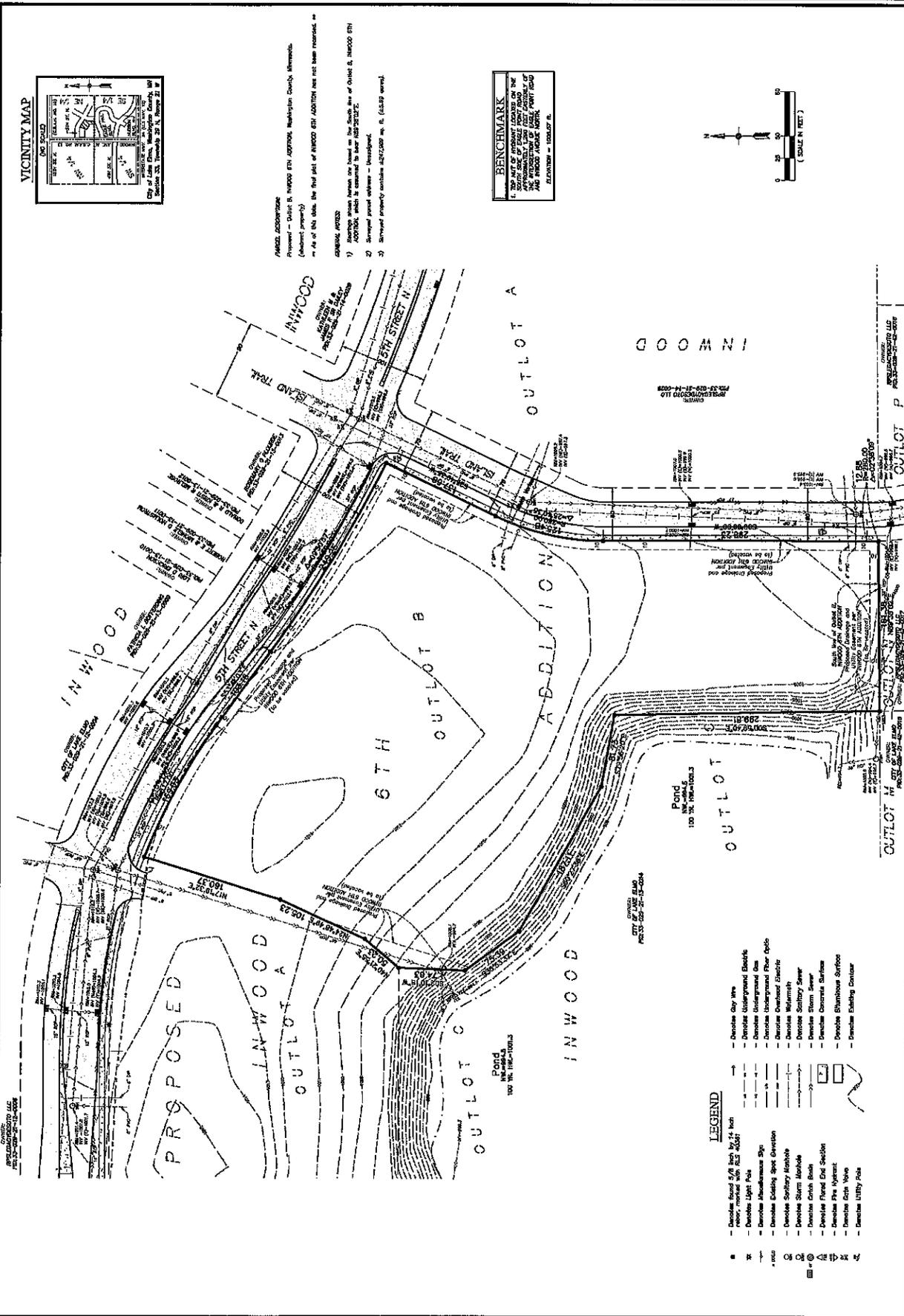
RPS LEGACY LLC
2935 County Drive, Suite 100
Little Canada, MN 55117

NO.	DATE	DESCRIPTION
1	04/11/07	ISSUED FOR PERMITTING
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		

1. Survey conducted by RPS Legacy LLC, Little Canada, MN. All measurements were taken from the benchmark located at the intersection of Island Point Road and Inwood Avenue N. (CSAH 13).

Name: Joseph E. Smith, P.E.
 License No.: 00000000 License State: MINN.
 Date: 03/22/07 License # 00000000

1 of 10





PROPERTY LINES

40 ,

Why do all new apartment buildings look the same?

The bland, boxy apartment boom is a design issue, and a housing policy problem

By **Patrick Sisson** | Dec 4, 2018, 12:34pm EST



Shutterstock

PROPERTY LINES

Property Lines is a column by Curbed senior reporter Patrick Sisson that spotlights real estate trends and hot housing markets across the country.

Comments, tips, and suggestions on where Property Lines should head next are welcome at patrick@curbed.com.

A wave of sameness has washed over new residential architecture. U.S. cities are filled with apartment buildings sporting boxy designs and somewhat bland facades, often made with colored panels and flat windows.

Due to an [Amazon-fueled apartment construction boom](#) over the last decade, Seattle has been an epicenter of this new school of structural simulacra. But Seattle is not alone.

Nearly every city, from [Charlotte](#) to [Minneapolis](#), has seen a proliferation of homogenous apartments as construction has increased again in the wake of the financial recession.

A [Twitter query seeking to name this ubiquitous style](#) was a goldmine. Some suggestions seemed inspired by the uniformity of design in computer programs and games: Simcityism, SketchUp contemporary, Minecraftsman, or Revitecture. Some took potshots at the way these buildings looked value-engineered to maximize profit: Developer modern, McUrbanism, or [fast-casual architecture](#). Then there are the aesthetic judgement calls: contemporary contempt, blandmarks, LoMo (low modern), and Spongebuild Squareparts.

“Part of what people are responding to isn’t the building themselves, it’s that there are so many of them going up so quickly, all in the same places in the city,” says Richard Mohler, an associate professor of architecture at the University of Washington.



Shutterstock

Many of the replies to the Twitter call simply pointed out that these buildings are housing, and much-needed housing at that. Though they can be defined or classified by aesthetics, this wave of new apartments is perhaps best described as a symbol of today’s

housing problems: a lack of developable land; rising land, material, and labor costs; and an acute need to find more affordable places for people to live.

“At the end of the day, if you line up multifamily apartments from Boston, San Francisco, and Miami that have been built in the last decade, you’re going to see a very strong pattern,” says Scott Black, senior vice president of Bristol Development, a Nashville-based firm that develops apartments across the Southeast.

Good architecture should always respond to the local context. In the case of these buildings, the local economic context just happens to be the same in just about every major U.S. city.

“Critics don’t understand what we’re working with, the parameters and the financial constraints,” says Black. “It’s like any other business: If you’re selling autos or selling widgets, there are certain costs, and a certain profit you need to make to do business in the future.”



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It boils down to code, costs, and craft

Perhaps the biggest constraint in the urban U.S. apartment market, a \$61 billion annual industry, is the amount of available space. Many cities zone with an overwhelming preference for detached, single-family homes, with small corridors in downtowns or dense areas set aside for large, multistory towers. In Seattle, for instance, roughly three-quarters of residential land is zoned for single-family homes. That means new apartments are forced to cluster in small areas of the city, amplifying the impact of a rash of new, similar buildings.

The buildings themselves are an effort to fit within the small niches made available by local building and zoning codes. According to Mohler, due to height limits and safety/fire requirements, most of these structures are what's known as "5 over 1" or "one-plus-five": wood-framed construction, which contain apartments and is known as Type 5 in the International Building Code, over a concrete base, which usually contains retail or commercial space, or parking structures, known as Type 1. Some codes also mandate a modulated facade, or varying exteriors across adjacent buildings to avoid repetition.

Cities' design review boards can add to the pressures caused by zoning. Ideally, these groups work with architects and developers to improve upcoming buildings and make them more compatible with the neighborhood. Mohler says that's not always the case; in some cities, there's a tendency to rubber-stamp structures that have already proven themselves, leading to a formulaic feel.

Code constraints, which allow construction on restricted areas, help create the second major restraint: cost. The reason our cities are filled with so much of the same kind of building is because it's the cheapest way to build an apartment. In this case, that's light-frame wood construction, which often uses flat windows that are easy to install; a process called rainscreen cladding to create the skin of the building; as well as Hardie panels, a facade covering made from fiber cement.

The need to cut costs limits facade options, says Black. Hardie Panels run roughly \$16 a square foot, roughly the same cost as brick. The next upgrade, metal siding, costs from \$25 to \$50 a square foot, potentially more than triple the cost.

"Since we're facing a housing affordability crisis, it makes a certain amount of sense to build a building as affordably as we can," says Mohler.

According to Black, variation is costly. Many units get made to a standard size, say 12-foot-wide bedrooms. Repeat that a few times per floor, maximized to create rentable space, and you start a domino effect toward generic architecture, because the floor plates end up very similar. Once the interior is laid out, there are ways to make the exterior look more interesting using setbacks, materials, and massing. But giving up space for units and creating more complicated construction plans cuts into profitability.

“The bigger issue is construction costs have escalated pretty significantly over the last two years,” says Black. “We need to deliver a product within a price point. People don’t always understand the margins we work with. We really do want to build something that’ll sparkle and shine and look great from the outside. At the end of the day, we feel like we’re able to do that.”

Some critics dismiss the cost issue as a small piece of a larger problem. Michael Paglia, a writer for *Westword* in Denver, penned a popular piece about his city’s rash of bad design, “[Denver is Drowning in Awful Architecture](#).” He feels architects aren’t just cost-constrained, but are being left out of the equation. Computer-aided design has led to a degradation of the role of architect, Paglia argued, replacing a noble craft with a series of equations that wring every last bit of value out of a site, aesthetics be damned. Formulaic floorplans are cost effective, while good design is considered an [unaffordable luxury](#), concentrated, like so much else, among the 1 percent.

“I don’t think you can call the designers of these buildings designers or architects,” he told Curbed. “I think accountants are designing these buildings.”

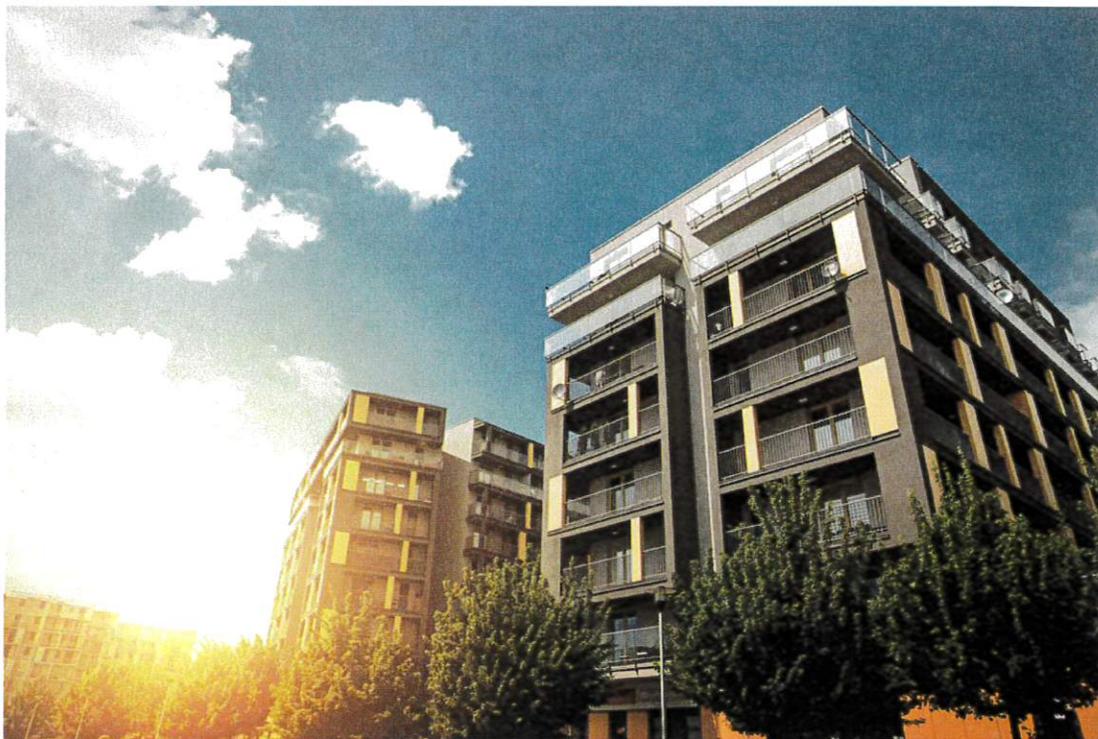
The art of design has become a science, he says, and that’s created another important, but less tangible, constraint on new construction—the loss of construction craft. Paglia feels that construction standards, and the expectations renters have of new buildings, have diminished.

“Many of the renters living in those buildings don’t even know they’re terrible,” he says. “And as far as cost constraints go, talk to someone in Florence, Italy, where there are numerous constraints on development. Nothing is an excuse for bad design.”

Mohler agrees that there are tangible difference between the apartments of today and yesteryear. Older apartment buildings have something that the Hardie-clad structures

lack, a certain texture and materiality.

“Today’s flat window may be a great product, easy to install and cost-effective,” he says. “But the depth of facade on older buildings offers a whole new level of detail and scale.”



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History judges architecture on a curve

Since the constraints creating the conditions for this generic apartment architecture show little sign of abating, cities may be stuck with buildings like these for the foreseeable future. New construction slowed this year after peaking in 2017, but that still means 283,000 new apartments are expected to be finished by the end of the year, many in this generic style. What happens to them further down the road, decades and generations from now?

“I don’t think these buildings will be around in 40 years. They’ll collapse and be maintenance problems,” says Paglia. “We’ll remember the small sliver of good architecture being built today.”

Mohler, though, thinks time will play a trick on detractors of today’s bland, boxy buildings. He points to neighborhoods of identical bungalows, celebrated and often

enshrined as historic districts. At the time they were built, in the early half of the 20th century, they weren't the product of forward-thinking architects seeking to create character-filled dwellings for today's homeowners to drool over. They were factoring in cost, code, and craft, and creating their own equations to maximize profit and product. Placing them above today's building, often meant to meet contemporary needs for affordable housing, can be, as McMansion Hell's Kate Wagner wrote, a form of "aesthetic moralism."

"Many of these houses were the same, and many were completely identical to each other because they were being built by a single developer," Mohler says of past urban developments. "At the time, it was criticized for wasting land and all looking the same. Looking identical today means neighborhood character. If it's old and looks the same, it's good, but if it's new and all looks the same, it's bad."

Even Mohler doesn't say these boxy builds will be celebrated in coming decades. But, arising from an era with an acute housing shortage, perhaps they'll have kitsch appeal, or be appreciated for what they represent: a part of the solution to today's housing crisis.

"I'm optimistic that people's opinions of these buildings will change over time," he says. "Will they be celebrated? Not likely. But will they be more accepted? Probably."

MEMORANDUM

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

Date: November 4, 2019

To: Ken Roberts, Planning Director
Cc: Chad Isakson, Assistant City Engineer
From: Jack Griffin, P.E., City Engineer

Re: Inwood 7th Addition -Apartments
Preliminary Plan Review

An engineering review has been completed for the Inwood 7th Addition – Apartments. A Preliminary Plan submittal was received on October 18, 2019. The submittal consisted of the following documentation prepared by Carlson McCain:

- Inwood 7th Addition Preliminary Plat dated September 26, 2019.
- Inwood 7th Addition Preliminary Site Plans dated September 26, 2019.
- Storm Water Management Plan dated September 26, 2019.
- Preliminary PUD Plan Application Materials.

STATUS/FINDINGS: Engineering has prepared the following review comments based on the plans submitted. Final Construction Plans and Specifications must be prepared in accordance with the latest version of the City Engineering Design Standards Manual dated **APRIL 2019**, using City details, plan notes and specifications and meeting City Engineering Design Guidelines. A detailed construction plan review will be completed prior to the start of construction of the site improvements.

PRELIMINARY PLAT AND EASEMENTS

1. The proposed plat creates a new Lot for the Apartment complex along with Outlot A. Outlot A is shown to remain developer owned for future development.
2. Minimum 10-foot drainage and utility easements are shown along the 5th Street North and Island Trail right-of-way as required, and over existing storm sewer and drainage ways. The site improvements must be designed to reserve the full easement utility corridors without encroachment.
3. A 30-foot wide drainage and utility easement is shown as required for the public watermain and hydrants extended internal to the site. The preliminary/final plat easements must be revised and updated as necessary to accommodate any watermain/hydrant layout changes.
4. Consideration should be given to adjusting the south lot line of Lot 1, Block 1 further north to facilitate a shared commercial driveway access between Lot 1, Block 1 and Outlot A. See comment #2 below for Site Plans, Traffic and Access Management.

SITE PLANS, TRAFFIC AND ACCESS MANAGEMENT

1. A secondary access for Lot 1, Block 1 is required to meet the Fire Code. The secondary access should connect to the shared driveway for Outlot A of the Inwood PUD 6th Addition. No additional access along 5th Street North will be allowed from either the Phase 1 or Phase 2 development on Lot 1, Block 1.
2. The proposed site access from Island Trail must be designed as a shared driveway access for both Lot 1, Block 1 and Outlot A, Inwood PUD 7th Addition, in order to allow for two potential accesses, as may be required by the Fire Code, for the future development of Outlot A; or an alternative access plan for both properties must be submitted for review and approval by the City.

3. No additional right-of-way dedication is required along 5th Street North or Island Trail.
4. Minimum 10-foot drainage and utility easements are shown along the 5th Street North and Island Trail right-of-way as required. The site improvements must be designed to reserve the full easement utility corridors without encroachment.
5. The site plans must be revised to address Fire Code requirements for emergency access roads. Access roads must be identified with signage and markings. Aerial Fire Apparatus Access Roads must be a minimum of 26-foot wide.
6. Construction parking and staging (preservation of 5th Street North or Island Trail). As part of any development or site improvement agreement the developer will be required to manage all construction parking, construction staging and material deliveries internal to the site. No parking and construction staging, including loading and unloading materials and equipment will be allowed along 5th Street North or Island Trail at any time during the construction of the site improvements and buildings. All street and boulevard damage caused by the construction activities must be repaired or replaced at no cost to the City and meeting City standards and specifications.
7. Landscaping. The landscape plans must be revised to maintain all tree plantings outside of the front, side and rear drainage and utility easements.

STORMWATER MANAGEMENT

1. A State and South Washington Watershed District (SWWD) permit will be required. The site plan is subject to a storm water management plan meeting State, SWWD and City rules and regulations.
2. No additional storm water BMPs are proposed or needed. The proposed site was designed as part of the Inwood development to accommodate 75% impervious surfaces for both storm water rate and volume control. The proposed 68-unit Phase 1 Apartment together with the future Phase 2 Apartment building to be located on Lot 1, Block 1 will contain 53% impervious surfaces. Stormwater management will be handled by the existing storm water pond and infiltration basin located to the south of the proposed site.
3. The applicant is proposing a private storm sewer system internal to the proposed Lot 1, Block 1 apartment site to collect and convey storm water runoff. The storm water will be discharged to the existing City owned storm water pond and infiltration basin located to the south of the proposed site that was constructed as part of the Inwood PUD development and will be turned over to the City upon acceptance of the Inwood PUD 1st Addition development improvements.
4. The internal storm sewer system must be sized and designed to accommodate the Phase 2 Apartment building and impervious surfaces, and the future development for Outlot A. No additional direct discharge to the City storm water pond will be permitted.
5. A storm sewer stub must be constructed from CBMH-101 to Outlot A to accommodate a connection for storm water runoff from Outlot A future development. The 18-inch RCP pipe should be upsized accordingly, if needed.
6. The storm sewer system constructed for this development will remain privately owned and maintained. The applicant will be required to execute and record a Stormwater Maintenance and Easement Agreement in the City's standard form of agreement. The agreement should provide a maintenance plan defining the maintenance responsibilities for the private owner, the type of maintenance and the maintenance intervals, including minimum cleaning frequencies for the sump manhole.

MUNICIPAL WATER SUPPLY

1. The proposed property is located in the Southwest Planning MUSA and high-pressure zone water system.
2. Water availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the WAC/Connection charges for the development.
3. Connection to the municipal water supply is readily available to serve this property. The applicant will be required to connect, at its sole cost, to the existing 8-inch DIP stub that was installed to serve this property located along Island Trail, as shown on the proposed utility plans.
4. The applicant will be responsible to place hydrants and gate valves throughout the property at the direction of the Fire Department and Public Works Department. All fire hydrants and connecting watermains shall be owned and maintained by the City.
5. Any watermain lines and hydrants placed internal to the site will require minimum 30-foot easements centered over the hydrant or pipe. Easements must be dedicated to the City and be provided in the City's standard form

of easement agreement. Easements have been shown on the proposed plat accordingly, however, easement revisions may be required as changes are made to the watermain and hydrant layout.

6. The watermain plans must be updated to show both the Phase 1 and Phase 2 watermain/hydrant layout for Lot 1, Block 1 to ensure the Phase 1 watermain plans are installed efficiently for both the proposed and future development. The applicant may be required to construct a looped watermain with a second connection point, depending upon site layout.
7. The project proposes to extend a 6-inch DIP watermain internal to the site with a hydrant placed near the rear of the proposed building. This watermain may need to be upgraded to an 8-inch DIP pipe based on fire suppression requirements. The applicant must submit fire suppression requirements for the building to determine the size of watermain up to each hydrant.

MUNICIPAL SANITARY SEWER

- The proposed property is located in the Southwest Planning MUSA current Regional Sewer Staging Plan and would discharge to the MCEC WONE Interceptor.
- Sewer availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the SAC/Connection charges for each building.
- Connection to the municipal sanitary sewer system is readily available to serve this property. The applicant will be required to connect, at its sole cost, to the existing 8-inch PVC stub that was installed to serve this property located along Island Trail, as shown on the proposed utility plans. No public sanitary sewer mains are proposed to be extended internal to the site.
- The sanitary sewer plans must be updated to show both the Phase 1 and Phase 2 sanitary sewer connections for Lot 1, Block 1 to ensure the Phase 1 sanitary sewer plans are installed efficiently for both the proposed and future development.



To: Ken Roberts, City of Lake Elmo Planning Director
From: Lucius Jonett, Wenck Landscape Architect
Date: October 30, 2019
Subject: City of Lake Elmo Landscape Plan Review
Inwood 7th Addition, Review #1

Submittals

- Full Construction Documents, dated September 26, 2019, received October 18, 2019.

Location: Southwest quadrant of Island Trail and 5th Street N, Lake Elmo, MN

Land Use Category: Urban High Density, PUD

Surrounding Land Use Concerns: None

Special landscape provisions in addition to the zoning code: None

Tree Preservation:

- A. The existing parcel for this development is vacant and absent of any trees. No tree preservation plan is required.

Landscape Requirements:

The master plan landscape plans **do not** meet the code required number of trees.

	Master Plan (Code Required)	Master Plan Proposed	
Street frontage	586		Lineal Feet
Lake Shore	0		Lineal Feet
Stream Frontage	0		Lineal Feet
Total Linear Feet	586		Lineal Feet
/50 Feet = Required Frontage Trees	12		Trees
Development or Disturbed Area	-		SF
Development or Disturbed Area	2.8		Acres
*5 = Required Development Trees	14		Trees
Interior Parking Lot Spaces*	63		Spaces
/10 = Required Parking Lot Trees	7		Trees
Perimeter Parking Lot Frontage Length	0		Lineal Feet
/50 = Required Frontage Strip Trees	0		Trees
Required Mitigation Trees	0		
Required Number of Trees **	33		
Total Trees to Date		30	

* Interior parking lot landscaping trees are required based on stall count:

- None if 0 - 30 Parking Spaces
- 1 tree per 10 spaces if 31 - 100 Parking Spaces
- 1 tree per 15 spaces If >101 Parking Spaces

** Residential development - mitigation replacement trees are in addition to landscape required tree counts.

1. A minimum one (1) tree is proposed for every fifty (50) feet of street frontage.
2. A minimum of five (5) trees are proposed to be planted for every one (1) acre of land that is developed or disturbed by development activity.

The landscape plans **do not** meet the minimum compositions of required trees:

- Up to 15% of the required number of trees may be ornamental tree

Master Plan	Qty	% Composition	
Deciduous Shade Trees	9	30%	>25% required
Coniferous Trees	8	27%	>25% required
Ornamental Trees	13	43%	<15% required
Tree Count	30		

A. A landscape plan has been submitted that does meet all requirements

B. The landscape plan **does not include** the landscape layout requirements:

Tree Spacing Not Specified

- *No driveway conflicts; Prefer that the trunk of trees shall be 8-10 feet minimum from the nearest driveway edge.*

C. Interior Parking Lot Landscaping – The development does include interior parking lots.

1. At least 5% of the interior area of parking lots with more than 30 parking spaces is devoted to landscape planting areas. The parking lot is measured at approximately 22,808 square feet and a planting bed measuring approximately 6,600 square feet separates the parking lot from the main entrance. The planting area is approximately 34% of the interior of the parking lot area.
2. The planting area includes 7 shade trees satisfying the minimum required tree planting requirements for interior parking lots.

D. Perimeter Parking Lot Landscaping – The development does not include perimeter parking lots.

E. Screening – Screening is not required by City code.

Special Landscape Considerations:

- A. 5th Street – The development is along 5th Street which has been completed with previous phases of the Inwood development.
 - a. The applicant has marked the existing 5th street boulevard trees to remain which meets the required 5th Street landscaping elements.

Findings:

1. Not all code required trees have been provided.
2. Landscape plans do not meet the minimum composition requirements.
 - a. Too many ornamental species have been proposed. Some of the ornamental species should be exchanged for deciduous or evergreen species as they fit site conditions and to meet the minimum composition requirements.
3. Landscape plans do not meet the landscape layout requirements.
 - a. The Boulevard Linden proposed by the entrance drive is located too close to the driveway edge. See attached figure.
 - b. Only two (2) trees are proposed along Island Trail (measured at approximately 270 lineal feet of frontage) and does not fulfill street frontage requirements of one tree every 50 feet. Provide additional trees along Island Trail street frontage to make the streetscape cohesive with the rest of the Inwood development along Island Trail.

Ken Roberts
Planning Director
City of Lake Elmo
October 30, 2019



Recommendation:

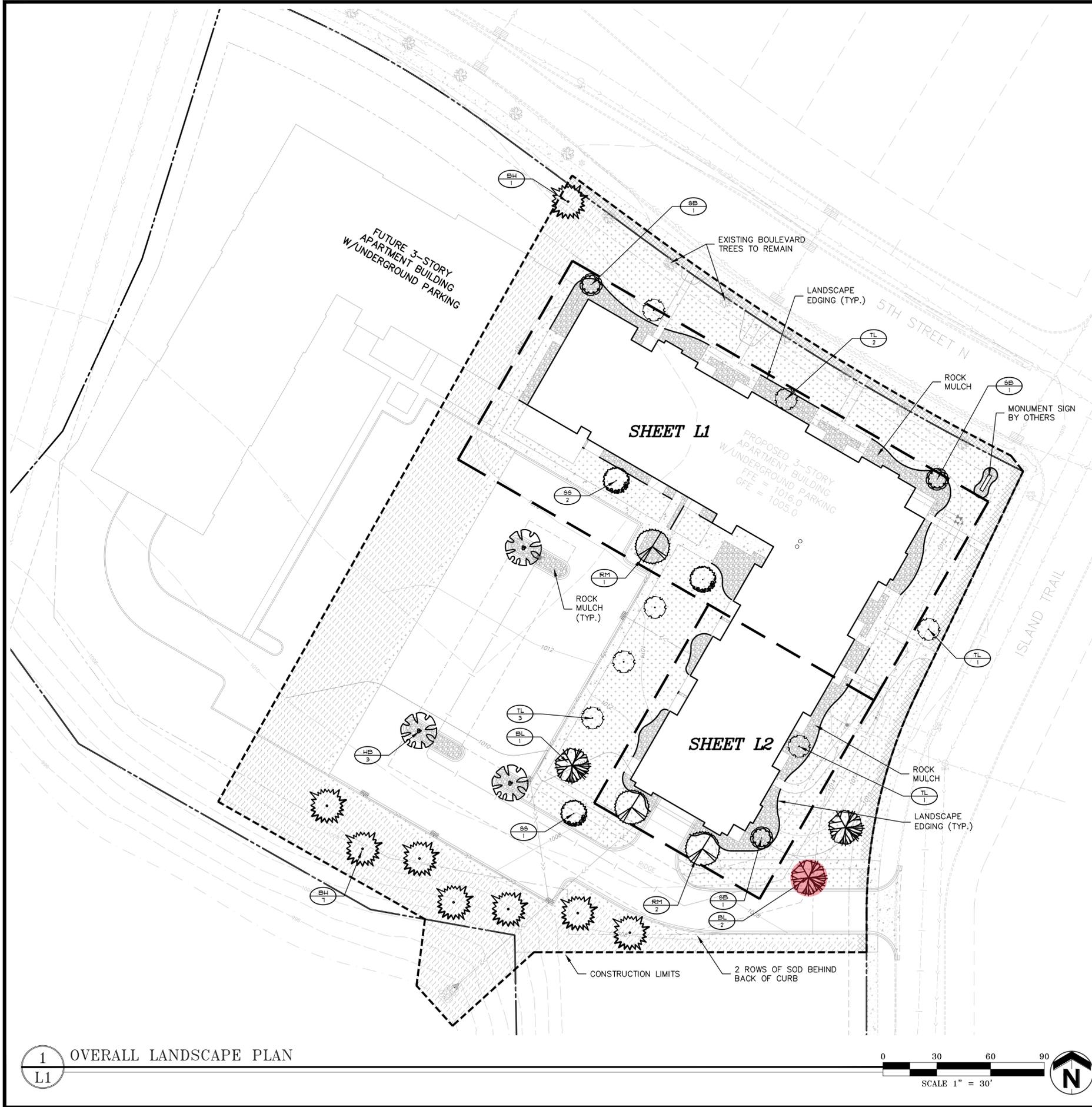
It is recommended that conditions of approval include:

1. Submit a revised landscape plan addressing the above findings.

Sincerely,

A handwritten signature in black ink that reads 'Lucius Jonett'. The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Lucius Jonett, PLA (MN)
Wenck Associates, Inc.
City of Lake Elmo Municipal Landscape Architect



LAKE ELMO LANDSCAPE CODE

- A MINIMUM OF (1) TREE PER 50 LF OF STREET FRONTAGE.
 - TOTAL STREET FRONTAGE = 586 LF. (EXCLUDES 227 LF FRONTAGE FOR FUTURE DEVELOPMENT)
 - 586/50 = 12 TREES REQUIRED
 - 227/50 = 5 TREES REQUIRED (FUTURE)
- ADDITIONALLY, (6) TREES SHALL BE PLANTED PER (1) ACRE OF DEVELOPED LAND OR DISTURBED BY DEVELOPMENT ACTIVITY.
 - OVERALL SITE ACREAGE = 2.8 ac (EXCLUDES 1.4 ac AREA FOR FUTURE DEVELOPMENT)
 - 2.8 x 6 = 17 TREES REQUIRED
 - 1.4 x 6 = 9 TREES REQUIRED (FUTURE)
- AT LEAST 25% OF TREE COUNT SHALL BE DECIDUOUS OR CONIFEROUS
- CONGREGATE HOUSING REQUIRES 50sf OF OPEN SPACE PER RESIDENCE
 - 68 UNITS X 50sf = 3400sf OPEN SPACE REQUIRED
 - PATIO & RAISED GARDENS +/- 3400sf OF OPEN SPACE
- IRRIGATION SHALL BE PROVIDED FOR ALL SOD/SEED AND LANDSCAPE AREAS PER LAKE ELMO DETAILS / SPECIFICATIONS

PLANTING NOTES

- EXISTING TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED TO THE DRIP LINE FROM ALL CONSTRUCTION TRAFFIC, STORAGE OF MATERIALS ETC. WITH 4' HT. ORANGE PLASTIC SAFETY FENCING ADEQUATELY SUPPORTED BY STEEL FENCE POSTS 6' O.C. MAXIMUM SPACING.
- ALL PLANT MATERIAL QUANTITIES, SHAPES OF BEDS AND LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN AND ADJUSTED TO CONFORM TO THE EXACT CONDITIONS OF THE SITE. THE LANDSCAPE ARCHITECT SHALL APPROVE THE STAKING LOCATION OF ALL PLANT MATERIALS PRIOR TO INSTALLATION.
- ALL PLANTING AREAS MUST BE COMPLETELY MULCHED AS SPECIFIED.
- MULCH: SHREDDED HARDWOOD MULCH, CLEAN AND FREE OF NOXIOUS WEEDS OR OTHER DELETERIOUS MATERIAL, IN ALL MASS PLANTING BEDS AND FOR TREES, UNLESS INDICATED AS ROCK MULCH ON DRAWINGS. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT PRIOR TO DELIVERY ON-SITE FOR APPROVAL. DELIVER MULCH ON DAY OF INSTALLATION. USE 4" FOR SHRUB BEDS, AND 3" FOR PERENNIAL/GROUND COVER BEDS, UNLESS OTHERWISE DIRECTED.
- PLACE LANDSCAPE FILTER FABRIC UNDER ALL ROCK MULCHED AREAS. FILTER FABRIC SHALL BE 100% INTERWOVEN 5.1oz NEEDLE PUNCHED POLYPROPYLENE FABRIC MANUFACTURED BY DEWITT. USE PRO 5 "WEED BARRIER" OR APPROVED EQUAL.
- PLACE EDGING BETWEEN ALL PLANTING/ROCK BEDS AND TURF. EDGING SHALL BE POLY.
- THE PLAN TAKES PRECEDENCE OVER THE LANDSCAPE LEGEND IF DISCREPANCIES EXIST. THE SPECIFICATIONS TAKE PRECEDENCE OVER THE PLANTING NOTES AND GENERAL NOTES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MULCHES AND PLANTING SOIL QUANTITIES TO COMPLETE THE WORK SHOWN ON THE PLAN. VERIFY ALL QUANTITIES SHOWN ON THE LANDSCAPE LEGEND.
- LONG-TERM STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL KEEP PAVEMENTS, PLANTERS AND BUILDINGS CLEAN AND UNSTAINED. ALL PEDESTRIAN AND VEHICLE ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION PERIOD. ALL WASTES SHALL BE PROMPTLY REMOVED FROM THE SITE. ANY PLANT STOCK NOT PLANTED ON DAY OF DELIVERY SHALL BE HELED IN AND WATERED UNTIL INSTALLATION. PLANTS NOT MAINTAINED IN THIS MANNER WILL BE REJECTED. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.
- PLANTING SOIL FOR TREES, SHRUBS AND GROUND COVERS: FERTILE FRIABLE LOAM CONTAINING A LIBERAL AMOUNT OF HUMUS AND CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. IT SHALL COMPLY WITH MN/DOT SPECIFICATION 3877 TYPE B SELECT TOPSOIL. MIXTURE SHALL BE FREE FROM HARDPACK SUBSOIL, STONES, CHEMICALS, NOXIOUS WEEDS, ETC. SOIL MIXTURE SHALL HAVE A PH BETWEEN 6.1 AND 7.5 AND 10-0-10 FERTILIZER AT THE RATE OF 3 POUNDS PER CUBIC YARD. IN PLANTING BEDS INCORPORATE THIS MIXTURE THROUGHOUT THE ENTIRE BED BY ROTOTILLING IT INTO THE TOP 12" OF SOIL.
- THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST 48 HOURS IN ADVANCE OF BEGINNING PLANT INSTALLATION.
- MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE. INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR KEEPING THE TREES PLUMB THROUGHOUT THE GUARANTEE PERIOD.
- ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL LANDSCAPE LEGEND SPECIFICATIONS.
- WATERING: MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS ONCE A WEEK. IN EXTREMELY HOT, DRY WEATHER, WATER MORE OFTEN AS REQUIRED BY INDICATIONS OF HEAT STRESS SUCH AS WILTING LEAVES. CHECK MOISTURE UNDER MULCH PRIOR TO WATERING TO DETERMINE NEED. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER.
- CONTRACTOR SHALL REQUEST IN WRITING, A FINAL ACCEPTANCE INSPECTION.
- ALL DISTURBED AREAS TO BE TURF SEEDDED, ARE TO RECEIVE 6" TOP SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

SEED MIX LEGEND (FOR ALL SHEETS)

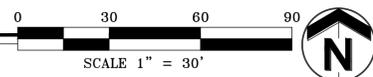
SYM.	TYPE	SEED MIX
[Symbol]	COMMERCIAL TURF - SOD	TURFGRASS SOD
[Symbol]	SALT TOLERANT SOD	MnDOT 3878 C
[Symbol]	LOW MAINT. TURF - SEED ALL AREAS DISTURBED BY CONSTRUCTION NOT SODDED	MN SEED MIX 25-131 (OLD MNDOT 260) & (USE EROSION CONTROL BLANKET FOR SLOPES OVER 3:1)
[Symbol]	1.5" TRAP ROCK	TRAP ROCK, COORDINATE WITH OWNER

LANDSCAPE LEGEND - TREES

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.	INSTALL MATURE HEIGHT	INSTALL MATURE HEIGHT
DECIDUOUS TREES							
BL	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2.5"	BB	3	15'	60'
HB	Celtis occidentalis	HACKBERRY	2.5"	BB	3	15'	50'
RM	Acer rubrum 'Nothwoods'	NORTHHWOODS MAPLE	2.5"	BB	3	14'	50'
ORNAMENTAL TREES							
SB	Amelanchier x grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY	1.5"	BB	3	8'	20'
SS	Malus x 'Spring Snow'	SPRING SNOW CRABAPPLE	1.5"	BB	3	8'	25'
TL	Syringa Reticulata	JAPANESE TREE LILAC	1.5"	BB	7	8'	20'
EVERGREEN TREES							
BH	Picea glauca var. densata	BLACK HILLS SPRUCE	6"	BB	8	6'	40'

QUANTITIES SHOWN IN THE PLANTING SCHEDULE ARE FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR TO VERIFY QUANTITIES SHOWN ON THE PLAN.

1 OVERALL LANDSCAPE PLAN
L1



Carlson McCain
ENVIRONMENTAL • ENGINEERING • SURVEYING
3890 Pheasant Ridge Dr. NE #100, Blaine, MN
Phone: 763-489-7959

SITE LANDSCAPE PLAN
INWOOD 7TH ADDITION
5th Street N. & Island Trail
Lake Elmo, Minnesota

RPS LEGACY LLC
2935 Country Drive, Suite 100
Little Canada, MN 55117

REVISIONS

1.	
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DRAWN BY: RJR
DESIGNED BY: RJR
ISSUE DATE: 09/26/19

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota

Name: Ryan J. Ruttger, RLA
Signature: [Signature]
Date: 09/26/19 License #: 56346

L1 of 3

From: [Kristi Melrose](#)
To: [Ken Roberts](#)
Subject: Preliminary Plat and Development Stage Planning Unit Development (PUD) Plans
Date: Monday, November 4, 2019 6:58:55 PM

Caution: This email originated outside our organization; please use caution.

To whom it may concern,

This email is in response to a public hearing notice we received by mail on Friday, November 1, notifying us of the plans to develop Outlot B of the Inwood 6th Addition into an apartment complex. We **strongly oppose** the placement of this apartment complex. While we know and agree that housing of all kinds are important, our opposition to the proposed location is based on three factors:

1. When we began the building process in the summer of 2015, one of our primary concerns was the planned development of the vacant areas surrounding the new subdivision we were building in, particularly as our home would face one of those vacant areas straight on. We were assured again and again that any new housing would 1) be stand-alone townhomes and 2) would only be constructed in the open areas along Inwood Avenue North and 10th Street. The vacant areas bordering 5th Street North and Island Trail, we were told, would be developed with businesses aimed at building a true community in this area — i.e. a gas station, a coffee place, a gym, etc. When the development of Kwik Trip was announced, we were excited because it was clear that Lake Elmo was doing exactly as promised. We eagerly anticipated the announcement of which new business would be built next. Instead, we received a proposal for the construction of a 445 unit apartment complex which will largely bring 7 more years of construction to our neighborhood, significant traffic increases onto a single-lane residential road, increased noise levels, an increase in illumination 24 hours a day (in a city requiring dark sky lighting fixtures), and a rotation of residents moving in and out every month.
2. Apartment complexes, by nature, are aesthetically unpleasant. There are valid reasons that cities like Woodbury and Eagan develop apartment complexes in non-residential areas. No single home resident would buy or build knowing they will have to look out their windows onto a 35' structure filled with people staring back at them and/or staring into the windows of their single level or two story home. In the plans submitted, this appears to also include single family home owners driving by or living across from apartment balconies used to hold bikes, furniture, grills, etc. The use of cut-de-sacs, landscaped berms, landscaped medians will do very, very little to lessen the impact of a 35' building built across from our homes, particularly given the number of trees that were lost on those landscaped berms due to the past two extreme winters.
3. In doing a quick Google search, it is clear that apartment complexes typically result in a decrease in property values for surrounding homes and neighborhoods because of the perceived increase in crime, transient activity, noise, traffic, and an increase of on-street parking along single-family home streets by visitors and/or residents of the apartment complex. These perceptions may be unfair, but they are certainly long-held and will no doubt result in difficulty maintaining the quiet neighborhood reputation we currently enjoy. There is no doubt that these perceptions will also certainly impact our ability, and our neighbors ability,

to sell our homes with ease in the future.

We implore the city of Lake Elmo to not approve this preliminary plan. Please continue to help stabilize and positively enhance our newly formed single-family neighborhood.

Thank you,
Don and Kristi Melrose

From: [Nicolette Bates](#)
To: [Ken Roberts](#)
Subject: Proposed Apartment Complex for Inwood
Date: Tuesday, November 5, 2019 5:42:01 PM

Caution: This email originated outside our organization; please use caution.

Hello Ken,

I received some information for the proposed apartment complex for Inwood and wanted to voice my concerns as I'm not sure if I will be able to find child care for the evening of the Planning Commission meeting on 11/13.

First question is, is this a senior living complex? It isn't 100% clear in the proposal.

My concern is the look of the building looks to be sterile and more "institutional" like. Perhaps "modern" is another word that can be used. In looking at the area and the existing architecture (aside from the school), it isn't fitting, nor warm or welcoming. It isn't what my neighborhood or Lake Elmo is all about. Instead, Inwood and Lake Elmo have a sense of "home" and "tradition". This is why I chose to live here, raising my young family.

If this is a senior living complex, having parents nearing this stage in life, the proposed design would not be appealing to them whatsoever. They would not want to call a "box" home or be proud to show off their new home. They might as well move into a nursing home to get the same institutional feeling.

I hope my opinion will be heard and taken into consideration.
Thank you for your time and I look forward to hearing feedback.

Kindest Regards,
Nicolette Bates
8742 Lower 8th Place
Lake Elmo, MN 55042
612-483-3642

From: [Scott Murphy](#)
To: [Ken Roberts](#)
Subject: Inwood Multifamily Development
Date: Wednesday, November 6, 2019 2:12:27 PM

Caution: This email originated outside our organization; please use caution.

Ken,

This is relative to the proposal from RPS Legacy for the 68 unit apartment building.

I live in the Inwood development at 8669 Lower 8th Place N, Lake Elmo, MN 55042. I also have served on the Board of Directors for the Inwood HOA since the homeowners took this over from M&I Homes in May of 2018.

While I understand the need for multifamily developments in the area, my preference is for townhomes or condos that are owned by the occupants.

Owners of townhomes and condos have a vested interest in preserving and enhancing their property values, while apartment dwellers do not. Apartments attract a more transient type of population whose interest is in finding lower rent and therefore, lower property values.

Case-in-point is a friend of mine who lives in Maplewood near some apartment buildings where a shooting took place a few months ago and he and his family are in the process of moving to our development to get away from this. He found that his property value has decreased dramatically since the shooting took place at that apartment building near his home.

I understand that people live in apartments for a variety of reasons, however, there is always a difference of attitude when people rent vs. own a home, a car, a power tool or anything.

Please re-consider this proposal for an apartment building and, instead, solicit proposals for townhomes or condos that can be owned by individual families who can enjoy and who will enhance the value of this beautiful area.

Thank you,

Scott Murphy
Phone 612.875.1102

DRAFT FINDINGS

Staff is recommending that the Planning Commission consider the following findings with regards to the proposed Minor Subdivision:

- That the Minor Subdivision is consistent with the Lake Elmo Comprehensive Plan and the Future Land Use Map for this area.
- That the Minor Subdivision complies with the minimum lot frontage and area requirements of the City's C – Commercial Zoning District.
- That the Minor Subdivision complies with the City's subdivision ordinance and specifically the requirements concerning exceptions to platting.

CONDITIONS OF APPROVAL

Recommended Conditions of Approval. Staff recommends the following conditions of approval for Inwood 7th addition:

1. All required modifications to the plans as requested by the City Engineer in the review letter dated November 4, 2019 shall be incorporated into the plat and project plans. The City shall approve all plans before releasing the final plat for recording.
2. The developer shall pay a cash contribution of \$14,580 in lieu of land for park dedication.
3. The project landscape plan shall be approved by the City's Landscape Architect before recording of the final plat.
4. The final plat shall show a 10-foot-wide drainage and utility easement along all property lines.
5. All easements as requested by the City Engineer and Public Works Department shall be documented on the Final Plat before the execution of the final plat by City Officials.
6. Before recording the Final Plat, the Developer shall enter into a Developers Agreement or Site Work Agreement with the City. This agreement shall be in a form acceptable to the City Attorney and shall delineate who is responsible for the design, construction, and payment of public improvements and other site management and operation considerations including erosion control and construction staging.
7. Final Plat shall be contingent upon the City receiving separate drainage and utility easements in the City's standard form of easement agreement for all off-site development improvements (beyond the plat limits). All off-site easements must be clearly shown on the street, grading and utility plans, with all dimensions labeled. The easements must be obtained before the start of grading or construction.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend approval of the minor subdivision request from RPS Legacy Desoto (Inwood 7th Addition) to divide Outlot B of Inwood 6th Addition into two separate parcels.

Suggested motion:

“Move to recommend approval of the Minor Subdivision request (Inwood 7th Addition) to split Outlot B of Inwood 6th Addition into two lots, subject to the conditions of approval as listed in the City staff report.”

ATTACHMENTS:

1. Minor Subdivision Survey/Preliminary Plat
2. City Engineer Review comments dated November 4, 2019