

**CITY OF ST. ANTHONY VILLAGE
CITY COUNCIL MEETING AGENDA**

MARCH 27, 2018

7:00 p.m.



Call to Order.

Pledge of Allegiance.

Roll Call.

Consideration, discussion, and possible action on all of the following items:

I. Approval of the March 27, 2018, City Council Meeting Agenda. (action requested.)

II. Proclamations and Recognitions.

A. Legislative Update by Senator Carolyn Laine and Representative Mary Kunesh-Podein.

III. Consent Agenda.

These items are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which the item will be removed from the Consent Agenda and placed elsewhere on the agenda.

A. Approval of March 13, 2018, City Council meeting minutes. (pp.1-7)

B. Licenses and Permits. (pp.9)

C. Claims. (pp.11-13)

IV. Public Hearing.

2018 Street & Utility Improvement Project (pp.15-30)

A. Resolution 18-025 a resolution Ordering Improvements for the 2018 Street and Utility Improvements. Todd Hubmer, City Engineer presenting. (pp.31)

B. Resolution 18-026 a resolution Adopting and Confirming Assessments for the 2018 Street and Utility Improvements. Todd Hubmer, City Engineer presenting. (pp.33-34)

C. Resolution 18-027 a resolution Awarding a Bid for the 2018 Street and Utility Improvements. Todd Hubmer, City Engineer presenting. (pp.35)

D. Resolution 18-028 a resolution Providing for the Sale of \$2,705,000 General Obligation Improvement Bonds, Series 2018A. Stacie Kvivilang, Ehlers & Associates presenting. (pp.37-48)

V. Reports from Commission and Staff.

A. Resolution 18-029 a resolution Approving a Request to Keep 4 Chickens in an R-1 Zoning District at 2513 30th Avenue NE. Breanne Rothstein, City Planner presenting. (pp.49-54)

B. Resolution 18-030 a resolution approving the PUD preliminary development plan/PUD Rezoning, and preliminary plat related to The Village, LLC Project located at 2501 Lowry Avenue. Breanne Rothstein, City Planner presenting. (pp.55-182)

If you would like to request special accommodations or alternative formats, please contact the City Clerk at 612-782-3313 or email city@savmn.com. People who are deaf or hard of hearing can contact us by using 711 Relay.

Our Mission is to be a progressive and welcoming Village that is walkable, sustainable and safe.

VI. General Business of Council.

- A. Resolution 18-031 a resolution In Support of the “Mayor’s Challenge for Water Conservation”. Mark Casey, City Manager presenting. (pp.183-184)
- B. St. Anthony Police Department Annual Report. (no action requested) Jon Mangseth, Police Chief presenting. (pp.185-193)

VII. Reports from City Manager and Council members.

VIII. Community Forum

Individuals may address the City Council about any item not included on the regular agenda. Speakers are requested to come to the podium, sign their name and address on the form at the podium, state their name and address for the Clerk’s record, and limit their remarks to five minutes. Generally, the City Council will not take official action on items discussed at this time, but may typically refer the matter to staff for a future report or direct the matter to be scheduled on an upcoming agenda.

IX. Information and Announcements

X. Adjournment.

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**CITY OF ST. ANTHONY
CITY COUNCIL REGULAR MEETING MINUTES
MARCH 13, 2018**

CALL TO ORDER.

Mayor Faust called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE.

Mayor Faust invited the Council and audience to join him in the Pledge of Allegiance.

ROLL CALL.

Present: Mayor Faust, Councilmembers Gray, Jenson, Randle, and Stille.

Absent: None.

Also Present: City Manager Mark Casey, Liquor Operations Manager Mike Larson, Police Chief Jon Mangseth, Fire Chief Mark Sitarz

CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON ALL OF THE FOLLOWING ITEMS.

I. APPROVAL OF MARCH 13, 2018 CITY COUNCIL MEETING AGENDA.

Motion by Councilmember Gray, seconded by Councilmember Jenson, to approve the City Council Meeting Agenda of March 13, 2018 as presented.

Motion carried 5-0.

II. PROCLAMATIONS AND RECOGNITIONS.

A. Presentation by Ramsey County Sheriff, Chief Deputy Frazer.

Chief Deputy Frazer provided a summary of what is going on in the Sheriff's office. He stated 2017 was a busy year and over 100 employees were hired. The Sheriff is committed to be a diversity hiring with 60% or higher for diversity. The annual Hot Dog with a Deputy events will start within the next few weeks. Other initiatives are partnering for SWAT services with various Cities within the County. It has been a good year with a lot of change with the addition of 100 new employees.

Councilmember Stille stated he has heard it is difficult getting candidates. Chief Deputy Frazer stated they have not had problems getting candidates.

Mayor Faust stated he spoke with the Police Chief and the Fire Chief and there have been no issues with the Sheriff's Department. He thanked Chief Deputy Frazer for the model he portrays to everyone.

City Council Regular Meeting Minutes

March 13, 2018

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III. CONSENT AGENDA:

- B. Approval of February 27, 2018, City Council Meeting Minutes.
- C. Licenses and Permits.
- D. Claims.

Motion by Councilmember Jenson, seconded by Councilmember Gray, to approve the Consent Agenda items.

Motion carried 5-0.

IV. PUBLIC HEARINGS - NONE.

V. REPORTS FROM COMMISSION AND STAFF - NONE.

VI. GENERAL BUSINESS OF COUNCIL.

A. St. Anthony Liquor Operations Annual Report.

Liquor Operations Manager Mike Larson presented a PowerPoint annual report for 2017. He noted there are two convenient locations. Mr. Larson reviewed the Mission Statement and Vision Statement along with the value of municipal liquor operation revenue. Mr. Larson reviewed the five-year sales history, 2017 monthly sales trend, 5-year profit history, 10-year profit history, sales by category, gross profit percentage by category. Comparisons and benchmarks and Sunday sales were reviewed. The 2017 accomplishments and liquor operations presentation from October 2017 were summarized. The 2017 events were Spring Beer Sampling Event, Spring and Holiday Wine Events and Multiple Samplings on Fridays and Saturdays. They were the Official Release Store for Goose Island Bourbon County Stout. Planning for 2018 include dealing with legislative issues, low cost building improvements, and technology/point of sale improvements. Mr. Larson referred residents to the website www.savmn.com. The entire annual report can also be found on the website.

Councilmember Jenson asked how morale is in the stores. Mr. Larson stated morale is fine even though sales have decreased. All employees were involved in trying to increase foot traffic in the door.

Councilmember Randle asked about the samplings. Mr. Larson stated they are very well attended and they do very good business during those events. It's a community gathering where many wines and beers can be sampled.

Councilmember Stille stated he is inspired by the culture and ideas to gain business that are being implemented.

Councilmember Gray asked if the stores are unprofitable on Sundays and what is seen at other stores. Mr. Larson stated some stores have elected not to open on Sundays due to lower sales in

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1 the northern cities. The metro stores are not losing money on Sundays but they are not getting
2 rich. They are starting to notice people are doing their weekly shopping on Sundays.
3

4 Mayor Faust stated the operation is still profitable and brings cash into the community. He is
5 impressed with the turn-ratio. To recycle 14 tons of cardboard is amazing. Mayor Faust thanked
6 Mr. Larson for his service to the community.
7

8 Councilmember Randle commented \$200,000 in revenue at 14% labor is great.
9

10 B. Resolution 18-023; a Resolution Authorizing Ramsey County Sheriff's Special Weapons
11 and Tactics Team Joint Powers Agreement.

12 Police Chief Jon Mangseth presented a resolution to authorize personnel from the St. Anthony
13 Police Department to join the Ramsey County Sheriff's Special Weapons and Tactics Team
14 ("RC-SWAT" or "Team"). RC-SWAT will act to coordinate efforts to develop and provide joint
15 responses to critical incidents or high-risk entries where there is a risk of criminal violence,
16 occurring within the St. Anthony Police Departments authorized jurisdiction.
17

18 The East Metro Special Weapons and Tactics Team was originally created to provide this
19 coordinated response to critical incidents. Due to continued struggles to dedicate sufficient
20 numbers of personnel to this team, by current member agencies, the East Metro SWAT Board of
21 Directors elected to contact the Ramsey County Sheriff's Office about the potential to join their
22 SWAT team. This will greatly aid in our ability to coordinate efforts to develop and provide joint
23 responses to critical incidents or high-risk entries where there is a risk of criminal violence in the
24 jurisdictions we serve as well as those jurisdictions that are supported by RC-SWAT.
25

26 The Ramsey County Sheriff's Office ("RCSO") shall provide a budget for basic operations of
27 RC-SWAT. Beginning with the 2019 fiscal year, the RCSO will assess each Party an annual fee
28 to cover training and other operational expenses related to the RC-SWAT. These fees will fall in
29 line with fees that have been paid for services received through participation with East Metro
30 SWAT.
31

32 Councilmember Stille stated he recalls one time when the SWAT team was in St. Anthony. Chief
33 Mangseth stated there were six call-outs within the county with none in St. Anthony.
34

35 Councilmember Jenson asked if there is a call-out how many officers does St. Anthony provide.
36 Chief Mangseth stated two operators and one negotiator. When they are off duty they are on-call.
37

38 Councilmember Stille asked if this has any dealings with the collaborative reform and Chief
39 Mangseth stated it is separate.
40

41 Motion by Councilmember Gray, seconded by Councilmember Randle, to approve Resolution
42 18-023; a Resolution Authorizing Joint Powers Agreement for the Ramsey County Special
43 Weapons and Tactics Team (RC-SWAT).
44

45 Motion Carried 5-0.

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1 Councilmember Jenson commented on the number of service calls with 2 full time people on
2 duty. He thanked Chief Sitarz and the entire department.

3
4 Councilmember Stille asked how the response time has changed over the years. Chief Sitarz
5 stated there are more calls and the department is close to the 2½ minute time.

6
7 Councilmember Gray asked what the difference was being in the center of the City. Chief Sitarz
8 stated it is a benefit and positive change.

9
10 Councilmember Randle asked about the false alarms and asked if there is cost to a business or
11 apartment for false alarms. Chief Sitarz stated there is no cost. It is communicated during shift
12 change and if there's two or more calls in 24 hours they will be proactive in solving the problem.

13
14 Councilmember Stille asked about active shooter training in conjunction with the Police
15 Department. He stated it must be a benefit of knowing the members of the Police Department.
16 Chief Sitarz stated the relationship between the departments is very good.

17
18 Mayor Faust stated moving the fire station was a much-contested issue within the City but as
19 soon as it was moved and the benefits realized, it changed the minds of those opposed. The
20 department is well trained and would do well in crisis situations. Lives are saved. Mayor Faust
21 stated there are a lot of volunteers with varied full-time positions. Chief Sitarz mentioned some
22 of the positions held by the volunteers. Mayor Faust thanked Chief Sitarz and the entire
23 department.

24 **VII. REPORTS FROM CITY MANAGER AND COUNCIL MEMBERS.**

25
26 The City Manager had no report.

27
28 Councilmember Gray had no report.

29
30 Councilmember Randle stated he attended the Park Commission Meeting last evening.

31
32 Councilmember Jenson stated on February 28 he attended the Affordable Housing Meeting.

33
34 Councilmember Stille stated on March 12, he attended the Nominating Committee for Metro
35 Cities for the 19-person board. He attended a Euro-Cocktail event last night with Mayor Faust
36 and City Manager Casey.

37
38 Mayor Faust stated today he gave a presentation to the Chamber of Commerce and then to the
39 Mississippi Water Management Organization for its bi-monthly meeting. They received a clean
40 audit.

41
42 **VIII. COMMUNITY FORUM.**

43
44

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1 Ms. Kate Martin, 2513 30th Avenue NE, stated a study is being done by the University of
2 Minnesota (Ed Goetz). He has interviewed a number of the residents and herself and will be
3 contacting the Council for interviews. She encouraged Council to participate.
4

5 Mr. Dave Ote, 3313 Croft Drive, stated he has four questions. He asked if the former Lowry
6 Grove residents are being consulted on the re-development plans of Lowry Grove, will it be
7 affordable for them, and are they still homeless. He also asked what St. Anthony is doing to keep
8 in contact with them. Mr. Ote asked about the relationship with Falcon Heights and the insurance
9 for incidents incurring within Falcon Heights and whether the same agreement is in place for
10 Lauderdale. He asked about the integrity of the voting process and what is being done to ensure
11 the integrity. He also asked about the SWAT agreement and who is in charge when situations
12 happen in St. Anthony.
13

14 Ms. Joan Peterson, 3200 Hilldale, asked about a complaint filed about the Council retreat. She
15 asked how much the complaint cost the taxpayers and how will we benefit from that complaint.
16

17 Chief Mangseth stated the SWAT command would be established similar to the East Metro
18 SWAT. St. Anthony patrols would be on the scene and funnel information to the Command
19 Center led by Ramsey County. Chief Mangseth would also be included and all would be
20 involved in safety at the scene.
21

22 Mayor Faust stated Ramsey County handles all elections for St. Anthony with a paper backup.
23 The paper ballots are counted to make sure they are the same as the electronic voting.
24

25 Councilmember Stille stated on the retreat, Nancy Robinett asked the Commissioner to give an
26 advisory opinion. The three issues were the location of the meeting, the availability of materials,
27 and the dinner that was held. Ms. Robinett withdrew her request and resubmitted with additional
28 information. He indicated the Council took this very seriously, the City responded, and the costs
29 thus far is \$15,000 - \$20,000.
30

31 Mayor Faust stated the contract with Falcon Heights was ended on July 13, 2017. There was no
32 indication that Falcon Heights was going to do anything in the contract. Four officers had been
33 allocated to the cities. St. Anthony needed more protection as the City incurred many additional
34 costs. The contract was for \$674,000. Falcon Heights now has agreement with the County for
35 over \$1 million. Mayor Faust stated the Lauderdale contract will be reviewed in the future and a
36 risk analysis will need to be done.
37

38 Mayor Faust stated he has not been contacted for an interview regarding Lowry Grove and he
39 will not do an interview until the deal is done as he will not risk litigation with the developer or
40 another group.
41

42 **IX. INFORMATION AND ANNOUNCEMENTS – NONE.**

43

44 **X. ADJOURNMENT.**

45 Mayor Faust adjourned the meeting at 8:40 p.m.
46

City Council Regular Meeting Minutes

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1
2 Respectfully submitted,
3 Debbie Wolfe

4 *TimeSaver off Site Secretarial, Inc.*

5
6
7
8 Mayor
9 ATTEST: _____
10 City Clerk
11
12

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Saint Anthony Village

DATE: March 27, 2018 Approved:
TO: Mayor and Councilmembers
FROM: License Clerk
ITEM: License and Permits for Approval:

General Contractors Licenses:

Big G Construction, Mounds View, MN
Kraus Anderson Construction, Minneapolis, MN

Mechanical Licenses:

American Air Supply, Elk River, MN
Marks Plumbing Service, Plymouth, MN

Bench License:

Applicant: U S Bench

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City of St Anthony Village

CITY OF ST ANTHONY CHECK REGISTER

Check Issue Dates: 3/9/2018 - 3/28/2018

Page: 1

Mar 21, 2018 03:36PM

Vendor Number	Payee	Check Number	Check Issue Date	Amount
12180	ARVIG CONSTRUCTION	Auto Pay 98	03/28/2018	249.00
10252	CENTERPOINT ENERGY	Auto Pay 99	03/28/2018	15,978.92
11186	PAETEC	Auto Pay100	03/28/2018	204.93
11740	XCEL ENERGY	Auto Pay101	03/28/2018	25,597.59
10710	ICMA RETIREMENT TRUST	34628	03/09/2018	1,675.00
11792	INTERNATIONAL UNION LOCAL #49	34629	03/09/2018	414.00
11793	LAW ENFORCEMENT LABOR SERVICES	34630	03/09/2018	833.00
10002	LOCAL UNION IAFF #3486	34631	03/09/2018	357.30
11738	WSB & ASSOCIATES, INC.	34632	03/14/2018	9,258.50
12600	LILLESTOL, ADAM	34633	03/16/2018	141.68
10008	AA BATTERY CO	34634	03/28/2018	16.50
10011	ABLE HOSE & RUBBER LLC	34635	03/28/2018	44.10
10039	AIRGAS USA LLC	34636	03/28/2018	44.71
11992	AMERICAN FLAGPOLE & FLAG CO	34637	03/28/2018	242.80
10092	APACHE GROUP	34638	03/28/2018	1,059.30
10098	ARAMARK	34639	03/28/2018	358.89
1100	ARTISIAN BEER COMPANY	34640	03/28/2018	6,806.33
10116	ASPEN WASTE SYSTEMS INC	34641	03/28/2018	153.30
10159	BEISSWENGER'S	34642	03/28/2018	63.59
1013	BELLBOY CORPORATION	34643	03/28/2018	5,913.83
1014	BELLBOY CORPORATION	34644	03/28/2018	259.45
1035	BERNICK'S BEVERAGE & VENDING	34645	03/28/2018	4,920.60
11883	BIG RIVER GROUP LLC	34646	03/28/2018	1,000.00
12602	BINDER LIFT LLC	34647	03/28/2018	613.95
2009	BLACK STACK BREWING	34648	03/28/2018	189.00
8544	BOURGET IMPORTS	34649	03/28/2018	450.50
10188	BRAKE & EQUIPMENT WAREHOUSE	34650	03/28/2018	334.67
1018	BREAKTHRU BEVERAGE MN BEER	34651	03/28/2018	20,442.92
1011	BREAKTHRU BEVERAGE MN WINE & SPIRITS	34652	03/28/2018	7,149.31
1009	BREAKTHRU BEVERAGE MN WINE & SPIRITS	34653	03/28/2018	1,523.61
2014	BROKEN CLOCK BREWING	34654	03/28/2018	240.00
1114	CANNON RIVER WINERY	34655	03/28/2018	144.00
1017	CAPITOL BEVERAGE SALES	34656	03/28/2018	8,351.31
10263	CENTURYLINK	34657	03/28/2018	481.67
12596	CINTAS	34658	03/28/2018	1,058.07
10293	CITY OF ROSEVILLE	34659	03/28/2018	1,213.01
10292	CITY OF ROSEVILLE	34660	03/28/2018	1,358.48
10299	CITY OF ST. PAUL	34661	03/28/2018	458.00
10306	CITY WIDE WINDOW SERVICE INC	34662	03/28/2018	85.50
10308	CLAREY'S SAFETY EQUIPMENT	34663	03/28/2018	371.41
10338	CONNELLY ELECTRONICS	34664	03/28/2018	6,938.39
1042	CRYSTAL SPRINGS ICE	34665	03/28/2018	288.59
10375	DALCO	34666	03/28/2018	284.73
10417	DISCOUNT STEEL, INC.	34667	03/28/2018	16.06
1063	DOMACE VINO	34668	03/28/2018	2,360.00
12606	DVS RENEWAL	34669	03/28/2018	11.00
10461	EHLERS & ASSOCIATES, INC.	34670	03/28/2018	1,920.00
10468	ELECTRO WATCHMAN INC	34671	03/28/2018	662.48
1030	FLAHERTY'S HAPPY TYME COMPANY	34672	03/28/2018	114.00
10526	FLEETPRIDE	34673	03/28/2018	147.52
10573	GOODIN COMPANY	34674	03/28/2018	45.54
1032	GRAPE BEGINNINGS, INC.	34675	03/28/2018	320.75
10588	GRAPHIC SPECIALTIES, INC.	34676	03/28/2018	38.35

City of St Anthony Village

CITY OF ST ANTHONY CHECK REGISTER

Check Issue Dates: 3/9/2018 - 3/28/2018

Page: 2

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Vendor Number	Payee	Check Number	Check Issue Date	Amount
1021	GREAT LAKES COCA COLA	34677	03/28/2018	801.52
10642	HENN CNTY INFO TECH DEPT	34678	03/28/2018	3,093.26
1019	HOHENSTEIN'S, INC	34679	03/28/2018	6,764.90
10684	HOME DEPOT CREDIT SERVICES	34680	03/28/2018	267.93
12480	HP INC	34681	03/28/2018	1,206.81
2013	INBOUND BREWCO	34682	03/28/2018	499.00
1027	INDEED BREWING COMPANY	34683	03/28/2018	947.00
12105	INTERSTATE ALL BATTERY CENTER	34684	03/28/2018	234.41
12315	IRC RETAIL CENTERS SALO PARK	34685	03/28/2018	5,624.64
12313	IRC RETAIL CENTERS SLV LIQ	34686	03/28/2018	4,569.66
1016	JJ TAYLOR DISTRIBUTING	34687	03/28/2018	15,400.59
1102	JOHNSON BROTHERS	34688	03/28/2018	9,150.69
1004	JOHNSON BROTHERS LIQUOR CO.	34689	03/28/2018	19,350.13
1005	JOHNSON BROTHERS LIQUOR COMPANY.	34690	03/28/2018	8,108.90
1006	JOHNSON BROTHERS LIQUOR COMPANY.	34691	03/28/2018	4,301.81
1044	JOHNSON BROTHERS LIQUOR COMPANY.	34692	03/28/2018	2,830.71
2012	JUNKYARD BREWING	34693	03/28/2018	426.00
12603	KAMPA, BARBARA	34694	03/28/2018	50.00
12605	KAUN, GRAHAM &	34695	03/28/2018	109.60
10797	KONICA MINOLTA BUSINESS	34696	03/28/2018	195.09
10816	LANGUAGE LINE SERVICES	34697	03/28/2018	12.00
10857	LMCIT % BERKLEY ADMINISTRATORS	34698	03/28/2018	205.71
10861	LOFFLER COMPANIES - 131511	34699	03/28/2018	292.69
2010	LUPULIN BREWING	34700	03/28/2018	645.00
1022	M. AMUNDSON LLP	34701	03/28/2018	860.61
11985	MANSFIELD OIL COMPANY	34702	03/28/2018	11,792.03
10932	METROPOLITAN COUNCIL	34703	03/28/2018	282.37
10939	MIDWAY FORD	34704	03/28/2018	813.27
10963	MINNEAPOLIS SAW COMPANY INC	34705	03/28/2018	9.65
1051	NEW FRANCE WINE COMPANY	34706	03/28/2018	988.48
11163	OFFICE DEPOT	34707	03/28/2018	209.19
12112	OREILLY AUTO PARTS	34708	03/28/2018	5.40
11185	PACE ANALYTICAL SERVICES, INC.	34709	03/28/2018	2,245.00
1012	PAUSTIS & SONS	34710	03/28/2018	1,941.49
12604	PERRON, TOM & SARAH	34711	03/28/2018	55.14
1001	PHILLIPS WINE & SPIRITS	34712	03/28/2018	1,564.22
1002	PHILLIPS WINE & SPIRITS	34713	03/28/2018	5,092.46
11215	PIONEER RIM AND WHEEL CO.	34714	03/28/2018	72.46
12541	POLSON, MARK	34715	03/28/2018	595.00
12601	RAMSEY COUNTY ENVIRONMENTAL	34716	03/28/2018	112.08
11366	SAM'S CLUB	34717	03/28/2018	62.22
11397	SHARROW LIFTING PRODUCTS	34718	03/28/2018	109.80
11411	SIMON, SANDY	34719	03/28/2018	41.63
11412	SIMPLEXGRINNELL	34720	03/28/2018	666.98
1024	SOUTHERN GLAZER'S OF MN	34721	03/28/2018	2,227.76
1008	SOUTHERN GLAZER'S OF MN	34722	03/28/2018	2,394.69
1026	SOUTHERN GLAZER'S OF MN	34723	03/28/2018	29,922.62
1036	SOUTHERN GLAZER'S OF MN	34724	03/28/2018	158.56
11452	ST ANTHONY CHAMBER OF COMMERCE	34725	03/28/2018	135.00
11453	ST ANTHONY FIRE RELIEF ASSN	34726	03/28/2018	660.00
11485	STATE OF MINNESOTA DEPARTMENT	34727	03/28/2018	225.00
11495	STILLE/RANDY	34728	03/28/2018	85.97
11566	TIMESAVER OFF SITE SECRETARIAL	34729	03/28/2018	489.05

City of St Anthony Village

CITY OF ST ANTHONY CHECK REGISTER
Check Issue Dates: 3/9/2018 - 3/28/2018Page: 3
Mar 21, 2018 03:36PM

Vendor Number	Payee	Check Number	Check Issue Date	Amount
11585	TRACE ANALYTICS, INC.	34730	03/28/2018	372.00
11612	TWIN CITY JANITOR SUPPLY	34731	03/28/2018	222.60
11626	U.S. BANK (PURCHASING CARD)	34732	03/28/2018	4,905.51
11637	UNITED ELECTRIC COMPANY	34733	03/28/2018	88.56
12298	VAN IWAARDEN ASSOCIATES	34734	03/28/2018	1,050.00
1025	VINOCOPIA	34735	03/28/2018	600.96
11933	WIMACTEL INC	34736	03/28/2018	45.00
1034	WINE COMPANY/THE	34737	03/28/2018	747.70
1038	WINE MERCHANTS INC	34738	03/28/2018	1,326.44
11738	WSB & ASSOCIATES, INC.	34739	03/28/2018	6,050.50
11740	XCEL ENERGY	34740	03/28/2018	156.06
Grand Totals:				297,677.65

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March 19, 2018

The Honorable Mayor, City Council and Staff
 c/o Mark Casey, City Manager
 City of St. Anthony Village
 3301 Silver Lake Road NE
 St. Anthony Village, MN 55418-1603

Re: 2018 Street and Utility Improvement Project
 City of St. Anthony Village, MN
 WSB Project No. R-010507-000

Dear Honorable Mayor, City Council, and Staff:

Following this letter are three resolutions for your consideration at the March 27, 2018, Council Meeting. The three resolutions for your consideration are:

I. A Resolution Ordering Improvements

This resolution states that the Council has completed the public hearing process and orders the project to be completed.

II. A Resolution Adopting and Confirming Assessments for the 2018 Street and Utility Improvements

Included in the Council packet are the assessments that have been calculated in accordance with the City's street assessment policy for the 2018 Street and Utility Improvement Project. This resolution declares the amount to be assessed at \$649,878.74 and outlines the assessment process in accordance with Minnesota Statutes Chapter 429.

III. A Resolution Awarding a Bid for 2018 Street and Utility Improvements

This resolution awards the contract for the 2018 street reconstruction project to the lowest bidder. A tabulation of these bidders, as well as the low bidder of Kuechle Underground with a bid amount of \$2,282,930.11, can be seen in the Council packet.

If you have any questions, I will be present at the March 27, 2018, Council Meeting to discuss those with you or please call me at 763-287-7182.

Sincerely,

Todd E. Hubmer, PE
 City Engineer

Attachments

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2018 Street & Utility Improvement Project

Public Hearing

March 27, 2018

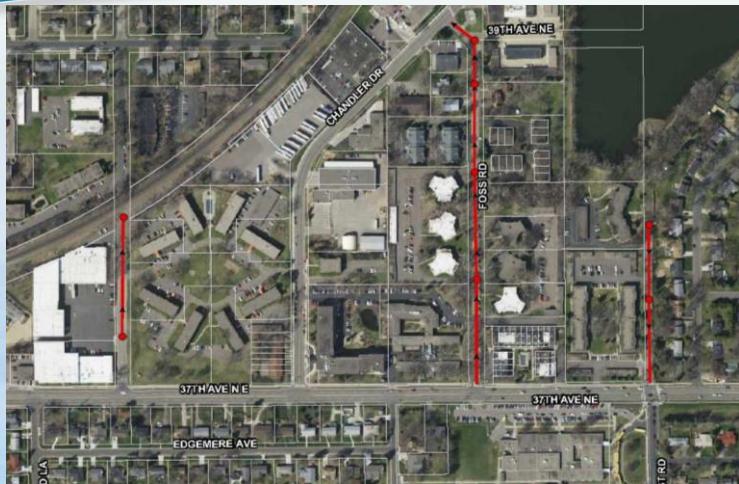


Project Location

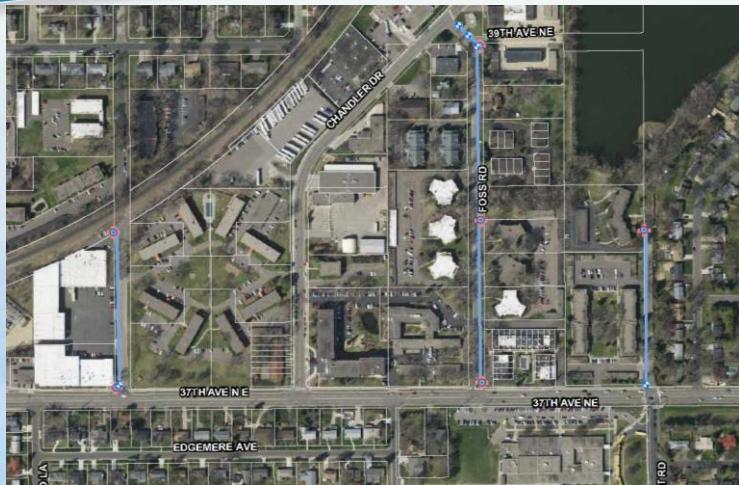
- Macalaster Drive
(37th Ave NE to RR tracks)
- Foss Road
(37th Ave NE to Chandler Dr)
- Highcrest Road
(37th Ave NE to terminate)



Sanitary Sewer System Improvements

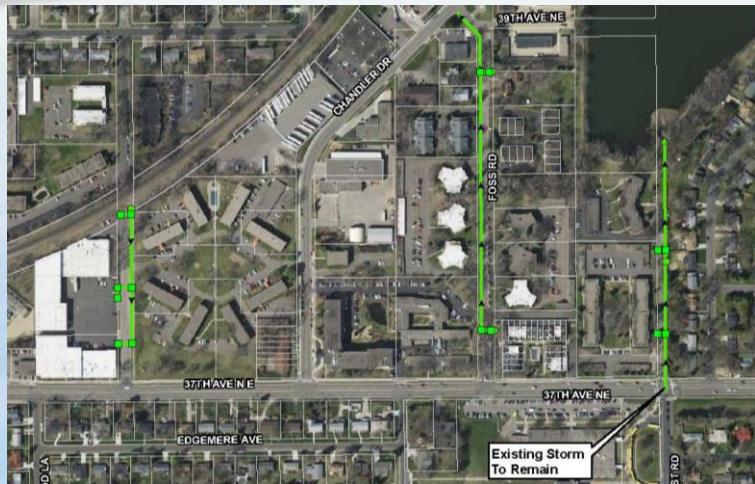


Water System Improvements

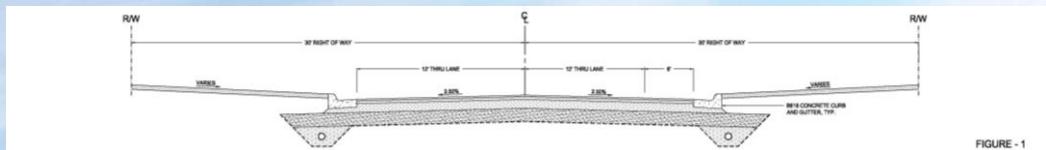


Drainage System Improvements

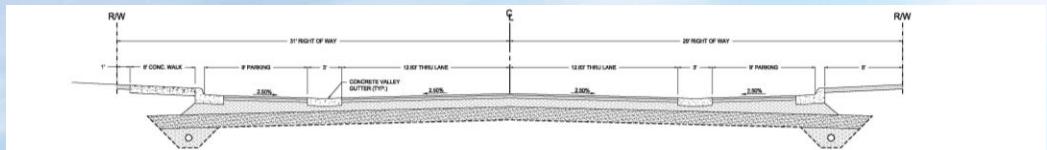
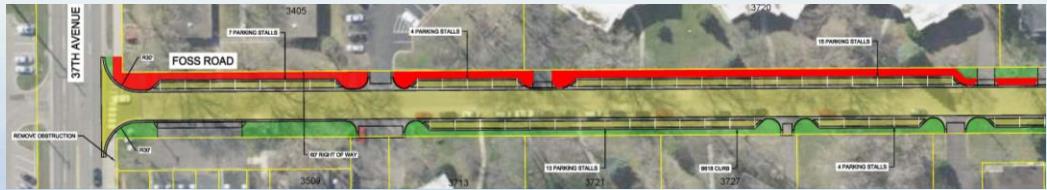
- Storm Gravity Mains
- Storm Catch Basins
- Storm Manholes
- Storm Outlet



Street Improvements



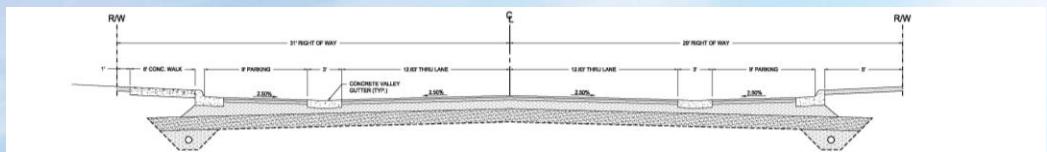
Street Improvements



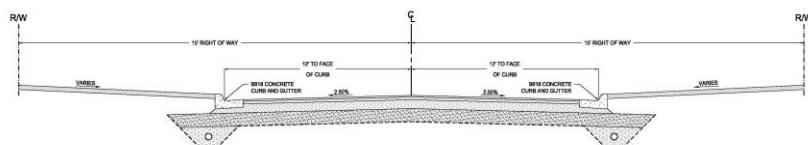
Street Improvements



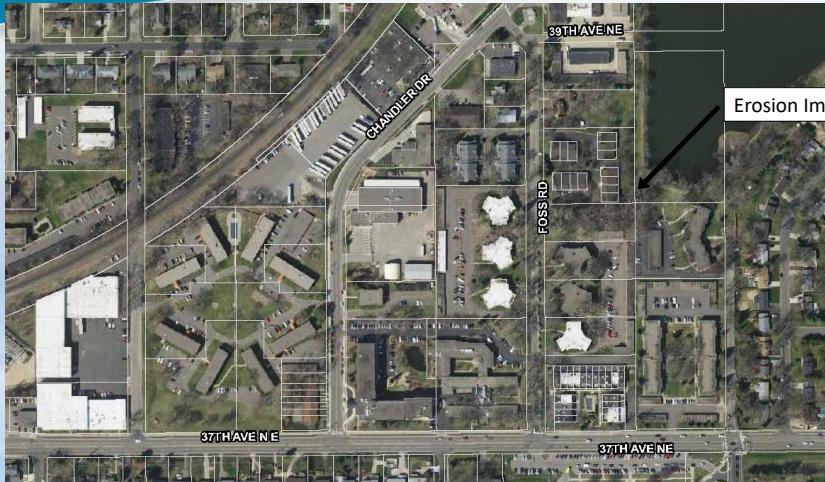
Total Parking Stalls: 49



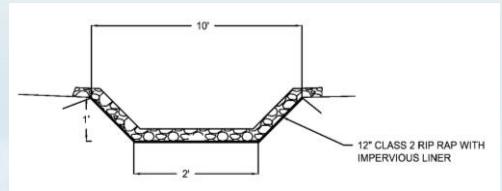
Street Improvements



Erosion Improvements



Erosion Improvements



Central Park Water Reuse Retrofit



Common Resident Concerns

- Trees / Restoration
- Access to homes and businesses maintained with exception of:
 - Utility Installation in front of home
 - Wet weather
 - Curb and driveway installation
- Special needs / events
- Sprinkler systems / Invisible fencing
- Private Utilities
 - CenterPoint Energy Gas Line Replacement



Common Resident Concerns

- Temporary water service
- Driveway replacement
 - Replacing entire driveway? Reimbursement policy
- Sump pump connections
- Mail / Garbage service



Project Costs / Funding Breakdown

2018 STREET AND UTILITY IMPROVEMENT PROJECT			
City of Saint Anthony Village, Minnesota			
Project Costs and Proposed Funding			
Proposed Improvements	Special Assessments	City Costs	Total
Street Reconstruction	\$457,300	\$1,166,500	\$1,623,800
Sanitary Sewer Improvements	\$0	\$337,500	\$337,500
Water Main Improvements ⁽¹⁾	\$53,100	\$332,400	\$385,500
Storm Sewer Improvements ⁽²⁾	\$105,700	\$119,800	\$225,500
Mirror Lake Erosion Improvements	\$33,800	\$0	\$33,800
Central Park Water Reuse	\$0	\$198,400	\$198,400
Total **	\$649,900	\$2,154,600	\$2,804,500

1. Replacement of curb stops are assessed 100% of the actual cost.

2. Local drainage improvements.

** This project anticipates issuing 429 public improvement bonds or general obligation bonds.

The difference to be paid from Sanitary Sewer, Water, and Storm Water Utility Funds.



Assessment Calculations

City Policy for Street and Local Drainage Improvements:

- Up to 32-foot wide, 9-ton design roadway
- 35% assessed to residential (R-3)
- 50% assessed to light industrial (L1), commercial (C) and high density residential (R-4)
- Calculated using lineal feet of street frontage
- City funds pay remaining cost

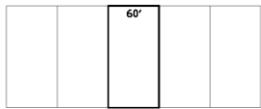


Method for Determining Front Footage

STANDARD LOT

ASSESSABLE FOOTAGE = STREET FOOTAGE

STREET



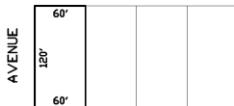
EXAMPLE

1. WORK ON STREET
ASSESSABLE FOOTAGE = 60 FT.

CORNER LOT

ASSESSABLE FOOTAGE =
STREET FOOTAGE + 1/3 AVENUE FOOTAGE
+ 1/3 ALLEY FOOTAGE

STREET



EXAMPLE

1. WORK ON STREET
ASSESSABLE FOOTAGE = 60 FT.
2. WORK ON AVENUE
ASSESSABLE FOOTAGE = 120/3 FT. = 40 FT
3. WORK ON ALLEY
ASSESSABLE FOOTAGE = 60/3 FT. = 20 FT
4. WORK ON STREET, AVENUE AND ALLEY
ASSESSABLE FOOTAGE = 60 + 40 + 20 FT = 120 FT

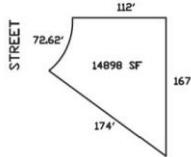


Method for Determining Front Footage

FOUR SIDED ODD SHAPED LOTS

LENGTH = AREA / AVERAGE OF TWO SIDES

AVENUE



EXAMPLE

1. STREET LENGTH
AVERAGE OF TWO SIDES = $(112+174)/2 = 143$ FT
STREET LENGTH = $14,898 \text{ SF} / 143 \text{ FT} = 104.18 \text{ FT}$
2. AVENUE LENGTH
AVERAGE OF TWO SIDES = $(167+72.62)/2 = 119.81$ FT
AVENUE LENGTH = $14,898 \text{ SF} / 119.81 \text{ FT} = 124.35 \text{ FT}$

THE STANDARD ASSESSMENT IS THEN APPLIED TO THESE LENGTHS.

ODD SHAPED LOTS WITH GREATER THAN 4 SIDES

LENGTH = AREA / AVERAGE DEPTH
WHERE AVERAGE DEPTH = AVERAGE DEPTH OF
LOTS IN THE IMMEDIATE VICINITY.



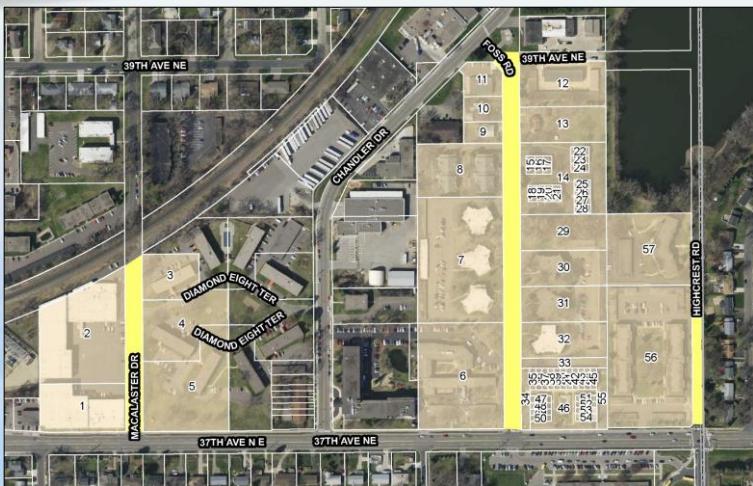
EXAMPLE

1. STREET LENGTH = $8700 \text{ SF} / 120 \text{ FT} = 72.50 \text{ FT}$
2. AVENUE LENGTH = $8700 \text{ SF} / 70 \text{ FT} = 124.29 \text{ FT}$

THE STANDARD ASSESSMENT IS THEN APPLIED TO
THESE LENGTHS.



Assessed Parcels



Financing Assessments

- One time assessment notice sent in May 2018
- Assessments paid over 15 year period

Option	Deadline
1. Pay-off full assessment to avoid interest	November 30, 2018 (1 st year) November 14 (every year after)
2. Partial payment	November 1, 2018 (1 st year)
3. Apply directly to Property Tax If applied to taxes... 15 year payback 2% over the true interest cost (not known until bonds are sold)	Automatic if above options are not exercised



Assessment Payback Table

Residential (R-3)

Example: 5.0% Interest Rate - \$1,500 Assessment

Year	Principal	Principal Paid	Interest	Annual County Fee	Total	Collectible Year
1	\$1,500.00	\$100.00	\$75.00	\$1.50	\$176.50	2019
2	\$1,400.00	\$100.00	\$70.00	\$1.50	\$171.50	2020
3	\$1,300.00	\$100.00	\$65.00	\$1.50	\$166.50	2021
4	\$1,200.00	\$100.00	\$60.00	\$1.50	\$161.50	2022
5	\$1,100.00	\$100.00	\$55.00	\$1.50	\$156.50	2023
6	\$1,000.00	\$100.00	\$50.00	\$1.50	\$151.50	2024
7	\$900.00	\$100.00	\$45.00	\$1.50	\$146.50	2025
8	\$800.00	\$100.00	\$40.00	\$1.50	\$141.50	2026
9	\$700.00	\$100.00	\$35.00	\$1.50	\$136.50	2027
10	\$600.00	\$100.00	\$30.00	\$1.50	\$131.50	2028
11	\$500.00	\$100.00	\$25.00	\$1.50	\$126.50	2029
12	\$400.00	\$100.00	\$20.00	\$1.50	\$121.50	2030
13	\$300.00	\$100.00	\$15.00	\$1.50	\$116.50	2031
14	\$200.00	\$100.00	\$10.00	\$1.50	\$111.50	2032
15	\$100.00	\$100.00	\$5.00	\$1.50	\$106.50	2033
		\$1,500.00	\$600.00	\$22.50	\$2,122.50	

Interest Payment Declines as Principal is Paid

Assessment Payback Table

Residential (R-3)

Example: 5.0% Interest Rate - \$3,700 Assessment

Year	Principal	Principal Paid	Interest	Annual County Fee	Total	Collectible Year
1	\$3,700.00	\$246.67	\$185.00	\$1.50	\$433.17	2019
2	\$3,453.33	\$246.67	\$172.67	\$1.50	\$420.83	2020
3	\$3,206.67	\$246.67	\$160.33	\$1.50	\$408.50	2021
4	\$2,960.00	\$246.67	\$148.00	\$1.50	\$396.17	2022
5	\$2,713.33	\$246.67	\$135.67	\$1.50	\$383.83	2023
6	\$2,466.67	\$246.67	\$123.33	\$1.50	\$371.50	2024
7	\$2,220.00	\$246.67	\$111.00	\$1.50	\$359.17	2025
8	\$1,973.33	\$246.67	\$98.67	\$1.50	\$346.83	2026
9	\$1,726.67	\$246.67	\$86.33	\$1.50	\$334.50	2027
10	\$1,480.00	\$246.67	\$74.00	\$1.50	\$322.17	2028
11	\$1,233.33	\$246.67	\$61.67	\$1.50	\$309.83	2029
12	\$986.67	\$246.67	\$49.33	\$1.50	\$297.50	2030
13	\$740.00	\$246.67	\$37.00	\$1.50	\$285.17	2031
14	\$493.33	\$246.67	\$24.67	\$1.50	\$272.83	2032
15	\$246.67	\$246.67	\$12.33	\$1.50	\$260.50	2033
	\$3,700.00	\$1,480.00	\$22.50	\$5,202.50		

Interest Payment Declines as Principal is Paid

Assessment Payback Table

Residential (R-4)

Example: 5.0% Interest Rate - \$40,000 Assessment

Year	Principal Paid	Interest	Annual County Fee	Total	Collectible Year
1	\$40,000.00	\$2,666.67	\$2,000.00	\$1.50	\$4,668.17
2	\$37,333.33	\$2,666.67	\$1,866.67	\$1.50	\$4,534.83
3	\$34,666.67	\$2,666.67	\$1,733.33	\$1.50	\$4,401.50
4	\$32,000.00	\$2,666.67	\$1,600.00	\$1.50	\$4,268.17
5	\$29,333.33	\$2,666.67	\$1,466.67	\$1.50	\$4,134.83
6	\$26,666.67	\$2,666.67	\$1,333.33	\$1.50	\$4,001.50
7	\$24,000.00	\$2,666.67	\$1,200.00	\$1.50	\$3,868.17
8	\$21,333.33	\$2,666.67	\$1,066.67	\$1.50	\$3,734.83
9	\$18,666.67	\$2,666.67	\$933.33	\$1.50	\$3,601.50
10	\$16,000.00	\$2,666.67	\$800.00	\$1.50	\$3,468.17
11	\$13,333.33	\$2,666.67	\$666.67	\$1.50	\$3,334.83
12	\$10,666.67	\$2,666.67	\$533.33	\$1.50	\$3,201.50
13	\$8,000.00	\$2,666.67	\$400.00	\$1.50	\$3,068.17
14	\$5,333.33	\$2,666.67	\$266.67	\$1.50	\$2,934.83
15	\$2,666.67	\$2,666.67	\$133.33	\$1.50	\$2,801.50
	\$40,000.00	\$16,000.00	\$22.50	\$56,022.50	

Interest Payment Declines as Principal is Paid

Project Schedule

- Council Authorize Feasibility
(1st of 8 meetings) June 13, 2017
- Council Accept Feasibility
(2nd of 8 meetings) August 22, 2017
- 1st Public Info Meeting
(3rd of 8 meetings) September 13, 2017
- 2nd Public Info Meeting
(4th of 8 meetings) November 29, 2017
- Council Approve Plans
(5th of 8 meetings) December 12, 2017
- Receive Bids/Compute Assessments
(6th of 8 meetings) February 13, 2018



Project Schedule – cont'd

• 3 rd Public Info Meeting (7 th of 8 meetings)	March 7, 2018
• Public Hearing/Award Contract (8 th of 8 meetings)	March 27, 2018
• Award Sale of Bonds	April 2018
• Begin Construction (After Memorial Day)	May/June 2018
• Substantial Completion	September 2018
• Final Paving	June 2019



Email / Text Notifications

Sign up to receive weekly email updates and notifications regarding the 2018 Street & Utility Improvement Project by visiting the project webpage located under the  Projects tab on the City's website at <http://www.savmn.com>



2018 Street and Utility Improvement Project and Appurtenant Work Construction Update #19

Current Events

Phase I (Maplewood Drive and Chelmsford Road)
The Contractor has completed excavations through the intersection of Maplewood Drive and Skycraft Drive. The next operations will be placing and installing drain tile in the roadway section, to be completed by Friday. Following building the roadway, the Contractor will be installing drain tile from the roadway to the right of way line.

Phase II (Skycraft Drive)
The Contractor will be installing sanitary sewer and services along Skycraft Drive working west towards Penrod Lane. Future Events

Week of July 17th (Weather Permitting)

CONSTRUCTION EVENT: This event has been rescheduled for 5:00PM on Thursday, July 20th. We will be meeting at the park and ride located at the intersection of Maplewood Drive and Skycraft Drive.

Phase I (Maplewood Drive and Chelmsford Road)
The Contractor plans to install concrete curbs and gutters along Maplewood Drive and Chelmsford Road during this week. These operations are weather dependent. Residents will receive a door hanger notice when scheduled to confirm the exact day and time. Please note, parking will be limited at these locations overnight and will increase patrols throughout the area. Please note, parking outside of the construction area is recommended for your convenience, safety, and to prevent damage to your vehicle.

Phase II (Skycraft Drive)
The Contractor will be installing water services and drain tile along Skycraft Drive. It is planned that during this week the Contractor will be installing water services and drain tile.

With both project phases under construction, please be aware of changing weather conditions and use proper judgement when driving around the project site. It is highly recommended that residents park their vehicles on adjacent streets such as 80th Avenue NE, Domine Drive, or lower portions of Chelmsford Road. Please do not park in the Five States Bank parking lot as that area will be closed at these times overnight and will increase patrols throughout the area. Please note, parking outside of the construction area is recommended for your convenience, safety, and to prevent damage to your vehicle.

If you need vehicle access to your home during a project, please contact Ben Perkey, the Onsite Project Representative, at (612) 860-3333, for assistance.

Tips of the Week

- For Phase II, please be aware all irrigation system locations have been marked.
- Please do not drive or walk on construction hours. If possible, please avoid driving outside during this time. The Contractor will do their best to maintain roadway access.
- Please notify any delivery persons that may need to walk to reach your home.

Project Contacts

Director of Public Works: Ben Perkey (612) 860-1219
Project Manager: Justin Messner (612) 860-9652
City Engineer: Todd Hulmer (612) 287-7132
Director of Public Works: Jay Hartman (612) 782-3304



Questions



**CITY OF ST. ANTHONY VILLAGE
STATE OF MINNESOTA**

RESOLUTION 18-025

**A RESOLUTION ORDERING IMPROVEMENTS
FOR THE 2018 STREET AND UTILITY IMPROVEMENTS**

WHEREAS, a resolution of the City Council adopted on the 23th day of February 2018, fixed a date for Council hearing on the proposed improvements:

Street & Utility Reconstruction

- Macalaster Drive NE from 37th Avenue NE to the railroad tracks
- Foss Road from 37th Avenue NE to Chandler Drive NE
- Highcrest Road NE north of 37th Avenue NE

Backyard Drainage Improvements

- Drainage from the parking lot serving the apartments located at 3727 Foss Road, 3721 Foss Road, and 3713 Foss Road outletting to Mirror Lake.

Water Reuse Retrofit

- Central Park Splash Pad

WHEREAS, ten days' mailed notice and two weeks' published notice in advance of said hearing was given and the hearing was held thereon on the 27th day of March 2018, at which time all persons desiring to be heard were given an opportunity to be heard thereon,

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of St. Anthony Village approve such improvements as are hereby ordered in the Council Resolution.

Adopted this 27th day of March, 2018.

ATTEST: _____
Nicole Miller, City Clerk

Jerome O Faust, Mayor

Reviewed for administration:

Mark Casey, City Manager

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**CITY OF ST. ANTHONY VILLAGE
STATE OF MINNESOTA**

RESOLUTION 18-026

**A RESOLUTION ADOPTING AND CONFIRMING ASSESSMENTS
FOR THE 2018 STREET AND UTILITY IMPROVEMENTS**

1. The amount proper and necessary to be specially assessed at this time for various public improvements is 35% (low density residential) and 50% (high density residential, commercial and industrial) assessable as follows:

<u>Years</u>	<u>First Year Levy</u>	<u>First Year Collectible</u>	<u>Assessed</u>
15	2018	2019	\$649,878.74

For improvements to the following:

Street & Utility Reconstruction

- Macalaster Drive NE from 37th Avenue NE to the railroad tracks
- Foss Road from 37th Avenue NE to Chandler Drive NE
- Highcrest Road NE north of 37th Avenue NE

Backyard Drainage Improvements

- Drainage from the parking lot serving the apartments located at 3727 Foss Road, 3721 Foss Road, and 3713 Foss Road outletting to Mirror Lake.

against every assessable lot, piece, or parcel of land affected thereby has been duly calculated upon the basis of benefits, without regard to cash valuation, in accordance with the provisions of Minnesota Statutes, Chapter 429, and notice has been duly published, as required by law that this Council would meet to hear, consider and pass upon all objections, if any, and said proposed assessment has at all time since its filing been open for public inspection and an opportunity has been given to all interested persons to present their objections if any, to such proposed assessments.

2. This Council, having heard and considered all objections so presented, finds that each of the lots, pieces and parcels of land enumerated in the proposed assessment was and is specially benefited by the construction of said improvement in not less than the amount of the assessment set opposite the description of each such lot, piece and parcel of land respectively, and such amount so set out is hereby levied against each of the respective lots, pieces and parcels of land therein described.
3. The proposed assessments are hereby adopted and confirmed as the proper special assessments for each of said lots, pieces and parcels of land respectively, and the assessment against each parcel, together with interest at the rate calculated at 2% over the interest cost per annum on the bonds to be issued by the City for said improvement, accruing on the full amount thereof unpaid, shall be a lien concurrent with general taxes upon parcel and all thereof. The total amount of each such assessment not pre-paid shall be payable in equal annual principal installments extending over a period of years, as indicated in each case. The first of said installments, together with interest on the entire

assessment for the period of January 1, 2018 through December 31, 2018 will be payable with general taxes for the levy year of 2018 collectible in 2019, and one of each of the remaining installments, together with one year's interest on that and all other unpaid installments, will be payable with general taxes for each consecutive year thereafter until the entire assessment is paid.

4. The owner of any property so assessed may, at any time prior to certification, make payments (partial or full) towards the balance owed. The owner may, at any time after certification, pay the whole of the assessment, with interest accrued to the date of payment, except that no interest be charged if the entire assessment is paid by November 30th of the assessment year.
5. The City Clerk shall, as soon as may be, prepare and transmit to the County Auditor a certified duplicate of the assessment roll, with each installment and interest on each unpaid assessment set forth separately, to be extended upon the property tax lists of the County and the County Auditor shall thereafter collect said assessment in the manner provided by law.

Adopted this 27th day of March, 2018.

ATTEST: _____
Nicole Miller, City Clerk

Jerome O Faust, Mayor

Reviewed for administration:

Mark Casey, City Manager

**CITY OF ST. ANTHONY VILLAGE
STATE OF MINNESOTA**

RESOLUTION 18-027

**A RESOLUTION AWARDING A BID
FOR THE 2018 STREET AND UTILITY IMPROVEMENTS**

WHEREAS, pursuant to an advertisement for bids for the improvement as shown on the plan for the above-referenced project, bids were received, opened and tabulated according to law, and the following bids were received complying with the advertisement:

Contractor	Total Bid
1 Kuechle Underground	\$2,282,930.11
2 Ryan Contracting Company	\$2,352,212.20
3 R.L. Larson Excavating, Inc.	\$2,474,563.10
4 Northdale Construction Co., Inc.	\$2,569,886.06
5 Northwest Asphalt, Inc.	\$2,580,366.99
6 Meyer Contracting, Inc.	\$3,170,173.29

WHEREAS, it appears that Kuechle Underground of Kimball, MN is the lowest responsible bidder,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of St. Anthony Village that:

1. The Mayor and City Manager are hereby authorized and directed to enter into a contract with Kuechle Underground in the amount of \$2,282,930.11 in the name of the City of St. Anthony Village, Minnesota for the improvement outlined in the above-referenced project according to the plans and specifications, therefore, approved by the City Council and on file in the office of the City Clerk.
2. The Engineer, WSB & Associates, Inc., is hereby authorized and directed to return forthwith to all bidders the deposits made with their bids, except that the deposits of the successful bidder and the next two lowest bidders shall be retained until a contract has been signed.

Adopted this 27th day of March, 2018.

Jerome O Faust, Mayor

ATTEST: _____
Nicole Miller, City Clerk

Reviewed for administration: _____
Mark Casey, City Manager

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March 27, 2018

Pre-Sale Report for

City of St. Anthony, Minnesota

**\$2,705,000 General Obligation Improvement Bonds,
Series 2018A**



Prepared by:

Stacie Kvivilang, CIPMA
Senior Municipal Advisor

And

James Lehnhoff,
Municipal Advisor

And

Shelly Eldridge, CIPMA
Senior Municipal Advisor



Executive Summary of Proposed Debt

Proposed Issue:	\$2,705,000 General Obligation Improvement Bonds, Series 2018A
Purposes:	<p>The purpose of the proposed issue is to finance the 2018 road reconstruction projects in the City.</p> <p>Debt service will be paid from tax levy and special assessments. The City intends to levy a total of \$649,900 in special assessments to benefitting property owners, of which \$64,990 (10%) is anticipated to be collected in pre-paid assessments (the pre-paid assessments reduced the Bond amount accordingly). The remaining \$584,910 of special assessments will be collected in years 2019 to 2033 at a rate of 2% over the True Interest Costs of the Bonds. Annual assessments are paid on an equal principal basis.</p>
Authority:	<p>The Bonds are being issued pursuant to Minnesota Statutes, Chapter(s):</p> <ul style="list-style-type: none"> • 429 – Improvement Bonds • 475 – General Bonding Authority <p>Because the City is assessing at least 20% of the project costs, the Bonds can be a general obligation without a referendum and will not count against the City's debt limit.</p> <p>The Bonds will be general obligations of the City for which its full faith, credit and taxing powers are pledged.</p>
Term/Call Feature:	<p>The Bonds are being issued for a 16-year term. Principal on the Bonds will be due on February 1 in the years 2020 through 2034. Interest is payable every six months beginning February 1, 2019. We have capitalized interest in the amount of approximately \$54,466 to pay interest costs until adequate tax and special assessment funds are received.</p> <p>The Bonds maturing on and after February 1, 2027 will be subject to prepayment at the discretion of the City on February 1, 2026 or any date thereafter.</p>
Bank Qualification:	<p>Because the City is expecting to issue no more than \$10,000,000 in tax exempt debt during the calendar year, the City will be able to designate the Bonds as "bank qualified" obligations. Bank qualified status broadens the market for the Bonds, which can result in lower interest rates.</p>
Rating:	<p>The City's most recent bond issues were rated AA by Standard & Poor's. The City will request a new rating for the Bonds.</p> <p>If the winning bidder on the Bonds elects to purchase bond insurance, the rating for the issue may be higher than the City's bond rating in the event that the bond rating of the insurer is higher than that of the City.</p>



Basis for Recommendation:	<p>Based on our knowledge of your situation, your objectives communicated to us, our advisory relationship as well as characteristics of various municipal financing options, we are recommending the issuance of general obligation bonds as a suitable financing option for the following reasons:</p> <ul style="list-style-type: none"> - This coincides with the City's past practices to finance this type of project with this type of debt issue - This is the most overall cost-effective option that still maintains future flexibility for the repayment of debt.
Method of Sale/Placement:	<p>In order to obtain the lowest interest cost to the City, we will competitively bid the purchase of the Bonds from local and national underwriters/banks.</p> <p>We have included an allowance for discount bidding equal to 1.200% of the principal amount of the issue. The discount is treated as an interest item and provides the underwriter with all or a portion of their compensation in the transaction.</p> <p>If the Bonds are purchased at a price greater than the minimum bid amount (maximum discount), the unused allowance may be used to lower your borrowing amount.</p> <p>Premium Bids: Under current market conditions, most investors in municipal bonds prefer "premium" pricing structures. A premium is achieved when the coupon for any maturity (the interest rate paid by the issuer) exceeds the yield to the investor, resulting in a price paid that is greater than the face value of the bonds. The sum of the amounts paid in excess of face value is considered "reoffering premium."</p> <p>The amount of the premium varies, but it is not uncommon to see premiums for new issues in the range of 2.00% to 10.00% of the face amount of the issue. This means that an issuer with a \$2,000,000 offering may receive bids that result in proceeds of \$2,040,000 to \$2,200,000.</p> <p>If this Bond issue receives a premium bid, the City may choose to reduce the size of the issue or increase the net proceeds for the project when the sale is awarded. The adjustments may slightly change the true interest cost of the original bid, either up or down.</p> <p>You have the choice to limit the amount of premium in the bid specifications. This may result in fewer bids, but it may also eliminate large adjustments on the day of sale and other uncertainties.</p>
Review of Existing Debt:	<p>We have reviewed all outstanding indebtedness for the City and find that there are no refunding opportunities at this time.</p> <p>We will continue to monitor the market and the call dates for the City's outstanding debt and will alert you to any future refunding opportunities.</p>



Continuing Disclosure:	Because the City has more than \$10,000,000 in outstanding debt (including this issue) and this issue is over \$1,000,000, the City will be agreeing to provide certain updated Annual Financial Information and its Audited Financial Statement annually as well as providing notices of the occurrence of certain reportable events to the Municipal Securities Rulemaking Board (the “MSRB”), as required by rules of the Securities and Exchange Commission (SEC). The City is already obligated to provide such reports for its existing bonds, and has contracted with Ehlers to prepare and file the reports.
Arbitrage Monitoring:	Because the Bonds are tax-exempt obligations/tax credit obligations, the City must ensure compliance with certain Internal Revenue Service (IRS) rules throughout the life of the issue. These rules apply to all gross proceeds of the issue, including initial bond proceeds and investment earnings in construction, escrow, debt service, and any reserve funds. How issuers spend bond proceeds and how they track interest earnings on funds (arbitrage/yield restriction compliance) are common subjects of IRS inquiries. Your specific responsibilities will be detailed in the Signature, No-Litigation, Arbitrage Certificate and Purchase Price Receipt prepared by your Bond Attorney and provided at closing. You have retained Ehlers to assist you with compliance with these rules.
Risk Factors:	Special Assessments: We have assumed \$64,990 of pre-paid special assessments (10% of the total special assessment amount) and we have assumed that the remaining \$584,910 of assessments are levied as projected. If the City receives a significantly higher amount of pre-paid assessments or does not levy the assessments, the City may need to increase the levy portion of the debt service to make up for lower interest earnings than the expected assessment interest rate.
Other Service Providers:	This debt issuance will require the engagement of other public finance service providers. This section identifies those other service providers, so Ehlers can coordinate their engagement on your behalf. Where you have previously used a particular firm to provide a service, we have assumed that you will continue that relationship. For services you have not previously required, we have identified a service provider. Fees charged by these service providers will be paid from proceeds of the obligation, unless you notify us that you wish to pay them from other sources. Our pre-sale bond sizing includes a good faith estimate of these fees, so their final fees may vary. If you have any questions pertaining to the identified service providers or their role, or if you would like to use a different service provider for any of the listed services please contact us. Bond Attorney: Dorsey & Whitney LLP Paying Agent: Bond Trust Services Corporation Rating Agency: Standard & Poor's Global Ratings (S&P)



This presale report summarizes our understanding of the City's objectives for the structure and terms of this financing as of this date. As additional facts become known or capital markets conditions change, we may need to modify the structure and/or terms of this financing to achieve results consistent with the City's objectives.



Proposed Debt Issuance Schedule

Pre-Sale Review by City Council:	March 27, 2018
Distribute Official Statement:	Week of April 9, 2018
Conference with Rating Agency:	Week of April 16, 2018
City Council Meeting to Award Sale of the Bonds:	April 24, 2018
Estimated Closing Date:	May 15, 2018

Attachments

Sources and Uses of Funds

Proposed Debt Service Schedule

Resolution Authorizing Ehlers to Proceed with Bond Sale

Ehlers Contacts

Municipal Advisors:	Stacie Kvilvang	(651) 697-8506
	James Lehnhoff	(651) 697-8552
	Shelly Eldridge	(651) 697-8504
Disclosure Coordinator:	Charissa Brookley	(651) 697-8573
Financial Analyst:	Alicia Gage	(651) 697-8551

The Official Statement for this financing will be mailed to the City Council at their home address or e-mailed for review prior to the sale date.



City of St Anthony, Minnesota

\$2,705,000 General Obligation Bonds, Series 2018A

Assumes Current Market BQ AA Rates plus 25bps

Sources & Uses

Dated 05/15/2018 | Delivered 05/15/2018

Sources Of Funds

Par Amount of Bonds	\$2,705,000.00
Prepaid Assessments	64,990.00
Total Sources	\$2,769,990.00

Uses Of Funds

Total Underwriter's Discount (1.200%)	32,460.00
Costs of Issuance	44,000.00
Deposit to Capitalized Interest (CIF) Fund	54,465.78
Deposit to Project Construction Fund	2,638,200.00
Rounding Amount	864.22
Total Uses	\$2,769,990.00

City of St Anthony, Minnesota

\$2,705,000 General Obligation Bonds, Series 2018A

Assumes Current Market BQ AA Rates plus 25bps

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	Fiscal Total
05/15/2018	-	-	-	-	-	-	-
02/01/2019	-	-	54,465.78	54,465.78	(54,465.78)	-	-
08/01/2019	-	-	38,296.25	38,296.25	-	38,296.25	-
02/01/2020	165,000.00	2.050%	38,296.25	203,296.25	-	203,296.25	241,592.50
08/01/2020	-	-	36,605.00	36,605.00	-	36,605.00	-
02/01/2021	165,000.00	2.150%	36,605.00	201,605.00	-	201,605.00	238,210.00
08/01/2021	-	-	34,831.25	34,831.25	-	34,831.25	-
02/01/2022	165,000.00	2.250%	34,831.25	199,831.25	-	199,831.25	234,662.50
08/01/2022	-	-	32,975.00	32,975.00	-	32,975.00	-
02/01/2023	170,000.00	2.300%	32,975.00	202,975.00	-	202,975.00	235,950.00
08/01/2023	-	-	31,020.00	31,020.00	-	31,020.00	-
02/01/2024	170,000.00	2.500%	31,020.00	201,020.00	-	201,020.00	232,040.00
08/01/2024	-	-	28,895.00	28,895.00	-	28,895.00	-
02/01/2025	170,000.00	2.600%	28,895.00	198,895.00	-	198,895.00	227,790.00
08/01/2025	-	-	26,685.00	26,685.00	-	26,685.00	-
02/01/2026	175,000.00	2.750%	26,685.00	201,685.00	-	201,685.00	228,370.00
08/01/2026	-	-	24,278.75	24,278.75	-	24,278.75	-
02/01/2027	180,000.00	2.850%	24,278.75	204,278.75	-	204,278.75	228,557.50
08/01/2027	-	-	21,713.75	21,713.75	-	21,713.75	-
02/01/2028	180,000.00	2.950%	21,713.75	201,713.75	-	201,713.75	223,427.50
08/01/2028	-	-	19,058.75	19,058.75	-	19,058.75	-
02/01/2029	185,000.00	3.050%	19,058.75	204,058.75	-	204,058.75	223,117.50
08/01/2029	-	-	16,237.50	16,237.50	-	16,237.50	-
02/01/2030	190,000.00	3.150%	16,237.50	206,237.50	-	206,237.50	222,475.00
08/01/2030	-	-	13,245.00	13,245.00	-	13,245.00	-
02/01/2031	190,000.00	3.200%	13,245.00	203,245.00	-	203,245.00	216,490.00
08/01/2031	-	-	10,205.00	10,205.00	-	10,205.00	-
02/01/2032	195,000.00	3.300%	10,205.00	205,205.00	-	205,205.00	215,410.00
08/01/2032	-	-	6,987.50	6,987.50	-	6,987.50	-
02/01/2033	200,000.00	3.400%	6,987.50	206,987.50	-	206,987.50	213,975.00
08/01/2033	-	-	3,587.50	3,587.50	-	3,587.50	-
02/01/2034	205,000.00	3.500%	3,587.50	208,587.50	-	208,587.50	212,175.00
Total	\$2,705,000.00	-	\$743,708.28	\$3,448,708.28	(54,465.78)	\$3,394,242.50	-

Significant Dates

Dated	5/15/2018
First Coupon Date	2/01/2019

Yield Statistics

Bond Year Dollars	\$24,378.56
Average Life	9.012 Years
Average Coupon	3.0506659%
Net Interest Cost (NIC)	3.1838157%
True Interest Cost (TIC)	3.1873566%
Bond Yield for Arbitrage Purposes	3.0296216%
All Inclusive Cost (AIC)	3.4054495%

IRS Form 8038

Net Interest Cost	3.0506659%
Weighted Average Maturity	9.012 Years

Series 2018A GO Imp Bonds | SINGLE PURPOSE | 3/22/2018 | 10:29 AM

City of St Anthony, Minnesota

\$2,705,000 General Obligation Bonds, Series 2018A

Assumes Current Market BQ AA Rates plus 25bps

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total	Assessments	Levy/(Surplus)
02/01/2019	-	-	54,465.78	54,465.78	(54,465.78)	-	-	-	-
02/01/2020	165,000.00	2.050%	76,592.50	241,592.50	-	241,592.50	253,672.13	69,409.32	184,262.81
02/01/2021	165,000.00	2.150%	73,210.00	238,210.00	-	238,210.00	250,120.50	67,381.64	182,738.86
02/01/2022	165,000.00	2.250%	69,662.50	234,662.50	-	234,662.50	246,395.63	65,353.94	181,041.69
02/01/2023	170,000.00	2.300%	65,950.00	235,950.00	-	235,950.00	247,747.50	63,326.26	184,421.24
02/01/2024	170,000.00	2.500%	62,040.00	232,040.00	-	232,040.00	243,642.00	61,298.56	182,343.44
02/01/2025	170,000.00	2.600%	57,790.00	227,790.00	-	227,790.00	239,179.50	59,270.88	179,908.62
02/01/2026	175,000.00	2.750%	53,370.00	228,370.00	-	228,370.00	239,788.50	57,243.20	182,545.30
02/01/2027	180,000.00	2.850%	48,557.50	228,557.50	-	228,557.50	239,985.38	55,215.50	184,769.88
02/01/2028	180,000.00	2.950%	43,427.50	223,427.50	-	223,427.50	234,598.88	53,187.82	181,411.06
02/01/2029	185,000.00	3.050%	38,117.50	223,117.50	-	223,117.50	234,273.38	51,160.12	183,113.26
02/01/2030	190,000.00	3.150%	32,475.00	222,475.00	-	222,475.00	233,598.75	49,132.44	184,466.31
02/01/2031	190,000.00	3.200%	26,490.00	216,490.00	-	216,490.00	227,314.50	47,104.76	180,209.74
02/01/2032	195,000.00	3.300%	20,410.00	215,410.00	-	215,410.00	226,180.50	45,077.06	181,103.44
02/01/2033	200,000.00	3.400%	13,975.00	213,975.00	-	213,975.00	224,673.75	43,049.38	181,624.37
02/01/2034	205,000.00	3.500%	7,175.00	212,175.00	-	212,175.00	222,783.75	41,021.68	181,762.07
Total	\$2,705,000.00	-	\$743,708.28	\$3,448,708.28	(54,465.78)	\$3,394,242.50	\$3,563,954.63	\$828,232.56	\$2,735,722.07

Significant Dates

Dated	5/15/2018
First Coupon Date	2/01/2019

Yield Statistics

Bond Year Dollars	\$24,378.56
Average Life	9.012 Years
Average Coupon	3.0506659%
Net Interest Cost (NIC)	3.1838157%
True Interest Cost (TIC)	3.1873566%
Bond Yield for Arbitrage Purposes	3.0296216%
All Inclusive Cost (AIC)	3.4054495%

City of St Anthony, Minnesota

\$584,910 General Obligation Bonds, Series 2018A

Assessments

2.00% over TIC - Equal Principal

Assessments

Date	Principal	Coupon	Interest	Total P+I
12/31/2019	38,994.00	5.200%	30,415.32	69,409.32
12/31/2020	38,994.00	5.200%	28,387.64	67,381.64
12/31/2021	38,994.00	5.200%	26,359.94	65,353.94
12/31/2022	38,994.00	5.200%	24,332.26	63,326.26
12/31/2023	38,994.00	5.200%	22,304.56	61,298.56
12/31/2024	38,994.00	5.200%	20,276.88	59,270.88
12/31/2025	38,994.00	5.200%	18,249.20	57,243.20
12/31/2026	38,994.00	5.200%	16,221.50	55,215.50
12/31/2027	38,994.00	5.200%	14,193.82	53,187.82
12/31/2028	38,994.00	5.200%	12,166.12	51,160.12
12/31/2029	38,994.00	5.200%	10,138.44	49,132.44
12/31/2030	38,994.00	5.200%	8,110.76	47,104.76
12/31/2031	38,994.00	5.200%	6,083.06	45,077.06
12/31/2032	38,994.00	5.200%	4,055.38	43,049.38
12/31/2033	38,994.00	5.200%	2,027.68	41,021.68
Total	\$584,910.00	-	\$243,322.56	\$828,232.56

Significant Dates

Filing Date	1/01/2019
First Payment Date	12/31/2019

**CITY OF ST. ANTHONY VILLAGE
STATE OF MINNESOTA**

RESOLUTION 18-028

Council Member _____ introduced the following resolution and moved its adoption:

**Resolution Providing for the Sale of
\$2,705,000 General Obligation Improvement Bonds, Series 2018A**

- A. WHEREAS, the City Council of the City of St. Anthony, Minnesota has heretofore determined that it is necessary and expedient to issue the City's \$2,705,000 General Obligation Improvement Bonds, Series 2018A (the "Bonds"), to finance the 2018 street reconstruction projects in the City; and
- B. WHEREAS, the City has retained Ehlers & Associates, Inc., in Roseville, Minnesota ("Ehlers"), as its independent municipal advisor for the Bonds in accordance with Minnesota Statutes, Section 475.60, Subdivision 2(9);

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Anthony, Minnesota, as follows:

1. Authorization; Findings. The City Council hereby authorizes Ehlers to assist the City for the sale of the Bonds.
2. Meeting; Proposal Opening. The City Council shall meet at 7:00 p.m. on April 24, 2018, for the purpose of considering proposals for and awarding the sale of the Bonds.
3. Official Statement. In connection with said sale, the officers or employees of the City are hereby authorized to cooperate with Ehlers and participate in the preparation of an official statement for the Bonds and to execute and deliver it on behalf of the City upon its completion.

The motion for the adoption of the foregoing resolution was duly seconded by City Council Member _____ and, after full discussion thereof and upon a vote being taken thereon, the following City Council Members voted in favor thereof:

and the following voted against the same:

Whereupon said resolution was declared duly passed and adopted.

Adopted this 27th day March, 2018.

Jerome O. Faust, Mayor

ATTEST: _____
Nicole Miller, City Clerk

Reviewed for administration:

Mark Casey, City Manager



MEMORANDUM

To: St. Anthony Village City Council

From: Breanne Rothstein, AICP, City Planner

Date: March 20, 2018
City Council Regular Meeting for March 27, 2018

WSB Project No. 011104-000

Request: **Request to keep four (4) chickens in an R-1 Zoning District at 2513 30th Avenue**

RECOMMENDATION

Staff received an inquiry from the Applicants on March 4th requesting information about what they needed to do in order to be able to have chickens on their property. They were directed to provide a site plan showing the location and dimensions of the proposed enclosure on the property, as well as a written request to the City Council in the form of a letter.

The Applicants provided a written request and a diagram on March 4th showing the location and dimensions of the chicken coop in relation to their property. In these materials, the Applicants state that the coop will be located along the western edge of the property and will run parallel to a 5' chain link fence. The coop will be a total of 16 square feet (4'x4') of wood materials and stained brown like the property owner's existing shed. The coop will have an attached run of 48 square feet; 4 inches of the 12 inch long run will be located under the elevated coop.

CITY CODE RELATED TO REQUEST

Title IX General Regulations, Chapter 91 Animals, Section § 91.56 KEEPING OF CERTAIN ANIMALS states that "No person may keep swine, cattle, horses, goats, or more than 2 dogs or 3 dogs allowed under § 91.01 through 91.05 or fowl, within the city nearer than 500 feet to any human habitation or platted land, without approval of the City Council. The City Council may, before approving or denying any request for approval, request a report from the Health Officer concerning the effect on public health."

REQUESTED ACTION

Staff has reviewed the request, and recommends approval of the request.

1. **Motion to adopt a resolution approving the request to keep 4 chickens on the property located at 2513 30th Avenue.**
2. Motion to deny the request for chickens at 2413 30th Avenue, and direct staff to prepare a resolution declaring terms of the same. In the event the City Council chooses denial of the request, it should clearly state its reasons for the denial recommendation and direct staff to prepare a resolution.

ATTACHMENTS

Exhibit A: Request Letter and Enclosure Diagram
Exhibit B: Resolution of Approval

March 4, 2018

St. Anthony Village City Council
3301 Silver Lake Road
St. Anthony Village MN 55418

Dear Council Members,

I am writing to request a permit to keep 4 chickens at our home located at 2513 30th Avenue.

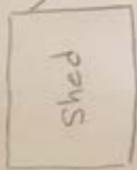
The coop will be located along the western edge of our property line and would run parallel to a 5' chain link fence. It would be made using the same materials and stain as our shed. The coop will be a total of 16 sf (4'X4') and there will be an attached run with 48 sf (4' of the 12' run will be under the elevated coop).

I have included a sketch of the backyard, including the coop placement, a rough sketch of the coop design, and a photo of our shed for reference.

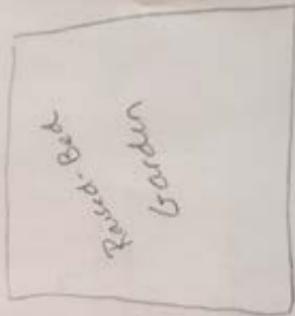
Sincerely,

Rick Dallmeyer

Garden

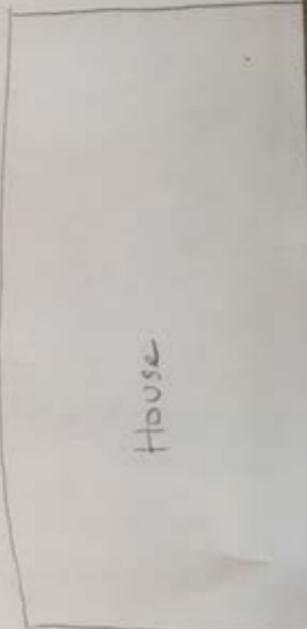


Shed

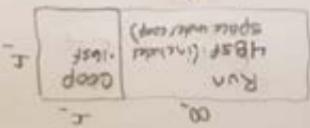


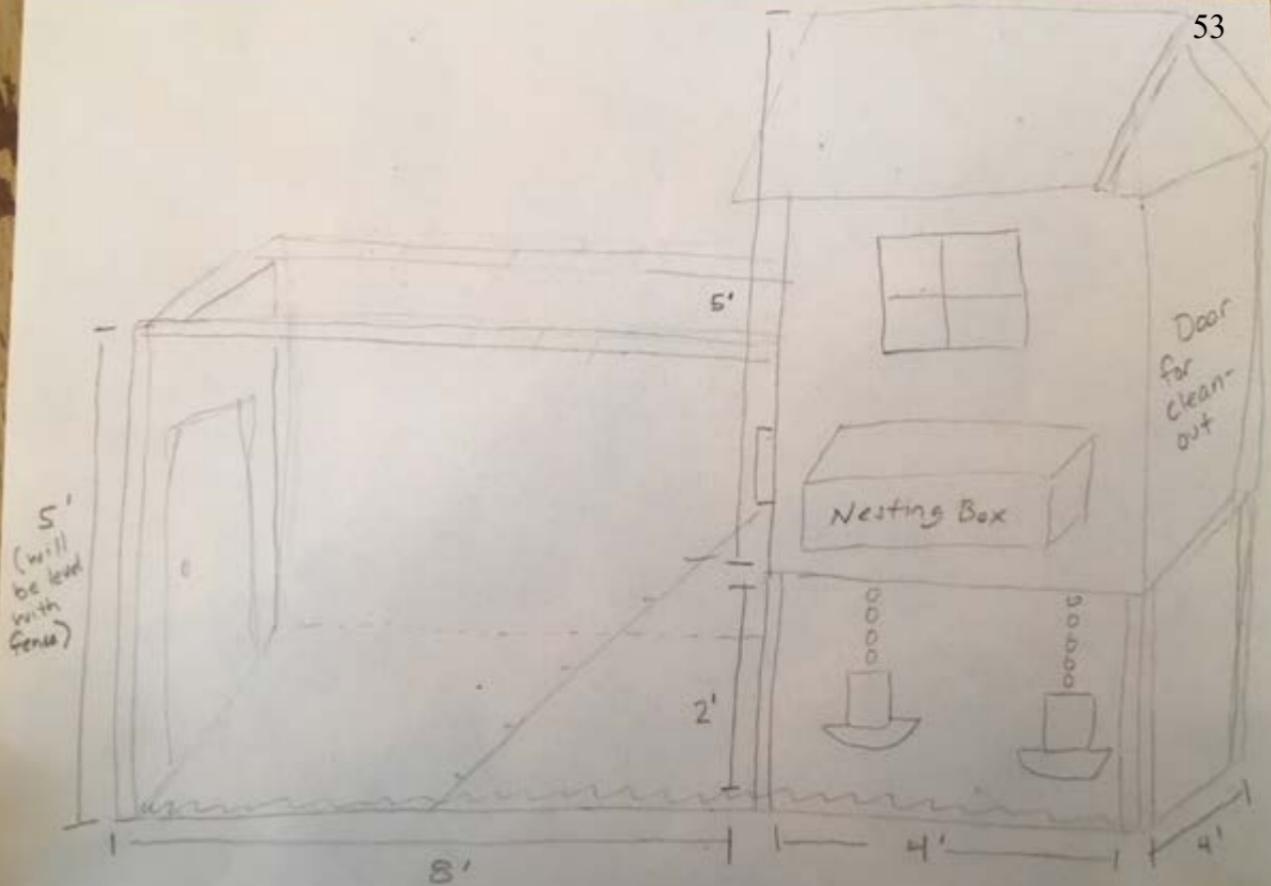
Rear Garden

House



View
for other
see drawing







**CITY OF ST. ANTHONY VILLAGE
HENNEPIN COUNTY, MINNESOTA
RESOLUTION 18-029**

**RESOLUTION TO APPROVE A REQUEST TO KEEP FOUR (4) CHICKENS IN AN R-1
ZONING DISTRICT AT 2513 30TH AVENUE**

WHEREAS, staff received a request from Rick Dallmeyer for permission to keep chickens on their property located at 2513 30th Avenue; and

WHEREAS, the City of St. Anthony Code of Ordinances, Section 91.56, *Keeping of Certain Animals*, specifies that livestock, including fowl, require approval from the City Council; and

WHEREAS, Rick Dallmeyer have submitted a written request for approval from the City Council, as outlined in Subsection 91.56, to approve their request to keep chickens; and

WHEREAS, Rick Dallmeyer have submitted a diagram showing the dimensions and placement of the enclosure that will house the chickens in relation to their property; and

WHEREAS, Hennepin County Environmental Health Division has stated that this matter is within the City's jurisdiction and authority; and

NOW THEREFORE BE IT RESOLVED that the City Council of the City of St. Anthony Village approves the request to keep four (4) chickens in an R-1 Zoning District at 2513 30th Avenue.

Adopted this 27th day March, 2018.

Jerome O. Faust, Mayor

ATTEST:

Nicole Miller, City Clerk

Reviewed for administration:

Mark Casey, City Manager



MEMORANDUM

To: Honorable Mayor, City Council, and City Manager
 From: Breanne Rothstein, AICP, City Planner
 Date: City Council meeting on March 27, 2018
 WSB Project No. 02170-300
 Request: Preliminary PUD Development Plan and Preliminary Plat for The Village, LLC

GENERAL INFORMATION

Applicant: The Village, LLC
 Owners: The Village, LLC
 Location: 2501 Lowry Avenue
 Existing Land Use: Vacant
 Zoning: R-1 Single-Family Residential
 Surrounding Land Use / Zoning: North: Low Density Residential / Zoned R-1 - Single Family Residential
 East: High Density Residential/Planned Unit Development Kenzington Condos (ownership condos for seniors) are located immediately to the east (5 stories, plus at grade garage (70 feet in height).
 South: High Density Residential and Commercial/Planned Unit Development The Legacy (4 stories of rental, assisted living for seniors (48 feet), Walker Senior Housing (3 stories of affordable rental, assisted living for seniors (36 feet), and Autumn Woods (3 stories general occupancy rental units (40 feet).
 West: Single-Family Residential and Commercial in Minneapolis

BACKGROUND

The applicant for the proposal, The Village, LLC, with lead developer Continental Property Group, purchased the Lowry Grove manufactured home park property at 2501 Lowry Avenue on June 13, 2016. In the ensuing year, the manufactured home park, and the former and new property owners engaged in a series of state statutory requirements for manufactured home park closures. The Lowry Grove manufactured home park formally closed on June 30, 2017.

On October 24, 2016, the Planning Commission reviewed an initial Planned Unit Development (PUD) sketch plan submission for the site from The Village, LLC. An Environmental Assessment Worksheet (EAW) for the site was completed in November 2016.

On July 18, 2017, The Village, LLC submitted a series of land use applications for their proposed redevelopment of the former Lowry Grove site that also included the adjacent Bremer Bank site. On

February 20, 2018

Page 2

October 10, 2017, the City Council denied the request and adopted a resolution outlining their stated reasons.

On December 22, 2017, The Village, LLC submitted new applications and requests for a preliminary PUD plan/rezoning, a preliminary plat, and a comprehensive plan amendment for the site. Their submission was deemed incomplete at that time, due to changes in the status of the purchase agreement for the Bremer property, and The Village, LLC was properly informed of this.

On January 26, 2018, The Village, LLC submitted a revised plan for preliminary plat and preliminary PUD development plan for the site that excluded the Bremer Bank site. The application was deemed complete by the city and is the subject of this report.

The Planning Commission held a public hearing on February 26, took public testimony on the revised plan, reviewed the proposal, and recommended, 7 to 0, to approve the preliminary plat and preliminary PUD development plan, subject to the conditions in the staff report, and adding a condition to evaluate the intersection at 27th Avenue. The Planning Commission also approved, 7 to 0, a supplemental motion recommending that the City Council strongly consider tying financial tax incentives for this development to affordable housing and requiring that housing being included for families and in each building within the development.

DESCRIPTION OF THE REQUEST

The Village, LLC has submitted the following requests with their land use application for the redevelopment plan for 2501 Lowry Avenue:

- **Planned Unit Development (PUD) preliminary development plan review and Re-Zoning Request.**
- **Preliminary Plat review for their re-development plan for 2501 Lowry Avenue.**

A detailed narrative from the developer was submitted and is included as an attachment to this staff report.

The site under redevelopment consideration is the former manufactured home park property, which consists of approximately 15.4 acres located on the southwestern edge of the city of St. Anthony at 2501 Lowry Avenue. The preliminary plat and PUD preliminary development submittal proposes a residential redevelopment that includes several housing types and styles: independent senior rental housing; assisted living senior housing; and general occupancy rental housing. There are a total of 430 housing units proposed on the site, comprised of three buildings of multifamily housing. While the floor plans currently show 414 units, the developer is requesting authorization to reconfigure the floor plans and unit sizes and number within the current building footprints proposed in order to increase the number of proposed units up to a hard cap of 430 units. The reconfiguration would result in 28 units per acre.

The independent senior building (Building A) is proposed to include approximately 61 studio, 1-bedroom and 2-bedrooms units and to be 45.5 feet in height. Building B, consisting of assisted living senior housing, is proposed to have approximately 128 units, which range in size from very small, memory care units to larger 2-bedroom units. This building is proposed to be 45.5 feet in height. The general occupancy rental building (Building C) is proposed to have a mix of studio (approximately 77), 1-

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bedroom (100), 2-bedroom (36) and 3-bedroom (12) units. Building C is proposed to be 44 feet in height. These exact breakdowns are subject to change, based on final market studies and plans.

There are a total of 693 designated parking stalls proposed for the development. These include 407 enclosed parking stalls and 286 surface stalls. The redevelopment proposal includes two stormwater retention ponds proposed at grade. The city engineer has reviewed the surface water management plan and submitted comments in the attached memo. Trails are proposed throughout the development to connect with existing sidewalks and to provide intra-site recreational opportunities.

The plan proposes to connect to the existing sewer, water, and stormwater facilities located under Kenzie Terrace and Stinson Parkway.

ZONING GUIDANCE

The site is currently zoned **R-1 – Single Family**, which is a zoning district that allows for detached single family uses. The applicant is requesting to rezone the site to **Planned Unit Development (PUD)**. The intent of a PUD zoning designation is “to create a more flexible, creative, and efficient approach to the use of land”, and may include a greater use variety and dimensional flexibility than the underlying zoning district(s) would allow.

City Code Section 152.203 (“ALLOWED USES”) stipulates that a PUD development plan may deviate from the area’s underlying zoning and allowed uses, and that the uses defined in the final PUD agreement take precedence:

“Uses within a PUD may include only those uses generally considered associated with the general land use category shown for the area on the official Comprehensive Land Use Plan. However, in some unique situations, the PUD may allow the approval of use or uses that are not listed as either permitted or conditional uses in any underlying zoning district. The specific allowed uses and performance standards for each PUD shall be delineated in an ordinance and development plan. The PUD development plan shall identify all the proposed land uses, which shall become permitted uses if the final development plan is approved.”

Upon review of the proposal, the only deviation found from the standards of the R-4 Multiple Family Residential district (the appropriate zoning district to review this property under, per the Comprehensive Plan Guidance of Multi-Family Residential) is the height of the buildings. Maximum height in the R-4 zoning district is 35 feet, and the maximum height of the proposed highest building is 45.5 feet.

PRELIMINARY PUD DEVELOPMENT REVIEW

Staff deemed the preliminary plat submission complete after reviewing the submitted elements against the required information listed in Section 151.02. The following summarizes the proposal for each element of the preliminary plat and preliminary PUD site plan.

Housing Types and Massing/Height: The preliminary plat and PUD preliminary development submittal proposes a residential redevelopment that includes multi-family, general occupancy

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housing, senior independent living, and senior assisted living. The table below summarizes the housing types and massing for each segment of the proposed development.

Site Element	Housing Type	Total Units	Height
Building A	Senior independent housing	61	3 story peaked roof, 31'5" to main eave, 45.5 feet total
Building B	Senior housing	128	3 story peaked roof 31'5" to main eave, 45.5 feet total
Building C	Market-rate	225	4 story flat roof, 44' total
Total Units Proposed: 414 housing units on 15.37 acres			
Overall Site Density: 26.95 units per acre			

Buildings A and B, both proposed at three stories in height, would be located north of the roadway that runs through the site. Building C is proposed to have four stories, and would front Kenzie Terrace, south of the proposed on-site roadway. Buildings A and B are proposed to be managed and operated by Ebenezer, a senior home community. Building C is proposed to be constructed and operated by Continental Property Group. The density proposed meets the Comprehensive Plan guidance for Multi-Family Residential properties.

Traffic, Streets and Access: The development plan proposes two main access points, one from Stinson Boulevard and one from Kenzie Terrace. The roadway is included on the preliminary plat as Outlot A and is proposed as a private roadway. Access from the alley has been eliminated in the revised plan. A traffic study was completed as a part of the EAW review, and has been updated. Hennepin County and the Minneapolis Park and Recreation Board (MPRB) have also reviewed the proposal and issued a report containing comments and requirements that will need to be met. Detailed recommendations were included in that report and are incorporated here by reference. Notably, an access easement is requested along the southwest corner of the property to accommodate eventual re-location of driveways away from the Lowry/Stinson intersection. It should be noted that city requirements regarding access will match the permits issued by other agencies, since the MPRB and Hennepin County have jurisdiction over these roads.

Parking: There are 693 total parking stalls proposed for this development. The table below summarizes the parking type, stalls and area associated with each segment of the proposed development. The parking proposal meets city code standards. An additional 37 “proof of parking” stalls are proposed, to serve as additional parking, if needed.

Site Element	Enclosed Parking Stalls	Surface Parking Stalls	Stalls per unit
Building A	92 (underground)	34	2.06
Building B	77 (underground)	34	0.87

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Building C	238 (underground)	218	2.03
TOTAL	407 stalls	286 stalls	693 total

Landscaping: The plan provides a landscaping program exhibit as well as cross sections and the separation of development from existing structures. Some trees are proposed to remain, especially those along the property borders. No trees on the Kenzington property or MPRB property will be removed (there is currently a row of trees along the Kenzington property and street trees along Stinson Parkway). However, most trees within the site are proposed to be removed and replaced. A landscape buffer is proposed along the northern and eastern edge of the property of evergreen trees. Staff finds the landscaping plan satisfactory to meet buffer goals for those edges.

Streetscape/Urban Design: The site plan and preliminary plat shows street design, sidewalks and trails incorporated into the project design. Setbacks shown on the site plan have been increased along Stinson to a minimum of 90 feet. Along the alley setbacks are proposed at a minimum of 66 feet and along Kenzington Condos property, a minimum of 65 feet. The revised plan proposes building orientation concentrated much more inside the proposed development, with large setbacks from property boundaries to the north, east, and west. Staff is requesting an evaluation of shifting the development another 20 feet away from the existing Kenzington building since there is a development on the eastern side and not as close on the western side of the development.

Trails/Sidewalks: The preliminary plat shows 5-foot sidewalks integrated into the site design along all internal roads, as well as an 8-foot sidewalk trail running along the northern site perimeter. While there is an existing sidewalk along both Stinson Blvd and Kenzie Terrace integrated into the project design, there are no proposed enhancements to existing sidewalks. Staff is recommending a 6-foot sidewalk instead of a 5-foot sidewalk sitewide. Coordination with the MPRB to improve tripping hazards and Americans with Disabilities Act issues along Stinson Parkway will be required, especially at the intersection of the proposed private street.

Public Spaces/Parks: The preliminary site plan includes several private recreational amenities, including an outdoor pool, patio, two plazas, and a small dog run. The proposal also includes several indoor private spaces. While all trails are proposed to be privately maintained, they will be open to the public to use.

Environmental Assessment Worksheet: A full report was completed for the analysis of the environmental impacts, including infrastructure impacts, contamination, traffic, and permitting required. The traffic report has been updated, per the revised site plan. Detailed information was analyzed, and this report is available on the City's website, or at City Hall.

Environmental (Contamination): There is contamination on the site from the apparent historical spreading of oil on dirt roads for dust control, the location of a former dry cleaner on the Bremer site,

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and the historical siting of underground petroleum tanks. The appropriate Response Action Plan has been submitted and approved by appropriate agencies. The developer is intending to remediate all environmental contamination on the site as a part of redevelopment. The EAW completed for this site has listed the detailed permits and information related to this cleanup effort.

Grading: Significant grading is required on this property for the accommodation of the development proposal. The city engineer has reviewed the grading plan and provided detailed comments in the attached memorandum.

Stormwater Management: A stormwater management collection and treatment system is proposed through a system of curbing, catch basins, underground conveyance, ponding, and bio-retention. This includes traditional at grade ponds and below grade bio-filtration systems. Detailed comments have been submitted with the city engineer's memorandum.

Utilities: Public sanitary sewer and watermain extensions and hydrants are proposed as part of this development. The infrastructure is proposed under private streets, with public easements over them. Detailed comments on the utilities have been submitted with the city engineer's memorandum.

Phasing: After the final PUD approval, work will commence on the assisted senior living building as soon as weather conditions will allow. Construction is expected to take approximately 18 months per building to complete. As crews finish their particular subset of work, they will move to the independent senior living building and then to the market-rate building. The Village, LLC hopes to commence work at the end of 2018 with an aggressive construction schedule to complete all three buildings by late 2020 or during 2021.

Park Dedication Fees: Park dedication is required on all new subdivisions in St. Anthony. The amount of land and cash in-lieu contribution will be determined at the time of final plat and included in the Development Agreement. The Park Dedication submittal was reviewed by the Park Commission at its meeting on March 12 and a recommendation was made to accept cash-in-lieu of public parkland dedication, with credit for public park infrastructure, trails, and the value of the land for an 8 foot public trail easement along the public trail.

Development Agreements/Contracts: A series of development agreements and contracts will be required for this project, including the payment of appropriate sewer, water, and park dedication fees. These legal documents will be drafted and prepared at appropriate times during the final plat/final development plan stage.

Other Agency/Department Requirements: In addition to city code requirements for the review and consideration of a PUD preliminary development plan, re-zoning and subdivision application, this redevelopment is subject to many other jurisdictional requirements including the following:

State Rules Governing Completion of an EAW. Due to its size (over 375 attached units), Minnesota Rule 4410 requires preparation of an EAW to evaluate and identify existing environmental conditions and to identify the impacts of this proposed development with regard to land use, soils, fish/wildlife, historical

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property, water resources, sewer, water, and transportation infrastructure, as well as any potential noise, odor, light, or visual impacts. This document has been completed and several of its recommendations are included in this report.

Minnesota Pollution Control Agency (MPCA). As part of the developer's purchase of the property, Phase I and Phase II Environmental Assessments were completed, which identified several sources of contamination on the property that will need to be properly handled and remediated through the process established by the MPCA. Additionally, sanitary extension and construction permits will also be needed. Copies of all required permits will be required to be submitted prior to final approval of the development.

Minneapolis Park and Recreation Board. MPRB has submitted comments regarding the proposed development, outlining the process and permits required. The land under which Stinson Parkway is built is considered MPRB parkland, not right-of-way. Therefore, special review and provision must be made for any upgrades or impacts to Stinson Parkway, given its designation as parkland under MPRB jurisdiction. Copies of all required MPRB permits will be required to be submitted prior to final approval of the development.

Mississippi Watershed Management Organization (MWMO). This development will be subject to the rules of the MWMO and the city regarding pollutant loading reduction, discharge rates and volumes, and flood elevations. The city is the permitting agency for the MWMO.

Fire Department. The St. Anthony Fire Department reviewed the proposal according to the 2015 Minnesota State Fire Code, based on the 2012 International Fire Code. They have the following comments which are quoted in full:

- Access Roads: *Appear to be in compliance at this time. Concerns in regard to the bump outs prior to turning into the parking lots as well as the surmountable curb in the center of the complex road and concerning its size. That appears too large and trucks may not be able to make the turn without potentially having to drive over it.*
- Hydrant spacing: *Appears compliant along with distances to Fire Department Connections.*
- Building entrances: *Indicated with Fire Department Connections appear compliant. Garage entrances are indicated.*
- *When fire protection systems are designed early input from the fire department will make the process much more efficient.*
- *Considerations for each of the buildings cannot be addressed until detailed plans are submitted for the actual buildings including fire protection systems. A plan review process will occur for all buildings and will reference the codes in force when the plans are submitted. As was discussed in previous meetings, staff would like to see individual floor sprinkler shutoff's as well as an addressable alarm system.*
- *Entry door added next to each underground garage door access with a key box installed as well. This will provide direct entry access to the garage for any type of car fire, carbon monoxide issue, trash fire, medical or other incident that takes place there.*
- *Verification on the height of the overhang at the entry of the buildings. Consideration to height of apparatus as well as ambulance need to be given.*

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Public Safety. The St. Anthony Police Department reviewed the proposal and noted the following points of consideration, also quoted in full:

- *The Village site project located at 2501 Lowry Avenue is forecast to be a max 430 unit site, or 28 units per acre. The project site design includes a single boulevard style roadway. The project includes two three story pitched roof buildings that will consist of independent senior living, assisted senior living and memory care units. The site also contains a four story market rate apartment building. The site contains a single boulevard style roadway with no connections to the alley.*
- *Originally, concerns were raised with regard to access to the development off of Stinson Boulevard and Kenzie Terrace, as well as egress from the development onto these streets. An exit/entry point off of Lowry Avenue would be very close to the intersection of Lowry Avenue and Stinson Boulevard. Vehicles leaving the development onto WB Lowry Avenue would have low risk for accident. Those leaving onto EB Lowry Avenue and Kenzie Terrace would present additional risk for vehicle, bicycle and pedestrian traffic. Vehicle exit/entry off of Stinson Boulevard would present minimal risk for area vehicle, bicycle and pedestrian traffic provided entry/egress is limited to NB traffic only. If a crossover to SB Stinson Boulevard is constructed, the risk potential would increase. It remains to be seen what influence the Minneapolis Park Board will have in regards to traffic management on Stinson Boulevard.*
- *The layout of outdoor parking at this development should be consistent with other area developments. It is recommended that the development allow for easy access for police patrol cars, fire apparatus and local ambulance services. Provisions for emergency vehicle access should allow for easy access/egress to the property. There should be continuity with regard to pedestrian and vehicle circulation within the site, which will aid in police, fire and EMS response. Turnarounds large enough to accommodate emergency vehicles and fire trucks should be considered. Building entrances should be in close proximity to pedestrian walk ways and vehicle parking areas.*
- *On street neighborhood parking on Stinson Boulevard and surrounding side streets, in St. Anthony and Minneapolis, may be impacted by a development of this size. Care should be given to future roadway design of Stinson Boulevard and Lowry Avenue/Kenzie Terrace. On street parking on Lowry Avenue should be avoided due to roadway design in that area. Due care should be taken in regard to a development of this size and existing residents as it pertains to quality of neighborhood life concerns related to traffic, parking, noise and littering complaints.*
- *The demands a 430-unit site puts on the police department can be projected in two ways. First, a performance based approach to staffing that takes into account projected call load. Second, and more common, is the average ratio of full time officers per 1,000 residents. The first, being more accurate, would be appropriate to consider. Seeing how this development will be phased in over multiple years, it will be important to do yearly monitoring of calls for service to this site when making staffing decisions.*

Hennepin County Transportation. Hennepin County reviewed the proposal, providing notes on the site plan. Detailed review and comments are included as an exhibit.

COMMUNITY INPUT TO-DATE

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There has been much interest in the proposed redevelopment of this site, starting almost two years ago and continuing to-date. Staff has received over 100 emails since the initial sketch plan phase.

Additionally, staff has spoken with many residents and concerned neighbors and has summarized the concerns as follows:

- Concerns over the density and height of the proposal. The most common concern is the opinion that the comprehensive plan should not be amended to accommodate this development and that heights should be consistent with those around the site.
- Concerns over the loss of affordable housing. People have expressed the need to retain/replace affordable housing on the site.
- Concerns over traffic and safety. People have stated the increase in traffic on Stinson Parkway will reduce livability and increase congestion at key intersections.
- Concerns regarding views for existing Kenzington Condos residents. People have expressed concern over the reduction in views from their units.
- Concerns over tree removal.
- Concerns over school capacity and other public services.
- Concerns over the handling and treatment of stormwater runoff.

The revised plans reduce the density of the project, which results in almost half the traffic and population within the new proposal, increase the setbacks from property boundaries, and remove access from the alley. The revised plans show significant landscape buffering and some tree preservation, where practical. Stormwater management is located primarily in surface level ponds, rather than underground storage.

RECOMMENDATION

The Planning Commission held a public hearing on February 26, took public testimony on the revised plan, reviewed the proposal, and recommended 7 to 0 to approve the preliminary plat and preliminary PUD development plan, subject to the conditions in the staff report, and adding one condition to evaluate the intersection at 27th Avenue. The Planning Commission also, approved 7 to 0, a supplemental motion to recommend that the City Council strongly consider tying financial tax incentives for this development to affordable housing and requiring that housing be included for families and in each building within the development.

Staff has completed a thorough review of the proposal and has the following comments and conditions for the Preliminary PUD Development Plan and Preliminary Plat:

- ◆ *Setback from Kenzington Condos.* Increase the setback from the property line by approximately 20 feet, shifting the development to the west.
- ◆ *Vacation of Easement.* There is currently a watermain easement through the site, which will need to be vacated through a separate action accompanying a final plat.
- ◆ *Engineering Comments.* All changes contained in the attached city engineer and stormwater management memoranda should be made to the satisfaction of the city engineer.

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- ◆ Agency Comments. MPRB and Hennepin County permits shall be obtained and permit requirements should be incorporated, as final approval by those agencies requires.
- ◆ Revised Traffic Study Recommendations. All traffic mitigation efforts listed in the revised traffic study shall be part of the conditions for approval, as permitted by other regulating agencies (MPRB and Hennepin County).
- ◆ Receipt of All Applicable Permits. All other agency permits shall be obtained, and plans approved prior to construction on the site.

In consideration of the above items, staff recommends that the City Council take the following actions:

- Motion to adopt a resolution approving the preliminary PUD plan and preliminary plat, contingent on the requirements and items listed in the Resolution.

SUGGESTED MOTION

The following actions are options for the City Council to consider:

- 1) Motion to adopt a resolution, approving the preliminary PUD plan and preliminary plat, contingent on the requirements and items listed in the Resolution and in the staff report.
- 2) Motion to table action on the preliminary PUD development plan and preliminary plat, based on the submittal of additional information, as enumerated in the staff report;
- 3) Motion to deny the preliminary PUD development plan and preliminary plat and to direct staff to prepare a draft resolution declaring terms of the same, based on the findings of the City Council.

ATTACHMENTS

- 1) Resolution
- 2) Village LLC narrative
- 3) Graphic Site Plan
- 4) Landscape Boards
- 5) Village LLC Civil Plans
- 6) Traffic Study, updated
- 7) Village LLC Building Exhibits, with parking information
- 8) City Engineer Memo
- 9) Storm Water Management Memo
- 10) Hennepin County Transportation Comments
- 11) Revised site plan (one page)
- 12) Traffic memo regarding 27th Avenue

Southern Gateway Redevelopment Project

CITY COUNCIL MEETING

MARCH 27, 2018

Process To Date



Applications Submitted

Developer Request for:

- ▶ Planned Unit Development (PUD) preliminary development plan review and re-zoning request
- ▶ Preliminary plat review for their redevelopment plan for 2501 Lowry Avenue

Proposal Details

- ▶ **Site:** 15.4 acres
- ▶ **Location:** Southwestern edge of the city of St. Anthony @ 2501 Lowry Ave
- ▶ **Use:** Residential
- ▶ **Type:** Independent senior rental housing, assisted living senior housing, general occupancy rental housing
- ▶ **Units:** 414 (up to 430) in three buildings
- ▶ **Density:** 28 dwelling units/acre

Proposal Details

► **Building A: Independent Senior Building**

- ▶ 61 units including studios, 1 bedrooms, and 2 bedrooms
- ▶ Height: 45.5 feet

► **Building B: Assisted Senior Living**

- ▶ 128 units, including small memory care units up to 2 bedroom units
- ▶ Height: 45.5 feet

► **Building C: General Occupancy**

- ▶ 225 units including studios, 1 bedroom, 2 bedrooms, and 3 bedrooms
- ▶ Height: 44 feet

Proposal Details

► **Parking:** 693 designated parking stalls (407 enclosed, 286 surface)

► **Stormwater:** 2 retention ponds at grade

► Trails throughout site will connect with existing sidewalks



Proposal Details



Proposal Details

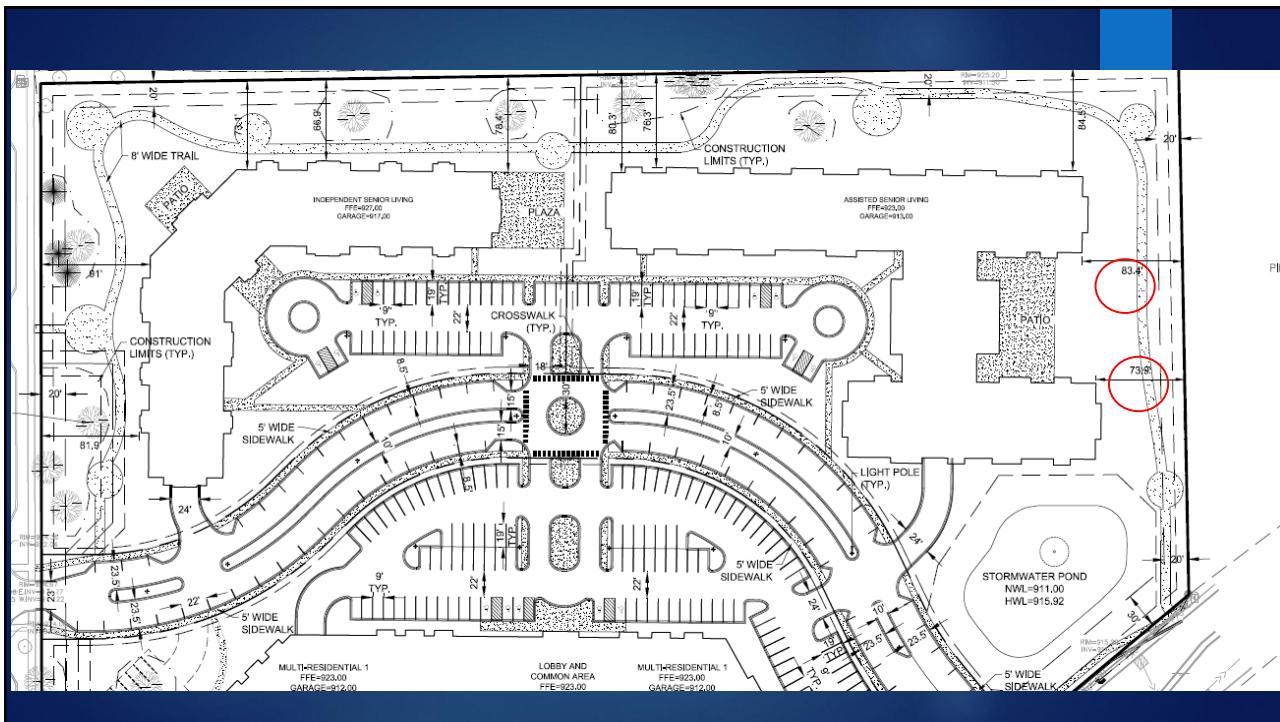


Proposal Details



Changes from Last Plan

- ▶ Exclusion of Bremer Bank site due to expiration of purchase agreement
- ▶ Increased surface parking
- ▶ Reduced building heights
- ▶ No connection to alley
- ▶ Deeper setbacks
- ▶ Reduced retaining wall use



Contingencies

- ▶ **Further analysis of 27th Avenue (Planning Commission addition)**
- ▶ **Setback from Kensington Terrace Condos.**
 - ▶ Increase the setback from the property line by approximately 20 feet, shifting the development to the west.
- ▶ **Vacation of Easement.**
 - ▶ There is currently a watermain easement through the site, which will need to be vacated through a separate action accompanying a final plat.
- ▶ **Engineering Comments.**
 - ▶ The full City Engineer memo and stormwater management memo are available as attachments and all changes should be made, per the memo to the satisfaction of the city engineer.
- ▶ **Agency Comments.**
 - ▶ Park Board and Hennepin County permits shall be obtained and permit requirements should be incorporated, as final approval by those agencies requires.
- ▶ **Revised Traffic Study Recommendations.**
 - ▶ All traffic mitigation efforts listed in the revised traffic study shall be part of the conditions for approval, as permitted by other regulating agencies (Park Board and Hennepin County).
- ▶ **Receipt of All Applicable Permits.**
 - ▶ All agency permits shall be obtained, and plans approved prior to construction on the site.

Recommendation

- ▶ Planning Commission met on February 27, 2018, held a public hearing, took testimony, and recommended **approval** of the preliminary PUD plan and preliminary plat, contingent on the requirements and items listed in the staff report and its attachments, and further analysis of 27th Avenue.
- ▶ Planning Commission made a second motion that any city financial assistance be used for the development of affordable, family housing throughout the development.
- ▶ Park Commission met on March 12, 2018, reviewed the park dedication request, and recommended approval of cash-in-lieu, with credit for trail construction and land under the trail

Next Steps

- ▶ March 27 - City Council Consideration
- ▶ Spring 2018 - If approved, final plat submission
- ▶ Spring 2018 – TIF consideration
- ▶ Summer 2018 - Development agreement

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**CITY OF ST. ANTHONY VILLAGE
RESOLUTION 18-030**

**A RESOLUTION APPROVING THE PUD PRELIMINARY DEVELOPMENT
PLAN/PUD REZONING, AND PRELIMINARY PLAT RELATED TO THE VILLAGE,
LLC PROJECT LOCATED AT 2501 LOWRY AVENUE**

WHEREAS, on January 26, 2018, the City of St. Anthony Village received a request from the Applicant, The Village, LLC, for the following applications ("Application"):

- Rezoning request/Planned Unit Development Preliminary Development Plan request to change the zoning of the site from R1 – Single Family Residential (at 2501 Lowry Avenue) to Planned Unit Development (PUD);
- Preliminary Plat request;

The property comprising the site is legally described in Exhibit A (the "Property"), addressed at 2501 Lowry Avenue.

WHEREAS, the Property is currently guided by the Comprehensive Plan as High Density Residential; and

WHEREAS, the St. Anthony Village's zoning district needs to be consistent with the City's Comprehensive Plan allowing for a 25 to 40 units per acre; and

WHEREAS, the Planned Unit Development re-zoning is an appropriate zoning district to utilize for the review of this project, given its High Density Residential land use guidance, unique and varied site surroundings, and due to involving a larger re-development area with more than one parcel; and

WHEREAS, the re-development should be evaluated as a complete development, consistent with past practices; and

WHEREAS, the Comprehensive Plan is the city's guiding document, approved in 2008, and reviewed in accordance with State Statute by the Metropolitan Council; and

WHEREAS, on February 26, 2018 the Planning Commission held a public hearing regarding the proposals, took public testimony, reviewed the Application, and took the action related to the Application to recommend approval of the preliminary PUD development plan and preliminary plat, contingent upon the items listed in the staff report and its attachments, and that further study be completed on 27th Avenue. (7 to 0)

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of St. Anthony Village approves the Applications, with the following contingencies:

- ◆ Setback from Kensington Condos. Increase the setback from the property line by approximately 20 feet, shifting the development to the west.
- ◆ Vacation of Easement. There is currently a watermain easement through the site, which will need to be vacated through a separate action accompanying a final plat.
- ◆ Engineering Comments. The full City Engineer memo and stormwater management memo are available as attachments and all changes should be made, per the memo to the satisfaction of the city engineer.
- ◆ Agency Comments. Park Board and Hennepin County permits shall be obtained and permit requirements should be incorporated, as final approval by those agencies requires.
- ◆ Revised Traffic Study Recommendations. All traffic mitigation efforts listed in the revised traffic study shall be part of the conditions for approval, as permitted by other regulating agencies (Park Board and Hennepin County).
- ◆ Receipt of All Applicable Permits. All other agency permits shall be obtained, and plans approved prior to construction on the site;

And based on a review of the complete record and the findings contained in this Resolution which include:

- (1) The use districts are protected by the Application;
- (2) Orderly development and redevelopment is promoted by this Application;
- (3) The proposal does provide adequate light, air, and access to property;
- (4) The proposal prevents overcrowding of land and undue concentration of structures by regulating land, buildings, yards, and densities; and
- (5) The Rezoning Request/Planned Unit Development Preliminary Development Plan request and the Preliminary Plat are consistent with the Comprehensive Plan.

Adopted this 27th day March, 2018.

Jerome O. Faust, Mayor

ATTEST: _____

Nicole Miller, City Clerk

Reviewed for administration:

Mark Casey, City Manager

EXHIBIT A

Parcel 1:

That part of the South 1/2 of the Northwest Quarter of Section 7, Township 29, Range 23, beginning at a point in the South line of said Tract 100 feet East of the Southwest corner thereof; thence North 1079.8 feet; thence East parallel to the South line of said quarter section 1041.74 feet; thence South to center of State Highway No. 63; thence southwesterly along said center line of State Highway No. 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said quarter section; thence West along said latter line to the point of beginning, except that part thereof embraced in the South 365 feet of the West 395 feet of the Southwest Quarter of the Northwest Quarter of said Section 7 and except the easterly 100 feet thereof.

Except that part taken for highway purposes by the County of Hennepin as evidenced by Final Certificate, filed May 16, 1985, as Document No. 1652500.

Parcel 2:

That part of the following described property:

The Easterly 100 feet of that part of the South half of the Northwest Quarter, Section 7, Township 29, Range 23, beginning at a point in the South line of said Tract 100 feet East of the Southwest corner thereof, thence North 1079.8 feet, thence East parallel to the South line of said quarter section 1041.74 feet; thence South to center of State Highway No. 63; thence Southwesterly along said center line of State Highway 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said quarter section; thence West along said latter line to the point of beginning, lying Westerly of the following described line and its Southerly extension,

Beginning at a point on the North line of the above described Tract, distant 5.50 feet easterly of the Northwest corner thereof, assumed bearing of said North line is North 89 degrees 24 minutes 53 seconds East; thence South 01 degree 00 minutes 45 seconds East a distance of 486.65 feet, more or less, to the South line of the above described tract and there terminating.

Parcel 3:

That part of the Northwest Quarter of Section 7, Township 29, Range 23, described as commencing at a point on the South line of said Northwest Quarter distant 100 feet Easterly from the Southwest corner of said Northwest Quarter; thence Northerly parallel with the West line of said Northwest Quarter to the South line of MURRAY HEIGHTS ADDITION TO MINNEAPOLIS, being the actual point of beginning; thence Southerly along said parallel line to a point distant 1079.8 feet Northerly from said South line of the Northwest Quarter; thence on an assumed bearing of North 89 degrees 24 minutes 53 seconds East, parallel with the South line of said Northwest Quarter a distance of 947.24 feet; thence North 01 degree 00 minutes 45 seconds East to said South line of MURRAY HEIGHTS ADDITION TO MINNEAPOLIS; thence Westerly along the last described line to the point of beginning.

All situated in the County of Hennepin and State of Minnesota.

Torrens Property

*Being registered land as evidenced by Certificate of Title No. 1066595
2501 Lowry Avenue NE,
St. Anthony, MN 55418*

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January 26, 2018

Mayor Faust & Council Members
c/o Mark Casey
CITY OF SAINT ANTHONY VILLAGE
3301 Silver Lake Road
Saint Anthony Village, Minnesota 55418

VIA HAND DELIVERY

RE: Written Statement in Support of PUD Application

Dear Mayor Faust and Council Members:

Having reached what THE VILLAGE, LLC ("The Village") believes to be a shared vision for redevelopment, it now submits a Planned Unit Development ("PUD") Preliminary Development Plan application (and, together with its related applications and materials, the "Applications") for redevelopment ("Project") of 2501 Lowry Avenue NE, Saint Anthony, Minnesota (the "Property"). This letter is offered as written support for the Applications.

In preparing the Applications, The Village scrapped its earlier plans and presents this entirely new concept. Understanding that a planned unit development must meet both The Village's needs and the needs of the City of Saint Anthony Village (the "SAV"), The Village Project was rebuilt from square one to address the concerns raised in opposition to the original applications. We began at "square one" with the baseline understanding that density would be dramatically reduced. This required a completely different way of looking at potential designs.

What evolved was a simpler design and greatly-reduced infrastructure. The revised design began with a single boulevard-style roadway, akin to Stinson Parkway. From there, architects refined the design to increase total parking (including adding significantly greater surface parking), reduce building heights, eliminate connections to the alley, reduce retaining wall use, and create deeper setbacks. The Project now includes two three-story, pitched-roof buildings to the north of the boulevard, used for independent senior living, assisted senior living and memory care units. A four-story, market rate apartment building rests south of the boulevard.

We have detailed the current unit breakdown by building below. But because minor changes can occur as the final drawings are fully refined, The Village proposes a hard cap of 430 units on the Property, or 28 units per acre.

You will also note that we have sought to balance the need for green space and the need for adequate parking. The Village believes that between the underground parking, the surface parking, and the street parking on the internal street there is sufficient parking for all uses in the Property. But it also recognizes that the demographics of each development and the parking needs of that demographic can vary dramatically between projects. To ensure that it has capacity if the reality of the Project proves more surface parking is necessary, The Village has built a buffer known as "proof of parking." If The Village is correct and it has adequate parking, precious green space will be preserved. But in the event that more parking is needed, The Village has identified a location of 37 additional stalls that would be constructed upon triggering events set out in the master development agreement that will be entered into between the City and The Village as part of any PUD approval.

Status of Bremer Property

Before turning to the specifics of the Applications, a clarification is in order about the status of the Bremer Property. The Village had a fully executed purchase agreement allowing it to acquire the Bremer Property (the "**Bremer PA**"). The Bremer PA has expired.

Additionally, The Village had previously reached a contingent agreement to eventually transfer the Bremer Property (and a portion of the Property) to Aeon (the "**Aeon PA**"). But the contingencies in the Aeon PA were not met, and the parties have agreed to cancel the Aeon PA. The Village never intended to take ownership of the Bremer Property or close on the Bremer PA. Instead, The Village expected to locate affordable housing on the Bremer Property as part of a mixed-use building. Discussions continue with Bremer while Bremer examines development options for the site.

Within the Applications, The Village looks to include the Bremer Property in the redevelopment tax increment district to give the eventual developer all available flexibility.

The Bremer Property is not included in the preliminary plat application. The eventual Bremer developer will receive the redevelopment tax increment designation and will have full control over the PUD process for the Bremer Property directly with the City.



Project Summary

A summary of the key components of the Project on the Property follows.

Site Element	Housing Type	Total Units	Height	Ugd. Parking	Surface Parking
Building A	Senior Ind. housing	61	3 story peaked roof 31'5" to main eave	92	34
Building B	Senior housing	128	3 story peaked roof 31'5" to main eave	77	34
Building C	Market-rate	225	4 story flat roof 44' to fascia	238	218
Total Units Proposed for 15.37 acres: 414 housing units				407	286
2501 Lowry Site Density: 26.94 units per acre					

The Proposal is a PUD, and the city has broad approval leeway to encourage development creativity that adds vitality to the city. The project however does not need much help in meeting the city's already established multifamily guidelines. The Project's Lot Coverage is projected to be 51.5% (including proof of parking). However, if we exclude the boulevard, that number falls to 47.1%. It is typical to exclude the boulevard for lot coverage calculations because the boulevard and the north and south sidewalks serve the public and the housing community. The 51.5% ratio also includes the swimming pool, gathering plaza, independent living patio and assisted living patio, and memory garden. These new outdoor spaces are landscaped and provide outdoor amenities for residents of the campus adding tremendous quality of life. If the pool and gathering plaza are excluded from these calculations, coverage drops further than 47.1%, which is excellent for a property of this size.

The Project's building-to-land ratio is 20.1% (22.3% if private road outlet is excluded), with the zoning max at 35%, the Project is well below the maximum.

Compliance with Planning Principles

In developing the Project, The Village paid special attention to the City's five Planning Principles. We discuss each below.

- 1) **The provision of affordable housing. The city has a history of including, requiring, and financially supporting the development of**

affordable housing in the community, and this commitment will continue;

The Village remains committed to affordable housing's role in the Project. Of the apartment units, 79 meet the standard for affordable housing at 80% of the Hennepin County area median income ("AMI"), which means that 35% of the apartment units qualify as affordable housing under U.S. Housing and Urban Development department standards.

The Village also proposes that a third party develop the adjacent Bremer Property for affordable housing. The Village will not develop the Bremer Property. It will, however, help ensure the future ability to offer affordable housing by requesting inclusion in the redevelopment tax increment district (eligibility for which it would not enjoy on its own). The Bremer Property's inclusion in the redevelopment district will provide maximum flexibility to its eventual developer.

Lastly, after the City denied the original applications, The Village and the City met to give the City a voice for its vision and provide a meaningful feedback loop. During the meetings, the City pointed out that SAV's HRA currently owns the 0.9-acre former bowling site (the "**HRA Property**"). To generate even greater affordable housing as part of the development, the City identified the HRA Property as a potential additional location for an affordable housing developer to construct housing at an affordability level that the City and community desire and that is financially possible. The Village agrees that locating additional affordable housing on the HRA Property in conjunction with the Project is logical and The Village looks forward to further discussions with all stakeholders to make maximal use of the HRA Property as a potential location for additional affordable housing.

2) Compatibility with surrounding land uses. It is important that new development match existing surrounding land uses in scale, height, and use;

For many years, the City's Comp Plan has designated the Property for high-density residential redevelopment. The Project appropriately balances that designation and the existing neighboring uses.

As the Comp Plan correctly notes, "[b]ecause the City is fully developed, additional housing would have to occur through redevelopment... [and] the anticipated density for this higher density housing development is 25 to 40 units per acre." The Village has worked to design a project close to



the bottom of that range. The Project can now reasonably be constructed at 28 units per acre or less. Accordingly, The Village seeks approval for a project built at 28 units per acre, largely because in its experience, market dynamics and design considerations can lead to minor variations in unit mixes before the project's conclusion. Rather than returning with a proposed amendment after the public process is complete, The Village requests a small density cushion now. The final PUD submission will detail the precise configuration and unit mix.

Additionally, the Project was designed as high-density to fit the neighborhood. The design began with the boulevard-style street intended to compliment Stinson Parkway and dissuade users from viewing it as an option for "cut through."

Next, the Project recognizes neighboring uses: predominantly single family to the west and north, and high-density residential or commercial to the east and south. The resulting configuration sees two senior-living buildings located north of the project's boulevard, with considerable setbacks from both the northern and western property lines and a three-story, pitched-roof design to more closely resemble a single-family home.

The Village strategically located the market-rate building on the Property's southern portion near existing high-density uses. Because it is market-rate, it is designed to appeal to the "renters-by-choice" demographic. These users demand that their apartment look and feel drastically different than a senior building. The architecture has a more modern feel as a result, featuring a flat roof and loaded with amenities, including a gathering area, pool, and dog run. The height was *technically* reduced to four stories, but it is lower than the peak of a three-story pitched roof.

- 3) Provision of adequate public infrastructure. All new development must provide appropriate infrastructure to manage water, sewer, runoff, streets, and access, and all other infrastructure needed to adequately serve itself and protect the surrounding community.**

The existing site is surrounded by public infrastructure available to serve the proposed, scaled back, development plan proposed. While the following paragraphs provide an overview, a more detailed engineering summary has been provided to touch on specific items that will be reviewed.



As the proposed development relates to traffic and access, the internal roadway, vehicle and pedestrian access and ways of traverse have been designed for the proposed demand. The offsite transportation improvements are being re-analyzed to account for the updated unit number and uses, which will present recommendations for offsite improvements. The preliminary development plans have been reviewed with engineering and fire departments and their respective initial comments have been incorporated.

The sanitary sewer adjacent to the site, located in the alley to the north, was determined in the previous submittals to be adequate to serve the development and that remains the case for this reduced density. Similarly, the domestic water supply is available to the south and west of the property to serve the development. As was the case in the previous proposals, following the preliminary approval of the proposed plan, the City will verify further improvements needed offsite to ensure adequate fire flows as required by proposed building types.

Stormwater management has been an obstacle on the Property for many years. Nonetheless, the Project meets the City and MWMO requirements for rate control, water quality and freeboard. The proposed management system consists primarily of a collection system routing runoff to traditional surface ponds, and supplemental filtration, to treat and store the stormwater prior to discharging it at a rate no more than the current conditions discharge.

You can find additional detailed engineering information in the submittal package attached on all of these items.

- 4) Protection of the environment. All development must meet all Federal, State, watershed district, and local requirements for environmental protection. The city will ensure all pollution and contamination is properly remediated.**

The Project is significantly scaled back from the 823-unit project. Notably, the environmental assessment worksheet for that initial project concluded it was not likely to result in significant environmental impact. The Village agrees that the Project must comply with all Federal, State, watershed district, and local requirements for environmental protection regulations. We believe it does meet – and, in many instances, exceeds – those thresholds.

As has been noted elsewhere, environmental testing reveals that hazardous substances exist below ground on the Property. Specifically,

the adjacent property and Property's prior uses have contaminated the environment with fuel oil and gasoline, diesel range organics, various volatile organic compounds, asbestos, and tetrachloroethene. The Village has already fully remediated the asbestos contamination and, together with appropriate governmental authorities, will undergo further remediation as part of the redevelopment. The Property is already part of the Minnesota Pollution Control Agency ("MPCA") Voluntary Investigation and Cleanup ("VIC") program and has received MPCA approval for its Voluntary Response Action Plan ("VRAP") to fully remediate contamination as part of the development.

5) A fair and open public process. When a formal application is received for development, the city will provide outlets for community discourse and discussion on the proposal.

The Village has sought to ensure a fair and open public process. After developing the plans for the Project, The Village held open community meetings to discuss the design and receive feedback. It also agreed to engage smaller groups to address specific questions. It has met with the Minneapolis Park and Rec department, Hennepin County Public Works, the Fire Chief and Fire Marshall, and SAV's engineer, all to gather as much input as possible to ensure the Project is truly a shared vision. In addition, the Applications will face the planning commission's scrutiny and a full public hearing.

Additional Considerations

Staging & Process

The Village seeks approval for its preliminary PUD application on the entire Project to get building dimensions approved and detail a shared vision for development. On receipt of that approval, The Village will work with staff on the terms of the master development agreement that is part of all PUD approvals. Once there is preliminary agreement on those terms, The Village will promptly submit for final PUD approval on the Project.

The phasing plan for the Project is significantly more compact than the original plans. After the final PUD approval, work will commence on the assisted senior living building as soon as weather conditions will allow. Construction is expected to take approximately 18 months to complete per building. As crews finish their particular subset of work, they will move to the independent senior living building and then to the market rate building. The Village is hopeful to commence work at the end of 2018 with

an aggressive construction schedule to complete all three buildings by late 2020 or 2021.

Parking.

Parking will be well-managed across the Project.

Based on the experience of the selected senior living operator, the senior buildings are likely over parked. The independent living building provides 126 stalls for 61 units, even though it is unrealistic to expect that a 2 to 1 parking ratio is necessary to meet parking demand. For the assisted living (which includes a memory care component), the expectation is one parking stall for every 3 units plus 20 employee stalls. Despite that ratio, the Project provides 111 stalls for 128 assisted living units, an excess of 48 stalls above the highlight standard.

When it comes to the market rate buildings, similar projects have generally been constructed with a 1.5 to 1.75 unit to parking stall ratio. But The Village is very committed to ensuring it has adequate parking. The market-rate building has 225 units (a total of 285 bedrooms). There are 238 below ground parking spaces and 181 surface stalls (without the proof of parking) for a parking ratio of 1.86. Sitting above market-average parking ratio, The Village finds the proposed parking adequate. As discussed above, however, The Village has built in an additional buffer of 37 stalls, that would be constructed if existing stalls proved to be inadequate, which would than slightly exceed a 2.0 unit to parking stall ratio.

Open Space and Park Dedication

An important component of the Project is that design choices were made to preserve a natural buffer along Stinson Parkway and along the northern and eastern property lines. By doing so, The Village seeks to save as many of the landmark trees in those areas as possible (upon further inspection some may show to be less than healthy and others cannot be saved due to the grading demands). Currently, The Village estimates that 17 such trees will be saved. In addition, the landscaping plan calls for the addition of new trees to enhance screening and enjoyment that comes from preserving such natural buffers. These areas will add to the trail system throughout the Project to create an open, park feel.

Property Control.

The Village has previously provided the City a copy of the deed for the Property.



Summary

To be clear, The Village is committed to working cooperatively with the City and, through that cooperation, believes it has reached a shared vision for redevelopment. The Applications are the result of a long process of evolution and refinement that has integrated additional green space, incorporated comments and feedback from stakeholders, and produced several interim concept plans. The Village and the City must finalize a development option that the City supports, that advances the City's guidance from its Comp Plan, and that the market justifies. This Project compliments the City's Comprehensive Plan, conforms to the zoning ordinance's overall intent and purpose, meets the City's planning principles, and puts the Property to its highest and best use.

We look forward to discussing the application at the public hearing and, more importantly, working with the City to bring this ambitious project to a City and Property primed for redevelopment. Please do not hesitate to contact me with any questions you may have.

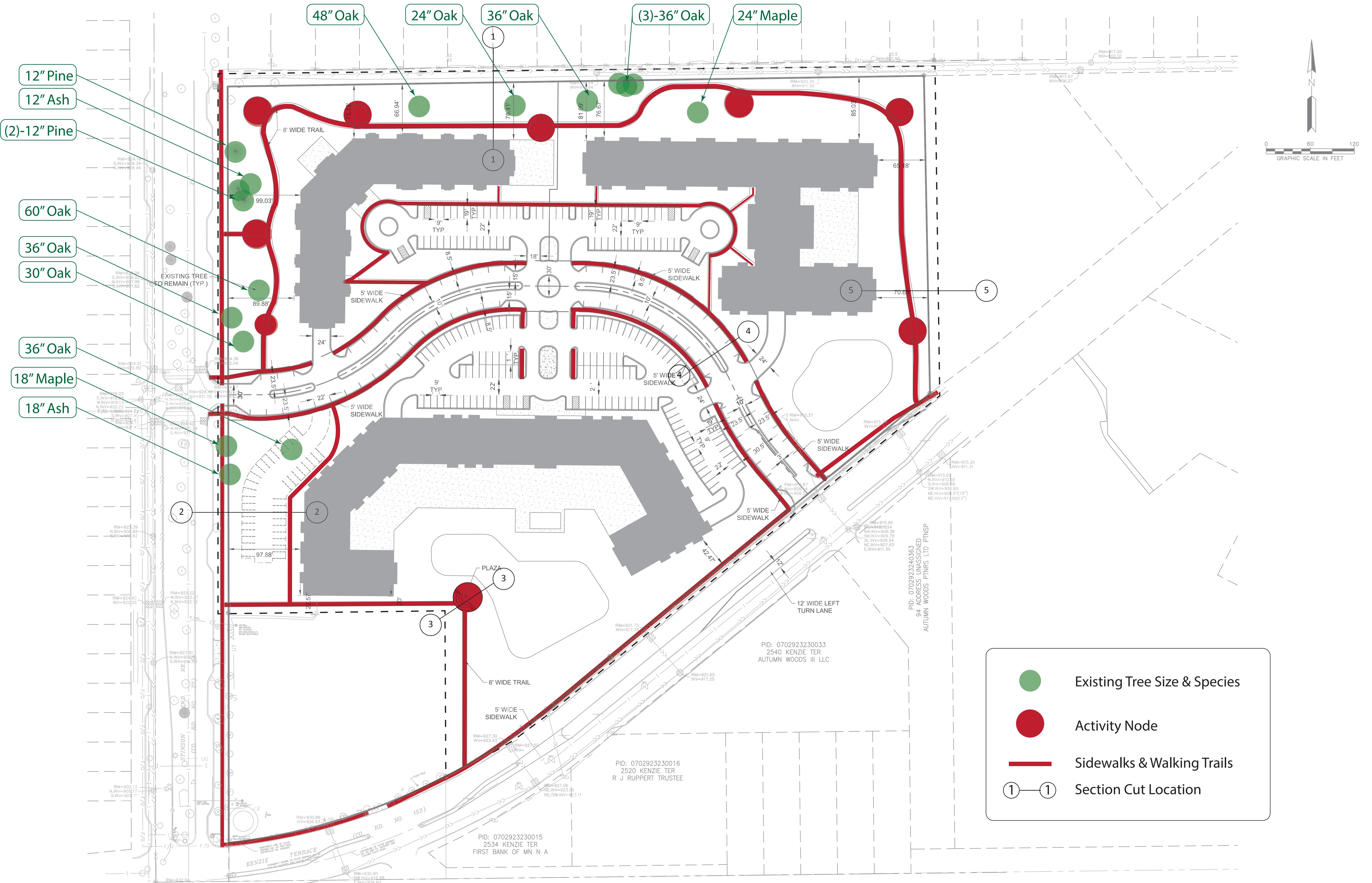
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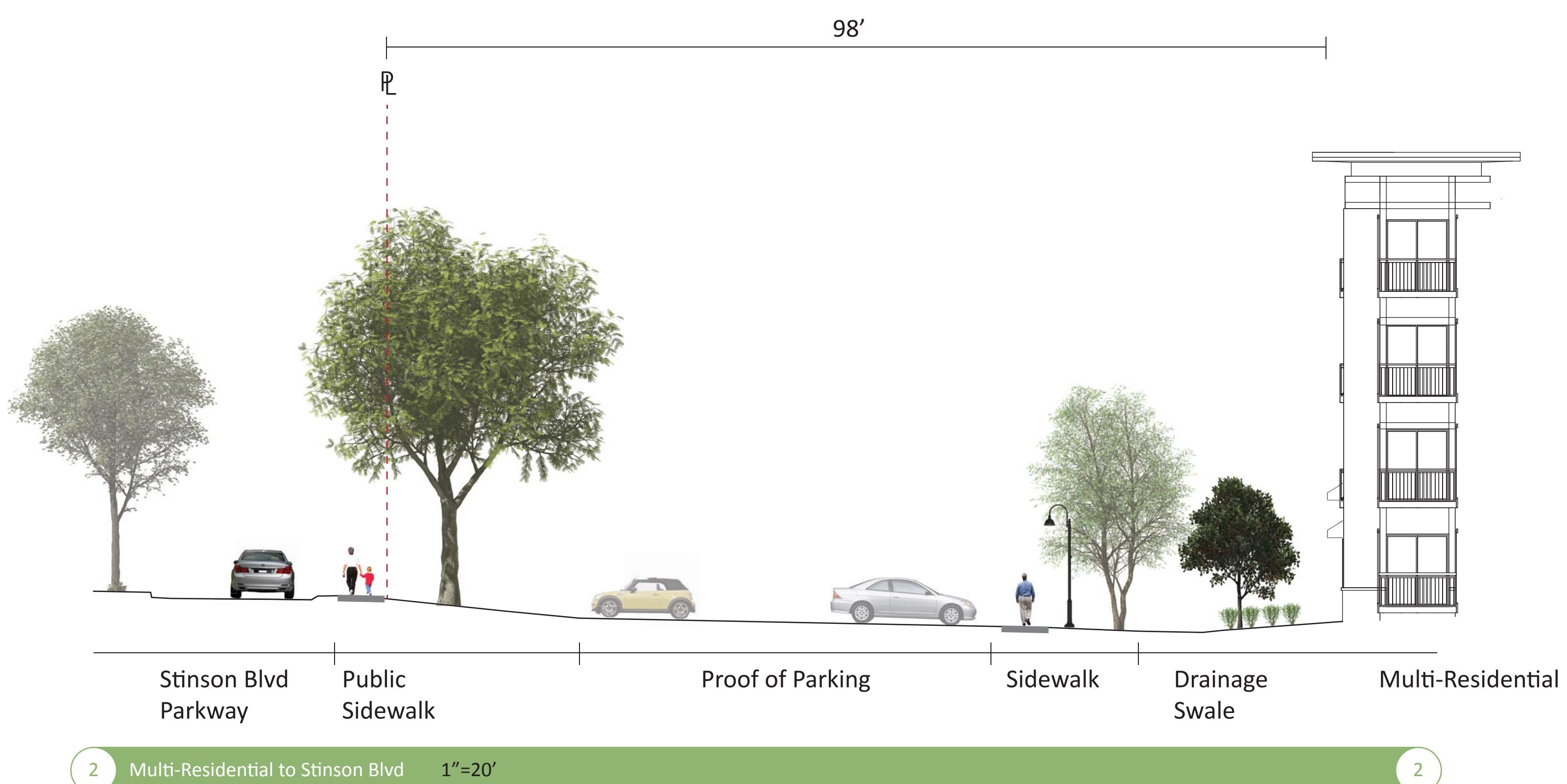
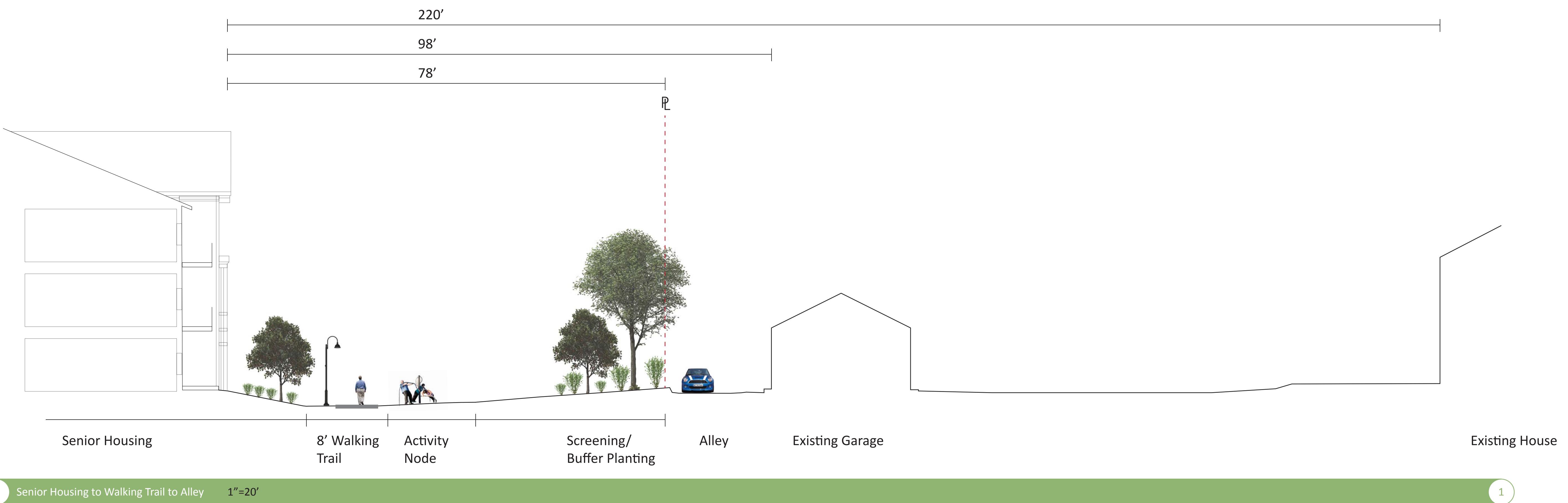
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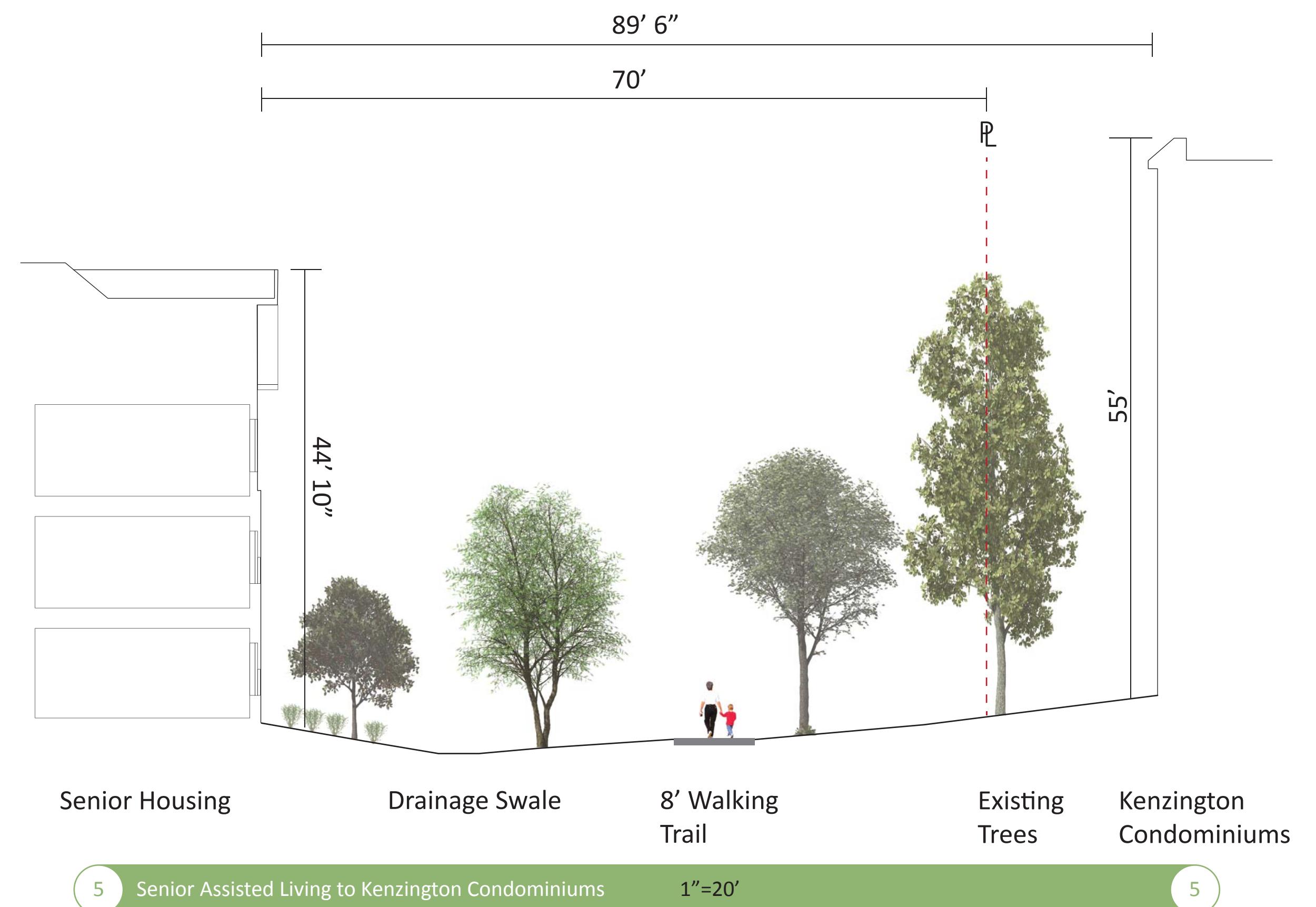
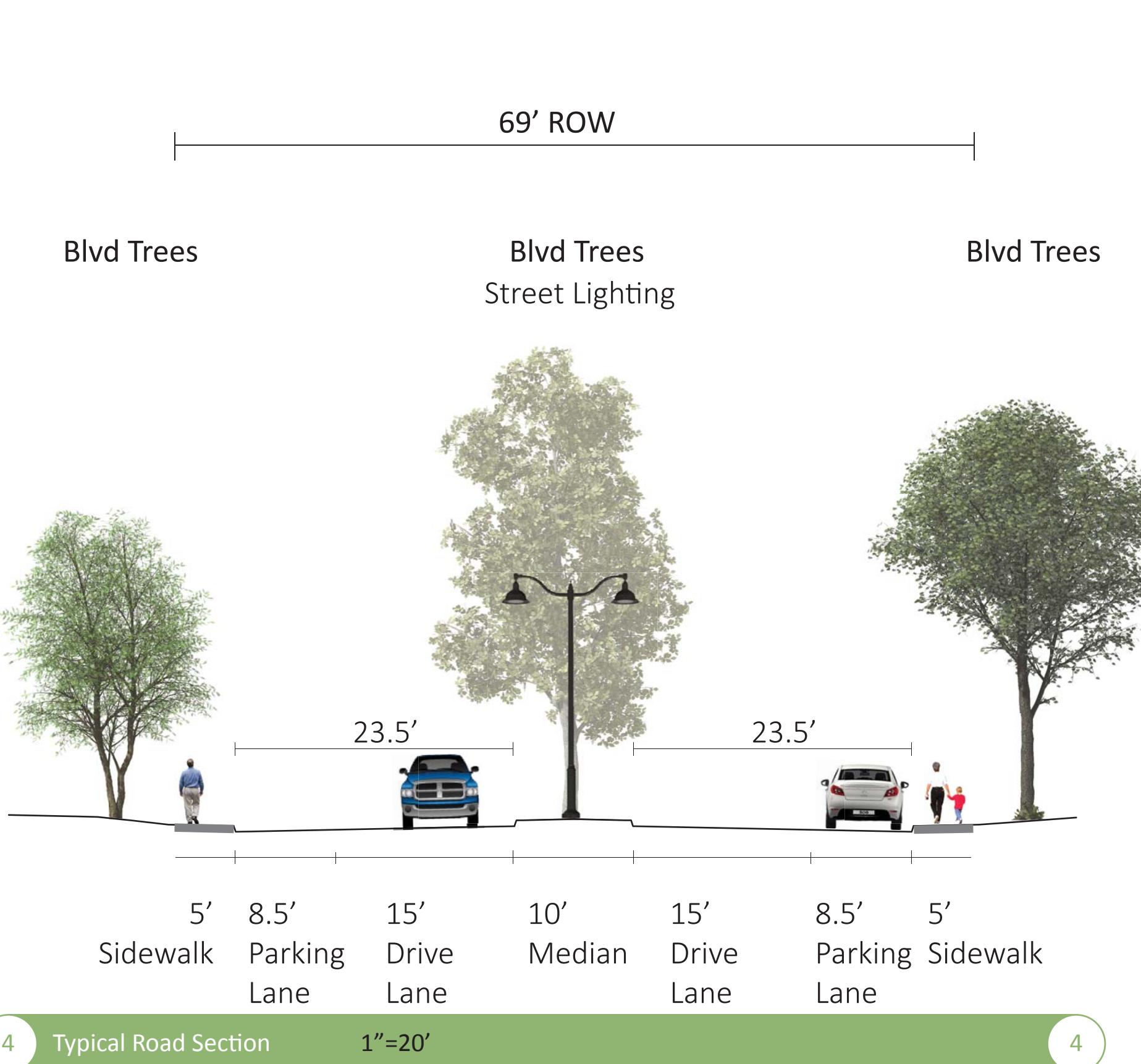
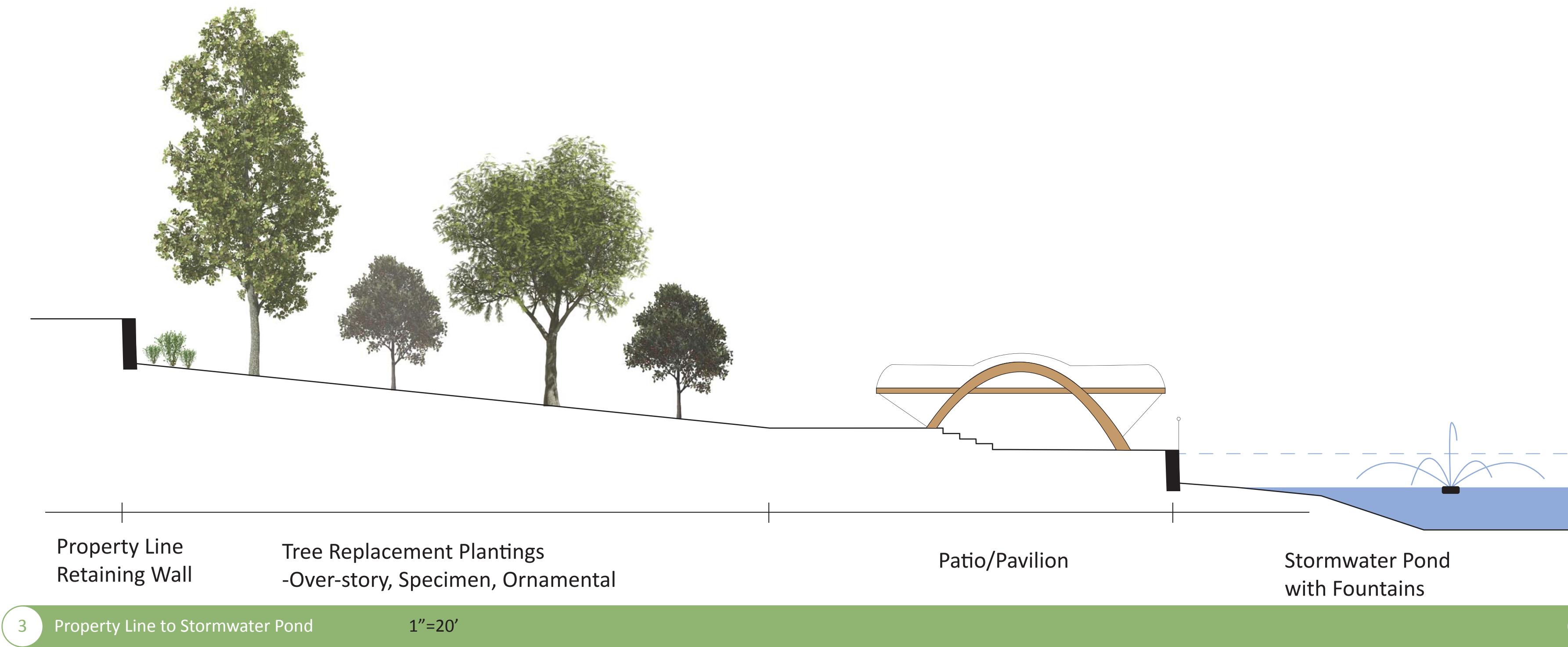
Traci Tomas
Vice President
The Village, LLC





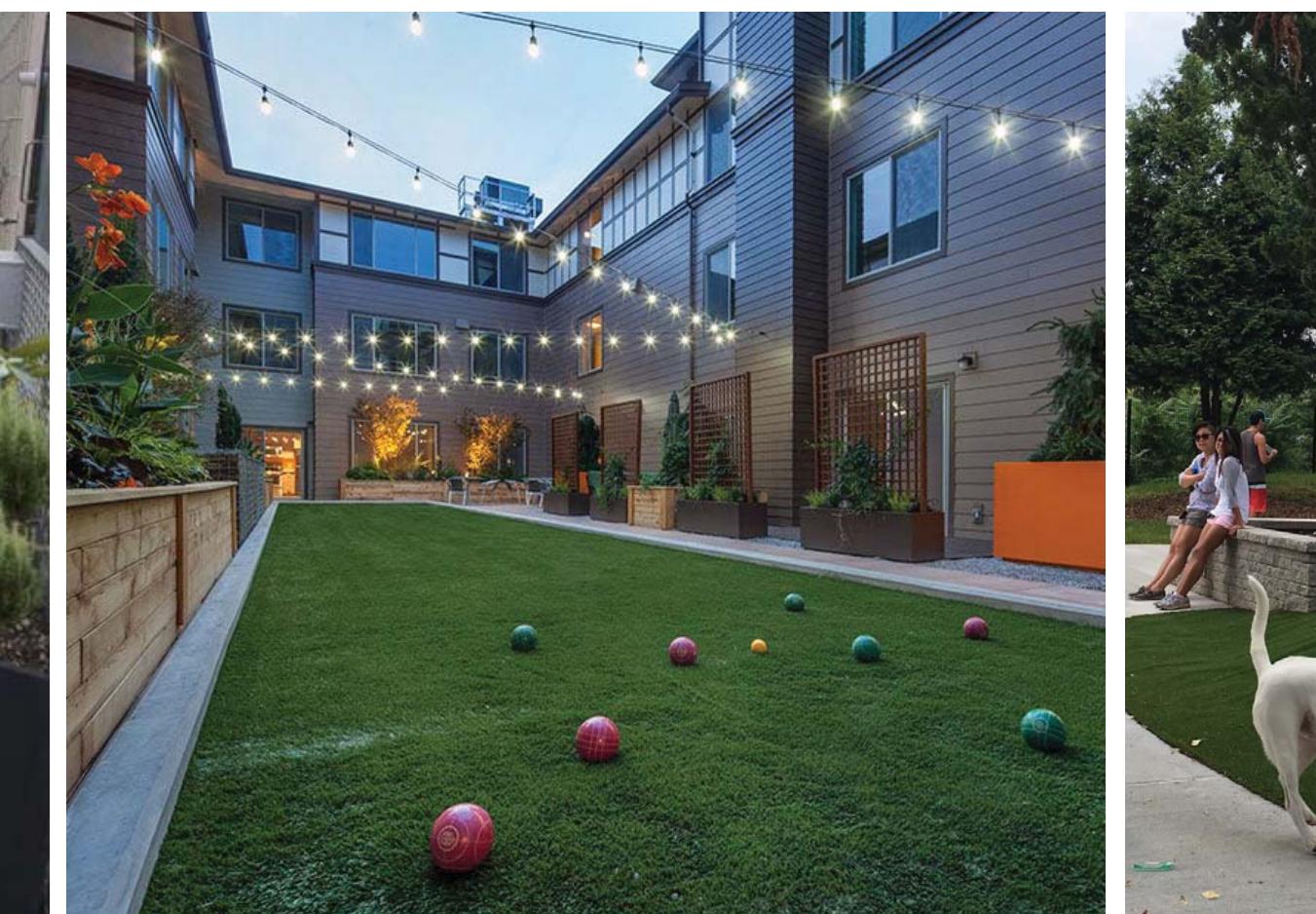




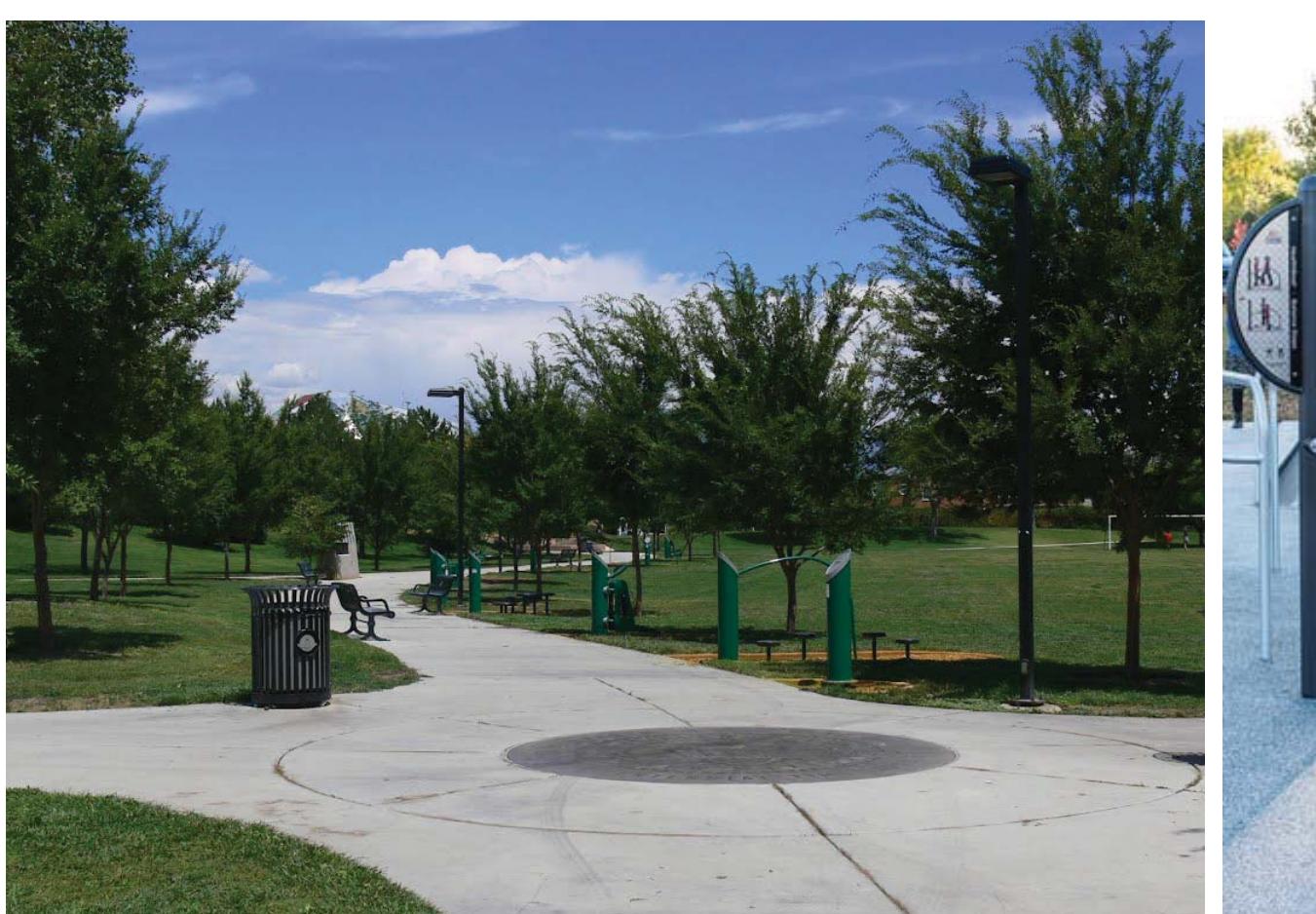




1 Village Park



2 Multi-Residential

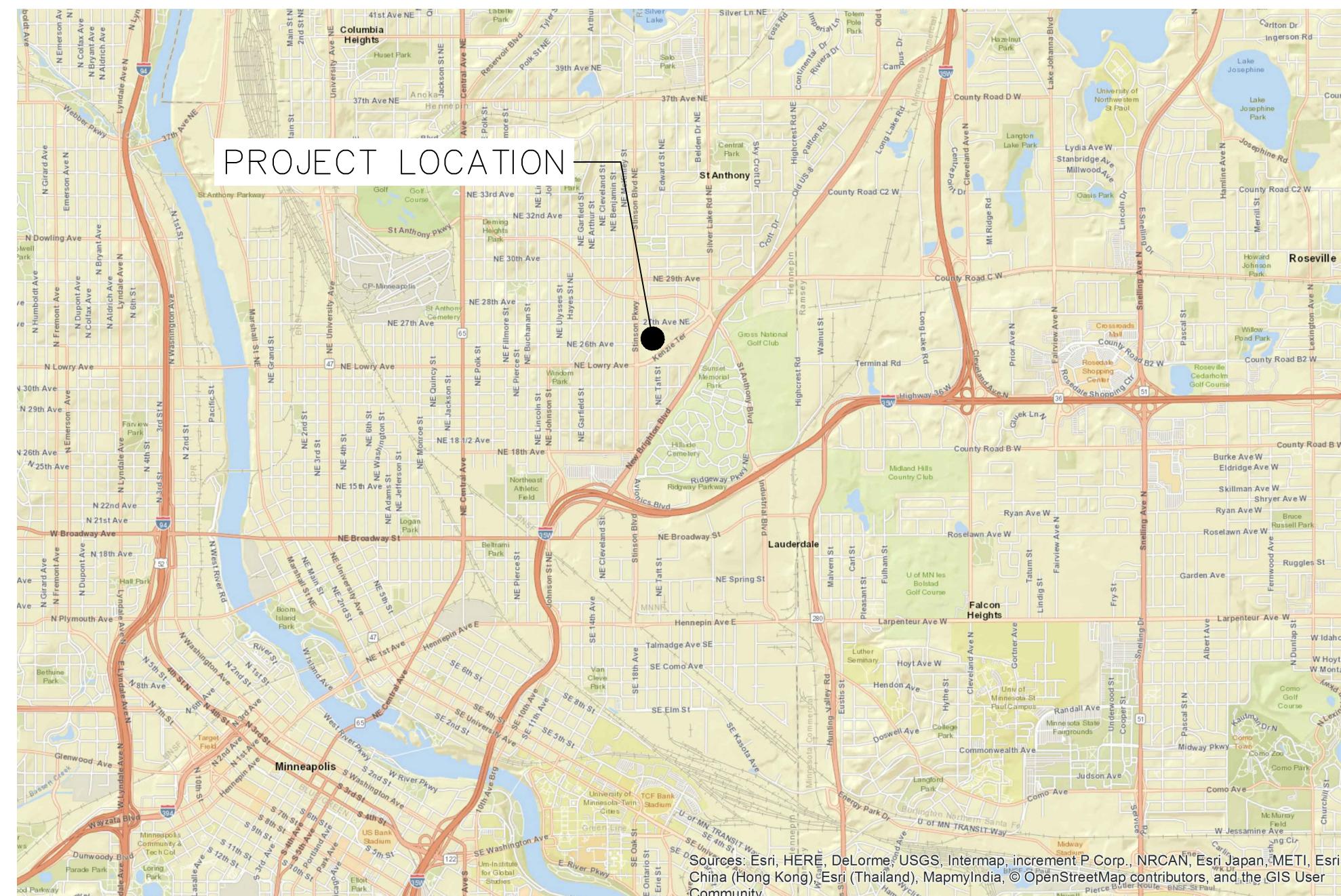


3 Senior Housing

PRELIMINARY PUD PLANS FOR THE VILLAGE LLC DEVELOPMENT

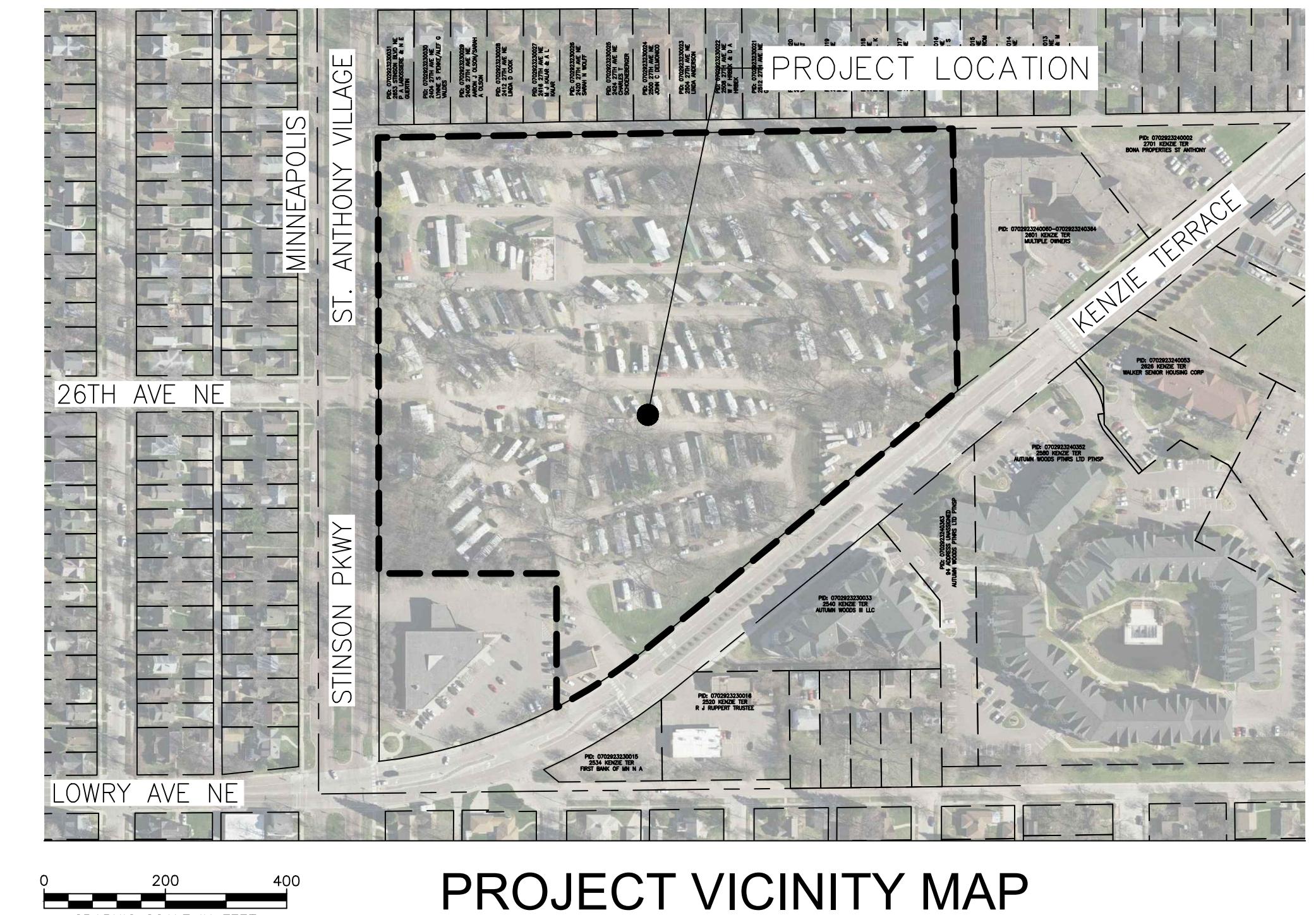
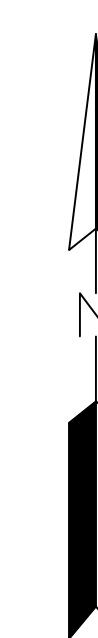
CITY OF ST. ANTHONY VILLAGE
HENNEPIN COUNTY, MINNESOTA

JANUARY 2018



PROJECT LOCATION MAP

0 4000 8000
GRAPHIC SCALE IN FEET



PROJECT VICINITY MAP

0 200 400
GRAPHIC SCALE IN FEET



**PROJECT
LOCATION**

CITY: ST. ANTHONY VILLAGE
COUNTY: HENNEPIN

DISTRICT NO.: 3

GOVERNING SPECIFICATIONS:

1. CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD UTILITIES SPECIFICATIONS (LATEST EDITION)
2. THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" (LATEST EDITION).
3. ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLETED WITHIN THE CONSTRUCTION OF THIS PROJECT.
4. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

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THIS SET CONTAINS 22 SHEETS

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166



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THE VILLAGE LLC DEVELOPMENT
ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

I HEREBY CERTIFY THAT THIS PLAN
SPECIFICATION, OR REPORT WAS
PREPARED BY ME OR UNDER
DIRECT SUPERVISION AND IS A
DULY REGISTERED PROFESSIONAL
ENGINEER UNDER THE LAWS OF THE
STATE OF MINNESOTA.

License #:
Date:

Project #:
5005-0003

Drawn By:
RAG

Issue Date:
12/06/2017

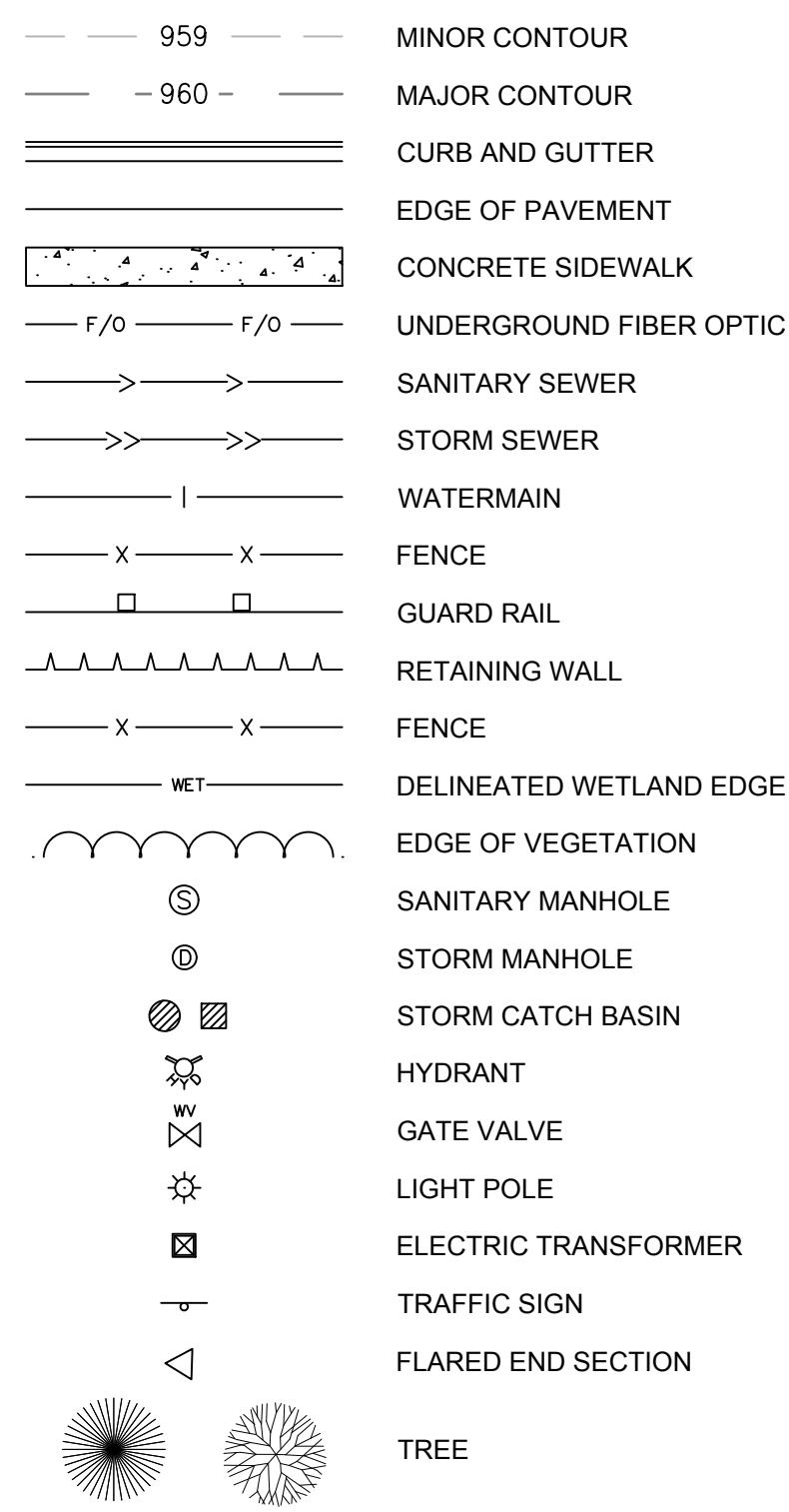
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1

Sheet #:

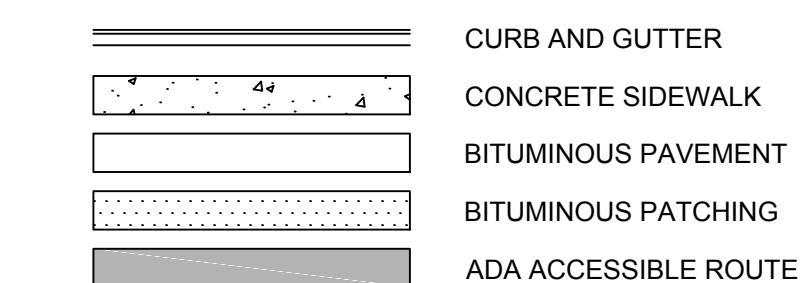
G-101

Sheet Title:
COVER AND
INDEX SHEET

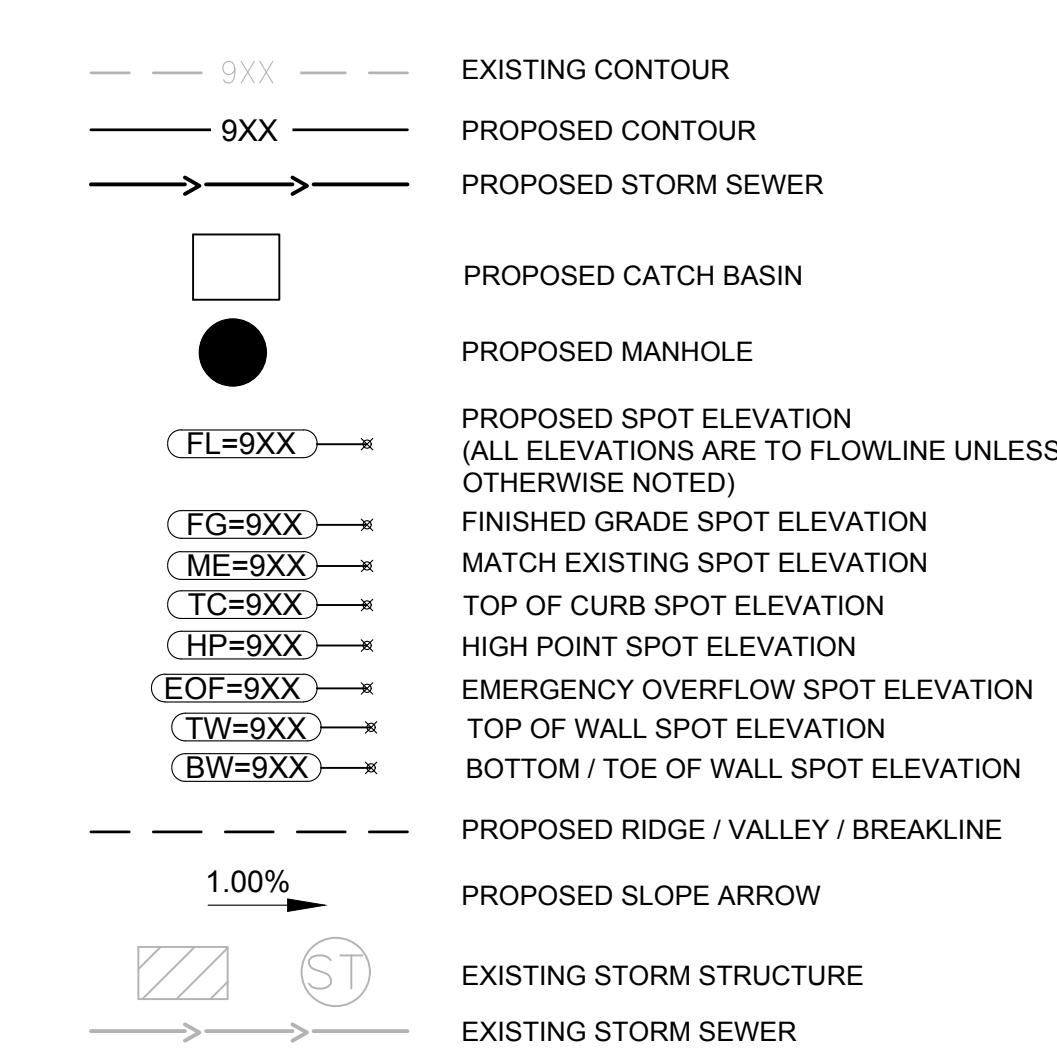
EXISTING LEGEND



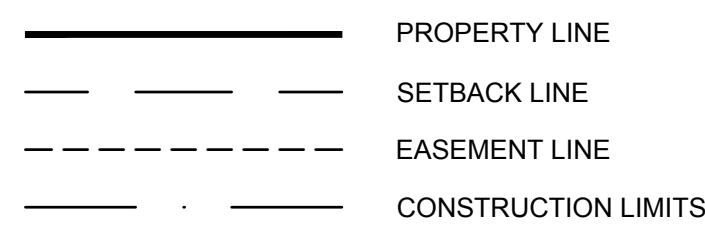
SITE PLAN LEGEND



GRADING LEGEND



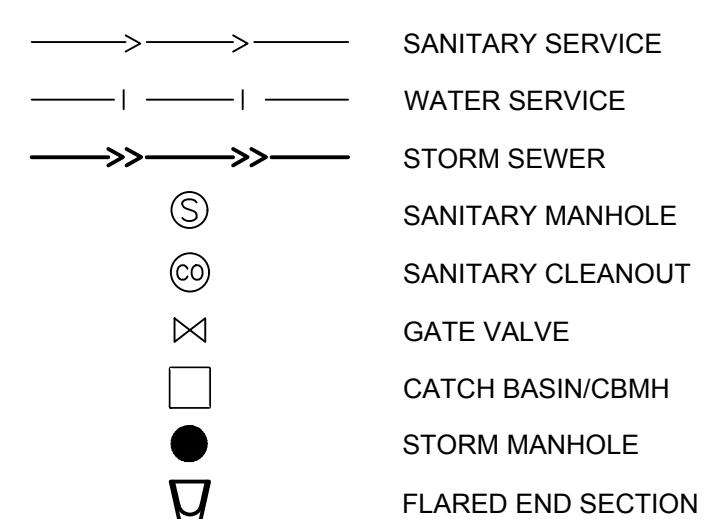
GENERAL LEGEND



REMOVALS LEGEND



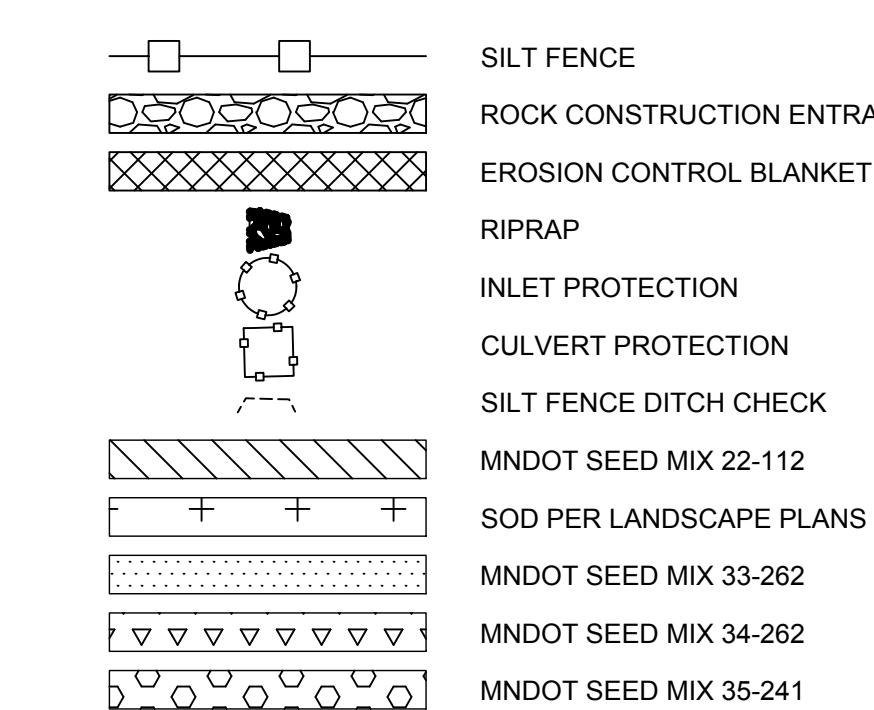
UTILITY/STORM SEWER LEGEND



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EROSION CONTROL LEGEND



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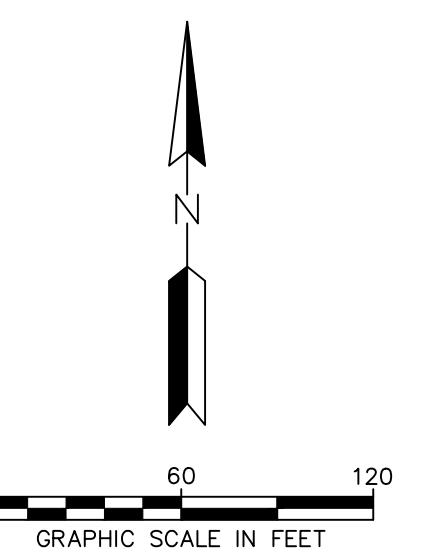
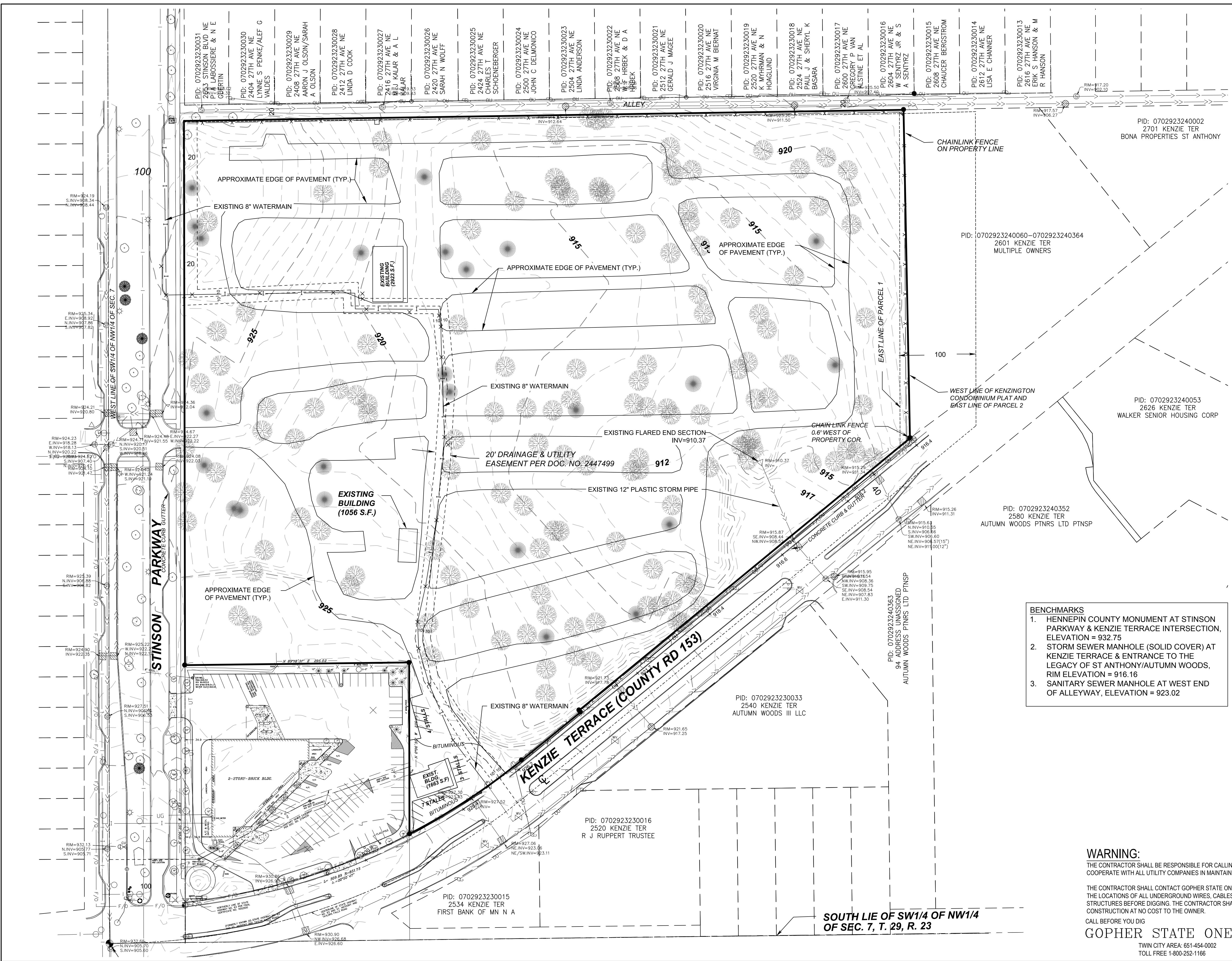
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Drawn By: RAG
Issue Date: 12/06/2017
Issue #: 1

Sheet #:

G-102

Sheet Title:
GENERAL NOTES
AND LEGEND

NOT FOR CONSTRUCTION



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THE VILLAGE LLC DEVELOPMENT

ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:

THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

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Project #:

Drawn By:

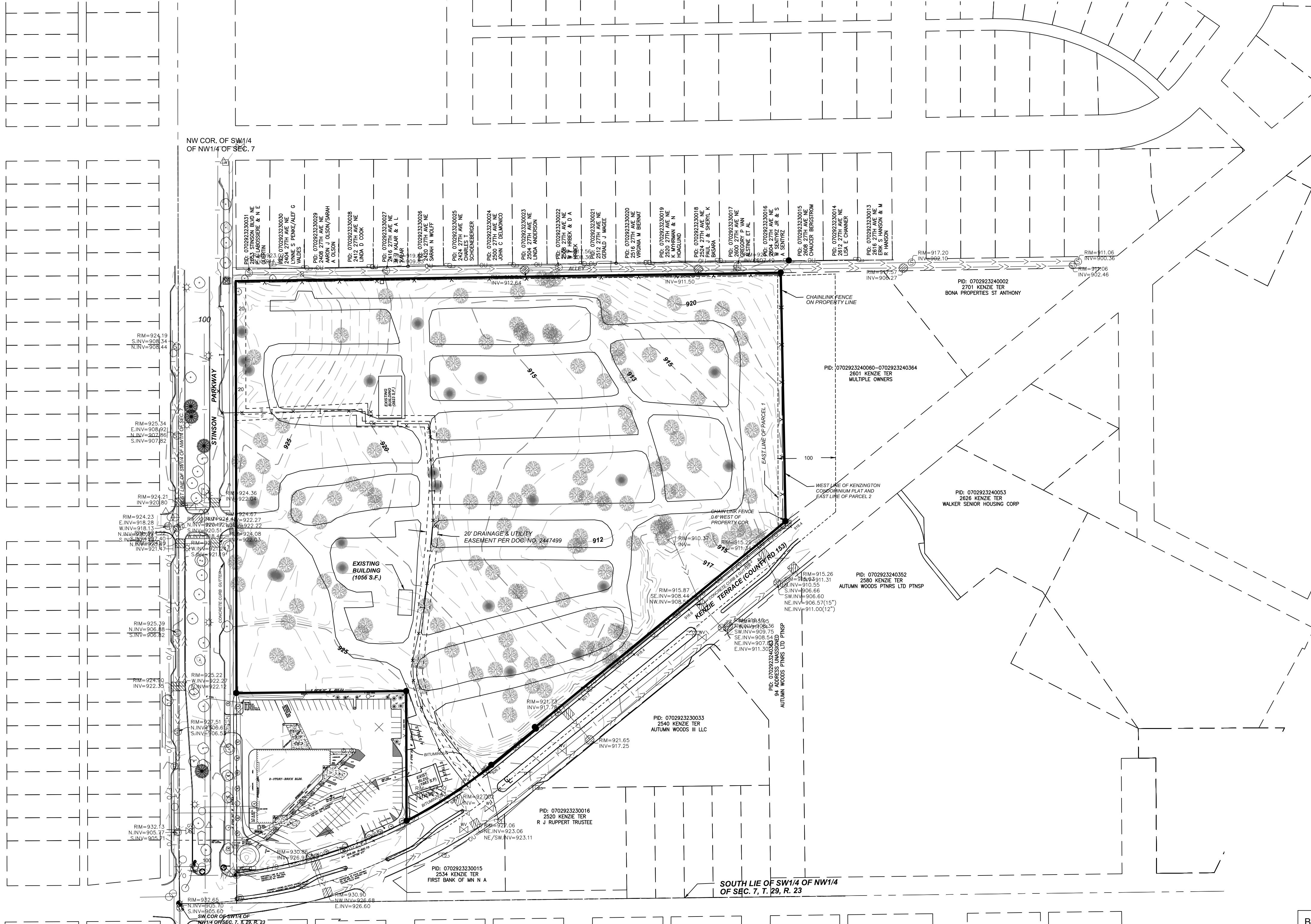
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Issue #:

Sheet #:

C-102

Sheet Title:
EXISTING CONDITIONS



BENCHMARKS
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NOT FOR CONSTRUCTION
 Project #: 5005-0003
 Drawn By: RAG
 Issue Date: 12/06/2017
 Issue #: 1
 Sheet #: C-103
 Sheet Title: EXISTING CONDITIONS
 TWIN CITY AREA: 651-454-0002
 TOLL FREE 1-800-252-1166

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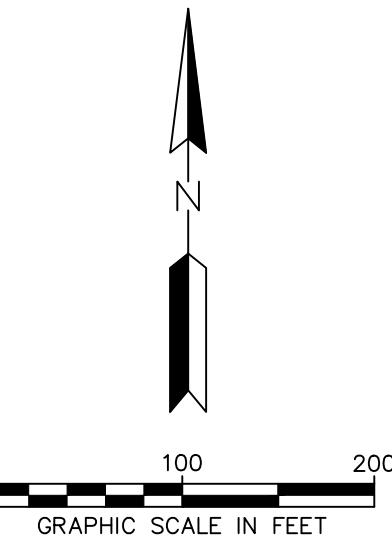
SITE DATA	
PID: 0702923230001 (VILLAGE PROPERTY SITE)	
TOTAL AREA OF PROPERTY	669,885 SF (15.378 AC)
AREA DEVOTED TO	AREA SF (AC)
RESIDENTIAL-MANUFACTURED HOMES/RV'S	491,743 SF (11.289 AC)
COMMON SPACE	N/A
PUBLIC OPEN SPACE	N/A
STREETS	168,364 SF (3.865 AC)
OFF-STREET PARKING/LOADING (14 STALLS)	6,751 SF (0.155 AC)
AREA AND FLOOR AREA DEVOTED TO	AREA SF (AC)
COMMERCIAL USES	1,663 SF (0.038 AC)
INDUSTRIAL OR OFFICE	N/A

THE VILLAGE LLC DEVELOPMENT
ST. ANTHONY VILLAGE, MINNESOTA

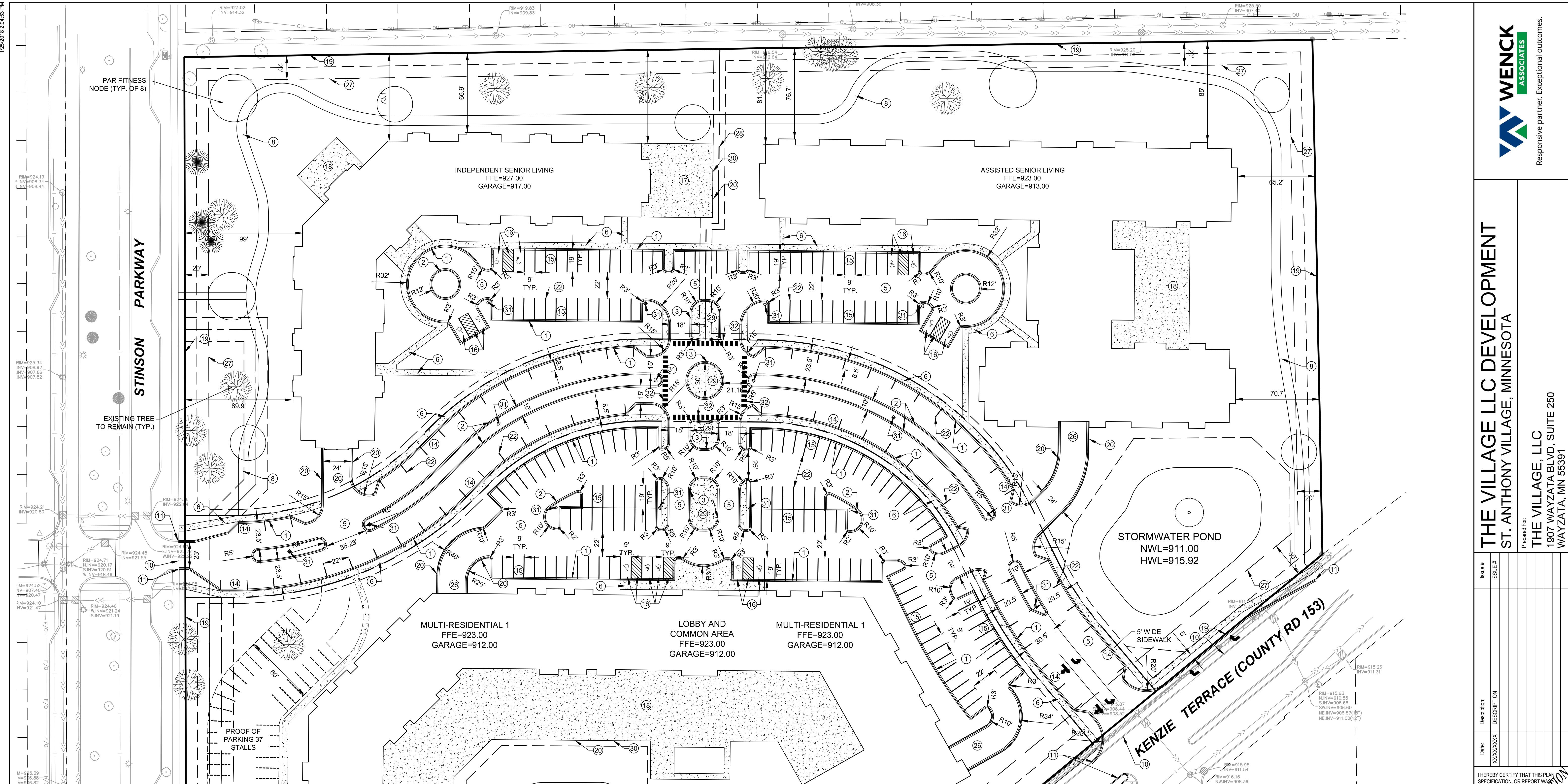
Prepared For:

THE VILLAGE, LLC
 1907 WAYZATA BLVD, SUITE 250
 WAYZATA, MN 55391

WENCK ASSOCIATES
 Responsive partner. Exceptional outcomes.



NAVD88 VERTICAL DATUM

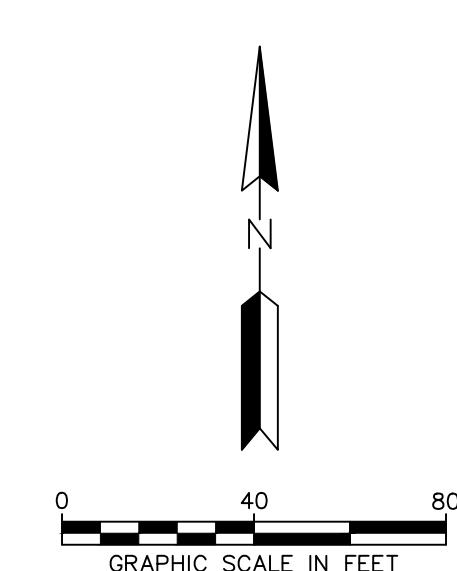


SITE LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED CURB AND GUTTER
- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK PAVEMENT

KEYNOTE LEGEND

① B612 CURB AND GUTTER	⑭ PARALLEL PARKING STALLS - 22' X 8.5' TYP.	⑯ BUILDING SETBACK
② B612 TIP-OUT CURB AND GUTTER	⑮ STANDARD PARKING STALL - 9' X 18' TYP.	⑰ LOT LINE
③ MOUNTABLE CURB AND GUTTER	⑯ ADA PARKING STALLS WITH ACCESS AISLE & CURB RAMP	⑱ DECORATIVE PAVEMENT SEE LANDSCAPE PLANS
④ 2' WIDE CONCRETE VALLEY GUTTER	⑰ PLAZA - SEE ARCH. AND LANDSCAPE PLANS	⑲ RAILING - SEE ARCH. PLANS
⑤ BITUMINOUS PAVEMENT	⑱ PATIO - SEE ARCH. AND LANDSCAPE PLANS	⑳ STREET LIGHT
⑥ 5' WIDE CONCRETE SIDEWALK	⑲ PROPERTY LINE	㉑ CROSSWALK
⑦ 6' WIDE CONCRETE TRAIL	㉐ RETAINING WALL W/ RAILING. SEE ARCH. FOR RAILING	
⑧ 8' WIDE BITUMINOUS TRAIL	㉑ FENCE - SEE LANDSCAPING PLANS	
⑨ CONCRETE DRIVEWAY APRON	㉒ 4" STRIPING	
⑩ MATCH INTO EXISTING PAVEMENT	㉓ DOG PARK	
⑪ MATCH INTO EXISTING CURB AND GUTTER	㉔ TOT LOT/COMMUNITY AREA	
⑫ MATCH INTO EXISTING SIDEWALK	㉕ ADA PEDESTRIAN RAMP	
⑬ PATCH BITUMINOUS PAVEMENT	㉖ GARAGE ENTRANCE	



WARNING:

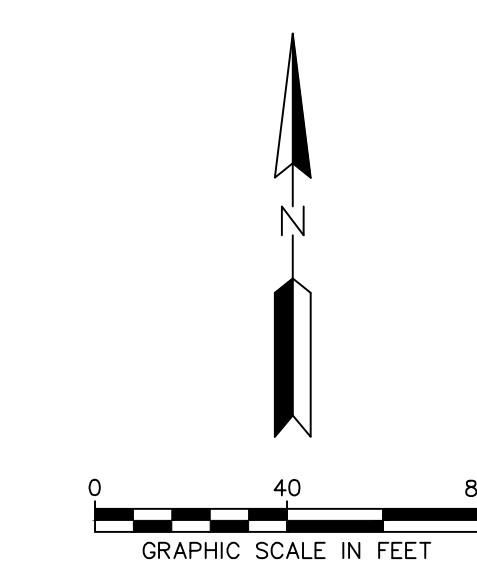
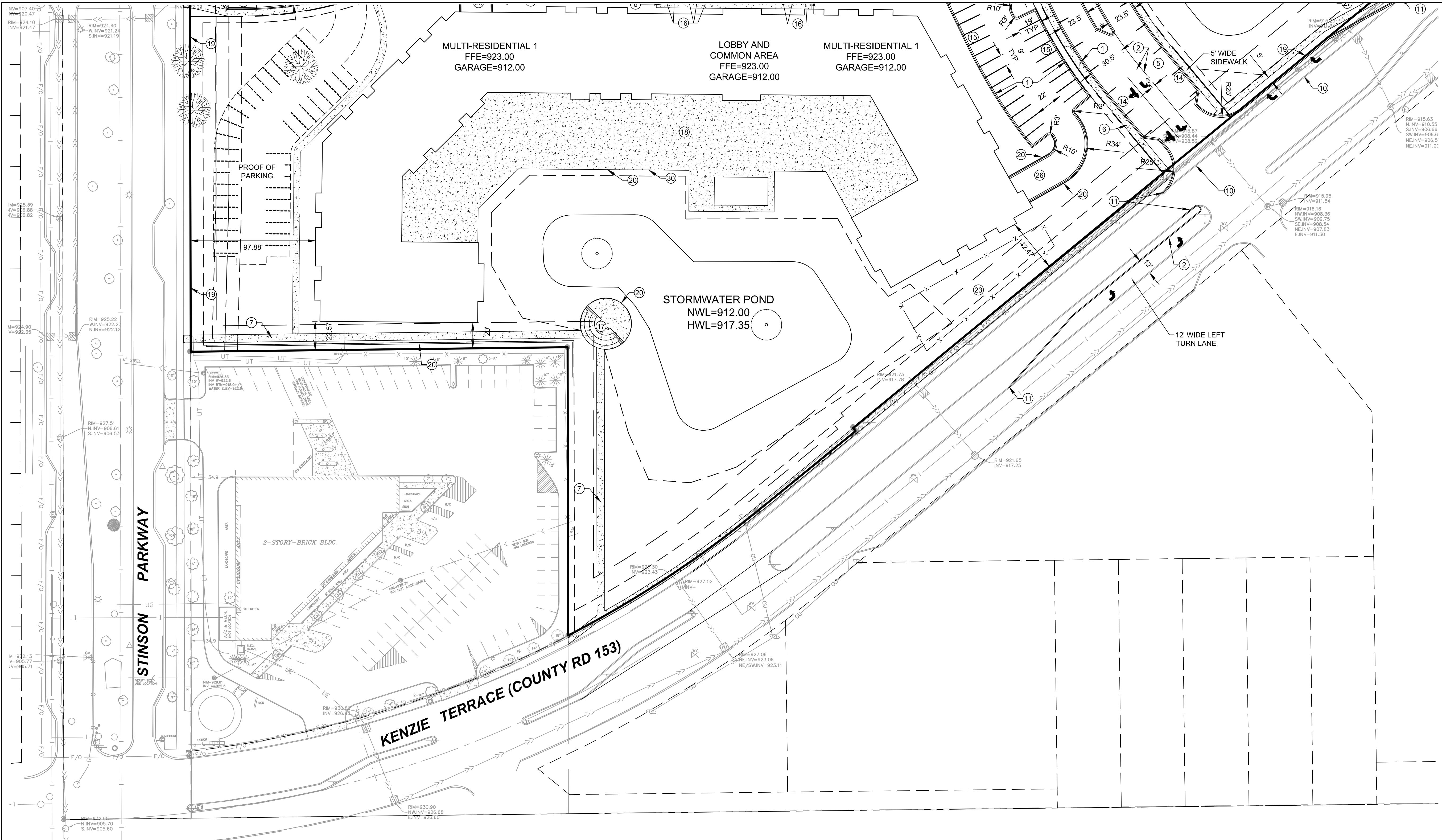
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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

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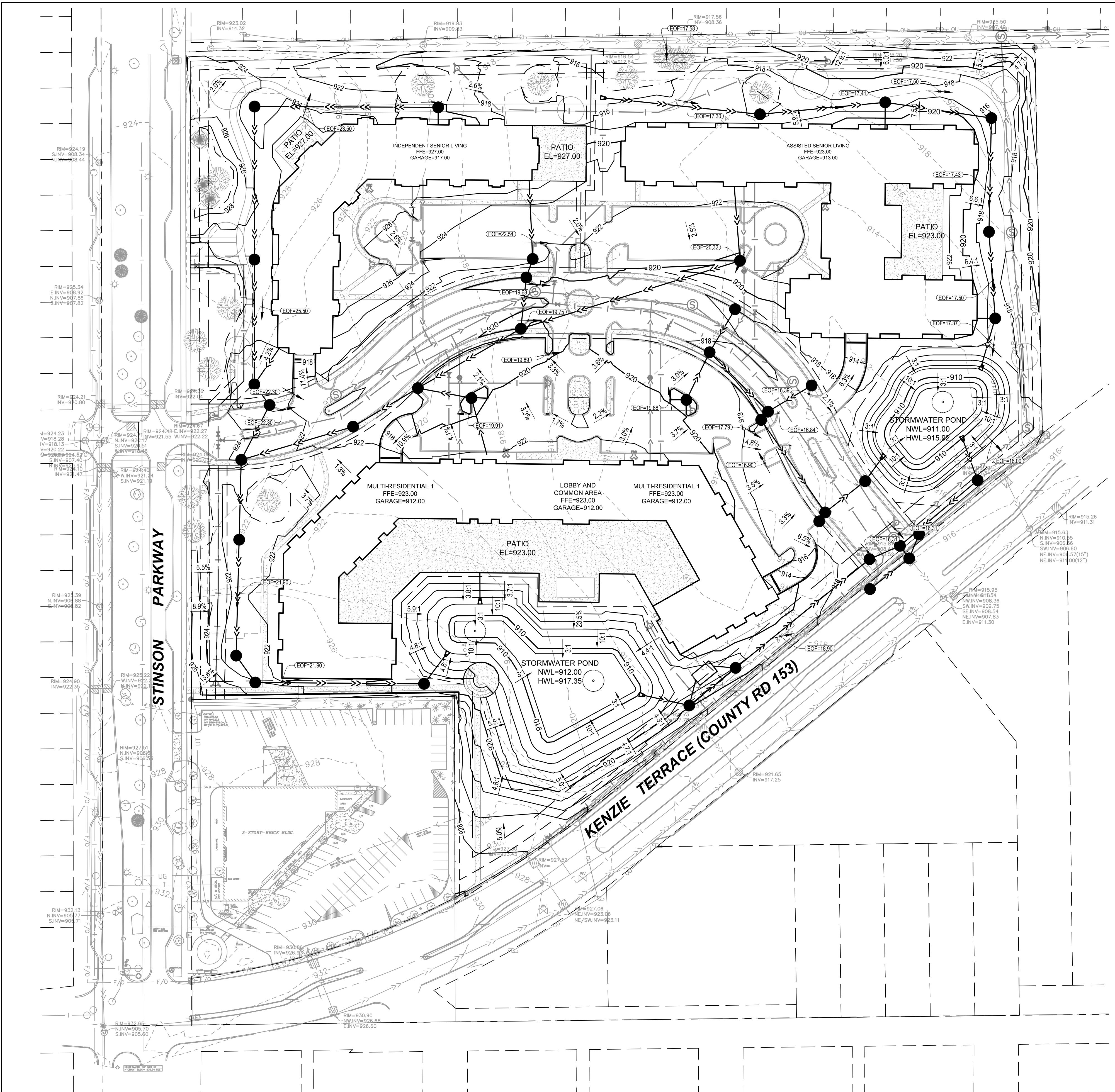
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GRADING LEGEND

- CONSTRUCTION LIMITS
- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED SPOT ELEVATION (ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED)
- FINISHED GRADE SPOT ELEVATION
- MATCH EXISTING SPOT ELEVATION
- TOP OF CURB SPOT ELEVATION
- HIGH POINT SPOT ELEVATION
- EMERGENCY OVERFLOW SPOT ELEVATION
- TOP OF WALL SPOT ELEVATION
- BOTTOM / TOE OF WALL SPOT ELEVATION
- PROPOSED RIDGE / VALLEY / BREAKLINE
- EOF FLOW ARROW
- PROPOSED SLOPE ARROW
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER

NOTE: SEE C-501 STORM SEWER PLAN FOR STORM SEWER DESIGN DETAILS



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THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

For:

I HEREBY CERTIFY THAT THIS PLAN
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PREPARED BY ME OR UNDER
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WHEN DRAWN, AND THAT I AM A
DULY REGISTERED PROFESSIONAL
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Project #: 5005-0003

Drawn By: RAG

Issue Date: 12/06/2017

Issue #: 1

Sheet #:

C-301

Sheet Title:

GRADING
PLAN

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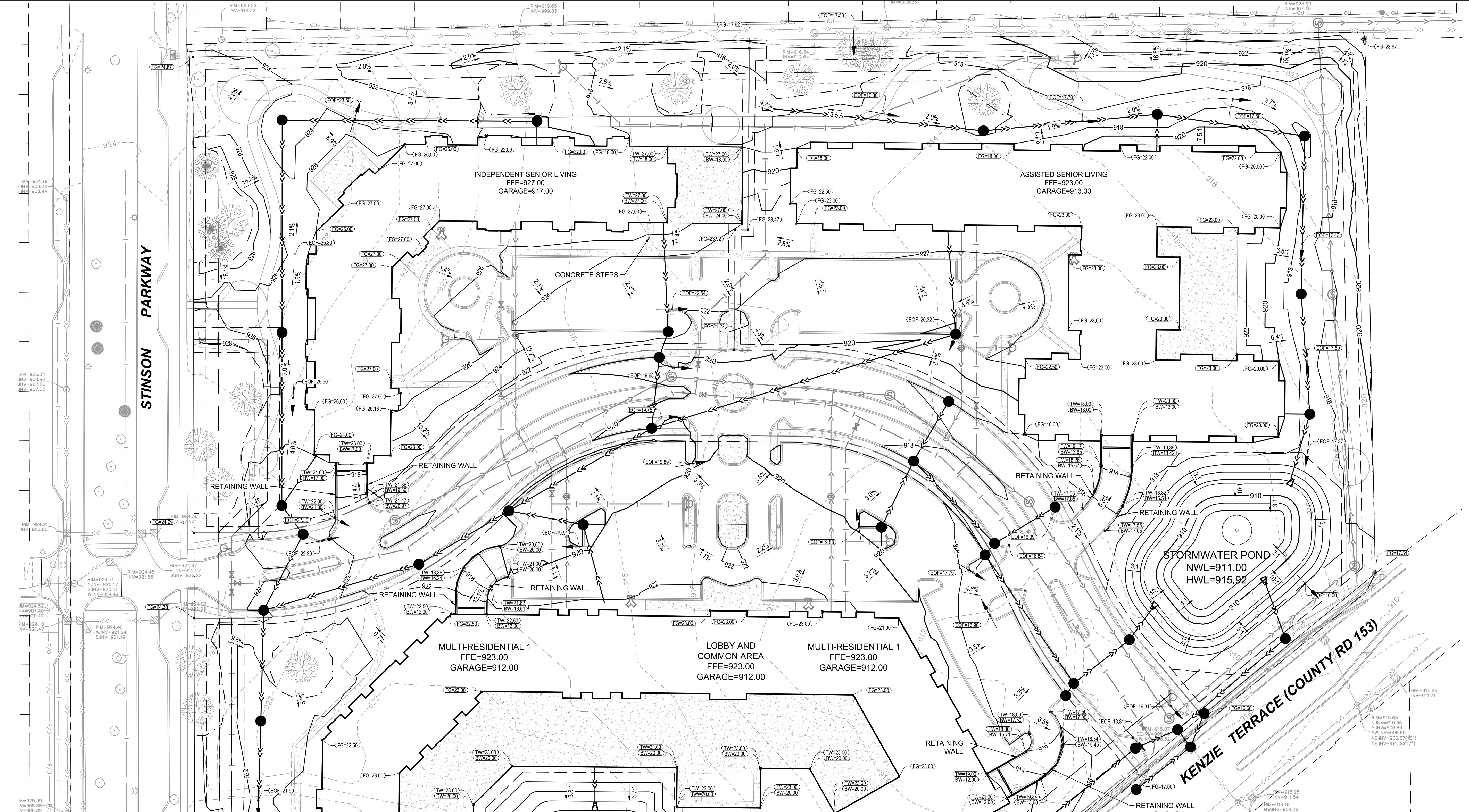
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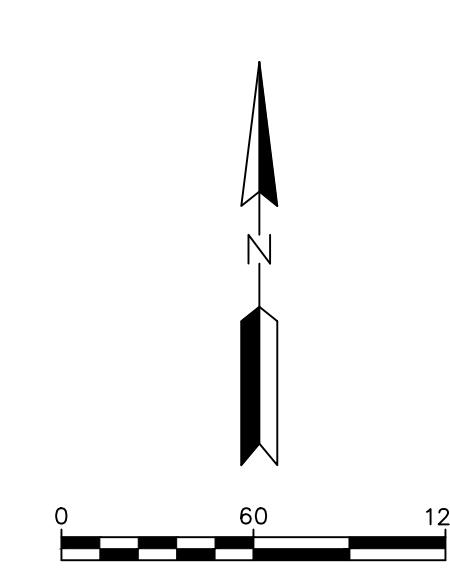


GRADING LEGEND

CONSTRUCTION LIMITS	FL=9XX
PROPERTY LINE	FG=9XX
SETBACK LINE	ME=9XX
EASEMENT LINE	TC=9XX
EXISTING CONTOUR	HP=9XX
PROPOSED CONTOUR	EOF=9XX
PROPOSED STORM SEWER	TW=9XX
PROPOSED CATCH BASIN	BW=9XX
PROPOSED MANHOLE	

NOTE: SEE C-501 STORM SEWER PLAN FOR STORM SEWER DESIGN DETAILS

PROPOSED SPOT ELEVATION (ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED)	FL=9XX
FINISHED GRADE SPOT ELEVATION	FG=9XX
MATCH EXISTING SPOT ELEVATION	ME=9XX
TOP OF CURB SPOT ELEVATION	TC=9XX
HIGH POINT SPOT ELEVATION	HP=9XX
EMERGENCY OVERFLOW SPOT ELEVATION	EOF=9XX
TOP OF WALL SPOT ELEVATION	TW=9XX
BOTTOM / TOE OF WALL SPOT ELEVATION	BW=9XX
PROPOSED RIDGE / VALLEY / BREAKLINE	
EOF FLOW ARROW	
PROPOSED SLOPE ARROW	1.00%
EXISTING STORM STRUCTURE	ST
EXISTING STORM SEWER	



WARNING:

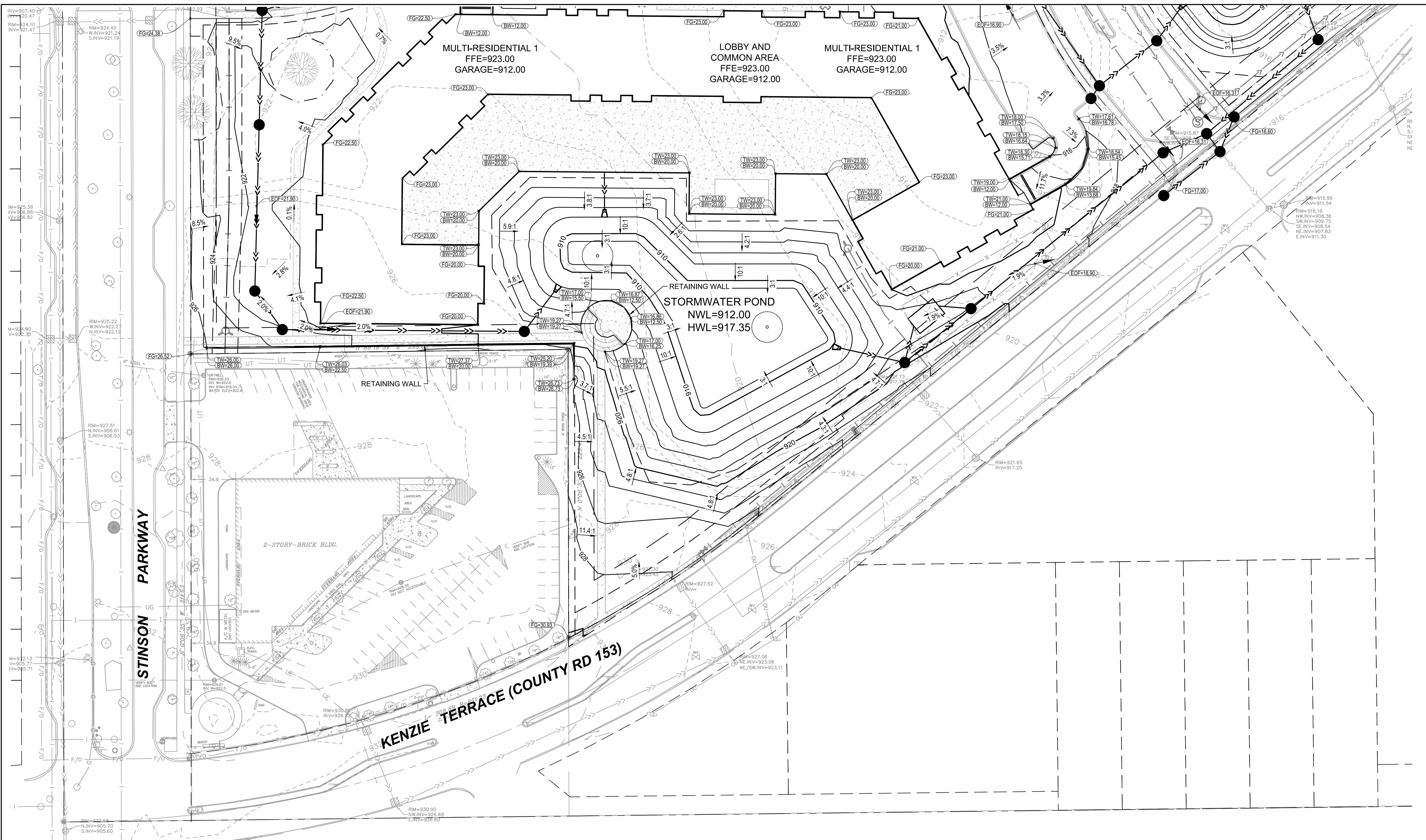
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Issue Date:
12/06/2017

Issue #:
1

Sheet #:
C-303

Sheet Title:
GRADING PLAN SOUTH

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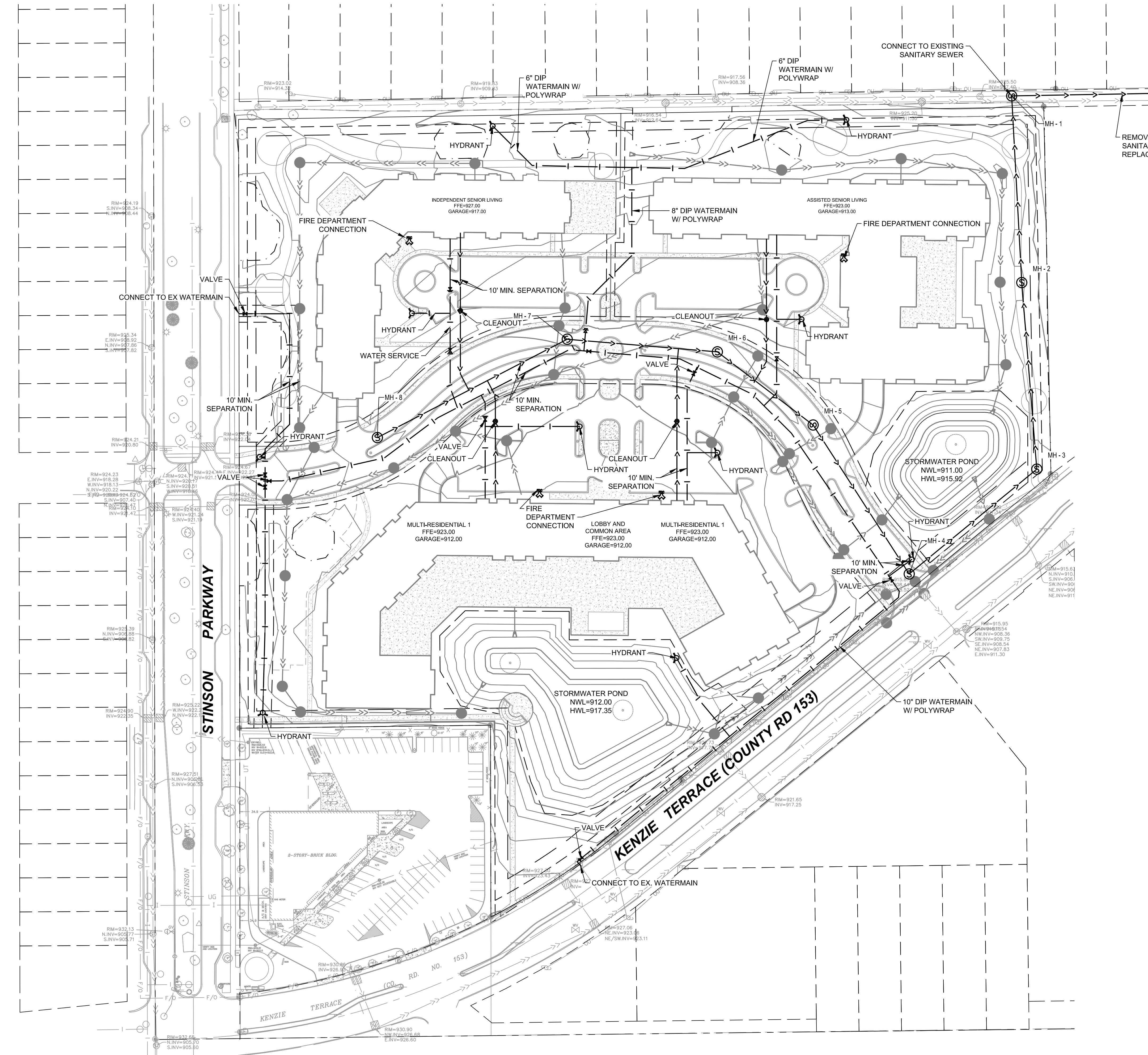
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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166



UTILITY LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- > EXISTING SANITARY SEWER
- >> EXISTING / PROPOSED STORM SEWER
- > EXISTING WATERMAIN
- (S) EXISTING SANITARY STRUCTURE
- (S) PROPOSED SANITARY STRUCTURE
- > PROPOSED SANITARY SEWER
- > PROPOSED WATERMAIN
- > PROPOSED HYDRANT
- > PROPOSED FIRE DEPARTMENT CONNECTION

THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

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5005-0003

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RAG

Issue Date:
12/06/2017

Issue #:
1

Sheet #:
C-401

Sheet Title:
UTILITY PLAN

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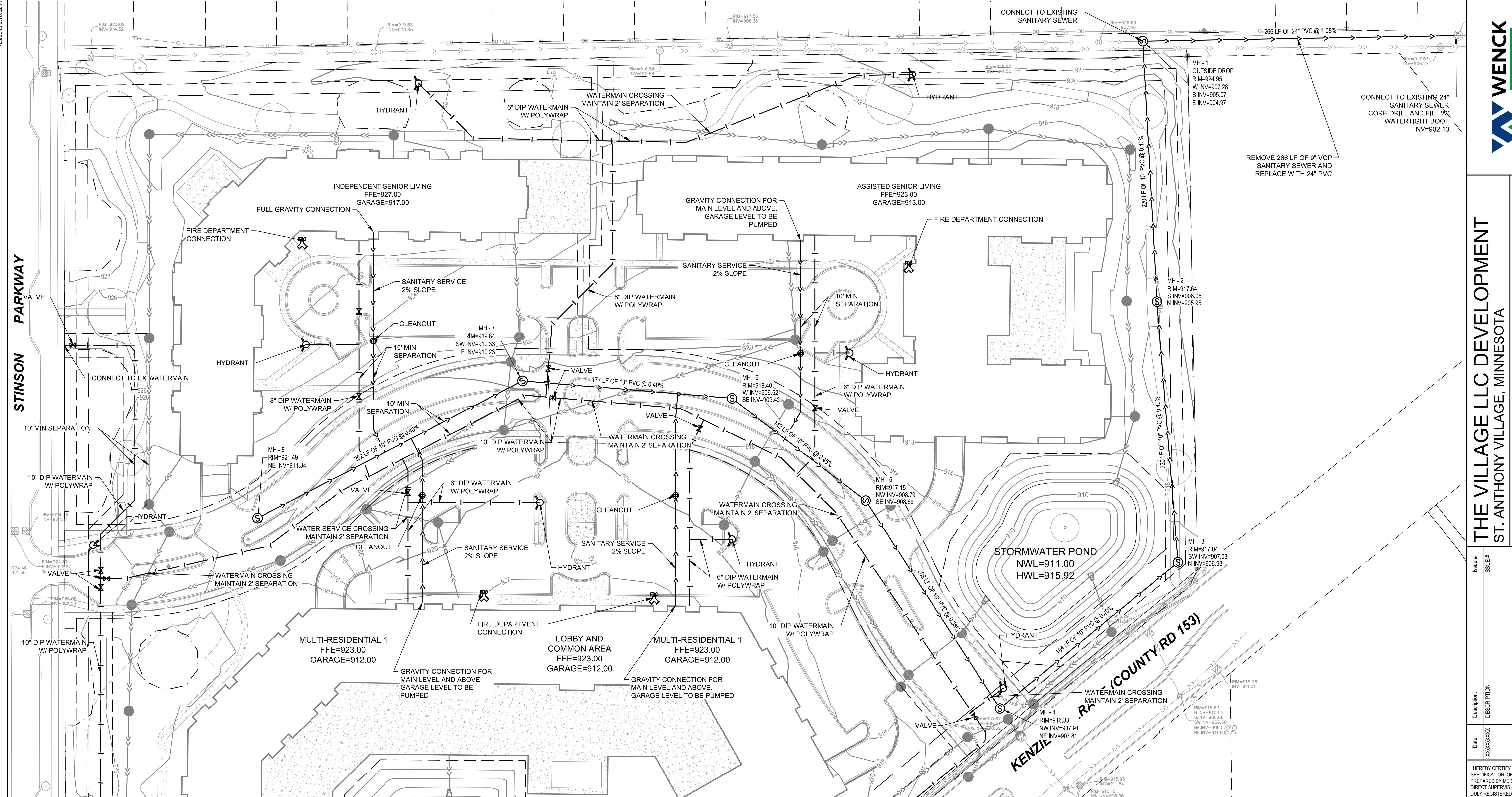
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GOPHER STATE ONE CALL

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TOLL FREE 1-800-252-1166



UTILITY LEGEND

—	PROPERTY LINE
— — —	SETBACK LINE
— — — —	EASEMENT LINE
— > — >	EXISTING SANITARY SEWER
— > — >	EXISTING / PROPOSED STORM SEWER
— — —	EXISTING WATERMAIN
(S) (S)	EXISTING SANITARY STRUCTURE
(S) (S)	PROPOSED SANITARY STRUCTURE
— > —	PROPOSED SANITARY SEWER
— — —	PROPOSED WATERMAIN
—	PROPOSED HYDRANT
—	PROPOSED FIRE DEPARTMENT CONNECTION

0 40 80
GRAPHIC SCALE IN FEET

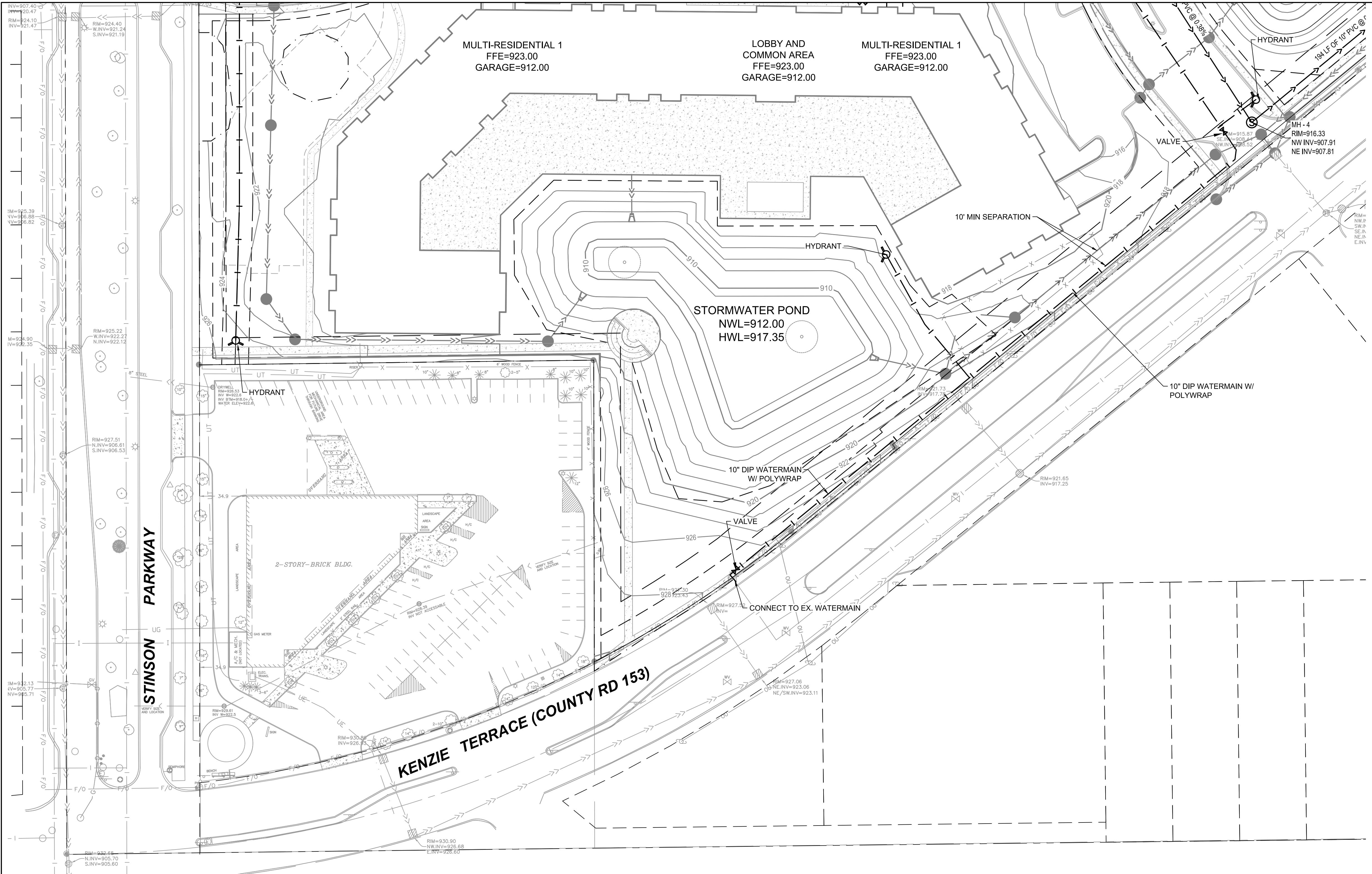
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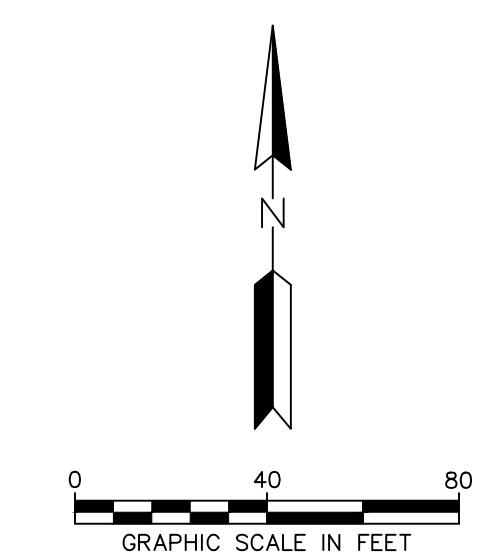
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UTILITY LEGEND

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- SETBACK LINE
- EASEMENT LINE
- > EXISTING SANITARY SEWER
- >> EXISTING / PROPOSED STORM SEWER
- > EXISTING WATERMAIN
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- >> PROPOSED SANITARY SEWER
- > PROPOSED WATERMAIN
- > PROPOSED HYDRANT
- > PROPOSED FIRE DEPARTMENT CONNECTION



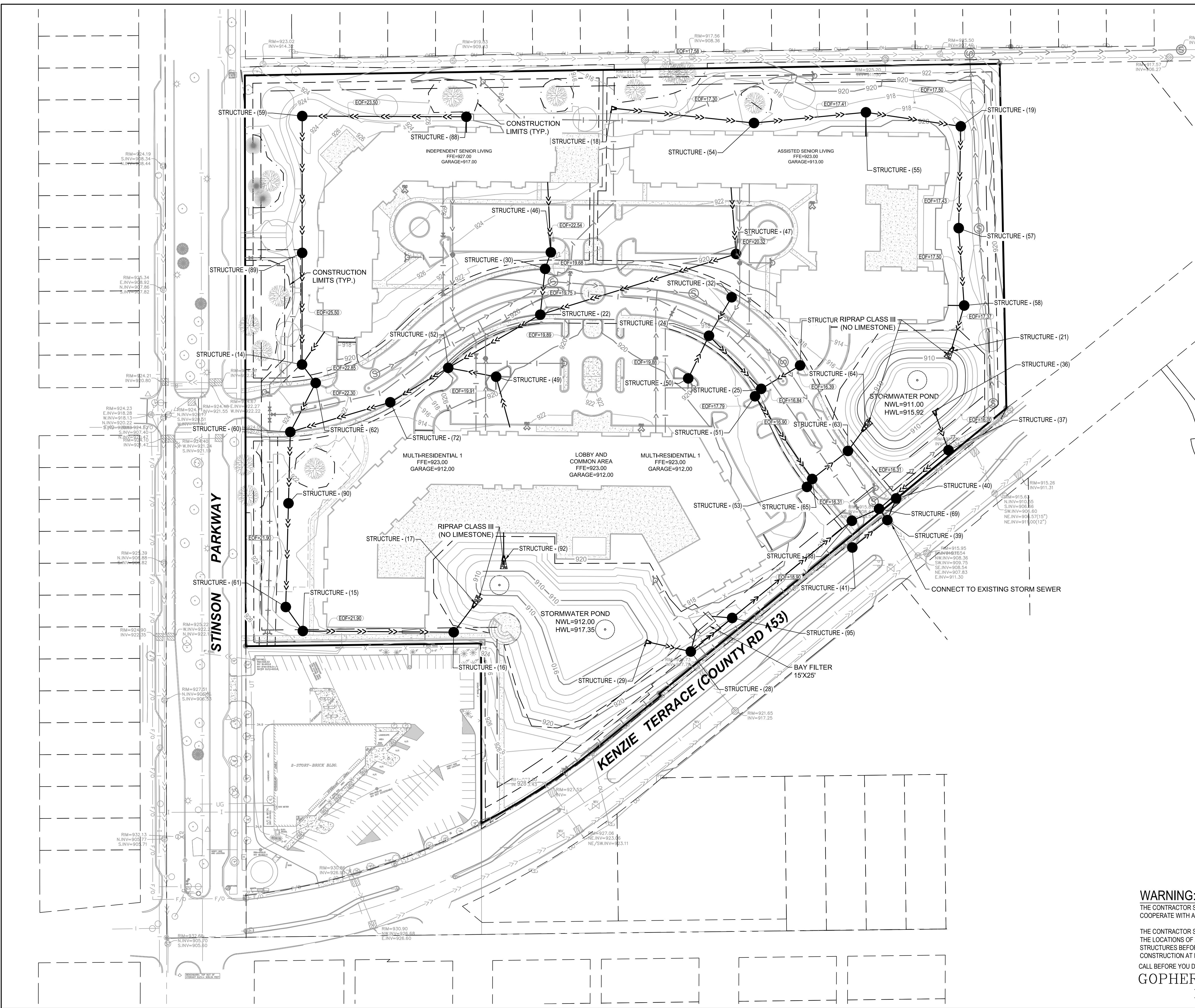
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TOLL FREE 1-800-252-1166



STORM SEWER LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- 9XX
- PROPOSED STORM SEWER
- 9XX
- PROPOSED 6" PVC DRAINTILE
- PROPOSED STORM SEWER STRUCTURE
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER

THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:

THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

Issue #	Issue #	Date: <input type="text" value="XXXXXX"/>	Description: <input type="text" value="XXXXXX"/>
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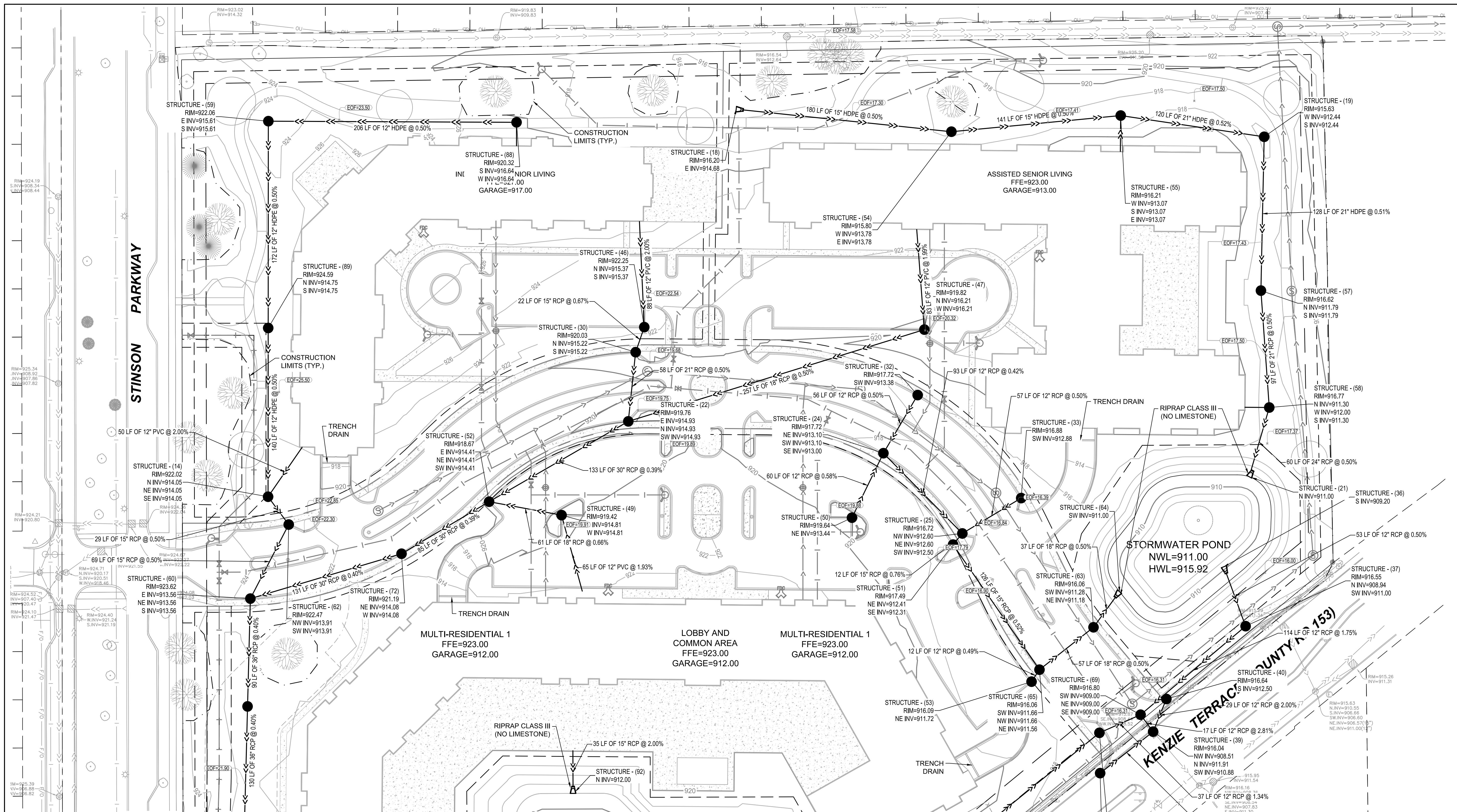
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STORM SEWER LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING CONTOUR
- 9XX PROPOSED CONTOUR
- >>> PROPOSED STORM SEWER
- >-> PROPOSED 6" PVC DRAINTILE
- >>> PROPOSED STORM SEWER STRUCTURE
- EXISTING STORM SEWER

0 40 80
GRAPHIC SCALE IN FEET

WARNING:

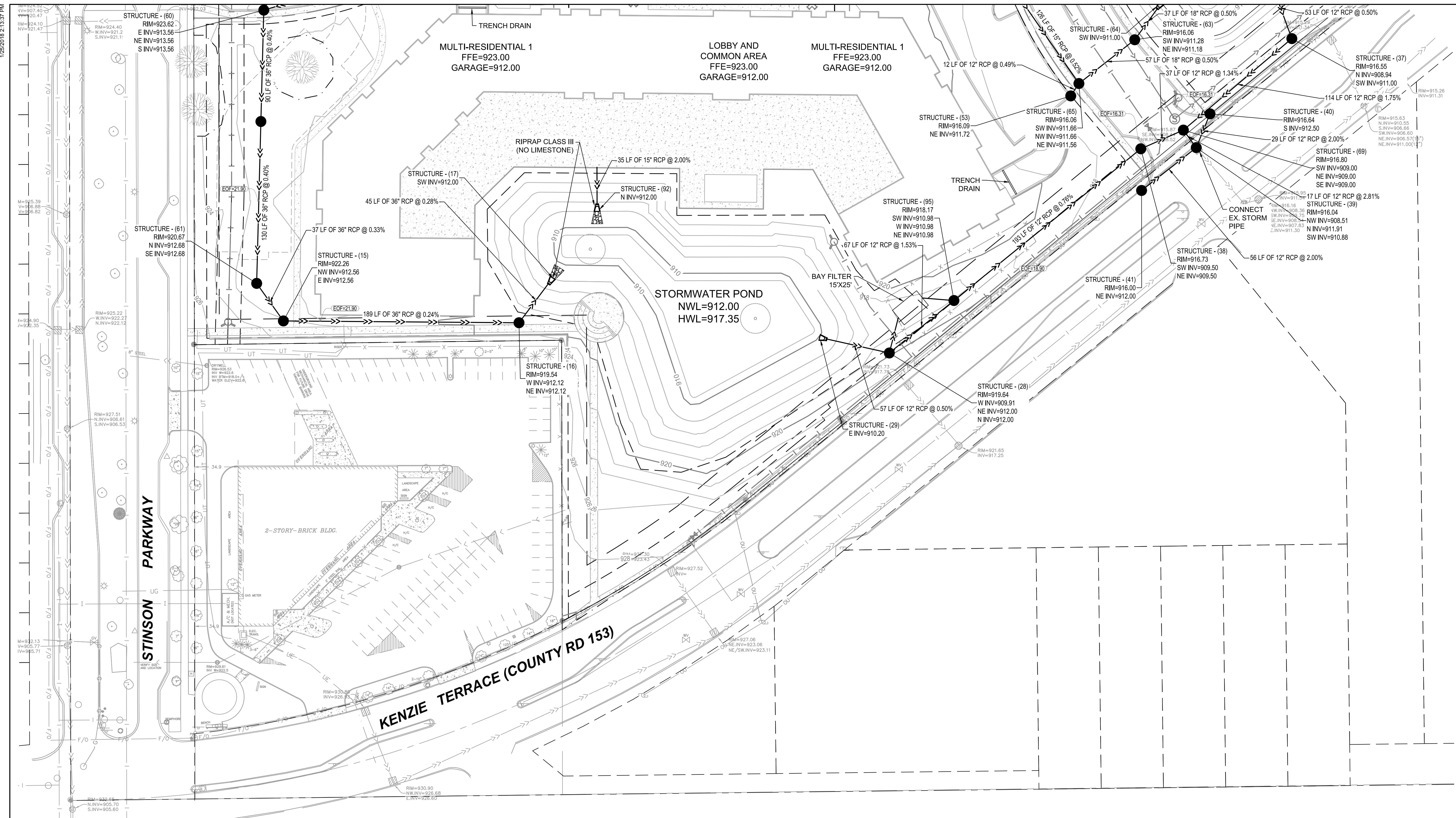
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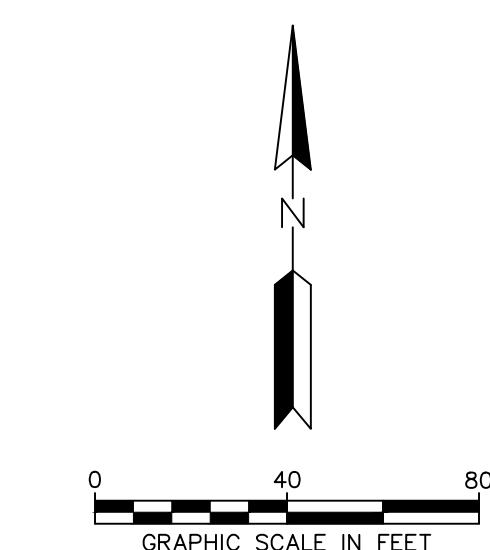
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STORM SEWER LEGEND

—	PROPERTY LINE
—	SETBACK LINE
—	EASEMENT LINE
— 9XX —	EXISTING CONTOUR
— 9XX —	PROPOSED CONTOUR
—>—>—	PROPOSED STORM SEWER
—>—>—	PROPOSED 6" PVC DRAINTILE
—>—>—	PROPOSED STORM SEWER STRUCTURE
—>—>—	EXISTING STORM SEWER



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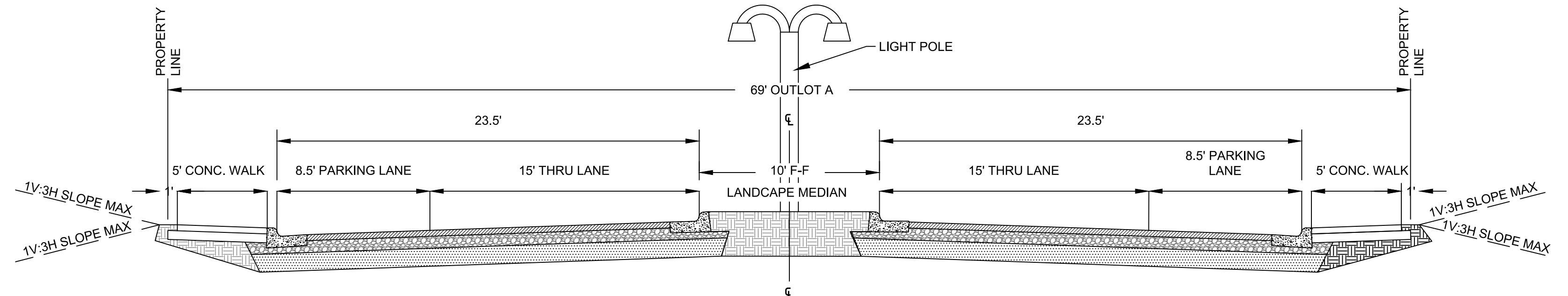
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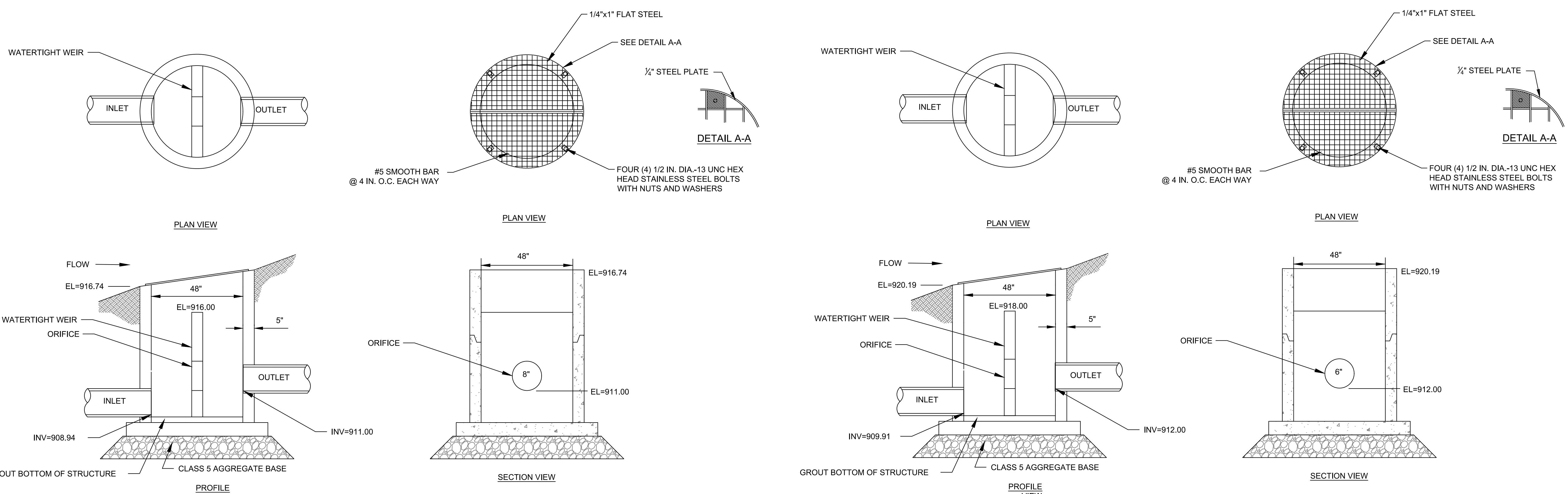
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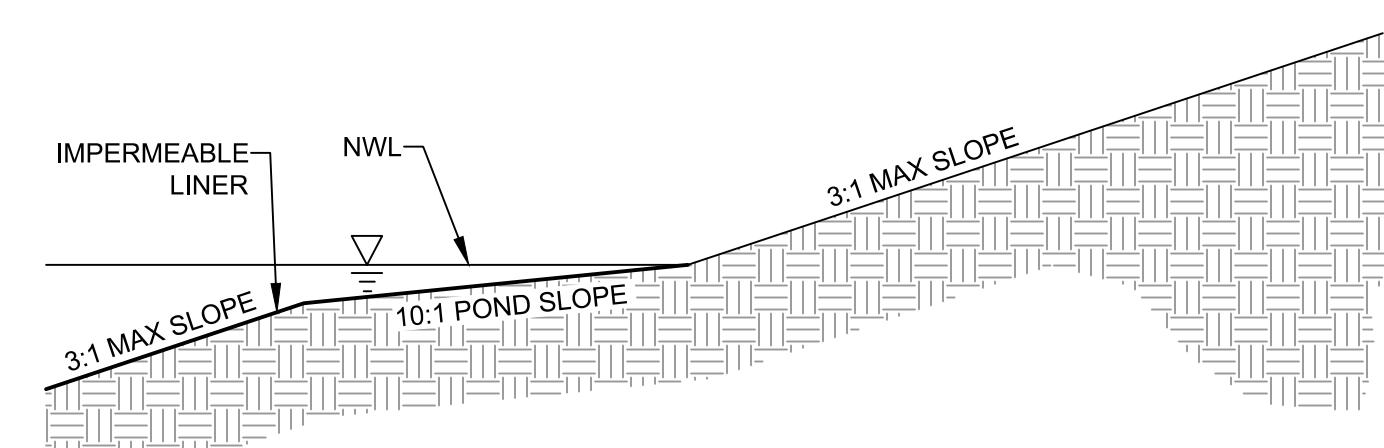


1 TYPICAL PARKWAY SECTION
C-801 NOT TO SCALE



2 OUTLET CONTROL STRUCTURE (OCS) NORTH POND (STRUCTURE 37)
C-801 NOT TO SCALE

3 OUTLET CONTROL STRUCTURE (OCS) SOUTH POND (STRUCTURE 28)
C-801 NOT TO SCALE



4 TYPICAL POND SECTION
C-801 NOT TO SCALE

THE VILLAGE LLC DEVELOPMENT

ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

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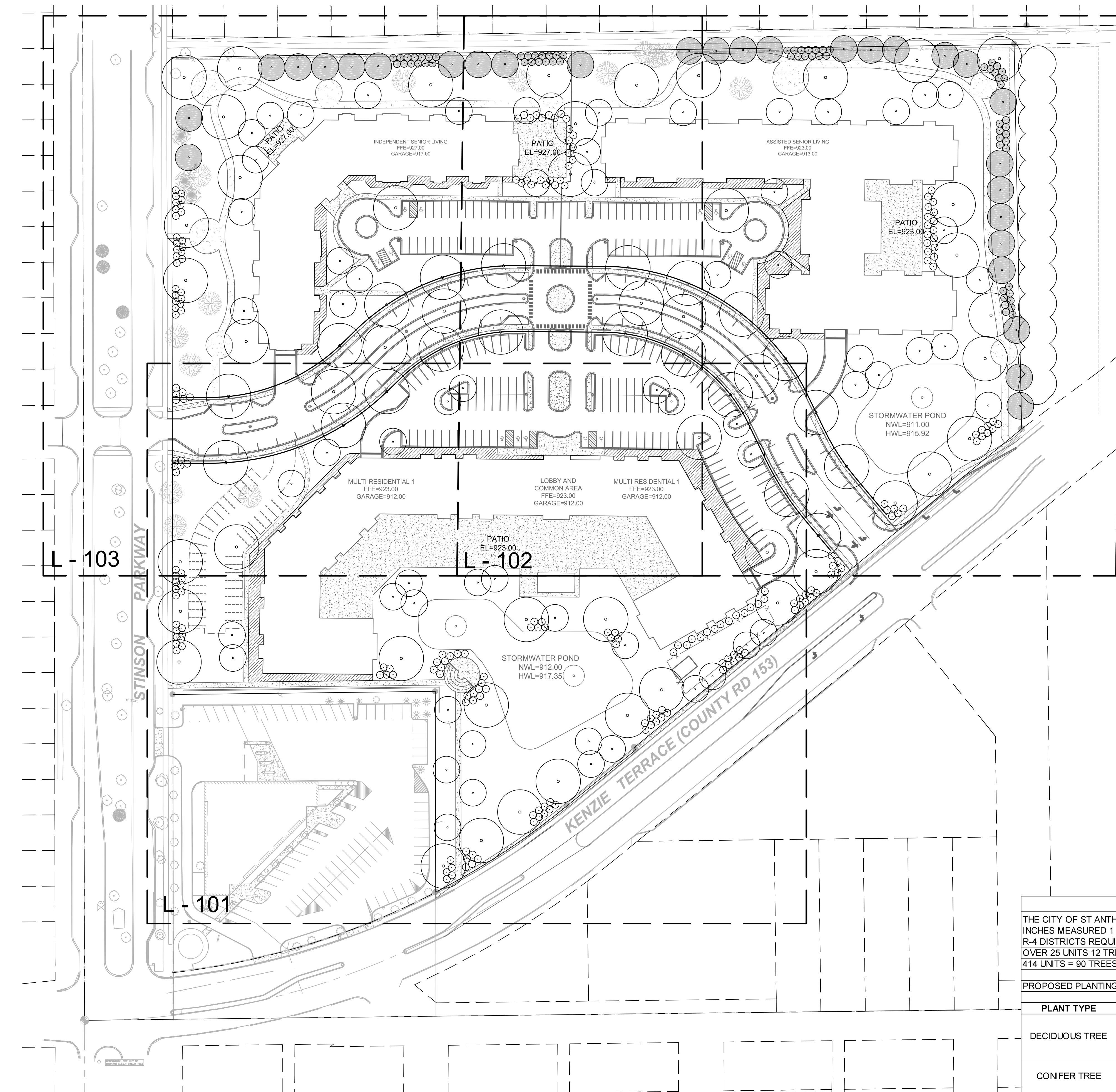
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5005-0003
Drawn By:
RAG
Issue Date:
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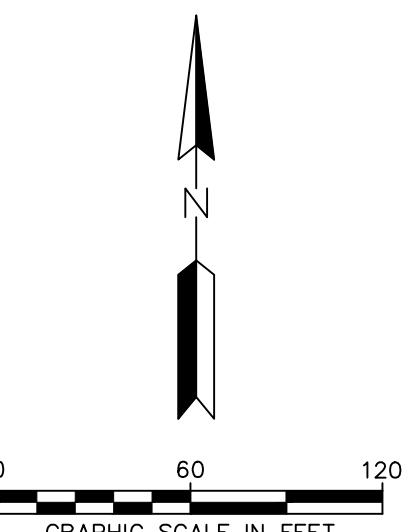
Sheet #:
C-801

Sheet Title:
DETAILS



PLANTING LEGEND

- OVERSTORY TREE
- ORNAMENTAL TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- DECIDUOUS SHRUB
- EXISTING TREE



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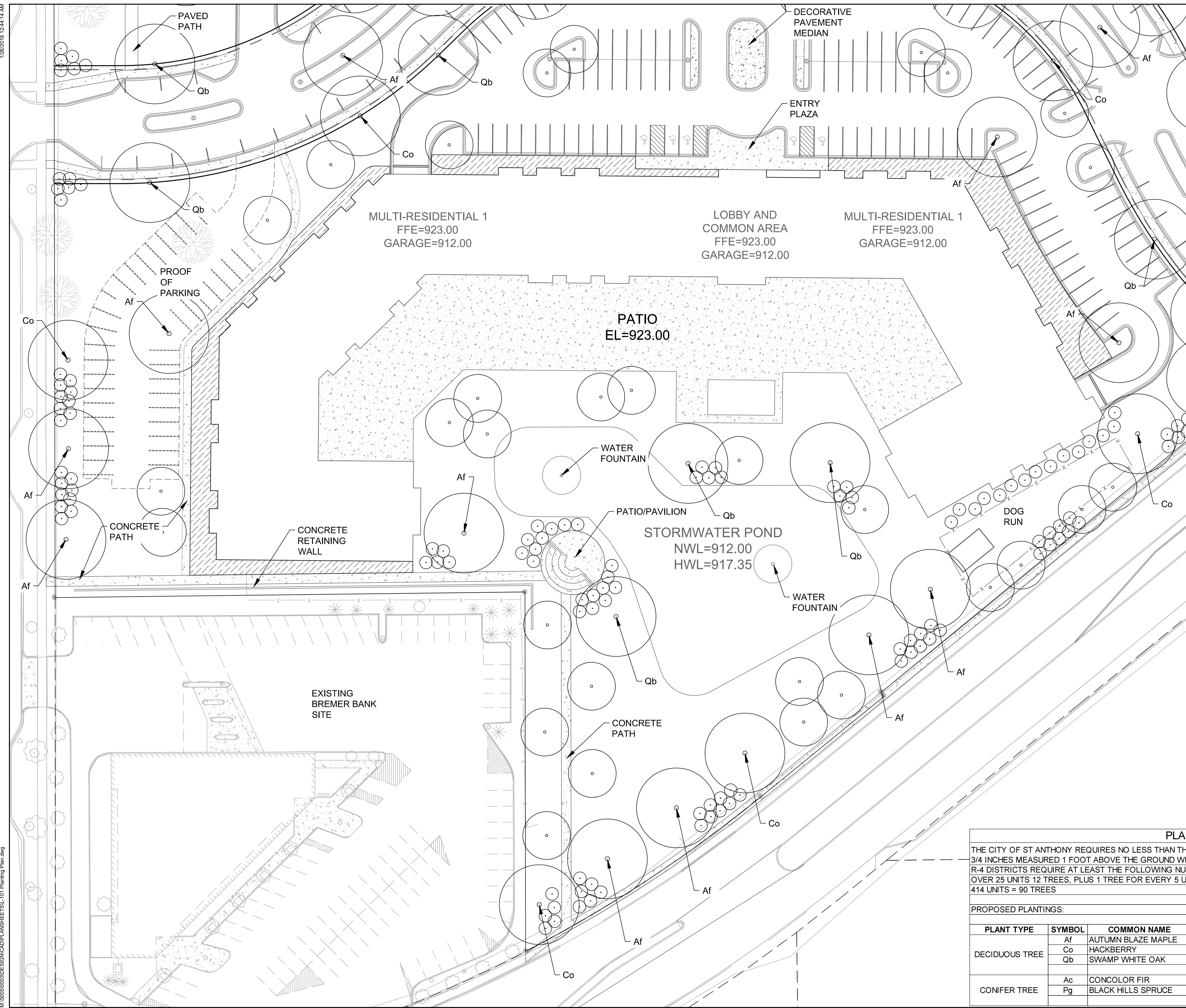
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Prepared For:		
THE VILLAGE, LLC 1907 WAYZATA BLVD, SUITE 250 WAYZATA, MN 55391		
Project #:	5005-0003	
Drawn By:	RAG	
Issue Date:	12/06/2017	
Issue #:	1	
Sheet #:	L-100	
Sheet Title:	PLANTING PLAN - OVERALL CONCEPT	

PLANTING SCHEDULE

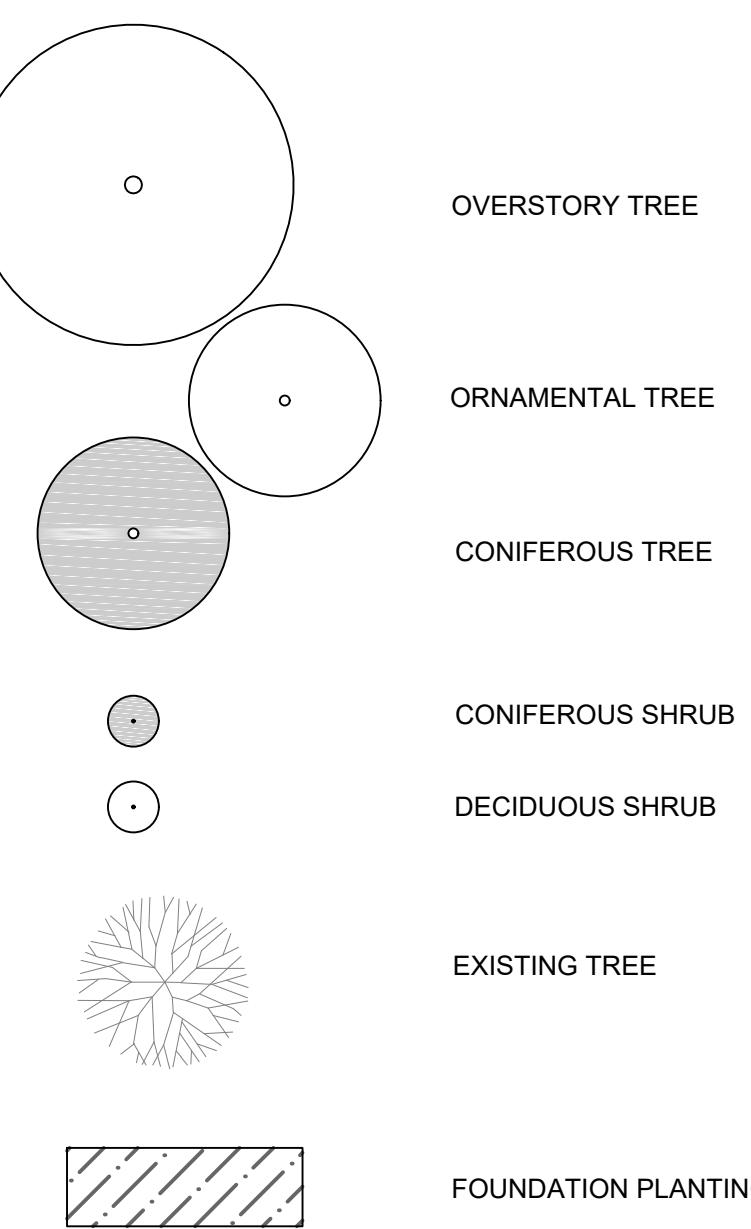
THE CITY OF ST ANTHONY REQUIRES NO LESS THAN THE FOLLOWING NUMBER OF TREES HAVING A DIAMETER OF AT LEAST 1-3/4 INCHES MEASURED 1 FOOT ABOVE THE GROUND WILL BE PLANTED IN THE DEVELOPMENT OF ANY SITE WITHIN THE CITY
R-4 DISTRICTS REQUIRE AT LEAST THE FOLLOWING NUMBER OF TREES PER BUILDING
OVER 25 UNITS 12 TREES, PLUS 1 TREE FOR EVERY 5 UNITS OVER 25.
414 UNITS = 90 TREES

PROPOSED PLANTINGS:

PLANT TYPE	SYMBOL	QTY	COMMON NAME	SCIENTIFIC NAME	HEIGHT	WIDTH	SPACING	SIZE
DECIDUOUS TREE	Af	27	AUTUMN BLAZE MAPLE	<i>Acer x freemanii 'Jeffersred'</i>	50'	40'	PER PLAN	2" CAL.
	Co	18	HACKBERRY	<i>Celtis occidentalis</i>	50'	50'	PER PLAN	2" CAL.
	Qb	22	SWAMP WHITE OAK	<i>Quercus bicolor</i>	50'	50'	PER PLAN	2" CAL.
CONIFER TREE	Ac	13	CONCOLOR FIR	<i>Abies concolor</i>	30'	30'	PER PLAN	6'
	Pg	14	BLACK HILLS SPRUCE	<i>Picea glauca densata</i>	40'	30'	PER PLAN	6'
ORNAMENTAL TREE	N/A	69	CRABAPPLE/LILAC				20'	20' PER PLAN 2" CAL.
		163						



PLANTING LEGEND

THE VILLAGE LLC DEVELOPMENT
ST. ANTHONY VILLAGE, MINNESOTAPrepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

Date:	Issue #	Issue #
xxxx/xxxx		

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND IS IN MY DAILY REGISTRATION AS A PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

License #:
Date:

Project #:
5005-0003
Drawn By:
RAG
Issue Date:
12/06/2017

Issue #:
1
Sheet #:
L-101

Sheet Title:
PLANTING PLAN - CONCEPT SOUTH

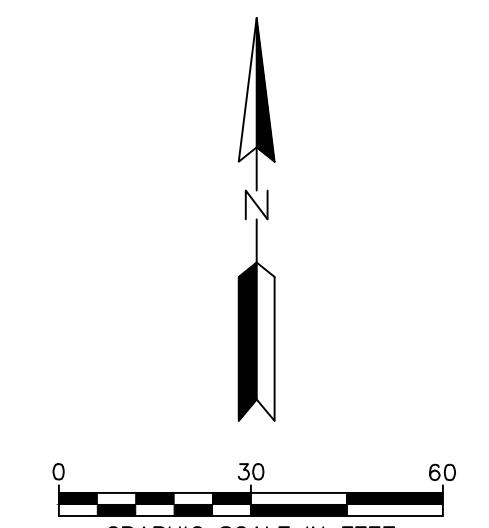
NOT FOR CONSTRUCTION

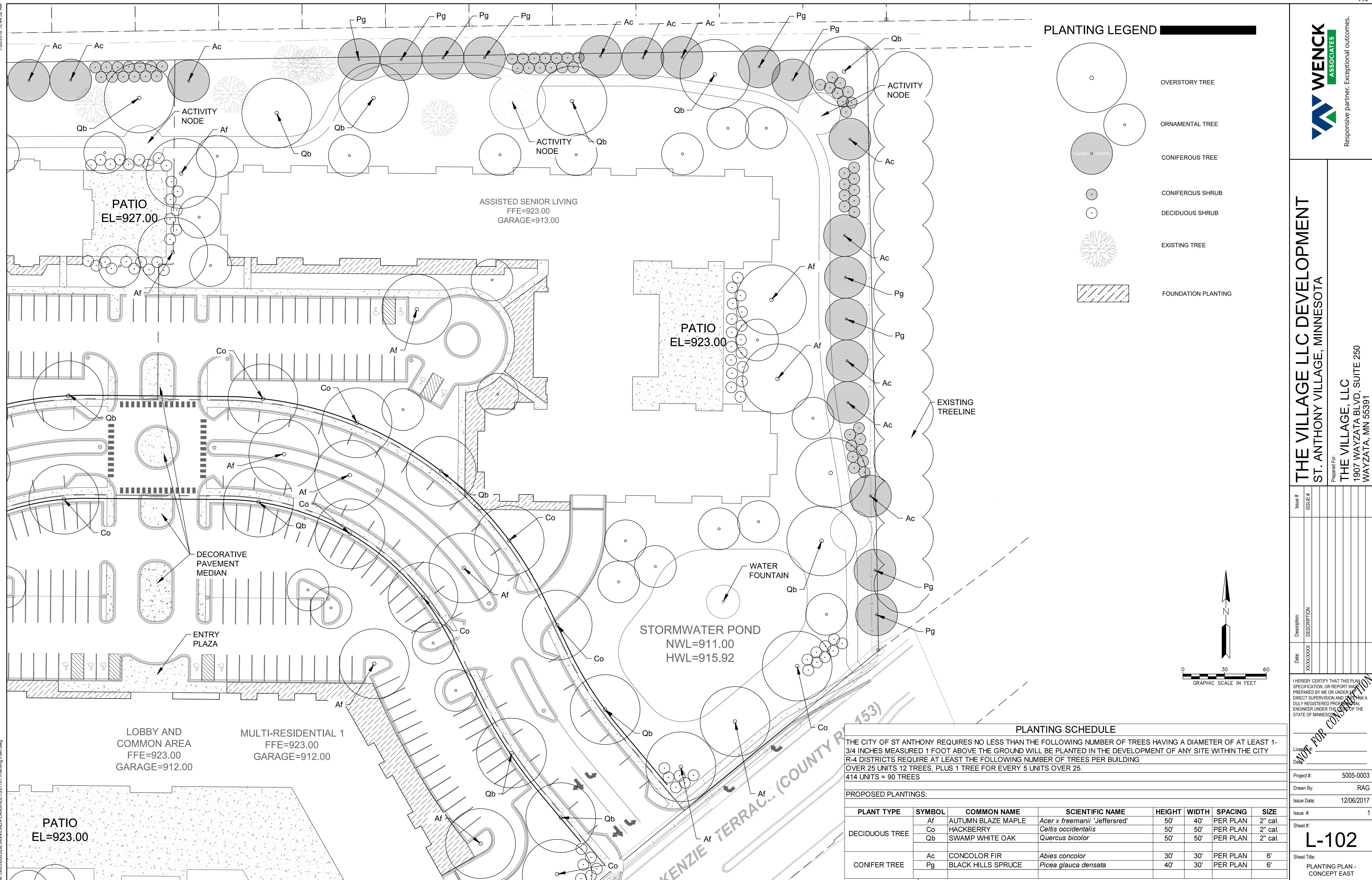
PLANTING SCHEDULE

THE CITY OF ST ANTHONY REQUIRES NO LESS THAN THE FOLLOWING NUMBER OF TREES HAVING A DIAMETER OF AT LEAST 1-3/4 INCHES MEASURED 1 FOOT ABOVE THE GROUND WILL BE PLANTED IN THE DEVELOPMENT OF ANY SITE WITHIN THE CITY R-4 DISTRICTS REQUIRE AT LEAST THE FOLLOWING NUMBER OF TREES PER BUILDING OVER 25 UNITS 12 TREES, PLUS 1 TREE FOR EVERY 5 UNITS OVER 25. 414 UNITS = 90 TREES

PROPOSED PLANTINGS:

PLANT TYPE	SYMBOL	COMMON NAME	SCIENTIFIC NAME	HEIGHT	WIDTH	SPACING	SIZE
DECIDUOUS TREE	Af	AUTUMN BLAZE MAPLE	<i>Acer x freemanii 'Jeffersred'</i>	50'	40'	PER PLAN	2" cal.
	Co	HACKBERRY	<i>Celtis occidentalis</i>	50'	50'	PER PLAN	2" cal.
	Qb	SWAMP WHITE OAK	<i>Quercus bicolor</i>	50'	50'	PER PLAN	2" cal.
CONIFER TREE	Ac	CONCOLOR FIR	<i>Abies concolor</i>	30'	30'	PER PLAN	6'
	Pg	BLACK HILLS SPRUCE	<i>Picea glauca densata</i>	40'	30'	PER PLAN	6'





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**Revised Traffic Study
Southern Gateway
(The Village LLC)**

For:



**City of Saint Anthony Village
3301 Silver Lake Road
Saint Anthony, MN 55418**

February 19, 2018

Prepared By:

**WSB & Associates, Inc.
701 Xenia Ave. South, Suite 300
Minneapolis, MN, 55416
(763) 541-4800
(763) 541-1700 (Fax)**

CERTIFICATION

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 professional engineer under the laws of the State of Minnesota.



Charles T. Rickart, P.E.

Date: February 19, 2018

Reg. No. 26082

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INTRODUCTION / BACKGROUND

A Traffic Impact Study, dated November 11, 2016, was completed for The Village LLC development as part of the Environmental Assessment Worksheet (EAW) process. The purpose of the study was to determine the potential transportation impacts for the redevelopment of the existing 15-acre, 200 unit manufactured home/RV park community, located in the northeast quadrant of the intersection of Kenzie Terrace (CR 153) and NE Stinson Parkway in the City of St Anthony. **Figure 1** and **Figure 2** show the project location and project area.

The development was originally proposed to include five, 3 to 5 story multi-unit buildings with a mix of apartments, senior living, and continuing care uses consisting of approximately 800 units and; 37, 2- to 3-story townhome units.

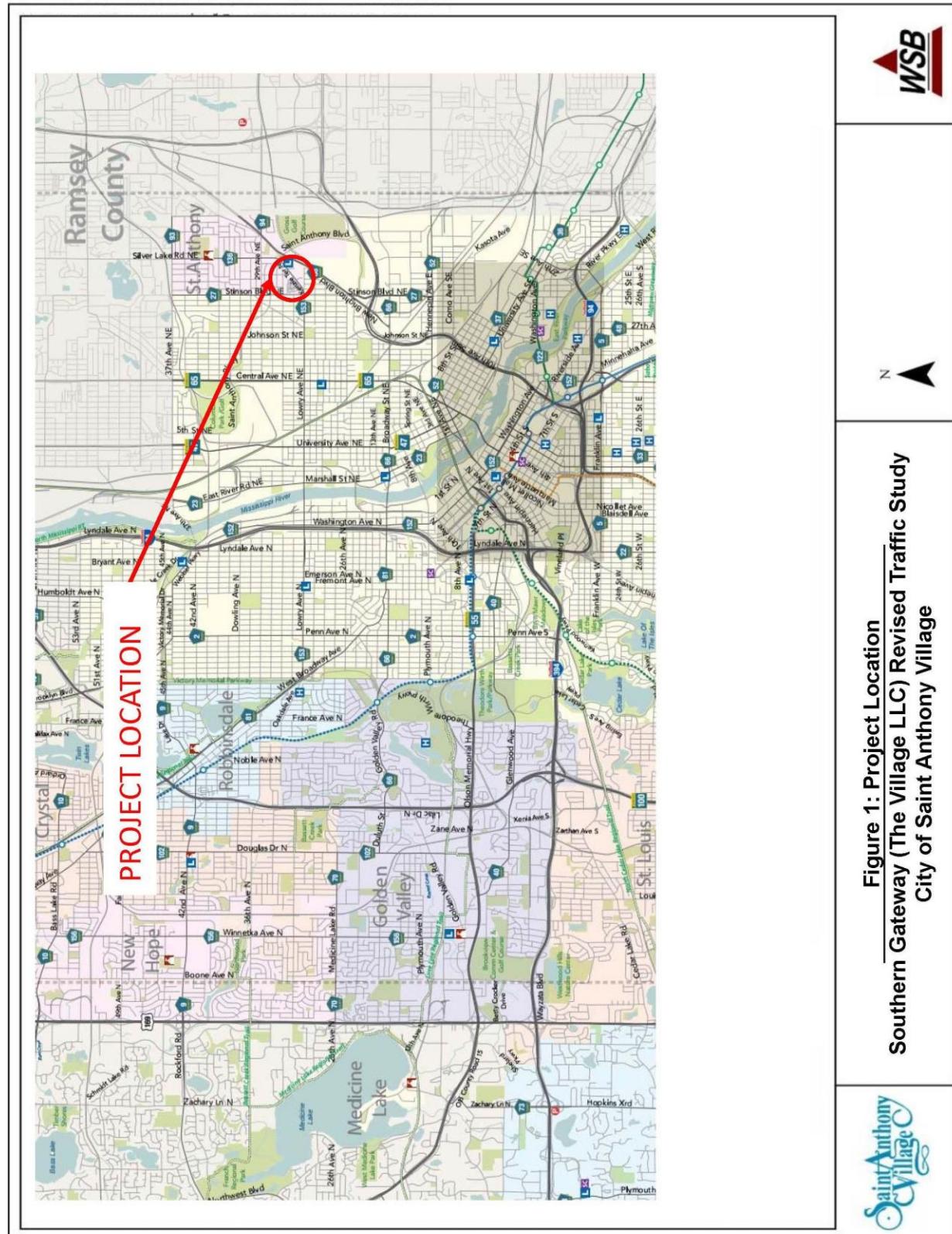
After input from the public and elected officials, the development team is now proposing a revised, less intense, development plan. The new plan now includes 225 market rate apartments; 61 senior living units; and, 128 assisted living units. The proposed site plan is shown on **Figure 3**.

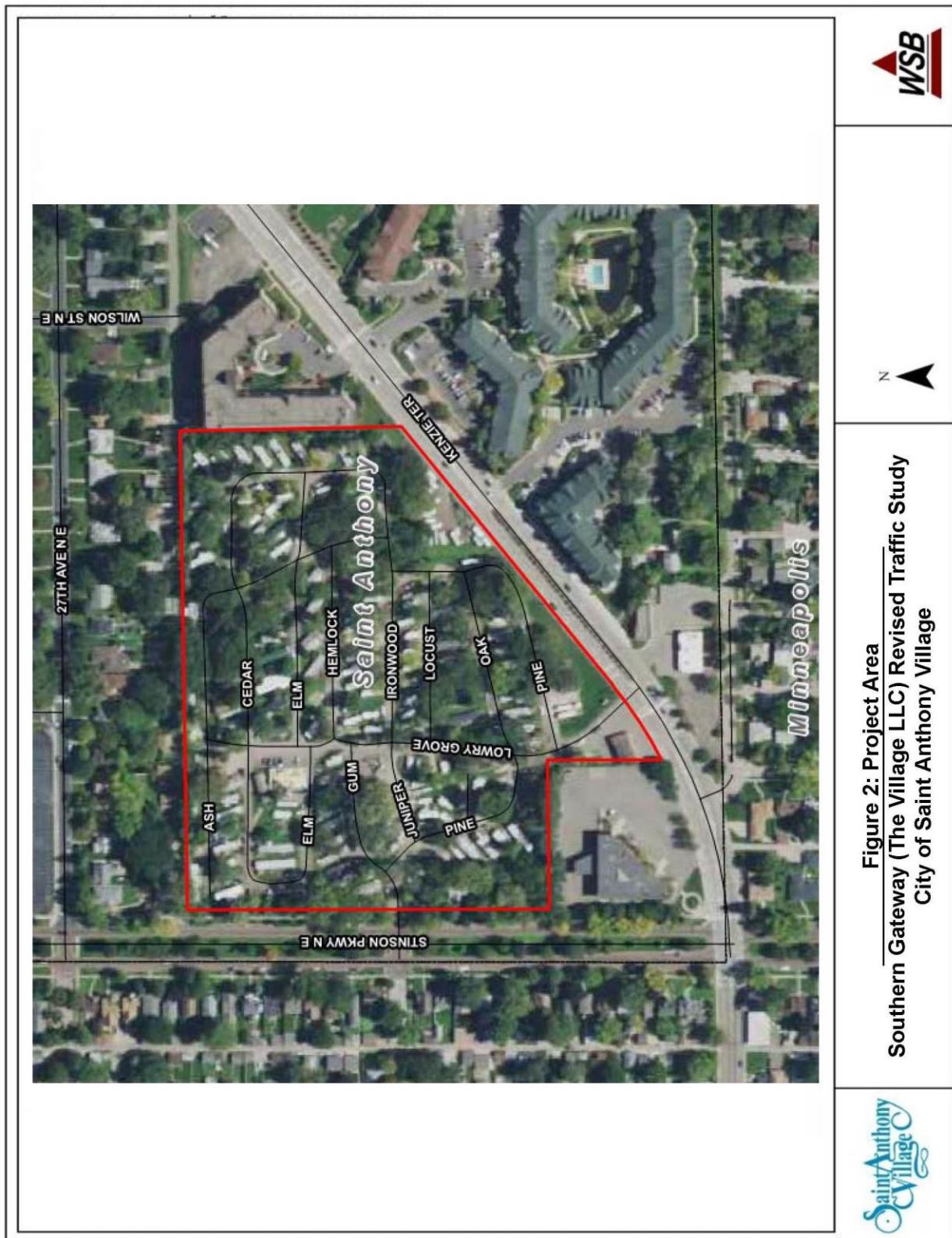
Based on the revised plan the transportation impacts of the existing and proposed traffic conditions were evaluated for the NE Stinson Parkway and Kenzie Terrace (CR 153)/Lowry Avenue corridors including the following intersections:

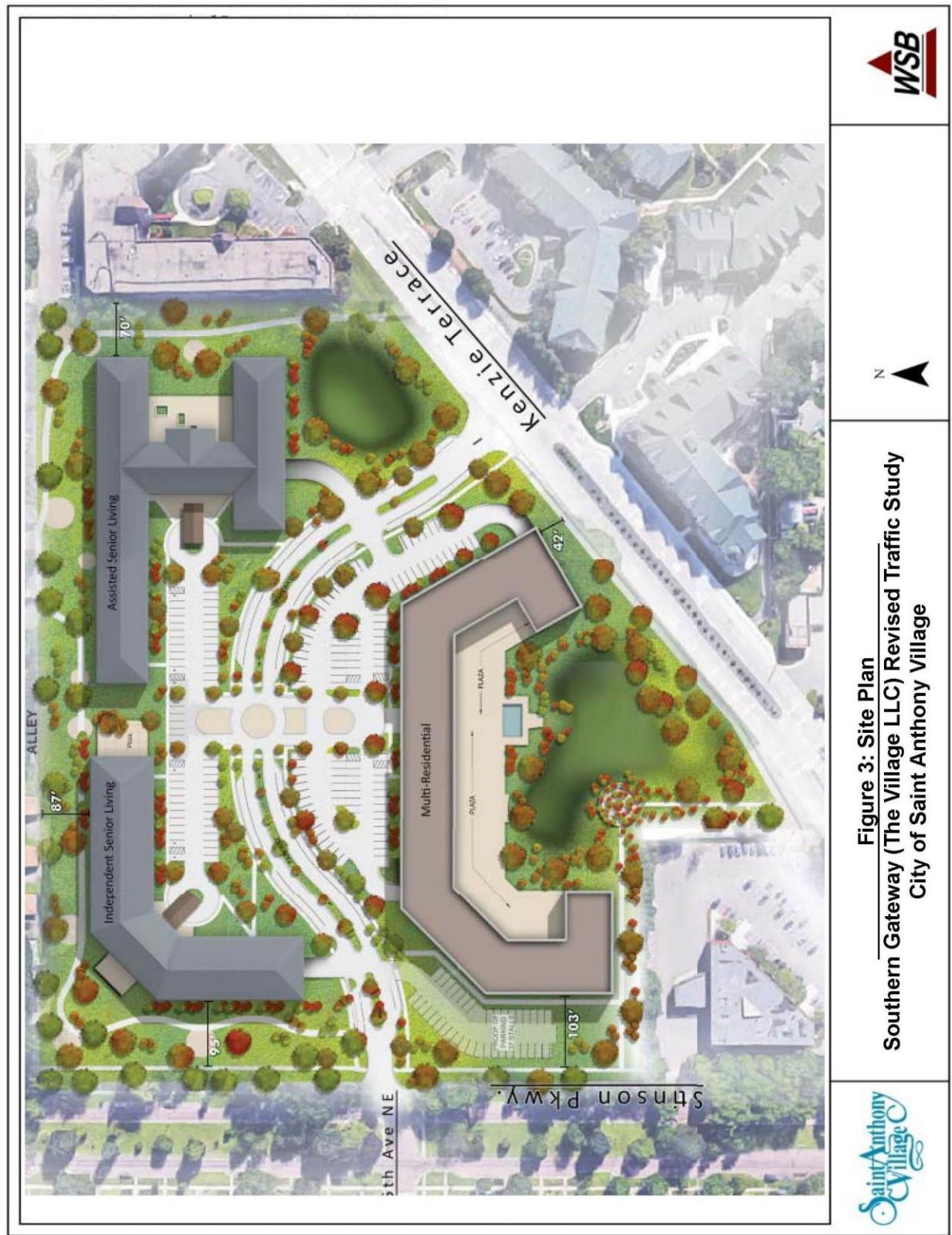
- St Anthony Blvd at NE Stinson Pkwy
- St Anthony Blvd at Silver Lake Blvd (CR 136) / Kenzie Terrace (CR 153)
- St Anthony Blvd at New Brighton Blvd (CR 88)
- NE Stinson Pkwy at 27th Avenue
- NE Stinson Pkwy at 26th Avenue
- NE Stinson Pkwy at Lowry Ave / Kenzie Terrace (CR 153)
- Kenzie Terrace (CR 153) at Lowry Grove Entrance
- Kenzie Terrace (CR 153) at Wilson Street
- Kenzie Terrace (CR 153) at Autumn Woods/Kenzington Apartments

The Traffic Engineering Review and Analysis in this Study was conducted to determine the impacts the site would have on the area traffic operations, lane geometry/traffic control and access. The following sections of this report outline the findings of this study including:

- Documentation of existing traffic conditions in the area, and;
- Projecting future traffic for the proposed development, and;
- Determining lane configuration needs at the primary driveways and intersections in the area, and;
- Developing conclusions and recommendations with respect to the existing and future roadway needs and configurations at area intersections and/or roadways.







EXISTING CONDITIONS

A. *Land Use*

The existing land use in the study area consists primarily of single family and multi-family residential, office commercial and retail uses.

B. *Roadway Characteristics*

Stinson Parkway is a north/south “A” Minor Arterial extending from 40th Avenue on the north, in Columbia Heights to E Hennepin Avenue in the City of Minneapolis. Stinson Parkway south of St Anthony Blvd, adjacent to the proposed site is a Minneapolis Park Board street and has a typical 95 foot urban cross section with one lane in each direction, a parking bay and a raised grass median. Traffic signal control is provided at the Lowry Ave/Kenzie Terrace (CR 153) intersection. All other intersections are Stop Sign controlled. A 25mph speed limit is posted on Stinson Parkway south of St Anthony Blvd.

Kenzie Terrace (CR 153) is a east/west “B” Minor Arterial extending from where it changes to Lowry Avenue at Stinson Parkway to where it changes to Silver Lake Road at St Anthony Parkway. Kenzie Terrace (CR 153) has a primary 64 foot two-lane urban cross section with a center left turn lane and a raised concrete median. It provides access to the multi-family apartments and businesses adjacent to the roadway with median breaks at several driveways. Traffic signal control is provided at the Stinson Parkway, Autumn Woods/Kenzington Apartments and St Anthony Blvd intersections. All other intersections are Stop Sign controlled. Signed and marked pedestrian crossings are provided at Stenson Parkway, at the Lowry Grove entrance, at Autumn Woods/Kenzington Apartments entrance, at 27th Avenue and at St Anthony Blvd. A 30mph speed limit is posted on Kenzie Terrace (CR 153).

The lane configurations at each of the study area intersections are as follows:

St Anthony Blvd at NE Stinson Pkwy – All Way Stop Control

NB Stinson Pkwy – one left/through/right, one parking lane

SB Stinson Pkwy – one left/through/right, one parking lane

WB St Anthony Blvd – one left/through/right

EB St Anthony Blvd – one left/through/right

St Anthony Blvd at Silver Lake Rd (CR 136) / Kenzie Terrace (CR 153) – Traffic Signal Control:

NW St Anthony Blvd – one left, one through, one free right turn lane

SE St Anthony Blvd – one left, one through/free right lane

SW Silver Lake Rd – one left, one through, one through/free right turn lane

NE Kenzie Terrace – one left, two through, one right

St Anthony Blvd at New Brighton Blvd (CR 88) – Traffic Signal Control:

- NW St Anthony Blvd – one left, one through, one right
- SE St Anthony Blvd – one left, one through, one free right
- SW New Brighton Blvd – one left, two through, one right
- NE New Brighton Blvd – one left, two through, one free right

NE Stinson Pkwy at 27th Avenue – All Way Stop Control:

- NB Stinson Pkwy – one left/through/right
- SB Stinson Pkwy – one left/through/right
- WB 27th Avenue – one left/through/right
- EB 27th Avenue – one left/through/right

NE Stinson Pkwy at 26th Avenue – Side Street Stop Control:

- NB Stinson Pkwy – one left/through/right
- SB Stinson Pkwy – one left/through/right
- WB 26th Avenue – one left/through/right
- EB 26th Avenue – one left/through/right

NE Stinson Pkwy at Lowry Ave / Kenzie Terrace (CR 153) – Traffic Signal Control:

- NB Stinson Pkwy – one left, one through/right
- SB Stinson Pkwy – one left, one through/right
- WB Kenzie Terrace – one left, one through, one right
- EB Lowry Ave – one left/through, one right

Kenzie Terrace (CR 153) at Lowry Grove Entrance – Side Street Stop Control:

- SB Lowry Grove Entrance – one left/through/right
- WB Kenzie Terrace – one left/through, one through/right
- EB Kenzie Terrace – one left, one through/right

Kenzie Terrace (CR 153) at Wilson Street – Side Street Stop Control:

- NB Wilson Street – one left/through/right
- WB Kenzie Terrace – one left, one through, one through/right
- EB Kenzie Terrace – one left/through, one through/right

Kenzie Terrace (CR 153) at Autumn Woods/Kenzington Apartments – Traffic Signal Control:

- NB Autumn Woods – one left/through/right
- SB Kenzington Apts – one left/through/right
- WB Kenzie Terrace – one left, one through, one through/right
- EB Kenzie Terrace – one left, one through, one through/right

The existing roadway geometrics including the intersection traffic control, is shown on **Figure 4** and **Figure 5**.

C. **Traffic Volumes**

AM and PM peak hour turning movements and daily counts were conducted during the week of October 10th, 2016. These counts were used as the existing baseline conditions for the area. **Figure 4** and **Figure 5** shows the existing intersections that were analyzed as part of this, with the existing 2016 AM and PM peak hour and traffic volumes.

D. **Crash Data**

The crash data included with this study was obtained using the Minnesota Crash Mapping Analysis Tool (MnCMAT) developed by MnDOT. The database includes crashes reported to MnDOT by local law enforcement agencies.

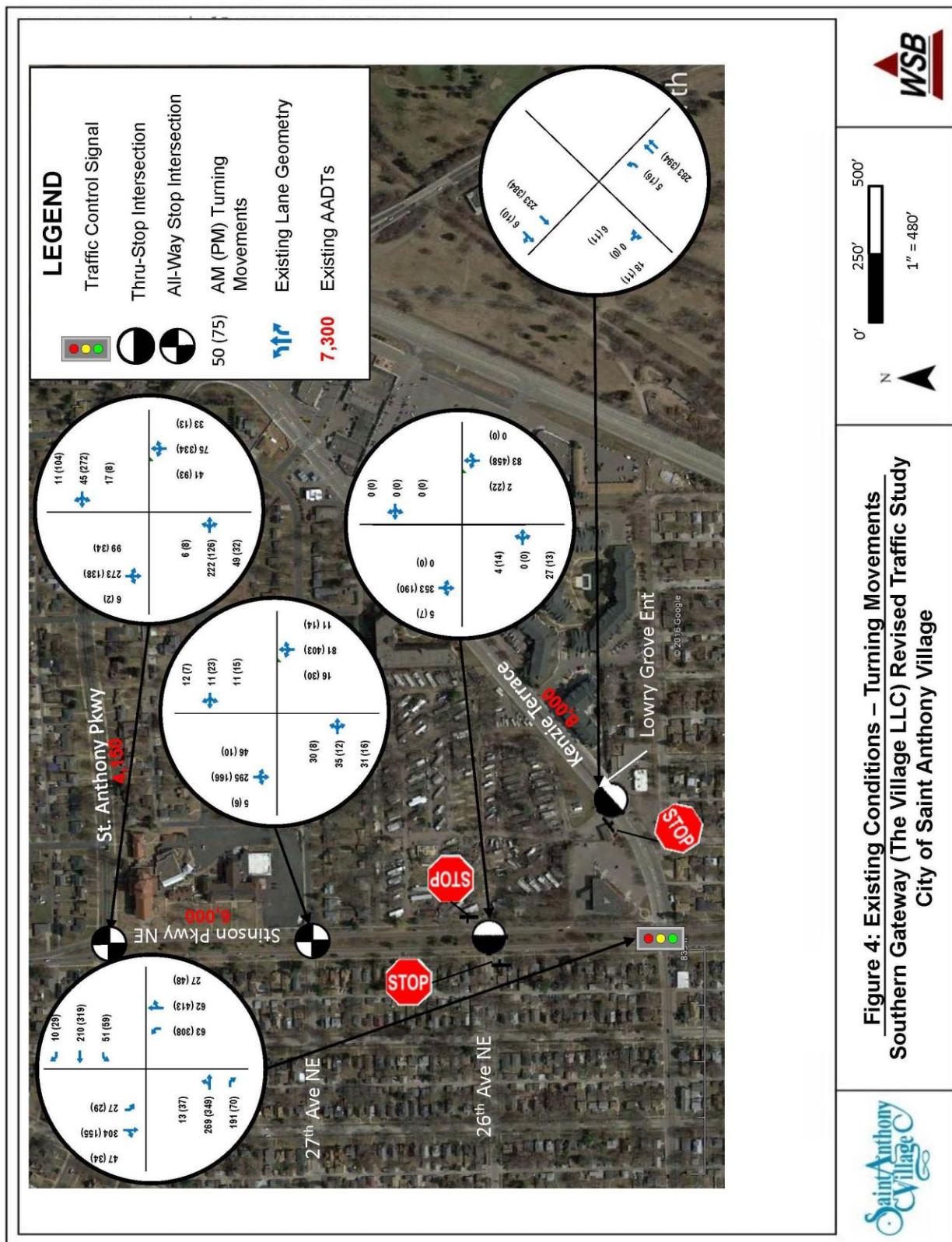
The crash data presented are for the years of 2013-2015. The MnCMAT database does not provide access to the original handwritten crash reports which contain some details that are not represented in the MnCMAT database. Crashes that resulted in damages under \$1000 may not be included in the database results as well.

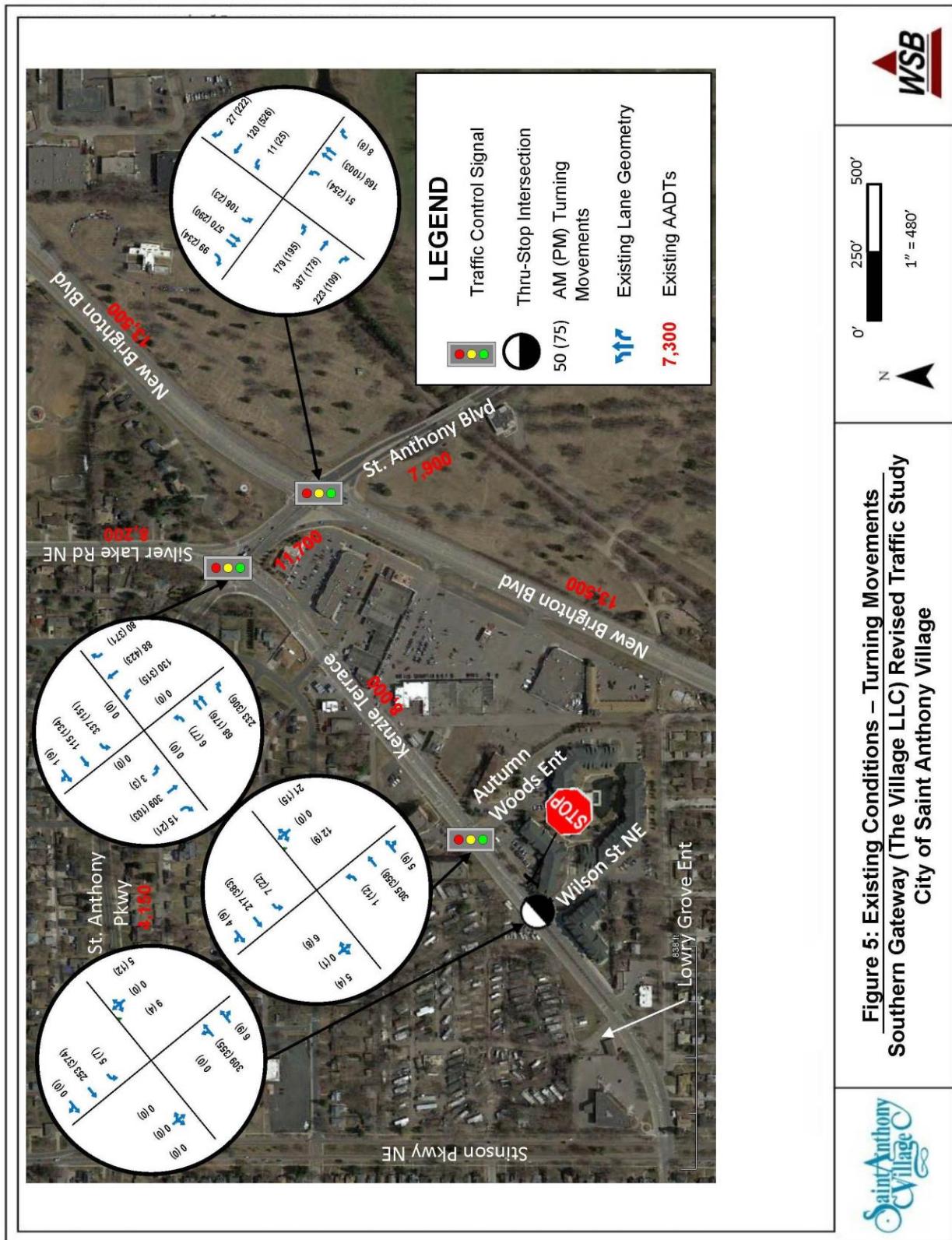
The results indicate that the intersections of St Anthony Blvd at New Brighton Blvd, Stinson Blvd at 27th Street and Stinson Blvd at 26th Street have calculated accident and/or severity rates above the MnDOT Metro and Statewide averages.

A summary of the existing crash data is shown in **Table 1**.

Table 1 – Crash Summary

Intersection	2013		2014		2015		Total Crashes
	PD	PI	PD	PI	PD	PI	
St Anthony Blvd at Stinson Pkwy	1	0	0	0	0	0	1
St Anthony Blvd at Kenzie Terrace	2	0	2	0	2	0	6
St Anthony Blvd at New Brighton Blvd	4	2	4	1	3	2	16
Stinson Blvd at 27 th Street	1	0	0	0	1	1	3
Stinson Blvd at 26 th Street	0	1	0	0	0	0	1
Stinson Blvd at Lowry Ave/Kenzie Terrace	0	0	3	2	1	2	8
Kenzie Terrace at Lowry Grove Entrance	0	0	0	0	0	0	0
Kenzie Terrace at Wilson Street	0	0	0	0	0	0	0
Kenzie Terrace at Autumn Wood/Apartments	0	1	0	0	0	0	1





TRAFFIC PROJECTIONS

In order to analyze the lane configuration and traffic control needs, projected traffic volumes were determined for the area. Projected 2019 and 2030 traffic volumes were determined based on proposed anticipated future development land use in the area and the City's current Transportation Plan. The following sections outline the traffic generation from the study area, as well as the traffic distribution and projected traffic volumes.

A. *Traffic Generation*

Traffic growth in the vicinity of a proposed site will occur between existing conditions and any given future year due to other development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts in the area, traffic has stayed somewhat constant or dropped in the past few years. However, in order to account for some background growth in traffic the Metropolitan Travel Demand model projection factor of 0.15% per year was used to project traffic from the 2016 counts to the 2019 and 2030 analysis years.

The estimated trip generation from the Southern Gateway (revised Village LLC) development project is shown in **Table 2**. The trip generation used to estimate the proposed site traffic is also based on rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition*. The table shows the weekday AM and PM peak hour trip generation for the proposed development.

Table 2 - Estimated Southern Gateway Development Site Trip Generation

Planned Use	Dwelling Units	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Apartments	225	1487	743	744	114	30	84	141	86	55
Senior Living	61	203	102	101	12	4	8	16	9	7
Townhomes	128	473	236	237	38	24	14	76	29	47
Total	414	2163	1081	1082	164	58	106	233	124	109

Source: Institute of Transportation Engineers Trip Generation Manual, 10th Edition

As discussed previously the proposed Southern Gateway Development is less intense than the original The Village LLC Development. **Table 3** below shows a comparison of the traffic generation that would be anticipated from the existing Mobile Home Park, assuming it fully developed; the original The Village LLC Development, and; the revised Southern Gateway Development.

Table 3 - Site Trip Generation Comparison

Option	Use	Size (Units)	ADT	AM Peak Hour	PM Peak Hour
Existing					
	Mobile Home Park	200	1298	82	118
The Village LLC Development					
	Apartments	500	3154	249	293
	Senior Living	100	319	20	26
	Continuing Care Retirement Community	200	640	47	85
	Townhomes	37	271	23	27
	Total	837	4384	339	431
Southern Gateway Development					
	Apartments	225	1487	114	141
	Senior Living	61	203	12	16
	Assisted Living	128	473	38	76
	Total	414	2163	164	233

B. Traffic Distribution

Area generated trips were distributed to the adjacent roadway system based on several factors including:

- Previous traffic and transportation studies in the area.
- Anticipated origins and destinations for specific land use (i.e. location of commercial uses in relationship to residential).
- Existing travel patterns and future roadway connections.

Based on these parameters the following general traffic distribution was used to distribute the projected traffic volumes in the study area:

- 5% to/from the north on Stinson Blvd (CR 27)
- 4% to/from north on Silver Lake Rd (CR 136)
- 5% to/from northeast on New Brighton Blvd (CR 88)
- 5% to/from southeast on St Anthony Blvd
- 20% to/from southwest on New Brighton Blvd (CR 88)
- 50% to/from south on Stinson Blvd
- 6% to/from west on Lowry Ave
- 1% to/from west on 26th Ave
- 1% to/from west on 27th Ave
- 3% to/from west on St Anthony Blvd

C. *Projected Traffic Volumes*

Traffic forecasts were prepared for the year 2019 which is the year after the initial phase the proposed development is anticipated to be completed and for the 2030 conditions the Comprehensive Plan year which represents the full development of the area.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development traffic growth to the existing 2016 traffic counts to determine the “No-Build” traffic conditions. It was determined that with the minimal increase in background traffic the 2019 no-build condition would be similar to the existing 2016 conditions, therefore it was not included in the analysis.

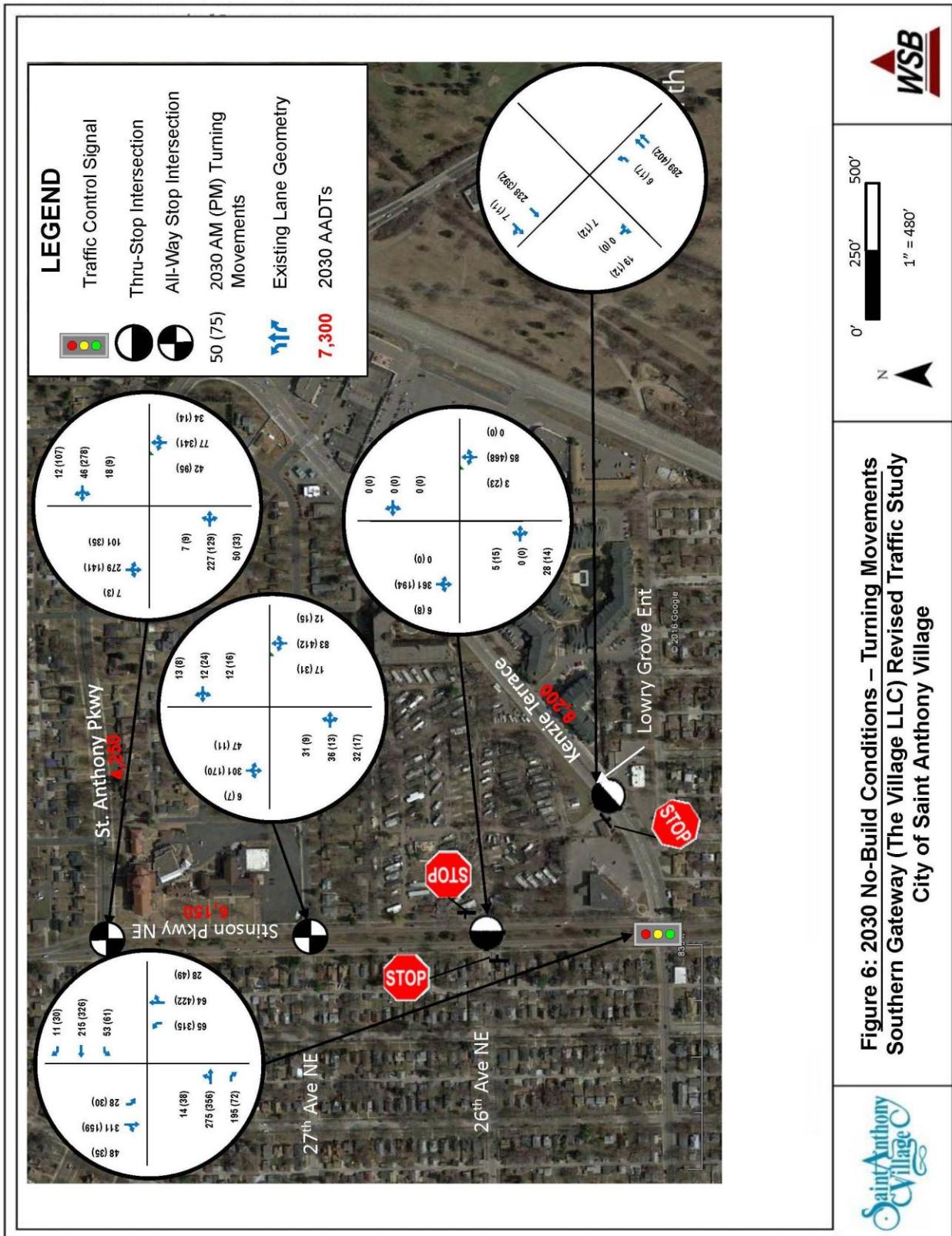
The proposed development traffic was then added to the no-build traffic conditions to determine the 2019 and 2030 Build traffic conditions. As a worst case condition it was assumed that the entire site would be developed for the 2019 build condition. **Figures 6 - 11** show the projected 2030 no-build, 2019 build and 2030 Build AM and PM peak hour traffic volumes.

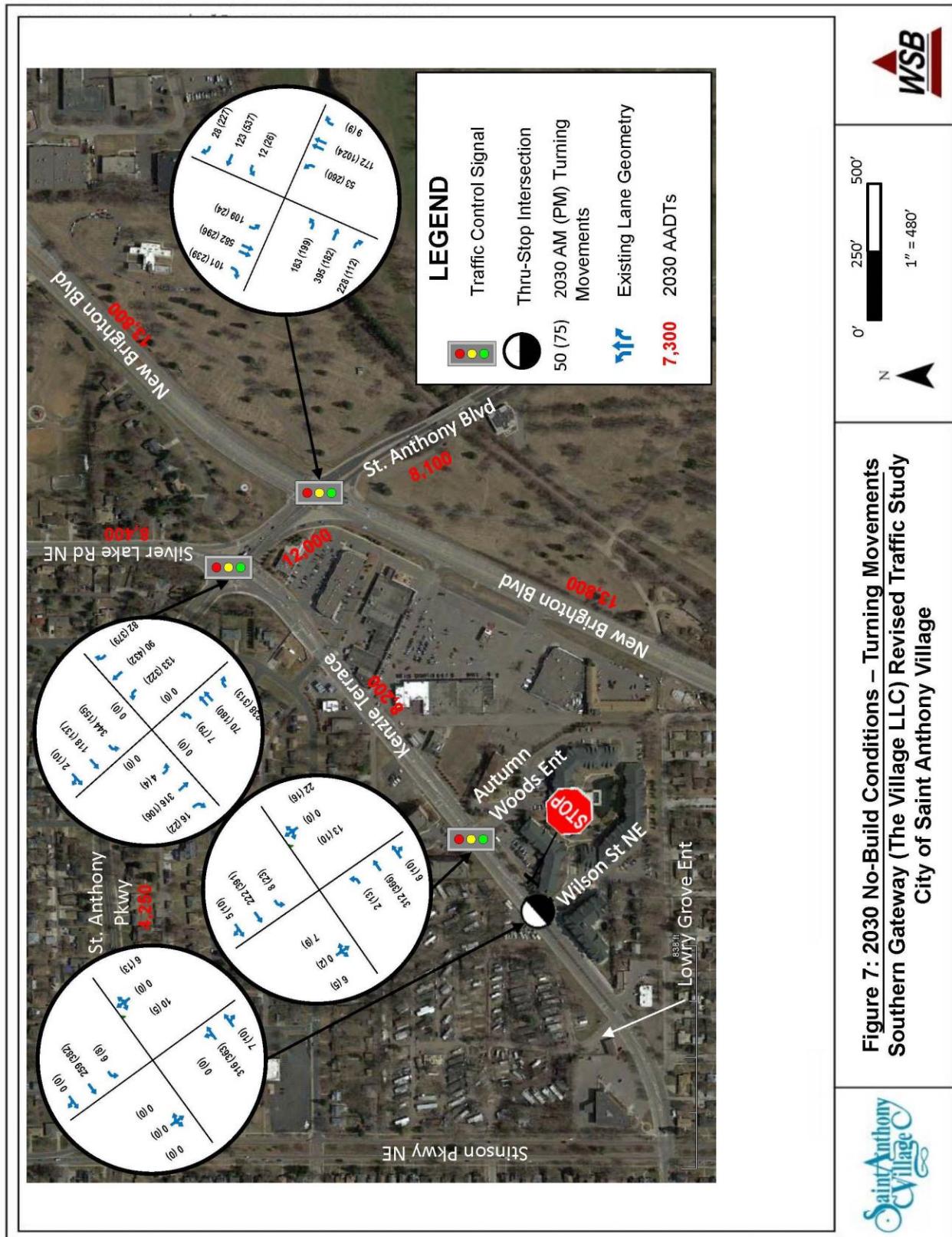
During the preparation of the previous Traffic Study concerns were raised with the amount of traffic on adjacent roadways, specifically; Stinson Parkway north and south of Kenzie Terrace (CR 153) and Lowry Avenue west of Stinson Parkway.

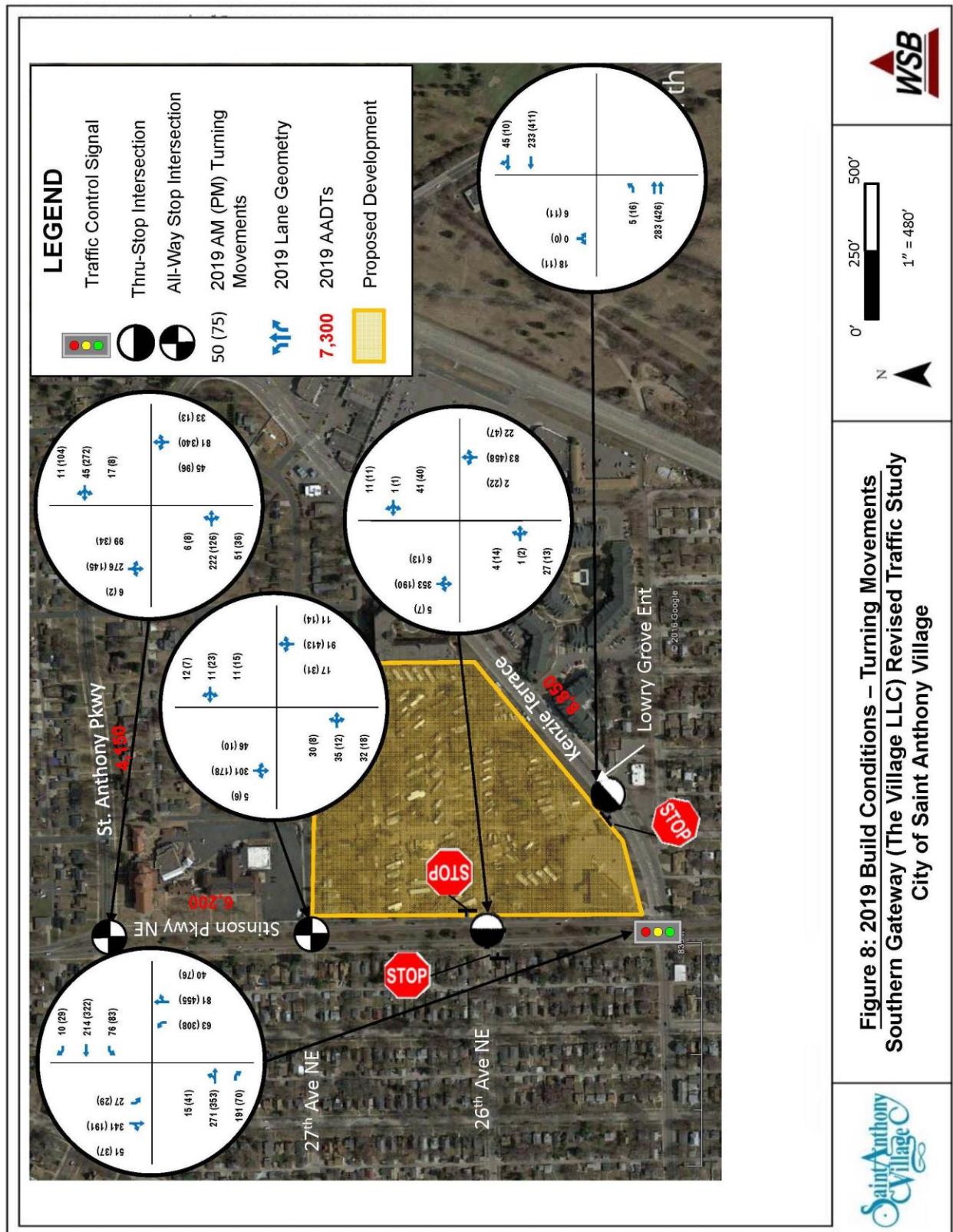
Table 4 below shows the summary of the existing and projected traffic volumes.

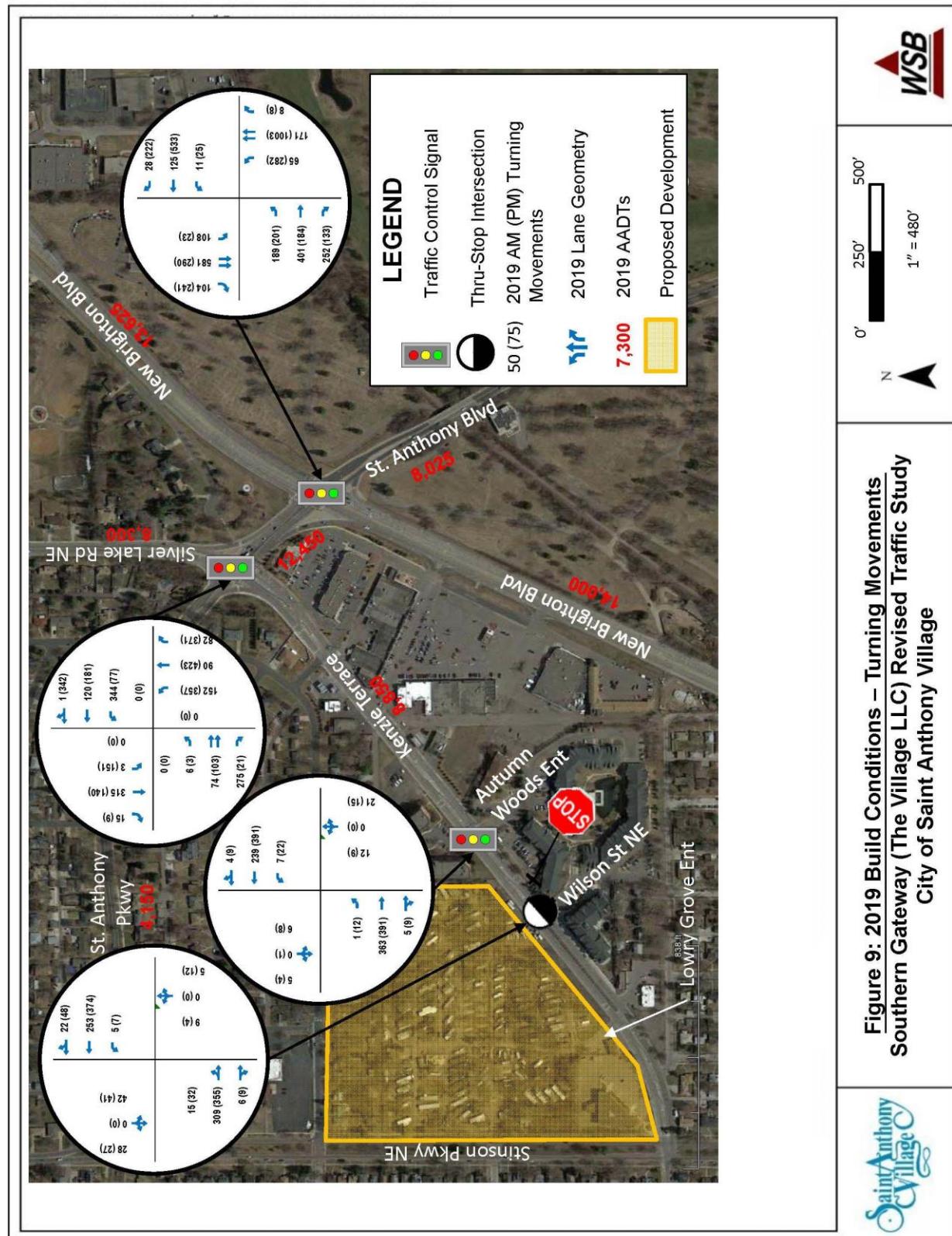
Table 4 - Traffic Volume Summary

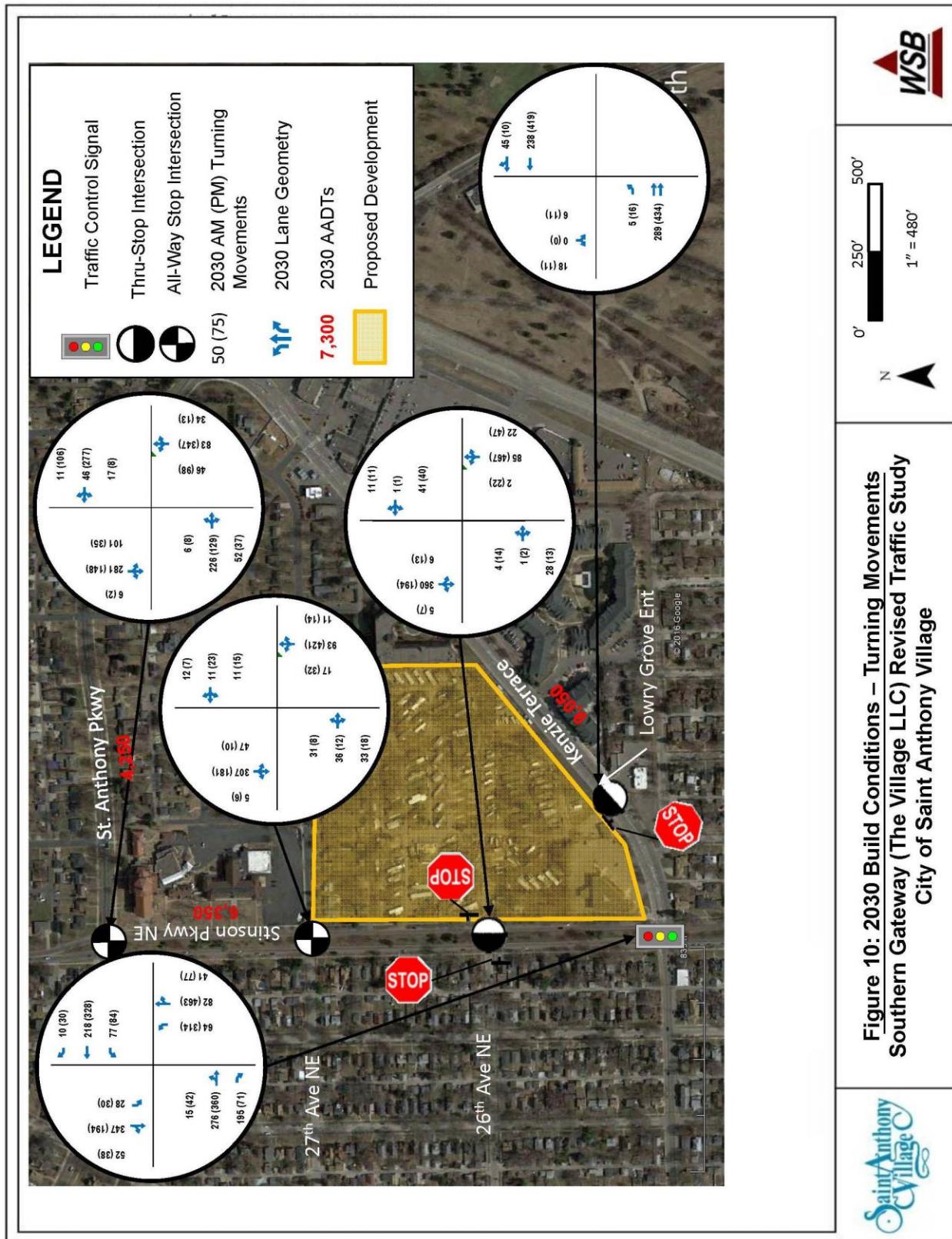
Location	Existing 2016			2030 No-Build			2030 Build			2040 ADT
	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	
Stinson Pkwy - South of Kenzie Tr	8,000	698	1,053	8,200	716	1,078	9,500	806	1,203	11,500
Stinson Pkwy - North of Kenzie Tr	6,000	463	697	6,150	476	734	6,350	534	797	7,250
Lowry Ave - West of Stinson Pkwy	7,000	793	1,117	7,150	812	1,142	7,300	820	1,153	8,100











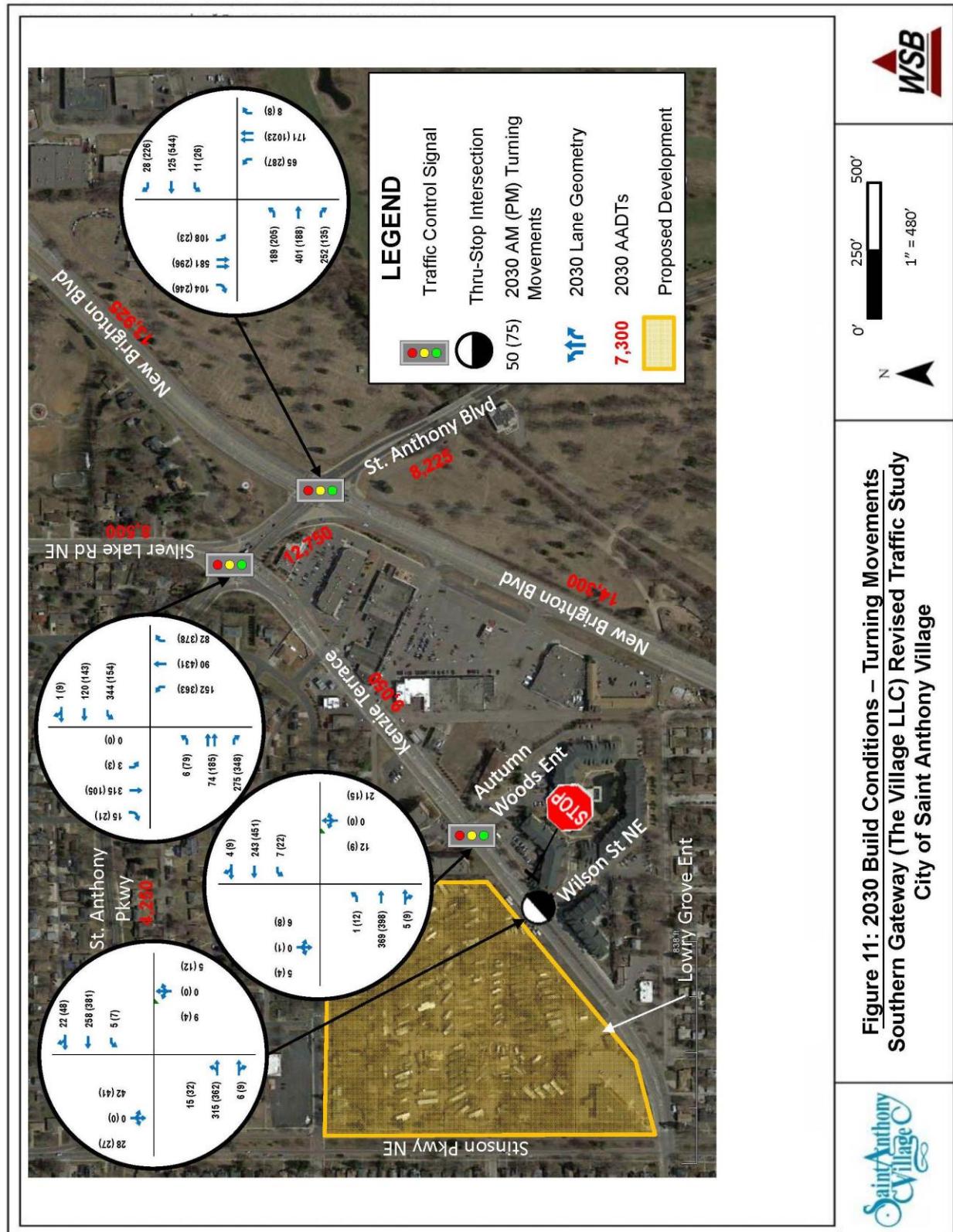


Figure 11: 2030 Build Conditions – Turning Movements
Southern Gateway (The Village LLC) Revised Traffic Study
City of Saint Anthony Village

TRAFFIC IMPACT ANALYSIS

Existing and/or forecasted traffic operations were evaluated for the intersections and driveway in the study area. The analysis was conducted for the following scenarios:

1. Existing 2016
2. Projected 2019 Build
3. Projected 2030 No-Build
4. Projected 2030 Build

This section describes the methodology used to assess the operations and provides a summary of traffic operations for each scenario.

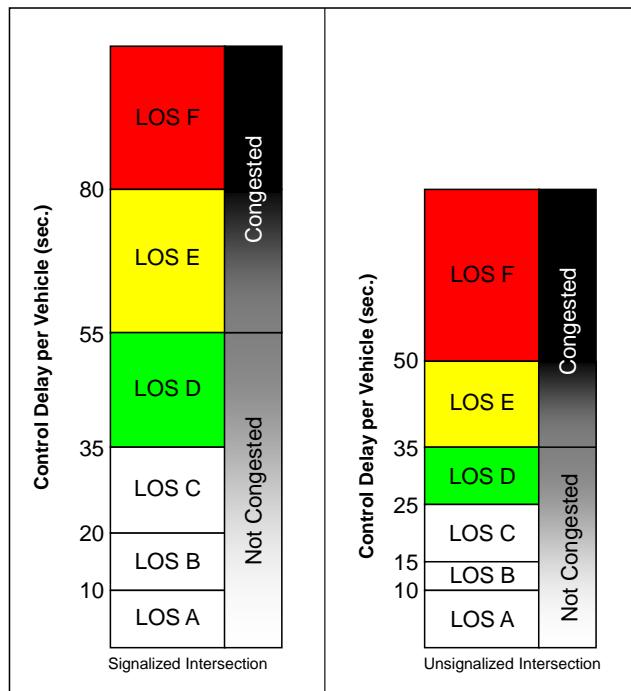
A. *Methodology*

The intersections in the corridor were evaluated during the AM and PM peak hours using Synchro/SimTraffic micro simulation software. The results are derived from established methodologies documented in the Highway Capacity Manual (HCM) 2010. The software was used to evaluate the characteristics of the roadway network including lane geometrics, turning movement volumes, traffic control and signal timing. In addition, the signal timing parameters for future year conditions were optimized using Synchro. This information was then transferred to SimTraffic (the traffic simulation model) to estimate average peak hour vehicle delays and queues.

One of the primary measures of effectiveness used to evaluate intersection traffic operations, as defined in the HCM, is Level of Service (LOS) – a qualitative letter grade, A – F, based on seconds of vehicle delay due to a traffic control device at an intersection. By definition, LOS A conditions represent high quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion).

Figure 12 depicts a graphical interpretation of delay times that define level of service. The delay thresholds are lower for un-signalized intersections than signalized intersections due to the public's perception of acceptable delays for different traffic controls as indicated in the HCM. In accordance with the Minnesota Department of Transportation (MnDOT) guidelines, this analysis used the LOS D/E boundary as an indicator of acceptable traffic operations.

Figure 12: Level of Service Ranges for Signalized and Un-signalized Intersections



SOURCE: Level of Service thresholds from the Highway Capacity Manual, 2000.

Existing Level of Service Summary

Table 5 - 2016 Existing Conditions shown below, summarizes the existing LOS at the primary intersections and driveways in the study area assuming the current lane geometry, traffic control and 2016 traffic volumes. The analysis results show that all intersection and driveways are operating at an overall LOS C or better during both the weekday AM and PM peak hours except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. All movements are also operating at LOS C or better, except the following which are at LOS D or worse:

- AM Peak Hour
 - NW left turn from St Anthony Blvd to New Brighton Blvd – LOS D
 - NW thru on St Anthony Blvd at New Brighton Blvd – LOS D
- PM Peak Hour
 - NB left from New Brighton Blvd to St Anthony Blvd – LOS D
 - NB thru on New Brighton Blvd at St Anthony Blvd – LOS D
 - SB left from New Brighton Blvd to St Anthony Blvd – LOS D
 - SB thru on New Brighton Blvd to St Anthony Blvd – LOS D
 - SE left from St Anthony Blvd to New Brighton Blvd – LOS D
 - NW left turn from St Anthony Blvd to New Brighton Blvd – LOS E
 - NW thru on St Anthony Blvd at New Brighton Blvd – LOS D

Table 5: 2016 Existing Conditions Level of Service Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)
St Anthony Blvd at Stinson Pkwy	A (B)	8.9	C (C)	15.7
St Anthony Blvd at Kenzie Ter	B (C)	16.2	B (C)	14.6
St Anthony Blvd at New Brighton Blvd	B (D)	16.1	D (E)	39.9
Stinson Blvd at 27 th Street	A (A)	6.5	A (B)	8.9
Stinson Blvd at 26 th Street	A (A)	1.8	A (B)	2.4
Stinson Blvd at Lowry Ave/Kenzie Ter	B (C)	14.4	C (C)	21.3
Kenzie Ter at Lowry Grove Entrance	A (A)	0.4	A (B)	0.7
Kenzie Ter at Wilson Street	A (A)	1.1	A (A)	1.5
Kenzie Ter at Autumn Wood/Apt	B (C)	13.7	B (B)	13.9

A (A) – Overall LOS (Worst Movement LOS)

Forecasted Traffic Operations

A capacity and LOS analysis was completed for the study area intersections and driveways for 2019 which is the year after the proposed initial development would be completed and for the 2030 condition which represents the 20-year design timeframe assumed to be full development of the area. It was determined that with the minimal increase in background traffic the 2019 no-build condition would be similar to the existing 2016 conditions, therefore it was not included in the analysis. The results of the analysis are discussed below.

Table 6 – 2030 No Build Level of Service Summary, shows that all intersection and driveways are operating at an overall LOS C or better in 2030 during both the weekday AM and PM peak hours with the existing intersection geometrics and traffic control, except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. All movements are also operating at LOS C or better, however, with the increase in traffic, some movements will be operating at LOS D or worse including the following:

- AM Peak Hour
 - NW left from St Anthony Blvd to New Brighton Blvd – LOS D
 - NW thru on St Anthony Blvd at New Brighton Blvd – LOS D

- PM Peak Hour
 - NB left from New Brighton Blvd to St Anthony Blvd – LOS E
 - NB thru on New Brighton Blvd at St Anthony Blvd – LOS D
 - SB left from New Brighton Blvd to St Anthony Blvd – LOS E
 - SB thru on New Brighton Blvd at St Anthony Blvd – LOS D
 - SE left from St Anthony Blvd to New Brighton Blvd – LOS D
 - NW left from St Anthony Blvd to New Brighton Blvd – LOS F
 - NW thru on St Anthony Blvd at New Brighton Blvd – LOS F
 - NW right from St Anthony Blvd to New Brighton Blvd – LOS E

Table 6: 2030 No Build Condition Level of Service Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)
St Anthony Blvd at Stinson Pkwy	A (B)	9.5	C (C)	15.9
St Anthony Blvd at Kenzie Ter	B (C)	18.4	B (D)	15.0
St Anthony Blvd at New Brighton Blvd	B (D)	17.7	D (F)	45.7
Stinson Blvd at 27 th Street	A (A)	6.7	A (B)	9.0
Stinson Blvd at 26 th Street	A (B)	2.9	A (C)	4.7
Stinson Blvd at Lowry Ave/Kenzie Ter	B (C)	18.2	D (E)	36.5
Kenzie Ter at Lowry Grove Entrance	A (A)	0.6	A (B)	0.8
Kenzie Ter at Wilson Street	A (B)	2.7	A (B)	3.0
Kenzie Ter at Autumn Wood/Apt	B (C)	13.8	B (C)	14.3

A (A) – Overall LOS (Worst Movement LOS)

Table 7 – Projected Build Level of Service Summary, shows that, similar to the no-build conditions, all intersection and driveways will be operating at an overall LOS C or better in 2019 and 2030 during both the weekday AM and PM peak hours with the existing intersection geometrics and traffic control, except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. All movements are also operating at LOS C or better, however, with the increase in traffic, some movements will be operating at LOS D or worse including the following:

- 2019
 - NB left from New Brighton Blvd to St Anthony Blvd, PM – LOS D
 - NB thru on New Brighton Blvd at St Anthony Blvd, PM – LOS D
 - SB left from New Brighton Blvd to St Anthony Blvd, PM – LOS E
 - SB thru on New Brighton Blvd at St Anthony Blvd, PM – LOS D
 - SE left from St Anthony Blvd to New Brighton Blvd, PM – LOS D
 - NW left from St Anthony Blvd to New Brighton Blvd, AM - LOS D, PM – LOS E
 - NW thru on St Anthony Blvd at New Brighton Blvd, PM – LOS E
 - NW right from St Anthony Blvd to New Brighton Blvd, PM – LOS D

- 2030
 - NB left from New Brighton Blvd to St Anthony Blvd, PM – LOS E
 - NB thru on New Brighton Blvd at St Anthony Blvd, PM – LOS D
 - SB left from New Brighton Blvd to St Anthony Blvd, PM – LOS E
 - SB thru on New Brighton Blvd at St Anthony Blvd, PM – LOS D
 - SE left from St Anthony Blvd to New Brighton Blvd, PM – LOS D
 - NW left from St Anthony Blvd to New Brighton Blvd, AM - LOS D, PM – LOS F
 - NW thru on St Anthony Blvd at New Brighton Blvd, AM – LOS D, PM – LOS F
 - NW right from St Anthony Blvd to NE Brighton Blvd, PM – LOS E

Table 7: Build Condition Level of Service Summary

Intersection	2019				2030			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)						
St Anthony Blvd at Stinson Pkwy	A (B)	9.5	C (C)	15.7	A (B)	9.6	C (C)	16.0
St Anthony Blvd at Kenzie Ter	B (C)	17.3	B (C)	14.7	B (C)	18.5	B (D)	15.1
St Anthony Blvd at New Brighton Blvd	B (D)	16.1	D (E)	40.0	B (D)	18.1	D (F)	46.0
Stinson Blvd at 27 th Street	A (A)	6.6	A (B)	8.9	A (A)	6.8	A (B)	9.1
Stinson Blvd at 26 th Street	A (A)	2.3	A (C)	3.7	A (B)	2.9	A (C)	4.8
Stinson Blvd at Lowry Ave/Kenzie	B (C)	16.3	D (E)	32.8	B (C)	18.4	D (E)	36.9
Kenzie Ter at Lowry Grove Entrance	A (A)	0.4	A (B)	0.7	A (A)	0.6	A (B)	0.8
Kenzie Ter at Wilson Street	A (B)	1.9	A (B)	2.1	A (B)	2.8	A (B)	3.2
Kenzie Ter at Autumn Wood/Apt	B (C)	13.5	B (B)	14.0	B (C)	13.9	B (C)	14.4

A (A) – Overall LOS (Worst Movement LOS)

Vehicle Queuing Analysis

A queuing analysis for the existing and future 2019 and 2030 conditions was conducted, evaluating the anticipated vehicle queues with the build traffic conditions. The analysis was conducted using the SimTraffic simulation software. The results found that during both the weekday AM and PM peak hours in 2019 and 2030 several movements were identified that would exceed turn lane storage. These include the following movements:

- Southwest bound Silver Lake Road left turn to St Anthony Blvd will back up past existing turn storage length.
- Northeast bound Kenzie Terrace right turn to St Anthony Blvd will back up past the existing right storage length.
- Northwest bound St Anthony Blvd right turn and left turn to New Brighton Blvd will back up past the existing turn lane storage length.
- North bound Stinson Parkway left turn to Lowry Ave will back up past the existing turn lane storage length.
- West bound Lowry Avenue left turn to Stinson Parkway will back up past the existing turn lane storage length.
- East bound Kenzie Terrace right turn to Stinson Parkway will back up past the existing turn lane storage length.

CONCLUSIONS / RECOMMENDATIONS

Based on the analysis documented in this Study, WSB has concluded the following:

- The proposed Southern Gateway (revised The Village LLC) development is anticipated to consist of 414 total units (200 multi-family apartment residential units, 61 senior living units and 128 assisted living units). Access from the site will be through driveway connections to Stinson Blvd at 26th Street and to Kenzie Terrace at the existing Lowry Grove entrance.
- The proposed Southern Gateway (revised The Village LLC) development is anticipated to generate an additional 2,163 daily trips, 164 AM peak trips and 233 PM peak trips. The new Southern Gateway development generates less than half of what the previous development (The Village LLC) development was anticipated to generate.
- Existing traffic operations analysis shows that all intersection and driveways are operating at an overall LOS C or better during both the weekday AM and PM peak hours except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. There will be some movements that will be operating at LOS D or LOS E.
- Intersection traffic operations for the future 2030 no-build condition show that all intersection and driveways will operate at an overall LOS C or better during both the weekday AM and PM with the existing intersection geometrics and traffic control, except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. With the increase in traffic, some movements will be operating at LOS D or LOS E.
- Intersection traffic operations for the future build condition show that, assuming the addition of Southern Gateway development traffic, all intersection and driveways will be operating at an overall LOS C or better in 2019 and 2030 during both the weekday AM and PM peak hours with the existing intersection geometrics and traffic control, except the intersection of St Anthony Blvd at New Brighton Blvd which is operating at a LOS D during the PM Peak Hour. With the increase in traffic, some movements will be operating at LOS D, LOS E or LOS F.
- Based on the vehicle queuing analysis for the existing and future traffic conditions for weekday AM and PM peak hours several locations were identified that would exceed existing turn lane storage lengths.

- The Traffic Study evaluated condition for the years 2016 (existing), 2019 and 2030. Based on the analysis four intersections were identified with capacity or vehicle queueing impacts associated with the development of the proposed site. These intersections include:
 1. St Anthony Blvd at Kenzie Terrace/New Brighton Blvd (CR 88)
 2. St Anthony Blvd at Silver Lake Rd(CR 136)/Kenzie Terrace (CR 153)
 3. Kenzie Terrace (CR 153)/NE Lowry Ave at NE Stinson Parkway
 4. Kenzie Terrace (CR 153) at Proposed Site Access/Wilson Street

Based on the analysis mitigation improvements are recommended for 2019 with the proposed development and by 2030 as the area continues to develop. These recommendations include:

2019 with Southern Gateway Development:

1. Request Hennepin County to optimize the signal time and coordination between the St Anthony Blvd intersections at New Brighton Blvd (CR 88) and Silver Lake Rd (CR 136)/Kenzie Terrance (CR 153).
2. Lengthen the northwest bound left turn lane from St Anthony Blvd to southbound New Brighton Blvd (CR 88) from 125 feet to 225 feet.
3. Lengthen the southwest bound left turn from Silver Lake Rd (CR 136) to southeast St Anthony Blvd from 100 feet to 175 feet.
4. Lengthen the westbound left turn from Kenzie Terrace (CR 153) to southbound NE Stinson Parkway when the Bremer Bank Building site is redeveloped.
5. Lengthen the northbound left turn from NE Stinson Parkway to westbound NE Lowry Ave from 150 feet to 250 feet.
6. At the proposed site driveway at Wilson St on Kenzie Terrace (CR 153) provide:
 - a. Two lanes exiting the site (one left turn and one through/right lane)
 - b. Left turn lane from Kenzie Terrace (CR 153) into the site
 - c. Right turn lane from Kenzie Terrace (CR 153) into the site

2030 with Future Area Development:

1. Consider a dual lane roundabout or other traffic control improvements for the St Anthony Blvd intersections at New Brighton Blvd (CR 88) and Silver Lake Rd (CR 136)/Kenzie Terrance (CR 153).
2. Consider a roundabout or other traffic control improvements at the intersection of Kenzie Terrace (CR 153)/NE Lowry Ave at NE Stinson Parkway.



The Village LLC Development - Parking Analysis
1.25.2018

PARKING DEMAND PER CITY ORDINANCE				
	Total Unit Count	Stalls Required/Unit	Total Parking Demand	Comment
Independent (IL) Senior	61	2	122	
Assisted (AL/MC) Senior	128	1/3	63	includes 20 staff
Market Rate (MR)	225	2	450	

635

PARKING DEMAND ANALYSIS BY BEDROOM QUANTITY						
	1/3	1/3	1/3	1/3	1/3	1/3
	1	1	1	1	2	3
	AL/MC ratios	IL/MK/AF ratios				
Studio						
IL	0	0	16	14	24	54
AL/MC	9	0	18	12	5	0
MR	0	79	98	0	72	36

456

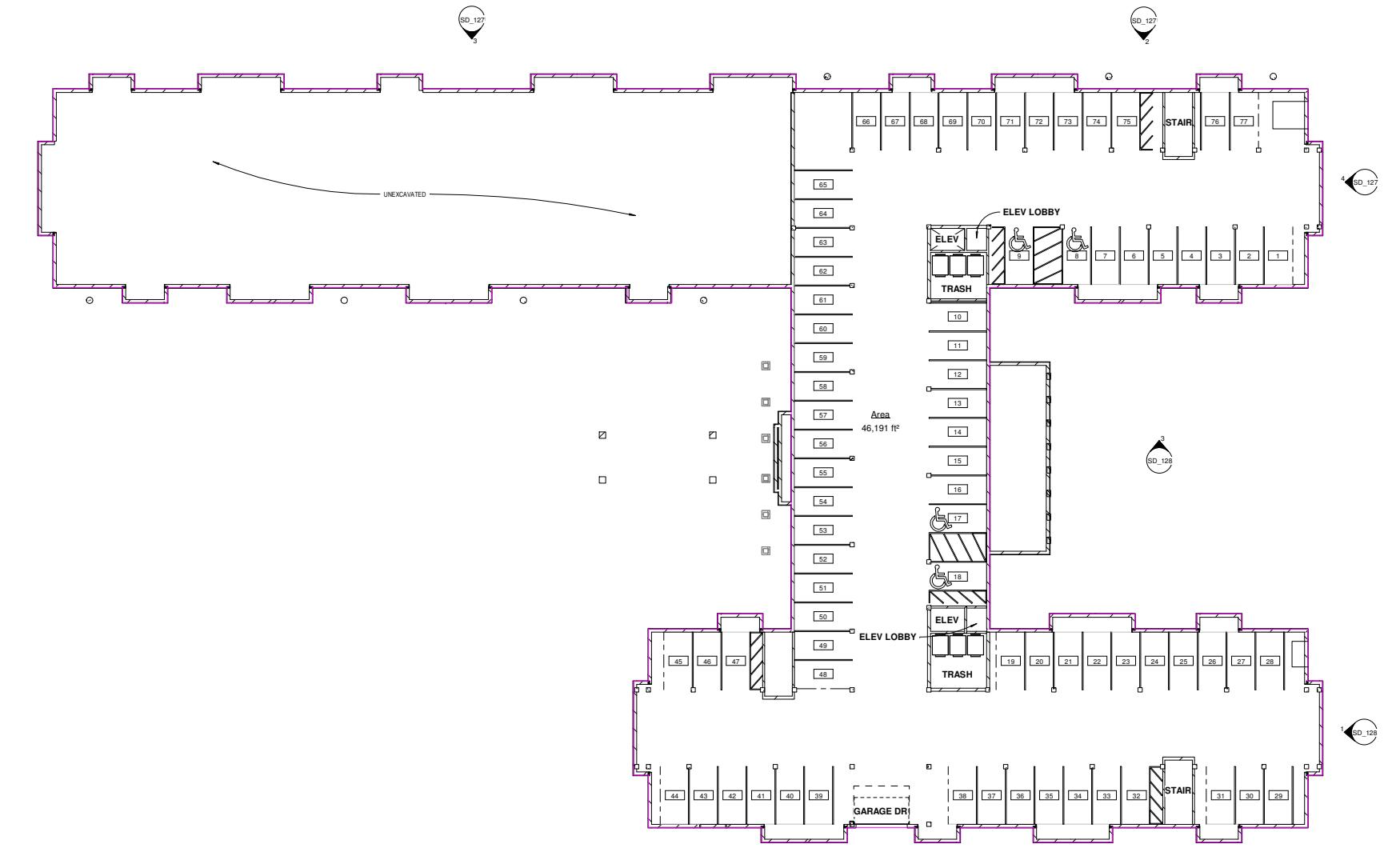
PARKING AVAILABILITY					
	Surface Parking	Garage Parking	Total Parking	Avail.-Code Demand	Comment
Independent (IL) Senior	34	92	126	4	
Assisted (AL/MC) Senior	34	77	111	48	
Market Rate (MR)	218	238	456	6	Includes proof of parking on west side

693

Residential Unit Mix		
Name	Count	Gross Area
17059-Continental-St.Anthony-Assisted Senior		
Unit 0-1 16	11	434 ft ²
Unit 1-0 24	34	711 ft ²
Unit 1-1 24	13	651 ft ²
Unit 1-2 24	2	650 ft ²
Unit 1-3 24	2	762 ft ²
Unit 1.5-0 32	29	928 ft ²
Unit 1.5-1 End	3	937 ft ²
Unit 1.5-1 End-2	2	886 ft ²
Unit 1.5-2 32	1	868 ft ²
Unit 2-1 E34.6+	10	1,139 ft ²
Unit 2-2 35.5	5	1,105 ft ²
Unit MC 0-0 16	1	612 ft ²
Unit MC 0-1 16	1	533 ft ²
Unit MC 0-2 16	1	471 ft ²
Unit MC 0-3 16	5	434 ft ²
Unit MC 0-4 16	4	494 ft ²
Unit MC 0-5 16	1	509 ft ²
Unit MC 1-0 27.5	1	755 ft ²
Unit MC 1-1 Corner	2	776 ft ²
17059-Continental-St.Anthony-Assisted Senior: 128	128	

Residential Unit Mix		
Name	Count	Gross Area
17059-Continental-St.Anthony-Independent Senior		
Unit 1-0 25.5	9	704 ft ²
Unit 1-1 25.5	7	795 ft ²
Unit 1.5-0	3	1,128 ft ²
Unit 1.5-1	1	1,134 ft ²
Unit 1.5-2	2	1,048 ft ²
Unit 1.5-3	6	1,071 ft ²
Unit 1.5-4	3	1,179 ft ²
Unit 2-0	3	1,406 ft ²
Unit 2-1	6	1,259 ft ²
Unit 2-2	3	1,364 ft ²
Unit 2.5-0	12	1,606 ft ²
Unit 2.5-1	6	1,432 ft ²
17059-Continental-St.Anthony-Independent Senior: 61	61	

Residential Unit Mix		
Name	Count	Gross Area
17059-Continental-St.Anthony-Market Rate		
Unit 0-1	8	639 ft ²
Unit 0-2	8	619 ft ²
Unit 0-3	61	616 ft ²
Unit 1-1	60	740 ft ²
Unit 1-2	40	824 ft ²
Unit 2-1	12	1,113 ft ²
Unit 2-3	8	1,369 ft ²
Unit 2-5	4	1,357 ft ²
Unit 2-6	4	1,085 ft ²
Unit 2-7	8	1,206 ft ²
Unit 3-1	8	1,382 ft ²
Unit 3-2	4	1,282 ft ²
17059-Continental-St.Anthony-Market Rate: 225	225	
Grand total: 414	414	



① Level -1
1/16" = 1'-0"



Assisted Senior First Floor Plan
The Village, LLC



Assisted Senior Second Floor Plan The Village, LLC

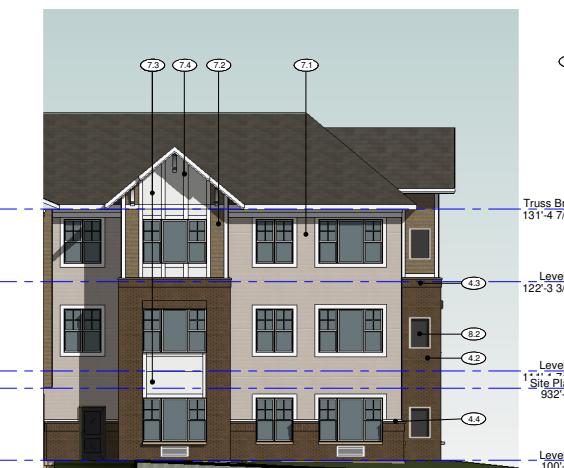




① South Elevation
1/8" = 1'-0"



② Southwest End Bay Elevation
1/8" = 1'-0"



③ Southwest Elevation
1/8" = 1'-0"



④ Main Entry West Elevation
1/8" = 1'-0"



⑤ Northwest Elevation
1/8" = 1'-0"

EXTERIOR MATERIALS KEY	
① CMU	
② Brick	
③ Block Soldier Course	
④ Stone Sill	
⑤ Aluminum Deck Rail	
⑥ CFB Lap Siding, Color 1	
⑦ CFB Shake Siding, Color 1	
⑧ CFB Panel, Color 3	
⑨ Prefabricated PTAC Grate, Color TBD	
⑩ Prefabricated Metal Magic Pak Grate, Color TBD	

Assisted Senior Exterior Elevations
The Village, LLC



① Northwest End Bay Elevation
1/8" = 1'-0"

③ North Elevation



2 North Elevation - 1

4 Northeast End Bay Elevation
1/2" - 11' 0"

EXTERIOR MATERIALS KEY

- ① CMU
- ② Brick
- ③ Brick Soldier Course
- ④ Stone Sill
- ⑤ Aluminum Deck Rail
- ⑥ CFB Lap Siding, Color 1
- ⑦ CFB Shingle Siding, Color 2
- ⑧ CFB Panel, Color 3
- ⑨ CFB Trim, Color 3
- ⑩ Prefinished PTAC Grille, Color TBD
- ⑪ Prefinished Metal Bob-Crite Color TBD



③ Northeast Elevation
1/8" = 1'-0"



④ East Elevation
1/8" = 1'-0"

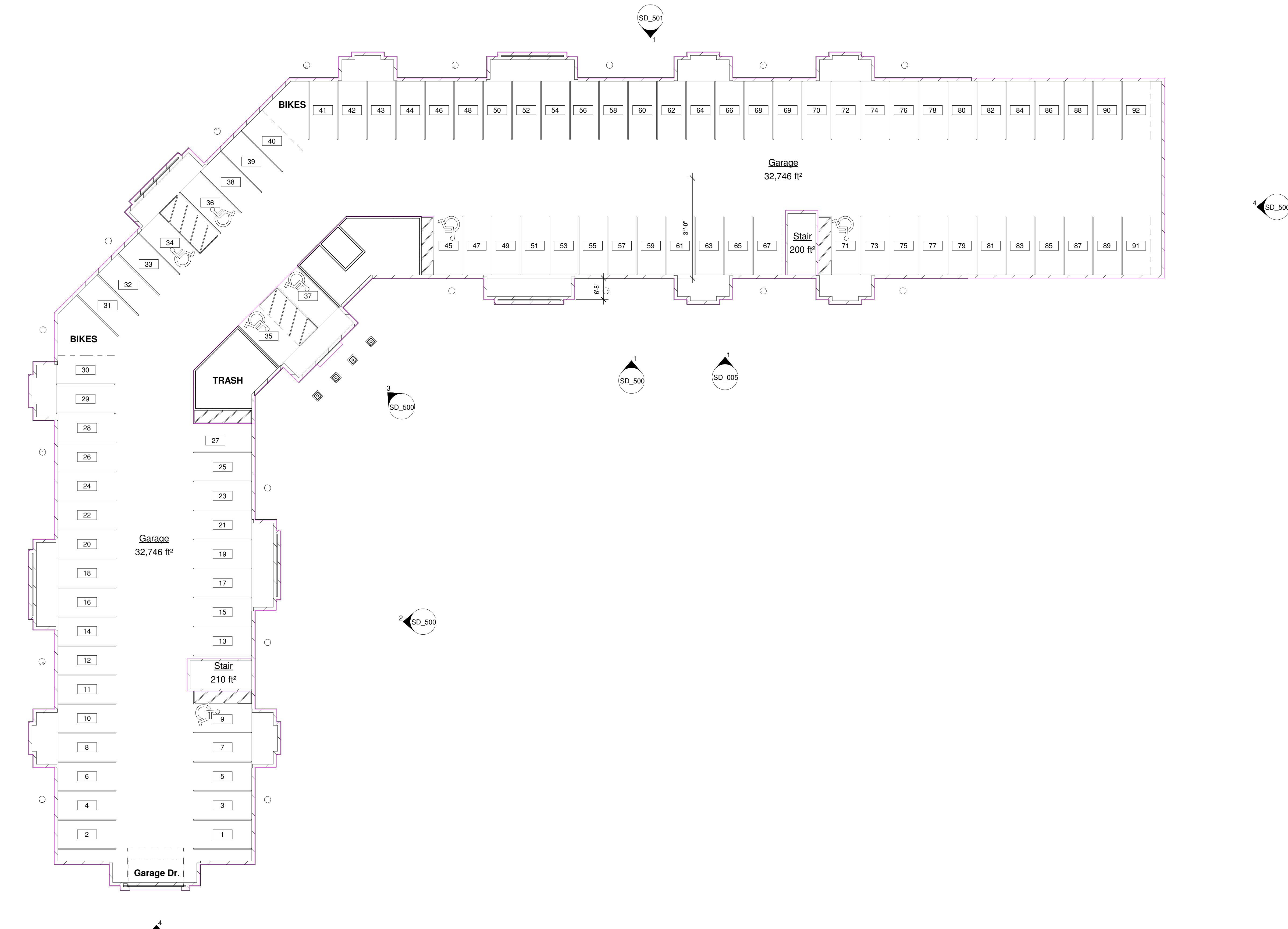


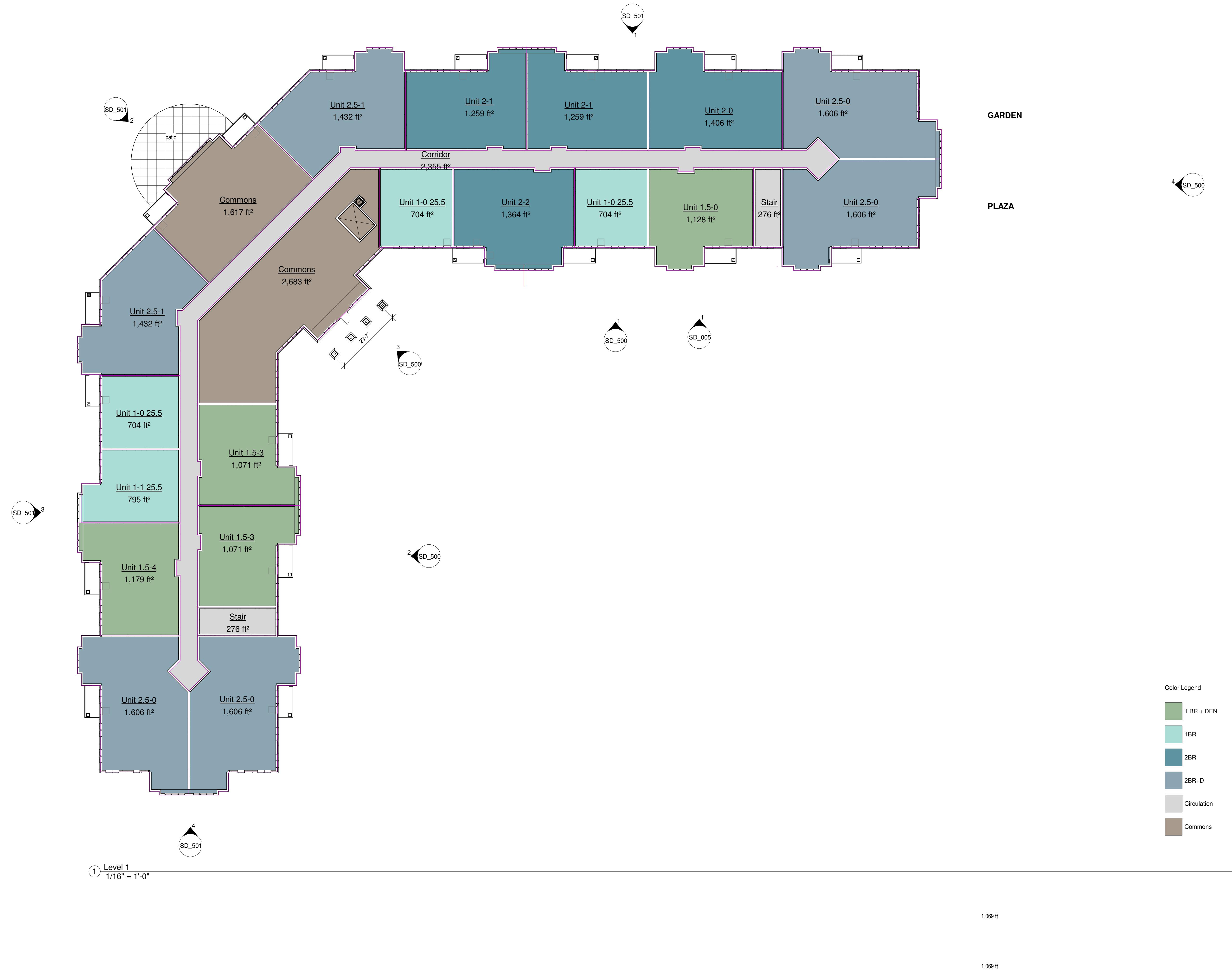
② Southeast Elevation
1/8" = 1'-0"



① Southeast End Bay Elevation
1/8" = 1'-0"

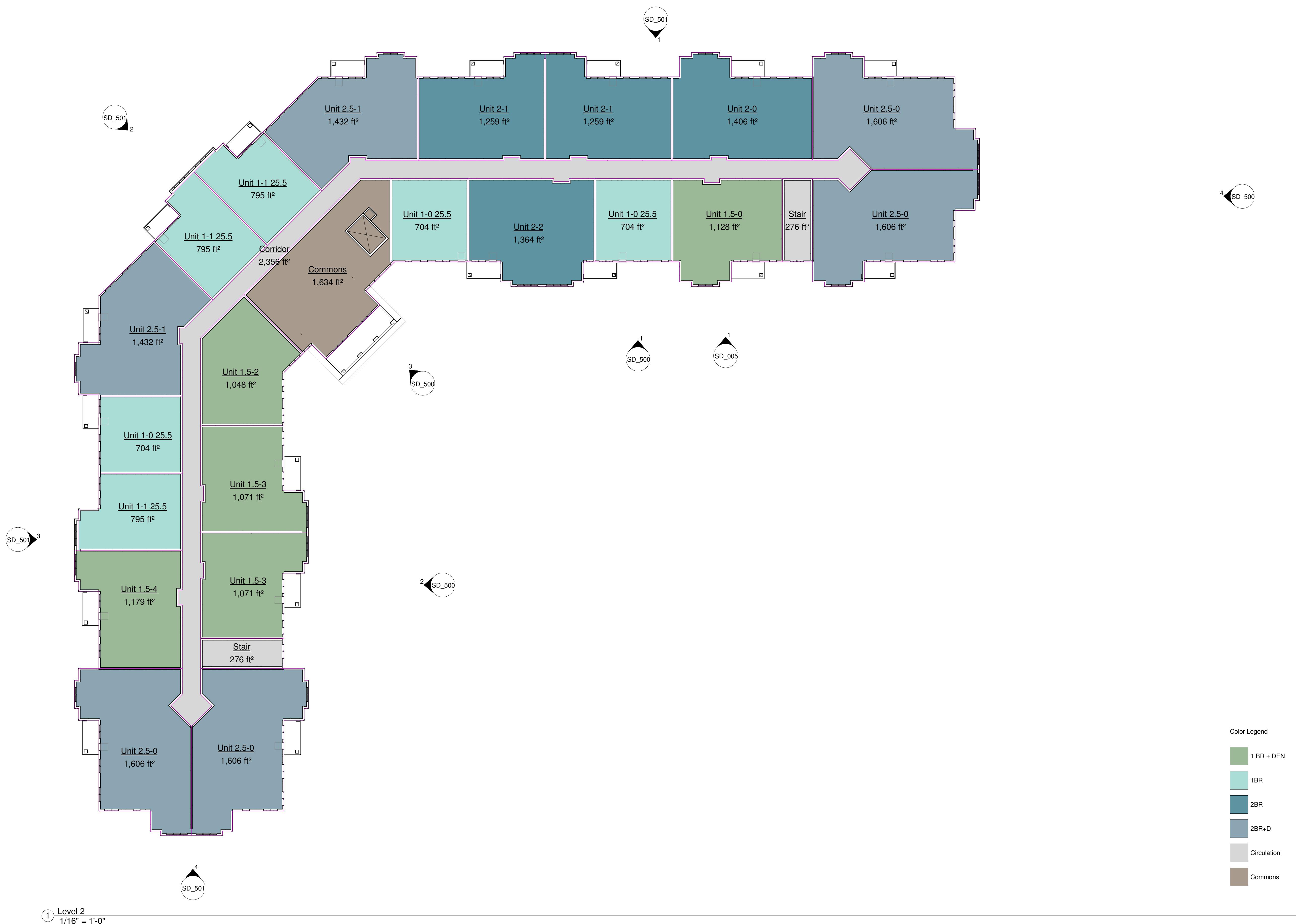
EXTERIOR MATERIALS KEY	
① CMU	Brick
② Brick Soldier Course	Stone Sill
③ Aluminum Deck Rail	CFB Lap Siding, Color 1
④ CFB Panel Siding, Color 2	CFB Panel, Color 3
⑤ CFB Trim, Color 5	Prefinished PTAC Grille, Color TBD
⑥ CFB Trim, Color 3	Prefinished Metal Magic Pak Grille, Color TBD



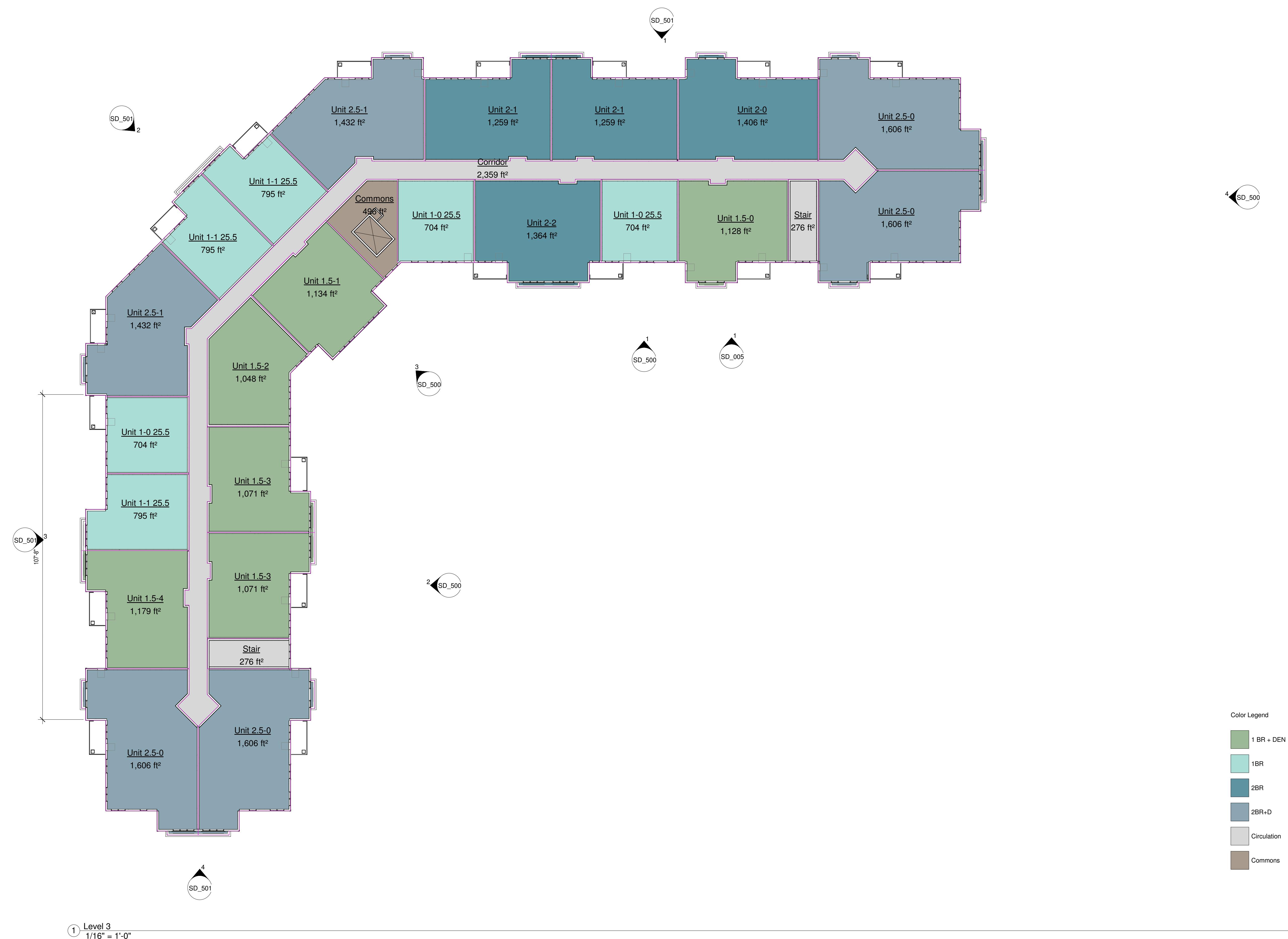


Independent Senior First Floor Plan

The Village, LLC



Independent Senior Second Floor Plan
The Village, LLC



Independent Senior Third Floor Plan

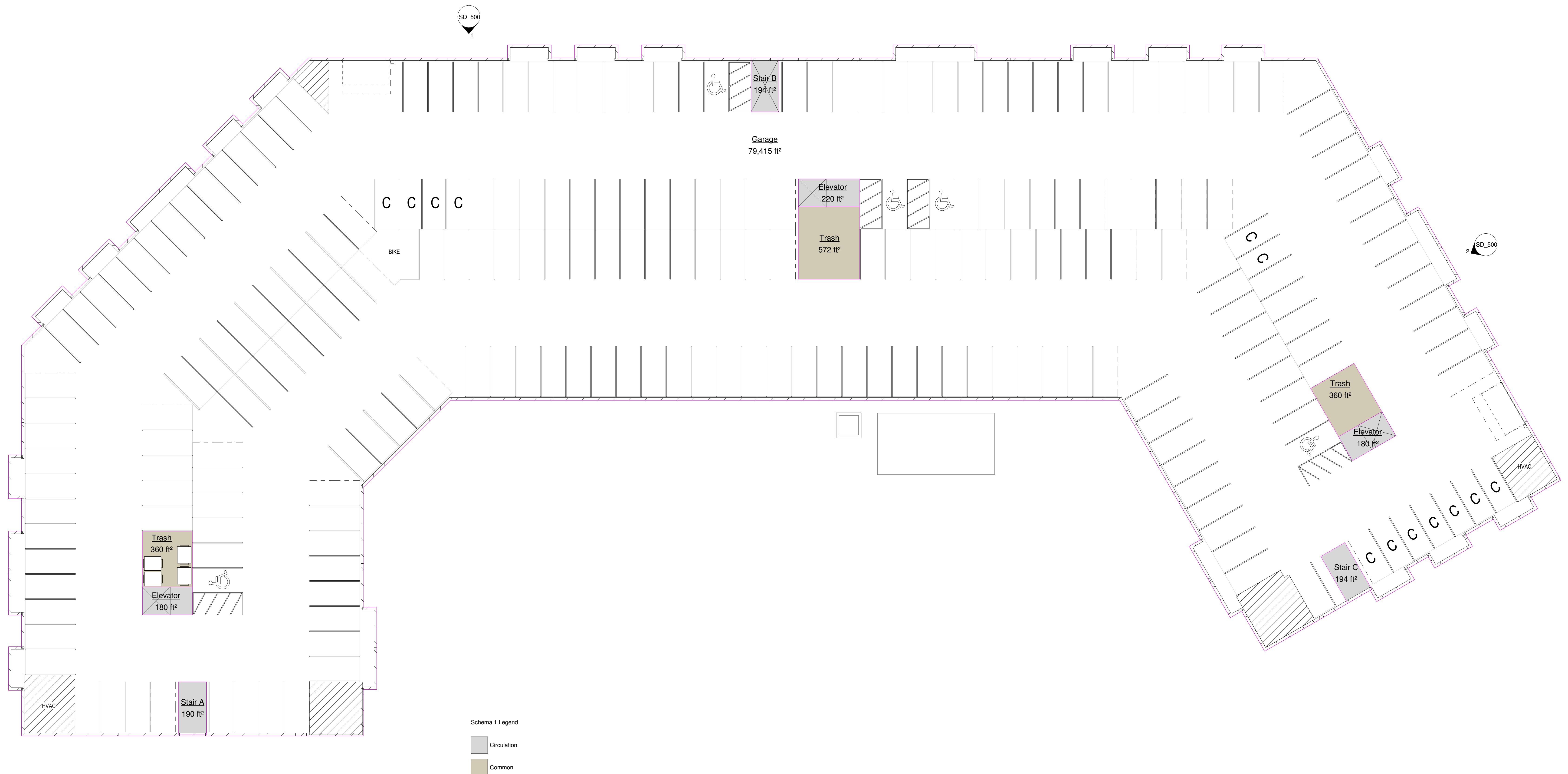
The Village, LLC



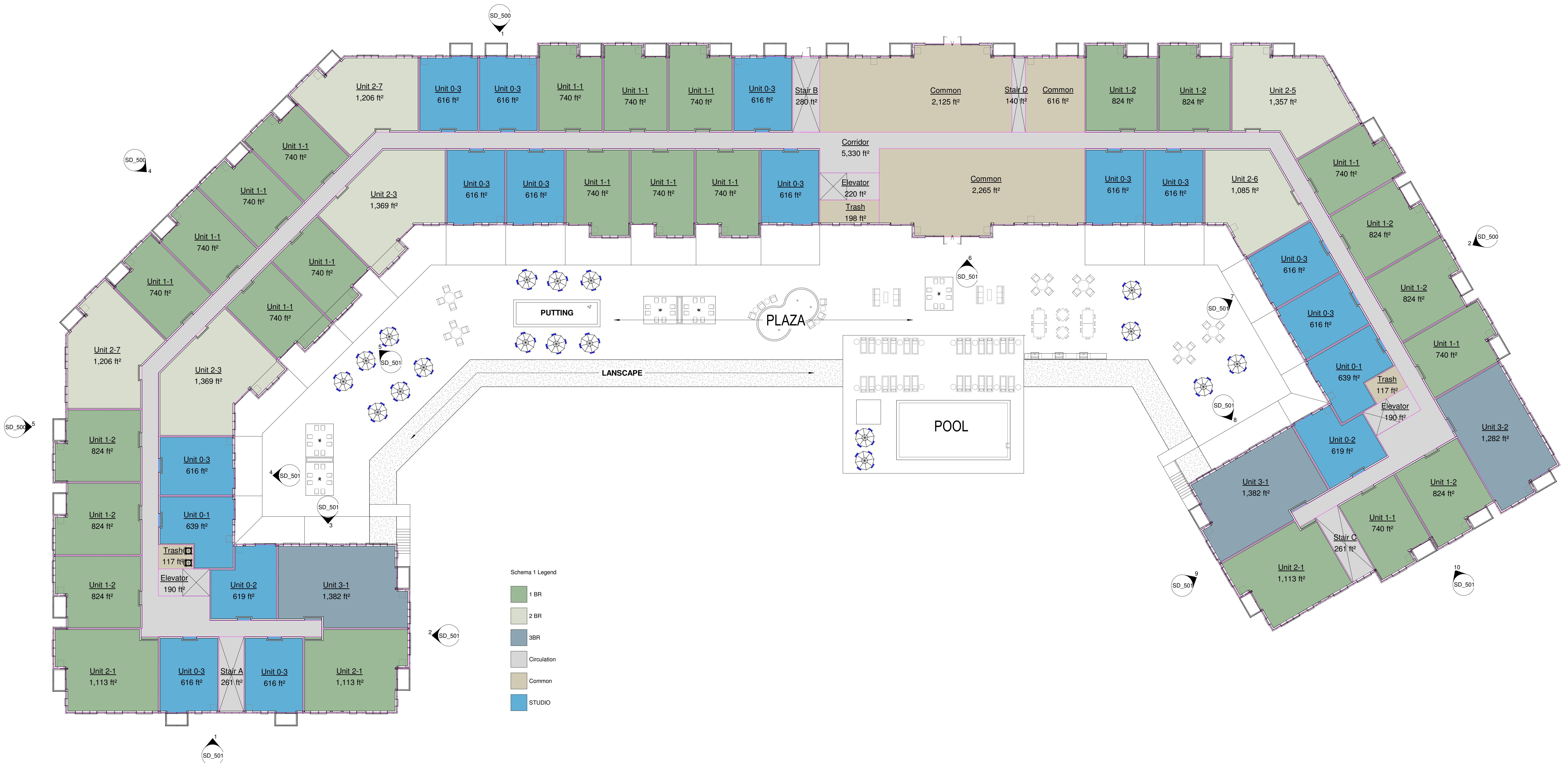
Independent Senior Exterior Elevations
The Village, LLC



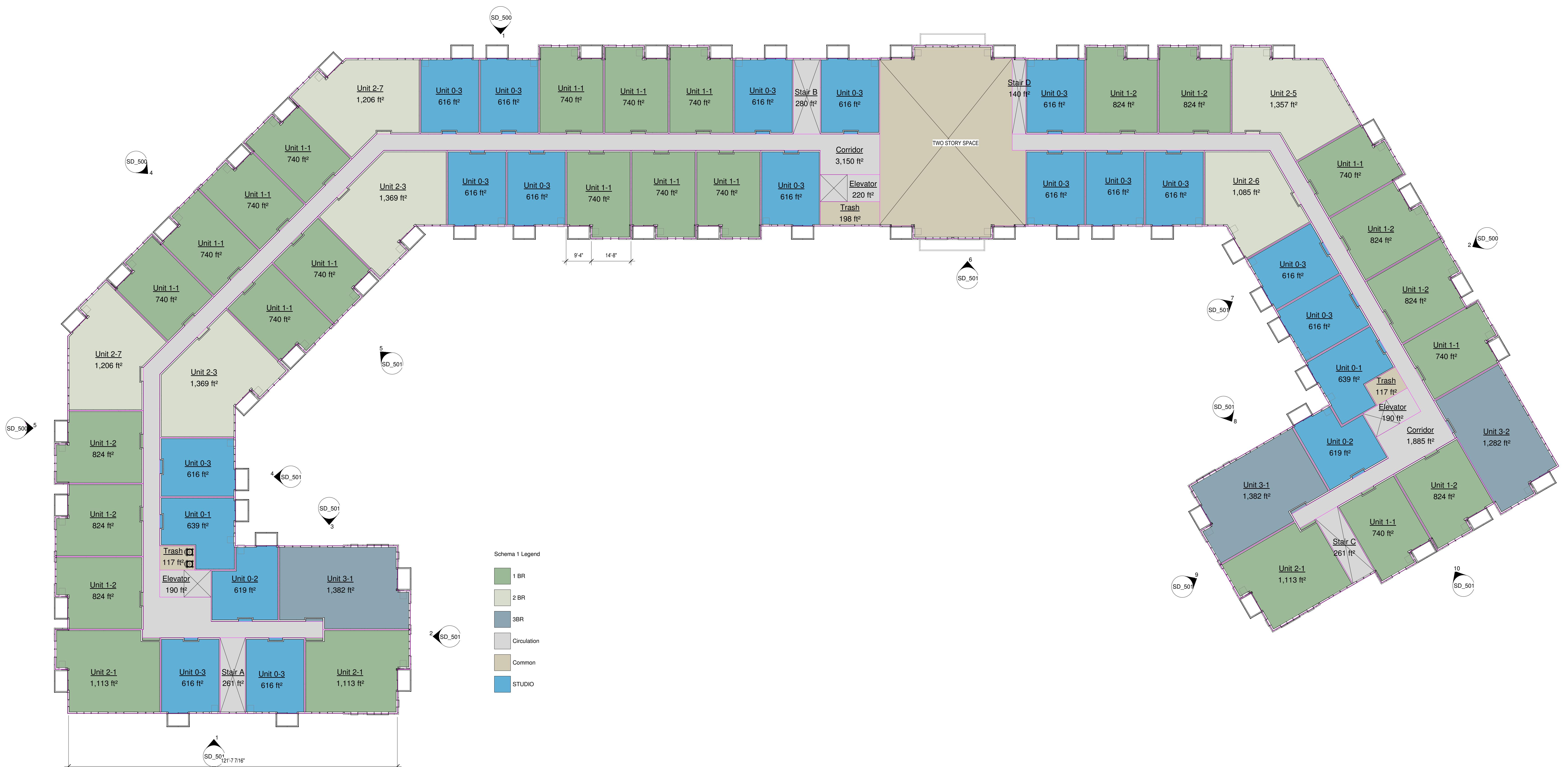
Independent Senior Exterior Elevations
The Village, LLC



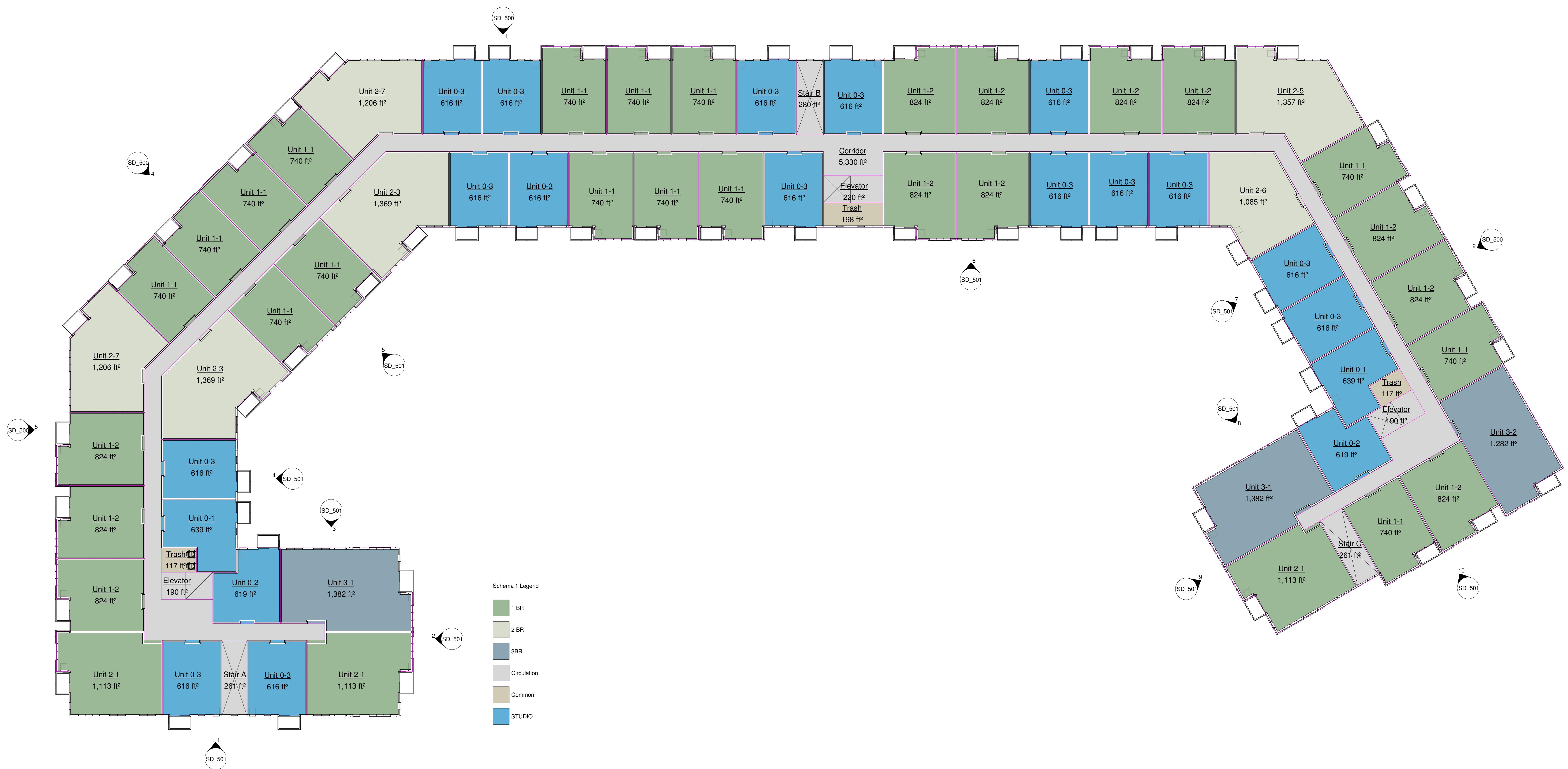
1 Level -1
1/16" = 1'-0"



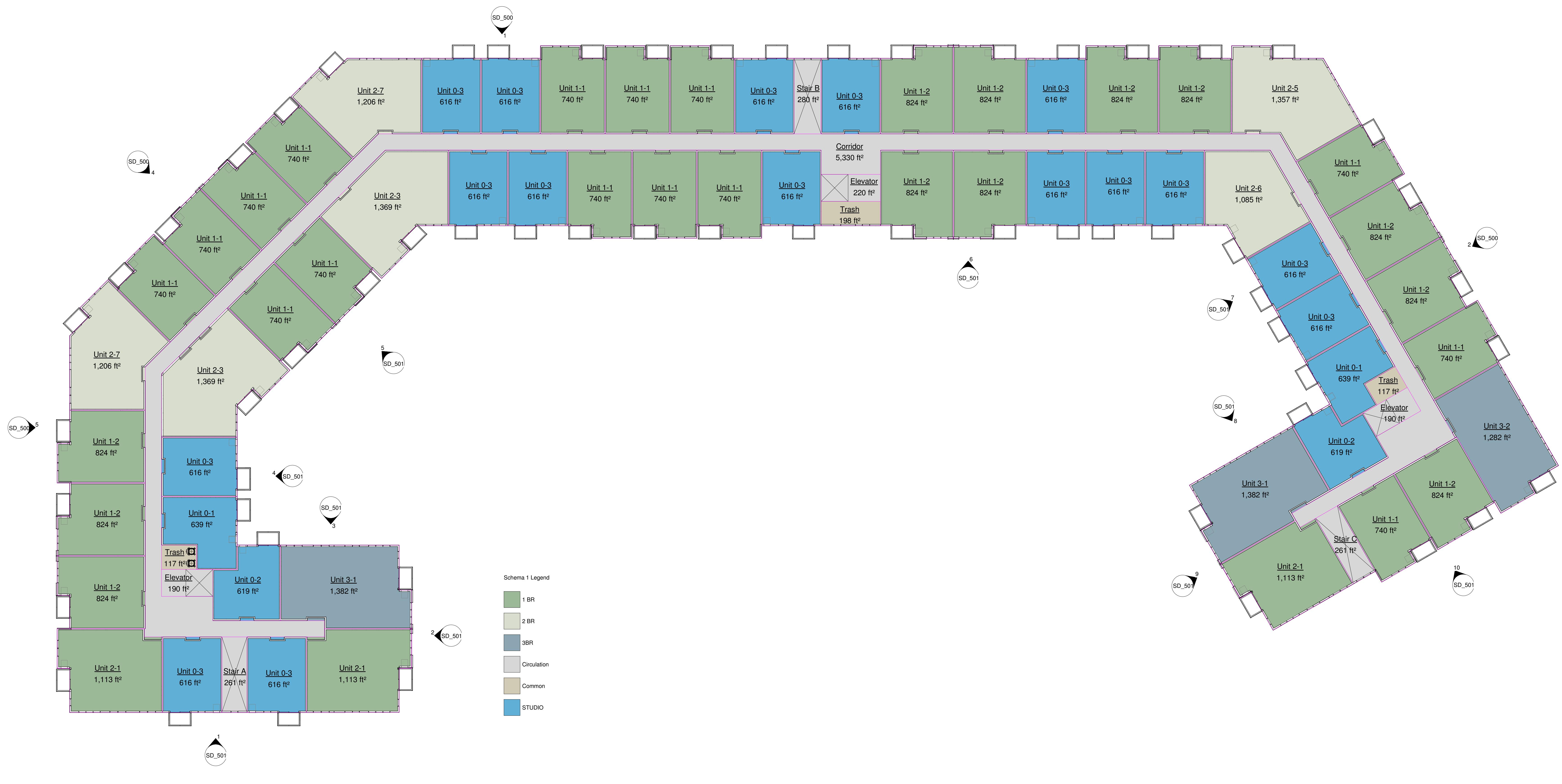
1 Level 1
1/16" = 1'-0"



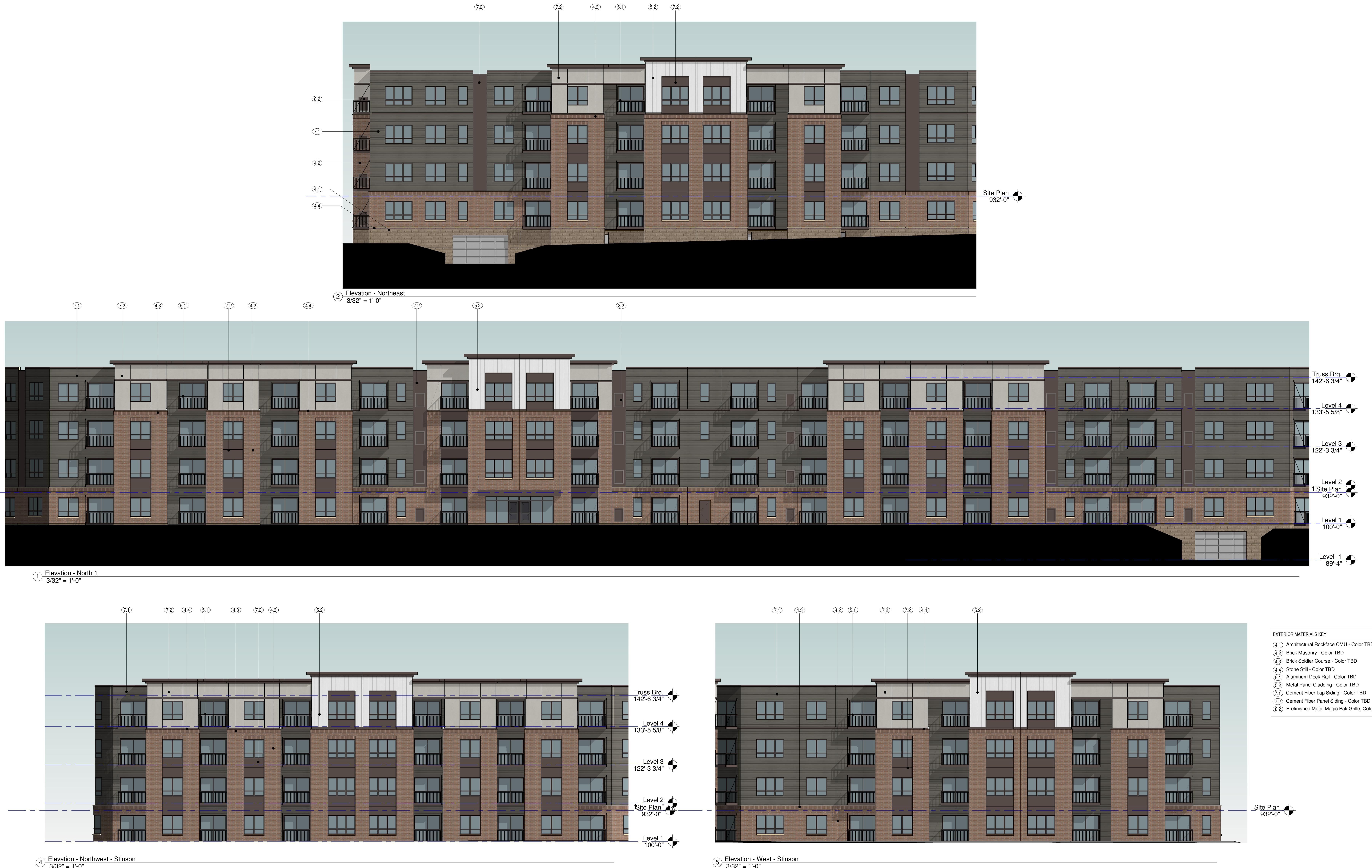
1 Level 2
1/16" = 1'-0"



Market Rate Third Floor Plan
The Village, LLC



1 Level 4
1/16" = 1'-0"





EXTERIOR MATERIALS KEY	
4.1	Architectural Rockface CMU - Color TBD
4.2	Brick Masonry - Color TBD
4.3	Brick Soldier Course - Color TBD
4.4	Stone Still - Color TBD
5.1	Aluminum Deck Rail - Color TBD
5.2	Metal Panel Cladding - Color TBD
7.1	Cement Fiber Lap Siding - Color TBD
7.2	Cement Fiber Panel Siding - Color TBD
8.2	Prefinished Metal Magic Pak Grille, Color TBD

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February 13, 2018

Ms. Traci Tomas
Continental Property Group

Re: The Village LLC Development
St. Anthony Village, MN
Preliminary PUD Plan Review
WSB Project No. 02170-300

Dear Ms. Tomas:

We have reviewed the development plan submittal received on January 29, 2018, for the above referenced project. Plans have been prepared by Wenck Associates, dated January 26, 2017 and include the storm water management plan, preliminary plat, site plan, grading plan, sanitary sewer, water, and storm utility plans.

We have the following comments and recommendations for this preliminary PUD Plan review.

General

1. Prior to the start of any construction, permits will need to be obtained and submitted to the city from the following agencies:
 - a. MPCA Construction General Permit
 - b. MPCA Sanitary Sewer Extension Permit
 - c. MnDOH Watermain Extension Permit
2. Prior to the start of any construction, project approval will need to be obtained and submitted to the city from the following agencies:
 - a. Hennepin County (access and traffic control associated with Kenzie Terrace/ CR 153)
 - b. Minneapolis Park Board (access and traffic control associated with Stinson Parkway)
3. An operations and maintenance component will be required to ensure that the stormwater treatment facilities will be maintained long term. The declarations must at a minimum include the following:
 - a. Annual inspection and reporting to the city
 - b. Maintenance of all erosion control measures including, but not limited to: rip rap, storm sewer outlets, catch basin inlets, etc. (annual documentation required)
 - c. Verification of system drawdowns with 48 hours (annual documentation required)
 - d. Removal of sediment, trash and debris (annual documentation required)

Cover Sheet and Project Notes

1. Reference the most recent edition (2018) of the City of St. Anthony's General Specifications and Standard Detail Plates for Street and Utility Construction as a governing specification.

Preliminary Plat

1. Remove the erroneous line within the 15' drainage and utility easement along Kenzie Terrace.

Building a legacy – *your* legacy.

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Mr. Ward
 January 15, 2018
 Page 2

2. Simplify the drainage and utility easements around the ponds and along the west side of the development by squaring them off and combining them with nearby and adjacent drainage and utility easements.
3. Provide an easement for the shared hydrant service lead crossing over between both lots 1 and 2 of block 1.

Existing Conditions, Erosion, and Sediment Control

1. Submit erosion control plans with final plat/construction plan submittal.

Site Plan

1. Provide 6' wide concrete walks per City standards where 5' concrete walks are currently shown.
2. Show necessary removals for the installation of the proposed utilities along Kenzie Terrace/ CR 153.

Grading Plan

1. Structural calculations for the proposed retaining walls greater than 4.0' in height need to be submitted for review prior to construction of the walls. The submittal will need to include:
 - a. Certification of a qualified MN licensed professional
 - b. Soil boring logs and geotechnical recommendation for support
 - c. Identify the type of material for the wall and design details
 - d. Provide details of the wall construction
 - e. Provide a safety railing or fence above the wall
2. Driveway ramps into the buildings should not exceed 10%.
3. The outdoor patios and plazas with the buildings do not appear to have any slope. How will surface drainage be accomplished?
4. The NWL of the southwestern stormwater pond is the same elevation as the Multi-residential 1 garage floor (912.0).
5. The HWL of both ponds exceed the garage levels of the connected buildings.
6. Demonstrate how the proposed improvements accommodate for the current ground water elevations.
7. There are areas where the slopes shown do not meet the minimum required 2% or exceed the maximum allowed 3:1.
8. The driveway elevations at the top of the ramps need to be raised to achieve a minimum 1' freeboard above the adjacent road's EOF.

Sanitary Sewer and Watermain

1. There appears to be a conflict between the storm sewer and sanitary sewer service to the assisted senior living facility.

Mr. Ward
 January 15, 2018
 Page 3

2. Provide 4" thickness of insulation at watermain and storm sewer crossings where storm sewer and drainage structures provide less than 3.5 feet of cover (not 2.0') over the watermain.
3. Verify an 8" watermain as proposed will provide adequate fire flow and pressure to serve the number of units and building elevations being proposed.
4. Water and sanitary sewer connections to buildings must conform to the plumbing code as interpreted by the local building officials.
5. The applicant shall include a drain tile system behind the curbs to convey sump pump discharge from the units as detailed in the City Standard Specifications.
6. The proposed 24" pipe between Ex. Structure 16 and MH 1 appears to be oversized assuming it is proposed to take the existing 9" line from the west and the proposed 10" line from the development.
7. Due to the depth, this pipe should be shown as SDR 26 with the construction plans and the adjacent storm sewer should be shown as being impacted with construction.
8. Provide for granular bedding for installed utility pipe in unsuitable materials per the applicable City standard detail plate.
9. Show and call out the size and material of the existing waterlines where the development is connecting on the west and south.
10. The Independent Senior Living facility is shown with an 8" DIP service while the other facilities were shown with 6" DIP services. Was this done by design?
11. Provide 45-degree bends in lieu of 90-degree bends near the western connection with the existing watermain.
12. Place a hydrant at the original proposed location along Kenzie Terrace near the connection to the existing watermain on the south side of the development. The main can be capped/plugged at that point.

Detail Sheet

1. Include all applicable standard detail plates from the most recent edition (2018) of the City of St. Anthony's General Specifications and Standard Detail Plates for Street and Utility Construction for project construction.

Thank you for the opportunity to provide comments on this project. If you have any questions, please do not hesitate to contact me at 763-287-7182.

Sincerely,
WSB & Associates, Inc.



Todd Hubmer, PE
 City Engineer

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Memorandum

To: *Breanne Rothstein*

From: *Joey Abramson*

Cc: *Todd Hubmer*

Date: *February 16, 2018*

Re: *The Village LLC Development Stormwater Management Review*

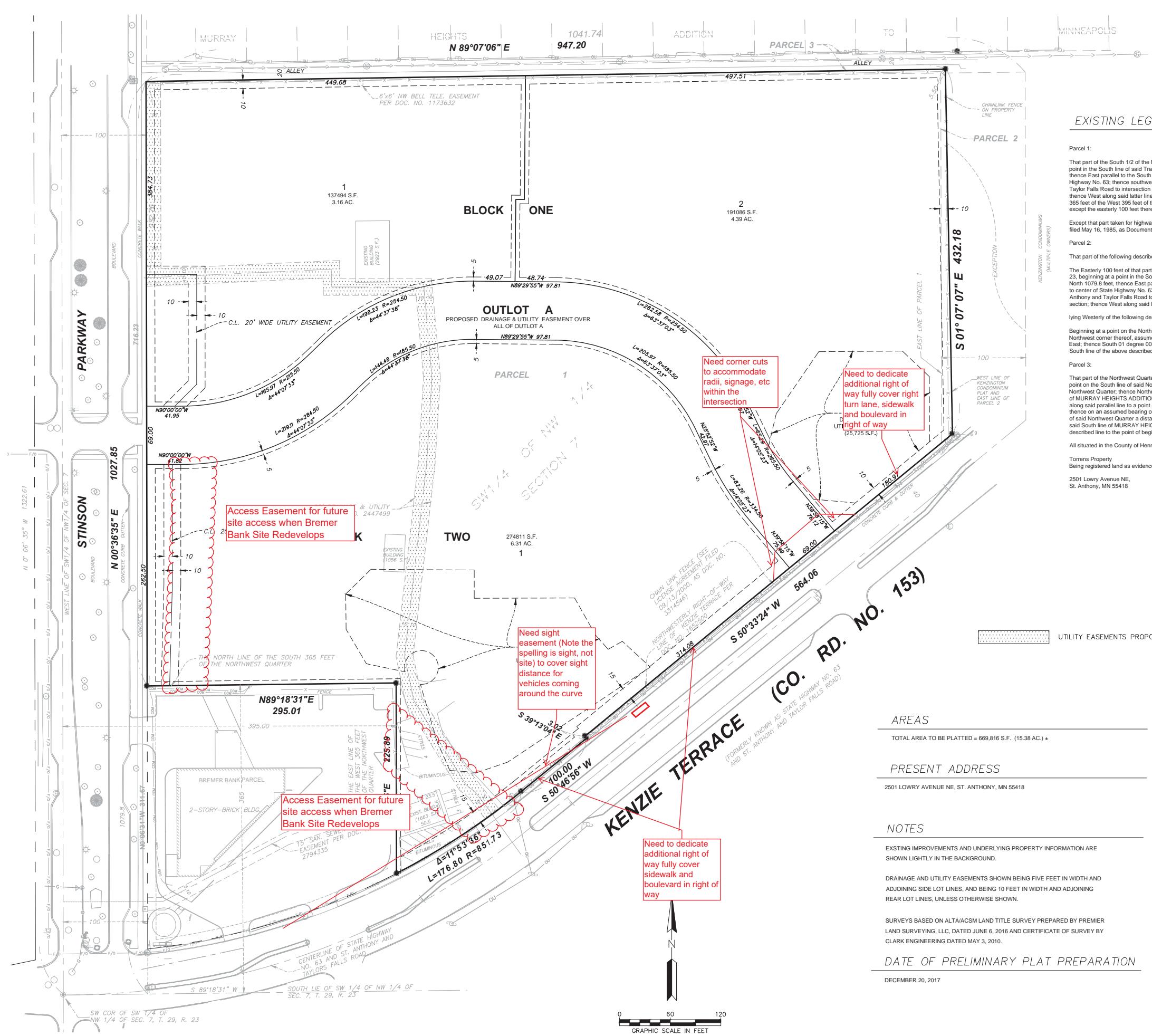
WSB has reviewed the stormwater management memorandum produced by Wenck for the above project dated January 26, 2018.

The review has found that the project complies with applicable freeboard and rate control stormwater management regulations. The applicant needs to provide updated information related to water quality treatment. See comments below.

Comments on the stormwater management plan include the following:

- Ponds should be labeled on the plans to correspond to the IDs in the report and models: North Pond should include "1P" and South Pond should include "2P"
- The EOF for Pond 2P (south) is noted to be "18.90" on the plans, but is noted as 919.0 in the stormwater management report.
- The report notes that the proposed development will achieve 65% TP loading reduction (page 1) but the table indicates that 72% removals will be achieved. Revise for consistency.
- It should be considered that unless the BayFilter is capable of removing dissolved phosphorus from stormwater, its efficacy will likely be reduced from 50% removal if it is downstream of the sedimentation ponds. This is because those ponds already remove a large portion of the particulate phosphorus. Applicant must provide clarification on the BayFilter removal abilities or provide updated calculations for removals.

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THE VILLAGE LLC DEVELOPMENT

LEGEND

Unknown Manhole
Water Utility Manhole
Hand Hole
Electric Manhole
Sanitary Sewer Manhole
Storm Sewer Manhole
Catch Basin Manhole
Catch Basin
Gas Valve
Water Valve
Fire Conn./Standpipe
Fire Hydrant
Cleanout
Utility Pedestal
Electric Meter
Gas Meter
Utility Pole
Guy Wire
Signal Pole
Sign
Light Pole
Top Nut Hydrant
Set 1/2 Inch by 14 Inch Iron Pipe with Plastic Cap Inscribed with License No. 46566
Found Iron Pipe
Found/Set P.K. Nail
Boundary Line
Lot Line
Building Line
Curb Line
Fence Line
Overhead Utility Line
Underground Electric Line
Underground Telephone Line
Underground Cable/TV Line
Underground Fiber Optic Line
Underground Gas Line
Sanitary Sewer Line
Storm Sewer Line
Water Utility Line

EXISTING LEGAL DESCRIPTION

Parcel 1:

That part of the South 1/2 of the Northwest Quarter of Section 7, Township 29, Range 23, beginning at a point on the South line of said Tract 100 feet East of the Southwest corner thereof; thence North 1079.8 feet, thence East parallel to the South line of said Quarter Section 1041.74 feet; thence South to center of State Highway No. 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said Quarter Section; thence West along said later line to the point of beginning, except that part thereof embraced in the South 365 feet of the West 395 feet of the Southwest Quarter of the Northwest Quarter of said Section 7 and except the easterly 100 feet thereof.

Except that part taken for highway purposes by the County of Hennepin as evidenced by Final Certificate, filed May 16, 1985, as Document No. 1652500.

Parcel 2:

That part of the following described property:

The Easterly 100 feet of that part of the South half of the Northwest Quarter, Section 7, Township 29, Range 23, beginning at a point on the South line of said Tract 100 feet East of the Southwest corner thereof, thence North 1079.8 feet, thence East parallel to the South line of said Quarter Section 1041.74 feet; thence South to center of State Highway No. 63; thence Southwesterly along said center line of State Highway 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said Quarter Section; thence West along said later line to the point of beginning.

lying Westerly of the following described line and its Southerly extension.

Beginning at a point on the North line of the above described Tract, distant 5.50 feet easterly of the Northwest corner thereof, assumed bearing of said North line is North 89 degrees 24 minutes 53 seconds East; thence North 01 degree 00 minutes 45 seconds East a distance of 486.65 feet, more or less, to the South line of the above described tract and there terminating.

Parcel 3:

That part of the Northwest Quarter of Section 7, Township 29, Range 23, described as commencing at a point on the South line of said Northwest Quarter distant 100 feet Easterly from the Southwest corner of said Northwest Quarter; thence Northerly parallel with the West line of said Northwest Quarter to the South line of said Quarter Section; thence West along said parallel line to a point distant 1079.8 feet Northerly from said South line of the Northwest Quarter; thence on an assumed bearing of North 89 degrees 24 minutes 53 seconds East, parallel with the South line of said Northwest Quarter a distance of 947.24 feet; thence North 01 degree 00 minutes 45 seconds East to said South line of MURRAY HEIGHTS ADDITION TO MINNEAPOLIS; thence Westerly along the last described line to the point of beginning.

All situated in the County of Hennepin and State of Minnesota.

Torrens Property

Being registered land as evidenced by Certificate of Title No. 1066595.

2501 Lowry Avenue NE,
St. Anthony, MN 55418

AREAS

TOTAL AREA TO BE PLATTED = 669.816 S.F. (15.38 A.C.) ±

PRESENT ADDRESS

2501 LOWRY AVENUE NE, ST. ANTHONY, MN 55418

NOTES

EXISTING IMPROVEMENTS AND UNDERLYING PROPERTY INFORMATION ARE SHOWN LIGHTLY IN THE BACKGROUND.

DRAINAGE AND UTILITY EASEMENTS SHOWN BEING FIVE FEET IN WIDTH AND ADJOINING SIDE LOT LINES, AND BEING 10 FEET IN WIDTH AND ADJOINING REAR LOT LINES, UNLESS OTHERWISE SHOWN.

SURVEYS BASED ON ALTA/ACSM LAND TITLE SURVEY PREPARED BY PREMIER LAND SURVEYING, LLC, DATED JUNE 6, 2016 AND CERTIFICATE OF SURVEY BY CLARK ENGINEERING DATED MAY 3, 2010.

DATE OF PRELIMINARY PLAT PREPARATION

DECEMBER 20, 2017

OWNER/DEVELOPER

THE VILLAGE LLC
1907 WAYZATA BLVD. E. #250
WAYZATA, MN 55391

ENGINEER

WENCK ASSOCIATES INC.
1800 PIONEER CREEK CENTER
MAPLE PLAIN MN, 55359

SURVEYOR

WENCK ASSOCIATES INC.
1800 PIONEER CREEK CENTER
MAPLE PLAIN MN, 55359

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

C-101

Sheet Title:
PRELIMINARY PLAT

I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECTION, SUPERVISION AND CONTROL, AND IS A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

License #:

Date:

Project #:

Drawn By:

RAG

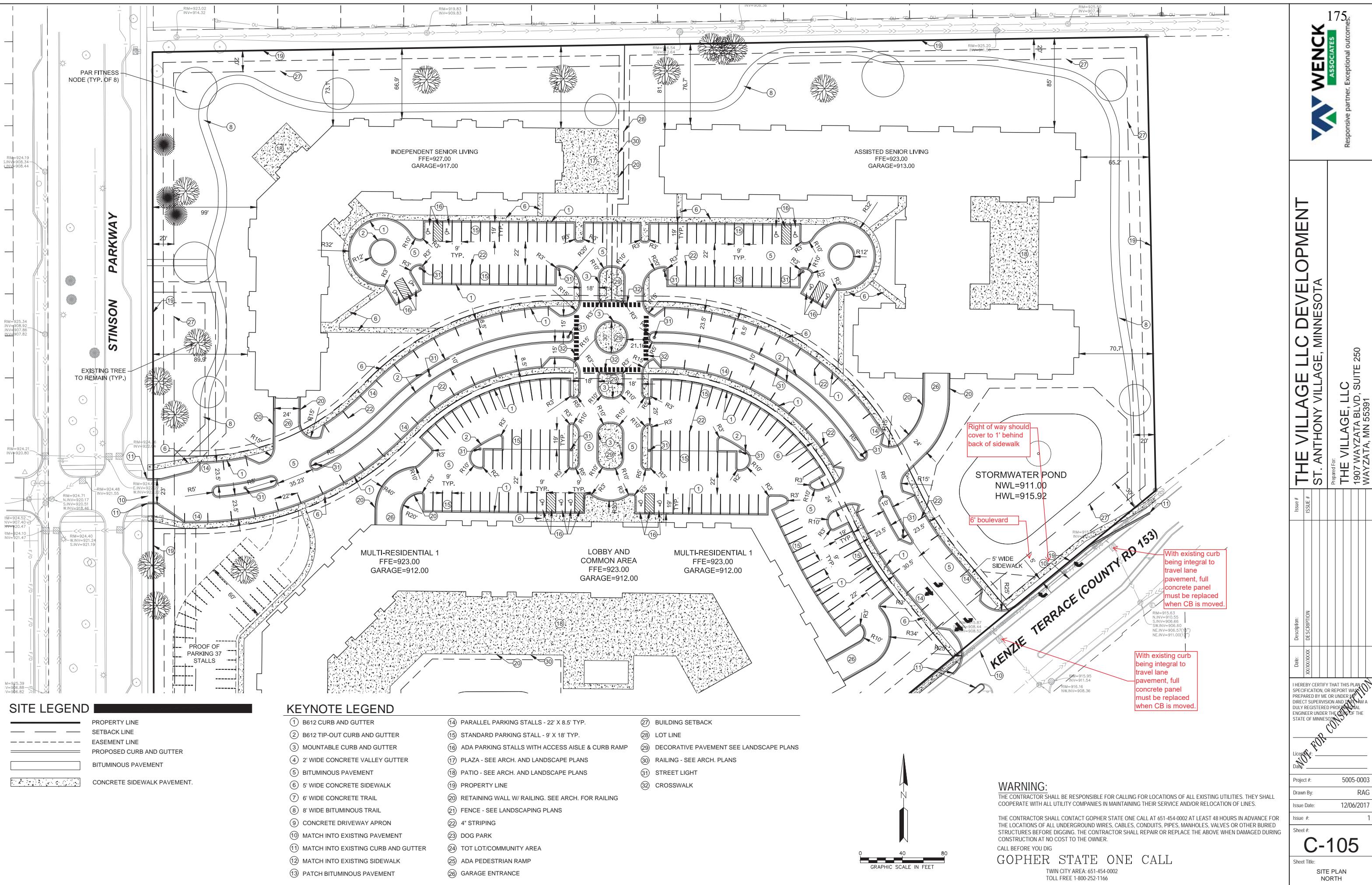
Issue Date:

12/06/2017

Issue #:

1

Sheet #:



WARNING:

WARNING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

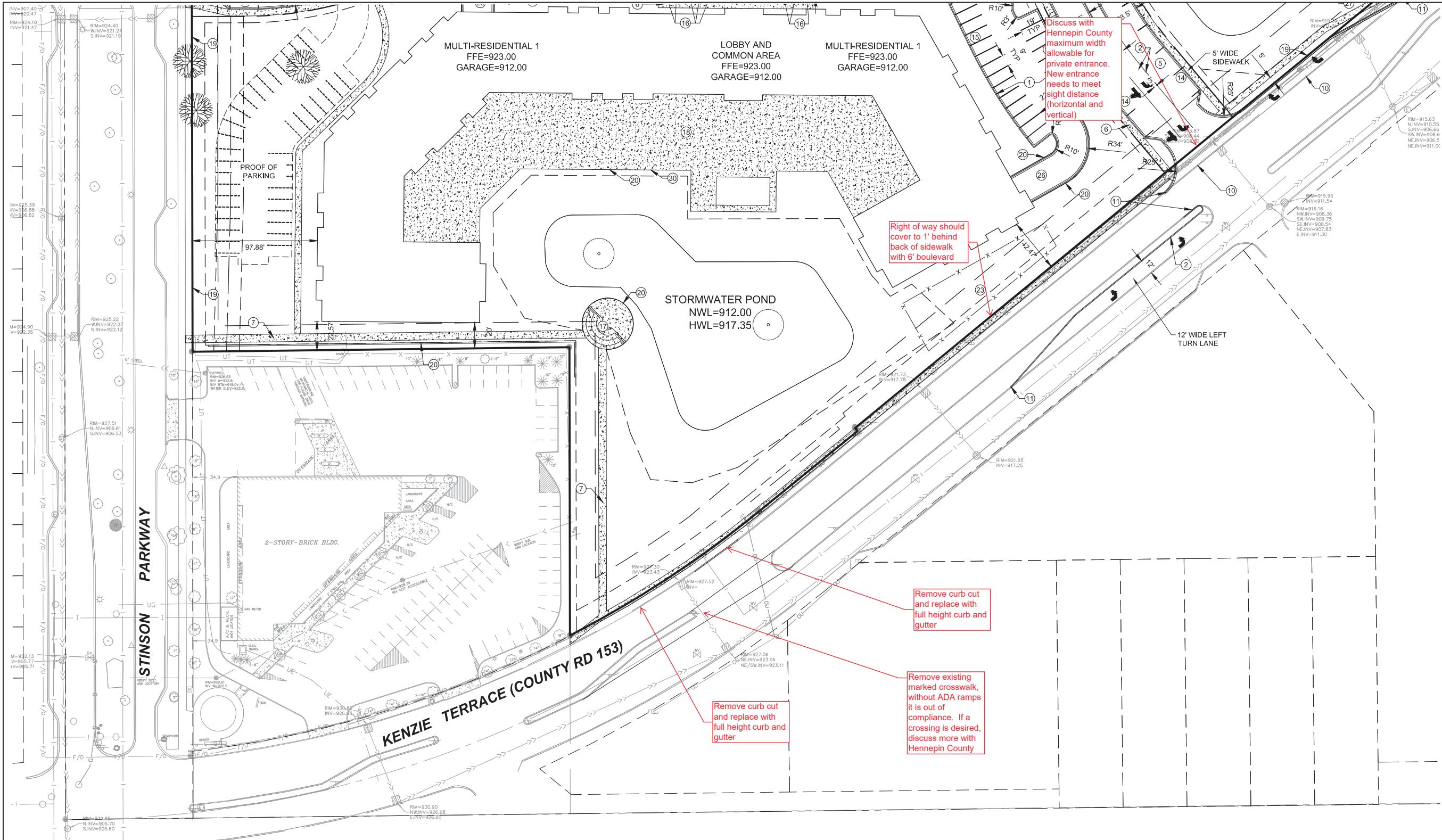
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

ALL BEFORE YOU DIG

ALL BEFORE YOU DIG
GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

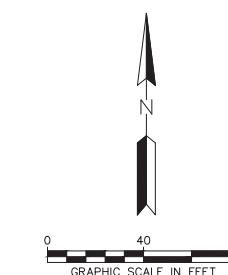
TOLL FREE 1-800-252-1166

**SITE LEGEND**

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED CURB AND GUTTER
- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK PAVEMENT

KEYNOTE LEGEND

- ① B612 CURB AND GUTTER
- ② B612 TIP-OUT CURB AND GUTTER
- ③ MOUNTABLE CURB AND GUTTER
- ④ 2' WIDE CONCRETE VALLEY GUTTER
- ⑤ BITUMINOUS PAVEMENT
- ⑥ 5' WIDE CONCRETE SIDEWALK
- ⑦ 6' WIDE CONCRETE TRAIL
- ⑧ 8' WIDE BITUMINOUS TRAIL
- ⑨ CONCRETE DRIVEWAY APRON
- ⑩ MATCH INTO EXISTING PAVEMENT
- ⑪ MATCH INTO EXISTING CURB AND GUTTER
- ⑫ MATCH INTO EXISTING SIDEWALK
- ⑬ PATCH BITUMINOUS PAVEMENT
- ⑭ PARALLEL PARKING STALLS - 22' X 8.5' TYP.
- ⑮ STANDARD PARKING STALL - 9' X 18' TYP.
- ⑯ ADA PARKING STALLS WITH ACCESS AISLE & CURB RAMP
- ⑰ PLAZA - SEE ARCH. AND LANDSCAPE PLANS
- ⑱ PATIO - SEE ARCH. AND LANDSCAPE PLANS
- ⑲ PROPERTY LINE
- ⑳ RETAINING WALL W/ RAILING. SEE ARCH. FOR RAILING
- ㉑ FENCE - SEE LANDSCAPING PLANS
- ㉒ 4" STRIPING
- ㉓ DOG PARK
- ㉔ TOT LOT/COMMUNITY AREA
- ㉕ ADA PEDESTRIAN RAMP
- ㉖ GARAGE ENTRANCE
- ㉗ BUILDING SETBACK
- ㉘ LOT LINE
- ㉙ DECORATIVE PAVEMENT SEE LANDSCAPE PLANS
- ㉚ RAILING - SEE ARCH. PLANS
- ㉛ STREET LIGHT
- ㉜ CROSSWALK

**WARNING:**

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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

THE VILLAGE LLC DEVELOPMENT

ST. ANTHONY VILLAGE, MINNESOTA
1907 WAYZATA BLVD, SUITE 250

Prepared for:
THE VILLAGE, LLC
1907 WAYZATA BLVD, MN 55391

Date:	Description:	Issue #	Issue #
XXXX/XX/XX			

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECTION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

License # _____
Date _____

Project #: 5005-0003

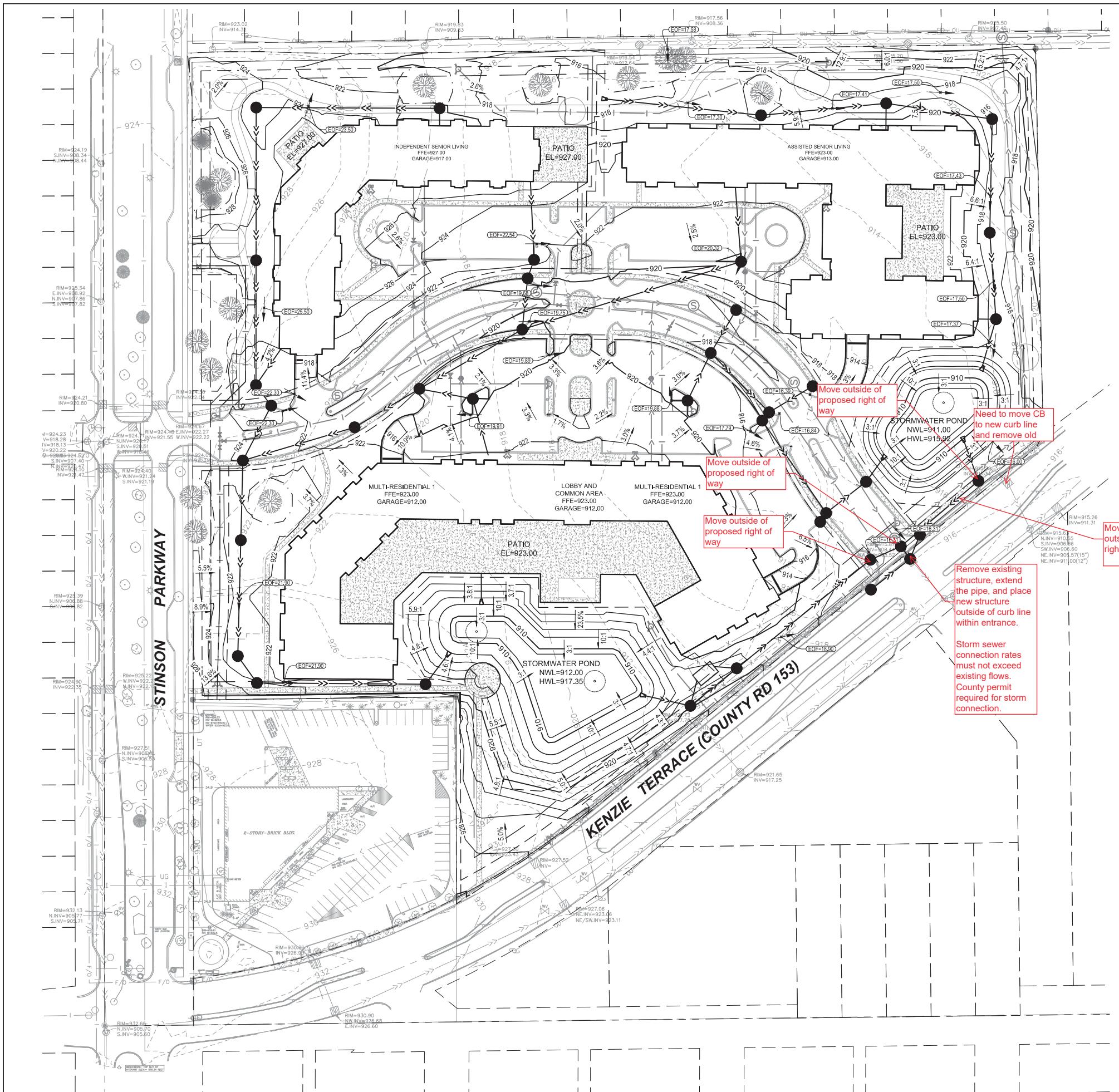
Drawn By: RAG

Issue Date: 12/06/2017

Issue #: 1

Sheet #: C-106

Sheet Title: SITE PLAN SOUTH



GRADING LEGEND

CONSTRUCTION LIMITS
PROPERTY LINE
SETBACK LINE
EASEMENT LINE
9XX
EXISTING CONTOUR
9XX
PROPOSED CONTOUR
PROPOSED STORM SEWER
PROPOSED CATCH BASIN
PROPOSED MANHOLE
PROPOSED SPOT ELEVATION (ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED)
FINISHED GRADE SPOT ELEVATION
MATCH EXISTING SPOT ELEVATION
TOP OF CURB SPOT ELEVATION
HIGH POINT SPOT ELEVATION
EMERGENCY OVERFLOW SPOT ELEVATION
TOP OF WALL SPOT ELEVATION
BOTTOM / TOE OF WALL SPOT ELEVATION
PROPOSED RIDGE / VALLEY / BREAKLINE
EOF FLOW ARROW
PROPOSED SLOPE ARROW
1.00%
EXISTING STORM STRUCTURE
EXISTING STORM SEWER

NOTE: SEE C-501 STORM SEWER PLAN FOR STORM SEWER DESIGN DETAILS

THE VILLAGE LLC DEVELOPMENT
ST. ANTHONY VILLAGE, MINNESOTA

Prepared For:
THE VILLAGE, LLC
1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

Date: <input type="text" value="XXXX/XX/XX"/>	Description: <input type="text"/>	Issue # <input type="text"/>
I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECTION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		
License # <input type="text"/> Date <input type="text"/>		
Project #: 5005-0003 Drawn By: RAG Issue Date: 12/06/2017 Issue #: 1 Sheet #: 1 Sheet Title: C-301 Graphic Scale in Feet: 0 60 120		

WARNING:

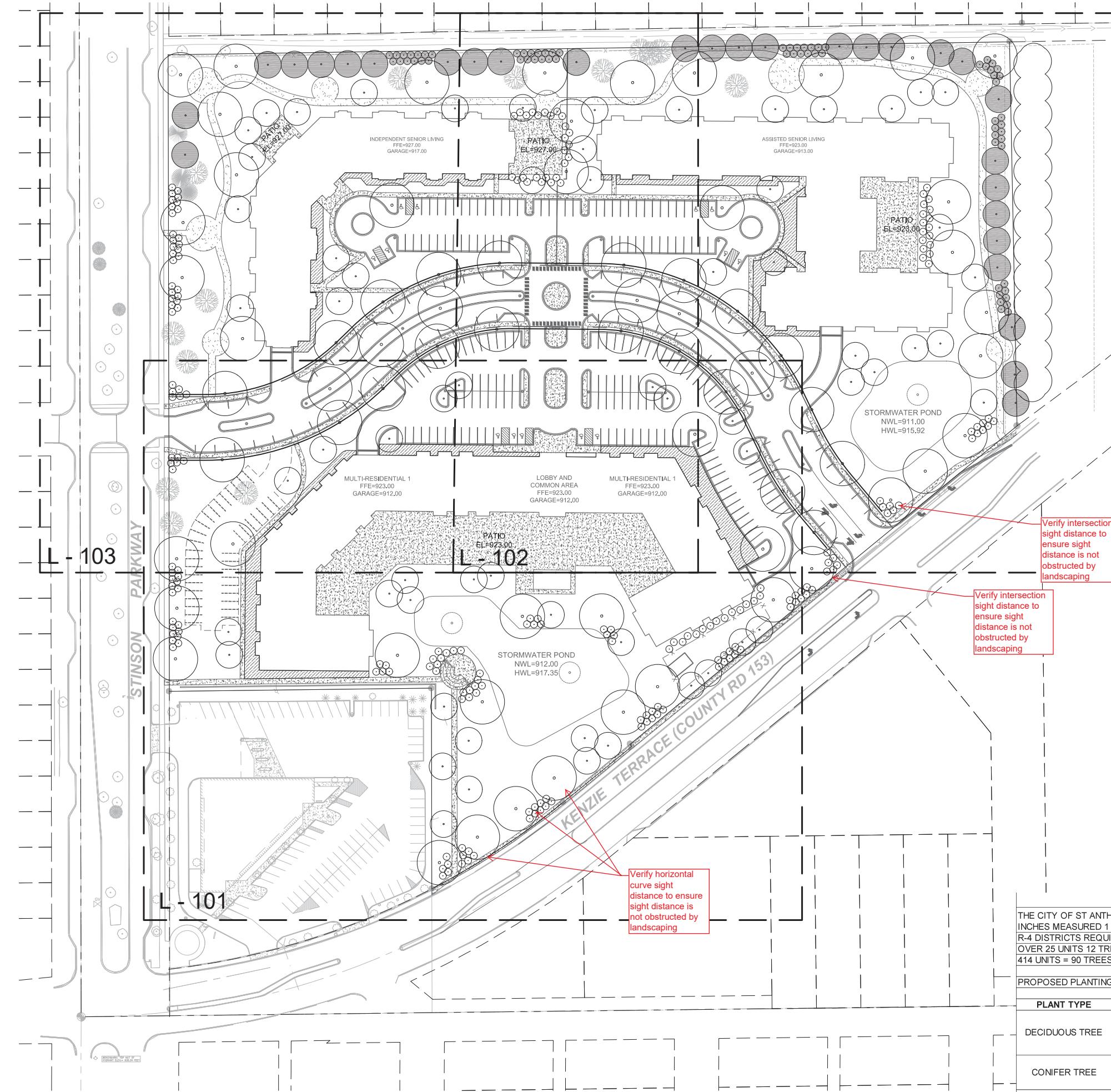
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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166



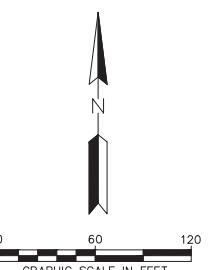
PLANTING LEGEND

- OVERSTORY TREE
- ORNAMENTAL TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- DECIDUOUS SHRUB
- EXISTING TREE

THE VILLAGE LLC DEVELOPMENT
 ST. ANTHONY VILLAGE, MINNESOTA

 Prepared For:
THE VILLAGE, LLC
 1907 WAYZATA BLVD, SUITE 250
 WAYZATA, MN 55391

Reviewed For:


 I HEREBY CERTIFY THAT THIS PLAN
 SPECIFICATION, OR REPORT WAS
 PREPARED BY ME OR UNDER
 MY DIRECTION AND THAT I AM A
 DULY REGISTERED PROFESSIONAL
 ENGINEER UNDER THE LAWS OF THE
 STATE OF MINNESOTA.

 License #:
 Date:

 Project #:
 5005-0003

 Drawn By:
 RAG

 Issue Date:
 12/06/2017

 Issue #:
 1

 Sheet #:
L-100

 Sheet Title:
 PLANTING PLAN -
 OVERALL CONCEPT

PLANTING SCHEDULE

THE CITY OF ST ANTHONY REQUIRES NO LESS THAN THE FOLLOWING NUMBER OF TREES HAVING A DIAMETER OF AT LEAST 1-3/4 INCHES MEASURED 1 FOOT ABOVE THE GROUND WILL BE PLANTED IN THE DEVELOPMENT OF ANY SITE WITHIN THE CITY
 R-4 DISTRICTS REQUIRE AT LEAST THE FOLLOWING NUMBER OF TREES PER BUILDING
 OVER 25 UNITS 12 TREES, PLUS 1 TREE FOR EVERY 5 UNITS OVER 25.
 414 UNITS = 90 TREES

PROPOSED PLANTINGS:

PLANT TYPE	SYMBOL	QTY	COMMON NAME	SCIENTIFIC NAME	HEIGHT	WIDTH	SPACING	SIZE
DECIDUOUS TREE	Af	27	AUTUMN BLAZE MAPLE	<i>Acer x freemanii 'Jeffersred'</i>	50'	40'	PER PLAN	2" CAL.
	Co	18	HACKBERRY	<i>Celtis occidentalis</i>	50'	50'	PER PLAN	2" CAL.
	Qb	22	SWAMP WHITE OAK	<i>Quercus bicolor</i>	50'	50'	PER PLAN	2" CAL.
CONIFER TREE	Ac	13	CONCOLOR FIR	<i>Abies concolor</i>	30'	30'	PER PLAN	6'
	Pg	14	BLACK HILLS SPRUCE	<i>Picea glauca densata</i>	40'	30'	PER PLAN	6'
ORNAMENTAL TREE	N/A	69	CRABAPPLE/LILAC					
		163			20'	20'	PER PLAN	2" CAL.
			TOTAL					

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Memorandum

To: ***Honorable Mayor and City Council***
Mark Casey, City Manager
City of Saint Anthony Village

From: ***Charles Rickart, PE, PTOE, Traffic Engineer***
WSB & Associates Inc

Copy To: ***Breanne Rothstein, Planner & Todd Hubmer, City Engineer***
WSB & Associates, Inc.

Date: ***March 13, 2018***

Re: ***Southern Gateway (The Village LLC) Revised Traffic Study***
Supplemental Traffic Information
WSB Project No. 2170-300

A Revised Traffic Study, dated February 19, 2018, was prepared for redevelopment of the existing 15-acre, 200 unit manufactured home/RV park community located in the northeast quadrant of the intersection of Kenzie Terrace (CR 153) and Stinson Parkway in the City of St Anthony. The purpose of the study was to determine the potential transportation impacts from the redevelopment of the site.

The development was originally proposed to include five, 3 to 5 story multi-unit buildings with a mix of apartments, senior living, and continuing care uses consisting of approximately 800 units and; 37, 2- to 3-story townhome units. After input from the public and elected officials, the development team is now proposing a revised, less intense, development plan. The new plan now includes 225 market rate apartments; 61 senior living units; and, 128 assisted living units.

The plan including the Traffic Study was presented to the St Anthony Planning Commission on February 26, 2018. One of the comments received from the public at the meeting was concerning the possible traffic impacts specifically on NE 27th Avenue north of the site adjacent to St. Charles Borromeo School.

The propose of this memo is to provide additional information on the expected traffic conditions and impacts on NE 27th Avenue.

The existing AM and PM peak hour turning movement and daily counts were conducted during the week of October 10th, 2016 for the intersections and roadways surrounding the site including the intersection of Stinson Parkway at NE 27th Avenue. The existing traffic volumes were shown on Figure 4 and Figure 5 from the study.

Projected traffic volumes were prepared by adding the projected annual background traffic growth (non-site related traffic) of 0.15% per year to the existing 2016 traffic counts to determine the 2030 No-Build traffic conditions.

The proposed development traffic was then added to the no-build traffic conditions based on the anticipated area traffic distribution to determine the 2030 Build traffic conditions. Table 2 and Figures 6 – 11 in the study shows the Site Traffic Generation and the projected 2030 no-build and 2030 build traffic volumes. **Table 1** below shows a summary of the existing and projected traffic volumes on Stinson Parkway and NE 27th Avenue.

Table 1 – Traffic Volume Summary

Location	Existing 2016			2030 No-Build			2030 Build			2040 ADT
	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	
Stinson Pkwy – North of NE 27 th Ave	6,000	469	600	6,150	481	617	6,350	495	633	7,250
NE 27 th Ave – West of Stinson Pkwy	1,200	127	95	1,230	134	101	1,260	138	106	1,300
NE 27 th Ave - East of Stinson Pkwy	1,000	126	81	1,025	132	87	1,025	132	87	1,100

Assuming the existing and projected traffic conditions an operations analysis was completed to determine the anticipated impacts both the no-build and build conditions would have on the roadway system. Based on the analysis it was determined that no changes to the existing roadway or traffic control would be required to accommodate the existing or projected traffic volumes.

It was also suggested, by the public, that a one-way system be considered for NE 27th Avenue. This was reviewed and the following conclusions were made:

- The traffic volumes in the area would not change by converting the roadway to a one-way. The volumes would just be re-distributed to other roadways, increasing volumes on some of them.
- There is no good alternative route for eastbound (or westbound) traffic west of Stinson Parkway.
- Enforcement of ‘wrong-way’ vehicles becomes an issue with low volumes and several access’s.

Based on these conclusions and the fact that the traffic volumes and operations analysis does not support any improvements, no changes to the recommendations in the Traffic Study should be considered.

If you have any further questions need any additional information, please contact me at (612) 360-1283 or crickart@wsbeng.com.

**CITY OF ST. ANTHONY VILLAGE
STATE OF MINNESOTA**

RESOLUTION 18-031

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ST. ANTHONY,
STATE OF MINNESOTA, IN SUPPORT OF THE "MAYOR'S CHALLENGE FOR
WATER CONSERVATION"**

WHEREAS, the City of St. Anthony, and the state of Minnesota continue to explore ways to manage residential consumption of water and power, and to inspire its residents to care for our natural resources; and

WHEREAS, cities can engage in efforts to inspire their own communities, as well as their neighboring cities, to become better environmental stewards; and

WHEREAS the seventh annual National Mayor's Challenge for Water Conservation presented by the Wyland Foundation and Toyota, with support from the U.S EPA WaterSense, The Toro Company, National League of Cities, Conserva Irrigation, and Earth Friendly Products (makers of ECOS), is a healthy, non-profit competition for cleaner communities and a water use and pollution reduction competition between our cities; and

WHEREAS, with the encouragement of their Mayors, residents may register their participation in their city's Challenge, online, by making simple pledges to decrease their water use and to reduce pollution for the period of one year, thereby assisting their cities to apply State and Federal water conservation strategies and to target mandated reductions; and

WHEREAS, from April 1- 30, 2018, the City of St. Anthony wishes to inspire its residents and its neighboring communities to take the "Wyland Mayor's Challenge for Water Conservation" by making a series of online pledges at mywaterpledge.com to reduce their impact on the environment and to see immediate savings in their water, trash, and electricity bills;

NOW, THEREFORE, THE MAYOR AND CITY COUNCIL MEMBERS OF THE CITY OF ST. ANTHONY, MINNESOTA, DO HEREBY RESOLVE, DECLARE AND DETERMINE AS FOLLOWS:

SECTION 1. That the city of St. Anthony agrees and supports the "Wyland Mayor's Challenge for Water Conservation" emphasis.

SECTION 2. That the program is to be implemented from April 1- 30, 2018, through a series of communication and outreach strategies, whether new or existing, to encourage St. Anthony residents to take the conservation "Challenge."

SECTION 3. That this resolution shall be effective immediately.

BE IT FURTHER RESOLVED THAT that the City Clerk shall certify to the passage and adoption of this resolution; shall cause the same to be entered among the original resolutions of the City; and shall make a minute of the passage and adoption thereof on the records of the proceedings of the City Council for the meeting at which the same is passed and adopted.

Adopted this 27th day March, 2018.

Jerome O. Faust, Mayor

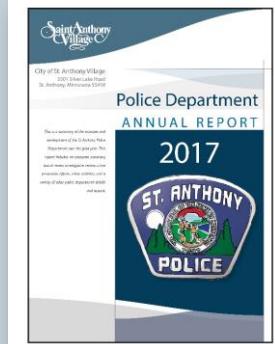
ATTEST: _____
Nicole Miller, City Clerk

Reviewed for administration:

Mark Casey, City Manager

2017 St. Anthony Police Department Annual Report

Jon Mangseth
Police Chief



Department Summary

Department Strength

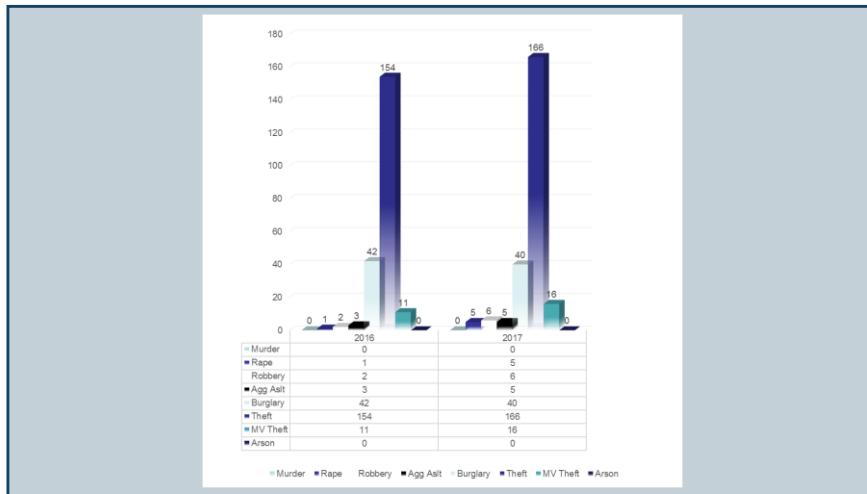
- 23 - Full Time Police Officers (8 contract)
- 14 - Volunteer Reserve Officers
- 1 - Full Time Community Service Officer
- 2 - Full Time Civilian Support Staff
- 1 - Part Time Civilian Support Staff

Department Fleet

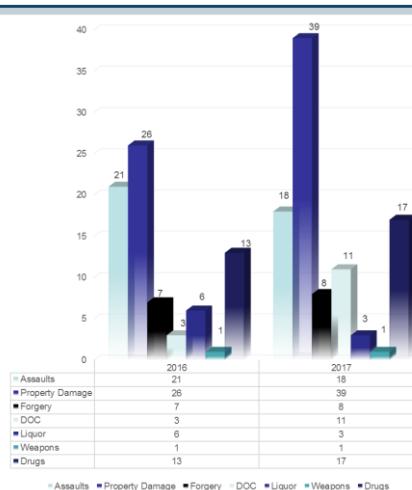
- 7 - Marked Squads
- 1 - Marked Reserve Unit
- 1 - Marked CSO Unit
- 5 - Unmarked Units



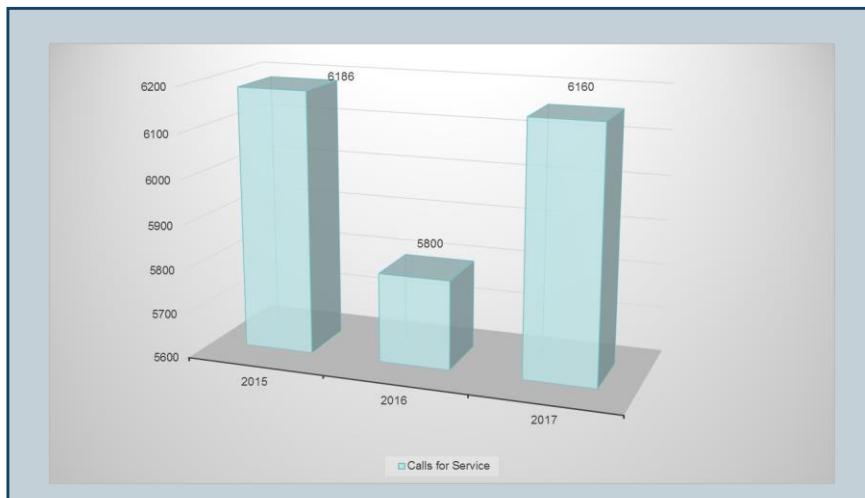
St. Anthony Part I Crimes



St. Anthony Part II Crimes



Calls for Service



Patrol Review



Recognized with the State Commissioners Award for "Towards Zero Death" safety initiative

- 846 citations issued for moving violations
 - 177 Speed
 - 40 Stop Sign
 - 77 Semaphore
- 597 Verbal Warnings
- 65 citations issued for non-moving violations
- 371 arrests
- 1 retirement



Investigation Review

- Total Criminal Cases 435
- Total Cases Cleared 185
- Total Cases Cleared by Arrest 133
- Total Cases Cleared by Other 52

• **CLEARANCE RATE 43%**



Education Summary

- The Police Department completed 2043 hours of training (excluding SWAT); Training included:
 - Promoting Fair & Impartial Public Safety
 - Procedural Justice Training
 - Crisis Intervention Training
 - Emergency Vehicle Operation
 - Body Worn Camera Implementation
 - Legal Updates & Case Law
 - TEMPO/EMR Medical Training
 - Leadership Development



Police Reserves

- Events: 59 Hours
- Training: 128 Hours
- Patrol: 1486 Hours
- Adm/Training: 425 hours
- Total – 2098 Hours
- Eagle Award
 - Panning



Social Media

In September, we launched 3 police department social media sites:

- Facebook
- Twitter
- Instagram



Community Engagement

- MN Night to Unite – 44 block parties
- Cops versus Kids Basketball
- 7th Summer Survival School
- Started Coffee with a Cop



Community Engagement

- Walk/Bike to School Day
- Community Services Halloween Party
- Special Olympics
- Attended many school & community events



Progress Report

- All Personnel attended Implicit Bias Training – September 2016
- Department actively involved in the Government Alliance on Race and Equity (GARE) - Current
- All personnel attended Fair and Impartial Policing Training – September 2017
- Two officers trained as Fair and Impartial Policing instructors – September 2017
- All personnel attended Procedural Justice Training – November 2017
- Command Staff attended Police Executive Research Forum (PERF) Integrated Communication Assessment and Tactics Training and Implementation (ICAT) seminar – November 2017



Progress Report

- Department personnel have attended and actively engaged in numerous community conversation events surrounding topics such as race, equity, and inclusion.
- Shift in culture to more accurately reflect our focus on traffic safety.
- Complaint and Commendation forms made more accessible via our website.
- Strategic Planning process initiated with DOJ personnel on site – January 2018
- Began work with a Senior Research Scientist to create programming to allow for police department personnel to access data in real-time – January 2018.
- All personnel attended Crisis Intervention Training – February 2018
- Two police officers recently certified as Procedural Justice instructors – March 2018.



What's On Deck

- Two peer-to-peer site visits planned of other police agencies and communities who have been identified as having innovative and successful COP programs – Early 2018.
- Seven additional in-person technical assistance, training and professional development sessions with DOJ personnel – through August 2018.
- Develop our strategic plan with input from police department personnel and the community – 2018.
- Body Worn Camera Program fully implemented – mid 2018.
- Upgrade of squad car cameras to a high definition system that will work in concert and continuity with the Body Worn Cameras - mid 2018.
- Engaging the community in assisting us as we work together to improve the department and improve public safety – continuous.



Stay Connected

- Updates provided via the St. Anthony Village website. Sign up to be “Notified.”
- Email us at police@savmn.com
- Attend future Open Houses and other community meetings
- Call us at 612-782-3350 to arrange for a meeting via phone or in person

The screenshot shows the St. Anthony Village website's 'Notify Me' page. It features a header with the village's name and a night-time photograph of a baseball field. Below the header, there's a sign-in form for managing subscriptions. The main content is a table titled 'Notify Me' with several items listed. One item, 'Police Community Engagement', is circled in red.

NOTIFICATION	LAST NAME	DESCRIPTION
<input type="checkbox"/>	2017 37th Avenue Sidewalk & Signal Project	
<input type="checkbox"/>	2017 Street & Utility Improvement Project	
<input type="checkbox"/>	2018 Street & Utility Improvement Project	
<input type="checkbox"/>	Kensie Terrace & Sisson Parkway Development (Formerly Redevelopment of Lowry Grove)	
<input type="checkbox"/>	Kenway Park	
<input checked="" type="checkbox"/>	Police Community Engagement	
<input type="checkbox"/>	St. Anthony Village Weekly Announcements	
<input type="checkbox"/>	Village Notes Newsletter	
<input type="checkbox"/>	Water Utilities-Advanced Oxidation Water Treatment Plant	



Saint Anthony Village

Share Site Tools Search...

Residents Government Departments How Do I...

About St. Anthony

- Location
- St. Anthony Community Profile (PDF)
- Aging in Place
- Historical Society
- Open to Business
- Sister City

Agendas & Minutes

- Annual Reports
- Boards & Commissions
- Parks Commission
- Planning Commission

Employment Opportunities

- Fee Schedule (PDF)
- Mayor & City Council
- An Opening for Change (PDF)
- Message From the Mayor
- Budget
- Strategic Plan (PDF)
- Watch City Meetings
- Vision 6 Goals Pyramid

Programs & Initiatives

- Collaborative Reform Initiative
- Government Alliance on Race & Equity (GARE)
- Tri-City Body Camera Work Group

Completed Projects

- 2017 37th Avenue Sidewalk & Signal Project
- Water-Advanced Oxidation Water Treatment Plant
- St. Anthony Stormwater Research Facility
- Central Park Biofiltration
- Stormwater Treatment
- Silver Lake Stormwater Treatment System
- 2016 Street & Utility Improvement Project
- Mirror Lake Project
- Kenzie Terrace & Stinson Parkway
- Public Records Requests

Current Projects

- Future Street Reconstruction Projects (PDF)
- 2017 Street & Utility Improvement Project
- 2018 Street & Utility Improvement Project
- Mirror Lake Project

This report can be viewed online at:
www.savmn.com



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FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present
2018			
April 10	Regular	Planning Commission Items from March Quarterly Donations & Grants Public Works Annual Report 2018 Planning Commission Work Plan-(motion only) Spirit of St. Anthony Award	City Council City Manager Public Works Director
April 24	Regular	Arbor Day Proclamation 1st Quarter Goals Update 2018 Street Project Approve Sale of Bonds Finance Annual Report Public Hearing-Budget Calendar Students in Government Presentation	City Council City Manager City Planner Finance Director
May 8	Regular	Planning Commission items from April Chamber of the Year and Business of the Year Public Hearing & Res-Approving Draft Comp Plan, submit to Met Council & Authorizing Adjacent Community Review	City Council City Manager
May __	Special 5:00 p.m.	Tour of the City	City Council City Manager
May 22	Regular	Salo Park Concert Series Insurance Renewal Tort Limits - Consent Approval of 2019 Street & Utility Recon Feasibility Study & Order Final Plans and Specs	City Council City Manager City Engineer
May 29	Special 5:30 p.m.	Joint Meeting with School Board	City Council City Manager
June 11	Special 5:30 p.m.	Joint Meeting with Park Commission	City Council City Manager
June 12	Regular	Planning Commission Items from May	City Council City Manager
June 26	Regular	Audit Presentation	City Council City Manager Finance Director

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present
July 10	Regular	Planning Commission items from June Quarterly Donations & Grants Quarterly Goals Update	City Council City Manager
July 24	Regular	Night to Unite Presentation Night to Unite Proclamation Liquor Operations Mid Year Report VillageFest Presentation	City Council City Manager Police Chief Liquor Op Mgr
July 31	Special 5:30 p.m.	Joint Meeting with School Board	City Council City Manager
August 14	Regular 8:00 p.m.	Planning Commission items from July SANB #282 Presentation	City Council City Manager
August 28	Regular	Budget Presentation	City Council City Manager Finance Director
September 11	Regular	Planning Commission items from August Commissioner Mary Jo McGuire 2019 Preliminary Operating Budget and Levy-Public Hearing Kiwanis Peanut Day	City Council City Manager Finance Director
September 25	Regular	Fire Prevention Presentation	City Council City Manager Fire Dept
October 9	Regular	Planning Commission items from September Quarterly Donations & Grants Certification of Delinquent Utility Accounts-Consent Agenda Certification of Delinquent Waste Hauler Accounts-Consent Agenda	City Council City Manager
October 23	Regular		City Council City Manager
October 30	Special 5:30 p.m.	Joint Meeting with School Board	City Council City Manager
November 13	Regular	Planning Commission items from October 1st Reading Water, Sewer, & Stormwater	City Council City Manager

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present
November 27	Regular	Fire Prevention Poster Winners Water Conservation Poster Winners 2nd Reading Water, Sewer, & Stormwater	City Council City Manager Fire Dept Public Works Director
December 11	Regular	Planning Commission items from November Appoint Parks and Planning Commissioners and Chair/Vice Chairs Setting Salary of City Manager Authorizing Transfers & Closing of Specified Funds Setting the 2019 City & HRA Budgets and Final Property Tax Levy -Public Hearing Final Reading Water, Sewer, & Stormwater 2019 Fee Schedule 2019 Street Project Approve Plans & Specifications, Authorize Advertisement for Bids	City Council City Manager Finance Director City Engineer
December 26	Regular		City Council City Manager
2019			
January 8	Regular	Planning Commission items from December Housekeeping Resolutions Resolution for the Street Improvement Bond Reimbursement Quarterly Donations & Grants	City Council City Manager
January__	Special 9:00 a.m.	Goal Setting	City Council City Manager Dept Heads
January__	Special 8:30 a.m.	Goal Setting	City Council City Manager Dept Heads
January 22	Regular	2019 Parks Commission Work Plan- (motion only)	City Council City Manager
February 12	Regular	Planning Commission items from January 2019 Street Project Call for Hearing on Improvements, Call for Hearing on Assessments, Order Preparation of Assessments Snow Plowing presentation	City Council City Manager City Engineer Public Works Director
February 26	Regular	Administration Annual Report Adoption of Strategic Plan	City Council City Manager
March 12	Regular	Planning Commission Items from February Presentation from Ramsey County Sheriff Jack Serier Liquor Annual Report Fire Annual Report Liquor License Renewals GreenCorp Member application-resolution	City Council City Manager Fire Dept Liquor Op Manager

FUTURE COUNCIL AGENDA ITEMS

Date	Type	Items	Staff Present
March 26	Regular	2019 Street Project Public Hearing, Order Improvements, Adopt & Confirm Assessments, Award Contract for Construction, Call for Sale of GO Bonds Police Annual Report Senator Laine Legislative Update Resolution in support of Mayor's Challenge for Water Conservation	City Council City Manager Police Dept City Engineer