



AGENDA CITY COUNCIL MEETING

**September 8, 2026 - 6:00 PM
City Hall Council Chambers**

Members of the public can participate in person at Lakeville City Hall, 20195 Holyoke Avenue. The mayor will allow for public comments and questions at the appropriate time.

The City Council is provided background information for agenda items in advance by staff and appointed commissions, committees, and boards. Decisions are based on this information, as well as City policy, practices, input from constituents, and a council member's personal judgment.

1. Call to order, moment of silence and flag pledge
2. Roll Call
3. Citizen Comments
4. Additional agenda information
5. Presentations/Introductions
 - a. Park and Recreation Quarterly Report
 - b. Fire Department Quarterly Report
6. Consent Agenda
 - a. Check Register Summary
 - b. Minutes of the 08/17/2026 City Council Meeting
 - c. Resolution Accepting Grant from MN Department of Public Safety Office of Justice Programs
 - d. Agreement with PLM Lake & Land Management for 2026 Lake Management Services
 - e. Agreement with Kevin Casey LLC for Meadows and Cherryview Parks Court Reconstruction Project
 - f. Approve Convention & Visitors Bureau 2027 Budget
 - g. Ritter Farm Park Trailhead & Downtown Lakeville Gateway Project Change Order No. 1, CIP #26-15A
 - h. Election Pay Rates and Staffing
 - i. Resolution Accepting Donations to the Lakeville Parks & Recreation Department in the 3rd Quarter of 2026
 - j. Temporary on-sale liquor license to Lakeville Lions Club

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- k. Contract with Honeywell International Inc, Plymovent, and GearGrid LLC to Supply Station Equipment for Fire Station 2
 - l. Professional Services Agreement with Leo A. Daly Architects
 - m. Approval of Joint Powers Road Agreement with the Metropolitan Airports Commission and Eureka Township for construction and maintenance of 225th Street between Hamburg Avenue and Cedar Avenue
 - n. Kenwood Hills 4th Addition Preliminary and Final Plat
 - o. Kwik Trip Conditional Use Permit
7. Action Items
- a. Approve Preliminary 2027 Property Levy and Budget
 - b. Kenwood Meadows Preliminary Plat
8. Unfinished Business
9. New Business
- New Business items are intended for informal City Council discussion and will not begin before 6:30 p.m. The Council may provide direction to staff but will not take formal action on these matters.
- a. 2027-2031 Draft Capital Improvement Plan
10. Council/Committee Updates
11. Announcements
- a. Next City Council Meeting, Monday, September 21, 2026
12. Adjourn



Date: 09/08/2026

Check Register Summary

Proposed Action

Staff recommends adoption of the following motion: Move to approve the Check Register Summaries for 8/11/2026-8/26/2026.

Overview

Checks	330448 – 330792	\$ 2,428,370.73
ACH/EFT	26234 - 26605	\$11,292,259.09
Total		\$ 13,720,629.82

The City Council receives a list of expenditures paid (claims detail), which is available to the public upon request. The City serves as the fiscal agent for Lakeville Arenas and Dakota 911 and processes their accounts payable and payments – these amounts are not included in the total above.

Financial Impact: \$13,720,629.82 Budgeted: Yes Source: Various Envision Lakeville Community Values: Good Value for Public Services Report Completed by: Julie Stahl, Finance Director

CHECK DISBURSEMENT REPORT FOR CITY OF LAKEVILLE

	Amount
1000 GENERAL FUND	260,585.29
2000 COMMUNICATIONS FUND	9,943.90
2210 FRANCHISE FEES	4,894.34
2292 FIRST CENTER OPERATING FUND	19,073.68
3119 2017A HRA LEASE REV LIQ REF BO	525.00
3124 2024A TAX BONDS (PARK REF)	575.00
3325 2022C IMPRV BONDS	2,485.20
4000 BUILDING FUND	17,704.88
4100 EQUIPMENT FUND	87,062.56
4200 PARK DEDICATION FUND	190,410.81
4500 PARK & TRAIL IMPROVEMENTS	91,821.48
4720 2024A PARK BONDS	371,270.69
5300 PAVEMENT MANAGEMENT FUND	2,632.71
6000 IMPROVEMENT CONSTRUCTION FUND	48,539.68
7450 ENVIRONMENTAL RESOURCES FUND	49,668.58
7575 STREET LIGHTING FUND	105,813.01
7600 WATER FUND	131,850.42
7700 SEWER FUND	533,295.81
7800 LIQUOR FUND	390,334.74
7900 MUNICIPAL RESERVES FUND	38,320.44
8000 ESCROW FUND	70,728.81
9800 PAYROLL CLEARING FUND	833.70
Report Total:	2,428,370.73

CHECK DISBURSEMENT REPORT FOR CITY OF LAKEVILLE

	Amount
0999 CITY OF LAKEVILLE CASH CO	0.00
1000 GENERAL FUND	1,151,895.08
2000 COMMUNICATIONS FUND	4,051.73
2292 FIRST CENTER OPERATING FUND	2,824.25
3116 2014B REFUNDING BONDS	92,625.00
3119 2017A HRA LEASE REV LIQ REF BO	(121.45)
3120 2022A REFUNDING BONDS	83,900.00
3121 2022B GO TAXABLE BONDS HASSE	59,238.75
3122 2022C BONDS (PARK REF)	269,359.38
3123 2023A PARK REFERENDUM BONDS	87,400.00
3124 2024A TAX BONDS (PARK REF)	319,371.88
3125 2025A FIRST CENTER	395,984.38
3250 2020A AMES ARENA PARKING LOT	8,000.00
3251 2021A APEX ENERGY SAVINGS	54,675.01
3252 2021B KEOKUK LIQUOR STORE	56,350.00
3253 2022B TAXABLE GO REF BONDS 16A	32,667.50
3315 2011A IMPROVE BONDS	4,545.00
3318 2014A IMPROVEMENT BONDS	18,162.50
3319 2015A IMPROVEMENT BONDS	114,150.00
3320 2016B IMP BONDS (15-02,16-02, 16-04)	116,709.38
3321 2017A IMPROVEMENT BONDS	37,590.63
3322 2018A IMPRV BONDS	46,275.00
3323 2019A IMPRV BONDS	60,800.00
3324 2020A IMPRV BONDS	123,800.00
3325 2022C IMPRV BONDS	214,750.00
3326 2022A IMPRV BONDS	15,700.00
3403 2015A STATE AID STREET BONDS	49,446.88
3537 2017A ST RECON & REF (07H) BONDS	5,625.00
3538 2018B ST RECON & REF BOND (09A)	25,300.00
3539 2021C STREET RECONSTR BONDS	57,600.00
3541 2023A STREET RECON BONDS	99,000.00
3542 2024A IMPRV BONDS	148,500.00
3543 2025A ST RECON BONDS	103,750.00
3702 2016A WATER REVENUE BONDS	57,625.00
4000 BUILDING FUND	624,444.92
4025 NEW FIRE STATION #2 (2026 CONSTRUCTION)	22,061.33
4100 EQUIPMENT FUND	67,176.71
4125 TECHNOLOGY FUND	2,949.75
4200 PARK DEDICATION FUND	191,672.14
4500 PARK & TRAIL IMPROVEMENTS	155,547.60
4710 2023A PARK BONDS	12,158.00
4720 2024A PARK BONDS	29,620.15
5200 STATE AID CONSTRUCTION FUND	88,489.01
5300 PAVEMENT MANAGEMENT FUND	654,038.84
5400 STORMWATER INFRASTRUCTURE FND	57,587.49
5500 WATER TRUNK FUND	36,021.93
5600 SANITARY SEWER TRUNK FUND	3,070.00
6000 IMPROVEMENT CONSTRUCTION FUND	187.20
6595 24-02 STREET RECONSTRUCTION	207,466.15
6597 2025 STREET PROJECTS	1,887.50
6611 2026 STREET PROJECTS	544,323.25
7450 ENVIRONMENTAL RESOURCES FUND	34,119.91
7575 STREET LIGHTING FUND	4,015.91
7600 WATER FUND	447,681.56
7700 SEWER FUND	64,619.72
7800 LIQUOR FUND	1,498,473.10
8000 ESCROW FUND	31,712.18
8970 LAKEVILLE ARENAS - OPERATIONS	1,572.38
9800 PAYROLL CLEARING FUND	2,593,811.46
Report Total:	11,292,259.09



MINUTES CITY COUNCIL MEETING

**August 17, 2026 - 6:00 PM
City Hall Council Chambers**

1. Call to order, moment of silence and flag pledge

Mayor Hellier called the meeting to order at 6:00 P.M.

2. Roll Call

Members Present: Mayor Hellier, Council Members Bermel, Lee, Volk,
Councilmember Wolter present via interactive technology

Staff Present: Justin Miller, City Administrator; Andrea McDowell Poehler, City Attorney;
Julie Stahl, Finance Director; Joe Masiarchin, Parks & Recreation Director; Allyn Kuennen,
Assistant City Administrator; Ann Orlofsky, City Clerk; Brad Paulson, Police Chief; Paul
Oehme, Public Works Director; Tina Goodroad, Community Development Director

3. Citizen Comments

Phil Wilson, 17320 Halifax Path, addressed the City Council regarding Flock Cameras.

4. Additional agenda information

City Administrator Justin Miller stated that Item 6c, a donation from Lakeville Public
Safety Foundation, and Item 6m, a change order for Fire Station 2, will be withdrawn from
the consent agenda and brought to a future meeting.

5. Presentations/Introductions

a. Police Department Quarterly Report

Police Chief Brad Paulson provided the quarterly report.

6. Consent Agenda

Motion was made by Bermel, seconded by Volk, to remove Item 6c, a donation from
Lakeville Public Safety Foundation, and Item 6m, a change order for Fire Station 2, from
the consent agenda and approve the consent agenda as amended.

Roll call was taken on the motion. Ayes - Hellier, Bermel, Lee, Volk, Wolter participating
remotely

a. Check Register Summary

b. Minutes of the August 3, 2026, City Council Meeting

**c. ~~Resolution Accepting a Donation from the Lakeville Public Safety Foundation for the
Police Department~~**

- d. Contract for Facility Mechanical System Upgrades
- e. Contract for Well 14 Generator Replacement
- f. Supplemental Agreement for Engineering Services for the Satellite Water Treatment Plant
- g. Agreement with Friedges Landscaping, Inc. for Casperson Park Parking Lot Improvements, CP 26-17
- h. Approval of Joint Powers Agreement with Dakota County for Preliminary and Final Engineering, Right-of-Way Acquisition, Construction and Maintenance for Dodd Boulevard Modernization and for CSAH 50 Pavement Preservation, Drainage Improvements, and City Utility Repairs
- i. Al Hadi Association Site Improvement Performance Agreement
- j. Grenada Business Park Partial Release of Development Contract
- k. Supplemental Agreements for Professional Services for the 2027 Street Rehabilitation Project
- l. Haven at Lake Marion Right of Way Vacation
- m. ~~Change Order with Fire Station 2 Contract for Water Main Improvements and Miscellaneous Improvements for the Future Satellite Water Treatment Plant~~

7. Action Items

a. Consider Resolution adopting the Final Alternative Areawide Review (AUAR) and Mitigation Plan for Southwest Study Area

Community Development Director Tina Goodroad introduced the Final Alternative Urban Areawide Review (AUAR) and Mitigation Plan for the Southwest Study Area. Jennifer Haskamp of Swanson Haskamp Consulting, LLC provided background information on the environmental review process. The AUAR evaluated potential development scenarios for approximately 390.4 acres and up to 1,444 residential dwelling units. Because the proposed development exceeds the threshold requiring an Environmental Impact Statement, the City elected to complete an AUAR as permitted by state rules.

Haskamp explained that the AUAR evaluates the environmental effects of development across the entire study area rather than reviewing individual developments on a piecemeal basis. The process also produced a traffic study because the development scenarios met the applicable study threshold. The Council was being asked to determine whether the Final AUAR contained an adequate level of analysis, followed the required review process, and included an appropriate mitigation plan.

Councilmembers asked when the AUAR would need to be updated; whether the identified mitigation strategies were mandatory or advisory; what new information the AUAR produced; and which items would be addressed through future development, platting, and permitting processes. Haskamp explained that the AUAR must be updated after five years if development of the study area remains incomplete. An update or amendment may also be required if a future proposal is substantially more intense than the development scenarios evaluated. Any update would address portions of the study

area that had not yet been platted.

Haskamp stated that most mitigation strategies would be required through the City's existing development and permitting processes. Requirements established by statute, City Code, or other applicable regulations would be mandatory. Other items, such as electric vehicle charging facilities and certain recommendations from the Minnesota Department of Natural Resources, would not be mandatory unless incorporated into City Code or required through the planned unit development, platting, or permitting process. She noted that wetland delineations are generally valid for five years.

The following individuals addressed the City Council during public comment:

Steve Brekke, 20880 Laredo Path, commented on tree preservation, traffic, and school enrollment.

Beth Loudon, 12330 210th Street West, submitted a petition containing 136 signatures and presented eight questions to the Council.

Jon Gross, 22100 Penn Avenue, Credit River Township, provided informational materials to the Council.

Katie Gross, 22100 Penn Avenue, Credit River Township, commented on potential tax impacts and school classroom capacity.

Andrea Travis, 22080 Penn Avenue, Credit River Township, encouraged the City to continue prioritizing school safety.

Kerry Cole, 12330 210th Street West, discussed potential impacts on emergency services.

Jim Soule, 22035 Penn Avenue, Credit River Township, addressed the Council.

Bob Erickson, 19081 Inndale Drive, commented on endangered species, traffic, and tree preservation.

Brian Loudon, 12330 210th Street West, addressed the Council.

Councilmembers discussed the potential effects of future development on schools, police, fire, traffic, and surrounding properties. They emphasized that the AUAR was the first of several steps and that many site-specific questions would be addressed through subsequent land-use, platting, and permitting reviews. Councilmembers stated that no development proposal was being approved that evening; the action before the Council was limited to determining the adequacy of the Final AUAR and Mitigation Plan. The Council also acknowledged the need to consider both existing residents and property owners who may wish to sell or develop their land.

Motion was made by Bermel, seconded by Lee, to approve a resolution adopting the Southwest Study Area Final Alternative Urban Areawide Review and Mitigation Plan, based on the findings contained in the resolution.

Roll call was taken on the motion. Ayes: Hellier, Bermel, Lee, Volk, and Wolter, participating remotely.

b. Highview Preliminary Plat

Community Development Director Tina Goodroad presented the staff report regarding Lennar's request for approval of the Highview preliminary plat, consisting of 34 single-family lots and four outlots. David Turnberg represented Lennar.

The following individuals addressed the City Council during public comment:

James Blair, 19841 Highview Avenue, expressed appreciation that concerns caused by the previous property owner would be addressed.

Charles Banks, 20153 Hollister Lane, raised concerns about speeding and increased traffic in the area.

Councilmembers discussed drainage and traffic concerns. Staff stated that the applicant, City staff, and neighboring property owners would continue working together to address drainage issues before consideration of the final plat.

Motion was made by Lee, seconded by Volk, to approve a resolution approving the Highview preliminary plat.

Roll call was taken. Ayes: Hellier, Bermel, Lee, Volk, and Wolter, participating remotely.

c. Orderly Annexation Agreement with Eureka Township

Community Development Director Tina Goodroad presented the staff report regarding a proposed orderly annexation agreement between the City of Lakeville and Eureka Township. The agreement establishes a process for the potential future annexation of approximately 560 acres.

Councilmembers clarified that approval of the agreement would not automatically annex the properties into Lakeville. Property owners would need to petition for annexation, and eligible parcels would be considered individually as they become contiguous with the City.

Motion was made by Bermel, seconded by Wolter, to approve a joint resolution for orderly annexation between Eureka Township and the City of Lakeville. Roll call was taken. Ayes: Hellier, Bermel, Lee, Volk, and Wolter, participating remotely.

8. Unfinished Business

9. New Business

a. Second Quarter 2026 Financial Reports

Finance Director Julie Stahl presented the unaudited financial reports for the second quarter ending June 30, 2026.

Councilmembers asked questions regarding water billing, increased irrigation use, and major maintenance expenses in the Water Fund. The Council also discussed the Liquor Fund's 2% increase in sales and growth in customer counts.

b. 2027 Preliminary Budget & Property Tax Levy

Finance Director Julie Stahl presented the proposed 2027 Preliminary Budget and Property Tax Levy.

Councilmembers discussed the effects of reduced funding from Dakota County,

available fund balance and reserves for emergencies, and projected franchise-fee revenue. Staff noted that road projects use a separate funding source and are not affected in the same manner. The Council also discussed significant equipment-plan expenses anticipated in 2028.

City Administrator Justin Miller noted that the City has historically finished below projected budget expenditures. Councilmembers thanked staff for their work preparing the budget.

No formal action was taken.

10. Council/Committee Updates

None

11. Announcements

a. Next City Council Meeting Tuesday, September 8, 2026

12. Adjourn

Motion was made by Bermel, seconded by Lee, to adjourn at 8:30 p.m.

Roll call was taken on the motion. Ayes - Hellier, Bermel, Lee, Volk, Wolter participating remotely

Respectfully Submitted,

Ann Orlofsky, City Clerk

Luke M. Hellier, Mayor



Date: 9/8/2026

**Resolution Accepting Grant from MN Department of
Public Safety Office of Justice Programs**

Proposed Action

Staff recommends adoption of the following motion: Move to approve resolution to accept \$300,000 grant awarded from the Minnesota Department of Public Safety Office of Justice Programs

Overview

The Lakeville Police Department was awarded a \$300,000 grant from the Office of Justice Programs through the 2026–2028 Crisis Response Grant Program. This funding will aid in expanding the department's mental health response capacity through follow-up care in partnership with embedded Social Services staff. In 2025, the department responded to more than 1,800 mental health-related calls for service. The grant will allow more dedicated personnel hours to this cause, enhance our ability to provide both proactive and aftercare support, and connect community members with needed resources.

This is a reimbursement-only grant.

Supporting Information

None

Financial Impact: \$300,000 Budgeted: No Source: Envision Lakeville Community Values: Safety Throughout the Community, Provide Services That Add Value Report Completed by: Brad Paulson, Chief of Police

CITY OF LAKEVILLE

RESOLUTION NO. _____

**RESOLUTION ACCEPTING GRANT FROM MN DEPARTMENT OF
PUBLIC SAFETY OFFICE OF JUSTICE PROGRAMS**

WHEREAS, MN Statute 465.03 requires that cities accept donations for the benefit of its citizens in accordance with the terms prescribed by the donor; and

WHEREAS, the City of Lakeville's Police Department has received a donation of money, goods, or property from the Minnesota Department of Public Safety Office of Justice Programs (\$300,000.00); and

WHEREAS, the grant or donation is beneficial to the departments; and

WHEREAS, the additional revenue received may require the City to incur additional expenditures in order to comply with grant agreements and restricted donations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakeville, Minnesota that the grant or donation is hereby officially accepted and acknowledged with gratitude to the donor; and

BE IT FURTHER RESOLVED that City staff is authorized to amend the budget to comply with grant agreements and restrictive donation

ADOPTED by the Lakeville City Council on this 17th day of August, 2026.

CITY OF LAKEVILLE:

Luke M Hellier, Mayor

ATTEST:

Ann Orlofsky, City Clerk



Date: 9/8/2026

Agreement with PLM Lake & Land Management for 2026 Lake Management Services

Proposed Action

Staff recommends adoption of the following motion: Move to approve an agreement with PLM Lake & Land Management for professional services associated with the City's lake management program, City Project 26-51.

Overview

The City's lake management program provides ongoing strategies to reduce and prevent the spread of aquatic invasive species (AIS). PLM Lake and Land Management (PLM) has partnered with the City on past AIS prevention and management work, including treatments on Lake Marion that have contributed to reduced invasive species growth over the past eight years. PLM's experience and familiarity with Lakeville's lakes makes them well-suited to continue this work in 2026.

Orchard Lake was last treated for Eurasian watermilfoil (EWM) in 2022. Recent monitoring has identified areas of increased EWM growth, prompting the need for targeted treatment this year.

The 2026 program includes chemical treatment of EWM on approximately 20 acres of Orchard Lake using ProcellaCOR. Treatment locations are based on current vegetation monitoring results.

The agreement with PLM defines the scope of services, fee, and schedule for 2026, with a completion date of September 30, 2026. The estimated total project cost is \$48,535.00.

Supporting Information

1. 2026.09.08 Agreement for Professional Services - PLM

Financial Impact: \$48,535.00 Budgeted: Yes Source: Utility Fund - Env. Resources Envision Lakeville Community Values: Access to a Multitude of Natural Amenities and Recreational Opportunities Report Completed by: Maria Friedges, Environmental Resources Specialist
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PROFESSIONAL SERVICES AGREEMENT

AGREEMENT made this third day of September, 2026, by and between the CITY OF LAKEVILLE, a Minnesota municipal corporation ("City") and PLM LAKE & LAND MANAGEMENT CORP., a Michigan corporation ("Consultant").

IN CONSIDERATION OF THEIR MUTUAL COVENANTS, THE PARTIES AGREE AS FOLLOWS:

1. CONTRACT DOCUMENTS. The Contract consists of the following documents. In the event of conflict among the documents, the conflict shall be resolved by the order in which they are listed, with the document listed first having the first priority and the document listed last having the last priority:

- A. This Professional Services Agreement;
- B. Consultant's Proposal attached hereto as Exhibit A ("Proposal").

In the event of conflict among the provisions of the Contract Documents, the order in which they are listed above shall control in resolving any such conflicts. Contract Document "A" has the first priority and Contract Document "B" has the last priority-

2. SCOPE OF SERVICES. The City retains Consultant to provide lake management services as provided in the Contract Documents. Consultant agrees to complete the services under this Agreement substantially within the time frames identified in the Contract Documents with a final completion date of September 30, 2026.

3. COMPENSATION. Consultant shall be paid Forty-Eight Thousand Five Hundred Thirty Five and no/100 Dollars (\$48,535.00) by the City, which fee is inclusive of reimbursables, expenses, taxes and other charges. The fee shall not be adjusted if the estimated hours to perform a task, the number of estimated required meetings or any other estimate or assumption are exceeded. Consultant shall be paid for completed services upon completion and invoicing by Consultant.

The City will normally pay an invoice within 35 days of receipt.

4. CHANGE ORDERS. All change orders, regardless of amount, must be approved in advance and in writing by the City. No payment will be due or made for work done in advance of such approval.

5. DOCUMENTS. All reports, plans, models, software, diagrams, analyses, and information generated in connection with performance of this Agreement shall be the property of the City. The City may use the information for its purposes. The City shall be the copyright owner. The vesting of the City's ownership of the copyright in materials created by the Consultant shall be contingent upon the City's fulfillment of its payment obligations hereunder. The Consultant shall be allowed to use a description of the services provided hereunder, including the name of the City, and photographs or renderings of any projects which develop from the planning or other services provided by the Consultant, in the normal course of its marketing activities.

6. **COMPLIANCE WITH LAWS AND REGULATIONS.** In providing services hereunder, Consultant shall abide by all statutes, ordinances, rules and regulations pertaining to the provisions of services to be provided.

7. **STANDARD OF CARE.** Consultant shall exercise the same degrees of care, skill, and diligence in the performance of the services as is ordinarily possessed and exercised by a professional consultant under similar circumstances. No other warranty, expressed or implied, is included in this Agreement. City shall not be responsible for discovering deficiencies in the accuracy of Consultant's services.

8. **INDEMNIFICATION.** Consultant shall indemnify and hold harmless the City, its officers, agents, and employees, of and from any and all claims, demands, actions, causes of action, including costs and attorney's fees, arising out of or by reason of the execution or performance of the work or services provided for herein and further agrees to defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim of whatsoever character arising hereunder.

9. **INSURANCE.** Prior to the start of the project, Consultant shall furnish to the City a certificate of insurance showing proof of the required insurance required under this Paragraph. Consultant shall take out and maintain or cause to be taken out and maintained until six (6) months after the City has accepted the public improvements, such insurance as shall protect Consultant and the City for work covered by the Contract including workers' compensation claims and property damage, bodily and personal injury which may arise from operations under this Contract, whether such operations are by Consultant or anyone directly or indirectly employed by either of them. The minimum amounts of insurance shall be as follows:

Commercial General Liability (or in combination with an umbrella policy)

\$2,000,000 Each Occurrence

\$2,000,000 Products/Completed Operations Aggregate

\$2,000,000 Annual Aggregate

The following coverages shall be included:

Premises and Operations Bodily Injury and Property Damage

Personal and Advertising Injury

Blanket Contractual Liability

Products and Completed Operations Liability

Automobile Liability

\$2,000,000 Combined Single Limit – Bodily Injury & Property Damage

Including Owned, Hired & Non-Owned Automobiles

Workers Compensation

Except as provided below, Consultant must provide Workers' Compensation insurance for all its employees and, in case any work is subcontracted, Consultant will require the subcontractor to provide Workers' Compensation insurance in accordance with the statutory requirements of the State of Minnesota, including Coverage B, Employer's Liability. Insurance minimum limits are as follows:

\$500,000 – Bodily Injury by Disease per employee

\$500,000 – Bodily Injury by Disease aggregate

\$500,000 – Bodily Injury by Accident

If Minnesota Statute 176.041 exempts Consultant from Workers' Compensation insurance or if the Consultant has no employees in the City, Consultant must provide a written statement, signed by an authorized representative, indicating the qualifying exemption that excludes Consultant from the Minnesota Workers' Compensation requirements. If during the course of the contract the Consultant becomes eligible for Workers' Compensation, the Consultant must comply with the Workers' Compensation insurance requirements herein and provide the City with a certificate of insurance.

Professional/Technical (Errors and Omissions) Liability Insurance

This policy will provide coverage for all claims the Consultant may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to Consultant's professional services required under the contract. Consultant is required to carry the following minimum limits:

\$1,000,000 – per claim or event

\$2,000,000 – annual aggregate

Any deductible will be the sole responsibility of the Consultant and may not exceed \$50,000 without the written approval of the City. If the Consultant desires authority from the City to have a deductible in a higher amount, the Consultant shall so request in writing, specifying the amount of the desired deductible and providing financial documentation by submitting the most current audited financial statements so that the City can ascertain the ability of the Consultant to cover the deductible from its own resources.

The retroactive or prior acts date of such coverage shall not be after the effective date of this Contract and Consultant shall maintain such insurance for a period of at least three (3) years, following completion of the work. If such insurance is discontinued, extended reporting period coverage must be obtained by Consultant to fulfill this requirement.

The Consultant's insurance must be "Primary and Non-Contributory".

All insurance policies (or riders) required by this Contract shall be (i) taken out by and maintained with responsible insurance companies organized under the laws of one of the states of the United States and qualified to do business in the State of Minnesota, (ii) shall name the City, its employees and agents as additional insureds (CGL and umbrella only) by endorsement which shall be filed with the City. **A copy of the endorsement must be submitted with the certificate of insurance.**

Consultant's policies and Certificate of Insurance shall contain a provision that coverage afforded under the policies shall not be cancelled without at least thirty (30) days' advanced written notice to the City, or ten (10) days' notice for non-payment of premium.

An Umbrella or Excess Liability insurance policy may be used to supplement Consultant's policy limits on a follow-form basis to satisfy the full policy limits required by this Contract.

10. INDEPENDENT CONTRACTOR. The City hereby retains Consultant as an independent contractor upon the terms and conditions set forth in this Agreement. Consultant is not an employee of the City and is free to contract with other entities as provided herein. Consultant shall be responsible for selecting the means and methods of performing the work. Consultant shall furnish any and all supplies, equipment, and incidentals necessary for Consultant's performance under this Agreement. City and Consultant agree that Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's agents or employees are in any manner agents or employees of the City. Consultant shall be

exclusively responsible under this Agreement for Consultant's own FICA payments, workers compensation payments, unemployment compensation payments, withholding amounts, and/or self-employment taxes if any such payments, amounts, or taxes are required to be paid by law or regulation.

11. SUBCONTRACTORS. With the exception of the individuals identified in the Proposal, Consultant shall not enter into subcontracts for services provided under this Agreement without the express written consent of the City. Consultant shall comply with Minnesota Statutes §471.425. Consultant must pay subcontractors for all undisputed services provided by subcontractors within ten (10) days of Consultant's receipt of payment from City. Consultant must pay interest of one and five-tenths (1.5%) percent per month or any part of a month to subcontractors on any undisputed amount not paid on time to subcontractors. The minimum monthly interest penalty payment for an unpaid balance of One Hundred Dollars (\$100.00) or more is Ten Dollars (\$10.00).

12. ASSIGNMENT. Neither party shall assign this Agreement, nor any interest arising herein, without the written consent of the other party.

13. WAIVER. Any waiver by either party of a breach of any provisions of this Agreement shall not affect, in any respect, the validity of the remainder of this Agreement.

14. ENTIRE AGREEMENT. The entire agreement of the parties is contained herein. This Agreement supersedes all oral agreements and negotiations between the parties relating to the subject matter hereof as well as any previous agreements presently in effect between the parties relating to the subject matter hereof. Any alterations, amendments, deletions, or waivers of the provisions of this Agreement shall be valid only when expressed in writing and duly signed by the parties, unless otherwise provided herein.

15. CONTROLLING LAW/VENUE. This Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota. In the event of litigation, the exclusive venue shall be in the District Court of the State of Minnesota for Dakota County.

16. COPYRIGHT. Consultant shall defend actions or claims charging infringement of any copyright or patent by reason of the use or adoption of any designs, drawings or specifications supplied by it, and it shall hold harmless the City from loss or damage resulting there from.

17. PATENTED DEVICES, MATERIALS AND PROCESSES. If the contract requires, or Consultant desires, the use of any design, devise, material or process covered by letters, patent or copyright, trademark or trade name, Consultant shall provide for such use by suitable legal agreement with the patentee or owner and a copy of said agreement shall be filed with the City. If no such agreement is made or filed as noted, Consultant shall indemnify and hold harmless the City from any and all claims for infringement by reason of the use of any such patented designed, device, material or process, or any trademark or trade name or copyright in connection with the services agreed to be performed under the contract, and shall indemnify and defend the City for any costs, liability, expenses and attorney's fees that result from any such infringement.

18. RECORDS. Consultant shall maintain complete and accurate records of time and expense involved in the performance of services.

19. AUDIT DISCLOSURE AND DATA PRACTICES. Any reports, information, data, etc. given to, or prepared or assembled by the Consultant under this Agreement which the City requests to be kept confidential, shall not be made available to any individual or organization without the City's prior written approval. The books, records, documents and accounting procedures and practices of the Consultant or other

parties relevant to this Agreement are subject to examination by the City and either the Legislative Auditor or the State Auditor for a period of six (6) years after the effective date of this Agreement. Pursuant to Minnesota Statutes § 13.05, Subd. 11, all of the data created, collected, received, stored, used, maintained, or disseminated by the Contractor in performing this Contract is subject to the requirements of the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, and the Contractor must comply with those requirements as if it were a government entity. The remedies in Minnesota Statutes § 13.08 apply to the Contractor. The Contractor does not have a duty to provide access to public data to the public if the public data are available from the City, except as required by the terms of the Contract. All subcontracts entered into by Consultant in relation to this Agreement shall contain similar Data Practices Act compliance language. All subcontracts entered into by Consultant in relation to this Agreement shall contain similar Data Practices Act compliance language.

20. NON-DISCRIMINATION. The Consultant agrees during the life of this Agreement not to discriminate against any employee, application for employment, or other individual because of race, color, sex, age, creed, national origin, sexual preference, or any other basis prohibited by federal, state, or local law. The Consultant will include a similar provision in all subcontracts entered into for performance of this Agreement.

21. TERMINATION OF THE AGREEMENT. The City may terminate this Agreement or any part thereof at any time, upon written notice to Consultant, effective upon delivery including delivery by facsimile or email. In such event, Consultant will be entitled to compensation for work performed up to the date of termination or, in the case of a lump sum contract, based upon a pro rata basis.

22. NOTICES. All notices, demands or requests required or permitted to be made pursuant to or under this Agreement must be in writing and deemed valid if sent by registered mail, return receipt requested, or delivered by overnight delivery service providing written evidence of delivery, or by hand delivery by a reputable independent courier providing written evidence of delivery, addressed as follows:

CITY:
City of Lakeville
20195 Holyoke Avenue
Lakeville MN 55044
Attention: City Administrator

CONSULTANT:
PLM Lake & Land Management Corp.
P.O. Box 92
Shakopee, MN 55379
Attention: Thomas Rapatz, Project Manager

Either party may change the designated recipient of notice by so notifying the other party in writing.

[Remainder of page intentionally left blank]
[Signature pages to follow]

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first above written. By the signature of its representative below, each party affirms that it has taken all necessary action to authorize said representative to execute the Agreement.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

AND _____
Ann Orlofsky, City Clerk

PLM LAKE & LAND MANAGEMENT CORP.

BY:  _____
Thomas Rapatz, Project Manager

EXHIBIT A
CONSULTANT PROPOSAL

PLM Lake and Land Management Corp.

Midwest Region
Tel. 1-866-687-5253
Office. 1-218-270-3338



EWM Treatment Estimate

Lake Name:	Orchard
Target Species:	Invasive Watermilfoil
Product:	ProcellaCOR

Site	Area (Acres)	Depth (ft)	PDU Rate	Price/PDU	Units (PDU)	Site Estimate
1	3.42	8.8	5	\$85.00	150	\$12,750.00
2	9.04	6.3	4	\$85.00	228	\$19,380.00
3	5.37	6.1	4	\$85.00	131	\$11,135.00
4	2.08	6	5	\$85.00	62	\$5,270.00
19.91 Acres				TOTAL:	571	\$48,535.00

Sincerely,

Patrick Selter
Vice President
PLM Lake and Land Management Corp.
Midwest Division – Shakopee, MN



Date: 9/8/2026

**Agreement with Kevin Casey LLC for Meadows and Cherryview Parks Court
Reconstruction Project**

Proposed Action

Staff recommends adoption of the following motion: Move to approve Agreement with Kevin Casey LLC for Meadows and Cherryview Parks Court Reconstruction.

Overview

The Meadows and Cherryview Parks basketball court reconstruction project is identified in the 2026-2035 CIP. Courts are reconstructed to ensure safety, improve playability, and extend the amenity's lifespan. Requests for proposals were sent to three contractors, with Kevin Casey LLC providing a low proposal of \$85,664.60.

Staff is recommending the Mayor and City Council approve the Agreement with Kevin Casey LLC in the amount of \$85,664.60.

Supporting Information

1. Agreement with Kevin Casey LLC
2. RFP Results

Financial Impact: \$85,664.60 Budgeted: Yes Source: Park Improvement Envision Lakeville Community Values: Access to a Multitude of Natural Amenities and Recreational Opportunities Report Completed by: Mark Kruse, Parks Superintendent

**FORM OF AGREEMENT
BETWEEN CITY OF LAKEVILLE AND KEVIN CASEY LLC
FOR NON-BID CONSTRUCTION CONTRACT**

THIS AGREEMENT made this 8th day of September, 2026, by and between the **CITY OF LAKEVILLE**, a Minnesota municipal corporation (“Owner” or “City”) and Kevin Casey LLC, a Contractor. Owner and Contractor, in consideration of the mutual covenants set forth herein, agree as follows:

1. CONTRACT DOCUMENTS. The following documents shall be referred to as the “Contract Documents”, all of which shall be taken together as a whole as the contract between the parties as if they were set verbatim and in full herein:

- A. This Agreement.
- B. The City’s Request for Proposal for Meadows and Cherryview Parks Court Reconstruction Project, dated August 14, 2026.
- C. Specifications dated August 14, 2026 prepared by SRF Consulting Group, Inc.
- D. Contractor’s Proposal dated August 31, 2026.

In the event of a conflict among the provisions of the Contract Documents, the order in which they are listed above shall control in resolving any such conflicts. Contract Document “A” has the first priority and Contract Document “D” has the last priority.

2. OBLIGATIONS OF THE CONTRACTOR. The Contractor shall provide the goods, services, and perform the work in accordance with the Contract Documents. Contractor shall not begin any work until the City has received the signed contract and has reviewed and approved the insurance certificates and has given the Contractor a written notice to proceed. Contractor shall exercise the same degree of care, skill, and diligence in the performance of the services as is ordinarily possessed and exercised by a contractor under similar circumstances. City shall not be responsible for discovering deficiencies in the accuracy of Contractor’s services. This Contract may be terminated by the City at any time upon discovery by the City that the Contractor or any of its subcontractors has submitted a false statement under oath verifying compliance with any of the minimum criteria set forth in Minnesota Statute § 16C.285, Subdivision 3, the Responsible Contractor statute.

3. CONTRACT PRICE. Owner shall pay Contractor for completion of the Work, in accordance with the Contractor’s Proposal, per unit price. Additional work performed without the City’s written approval will not entitle Contractor to an increase in the Contract Price or an extension of the Contract Time.

4. PAYMENT PROCEDURES.

- A. Contractor shall submit Applications for Payment. Applications for Payment will be processed by the Parks Superintendent.

- B. Progress Payments; Retainage. Owner shall make 95% progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment during performance of the Work.
- C. Payments to Subcontractors.
 - (1) Prompt Payment to Subcontractors. Pursuant to Minn. Stat. § 471.25, Subd. 4a, the Contractor must pay any subcontractor within ten (10) days of the Contractor's receipt of payment from the City for undisputed services provided by the subcontractor. The Contractor must pay interest of 1 ½ percent per month or any part of a month to the subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an unpaid balance of less than \$100.00, the Contractor shall pay the actual penalty due to the subcontractor.
 - (2) Form IC-134 (attached) required from general contractor. Minn. Stat. § 290.92 requires that the City of Lakeville obtain a Withholding Affidavit for Contractors, Form IC-134, before making final payments to Contractors. This form needs to be submitted by the Contractor to the Minnesota Department of Revenue for approval. The form is used to receive certification from the state that the vendor has complied with the requirement to withhold and remit state withholding taxes for employee salaries paid.
- D. Final Payment. Upon final completion of the Work, Owner shall pay the remainder of the Contract Price as recommended by the Parks Superintendent. Final completion shall be when all of the work is completed per the contract and 80% of the permanent cover is established, as determined by the Parks and Recreation Director.

5. **COMPLETION DATE.** The Work must be completed by **October 16, 2026.**

6. **CONTRACTOR'S REPRESENTATIONS.**

- A. Contractor has examined and carefully studied the Contract Documents and other related data identified in the Contract Documents.
- B. Contractor has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
- C. Contractor is familiar with and is satisfied as to all federal, state, and local laws and regulations that may affect cost, progress, and performance of the Work.

- D. Contractor has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or contiguous to the Site and all drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site (except Underground Facilities) which have been identified in the General Conditions and (2) reports and drawings of a Hazardous Environmental Condition, if any, at the site.
- E. Contractor has obtained and carefully studied (or assumes responsibility for doing so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor, including any specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents, and safety precautions and programs incident thereto.
- F. Contractor does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.
- G. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
- H. Contractor has correlated the information known to Contractor, information and observations obtained from visits to the Site, reports and drawings identified in the Contract Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.
- I. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
- J. Subcontracts:
 - (1) Unless otherwise specified in the Contract Documents, the Contractor shall, upon receipt of the executed Contract Documents, submit in writing to the Owner the names of the Subcontractors proposed for the work. Subcontractors may not be changed except at the request or with the consent of the Owner.
 - (2) The Contractor is responsible to the Owner for the acts and omissions of the Contractor's subcontractors, and of their direct and indirect

employees, to the same extent as the Contractor is responsible for the acts and omissions of the Contractor's employees.

- (3) The Contract Documents shall not be construed as creating any contractual relation between the Owner and any subcontractor.
- (4) The Contractor shall bind every subcontractor by the terms of the Contract Documents.

7. WORKER'S COMPENSATION. The Contractor shall obtain and maintain for the duration of this Contract, statutory Worker's Compensation Insurance and Employer's Liability Insurance as required under the laws of the State of Minnesota.

8. INSURANCE. Prior to the start of the project, Contractor shall furnish to the City a certificate of insurance showing proof of the required insurance required under this Paragraph. Contractor shall take out and maintain or cause to be taken out and maintained until six (6) months after the City has accepted the public improvements, such insurance as shall protect Contractor and the City for work covered by the Contract including workers' compensation claims and property damage, bodily and personal injury which may arise from operations under this Contract, whether such operations are by Contractor or anyone directly or indirectly employed by either of them. The minimum amounts of insurance shall be as follows:

Commercial General Liability (or in combination with an umbrella policy)

\$2,000,000 Each Occurrence
\$2,000,000 Products/Completed Operations Aggregate
\$2,000,000 Annual Aggregate

The following coverages shall be included:

Premises and Operations Bodily Injury and Property Damage
Personal and Advertising Injury
Blanket Contractual Liability
Products and Completed Operations Liability

Automobile Liability

\$2,000,000 Combined Single Limit – Bodily Injury & Property Damage
Including Owned, Hired & Non-Owned Automobiles

Workers Compensation

Workers' Compensation insurance in accordance with the statutory requirements of the State of Minnesota, including Employer's Liability with minimum limits are as follows:

\$500,000 – Bodily Injury by Disease per employee
\$500,000 – Bodily Injury by Disease aggregate
\$500,000 – Bodily Injury by Accident

The Contractor's insurance must be "Primary and Non-Contributory".

All insurance policies (or riders) required by this Contract shall be (i) taken out by and maintained with responsible insurance companies organized under the laws of one of the states of the United States and qualified to do business in the State of Minnesota, (ii) shall name the City, its employees and agents as additional insureds (CGL and umbrella only) by endorsement which shall be filed with the City. **A copy of the endorsement must be submitted with the certificate of insurance.**

Contractor's policies and Certificate of Insurance shall contain a provision that coverage afforded under the policies shall not be cancelled without at least thirty (30) days' advanced written notice to the City, or ten (10) days' notice for non-payment of premium.

An Umbrella or Excess Liability insurance policy may be used to supplement Contractor's policy limits on a follow-form basis to satisfy the full policy limits required by this Contract.

9. WARRANTY. The Contractor shall be held responsible for any and all defects in workmanship and materials which may develop in any part of the contracted service, and upon proper notification by the City shall immediately replace, without cost to the City, any such faulty work.

10. INDEMNIFICATION. To the fullest extent permitted by law, Contractor agrees to defend, indemnify and hold harmless the City, and its employees, officials, and agents from and against all claims, actions, damages, losses and expenses, including reasonable attorney fees, arising out of Contractor's negligence or its performance or failure to perform its obligations under this Contract. Contractor's indemnification obligation shall apply to subcontractor(s), or anyone directly or indirectly employed or hired by Contractor, or anyone for whose acts Contractor may be liable. Contractor agrees this indemnity obligation shall survive the completion or termination of this Contract.

11. PERFORMANCE AND PAYMENT BONDS. Performance and Payment Bonds are not required.

12. MISCELLANEOUS.

- A. Terms used in this Agreement have the meanings stated in the General Conditions.
- B. Owner and Contractor each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.
- C. Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable

provision that comes as close as possible to expressing the intention of the stricken provisions.

D. Data Practices/Records.

- (1) All data created, collected, received, maintained or disseminated for any purpose in the course of this Contract is governed by the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, any other applicable state statute, or any state rules adopted to implement the act, as well as federal regulations on data privacy.
- (2) All books, records, documents and accounting procedures and practices to the Contractor and its subcontractors, if any, relative to this Contract are subject to examination by the City.

E. All reports, plans, models, software, diagrams, analyses, and information generated in connection with performance of this Agreement shall be the property of the City. The City may use the information for its purposes.

F. Patented devices, materials and processes. If the Contract requires, or the Contractor desires, the use of any design, devise, material or process covered by letters, patent or copyright, trademark or trade name, the Contractor shall provide for such use by suitable legal agreement with the patentee or owner and a copy of said agreement shall be filed with the Owner. If no such agreement is made or filed as noted, the Contractor shall indemnify and hold harmless the Owner from any and all claims for infringement by reason of the use of any such patented designed, device, material or process, or any trademark or trade name or copyright in connection with the Project agreed to be performed under the Contract, and shall indemnify and defend the Owner for any costs, liability, expenses and attorney's fees that result from any such infringement.

G. In providing services hereunder, Contractor shall abide by all statutes, ordinances, rules and regulations pertaining to the provisions of services to be provided.

H. Assignment. Neither party may assign, sublet, or transfer any interest or obligation in this Contract without the prior written consent of the other party, and then only upon such terms and conditions as both parties may agree to and set forth in writing.

I. Waiver. In the particular event that either party shall at any time or times waive any breach of this Contract by the other, such waiver shall not constitute a waiver of any other or any succeeding breach of this Contract by either party, whether of the same or any other covenant, condition or obligation.

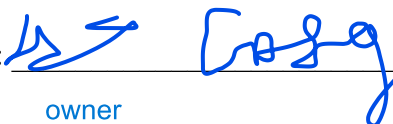
- J. Governing Law/Venue. The laws of the State of Minnesota govern the interpretation of this Contract. In the event of litigation, the exclusive venue shall be in the District Court of the State of Minnesota for Dakota County.
- K. Severability. If any provision, term or condition of this Contract is found to be or become unenforceable or invalid, it shall not affect the remaining provisions, terms and conditions of this Contract, unless such invalid or unenforceable provision, term or condition renders this Contract impossible to perform. Such remaining terms and conditions of the Contract shall continue in full force and effect and shall continue to operate as the parties' entire contract.
- L. Entire Agreement. This Contract represents the entire agreement of the parties and is a final, complete and all-inclusive statement of the terms thereof, and supersedes and terminates any prior agreement(s), understandings or written or verbal representations made between the parties with respect thereto.
- M. Permits and Licenses; Rights-of-Way and Easements. The Contractor shall give all notices necessary and incidental to the construction and completion of the Project. The City will obtain all necessary rights-of-way and easements. The Contractor shall not be entitled to any additional compensation for any construction delay resulting from the City's not timely obtaining rights-of-way or easements.
- N. If the work is delayed or the sequencing of work is altered because of the action or inaction of the Owner, the Contractor shall be allowed a time extension to complete the work but shall not be entitled to any other compensation.

OWNER:
CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

AND _____
Ann Orlofsky, City Clerk

CONTRACTOR:
KEVIN CASEY LLC

BY:  _____
Its: owner

2026 Meadows and Cherryview Basketball Reconstruction
Proposal Results
8/31/2026

<u>CONTRACTOR</u>	<u>TOTAL PROPOSAL</u>
Kevin Casey LLC	\$85,664.60
Friedges	\$112,172.00
Blackstone	\$125,546.08



September 8, 2026

Item No. _____

CONVENTION AND VISITORS BUREAU 2027 BUDGET

Proposed Action

Staff recommends adoption of the following motion: Move to approve the Convention and Visitors Bureau 2027 budget.

Overview

Each year the Lakeville Convention and Visitors Bureau presents a budget for approval by the City Council. Attached is the proposed 2027 budget. It has been reviewed and approved by both the CVB Advisory Board and the Lakeville Area Chamber of Commerce Board of Directors.

Pursuant to Minnesota State Statute 469.190, a lodging tax ordinance 576 was established and approved by the Lakeville City Council on April 15, 1996. The ordinance imposed a three percent lodging tax within the Lakeville city limits. An agreement dated April 15, 1996 between the City of Lakeville and the Lakeville Area Chamber of Commerce created the Convention and Visitors Bureau, a division within the Lakeville Area Chamber of Commerce, which is funded by the lodging tax.

Key issues relating to the 2027 budget are included in the attached submittal letter from Ms. Krista Jech, President of Lakeville Area Chamber of Commerce.

Supporting Information

- Submittal Letter
- Proposed 2027 CVB Budget

Financial Impact: \$ N/A	Budgeted: Y ☐ N ☐	Source: Lodging taxes & EMT grants
Related Documents: (CIP, ERP, etc.):		
Envision Lakeville Community Values: Diversified Economic Development		
Report Completed by: Julie Stahl, Finance Director		



August 31, 2026

The Honorable Mayor Luke Hellier
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

Dear Mayor Hellier:

Action was taken to approve the **Lakeville Convention and Visitors Bureau (LCVB) 2027 budget** on July 22, 2026, at the LCVB Advisory Board Meeting, in preparation for the final review and acceptance by the Lakeville Chamber of Commerce Board of Directors. The Lakeville Chamber of Commerce Board of Directors approved the 2027 CVB budget as presented on Tuesday, August 25, 2026.

The budget provides funding that supports Lakeville's economic climate to:

- A. Brand and promote the City of Lakeville as a tourism destination in Minnesota.
- B. Develop marketing campaigns providing content on our city's amenities and parks including sports and recreation, hospitality and tourism businesses, and nearby attractions.
- C. Partner with local, regional, and statewide tourism organizations, Twin Cities attractions, Lakeville hotels, and hospitality industry businesses.
- D. Provide referral support for a variety of planners, group coordinators, sport tournament directors, and area amenities and organizations needing assistance for meetings and events in Lakeville and surrounding area.

Key line items of note for the 2027 budget are:

1. **Income:** Similar to 2026, lodging tax continues to perform flat year over year due to higher average nightly rates but occupancy is still trending low. Mid-week business travel and large social events continue to be a challenge. We used 2026 actuals (January through June) and 2025 actuals (July through December) as our lodging tax receivable benchmark for the 2027 budget. In 2026 we received the maximum EMT grant eligible, for an organization of our size, of \$5,500. With changes to EMT's grant formula, we are expecting up to \$6,000 in 2027, the maximum eligible based on our budget size.
2. **Net Operating Income:** The LCVB Advisory Board, on recommendation from the Chamber Board in 2023, had committed to spending down our reserves to roughly \$100,000 over the course of three years (2024-2026). Maintaining \$100,000 in reserves will compensate for potential lost lodging tax revenue for one year from one of our largest hotels, in the event of a catastrophe.

Due to the Hampton Inn's struggles beginning in January 2026 including losing its franchise, their occupancy and average rate declined significantly, and left us with concerns on our 2026 extra

spend. We were budgeted to spend \$75,000 in reserves in 2026 and are planning on \$70,000 in 2027 as is noted with the net operating income deficit shown.

3. **Advertising Expenses:** The CVB budget for advertising, promotional and related items is \$256,651 for 2027 and reflects a 60% ratio in expenses directly correlated to advertising. Digital marketing, including social media and video, continues to be key marketing strategy.
4. **Personnel Expenses:** The 2027 budget reflects a 4% wage increase for the Director of Tourism. It also reflects the addition of a 1099 contractor amount of \$15,600. This support was first budgeted in 2024; however, it was allocated under the R&D, Support and Hospitality line item, as it was not known at the time if the position would be an independent contractor or a Chamber employee. In 2025 it is allocated in the wages and corresponding GLs, but in 2026 it was under CVB Contract Person (other Line Items schedule).
5. **Travel:** In 2027 we plan to continue to attend education, conferences, shows and events locally with some possible co-op for out-of-town events (Holiday Inn sales team).
6. **Data and Research:** This research helps to ensure we are spending our dollars on the correct mediums and markets for the changing trends. Zartico has been paused and amount applied to advertising as we figure out what 2027 looks like. Possible Zartico co-op (splitting the \$25,000) or mini module (\$10,000) are both being considered.
7. **Hospitality Education:** Once again in 2027, building on the success of the Heart of Hospitality programs, we plan to shake things up with a different format. We are considering a citywide bus tour of our parks, restaurants and other tourism amenities for our Lakeville for hospitality workers.
8. **Hospitality Scholarship:** The LCVB Advisory Board, approved for a second year, a \$1,000 named scholarship, to be donated to the Lakeville Area Chamber Foundation, with the intent this is awarded to a Lakeville senior pursuing a career in hospitality and tourism.

Thank you for your continued support and excitement for the hospitality industry of Lakeville.

Sincerely,



Krista Jech
President
Lakeville Chamber of Commerce & Tourism

Cc: Justin Miller, City Administrator
Mike Budde, 2026 LCVB Advisory Board Chair
Joe Masiarchin, 2026 LCVB Vice Chair
Jamie Dahlen, 2026 LCVB Treasurer
Jeanne Hutter, LCVB Director of Tourism
Mike Blanchard, 2026 Lakeville Chamber of Commerce Board of Directors Chair

CVB 2027 PROPOSED BUDGET	2027 Budget	2026 Budget
Interest Income	\$ 3,295	\$ 4,300
Lodging Tax	\$ 348,000	\$ 344,000
Misc/Other Revenue	\$ -	\$ -
Grants - EMT, MN Marine MFG	\$ 6,000	\$ 5,000
TOTAL REVENUES	\$ 357,295	\$ 353,300
EXPENSES		
Simple IRA Employer Expenses	\$ 2,583	\$ 2,483
Payroll Tax Social Security	\$ 5,645	\$ 5,423
Payroll Tax Medicare	\$ 1,321	\$ 1,269
Payroll Tax FUTA	\$ 55	\$ 55
Payroll Tax SUTA	\$ 461	\$ 443
Health Insurance Stipend	\$ 3,930	\$ 3,930
Dental Insurance - Employer	\$ 840	\$ 840
Wages	\$ 86,093	\$ 82,782
Payroll Processing Expense	\$ 540	\$ 480
ACCE (Life, LTD, STD)	\$ 851	\$ 851
Paid Family Leave (starts Jan 2026)	\$ 379	\$ 364
Wages - Bonus	\$ -	\$ -
Total Personnel Expenses	\$ 102,699	\$ 98,921
Accounting Fees	\$ 7,850	\$ 5,300
Advisory Board Mtgs/Exec Mtgs	\$ 2,500	\$ 2,500
Audit Expense (+990 filing)	\$ 13,000	\$ 12,000
Bank Service Charges	\$ 120	\$ 100
Chamber Management Fee 4%	\$ 13,920	\$ 13,760
Depreciation	\$ -	\$ -
Insurance-Directors	\$ 450	\$ 450
Insurance-Workmans Com	\$ 325	\$ 325
Insurance-Buld & Contents	\$ -	\$ -
Office Supplies -split w chamber	\$ 1,980	\$ 1,800
Rent	\$ 9,000	\$ 9,000
Supplies - CVB only	\$ 200	\$ 600
Telephone/Internet	\$ 1,500	\$ 1,200
Telephone - Cell	\$ 1,440	\$ 1,200
Contract Person (1099)	\$ 15,600	\$ 15,600
Total Operations Expenses	\$ 67,885	\$ 63,835
Computer Technology	\$ 600	\$ 600
Office Equipment	\$ -	\$ -
Maintenance & Repairs	\$ -	\$ -
Equipment Expense	\$ 600	\$ 600
Advertising -	\$ 222,786	\$ 197,790
Business Meetings	\$ 2,100	\$ 2,100
Contests awards gifts (Tourism Luncheon)	\$ 1,600	\$ 1,800
Education /Conferences/Training	\$ 6,880	\$ 5,233
Event Sponsorships	\$ 2,680	\$ 2,680
Memberships	\$ 2,750	\$ 2,551
Postage & Shipping Expense	\$ 900	\$ 1,400
Printing (not included in advertising)	\$ 750	\$ 950
Community Relations	\$ 1,900	\$ 1,700
Promotional Items	\$ 3,000	\$ 3,000
Tour/Planners FAMs	\$ 300	\$ 300
Trade Show Expense	\$ 5,830	\$ 7,810
Research & Development	\$ -	\$ 29,996
Travel	\$ 4,275	\$ 6,625
Web Site Hosting/Expenses	\$ 900	\$ 1,200
Advertising Expenses	\$ 256,651	\$ 265,135
Total Expenses	\$ 427,835	\$ 428,491
NET INCOME/(LOSS)	\$ (70,540)	\$ (75,191)

2025	2024	2023	2022	2021	2020	2019	2018
\$ 4,300	\$ 5,889	\$ 5,784	\$ 486	\$ 434	\$ 733	\$ 513	\$ 452
\$ 323,152	\$ 326,499	\$ 326,975	\$ 329,824	\$ 257,165	\$ 162,390	\$ 249,852	\$ 246,145
\$ -	\$ 769	\$ 1,000	\$ -	\$ 1,125	\$ 1,077	\$ -	\$ -
\$ 10,000	\$ 10,000	\$ 15,000	\$ 37,500	\$ 14,000	\$ 34,000	\$ 6,793	\$ 5,217
\$ 337,452	\$ 343,157	\$ 348,759	\$ 367,810	\$ 272,723	\$ 198,200	\$ 257,158	\$ 251,814
\$ 2,940	\$ 2,291	\$ 2,093	\$ 2,138	\$ 2,189	\$ 2,270	\$ 2,050	\$ 2,050
\$ 6,446	\$ 4,823	\$ 4,504	\$ 4,354	\$ 4,545	\$ 4,628	\$ 4,393	\$ 4,237
\$ 1,509	\$ 1,148	\$ 1,053	\$ 977	\$ 1,063	\$ 1,082	\$ 1,020	\$ 991
\$ 55	\$ 59	\$ 42	\$ -	\$ 55	\$ 37	\$ -	\$ 42
\$ 527	\$ 88	\$ 70	\$ 98	\$ 24	\$ 57	\$ -	\$ 45
\$ 3,930	\$ 3,930	\$ 3,930	\$ 3,930	\$ 3,930	\$ 3,930	\$ 3,930	\$ 3,930
\$ 840	\$ 816	\$ 816	\$ 816	\$ 816	\$ 816	\$ 664	\$ 1,327
\$ 97,994	\$ 82,407	\$ 72,628	\$ 71,763	\$ 70,143	\$ 67,559	\$ 65,430	\$ 62,913
\$ 480	\$ 487	\$ 480	\$ 440	\$ 480	\$ 360	\$ 400	\$ 660
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -
\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
\$ 114,721	\$ 97,550	\$ 85,617	\$ 84,516	\$ 83,246	\$ 80,740	\$ 78,636	\$ 76,696
\$ 3,400	\$ 926	\$ 3,189	\$ 2,308	\$ 1,679	\$ 1,073	\$ 2,290	\$ 2,885
\$ 2,500	\$ 2,508	\$ 2,018	\$ 1,266	\$ 545	\$ 101	\$ 3,363	\$ 2,451
\$ 10,000	\$ 10,500	\$ 9,000	\$ 8,000	\$ 8,450	\$ 9,430	\$ 9,060	\$ 8,132
\$ 100	\$ -	\$ 75	\$ -	\$ -	\$ 288	\$ -	\$ -
\$ 12,926	\$ 12,839	\$ 13,118	\$ 13,193	\$ 9,762	\$ 6,496	\$ 9,891	\$ 9,886
\$ -	\$ -	\$ -	\$ 449	\$ 614	\$ 1,094	\$ 166	\$ 8
\$ 450	\$ -	\$ 365	\$ 355	\$ 300	\$ 300	\$ 480	\$ 480
\$ 300	\$ 224	\$ 251	\$ 225	\$ 225	\$ 233	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,800	\$ 1,348	\$ 1,961	\$ 1,386	\$ 444	\$ 69	\$ 4,163	\$ 125
\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000
\$ 300	\$ 439	\$ 289	\$ 43	\$ 188	\$ -	\$ -	\$ (646)
\$ 1,620	\$ 1,744	\$ 1,724	\$ 958	\$ 709	\$ 1,565	\$ 1,505	\$ 1,536
\$ 1,140	\$ 1,292	\$ 912	\$ 1,106	\$ 1,097	\$ 1,155	\$ 1,001	\$ 1,014
\$ -	\$ 191	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16
\$ 43,536	\$ 41,011	\$ 41,902	\$ 38,289	\$ 33,013	\$ 30,803	\$ 40,919	\$ 34,888
\$ 1,950	\$ 2,889	\$ 2,004	\$ -	\$ 3,951	\$ 759	\$ -	\$ 916
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,692	\$ -
\$ -	\$ -	\$ 360	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,950	\$ 2,889	\$ 2,364	\$ -	\$ 3,951	\$ 759	\$ 1,692	\$ 916
\$ 202,740	\$ 217,607	\$ 171,124	\$ 129,283	\$ 113,499	\$ 73,508	\$ 91,415	\$ 89,146
\$ 2,400	\$ 2,233	\$ 2,030	\$ 1,397	\$ 842	\$ 1,491	\$ 3,725	\$ 4,954
\$ 1,800	\$ 2,027	\$ 1,604	\$ 672	\$ -	\$ -	\$ -	\$ 655
\$ 2,629	\$ 1,336	\$ 1,134	\$ 389	\$ 572	\$ 258	\$ 3,435	\$ 1,153
\$ 1,680	\$ 687	\$ 1,761	\$ 797	\$ 375	\$ -	\$ -	\$ 900
\$ 2,706	\$ 2,360	\$ 2,300	\$ 1,836	\$ 2,066	\$ 1,677	\$ 1,734	\$ 1,950
\$ 900	\$ 619	\$ 775	\$ 489	\$ 565	\$ 285	\$ 937	\$ 1,141
\$ 800	\$ 668	\$ 238	\$ 169	\$ -	\$ -	\$ 1,721	\$ 460
\$ 1,400	\$ 1,241	\$ 1,305	\$ 1,210	\$ 511	\$ 365	\$ -	\$ -
\$ 3,000	\$ 10,096	\$ 2,731	\$ 2,306	\$ 446	\$ 1,119	\$ 3,221	\$ 4,315
\$ 300	\$ -	\$ 33	\$ -	\$ -	\$ -	\$ -	\$ 6,571
\$ 2,540	\$ 2,495	\$ 1,745	\$ 1,950	\$ 773	\$ 1,252	\$ 5,965	\$ 2,065
\$ 29,996	\$ 30,815	\$ -	\$ 1,950	\$ 773	\$ 1,252	\$ 5,965	\$ -
\$ 7,525	\$ 2,617	\$ 2,956	\$ 2,420	\$ 1,420	\$ 1,678	\$ 2,809	\$ 3,557
\$ 1,200	\$ 1,138	\$ 124	\$ 1,245	\$ 573	\$ 4,086	\$ 1,800	\$ 600
\$ 261,616	\$ 275,939	\$ 189,859	\$ 146,113	\$ 122,413	\$ 86,971	\$ 122,726	\$ 117,468
\$ 421,823	\$ 417,388	\$ 319,742	\$ 268,919	\$ 242,622	\$ 199,273	\$ 243,974	\$ 229,968
\$ (84,371)	\$ (74,231)	\$ 29,017	\$ 98,891	\$ 30,101	\$ (1,073)	\$ 13,184	\$ 21,846

Advertising to total expense	60%	62%	62%	66%	59%	54%	50%	44%	50%	51%
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2026 \$75k Budget Overspend: \$24,000 Zarico (data), \$15,000 (part-time contractor), \$1,000 (Foundation scholarship), \$29,000 (corporate marketing), \$6,000 (video/photo assets)



Date: 9/8/2026

**Ritter Farm Park Trailhead & Downtown Lakeville Gateway Project Change Order No. 1,
CIP #26-15A**

Proposed Action

Staff recommends adoption of the following motion: Move to approve Ritter Farm Park Trailhead & Downtown Lakeville Gateway Project Change Order No. 1, CIP #26-15A

Overview

The Mayor and City Council approved an agreement with KA Witt Construction for the construction of the Ritter Farm Park Trailhead as part of the Lake Marion Greenway Trail Project. The project includes the construction of a new restroom building and park shelter, along with paved parking lots in Ritter Farm Park. Additionally, it includes the construction of a new bike plaza and trail gateway in Downtown Lakeville at the south/east end of the Greenway Trail.

The increase is due to added grant requirements associated with adjusted unit pricing needed to match funding requirements from the LCCMR and DNR grants, both of which require the use of prevailing wage. The unit price listed reflects this rate increase. The attached change order submitted by KA Witt Construction has been reviewed by WSB Consulting, who is managing the project, and City staff to ensure it is necessary. The change order would increase the original contract amount by \$119,033.92 (the original contract amount was \$1,422,307.93). Staff is recommending approval of the attached change order after thorough review.

Supporting Information

1. KA Witt Construction Change Order No. 1 for Ritter Farm Park Trailhead, CIP #26-15A

Financial Impact: \$119,033.92 Budgeted: Yes Source: Grant/Trail Improvement Fund Envision Lakeville Community Values: Access to a Multitude of Natural Amenities and Recreational Opportunities Report Completed by: Joe Masiarchin, Parks and Recreation Director

CITY OF LAKEVILLE CHANGE ORDER



CHANGE ORDER NO. 1	
DATE 7/30/2026	SHEET Page 1 of 2
PROJECT NO. 26-15A	
CONTRACTOR K.A. Witt Construction	PROJECT NAME Ritter Park Trailhead
ADDRESS 1530 W 280th St. New Prague , MN 56071	TYPE OF WORK Change Order 1
ORIGINAL CONTRACT AMOUNT \$1,422,307.93	REVISED CONTRACT AMOUNT \$1,541,341.85

Spec. No.	Item No.	Item of Work	Unit	Original ± Previous Change Quantity	Quantity ±	Unit Price	Increase Amount	Decrease Amount
1	74	REMOVE PORTA POTTY ENCLOSURE - CO	EA	0	2.00	\$80.00	\$160.00	0.00
2	75	REMOVE LIGHT POLE - CO	EA	0	1.00	\$300.00	\$300.00	0.00
3	76	REMOVE GATE - CO	EA	0	2.00	\$80.00	\$160.00	0.00
4	77	REMOVE KIOSK STRUCTURE - CO	EA	0	1.00	\$80.00	\$80.00	0.00
5	78	REMOVE FENCE - CO	LF	0	344.00	\$1.55	\$533.20	0.00
6	79	REMOVE BITUMINOUS WALK - CO	SF	0	548.00	\$0.50	\$274.00	0.00
7	80	AGGREGATE SURFACING (CV) CLASS 2 - CO	CY	0	300.00	\$5.77	\$1,731.00	0.00
8	81	AGGREGATE BASE (CV) CLASS 5 - CO	CY	0	1,249.00	\$2.12	\$2,647.88	0.00
9	82	TYPE SP 9.5 WEAR CRS MIX(2,B) 3.0" THICK - CO	SY	0	466.00	\$1.85	\$862.10	0.00
10	83	TYPE SP 9.5 WEARING COURSE MIX (3,C) - CO	TON	0	413.00	\$10.40	\$4,295.20	0.00
11	84	TYPE SP 12.5 NON WEAR COURSE MIX (3,C) - CO	TON	0	600.00	\$8.55	\$5,130.00	0.00
12	85	SEPTIC TANK - CO	EA	0	1.00	\$1,150.00	\$1,150.00	0.00
13	86	4" SOLID PVC SDR 35 - CO	LF	0	110.00	\$3.55	\$390.50	0.00
14	87	4" HDPE PIPE SEWER - DIRECTIONAL DRILLED - CO	LF	0	710.00	\$4.69	\$3,329.90	0.00
15	88	48" SANITARY SEWER MANHOLE - CO	EA	0	1.00	\$780.00	\$780.00	0.00
16	89	BENCH - CO	EA	0	6.00	\$135.00	\$810.00	0.00
17	90	PICNIC TABLE - CO	EA	0	9.00	\$70.00	\$630.00	0.00
18	91	TRASH RECEPTACLES - CO	EA	0	6.00	\$15.00	\$90.00	0.00
20	92	BIKE LOOPS - CO	EA	0	8.00	\$61.88	\$495.04	0.00
21	93	BIKE FIX-IT STATION - CO	EA	0	2.00	\$180.00	\$360.00	0.00
22	94	WHEEL STOP - CO	EA	0	31.00	\$26.13	\$810.03	0.00
23	95	KIOSK - CO	EA	0	2.00	\$690.00	\$1,380.00	0.00
24	96	6-INCH CONCRETE PAVEMENT - CO	SF	0	3,762.00	\$1.45	\$5,454.90	0.00
27	97	SHELTER STRUCTURE - CO	LS	0	1.00	\$44,980.00	\$44,980.00	0.00
28	98	RANDOM RIPRAP CLASS III - CO	CY	0	83.00	\$11.20	\$929.60	0.00
29	99	NATURAL STONE RETAINING WALL	SF	0	405.00	\$5.77	\$2,336.85	0.00
31	100	DECIDUOUS TREE 1.5" CAL B&B - CO	EA	0	5.00	\$85.00	\$425.00	0.00
32	101	DECIDUOUS TREE 2.0" CAL B&B - CO	EA	0	7.00	\$100.00	\$700.00	0.00
33	102	DECIDUOUS TREE 2.5" CAL B&B - CO	EA	0	2.00	\$110.00	\$220.00	0.00
34	103	DECIDUOUS SHRUB 5-GAL CONT - CO	EA	0	45.00	\$7.00	\$315.00	0.00
35	104	DECIDUOUS SHRUB 15-GAL CONT - CO	EA	0	4.00	\$25.00	\$100.00	0.00
36	105	PERENNIAL 1 GAL CONT - CO	EA	0	44.00	\$3.05	\$134.20	0.00
37	106	CONIFEROUS TREE 6' HT B&B - CO	EA	0	2.00	\$75.00	\$150.00	0.00
38	107	ORNAMENTAL GRASS NO 1 CONT - CO	EA	0	90.00	\$3.05	\$274.50	0.00

39	108	METAL LANDSCAPE EDGER - CO	LF	0	190.00	\$1.50	\$285.00	0.00
40	109	WEED BARRIER PAPER - CO	SY	0	205.00	\$0.40	\$82.00	0.00
41	110	MULCH MATERIAL TYPE 6 - CO	CY	0	26.00	\$12.00	\$312.00	0.00
47	111	SAWING BITUMINOUS PAVEMENT (FULL DEPTH) - CO	LF	0	122.00	\$0.93	\$113.46	0.00
48	112	REMOVE CURB & GUTTER	LF	0	115.00	\$1.48	\$170.20	0.00
49	113	REMOVE BITUMINOUS PAVEMENT - CO	SY	0	201.00	\$0.93	\$186.93	0.00
50	114	15" RC PIPE SEWER DES 3006 CL V - CO	LF	0	57.00	\$12.09	\$689.13	0.00
51	115	CONNECT TO EXISTING STORM SEWER - CO	EA	0	2.00	\$160.00	\$320.00	0.00
52	116	CONNECT TO EXISTING WATERMAIN - CO	EA	0	1.00	\$170.00	\$170.00	0.00
53	117	GATE VALVE & BOX - CO	EA	0	1.00	\$290.00	\$290.00	0.00
54	118	BLOWOUT - CO	EA	0	1.00	\$210.00	\$210.00	0.00
55	119	1.5" TYPE K WATERMAIN - CO	LF	0	27.00	\$16.67	\$450.09	0.00
57	131	INSTALL CASTING - CO	EA	0	3.00	\$33.30	\$99.90	0.00
58	120	CONST DRAINAGE STRUCTURE DES SPEC 1 - CO	LF	0	3.70	\$99.62	\$368.59	0.00
59	121	CONST DRAINAGE STRUCTURE DES 48-4020 - CO	LF	0	4.00	\$97.50	\$390.00	0.00
60	122	CONST DRAINAGE STRUCTURE DES 60-4020 - CO	LF	0	9.80	\$85.71	\$839.96	0.00
62	123	DRINKING FOUNTAIN - CO	LS	0	1.00	\$380.00	\$380.00	0.00
67	130	TYPE SP 9.5 WEARING COURSE MIX (3,C) - CO	TON	0	170.00	\$29.73	\$5,054.10	0.00
68	124	MOBILIZATION - CO	LS	0	1.00	\$4,000.00	\$4,000.00	0.00
69	125	EXCAVATION - COMMON (P) - CO	CY	0	4,877.00	\$2.41	\$11,753.57	0.00
70	126	SELECT GRANULAR EMBANKMENT (CV) (P) - CO	CY	0	2,811.00	\$1.83	\$5,144.13	0.00
71	127	COMMON EMBANKMENT (CV) (P) - CO	CY	0	556.00	\$3.41	\$1,895.96	0.00
72	128	SEPTIC PUMP TANK - CO	EA	0	1.00	\$2,510.00	\$2,510.00	0.00
73	129	LANDSCAPE BOULDERS - CO	EA	0	12.00	\$75.00	\$900.00	0.00
Net Increase or Decrease: \$119,033.92							Totals	\$119,033.92
								\$0.00

Due to this change, the contract time:

a: is increased/decreased by 0 working days.

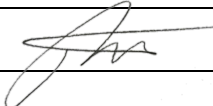
is increased/decreased by 0 calendar days.

► **b: is not changed.**

c: may be revised if the work affects/affected the controlling operation

EXPLANATION OF CHANGE IN PLAN RECOMMENDED (Attach additional sheets if necessary)

This Change Order provides for a Prevailing Wage Adjustment.

CONTRACTOR SIGNATURE 	DATE August 18, 2026
MAYOR SIGNATURE	DATE
CITY CLERK SIGNATURE	DATE
CONSTRUCTION REPRESENTATIVE SIGNATURE Timothy Andler ^{Digitally signed by Timothy Andler} ^(DN: cn=Timothy Andler, o=City of Portland, ou=City of Portland, email=timothy.andler@portland.gov, c=US)	DATE 8/19/2026



Date: 9/8/2026

Election Pay Rates and Staffing

Proposed Action

Staff recommends adoption of the following motion: Move to approve the changes to temporary election pay rates and staffing.

Overview

There are two separate changes being requested regarding elections staffing.

First — after reviewing election wages compared to our neighboring peers (the Lakeville School District being one of them), staff noticed that our wages are significantly lower than others by about \$2.00 an hour. Lakeville currently pays Election Judges \$13.00 per hour and Head Election Judges \$15.00 per hour. Lower hourly wages affect our ability to recruit and retain qualified election judges that we rely on for all election cycles.

In August 2026, the Minnesota Supreme Court ruled in *Minnesota Voters Alliance v. City of Minneapolis* that early-voting locations must comply with the party-balance requirements of Minn. Stat. 203B.30 and 204B.19. Although the case arose from Minneapolis, the ruling interprets a statute that applies statewide, including Lakeville. A separate Secretary of State directive also requires two election judges to be dedicated to initialing ballots before tabulation. To comply with these requirements, Lakeville must increase early-voting staffing from three to five judges per shift. This results in an additional 256 judge-hours over the 16-day General Election early-voting period. This staffing increase is legally required. By increasing our election judge pay rates, we will be better aligned to attract and retain appropriate early-voting and election day employees.

Because we have a large number of temporary staff utilized for early voting and the General Election, it takes various staff members to support and manage the workforce. We are seeking to add the position of an Election Judge Coordinator that can coordinate recruitment, assignments, training communication, scheduling changes, payroll follow-up, and day-to-day questions for more than 250 temporary election judges. Existing staff oversee other complex areas of the election process, such as overall election administration, healthcare facility voting, training content/delivery, tabulator preparation and testing, poll pad programming/testing/deployment, early voting procedures, early voting room management, voter services and early voting procedures, etc. Adding this position will ensure a dedicated role to temporary staff, when other staff members are executing other areas of the election process and help streamline the temporary employee experience.

Supporting Information

1. Updated 2026 Seasonal Pay Plan
2. Election Judge Coordinator Description

Financial Impact: The City's 2026 budget reflects \$104,275 for seasonal election positions. With the increase to current election pay rates, the requirement to balance parties during early voting and the addition of an Election Judge Coordinator role, this requires an additional \$21,468. **Budgeted:** No **Source:**
Envision Lakeville Community Values: Good Value for Public Service
Report Completed by: Alissa Frey, Human Resources Director

2026 Temporary, Seasonal & Instructor Pay Plan

	Level 1	Step 1	Step 2	Step 3	Step 4	Step 5
Community Theatre Staff		11.46	11.98	12.52	13.08	13.67
	Level 2	Step 1	Step 2	Step 3	Step 4	Step 5
Program Leader		12.68	13.25	13.85	14.47	15.12
Puppeteer						
Warming House Attendant						
	Level 3	Step 1	Step 2	Step 3	Step 4	Step 5
Seasonal Ice Rink supervisor		14.99	15.66	16.37	17.10	17.87
	Level 4	Step 1	Step 2	Step 3	Step 4	Step 5
Seasonal Maintenance I		16.22	16.95	17.72	18.51	19.35
	Level 5	Step 1	Step 2	Step 3	Step 4	Step 5
Intern		16.74	17.49	18.28	19.1	19.96
Pottery Studio Specialist						
	Level 6	Step 1	Step 2	Step 3	Step 4	Step 5
Seasonal Maintenance II		18.03	18.84	19.68	20.57	21.50
	Level 7	Step 1	Step 2	Step 3	Step 4	Step 5
Pottery Studio Manager		19.74	20.63	21.55	22.52	23.54
	Level 8	Step 1	Step 2	Step 3	Step 4	Step 5
Community Band Director		21.61	22.58	23.60	24.66	25.77
LAAC House Manager						
Light/Sound Technician (Theatre Tech)						
Seasonal CSO						
Seasonal Tree Inspector						
Seasonal Environmental Educator						
	Level 9	Step 1	Step 2	Step 3	Step 4	Step 5
		23.67	24.73	25.84	27.01	28.22
	Level 10	Step 1	Step 2	Step 3	Step 4	Step 5
		25.91	27.08	28.30	29.57	30.90
	Level 11	Step 1	Step 2	Step 3	Step 4	Step 5
		28.38	29.65	30.99	32.38	33.84
	Level 12	Step 1	Step 2	Step 3	Step 4	Step 5
Painting Instructor		31.07	32.47	33.93	35.46	37.05
Misc. Art Instructor						
	Level 13	Step 1	Step 2	Step 3	Step 4	Step 5
Pottery Instructor		34.02	35.55	37.15	38.83	40.57
Theater Instructor						

Miscellaneous Pay:

Warming House Attendant and Ice Rink Supervisor Additional \$.50/hour worked, to be paid at the end of each completed winter season.

Elections

Election Judge	\$15.00
Head Election Judge / Early Voting Judge	\$18.00
Election Specialist / Early Voting Lead	\$25.00
Election Judge Coordinator	\$35.00

CITY OF LAKEVILLE

Job Description

Position Title: Election Judge Coordinator

Department: Administration

Reports To: City Clerk

FLSA: Non-Exempt

Position Summary

Under the direction of the City Clerk, the Election Judge Coordinator is responsible for planning, coordinating, and administering the City's Election Judge Program. This position oversees the recruitment, onboarding, scheduling, training, communication, and support of election judges to ensure the City maintains a qualified, well-trained, and fully staffed election workforce.

The Election Judge Coordinator serves as the primary point of contact for election judges throughout the election cycle and exercises independent judgment in coordinating staffing, resolving scheduling conflicts, maintaining statutory compliance, and supporting successful election operations.

Essential Duties and Responsibilities

Election Judge Recruitment

Coordinate the City's Election Judge recruitment program by:

- Maintaining the City's election judge applicant pool.
 - Processing applications.
 - Monitoring party affiliation requirements.
 - Maintaining waiting lists and alternate judge lists.
-

Election Judge Assignment and Scheduling

Coordinate all election judge assignments by:

- Assigning judges to polling places.
- Balancing political party requirements.
- Coordinating Head Judge assignments.
- Managing shift assignments.
- Processing availability updates.
- Filling vacancies.
- Coordinating last-minute staffing changes.
- Maintaining staffing reports.

Serve as the primary coordinator for election staffing throughout the election cycle.

Election Judge Communications

Serve as the primary point of contact for all election judges by:

- Preparing and distributing election communications.
- Responding to telephone and email inquiries.
- Sending assignment notices.
- Sending training reminders.
- Sending payroll reminders.
- Sending election updates.
- Communicating schedule changes.
- Preparing Election Day reminder communications.
- Maintaining communication templates and mailing lists.

Develop communication strategies that ensure judges receive timely, accurate, and consistent information throughout the election cycle.

Election Training Program

Coordinate all Election Judge training including:

- Election Judge Training
- Poll Pad Training
- Refresher Training

Responsibilities include:

- Scheduling training sessions.

- Maintaining online training systems.
 - Tracking attendance.
 - Recording training completion.
 - Following up with judges who have incomplete training.
-

Election Workforce Administration

Administer the City's election workforce by:

- Maintaining the Election Judge database.
 - Updating contact information.
 - Tracking payroll paperwork.
 - Coordinating with Human Resources.
 - Preparing election staffing reports.
 - Assisting with election payroll verification.
-

Customer Service

Provide exceptional customer service by:

- Responding to election judge questions.
 - Assisting applicants through the onboarding process.
 - Helping judges navigate training systems.
 - Resolving concerns professionally and efficiently.
-

Administrative Support

Provide general administrative support by:

- Prepare reports and correspondence.
 - Maintain standard operating procedures.
 - Recommend improvements to the Election Judge Program.
-

Minimum Qualifications

Two years of progressively responsible experience in one or more of the following:

- Workforce coordination
 - Volunteer management
 - Program coordination
-

Preferred Qualifications

- Experience coordinating volunteers or temporary employees.
 - Experience using:
 - Modus – Election Management Software
 - Microsoft Office Suite
 - Database management software
-

Knowledge, Skills, and Abilities

Knowledge of:

- Customer service.
- Office administration.
- Workforce scheduling.
- Public communication.

Skill in:

- Written communication.
- Conflict resolution.
- Database management.
- Project coordination.

Ability to:

- Coordinate over 250 temporary employees simultaneously.
 - Exercise sound judgment.
 - Prioritize competing deadlines.
 - Communicate clearly with diverse audiences.
 - Build positive relationships with election judges and the public.
 - Maintain confidentiality.
 - Work independently while managing multiple concurrent projects.
-

Physical Requirements

- Perform standard office work.
- Work evenings and weekends during election periods.



Date: 9/8/2026

**Resolution Accepting Donations to the Lakeville Parks & Recreation Department in the
3rd Quarter of 2026**

Proposed Action

Staff recommends adoption of the following motion: Move to approve resolution accepting donations to the Lakeville Parks & Recreation Department in the third quarter of 2026.

Overview

Donations from various sources were received by the Lakeville Parks & Recreation Department. Please see the supporting information for details. On behalf of our department, we sincerely thank these individuals and businesses for their generosity.

Supporting Information

1. Q3 List of Donors

Financial Impact: \$NA Budgeted: No Source: Donations Envision Lakeville Community Values: A sense of Community and Belonging Report Completed by: Joe Masiarchin, Parks & Recreation Director
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CITY OF LAKEVILLE

RESOLUTION NO. _____

**RESOLUTION ACCEPTING DONATIONS TO THE LAKEVILLE PARKS &
RECREATION DEPARTMENT IN THE 3RD QUARTER OF 2026**

WHEREAS, MN Statute 465.03 requires that cities accept donations for the benefit of its citizens in accordance with the terms prescribed by the donor; and

WHEREAS, the City of Lakeville's Parks and Recreation Department has received grants and donations of money, goods or property as indicated on the attached list; and

WHEREAS, the grants and donations were beneficial to the department; and

WHEREAS, the additional revenues received may require the City to incur additional expenditures in order to comply with grant agreements and restricted donations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakeville, Minnesota that the grants and/or donations are hereby officially accepted and acknowledged with gratitude to the donors; and

BE IT FURTHER RESOLVED that City staff is authorized to amend the budget to comply with grant agreements and restricted donations.

ADOPTED by the Lakeville City Council this 8th day of September, 2026

CITY OF LAKEVILLE:

Luke M Hellier, Mayor

ATTEST:

Ann Orlofsky, City Clerk

DONATIONS RECEIVED BY PARKS & RECREATION DEPARTMENT

3rd Quarter of 2026

Anonymous	\$10	Active Adults Programming
Anonymous	\$150	Red Hat Chorus
Friends of Lakeville Area Arts Center	\$14,950	Sculpture near LAAC playground
Happy Harry's	\$504	Active Adults Programming
Lakeville Lions	\$10,000	Scholarship
Lakeville Lions	\$25,300	AEDs
Sherry Shish	\$2,000	Support material needs for sewing camps
Total	\$52,914.00	



Date: 9/8/2026

Temporary on-sale liquor license to Lakeville Lions Club

Proposed Action

Staff recommends adoption of the following motion: Move to approve the issuance of a temporary on-sale liquor license to Lakeville Lions Club.

Overview

The Lakeville Lions Club would like to host Oktoberfest Lakeville at the Lakeville Area Arts Center on Friday, September 25, and Saturday, September 26, 2026. The Lakeville Lions Club wishes to serve beer from 3:00 p.m. until 12:00 a.m. in a designated fenced-in beer garden.

Lakeville Lions Club will provide security to identify and wristband those of legal age to consume alcohol. They will monitor the entrances to ensure that alcohol is not taken out of the designated area.

Supporting Information

None

Financial Impact: \$ Budgeted: No Source: Envision Lakeville Community Values: A Sense of Community and Belonging Report Completed by: Ann Orlofsky, City Clerk



Date: 9/8/2026

**Contract with Honeywell International Inc, Plymovent, and GearGrid LLC to Supply
Station Equipment for Fire Station 2**

Proposed Action

Staff recommends adoption of the following motion: Move to approve contracts with Honeywell, Inc., Plymovent, and Geargrid LLC to supply equipment for Fire Station 2.

Overview

As part of the construction of Fire Station 2, equipment is required to be purchased to furnish emergency alerting throughout the station. Staff has worked with Honeywell International Inc. to develop and prepare the attached proposal for City Council consideration. The cost of the hardware is within budget estimates and was included in the overall budget for the construction of the facility.

Supporting Information

1. MN_LKVL002-Qv4-1StationSystem_CENTRAL(2026JUN19) (2)
2. USDD.MN_LKLV.CENTRAL.FSA.2026.05.12 (2)
3. GGQ MN - Lakeville Fire Station #2 - Quote #00017170 Rev 6-10-26 (2)
4. Lakeville Complete
5. 9.8.26 CC Report HoneyWell

Financial Impact: \$309,942.42 Budgeted: No Source: Project Budget Envision Lakeville Community Values: Safety Throughout the Community Report Completed by: Michael Meyer, Fire Chief
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US DIGITAL DESIGNS
by Honeywell
1150 W Grove Pkwy St #110
Tempe, AZ 85283



US DIGITAL DESIGNS
by Honeywell

Author: JA
Date: 6/19/2026
Expires: 9/17/2026
Proposal: MN_LKVL002 v4

Quotation to:
Lakeville, MN
Lakeville Fire Department

Project:
G2 Fire Station Alerting System
One (1) Station System

Pricing protected pursuant to the agreement entered into between Savvik Buying Group and USDD, Savvik Buyers Group, Station Alerting and Automation -Contract #21548. More information is available at:<https://www.savvik.com/usdd/>

Lakeville Fire Department is a member: 23382

Sheryl Wagner
Sr. Territory Manager
(253)-303-3021
(602)-687-1730
Sheryl.Wagner@honeywell.com
stationalerting.com

The Customer is responsible for identifying any errors or omissions on this quote prior to placing the order.

This proposal is subject to corrections due to errors or omissions

2026 Pricing

Quote Submitted To:
Lakeville, MN
Lakeville Fire Department

CENTRAL STATION

USDD Design Referenced:
USDD.MN_LKLV.CENTRAL.FSA.2026.05.12

STATION SYSTEM LICENSES

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
G2-VA	G2 VoiceAlert - Single Station License	1	\$ 1,504.91	\$ 1,354.42	\$ 1,354.42
G2-APP-DLA	G2 Mobile FSAS App	24	\$ 15.00	\$ 13.50	No Charge

STATION SYSTEM CONTROLLER

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
ATX	G2 ATX Station Controller	1	\$ 24,203.40	\$ 21,783.06	\$ 21,783.06
ATX-EXP	G2 Expansion Kit	2	\$ 7,838.00	\$ 7,054.20	\$ 14,108.40
ATX-E	Rack Mount Ears for ATX or EXP	3	\$ 78.51	\$ 70.66	\$ 211.98
UPS-STD	ATX UPS, Standard	3	\$ 1,048.17	\$ 943.35	\$ 2,830.05
UPS-WMB	Wall-Mount for UPS (Shelf/Bracket)	3	\$ 79.57	\$ 71.61	\$ 214.83

STATION SYSTEM PERIPHERAL COMPONENTS

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
TV-R	G2 HDTV Remote	3	\$ 1,121.50	\$ 1,009.35	\$ 3,028.05
PB-B	Push Button, Standard (Black)	1	\$ 132.83	\$ 119.54	\$ 119.54
PB-R	Push Button, Emergency (Red)	3	\$ 132.83	\$ 119.54	\$ 358.62
MR-2	G2 Message Remote 2	6	\$ 1,841.44	\$ 1,657.29	\$ 9,943.74
USDD-LCD-SIGN	G2 LCD Message Sign	8	\$ 3,150.00	\$ 2,835.00	\$ 22,680.00
MS-MNT	MS Mount - Articulating	6	\$ 409.50	\$ 368.55	\$ 2,211.30
RR-2	G2 Room Remote 2	12	\$ 2,445.45	\$ 2,200.91	\$ 26,410.92
RR2-SMB	RR2 Surface Mount Box	1	\$ 211.31	\$ 190.18	\$ 190.18
SPK-LED-FM	G2 Speaker - LED Illuminated, Flush Mount	25	\$ 392.70	\$ 353.43	\$ 8,835.75
SPK-OAS	G2 Speaker - OmniAlertStrobe	3	\$ 1,653.75	\$ 1,488.38	\$ 4,465.14
SPK-STD-FM	Speaker - Standard, Flush Mount	24	\$ 138.92	\$ 125.02	\$ 3,000.48
SPK-STD-SM	Speaker - Standard, Surface Mount (Metal Box)	15	\$ 165.38	\$ 148.84	\$ 2,232.60
SPK-W-SM	Speaker - Weatherized, Surface Mount	4	\$ 392.44	\$ 353.19	\$ 1,412.76
STR-2	G2 Strobe Light / Red LED	4	\$ 694.58	\$ 625.12	\$ 2,500.48
XFMR	Transformer, 8ohm to 70V, External	1	\$ 77.91	\$ 70.12	\$ 70.12

STATION SYSTEM SERVICES

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
ST-SU	Station Configuration & Commissioning	1	\$ 3,025.00	\$ 2,722.50	\$ 2,722.50
ST-PM	Station Project Management	1	\$ 1,650.00	\$ 1,485.00	\$ 1,485.00
ST-ES	Station Engineering & Design Services	1	\$ 825.00	\$ 742.50	\$ 742.50
ST-NCPM	New Construction Project Management	1	\$ 5,000.00	\$ 4,500.00	\$ 4,500.00
FREIGHT-CHARGES	Shipping	1	\$ 2,980.00	\$ 2,980.00	\$ 2,980.00

STATION SYSTEM WARRANTY & OPTIONAL RECURRING ANNUAL SUPPORT

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
RS-1YR-STD	[STANDARD] 1st Year Warranty & Support - Included with Initial Purchase Technical phone support Monday through Friday from 08:00 to 17:30 MST, excluding USDD holidays; Remote access support Monday through Friday from 08:00 to 17:30 MST, excluding USDD holidays;	1.0	\$ 14,218.05	\$ 12,796.24	No Charge

CENTRAL STATION

Equipment Only:	\$ 127,962.42
System:	\$ 137,412.42
Shipping:	\$ 2,980.00
Service & Support:	\$ -
Estimated Tax:	\$ -
Station Subtotal:	\$ 140,392.42

This quote does not include or assume any amounts for **sales or use tax**. Customer needs to contact its procurement department to determine if sales or use tax is payable, and if so, to make the determination of the amount to be paid. Per our contracts, Customer is responsible for the payment of any sales or use taxes owed from any purchase from USDD.

Warranty & Support Notes:

Customer must elect to choose any coverage they require beyond initial warranty period, or USDD will not be authorized to provide any service or support. Mobile Smart Phone Alerting App and Mapping Services only available to customer while under warranty or elected recurring annual support. Support Agreements subject to change if system design is modified. For additional details, please review current USDD Warranty Statement and Service Agreement. USDD cannot warrant nor support any system configuration that deviates from this specific proposal's documented station system design file number. USDD cannot warrant nor support any system not using USDD-approved UPS Battery Backup. USDD cannot warrant nor support any system not installed by G2 Trained & Certified Installation technician (installer). If customer intends to tie this system into any 3rd-party system or devices, USDD will be unable to warrant or support the system until we've had a chance to review documented engineering assumptions and approve system integrity, performance and reliability expectations.

Station System Installation Notes:

- 01 - Unless specifically detailed in this proposal, no installation by USDD or it's subcontractors is assumed or provided.
- 02 - Because these are mission-critical systems, USDD can only warrant and support systems installed by G2 Trained and Certified Contractors.
- 03 - USDD can source, qualify, train and certify Local Licensed Regional Subcontractors where needed.
- 04 - Installation warranted by installation contractor - G2 FSAS warranted, serviced and supported by USDD.
- 05 - Unless specifically detailed in this proposal, installation to be performed during normal working hours.
- 06 - Unless specifically detailed in this proposal, no permit fees or material charges have been included.
- 07 - Unless specifically detailed in this proposal, no removal or remediation has been assumed or included.
- 08 - Unless specifically detailed in this proposal, no bonds of any type (performance, bid) have been assumed, included or budgeted for in this proposal.
- 09 - USDD FSAS Equipment to be made available by owner to Installation Contractor prior to on-site arrival.
- 10 - Structural backing for system devices and other millwork (not specifically detailed) by others.
- 11 - If applicable, Gas Control Shutoff Valve Addendum (to USDD and installation contractor) must be signed prior to installation.
- 12 - All electrical power, including (but not limited to) raceway, conduit, backboxes, service panels, high-voltage wiring and fixtures by others.
- 13 - All communications pathway infrastructure (network, radio, etc.) by others unless specifically detailed in this proposal.
- 14 - USDD cannot warrant nor support any owner-furnished (3rd-Party) system or component we are required to integrate with. USDD cannot warrant nor support any system or component it has not proofed engineering for and has not specifically authorized for use within public safety environments.
- 15 - Any misuse, unauthorized modification, improper installation, excessive shock, attempted repair, accident, or improper or negligent use, storage, transportation, or handling by any party other than USDD shall render this limited warranty null, void and of no further effect

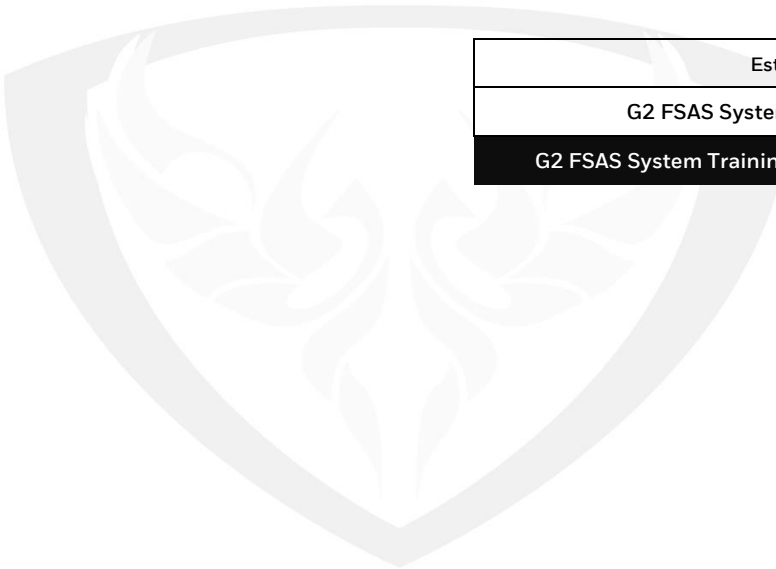
Quote Submitted To:
Lakeville, MN
Lakeville Fire Department

G2 FSA SYSTEM TRAINING

G2 FSA SYSTEM TRAINING

Part No.	Description	Quantity	US List Unit	Unit Price	Extended Price
TRA-STA-O	Training - Station-Level Configuration and Equipment Usage - On-Site (4 Hours)	1	\$ 5,259.19	\$ 4,733.27	\$ 4,733.27

Estimated Tax:	\$	-
G2 FSAS System Training:	\$	4,733.27
G2 FSAS System Training Subtotal:	\$	4,733.27



US DIGITAL DESIGNS
by Honeywell

Quote Submitted To:
Lakeville, MN
Lakeville Fire Department

SECTION TOTALS

[UNLESS OTHERWISE NOTED, ALL PRICES ARE \$USD]

CENTRAL STATION SYSTEM:	\$	140,392.42
CENTRAL STATION SERVICE & SUPPORT:	\$	-
CENTRAL STATION ESTIMATED TAX:	\$	-
G2 FSA SYSTEM TRAINING:	\$	4,733.27
G2 FSA SYSTEM TRAINING ESTIMATED TAX:	\$	-
Notes: One (1) Station System included in this proposal with installation not included.		
US Digital Designs System Total:	\$	145,125.69

(TBD By Customer) Customer must elect to choose any coverage they require beyond initial warranty period, or USDD will not be authorized to provide any service or support. Mobile Smart Phone Alerting App and Mapping Services only available to customer while under warranty or elected recurring annual support. Support Agreements subject to change if system design is modified. For additional details, please review current USDD Warranty Statement and Service Agreement.

This quote does not include or assume any amounts for sales or use tax. Customer needs to contact its procurement department to determine if sales or use tax is payable, and if so, to make the determination of the amount to be paid. Per our contracts, Customer is responsible for the payment of any sales or use taxes owed from any purchase from USDD.

US DIGITAL DESIGNS
by Honeywell

TERMS AND CONDITIONS OF HONEYWELL PRODUCT SALES

These terms and conditions of sale ("Terms and Conditions") are adopted effective January 1, 2023 (the "Terms and Conditions Effective Date"), and supersede all prior versions covering the sale of products and related services (collectively, "Products", as defined more specifically below) by Honeywell International Inc., through its US Digital Designs group ("Honeywell"). References to "Customer", "you", or "your" all pertain to the purchaser of Products. These Terms and Conditions, together with any separate agreement you may have with Honeywell that specifically references these Terms and Conditions (collectively, the "Agreement") set forth the entire agreement between the parties relating to your purchase of Honeywell Products. The Agreement may only be modified by an authorized representative of each party in a signed writing.

1. **ORDERS.** Orders (including any revised and follow-on orders) (each, an "Order") for Honeywell Products are non-cancelable, except as expressly set forth herein, and will be governed by the terms of the Agreement. All Orders are subject to acceptance by Honeywell and shall include the following information: purchase order number; customer's legal name and billing address; Customer's shipping address; and a list of the Products and quantities for each different type of Product Customer wishes to order. Honeywell's acknowledgment of its receipt of an Order shall not constitute acceptance of such Order.
 - 1.1 **No Returns.** Because of the nature of System and its Products, Honeywell cannot accept returns of Product for refund, credit, exchange or any other purpose. Notwithstanding, defective Products may be returned as provided for under Section 9.4 – Return Material Authorization Process. Customer must thoroughly assess its requirements and specifications prior to ordering.
2. **REMITTANCES.** All invoices shall be due and payable upon receipt in United States currency, free of exchange or any other charges, or as otherwise agreed in writing by Honeywell.
3. **QUOTE PRICING.** This proposal expires 90 days after its date. Prices are subject to correction for error. Prices, terms, conditions, and Product or Service specifications are subject to change without notice. Pricing is subject to immediate change upon announcement of Product discontinuance.
4. **PAYMENT.**
 - 4.1. **Invoicing & Payment.** Honeywell reserves the right to invoice Customer monthly for all materials delivered. Invoices are due thirty (30) days from the date of the invoice, unless prepayment is required in the quote. If the Customer becomes overdue in any progress payment, Honeywell shall be entitled to suspend further shipments, shall be entitled to interest at the annual rate of 18%, or the maximum amount allowed by law, and shall also be entitled to avail itself of any other legal or equitable remedies. Customer agrees that it will pay and/or reimburse Honeywell for any and all reasonable attorneys' fees and costs which are incurred by Honeywell in the collection of amounts due and payable hereunder.
 - 4.2. **Payment Disputes.** Any disputes must be provided to Honeywell as soon as possible and must be accompanied by detailed supporting information. Disputes as to invoices are deemed waived fifteen (15) days following the invoice date. In the event that any portion of an invoice is undisputed, such undisputed amount must be paid by no later than the invoice due date.
 - 4.3. **No Set Off.** Neither Customer nor any related entities (or representatives or agents thereof) shall attempt to set off or recoup any invoiced amounts or any portion thereof against other amounts that are due or may become due from Honeywell, its parent, affiliates, subsidiaries or other legal entities, business divisions, or units.
 - 4.4. **Credit Card Payments.** All Honeywell quotes are developed for the Customer with the understanding that any purchase of the Products listed thereon will facilitated using to Honeywell's standard Purchase Order and Invoice process. If Customer would rather seek to use a Credit Card for purchase, then said order would be subject to a 4% credit card surcharge.
5. **SURCHARGES.**
 - 5.1. For avoidance of doubt, Orders placed prior to the Terms and Conditions Effective Date which have not been delivered, including those on backlog or which requested delivery more than twelve (12) months from the date of Order, are subject to Surcharges.
 - 5.2. Honeywell will invoice Customer, and Buyer agrees to pay for any Surcharges pursuant to the standard payment terms in these Terms and Conditions. If a dispute arises with respect to Surcharges and that dispute remains open for more than fifteen (15) days, Honeywell may, in its sole discretion, withhold performance or future shipments, or combine any other rights and remedies under this Agreement or permitted by law, until the dispute is resolved. The terms of this Section shall prevail in the event of inconsistency with any other terms in these Terms and Conditions. Any Surcharges, as well as the timing, effectiveness, and method of determination thereof, will be separate from and in addition to any changes to pricing that are affected by any other provisions in these Terms and Conditions.
6. **CANCELLATION AND SUSPENSION.** Any Order resulting from this proposal is subject to cancellation or instructions to suspend work by the Customer only upon agreement to pay Honeywell for all work in progress, all inventoried or ordered project parts and materials, and all other costs incurred by Honeywell related to the Order.
7. **TAXES.** Honeywell's pricing excludes all taxes (including but not limited to sales, use, excise, value-added, and other similar taxes), tariffs and duties (including, but not limited to, amounts imposed upon the Product(s) or bill of material thereof under any Trade Act, including, but not limited to, the Trade Expansion Act, section 232 and the Trade Act of 1974, section 301) and charges (collectively "Taxes"). All Taxes of any kind levied by any federal, state, municipal or other governmental authority, which tax Honeywell is required to collect or pay with respect to the production, sale, or delivery of products sold to Customer, shall be the responsibility of and be invoiced to Customer, unless, at the time of Order placement, Customer furnishes Honeywell with a valid exemption certificate or other documentation sufficient to verify exemption from Taxes, including, but not limited to, a direct pay permit. Customer agrees to pay all such Taxes and further agrees to reimburse Honeywell for any such payments made by Honeywell.
8. **SHIPPING/DELIVERY/RISK OF LOSS.**

8.1. Delivery Liability. Delivery and shipment dates for Products are estimates only. Deliveries may be made in partial shipments. Honeywell and its affiliated entities are not liable, either directly or indirectly, for delays of carriers or delays in connection with any Force Majeure Event (as defined in Section 17 below), and the estimated delivery date shall be extended accordingly.

8.1.1. Inspection upon Receipt. The Customer must inspect all shipments upon receipt. Any claims for damage, loss, or shortages must be submitted within 10 calendar days of receipt. Honeywell will not be responsible for claims made after this 10-day period.

8.2. Future Delivery and Repricing. Honeywell will schedule delivery in accordance with its standard lead times unless the Order states a later delivery date or the parties otherwise agree in writing. Honeywell will accept Orders with a future ship date of up to eighteen (18) months from the date of the entry of the Order. Customer agrees that in the event an Order is scheduled to be delivered more than six (6) months from the date of the entry of the Order, Honeywell may, in its sole determination and at each six (6) month anniversary of the date of the entry of the Order, adjust the pricing of the Order to conform to the then-current prices of the Honeywell Products included in the Order. Honeywell will include any repricing in its final invoice related to the Order.

8.3. Storage Fees. If delivery takes place more than six (6) months from the date of the entry of the Order, Customer agrees to pay Honeywell a storage fee (the "Storage Fee"), as set forth in the quote, for each month after six (6) months from the date of the entry of the Order. Customer has not taken delivery of the Products in the Order. Honeywell will separately invoice any storage fees owed under this Section at the end of each month for which the storage fees are owed.

8.4. Title & Risk of Loss. Unless otherwise specifically detailed in this quote, delivery terms for Products (excluding software and services) are (i) EX Works (EXW Incoterms 2020) Honeywell's point of shipment ("Honeywell Dock") for all shipments (except that Honeywell is responsible for obtaining any export license), and (ii) F.O.B. Honeywell Dock for all domestic shipments. For shipments from a Honeywell Dock to a Buyer location within the same country, the import/export provisions of the INCOTERMS do not apply. Honeywell shall be responsible for obtaining insurance on each shipment to Customer for the full value of the shipment. Shipment shall be to a single point of delivery.

9. LIMITED WARRANTY. CUSTOMER'S EXCLUSIVE REMEDIES AND HONEYWELL'S SOLE LIABILITY AS TO ANY WARRANTY CLAIM ON ANY PRODUCT SOLD IN CONNECTION WITH THIS QUOTE IS AS SET FORTH IN THIS SECTION. SUCH REMEDIES ARE IN LIEU OF ANY OTHER LIABILITY OR OBLIGATION OF HONEYWELL, INCLUDING WITHOUT LIMITATION ANY LIABILITY OR OBLIGATION FOR DAMAGE, LOSS, OR INJURY (WHETHER DIRECT, INDIRECT, EXEMPLARY, SPECIAL, CONSEQUENTIAL, PUNITIVE OR INCIDENTAL) ARISING OUT OF OR IN CONNECTION WITH THE DELIVERY, USE, OR PERFORMANCE OF THE PRODUCTS. CREDIT, REPAIR OR REPLACEMENT (AT HONEYWELL'S OPTION) IS THE SOLE REMEDY PROVIDED HEREUNDER. NO EXTENSION OF THIS WARRANTY WILL BE BINDING UPON HONEYWELL UNLESS SET FORTH IN WRITING AND SIGNED BY A HONEYWELL AUTHORIZED REPRESENTATIVE.

9.1 Product Warranty Terms

9.1.1. If Customer is purchasing a new System, i.e., the initial System for Customer, or for a new Dispatch System or Station System, subject to the terms, conditions and limitations contained herein, and unless Honeywell has otherwise provided an alternative written warranty (in which case the terms of such warranty will control), Honeywell warrants and guarantees its products will be free from defects in workmanship and materials (collectively, "Defects") for 12 months from Customer's "Commissioning Date" ("Warranty Period"). This limited warranty does not cover defects caused by normal wear and tear or maintenance. For purposes of subparagraph, "Commissioning Date" shall mean means the date on which an authorized Honeywell technician has inspected and approved installations, confirmed that all connections and start-up configurations are properly working, and confirming the System can send and receive alerts through the configured communication pathways.

9.1.2. If Customer is purchasing Products or services to add to or as replacement Products for an existing System, subject to the terms, conditions and limitations contained herein, and unless Honeywell has otherwise provided an alternative written warranty (in which case the terms of such warranty will control), Honeywell warrants and guarantees its products for 12 months from the day of shipment to Customer ("Warranty Period"). This limited warranty does not cover defects caused by normal wear and tear or maintenance.

9.2. Product Defects. If a Defect with a Product arises and a valid claim is made within the Warranty Period, Customer shall initiate the RMA process as described below. Upon approval, Honeywell at its option, will either (1) repair the Product defect at no charge, using new parts or parts equivalent to new in performance and reliability or (2) exchange the Product with a Product that is new or equivalent to new in performance and reliability and is at least functionally equivalent to the original Product. Any replacement Product or part, including a user-installable part that has been installed in accordance with instructions provided by Honeywell, shall remain under warranty during the Warranty Period or for ninety (90) days from the date of repair, whichever is longer. When a Product or part is exchanged, any replacement item becomes the Customer's property and the replaced item becomes the property of Honeywell. Parts provided by Honeywell in fulfillment of its warranty obligation must be used in the same Honeywell Fire Station Alerting System for which the warranty claim is made.

9.3. Procedure for Warranty Claims.

9.3.1. Prior to making a Warranty claim, Customer is encouraged to review Honeywell's online help resources. Thereafter, to make a valid claim hereunder, Customer must contact Honeywell technical support and describe the problem or defect with specificity. The first such contact must occur during the Warranty Period. Honeywell's technical support contact information can be found on Honeywell's web site at <https://buildings.honeywell.com/us/en/brands/our-brands/usdd>. Customer must use its best efforts to assist in diagnosing defects, follow Honeywell's technical instructions, and fully cooperate in the diagnostic process. Failure to do so shall relieve Honeywell of any further obligation hereunder.

9.3.2. If a defect with the Hardware arises and Customer makes a valid Support Service Request within the Warranty Period, Customer shall initiate the RMA process as described below. Upon approval, Honeywell will cause shipment of a replacement Hardware component to Customer prior to the defective Hardware component being returned to Honeywell for repair. The replacement Hardware will be new or equivalent to new in performance and reliability and at least functionally equivalent to the original Hardware. When Hardware is exchanged, any replacement item becomes the Customer's property and the replaced item becomes the property of Honeywell. Replaced Hardware provided by Honeywell in fulfillment of the Support Services must be used in the System to which this Agreement applies.

9.4. Return Material Authorization Process. If a Customer makes a claim for an advanced replacement of a Hardware component during the Warranty Period, Customer must initiate an RMA request. As part of this RMA process, the Customer shall provide Honeywell with the Hardware, model, serial number, and a description of the Hardware's failure to initiate the RMA process. Upon Honeywell's issuance of the RMA, Honeywell will send the replacement Hardware, shipped postage paid, ground shipping, to the address provided by Customer. RMA requests approved between 12:00 a.m. and 2:00 p.m. Mountain Standard Time are shipped on the same business day. After 2:00 p.m. Mountain Standard Time, the replacement Hardware will be shipped on the next business day. All RMA requests are processed on the business day on which the request was received, excluding holidays. Included with the shipped package will be return shipment instructions and a pre-paid return shipping label for the Hardware that the Customer is returning. The original Hardware must be returned in the shipping box provided by Honeywell. No goods will be accepted for exchange or return without a pre-approved RMA number, nor will goods which have not been properly packaged in Honeywell's shipping box, as proper packaging ensures that goods are not damaged during the shipping process. The original Hardware must be shipped back within 10 days of receiving the replacement Hardware. Failure to return the original Hardware or failure to return the original Hardware in an appropriate manner will cause Customer to incur a replacement charge equal to full market value of the replacement Hardware.

9.5. No Fault Found. Customer understands that this fee is intended to discourage return of Products prior to proper troubleshooting or return because the product is "old." Product returns will not be allowed if, upon examination of the returned Product, it is determined that the Product was subjected to accident, misuse, neglect, alteration, improper installation, unauthorized repair, improper testing, or poor packaging upon return. In such event, Honeywell shall invoice Customer for the full market value of the replacement Product.

9.6. WARRANTY EXCLUSIONS & DISCLAIMERS.

9.6.1. Honeywell does not warrant that the operation of its Products or any related peripherals will be uninterrupted or error-free. Honeywell further does not warrant nor support any system configuration that deviates from this specific quote's documented station system design file number.

9.6.2. Honeywell does not warrant or support any system not installed by G2 Trained & Certified Installation technician (installer). If Customer intends to tie this system into any 3rd-party system or devices, Honeywell will be unable to warrant or support the Products unless Honeywell has had a chance to review documented engineering assumptions and approve system integrity, performance, and reliability expectations

9.6.3. Honeywell is not responsible for damage arising from Customer's failure to follow instructions relating to the use of the Products. This Warranty does not apply to any Products, including the hardware or software, not used for its intended purpose.

9.6.4. Honeywell cannot warrant nor support any system not using Honeywell-approved Uninterruptable Power Supply Battery Backup. This Warranty does not apply to monitors or televisions manufactured by third parties. Repair or replacement of such components shall be subject exclusively to the manufacturer's warranty, if any. Recovery and reinstallation of hardware and user data (including passwords) are not covered under this Warranty.

9.6.5. This Warranty does not apply: (a) to consumable parts, such as batteries, unless damage has occurred due to a defect in materials or workmanship; (b) to cosmetic damage, including but not limited to scratches, dents and broken plastic on ports; (c) to damage caused by use with non-Honeywell products; (d) to damage caused by accident, abuse, misuse, flood, lightning, fire, earthquake or other external causes; (e) to damage caused by operating the Product outside the permitted or intended uses described by Honeywell; (f) to damage or failure caused by installation or service (including upgrades and expansions) performed by anyone who is not a representative of Honeywell or a Honeywell authorized installer or service provider; (g) to a Product or part that has been modified to alter functionality or capability without the written permission of Honeywell; (h) to Software (as defined below); (i) to any other damage caused by an event or action outside of Honeywell's control, including, without limitation, Customer's failure to apply required or recommended updates or patches to any Software or Product; or (h) if any serial number has been removed or defaced.

10. LIMITATIONS OF LIABILITY. TO THE EXTENT PERMITTED BY LAW, THE LIMITED WARRANTY IN SECTION 9 OF THESE TERMS AND CONDITIONS AND ANY OTHER REMEDIES SET FORTH ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, REMEDIES AND CONDITIONS, WHETHER ORAL OR WRITTEN, STATUTORY, EXPRESS OR IMPLIED. AS PERMITTED BY APPLICABLE LAW, HONEYWELL SPECIFICALLY DISCLAIMS ANY AND ALL STATUTORY OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE AND WARRANTIES AGAINST HIDDEN OR LATENT DEFECTS. If Honeywell cannot lawfully disclaim statutory or implied warranties, then to the extent permitted by law, all such warranties shall be limited in duration to the duration of this express Warranty and to repair or replacement service as determined by Honeywell in its sole discretion. No reseller, agent, or employee is authorized to make any modification, extension, or addition to this Warranty. If any term is held to be illegal or unenforceable, the legality or enforceability of the remaining terms shall not be affected or impaired.

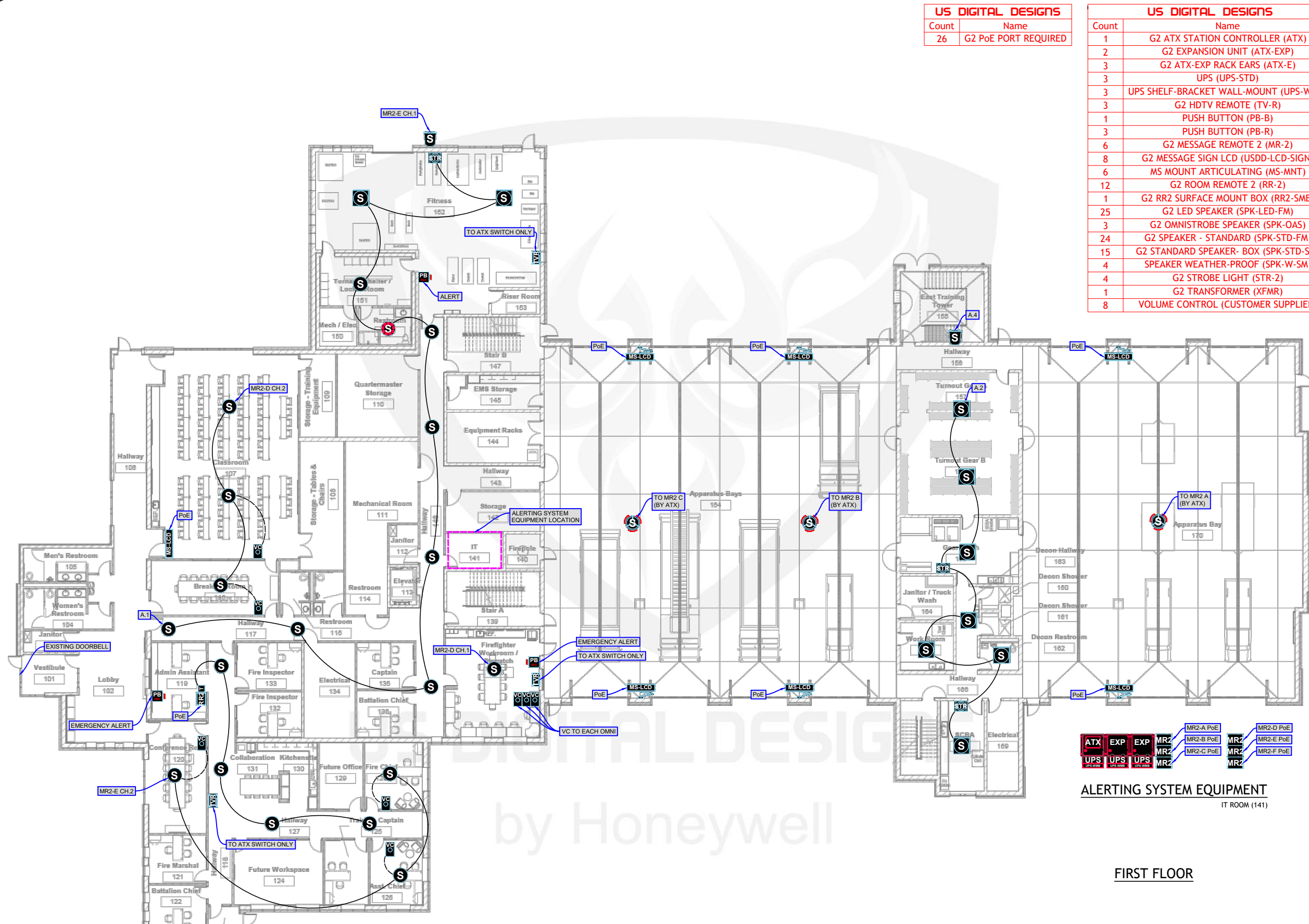
EXCEPT AS PROVIDED IN THE LIMITED WARRANTY IN SECTION 9 OF THESE TERMS AND CONDITIONS, AND TO THE EXTENT PERMITTED BY LAW, HONEYWELL IS NOT RESPONSIBLE FOR INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES RESULTING FROM ANY BREACH OF WARRANTY OR CONDITION, OR UNDER ANY OTHER LEGAL THEORY, INCLUDING BUT NOT LIMITED TO LOSS OF USE; LOSS OF REVENUE; LOSS OF THE USE OF MONEY; LOSS OF ANTICIPATED SAVINGS; LOSS OF GOODWILL; LOSS OF REPUTATION; AND LOSS OF, DAMAGE TO OR CORRUPTION OF DATA. HONEYWELL IS NOT RESPONSIBLE FOR ANY INDIRECT LOSS OR DAMAGE HOWSOEVER CAUSED, INCLUDING THE REPLACEMENT OF EQUIPMENT AND PROPERTY, ANY COSTS OF RECOVERING PROGRAMMING OR REPRODUCING ANY PROGRAM OR DATA STORED OR USED WITH HONEYWELL PRODUCTS, AND ANY FAILURE TO MAINTAIN THE CONFIDENTIALITY OF DATA STORED ON THE PRODUCT.

ALL PRODUCT CLAIMS ARE LIMITED TO THOSE EXCLUSIVE REMEDIES SET FORTH IN THE LIMITED WARRANTY IN SECTION 9 OF THESE TERMS AND CONDITIONS. HONEYWELL'S AGGREGATE LIABILITY IN CONNECTION WITH THEREWITH SHALL NOT EXCEED THE PURCHASE PRICE OF THE PRODUCTS PAID BY CUSTOMER TO HONEYWELL FOR THE PRODUCTS GIVING RISE TO THE CLAIM. Honeywell disclaims any representation that it will be able to repair any Hardware under this Warranty or make a product exchange without risk to or loss of the programs or data stored thereon.

11. **SERVICE AGREEMENT.** The Product being purchased hereunder is not subject to any post-Warranty service agreement or maintenance program unless specifically contracted for between Honeywell and Customer. Honeywell offers a comprehensive post-Warranty Service Agreement at additional cost. Customer should contact Honeywell regarding its Service Agreement and costs associated therewith.
12. **SOFTWARE PRODUCTS.** All software Products delivered by Honeywell to Customer or for which Honeywell provides access, including, without limitation, Honeywell's mobile application software and Products with embedded software or firmware (collectively, "Software") are not sold and are licensed. At all times that Customer is in compliance with the terms of these Terms and Conditions and any other agreement between the parties, Customer shall have a non-exclusive, non-transferable, fully paid license to use the Software, but only in conjunction with the Products provided by Honeywell and Customer's fire station alerting system (the "License"). The terms of such Software License may be set forth in a separate software license agreement or end user license agreement provided by Honeywell with such Software. In no event shall Customer have any right to (or authorize or allow any third party to) distribute, sell, lend, rent, transfer, or convey the Software; grant any sublicense, lease, or other rights in the Software; decompile, disassemble, reverse engineer, or otherwise attempt to reconstruct, identify, or discover any source code, underlying user interface architecture or techniques, or algorithms of the Software by any means; or take any action that would cause the Software or any portion of it to be placed in the public domain. In the event of a conflict between the terms of any Software license terms provided upon download or purchase a purchase and these Terms and Conditions, the relevant Software license terms shall control solely with respect to such Software.
13. **INTELLECTUAL PROPERTY:** Customer hereby agrees and acknowledges that Honeywell owns all rights, title, and interest in and to the Intellectual Property (as defined below). Customer agrees to not remove, obscure, or alter Honeywell's or any third party's copyright notice, trademarks, or other proprietary rights notices affixed to or contained within or accessed in conjunction with or through Honeywell's Product (as defined below). Nothing herein shall be deemed to give, transfer, or convey to Customer any rights in the Intellectual Property other than the License, as set forth above. For purposes of this Section, "Intellectual Property" means any and all rights of Honeywell related to Honeywell's Products existing from time to time under patent law, copyright law, trade secret law, trademark law, unfair competition law, and any and all other proprietary rights, and any and all derivative works, work product, applications, renewals, extensions and restorations thereof, now or hereafter in force and effective worldwide.
14. **FIRST ARRIVING MOBILE APP.** If Customer wishes to use its First Arriving Mobile App ("First Arriving") with the System being acquired from Honeywell, Customer agrees to the following:
 - 14.1 Customer acknowledges that it bears full responsibility for complying with applicable law and regulations, including all privacy requirements, and for providing any required notices and obtaining all required consents in order for Honeywell to transmit alert to First Arriving. Customer also acknowledges that Honeywell bears no responsibility for any service failure by First Arriving, nor is Honeywell responsible for supporting First Arriving's services or platform. Honeywell is offering to transmit alerts that are transmitted through its Honeywell service to First Arriving merely as a courtesy to Customer.
 - 14.2 IN NO EVENT SHALL HONEYWELL BE LIABLE TO CUSTOMER FOR ANY CLAIMS, WHETHER ARISING FROM ANY INDEMNIFICATION OBLIGATION HONEYWELL MAY HAVE OR THAT ARISE FROM A BREACH OF CONTRACT, WARRANTY, TORT (INCLUDING NEGLIGENCE), OPERATION OF LAW, OR OTHERWISE, AND EVEN IF THE PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF THE LIABILITY OR THE LIABILITY IS OTHERWISE FORESEEABLE, FOR ANY LOST PROFITS OR REVENUE, SPECIAL, INCIDENTAL, INDEIRECT, CONSEQUENTIAL, EXEMPLARY, OR PUNITIVE DAMAGES OF ANY KIND (INCLUDING ALL DAMAGES DUE TO BUSINESS INTERRUPTION, LOSS OR CORRUPTION OF DATA, OR LOST USE OF ANY PROPERTY OR CAPITAL) THAT RELATE TO OR ARISE OUT OF HONEYWELL'S TRANSMISSION OF ALERTS TO FIRST ARRIVING. FURTHER HONEYWELL'S AGGREGATE LIABILITY IN CONNECTION WITH ITS TRANSMISSION OF ALERTS TO FIRST ARRIVING WILL BE LIMITED TO THE GREATER OF THE AMOUNT PAID BY CUSTOMER TO HONEYWELL IN ORDER FOR HONEYWELL TO TRANSMIT ALERTS TO FIRST ARRIVING OR \$100.
15. **REMOTE ACCESS TO THE SYSTEM.**
 - 15.1 **Remote Access.** Honeywell requires remote network access to the Customer's Products through Secure Shell (SSH) to perform implementation and support tasks under this Agreement. To enable remote network access, the Customer will provide Honeywell support personnel VPN or similar remote network access to the Products for Honeywell support personnel ("Customer Support") to effectively troubleshoot critical or complex problems and to expedite resolution of such issues. Remote network access is also used to install core software upgrades and customized software. Honeywell will only access Customer's Products with the knowledge and consent of Customer. Honeywell will not access any other systems or data.
 - 15.2. **Alternative to Network Access.** If the Customer elects not to provide remote network access to the Products, then Honeywell may not be able to perform some support functions. Customers that elect not to routinely provide network access may temporarily reinstate this access to allow Honeywell to perform the above services. The following services will not be performed without this access: Product software upgrades; Product software customization; Network troubleshooting assistance including packet capture and network monitoring on Honeywell devices; Detailed log analysis; Bulk updates to certain Product database tables; Troubleshooting that requires low-level system access or large file transfer.
 - 15.3. **Timely Access.** Customers must ensure that remote access is available prior to notifying Honeywell of a support request. In the event that the Customer is unable to provide remote access, Honeywell will not be required to provide support outside those tasks that do not require remote access, and any corresponding resolution response times will not apply.
 - 15.4. **Physical Security Tokens.** Honeywell has multiple software engineers that provide after-hours support and these engineers do not typically take security tokens from the Honeywell office. If the customer requires the use of physical security tokens, this may delay after hours service.
16. **GOVERNING LAW.** This proposal and any contract or agreement resulting therefrom will be governed by and construed according to the laws of the State of Arizona without regard to its conflicts of law principles.

17. **DISPUTE RESOLUTION/ARBITRATION.** Before either Honeywell or Customer initiate any dispute resolution process related to the Agreement, they must schedule an executive resolution conference to be held within thirty (30) days of receipt of the other party's written request. The conference must be attended by at least one executive from each party. At the conference, each party will present its view of the dispute in detail and the executives will enter into good faith negotiations in an attempt to resolve the dispute. If the dispute is not resolved within fifteen (15) days of the end of the conference or if one party refuses to attend the executive resolution conference, then Honeywell and Customer further agree that any remaining dispute between them arising out of or relating to this Agreement will be settled by litigation with jurisdiction being Maricopa County, Arizona.
18. **FORCE MAJEURE.** Except for Customer's duty to pay sums due hereunder, neither party will be liable to the other for any failure to meet its obligations due to any Force Majeure Event. As used herein, a "Force Majeure Event" is one that is beyond the reasonable control of the non-performing party and may include, but is not limited to: (a) delays or refusals to grant an export license or the suspension or revocation thereof, (b) embargoes, blockages, seizure or freeze of assets, or any other acts of any government that would limit a party's ability to perform the Contract, (c) fires, earthquakes, floods, tropical storms, hurricanes, tornadoes, severe weather conditions, or any other acts of God, (d) quarantines, pandemics, or regional medical crises, (e) labor strikes, lockouts, or pandemic worker shortages, (f) riots, strife, insurrection, civil disobedience, landowner disturbances, armed conflict, terrorism or war, declared or not (or impending threat of any of the foregoing, if such threat might reasonably be expected to cause injury to people or property), and (g) shortages or inability to obtain materials or components. The party unable to fulfill its obligations due to Force Majeure will promptly (i) Notify the other in writing of the reasons for its failure to fulfill its obligations and the effect of such failure; and (ii) Use all reasonable efforts to avoid or remove the cause and perform its obligations.
- If a Force Majeure Event results in a delay, then the date of performance will be extended by the period of time that the non-performing party is actually delayed or for any other period as the parties may agree in writing. In the event that a Force Majeure Event is ongoing for a period of time which is sixty (60) days or longer, Honeywell may provide notice to Customer that it is cancelling its Order.
19. **ACCEPTANCE OF TERMS.** This proposal shall become a binding contract between the Customer and Honeywell when accepted in writing by the Customer. Without limiting the foregoing, issuance by Customer of a purchase order to Honeywell for any of the goods or services herein described shall constitute acceptance.
- 19.1 **CUSTOMER CAUSED DELAYS.** If the Products and/or Services purchased by Customer hereunder are part of a new system or station implementation project (the "Project"), Honeywell and Customer shall mutually develop a project schedule or timetable ("Project Schedule"). Each party shall use commercially reasonable efforts to perform its obligations in accordance with the Project Schedule, subject to adjustments for reasonable changes or unforeseen events.
- Honeywell shall not be liable for any delay, increased cost, or failure to perform to the extent caused by: (i) delays in obtaining parts, materials, equipment, services, or software from any Customer designated supplier; (ii) Customer's failure to timely provide required information, approvals, access, or resources; or (iii) any other act, omission, or circumstance caused by or within the reasonable control of Customer (each, a "Customer Caused Delay").
- If a Customer Caused Delay occurs, Honeywell shall be entitled to equitable adjustments to the price, delivery dates, milestones, and any other affected terms to account for increased costs, delays, or other adverse impacts incurred by Honeywell. Such adjustments may include, without limitation: (a) increases in material or component costs required to complete the Project; (b) costs associated with buy out or long lead items, including additional costs due to currency exchange rate fluctuations; (c) increases in labor, mobilization, or installation costs; and (d) costs associated with pre building, warehousing, storage, handling, insurance, or preservation of equipment, at Honeywell's discretion.
- If performance of the Project is delayed for a cumulative period exceeding six (6) months beyond the scheduled Project completion date due to Customer Caused Delays, Honeywell may, upon written notice to Customer, (i) suspend performance of the affected Products and/or Services until such delays are remedied, (ii) invoice Customer for reasonable costs incurred as a result of the suspension, and/or (iii) require renegotiation of pricing, schedule, and other affected terms as a condition to resuming performance.
- Further, if either (a) the Project is not completed within six (6) months of the scheduled Project completion date due to Customer Caused Delays, or (b) Honeywell and Customer have not mutually agreed upon the required adjustments to price, delivery dates, and other affected terms within sixty (60) days following the expiration or continuation of such delays, Honeywell may, upon written notice, terminate or cancel any affected outstanding Customer Orders, in whole or in part, without liability. Such termination shall be without prejudice to Honeywell's right to recover amounts due for Products delivered, Services performed, and any reasonable costs incurred as a result of the Customer Caused Delay, including demobilization, storage, and restart costs.
20. **SEVERABILITY.** In the event any provision or portion of a provision herein is determined to be illegal, invalid, or unenforceable, the validity and enforceability of the remaining provisions shall not be affected and, in lieu of such provision, a provision as similar in terms as may be legal, valid, and enforceable shall be added hereto.
21. **WAIVER.** The failure of either party to insist upon strict performance of any provision of these Terms and Conditions, or to exercise any right provided for herein, shall not be deemed to be a waiver for the future of such provision or right, and no waiver of any provision or right shall affect the right of the waiving party to enforce any provision or right herein.
22. **NO JOINT VENTURE.** The parties acknowledge that they are independent entities and nothing contained in these Terms and Conditions shall be construed to constitute either party hereto as the partner, joint venturer, employee, agent, servant, franchisee, or other representative of the other party hereto, and neither party has the right to bind or obligate the other, except as otherwise provided herein. Furthermore, nothing contained in these Terms and Conditions shall be construed to constitute Customer as an exclusive purchaser of the Products in any respect.

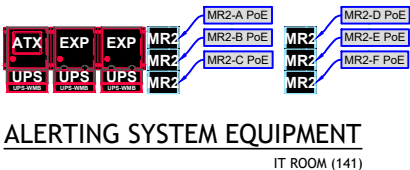
THIS QUOTE SUBJECT TO REVIEW FOR ERRORS AND OMISSIONS.



US DIGITAL DESIGNS	
Count	Name
26	G2 PoE PORT REQUIRED

US DIGITAL DESIGNS	
Count	Name
1	G2 ATX STATION CONTROLLER (ATX)
2	G2 EXPANSION UNIT (ATX-EXP)
3	G2 ATX-EXP RACK EARS (ATX-E)
3	UPS (UPS-STD)
3	UPS SHELF-BRACKET WALL-MOUNT (UPS-WMB)
3	G2 HDTV REMOTE (TV-R)
1	PUSH BUTTON (PB-B)
3	PUSH BUTTON (PB-R)
6	G2 MESSAGE REMOTE 2 (MR-2)
8	G2 MESSAGE SIGN LCD (USDD-LCD-SIGN)
6	MS MOUNT ARTICULATING (MS-MNT)
12	G2 ROOM REMOTE 2 (RR-2)
1	G2 RR2 SURFACE MOUNT BOX (RR2-SMB)
25	G2 LED SPEAKER (SPK-LED-FM)
3	G2 OMNISTROBE SPEAKER (SPK-OAS)
24	G2 SPEAKER - STANDARD (SPK-STD-FM)
15	G2 STANDARD SPEAKER- BOX (SPK-STD-SM)
4	SPEAKER WEATHER-PROOF (SPK-W-SM)
4	G2 STROBE LIGHT (STR-2)
1	G2 TRANSFORMER (XFMR)
8	VOLUME CONTROL (CUSTOMER SUPPLIED)

SYMBOL	DESCRIPTION
	G2 ATX STATION CONTROLLER
	G2 EXPANSION MODULE
	G2 ATX LITE STATION CONTROLLER
	G2 UNINTERUPTIBLE POWER SUPPLY
	EXTERNAL AMPLIFIER
	G2 I/O REMOTE
	G2 MESSAGE REMOTE 2
	G2 ROOM REMOTE 2
	G2 REMOTE USER INTERFACE MODULE
	G2 LOCAL ALERTING REMOTE MODULE
	G2 ROOM REMOTE SURFACE MOUNT BOX
	G2 HDTV REMOTE
	G2 COLOR INDICATOR REMOTE
	G2 COLOR INDICATOR REMOTE BACK BOX
	PUSH BUTTON - RED
	PUSH BUTTON - BLACK
	G2 VIDEO DOOR STATION
	G2 STROBE LIGHT
	OEM TRANSFORMER
	G2 OMNIALERT STROBE SPEAKER
	G2 LED SPEAKER, FLUSH MOUNT
	G2 LED SPEAKER, METAL BOX
	SPEAKER, WEATHER-PROOF
	SPEAKER, FLUSH MOUNT
	SPEAKER, METAL BOX
	G2 MESSAGE SIGN (MINI 12")
	G2 MESSAGE SIGN (STANDARD 24")
	G2 MESSAGE SIGN (EXTENDED 36")
	G2 LCD MESSAGE SIGN
	OEM FLAT PANEL MONITOR, XX", WITH MOUNT
	VOLUME CONTROL (CUSTOMER SUPPLIED)
	SHELF/BRACKET, WALL-MOUNT FOR UPS
	SHELF, UNDER TABLE OR WALL MOUNT
	ADAPTER PLATE SINGLE
	ADAPTER PLATE DOUBLE
	RACK MOUNT EARS FOR G2 ATX OR G2 EXP
	ARTICULATING ARM MOUNT - LONG



ALERTING SYSTEM EQUIPMENT
IT ROOM (141)

FIRST FLOOR

INSTALLER NOTES:

1. INSTALLER TO VERIFY WALL AND CEILING TYPE TO DETERMINE EQUIPMENT MOUNTING TYPE (FLUSH OR SURFACE).
2. INSTALLER TO COORDINATE CONNECTION BETWEEN ATX STATION CONTROLLER'S LINE-LEVEL AUDIO OUTPUT AND (EXISTING) OWNER-FURNISHED HOUSE AUDIO SYSTEM (AMP). (IF APPLICABLE)
3. INSTALLER TO PROVIDE CAT6 & 16/4 CABLES FROM ATX CONTROLLER TO CUSTOMER'S STATION RADIO FOR BACKUP.
4. INSTALLER TO COORDINATE CONNECTION BETWEEN EXISTING STATION LIGHTING CONTROL SYSTEM AND RELAY OUTPUT FROM ATX STATION CONTROLLER OR I/O REMOTE WITH OWNER. (IF APPLICABLE)
5. VOLUME CONTROL PROVIDED BY OWNER OR INSTALLER IF SHOWN ON DRAWING.
6. INSTALLER TO VERIFY AND CONSIDER LOCATION(S) OF NETWORK AND RADIO CONNECTIONS.
7. INSTALLER MUST RUN A GROUNDING WIRE (PER CODE) FROM ATX TO STATION GROUND.
8. GAS RESET BUTTONS PROVIDED BY ISIMET SYSTEM WITH OUTDOOR GRILL CONTROLLER.

PoE = G2 ATX Power-over-Ethernet (PoE) ports 1...8 and G2 Expansion Module ports 1...12
A.n = G2 ATX Amplifier 1...4 EA.n = G2 External Amplifier 1...n CH.n = G2 Message Remote 2 Channel 1 or 2

NOTES:

1. SEE ARCHITECTURAL SPECIFICATIONS FOR ALL ROUGH-IN AND INSTALLATION DETAILS.
2. US DIGITAL DESIGNS DOES NOT SUPPLY CABLE, WIRE, BACK BOXES, CONDUITS, OR MOUNTING FASTENERS.
3. US DIGITAL DESIGNS FIRE STATION ALERTING PLANS ARE DIAGRAMMATIC AND FOR QUOTING PURPOSES ONLY. DRAWING IS NOT TO SCALE.
4. PHOENIX G2 SYSTEM IS ABLE TO SIGNAL OWNER-FURNISHED SYSTEMS, (EXHAUST, LIGHT, GAS SHUT OFF, ETC.). USDD DOES NOT SUPPLY THESE SYSTEMS AND CANNOT WARRANT OR SUPPORT ANY OF THEIR PERFORMANCE BEYOND THE TRANSMISSION OF RELAY SIGNAL TO THEM.



US DIGITAL DESIGNS
by Honeywell

project LAKEVILLE FIRE DEPARTMENT, MN

building FIRE STATION - CENTRAL - FIRST FLOOR

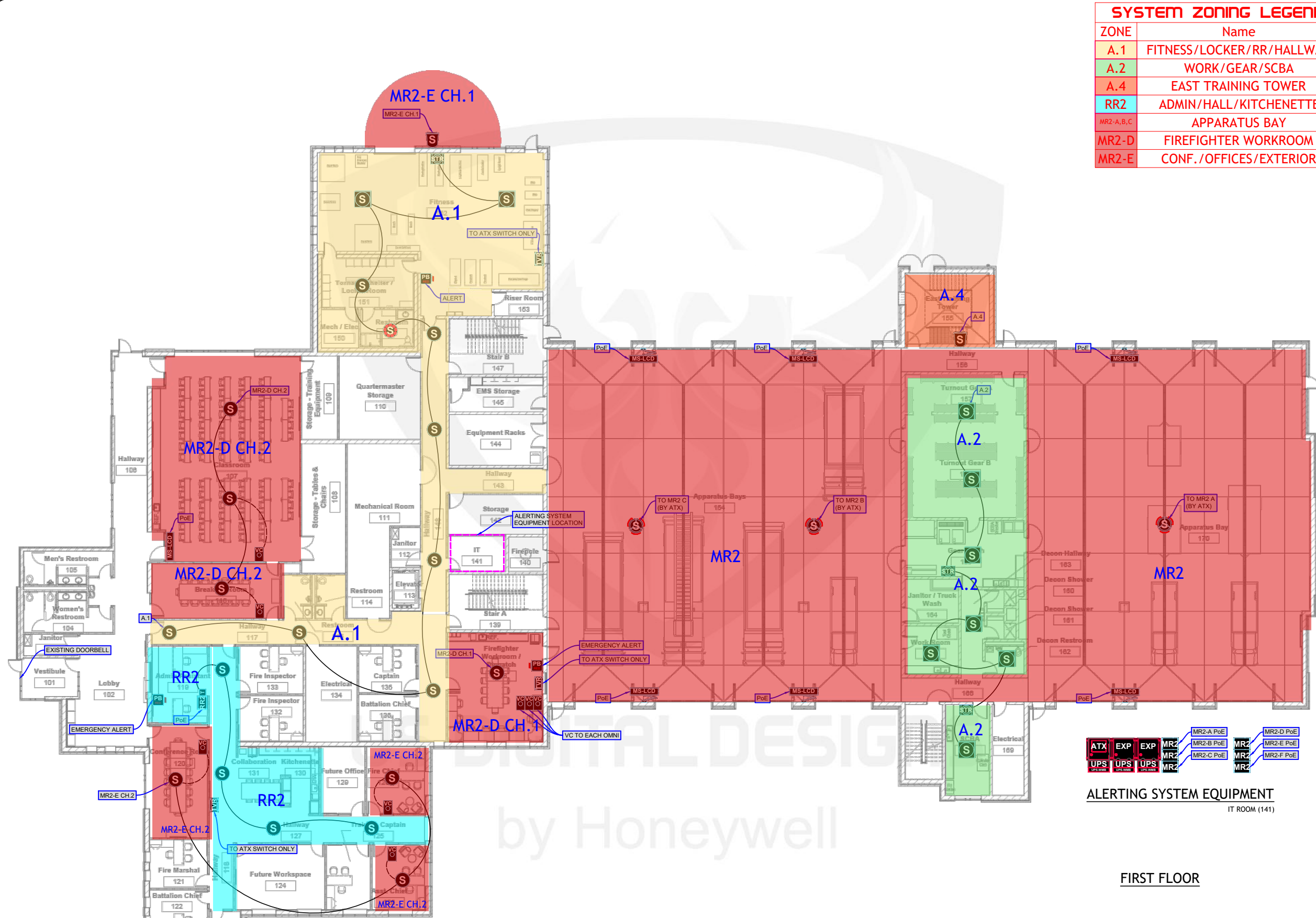
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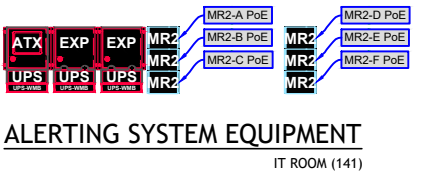
design by DWK, JA, DMG

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SYSTEM ZONING LEGEND	
ZONE	Name
A.1	FITNESS/LOCKER/RR/HALLWAY
A.2	WORK/GEAR/SCBA
A.4	EAST TRAINING TOWER
RR2	ADMIN/HALL/KITCHENETTE
MR2-A,B,C	APPARATUS BAY
MR2-D	FIREFIGHTER WORKROOM
MR2-E	CONF./OFFICES/EXTERIOR

SYMBOL	DESCRIPTION
ATX	G2 ATX STATION CONTROLLER
EXP	G2 EXPANSION MODULE
ATX LT	G2 ATX LITE STATION CONTROLLER
UPS	G2 UNINTERUPTIBLE POWER SUPPLY
AMP	EXTERNAL AMPLIFIER
I/O	G2 I/O REMOTE
MR2	G2 MESSAGE REMOTE
RR2	G2 ROOM REMOTE 2
RUI	G2 REMOTE USER INTERFACE MODULE
LAR	G2 LOCAL ALERTING REMOTE MODULE
	G2 ROOM REMOTE SURFACE MOUNT BOX
HVR	G2 HDTV REMOTE
CHN	G2 COLOR INDICATOR REMOTE
	G2 COLOR INDICATOR REMOTE BACK BOX
PB	PUSH BUTTON - RED
PB	PUSH BUTTON - BLACK
	G2 VIDEO DOOR STATION
STR	G2 STROBE LIGHT
T	OEM TRANSFORMER
S	G2 OMNIALERT STROBE SPEAKER
S	G2 LED SPEAKER, FLUSH MOUNT
S	G2 LED SPEAKER, METAL BOX
S	SPEAKER, WEATHER-PROOF
S	SPEAKER, FLUSH MOUNT
S	SPEAKER, METAL BOX
MSM	G2 MESSAGE SIGN (MINI 12")
MSS	G2 MESSAGE SIGN (STANDARD 24")
MSE	G2 MESSAGE SIGN (EXTENDED 36")
MSLCD	G2 LCD MESSAGE SIGN
FPM-XX	OEM FLAT PANEL MONITOR, XX", WITH MOUNT
VC	VOLUME CONTROL (CUSTOMER SUPPLIED)
UPS-WMB	SHELF/BRACKET, WALL-MOUNT FOR UPS
AMP-S	SHELF, UNDER TABLE OR WALL MOUNT
	ADAPTER PLATE SINGLE
	ADAPTER PLATE DOUBLE
	RACK MOUNT EARS FOR G2 ATX OR G2 EXP
	ARTICULATING ARM MOUNT - LONG



FIRST FLOOR

- INSTALLER NOTES:
1. INSTALLER TO VERIFY WALL AND CEILING TYPE TO DETERMINE EQUIPMENT MOUNTING TYPE (FLUSH OR SURFACE).
 2. INSTALLER TO COORDINATE CONNECTION BETWEEN ATX STATION CONTROLLER'S LINE-LEVEL AUDIO OUTPUT AND (EXISTING) OWNER-FURNISHED HOUSE AUDIO SYSTEM (AMP). (IF APPLICABLE)
 3. INSTALLER TO PROVIDE CAT6 & 16/4 CABLES FROM ATX CONTROLLER TO CUSTOMER'S STATION RADIO FOR BACKUP.
 4. INSTALLER TO COORDINATE CONNECTION BETWEEN EXISTING STATION LIGHTING CONTROL SYSTEM AND RELAY OUTPUT FROM ATX STATION CONTROLLER OR I/O REMOTE WITH OWNER. (IF APPLICABLE)
 5. VOLUME CONTROL PROVIDED BY OWNER OR INSTALLER IF SHOWN ON DRAWING.
 6. INSTALLER TO VERIFY AND CONSIDER LOCATION(S) OF NETWORK AND RADIO CONNECTIONS.
 7. INSTALLER MUST RUN A GROUNDING WIRE (PER CODE) FROM ATX TO STATION GROUND.
 8. GAS RESET BUTTONS PROVIDED BY ISIMET SYSTEM WITH OUTDOOR GRILL CONTROLLER.

- PoE = G2 ATX Power-over-Ethernet (PoE) ports 1...8 and G2 Expansion Module ports 1...12
- A.n = G2 ATX Amplifier 1...4 EA.n = G2 External Amplifier 1...n CH.n = G2 Message Remote 2 Channel 1 or 2
- NOTES:
1. SEE ARCHITECTURAL SPECIFICATIONS FOR ALL ROUGH-IN AND INSTALLATION DETAILS.
 2. US DIGITAL DESIGNS DOES NOT SUPPLY CABLE, WIRE, BACK BOXES, CONDUITS, OR MOUNTING FASTENERS.
 3. US DIGITAL DESIGNS FIRE STATION ALERTING PLANS ARE DIAGRAMMATIC AND FOR QUOTING PURPOSES ONLY. DRAWING IS NOT TO SCALE.
 4. PHOENIX G2 SYSTEM IS ABLE TO SIGNAL OWNER-FURNISHED SYSTEMS, (EXHAUST, LIGHT, GAS SHUT OFF, ETC.). USDD DOES NOT SUPPLY THESE SYSTEMS AND CANNOT WARRANT OR SUPPORT ANY OF THEIR PERFORMANCE BEYOND THE TRANSMISSION OF RELAY SIGNAL TO THEM.

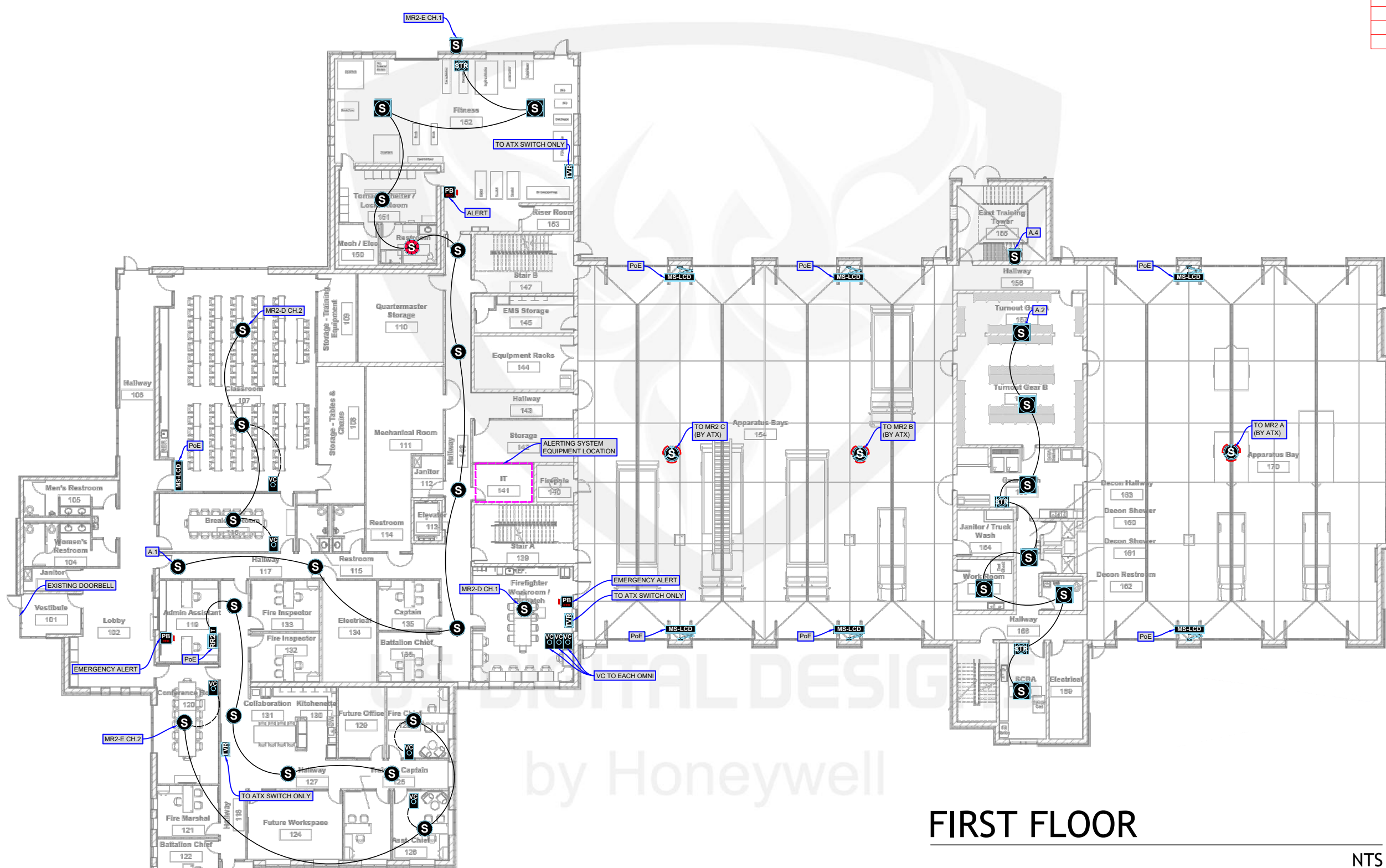
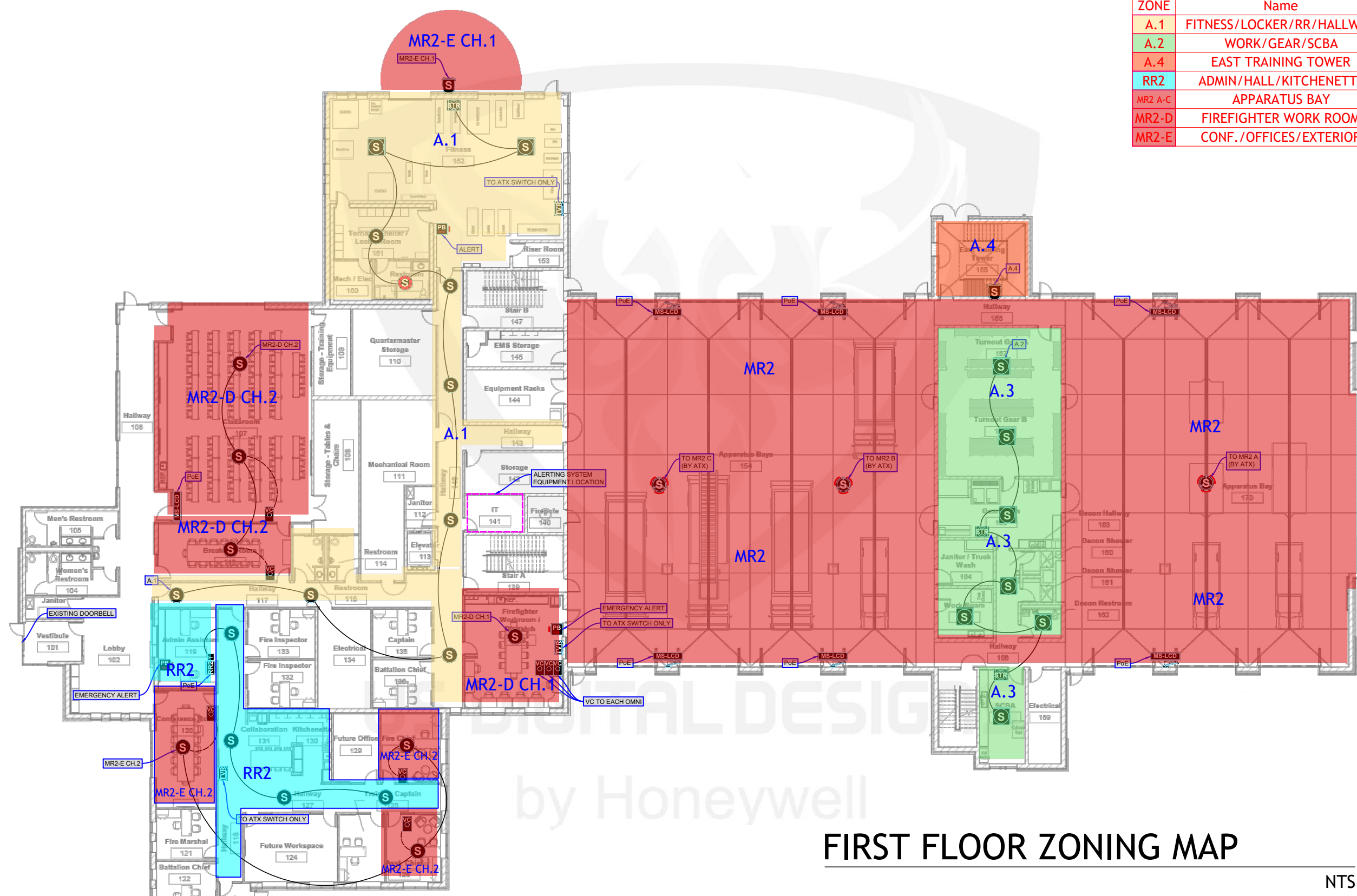


US DIGITAL DESIGNS	
Count	Name
26	G2 PoE PORT REQUIRED

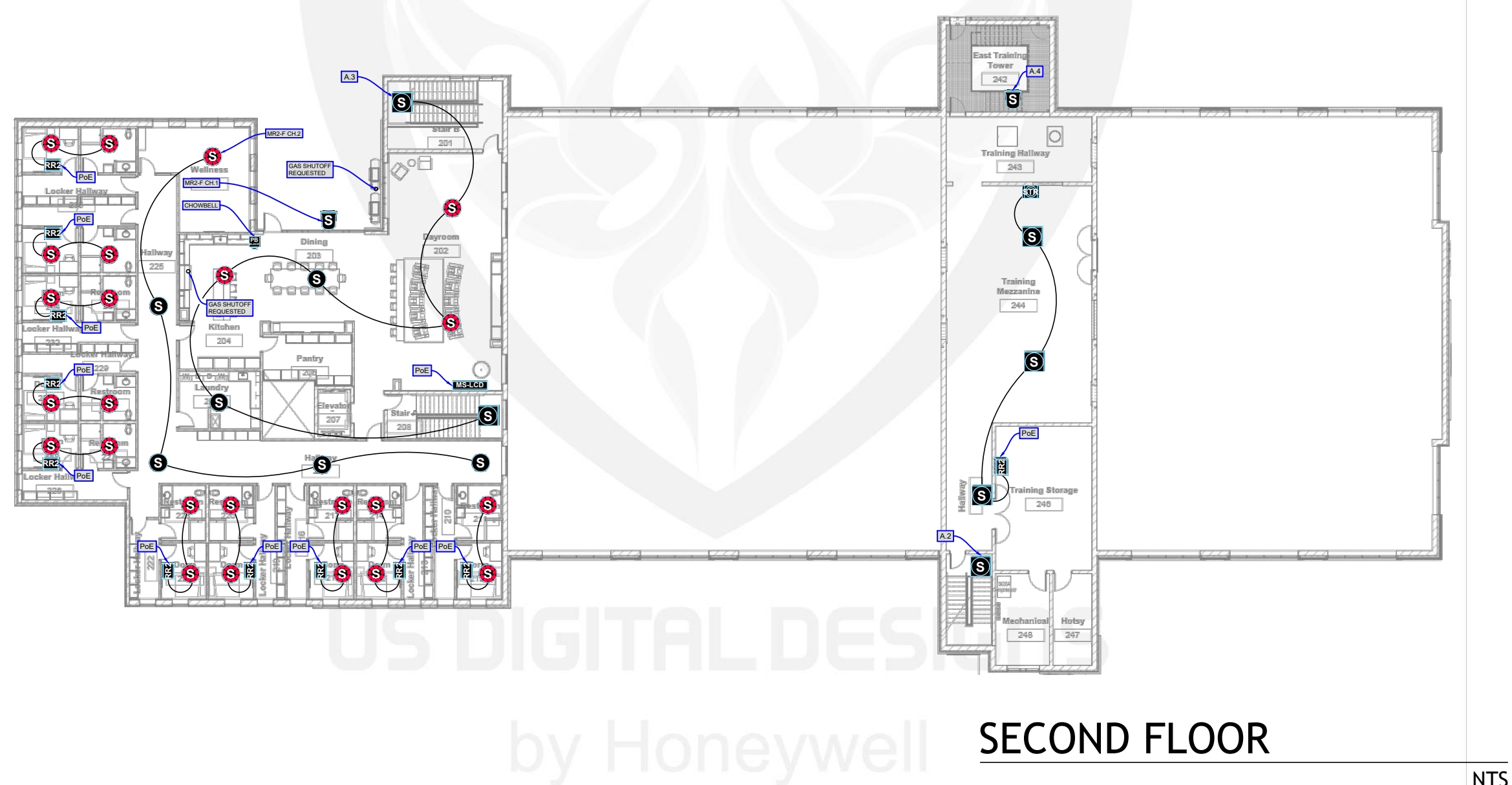
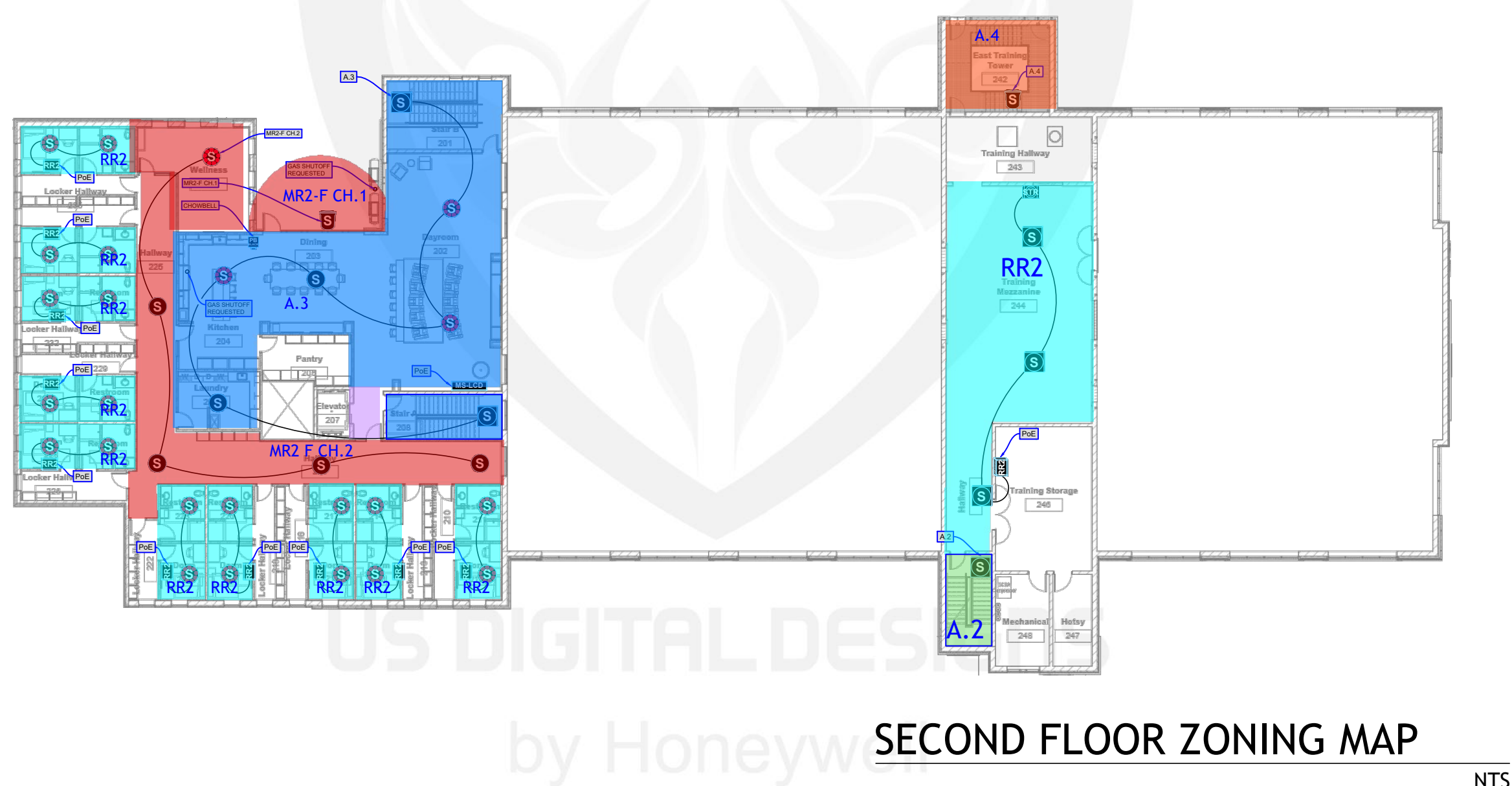
US DIGITAL DESIGNS	
Count	Name
1	G2 GTX STATION CONTROLLER (ATX1)
2	G2 EXPANSION UNIT (ATX-EXP)
2	G2 ATX-EXP BACK END (ATX-E)
3	UPS
3	UPS (UPS-STD)
3	UPS SHIEL-BRACKET WALL MOUNT (UPS-PWME)
3	G2 HDTV REMOTE (TV-R)
1	PUSH BUTTON (PB-S)
3	PUSH BUTTON (PB-T)
6	G2 MESSAGE REMOTE (2-MR-2)
8	G2 MESSAGE SIGN LCD (USO-LCD-SIGN)
6	MS MODEL ARTICULATING (AS-MNT)
2	G2 REMOTE (RMT)
1	G2 RSR SURFACE MOUNT BOX (RMR-SMB)
25	G2 LED SPEAKER (SPK-LF-DM)
3	G2 OMNISTROPE SPEAKER (SPK-OAS)
3	G2 STANDARD STANDING (SPK-STD-FM)
15	G2 STANDARD SPEAKER BOX (SPK-STD-SM)
4	SPEAKER WEATHER-PROOF (SPK-WD-SM)
4	G2 STROBE LIGHT (STR-2)
1	G2 TRANSFORMER (TRF-2)
	VOLUME CONTROLLER (CUSTOMER SUPPLIED)

SYMBOL	DESCRIPTION
	G2 ATX STATION CONTROLLER
	G2 EXPANSION MODULE
	G2 ATX LITE STATION CONTROLLER
	G2 UNINTERRUPTIBLE POWER SUPPLY
	EXTERNAL AMPLIFIER
	G2 IR REMOTE
	G2 MESSAGE REMOTE 2
	G2 ROOM REMOTE 2
	G2 REMOTE USER INTERFACE
	G2 LOCAL ALERTING REMOTE MODULE
	G2 ROOM REMOTE SURFACE MOUNT BOX
	G2 HOVY REMOTE
	G2 COLOR INDICATOR REMOTE
	G2 COLOR INDICATOR REMOTE BACK
	PUSH BUTTON - RED
	PUSH BUTTON - BLACK
	G2 VIDEO DOOR STATION
	G2 STROBE LIGHT
	DEM. TRANSFORMER
	G2 OMNI-LEAF STROBE SPEAKER
	G2 LED SPEAKER, FLUSH MOUNT
	G2 LED SPEAKER, METAL BOX
	SPEAKER, WEATHER-PROOF
	SPEAKER, FLUSH MOUNT
	SPEAKER, METAL BOX
	G2 MESSAGE SIGN (MIN. 12")
	G2 MESSAGE SIGN (EXTENDED 36")
	G2 MESSAGE SIGN (EXTENDED 36")
	G2 LCD MESSAGE SIGN
	DEM. PLT. PANEL, MONITOR, XMT. MOUNT
	VOLUME CONTROL (OUTSTATION SUPPLIED)
	SHIELD/ARRESTANT WELD, UNDER TABLE OR WALL MOUNT
	ADAPTER PLATE SINGLE
	ADAPTER PLATE DOUBLE
	RACK MOUNT (EASE FOR G2 ATX OR G2 EXP)
	ARTICULATING ARM MOUNT - LONG

SYSTEM ZONING LEGEND	
ZONE	Name
A.1	FITNESS/LOCKER/RR/HALLWAY
A.2	WORK/GEAR/SCBA
A.4	EAST TRAINING TOWER
RR2	ADMIN/HALL/KITCHENETTE
MR2-A-C	APPARATUS BAY
MR2-D	FIREFIGHTER WORK ROOM
MR2-E	CONF./OFFICES/EXTERIOR



SYSTEM ZONING LEGEND	
ZONE	Name
MR2 F CH.1	EXTERIOR
A.2	STAIRS
A.3	COMMON AREA
MR2 F CH.2	WELLNESS/HALLWAY
RR2	DORM/RR/MEZZANINE
A.4	TRAINING TOWER



INSTALLER NOTES: 1. INSTALLER TO VERIFY WALL AND CEILING TYPE TO DETERMINE EQUIPMENT MOUNTING TYPE (FLUSH OR SURFACE). 2. INSTALLER TO COORDINATE CONNECTION BETWEEN ATX STATION CONTROLLER'S LINE-LEVEL AUDIO OUTPUT AND (EXISTING) OWNER-FURNISHED HOUSE AUDIO SYSTEM (AMP) (IF APPLICABLE). 3. INSTALLER TO PROVIDE CAT6 & 164 GAUGES FROM ATX CONTROLLER TO CUSTOMER'S STATION RADIO FOR BACKUP. 4. INSTALLER TO COORDINATE CONNECTION BETWEEN EXISTING STATION LIGHTING CONTROL SYSTEM AND RELAY OUTPUT FROM ATX STATION CONTROLLER OR I/O REMOTE (IF APPLICABLE). 5. VOLUME CONTROL PROVIDED BY OWNER OR INSTALLER IF SHOWN ON DRAWING. 6. INSTALLER TO VERIFY AND CONSIDER LOCATION(S) OF NETWORK AND RADIO CONNECTIONS. 7. INSTALLER MUST RUN A GROUNDING WIRE (PER CODE) FROM ATX TO STATION GROUND.	
--	--

PoE = G2 ATX Power-over-Ethernet (PoE) ports 1..8 and G2 Expansion Module ports 1..12
A_n = G2 ATX Amplifier 1..4 **E_n** = G2 External Amplifier 1..n **CH_n** = G2 Message Remote 2 Channel 1 or 2

NOTES:

- SEE ARCHITECTURAL SPECIFICATIONS FOR ALL ROUGH-IN AND INSTALLATION DETAILS.
- US DIGITAL DESIGNS DOES NOT SUPPLY CABLE, WIRE, BACK BOXES, CONDUITS, OR MOUNTING FASTENERS.
- US DIGITAL DESIGNS FIRE STATION ALERTING PLANS ARE DIAGRAMMATIC AND FOR QUOTING PURPOSES ONLY.
- US DIGITAL DESIGNS IS NOT TO BE RESPONSIBLE FOR ANY DAMAGE TO PROPERTY OR PERSONS.
- PHONEX X2 SYSTEM IS MADE TO SIGNAL OWNER-FURNISHED SYSTEMS, (EXHAUST, LIGHT, GAS SHUT OFF, ETC.) USDD DOES NOT SUPPLY THESE SYSTEMS AND CANNOT WARRANT OR SUPPORT ANY OF THEIR PERFORMANCE BEYOND THE WARRANTY PERIOD.

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AUTHORIZATION FROM US DIGITAL
DESIGNS, INC.

Quotation

GEARGRID®

GearGrid LLC
670 15th St SW
Forest Lake, MN 55025
Phone: (651) 464-4468
www.geargrid.com

Quote Number: 00017170
Quote Date: 6/10/2026
Customer Number:

Project Name: Lakeville Fire Station 2
Specification Section:
Addenda Acknowledged:

Sold To:

City Of Lakeville
20195 Holyoke Ave
Lakeville, MN 55044

Ship To:

City Of Lakeville Fire Station #2

Lakeville, MN 55044

Phone: (952) 985-4701

Fax:

E-mail: mmeyer@lakevillemn.gov

Confirm To:	Carrier	F.O.B.	Terms	Quote Provided By:
Michael Meyer	Old Dominion	Origin	Net 30	Renee Alexander

Part Number	Description	UOM	Quantity Ordered	Price	Extended Amount
413006	30"W x 24"D x 72"H - Wall Mount - No Door -Bank of 6 Opening		8	\$3,079.00	\$24,632.00
413008	30"W x 24"D x 72"H - Wall Mount - No Door -Bank of 8 Opening		1	\$4,016.00	\$4,016.00
401130	GearHanger Hanging Rod 30"		56	\$42.00	\$2,352.00
492031	GearHanger Secure Bracket (Kit)	EA	9	\$6.00	\$54.00
412590	30" 2 Start Top Storage Shelf (Lockers WITHOUT Powerbars)		9	\$177.00	\$1,593.00
412591	30" 2 Extension Top Storage Shelf (Lockers WITHOUT Powerbars)		19	\$177.00	\$3,363.00
454903	Tubular Frame Support Structure for Standard & Double Tier 74" Lockers - Per Linear Foot	Per Ft.	15	\$338.00	\$5,070.00
492402	2-Pack Seattle System. 24" wide openings (no shelves or accessories) - No Doors		1	\$1,678.00	\$1,678.00
403297	24"w x 32"d Flat Bottom Shelf		8	\$45.00	\$360.00
454903	Tubular Frame Support Structure for Standard & Double Tier 74" Lockers - Per Linear Foot	Per Ft.	15	\$338.00	\$5,070.00
422400	Mini Mobile Hose/Cylinder Storage Base Unit-20"D (no shelves included)	EA	3	\$764.00	\$2,292.00
412490	Hose Shelf for Mini Mobile and HD units	EA	8	\$71.00	\$568.00
412491	SCBA Cylinder Shelf for Mini Mobile and HD units	EA	6	\$55.00	\$330.00
412200	O2 Cylinder - 4 Place Shelf for Mini Mobile and HD units	EA	2	\$69.00	\$138.00
434008-6	6' - Broom Rack/Wall Mount Grid Panel	EA	3	\$213.00	\$639.00
434007-6	6' - Wash Rack/Wall Mount Grid Panel	EA	3	\$213.00	\$639.00
492402	2-Pack Seattle System. 24" wide openings (no shelves or accessories) - No Doors		1	\$1,678.00	\$1,678.00
401024	GearHanger Hanging Rod 24"	EA	2	\$28.00	\$56.00
492031	GearHanger Secure Bracket (Kit)	EA	1	\$6.00	\$6.00
403297	24"w x 32"d Flat Bottom Shelf		2	\$45.00	\$90.00
434042	6' Wall-Mount Fixed Topside Shelf w/ hangbar kit 72"L x 18"D	EA	2	\$223.00	\$446.00

Quote Notes:

- (56) GearGrid Wall Mount Lockers
 - No Doors (Open Front Lockers)
 - Locker Size: 30"W x 24"D
 - **Standard inclusions:** Top adjustable shelf, bottom adjustable shelf, 3 adjustable apparel hooks, back grid panel and nameplate holder
 - **Added Accessories:** Hanging Rod & Topside Shelf
 - **Excludes:** Nameplates (source locally or through www.firehouseid.com)
- (2) Frame Wall Structures

- Frame Walls **must** bolt to the floor
- Each Frame Wall will accommodate (1) Bank of 6 Lockers on each side
- **(3) Mini Mobile Hose/Cylinder Storage Systems**
 - (8) Hose Storage Shelves
 - (6) SCBA Cylinder Shelves
 - Each shelf will accommodate up to (3) SCBA cylinders
 - (2) O2 Cylinder Shelves
 - Each shelf will accommodate up to (4) O2 cylinders
 - Systems will be equipped with swivel/locking casters
- **(3) 6' Broom Centers**
- **(3) 6' Wash Centers**
- **(2) Mobile 2-Pack Seattle Systems**
 - **No** Doors (Open Front Lockers)
 - **Qty. 1** - Setup w/8 Flat Storage Shelves
 - Shelves **exclude** Nameplate Holders
 - **Qty. 1** - Setup w/2 Hanging Rods & 2 Flat Storage Shelves
 - Shelves **exclude** Nameplate Holders
 - Systems are equipped with heavy-duty casters
- Full assembly of products required
- See below (Item #2) **ADD** option for GearGrid to provide assembly/installation services
- **No** tax included (If tax is required for this project, tax will be added to your payment invoice based on the current rate at that time)
- 3% processing fee applies to credit card purchases

6-10-26 - Quote Revised

- Added (2) 6' Fixed Wall Mount Shelves w/Hanging Rods

1. Assembly/Installation provided by: Lakeville Fire Dept
2. GearGrid can provide (NON-UNION, NON-CERTIFIED PAYROLL) Assembly and Installation for an ADDED price of:\$13,393.00
Estimated Ship Date: Approximately Please check at time of order weeks after receipt of order.
3. This quote does not include nameplates, please source at www.firehouseid.com or locally
4. If Doors are ordered GearGrid does not provide padlocks or other locking devices unless otherwise indicated.
5. When Powerbars are ordered, electrical wiring, receptacles and installation of electrical are not included. Please consult local certified electrician.
6. GearGrid products are packaged on 74" long x 44" wide skids, standard trailer delivery. Off-loading by others. If lift gate or other special services are desired, this must be requested at the time of initial quote request.

Net Order:	\$55,070.00
Freight:	\$2,097.00
Sales Tax:	
Order Total US \$:	\$57,167.00

Quotation is valid for 90 days for product costs; freight charges are valid for 30 days.

TERMS AND CONDITIONS OF SALE

1. **GENERAL.** These Terms and Conditions apply to all sales of goods ("Goods") by GearGrid, LLC ("GearGrid") to any proposed Buyer ("Buyer"). Any additional or different terms and conditions proposed by the Buyer are objected to and hereby rejected, notwithstanding any terms and conditions that may be contained in any purchase order, acknowledgment, notice, communication or other Buyer form, unless such additional or different terms are expressly accepted by Seller in writing, signed by an authorized officer of Seller. Acceptance by Buyer of any goods from Seller shall be considered acceptance of these Terms and Conditions. If these Terms and Conditions, or any related documents from Seller, are deemed to be a response to a Buyer document, then notwithstanding any additional or different terms that may be embodied in Buyer's document, Seller's response is expressly conditional on Buyer's consent to the additional and/or different terms and conditions set forth in these Terms and Conditions. If these Terms and Conditions are not acceptable to Buyer, Buyer must notify Seller in writing at once.
2. **VERBAL ORDERS.** Verbal orders are accepted only on the terms herein and in Seller's order acknowledgment. Any discrepancies between Seller's order acknowledgment and the Buyer's verbal order are not binding on Seller. PLEASE REVIEW GEARGRID'S ORDER ACKNOWLEDGMENT CAREFULLY.
3. **PAYMENT.** Unless otherwise stated in GearGrid's order acknowledgment or quotation, all invoices are due 30 days after the invoice date. Past due accounts will be charged interest at 1.5% per month, but not more the maximum interest rate allowed by law. Any wire transfer or related fees associated with payment of individual invoices will be the responsibility of the Buyer. A 3% fee will be added to any order paid using a credit card.
4. **SHIPPING DATES.** All shipping dates represent only a reasonable estimate of the time required for manufacturing at the time of order acceptance or quotation. These dates shall not be construed as promises or agreements to ship or deliver goods on specific dates.
5. **SHIPMENT - RISK OF LOSS.** Except as otherwise provided in Seller's invoice, all shipments will be made by F.O.B. Seller's manufacturing facility in Forest Lake, Minnesota. Shipping and insurance costs are not included in the individual product prices and shall be paid by Buyer. All goods are shipped at Buyer's risk. Title to the goods and risk of loss or damage shall pass to Buyer upon tender of delivery to the carrier in Forest Lake, Minnesota. All claims for shortage or for damage in transit must be reported to Seller within 10 days of delivery.
6. **DELAYS.** Delivery shall be subject to, and contingent upon, strikes, labor difficulties, riot, war, fire, delay or defaults of common carriers, governmental decrees or orders, inability to obtain necessary material or facilities or any other delays beyond Seller's reasonable control. Seller shall not be liable for any losses caused by such delays.
7. **CANCELLATION.** A cancellation fee will be applied to all cancelled orders. The amount of the cancellation fee will be based on the percent completion of the customer order.
8. **TAXES** - Seller's prices do not include taxes or other governmental charges with respect to the sale, purchase, delivery, use or transportation of Goods. Any such taxes which Seller may be required to pay or collect under any existing or future law shall be promptly paid to Seller by Buyer upon demand.
9. **WARRANTIES AND DISCLAIMERS.** Seller warrants to the Buyer that the Goods shall be free from defects in materials and workmanship for a period of one year from time of shipment. If Buyer notifies Seller in writing within the applicable period from the date of shipment by Seller ("Warranty Period") of such a defect in any Goods, and if Seller determines that such Goods are not in conformity with this warranty, Seller will repair or replace such Goods or refund to Buyer the purchase price of such Goods. Any claims not made within the Warranty Period are deemed waived by Buyer. **SELLER MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR USE OR AGAINST INFRINGEMENT, ALL OF WHICH ARE HEREBY DISCLAIMED BY SELLER.**
10. **PRODUCT WARRANTY PERIOD.** Unless otherwise stated, all GearGrid products are warranted as described in Warranties and Disclaimers, for a period of 2 years, except for the GridIron locker line which carries a 10 year standard warranty.
11. **RETURN & RESTOCKING POLICY.** Goods may not be returned without the Seller's consent, at its discretion and will be subject to a restocking fee. A minimum 25% restocking fee will apply to all returned products. No product may be returned without a Return Authorization and agreement provided by GearGrid. Any returned product received in damaged condition, will be subject to credit adjustment.
12. **LIMITATION OF REMEDIES. IN NO EVENT SHALL SELLER'S OBLIGATIONS WITH RESPECT TO ANY GOODS EXCEED THE PURCHASE PRICE PAID TO SELLER BY BUYER FOR THOSE GOODS. IN NO EVENT SHALL SELLER BE LIABLE TO BUYER FOR ANY SPECIAL, CONSEQUENTIAL OR INCIDENTAL DAMAGE, LOSS OR EXPENSE (INCLUDING WITHOUT LIMITATION, LOSS OF PROFITS OR GOODWILL), WHETHER SUCH CLAIM IS BASED ON CONTRACT, NEGLIGENCE, STRICT TORT OR WARRANTY.**
13. **INTERNATIONAL TRANSACTIONS.** If the Goods are to be shipped outside of the United States, no shipment will be authorized until Seller has received an irrevocable letter of credit issued to Seller for the entire purchase price of the Goods and issued or confirmed by a bank located in the United States that is acceptable to Seller in its sole discretion. The Convention on Contracts for the International Sale of Goods shall not apply to any transaction subject to these Terms and Conditions.
14. **GOVERNING LAW/DISPUTES** - These Terms and Conditions shall be governed by and interpreted in accordance with the internal laws of Minnesota. No action with respect to the Goods or arising out of these Terms and Conditions may be brought by Buyer more than one year after the cause of action has accrued. All disputes shall be resolved in state or Federal courts located in Hennepin County, Minnesota.
15. **EXCLUSIVE AGREEMENT** - No agreement varying these Terms and Conditions will be binding upon Seller unless in writing and signed by an officer of Seller.
16. **ASSEMBLY AND INSTALLATION (WHEN APPLICABLE)** GearGrid will be responsible for assembly/installation for the items quoted when the price is indicated on quote and accepted by customer. Customer will be responsible for off-loading material from carrier and storing in a safe, secure environment until scheduled installation. Customer is responsible for noting any damage to shipment with carrier at the time of delivery. The damage to be noted on Bill of Lading prior to signing and accepting shipment. Customer will also immediately notify GearGrid of shipment damage via email to sales@geargrid.com. Evidence of damage including description and pictures will be necessary. Customer will be responsible for providing a trash receptacle for packing materials and skid disposal. Customer will be responsible for accurate field measurements prior to GearGrid releasing order for production. Field dimensions should also note the material make-up of walls or floors that lockers will be anchored into and any impediments that will require special installation circumstances. Inaccurate field dimensions or omission of special installation circumstances that require additional costs in terms of materials or labor will be the sole responsibility of Customer. Customer will coordinate a firm installation date no later than 30 days prior to the required install date to allow for installer to coordinate travel logistics. If jobsite is not ready for installation as of previously agreed upon date,

Customer will be responsible for additional travel, lodging and other costs associated with delay. Customer will make sure area is free and clear of any obstructions/clutter to allow for adequate space to work freely. Customer will advise of open days/hours work can be performed on site. GearGrid is not able to provide Certified Payroll or Union Wages.

17. **APPROXIMATE LABOR REQUIRED FOR ASSEMBLY AND INSTALLATION.** Using the information below will allow you to approximate the Man Hours required to assemble and install GearGrid products. These figures are provided as a courtesy and are dependent on a variety of factors including: labor experience and skill, jobsite conditions, accessories included, layout, etc. Please feel free to use these calculations, however GearGrid is not responsible for actual assembly and installation times.

First 6 Lockers: 1 hour per locker
Each locker after the first 6: .75 hours per locker
Locker Doors: Add .25 hours per door
Hose Racks, Slingers, Miami, Suffolk, etc: 2 hours each

Project
Lakeville Fire Station

Submittal / Operation and Maintenance Manual
PlymoVent Vehicle Exhaust System

TABLE OF CONTENTS

SECTION ONE	MRP Product Manual
SECTION TWO	SBTA Slide Balancer Track Assembly Product Manual
SECTION THREE	TEV Exhaust Fan
SECTION FOUR	OS-3 Controller

SECTION ONE

MRP Mini Rail Profile Product Manual

Product: Mini Rail Profile (MRP - Pneumatic/Magnetic)

Summary: MRP removes exhaust fumes at the source from start up to exit of automotive vehicles and supports bays up to 65 ft. MRP features a square aluminum rail with an open section that is sealed by rubber lips. A trolley travels inside the rail profile, and the trolley duct opens the rubber seal lips within the profile.

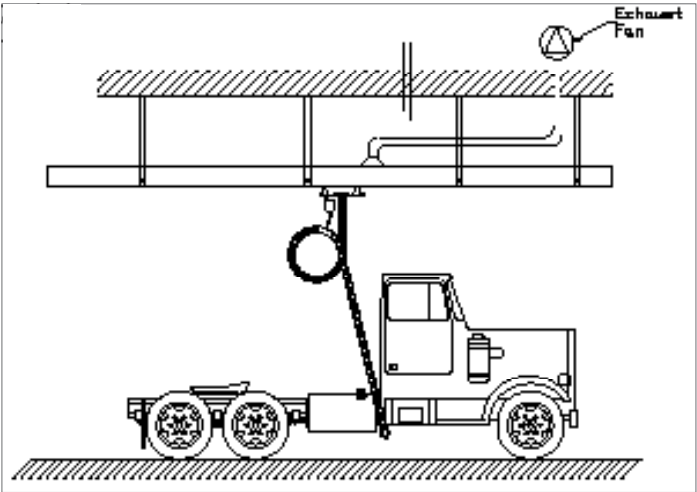


Fig. 1.1

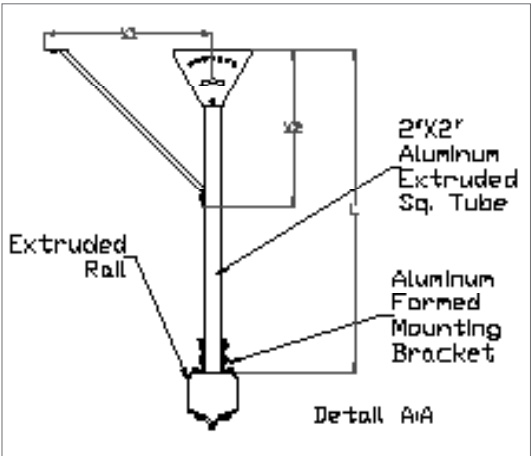


Fig. 1.2

System Specifications			
Type	Length: ft (m)	# of Suspensions	Weight: lbs (kg)
MRP-20	19.0 (5.79)	2	124 (56.3)
MRP-25	23.75 (7.25)	2	143 (64.9)
MRP-30	28.5 (8.69)	3	162 (73.5)
MRP-35	33.25 (10.1)	3	178 (80.7)
MRP-40	38.0 (11.6)	4	197 (89.4)
MRP-45	42.75 (13.0)	4	216 (98.0)
MRP-50	47.5 (14.5)	5	235 (107)
MRP-55	52.25 (16.1)	5	251 (114)
MRP-60	57.0 (17.4)	6	274 (124)
MRP-65	61.75 (18.8)	6	292 (132)
MRP-70	66.5 (20.3)	6	311 (141)
MRP-75	71.25 (21.7)	7	328 (149)
MRP-80	76.0 (23.2)	7	350 (159)
MRP-85	80.75 (24.5)	8	369 (167)
MRP-90	85.5 (26.0)	8	388 (176)
MRP-95	90.25 (27.8)	9	407 (185)
MRP-100	95.0 (29.0)	9	423 (192)
MRP-110	104.5 (31.9)	10	461 (209)
MRP-120	114 (34.5)	11	496 (225)

Support Details			
Length: ft (m)	Brace Length	X1	X2
0 - 1.5 (0 - 0.5)	N/A	0	0
1.5 - 3 (0.5 m - 0.9)	20 in. (0.5 m)	14 in. (0.36 m)	14 in. (0.36 m)
3 - 6 (0.9 - 1.8)	30 in. (0.76 m)	21 in. (0.53 m)	21 in. (0.53 m)
6 - 10 (1.8 - 3)	72 in. (1.8 m)	51 in. (1.3 m)	51 in. (1.3 m)

- Notes:
1. System support method: see fig. 1.3 and support details table.
 2. System location: see system specifications table.
 3. Based on 1 crab and hose assembly; each additional crab/hose adds 40 lbs (18 kg).

Job Name: Lakeville Fire Station	DWG BY: RJ	Revision: 0	Rev. Date:
Engineer:	Plymvent Corp. 5 Corporate Drive Cranbury, NJ 08512 800-644-0911		MRP
Customer:			

Product: Mini Rail Profile (MRP - Pneumatic/Magnetic) - Page 2

Maximum reach based on specific track height (in ft)

		Magnetic Grabber®					
		Height: 12 ft 6 ft from door		Height: 13 ft 7 ft from door		Height: 14 ft 8 ft from door	
		Back in ft (m)	Drive through ft (m)	Back in ft (m)	Drive through ft (m)	Back in ft (m)	Drive through ft (m)
MRP-20	19.0 (5.79)	24.0 (8.5)	28.0 (8.5)	25.0 (7.6)	30.0 (9.1)	26.0 (7.9)	32.0 (9.8)
MRP-25	23.75 (7.25)	28.75 (10.0)	32.75 (10.0)	29.75 (9.0)	34.75 (10.3)	30.75 (9.4)	36.75 (10.6)
MRP-30	28.5 (8.69)	33.5 (11.4)	37.5 (11.4)	34.5 (10.5)	39.5 (12.0)	35.5 (10.8)	41.5 (12.6)
MRP-35	33.25 (10.1)	38.25 (13.0)	42.25 (13.0)	39.25 (12.0)	44.25 (13.6)	40.25 (12.3)	46.25 (14.2)
MRP-40	38.0 (11.6)	43.0 (14.3)	47.0 (14.3)	44.0 (13.4)	49.0 (14.9)	45.0 (13.7)	51.0 (15.5)
MRP-45	42.75 (13.0)	47.75 (15.8)	51.75 (15.8)	48.75 (14.9)	53.75 (16.4)	49.75 (15.2)	55.75 (17.0)
MRP-50	47.5 (14.5)	52.5 (17.2)	56.5 (17.2)	53.5 (16.3)	58.5 (17.8)	54.5 (16.6)	60.5 (18.4)
MRP-55	52.25 (16.1)	57.25 (18.7)	61.25 (18.7)	58.25 (17.7)	63.75 (19.3)	59.25 (18.0)	65.25 (19.9)
MRP-60	57.0 (17.4)	62.0 (20.1)	66.0 (20.1)	63.0 (19.2)	68.0 (20.7)	64.0 (19.5)	70.0 (21.3)
MRP-65	61.75 (18.8)	66.75 (21.6)	70.75 (21.6)	67.75 (20.7)	72.75 (22.2)	68.75 (21.0)	74.75 (22.8)
MRP-70	66.5 (20.3)	71.5 (23.0)	75.5 (23.0)	72.5 (22.0)	77.5 (23.6)	73.5 (22.4)	79.5 (24.2)
MRP-75	71.25 (21.7)	76.25 (24.5)	80.25 (24.5)	77.25 (23.5)	82.25 (25.0)	78.25 (23.9)	84.25 (25.7)
MRP-80	76.0 (23.2)	81.0 (25.9)	85.0 (25.9)	82.0 (25.0)	87.0 (26.5)	83.0 (25.3)	89.0 (27.1)
MRP-85	80.75 (24.5)	85.75 (27.4)	89.75 (27.4)	86.75 (26.5)	91.75 (27.4)	87.75 (26.8)	93.75 (28.6)
MRP-90	85.5 (26.0)	90.5 (28.8)	94.5 (28.8)	91.5 (27.9)	96.5 (29.4)	92.5 (28.2)	98.5 (30.0)
MRP-95	91.3 (27.8)	95.25 (30.2)	99.25 (30.2)	96.25 (29.3)	101.25 (30.8)	97.25 (29.6)	103.25 (31.4)
MRP-100	95.0 (29.0)	100 (31.7)	104 (31.7)	101 (30.8)	106 (32.3)	102 (31.1)	108 (32.9)
MRP-110	104.5 (31.9)	109.5 (34.6)	113.5 (34.6)	110.5 (33.6)	115.5 (35.1)	111.5 (34.0)	117.5 (35.8)
MRP-120	114 (34.5)	119 (37.5)	123 (37.5)	120 (36.6)	125 (38.1)	121 (36.9)	127 (38.7)

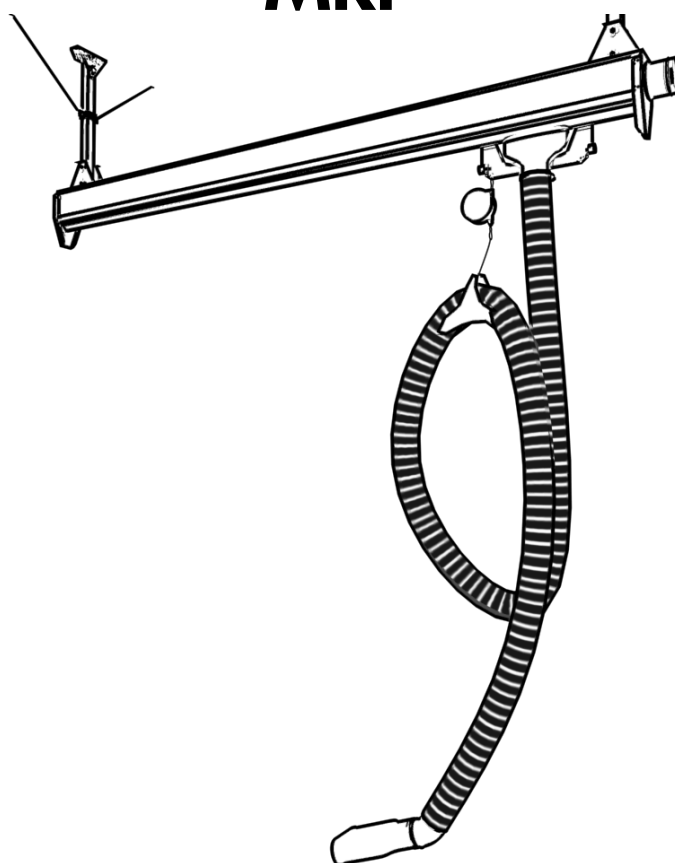
IMPORTANT NOTE: For Pneumatic Grabber Deduct 1' Foot From Distance In Table Above

Disclaimer: The intended use of this drawing is to provide general equipment dimensions. The information provided is confidential and proprietary to Plymovent Corp. and is not to be recreated, modified and/or otherwise distributed without written consent of Plymovent Corp. There are no expressed or implied warranties concerning the accuracy, completeness, reliability, or usability of this information. Use of this or any Plymovent Corp. drawing, for purposes other than its intended use, is unlawful and actions may be taken against the violating party(ies).

Job Name: Lakeville Fire Station	DWG BY: RJ	Revision: 0	Rev. Date:
Engineer:	Plymovent Corp. 5 Corporate Drive Cranbury, NJ 08512 800-644-0911		MRP
Customer:			

Product manual

MRP



List of contents

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Technical data	2
Safety instructions	3
Installation	4-6
Maintenance	7
Spare parts	8-9
Contact us.....	10

PLYMVENT®

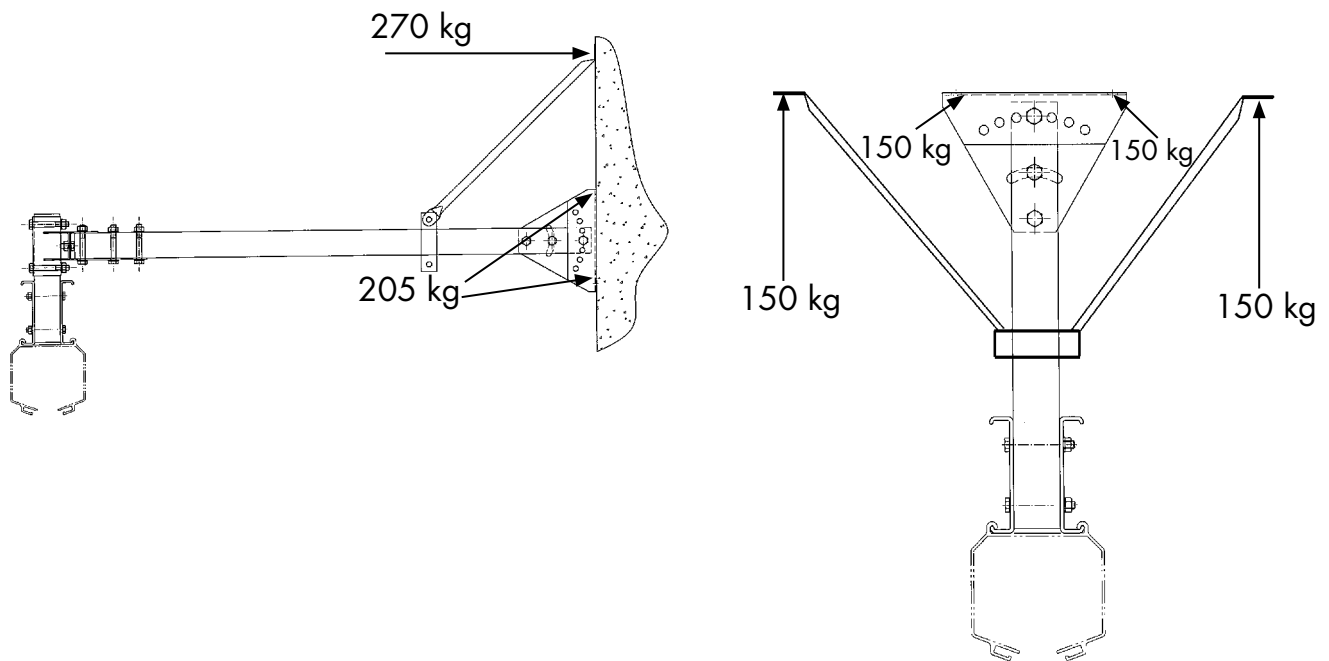
AREA OF APPLICATION

A flexible exhaust extraction rail for several vehicles, equipped with a number of extraction units.

- for passenger cars and light commercial vehicles
- several stationary vehicles can be connected
- manual connection/disconnection of exhaust nozzles

Installation

On ceiling or wall



UNIT DESCRIPTION

Rail:	Made of extruded aluminum.
Hose:	Made of thermoplastic material with a nylon helix - crush resistant. Temp range -30°C to 150°C.
Rubberseal:	EPDM- Rubber with low friction material.
Trolley:	Wheel with ball bearings.

WEIGHT INFO

Rail Incl. seal:	5.6kg/m
Trolley Incl.hose:	7,5kg

Maintenance

Only light service and maintenance is required. See page 7 in manual.

INSTALLATION

Use approved Work-platform or Scaffold

Warning-unauthorized personnel are not allowed to stay near to installation-area.

Note! Load on support legs. see page2.

Note! Mount End- cover directly after Trolley (MIC-100) has been installed

IN OPERATION

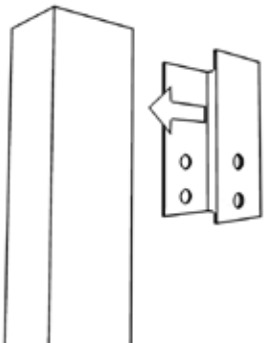
Note! It is not allowed to hang up irrelevant material in MRP-profile.

SERVICE—MAINTENANCE

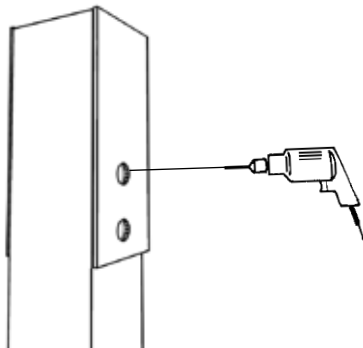
Use approved Work-platform or Scaffold.

Check that End- cover is replaced after service of Crab(MIC-100).

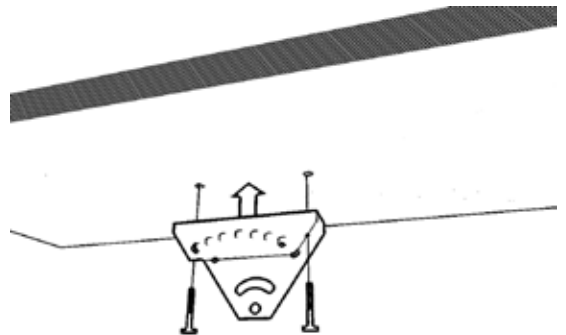
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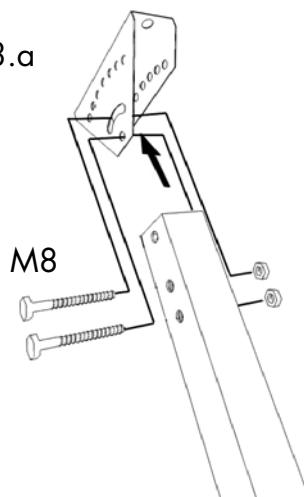
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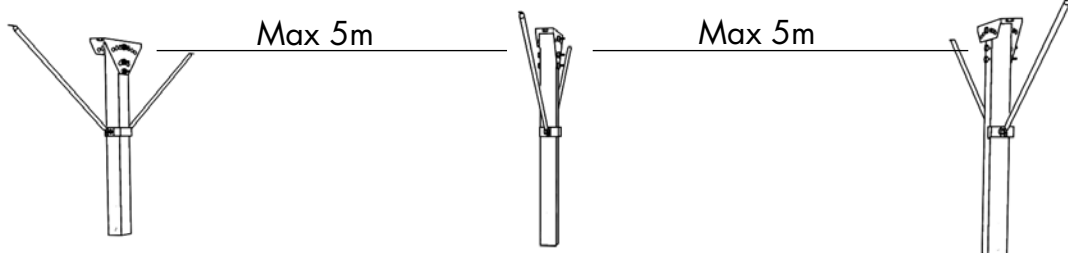
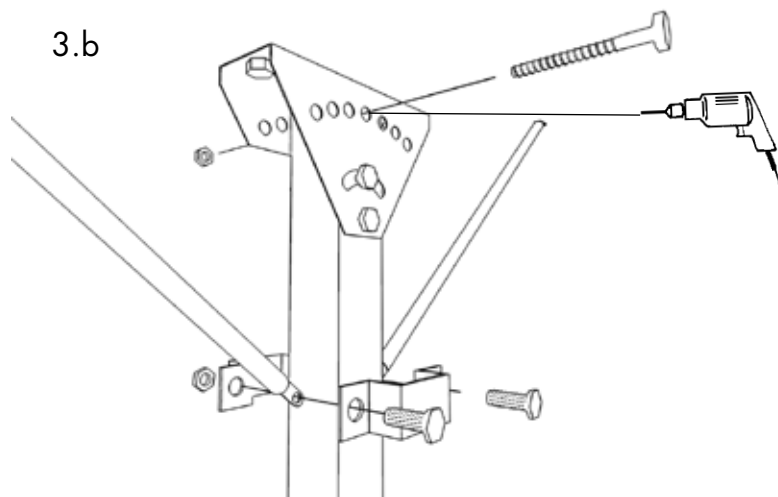
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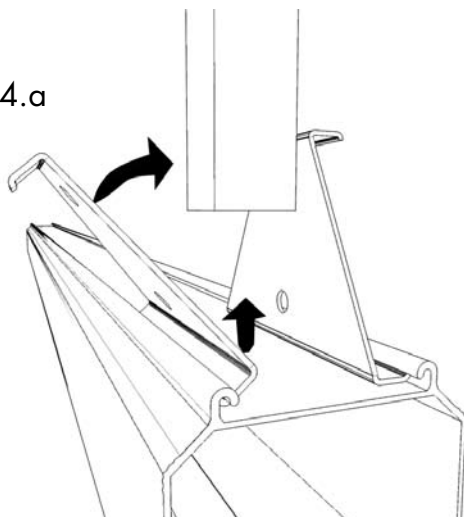
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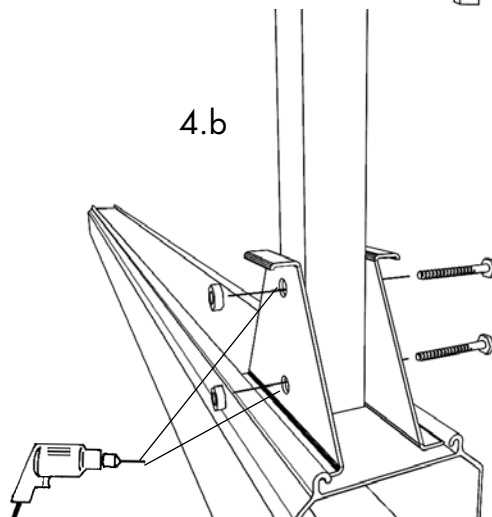
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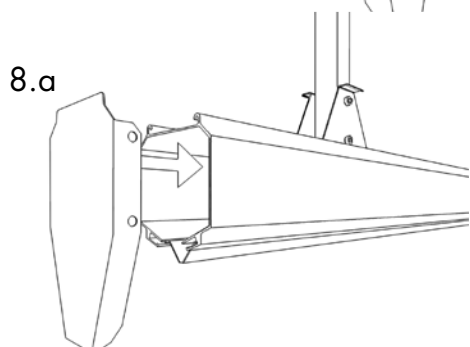
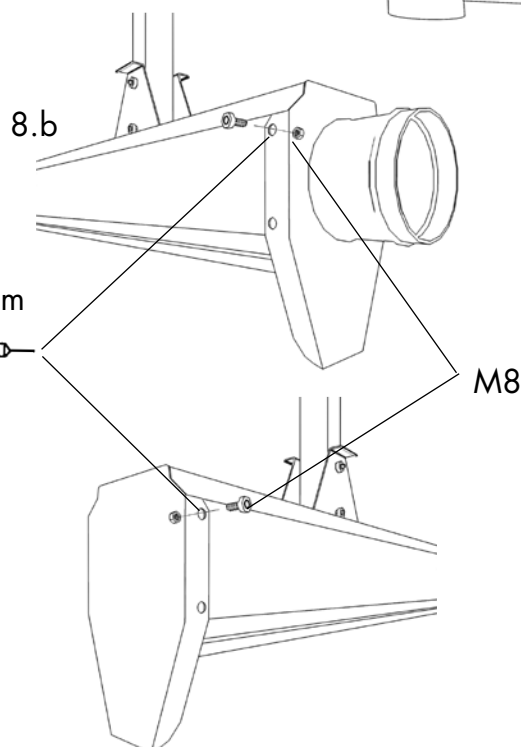
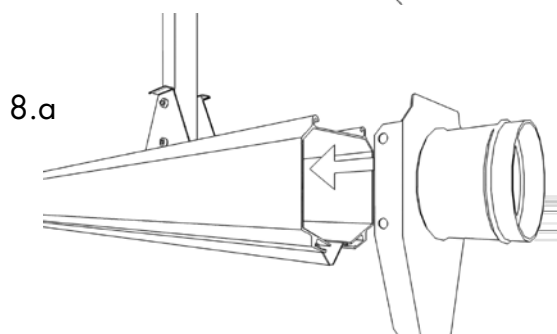
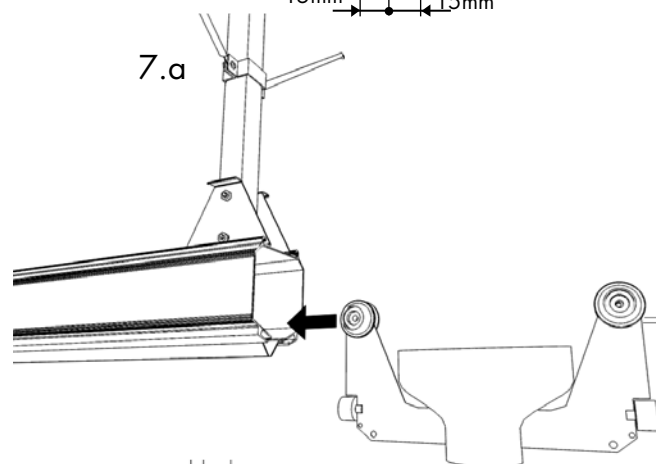
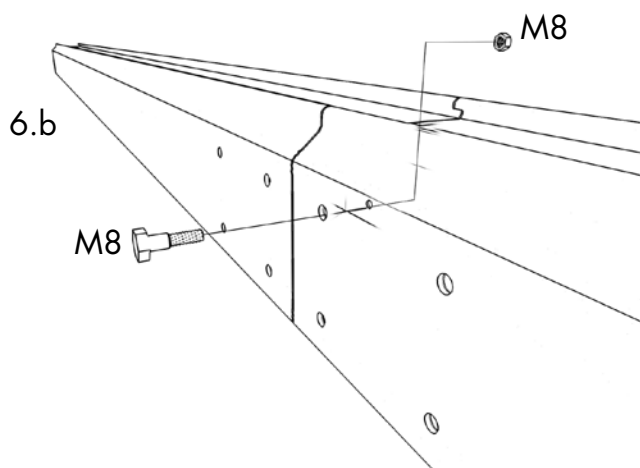
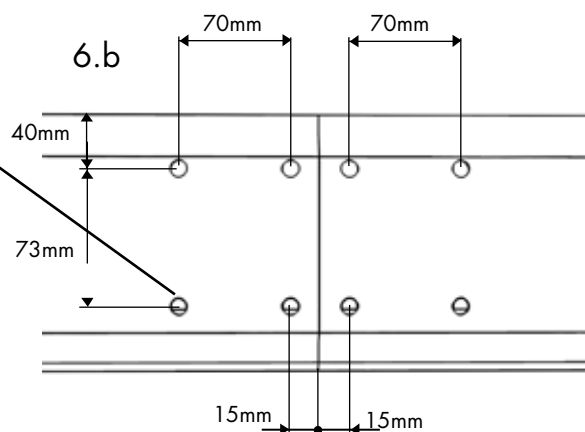
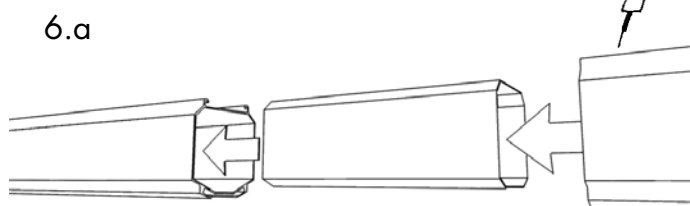
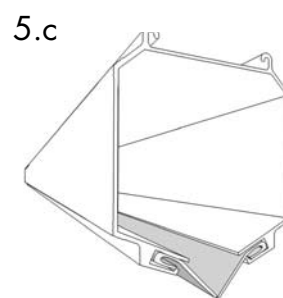
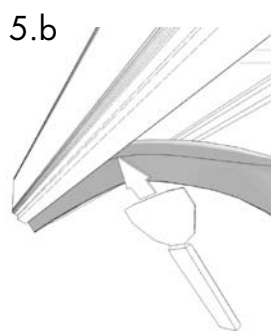
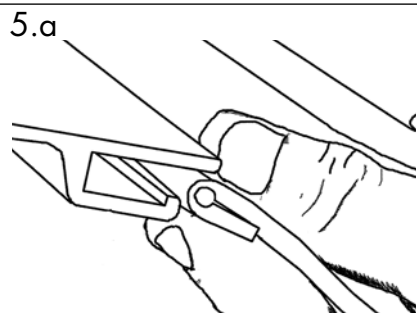


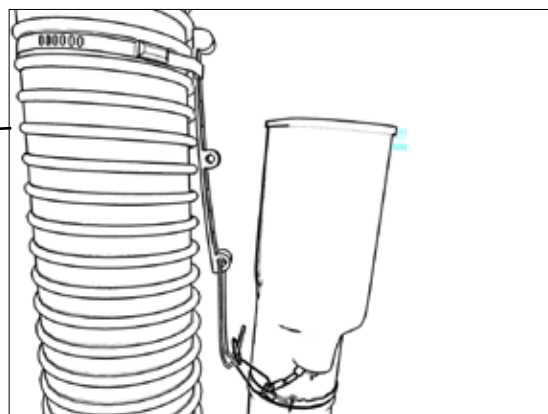
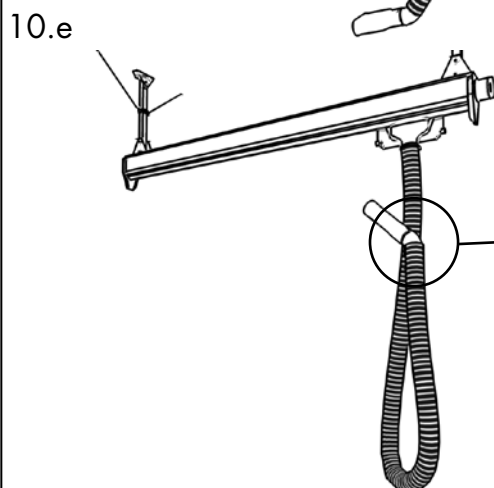
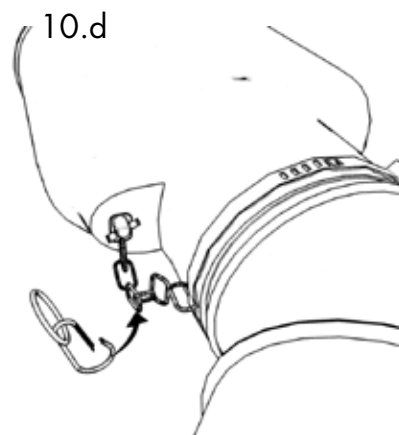
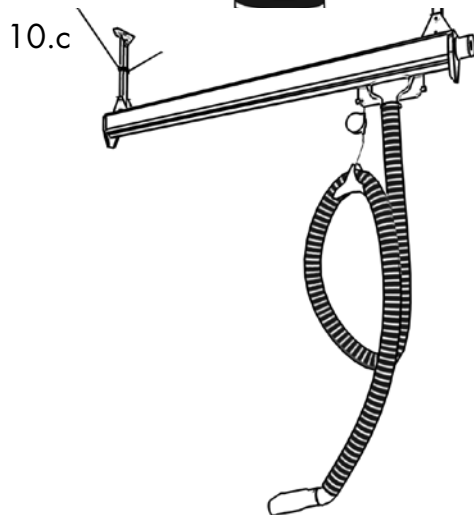
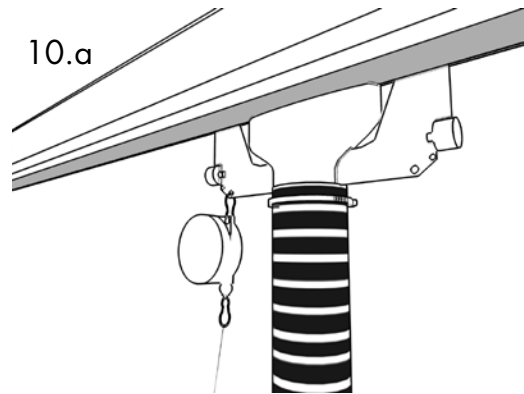
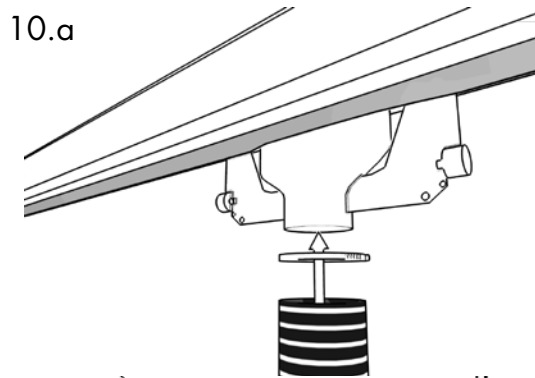
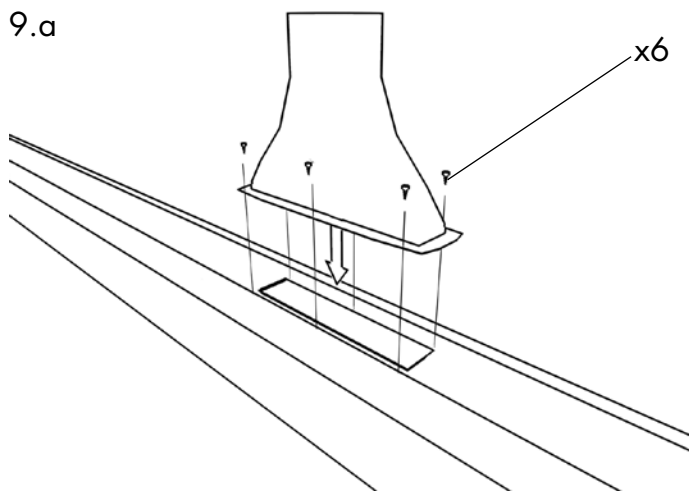
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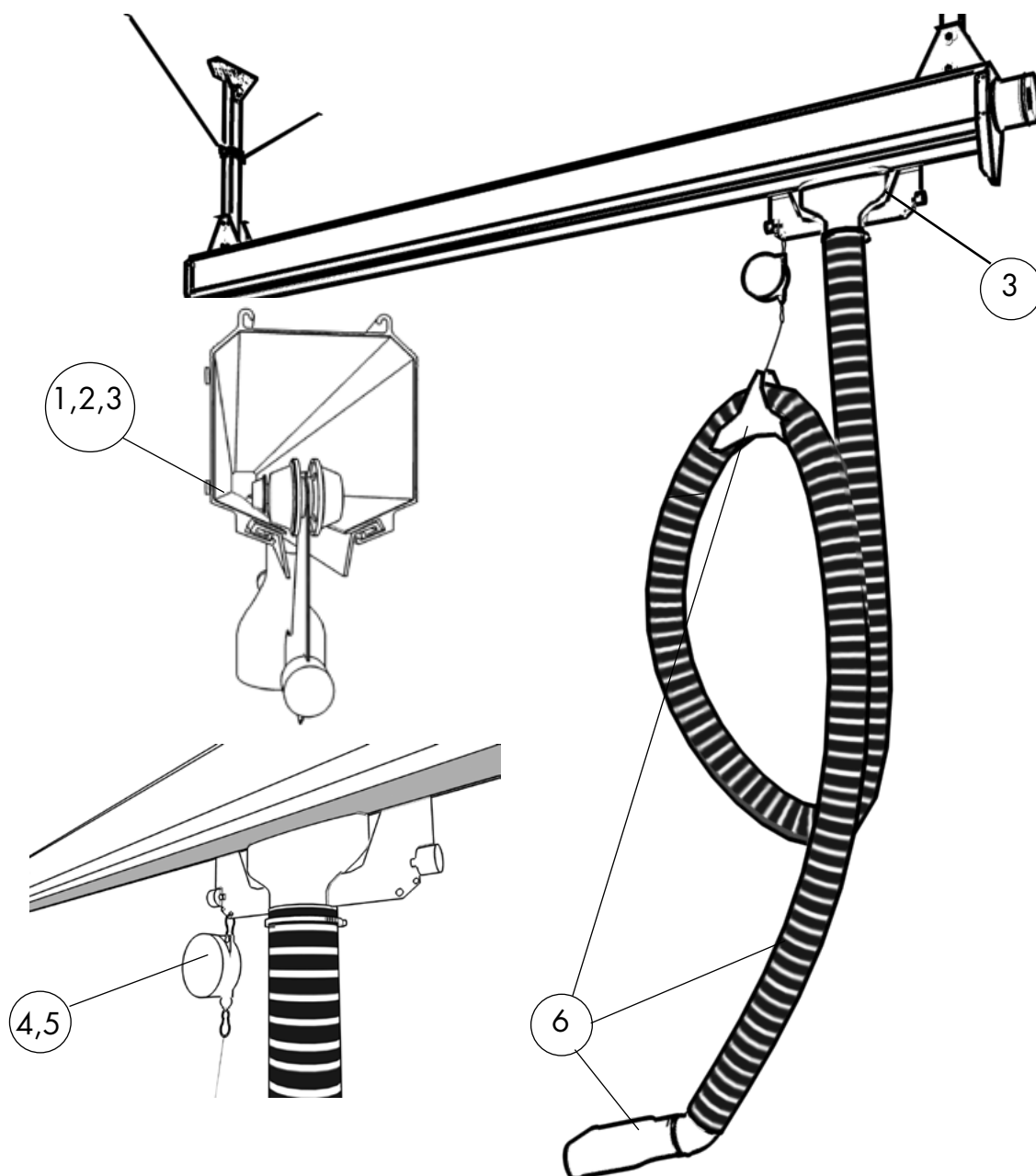


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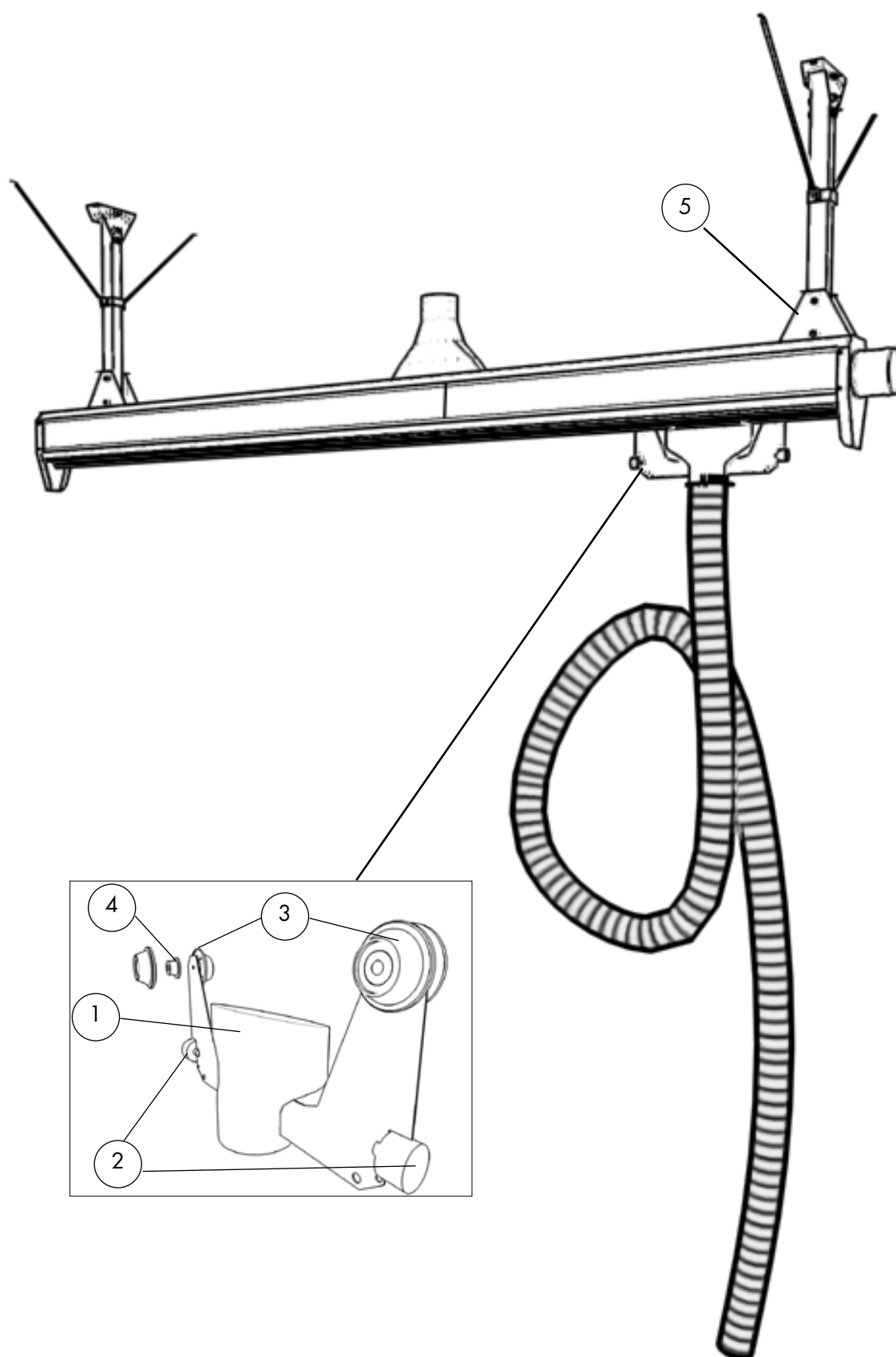








1. Clean the inside of the rail where the trolley wheels are running.
2. Clean the inside of rubber seal.
3. Check the trolley, clean the wheels.
4. Check balancer-support, wire and safety chain.
5. Balancer spring tension is to be adjusted when needed, se separate manual for balancer.
6. Check the hose suspension belt and the nozzle. Line up (adjust belt and nozzle)



Head office / Factory

PlymoVent AB
P.O. Box 527
SE-921 28 Lycksele, Sweden
Tel: +46 950 57 67 00
Fax: +46 950 57 67 90
info@plymovent.se
www.plymovent.se

Sales office

PlymoVent AB
Tangenten 2, Industrigatan 26,
SE-212 14 MALMÖ, Sweden
Tel: +46 40 30 31 30
Fax: +46 40 30 31 40
info@plymovent.se
www.plymovent.se

USA

PlymoVent Corp.
115 Melrich Road
Cranbury, New Jersey 08512, USA
Tel. +1 (609) 395-3500
Fax. +1 (609) 655-0919
info@plymoventusa.com
Year established: 1989

Canada

PlymoVent Canada Inc.
24-1200 Aerowood Dr.
Mississauga, ON L4W 2S7, Canada
Tel: +1 (905) 564-4748
Fax: +1 (905) 564-4609
info@plymovent.ca
www.plymovent.com

England

PlymoVent Ltd
Marley Way, Southam Road
Banbury, OX16 2RA, England
Tel: +44 1295 25 93 11
Fax: +44 1295 27 17 50
info@plymovent.co.uk
www.plymovent.co.uk

France

PlymoVent SAS
B.P. 30, Zone Industrielle de Mavault
F-86170 Neuville de Poitou, France
Tel: +33 549 51 55 88
Fax: +33 549 51 59 33
info@plymovent.fr
www.plymovent.fr

Deutschland

PlymoVent GmbH
Heideweg 24
D-53604 Bad Honnef, Germany
Tel: +49 2224 97 300
Fax: +49 2224 89 646
info@plymovent.de
www.plymovent.de

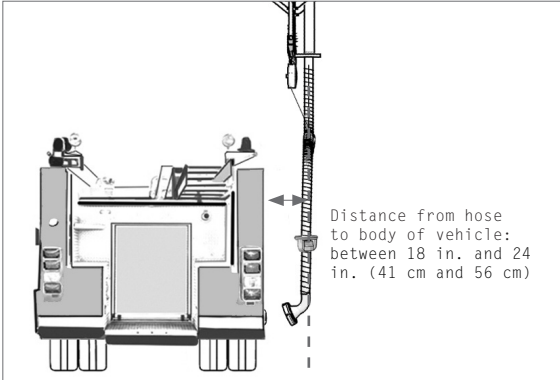
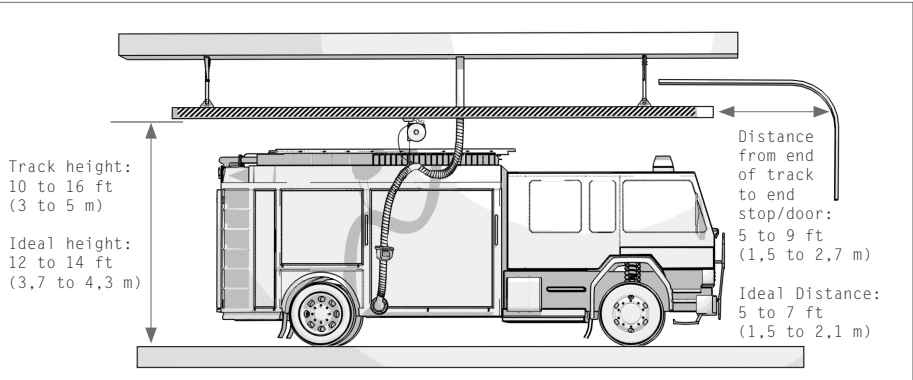
Återförsäljare / Distributör/ Distribuidor
Representative / Distributeur

TITLE PAGE

SECTION TWO	SBTA Slide Balance Track Assembly
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Product: Sliding Balancer Track (SBTA)

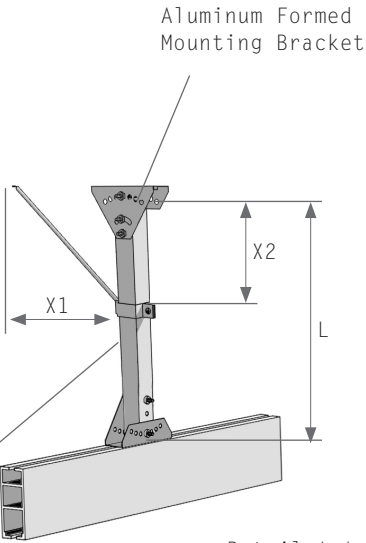
Summary: SBTA removes diesel fumes at the source from start up to exit of vehicles from the fire or emergency facility, and supports bays up to 68 ft (20,7 m). With the SBTA system, the hose and nozzle are attached to the vehicle's tail-pipe. The hose is suspended by a metal saddle that is attached to a balancer. The balancer is connected to the aluminum track via a trolley that moves inside the track, greatly minimizing the risk of exhaust emissions being released into the facility as the vehicle exits and returns to the bay.



Drawings are not to scale.

Specifications			
Type	Track Length: ft (m)	# of Suspensions	Weight: lbs (kg)
SBTA-20	19 (5,8)	2	70 (31,7)
SBTA-30	28.5 (8,68)	3	100 (45,3)
SBTA-40	38 (11,58)	4	158 (71,6)
SBTA-50	47.5 (14,47)	5	177 (80,2)
SBTA-60	57 (17,37)	6	191 (86,6)

Support Details			
Length: ft (m)	Brace Length	X1	X2
0 - 1.5 (0 - 0,45)	N/A	0	0
1.5 - 3 (0,45 m - 0,91)	20 in. (508 mm)	14 in. (356 mm)	14 in. (356 mm)
3 - 6 (0,91 - 1,82)	30 in. (762 mm)	21 in. (533 mm)	21 in. (533 mm)
6 - 10 (1,82 - 3)	72 in. (1829 mm)	51 in. (1295 mm)	51 in. (1295 mm)



Maximum Reach / Length Based on Track Height (TH)		
TH = 12 ft (3,7 m); 5 ft (1,5 m) from door*		
Type	Back-In - ft (m)	Drive-Through - ft (m)
SBTA-20	26 (8)	-
SBTA-30	35.5 (10,8)	-
SBTA-40	45 (13,7)	49 (15)
SBTA-50	54.5 (16,6)	58,5 (17,8)
SBTA-60	64 (19,5)	68 (20,7)

2 in. X 2 in. Aluminum Extruded Sq. Tube

Detail A:A

- Notes:
1. System support method: see Detail A:A and Support Details Table.
 2. System location: See System Specifications Table.
 3. Based on 1 trolley and hose assembly.
 4. Add 30 lbs (13,6 kg) for each additional hose assembly on the same track.

*If TH = 13 ft (4 m) and 6 ft (1,8 m) from door, add 1 ft (0,3 m) to the TH noted above; if TH = 14 ft and 7 ft (2,1 m) from door, add 2 ft (0,6 m) to TH. If using the Magnetic Grabber, start at 7 ft (2,1 m) from the door.

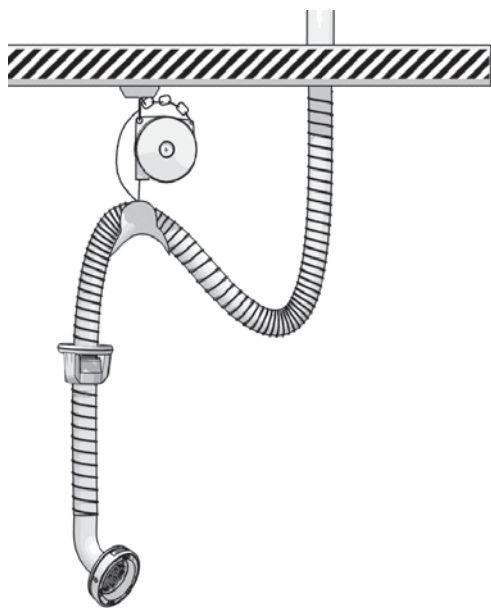
Job Name: Lakeville Five Station	DWG BY: RS	Revision: 2	Rev. Date: 05/21/18
Engineer:	Plymovent Corp. 5 Corporate Drive Cranbury, NJ 08512 800-644-0911		SBTA
Customer:			

SBT-Magnetic

Sliding Balancer Track - TÜV-SÜD- Magnetic
Grabber®

PRODUCT USER MANUAL

contents



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Thank you for buying a Plymovent product. Before you unpack and put it into operation please read this product manual carefully, and follow the instructions.

This manual should be handed over and kept by the service department after the installation.

Headoffice
Postbus 9350
1800 GJ Alkmaar
Koraalstraat 9
The Netherlands

Plymovent Exhaust Extraction GmbH
Redcarstraße 36
53842 Troisdorf
Germany

Plymovent Inc.
4090B Sladeview Cres.
Unit 1
Mississauga, ON
L5L 5Y5
Canada

Plymovent Corp
5 Corporate Drive
Cranbury, NJ 08512
United States

Plymovent Ltd.
P.O. Box 747
OX16 6NZ Banbury
United Kingdom

I. IMPORTANT SAFETY INSTRUCTIONS

Please read these instructions before installing the Sliding Balancer Track (hereafter called SBT) system. This will help you obtain the full benefit from the exhaust removal system you have selected.

A. Read the Product user manual and Safety Instructions carefully. Failure to follow these instructions could cause a malfunction in the system or unsatisfactory performance.

B. Follow a regular service and maintenance schedule for efficient operation.

PREFACE

Using this manual

This manual is intended to be used as a work of reference for professional, well trained and authorized persons / user's to be able to safely install, use, maintain and repair the product mentioned on the cover of this document.

Pictograms and symbols

The following pictograms and symbols are used in this manual:

	ATTENTION A remark with additional information for the user. A remark brings possible problems to the user's attention.
	CAUTION! Procedures, if not carried out with the necessary caution, could damage the product, the workshop or the environment.
	WARNING! Procedures which, if not carried out with the necessary caution, may damage the product or cause serious personal injury.
	WARNING! Denotes risk of electric shock.
	WARNING! Important warning to prevent fire.

Service and technical support

For information about specific adjustments, maintenance or repair jobs which are not dealt with in this manual, please contact the supplier of the product. He / she will always be willing to help you.

Make sure you have the following specifications at hand:

- The SBT Magnetic product user manual

2. INTRODUCTION

1.1 Identification of the product

The SBT system is made up out of various different parts which together form the SBT-Exhaust Removal System. All these individual parts can be traced back to this product user manual.

3. PRODUCT DESCRIPTION

The SBT system consists of a number of parts of which the Plymovent yellow and black extraction hose assembly is most visible to the user.

The extraction hose has a Safety Disconnect Coupling built in, this to protect the system against misuse. The hose is positioned in the Saddle which connects to the balancer. The balancer is connected to the aluminium track via a special trolley. This enables the trolley to move inside the aluminium profile which is positioned above and next to the tailpipe side of the vehicle.

The aluminium profile is designed to a three (3) section principle of which two (2) sections have open areas, one on the underside and one on the overside. The overside open area is used for positioning the support legs, duct and exhaust hose connector and the release valve. The underside open area is used for positioning the end stops and for the sliding the trolley.

Method of use:

An automatic, magnetic controlled exhaust gas extraction system, specially designed for fire and rescue vehicles with low level, side exhaust pipes. The system is used to remove the poisonous petrol and diesel gas fumes direct at the emission source, the exhaust pipe.

When the vehicle is on its way out of the station, the extraction hose, connected to the exhaust by a special device called a Grabber® to the tailpipe connector moves along with the vehicle.

Poisonous diesel gasses pass from the Grabber®, up the extraction hose and into the ducting and extraction fan before escaping to the atmosphere.

As the vehicles drive out through the doors, the trolley moves to the end of the track. There the balancer locking cable restricts the balancer to unwind pulling the Grabber® from the tailpipe connector allowing it to disconnect.

On the return of the vehicle to the station, The Grabber® is easily re-connected to the exhaust pipe. At the same time the fan automatically starts up and the vehicle continues to its standard park position.

	WARNING! The use of exhaust removal hose is allowed for: - Moving of diesel-vehicles in- or out halls / stations. - Short time maintenance work of diesel-vehicles, but only if the engine is running on the minimum rpm. - The vehicle must leave and enter the station with a modified speed in order to avoid damage to the system and possible injury to people.
---	---

4. SAFETY

General

The manufacturer does not accept any liability for damage to the product or personal injury caused by ignoring of the safety instructions in this manual, or by negligence during installation, use, maintenance, and repair of the product mentioned on the cover of this document and any corresponding accessories.

Specific working conditions or used accessories may require additional safety instructions. Immediately contact your supplier if you detect a potential danger when using the product. The user of the product is always fully responsible for observing the local safety instructions and regulations. Please observe all applicable safety instructions and regulations.

User manual

- Everyone working on or with the product, must be familiar with the contents of this manual and must strictly observe the instructions herein. The management should instruct the personnel in accordance with the manual and observe all instructions and directions given.
- Never change the order of the steps to perform.
- Always keep the manual with or near the product.

Pictograms and instructions on the product (if present)

- The pictograms, warning and instructions attached to the product are part of the safety features. They must not be covered or removed and must be present and legible during the entire life of the product.
- Immediately replace or repair damaged or illegible pictograms, warnings and instructions.

Users

- The use of this product is exclusively reserved to authorized, trained and qualified users. Temporary personnel and personnel in training can only use the product under supervision.
- Use common sense. Stay alert and keep your attention to your work. Do not use the product when you are under the influence of drugs, alcohol or medicine.
- The product is not designed to be installed or operated by persons with limited physical, sensory or mental issues and / or limited knowledge of the system, the trained person is responsible to supervise the operation and give possible directions.
- Be aware that no person is within a range of 1 (one) meter besides the vehicle when it leaves the station, and no persons are allowed in the station entrance, to avoid injury.
- The system is not to be played with.

Intended use (I)

The product has been designed as an exhaust removal system using the Grabber® coupling system. Using the product for other purposes is considered contrary to its intended use. The manufacturer accepts no liability for any damages or injury resulting from such use. The product has been built in accordance with state-of-the-art standards and recognized safety regulations. Only use this product when in technical perfect condition in accordance with its intended use and the instructions explained in the user manual.

WARNING	
	Do not attempt installation of this system unless you are familiar with the necessary tools, equipment, utility connections and potential hazards. Installation should be performed only by a qualified service provider. Failure to do so could result in reduced performance of the unit, serious personal injury or death.

WARNING	
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing and installing the system. Failure to do so could result in minor personal injury.

Technical specifications

The specifications given in this manual must not be altered. If the hose is damaged please contact your supplier for service. When the Magnetic Grabber® or the tailpipe connector are damaged please contact your supplier for service.

Modifications

Modifications of (parts of) the system / product is not allowed.

Product combinations

When the product is used in combination with other products or machines the safety instructions in this manual will remain valid as well as the safety instructions in the manuals of the other combined products.

(I) The "intended use" in accordance with EN 12100-1 is the use of the technical product in accordance with the manufacturers description including its statements in the sales brochure. In case of doubt, this is of use, which can naturally be derived from the design, construction and operation of the product. Intended use also includes compliance with the instructions in the manual.

WARNING!	
	FIRE HAZARD! Never use the product for: Extraction i.e. filtering of cigarettes, cigars, oil rags or any other burning particles, objects or acids.

CAUTION!	
 	Please apply and use the pre-described and normal personal protection devices during installation and during service of the system in order to avoid injuries. This also applies to the persons who enter the work area during installation or service activities.

Installation

- The installation of the products should only be performed by trained and authorised persons. For other persons and to be trained persons the products should only be handled under supervision of a responsible and authorised person when installing.
- Please use appropriate lifting materials and equipment when working in an area over 2m / 6.5 feet.
- Please ensure that, on the side of the vehicle where the system is installed, no persons are present in an area of 1 (one) meter under and / or around the SBT system and / or between the vehicle and the entry / exit door when the vehicle exits the building. This way possible injuries can be avoided by a possible backwards motion of the Grabber® in the direction of the station and park position.
- Never install the product in front of entries, exits or passage ways which are to be used by emergency services.
- Check before installation if the structure of the wall / roof is stable enough to hold the components which are to be attached to it.
- Use common sense. Stay alert and keep your attention to your work. Do not use the product when you are under the influence of drugs, alcohol or medicine.
- Air, which might contain health hazardous components, such as chrome, Nickel, Beryllium, Cadmium, Lead etc. should never be recycled. This type of air must always be removed from the working area.

Use

- Inspect the product and check for damages. Verify the functioning of the safety features.
- Check the working area. Please keep unauthorised persons away from the working area.
- Protect the product against water and humidity.
- Make sure the room is always sufficiently ventilated; this applies especially to confined spaces.
- Make sure that the workshop, in the vicinity of the product, contains sufficient approved fire extinguishers if any electronics, such as control boxes, are used.
- The user of the product always has full responsibility for the correct execution of the safety guidelines and instructions. These are all the safety guidelines and instructions which apply to the use of the system.

Service, maintenance and repairs

- Observe the maintenance intervals given in this manual. Overdue maintenance can lead to high costs for repair and revisions and can render the guarantee null and void.
- Always use tools, materials, lubricants and service techniques which have been approved by the manufacturer. Never use worn tools and do not leave any tools in or on the product.
- Safety features which have been removed for service, maintenance or repairs, must be put back immediately after finishing these jobs and it must be checked that they still function properly.
- Please ensure that no vehicle enters or exits the station during the service, maintenance and repair activities.
- Please use appropriate lifting materials and equipment when working in an area over 2m / 6.5 feet.

Tools

These tools are needed to install the Plymovent System:

- Power drill
- Battery operated power drill
- Allen key set
- Phillips screwdriver set
- Measuring tape

Please note that additional tools and machines may be needed depending on the installation situation (installation height, space available etc).

5. CE DECLARATION

CE declaration of conformity for machinery

"We, Plymovent Exhaust Extraction GmbH, Redcarstraße 36, 53842 Troisdorf, Germany, herewith declare, on our own responsibility, that the product(s):

- Sliding Balancer Track system SBTM

is/are in conformity with the following harmonized standard(s) and/or other such normative documents and amendments, if any:

DIN 31000:2011
DIN EN ISO 12100:2011
AFPS GS 2014:01 PAK

Troisdorf, 30-03-2017



C. P. Janssen
Product Manager Exhaust Extraction

	ATTENTION! After shutting down the ventilation system wait minimal 10 seconds before handling the system and products when performing service, maintenance and / or repairs.
---	---

	ATTENTION! Service, Maintenance and Repair activities shall only be performed (in line with TRGS 554) by authorized, trained and qualified personnel taking into account the applicable working practices and safety regulations.
---	--

6. AREA OF USE

The SBT system is designed to be used in Fire- and Rescue Stations where there is one (1) vehicle parked behind the entry / exit door.

The SBT is designed to handle exhaust gas temperatures of $+150^{\circ}\text{C}$ / 302°F (short time $+170^{\circ}\text{C}$ / 338°F).

USA hose is 400°F continuous and 500°F intermittent.

Do not bend over in the direction of the tailpipe when positioning the Grabber® to the vehicle. Exhaust gasses can enter the breathing zone of the user.

ATTENTION

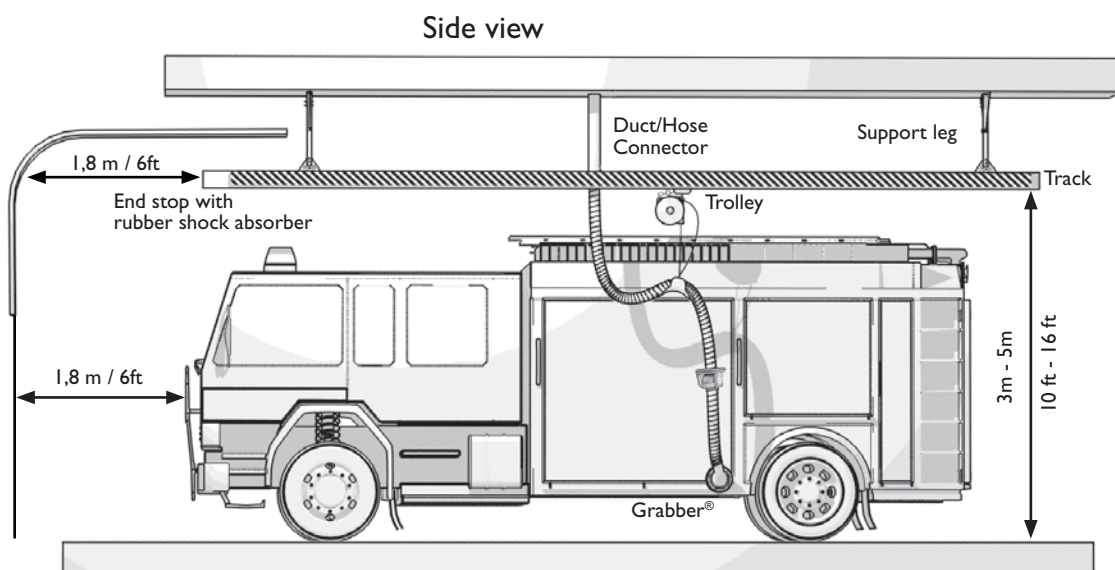


The SBT System is designed to operate under standard vehicle performance conditions. Re-generation is not considered to be a standard vehicle performance condition.

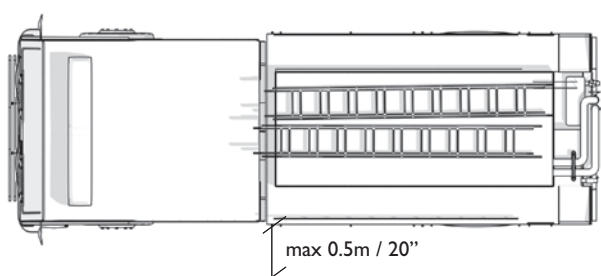
WARNING!



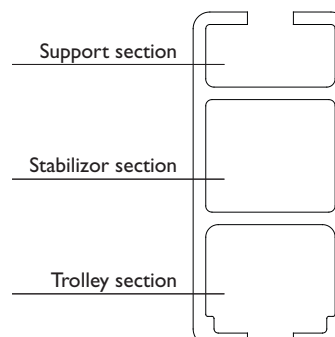
Do not put hands or other body parts in the Grabber®.



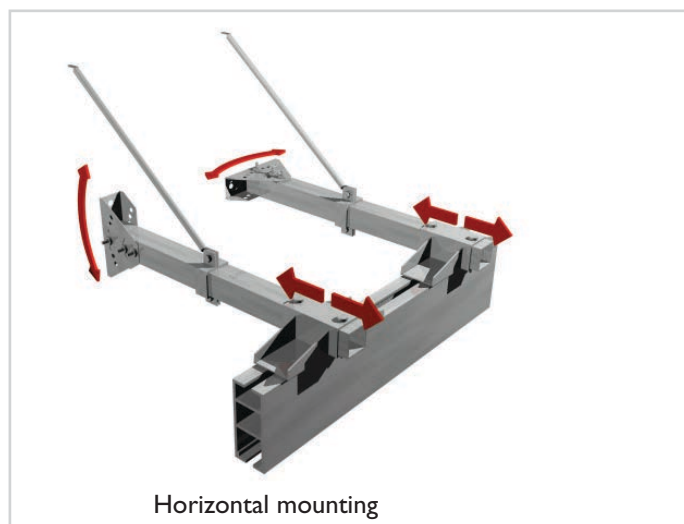
Overview



Track section



The track is delivered in parts together with a product manual. Fan, fan control device need to be added individually depending on application.



The SBT, in all different versions, is built out of a few standard components which will be described in this section.

Support leg

The aluminium support leg is used for both vertical and horizontal mounting. The standard length is 5790 mm / 19 feet and it has to be cut to proper lengths during installation.

The dimension of the support leg is 50x50x2,5 mm / 2x2x0.1 inch



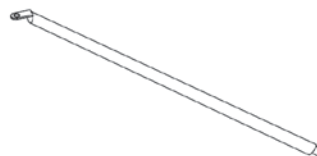
Prod. No. SBT-SL
Art. Nr: 8120-1011

Side brace

There are three different lengths available:

- 500 mm / 20 inch
- 750 mm / 30 inch
- 1800 mm / 70 inch

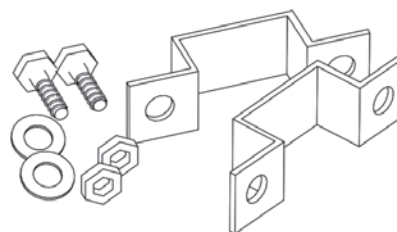
The brace can be mounted separately or in pairs using the same brackets.



Prod. No. SBT-SB-S, 500mm Art. Nr. 8140-1011
Prod. No. SBT-SB-M, 750mm Art. Nr. 8141-1011
Prod. No. SBT-SB-L, 1800mm Art. Nr. 8142-1011

Side brace clamp kit

The kit includes two aluminium brackets for one or two side braces.



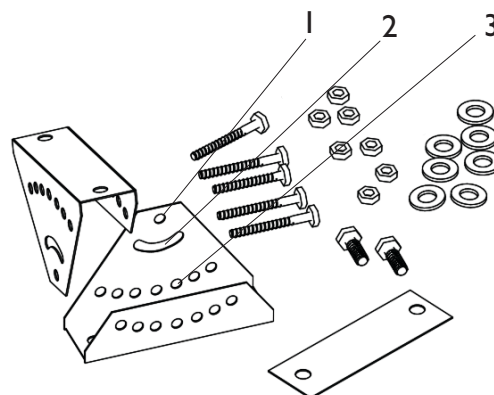
Prod. No. SBT-SBCK
Art.No. 8130-1011

Adjustable mounting kit (vertical)

The two brackets are exactly the same. They can also be used if the roof is angled and they can be mounted in both directions. Maximum angle is 30 degrees.

In order to fasten the bracket to the support leg three through holes have to be drilled. Start by drilling hole "1" and "2".

Then adjust the bracket to an exact position and fix it by drilling a third hole "3", using the most centred hole from the top row.

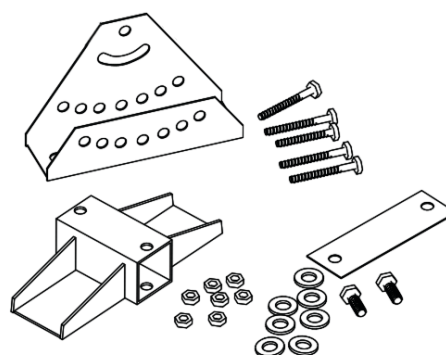


Prod. No. SBT-MKV
Art. No. 8150-1011

Adjustable mounting kit (horizontal)

The bracket that shall be used against the wall is the same as for the vertical kit (see above) but on the track side there is a new bracket which is adjustable in relation to the support leg.

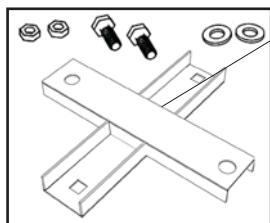
When the bracket is fixed in the right position two through holes in the support legs two holes are drilled through the support leg using the bracket as a template.



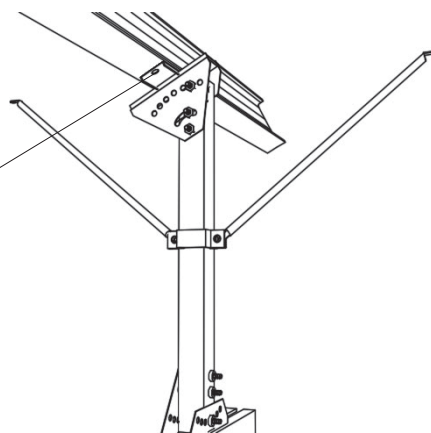
Prod. No. SBT-MKH
Art. No 8160-1011

Universal mounting cross

The cross can be used if the wall or roof is angled but the only available beam is going in the "wrong" direction for the standard bracket. The position of the cross is between the bracket and the wall.



Prod. No. SBT-UMC
Art. No 8170-1011

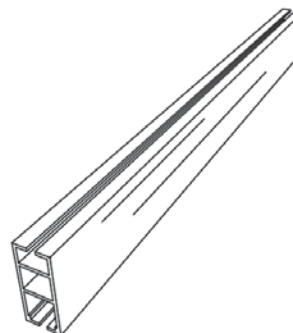


SBT Track

The SBT track is delivered in 2 lengths:

SBT-Track 5790mm / 19 feet

SBT-Track 2895mm / 9.5 feet



Prod. No SBT-TRACK Art. No. 8332-1011
Prod. No. SBT-TRACK-1/2 Art. No. 8331-1011

Hose kit

There are 6 hose kits available:

- Hose temp.resistance +150°C.
- Hose diameter is 100 mm / 4"
- Length 6m / 19.6 feet or 10m / 33 feet
- Magnetic Grabber® 75mm / 3" - 100mm / 4" - 125mm/ 5"

The different hose packages which contain the following parts:

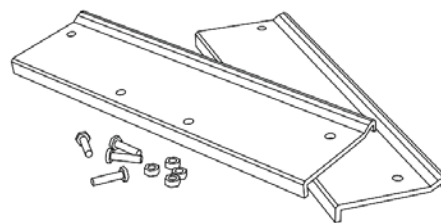
- Transition parts
- Exhaust removal hose (+150°C / 302 F)
- USA hose is 400°F continuous and 500°F intermittent.
- Hose saddle
- Safety disconnect handle
- Magnetic Grabber® nozzle
- Magnetic Grabber® connector

Prod. No.	Art. No.
SBTM-HK-100-6-75	88215-1011
SBTM-HK-100-6-100	88220-1011
SBTM-HK-100-6-125	88225-1011
SBTM-HK-100-10-75	88230-1011
SBTM-HK-100-10-100	88235-1011
SBTM-HK-100-10-125	88240-1011



Splicing sleeve

If the track is longer than 5790 mm / 19 ft a splicing sleeve must be used.



Prod. No. SBT-Slice

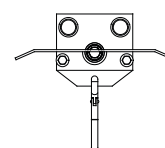
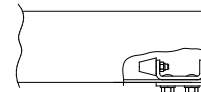
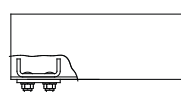
Art. No. 515633

Common material

Common materials that are always included are gathered under product no "SBT-KIT Magnetic".

Material included in the kit are:

- Release valve
- End stop
- Security tape marking
- Trolley
- Balancer BR-300
(optional balancer BR-200 Art. Nr. 90120-1011)
- Balancer locking cable

PLYMVENT®

Prod. No. SBT-KIT Magnetic

Art. No. 88175-1011

8.

INSTALLATION

Mounting instructions;

1. Determine the installation height of the rail (measured from the bottom of the rail).
2. Determine the recommended distance from the rubber end stop to the door in the “installation table”.
3. Determine the recommended balancer locking cable (BLC) length in the “installation table”.

4. After installation, fine tune the BLC and / or the rubber end stop if the disconnection point is not 10” from the door.

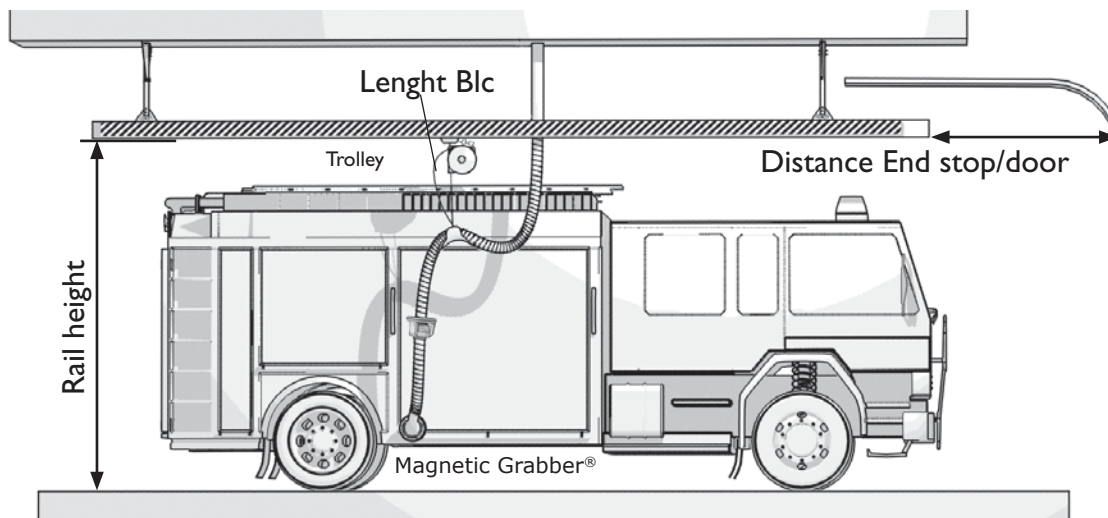
If a disconnection point closer to the door is preferred, the position of the end stop can be changed.

Installation table:

Rail height			Distance End stop / door		Lenght Blc	
Feet	m		Feet	m	Inch	cm
10	3	min	5,0	1,5	23,8	60,5
		Recomended	5,5	1,7	26,9	68,4
		max	6,0	1,8	30,4	77,2

Rail height			Distance End stop / door		Length Blc	
Feet	m		Feet	m	Inch	cm
13	4	min	6,0	1,8	23,9	60,8
		Recomended	6,5	2,0	26,7	67,9
		max	7,0	2,1	29,7	75,4

Rail height			Distance End stop / door		Length Blc	
Feet	m		Feet	m	Inch	cm
16	5	min	7,0	2,1	24,4	61,9
		Recomended	7,5	2,3	26,9	68,4
		max	8,0	2,4	29,6	75,2



BACK-IN MEASUREMENT PROCEDURE

Please determine the position of:

1. Exhaust pipe
2. Door
3. Distance Gate / Exit door vs the exhaust pipe

1) Determine the location of the exhaust pipe (1) on the vehicle; which side of the vehicle it is positioned on i.e. where does the exhaust exit the vehicle and what diameter does the exhaust pipe have?

Check if exhaust pipe modification is necessary, see:
"Exhaust pipe modification procedure in this Product User manual".

2) Measure the height and width of the door(2).

Check what type of gate:

- Slidegate
- Overhead gate
- Other type

Check at what height the track can be installed.

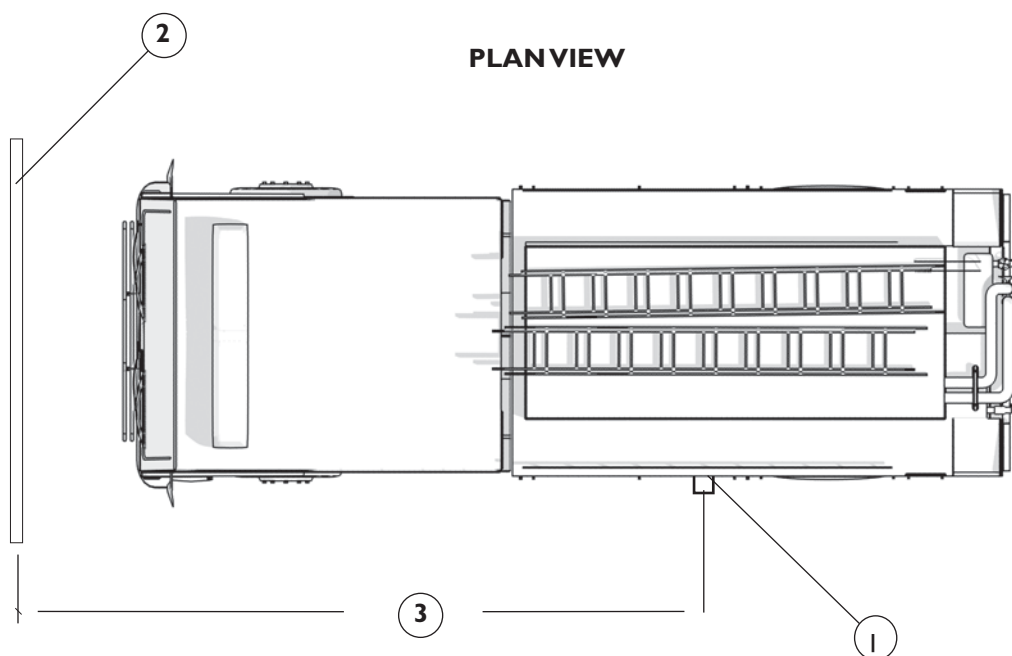
The height should be in line with the specifications indicated in this manual in order to ensure correct product performance.

3) Measure the distance between the gate and the exhaust pipe (3), this is the required length of the SBT-track. Check before installation that this is the minimum required length of the SBT in a vehicle back-in application situation.

The recommended distance from the end of the track to the door(s) can be found in the table on page 10.

WARNING	
	PRODUCT MAY CONTAIN SHARP EDGES Use care when installing and servicing the products. Failure to do so could result in minor personal injury.

CAUTION	
	Be sure to order the right Grabber® dimension. If a incorrect version is used on the tailpipe, the system could be damaged (too small Grabber®) or will dis-function (exhaust gasses can enter the premises)



DRIVE-THROUGH MEASUREMENT PROCEDURE

Please determine the position of:

1. Exhaust pipe.
- 2.1 Entrance door.
- 2.2 Exit door.
3. Distance between Entrance door / Exit door.

1) Determine the location of the exhaust pipe (1) on the vehicle; which side of the vehicle it is positioned on. i.e. where does the exhaust exit the vehicle and what diameter does the exhaust pipe have.

2.1) and 2.2)

Determine the gate height and width.

Check what type of gate:

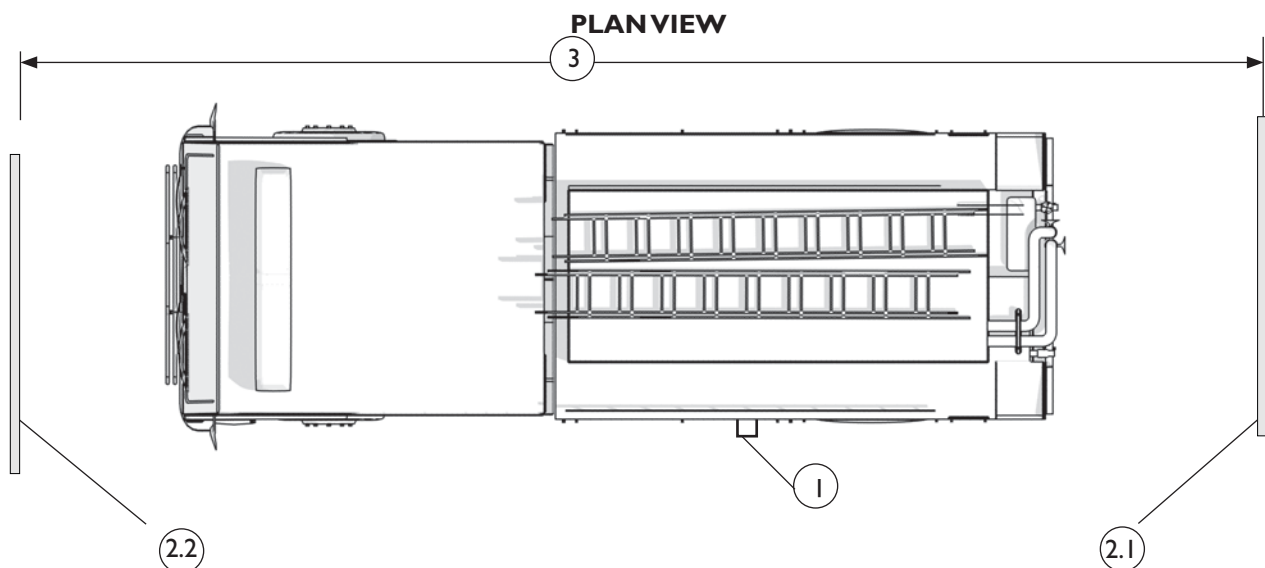
- Slidegate
- Overhead gate
- Other type

Check at what height the SBT-track can be installed.

3) Measure the distance between the door and the exhaust pipe (3), this is the required minimal length of the SBT-track. Check before installation that this is the minimum required length of the SBT in a vehicle back-in application.

The recommended distance from the end of the track to the door(s) can be found in the table on page 10.

	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.
	CAUTION
	Be sure to order the right Grabber® dimension. If a incorrect version is used on the tailpipe, the system could be damaged (too small Grabber®) or will dis-function (exhaust gasses can enter the premises)



SBT-TRACK LOCATION PROCEDURE

1. SBT-Profile
2. Exhaust pipe
3. Door
4. Height of track
5. Distance to vehicle
6. Distance track to door

The SBT-track (1) is mounted at a height (4) between 3 m / 10 ft and 5m / 16 ft over the floor on the side where the vehicles exhaust pipe (2) is situated.

The track is often mounted immediately under a sectional door (3) with a clear height from the track to the door of 100mm / 4" to 150 mm / 6".

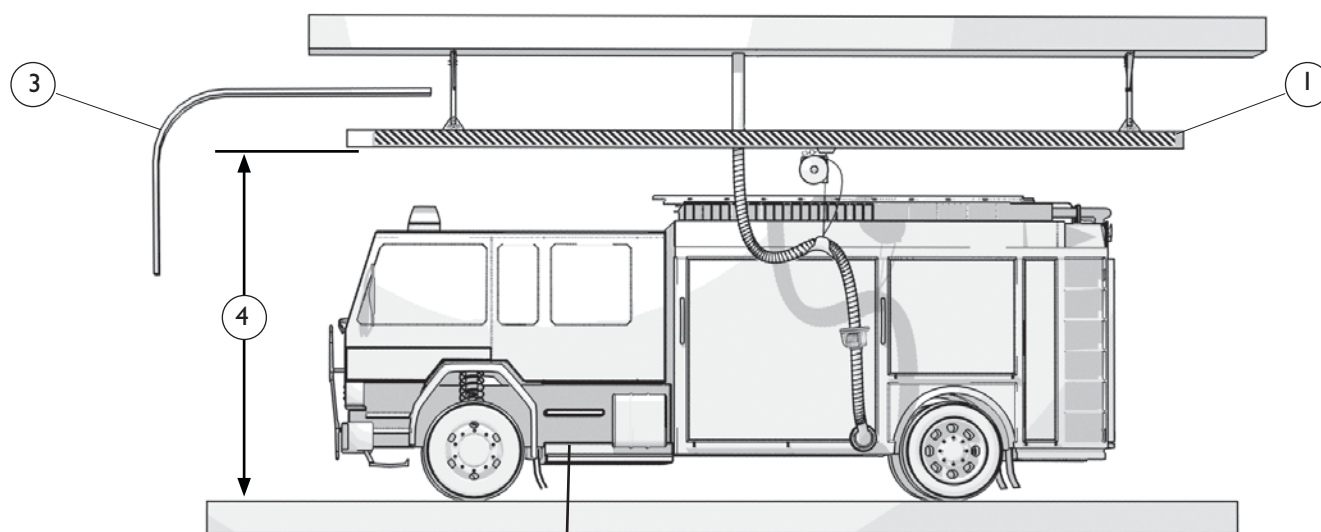
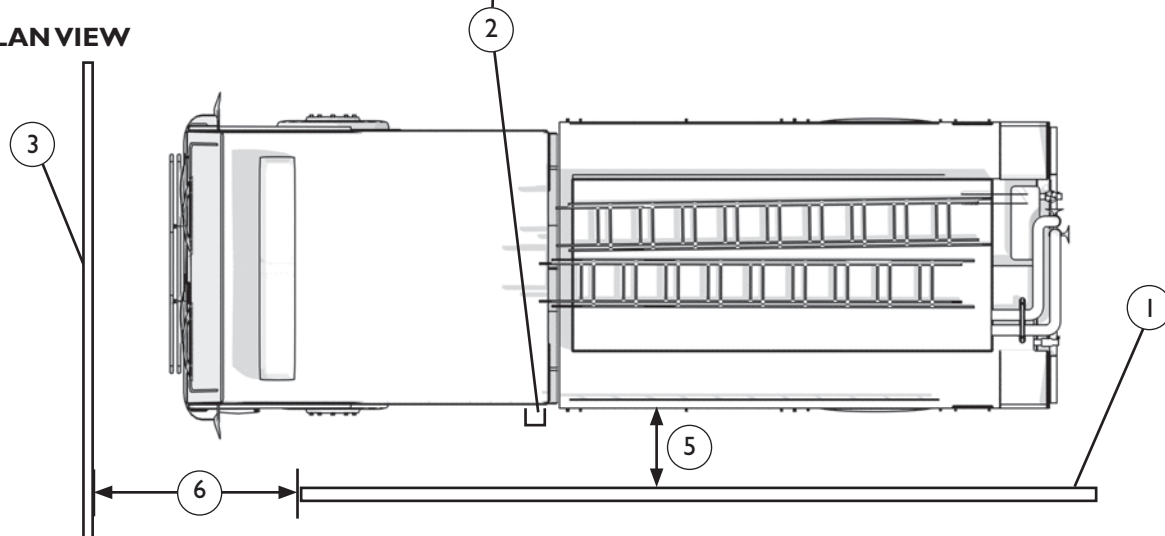
The SBT-track is placed max 500mm / 20" (5) from the truck-side of the vehicle. The distance between the hanging hose and the vehicle should be between 35cm / 14" and 45cm / 18"

The recommended distance from the end of the track to the door(s) (6) can be found in the table on page 10.

WARNING**PRODUCT MAY CONTAIN SHARP EDGES**

Use care when servicing unit.

Failure to do so could result in minor personal injury.

ELEVATION VIEW**PLAN VIEW**

VERTICAL SUPPORT LOCATION

1. Front support:
2. Rear support:
3. Additional support(s)

1) The position of the front support (1) is determined first.

The door is the initial point for the location of this. A open door requires a margin of 50mm / 2" for the support. Next to this the distance from the front support to the start of the profile should be not larger then 1,5m / 5 feet. If this is not possible please use a wall mounting bracket to attach the front solidly.

2) The rear support (2) is placed approximately 1000 mm / 40" from the rear of the SBT-profile.

3) Depending on the lenght of the SBT track additional supports have to be mounted. The normal distance between the supports is approximately 3 meter / 10 feet.



WARNING

PRODUCT MAY CONTAIN SHARP EDGES

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ATTENTION!

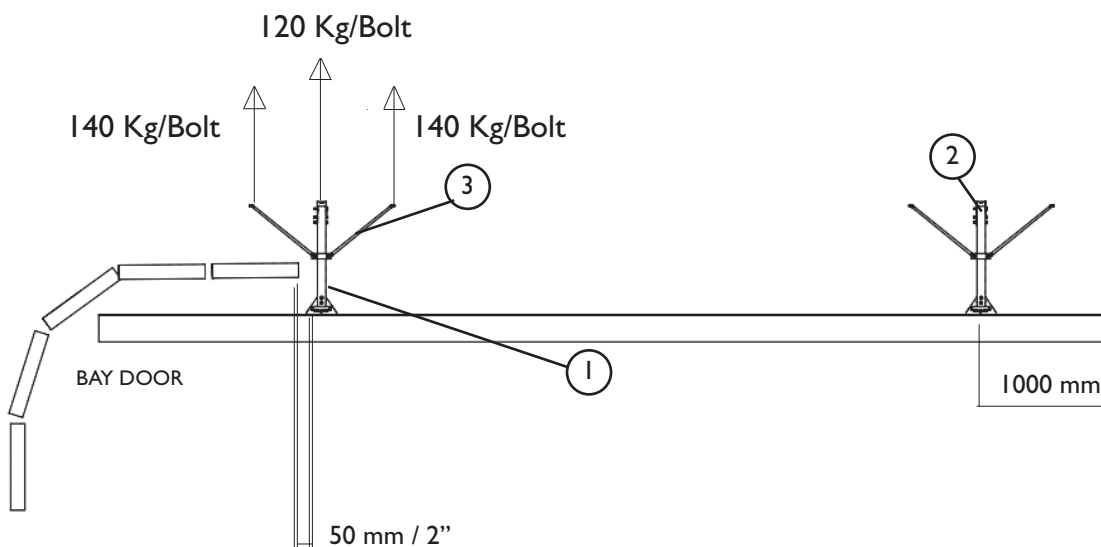
See side view for minimum load capacity on the fixing bolts.



CAUTION

Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.

SIDEVIEW



WALL SUPPORT LOCATION PROCEDURE

1. SBT-track
2. Support leg
3. Additional Brace

1) The position of the SBT track (1) is determined first. Please see to it that the profile is positioned within the gap of the open door. The door is the initial point for the location of this.

2) The support leg (2) is then measured versus the mounting position at the wall.

3) Depending on the length of the SBT track additional supports have to be mounted. The distance from the first installation bracket to the front and respectively the end of the rail should be minimal 1,5m / 5 feet.

Hose location

The distance between the side of the truck (tailpipe) and the SBT hose should be between 35cm / 14" and 45cm / 18"

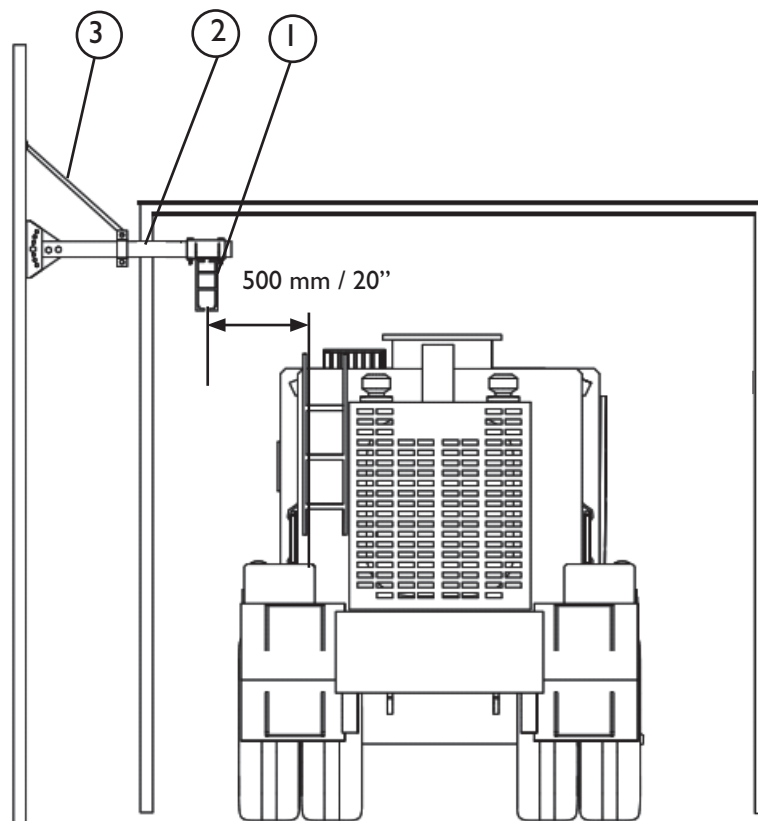
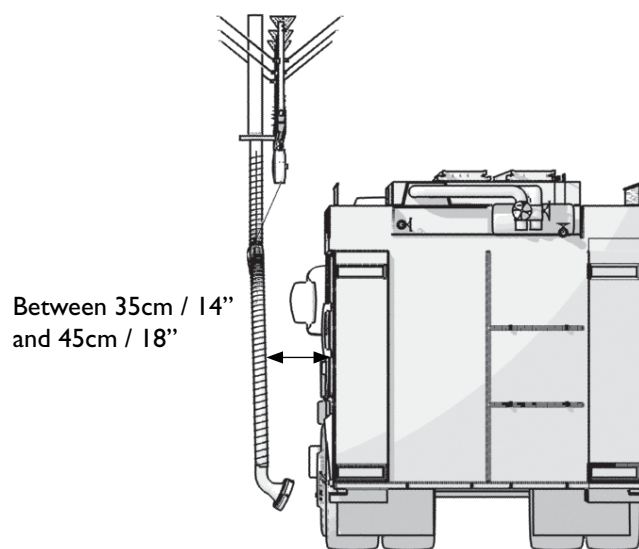
Note: because of the offset to the riser bracket, the distance measurement shall be taken from the edge of the vehicle to the center of the riser bracket (not the track)

**WARNING****PRODUCT MAY CONTAIN SHARP EDGES**

Use care when servicing unit. Failure to do so could result in minor personal injury.

**CAUTION**

Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.



HOSE CONNECTION BACK-IN LOCATION PROCEDURE

1. SBT-Profile
2. Hose connection / connector
3. Distance from the door to exhaust pipe
4. Exit door
5. Exhaust pipe
6. Half the distance from exit door to exhaust pipe
7. Distance to hose connection is 600mm / 2' to 1200mm / 4'



WARNING

PRODUCT MAY CONTAIN SHARP EDGES

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CAUTION

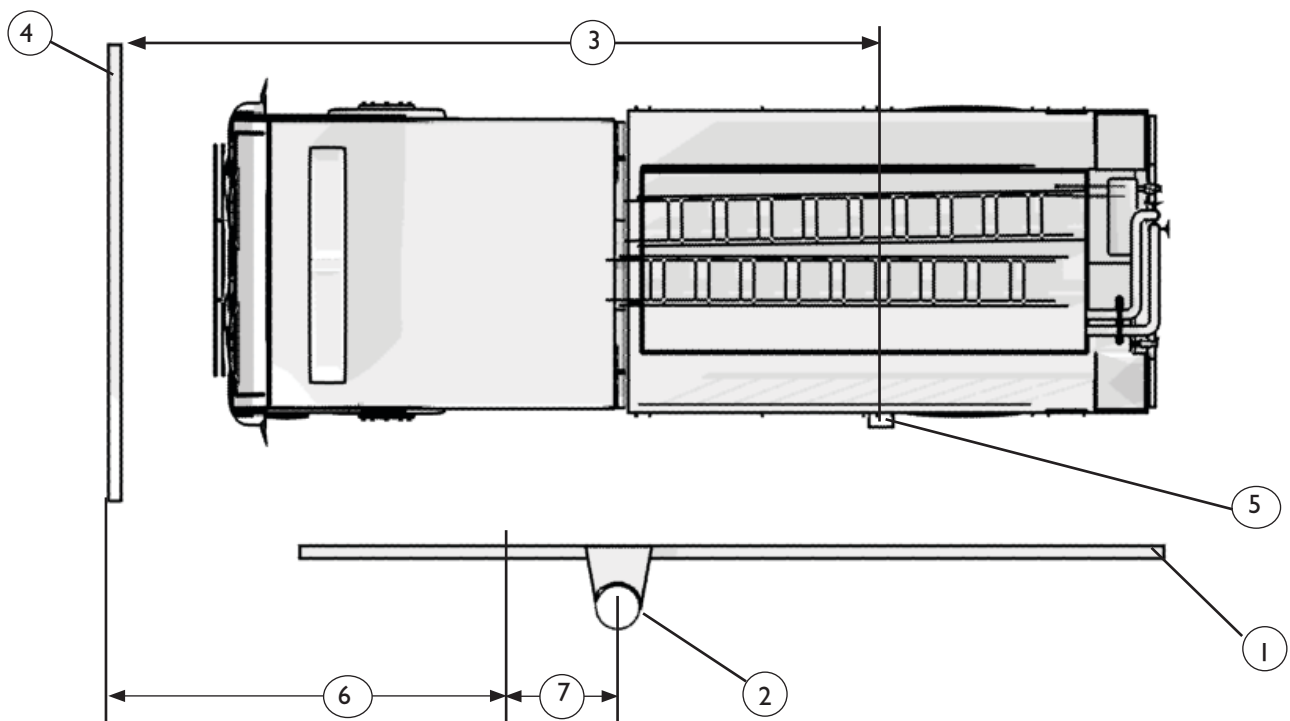
Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.

- a) The hose connection (2) is positioned according to what side of the vehicle the exhaust pipe (5) is positioned on.
- b) The hose connection (2) is mounted on the SBT-track on the opposite side of the vehicle.
- c) The hose connection / connector (2) is placed at the point: calculated as followed:
 - Distance Exit door to exhaust pipe (3), divided by half (6), plus 500mm / 20 inch (7)

This is the position of the hose connection / connector (2) relative to the exit door. (4)

NOTE! It is important to have a margin on the hose length when driving in backwards please take this into account!

PLAN VIEW



HOSE CONNECTION DRIVE-THROUGH LOCATION PROCEDURE

1. SBT-track
2. Hose connection
3. Distance entrance gate-exit gate
4. Entrance gate
5. Exit gate
6. Exhaust pipe

- a) The hose connection (2) is positioned according to what side of the vehicle the exhaust pipe (6) is positioned on.
- b) The hose connection (2) is mounted on the SBT-track on the opposite side of the vehicle.
- c) At a drive-through station the hose connection (2) shall be positioned on the SBT-track (1) at the half distance, between entrance gate (4) and exit gate (5).



WARNING

PRODUCT MAY CONTAIN SHARP EDGES

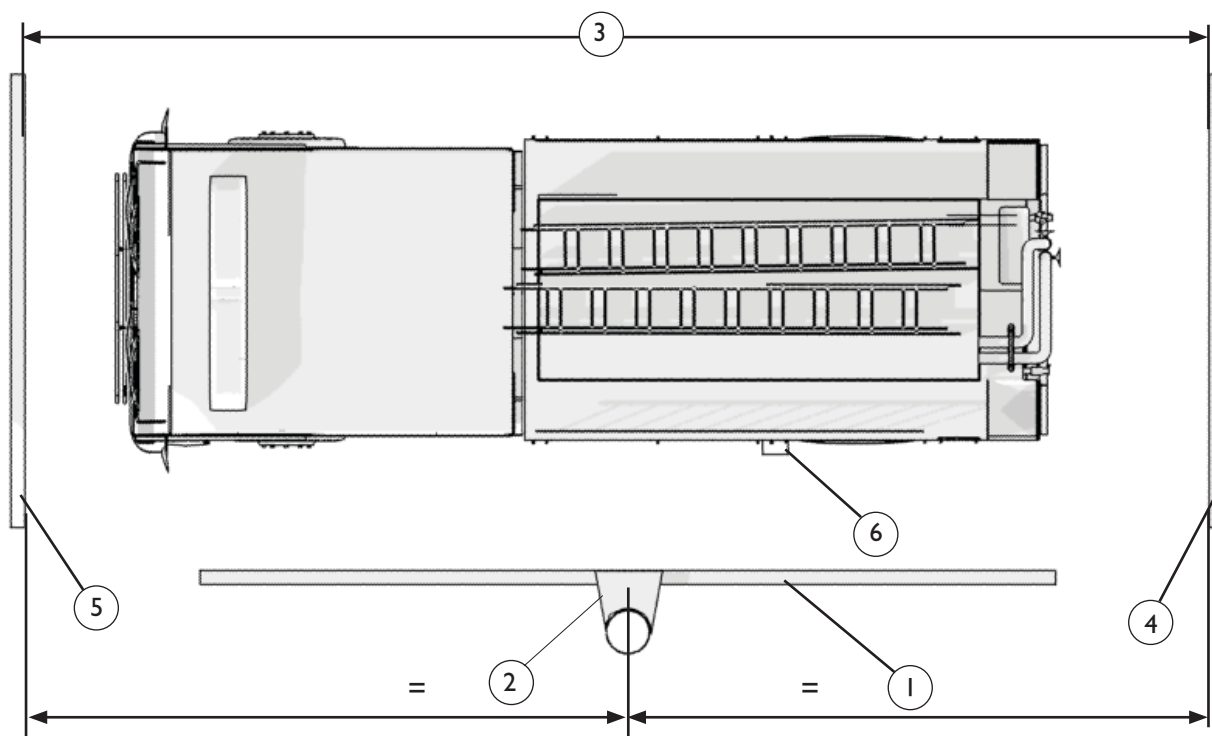
Use care when servicing unit. Failure to do so could result in minor personal injury.



CAUTION

Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.

PLAN VIEW



SUSPENSION MOUNTING PROCEDURE

1. SBT-profile
2. Support leg
3. Mounting clamp
4. Carriage bolts M10x30 with washers and locking nuts
5. Bolts M10x70 with washers and locking nuts
6. Brackets
7. Upper Bracket

a) The support legs (2) are cut to proper lengths.

Pitch in the SBT Track & the position of the SBT stop.

It is our recommendation to pitch the track forward toward the exit door (5 cm - 2" over every 3m-10ft) to minimize any affect where the hose may carry down the track once released.

It is our recommendation to position the stop in the same location as a pneumatic system. (remember, the track will be approx. one foot shorter than a pneumatic system). The stop shall be used as your release point adjustment.

- b) The mounting clamp (3) with two M10x30 bolts (4) for the suspensions are inserted in the profile (1). Please observe you insert these into the correct side of the profile. Insert the Disconnect valve bracket (8) between the first and second suspension leg.
- c) The mounting clamp for the hose/pipe bracket, see "Hose connection mounting procedure" in this product user manual, is inserted in the profile.

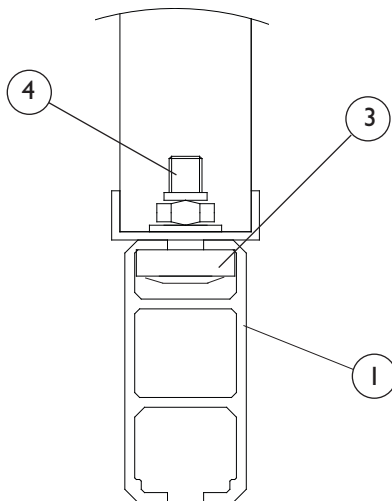
	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.

	CAUTION
	Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.

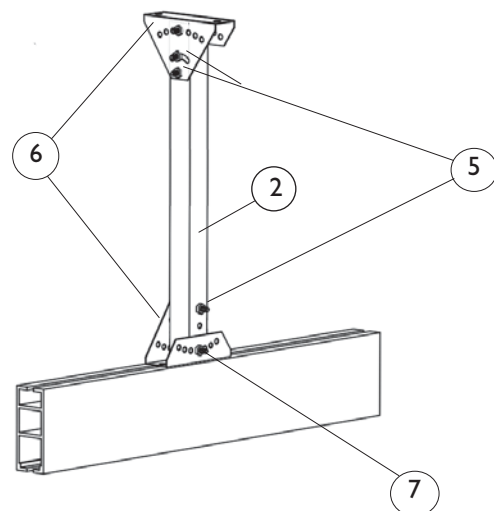
d) Drill two holes, in the support leg (2), one for the upper and one for the lower bracket (6). Mount the Brackets (6) to the support leg (2), the upper bracket can be adjusted by up to 30 degrees if needed.

e) When the complete track (1) is adjusted correctly fix the brackets by drilling a second and a third hole through the brackets (5) into the support legs (2). Use the pre-drilled holes in the brackets (6) and fix tightly using the most centered holes.

BACK VIEW



SIDE VIEW



SUPPORT LEG MOUNTING PROCEDURE

1. SBT-Profile
2. Side brace
3. Longitudinal brace
4. Bolts M10x20 and locking nuts

a) Both side braces (2) are mounted on the same bracket.

b) Longitudinal brace (3) is mounted in a separate bracket.

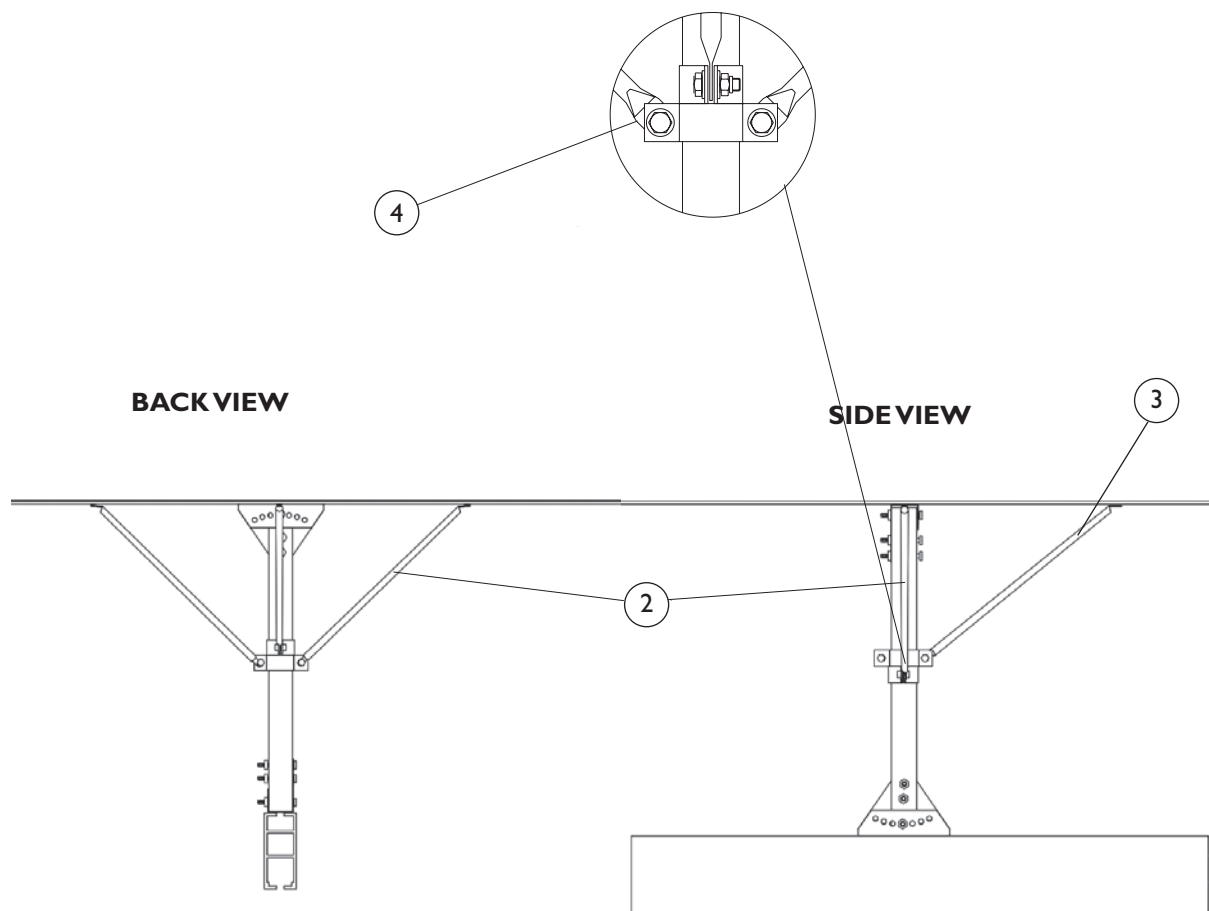
Use M10x20 and locking nut (4), check that the support is vertical before the bolts are fastened.

WARNING**PRODUCT MAY CONTAIN SHARP EDGES**

Use care when servicing unit. Failure to do so could result in minor personal injury.

CAUTION

Before lifting the rail be sure that, the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.



WALL SUPPORT MOUNTING PROCEDURE

1. SBT-Profile
2. Horizontal wall support
3. Mounting clamp
4. Carriage bolts M10x30 with washers and locking nuts
5. Nuts M10 with clamp for adjustment of height and side to side.

- a) Cut the Horizontal wall support(2) to the correct length and follow the same steps as indicated in the suspension mounting procedure for installing the wall brackets.
- b) Fix the mounting clamp (3) with two M10x30 bolts (4) to the SBT-Profile (1). Also insert the mounting clamp for the hose bracket (see hose connection mounting procedure). Next to this insert the disconnect valve bracket (6) between the first and second suspension leg.
- c) Profile(1) with mounting clamps (3) and supports (2) are mounted together with washers and locking nuts M10.
- c) The nuts (5) are loosened to adjust the track vertical and horizontal.

WARNING



PRODUCT MAY CONTAIN SHARP EDGES

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CAUTION



Before lifting the rail be sure that the trolley is fixed in its place, using both end stops. This to avoid injury when trolley moves if the rail is uneven lifted.

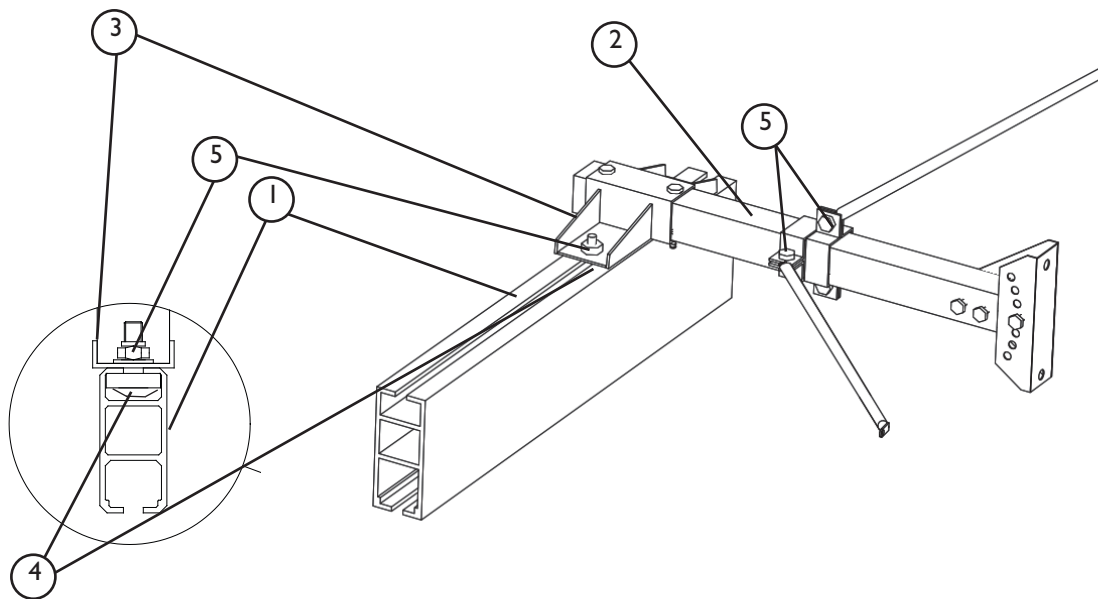
Pitch in the SBT Track & the position of the SBT stop.

It is our recommendation to pitch the track forward toward the exit door (5 cm - 2" over every 3m-10ft) to minimize any affect where the hose may carry down the track once released.

It is our recommendation to position the stop in the same location as a pneumatic system. (remember, the track will be approx. one foot shorter than a pneumatic system). The stop shall be used as your release point adjustment.

BACK VIEW

SIDE VIEW



HOSE CONNECTION MOUNTING PROCEDURE

1. SBT-Profile
2. Hose connection
3. Mounting clamp
4. Carriage bolts M10x30 with washers and locking nuts

- a) The mounting clamp (3) with two M10x30 bolts (4) for the hose connection are inserted in the profile (1) together with the mounting clamps for the support legs, see "support legs mounting procedure" in this product user manual.
- b) The hose connection (2) is tightened in place with washers and locking nuts. Please note the hose connection should be opposite the vehicle position of the rail.

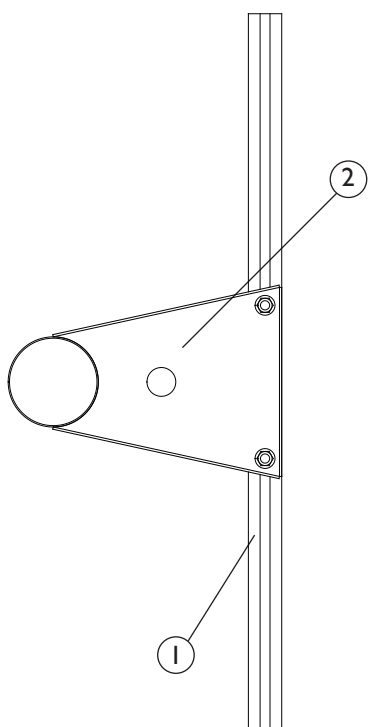


WARNING

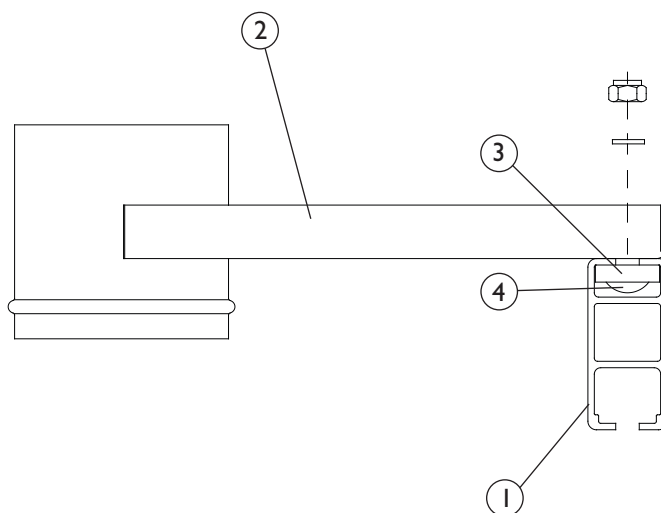
PRODUCT MAY CONTAIN SHARP EDGES

Use care when servicing unit. Failure to do so could result in minor personal injury.

PLAN VIEW



ELEVATION VIEW



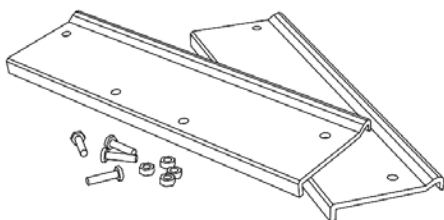
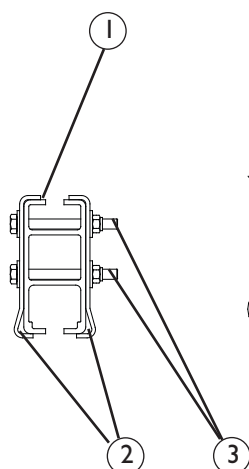
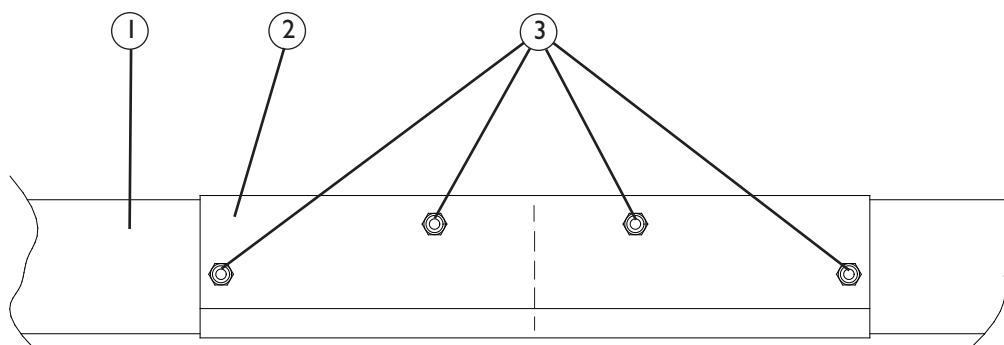
TRACK SPLICE ATTACHMENT PROCEDURE

1. SBT-track
 2. Splicing sleeves
 3. Bolts M6*50 and locking nuts
- a) The track splicing sleeves (2) shall be fixed in position on each side of the SBT-track (1) with a clamp.
 - b) Be sure you have the SBT-track (1) in equal length covered by the splicing sleeve (2).
 - c) Check that you have the splicing sleeves in equal position.
 - d) Drill 6mm holes through the SBT-track using the pre-drilled track splicing sleeve holes.
 - e) Assemble the splicing sleeve with the four bolts M6*50 and the locking nuts (3).

**WARNING**

PRODUCT MAY CONTAIN SHARP EDGES

Use care when servicing unit. Failure to do so could result in minor personal injury.

**ELEVATION VIEW****SIDE VIEW**

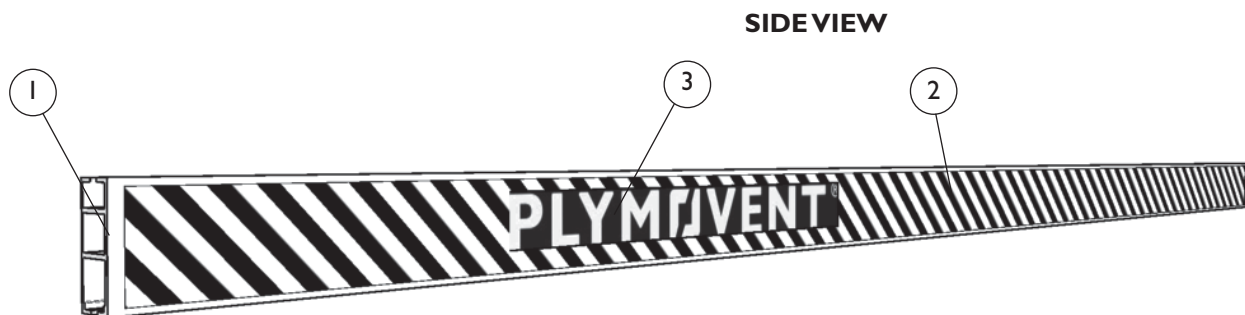
TAPE/LABEL APPLICATION PROCEDURE

1. SBT-track
2. Hazard tape
3. Plymovent sticker

- a) The SBT-track (1) can be taped hanging in the support legs, but is easiest taped before installation.
- b) Clean the SBT-track with a cloth and solvent before putting on tape and stickers.
- c) The SBT-track shall be taped with supplied hazard tape (2) on both sides.

The supplied Plymovent stickers (3) are applied on both sides of the SBT-track (1), on the hazard tape (2), 600mm / 24" from exit end.

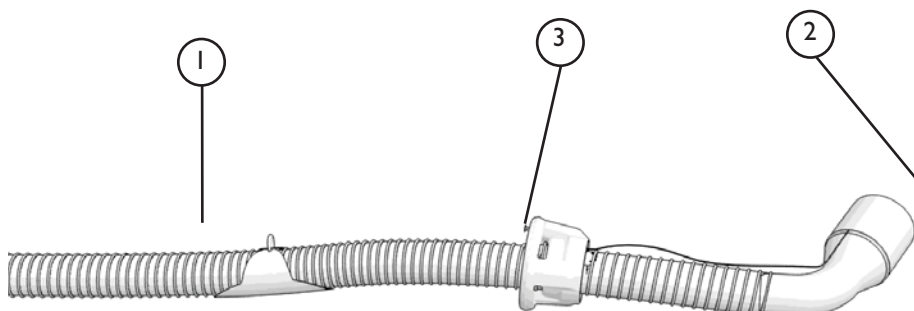
	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.

**HOSE ALIGNMENT PROCEDURE**

1. SBT hose:
2. Magnetic Grabber® nozzle:
3. Hose saddle:

The exhaust hose assembly shall be aligned at installation as follows:

1. The exhaust hose assembly is straightened out on the floor with the Magnetic Grabber® pointing upwards against the door and facing upwards.
2. Reposition if necessary and align the Magnetic Grabber® (2) and the hose saddle (3) in the show position.
3. After hose alignment mount the hose (1) on the hose connection with the Magnetic Grabber® pointing upwards against the door.



BALANCER/SADDLE MOUNTING PROCEDURE

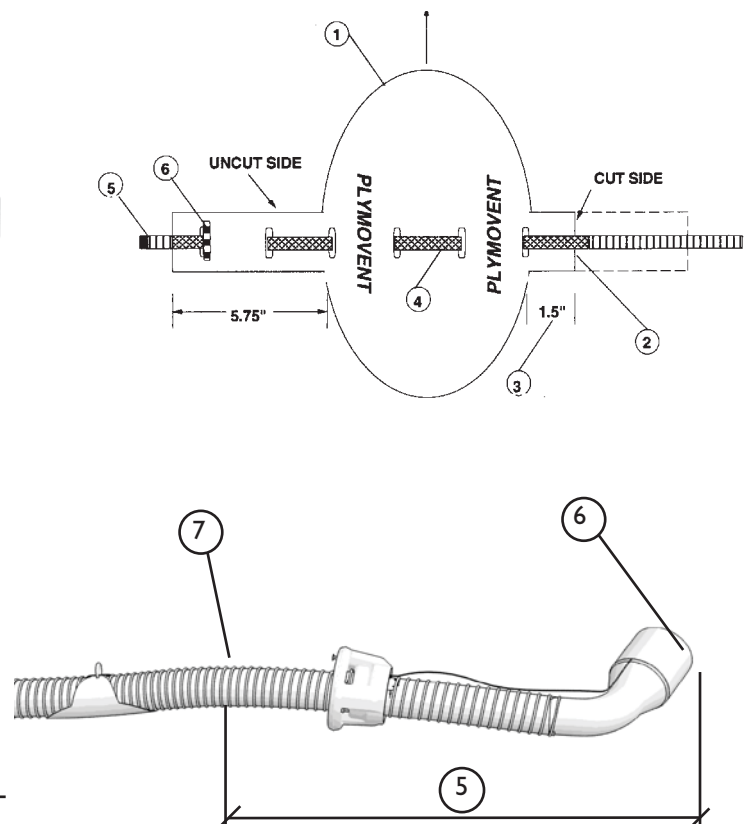
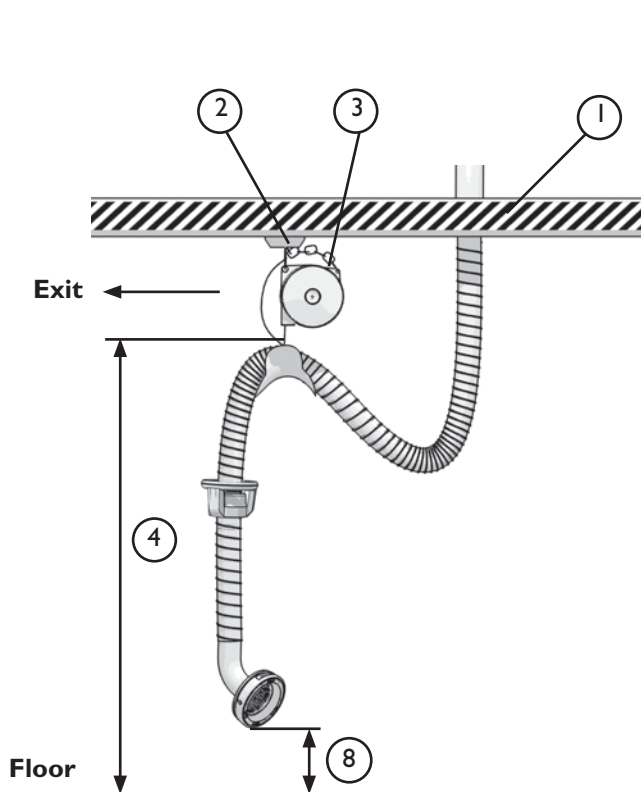
1. SBT-profile
2. Trolley
3. Balancer with safety chain and Balancer locking cable.
4. Measurement, safety chain to floor minus 250mm
5. Measurement, saddle to Grabber® nozzle
6. Grabber® nozzle
7. Saddle ring
8. Grabber® nozzle height over floor

- a) The trolley (2) is slid in to the SBT-profile (1).
- b) The balancer (3) is hung in the forward/lower suspension hole with the wire towards the door, and the safety chain facing towards the back of the parking area. Please see balancer instructions for the correct settings of the balancer.
- c) The Balancer locking cable is connected between the hose saddle and the trolley.
- d) Measure the distance between the safety chain and the floor and subtract 250mm (4).

**WARNING****PRODUCT MAY CONTAIN SHARP EDGES**

Use care when servicing unit. Failure to do so could result in minor personal injury.

- e) This measurement is used to determine the measurement (5) from the Grabber® opening to the saddle ring (7).
- f) The saddle is to be aligned according to: "Hose alignment procedure" please see chapter Trimming Procedure of this Product User Manual.
- g) The height (8) of the Grabber® nozzle should be 25cm / 10" - 30cm / 12" from finished floor.

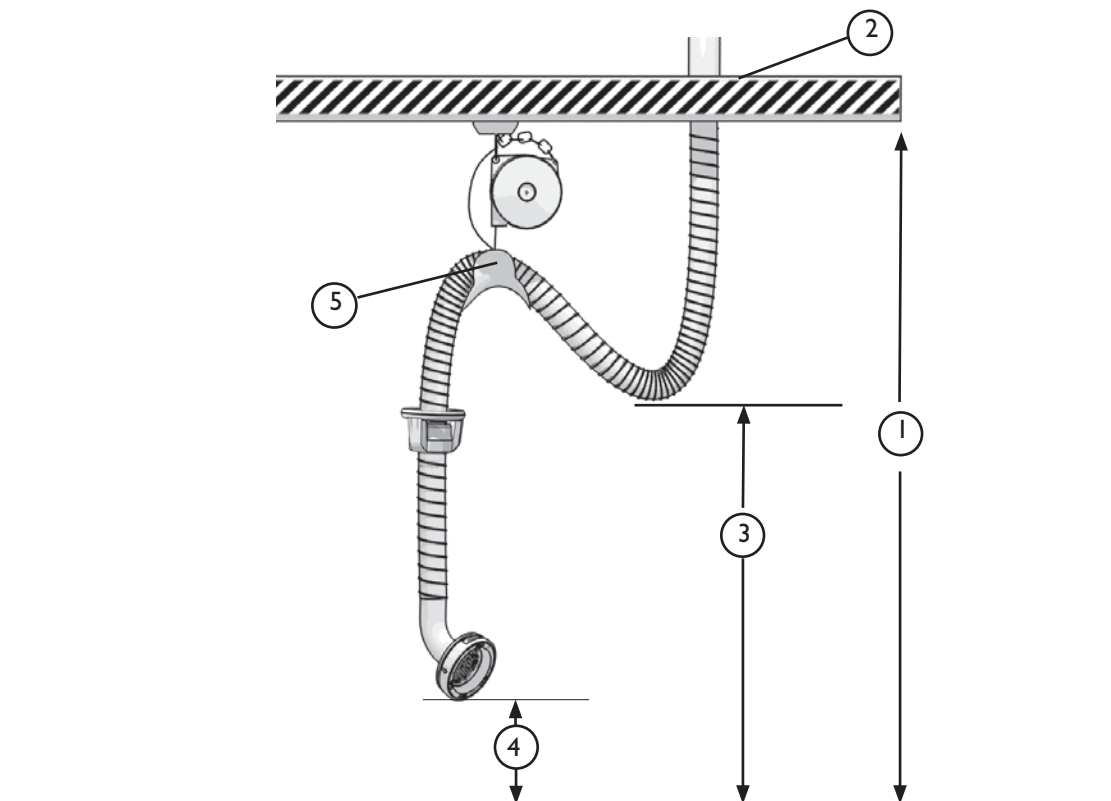


HOSE/Grabber® INSTALLATION PROCEDURE

1. SBT-track height over floor
(minimum 3500mm / 11,5 ft)
2. Hose connection
3. Hose loop height
4. Grabber® nozzle height over floor
5. Hose saddle

- a) The SBT-track height (1) is a major factor in determining the hose loop height (3)
- b) The hose connection (2) location also affects the loop height
- c) Hose loop height (3) should not be less than 2,0m / 6,5ft not to be in the way of fire personnel
- d) The hose saddle (5) should be placed in about half the distance between the Grabber® nozzle and hose connection
- e) The distance between the floor and the Grabber® nozzle (4) should be 25cm / 10" - 30cm / 12" from finished floor

WARNING	
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.



8.

INSTALLATION

PC-500 PRESSURE SWITCH INSTALLATION PROCEDURE

1. PC-500 pressure switch
2. Drilling machine with 10mm / 0.4" drillbit
3. Measurement from ducting/hose approx. 100mm / 4"

a) Drill a hole in the ducting using a drilling machine (2) above the riser bracket.

b) Mount the pressure switch (1) by screwing it into the ductwork.

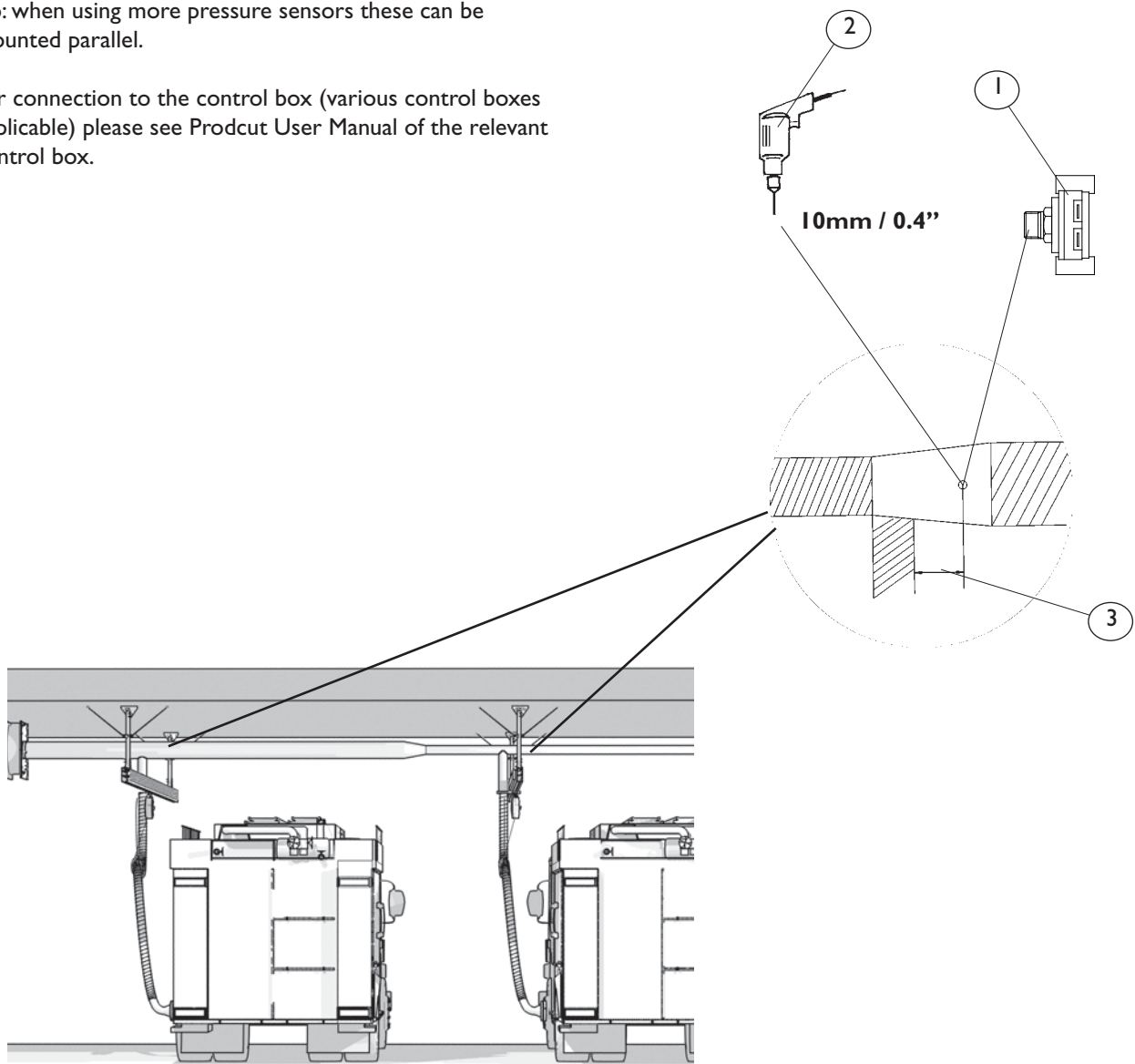
c) Turn as long as to the moment that the sensor is tight and both connection points are upwards.

d) Connect the electric wires with the supplied connection tags. Or connect the PC-500 pressure switches to the wireless transmitters.

Tip: when using more pressure sensors these can be mounted parallel.

e) For connection to the control box (various control boxes applicable) please see Product User Manual of the relevant control box.

	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.



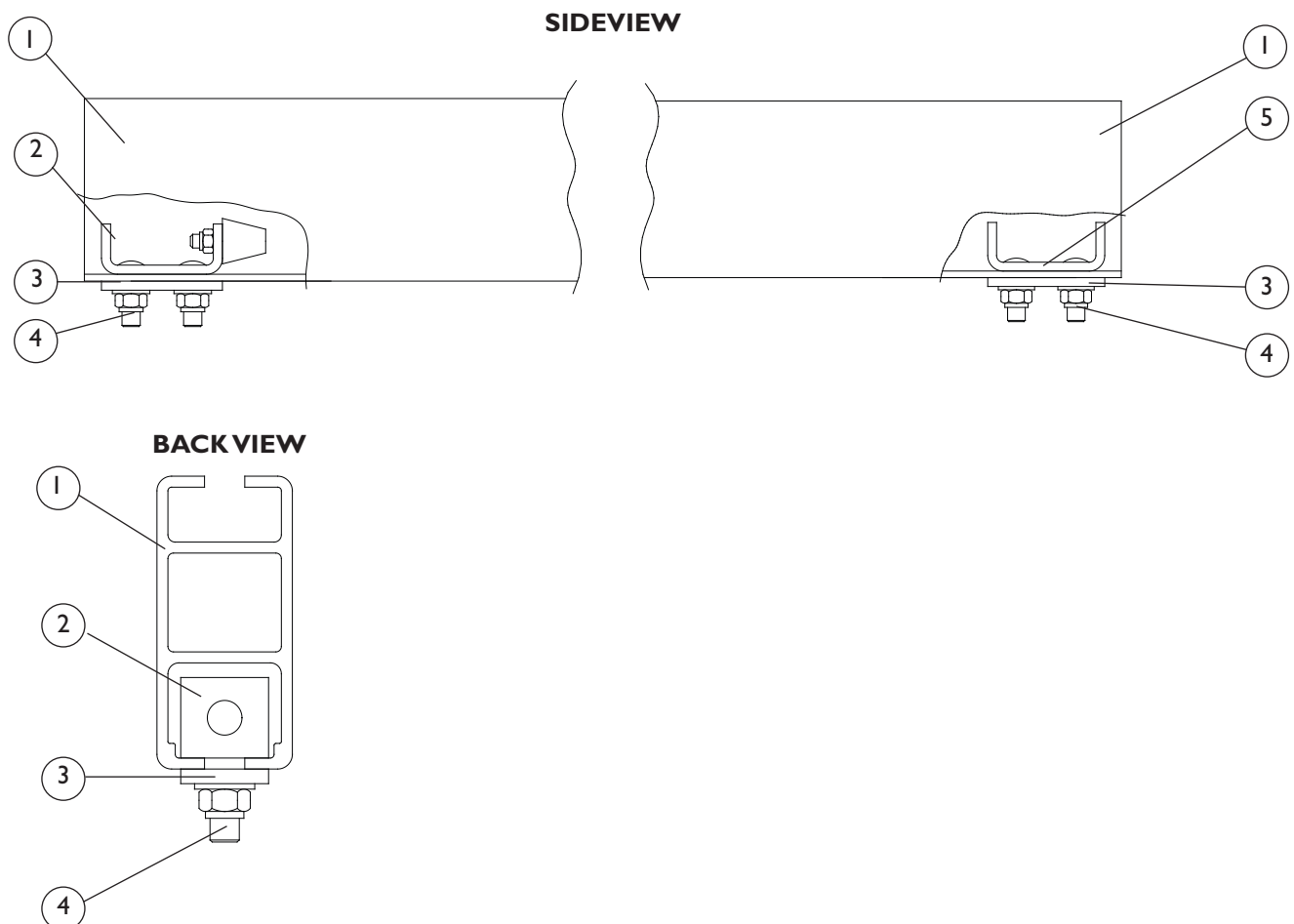
END STOP ATTACHMENT/LOCATION PROCEDURE

1. SBT-track
2. End stop with rubber shock absorber
3. Mounting clamp
4. Carriage bolts M8 with washers and locking nuts
5. Endstop

- a) Endstop with rubber shock absorber (2) is mounted at the exit end of the SBT-track (1).
- b) The end stop with rubber shock absorber (2) is pushed in the SBT-track (1) with the mounting clamp (3) on the underside of the track, and then the locking nuts on the carriagebolts (4) are tightened. Make sure the locking nuts are tightly fastened
- c) The endstop without shock absorber (5) is mounted the same way at entrance/parking end of the SBT-track.

The end stop is used to determine the release point of the Magnetic Grabber®. For additional information please see chapter 8.

	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.



9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

INSTALLATION TAILPIPE CONNECTOR

1. Distance exhaust pipe-truck body
2. Exhaust pipe end
3. Tailpipe adapter/connector
4. Tailpipe bracket

a) The distance between the middle point of the exhaust pipe and the body of the vehicle (1) must be at least:
 - 75mm / 3" in all directions when using a 75mm / 3" system
 - 100mm / 4" in all directions when using a 100mm / 4" system
 - 125mm / 5" in all directions, when using a 125mm / 5" system
 This is checked before the tailpipe connector is attached.

b) The exhaust pipe end (2) must be cut in a 90° angle and all sharp edges must be grinded off.

c) The Tailpipe adapter/connector (3) is positioned on the exhaust pipe. When attached the minimum space between the tailpipe connector and the body of the vehicle should now be at least 15 mm / 0.6" from the top and both sides of the tailpipe adaptor.

d) The exhaust pipe clamp (4) must be positioned within 500mm / 20" from the exhaust pipe end (2). If not, the optional tailpipe bracket must be installed.
 (see: option: installing the tailpipe brackets)

e) The exhaust pipe must be in a 90° angle to the truck body with a max inclination of 5°.

	WARNING
	PRODUCT MAY CONTAIN SHARP EDGES Use care when servicing unit. Failure to do so could result in minor personal injury.

	ATTENTION
	Please ensure that the position of the tailpipe connector is in line with EN 1846-2 which indicates the minimal distance from tailpipe connector to the road surface (differs per type of vehicle).

f) The distance between the exhaust pipe and the wheel must be minimum 300mm / 12".

g) The tailpipe adapter shall be installed flush with the body of the vehicle in accordance to NFPA1500. And be in line with EN-1846-2 regarding minimal clearance to the road.

EXHAUST PIPE MODIFICATION PROCEDURE:

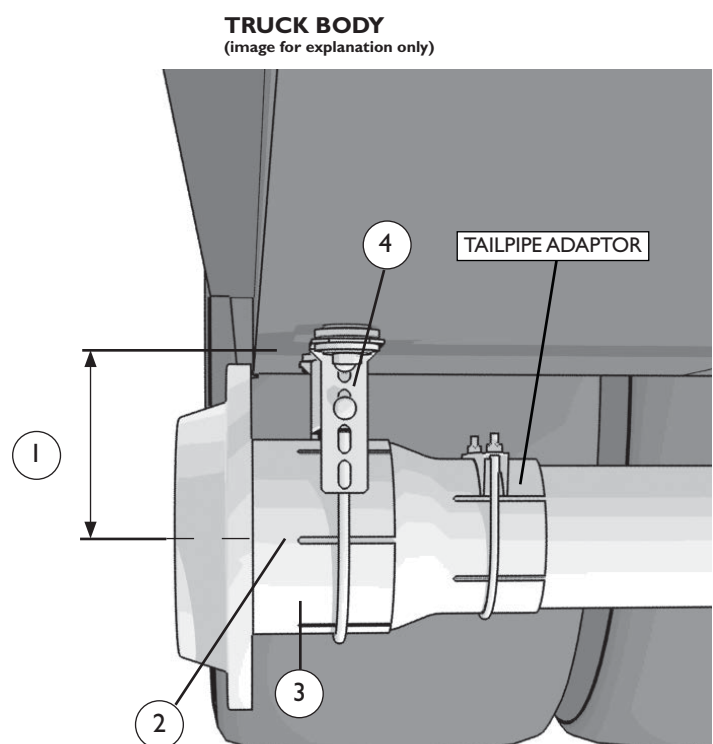
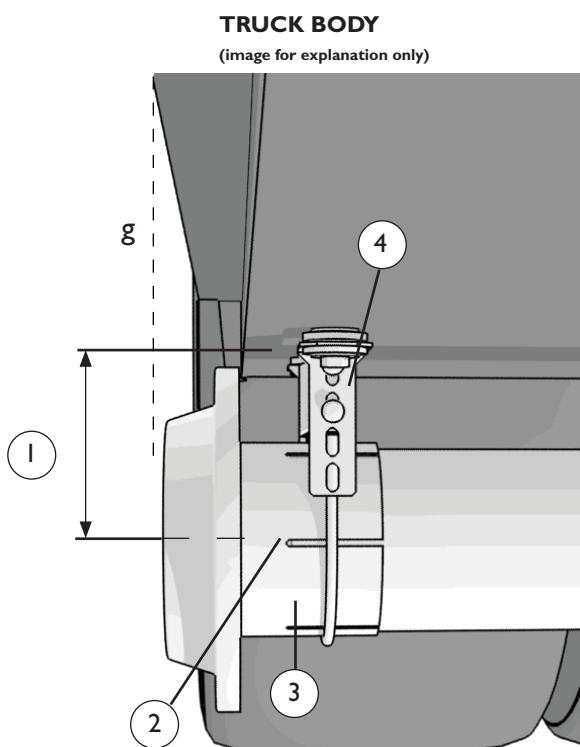
OPTION: INSTALLING THE TAILPIPE REDUCER.

In case you want to install a 125mm / 5" connector and the vehicle uses a 4"(100mm) tailpipe you will have to install the tailpipe adaptor: the tailpipe adaptor is a part that adapts the 4"(100mm) tailpipe into a 5"(125mm) tailpipe to which the next part, the tailpipe connector can be installed.

The tailpipe adaptor is positioned over the existing tailpipe and fixed using a 4" (100mm) tailpipe clamp which is included with the part. Product number: Please see your FIRE Price list for the correct product number.

OPTION: INSTALLING THE TAILPIPE BRACKET

In order to ensure the tailpipe adaptor and/or tailpipe connector is mounted firmly to the vehicle chassis it's recommended to use the tailpipe bracket. It has to be judged per vehicle and installation if this bracket is not needed.



9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

THE HOSE

1. SBT-hose assembly:
2. Magnetic Grabber® nozzle:
3. 20"-40" / 0,5-1m of wire out of balancer:
4. Hose connection:
5. Hose loop height:
6. Balancer locking cable.

a) The SBT- hose assembly (1) is mounted/trimmed up with the Magnetic Grabber® nozzle (2) at the gate about 25cm / 10" - 30cm / 12" off the finished floor.

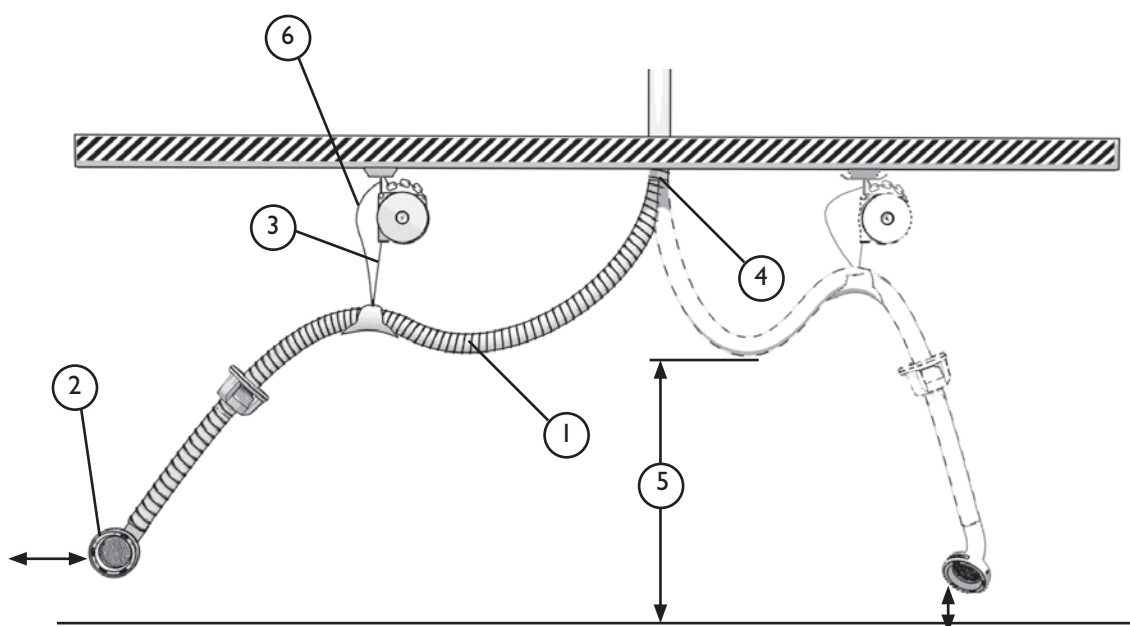
b) - At correct length of the exhaust hose, 0,5-1m / 20"-40" of wire should be out of the balancer (3) when the Magnetic Grabber® is at disconnect point.
 - Ideally 15cm / 6" of the balancer cable should be exposed when the Magnetic Grabber® nozzle is connected to the vehicle.
 - The balancer locking cable (6) should be under tension.

c) The exhaust hose is cut to length with a knife and a wire cutter if the length needs to be shortened.

d) The hose loop height (5) should not be less than 2000mm / 6,5 ft, not to be in the way of fire personnel.

INSTALLING THE BALANCER LOCKING CABLE

- a. Extract the Magnetic Grabber® nozzle up to 10" +/- 2" / 25cm +/- 5cm from the door and 20"/0.5m from the ground (tailpipe height).
- b. Measure the shortest distance between the two snap-hooks of the balancer.
- c. Adjust the balancer locking cable to the measured distance.
- d. Install the balancer locking cable between the two snap-hooks.
- e. The Balancer locking cable (6) should be under tension when the Magnetic Grabber® nozzle (2) reaches its disconnect point, hereby pulling the Magnetic Grabber® nozzle from the tailpipe connector.



Magnetic Grabber™ at disconnect position
 20cm / 8" - 30cm / 12" from the door opening

Magnetic Grabber® connected to vehicle
 25cm / 10" - 30cm / 12" from finished floor

9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE



WARNING

The Balancer is delivered under tension. Be careful unwinding this balancer.

BALANCER SETTING PROCEDURE

1. Balancer

2. Balancer locking cable (BLC)

3. Balancer safety chain

The balancer is factory delivered at a pre-tension. In order to make sure the balancer is functioning optimally please follow the following procedure:

a. After every component of the system is installed, the balancer pre-tension must be adjusted to its final setting. Increase or decrease the spring tension until the rubber stop loosely hits the balancer housing.

b. Add two more "quarter-clicks" to ensure full retraction of the balancer cable and hosedrop.

It's possible the balancer tension needs to be fine-tuned after the total system is installed and a test run is done. Ideally, 15cm / 6" of the Balancer cable should be exposed when the MG nozzle is connected the vehicle.

Problem:

The Magnetic Grabber® nozzle hits the ground after disconnection.

Solution:

Increase the balancer tension with 1 "quarter-click".

Problem:

The "swing-back" of the hosedrop after disconnection is too extreme.

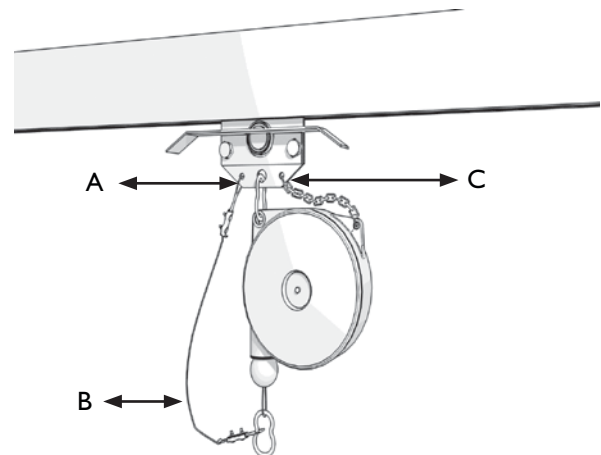
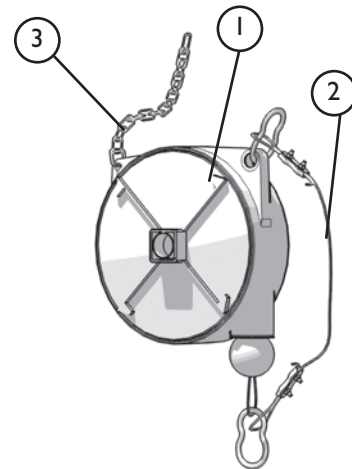
Solution:

Decrease the balancer tension with one "quarter-click".

INSTALLING THE BALANCER LOCKING CABLE

The BLC's primary function is to control the point of disconnection. As the hose reaches its maximum length the BLC will bottom out, in turn pulling the MG nozzle from the moving vehicle.

a. Extract the Magnetic Grabber® nozzle up to 10" +/- 2" / 25cm +/- 5cm from the door and 20"/0.5m from the ground (tailpipe height).



b. Measure the shortest distance between the two snap-hooks of the balancer.

c. Adjust the balancer locking cable to the measured distance.

d. Install the balancer locking cable between the two snap-hooks.

Please see page 9 for detailed measurements and advices.

SAFETY CHAIN

It is imperative that the safety chain is mounted securely to the trolley/crab (C).

9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

SAFETY DISCONNECT HANDLE

Function:

This safety coupling opens in case of missue of the system or failure of the disconnection and can allways be re-used.

Delivery:

The safety disconnect coupling is delivered complete assembled with a preset springload. The standard setting on delivery gives you a release force at 450N and a re-connection force of 150N



WARNING!

After the Safety Disconnect has released please check if all spring blocks in the product are free of damage and functioning correctly. Any damaged parts should be replaced and the correct functioning should be verified. If not functioning correctly the Safety disconnect can potentially cause damage to person or property.



Image: safety disconnect handle magnetic.

9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

TAILPIPE MODIFICATION OPTIONS

Introduction

In some cases it might me necessary to divert the exhaust flow from the tailpipe to the side of the vehicle. The Magnetic Grabber® connector can then be installed to this modification.

In order to ensure this is done right please consult the manufacturer of the vehicle. In order to modify a tailpipe it might be necessary to combine a number of options.

The example to the right you can see the tailpipe in combination with a tailpipe reducer pack, a 45° bend, and a tailpipe support bracket. This to support a correct and steady installation of the Magnetic Grabber® connector



Image: possible tailpipe configuration

9. MOUNTING INSTRUCTION - TRIMMING PROCEDURE

TAILPIPE MODIFICATION OPTIONS

Tailpipe adaptor

The tailpipe adaptor is used when an exhaust tailpipe needs to be converted from 100mm / 4" to 125mm / 5".

Article number	Description
90365-1011	MG-TA 100-125

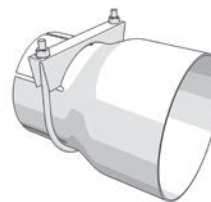


Image: Tailpipe adaptor

Tailpipe support bracket

The tailpipe support bracket can be used for various dimension exhaust tailpipes and is there to fix the tailpipe securely to the body / chassis of the vehicle.

Article number	Description
90375-1011	MG-TSB 75-100
90370-1011	MG-TSB 100-125

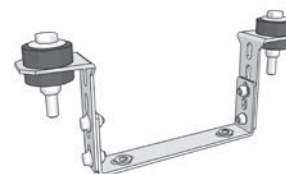


Image: Tailpipe support bracket

Oval modification kit

Various tailpipes have an oval shape or limited space to connect the Magnetic Grabber® tailpipe connector. For these vehicles we have the Oval modification kit.

Article number	Description
90385-1011	MG-OMK

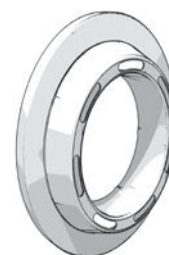


Image: Oval modification kit

Tailpipe reducer packs

The tailpipe reducer pack enables vehicles with different tailpipe sizes to connect to the Plymovent Magnetic Grabber® tailpipe connector. This product can be used in combination with the Magnetic Grabber® tailpipe bends as well as direct onto the Magnetic Grabber® Tailpipe connector.

The tailpipe reducer pack allows a wide range of exhaust pipes to connect to the Plymovent system.

Article number	Description
90383-75-50	Tailpipe reducer pack 75mm - 50mm
90383-75-60	Tailpipe reducer pack 75mm - 60mm
90383-100-80	Tailpipe reducer pack 100mm - 80mm
90383-100-90	Tailpipe reducer pack 100mm - 90mm



Image: Tailpipe reducer pack

Tailpipe bend

The Magnetic Grabber® tailpipe bend allows for a modification of the existing tailpipe. It connects to the original tailpipe using the tailpipe clamp and should direct the exhaust flow to the side of the vehicle where the Magnetic Grabber® connector is positioned to it. If needed the tailpipe bend can also be fastened using the Magnetic Grabber® tailpipe bracket.

Article number	Description
90384-76-45	Tailpipe bend 45°, 76mm / 45° / 3"
90384-102-45	Tailpipe bend 45°, 102mm / 45° / 4"
90384-76-90	Tailpipe bend 90°, 76mm / 90° / 3"
90384-102-90	Tailpipe bend 90°, 102mm / 90° / 4"

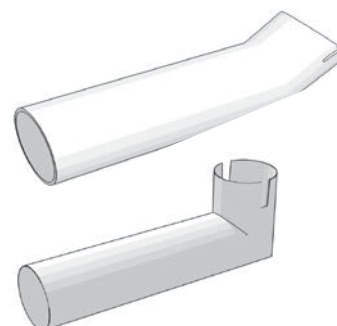


Image: Tailpipe bend 45° - 90°

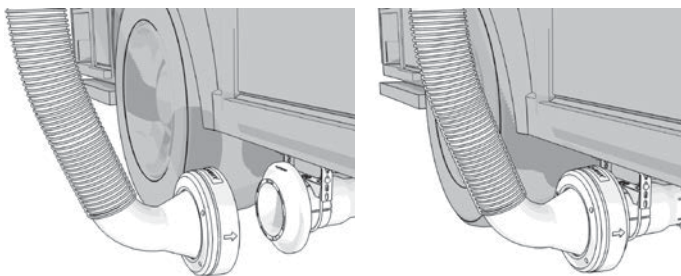
OPERATING THE MAGNETIC GRABBER®

Connecting the Magnetic Grabber®

When a vehicle returns to its bay the Magnetic Grabber® nozzle can easily be attached to the tailpipe adaptor/connector.

The Magnetic Grabber® nozzle must be placed straight onto the tailpipe adapter/connector, but to connect it is easiest to first attach the top of the Magnetic Grabber® and then press down on the safety disconnect in order to attach the lower part of the Magnetic Grabber®.

The conical design of the connection surface ensures safe and easy positioning.



Disconnecting the Magnetic Grabber®

a) Automatic disconnect

The Magnetic Grabber® nozzle will disconnect automatically when the vehicle exits the bay.

b) Manual disconnect

To manually disconnect the Magnetic Grabber® nozzle; hold the safety disconnect with two hands and push it downwards.

TOOLS NEEDED FOR INSTALLING THE MAGNETIC GRABBER®

Magnetic Grabber® nozzle

- Slotted screwdriver – size: 7 x 1.3 (mm) - 0.3 x 0.05 (inch) or (Socket) Wrench – size: 8 (mm) – 5/16 (inch)

Tailpipe adapter/connector

- (Socket) Wrench – size: 13 (mm) – 1/2 (inch)

Tailpipe bracket

- (Socket) Wrench – size: 10 (mm) – 3/8 (inch)
- (Socket) Wrench – size: 16 (mm) – 5/8 (inch)
- (Socket) Wrench – size: 17 (mm)

CLEANING INSTRUCTIONS

To ensure your system operates in the optimal manner the product needs to be cleaned regularly.

- a) Make sure you keep the connection surface of the tailpipe adaptor clean of soot and other contaminations.
- b) Using a damp clothes (rubbing alcohol, degreaser, etc) wipe the connection surface of the Magnetic Grabber®. Best results if using something that evaporates.
- d) Using a damp clothes wipe the entire vertical face/sealed flange of the Tailpipe adapter. Diesel soot build-up will occur when idling or driving at slow speeds.

Keeping these two components clean will ensure a good magnetic connection at all times.

Inspection and maintenance:

Inspection/maintenance shall be done according to following schedule:

0-500	turn-outs/year	every 16th week
500-1500	turn-outs/year	every 12th week
1500-3000	turn-outs/year	every 8th week
3000 +	turn-outs/year	every 4th week

1. Check if the magnets on the Magnetic Grabber® are all in place and clean.
2. Check if the Tailpipe Adaptor is clean and no obstructions are there which can prevent the magnets from positioning themselves on the product.
3. Remove the hose assembly from the balancer and check the hose for any defects.
- 4) Check if the saddle, and Magnetic Grabber® are still fixed tightly to the hose.
- 5) The safety disconnect coupling should be disassembled and cleaned.
- 6) The hose assembly should be aligned prior to mounting see "Alignement/mounting of hose assembly" in the mounting instructions.
4. Check the attachment and the cable on the balancer.
5. Spring tension must be adjusted when required. see instruction.
6. Check the trolley if it runs smoothly through the profile and correct stop at the end-stops.

**ATTENTION!**

- a. Service and maintenance only to be done by qualified and trained persons (in EU according to TRGS 554.
- b. Use sufficient climbing gear and safety guards when working on a higher level than 2.0 meter.
- c. Only carry out service and maintenance when the system is fully disconnected from mains.
- d. Be sure no vehicle can enter the station/bay when carrying out service/maintenance.

II.

CLEANING AND FAQ

HOSE PACKAGE

Clean with water and a soap-solution.



ATTENTION

Do not use solvents to clean the system.

OTHER COMPONENTS

Use compressed air to blow equipment clean.

SBT-RAIL AND SUSPENSIONS

Clean with water and a soap-solution

You observe that....	Why ?	What to do ?
The Grabber® does not connect tightly to the tailpipe connector.	The magnets in the Grabber® cannot make a clear connection.	Clean the Tailpipe connector from any soot or dirt.
The Magnetic Grabber® is dragging over the floor.	1. The balancer cable doesn't retract. 2. The hose drop is too long.	1. Increase the balancer pre-tension (see page 22) 2. Disconnect the saddle and reposition the hose.
The Grabber® is transported out of the Station too far.	1. The BLC is too long 2. The end stop is located too close to the door.	1. Shorten the BLC 2. Reposition the end stop.
The swing-back of the hose drop after disconnection is too extreme.	1. The balancer pre-tension is too strong. 2. The BLC is too long. 3. The distance between the vehicle and the standard hose position is not correct. 4. The end stop is located too far from the door.	1. Decrease the balancer pre-tension. 2. Shorten the BLC. 3. Make sure the vehicle and rail are rightly positioned. (page 12) 4. Reposition the end stop and BLC.
The Grabber® disconnects prematurely.	1. The BLC is too short 2. The end stop is located too far from or too close to the door. 3. The distance between the vehicle and the standard hose position is not correct. 4. Too much friction between the trolley and the rail.	1. lengthen the BLC. 2. Reposition the end stop. 3. Make sure the vehicle and rail are rightly positioned. (page 12) 4. Clean the inside of the rubber lips and/or install a aluminum trolley. (only STR)
The hose drop swings back into the station too far after disconnection (only SBT)	1. The balancer pre-tension is too strong. 2. The BLC is too long. 3. The end stop is located too far from the door.	1. Decrease the balancer pre-tension. 2. Shorten the BLC. 3. Reposition the end stop. 4. Place the track under an angle (see page 18)

12. DISPOSAL

The level of Service and Maintenance on the Plymovent systems is relatively low. The Service and Maintenance department of Plymovent consists of well trained personnel who can offer you a Service and Maintenance contract which ensures your system will function for many years to come.

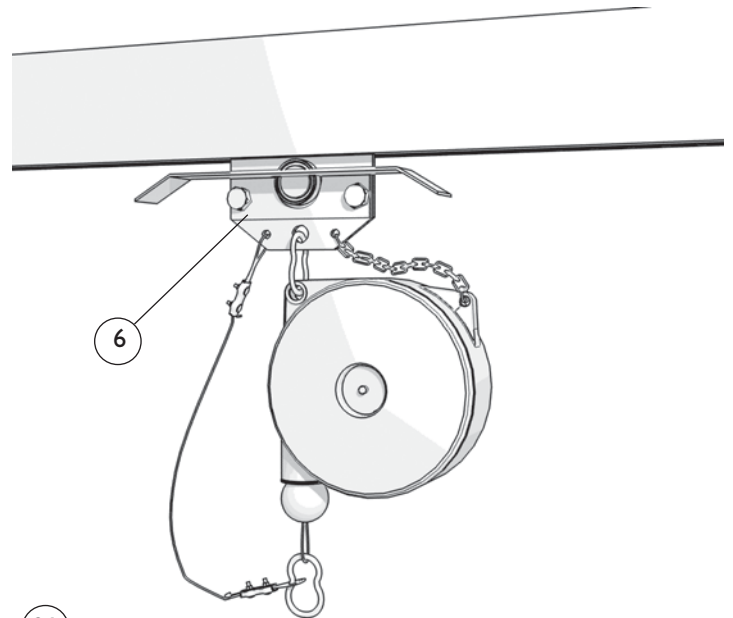
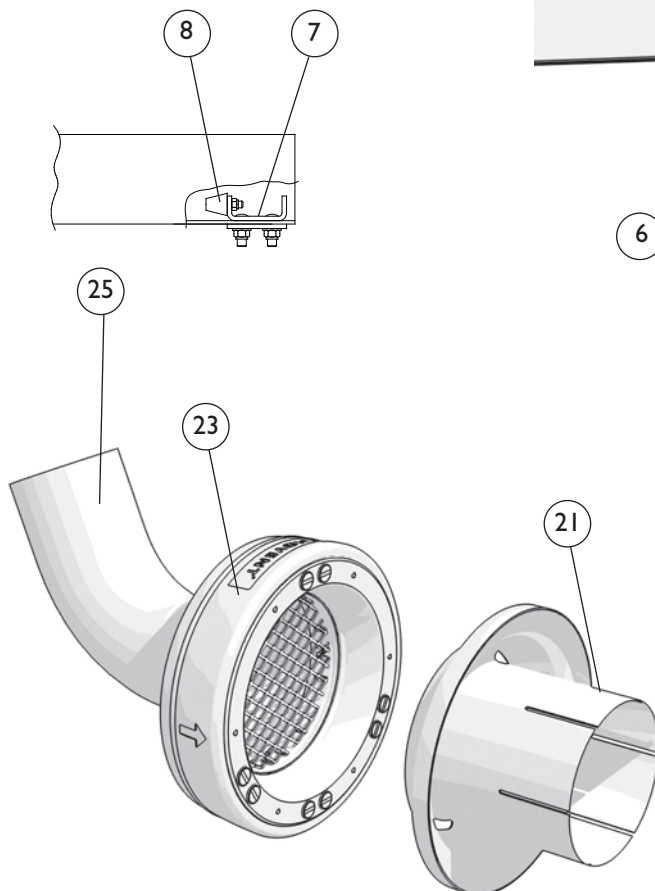
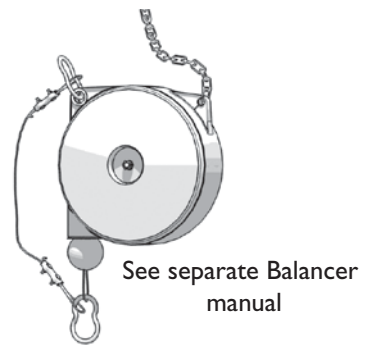
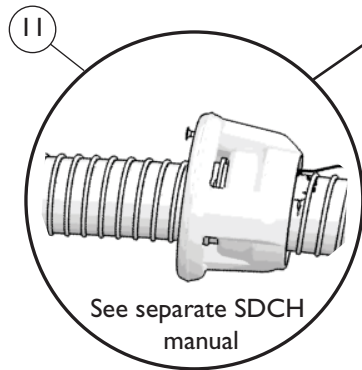
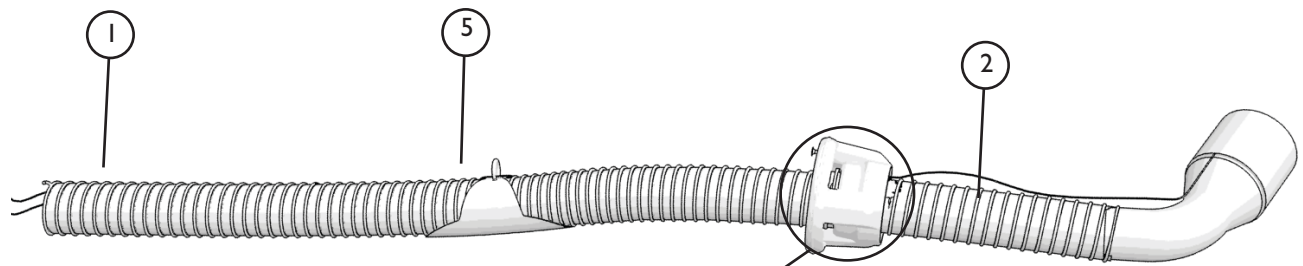
Disposal

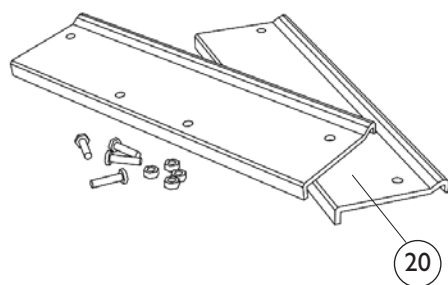
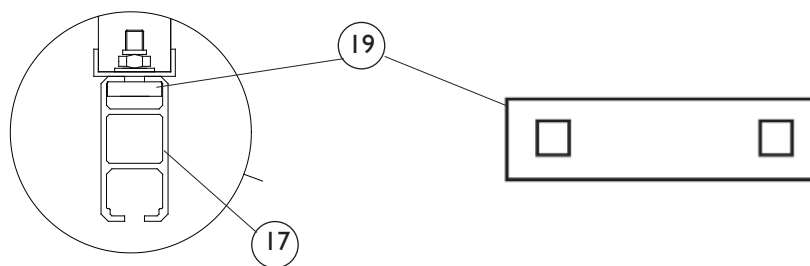
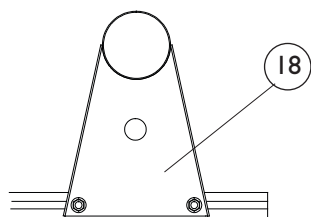
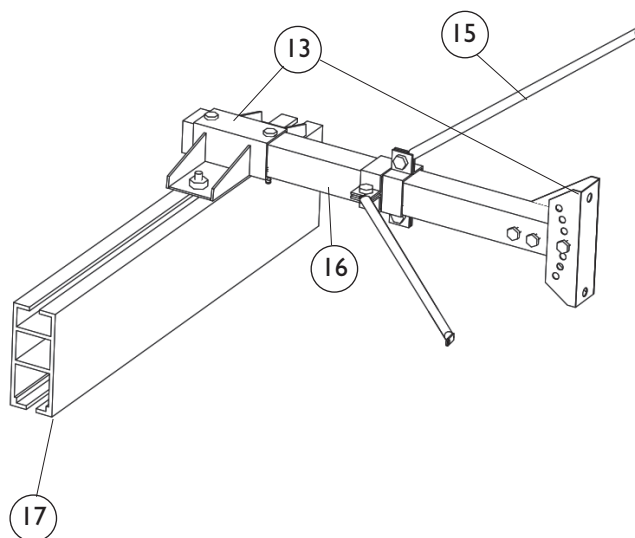
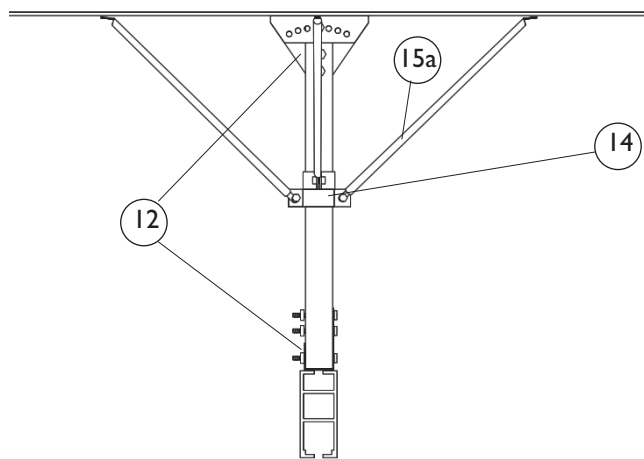
- | | |
|-----------------------|------------|
| - Cardboard packaging | Recycle |
| - Aluminium profile | Recycle |
| - Hose | Rest waste |
| - Grabber® Nozzle | Rest waste |

When dismantling the system please ensure to follow the similar safety precautions as mentioned in this manual for installation.

Dismantling must be done contrary to the installation instructions.

Dismount loose parts before the rail is dismantled.





PLYMVENT®		SPARE PARTS LIST	BSAB No: T3.1 Ser. No: SBT / RR Date: Dec -10
SBTP		© Copyright: All right reserved. All information within this printed matter may not be reproduced, handed over, copied, xeroxed or translated into another language, in any form or any means without written permission from PlymoVent AB. PlymoVent AB reserves the right to make design changes.	

	Produkt No:	Description
A	All models	All models of SBTP
B	SBTP-6-100-160	
C	SBTP-6-100-120	
D	SBTP-6-100-100	
E	SBTP-6-125-160	
F	SBTP-9-100-160	
G	SBTP-9-100-120	
H	SBTP-9-125-160	
I		Models with vertical support legs
J		Models with horizontal support legs

Abbreviations

X = Order as required, state required length.

Pos	Art. No:	A	B	C	D	E	F	G	H	I	J	Description	Note
1	987990-Z		1	1	1							Exhaust hose Ø100 L=6M	
	988451-Z					1						Exhaust hose Ø125 L=6M	
	988006-Z						1	1				Exhaust hose Ø100L=10M	
	988469-Z								1			Exhaust hose Ø125 L=10M	
2	987 842		1	1	1		1	1				Exhaust hose Ø100L=0,6M	
	988 576								1			Exhaust hose Ø125 L=0,6M	
3	4-1417		1				1					Grabber bend 100/160	
	4-1416			1				1				Grabber bend 100/120	
	4-1415				1							Grabber bend 100/100	
	4-1418								1			Grabber bend 125/160	
4	991 299		1			1	1		1			Grabber Bladder 160	
	991 125			1				1				Grabber Bladder 120	
	991 109				1							Grabber Bladder 100	
5	512 616		1	1	1		1	1				Hose Saddle Ø 100	
	512 624					1			1			Hose Saddle Ø 125	
6	985 887	X										Compressed air hose White Ø 6mm	
7	985 895	X										Compressed air hose Yellow Ø 6mm	
8	985 960	X										Compressed air hose Ø 8mm	
9	961 458		1	1	1		1	1				Hose Clamp Ø100	
	961 490					1			1			Hose Clamp Ø125	
10	961 474		1				1	1		1		Clamp Grabber 160	
	961 458			1	1			1				Clamp Grabber 120/100	
11	905 550	1										SDCH 100mm/ 4" Includes the MFD valve.	
	905 555	1										SDCH 125mm/ 5" Includes the MFD valve.	
15	993 329	1										MDF-Valve	
16	516 740	1										MDF-Valve compl.with fittings	
17	516 856	1										MDF-Valve bracket	
18	993 881	1										MDF-Safety disc.fittings	
19	993329-Z	1										MDF-Knob	
20	516 476	1										Trolley compl.	
21	994 137	1										Release valve with fittings	
22	516 980	1										Release valve with fittings and bracket	
23	993 998	1										Regulator compl. with fittings and manometer	
24	994 012	1										Manometer	
25	969 691	1										Endstop with rubber shock absorber	



Product Service

CERTIFICATE

No. Z1 16 01 87462 001

Holder of Certificate: Plymovent Exhaust Extraction GmbH

Redcarstr. 36
53842 Troisdorf
GERMANYProduction
Facility(ies):

87462

Certification Mark:



Product:

Exhaust suction system

Model(s):

exhaust suction system with pneumatic Grabber®
SBTP / STRP
exhaust suction system with magnetic Grabber®
SBTM / STRM

Parameters:

	SBTP / STRP	SBTM / STRM
supply pressure:	6 – 8 bar	-
max. permissible pressure on Grabber:	1 bar	-
disconnecting force of the safety coupling:	ca. 450N	ca. 450N
max. permissible exhaust temperature:	150 °C	150 °C
hose diameter:	ca. 100mm or 125mm	ca. 100mm or 125mm
hose length:	6m	6m or 10m
pneumatic Grabber® nozzle Diameter:	120mm or 160mm	-
magnetic Grabber® nozzle Diameter:	-	75mm, 100mm or 125mm

Tested according to:

DIN 31000:2011
DIN EN ISO 12100:2011

The product was tested on a voluntary basis and complies with the essential requirements. The certification mark shown above can be affixed on the product. It is not permitted to alter the certification mark in any way. In addition the certification holder must not transfer the certificate to third parties. See also notes overleaf.

Test report no.:

713037924

Valid until:

2021-01-11

Date, 2016-01-18

(Edgar Harnisch)

Page 1 of 1



TITLE PAGE

SECTION THREE	TEV FAN
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TEV (60Hz)

TEV-359/3110/559/585/745/768

The TEV is a central extraction fan that is equipped with a lightweight aluminium impeller, making it suited to exhaust gases, volatile fumes and dust. Matched inlet and outlet areas, together with optimized impellers, ensure even airflow, high capacity and low noise level.

The fan is intended and designed for mounting filter units and vehicle exhaust extraction systems. The fan is rated for outdoor use.

APPLICATIONS

The TEV fans are intended to be used for the following applications:

- MIG-MAG/GMAW welding
- TIG welding
- FCAW welding
- stick/MMAW welding
- vehicle exhaust extraction systems



Do **not** use the TEV fans for the following applications or in the following circumstances:

- aluminium laser cutting
- extraction of aggressive fumes and gases (e.g. from acids, alkaline or soldering paste containing lithium)
- extraction of hot gases exceeding 176°F (80°C) continuously
- grinding aluminium and magnesium
- flame spraying
- extraction of cement, saw dust, wood dust, etc.
- explosive environments or explosive substances/gases



SPECIFICATIONS

Physical dimensions and properties

Material:	• impeller • housing	• aluminum • powder coated galvanized sheet metal
Color housing	basalt gray (RAL 7011)	
Motor design	NEMA	
Fan type	centrifugal, up blast	
Impeller	backward inclined	
Discharge position	90° rotatable	
Design conditions	68°F (20°C) at sea level	
Max. airflow temperature	176°F (80°C) continuously	

Performance

Max. starts/stops per hour	20 (1ph); 30 (3ph)
----------------------------	--------------------

Ambient conditions

Operating temperature:	• min. • nom. • max.	• -4°F (-20°C) • 68°F (20°C) • 176°F (80°C)
Max. relative humidity	80%	
Storage conditions	• -4 to 176°F (-20 to 80°C) • relative humidity max. 80%	



Options and accessories

Outlet transition from rectangular to round

• TOL-250	• TEV-359/3110
• TOL-315	• TEV-559/585
• TOL-400/500	• TEV-745/768

Soft connection for noise and vibration free connection to duct (to be installed with inlet and outlet transition TOL)

• SC-200	• TEV-359/3110 (inlet)
• SC-250	• TEV-359/3110 (outlet)
	• TEV-559/585 (inlet)
• SC-315	• TEV-559/585 (outlet)
	• TEV-745/768 (inlet)
• SC-400	• TEV-746/768 (outlet)

Vibration dampers to isolate noise and vibration

• TEV-AV/35	• TEV-359/3110/559/585
• TEV-AV/79	• TEV-745/768

Set consisting of TOL, 2 x SC and TEV-AV (not available in North America)

• TEV-KIT/3	• TEV-359/3110
• TEV-KIT/5	• TEV-559/585
• TEV-KIT/7	• TEV-745/768

Scope of supply

Extraction fan

Shipping data

Number/package	1
----------------	---

APPROVALS/CERTIFICATES

	Compliance with CE directives
	Directive 2011/65/EC (RoHS) valid as of 8 June 2011
	Plymovent certifies that the products shown herein are licensed to bear the AMCA Seal. The ratings shown comply with the requirements of the AMCA Certified Ratings Program. Plymovent are rated AMCA type B
	Certified motor
	Certified motor

ARTICLE NUMBERS, WEIGHTS AND PACKING DIMENSIONS

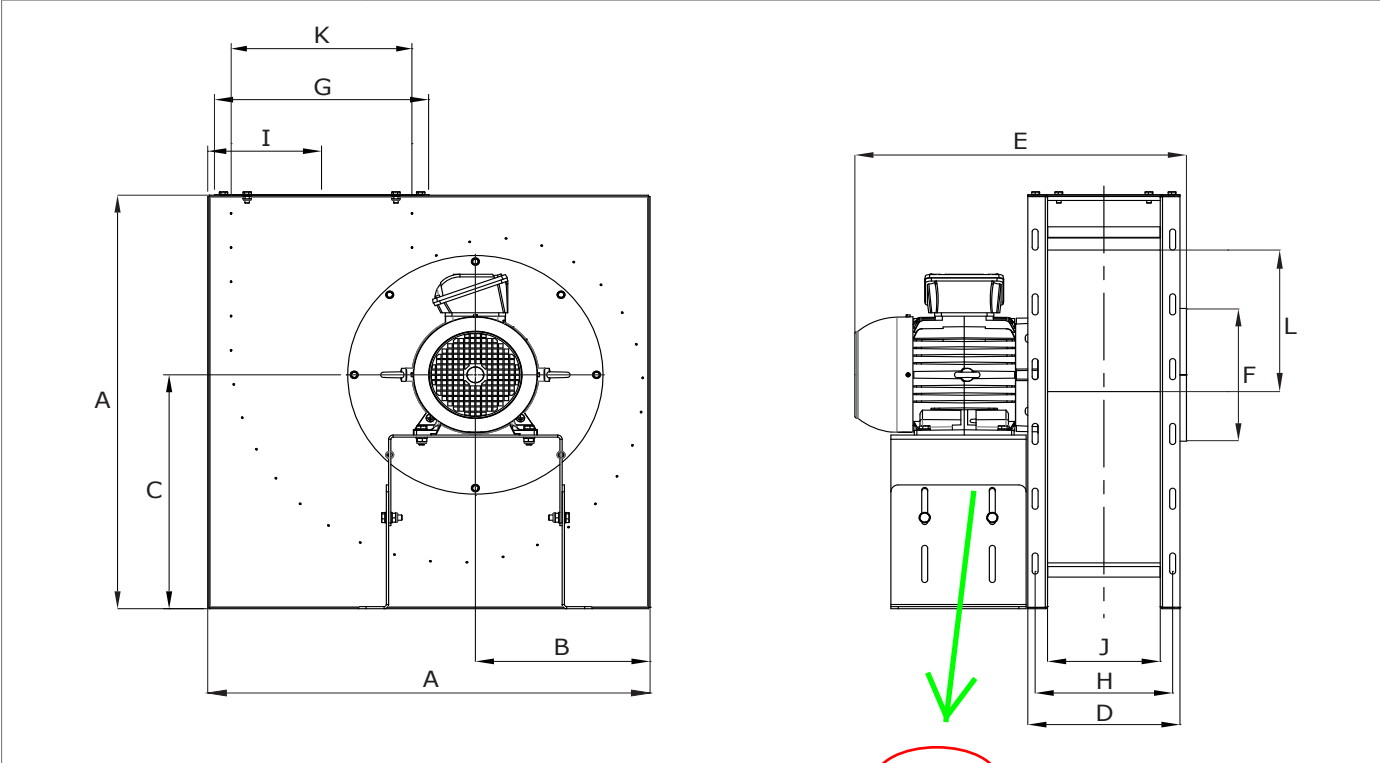
Fan type	Connection voltage	Article number	Weight		Packing dimensions
			Net lbs (kg)	Gross* lbs (kg)	
TEV-359	115/208-230V/1ph/60Hz	0000102927	114.6 (52)	142 (64,4)	31.5 x 39.4 x 31.5 in. (80 x 100 x 80 cm)
	208-230/460V/3ph/60Hz	0000102928	105.8 (48)	135.6 (61,5)	31.5 x 39.4 x 31.5 in. (80 x 100 x 80 cm)
	575V/3ph/60Hz	0000102929	117.9 (53,5)	147.7 (67)	33.5 x 29.5 x 31.5 in. (85.1 x 74,9 x 80 cm)
TEV-3110	208-230/460V/1ph/60Hz	0000102930	120.2 (54,5)	134.5 (61)	31.5 x 39.4 x 31.5 in. (80 x 100 x 80 cm)
	208-230/460V/3ph/60Hz	0000102931	117.9 (53,5)	137.8 (62,5)	25.6 x 32.3 x 31.1 in. (65 x 82 x 79 cm)
	575V/3ph/60Hz	0000102932	116.4 (52,8)	140 (63,5)	33.5 x 29.5 x 31.5 in. (81,5 x 75 x 80 cm)
TEV-559	208-230/460V/1ph/60Hz	0000102933	214.7 (97,4)	238.1 (108)	31.5 x 39.4 x 37.8 in. (80 x 100 x 96 cm)
	208-230/460V/3ph/60Hz	0000102934	206.3 (93,6)	221.6 (100,5)	31.5 x 39.4 x 37.4 in. (80 x 100 x 95 cm)
	575V/3ph/60Hz	0000102935	218.3 (99)	244.3 (110,8)	33.5 x 29.5 x 37.4 in. (81,5 x 75 x 95 cm)
TEV-585	208-230/460V/1ph/60Hz	0000102936	207 (94)	237.0 (107,5)	31.5 x 39.4 x 37.8 in. (80 x 100 x 96 cm)
	208-230/460V/3ph/60Hz	0000102937	203.9 (92,5)	223.8 (101,5)	25.6 x 32.3 x 37.4 in. (65 x 82 x 95 cm)
	575V/3ph/60Hz	0000102938	192.9 (87,5)	222.7 (101)	33.5 x 29.5 x 37.4 in. (81,5 x 75 x 95 cm)
TEV-745	208-230/460V/1ph/60Hz	0000102939	330.7 (150)	363.8 (165)	31.5 x 47.2 x 49.2 in. (80 x 119,2 x 125 cm)
	208-230/460V/3ph/60Hz	0000102940	328.4 (149)	377.0 (171)	31.9 x 47.2 x 44.9 in. (81 x 119,2 x 114 cm)
	575V/3ph/60Hz	0000102941	339 (147)	353.8 (160,5)	31.9 x 47.2 x 49.2 in. (81 x 119,2 x 125 cm)
TEV-768	208-230/460V/3ph/60Hz	0000102942	392.1 (177,9)	442.0 (200,5)	31.9 x 47.2 x 49.2 in. (81 x 119,2 x 125 cm)
	575V/3ph/60Hz	0000102943	392.1 (177,9)	442.0 (200,5)	31.9 x 47.2 x 49.2 in. (81 x 119,2 x 125 cm)

*Gross weight = includes packaging



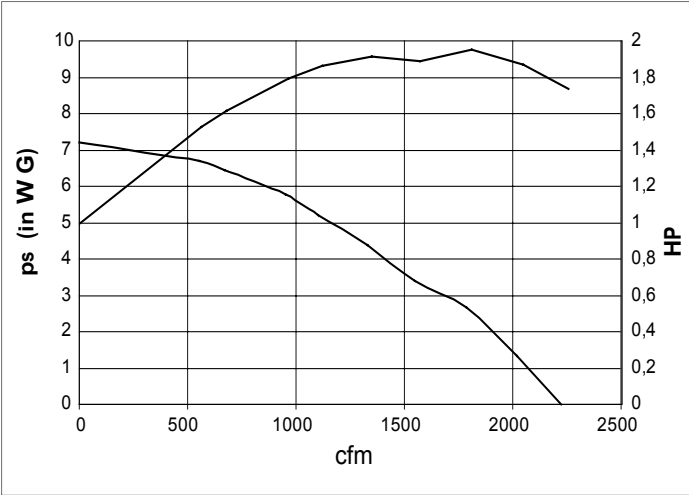
TEV fans are enclosed in a cardboard box and bolted, as well as metal strapped, to a wooden skid.

DIMENSIONS

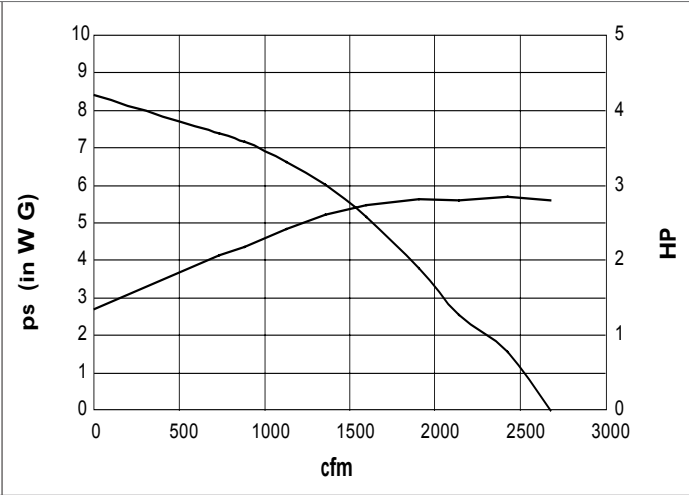


		TEV-359 TEV-3110		TEV-559 TEV-585		TEV-745 TEV-768	
		in.	mm	in.	mm	in.	mm
A		25.2	640	30.9	785	38.6	980
B		10.5	267	12.2	310	15.8	402
C		14.0	355	17.5	444	23.7	603
D		9.1	230	10.6	270	11.4	290
E	1~ motor	20.6	524	26.8	681	27.0	686
	3~ motor	19.4	494	26.7	678	27.1	688
F		Ø 7.9	Ø 200	Ø 9.8	Ø 250	Ø 12.4	Ø 315
G		12.3	312	15.0	380	18.1	460
H		8.0	204	9.6	244	10.4	264
I		6.4	163	8.0	202	9.5	242
J		6.3	160	7.9	200	8.7	220
K		9.9	252	12.6	320	15.7	400
L		9.9	252	9.9	252	9.9	252

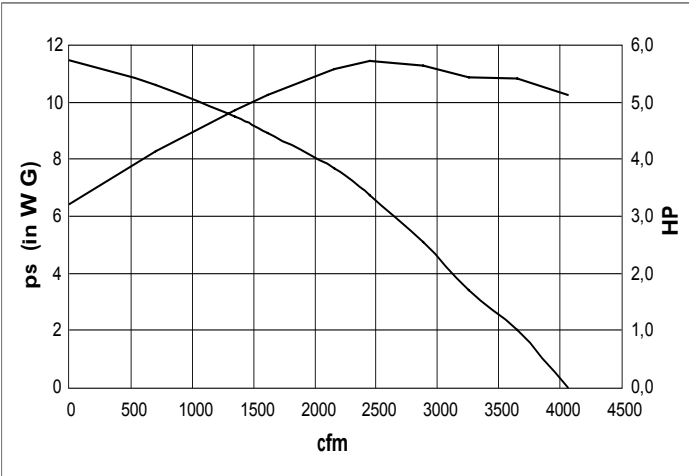
PRESSURE DROP



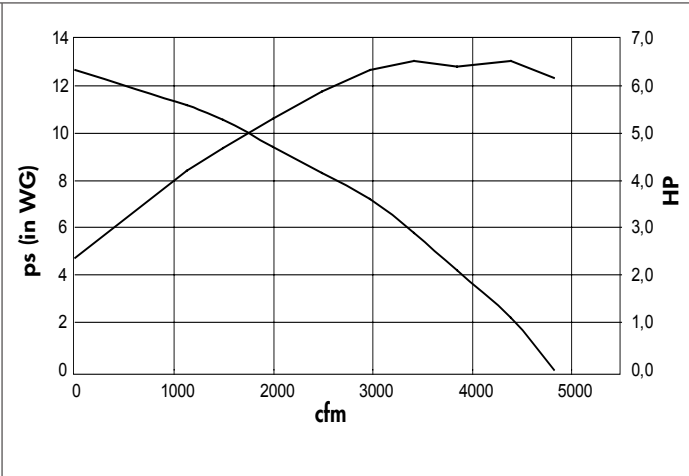
TEV-359



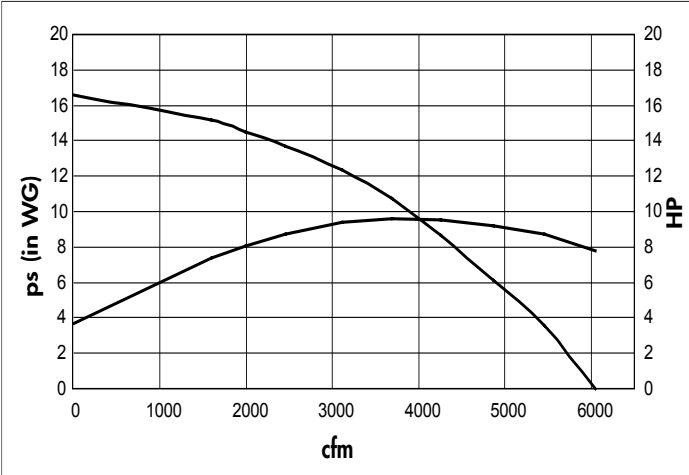
TEV-3110



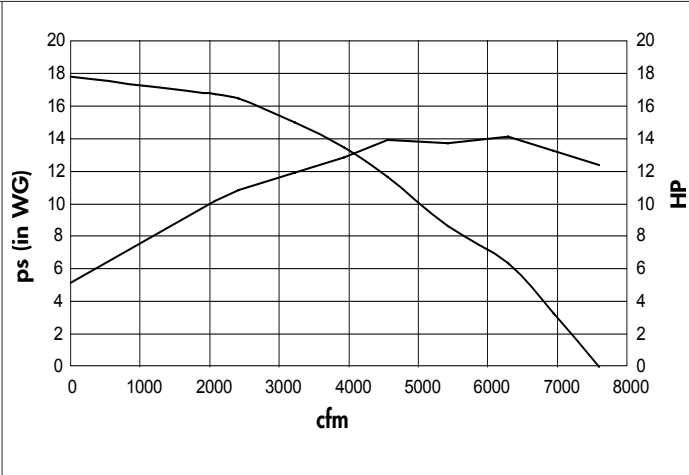
TEV-559



TEV-585



TEV-745



TEV-768

MOTOR SPECIFICATIONS TEV-359 | TEV-3110 | TEV-559

	TEV-359			TEV-3110			TEV-559		
Power	2 HP (1,5 kW)			3 HP (2,2 kW)			5 HP (3,7 kW)		
Energy efficiency (NEMA)	premium			premium			premium		
Rated voltage	115/208-230V	208-230/460V	575V	208-230	208-230/460V	575V	208-230	208-230/460V	575V
No. of phases	1ph	3ph	3ph	1ph	3ph	3ph	1ph	3ph	3ph
Frequency	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz
Frame	56C	56C	56C	145T	145T	56C	184TC	184TC	184TC
Poles	2	2	2	2	2	2	2	2	2
Rated speed	3450 rpm	3480 rpm	3600 rpm	3490 rpm	3460 rpm	3480 rpm	3500 rpm	3515 rpm	3485 rpm
Slip	Not Listed	Not Listed	3.47%	Not Listed	Not Listed	3.33%	Not Listed	Not Listed	3.19%
Rated current	20/11.4-10 A	5.2-4.8/2.4 A	3.10 A	14.38-13 A	8.8-8/4 A	3.01 A	21.89-19.8 A	13.26-12/6 A	4.72 A
L. R. Amperes	64.40 A	26.00 A @460V	16.1 A	100 A @230V	41 A @460V	25.6 A	153 A @230V	47 A @230V	35.9 A
II/In	Not Listed	Not Listed	Not Listed	7.0 Code J	8.1 Code J	8.1 Code J	7.8 Code J	7.5 Code H	7.5 Code H
No load current	94.5 A @230V	.95 A @460V	0.829 A	4.93 @230V	1.90 A @460V	1.12 A	8.00/4.00 A	4.40/2.20 A	1.76 A
Rated torque	3.00 ft-lbs (4.07 Nm)	3.02 ft-lbs (4.09 Nm)	3.02 ft-lbs (4.09 Nm)	4.5 ft-lbs (6.10 Nm)	4.55 ft-lbs (6.17 Nm)	4.55 ft-lbs (6.17 Nm)	7.52 ft-lbs (10.2 Nm)	7.52 ft-lbs (10.2 Nm)	7.52 ft-lbs (10.2 Nm)
Locked rotor torque	250%	360%	229%	302%	399%	270%	216%	213%	229%
Breakdown torque	260%	433%	380%	230%	360%	360%	260%	350%	350%
Design	L	L	A	L	B	A	L	A	B
Insulation class	F	F	F	F	F	F	F	F	F
Temperature rise	90 @100% load	46 @100% load	80 K	80 @100% Load	80 K	80 K	71 @100% Load	55 @100%	80 K
Locked rotor time	90.0 F @FL	17 s (hot)	11 s (hot)	Not Listed	Not Listed	6 s (hot)	Not Listed	Not Listed	25 s (hot)
Service factor	1	1.15	1.15	1	1.15	1.15	1.15	1.25	1.25
Duty cycle	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	S1
Ambient temperature	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)
Altitude	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level
Enclosure	IP43 (TEFC)	IP43 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)
Mounting	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	B34T
Rotation	both	both	both	both	both	both	both	both	both
Preferred preset rotation direction	CCW, seen from drive end side			CCW, seen from drive end side			CCW, seen from drive end side		
Approx. weight	45 lb (20,41 kg)	35 lb (15,88 kg)	32.3 lb (14,65 kg)	57 lb (25,85 kg)	40.5 lb (18,37 kg)	106 lb (48,08 kg)	100 lb (45,36 kg)	100 lb (45,36 kg)	Not Listed
Moment of inertia	Not Listed	Not Listed	0.0963 sq.ft. lb (0.0133 kgm ²)	Not Listed	Not Listed	0.1279 sq.ft. lb (0.0177 kgm ²)	Not Listed	Not Listed	0.2233 sq.ft.lb (0.0309 kgm ²)
Sound pressure level (global)	Not Listed	Not Listed	68.0 dB(A)	Not Listed	Not Listed	68.0 dB(A)	Not Listed	Not Listed	69.0 dB(A)
Foundation loads: • max. traction • max. compression	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed
Load: 100% • Power factor • Efficiency	87.0% 73%	87.1% 88.4%	90.0% 80.0%	91.0 % 82.4 %	81.0% 86.9%	90.0% 81.5%	98% 82.5%	89.5% 88.5%	89% 88.5%
Load: 75% • Power factor • Efficiency	81.7% 72.9%	86.7 % 82.1%	86% 78.5%	88.2% 81.3%	79.2% 85.6%	86.0% 81.5%	98.1% 81.3%	87.5% 89.1%	85.0% 88.5%
Load: 50% • Power factor • Efficiency	71.8% 71%	85.5% 72.2%	76% 75.5%	81% 77.4%	67.6% 83.2%	76% 80%	97.8% 77.4%	81.1% 87.9%	76% 86.5%

MOTOR SPECIFICATIONS TEV-585 | TEV-745 | TEV-768

	TEV-585			TEV-745			TEV-768	
Power	7.5 HP (5,5 kW)			10 HP (7,5 kW)			15 HP (11 kW)	
Energy efficiency (NEMA)	premium			premium			premium	
Rated voltage	208-230V	208-230/460V	575V	208-230V	208-230/460V	575V	208-230/460V	575V
No. of phases	1ph	3ph	3ph	1ph	3ph	3ph	3ph	3ph
Frequency	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz	60Hz
Frame	213TC	213TC	213/5TC	215TC	215TC	213/5TC	254Tc	254/6TC
Poles	2	2	2	2	2	2	2	2
Rated speed	3465 rpm	3450 rpm	3520 rpm	3500 rpm	3535 rpm	3520 rpm	3545 rpm	3530 rpm
Slip	3.06%	3.19%	2.22%	Not Listed	Not Listed	2.22%	Not Listed	1.95%
Rated current	36-32 A	19.68-17.8/8.9 A	7.01 A	44-41.5 A	26.1-23.6/11.8 A	9.28 A	39.25-35.5/17.8 A	13.8 A
L. R. Amperes	189 A 230V	63.5A @460V	50.5 A	249 A @230V	80A @460V	66.8 A	114 A @460V	92.2 A
ll/In	7.8 Code J	8.2 Code J	8.2 Code J	6.8 Code G	7.2 Code H	7.2 Code H	7.6 Code H	7.6 Code H
No load current	8.36 A	3.20 A @460V	2.16 A	9.00 @230V	3.5 A @460V	2.72 A	6.50 A @460V	4.80 A
Rated torque	11.30 ft-lbs (15.30 Nm)	11.10 ft-lbs (15.05 Nm)	11 ft-lbs (14.91 Nm)	15 ft-lbs (20.33 Nm)	14.9 ft-lbs (20.20 Nm)	14.7 ft-lbs (19.93 Nm)	22.2 ft-lbs (30.10 Nm)	22 ft-lbs (29.83 Nm)
Locked rotor torque	280%	270%	270%	220%	210%	210%	240%	240%
Breakdown torque	165%	216%	210%	173%	201%	220%	167%	220%
Design	L	B	B	L	B	B	B	B
Insulation class	F	F	F	F	F	F	F	F
Temperature rise	80 @100% Load	80 K	80 K	85 @100% Load; 115 @115% Load	85 @100% Load; 115 @115% Load	80 K	85 @100% Load; 115 @115% Load	80 K
Locked rotor time	8 s (hot)	Not Listed	Not Listed	Not Listed	Not Listed	24 s (hot)	14 s (hot)	25 s (hot)
Service factor	1	1.15	1.15	1	1.15	1.25	1.15	1.25
Duty cycle	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous
Ambient temperature	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)	-4°F to 176°F (-20°C to +80°C)
Altitude	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level	3280 ft (1000 m) above sea level
Enclosure	IP43 (TEFC)	IP43 (TEFC)	IP55 (TEFC)	IP43 (TEFC)	IP43 (TEFC)	IP55 (TEFC)	IP55 (TEFC)	IP55 (TEFC)
Mounting	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1	Rigid/F1
Rotation	both	both	both	both	both	both	both	both
Preferred preset rotation direction	CCW, seen from drive end side			CCW, seen from drive end side				
Approx. weight	150 lbs (68.04 kg)	160 lbs (72.57 kg)	156 lbs (70.76 kg)	152 lbs (68.95 kg)	175 lbs (79.37 kg)	174 lbs (78.93 kg)	208 lbs (94.35 kg)	260 lbs (118 kg)
Moment of inertia	Not Listed	Not Listed	0.4665 sq.ft. lb (0.0645 kgm ²)	Not Listed	Not Listed	0.6362 sq.ft. lb (0.0880 kgm ²)	Not Listed	1.26 sq.ft.lb (0.1742 kgm ²)
Sound pressure level (global)	Not Listed	69.0 dB(A)	69.0 dB(A)	Not Listed	72.0 dB(A)	72.0 dB(A)	72.0 dB(A)	72.0 dB(A)
Foundation loads: • max. traction • max. compression	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed	Not Listed
Load: 100% • Power factor • Efficiency	93.5% 81.5%	87% 92.2%	88% 89.5%	93.2% 83.8%	87% 91.7%	90% 90.2%	87% 91%	88% 91%
Load: 75% • Power factor • Efficiency	90.4% 77.8%	83% 89.5%	84% 89.5%	92.9% 83.9%	92.4% 86.9%	87% 90.2%	83.5% 91.0%	85% 91%
Load: 50% • Power factor • Efficiency	87% 80%	74.5% 86.5%	75% 87.5%	90.3% 81.3%	78.5% 91.7%	79% 89.5%	70.5% 90.6%	77% 89.5%

NOISE LEVEL

	Static pressure (in. WG)	Noise level in dB(A)			
		at 3.3 ft (1 m)	at 6.5 ft (2 m)	at 9.8 ft (3 m)	at 13.1 ft (4 m)
TEV-359	0	84	78	74	72
	1	83	77	73	71
	2	82	76	72	70
	3	82	76	72	70
	4	80	74	70	68
TEV-3110	0	87	81	77	75
	1	86	80	76	74
	2	86	80	76	74
	3	86	80	76	74
	4	86	80	76	74
TEV-559	0	88	82	78	76
	1	89	83	79	77
	2	89	83	79	77
	3	89	83	79	77
	4	88	82	78	76
	5	88	82	78	76
TEV-585	0	95	89	85	83
	1	95	89	85	83
	2	94	88	84	82
	3	94	88	84	82
	4	93	87	83	81
	5	92	86	82	80
TEV-745	0	92	86	82	80
	2	91	85	81	79
	4	90	84	80	78
	6	89	83	79	77
	8	89	83	79	77
TEV-768	0	97	91	87	85
	2	96	90	86	84
	4	95	89	85	83
	6	95	89	85	83
	8	95	89	85	83

Authorized Plymovent Distributor:

Product type

TEV (60Hz)

Article no.

Refer to tables

Product category

Extraction fans

Version

22MAY2023/F

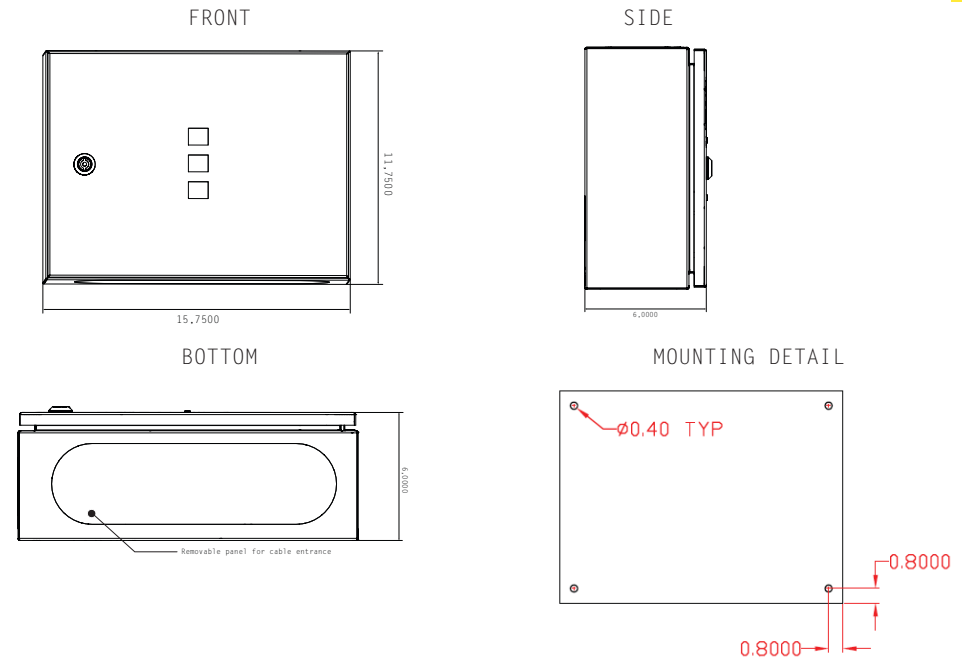
Always check the latest version on www.plymovent.com

TITLE PAGE

SECTION FOUR	OS 3 Control Panel
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Product: OS-3 control box

Scope of products available			
Horse power	Voltage	Phase	Amperage
1	115 V	1 PH	12.8 A
1	208-230 V	1 PH	6.4 A
1	208 V	3 PH	3.2 A
1	460 V	3 PH	1.5 A
1.5	115 V	1 PH	17 A
1.5	208-230 V	1 PH	8.8 A
2.0	208 V	3 PH	4.3 A
1.5	460 V	3 PH	2 A
3	115 V	1 PH	N/A
3	208-230 V	1 PH	14.6 A
3	208 V	3 PH	8 A
3	460 V	3 PH	4 A
5	208-230 V	1 PH	22 A
5	208 V	3 PH	13 A
5	460 V	3 PH	6 A
7.5	208-230 V	1 PH	32 A
7.5	208 V	3 PH	19 A
7.5	460 V	3 PH	9 A
10	208-230 V	1 PH	40 A
10	208 V	3 PH	26 A
10	460 V	3 PH	12 A
15	208 V	3 PH	37.6 A
15	208-230 V	1 PH	36 A



Notes:

1. UL CUL (cULus) 508A listed
2. Enclosure material: carbon steel
3. Enclosure color: RAL-9002 (grey-white)
4. Enclosure rating: NEMA 12
5. OS-3 Control box can be set for both manual and automatic control of fan
6. Wireless receiver input contact: 24V
7. Filter status indicator light on front panel
8. Fan run-time counter adjustable from 3 to 60 min
9. Automatic mode will start the central fan via pressure or temperature sensor
10. Wire access is through the underside access panel only. Drilling holes through the enclosure voids all Plymovent warranties and the NEMA rating.

Job Name: Lakeville Fire Station	DWG BY: TV	Revision: A	Rev. Date: 20APR2023
Engineer:	Plymovent Corp. 5 Corporate Drive Cranbury, NJ 08512 800-644-0911		OS-3
Customer:			

OS-3 FAN OPERATION SYSTEM



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EN – ORIGINAL INSTRUCTION

All rights reserved. The information given in this document has been collected for the general convenience of our clients. It has been based on general data pertaining to construction material properties and working methods known to us at the time of issue of the document and is therefore subject at any time to change or amendment and the right to change or amend is hereby expressly reserved. The instructions in this publication only serve as a guideline for installation, use, maintenance and repair of the product mentioned on the cover page of this document. This publication is to be used for the standard model of the product of the type given on the cover page. Thus the manufacturer cannot be held responsible for any damage resulting from the application of this publication to the version actually delivered to you. This publication has been written with great care. However, the manufacturer cannot be held responsible, either for any errors occurring in this publication or for their consequences.

To improve comprehension for people whose first language is not English, we have written parts of this manual in Simplified Technical English (STE). STE is a controlled language originally developed for aerospace industry maintenance manuals. It offers a carefully limited and standardized subset of English, along with specific writing rules.

PREFACE

Using this manual

Pictograms and symbols

The following pictograms and symbols are used in this manual:

	TIP Suggestions and recommendations to simplify carrying out tasks and actions
	ATTENTION A remark with additional information for the user. A remark brings possible problems to the user's attention.
	CAUTION! Procedures, if not carried out with the necessary caution, could damage the product, the workshop or the environment.
	CAUTION Denotes risk of electric shock.
	WARNING! Fire hazard! Important warning to prevent fire.
	WARNING! Explosion hazard! Important warning to prevent explosions.
	Personal protective equipment (PPE) Instruction to use respiratory protection when you do service, maintenance and repair jobs, as well as during functional testing. We recommend to use a half-face respirator according to DIN EN 141/143, protection class P3.
	Personal protective equipment (PPE) Instruction to use protective gloves when you do service, maintenance and repair jobs.

Text indicators

Listings indicated by "-" (hyphen) concern enumerations. Listings indicated by "•" (bullet point) describe steps to perform.

Service and technical support

For information about specific adjustments, maintenance or repair jobs which are not dealt with in this manual, please contact the supplier of the product. He will always be willing to help you. Make sure you have the following specifications at hand:

- product name
- serial number

You can find these data on the identification plate.

Product indications

Unless specifically stated, the contents of this manual applies to the OS-3.

1 INTRODUCTION

1.1 Identification of the product

The identification plate contains, among other things, the following data:

- product name
- serial number
- supply voltage and frequency
- power consumption

1.2 General description

The OS-3 control box is an energy saving control unit designed to be used for controlling exhaust fans in vehicle exhaust systems, with or without a particle filtration system. Together with a pressure switch and optional temperature switch, this energy saving controller makes a fully automatic system for the control of the vehicle exhaust fan. The controller can be set for both manual or automatic control of the fan. Depending on the configuration of a system, several options for switches and remote start functions are available. The two most common types of switches that are typically used are a pressure switch to detect pressure differences in the system when a vehicle is connected, and, an optional temperature switch to detect temperature levels in the system also created when a vehicle is connected.

The OS-3 also includes an alarm output, which can be used for status output to an onsite control system (by others). A built-in delay off function will ensure that the fan continues to run for some time after the vehicle has been disconnected, this ensures all of the toxic gases in the duct system will be exhausted out of the ducting before the fan stops. The delay off time can easily be adjusted between 3 minutes - 60 minutes.

1.3 Technical specifications

Product combinations

L x W x H	15.75 in. x 6 in. x 11.75 in. (400 mm x 150 mm x 300 mm)
Dimension mounting hole	Ø 0.4 in. (10 mm)
Mounting hole location	14.15 in. x 10.15 in. (360 mm x 260 mm) on centers
Weight	25 lbs (11.5 kg)
Box rating	NEMA 1
Compliant with	CE, NFPA, cUL*
Delay off timer range	3 minutes - 60 minutes
Operating temperature:	
min.	41°F (5°C)
nom.	68°F (20°C)
max.	140°F (60°C)
Max. relative humidity	80%
Storage conditions	41-104°F (5-40°C) relative humidity max. 80%
Suitable for outdoor use	No
*For most up-to-date UL information, including on Plymovent, please visit the online certifications directory at www.ul.com .	

	Refer to the available product data sheet for detailed product specifications.
---	--

1.4 Transportation

The OS-3 control box is delivered as self-contained exhaust system controller complete with functions for manual run, and automatic start with delay off and stop.

The manufacturer cannot be held liable for any damage to the unit due to shipping or mishandling. Always handle the unit and the accompanying options and/or accessories, if any, with care.

2 PRODUCT DESCRIPTION

2.1 Product components

The product consists of the following main components and elements:

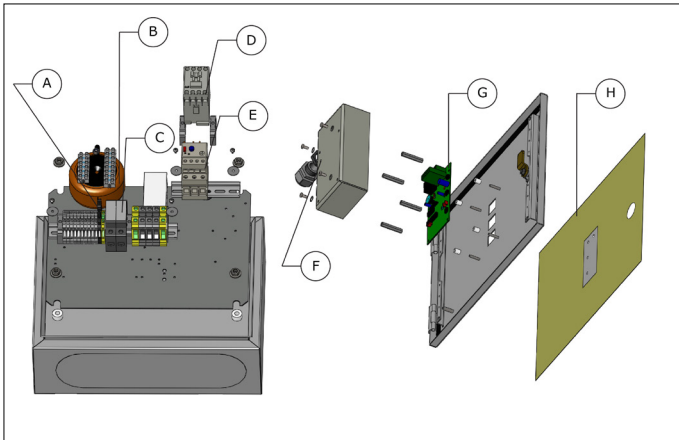


Fig. 2.1 Exploded view

- A - Fuse low voltage
- B - Transformer
- C - Fuses high voltage
- D - Contactor
- E - Overload Relay
- F - Adjusting Hole for Timer
- G - Circuit Board
- H - Membrane

3 SAFETY INSTRUCTIONS

General

The manufacturer does not accept any liability for damage to the product or personal injury caused by ignoring the safety instructions in this manual, or by negligence during installation, use, maintenance, and repair of the product mentioned on the cover of this document and any corresponding accessories. Specific working conditions or used accessories may require additional safety instructions. Immediately contact your supplier if you detect a potential danger when using the product.

The user of the product is always fully responsible for observing the local safety instructions and regulations.

User manual

- Everyone working on or with the product must be familiar with the contents of this manual and must strictly observe the instructions therein. The management should instruct the personnel in accordance with the manual and observe all instructions and directions given.
- Never change the order of the steps to perform.
- This user manual should always be kept with the product, as well as a duplicate copy be kept by the fire department or city service department after installation.
- The examples and diagrams in this manual are included solely for illustrative purposes. Because of the many variables and requirements associated with any particular installation, Plymovent cannot assume responsibility or liability for actual use based on the examples and diagrams.
- No patent liability is assumed by Plymovent with respect to use of information, circuits, or equipment described in this manual.
- Reproduction of the contents of this manual, in whole or in part, without prior written permission of Plymovent is prohibited.

Pictograms and instructions on the product (if present)

- The pictograms, warning and instructions attached to the product are part of the safety features. They must not be covered or removed and must be present and legible during the entire life of the product.
- If pictogram, instructions or labels on the product become damaged, missing or illegible immediately discontinue use of the unit and replace or repair damaged or illegible pictogram, warnings and instructions.
- Contact your local authorized service technician for support.

Users

The use of this product is exclusively reserved to authorized, trained and qualified users. Temporary personnel and personnel in training can only use the product under supervision and responsibility of skilled technicians.

Intended Use¹

The product has been designed as a control box to operate a Plymovent exhaust extraction fan. Using the product for other purposes is considered contrary to its intended use. The manufacturer accepts no liability for any damages or injury resulting from such use. The product has been built in accordance with state-of-the-art standards and recognized safety regulations. Only use this product when in accordance with its intended use and the instructions explained in the user manual.

Technical specifications

The specifications given in this manual must not be altered from the information given here within. This information is subject to change at any time with or without notice.

Modifications

Modification of (parts of) the product is not allowed, except the bottom plate, which is allowed to be used as entrance point for external cabling.

Installation

- The installation of this product is exclusively reserved to authorized, well-trained and qualified electrician.
- All installations must meet any and all applicable local laws, regulations, standards and requirements.
- It is the responsibility of the installing party to ensure that all codes are met during the installation of this control system. Any inspections required are the sole responsibility of the installing party.
- Inspect the product and check it for damage.
- Verify the functioning of the safety features.
- Never install the product in front of entrances and exits which must be used for emergency services.
- Make sure that the workshop, in the vicinity of the product, contains sufficient approved fire extinguishers.
- It is recommended that the control box be mounted at approximately 6 feet (1.8 m) above finished floor level to facilitate operator use and service if necessary.

Use

- Check the working environment. Do not allow unauthorized persons to enter the working environment.
- Protect the product against water and humidity.
- Stay alert and keep your attention to your work. Do not use the product when you are under the influence of drugs, alcohol or medicine.
- Make sure the room is always sufficiently ventilated; this applies especially to confined spaces.

1. "Intended use" as explained in EN-ISO 12100 is the use for which the technical product is suited as specified by the manufacturer, inclusive of manufacturers directions in the sales brochure. In case of doubt, it is the use which can be deduced from the construction, the model and the function of the technical product which is considered normal use. Operating the machine within the limits of its intended use also involves observing the instructions in the user manual.

Service, maintenance and repairs

	WARNING! Maintenance should only be performed by authorized, qualified and trained persons (skilled) using appropriate work practices.
	WARNING! Electrocution hazard Disconnect mains before servicing. Failure to do so could result in serious personal injury or death.

4 INSTALLATION

	WARNING! Do not attempt installation of this unit unless you are familiar with the necessary tools, equipment, utility connections and potential hazards. Installation should be performed only by a qualified service provider. Failure to do so could result in reduced performance of the unit, serious personal injury or death.
	WARNING! Fire hazard Never install the control box in areas with flammable gases.
	ATTENTION The OS-3 control box is delivered without cables for external field wiring. All interconnect cables/wire size used shall be supplied by others and comply with UL, NEC and all other national and local standards codes. The glands used for inserting the cable into the OS-3 control box should be placed in the bottom of the casing. The cable should fit tightly in the gland to prevent any moisture entering the inside of the OS-3 control box.

4.1 Unpacking

Check that the product is complete. The package should contain:

- OS-3 control box
- door key

4.2 Electric connection

Connect the OS-3 in accordance with the separately supplied electrical diagram.

	CAUTION! Electric connection to be executed in accordance with local requirements. Ensure compliance with the EMC regulatory arrangements.
	WARNING! Make sure the machine is suitable for connection to the local mains. Information about the connection voltage and frequency can be found on the identification plate.
	ATTENTION The thermal relay should be set according to the overload mentioned on the identification plate on the motor.

4.3 Primary wiring procedure

4.3.1 Terminal block 1

Is located in the lower left-hand corner of the OS-3 control box and consists of incoming power electrical terminal blocks L1, L2, L3. It is important to note on single phase boxes, L3 will

not be installed. Outgoing power to the fan motor via the overload output locations T1, T2, T3 on single phase control boxes the T3 terminal will be occupied by a wire looping "back through" the contactor, this is necessary for proper operation and should not be altered. Ground should be landed on terminal strip on the green and yellow terminal block, low voltage control wiring terminal blocks (0, 24V and 1 through 8) and electrical overload uses for protection for both primary (F1, F2) and secondary (F3).

NOTE: Primary line voltage must not be greater or less than 8% of rated voltage listed on voltage tap. For example, Tap 120 volt (110 – 130 voltage range is acceptable) for excessively low line voltage, a buck boost transformer maybe required. (Supplied by others).

4.3.2 Primary voltage wiring

On the right side of the terminal block is the first terminal block marked GND (green ground), here you will connect your ground wire (properly sized per NEC). In the second terminal block marked L1, you will connect your first power wire. In the third terminal block marked L2, you will connect your second power wire. For the fourth terminal block (when applicable), marked L3, you will connect your third power wire.

NOTE: The line supply voltage from your building, which will supply your motor, shall be connected directly to L1, L2 for single phase and L1, L2, and L3 for 3-phase. Re-check that rated voltage corresponds with supply voltage to avoid damage to electrical components or control wiring.

Table 2A on page 14 and Table 2B on page 15 show the fan component sizing charts.

Please refer to local codes and requirements, these will take precedence over the supplier wiring chart at the back of this manual.

4.3.3 Field power wiring of control box, safety disconnect and fan motor

The primary wiring of the electrical system must be rated for the maximum amps and HP rating of the fan motor load as well as the wiring voltage drop, which is calculated for the distance, you are running. See Plymovent Wiring Chart in the back of this manual as a guide for wiring. It is critical to always follow local code requirements for selecting wire in instances where they differ from Plymovent published recommendations.

NOTE: Field wiring, power supply panel and electrical safety disconnect are provided by others. Plymovent assumes no liability for any electrical installation and all national and local codes and standards should be followed.

4.4 Primary wiring procedures (control wiring)

4.4.1 Control voltage wiring

The terminal blocks 0, 24V and 1 through 8 are used for low voltage control wiring of optional wireless control system, remote mounted pressure switch for starting functions, clean filter indicator and temperature switch. An optional remote alarm relay connection is available for connection to Building Automation Systems (BAS).

4.4.2 Pressure switch / temperature switch (engine start/stop)

The pressure switch and optional temperature switch, which is sold separately, will be wired to terminal block 1 and 2. If more than one pressure/temperature switch is utilized in a system they must be wired in parallel to achieve proper operation.

NOTE: Control wires supplying terminal block 1 and 2 must be a minimum of 16 AWG/1.29 mm², smaller wire sizing will result in improper system operation.
A momentary manual push button start switch can also be placed in parallel in this circuit for remote starting of the system.

4.4.3 Remote alarm (optional)

Terminals 3, 4, and 5 are a relay dry contact connection for a Building Automation System (BAS). Terminal block 3 provides the common connection, terminal 4 provides a normally closed contact connection and terminal 5 provides a normally open contact connection.

NOTE: Relay output is a dry contact potential free and will require additional control equipment depending on its use.

4.4.4 Pressure switch (filter alarm)

An exhaust ventilation particulate filter (such as the Plymovent Multi Smoke Filter) may be provided with an adjustable pressure indicator switch, which monitors the filters useful life. Terminals 6 and 7 (potential free) are utilized to connect and operate the pressure indicator switch. When the filter becomes dirty, the pressure switch will send a signal to the control box and in-turn will flash the Fan On LED indicator light, located on the face of the OS-3 control panel, when the fan motor is running. Indicating a filter change is required.

4.5 Transformer wiring procedure

4.5.1 Multi-tap control transformer

Designed by Plymovent to allow the field electrician the ability to select the primary voltage of his choice. This voltage selection ranges from 120 volt through 600 volt VAC. The transformer has been designed to operate in both 50 and 60 Hz environments.

NOTE: Primary line voltage must not be greater or less than 8% of rated voltage listed on voltage tap. For example, Tap 120 volt (110 – 130 voltage variant acceptable) for low line voltage, a buck boost transformer maybe required. (Supplied by others).

4.5.2 Primary voltage connection

On the top right side of transformer you will find a terminal block with 8 points of connection. Common black wire is connected to the top terminal block (black to yellow wire) and will always remain in this position regardless of the voltage adjustment that you will be making. The voltage adjusting gray wire is preset for the voltage ordered. You may be required to reposition the voltage adjusting wire to the line supply voltage present at your installation/facility. For example, adjusting to 120 volt line voltage, move the voltage adjusting wire to wiretap second from the top of terminal block (black to white). View yellow label for correct wiretap color for each available voltage.

NOTE: Improper wiring will result in damage of other electrical components. Re-check that rated voltage corresponds with supply voltage to avoid damage to electrical components.

Always ensure power is off and all required procedures for facility (such as lock out tag out) are properly followed before making any adjustments to the control system.



WARNING!

Procedures which, if not carried out with the necessary caution, may damage the product and/or cause serious personal injury.

4.5.3 Secondary voltage connection

On the left side of the transformer you will view a terminal block with 2 points of connection: one orange and one purple. The wire taps will produce 24 VAC.

NOTE: The secondary voltage connections are preset from the factory, and shall never be changed.

4.5.4 Electrical wiring

All electrical wiring which includes primary, secondary and control wiring must be done by a certified/licensed electrician and in accordance with the NEC.

4.6 Pressure switch procedure

4.6.1 Pressure switch

Plymovent has incorporated a pressure switch, which senses the exhaust gas pressure generated by the vehicle. This adjustable pressure switch allows the electrical controller to start the operation of the fan. The pressure switch has been preset at 0.1 inch H₂O and is field adjustable.

4.6.2 Electrical wiring

The pressure switch utilizes a parallel connection with an optional temperature switch, which is connected to terminals 1 and 2 located on terminal block 1 (X1). Both the pressure and the temperature switch will maintain a normally open position when vehicle is not in operation.

NOTE: Electrical wiring providing signal to temperature and pressure switch must be 16 AWG/1.29 mm² wire (minimum) size and should not be ran on top of fluorescent light fixtures or with other wire cables due to induced current and or electrical interference. Control wiring must be done by certified/licensed electrician.

4.6.3 Pressure adjustment procedure

The pressure switch allows for field adjustments by placing a screwdriver in the slotted screw in the back of the switch. By turning the dial clockwise (in) you will increase the sensitivity and by turning the dial counter clockwise (out) you will decrease the sensitivity. To reset the pressure switch adjustment in the field, with the power off, disconnect the 2 low voltage wires and connect a continuity meter across the 2 terminals of the switch and slowly turn adjusting screw clockwise (in) until you get continuity (contacts closed), then turn the screw counter clockwise (out) 1 complete turn. The pressure setting, may vary up or down depending on the vehicles output pressure. To accurately adjust the pressure switch start the vehicle and check that the fan starts immediately, turn off vehicle and the exhaust fan should run for maximum 5 minutes.

NOTE: If exhaust fan does not start, adjust the pressure switch by turning adjusting screw clockwise (in) 1/8 of a turn and restart the vehicle. If the fan still does not start repeat procedure. If fan starts when the vehicle is not running decrease pressure setting on pressure switch by turning adjustment screw counter clockwise (out) 1/4 turn.

4.7 Temperature switch procedure

4.7.1 Optional temperature switch

Plymovent has incorporated an optional temperature switch, which senses the exhaust gas temperature generated by the vehicle. This adjustable bi-metal temperature switch allows the electrical controller to maintain the operation of the fan for as long as the vehicle is running. The adjustment scale ranges from 90 °F (30 °C) to 130 °F (55 °C), which allows the field installer the ability to adjust the temperature setting.

4.7.2 Electrical wiring

The temperature switch utilizes a parallel connection with the pressure switch, which is connected to terminals 1 and 2 located at terminal block 1 (X1). Both the temperature and the pressure switch will maintain a normally open position when vehicle is not in operation.

NOTE: Electrical wiring providing signal to temperature and pressure switch must be 16 AWG/1.29 mm² wire size and should not be ran on top of fluorescent light fixtures or with other wire cables due to induced current and or electrical interference. Control wiring must be done by certified/licensed electrician.

4.7.3 Temperature adjustment procedure

The temperature switch allows for field adjustment by placing a screwdriver in the slotted dial in the center of the switch. By turning the dial counter clockwise you will decrease the temperature setting and by turning the dial clockwise you will increase the temperature setting. The recommended setting will be between 120 °F (49 °C) to 130 °F (55 °C). To accurately adjust the temperature switch start the vehicle and allow to run for 10 minutes, turn off vehicle and the exhaust fan should run for approximately 5 to 15 minutes after the vehicle has been turned off.

NOTE: If exhaust fan cycles on and off when vehicle is running, it will be necessary to increase the timer setting located at controller card (see instructions). If fan starts when the vehicle is not running, increase temperature setting on temperature switch.

4.8 Wireless control system procedure

4.8.1 Optional wireless control system

The Wireless Transmitter and Receiver is an optional feature designed to facilitate remotely mounting the pressure switch and/or temperature switch on the crabs of a STRA rail system and on the ductwork system of the SBTa track system. The receiver includes an external antenna. The receiver utilizes spread spectrum technology and offers excellent electromagnetic interference (EMI) tolerance. Units are designed to work with the Plymovent Wireless 2400 MHz transmitters and has a range of 500 feet (150 m). These products will not interfere with or be affected by Wi-Fi systems. The learning receiver can learn up to 24 different transmitters. The receiver shall operate on 24 VAC and be mounted in a non-metallic enclosure with a clear see through lid approximately 8 to 10 feet (2.4 m to 3 m) above the finished floor level, directly above the OS-3 Automatic Controller.

4.8.2 Electrical wiring connections

Connect the red wire labeled 12-24V to terminal 24V on terminal strip X1, connect the black wire labeled GRND to terminal 0 on terminal strip X1, connect the blue wire labeled C to terminal 1 on terminal strip X1, connect the orange wire labeled NO to terminal 2 on terminal strip X1 inside OS-3 control box.

For wireless system programming refer to the wireless control system product manual.

systems and temperature switches to detect temperature level in the system.

The OS-3 control box also includes a visible alarm device, which can be used for status of the airflow in the exhaust system. A built in "after running time" function will secure that toxic gases in the duct system will be exhausted out of the ducting before the fan stops. The after running time can easily be adjusted between 3 minutes - 60 minutes.

When the control unit is set into "automatic" position, the exhaust fan is started by a signal from an externally mounted pressure, or/and temperature switch. Normally the system is activated by the pressure switch and kept running by the optional temperature switch.

5.1.1 Pressure switch

The pressure switch reacts to an increase in pressure within the hose (positive pressure) which occurs in the system when a vehicle is started up or attached while it is running. The pressure switch is adjustable to accommodate various engine sizes. Adjustments to this switch should only be performed by authorized service technician.

5.1.2 Temperature switch (optional)

The optional temperature switch detects when the temperature in the system has reached between 90 °F to 130 °F (32 °C to 54° C) (to be determined and adjusted by an authorized service technician only).

This temperature rise occurs when a running vehicle is attached to the system, and will ensure the system stays running while the vehicle is in operation.

5.1.3 Automatic mode

This mode of operation allows for everyday use when exiting the fire station for emergency calls. When the engine is started, the pressure switch closes, this completes the circuit to the control box causing the fan to turn on. When the engine turns off or the apparatus leaves the fire station, the pressure and/or temperature in the system decreases and the control box enters into a delay off mode. Once the timer has completed its (adjustable) time delay, the fan stops after the preset run time is up.

5.1.4 Manual mode

When the control box is set to the manual run mode, the exhaust fan will run continuously. This should be utilized for stationary running of the vehicles in the fire station for maintenance checks. While in the manual run mode and running a vehicle at HIGH IDLE, operation should be limited to 1500 RPM for 5 minutes. To exit manual run mode, press the STOP button. The system will shut down and automatically return to AUTO START and be ready for the next emergency call. For 2007 or newer diesel vehicles with DPF (Diesel Particulate Filter) units should never be allowed to "regenerate" while connected to the exhaust system. Vehicles which have recently undergone "regeneration" should not be connected to the system until normal exhaust gas operating temperatures have returned.

5.1.5 Stop mode

When pressing the stop button, the fan will stop immediately, and after a short period of time (2-3 seconds), the control box will automatically move back into automatic mode. This is a built-in safety function which will reduce the risk of having exhaust gas leakage in the system due to operator error.

5.1.6 Alarm mode

The alarm device will detect high pressure loss across the optional filter unit. When the Fan on LED indicator light is

5 USE

5.1 Operation

The controller can be set for both manual or automatic control of the fan. Depending on system, different switches for starting the system can be used. Mainly two types of switches will be used; pressure switch to detect pressure difference in

flashing, the pressure across the filter has exceeded the acceptable range, the filter should be replaced as soon as possible to maintain proper system operation.

6 MAINTENANCE

The OS-3 requires no specific maintenance.

7 TROUBLESHOOTING

If the OS-3 does not function correctly, please contact your local authorized dealer/technician.

8 SPARE PARTS

Please refer to table 1 on page 11 to view the spare parts available for the OS-3.

9 DISPOSAL

After life of the product, dispose it of in accordance with federal, state or local regulations.

CE DECLARATION

CE & UKCA declaration of conformity for machinery

We, Plymovent Corp., 5 Corporate Drive Cranbury, NJ 08512. United States., herewith declare, on our own responsibility, that the product(s):

- OS-3

which this declaration refers to, is in accordance with the conditions of the following Directives:

- CE EMC 2014/30 EU
- CE LVD 2014/35 EU
- UKCA Electromagnetic Compatibility Regulations 2016
- UKCA The Electrical Equipment (Safety) Regulations 2016

and is/are in conformity with the following harmonized standard(s) and/or other such normative documents + amendments, if any:

- EN ISO 61000-2
- EN ISO 61000-6

Cranbury, the United States of America, 17 March 2023



Kees Janssen
Product Manager

WIRING DIAGRAM

Please refer to figures 9.1-9.4 (below), and figures 1 and 2 on pages 12 and 13 to view the wiring diagrams for the OS-3. Table 2A on page 14 and table 2B on page 15 show the fan component sizing charts for single phase and three phase.

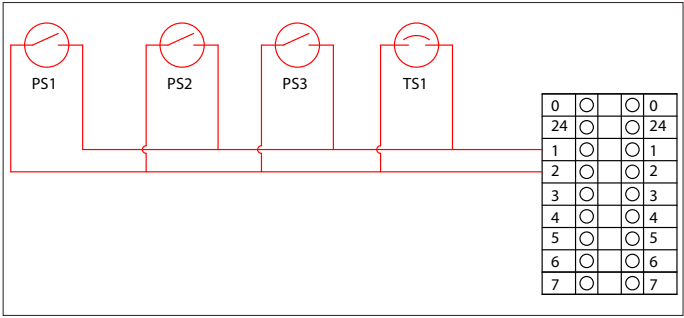


Fig. 9.1 Combination of pressure and temperature switches

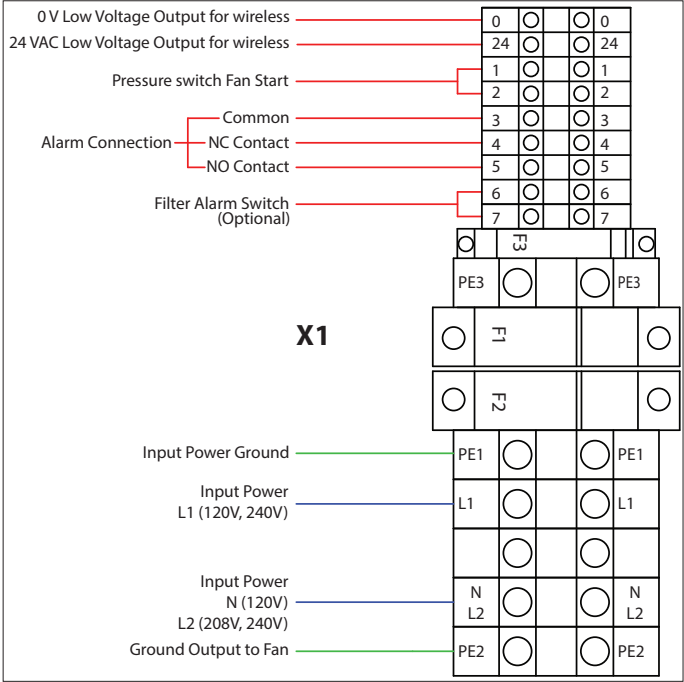


Fig. 9.2 Terminal detail for single phase

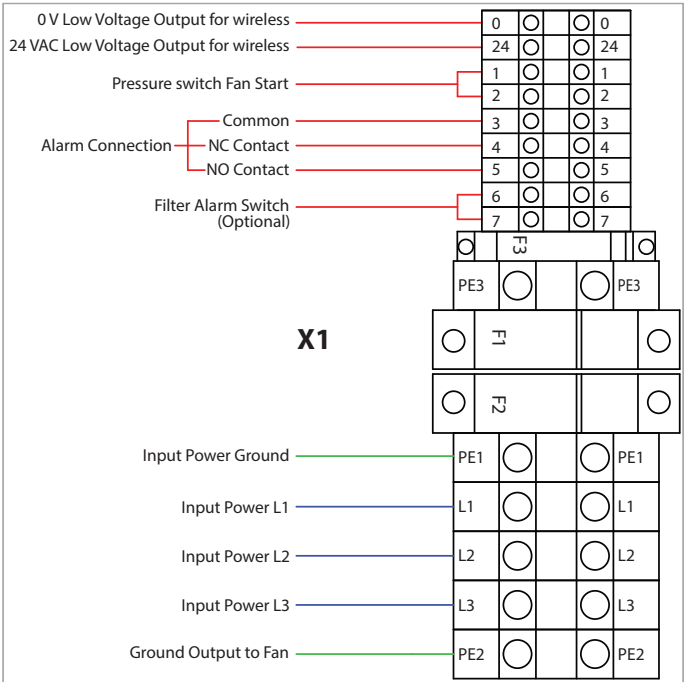


Fig. 9.3 Terminal detail for 3 phase

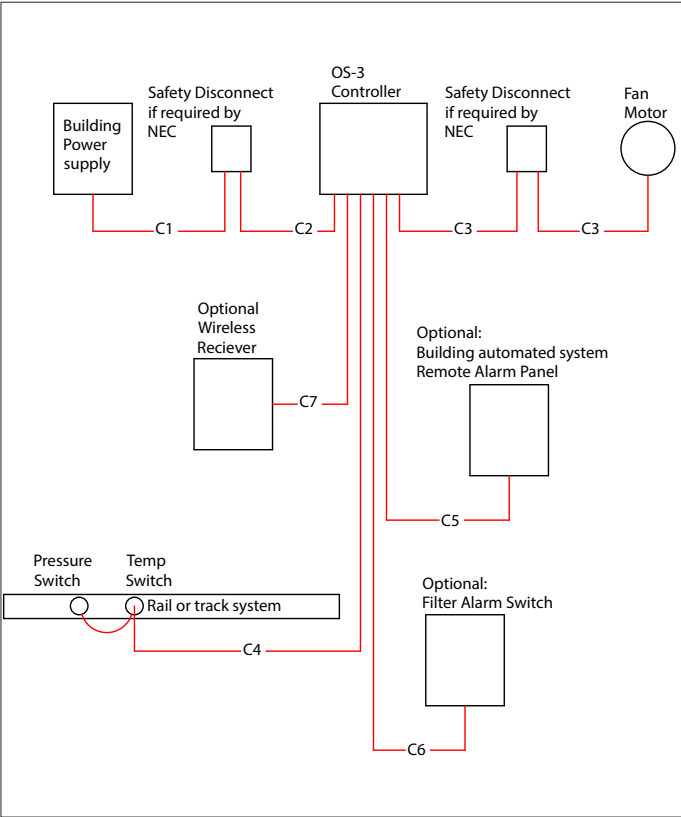


Fig. 9.4 System detail

Table 1 Spare parts

ANNEX

	Article number	Voltage/ phase*	Rated amp load for control box**	Contactor	Overload relay	F1 & F2***	F3***
OS-3 for 1/2 HP fan							
		115V/1ph	7.6	0040900210	0409002200	0000116071	0000101409
		230V/1ph	3.8	0040900210	0000116845	0000116055	0000101409
		230V/3ph	1.78	0040900210	0000116845	0000116055	0000101409
		460V/3ph	0.81	0040900210	0000102769	0000116067	0000101409
		575V/3ph	0.66	0040900210	0000102769	0000116067	0000101409
OS-3 for 3/4 HP fan							
	00000116168	115V/1ph	10.6	0040900210	0409002200	0000116071	0000101409
	00000116169	230V/1ph	5.3	0040900210	0409002200	0000116055	0000101409
	00000116170	230V/3ph	2.41	0040900210	0000116845	0000116055	0000101409
	00000116171	460V/3ph	1.1	0040900210	0000116845	0000116067	0000101409
	00000116172	575V/3ph	0.88	0040900210	0000116845	0000116067	0000101409
OS-3 for 1 HP fan							
	00000116118	115V/1ph	12.8	0040900210	0409002200	0000116071	0000101409
	00000116119	230V/1ph	6.4	0040900210	0409002200	0000116055	0000101409
	00000116120	230V/3ph	3.17	0040900210	0000116845	0000116055	0000101409
	00000116121	460V/3ph	1.43	0040900210	0000116845	0000116067	0000101409
	00000116140	575V/3ph	1.12	0040900210	0000116845	0000116067	0000101409
OS-3 for 1.5 HP fan							
	00000116142	115V/1ph	17	0000102765	0000102576	0000116071	0000101409
	00000116143	230V/1ph	8.8	0040900210	0409002200	0000116055	0000101409
	00000116144	230V/3ph	4.36	0040900210	0409002200	0000116055	0000101409
	00000116145	460V/3ph	1.97	0040900210	0000116845	0000116067	0000101409
	00000116146	575V/3ph	1.56	0040900210	0000116845	0000116067	0000101409
OS-3 for 2 HP fan							
	00000116173	115V/1ph	20.4	0000102765	0000102576	0000116071	0000101409
	00000116174	230V/1ph	10.6	0040900210	0409002200	0000116055	0000101409
	00000116175	230V/3ph	6.25	0040900210	0409002200	0000116055	0000101409
	00000116176	460V/3ph	2.83	0040900210	0000116845	0000116067	0000101409
	00000116177	575V/3ph	2.06	0040900210	0000116845	0000116067	0000101409
OS-3 for 3 HP fan							
	00000116122	230V/1ph	14.6	0040900210	0409002200	0000116055	0000101409
	00000116123	230V/3ph	8.4	0040900210	0409002200	0000116055	0000101409
	00000116124	460V/3ph	3.8	0040900210	0000116845	0000116067	0000101409
	00000116136	575V/3ph	3.04	0040900210	0000116845	0000116067	0000101409
OS-3 for 5 HP fan							
	00000116125	230V/1ph	22	0000102765	0000102576	0000116055	0000101409
	00000116126	230V/3ph	13	0040900210	0409002200	0000116055	0000101409
	00000116127	460V/3ph	5.9	0040900210	0409002200	0000116067	0000101409
	00000116137	575V/3ph	4.72	0040900210	0409002200	0000116067	0000101409
OS-3 for 7.5 HP fan							
	00000116128	230V/1ph	32	0000116828	0000116837	0000116055	0000101409
	00000116129	230V/3ph	19.2	0000116828	0000116837	0000116055	0000101409
	00000116130	460V/3ph	8.66	0040900210	0409002200	0000116067	0000101409
	00000116138	575V/3ph	6.93	0040900210	0409002200	0000116067	0000101409

Table 1 Spare parts

ANNEX

	Article number	Voltage/phase*	Rated amp load for control box**	Contactor	Overload relay	F1 & F2***	F3***
OS-3 for 10 HP fan							
	00000116131	230V/1ph	38.8	0000116828	0000116837	0000116055	0000101409
	00000116132	230V/3ph	25.8	0000116828	0000116837	0000116055	0000101409
	00000116133	460V/3ph	11.7	0040900210	0409002200	0000116067	0000101409
	00000116139	575V/3ph	9.35	0040900210	0409002200	0000116067	0000101409
OS-3 for 15 HP fan							
	00000116134	230V/3ph	37.6	0000116828	0000116837	0000116055	0000101409
	00000116135	460V/3ph	17	0000116828	0000116837	0000116067	0000101409
	00000116141	575V/3ph	13.6	0040900210	0409002200	0000116067	0000101409
Common Parts							
Transformer	00000100381	Multiple tap					
Front panel membrane	00000101644	N/A					
Door key	00806013040	N/A					
Circuit card	0000300040	24 VAC					

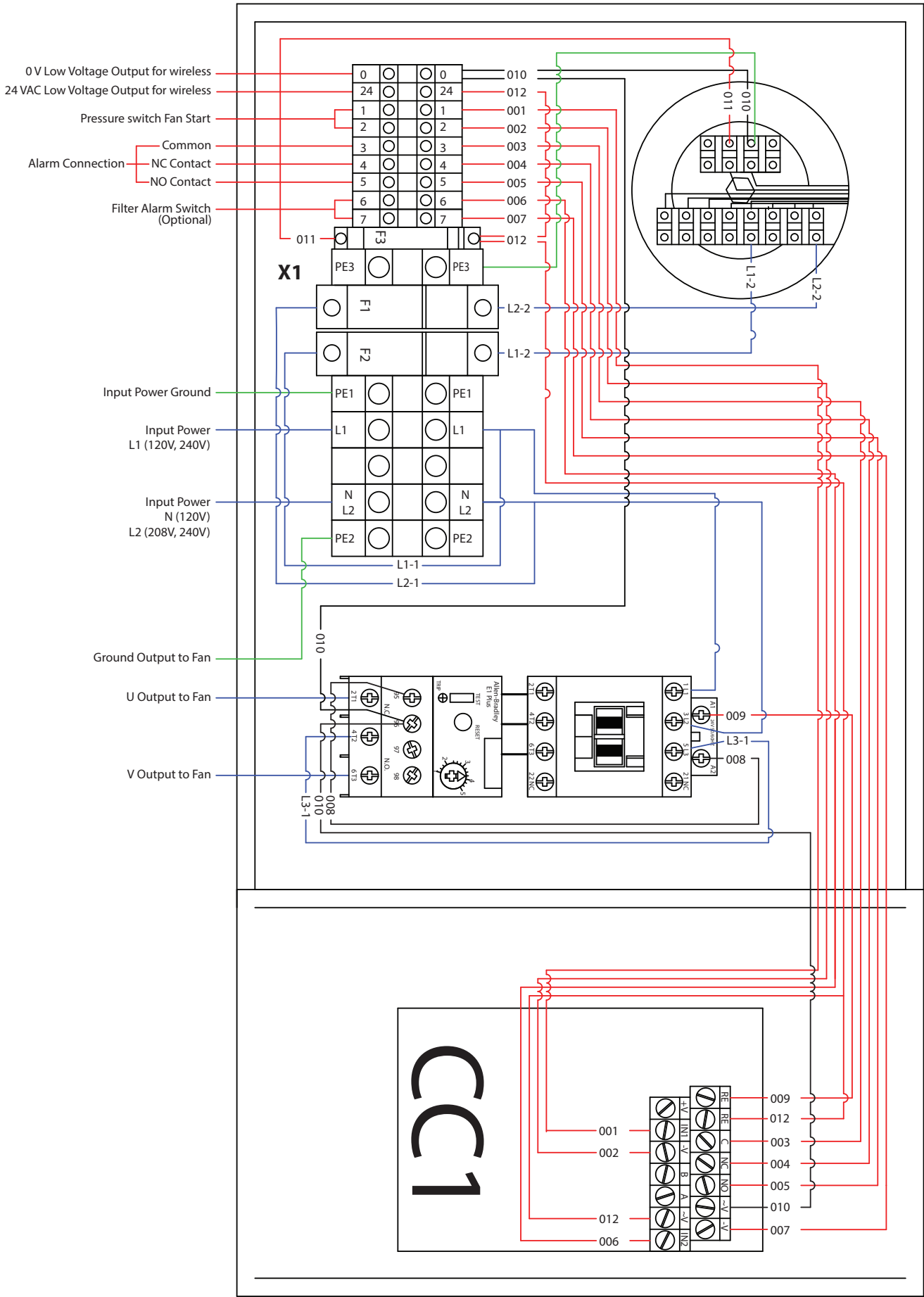
* Voltage not to exceed 8% listed voltage. For 208V adjustment of tap on transformer maybe required (by others).

** Amp load is acquired for a Plymovent fan running at optimal voltage. Adjustment may be required based on local voltages (to be done by proper personnel/technician).

*** Minimum order quantity may be required.

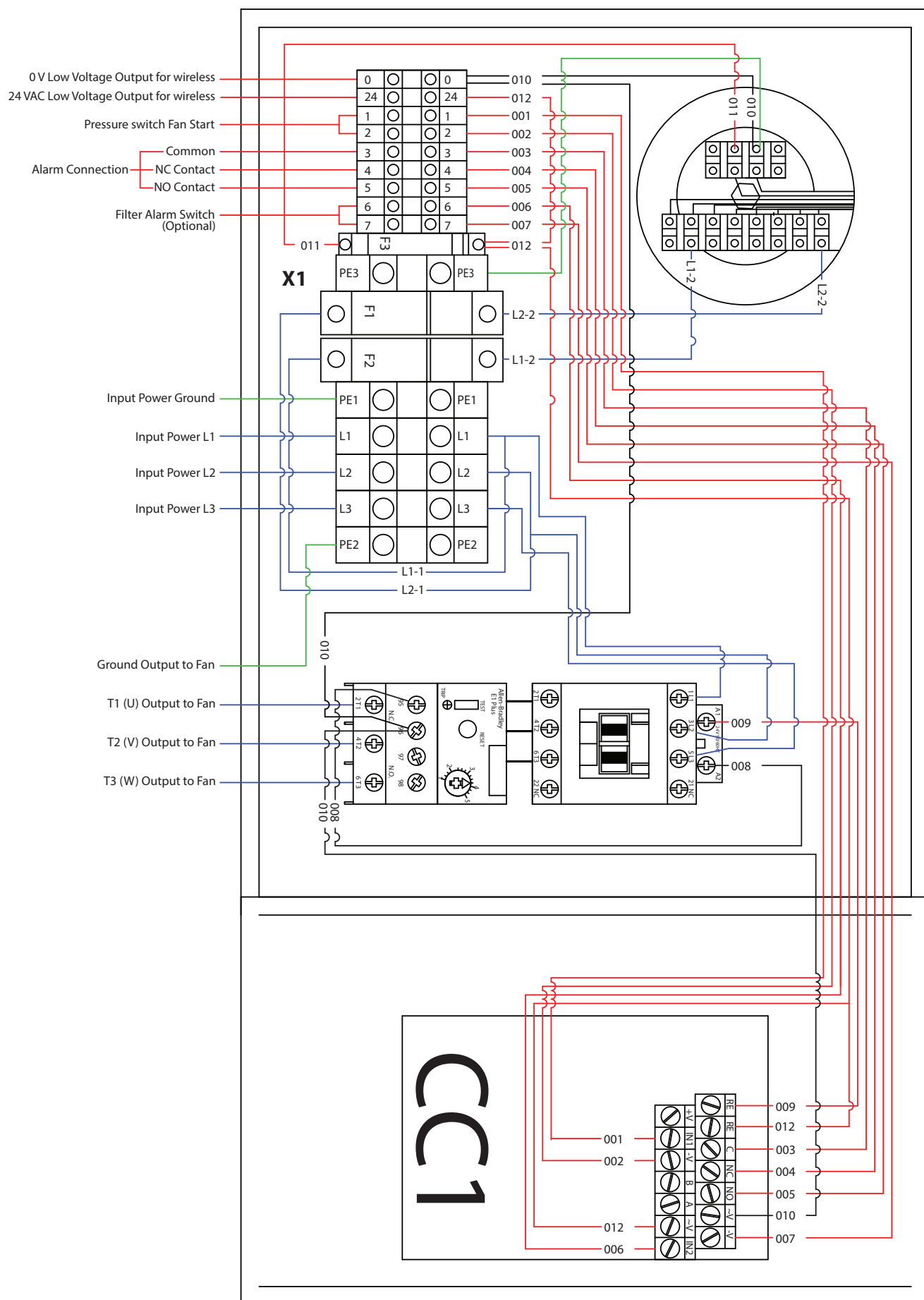
This list is subject to change without notice. Please refer to your local dealer/representative for most up to date documentation.

Figure 1. OS-3 1 Phase Wiring Diagram



NOTE: Ensure that the input voltage is within 8% of the listed voltage on the transformer. If there is a greater than 8% difference, adjust wire L1-2 to the proper input Voltage. The output voltage from the transformer must not to exceed 27VAC.

Figure 2. OS-3 3 Phase Wiring Diagram



NOTE: Ensure that the input voltage is within 8% of the listed voltage on the transformer. If there is a greater than 8% difference, adjust wire L 1-2 to the proper input Voltage. The output voltage from the transformer must not to exceed 27VAC.

Table 2A / Three Phase: Fan Component Sizing Chart

ANNEX

Plymovent product no.	HP rating	Voltage	NEC table 430.250 Amps	Wire size THHN AWG	Length of wire in feet (meters) Start to finish*		Circuit breaker size
					From	To*	
FUA-1300-1-AM	1/2	208	2.4	14	0	478 (145.6)	15A
FUA-1300-2-AM		230	2.2	14	0	576 (175.5)	15A
		460	1.1	14	0	2306 (702.8)	15A
		575	.9	14	0	3524 (1074)	15A
FUA-1800-1-AM	3/4	208	3.5	14	0	327 (99.6)	15A
FUA-1800-2-AM		230	3.2	14	0	396 (120.7)	15A
		460	1.6	14	0	1585 (483.1)	15A
		575	1.3	14	0	2439 (743.4)	15A
FUA-2100-1-AM	1	208	4.6	14	0	249 (75.8)	15A
FUA-2100-2-AM		230	4.2	14	0	302 (92)	15A
		460	2.1	14	0	1208 (368.1)	15A
		575	1.7	14	0	1865 (568.4)	15A
FUA-2700-1-AM	1.5	208	6.6	14	0	173 (52.7)	15A
FUA-3000-1-AM		230	6	14	0	211 (64.3)	15A
FUA-2700-2-AM		460	3	14	0	845 (257.5)	15A
FUA-3000-2-AM		575	2.4	14	0	1321 (402.6)	15A
TEV-359-60	2	208	7.5	14	0	152 (46.3)	15A
		230	6.8	14	0	186 (56.6)	15A
		460	3.4	14	0	746 (227.3)	15A
		575	2.7	14	0	1174 (357.8)	15A
TEV-3110-60	3	208	10.6	14	0	108 (32.9)	15A
FUA-4700-1-AM		230	9.6	14	0	132 (40.2)	15A
FUA-4700-2-AM		460	4.8	14	0	528 (160.9)	15A
		575	3.9	14	0	813 (247.8)	15A
TEV-559-60	5	208	16.7	10	0	173 (52.7)	30A
		230	15.2	12	0	132 (40.2)	20A
		460	7.6	14	0	333 (101.4)	15A
		575	6.1	14	0	519 (158.1)	15A
TEV-585-60	7.5	208	24.2	8	0	191 (58.2)	40A
		230	22	10	0	146 (44.5)	30A
		460	11	14	0	230 (70.1)	15A
		575	9	14	0	352 (107.2)	15A
TEV-745-60	10	208	30.8	8	0	150 (45.7)	40A
		230	28	8	0	182 (55.4)	40A
		460	14	12	0	287 (87.4)	20A
		575	11	14	0	288 (87.7)	15A
TEV-768-60	15	208	46.2	6	0	158 (48.1)	60A
		230	42	6	0	193 (58.8)	50A
		460	21	10	0	305 (92.9)	30A
		575	17	10	0	472 (143.8)	30A

*If wire length is longer than distance listed, upsize to next larger AWG

Note: Guidelines are subject to change without notice. Data supplied from our primary motor supplier. Please confirm at time of order. Plymovent assumes no liability for any electrical installation, all local, city, and the 2014 National Electric Code must be followed. This chart is a minimum standard and to be used as a guideline only. Based on a 3% voltage drop for branch circuits.

Table 2B / Single Phase: Fan component sizing chart

ANNEX

Plymovent product no.	HP rating	Voltage	NEC table 430.248 Amps	Wire size THHN AWG	Length of wire in feet (meters) Start to finish*		Circuit breaker size
					From	To*	
FUA-1301-AM	1/2	115	9.8	12	0	88 (26.8)	20A
		208	5.4	14	0	184 (56)	15A
		230	4.9	14	0	224 (68.2)	15A
FUA-1801-AM	3/4	115	13.8	10	0	100 (30.4)	30A
		208	7.6	14	0	130 (39.6)	15A
		230	6.9	14	0	159 (48.4)	15A
FUA-2101-AM	1	115	16	10	0	86 (26.2)	30A
		208	8.8	12	0	179 (54.5)	20A
		230	8	12	0	217 (66.1)	20A
FUA-2701-AM	1.5	115	20	10	0	70 (21.3)	30A
FUA-3001-AM		208	11	12	0	143 (43.5)	20A
		230	10	12	0	174 (53)	20A
TEV-359-60	2	115	24	8	0	92 (28)	40A
		208	13.2	12	0	119 (36.2)	20A
		230	12	12	0	145 (44.1)	20A
FUA-4701-AM	3	208	18.7	10	0	134 (40.8)	30A
TEV-3110-60		230	17	10	0	163 (49.6)	30A
		460	**	14	0	325 (99)	15A
TEV-559-60	5	208	30.8	8	0	130 (39.6)	40A
		230	28	8	0	158 (48.1)	40A
		460	**	14	0	209 (63.7)	15A
TEV-585-60	7.5	208	44	6	0	144 (43.8)	50A
		230	40	6	0	175 (53.3)	50A
		460	**	10	0	347 (105.7)	30A
TEV-745-60	10	208	55	4	0	184 (56)	60A
		230	50	6	0	140 (42.6)	60A
		460	**	10	0	286 (87.1)	30A

*If wire length is longer than distance listed, upsize to next larger AWG

**2014 NEC Table 430.248 does not list 460 volt single phase motors

Note: Guidelines are subject to change without notice. Data supplied from our primary motor supplier. Please confirm at time of order. Plymovent assumes no liability for any electrical installation, all local, city, and the 2014 National Electric Code must be followed. This chart is a minimum standard and to be used as a guideline only. Based on a 3% voltage drop for branch circuits.





Date: 09/08/2026

Contract with Honeywell International Inc to Supply station alerting hardware for Fire Station 2

Proposed Action

Staff recommends adoption of the following motion: Move to approve contracts with HoneyWell, Inc, Plymovent, and Geargrid LLC to supply equipment for Fire Station 2.

Overview

As part of the construction of Fire Station 2 is required to be purchased to furnish emergency alerting throughout the station. Staff has worked with HoneyWell International Inc to develop and prepare the attached proposal for City Council consideration.

As part of the construction of Fire Station 2 is required to be purchased to furnish vehicle exhaust capture system for the station. Staff has worked with Plymovent to develop and prepare the attached proposal for City Council consideration.

As part of the construction of Fire Station 2 is required to be purchased to furnish storage racking for Structural Firefighting Gear and associated safety equipment. Staff has worked with Geargrid LLC to develop and prepare the attached proposal for City Council consideration.

The cost for these contracts is within budget estimates and was included in the overall budget for the construction of the facility.

Supporting Information

- HoneyWell International Inc Proposal (\$140,392.42)
- Plymovent Proposal (\$98,972)
- GearGrid LLC (\$70,560)

Financial Impact: \$309,924.42 Budgeted: Yes Source: Project Budget Envision Lakeville Community Values: Good Value for Public Services Report Completed by: Michael Meyer, Fire Chief
--



Date: 9/8/2026

Professional Services Agreement with Leo A. Daly Architects

Proposed Action

Staff recommends adoption of the following motion: Move to approve a professional services agreement with Leo A. Daly Architects for the design of Fire Station 3.

Overview

Over the past few years, the city has completed several studies to determine if the existing fire stations could meet future service demands and support a full-time/on-call hybrid staffing model. These studies identified operational, safety, and capacity deficiencies at each facility. Consequently, the City Council directed staff to phase in the reconstruction or renovation of the stations. Currently, a new consolidated station is under construction at 17624 Dodd Boulevard to merge Stations 2 and 4 into a single location. Fire Station 3 is the next facility scheduled for modernization.

Fire Station 3 sits on a 3.17-acre site at 17490 Kenrick Avenue (the northwest corner of Kenrick Avenue and 175th Street). Built in 1988, the existing 5,341-square-foot building has undergone various minor renovations over the years, but to support current and future service levels under the hybrid staffing model, the station must be reconstructed or undergo major renovations to meet modern requirements including:

- Dormitory and sleeping quarters
- Kitchen and dayroom spaces
- Physical training areas
- Updated apparatus bay systems and additional bays
- Modern decontamination and turnout gear storage zones
- Expanded administrative, training, and operational spaces

Previous feasibility studies evaluated two options for Fire Station 3: renovating and expanding the existing building or demolishing the structure to build an entirely new station. After reviewing these alternatives with several architects, it was determined that a complete replacement is the most cost-effective, efficient solution to meet the long-term needs of the department.

Earlier this summer, the city advertised a Request for Proposals (RFP) for architectural services. The city received seven proposals and interviewed three finalist firms. Following a thorough

evaluation of the proposals and interview performance, staff recommends awarding the design contract for the new Fire Station 3 to Leo A. Daly Architects.

Supporting Information

1. Leo A Daly Architects Proposal
2. Leo A Daly Professional Services Agreement

Financial Impact: \$996,875 Budgeted: Yes Source: Utility Franchise Fees Envision Lakeville Community Values: Safety Throughout the Community Report Completed by: Allyn Kuennen, Assistant City Administrator
--

CITY OF LAKEVILLE

Architectural / Engineering Services

FIRE STATION #3



LEO A DALY

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City of Lakeville —

Allyn Kuennen
Assistant City Administrator
20195 Holyoke Avenue
Lakeville, MN 55044

Re: RFP A/E Services Fire Station # 3**Dear members of the selection committee,**

Fire Station No. 3 is a critical investment in Lakeville's fire department, addressing operational, safety, and capacity deficiencies to support the transition to a hybrid full-time/paid on-call staffing model. LEO A DALY is prepared to guide the City in evaluating, designing, and delivering a cost-effective, high-performing solution.

Informed Project Approach

The project requires evaluation of renovation and expansion versus replacement. Our fire station thought leadership will lead a structured process to compare options against cost, constructability, schedule, and performance, providing clear options, substantiation, and recommendations to support the City's decision-making.

Operational Clarity Combined with Proven Creativity

Station 3 must support full-time staffing, modern programming, and cutting edge health and safety design thinking. With over 20 fire stations designed, we organize spaces to improve response efficiency, reduce cross-contamination, and support firefighter wellness through clear zoning and thoughtful design attentive to daylight, lighting, acoustics, privacy, camaraderie, and fitness.

Site and Community Response

Located on a constrained, high-traffic site, the station must balance safe apparatus movement with neighborhood compatibility. We coordinate access, circulation, and building massing no matter the existing site constraints.

Proven Partner

This LEO A DALY team brings over a decade of experience in fire station design leadership, and technical capability required to deliver long term value to Fire Station No. 3. Through our recent collaboration on the FiRST Center, we have developed an understanding of Lakeville's processes, staff coordination and expectations, allowing us to contribute effectively from the outset.

We look forward to partnering again with the City of Lakeville.

**Todd LaVold** AIA —

Senior Associate
Market Sector Leader—Civic
612.359.4656 | TBLaVold@leoadaly.com

Firm Background + Team

Drawing on over 100 years of design excellence, LEO A DALY is a nationally recognized leader in civic + public safety facility design. In the past 12 years, this Minneapolis based team has completed more than 20 fire stations, master planning studies, and fire training facilities, delivering innovative, efficient, and resilient solutions for fire departments across the nation.

This team provides fire and training design expertise to our nine other offices across LEO A DALY. This provides exposure to many different perspectives in the fire service field. **Designing these facilities with our other offices keeps us on top of the latest trends across the country.**

We consistently integrate advanced training environments, support operational efficiency, and prioritize firefighter health and wellness.

We will ensure that your fire station incorporates the latest best practices in fire station design and integrates seamlessly into the community with our goal to enhance emergency response capabilities. We understand the demands of today's fire departments. Most importantly, we bring these experiences to your department, not to delivery formulaic designs, but to delivery municipal specific, department specific, and site specific solutions to each of the communities we work in.



LAKE ELMO PUBLIC SAFETY FACILITY

LEO A DALY FIRM PROFILE

Studio Performing Work:

LEO A DALY
730 Second Avenue South,
Suite 1300
Minneapolis, MN 55402
612.338.8741
www.leoadaly.com

Person Responsible:

Todd LaVold
Sr. Associate, Market Sector
Leader | Sr. Project Manager
TBLaVold@leoadaly.com
612.359.4656

Years in Business:

111 years

Size and Staffing (MN):

Our Minnesota office houses 75 employees among a total of over 437 employees company-wide.

TEAM LEADERSHIP AND ROLES

Todd LaVold, MSL, Sr. Project Manager

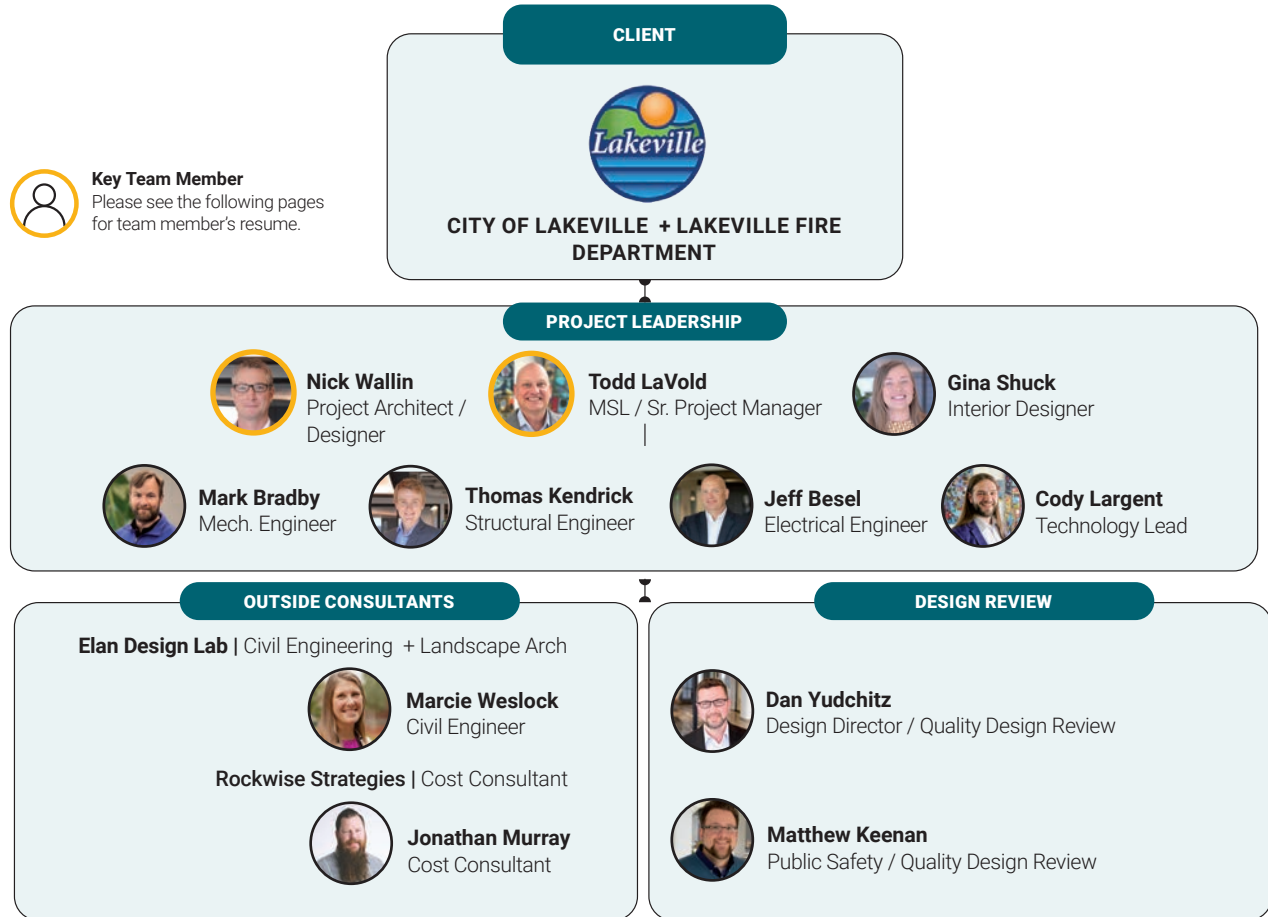
Provides overall leadership and serves as the primary point of accountability. Todd guides project strategy, integrates current fire station design research, and ensures alignment with the City's operational, budget, and schedule goals from planning through closeout.

Nick Wallin, Project Architect / Designer

Leads day-to-day technical development and serves as Lead Designer, applying fire station experience to guide practical, operations-driven design decisions. Oversees the production of drawings and specifications, ensuring design intent is translated into clear, buildable documents and coordinated across disciplines..

Gina Shuck, Interior Designer

Leads interior planning finish selection and furniture planning and procurement. Gina focuses on durable, high-performing materials that support decontamination and long-term resiliency. She delivers interior environments in tune with daylight, natural materials, and organic textures which has been scientifically linked to reduced stress, lower blood pressure, and increase productivity, all key for members of the fire service industry.



This core team will remain actively involved from pre-design through construction and closeout, providing continuity, accountability, and consistent communication with the City, Fire Department, and project stakeholders.

Dan Yudchitz, Design Director / Quality Design Review

Leads the design direction, guiding concept development through iteration. Dan ensures design solutions are functional, vetted, and responsive to user needs, site constraints, and budget parameters.

Matthew Keenan, Public Safety / Quality Design Review

Oversees quality control throughout all phases to ensure compliance with codes, and standards. Matthew brings deep public safety expertise to review operational adjacencies, durability, and performance.

Engineering and Consultant Team

LEO A DALY will provide in-house mechanical, electrical, plumbing, fire protection, technology, and structural engineering to ensure integrated coordination across all systems.

Our trusted supporting partners include:

- **Elan Design Lab (Civil Engineering + Landscape Architecture):** Site design, permitting, and experience with sustainable design.
- **Rockwise Strategies (Cost Consultant):** Independent cost estimating and budget validation.

PROJECT LEADERSHIP



Todd LaVold AIA

Senior Associate, MSL, Sr. Project Manager

EDU ■ M.ARCH UOFM EXP ■ 27 YEARS REG ■ MN#4818

Todd brings 27 years of experience designing and managing public safety facilities, including fire stations, police stations, city halls, and training centers. He collaborates closely with clients from predesign through construction, using his expertise in fire facility design to guide planning and support teams across LEO A DALY, while staying current with emerging trends, best practices, and innovations shaping public safety facilities nationwide.

Lake Elmo Fire and Administration Facility

Lake Elmo, Minnesota

City of Henderson Fire Station 81

Henderson, Nevada

City of Henderson Fire Station 84

Henderson, Nevada

Winnebago Tribe of Nebraska, Emergency Management Facility

Omaha, Nebraska

Wake Technical Community College, Public Safety Simulation Complex

Raleigh, North Carolina

City of Rogers Police Station and City Hall

Rogers, Minnesota

Forest Lake City Center, Fire, Police, and City Hall

Forest Lake, Minnesota

Richfield Fire Station No. 2 Renovation

Richfield, Minnesota

Bayport Fire Station

Bayport, Minnesota

Palm Beach Sheriff's Office, Forensics and Technology Facility

West Palm Beach, Florida

City of Woodbury/City of Cottage Grove, HERO Public Safety Training Facility

Cottage Grove, Minnesota

Central Piedmont Community College Fire Training Center

Mathews, North Carolina



Nick Wallin AIA

Project Architect/Designer

EDU ■ M.ARCH UPENN EXP ■ 20 YEARS REG ■ MN#57979

Nick brings nearly 20 years of experience in public safety and civic facilities, serving as Project Architect and Lead Designer with a focus on coordination, functional planning, and durable, high-performance design. His work on fire stations and other complex public safety facilities reflects a strong understanding of real-world demands, from apparatus flow to day-to-day crew functions. He applies this experience to deliver practical, well-coordinated solutions, ensuring design intent is carried through into clear, buildable documents.

City of Henderson Fire Station 81

Henderson, Nevada

City of Henderson Fire Station 84

Henderson, Nevada

City of Rogers Police Station and City Hall

Rogers, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota

Bureau of Criminal Apprehension Southern Minnesota Regional Office and Laboratory

Mankato, Minnesota

Central Piedmont Community College Fire Training Center

Raleigh, North Carolina

United States Air Force Ground-Based Strategic Deterrent Software Sustainment Center

Hill AFB, Utah



Gina Shuck CID

Interior Designer
LEO A DALY

EDUCATION ■ BS INTERIOR
DESIGN UOFM

EXPERIENCE ■ 10 YEARS

**Lake Elmo Fire and
Administration Facility**
Lake Elmo, Minnesota

**City of Omaha, Police and Fire
Headquarters**
Omaha, Nebraska

**City of Henderson, Forensic
Laboratory**
Henderson, Nevada

**City of Lakeville, Public Safety
Training Facility**
Lakeville, Minnesota

**City of Woodbury/City of Cottage
Grove, HERO Public Safety
Training Facility**
Cottage Grove, Minnesota

**Hennepin County, Sheriff's
Office, Enforcement Services
Division Headquarters**
Plymouth, Minnesota

**Minnesota State Patrol
Headquarters**
St. Paul, Minnesota



Dan Yudchitz AIA, LEED AP

Design Dir./Quality Design Review
LEO A DALY

EDUCATION ■ M.ARCH UOFM

EXPERIENCE ■ 23 YEARS

REGISTRATION ■ MN

**City of Omaha Police and Fire
Headquarters**
Omaha, Nebraska

**Lake Elmo Fire and
Administration Facility**
Lake Elmo, Minnesota

**City of Henderson
Fire Station 81**
Henderson, Nevada

**City of Henderson
Fire Station 84**
Henderson, Nevada

City of Omaha Fire Station #1
Omaha, Nebraska

**City of Woodbury / City of
Cottage Grove, HERO Public
Safety Training Facility**
Cottage Grove, Minnesota

**Minnesota State Police
Headquarters**
St. Paul, Minnesota

**Hennepin County Sheriff's Office
Headquarters**
St. Paul, Minnesota



Matthew Keenan

Public Safety/Quality Design Review
LEO A DALY

EDUCATION ■ BS ARCH UOFM

EXPERIENCE ■ 21 YEARS

**Lake Elmo Fire and
Administration Facility**
Lake Elmo, Minnesota

**Bureau of Criminal Apprehension
Southern Minnesota Regional
Office and Laboratory**
Mankato, Minnesota

**Minnesota State Patrol
Headquarters**
St. Paul, Minnesota

**City of Rogers Police Station
and City Hall**
Rogers, Minnesota

**Miami Beach Police HQ
Renovation**
Miami Beach, FL

**Hennepin County Sheriff's Office
Enforcement Services
Division HQ**
Plymouth, Minnesota

**Wake Tech Community College
Public Safety Simulation
Complex**
Raleigh, North Carolina



Mark Bradby PE

Mechanical Engineer

LEO A DALY

City of Lakeville, Public Safety Training Facility

Lakeville, Minnesota

Lake Elmo Fire and Administration Facility

Lake Elmo, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota



Jeff Besel PE

Electrical Engineer

LEO A DALY

City of Lakeville, Public Safety Training Facility

Lakeville, Minnesota

Lake Elmo Fire and Administration Facility

Lake Elmo, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota



Thomas Kendrick PE

Structural Engineer

LEO A DALY

City of Lakeville, Public Safety Training Facility

Lakeville, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota

City of Rogers Police Station and City Hall

Rogers, Minnesota



Cody Largent

PE, RCDD

Technology Practice Lead

LEO A DALY

Nebraska State Patrol Crime Lab

Lincoln, NE

Owatonna Public Utilities

Owatonna, Minnesota

Hennepin County Medical Examiner Facility

Hennepin County, Minnesota



Marcie Weslock

PE, LEED AP

Civil Engineer

ELAN DESIGN LAB

City of Lakeville, Public Safety Training Facility

Lakeville, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota

City of Rogers Police Station and City Hall

Rogers, Minnesota



Jonathan Murray

LEED AP

Cost Consultant

ROCKWISE STRATEGIES

City of Lakeville, Public Safety Training Facility

Lakeville, Minnesota

Minnesota State Police Headquarters

St. Paul, Minnesota

City of Rogers Police Station and City Hall

Rogers, Minnesota

Similar Fire Station Experience —

Our experience spans new construction and renovations for fire departments across the country, as well as state-of-the-art, collaborative training centers for firefighters, police, and first responders.

A few of our recent projects include:

- City of Golden Valley, East Fire Station (coming soon)
- Lake Elmo City Hall, Fire Station, & Public Safety Facility
- Forest Lake City Center, City Hall, Fire Station, & Police Station
- Bayport Fire Station
- City of Richfield, Fire Station 2
- City of Omaha, Station 42 Renovations
- City of Omaha, Fire and Police Headquarters, Programming and Concept Design
- City of Omaha, Fire Station 1 and Police Precinct, Concept Design
- City of Henderson, Fire Station Master Plan
- Henderson Fire Station 81, 82, and 95
- Henderson Fire Station 84
- Winnebago Tribe of Nebraska Fire and Emergency Management Facility
- City of Plantation Fire Station # 1

* project sheets provided for select projects.

CITY OF OMAHA —

FIRE DEPARTMENT STATION #1

Location

Omaha, NE

Scope

Programming
Site Selection
Test-fitting
Concept Design

Team

Todd LaVold, Fire Station
Subject Matter Expert
Daniel Yudchitz, Designer

Project Completion

TBD

Cost

Confidential

Fire Station #1 is a replacement of the largest fire station in Omaha. The City requested a study of a preferred site in the urban core of the city. While this allowed the best access for response times, the site came with challenges. Based on an analysis of the impacts of traffic on the neighboring streets and a significant topography change across the site, we recommended an adjustment of the road alignment. The site also requires structured parking and multi-level design. An additional site was also tested and a design developed. The project is currently in a site acquisition phase.



The design created an identity for the department within the core business district, while optimizing the layout for operational efficiency and flow. Developed layouts included a decontamination zone for safe transitions post-call, a mezzanine for indoor training, and living spaces optimized for sleep. Dorms are private, with shared bathrooms.

CITY OF BAYPORT —

BAYPORT FIRE / RESCUE NEW FIRE STATION

Location

Bayport, MN

Scope

Planning & Programming
Architecture
Interior Design
Engineering: Civil,
Mechanical, Electrical,
Structural
Construction Administration

Team

Todd LaVold, PM

Project Completion

2016

Cost

\$5.58M

The Bayport Fire Station replaces a 6,630 SF station built in the 1940s that no longer met the needs of the community. The facility consists of a 18,150-SF facility with a mezzanine and five (double deep) apparatus bays that accommodate pull thru capability.

Onsite training components are integrated throughout, providing firefighters with access to training while keeping them close to home in the event of a call for service. Training features include a stair tower with repelling capabilities, rescue balcony, confined space shaft, breaching doors and windows, roof venting, maze training mezzanine with built-in smoke and an exterior caged ladder, which provide realistic simulation of the hazardous situations faced by firefighters.

The project also includes dorm suites that are used by the current staff but more importantly, will accommodate future staff when the department transitions to a duty crew model in the future. The station will double as a community gathering space, with a large multi-purpose room and kitchen. The design solution integrates a glossy-red display wall which celebrates Bayport's firefighting history. Artifacts displayed, include historic helmets, badges, and photos.

The Bayport Fire Department serves 13,000 people in the Bayport, Baytown, Oak Park Heights and West Lakeland communities responding to emergencies in nearby residential and prairie conditions, and the St. Croix River, Oak Park Heights Prison and Anderson Windows production facilities.



Let me reiterate once again how much I enjoyed the whole team at LEO A DALY. I am incredibly proud of the work we did together and the building that Bayport will have to utilize for decades to come. You are a top-notch group of people."

LOGAN MARTIN

CITY ADMINISTRATOR—CITY OF ROSEMOUNT, MN
FORMER CITY ADMIN. FOR CITY OF BAYPORT, MN



CITY OF LAKE ELMO —

LAKE ELMO PUBLIC
FACILITIES, CITY HALL &
FIRE RESCUE**Location**

Lake Elmo, MN

Scope

Architecture
Interior Design
Engineering: Civil,
Mechanical, Electrical, Fire
Protection
Plumbing Design

Team

Todd LaVold, PM
Daniel Yudchitz, Designer
Gina Shuck, Interior Designer
Mark Brady, Mech Eng
Jeff Besel, Electrical Eng
Matthew Keenan, QA/QC

Project Completion

2023

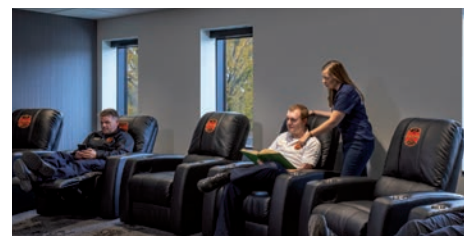
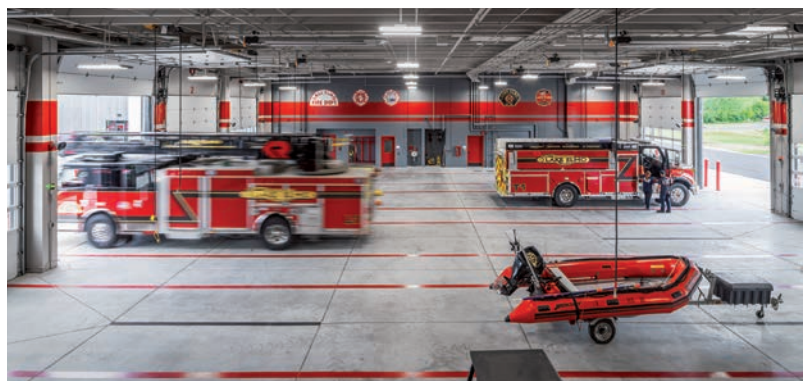
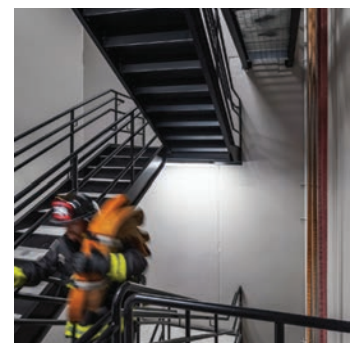
Cost
\$13.75M

Lake Elmo has experienced significant population growth in the last decade. And like many departments in Minnesota, paid on-call firefighters have become harder to find resulting in the city planning to add more part-time and full-time staff to fill their needs.

The consolidation of Lake Elmo's two existing fire stations into a single, modern facility meets the needs of the community and firefighters today and in the future. The building is designed to accommodate increasing call volumes, meet training demands, and support the city's evolving role as all-hazard responders.

The new Lake Elmo Public Facilities City Hall & Fire Rescue combines city hall staff and functions, the entire fire department, and a satellite office for the Washington County Sheriff's Department. This co-location provides the opportunity to concentrate civic resources into a single structure at the historic core of the city.

The fire facility includes living spaces for firefighters including dorm rooms, day room and kitchen area, as well as a training room that serves as a community room and Emergency Operations Center. Five double-deep pull-through bays accommodate all apparatus. Decon spaces and HVAC systems are designed to remove cancer-causing contaminants from equipment and clothing, keeping living and office areas clean. Other features are a fitness room, lockers for department personnel, a training tower, hose drying racks and reality-based training area.



CITY OF FOREST LAKE —

CITY CENTER JOINT CITY HALL AND FIRE & POLICE STATION

Location

Forest Lake, MN

Scope

Programming
Architecture
Interior Design
Engineering: Civil, Structural,
Mechanical, Electrical

Project Completion

2016

Team

Todd LaVold, Architect

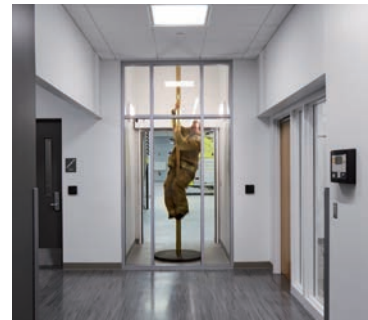
Cost

\$13.5M

This 65,000 SF municipal service center co-locates Forest Lake's city hall, police, and fire station. A key part of the city's EDA development, the facility allows three functions to share common amenities while leaving room to grow without overbuilding. A public concourse connects all three from the main entrance, providing access to community meeting spaces and the council chambers.

The fire station is operationally efficient with six drive-through bays, quick connects for recharge at each bay, in-floor heat, and energy-efficient systems. Gathering spaces prioritize camaraderie in the dayroom / training room while including essential training integrated throughout. Although the fire station shares some building systems with the rest of the facility, it also incorporates best practices in HVAC by separating clean and dirty portions of the building, keeping cancer-causing contaminants contained and out of the living spaces. Site orientation further separates vehicle spaces, on-call traffic, and apparatus routes for safety.

Alongside sustainability goals and high-performing materials, the fire station includes integrated training features: a training stair with balcony, breaching doors and windows, a hose tower, and rooftop access. Roof spaces around training towers were deliberately planned with slip-resistant materials and protection devices to accommodate active training safely.



CITY OF HENDERSON —

FIRE DEPARTMENT-WIDE
MASTER PLAN & DESIGNS
FOR FS 81, 82, 84 & 95**Location**

Henderson, NV

ScopeMaster Planning
Facility Programming
Site Evaluations
Architecture
Interior Design**Project Completion**

2025

TeamTodd LaVold, Subject
Matter Expert
Nick Wallin, Project Architect
Dan Yudchitz, Design Director**Cost**

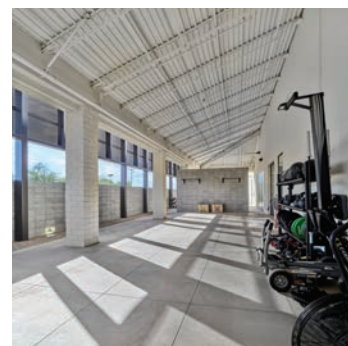
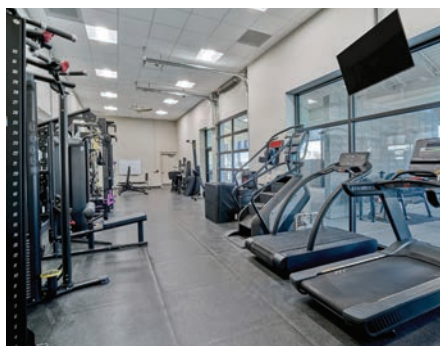
\$11.6 M

The City of Henderson commissioned LEO A DALY to complete a fire department master plan to evaluate the capabilities of its existing stations over the next 10 years as the needs of the department grows with the community. The study, led by Todd LaVold reviewed the programmatic space needs across eight of the department's 11 stations and their training facility to determine what modifications may be required to sustainably operate the department far into the future. The master plan included a prioritized assessment of stations as determined by a committee of city and fire department stakeholders.

Upon completion of the study, LEO A DALY designed additions and renovations at Fire Station 82 and Fire Station 95.

Subsequently, the City purchased a former box store/warehouse for adaptive reuse as the new Station 81, based on its location and priority. The new, 24/7 facility includes three double-deep drive-through bays, accommodates eleven firefighters and a battalion chief, and includes 10,000 SF of fire operations storage space.

Exhaustive studies to provide a new station at Fire Station 84 yielded a design incorporating all of the city's desires on an extremely limited site. Unfortunately, their anticipated funding mechanism did not come to fruition, forcing a change in direction to an addition and remodel. Construction is underway on this project.



WINNEBAGO TRIBE OF NEBRASKA —

FIRE STATION, EMS,
AND EMERGENCY
MANAGEMENT FACILITY**Location**

Winnebago, NE

Scope

Architecture
Interior Design
Engineering: Mechanical,
Electrical, Fire Protection
Plumbing Design
Construction Administration

Team

Todd LaVold, Subject
Matter Expert

Project Completion

2025

Cost

\$14M

The Winnebago Tribe of Nebraska chose LEO A DALY to conduct site evaluations, master planning, facility programming, estimating, and design for multiple facilities projects that include a new fire station, EMS, and emergency management operations building. The new facility includes seven apparatus bays, support spaces, offices, conference room, training room, dorm rooms, and open work areas for first responders.

We collaborated with the tribe's fire department, EMS, medical transport services, and community healthcare resources to define programming for a project that unites these services under one roof, creates synergies, and provides the community with resilient, adaptive facilities.

The final site selection is central to the community and met their response times; is near the hospital for convenience of EMS services; and is large enough to meet the community's needs for 40+ year lifespan.

This facility unites EMS and Medical Transport Services with the fire department, greatly enhancing each of the services provided to the community. The combination of services and new facilities will serve as the backbone for new recruitment efforts for each department for years to come.



CENTRAL PIEDMONT COMMUNITY COLLEGE —

PUBLIC SAFETY
TRAINING CENTER**Location**

Raleigh, NC

ScopeDesign Architect
Programming
Site Design
Test-fitting
Concept Design**Cost**

Confidential

TeamTodd LaVold, PM
Daniel Yudchitz, Designer**Project Completion**

2028

This 150,000-SF Public Safety Training Center will be the largest collegiate training site in the state for fire, EMS, and law enforcement, positioning the owner as a national leader in immersive, multidisciplinary training. The 24-acre campus—plus 15 acres for EVOC—serves local, regional, and federal agencies and replaces over-capacity, single-discipline facilities with integrated, scenario-based environments, including a street-scale village, ER, hotel, corrections, retail settings, training tower, and burn buildings, supporting curriculum in crisis response, mental health, conflict resolution, and VR/drone training. The main building emphasizes transparency and community connection through a glazed lobby, shaded entry, and campus-aligned materials, with its placement along a new pedestrian spine reinforcing public safety as a community-centered mission while honoring first responders with dedicated reflection spaces.



CITY OF LAKEVILLE —

FIRST
TRAINING CENTER**Location**

Lakeville, MN

ScopeMaster Planning
Programming
Architecture
Interior Design
Engineering**Cost**

\$22.5M

TeamTodd LaVold, PM
Daniel Yudchitz, Designer
Gina Shuck, Interior Design
Jeff Besel, Electrical Eng.
Mark Bradby, Mech Eng.
Thomas Kendrick Struct Eng**Project Completion**

Fall 2026

The FiRST Center is a state-of-the-art, purpose-built training facility in Lakeville designed to serve fire, EMS, and law enforcement agencies across the south Twin Cities metro and surrounding communities. Located on a former public works site, the center provides a permanent solution to regional training gaps through realistic, scenario-based environments that support both physical and virtual exercises. The facility integrates tactical training areas, including a firing range with classrooms, meeting rooms, and specialized skills spaces, enabling flexible, cross-discipline training. Designed to support evolving needs, the FiRST Center fosters immersive, collaborative learning and will enhance regional capabilities for ongoing professional development, certification, and real-world preparedness.



Insurance

ACORD		CERTIFICATE OF LIABILITY INSURANCE		1/1/2027	DATE (MM/DD/YYYY)	6/18/2026
THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER. IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).						
PRODUCER Lockton Companies, LLC DBA Lockton Insurance Brokers, LLC in CA CA License #0217167 444 W. 47th St., Ste. 900 Kansas City MO 64112-1006 (816) 945-9000 lcsn@lockton.com		CONTACT NAME: LEO A DALY, LLC FAX: 20427 ADDRESS: 730 SECOND AVENUE SOUTH, SUITE 1300 MINNEAPOLIS MN 55402		INSURER(S) AFFORDING COVERAGE INSURER A: The Continental Insurance Company 35289 INSURER B: American Casualty Company of Reading, PA 20427 INSURER C: INSURER D: INSURER E: INSURER F:		NAIC # 20427
COVERAGES CERTIFICATE NUMBER: 23650519 REVISION NUMBER: XXXXXXXX						
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.						
INSR A	TYPE OF INSURANCE COMMERCIAL GENERAL LIABILITY CLAIM-MADE ☒ OCCUR	ADD. SUBR. N	POLICY NUMBER 7094841932	POLICY EFF. 1/1/2026	POLICY EXP. 1/1/2027	LIMITS EACH OCCURRENCE \$ 1,000,000 TOWNE/STREET PREMISES (EA occurrence) \$ XXXXXXXX MED EXP (any and every person) \$ XXXXXXXX PERSONAL & ADJ. INJURY \$ XXXXXXXX GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ XXXXXXXX OTHER \$
INSURABLE LIABILITY ANY AUTO OWNED AUTOS ONLY ☒ SCHEDULED AUTOS RENTED AUTOS ONLY ☒ NON-OWNED AUTOS ONLY		NOT APPLICABLE		COBINED SINGLE LIMIT \$ XXXXXXXX BODILY INJURY (per person) \$ XXXXXXXX BODILY INJURY (per accident) \$ XXXXXXXX PROPERTY DAMAGE \$ XXXXXXXX FIRE DAMAGE \$ XXXXXXXX		\$
A	EXCESS LIABILITY DED \$ 10,000 RETENTION \$ 10,000	N	CUE 7095075800	1/1/2026	1/1/2027	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ XXXXXXXX
B	WORKERS COMPENSATION AND EMPLOYERS LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/OWNER EXCLUDED? ☒ YES IF YES, describe under DESCRIPTION OF OPERATIONS below	N	WC 7064841946 WC 7064841946	1/1/2026	1/1/2027	E.L. PER ACCIDENT \$ 1,000,000 E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) RE: PROJECT NAME: CITY OF LAKEVILLE RFP A/E SERVICES FIRE STATION # 3.						
CERTIFICATE HOLDER 23650519 CITY OF LAKEVILLE 20195 HOLYOKE AVENUE LAKEVILLE MN 55044		CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE: <i>James M. Agallo</i>				
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ACORD		CERTIFICATE OF LIABILITY INSURANCE		7/1/2026	DATE (MM/DD/YYYY)	6/22/2026
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PRODUCER Lockton Companies, LLC DBA Lockton Insurance Brokers, LLC in CA CA License #0217167 444 W. 47th St., Ste. 900 Kansas City MO 64112-1006 (816) 945-9000 lcsn@lockton.com		CONTACT NAME: LEO A DALY, LLC FAX: 15792 ADDRESS: 730 SECOND AVENUE SOUTH, SUITE 1300 MINNEAPOLIS MN 55402		INSURER(S) AFFORDING COVERAGE INSURER A: Underwriters at Lloyds of London 15792 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:		NAIC # 15792
COVERAGES CERTIFICATE NUMBER: 23656939 REVISION NUMBER: XXXXXXXX						
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.						
INSR A	TYPE OF INSURANCE COMMERCIAL GENERAL LIABILITY CLAIM-MADE ☐ OCCUR	ADD. SUBR. N	POLICY NUMBER NOT APPLICABLE	POLICY EFF. 7/1/2025	POLICY EXP. 7/1/2026	LIMITS EACH OCCURRENCE \$ XXXXXXXX TOWNE/STREET PREMISES (EA occurrence) \$ XXXXXXXX MED EXP (any and every person) \$ XXXXXXXX PERSONAL & ADJ. INJURY \$ XXXXXXXX GENERAL AGGREGATE \$ XXXXXXXX PRODUCTS - COMP/OP AGG \$ XXXXXXXX OTHER \$
INSURABLE LIABILITY ANY AUTO OWNED AUTOS ONLY ☒ SCHEDULED AUTOS RENTED AUTOS ONLY ☒ NON-OWNED AUTOS ONLY		NOT APPLICABLE		COBINED SINGLE LIMIT \$ XXXXXXXX BODILY INJURY (per person) \$ XXXXXXXX BODILY INJURY (per accident) \$ XXXXXXXX PROPERTY DAMAGE \$ XXXXXXXX FIRE DAMAGE \$ XXXXXXXX		\$
A	EXCESS LIABILITY DED \$ 10,000 RETENTION \$ 10,000	N	CUE 7095075800	1/1/2026	1/1/2027	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ XXXXXXXX
B	WORKERS COMPENSATION AND EMPLOYERS LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/OWNER EXCLUDED? ☒ YES IF YES, describe under DESCRIPTION OF OPERATIONS below	N	WC 7064841946 WC 7064841946	1/1/2026	1/1/2027	E.L. PER ACCIDENT \$ 1,000,000 E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) RE: PROJECT NAME: CITY OF LAKEVILLE RFP A/E SERVICES FIRE STATION # 3.						
CERTIFICATE HOLDER 23656939 CITY OF LAKEVILLE 20195 HOLYOKE AVENUE LAKEVILLE MN 55044		CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE: <i>James M. Agallo</i>				
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Client References —

Our practice is built on lasting relationships—between us, our clients, and the community. With decades of experience working with municipalities, LEO A DALY designs unforgettable spaces that anticipate needs and foster lifelong partnerships.

CITY OF LAKE ELMO

LAKE ELMO CITY CENTER & FIRE STATION

Dustin Kalis | Fire Chief

City of Lake Elmo

3800 Laverne Avenue North

Lake Elmo, MN 55042

dkalis@lakeelmo.org | 651.770.5006

CITY OF OMAHA

OMAHA POLICE DEPT. WEST PRECINCT &
OMAHA POLICE DEPT. AND FIRE DEPT. JOINT
HEADQUARTERS

Michael Oestmann | Contract Admin Manager

City of Omaha

1819 Farnam Street

Omaha, NE 68183

michael.oestmann@cityofomaha.org |

402.444.4575

CITY OF ROGERS

POLICE STATION AND CITY HALL

Brett Angell | Community Development Director

City of Rogers

22350 S. Diamond Lake Road

Rogers, Minnesota 55374

bangell@rogersmn.gov | 763.428.0915

CITY OF COTTAGE GROVE

HERO REGIONAL TRAINING CENTER

Daniel Anselment | Public Safety Training Manager

HERO Center / City of Cottage Grove

10125 85th Street South

Cottage Grove, MN 55016

DAnselment@HEROcenterMN.org | 651.458.2812

MN DEPARTMENT OF PUBLIC SAFETY

BCA S. MN REGIONAL OFFICE AND LAB

Emily Bolles (previously with DPS)

Assistant Dir. of Facilities Planning and Construction

Century College

Emily.bolles@century.edu

651-444-2329

HENNEPIN COUNTY

SHERIFF'S OFFICE PUBLIC SAFETY SERVICES
DIVISION HEADQUARTERS

Major Shane M. Magnuson | Command Staff

Hennepin County Sheriff

350 South 5th Street

Minneapolis, MN 55415

shane.magnuson@hennepin.us | 612.348.0333



Lake Elmo Fire Station

Cost Estimating —

Attention to detail is as relevant to cost estimating as it is to the design and documentation of our award-winning community-based projects.

COST CONTROL STARTS WITH PROJECT MANAGEMENT

One of the key aspects of a project manager's job is to consistently apply cost management tools across all aspects of the project. Todd LaVold will help define the project priorities together with the city's core team, helping to balance the perspectives of City Administration, the Fire Department, Facilities and City Engineering while providing valuable insight into the unique design aspects of fire stations. While these priorities are being communicated to the design team, investigated, challenged, presented back, refined, and implemented, they will be done against the backdrop of a thoroughly developed overall project budget.

The construction estimate is only one line item within the overall project budget. Todd will sit down with the city's core team at the beginning of the project and review every line-item that will make up your project budget.

From the beginning, estimates are applied where items are not known and hard costs are plugged in when known. Most importantly, contingencies are accounted for early and the rules of engagement over the handling of these contingencies are established at the beginning of the project.

PRELIMINARY BUDGET REVIEW

Our review of your previous fire department studies, this site, and current market conditions suggests the overall project cost of \$19 million might be sufficient, but allows little leeway.

This assumption is based upon the previous study suggesting a NEW 26,000-sf building and site costs multiplied by \$590/sf, yielding a construction cost of approximately \$15.34 million. Our cost consultant, Rockwise Strategies and LEO A DALY, will review the development of the basis for the cost per square foot with you to make sure that number is as tangible as possible before any programming or design conversations take place. We will also review each line with appropriate city officials to confirm our initial assumptions. These numbers assume new construction; however, every taxpayer and council member will ask, "Is it cheaper to remodel and add on to the existing station"? Subsequently we will also review likely remodeling costs prior to starting as well. We currently assume this number to be approximately \$400/sf based upon limited information.

Refer to the preliminary overall project costs spreadsheet listed on Page 18 for further details

RISK IDENTIFICATION

Another method we employ is identification of risk. First we want to identify those potential risks, then understand the magnitude of them, and finally put in place a management plan which identifies procedures for handling each risk as they may occur.

Such risks for this project could include:

- Real estate costs should acquisition become necessary
- FFE scope creep
- Design team/owner delays
- Contaminated or poor soils
- Scope creep (size, quality)
- Weather delays
- Existing conditions

Preliminary overall project costs

City of Lakeville
Fire Station No. 3

Updated 2026-06-30
Preliminary Overall Project Budget

BUDGET CATEGORY No. Description	Preliminary Project Phase	Current Source of Responsibility
PRE-DESIGN		
1 Legal Title Work	\$ -	Lakeville
2 Title Work for Repaving/Vacation/Easements of Property Lines	\$ 10,000.00	Lakeville
2 Administrative Services	\$ -	Lakeville
1 Owner Rep Services	\$ -	Lakeville
2 Other staff time	\$ -	Lakeville
3 Real Estate Services	\$ -	Lakeville
1 Appraisal - Additional Site	\$ -	Lakeville
5 Real Estate Acquisition	\$ -	Lakeville
1 Additional site acquisition	\$ -	Lakeville
6 Land Surveying	\$ -	Lakeville
1 Fire Station Site	\$ 20,000.00	Lakeville
2 Additional site acquisition	\$ 15,000.00	Lakeville
7 Subsurface (Geotechnical) Investigation:	\$ -	Lakeville
1 Soil borings	\$ 25,000.00	Lakeville
2 Contaminated Soils Investigation	\$ 15,000.00	Lakeville
3 Soil and Ground Water Analysis at Infiltration Basins	\$ 5,000.00	Lakeville
8 Existing Building Structural Analysis	\$ -	NA
9 Hazardous Material Survey	\$ -	Lakeville
1 Fire Station Site	\$ 15,000.00	Lakeville
2 Additional testing	\$ -	Lakeville
DESIGN		
10 A/E Services:	\$ 998,875.00	LEO A DALY
1. Reimbursables	\$ 10,000.00	LEO A DALY
2 xxx	\$ -	Lakeville
3 xxx	\$ -	Lakeville
11 Sustainable Design/DB	\$ -	Lakeville
12 Fire Protection Engineering	\$ -	LEO A DALY / DB
13 Technology (Low-Voltage Systems) Engineering	\$ -	LEO A DALY
1. Voice/Data/Network	\$ -	LEO A DALY
2 Audio/Video	\$ -	LEO A DALY
3 Sound Masking	\$ -	NA
4 Card Access	\$ -	LEO A DALY
5 Surveillance/Security	\$ -	LEO A DALY
6 Fire Alarm	\$ -	LEO A DALY
7 Emergency Services Radio	\$ -	TBD
8 Fiber	\$ -	TBD
9 WiFi	\$ -	Lakeville
14 Commissioning	\$ 75,000.00	Lakeville
15 Acoustical Engineering	\$ -	NA
16 Furniture, Fixtures and Equipment (FF&E Design)	\$ 35,000.00	LEO A DALY
17 Specialty Equipment (FF&E Procurement)	\$ -	NA
18 Food Service Furniture - (FF&E Procurement)	\$ -	NA
19 Other	\$ -	TBD
24 Signage - Exterior	\$ -	NA
25 Signage/Displays/Exhibits - Interior (not including code-required)	\$ 15,000.00	TBD
26 Landscaping Irrigation	\$ -	NA
27 Utility Relates (EDA Program Results)	\$ 115,000.00	Xcel/CenterPoint
PRE-CONSTRUCTION		
28 Hazardous Materials Abatement (include in construction)	\$ 15,000.00	Lakeville
29 Structure (Building) Demolition	\$ 200,000.00	Lakeville
30 Site Demolition (Cleaning)	\$ -	NA
31 Pre-Construction Meetings	\$ -	Lakeville
32 Authority Entitlement	\$ -	Lakeville
1 Met Council/Lakeville - SAC	\$ 35,000.00	MCLakeville
2 Met Council/Lakeville - SAC	\$ 40,000.00	MCLakeville
3 Lakeville Planning/Development - Application(s)/Review	\$ 5,000.00	Lakeville
4 Lakeville Re-Zoning - Application	\$ 5,000.00	Lakeville
5 Watershed District - Application/Permit	\$ 15,000.00	Lakeville
7 Minnesota Dept. of Labor - Review	\$ 5,000.00	Lakeville
34 Preconstruction CM Services	\$ 25,000.00	CMR
CONSTRUCTION		
35 Construction Cost:	\$ 16,340,000.00	LAD
36 Soil Corrections	\$ 150,000.00	CMR
1 Stormwater modifications	\$ 250,000.00	CMR
37 Plan Review(s) and Permits	\$ 5,000.00	Lakeville
38 Building Risk policy	\$ -	CMR
39 Technology (Low-Voltage Systems):	\$ -	Lakeville
1 Voice/Data/Network cabling and equipment	\$ 75,000.00	CMR
2 Audio/Video	\$ -	CMR
3 Sound Masking	\$ -	NA
4 Card Access	\$ 120,000.00	Lakeville
5 Surveillance/Security	\$ 125,000.00	Lakeville
6 Emergency Services Radio	\$ 75,000.00	Lakeville
7 Fiber	\$ 50,000.00	Lakeville
8 WiFi	\$ 25,000.00	Lakeville
40 Landscaping Irrigation	\$ -	NA
41 Electrical Site Utilities (Electrical Services)	\$ 50,000.00	Lakeville
42 Backhaul (Emergency) Electrical Systems	\$ -	CMR
43 Construction, Testing and Inspection	\$ 75,000.00	CMR
1 Inspections for Storm Shelter	\$ 15,000.00	Lakeville
OCCUPANCY		
47 Exercise Equipment (FF&E) - Procurement & Install	\$ 150,000.00	Lakeville
48 Fire Station (FF&E) - Procurement & Install	\$ 350,000.00	Lakeville
1 Office	\$ -	Lakeville
2 Dorms	\$ -	Lakeville
3 Dayroom	\$ -	Lakeville
4 Dining Room	\$ -	Lakeville
5 Gear Extractor	\$ -	Lakeville
6 Gear Dyer	\$ -	Lakeville
7 SCBA Cascade System	\$ -	Lakeville
8 SCBA Compressor	\$ -	Lakeville
9 Turn-Out Gear Locker Parts	\$ -	Lakeville
10 Misc Gear Grid Equipment	\$ -	Lakeville
11 Training Room Furniture	\$ -	Lakeville
12 xxx	\$ -	Lakeville
13 xxx	\$ -	Lakeville
52 Signage - Exterior	\$ 50,000.00	Lakeville
53 Signage - Interior (code-required, all room names, and dimensional letters)	\$ -	CMR
54 Displays/Exhibits - Interior	\$ 50,000.00	Lakeville
55 Move-in	\$ 50,000.00	Lakeville
PROJECT COST SUBTOTAL		
\$ 16,871,875.00		
OWNER'S PROJECT CONTINGENCY		
A. Pre-Design Phase	\$ 403,584.38	Lakeville
B. Schematic Design Phase	\$ -	Lakeville
C. Design Development Phase	\$ -	Lakeville
D. Construction Documents Phase	\$ -	Lakeville
E. Construction Administration Phase (approximate %)	\$ -	Lakeville
PROJECT COST		
\$ 16,871,875.00		
Total Budget		
\$ 19,000,000.00		
Variance		\$ (24,140.63)

\$ 3,635,859.38 Soft Costs

19%

STEWARDS OF TAXPAYER MONEY

With all municipal projects, as stewards of taxpayer money, it is our duty to review initial assumptions for the project, weighing citywide budget constraints, long term growth projections, best practices, and projects of the same or similar size project.

COST CONTROL THROUGH BAY CONFIGURATION

Right sizing spaces and determining the conceptual apparatus bay configurations at the beginning of the project drives the operations of the site, future apparatus expansion, and / or the inclusion of EMS in the future.

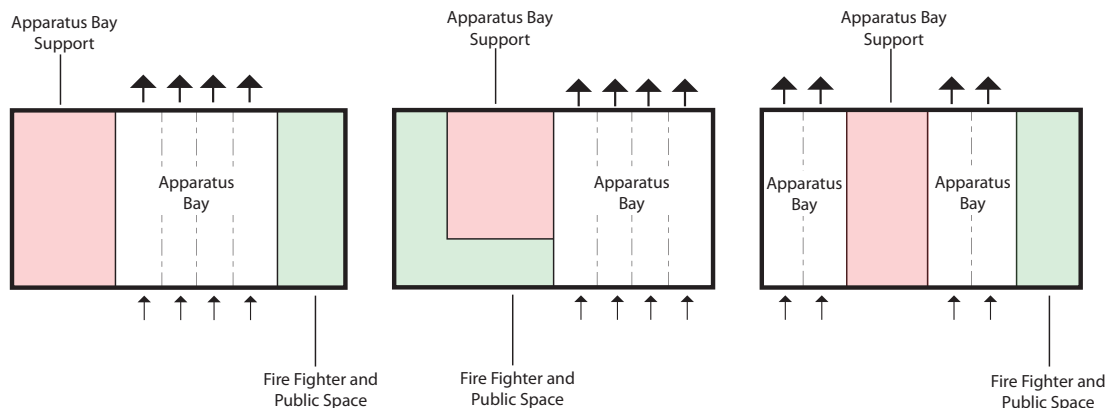
Refer to bay figuration diagrams below for bay configuration options.

Each configuration when discussed in conjunction with the site creates challenges and opportunities or presents pros and cons to the operational flow inside and out. Some may also impact the cost of the project. We will sit down with your team to review all options available to you prior to focusing on one or two possibilities.



Lake Elmo Public Facilities, City Hall and Fire Rescue

Bay Configurations / Site Parameters & Rapid Response



COST CONTROL THROUGH RIGHT SIZING

Based upon our experience, we believe it may be possible to have a first-class fire substation expandable well into the future for less than the published scope of work which indicates 26,000-29,000 total square feet. We developed an initial preliminary program based upon a conceptual "substation" where larger group training and administration office space occurs at other facilities. We recognize that this is only our initial assumptions and will conduct several rounds of programming sessions with the fire department to develop the official program.

Preliminary Space Program Estimates for Lakeville Fire Station No. 3

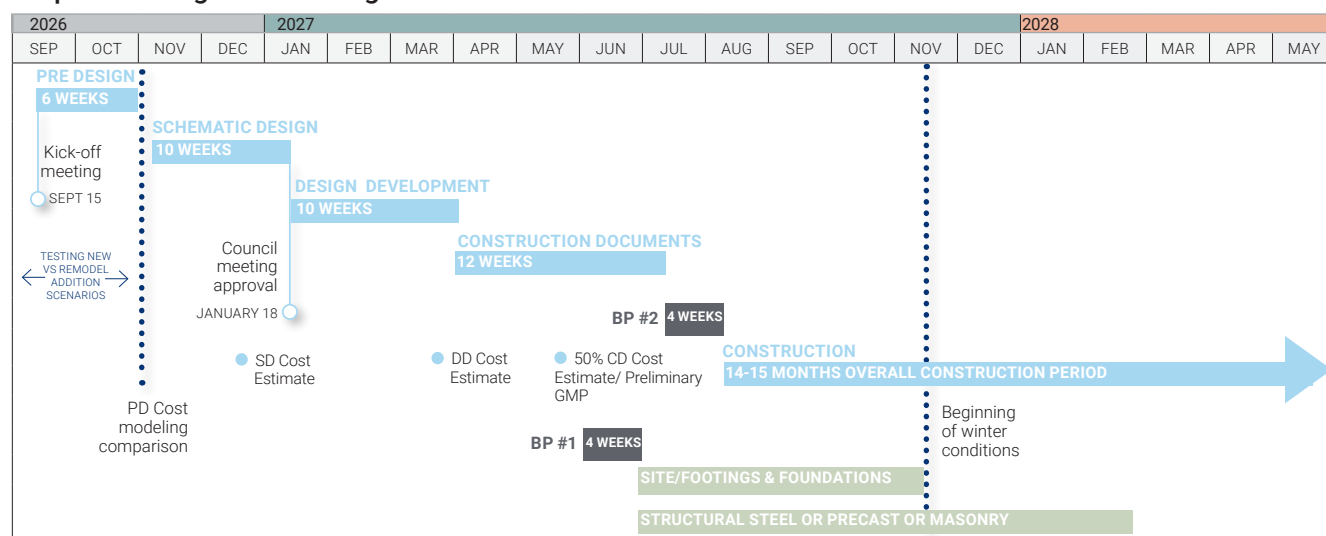
Square Feet	Program Space
7,960	Apparatus and Support Spaces
380	Public Space
2,060	Working Spaces
3,650	Living Spaces
900	Misc building support
14,950	Net square feet
0.40	Gross up factor
5,980	Gross up square feet
20,930	Total square feet

SCHEDULE MANAGEMENT = COST CONTROL

Not only does time equal money, but timing also equals money. We will sit down with the core group to review bidding and construction schedule options that work best with the construction industry, Minnesota's winter months, and the core/design team's ability to propose solutions, make decisions, and obtain the required approvals. Each decision about developing the schedule and the timing of bidding, procurement, and construction should balance cost control and the ability to make thoughtful decisions. A fast schedule will no doubt save money but may jeopardize thoughtful decision making and quality documentation. On the flip side, a long schedule will increase construction costs by realizing construction escalation costs and higher general conditions imposed by the contractor. In addition to building schedule consensus with an eye toward cost control, we will develop other strategies related to reducing project time in the name of cost control.

LEO A DALY has successfully utilized a multiple bid package approach to procure early construction packages such as footings, foundations, structural steel, and insulated pre-cast concrete wall panels to move up the construction start date. Procuring and starting the construction of these packages in the summer can jump start construction by 2 months, allowing earth work to be completed prior to frost development as opposed to waiting for the spring thaw or incurring winter conditions. In some cases, longer procurement items such as steel and precast can arrive on site as the footings and foundations are being completed.

Proposed Design and Bidding Schedule



ALTERNATES AS A MEANS OF COST CONTROL

There are many opportunities to assemble bid climate protections, or alternates as the project design develops. The key to the use of alternates is simplicity. Alternates that involve the least number of sub-contractors generally are easier to estimate and receive accurate bids and therefore save you money, if needed. All use of alternates needs to be weighed against the project's priorities and the bidding climate risk analysis. The use of alternates is a great way to build in cost protections, but they also create potential for disappointment among the user groups or core team members. Management of expectations are critical when considering an alternate.

FIRE STATION EXPERIENCE AS A MEANS OF COST CONTROL

Our number one quality control asset is our experience designing fire stations. We have explored, developed, and delivered many various station configurations, not relying on a one size fits all model for our clients.

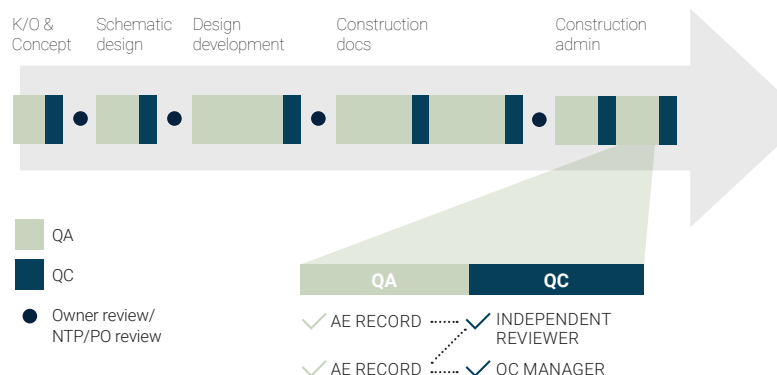
Our in-house engineering disciplines have prior history on similar project types and prior history working together to explore, challenge and evaluate the efficiency, effectiveness and safety of the station and their occupants.

CONSTRUCTABILITY AND QUALITY CONTROL AS A MEANS OF COST CONTROL

We perform independent internal technical reviews at the end of each design phase. These reviews are based upon our nationally developed QAQC process that all 10 LEO A DALY offices follow. We implement:

- Detailed work sequence plans to coordinate each part of the design at the appropriate time for you to make informed decisions about the systems and spaces in your building.
- Standardized cross-discipline checklist to assure best practices are followed.
- We utilize Autodesk NavisWorks, a clash detection systems, prior to the end of each phase. It identifies conflicts that may occur. The documents you see at each phase end will be reviewed by our Navis Works project team and our independent QC team.

LEO A DALY Quality Assurance Process



- Consistent design teams and project management to ensure appropriate team communications while respecting our clients' time and needs.
- Page-by-Page End-of-Phase reviews with the core Owner team and Construction Manager or Cost Estimator to ensure all information in the documents matches discussions and expectations.
- Minimum seven-day owner review periods at each phase end.



Administration - Bayport Fire Station

Project Understanding —

Fire Station No. 3 represents the continued evolution of the City of Lakeville's Fire Department. As the next in a sequence to modernize Lakeville's stations, this project is not a blank slate.

This project builds upon the ideas developed during master planning discussions for renovating facilities, the design of Fire Station No. 2, and the lessons learned and cultures shaped through those prior investments. At the same time, this station occupies a distinct site on the edge of a residential neighborhood, bordered by a busy roundabout with grade changes in 4 directions. Additionally, the existing fire station presents challenges for additions when combined with the unfortunate location of the communications building on site. These layered conditions create both constraint and opportunity.

The site's surrounding traffic patterns demand careful choreography of apparatus movement and staff arrival. The neighborhood context calls for a calibrated civic presence. The anticipated program—currently estimated at 26,000 to 29,000 square feet—must be validated against actual operational needs. Massing and layout will be shaped as much by response and site factors as by square footage targets.

This project therefore becomes a moment to test and refine the existing model against new realities: tighter conditions, heightened community visibility, and firefighter wellness. The goal for Fire Station No. 3 is not reinvention for its own sake, but thoughtful and creative advancement of the collective knowledge and lessons learned.

We understand that Lakeville seeks a partner who respects what has been built, the city's overall financial capacity, listens carefully to all parties involved, and can provide a steady voice of reason while bringing forward bold new ideas, grounded in operational reality.

We also know that Lakeville is seeking a first class fire station. We are the right firm to deliver all of these needs.

Fire Station No. 3 currently exits onto Kenrick Ave near a very busy roundabout. Often as apparatus are leaving the station, vehicles entering, exiting, or within the roundabout will stop to abide the emergency sirens. This actually makes it more difficult for the apparatus to navigate the roundabout. The fire department would prefer to exit onto 175th St. W. To do so, modifications to the median will be required in order to make a right hand turn on to 175th St. W.



Fire Station No.3 Context

OPERATIONAL CHOREOGRAPHY & RESPONSE GEOMETRY

Fire stations are working buildings operating with rapid response in mind which depends on clarity of circulation, separation of apparatus and personal vehicles, and controlled interaction with the public.

At this site, ingress and egress are a matter of response choreography. Apparatus departure paths, return routes, staff parking, deliveries, and visitor access must be coordinated to minimize conflict while preserving rapid turnout times. Snow storage, and maintenance access, must be considered as well.

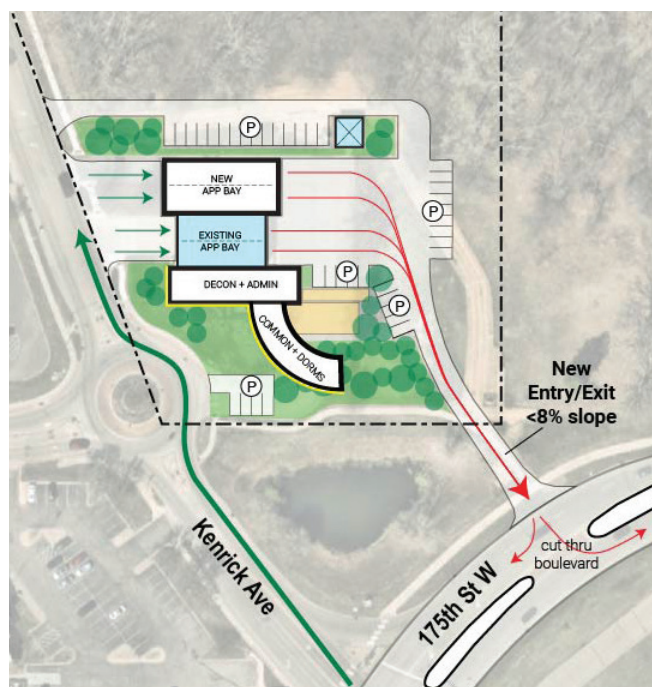
These external patterns extend into internal flow. Paid-on-call arrival, duty crew circulation, training, and visitor interaction must be legible and separated. Designing these sequences establishes a disciplined foundation for all subsequent planning decisions.

CONTEXT-CALIBRATED CIVIC PRESENCE

Fire stations are civic buildings. They represent a sense of safety, reliability and community trust. They are also homes to those providing these services to the community. Fire stations must be at once welcoming and transparent, but also a place to sleep and recuperate from stressful and often emotionally painful events.

Fire Station No. 3 has the potential to be an anchoring civic institution in Lakeville. It's located at the apex of a roundabout and at the intersection of Kenrick Ave and 175th Street, two major streets within the city.

As operational options are investigated, each option has the duty to embrace this "privileged" location to create a civic hierarchy that brings building and city planning together to create a truly unique fire station.



Renovation and Addition Option

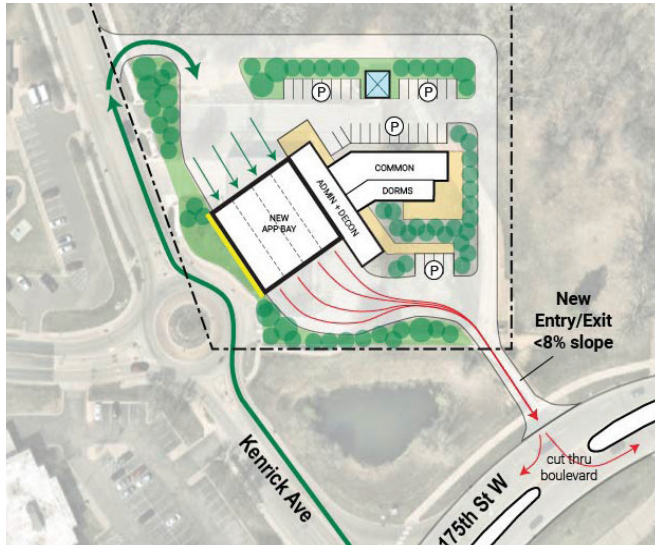
RENOVATION & ADDITION APPROACH

At first blush, it looks like it may be difficult to renovate the existing non-apparatus bay spaces in a manner that is economical and operationally efficient but this will be investigated further.

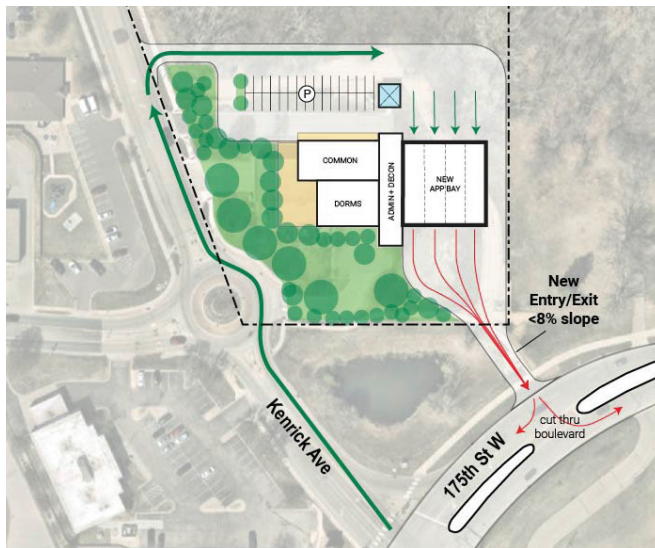
For now, above is an option which looks to preserve the existing apparatus bay for ambulances and smaller vehicles and build new bays directly to the north for larger and future apparatus. The area to the south of the existing apparatus bay would be designed to house apparatus bay support, public spaces, and working and living spaces.

To avoid public and emergency vehicle interactions, we propose modifying the existing exiting drive into a public only entrance and parking lot for 3-4 vehicles.

Lastly, with proper massing and study, the new "front door" to the facility could be welcoming and become the anchoring civic presence at the roundabout.



New Construction Concept A



New Construction Concept B

NEW CONSTRUCTION APPROACH

The next two options investigate what it might be to design the fire station without the constraints created by the existing buildings location. Each option provides access to 175th St W, enough drive lane to make up grade changes, and provides public parking separate from emergency egress.

Beyond that, they are located at a point in the site where substantial fill would not have to be bought on site to make up the grade from the south side of the site to the north. This location possibly avoids costly modifications to the existing storm water management system supporting 175th and Kenrick Ave.

Each also have a unique opportunity to embrace their locations on the roundabout. Concept A possibly presents an option to highlight the Fire Apparatus within the bay to create a meaningful civic presence.

Concept B possibly presents options to create a new front door to the facility and present more human scale facades. Each will need to weigh privacy against civic presence.

INTERNAL CONSIDERATIONS

As options are developed, our team will be intentional in evaluating how each design decision supports firefighter health, safety, and wellness. As this site is nearly “three-sided” locating spaces requiring optimal environments for respite, daylight, and privacy will be as much of a consideration as apparatus flow.

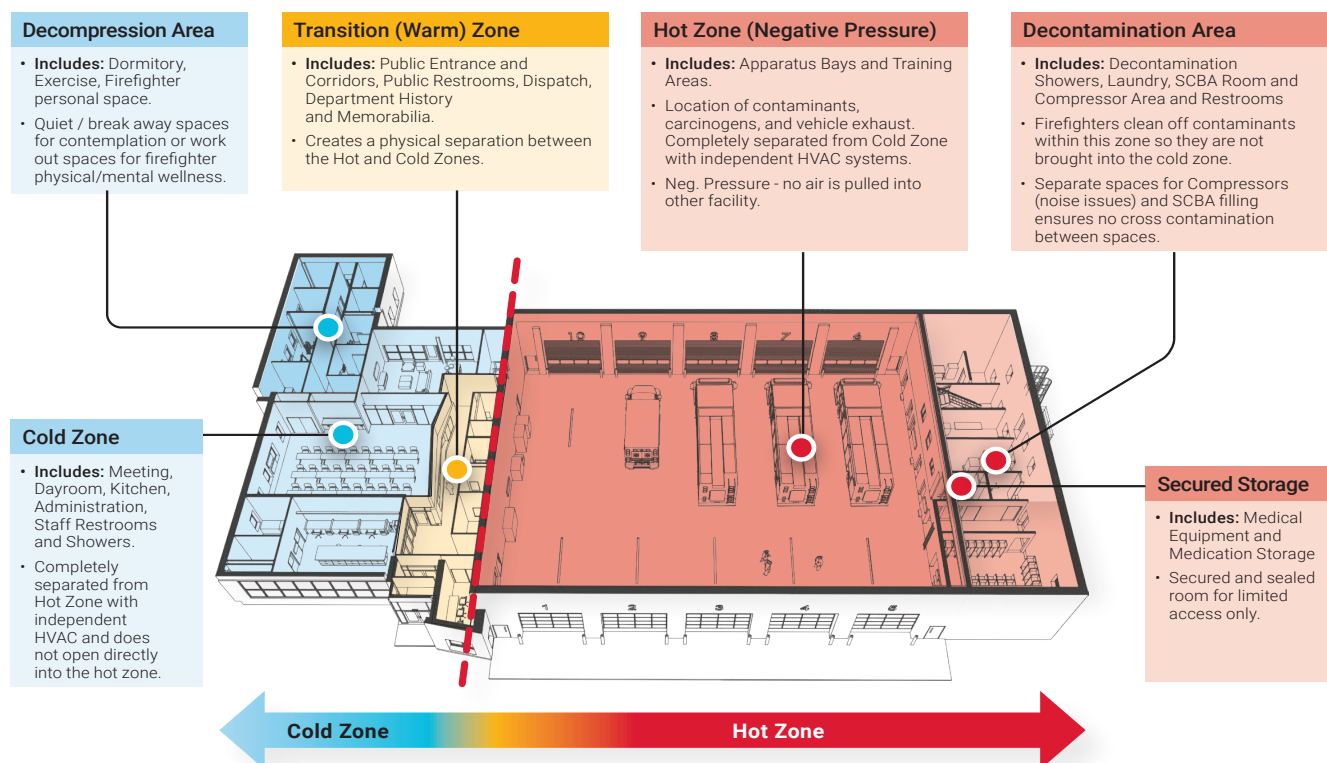
FIREFIGHTER WELLNESS

A comprehensive approach to firefighter wellness includes spaces that support psychological decompression and recovery. Firefighters returning from high-stress calls require environments that allow both camaraderie and solitude.

Natural light, acoustics, access to fitness spaces indoor and out, and thoughtfully located dormitory spaces all influence fire fighters fluctuating levels of cortisol affecting their ability to cope with stress and their ability to sleep.



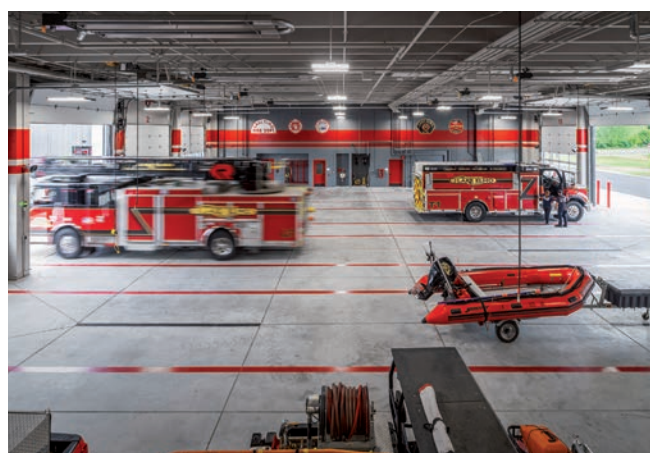
Outdoor patio and shared kitchen spaces provide opportunities for decompression, social connection, and overall well-being.



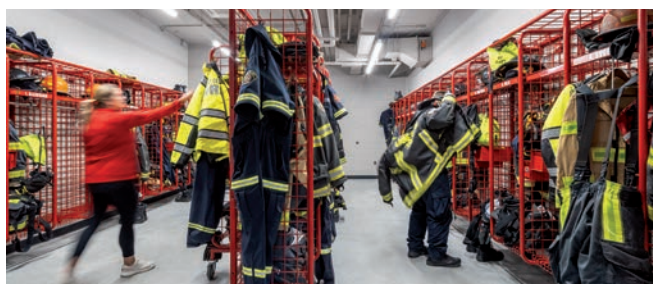
HEALTH & CONTAMINATION CONTROL

Modern fire station flow and configurations must address the well-documented health risks associated with carcinogen exposure. Lakeville's investment in new facilities is also an investment in long-term firefighter health, retention, and performance.

A clear separation between operational "hot" areas and living "cold" areas is essential. Apparatus bays and decontamination spaces must function as controlled environments with dedicated mechanical systems with pressure relationships that prevent contaminants from migrating into living quarters. Sequential decontamination—from apparatus bay to decon to clean PPE storage—should be intuitive and efficient.



Hot Zone: Apparatus bay.



Hot Zone: Structured gear storage system supporting efficient turnout access and contamination control.



Hot Zone: Decontamination space

SUSTAINABILITY AS PERFORMANCE & PUBLIC RESPONSIBILITY

For a fire station, sustainability is not an abstract exercise. High indoor air quality supports firefighter health. Energy-efficient mechanical systems reduce long-term operational costs. Durable materials decrease maintenance burden and lifecycle replacement.

Resilience is equally critical. As a public safety facility, Fire Station No. 3 must remain operational during extreme weather events and utility disruptions. Energy modeling, envelope performance, and system redundancy will be evaluated not only through a sustainability lens, but through the lens of service continuity.

INTEGRATIVE TRAINING

Fire facilities are a critical investment and should be considered a tool in the tool belt for the delivery of service and the preparation of their firefighters. We will never have to make that critical decision under extreme conditions that firefighters do. However, understanding your practice, enables us to help you create a thoughtful environment catered to how you deliver service.

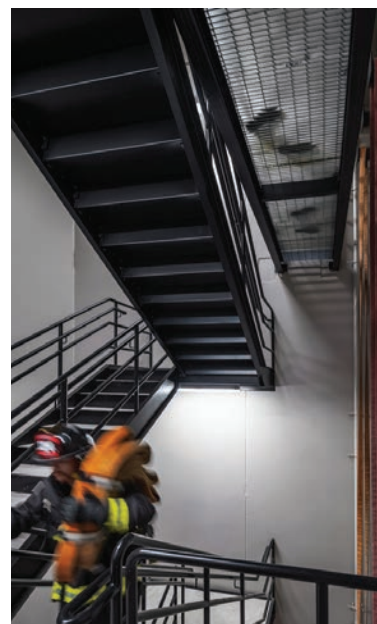
Integrative training does not have to be expensive; but it does need to be closely considered. Simple adjacencies or the integration of simple components, such as a breaching door or a rappelling hook can make a routine space into a compliment for your training program.

A past client of ours and Fire Chief said it best, “train as you would respond”, and we have taken this philosophy to heart. The more realistic you can make a training activity, the more innate the response becomes and the more your team can develop higher standards.

These conversations have already started as noted during the conceptualization of the confidence course located at the FiRST Center. Realizing much of your training will be completed there or at Station No.2 there will still be opportunities to build in training so those on duty can stay on site and ready for a call.



A range of integrated training environments, from apparatus bays and circulation routes to stairs and dedicated simulation areas, supports realistic, hands-on scenarios that reinforce daily readiness, safe movement, and coordinated response operations.



Work Plan: Services provided for each phase —

A significant portion of a project's long-term success is determined during Schematic Design. For Fire Station #3, we view Schematic Design not as a single deliverable milestone, but as a sequence of deliberate steps that build clarity, alignment, and defensible decision-making before advancing into Design Development.

SCHEMATIC DESIGN

STEP 1: Alignment & program verification

Although Lakeville has completed recent stations, each facility operates within its own context. We will begin by reviewing documentation from prior stations, touring existing facilities, and meeting with both Department leadership and firefighters to understand what is performing well and where refinements may be warranted. Adjustments in locker configurations, restroom locations, turnout storage, fitness adjacencies, or dormitory sequencing can significantly improve daily operations and wellness.

At this stage, we will:

- Validate staffing assumptions and apparatus requirements
- Confirm response and return protocols
- Revisit square footage assumptions against operational needs
- Identify emerging departmental priorities

This effort is not a repetition of previous studies, but a disciplined recalibration specific to Station No. 3's site and mission.

Simultaneously, we will collaborate with our Cost Estimator to align the validated program with cost-per-square-foot benchmarks and total project budget considerations. Before advancing design concepts, we believe it is critical to establish realistic expectations regarding total project cost—including site work, sustainability strategies, escalation, contingencies, and a full analysis of soft costs. Alignment early in the process minimizes redesign and ensures that innovation remains grounded in fiscal responsibility.

STEP 2: Site strategy & option development

With program and budget aligned, we will begin structured exploration of site and building organization.

Given the site's surrounding streets and neighborhood context, this step will focus heavily on response geometry and massing calibration. Multiple site strategies will be explored to optimize:

- Apparatus ingress and egress
- Separation of personal vehicle and visitor parking
- Snow management and maintenance access
- Stormwater treatment and sustainable site strategies
- Buffers to adjacent residential properties
- Apparatus bay placement relative to street hierarchy



Hands-on planning session refining early design concepts and operational priorities. Integrative training scenarios.

Exploring multiple options is not about creating unnecessary alternatives; it is about pressure-testing assumptions. Within various configurations often lie elements of stronger solutions. Reviewing these options collectively also creates defensible design decisions—important when presenting to neighbors, Council members, and other stakeholders.

Early coordination with City engineering, planning and zoning staff will occur during this step to eliminate downstream surprises and ensure code alignment before formal design development progresses.

STEP 3: Building organization & wellness integration

Once a preferred site strategy is identified, focus will shift to internal building organization.

Fire Station No. 3 must balance rapid response with contamination control, privacy, decompression, and team building. Building planning will reinforce the separation of operational zones, with clear transitions between hot, warm, and cold areas, and mechanical systems integrated accordingly.

Adjacency diagrams, operational flow studies, and sectional analysis will be refined in collaboration with Department stakeholders to ensure:

- Efficient turnout and apparatus access
- Intuitive decontamination sequences
- Appropriate separation of public-facing and secured areas
- Daylighting strategies that enhance morale without compromising privacy
- Fitness, dormitory, and decompression spaces that support mental and physical health

This step is where thoughtful innovation often emerges. As site constraints and program relationships clarify, opportunities to refine the existing station model—through volumetric efficiency, or improved internal adjacencies—become evident. Design decisions will be iterative and collaborative, with clear rationale tied to operational performance and neighborhood compatibility.



Community workshop to review site options and gather stakeholder input during early design.

STEP 4: Community interface & civic integration

As this station is built for the neighborhood, we believe in sharing information to the community thoughtfully without relinquishing operational decision-making authority.

Community interface will occur once site and building strategies are sufficiently developed to demonstrate disciplined consideration of context. Presenting clear diagrams, option studies, and reasoning builds trust. When stakeholders can see that multiple configurations were tested and refined, discussions become more constructive.

This step will emphasize:

- How ingress and egress protect neighborhood safety
- How massing has been calibrated to adjacent homes
- How stormwater and landscape strategies enhance the site
- How materiality and transparency communicate civic presence

At this point in the schedule, adjustments remain possible without jeopardizing timeline or budget.

STEP 5: Design refinement and cost validation

Critical to Schematic Design success and therefore subsequent phases is creating a sense of excitement and agreement on the big idea that is within the stated budget, and creates anticipation and a clear path for what is next. This involves:

- Cost estimating and development of options that got the project to budget.
- Tangible renderings with clearly defined materiality.
- A schematic design report summarizing the options reviewed and developed, feedback, cost analysis, and a road map for what the next steps are in the design and construction process.

DESIGN DEVELOPMENT & CONSTRUCTION DOCUMENTS**STEP 6: Detailed design, documentation & quality control**

As the project advances into Design Development and Construction Documents, our focus turns to development of building system strategies including:

- Further refinement of sustainability strategies.
- Mechanical zoning for containment control
- Plumbing equipment and fire station equipment planning
- Power distribution and lighting strategies
- Security, hardware, and surveillance design
- IT and AV planning and coordination
- Utility coordination
- Finish selections
- Furniture planning and solicitation

Likely now with the Construction Manager on board, we will also:

- Transfer cost reconciliation at key milestones to the CMr
- Integrate subcontractor input where appropriate
- Perform QA/QC reviews with the CMr prior to each submission

Quality control is not a final-step exercise; it is embedded throughout the schedule. Our internal review process, combined with structured Owner review periods, ensures that design intent, budget alignment, and technical accuracy move forward together.

While these activities are often described sequentially, the realities of project delivery require them to overlap. Our goal is to work closely with the Construction Manager and the City of Lakeville to coordinate internal review, Fire Department Owner feedback, and cost estimating in a disciplined cycle so that no step is skipped and decisions remain informed throughout the process.

Continuous collaboration & decision framework

Throughout all phases, clarity of decision-making will be maintained. We understand Lakeville's approach: when input is required from the Department, it will be sought intentionally; when a decision rests with City leadership, that authority is respected; when design expertise must guide a solution, we will provide clear recommendations supported by data and precedent.

Our role is to facilitate productive dialogue, test ideas rigorously, and deliver solutions that are exciting, defensible and grounded in the entire team's input. This attitude extends into the construction phase where project success is truly a team effort.

Why Us —

Ongoing Partnership with the City of Lakeville + Proven Fire Station Design + A Thoughtful Approach to each Client, Project, and Site we Undertake

Local Knowledge + Established Partnership

We've been working alongside the City of Lakeville on the FIRST Center, giving our team a direct understanding of the City's priorities, expectations, and long-term vision for public safety.

Local and National Fire Station Expertise

Our tailored fire station solutions prioritize:

- Efficient apparatus movement and responder readiness
- Hot & Cold zone space planning principals to protect firefighter health
- Daylight balanced with privacy concerns, comfortable interior design solutions, and amenities to enhance firefighter wellbeing
- Future minded design to adapt to evolving staffing models and equipment

Proven Approach to Publicly Funded Projects

Fire stations require clear alignment between operations, budget, and public expectations. Our team works routinely in publicly funded environments where these factors are critical.

Integrated In-House Delivery

We provide fully integrated architecture and engineering in-house, including MEP, technology, and structural systems.

This approach delivers:

- Real-time coordination across disciplines
- Fewer redesign cycles
- Clear accountability from design through construction

The Result

A fire station designed to support Lakeville's firefighters, their operational needs, and the city's long-term investment.

The design not only met the city's functional needs but advanced the overall vision the community has for our downtown area. The process with Leo A Daly has truly felt like a partnership.

Brett Angell

Community Development Director
City of Rogers City Hall + Police Department

20+
Fire Stations
Past 12 years

100+
Public Safety
Facilities from our
Minneapolis Office



Fee —

Assumptions for basis of fee:

- Based upon 26,000 sf building as stated in previous studies.
- Approximately \$600/sf construction costs (conservative approach)
- \$15,600,000 total construction cost

We are preliminarily assuming costs and size of the project as listed above. This would likely put the cost of construction near your anticipated project budget. As we suggest, this program could be over sized based upon our experiences. We recommend a thorough examination of the program prior to starting concept design. The conservative cost / SF estimates are based upon past fire station projects and projected escalation. As with most RFP's, these initial cost and size estimations serve as a common reference point for which fees for service can be derived.

All that said, after review of the RFP, the previous fire department studies available on the city's website, and visited the site we are pleased to present our fee proposal for Architectural/Engineering Services for the City of Lakeville Fire Station No. 3 project. We believe our fee for services are competitive and judicious with the marketplace and will provide the level of service the City of Lakeville, Council, and its taxpayers expect from a consulting team that is well versed in fire station design.

Our Basic Services fee for Planning/Programming, Design, Bidding, and Construction Administration phases is \$996,875 This is **based upon 6.25% of the assumed construction cost** listed above. Our Basic Service fees for service includes:

- | | |
|---|---|
| • Project Management | • Landscape Design |
| • Architectural Design | • Mechanical, Electrical, Plumbing Engineering |
| • Interior Design | • Voice / Data (design working with local vendors) |
| • FFE Design and Procurement Assistance (with local vendors): \$21,875 included in lump sum fee above, based upon 6.25% of an estimated \$350,000 in FFE budget | • Card Access (design working with local vendors) |
| • Civil Engineering | • Surveillance / Security (design working with local vendors) |
| • Structural Engineering | • A/V Design |

Reimbursement expenses in addition to the lump sum Basic Services listed above are anticipated to be a maximum of \$10,000.

Exclusions:

- Median work on streets adjacent to the property to accommodate emergency vehicles entering or exiting the site.
- Redesign of the storm water basin located on the southern edge of the site which accommodates storm water runoff from adjacent streets.

As always, we are open to review our proposed fees and as more in-depth conversations occur to ensure alignment with the expected scope of work..


Todd LaVold AIA —
 Senior Associate
 Market Sector Leader—Civic


Cindy McCleary AIA —
 Vice President
 Senior Director, Civic, Education, & Aviation



LEO A DALY

Thank you for your time
and consideration.

Todd LaVold

TBLavold@leoadaly.com

612.359.4656

TBLavold@leoadaly.com



AIA® Document B133® – 2019

Standard Form of Agreement Between Owner and Architect, Construction Manager as Constructor Edition

AGREEMENT made as of the 8th day of September in the year 2026.

(In words, indicate day, month and year.)

BETWEEN the Architect's client identified as the Owner:

(Name, legal status, address, and other information)

The City of Lakeville, Minnesota
20195 Holyoke Avenue
Lakeville, MN 55044

and the Architect:

(Name, legal status, address, and other information)

LEO A DALY, LLC
730 Second Avenue South, Suite 1300
Minneapolis, MN 55402

for the following Project:

(Name, location, and detailed description)

Fire Station No. 3
20195 Holyoke Avenue
Lakeville, MN 55044

The Construction Manager (if known):

(Name, legal status, address, and other information)

TBD

The Owner and Architect agree as follows.

ADDITIONS AND DELETIONS:

The author of this document may have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes revisions to the standard form text is available from the author and should be reviewed. A vertical line in the left margin of this document indicates where the author has added to or deleted from the original AIA text.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

This document is intended to be used in conjunction with AIA Documents A201–2017™, General Conditions of the Contract for Construction; A133–2019™ Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price; and A134–2019™ Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee without a Guaranteed Maximum Price. AIA Document A201™–2017 is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

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ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth in this Section 1.1.

(For each item in this section, insert the information or a statement such as "not applicable" or "unknown at time of execution.")

§ 1.1.1 The Owner's program for the Project:

(Insert the Owner's program, identify documentation that establishes the Owner's program, or state the manner in which the program will be developed.)

.1: A fire department facilities study completed in October of 2023 by CNH suggests a remodeled or new fire station located at 20195 Holyoke Avenue. It was suggested to be between 27,009-29,391 sf depending upon a remodeled or new fire station scenario.

.2: Architect, as part of the basic services, will review past information and development a new program for the project based upon best practices and the subsequent actions taken during the design and construction of the new Fire Station No. 2 project.

§ 1.1.2 The Project's physical characteristics:

(Identify or describe pertinent information about the Project's physical characteristics, such as size; location; dimensions; geotechnical reports; site boundaries; topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site, etc.)

.1: The fire station is located on 3.17 acres in the northwest corner of Kenrick Avenue and 175th Street at 17490 Kenrick Avenue.

.2: The current 5,341 square foot Fire Station No 3 was built in 1988, with various renovations occurring over the intervening years.

.3: The site also includes a 360 square foot utility building that houses Frontier Communications equipment that is to remain on the site in its current location. The renovation/expansion of the existing fire station or the construction of a new station must incorporate the envelope in the design or work around the utility building and its adjacent infrastructure.

§ 1.1.3 The Owner's budget for the Cost of the Work, as defined in Section 6.1:
(Provide total and, if known, a line item breakdown.)

The overall project budget is currently set at \$19 million. It is anticipated that soft costs will be roughly 20% of the overall project cost, leaving roughly 80% of the overall project costs as the construction cost budget, or roughly \$15.6 million.

§ 1.1.4 The Owner's anticipated design and construction milestone dates:

.1 Design phase milestone dates, if any:

- .1 Programming / Preliminary Design: Start September 9, 2026 – 4 weeks.
- .2 Schematic Design: Start October 7, 2026 – 8 weeks.
- .3 Design Development: Start December 2, 2026 – 10 weeks.
- .4 Construction Documents: Start February 10, 2027 – 10 weeks.
- .5 Potential Bid Package No. 1: Start March 3, 2027 – 3 weeks.
- .5.1 Potential Bid Package No. 1 Council Approval: April 5, 2027.
- .6 Bid Package No. 2: April 21, 2027 – 3 weeks.
- .6.1 Bid Package No. 2 Council Approval: May 17, 2027.

.2 Construction commencement date:

Potential Bid Package No. 1: Earthwork, Utilities, and Structural Steel and/or just building demolition; Start April 19, 2027.

Bid Package No. 2: Remaining Project; Start May 17, 2027.

.3 Substantial Completion date or dates:

June 17, 2028 (14 months from start of construction – Potential Bid Package No. 1)

.4 Other milestone dates:

Final Completion: No later than 8 weeks from the date of Substantial Completion.

§ 1.1.5 The Owner intends to retain a Construction Manager pursuant to the following agreement:
(Indicate agreement type.)

- [X] AIA Document A133–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price.
- [] AIA Document A134–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee without a Guaranteed Maximum Price.

§ 1.1.6 The Owner's requirements for accelerated or fast-track design and construction, or phased construction are set forth below:
(List number and type of bid/procurement packages.)

Phased bidding packages will be determined after a Construction Manager at Risk has been contracted. The primary drivers for multiple bid packages are listed below. The implementation of more than 2 bid packages is subject to additional services.

- .1: Allowing adequate time to complete footings and foundations prior to mid-November 2027 (start of frost season).
- .2: Allowing early building demolition if the design does not include a renovation of the existing fire station.
- .3: Allowing enough time to enclose the building prior to mid-November 2027 (start of temporary heating season).

§ 1.1.7 The Owner's anticipated Sustainable Objective for the Project:
(Identify and describe the Owner's Sustainable Objective for the Project, if any.)

Architect to follow best practices for energy efficient design solutions that are found in similar building types having reasonable paybacks and have been agreed to by the Owner. There are no requirements to follow LEED or B3.

§ 1.1.8 The Owner identifies the following representative in accordance with Section 5.4:
(List name, address, and other contact information.)

Allyn Kuennen
Assist City Administrator
20195 Holyoke Avenue
Lakeville, MN 55044
akuennen@lakevillemn.gov
952.985.4402
507.581.6946

§ 1.1.9 The persons or entities, in addition to the Owner's representative, who are required to review the Architect's submittals to the Owner are as follows:
(List name, address, and other contact information.)

- .1: Mike Myer, Lakeville Fire Chief.
- .2: Jennell Brooks, Lakeville Assistant Fire Chief.
- .3: Tom Beeggermann, Lakeville Facilities Manager.
- .4: Zach Johnson, Lakeville City Engineer.
- .5: Dave Mathews, Lakeville Chief Building Official.

§ 1.1.10 The Owner shall retain the following consultants and contractors:
(List name, legal status, address, and other contact information.)

.1 Construction Manager:

(The Construction Manager is identified on the cover page. If a Construction Manager has not been retained as of the date of this Agreement, state the anticipated date of retention. If the Architect is to assist the Owner in selecting the Construction Manager, complete Section 4.1.1.1)

TBD, Anticipated date of retention: October 19, 2026.

.2 Land Surveyor:

TBD, Retention to be as soon as possible to avoid design delays.

.3 Geotechnical Engineer:

TBD, Retention to be as soon as possible to avoid design delays.

.4 Civil Engineer:

Not applicable, See 1.1.12.2.1.

.5 Other consultants and contractors:

(List any other consultants and contractors retained by the Owner.)

Wetland Delineation, if required.

Commissioning Agent, code required.

Hazardous Material Assessor / Phase I/II Assessor for the existing building.

Special Inspector, code required.

§ 1.1.11 The Architect identifies the following representative in accordance with Section 2.4:
(List name, address, and other contact information.)

Todd LaVold, AIA – Sr. Project Manager/Market Sector Leader – Public Safety
LEO A DALY, LLC
730 Second Avenue South, Suite 1300
Minneapolis, MN 55402
TBLaVold@leoadaly.com
612.359.4656

§ 1.1.12 The Architect shall retain the consultants identified in Sections 1.1.12.1 and 1.1.12.2:
(List name, legal status, address, and other contact information.)

§ 1.1.12.1 Consultants retained under Basic Services:

.1 Structural Engineer:

LEO A DALY, LLC

.2 Mechanical Engineer:

LEO A DALY, LLC

.3 Electrical Engineer:

LEO A DALY, LLC

§ 1.1.12.2 Consultants retained under Supplemental Services:

- .1: Civil Engineering – Elan Design Lab.
- .2: Technology Design – LEO A DALY, LLC.

§ 1.1.13 Other Initial Information on which the Agreement is based:

- .1: Design work related to median modifications on streets adjacent to the site to accommodate emergency vehicles entering or exiting the site is not included in this Agreement.
- .2: Redesign of the storm water basin located on the southern edge of the site which accommodates storm water runoff from adjacent streets is not included in this Agreement.

§ 1.2 The Owner and Architect may rely on the Initial Information. Both parties, however, recognize that the Initial Information may materially change. If the Architect identifies a material change such that Architect's services, schedule for Architect's services, and the Architect's compensation may be affected, then the Architect shall submit information regarding that purported material change and any information substantiating the material change to the Owner within thirty (30) days of the event giving rise to the material change for review. The Owner's budget for Cost of Work, the Owner's anticipated design, and construction milestones shall not change without written approval from the Owner. If the Architect fails to submit the material change to the Owner within thirty (30) days of the event giving rise to the material change, then the Owner shall have no obligation to change Owner's budget for Cost of Work, the Owner's anticipated design, and construction milestones.

§ 1.3 The parties shall agree upon written protocols governing the transmission and use of, and reliance on, Instruments of Service or any other information or documentation in digital form.

§ 1.3.1 Any use of, or reliance on, all or a portion of a building information model without agreement to written protocols governing the use of, and reliance on, the information contained in the model shall be at the using or relying party's sole risk and without liability to the other party and its contractors or consultants, the authors of, or contributors to, the building information model, and each of their agents and employees.

ARTICLE 2 ARCHITECT'S RESPONSIBILITIES

§ 2.1 The Architect shall provide professional services as set forth in this Agreement. The Architect represents that it is properly licensed in the jurisdiction where the Project is located to provide the services required by this Agreement, or shall cause such services to be performed by appropriately licensed design professionals.

§ 2.2 The Architect shall perform its services consistent with the professional skill and care ordinarily provided by architects practicing in the same or similar locality under the same or similar circumstances. The Architect shall perform its services as expeditiously as is consistent with such professional skill and care and the orderly progress of the Project. No other warranty of any kind, expressed or implied, at common law or created by statute, is extended, made, or intended by the rendition of Architect's services under this Agreement.

§ 2.3 The Architect shall provide its services in conjunction with the services of a Construction Manager as described in the agreement identified in Section 1.1.5. The Architect shall not be responsible for actions taken by the Construction Manager.

§ 2.4 The Architect shall identify a representative authorized to act on behalf of the Architect with respect to the Project.

§ 2.5 Except with the Owner's knowledge and consent, the Architect shall not engage in any activity, or accept any employment, interest or contribution that would reasonably appear to compromise the Architect's professional judgment with respect to this Project.

§ 2.6 Insurance. The Architect shall maintain the following insurance until termination of this Agreement.

§ 2.6.1 Commercial General Liability with policy limits of not less than Two Million Dollars(\$2,000,000.00) for each occurrence and Two Million Dollar (\$ 2,000,000.00) in the aggregate for bodily injury and property damage.

§ 2.6.2 Automobile Liability covering vehicles owned, and non-owned vehicles used, by the Architect with policy limits of not less than Two Million Dollars (\$2,000,000.00) combined single limit for bodily injury, death of any person, and property damage arising out of the ownership, maintenance and use of those motor vehicles, along with any other statutorily required automobile coverage.

§ 2.6.3 The Architect may achieve the required limits and coverage for Commercial General Liability and Automobile Liability through a combination of primary and excess or umbrella liability insurance, provided such primary and excess or umbrella liability insurance policies result in the same or greater coverage as the coverages required under Sections 2.6.1 and 2.6.2, and in no event shall any excess or umbrella liability insurance provide narrower coverage than the primary policy. The excess policy shall not require the exhaustion of the underlying limits only through the actual payment by the underlying insurers.

§ 2.6.4 Workers' Compensation at statutory limits.

§ 2.6.5 Employers' Liability with policy limits not less than One Million Dollars (\$1,000,000.00) each accident, One Million Dollars (\$1,000,000.00) each employee, and One Million Dollars (\$1,000,000.00) policy limit.

§ 2.6.6 Professional Liability covering negligent acts, errors and omissions in the performance of professional services, with policy limits of not less than Two Million Dollars (\$ 2,000,000.00) per claim and Two Million Dollars (\$2,000,000.00) in the aggregate.

§ 2.6.7 Excess/Umbrella insurance coverage of not less than one million dollars (\$1,000,000.00) each occurrence and one Million dollars (\$1,000,000.00) in the aggregate.

§ 2.6.8 Additional Insured Obligations. The Owner shall be included as an additional insured on the Commercial Liability, Comprehensive Automobile Liability, and Umbrella Excess Liability policies. The additional insured coverage shall be primary and noncontributory to any of Owner's insurance policies and shall apply to both ongoing and completed operations.

§ 2.6.9 Prior to commencement of work, the Architect shall provide certificates of insurance to the Owner that evidence compliance with the requirements in this Section 2.6. The certificate shall provide that such insurance policies shall not be cancelled without at least thirty (30) days' advanced written notice to the Owner from the Architect's insurance company, or ten (10) days' written notice for non-payment of premium.

§ 2.6.10 Architect agrees, to the fullest extent permitted by law, to indemnify and hold Owner harmless from any damage, liability, or cost (including reasonable attorneys' fees and costs of defense) to the extent caused by Architect's negligent acts, errors, or omissions in the performance of professional services under this Agreement and those of his or her subcontractors or anyone for whom the Architect is liable.

§ 2.6.11 Architect shall comply with applicable laws, statutes, ordinances and regulations and the Owner's mandated standards that Owner has provided to Architect in writing. Owner shall not be responsible for discovering deficiencies in the accuracy of Architect's work.

ARTICLE 3 SCOPE OF ARCHITECT'S BASIC SERVICES

§ 3.1 The Architect's Basic Services consist of those described in this Article 3 and include usual and customary structural, mechanical, and electrical engineering services. Services not set forth in this Article 3 are Supplemental or Additional Services.

§ 3.1.1 The Architect shall manage the Architect's services, research applicable design criteria, attend Project meetings, communicate with members of the Project team, and report progress to the Owner.

§ 3.1.2 The Architect shall coordinate its services with those services provided by the Owner, the Construction Manager, and the Owner's consultants. The Architect shall be entitled to rely on, and shall not be responsible for, the accuracy, completeness, and timeliness of, services and information furnished by the Owner, the Construction Manager, and the Owner's consultants. The Architect shall provide prompt written notice to the Owner if the Architect becomes aware of any error, omission, or inconsistency in such services or information.

§ 3.1.3 As soon as practicable after the date of this Agreement, and if requested by Owner or otherwise required herein, the Architect shall submit, for the Construction Manager's review and the Owner's approval, a schedule for the performance of the Architect's services. The schedule shall include design phase milestone dates, as well as the anticipated dates for the commencement of construction and for Substantial Completion of the Work as set forth in the Initial Information. The schedule shall include allowances for periods of time required for the Owner's review, for the Construction Manager's review, for the performance of the Construction Manager's Preconstruction Phase services, for the performance of the Owner's consultants, and for approval of submissions by authorities having jurisdiction over the Project. Once approved by the Owner, time limits established by the schedule shall not, except for reasonable cause, be exceeded by the Architect or Owner. With the Owner's approval, the Architect shall adjust the schedule, if necessary, as the Project proceeds until the commencement of construction.

§ 3.1.3.1 The Owner agrees that the Architect is not responsible for damages arising from any circumstances beyond the Architect's reasonable control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions, natural disasters, fire or other acts of God; riots, war or other emergencies; failure of any governmental agency to act in timely manner; failure of performance by the Owner or the Owner's other designers, contractor, or any of their subcontractors; or discovery of any hazardous substances or differing and unforeseeable site conditions. Notwithstanding the foregoing, adherence to the mutually agreed upon Project Schedule is of utmost importance to the Owner for the completion of each phase of the Architect's services. The Architect shall timely inform the Owner if the Architect has reason to believe that its final plans and specifications completion date will be delayed for any reason.

§ 3.1.4 The Architect shall submit information to the Construction Manager and participate in developing and revising the Project schedule as it relates to the Architect's services. The Architect shall review and approve, or take other appropriate action upon, the portion of the Project schedule relating to the performance of the Architect's services.

§ 3.1.5 The Architect shall not be responsible for an Owner's directive or substitution, or for the Owner's acceptance of non-conforming work, made or given without the Architect's written approval.

§ 3.1.6 The Architect shall, in coordination with the Construction Manager, contact governmental authorities required to approve the Construction Documents. The Architect shall respond to applicable design requirements imposed by those authorities.

§ 3.1.7 The Architect shall assist the Owner and Construction Manager in connection with the Owner's responsibility for filing documents required for the approval of governmental authorities having jurisdiction over the Project.

§ 3.1.8 Prior to the Owner's acceptance of the Construction Manager's Guaranteed Maximum Price proposal, or the Owner's approval of the Construction Manager's Control Estimate, as applicable, the Architect shall consider the Construction Manager's requests for substitutions and, upon written request of the Construction Manager, provide clarification or interpretations pertaining to the Drawings, Specifications, and other documents submitted by the Architect. The Architect and Construction Manager shall include the Owner in communications related to substitution requests, clarifications, and interpretations.

§ 3.2 Review of the Construction Manager's Guaranteed Maximum Price Proposal or Control Estimate

§ 3.2.1 At a time to be mutually agreed upon by the Owner and the Construction Manager, the Construction Manager shall prepare, for review by the Owner and Architect, and for the Owner's acceptance or approval, a Guaranteed Maximum Price proposal or Control Estimate. The Architect shall assist the Owner in reviewing the Construction Manager's proposal or estimate. The Architect's review is not for the purpose of discovering errors, omissions, or inconsistencies; for the assumption of any responsibility for the Construction Manager's proposed means, methods, sequences, techniques, procedures, or safety measures; or for the verification of any estimates of cost or estimated cost proposals. In the event that the Architect discovers any inconsistencies or inaccuracies in the information presented, the Architect shall promptly notify the Owner and Construction Manager.

§ 3.2.2 Upon authorization by the Owner, and subject to Section 4.2.1.14, the Architect shall update the Drawings, Specifications, and other documents to incorporate the agreed upon assumptions and clarifications contained in the Guaranteed Maximum Price Amendment or Control Estimate.

§ 3.3 Schematic Design Phase Services

§ 3.3.1 The Architect shall review the program, and other information furnished by the Owner and Construction Manager, and shall review laws, codes, and regulations applicable to the Architect's services.

§ 3.3.2 The Architect shall prepare a preliminary evaluation of the Owner's program, schedule, budget for the Cost of the Work, Project site, and other Initial Information, each in terms of the other, to ascertain the requirements of the Project. The Architect shall notify the Owner of (1) any inconsistencies discovered in the information, and (2) other information or consulting services that may be reasonably needed for the Project.

§ 3.3.3 The Architect shall present its preliminary evaluation to the Owner and Construction Manager and shall discuss with the Owner and Construction Manager alternative approaches to design and construction of the Project. The Architect shall reach an understanding with the Owner regarding the requirements of the Project.

§ 3.3.4 Based on the Project requirements agreed upon with the Owner, the Architect shall prepare and present, to the Owner and Construction Manager, for the Owner's approval, a preliminary design illustrating the scale and relationship of the Project components.

§ 3.3.5 Based on the Owner's approval of the preliminary design, the Architect shall prepare Schematic Design Documents for Construction Manager's review and the Owner's approval. The Schematic Design Documents shall consist of drawings and other documents including a site plan, if appropriate, and preliminary building plans, sections and elevations; and may include some combination of study models, perspective sketches, or digital representations. Preliminary selections of major building systems and construction materials shall be noted on the drawings or described in writing.

§ 3.3.5.1 The Architect shall consider with Owner and Construction Manager sustainable design alternatives, such as material choices and building orientation, together with other considerations based on program and aesthetics, in developing a design that is consistent with the Owner's program, schedule and budget for the Cost of the Work. The Owner may obtain more advanced sustainable design services as a Supplemental Service under Section 4.1.

§ 3.3.5.2 The Architect shall consider with the Owner and the Construction Manager the value of alternative materials, building systems and equipment, together with other considerations based on program and aesthetics, in developing a design for the Project that is consistent with the Owner's program, schedule, and budget for the Cost of the Work.

§ 3.3.6 The Architect shall submit the Schematic Design Documents to the Owner and the Construction Manager. The Architect shall meet with the Construction Manager to review the Schematic Design Documents.

§ 3.3.7 Upon receipt of the Construction Manager's review comments and cost estimate at the conclusion of the Schematic Design Phase, the Architect shall take action as required under Section 6.4, and request the Owner's approval of the Schematic Design Documents. If revisions to the Schematic Design Documents are required to comply with the Owner's budget for the Cost of the Work at the conclusion of the Schematic Design Phase, the Architect shall incorporate the required revisions in the Design Development Phase.

§ 3.3.8 In the further development of the Drawings and Specifications during this and subsequent phases of design, the Architect shall be entitled to rely on the accuracy of the estimates of the Cost of the Work, which are to be provided by the Construction Manager under the Construction Manager's agreement with the Owner.

§ 3.4 Design Development Phase Services

§ 3.4.1 Based on the Owner's approval of the Schematic Design Documents, and on the Owner's authorization of any adjustments in the Project requirements and the budget for the Cost of the Work, the Architect shall prepare Design Development Documents for the Construction Manager's review and the Owner's approval. The Design Development Documents shall be based upon information provided, and estimates prepared by, the Construction Manager and shall illustrate and describe the development of the approved Schematic Design Documents and shall consist of drawings and other documents including plans, sections, elevations, typical construction details, and diagrammatic layouts of building systems to fix and describe the size and character of the Project as to architectural, structural, mechanical and electrical systems, and other appropriate elements. The Design Development Documents shall also include outline specifications that identify major materials and systems and establish in general their quality levels.

§ 3.4.2 Prior to the conclusion of the Design Development Phase, the Architect shall submit the Design Development Documents to the Owner and the Construction Manager. The Architect shall meet with the Construction Manager to review the Design Development Documents.

§ 3.4.3 Upon receipt of the Construction Manager's information and estimate at the conclusion of the Design Development Phase, the Architect shall take action as required under Sections 6.5 and 6.6 and request the Owner's approval of the Design Development Documents.

§ 3.5 Construction Documents Phase Services

§ 3.5.1 Based on the Owner's approval of the Design Development Documents, and on the Owner's authorization of any adjustments in the Project requirements and the budget for the Cost of the Work, the Architect shall prepare Construction Documents for the Construction Manager's review and the Owner's approval. The Construction Documents shall illustrate and describe the further development of the approved Design Development Documents and shall consist of Drawings and Specifications setting forth in detail the quality levels and performance criteria of materials and systems and other requirements for the construction of the Work. The Owner and Architect acknowledge that, in order to perform the Work, the Construction Manager will provide additional information,

including Shop Drawings, Product Data, Samples and other similar submittals, which the Architect shall review in accordance with Section 3.6.4.

§ 3.5.2 The Architect shall have the primary responsibility to complete the required documents and ensure that they are properly filed on behalf of the Owner. The Architect shall observe those applicable laws, statutes, ordinances, codes, rules and regulations in force and publicly announced as of the date of this Agreement or as of the date of subsequent compensation amendments, whichever is the latter. This includes all reporting as required for State and Federal funding of the project.

§ 3.5.3 During the development of the Construction Documents, if requested by the Owner, the Architect shall assist the Owner and Construction Manager in the development and preparation of (1) the Conditions of the Contract for Construction (General, Supplementary and other Conditions) and (2) a project manual that includes the Conditions of the Contract for Construction and Specifications, and may include sample forms. All bidding documents and contractual agreements shall be in compliance with the requirements of Minnesota's public bidding and contracting law as those laws apply to public entities.

§ 3.5.4 Prior to the conclusion of the Construction Documents Phase, the Architect shall submit the Construction Documents to the Owner and the Construction Manager. The Architect shall meet with the Construction Manager to review the Construction Documents.

§ 3.5.5 Upon receipt of the Construction Manager's information and estimate at the conclusion of the Construction Documents Phase, the Architect shall take action as required under Section 6.7, and request the Owner's approval of the Construction Documents.

§ 3.6 Construction Phase Services

§ 3.6.1 General

§ 3.6.1.1 The Architect shall provide administration of the Contract between the Owner and the Construction Manager as set forth below and in AIA Document A201™-2017, General Conditions of the Contract for Construction. If the Owner and Construction Manager modify AIA Document A201-2017, those modifications shall not affect the Architect's services under this Agreement unless the Owner and the Architect amend this Agreement. The term "Contractor" as used in A201-2017 shall mean the Construction Manager.

§ 3.6.1.2 Subject to Section 4.2, the Architect's responsibility to provide Construction Phase Services commences upon the Owner's acceptance of the Construction Manager's Guaranteed Maximum Price proposal, the Owner's approval of the Construction Manager's Control Estimate, or by a written agreement between the Owner and Construction Manager which sets forth a description of the Work to be performed by the Construction Manager prior to such acceptance or approval. Subject to Section 4.2, and except as provided in Section 3.6.6.5, the Architect's responsibility to provide Construction Phase Services terminates on the date the Architect issues the final Certificate for Payment.

§ 3.6.1.3 The Architect shall advise and consult with the Owner and Construction Manager during the Construction Phase Services. The Architect shall have authority to act on behalf of the Owner only to the extent provided in this Agreement. The Architect shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work, nor shall the Architect be responsible for the Construction Manager's failure to perform the Work in accordance with the requirements of the Contract Documents. The Architect shall be responsible for the Architect's negligent acts or omissions, but shall not have control over or charge of, and shall not be responsible for, acts or omissions of the Construction Manager or of any other persons or entities performing portions of the Work.

§ 3.6.2 Evaluations of the Work

§ 3.6.2.1 The Architect shall visit the site as required in Section 4.2.3, to become generally familiar with the progress and quality of the portion of the Work completed, and to determine, in general, if the Work observed is being performed in a manner indicating that the Work, when fully completed, will be in accordance with the Contract Documents. However, the Architect shall not be required to make exhaustive or continuous on-site observations to check the quality or quantity of the Work. On the basis of the site visits, the Architect shall keep the Owner reasonably informed about the progress and quality of the portion of the Work completed, and promptly report to the Owner (1) known deviations from the Contract Documents, (2) known deviations from the most recent construction schedule submitted by the Construction Manager, and (3) defects and deficiencies observed in the Work.

§ 3.6.2.2 The Architect shall notify the Owner Work that does not conform to the Contract Documents. Whenever the Architect considers it necessary or advisable, the Architect shall recommend to the Owner inspection or testing of the Work in accordance with the provisions of the Contract Documents, whether or not the Work is fabricated, installed or completed. However, a decision made in good faith by the Architect shall not give rise to a duty or responsibility of the Architect to the Construction Manager, Subcontractors, suppliers, their agents or employees, or other persons or entities performing portions of the Work.

§ 3.6.2.3 The Architect shall interpret matters concerning performance under, and requirements of, the Contract Documents on written request of Owner. The Architect's response to such requests shall be made in writing within any time limits agreed upon or otherwise with reasonable promptness.

§ 3.6.2.4 Interpretations and decisions of the Architect shall be consistent with the intent of, and reasonably inferable from, the Contract Documents and shall be in writing or in the form of drawings. When making such interpretations and decisions, the Architect shall endeavor to secure faithful performance by Construction Manager and shall not be liable for results of interpretations or decisions rendered in good faith. The Owner's decisions on matters relating to aesthetic effect shall be final if consistent with the intent expressed in the Contract Documents.

§ 3.6.2.5 Unless the Owner and Construction Manager designate another person to serve as an Initial Decision Maker, as that term is defined in AIA Document A201–2017, the Architect shall render initial decisions on Claims between the Owner and Construction Manager as provided in the Contract Documents.

§ 3.6.3 Certificates for Payment to Construction Manager

§ 3.6.3.1 The Architect shall review and certify the amounts due the Construction Manager and shall issue certificates in such amounts. The Architect's certification for payment shall constitute a representation to the Owner, based on the Architect's evaluation of the Work as provided in Section 3.6.2 and on the data comprising the Construction Manager's Application for Payment, that, to the best of the Architect's knowledge, information and belief, the Work has progressed to the point indicated, the quality of the Work is in accordance with the Contract Documents, and that the Construction Manager is entitled to payment in the amount certified. The foregoing representations are subject to (1) an evaluation of the Work for conformance with the Contract Documents upon Substantial Completion, (2) results of subsequent tests and on-site visits, (3) correction of minor deviations from the Contract Documents prior to completion, and (4) specific qualifications expressed by the Architect.

§ 3.6.3.2 The issuance of a Certificate for Payment shall not be a representation that the Architect has (1) made exhaustive or continuous on-site observations to check the quality or quantity of the Work, (2) reviewed construction means, methods, techniques, sequences or procedures, (3) reviewed copies of requisitions received from Subcontractors and suppliers and other data requested by the Owner to substantiate the Construction Manager's right to payment, or (4) ascertained how or for what purpose the Construction Manager has used money previously paid on account of the Contract Sum.

§ 3.6.3.3 The Architect shall maintain a record of the Applications and Certificates for Payment.

§ 3.6.4 Submittals

§ 3.6.4.1 The Architect shall review the Construction Manager's submittal schedule and shall not unreasonably delay or withhold approval of the schedule. The Architect's action in reviewing submittals shall be taken in accordance with the approved submittal schedule or, in the absence of an approved submittal schedule, with reasonable promptness while allowing sufficient time, in the Architect's professional judgment, to permit adequate review.

§ 3.6.4.2 The Architect shall review and take appropriate action upon, the Construction Manager's submittals such as Shop Drawings, Product Data and Samples, but only for the limited purpose of checking for conformance with information given and the design concept expressed in the Contract Documents. Architect shall respond to Submittals with one of the following designations, 1) No Exception; 2) Exception as noted; or 3) Rejected – Resubmit. Reviews are for general conformance with design concept of project and general compliance with Contract Documents only. Review of such submittals is not for the purpose of determining the accuracy and completeness of other information such as dimensions, quantities, and installation or performance of equipment or systems, which are the Construction Manager's responsibility. The Architect's review shall not constitute approval of safety precautions or construction means, methods, techniques, sequences or procedures. The Architect's review of a specific item shall not indicate approval of an assembly of which the item is a component. The Architect's review shall not constitute approval of a deviation from the requirements of the Contract Documents unless the Contractor has specifically informed the Architect in writing of such deviation at the time of submittal and the Architect has given written acknowledgement of the specific deviation.

§ 3.6.4.3 If the Contract Documents specifically require the Construction Manager to provide professional design services or certifications by a design professional related to systems, materials, or equipment, the Architect shall specify the appropriate performance and design criteria that such services must satisfy. The Architect shall review and take appropriate action on Shop Drawings and other submittals related to the Work designed or certified by the Construction Manager's design professional, provided the submittals bear such professional's seal and signature when submitted to the Architect. The Architect's review shall be for the limited purpose of checking for conformance with information given and the design concept expressed in the Contract Documents. The Architect shall be entitled to rely upon, and shall not be responsible for, the adequacy and accuracy of the services, certifications, and approvals performed or provided by such design professionals.

§ 3.6.4.4 Subject to Section 4.2, the Architect shall review and respond to requests for information about the Contract Documents. The Architect shall set forth, in the Contract Documents, the requirements for requests for information. Requests for information shall include, at a minimum, a detailed written statement that indicates the specific Drawings or Specifications in need of clarification and the nature of the clarification requested. The Architect's response to such requests shall be made in writing within any time limits agreed upon, or otherwise with reasonable promptness. If appropriate, the Architect shall prepare and issue supplemental Drawings and Specifications in response to the requests for information.

§ 3.6.4.5 The Architect shall maintain a record of submittals and copies of submittals supplied by the Construction Manager in accordance with the requirements of the Contract Documents.

§ 3.6.5 Changes in the Work

§ 3.6.5.1 The Architect may order minor changes in the Work that are consistent with the intent of the Contract Documents and do not involve an adjustment in the Contract Sum or an extension of the Contract Time. Subject to Section 4.2, the Architect shall prepare Change Orders and Construction Change Directives for the Owner's approval and execution in accordance with the Contract Documents.

§ 3.6.5.2 The Architect shall maintain records relative to changes in the Work.

§ 3.6.6 Project Completion

§ 3.6.6.1 The Architect shall:

- .1 conduct observations to determine the date or dates of Substantial Completion and the date of final completion;
- .2 issue Certificates of Substantial Completion;
- .3 forward to the Owner, for the Owner's review and records, written warranties and related documents required by the Contract Documents and received from the Construction Manager; and
- .4 issue a final Certificate for Payment based upon a final observations indicating that, to the best of the Architect's knowledge, information, and belief, the Work complies with the requirements of the Contract Documents.

§ 3.6.6.2 The Architect's observations shall be conducted with the Owner to (1) check conformance of the Work with the requirements of the Contract Documents and (2) verify the accuracy and completeness of the list submitted by the Construction Manager of Work to be completed or corrected.

§ 3.6.6.3 When Substantial Completion has been achieved, the Architect shall inform the Owner about the balance of the Contract Sum remaining to be paid the Construction Manager, including the amount to be retained from the Contract Sum, if any, for final completion or correction of the Work.

§ 3.6.6.4 The Architect shall forward to the Owner the following information received from the Construction Manager: (1) consent of surety or sureties, if any, to reduction in or partial release of retainage or the making of final payment; (2) affidavits, receipts, releases and waivers of liens, or bonds indemnifying the Owner against liens; and (3) any other documentation required of the Construction Manager under the Contract Documents.

§ 3.6.6.5 Upon request of the Owner, and prior to the expiration of one year from the date of Substantial Completion, the Architect shall, without additional compensation, conduct a meeting with the Owner to review the facility operations and performance.

ARTICLE 4 SUPPLEMENTAL AND ADDITIONAL SERVICES

§ 4.1 Supplemental Services

§ 4.1.1 The services listed below are not included in Basic Services but may be required for the Project. The Architect shall provide the listed Supplemental Services only if specifically designated in the table below as the Architect's responsibility, and the Owner shall compensate the Architect as provided in Section 11.2. Unless otherwise specifically addressed in this Agreement, if neither the Owner nor the Architect is designated, the parties agree that the listed Supplemental Service is not being provided for the Project.

(Designate the Architect's Supplemental Services and the Owner's Supplemental Services required for the Project by indicating whether the Architect or Owner shall be responsible for providing the identified Supplemental Service. Insert a description of the Supplemental Services in Section 4.1.2 below or attach the description of services as an exhibit to this Agreement.)

Supplemental Services	Responsibility (Architect, Owner, or not provided)
§ 4.1.1.1 Assistance with Selection of Construction Manager	
§ 4.1.1.2 Programming	Architect
§ 4.1.1.3 Multiple Preliminary Designs	Architect
§ 4.1.1.4 Measured drawings	Not Provided
§ 4.1.1.5 Existing facilities surveys	Architect (if required)
§ 4.1.1.6 Site evaluation and planning	Architect (if required)
§ 4.1.1.7 Building Information Model management responsibilities	Not Provided, See Comment Below
§ 4.1.1.8 Development of Building Information Models for post construction use	Not Provided
§ 4.1.1.9 Civil engineering	Architect
§ 4.1.1.10 Landscape design	Architect
§ 4.1.1.11 Architectural interior design	Architect

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§ 4.1.1.12	Value analysis	Architect Assist CMr and Owner
§ 4.1.1.13	Cost estimating	Owner via CMr
§ 4.1.1.14	On-site project representation	Not Provided, See Comment Below
§ 4.1.1.15	Conformed documents for construction	Architect
§ 4.1.1.16	As-designed record drawings	Architect
§ 4.1.1.17	As-constructed record drawings	Not Provided, See Comment Below.
§ 4.1.1.18	Post-occupancy evaluation	Architect, See Comment Below.
§ 4.1.1.19	Facility support services	Not Provided
§ 4.1.1.20	Tenant-related services	Not Provided
§ 4.1.1.21	Architect's coordination of the Owner's consultants	Architect
§ 4.1.1.22	Telecommunications/data design	Architect
§ 4.1.1.23	Security evaluation and planning	Architect
§ 4.1.1.24	Commissioning	Owner
§ 4.1.1.25	Sustainable Project Services pursuant to Section 4.1.3	Not Provided
§ 4.1.1.26	Historic preservation	Not Provided
§ 4.1.1.27	Furniture, furnishings, and equipment design	Architect
§ 4.1.1.28	Other services provided by specialty Consultants	Not Applicable
§ 4.1.1.29	Other Supplemental Services	Not Applicable

§ 4.1.2 Description of Supplemental Services

§ 4.1.2.1 A description of each Supplemental Service identified in Section 4.1.1 as the Architect's responsibility is provided below.

(Describe in detail the Architect's Supplemental Services identified in Section 4.1.1 or, if set forth in an exhibit, identify the exhibit. The AIA publishes a number of Standard Form of Architect's Services documents that can be included as an exhibit to describe the Architect's Supplemental Services.)

4.1.1.1: Assistance with Selection of Construction Manager: Scope of service limited to review of up to (3) CMr proposals, value analysis of fees, and participation in the interviews. Architect shall have no voting rights. Refer to Article 11 Compensation for fees related to this service.

4.1.1.2: Programming: Refer to 1.1.1 for scope of work. This is included in Architect's Basic Services in conjunction with Section 4.1.1.3.

4.1.1.3: Preliminary Designs: Preliminary designs will be developed for the following scenarios; up to (2) renovation/addition options and up to (2) new construction options during the Programming and Preliminary Design Concept Phase. High level concept designs and systems narratives for the best option for each scenario will be provided to the CMr for pricing to assist the owner in deciding which direction to move forward into the next phase – Schematic Design. This is included in Architect's Basic Services.

4.1.1.5: Existing Facilities Survey: Should the Owner decide to direct the Architect to develop an additional/renovation scenario at the conclusion of Programming and Preliminary Design, depending upon the existing information available to the Architect, are subject to additional Supplemental Services to properly document the existing conditions. Refer to Article 11 Compensation for fees related to this service.

4.1.1.6: Site Evaluation and Planning: Site evaluation is limited to the site located at 20195 Holyoke Avenue and limited to that property. Options which expand the site to include the right-of-way property adjacent to the site are subject to additional Supplemental Services. Refer to Article 11 Compensation for fees related to this service.

4.1.1.7: Building Information Model management responsibilities: BIM management limited to the Architect's Instrument of Service.

4.1.1.9: Civil Engineering: Civil engineering services are included in Architect's Basic Services and are limited to the site boundaries located at 20195 Holyoke Avenue.

4.1.1.10: Landscape Architecture: Landscape Architectural services are included in Architect's Basic Services and are limited to the site boundaries located at 20195 Holyoke Avenue.

4.1.1.11: Interior Design: is included in Architect's Basic Services and include up to two interior design concepts developed during Schematic Design with the anticipation that one concept will be developed and implemented during Design Development – Construction Documents. Interior signage is limited to code-minimum requirements. Branding graphic design is not included. Interior Designer anticipates working with Owner provided or separately contracted firm for branding graphics.

4.1.1.12: Value Analysis: Cost estimating will be provided by Owner's Construction Manager who will provide a list of value engineering items in conjunction with Architect's input. Owner to review, comment, and approve/reject. Architect to include alternates (limited to 2% plus or minus the anticipated budget) as part of the Bidding Documents as a tool to control costs for the GMP. This is included in Architect's Basic Services.

4.1.1.14: Onsite Project Representation: Architect to provide onsite observations limited to the requirements in Section 4.2.3 as part of Architects Basic Services.

4.1.1.15: Conformed documents for construction: Architect will provide conformed documents for construction after the last bid opening of the last bid package as part of Architects Basic Services.

4.1.1.16: As Designed Record Drawings: Architect will provide as-designed record documents to the Owner as part of Architect's Basic Services.

4.1.1.17: As Constructed Record Drawings: Architect will provide as-constructed record documents upon receipt of CMr As-Built Drawings. Refer to Article 11 Compensation for fees related to this service.

4.1.1.18: Post occupancy evaluation: Is limited to the requirement of Section 3.6.6.5. Additional performance evaluations are welcomed as an Addition Service.

4.1.1.21: Coordination of Owner Consultants: Limited to the following consultants and scope of work within Architect's Basic Services.

- .1 Construction Manager at Risk for preconstruction and construction services.
- .2 Owner's geotechnical consultant for development of boring locations and coordination of geotechnical approach for the project.
- .3 Owner's Survey Consultant for the development of the required survey information needed to complete the design and entitlement process.

4.1.1.22: Telecommunications / Data Design: Architect to provide specifications, layouts, bidding documents for Communications, AV systems, IT/Network Infrastructure, and Electronic Safety and Security Scopes of Work related to this project as part of Architects Basic Services.

4.1.1.23: Security Evaluation and Planning: Architect's scope of work limited to basic CEPTD planning principles and coordination with Owner's staff as part of Architects Basic Services.

4.1.1.27: Furniture, Fixtures, and Equipment Design: Architect to provide specifications, layouts, and procurement assistance, installation coordination with Construction Manager, and punch list. Overall management of selected vendor as part of this is a supplemental service. Refer to Article 11 Compensation for fees related to this Supplement Service. This fee is based upon an estimated \$350,000 in furniture and equipment and includes furniture development, coordination with architecture, and identification of each type of furniture and samples.

Written specifications, furniture types, and all finish selections will be packaged to receive quotes from State of Mn Registered Contractor vendors. Architect to respond to vendor questions and approve alternative solutions. Architect to evaluate and recommend lowest responsible quote to the Owner. Fee includes up to two vendor site visits, one site visit during installation, and one final review of the complete installation

§ 4.1.2.2 A description of each Supplemental Service identified in Section 4.1.1 as the Owner's responsibility is provided below.

(Describe in detail the Owner's Supplemental Services identified in Section 4.1.1 or, if set forth in an exhibit, identify the exhibit.)

4.1.1.13 Cost Estimating: The Owner shall engage a Construction Manager at Risk ("CMr") to provide preconstruction services, including cost estimating, value engineering, and construction management. The Architect shall not be responsible for the accuracy or completeness of the CMr's cost estimates and shall be entitled to rely upon them in the performance of its services. Refer to Article 6 for adherence to and revision procedure requirements. At a minimum the Construction Manager shall provide cost estimates after the Programming and Preliminary Design Phase, between 75-100% Schematic Design Phase completion, 50-75% Design Development and Construction Documents Phase completion.

4.1.1.24: Commissioning: Owner to solicit Commissioning Agent for Building Envelope and Systems Commissioning related to code required systems. Architect to review received bids for completeness and appropriateness.

§ 4.1.3 Deleted.

§ 4.2 Architect's Additional Services

The Architect may provide Additional Services after execution of this Agreement without invalidating the Agreement. Except for services required due to the fault of the Architect, any Additional Services provided in accordance with this Section 4.2 shall entitle the Architect to compensation pursuant to Section 11.3 and an appropriate adjustment in the Architect's schedule.

§ 4.2.1 Upon recognizing the need to perform the following Additional Services, the Architect shall notify the Owner with reasonable promptness, but in any event no later than thirty (30) days from the event necessitating Additional Services, and explain the facts and circumstances giving rise to the need. The Architect shall not proceed to provide the following Additional Services until the Architect receives the Owner's written authorization:

- .1** Services necessitated by a change in the Initial Information, previous instructions or recommendations given by the Construction Manager or the Owner, approvals given by the Owner, or a material change in the Project including size, quality, complexity, the Owner's schedule or budget for Cost of the Work, or bid packages in addition to those listed in Section 1.1.6;
- .2** Making revisions in Drawings, Specifications, or other documents (as required pursuant to Section 6.7), when such revisions are required because the Construction Manager's estimate of the Cost of the Work, Guaranteed Maximum Price proposal, or Control Estimate exceeds the Owner's budget, except where such excess is due to changes initiated by the Architect in scope, capacities of basic systems, or the kinds and quality of materials, finishes, or equipment;
- .3** Services necessitated by the enactment or revision of codes, laws, or regulations, including changing or editing previously prepared Instruments of Service;
- .4** Changing or editing previously prepared Instruments of Service necessitated by official interpretations of applicable codes, laws or regulations that are either (a) contrary to specific interpretations by the applicable authorities having jurisdiction made prior to the issuance of the building permit, or (b) contrary to requirements of the Instruments of Service when those Instruments of Service were prepared in accordance with the applicable standard of care;

- .5 Services necessitated by decisions of the Owner or Construction Manager not rendered in a timely manner or any other failure of performance on the part of the Owner or the Owner's consultants or contractors;
- .6 Preparing digital models or other design documentation for transmission to the Owner's consultants and contractors, or to other Owner- authorized recipients;
- .7 Preparation of design and documentation for alternate bid or proposal requests proposed by the Owner or Construction Manager;
- .8 Preparation for, and attendance at, a public presentation, meeting or hearing;
- .9 Preparation for, and attendance at, a dispute resolution proceeding or legal proceeding, except where the Architect is party thereto;
- .10 Consultation concerning replacement of Work resulting from fire or other cause during construction; or
- .11 Assistance to the Initial Decision Maker, if other than the Architect;
- .12 Services necessitated by replacement of the Construction Manager or conversion of the Construction Manager as constructor project delivery method to an alternative project delivery method;
- .13 Services necessitated by the Owner's delay in engaging the Construction Manager;
- .14 Making revisions to the Drawings, Specifications, and other documents resulting from agreed-upon assumptions and clarifications included in the Guaranteed Maximum Price Amendment or Control Estimate; and
- .15 Making revisions to the Drawings, Specifications, and other documents resulting from substitutions included in the Guaranteed Maximum Price Amendment or Control Estimate.

§ 4.2.2 To avoid delay in the Construction Phase, the Architect shall provide the following Additional Services, notify the Owner with reasonable promptness, but in any event no later than thirty (30) days from the event necessitating Additional Services, and explain the facts and circumstances giving rise to the need. If, upon receipt of the Architect's notice, the Owner determines that all or parts of the services are not required, the Owner shall give prompt written notice to the Architect of the Owner's determination. The Owner shall compensate the Architect for the services provided prior to the Architect's receipt of the Owner's notice:

- .1 Reviewing a Construction Manager's submittal out of sequence from the submittal schedule approved by the Architect;
- .2 Responding to the Construction Manager's requests for information that are not prepared in accordance with the Contract Documents or where such information is available to the Construction Manager from a careful study and comparison of the Contract Documents, field conditions, other Owner-provided information, Construction Manager-prepared coordination drawings, or prior Project correspondence or documentation;
- .3 Preparing Change Orders, and Construction Change Directives that require evaluation of the Construction Manager's proposals and supporting data, or the preparation or revision of Instruments of Service;
- .4 Evaluating an extensive number of Claims as the Initial Decision Maker; or
- .5 Evaluating substitutions proposed by the Owner or Construction Manager and making subsequent revisions to Instruments of Service resulting therefrom.

§ 4.2.3 The Architect shall provide Construction Phase Services exceeding the limits set forth below as Additional Services. When the limits below are reached, the Architect shall notify the Owner:

- .1 1 Two (2) reviews of each Shop Drawing, Product Data item, sample and similar submittals of the Construction Manager
- .2 Twenty-Six (()26) visits to the site by the Architect during construction (averaging every other week during construction over a 13-month period.
- .3 One ((1) observation for any portion of the Work to determine whether such portion of the Work is substantially complete in accordance with the requirements of the Contract Documents.
- .4 4 One (1() observation for any portion of the Work to determine final completion.

§ 4.2.4 Except for services required under Section 3.6.6.5 and those services that do not exceed the limits set forth in Section 4.2.3, Construction Phase Services provided more than 60 days after (1) the date of Substantial Completion of the Work or (2) the initial date of Substantial Completion identified in the agreement between the Owner and Contractor, whichever is earlier, shall be compensated as Additional Services to the extent the Architect incurs additional cost in providing those Construction Phase Services.

§ 4.2.5 If the services covered by this Agreement have not been completed within twenty-two (22) months of the date of this Agreement, through no fault of the Architect, extension of the Architect's services beyond that time shall be compensated as Additional Services.

ARTICLE 5 OWNER'S RESPONSIBILITIES

§ 5.1 Unless otherwise provided for under this Agreement, the Owner shall provide information in a timely manner regarding requirements for and limitations on the Project, including a written program which shall set forth the Owner's objectives; schedule; constraints and criteria, including space requirements and relationships; flexibility; expandability; special equipment; systems; and site requirements.

§ 5.2 The Owner shall retain a Construction Manager to provide services, duties, and responsibilities as described in the agreement selected in Section 1.1.5.

§ 5.3 The Owner shall establish the Owner's budget for the Project, including (1) the budget for the Cost of the Work as defined in Section 6.1; (2) the Owner's other costs; and, (3) reasonable contingencies related to all of these costs. The Owner shall update the Owner's budget for the Project as necessary throughout the duration of the Project until final completion. If the Owner significantly increases or decreases the Owner's budget for the Cost of the Work, the Owner shall notify the Architect and Construction Manager. The Owner and the Architect, in consultation with the Construction Manager, shall thereafter agree to a corresponding change in the Project's scope and quality.

§ 5.3.1 The Owner acknowledges that accelerated, phased or fast-track scheduling provides a benefit, but also carries with it associated risks. Such risks include the Owner incurring costs for the Architect to coordinate and redesign portions of the Project affected by procuring or installing elements of the Project prior to the completion of all relevant Construction Documents, and costs for the Construction Manager to remove and replace previously installed Work. If the Owner selects accelerated, phased or fast-track scheduling, the Owner agrees to include in the budget for the Project sufficient contingencies to cover such costs.

§ 5.4 The Owner shall identify a representative authorized to act on the Owner's behalf with respect to the Project. The Owner shall render decisions and approve the Architect's submittals in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the Architect's services.

§ 5.5 The Owner shall furnish surveys to describe physical characteristics, legal limitations and utility locations for the site of the Project, and a written legal description of the site. The surveys and legal information shall include, as applicable, grades and lines of streets, alleys, pavements and adjoining property and structures; designated wetlands; adjacent drainage; rights-of-way, restrictions, easements, encroachments, zoning, deed restrictions, boundaries and contours of the site; locations, dimensions, and other necessary data with respect to existing buildings, other improvements and trees; and information concerning available utility services and lines, both public and private, above and below grade, including inverts and depths. All the information on the survey shall be referenced to a Project benchmark.

§ 5.6 The Owner shall furnish services of geotechnical engineers, which may include test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, seismic evaluation, ground corrosion tests and resistivity tests, including necessary operations for anticipating subsoil conditions, with written reports and appropriate recommendations.

§ 5.7 The Owner shall provide the Supplemental Services designated as the Owner's responsibility in Section 4.1.1.

§ 5.8 Deleted.

§ 5.9 The Owner shall coordinate the services of its own consultants with those services provided by the Architect. Upon the Architect's request, the Owner shall furnish copies of the scope of services in the contracts between the Owner and the Owner's consultants. The Owner shall furnish the services of geotechnical and other consultants other than those designated as the responsibility of the Architect in this Agreement or authorize the Architect to furnish them as an Additional Service, when the Architect requests such services and demonstrates that they are reasonably required by the scope of the Project. The Owner shall require that its consultants and contractors maintain insurance, including professional liability insurance, as appropriate to the services or work provided.

§ 5.10 The Owner shall furnish tests, inspections and reports required by law or the Contract Documents, such as structural, mechanical, and chemical tests, tests for air and water pollution, and tests for hazardous materials.

§ 5.11 The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 5.12 The Owner shall provide prompt written notice to the Architect and Construction Manager if the Owner becomes aware of any fault or defect in the Project, including errors, omissions or inconsistencies in the Architect's Instruments of Service.

§ 5.13 The Owner shall include the Architect in all communications with the Construction Manager that relate to or affect the Architect's services or professional responsibilities. The Owner shall promptly notify the Architect of the substance of any direct communications between the Owner and the Construction Manager otherwise relating to the Project. Communications by and with the Architect's consultants shall be through the Architect.

§ 5.14 The Owner shall coordinate the Architect's duties and responsibilities set forth in the Agreement between the Owner and the Construction Manager with the Architect's services set forth in this Agreement. The Owner shall provide the Architect a copy of the executed agreement between the Owner and Construction Manager, including the General Conditions of the Contract for Construction.

§ 5.15 The Owner shall provide the Architect access to the Project site prior to commencement of the Work and shall obligate the Construction Manager to provide the Architect access to the Work wherever it is in preparation or progress.

§ 5.16 Within 15 days after receipt of a written request from the Architect, the Owner shall furnish the requested information as necessary and relevant for the Architect to evaluate, give notice of, or enforce lien rights.

ARTICLE 6 COST OF THE WORK

§ 6.1 For purposes of this Agreement, the Cost of the Work shall be the total cost to the Owner to construct all elements of the Project designed or specified by the Architect and shall include the Construction Manager's general conditions costs, overhead, and profit. The Cost of the Work also includes the reasonable value of labor, materials, and equipment donated to, or otherwise furnished by, the Owner. The Cost of the Work does not include the compensation of the Architect; the compensation of the Construction Manager for Preconstruction Phase services; the costs of the land, rights-of-way, financing, or contingencies for changes in the Work; or other costs that are the responsibility of the Owner.

§ 6.2 The Owner's budget for the Cost of the Work is provided in the Initial Information and shall be adjusted throughout the Project as required under Sections 5.3 and 6.4. Evaluations of the Owner's budget for the Cost of the Work represent the Architect's judgment as a design professional.

§ 6.3 The Owner shall require the Construction Manager to include appropriate contingencies for design, bidding or negotiating, price escalation, and market conditions in estimates of the Cost of the Work. The Architect shall be entitled to rely on the accuracy and completeness of estimates of the Cost of the Work the Construction Manager prepares as the Architect progresses with its Basic Services. The Architect shall prepare, as an Additional Service, revisions to the Drawings, Specifications or other documents required due to the Construction Manager's inaccuracies or incompleteness in preparing cost estimates, or due to market conditions the Architect could not reasonably anticipate as an Additional Service. The Architect may review the Construction Manager's estimates solely for the Architect's guidance in completion of its services, however, the Architect shall report to the Owner any material inaccuracies and inconsistencies noted during any such review.

§ 6.3.1 Deleted.

§ 6.4 If, prior to the conclusion of the Design Development Phase, the Construction Manager's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Architect, in consultation with the Construction Manager, shall make appropriate recommendations to the Owner to adjust the Project's size, quality or budget for the Cost of the Work, and the Owner shall cooperate with the Architect in making such adjustments.

§ 6.5 If the Construction Manager's estimate of the Cost of the Work at the conclusion of the Design Development Phase exceeds the Owner's budget for the Cost of the Work, the Owner shall

- .1 give written approval of an increase in the budget for the Cost of the Work;
- .2 terminate in accordance with Section 9.5;
- .3 in consultation with the Architect and Construction Manager, revise the Project program, scope, or quality as required to reduce the Cost of the Work; or
- .4 implement any other mutually acceptable alternative.

§ 6.6 If the Owner chooses to proceed under Section 6.5.3, the Architect, without additional compensation, shall incorporate the revisions in the Construction Documents Phase as necessary to comply with the Owner's budget for the Cost of the Work at the conclusion of the Design Development Phase Services, or the budget as adjusted under Section 6.5.1. The Architect's revisions in the Construction Documents Phase shall be the limit of the Architect's responsibility under this Article 6.

§ 6.7 After incorporation of modifications under Section 6.6, the Architect shall, as an Additional Service, make any required revisions to the Drawings, Specifications or other documents necessitated by the Construction Manager's subsequent cost estimates, the Guaranteed Maximum Price proposal, or Control Estimate that exceed the Owner's budget for the Cost of the Work, except when the excess is due to changes initiated by the Architect in scope, basic systems, or the kinds and quality of materials, finishes or equipment.

§ 6.8 The Architect is not providing opinions of Cost of the Work and shall have no liability related thereto, other than any re-design obligation in this Agreement.

ARTICLE 7 COPYRIGHTS AND LICENSES

§ 7.1 The Architect and the Owner warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

§ 7.2 The Architect and the Owner shall be deemed the owners of the Instruments of Service, including the Drawings and Specifications, and shall retain all common law, statutory and other reserved rights, including copyrights. Submission or distribution of Instruments of Service to meet official regulatory requirements or for similar purposes in connection with the Project is not to be construed as publication in derogation of the reserved rights of the Architect and the Owner.

§ 7.3 The Architect grants to the Owner a nonexclusive license to use the Architect's Instruments of Service solely and exclusively for purposes of constructing, using, maintaining, altering and adding to the Project, provided that the Owner substantially performs its obligations under this Agreement, including prompt payment of all sums due, pursuant to Article 9 and Article 11. The Architect shall obtain similar nonexclusive licenses from the Architect's consultants consistent with this Agreement. The license granted under this section permits the Owner to authorize the Construction Manager, Subcontractors, Sub-subcontractors, and suppliers, as well as the Owner's consultants and separate contractors, to reproduce applicable portions of the Instruments of Service, subject to any protocols established pursuant to Section 1.3, solely and exclusively for use in performing services or construction for the Project. If the Architect rightfully terminates this Agreement for cause as provided in Section 9.4, the license granted in this Section 7.3 shall terminate.

§ 7.3.1 In the event the Owner uses the Instruments of Service without retaining the authors of the Instruments of Service, the Owner releases the Architect and Architect's consultant(s) from all claims and causes of action arising from such uses. The Owner, to the extent permitted by law, further agrees to indemnify and hold harmless the Architect and its consultants from all costs and expenses, including the cost of defense, related to claims and causes of action asserted by any third person or entity to the extent such costs and expenses arise from the Owner's use of the Instruments of Service under this Section 7.3.1. The terms of this Section 7.3.1 shall not apply if the Owner rightfully terminates this Agreement for cause under Section 9.4.

§ 7.4 Except for the licenses granted in this Article 7, no other license or right shall be deemed granted or implied under this Agreement. The Owner shall not assign, delegate, sublicense, pledge or otherwise transfer any license granted herein to another party without the prior written agreement of the Architect. Any unauthorized use of the Instruments of Service shall be at the Owner's sole risk and without liability to the Architect and the Architect's consultants.

§ 7.5 Except as otherwise stated in Section 7.3, the provisions of this Article 7 shall survive the termination of this Agreement.

ARTICLE 8 CLAIMS AND DISPUTES

§ 8.1 General

§ 8.1.1 The Owner and Architect shall commence all claims and causes of action against the other and arising out of or related to this Agreement, whether in contract, tort, or otherwise, in accordance with the requirements of the binding dispute resolution method selected in this Agreement and within the period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Architect waive all claims and causes of action not commenced in accordance with this Section 8.1.1.

§ 8.1.2 To the extent damages within the project area are covered by property insurance, the Owner and Architect waive all rights against each other and against the contractors, consultants, agents and employees of the other for damages, except such rights as they may have to the proceeds of such insurance as set forth in AIA Document A201-2017, General Conditions of the Contract for Construction. The Owner or the Architect, as appropriate, shall require of the Construction Manager, contractors, consultants, agents and employees of any of them, similar waivers in favor of the other parties enumerated herein.

§ 8.1.3 The Architect shall indemnify and hold the Owner and the Owner's officers and employees harmless from and against damages, losses and judgments arising from claims by third parties, including reasonable attorneys' fees and expenses recoverable under applicable law, but only to the extent they are caused by the negligent acts or omissions of the Architect, its employees and its consultants in the performance of professional services under this Agreement.

§ 8.1.4 The Architect and Owner waive incidental, special and/or consequential damages for claims, disputes, or other matters in question arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all incidental, special and/or consequential damages due to either party's termination of this Agreement, except as specifically provided in Section 9.7.

§ 8.2 Mediation

§ 8.2.1 Any claim, dispute, or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Architect's services, the Architect may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by binding dispute resolution.

§ 8.2.2 The Owner and Architect shall endeavor to resolve claims, disputes and other matters in question between them by mediation. A request for mediation shall be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation shall proceed in advance of binding dispute resolution proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order.

§ 8.2.3 The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

§ 8.2.4 If the parties do not resolve a dispute through mediation pursuant to this Section 8.2, the method of binding dispute resolution shall be the following:

(Check the appropriate box.)

☐ [NA] Arbitration pursuant to Section 8.3 of this Agreement

☒ [X] Litigation in a court of competent jurisdiction

☐ [[NA] Other: *(Specify)*

If the Owner and Architect do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, the dispute will be resolved in a court of competent jurisdiction.

§ 8.3 Deleted

ARTICLE 9 TERMINATION OR SUSPENSION

§ 9.1 If the Owner fails to make payments to the Architect in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Architect's option, cause for suspension of performance of services under this Agreement. If the Architect elects to suspend services, the Architect shall give seven days' written notice to the Owner before suspending services. In the event of a suspension of services, the Architect shall have no liability to the Owner for delay or damage caused the Owner because of such suspension of services. Before resuming services, the Owner shall pay the Architect all sums due prior to suspension. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.2 If the Owner suspends the Project, the Architect shall be compensated for services performed prior to notice of such suspension. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Architect, the Architect may terminate this Agreement by giving not less than seven days' written notice.

§ 9.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 9.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Architect for the Owner's convenience and without cause.

§ 9.6 If the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Architect terminates this Agreement pursuant to Section 9.3, the Owner shall compensate the Architect for services performed prior to termination and Reimbursable Expenses incurred..

§ 9.7 In addition to any amounts paid under Section 9.6, if the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Architect terminates this Agreement pursuant to Section 9.3, the Owner shall pay to the Architect the following fees:

(Set forth below the amount of any termination or licensing fee, or the method for determining any termination or licensing fee.)

.1 Termination Fee:

N/A

.2 Licensing Fee if the Owner intends to continue using the Architect's Instruments of Service:

N/A

§ 9.8 Except as otherwise expressly provided herein, this Agreement shall terminate one year from the date of Substantial Completion.

§ 9.9 The Owner's rights to use the Architect's Instruments of Service in the event of a termination of this Agreement are set forth in Article 7 and Section 9.7.

ARTICLE 10 MISCELLANEOUS PROVISIONS

§ 10.1 This Agreement shall be governed by the law of the place where the Project is located, excluding that jurisdiction's choice of law rules.

§ 10.2 In the event of a conflict among the provisions of this Agreement and other documents referenced this Agreement shall control. Terms in this Agreement shall have the same meaning as those in AIA Document A201–2017, General Conditions of the Contract for Construction, except as modified in this Agreement. The term “Contractor” as used in A201–2017 shall mean the Construction Manager.

§ 10.3 The Owner and Architect, respectively, bind themselves, their agents, successors, assigns, and legal representatives to this Agreement. Neither the Owner nor the Architect shall assign this Agreement without the written consent of the other, except that the Owner may assign this Agreement to a lender providing financing for the Project if the lender agrees to assume the Owner's rights and obligations under this Agreement, including any payments due to the Architect by the Owner prior to the assignment.

§ 10.4 If the Owner requests the Architect to execute certificates, the proposed language of such certificates shall be submitted to the Architect for review at least 14 days prior to the requested dates of execution. If the Owner requests the Architect to execute consents reasonably required to facilitate assignment to a lender, the Architect shall execute all such consents that are consistent with this Agreement, provided the proposed consent is submitted to the Architect for review at least 14 days prior to execution. The Architect shall not be required to execute certificates or consents that would require knowledge, services, or responsibilities beyond the scope of this Agreement.

§ 10.5 Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Owner or Architect.

§ 10.6 Unless otherwise required in this Agreement, the Architect shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, hazardous materials or toxic substances in any form at the Project site.

§ 10.7 The Architect shall have the right to include video or other photographic or artistic representations of the design of the Project, as well as use such photos, Owner logo/service mark, and identify and name the Owner and Project in the Architect's promotional and professional materials to include submission of the Project to industry award programs. The Architect shall be given reasonable access to the completed Project to make such representations. However, the Architect's materials shall not include the Owner's confidential or proprietary information if the Owner has previously advised the Architect in writing of the specific information considered by the Owner to be confidential or proprietary. The Owner shall provide professional credit for the Architect in the Owner's promotional materials for the Project. This Section 10.7 shall survive the termination of this Agreement unless the Owner terminates this Agreement for cause pursuant to Section 9.4.

§ 10.8 The invalidity of any provision of the Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties' intentions and purposes in executing the Agreement.

ARTICLE 11 COMPENSATION

§ 11.1 For the Architect's Basic Services described under Article 3, the Owner shall compensate the Architect as follows:

.1 Stipulated Sum
(Insert amount)

\$975,000.00

.2 Percentage Basis
(Insert percentage value)

Six & One Quarter (6.25) % of the Owner's budget for the Cost of the Work, as calculated in accordance with Section 11.6.

.3 Other
(Describe the method of compensation)

11.1.1 is based upon 6.25% of estimated \$15,600,000.00 Construction Cost.

§ 11.2 For the Architect's Supplemental Services designated in Section 4.1.1 and for any Sustainability Services required pursuant to Section 4.1.3, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation. If necessary, list specific services to which particular methods of compensation apply.)

Refer to the following Sections for description of Supplemental Services. Approved lump sum for the associated scope of work, established through the Architect's analysis, confirmed through a fee proposal, and agreed to by the Owner, prior to implementation. Lump sum fee based upon hourly rates listed in Section 11.7:

- .1 4.1.1.1: Assistance with Selection of Construction Manager: TBD
- .2 4.1.1.5: Existing Facilities Survey: TBD
- .3 4.1.1.6: Site Evaluation and Planning: TBD
- .4 4.1.1.17: As Constructed Record Drawings: TBD
- .5 4.1.1.27: Furniture, Fixtures, and Equipment Design: \$21,875.00

§ 11.3 For Additional Services that may arise during the course of the Project, including those under Section 4.2, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation.)

Approved lump sum for the associated scope of work, established through the Architect's analysis, confirmed through a fee proposal, and agreed to by the Owner, prior to implementation. Lump sum fee based upon hourly rates listed in Section 11.7:

§ 11.4 Compensation for Supplemental and Additional Services of the Architect's consultants when not included in Sections 11.2 or 11.3, shall be the amount invoiced to the Architect plus plus five percent (5 %), or as follows:
(Insert amount of, or basis for computing, Architect's consultants' compensation for Supplemental or Additional Services.)

§ 11.5 When compensation for Basic Services is based on a stipulated sum or a percentage basis, the proportion of compensation for each phase of services shall be as follows:

Preliminary Design and Programming Phase	Two percent (2%)			
Schematic Design Phase	Thirteen percent (13%)			
Design Development Phase	Twenty-Five percent (25%)			
Construction Documents Phase	Thirty percent (30%)			
Bidding Phase	Three percent (3%)			
Construction Phase	Twenty-Six percent (25%)			
Construction Phase	Two percent (2%)			
Total Basic Compensation				one hundred percent

The Owner acknowledges that with an accelerated Project delivery, multiple bid package process, or Construction Manager as constructor project delivery method, the Architect may be providing its services in multiple Phases simultaneously. Therefore, the Architect shall be permitted to invoice monthly in proportion to services performed in each Phase of Services, as appropriate.

§ 11.6 When compensation identified in Section 11.1 is on a percentage basis, progress payments for each phase of Basic Services shall be calculated by multiplying the percentages identified in this Article by the Owner's most recent budget for the Cost of the Work. Compensation paid in previous progress payments shall not be adjusted based on subsequent updates to the Owner's budget for the Cost of the Work.

§ 11.6.1 When compensation is on a percentage basis and any portions of the Project are deleted or otherwise not constructed, compensation for those portions of the Project shall be payable to the extent services are performed on those portions. The Architect shall be entitled to compensation in accordance with this Agreement for all services performed whether or not the Construction Phase is commenced.

§ 11.7 The hourly billing rates for services of the Architect and the Architect's consultants are set forth below. The rates shall be adjusted in accordance with the Architect's and Architect's consultants' normal review practices. *(If applicable, attach an exhibit of hourly billing rates or insert them below.)*

The following rates below are blended rates for each category listed

Employee or Category	Rate (\$0.00)
Market Sector Leader / Project Manager	\$263.00
Design Director	\$309.00
Admin Support	\$138.00
Sr. Architect	\$225.00
Architect	\$175.00
Designer	\$137.00
Sr. Interior Design	\$174.00
Interior Design	\$125.00

Sr. Structural Engineer	\$252.00
Structural Engineer	\$168.00
Structural EIT	\$135.00
Sr. Mechanical / Plumbing Engineer	\$259.00
Mechanical / Plumbing Engineer	\$168.00
Mechanical EIT	\$114.00
Sr. Electrical Engineer	\$252.00
Electrical Engineer	\$178.00
Electrical EIT	\$139.00
Sr. Civil Engineer	\$245.00
Civil Engineer	\$185.00
Landscape Architect	\$180.00
Sr Technology Designer	\$245.00
Technology Designer	\$185.00

§ 11.8 Compensation for Reimbursable Expenses

§ 11.8.1 Reimbursable Expenses are in addition to compensation for Basic, Supplemental, and Additional Services and include expenses incurred by the Architect and the Architect's consultants directly related to the Project, as follows:

- .1 Transportation and authorized out-of-town travel and subsistence;
- .2 Long distance services, dedicated data and communication services, teleconferences, Project web sites, and extranets;
- .3 Permitting and other fees required by authorities having jurisdiction over the Project;
- .4 Printing, reproductions, plots, and standard form documents;
- .5 Postage, handling, and delivery;
- .6 Expense of overtime work requiring higher than regular rates, if authorized in advance by the Owner;
- .7 Renderings, physical models, mock-ups, professional photography, and presentation materials requested by the Owner or required for the Project;
- .8 If required by the Owner, and with the Owner's prior written approval, the Architect's consultants' expenses of professional liability insurance dedicated exclusively to this Project, or the expense of additional insurance coverage or limits in excess of that normally maintained by the Architect's consultants;
- .9 All taxes levied on professional services and on reimbursable expenses;
- .10 Site office expenses;
- .11 Registration fees and any other fees charged by the Certifying Authority or by other entities as necessary on the Owner's behalf to achieve the Sustainable Objective; and
- .12 Other similar Project-related expenditures.

§ 11.8.2 For Reimbursable Expenses the compensation shall be the expenses incurred by the Architect and the Architect's consultants plus plus five percent (5%) of the expenses incurred.

.1 Estimate for Reimbursable Expenses for Programming through closeout: \$10,000.00

§ 11.9 Deleted.

§ 11.10 Payments to the Architect

§ 11.10.1 Initial Payments

§ 11.10.1.1 An initial payment of of zero (\$ (\$0.00)) shall be made upon execution of this Agreement and is the minimum payment under this Agreement. It shall be credited to the Owner's account in the final invoice.

§ 11.10.1.2 Deleted.

§ 11.10.2 Progress Payments

§ 11.10.2.1 All payments to the Architect shall be governed by the Prompt Payment Act as referenced in Section 12.6. Unless otherwise agreed, payments for services shall be made monthly in proportion to services performed. Payments are due and payable upon presentation of the Architect's invoice. Amounts unpaid Forty-five (45) days after the invoice date shall bear interest at the rate entered below, or in the absence thereof at the legal rate prevailing from time to time at the principal place of business of the Architect.

(Insert rate of monthly or annual interest agreed upon.)

1.5 % % One and one half percent.

§ 11.10.2.2 The Owner shall not withhold amounts from the Architect's compensation to impose a penalty or liquidated damages on the Architect, or to offset sums requested by or paid to contractors for the cost of changes in the Work, unless the Architect agrees or has been found liable for the amounts in a binding dispute resolution proceeding.

§ 11.10.2.3 Records of Reimbursable Expenses, expenses pertaining to Supplemental and Additional Services, and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times.

§ 11.10.2.4 Payments by Owner under this Agreement shall not be subject to, or contingent upon, funding or payments from any other source, whether in whole or in part, and including but not limited to loans, sale of property, and current or future investments.

§ 11.10.2.5 Owner's payment obligations to Architect, and the Architect's payment obligations to its Subconsultants Contractor shall be governed by the Municipal Prompt Payment Act, Minn. Stat. § 471.425, specifically including the requirement that the Architect pay Subconsultants within ten (10) days of receipt of payment from the Owner for undisputed services.

ARTICLE 12 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Agreement are as follows:

(Include other terms and conditions applicable to this Agreement.)

§ 12.1 Limit of Liability. Neither the Architect, the Architect's consultants, nor their agents or employees shall be jointly, severally or individually liable to the Owner in excess of the two million dollars (\$2,000,000) by reason of any act or omission, including breach of contract or negligence not amounting to a willful or intentional wrong.

§ 12.2 Inasmuch as the remodeling and/or rehabilitation of an existing building or structure requires that certain assumptions be made regarding existing conditions, and because some of these assumptions cannot be verified without expending great sums of additional money, or destroying otherwise adequate or serviceable portions of the building or structure, the Owner agrees that, except for negligence on the part of the Architect, Owner will release and hold harmless the Architect for and against any and all claims, damages, and costs of defense arising out of such professional services involving those assumptions.

§ 12.3 Maintenance. The Owner agrees to release and hold the Architect harmless of any and all liability should the Owner fail to adhere to any published maintenance schedule for any material or product that is a part of the Project.

§ 12.4 Disclosure of Information. All information, files, records, memoranda and other data of the Owner which the

Owner provides to the Architect of which the Architect becomes aware of in the performance of its duties hereunder ("Owner Information") shall be deemed by the parties to be the property of the Owner. The Owner may authorize the Architect to disclose the Owner Information to third parties in connection with the performance of its duties hereunder if the data is classified as public, or is otherwise authorized, under the Minnesota Government Data Practices Act.

§ 12.5 Architect must comply with the Minnesota Government Data Practices Act ("Act"), Minnesota Statutes Chapter 13, as it applies to (1) all data provided by the Owner to Architect pursuant to this Agreement **and** (2) all data created, collected received, stored, used, maintained, disseminated by the Architect pursuant to this Agreement. Architect is subject to all of the provisions of the Act, including but not limited to the civil remedies of Minn. Stat. Section 13.08, as if it were a government entity. In the event the Architect receives a request to release data, the Architect must immediately notify Owner. The Owner will give the Architect instructions concerning the release of the data to the requesting party before the data is released. Architect agrees to defend, indemnify and hold Owner, its officials, officers, agents, employees, and volunteers harmless from any claims resulting from Architect's officers', agents', owners', partners', employees', volunteers', assignees' or subcontractors' unlawful disclosure and/or use of protected data or other violation of the Act. The terms of this Section shall survive the cancellation or termination of this Agreement.

§ 12.6 Pursuant to Minn. Stat. § 471.425, subd. 4a, the Architect must pay any subcontractor within ten (10) days of the Architect's receipt of payment from the Owner for undisputed services provided by the subcontractor. The Architect must pay interest of one and one-half percent (1½ %) per month or any part of a month to subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an unpaid balance of less than \$100.00, the Architect shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from the Architect shall be awarded its costs and disbursements, including attorney's fees, incurred in bringing the action.

§ 12.7 Pursuant to Minnesota Statutes, Section 181.59, Architect will take affirmative action to ensure that applicants are selected, and that employees are treated during employment, without regard to their race, color, creed, religion, national origin, sex, sexual orientation, gender identity, marital status, status with regard to public assistance, membership activity in a local civil rights commission, disability or age. Architect agrees to be bound by the provisions of Minnesota Statutes, Section 181.59, that prohibit certain discriminatory practices, during the term of this contract and that the terms of said section are incorporated into this contract. In the hiring of employees to perform work under this Agreement, the Contractor shall not discriminate against any person by reason of any characteristic or classification protected by state or federal law.

§ 12.8 This Agreement supersedes any prior or contemporaneous representations or agreements, whether written or oral, between the Parties and contains the entire agreement. Any modification or amendment of to this Agreement shall require a written agreement signed by both Parties. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Minnesota. All proceedings related to this Agreement shall be venued in Dakota County, Minnesota.

ARTICLE 13 SCOPE OF THE AGREEMENT

§ 13.1 This Agreement represents the entire and integrated agreement between the Owner and the Architect and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the Owner and Architect.

§ 13.2 This Agreement is comprised of the following documents identified below:

- .1 AIA Document B133™-2019, Standard Form Agreement Between Owner and Architect, Construction Manager as Constructor Edition

[] AIA Document E234™–2019, Sustainable Projects Exhibit, Construction Manager as Constructor Edition dated as indicated below.

[] Other Exhibits incorporated into this Agreement:

This Agreement entered into as of the day and year first written above.

Cindy McCleary

Digitally signed by Cindy McCleary
DN: C=US,
E=carmccleary@leoadaly.com, O=Leo
A Daly, OU=Senior Director - Vice
President, CN=Cindy McCleary
Date: 2026.09.02 16:28:26-05'00'

OWNER *(Signature)*

BY:

(Printed name and title)

ARCHITECT *(Signature)*

Cindy McCleary, Vice President / Senior Director.
BY: MN#43490

(Printed name, title, and license number if required)



Date: 9/8/2026

**Approval of Joint Powers Road Agreement with the Metropolitan Airports Commission
and Eureka Township for construction and maintenance of 225th Street between
Hamburg Avenue and Cedar Avenue**

Proposed Action

Staff recommends adoption of the following motion: Move to approve the Joint Powers Road Agreement with Eureka Township and the Metropolitan Airports Commission for construction and maintenance of 225th Street between Hamburg Avenue and Cedar Avenue, and to accept the associated permanent roadway, drainage, and utility easement from MAC.

Overview

225th Street is a two-lane gravel road located on property owned by the Metropolitan Airports Commission (MAC) near Airlake Airport. Lakeville and Eureka Township each hold prescriptive easement rights over their respective halves of the road, and both jurisdictions jointly maintain it today.

MAC is preparing for a future runway extension at Airlake Airport, and, as part of that effort, is realigning and paving segments of 225th Street. The project includes realigning approximately 0.19 miles of the road and reconstructing and paving approximately 0.49 miles between Hamburg Avenue and Cedar Avenue, along with construction of a new right-turn lane from Cedar Avenue.

MAC has also indicated that the east side of 225th Street will be similarly realigned and paved when the future runway extension proceeds. This future work is separate from the current JPA but is part of MAC's Airlake Airport improvements.

To carry out this work cooperatively, Lakeville, Eureka Township, and MAC developed the Joint Powers Agreement (JPA). The JPA establishes responsibilities for construction, haul routes, temporary access, inspections and maintenance.

Under the JPA, MAC will convey a permanent roadway, drainage, and utility easement to Lakeville for the portion of 225th Street located on MAC property that is not being realigned. This easement formalizes the City's existing access and maintenance rights. Once the new alignment is constructed and accepted, both Lakeville and Eureka Township will vacate their prescriptive easement interest in the realigned segment only. The remaining portions of the road will continue to be jointly maintained under the existing Lakeville and Eureka Township maintenance agreement.

MAC is responsible for the full cost of design and construction for the realignment and paving project.

City staff will bring forward the related easement vacation, along with any necessary amendments to the Lakeville and Eureka Township maintenance agreement, after the newly realigned road segment has been constructed and accepted.

Supporting Information

1. 2026.08.10 Joint Powers Road Agreement

Financial Impact: \$0 Budgeted: Yes Source: N/A Envision Lakeville Community Values: Design that Connects the Community Report Completed by: Zach Johnson, City Engineer
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JOINT POWERS ROAD AGREEMENT

This Joint Powers Agreement (“**Agreement**”) is effective as of the date signed by all parties, and is entered into by and among Eureka Township, a Minnesota public corporation (“**Eureka**”), City of Lakeville, a Minnesota municipal corporation (“**Lakeville**”), and the Metropolitan Airports Commission, a Minnesota public corporation (“**MAC**”) (collectively, Lakeville, Eureka and MAC are referred to herein as the “Parties”).

RECITALS

WHEREAS, MAC is the underlying owner of certain parcels of real property legally described on the attached Exhibit A (“**Property**”) and depicted on Exhibit B; and

WHEREAS, the Property is improved with a public two-lane gravel road, commonly known as 225th Street West (“**Road**”); and

WHEREAS, Eureka and Lakeville have prescriptive easement interests in the southern half and the northern half of the Road, respectively, and jointly maintain the Road as a line road as provided in an agreement in accordance with Minn. Stat. § 164.14; and

WHEREAS, in the future, MAC, at its sole cost and expense, will be lengthening the runway at the Airlake Airport. In anticipation of that project, MAC is realigning an approximately 0.19 mile segment of the Road, reconstructing and paving the approximately 0.49 mile segment of the Road between Cedar Avenue (CSAH 23) and Hamburg Avenue, and constructing a new right turn lane off Cedar Avenue as part of MAC’s *Airlake Airport 225th Street Reconfiguration and Paving Project* (“**Project**”) in accordance with its 2035 Airlake Airport Long-Term Comprehensive Plan and the Project’s Environmental Assessment Worksheet; and

WHEREAS, the Parties desire to avoid the expense and uncertainties attendant to any eminent domain action related to the Project and to address any concerns of all Parties as to the realignment and reconstruction of the Road by MAC; and

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the state to enter into joint powers agreements for the joint exercise of powers common to each; and

WHEREAS, the undersigned represent that they are authorized to enter into this Agreement on behalf of the Parties.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is expressly acknowledged, and for other mutual promises and releases set forth herein, the Parties agree as follows:

1. Project. The Parties have joined together for the purpose of stating their intent to cooperate with and support each other in the construction of the Project. MAC is solely responsible for all aspects of bidding for the Project, advertising for the Project, selecting a contractor to perform the work for the Project, costs for the Project, preparation of plans and specifications of the Project, and constructing the Project, except as may otherwise be provided herein. All Parties have been provided a copy of the Project plans and specifications. The Lakeville Engineer and Eureka Engineer have reviewed and approved the Project Plans and specifications. MAC agrees that, as part of the Project, it will restore any portion of the Road intended to remain part of the traveled public right-of-way that is damaged during the realignment of the Road.
2. Haul Route. In the contract MAC enters into with its contractor to perform the work on the Project, it will designate Cedar Avenue as the exclusive haul route for construction vehicles and equipment. However, the Parties agree that MAC and its contractors may utilize the portion of the Road west of Hamburg Avenue as part of its paving and related hauling activities. The Parties agree, as part of Eureka's consideration of MAC's application for a right-of-way permit, to review such portion of the Road to establish a baseline condition of the Road. Eureka's Town Engineer and Lakeville's City Engineer shall be part of that review. MAC agrees to perform such work as may be needed to restore the portion of the Road used for its paving and hauling activities to at least the same condition it was in prior to such hauling, as determined by the baseline inspection.
3. Continued Use of non-Realigned Portion. MAC agrees to leave in place a travel route ("Route") with a reduced width over the portion of Road to be vacated under this Agreement for use by farmers until such time as the proposed realignment of the road on the east side of Cedar Avenue is completed. MAC agrees to work with Dakota County on designing signing to discourage those traveling on Cedar Avenue from turning onto the Route and to install such signage on the western side of the Road segment as may be needed. The provisions of this Paragraph are subject to approval by the County. If the County does not approve the continuation of the Route, Lakeville and Eureka agree to vacate their respective portions of the Route.
4. Temporary Construction License. Lakeville and Eureka hereby grant a license to MAC (and its contractors) to construct the Project over portions of their respective right-of-way easements as shown and described in the attached Exhibit F ("**Temporary Construction License Area**"). MAC may use the Temporary Construction License Area only for construction of the Project, all as indicated in the plans and specifications for the Project.
5. Prescriptive Easement Vacation. At the completion of the Project, Eureka and Lakeville agree to undertake the process to vacate their respective prescriptive easement interests in the portion of the Road being realigned in accordance with Minnesota law.

6. Consideration. Upon vacation of the prescriptive easement for the portion of the Road realigned under this Agreement, but before recording of the vacation order, MAC shall remit to Eureka reimbursement for Eureka's direct costs incurred due to MAC's Project (e.g., attorney's fees, engineering fees, board costs, administrative costs, and recording fees). Eureka shall submit to MAC approved invoices and documentation supporting payments made due to MAC's Project.
7. Engineer Review. A condition of altering the Road to the new alignment will be a review by the Eureka and Lakeville Engineers ("**Engineers**") of the newly constructed portion and its connection with the remaining portion of the Road. MAC shall be responsible for maintenance of the new portion of the Road until the Engineers have determined it was constructed in accordance with the plans and specifications developed for such work and the improvements are accepted by Lakeville and Eureka.
8. Permanent Roadway Easement. MAC will convey to Eureka a permanent easement for the realigned road right-of-way in the form attached hereto as Exhibit C. The permanent easement will be 66-feet wide and centered on the Road centerline. Eureka shall record the easement with the Dakota County Recorder's Office. Upon conveyance of the permanent easement referred to in this paragraph, Eureka and Lakeville will provide for its ongoing maintenance in accordance with their separate agreement. In addition, MAC agrees to grant to Lakeville and Eureka 33-foot wide permanent roadway easements centered on the road centerlines for the portions of the non-realigned Road within the Project held by prescriptive easements in the form attached hereto as Exhibits C and D within 30 days following the date of final road survey.
9. Stormwater Runoff Filtration Basins. As part of the Project, MAC shall construct stormwater runoff filtration basins, generally depicted on Exhibit E. The stormwater runoff filtration basins will be designed and constructed per the permit requirements of the Vermillion River Watershed Joint Powers Organization ("**VRWJPO**") and Minnesota Pollution Control Agency ("**MPCA**") NPDES Construction Storm Water Program. MAC is solely responsible for the maintenance of the stormwater runoff filtration basins. MAC will utilize best management practices in order to maintain the stormwater runoff filtration basins to effectively manage roadway runoff. MAC and Eureka agree that these basins are not covered under the MAC's General Stormwater Permit for Industrial Activity. Eureka hereby provides MAC and its contractors a license to enter the Town road right-of-way as needed to maintain and repair the storm water runoff filtration basins, provide such work does not unreasonably interfere with the maintenance or safe use of the road.
10. Warranty. A one-year warranty will be provided by the contractor(s) for the Road work from the date of substantial completion of that portion of the Project. In accordance with the contractor's one-year warranty requirement, MAC shall coordinate any warranty work required by the Engineers with the contractor during the warranty period.

11. Ongoing Maintenance. Lakeville and Eureka agree to continue to apply the existing Joint Powers Agreement, which provides for the cooperative maintenance of the Road, over the entire Road as realigned. To the extent either Lakeville or Eureka determine an amendment to that agreement is needed as a result of the Project, they agree to work in good faith to develop and execute such amendment.
12. Defense and Indemnity. MAC shall defend and indemnify Eureka and Lakeville from any and all claims, losses, and costs, including attorney's fees, from any person or entity, whether known or unknown, who claim a loss of access resulting from MAC's Project to realign the Road or the vacation of Eureka's or Lakeville's prescriptive easement interests in the Road.
13. Data Practices. The books, records, documents and accounting procedures and practices of the parties to this Agreement are subject to examination by each other and either the Legislative Auditor or the State Auditor for a period of six (6) years after the effective date of this Agreement. This Agreement is subject to the Minnesota Government Data Practice Act, Minnesota Statutes Chapter 13 (Data Practices Act). All government data, as defined in the Data Practices Act Section 13.02, Subd 7, which is created, collected, received, stored, used, maintained, or disseminated by any of the Parties during performance of this Agreement is subject to the requirements of the Data Practice Act to the extent that the Data Practices Act applies to each party to this Agreement.
14. Governing Law. This Agreement is governed by the laws of the State of Minnesota.
15. Limits to Liability and Reservation of Rights. The Parties do not waive any immunities or limits on liability to which they are entitled to under Minnesota Statutes, Chapter 466. The Parties expressly reserve their rights at law or at equity to enforce the terms of this Agreement, and nothing contained herein shall be deemed a waiver of such, in whole or in part. Each party shall be responsible for its own acts and omissions, and the results thereof. None of the parties agree to accept the liability of any other party.
16. Compliance with Applicable Laws. The Parties shall at all times comply with all applicable laws, ordinances, rules, regulations, and codes, federal, state, and local, whether now or hereafter promulgated or enacted in performing the obligations under this Agreement.
17. Notice. Any legal notices relating to this Agreement must be provided in writing and sent to the receiving party at the address set out herein or any address later provided by such party. All notices will be sent by major commercial delivery courier service or mailed in a manner that requires signature by the recipient.

Metropolitan Airports Commission
Attn: Director of Airport Development
6040 28th Avenue South
Minneapolis, Minnesota 55450-2799

Eureka Township
Attn: Town Clerk/Treasurer
25043 Cedar Avenue
Farmington, Minnesota 55024

City of Lakeville
Attn: City Administrator
20195 Holyoke Avenue
Lakeville, MN 55044

18. Severability. The provisions of this Agreement are severable. If any portion hereof is, for any reason, held by a court of competent jurisdiction to be contrary to law, such decision shall not affect the remaining provisions of this Agreement.
19. Entire Agreement. The entire agreement of the Parties is contained herein. This Agreement supersedes all oral agreements and negotiations between the Parties relating to the subject matter hereof as well as any previous agreements presently in effect between the parties relating to the subject matter hereof. Any alterations, amendments, deletions, or waivers of the provisions of this Agreement shall be valid only when expressed in writing and duly signed by the parties, unless otherwise provided herein.
20. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original.

Signature Page to Follow

Metropolitan Airports Commission

By: _____
(signature)

Name: _____
(printed name)

Title: _____

Date: _____

Eureka Township

By: _____
(signature)

Name: _____
(printed name)

Title: _____

Date: _____

City of Lakeville

By: _____
(signature)

Name: _____
(printed name)

Title: _____

Date: _____

EXHIBIT A
(Legal description of Property)

Airport Property Legal Description:

The Southwest Quarter of the Northeast Quarter and the Southeast Quarter of the Northeast Quarter, all in Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, AND

That part of the Northeast Quarter of the Southeast Quarter of Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, described as follows:

Commencing at the northwest corner of said Northeast Quarter of the Southeast Quarter; thence easterly along the north line of said Northeast Quarter of the Southeast Quarter, 295.16 feet to the point of beginning of the parcel to be described; thence southerly parallel with the east line of said Northeast Quarter of the Southeast Quarter 295.16 feet; thence southeasterly to a point on the east line of said Northeast Quarter of the Southeast Quarter which is 900.00 feet southerly of the northeast corner of said Northeast Quarter of the Southeast Quarter measured along said east line; thence northerly to said northeast corner; thence westerly to the point of beginning.

EXHIBIT A - AIRPORT PROPERTY DESCRIPTION

LAKEVILLE, MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

 PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

DATE: 08/26/2026 1
of 1

EXHIBIT B
(Depiction of Property)

EXHIBIT C
(Permanent Easement for Road Right-of-Way, Drainage and Utility with Eureka Township)

PERMANENT ROADWAY, DRAINAGE, AND UTILITY EASEMENT

THIS EASEMENT AGREEMENT (“Agreement”) is made as of the date executed by both parties, by and between the Metropolitan Airports Commission, a Minnesota public corporation (“Grantor” or “MAC”), and Eureka Township, a Minnesota governmental entity (“Grantee” or “Town”). MAC and Town may hereinafter be referred to individually as a “Party” or collectively as the “Parties.”

RECITALS

WHEREAS, MAC is the fee owner of the real property legally described on **Exhibit A** attached hereto (the “Property”);

WHEREAS, MAC and Town are parties to a Joint Powers Road Agreement (“JPA”), relating to the realignment and paving of a portion of 225th Street West, a public road located on the Property (the “Road”);

WHEREAS, pursuant to the Joint Powers Roadway Agreement, MAC has agreed to grant to Town a permanent easement for roadway, drainage, and utility purposes over the realigned Road;

WHEREAS, the permanent easement is referred to and defined below as the “Easement”;
and

WHEREAS, by this Agreement, the parties wish to provide for the Easement.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Grant of Easement to ET. MAC does hereby grant, bargain, sell and convey to Town and its agents, permittees, successors and assigns, a permanent easement on, over, under, across, and through the portion of the Property, legally described on **Exhibit B** and depicted on **Exhibit C**, attached hereto, for roadway, drainage, and utilities purposes (collectively, the “Easement”). Use of the Easement is limited to, construction, operation and maintenance of the roadway, underground utilities, drainage infrastructure, signage, and any future lighting. MAC shall not be responsible for any maintenance obligations or costs associated with the Road, including any future assessments (unless MAC agrees to the assessment), except MAC agrees to maintain and repair as may be needed the stormwater runoff filtration basins constructed by MAC in the Easement area.

2. Nonexclusive. The Easement shall be nonexclusive; provided, however, the Easement shall be prior to and superior to any other easement hereinafter granted. Any future easement shall be subject to and subordinate to, and shall not interfere with, the Easement without the consent, in writing, of Grantee. Such Grantee consent shall not be unreasonably withheld.

3. Vegetation. The Easement further includes the right to cut, trim, or remove from the Easement area any trees, shrubs, undergrowth or other vegetation as in the Grantee’s

judgment unreasonably interferes with the use of the Easement area by Grantee, its permittees, successors and assigns, provided that Grantee shall take all reasonable precautions to prevent any damage to the Grantor's property.

4. Maintenance. Grantee shall be responsible for maintenance of the roadway and any utilities, drainage infrastructure, signage and lighting in the Easement area, except that MAC will provide for the ongoing maintenance and repair of the stormwater runoff filtration basins constructed in the Easement Area pursuant to the JPA.

5. Grantor's and Grantee's Activities. Neither Grantor nor Grantee, nor their respective heirs, successors and assigns, will erect, construct, or create any building, improvement, obstruction, or above-ground structure of any kind in the Easement area. In addition, neither party may plant any trees, stockpile construction debris or construction equipment, or change the grade thereof without the express written consent of the other, which shall not be unreasonably withheld. Grantor shall have the right to install underground utilities for airport purposes that do not impact the roadway or maintenance rights, subject to any applicable right-of-way permit requirements.

6. Federal Aviation Regulation Part 77. Grantee expressly agrees for itself, its successors and assigns to comply with the notification and review requirements covered in Part 77 of the Federal Aviation Regulations in the event any future structure or building or other improvement is planned in the Easement area. Grantee further agrees that it will not erect nor permit the erection of any structure or object, nor permit any objects of natural growth in the Easement area, determined by the Federal Aviation Administration ("FAA") to constitute a hazard to air navigation. In the event the aforesaid covenants are breached, subject to reasonable notice under the circumstances to Grantee, MAC reserves the right to enter upon the Easement area and to remove the offending structure or object, or cut the offending tree, all of which shall be at the expense of the Grantee. MAC also reserves the right to mark or light, as obstructions to air navigation, any objects that may at any time project or extend above the Part 77 surfaces.

7. Flight of Aircraft. Grantee expressly agrees for itself, its successors and assigns to prevent any use of the Easement area which might interfere with the landing and taking off of aircraft from the Lakeville Airport or which might otherwise constitute a hazard to air navigation. Grantee expressly agrees for itself, its successors, and assigns to not use, permit nor suffer use of the Easement area in such a manner as to create electrical interference with radio communication between the installation upon the Airport and aircraft; make it difficult for fliers to distinguish between Airport lights and others; impair visibility in the vicinity of the Airport; or endanger the landing, taking off, or maneuvering of aircraft. Use of the Easement area and improvements made in furtherance of such use shall at all times comply with zoning applicable to the Airport. In the event the aforesaid covenant is breached, MAC reserves the right, subject to reasonable notice under the circumstances to Grantee, to enter upon the Easement area and cause the abatement of such interference at the expense of the Grantee.

8. Right of Entry. Subject to applicable right-of-way requirements, MAC shall at all times and through its agents and employees or contractors have a right of entry upon the Easement area, as may be necessary in the development, maintenance and operation of the Airport, including for the purpose of wildlife management. Further, MAC reserves the right to

install and maintain on the Easement area such utility lines, conduits, pipes and facilities as may be necessary to the development, maintenance and operation of the Airport, provided MAC shall, at its cost and expense, obtain all required permits, repair any damages, and restore any portion of the Easement area damaged by reason of such installation and maintenance. However, if the Grantee causes the need for such repair, construction, installation, or maintenance, MAC will not pay to repair or restore any part of the Easement area.

9. Without Prejudice. It is understood that grant of this Agreement and use of the Easement area is conditioned upon and shall be without prejudice to the rights of MAC as owner and operator of the aforesaid public Airport of which the Easement area constitute a part.

10. Duration. The Easement shall be perpetual, shall run with the land, shall be binding upon Grantor and its successors and assigns and shall be for the benefit of Grantee and its successors and assigns.

11. Ownership. Grantor warrants that it is the owner of the Property subject to this Agreement and has the lawful right and authority to convey and grant the Easement herein granted.

12. Liability. Grantor and Grantee agree that each party will be responsible for its own acts and the results thereof to the extent authorized by law and shall not be responsible for the acts of any others and the results thereof.

13. Compliance with Laws. In conducting its activities hereunder, Grantee will, at its sole expense and effort, comply with all applicable laws, ordinances, permits, rules and regulations, enacted by any federal, state, or local governmental agency having jurisdiction or control over any activity occurring upon the Property resulting from or applicable to Grantee's usage based upon this Agreement.

14. Notices and Demands. All notices, requests, demands, consents, and other communications required or permitted under this Agreement shall be in writing and shall be deemed to have been duly and properly given three (3) business days after the date of mailing if deposited in a receptacle of the United States mail, first class postage prepaid, addressed to the intended recipient as follows:

Grantor: Metropolitan Airports
Commission 6040 28th Avenue
South Minneapolis, MN 55450
Attn: Director of Airport Development

Town: Eureka Township
25043 Cedar Avenue
Farmington, MN 55024
Attn: Town Clerk-Treasurer

15. Complete Agreement; Amendment. This Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Easement. This Agreement or any part hereof may only be amended or

canceled by a written instrument executed on behalf of each of the parties hereto by the authorized representative(s) of each party, and neither party shall, at any time or in any way, assert or contend that amendment or cancellation of the Agreement has been made other than by a written instrument so executed.

16. Assignment. This Agreement shall not be assignable by the Grantee except upon written consent of Grantor. Such consent shall not be unreasonably withheld. The obligations in this Agreement shall run with the land.

17. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first set forth above.

GRANTOR:

Metropolitan Airports Commission

By: __

Its: _

STATE OF MINNESOTA)
)ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by _____, the _____ of the

Metropolitan Airports Commission, a Minnesota public corporation, on its behalf.

Notary Public

GRANTEE:

Eureka Township

By: _____

Its: _____

STATE OF MINNESOTA)
)ss .
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this _____ day of _____,
2020, by _____, the _____ of Eureka
Township, a Minnesota governmental entity, on its behalf.

Notary Public

EXHIBIT A

Legal Description of MAC Property

Airport Property Legal Description:

The Southwest Quarter of the Northeast Quarter and the Southeast Quarter of the Northeast Quarter, all in Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, AND

That part of the Northeast Quarter of the Southeast Quarter of Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, described as follows:

Commencing at the northwest corner of said Northeast Quarter of the Southeast Quarter; thence easterly along the north line of said Northeast Quarter of the Southeast Quarter, 295.16 feet to the point of beginning of the parcel to be described; thence southerly parallel with the east line of said Northeast Quarter of the Southeast Quarter 295.16 feet; thence southeasterly to a point on the east line of said Northeast Quarter of the Southeast Quarter which is 900.00 feet southerly of the northeast corner of said Northeast Quarter of the Southeast Quarter measured along said east line; thence northerly to said northeast corner; thence westerly to the point of beginning.

EXHIBIT A - AIRPORT PROPERTY DESCRIPTION

LAKEVILLE, MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

 PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

DATE: 08/26/2026 1
of 1

EXHIBIT B

Legal Description of Town Easement

Parcel Legal Description:

A 66.00 foot wide strip of land being part of the Northeast Quarter of the Southeast Quarter, Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, the center line is described as follows:

Commencing at the east quarter corner of said Section 4; thence South 89 degrees 54 minutes 06 seconds West, assigned bearing along the east-west quarter line of said Section 4, a distance of 1323.95 feet; thence return North 89 degrees 54 minutes 06 seconds East, along said east-west quarter line, a distance of 295.18 feet to its intersection with the east line of the West 295.16 feet of said Northeast Quarter of the Southeast Quarter and the point of beginning; thence southeasterly 541.25 feet along a tangential curve concave to the southwest, having a radius of 512.48 feet, and a central angle of 60 degrees 30 minutes 45 seconds; thence South 29 degrees 35 minutes 09 seconds East, tangent to last described curve, 303.99 feet; thence southeasterly 418.36 feet along a tangential curve concave to the northeast, having a radius of 400.00 feet, and a central angle of 59 degrees 55 minutes 34 seconds; thence South 89 degrees 30 minutes 43 seconds East, tangent to last described curve, 21.33 feet, more or less, to the westerly right of way line of Cedar Avenue and said center line there terminating.

The sidelines of said strip of land shall be prolonged or shortened to terminate on the westerly right of way line of said Cedar Avenue, the east line of the West 295.16 feet of the Northeast Quarter of the Southeast Quarter, and the east-west quarter line of said Section 4.

EXHIBIT B - EUREKA TOWNSHIP PERMANENT EASEMENT DESCRIPTION

LAKEVILLE, MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.



CHRIS N. AMBOURN, LS

DATE 08/26/2026

LICENSE NO. 43055

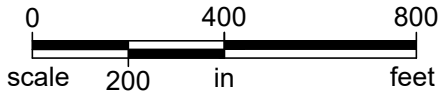
 PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

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of 1

EXHIBIT C

Town Easement Depiction



ORIENTATION OF THIS BEARING SYSTEM IS
BASED ON THE DAKOTA COUNTY
COORDINATE SYSTEM, NAD83 (1986 ADJ)

SW 1/4 - NE 1/4

SE 1/4 - NE 1/4

SEC. 4

INTERSECTION OF THE EAST-WEST
QUARTER LINE AND THE EAST LINE OF THE
WEST 295.16 FEET OF THE NE1/4-SE1/4

EAST QUARTER CORNER
SEC. 4, T 113 N, R 20 W
P.O.C.

EAST-WEST QUARTER LINE
SEC. 4, T 113 N, R 20 W

VACATED 225TH STREET
S 89°54'06" W 1323.95

225TH STREET

P.O.B.

N 89°54'06" E
295.18

EAST LINE OF THE WEST
295.16 FEET OF THE
NE1/4 OF THE SE1/4

L = 541.25 R = 512.48
Δ = 60°30'45"

S 29°35'09" E
303.99

L = 418.36 R = 400.00
Δ = 59°55'34"

S 89°30'43" E
21.33

T 113 N

NW 1/4 - SE 1/4

NE 1/4 - SE 1/4

W'LY RIGHT OF WAY
LINE OF CEDAR AVENUE

R 20 W

EXHIBIT C - EUREKA TOWNSHIP PERMANENT EASEMENT DEPICTION

LAKEVILLE,
MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY
ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED
LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.



CHRIS N. AMBOURN, LS

DATE 08/26/2026

LICENSE NO. 43055



PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

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EXHIBIT D
(Permanent Easement for Road Right-of-Way, Drainage and Utility with Lakeville)

PERMANENT ROADWAY, DRAINAGE, AND UTILITY EASEMENT

THIS EASEMENT AGREEMENT ("Agreement") is made as of the date executed by both parties, by and between the Metropolitan Airports Commission, a Minnesota public corporation ("Grantor" or "MAC"), and the City of Lakeville, a Minnesota governmental entity ("Grantee" or "City"). MAC and City may hereinafter be referred to individually as a "Party" or collectively as the "Parties."

RECITALS

WHEREAS, MAC is the fee owner of the real property legally described on **Exhibit A** attached hereto (the "Property");

WHEREAS, MAC and City are parties to a Joint Powers Road Agreement ("JPA"), relating to the realignment and paving of a portion of 225th Street West, a public road located on the Property (the "Road");

WHEREAS, pursuant to the Joint Powers Roadway Agreement, MAC has agreed to grant to City a permanent easement for roadway, drainage, and utility purposes over the realigned Road;

WHEREAS, the permanent easement is referred to and defined below as the "Easement";
and

WHEREAS, by this Agreement, the parties wish to provide for the Easement.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Grant of Easement to ET. MAC, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant unto the City, its successors and assigns, forever, a permanent easement for public roadway purposes over, on, across, under and through the land situated in the County of Dakota, State of Minnesota, legally described on the attached Exhibit "B" and depicted on the attached Exhibit "C" (the "Easement"). Including the rights of the City, its contractors, agents, servants, and assigns, to enter upon the Easement at all reasonable times to construct, reconstruct, inspect, repair, and maintain said public roadway systems over, across, on, under, and through the Easement, together with the right to grade, level, fill, drain, pave, and excavate the Easement, and the further right to remove trees, bushes, undergrowth, and other obstructions interfering with the location, construction, and maintenance of said public roadway systems. The above-named Grantor, for itself, successors and assigns, does covenant with the City, its successors and assigns, that it is well seized in fee title of the Easement; that it has the sole right to grant and convey the easement to the City; that there are no unrecorded interests in the Easement; and it will indemnify and hold the City harmless for any breach of the foregoing covenants.

2. Nonexclusive. The Easement shall be nonexclusive; provided, however, the

Easement shall be prior to and superior to any other easement hereinafter granted. Any future easement shall be subject to and subordinate to, and shall not interfere with, the Easement without the consent, in writing, of Grantee. Such Grantee consent shall not be unreasonably withheld.

3. Vegetation. The Easement further includes the right to cut, trim, or remove from the Easement area any trees, shrubs, undergrowth or other vegetation as in the Grantee's judgment unreasonably interferes with the use of the Easement area by Grantee, its permittees, successors and assigns, provided that Grantee shall take all reasonable precautions to prevent any damage to the Grantor's property.

4. Maintenance. Grantee shall be responsible for maintenance of the roadway and any utilities, drainage infrastructure, signage and lighting in the Easement area, except that MAC will provide for the ongoing maintenance and repair of the stormwater runoff filtration basins constructed in the Easement Area pursuant to the JPA.

5. Grantor's and Grantee's Activities. Neither Grantor nor Grantee, nor their respective heirs, successors and assigns, will erect, construct, or create any building, improvement, obstruction, or above-ground structure of any kind in the Easement area. In addition, neither party may plant any trees, stockpile construction debris or construction equipment, or change the grade thereof without the express written consent of the other, which shall not be unreasonably withheld. Grantor shall have the right to install underground utilities for airport purposes that do not impact the roadway or maintenance rights, subject to any applicable right-of-way permit requirements.

6. Federal Aviation Regulation Part 77. Grantee expressly agrees for itself, its successors and assigns to comply with the notification and review requirements covered in Part 77 of the Federal Aviation Regulations in the event any future structure or building or other improvement is planned in the Easement area. Grantee further agrees that it will not erect nor permit the erection of any structure or object, nor permit any objects of natural growth in the Easement area, determined by the Federal Aviation Administration ("FAA") to constitute a hazard to air navigation. In the event the aforesaid covenants are breached, subject to reasonable notice under the circumstances to Grantee, MAC reserves the right to enter upon the Easement area and to remove the offending structure or object, or cut the offending tree, all of which shall be at the expense of the Grantee. MAC also reserves the right to mark or light, as obstructions to air navigation, any objects that may at any time project or extend above the Part 77 surfaces.

7. Flight of Aircraft. Grantee expressly agrees for itself, its successors and assigns to prevent any use of the Easement area which might interfere with the landing and taking off of aircraft from the Lakeville Airport or which might otherwise constitute a hazard to air navigation. Grantee expressly agrees for itself, its successors, and assigns to not use, permit nor suffer use of the Easement area in such a manner as to create electrical interference with radio communication between the installation upon the Airport and aircraft; make it difficult for fliers to distinguish between Airport lights and others; impair visibility in the vicinity of the Airport; or endanger the landing, taking off, or maneuvering of aircraft. Use of the Easement area and improvements made in furtherance of such use shall at all times comply with zoning applicable to the Airport. In the event the aforesaid covenant is breached, MAC reserves the right, subject to reasonable notice under the circumstances to Grantee, to enter upon the Easement area and

cause the abatement of such interference at the expense of the Grantee.

8. Right of Entry. Subject to applicable right-of-way requirements, MAC shall at all times and through its agents and employees or contractors have a right of entry upon the Easement area, as may be necessary in the development, maintenance and operation of the Airport, including for the purpose of wildlife management. Further, MAC reserves the right to install and maintain on the Easement area such utility lines, conduits, pipes and facilities as may be necessary to the development, maintenance and operation of the Airport, provided MAC shall, at its cost and expense, obtain all required permits, repair any damages, and restore any portion of the Easement area damaged by reason of such installation and maintenance. However, if the Grantee causes the need for such repair, construction, installation, or maintenance, MAC will not pay to repair or restore any part of the Easement area.

9. Without Prejudice. It is understood that grant of this Agreement and use of the Easement area is conditioned upon and shall be without prejudice to the rights of MAC as owner and operator of the aforesaid public Airport of which the Easement area constitute a part.

10. Duration. The Easement shall be perpetual, shall run with the land, shall be binding upon Grantor and its successors and assigns and shall be for the benefit of Grantee and its successors and assigns.

11. Ownership. Grantor warrants that it is the owner of the Property subject to this Agreement and has the lawful right and authority to convey and grant the Easement herein granted.

12. Liability. Grantor and Grantee agree that each party will be responsible for its own acts and the results thereof to the extent authorized by law and shall not be responsible for the acts of any others and the results thereof.

13. Compliance with Laws. In conducting its activities hereunder, Grantee will, at its sole expense and effort, comply with all applicable laws, ordinances, permits, rules and regulations, enacted by any federal, state, or local governmental agency having jurisdiction or control over any activity occurring upon the Property resulting from or applicable to Grantee's usage based upon this Agreement.

14. Notices and Demands. All notices, requests, demands, consents, and other communications required or permitted under this Agreement shall be in writing and shall be deemed to have been duly and properly given three (3) business days after the date of mailing if deposited in a receptacle of the United States mail, first class postage prepaid, addressed to the intended recipient as follows:

Grantor:	Metropolitan Airports Commission 6040 28th Avenue South Minneapolis, MN 55450 Attn: Director of Airport Development
City:	City of Lakeville Attn: City Administrator

20195 Holyoke Avenue
Lakeville, MN 55044

15. Complete Agreement; Amendment. This Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Easement. This Agreement or any part hereof may only be amended or canceled by a written instrument executed on behalf of each of the parties hereto by the authorized representative(s) of each party, and neither party shall, at any time or in any way, assert or contend that amendment or cancellation of the Agreement has been made other than by a written instrument so executed.

16. Assignment. This Agreement shall not be assignable by the Grantee except upon written consent of Grantor. Such consent shall not be unreasonably withheld. The obligations in this Agreement shall run with the land.

17. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first set forth above.

GRANTOR:

Metropolitan Airports Commission

By: __

Its: _

STATE OF MINNESOTA)
)ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of _____,
2026, by _____, the _____ of the

Metropolitan Airports Commission, a Minnesota public corporation, on its behalf.

Notary Public

GRANTEE:

City of Lakeville

By: _____

Its: _____

STATE OF MINNESOTA)
)ss .
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this _____ day of _____,
2020, by _____, the _____ of City of
Lakeville, a Minnesota governmental entity, on its behalf.

Notary Public

EXHIBIT A

Legal Description of MAC Property

Airport Property Legal Description:

The Southwest Quarter of the Northeast Quarter and the Southeast Quarter of the Northeast Quarter, all in Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, AND

That part of the Northeast Quarter of the Southeast Quarter of Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, described as follows:

Commencing at the northwest corner of said Northeast Quarter of the Southeast Quarter; thence easterly along the north line of said Northeast Quarter of the Southeast Quarter, 295.16 feet to the point of beginning of the parcel to be described; thence southerly parallel with the east line of said Northeast Quarter of the Southeast Quarter 295.16 feet; thence southeasterly to a point on the east line of said Northeast Quarter of the Southeast Quarter which is 900.00 feet southerly of the northeast corner of said Northeast Quarter of the Southeast Quarter measured along said east line; thence northerly to said northeast corner; thence westerly to the point of beginning.

EXHIBIT A - AIRPORT PROPERTY DESCRIPTION

LAKEVILLE, MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

 PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

DATE: 08/26/2026 1
of 1

EXHIBIT B

Legal Description of City Easement

Parcel Legal Description:

A 33.00 foot wide strip of land being part of the the Southwest Quarter of the Northeast Quarter and the Southeast Quarter of the Northeast Quarter, all in Section 4, Township 113 North, Range 20 West, Dakota County, Minnesota, said strip of land adjoining to, parallel with, and lying to the left of the following described line:

Commencing at the east quarter corner of said Section 4; thence South 89 degrees 54 minutes 06 seconds West, assigned bearing along the east-west quarter line of said Section 4, a distance of 2647.90 feet to southwest corner of said Southwest Quarter of the Northeast Quarter and the point of beginning; thence return North 89 degrees 54 minutes 06 seconds East, along said east-west quarter line, a distance of 1619.13 feet to its intersection with the east line of the West 295.16 feet of said Northeast Quarter of the Southeast Quarter; thence southeasterly 541.25 feet along a tangential curve concave to the southwest, having a radius of 512.48 feet, and a central angle of 60 degrees 30 minutes 45 seconds and said center line there terminating.

The sideline of said strip of land shall be prolonged or shortened to terminate on the westerly line of said Southwest Quarter of the Northeast Quarter and the east-west quarter line of said Section 4.

EXHIBIT B - CITY OF LAKEVILLE PERMANENT EASEMENT DESCRIPTION

LAKEVILLE, MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.



CHRIS N. AMBOURN, LS

DATE 08/26/2026

LICENSE NO. 43055



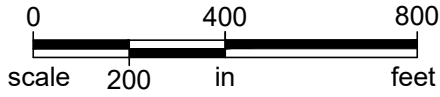
PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

1

of 1

EXHIBIT C

City Easement Depiction



ORIENTATION OF THIS BEARING SYSTEM IS
BASED ON THE DAKOTA COUNTY
COORDINATE SYSTEM, NAD83 (1986 ADJ)

SW 1/4 - NE 1/4

SE 1/4 - NE 1/4

SEC. 4

INTERSECTION OF THE EAST-WEST
QUARTER LINE AND THE EAST LINE OF THE
WEST 295.16 FEET OF THE NE1/4-SE1/4

EAST QUARTER CORNER
SEC. 4, T 113 N, R 20 W
P.O.C.

W. LINE OF THE
SW 1/4-NE 1/4

EAST-WEST QUARTER LINE
SEC. 4, T 113 N, R 20 W

P.O.B.

33.00

S 89°54'06" W 2647.90

VACATED 225TH STREET

225TH STREET

N 89°54'06" E 1619.13

33.00

P.O.T.

EAST LINE OF THE WEST
295.16 FEET OF THE
NE1/4 OF THE SE1/4

L = 541.25 R = 512.48
 $\Delta = 60^{\circ}30'45''$

T 113 N

NW 1/4 - SE 1/4

NE 1/4 - SE 1/4

W'LY RIGHT OF WAY
LINE OF CEDAR AVENUE

R 20 W

EXHIBIT C - CITY OF LAKEVILLE PERMANENT EASEMENT DEPICTION

**LAKEVILLE,
MINNESOTA**

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY
ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED
LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.



CHRIS N. AMBOURN, LS

DATE 08/26/2026

LICENSE NO. 43055



PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

1

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EXHIBIT E
(Depiction of MAC's Filtration Basins)



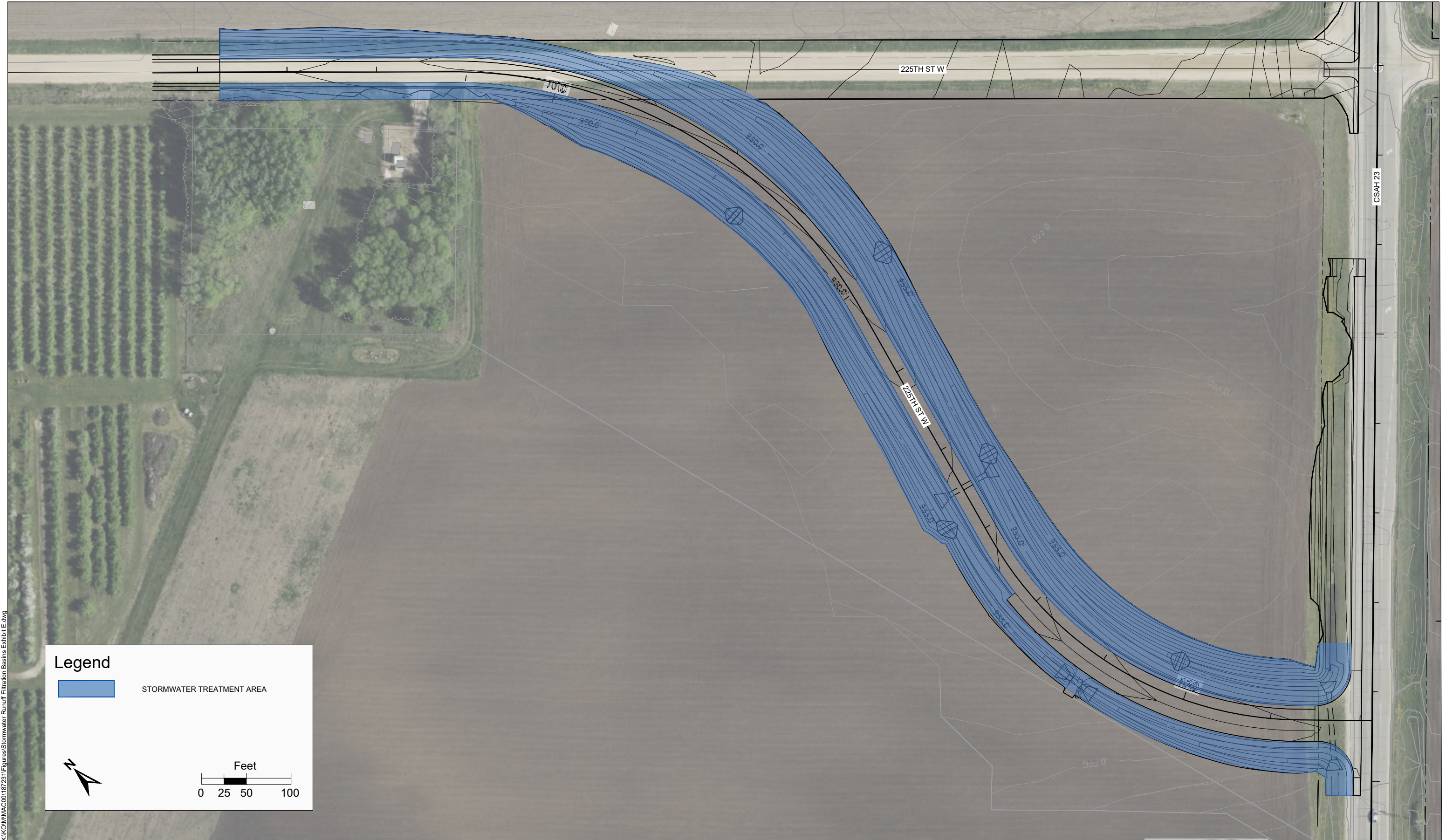
Stormwater Runoff Filtration Basins

Airlake Airport
Lakeville, Minnesota

Figure 1

Exhibit E

08/2026; MAC00 187231



X:\K01\MAC00\187231\Figures\Stormwater Runoff Filtration Basins Exhibit E.dwg

EXHIBIT F
(Temporary Construction License Area Depiction)



0 400 800
scale 200 in feet

SW 1/4 - NE 1/4
SEC. 4

SE 1/4 - NE 1/4

EAST QUARTER CORNER
SEC. 4, T 113 N, R 20 W
P.O.C.

EAST-WEST QUARTER LINE
SEC. 4, T 113 N, R 20 W

225TH

STREET

EAST LINE OF THE WEST
295.16 FEET OF THE
NE1/4 OF THE SE1/4

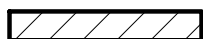
T 113 N

NW 1/4 - SE 1/4

NE 1/4 - SE 1/4

W'LY RIGHT OF WAY
LINE OF CEDAR AVENUE

R 20 W



DENOTES TEMPORARY CONSTRUCTION LICENSE AREA

EXHIBIT F - TEMPORARY CONSTRUCTION LICENSE AREA DEPICTION

LAKEVILLE,
MINNESOTA

SEH Project MAC00 187231
Drawn By BRW
Surveyed By SEH
Checked By CNA



PHONE: 651.490.2000
3535 VADNAIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

DATE:
08/26/2026

1
of 1



Date: 9/8/2026

Kenwood Hills 4th Addition Preliminary and Final Plat

Proposed Action

Staff recommends adoption of the following motion: Move to approve 1) a resolution approving the Kenwood Hills 4th Addition preliminary and final plat, and 2) a resolution vacating a public drainage and utility easement.

Overview

Chuck Ryan, on behalf of the Kenwood Hills HOA, Inc. has submitted applications and plans for the preliminary and final plat and easement vacation for Kenwood Hills 4th Addition, which proposes one detached townhome lot within the existing Kenwood Hills neighborhood. The site is located west of Kenwood Trail (CSAH 50) and south of Jurel Way. The proposed lot location was previously encumbered by a gas pipeline and easement; the pipeline has since been abandoned and the easement vacated.

The Planning Commission held a public hearing on the Kenwood Hills 4th Addition preliminary plat, development stage PUD, and easement vacation at their August 6, 2026 meeting and unanimously recommended approval. There was no public comment. A stipulation of approval was that the Developer submit revised plans to address that a tree preservation plan was not required to be submitted; the revised plan has been submitted to satisfy that stipulation.

The plat applications were submitted and declared complete in mid-April, shortly before the residential development moratorium was adopted by the City Council on April 20, 2026.

Supporting Information

1. Preliminary & Final Plat and Vacation resolutions
2. Signed Development Contract
3. Planning Commission and Parks, Recreation, & Natural Resources minutes
4. Planning & Engineering reports

Financial Impact: \$0 **Budgeted:** No **Source:**

Envision Lakeville Community Values: A Home for All Ages and Stages of Life

Report Completed by: Kris Jensen, Planning Manager

(Reserved for Dakota County Recording Information)

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 26-_____

**RESOLUTION APPROVING THE PRELIMINARY AND FINAL PLAT OF
KENWOOD HILLS 4TH ADDITION**

WHEREAS, the owner of the plat described as **KENWOOD HILLS 4TH ADDITION** has requested preliminary and final plat approval; and

WHEREAS, the preliminary and final plat was reviewed by the Planning Commission and the Parks, Recreation and Natural Resources Committee and recommended for approval; and

WHEREAS, the preliminary and final plat meets Subdivision Ordinance requirements; and

WHEREAS, the final plat is acceptable to the City;

NOW, THEREFORE, BE IT RESOLVED by the Lakeville City Council:

1. The preliminary and final plat of **KENWOOD HILLS 4TH ADDITION** is hereby approved subject to the development contract and security requirements.
2. The Mayor and City Clerk are hereby authorized to execute the final plat mylars and development contract.
3. The City Clerk is directed to file a certified copy of this resolution with the Dakota County Recorder.

ADOPTED by the Lakeville City Council this 8th day of September 2026.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:

Ann Orlofsky, City Clerk

(SEAL)

Drafted by:
City of Lakeville
20195 Holyoke Ave
Lakeville, MN 55044

(Reserved for Dakota County Recording Information)

CITY OF LAKEVILLE

RESOLUTION NO. 26-__

RESOLUTION VACATING PUBLIC DRAINAGE AND UTILITY EASEMENT

WHEREAS, the Planning Commission has conducted a public hearing, preceded by two (2) weeks published notice, to consider vacating the platted right of way as described in Exhibit A; and

WHEREAS, the City Council has determined that it is in the public interest to vacate said right of way.

NOW, THEREFORE, BE IT RESOLVED by the Lakeville City Council:

1. The public drainage and utility easement legally described in Exhibit A is hereby vacated.
2. The City Clerk is directed to file a certified copy of this resolution with the Dakota County Recorder.

DATED this 8th day of **September 2026**.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:

BY: _____
Ann Orlofsky, City Clerk

Seal

Drafted By:
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

EXHIBIT A

The drainage and utility easement over all of Lot 7, Block 2, Kenwood Hills 3rd Addition.

Dakota County, Minnesota

(reserved for recording information)

DEVELOPMENT CONTRACT

(Developer Installed Improvements)

KENWOOD HILLS 4TH ADDITION

CONTRACT dated _____, 2026, by and between the **CITY OF LAKEVILLE**, a Minnesota municipal corporation ("City"), and **KENWOOD HILLS HOA, INC.**, a Minnesota non-profit corporation (the "Developer").

1. REQUEST FOR PLAT APPROVAL. The Developer has asked the City to approve a plat for ***KENWOOD HILLS 4TH ADDITION*** (referred to in this Contract as the "plat"). The land is situated in the County of Dakota, State of Minnesota, and is legally described as:

Lot 7, Block 2, Kenwood Hills 3rd Addition, Dakota County, Minnesota, according to the recorded plat thereof.

[To be platted as Kenwood Hills 4th Addition, Dakota County, Minnesota.]

2. CONDITIONS OF PLAT APPROVAL. The City hereby approves the plat on condition that the Developer enter into this Contract, furnish the security required by it, and record the plat with the County Recorder or Registrar of Titles within 180 days after the City Council approves the final plat.

3. RIGHT TO PROCEED. Within the plat or land to be platted, the Developer may not grade or otherwise disturb the earth or remove trees, unless a grading permit has been approved by the City Engineer

following approval of a preliminary plat by the City Council, construct sewer lines, water lines, streets, utilities, public or private improvements, or any buildings until all the following conditions have been satisfied: 1) this agreement has been fully executed by both parties and filed with the City Clerk, 2) the necessary security has been received by the City, 3) the necessary insurance for the Developer and its construction contractors has been received by the City, and 4) the plat has been filed with the Dakota County Recorder or Registrar of Titles' office.

4. CHANGES IN OFFICIAL CONTROLS. For two (2) years from the date of this Contract, no amendments to the City's Comprehensive Plan, except an amendment placing the plat in the current metropolitan urban service area, or official controls shall apply to or affect the use, development density, lot size, lot layout or dedications of the approved plat unless required by state or federal law or agreed to in writing by the City and the Developer. Thereafter, notwithstanding anything in this Contract to the contrary, to the full extent permitted by state law, the City may require compliance with any amendments to the City's Comprehensive Plan, official controls, platting or dedication requirements enacted after the date of this Contract.

5. DEVELOPMENT PLANS. The plat shall be developed in accordance with the following plans. The plans shall not be attached to this Contract. With the exception of Plans A, B, C, and F the plans may be prepared, subject to the City Engineer's approval, after entering the Contract, but before commencement of any work in the plat. The City Engineer may approve minor amendments to Plan B without City Council approval. The erosion control plan may also be approved by the Dakota County Soil and Water Conservation District. If the plans vary from the written terms of this Contract, the written terms shall control. The plans are:

Plan A - Plat

Plan B - Final Grading, Drainage, and Erosion Control Plan

Plan C - Tree Preservation Plan

6. IMPROVEMENTS. The Developer shall install and pay for the following:

A. Sanitary Sewer System

- B. Water System
- C. Storm Sewer System
- D. Site Grading, Stormwater Treatment/Infiltration Basins, and Erosion Control
- E. Underground Utilities
- F. Setting of Iron Monuments
- G. Surveying and Staking
- H. Retaining Walls

The improvements shall be installed in accordance with the City subdivision ordinance; City standard specifications for utility and street construction; and any other ordinances including Section 11-16-7 of the City Code concerning erosion and drainage and Section 4-1-4-2 prohibiting grading, construction activity, and the use of power equipment between the hours of 10 o'clock p.m. and 7 o'clock a.m. The Developer shall submit plans and specifications which have been prepared by a competent registered professional engineer to the City for approval by the City Engineer. The Developer shall instruct its engineer to provide adequate field inspection personnel to assure an acceptable level of quality control to the extent that the Developer's engineer will be able to certify that the construction work meets the approved City standards as a condition of City acceptance. In addition, the City may, at the City's discretion and at the Developer's expense, have one or more City inspectors and a soil engineer inspect the work on a full or part-time basis. The Developer, its contractors and subcontractors, shall follow all instructions received from the City's inspectors. The Developer's engineer shall provide for on-site project management. The Developer's engineer is responsible for design changes and contract administration between the Developer and the Developer's contractor. The Developer or its engineer shall schedule a pre-construction meeting at a mutually agreeable time at the City with all parties concerned, including the City staff, to review the program for the construction work.

In accordance with Minnesota Statutes 505.021, the final placement of iron monuments for all lot corners must be completed before the applicable security is released. The Developer's surveyor shall also

submit a written notice to the City certifying that the monuments have been installed following site grading, utility and street construction.

7. CONTRACTORS/SUBCONTRACTORS. City Council members, City employees, and City Planning Commission members, and corporations, partnerships, and other entities in which such individuals have greater than a 25% ownership interest or in which they are an officer or director may not act as contractors or subcontractors for the public improvements identified in Paragraph 8 above.

8. PERMITS. The Developer shall obtain or require its contractors and subcontractors to obtain all necessary permits, which may include:

- A. Dakota County for County Road Access and Work in County Rights-of-Way
- B. MnDot for State Highway Access
- C. MnDot for Work in Right-of-Way
- D. Minnesota Department of Health for Watermains
- E. MPCA NPDES Permit for Construction Activity
- F. MPCA for Sanitary Sewer and Hazardous Material Removal and Disposal
- G. DNR for Dewatering
- H. City of Lakeville for Building Permits
- I. MCES for Sanitary Sewer Connections
- J. City of Lakeville for Retaining Walls

9. DEWATERING. Due to the variable nature of groundwater levels and stormwater flows, it will be the Developer's and the Developer's contractors and subcontractors responsibility to satisfy themselves with regard to the elevation of groundwater in the area and the level of effort needed to perform dewatering and storm flow routing operations. All dewatering shall be in accordance with all applicable county, state, and federal rules and regulations. DNR regulations regarding appropriations permits shall also be strictly followed.

10. TIME OF PERFORMANCE. The Developer shall install all required public improvements by November 30, 2027. If an extension is granted, it shall be conditioned upon updating the security posted by the Developer to reflect cost increases and the extended completion date.

11. LICENSE. The Developer hereby grants the City, its agents, employees, officers and contractors a license to enter the plat to perform all work and inspections deemed appropriate by the City in conjunction with plat development.

12. EROSION CONTROL. Prior to initiating site grading, the erosion control plan, Plan B, shall be implemented by the Developer and inspected and approved by the City. The City may impose additional erosion control requirements if they would be beneficial. All areas disturbed by the grading operations shall be stabilized per the MPCA Stormwater Permit for Construction Activity. Seed shall be in accordance with the City's current seeding specification which may include temporary seed to provide ground cover as rapidly as possible. All seeded areas shall be fertilized, mulched, and disc anchored as necessary for seed retention. The parties recognize that time is of the essence in controlling erosion. If the Developer does not comply with the MPCA Stormwater Permit for Construction Activity or with the erosion control plan and schedule or supplementary instructions received from the City, the City may take such action as it deems appropriate to control erosion. The City will endeavor to notify the Developer in advance of any proposed action, but failure of the City to do so will not affect the Developer's and City's rights or obligations hereunder. If the Developer does not reimburse the City for any cost the City incurred for such work within ten (10) days, the City may draw down the letter of credit to pay any costs. No development, utility or street construction will be allowed and no building permits will be issued unless the plat is in full compliance with the approved erosion control plan.

The Developer is responsible for obtaining an MPCA Construction Permit for the site as well as developing a SWPPP (Stormwater Pollution Prevention Plan) for the site prior to construction. The SWPPP must be submitted and approved by the City prior to any site work. The permit requires that all erosion and sediment BMPs be clearly outlined in a site's SWPPP. Changes made throughout construction should be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff. Any additional measures require shall be installed and maintained by the Developer.

The MS4 Administration Fee has not been collected on the parent parcels and is required with the final plat, calculated as follows:

$$\begin{array}{rclcl}
 \$10,787.50 & & 2\% & = & \$215.75 \\
 \text{Grading Cost} & \times & \text{2026 Grading Cost} & & \text{MS4 Administration Fee} \\
 \text{Kenwood Hills} & & \text{Rate} & & \text{Kenwood Hills} \\
 \text{4}^{\text{th}} \text{ Addition} & & & & \text{4}^{\text{th}} \text{ Addition}
 \end{array}$$

13. GRADING. The plat shall be graded in accordance with the approved grading development and erosion control plan, Plan “B”. The plan shall conform to City of Lakeville specifications. Within thirty (30) days after completion of the grading and before the City approves individual building permits, the Developer shall provide the City with an “as constructed” grading plan certified by a registered land surveyor or engineer that all storm water treatment/infiltration basins and swales, have been constructed on public easements or land owned by the City. The “as constructed” plan shall include field verified elevations of the following: a) cross sections of storm water treatment/infiltration basins; b) location and elevations along all swales, wetlands, wetland mitigation areas if any, locations and dimensions of borrow areas/stockpiles, and installed “conservation area” posts; and c) lot corner elevations and house pads, and all other items listed in City Code Section 10-3-5.NN. The City will withhold issuance of building permits until the approved certified grading plan is on file with the City and all erosion control measures are in place as determined by the City Engineer. The Developer certifies to the City that all lots with house footings placed on fill have been monitored and constructed to meet or exceed FHA/HUD 79G specifications. The soils observation and testing report, including referenced development phases and lot descriptions, shall be submitted to the Building Official for review prior to the issuance of building permits.

Before a building permit is issued, a cash escrow of \$1,000.00 per lot shall be furnished to the City to guarantee compliance with the erosion control and grading requirements and the submittal of an as-built certificate of survey. Prior to the release of the required individual lot grading and erosion control security that is submitted with the building permit, an as-built certificate of survey for single family lots must be submitted to verify that the final as-built grades and elevations of the specific lot and all building setbacks are consistent with the approved grading plan for the development, and amendments thereto as approved by the City Engineer, and that all required property monuments are in place. If the final grading, erosion control

and as-built survey is not timely completed, the City may enter the lot, perform the work, and apply the cash escrow toward the cost. Upon satisfactory completion of the grading, erosion control and as-built survey, the escrow funds, without interest, less any draw made by the City, shall be returned to the person who deposited the funds with the City.

A National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit shall be obtained if required by the Minnesota Pollution Control Agency. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

14. CLEAN UP. The Developer shall clean dirt and debris from streets that has resulted from construction work by the Developer, home builders, subcontractors, their agents or assigns. Prior to any construction in the plat, the Developer shall identify in writing a responsible party and schedule for erosion control, street cleaning, and street sweeping.

15. OWNERSHIP OF IMPROVEMENTS. Upon completion of the work and construction required by this Contract and final acceptance by the City, the public improvements lying within public easements shall become City property without further notice or action.

16. CITY ENGINEERING ADMINISTRATION, CONSTRUCTION OBSERVATION AND AS-BUILT RECORD DRAWING PREPARATION.

The Developer shall pay a fee for in-house engineering administration. City engineering administration will include monitoring of construction observation, consultation with Developer and its engineer on status or problems regarding the project, coordination for final inspection and acceptance, project monitoring during the warranty period, and processing of requests for reduction in security. Fees for this service shall be three percent (3%) of construction costs identified in the Summary of Security Requirements if using a letter of credit, assuming normal construction and project scheduling. The Developer shall pay for construction observation and as-built record drawing preparation performed by the City's in-house engineering staff or consulting engineer. Construction observation shall include part or full time inspection of proposed public utilities and street construction and will be billed on hourly rates estimated to be five percent (5%) of the estimated construction cost. Construction as-built record drawing preparation

shall include field surveying, preparation of as-built record drawings and updating the City's GIS database and will be billed on hourly rates estimated to be one half of a percent (0.5%) of the estimated construction cost.

17. STORM SEWER. Development of Kenwood Hills 4th Addition does not include the construction of a public storm sewer system. Existing public storm sewer infrastructure within the Kenwood Hills development will collect and convey stormwater runoff from the proposed development.

Drain tile construction is required in areas of non-granular soil for street sub cuts and residential lots. Any additional drain tile construction, including perimeter foundation drain tile determined to be necessary during construction, shall be installed and financed by the Developer.

The Trunk Storm Sewer Area Charge has been collected on the parent parcel.

18. SANITARY SEWER. Kenwood Hills 4th Addition is located within subdistrict OL-56110 of the Orchard Lake sanitary sewer district as identified in the City's Comprehensive Sanitary Sewer Plan. Wastewater will be conveyed via existing public sanitary sewer to the Metropolitan Council Environmental Services M649 Lakeville/Farmington Interceptor and continue to the Empire Wastewater Treatment Facility.

The proposed detached townhome lot will be served by the existing public sanitary sewer system within the Kenwood Hills development. Existing downstream public sanitary sewer facilities have sufficient capacity to serve the proposed development. The proposed sanitary sewer typical for residential service will connect into the existing public sanitary sewer main.

The Sanitary Sewer Availability Charge was previously assessed to the parent parcel and has been paid.

19. WATERMAIN. The proposed detached townhome lot will be served by the existing public watermain within the Kenwood Hills development. The proposed water service connection will connect to the existing public watermain.

20. CONSTRUCTION ACCESS. Construction traffic associated with grading, utility, and street construction shall use the single rock construction entrance on Jurel Way for site access and egress. Any

damage to public streets, sidewalks, boulevards, or utilities resulting from construction activities shall be repaired by the Developer at the Developer's expense.

21. JUREL WAY IMPROVEMENTS. The Developer shall install pavement cut within Jurel Way for utility connections, with restoration of the existing roadway to be completed in accordance with City standards. The Developer shall post a \$1,000.00 security to ensure installation of the required pavement cut for utility connections.

22. PARKS, TRAILS, AND SIDEWALKS. No new public sidewalks or trails are proposed with this development. Existing sidewalks along Jurel Way will continue to serve the site. The Park Dedication requirement has not been collected on the parent parcel and will be satisfied through a cash contribution to be paid with the final plat, calculated as follows:

1	x	\$4,087.00	=	\$4,087.00
Total Units (Medium-Density)		2026 Unit Rate		Park Dedication Fee
Kenwood Hills		(Medium-Density)		Kenwood Hills
4 th Addition				4 th Addition

23. ENVIRONMENTAL RESOURCES EXPENSES. The Developer shall pay a cash fee for one-year of environmental resources management expenses with the final plat, calculated as follows:

1	x	\$64.00	=	\$64.00
Total Units (Single Family)		2026 Rate		Environmental Resources Fee
Kenwood Hills 4 th Addition		(Per Unit)		Kenwood Hills 4 th Addition

24. TREE PRESERVATION. There are no significant trees located on the site, or within the proposed grading limits which extend into the adjacent city outlot. A tree preservation plan is not required for this project.

Any trees outside the grading limits that are damaged or removed during construction will require replacement in accordance with the Tree Preservation Ordinance pursuant to City Code Section 11-21-11.

25. WETLAND BUFFER. There are no wetlands located on the site. The Developer is disturbing the wetland buffer area in the city owned outlot. The wetland buffer must be reestablished and actively managed to ensure that its native vegetation is established. A maintenance plan of establishment of the buffer must be submitted to the City for review and approval prior to a building permit being issued. The Developer shall post a \$25,000.00 security with the final plat until the buffer is established and accepted by the City. Any natural areas signs removed during the process must be replaced by the Developer.

26. SPECIAL PROVISIONS. The following special provisions shall apply to plat development:

- A. Implementation of the recommendations listed in the July 29, 2026, Planning Report and August 17, 2026, Engineering Report.
- B. Lots 1 and 2, Block 1, Kenwood Hills 4th Addition must be added to the existing Kenwood Hills Homeowners Association and documentation must be established for maintenance of Lot 2, Block 1. Homeowners Association documents incorporating Lots 1 and 2, Block 1 Kenwood Hills 4th Addition are subject to review and approval of City staff and the City Attorney.
- C. Prior to City Council approval of the final plat, the Developer shall furnish a boundary survey of the proposed property to be platted with all property corner monumentation in place and marked with lath and a flag. Any encroachments on or adjacent to the property shall be noted on the survey. The Developer shall post a \$200.00 security for the final placement of interior subdivision iron monuments at property corners. The security was calculated as follows: two (2) lots/outlots at \$100.00 per lot/outlot. The security will be held by the City until the Developer's land surveyor certifies that all irons have been set following site grading and utility and street construction. In addition, the certificate of survey must also include a certification that all irons for a specific lot have either been found or set prior to the issuance of a building permit for that lot.
- D. The Developer shall pay a cash fee for the preparation of addressing, property data, and City base map updating. This fee is \$90.00 per lot/outlot for a total charge of \$180.00.

E. The Developer is required to submit the final plat in electronic format. The electronic format shall be either AutoCAD.DWG file or a .DXF file. All construction record drawings (e.g., grading, utilities, streets) shall be in electronic format in accordance with standard City specifications.

27. SUMMARY OF SECURITY REQUIREMENTS. To guarantee compliance with the terms of this Contract, payment of real estate taxes including interest and penalties, payment of special assessments, payment of the costs of all public improvements, and construction of all public improvements, the Developer shall furnish the City with a cash escrow, or letter of credit, in the form attached hereto, from a bank ("security") for \$48,378.08. The amount of the security was calculated as follows:

CONSTRUCTION COSTS:

A. Sanitary Sewer	\$5,000.00
B. Watermain	5,000.00
C. Grading, Drainage, Erosions Control and Restoration	<u>10,787.50</u>
CONSTRUCTION SUB-TOTAL	\$20,787.50

OTHER COSTS:

A. Developer's Design (3.0%)	\$623.63
B. Developer's Construction Survey (2.5%)	519.69
C. City Legal Expenses (Est. 0.5%)	103.94
D. City Construction Observation (Est. 5.0%)	1,039.38
E. City Record Drawings (0.5%)	103.94
F. Wetland Buffer	25,000.00
G. Lot Corners/Iron Monuments	<u>200.00</u>
OTHER COSTS SUB-TOTAL	<u>\$27,590.58</u>

TOTAL SECURITIES: \$48,378.08

This breakdown is for historical reference; it is not a restriction on the use of the security. The bank shall be subject to the approval of the City Administrator. The City may draw down the security, on five (5) business days written notice to the Developer, for any violation of the terms of this Contract or without notice if the security is allowed to lapse prior to the end of the required term. If the required public improvements are not completed at least thirty (30) days prior to the expiration of the security, the City may also draw it

down without notice. If the security is drawn down, the proceeds shall be used to cure the default. Upon receipt of proof satisfactory to the City that work has been completed and financial obligations to the City have been satisfied, with City approval the security may be reduced from time to time by ninety percent (90%) of the financial obligations that have been satisfied. Ten percent (10%) of the amounts certified by the Developer's engineer shall be retained as security until all improvements have been completed, all financial obligations to the City satisfied, the required "as constructed" plans have been received by the City, a warranty security is provided, and the public improvements are accepted by the City Council. The City's standard specifications for utility and street construction outline procedures for security reductions.

28. SUMMARY OF CASH REQUIREMENTS. The following is a summary of the cash requirements under this Contract which must be furnished to the City prior to the City Council signing the final plat:

A. Park Dedication	\$4,087.00
B. MS4 Administration Fee	215.75
C. Environmental Resources Expenses	64.00
D. Property Data and Asset/Infrastructure Management Fee	180.00
E. City Engineering Administration (3.00%)	<u>623.63</u>
TOTAL CASH REQUIREMENTS	\$5,170.38

29. WARRANTY. The Developer warrants all improvements required to be constructed by it pursuant to this Contract against poor material and faulty workmanship. The warranty period for streets is one year. The warranty period for underground utilities is two years and shall commence following completion and acceptance by the City. The one year warranty period on streets shall commence after the final wear course has been installed and accepted by the City. The Developer shall post maintenance bonds in the amount of twenty-five percent (25%) of final certified construction costs to secure the warranties. The City shall retain ten percent (10%) of the security posted by the Developer until the maintenance bonds are furnished to the City or until the warranty period expires, whichever first occurs. The retainage may be used to pay for warranty work. The City's standard specifications for utility and street construction identify the procedures for final acceptance of streets and utilities.

30. RESPONSIBILITY FOR COSTS.

- A. Except as otherwise specified herein, the Developer shall pay all costs incurred by it or the City in conjunction with the development of the plat, including but not limited to Soil and Water Conservation District charges, legal, planning, engineering and construction observation inspection expenses incurred in connection with approval and acceptance of the plat, the preparation of this Contract, review of construction plans and documents, and all costs and expenses incurred by the City in monitoring and inspecting development of the plat.
- B. The Developer shall hold the City and its officers, employees, and agents harmless from claims made by itself and third parties for damages sustained or costs incurred resulting from plat approval and development. The Developer shall indemnify the City and its officers, employees, and agents for all costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorneys' fees.
- C. The Developer shall reimburse the City for costs incurred in the enforcement of this Contract, including engineering and attorneys' fees.
- D. The Developer shall pay, or cause to be paid when due, and in any event before any penalty is attached, all special assessments referred to in this Contract. This is a personal obligation of the Developer and shall continue in full force and effect even if the Developer sells one or more lots, the entire plat, or any part of it.
- E. The Developer shall pay in full all bills submitted to it by the City for obligations incurred under this Contract within thirty (30) days after receipt. If the bills are not paid on time, the City may halt plat development and construction until the bills are paid in full. Bills not paid within thirty (30) days shall accrue interest at the rate of eighteen percent (18%) per year. Additionally, the Developer shall pay in full all bills submitted to it by the City prior to any reductions in the security for the development.

- F. In addition to the charges and special assessments referred to herein, other charges and special assessments may be imposed such as but not limited to City or MCES sewer availability charges ("SAC"), City water connection charges, City sewer connection charges, and building permit fees.

31. DEVELOPER'S DEFAULT. In the event of default by the Developer as to any of the work to be performed by it hereunder, the City may, at its option, perform the work and the Developer shall promptly reimburse the City for any expense incurred by the City, provided the Developer, except in an emergency as determined by the City, is first given notice of the work in default, not less than forty-eight (48) hours in advance. This Contract is a license for the City to act, and it shall not be necessary for the City to seek a Court order for permission to enter the land. When the City does any such work, the City may, in addition to its other remedies, assess the cost in whole or in part.

32. MISCELLANEOUS.

- A. The Developer represents to the City that the plat complies with all city, county, metropolitan, state, and federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances, and environmental regulations. If the City determines that the plat does not comply, the City may, at its option, refuse to allow construction or development work in the plat until the Developer does comply. Upon the City's demand, the Developer shall cease work until there is compliance.
- B. Third parties shall have no recourse against the City under this Contract.
- C. Breach of the terms of this Contract by the Developer shall be grounds for denial of building permits, including lots sold to third parties.
- D. If any portion, section, subsection, sentence, clause, paragraph, or phrase of this Contract is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Contract.
- E. If building permits are issued prior to the acceptance of public improvements, the Developer assumes all liability and costs resulting in delays in completion of public improvements and

damage to public improvements caused by the City, Developer, its contractors, subcontractors, material men, employees, agents, or third parties.

- F. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Contract. To be binding, amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Contract shall not be a waiver or release.
- G. This Contract shall run with the land and may be recorded against the title to the property. In the event this Contract is recorded, upon request by Developer, the City covenants to provide a recordable Certificate of Completion within a reasonable period of time following the request, upon the completion of the work and responsibilities required herein, payment of all costs and fees required and compliance with all terms of the Contract. A release of this Contract may be provided in the same manner and subject to the same conditions as a Certificate of Completion provided there are no outstanding or ongoing obligations of Developer under the terms of this Contract. The Developer covenants with the City, its successors and assigns, that the Developer is well seized in fee title of the property being final platted and/or has obtained consents to this Contract, in the form attached hereto, from all parties who have an interest in the property; that there are no unrecorded interests in the property being final platted; and that the Developer will indemnify and hold the City harmless for any breach of the foregoing covenants.
- H. Insurance. **Developer and Contractor shall provide a copy of the Development Contract to their insurance professional for verification that the certificate of insurance is in compliance with the requirements of the Development Contract.** Prior to execution of the final plat, Developer and its general contractor shall furnish to the City a certificate of insurance showing proof of the required insurance required under this Paragraph. Developer and its general contractor shall take out and maintain or cause to be taken out and maintained until six (6) months after the City has accepted the public improvements, such insurance as shall protect Developer and its general contractor and the City for work covered by the Contract including

workers' compensation claims and property damage, bodily and personal injury which may arise from operations under this Contract, whether such operations are by Developer and its general contractor or anyone directly or indirectly employed by either of them. The minimum amounts of insurance shall be as follows:

Commercial General Liability (or in combination with an umbrella policy)
\$2,000,000 Each Occurrence
\$2,000,000 Products/Completed Operations Aggregate
\$2,000,000 Annual Aggregate

The following coverages shall be included:

Premises and Operations Bodily Injury and Property Damage
Personal and Advertising Injury
Blanket Contractual Liability
Products and Completed Operations Liability

Automobile Liability
\$2,000,000 Combined Single Limit – Bodily Injury & Property Damage
Including Owned, Hired & Non-Owned Automobiles

Workers Compensation
Workers' Compensation insurance in accordance with the statutory requirements of the State of Minnesota, including Employer's Liability with minimum limits are as follows:

- \$500,000 – Bodily Injury by Disease per employee
- \$500,000 – Bodily Injury by Disease aggregate
- \$500,000 – Bodily Injury by Accident

The Developer's and general contractor's insurance must be "Primary and Non-Contributory".

All insurance policies (or riders) required by this Contract shall be (i) taken out by and maintained with responsible insurance companies organized under the laws of one of the states of the United States and qualified to do business in the State of Minnesota, (ii) shall name the City, its employees and agents as additional insureds (CGL and umbrella only) by endorsement which shall be filed with the City and (iii) shall identify the name of the plat. A copy of the endorsement must be submitted with the certificate of insurance.

Developer's and general contractor's policies and Certificate of Insurance shall contain a provision that coverage afforded under the policies shall not be cancelled without at least thirty

(30) days' advanced written notice to the City, or ten (10) days' notice for non-payment of premium.

An Umbrella or Excess Liability insurance policy may be used to supplement Developer's or general contractor's policy limits on a follow-form basis to satisfy the full policy limits required by this Contract.

- I. Indemnification. To the fullest extent permitted by law, Developer agrees to defend, indemnify and hold harmless the City, and its employees, officials, and agents from and against all claims, actions, damages, losses and expenses, including reasonable attorney fees, arising out of Developer's negligence or its performance or failure to perform its obligations under this Contract. Developer's indemnification obligation shall apply to Developer's general contractor, subcontractor(s), or anyone directly or indirectly employed or hired by Developer, or anyone for whose acts Developer may be liable. Developer agrees this indemnity obligation shall survive the completion or termination of this Contract.
- J. Each right, power or remedy herein conferred upon the City is cumulative and in addition to every other right, power or remedy, express or implied, now or hereafter arising, available to City, at law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by the City and shall not be a waiver of the right to exercise at any time thereafter any other right, power or remedy.
- K. The Developer may not assign this Contract without the written permission of the City Council. The Developer's obligation hereunder shall continue in full force and effect even if the Developer sells one or more lots, the entire plat, or any part of it, until the City's issuance of a Certificate of Completion and Release.
- L. Retaining walls that require a building permit shall be constructed in accordance with plans and specifications prepared by a structural or geotechnical engineer licensed by the State of Minnesota. Following construction, a certification signed by the design engineer shall be filed with

the Building Official evidencing that the retaining wall was constructed in accordance with the approved plans and specifications. All retaining walls identified on the development plans and by special conditions referred to in this Contract shall be constructed before any other building permit is issued for a lot on which a retaining wall is required to be built.

M. Should the Developer convey any lot or lots in the Development to a third party, the City and the owner of that lot or those lots may amend this Development Contract or other city approvals or agreements for development or use of those lots without the approval or consent of the Developer or other lot owners in the Development. Private agreements between the owners of lots within the Development for shared service or access and related matters necessary for the efficient use of the Development shall be the responsibility of the lot owners and shall not bind or restrict City authority to approve applications from any lot owner in the Development.

33. NOTICES. Required notices to the Developer shall be in writing, and shall be either hand delivered to the Developer, its employees or agents, or mailed to the Developer by certified mail at the following address: Suite 290 8400 Normandale Lake Blvd, Bloomington, MN 55437-3843. Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by certified mail in care of the City Administrator at the following address: Lakeville City Hall, 20195 Holyoke Avenue, Lakeville, Minnesota 55044.

CITY OF LAKEVILLE

(SEAL)

BY: _____
Luke M. Hellier, Mayor

AND _____
Ann Orlofsky, City Clerk

STATE OF MINNESOTA)
)ss.
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Luke M. Hellier and by Ann Orlofsky, the Mayor and City Clerk of the City of Lakeville, a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

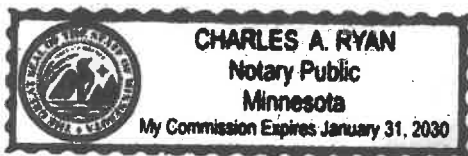
NOTARY PUBLIC

DEVELOPER:
KENWOOD HILLS HOA, INC.

BY: Michael Heinrich
Michael Heinrich
Its Vice President

STATE OF MINNESOTA)
)ss.
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this 2ND day of SEPTEMBER 2026, by Michael Heinrich the Vice President of Kenwood Hills HOA, Inc., a Minnesota non-profit corporation, on behalf of said entity.



Charles A. Ryan
NOTARY PUBLIC

DRAFTED BY:
CAMPBELL, KNUTSON
Professional Association
Grand Oak Office Center I
860 Blue Gentian Road, Suite 290
Eagan, MN 55121
Telephone: 651-452-5000
AMP/smt

CITY OF LAKEVILLE
PLANNING COMMISSION MEETING MINUTES
August 6, 2026

Chair Zimmer called the meeting to order at 6:00 p.m. in the Council Chambers at City Hall. The Pledge of Allegiance to the flag was given.

Members Present: Chair Christine Zimmer, Vice Chair Scott Einck, John Swaney, Jason Swenson, Mark Traffas, Alternate Erin Duckworth, Alternate Bryce Schuenke, Ex-Officio Kelli Coughlin

Members Absent: Pat Kaluza, Amanda Tinsley

Staff Present: Kris Jenson, Planning Manager; Tina Goodroad, Community Development Director; Heather Botten, Senior Planner; Dawn Erickson, Community Development Recorder

3. Approval of the Meeting Minutes

The July 23, 2026 Planning Commission meeting minutes were approved as presented.

4. Announcements

Planning Manager Kris Jenson stated the handouts include the motions from the Parks, Recreation and Natural Resources Committee of the August 5, 2026 meeting.

5a. Kenwood Hills 4th Addition

Chair Zimmer opened the public hearing to consider the application of Chuck Ryan on behalf of the Kenwood Hills Homeowner's Association for a preliminary and final plat, development stage plan, and easement vacation to allow the addition of one detached townhome lot within the existing Kenwood Hills subdivision to be known as Kenwood Hills 4th Addition.

Chuck Ryan introduced the project.

Ms. Jenson presented the staff report. A natural gas pipeline that ran through the development was abandoned several years ago and the accompanying easement vacated, which left enough room for an additional detached townhome unit. The common area lot includes a blanket drainage and utility easement, which must be vacated before a new unit lot can be platted in that area. The blanket drainage and utility easement will be re-established with the Kenwood Hills 4th Addition plat. A tree inventory was not required with this plat due to the lack of significant trees in the area to be platted.

Community Development Department staff recommend approval.

Chair Zimmer opened the hearing to the public for comment.

There was no public comment.

Motion was made by Einck, seconded by Traffas to close the public hearing at 6:06 p.m.

Voice vote was taken on the motion.

Ayes – unanimous

Chair Zimmer asked for comments from the Planning Commission.

- Chair Zimmer asked when the development was built and when the pipeline easement was vacated. Ms. Jenson stated that the Kenwood Hills 3rd Addition plat was approved in 2018 and the pipeline easement was vacated in 2024.

Motion was made by Einck, seconded by Swaney to recommend to City Council approval of the Kenwood Hills 4th Addition preliminary and final plat, development stage PUD, and easement vacation, subject to the following stipulations:

1. Implementation of the recommendations listed in the July 29, 2026 engineering report.
2. Park dedication shall be satisfied with a cash contribution of \$4,087 to be paid with the final plat.
3. Lots 1 and 2, Block 1, Kenwood Hills 4th Addition must be added to the existing Kenwood Hills HOA and documentation must be established for maintenance of Lot 2, Block 1.
4. A security must be submitted with the final plat to guarantee the establishment of native vegetation with the area of the wetland buffer on Outlot A, Kenwood Hills 3rd Addition.
5. Prior to City Council consideration of the preliminary and final plat, a notation must be added to the grading plat that there are no significant trees within the limits of construction.

Ayes: Traffas, Duckworth, Zimmer, Einck, Swaney, Swenson, Schuenke

Nays: 0

Ms. Jenson requested that item 5c – Kwik Trip be moved ahead of item 5b – Highview due to the Assistant City Engineer being delayed getting to the meeting.

5c. Kwik Trip

Chair Zimmer opened the public hearing to consider the application of Kwik Trip for a conditional use permit to allow motor vehicle fuel sales with convenience grocery and/or prepared food in the I-1, Light Industrial District.

Dean George of Kwik Trip introduced the project. He stated this new store location will be approximately 9,200 square feet and will have one canopy for gas and one canopy for diesel fuel.

Ms. Jenson presented the staff report. The proposed site is located at the southeast corner of 215th Street (CSAH 70) and Jacquard Avenue, with the lot being created with the Interstate South Logistics Park Fourth Addition final plat, which was approved by the City Council at their August 3, 2026 meeting.

CITY OF LAKEVILLE
PARKS, RECREATION & NATURAL RESOURCES COMMITTEE
MEETING MINUTES
August 5, 2026

Members Present: Angie Lueschen, Holly Weberg, Vicki Schwartz, Dan Volkosh, Pat Sauer, Rachel Bland
Members Absent: Mark Engler

Staff Present: Parks and Recreation Director Joe Masiarchin, Environmental Resources Manager Mac Cafferty

1. Call to Order

Committee Chair Weberg called the meeting to order at 6:00 p.m. in the John Hennen Pavilion at Antlers Park.

2. Approval of July 15, 2026 Meeting Minutes

Sauer made a motion, seconded by Schwartz, to approve the July 15, 2026 minutes as written.

Ayes: unanimous

3. Citizen Comments

No citizens requesting to speak were present.

4. Discussion Items

a. Kenwood Hills 4th Addition Preliminary and Final Plat

The plat consists of an easement vacation request to allow the addition of one detached townhome lot within the existing Kenwood Hills subdivision to be known as Kenwood Hills 4th Addition. The existing subdivision is located west of Kenwood Trail and along Jurel Way. There are no significant trees on the lot; therefore, a tree preservation plan is not required. Any trees that are located outside of the grading limits that are damaged during construction must be replaced in accordance with the City's current Tree Preservation Ordinance. Landscaping will be required at the foundation of the townhome unit. No additional sidewalks will be constructed, and there are no wetlands located within the plat boundary.

A cash contribution of \$4,087 to the Park Dedication Fund will be required at the time of final plat.

Committee Vice-Chair Volkosh: Asked if the vacation of the easement will impede pedestrian access to the stormwater area/trail. No, the grade is fairly steep for pedestrians to access easily, and trail access will not be impeded.

Motion was made by Volkosh, seconded by Sauer to recommend to City Council approval of the Kenwood Hills 4th Addition Preliminary and Final Plat as presented in the July 29 Planning and Engineering reports.

Ayes: Unanimous



Memorandum

To: Planning Commission
From: Kris Jenson, Planning Manager
Date: July 29, 2026
Subject: Packet Material for the August 6, 2026 Planning Commission Meeting
Agenda Item: Kenwood Hills 4th Addition preliminary and final plat, development stage plan, and easement vacation
Action Deadline: August 18, 2026

BACKGROUND

Chuck Ryan, on behalf of the Kenwood Hills Homeowner's Association (HOA) has applied for a preliminary and final plat, development stage plan, and easement vacation to allow the addition of one detached townhome lot within the existing Kenwood Hills subdivision to be known as Kenwood Hills 4th Addition. The Kenwood Hills subdivision is located west of Kenwood Trail (CSAH 50), along Jurel Way.

The Kenwood Hills 4th Addition preliminary and final plat plans have been distributed to Engineering Division and Parks and Recreation Department staff, and the Parks, Recreation and Natural Resources Committee.

EXHIBITS

- A. Aerial Map
- B. Zoning Map
- C. Certificate of Survey
- D. Preliminary Plat
- E. Final Plat
- F. Preliminary Grading Plan
- G. Preliminary Utility Plan
- H. Plat Commission Letter

PLANNING ANALYSIS

PRELIMINARY PLAT

Existing Conditions. The site was previously encumbered with a pipeline easement that bisected the parcel. The pipeline was abandoned and Centerpoint Energy released the pipeline easement in early 2024.

Consistency with the Comprehensive Plan. The Kenwood Hills 4th Addition property is located in Planning District 1 of the 2040 Comprehensive Plan, which guides the subject property for low/medium density residential development.

MUSA. The Kenwood Hills 4th Addition preliminary and final plat area is located within the current MUSA.

TOWNHOME DEVELOPMENT STANDARDS

Lot Requirements. The following minimum requirements for townhome building setbacks in the Kenwood Hills PUD:

Yard	Minimum Setback
Front yard	25 feet
Between Buildings	10 feet
Wetland Buffer	10 feet

The proposed unit lot shown on the Kenwood Hills 4th Addition preliminary and final plat has sufficient area to accommodate the townhome unit.

Section 11-57-15.B of the Zoning Ordinance establishes the maximum development density for detached townhouses by requiring a minimum of 5,000 square feet of lot area per dwelling unit. The current average lot area for Lots 1-7, Block 2, Kenwood Hills 3rd Addition has an average of just over 11,000 square feet per unit; with the addition of one detached townhome unit, the average area per unit remains just over 9,500 square feet, which exceeds the minimum lot area per unit requirements.

HOA. The newly created unit lot and common area lot must be incorporated into the existing Kenwood Hills Homeowner's Association and proof of such must be provided prior to a building permit being issued for the unit lot.

Exterior Materials. Each unit must meet the requirements of Section 11-57-19.B.3, which requires a variation in building materials that are to be distributed throughout the building elevations and coordinated in the architectural design of the structure.

Tree Inventory. The City Forester has determined that site does not include any significant trees, nor does the area within the proposed grading limits that extends into the adjacent City outlot, so a tree preservation plan is not required. Any trees outside the grading limits that are damaged or removed during construction will require replacement in accordance with the Tree Preservation Ordinance (11-21-11).

Prior to City Council consideration of the preliminary and final plat, a notation must be added to the grading plat that there are no significant trees within the limits of construction.

Landscaping. Landscaping will be required at the foundation of the townhome unit.

Outlot. There are no outlots in the Kenwood Hills 4th Addition plat.

Streets. The following is a summary of streets adjacent to the Kenwood Hills 4th Addition preliminary and final plat. Additional detailed information is outlined in the Engineering Division memorandum dated July 29, 2026.

Kenwood Trail (CSAH 50) is located immediately east of the Kenwood Hills 4th Addition plat. Right of way was dedicated and restricted access was deeded with the Kenwood Hills 3rd Addition final plat. No additional right of way is required.

Jurel Way is a local residential street that is 32-feet-wide within a 60-foot-wide right of way with a sidewalk on one side of the street that will provide access to the unit lot.

Sidewalks/Trails. A sidewalk is currently located on the other side of Jurel Way; no additional sidewalk is planned to be constructed with this plat.

Grading, Drainage, Erosion Control, and Utilities. Proposed grading, drainage, erosion control, and utilities for the Kenwood Hills 4th Addition preliminary and final plat is shown on the grading, drainage and erosion control and utility plans. All existing and new local utilities shall be placed underground.

Grading, drainage, erosion control, and utilities details are outlined in the July 29, 2026 engineering report prepared by Grace Ellis, Graduate Engineer and Mac Cafferty, Environmental Resources Manager. The Engineering Division recommends approval of the preliminary and final plat.

Wetlands. There are no wetlands within the plat boundary. The wetland buffer within the city outlot will be disturbed by grading activity; the buffer must be re-established with native vegetation. A security will be collected with the final plat to ensure the work is completed.

Park Dedication. Park dedication has not been collected on the parent parcels and will be satisfied through a cash contribution of \$4,087 to be paid at the time of final plat.

Plat Commission. The Dakota County Plat Commission reviewed and approved the preliminary and final plat at their July 29, 2026 meeting. The Plat Commission letter is included as Exhibit H.

Easement Vacation. Lot 7, Block 2, Kenwood Hills 3rd Addition includes a blanket drainage and utility easement over the lot. This easement must be vacated to allow a new unit lot to be created. A new blanket easement is shown on Lot 2, Block 1, Kenwood Hills 4th Addition, which is the new common area lot.

RECOMMENDATION

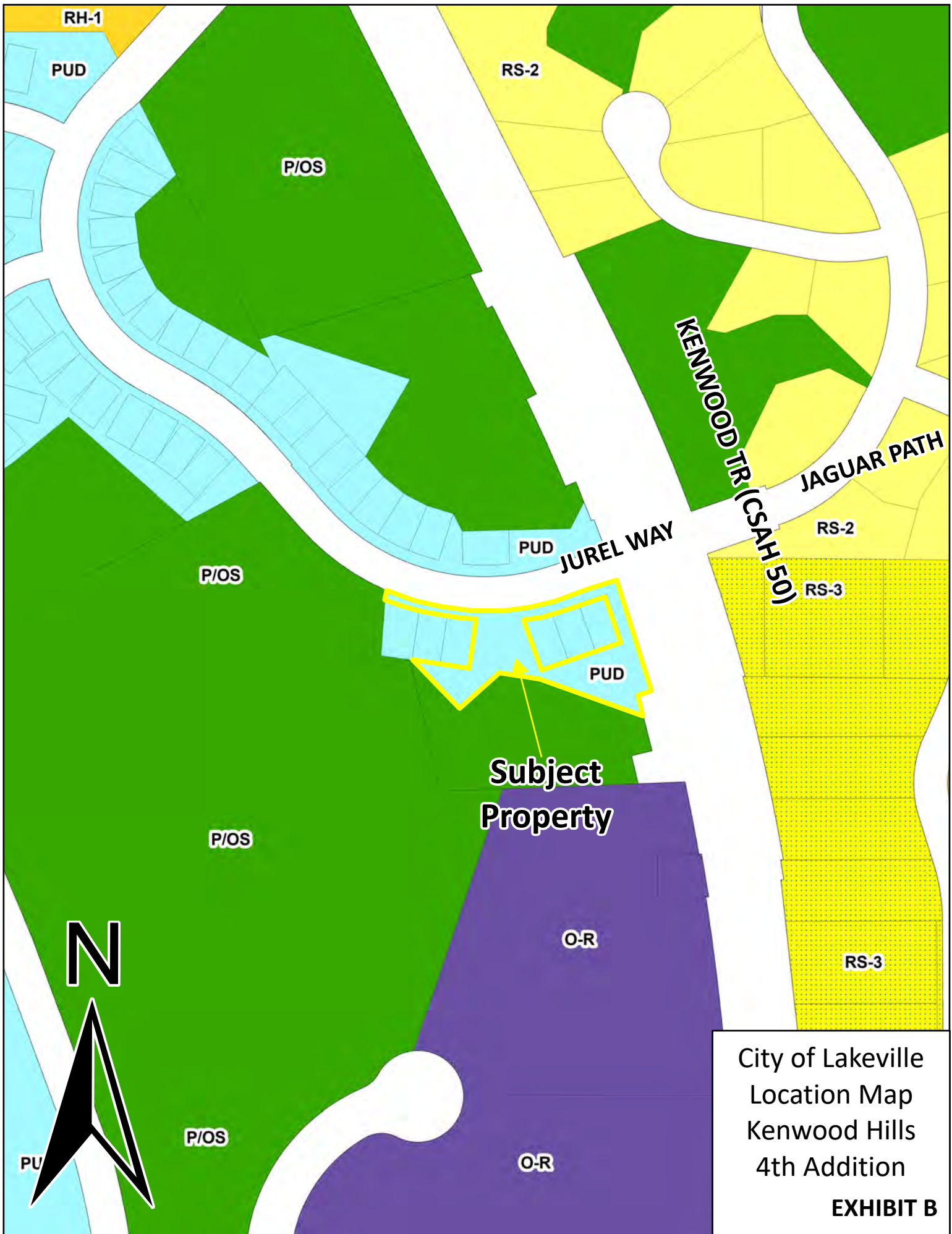
Community Development Department staff recommends approval of the Kenwood Hills 4th Addition preliminary and final plat, development stage PUD, and easement vacation, subject to the following stipulations:

1. Implementation of the recommendations listed in the July 29, 2026 engineering report.
2. Park dedication shall be satisfied with a cash contribution of \$4,087 to be paid with the final plat.
3. Lots 1 and 2, Block 1, Kenwood Hills 4th Addition must be added to the existing Kenwood Hills HOA and documentation must be established for maintenance of Lot 2, Block 1.
4. A security must be submitted with the final plat to guarantee the establishment of native vegetation with the area of the wetland buffer on Outlot A, Kenwood Hills 3rd Addition.
5. Prior to City Council consideration of the preliminary and final plat, a notation must be added to the grading plat that there are no significant trees within the limits of construction.



City of Lakeville
Location Map
Kenwood Hills
4th Addition

EXHIBIT A





SECTION 13, TWP. 114, RGE. 21
DAKOTA COUNTY, MN.
LOCATION MAP

- LEGEND**
- | | | | |
|--|-------------------------------------|--|--|
| | Denotes concrete | | Denotes manhole other than sanitary or storm |
| | Denotes bituminous | | Denotes sanitary or storm manhole |
| | Denotes retaining wall | | Denotes transformer box |
| | Denotes storm sewer line | | Denotes fiber optic box |
| | Denotes sanitary sewer line | | Denotes electric box |
| | Denotes water line | | Denotes telephone box |
| | Denotes underground petroleum lines | | Denotes television box |
| | Denotes catch basin | | Denotes found iron pipe |
| | Denotes catch basin beehive | | Denotes sign |
| | Denotes flared end section | | |
| | Denotes gate valve | | |
| | Denotes hydrant | | |
| | Denotes service | | |

Property Description per Commitment for title insurance Commitment No. FN6935-1, issuing Office File No. FN6935, Commitment Date: October 27th, 2025. AT 12:00 P.M. issued by Fidelity National Title Insurance Company.

Lot 7, Block 2, KENWOOD HILLS 3RD ADDITION, according to the recorded plat thereof, said Dakota County.



EXHIBIT C

PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

2422 Enterprise Drive
Mendota Heights, MN 55120

(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Surveyor under the laws of the State of Minnesota

Name John M. Molinaro
Reg. No. 42299 Date 10-15-2025

Revisions

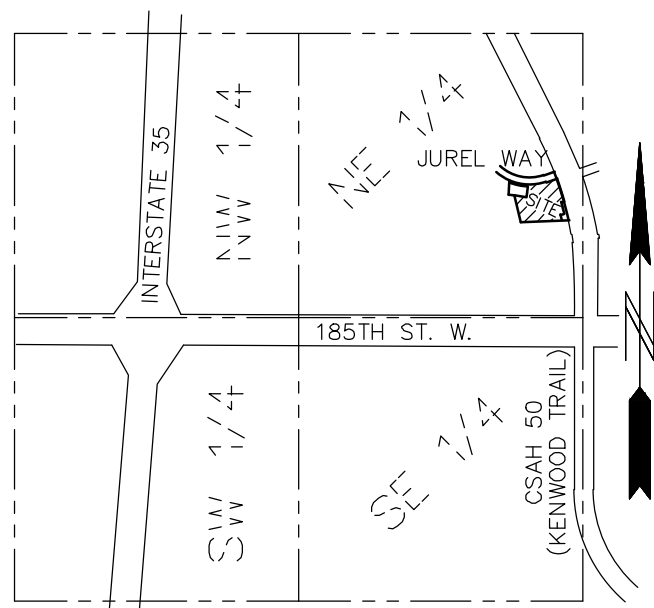
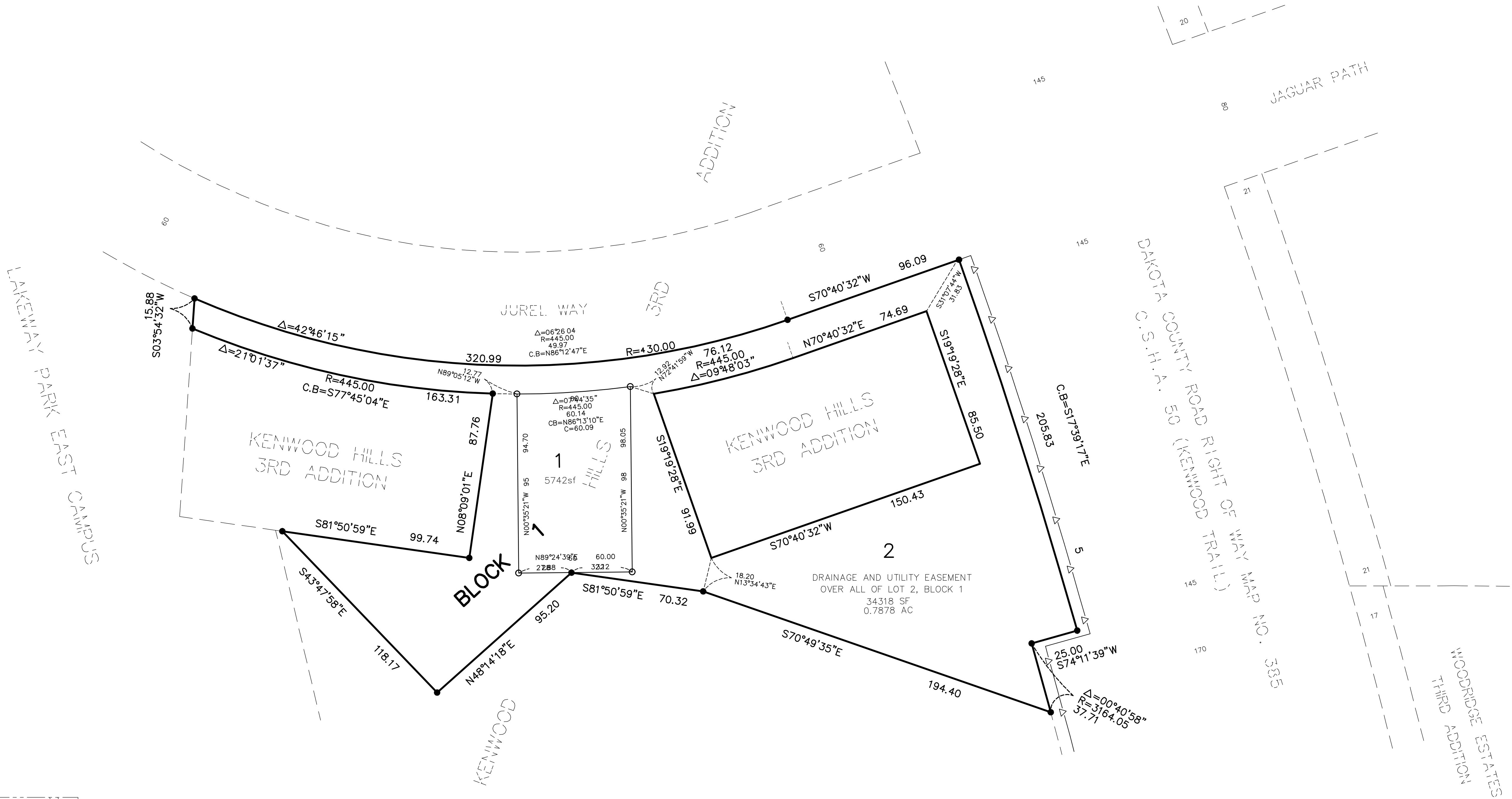
Date 03-27-2026
Designed NAP
Drawn AJA

CERTIFICATE OF SURVEY

KENWOOD HILLS, HOA

KENWOOD HILLS 4TH ADDITION
LAKEVILLE, MINNESOTA

2.01 OF 7



SECTION 13, TWP. 114, RGE. 21
DAKOTA COUNTY, MN.
LOCATION MAP

AREA SUMMARY			
TOTAL LOT AREA =	5742 SF.	0.1318 AC.	
TOTAL COMMON LOT AREA =	34,197 SF.	0.7851 AC.	
TOTAL AREA =	39,939 SF.	0.9169 AC.	

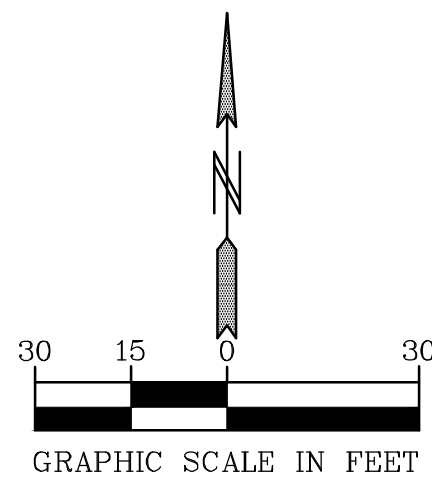
Existing Property Description per Commitment for title insurance Commitment No. FN6935-1, issuing Office File No. FN6935, Commitment Date: October 27th, 2025. AT 12:00 P.M. issued by Fidelity National Title Insurance Company.

Lot 7, Block 2, KENWOOD HILLS 3RD ADDITION, according to the recorded plat thereof, said Dakota County.

Proposed Property description

KENWOOD HILLS 4TH ADDITION

EXHIBIT D



PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

2422 Enterprise Drive
Mendota Heights, MN 55120

(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Surveyor under the laws of the State of Minnesota

Name Peter J. Hawkinson
Reg. No. 42299 Date 10-15-2025

Revisions

Date 03-27-2026
Designed NAP
Drawn AJA

PRELIMINARY PLAT

KENWOOD HILLS, HOA

KENWOOD HILLS 4TH ADDITION
LAKEVILLE, MINNESOTA

3.01 OF 7

KENWOOD HILLS 4TH ADDITION



SECTION 13, TWP. 114, RGE. 21
DAKOTA COUNTY, MN.
LOCATION MAP
NO SCALE

NO MONUMENT SYMBOL SHOWN AT ANY STATUTE REQUIRED LOCATION, INDICATES A PLAT MONUMENT THAT WILL BE SET AND WHICH SHALL BE IN PLACE WITHIN ONE YEAR OF THE FILING OF THE PLAT. SAID MONUMENTS SHALL BE 1/2 INCH X 14 INCH IRON MONUMENTS MARKED BY LICENSE NUMBER 42299.

THE ORIENTATION OF THIS BEARING SYSTEM IS BASED ON THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 114, RANGE 21, WHICH IS ASSUMED TO HAVE A BEARING OF NORTH 00°26'58" WEST.

- △— DENOTES RESTRICTED ACCESS TO DAKOTA COUNTY HIGHWAY PER THE DAKOTA COUNTY CONTIGUOUS PLAT ORDINANCE.
- DENOTES FOUND CAST IRON MONUMENT
- DENOTES 1/2 INCH BY 14 INCH IRON PIPE MONUMENT SET AND MARKED BY LICENSE NUMBER 42299, OR WILL BE SET IN ACCORDANCE WITH MS SECTION 505.021, SUBD. 10.
- DENOTES FOUND 1/2 INCH IRON MONUMENT MARKED BY LICENSE NUMBER 42299 UNLESS OTHERWISE NOTED.

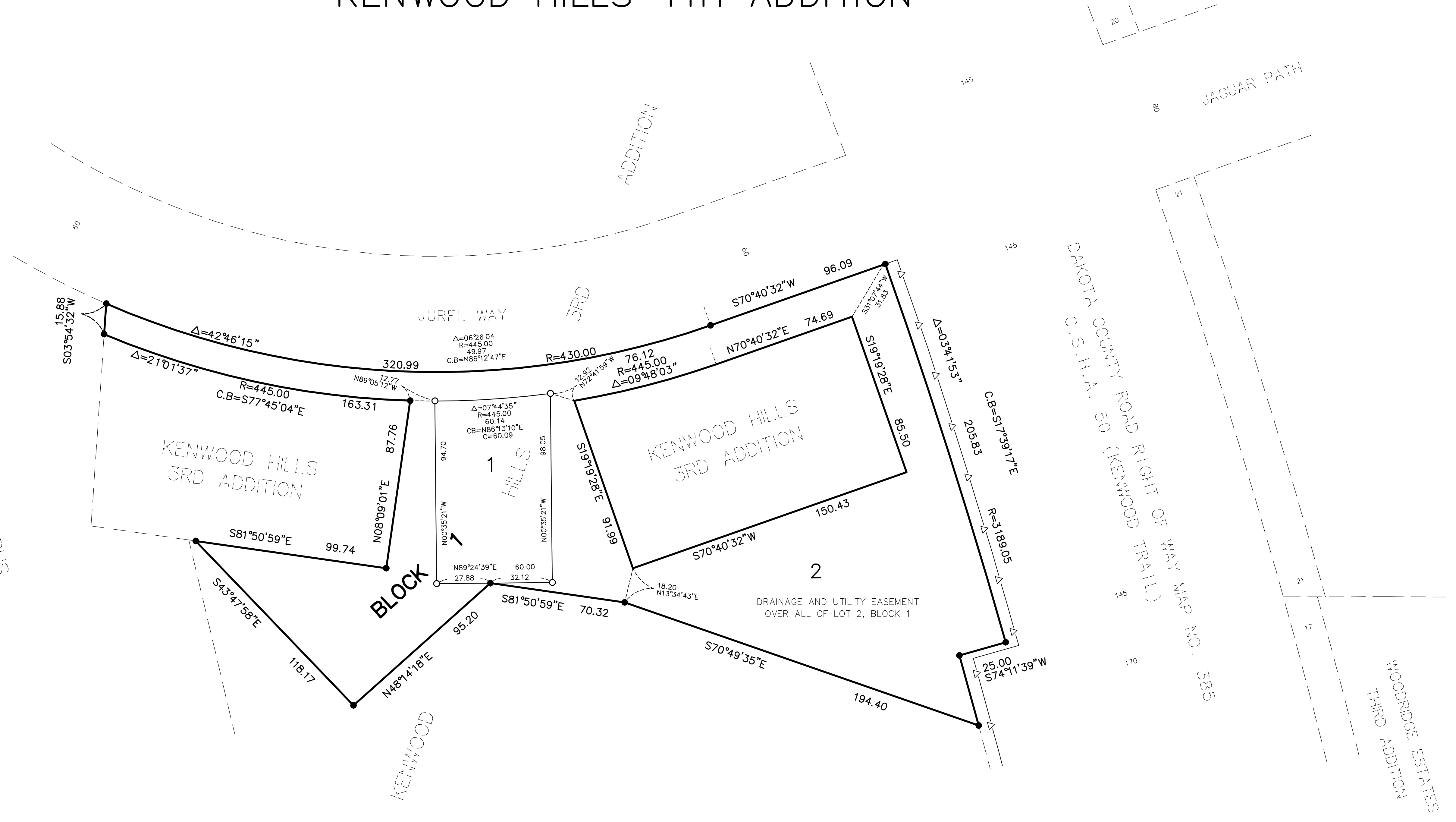
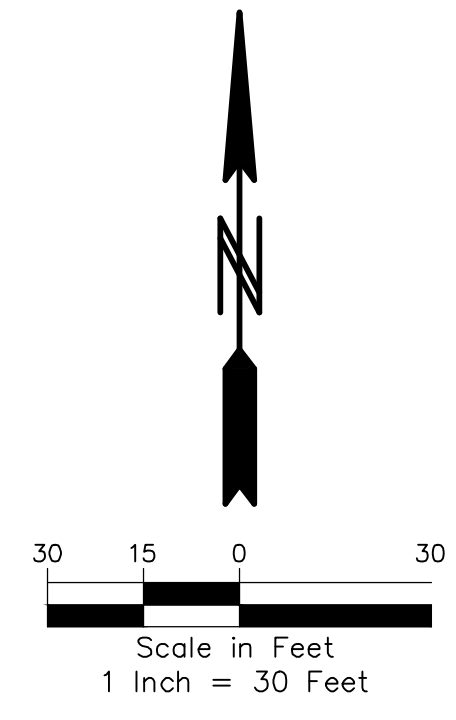
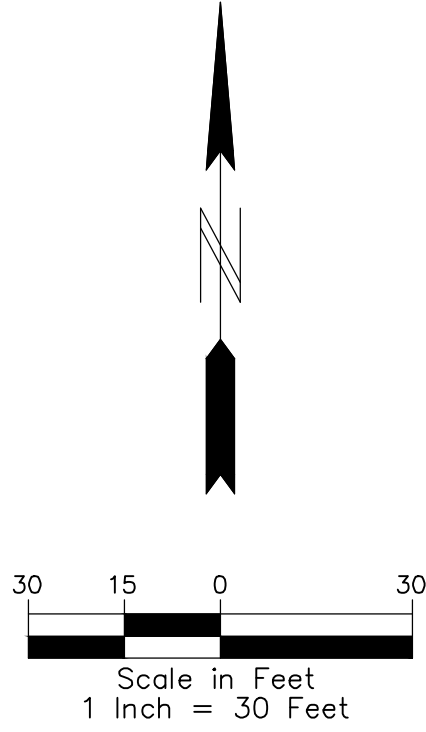
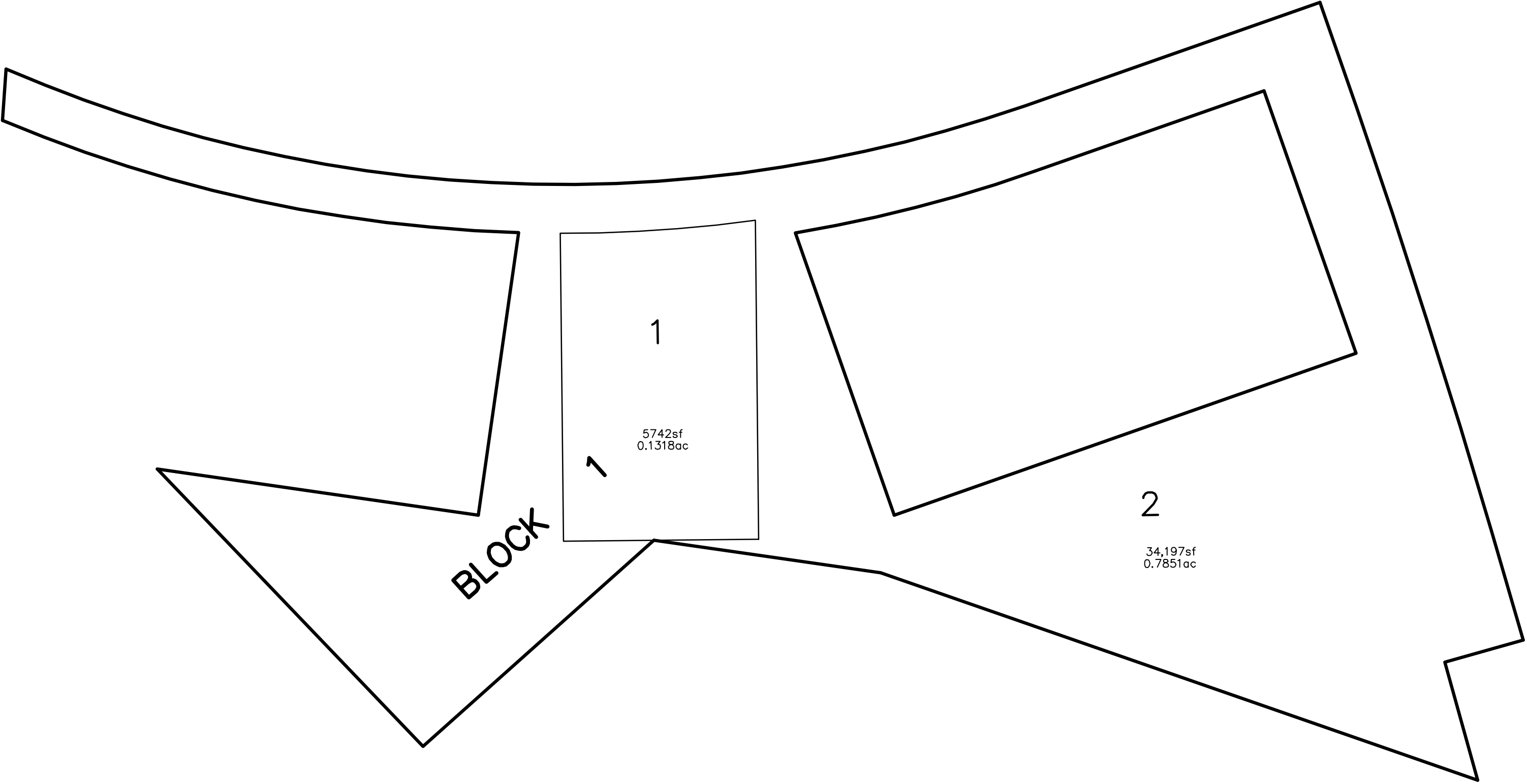


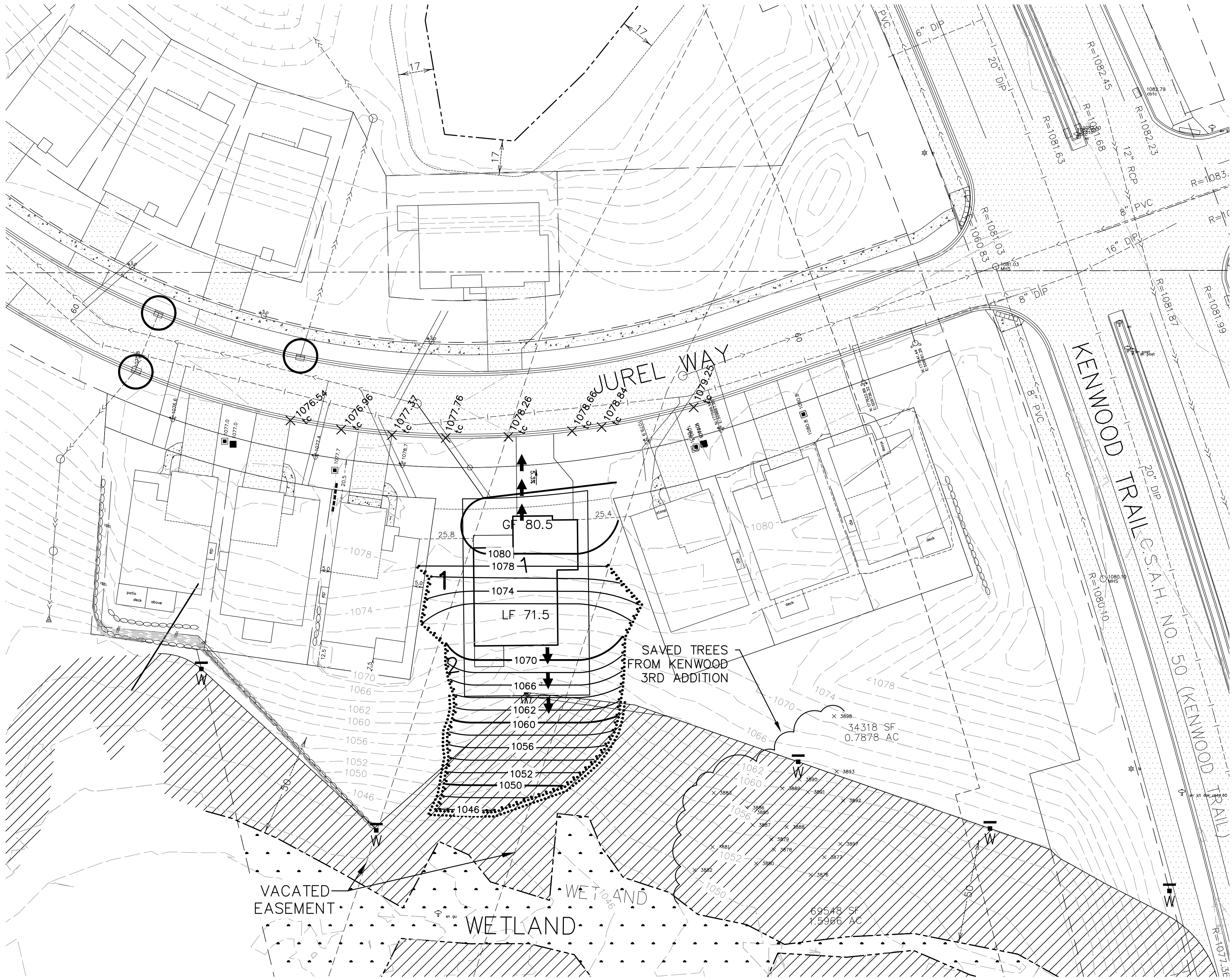
EXHIBIT E

KENWOOD HILLS 4TH ADDITION
AREA SKETCH



AREA SUMMARY

TOTAL LOT AREA =	5742 SF.	0.1318 AC.
TOTAL COMMON LOT AREA =	34,197 SF.	0.7851 AC.
TOTAL AREA =	39,939 SF.	0.9169 AC.



NOTE:
NO SIGNIFICANT TREES IN GRADING
AREA SO TREE PRESERVATION PLAN
NOT REQUIRED.

LEGEND	
	WETLAND
	WETLAND BUFFER
	WETLAND CONSERVATION SIGN
	EROSION CONTROL FENCE
	CATCH BASIN INLET PROTECTION TO BE INSTALLED AFTER 1ST LIFT OF BITUMINOUS.

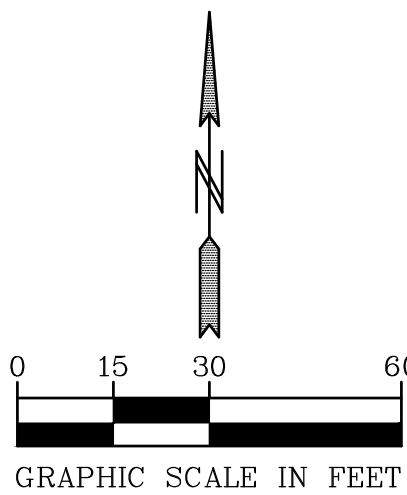
SETBACKS PUD

Front:
Garage foundation to R-O-W = 20
House foundation to R-O-W = 20
Front With Sidewalk:
Garage foundation to R-O-W = 25
House foundation to R-O-W = 20
Side = 10
Rear = 30
Corner = 25
Corner Collector = 50
Wetland Buffer Setback:
Rear = 20
Side = 10
Wetland Buffer Preserve = 50'
Manage 1 = 25'
Manage 2 = 17'
Lowest Opening = EOF+1'
Lowest Floor = HWL+3'

X = FIELD SHOT

NOTE:
PLANS SHALL BE GOVERNED BY CITY OF
LAKEVILLE 2024 STANDARD SPECIFICATIONS FOR
UTILITY & STREETS.

EXHIBIT F



BENCH MARK
TNH NE QUAD OF JAGUAR PATH
& KENWOOD TRAIL
EL=1087.16

PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

2422 Enterprise Drive
Mendota Heights, MN 55120

(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by
me or under my direct supervision and that I
am a duly Licensed Professional Engineer
under the laws of the State of Minnesota

Name

John M. Molinaro

Reg. No.

45831

Date

10-15-2025

Revisions

Date 03-27-2026

Designed NAP

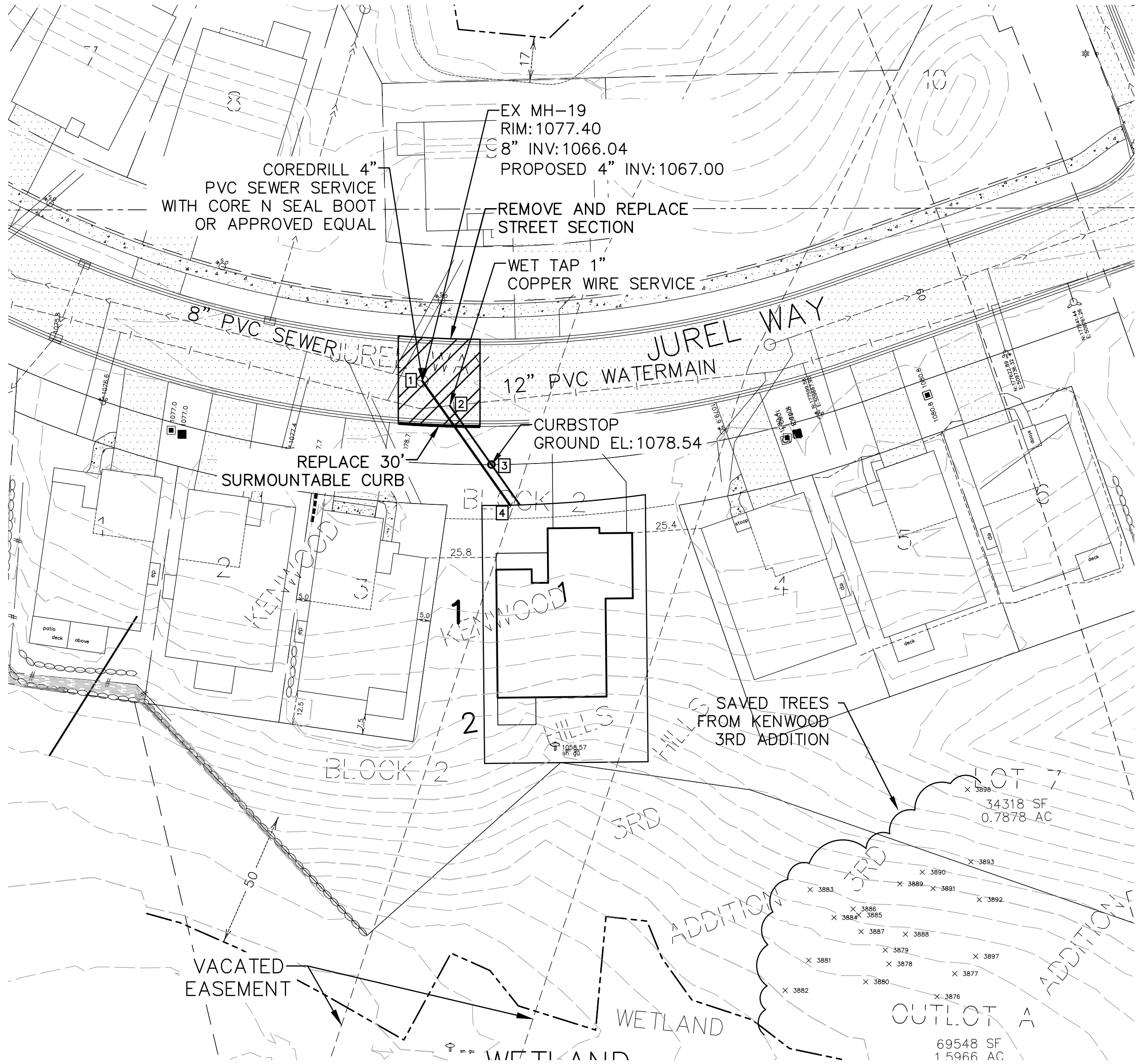
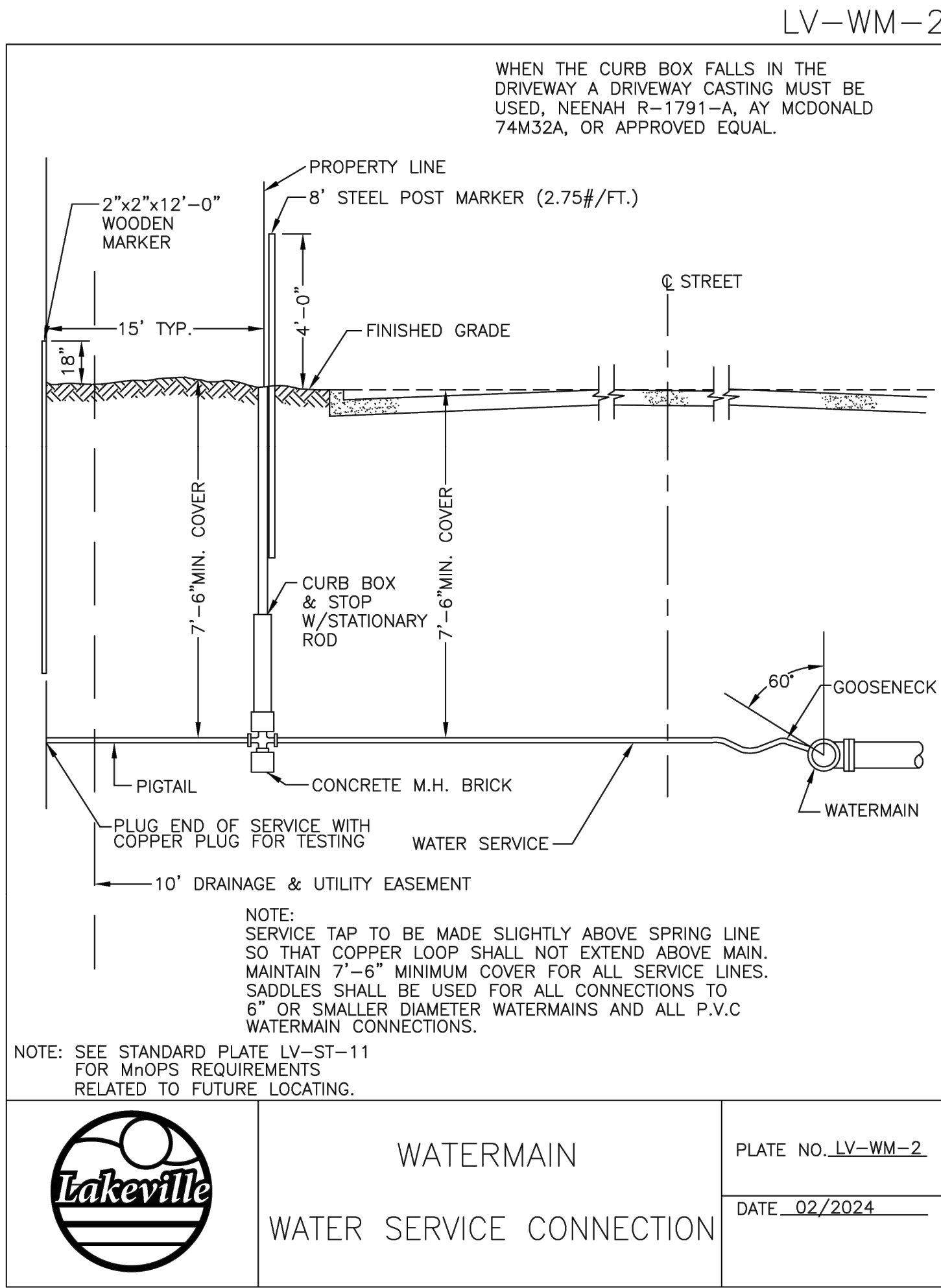
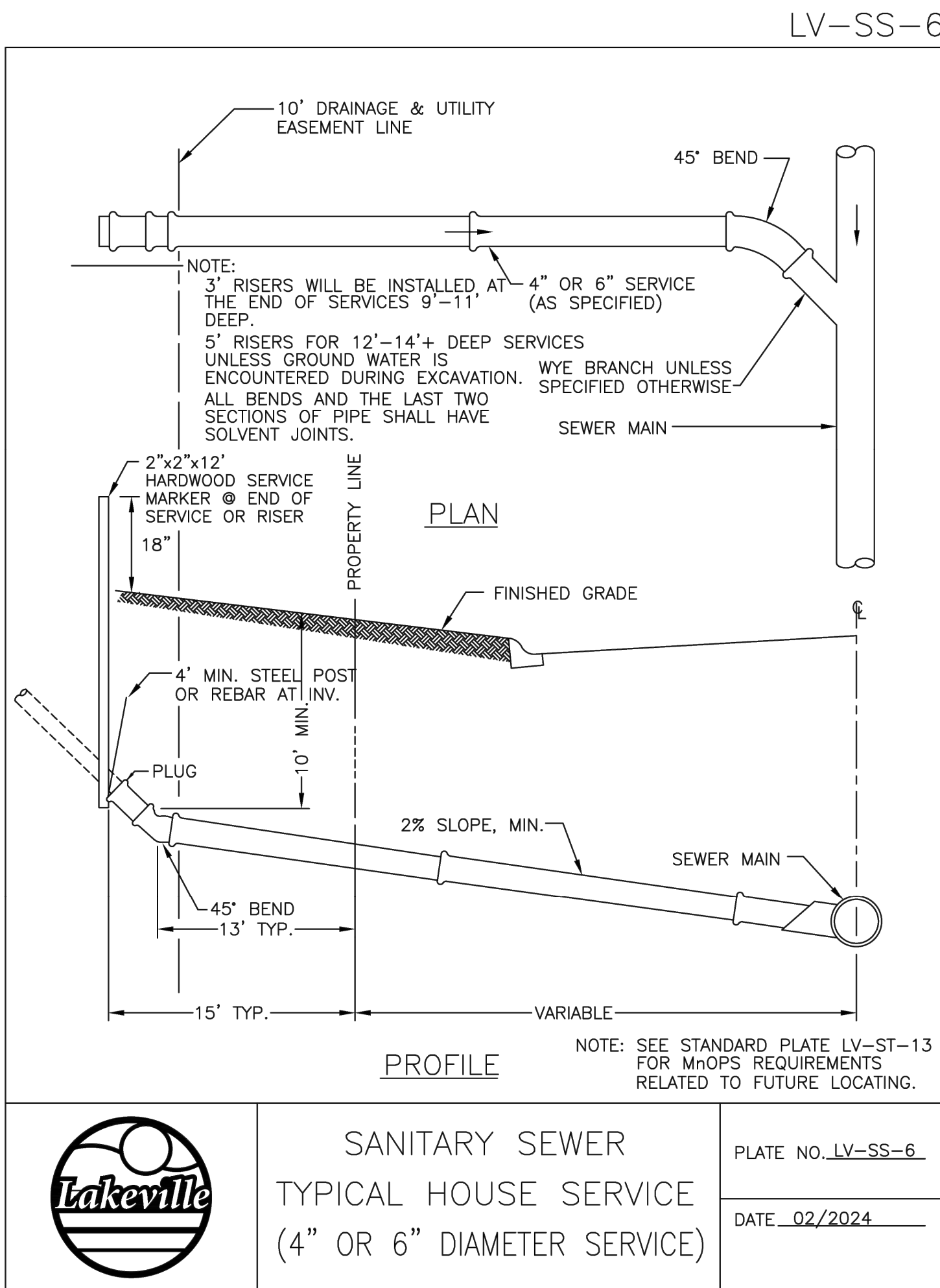
Drawn AJA

GRADING PLAN

KENWOOD HILLS, HOA

KENWOOD HILLS 4TH ADDITION
LAKEVILLE, MINNESOTA

4.01 OF 7





Dakota County Surveyor's Office

Western Service Center • 14955 Galaxie Avenue • Apple Valley, MN 55124
952.891-7087 • Fax 952.891-7127 • www.co.dakota.mn.us

July 30, 2026

City of Lakeville
20195 Holyoke Ave.
Lakeville, MN 55044

Re: **KENWOOD HILLS 4TH ADDITION**

The Dakota County Plat Commission met on July 29, 2026, to consider the preliminary plat of the above referenced plat. The plat is adjacent to CSAH 50 (Kenwood Trail) and is therefore subject to the Dakota County Contiguous Plat Ordinance.

This residential site includes a replat of Lot 7, Block 2, KENWOOD HILLS 3RD ADDITION. There was a pipeline easement through the common area of Lot 7 that has since been abandoned, and the HOA is proposing to add an additional housing unit in that location. Access to the site is from Jurel Way, a city street. Restricted access is shown along CSAH 50 per document 3286851.

The Plat Commission has approved the preliminary and final plat and will recommend approval to the County Board of Commissioners meeting on September 1, 2026.

Traffic volumes on CSAH 50 are 18,700 ADT and are anticipated to be 34,000 ADT by the year 2040. These traffic volumes indicate that current Minnesota noise standards for residential units could be exceeded for the proposed plat. Residential developments along County highways commonly result in noise complaints. In order for noise levels from the highway to meet acceptable levels for adjacent residential units, substantial building setbacks, buffer areas, and other noise mitigation elements should be incorporated into this development.

No work shall commence in the County right of way until a permit is obtained from the County Transportation Department and no permit will be issued until the plat has been filed with the County Recorder's Office. The Plat Commission does not review or approve the actual engineering design of proposed accesses or other improvements to be made in the right of way. Nothing herein is intended to restrict or limit Dakota County's rights with regards to Dakota County rights of way or property. The Plat Commission highly recommends early contact with the Transportation Department to discuss the permitting process which reviews the design and may require construction of highway improvements, including, but not limited to, turn lanes, drainage features, limitations on intersecting street widths, medians, etc. Please contact TJ Bentley regarding permitting questions at (952) 891-7115 or Todd Tollefson regarding Plat Commission or Plat Ordinance questions at (952) 891-7070.

Sincerely,

A handwritten signature in black ink that reads "Todd B. Tollefson".

Todd B. Tollefson
Secretary, Plat Commission

c:

EXHIBIT H



Memorandum

To: Kris Jenson, Planning Manager

From: Grace Ellis, Graduate Engineer
McKenzie L. Cafferty, Environmental Resources Manager
Joe Masiarchin, Parks and Recreation Director

Copy: Zach Johnson, City Engineer
Chloe Anderson, Assistant City Engineer
Tina Goodroad, Community Development Director
Julie Stahl, Finance Director
Dave Mathews, Building Official

Date: August 17, 2026
Revised August 28, 2026

Subject: Kenwood Hills 4th Addition

- Final Plat Review
- Grading and Erosion Control Plan Review
- Utility Plan Review

BACKGROUND

Chuck Ryan, on behalf of the Kenwood Hills Homeowner's Association (HOA) has submitted a final plat named Kenwood Hills 4th Addition. The proposed development is located within the existing Kenwood Hills subdivision along Jurel Way, west of and adjacent to Kenwood Trail (CSAH 50), and north of 185th Street (CSAH 60).

The final plat consists of one (1) detached townhome lot within one (1) block. The proposed development will utilize existing public infrastructure and will become part of the existing Kenwood Hills Homeowner's Association.

The proposed 0.917-acre development will be completed by:

Developer:	Kenwood Hills HOA
Engineer:	Pioneer Engineering

SITE CONDITIONS

The parent parcel (PID No. 224163202070) consists of vacant land located within the existing Kenwood Hills subdivision. The property was previously encompassed by a pipeline easement which was released by CenterPoint Energy in 2024 following abandonment of the pipeline. Existing residential development surrounds the site. The property contains existing landscaping and significant trees, with drainage generally flowing northeast to the southwest towards Kachina Court.

EASEMENTS

The parent parcels contain existing public and private easements. The following easements will be vacated and reestablished with the final plat: Drainage and Utility Easement dedicated per Kenwood Hills 3rd Addition plat.

STREET AND SUBDIVISION LAYOUT

Kenwood Trail (CSAH 50)

Kenwood Hills 4th Addition is located west of and adjacent to Kenwood Trail. Kenwood Trail adjacent to the site is a four-lane divided urban roadway, with a continuous concrete center median. Dakota County controls the right-of-way requirements and access locations along Kenwood Trail. The current Dakota County Plat Review Needs Map indicates a half right-of-way requirement of 75-feet and designates this roadway as a four-lane divided urban roadway over its entire length adjacent to the plat.

Jurel Way

Jurel Way was constructed as part of the Kenwood Hills 3rd Addition and is identified as a minor collector roadway in the City's Transportation Plan. The roadway consists of a 32-foot-wide, two-lane urban street with an existing 5-foot-wide concrete sidewalk along the north side extending to Kenwood Trail (CSAH 50).

The final plat does not include construction of any new public or private streets. Access to the proposed detached townhome lot will be provided from the existing public street system via Jurel Way. Construction associated with this development will require a pavement cut within Jurel Way for utility connections, with restoration of the existing roadway to be completed in accordance with City standards. A \$1,000 security will be held based upon the cost estimate submitted by the Developer's engineer on August 11, 2026.

CONSTRUCTION ACCESS

Construction traffic associated with grading, utility, and street construction shall use the single rock construction entrance on Jurel Way for site access and egress. Any damage to public streets, sidewalks, boulevards, or utilities resulting from construction activities shall be repaired by the Developer at the Developer's expense.

PARKS, TRAILS AND SIDEWALKS

No new public sidewalks or trails are proposed with this development. Existing sidewalks along Jurel Way will continue to serve the site. The Park Dedication requirement has not been collected on the parent parcel and will be satisfied through a cash contribution to be paid with the final plat, calculated as follows:

1	x	\$4,087.00	=	\$4,087.00
Total Units (Medium-Density) Kenwood Hills 4 th Addition		2026 Unit Rate (Medium-Density)		Park Dedication Fee Kenwood Hills 4 th Addition

UTILITIES

SANITARY SEWER

Kenwood Hills 4th Addition is located within subdistrict OL-56110 of the Orchard Lake sanitary sewer district as identified in the City's Comprehensive Sanitary Sewer Plan. Wastewater will be conveyed via existing public sanitary sewer to the Metropolitan Council Environmental Services M649 Lakeville/Farmington Interceptor and continue to the Empire Wastewater Treatment Facility.

The proposed detached townhome lot will be served by the existing public sanitary sewer system within the Kenwood Hills development. Existing downstream public sanitary sewer facilities have sufficient capacity to serve the proposed development. The proposed sanitary sewer typical house service will connect into the existing public sanitary sewer main.

The Sanitary Sewer Availability Charge was previously assessed to the parent parcel and has been paid.

WATERMAIN

The proposed detached townhome lot will be served by the existing public watermain within the Kenwood Hills development. The proposed water service connection will connect to the existing public watermain.

OVERHEAD LINES

There are no existing overhead utility lines or poles within the development area. All new utility services shall be installed underground.

DRAINAGE AND GRADING

Kenwood Hills 4th Addition is located within Subdistrict ML-010 of the Marion Lake Stormwater District, as identified in the City's Water and Natural Resources Management Plan.

Development of Kenwood Hills 4th Addition must include the grading necessary to accommodate the proposed detached townhome lot. Stormwater runoff generated by the development will be conveyed to the existing public stormwater management facilities within the Kenwood Hills development.

The final grading plan shall identify all fill lots in which the building footings will be placed on fill material. The grading specifications shall also indicate that all embankments meet FHA/HUD 79G specifications. The Developer must certify to the City that all lots with footings placed on fill material are appropriately constructed. Building permits will not be issued until a soils report and an as-built certified grading plan have been submitted and approved by City staff.

A National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit shall be obtained if required by the Minnesota Pollution Control Agency. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

STORM SEWER

Development of Kenwood Hills 4th Addition does not include the construction of a public storm sewer system. Existing public storm sewer infrastructure within the Kenwood Hills development will collect and convey stormwater runoff from the proposed development.

Drain tile construction is required in areas of non-granular soil for street sub cuts and residential lots. Any additional drain tile construction, including perimeter foundation drain tile determined to be necessary during construction, shall be installed and financed by the Developer.

The Trunk Storm Sewer Area Charge has been collected on the parent parcel.

FEMA FLOODPLAIN ANALYSIS

The site is shown as Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM No. 27037C0213E, effective December 2, 2011). Based on this designation, no portion of the plat is located within a Special Flood Hazard Area (SFHA).

WETLANDS

There are no wetlands located on the site. The developer is disturbing the wetland buffer area in the city owned outlot. The wetland buffer must be reestablished and actively managed to ensure that its native vegetation is established. A maintenance plan of establishment of the buffer must be submitted to the City for review and approval prior to a building permit being issued. A \$25,000 security will be held with the final plat until the buffer is established and accepted by the City. Any natural areas signs removed during the process will be replaced by the developer.

TREE PRESERVATION

There are no significant trees located on the site, or within the proposed grading limits which extend into the adjacent city outlot. A tree preservation plan is not required for this project.

Any trees outside the grading limits that are damaged or removed during construction will require replacement in accordance with the Tree Preservation Ordinance (11-21-11).

EROSION CONTROL

The Developer is responsible for obtaining an MPCA Construction Permit for the site as well as developing a SWPPP (Stormwater Pollution Prevention Plan) for the site prior to construction. The SWPPP must be submitted and approved by the City prior to any site work. The permit requires that all erosion and sediment BMPs be clearly outlined in a site's SWPPP. Changes made throughout construction should be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff. Any additional measures require shall be installed and maintained by the Developer.

The MS4 Administration Fee has not been collected on the parent parcels and is required with the final plat, calculated as follows:

$$\begin{array}{rclclcl}
 \$10,787.50 & & \times & & 2\% & & = & & \$215.75 \\
 \text{Grading Cost} & & & & \text{2026 Grading Cost Rate} & & & & \text{MS4 Administration Fee} \\
 \text{Kenwood Hills 4}^{\text{th}} \text{ Addition} & & & & & & & & \text{Kenwood Hills 4}^{\text{th}} \text{ Addition}
 \end{array}$$

SECURITIES

The Developer shall provide a Letter of Credit as security for the Developer-installed improvements relating to Kenwood Hills 4th Addition. Construction costs are based upon a cost estimate submitted by the Developer's engineer on August 17, 2026.

CONSTRUCTION COSTS

Sanitary Sewer	\$ 5,000.00
Watermain	5,000.00
Grading, Drainage, Erosion Control and Restoration	\$10,787.50
SUBTOTAL - CONSTRUCTION COSTS	\$20,787.50

OTHER COSTS

Developer's Design (3.0%)	\$ 623.63
Developer's Construction Survey (2.5%)	519.69
City's Legal Expense (0.5%)	103.94
City Construction Observation (5.0%)	1,039.38
Developer's Record Drawing (0.5%)	103.94
Wetland Buffer	25,000.00

Lot Corners/Iron Monuments	200.00
SUBTOTAL - OTHER COSTS	\$27,590.58
TOTAL PROJECT SECURITY	\$48,378.08

The Developer shall post a security to ensure the final placement of iron monuments at property corners with the final plat. The security is \$100.00 per lot and outlot for a total of \$200.00. The City shall hold this security until the Developer's Land Surveyor certifies that all irons have been placed following site grading, street, and utility construction.

CASH FEES

A cash fee for one-year of environmental resources management expenses shall be paid with the final plat and is calculated as follows:

$$\begin{array}{rclcl}
 1 & \times & \$64.00 & = & \$ 64.00 \\
 \text{Total Units (Single Family)} & & \text{2026 Rate} & & \text{Environmental Resources Fee} \\
 \text{Kenwood Hills 4}^{\text{th}} \text{ Addition} & & \text{(Per Unit)} & & \text{Kenwood Hills 4}^{\text{th}} \text{ Addition}
 \end{array}$$

A cash fee for the preparation of addressing, property data, and City base map updating shall be paid with the final plat and is calculated as follows:

$$\begin{array}{rclcl}
 2 & \times & \$90.00 & = & \$ 180.00 \\
 \text{Total Lots} & & \text{2026 Rate} & & \text{Property Data \& Asset/Infrastructure Mgmt. Fee} \\
 \text{Kenwood Hills 4}^{\text{th}} \text{ Addition} & & \text{(Per Lot)} & & \text{Kenwood Hills 4}^{\text{th}} \text{ Addition}
 \end{array}$$

The Developer shall submit the final plat and construction drawings in an electronic format. The electronic format shall be in .pdf and either .dwg/.dxf or .shx format.

The Developer shall also pay a cash fee for City Engineering Administration. The fee for City Engineering Administration will be based on three percent (3.00%) of the estimated construction cost, or \$623.63 .

CASH REQUIREMENTS

Park Dedication	\$ 4,087.00
MS4 Administration Fee	215.75
Environmental Resources Management Fee	64.00
Property Data and Asset/Infrastructure Management Fee	180.00
City Engineering Administration (3.00%)	623.63

TOTAL – CASH REQUIREMENT COSTS	\$5,170.38
---------------------------------------	-------------------

RECOMMENDATION

Engineering recommends approval of the Kenwood Hills 4th Addition final plat, grading plan, erosion control plan, and utility plan subject to the requirements and stipulations within this report.



Date: 9/8/2026

Kwik Trip Conditional Use Permit

Proposed Action

Staff recommends adoption of the following motion: Move to approve the Kwik Trip conditional use permit for a motor vehicle fuel sales use with convenience grocery and/or prepared food in the I-1, Light Industrial District and adopt the findings of fact.

Overview

Kwik Trip has submitted an application and plans for a conditional use permit (CUP) for a motor vehicle fuel sales use with convenience grocery and/or prepared food in the I-1, Light Industrial District. The City Council approved an ordinance amendment on August 3, 2026 which added motor vehicle fuel sales uses to the I-1 District as a conditional use.

The Planning Commission held a public hearing on the conditional use permit at its August 6, 2026 meeting. There were no public comments. The Commission discussed pedestrian access to the site as well as the potential for truck parking on site. The Planning Commission unanimously recommended approval of the conditional use permit and adopted the findings of fact.

Earlier this week, Kwik Trip submitted a revised site plan which moved the diesel pumps and canopy closer to the building. The area north of the pumps, where trucks can queue for a pump to be available, will be signed as "No Parking." Staff has confirmed that the green space requirement of 25% is still met (the site has 41% green space) and that the landscape plan remains in compliance with Zoning Ordinance requirements. The revised site plan is included with this memo.

A Site Improvement Performance Agreement and Stormwater Maintenance Agreement are required in conjunction with this conditional use permit. Those documents are expected to be brought forward to the September 21 City Council meeting for approval.

Supporting Information

1. CUP Form + findings of fact
2. Revised site plan
3. August 6, 2026 Planning Commission minutes
4. Planning + Engineering reports
5. Exhibits A-F
6. Exhibits G-M

Financial Impact: \$0 **Budgeted:** No **Source:**
Envision Lakeville Community Values: Diversified Economic Development
Report Completed by: Kris Jensen, Planning Manager

(Reserved for Dakota County Recording Information)

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

CONDITIONAL USE PERMIT NO. 26- ____

1. Permit. Subject to the terms and conditions set forth herein, the City of Lakeville hereby approves a Conditional Use Permit for Kwik Trip, Inc. for the construction of a motor vehicle fuel sales use with convenience grocery and/or prepared food in the I-1, Light Industrial District at the southeast corner of 215th Street (CSAH 70) and Jacquard Avenue.
2. Property. The permit is for the following described property in the City of Lakeville, Dakota County, Minnesota:

Lot 1, Block 1, Interstate South Logistics Park Fourth Addition, Dakota County,
Minnesota.

3. Conditions. This conditional use permit amendment is issued subject to the following conditions:
 - a) Implementation of the recommendations listed in the July 24, 2026, revised August 19, 2026 engineering memo.
 - b) The site and buildings on Lot 1, Block 1, Interstate South Logistics Park Fourth Addition shall be developed consistent with the plans approved by the City Council.
 - c) All signs shall comply with Zoning Ordinance requirements. A comprehensive sign plan shall be submitted for staff review prior to the issuance of any sign permits. A sign permit must be issued by the City prior to the installation of any signs.
 - d) Site and building lighting shall be installed consistent with a lighting plan and photometric plan approved with the building permit applications and in compliance with Zoning Ordinance requirements. Parking lot lighting shall be down-cast cut-off type fixtures only. Building lighting shall be down-cast only as required by the Zoning Ordinance.
 - e) The motor fuel canopy shall meet Zoning Ordinance requirements.

- f) Drainage from all fueling areas shall be directed to an oil/grit separator in compliance with Zoning Ordinance requirements.
 - g) Outdoor sales and services shall only be allowed in compliance with Zoning Ordinance requirements.
 - h) Three-foot-tall bollards shall separate the sidewalk adjacent to the motor fuel convenience store from the parking lot.
 - i) Snow storage shall not occur within required parking spaces and shall not infringe upon vehicle site circulation or sight visibility.
 - j) The trash enclosure gates shall be constructed of a durable maintenance free material.
 - k) The area available for convenience/deli food and seating may not exceed 15% of the gross floor area of the building.
4. Revocation. The City may revoke the conditional use permit amendment for cause upon determination that the conditional use permit amendment is not in conformance with the conditions of the permit or is in continued violation of the city code or other applicable regulations.
5. Expiration. This conditional use permit amendment shall expire unless the applicant commences the authorized use within one year of the date of this conditional use permit amendment unless an extension is approved by the Zoning Administrator.

DATED: September 8, 2026

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

SEAL

BY: _____
Ann Orlofsky, City Clerk

STATE OF MINNESOTA)
(
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this **8th** day of **September 2026** by Luke M. Hellier, Mayor and by Ann Orlofsky, City Clerk of the City of Lakeville, a Minnesota municipal corporation, on behalf of the corporation.

Notary Public

DRAFTED BY:
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

**CONDITIONAL USE PERMIT
FINDINGS OF FACT AND DECISION**

On August 6, 2026, the Lakeville Planning Commission met at its regularly scheduled meetings to consider the application of Kwik Trip for a conditional use permit to allow a motor vehicle fuel sales use with convenience grocery and or prepared food in the I-1, Light Industrial District. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak. The City Council hereby adopts the following:

FINDINGS OF FACT

1. The property is located in Comprehensive Planning District No. 6, the property is guided for warehouse/light industrial uses.
2. The property is zoned I-1, Light Industrial District.
3. The legal description of the property will be, upon the recording of the Interstate South Logistics Park Fourth Addition final plat:

Lot 1, Block 1, Interstate South Logistics Park Fourth Addition

4. Section 11-4-3E of the City of Lakeville Zoning Ordinance provides that a conditional use permit may not be issued unless certain criteria are satisfied. The criteria and our findings regarding them are:

- a) **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

Finding: The proposed motor vehicle fuel facility is consistent with uses allowed in industrial areas of the City. The building meets the requirements of the I-1, District as well as those within Chapter 37 of the Zoning Ordinance relating to motor vehicle fuel facilities, which is consistent with the policies and provisions of Planning District 6 of the Comprehensive Land Use Plan.

- b) **The proposed use is or will be compatible with future land uses of the area.**

Finding: A motor vehicle fuel facility in the I-1 District will be compatible with existing and future land uses in the area provided compliance with the stipulations outlined in the conditional use permit.

- c) **The proposed use conforms with all performance standards contained in the Zoning Ordinance and the City Code.**

Finding: The proposed motor vehicle fuel sales use in the I-1 District conforms to the performance standards set forth in the Zoning Ordinance required for a conditional use permit for a motor vehicle fuel facility.

- d) **The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

Finding: The proposed motor vehicle fuel facility will be served with existing public services and will not overburden the City's service capacity.

- e) **Traffic generation by the proposed use is within capabilities of streets serving the property.**

Finding: Traffic generation from the motor vehicle fuel facility can be accommodated by Jacquard Path and 21⁷th Street.

5. The Planning Commission report dated July 24, 2026 prepared by Kris Jenson, Planning Manager, is incorporated herein.

DECISION

Dated: September 8, 2026

The City Council approves the conditional use permit in the form attached hereto.

CITY OF LAKEVILLE

BY: _____

Luke M. Hellier, Mayor

BY: _____

Ann Orlofsky, City Clerk

Motion was made by Einck, seconded by Traffas to close the public hearing at 6:06 p.m.

Voice vote was taken on the motion.

Ayes – unanimous

Chair Zimmer asked for comments from the Planning Commission.

- Chair Zimmer asked when the development was built and when the pipeline easement was vacated. Ms. Jenson stated that the Kenwood Hills 3rd Addition plat was approved in 2018 and the pipeline easement was vacated in 2024.

Motion was made by Einck, seconded by Swaney to recommend to City Council approval of the Kenwood Hills 4th Addition preliminary and final plat, development stage PUD, and easement vacation, subject to the following stipulations:

1. Implementation of the recommendations listed in the July 29, 2026 engineering report.
2. Park dedication shall be satisfied with a cash contribution of \$4,087 to be paid with the final plat.
3. Lots 1 and 2, Block 1, Kenwood Hills 4th Addition must be added to the existing Kenwood Hills HOA and documentation must be established for maintenance of Lot 2, Block 1.
4. A security must be submitted with the final plat to guarantee the establishment of native vegetation with the area of the wetland buffer on Outlot A, Kenwood Hills 3rd Addition.
5. Prior to City Council consideration of the preliminary and final plat, a notation must be added to the grading plat that there are no significant trees within the limits of construction.

Ayes: Traffas, Duckworth, Zimmer, Einck, Swaney, Swenson, Schuenke

Nays: 0

Ms. Jenson requested that item 5c – Kwik Trip be moved ahead of item 5b – Highview due to the Assistant City Engineer being delayed getting to the meeting.

5c. Kwik Trip

Chair Zimmer opened the public hearing to consider the application of Kwik Trip for a conditional use permit to allow motor vehicle fuel sales with convenience grocery and/or prepared food in the I-1, Light Industrial District.

Dean George of Kwik Trip introduced the project. He stated this new store location will be approximately 9,200 square feet and will have one canopy for gas and one canopy for diesel fuel.

Ms. Jenson presented the staff report. The proposed site is located at the southeast corner of 215th Street (CSAH 70) and Jacquard Avenue, with the lot being created with the Interstate South Logistics Park Fourth Addition final plat, which was approved by the City Council at their August 3, 2026 meeting.

The proposed site includes 42 parking spaces and has separated areas for vehicle and semi-truck fueling. The canopies meet the required setbacks as well as the minimum clearance and maximum height as required by the Zoning Ordinance.

A sidewalk will be constructed along the east side of Jacquard Avenue to the site driveway and a connection through a curbed landscape area provides protected pedestrian access to the store. The sidewalk along the front of the store is protected by bollards. Prior to City Council consideration, the site plan must be modified to show any proposed outdoor display areas along the building, up to 200 square feet in area. Other restrictions is that the convenience/deli food is to be for takeout only, there shall be no provisions for seating or consumption on the premises, and the total area may not exceed 15% of the gross floor area.

Community Development Department staff recommend approval of the conditional use permit.

Chair Zimmer opened the hearing to the public for comment.

There was no public comment.

Motion was made by Einck, seconded by Swenson to close the public hearing at 6:16 p.m.

Voice vote was taken on the motion.

Ayes – unanimous

Chair Zimmer asked for comments from the Planning Commission.

- Commissioner Traffas asked for clarification about the referenced raised walkway and if that is simply the sidewalk on Jacquard. Ms. Jenson clarified that the sidewalk is in an area that is curbed and protected from vehicles and indicated as such on the site plan.
- Commissioner Swenson asked if there is a place for truck drivers to park their trucks for a short amount of time. Mr. George stated there are two parking spots for short-term parking as well as a pull ahead lane on the other side of the landscape buffer.
- Commissioner Swenson asked if the metal roof is new for Kwik Trip. Mr. George stated that is the preferred standard preferred design for Kwik Trip.
- Commissioner Swenson expressed his support for the project.

Motion was made by Swenson, seconded by Swaney to recommend to City Council approval of the conditional use permit to allow motor vehicle fuel sales with convenience grocery and/or prepared food in the I-1, Light Industrial District, and the findings of fact, subject to the following stipulations:

1. Implementation of the recommendations listed in the July 24, 2026 engineering memo.
2. The site and buildings on Lot 1, Block 1, Interstate South Logistics Park fourth Addition shall be developed consistent with the plans approved by the City Council.
3. All signs shall comply with Zoning Ordinance requirements. A comprehensive sign plan shall be submitted for staff review prior to the issuance of any sign permits. A sign permit must be issued by the City prior to the installation of any signs.

4. Site and building lighting shall be installed consistent with a lighting plan and photometric plan approved with the building permit applications and in compliance with Zoning Ordinance requirements. Parking lot lighting shall be down-cast cut-off type fixtures only. Building lighting shall be down-cast only as required by the Zoning Ordinance.
5. The motor fuel canopy shall meet Zoning Ordinance requirements.
6. Drainage from all fueling areas shall be directed to an oil/grit separator in compliance with Zoning Ordinance requirements.
7. Outdoor sales and services shall only be allowed in compliance with Zoning Ordinance requirements.
8. Three-foot-tall bollards shall separate the sidewalk adjacent to the motor fuel convenience store from the parking lot.
9. Snow storage shall not occur within required parking spaces and shall not infringe upon vehicle site circulation or sight visibility.
10. The trash enclosure gates shall be constructed of a durable maintenance free material.
11. The area available for convenience/deli food may not exceed 15% of the gross floor area of the building and seating may not be provided within the building.

Ayes: Duckworth, Zimmer, Einck, Swaney, Swenson, Schuenke, Traffas

Nays: 0

5b. Highview

Chair Zimmer opened the public hearing to consider the application of Lennar for a preliminary plat of a 34 lot, four outlot, single-family subdivision to be known as Highview.

David Turnberg of Lennar introduced the project.

Senior Planner Heather Botten presented the staff report. The proposed plat encompasses three parcels totaling 20.14 acres that are east of Holyoke Avenue, west of Highview Avenue, and north of Heritage Drive. The City Council approved a comprehensive plan amendment and rezoning on February 2, 2026 to accommodate the proposed development and residential density.

On April 20, 2026, the City Council approved an interim ordinance temporarily pausing the acceptance and approval of certain new residential land-use applications. The interim ordinance does not apply to preliminary plat applications that were submitted to the city prior to its adoption. The Highview preliminary plat application was submitted on February 3, 2026, prior to adoption of the interim ordinance.

The site includes a street connection between Highview Avenue and Holyoke Avenue with a stub to the north for future extension and connection to Holdingford Way.

Community Development Department staff recommend approval.



Memorandum

To: Planning Commission

From: Kris Jenson, Planning Manager

Date: July 24, 2026

Subject: Packet Material for the August 6, 2026 Planning Commission Meeting

Agenda Item: A Conditional Use Permit to allow motor vehicle fuel sales with convenience grocery and/or prepared food in the I-1, Light Industrial District.

Application Action Deadline: September 9, 2026

INTRODUCTION

Kwik Trip has submitted an application for a conditional use permit for motor vehicle fuel sales with convenience grocery and/or prepared food in the I-1, Light Industrial District. The proposed site is located at the southeast corner of 215th Street (CSAH 70) and Jacquard Avenue. The lot will be platted as part of the Interstate South Logistics Park Fourth Addition, the final plat for which is on the August 3, 2026 City Council meeting for consideration.

The plans have been reviewed by the Engineering Division and the Parks and Recreation Department.

EXHIBITS

- A. Aerial Photo
- B. Zoning Map
- C. Site Dimension Plan
- D. Site Circulation Plan
- E. Grade Plan
- F. Storm Sewer Plan
- G. Utility Plan
- H. Landscape Plan
- I. Photometric Site Plan
- J. Color Elevations
- K. Exterior Materials
- L. Gas Canopy Elevations
- M. Diesel Canopy Elevations

Surrounding Land Uses and Zoning:

North – 215th Street (CSAH 70), Northfield Clinic (OP)

South – 217th Street, Amazon XL warehouse (I-1)

East – Undeveloped parcel (I-1)

West – Jacquard Avenue, Stormwater pond (OP)

CONDITIONAL USE PERMIT

A conditional use permit is required for the proposed development to allow motor vehicle fuel sales with convenience grocery and/or prepared food. The site review is based on the criteria for this use outlined primarily in Section 11-37, Motor Vehicle Fuel Facilities.

Area. Motor vehicle fuel sales uses in the I-1 District requires a minimum lot area of four acres and frontage on a principal arterial roadway. The site is 4.47 acres in area and is directly adjacent to 215th Street (CSAH 70) which is classified as a Principal Arterial Roadway in the City's Transportation Plan.

Hours. The I-1 District does not limit the hours of operation except as may be required by the city council. Restricted hours of operation are not proposed as part of this conditional use permit.

Architectural Standards. The proposed building has four-sided design, with two colors of earth tone brick and glass making up at least 90% of each building elevation, with EIFS for the remaining area. Up to 10% of the building façade may contain a contrasting color; the proposed Kwik Trip building has a narrow red stripe at the roofline.

Canopy. A protective canopy structure is proposed for both sets of fuel pumps. Both canopies exceed the minimum 20-foot setback requirement, have a clearance of greater than 14 feet, and a maximum height of 18 feet. The canopy fascia may not exceed three feet in height. The architectural design, colors, and character of the canopy are consistent with the principal building on the site.

Canopy lighting consists of undermounted lights, which may not extend below the bottom face of the canopy. The submitted sign plan indicates an eight-inch-tall LED stripe on the canopy face. The stripe is permitted provided that the source light is shielded per Section 11-37-3.E.6.b(3).

Signage is allowed on a detached canopy provided it does not exceed 20% of the canopy façade facing a public right of way. Sign sizes and locations will be confirmed as part of the sign permit review.

Fuel Pumps. All pump islands exceed the minimum setback of 30 feet from any property line, and must be elevated at least six inches (6") above the traveled surface of the site.

Dust Control and Drainage. The entire site, other than that taken up by a building, structure, or plantings, is surfaced with asphalt or concrete. The site must also be in compliance with the oil/grit separator standards included in Section 11-37-3.H of the Zoning Ordinance.

Landscaping. About 40% of the site is green space, including landscaped areas and the stormwater pond on the south side of the site. A mix of overstory and ornamental trees are proposed around the perimeter of the site and within the three parking lot islands. Shrubs and perennials are also included within the islands and along the parking areas the face Jacquard Avenue. The City Forester has reviewed the landscape plan and found it in compliance with ordinance requirements.

Exterior Lighting. A Photometric Plan, submitted with the conditional use permit application, demonstrates that light levels on the site are less than 115 foot-candles and that light levels at the right of way line do not exceed one foot-candle, in compliance with Section 11-16-17 of the Zoning Ordinance. The plan also indicates that there are recessed LED downlights within the roof overhang, which complies with the requirement that all building lighting be downward facing.

Circulation and Loading. Exhibit D shows site circulation for semi-trucks to access the diesel pumps, underground fuel tanks, and loading zone on the east side of the building. The loading zone is separate from parking spaces and drive aisles.

Parking. The 9,176 square foot building requires a minimum of 41 parking spaces. A 10% reduction in the gross floor area is permitted to account for hallways, bathrooms, etc. Parking requirements were calculated as follows:

C-Store space: $9,176 \text{ sq. ft.} - 917.6 \text{ sq. ft.} = 8,258.4 \text{ sq. ft.} / 200 = 41.29 = 41 \text{ spaces.}$

A total of 42 spaces are proposed on site. All spaces and drive aisles meet the size and dimension requirements of the Zoning Ordinance.

Pedestrian Traffic. A sidewalk will be constructed along the east side of Jacquard Avenue to the driveway access. A sidewalk connection is provided to the building across a raised walkway. The site also includes a defined walkway from the truck pump islands to the store. Along the south and west sides of the store there is a sidewalk at least nine feet wide that is protected from the adjacent parking spaces by bollards spaced every six feet. The bollards must be at least three feet in height.

Noise. Public address system shall not be audible at any property line. Play of music or advertisement from the public address system is prohibited. Noise control shall be required as regulated in Section 11-16-25 of the Zoning Ordinance and compliance with this requirement will be monitored as part of the City's zoning enforcement process.

Outside Sales and Service. All outside display and sales areas must be located adjacent to the building and identified on the site plan. A maximum of 200 square feet of outdoor display area is permitted. Display areas are not permitted between the fuel pumps. The site plan must be modified to define outdoor display areas.

Propane sales limited to twenty (20) pound capacity tanks may be located outside provided the propane tanks are secured in a locker and meet all state uniform building and fire codes. Freezers for ice products may only be located at the front of the building subject to the requirements of Section 11-37-3.0

Litter Control. The operation shall be responsible for litter control on the subject property, which is to occur on a daily basis. Trash receptacles must be provided at a convenient location

on site to facilitate litter control. Compliance with this requirement will be monitored as part of the City's zoning enforcement process.

A trash enclosure is included directly adjacent to the building, using the same exterior materials. The gate is of a maintenance-free material.

Signs. A sign plan was submitted as part of the CUP application. Signs are proposed on the building and canopy elevations and for a monument sign in the northwest corner of the site. Permits must be issued prior to the installation of any signs on site.

Prepared Food. Convenience/deli food is to be for takeout only, there shall be no provisions for seating or consumption on the premises, and the total area may not exceed 15% of the gross floor area. This will be confirmed as part of the building permit review.

SITE ANALYSIS

Zoning. The property is zoned I-1, Light Industrial District. At the July 23 Planning Commission meeting an ordinance amendment was recommended for approval which would allow motor vehicle fuel sales within the I-1 District as a conditional use. The City Council will take action on the proposed ordinance amendments at their August 3 meeting and is expected to approve the amendment.

Mechanical Equipment Screening. Any ground level mechanical equipment must include landscape screening.

Snow Storage. Snow storage must be maintained outside any required parking spaces and must occur on private property. Any excess snow shall be hauled off site.

Grading, Drainage, Erosion Control and Utilities. Grading, drainage, erosion control, and utility plans have been submitted with the Kwik Trip application. A stormwater pond will be constructed on site and will require a stormwater maintenance agreement be approved in conjunction with the conditional use permit.

Grading, drainage, erosion control, and utility issues are addressed in the engineering review memo prepared by Chloe Anderson, Project Engineer and Mac Cafferty, Environmental Resources Manager dated July 24, 2026. A copy of the engineering report is attached for your review. The Engineering Division recommends approval of the Kwik Trip CUP, subject to the comments outlined in the engineering report.

Wetlands. There are no wetlands located on the site.

Tree Preservation. There are no significant trees on the site to be developed.

RECOMMENDATION

Community Development Department staff recommends approval of the Kwik Trip conditional use permit, subject to the following stipulations:

1. Implementation of the recommendations listed in the July 24, 2026 engineering memo.

2. The site and buildings on Lot 1, Block 1, Interstate South Logistics Park Fourth Addition shall be developed consistent with the plans approved by the City Council.
3. All signs shall comply with Zoning Ordinance requirements. A comprehensive sign plan shall be submitted for staff review prior to the issuance of any sign permits. A sign permit must be issued by the City prior to the installation of any signs.
4. Site and building lighting shall be installed consistent with a lighting plan and photometric plan approved with the building permit applications and in compliance with Zoning Ordinance requirements. Parking lot lighting shall be down-cast cut-off type fixtures only. Building lighting shall be down-cast only as required by the Zoning Ordinance.
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8. Three-foot-tall bollards shall separate the sidewalk adjacent to the motor fuel convenience store from the parking lot.
9. Snow storage shall not occur within required parking spaces and shall not infringe upon vehicle site circulation or sight visibility.
10. The trash enclosure gates shall be constructed of a durable maintenance free material.
11. The area available for convenience/deli food may not exceed 15% of the gross floor area of the building and seating may not be provided within the building.

Findings of Fact for the conditional use permit are attached.



Memorandum

To: Kris Jenson, Planning Manager

From: Chloe Anderson, Civil Engineer
McKenzie L. Cafferty, Environmental Resources Manager
Joe Masiarchin, Parks and Recreation Director
Zach Jorgensen, City Forester

Copy: Zach Johnson, City Engineer
Tina Goodroad, Community Development
Julie Stahl, Finance Director
Dave Mathews, Building Official

Date: July 24, 2026
Revised August 19, 2026

Subject: Kwik Trip Site Plan Report

- Site Plan Review
- Grading and Erosion Control Plan Review
- Utility Plan Review

BACKGROUND

Kwik Trip, Inc. has submitted a site plan application named Kwik Trip Site Plan. The proposed site plan is located east of and adjacent to Jacquard Avenue, south of and adjacent to 215th Street (CSAH 70), and north of and adjacent to 217th Street W. The parent parcel consists of Lot 1 Block 1, Interstate Logistics Park Fourth Addition, zoned I-1, Light Industrial District.

The site plan proposes construction of a fuel station and convenience store on 4.28 acres.

The proposed development will be completed by:

Developer: Kwik Trip, Inc.
Engineer/Surveyor: Sunde Engineering

SITE CONDITIONS

The site is undeveloped. A majority of the property was mass graded with the development of Interstate South Logistics Park Third Addition. The land generally slopes from the north to the south.

The site is bounded by 215th Street (CSAH 70) to the north, Jacquard Avenue to the east, and 217th Street W to the south. Existing public infrastructure is available adjacent to the site, including watermain, sanitary sewer, and storm sewer facilities.

STREET AND SUBDIVISION LAYOUT

215th Street (CSAH 70)

The site is located south of and adjacent to 215th Street, a Principal Arterial roadway as identified in the City's Comprehensive Transportation Plan. 215th Street adjacent to the site is a four-lane divided rural roadway. There are no improvements proposed to this street with the subject site plan.

Jacquard Avenue

Kwik Trip is located east of and adjacent to Jacquard Avenue, a major collector as identified in the City's Comprehensive Transportation Plan. Jacquard Avenue is constructed adjacent to the site as a 40-ft wide rural roadway with paved shoulders within a 100-foot right-of-way. Jacquard Avenue provides a signalized access intersection to 215th Street for the industrial development area. The site proposes the addition of driveway access from Jacquard Avenue.

217th Street

The site is located north of and adjacent to 217th Street W, a minor collector roadway as identified in the City's Transportation Plan. 217th Street W has been constructed as 40-ft wide rural section roadway to promote infiltration and stormwater treatment within 80-ft of right-of-way. One driveway access point is proposed from 217th Street W.

Private Driveway

The site proposes a private driveway access from 217th Street W, east of the site. This access is situated partially across Outlot A, Interstate South Logistics Park Fourth Addition.

CONSTRUCTION ACCESS

Construction traffic access and egress for grading, utility and street construction shall be determined with the final construction plans.

PARKS, TRAILS AND SIDEWALKS

Development includes the grading and restoration of public trails. Bituminous trails will be constructed along the south side of 215th Street (CSAH 70) (10-foot wide) with a future City and County Capital Improvement project. The Developer will be responsible for 100% of the grading and restoration for the trail segment along the plat's frontage.

Development includes the grading and installation of concrete sidewalk (6-foot wide) along Jacquard Avenue connecting 215th Street (CSAH 70) to the proposed site access along Jacquard Avenue. The sidewalk shall be ADA compliant and accessible.

The City's Parks, Trails, and Open Space Plan does not designate a park within this site. A Park Dedication Fee is not applicable to this site as it has been collected on the parent parcel previously.

UTILITIES

SANITARY SEWER

Kwik Trip is located within sub-district SC-10180 and SC-10410 of the South Creek sanitary sewer district as identified in the City's Comprehensive Sewer Plan. The wastewater from the proposed site will be conveyed by City-owned sanitary sewer facilities to the Elko/New Market interceptor and then to the Empire Wastewater Treatment Plant. The existing City-owned downstream facilities are adequate to convey the wastewater generated by the proposed development.

A private sanitary sewer service will be extended from the sanitary sewer within 217th Street for development within Lot 1, Block 1, Interstate South Logistics Park Fourth Addition.

Final locations and sizes of all sanitary sewer facilities will be reviewed by City staff with the building permit application and final construction plans.

WATERMAIN

The site proposes extension of private watermain from an existing stub along 217th Street to provide domestic service for the development.

Final locations and sizes of all watermain facilities will be reviewed by City staff with the building permit application and final construction plans.

DRAINAGE AND GRADING

The site is located within subdistrict SC-199 of the South Creek District of the City's Comprehensive Water and Natural Resources Management Plan.

Development includes the construction of one (1) dry detention basin. The private basin will treat runoff generated from the proposed site. The basin will outlet east of the site to the adjacent Outlot A, Interstate South Logistics Park Fourth Addition. A stormwater maintenance agreement (SMA) will be required and shall be signed prior to the recording of the site improvement performance agreement. The stormwater system shall provide water quality treatment, volume reduction, and rate control of the stormwater runoff generated from the proposed site improvements and is in compliance with City Ordinance requirements.

The site contains more than one acre of site disturbance. A National Pollution Discharge Elimination System General Stormwater Permit for construction activity is required by the Minnesota Pollution Control Agency for areas exceeding one acre being disturbed by grading. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

STORM SEWER

Kwik Trip proposes the construction of private storm sewer systems. The privately-owned and maintained storm sewer will be located within Lot 1, Block 1, Interstate South Logistics Park Fourth Addition and will collect and convey stormwater runoff generated from within the development to the stormwater management basin.

Drain tile construction is required in areas of non-granular soils within the development for the street sub-cuts and lots. Any additional drain tile construction, including perimeter drain tile required for building footings, which is deemed necessary during construction shall be the Developer's responsibility to install and finance.

Final locations and sizes of all storm sewer facilities will be reviewed by City staff with the building permit application and final construction plans.

FEMA FLOODPLAIN ANALYSIS

The development is shown on the Flood Insurance Rate Map (FIRM #27037C0194E effective 12/2/2011) as Zone X by the Federal Emergency Management Agency (FEMA). Based on this designation, there are no areas in the plat located within a Special Flood Hazard Area (SFHA), as determined by FEMA.

WETLANDS

There are no wetlands within the project area.

TREE PRESERVATION

There are no significant trees located within the project area. A tree preservation plan is not required.

EROSION CONTROL

The Developer is responsible for obtaining an MPCA Construction Permit for the site prior to construction. The SWPPP has been reviewed by the city and revisions are needed prior to any grading on the site. The SWPPP will need to be submitted and approved by City staff prior to start of any activity on the site. Changes made throughout construction should be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff. Any additional measures require shall be installed and maintained by the Developer.

The MS4 Administration Fee has not been collected on the parent parcel and must be paid with the site plan, calculated as follows:

\$120,260.00	x 2%	= \$2,405.20
Project Grading Cost Kwik Trip	MS4 Admin Fee	MS4 Admin Fee Kwik Trip

SECURITIES

The Developer shall provide a Letter of Credit as security for the Developer-installed improvements relating to Kwik Trip. Construction costs are based upon estimates submitted by the Developer's engineer on July 30, 2026.

CONSTRUCTION COSTS

Sanitary Sewer Connection	\$ 5,000.00
Watermain Connection	5,000.00
Storm Sewer	349,807.00
Streets	21,612.00
Grading, Drainage, Erosion Control and Restoration	156,227.00
SUBTOTAL - CONSTRUCTION COSTS	\$ 537,646.00

OTHER COSTS

Developer's Design (3.0%)	\$ 16,129.38
Developer's Construction Survey (2.5%)	13,441.15
City's Legal Expense (0.5%)	2,688.23
City Construction Observation (5.0%)	26,882.30
Developer's Record Drawing (0.5%)	2,688.23
Landscaping	64,921.00
Lot Corners/Iron Monuments	100.00
SUBTOTAL - OTHER COSTS	\$126,850.29
TOTAL PROJECT SECURITY	\$664,496.29

The Developer shall post a security to ensure the final placement of iron monuments at property corners with the site plan. The security is \$100.00 per lot for a total of \$100.00. The City shall hold this security until the Developer's Land Surveyor certifies that all irons have been placed following site grading, street and utility construction.

CASH FEES

The Developer shall submit the final plat and construction drawings in an electronic format. The electronic format shall be in .pdf and either .dwg/.dxf or .shx format.

The Developer shall also pay a cash fee for City Engineering Administration. The fee for City Engineering Administration will be based on three percent (3.00%) of the estimated construction cost, or \$16,129.38.

CASH REQUIREMENTS	
MS4 Administration Fee	\$2,405.20
City Engineering Administration (3.00%)	16,129.38
TOTAL - CASH REQUIREMENTS	\$18,534.58

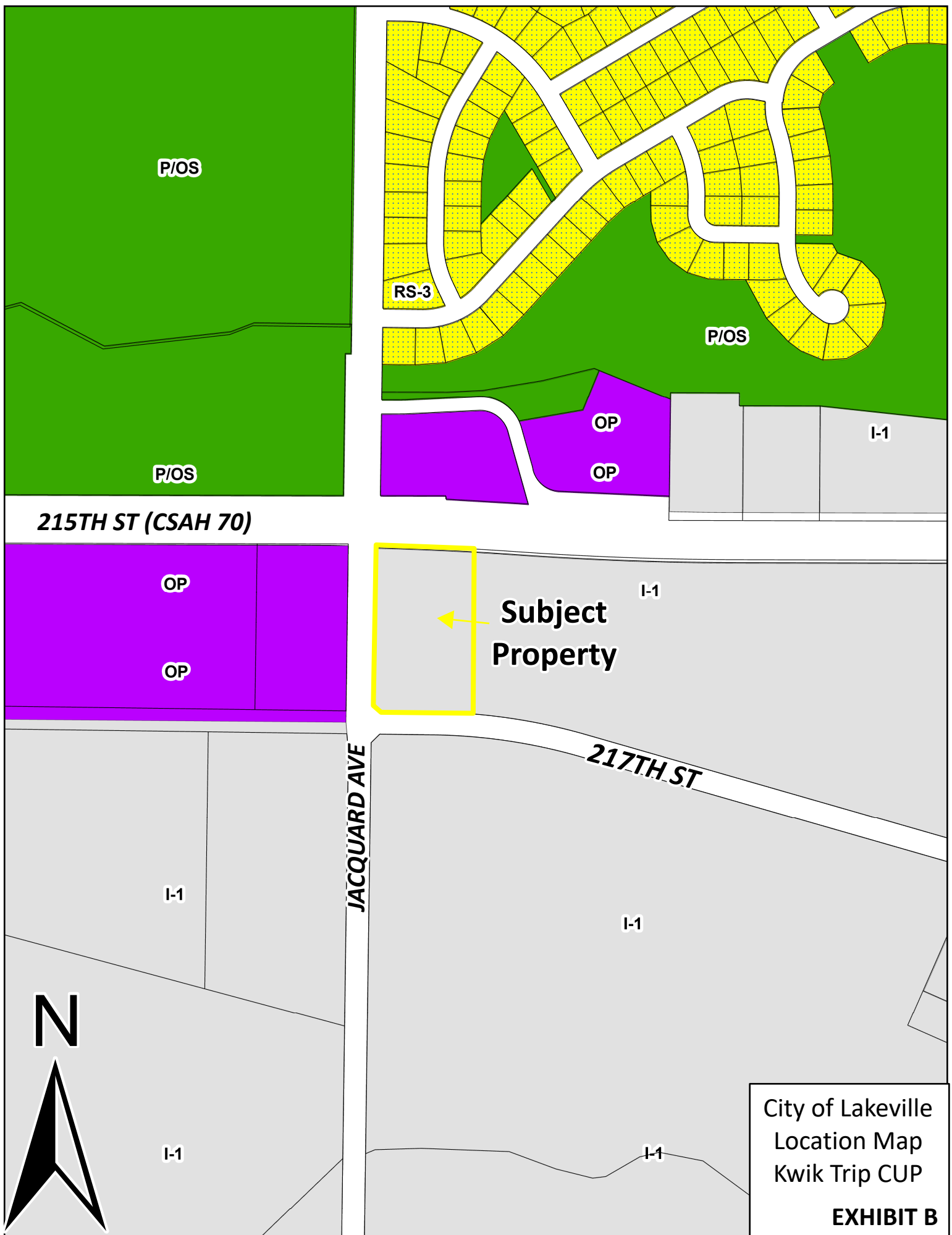
RECOMMENDATION

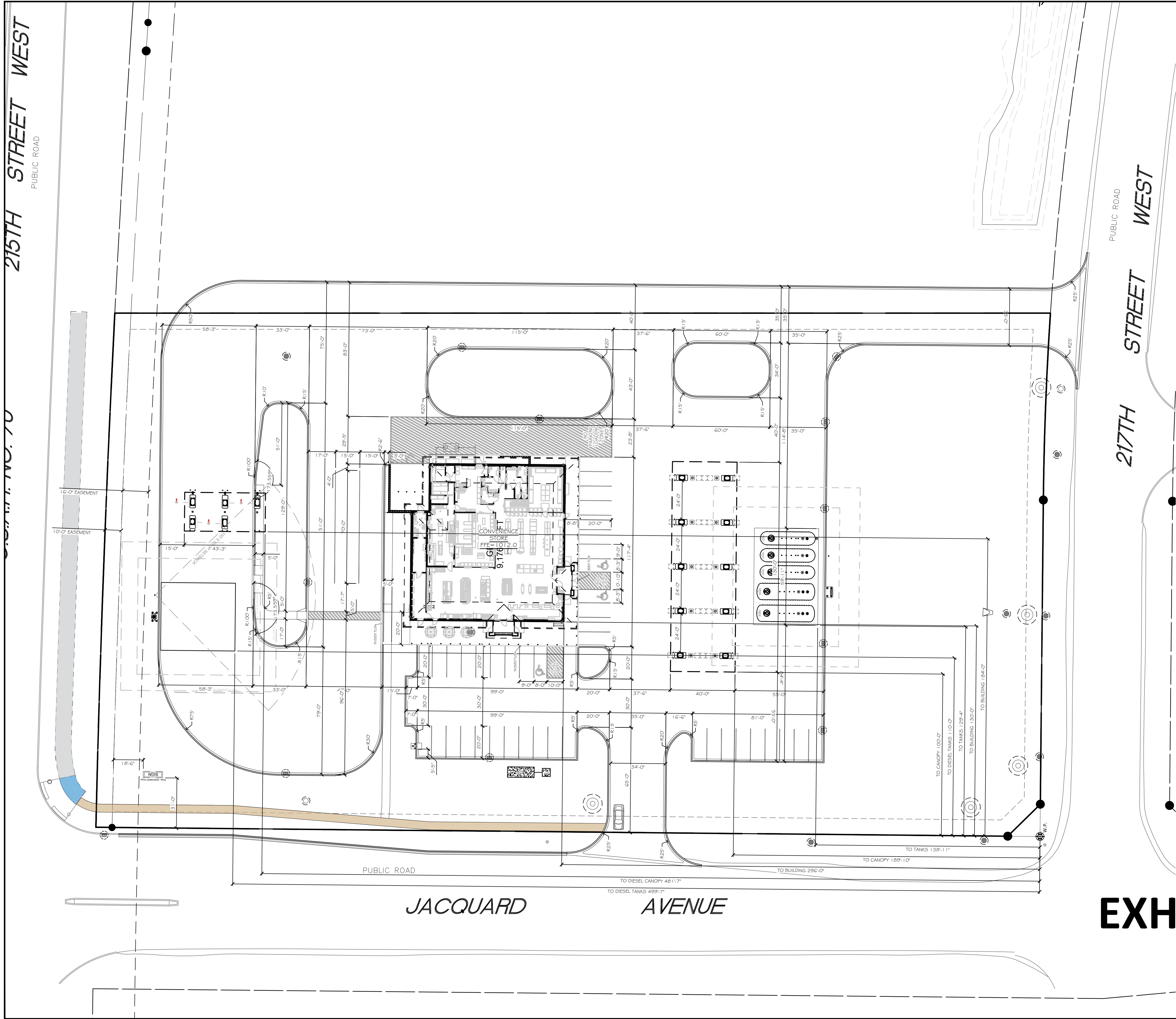
Engineering recommends approval of the Kwik Trip site plan, grading and erosion control plan, and utility plan, subject to the requirements and stipulations within this report.



City of Lakeville
Location Map
Kwik Trip CUP

EXHIBIT A





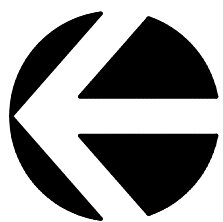
CONSTRUCTION NOTE:
CONSTRUCTION FENCING TO BE INSTALLED AROUND ENTIRE CONSTRUCTION SITE. COORDINATE WITH OWNER FOR FENCING AND GATE LOCATIONS AND APPROPRIATE SIGNAGE INSTALLATION.

LAYOUT NOTES:
1. PLAN PREPARED FROM AN ALTA/ACSM LAND TITLE SURVEY BY: SUNDE LAND SURVEYING 9001 EAST BLOOMINGTON FREEWAY BLOOMINGTON, MN 55420 952-881-2455
2. CURBS ARE DIMENSIONED TO FACE OF CURB.
3. CONVENIENCE STORE AND ISLAND COMPLEXES ARE LOCATED FROM THE NORTHWEST PROPERTY CORNER AND ALIGNED PARALLEL/ PERPENDICULAR TO THE WEST PROPERTY LINE UNLESS OTHERWISE INDICATED ON THIS PLAN.
4. UNLESS SHOWN OTHERWISE ON THIS DRAWING, CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINTS, AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVES, CONTROL JOINT MAXIMUM DISTANCE: WALKS- 8' O.C., ALL OTHERS- 10' O.C., SAW CUT CONTROL JOINTS MINIMUM ONE-QUARTER CONCRETE THICKNESS, EXPANSION JOINT MAXIMUM DISTANCE: WALKS- 24' O.C., ALL OTHERS- 40' O.C. DOWEL ALL EXPANSION JOINTS- MAXIMUM 24' O.C.
5. CONCRETE IN ISLAND COMPLEX SHALL BE SMOOTH BROOM FINISHED.
6. EXTERIOR CONCRETE SURFACES TO BE SEALED. CONCRETE SEALER: APR 15 - OCT 31 USE: TK-26UV NOV 1 - DEC 31 USE: TK-290
7. EXPANSION JOINTS SHALL BE DECK-O-FOAMED AND CAULKED WITH SLI

SITE DATA:
ZONING DISTRICT: LIGHT INDUSTRIAL (I-1)
TOTAL SITE AREA: 1.66,609.56 SF (4.43 ACRES)
EX. IMPERVIOUS: 0%
EX. PERVIOUS: 100%
PARKING REQUIREMENTS: 1/200 SF OF FLOOR AREA = 9,176 / 200 = 45.88 STALLS
PARKING PROVIDED: 42 STALLS
20 SRV. FNTS + DIESEL
BUILDING HEIGHTS: 24.5'
CONVENIENCE STORE CANOPY: 20.0'
BUILDING SETBACKS: 40'
FRONT: 30' ON SIDE ABUTTING A STREET, 10' ALL OTHERS
REAR: 30'
SIDE: 30'
PROPOSED GREEN AREA: 76,622 SF (41%)
PROPOSED HARD COVER: 108,742 SF
PAVED AREA: 88,946 SF
BUILDING AREA: 9,176 SF



Know what's below.
Call before you dig.



NORTH
SCALE: 1" = 30'



PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2" SCALE- 1"= 60'

EXHIBIT C

**Kwik
TRIP**

**Kwik
Star**

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitesinc.net mail@insitesinc.net

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.
Date 2-2026
Signed Robert J. Mueller

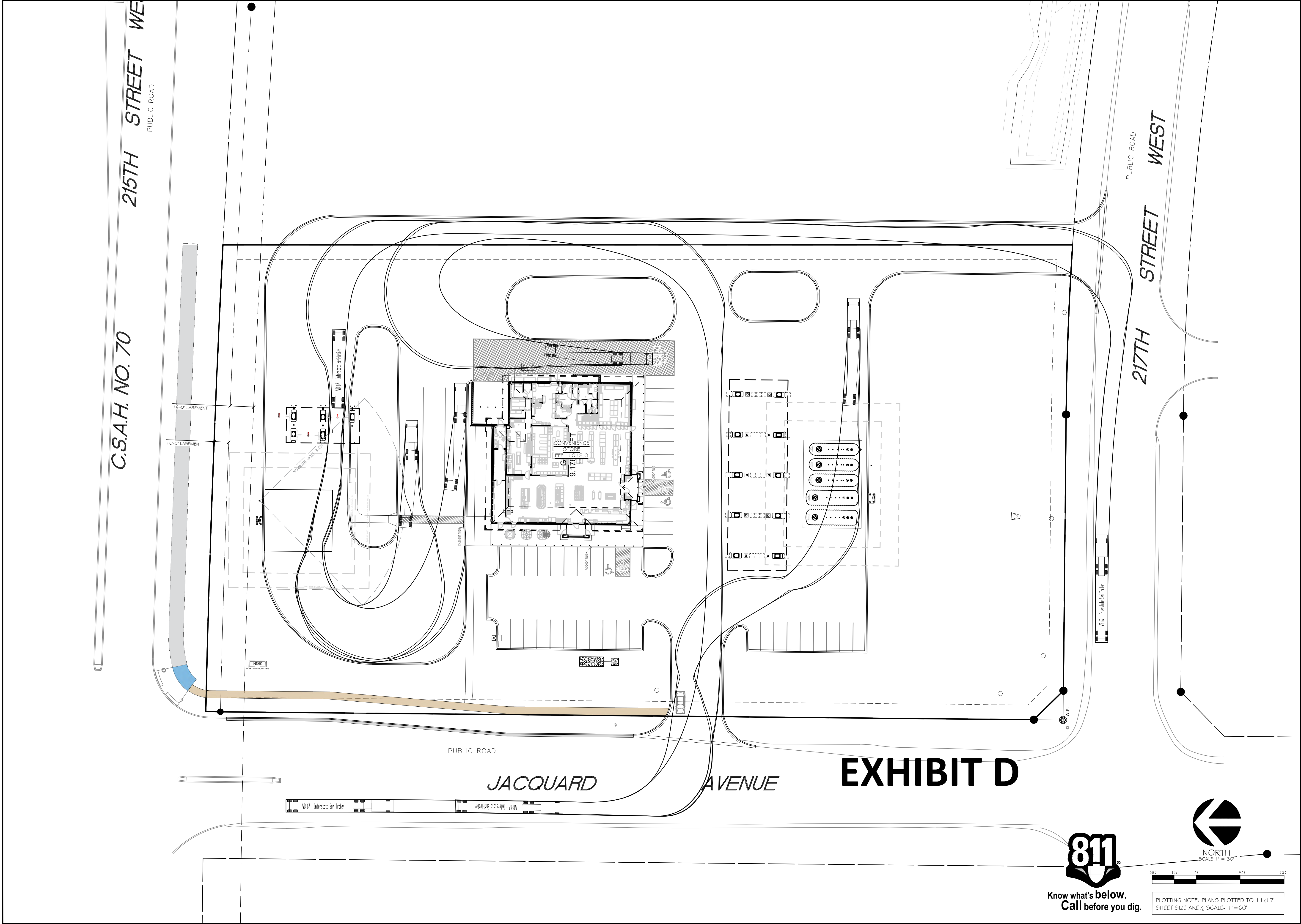
SITE DIMENSION PLAN

CONVENIENCE STORE 1939

LAKEVILLE, MINNESOTA

NO.	DATE	DESCRIPTION
-	12DEC25	INTERNAL REVIEW
-	09JAN26	ISSUE FOR SUBMITTAL
-	02FEB26	SUBMITTAL SET
-	20FEB26	SITE REDESIGN
-	04MAR26	COMMENTS
-	25JUN26	ISP 2
-	22JUL26	ISP 3

DRAWN BY: _____
SCALE: _____ GRAPHIC
PROJ. NO. 25-1939
DATE 12/12/2025
SHEET C181



KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

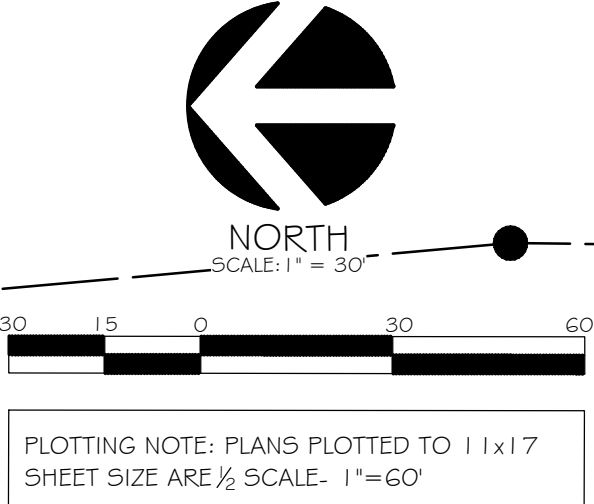
insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitesinc.net mobileinsitesinc.net

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.
Date 2-2026
Signed Robert J. Mueller

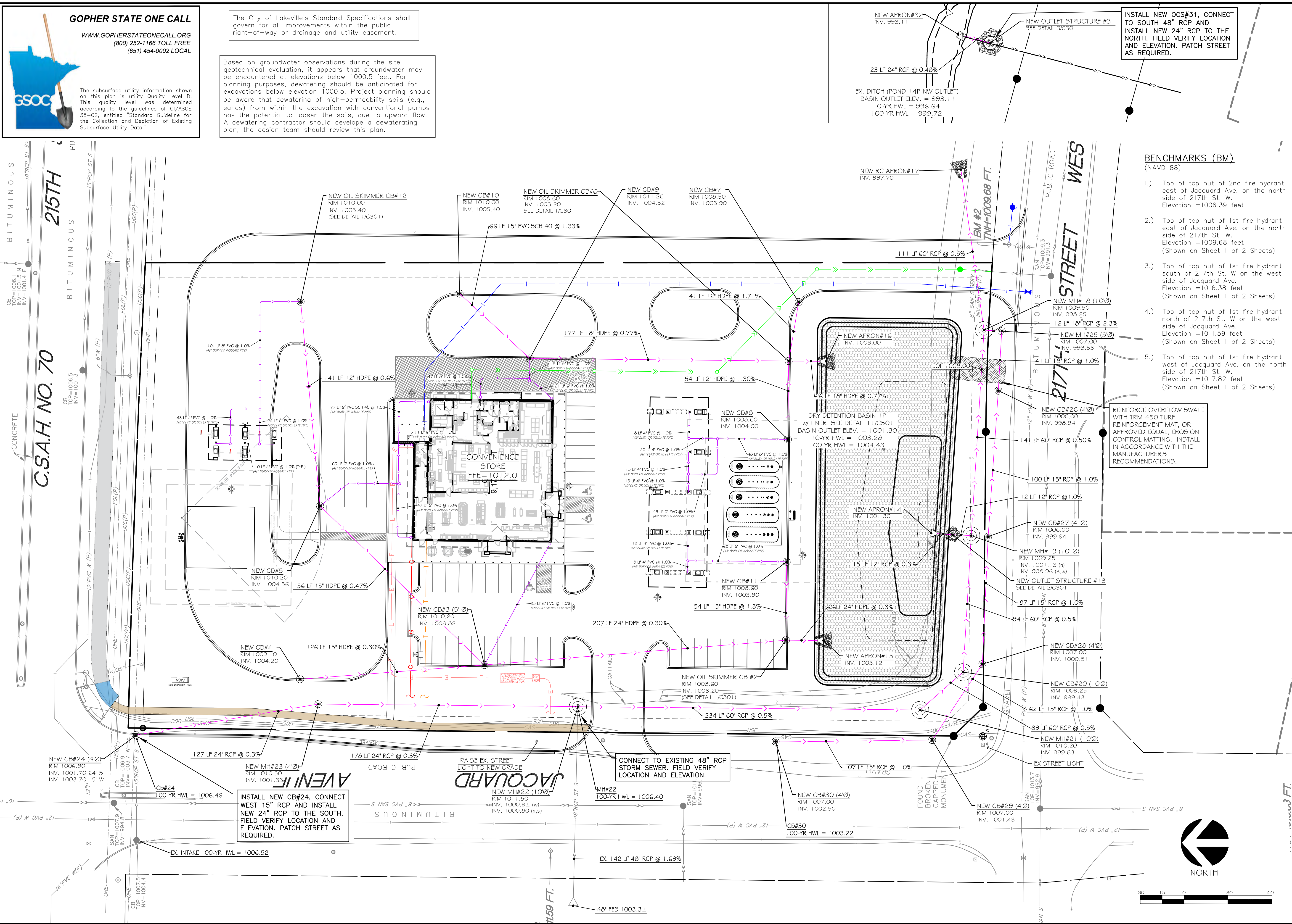
SITE CIRCULATION PLAN	
CONVENIENCE STORE 1939	
LAKEVILLE, MINNESOTA	
NO.	DATE
-	12DEC25
-	09JAN26
-	02FEB26
-	20FEB26
-	04MAR26
-	25JUN26
-	22JUL26
DESCRIPTION	
INTERNAL REVIEW	
ISSUE FOR SUBMITTAL	
SUBMITTAL SET	
SITE REDESIGN	
COMMENTS	
ISP 2	
ISP 3	
DRAWN BY	
SCALE GRAPHIC	
PROJ. NO. 25-1939	
DATE 12/12/2025	
SHEET C180	



Know what's below.
Call before you dig.



PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2 SCALE. 1"=60'



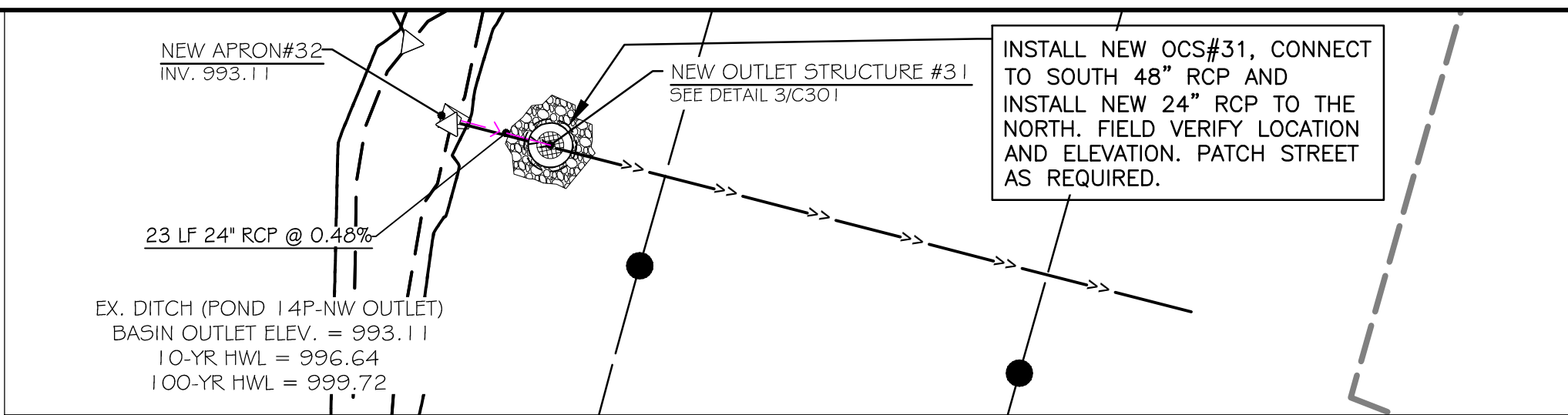
GOPHER STATE ONE CALL

WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of G/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

The City of Lakeville's Standard Specifications shall govern for all improvements within the public right-of-way or drainage and utility easement.

Based on groundwater observations during the site geotechnical evaluation, it appears that groundwater may be encountered at elevations below 1000.5 feet. For planning purposes, dewatering should be anticipated for excavations below elevation 1000.5. Project planning should be aware that dewatering of high-permeability soils (e.g., sands) from within the excavation with conventional pumps has the potential to loosen the soils, due to upward flow. A dewatering contractor should develop a dewatering plan; the design team should review this plan.



- BENCHMARKS (BM)**
(NAVD 88)
- Top of top nut of 2nd fire hydrant east of Jacquard Ave. on the north side of 217th St. W. Elevation = 1006.39 feet
 - Top of top nut of 1st fire hydrant east of Jacquard Ave. on the north side of 217th St. W. Elevation = 1009.68 feet (Shown on Sheet 1 of 2 Sheets)
 - Top of top nut of 1st fire hydrant south of 217th St. W on the west side of Jacquard Ave. Elevation = 1016.38 feet (Shown on Sheet 1 of 2 Sheets)
 - Top of top nut of 1st fire hydrant north of 217th St. W on the west side of Jacquard Ave. Elevation = 1011.59 feet (Shown on Sheet 1 of 2 Sheets)
 - Top of top nut of 1st fire hydrant west of Jacquard Ave. on the north side of 217th St. W. Elevation = 1017.82 feet (Shown on Sheet 1 of 2 Sheets)

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

SUNDE ENGINEERING
1800 NEBBY AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55437
(952) 881-3344 TELEPHONE
(952) 881-1913 FAX
www.sunde.com

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

Brian H. Mordstok
Brian H. Mordstok
DATE: 07/22/26 REG. NO.: 23468

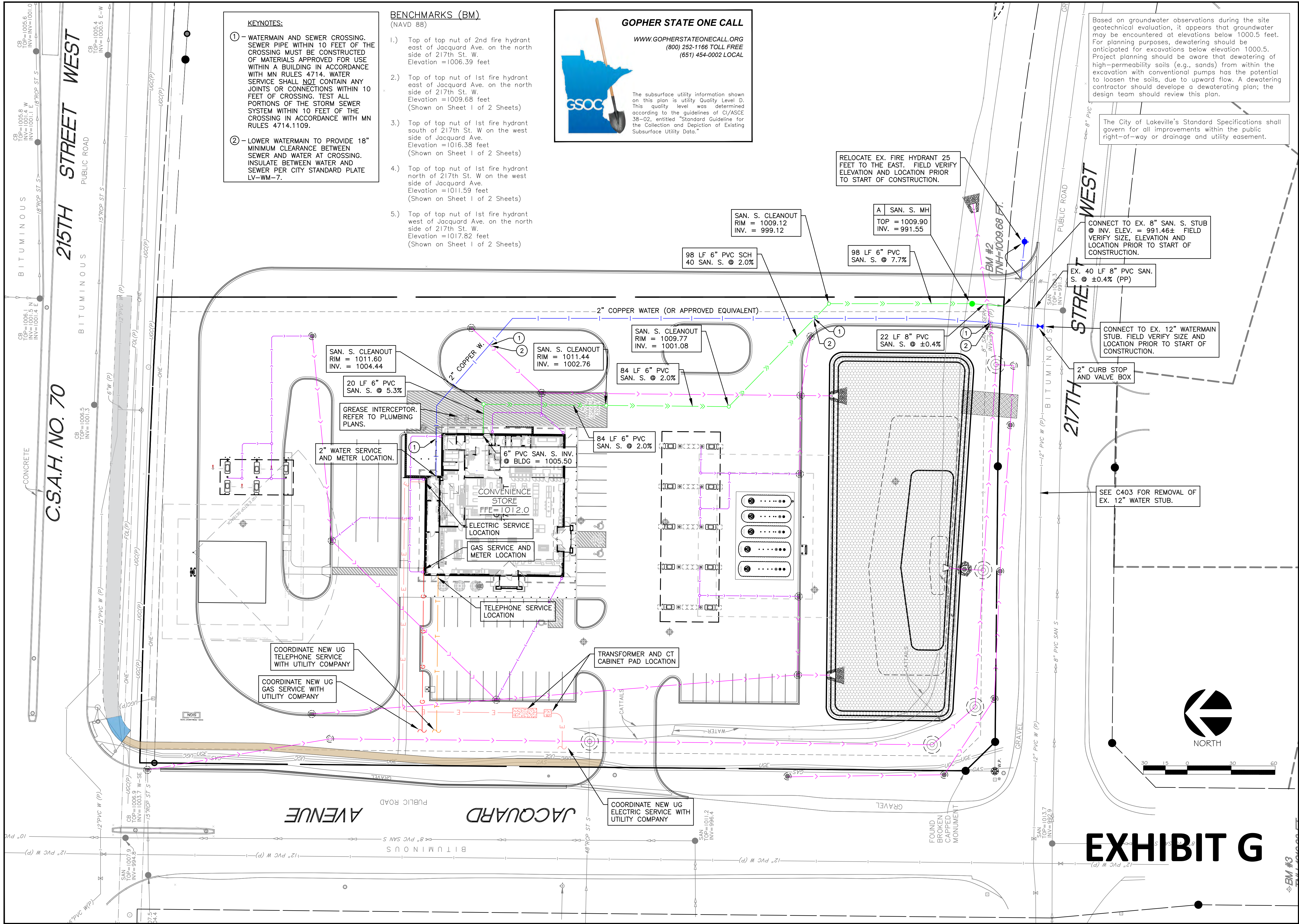
STORM SEWER PLAN

CONVENIENCE STORE 1939

LAKEVILLE, MINNESOTA

NO.	DATE	DESCRIPTION
-	12/12/2025	INTERNAL REVIEW
-	01/09/2026	ISSUE FOR SUBMITTAL
-	02/02/2026	SUBMITTAL SET
-	02/20/2026	SITE REDESIGN
-	03/04/2026	COMMENTS
-	06/25/2026	ISP2
-	07/22/2026	ISP3

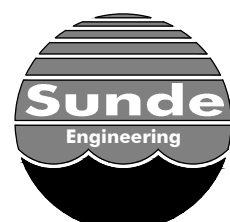
DRAWN BY: MW
SCALE: GRAPHIC
PROJ. NO.: 25-1939
DATE: DECEMBER 12, 2025
SHEET: **C300**



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P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960



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Brian H. Mordstok
Brian H. Mordstok
DATE: 07/22/26 REG. NO.: 23468

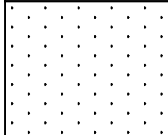
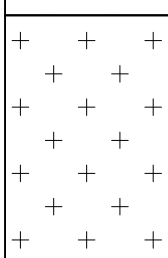
UTILITY PLAN

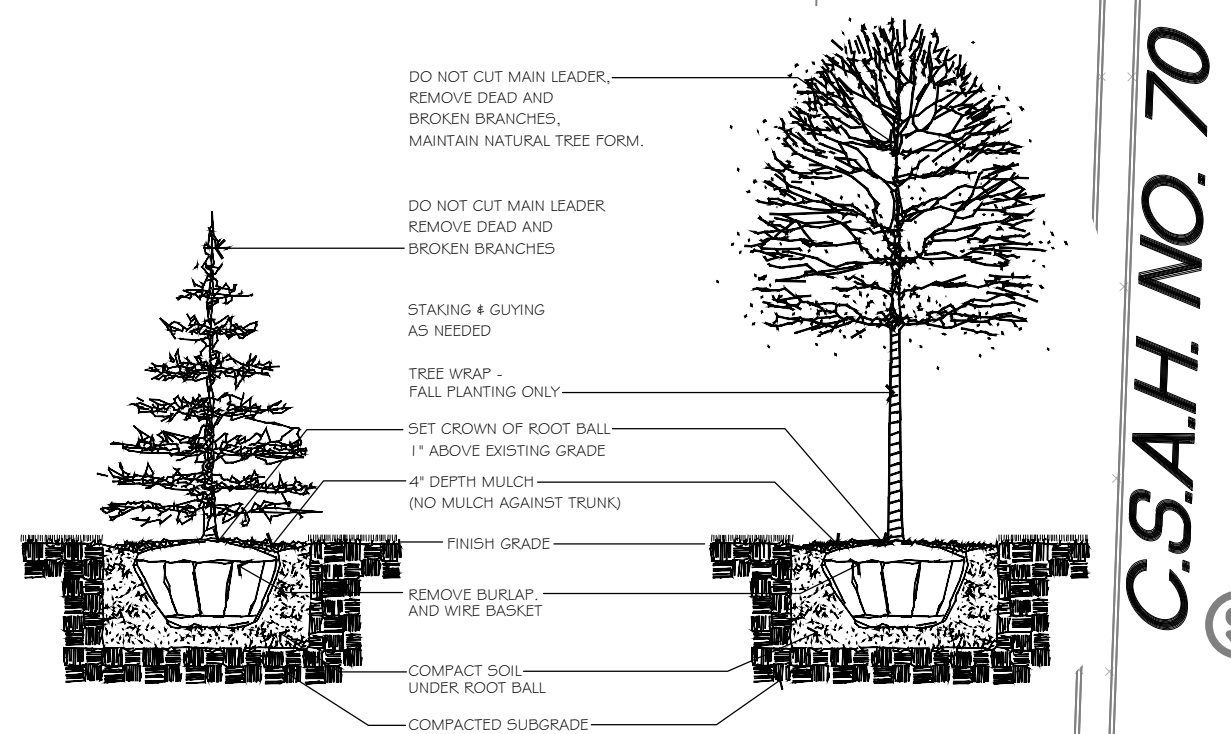
CONVENIENCE STORE 1939

LAKEVILLE, MINNESOTA

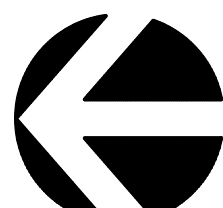
NO.	DATE	DESCRIPTION
-	1/21/2025	INTERNAL REVIEW
-	01/09/2026	ISSUE FOR SUBMITTAL
-	02/02/2026	SUBMITTAL SET
-	02/20/2026	SITE REDESIGN
-	03/04/2026	COMMENTS
-	06/25/2026	ISP2
-	07/12/2026	ISP3

DRAWN BY	MW
SCALE	GRAPHIC
PROJ. NO.	25-1939
DATE	DECEMBER 12, 2025
SHEET	C400

PLANT MATERIAL					HEIGHT X WIDTH
	QUANTITY	SIZE	ROOT TYPE	COMMON NAME BOTANICAL NAME	
OVERSTORY TREES					
 WO	13	2.5" CAL	B&B	WHITE OAK <i>Quercus alba</i>	50' x 50'
 NM	11	2.5" CAL	B&B	NORTHWOOD MAPLE <i>Acer rubrum 'Northwood'</i>	50' x 35'
UNDERSTORY TREES					
 PS	24	2" CAL	B&B	PINK SPIRES CRAB <i>Malus 'Pink Spires'</i>	15' x 12'
SHRUBS					
 GL	11	#3 CONT	pot	GRO-LOW FRAGRANT SUMAC <i>Rhus aromatica 'Gro-Low'</i>	2' x 7'
PERENNIALS					
 LS	54	#1 CONT	pot	LAVENDER STARDUST DAYLILY <i>Heemerocalis 'Lavender Stardust'</i>	2' x 3'
 SO	50	#1 CONT	pot	STELLA DE ORO DAYLILY <i>Heemerocalis 'Stella de Oro'</i>	2' x 3'
EDGING - 881 LF MULCH - 47 CY SOD - 1,381 SY					
SEED SPEC: FALL SEEDING IS PREFERABLE (AUG. 20 TO OCT. 20). SPRING SEEDING SHOULD BE BETWEEN MARCH 15- MAY 15. NO SUMMER SEEDING.					
	2,134 SY	PRAIRIE NURSERY , DETENTION BASIN, WET PRAIRIE SEED MIX (MIX #50062 OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.			
	1,902 SY	STORM BASIN SLOPES: UPLAND MIX, MNDOT TALL ROADSIDE MIX (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES. - MIX #36-241 / 36-411 SEED NORTHWEST TALLGRASS ROADSIDE - MIX #36-241 / 36-211 SEED SOUTHERN TALLGRASS ROADSIDE			
	304 SY	DITCH RESTORATION: MNDOT STATE SEED MIX #2757.608 - ROADSIDE MIXES (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES. APPROVED BY PROJECT MANAGER: -MIX #36-311 SEED NORTHEAST ROADSIDE -MIX #36-241 / 36-411 SEED NORTHWEST SHORTGRASS ROADSIDE -MIX #36-221 / 36-411 SEED SOUTHERN SHORTGRASS ROADSIDE			
	3,723 SY	TURF GRASS: BLUE GRASS MIX. MNDOT MIX 2575.608 25-151 SEED RESIDENTIAL TURFGRASS (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.			



Know what's **below**.
Call before you dig.



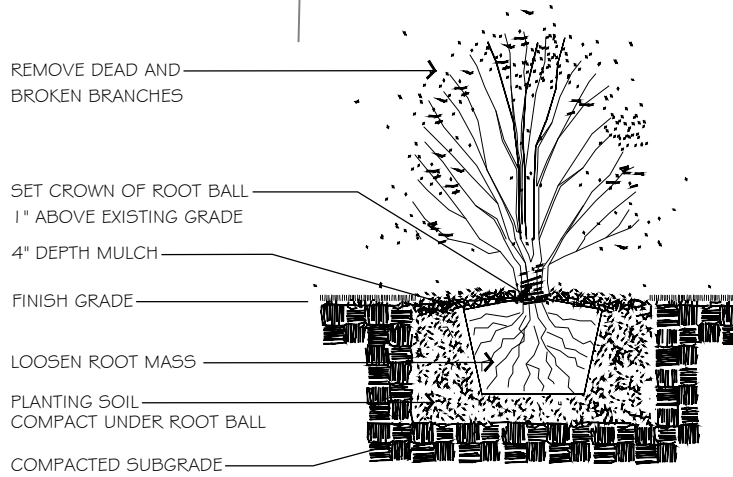
NORTH
SCALE: 1" = 30'



PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2 SCALE- 1"=60'

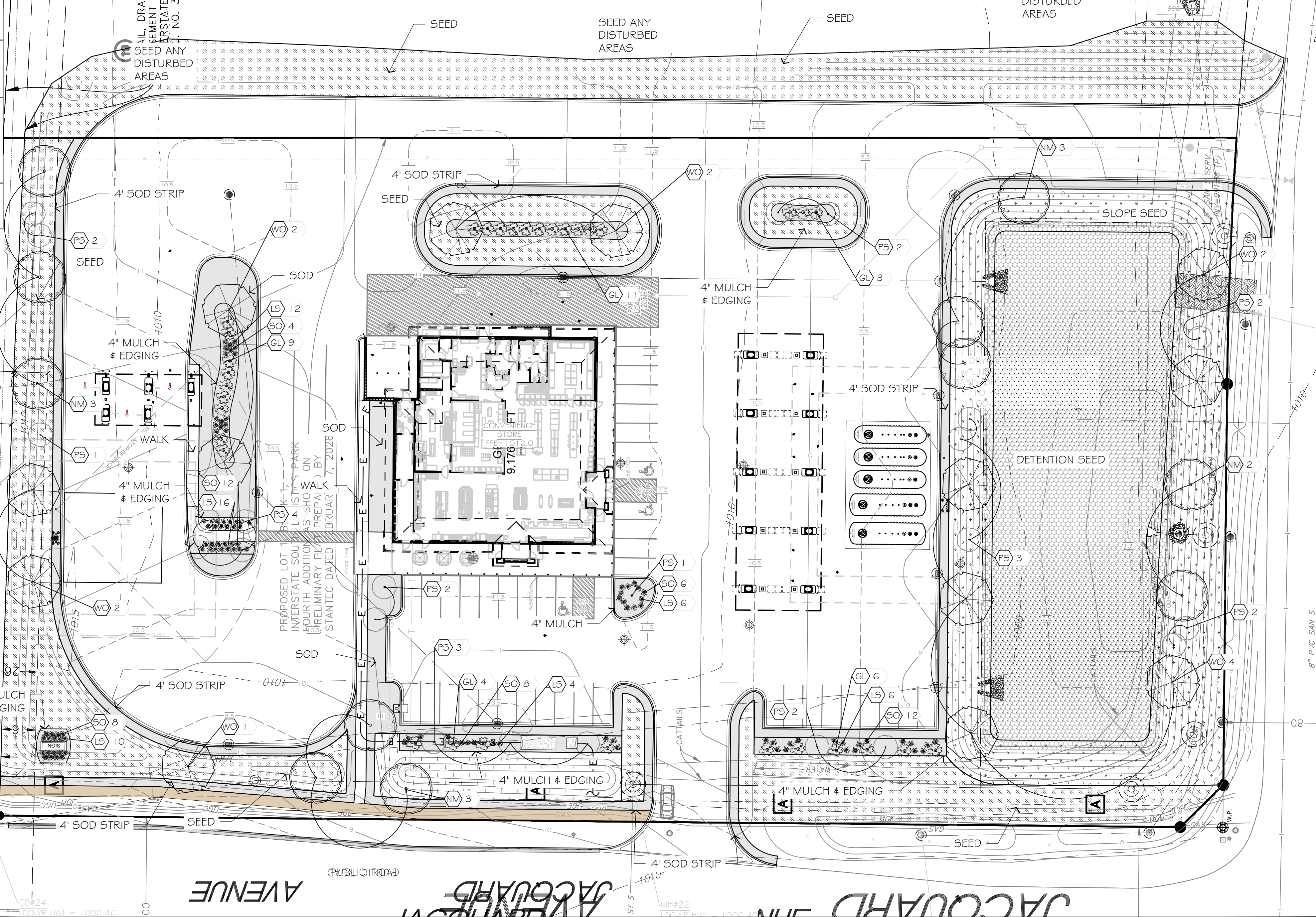
C.S.A.H. NO. 70

12
-SOUTH LINE OF C.S.A.H.
70 PER DOC. NO. 430876



NOTES:

- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR PLANTING IN ALL R.O.W.
- LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITIES WHICH MAY EFFECT HIS WORK.
- LANDSCAPE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS AT SITE AND COMPLETE HIS WORK PER OWNERS CONSTRUCTION SCHEDULE.
- ALL PLANT MATERIALS SHALL BE GUARANTEED ONE (1) FULL YEAR UPON TOTAL COMPLETION AND ACCEPTANCE BY OWNER, WITH ONE TIME REPLACEMENT AT APPROPRIATE TIME OR UPON REQUEST OF OWNER.
- REPLACEMENT TOPSOIL SHALL BE CLEAN, FREE OF STONES, WEEDS, AND OTHER UNDESIRABLE DEBRIS.
- PLANTING SOIL MIX IN INCIDENTAL COST ITEM.
 - 1. MIX 1 LB. 5-20-20 COMMERCIAL FERTILIZER PER CU. YD. TOPSOIL
 - 2. THOROUGHLY MIX 1-PART SAND AND 1-PART PEAT MOSS WITH 5-PARTS FERTILIZER AND TOP SOIL.
 - USE PLANTING SOIL AT ALL LOCATIONS PER DETAILS THIS SHEET.
- LANDSCAPE CONTRACTOR SHALL VERIFY TOPSOIL DEPTH AND NOTIFY OWNER OF ANY DEFICIENCY.
- SOD SHALL BE CULTURED WITH PREDOMINANTLY KENTUCKY BLUEGRASS SEED OF RECENT DISEASE RESISTANT INTRODUCTIONS. NO GUARANTEE ON SOD EXCEPT ANY SOD NOT SATISFACTORY AT TIME OF COMPLETION INSPECTION SHALL BE PROMPTLY REPLACED PRIOR TO COMPLETION OF JOB. STAKE SOD ON SLOPES 3:1 AND GREATER.
- WHERE EXISTING CONCRETE/ ASPHALT AREAS ARE TO BE REPLACED WITH LANDSCAPING, PROVISIONS SHOULD BE TAKEN TO COORDINATE EXCAVATION OF SUBSOIL TO A DEPTH OF 2' WITH GRADING CONTRACTOR. REPLACE WITH COMPACTED TOPSOIL. ALL AREAS TO BE LANDSCAPED AND SODDED SHALL BE GRADED SMOOTH AND EVEN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR SODDING ALL AREAS WHICH ARE DISTURBED BY CONSTRUCTION INCLUDING R.O.W. AND JOINT PROPERTIES.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BLANKET ON ALL SEEDED AREAS THAT ARE SLOPED. MULCH APPLICATION FOR ALL OTHER SEEDED AREAS SHALL BE EITHER HYDROMULCH OR DISKED STRAW DEPENDING ON SEED TYPE, APPLICATION, AND OWNER REQUEST.
- LANDSCAPE CONTRACTOR TO INSTALL "VALLEY VIEW", "BLACK DIAMOND" EDGING AROUND ALL PLANTING BEDS AS SHOWN ON THIS PLAN.
- ALL MULCH TO BE FINELY SHREDDED HARDWOOD ORGANIC BARK MULCH. NO DYED MULCHES. INSTALL 4" DEPTH. NO FILTER FABRIC BENEATH ORGANIC MULCHES. NO EDGING AROUND ALL TREES OUTSIDE SHRUB BEDS.
- IF SPECIFIED; ALL GRAVEL MULCH SHALL BE 1+4" DIA. WASHED "RIVER ROCK". INSTALL 4" DEPTH WITH APPROVED WEED FABRIC BARRIER IF INDICATED PLAN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR IRRIGATION SYSTEM INSTALLATION PER IRRIGATION PLAN. DESIGN SHALL BE SUBMITTED PRIOR TO INSTALLATION. IRRIGATION DESIGN SHOULD ENCOMPASS ALL LANDSCAPE AREAS WITH SOD AND/OR PLANTINGS, FROM CURB TO CURB. R.O.W. SHOULD BE IRRIGATED FROM SPRINKLER HEADS LOCATED WITHIN PROPERTY BOUNDARY. CARE SHOULD BE TAKEN IN CHOICE OF ALL WALKS AND DRIVES TO MINIMIZE OVER SPRAY. COORDINATE INSTALLATION OF ALL P.V.C SLEEVE UNDER DRIVE AREAS WITH GENERAL CONTRACTOR.
- LANDSCAPE CONTRACTOR SHALL CLEAN ALL PAVEMENT AREAS AFTER ALL LANDSCAPE INSTALLATION IS COMPLETE AND ACCEPTED BY OWNER AND DAILY AS DEEMED NECESSARY BY THE CITY.
- GENERAL CONTRACTOR TO SWEEP PAVEMENT AREAS PRIOR TO TURN OVER TO OWNER.



Kwik TRIP

**Kwik
STAR**

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
7 6 3 . 3 8 3 . 8 4 0 0
in@in-sites.net mail@in-sites.net

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

Date 2-2026 10/28/2026 No. 19306
Signed Robert J. Mueller
Robert J. Mueller

LANDSCAPE PLAN

CONVENIENCE STORE 1939

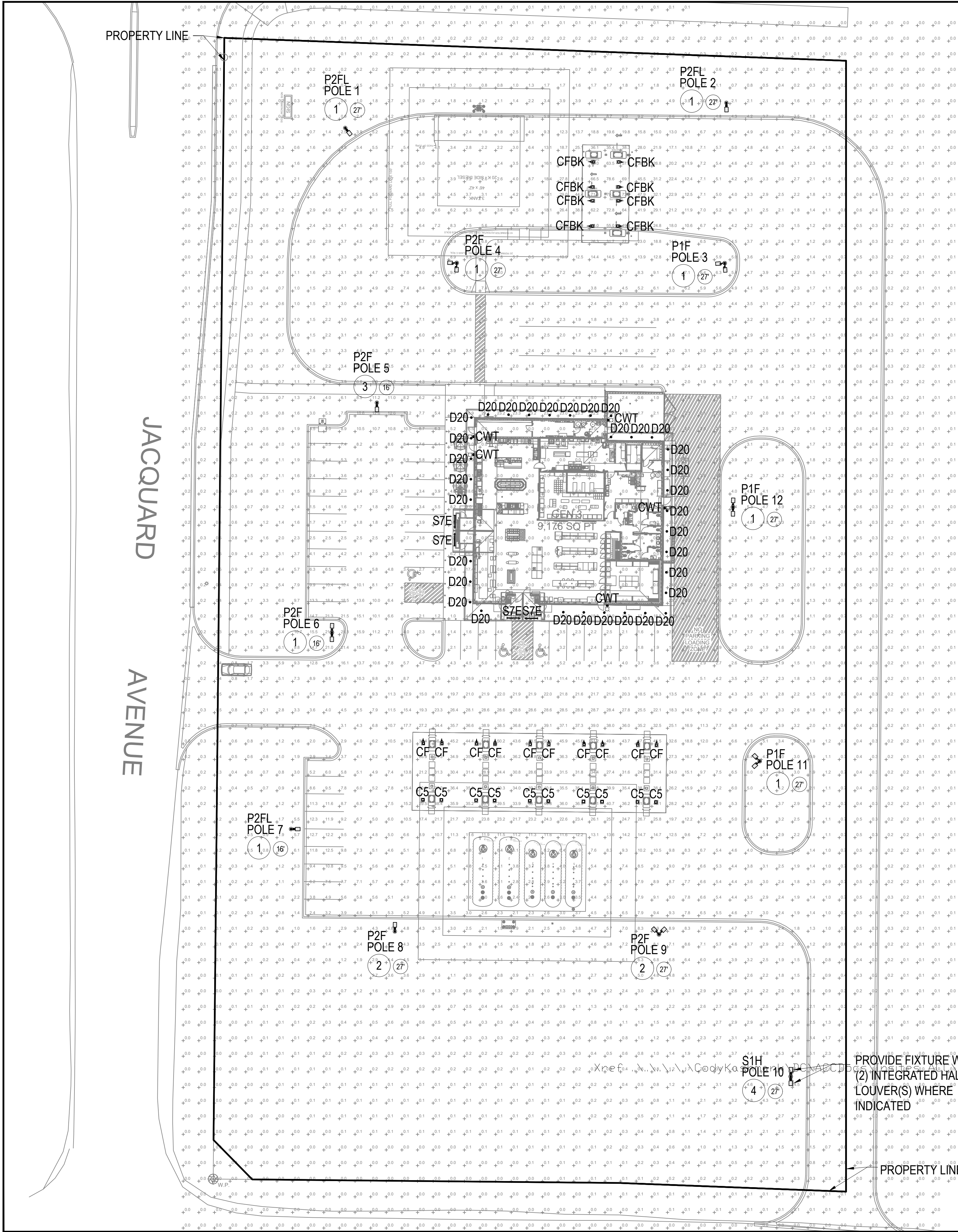
LAKEVILLE, MINNESOTA

NO.	DATE	DESCRIPTION
-	12DEC25	INTERNAL REVIEW
-	09JAN26	ISSUE FOR SUBMITTAL
-	02FEB26	SUBMITTAL SET
-	20FEB26	SITE REDESIGN
-	04MAR26	COMMENTS
-	25JUN26	ISP 2
-	22JUL26	ISP 3

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	25-1939
DATE	12/12/2025
SHEET	C700

NSITES 25-029 PM A.M.

EXHIBIT H



GENERAL NOTES:

1. FOOTCANDLE LEVELS SHOWN ON THIS PLAN ARE CALCULATED AT GRADE LEVEL.
2. ALL POLES SHALL BE INSTALLED A MINIMUM OF 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE UNLESS NOTED.
3. POLES THAT ARE LOCATED AT CORNER OF ISLAND SHALL BE A MINIMUM OF 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE. POLES THAT MUST BE INSTALLED LESS THAN 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE SHALL HAVE PROTECTIVE BOLLARDS INSTALLED AROUND THE POLE BASE. COORDINATE WITH KWIK TRIP PRIOR TO INSTALLATION.

FIXTURE QUANTITIES

D20 - 33
S7E - 4
CF - 10
C5 - 10
CFBK - 8
S1H - 2
P1F - 6
P2F - 8
P2FL - 3
CWT - 5

PROVIDE (3) 16" POLES AND (9) 27" POLES.

CALCULATION STATISTICS

OVERALL SITE:
AVERAGE: 5.8 FC
MAXIMUM: 83.8 FC
MINIMUM: 0.0 FC

FIXTURE SYMBOLS:

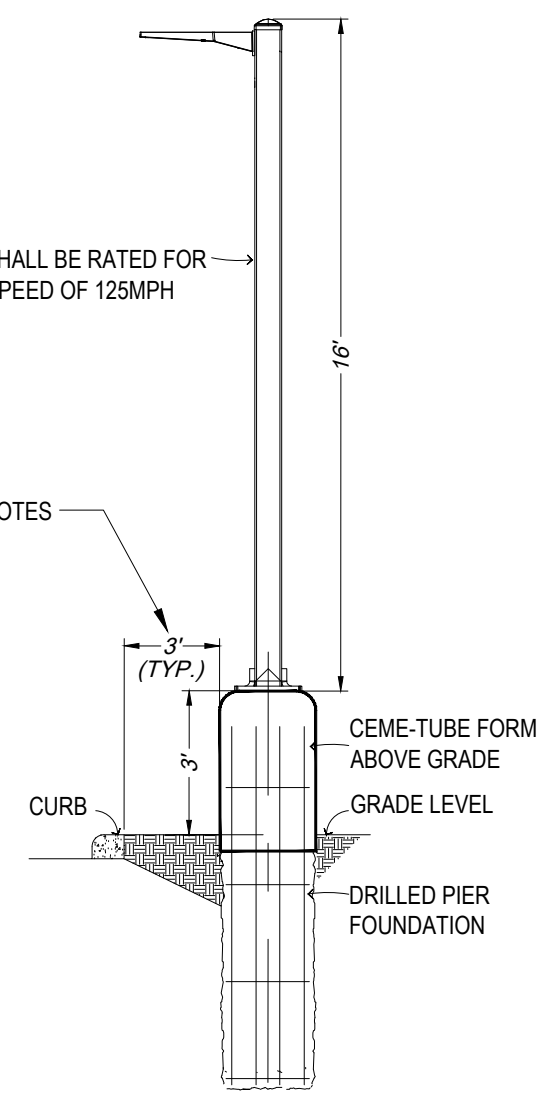
- LED DOWN LIGHT MOUNTED UNDER FUEL CANOPIES
- LED FORWARD THROW LIGHT MOUNTED UNDER FUEL CANOPIES
- LED STRIP LIGHT MOUNTED IN GABLE
- RECESSED LED DOWNLIGHT
- POLE MOUNTED LED FIXTURE
- WALL MOUNTED FIXTURE
- POLE HEIGHT

KEYED NOTES:

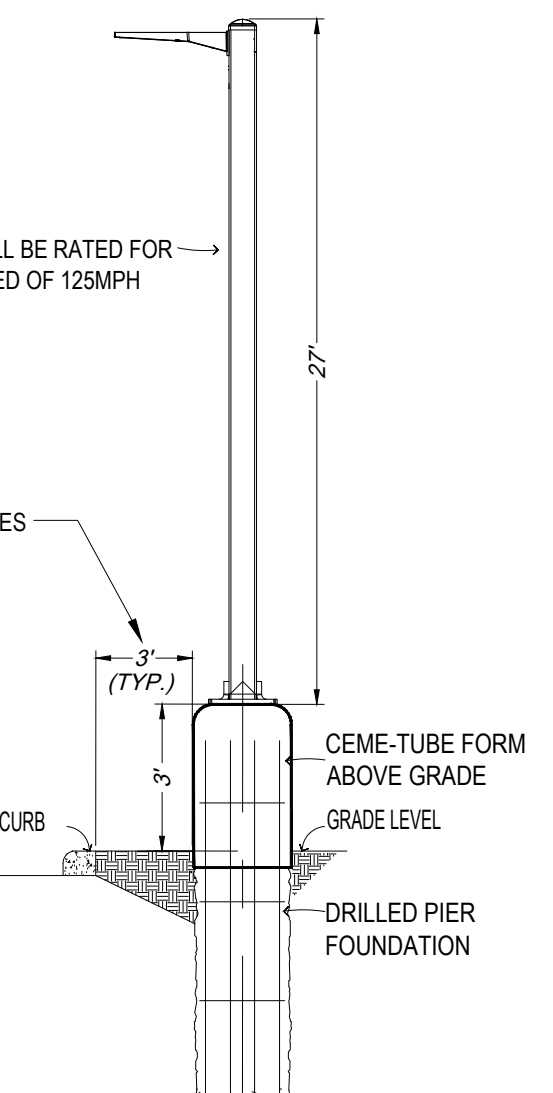
1. CONTRACTOR SHALL POLE MOUNT FIXTURE 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE.
2. CONTRACTOR SHALL POLE MOUNT FIXTURE 6'-0" FROM BACK OF CURB AND 12'-0" FROM THE OVER DIG OF UNDERGROUND FUEL TANK TO EDGE OF POLE BASE.
3. CONTRACTOR SHALL POLE MOUNT FIXTURE 4'-0" FROM BACK OF CURB TO EDGE OF POLE BASE TO AVOID UNDERGROUND UTILITIES.
4. CONTRACTOR SHALL POLE MOUNT FIXTURE 8'-0" FROM BACK OF CURB TO EDGE OF POLE BASE.

FIXTURE TYPES:

- D20 - RECESSED LED DOWNLIGHT GOTHAM
EV08-35/30-AR-WD-120-TRW
- S7E - LED STRIP LIGHT MOUNTED IN GABLE LITHONIA
TZL 1N-L96-1000LM-FST-MVOLT-50K-90CRI
- CF - LSI LIGHTING: SCV-LED-23L-SCFT-UNV-DIM-50-WHT MOUNTED
UNDER GAS CANOPY MOUNT FIXTURES WITH FORWARD
THROW OPTIC AIMING IN DIRECTION OF ARROW.
- C5 - LSI LIGHTING: SCV-LED-15L-SC-UNV-DIM-50-WHT MOUNTED
UNDER GAS CANOPY
- CFBK - LSI LIGHTING: SCV-LED-23L-SCFT-UNV-DIM-50-BLK
MOUNTED UNDER DIESEL CANOPY MOUNT FIXTURES WITH
FORWARD THROW OPTIC AIMING IN DIRECTION OF ARROW.
- S1H - LSI LIGHTING: SLM-LED-18L-SIL-FT-50-70CRI-H [INTEGRATED HALF LOUVER]
- P1F - LSI LIGHTING: MRS-LED-18L-SIL-FT-50-70CRI-WHT
- P2F - LSI LIGHTING: MRS-LED-30L-SIL-FT-UNV-50-70CRI-WHT
- P2FL - LSI LIGHTING: MRS-LED-30L-SIL-FT-UNV-50-70CRI-WHT-IL
- CWT - TWS LED ALO @2400LM S1W2 @30K MVOLT



LOT LIGHT ELEVATION DETAIL
NOT TO SCALE
DETAIL APPLIES TO POLES 1 THRU 7



LOT LIGHT ELEVATION DETAIL
NOT TO SCALE
DETAIL APPLIES TO POLES 1 THRU 4, 8 THRU 12



PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2" SCALE. 1"=60'

Kwik Trip

Kwik Star

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insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitearc.net mail@insitearc.net

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

Date 2-2026 Reg. No. 63354
Signed Amy A. Sullivan

PHOTOMETRIC SITE PLAN
CONVENIENCE STORE 1939

LAKEVILLE, MN

NO.	DATE	DESCRIPTION	BY	CHKD.	DATE
1	02/20/26	WEEKLY REVIEW SIGNATURE	KT		
2	02/20/26	ISSUE FOR SUBMITTAL			
3	02/20/26	SUBMITTAL SET			
4	02/20/26	SITE DESIGN			
5	02/20/26	COMMENTS			
6	25/JUN/26	ISP 2			
7	22/JUL/26	ISP 3			

DRAWN BY: SCALE: GRAPHIC
PROJ. NO.: 25-1939
DATE: 2/2/2026
SHEET: C800

EXHIBIT I



FRONT LEFT VIEW



FRONT RIGHT VIEW



REAR RIGHT VIEW



REAR LEFT VIEW



FRONT ELEVATION

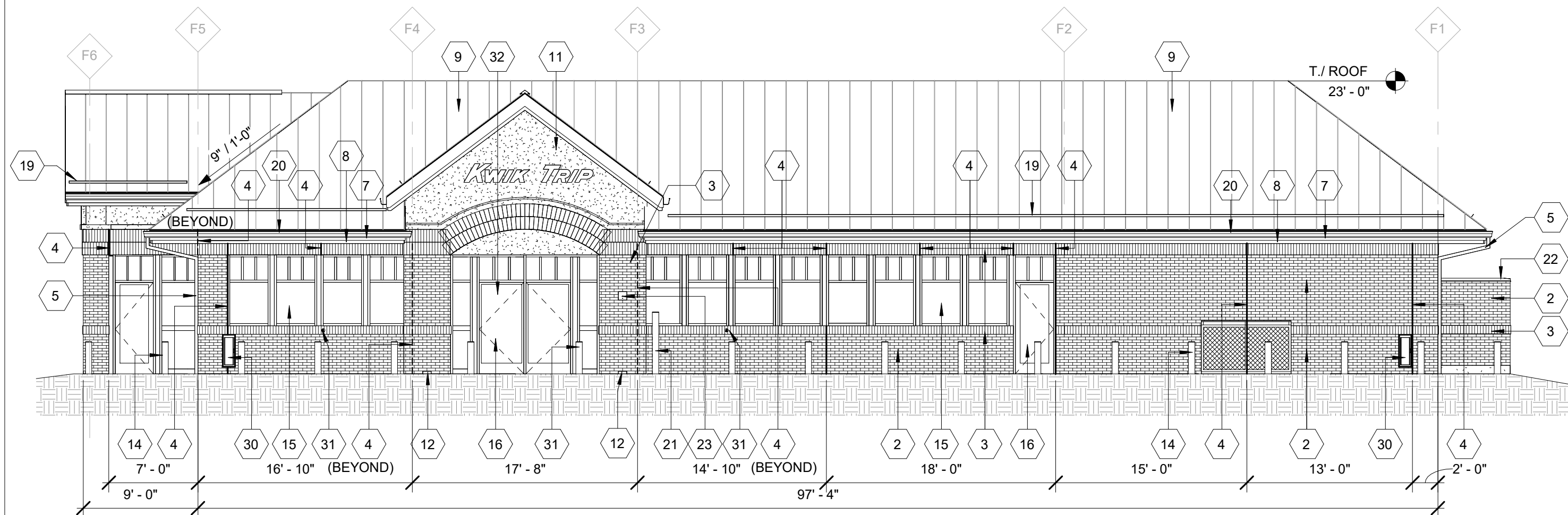
EXHIBIT J

**Kwik
TRIP**

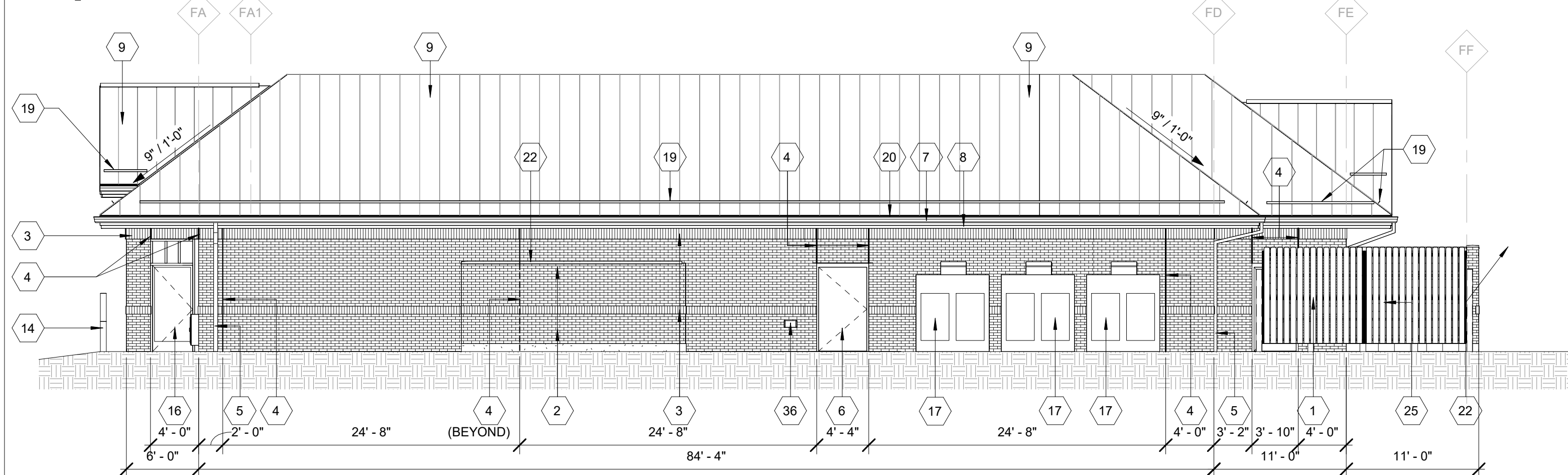
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STAR**

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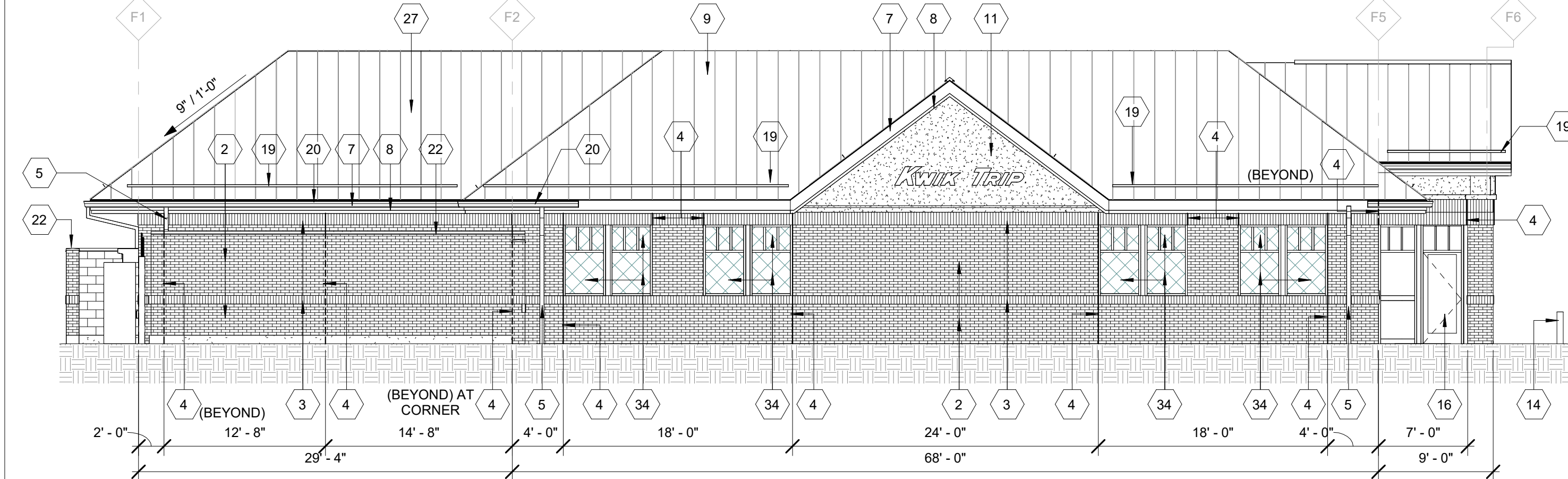
EXTERIOR ELEVATIONS
LEFT HAND GEN 3



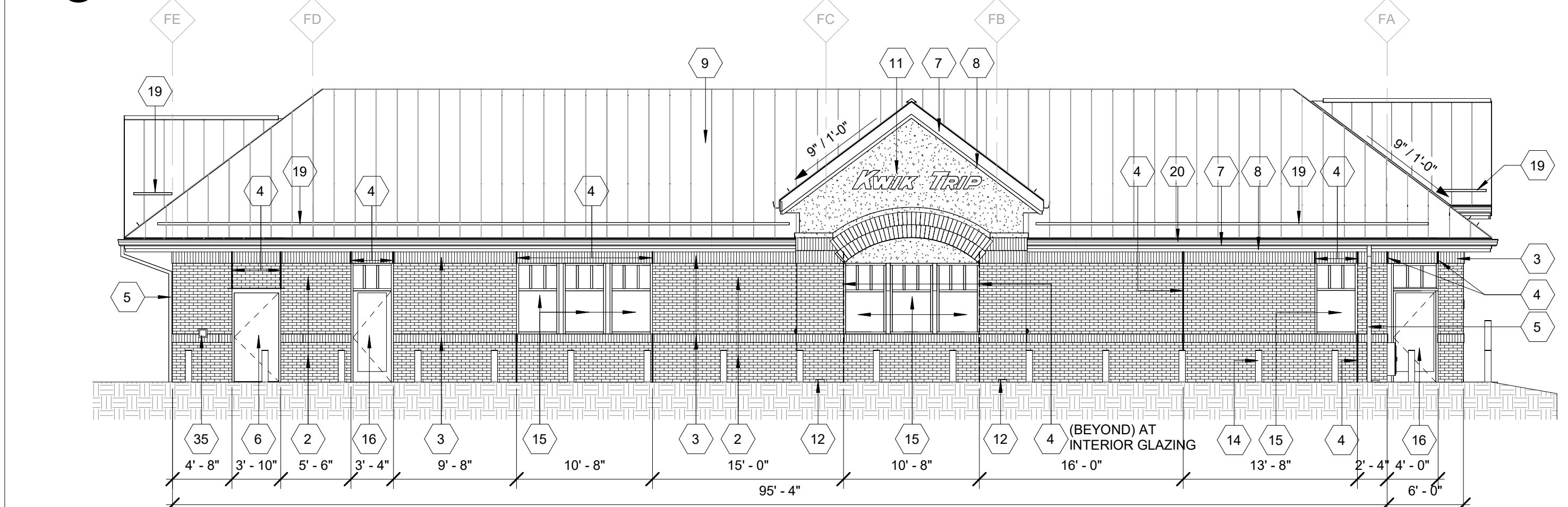
1 FRONT ELEVATION
1/8" = 1'-0"



2 LEFT ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



4 RIGHT ELEVATION
1/8" = 1'-0"

Material			
	Area	%	Grade
Brick	715	56	A
EIFS	125	09	C
Glass Storefront	440	35	A
Total	1,280		

Material			
	Area	%	Grade
Brick	850	96	A
EIFS	0	0	
Glass Storefront	35	4	A
Total	885		

Material			
	Area	%	Grade
Brick	870	73	A
EIFS	110	09	C
Glass Storefront	220	18	A
Total	1,200		

Material			
	Area	%	Grade
Brick	840	73	A
EIFS	105	09	C
Glass Storefront	205	18	A
Total	1,150		

EXTERIOR ELEVATION KEYNOTES

MARK	DESCRIPTION
1	TRASH ENCLOSURE.
2	MODULAR BRICK VENEER (RED).
3	BRICK SOLDIER COURSE (TAN). SEE SECTION FOR SIZE
4	BRICK CONTROL JOINT. SEALANT COLOR TO MATCH BRICK COLOR.
5	ALUMINUM DOWNSPOUT.
6	HOLLOW METAL DOOR & FRAME. PAINT. CAULK COLOR TO MATCH BRICK.
7	ALUMINUM FASCIA - ALMOND.
8	ALUMINUM FASCIA - RED.
9	PREFINISHED STANDING SEAM METAL ROOFING.
10	CT CABINET AND ELECTRICAL METER. RE: ELECT. PLANS.
11	EIFS.
12	CAST ALUMINUM BRICK VENT - ACCEPTABLE OPTIONS: HOHMANN & BARNARD #C825, 8" X 2 1/4" OR EX 825.
13	EMERGENCY FUEL SHUT OFF. RECESS FLUSH w/ WALL.
14	6" BOLLARD w/ 40" PLASTIC SLEEVE. SEE SHEET A124.
15	ALUMINUM STOREFRONT FRAMING w/ INSULATED GLAZING. CAULK COLOR GRAY DYMONIC.
16	ALUMINUM STOREFRONT ENTRANCE. CAULK COLOR GRAY DYMONIC.
17	ICE MERCHANDISER STORAGE
18	LP CAGE
19	SNOW RETENTION BAR
20	PREFINISHED METAL GUTTER
21	BLUE HDCP. BOLLARD. REFER TO SITE PLANS.
22	PREFINISHED METAL WALL CAP.
23	KNOX BOX LOCATION WHEN NEEDED. OWNER PROVIDED.
24	SPLASH BLOCK
25	PROVIDE LOCK BOLT FOR EACH LEAF
26	INSULATED POLYCARBONATE DOOR
27	VTR. SEE PLUMBING PLANS.
28	NOT USED
29	SUPPLY FAN. SEE HVAC PLANS.
30	FIRE EXTINGUISHER CABINET
31	HANDICAP PUSH PLATE. SE EELECTRICAL SHEETS FOR MOUNTING HEIGHTS.
32	STREET ADDRESS NUMBERS TO BE LOCATED ON ENTRANCE DOOR. VERIFY WITH OWNER BEFORE APPLYING.
33	BRICK SOLDIER COURSE FIELD COLOR - (RED).
34	ALUMINUM STOREFRONT FRAMING w/ INSULATED SPANDREL GLAZING. CAULK COLOR GRAY DYMONIC.
35	CO2 FILL BOX. SEE FLOOR PLAN FOR MOUNTING HEIGHTS.
36	RECESSED OIL FILL BOX. SEE FLOOR PLAN FOR MOUNTING HEIGHTS.

Exterior Door Color Code				
BAC Blend-a-Color	02	32	64	120
W1 White	-	12	1	-
B1 Black	-	24	1	-
R2 Maroon	-	19	-	-
R3 Magenta	-	26	1	1

EXTERIOR COLOR SCHEDULE

MATERIAL	MANUFACTURER	COLOR
BOLLARDS	--	BLACK, GLOSS
FASCIA	UNA-CLAD 24 GA.	REGAL RED ALMOND
GUTTERS & DOWNSPOUTS	--	ALMOND
SOFFIT	UNA-CLAD	ALMOND
METAL ROOF	UNA-CLAD	HEMLOCK GREEN GREY
MORTAR	--	
SEALANT		
RED BRICK	TREMCO DYMONIC	REDWOOD TAN
TAN BRICK	TREMCO DYMONIC	LIMESTONE
ROOF CAP CAR WASH	UNA-CLAD	HEMLOCK GREEN
TAN BRICK	LEGENDARY	CLEAR BUFF
RED BRICK	LEGENDARY	CABERNET BURGUNDY
EIFS	TOTAL WALL	DIRTY MARTINI SWIRL TEXTURE
TRASH ENCLOSURE CAP	UNA-CLAD	HEMLOCK GREEN
BRICK LINTEL PAINT	TOTAL WALL	MORNING MIST (OR EQUAL)

EXTERIOR ELEVATION NOTES

- A. SEE FLOOR PLAN FOR WINDOW TYPE KEYS.
B. CONTROL JOINT SEALANT TO MACH VENEER COLOR.
C. ALL DOWNSPOUTS TO CONNECT W/ BELOW GRADE DRAIN.
D. VERIFY NUMBER OF GABLE'S AND LOCATION OF SIGNAGE WITH OWNER.
E. CAST ALUMINUM BRICK VENT SHALL APPLY TO ALL STORES WITH CANOPY BRICK COLUMNS. REFER TO A700/A701 IF STORE REQUIRES BRICK COLUMNS
F. CONTROL JOINTS LOCATED AT WINDOW AND DOOR LOCATIONS TO HAVE BACKER ROAD AND SEALANT AT LOOSE LINTELS.



CANOPY ELEVATION



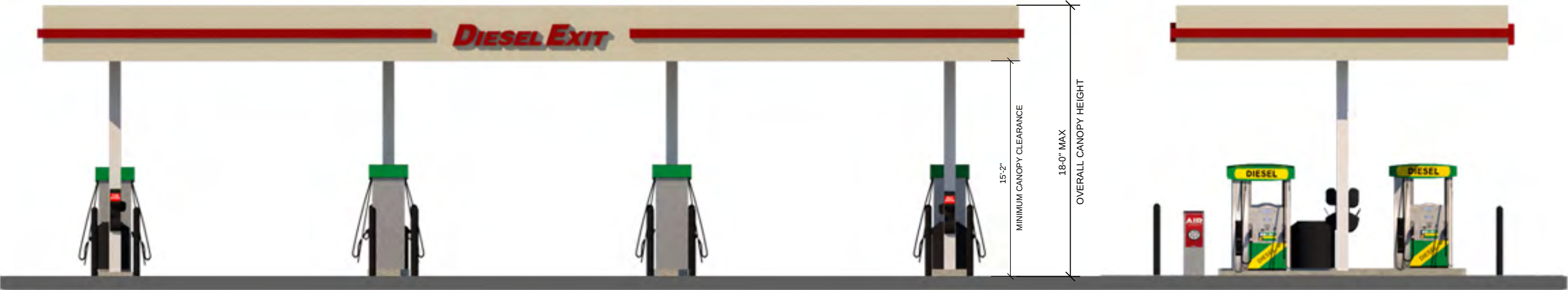
CANOPY PERSPECTIVE

EXHIBIT L

Kwik Trip
Kwik Star

KWIK TRIP, INC.
P.O. Box 2107
1626 Oak Street
La Crosse WI 54602-2107
PH. (608) 781-8988

10 MPD Canopy



CANOPY EXIT ELEVATION

CANOPY END ELEVATION



CANOPY PERSPECTIVE

EXHIBIT M

Kwik Trip
Kwik Star

KWIK TRIP, INC.
P.O. Box 2107
1626 Oak Street
La Crosse, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

3-Lane Diesel Canopy



September 8, 2026

Item No. _____

Resolution Approving the Preliminary 2027 Property Tax levy and Preliminary 2027 Budget

Proposed Action

Staff recommend adoption of the following motion: Move to approve resolution establishing the Preliminary 2027 Property Tax Levy and Preliminary 2027 Budget and setting the Budget Public Hearing to be held on Monday, December 7, 2026 at 6:00 pm in the Council Chambers.

Overview

Passage of these resolutions will result in the approval of the preliminary 2027 tax levy of \$55,859,266, preliminary 2027 General Fund budget and \$135,000 use of General Fund reserves as discussed at the August 17 Council meeting and will set the date for the budget public hearing.

The City Council has reviewed primary drivers of revenue and expenditure changes for the preliminary 2027 General Fund budget. Council will be discussing the 2027-2031 Capital Improvement Program (CIP) at tonight's council meeting. Budgets for other Funds will be discussed at upcoming City Council meetings under New Business.

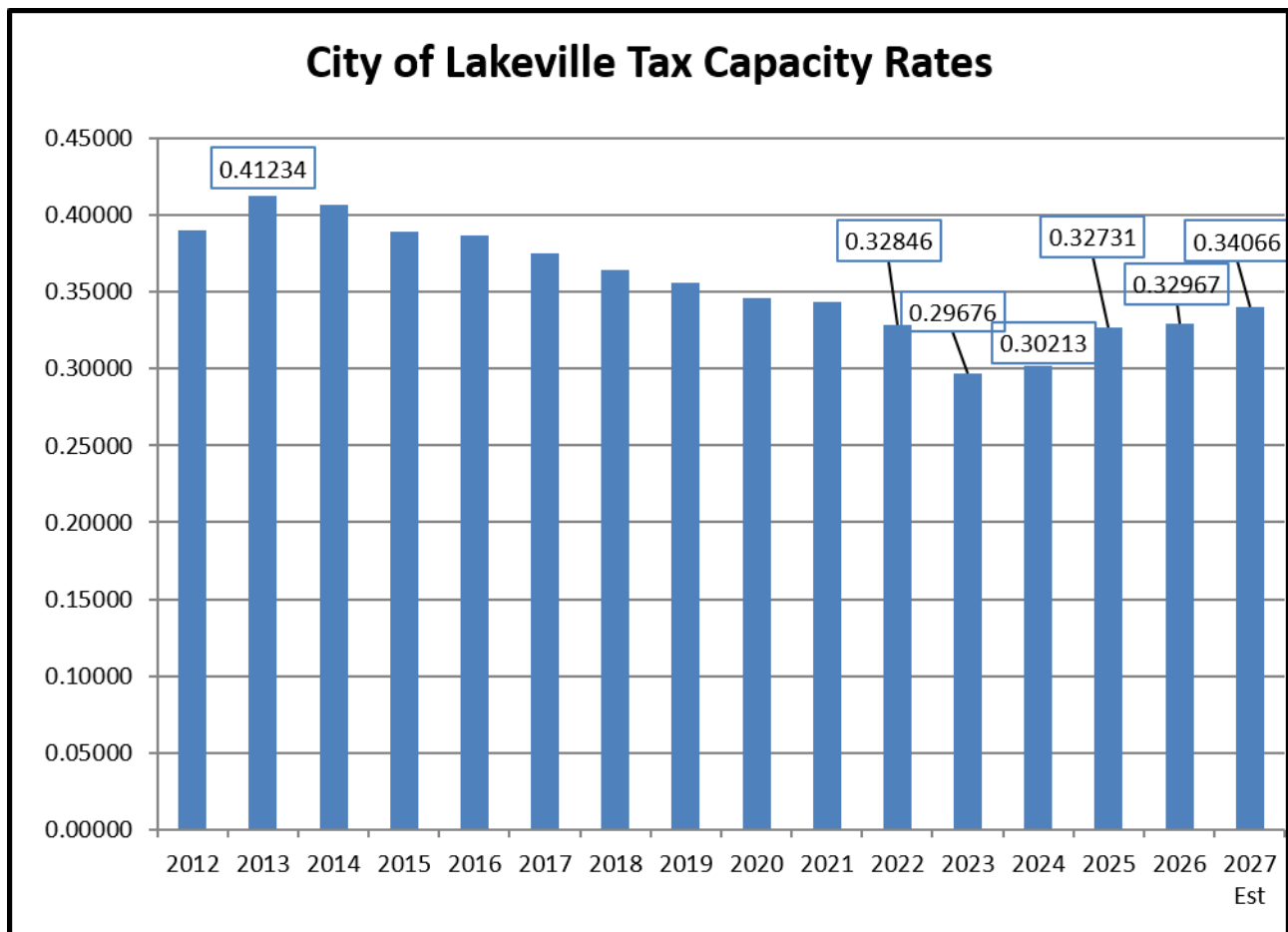
Proposed 2027 General Fund expenditures - including transfers out - increase \$2,769,237 (5.8%) over the 2026 adopted budget, with key changes including:

- Personnel:
 - 3% Cost of Living Adjustment (COLA), step increases
 - Pay plan adjustments
- Commodities:
 - Police – fuel/ammunition/equipment
 - Fire – clothing, operating/computer supplies
 - Streets – salt, equipment & vehicle parts
 - Parks – landscaping/supplies/equipment parts
- Contractual:
 - Police – Body-worn cameras, Dakota911 services, training, ammo/equip
 - Fire – firefighter physical tests
 - Gas/Electric/Waste/Phone services - citywide
 - Comm/Econ Dev – downtown dev guide, zoning & 2050 Comp plan updates
 - Streets – striping, RAB & equip maintenance, storage space rental
 - Arts Center – pottery class supplies, building maintenance

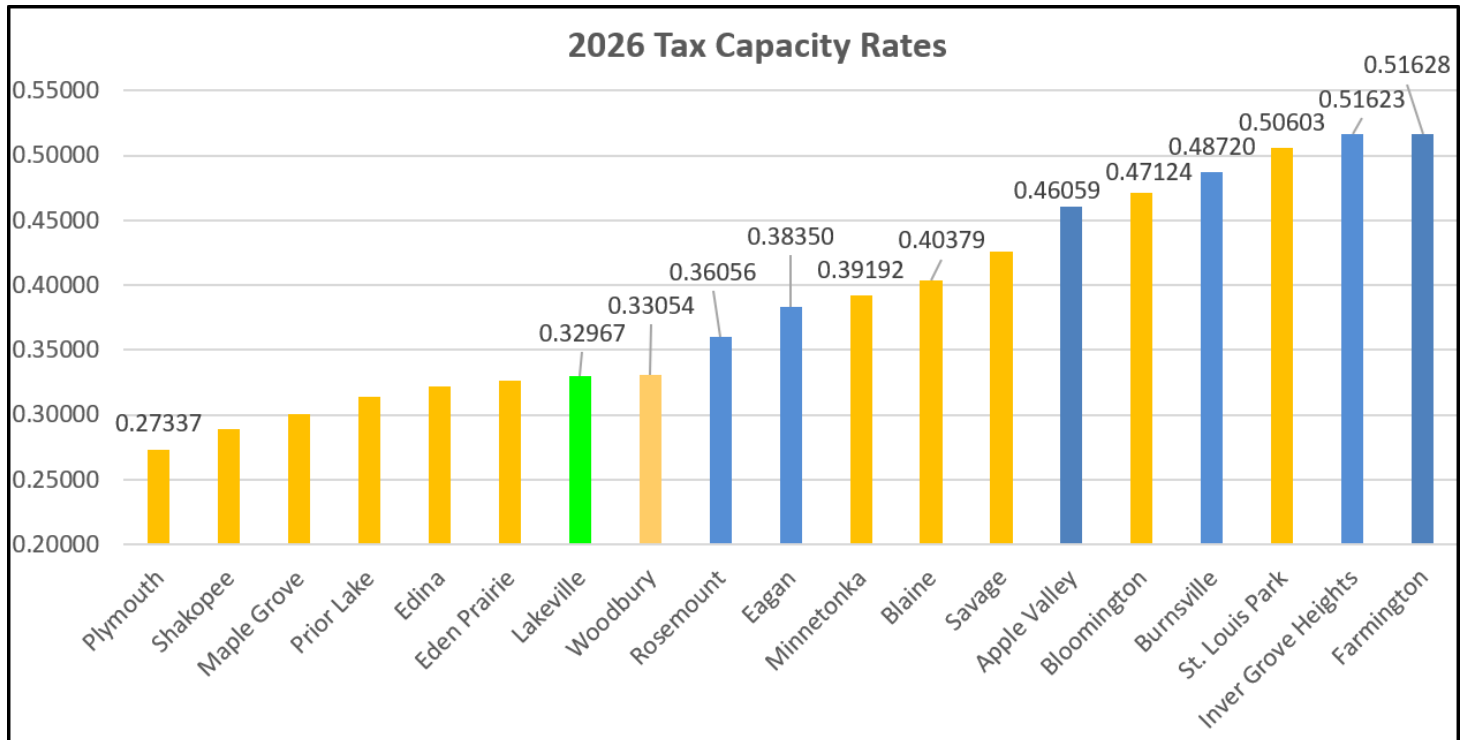
The proposed 2027 levy shown below is a \$3.87 million (7.45%) increase over the 2026 levy. Due to ongoing declines in cable fee revenue, the Communications Fund began requiring levy support in 2026 to maintain its current level of services.

Fund	Adopted 2026 Levy	Proposed 2027 Levy	Change From 2026 (\$)	% of 2027 Levy Increase
General Fund	\$34,190,685	\$36,711,529	\$2,520,844	4.85%
Pavement Management Fund	2,150,000	2,700,000	550,000	1.06%
Building Fund	1,000,000	1,300,000	300,000	0.58%
Communications Fund	300,000	350,000	50,000	0.10%
Equipment Fund	400,000	400,000	-	0.00%
Technology Fund	250,000	300,000	50,000	0.10%
Park & Trail Improvement Fund	1,550,000	1,800,000	250,000	0.48%
Debt Service Funds	9,291,465	9,480,466	189,001	0.36%
Debt Srvc - Park Referendum	2,854,325	2,817,271	(37,054)	-0.07%
TOTAL LEVY	\$51,986,475	\$55,859,266	\$3,872,791	7.45%

With the proposed tax levy increase, the City's tax capacity rate is expected to rise slightly from 32.967% to 34.066%. The City has been fortunate to keep its tax rate relatively low. Since 2013, the tax rate has declined primarily due to significant new construction growth. The rate uptick in recent years has largely been attributed to the new debt for park improvements and adding public safety personnel.



As cities complete their preliminary levies for the September adoption deadline, Lakeville is projected to maintain the lowest tax capacity rate among the larger cities in Dakota County for 2027. Lakeville has consistently held the lowest tax capacity rate in comparison to its peer cities within Dakota County. The chart below compares Lakeville's final 2026 tax rate to Dakota County cities (blue) and peer metro cities (orange).



The City of Lakeville has experienced significant growth during these past ten years. Since 2018, growth from new construction has added \$2.79 billion to the taxable market value - of which \$1.67 billion or 60% of the growth has occurred in the past five years.

Some of the impacts of new construction (as reported in the 2025 Annual Comprehensive Financial Report):

- Population – increased approximately 29% from 60,965 in 2016 to 78,810 in 2025;
- Street Miles – increased 18% from 288 in 2016 to 341 in 2025;
- Acres of parks, conservations areas and greenways – increased 15% from 1,600 in 2016 to 1,843 in 2025;
- Trails (paved miles) – increased 29% from 110 in 2016 to 142 in 2025;
- Water mains – increased 25% from 321 miles in 2016 to 401 in 2025.

The growth of the community and expectations for services put pressure on the City's resources to provide the necessary personnel, equipment, technology, etc. Property taxes are a primary funding source for many of the services (excluding utilities such as water and sewer) provided to residents and businesses as follows:

- provide about 74% of the funding needed in the General Fund to provide general services such as police, fire, parks, administration, etc.
- debt repayment for the city's portion of street reconstruction projects and city facilities

- ongoing pavement management
- vehicle/equipment replacements and additions (due to growth)
- park and trail replacement

Another important funding source for property-tax supported funds has been the Liquor Fund. Without the contributions from the Liquor Fund, additional funding would be required from the property tax levy or another source. Various 2027 budgets reflect approximately \$2 million in transfers from the Liquor Fund:

- Equipment Fund – capital equipment - \$1,200,000
- Debt service – police station bonds and Keokuk store - \$748,357
- Technology Fund – capital equipment - \$26,084
- General Fund – July 4th fireworks - \$30,000

With the updated 2026 Market Value Exclusion factored in, the proposed 2027 City tax levy will increase taxes on the median value home (\$476,100) by an estimated \$87 annually (\$7.28/month) - \$51 from the levy increase and \$36 from rising home values per the Dakota County Assessor.

Overall, existing commercial property market values increased by 2.8%. For a \$1 million property, this means an estimated \$402 annual tax increase under the proposed 2027 City levy – about \$191 from higher property value and \$211 from the levy change. Actual impacts may vary by property.

City councils are required, prior to September 30, to certify to the County Treasurer/Auditor the date for the budget hearing. The purpose of the hearing is to present the budget and proposed tax levy as well as provide property owners the opportunity to ask questions and make comments.

The budget hearing is proposed to be held on Monday, December 7, 2026 at 6:00 PM in the Council Chambers. The final approval of the budget and tax levy is scheduled for Monday, December 7, 2026, as well.

The City Council can adopt a final tax levy in December that is equal to or less than the preliminary tax levy approved on September 8, 2026. The City Council may not, however, adopt a final tax levy that is greater than the preliminary tax levy.

Supporting Information

- Resolution establishing the preliminary 2027 property tax levy and preliminary 2027 budget and setting the public budget meeting
- General Fund Summary

Financial Impact: \$55,859,266 Budgeted: Y ☒ N ☐ Source: Various Related Documents: (CIP, ERP, etc.): N/A Envision Lakeville Community Values: Good Value for Public Services Report Completed by: Julie Stahl, Finance Director

CITY OF LAKEVILLE

RESOLUTION No. _____

**Resolution Approving the Preliminary 2027 Property Tax Levy and
Preliminary 2027 Budget and Setting the Budget Public Hearing**

BE IT RESOLVED by the City Council of the City of Lakeville, Minnesota that the Preliminary 2027 tax levy in the amount of \$55,859,266 is hereby approved as shown on Exhibits A and B attached hereto.

BE IT FURTHER RESOLVED by the City Council of the City of Lakeville, Minnesota that the reductions in the original debt service levies are the result of excess funds in the debt service account due to changes in funding sources such as interest on investments, special assessments and contributions from Liquor Fund, ISD#194 and other entities.

BE IT FURTHER RESOLVED by the City Council of the City of Lakeville, Minnesota that the Preliminary 2027 Budget, including transfers out, is hereby approved and adopted as follows:

General Fund	\$49,367,999
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BE IT FURTHER RESOLVED by the City Council of the City of Lakeville, Minnesota that the Public Budget Hearing will be held on Monday, December 7, 2026 at 6:00 pm in the Council Chambers.

ADOPTED by the Lakeville City Council this 8th day of September 2026.

CITY OF LAKEVILLE

By: _____
Luke M. Hellier, Mayor

ATTEST:

Ann Orlofsky, City Clerk

EXHIBIT A

PRELIMINARY 2027 PROPERTY TAX LEVY

		<u>Total</u>
Non-Debt Service Funds		\$ 43,561,529
Debt Service:		
Tax Abatement Bonds 2021A	\$ 229,112	
Taxable Tax Abatement Bonds 2022B	273,476	
Capital Improvement Ref Bonds 2014 B	617,083	
G.O. Improvement Bonds 2015A	196,053	
G.O. Improvement Bonds 2016B	765,674	
G.O. Improvement Bonds 2017A	551,123	
G.O. Refunding Bonds 2017A	126,173	
G.O. Improvement Bonds 2018A	627,990	
G.O. Refunding Bonds 2018B	330,546	
G.O. Improvement Bonds 2019A	449,514	
G.O. Improvement Bonds 2020A	962,959	
G.O. St Reconstruction Bonds 2021C	707,016	
G.O. Refunding Bonds 2022A	1,111,332	
G.O. Taxable Bonds 2022B (new outdoor rink)	340,489	
G.O. Improvement Bonds 2022C	1,012,147	
G.O. Imprv.Bonds 2022C (Park Ref)	1,037,411	
G.O. Imprv. Bonds 2023A - Park portion	343,665	
G.O. Imprv. Bonds 2023A - Street portion	583,088	
G.O. Imprv. Bonds 2024A - Park portion	1,095,706	
G.O. Imprv. Bonds 2024A - Street portion	281,242	
G.O. Imprv. Bonds 2025A - Street portion	562,800	
G.O. Imprv. Bonds 2025A - CIP (FiRST Ctr)	-	
G.O. Imprv. Bonds 2026A - Street portion	93,138	
	<u>Subtotal Debt</u>	<u>\$ 12,297,737</u>
Total Tax Levy		<u>\$ 55,859,266</u>

EXHIBIT B

PROPERTY TAX LEVY FOR DEBT

The following is a schedule of all debt which, at the time of issuance, included a certification of future property tax levies. The 2027 Debt Levy column represents the levy in the original bond documents. The 2027 Certified Debt Levy column represents the actual levy. The reductions in the original debt service levies are the result of excess funds in the debt service account due to changes in funding sources such as interest on investments, special assessments, franchise fees, and contributions from Liquor Fund, ISD#194 and other entities.

BOND DESCRIPTION	SERIES	2027 ABATEMENT LEVY	NET ABATEMENT LEVY	2027 DEBT LEVY	2027 CERTIFIED DEBT LEVY
IMPROVEMENT	2014A			\$ 160,361	-
REFUNDING	2014B			\$ 1,017,083	617,083
IMPROVEMENT	2015A			\$ 635,568	196,053
GENERAL OBLIGATION	2016B			\$ 803,958	765,674
GENERAL OBLIGATION	2017A			\$ 677,296	677,296
GENERAL OBLIGATION	2018A			\$ 637,990	627,990
GENERAL OBLIGATION	2018B			\$ 348,180	330,546
IMPROVEMENT	2019A			\$ 449,514	449,514
GENERAL OBLIGATION	2020A			\$ 962,959	962,959
ABATEMENT	2020A	\$ 65,000	\$ -	\$ -	-
GENERAL OBLIGATION	2020A			\$ 16,638	-
GENERAL OBLIGATION	2021A			\$ 121,885	(0)
TAX ABATEMENT	2021A	\$ 365,000	\$ 229,112	\$ -	-
GENERAL OBLIGATION	2021C			\$ 711,690	707,016
REFUNDING	2022A			\$ 1,196,168	1,111,332
GENERAL OBLIGATION	2022B			\$ 340,489	340,489
GENERAL OBLIGATION	2022B			\$ 81,950	-
TAX ABATEMENT	2022B	\$ 465,000	\$ 273,476	\$ -	-
GENERAL OBLIGATION	2022C			\$ 2,294,764	\$ 2,049,558
GENERAL OBLIGATION	2023A			\$ 1,001,753	\$ 926,753
GENERAL OBLIGATION	2024A			\$ 1,185,706	\$ 1,095,706
GENERAL OBLIGATION	2024A			\$ 756,242	\$ 281,242
GENERAL OBLIGATION	2025A			\$ 562,800	\$ 562,800
GENERAL OBLIGATION	2026A			\$ 393,138	\$ 93,138
		\$ 895,000	\$ 502,588	\$ 14,356,132	\$ 11,795,149

NET ABATEMENT LEVY	\$ 502,588
CERTIFIED DEBT LEVY	\$ 11,795,149

CITY OF LAKEVILLE, MINNESOTA
GENERAL FUND PROPOSED 2027 BUDGET
Summary Statement of Revenues, Expenditures and Changes in Fund Balances
For the Year Ending December 31, 2027

	2026 Adopted Budget	2026 Amended Budget	2026 Projected	2027 Requested	% of Total	Budget % Change 26 vs 27	Budget \$ Change 26 vs 27
<u>Revenues</u>							
General property taxes	\$ 34,485,685	\$ 34,485,685	\$ 34,493,645	\$ 37,006,629	74.5%	7.3%	\$ 2,520,944
Intergovernmental	4,255,182	4,255,182	4,202,908	4,437,843	8.9%	4.3%	182,661
Licenses and permits	3,693,025	3,693,025	3,749,434	3,719,650	7.5%	0.7%	26,625
Charges for services	3,566,142	3,566,142	3,615,138	3,684,104	7.4%	3.3%	117,962
Court fines	220,000	220,000	220,000	200,000	0.4%	-9.1%	(20,000)
Investment income	920,000	920,000	610,000	513,000	1.0%	-44.2%	(407,000)
Miscellaneous	229,400	229,400	177,280	140,881	0.3%	-38.6%	(88,519)
Total revenues	47,369,434	47,369,434	47,068,405	49,702,107	100%	-76.3%	2,332,673
<u>Expenditures</u>							
<i>General Government</i>							
Mayor and Council	133,185	133,185	133,585	135,989	0.3%	2.1%	2,804
Committees and Commissi	115,962	115,962	119,944	122,244	0.2%	5.4%	6,282
City Administration	642,763	642,763	654,020	668,774	1.4%	4.0%	26,011
City Clerk	438,538	438,538	435,412	449,129	0.9%	2.4%	10,591
Legal Counsel	92,000	92,000	92,000	97,000	0.2%	5.4%	5,000
Community/Econ Develop	1,230,982	1,230,982	1,140,629	1,300,297	2.6%	5.6%	69,315
Inspections	2,010,273	2,010,273	1,972,944	2,061,571	4.2%	2.6%	51,298
Gen Gov't Facilities	828,574	835,958	797,645	867,459	1.8%	3.8%	38,885
Finance	1,237,216	1,237,216	1,240,906	1,276,054	2.6%	3.1%	38,838
Information Systems	1,175,197	1,175,197	1,167,505	1,156,705	2.3%	-1.6%	(18,492)
Human Resources	753,052	753,052	755,283	766,241	1.6%	1.8%	13,189
Insurance	250,000	250,000	250,000	250,000	0.5%	0.0%	-
OTHER	-	-	-	350,000	0.7%	#DIV/0!	350,000
<i>Public Safety</i>							
Police	17,661,431	17,661,431	17,576,804	19,186,844	39.0%	8.6%	1,525,413
Fire	6,436,846	6,436,846	6,126,717	6,528,620	13.3%	1.4%	91,774
<i>Public Works</i>							
Engineering	1,075,747	1,075,747	992,511	1,016,965	2.1%	-5.5%	(58,782)
Forestry	789,468	789,468	794,401	723,297	1.5%	-8.4%	(66,171)
Construction Services	739,472	739,472	683,253	741,608	1.5%	0.3%	2,136
Streets	4,590,867	4,590,867	4,656,188	4,831,387	9.8%	5.2%	240,520
<i>Parks & Recreation</i>							
Parks	3,971,503	3,971,503	3,999,886	4,202,856	8.5%	5.8%	231,353
Recreation	1,255,000	1,255,000	1,257,319	1,285,381	2.6%	2.4%	30,381
Arts Center	1,099,686	1,099,686	1,112,738	1,219,730	2.5%	10.9%	120,044
Total expenditures	46,527,762	46,535,146	45,959,690	49,238,151	100%	#DIV/0!	2,710,389
Excess (deficiency) of revenues over expenditures	841,672	834,288	1,108,715	463,956	0.9%	-44.4%	-100.0%
<u>Other financing sources (uses)</u>							
Transfer from other funds	130,000	130,000	130,000	155,000	0.3%	19.2%	25,000
Transfer to other funds	(71,000)	(71,000)	(574,529)	(129,848)	-0.3%	82.9%	(58,848)
Total Other Sources/(Uses)	59,000	59,000	(444,529)	25,152	0.1%	102.1%	(33,848)
Net change in fund balance	900,672	893,288	664,186	489,108	0	#DIV/0!	(411,564)
Beginning fund balance	24,415,066	25,430,348	26,323,636	26,987,822	-	6.1%	
Ending fund balance	\$ 25,315,738	\$ 26,323,636	\$ 26,987,822	\$ 27,476,930	\$ -	#DIV/0!	
Restrict FB to assigned	(1,200,000)	(1,200,000)	(1,200,000)	(1,800,000)			
% of total FB	-4.7%	-4.6%	-4.4%	-6.6%			
% of FB to NY Exp			52.4%	50.1%			
% of FB to CY Exp			56.1%	52.1%			



Date: 9/8/2026

Kenwood Meadows Preliminary Plat

Proposed Action

Staff recommends adoption of the following motion: Move to approve: 1) a resolution approving the Kenwood Meadows preliminary plat, 2) a resolution amending the 2040 Comprehensive Land Use Map, and 3) a resolution vacating a street easement and adopt findings of fact for Kenwood Meadows.

Overview

Kenwood Meadows, LLC has submitted a preliminary plat and related applications for six single family home lots on 36 acres of land located west of Kenwood Trail (CSAH 50) and south of 172nd Street. The property is guided Low/Medium Density Residential and the request is to guide the six proposed single-family lots to Low Density Residential; Outlots A and B will remain guided as Low/Medium Density Residential. A street easement is requested to be vacated; the area encumbered by the easement will be dedicated as public right of way with the final plat.

The Planning Commission held a public hearing at their August 20, 2026 meeting. There was one public comment asking about the location of the street easement, drainage from the site after development, the number of homes, and tree preservation. The Planning Commission unanimously recommended approval of the preliminary plat, comprehensive land use amendment, and easement vacation. The Parks, Recreation, and Natural Resources Committee unanimously recommended approval of the preliminary plat at their August 6, 2026 meeting.

The preliminary plat application was submitted in January and declared complete on April 17, 2026, shortly before the adoption of the residential development moratorium on April 20, 2026, therefore it is exempt from the moratorium.

Should the City Council approve the Comprehensive plan amendment, the request will be forwarded to Metropolitan Council, who must approve the amendment prior to final plat application.

Supporting Information

1. Preliminary Plat & Vacation resolutions
2. Comprehensive Plan Amendment resolution
3. Parks, Recreation, & Natural Resources & draft Planning Commission minutes
4. Planning & Engineering reports

Financial Impact: \$0 **Budgeted:** No **Source:**
Envision Lakeville Community Values: A Home for All Ages and Stages of Life
Report Completed by: Kris Jensen, Planning Manager

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 26-____

RESOLUTION APPROVING THE PRELIMINARY PLAT OF KENWOOD MEADOWS

WHEREAS, Kenwood Meadows, LLC has requested preliminary plat approval of six single family home lots to be known as Kenwood Meadows, legally described in Exhibit A; and

WHEREAS, the Planning Commission held a public hearing at its August 20, 2026 meeting, preceded by notice as required by the Subdivision Ordinance; and

WHEREAS, the Planning Commission recommended approval of the preliminary plat; and

WHEREAS, the preliminary plat meets Subdivision Ordinance requirements and is acceptable to the City;

NOW, THEREFORE, BE IT RESOLVED by the Lakeville City Council:

The Kenwood Meadows preliminary plat is hereby approved subject to the following conditions:

1. The preliminary plat shall be valid for a period of one year from the date of City Council approval unless an extension is granted in accordance with Section 10-2-2.D of the Subdivision Ordinance.
2. Approval of the comprehensive plan amendment by Metropolitan Council.
3. Platting of Outlot B as a buildable lot(s) shall be subject to compliance with Title 10 of the City Code.
4. Approval of the preliminary plat shall be subject to the conditions as stated in the Engineering Division memorandum dated August 5, 2026, subject to review and approval by the City Engineer.
5. Dedication of right-of-way for 172nd Street shall be subject to review and approval by the City Engineer.
6. The City Council shall consider a resolution approving vacation of the existing street easement established by Document Number 124064 recorded with Dakota County, concurrent with the consideration of the preliminary plat for approval.
7. Future dedication of right-of-way and plans for construction of Keokuk Avenue are to be subject to review and approval by the City Engineer.
8. All tree preservation issues shall be subject to review and approval of the City Forester.
9. All grading, drainage, stormwater management, erosion control, wetland, and floodplain issues shall be subject to review and approval of the City Engineer.
10. Outlot A shall be deeded to the City for stormwater management purposes.
11. All utility plans shall be subject to review and approval of the City Engineer.
12. All drainage and utility easements shall be dedicated to the public, subject to review and approval by the City Engineer.

13. Park dedication requirements for Lots 1-6, Block 1 shall be satisfied by payment of a cash fee in lieu of land at the time of final plat approval, subject to review of the Parks, Recreation, and Natural Resources Committee and approval of the City Council.
14. Park dedication requirements for Outlot B shall be deferred until such time as Outlot B is final platted for development.
15. Prior to City Council consideration of the final plat, the building and driveway encroachment from the parcel to the west (11516 172nd Street) must be resolved.

ADOPTED by the Lakeville City Council this 8th day of September 2026.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:

BY: _____
Ann Orlofsky, City Clerk

PREPARED BY:
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

EXHIBIT A

The Southwest Quarter and the South Half of the Northwest Quarter of Section 12, Township 114, Range 21, according to the Government Survey thereof;
EXCEPT,

1. That port of said Southwest Quarter east of the Minneapolis, Northfield and Southern Railroad and that part east of State Trunk Highway No. 65.
2. That part of said South Half of the Northwest Quarter east of the Minneapolis, Northfield and Southern Railroad.
3. That part of said Section 12 described as follows: Commencing at a point of the intersection of the Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad with the Northwesterly right of way line of State Trunk Highway No. 65; thence Northwesterly along the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad to its intersection with the North line of the South Half of the Northwest Quarter of said Section 12; thence West along said North line to a point of intersection with a line drawn parallel to and 830 feet southwesterly of the tangent part of the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad, produced Northwesterly; thence southeasterly, along the aforesaid parallel line. to its intersection with a line drawn parallel to and 900 feet northwesterly of the tangent part of the Northwesterly right of way line of said State Trunk Highway No. 65; thence southwesterly, along said 900 foot parallel line a distance of 1242.89 feet; thence southeasterly, at right angles, to the Northwesterly right of way line of said State Trunk Highway No. 65; thence northeasterly, along said Northwesterly right of way line of State Trunk Highway No. 65, to the point of beginning.
- 4 That part platted as LAKE VILLA GOLF ESTATES FIRST ADDITION.
5. That part platted as LAKE VILLA GOLF ESTATES 9TH ADDITION, according to the recorded plat thereof.
6. That part platted as THE OAKS OF LAKEVILLA, according to the recorded plat thereof.

Dakota County, Minnesota

Torrens Property

(Reserved for Dakota County Recording Information)

CITY OF LAKEVILLE

RESOLUTION NO. 26-__

RESOLUTION VACATING STREET EASEMENT

WHEREAS, the Planning Commission has conducted a public hearing, preceded by two (2) weeks published notice, to consider vacating the platted right of way as described in Exhibit A; and

WHEREAS, the City Council has determined that it is in the public interest to vacate said right of way.

NOW, THEREFORE, BE IT RESOLVED by the Lakeville City Council:

1. The street easement legally described in Exhibit A and as shown on Exhibit B is hereby vacated.
2. The City Clerk is directed to file a certified copy of this resolution with the Dakota County Recorder.

DATED this 8th day of **September 2026**.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST:

BY: _____
Ann Orlofsky, City Clerk

Seal

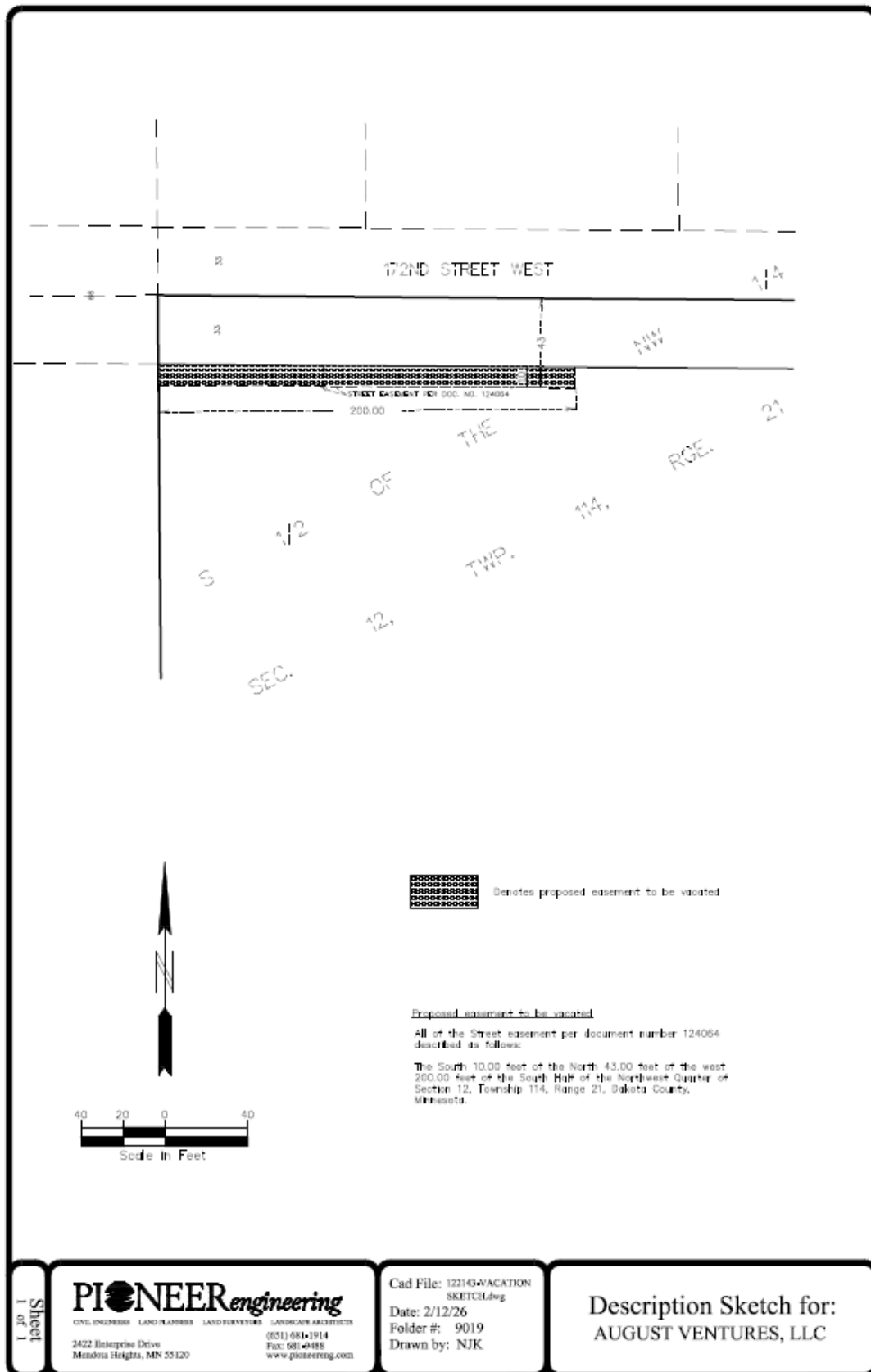
Drafted By:
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

EXHIBIT A

All of the street easement per document number 124064 described as follows:

The South 10.00 feet of the North 43.00 feet of the west 200.00 feet of the South Half of the Northwest Quarter of Section 12, Township 114, Range 21, Dakota County, Minnesota

EXHIBIT B



RESOLUTION 2026-____

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

**KENWOOD MEADOWS
2040 COMPREHENSIVE PLAN AMENDMENT**

WHEREAS, on August 20, 2026, the Lakeville City Council met at its regularly scheduled meeting to consider the application of Kenwood Meadows, LLC for an amendment of the 2040 Land Use Plan map of the 2040 Lakeville Comprehensive Plan in conjunction with a proposed residential development on approximately 21.3 acres located at the southwest corner of Kenwood Trail (CSAH 50) and Ipava Avenue; and,

WHEREAS, the property is guided for Low/Medium Density Residential by the 2040 Comprehensive Plan; the applicant has applied for an amendment to the 2040 Land Use Plan to change the guided land use to Low Density Residential for the area of the six single family lots as shown on the preliminary plat, not including Outlots A and B, to remain guided Low/Medium Density Residential; and,

WHEREAS, the proposed Comprehensive Plan amendment has been submitted the affected school district and no comments were received; and,

WHEREAS, the 2040 Comprehensive Plan provides that the Planning Commission shall consider possible effects of the proposed amendment with its judgment to be based upon, but not limited to, the following factors:

- 1. The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

Finding: The development density of the six proposed single-family lots is limited by required compliance with shoreland development standards adopted to protect the natural characteristics and quality of Orchard Lake. It is not possible to develop the portion of the property within the Orchard Lake shoreland overlay with land uses meeting the minimum density requirements of Low-to-Medium Density residential land uses. As such, amendment of the 2040 Land Use Plan to guide the six proposed single-family lots for Low Density Residential Uses is necessary.

- 2. The proposed use is or will be compatible with present and future land uses of the area.**

Finding: The subject property is surrounded by the existing and planned land uses shown in the table below. Development of the six proposed single-family lots with single family dwellings will be compatible with existing and planned land uses within the surrounding area.

Direction	Land Use Plan	Zoning Map	Existing Use
<i>North</i>	<i>Low Density Residential</i>	<i>RS-1</i>	<i>Single family dwellings</i>
<i>East</i>	<i>Office Park</i>	<i>O-P</i>	<i>Manufactured Housing</i>
<i>South</i>	<i>Restricted Development</i> <i>Medium Density Residential</i>	<i>P/OS</i> <i>RST-2</i>	<i>Permanent open space</i> <i>Single family dwellings</i>
<i>West</i>	<i>Low Density Residential</i>	<i>RS-1</i>	<i>Single family dwellings</i>

3. The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.

Finding: The proposed preliminary plat complies with the requirements of the Zoning Ordinance, Subdivision Ordinance, and City Code.

4. The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.

Finding: The subject site is within the MUSA and the proposed use can be accommodated within the City's existing public service capacity.

5. Traffic generated by the proposed use is within capabilities of streets serving the property.

Finding: The preliminary plat is accessed by 172nd Street designated as a Minor Collector street by the 2040 Transportation Plan, which has adequate capacity to accommodate traffic generated by the proposed use.

WHEREAS, the legal description of the property is attached in Exhibit A.

WHEREAS, The Planning Commission conducted a public hearing on the application at its August 20, 2026 meeting, preceded by published and mailed notice, where the applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak, closed the public hearing, and voted to recommend the City Council approve the request.

NOW THEREFORE BE IT RESOLVED THAT the City Council approves the application of Kenwood Meadows, LLC to amend the 2040 Comprehensive Plan, subject to the approval of the Metropolitan Council.

ADOPTED by the Lakeville City Council this **8th** day of **September 2026**.

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

ATTEST: _____
Ann Orlofsky, City Clerk

EXHIBIT A

LEGAL DESCRIPTION

Lots 1-6, Block 1, as shown on the Kenwood Meadows preliminary plat.

**CITY OF LAKEVILLE
DAKOTA COUNTY, MINNESOTA**

**KENWOOD MEADOWS
COMPREHENSIVE PLAN AMENDMENT
FINDINGS OF FACT AND DECISION**

On 20 August 2026, the Lakeville Planning Commission met at its regularly scheduled meeting to consider the application of Kenwood Meadows, LLC for an amendment of the Comprehensive Plan to change the guided land use of six proposed single-family lots platted as Kenwood Meadows. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak. The City Council hereby adopts the following:

FINDINGS OF FACT

1. The subject property is guided for Low-to-Medium Density Residential (4-5 du/ac). The applicant has applied for an amendment to the 2040 Land Use Plan to change the guided land use of the six proposed single family lots to be platted to Low Density Residential.
2. The subject property is zoned RST-2-, Single- and Two-Family Residential District and is within the Shoreland Overlay District of Orchard Lake.
3. The legal description of the entire property to be platted is attached as Exhibit A.
4. The 20240 Comprehensive Plan provides that the Planning Commission shall consider possible effects of the proposed amendment, with its judgment based upon, but not limited to, the following factors:

- a. **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

Finding: The development density of the six proposed single-family lots is limited by required compliance with shoreland development standards adopted to protect the natural characteristics and quality of Orchard Lake. It is not possible to develop the portion of the property within the Orchard Lake shoreland overlay with land uses meeting the minimum density requirements of Low-to-Medium Density residential land uses. As such, amendment of the 2040 Land Use Plan to guide the six proposed single-family lots for Low Density Residential Uses is necessary.

- b. **The proposed use is or will be compatible with present and future land uses of the area.**

Finding: The subject property is surrounded by the existing and planned land uses shown in the table below. Development of the six proposed single-family lots with single family dwellings will be compatible with existing and planned land uses within the surrounding area.

<i>Direction</i>	<i>Land Use Plan</i>	<i>Zoning Map</i>	<i>Existing Use</i>
<i>North</i>	<i>Low Density Residential</i>	<i>RS-1</i>	<i>Single family dwellings</i>
<i>East</i>	<i>Office Park</i>	<i>O-P</i>	<i>Manufactured Housing</i>
<i>South</i>	<i>Restricted Development</i> <i>Medium Density Residential</i>	<i>P/OS</i> <i>RST-2</i>	<i>Permanent open space</i> <i>Single family dwellings</i>
<i>West</i>	<i>Low Density Residential</i>	<i>RS-1</i>	<i>Single family dwellings</i>

- c. The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.**

Finding: The proposed preliminary plat complies with the requirements of the Zoning Ordinance, Subdivision Ordinance, and City Code.

- d. The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

Finding: The subject site is within the MUSA and the proposed use can be accommodated within the City's existing public service capacity.

- e. Traffic generated by the proposed use is within capabilities of streets serving the property.**

Finding: The preliminary plat is accessed by 172nd Street designated as a Minor Collector street by the 2040 Transportation Plan, which has adequate capacity to accommodate traffic generated by the proposed use.

5. The report dated 11 August 2026 prepared by The Planning Company LLC (TPC) is incorporated herein.

DECISION

The City Council approves the amendment to the 2040 Comprehensive Plan, subject to the approval of the Metropolitan Council.

DATED: September 8, 2026

CITY OF LAKEVILLE

BY: _____
Luke M. Hellier, Mayor

BY: _____
Ann Orlofsky, City Clerk

EXHIBIT A
LEGAL DESCRIPTION

Property to be re-guided from Low/Medium Density Residential to Low Density Residential:

Lots 1-6, Block 1, as shown on the Kenwood Meadows preliminary plat.

The property to be platted as KENWOOD MEADOWS:

The Southwest Quarter and the South Half of the Northwest Quarter of Section 12, Township 114, Range 21, according to the Government Survey thereof;

EXCEPT,

1. That part of said Southwest Quarter east of the Minneapolis, Northfield and Southern Railroad and that part east of State Trunk Highway No. 65.
2. That part of said South Half of the Northwest Quarter east of the Minneapolis, Northfield and Southern Railroad.
3. That part of said Section 12 described as follows: Commencing at a point of the intersection of the Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad with the Northwesterly right of way line of State Trunk Highway No. 65; thence Northwesterly along the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad to its intersection with the North line of the South Half of the Northwest Quarter of said Section 12; thence West along said North line to a point of intersection with a line drawn parallel to and 830 feet southwesterly of the tangent part of the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad, produced Northwesterly; thence southeasterly, along the aforesaid parallel line. to its intersection with a line drawn parallel to and 900 feet northwesterly of the tangent part of the Northwesterly right of way line of said State Trunk Highway No. 65; thence southwesterly, along said 900 foot parallel line a distance of 1242.89 feet; thence southeasterly, at right angles, to the Northwesterly right of way line of said State Trunk Highway No. 65; thence northeasterly, along said Northwesterly right of way line of State Trunk Highway No. 65, to the point of beginning.
- 4 That part platted as LAKE VILLA GOLF ESTATES FIRST ADDITION.
5. That part platted as LAKE VILLA GOLF ESTATES 9TH ADDITION, according to the recorded plat thereof.
6. That part platted as THE OAKS OF LAKEVILLA, according to the recorded plat thereof.

Dakota County, Minnesota

Torrens Property

b. Kenwood Meadows Preliminary Plat

This plat will be reviewed by the Planning Commission at its August 20 meeting, as a note. This plat consists of six single-family homes to be located along the south side of 172nd St. and west of Kenwood Trail. The parcel is 36.05 acres; 30.74 acres of the site will be platted for future development at a later date. Four wetlands were identified during the wetland delineation; this development will have no impact on them. A portion of Wetland A will be deeded to the City with the final plat, and the remaining wetlands and buffers will be deeded to the City with future development. The property owner removed a large number of trees prior to the implementation of the City's new Tree Preservation Ordinance; the tree preservation plan identified 1,314 significant trees remaining. The proposed removals of 51.6% would be held to the current replacement requirement. Future trail access is proposed to include the construction of a greenway trail, but the trail alignment has not yet been finalized.

Committee Member Sauer: Inquired about the stormwater runoff into Orchard Lake. Staff clarified that the stormwater will run through a standard catch-basin for filtration before emptying into the lake. Sauer recommended that staff consider enhanced filtration basins that remove phosphorus. Staff indicated that there are some basins like this throughout the City, but they are not as durable as regular systems, and there would be little impact to the overall improvement of the lake water, as it is a phosphorus-rich environment already.

Motion was made by Volkosh, seconded by Schwartz to recommend to City Council approval of the Kenwood Meadows Preliminary Plat as presented in the July 31 Planning report.

Ayes: Unanimous

c. Highview Preliminary Plat

This plat consists of a 43-lot, four-outlot single-family residential subdivision located east of Holyoke Avenue, west of Highview Avenue, and north of Heritage Drive. The City Council approved a comp plan amendment and rezoning to accommodate the proposed development and residential density. The property has been preliminarily graded, as it was previously proposed for development that did not occur. A Tree Preservation Plan has been submitted. Of the 1,833 significant trees located on the property, 295 will be removed, which is below the maximum threshold for removals on residential development. Any significant trees that are damaged during construction will be replaced in accordance with the City's Tree Preservation Ordinance. There are no wetlands identified on the property; a cash contribution will be made to the Park Dedication Fund at the time of final plat.

Committee Vice-Chair Volkosh: With Legacy Park being the nearest park to this proposed development, is there access to the park via trails? Yes, there is existing infrastructure, and as the developments to the north are built, additional trail access will be constructed.

Committee Member Sauer: Recommended that additional trail connectivity be considered, felt that there are some missed opportunities for trail access. Also recommended establishing a low-mow, fescue blend in the available open space. Staff agreed that a low-mow option could be considered in the City outlot.

Committee Member Lueschen: Inquired about the former church construction interest and whether the parcel was rezoned to allow for residential construction. No, the parcel was zoned as residential,

CITY OF LAKEVILLE
PLANNING COMMISSION MEETING MINUTES
August 20, 2026

Chair Zimmer called the meeting to order at 6:00 p.m. in the Council Chambers at City Hall. The Pledge of Allegiance to the flag was given.

Members Present: Chair Christine Zimmer, Vice Chair Scott Einck, Pat Kaluza, Jason Swenson, Amanda Tinsley, Alternate Bryce Schuenke, Ex-Officio Kelli Coughlin

Members Absent: John Swaney, Mark Traffas

Staff Present: Kris Jenson, Planning Manager; Tina Goodroad, Community Development Director; Heather Botten, Senior Planner; Chloe Anderson, Assistant City Engineer

3. Approval of the Meeting Minutes

The August 6, 2026 Planning Commission meeting minutes were approved as presented.

4. Announcements

Planning Manager Kris Jenson stated that revised stipulations for agenda item 5.a, Kenwood Meadows have been distributed to the Planning Commission and would be addressed in her presentation. She also introduced Chloe Anderson, the new Assistant City Engineer and noted that the Planning Commission meeting scheduled for September 3, 2026 is canceled. The next Planning Commission meeting is scheduled for September 17, 2026.

5a. Kenwood Meadows

Chair Zimmer opened the public hearing to consider the application of Kenwood Meadows, LLC for a comprehensive land use amendment to re-guide property from Low/Medium Density Residential to Low Density Residential, preliminary plat of six single-family home lots and outlots to be known as Kenwood Meadows, and vacation of a street easement.

Joe Sullivan of Kenwood Meadows, LLC, introduced the project.

Ms. Jenson presented the staff report. The subject property about 36 undeveloped acres and is located along the south side of 172nd Street and west of Kenwood Trail (CSAH 5). The preliminary plat proposes subdividing the property into six lots and two outlots. The Kenwood Meadows preliminary plat application was declared complete on April 17, 2026, prior to the City Council approving a moratorium on the acceptance of new residential land use applications on April 20, 2026, so it is exempt from the moratorium and may be considered by the Planning Commission and City Council. The proposed land use amendment applies to six lots and is required due to the increased lot size requirements within the Shoreland Overlay District. The street easement will be replaced with dedicated right of way, and therefore is no longer required.

Community Development Department staff recommend approval.

Chair Zimmer opened the hearing to the public for comment.

Donna Tracy, 11486 172nd Street, asked for clarification on the street easement. She feels that six homes is too many for the site and asked what the minimum home size would be. She noted that the Developer removed a large number of trees from the site last year and asked what the impact the drainage of the site could have on her property

Motion was made by Kaluza, seconded by Einck to close the public hearing at 6:13 p.m.

Voice vote was taken on the motion.

Ayes – unanimous

Chair Zimmer asked for comments from the Planning Commission.

- Ms. Jenson review the minimum lot sizes within the Shoreland Overlay District, noting that they greatly exceed that of the RST-2 District requirements. She added that while the city does not dictate the sizes of homes, because the lots are within the shoreland area, they are each limited to a maximum of 25% impervious surface area, which includes structures, driveways, patios, etc. She acknowledged that the Developer removed trees from the site last year but it was prior to the adoption of the more stringent tree preservation ordinance, which happened in August of 2025. The previous ordinance language did not prohibit the tree removal. Finally, the street easement proposed to be vacated is located south of the existing 172nd Street and is within the preliminary plat boundary. The entire area covered by the easement will be replaced with dedicated right of way for 172nd Street; there is no change in right of way or easement outside the plat boundary.
- Nick Polta, of Pioneer Engineering, is the project manager for this development. He noted that the plans have been reviewed by the city and it's stormwater consultant and the proposed plat meets all requirements for stormwater. Drainage is addressed by a rain garden at the rear of the lots as well as several rain gardens in the front of the lots.
- Commissioner Swenson asked Mr. Polta to confirm that a stormwater management report has been completed, reviewed, and approved for the project. Mr. Polta confirmed that to be correct.
- Vice Chair Einck asked whether water from the site would be going underneath 172nd Street to the other side of the road. Mr. Polta explained that runoff from the site would be directed to the various rain gardens on the site, which hold water and allow it to filter before it discharges either to an adjacent wetland or to drainage way that flows under 172nd Street. Water leaving the site must be at the same or a lower rate than what is currently occurring on the site, which is how the site is designed.
- Chair Zimmer asked for clarification as to how future homeowners will know of the shoreland overlay district restrictions for impervious surface area. Ms. Jenson noted that the impervious surface calculations are required to be shown on the certificate of survey submitted with the building permit. Should a building permit be applied for in the future, the homeowner would need to demonstrate that the property will remain at or below the 25% impervious surface area

limit. If other modifications have been made in the interim, such as landscape areas, patios, etc. that bring the site over the 25% maximum, the homeowner would be required to remove impervious areas prior to being issued a permit for a structure addition.

Motion was made by Kaluza, seconded by Tinsley to recommend to City Council approval of the comprehensive land use amendment to re-guide property from Low/Medium Density Residential to Low Density Residential, preliminary plat of six (6) single-family home lots and outlots to be known as Kenwood Meadows, and the vacation of a street easement, as amended, and adoption of the findings of fact, subject to the following stipulations:

1. The preliminary plat shall be valid for a period of one year from the date of City Council approval unless an extension is granted in accordance with Section 10-2-2.D of the Subdivision Ordinance.
2. Approval of the comprehensive plan amendment by Metropolitan Council.
3. Platting of Outlot B as a buildable lot(s) shall be subject to compliance of Title 10 of the City Code.
4. Approval of the preliminary plat shall be subject to the conditions as stated in the Engineering Division memorandum dated August 5, 2026, subject to review and approval by the City Engineer.
5. Dedication of right of way for 172nd Street shall be subject to review and approval by the City Engineer.
6. The City Council shall consider a resolution approving vacation of the existing street easement established by Document Number 124064 recorded with Dakota County, concurrent with the recording of the preliminary plat for approval.
7. Future dedication of right-of-way and plans for construction of Keokuk Avenue are to be subject to review and approval by the City Engineer.
8. All tree preservation issues shall be subject to review and approval of the City Forester.
9. All grading, drainage, stormwater management, erosion control, wetland, and floodplain issues shall be subject to review and approval of the City Engineer.
10. Outlot A shall be deeded to the city for stormwater management purposes.
11. All utility plans shall be subject to review and approval of the City Engineer.
12. All drainage and utility easements shall be dedicated to the public, subject to review and approval by the City Engineer.
13. Park dedication requirements for Lots 1-6, Block 1 shall be satisfied by payment of a cash fee in lieu of land at the time of final plat approval, subject to review of the Parks, Recreation, and Natural Resources Committee and approval of the City Council.
14. Park dedication requirements for Outlot B shall be deferred until such time as Outlot B is final platted for development.

15. Prior to City Council consideration of the final plat, the building and driveway encroachment from the parcel to the west (11516 172nd Street) must be resolved.

Ayes: Kaluza, Zimmer, Einck, Schuenke, Swenson, Tinsley

Nays: 0

5b. Spirit of Brandtjen Farm Commercial 8th Addition

Chair Zimmer opened the public hearing to consider the application of Goodwill Easter Seals Real Estate LLC for a preliminary and final plat and PUD development stage plans of one lot to be known as Spirit of Brandtjen Farm Commercial 8th Addition for a commercial retail building and vacation of public drainage and utility easements.

Patrick Sarver, Civil Site Group, introduced the project.

Ms. Botten presented the staff report. The property is 1.95 acres in area, is currently an outlot within the Spirit of Brandtjen Farm (SBF) commercial area, and is zoned PUD, Planned Unit Development. The property is located south of 160th Street (CSAH 46) and east of Pilot Knob Road.

Goodwill is proposing a 20,839 square foot, single level retail building with a drive through donation center, with 97 parking spaces, in excess of the 83 parking spaces required by the Zoning Ordinance. A small area of stormwater treatment is proposed in the southwest corner of the site. Ms. Botten noted that the building elevation percentages total more than 100%, so the plans must be revised to either to update the material calculation figures or adjust the proposed materials to demonstrate that the exterior materials meet Zoning Ordinance requirements.

The Spirit of Brandtjen Farm Commercial 8th Addition preliminary and final plat and site development plans have been reviewed by Dakota County Plat Commission, Engineering and Environment Resources Division, as well as the City Forester.

Community Development Department staff recommend approval.

Chair Zimmer opened the hearing to the public for comment.

There was no public comment.

Motion was made by Einck, seconded by Swenson to close the public hearing at 6:31 p.m.

Voice vote was taken on the motion.

Ayes – unanimous

Chair Zimmer asked for comments from the Planning Commission.

- Chair Zimmer asked for clarification on the exterior materials requirement. Ms. Botten noted that stipulation number 8 requires the submittal of revised exterior material plans to demonstrate compliance with the Zoning Ordinance requirements.

Motion was made by Swenson, seconded by Einck to recommend to City Council approval of the preliminary and final plat, and PUD development stage plans of one lot to be known as Spirit



3601 Thurston Avenue
Anoka, MN 55303
763.231.5840
TPC@PlanningCo.com

MEMORANDUM

TO: Kris Jenson, Planning Manager

FROM: D. Daniel Licht

DATE: 11 August 2026; revised 20 August 2026

RE: Lakeville – Kenwood Meadows; Preliminary Plat

TPC FILE: 135.01

BACKGROUND

Kenwood Meadows, LLC is proposing to subdivide land located along the south side of 172nd Street, west of Kenwood Trail (CSAH 5). The subject property is a 35.91 acre parcel with frontage to 172nd Street. The property is currently undeveloped. The preliminary plat proposes subdividing the subject property into six lots and two outlots. The proposed development requires consideration of applications for a Comprehensive Plan amendment, preliminary plat, and vacation of an existing street easement. A public hearing to consider the applications has been noticed for the Planning Commission meeting on 20 August 2026, with published and mailed notice provided required by Minnesota Statutes and the Subdivision Ordinance to all property owners within 500 feet of the subject property.

The Kenwood Meadows preliminary plat application was submitted on 27 January 2026 and declared complete on 17 April, 2026, prior to the City Council approving a moratorium on the acceptance of new residential land use applications on 20 April, 2026, so it is exempt from the moratorium and may be considered by the Planning Commission and City Council.

Exhibits:

- A. Site Location Map
- B. Zoning Map
- C. Comp Plan Map
- D. Existing Conditions Survey
- E. Preliminary Plat (2 pages)
- F. Preliminary Site Plan
- G. Preliminary Grading Plan
- H. Preliminary Utility Plan
- I. Tree Preservation Plan
- J. Street Easement Sketch

ANALYSIS

Comprehensive Plan. The 2040 Lakeville Comprehensive Plan guides the subject property for Low-to-Medium Density Residential land uses at a density of four to five dwelling units per acre. Single family lots are an anticipated land use within areas guided for Low-to-Medium Density Residential land uses. Residential density is calculated based on the gross area of the subject property less wetlands, wetland buffers, and right-of-way dedication only for Major Collector and Arterial streets. The gross area of Lots 1-6, Block 1 and Outlot A is 5.17 acres, with a net area of 3.22 acres.

The net density of the proposed preliminary plat is 1.86 dwelling units per acre, which is not consistent with the density guided by the 2040 Land Use Plan. The minimum lot requirements of the Shoreland Overlay District, discussed below, dictate that the preliminary plat develop at a lower density than prescribed by the Comprehensive Plan. Because of the provisions of the Shoreland Overlay District, it is not possible to develop the subject property with single family lots at the greater density guided by the Comprehensive Plan. It is necessary to amend the 2040 Land Use Plan to guide Lots 1-6, Block 1 to Low Density Residential to allow for the proposed preliminary plat. With a designation of Low Density Residential land uses for the proposed lots, the proposed preliminary plat is consistent with the Comprehensive Plan.

Zoning. The subject property is zoned RST-2-, Single- and Two-Family Residential District. The subject property is also a non-riparian parcel within the Shoreland Overlay District of Orchard Lake, which is designated as a Recreational Development Lake. The proposed single-family lots are a permitted use within the RST-2 District and Shoreland Overlay District.

Surrounding Uses. The subject site is surrounded by the existing and planned land uses summarized in the table below. The proposed single-family lots will be compatible with existing and planned uses in the area.

Direction	Land Use Plan	Zoning Map	Existing Use
North	Low Density Residential	RS-1 District	Single family dwellings
East	Office Park	O-P District	Manufactured Housing
South	Restricted Development Medium Density Residential	P/OS District RST-2 District	Permanent open space Single family dwellings
West	Low Density Residential	RS-1 District	Single family dwellings

Lot Requirements. Single family lots are a permitted use within the RST-2 District and Shoreland Overlay District. The minimum area and width requirements for the Shoreland Overlay District are greater than those of the RST-2 District and therefore apply to the subject property. For non-riparian single-family lots, Section 11-102-13.A.1 of the Zoning Ordinance requires a minimum lot area of 15,000 square feet and minimum width of 75 feet. Each of the proposed lots complies with the minimum area and width requirements of the Shoreland Overlay District.

Impervious Surface. The RST-2 District establishes a limit on building coverage of 40 percent of lot area, and the Shoreland Overlay District establishes a maximum impervious surface standard for single family lots of 25 percent. The preliminary site plan (Sheet 4.01) indicates that each lot is subject to a maximum 25 percent impervious surface limit, with exceptions allowed in accordance with Section 11-102-14.F of the Zoning Ordinance.

Setbacks. The table below summarizes principal building setbacks required for single family lots within the RST-2 District by Section 11-57-15.A of the Zoning Ordinance applicable to the preliminary plat. The setbacks are shown on the preliminary site plan for each single-family lot and the illustrated building pads comply with these requirements.

ROW	Side	Rear
20ft. or 25ft. garage	10ft.	30ft.

Streets. The subject property abuts 172nd Street along the south side of the right-of-way, as well as a half right-of-way for Keokuk Avenue at the southwest corner of the subject property.

The single-family lots to be preliminary platted abut 172nd Street. The 2040 Transportation Plan designates 172nd Street as a Minor Collector Street. The preliminary plat includes dedication of right-of-way to increase the width of the south half of 172nd Street from 33 feet to 43 feet. This additional right-of-way dedication will supersede an existing street easement by Document Number 124064, which is to be vacated as it will no longer serve a public purpose upon approval of a final plat for the proposed subdivision. No improvement of 172nd Street is proposed. The vacation of the existing street easement and proposed right-of-way dedication is subject to review and approval of the City Engineer.

The developer will be required to extend Keokuk Avenue at the southwest corner of the subject property north from its current terminus for future development of Outlot B. No improvement of Keokuk Avenue will be required until Outlot B is final platted for future development. Plans for construction of Keokuk Avenue are to be subject to review and approval by the City Engineer.

Sidewalks. There are no existing sidewalks abutting the subject property and none are proposed to be constructed with the preliminary plat.

Tree Preservation. Section 11-21-11 of the Zoning Ordinance establishes requirements for tree preservation. The developer has prepared an inventory of existing trees within the subject property (Sheet T1). The tree inventory and tree preservation plan for the preliminary plat have been reviewed and approved by the City Forester.

In Spring 2025, trees were removed from the site. The tree preservation ordinance language in effect at that time did not prohibit this activity. The new language adopted a year ago did include language that allows the city to look back at tree removal activity within the previous two years, but because that language was not in effect at the time that tree removal occurred on this site, the property is not subject to that review.

Landscaping. Section 11-19-7.A.1 of the Zoning Ordinance requires that all areas of a lot not occupied by buildings and driveways to be landscaped with grass, shrubs, trees, or other ornamental landscape materials within one year following the date of building occupancy. Single family lots within the RST-2 District are also subject to the requirement to plant two deciduous shade trees within each lot in accordance with Section 11-21-9.B.1 of the Zoning Ordinance.

Stormwater Management. The submitted plans include grading, drainage, and erosion control information.

Wetlands within the subject property have been delineated and buffers required by Section 11-16-13 of the Zoning Ordinance are shown on the submitted plans. Section 10-4-4.D of the Subdivision Ordinance requires that wetlands and wetland buffers be included within outlots to be deeded to the City at the time of final plat approval. Outlot A of the preliminary plat includes a portion of a wetland and wetland buffer, with additional wetlands within Outlot B to the south. The wetlands and wetland buffers within Outlot B will be deeded to the City in the future with final platting of Outlot B for development.

All grading, drainage, stormwater management, erosion control, wetland, and floodplain issues are subject to review and approval of the City Engineer.

Utilities. The subject property is within the Municipal Urban Service Area (MUSA). Sewer and water utilities are available at the property and a plan for extension to serve the proposed dwelling units has been submitted. All utility plans are subject to review and approval of the City Engineer.

Easements. Section 10-4-4.A of the Subdivision Ordinance requires 10-foot drainage and utility easements at the perimeter of all lots (overlying side lot lines), as well as over any stormwater management facilities, wetlands, and wetland buffers not platted within outlots deeded to the City. The preliminary plat provides for dedication of required easements, which are subject to review and approval of the City Engineer.

Outlots. The preliminary plat includes two outlots. Outlot A encompasses a planned public stormwater basin, wetlands and wetland buffers. Outlot A is to be deeded to the City for stormwater management purposes. Outlot B is the remainder of the subject property not being platted as Lots 1-6, Block 1 and Outlot A that will be retained by the developer for potential future development.

Park Dedication. Subdivision of the subject property requires a dedication for public parks required by Section 10-4-8 of the Subdivision Ordinance.

The 2015 Parks, Trails, and Open Space Plan identifies establishment of a publicly accessible conservation area around and encompassing wetlands within the subject property and adjacent properties. The Existing & Proposed Trail Map of the draft Lakeville Park System Master Plan identifies a future trail between 172nd Street and Keokuk Avenue through Outlot A and Outlot B of the preliminary plat. The acquisition of land for the planned greenway corridor will be deferred until such time as Outlot B is final platted.

Park dedication requirements for the proposed preliminary plat are proposed to be met by payment of a cash fee in lieu of land. The payment of a cash fee in lieu of land dedication for Lots 1-6, Block 1 will be satisfied at the time of final plat approval subject to review of the Parks, Recreation, and Natural Resources Committee and approval of the City Council.

Property Encroachment. The survey submitted as part of the application shows that a portion of a detached accessory structure and paved driveway the parcel at 11516 172nd Street, directly west of the subject property along 172nd Street, has a detached accessory structure and a portion of the driveway that encroaches onto the subject property. The Developer has been in contact with this property owner, who is independently verifying the property line to confirm the encroachment. The encroachments will need the resolved prior to City Council consideration of the final plat.

Effect of Approval. Approval of a preliminary plat is valid for one year from the date of City Council action as set forth by Section 10-2-2.D of the Subdivision Ordinance. The developer must submit a final plat application within one year from preliminary plat approval to be processed as outlined by Section 10-2-3 of the Subdivision Ordinance. The developer may request an extension of the preliminary plat approval prior to expiration of the one-year period.

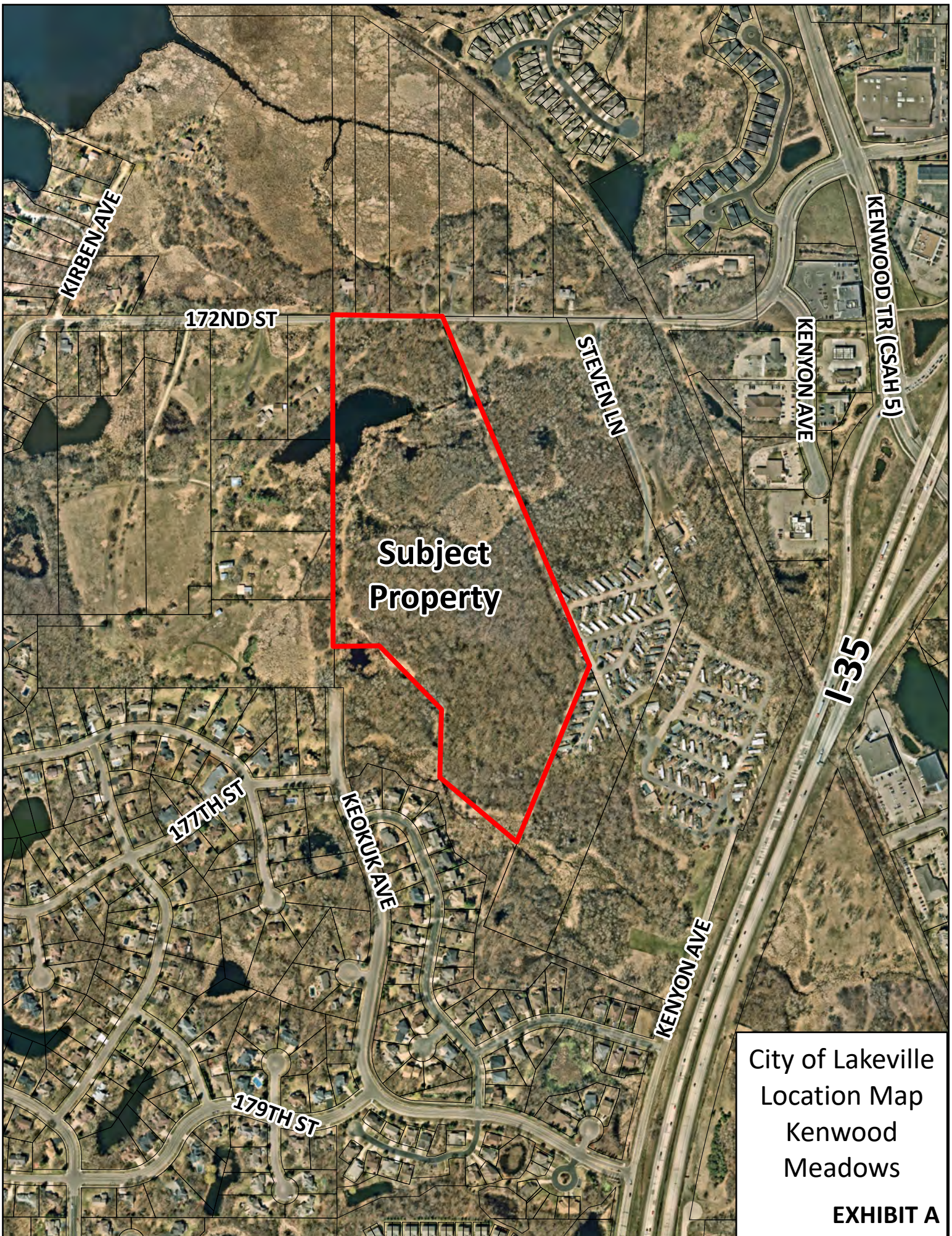
CONCLUSION

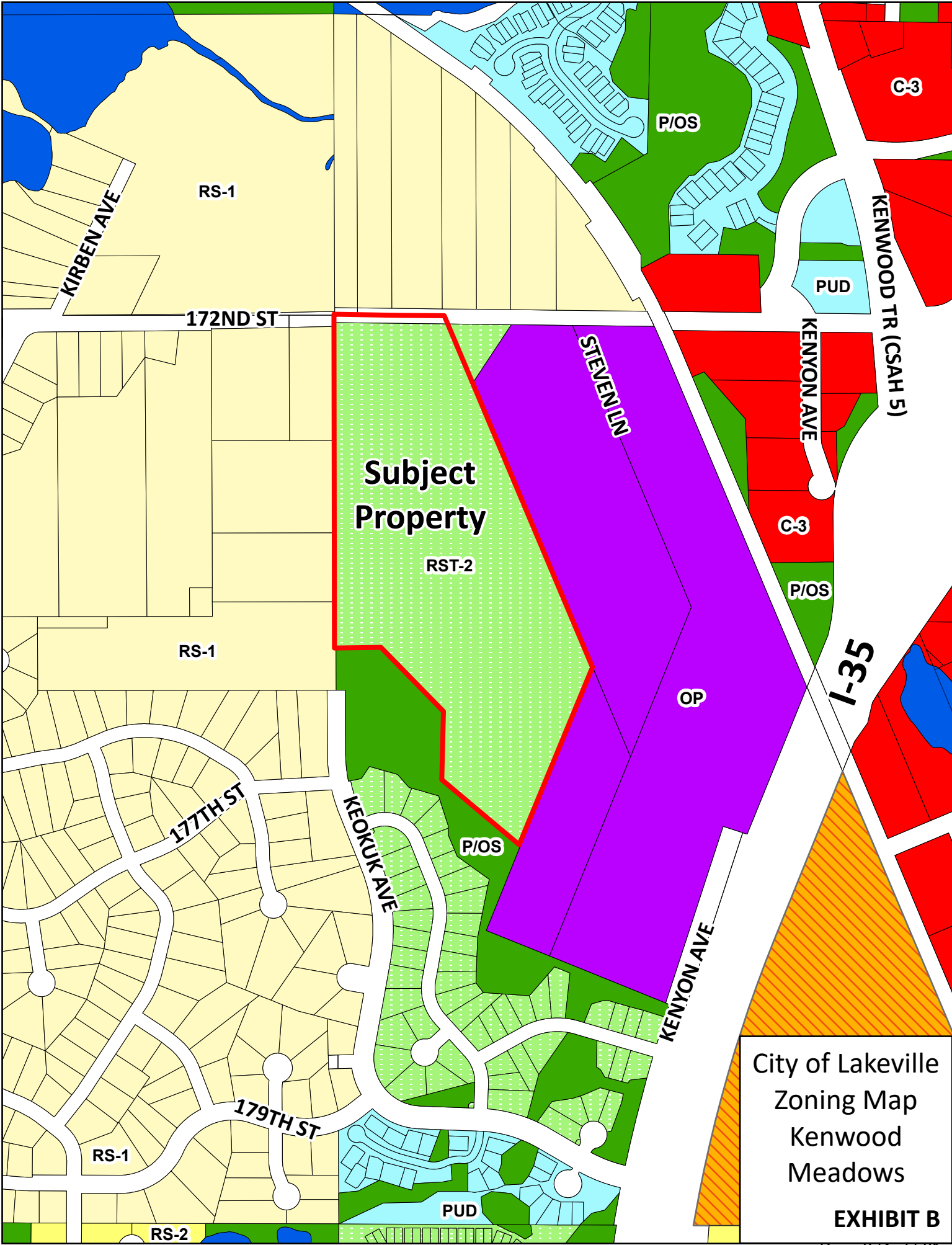
An amendment of the Comprehensive Plan is necessary for the proposed development of the subject property to comply with shoreland development requirements. City staff has prepared findings of fact to recommend approval of the requested Comprehensive Plan amendment for consideration by the Planning Commission. The proposed preliminary plat of Kenwood Meadows complies with the provisions of the Zoning Ordinance and Subdivision Ordinance. Our office and City staff recommend approval of the applications subject to the conditions outlined below and adoption of the findings of fact.

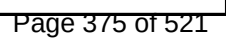
1. The preliminary plat shall be valid for a period of one year from the date of City Council approval unless an extension is granted in accordance with Section 10-2-2.D of the Subdivision Ordinance.

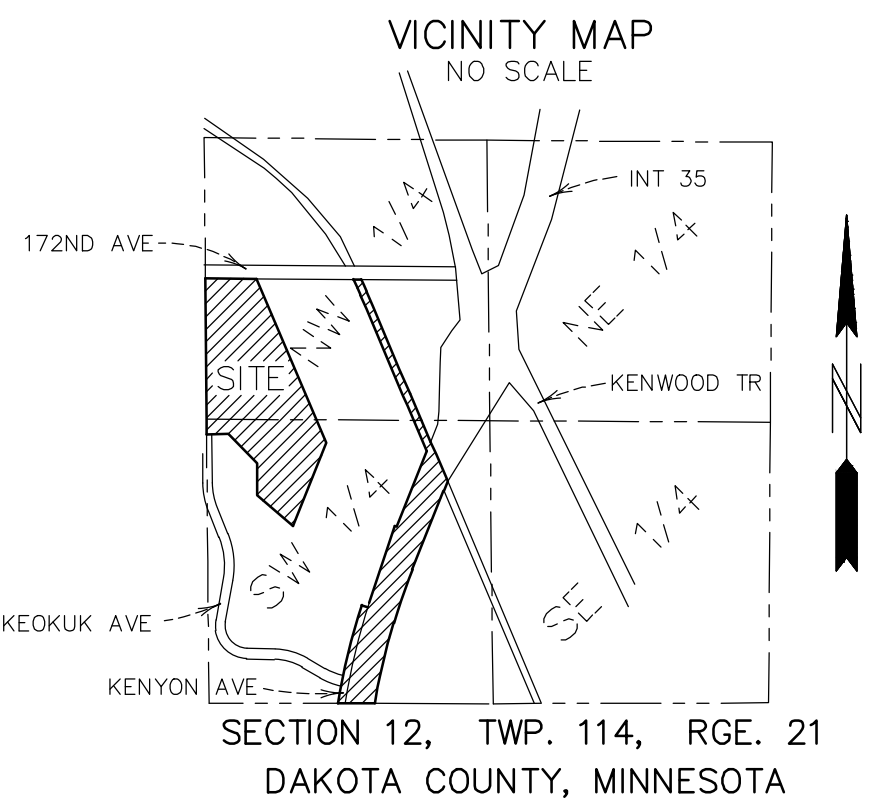
2. Approval of the comprehensive plan amendment by Metropolitan Council.
3. Platting of Outlot B as a buildable lot(s) shall be subject to compliance with Title 10 of the City Code.
4. Approval of the preliminary plat shall be subject to the conditions as stated in the Engineering Division memorandum dated August 5, 2026, subject to review and approval by the City Engineer.
5. Dedication of right-of-way for 172nd Street shall be subject to review and approval by the City Engineer.
6. The City Council shall consider a resolution approving vacation of the existing street easement established by Document Number 124064 recorded with Dakota County, concurrent with the consideration of the preliminary plat for approval.
7. Future dedication of right-of-way and plans for construction of Keokuk Avenue are to be subject to review and approval by the City Engineer.
8. All tree preservation issues shall be subject to review and approval of the City Forester.
9. All grading, drainage, stormwater management, erosion control, wetland, and floodplain issues shall be subject to review and approval of the City Engineer.
10. Outlot A shall be deeded to the City for stormwater management purposes.
11. All utility plans shall be subject to review and approval of the City Engineer.
12. All drainage and utility easements shall be dedicated to the public, subject to review and approval by the City Engineer.
13. Park dedication requirements for Lots 1-6, Block 1 shall be satisfied by payment of a cash fee in lieu of land at the time of final plat approval, subject to review of the Parks, Recreation, and Natural Resources Committee and approval of the City Council.
14. Park dedication requirements for Outlot B shall be deferred until such time as Outlot B is final platted for development.
15. Prior to City Council consideration of the final plat, the building and driveway encroachment from the parcel to the west (11516 172nd Street) must be resolved.

- c. Justin Miller, City Administrator
 Tina Goodroad, Community Development Director
 Zach Johnson, City Engineer
 Joe Masiarchin, Parks and Recreation Director
 Andrea McDowell-Poehler, City Attorney



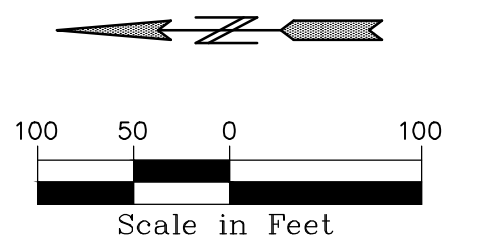






- LEGEND**
- Denotes concrete
 - Denotes bituminous
 - Denotes tree line
 - Denotes storm sewer line
 - Denotes sanitary sewer line
 - Denotes water line
 - Denotes overhead utility lines
 - Denotes underground fiber optic line
 - Denotes fence (barbed wire)
 - Denotes catch basin
 - Denotes flared end section
 - Denotes gate valve
 - Denotes hydrant
 - Denotes service
 - Denotes manhole other than sanitary or storm
 - Denotes sanitary or storm manhole
 - Denotes utility pole
 - Denotes fiber optic box
 - Denotes telephone box
 - Denotes television box
 - Denotes cast iron monument
 - Denotes found iron pipe
 - Denotes mailbox
 - Denotes sign

EXHIBIT D



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CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

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Mendota Heights, MN 55120

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www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Surveyor under the laws of the State of Minnesota

Name Peter J. Hawkinson
Reg. No. 42299 Date 11-12-2025

Revisions
1. 02-11-26 CITY COMMENTS
2. 04-16-26 CITY COMMENTS
3. 06-19-26 CITY COMMENTS

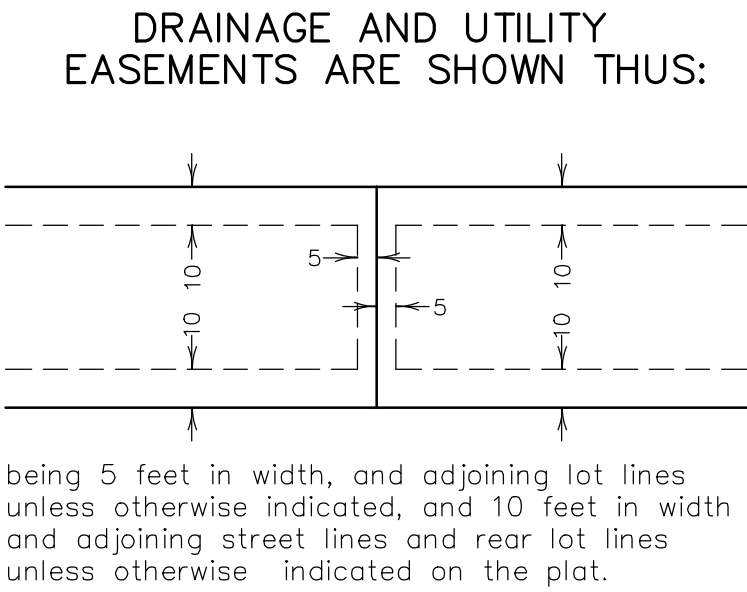
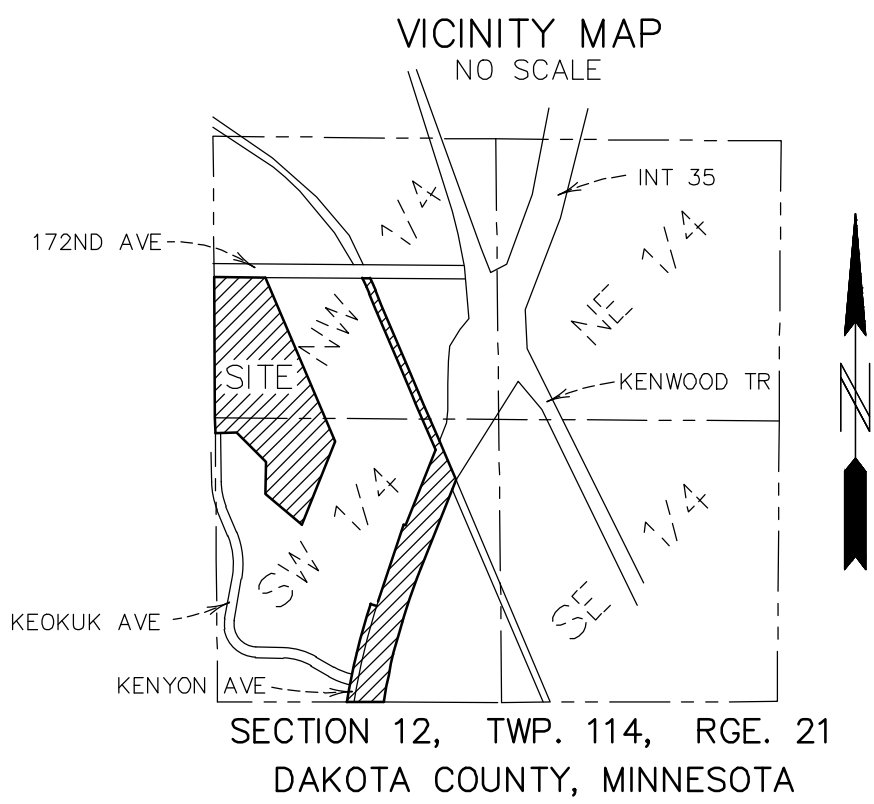
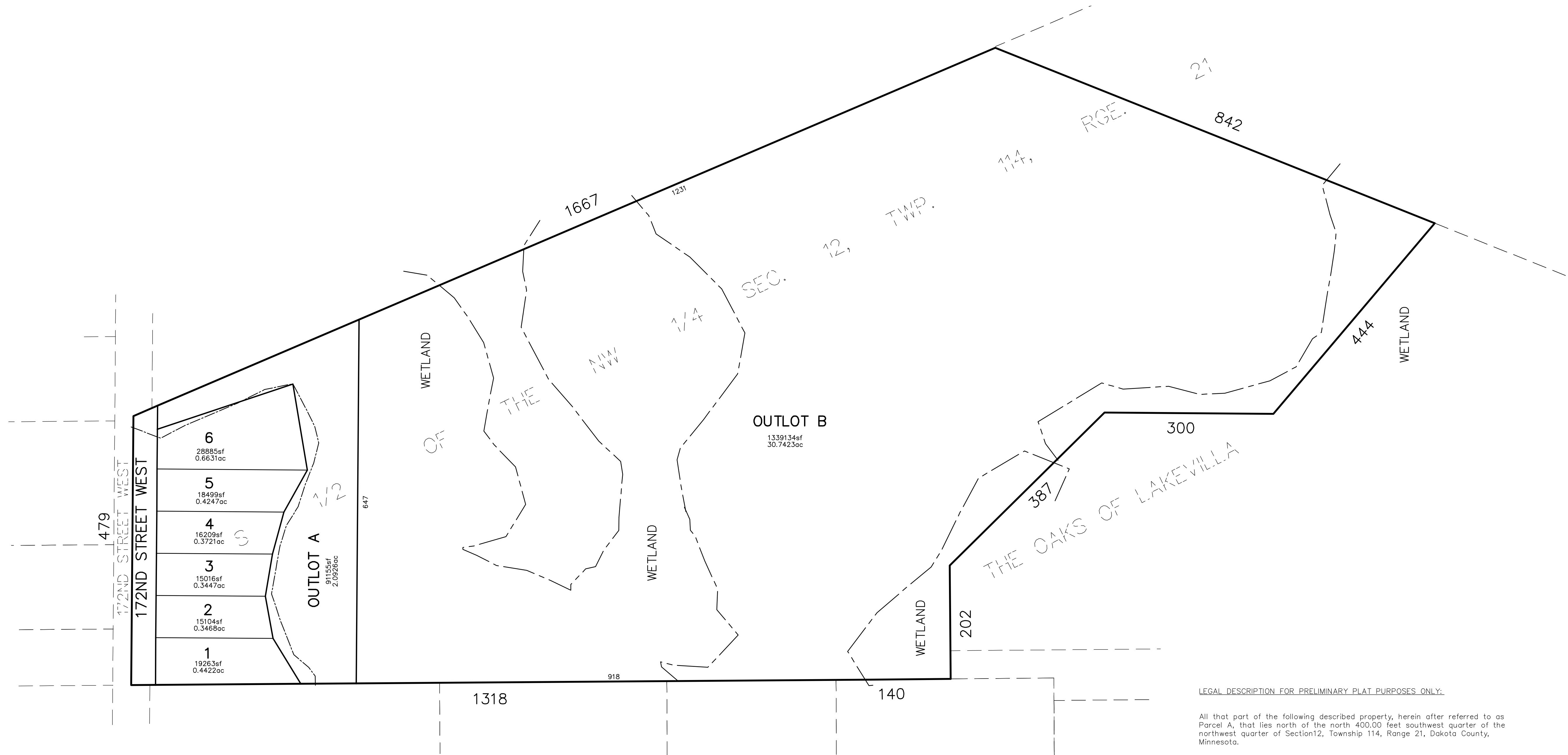
Date 11-12-2025
Designed NAP
Drawn SHA

EXISTING CONDITIONS

KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

2.00 OF 12



TOTAL GROSS AREA	35.9098	ACRES
NUMBER OF LOTS	6	
NUMBER OF OUTLOTS	2	
TOTAL LOT AREA	2.5936	ACRES
TOTAL OUTLOT AREA	32.8349	ACRES
TOTAL PROPOSED RIGHT OF WAY AREA	0.0676	ACRES
TOTAL EXISTING RIGHT OF WAY AREA	0.4137	ACRES

LEGAL DESCRIPTION FOR PRELIMINARY PLAT PURPOSES ONLY:

All that part of the following described property, herein after referred to as Parcel A, that lies north of the north 400.00 feet southwest quarter of the northwest quarter of Section 12, Township 114, Range 21, Dakota County, Minnesota.

PARCEL A:

The Southwest Quarter and the South Half of the Northwest Quarter of Section 12, Township 114, Range 21, according to the Government Survey thereof;

EXCEPT:

1. That part of said Southwest Quarter East of the Minneapolis, Northfield and Southern Railroad and that part East of State Trunk Highway No. 65.
2. That part of said South Half of the Northwest Quarter East of the Minneapolis, Northfield and Southern Railroad.
3. That part of Said Section 12 described as follows: Commencing at a point of the intersection of the Southwesterly right of way line of the Minneapolis Northfield and Southern Railroad with the Northwestern right of way line of State Trunk Highway No. 65; thence Northwesternly along the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad to its intersection with the North line of the South Half of the Northwest Quarter of said Section 12; thence West along said North line to a point of intersection with a line drawn parallel to the 830 feet Southwesterly of the tangent part of the said Southwesterly right of way line of the Minneapolis, Northfield and Southern Railroad, produced Northwesternly; thence Southeasterly, along the aforesaid parallel line, to its intersection with a line drawn parallel to and 900 feet northwesterly of the tangent part of the Northwesternly right of way line of said State Trunk Highway No. 65; thence Southwesterly, along said 900 foot parallel line a distance of 1242.89 feet; thence Southeasterly, at right angles, to the Northwesternly right of way line of said State Trunk Highway No. 65; thence Northeasterly, along said Northwesternly right of way line of State Trunk Highway No. 65, to the point of beginning.
4. That part platted as LAKE VILLA GOLF ESTATES FIRST ADDITION.
5. That part platted as LAKE VILLA GOLF ESTATES 9TH ADDITION, according to the recorded plat thereof.
6. That part platted as THE OAKS OF LAKEVILLE, according to the recorded plat thereof.
7. Interstate Highway 35.
8. All railroad corridors.
9. MINNEAPOLIS NORTHFIELD AND SOUTHERN RAILROAD
10. INTERSTATE HIGHWAY NO. 1 35 (F.K.A. S.T.H NO. 65)

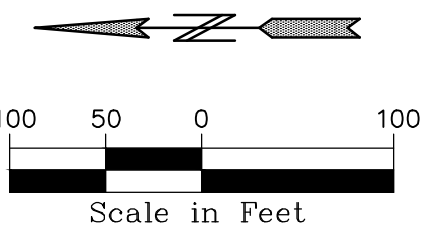


EXHIBIT E

PIONEERengineering

CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

2422 Enterprise Drive
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Name Peter J. Hawkinson
Reg. No. 47504 Date 11-12-2025

Revisions
1. 02-11-26 CITY COMMENTS
2. 04-16-26 CITY COMMENTS
3. 06-17-26 CITY COMMENTS

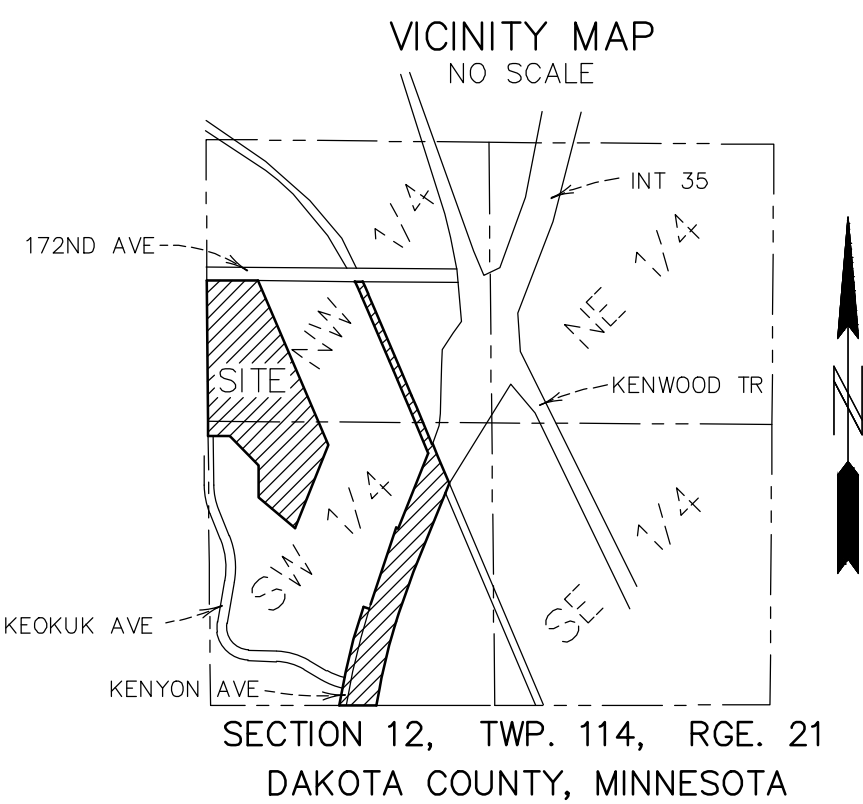
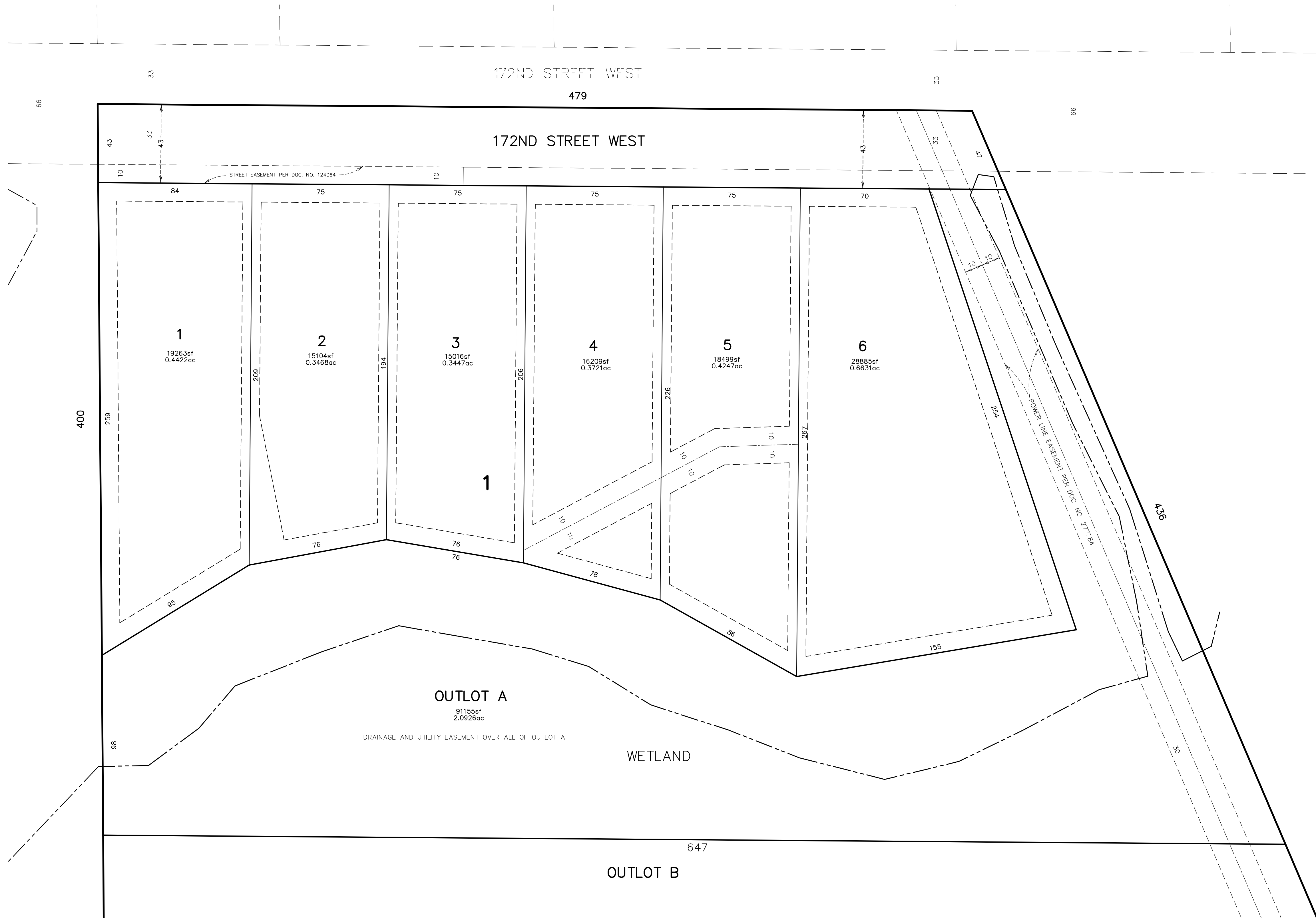
Date 11-12-2025
Designed NAP
Drawn SHA

PRELIMINARY PLAT

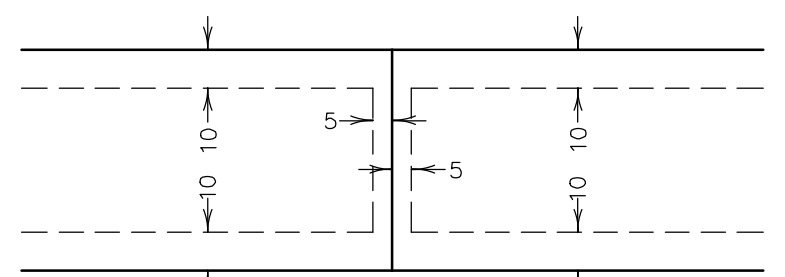
KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

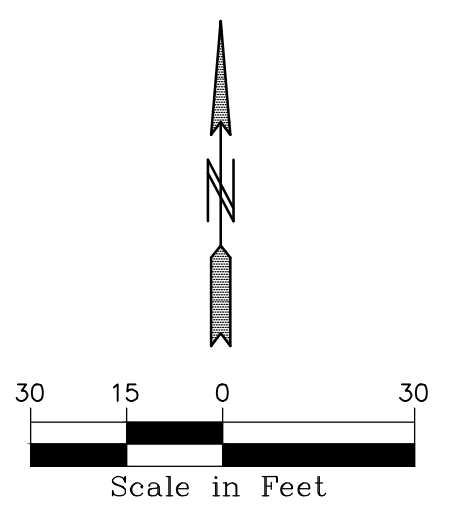
2.10 OF 12



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 5 feet in width, and adjoining lot lines unless otherwise indicated, and 10 feet in width and adjoining street lines and rear lot lines unless otherwise indicated on the plat.



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Name Peter J. Hawkinson
Reg. No. 47504 Date 11-12-2025

Revisions
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2. 04-16-26 CITY COMMENTS
3. 06-17-26 CITY COMMENTS

Date 11-12-2025
Designed NAP
Drawn SHA

PRELIMINARY PLAT

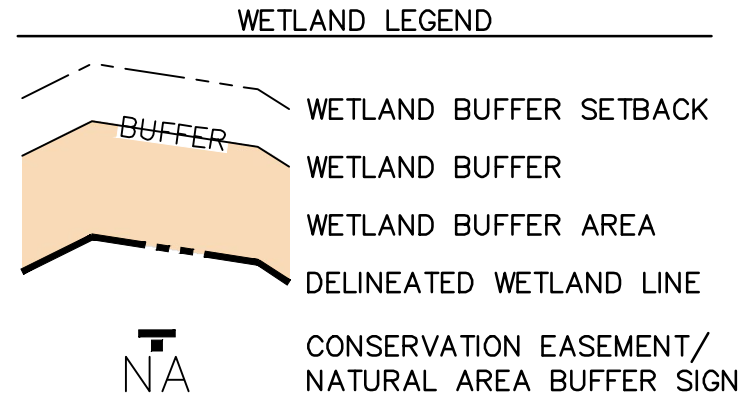
KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

2.11 OF 12

LOT	AREA	IMPERVIOUS AS SHOWN	BLD AREA AS SHOWN	ALLOWABLE IMPERVIOUS 25%	MAX BLD AREA 40%
1	19263 SF	4786 SF	3600 SF	4816 SF	7705 SF
2	15105 SF	3776 SF	3000 SF	3776 SF	6042 SF
3	15016 SF	3754 SF	3000 SF	3754 SF	6007 SF
4	16209 SF	4052 SF	3000 SF	4052 SF	6484 SF
5	18499 SF	4625 SF	3600 SF	4625 SF	7400 SF
6	28885 SF	4786 SF	3600 SF	7221 SF	11554 SF

WETLAND NAME	REQUIRED AVERAGE BUFFER AREA (S.F.)	PROVIDED BUFFER AREA (S.F.)
WETLAND	30,647	33,825



SITE DATA:
GROSS AREA: 5.17 AC
NET AREA: 5.17-WETLANDS-BUFFERS = 3.22 AC

EXISTING ZONING: RST-2
GUIDE PLAN: LOW-MED DENSITY (4-5 UNITS/ACRE)
PROPOSED LAND USE: LOW DENSITY

RST-2 STANDARDS (SINGLE FAMILY)
AREA: 8,400 SF
WIDTH: 75'
FRONT SETBACK: 20', 25' (GARAGE)
REAR SETBACK: 30'
SIDE SETBACK: 7'

SHORELAND OVERLAY DISTRICT
AREA: 15,000SF
WIDTH: 75'
IMPERVIOUS: 25% SEE CODE FOR EXCEPTIONS

PROPOSED UNITS: 6
PROPOSED DENSITY
6 UNITS/3.22 ACRES = 1.863 UNITS/ACRE

WETLAND REQUIREMENTS:
MANAGE 1 BUFFER: 35'
BUFFER SETBACK: 20' REAR, 10' SIDE
BUFFER AVERAGING ALLOWED.

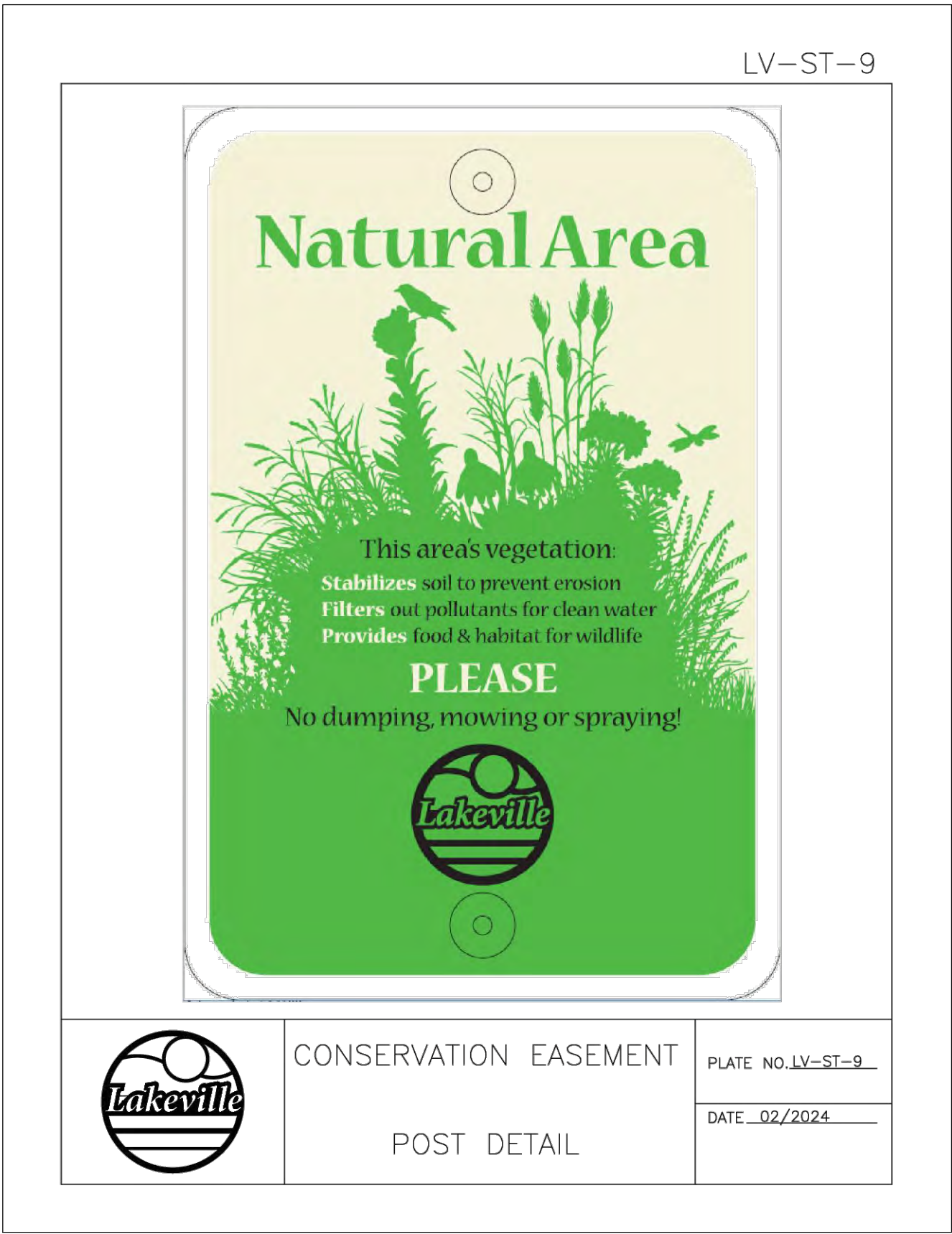
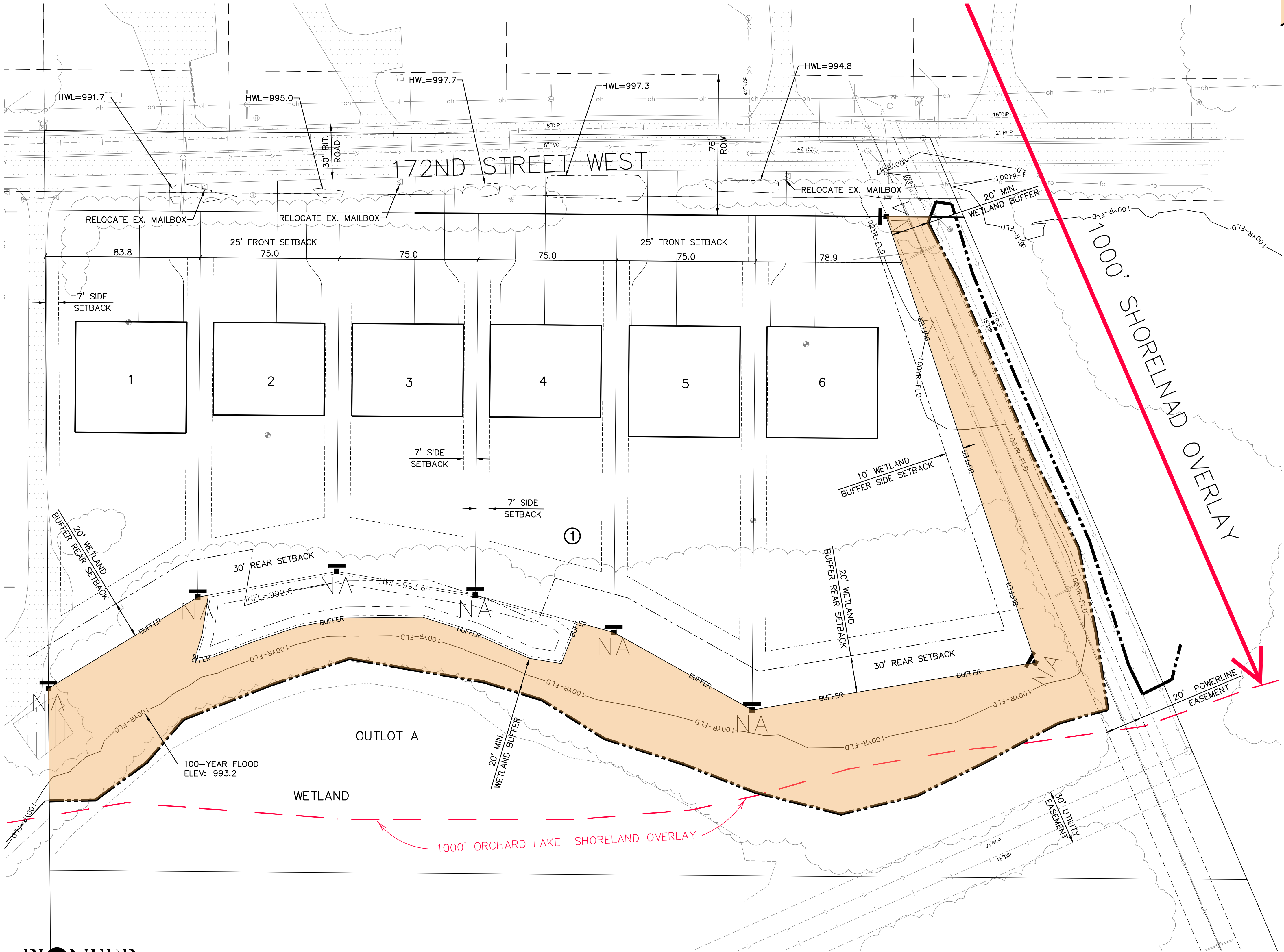


EXHIBIT F

PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

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www.pioneereng.com

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Name: Brian N. Molinaro
Reg. No.: 47504
Date: 11-12-2025

Revisions:
1. 02-11-26 CITY COMMENTS
2. 04-16-26 CITY COMMENTS
3. 06-19-26 CITY COMMENTS
4. 07-10-26 CITY COMMENTS

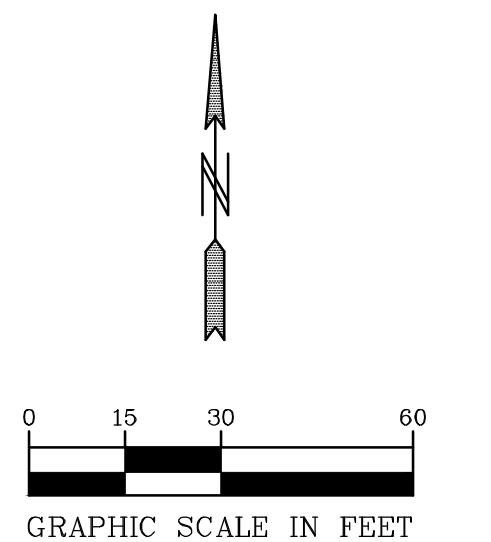
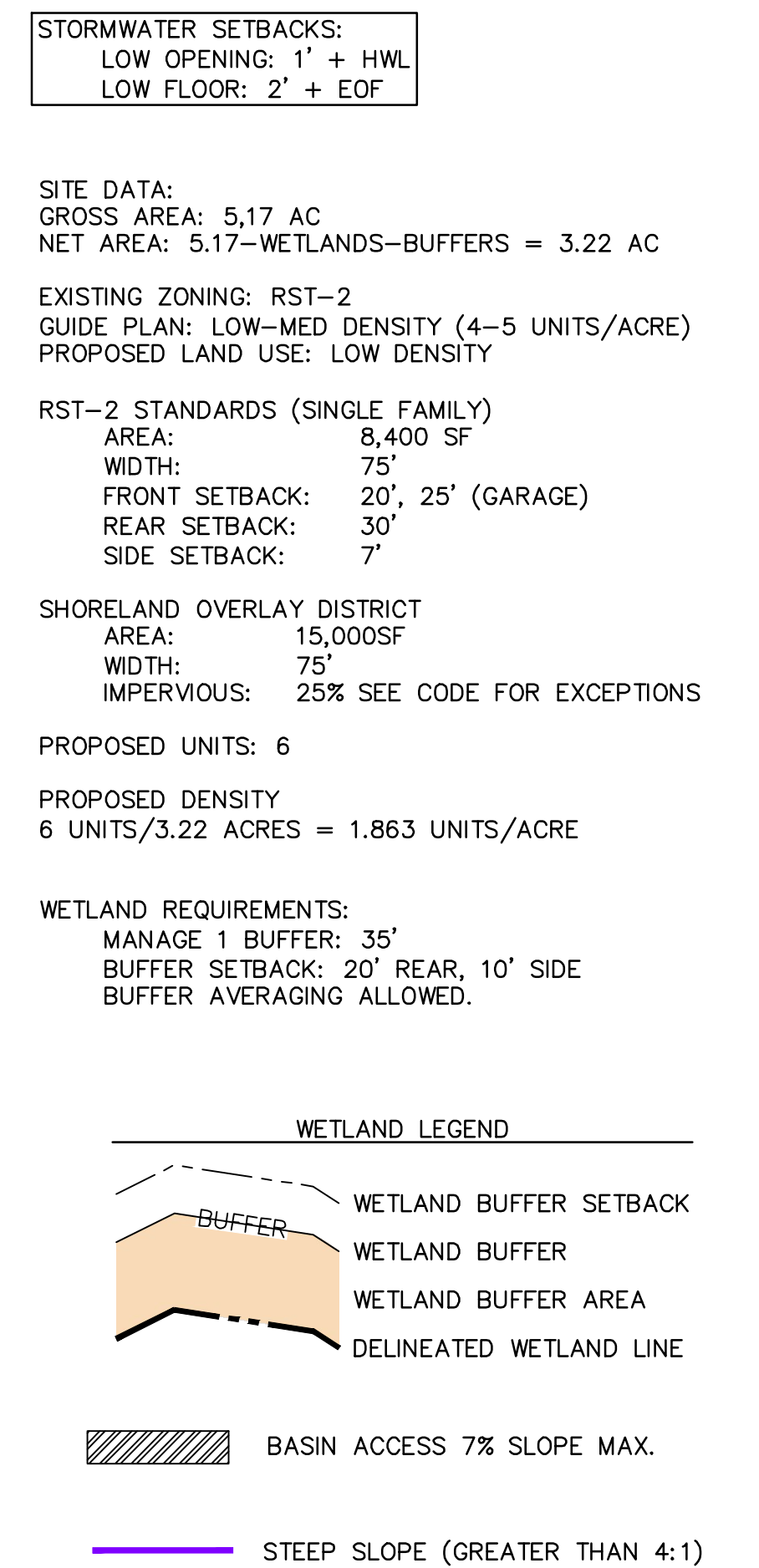
Date: 11-12-2025
Designed: N.A.P.
Drawn: S.H.A.

PRELIMINARY SITE PLAN

KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

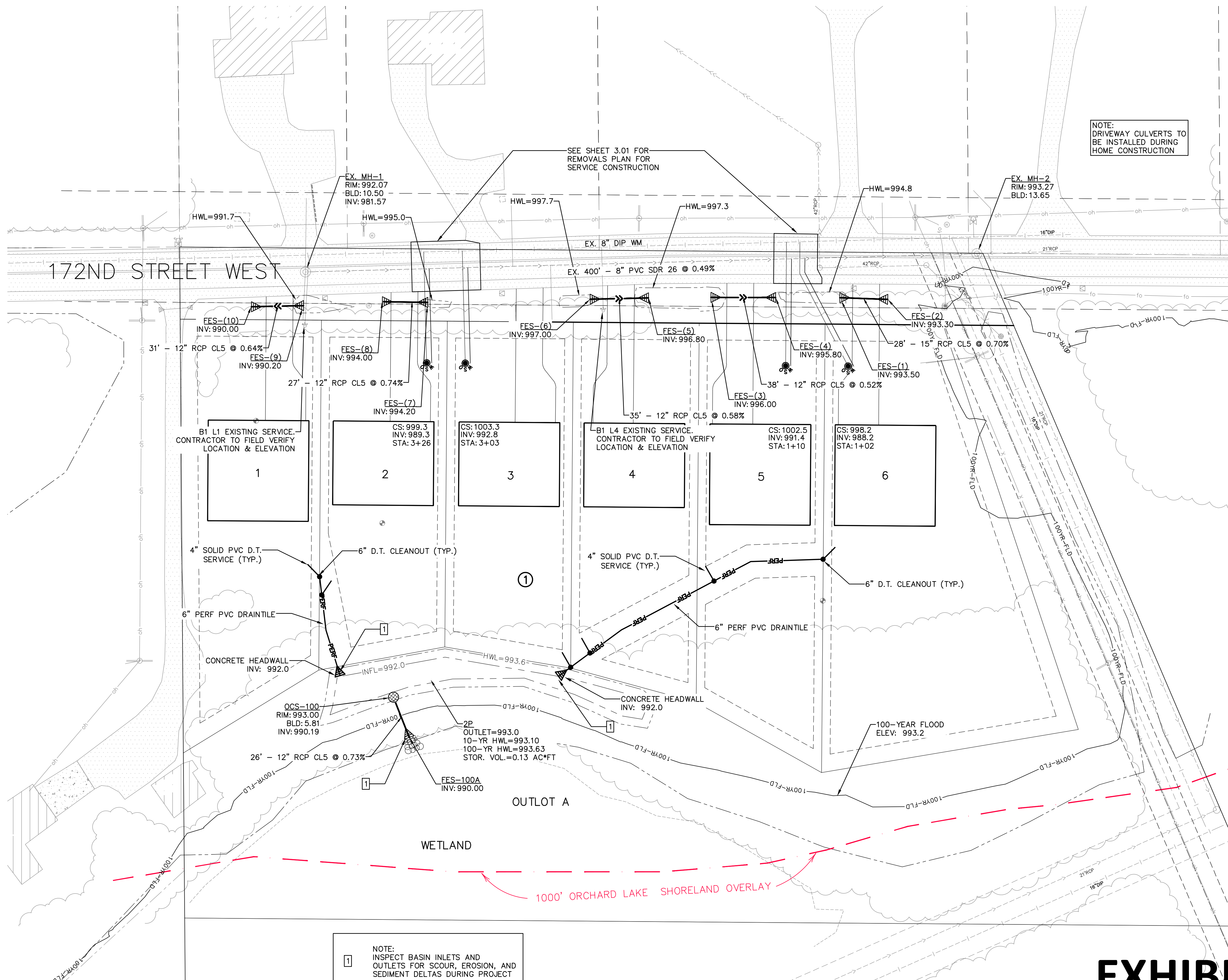
KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

4.01 OF 13

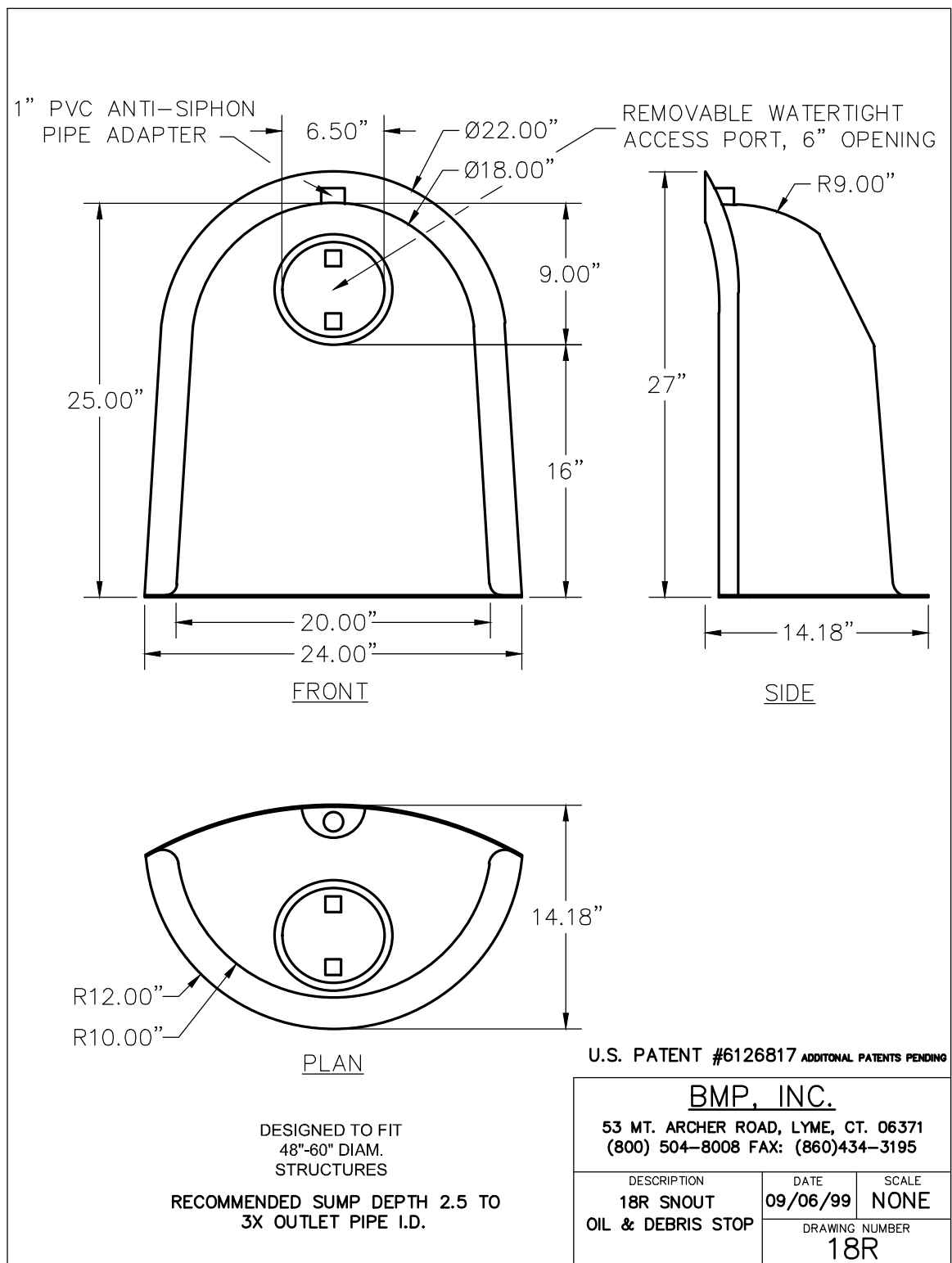
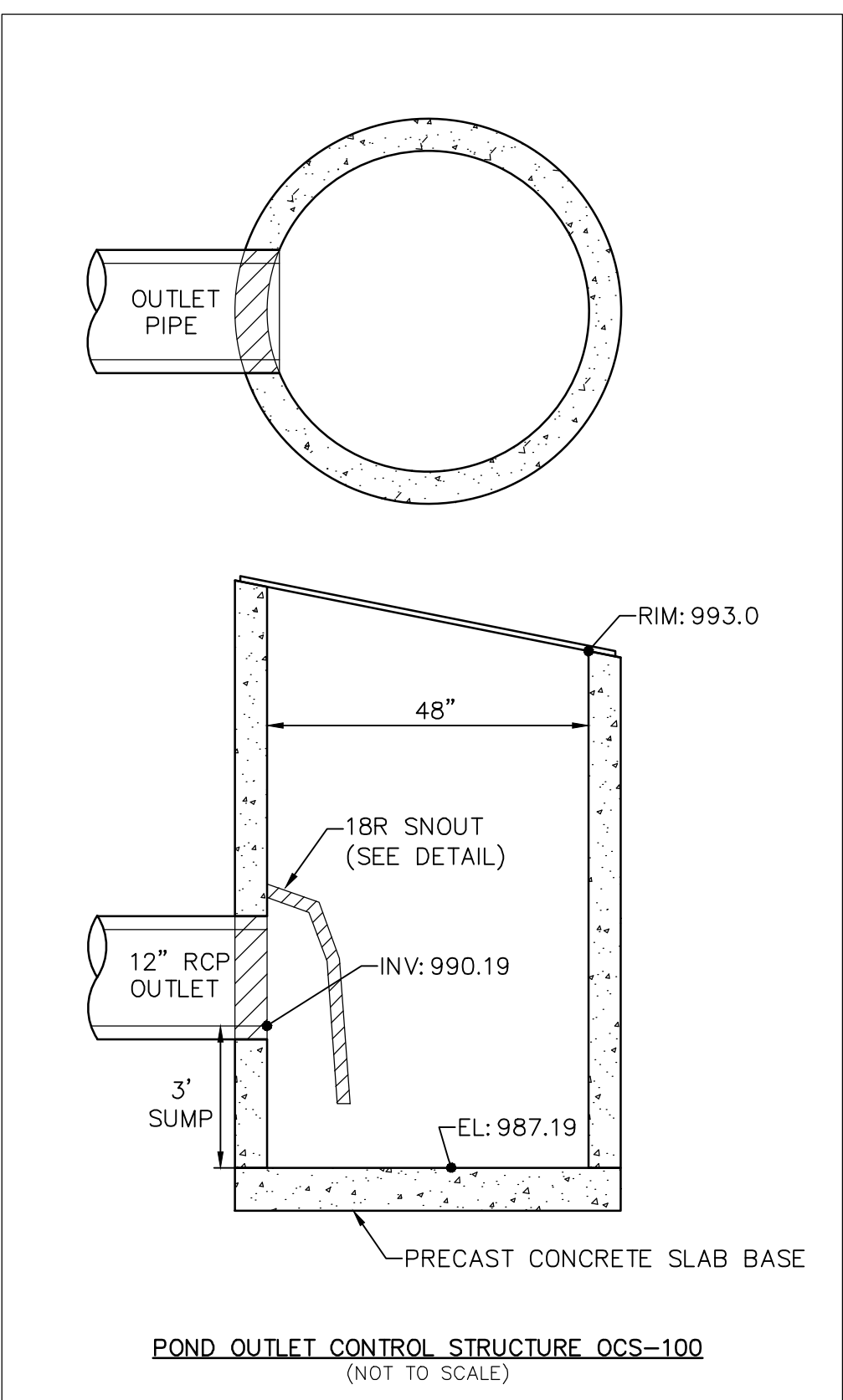


BENCH MARK
TOP NUT OF HYDRANT LOCATED
1200' EAST OF INTERSECTION OF
172ND STREET W & KIRBEN AVE
EL=988.68

00-ENG-122143-SHEET-GRAD



NOTE:
DRIVEWAY CULVERTS TO
BE INSTALLED DURING
HOME CONSTRUCTION



U.S. PATENT #6126817 ADDITIONAL PATENTS PENDING
BMP, INC.
53 MT. ARCHER ROAD, LYME, CT. 06371
(800) 504-8008 FAX: (860)434-3195
DESCRIPTION: 18R SNOUT
OIL & DEBRIS STOP
DATE: 09/06/99
SCALE: NONE
DRAWING NUMBER: 18R

BENCH MARK
TOP NUT OF HYDRANT LOCATED
1200' EAST OF INTERSECTION OF
172ND STREET W & KIRBEN AVE
EL=988.68

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Name: Brian N. Molinaro
Reg. No.: 47504
Date: 11-12-2025

Revisions:
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2. 04-16-26 CITY COMMENTS
3. 06-19-26 CITY COMMENTS
4. 07-10-26 CITY COMMENTS

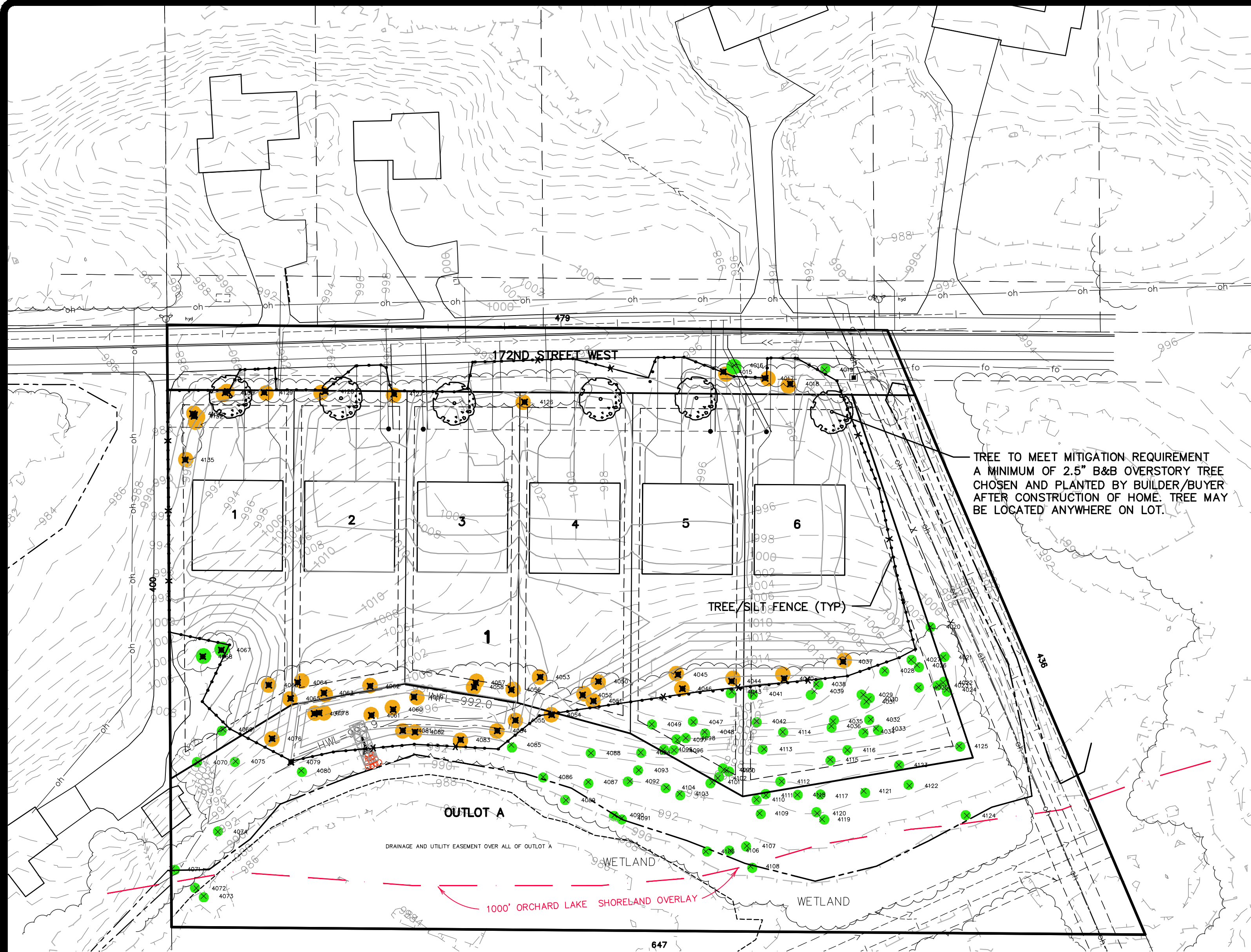
Date: 11-12-2025
Designed: NAP
Drawn: SHA

PRELIMINARY UTILITY PLAN

KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

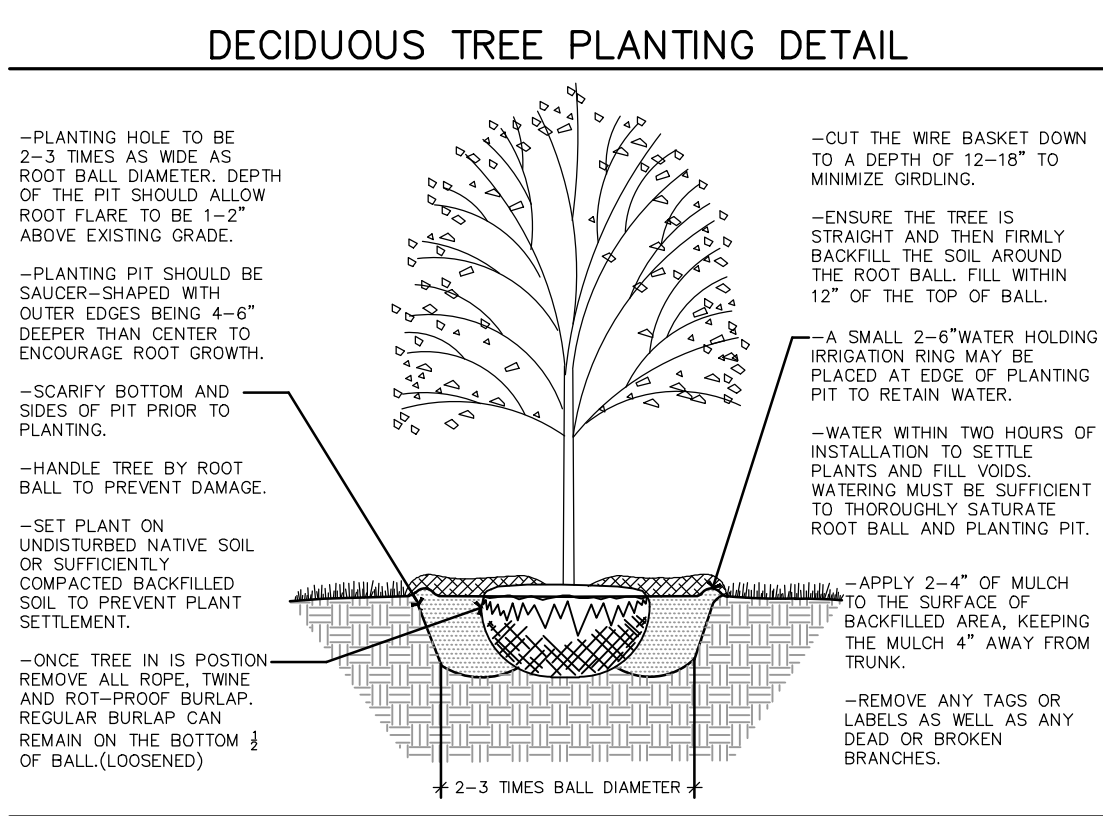
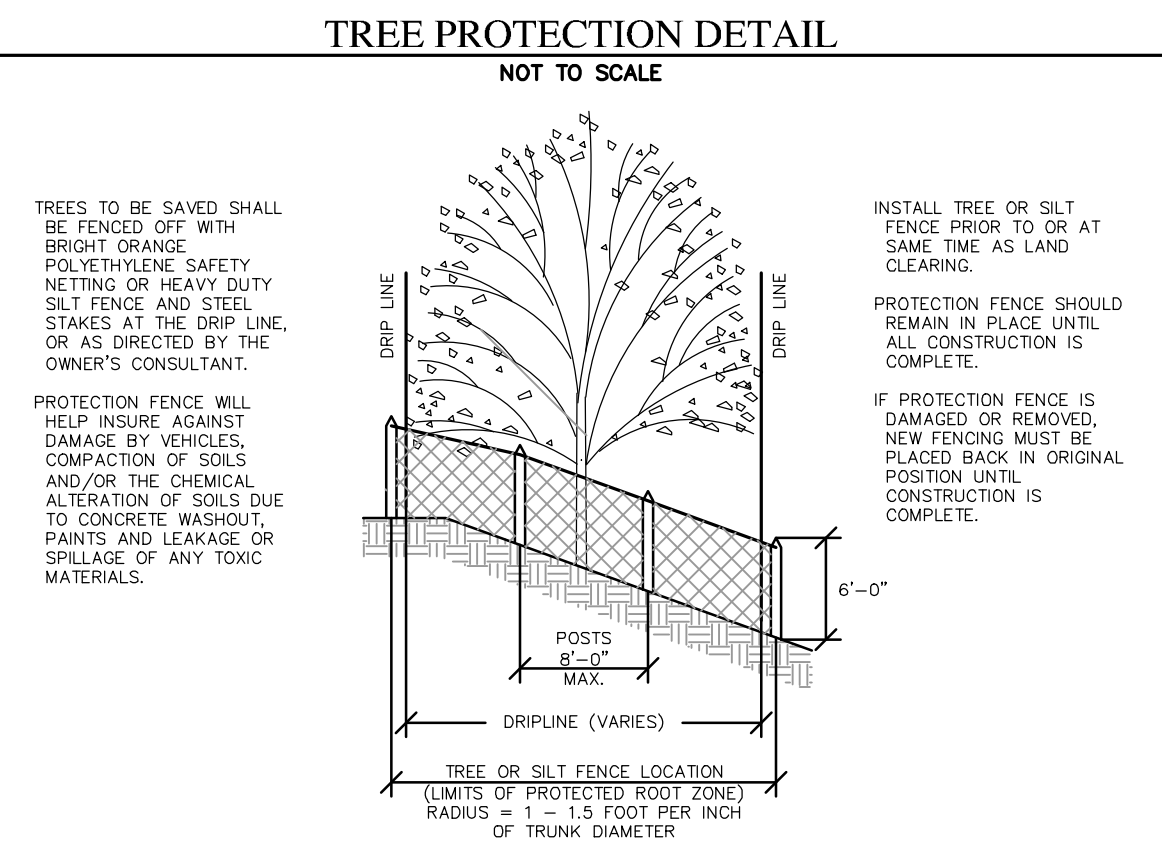
8.01 OF 13



TagID	DBH	Common Name	Scientific Name	Notes	Type	Status
4015	7	Box Elder	Acer negundo		Common	Remove
4016	18	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4017	18	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4018	6	Ironwood	Ostrya virginiana		Hardwood	Remove
4019	19	Bur Oak	Quercus macrocarpa		Hardwood	Save
4020	14	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4021	15	Siberian Elm	Ulmus pumila		Invasive	Save
4022	11	Bur Oak	Quercus macrocarpa		Hardwood	Save
4023	15	Bur Oak	Quercus macrocarpa		Hardwood	Save
4024	7	Bur Oak	Quercus macrocarpa	top broken off	Hardwood	Save
4025	6	Black Cherry	Prunus serotina		Hardwood	Save
4026	16	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4027	15	Bur Oak	Quercus macrocarpa		Hardwood	Save
4028	6	Black Cherry	Prunus serotina		Hardwood	Save
4029	7	Black Cherry	Prunus serotina		Hardwood	Save
4030	16	Siberian Elm	Ulmus pumila		Invasive	Save
4031	6	Siberian Elm	Ulmus pumila		Invasive	Save
4032	15	Siberian Elm	Ulmus pumila		Invasive	Save
4033	12	Siberian Elm	Ulmus pumila		Invasive	Save
4034	18	Siberian Elm	Ulmus pumila		Invasive	Save
4035	21	Siberian Elm	Ulmus pumila		Invasive	Save
4036	12	Basswood	Tilia americana		Hardwood	Save
4037	13	Siberian Elm	Ulmus pumila		Invasive	Remove
4038	8	Siberian Elm	Ulmus pumila		Invasive	Save
4039	6	Black Cherry	Prunus serotina		Hardwood	Save
4040	13	Black Cherry	Prunus serotina		Hardwood	Remove
4041	13	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4042	7	Siberian Elm	Ulmus pumila		Invasive	Save
4043	6	Black Cherry	Prunus serotina		Hardwood	Save
4044	13	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4045	11	Siberian Elm	Ulmus pumila		Invasive	Remove
4046	6	Black Cherry	Prunus serotina		Hardwood	Remove
4047	13	Siberian Elm	Ulmus pumila		Invasive	Save
4048	7	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4049	26	Bur Oak	Quercus macrocarpa		Hardwood	Save
4050	6	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4051	7	Black Cherry	Prunus serotina		Hardwood	Remove
4052	14	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4053	15	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4054	8	Black Cherry	Prunus serotina		Hardwood	Remove
4055	6	Black Cherry	Prunus serotina		Hardwood	Remove
4056	6	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4057	12	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4058	22	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4059	14	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4060	6	Bur Oak	Quercus macrocarpa		Hardwood	Remove
4061	7	Black Cherry	Prunus serotina		Hardwood	Remove
4062	7	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4063	6	Siberian Elm	Ulmus pumila		Invasive	Remove
4064	6	Siberian Elm	Ulmus pumila		Invasive	Remove
4065	8	Box Elder	Acer negundo		Common	Remove
4066	7	Box Elder	Acer negundo	mechanical damage	Common	Remove
4067	24	Bur Oak	Quercus macrocarpa		Hardwood	Remove
4068	11	Black Cherry	Prunus serotina	mechanical damage	Hardwood	Remove
4069	7	Box Elder	Acer negundo	mechanical damage	Common	Save
4070	6	Sugar Maple	Acer saccharum		Hardwood	Save
4071	20	Silver Maple	Acer saccharinum		Common	Save
4072	6	Willow	Salix sp.		Common	Save
4073	20	Willow	Salix sp.	50% dead, leaning over we	Common	Save

SIBERIAN ELM CLASSIFIED AS INVASIVE NON-NATIVE BY THE MINNESOTA DNR AND REMOVED FROM ALL CALCULATIONS

TagID	DBH	Common Name	Scientific Name	Notes	Type	Status
4074	6	Bur Oak	Quercus macrocarpa		Hardwood	Save
4075	10	Black Cherry	Prunus serotina		Hardwood	Save
4076	6	Siberian Elm	Ulmus pumila		Invasive	Remove
4077	6	Black Cherry	Prunus serotina		Hardwood	Remove
4078	13	Black Cherry	Prunus serotina		Hardwood	Remove
4079	6	Black Cherry	Prunus serotina		Hardwood	Remove
4080	30	Siberian Elm	Ulmus pumila		Invasive	Save
4081	38	Siberian Elm	Ulmus pumila		Invasive	Remove
4082	6	Black Cherry	Prunus serotina		Hardwood	Remove
4083	6	Siberian Elm	Ulmus pumila		Invasive	Remove
4084	7	Black Cherry	Prunus serotina		Hardwood	Remove
4085	6	Black Cherry	Prunus serotina		Hardwood	Save
4086	14	Siberian Elm	Ulmus pumila		Invasive	Save
4087	12	Basswood	Tilia americana		Hardwood	Save
4088	7	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4089	15	Siberian Elm	Ulmus pumila	rotting at base	Invasive	Save
4090	7	Siberian Elm	Ulmus pumila		Invasive	Save
4091	14	Siberian Elm	Ulmus pumila		Invasive	Save
4092	13	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4093	14	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4094	6	Black Cherry	Prunus serotina		Hardwood	Save
4095	7	Siberian Elm	Ulmus pumila		Invasive	Save
4096	12	Siberian Elm	Ulmus pumila		Invasive	Save
4097	12	Siberian Elm	Ulmus pumila		Invasive	Save
4098	6	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4099	7	Black Cherry	Prunus serotina		Hardwood	Save
4100	6	Black Cherry	Prunus serotina		Hardwood	Save
4101	7	Black Cherry	Prunus serotina		Hardwood	Save
4102	6	Black Cherry	Prunus serotina		Hardwood	Save
4103	20	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4104	6	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Save
4105	7	Siberian Elm	Ulmus pumila		Invasive	Save
4106	6	Hackberry	Celtis occidentalis		Hardwood	Save
4107	12	Siberian Elm	Ulmus pumila		Invasive	Save
4108	15	Siberian Elm	Ulmus pumila		Invasive	Save
4109	10	Black Cherry	Prunus serotina		Hardwood	Save
4110	9	Black Cherry	Prunus serotina		Hardwood	Save
4111	13	Black Cherry	Prunus serotina		Hardwood	Save
4112	6	Black Cherry	Prunus serotina		Hardwood	Save
4113	6	Black Cherry	Prunus serotina		Hardwood	Save
4114	6	Siberian Elm	Ulmus pumila		Invasive	Save
4115	8	Black Cherry	Prunus serotina		Hardwood	Save
4116	20	Siberian Elm	Ulmus pumila		Invasive	Save
4117	6	Black Cherry	Prunus serotina		Hardwood	Save
4118	12	Black Cherry	Prunus serotina		Hardwood	Save
4119	15	Black Cherry	Prunus serotina		Hardwood	Save
4120	7	Box Elder	Acer negundo	split at trunk	Common	Save
4121	13	Black Cherry	Prunus serotina		Hardwood	Save
4122	6	Black Cherry	Prunus serotina		Hardwood	Save
4123	6	Siberian Elm	Ulmus pumila		Invasive	Save
4124	8	Box Elder	Acer negundo		Common	Save
4125	14	Black Cherry	Prunus serotina		Hardwood	Save
4126	8	Northern Pin Oak	Quercus ellipsoidalis		Hardwood	Remove
4127	16	Sugar Maple	Acer saccharum		Hardwood	Remove
4128	11	Basswood	Tilia americana		Hardwood	Remove
4129	27	Bur Oak	Quercus macrocarpa		Hardwood	Remove
4130	7	Quaking Aspen	Populus tremuloides		Common	Remove
4131	6	Quaking Aspen	Populus tremuloides		Common	Remove
4132	13	Quaking Aspen	Populus tremuloides		Common	Remove
4133	7	Quaking Aspen	Populus tremuloides		Common	Remove
4134	6	Quaking Aspen	Populus tremuloides		Common	Remove
4135	8	Basswood	Tilia americana		Hardwood	Remove



- 9248 = TREE TO BE SAVED
✖ 9248 = TREE TO BE REMOVED
□ 9248 = TREE OFF-SITE

TREE PRESERVATION NOTES:

- SPREADSHEET TABLE PROVIDED BY CITY OF LAKEVILLE
- TREE INVENTORY PROVIDED BY MIDWEST NATURAL RESOURCES, INC.
- INDIVIDUAL LOT LANDSCAPING SHALL BE THE RESPONSIBILITY OF BUYER AFTER PURCHASE OF HOME.
- 15" OF REQUIRED MITIGATION TO BE MET WITH A MINIMUM OF ONE 2.5" OVERSTORY TREE PLANTED ON EACH LOT BY BUYER/BUILDER AFTER CONSTRUCTION OF HOME.

Table 1:

Tree classification	Total significant tree diameter inches on site	Total significant tree diameter inches removed
Common	137	69
Coniferous	0	0
Hardwood deciduous	798	335
Heritage trees	0	0
TOTAL	935	404

Table 2:

Removal Threshold	Allowable removal of significant diameter inches
40% removal threshold	374.0
Final required tree replacement (diameter inches)	15.0

EXHIBIT I

PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

2422 Enterprise Drive
Mendota Heights, MN 55120

(651) 681-1914
Fax: 681-9488
www.pioneereng.com

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

Name
Jennifer L. Thompson
Reg. No. 44763 Date 11-12-2025

Revisions
1. 02-11-26 CITY COMMENTS
2. 04-16-26 CITY COMMENTS

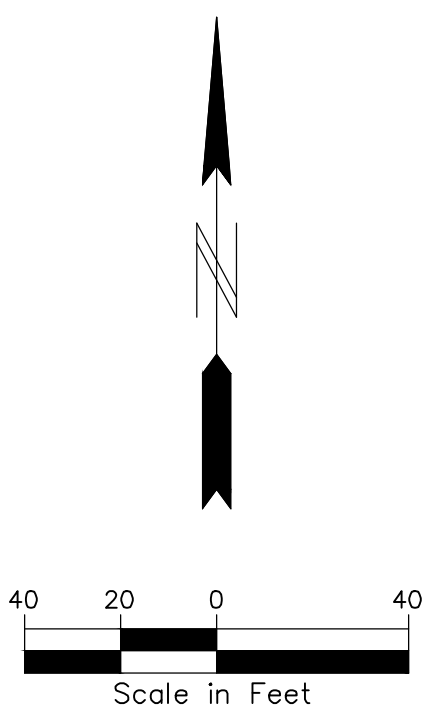
Date 11-12-2025
Designed JLT
Drawn JLT

TREE PRESERVATION PLAN

KENWOOD MEADOWS, LLC
6640 SHADY OAK DRIVE
EDEN PRARIE, MINNESOTA 55344

KENWOOD MEADOWS
LAKEVILLE, MINNESOTA

T1 OF 1





Memorandum

To: Kris Jenson, Planning Manager

From: Jonathan Nelson, Assistant City Engineer
McKenzie L. Cafferty, Environmental Resources Manager
Joe Masiarchin, Parks and Recreation Director

Copy: Zach Johnson, City Engineer
Julie Stahl, Finance Director
Dave Mathews, Building Official

Date: August 5, 2026

Subject: Kenwood Meadows

- Preliminary Plat Review
- Preliminary Erosion and Sediment Control Plan Review
- Preliminary Grading and Drainage Plan
- Preliminary Utility Plan Review
- Preliminary Tree Preservation Plan Review

BACKGROUND

Kenwood Meadows, LLC has submitted a preliminary plat named Kenwood Meadows. The proposed subdivision is located south of and adjacent to 172nd Street, north of and adjacent to Oaks of Lake Villa Park, east of Kodiak Avenue, and west of Kenyon Avenue. The parent parcel consists of one metes and bounds parcels (PID No. 220121050013) zoned RST-2, Single- and Two-Family Residential.

The preliminary plat consists of six (6) lots within one (1) block and two (2) outlots on 35.91 acres.

The outlots created with the preliminary plat shall have the following use:

- Outlot A: Stormwater management basin and wetland; to be deeded to the City (2.09 acres)
- Outlot B: Future development; to be retained by the current property owner (30.74 acres)

The proposed development will be completed by:

Developer:	Kenwood Meadows, LLC
Engineer/Surveyor:	Pioneer Engineering

SITE CONDITIONS

The subject property is currently undeveloped land and consists of existing tree cover and is bisected from southwest to northeast with drainage patterns generally flowing northwest to southeast on the southeast of the site, and southeast to northwest on the northwest of the site.

The site is bounded by 172nd Street to the north and Oaks of Lake Villa Park to the south. Existing public infrastructure is available adjacent to the site, including watermain, sanitary sewer, and storm sewer facilities.

EASEMENTS

There is an existing street easement (Doc. No 124064) with the city that is required to be vacated with the preliminary plat and reestablished with the final plat as right-of-way. Perimeter drainage and utility easements shall be provided with the preliminary and final plat in accordance with city ordinance requirements.

STREET AND SUBDIVISION LAYOUT

172nd Street

The development is located south of and adjacent to 172nd Street, a minor collector, as identified in the City's Transportation Plan. Juniper Way adjacent to the site is a two-lane undivided rural roadway. The Developer is dedicating the necessary half right-of-way. Driveway access is proposed to 172nd Street. The developer shall not be permitted to remove access to existing driveways with the development.

Keokuk Avenue

The developer shall extend Keokuk Avenue from its current terminus for the future development of Outlot B.

CONSTRUCTION ACCESS

Construction traffic access and egress for grading, utility, and street construction shall be through 172nd Street.

PARKS, TRAILS AND SIDEWALKS

Development does not include the construction of public trails or sidewalks.

The park dedication requirement for the parent parcels has not been collected and shall be satisfied through a cash contribution that shall be paid with the final plat.

UTILITIES

SANITARY SEWER

The development is located within subdistrict OL-53100 of the Orchard Lake sanitary sewer district as identified in the City's Comprehensive Sewer Plan.

Development includes the extension of privately owned and maintained sanitary sewer services. The wastewater from the development will be conveyed via existing trunk sanitary sewer to the MCES Elko/New Market Interceptor monitored by meter M649 and continue to the Empire Wastewater Treatment Facility. Sanitary sewer to serve the lot will be extended as individual services from an 8-inch main at the north boundary of the plat. The Developer shall provide a phased traffic control plan to maintain accessibility to all neighboring properties throughout construction of the sanitary sewer services.

The Sanitary Sewer Availability Charge has not been collected on the parent parcel and shall be paid with the final plat.

WATERMAIN

Development includes the extension of privately owned and maintained watermain services. Watermain to serve the lots exists at the northern plat boundary. The developer shall provide a phased traffic control plan to maintain accessibility to all neighboring properties throughout construction of the water services.

UNDERGROUNDING

Overhead electric service lines and poles are located along the east side of the preliminary plat area. The Developer is required to remove the poles and place the service utilities underground with the final plat, consistent with the City's Public Ways and Property Ordinance.

DRAINAGE AND GRADING

The development is located within subdistrict OL-030 of the Orchard Lake stormwater district as identified in the City's Water Resources Management Plan.

Development includes the construction of one (1) publicly owned and maintained stormwater management basin consisting of an infiltration basin to collect and treat the stormwater runoff generated from the site. The basin will outlet to the existing wetland on the south side of the developed lots. The developer shall submit a finalized Stormwater Management Plan with the final plat for city review of conformity to all city standards, specifications and ordinances.

The final grading plan shall identify all fill lots in which the building footings will be placed on fill material. The grading specifications shall also indicate that all embankments meet FHA/HUD 79G specifications. The Developer shall certify to the City that all lots with footings placed on fill material are appropriately constructed. Building permits will not be issued until

a soils report and an as-built certified grading plan have been submitted and approved by City staff.

The development contains less than one acre of site disturbance, but is considered common development of greater than one acre. A National Pollution Discharge Elimination System General Stormwater Permit for construction activity is required from the Minnesota Pollution Control Agency for areas of common development exceeding one acre being disturbed by grading. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

STORM SEWER

Development includes the construction of privately owned and maintained storm sewer culverts. Storm sewer will be installed within the subdivision to collect and convey stormwater runoff generated from within the front lots to the eastern and western plat boundary. Runoff is conveyed to the existing channel on the east plat boundary and along the south side of 172nd Street to the western plat boundary.

Draintile construction is required in areas of non-granular soils within the development for the street sub-cuts and lots. Any additional draintile construction, including perimeter draintile required for building footings, which is deemed necessary during construction shall be the Developer's responsibility to install and finance.

The Storm Sewer Charge has not been collected on the parent parcels and shall be paid with the final plat.

Final locations and sizes of all storm sewer facilities will be reviewed by City staff with the final construction plans.

FEMA FLOODPLAIN ANALYSIS

The development is shown on the Flood Insurance Rate Map (FIRM #27037C0183E effective 12/2/2011) as Zone X by the Federal Emergency Management Agency (FEMA). Based on this designation, there are no areas in the plat located within a Special Flood Hazard Area (SFHA), as determined by FEMA.

WETLANDS

A wetland delineation was reviewed and approved for the site on 12/20/2024. The wetland delineation identified 4 wetland areas on the site. The developer is not proposing to impact wetlands with this phase. A portion of "Wetland A" and the required buffer will be dedicated to the City with final plat. The remaining wetlands and buffers will be dedicated to the city with future development. Natural areas signs will be placed along the outlot that contains the wetland, buffer and stormwater treatment basin. The developer is responsible for the establishment of any buffers and stormwater treatment areas. A security will be held until full established with native vegetation and has been approved by City Staff.

TREE PRESERVATION

The tree preservation plan for Kenwood Meadows identifies 1,314 diameter inches of significant trees onsite. As a Residential District, the tree removal threshold is 40%, or 525.6 inches. Plans propose to remove 678 diameter inches (51.6%) which is above the threshold. The tree replacement requirement for this site is 76.5 diameter inches of new tree planting which is not met as shown on the tree preservation plan dated 7/10/2026. Plans provide 75 diameter inches of new trees - one additional tree is required. The planting plan will need to be updated to meet the requirements of the ordinance.

The plan indicates the replacement trees will be planted by the builder/buyer after construction. The developer will be responsible for any replacement trees that are not planted following construction.

All trees identified for preservation shall be protected with appropriate tree protection fencing and measures installed prior to, and maintained throughout, construction. Any trees to be preserved that are damaged or removed during construction will require replacement in accordance with the Tree Preservation Ordinance (11-21-11).

EROSION CONTROL

The Developer is responsible for obtaining an MPCA Construction Permit for the site as well as developing a SWPPP for the site prior to construction. The SWPPP must be submitted and approved by the City prior to any site work. The permit requires that all erosion and sediment BMPs be clearly outlined in a site's SWPPP. Changes made throughout construction should be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff. Any additional measures require shall be installed and maintained by the Developer.

RECOMMENDATION

Engineering recommends approval of the Kenwood Meadows preliminary plat, grading and erosion control plan, utility plan and tree preservation plan, subject to the requirements and stipulations within this report.



Date: 09/08/2026

Draft 2027-2031 Capital Improvement Plan (CIP)

Proposed Action:

Staff is seeking direction from the Council regarding prioritization of the planned/proposed projects.

Overview

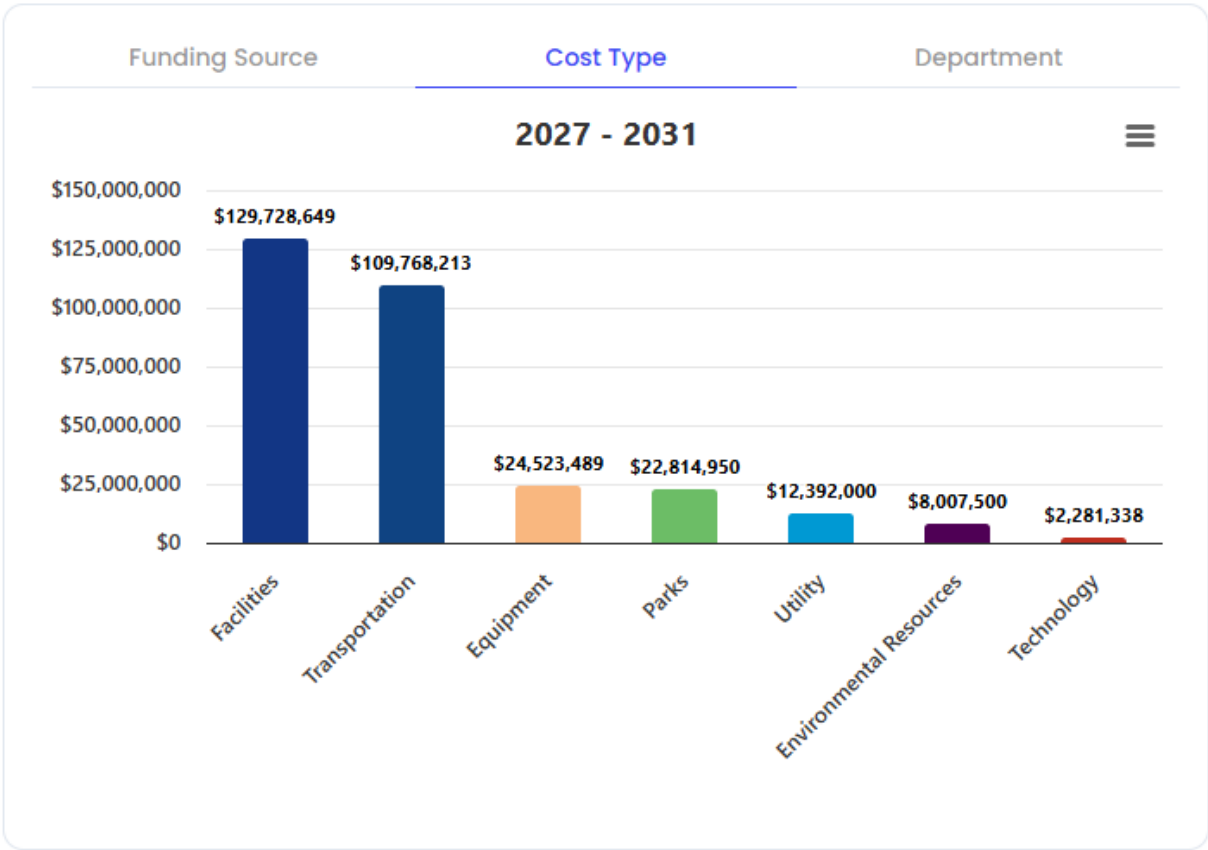
The Capital Improvement Plan is comprised of the following components:

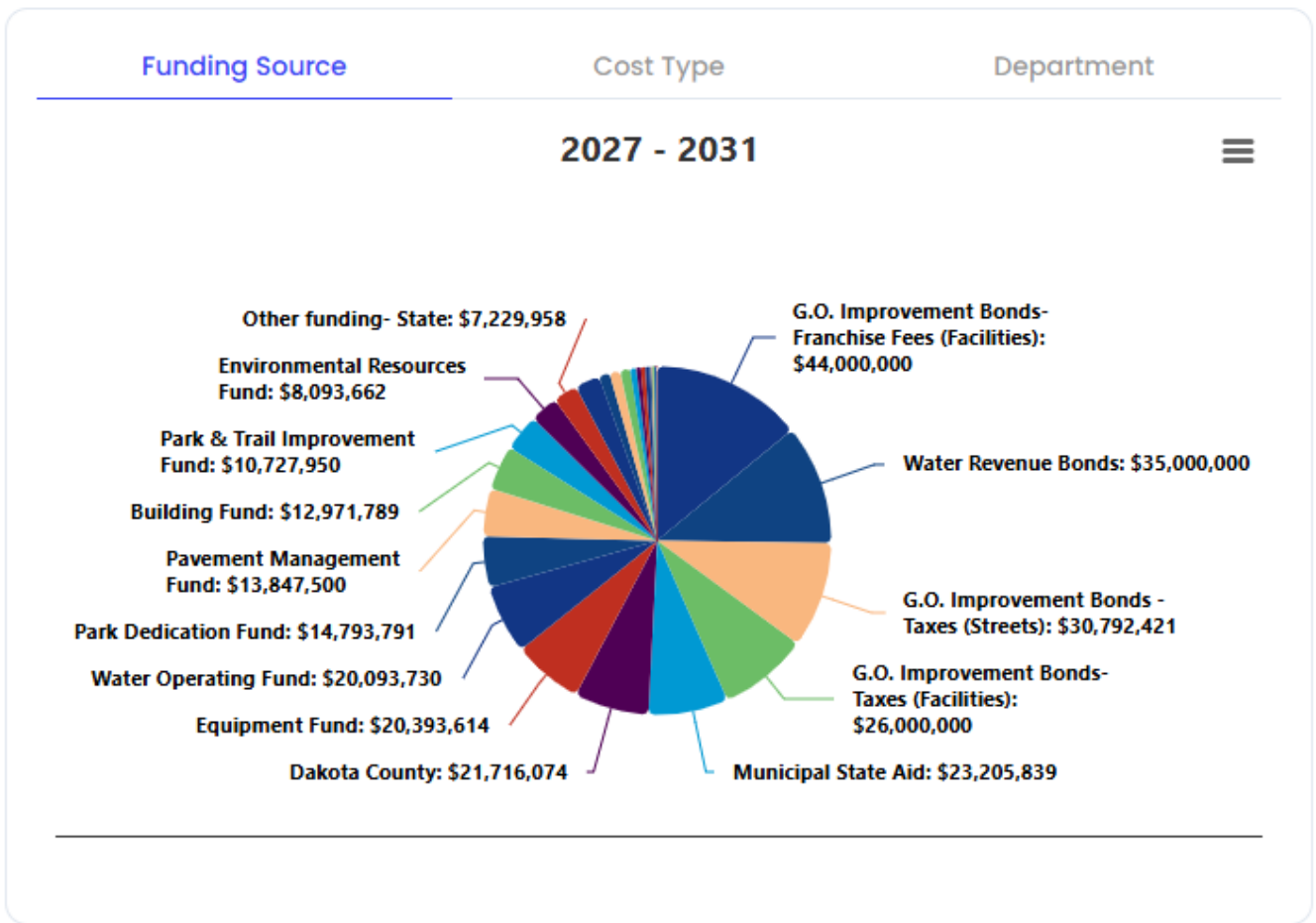
- 1) Transportation
- 2) Utility
- 3) Parks and Recreation
- 4) Environmental Resources
- 5) Facilities
- 6) Equipment
- 7) Technology

Included with this report are the project descriptions, locations, revenues and expenditures. A high-level summary of the impact on future debt balances and tax levy is also included.

Program Summary

The majority of planned capital investments are in transportation and facilities for the next five years. The total budgeted capital expenditures by category are shown below. The projects are financed from diverse revenue sources. A summary is shown below. Details are shown on subsequent pages.





Transportation Projects

The CIP identifies projects that will support existing and projected transportation needs in the City. Primary funding sources include Municipal State Aid, tax levy, GO bonds, special assessments, and on shared County roads/intersections there is often shared funding between the City and the County.

City/County projects

The City's cost share on partnership projects with the County is based on adopted County cost participation policies. The draft CIP reflects total costs and revenues from other entities on projects where the City is the lead agency, however, only the City-share of project costs are reflected when the County or another entity is the lead agency.

The draft CIP also reflects projects in which the County has advance funded the City share of eligible-project costs, consistent with adopted County cost participation policies. In these instances, the City will use a future year's allotment from the Municipal State Aid Fund to repay the County, thereby reducing or eliminating the need to issue bonds. City repayments to the County are labeled as "Dakota County- Advanced funding of city share" and shown as a) positive in the year the costs are incurred, and b) negative County amount/positive Municipal State Aid amount in the year of repayment. Projects listed below are already constructed or in-progress. The County

has recently changed their policy to begin charging interest on advance funding arrangements, so the City is not planning to enter into new advances on future projects. The amounts below are the remaining advance amounts due on past/in process projects (as of September 1, 2026).

City Project #	Project description	Project led by City or County	Construction year(s)	Advance repayment year(s)	Total remaining advance amount
23-04 Phase 1	179 th St/Future CSAH 9 (Highview-Cedar)	County	2023	2026-2027	\$3,779,182
23-04 Phase 2	Dodd Blvd (Gerdine Path–CSAH 31)	County	2023/2024	2026-2027	\$837,875
23-08	CSAH9/CSAH 31 Traffic Signal System	County	2023/2024	2027	\$27,264
25-04	185 th St/CSAH 60 (CSAH 50-Ipava)	City	2025	2026-2029	\$3,655,793

Total remaining advance amount (2026-2029): **\$8,300,114**

Bonds for street reconstruction projects

The estimated costs for bond-supported projects currently included in the draft CIP for the 2027 project year including street reconstruction costs would result in tax-levy supported bonds of approximately \$32.8 million. This would necessitate an increase in the 2028 tax levy for principal and interest payments of approximately \$3.075M.

Staff plans to complete soil testing studies for certain transportation projects programmed in the CIP following CIP adoption, but in the year prior to construction/bonds. This allows staff to better estimate project costs.

Pay as you go on Street Improvement projects

Staff estimates that approximately \$200K is needed annually to fund costs related to the following year's XX-02 street improvement project (design and engineering expenses incurred in advance of construction). For example, \$200,000 is included in year 2028 to fund costs of the 2029 street improvement project in advance of receiving bond proceeds in 2029. Staff would like to reduce bonding levels in future years to be able to pay for these year-ahead costs as they are incurred, but this is not assumed for the current CIP due to current pressures on the tax levy.

Park Projects

Consistent with the 2026-2030 CIP, the draft 2027-2031 CIP includes costs for the East Community Park project, which will be the final project to be completed as part of the 2021 bond referendum. Construction of East community Park began in 2026 and is anticipated to carry over into 2027. Any project costs not covered by bonds or Dakota County contributions will be paid from the Park Dedication Fund. Staff plans to propose a 2027 increase in the Park Dedication fees in line with property value increases, consistent with prior years.

There are 68 parks and over 150 miles of paved trails in the city. The draft 2027-2031 CIP includes significant costs for maintenance of trails, park parking lots, playground replacements, and other general park maintenance, all of which are planned to be funded by the Park & Trail Improvement Fund.

The tax levy allocation to this fund has fluctuated over the past few years, with one-time transfers from the General Fund providing the necessary funding in 2021, 2022 and 2023. The 2026 tax levy allocated to this fund was \$1,550,000. New trails and parks are added in the City each year with new development and other city projects, and an increase in the annual tax levy allocation for maintenance is recommended. The planned projects in 2027-2031 would necessitate a tax levy allocation of \$1,800,000 in 2027, and \$2,500,000 in 2028 due primarily to the Klamath Trail retaining wall project planned for that year.

Utility Projects

Wells #24 and #25 are programmed for 2028 construction. These are needed to satisfy current demands on the water system and this anticipated timing does not consider any future new businesses in Lakeville that may have higher than average water demands. If policy decision by Council goes in a different direction, additional new water infrastructure costs would need to be incorporated.

The Fairfield water tower is programmed for repainting in 2030. Painting water towers keeps the towers looking nice and prevents the towers from corroding, helping preserve their structural integrity. Painting of the water towers is completed on the interior and exterior of the tank. Painting ensures the continued reliability of water towers and helps prevent the spread of bacteria and other contaminants along with rusting and deterioration on the inside.

Also included in the current CIP draft is the cost of constructing a new satellite water treatment facility in 2027. The City's water demand continues to grow as new development occurs. This project would construct a satellite water treatment plant at the northeast corner of 179th Street and Granby Lane next to the new fire station #2. A water treatment expansion study completed in 2026 identified the need for a satellite treatment facility to meet future water demands. The new plant will improve the redundancy and resiliency of the City's water system and provide additional capacity to improve water distribution and maintain system pressure during peak-demand periods.

Facility Projects

The Facility plans include necessary improvements/maintenance on City buildings/properties. Included in 2027 is the estimated cost of an expansion of the Central Maintenance Facility, which will be funded by bonds and repaid by tax levies. Also included are renovations of fire station #3 and fire station #1 in 2027 and 2028, respectively. The fire station projects will all be funded by bonds, with bond repayment anticipated from franchise fees.

Equipment and Technology

The planned equipment and capital-related technology purchases are estimated to address organizational needs, assist with prioritization of purchases across the city, and forecast funding availability.

New City Bonds

As noted in the draft CIP, the estimated bonds needed to fund the bonded projects in the 2027 CIP is \$88.1M, which is broken out below.

<u>Project Description</u>	<u>Total estimated bonds in 2027</u>
27-02: 2027 Street Reconstruction	\$ 4,008,000
27-03: Collector Roadway Rehabilitation	3,097,260
25-11 Fire Station 3 Improvements	20,000,000
27-14 CMF Expansion	26,000,000
27-13 Satellite Water Treatment Facility	35,000,000
TOTAL	\$ 88,105,260

This amount of debt has a significant impact on the overall debt balance of the City, which would grow to a high of approximately \$267.4 Million at the end of 2028. A debt balance chart as well as debt per capita and debt per household are included in an Attachment. The impact on the tax levy is illustrated in the draft CIP document.

Who is paying for Capital Improvement Projects:

- Property taxes→ collected from properties subject to taxation. Governments, schools, non-profits, and other tax-exempt properties (churches) do not pay property taxes.
- Franchise Fees→ collected from properties with gas/electric utility bills and is being used to fund construction/debt repayment of public safety facility construction & improvements.
- Utility Operating Funds→ funded by the users of the services, including residents, businesses, schools, churches, and institutions, through the fees charged on the City utility bills for the services below.
 - Water fees
 - Sanitary Sewer fees
 - Environmental Resources fees
 - Streetlight fees
- Developers→ connection fees are paid by developers, including the Park Dedication fee, Watermain Unit Charge, Sanitary Sewer fee, and Storm Sewer Charge. These fees are used for only NEW or improved infrastructure (not replacement/maintenance).
- Antenna Leases → Companies pay the City for use of City property to hold their cell towers/antennas. This revenue is allocated to the Building Fund and Park Improvement Funds.

Attachments:

- 1) Debt Charts
- 2) Draft Capital Improvement Plan 2027-2031

From: Justin Miller, City Administrator

Julie Stahl, Finance Director

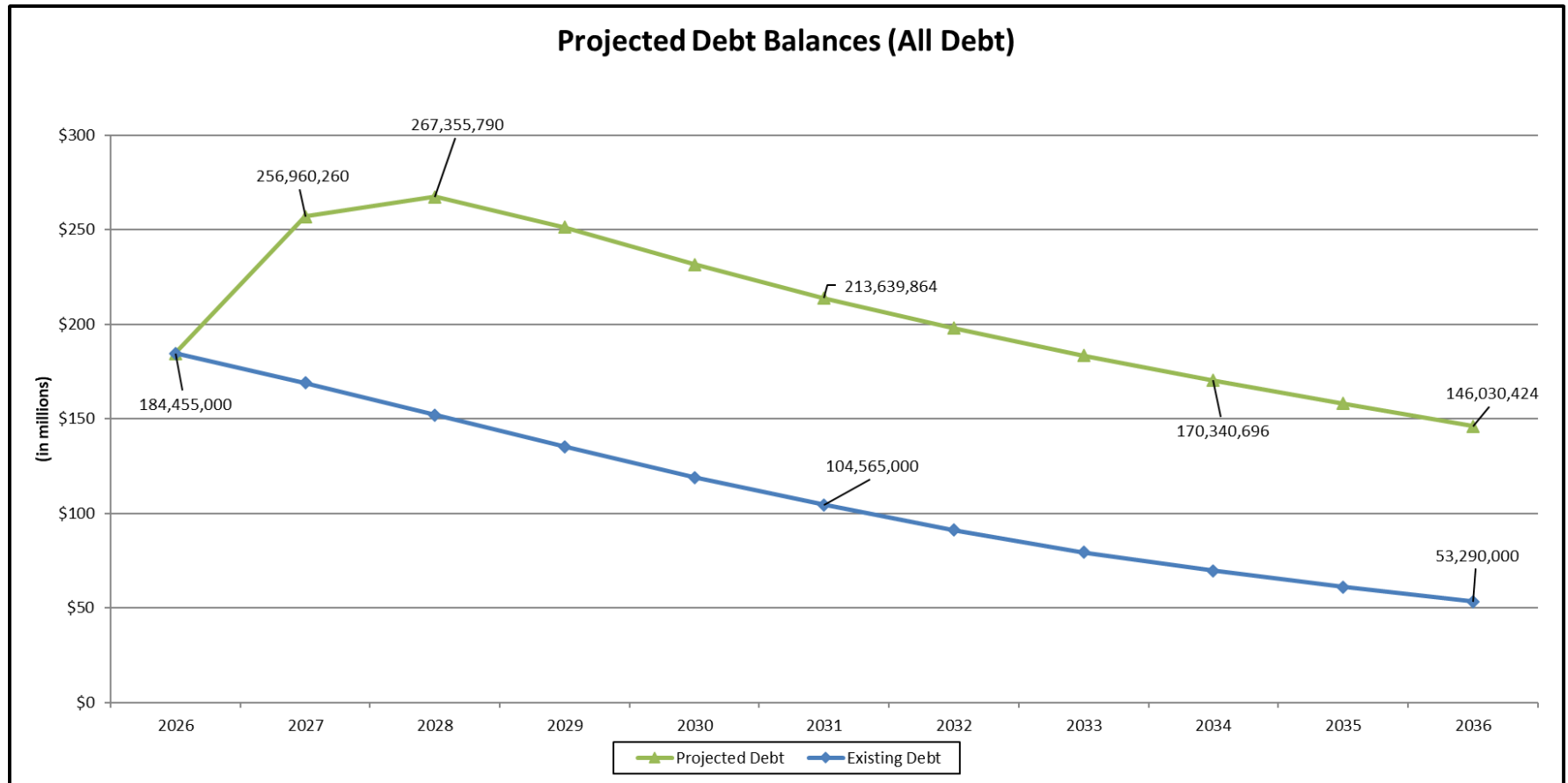
Paul Oehme, Public Works Director

Zach Johnson, City Engineer

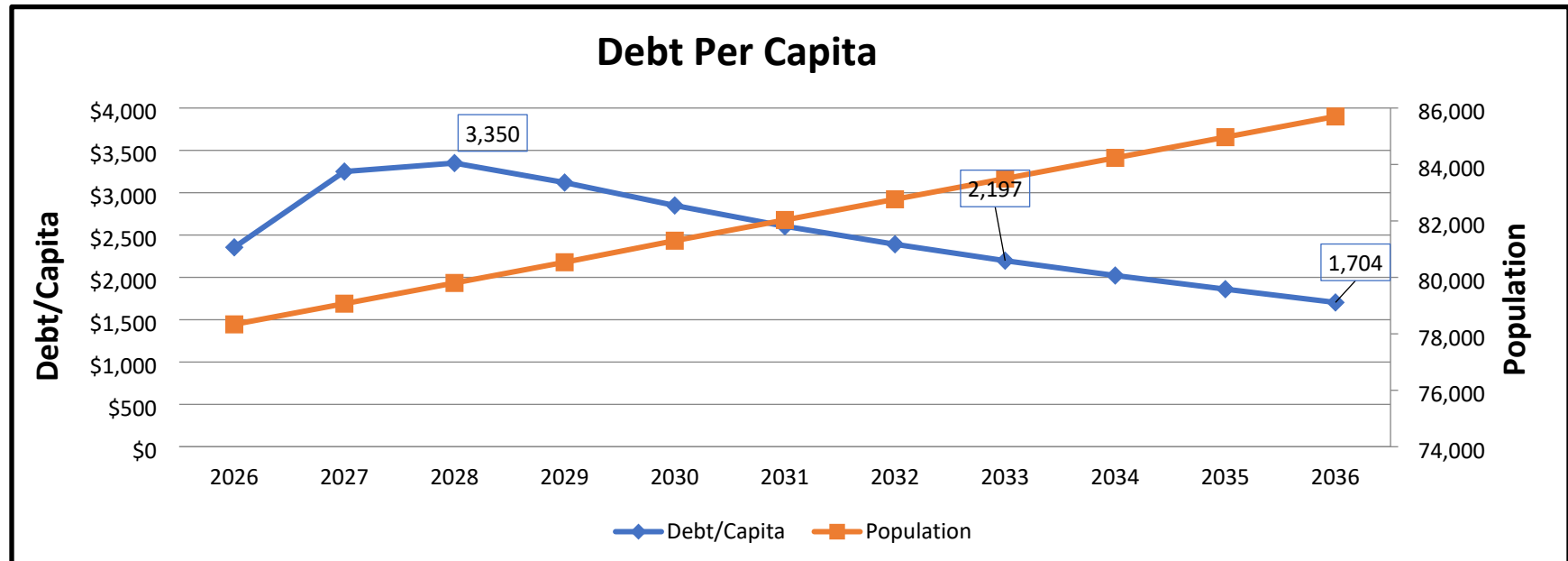
Joe Masiarchin, Parks & Recreation Director

Attachment- Debt Charts

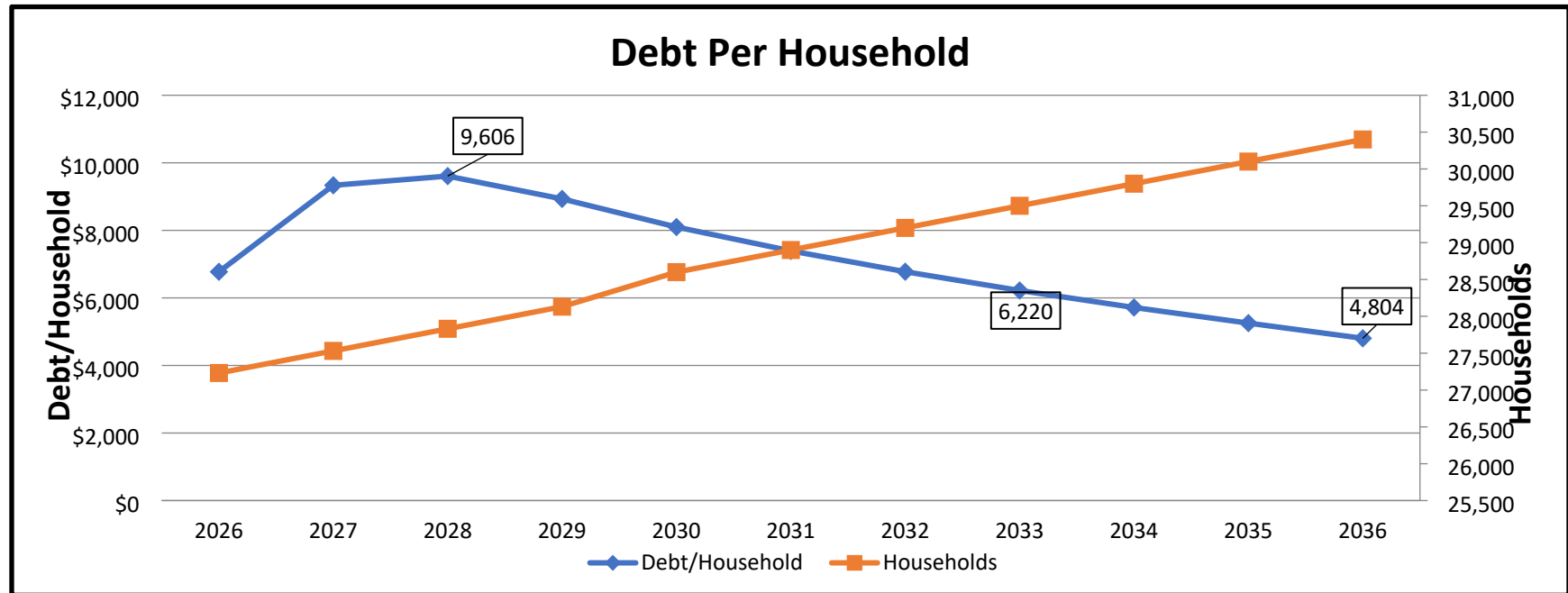
The following chart reflects the cumulative effect of new debt issued as indicated in the CIP and the retirement of existing debt. The top line is the resulting debt balance at the end of each year.



The following chart reflects the cumulative effect of new debt issued as indicated in the proposed CIP and the retirement of existing debt on a per capital basis.



The following chart reflects the cumulative effect of new debt issued as indicated in the proposed CIP and the retirement of existing debt on a per household basis.





DRAFT

CAPITAL IMPROVEMENT PLAN

2027-2031

CITY OF LAKEVILLE



Capital Improvement Plan 2027-2031
Lakeville, MN
Administrative Summary

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Administrative Summary

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Introduction

The Capital Improvement Plan provides a long-range framework to meet the infrastructure needs and development objectives of our community. It provides policy makers and the community with a strategic (documented) approach to implementation and administration of improvement projects and equipment acquisitions.

The Plan identifies the allocation of the City's financial resources and maximizes the use of non-tax revenues to finance the improvements. Municipal State Aid Street Funds (MSA), connection charges, special assessments and other revenue sources are vital elements to financing City improvements. The use of these revenue sources reduces the reliance on property taxes to finance these improvements.

The City intends to pursue the financing strategy as presented, but future events may require changes in both costs and revenues. The Capital Improvement Plan represents a significant financial, engineering and development undertaking for the City in the years ahead. The Capital Improvement Plan is consistent with the City's Comprehensive Plan and takes into consideration projects identified in the Dakota County Capital Improvement Plan.

Categories

Transportation includes all roads, streets, street lights, bridges and traffic signals within the City with the exception of Interstate I-35 and routine maintenance of County roads. Major funding sources include Municipal State Aid Street funds, special assessments and property taxes.

Utility infrastructure includes the construction and major maintenance of all water systems such as wells, towers and the water treatment facility. Utilities also include sanitary sewer and storm sewer systems. The primary source of financing for developing new systems is connection charges collected when property develops or with the issuance of a building permit. Maintenance projects are financed by user fees. The Water Treatment Plant expansion in 2027 is planned to include a combination of bond funding (principal and interest payments to be repaid with user fees), and fund balance/net assets in the Water Trunk Fund and Water Operating Fund, respectively.

Environmental Resources system includes lakes, wetlands, streams, prairies and woodlands. Maintenance project are financed with user fees.

Parks system includes regional, community and neighborhood parks as well as trails and recreation facilities such as the Arts Center and Heritage Center. Major resources include park dedication fees collected when property develops, and grants. Maintenance projects are financed with property taxes and other revenue sources. A parks bond referendum was approved in the fall of 2021 and related projects have been/are being constructed between 2022-2027.

Facilities include the city hall, police station, fire stations, central maintenance facility, arts center, FIRST Center, and other municipal buildings. Primary revenue sources include, but are not limited to, property taxes, General Fund, Water Operating Fund, and planned bond proceeds in several years (for Fire station renovations, CMF expansion, and Water Treatment plant expansion).

Equipment includes all major equipment acquisitions and replacement. Primary revenue sources include, but are not limited to, Liquor Fund contributions, General Fund, Utility Funds, sale of assets and property taxes.

Technology includes all major technology-related equipment acquisitions and replacement. Primary revenue sources include, but are not limited to, Liquor Fund, General Fund, Utility Funds, and property taxes.

Debt Analysis and Tax Impact

In reviewing the 2027-2031 Capital Improvement Plan, the City Council should consider the level of debt, the commitment of funds to repay that debt, as well as the annual tax impact associated with the scheduled projects.

As of 12/31/2026, the City of Lakeville will have \$184,455,000 in debt. The following chart reflects the type of debt that comprises the \$184.5M.

EXISTING CITY DEBT AS OF 12/31/2026		
BOND TYPE	AMOUNT	PURPOSE
GO CAPITAL IMPROVEMENT	\$91,120,000	Various capital projects (Central Maintenance Facility, Police Station, First Center, Fire Station)
GO STREET RECONSTRUCTION	\$16,935,000	Street reconstruction projects
GO IMPROVEMENT	\$44,885,000	Various capital improvement projects; includes special assessment-supported debt
GO STATE AID STREET REVENUE	\$2,815,000	Various street improvement projects
GO WATER REVENUE	\$8,905,000	Holyoke Ave water tower, water treatment facility improvements, wells 21 and 22, 215th St utility improvements
HRA LEASE REVENUE-LIQUOR	\$280,000	Construction of liquor store (2007)
TAX ABATEMENT	\$14,165,000	Arenas projects 2021-2022, Keokuk liquor store construction
WATER REVENUE	\$5,350,000	Watermain replacement (in conjunction with street reconstruction projects)
TOTAL REMAINING PRINCIPAL	\$184,455,000	

The 2027-2031 CIP includes projects that will need to be funded by bond proceeds. Bonds are issued for the project costs that the City is funding through tax levies as well as the costs that are specially assessed to property owners. The City anticipates \$138,797,000 in bonding for projects in the CIP plan for 2027-2031, including the following-

- \$33,797,000 for street reconstruction/collector road rehabilitation projects in 2027-2031
- \$26,000,000 for the CMF facility expansion in 2027
- \$35,000,000 for the bonded portion of a Water Treatment Facility expansion project in 2027
- \$20,000,000 in 2027 and \$24,000,000 in 2028 for fire station remodel projects.

The anticipated bonding amount for 2027 is \$88,105,260, which assumes no bonding is needed in 2027 for planned equipment expenditures. The current CIP projections assume no bond funding will be needed for the Municipal State Aid (MSA) projects, which will be dependent on project costs and timing.

Major projects scheduled for 2027, which are planned to be funded with bonds are listed below (note that these amounts also include any bonds which will be repaid by special assessments):

PLANNED BOND FUNDING IN 2027	
PROJECT	ESTIMATED BOND AMOUNT
2027 street projects	\$7,105,260
Central Maintenance Facility expansion	26,000,000
Water treatment satellite plant	35,000,000
Fire station #3 improvements	20,000,000
Total	\$88,105,260

Major projects that involve a property tax levy component in 2027 are listed below:

TAX LEVY FUNDING IN CAPITAL PROJECT FUNDS IN 2027	
FUND	TAX LEVY IN 2027
Building Fund	\$1,300,000
Equipment Fund	400,000
Park & Trail Improvement Fund	1,800,000
Pavement Management Fund	2,700,000
Technology Fund	300,000
Total	\$6,500,000

Project costs in the CIP may be higher than the tax levy amounts above, due to additional funding sources beyond tax levy, such as fund balance, or other sources (as reflected in the CIP). There are sometimes transfers from General Fund balance reserve into Capital Project Funds to reduce the impact on the tax levy, and such transfers are not reflected in the table above.

The impact of the 2027-2031 CIP and other anticipated bond payment adjustments on the debt service property tax levy are reflected in the following table:

	PROJECTED CHANGE IN DEBT LEVY					TOTAL 2027-2031
	2027	2028	2029	2030	2031	
ANNUAL DEBT LEVY	\$12,297,737	12,897,185	11,984,528	10,397,856	8,547,666	\$56,124,973
CHANGE FROM:						
EXISTING DEBT	-	599,448	(912,657)	(1,586,672)	(1,850,190)	(3,750,071)
NEW CIP- STREET PROJECTS	-	899,000	1,891,000	2,753,000	3,416,000	8,959,000
NEW CIP-FACILITIES	-	2,175,663	2,175,663	2,175,663	2,175,663	8,702,650
TOTAL CHANGE	-	3,674,111	3,154,006	3,341,990	3,741,473	13,911,579
REVISED DEBT LEVY	\$12,297,737	\$15,971,848	\$16,051,191	\$15,326,519	\$14,139,329	\$70,036,552
% CHANGE IN DEBT LEVY		30%	0%	(5%)	(8%)	

Each year, certain bond issues mature and the corresponding debt service payments are eliminated. The amount of debt service dropping off each year as payments are made is less than the amount that we are adding for new CIP projects through 2028. This levels out in 2029, and flips the other way in 2030 whereby the amount of debt levy from existing debt falls at a greater rate than what is being proposed to add. This results in a significant increase in the debt service property tax levy in 2028, slight increase in 2029, and decreases in 2030 and 2031.

The proposed CIP projects will impact the debt service beginning in 2028. The anticipated bond payments on debt issued in conjunction with these new projects will result in an increased debt service levy of approximately \$3,074,000 for 2028, \$4,067,000 for 2029, \$4,929,000 for 2030, and \$5,592,000 for 2031.

The \$138.8M of bonding for projects in the 2027-2031 CIP will require significant bond payments beginning in 2028 from the following sources: tax levy, special assessments, franchise fees, and the Water Operating Fund/Water Trunk Fund. The estimated annual payments by source are shown in the table and chart below.

Funding of New Debt from CIP (Cumulative Payments by Year)					
Funding source	2028	2029	2030	2031	2032
Tax Levy	\$3,074,663	\$4,066,663	\$4,928,663	\$5,591,663	\$6,260,663
Special Assessments	43,791	205,645	398,642	398,642	398,642
Franchise Fees	1,673,587	3,681,891	3,681,891	3,681,891	3,681,891
Water Funds	3,486,896	3,486,896	3,486,896	3,486,896	3,486,896
Total	8,278,936	11,441,094	12,496,091	13,159,091	13,828,091

Additional Considerations

Impact of the Capital Improvement Plan on the Operating Budget

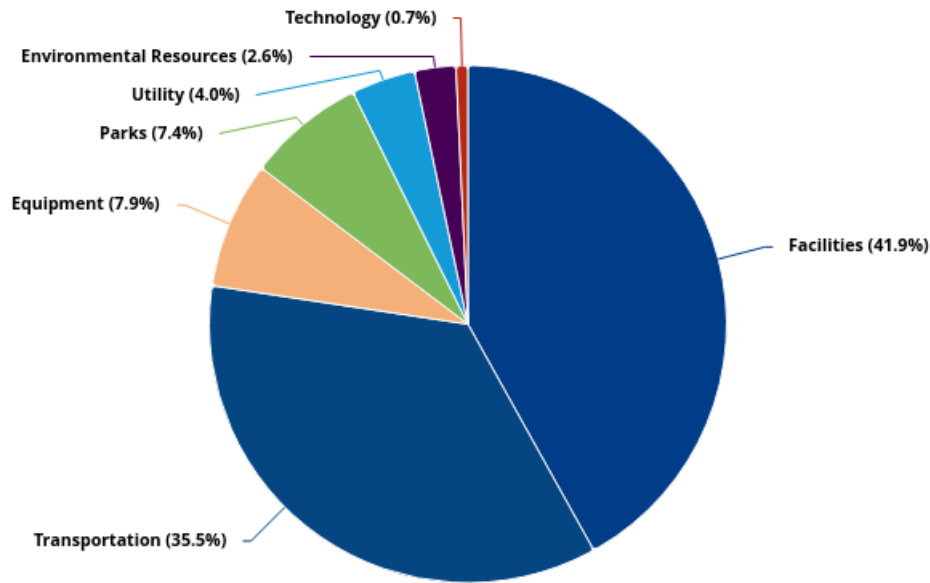
The City's Operating Budget is affected by the Capital Improvement Plan. Capital improvements typically result in ongoing expenses for routine operation, repair and maintenance upon completion or acquisition. Existing City facilities and equipment will eventually require rehabilitation, renovation or upgrades to accommodate new uses or address needed improvements. Older facilities usually involve higher maintenance and repair costs as well.

Capital improvements make a positive contribution to the economic vitality, quality of life and fiscal well-being of our community in spite of potential recurring operating costs. Capital projects such as the redevelopment of under-performing or under-used areas of the City, and the infrastructure expansion needed to support new development, help promote the economic development and growth that generates additional operating revenues. These new revenue sources provide the funding needed to maintain, improve and expand the City's infrastructure.

Additional considerations

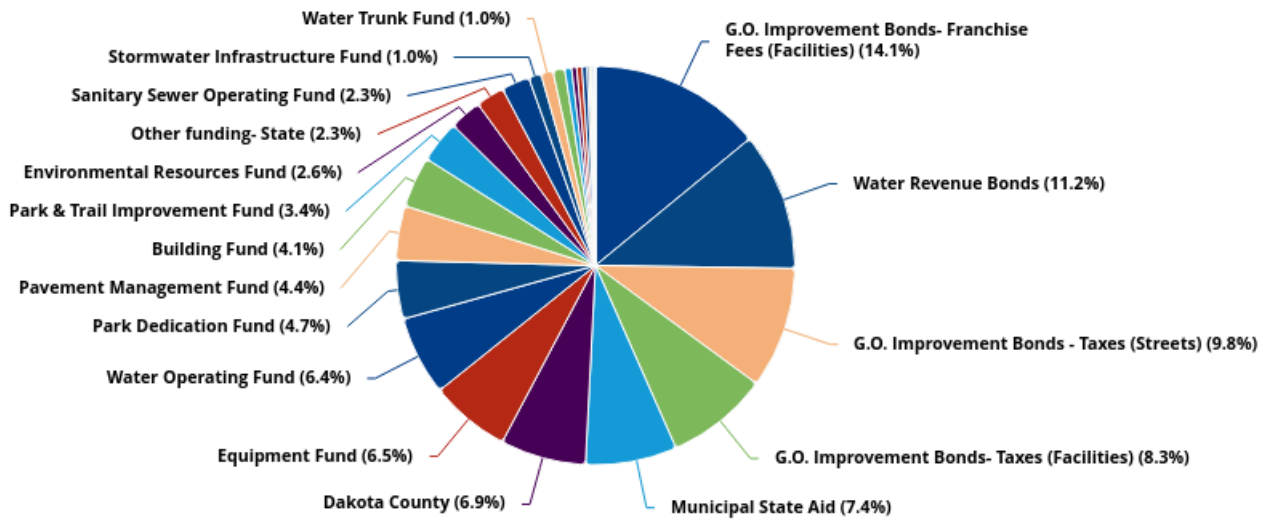
Dakota County staff continue to prepare the Dakota County's draft 2027-2031 Transportation, Transportation Sales & Use Tax, and Regional Rail Authority Capital Improvement Program. City and County staff continue to coordinate efforts to create CIPs that align with both local and regional transportation needs.

2027 through 2031
Cost Type Summary
 Lakeville, MN
Cost Type Summary



Cost Type	2027	2028	2029	2030	2031	Total
Environmental Resources	1,601,500	1,601,500	1,601,500	1,601,500	1,601,500	8,007,500
Equipment	4,116,501	5,417,938	4,469,224	6,016,451	4,503,375	24,523,489
Facilities	87,173,600	26,160,400	8,247,789	6,351,860	1,795,000	129,728,649
Parks	4,041,500	8,117,500	2,729,000	3,827,000	4,099,950	22,814,950
Technology	513,715	730,021	521,998	366,953	148,651	2,281,338
Transportation	36,360,907	23,133,352	16,277,943	14,230,307	19,765,703	109,768,212
Utility	1,932,000	3,635,000	2,105,000	2,775,000	1,945,000	12,392,000
GRAND TOTAL	135,739,723	68,795,711	35,952,454	35,169,071	33,859,179	309,516,138

2027 through 2031
Capital Improvement Plan
 Lakeville, MN
Funding Source Summary



Source	2027	2028	2029	2030	2031	Total
Arenas	1,534	7,599	3,628	3,696	4,384	20,841
Building Fund	938,600	1,105,400	8,027,789	1,195,000	1,705,000	12,971,789
Communications Fund	59,932	79,455	81,751	79,262	99,237	399,637
Dakota County	14,769,824	4,124,000	354,250	2,458,000	10,000	21,716,074
Dakota County- Advance funding of city share	-465,454	-2,674,000	-336,000			-3,475,454
Environmental Resources Fund	1,690,872	1,351,974	1,343,878	2,198,744	1,508,194	8,093,662
Equipment Fund	3,294,423	5,047,526	3,863,123	4,694,237	3,494,305	20,393,614
Escrows	362,029	311,046			657,600	1,330,675
General Fund	319,505	196,242	266,212	209,517	236,994	1,228,470
G.O. Improvement Bonds- Franchise Fees (Facilities)	20,000,000	24,000,000				44,000,000
G.O. Improvement Bonds - Sp. Assess.	330,077	1,220,000	1,454,737			3,004,814
G.O. Improvement Bonds- Taxes (Facilities)	26,000,000					26,000,000
G.O. Improvement Bonds - Taxes (Streets)	6,775,183	7,481,056	6,497,047	4,995,932	5,043,203	30,792,421
Improvement Construction Fund	225,000					225,000
Liquor Fund	176,367	299,222	70,366	674,978	102,455	1,323,388
MSA/MSA Bonds - Sp. Assess.					350,000	350,000
Municipal State Aid	2,163,680	7,726,250	3,466,633	2,634,375	7,214,900	23,205,838
Other cost share arrangement- Credit River (Judicial Rd)	127,000					127,000
Other funding- Federal	325,000					325,000
Other funding- State	7,229,958					7,229,958
Park Dedication Fund	2,657,000	4,515,000	1,524,791	2,912,000	3,185,000	14,793,791
Park & Trail Improvement Fund	1,889,500	3,782,500	1,394,000	1,347,000	2,314,950	10,727,950
Pavement Management Fund	2,722,500	2,750,000	2,720,000	2,790,000	2,865,000	13,847,500
Sanitary Sewer Operating Fund	1,309,376	1,303,438	1,361,704	1,240,633	1,889,643	7,104,794
Sanitary Sewer Trunk Fund	75,000	175,000	167,968	75,000	75,000	567,968
Stormwater Infrastructure Fund	585,000	600,000	582,672	205,000	1,240,000	3,212,672
Streetlight Operating Fund	10,000				50,000	60,000
Technology Fund	322,338	525,564	450,356	295,062	120,841	1,714,161
Vermillion River Watershed JPO	10,000	10,000	10,000	10,000	10,000	50,000
Water Operating Fund	10,500,479	2,293,439	2,221,704	3,710,635	1,367,473	20,093,730
Water Revenue Bonds	35,000,000					35,000,000

Source	2027	2028	2029	2030	2031	Total
Water Trunk Fund	-3,635,000	2,565,000	395,845	3,440,000	315,000	3,080,845
GRAND TOTAL	135,769,723	68,795,711	35,922,454	35,169,071	33,859,179	309,516,138

2027 through 2031
Projects & Funding Sources by Cost type
 Lakeville, MN
Projects & Funding Sources By Cost Type

Cost Type	Project #	2027	2028	2029	2030	2031	Total
Environmental Resources							
East Lake Rough Fish Barrier	23-58	35,000	35,000	35,000	35,000	35,000	175,000
Forestry (Ash tree injection/removal, reforestatio	ER-05	141,500	141,500	141,500	141,500	141,500	707,500
Lake Management	ER-02	110,000	110,000	110,000	110,000	110,000	550,000
Storm Water Conveyance System Expansion	ER-04	100,000	100,000	100,000	100,000	100,000	500,000
Stormwater Infrastructure Maintenance	ER-03	960,000	960,000	960,000	960,000	960,000	4,800,000
Vegetation Management - City Outlots/ Public land	ER-06	170,000	170,000	170,000	170,000	170,000	850,000
Water Quality and Water Conservation	ER-01	85,000	85,000	85,000	85,000	85,000	425,000
Environmental Resources Total		1,601,500	1,601,500	1,601,500	1,601,500	1,601,500	8,007,500

Dakota County	10,000	10,000	10,000	10,000	10,000	50,000
Environmental Resources Fund	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000	6,700,000
General Fund	141,500	141,500	141,500	141,500	141,500	707,500
Stormwater Infrastructure Fund	100,000	100,000	100,000	100,000	100,000	500,000
Vermillion River Watershed JPO	10,000	10,000	10,000	10,000	10,000	50,000
Source Grand Total	1,601,500	1,601,500	1,601,500	1,601,500	1,601,500	8,007,500

Equipment

Communications PEG-Equipment	E-10	54,000	70,000	77,000	75,000	95,000	371,000
Construction Services-Equipment	E-07	69,414		30,495	56,000		155,909
Environmental Resources - Equipment	E-11				692,835		692,835
Facilities - Equipment	E-05	45,021	46,296				91,317
Fire - Equipment	E-02	421,542	1,103,344	290,000	1,537,900	99,220	3,452,006
Inspections-Equipment	E-06			69,000		72,600	141,600
Liquor-Equipment	E-08			34,880			34,880
Park Maintenance-Equipment	E-04	551,179	732,095	768,585	604,887	457,858	3,114,604
Police-Equipment	E-01	1,073,660	1,630,133	1,343,932	1,086,173	1,479,134	6,613,032
Streets-Equipment	E-03	1,847,645	1,590,400	1,475,823	1,639,573	1,647,392	8,200,833
Utilities-Equipment	E-12	54,040	245,670	379,509	324,083	652,171	1,655,473
Equipment Total		4,116,501	5,417,938	4,469,224	6,016,451	4,503,375	24,523,489

Communications Fund	54,000	70,000	77,000	75,000	95,000	371,000
Environmental Resources Fund	346,075			855,114	166,405	1,367,594
Equipment Fund	3,294,423	5,047,526	3,863,123	4,694,237	3,494,305	20,393,614
General Fund	138,005	54,742	114,712	68,017	95,494	470,970
Liquor Fund			34,880			34,880
Other funding- State	229,958					229,958
Sanitary Sewer Operating Fund	53,003	122,835	189,755	162,041	652,171	1,179,805
Water Operating Fund	1,037	122,835	189,754	162,042	0	475,668
Source Grand Total	4,116,501	5,417,938	4,469,224	6,016,451	4,503,375	24,523,489

Facilities

Arts Center-Maintenance/ Improvements	B-05	645,000		180,000	445,000	350,000	1,620,000
City Hall Building Maintenance/ Improvements	B-01	185,000	245,000	867,000	70,000	130,000	1,497,000
CMF Building Maintenance/ Improvements	B-02	25,670,000		3,147,704	375,000	520,000	29,712,704

Cost Type	Project #	2027	2028	2029	2030	2031	Total
Fine Arts Building-Maintenance/Improvements	B-06	100,000	570,000				670,000
Fire Station #1-Building Maintenance/Improvements	B-07		20,500,000				20,500,000
Fire Station #3-Building Maintenance/Improvements	B-09	20,000,000	3,500,000				23,500,000
Fire Station #4-Building Maintenance/Improvements	B-10			154,700			154,700
FiRST Center Facility Maintenance/Improvements	B-17	100,000				30,000	130,000
Galaxie Liquor Store- Maintenance/Improv	B-15		80,000		331,570	65,000	476,570
Heritage Center-Maintenance/Improvements	B-04	43,000	228,000	745,000	280,000	75,000	1,371,000
Heritage Liquor Store- Maintenance/Improv	B-13	15,000	95,000		200,000	25,000	335,000
Kenrick Liquor Store- Maintenance/Improv	B-14	15,000			30,290		45,290
Keokuk Liquor Store- Maintenance/Improv	B-12				70,000		70,000
Police Station- Building Maintenance/Improvements	B-03	165,600	62,400	2,963,385	25,000	600,000	3,816,385
Water Treatment Facility-Maintenance/Improvements	B-16	40,235,000	880,000	190,000	4,525,000		45,830,000
Facilities Total		87,173,600	26,160,400	8,247,789	6,351,860	1,795,000	129,728,649

Building Fund	938,600	1,105,400	8,027,789	1,195,000	1,705,000	12,971,789
G.O. Improvement Bonds- Franchise Fees (Facilities)	20,000,000	24,000,000				44,000,000
G.O. Improvement Bonds- Taxes (Facilities)	26,000,000					26,000,000
Liquor Fund	30,000	175,000		631,860	90,000	926,860
Water Operating Fund	9,235,000	880,000	190,000	1,500,000		11,805,000
Water Revenue Bonds	35,000,000					35,000,000
Water Trunk Fund	-4,000,000			3,025,000		-975,000
Source Grand Total	87,203,600	26,160,400	8,217,789	6,351,860	1,795,000	129,728,649

Parks

Bunker Hill Athletic Decks	P-27	70,000	750,000				820,000
East Community Park Phase II	25-20	500,000					500,000
Future Park Land Acquisition	P-04		2,000,000	100,000	100,000	100,000	2,300,000
Kensington Park Athletic Deck and Parking Lot	P-26		30,000	300,000			330,000
Keokuk Avenue/172nd St. Park	P-11			75,000	825,000		900,000
Klamath Trail Retaining Wall	23-13	30,000	1,500,000				1,530,000
Other Projects	P-19	67,000	430,000	355,000	325,000	330,000	1,507,000
Park Development - Administrative Projects	P-02	20,000	20,000	20,000	20,000	20,000	100,000
Park Development - Developer Credits	P-03	435,000	435,000	435,000	435,000	435,000	2,175,000
Park Improvements (Various Parks)	P-06	394,000	469,000	137,000	162,000	862,000	2,024,000
Park Parking Lot Reconstruction	P-09	210,000	113,000	55,000	45,000	90,000	513,000
Parks Major Maintenance - Bldgs/Shelters/Grounds	P-17	8,000	25,000	500	24,850	0	58,350
Parks Major Maintenance - Courts	P-20	30,000	22,000	12,000	51,400	60,200	175,600
Parks Major Maintenance - Fields	P-16	37,000	39,000	39,000	12,000	14,000	141,000
Parks Major Maintenance - General	P-01	18,500	19,500	19,500	19,750	19,750	97,000
Parks Major Maintenance - Open Space	P-15	37,000	37,000	37,000	38,000	38,000	187,000
Parks - New Parking Lots & Expansions	P-24	530,000					530,000
Playground Replacement	P-08	340,000	650,000	384,000	384,000	390,000	2,148,000
Ritter Meadows Park	P-13	60,000	870,000				930,000
Skatepark	P-12			50,000	600,000		650,000

Cost Type	Project #	2027	2028	2029	2030	2031	Total
S of 185th and E of Future Ixonia Ave Ext- Park	P-18					75,000	75,000
S.W. Corner of 210th Street & I-35	P-25				75,000	925,000	1,000,000
Trail Improvements (Various Trails)	P-05	535,000	708,000	710,000	710,000	741,000	3,404,000
Voyageur Park	P-14	720,000					720,000
Parks Total		4,041,500	8,117,500	2,729,000	3,827,000	4,099,950	22,814,950

Park Dedication Fund		2,402,000	4,335,000	1,335,000	2,480,000	1,985,000	12,537,000
Park & Trail Improvement Fund		1,639,500	3,782,500	1,394,000	1,347,000	2,114,950	10,277,950
Source Grand Total		4,041,500	8,117,500	2,729,000	3,827,000	4,099,950	22,814,950

Technology

Technology-Arenas	T-04	1,534	7,599	3,628	3,696	4,384	20,841
Technology-Communications	T-05	2,440	0	0	823	3,392	6,655
Technology-Environmental Resources	T-07	1,946	4,255		823	1,099	8,123
Technology - General Government	T-01	40,941	12,792	9,704	39,465	11,210	114,112
Technology-Liquor	T-06	120,283	53,598		17,431	6,146	197,458
Technology-Network infrastructure	T-10	183,513	496,879	249,660	180,720	44,389	1,155,161
Technology- Parks & recreation	T-09	11,827	21,377	15,184	3,552	12,472	64,412
Technology-Public Safety	T-02	127,734	120,300	221,883	102,723	46,062	618,702
Technology-Public Works	T-03	6,961	5,907	20,094	16,499	18,473	67,934
Technology-Utilities	T-08	16,536	7,314	1,845	1,221	1,024	27,940
Technology Total		513,715	730,021	521,998	366,953	148,651	2,281,338

Arenas		1,534	7,599	3,628	3,696	4,384	20,841
Communications Fund		5,932	9,455	4,751	4,262	4,237	28,637
Environmental Resources Fund		4,797	11,974	3,878	3,630	1,789	26,068
Liquor Fund		146,367	124,222	35,486	43,118	12,455	361,648
Sanitary Sewer Operating Fund		16,373	25,603	11,949	8,592	2,472	64,989
Technology Fund		322,338	525,564	450,356	295,062	120,841	1,714,161
Water Operating Fund		16,374	25,604	11,950	8,593	2,473	64,994
Source Grand Total		513,715	730,021	521,998	366,953	148,651	2,281,338

Transportation

195th Street Bridge Replacement	31-08					2,000,000	2,000,000
200th Street (Hamburg to Cedar)	28-05	75,000	1,600,000				1,675,000
Collector Roadway Rehabilitation	XX-03	3,322,260	2,371,102	2,301,784	1,015,932	963,203	9,974,281
County Pavement Preservation/City Utility Repairs	XX-10	35,000					35,000
CSAH 23 Alignment Study (Griffon Tr - 135th St)	29-05			31,500			31,500
CSAH 23 M&O (CSAH 9 to CSAH 42)	27-09	53,568					53,568
CSAH 31 and CSAH 46 Traffic Signal	27-06		0				0
CSAH 46 and Foliage Avenue Traffic Signal	28-06	52,031	253,125				305,156
CSAH 46 and Galaxie Avenue Traffic Signal	28-07	59,063	253,125				312,188
CSAH 46 and Lac Lavon/Interlachen Traffic Signal	30-05		104,062		534,375		638,437
CSAH 50 and Iberia Avenue Traffic Safety Mgmt	31-05				140,000	67,500	207,500
CSAH 50/CSAH 60 RAB Modifications	26-08	1					1
CSAH 50 Expansion (CSAH 23 - Flagstaff Ave)	31-07		295,000	150,000	1,910,000		2,355,000
CSAH 5 and Kenyon Avenue Traffic Signal	27-05	141,000					141,000
CSAH 60/185th Street (Kenwood Tr- Ipava Ave)	25-04	0	0	0			0
CSAH 60 and Judicial Road Traffic Signal	31-09				50,000		50,000

Cost Type	Project #	2027	2028	2029	2030	2031	Total
CSAH 60 and Orchard Trail Traffic Signal	27-07	80,156	396,000				476,156
CSAH 9 and Glacier Way Traffic Signal	27-11	584,500					584,500
CSAH 9/Dodd Blvd Modernization (215th St-210th St)	28-04	843,750	4,840,000				5,683,750
CSAH 9 Improvements at 194th St & 190th St	29-04	231,000	75,938	1,701,000			2,007,938
CSAH 9 Modernization (210th St - Heritage Dr)	26-04	13,127,529					13,127,529
Freight Rail Car Storage Facility	22-16	7,475,000					7,475,000
Future CSAH 9/CSAH 31 Traffic Signal System	23-08	0					0
Holyoke/Highview Avenue Reconstruction	25-05					8,860,000	8,860,000
Interstate 35/CSAH 50 Interchange Reconstruction	26-05	2,293,549	675,000	1,843,659			4,812,208
Kenrick Ave Extension (181st St-176th St)	P28-16		2,500,000				2,500,000
Lake Marion Greenway	XX-15	567,500	150,000	405,000	2,880,000		4,002,500
Pavement Management - Maintenance	XX-01	2,580,000	2,950,000	2,920,000	2,990,000	3,065,000	14,505,000
Street Reconstruction	XX-02	4,840,000	6,670,000	6,925,000	4,710,000	4,810,000	27,955,000
Transportation Total		36,360,907	23,133,352	16,277,943	14,230,307	19,765,703	109,768,212

Dakota County	14,759,824	4,114,000	344,250	2,448,000			21,666,074
Dakota County- Advance funding of city share	-465,454	-2,674,000	-336,000				-3,475,454
Escrows	362,029	311,046			657,600		1,330,675
General Fund	40,000		10,000				50,000
G.O. Improvement Bonds - Sp. Assess.	330,077	1,220,000	1,454,737				3,004,814
G.O. Improvement Bonds - Taxes (Streets)	6,775,183	7,481,056	6,497,047	4,995,932	5,043,203		30,792,421
Improvement Construction Fund	225,000						225,000
MSA/MSA Bonds - Sp. Assess.					350,000		350,000
Municipal State Aid	2,163,680	7,726,250	3,466,633	2,634,375	7,214,900		23,205,838
Other cost share arrangement- Credit River (Judicial Rd)	127,000						127,000
Other funding- Federal	325,000						325,000
Other funding- State	7,000,000						7,000,000
Park Dedication Fund	255,000	180,000	189,791	432,000	1,200,000		2,256,791
Park & Trail Improvement Fund	250,000				200,000		450,000
Pavement Management Fund	2,722,500	2,750,000	2,720,000	2,790,000	2,865,000		13,847,500
Sanitary Sewer Operating Fund	385,000	375,000	375,000	375,000	520,000		2,030,000
Sanitary Sewer Trunk Fund		100,000	92,968				192,968
Stormwater Infrastructure Fund	485,000	500,000	482,672	105,000	1,140,000		2,712,672
Streetlight Operating Fund	10,000				50,000		60,000
Water Operating Fund	611,068	700,000	850,000	450,000	525,000		3,136,068
Water Trunk Fund		350,000	130,845				480,845
Source Grand Total	36,360,907	23,133,352	16,277,943	14,230,307	19,765,703		109,768,212

Utility

Fiber Optic Cable Connection	U-10	62,000	70,000	60,000	80,000	80,000	352,000
Sanitary Sewer Inflow/Infiltration Maintenance	U-03	575,000	575,000	575,000	575,000	575,000	2,875,000
Sanitary Sewer Lift Station Rehabilitation	U-02	255,000	175,000	180,000	80,000	100,000	790,000
Sanitary Sewer Trunk Improvements	U-01	75,000	75,000	75,000	75,000	75,000	375,000
Tower and Reservoir Maintenance	U-08			150,000	1,000,000		1,150,000
Water Distribution Features	U-06		150,000		150,000		300,000
Watermain Trunk Extensions	U-05	265,000	265,000	265,000	265,000	265,000	1,325,000
Water meter replacement	U-09	350,000	400,000	425,000	425,000	425,000	2,025,000
Well and Pump Rehabilitation	U-07	250,000	125,000	375,000	125,000	375,000	1,250,000

Cost Type	Project #	2027	2028	2029	2030	2031	Total
Well Construction	U-04	100,000	1,800,000			50,000	1,950,000
	Utility Total	1,932,000	3,635,000	2,105,000	2,775,000	1,945,000	12,392,000
Sanitary Sewer Operating Fund		855,000	780,000	785,000	695,000	715,000	3,830,000
Sanitary Sewer Trunk Fund		75,000	75,000	75,000	75,000	75,000	375,000
Water Operating Fund		637,000	565,000	980,000	1,590,000	840,000	4,612,000
Water Trunk Fund		365,000	2,215,000	265,000	415,000	315,000	3,575,000
	Source Grand Total	1,932,000	3,635,000	2,105,000	2,775,000	1,945,000	12,392,000
	GRAND TOTAL	135,739,723	68,795,711	35,952,454	35,169,071	33,859,179	309,516,138

Project Details
Lakeville, MN

Project Name **East Lake Rough Fish Barrier**
Project # **23-58**

Contact	Zach Johnson, City Engineer	Cost Type	Environmental Resources
Department	Environmental Resources	Funding Description	Environmental Resources Fund

Expenditures	2027	2028	2029	2030	2031	Total
Engineering/Design/Other costs	35,000	35,000	35,000	35,000	35,000	175,000
Total	35,000	35,000	35,000	35,000	35,000	175,000

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	35,000	35,000	35,000	35,000	35,000	175,000
Total	35,000	35,000	35,000	35,000	35,000	175,000

Project Details
Lakeville, MN

Project Name **Water Quality and Water Conservation**
Project # **ER-01**

Contact	Zach Johnson, City Engineer	Cost Type	Environmental Resources
Type	Other	Department	Environmental Resources
Funding Description	Environmental Resources Fund	County Project #	N/A
SP/SAP #	N/A	JPA #	N/A

Description

Water Quality Best Management Practices

- Partnership projects aligning with Black Dog Watershed Water Management Organization, Dakota County Soil and Water Conservation District and Vermillion River Watershed Joint Powers Organization restoration and protection strategies. Funding intended as City's cost-share to meet partnership or grant matching requirements. Emphasis on Federal Clean Water Act, Minnesota Pollution Control Agency MS4 permit and Total Maximum Daily Load compliance.

Urban Restoration - Public System Initiatives and Improvements

- Program designed to restore and manage landscaping at public facilities and public open spaces by replacing hardscape and lawns with native plants/ low-maintenance vegetation. Best management practices include native grasses/plants, prairies, rain gardens and woodlands to provide stormwater rate control/volume reduction or water quality improvements.

Water Conservation

- Program designed to implement water conservation strategies to reduce water use. Best management practices include water reuse and smart irrigation systems.

Expenditures	2027	2028	2029	2030	2031	Total
Water Quality BMPs	75,000	75,000	75,000	75,000	75,000	375,000
Urban Restoration- Public System Initiatives	10,000	10,000	10,000	10,000	10,000	50,000
Total	85,000	85,000	85,000	85,000	85,000	425,000

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	85,000	85,000	85,000	85,000	85,000	425,000
Total	85,000	85,000	85,000	85,000	85,000	425,000

Project Details
Lakeville, MN

Project Name **Lake Management**
Project # **ER-02**

Contact	Zach Johnson, City Engineer	Cost Type	Environmental Resources
Type	Other	Department	Environmental Resources
Funding Description	Environmental Resources Fund	County Project #	N/A
SP/SAP #	N/A	JPA #	N/A

Description

Annual management program designed to promote and protect public water resources. Annual assessments, including aquatic plant surveys, aquatic invasive species monitoring, fish surveys and water monitoring/sampling, guide best management practices and strategies, and prioritize and schedule treatments. Best management practices and strategies include chemical treatments, education and outreach, and fish management.

Expenditures	2027	2028	2029	2030	2031	Total
Water Quality Assessment	60,000	60,000	60,000	60,000	60,000	300,000
Water Quality Treatment	50,000	50,000	50,000	50,000	50,000	250,000
Total	110,000	110,000	110,000	110,000	110,000	550,000

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	100,000	100,000	100,000	100,000	100,000	500,000
Dakota County	10,000	10,000	10,000	10,000	10,000	50,000
Total	110,000	110,000	110,000	110,000	110,000	550,000

Project Details
Lakeville, MN

Project Name **Stormwater Infrastructure Maintenance**
Project # **ER-03**

Contact	Zach Johnson, City Engineer	Cost Type	Environmental Resources
Type	Maintenance	Department	Engineering
Funding Description	Environmental Resources Fund		

Description

Stormwater Basin Rehabilitation

- Annual maintenance program designed to extend service life/minimize life-cycle costs of public stormwater management basins. Stormwater management basins improve water quality of stormwater runoff and reduce peak stormwater discharge rates. Public stormwater management basins are inspected regularly to prioritize and schedule maintenance and rehabilitation projects. Best management practices include maintenance at emergency overflow/easement areas, sediment/vegetation removal and slope restoration. Emphasis on Minnesota Pollution Control Agency Municipal Separate Storm Sewer System (MS4) permit compliance.

Stormwater Infrastructure Maintenance/Rehabilitation

- Annual preventive maintenance program designed to protect the City's investment in public stormwater infrastructure. Best management practices include flared-end section repairs, sediment removal, storm sewer pipe and manhole repairs, and stormwater conveyance systems improvements. Emphasis on Minnesota Pollution Control Agency Municipal Separate Storm Sewer System (MS4) permit compliance.

Flared-End Section (FES) Maintenance

- Annual maintenance program designed to improve the overall performance and effectiveness of the City's stormwater management system. Best management practices include removal of accumulated sediment that is restricting stormwater flow through flared-end sections, stormwater infrastructure designed to convey water to/from stormwater management basins.

Stormwater Structure Sump Filling

- Annual program designed to improve the overall efficiency and effectiveness in maintaining the performance of the City's stormwater management.

Expenditures	2027	2028	2029	2030	2031	Total
Stormwater Basin Rehabilitation	450,000	450,000	450,000	450,000	450,000	2,250,000
Stormwater Infrastructure maintenance/rehabilitation	290,000	290,000	290,000	290,000	290,000	1,450,000
Creeks- proactive/preventative maintenance	100,000	100,000	100,000	100,000	100,000	500,000
FES Maintenance- MS4 Pond/ Outfall Insp.	85,000	85,000	85,000	85,000	85,000	425,000
Stormwater structure sump filling	35,000	35,000	35,000	35,000	35,000	175,000
Total	960,000	960,000	960,000	960,000	960,000	4,800,000

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	950,000	950,000	950,000	950,000	950,000	4,750,000
Vermillion River Watershed JPO	10,000	10,000	10,000	10,000	10,000	50,000
Total	960,000	960,000	960,000	960,000	960,000	4,800,000

Project Details
Lakeville, MN

Project Name **Storm Water Conveyance System Expansion**
Project # **ER-04**

Contact	Zach Johnson, City Engineer		Cost Type	Environmental Resources		
Expenditures	2027	2028	2029	2030	2031	Total
Construction	100,000	100,000	100,000	100,000	100,000	500,000
Total	100,000	100,000	100,000	100,000	100,000	500,000
Funding Sources	2027	2028	2029	2030	2031	Total
Stormwater Infrastructure Fund	100,000	100,000	100,000	100,000	100,000	500,000
Total	100,000	100,000	100,000	100,000	100,000	500,000

Project Details
Lakeville, MN

Project Name **Forestry (Ash tree injection/removal, reforestatio**
Project # **ER-05**

Contact	Zach Jorgensen, City Forester	Cost Type	Environmental Resources
Type	Maintenance	Department	Environmental Resources

Description

Annual maintenance program designed to manage, preserve, and protect public woodland assets. Best management practices include Emerald Ash Borer program (tree injections, tree removal/stump grinding of infected trees and reforestation of public parks/open spaces).

Expenditures	2027	2028	2029	2030	2031	Total
Ash tree injection	60,000	55,000	55,000	55,000	55,000	280,000
Ash tree removal	53,000	56,000	56,000	56,000	56,000	277,000
Reforestation	28,500	30,500	30,500	30,500	30,500	150,500
Total	141,500	141,500	141,500	141,500	141,500	707,500

Funding Sources	2027	2028	2029	2030	2031	Total
General Fund	141,500	141,500	141,500	141,500	141,500	707,500
Total	141,500	141,500	141,500	141,500	141,500	707,500

Project Details
Lakeville, MN

Project Name **Vegetation Management - City Outlots/Public land**
Project # **ER-06**

Contact	Zach Jorgensen, City Forester	Cost Type	Environmental Resources
Type	Maintenance	Department	Environmental Resources

Description

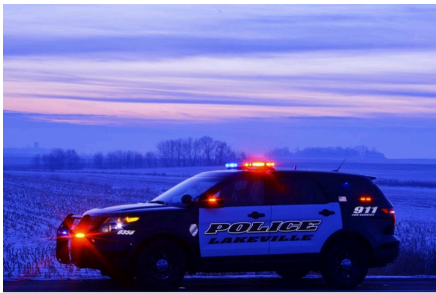
Annual maintenance program designed to help establish deep-rooted native vegetation that will help prevent erosion and filter out chemicals, and nutrients, like phosphorous, that degrades water quality. Managing invasive and noxious weeds also helps to establish the native vegetation, increase biodiversity, and improve habitat for local wildlife.

Expenditures	2027	2028	2029	2030	2031	Total
Vegetation maintenance-City outlots/public land	170,000	170,000	170,000	170,000	170,000	850,000
Total	170,000	170,000	170,000	170,000	170,000	850,000

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	170,000	170,000	170,000	170,000	170,000	850,000
Total	170,000	170,000	170,000	170,000	170,000	850,000

Project Details
Lakeville, MN

Project Name **Police-Equipment**
Project # **E-01**



Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Police Department
Funding	Equipment Fund		
Description			

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Police division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase - squad vehicles	610,000	1,030,000	1,282,600	981,000	1,288,000	5,191,600
Equipment purchase - radios	345,000	351,505	9,890	96,823	45,138	848,356
Equipment Purchase - attachments	0	172,000	0	0	0	172,000
Equipment purchase - safety equipment	76,150	57,644	30,742	6,384	0	170,920
Equipment purchase - firearms	42,510	18,984	20,700	1,966	55,841	140,001
Equipment purchase - supplemental equipment	0	0	0	0	90,155	90,155
Total	1,073,660	1,630,133	1,343,932	1,086,173	1,479,134	6,613,032

Funding Sources	2027	2028	2029	2030	2031	Total
Equipment Fund	1,050,090	1,621,687	1,328,715	1,074,156	1,456,240	6,530,888
General Fund	23,570	8,446	15,217	12,017	22,894	82,144
Total	1,073,660	1,630,133	1,343,932	1,086,173	1,479,134	6,613,032

Project Details
Lakeville, MN

Project Name **Fire - Equipment**
Project # **E-02**



Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Fire
Funding	Equipment Fund		
Description			

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Fire division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase - multi-year fire equipment	0	800,000	0	1,532,000	0	2,332,000
Equipment purchase - radios	177,644	177,644	0	0	0	355,288
Equipment purchase - supplemental equipment	243,898	34,500	0	0	38,720	317,118
Equipment Purchase - vehicle	0	0	210,000	0	60,500	270,500
Equipment purchase - safety equipment	0	91,200	80,000	0	0	171,200
Equipment Purchase - Trailer	0	0	0	5,900	0	5,900
Total	421,542	1,103,344	290,000	1,537,900	99,220	3,452,006

Funding Sources	2027	2028	2029	2030	2031	Total
Equipment Fund	421,542	1,103,344	290,000	1,537,900	99,220	3,452,006
Total	421,542	1,103,344	290,000	1,537,900	99,220	3,452,006



Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Streets
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Streets division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment Purchase - plow truck	695,580	1,114,400	713,000	731,600	750,200	4,004,780
Equipment purchase - heavy equipment	692,150	459,200	606,498	79,392	440,429	2,277,669
Equipment purchase - sweepers (split 50-50 with Fund 7450)	459,915	0	0	324,558	332,809	1,117,282
Equipment purchase - supplemental equipment	0	16,800	87,325	362,423	123,954	590,502
Equipment Purchase - vehicle	0	0	69,000	141,600	0	210,600
Total	1,847,645	1,590,400	1,475,823	1,639,573	1,647,392	8,200,833

Funding Sources	2027	2028	2029	2030	2031	Total
Equipment Fund	1,271,612	1,590,400	1,475,823	1,477,294	1,480,987	7,296,116
Environmental Resources Fund	346,075	0	0	162,279	166,405	674,759
Other funding- State	229,958	0	0	0	0	229,958
Total	1,847,645	1,590,400	1,475,823	1,639,573	1,647,392	8,200,833

Project Details
Lakeville, MN

Project Name **Park Maintenance-Equipment**
Project # **E-04**

Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Park Maintenance
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Park Maintenance division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase - heavy equipment	91,898	406,911	256,450	0	151,250	906,509
Equipment Purchase - vehicle	132,488	64,614	110,469	309,687	191,710	808,968
Equipment purchase - mowers	111,289	114,352	251,796	191,802	0	669,239
Equipment purchase - supplemental equipment	0	42,618	53,155	103,398	99,168	298,339
Equipment purchase - load & pack refuse	215,504	0	0	0	0	215,504
Equipment Purchase - Trailer	0	72,800	34,500	0	15,730	123,030
Equipment purchase - seasonal staff equipment	0	30,800	62,215	0	0	93,015
Total	551,179	732,095	768,585	604,887	457,858	3,114,604

Funding Sources	2027	2028	2029	2030	2031	Total
Equipment Fund	551,179	732,095	768,585	604,887	457,858	3,114,604
Total	551,179	732,095	768,585	604,887	457,858	3,114,604

Project Details
Lakeville, MN

Project Name **Facilities - Equipment**
Project # **E-05**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Equipment
Type	Equipment	Department	General Government Facilities
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Facilities division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	45,021	46,296	0	0	0	91,317
Total	45,021	46,296	0	0	0	91,317

Funding Sources	2027	2028	2029	2030	2031	Total
General Fund	45,021	46,296	0	0	0	91,317
Total	45,021	46,296	0	0	0	91,317

Project Details
Lakeville, MN

Project Name **Inspections-Equipment**
Project # **E-06**

Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Inspections
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Inspections division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	0	0	69,000	0	72,600	141,600
Total	0	0	69,000	0	72,600	141,600

Funding Sources	2027	2028	2029	2030	2031	Total
General Fund	0	0	69,000	0	72,600	141,600
Total	0	0	69,000	0	72,600	141,600

Project Details
Lakeville, MN

Project Name **Construction Services-Equipment**
Project # **E-07**

Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Construction Services
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Construction Services division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	69,414	0	30,495	56,000	0	155,909
Total	69,414	0	30,495	56,000	0	155,909

Funding Sources	2027	2028	2029	2030	2031	Total
General Fund	69,414	0	30,495	56,000	0	155,909
Total	69,414	0	30,495	56,000	0	155,909

Project Details
Lakeville, MN

Project Name **Liquor-Equipment**
Project # **E-08**

Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Keokuk Liquor Store
Funding	Liquor Fund		
Description			

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Liquor stores.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	0	0	34,880	0	0	34,880
Total	0	0	34,880	0	0	34,880

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	0	0	34,880	0	0	34,880
Total	0	0	34,880	0	0	34,880

Project Details
Lakeville, MN

Project Name **Communications PEG-Equipment**
Project # **E-10**

Contact	Tierney Helmers, Communications Manager	Cost Type	Equipment
Type	Equipment	Department	Communications
Funding Description	Equipment Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Communications division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	54,000	70,000	77,000	75,000	95,000	371,000
Total	54,000	70,000	77,000	75,000	95,000	371,000

Funding Sources	2027	2028	2029	2030	2031	Total
Communications Fund	54,000	70,000	77,000	75,000	95,000	371,000
Total	54,000	70,000	77,000	75,000	95,000	371,000

Project Details
Lakeville, MN

Project Name **Environmental Resources - Equipment**
Project # **E-11**

Contact	Bob Mach, Fleet Supervisor	Cost Type	Equipment
Type	Equipment	Department	Environmental Resources
Funding Description	Environmental Resources Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Environmental Resources division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	0	0	0	692,835	0	692,835
Total	0	0	0	692,835	0	692,835

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	0	0	0	692,835	0	692,835
Total	0	0	0	692,835	0	692,835

Project Details
Lakeville, MN

Project Name **Utilities-Equipment**
Project # **E-12**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Equipment
Type	Equipment	Department	Utilities
Funding Description	Water Operating Fund		

Description

The CIP includes anticipated replacement/addition of various equipment costs for the Utilities division.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment Purchase - vehicle	0	162,262	379,509	324,083	652,171	1,518,025
Equipment purchase - heavy equipment	0	53,000	0	0	0	53,000
Equipment purchase	51,965	0	0	0	0	51,965
Equipment Purchase - Trailer	0	18,995	0	0	0	18,995
Equipment purchase - supplemental equipment	0	11,413	0	0	0	11,413
Equipment Purchase - attachments	2,075	0	0	0	0	2,075
Total	54,040	245,670	379,509	324,083	652,171	1,655,473

Funding Sources	2027	2028	2029	2030	2031	Total
Sanitary Sewer Operating Fund	53,003	122,835	189,755	162,041	652,171	1,179,805
Water Operating Fund	1,037	122,835	189,754	162,042	0	475,668
Total	54,040	245,670	379,509	324,083	652,171	1,655,473



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance	Department	City Hall

Description

The CIP includes anticipated maintenance/repair/improvement costs at Lakeville's City Hall building at 20195 Holyoke Ave.

Expenditures	2027	2028	2029	2030	2031	Total
Roof replacement	0	0	850,000	0	0	850,000
West Wing office renovations/ Engineering Conf Room	0	200,000	0	0	0	200,000
Carpet	135,000	0	0	0	0	135,000
Lunchroom	0	0	0	0	100,000	100,000
RTU S3 Replacement	0	0	0	70,000	0	70,000
Solar farm	50,000	0	0	0	0	50,000
Wall coverings	0	45,000	0	0	0	45,000
Admin Bathrooms	0	0	0	0	30,000	30,000
Window film	0	0	17,000	0	0	17,000
Total	185,000	245,000	867,000	70,000	130,000	1,497,000

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	185,000	245,000	867,000	70,000	130,000	1,497,000
Total	185,000	245,000	867,000	70,000	130,000	1,497,000

Project Details
Lakeville, MNProject Name **CMF Building Maintenance/Improvements**
Project # **B-02**

Contact Tom Breeggemann, Facilities Supervisor
Type Maintenance/Improvement
Funding Description Building Fund

Cost Type Facilities
Department Utilities

Description

The CIP includes anticipated maintenance/repair/improvement costs at Lakeville's Central Maintenance Facility building at 7570 179th St. W. It also includes costs to expand the facility in 2027, which will be funded by bonds, to be repaid by tax levy in future years.

Expenditures	2027	2028	2029	2030	2031	Total
CMF Expansion	25,000,000	0	0	0	0	25,000,000
Roof replacement	0	0	3,000,000	0	0	3,000,000
Generator Replacement	0	0	0	0	425,000	425,000
Fleet storage floor coating	0	0	0	300,000	0	300,000
Boiler plant replacement	300,000	0	0	0	0	300,000
BAS automation	185,000	0	0	0	0	185,000
Building wall system	0	0	100,000	0	0	100,000
Truck Garage paint (interior)	80,000	0	0	0	0	80,000
Infrared tube heater replacement	0	0	0	75,000	0	75,000
Fire Panel (update)	65,000	0	0	0	0	65,000
Water heater replacement	0	0	0	0	55,000	55,000
Building envelope improvements	0	0	47,704	0	0	47,704
Monument sign	40,000	0	0	0	0	40,000
Carpet	0	0	0	0	30,000	30,000
Paint Exterior Doors and Trim	0	0	0	0	10,000	10,000
Total	25,670,000	0	3,147,704	375,000	520,000	29,712,704

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds- Taxes (Facilities)	26,000,000	0	0	0	0	26,000,000
Building Fund	-330,000	0	3,147,704	375,000	520,000	3,712,704
Total	25,670,000	0	3,147,704	375,000	520,000	29,712,704

Project Details
Lakeville, MN

Project Name **Police Station- Building Maintenance/Improvements**
Project # **B-03**



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Police Department
Funding Description	Building Fund		

Description

Anticipated maintenance/repairs/improvements needed on the Police Station building.

Expenditures	2027	2028	2029	2030	2031	Total
Workout room expansion	0	0	2,500,000	0	0	2,500,000
Roof replacement	0	0	0	0	600,000	600,000
Generator Replacement	0	0	402,500	0	0	402,500
Front landscaping	80,000	0	0	0	0	80,000
Radiant panels for offices	0	0	60,885	0	0	60,885
Sit stand desks	17,600	22,400	0	0	0	40,000
Evidence fence	30,000	0	0	0	0	30,000
Fencing	30,000	0	0	0	0	30,000
Building needs study	0	30,000	0	0	0	30,000
Paint-interior	0	0	0	25,000	0	25,000
Window film	0	10,000	0	0	0	10,000
Patrol furniture	8,000	0	0	0	0	8,000
Total	165,600	62,400	2,963,385	25,000	600,000	3,816,385

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	165,600	62,400	2,963,385	25,000	600,000	3,816,385
Total	165,600	62,400	2,963,385	25,000	600,000	3,816,385

2027 thru
2031

Project
Details

Lakeville,
MN

Project Name
**Heritage
Center-
Maintenance/
Improvements**
Project # **B-04**



Contact
Type
Funding
Description

Tom Breeggemann, Facilities Supervisor
Maintenance/Improvement
Building Fund

Cost Type
Department

Facilities
Heritage Center

Description

The Lakeville Heritage Center is located at 20110 Holyoke Ave and is home to Lakeville Area Active Adults, Lakeville Area Historical Society and Lakeville Yellow Ribbon. The includes estimated costs for maintenance/repairs/improvements at the Heritage Center building.

Expenditures	2027	2028	2029	2030	2031	Total
Interior renovation phase 1	0	0	690,000	0	0	690,000
Interior renovation phase 2	0	0	0	280,000	0	280,000
RTU MULTI	0	220,000	0	0	0	220,000
Carpet Replacement	0	0	0	0	75,000	75,000
Building envelope improvements	0	0	55,000	0	0	55,000
Fire Panel (update)	25,000	0	0	0	0	25,000
JHP-amenities	18,000	0	0	0	0	18,000
Mini Split Replacement	0	8,000	0	0	0	8,000
Total	43,000	228,000	745,000	280,000	75,000	1,371,000

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	43,000	228,000	745,000	280,000	75,000	1,371,000
Total	43,000	228,000	745,000	280,000	75,000	1,371,000

Project Details
Lakeville, MN

Project Name **Arts Center-Maintenance/Improvements**
Project # **B-05**



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	LAAC - Performing Arts Building
Funding Description	Building Fund		

Description

The Lakeville Area Arts Center is located at 20965 Holyoke Ave, in historic downtown Lakeville. The Arts Center hosts theater and other events, community classes, and provides rental opportunities. The CIP includes estimated costs for maintenance/repairs/improvements at the Arts Center building.

Expenditures	2027	2028	2029	2030	2031	Total
AHU 1	520,000	0	0	0	0	520,000
AHU 2	0	0	0	0	350,000	350,000
Building envelope improvements	0	0	0	320,000	0	320,000
Theater Seating Refurbishment	0	0	150,000	0	0	150,000
AHU Replacements	0	0	0	125,000	0	125,000
Light board replacement	80,000	0	0	0	0	80,000
Bleacher carpet	0	0	30,000	0	0	30,000
Fire Panel (update)	25,000	0	0	0	0	25,000
Bleacher flooring	20,000	0	0	0	0	20,000
Total	645,000	0	180,000	445,000	350,000	1,620,000

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	645,000	0	180,000	445,000	350,000	1,620,000
Total	645,000	0	180,000	445,000	350,000	1,620,000

Project Details
Lakeville, MN

Project Name **Fine Arts Building-Maintenance/Improvements**
Project # **B-06**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	LAAC - Fine Arts Building
Funding Description	Building Fund		

Description

The Fine Arts Center is located at 20950 Howland Ave and is a division of the Lakeville Area Arts Center, focused on providing expanded classroom and studio space for fine arts programming. The CIP includes estimated costs for maintenance/repairs/improvements at the Fine Arts Center building.

Expenditures	2027	2028	2029	2030	2031	Total
Roof replacement	0	570,000	0	0	0	570,000
Boiler plant replacement	100,000	0	0	0	0	100,000
Total	100,000	570,000	0	0	0	670,000

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	100,000	570,000	0	0	0	670,000
Total	100,000	570,000	0	0	0	670,000

Project Details
Lakeville, MN

Project Name **Fire Station #1-Building Maintenance/Improvements**
Project # **B-07**



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Fire Station #1

Description

Station 1 protects the region south of 195th Street to 220th Street, west to Judicial Road (Scott County), and east to the Farmington border. The CIP includes anticipated maintenance/repairs and improvements to the Fire Station #1 building.

Expenditures	2027	2028	2029	2030	2031	Total
Remodel for full time	0	20,500,000	0	0	0	20,500,000
Total	0	20,500,000	0	0	0	20,500,000

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds-Franchise Fees (Facilities)	0	20,500,000	0	0	0	20,500,000
Total	0	20,500,000	0	0	0	20,500,000

Project Details
Lakeville, MN

Project Name **Fire Station #3-Building Maintenance/Improvements**
Project # **B-09**



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Fire Station #3
Funding Description	Building Fund		

Description

Anticipated maintenance/repairs/improvements needed on the Fire Station #3 building.

Expenditures	2027	2028	2029	2030	2031	Total
Remodel for full time	20,000,000	3,500,000	0	0	0	23,500,000
Total	20,000,000	3,500,000	0	0	0	23,500,000

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds- Franchise Fees (Facilities)	20,000,000	3,500,000	0	0	0	23,500,000
Total	20,000,000	3,500,000	0	0	0	23,500,000

Project Details
Lakeville, MN

Project Name **Fire Station #4-Building Maintenance/Improvements**
Project # **B-10**



Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Fire Station #4
Funding Description	Building Fund		

Description

Built in 2002, Station 4 is currently Lakeville's newest and most centrally located station. The CIP includes anticipated maintenance/repairs/improvements needed on the Fire Station #4 building.

Expenditures	2027	2028	2029	2030	2031	Total
RTU 1,2,4 replacement	0	0	95,000	0	0	95,000
Carpet	0	0	30,000	0	0	30,000
Building envelope improvements	0	0	29,700	0	0	29,700
Total	0	0	154,700	0	0	154,700

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	30,000	0	124,700	0	0	154,700
Total	30,000	0	124,700	0	0	154,700

Project Details
Lakeville, MN

Project Name **Keokuk Liquor Store- Maintenance/Improv**
Project # **B-12**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Keokuk Liquor Store
Funding Description	Liquor Fund		

Description

The CIP includes anticipated maintenance/repairs/improvement costs at the Keokuk Liquor Store building, which is located at 20880 Keokuk Ave. This facility also includes the Emporium Room, which is a multi-purpose, 3,000 square feet room that can be rented for meetings, celebrations or classes.

Expenditures	2027	2028	2029	2030	2031	Total
Paint sales floor & office walls	0	0	0	70,000	0	70,000
Total	0	0	0	70,000	0	70,000

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	0	0	0	70,000	0	70,000
Total	0	0	0	70,000	0	70,000

Project Details
Lakeville, MN

Project Name **Heritage Liquor Store- Maintenance/Improv**
Project # **B-13**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Heritage Liquor Store
Funding Description	Liquor Fund		

Description

The CIP includes anticipated maintenance/repairs/improvement costs at the Heritage Liquor Store building, which is located at 20164 Heritage Dr.

Expenditures	2027	2028	2029	2030	2031	Total
Entrance door replacement	0	0	0	200,000	0	200,000
Flooring Replacement	0	65,000	0	0	0	65,000
Cooler mechanicals	0	0	0	0	25,000	25,000
LED Light Installation	0	20,000	0	0	0	20,000
Fire sprinkler system installation	15,000	0	0	0	0	15,000
Paint sales floor & office walls	0	10,000	0	0	0	10,000
Total	15,000	95,000	0	200,000	25,000	335,000

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	15,000	95,000	0	200,000	25,000	335,000
Total	15,000	95,000	0	200,000	25,000	335,000

Project Details
Lakeville, MN

Project Name **Kenrick Liquor Store- Maintenance/Improv**
Project # **B-14**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Kenrick Liquor Store
Funding	Liquor Fund		
Description			

Description

The CIP includes anticipated maintenance/repairs/improvement costs at the Kenrick Liquor Store building, which is located at 16179 Kenrick Ave.

Expenditures	2027	2028	2029	2030	2031	Total
Building envelope improvements	0	0	0	30,290	0	30,290
Cooler fire suppression maintenance	15,000	0	0	0	0	15,000
Total	15,000	0	0	30,290	0	45,290

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	15,000	0	0	30,290	0	45,290
Total	15,000	0	0	30,290	0	45,290

Project Details
Lakeville, MN

Project Name **Galaxie Liquor Store- Maintenance/Improv**
Project # **B-15**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Galaxie Liquor Store
Funding Description	Liquor Fund		

Description

The CIP includes anticipated maintenance/repairs/improvement costs at the Galaxie Liquor Store building, which is located at 16000 Galaxie Ave.

Expenditures	2027	2028	2029	2030	2031	Total
Roof replacement	0	0	0	275,000	0	275,000
Sales counter renovations	0	80,000	0	0	0	80,000
Flooring Replacement	0	0	0	0	65,000	65,000
Building envelope improvements	0	0	0	56,570	0	56,570
Total	0	80,000	0	331,570	65,000	476,570

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	0	80,000	0	331,570	65,000	476,570
Total	0	80,000	0	331,570	65,000	476,570

Project Details
Lakeville, MN

Project Name **Water Treatment Facility-Maintenance/Improvements**
Project # **B-16**

Contact	Paul Oehme, Public Works Director	Cost Type	Facilities
Type	Maintenance/Improvement	Department	Utilities
Funding Description	Water Operating Fund		

Description

Anticipated maintenance/repairs/improvements needed on the existing Water Treatment Facility building.

The City's water demand continues to grow as new development occurs. This project would construct a satellite water treatment plant at the northeast corner of 179th Street and Granby Lane. A water treatment expansion study completed in 2026 identified the need for a satellite treatment facility to meet future water demands. The new plant will improve the redundancy and resiliency of the City's water system and provide additional capacity to improve water distribution and maintain system pressure during peak-demand periods.

Expenditures	2027	2028	2029	2030	2031	Total
Satellite Water Treatment Plant construction	40,000,000	0	0	0	0	40,000,000
Fleet garage expansion	0	0	0	3,000,000	0	3,000,000
Roof replacement	0	0	0	1,500,000	0	1,500,000
Electrical split	0	300,000	0	0	0	300,000
Parking lot mill and overlay	0	250,000	0	0	0	250,000
BAS upgrade	185,000	0	0	0	0	185,000
Dehumidifier	0	150,000	0	0	0	150,000
Filter rooms exhaust fan replacement	0	120,000	0	0	0	120,000
AHU Replacements	0	0	115,000	0	0	115,000
Building envelope improvements	0	0	75,000	0	0	75,000
Fleet garage mechanicals	0	60,000	0	0	0	60,000
Wall coverings	30,000	0	0	0	0	30,000
Well #7 roof replacement	0	0	0	25,000	0	25,000
Main bathroom sink and countertops	20,000	0	0	0	0	20,000
Total	40,235,000	880,000	190,000	4,525,000	0	45,830,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Revenue Bonds	35,000,000	0	0	0	0	35,000,000
Water Operating Fund	9,235,000	880,000	190,000	1,500,000	0	11,805,000
Water Trunk Fund	-4,000,000	0	0	3,025,000	0	-975,000
Total	40,235,000	880,000	190,000	4,525,000	0	45,830,000

Project Details
Lakeville, MN

Project Name **FiRST Center Facility Maintenance/Improvements**
Project # **B-17**

Contact	Tom Breeggemann, Facilities Supervisor	Cost Type	Facilities
Type	Maintenance/Improvement	Department	FiRST Center
Funding Description	FiRST Center Operating Fund		

Description

Construction of the FiRST Center began in early 2025 and will be located at the former Public Works site within the Airlake Industrial Park at 7777 214th Street West. It is expected to be completed in 2026. Operational costs to maintain and operate the facility will be provided through membership fees paid by the various agencies that will be using the facility. The CIP estimates maintenance/repair/improvements costs at this facility.

Expenditures	2027	2028	2029	2030	2031	Total
Facility improvements/maintenance	100,000	0	0	0	0	100,000
Paint-interior	0	0	0	0	30,000	30,000
Total	100,000	0	0	0	30,000	130,000

Funding Sources	2027	2028	2029	2030	2031	Total
Building Fund	100,000	0	0	0	30,000	130,000
Total	100,000	0	0	0	30,000	130,000

Project Details
Lakeville, MN

Project Name **Klamath Trail Retaining Wall**
Project # **23-13**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park & Trail Improvement Fund		

Description

Two existing modular block retaining walls (totaling over 1,200 feet in length) run along the south side of Klamath Trail, west of County State Aid Highway 5. Both were constructed in 1999.

After signs of deterioration were noticed, a third party completed a Condition Assessment Report. Based on the walls' anticipated lifespan and the assessment findings — which identified visible staining, cracking along the face of individual blocks, and other forms of deterioration — repair is warranted.

Updated cost estimates for four repair options were obtained in 2026, ranging from \$3.3 million to \$4.3 million. Based on these latest estimates, staff is proposing the evaluation of a new option, that could potentially eliminate the wall and create a new trail corridor instead. Planning and Design work is being budgeted for 2027, with construction anticipated in 2028.

Expenditures	2027	2028	2029	2030	2031	Total
Retaining Wall Reconstruction	0	1,500,000	0	0	0	1,500,000
Engineering/Design/Other costs	30,000	0	0	0	0	30,000
Total	30,000	1,500,000	0	0	0	1,530,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	30,000	1,500,000	0	0	0	1,530,000
Total	30,000	1,500,000	0	0	0	1,530,000

Map



Project Details
Lakeville, MN

Project Name **East Community Park Phase II**
Project # **25-20**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Bonds
Funding	Park Bonds Fund		
Description			

Description

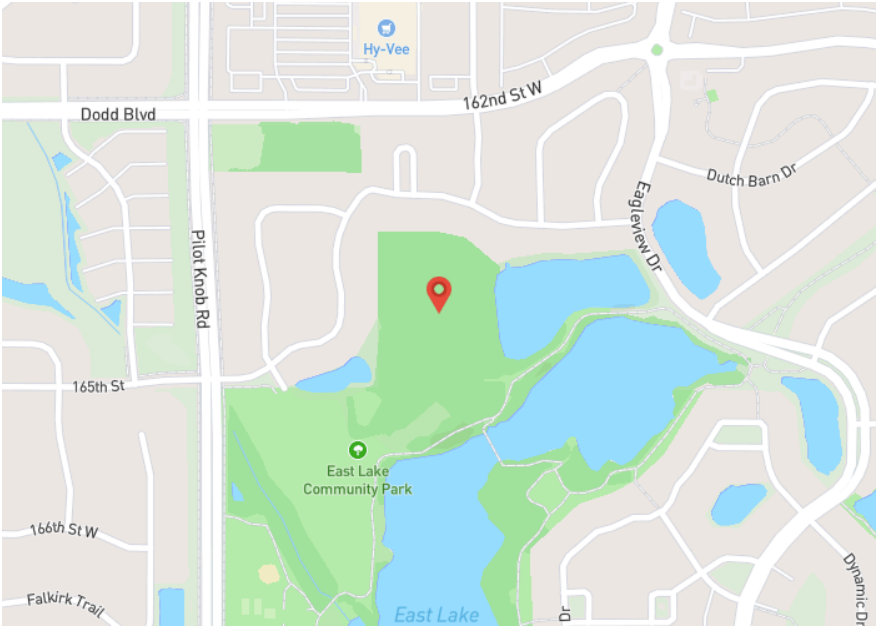
The East Community Park project was approved as part of the 2021 Park Bond Referendum and includes shelter, restrooms (year round), community garden, dog park, water access, and fishing piers. Construction is in progress in 2026 and is anticipated to be completed in 2027.

This project also includes the trails/trailhead in East Community Park, which is part of a multi-phased County greenway project designed to provide connectivity City and County trail system.

Expenditures	2027	2028	2029	2030	2031	Total
East Community Park	500,000	0	0	0	0	500,000
Total	500,000	0	0	0	0	500,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	500,000	0	0	0	0	500,000
Total	500,000	0	0	0	0	500,000

Map



Project Details
Lakeville, MN

Project Name **Parks Major Maintenance - General**
Project # **P-01**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

Includes general park amenities like benches, grills, tables and improvements completed through our Eagle Scout Program.

Expenditures	2027	2028	2029	2030	2031	Total
Park Amenities – Benches, Grills, Tables, etc.	10,000	11,000	11,000	11,000	11,000	54,000
Eagle Scout Project Materials	8,500	8,500	8,500	8,750	8,750	43,000
Total	18,500	19,500	19,500	19,750	19,750	97,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	18,500	19,500	19,500	19,750	19,750	97,000
Total	18,500	19,500	19,500	19,750	19,750	97,000



Project Details
Lakeville, MN

Project Name **Park Development - Adminstrative Projects**
Project # **P-02**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

Description

The Park Dedication Fund budget provides appropriations for many activities including planning, design and feasibility reports for park projects. On an annual basis those project include engineering and design work for a wide variety of park projects, including rinks, playgrounds and future parks.

Expenditures	2027	2028	2029	2030	2031	Total
Engineering/Design/Other costs	20,000	20,000	20,000	20,000	20,000	100,000
Total	20,000	20,000	20,000	20,000	20,000	100,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	20,000	20,000	20,000	20,000	20,000	100,000
Total	20,000	20,000	20,000	20,000	20,000	100,000



Project Details
Lakeville, MN

Project Name **Park Development - Developer Credits**
Project # **P-03**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	Other	Department	Park Dedication
Funding Description	Park Dedication Fund		

Description

Represents credits associated with new development when the park dedication requirement is fulfilled through a land dedication.

Expenditures	2027	2028	2029	2030	2031	Total
Developer-Credits	435,000	435,000	435,000	435,000	435,000	2,175,000
Total	435,000	435,000	435,000	435,000	435,000	2,175,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	435,000	435,000	435,000	435,000	435,000	2,175,000
Total	435,000	435,000	435,000	435,000	435,000	2,175,000

Project Details
Lakeville, MN

Project Name **Future Park Land Acquisition**
Project # **P-04**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	Other	Department	Park Dedication
Funding Description	Park Dedication Fund		

Description

Represents potential costs of land acquisition where needed to fulfill future plans for parks in the City based on the 2026-2036 Parks System Master Plan.

Expenditures	2027	2028	2029	2030	2031	Total
Land acquisition for parks/trails use	0	2,000,000	100,000	100,000	100,000	2,300,000
Total	0	2,000,000	100,000	100,000	100,000	2,300,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	2,000,000	100,000	100,000	100,000	2,300,000
Total	0	2,000,000	100,000	100,000	100,000	2,300,000

Project Details
Lakeville, MN

Project Name **Trail Improvements (Various Trails)**
Project # **P-05**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Reconstruction/Maintenance	Department	Park Maintenance
Funding Description	Trail Improvement Fund		

Description

Staff complete trail rating every three years to evaluate the condition of all trail segments in our community. Based on the evaluation results staff will refine the current plan for either overlaying or reclaiming City trail segments, along with crack filling and fog sealing of trails.

Maintenance of sidewalks and trails along Dakota County roadways is provided in accordance with the current County and City Maintenance Agreement for County Bikeway Trails. In 2021, the Dakota County Board of Commissioners approved the following regarding trails and sidewalks along Dakota County roadways:

Multi-Use Trails and Sidewalk Maintenance

Dakota County will participate in pavement preservation, overlay, or reconstruction of trails and sidewalks along the County highway system up to 100 percent. The City is responsible for snow and ice removal. To be eligible for County participation in trails and sidewalks, a system-wide maintenance agreement between the County and local agency will be required to identify system-wide trail and sidewalk roles and cost responsibilities.

Expenditures	2027	2028	2029	2030	2031	Total
Construction- Trail Rehabilitation/ Reconstruction	450,000	500,000	525,000	525,000	525,000	2,525,000
Crack Seal	85,000	85,000	85,000	85,000	90,000	430,000
Construction- New trails	0	100,000	100,000	100,000	100,000	400,000
Trail inspection and rating	0	23,000	0	0	26,000	49,000
Total	535,000	708,000	710,000	710,000	741,000	3,404,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	535,000	608,000	610,000	610,000	641,000	3,004,000
Park Dedication Fund	0	100,000	100,000	100,000	100,000	400,000
Total	535,000	708,000	710,000	710,000	741,000	3,404,000



Project Details
Lakeville, MN

Project Name **Park Improvements (Various Parks)**
Project # **P-06**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

The Park Improvement Fund provides funding for replacement and upgrades to shelters and buildings, improvements to hockey rinks, basketball, pickleball, tennis courts and other park amenities.

Expenditures	2027	2028	2029	2030	2031	Total
Aronson Athletic Light Replacement	0	0	0	0	400,000	400,000
Miracle Field surface replacement/repairs	0	300,000	0	0	0	300,000
East Community- Tennis court reconstruction	0	0	0	0	250,000	250,000
Dodd Trail Pickleball reconstruction	225,000	0	0	0	0	225,000
McGuire-Rink reconstruction	110,000	110,000	0	0	0	220,000
Meadows Rink reconstruction	0	0	0	155,000	0	155,000
Rolling Oaks rink reconstruction	0	0	130,000	0	0	130,000
Parkview Rink reconstruction	0	0	0	0	130,000	130,000
East Community- BB court reconstruction	0	0	0	0	75,000	75,000
Dodd Trail BB Reconstruction-concrete	52,000	0	0	0	0	52,000
Prairie Lake BB reconstruction-concrete	0	52,000	0	0	0	52,000
Ballfield dugout roof support	7,000	7,000	7,000	7,000	7,000	35,000
Total	394,000	469,000	137,000	162,000	862,000	2,024,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	394,000	469,000	137,000	162,000	862,000	2,024,000
Total	394,000	469,000	137,000	162,000	862,000	2,024,000



Project Details
Lakeville, MN

Project Name **Playground Replacement**
Project # **P-08**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Reconstruction/Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

The Park Improvement Fund provides funding for replacement and upgrades to playgrounds.

The Arts Center playground funding includes a \$90,000 donation from QA-1.

Expenditures	2027	2028	2029	2030	2031	Total
Aronson Park	0	400,000	0	0	0	400,000
Meadows Park	0	0	0	0	130,000	130,000
Chadwick Park	0	0	0	0	130,000	130,000
Orchard Lake Park	0	0	0	0	130,000	130,000
Spyglass Park	0	0	0	128,000	0	128,000
Kenreel Park	0	0	0	128,000	0	128,000
Jaycee Park	0	0	128,000	0	0	128,000
Lakeridge Park	0	0	128,000	0	0	128,000
Rolling Oaks Park	0	0	128,000	0	0	128,000
Bassett Park	0	0	0	128,000	0	128,000
Fairfield Park	0	125,000	0	0	0	125,000
Lynwood Heights Park	0	125,000	0	0	0	125,000
Prairie Lake Park	120,000	0	0	0	0	120,000
Village Creek Park	120,000	0	0	0	0	120,000
Orchard Lake Beach	100,000	0	0	0	0	100,000
Total	340,000	650,000	384,000	384,000	390,000	2,148,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	340,000	650,000	384,000	384,000	390,000	2,148,000
Total	340,000	650,000	384,000	384,000	390,000	2,148,000



Project Details
Lakeville, MN

Project Name **Park Parking Lot Reconstruction**
Project # **P-09**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Reconstruction/Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

The Park Improvement Fund provides funding for replacement and rehabilitation of parking lots used to access City parks.

Expenditures	2027	2028	2029	2030	2031	Total
Orchard Lake Park	210,000	0	0	0	0	210,000
East Community Park	0	0	0	0	90,000	90,000
Greenridge Park	0	68,000	0	0	0	68,000
Prairie Lake Park	0	0	55,000	0	0	55,000
Highview Heights	0	45,000	0	0	0	45,000
Cedar Highlands	0	0	0	45,000	0	45,000
Total	210,000	113,000	55,000	45,000	90,000	513,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	210,000	113,000	55,000	45,000	90,000	513,000
Total	210,000	113,000	55,000	45,000	90,000	513,000

Project Details
Lakeville, MN

Project Name **Keokuk Avenue/172nd St. Park**
Project # **P-11**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

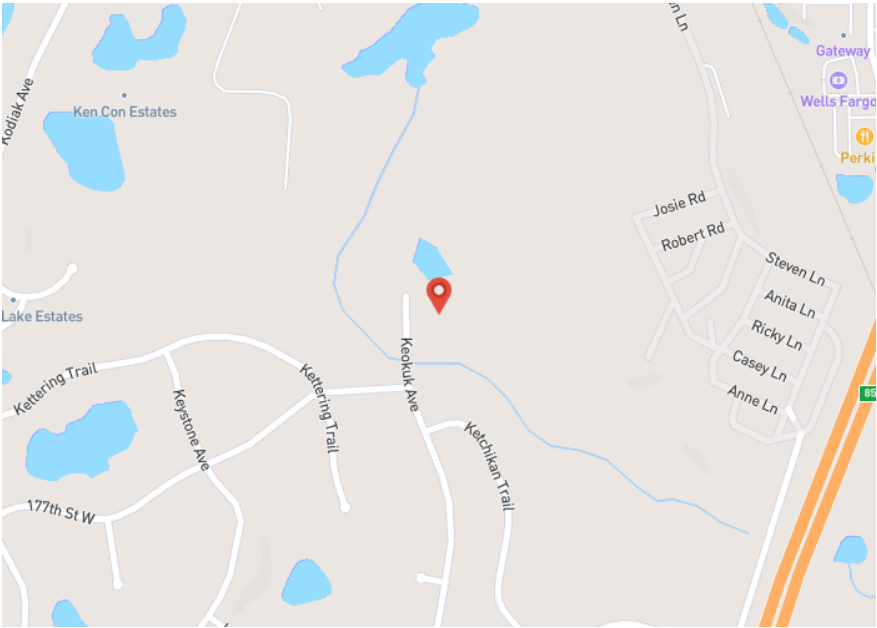
Description

The Parks, Trails and Open Space Plan calls for a neighborhood park in the area which is proposed to be constructed in 2030. Planning/design costs are included in 2029.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	800,000	0	800,000
Planning/Design	0	0	75,000	25,000	0	100,000
Total	0	0	75,000	825,000	0	900,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	0	75,000	825,000	0	900,000
Total	0	0	75,000	825,000	0	900,000

Map



Project Details
Lakeville, MN

Project Name **Skatepark**
Project # **P-12**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	New construction	Department	Park Dedication

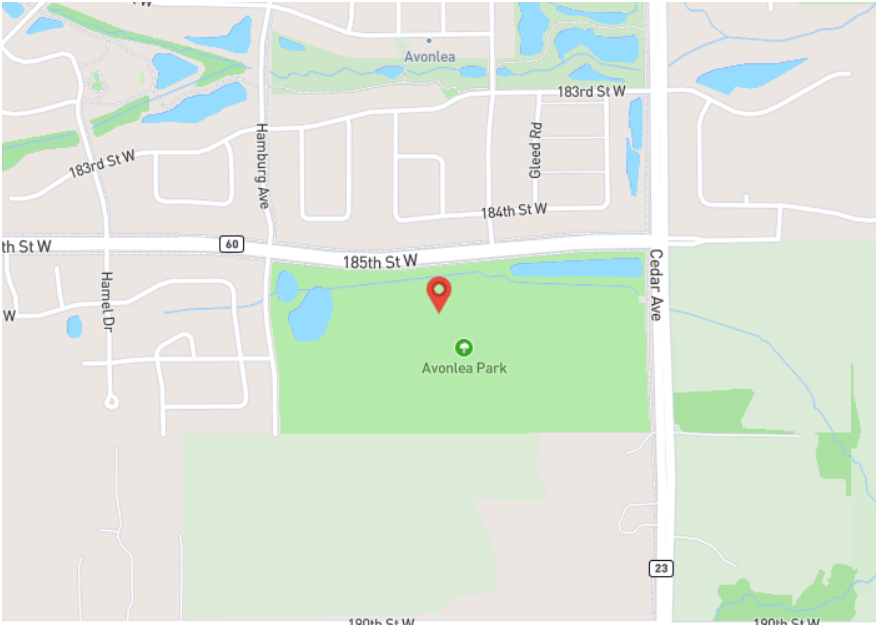
Description

Planning/design costs are included in 2029 with construction planned for 2030

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	600,000	0	600,000
Planning/Design	0	0	50,000	0	0	50,000
Total	0	0	50,000	600,000	0	650,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	0	50,000	600,000	0	650,000
Total	0	0	50,000	600,000	0	650,000

Map



Project Details
Lakeville, MN

Project Name **Ritter Meadows Park**
Project # **P-13**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

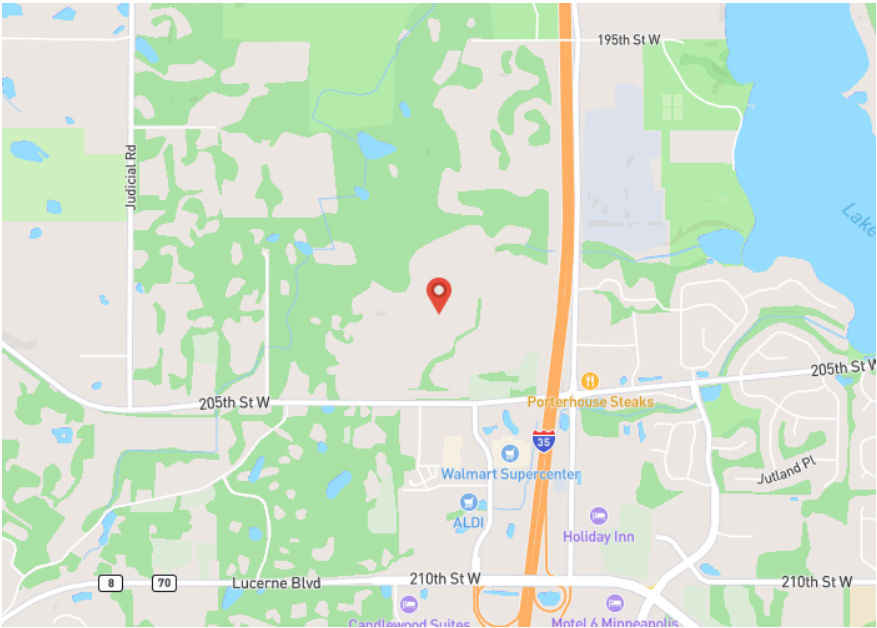
Description

The Parks, Trails and Open Space Plan calls for a neighborhood park in the area which is proposed to be constructed in 2029.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	850,000	0	0	0	850,000
Planning/Design	60,000	20,000	0	0	0	80,000
Total	60,000	870,000	0	0	0	930,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	60,000	870,000	0	0	0	930,000
Total	60,000	870,000	0	0	0	930,000

Map



Project Details
Lakeville, MN

Project Name **Voyageur Park**
Project # **P-14**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

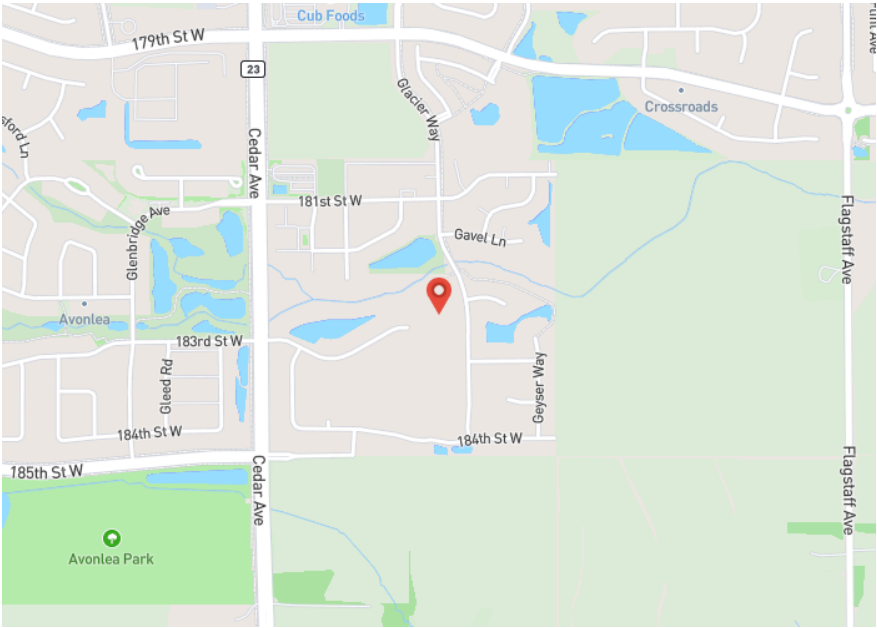
Description

The Parks, Trails, and Open Space Plan calls for a neighborhood park East of Cedar Avenue and south of 181st Street serving the future development in this area. The park will be approximately 2 acres in size and is proposed to be constructed in 2027.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	700,000	0	0	0	0	700,000
Planning/Design	20,000	0	0	0	0	20,000
Total	720,000	0	0	0	0	720,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	720,000	0	0	0	0	720,000
Total	720,000	0	0	0	0	720,000

Map



Project Details
Lakeville, MN

Project Name **Parks Major Maintenance - Open Space**
Project # **P-15**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

Includes parking lot and trail maintenance work such as crack sealing and paint striping. Funds also include ongoing maintenance and improvements at the West Lake Marion Bike Course.

Expenditures	2027	2028	2029	2030	2031	Total
Pavement Maintenance Parking Lots & Trails	18,000	18,000	18,000	19,000	19,000	92,000
Fence Repairs	10,000	10,000	10,000	10,000	10,000	50,000
West Lake Marion Mountain Bike Contract Maintenance	9,000	9,000	9,000	9,000	9,000	45,000
Total	37,000	37,000	37,000	38,000	38,000	187,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	37,000	37,000	37,000	38,000	38,000	187,000
Total	37,000	37,000	37,000	38,000	38,000	187,000



Project Details
Lakeville, MN

Project Name **Parks Major Maintenance - Fields**
Project # **P-16**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

Includes field maintenance and improvements throughout the parks system.

Expenditures	2027	2028	2029	2030	2031	Total
Field improvements/Maintenance	12,000	12,000	12,000	12,000	14,000	62,000
Aronson – replace backstop field 4	0	27,000	0	0	0	27,000
Aronson – replace backstop field 3	0	0	27,000	0	0	27,000
Aronson – replace backstop field 2	25,000	0	0	0	0	25,000
Total	37,000	39,000	39,000	12,000	14,000	141,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	37,000	39,000	39,000	12,000	14,000	141,000
Total	37,000	39,000	39,000	12,000	14,000	141,000



Project Details
Lakeville, MN

Project Name **Parks Major Maintenance - Bldgs/Shelters/Grounds**
Project # **P-17**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance/Improvement	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

Includes general maintenance projects, maintenance of buildings, park shelters and grounds (examples- re-shingle park shelters, replace signs, repair fencing, replace rubber floors, etc.).

Expenditures	2027	2028	2029	2030	2031	Total
Projects TBD - Major Maintenance Bldgs/Shelters/Grounds	0	0	500	24,850	0	25,350
Ritter Farm Park Cistern Restoration	0	25,000	0	0	0	25,000
Steve Michaud - HVAC Replacement and AC	8,000	0	0	0	0	8,000
Total	8,000	25,000	500	24,850	0	58,350

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	8,000	25,000	500	24,850	0	58,350
Total	8,000	25,000	500	24,850	0	58,350



Project Details
Lakeville, MN

Project Name **S of 185th and E of Future Ixonia Ave Ext- Park**
Project # **P-18**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

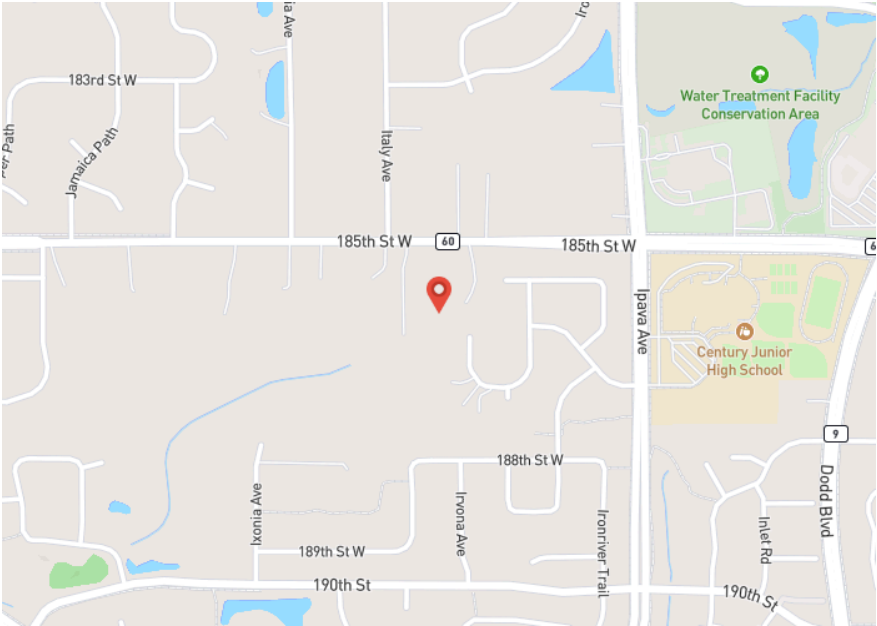
Description

The Parks, Trails and Open Space Plan calls for a neighborhood park in the area which is proposed to be constructed in 2032. Planning/design costs are included in 2031.

Expenditures	2027	2028	2029	2030	2031	Total
Planning/Design	0	0	0	0	75,000	75,000
Total	0	0	0	0	75,000	75,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	0	0	0	75,000	75,000
Total	0	0	0	0	75,000	75,000

Map



Project Details
Lakeville, MN

Project Name **Other Projects**
Project # **P-19**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Department	Park Dedication	Funding Description	Park Dedication Fund

Description

This category is intended to include smaller park projects such as adding artwork in the parks, tree planting, security cameras at park facilities, Pickleball courts in the south side of the City based on the 2026-2036 Parks System Master Plan, and the completion of an ADA Transition Plan.

Expenditures	2027	2028	2029	2030	2031	Total
Other amenities to be determined	0	100,000	300,000	300,000	300,000	1,000,000
ADA Transition Plan	0	275,000	0	0	0	275,000
Security cameras- various park facilities	30,000	30,000	30,000	0	0	90,000
Tree Planting	15,000	15,000	15,000	15,000	20,000	80,000
Art in the Park	10,000	10,000	10,000	10,000	10,000	50,000
Aronson Park – Field 9 improvements	12,000	0	0	0	0	12,000
Total	67,000	430,000	355,000	325,000	330,000	1,507,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	67,000	430,000	355,000	325,000	330,000	1,507,000
Total	67,000	430,000	355,000	325,000	330,000	1,507,000



Project Details
Lakeville, MN

Project Name **Parks Major Maintenance - Courts**
Project # **P-20**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Maintenance	Department	Park Maintenance
Funding Description	Park Improvement Fund		

Description

Includes funding to resurface and restripe basketball, pickleball, and tennis courts.

Expenditures	2027	2028	2029	2030	2031	Total
Oak Shores Park	0	0	0	0	38,000	38,000
Bunker Hill PB & BB Resurfacing	30,000	0	0	0	0	30,000
Pinnacle Reserve Park	0	0	0	22,200	0	22,200
Knob Hill Park	0	0	0	0	22,200	22,200
Cedar Crossing Park	0	12,000	0	0	0	12,000
Jaycee Park	0	10,000	0	0	0	10,000
Chadwick Park	0	0	0	9,000	0	9,000
Fieldstone Park	0	0	0	9,000	0	9,000
Kensington Park	0	0	0	9,000	0	9,000
North Creek Park	0	0	0	2,200	0	2,200
Bassett Park	0	0	2,000	0	0	2,000
Rolling Oaks Park	0	0	2,000	0	0	2,000
Greenridge Park	0	0	2,000	0	0	2,000
Highview Heights	0	0	2,000	0	0	2,000
Foxborough Park	0	0	2,000	0	0	2,000
Hypointe Crossing Park	0	0	2,000	0	0	2,000
Total	30,000	22,000	12,000	51,400	60,200	175,600

Funding Sources	2027	2028	2029	2030	2031	Total
Park & Trail Improvement Fund	30,000	22,000	12,000	51,400	60,200	175,600
Total	30,000	22,000	12,000	51,400	60,200	175,600



Project Details
Lakeville, MN

Project Name **Parks - New Parking Lots & Expansions**
Project # **P-24**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication
Funding Description	Park Dedication Fund		

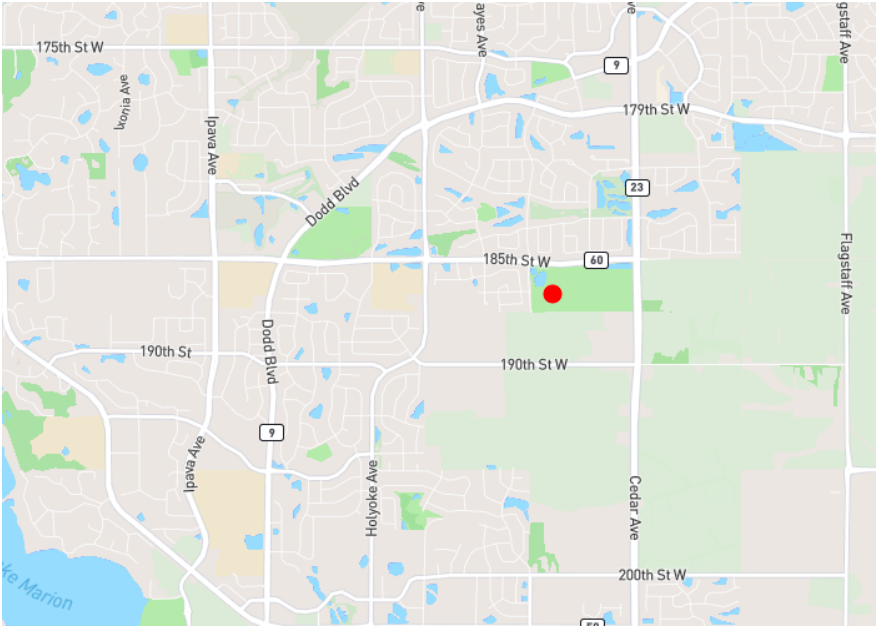
Description

Parking lot expansion at Grand Prairie Park is needed due to current high volume use estimates including Splashpad, Pickelball, Grandstand and the Athletic Decks.

Expenditures	2027	2028	2029	2030	2031	Total
Grand Prairie Park	530,000	0	0	0	0	530,000
Total	530,000	0	0	0	0	530,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	530,000	0	0	0	0	530,000
Total	530,000	0	0	0	0	530,000

Map



Project Details
Lakeville, MN

Project Name **S.W. Corner of 210th Street & I-35**
Project # **P-25**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	New construction	Department	Park Dedication

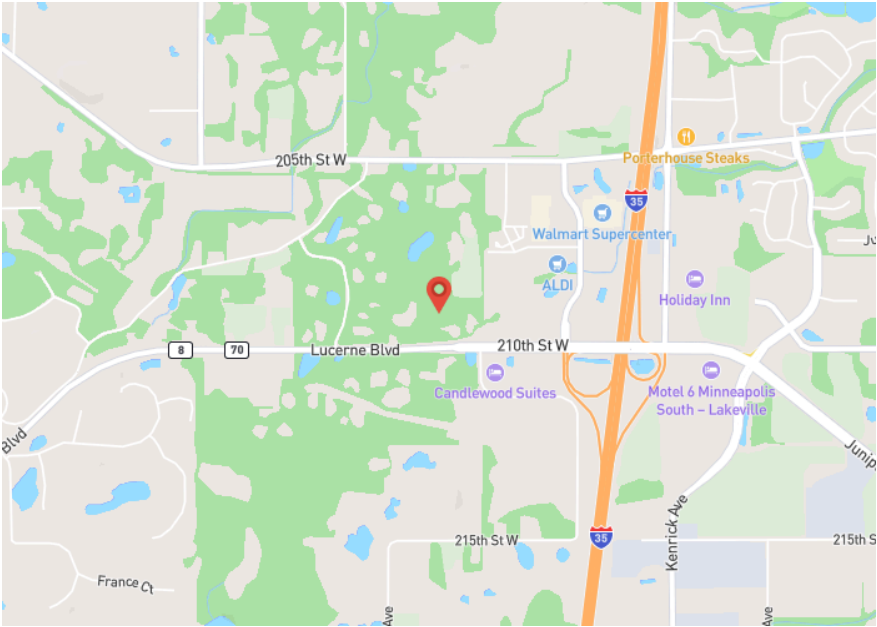
Description

The existing Parks, Trails and Open Spaces plan calls for a future neighborhood park in the area of 210th street and I-35.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	0	900,000	900,000
Planning/Design	0	0	0	75,000	25,000	100,000
Total	0	0	0	75,000	925,000	1,000,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	0	0	75,000	925,000	1,000,000
Total	0	0	0	75,000	925,000	1,000,000

Map



Project Details
Lakeville, MN

Project Name **Kensington Park Athletic Deck and Parking Lot**
Project # **P-26**

Contact	Mark Kruse, Parks Superintendent	Cost Type	Parks
Type	Reconstruction/Maintenance	Department	Park Dedication
Funding Description	Park & Trail Improvement Fund		

Expenditures	2027	2028	2029	2030	2031	Total
Parking lot	0	0	200,000	0	0	200,000
Kensington Park Athletic Deck Improvements	0	0	100,000	0	0	100,000
Planning/Design	0	30,000	0	0	0	30,000
Total	0	30,000	300,000	0	0	330,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	0	0	200,000	0	0	200,000
Park & Trail Improvement Fund	0	30,000	100,000	0	0	130,000
Total	0	30,000	300,000	0	0	330,000

Project Details
Lakeville, MN

Project Name **Bunker Hill Athletic Decks**
Project # **P-27**

Contact	Joseph Masiarchin, Parks Director	Cost Type	Parks
Type	Expansion	Department	Park Dedication
Funding Description	Park Dedication Fund		

Description

Renovate existing park conditions to create two new athletic decks, a new expansion of the parking lot, and adding irrigation to all athletic fields. Project will also include rennovation of existing baseball field and all fencing.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	750,000	0	0	0	750,000
Planning/Design	70,000	0	0	0	0	70,000
Total	70,000	750,000	0	0	0	820,000

Funding Sources	2027	2028	2029	2030	2031	Total
Park Dedication Fund	70,000	480,000	0	0	0	550,000
Park & Trail Improvement Fund	0	270,000	0	0	0	270,000
Total	70,000	750,000	0	0	0	820,000

Project Details
Lakeville, MN

Project Name **Technology - General Government**
Project # **T-01**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	40,941	12,792	9,704	39,465	11,210	114,112
Total	40,941	12,792	9,704	39,465	11,210	114,112

Funding Sources	2027	2028	2029	2030	2031	Total
Technology Fund	40,941	12,792	9,704	39,465	11,210	114,112
Total	40,941	12,792	9,704	39,465	11,210	114,112

Project Details
Lakeville, MN

Project Name **Technology-Public Safety**
Project # **T-02**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	127,734	120,300	221,883	102,723	46,062	618,702
Total	127,734	120,300	221,883	102,723	46,062	618,702

Funding Sources	2027	2028	2029	2030	2031	Total
Technology Fund	127,734	120,300	221,883	102,723	46,062	618,702
Total	127,734	120,300	221,883	102,723	46,062	618,702

Project Details
Lakeville, MN

Project Name **Technology-Public Works**
Project # **T-03**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	6,961	5,907	20,094	16,499	18,473	67,934
Total	6,961	5,907	20,094	16,499	18,473	67,934

Funding Sources	2027	2028	2029	2030	2031	Total
Technology Fund	6,961	5,907	20,094	16,499	18,473	67,934
Total	6,961	5,907	20,094	16,499	18,473	67,934

Project Details
Lakeville, MN

Project Name **Technology-Arenas**
Project # **T-04**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for Lakeville Arenas.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	1,534	7,599	3,628	3,696	4,384	20,841
Total	1,534	7,599	3,628	3,696	4,384	20,841
Funding Sources	2027	2028	2029	2030	2031	Total
Arenas	1,534	7,599	3,628	3,696	4,384	20,841
Total	1,534	7,599	3,628	3,696	4,384	20,841

Project Details
Lakeville, MN

Project Name **Technology-Communications**
Project # **T-05**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	2,440	0	0	823	3,392	6,655
Total	2,440	0	0	823	3,392	6,655

Funding Sources	2027	2028	2029	2030	2031	Total
Communications Fund	2,440	0	0	823	3,392	6,655
Total	2,440	0	0	823	3,392	6,655

Project Details
Lakeville, MN

Project Name **Technology-Liquor**
Project # **T-06**

Contact Type	Trevor Stewart, IT Manager Technology	Cost Type Funding Description	Technology Liquor Fund
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Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - IT infrastructure	51,500	53,598	0	0	0	105,098
Technology - computers/hardware acquisitions	68,783	0	0	17,431	6,146	92,360
Total	120,283	53,598	0	17,431	6,146	197,458

Funding Sources	2027	2028	2029	2030	2031	Total
Liquor Fund	120,283	53,598	0	17,431	6,146	197,458
Total	120,283	53,598	0	17,431	6,146	197,458

Project Details
Lakeville, MN

Project Name **Technology-Environmental Resources**
Project # **T-07**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	1,946	4,255	0	823	1,099	8,123
Total	1,946	4,255	0	823	1,099	8,123

Funding Sources	2027	2028	2029	2030	2031	Total
Environmental Resources Fund	1,946	4,255	0	823	1,099	8,123
Total	1,946	4,255	0	823	1,099	8,123

Project Details
Lakeville, MN

Project Name **Technology-Utilities**
Project # **T-08**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Description

The Technology Fund accounts for the accumulation and disbursement of funds for the purchase of technology equipment for the City.

Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	16,536	7,314	1,845	1,221	1,024	27,940
Total	16,536	7,314	1,845	1,221	1,024	27,940

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	8,268	3,657	923	611	512	13,971
Sanitary Sewer Operating Fund	8,268	3,657	922	610	512	13,969
Total	16,536	7,314	1,845	1,221	1,024	27,940

Project Details
Lakeville, MN

Project Name **Technology- Parks & recreation**
Project # **T-09**

Contact Type	Trevor Stewart, IT Manager Technology			Cost Type	Technology	
Expenditures	2027	2028	2029	2030	2031	Total
Technology - computers/hardware acquisitions	11,827	21,377	15,184	3,552	12,472	64,412
Total	11,827	21,377	15,184	3,552	12,472	64,412
Funding Sources	2027	2028	2029	2030	2031	Total
Technology Fund	11,827	21,377	15,184	3,552	12,472	64,412
Total	11,827	21,377	15,184	3,552	12,472	64,412

Project Details
Lakeville, MN

Project Name **Technology-Network infrastructure**
Project # **T-10**

Contact	Trevor Stewart, IT Manager	Cost Type	Technology
Type	Technology		

Expenditures	2027	2028	2029	2030	2031	Total
Technology - IT infrastructure	183,513	496,879	249,660	180,720	44,389	1,155,161
Total	183,513	496,879	249,660	180,720	44,389	1,155,161

Funding Sources	2027	2028	2029	2030	2031	Total
Technology Fund	134,875	365,188	183,491	132,823	32,624	849,001
Liquor Fund	26,084	70,624	35,486	25,687	6,309	164,190
Water Operating Fund	8,106	21,947	11,027	7,982	1,961	51,023
Sanitary Sewer Operating Fund	8,105	21,946	11,027	7,982	1,960	51,020
Communications Fund	3,492	9,455	4,751	3,439	845	21,982
Environmental Resources Fund	2,851	7,719	3,878	2,807	690	17,945
Total	183,513	496,879	249,660	180,720	44,389	1,155,161

Project Details
Lakeville, MN

Project Name **Freight Rail Car Storage Facility**
Project # **22-16**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Other	Department	Engineering
Funding Description	Improvement Construction		

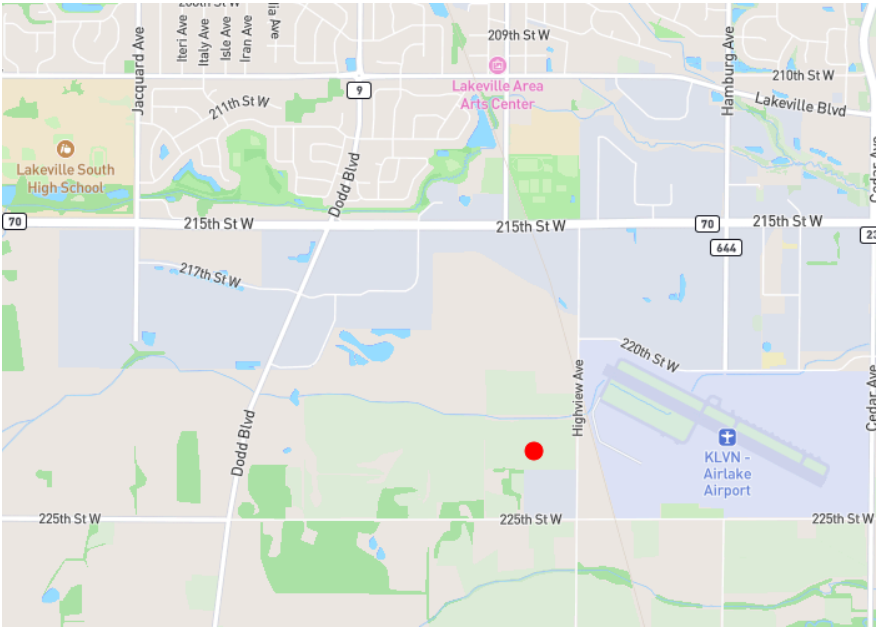
Description

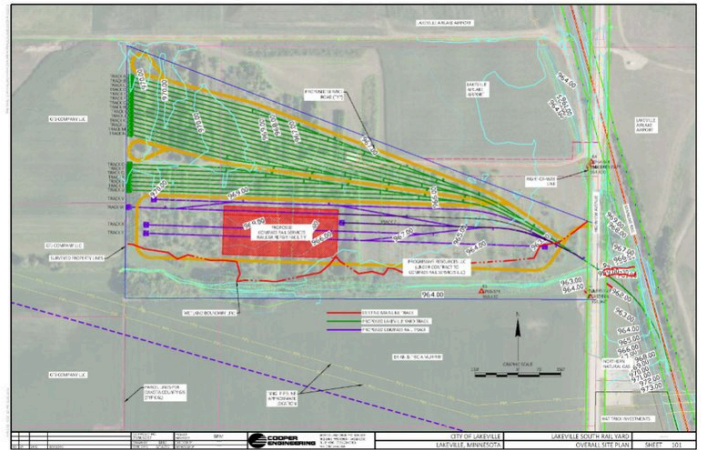
Programmed for 2027 construction. The City was awarded \$750,000 in Federal Funding (Fiscal Year 2023) for engineering design and \$7,000,000 in State Funding for construction. Project includes construction of a 90-car storage yard, and a 30-car transload facility within the City's industrial parks, south of CSAH 70.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	7,000,000	0	0	0	0	7,000,000
Engineering/Design/Other costs	475,000	0	0	0	0	475,000
Total	7,475,000	0	0	0	0	7,475,000

Funding Sources	2027	2028	2029	2030	2031	Total
Other funding- State	7,000,000	0	0	0	0	7,000,000
Other funding- Federal	325,000	0	0	0	0	325,000
Improvement Construction Fund	150,000	0	0	0	0	150,000
Stormwater Infrastructure Fund	0	0	0	0	0	0
Total	7,475,000	0	0	0	0	7,475,000

Map





Project Details
Lakeville, MN

Project Name **Holyoke/Highview Avenue Reconstruction**
Project # **25-05**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Rehabilitation	Department	Engineering
Funding Description	Municipal State Aid		

Description

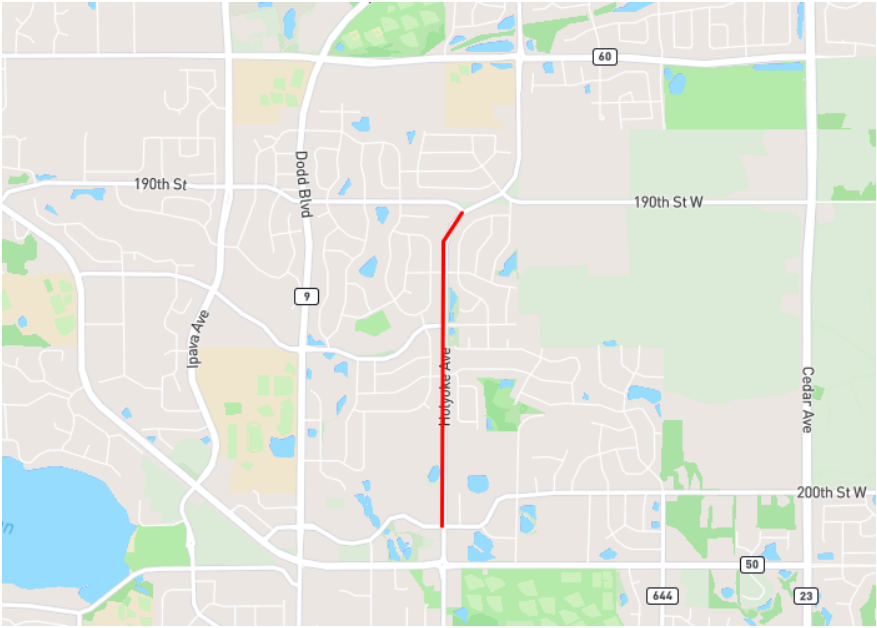
Phase I: Heritage Drive to South of 190th Street

Phase II: South of 190th Street to Dodd Boulevard/CSAH 9

Phase I programmed for 2029 construction. Project includes road rehabilitation and modernization, intersection improvements and a pedestrian underpass. Phase II programmed for 2032 construction. Project includes road rehabilitation and modernization and intersection improvements and a pedestrian underpass.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	0	6,155,000	6,155,000
Construction- New trails	0	0	0	0	1,200,000	1,200,000
Construction- Stormwater infrastructure (new)	0	0	0	0	1,035,000	1,035,000
Trail costs (rehabilitation/reconstruction)	0	0	0	0	200,000	200,000
Construction- Sanitary Sewer infrastructure (repair/replace)	0	0	0	0	145,000	145,000
Construction- Water infrastructure (repair/replace)	0	0	0	0	75,000	75,000
Streetlight costs	0	0	0	0	50,000	50,000
Total	0	0	0	0	8,860,000	8,860,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	0	0	5,147,400	5,147,400
Park Dedication Fund	0	0	0	0	1,200,000	1,200,000
Stormwater Infrastructure Fund	0	0	0	0	1,035,000	1,035,000
Escrows	0	0	0	0	657,600	657,600
MSA/MSA Bonds - Sp. Assess.	0	0	0	0	350,000	350,000
Park & Trail Improvement Fund	0	0	0	0	200,000	200,000
Sanitary Sewer Operating Fund	0	0	0	0	145,000	145,000
Water Operating Fund	0	0	0	0	75,000	75,000
Streetlight Operating Fund	0	0	0	0	50,000	50,000
Total	0	0	0	0	8,860,000	8,860,000



Project Details
Lakeville, MN

Project Name **CSAH 9 Modernization (210th St - Heritage Dr)**
Project # **26-04**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Modernization	Department	Engineering
Funding Description	Municipal State Aid	County Project #	09-065
SP/SAP #	188-020-034; 019-609-029; 019-650-026	JPA #	24020
County Billing Contact	John Sass	County Billing Email	John.Sass@co.dakota.mn.us

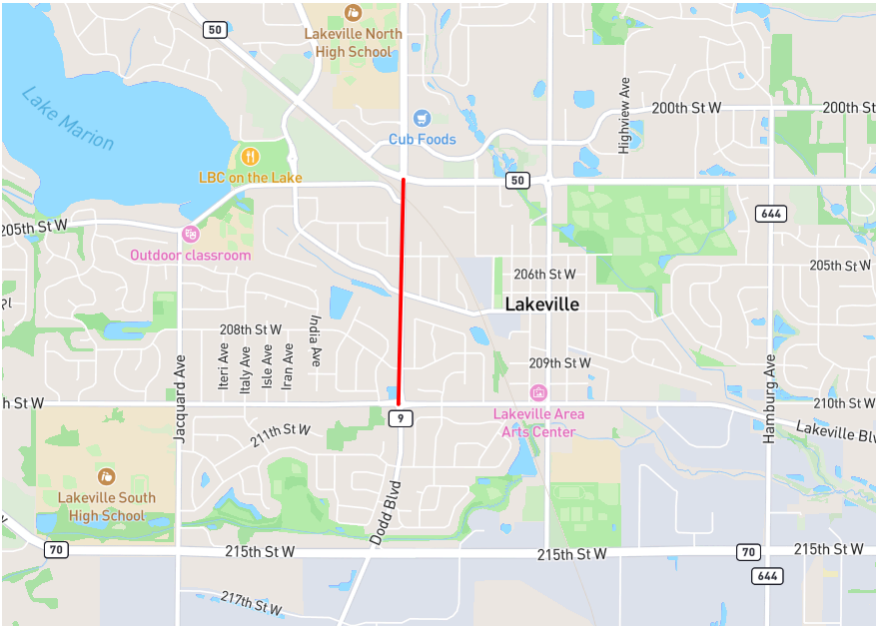
Description

Modernization of CSAH 9 (Dodd Boulevard) between 210th Street and Heritage Drive. Project includes a 2-lane divided highway and trails along both sides, with drainage and safety improvements. Includes CSAH 50 intersection and signal system replacement, with a roundabout.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	12,500,968	0	0	0	0	12,500,968
Mill and Overlay on CR50 (CSAH9-Holyoke Ave)	350,000	0	0	0	0	350,000
County to repay City ROW costs-Scheffler property	276,561	0	0	0	0	276,561
Total	13,127,529	0	0	0	0	13,127,529

Funding Sources	2027	2028	2029	2030	2031	Total
Dakota County	12,243,000	0	0	0	0	12,243,000
Stormwater Infrastructure Fund	380,000	0	0	0	0	380,000
Escrows	292,029	0	0	0	0	292,029
Park Dedication Fund	155,000	0	0	0	0	155,000
General Fund	40,000	0	0	0	0	40,000
Streetlight Operating Fund	10,000	0	0	0	0	10,000
Sanitary Sewer Operating Fund	5,000	0	0	0	0	5,000
Water Operating Fund	2,500	0	0	0	0	2,500
Total	13,127,529	0	0	0	0	13,127,529

Map



Project Details
Lakeville, MN

Project Name **Interstate 35/CSAH 50 Interchange Reconstruction**
Project # **26-05**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Interchange Reconstruction	Department	Engineering
Funding	Municipal State Aid	County Project #	50-033
Description			
SP/SAP #	019-650-021	JPA #	24276;
County Billing	Susan Wimberly	County Billing	Susan.Wimberly@CO.DAKOTA.MN.US
Contact		Email	

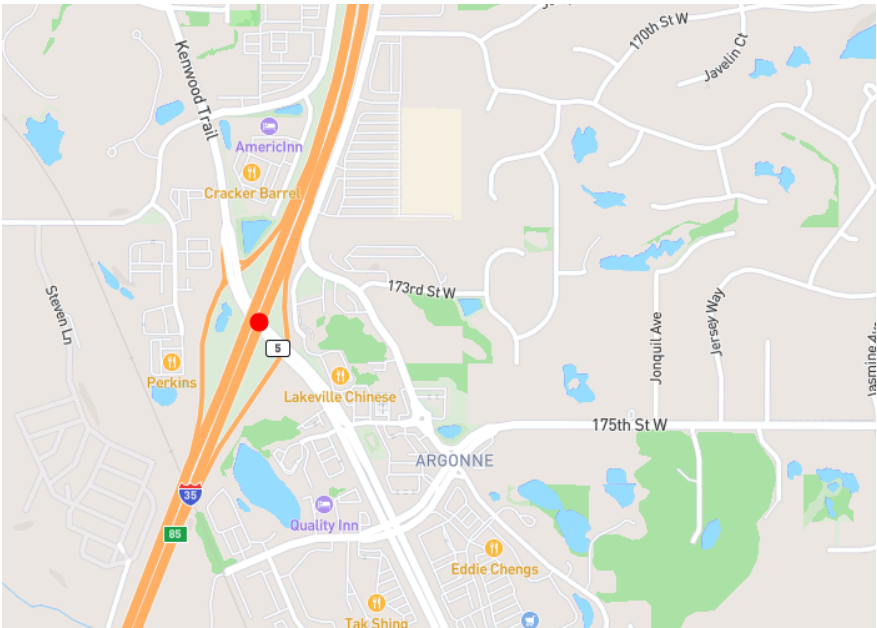
Description

Reconstruction of the interchange at I-35 and CSAH 5/50 (Kenwood Trail). The existing interchange is deficient in capacity, sight distance and turn lanes, resulting in delays and safety issues. This project includes replacement of the I-35 bridges over CSAH 5/50 and construction of a northbound auxiliary lane along I-35 between CSAH 5/50 and CSAH 46. This project is not led by the City, so only the City's share of costs is shown, other than repayment of RALF loans recently used to purchase right of way in the project area.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	1,803,659	0	0	1,803,659
Repay RALF Loan (County share of repayment of 2017 and 2021/2022 RALF Loans)	1,478,161	0	0	0	0	1,478,161
Right of Way- Acquisition/ Professional fees	0	675,000	0	0	0	675,000
Engineering/Design/Other costs	554,536	0	0	0	0	554,536
Repay RALF Loan (City share of repayment of 2017 and 2021/2022 RALF Loans)	260,852	0	0	0	0	260,852
Fiber conduit (Weather Siren)	0	0	10,000	0	0	10,000
Fiber Conduit (Park Dedication Fund)	0	0	10,000	0	0	10,000
Fiber Conduit (Lift Station)	0	0	10,000	0	0	10,000
Fiber conduit (Well/tower)	0	0	10,000	0	0	10,000
Total	2,293,549	675,000	1,843,659	0	0	4,812,208

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	815,388	675,000	1,248,133	0	0	2,738,521
Dakota County	1,478,161	0	0	0	0	1,478,161
Stormwater Infrastructure Fund	0	0	232,672	0	0	232,672
Water Trunk Fund	0	0	130,845	0	0	130,845
Park Dedication Fund	0	0	129,041	0	0	129,041
Sanitary Sewer Trunk Fund	0	0	92,968	0	0	92,968
General Fund	0	0	10,000	0	0	10,000
Total	2,293,549	675,000	1,843,659	0	0	4,812,208

Map



Project Details
Lakeville, MN

Project Name **CSAH 50/CSAH 60 RAB Modifications**
Project # **26-08**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Maintenance/Improvement	Department	Engineering
Funding Description	Municipal State Aid	County Project #	50-038
SP/SAP #	TBD	JPA #	TBD

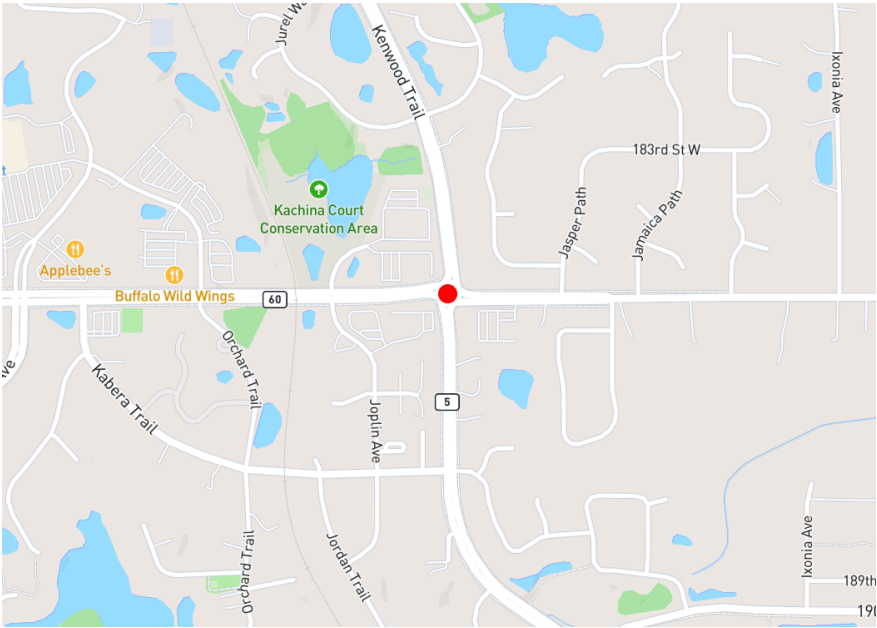
Description

County-led safety improvement designed to improve pedestrian, bicyclist and vehicle safety. Project includes pavement markings and sign modifications.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	1	0	0	0	0	1
Total	1	0	0	0	0	1

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	1	0	0	0	0	1
Total	1	0	0	0	0	1

Map



Project Details
Lakeville, MN

Project Name **CSAH 5 and Kenyon Avenue Traffic Signal**
Project # **27-05**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding Description	Municipal State Aid	County Project #	05-060
SP/SAP #	019-605-037; 1980-100	JPA #	24276
County Billing Contact	Susan Wimberly	County Billing Email	Susan.Wimberly@CO.DAKOTA.MN.US

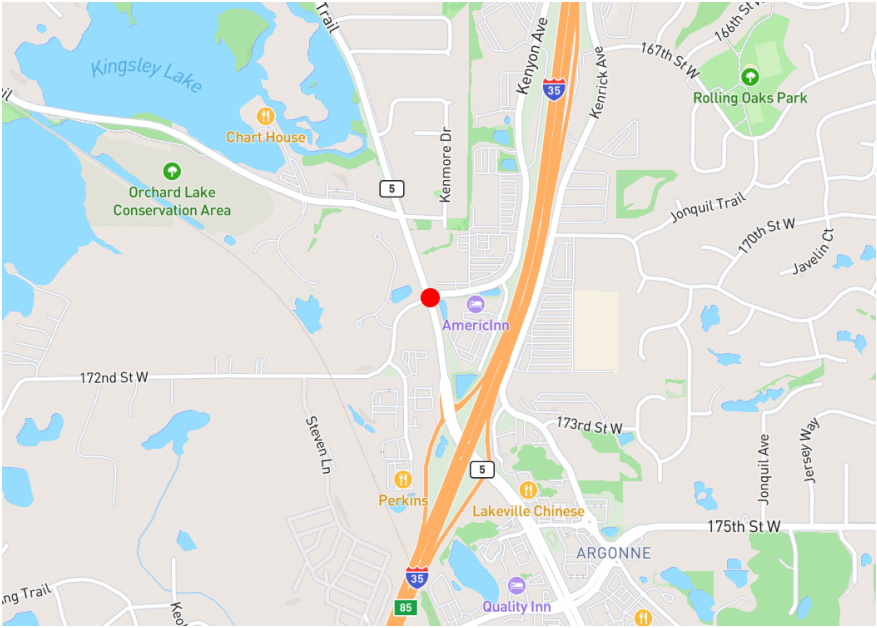
Description

New traffic signal designed to alleviate congestion and optimize intersection operations. County-led project includes geometric improvements and pavement markings. City cost-share per Dakota County Highway Cost Share Policy F.4.1 (Dakota County 2040 Transportation Plan),

Expenditures	2027	2028	2029	2030	2031	Total
Construction	141,000	0	0	0	0	141,000
Total	141,000	0	0	0	0	141,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	141,000	0	0	0	0	141,000
Total	141,000	0	0	0	0	141,000

Map



Project Details
Lakeville, MN

Project Name **CSAH 31 and CSAH 46 Traffic Signal**
Project # **27-06**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding Description	Municipal State Aid	County Project #	31-125
SP/SAP #	TBD	JPA #	TBD
County Billing Contact	Tyler Krage	County Billing Email	Tyler.Krage@co.dakota.mn.us

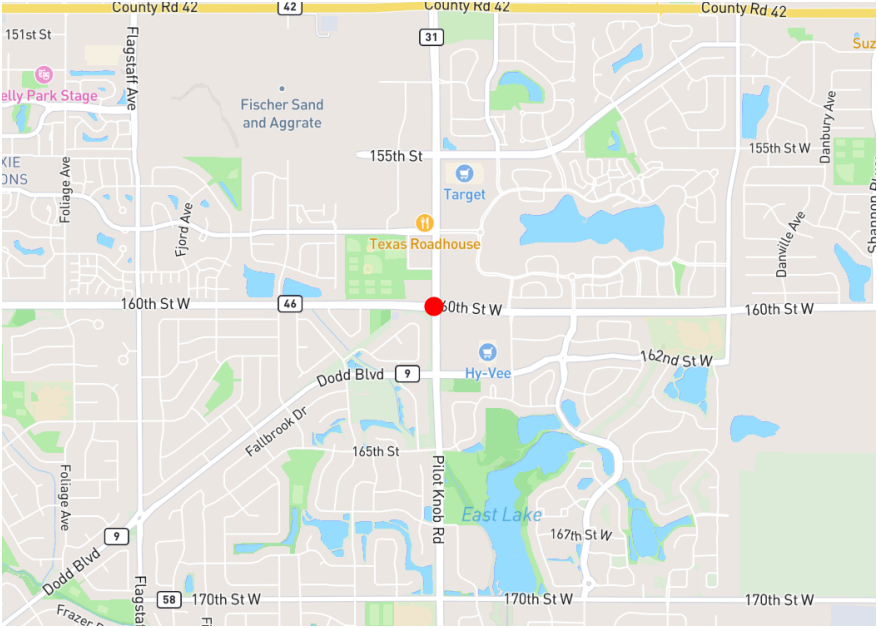
Description

Replacement of existing traffic signal that is approaching the end of its useful life. City cost-share per Dakota County Highway Cost Share Policy F.4.2 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	0	0	0
Total	0	0	0	0	0	0

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	0	0	0	0
Total	0	0	0	0	0	0

Map



Project Details
Lakeville, MN

Project Name **CSAH 60 and Orchard Trail Traffic Signal**
Project # **27-07**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding	Municipal State Aid	County Project #	60-029
Description		JPA #	TBD
SP/SAP #	TBD	County Billing	Tyler.Krage@co.dakota.mn.us
County Billing	Tyler Krage	Email	
Contact			

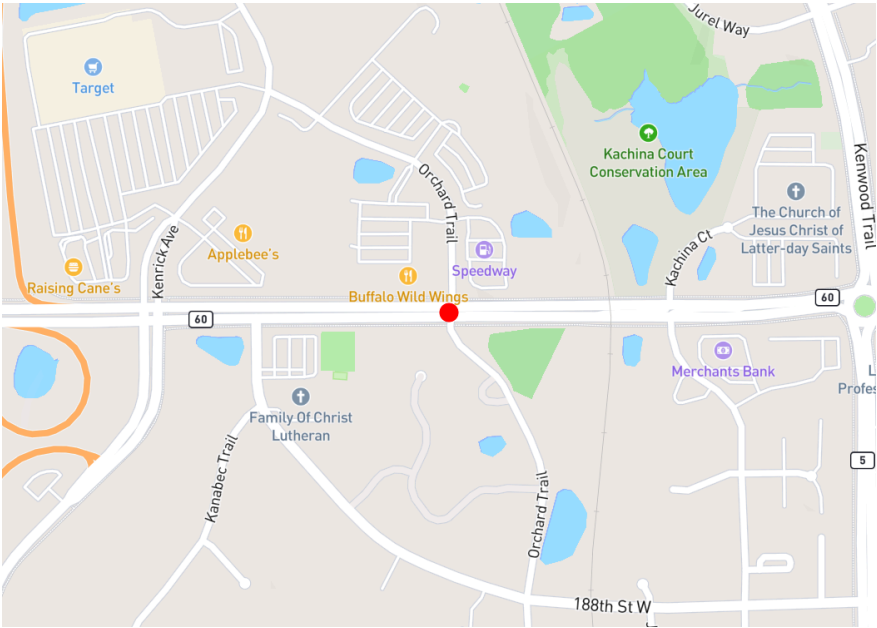
Description

New traffic signal designed to alleviate congestion and optimize intersection operations. County-led project includes geometric improvements and pavement markings. City cost-share per Dakota County Highway Cost Share Policy F.4.1 (Dakota County 2040 Transportation Plan)

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	396,000	0	0	0	396,000
Traffic signal- Design/ROW	80,156	0	0	0	0	80,156
Total	80,156	396,000	0	0	0	476,156

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	80,156	396,000	0	0	0	476,156
Total	80,156	396,000	0	0	0	476,156

Map



Project Details
Lakeville, MN

Project Name **CSAH 23 M&O (CSAH 9 to CSAH 42)**
Project # **27-09**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Maintenance	Department	Engineering
Funding Description	Pavement Management	County Project #	23-088
SP/SAP #	019-623-042	JPA #	23660
County Billing Contact	Saeed Kanwar	County Billing Email	Saeed.Kanwar@co.dakota.mn.us

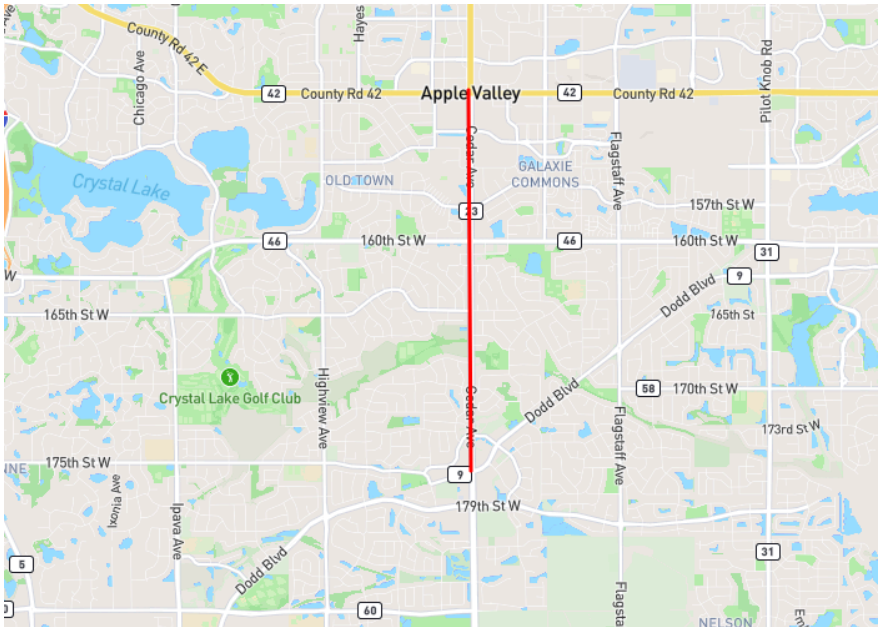
Description

Mill and overlay of CSAH 23 (Cedar Avenue) from CSAH 9 (179th Street) to CSAH 42 (150th Street).The project will include pavement preservation and ADA improvements.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	53,568	0	0	0	0	53,568
Total	53,568	0	0	0	0	53,568

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	53,568	0	0	0	0	53,568
Total	53,568	0	0	0	0	53,568

Map



Project Details
Lakeville, MN

Project Name **CSAH 9 and Glacier Way Traffic Signal**
Project # **27-11**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding Description	Municipal State Aid	County Project #	09-069
SP/SAP #	188-150-002	JPA #	TBD
County Billing Contact	Tyler Krage	County Billing Email	Tyler.Krage@co.dakota.mn.us

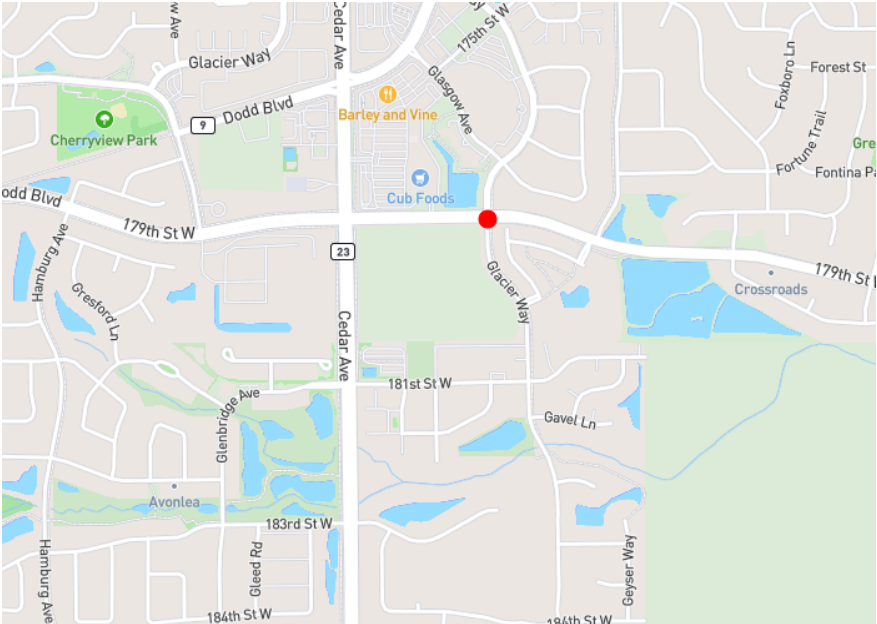
Description

New traffic signal designed to alleviate congestion and optimize intersection operations. City-led project includes geometric improvements and pavement markings. City cost-share per Dakota County Highway Cost Share Policy F.4.1 (Dakota County 2040 Transportation Plan)

Expenditures	2027	2028	2029	2030	2031	Total
Construction	570,000	0	0	0	0	570,000
Engineering/Design/Other costs	14,500	0	0	0	0	14,500
Total	584,500	0	0	0	0	584,500

Funding Sources	2027	2028	2029	2030	2031	Total
Dakota County	321,475	0	0	0	0	321,475
Municipal State Aid	193,025	0	0	0	0	193,025
Escrows	70,000	0	0	0	0	70,000
Total	584,500	0	0	0	0	584,500

Map



Project Details
Lakeville, MN

Project Name **CSAH 9/Dodd Blvd Modernization (215th St-210th St)**
Project # **28-04**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Modernization	Department	Engineering
Funding Description	Municipal State Aid	County Project #	09-067
SP/SAP #	TBD	County Billing Contact	John Sass
County Billing Email	John.Sass@co.dakota.mn.us		

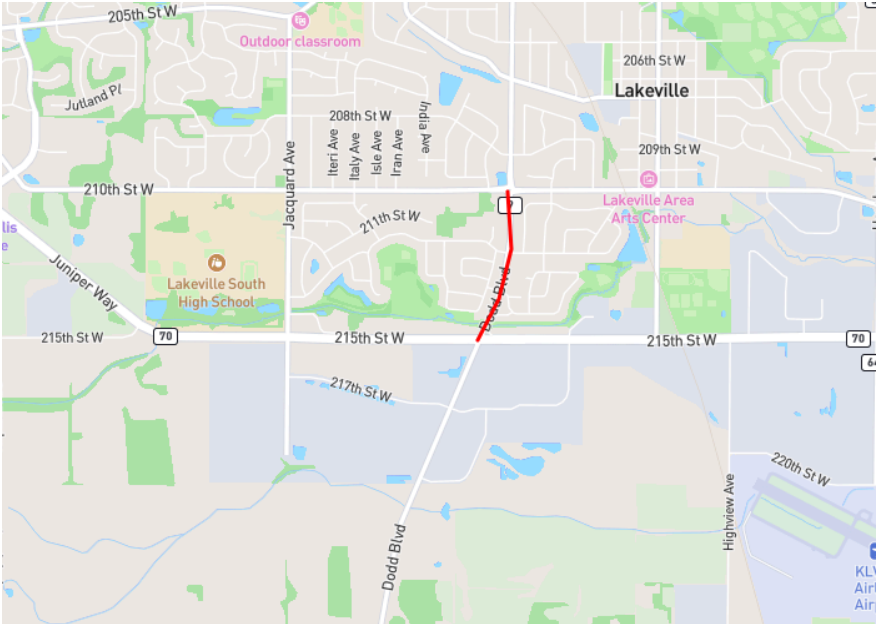
Description

Modernization of CSAH 9 (Dodd Boulevard) between CSAH 70 (215th Street) and 210th Street. Project includes a 2-lane divided highway and trails along both sides, with drainage and safety improvements. City cost-share per Dakota County Highway Cost Share Policy F.1 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	4,840,000	0	0	0	4,840,000
Right of Way- Acquisition/ Professional fees	843,750	0	0	0	0	843,750
Total	843,750	4,840,000	0	0	0	5,683,750

Funding Sources	2027	2028	2029	2030	2031	Total
Dakota County	717,188	4,114,000	0	0	0	4,831,188
Municipal State Aid	126,562	500,000	0	0	0	626,562
Escrows	0	196,000	0	0	0	196,000
Park Dedication Fund	0	30,000	0	0	0	30,000
Total	843,750	4,840,000	0	0	0	5,683,750

Map



Project Details
Lakeville, MN

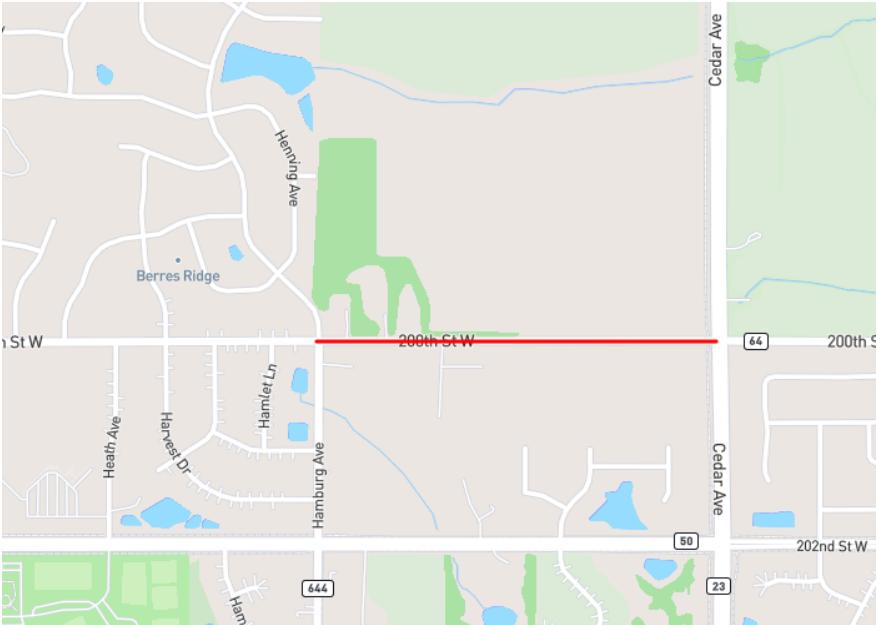
Project Name **200th Street (Hamburg to Cedar)**
Project # **28-05**

Contact	Steve Ferraro, Public Works Coordinator	Cost Type	Transportation
Type	Modernization	Department	Construction Services
Funding Description	Improvement Construction		

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	1,600,000	0	0	0	1,600,000
Engineering/Design/Other costs	75,000	0	0	0	0	75,000
Total	75,000	1,600,000	0	0	0	1,675,000

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds - Taxes (Streets)	0	784,954	0	0	0	784,954
Water Trunk Fund	0	350,000	0	0	0	350,000
Stormwater Infrastructure Fund	0	250,000	0	0	0	250,000
Escrows	0	115,046	0	0	0	115,046
Sanitary Sewer Trunk Fund	0	100,000	0	0	0	100,000
Improvement Construction Fund	75,000	0	0	0	0	75,000
Total	75,000	1,600,000	0	0	0	1,675,000

Map



Project Details
Lakeville, MN

Project Name **CSAH 46 and Foliage Avenue Traffic Signal**
Project # **28-06**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding Description	Municipal State Aid	County Project #	46-065
SP/SAP #	TBD	JPA #	TBD
County Billing Contact	Tyler Krage	County Billing Email	Tyler.Krage@co.dakota.mn.us

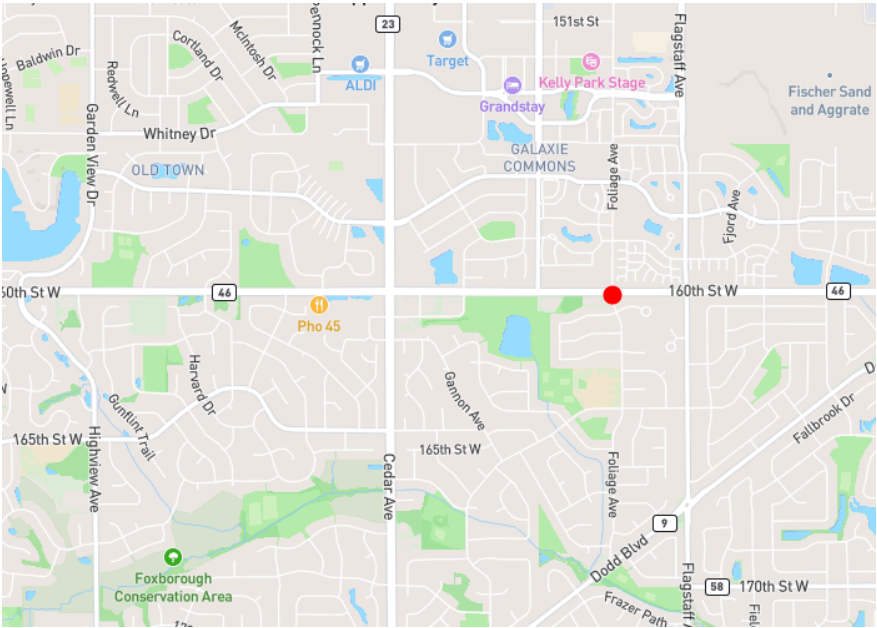
Description

Replacement of existing traffic signal that is approaching the end of its useful life. City cost-share per Dakota County Highway Cost Share Policy F.4.2 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	253,125	0	0	0	253,125
Traffic signal- Design/ROW	52,031	0	0	0	0	52,031
Total	52,031	253,125	0	0	0	305,156

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	52,031	253,125	0	0	0	305,156
Total	52,031	253,125	0	0	0	305,156

Map



Project Details
Lakeville, MN

Project Name **CSAH 46 and Galaxie Avenue Traffic Signal**
Project # **28-07**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding	Municipal State Aid	County Project #	46-064
Description		JPA #	TBD
SP/SAP #	TBD	County Billing	Tyler.Krage@co.dakota.mn.us
County Billing	Tyler Krage	Email	
Contact			

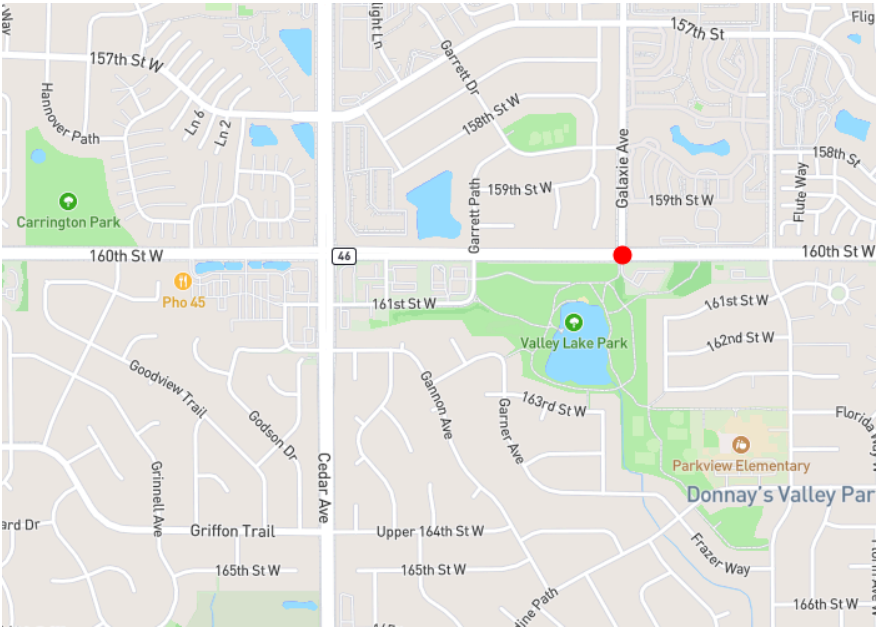
Description

Replacement of existing traffic signal that is approaching the end of its useful life. City cost-share per Dakota County Highway Cost Share Policy F.4.2 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	253,125	0	0	0	253,125
Traffic signal- Design/ROW	59,063	0	0	0	0	59,063
Total	59,063	253,125	0	0	0	312,188

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	59,063	253,125	0	0	0	312,188
Total	59,063	253,125	0	0	0	312,188

Map



Project Details
Lakeville, MN

Project Name **CSAH 9 Improvements at 194th St & 190th St**
Project # **29-04**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Maintenance/Improvement	Department	Engineering
Funding Description	Municipal State Aid	County Project #	09-068
SP/SAP #	TBD	JPA #	TBD

Description

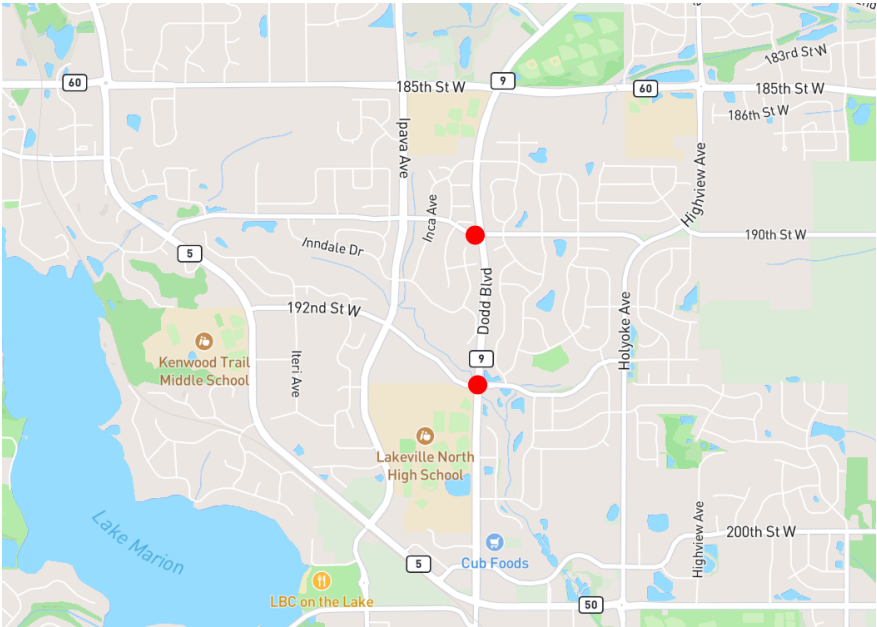
Construction of new intersection control at the CSAH 9 (Dodd Boulevard) and 194th Street/Indiana Avenue intersection. City cost-share per Dakota County Highway Cost Share Policy F.4/F.13 (Dakota County 2040 Transportation Plan).

Construction of directional access median at the CSAH 9 (Dodd Boulevard) and 190th Street intersection. City cost-share per Dakota County Highway Cost Share Policy F.15 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	1,701,000	0	0	1,701,000
Engineering/Design/Other costs	231,000	0	0	0	0	231,000
Right of Way- Acquisition/ Professional fees	0	75,938	0	0	0	75,938
Total	231,000	75,938	1,701,000	0	0	2,007,938

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	231,000	75,938	1,701,000	0	0	2,007,938
Total	231,000	75,938	1,701,000	0	0	2,007,938

Map



Project Details
Lakeville, MN

Project Name **CSAH 23 Alignment Study (Griffon Tr - 135th St)**
Project # **29-05**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Other	Department	Engineering
Funding	Municipal State Aid	County Project #	23-089
Description			
SP/SAP #	N/A		

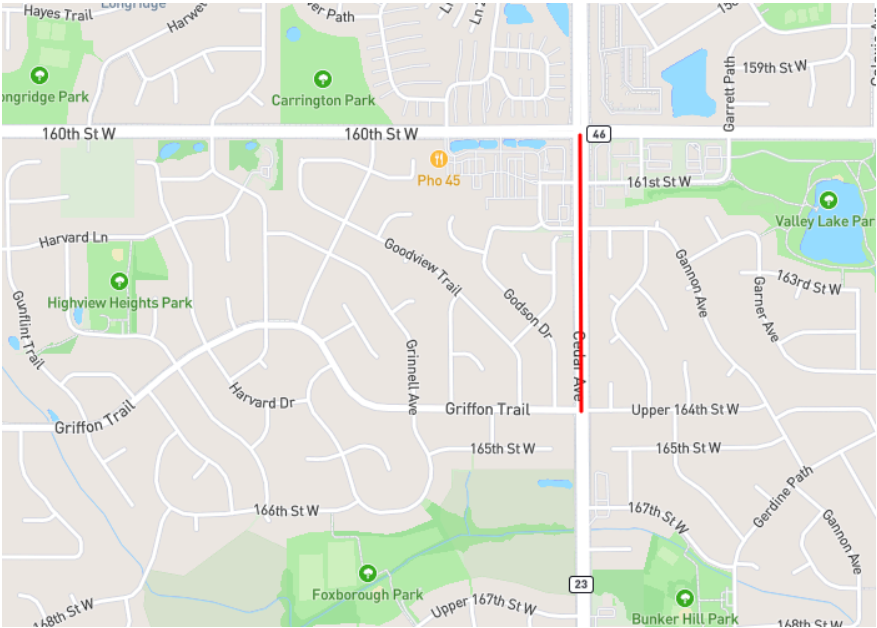
Description

Preliminary engineering for CSAH 23 (Cedar Avenue) from Griffon Trail/Upper 164th Street to 135th Street. The corridor study will determine best practices to manage future traffic growth, and recommend pedestrian and corridor safety improvements, and potential grade-separated intersections.

Expenditures	2027	2028	2029	2030	2031	Total
Engineering/Design/Other costs	0	0	31,500	0	0	31,500
Total	0	0	31,500	0	0	31,500

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	31,500	0	0	31,500
Total	0	0	31,500	0	0	31,500

Map



Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding	Municipal State Aid	County Project #	46-066
Description			
SP/SAP #	TBD	JPA #	TBD
County Billing	Tyler Krage	County Billing	Tyler.Krage@co.dakota.mn.us
Contact		Email	

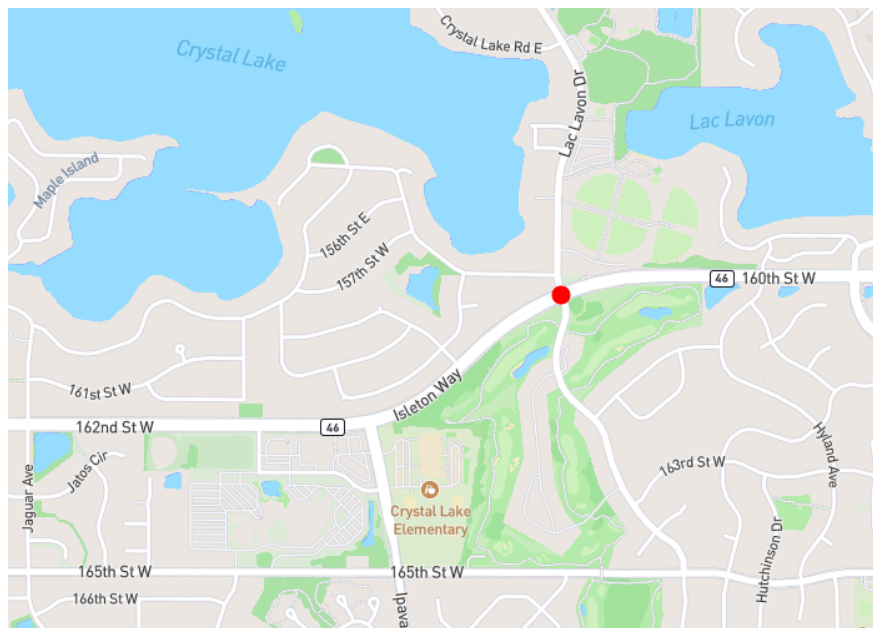
Description

Replacement of existing traffic signal that is approaching the end of its useful life. City cost-share per Dakota County Highway Cost Share Policy F.4.2 (Dakota County 2040 Transportation Plan).

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	534,375	0	534,375
Traffic signal- Design/ROW	0	104,062	0	0	0	104,062
Total	0	104,062	0	534,375	0	638,437

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	104,062	0	534,375	0	638,437
Total	0	104,062	0	534,375	0	638,437

Map



Project Details
Lakeville, MN

Project Name **CSAH 50 and Iberia Avenue Traffic Safety Mgmt**
Project # **31-05**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Maintenance/Improvement	Department	Engineering
Funding	Municipal State Aid	County Project #	50-XXX
Description			
SP/SAP #	TBD	JPA #	TBD

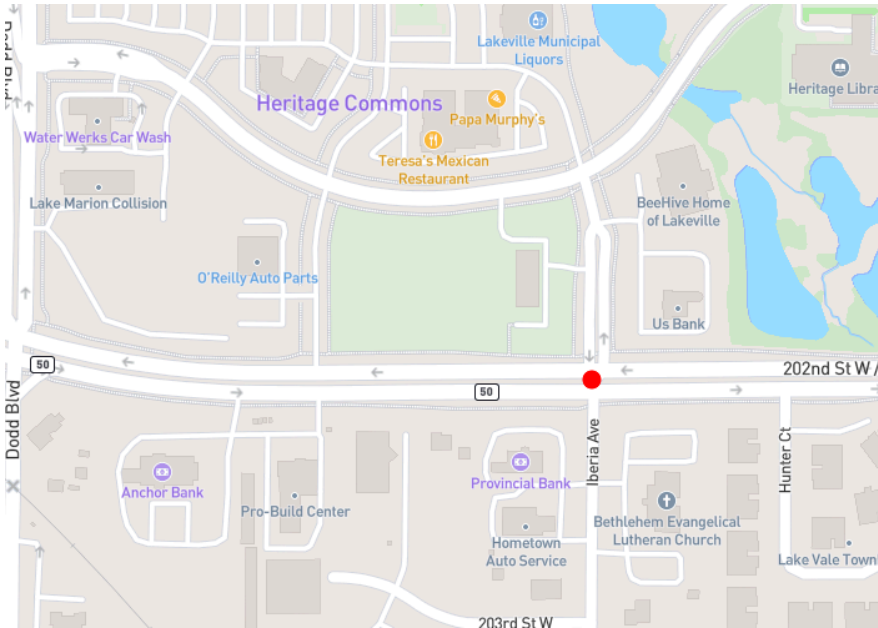
Description

Construction of traffic safety management improvements at CSAH 50 (202nd Street) and Iberia Avenue intersection.

Expenditures	2027	2028	2029	2030	2031	Total
Engineering/Design/Other costs	0	0	0	140,000	0	140,000
Right of Way- Acquisition/ Professional fees	0	0	0	0	67,500	67,500
Total	0	0	0	140,000	67,500	207,500

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	0	140,000	67,500	207,500
Total	0	0	0	140,000	67,500	207,500

Map



Project Details
Lakeville, MN

Project Name **CSAH 50 Expansion (CSAH 23 - Flagstaff Ave)**
Project # **31-07**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Expansion	Department	Engineering
Funding	Municipal State Aid	County Project #	50-039
Description			
SP/SAP #	TBD	JPA #	TBD

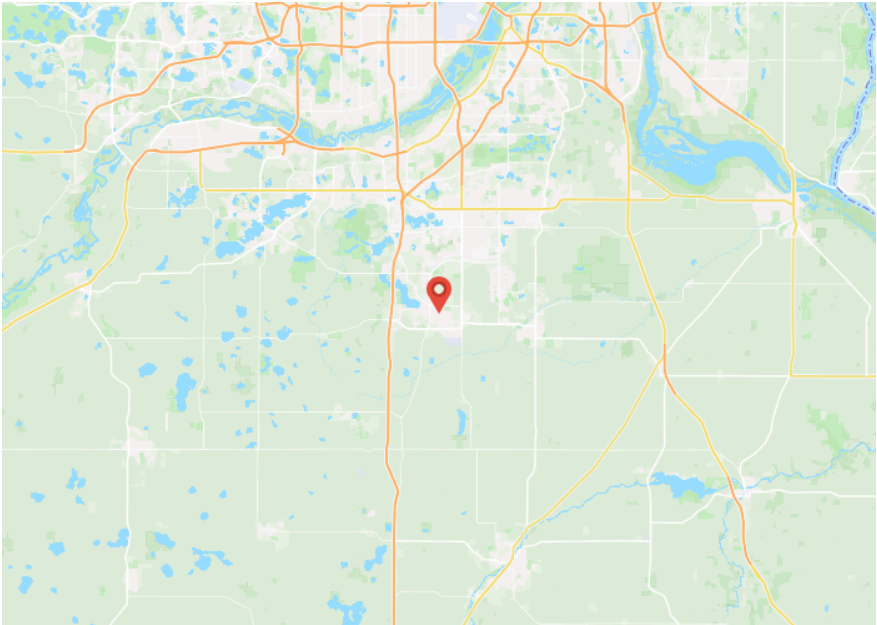
Description

Expansion of CSAH 50 between CSAH 23 (Cedar Avenue) and Flagstaff Avenue to improve traffic management safety and provide capacity for increasing traffic volumes. The current cost projections anticipate that the County will lead the project, so only City share of costs is shown. The project includes expansion of a two-lane road to four lanes, as well as two traffic signal replacements. The current City share of the expansion costs is 15.5%. The current City share of the signal system costs is 25%. In Fall 2026, the County board is planning to review the cost share policy that could change the City's expansion cost from a 75%-25% cost split to an 85%-15% cost split, which would lower the City cost. The City of Farmington is also participating in the project.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	1,910,000	0	1,910,000
Engineering/Design/Other costs	0	295,000	0	0	0	295,000
Right of Way- Acquisition/ Professional fees	0	0	150,000	0	0	150,000
Total	0	295,000	150,000	1,910,000	0	2,355,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	295,000	150,000	1,910,000	0	2,355,000
Total	0	295,000	150,000	1,910,000	0	2,355,000

Map



Project Details
Lakeville, MN

Project Name **195th Street Bridge Replacement**
Project # **31-08**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Bridge	Department	Engineering
Funding Description	Municipal State Aid	County Project #	N/A
SP/SAP #	TBD	JPA #	TBD

Description

The 195th Street bridge crossing over I-35 (Bridge 19841) will need to be reconstructed to accommodate future traffic as development west of I-35, Kenrick Avenue and Keokuk Avenue occurs.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	0	0	0	2,000,000	2,000,000
Total	0	0	0	0	2,000,000	2,000,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	0	0	2,000,000	2,000,000
Total	0	0	0	0	2,000,000	2,000,000

Project Details
Lakeville, MN

Project Name **CSAH 60 and Judicial Road Traffic Signal**
Project # **31-09**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Traffic Signal	Department	Engineering
Funding Description	Municipal State Aid	County Project #	60-XXX
SP/SAP #	TBD	JPA #	TBD

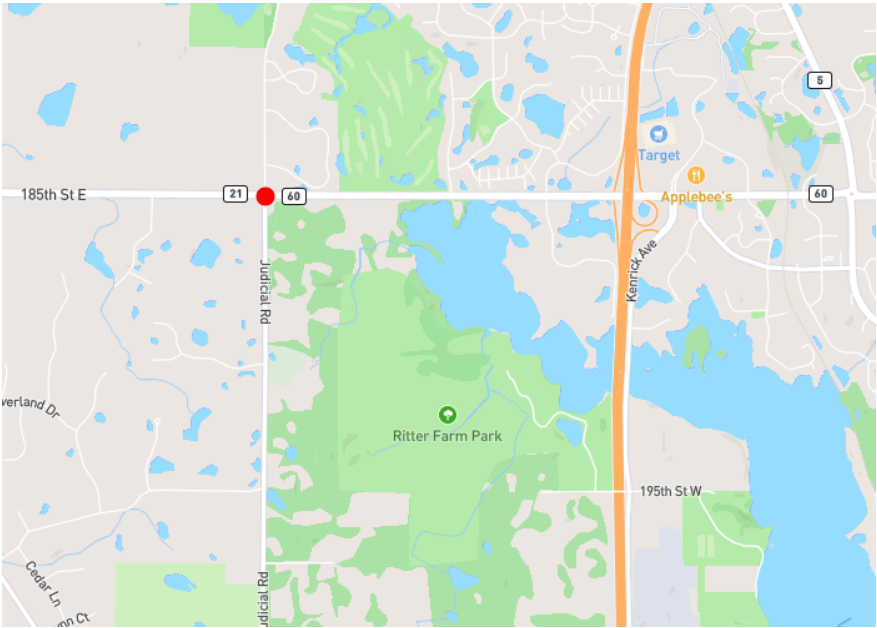
Description

- New traffic signal system designed to alleviate congestion and optimize intersection operations.
- Includes geometric improvements and pavement markings.
- City-led project
- Owned/maintained by Dakota County/Scott County

Expenditures	2027	2028	2029	2030	2031	Total
Traffic signal- Design/ROW	0	0	0	50,000	0	50,000
Total	0	0	0	50,000	0	50,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	0	0	50,000	0	50,000
Total	0	0	0	50,000	0	50,000

Map



Project Details
Lakeville, MN

Project Name **Kenrick Ave Extension (181st St-176th St)**
Project # **P28-16**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Extension	Department	Engineering
Funding Description	Municipal State Aid		

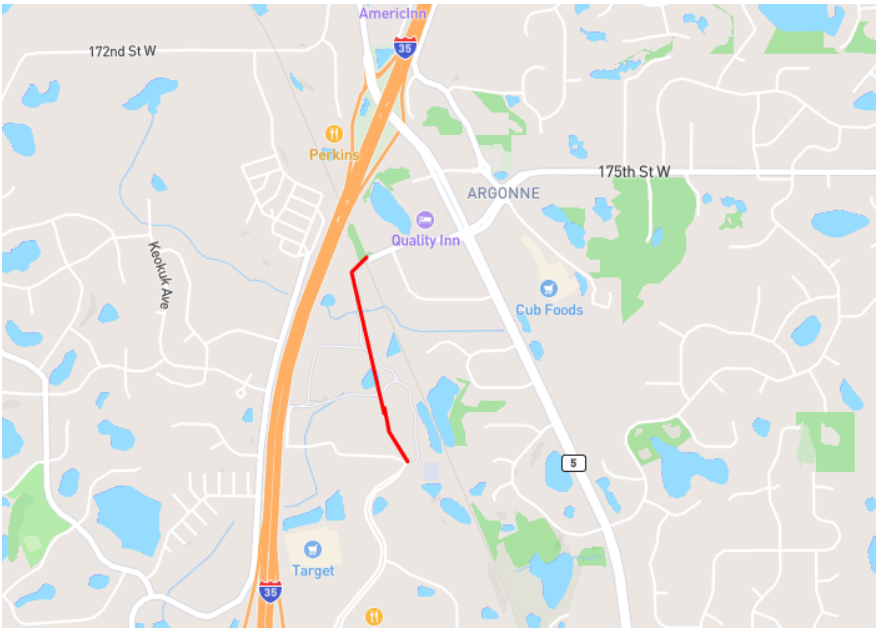
Description

Kenrick Ave will need to be extended to accomodate future traffic as development occurs. Construction would coincide with development of the parcels, and be primarily funded by the developer.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	2,500,000	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	2,500,000

Funding Sources	2027	2028	2029	2030	2031	Total
Municipal State Aid	0	2,500,000	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	2,500,000

Map



Project Details
Lakeville, MN

Project Name **Pavement Management - Maintenance**
Project # **XX-01**

Contact	Steve Ferraro, Public Works Coordinator	Cost Type	Transportation
Type	Maintenance	Department	Construction Services
Funding Description	Pavement Management		

Description

Annual preventive maintenance program designed to protect the City's investment in public street/road infrastructure assets. Best management practices include crack sealing, seal coating, surface sealing, mill and overlay and roadway patching. Associated maintenance activities such as curb and gutter repair, drain tile repair, pavement marking painting, and stormwater infrastructure repair are included. Maintenance is financed primarily through property taxes. A portion of the City's annual Municipal State Aid (MSA) allotment is applied toward street/road maintenance, with the remaining MSA balance applied toward MSA-designated projects and debt payments on previously issued bonds supporting these projects. The remaining principal and interest balances due on MSA-supported bonds at the end of 2026 will be \$2,815,000. The final principal payment will be made in 2036.

Expenditures	2027	2028	2029	2030	2031	Total
Patching & Minor Overlays	1,660,000	1,930,000	1,900,000	1,935,000	2,010,000	9,435,000
Surface Sealing	275,000	375,000	375,000	375,000	375,000	1,775,000
Crack Seal	200,000	200,000	200,000	225,000	225,000	1,050,000
Construction- Water infrastructure (repair/replace)	100,000	100,000	100,000	100,000	100,000	500,000
Construction- Sanitary Sewer infrastructure (repair/replace)	100,000	100,000	100,000	100,000	100,000	500,000
Sidewalk ADA	65,000	65,000	65,000	65,000	65,000	325,000
Safety Improvements	50,000	50,000	50,000	50,000	50,000	250,000
Velocity Patching	50,000	50,000	50,000	50,000	50,000	250,000
Concrete Curb & Drintile	30,000	30,000	30,000	40,000	40,000	170,000
County Road Stormwater Infrastructure	30,000	30,000	30,000	30,000	30,000	150,000
Bridge Inspections & Repairs	20,000	20,000	20,000	20,000	20,000	100,000
Total	2,580,000	2,950,000	2,920,000	2,990,000	3,065,000	14,505,000

Funding Sources	2027	2028	2029	2030	2031	Total
Pavement Management Fund	2,380,000	2,750,000	2,720,000	2,790,000	2,865,000	13,505,000
Sanitary Sewer Operating Fund	100,000	100,000	100,000	100,000	100,000	500,000
Water Operating Fund	100,000	100,000	100,000	100,000	100,000	500,000
Total	2,580,000	2,950,000	2,920,000	2,990,000	3,065,000	14,505,000

Project Details
Lakeville, MN

Project Name **Street Reconstruction**
Project # **XX-02**

Contact	Steve Ferraro, Public Works Coordinator	Cost Type	Transportation
Type	Reconstruction/Maintenance	Department	Construction Services
Funding Description	Improvement Construction		

Description

Annual program designed to extend street life, minimize total life cycle costs, and improve local streets when routine maintenance costs exceed the cost-benefit of the investment or streets approach the end of their life cycle. Citywide OCI goal for local streets is 75. Both rehabilitation (surface sealing/mill and overlay) and reconstruction (reclamation) practices are utilized.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	4,135,000	5,670,000	5,775,000	4,105,000	4,205,000	23,890,000
Construction- Water infrastructure (repair/replace)	350,000	500,000	650,000	250,000	250,000	2,000,000
Construction- Sanitary Sewer infrastructure (repair/replace)	250,000	250,000	250,000	250,000	250,000	1,250,000
Construction- Stormwater infrastructure (new)	105,000	250,000	250,000	105,000	105,000	815,000
Total	4,840,000	6,670,000	6,925,000	4,710,000	4,810,000	27,955,000

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds - Taxes (Streets)	4,008,000	4,450,000	4,365,000	4,105,000	4,205,000	21,133,000
G.O. Improvement Bonds - Sp. Assess.	0	1,220,000	1,410,000	0	0	2,630,000
Water Operating Fund	350,000	500,000	650,000	250,000	250,000	2,000,000
Sanitary Sewer Operating Fund	250,000	250,000	250,000	250,000	250,000	1,250,000
Stormwater Infrastructure Fund	105,000	250,000	250,000	105,000	105,000	815,000
Other cost share arrangement- Credit River (Judicial Rd)	127,000	0	0	0	0	127,000
Total	4,840,000	6,670,000	6,925,000	4,710,000	4,810,000	27,955,000

Project Details
Lakeville, MN

Project Name **Collector Roadway Rehabilitation**
Project # **XX-03**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Rehabilitation	Department	Engineering
Funding Description	Improvement Construction		

Description

This annual program keeps collector and arterial roads in good driving condition and helps the City avoid the higher cost of letting them fail completely. Streets are treated before minor repairs stop being cost-effective or before a road reaches the end of its useful life, typically through a mill and overlay or, for roads in worse condition, reclamation. The City's goal is to keep the average condition of collector and arterial roads at a rating of 75 out of 100.

Expenditures	2027	2028	2029	2030	2031	Total
Streets/Storm- Construction/ Engineering/Other	3,097,260	2,246,102	2,176,784	890,932	838,203	9,249,281
Construction- Water infrastructure (repair/replace)	100,000	100,000	100,000	100,000	100,000	500,000
Construction- Sanitary Sewer infrastructure (repair/replace)	25,000	25,000	25,000	25,000	25,000	125,000
Construction- New trails	100,000	0	0	0	0	100,000
Total	3,322,260	2,371,102	2,301,784	1,015,932	963,203	9,974,281

Funding Sources	2027	2028	2029	2030	2031	Total
G.O. Improvement Bonds - Taxes (Streets)	2,767,183	2,246,102	2,132,047	890,932	838,203	8,874,467
Water Operating Fund	100,000	100,000	100,000	100,000	100,000	500,000
G.O. Improvement Bonds - Sp. Assess.	330,077	0	44,737	0	0	374,814
Sanitary Sewer Operating Fund	25,000	25,000	25,000	25,000	25,000	125,000
Park Dedication Fund	100,000	0	0	0	0	100,000
Total	3,322,260	2,371,102	2,301,784	1,015,932	963,203	9,974,281

Project Details
Lakeville, MN

Project Name **County Pavement Preservation/City Utility Repairs**
Project # **XX-10**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Maintenance	Department	Engineering
Funding Description	Water Operating Fund	County Project #	TBD
SP/SAP #	N/A	JPA #	TBD

Description

Storm sewer, sanitary sewer and water repairs completed in conjunctions with annual Dakota County pavement preservation program.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	25,000	0	0	0	0	25,000
Construction- Water infrastructure (repair/replace)	5,000	0	0	0	0	5,000
Construction- Sanitary Sewer infrastructure (repair/replace)	5,000	0	0	0	0	5,000
Total	35,000	0	0	0	0	35,000

Funding Sources	2027	2028	2029	2030	2031	Total
Pavement Management Fund	25,000	0	0	0	0	25,000
Water Operating Fund	5,000	0	0	0	0	5,000
Sanitary Sewer Operating Fund	5,000	0	0	0	0	5,000
Total	35,000	0	0	0	0	35,000

Project Details
Lakeville, MN

Project Name **Lake Marion Greenway**
Project # **XX-15**

Contact	Zach Johnson, City Engineer	Cost Type	Transportation
Type	Greenway	Department	Park Dedication
Funding Description	Park Dedication Fund	County Project #	2000453
SP/SAP #	N/A	JPA #	TBD
County Billing Contact	Tony Wotzka	County Billing Email	Tony.Wotzka@CO.DAKOTA.MN.US

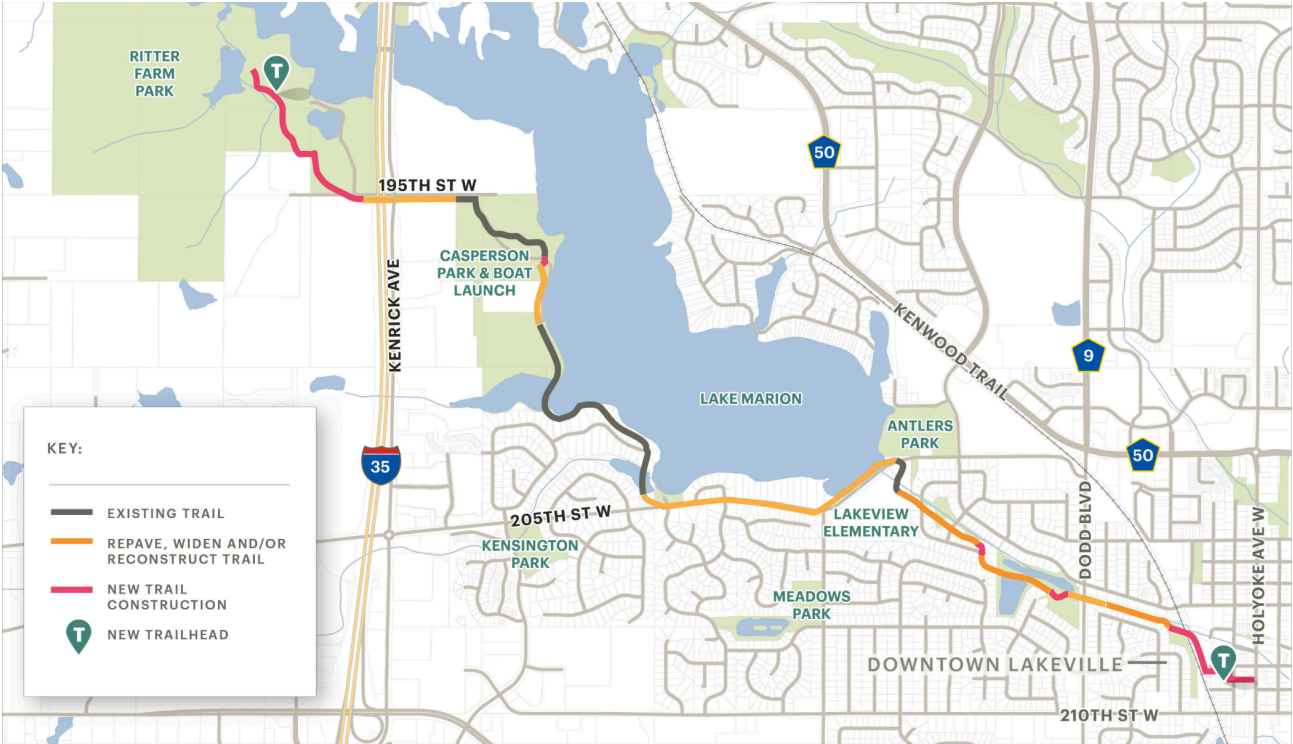
Description

Trail improvements to existing local network in coordination with jurisdictional transfer to Dakota County for Lake Marion Greenway.

Expenditures	2027	2028	2029	2030	2031	Total
Segment C- Downtown to Cedar Ave	0	0	325,000	1,800,000	0	2,125,000
Segment D- Murphy Hanrehan Park to Ritter Farm Park	0	0	80,000	1,080,000	0	1,160,000
Segment B- Downtown	567,500	0	0	0	0	567,500
Segment E- CSAH 23 to CSAH 31	0	150,000	0	0	0	150,000
Total	567,500	150,000	405,000	2,880,000	0	4,002,500

Funding Sources	2027	2028	2029	2030	2031	Total
Dakota County	0	0	344,250	2,448,000	0	2,792,250
Park Dedication Fund	0	150,000	60,750	432,000	0	642,750
Pavement Management Fund	317,500	0	0	0	0	317,500
Park & Trail Improvement Fund	250,000	0	0	0	0	250,000
Total	567,500	150,000	405,000	2,880,000	0	4,002,500

Cost Type	Transportation	Contact	Zach Johnson, City Engineer
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Project Details
Lakeville, MN

Project Name **Sanitary Sewer Trunk Improvements**
Project # **U-01**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Type	Maintenance/Improvement	Department	Utilities
Funding Description	Sewer Fund		

Description

The Sanitary Sewer Plan anticipates the extension of sanitary sewer trunk facilities to serve areas of anticipated/planned growth. Lift Station 26 is under construction in 2025. Timing of sanitary sewer trunk system improvements subject to growth rate and location of planned land development.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	75,000	75,000	75,000	75,000	75,000	375,000
Total	75,000	75,000	75,000	75,000	75,000	375,000

Funding Sources	2027	2028	2029	2030	2031	Total
Sanitary Sewer Trunk Fund	75,000	75,000	75,000	75,000	75,000	375,000
Total	75,000	75,000	75,000	75,000	75,000	375,000

Project Details
Lakeville, MN

Project Name **Sanitary Sewer Lift Station Rehabilitation**
Project # **U-02**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Type	Maintenance	Department	Utilities
Funding Description	Equipment Fund		

Description

Lift station service life is 12-15 years. Pumps, motors and equipment are inspected, repaired and replaced to ensure uninterrupted service. Lift stations are inspected/cleaned annually and scheduled for rehabilitation every 12-15 years.

Expenditures	2027	2028	2029	2030	2031	Total
Lift Station 7	175,000	0	0	0	0	175,000
Lift Station 5	0	0	100,000	0	0	100,000
Lift Station 23	0	0	0	0	100,000	100,000
Lift Station 6	0	100,000	0	0	0	100,000
Lift Station 3	80,000	0	0	0	0	80,000
Lift Station 22	0	75,000	0	0	0	75,000
Lift Station 12	0	0	0	40,000	0	40,000
Lift Station 19	0	0	40,000	0	0	40,000
Lift Station 13	0	0	0	40,000	0	40,000
Lift Station 11	0	0	40,000	0	0	40,000
Total	255,000	175,000	180,000	80,000	100,000	790,000

Funding Sources	2027	2028	2029	2030	2031	Total
Sanitary Sewer Operating Fund	255,000	175,000	180,000	80,000	100,000	790,000
Total	255,000	175,000	180,000	80,000	100,000	790,000

Project Details
Lakeville, MN

Project Name **Sanitary Sewer Inflow/Infiltration Maintenance**
Project # **U-03**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Equipment Fund

Description

Annual program designed to manage peak discharge rates and maintain/extend the overall service life of the sanitary sewer collection system through rehabilitating infrastructure susceptible to inflow and infiltration (groundwater). Public sanitary sewer infrastructure is inspected (televising 250,000 pipe-feet/year) and cleaned (jetting 75 pipe-miles/year) to maintain the integrity and function of the sanitary sewer collection system.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	575,000	575,000	575,000	575,000	575,000	2,875,000
Total	575,000	575,000	575,000	575,000	575,000	2,875,000

Funding Sources	2027	2028	2029	2030	2031	Total
Sanitary Sewer Operating Fund	575,000	575,000	575,000	575,000	575,000	2,875,000
Total	575,000	575,000	575,000	575,000	575,000	2,875,000

Project Details
Lakeville, MN

Project Name **Well Construction**
Project # **U-04**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Equipment Fund

Description

The Water Plan provides guidance in identifying future water system facilities required to serve areas of planned land development. Well #23 is currently under construction and will be brought online in 2025, and Wells 24 and 25 are programmed for 2028 construction. Construction timing and well location subject to population demand/water needs. The Wellhead and Source Water Protection Plan must be amended prior to receiving a Minnesota Department of Health permit.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	1,800,000	0	0	0	1,800,000
Engineering/Design/Other costs	100,000	0	0	0	50,000	150,000
Total	100,000	1,800,000	0	0	50,000	1,950,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Trunk Fund	100,000	1,800,000	0	0	50,000	1,950,000
Total	100,000	1,800,000	0	0	50,000	1,950,000

Project Details
Lakeville, MN

Project Name **Watermain Trunk Extensions**
Project # **U-05**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Water Trunk Fund

Description

The Water Plan anticipates the extension of watermain trunk facilities to serve areas of planned land development. Timing of watermain trunk system improvements subject to growth rate and location of planned land development.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	265,000	265,000	265,000	265,000	265,000	1,325,000
Total	265,000	265,000	265,000	265,000	265,000	1,325,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Trunk Fund	265,000	265,000	265,000	265,000	265,000	1,325,000
Total	265,000	265,000	265,000	265,000	265,000	1,325,000

Project Details
Lakeville, MN

Project Name **Water Distribution Features**
Project # **U-06**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Water Trunk Fund

Description

The Water Plan provides guidance in identifying future water system features required to serve areas of planned land development, including features to either reduce or boost the water pressure due to the elevation of new development. New pressure reducing valves are programmed for 2026, 2028 and 2030 construction. Construction timing and location subject to growth rate and location of planned land development.

Expenditures	2027	2028	2029	2030	2031	Total
Construction	0	150,000	0	150,000	0	300,000
Total	0	150,000	0	150,000	0	300,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Trunk Fund	0	150,000	0	150,000	0	300,000
Total	0	150,000	0	150,000	0	300,000

Project Details
Lakeville, MN

Project Name **Well and Pump Rehabilitation**
Project # **U-07**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Equipment Fund

Description

Pumps, motors and equipment are inspected, repaired and replaced to ensure uninterrupted, efficient service and a water system operating at maximum pumping capacity. City wells provide water for on-demand distribution system (24 hours/day, 7 days/week). Multiple starts/stops place tremendous stress on the motors and pump components and constant water exposure can lead to corrosion. Well and pumps are scheduled for rehabilitation every 8-10 years, based on pump type.

Expenditures	2027	2028	2029	2030	2031	Total
Well 21	125,000	0	0	0	0	125,000
Well 4	0	0	0	0	125,000	125,000
Well 11	0	0	125,000	0	0	125,000
Well 10	0	125,000	0	0	0	125,000
Well 22	125,000	0	0	0	0	125,000
Well 14	0	0	0	0	125,000	125,000
Well 8	0	0	125,000	0	0	125,000
Well 12	0	0	0	125,000	0	125,000
Well 2	0	0	0	0	125,000	125,000
Well 9	0	0	125,000	0	0	125,000
Total	250,000	125,000	375,000	125,000	375,000	1,250,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	250,000	125,000	375,000	125,000	375,000	1,250,000
Total	250,000	125,000	375,000	125,000	375,000	1,250,000

Project Details
Lakeville, MN

Project Name **Tower and Reservoir Maintenance**
Project # **U-08**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Type	Maintenance	Department	Utilities
Funding Description	Water Operating Fund		

Description

Maintenance program designed to manage, preserve and protect investment in water storage tanks (interior and exterior). Maintenance removes buildup, dirt/dust, and extends the life of the coating system, minimizing total lifecycle costs.

Expenditures	2027	2028	2029	2030	2031	Total
Fairfield Water Tower	0	0	0	1,000,000	0	1,000,000
Construction	0	0	150,000	0	0	150,000
Total	0	0	150,000	1,000,000	0	1,150,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	0	0	150,000	1,000,000	0	1,150,000
Total	0	0	150,000	1,000,000	0	1,150,000

Project Details
Lakeville, MN

Project Name **Water meter replacement**
Project # **U-09**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Department	Utilities	Funding Description	Equipment Fund

Description

Annual program designed to replace residential and commercial water meters approaching the end of their life cycle, to ensure accurate water monitoring use data for Minnesota Department of Natural Resources reporting. Program goal is 1,200 water meter replacements per year (based on meter age) with the intent of meeting/maintaining a 20-year service life. Routine water meter replacement is completed by City Utilities staff.

Expenditures	2027	2028	2029	2030	2031	Total
Equipment purchase	350,000	400,000	425,000	425,000	425,000	2,025,000
Total	350,000	400,000	425,000	425,000	425,000	2,025,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	350,000	400,000	425,000	425,000	425,000	2,025,000
Total	350,000	400,000	425,000	425,000	425,000	2,025,000

Project Details
Lakeville, MN

Project Name **Fiber Optic Cable Connection**
Project # **U-10**

Contact	Shane Quade, Utilities Superintendent	Cost Type	Utility
Type	Other	Department	Utilities
Funding Description	Equipment Fund		

Description

Extension of fiber optic cable to remote utility sites (lift stations, wells) for better and more reliable communication.

Expenditures	2027	2028	2029	2030	2031	Total
Fiber conduit (Well/tower)	37,000	40,000	30,000	40,000	40,000	187,000
Fiber Conduit (Lift Station)	25,000	30,000	30,000	40,000	40,000	165,000
Total	62,000	70,000	60,000	80,000	80,000	352,000

Funding Sources	2027	2028	2029	2030	2031	Total
Water Operating Fund	37,000	40,000	30,000	40,000	40,000	187,000
Sanitary Sewer Operating Fund	25,000	30,000	30,000	40,000	40,000	165,000
Total	62,000	70,000	60,000	80,000	80,000	352,000



**CITY OF LAKEVILLE
STREET RECONSTRUCTION PLAN**

Project #	Project description:	2027	2028	2029	2030	2031	Total
XX-02	Street Reconstruction	6,775,183	7,481,056	6,497,047	4,995,932	5,043,203	30,792,421
XX-03	Collector Rehabilitation	330,077	1,220,000	1,454,737	-	-	3,004,814
		-	-	-	-	-	-
		\$ 7,105,260	\$ 8,701,056	\$ 7,951,784	\$ 4,995,932	\$ 5,043,203	\$ 33,797,235

CITYWIDE
PLANNING

Envision Lakeville 2040

Last Updated 2023

2040 Comprehensive Plan / Land Use Plan

Adopted 2020

Next Update 2028

INFRASTRUCTURE
SPECIFIC PLANS

Transportation
Plan

Adopted 2019

Next update 2028

Water System
Plan

Adopted 2019

Next update 2028

Sanitary Sewer
Plan

Adopted 2019

Next update 2028

Water and
Natural
Resources
Management
Plan

Adopted 2019

Next update 2028

Parks, Trails and
Open Space Plan

Last update 2015

Next update 2026

ADA Transition
Plan

Last update 2019

Next update 2028

STUDIES & SITE
SPECIFIC
PLANS/REPORTS

MnDOT I-35 Roadway Study:
Burnsville and Lakeville

(2024)

Dakota County Pedestrian
Crossing Safety Assessment

(2022)

Dakota County Principal
Arterial Study

(2018)

Dakota County East-West
Corridor Preservation Study

(Phase 1: 2003 / Phase 2: 2006)

Dakota County School Travel
Safety Assessment

(2021)

CSAH 60/64 Alignment Study

(2026)

School Road Safety Task
Force

(2014)

Sanitary Sewer and Water
Rates & Fees Study

(Last Update 2017)

Pedestrian Crossing Study

(2024)

Cedar Ave Environmental
Assessment

(2009)

Strategic Plan for Economic
Development

(Last Update 2019)

Downtown Development
Guide

(Last Update 2018)

Water Treatment Facility
Expansion Plan

(Last Update 2022)

Fire Resource and Space
Needs Study

(Last Update 2020)

CMF Expansion Study

(Last Update 2015)

Indoor Athletic Facility Study

(2017)

Trail Condition Review (OCI)

(2022)

Park Dedication
Fee Study

(Last update 2012)

Various Park Master Plans

(As needed)

CAPITAL IMPROVEMENT PLAN & OPERATING BUDGET

2027 PROJECTS

PAVEMENT
MAINTENANCE

LOCAL STREET
REHABILITATION

ARTERIAL/COLLECTOR
REHABILITATION

COUNTY PAVEMENT
PRESERVATION AND
CITY UTILITY REPAIRS

215TH STREET
PUBLIC IMPROVEMENTS

DODD BOULEVARD
PUBLIC IMPROVEMENTS

FREIGHT RAIL CAR &
TRANSLOAD FACILITY

LAKE MARION
GREENWAY

WATER QUALITY AND
WATER CONSERVATION

LAKE MANAGEMENT

STORMWATER
INFRASTRUCTURE
MAINTENANCE

FORESTRY

VEGETATION
MANAGEMENT

EAST COMMUNITY PARK

VARIOUS OTHER PARK
PROJECTS

NOTES: NOT ALL
2027 CIP
PROJECTS ARE
LISTED HERE
(ONLY
HIGHLIGHTS)

CITY AND DAKOTA
COUNTY
PARTNERSHIP
PROJECTS ARE
SUBJECT TO
ADOPTED DAKOTA
COUNTY 2040
TRANSPORTATION
PLAN COST SHARE
POLICIES.
(REVISED IN 2020)

