



**CITY OF NEWPORT
REGULAR CITY COUNCIL WORKSHOP
NEWPORT CITY HALL**

August 19, 2021 – IMMEDIATELY FOLLOWING THE REGULAR COUNCIL MEETING

MAYOR:	Laurie Elliott	City Administrator:	Deb Hill
COUNCIL:	Kevin Chapdelaine	Supt. of Public Works:	Bruce Hanson
	Tom Ingemann	Fire Chief:	Steven Wiley
	Marvin Taylor	Asst. to the City Admin:	Travis Brierley
	Rozlyn Johnson	Law Enforcement (WCSO):	Bill Harrell

AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. I&I MITIGATION
4. 2022 BUDGET
5. RESIDENTIAL PARKING ORDINANCE
6. LOGO
7. FUTURE AGENDA ITEMS
8. ADJOURNMENT



MSA Engineer's Report

To: Honorable Mayor and City Council
Ms. Deb Hill, City Administrator

From: Jon Herdegen, P.E. – City Engineer

Subject: I/I Mitigation

Date: August 5, 2021 – For the August 19th City Council Workshop

Background

In 2011/2012, the City of Newport commissioned an improvement project to install cured-in-place-pipe (CIPP) liners within the sanitary sewer mains in the areas of the City most susceptible to infiltration and inflow (I/I) – See Figure 1. In total, the City lined 16,441 feet of sanitary sewer main and injected chemical grout around 38 manholes within the project area. The total construction cost for the project was \$543,061.

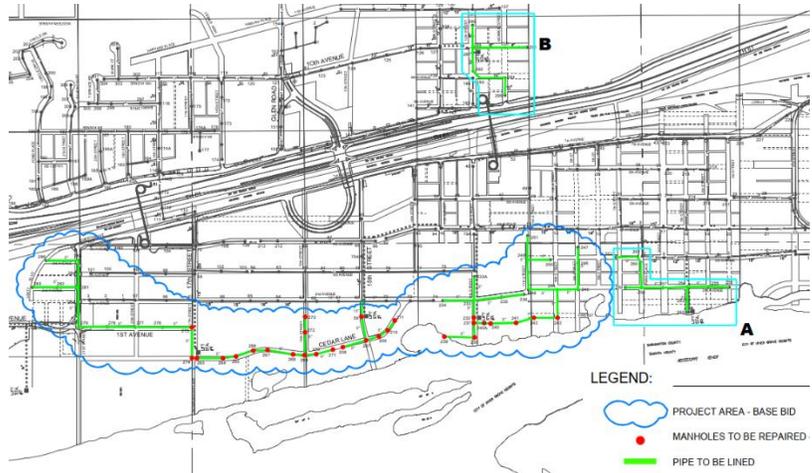


Figure 1: 2011 CIPP Lining Project Area

The Challenge:

The CIPP liners corrected numerous pipe defects, points of root intrusion and joint separation, but did not eliminate all sources of I/I from the collection system. The primary locations of current clear water entry into the collection system that remain are at the reinstated service laterals and at the connection to each manhole. The CIPP liner is installed as a single monolithic sock between two (2) manholes. The sock is impregnated with resin and inflated to take the shape of the host pipe. After it is cured, the liner becomes as strong, if not stronger, than the clay host pipe. In order for a service lateral to be reconnected to the collection system, the liner is cut (post-curing) at the location of each service. Since many of the lateral connections are not installed with a gasketed fitting, the main line sewer pipe is often compromised at this location and clear water is able to enter the system. Clear water is also able to travel between the host pipe and the liner and ultimately discharge into the manhole at the connection point.

The Solution:

Since the installation of the CIPP liners in 2011/2012, LMK Technologies, (now part of Waterline Renewal Technologies) has refined a strategy of sealing reinstated service lateral. The process is referred to as a T-Liner ([product brochure](#)). The process involves “re-lining” a short portion of the



Figure 2 T-Liner

60 PLATO BLVD EAST, SUITE 140, ST. PAUL, MN 55107-1835
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MEMO

August 5, 2021

mainline and extending a new liner up the lateral service – See Figure 2. The secret to success are the hydrophilic gasketed seals on the three (3) ends of the T-liner and at the reinstated service lateral. If clear water tracks between the liner and host pipe, the gaskets swells to seal the annular space. Normally, a “short” T-Liner (3-5 feet from the mainline) is sufficient to stop the vast majority of the I/I. In some cases, the T-Liner must be extended further toward the house to repair other pipe deformations.

There are several techniques to reduce I/I entry into manholes from the mainline sewer or through the walls of the manhole itself. The City implemented several different repair options for preventing clear water from entering the manhole between the liner and host pipe during the 12th Street & 12th Avenue Improvements project that appear to be very effective. These improvements and other lining options will be evaluated for each manhole on a case-by-case basis.

Bonding Bill Appropriation

During the 2020 legislative session, the City of Newport successfully secured \$2,000,000 to “***design and construct capital improvements to the publicly owned portions of the city's wastewater infrastructure to reduce or eliminate inflow and infiltration.***” The specific language included in the bonding bill is very important.

- First, design costs are eligible for reimbursement as long as they occur after the effective date of the bill, October 22, 2020. The City is reimbursed for design and construction costs as the improvements are implemented and has up to five (5) years to use the funds without applying for an extension.
- Second, only improvements made to publicly owned infrastructure are eligible for reimbursement. The rehabilitation of the collection system manholes are clearly part of the publicly owned infrastructure so there is no concern regarding eligibility for that portion of the project. The rehabilitation of the service lateral connections to the mainline requires the City to redefine the public and private portions of the collection system. Section 34-14 of the City Code defines the ownership of the sanitary sewer system. We suggest the revision shown in red below:

Sec. 34-14. - Liability for maintenance and repairs of utility lines.

After the initial connection has been made to the sanitary sewer line or to the water system, the responsibility for maintenance and repair shall be as follows:

(1) Sanitary sewer lines.

- a. The owner, occupant, or user of the premises shall be responsible for all maintenance and repair from the structure up to the sanitary sewer main and including the service wye, tap, or break-in for unlined sanitary sewer main. When the sanitary sewer main has been previously lined, the city is responsible for repair and maintenance on the sewer main beginning from the outside edge of liner inward.*
- b. The owner, occupant, or user is responsible for the repair of any break between the structure and the sanitary sewer main. All repairs shall be made at the expense of the property owner meeting the adopted city public works design manual and inspection of the public works superintendent or his designee.*
- c. The term "maintenance," as used in this section, shall include, but not be limited to, the following: repair of any break, cleaning or removal of roots, debris, clogs, and freeze-ups between the structure and the sewer main.*

By implementing this ordinance modification, we can consider the service lateral connection as a 3-legged intersection. The sewer main (public infrastructure) will make up two (2) legs and the lateral (private infrastructure) will make up one (1) leg. The City will be able to utilize the bonding bill appropriation for two-thirds of the cost of the T-Liner and the remaining one-third will be assessed to the benefitting property owner. A location map and an estimate cost participation summary is attached for reference.

MEMO

August 5, 2021

Private Participation

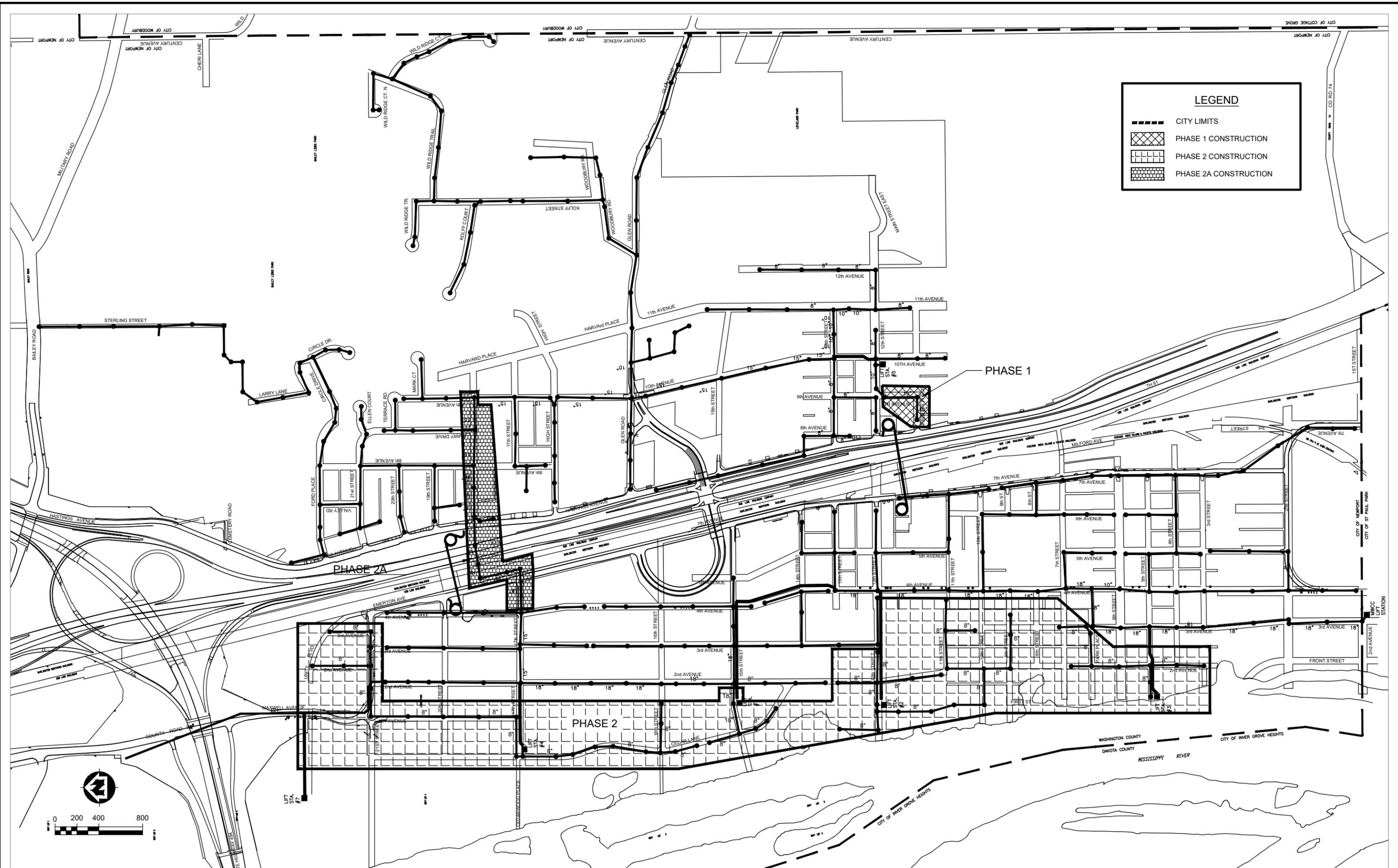
There are approximately 228 private service lateral connections associated with the proposed improvements. In order to achieve the maximum reduction in I/I, each service lateral must be fitted with a T-liner. In our opinion, the installation of a T-liner represents a benefit to the property and the private costs can be assessed to the owner in accordance with the Special Assessment Statute (MS429). The length of the T-liner will vary for each property depending on the condition of the existing service. The City recently solicited proposals from televising contractors in an effort to determine which service laterals could be sealed with a "short" T-liner and which laterals required the T-liner to be extended further. Due to several factors including contractor availability and specialized equipment, we received only one (1) quote for the work for over \$215,000.

Rather than expending the City's resources on determining an exact scope of work, staff suggests that we rely on the lining contractor to conduct a pre-lining televised inspection and evaluate each service on a case-by-case basis prior to installing the liner. The major drawback to this approach is that the property owner will not know the extent of the improvement or the total cost until the work about to be completed. We suggest that the City sets the expectation that all services will be lined to the property line and provide the property owners a cost for that work. If, after the pre-lining inspection reveals that the additional liner is not necessary, we give the property owner the option to reduce the liner length. In addition, the property owner would have the choice to extend the liner up to the building foundation at an additional cost. In any case, the total public contribution for the project (from the bonding bill appropriation) would be equal to two-thirds the cost of a "short" T-liner.

Council Feedback:

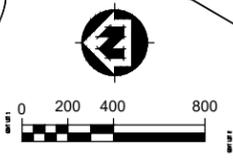
After considering the project approach, staff is looking for council feedback to ensure the project scope and approach meets your expectations. Below are a few questions that may help guide additional discussion:

- In order to implement a successful project, it will be very important for the public to understand the City's goals and objectives for the project long before we begin the formal assessment process. What type(s) of public outreach does the Council feel is appropriate? (Open house(s), newsletters, online engagement, etc.)
- Is the Council comfortable setting an expectation of a T-liner installation to the property line for all properties and reducing as necessary?
- Can the City carry the cost of the assessments for the private portion of the project?
- Does the City wish to provide the option of allowing property owners to line the service up to the foundation and increase the City's assessment responsibility?
- Is the Council comfortable with the ordinance revision?
- Other discussion items?



LEGEND

- CITY LIMITS
- PHASE 1 CONSTRUCTION
- PHASE 2 CONSTRUCTION
- PHASE 2A CONSTRUCTION



PROJECT NO.:	10316025	SCALE:	AS SHOWN	NO.:		DATE:		REVISION:		BY:	
PROJECT DATE:	SUMMER 2016	DRAWN BY:	JAW								
F.B.:		CHECKED BY:	INIT								
PLOT DATE: 12/3/20, G:\10103161\10316025\CADD\10316025 LINING PROJECT AREA.dwg											



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INFLOW & INFILTRATION REDUCTION PLAN
 CITY OF NEWPORT
 WASHINGTON COUNTY, MINNESOTA

PHASE LOCATION MAP

FILE NO. 10316063
 SHEET EXHIBIT 1

ITEM NO.	ITEM DESCRIPTION	UNIT	TOT. QTY.	UNIT PRICE	TOTAL AMOUNT	PRIVATE FACILITIES COST	CITY FACILITIES COST
<u>PHASE 1</u>							
1	LATERAL CONNECTION SEALING	EA	2	\$ 5,500	\$ 11,000	\$ 3,667	\$ 7,333
2	CONSTRUCTION PREPARATION	LS	1	\$ 900	\$ 900	\$ 300	\$ 600
3	SEALING PRE-CAST MANHOLE PENETRATIONS	EA	3	\$ 3,500	\$ 10,500	\$ -	\$ 10,500
T	PHASE 1 - TOTAL				\$ 22,400	\$ 3,967	\$ 18,433
<u>PHASE 2</u>							
1	LATERAL CONNECTION SEALING	EA	201	\$ 5,500	\$ 1,105,500	\$ 368,500	\$ 737,000
2	CONSTRUCTION PREPARATION	EA	1	\$ 90,450	\$ 90,450	\$ 30,150	\$ 60,300
3	SEALING PRE-CAST MANHOLE PENETRATIONS	EA	119	\$ 3,500	\$ 416,500	\$ -	\$ 416,500
T	PHASE 2 - TOTAL				\$ 1,612,450	\$ 398,650	\$ 1,213,800
<u>PHASE 2A</u>							
1	LATERAL CONNECTION SEALING	EA	25	\$ 5,500	\$ 137,500	\$ 45,833	\$ 91,667
2	CONSTRUCTION PREPARATION	LS	1	\$ 17,127	\$ 17,127	\$ 5,709	\$ 11,418
3	MAINLINE LINING	LF	2,612	\$ 55	\$ 143,660	\$ -	\$ 143,660
4	SEALING PRE-CAST MANHOLE PENETRATIONS	EA	28	\$ 3,500	\$ 98,000	\$ -	\$ 98,000
T	PHASE 2A - TOTAL				\$ 396,287	\$ 51,542	\$ 344,745
<u>PROJECT COST SUMMARY</u>							
T	PHASE 1				\$ 22,400	\$ 3,967	\$ 18,433
T	PHASE 2				\$ 1,612,450	\$ 398,650	\$ 1,213,800
T	PHASE 2A				\$ 396,287	\$ 51,542	\$ 344,745
	CONTINGENCY	10%			\$ 203,113.70	\$ 45,415.90	\$ 157,697.80
	INFLATION	3.5%			\$ 71,089.80	\$ 15,895.57	\$ 55,194.23
T	TOTAL CONSTRUCTION COST				\$ 2,305,340	\$ 515,470	\$ 1,789,870
OVERHEAD							
	DESIGN	8%			\$ 184,427.24	\$ 41,237.64	\$ 143,189.60
	CONSTRUCTION OBSERVATION	7%			\$ 161,373.83	\$ 36,082.93	\$ 125,290.90
T	TOTAL PROJECT COST				\$ 2,651,142	\$ 592,791	\$ 2,058,351



MEMO

TO: Newport City Council
FROM: Deb Hill, City Administrator
DATE: August 19, 2021
SUBJECT: CIP Budgets

Equipment CIP: In planning for the City Hall bonding, it was decided that the expenses for a new loader and fire truck could be cash-slowed. Recent information about the cost of the load (with trade-in) will be closer to \$155,000 rather than the projected \$130,000. The Fire Department informed us that their air-packs need replacement. The cost of this line item is \$170,000 along with the budgeted truck for \$225,000. They have written a grant to FEMA to try and cover the cost. It is unknown whether any of these large ticket items will be received this year or next. The expenditures for 2021 could be \$713,764.

Building CIP: Upgrade line items for City Hall and the Fire Stations have been removed. The Superintendent of Public Works has informed me that some of the projected projects for the public works facility could be moved out further than 2026. With the unknown cost of furnishing the new City Hall, some of these funds could be utilized if needed.

\$100,000 was added for demolition of the fire halls.

Parks CIP: This budget is a large unknown without the results of the parks survey that will soon be approved. Monies earmarked for larger ticket items include:

- Pioneer Park – \$150,000 for 1996 play structure replacement.
- Busy Beaver - \$100,000 for 1997 play structure replacement.
- CSAH 38 Trail - \$125,000 for cost share.
- Lions Park - \$505,000 for upgrades.
- Loveland Park - \$150,000 for 2001 play structure replacement.

Expenses for 2022 are projected at \$617,500.

Planned transfers - \$215,000 from General Fund
\$85,000 from NEDA

CITY OF NEWPORT

**2018-2026 EQUIPMENT CIP
2022 PROPOSED BUDGET**

Fund 401

REVENUE	2018	2019	2020	2021	2022	2023	2024	2025	2026
Transfer from General Fund	\$ 145,000	\$ 32,000	\$ 33,000	\$ 91,800	\$ 250,000	\$ 45,000	55,000	55,000	65,000
Grants	\$ 14,175								
Investment Earnings	\$ 2,030	\$ 9,952	\$ 8,354						
Misc.			\$ 6,500						
TOTAL REVENUE	\$ 161,205	\$ 41,952	\$ 47,854	\$ 91,800	\$ 250,000	\$ 45,000	\$ 55,000	\$ 55,000	\$ 65,000

EXPENDITURES

General

11 I-Pad replacement									
Administration computers									Life span

Public Works

12 GMC Canyon - Bruce	10									30,000
09 Ford Explorer (former squad)	10									
00 Wacker asphalt roller one-ton	20									30,000
03 Ford 550 Utility Truck w&s	15									
21 GMC 3500 3/4 ton (parks)	15			30,304	7,092					
17 GMC 3500 3/4 ton (parks)	15									
19 Ford 250 Truck	15		40,367							
09 Chev 2500 Pickup	15				31,141					
82 Ford 555 Backhoe	40									
68 Cat 12 Motor Grader	50									
98 John Deere Front End Loader	20				155,000					
81 Elgin Pelican Sweeper	20									
66 Layton Pull Type Paver	30				26,000					
91 Vermeer Chipper	30								25,000	
13 Bob Cat Skid Steer	15									
13 Tool Cat 5600 Bobcat	15									
12 Mower - Farris Mower	10									
04 Mower - Farris Mower	10							30,000		
17 Mower - Farris Mower	10									
08 JD 1565 Front Mount Mower	15						30,000			
19 Tool Cat 5610	40		45,235							
71 Ford 2000 Tractor	50									
14 International Dump Truck	20									
11 International Dump Truck	20									
01 Dump Truck - Sterling	20									150,000
17 Chev HD Dump Truck	15									
87 Sreco Sewer Rodder	40									
09 Towmaster tandem trialer	20									
95 24' Tandem Trailer	25									
90 Stepp asphalt trailer	30									
93 Leroi Diesel air compressor	30									

Fire Department

70 F-1 GMC 4x4 Grass Rig										
13 Ford CV (Chief's vehicle)										
82 F-2 Ford 8000 Tanker/Tender					225,000					
13 F- , Emax Typhoon Pumper										
88 F-2 Ford L9000 Pumper										
19 GMC Crew Grass Rig		66,282								
04 F-1 Sterling Pumper										
05 *F-1 Crown Vic (Extra vehicle)										
15 *Ford Utility Vehicle										
67 F-1 10Kw Generator										
Air Packs					170,000					
Fire Hose (DNR matching grant)		9,520								
Portable Radios	10				75,000					
Fire Pagers (DNR mating grant)				3,877	4,000					
Structural Firefighting Gear	10	17,257	11,955	12,726	20,531					

TOTAL EXPENDITURES	\$ 93,059	\$ 97,557	\$ 46,907	\$ 713,764	\$ -	\$ 30,000	\$ 30,000	\$ 25,000	\$ 210,000
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Excess (Deficiency) of Revenue over Expenditures	\$ 68,146	\$ (55,605)	\$ 947	\$ (621,964)	\$ 250,000	\$ 15,000			
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Fund Balance: Beginning of Year	394,809	462,955	414,361	415,308	(206,656)	43,344	58,344	58,344	58,344
Fund Balance: End of Year	<u>\$ 462,955</u>	<u>\$ 407,351</u>	<u>\$ 415,308</u>	<u>\$ (206,656)</u>	<u>\$ 43,344</u>	<u>\$ 58,344</u>	<u>\$ 58,344</u>	<u>\$ 58,344</u>	<u>\$ 58,344</u>

Audit 414361

* Donated vehicles no replacement.

CITY OF NEWPORT, MINNESOTA

2018-2026 PARKS CIP
2022 PROPOSED BUDGET

REVENUE	2018	2019	2020	2021	2022	2023	2024	2025	2026
Transfer from General Fund	\$ 94,500	\$ 50,000	\$ 33,000	\$ 33,660	\$ 250,000	\$ 55,000	\$ 65,000	\$ 75,000	\$ 75,000
Investments	\$ 305	\$ 3,727	\$ 9,273						
Park Dedication Fees	\$ 14,000	\$ 193,516							
Transfer from Street Light Fund					\$ 50,000				\$ 30,000
Donations	\$ 37	\$ (30)	\$ 80						
Transfer from NEDA					\$ 85,000				
TOTAL REVENUE	\$ 108,842	\$ 247,213	\$ 42,353	\$ 33,660	\$ 385,000	\$ 55,000	\$ 65,000	\$ 75,000	\$ 105,000
EXPENDITURES									
Bailey School Forest									
Install 45' gazebo									
Parkinglot and trail maintenance				5,000					
Busy Beaver Park									
Build shelter with table									
Play Structure 1997 MN WI Playground						100,000			
Fencing						6,000			
Fishing Pier								30,000	
Levee Removal					30,000				
Tree Removal EAB									
CSAH 38 Trail					75,000	50,000			
Lions Park									
New lighting for skating					50,000				
Asphalt hockey rink					30,000				
Parkinglot overlay					100,000				
Rink Repair					75,000				
Install new play structure					250,000				
Loveland Park									
Repair warming house									
Lighting of the skating rink									30,000
Finish tennis courts									
Parkinglot overlay									
Replace 2 ADA drinking fountains					7,500				
New fencing for backstops									
Springler system on ball fields								15,000	
Play Structure - 2001 EFA									150,000
Pioneer Park									
Veteran's Memorial									
Install class 5 parking with bituminous								8,500	
Upgrade park lighting									
Replace play structure - 1996 EFA						150,000			
Run water to large pavilion						5,000			
TOTAL EXPENDITURES	\$ -	\$ -	\$ -	\$ 5,000	\$ 617,500	\$ 311,000	\$ -	\$ 53,500	\$ 180,000
Excess (Deficiency) of Revenue over Expenditures	\$ 108,842	\$ 247,213	\$ 42,353	\$ 28,660	\$ (232,500)	\$ (256,000)	\$ 65,000	\$ 21,500	\$ (75,000)
Fund Balance: Beginning of Year	167,226	276,068	523,281	565,634	594,294	361,794	105,794	170,794	192,294
Fund Balance: End of Year	\$ 276,068	\$ 523,281	\$ 565,634	\$ 594,294	\$ 361,794	\$ 105,794	\$ 170,794	\$ 192,294	\$ 117,294

CITY OF NEWPORT, MINNESOTA

2018-2026 BUILDINGS CIP
2022 PROPOSED BUDGET

REVENUE	2018	2019	2020	2021	2022	2023	2024	2025	2026
Transfer from General Fund	\$ 200,000	\$ 50,000	\$ 25,000	\$ 25,500	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Investment earnings	\$ 3,000	\$ 11,418	\$ 7,226						
Transfer from Light Fund							\$ 5,000		
TOTAL REVENUE	\$ 203,000	\$ 61,418	\$ 32,226	\$ 25,500	\$ 25,000	\$ 25,000	\$ 30,000	\$ 25,000	\$ 25,000
EXPENDITURES									
City Hall									
Upgrade HVAC in Police Department									
Carpet Council Chambers/Offices	6,890								
Paint interior and exterior									
Replace roof									
Reconstruct parking lot									
Upgrade (Foundation, etc.)									
Fire Hall No.1									
Replace HVAC throughout building									
Tuck point all brink on building									
Paint exterior of building									
Paint interior of building									
Upgrade lighting throughout building									
Carpet upstairs level									
Reconstruct all driving surfaces									
Upgrade garage doors & openers									
Concrete work for aprons & sidewalk									
Replace roof on east site									
Replace roof on west side									
Demolition					75,000				
Fire Hall No.2									
Renovate exterior of building									
Replace HVAC throughout building (2013									
Upgrade lighting & garage doors									
Upgrade insulation, interior, and roof									
Reconstruct all driving surfaces									
Demolition					25,000				
Library & Community Center									
Upgrade entry doors									
Railing repair					10,000				
Install new roof							15,000		
Paint exterior							5,000		
Upgrade lighting							5,000		
Carpeting									5,000
Public Works									
Paint interior of maint. Shop & exterior								16,500	
Floor repair								8,000	
Security system									
Upgrade garage doors & openers									8,000
New floor hoists for heavy equipment									55,000
Reroof building (2001)									150,000
Update HVAC for office area									20,000
Upgrade garage HVAC to radiant heat									28,000
Reconstruct all asphalt driving surfaces									60,000
New garage doors		11,870							
Concrete apron repair					15,000				
Railroad Club									
Exterior upgrades to siding									
Install new roof	9,490								
Upgrade windows and doors									
Upgrade electrical system & lighting					6,000				
Upgrade HVAC (2030?)								8,000	
Railroad Tower - roof 2018									
TOTAL EXPENDITURES	\$ 16,380	\$ 11,870	\$ -	\$ -	\$ 131,000	\$ -	\$ 25,000	\$ 32,500	\$ 326,000
Excess (Deficiency) of Revenue over Expenditures	\$ 186,620	\$ 49,548	\$ 32,226	\$ 25,500	\$ (106,000)	\$ 25,000	\$ 5,000	\$ (7,500)	\$ (301,000)
Fund Balance: Beginning of Year	364,788	551,408	593,946	626,172	651,672	545,672	570,672	575,672	568,172
Fund Balance: End of Year	\$ 551,408	\$ 600,956	\$ 626,172	\$ 651,672	\$ 545,672	\$ 570,672	\$ 575,672	\$ 568,172	\$ 267,172



MEMO

TO: Newport City Council

FROM: Travis Brierley, Assistant to the City Administrator

DATE: August 19, 2021

SUBJECT: Residential Parking Ordinance

Background: The Council has discussed potential changes to the residential parking ordinance. The various options were in response to resident complaints and concerns. The Council directed staff to research neighboring communities regarding their residential parking ordinances and to the number of vehicles being allowed at a residential property.

Discussion: The draft ordinance is being presented after staff researched the ordinances of Woodbury, Cottage Grove, St. Paul Park, and South St. Paul. The changes to the parking ordinance presented include changes to the traffic ordinance

Recommendation: Staff recommends Council moves forward with calling a public hearing either on September 14th with the Planning Commission or at the September 16th Council meeting.

Sec. 36-163. Standards for residential districts.

- (a) *RE, R-1 and R-1A standards.* The following standards are applicable to the RE, R-1 and R-1A Residential districts:
- (1) *Exterior storage and screening.*
- a. All waste, refuse, garbage and containers shall be kept in a building or in a fully screened area, except as allowed before a scheduled collection.
 - b. All non-operating and commercial vehicles or equipment shall be kept within a fully enclosed building.
 - c. No exterior storage shall be allowed in the front yard, except parking of operable vehicles, subject to the following conditions and exceptions:
 1. All vehicles parked in the front yard shall be on concrete, blacktop, or similar durable hard surface free of dust.
 2. No more than ~~three~~ a combination of four vehicles, trailers, recreational vehicles, recreational equipment, truck, bus, off-road vehicles, or similar may be parked or stored in the front yard on a residential property at any one time, only one of which may be over 6,000 pounds gross vehicle weight or over 20 feet in length.
 3. Recreational vehicles stored outside of a fully enclosed building must conform to Sec. 32-39(h).
 4. Vehicles parked on a trailer shall be counted as a one.
 3. ~~Additional operable vehicles above the limit of three may be parked in the front yard on a temporary basis, for no more than 48 consecutive hours.~~
 - d. All exterior storage in the street side yard of a corner lot shall be fully screened from the street

Sec. 32-39. Residential zones.

- (a) *Definitions.* The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Recreational equipment includes, but is not limited to, operable and licensed, as required by the state, travel trailers, chassis-mounted campers, tent trailers, slide-in campers, airplanes, and converted buses; snowmobiles and trailers, boats/watercraft and trailers, all-terrain vehicles, motorcycles and utility trailers. A fish house, boat, snowmobile or other recreational equipment when stored or kept on a trailer shall be considered as one unit. The term "recreational equipment" does not include a motor vehicle designed or used for off-road racing, off-road use or demolition derby.

Residential zone means all areas zoned for residential uses (R-1, R-1-A, R-2, R-3 & RE) and Planned Development District (PDD) areas in the city.

- (b) *Truck or bus parking in residential zones.* No person shall park, stop, or stand any vehicle licensed by any state at over 12,000 pounds for more than two hours upon any private property or public street in a residential zone. Parking, either on-street or off-street, of vehicles licensed by any state at over 12,000 pounds, except for deliveries and unloading, shall be prohibited in all residential districts on lots less than two acres in size.
- (c) *Equipment.* No person shall park, stop, or stand any trailer that weighs over 10,000 pounds (lbs), back-hoe, front-end loader, bobcat, grader, asphalt paver, asphalt roller, or related road machinery or equipment for more than 24 hours upon any private property or public street in a residential zone, except as permitted

under subsection (d) of this section. No more than one such vehicle or piece of equipment shall be allowed on a single parcel of property.

- (d) *Construction parking.* In the event building construction or grading is to be performed in a residential zone, the clerk-administrator may grant permission for parking equipment restricted under subsection (c) of this section upon the premises for a reasonable period of time during construction. The permission shall be in writing, provided that the permission may at the clerk-administrator's discretion be endorsed on the building permit issued for the construction.

~~(e) *Length of Parking.* A vehicle may not be upon any street in any one place for a longer continuous period than 24 hours.~~

- ~~(ef) *Exemption for large parcels.* The provisions of this section shall not apply to parcels of two acres or greater, provided that such parcels may not be used as rental vehicle or equipment parking space. In addition, any vehicle permitted under this exemption shall be screened from view from any adjacent lot by trees, fencing, or a storage building as permitted by the underlying zoning requirements. In no case shall any vehicle permitted under this exemption be parked closer than 40 feet from any adjacent property line.~~

~~(f) *Exemption for recreational vehicles.* The provisions of this section shall not apply to recreational vehicles.~~

- (g) *Conditions and restrictions.* The city council may grant the privilege of truck parking in areas zoned for planned development district in the required conditional use permit for planned development districts, subject to conditions and restrictions as to truck use of the area.

- (h) *Recreational vehicle and equipment storage.*

(1) *Generally.* Except as provided or as specifically allowed within the specific zoning districts, all materials and equipment shall be stored within a building.

(2) *Exceptions.* Licensed and operable recreational equipment units may be parked or stored on property outside a building as follows:

~~a. In the front yard, provided they are kept on an established driveway, and entirely on the equipment or vehicle owner's property. Recreational equipment may not be parked or stored on public property or an improved street right-of-way.~~

~~b.a.~~ In the side yard abutting an attached or detached garage provided the recreational equipment is not closer than two feet from the side lot line. The area must be surfaced with asphalt, concrete or crushed decorative rock but shall not be placed within drainage and utility easements unless approved by the zoning administrator. Parking or storage of recreational equipment on the side yard abutting the principal building is prohibited.

~~e.b.~~ In the rear yard not closer than five feet from the rear lot line, five feet from the side lot lines, and not within drainage and utility easements.

~~d.c.~~ A property can only store recreational vehicles and equipment that are registered to or licensed by the owner or occupant of the property.