



City of Blaine

City Council

September 6, 2023 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

AGENDA

1. Call to Order by the Mayor

2. Pledge of Allegiance

3. Roll Call

4. Awards - Presentations - Organizational Business

5. Communications

6. Open Forum

Open Forum is an opportunity for the public to present an issue or concern to City Council. There is a maximum of fifteen minutes set aside for open forum. Each presentation should be limited to no more than three minutes. If your item needs follow-up from the City, staff will arrange for that follow-up and will contact you to let you know what is being done. Thank you for coming this evening.

7. Adoption of Agenda

8. Approval of Consent Agenda:

All items listed under the "Consent Agenda" are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

8.1. 2023-408 Schedule of Bills Paid
Sponsors: Michelle Wolfe, City Manager

8.2. 2023-410 2024-2029 Assessing Agreement With Anoka County
Sponsors: Michelle Wolfe, City Manager

9. 7:00 PM - Public Hearing and Items Published for a Certain Time

10. Development Business

- 10.1.** RES 23-128 Resolution Granting a Conditional Use Permit to Construct a 40 Foot by 59 Foot Detached Accessory Building, for a Total of 2,984 Square Feet of Accessory Building Space in an FR (Farm Residential) Zoning District at 3651 125th Avenue NE. Jesse Orr (Case File No. 23-0061/EES)
Sponsors: Sheila Sellman, City Planner
- 10.2.** RES 23-131 Resolution Granting a Conditional Use Permit for a Minor Auto Repair with Shared Access in the B-2 (Community Commercial) Zoning District at 10857 University Avenue NE. Valvoline Instant Oil Change (Case File No. 23-0055/SLK)
Sponsors: Sheila Sellman, City Planner
- 10.3.** ORD 23-2527 Second Reading
Adopt Ordinance for an Amendment to the 105th Avenue Redevelopment District to Allow Drive-Thrus on the South Side of 105th Avenue (Limited to One Drive-thru Per Parcel), as a Conditional Use. South Side Entertainment District (Case File No. 23-0056/SAS)
Sponsors: Sheila Sellman, City Planner
- 10.4.** RES 23-111 Resolution Granting a Conditional Use Permit for a Drive-Thru on the Southern Portion of Building Two in the RD (105th Redevelopment District) Zoning District at 2030 105th Avenue NE. South Side Entertainment District (105th Blaine Business Park, LLC) (Case File No. 23-0059/SAS)
Sponsors: Sheila Sellman, City Planner
- 10.5.** RES 23-134 Resolution Granting a Signage Plan for National Sports Village (South Side Entertainment) at 2030 105th Avenue NE. (Case File No. 23-0059/SAS)
Sponsors: Sheila Sellman, City Planner
- 10.6.** 2023-414 Motion to Approve or Deny a 12-Month Extension to a Conditional Use Permit to Construct a 111-Unit Apartment Building in a DF (Development Flex) Zoning District at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0048/SAS)
Sponsors: Sheila Sellman, City Planner
- 10.7.** 2023-415 Motion to Approve or Deny a 10-Month Extension for Recording the Final Plat of Green Acres 2nd Addition Creating One Lot and Two Outlots at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0064/SAS)
Sponsors: Sheila Sellman, City Planner
- 10.8.** ORD 23-2528 First Reading
Ordinance Approving an Amendment to Section 26.06 (Nonconforming Structures, Uses) of the Zoning Ordinance to Allow the Creation of

Nonconformities by Public Action to be Deemed in Compliance with the Zoning Ordinance. City of Blaine (Case File No. 23-0063/SLK)

Sponsors: Sheila Sellman, City Planner

11. Administration

- 11.1.** RES 23-148 Resolution Accepting a Quote from Winberg Companies, LLC. in the Amount of \$164,487.85 for the Sunrise Pond Park - Parking Lot and Trail Project, Improvement Project No. 23-41.

Sponsors: Jerome Krieger, Sr. Recreation Manager

- 11.2.** ORD 23-2529 Second Reading
Adopt an Interim Ordinance for a Moratorium on Car Washes
Sponsors: Erik Thorvig, Community Development Director

12. Other Business

13. Adjournment



City of Blaine Staff Report

File Number: 2023-408

Agenda Date

September 6, 2023

Status

In Control

City Council

File Type

Motion

Approval of Consent Agenda: - Michelle Wolfe, City Manager

Agenda Item # 8.1

Schedule of Bills Paid

Executive Summary

Council is asked to approve the Schedule of Bills Paid

Background

Per Council policy, approval of Bills Paid is presented for Council approval.

Strategic Plan Relationship

N/A

Board/Commission Review

Not required

Financial Impact

N/A

Public Outreach/Input

N/A

Staff Recommendation

Approve the list as presented.

Attachment List

1. August 11, 2023 Bills Paid
2. August 11, 2023 Subset of Bills Paid
3. August 18, 2023 Bills Paid
4. August 18, 2023 Subset of Bills Paid
5. August 25, 2023 Bills Paid
6. August 25, 2023 Subset of Bills Paid

CITY OF BLAINE**SCHEDULE OF BILLS PAID****APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/11/2023**

Vendor Name	Description	Amount
3M OPEN	3M Open Hospitality Raffle	\$ 250.00
ACAPULCO MEXICAN RESTAURANT	Food for safety camp	\$ 384.65
ADOLPH'S CONVERTERS AND CORES	Escrow refund	\$ 3,000.00
ALLEGRA PRINT & IMAGING	Crime Victim flyers	\$ 204.80
ALLEGRA PRINT & IMAGING	Medication Cards - Seniors	\$ 68.62
AMAZON CAPITAL SERVICES	supplies for Playnet	\$ 83.98
AMAZON CAPITAL SERVICES	Football Field equipment	\$ 771.47
AMAZON CAPITAL SERVICES	supplies for events	\$ 99.08
AMAZON CAPITAL SERVICES	supplies for Playnet	\$ 48.30
AMAZON CAPITAL SERVICES	Fuses for 4495	\$ 51.16
AMAZON CAPITAL SERVICES	Play Sand	\$ 52.74
AMAZON CAPITAL SERVICES	Badge holders, supplies	\$ 62.80
AMAZON CAPITAL SERVICES	Supplies for Playnet	\$ 65.19
AMAZON CAPITAL SERVICES	Network cables	\$ 83.14
AMAZON CAPITAL SERVICES	Fiber optic visual tester	\$ 17.98
AMAZON CAPITAL SERVICES	External hard drive for forensics	\$ 169.99
AMERICAN ALUMINUM ACC INC	Components for New K9 Squad	\$ 6,919.00
ANOKA COUNTY	2023 Mortgage Recordings	\$ 46.00
ANOKA COUNTY	2023 County Recordings	\$ 46.00
ANOKA COUNTY	2023 County Recordings	\$ 184.00
ANOKA COUNTY	2023 County Recordings	\$ 46.00
ANOKA COUNTY	2023 County Recordings	\$ 46.00
ANOKA COUNTY GOVERNMENT CENTER	Notary Commission renewal	\$ 20.00
ANOKA COUNTY LICENSE BUREAU	New Registration - PD	\$ 27.00
ANOKA COUNTY TREASURY DEPT	Connect Anoka County Fiber	\$ 812.50
ASPEN MILLS INC	uniforms and clothing	\$ 950.00
ASPEN MILLS INC	uniforms and clothing	\$ 283.79
ASPEN MILLS INC	uniforms and clothing	\$ 163.89
ASPEN MILLS INC	uniforms and clothing	\$ 85.00
ASPEN MILLS INC	uniforms and clothing	\$ 79.95
ASPEN MILLS INC	uniforms and clothing	\$ 13.70
ASPEN MILLS INC	uniforms and clothing	\$ 109.41
ASPEN MILLS INC	uniforms and clothing	\$ 124.99
ASPEN MILLS INC	uniforms and clothing	\$ 48.95
ASPEN MILLS INC	uniforms and clothing	\$ 1,357.60
ASPEN MILLS INC	uniforms and clothing	\$ 53.80
ASPEN MILLS INC	uniforms and clothing	\$ 25.00
ASPEN MILLS INC	uniforms and clothing	\$ 78.45
ASPEN MILLS INC	uniforms and clothing	\$ 296.70

ASPEN MILLS INC	uniforms and clothing	\$	49.99
ASPEN MILLS INC	uniforms and clothing	\$	440.15
ASPEN MILLS INC	uniforms and clothing	\$	49.99
ASPEN MILLS INC	uniforms and clothing	\$	49.99
ASPEN MILLS INC	uniforms and clothing	\$	100.90
ASPEN MILLS INC	uniforms and clothing	\$	32.00
ASPEN MILLS INC	uniforms and clothing	\$	64.95
ASPEN MILLS INC	uniforms and clothing	\$	100.90
ASPEN MILLS INC	uniforms and clothing	\$	194.89
ASPEN MILLS INC	uniforms and clothing	\$	7.50
ASPEN MILLS INC	uniforms and clothing	\$	77.50
ASPEN MILLS INC	uniforms and clothing	\$	53.80
ASPHALT SURFACE TECHNOLOGIES	Patch Grit for Streets	\$	678.64
AT&T MOBILITY	Cell Phones for PD	\$	7,092.81
ATLAS TOYOTA MATERIAL HANDLING	Man Lift	\$	16,435.00
BARNUM COMPANIES INC	PD gates maintenance	\$	280.00
BARNUM COMPANIES INC	PD gate repair	\$	934.13
BATTERIES PLUS BULBS	Battery for Mower	\$	54.45
BLAINE BROTHERS INC	Front Axle Steering pins	\$	21,590.55
BLAINE LOCK & SAFE INC	Keys for patrol	\$	15.00
BOLTON & MENK INC	Final Design & Construction	\$	28,986.00
BOLTON & MENK INC	Construction - 89th & Davenport	\$	44,175.00
BOLTON & MENK INC	Lift Station 1 Force Main	\$	623.00
BOLTON & MENK INC	Sod Replacement Project Services	\$	5,170.00
BOLTON & MENK INC	Ulysses/117th Improvement	\$	24,870.50
BOLTON & MENK INC	Traffic Study for 2024 Project	\$	2,111.50
BOULDER CONTRACTING LLC	Escrow Refund	\$	4,900.00
CALATLANTIC HOMES RYLAND HOMES	Escrow Refund	\$	2,750.00
CALIBER COLLISION - BROOKLYN PARK	Repairs to Squads	\$	5,129.63
CAPSTONE HOMES INC	Escrow Refund	\$	3,500.00
CAPSTONE HOMES INC	Escrow Refund	\$	4,250.00
CAPSTONE HOMES INC	Escrow Refund	\$	1,250.00
CARGILL INCORPORATED	Parts for Brine Maker	\$	69,516.00
CASPER ERIN	Well Interference Settlement	\$	365.00
CENTERPOINT ENERGY	Gas Service	\$	1,633.90
CENTURYLINK	Siren	\$	8.39
CENTURYLINK	911 Service	\$	86.06
CINTAS CORPORATION	Uniform/Rug Rentals - PW	\$	414.65
CINTAS CORPORATION	MAYC mats, mops, towels etc	\$	31.87
CINTAS CORPORATION	MAYC first aid cabinet supplies	\$	7.15
CLIMB THEATRE	Program for safety camp	\$	550.00
COMCAST	Internet for Public Wi-Fi	\$	164.90
COMPUTER EXPLORERS	Summer tech camps	\$	2,040.00
CONNEXUS ENERGY	New Electric Service	\$	21,270.00
COREMARK METALS	Metal for Mechanic Shop	\$	262.91
CREATIVE HOMES INC	Escrow Refund	\$	5,850.00
CROOKS THOMAS	Park & Rec Refund	\$	160.69

CUMMINS SALES AND SERVICE	LS 13 Generator Repairs	\$	3,320.39
CUMMINS SALES AND SERVICE	LS 12 Generator Repairs	\$	3,582.01
CYBER ADVISORS INC	M365 SkyKick Backup	\$	1,192.00
D & G TIRE RECYCLE LLC	Tire Disposal	\$	594.00
D ERVASTI SALES COMPANY LLC	Athletic Field Supplies	\$	10,779.00
D R HORTON INC	Escrow Refund	\$	7,300.00
DIAMOND MOWERS INC	Ground Roller conversion kit	\$	253.53
ECM PUBLISHERS INC	Publish PHN for Vacation	\$	80.62
ECM PUBLISHERS INC	Publish PHN for Vacation	\$	80.62
EMERGENCY MEDICAL PRODUCTS INC	Medical Supplies	\$	200.09
FACTORY MOTOR PARTS COMPANY	Rotors/Pads for PD Stock	\$	580.92
FISH DANIEL D AND MYIA K	Easement Settlement	\$	25,000.00
FLAGSHIP RECREATION	Sunrise Pond Park work	\$	49,088.47
FRIENDLY CHEVROLET INC	Brake Rotors for PD	\$	258.74
FRONTIER PRECISION INC	Paint, Lathe, Chrome Tape	\$	642.50
FUN EXPRESS LLC	Supplies for Oktober Fest	\$	259.78
GENERAL PATTERN COMPANY INC	Relocation Expenses	\$	52,286.00
GIMPL TAMMY	Kennel Services for July	\$	350.00
GRAINGER	Air filters & wrenches for WTP 4	\$	3,641.51
GRAINGER	4 way Water keys	\$	37.10
GROUP HEALTH INC - WORKSITE	June Employee Wellness Program	\$	173.42
HANSEN ERIK	Uniform Reimbursement	\$	63.74
HAWKINS INC	Water Treatment Chemicals	\$	10,641.00
IDENTISYS INC	ribbon for badge maker	\$	215.55
INNOVATIVE OFFICE SOLUTIONS	Busack supplies, paper	\$	689.97
INNOVATIVE OFFICE SOLUTIONS	Paper, Batteries, Toner, Folders	\$	440.44
JENSEN LONDON ELIZABETH	Medical vape pen replacement	\$	156.00
KNOBLAUCH KYLENE	Softball Umpire Fees	\$	903.00
KODRU-MOONEY INC	WTP 1 Valves & Actuators	\$	45,720.00
LARSON REGINALD	Dog Food for K-9	\$	176.96
LEAGUE OF MN CITIES	DEI Online Training	\$	15.00
LENNAR	Escrow Refund	\$	4,800.00
LENNAR	Escrow Refund	\$	4,800.00
LENNAR	Escrow Refund	\$	4,900.00
LENNAR	Escrow Refund	\$	7,400.00
LENNAR	Escrow Refund	\$	4,900.00
LENNAR	Escrow Refund	\$	7,400.00
LINO LAKES LANDSCAPING LLC	Sod Replacement Project	\$	515,660.34
LOCATORS & SUPPLIES INC	Traffic Cones for Sign Shop	\$	1,504.79
LODIS	Special Assessment Software	\$	1,793.00
MANAGED SERVICES INC	City Hall soap, tp, towels	\$	489.56
MANSFIELD OIL COMPANY	Motor Fuel	\$	10,931.99
MANSFIELD OIL COMPANY	Motor Fuel	\$	13,584.86
MAYER ARTS INC	Summer Musical Theater Camps	\$	2,786.40
MC TOOL & SAFETY SALES	Gloves for Sewer Dept	\$	500.53
MENARDS - BLAINE	CH chiller and HVAC supplies	\$	182.15
MENARDS - BLAINE	wiregard, glue tape, wipes, felt	\$	73.37

MENARDS - BLAINE	Light bulbs for The Beach	\$	19.98
MENARDS - BLAINE	hose/wasp killer/nozzle	\$	103.77
MENARDS - BLAINE	Electrical connection	\$	31.98
MENARDS - BLAINE	Patrol supplies	\$	117.96
MENARDS - BLAINE	Well 16 Hole Saw bits	\$	36.47
MENARDS - BLAINE	Water softener salt & supplies	\$	95.32
MENARDS - BLAINE	Lopper for Storm Water	\$	26.53
MENARDS - BLAINE	PW air handler supplies	\$	130.50
MENARDS - BLAINE	Storm water Painting supplies	\$	124.18
MENARDS - BLAINE	Lumber - Frisbee Golf Course	\$	1,837.23
MENARDS - BLAINE	3M event - couplings, lock, adapter	\$	88.12
MENARDS - BLAINE	Batteries for Meter Install	\$	42.97
MENARDS - BLAINE	Lumber - Frisbee Golf Course	\$	20.97
MENARDS - BLAINE	Tools for Water truck	\$	227.64
MENARDS - BLAINE	Ax for EAB root removal	\$	32.98
MENARDS - BLAINE	WTP 1 Backwash meter parts	\$	27.63
MENARDS - BLAINE	PD stack room shelves	\$	20.97
METRO SALES INCORPORATED	Copier Maintenance and Support	\$	510.44
METRO SALES INCORPORATED	Copier Maintenance and Support	\$	756.82
METTLER-TOLEDO INC	Scale contract	\$	507.05
MINNESOTA EQUIPMENT - HAM LAKE	Filter/Element for weed whips	\$	48.44
MINNESOTA EQUIPMENT - ISANTI	Filter Element - PW Stock	\$	198.40
MINNESOTA EQUIPMENT - ISANTI	Stock Filters for PW	\$	469.39
MINNESOTA SECRETARY OF STATE	Notary Commission Renewal	\$	120.00
MTI DISTRIBUTING INC	Belts for PW Stock	\$	411.45
MUND RUTH	Reimbursement for Irrigation	\$	25.00
NARDINI FIRE EQUIPMENT CO INC	CH fire extinguisher maintenance	\$	856.00
NARLOCH BRITTANY	Park/Rec Refund	\$	50.00
NEWMARK HOMES	Escrow Refund	\$	4,600.00
NORTHLAND CAPITAL EQUIPMENT	Fitness Equipment Lease	\$	832.43
NUSS TRUCK & EQUIPMENT	Filter Cartridge	\$	210.65
NYSTROM PUBLISHING COMPANY INC	Lawn watering postcards/postage	\$	1,562.61
OPTUM FINANCIAL INC	HSA quarterly account fees	\$	640.25
PAFFY'S PEST CONTROL INC	Pest Control - PW	\$	134.00
PAFFY'S PEST CONTROL INC	Pest Control - MAYC	\$	59.75
PARK CONSTRUCTION COMPANY	2023 SE Area St Reconstruction	\$	1,001,574.62
PERA	Omitted Deduction	\$	103.45
PERFORMANCE LAWN CARE	Lawn mowing - violations	\$	140.00
PERFORMANCE LAWN CARE	Lawn mowing - violations	\$	70.00
PERFORMANCE LAWN CARE	Lawn mowing - violations	\$	280.00
PERFORMANCE LAWN CARE	Lawn mowing - violations	\$	175.00
PERFORMANCE LAWN CARE	Lawn mowing - violations	\$	105.00
PITNEY BOWES INC	Postage Machine E-Z seal	\$	82.99
PRAIRIE RESTORATIONS INC	Plant Mgmt - Monarch Pond	\$	1,225.00
PRO-TEC DESIGN INC	Mobile credentials annual renewal	\$	1,374.00
PRO-TEC DESIGN INC	Door repair at Lakeside Park	\$	382.50
RCM SPECIALTIES INC	Street Patching Material	\$	688.80

RESPEC	MapFeeder/Fulcrum subscription	\$	1,985.00
SAXON FLEET SERVICES	CSO Truck Purchase	\$	46,616.00
SHADE TREE CONSTRUCTION INC	Escrow Refund	\$	500.00
SOBOLEWSKI TERRANCE	Well Interference Reimbursement	\$	2,450.00
SUBURBAN TIRE WHOLESALE INC	Tires for PW stock	\$	1,384.00
TOLL GAS & WELDING SUPPLY	Hard Hat cushion bands	\$	29.44
TWIN CITIES TRANSPORT	Towing fees	\$	230.00
ULINE	Table/Chairs - WTP PD Substation	\$	494.53
ULINE	2 mesh office chairs	\$	599.44
USA BLUEBOOK (#657220)	Chemicals/Water testing Supplies	\$	65.70
VALLEY-RICH COMPANY INC	Water Main Break Repair	\$	12,908.35
VOLUNTEERS OF AMERICA	Cook Supplemental Wages	\$	111.75
WHAT WORKS INC	Recruitment - Finance Dir	\$	830.00
WOLCYN TREE FARMS & NURSERY	Tom Ryan Park tree replacement	\$	735.00
		\$	2,186,159.72

CITY OF BLAINE

**SUBSET OF PAYMENTS BETWEEN \$20,000 AND \$50,000 FROM THE SCHEDULE OF BILLS PAID
APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/11/2023**

Vendor Name	Description	Amount
CONNEXUS ENERGY	New Electric Service	\$ 21,270.00
BLAINE BROTHERS INC	Front Axle Steering pins	\$ 21,590.55
BOLTON & MENK INC	Ulysses/117th Improvement	\$ 24,870.50
FISH DANIEL D AND MYIA K	Easement Settlement	\$ 25,000.00
BOLTON & MENK INC	Final Design & Construction	\$ 28,986.00
BOLTON & MENK INC	Construction - 89th & Davenport	\$ 44,175.00
KODRU-MOONEY INC	WTP 1 Valves & Actuators	\$ 45,720.00
SAXON FLEET SERVICES	CSO Truck Purchase	\$ 46,616.00
FLAGSHIP RECREATION	Sunrise Pond Park work	\$ 49,088.47

CITY OF BLAINE**SCHEDULE OF BILLS PAID****APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/18/2023**

Vendor Name	Description	Amount
ABC SIGN & GRAPHIC INC	Unit numbers for vehicles	\$ 200.00
ABC SIGN & GRAPHIC INC	Signs for special events	\$ 200.00
ACAPULCO MEXICAN RESTAURANT	Sales Tax on 8/10 Delivery	\$ 27.41
ADVANCED GRAPHIX INC	Graphics for New CSO Truck	\$ 427.50
AMAZON CAPITAL SERVICES	Security Belt for Police	\$ 49.99
AMAZON CAPITAL SERVICES	Credit	\$ (72.66)
AMAZON CAPITAL SERVICES	Picnic table frames	\$ 1,479.92
AMAZON CAPITAL SERVICES	Card stock	\$ 38.94
AMAZON CAPITAL SERVICES	Misting Fan Nozzles	\$ 26.97
AMAZON CAPITAL SERVICES	Gear and Shaft	\$ 38.99
ANOKA COUNTY LICENSE BUREAU	Tab Renewal - PD	\$ 28.50
ANOKA COUNTY LICENSE BUREAU	New Registration - PD	\$ 3,408.54
APPRIZE TECHNOLOGY SOLUTIONS	Monthly benefits charge	\$ 1,299.20
ASPHALT SURFACE TECHNOLOGIES	FA2 material for Streets	\$ 648.00
AT&T MOBILITY	Cell Phone Service	\$ 9,011.14
AUTOMATIC SYSTEMS COMPANY	Lexington Well 15 Scada program	\$ 8,297.00
AUTOWASH SYSTEMS INC	Car Wash Chemicals & Check	\$ 735.75
BAILEY NURSERIES INC	Daylily's for Parks	\$ 905.00
BATTERIES PLUS BULBS	Battery for Hydro Seeder	\$ 54.45
BAUER BUILT INC	Tire for 2397	\$ 56.00
BAUER BUILT INC	Tire repair for 1298	\$ 115.50
BAUER BUILT INC	Tire Repair - 1244	\$ 538.25
BLAINE BROTHERS INC	Transmission Replaced	\$ 14,820.97
BLAINE BROTHERS INC	Light marker #1298	\$ 26.29
BLAINE BROTHERS INC	Air line for PW Building	\$ 48.00
BLAINE BROTHERS INC	Slack adjuster for #1288	\$ 133.84
BLAINE BROTHERS INC	Exhaust hanger bracket	\$ 36.42
BOLTON & MENK INC	AT&T - Tower #2	\$ 289.50
BOLTON & MENK INC	Sprint Decom - Tower #2	\$ 3,320.00
BRINKER THOMAS	Refund Permit	\$ 100.00
BROADWAY TENT & EVENT	Dance floor for Oktober Fest	\$ 780.00
CAPITAL ONE TRADE CREDIT	Chain Saw chains	\$ 59.98
CAPITAL TRUST DEVELOPMENT LLC	Alexander Woods Escrow	\$ 50,000.00
CAPITAL TRUST DEVELOPMENT LLC	Alexander Woods 2nd Escrow	\$ 82,500.00
CENTERPOINT ENERGY	750 Cloverleaf Parkway	\$ 80.58
CENTERPOINT ENERGY	Gas Service	\$ 288.57
CENTRAL TURF & IRRIGATION SUPPLY	Irrigation Parts	\$ 1,002.12
CENTRAL TURF & IRRIGATION SUPPLY	Irrigation Parts	\$ 621.50
CENTRAL WOOD PRODUCTS	Fibar for playgrounds	\$ 1,873.00
CENTRAL WOOD PRODUCTS	Fibar for playgrounds	\$ 1,195.00

CENTRAL WOOD PRODUCTS	Fibar for playgrounds	\$	1,873.00
CINTAS CORPORATION	City Hall mats	\$	197.70
CINTAS CORPORATION	Uniform/Rug Rentals - PW	\$	219.72
CINTAS CORPORATION	MAYC mats, mops, towels etc	\$	31.87
CINTAS CORPORATION	MAYC mats, mops, towels	\$	31.87
CINTAS CORPORATION	Cold storage first aid supplies	\$	73.66
CINTAS CORPORATION	CH first aid cabinet supplies	\$	64.92
COMCAST	PW Cable TV	\$	21.04
COMCAST	Cable TV	\$	35.97
COMCAST	Internet and Television - MAYC	\$	243.29
COMMERCIAL RECREATION SPECIALISTS	New Timer Panel for Splash Pad	\$	1,300.00
COMMERS THE WATER COMPANY	CH water softener repair	\$	283.50
COMO LUBE & SUPPLIES INC	Disposal fees	\$	205.00
CONNEXUS ENERGY-UTILITY PAYMENTS	10601 Nassau St NE	\$	14.50
CONNEXUS ENERGY-UTILITY PAYMENTS	10601 Nassau St NE	\$	35.00
CONNEXUS ENERGY-UTILITY PAYMENTS	10603 Nassau St NE	\$	35.00
CONNEXUS ENERGY-UTILITY PAYMENTS	10605 Nassau St NE	\$	35.00
CRYSTEEL TRUCK EQUIPMENT	On Spot Assembly for 1298	\$	814.29
DEGNAN DANIEL	Softball Umpire Fees	\$	1,398.00
DELEGARD TOOL COMPANY	Reciprocating Saw - mechanics	\$	289.68
DONNA JAMES J	band for Bark in the Park	\$	950.00
DOUGLAS KERR UNDERGROUND LLC	2023 NW Area St Reconstructions	\$	871,906.12
ECKBERG LAMMERS PC	Prosecution Fees	\$	22,026.10
ECKBERG LAMMERS PC	Prosecution Fees	\$	2,777.00
ECKBERG LAMMERS PC	Prosecution Fees	\$	3,250.00
ECKBERG LAMMERS PC	Prosecution Fees	\$	16,230.25
ECM PUBLISHERS INC	2023 Public Hearing Notices	\$	102.12
ECM PUBLISHERS INC	Advertising & Public Notices	\$	73.75
FACTORY MOTOR PARTS COMPANY	Batteries for PD stock	\$	459.36
FASTENAL COMPANY	WTP 1 parts/Tool	\$	135.96
FERGUSON ENTERPRISES INC #1657	Well 8 repair parts	\$	221.07
FERGUSON WATERWORKS #2518	Gate valve ports	\$	135.15
FITNESS DISTRIBUTING INC	Exercise equipment maintenance	\$	250.00
FRAULY WILLIAM CHARLES	program for safety camp	\$	300.00
FRIENDLY CHEVROLET INC	Wiper Blades - PD Stock	\$	22.10
HANDT JOY	supplies for events	\$	36.07
HANSON SPORTS LLC	Summer Sports Camps	\$	271.05
HAUGO GEO TECHNICAL SERVICES LLC	Construction Materials Testing	\$	11,222.00
HAUGO GEO TECHNICAL SERVICES LLC	Construction Materials Testing	\$	4,000.00
HAWKINS INC	Water Treatment Chemicals	\$	10,184.72
HAWKINS INC	Water Treatment Chemicals	\$	9,676.50
HIPERLINE	Spectra Shield lining to Manholes	\$	39,936.00
IDEAL SERVICE INC	Prev Maint on Blaine's VFD	\$	880.00
INDELCO PLASTICS CORPORATION	General Supplies for Well houses	\$	176.84
INDELCO PLASTICS CORPORATION	General Supplies for Well houses	\$	46.10
INSIGHT PUBLIC SECTOR INC	Toughbooks for PD squads	\$	8,220.30
JACOBSON MAGNUSON ANDERSON	2023 Federal Lobbyist Services	\$	400.00

JACOBSON MAGNUSON ANDERSON	Credit	\$	(464.30)
JACOBSON MAGNUSON ANDERSON	2023 Federal Lobbyist Services	\$	4,500.00
JACOBSON MAGNUSON ANDERSON	2023 Federal Lobbyist Services	\$	4,500.00
JACOBSON MAGNUSON ANDERSON	2023 Federal Lobbyist Services	\$	4,500.00
JAHNKE KELLY	K9 Cuda Boarding, Dog Food	\$	488.69
JEFF BELZER'S ROSEVILLE AUTO INC	TPMS Sensor for 5323	\$	97.36
JOHNSON LITHO GRAPHICS	August MAYCConnect Newsletter	\$	1,833.91
LARSON REGINALD	Dog House for K9 Hector	\$	150.00
LAWSON PRODUCTS INC	Mechanic shop supplies	\$	646.85
LENNAR	Escrow Refund - 11209 Able St NE	\$	4,900.00
LENNAR	Escrow Refund - 4417 128th Ln NE	\$	7,300.00
LENNAR	Escrow Refund - 4217 128th Ln NE	\$	4,900.00
LOWE'S HOME CENTERS INC	Chlorine repair parts - Well 8	\$	87.93
MANSFIELD OIL COMPANY	Motor Fuel	\$	19,957.23
MANSFIELD OIL COMPANY	Fuel for generators	\$	7,745.41
MARNICH JOSEPH ANDREW	Home Improvement Grant	\$	1,033.00
MARTIN MARIETTA MATERIALS	Street Patching Material	\$	77.06
MARTIN MARIETTA MATERIALS	Patching Materials - Water	\$	593.96
MARTIN MARIETTA MATERIALS	Patching Materials - Water	\$	291.53
MC TOOL & SAFETY SALES	Small tools/Water Dept	\$	958.71
MC TOOL & SAFETY SALES	Safety glasses/gloves-PW	\$	916.70
MENARDS - BLAINE	CH ballast light bulbs	\$	99.96
MENARDS - BLAINE	Patrol general supplies	\$	10.08
MENARDS - BLAINE	Patrol general supplies	\$	28.94
MENARDS - BLAINE	Patrol general supplies	\$	10.49
MINNESOTA DEPARTMENT OF HEALTH	Exam Certificate Fee- Imdeike	\$	23.00
MINNESOTA OCCUPATIONAL HEALTH	pre employment testing	\$	850.00
MINNESOTA VALLEY TESTING LABS	Water testing at Lakeside Park	\$	83.60
MN GIS/LIS CONSORTIUM	School/Conference for JC	\$	625.00
MOORE ALEXANDER MICHAEL	K9 Andy boarding, Gloves	\$	256.26
MTI DISTRIBUTING INC	PTO Switch/Module Control	\$	506.80
MTI DISTRIBUTING INC	Cover for 2406	\$	88.27
MTI DISTRIBUTING INC	Mower Parts - 2416	\$	586.91
NELSON DUANE	employment release	\$	100.00
NUSS TRUCK & EQUIPMENT	Filters for Stock	\$	631.95
NUSS TRUCK & EQUIPMENT	Power Window Switch - 1298	\$	198.79
NUTRITIONAL WEIGHT & WELLNESS INC	Employee Wellness Speaker	\$	450.00
OBENCHAIN & ASSOCIATES LLC	Leadership/management coaching	\$	2,100.00
OBENCHAIN & ASSOCIATES LLC	Leadership/management coaching	\$	2,700.00
OBENCHAIN & ASSOCIATES LLC	Leadership/management coaching	\$	2,700.00
PARENT BUILDERS INC	Escrow Refund - 2645 Quail Creek Ct NE	\$	7,300.00
PATRICK MILLER ROLL-OFF SERVICES LLC	Removal of Debris - PW	\$	485.90
PATRICK MILLER ROLL-OFF SERVICES LLC	Removal of Debris - PW	\$	485.90
PATRICK MILLER ROLL-OFF SERVICES LLC	Removal of Debris - PW	\$	485.90
PHASOR ELECTRIC COMPANY	Hardwire Irrigation Control - Parks	\$	801.00
PHASOR ELECTRIC COMPANY	Left Turn Signal; 65/117	\$	165.00
PHASOR ELECTRIC COMPANY	timeclock repair	\$	300.00

PHASOR ELECTRIC COMPANY	Repair Luminaire; 35W & Lexington	\$	360.00
PLANT & FLANGED EQUIPMENT CO	Supplies for WTP 1 Meters	\$	397.50
PRINT CENTRAL	EAB Door Hangers	\$	184.23
PULTE HOMES OF MINNESOTA LLC	Revere Park - Escrow Refund	\$	70,000.00
RDO EQUIPMENT COMPANY	Fencing for Stump Grinding	\$	354.99
RDO EQUIPMENT COMPANY	Fencing for Stump Grinding	\$	709.98
RIVARD COMPANIES INC	EAB Stump Removal/Restoration	\$	16,464.00
RJM CONSTRUCTION	City Hall Remodel Final Pay Application	\$	32,348.56
ROAD MACHINERY & SUPPLIES	Repair Wheel Loader #1274	\$	1,835.90
RP AUTO SERVICE INC	Alignment for 5302	\$	96.29
RUFFRIDGE JOHNSON EQUIPMENT CO INC	Weldment/Spacer/Hose Connectors	\$	239.46
RUFFRIDGE JOHNSON EQUIPMENT CO INC	Weldment/Spacer/Hose Connectors	\$	981.98
SAM'S CLUB/SYNCHRONY BANK	Concessions for Lakeside Park	\$	441.70
SAM'S CLUB/SYNCHRONY BANK	Freezer for special events	\$	219.98
SAM'S CLUB/SYNCHRONY BANK	Concessions for Lakeside Park	\$	39.47
SAM'S CLUB/SYNCHRONY BANK	items for pork chop dinner	\$	545.52
SAM'S CLUB/SYNCHRONY BANK	dinner rolls for dinner	\$	62.56
SAM'S CLUB/SYNCHRONY BANK	Concessions for Lakeside Park	\$	351.88
SHEFFIELD DYANN	Annual membership	\$	308.50
SRF CONSULTING GROUP INC	Monument sign - LAC	\$	2,600.51
STATE OF MINNESOTA	Court costs	\$	12.25
SUBURBAN TIRE WHOLESALE INC	Tires for PW Stock	\$	2,302.80
SUBURBAN TIRE WHOLESALE INC	Tires for PD Stock	\$	2,015.28
TRANS UNION LLC	Background of employees	\$	74.24
TWIN CITIES TRANSPORT & RECOVERY INC	Tow for Squad 5320	\$	125.00
ULINE	CH mobile workcenter	\$	569.53
ULINE	Office Supplies for WTP 4	\$	550.13
USA BLUEBOOK (#657220)	Iron Remover, Roller/Tube	\$	921.63
WALTERS RECYCLING & REFUSE INC	Organics Collection 2023	\$	150.00
WATER CONSERVATION SERVICES INC	Water Main Leak Detection	\$	359.48
WATER CONSERVATION SERVICES INC	Water Main Leak Detection	\$	539.30
WEX BANK	Car Wash for Squad Car	\$	11.79
XCEL ENERGY	Electric Service - Signal	\$	75.10
ZIEGLER INC	Credit	\$	(1,649.84)
ZIEGLER INC	Rental of Stump Grinder	\$	2,140.20
ZIEGLER INC	Switch panel repair #1294	\$	1,749.48
		\$	1,421,358.90

CITY OF BLAINE

**SUBSET OF PAYMENTS BETWEEN \$20,000 AND \$50,000 FROM THE SCHEDULE OF BILLS PAID
APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/18/2023**

Vendor Name	Description	Amount
ECKBERG LAMMERS PC	Prosecution Fees	\$ 22,026.10
RJM CONSTRUCTION	City Hall Remodel Final Pay Application	\$ 32,348.56
HIPERLINE	Spectra Shield lining to Manholes	\$ 39,936.00

CITY OF BLAINE**SCHEDULE OF BILLS PAID****APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/25/2023**

Vendor Name	Description	Amount
ACCESS	Data Storage	\$ 116.60
ACTION TARGET	range targets	\$ 544.72
ALLINA HEALTH SYSTEM	quarterly training payment	\$ 1,000.00
AMAZON CAPITAL SERVICES	Office Supplies	\$ 42.56
AMAZON CAPITAL SERVICES	supplies for events	\$ 35.54
AMAZON CAPITAL SERVICES	ID badges, Tylenol, labels	\$ 297.88
AMAZON CAPITAL SERVICES	Charger holder/cord & Battery	\$ 46.97
AMAZON CAPITAL SERVICES	Assorted Greeting cards	\$ 19.48
AMAZON CAPITAL SERVICES	Swivel Pins - 1288	\$ 41.90
AMAZON CAPITAL SERVICES	HP Spectre x360 Laptop	\$ 1,499.00
AMAZON CAPITAL SERVICES	ID badges, Tylenol, labels	\$ 25.96
AMAZON CAPITAL SERVICES	Envelopes and Folders	\$ 76.71
AMAZON CAPITAL SERVICES	Charger holder/cord & Battery	\$ 54.48
AMAZON CAPITAL SERVICES	PW Fuel Pump for 1274	\$ 73.37
AMAZON CAPITAL SERVICES	HP Stylus	\$ 53.99
AMAZON CAPITAL SERVICES	optics for glock handgun	\$ 739.98
AMAZON CAPITAL SERVICES	Truck box for 1252	\$ 253.77
AMAZON CAPITAL SERVICES	Document picture frames	\$ 172.90
AMAZON CAPITAL SERVICES	PW Weed Trimmer springs	\$ 111.92
AMAZON CAPITAL SERVICES	Flashlights, Batteries, Charging cords	\$ 87.23
AMAZON CAPITAL SERVICES	supplies for Safety Camp	\$ 21.95
AMAZON CAPITAL SERVICES	iPhone case	\$ 29.99
AMAZON CAPITAL SERVICES	weights for tents	\$ 18.86
AMAZON CAPITAL SERVICES	supplies for events	\$ 126.36
AMAZON CAPITAL SERVICES	Phone accessories - PW	\$ 189.87
AMAZON CAPITAL SERVICES	Envelopes and Folders	\$ 64.71
AMCS GROUP INC	Software Subscription	\$ 377.30
ANOKA COUNTY LICENSE BUREAU	Tab Renewal - PD	\$ 28.50
ANOKA COUNTY TREASURY DEPT	2023 3M PGA Dispatch Services	\$ 3,248.84
BARR ENGINEERING COMPANY	WTPs 1-3 Upgrade Project	\$ 4,692.50
BATTERIES PLUS BULBS	Batteries for patrol	\$ 124.64
BATTERIES PLUS BULBS	Gun Sight Batteries	\$ 59.60
BAUER BUILT INC	Tire balance for 1281	\$ 268.50
BCA-CHAU RECORDS	Liquor License Background check fee	\$ 133.00
BEACON ATHLETICS LLC	Bases for Lexington Athletic Complex	\$ 535.00
BLAINE AREA PET HOSPITAL PA	Veterinary Services for K9 Andy	\$ 266.00
BLAINE CUSTOM APPAREL & AWARDS	Shirts for Kickball	\$ 982.50
BLAINE LOCK & SAFE INC	Keys for patrol	\$ 7.50
BLAINE LOCK & SAFE INC	Keys for patrol	\$ 37.50
BLAINE LOCK & SAFE INC	Keys for patrol	\$ 7.50

BOYER TRUCKS - LAUDERDALE	Engine repair - 1248	\$ 13,848.01
BRAUN INTERTEC CORPORATION	Construction Materials Testing	\$ 6,126.00
CALIBER COLLISION - BROOKLYN PARK	Repairs to DTF Squad #5029	\$ 714.10
CALIBER COLLISION - BROOKLYN PARK	Repairs to squad 5319	\$ 1,950.74
CALIBER COLLISION - BROOKLYN PARK	Repairs to Squad	\$ 1,025.40
CAPITAL ONE TRADE CREDIT	Extension Cords	\$ 455.91
CAPITAL ONE TRADE CREDIT	Lock for Parks	\$ 40.70
CARQUEST AUTO PARTS STORES	Engine Parts for 4496	\$ 82.50
CARQUEST AUTO PARTS STORES	Vehicle Parts	\$ 8.80
CARQUEST AUTO PARTS STORES	Filters for PW Stock	\$ 82.56
CARQUEST AUTO PARTS STORES	Filters for PW Stock	\$ 563.82
CARQUEST AUTO PARTS STORES	Vehicle Part - 5323	\$ 37.43
CARQUEST AUTO PARTS STORES	Backordered Filters	\$ 79.42
CARQUEST AUTO PARTS STORES	Alternator/brake parts	\$ 195.19
CARQUEST AUTO PARTS STORES	Vehicle Air Fresheners	\$ 113.72
CARQUEST AUTO PARTS STORES	Brake Parts 2329	\$ 145.57
CARQUEST AUTO PARTS STORES	Alternator/brake parts	\$ 374.76
CARQUEST AUTO PARTS STORES	A/C Condenser	\$ 182.74
CARQUEST AUTO PARTS STORES	Brake Parts & Filters - PW Stock	\$ 587.23
CARQUEST AUTO PARTS STORES	Stock filters for PW	\$ 326.74
CARQUEST AUTO PARTS STORES	Stock filters for PW	\$ 85.38
CARQUEST AUTO PARTS STORES	Oil filters for PW Stock	\$ 65.60
CARQUEST AUTO PARTS STORES	Vehicle Parts	\$ 26.24
CARQUEST AUTO PARTS STORES	Brake Pads for 5254	\$ 153.37
CARQUEST AUTO PARTS STORES	Filters for PW Stock	\$ 266.61
CARQUEST AUTO PARTS STORES	Vehicle Parts	\$ 38.49
CARQUEST AUTO PARTS STORES	Credit	\$ (125.00)
CARQUEST AUTO PARTS STORES	Fuel Filters - PW Stock	\$ 13.10
CENTRAL TURF & IRRIGATION SUPPLY	Irrigation Parts	\$ 151.59
CENTURYLINK	Telephone Service	\$ 69.27
CINTAS CORPORATION	CH mats	\$ 197.70
CINTAS CORPORATION	Uniform/Rug Rentals - PW	\$ 410.75
CINTAS CORPORATION	MAYC mats, mops, towels etc	\$ 31.87
CINTAS CORPORATION	PW/WTP first aid cabinet supplies	\$ 234.49
CITY OF LINO LAKES	Senior Outings	\$ 1,760.00
COMCAST	Public Works Internet Service	\$ 201.27
CONNEXUS ENERGY	July 2023 Electric	\$ 102,431.42
CORE & MAIN LP	Water Meter Radios	\$ 139,416.00
CUMMINS SALES AND SERVICE	WTP 1 Repairs	\$ 5,627.56
CUMMINS SALES AND SERVICE	Service to generator	\$ 786.72
D R HORTON INC	Escrow Refund	\$ 4,900.00
D R HORTON INC	Escrow Refund	\$ 4,800.00
D R HORTON INC	Escrow Refund	\$ 7,400.00
D R HORTON INC	Escrow Refund	\$ 4,900.00
D R HORTON INC	Escrow Refund	\$ 4,900.00
D R HORTON INC	Escrow Refund	\$ 4,900.00
D R HORTON INC	Escrow Refund	\$ 4,900.00

D R HORTON INC	Escrow Refund	\$	4,900.00
D R HORTON INC	Escrow Refund	\$	4,900.00
D R HORTON INC	Escrow Refund	\$	4,900.00
D R HORTON INC	Escrow Refund	\$	4,900.00
D R HORTON INC	Escrow Refund	\$	4,900.00
D R HORTON INC	Escrow Refund	\$	5,000.00
D R HORTON INC	Escrow Refund	\$	4,900.00
DELTA MEDICAL SUPPLY GROUP	Patrol supplies - Nitrex gloves	\$	592.00
DETECTACHEM INC	TCH, multi, meth kits	\$	338.80
DIAMOND MOWERS INC	Skid Shoe/Ground Roller	\$	253.56
ECM PUBLISHERS INC	2022 TIF Annual Disclosure	\$	193.50
FACTORY MOTOR PARTS COMPANY	Batteries for PW Stock	\$	212.92
FASTENAL COMPANY	Wrench & gloves for water	\$	96.49
FIRE MARSHALS ASSOC OF MN	2023 FMAM Conferences	\$	990.00
FISERV	July FISERV Payment	\$	183.08
FISHING LIBRARY LLC	Summer Fish Class	\$	160.00
FLAGSHIP RECREATION	Sunnyside Park Playground	\$	52,360.79
FLAGSHIP RECREATION	Oak Creek Park Playground	\$	20,156.89
FLEETPRIDE	Exhaust pipe/Angle for #1288	\$	221.92
FRIENDLY CHEVROLET INC	Interior door panel	\$	274.71
FRIENDLY CHEVROLET INC	Brake Pads for PD	\$	623.68
FRIENDLY CHEVROLET INC	Brake Pads for PD	\$	623.68
FRIENDLY CHEVROLET INC	Wiper Blades - PD Stock	\$	110.50
FRIENDLY CHEVROLET INC	Rotors for PD Stock	\$	440.72
FRIENDLY CHEVROLET INC	Rotors for PD Stock	\$	881.44
FUN EXPRESS LLC	art kits and supplies	\$	984.41
GOPHER STATE ONE CALL INC	Water & Sewer Locate Fees	\$	1,633.50
GOVHR USA LLC	Deputy PW Director Recruitment	\$	7,400.00
GOVHR USA LLC	Deputy PW Director Recruitment	\$	9,674.25
GOVHR USA LLC	Deputy PW Director Recruitment	\$	4,524.54
GROUP HEALTH INC - WORKSITE	July Employee Wellness Program	\$	236.00
HACH COMPANY	Field Instrument Eval - WTP/Wells	\$	6,772.00
HANSON SPORTS LLC	Summer Sports Camps	\$	166.80
HANSON SPORTS LLC	Summer Sports Camps	\$	957.74
HARTUNG XOATINGS LLC	WTP1-Sandblast & Coat, I/P 23-21	\$	18,300.00
HAWKINS INC	Water Treatment Chemicals	\$	6,747.00
HAWKINS INC	Water Treatment Chemicals	\$	19,812.00
HAWKINS INC	Water Treatment Chemicals	\$	2,249.00
HAWKINS INC	Water Treatment Chemicals	\$	8,102.50
HOLIDAY COMPANIES	Car Washes - PD	\$	675.00
HOLIDAY COMPANIES	Car Washes - Comm. Stds.	\$	20.00
I & S GROUP INC	Aquatore Bandshell	\$	10,712.50
IMPACT PROVEN SOLUTIONS	UTILITY BILLING INVOICE PRINTING	\$	4,697.99
INSIGHT PUBLIC SECTOR INC	Microsoft 365 G3 Licenses	\$	934.56
INSIGHT PUBLIC SECTOR INC	ArcGIS Azure Hosting	\$	1,595.91
INSIGHT PUBLIC SECTOR INC	ArcGIS Azure Hosting	\$	621.16
INSIGHT PUBLIC SECTOR INC	Adobe Acrobat Pro Licenses	\$	458.10

INSTRUMENTAL RESEARCH INC	Water Sample Testing	\$ 840.00
ISOM HARLAN G	Softball Umpire Fees	\$ 686.00
IUOE LOCAL 49 FRINGE BENEFIT FUNDS	July Apprenticeship Fund	\$ 733.76
JUST-RITE CONSTRUCTION INC	Fencing for Sunrise Pond Park	\$ 7,740.00
KURITA AMERICA INC	WTP 1 Filter 1 & 2	\$ 83,850.00
LANDSCAPE STRUCTURES INC	Oak Creek Park Playground	\$ 29,736.24
LANGUAGE LINE SERVICES INC	Language Line charges - July 2023	\$ 243.65
LENNAR	Escrow Refund	\$ 4,900.00
LENNAR	Escrow Refund	\$ 4,900.00
LENNAR	Escrow Refund	\$ 7,400.00
LOCKRIDGE GRINDAL NAUEN PLLP	State Lobbyist Services	\$ 3,166.66
LOGIS	Special Assessment Software	\$ 1,793.00
LOGIS	Network Services	\$ 168.75
LRS PORTABLES OF MINNESOTA	Satellite Rental - Parks	\$ 433.13
LRS PORTABLES OF MINNESOTA	Satellite Rental - Parks	\$ 9,549.78
MC TOOL & SAFETY SALES	Safety Supplies for PW	\$ 1,250.40
MCFOA REGION IV	Training - Clerks	\$ 60.00
MENARDS - BLAINE	Garden stakes, hose attachments	\$ 128.32
MENARDS - BLAINE	Drill bits, scraper, air filters	\$ 212.70
MENARDS - BLAINE	Washers, tools, Cable ties	\$ 73.99
MENARDS - BLAINE	Special Event Supplies	\$ 67.32
MENARDS - BLAINE	Vacuum Breaker/bushing for well 16	\$ 42.08
MENARDS - BLAINE	Supplies for Water Dept	\$ 124.70
MENARDS - BLAINE	CH bits, nuts, screws	\$ 39.25
MENARDS - BLAINE	Supplies for Water Dept	\$ 70.12
MENARDS - BLAINE	Paint/Paint supplies - BBC	\$ 785.71
METRO SALES INCORPORATED	Copier Maintenance and Support	\$ 592.46
METRO-INET	Internet Support Services	\$ 3,031.00
METROPOLITAN COUNCIL	MCES 2023 Wastewater Services	\$ 421,854.86
MICKMAN BROTHERS INC	109th/105th Weed Control	\$ 1,335.71
MICKMAN BROTHERS INC	Median Maintenance	\$ 2,921.90
MICKMAN BROTHERS INC	Mowing City Hall	\$ 1,139.00
MICKMAN BROTHERS INC	Tom Rayan Park Mow/Maint	\$ 1,139.00
MIDWAY FORD COMPANY	O2 sensor for 5302	\$ 100.60
MIDWAY FORD COMPANY	Wiper Blades for PW stock	\$ 325.00
MIDWAY FORD COMPANY	Windshield washer nozzles	\$ 91.20
MINNEAPOLIS OXYGEN COMPANY	Oxygen Cylinders for Patrol	\$ 122.57
MINNESOTA EQUIPMENT - HAM LAKE	Pins for 2396	\$ 4.54
MINNESOTA EQUIPMENT - HAM LAKE	Chain Saw Chains	\$ 135.80
MINNESOTA EQUIPMENT - HAM LAKE	Chain Saw parts	\$ 137.13
MINNESOTA VALLEY TESTING LABS	Water testing at Lakeside Park	\$ 83.60
MINUTE MAKER SECRETARIAL	Council Minutes	\$ 655.75
MINUTE MAKER SECRETARIAL	Planning Commission Minutes	\$ 159.00
MINUTE MAKER SECRETARIAL	NRCB Minutes	\$ 159.00
MINUTE MAKER SECRETARIAL	Park Board Meetings	\$ 159.00
MN HIGHWAY SAFETY AND RESEARCH	Defensive Driving Refresher Class	\$ 360.00
MN METRO NORTH TOURISM	Jun-Jul 2023 Lodging Taxes	\$ 32,012.51

PLUNKETT'S PEST CONTROL INC	Pest Control at Liftstations	\$	126.10
PRECISE MRM LLC	GPS Management	\$	1,340.00
PRO-TEC DESIGN INC	After hours camera repair	\$	1,247.50
PRO-TEC DESIGN INC	PD cold storage reader repair	\$	714.32
PRO-TEC DESIGN INC	Door repair at Beach House	\$	280.50
PRO-TEC DESIGN INC	CH/PW panic button monitoring	\$	958.80
PROVISION EVENTS INC	3M Open	\$	1,984.55
RAISING CANE'S CHICKEN FINGERS	Meal for kickball	\$	1,554.29
RANGER DEVELOPMENT	SP19-19, Arroyo Villas	\$	53,118.00
RDO EQUIPMENT COMPANY	Fencing for Stump Grinding	\$	354.99
RIDGEWAY & ASSOCIATES	Mental Wellness Program	\$	2,630.00
RIVARD COMPANIES INC	Cottonwood removal - Airport Rd	\$	3,995.00
RUFFRIDGE JOHNSON EQUIPMENT	Weldment/Spacer/Hose Connectors	\$	866.70
SMITH MARK	Mileage	\$	27.64
SRF CONSULTING GROUP INC	Happy Acres Site Improvements	\$	135.24
STATE OF MINNESOTA DEED	August 2023 Loan Payment	\$	1,568.24
STERICYCLE INC	Biohazard pickup	\$	397.41
STRAND MARK	Reimbursement for CDL - Parks	\$	11.00
STRYKER SALES LLC	AED Training Unit	\$	428.78
SUBURBAN TIRE WHOLESALE INC	Tires for PD Stock	\$	1,360.96
TEDDER INDUSTRIES LLC	gun holsters	\$	484.24
TENICITY LLC	Summer Tennis Lessons	\$	2,453.60
TENICITY LLC	Summer Tennis Lessons	\$	2,656.00
TKDA AND ASSOCIATES INC	TH65 Access Improve	\$	236,815.34
TKDA AND ASSOCIATES INC	Lift Station 13 Forcemain Project	\$	3,648.70
TRI-STATE BOBCAT INC	PW Stock Filters	\$	719.42
TWIN CITIES TRANSPORT	Towing fees	\$	125.00
TWIN CITIES TRANSPORT	Tows for Squads	\$	125.00
TWIN CITIES TRANSPORT	Tows for Squads	\$	125.00
TWIN CITIES TRANSPORT	Tows for Squads	\$	125.00
ULINE	7 ergo mesh chairs	\$	1,775.59
USA BLUEBOOK	Chemical feed Equip Parts	\$	161.00
VERIZON WIRELESS	Telephone Service	\$	80.02
VU SENG	Well Interference Settlement	\$	18,395.25
WRIGHT COUNTY RECORDER'S OFFICE	Notary Public Commission - Sellman	\$	20.00
WSB & ASSOCIATES INC	2022 Public Works Drainage Improve	\$	857.00
WSB & ASSOCIATES INC	2022 Public Works Drainage Improve	\$	879.50
WSB & ASSOCIATES INC	2022 Public Works Drainage Improve	\$	263.50
WSB & ASSOCIATES INC	2022 Public Works Drainage Improve	\$	1,207.00
WSB & ASSOCIATES INC	Carrara East Court improvements	\$	2,012.50
WSB & ASSOCIATES INC	LAC Hockey Rinks	\$	3,342.50
XCEL ENERGY	Electric Service	\$	14.98
XCEL ENERGY	Electric Service	\$	16.73
ZACK'S INC	Mechanic shop supplies	\$	320.83
		\$	3,136,164.22

CITY OF BLAINE

**SUBSET OF PAYMENTS BETWEEN \$20,000 AND \$50,000 FROM THE SCHEDULE OF BILLS PAID
APPROVED ON 9/6/2023 FOR PAYMENTS THE WEEK OF 8/25/2023**

Vendor Name	Description	Amount
FLAGSHIP RECREATION	Oak Creek Park Playground	\$ 20,156.89
LANDSCAPE STRUCTURES INC	Oak Creek Park Playground	\$ 29,736.24
MN METRO NORTH TOURISM	Jun-Jul 2023 Lodging Taxes	\$ 32,012.51



City of Blaine Staff Report

File Number: 2023-410

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Motion

Approval of Consent Agenda: - Michelle Wolfe, City Manager

Agenda Item # 8.2

2024-2029 Assessing Agreement With Anoka County

Executive Summary

The Council is being asked to approve a Joint Powers Agreement between the City of Blaine and County of Anoka for assessment of property.

Background

Since 1988, the City of Blaine has contracted with Anoka County through a Joint Powers Agreement to provide for the tax assessment of property in Blaine. The most recent agreement under which Anoka County provided assessment services was a five-year JPA effective 2018 through 2023. The attached JPA would continue services through May 15, 2029. The fees/rates for the various property classifications for 2024 are outlined as follows:

Parcel Type	2024 Rate/Parcel	Previous Rate/Parcel
Improved Residential	\$10.40	\$12.50
Unimproved Residential	\$4.60	\$4.50
Improved/Unimproved Commercial/Industrial/Public Utility	\$62.00	\$80.00
Improved/Unimproved Apartment/Mobile Home Park	\$62.00	\$80.00
Exempt Property	\$4.60	n/a

The same procedure shall be used, as described above, in the computation of the assessment payments due in 2025 through 2028, provided, however, that the cost for each type of parcel shall be increased according to the County Assessor's increase in operating costs, cost of living and merit adjustments established by the Anoka County Board of Commissioners for January 1 to December 31 in the year prior to the date of the assessment.

While the contract does contain an escalator to allow for adjustment due to cost of living, etc. Anoka

County did not leverage that in the previous contract and the rate remained the same throughout the term of the contract.

Strategic Plan Relationship

The assessing process is related to the Strategic Plan goal of Financial Sustainability. Assessed values are a key component of determining tax base and taxable values in the city.

Board/Commission Review

n/a

Financial Impact

There is \$348,600 budgeted for 2024 assessing fees, which is a 5% increase over the 2023 budget. A new fee was added to the 2024-2029 contract for exempt properties which adds around \$3,500 to our annual cost, which will leave around \$19,000 to accommodate any parcel additions that we could be charged for or any fee changes after the fact.

Public Outreach/Input

n/a

Staff Recommendation

By motion, approve the JPA with Anoka County for property assessing services for January 2024 - May of 2029.

Attachment List

1. JPA

**JOINT POWERS AGREEMENT
BETWEEN THE CITY OF BLAINE AND
COUNTY OF ANOKA FOR ASSESSMENT OF PROPERTY**

THIS AGREEMENT is made and entered into this _____ day of _____, 2023, by and between the City of Blaine, 10801 Town Square Dr. NE, Blaine, Minnesota 55449, hereinafter referred to as the "Municipality", and the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as the "County".

WITNESSETH:

WHEREAS, pursuant to Minn. Stat. § 273.072, subd. 1, any county and city, lying wholly or partially within the county and constituting a separate assessment district, may, by agreement entered into under Minn. Stat. § 471.59, provide for the assessment of property in the city by the county assessor; and

WHEREAS, pursuant to Minn. Stat. § 273.072, subd. 2, the agreement may provide for the abolition of the office of the city assessor when the assessment of the property within the city is to be made under an agreement by the county assessor; and

WHEREAS, it is the wish of the County to cooperate with the Municipality to provide for a fair and equitable assessment of the property within the Municipality; and

WHEREAS, said work will be carried out in accordance with the provisions of Minn. Stat. § 471.59.

NOW, THEREFORE, in consideration of the mutual covenants and agreements stated herein, the parties agree as follows:

I. That said Municipality constitutes a separate assessment district which lies wholly within the County and that all property in the geographical boundaries of this district shall be assessed by the County Assessor of the County beginning with the assessment year 2025 (calendar year 2024), provided this Agreement is approved by the Commissioner of Revenue.

II. Pursuant to Minn. Stat. § 273.072, subd. 2, the office of the City Assessor in the Municipality shall cease to exist on January 16, 2024 but not before the end of the term of the current City Assessor, if serving for a fixed term, or when an earlier vacancy occurs; provided, however, that upon the termination of this Agreement, the Office of City Assessor shall be automatically reestablished and shall be filled as provided by applicable law or charter in accordance with Minn. Stat. § 273.072.

III. The term of this Agreement shall be from January 16, 2024, through May 15, 2029, unless earlier terminated as provided herein.

IV. In consideration of said assessment services, the Municipality shall pay to the County an annual payment as follows:

May 15, 2024: Payment Due for 2025 Assessment
May 15, 2025: Payment Due for 2026 Assessment
May 15, 2026: Payment Due for 2027 Assessment
May 15, 2027: Payment Due for 2028 Assessment
May 15, 2028: Payment Due for 2029 Assessment

V. For year 2024 assessment services, the Municipality shall pay the County as follows:

- A. Ten Dollars and 40/100s (\$10.40) for each improved parcel of residential, seasonal recreational residential and agricultural type property;
- B. Four Dollars and 60/100s (\$4.60) for each unimproved parcel of residential, seasonal recreational residential and agricultural type property;
- C. Sixty-Two Dollars and 00/100s (\$62.00) for each improved and unimproved parcel of commercial, industrial and public utility type of property; and
- D. Sixty-Two Dollars and 00/100s (\$62.00) for each improved and unimproved parcel of apartment and mobile home park type property.
- E. Four Dollars and 60/100s (\$4.60) for each improved and unimproved parcel of parcel of exempt property.

The same procedure shall be used, as described above, in the computation of the assessment payments due in 2025 through 2028, provided, however, that the cost for each type of parcel shall be increased according to the County Assessor's increase in operating costs, cost of living and merit adjustments established by the Anoka County Board of Commissioners for January 1 to December 31 in the year prior to the date of the assessment.

VI. Notwithstanding Section II. above, the County and/or Municipality shall have the right to terminate this Agreement by providing, at a minimum, six months written notice by certified mail, which notice shall be sent at least six months prior to January 2 of any year to terminate assessment services to be performed one year from such date (i.e. to terminate this Agreement for assessment services in the year 2026, the party must provide written notice of termination by not later than June 30, 2025).

VII. COUNTERPARTS

This Joint Powers Agreement may be executed in any number of counterparts, each one of which shall be deemed to be an original, but all such counterparts together shall constitute one and the same instrument.

(remainder of page intentionally blank – signature page immediately follows)

IN WITNESS WHEREOF, the parties hereto have set their hands on the dates so indicated.

COUNTY OF ANOKA

CITY OF BLAINE

By: _____
Matt Look, Chair
Anoka County Board of Commissioners

By: _____
Tim Sanders
Mayor

Dated: _____

Dated: _____

By: _____
Rhonda Sivarajah
County Administrator

By: _____
Michelle A. Wolfe
City Manager

Dated: _____

Dated: _____

APPROVED AS TO FORM

By: _____
Jason Stover
Assistant County Attorney

By: _____
Title: _____

Dated: _____

Dated: _____



City of Blaine Staff Report

File Number: RES 23-128

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Resolution

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.1

Resolution Granting a Conditional Use Permit to Construct a 40 Foot by 59 Foot Detached Accessory Building, for a Total of 2,984 Square Feet of Accessory Building Space in an FR (Farm Residential) Zoning District at 3651 125th Avenue NE. Jesse Orr (Case File No. 23-0061/EES)

Executive Summary

The applicant is requesting a Conditional Use Permit (CUP) for 2,948 square feet of accessory building to construct a pole building. This is a conditional use in the FR zoning district. Staff recommends approval.

Background

Planning Commission Public Hearing	08/08/23
City Council (Conditional Use Permit)	09/06/23
Action Deadline (60 Days)	09/08/23
Action Deadline (City Extended)	11/07/23

Staff report prepared by Elizabeth Showalter, Community Development Specialist, and Teresa Barnes, Project Engineer

Zoning

The property is zoned FR (Farm Residential) and guided Low Density Residential

Surrounding Zoning and Uses

The adjacent properties are also zoned FR and are occupied by similar large lot single family homes. There is one property between the subject site and the Legacy Creek development, which is a suburban-style neighborhood. The subject site and adjacent sites are guided for suburban style development with the LDR land use classification.

Existing Conditions

The property has an existing home, attached garage, and two detached structures.

History

No previous approvals apply.

Evaluation of Request

Site Plan

The applicant is proposing a 40 foot by 59 foot (2,360 square feet) detached pole barn style building. Total garage and accessory building space is limited to 1,200 square feet, or 3,000 with a CUP. The existing attached garage is 624 square feet, bringing the total garage and accessory building space to 2,984 square feet with the CUP request.

The applicant is proposing the pole building be located 20 feet from the western property line and 105 feet from the eastern property line. The building is proposed to be located in the rear yard. All required setbacks are being met (20 feet from side property line, 30 feet from rear, and 45 feet from the front).

The applicant is proposing to use the building for personal storage of vehicles, equipment, and for personal car repair. Repair of vehicles not registered to the property is prohibited.

Architecture

The proposed pole building has metal siding compatible with the home. Sheet metal siding is permitted on accessory buildings other than the garage on farm residential properties greater than 4 acres in size. The subject property is 4.76 acres, therefore the proposed siding complies with the code requirement.

Tree Preservation

Tree preservation will be reviewed as part of the building permit. Two significant trees may be removed without replacement. If more than two significant trees are removed, replacement of additional trees must be replaced.

Grading/Storm Drainage

While minor grading of the area will occur during construction, maintenance of the existing drainage patterns will be required.

Utilities

Utilities will not be extended to the proposed pole barn structure.

Wetlands/Watershed/FEMA

There are no wetlands or FEMA flood plains located within the proposed construction area. Coon Creek Watershed approval is not required.

Access/Street Design/Sidewalks/Trails

No additional access to the property will be granted. No street design, sidewalk or trails will be required.

Easements/Right-of-way/Permits

The property will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the City prior to any site work. No additional right-of-way or easements will be required.

Conditional Use Permit

A city exercises “quasi-judicial” authority when considering a CUP application. This means the city’s role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - The proposed pole building will not create additional burden on public facilities or utilities.
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district.
 - The proposed pole building is consistent with the adjacent rural-style home. The two adjacent properties have existing large detached accessory buildings.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
 - The proposed pole building would not have an adverse effect on adjacent properties.
4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - The district is intended for rural style uses on properties not yet served by utilities. The proposed use is consistent with that. The property is in the sewer boundary for the line currently located at the water tower on Lexington Avenue. Approximately 1 mile of sewer extension is needed for the subject property to be served by city sewer.
6. The use shall not be in conflict with the comprehensive plan of the City.
 - The use is consistent with the comprehensive plan.
7. The use will not cause traffic hazards or congestion.
 - The proposed use will not generate any additional traffic hazard or congestion.
8. The use shall have adequate utilities, access roads, drainage and necessary facilities.
 - The existing structure is served with the required utility services, adequate roadway infrastructure and necessary drainage facilities to service the proposed uses.

Attachment List:

Zoning and Location Map

Narrative

Survey

Site Plan

Building Elevations

Public Comments

Unapproved Planning Commission Minutes 8/8/23

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission voted unanimously to approve the conditional use permit. There were no comments at the public hearing.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Mailed to property owners within 350 feet of the property boundaries.
2. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
3. Posted on the City website.

Staff Recommendation

By motion, adopt the Resolution.

Attachment List

1. Attachments
2. Unapproved PC Minutes 08/08/23



City of Blaine

Signature Copy

Resolution: RES 23-128

Resolution Granting a Conditional Use Permit to Construct a 40 Foot by 59 Foot Detached Accessory Building, for a Total of 2,984 Square Feet of Accessory Building Space in an FR (Farm Residential) Zoning District at 3651 125th Avenue NE. Jesse Orr (Case File No. 23-0061/EES)

WHEREAS, an application has been filed by Jesse Orr as Conditional Use Permit Case File No. 23-0061; and

WHEREAS, said case involves the property described as follows:

THE W1/2 OF W1/2 OF SE1/4 OF SW1/4 OF SEC 2 TWP 31 RGE 23, EX W 165 FT THEREOF (AS MEAS ALG N & S LINES OF SD 1/4 1/4) EX RD, SUBJ TO EASE OF REC

WHEREAS, the Blaine Planning Commission held a public hearing on August 8, 2023, and recommended approval regarding said Conditional Use Permit; and

WHEREAS, the Blaine City Council has reviewed said case on September 6, 2023; and

WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit has been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 29.014(k) and 27.04 of the Zoning Ordinance to allow a total of 2,984 square feet of garage and accessory building space in an FR (Farm Residential) zoning district with the following conditions:

1. A building permit is required for the proposed pole building. A survey of the property and tree preservation plan shall be required as part of that permit application.
2. Pole building shall be used for personal storage only. Repair of personal vehicles registered to the owner of the property is permitted. No other vehicle repair may occur.
3. Maintain existing storm water drainage patterns.

PASSED by the City Council of the City of Blaine this 6th day of September, 2023.

I'm requesting for a CUP to build a ~40'x59' Pole building behind my house and 20' from the west side yard. The colors and scheme of the pole building will closely match the house. Also, attached is the current design that is being worked on and will be furthered once CUP is granted.

Looking to build a ~60x40 poleshed in the back yard. Was informed i need to request a CUP to be able to build something with enough sqft to be able to store farm equipment, plow truck, ATV's, trailers, and have room to work on a project car with my kids.

CERTIFICATE OF SURVEY

**JAMES L. KURTH
LAND SURVEYOR**

4002 JEFFERSON ST. N.E.
COLUMBIA HEIGHTS 55421

788-9769

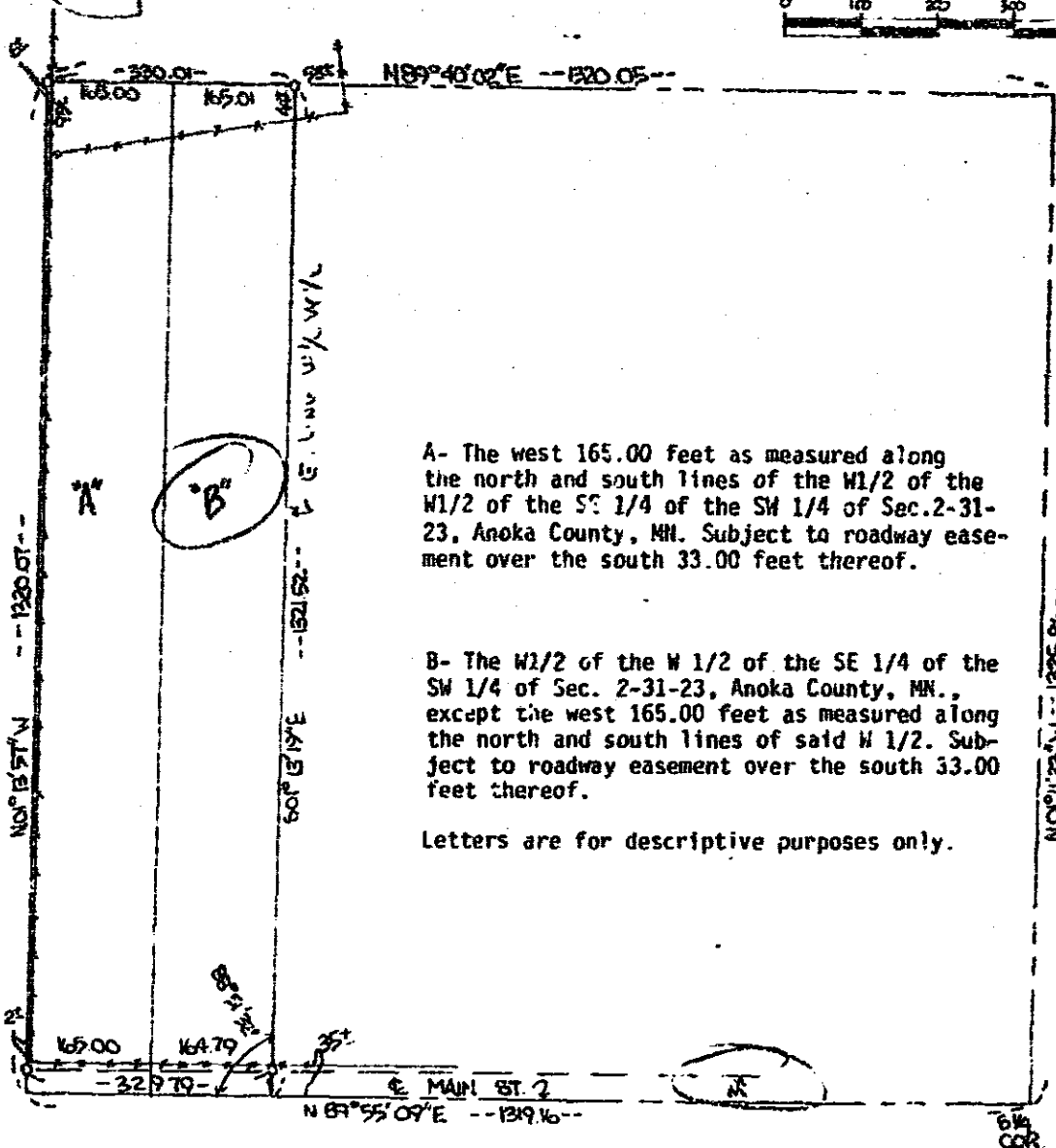
I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

James L. Kurth
MINNESOTA REGISTRATION NO. 5332

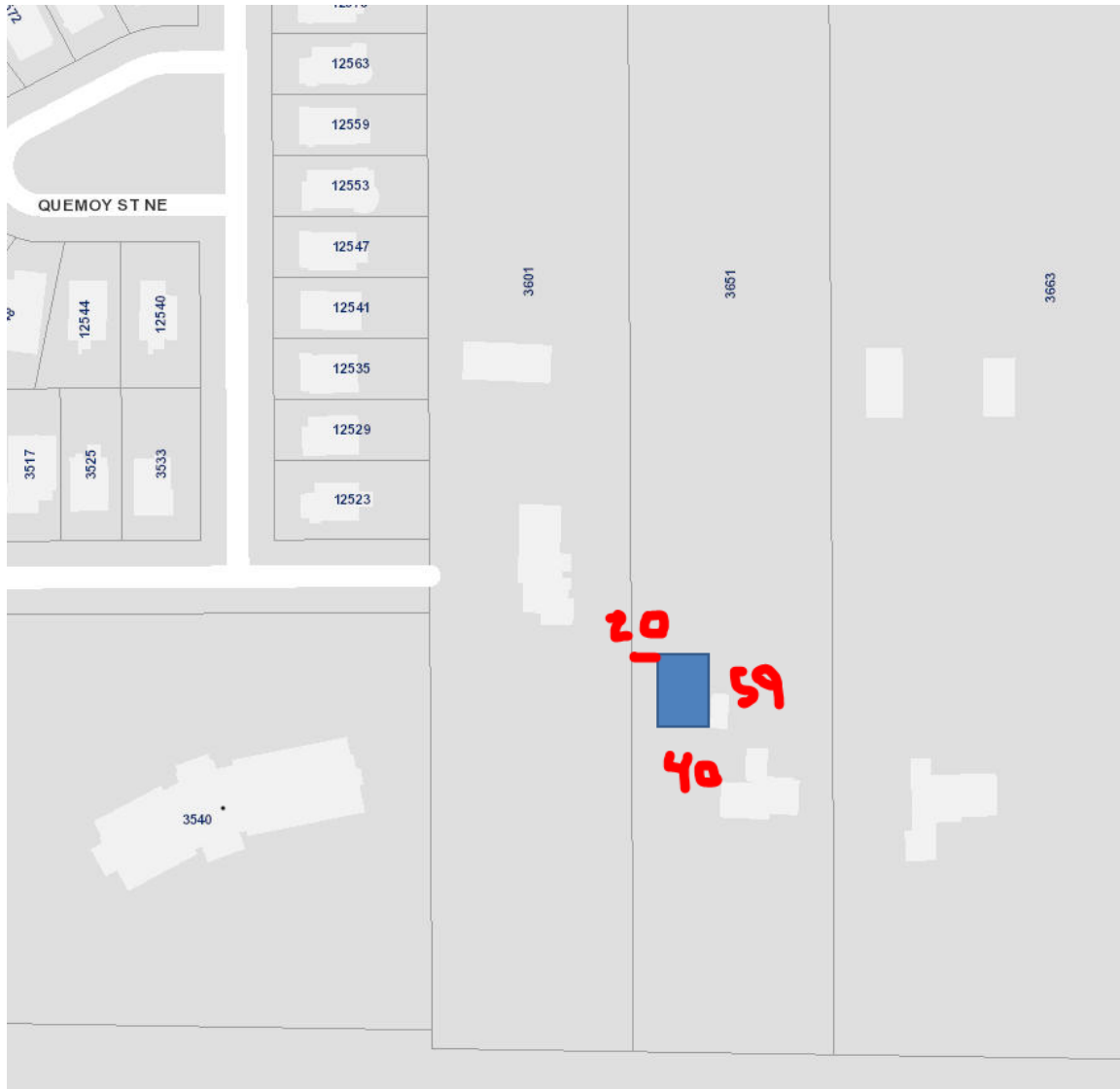
DATE 2-1-78

SCALE 1" = 200'

○ = IRON MONUMENT









Patricia Robinson

From: Schia Hart <neka3112@gmail.com>
Sent: Monday, July 31, 2023 2:57 PM
To: Patricia Robinson
Subject: Public Question regarding Case PC23-0061

Hi there,
Posing this question/comment for the hearing:

I'd like to learn how long this project is expected to take, and what are the daily start and end times for work.

I live close by, have small children who need lots of sleep, and having constant noise will be quite stressful for my family, especially if it's early in the morning or late into the evening.

*Thanks,
S. Hart*

[This message was sent from my iPhone. Please excuse typos and other grammatical errors.]



City of Blaine

Planning Commission

August 8, 2023 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Tuesday, August 8, 2023. Chair Goracke called the meeting to order at 7:00PM.

2. Roll Call

Members Present: Commission Members Deonauth, Gorzycki, Halpern, Homan, Olson, Swanson, and Chair Goracke.

Members Absent: None.

Staff Present: Shawn Kaye, Planner
Teresa Barnes, Project Engineer

3. Approval of Minutes

3.1. 2023-351 Approval of the July 11, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Gorzycki to approve the minutes of July 11, 2023, as presented. Motion seconded by Commissioner Homan. The motion passed 7-0.

3.2. 2023-314 Approval of the July 19, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Olson to approve the minutes of July 19, 2023, as presented. Motion seconded by Commissioner Gorzycki. The motion passed 7-0.

4. Public Hearing

- 4.1.** 2023-312 Case File No. 23-0061 // Jesse Orr // 3651 125th Avenue NE
The applicant is requesting a conditional use permit to construct a 40 foot by 59 foot detached accessory building, for a total of 2,984 square feet of accessory building space, in an FR (Farm Residential) zoning district.
Sponsors: Elizabeth Showalter, Community Development Specialist

The report to the planning commission was presented by Shawn Kaye, Planner. The public hearing for Case File 23-0061 was opened at 7:05PM.

Jesse Orr, 3651 125th Avenue NE, thanked the commission for considering his request and noted he was available to questions or comments.

Chair Goracke asked if the roof would be metal or asphalt.

Mr. Orr reported he was looking to have a metal roof on the building.

Commissioner Halpern questioned how long it would take to construct this building.

Mr. Orr anticipated it would take two months to construct.

The public hearing was closed at 7:07PM.

Motion by Commissioner Halpern to recommend approval of Planning Case 23-0061 based on the following conditions:

Case 23-0061:

- 1. A building permit is required for the proposed pole building. A survey of the property and tree preservation plan shall be required as part of that permit application.**
- 2. Pole building shall be used for personal storage only. Repair of personal vehicles registered to the owner of the property is permitted. No other vehicle repair may occur.**
- 3. Maintain existing storm water drainage patterns.**

Motion seconded by Commissioner Olson. The motion passed 7-0.

Chair Goracke noted this would be on the agenda of the September 6, 2023 city council meeting.



City of Blaine Staff Report

File Number: RES 23-131

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Resolution

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.2

Resolution Granting a Conditional Use Permit for a Minor Auto Repair with Shared Access in the B-2 (Community Commercial) Zoning District at 10857 University Avenue NE. Valvoline Instant Oil Change (Case File No. 23-0055/SLK)

Executive Summary

The applicant is requesting a Conditional Use Permit (CUP) for a minor auto repair and shared access.

Background

Planning Commission Public Hearing	08/08/23
City Council (Conditional Use Permit)	09/06/23
Action Deadline	09/15/23

Staff report prepared by Shawn Kaye, Planner, and Teresa Barnes, Project Engineer

Zoning

The property is zoned B-2 (Community Commercial).

Surrounding Zoning and uses

The properties to the north, south and east are all zoned B-2. Burger King is located to the north, Taco Bell to the south, and Oak Park Plaza to the east. University Avenue is adjacent to the west.

Existing Conditions

The site has a building and parking lot that was for previous tire stores. The building and parking lot will be demolished.

History

The site has been occupied by several different tire stores and is currently vacant. A 10-foot variance to

the side yard parking setback along the common property line to the south was granted in 1990. A CUP was also granted in 1990 to operate an automobile repair center.

Evaluation of Request

Site Plan

The applicant is proposing to construct a 2,080 square foot Valvoline oil change store. The business would provide a "stay in your car", approximately 15-minute oil change.

Parking

The parking on site meets Zoning Ordinance requirements. The auto repair use requires 10 parking stalls, and the site plan identifies 11 parking spaces.

The application also includes a request for a zero-lot line, shared access/parking for the south and east property lines. The applicant proposes to continue to share an existing driveway/access with Taco Bell to the south and Oak Park Plaza to the east.

Setbacks

Building

- Front: 50 feet
- Side: 20 feet

Parking

- Front: 30 feet
- Side: 10 feet

The site is proposed to have shared access/parking between the lots to the south and east. All other setbacks on site have been met.

Architecture

Building elevations have been included in the report and meet the Zoning Ordinance requirements. The Valvoline elevations include the following materials:

- glass
- brick
- EIFS

Landscaping

The proposed landscape plan meets the Zoning Ordinance requirements. The applicant will be removing some dead trees on the site and replacing with new trees.

Grading/Storm Drainage

The developer is proposing to grade the entire site as shown on the CCWD and city approved grading, drainage, erosion protection and sediment control plans prepared by the Developer's Engineer. The plans shall include existing drainage patterns (contours) with flow arrows, soil boring locations, perimeter site protection, tree preservation, tree clearing limits, custom grading, proposed grading contours, proposed drainage patterns with flow arrows, storm water management, SWPPP information,

temporary erosion protection Best Management Practices (BMPs), and temporary sediment control BMPs information for the site. The SWPPP may be included in the construction plan sheet(s) or prepared as a separate document and included in the development construction contract specifications.

Utilities

Standard water and sanitary sewer access charges (WAC & SAC) become due with each building permit at the rate established at the time the building permit is issued.

Wetlands/Watershed/FEMA

The developer will need to submit the project to Coon Creek Watershed District (CCWD). Review, approval and permits are required prior to city plan approval and start of site work.

Access/Street Design/Sidewalks/Trails

The development will continue to utilize the shared existing driveway/access with Taco Bell to the south and Oak Park Plaza to the east. No additional access will be granted. No additional sidewalks or trails will be required.

Easements/Right-of-way/Permits

The developer will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the City prior to any site work.

Conditional Use Permit

A city exercises "quasi-judicial" authority when considering a CUP application. This means the city's role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - An existing shared access/parking and an oil change business does not create an excessive burden.
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district. (Ord. No. 20-2447, 7-20-2020)
 - The B-2 district is intended to provide retailing and services of both a convenience and durable nature for shoppers, such as apparel, furniture, food, banking and financial services for a trade area of nearby residential neighborhoods. The use meets this intent.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.

- The shared/parking access and new building will meet all other setbacks and landscaping requirements. The use will not have an adverse effect on adjacent properties.
- 4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
- 5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - The use meets the purpose of the B-2 district.
- 6. The use shall not be in conflict with the comprehensive plan of the City.
 - The comprehensive plan designation is Community Commercial which is for retailing and services that serve larger areas, from neighborhood to regional scale. The use is not in conflict with the Comprehensive Plan.
- 7. The use will not cause traffic hazards or congestion.
 - The proposed development will not result in any additional traffic hazards or additional congestion in the area.
- 8. The use shall have adequate utilities, access roads, drainage and necessary facilities.
 - The proposed development, once constructed, will have the required utility services, adequate roads and necessary drainage facilities to service the proposed development.

Attachment List:

Zoning and Location Map

Site Plan

Existing Conditions

Grading Plan

Utility Plan

Landscape Plan

Building Elevations

Resolution 90-277

Resolution 90-278

Unapproved Planning Commission Minutes 8/8/23

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission voted unanimously to approve the conditional use permit. There were no comments at the public hearing.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Mailed to property owners within 350 feet of the property boundaries.
2. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
3. Posted on the City website.
4. Posted (sign) on the property with contact information for the Planning Department.

Staff Recommendation

By motion, adopt the Resolution.

Attachment List

1. Attachments
2. Unapproved PC Minutes 08/08/23



City of Blaine

Signature Copy

Resolution: RES 23-131

Resolution Granting a Conditional Use Permit for a Minor Auto Repair with Shared Access in the B-2 (Community Commercial) Zoning District at 10857 University Avenue NE. Valvoline Instant Oil Change (Case File No. 23-0055/SLK)

WHEREAS, an application has been filed by Valvoline Instant Oil Change as Conditional Use Permit Case File No. 23-0055; and

WHEREAS, said case involves the property described as follows:

Lot 1, Block 1, HEARTLAND ADDITION, Anoka County, Minnesota

WHEREAS, the Blaine Planning Commission held a public hearing on August 8, 2023, and recommended approval regarding said Conditional Use Permit; and

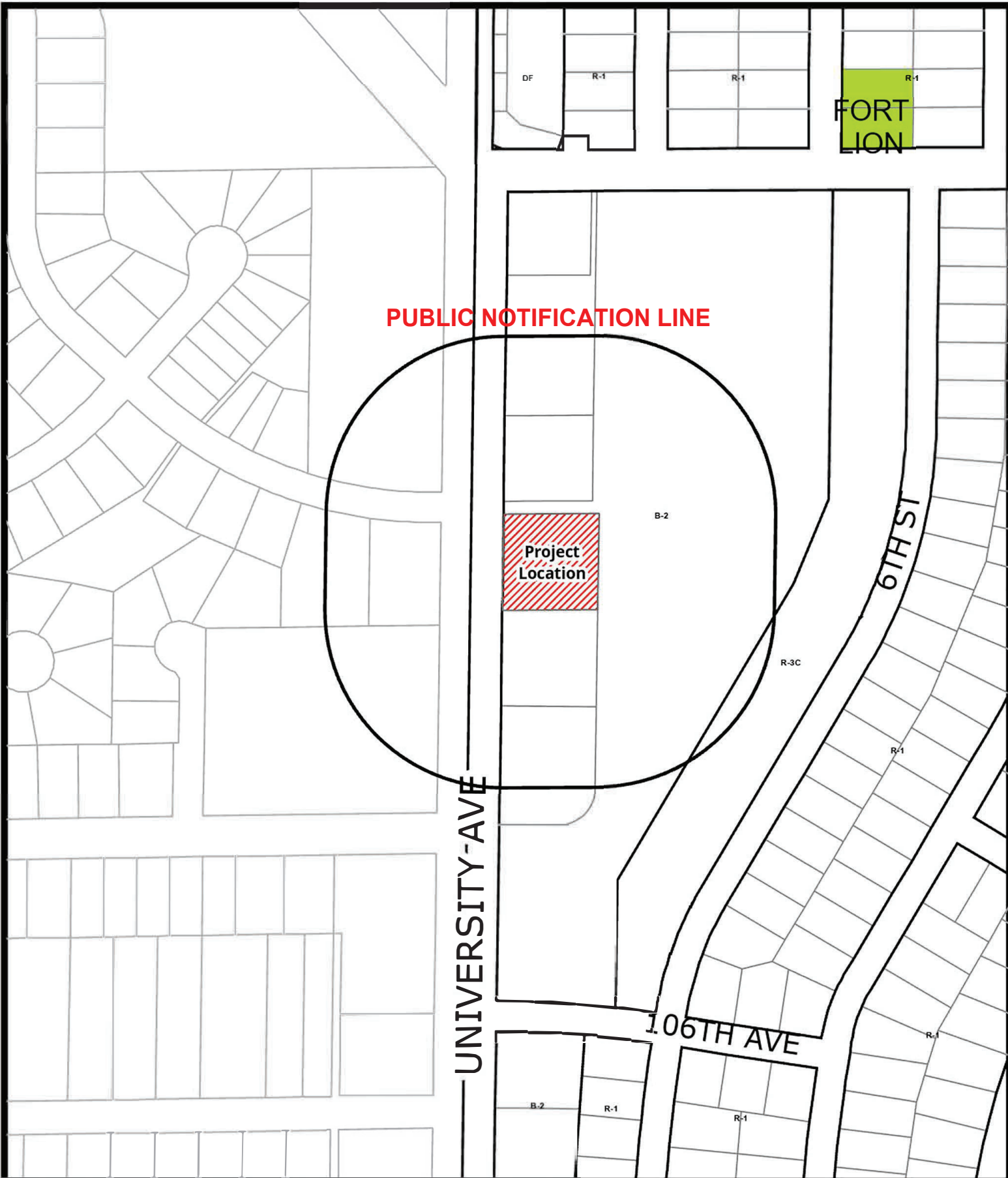
WHEREAS, the Blaine City Council has reviewed said case on September 6, 2023; and

WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit has been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 30.14(e)(r) and 27.04 of the Zoning Ordinance for a minor auto repair with shared access and parking in a B-2 (Community Commercial) zoning district with the following conditions:

1. Site plan approval will be required as a part of the building permit application. All site improvements to be included in the Site Improvement Performance Agreement (SIPA) and covered by an acceptable financial guarantee.
2. A copy of the shared access/parking agreement between lots must be submitted to the Planning Department prior to any work being allowed on site.
3. All lighting on site must meet requirements established by Section 33.02 of the Zoning Ordinance. Freestanding light structures are limited in height to not more than 20 feet.

PASSED by the City Council of the City of Blaine this 6th day of September, 2023.

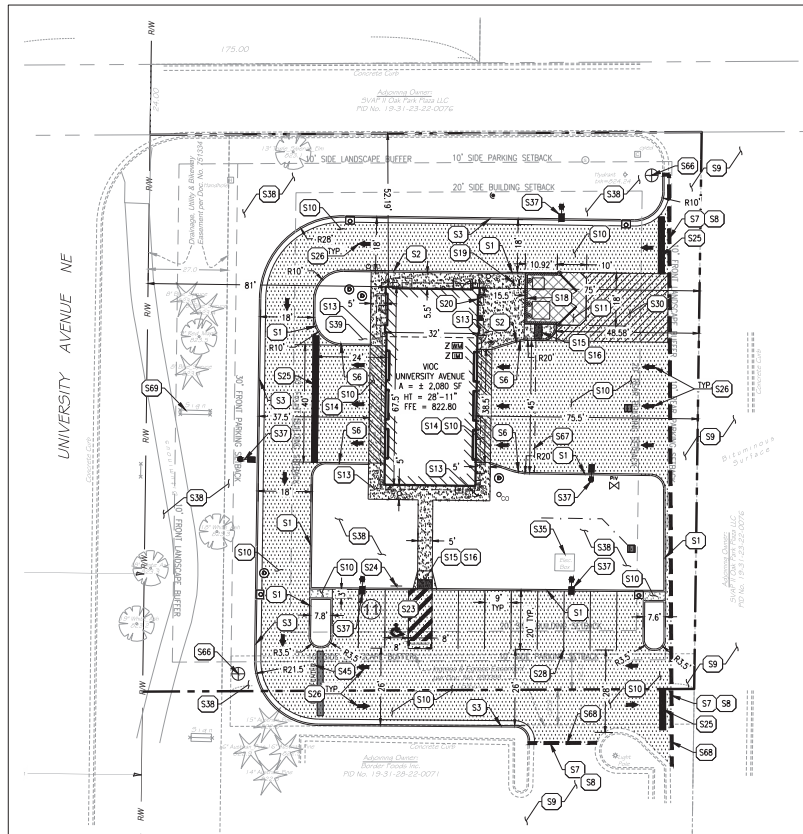


BlaineMN.gov

Case File No. 23-0055
Valvoline Instant Oil Change

Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180



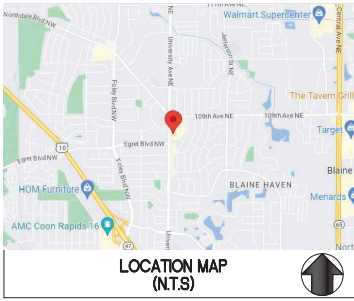


GENERAL SITE NOTES:

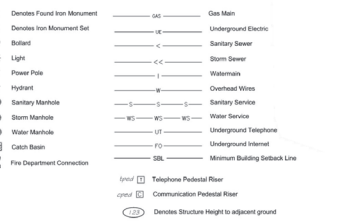
- 1. CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO STARTING WORK.
- 2. IF THE CONTRACTOR, IN THE COURSE OF THE WORK, FINDS ANY DISCREPANCIES BETWEEN THE PLANS AND THE PHYSICAL CONDITIONS OF THE LOCALITY, OR ANY ERRORS OR OMISSIONS IN THE PLANS OR IN THE LAYOUT AS GIVEN BY THE ENGINEER, IT SHALL BE HIS DUTY TO IMMEDIATELY NOTIFY THE ENGINEER, IN WRITING, AND THE ENGINEER WILL PROMPTLY VERIFY THE SAME. ANY WORK DONE AFTER SUCH A DISCOVERY, UNTIL AUTHORIZED, WILL BE AT THE CONTRACTOR'S RISK.
- 3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
- 4. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE TO THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
- 5. ALL HANDICAP SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE AND LOCAL CODE.
- 6. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
- 7. THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
- 8. ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
- 9. ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
- 10. CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKMEN AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
- 11. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATION.
- 12. ALL STREET SURFACES, DRIVEWAYS, CURBS AND GUTTERS, ROADSIDE DRAINAGE DITCHES AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
- 13. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.
- 14. STANDARD/HEAVY DUTY PAVEMENT AND CONCRETE SECTIONS SHALL FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT PREPARED BY GILES ENGINEERING ASSOCIATES, INC. DATED NOV. 02, 2022.
- 15. ALL CURB RADI SHALL BE 5' UNLESS OTHERWISE NOTED ON THE PLANS.
- 16. CONTRACTOR SHALL MAINTAIN ACCESS TO TACO BELL THROUGH SHARED DRIVE TO THE SOUTH AT ALL TIMES. CONTRACTOR SHALL NOTIFY TACO BELL MANAGER 48 HOURS PRIOR TO ANY TEMPORARY CLOSURE FOR CONSTRUCTION.

SITE KEY NOTES

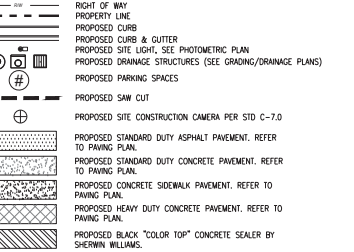
- S1 STRAIGHT CURB. REFER TO DETAIL ON C-7.0.
- S2 INTEGRAL CURB AND SIDEWALK. REFER TO DETAIL ON C-7.0.
- S3 CURB AND GUTTER PER CITY STANDARDS. REFER TO DETAIL ON C-7.2.
- S6 TAPER CURB FROM 6" TO 0" OVER 10'.
- S7 LIMITS OF SLOPE.
- S8 MATCH EXISTING PAVEMENT ELEVATION.
- S9 EXISTING PAVEMENT TO REMAIN.
- S10 STANDARD DUTY ASPHALT/CONCRETE PAVING (PER PAVING PLAN)
- S11 HEAVY DUTY ASPHALT/CONCRETE PAVING (PER PAVING PLAN)
- S13 CONCRETE SIDEWALK. REFER TO DETAIL ON C-7.0.
- S14 BLACK "COLOR TOP" CONCRETE SEALER BY SHERWIN WILLIAMS.
- S15 ADA CURB RAMP. REFER TO DETAIL ON C-7.0.
- S16 DETECTABLE WARNING PER ADA REQUIREMENTS
- S18 DUMPSTER ENCLOSURE (PER ARCH. PLANS)
- S19 BICYCLE RACK. REFER TO NOTE FOR NUMBER. REFER TO DETAIL ON C-7.0.
- S20 CONDENSING UNIT. REFER TO MECHANICAL PLANS
- S23 ADA ACCESSIBLE PARKING SPACE AND ADJ. STRIPING & SYMBOL OF ACCESSIBILITY (TYPICAL—PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-7.0.
- S24 ACCESSIBLE PARKING SIGN (TYPICAL—PER ADA AND LOCAL REQUIREMENTS)
- S25 MIN ACCESSIBLE PARKING SIGN (TYPICAL—PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-7.0.
- S26 STOP BAR (PER LOCAL CODES) REFER TO DETAIL ON C-7.0.
- S28 DIRECTIONAL TRAFFIC ARROW (PER LOCAL CODES) REFER TO DETAIL ON C-7.0.
- S30 4" WIDE PAINTED STRIPES, 2" OFF CENTER @ 45° (PER LOCAL CODES)
- S35 EXISTING TRANSFORMER LOCATION (SEE UTILITY PLAN)
- S37 LIGHT POLE (TYPICAL—PER LIGHTING PLAN)
- S38 LANDSCAPE AREA (PER LANDSCAPE PLAN)
- S39 LANDSCAPE ISLAND (PER LANDSCAPE PLAN)
- S45 "DO NOT ENTER" SIGN. REFER TO DETAIL ON C-7.0.
- S56 CONSTRUCTION CAMERA POST PER STD C-7.0
- S57 GENERAL CONTRACTOR TO PROVIDE CONDUIT FOR BELL RINGER, CONDUIT TO BE INSTALLED UNDER CONCRETE SIDEWALK, ADJACENT TO BUILDING, AND STUB OUT OF CONCRETE CURB. REFER TO ARCHITECTURAL PLAN, DETAIL S1/2.1, FOR ADDITIONAL INFORMATION.
- S68 CONTRACTOR SHALL MAINTAIN ACCESS TO TACO BELL THROUGH SHARED DRIVE TO THE SOUTH AT ALL TIMES. CONTRACTOR SHALL NOTIFY TACO BELL MANAGER 48 HOURS PRIOR TO ANY TEMPORARY CLOSURE FOR CONSTRUCTION.
- S69 EXISTING SIGN TO BE REPAIRED, REFURBISHED AND REWIRED ELECTRICALLY. REFER TO MEP PLANS.



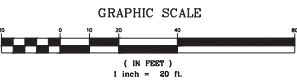
EXISTING LEGEND:



PROPOSED LEGEND:



SITE DATA SUMMARY:	
VALVOLINE TRACT: (AFTER ROW DEDICATION)	0.82 ACRES/ 35691 SF
ZONING	B-2
BUILDING	2,080 SF
FAR:	1:5.83
LOT COVERAGE:	0.05 (2,080 SF)
PARKING REQUIRED:	10 (1 ACCESS, PARKING SPACES)
PARKING PROVIDED:	11 (1 ACCESS, PARKING SPACES)
PERVIOUS COVER:	10,410 SF
IMPERVIOUS COVER:	25,281 SF
REQUIRED BICYCLE PARKING	N/A
PROVIDED BICYCLE PARKING	2



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DATE	ISSUE
05/12/2023	OWNER REVIEW SET
06/26/2023	PERMIT SUBMITTAL
07/07/2023	REVISION 1

PROFESSIONAL SEAL
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.
Print Name: Jeffrey Alan Tobitts
Signature: [Signature]
Date: 07/07/2023 Registration No.: 42586

PROFESSIONAL LICENSE NO. 42586
PROFESSIONAL IN CHARGE: JEFFREY TOBITTS
PROJECT MANAGER: MAF
QUALITY CONTROL: BNP
DRAWN BY: DPC
PROJECT NAME:



VALVOLINE INSTANT OIL CHANGE
SITE DEVELOPMENT PLAN
BLAINE, MN 55434

PROJECT NUMBER: 761540-01
SHEET NAME:

SITE PLAN

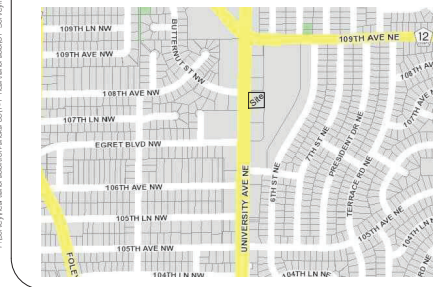
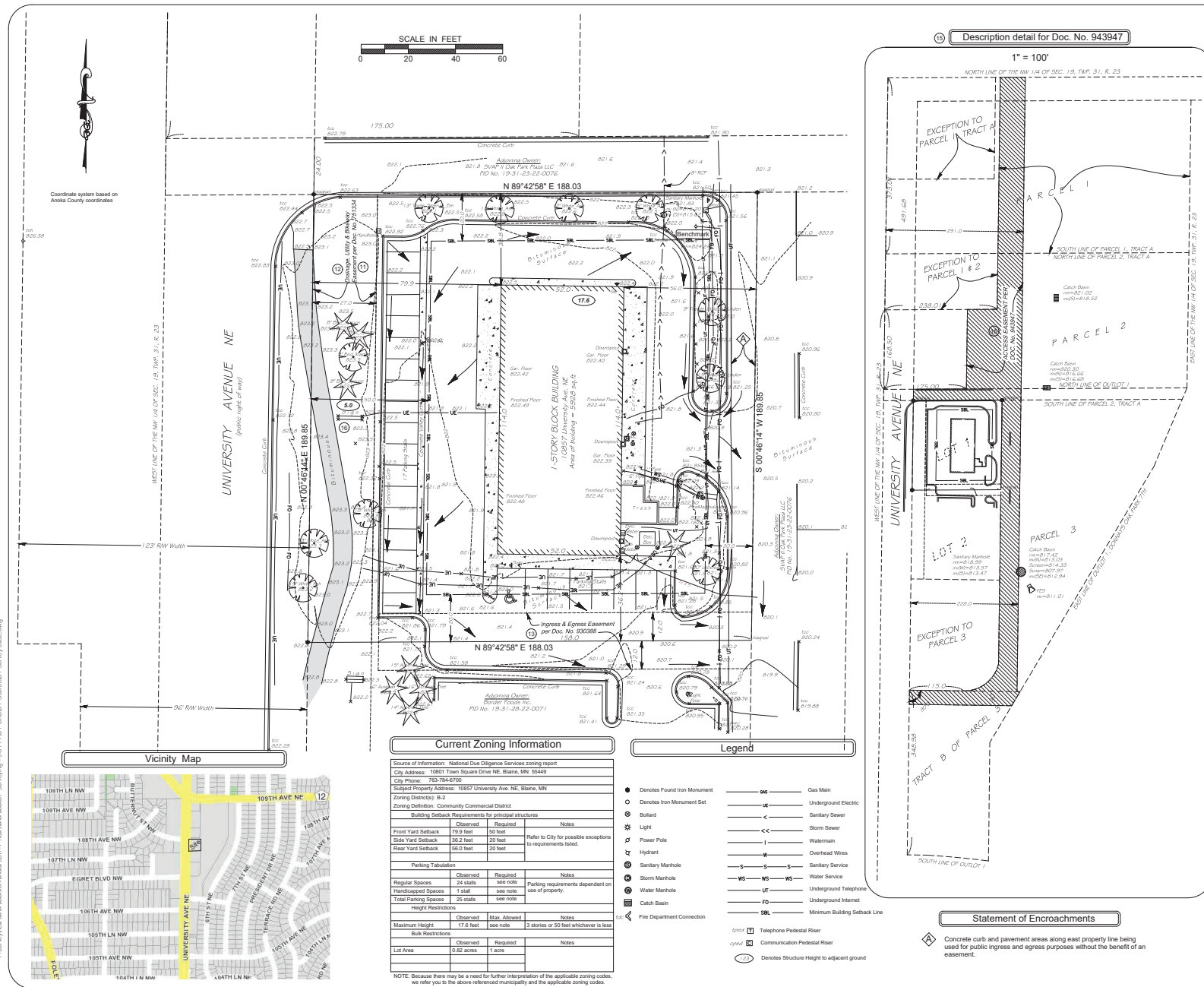
SHEET#

C-1.0

NOT ISSUED FOR CONSTRUCTION

Minneapolis One-Call Center
CALL 811 or (800) 252-1166
(651) 454-0002

Filepath: \\yearstate-addition-ankk\csl-1\heartland-add01_SurveyBase.dwg 3/11/2017 10:17:01 CAD001_SurveyBase.dwg

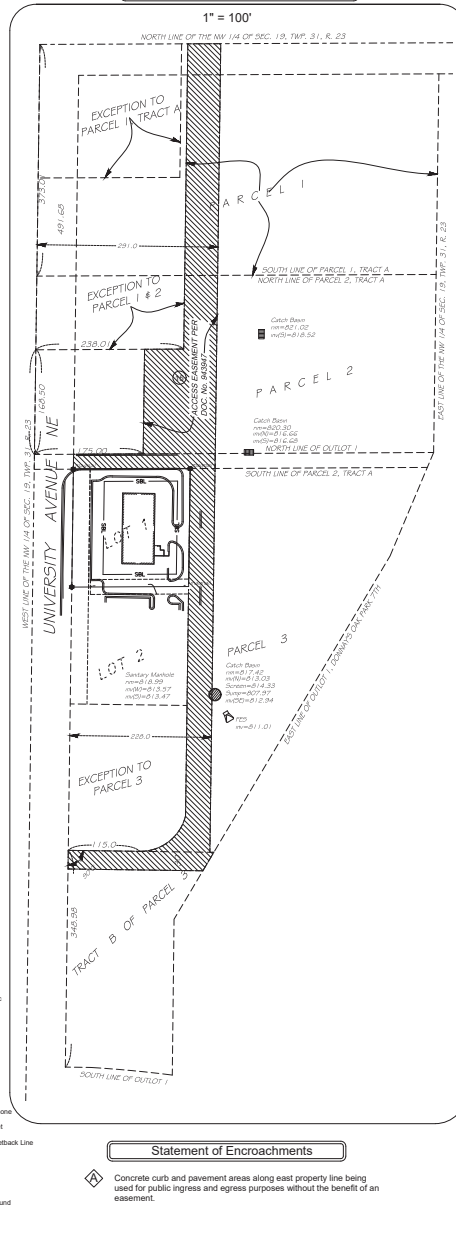


Current Zoning Information			
Source of Information: National Due Diligence Services zoning report			
City Address: 10801 Town Square Drive NE, Blaine, MN 55449			
City Phone: 763-784-6700			
Subject Property Address: 10857 University Ave. NE, Blaine, MN			
Zoning District: B-2			
Zoning Definition: Community Commercial District			
Building Setback Requirements for principal structures			
	Observed	Required	Notes
Front Yard Setback	79.9 feet	50 feet	Refer to City for possible exceptions to requirements listed.
Side Yard Setback	36.2 feet	20 feet	
Rear Yard Setback	50.0 feet	20 feet	
Height Restrictions			
	Observed	Required	Notes
Regular Spaces	24 stalls	see note	Parking requirements dependent on use of property.
Handicapped Spaces	1 stall	see note	
Total Parking Spaces	25 stalls	see note	
Maximum Height			
	Observed	Max. Allowed	Notes
Maximum Height	17.6 feet	see note	3 stories or 50 feet whichever is less
Bulk Restrictions			
	Observed	Required	Notes
Lot Area	0.82 acres	1 acre	

NOTE: Because there may be a need for further interpretation of the applicable zoning codes we refer you to the above referenced municipality and the applicable zoning codes.

Legend	
●	Denotes Found Iron Monument
○	Denotes Iron Monument Set
⊙	Bollard
✱	Light
⚡	Power Pole
⚡	Hydrant
⚡	Sanitary Manhole
⚡	Storm Manhole
⚡	Water Manhole
⚡	Catch Basin
⚡	Fire Department Connection
⚡	Telephone Pedestal Riser
⚡	Communication Pedestal Riser
⚡	Denotes Structure Height to adjacent ground
⚡	Gas Main
⚡	Underground Electric
⚡	Sanitary Sewer
⚡	Storm Sewer
⚡	Watermain
⚡	Overhead Wires
⚡	Sanitary Service
⚡	Water Service
⚡	Underground Telephone
⚡	Underground Internet
⚡	Minimum Building Setback Line

Description detail for Doc. No. 943947



ALTA/NSPS LAND TITLE SURVEY
of
10857 University Ave. NE, Blaine, MN, 55434
for
VALVOLINE
100 Valvoline Way, Lexington, KY 40509

Legal Description

Parcel 1:
Lot 1, Block 1, Heartland Addition, Anoka County, Minnesota.

Parcel 2:
Perpetual nonexclusive easement for ingress and egress contained and described in Declaration of Easement dated March 25, 1991, filed April 24, 1991, as Document No. 930388.

Parcel 3:
Perpetual nonexclusive easement for passage of vehicles and pedestrians and perpetual nonexclusive easement for conveyance of utility services, contained and described in Easement Agreement dated March 25, 1991, filed August 2, 1991, as Document No. 943947.

Note Corresponding to Schedule B, Part II

The following are survey related exceptions set forth in Schedule B, Part II of the herein referenced Title Commitment:

2

Item 3 - Observed above ground encroachments as shown hereon. See "Statement of Encroachments".

11

Item 11 - Easement for drainage, utility and bikeway purposes, in favor of the City of Blaine, as created in doc. dated June 24, 1986, filed March 23, 1987, as Doc. No. 751334 affects property as shown.

12

Item 12 - Easements as shown on the recorded plat of Heartland Addition, filed Nov. 14, 1990, as Doc. No. 914075 affects property as shown.

13

Item 13 - Terms and conditions of and easements contained in Declaration of Easement dated March 25, 1991, filed April 24, 1991, as Doc. No. 930388 affects property as shown.

14

Item 14 - Property subject to use restrictions contained in Declaration of Restrictive Covenants dated July 31, 1991, filed August 2, 1991, as Doc. No. 943946. Item is not plottable.

15

Item 15 - Terms and conditions of and easements contained in Easement Agreement dated March 25, 1991, filed August 2, 1991, as Doc. No. 943947 affects property as shown hereon. Easement limited to established roadways and thoroughfares which exist or maybe established.

16

Item 16 - Monument sign still exists as shown hereon. The height of the monument sign is 5.0 feet.

Miscellaneous Notes

1

Legal description and easements per title commitment from Fidelity National Title Insurance Company, OR NCS No. GLV2201726, Local File No. 70989, dated September 6, 2022.

2

Property Address: 10857 University Ave. NE, Blaine, MN, 55434
PID No. 19-31-23-22-0070

3

Total Area of Parcel = 35,691.45 sq. ft. (0.82 acres)

4

Vehicle access is gained to the subject property from recorded easements.

5

Property located in Section 19, Township 31, Range 23, Anoka County, Minnesota.

6

Basis of bearings per Anoka County coordinates.

7

Site Benchmark Top Nut of Hydrant near Northeast corner of property as shown hereon.
Elevation = 824.24 feet

8

Under ground utility locations per markings in the field by Robert Bell, Private Utility Location

Table A Certification Items

1

Monuments placed at all major corner of the boundary of the property, unless already marked or referenced by existing monuments are shown hereon.

2

Address of the property: 10857 University Ave. NE, Blaine, MN, 55434

3

By graphic interpretation only, this property is in Flood Zone "X" (Areas generally outside Special Flood Hazard Area 1% annual chance flood) per FEMA panel map number 27003C0317E, effective on 12/16/2015.

4

Area of Property as described: 35,698 sq ft

5

Elevations based Global Position System, Benchmark: Top Nut of Hydrant as shown hereon.

6

Property zoned B-2: Community Commercial per Zoning Summary letter from National Due Diligence Services dated September 21, 2022.

7(a)

Exterior dimensions of building as shown as measured at ground level.

7(b)

Area of building as measured at ground level of the interior building = 5928 sq ft

7(c)

Measured height of buildings shown to adjacent ground

8

Substantial above ground features observed in the process of conducting field work as shown.

9

Stripped parking stalls as shown - see "Current Zoning Information" table for tabulation.

11

Observed evidence of existing utilities as shown hereon. Underground utility location per markings in the field.

13

Names of adjoining owners as shown hereon.

14

Distance to nearest public street is 100th Ave. NE which is 634.6 feet north of subject property.

16

There was no observed evidence of earth moving work or building construction at the time of our field work.

17

The Surveyor is unaware of any changes in street right-of-way lines either completed or proposed as available from the controlling jurisdiction. There is no observable evidence of recent street or sidewalk construction or repairs.

18

Office easements per documents provided as shown hereon.

ALTA/NSPS Land Title Survey Certification

To Valvoline LLC, a Delaware limited liability company and Fidelity National Title Insurance Company, as follows:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA, and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), (b), 7(a), (b)(1), & 9.11(a)(b), 13, 14, 16, 17, 18 and 21 of Table A thereof.

The field work was completed on October 20, 2022

Dated this 28th day of October, 2022

Revised: 11/20/2022 client comment letter

DEMARC

LAND SURVEYING & ENGINEERING

1001 7th Avenue South

Minneapolis, Minnesota 55428

demarc.com

F.B. No. 11228-05 (Pkg. No. 90111)

field by: JF

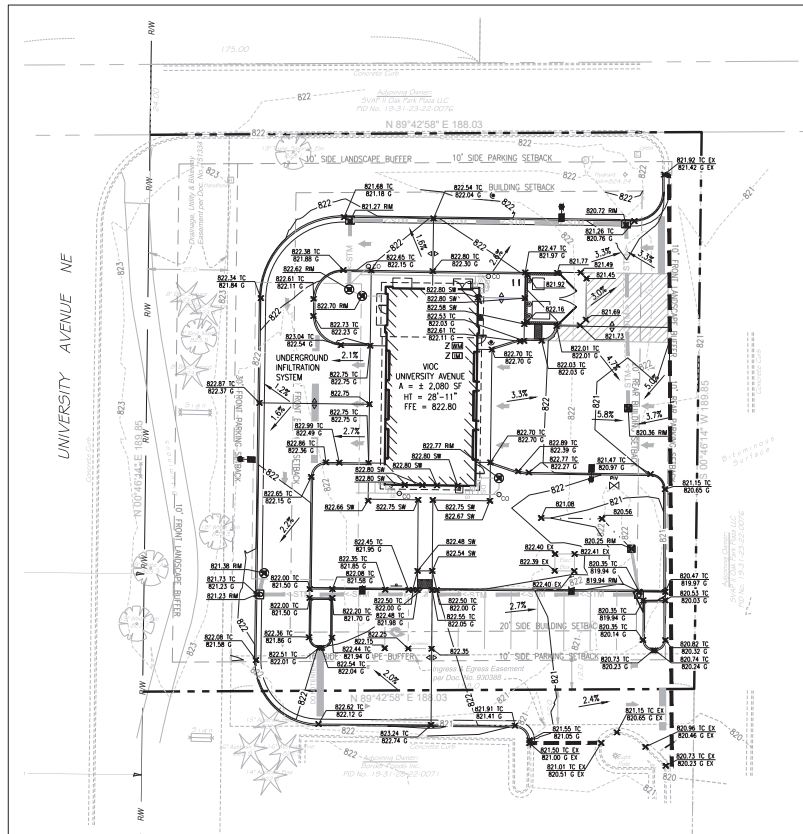
drawn by: JF

File No. F:\survey\heartland-addition-ankk\csl-1\heartland-add01_Surveying - 3011701 CAD001_SurveyBase.dwg

Signature of Surveyor

Gregory R. Frisch

Registration No. 24992



GENERAL GRADING/DRAINAGE NOTES:

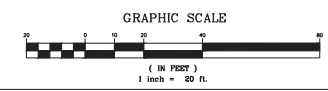
- ALL GRADING AND SITE PREPARATION SHALL CONFORM WITH SPECIFICATIONS CONTAINED IN THE GEOTECHNICAL REPORT.
- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE TO THE CITY LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
- PRIOR TO ANY EXCAVATION OF THE PROJECT SITE, THE CONTRACTOR SHALL NOTIFY THE CITY 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS AND STAKES.
- ALL INDICATED ELEVATIONS ARE FINISHED ELEVATIONS.
- FIELD VERIFY LOCATIONS, SIZES AND IF APPLICABLE INVERTS OF EXISTING UTILITIES FOR PROPOSED CONNECTIONS PRIOR TO CONSTRUCTION.
- LOCATE AND PROTECT ALL UTILITIES ASSOCIATED WITH THE PROJECT PRIOR TO CONSTRUCTION.
- INSTALL SILT CONTROL MEASURES BEFORE BEGINNING SITE WORK. THESE MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- MAINTAIN PROPER SITE DRAINAGE AT ALL TIMES DURING CONSTRUCTION. PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.
- INSTALL ALL APPROPRIATE TREE PROTECTION MEASURES PRIOR TO GRADING.
- CUT AND FILL SLOPES SHALL HAVE A MAXIMUM SLOPE OF 2:1.
- ALL EXCAVATION SHALL INCLUDE CLEARING, STRIPPING AND STOCKPILING TOPSOIL, REMOVING UNSUITABLE MATERIALS, THE CONSTRUCTION OF EMBANKMENTS, CONSTRUCTION FILLS, AND THE FINAL SHAPING AND TRIMMING TO THE LINES AND GRADES SHOWN ON THE PLANS.
- ALL TREES, BRUSH, AND ORGANIC TOPSOIL AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED, UNLESS OTHERWISE SPECIFIED, AND DISPOSED OF AT AN OFF-SITE LOCATION, WITH THE EXCEPTION THAT EXISTING TOPSOIL SHALL BE RETAINED FOR REUSE FOR GENERAL LANDSCAPING AREAS WHICH ARE TO BE FILLED SHALL BE COMPACTED TO A MAXIMUM DENSITY OF 95% AS DETERMINED BY THE MODIFIED ASPHIT COMPACTION TEST IN THE PAVED AREAS AND 85% IN THE OTHER AREAS.
- STRIP AND STOCKPILE TOPSOIL. SPREAD FOUR (4) INCHES MINIMUM OF TOPSOIL ON LANDSCAPE AREAS AND REMOVE EXCESS TOPSOIL. PREPARE SUB-GRADE FOR PAVEMENT AND CURBS AND BACKFILL CURBS AFTER CURB CONSTRUCTION.
- PROVIDE SUPPLY OF TOPSOIL FOR LANDSCAPE CONTRACTOR FOR INSTALLATION IN ALL LANDSCAPE ISLANDS.
- PROVIDE AND INSTALL TOPSOIL IN DISTURBED AREAS TO BE GRASSED, TO INCLUDE PAVEMENT SHOULDERS AND DETENTION AREAS.
- ALL EARTHWORK AND BASE COURSE FOR THE PARKING AREA SHALL BE COMPACTED TO A MINIMUM OF 95% MODIFIED LABORATORY DENSITY. CERTIFICATION SAG COMPACTION SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER, OR HIS/HER REPRESENTATIVE, PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL. BOTH PROOF ROLLING AND COMPACTION TESTING MUST BE APPROVED AND WITNESSED BY THE ENGINEER OR OWNER REPRESENTATIVE.
- THE PAVEMENT SUBGRADE AND BASE COURSE MATERIAL SHALL BE INSPECTED AND APPROVED BY THE ENGINEER OR OWNER REPRESENTATIVE PRIOR TO CONSTRUCTING THE BASE AND SURFACE COURSES THEREON.
- CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE TO ALL INLETS AND CATCH BASINS. AREAS OF SURFACE PONDING SHALL BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
- IF AREAS ARE DISTURBED BEYOND PROPOSED GRADES BY NEGLIGENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY REGRADING OR REPAIR TO MATCH ORIGINAL EXISTING CONDITIONS.
- SHORING SHALL BE DONE AS NECESSARY FOR THE PROTECTION OF THE WORK AND FOR THE SAFETY OF PERSONNEL. SHORING SHALL BE IN ACCORDANCE WITH ALL O.S.H.A AND LOCAL REGULATIONS.
- STRUCTURES FOR STORM SEWERS SHALL BE IN ACCORDANCE WITH THESE IMPROVEMENT PLANS AND THE APPLICABLE STANDARD SPECIFICATIONS. WHERE GRANULAR TRENCH BACKFILL IS REQUIRED AROUND THESE STRUCTURES, THE COST SHALL BE CONSIDERED AS INCIDENTAL AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STRUCTURE.
- CONFIRM INVERTS OF ALL EXISTING STORM INLETS AND SANITARY SEWER MANHOLES BEFORE COMMENCING CONSTRUCTION.
- ALL STORM SEWER LINES 18"-54" DIAMETER ARE TO BE REINFORCED CONCRETE PIPE ACCORDING TO ASTM C-76 TYPE III, UNLESS OTHERWISE SPECIFIED ON PLANS.
- A GEOTEXTILE MATTING (LANDLOCK TRM 450 OR EQUIVALENT) SHALL BE USED FOR EROSION CONTROL IN ALL SLOPES GREATER THAN 3:1V:1H.
- DRAINAGE STRUCTURES AND DETENTION POND SHALL BE MAINTAINED BY PROPERTY OWNERS.
- CONTRACTOR SHALL ADHERE TO PROPOSED GRADES ALONG CREEKS, ESPECIALLY IN THE AREA OF THE PROPOSED DETENTION POND. IF AREAS ARE DISTURBED BEYOND PROPOSED GRADES BY NEGLIGENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY PENALTIES INCURRED.
- SEE GENERAL NOTES FOR ADDITIONAL INFORMATION.
- CONTRACTOR SHALL MAINTAIN ACCESS TO TACO BELL THROUGH SHARED DRIVE TO THE SOUTH AT ALL TIMES. CONTRACTOR SHALL NOTIFY TACO BELL MANAGER 48 HOURS PRIOR TO ANY TEMPORARY CLOSURE FOR CONSTRUCTION.

EXISTING LEGEND:

- Denotes Found Iron Monument
- Denotes Iron Monument Set
- Bullard
- Light
- Power Pole
- Hydrant
- Sanitary Manhole
- Storm Manhole
- Water Main
- Catch Basin
- Fire Department Connection
- Telephone Pedestal Floor
- Communication Pedestal Floor
- Denotes Structure Height to adjacent ground
- Gas Main
- Underground Electric
- Sanitary Sewer
- Storm Sewer
- Watermain
- Overhead Wires
- Sanitary Manhole
- Storm Manhole
- Water Service
- Underground Telephone
- Underground Internet
- Minimum Building Setback Line

PROPOSED LEGEND:

- RIGHT OF WAY
- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED CURB
- PROPOSED CONTOUR
- PROPOSED STORM SEWER PIPE
- DRAINAGE SLOPE AND DIRECTION
- SIDEWALK ELEVATION
- RM ELEVATION
- EXISTING SPOT ELEVATION
- TOP OF CURB
- GUTTER



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DATE	ISSUE
05/12/2023	OWNER REVIEW SET
05/26/2023	PERMIT SUBMITTAL
07/07/2023	REVISION 1

PROFESSIONAL SEAL:
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.
Print Name: Jeffrey Alan Tibbitts
Signature: [Signature]
Date: 07/07/2023 Registration No.: 42586

PROFESSIONAL LICENSE NO.
42586
PROFESSIONAL IN CHARGE
JEFFREY TIBBITTS
PROJECT MANAGER
MAY
QUALITY CONTROL
SMP
DRAWN BY
DPC
PROJECT NAME



VALVOLINE INSTANT OIL CHANGE
SITE DEVELOPMENT PLAN
BLAINE, MN 55434

PROJECT NUMBER
761540-01
SHEET NAME

GRADING PLAN

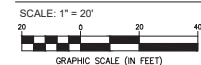
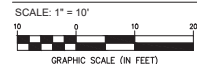
SHEET #

C-3.0

NOT ISSUED FOR CONSTRUCTION

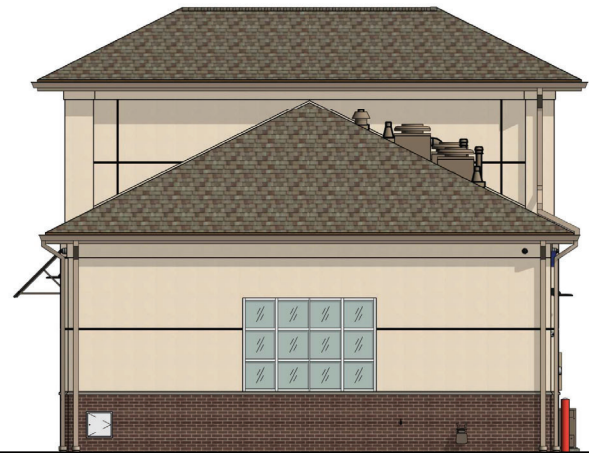
MINNESOTA'S ONE-CALL CENTER
CALL 811 or (800) 252-1166
(651) 454-0002

Source: Name: W:\PROJECTS\761540\761540-01.dwg, Date: 05/12/2023, Time: 1:10:00 PM, User: jctibbitts, Plot Date: 07/07/2023, Time: 1:10:00 PM, User: jctibbitts, Plot Scale: 1"=20', Plot Sheet: 1 of 1, Plot Title: GRADING PLAN

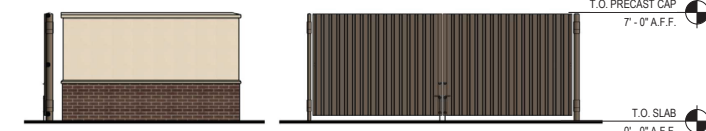




2 OVERALL LEFT SIDE
EXTERIOR ELEVATION (LEFT)
Scale: 1/8" = 1'-0"



4 OVERALL RIGHT SIDE
EXTERIOR ELEVATION (RIGHT)
Scale: 1/8" = 1'-0"



5 OVERALL FRONT & SIDE
TRASH ENCLOSURE ELEVATIONS
Scale: 1/8" = 1'-0"



1 OVERALL BACK
EXTERIOR ELEVATION
Scale: 1/8" = 1'-0"



3 OVERALL FRONT
EXTERIOR ELEVATION
Scale: 1/8" = 1'-0"

EXTERIOR FINISHES - BRICK / EIFS

EXTERIOR INSULATED FINISH SYSTEM:	DRYWIT (SANDPEBBLE FINE) COLOR: E.I.F.S. 1 = #113 AMARILLO WHITE	STANDING SEAM AWNING:	FIRESTONE UNA-CLAD KYNAR 500 / HYLAR METAL 5000 FLUOROCARBON STEEL "CHAMPAGNE METALLIC", UNDERSIDE & FRAME TO BE PAINTED SW 6152 "SUPERIOR BRONZE"	STOREFRONT SYSTEM:	2x4 1/2" KAWNEER TRIFAB VG 451T SERIES CLEAR ANODIZED ALUMINUM STOREFRONT SYSTEM w/ 1" INSULATED GLAZING.
BRICK WAINSCOT: (GRADE TO PRECAST SILL)	BELDEN - "MODULAR MIDLAND BLEND"	ROOF SHINGLES:	OWENS CORNING DURATION SERIES "DRIFTWOOD"	H.M. DOORS & FRAMES:	FIELD PAINT SHERWIN-WILLIAMS SW-7515 "HOMESTEAD BROWN". PROVIDE MOCK-UP AND VERIFY COLOR W/OWNER.
PRECAST SILL: (REFER TO SILL PROFILE)	CUSTOM CAST STONE - "LIGHT BUFF"	MISC. ROOF VENTS, FANS, ETC.	FIELD PAINT SHERWIN-WILLIAMS SW7046 "ANONYMOUS"	O.H. DOOR FINISH:	CLEAR ANODIZED ALUMINUM
MORTAR:	LEHIGH STANDARD KIT - "BEIGE"	GUTTER, DOWNSPOUTS, FASCIA, EXTERIOR SOFFIT, & EXPOSED TRIM	BERRIDGE - "SIERRA TAN"		
MASONRY SEALER:	ALL MASONRY SURFACES SHALL BE TREATED w/ SEALER.				

ISSUE RECORD
DATE

RENDERED ELEVATIONS - 3BAY EXTENDED - BRICK & EIFS



CITY OF BLAINE

RESOLUTION NO. 90-277

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT
PER SECTION 30.14(C) OF THE ZONING CODE
TO HEARTLAND OAK PARK COMMERCIAL LIMITED PARTNERSHIP
108TH & UNIVERSITY AVENUE
LOT 1, BLOCK 1, HEARTLAND ADDITION

WHEREAS, an application has been filed by Heartland Oak Park Commercial Limited Partnership as Conditional Use Permit Case 90-66; and

WHEREAS, a public hearing has been held by the Blaine Planning Commission on September 12, 1990; and

WHEREAS, the Blaine Planning Commission recommends said Conditional Use Permit be granted; and

WHEREAS, the Blaine City Council has reviewed said case on October 4, 1990.

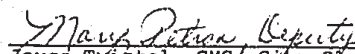
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a Conditional Use Permit is hereby granted per Section 30.14(c) of the Zoning Code to Heartland Oak Park Commercial Limited Partnership at Lot 1, Block 1, Heartland Addition, Anoka County, Minnesota to operate a automobile repair center with the following conditions:

1. Shared access agreement be executed and recorded for Lots 1 & 2.
2. A monument style freestanding sign with a maximum height of five (5) feet.

PASSED by the City Council of the City of Blaine this 4th day of October, 1990.


Elwyn Tanklenberg, Mayor

ATTEST:


Joyce Twistol, CMC, City Clerk

CITY OF BLAINE

RESOLUTION NO. 90-278

A RESOLUTION GRANTING A VARIANCE OF
SECTION 30.15(H) OF THE ZONING CODE OF
THE CITY OF BLAINE
TO HEARTLAND OAK PARK COMMERCIAL LIMITED PARTNERSHIP
108TH & UNIVERSITY AVENUE

WHEREAS, an application has been filed by Heartland Oak
Park Commercial Limited Partnership, as Variance Case No. 90-66;
and

WHEREAS, a public hearing has been held before the Blaine
Planning Commission on September 12, 1990; and

WHEREAS, the Blaine Planning Commission recommends approval
of said Variance Case; and

WHEREAS, the City Council of the City of Blaine has re-
viewed said Variance case on October 4, 1990.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the
City of Blaine that a Variance of Section 30.15(h) of the Zoning
Code is hereby granted to Heartland Oak Park Commercial Limited
Partnership to allow the following:

1. A ten foot variance to the side yard parking setback
along the common property line between Lots 1 & 2,
Block 1, Heartland Addition.

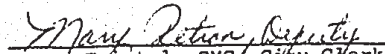
BE IT FURTHER RESOLVED that this Variance is granted due to

1. The variance will not be detrimental to the zoning
district.
2. The variance is the only process provided by the zon-
ing ordinance whereby a shared access can be accom-
plished.

PASSED by the City Council of the City of Blaine this 4th day of
October, 1990.


Elwyn Finklenberg, Mayor

ATTEST:


Joyce Twistol, CMC, City Clerk



City of Blaine

Planning Commission

August 8, 2023 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Tuesday, August 8, 2023. Chair Goracke called the meeting to order at 7:00PM.

2. Roll Call

Members Present: Commission Members Deonauth, Gorzycki, Halpern, Homan, Olson, Swanson, and Chair Goracke.

Members Absent: None.

Staff Present: Shawn Kaye, Planner
Teresa Barnes, Project Engineer

3. Approval of Minutes

3.1. 2023-351 Approval of the July 11, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Gorzycki to approve the minutes of July 11, 2023, as presented. Motion seconded by Commissioner Homan. The motion passed 7-0.

3.2. 2023-314 Approval of the July 19, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Olson to approve the minutes of July 19, 2023, as presented. Motion seconded by Commissioner Gorzycki. The motion passed 7-0.

4. Public Hearing

- 4.2.** 2023-324 Case File No. 23-0055 // Valvoline Instant Oil Change // 10857 University Avenue NE
The applicant is requesting a conditional use permit for a minor auto repair with shared access in the B-2 (Community Commercial) zoning district.
Sponsors: Shawn Kaye, Planner

The report to the planning commission was presented by Shawn Kaye, Planner. The public hearing for Case File 23-0055 was opened at 7:09PM.

Jim Delfeck, Valvoline representative, thanked the planning commission for considering his request.

Chair Goracke questioned how many people this Valvoline location would employ and inquired what the hours of operation would be.

Mr. Delfeck reported this location would have seven full time and two part time employees. He noted the hours of operation would be 7AM to 7PM Monday through Saturday and a few hours on Sundays.

Commissioner Swanson stated she was grateful to see a new use coming to this building.

The public hearing was closed at 7:11PM.

Motion by Commissioner Homan to recommend approval of Planning Case 23-0055 based on the following conditions:

Case 23-0055:

- 1. Site plan approval will be required as a part of the building permit application. All site improvements to be included in the Site Improvement Performance Agreement (SIPA) and covered by an acceptable financial guarantee.**
- 2. A copy of the shared access/parking agreement between lots must be submitted to the Planning Department prior to any work being allowed on site.**
- 3. All lighting on site must meet requirements established by Section 33.02 of the Zoning Ordinance. Freestanding light structures are limited in height to not more than 20 feet.**

Motion seconded by Commissioner Deonauth. The motion passed 7-0.

Chair Goracke noted this would be on the agenda of the September 6, 2023 city council meeting.



City of Blaine

Staff Report

File Number: ORD 23-2527

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Ordinance

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.3

Second Reading

Adopt Ordinance for an Amendment to the 105th Avenue Redevelopment District to Allow Drive-Thrus on the South Side of 105th Avenue (Limited to One Drive-thru Per Parcel), as a Conditional Use. South Side Entertainment District (Case File No. 23-0056/SAS)

Executive Summary

Ordinance amendment to the 105th Avenue Redevelopment District to allow drive-thru's on the southside of 105th Avenue limited to one drive-thru per parcel, with a conditional use permit.

Background

Planning Commission Public Hearing	07/11/23 and 7/19/23
City Council (1st Reading)	08/07/23
City Council (2nd Reading)	08/21/23
Action Deadline (60 days)	08/19/23
Action Deadline (City Extended)	10/18/23

Staff report prepared by Sheila Sellman, City Planner

The applicant is proposing a code amendment to Sections 30.905 Conditional Uses and Section 30.906 Prohibited Uses to add drive-thrus south of 105th Avenue as a conditional use. The 105th Redevelopment Zoning District was created in 2022 specifically for this redevelopment area. The Council meticulously reviewed all possible uses for this redevelopment district and specifically prohibited drive-thrus.

If the Council determines that a drive-thru is appropriate for a portion of this area, staff suggests specific language under Conditional Uses: Drive-thru south of 105th Avenue, limited to one drive-thru per parcel. This would allow a drive-thru on the south side of 105th Avenue and limit it to one drive-thru

per lot, not per development, to keep the number of drive-thrus at a minimum.

The applicant had made this request in May 2023 and it was not approved, City Council suggested that the applicant come back with the request when a user could be identified. The applicant has identified a coffee chain as the user. The user would have a drive-thru, indoor dining and outdoor dining.

Attachment List:

Ordinance Amendment

Narrative

Unapproved Planning Commission Minutes 7/11/23 and 7/19/23

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission held a public hearing on July 11, 2023. A quorum was not present so the Planning Commission continued the public hearing to the next meeting. The Public Hearing continued on July 19, 2023 and was closed. No one from the public was present. The Planning Commission unanimously recommends approval.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
2. Posted on the City website.

Staff Recommendation

By motion, approve the Ordinance.

Attachment List

1. Ord Amend
2. Narrative
3. Unapproved PC Minutes 07/11/23
4. Unapproved PC Minutes 07/19/23



City of Blaine

Signature Copy

Ordinance: ORD 23-2527

Second Reading

Adopt Ordinance for an Amendment to the 105th Avenue Redevelopment District to Allow Drive-Thrus on the South Side of 105th Avenue (Limited to One Drive-thru Per Parcel), as a Conditional Use. South Side Entertainment District (Case File No. 23-0056/SAS)

THE CITY OF BLAINE DOES ORDAIN: (Added portions are underscored and deleted portions are shown in overstrike.)

Section 30.90 105th AVENUE REDEVELOPMENT DISTRICT (RD)

30.905 Conditional uses.

(m) Drive-thru located on south of 105th Avenue NE, limit to one per parcel.

30.906 Prohibited use.

- (a) Auto sales - indoor or outdoor sales.
- (b) Automobile repair.
- (c) Car washes.
- (d) Daycare.
- (e) Drive-thru facilities, except when located south of 105th Avenue NE

INTRODUCED and read in full this 7th day of August, 2023.

PASSED by the City Council of the City of Blaine this 21st day of August, 2023.

Proposed Ordinance

Section 30.90 105th AVENUE REDEVELOPMENT DISTRICT (RD)

30.905 Conditional uses.

- (m) Drive-thru located on south of 105th Avenue NE, limit to one per parcel

30.906 Prohibited use.

- (a) Auto sales - indoor or outdoor sales.
- (b) Automobile repair.
- (c) Car washes.
- (d) Daycare.
- (e) Drive-thru facilities, except when located south of 105th Avenue NE

Southside Narrative

A popular and desired coffee chain is looking for 1,200 sq ft to lease at the National Sports Village. In their 13 page Letter of Intent, they have outlined very specific needs, including a drive-thru as an essential design element needed to support their business needs. A big component, beyond safety, for the right in right out into the development was to provide the potential conveniences such as excellent coffee & morning food options for the thousands that travel south on Radisson Rd for work every day. With the drive-thru amendment approval; NSV will be able to welcome in this highly desired coffee chain and provide a convenience so many locals desire.



City of Blaine

Planning Commission

July 11, 2023 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Tuesday, July 11, 2023. Chair Goracke called the meeting to order at 7:00PM.

2. Roll Call

Members Present: Commission Members Gorzycki, Homan, and Chair Goracke.

Members Absent: Commission Members Deonauth, Halpern, Swanson, and Olson.

Staff Present: Shawn Kaye, Planner
Shelia Sellman, City Planner
Teresa Barnes, Project Engineer

4. Public Hearing

- 4.2.** 2023-268 Case File No. 23-0056 // South Side Entertainment District // 2030 105th Avenue NE
The applicant is requesting a code amendment to the 105th Avenue Redevelopment District to allow drive-thru's on the south side of 105th Avenue, limited to one drive-thru per parcel, as a conditional use.
Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 23-0056 was opened at 7:07PM.

Chair Goracke noted this item would be continued to the next planning commission meeting with a date yet to be determined.



City of Blaine

Planning Commission

July 19, 2023 | 5:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Wednesday, July 19, 2023. Chair Goracke called the meeting to order at 5PM.

2. Roll Call

Members Present: Commission Members Gorzycki, Olson, Swanson, and Chair Goracke.

Members Absent: Commission Members Deonauth, Halpern and Homan.

Staff Present: Shawn Kaye, Planner
Shelia Sellman, City Planner

3. Approval of Minutes

3.1. 2023-319 Approval of the June 13, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Gorzycki to approve the minutes of June 13, 2023, as presented. Motion seconded by Commissioner Swanson. The motion passed 4-0.

4. Public Hearing

4.1. 2023-268 Case File No. 23-0056 // South Side Entertainment District // 2030 105th Avenue NE
The applicant is requesting a code amendment to the 105th Avenue Redevelopment District to allow drive-thru's on the south side of 105th Avenue, limited to one drive-thru per parcel, as a conditional use.
Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The

public hearing for Case File 23-0056 was opened at 5:03PM. As no one wished to appear, the public hearing was closed at 5:04PM.

Motion by Commissioner Olson to recommend approval of a code amendment to the 105th Avenue Redevelopment District to allow drive-thru's on the south side of 105th Avenue NE, limited to one drive-thru per parcel, as a conditional use permit. Motion seconded by Commissioner Swanson. The motion passed 4-0.

Chair Goracke noted this would be on the agenda of the August 7, 2023 city council meeting.



City of Blaine Staff Report

File Number: RES 23-111

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Resolution

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.4

Resolution Granting a Conditional Use Permit for a Drive-Thru on the Southern Portion of Building Two in the RD (105th Redevelopment District) Zoning District at 2030 105th Avenue NE. South Side Entertainment District (105th Blaine Business Park, LLC) (Case File No. 23-0059/SAS)

Executive Summary

The applicant is requesting a conditional use permit for a drive-thru on the south side of proposed building two, a site plan amendment to include the drive-thru and signage plan for the development.

Background

Planning Commission Public Hearing	Not Applicable
City Council - Public Hearing (Conditional Use Permit)	08/21/23
City Council - (Conditional Use Permit)	09/06/23
Action Deadline (60 days)	08/20/23
Action Deadline (City Extended)	10/19/23

Staff report prepared by Sheila Sellman, City Planner, and Teresa Barnes, Project Engineer

The Council held the public hearing at the August 21, 2023 meeting and opened and closed the hearing. No one from the public spoke at the hearing. The item was postponed to the September 6, 2023 meeting at the request of the developer.

Zoning

The subject site is zoned 105th Avenue Redevelopment District. The subject site is at the corner of 105th Avenue and Radisson Road. Kwik Trip is across 105th Avenue and is zoned PBD (Planned Business District). The parcels to the west and south are zoned Airport and consist of soccer fields or ball fields. Across Radisson Road is Victory Links Golf Course, also zoned Airport.

Existing Conditions

The site is open green space.

History

The subject site received site plan approval on April 3, 2023 for two buildings on one lot. Building one has been approved for a 9,100 square foot Pizza Pub Prime with a 3,000 square foot roof top patio and a 1,000 square foot ground patio. Building two has been approved for a 20,000 square foot mixed-use building with outdoor patios. On May 1, 2023, the subject site received a conditional use permit for two buildings on one lot, outdoor dining, and shared parking and preliminary plat to create two lots. The final plat was approved on June 20, 2023.

Evaluation of Request

The applicant is requesting approval of a drive-thru on the southern side of building two. The proposed user will be a coffee chain and will have indoor seating and patio seating options as well. The site plan approval in April 2023 and previous conditional use permit approval included setbacks, landscape requirements, and architecture review, and comply with the 105th Redevelopment District requirements. The proposed site plan amendment adds the drive-thru and the remainder of the development remains as previously approved.

Signage

The proposed sign plan meets code requirements for the 105th Avenue Redevelopment Zoning District. Building signage is limited to 150 square feet per building. The proposal includes awning signage and is consistent with design guidelines.

Grading/Storm Drainage

The addition of the drive-thru on the south side of the south building will not significantly alter the previously submitted site plan for grading or storm water drainage. The developer will still grade the entire site as shown on the CCWD and city approved grading, drainage, erosion protection and sediment control plans prepared by the Developer's engineer. The plans shall include existing drainage patterns (contours) with flow arrows, soil boring locations, perimeter site protection, tree preservation, tree clearing limits, custom grading, proposed grading contours, proposed drainage patterns with flow arrows, storm water management, SWPPP information, temporary erosion protection Best Management Practices (BMPs), and temporary sediment control BMPs information for the site. The SWPPP may be included in the construction plan sheet(s) or prepared as a separate document and included in the development construction contract specifications.

Utilities

The addition of the drive-thru on the south side of the south building will not significantly alter the previously submitted site plan for utilities. Standard water and sanitary sewer access charges (WAC & SAC) become due with each building permit at the rate established at the time the building permit is issued.

Wetlands/Watershed/FEMA

The addition of the drive-thru on the south side of the south building will not significantly alter the previously submitted site plan for wetlands, watershed or FEMA. The developer will need to submit the project to Coon Creek Watershed District (CCWD). Review, approval and permits are required prior to city plan approval and start of site work.

Access/Street Design/Sidewalks/Trails

The addition of the drive-thru on the south side of the south building will not alter the proposed access points as previously submitted. The site will be accessed from 105th Ave NE and from Radisson Road (with county approval). Sidewalks and trails will be constructed as per the previously proposed site plan.

Easements/Right-of-way/Permits

The developer will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the City prior to any site work.

Conditional Use Permit

A city exercises "quasi-judicial" authority when considering a CUP application. This means the city's role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - The use will not create an excessive burden on existing parks, schools, streets and other public facilities and utilities. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district.
2. The use is located and designed to meet the intended character of the redevelopment area.
 - The design includes higher finishes and a four-sided design. The proposed uses are compatible with adjoining properties.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
 - The design includes higher finishes and a four-sided design. The proposed uses will not have an adverse effect on adjacent properties.
4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - The uses are consistent with the purposes of the zoning code and the redevelopment district.
6. The use shall not be in conflict with the comprehensive plan of the City. The subject site is guided Planned Commercial.
 - The proposed uses are not in conflict with the comprehensive plan.
7. The use will not cause traffic hazard or congestion.
 - The proposed use will not generate any additional traffic hazard or congestion.
8. The use shall have adequate utilities, access roads, drainage, and necessary facilities.

- The existing structure is served with the required utility services, adequate roadway infrastructure and necessary drainage facilities to service the proposed uses.

Attachment List

Zoning and Location Map
Narrative
Site Plan
Resolution 23-58

Strategic Plan Relationship

The 105th Redevelopment area is defined in the Growth Management priority in the Strategic Plan.

Board/Commission Review

The public hearing is being held at the City Council meeting, therefore no review or recommendation was received from the Planning Commission. Conditional use permits for changes in commercial or industrial tenants not neighboring residential areas are often referred directly to the City Council to expedite the review process for the applicant.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Mailed to property owners within 350 feet of the property boundaries.
2. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
3. Posted on the City website.

Staff Recommendation

By motion, adopt the Resolution.

Attachment List

1. Attachments
2. RES 23-80_CUP



City of Blaine

Signature Copy

Resolution: RES 23-111

Resolution Granting a Conditional Use Permit for a Drive-Thru on the Southern Portion of Building Two in the RD (105th Redevelopment District) Zoning District at 2030 105th Avenue NE. South Side Entertainment District (105th Blaine Business Park, LLC) (Case File No. 23-0059/SAS)

WHEREAS, an application has been filed by 105th Blaine Business Park, LLC as Conditional Use Permit Case File No. 23-0059 for South Side Entertainment District; and

WHEREAS, said case involves the property described as follows:

Lot 1, Block 1, National Sports Center Addition

WHEREAS, the Blaine City Council held a public hearing on August 21, 2023; and

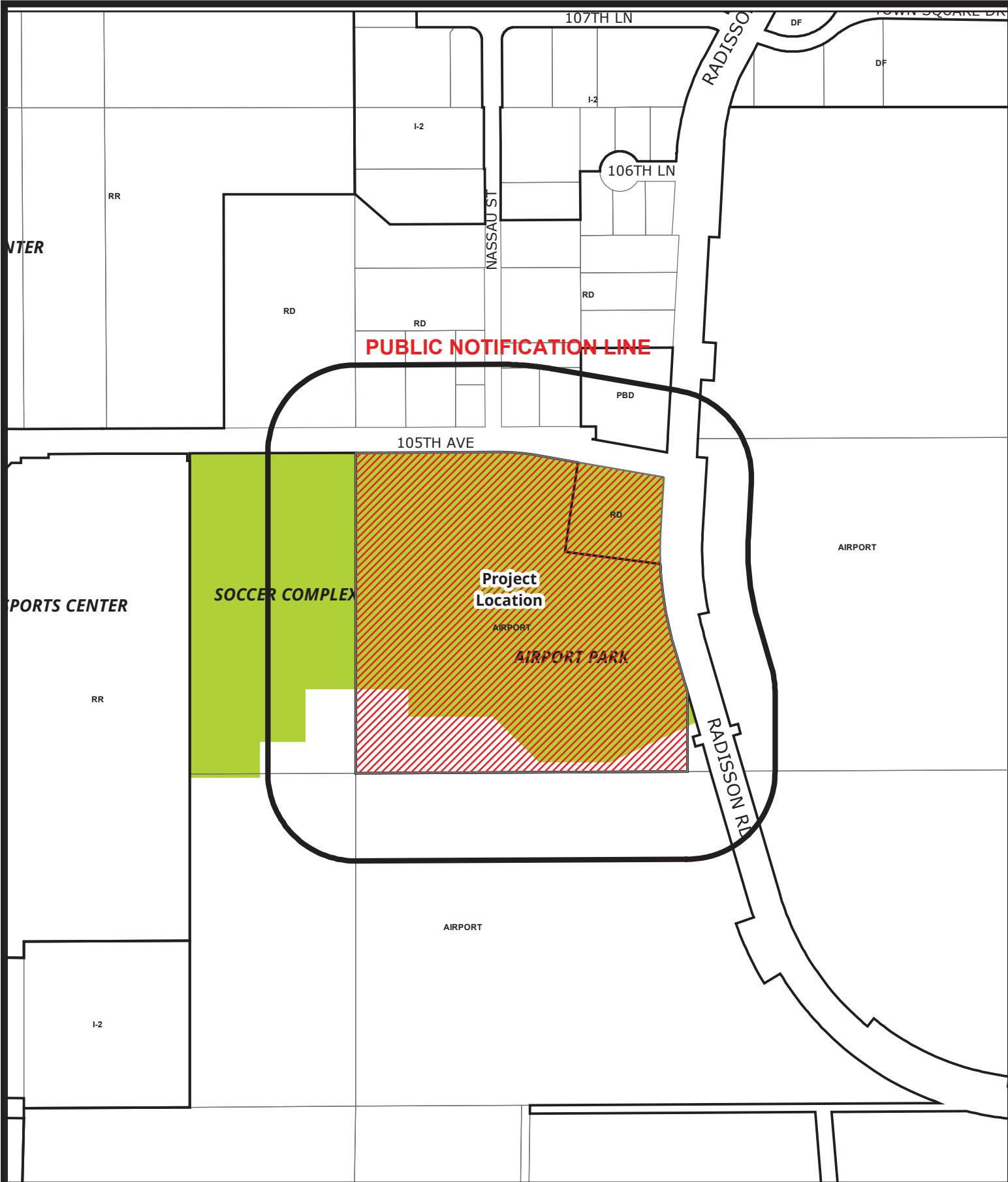
WHEREAS, the Blaine City Council has reviewed said case on September 6, 2023; and

WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit have been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 30.90 Code of Ordinances and 27.04 of the Zoning Ordinance to allow a drive-thru on the southern portion of building two with the following conditions:

1. All conditions in Resolution 23-80 shall apply.

PASSED by the City Council of the City of Blaine this 6th day of September 2023.



Case File No. 23-0059
South Side Entertainment District



Southside Narrative

A popular and desired coffee chain is looking for 1,200 sq ft to lease at the National Sports Village. In their 13 page Letter of Intent, they have outlined very specific needs, including a drive-thru as an essential design element needed to support their business needs. A big component, beyond safety, for the right in right out into the development was to provide the potential conveniences such as excellent coffee & morning food options for the thousands that travel south on Radisson Rd for work every day. With the drive-thru amendment approval; NSV will be able to welcome in this highly desired coffee chain and provide a convenience so many locals desire.



City of Blaine

Signature Copy

Resolution: RES 23-80

Resolution Granting a Conditional Use Permit for Two Buildings on One Lot, Outdoor Dining and Shared Parking at 2030 105th Avenue NE. South Side Entertainment District (105th Blaine Business Park, LLC) (Case File No. 23-0032/SAS)

WHEREAS, an application has been filed by 105th Blaine Business Park, LLC as Conditional Use Permit Case File No. 23-0032 for South Side Entertainment District; and

WHEREAS, said case involves the property described as follows:

The Northeast Quarter of the Southwest Quarter of Section 21, Township 31, Range 23, EXCEPT that part of the Northeast Quarter of the Southwest Quarter of Section 21, Township 31, Range 23 lying northerly of the northerly right-of-way line of 105th Avenue Northeast and lying westerly of the westerly right-of-way line of Anoka County Right of Way Plat No. 62, Anoka County, Minnesota.

Abstract Property

WHEREAS, the Blaine Planning Commission held a public hearing on April 12, 2023, and recommended approval regarding said Conditional Use Permit; and

WHEREAS, the Blaine City Council has reviewed said case on May 1, 2023; and

WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit has been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 30.90 Code of Ordinances and 27.04 of the Zoning Ordinance to allow two buildings on one lot, outdoor dining, and shared parking with the following conditions:

1. Shared parking facilities agreement shall be recorded with the County (an irrevocable covenant running with the land). A certified copy of the recorded agreement shall be provided to the zoning administrator prior to issuance of a building permit.
2. The outdoor dining area is subject to a SAC review and payment. The applicant must work with the City's Chief Building Official and Metropolitan Council to determine the amount required for this use.
3. Plans for amplified music or a public address system for the outdoor dining area are to be reviewed by the City and approved by the management company prior to installation.

Noise level of the music in the outdoor dining area is not to exceed normal conversation level.

4. No outdoor advertising on building or patio area without obtaining a permit.
5. The ability to operate outdoor dining is reliant upon the applicant's ability to adequately control litter and refuse as associated with the facility.
6. Exit doors on any railing or fence in the outdoor dining area shall be openable from the inside without the use of a key or any special knowledge or effort, per the Minnesota Building Code. Fencing must meet the design guidelines for the district.
7. Provide manufacturing specifications and requirements for propane heater use and clearance for combustibles if they are to be used on site.
8. A sign plan must be approved by the City Council and be consistent with the design guidelines.

PASSED by the City Council of the City of Blaine this 1st day of May, 2023.



Signed by

Tim Sanders, Mayor

Signed by

Cathy Sorensen, CMC, City Clerk



City of Blaine Staff Report

File Number: RES 23-134

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Resolution

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.5

Resolution Granting a Signage Plan for National Sports Village (South Side Entertainment) at 2030 105th Avenue NE. (Case File No. 23-0059/SAS)

Executive Summary

As part of the 105th Redevelopment Zoning District, a signage plan must be approved by the City Council. The proposed signage meets requirements of the district.

Background

Planning Commission Public Hearing	Not Applicable
City Council (Signage Plan)	08/21/23
Action Deadline (60 Days)	08/20/23
Action Deadline (City Extended)	10/19/23

Staff report prepared by Sheila Sellman, City Planner

Zoning

The subject site is zoned 105th Avenue Redevelopment District.

History

The subject site received site plan approval on April 3, 2023 for two buildings on one lot. Building one has been approved for a 9,100 square foot Pizza Pub Prime with a 3,000 square foot roof top patio and a 1,000 square foot ground patio. Building two has been approved for a 20,000 square foot mixed-use building with outdoor patios.

On May 1, 2023 the subject site received a conditional use permit for two buildings on one lot, outdoor dining, and shared parking and preliminary plat to create two lots. The final plat was approved on June 20, 2023.

Evaluation of Request

Signage

The proposed sign plan meets code requirements for the 105th Avenue Redevelopment Zoning District. Building signage is limited to 150 square feet per building. The proposal includes awning signage and is consistent with design guidelines.

Two signs are allowed per business. The two allowed signs must be one wall sign and either a three-dimensional sign, projecting sign or awning sign.

(a) All signs shall adhere to the following design standards:

1. Use simple sign shapes to complement the architecture of the building.
2. Signs shall not obscure architectural features of buildings, including window or door openings.
3. Sign shall be used to display the primary name of the business only.
4. (Use only one line of lettering, if possible.
5. Only one sign containing the business name or graphic logo shall be permitted per street facing side. Projecting signs are allowed in addition to the one sign allowed facing the street. Use simple, bold lettering with sufficient contrast between the lettering and the background.

The proposed sign plan meets these standards as well as the design guidelines.

(b) Sign lighting.

1. Indirect incandescent lighting shall be permitted.
2. Place spotlights discreetly to shield from pedestrians and vehicular traffic.
3. Neon signage may be used if approved as part of the overall sign plan.

The proposed sign plan meets these standards.

(c) Wall signs. Wall signs shall meet the following requirements:

1. The total building signage may have an aggregate area not exceeding one square foot for each foot of building face parallel or substantially parallel to a street lot line with a maximum of 150 square feet.
2. It must not project more than 12 inches from the wall to which the sign is affixed.

(d) Multi-tenant wall signs.

1. Where a principal building is devoted to two or more permitted uses, the operator of each use may install a wall sign for its use consistent with a building sign plan approved by the city. The total gross signage for the entire building may not exceed one square foot for each foot of the building face parallel, or substantially parallel, to a street lot line with a maximum of 25 square feet per business.
2. Design the sign plan to emphasize the whole width and geometry of the building and individual storefronts and tenant spaces.

3. Placement of individual tenant signs shall be coordinated to achieve a unified signage appearance in sign heights, widths, depths, coloring and lettering sizing.
4. Signs shall use a common lettering style and color scheme.
5. A sign shall not span across different buildings.

The proposed signage meets these standards and is consistent with the design guidelines.

(e) Monument signs.

1. The area of a monument sign may not exceed 15 square feet.
2. A monument sign may be located in a required yard but must be pedestrian in scale and does not block architecture features, including window and door openings.
3. A monument sign may not project higher than five feet, as measured from the base of the sign or grade of the nearest roadway, whichever height is less.
4. Signs shall use a common lettering style and color scheme.

The proposed monument sign meets these requirements and will have the logo for the development and address.

(f) Awning signs.

1. Signage on awnings is permitted on the end panel or valance only. Lettering size shall be proportional to the space available as approved by the zoning administrator.
2. The gross surface area of an awning or canopy sign may not exceed 50 percent of the gross surface area of the smallest face of the awning or canopy to which the sign is affixed.

The proposed awning signs meet these standards and are consistent with the design guidelines.

Attachment List

Zoning and Location Map
Signage Plan
Design Guidelines

Strategic Plan Relationship

The 105th Redevelopment area is defined in the Growth Management priority in the Strategic Plan.

Board/Commission Review

Not applicable.

Financial Impact

Not applicable.

Public Outreach/Input

A public hearing is not required for approval of a sign plan.

Staff Recommendation

By motion, adopt the Resolution.

Attachment List

1. Zoning and Location Map
2. Signage Plan
3. Design Guidelines



City of Blaine

Signature Copy

Resolution: RES 23-134

Resolution Granting a Signage Plan for National Sports Village (South Side Entertainment) at 2030 105th Avenue NE. (Case File No. 23-0059/SAS)

WHEREAS, an application has been filed by 105th Blaine Business Park, LLC for development signage plan approval Case File No. 23-0059 for National Sports Center Development (previously South Side Entertainment District); and

WHEREAS, said case involves the property described as follows:

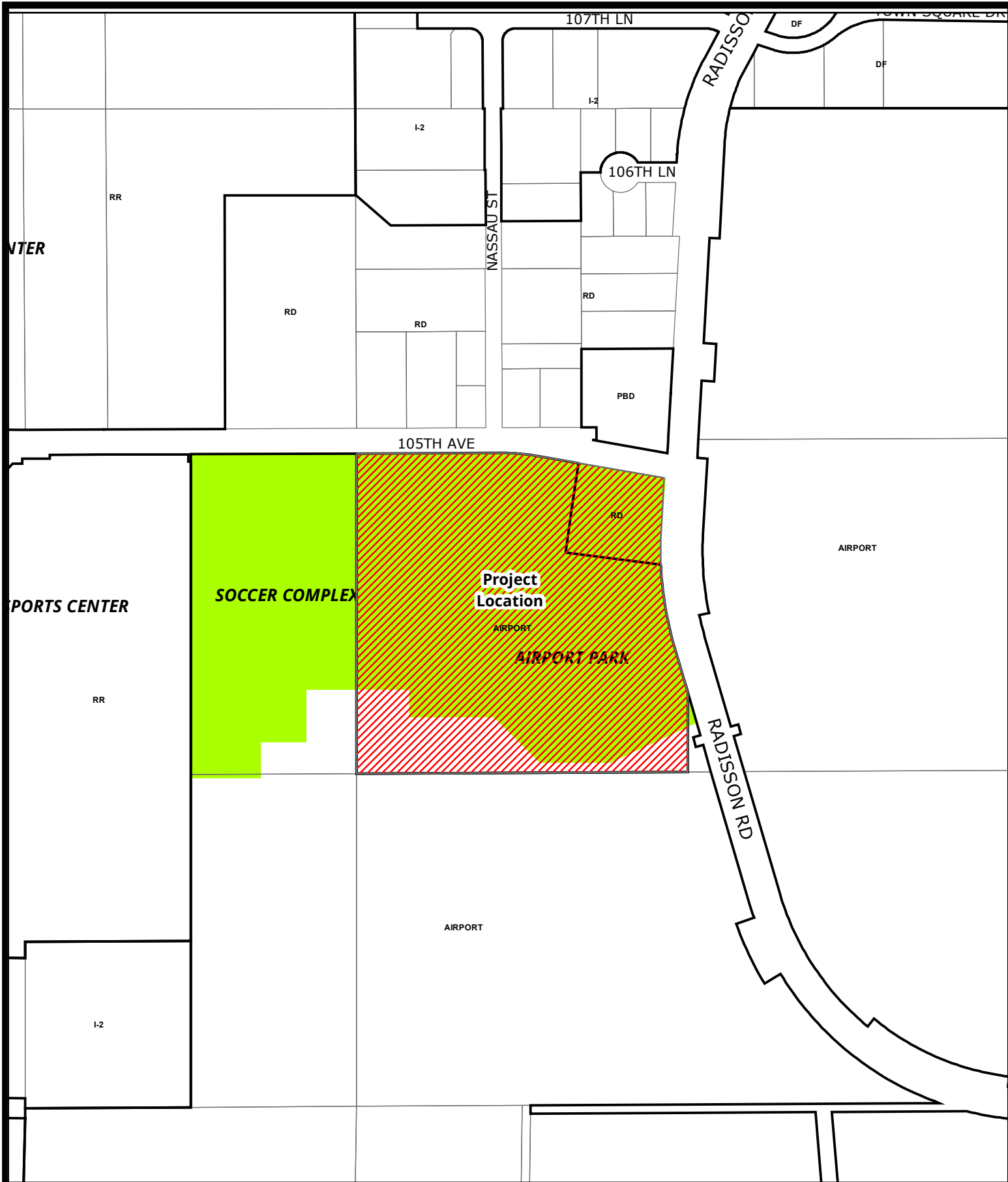
Lot 1, Block 1, National Sports Center Addition

WHEREAS, the Blaine City Council has reviewed the sign plan on August 21, 2023; and

WHEREAS, the criteria identified in Section 30.916 for granting approval of signage plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that the signage plan for National Sports Center is hereby approved per Section 30.916.

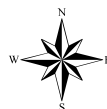
PASSED by the City Council of the City of Blaine this 21st day of August 2023.



BlaineMN.gov

Case File No. 23-0059 South Side Entertainment District

Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180



SOUTH SIDE ENTERTAINMENT DISTRICT : SIGNAGE STANDARDS

SITE SIGNAGE OVERVIEW

Site signage standards have been created to align with city rules and provide tenants the ability to clearly indicate their location, products and services while presenting a high quality and refined appearance that elevates the impression of the area to guests and passersby.

For clarity we have labeled the north building as “A” and the south building as “B”. Building “A” is being developed as a single tenant restaurant space while building “B” is planned as a multi-unit space that could accommodate up to eight individual businesses.

The total signage allocations for each building is based on 1sf per linear foot of street frontages and the below frontage measurements.

BUILDING A

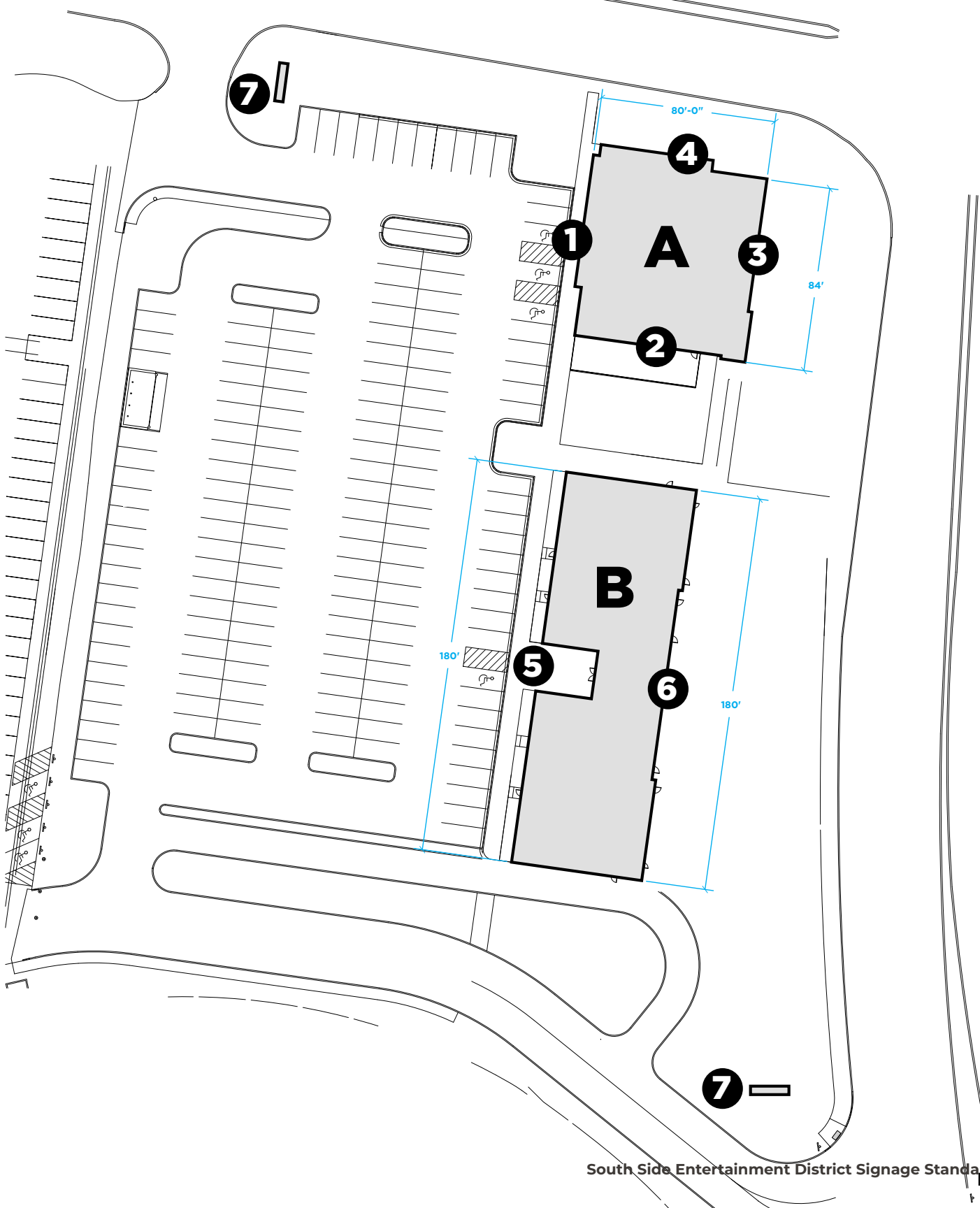
- North: 80’
- East: 84’

Total building allocation limited to 150sf based on city standards used for single tenant structures.

BUILDING B

- East: 180’
- West: 180’

Total building allocation limited to 150sf. This allows for signage at parking approach side and main public face on the Radisson frontage.



SITE SIGNAGE OVERVIEW

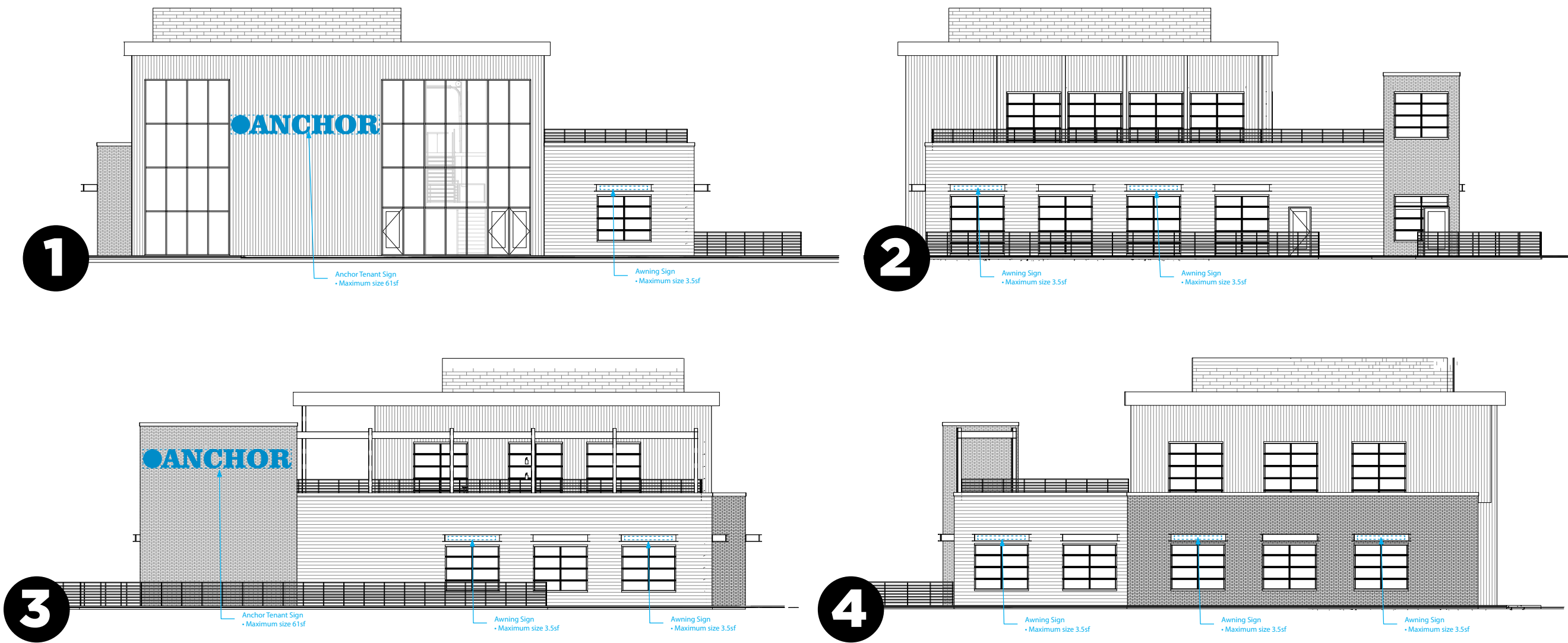
BUILDING “A” REQUIREMENTS:

East and West faces of the building shall have larger lit wall signs no greater than 122 sqft total consisting of individual letters and logo or type mark of the restaurant. The colors of signage are dependent on restaurant branding. Additional building signage shall be painted or applied to up to eight window eyebrows of 3.5 sqft each. No building face shall contain more signage area than 10% of the gross building facade that it is on. Additional interior wall signage, not placed on glass, but on an inside wall within the building and can be seen from the exterior shall be allowed. A neon-like “OPEN” window sign shall be allowed if it is tailored to the tenant’s brand. No other window signs are allowed. Temporary sandwich board signs shall be allowed for specials, events, or as directional signage. Painted wall murals by restaurants are allowed but must have landlord approval.

BUILDING “B” REQUIREMENTS:

No building elevation shall contain more signage area than 10% of the gross building elevation. Lit letter signs for tenants shall be of uniform font, white, and 16” in height and 6” stainless steel letters mounted below the illuminated sign. Total allowable sign area per standard tenant is 18.75sf. Each tenant shall be allowed two sign sets, one on the east and one on the west elevation. Signs will vary in length and be centered above each tenants’ storefront section(s) or rear and side walls. Any tenant leasing more than 3500sf of building space may use an “anchor” style sign of 37.5sf. Additional interior wall signage, not placed on glass, but on an inside wall within the building and can be seen from the exterior shall be allowed. A neon-like window sign with the text “OPEN,” not exceeding 2 sqft shall be allowed. No other window signs are allowed. Temporary sandwich board signs shall be allowed for specials, events, or as directional signage. Painted wall murals by the landlord are allowed.

BUILDING “A” :



Signage Allocation Totals

1: 64.5sf

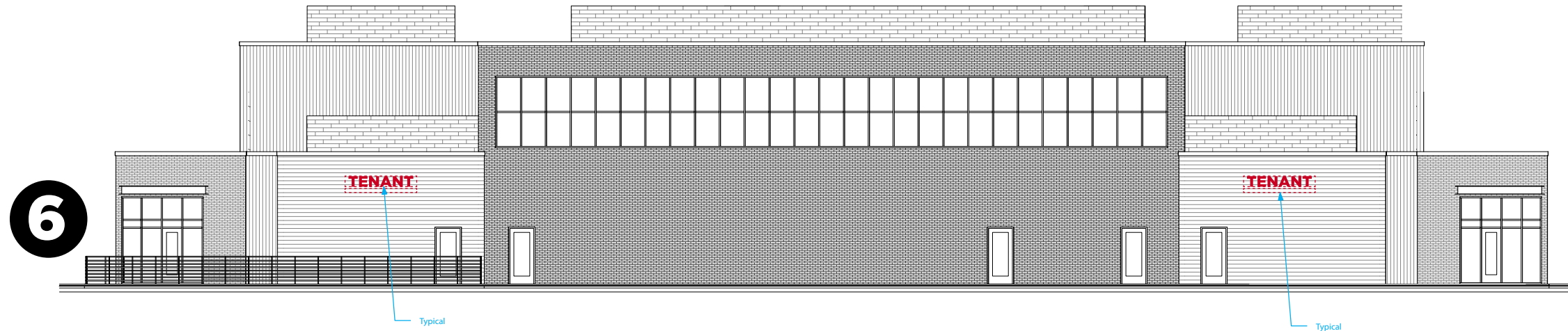
2: 7sf

3: 68sf

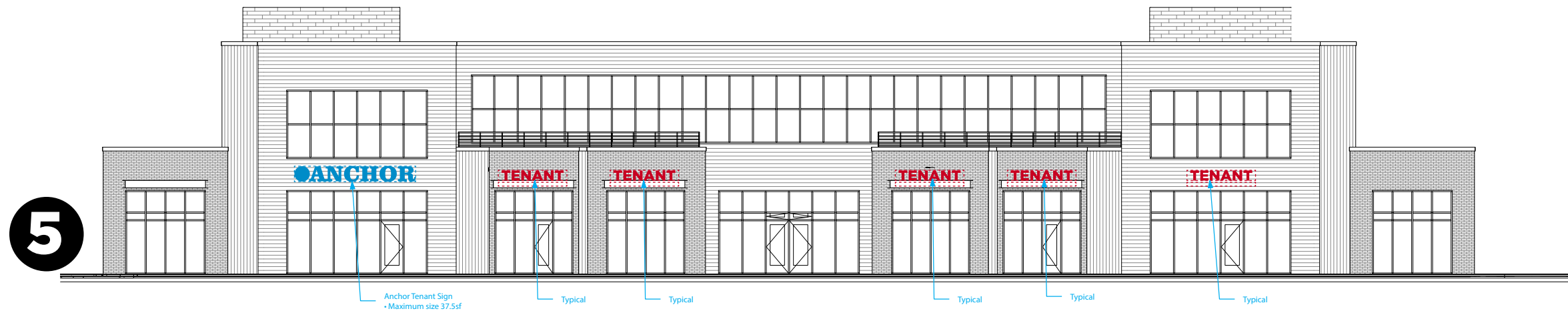
4: 10.5sf

TOTAL: 150sf

BUILDING “B”



Each of the potential tenants (up to eight total based on occupied spaces) will receive an allocation of 18.75sf signage. A tenant that rents more than 3500sf of space would be considered an anchor tenant and follow the anchor tenant signage guidelines with an allocation of 37.5sf. Every anchor tenant allocation would eliminate an additional standard tenant sign thus keeping total sign allocation the same.



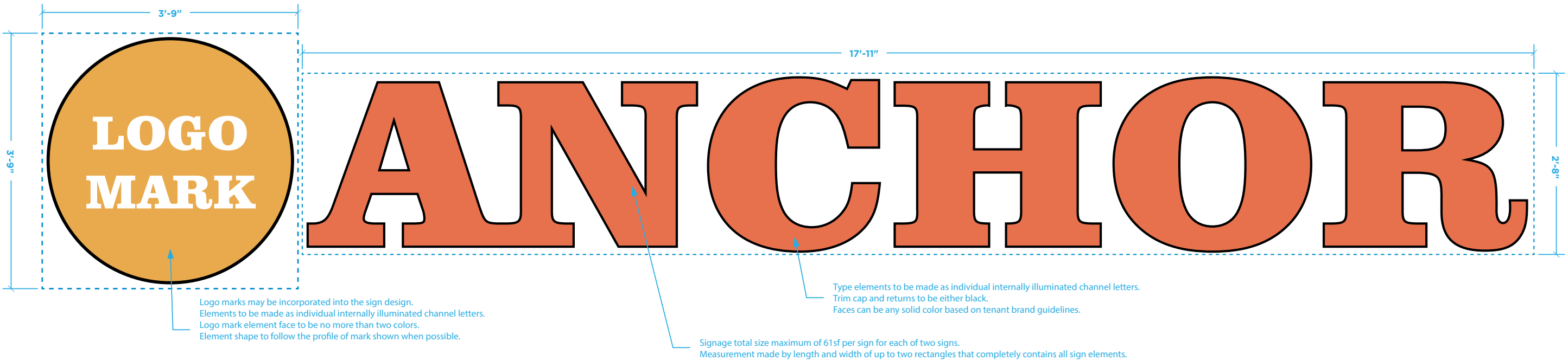
Signage Allocation Totals

6: 28.5sf

5: 121.5sf

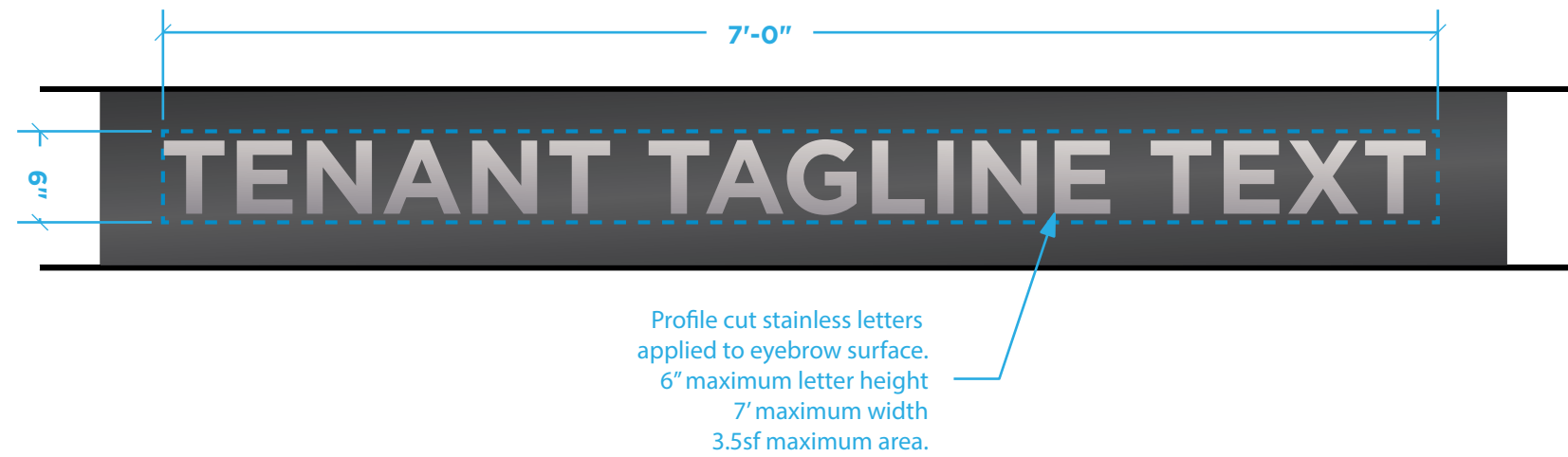
TOTAL: 150sf

BUILDING “A” SIGN DETAILS : ANCHOR SIGNAGE



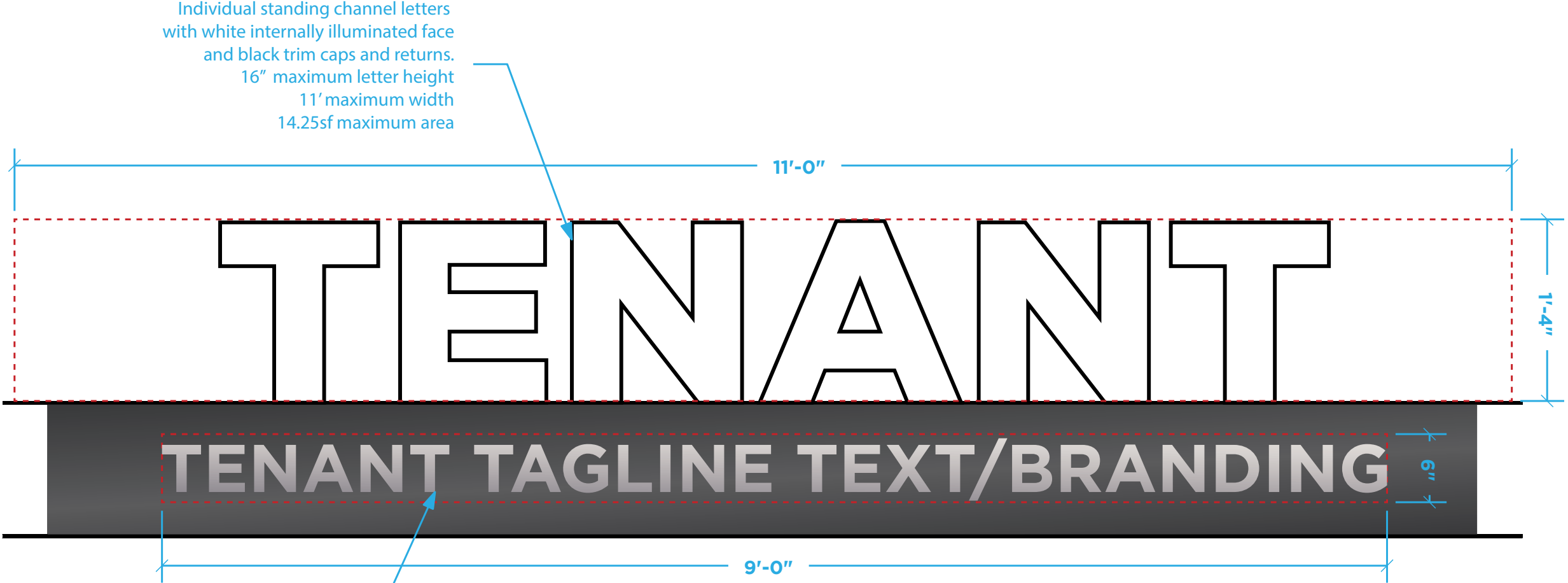
The tenant of building “A” will be allocated two anchor signs, one on the west elevation and one on the east elevation. Each sign will be internally illuminated channel letters/forms and be a maximum of 61sf. Measurement can utilize up to two separate, adjacent, rectangular forms the areas of which add up to 61sf.

BUILDING “A” SIGN DETAILS : AWNING SIGNS



The tenant of building “A” will be allocated up to 8 awning/ eyebrow signs. Each sign will be made of applied individual stainless letters applied to the vertical face of the eyebrow. The maximum height is 6” and maximum width is 7’ for a total maximum area of 3.5sf.

BUILDING “B” SIGN DETAILS : TENANT SIGNAGE

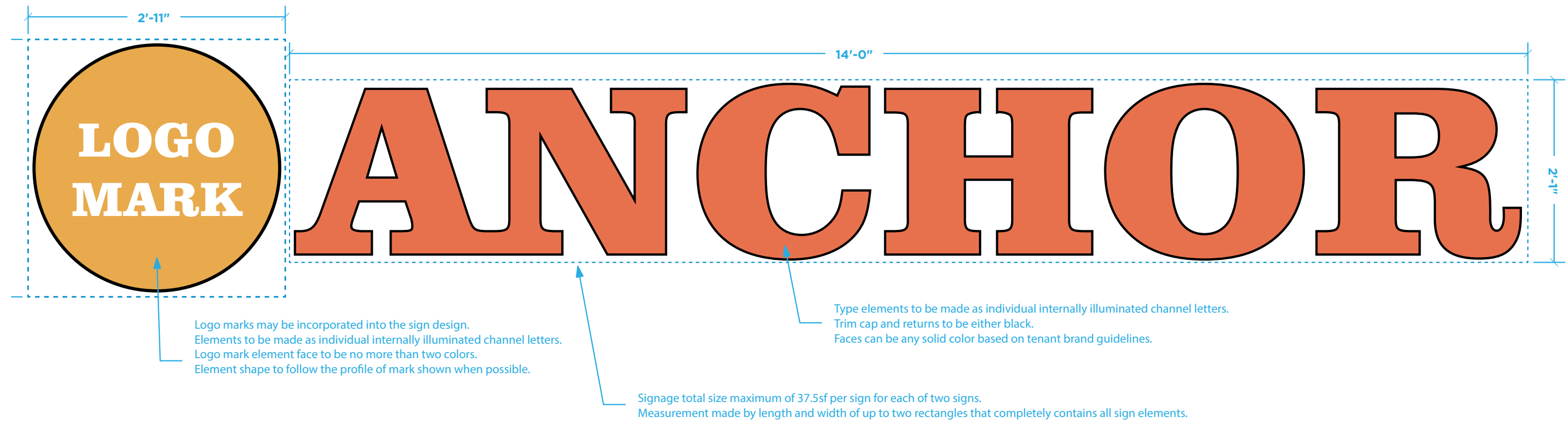


Profile cut stainless letters applied to eyebrow surface.
6" maximum letter height
9' maximum width
4.5sf maximum arear



Each of the potential tenants (up to eight total) will receive an allocation of 18.75sf signage. It is divided into 14.25sf for individual illuminated letters and optional additional 4.5 for profile cut letters applied to the awning eyebrow. This is applied on both the east and west building elevations. A tenant that rents more than 3500sf of space would be considered and anchor tenant and follow the anchor tenant signage guidelines with an allocation of 37.5sf. Every anchor tenant allocation would eliminate a additional standard tenant sign thus keeping total sign allocation the same.

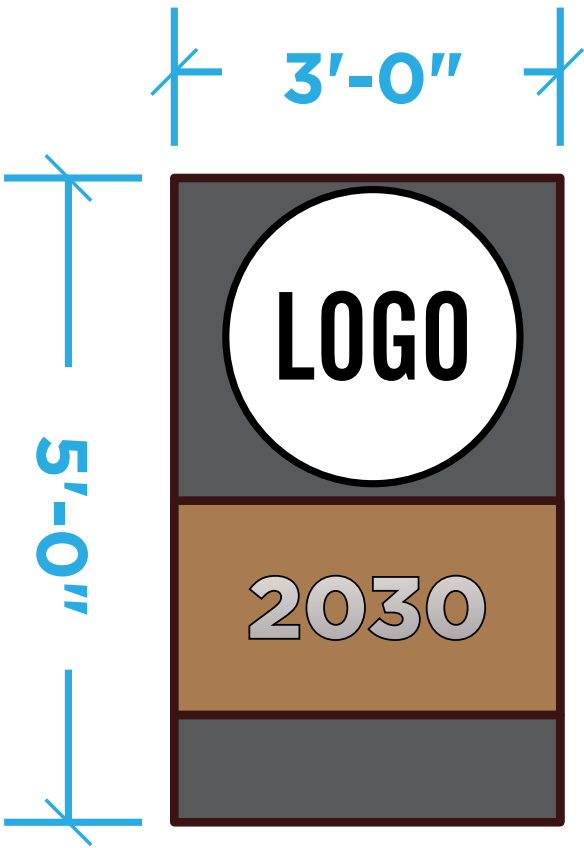
BUILDING “B” SIGN DETAILS : ANCHOR SIGNAGE



The anchor tenant (retal of greater than 3500sf of interior space) of building “B” will be allocated two anchor signs, one on the north elevation and one on the east elevation. Each sign will be internally illuminated channel letters/forms and be a maximum of 37.5sf. Measurement can utilize up to two separate, adjacent, rectangular forms the areas of which add up to 37.5sf.

MONUMENT SIGN

7



The two double sided site monument signs will use the same finishes applied to the two building on site. The name of the development (TBD) and location address number will be produced as pin mounted stainless letters in a standard font.

Sign will be lit using narrow beam spotlight ground lights. Extent of light will be controlled so that the beam does not shine past the sign surface.

105th

Redevelopment District

Design Guidelines

Dated: July 8, 2022



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Prepared by the City of Blaine
Planning Department
July 18, 2022

Contents

- 4** Introduction
- 5** Vision
- 7** Goals
- 8** Design Preview Process
- 9** Land Uses
- 10** Multi-Family Residential
- 14** Commercial
- 29** Sign Examples

Introduction



The purpose of this document is to establish design guidelines and a framework for the district. This document shall act as a manual and be referenced while reviewing development. These guidelines include architectural design elements, parking, streetscape, lighting, landscape and signage for the district. It is to be understood that the area will not develop exactly as the master plan shows but shall be consistent with these guidelines.

Vision

The City has identified key redevelopment areas in the 2040 Comprehensive Land Use Plan. The 105th Avenue Redevelopment Area is a high priority area. The City will work in partnership with the National Sports Center (NSC) to capitalize on the visitor traffic to this area. There are over 6 million visitors to this area and with the growing population of Blaine, this area is primed for creating a place to capture this energy. This area will be an entertainment hub, a destination, a gathering place.





Goals

01

Encourage
Creative
One-of-a-Kind
Development

02

Create a synergy
to draw
people
to the area

03

Implement private
and public
development
partnerships

04

Allow
flexibility

05

Promote
Outdoor
Activities

06

Develop economic
attractions that brings
the greater community
as well as tourists
to the area



Design Review Process



Meet with Staff

Prior to making an application the developer/ applicant shall meet with City staff to review the proposal against the design guidelines.



Site Plan Approval

All new buildings and additions require site plan approval through the Planning Commission and City Council.



Parking Review

Parking adequacy should be determined prior to making major financial and legal commitments related to the property. In some cases, insufficient on-site parking may prevent the proposed project/use from being permitted

Land Uses

This district includes commercial, retail, recreation and multi-family land uses.



Multi-Family Residential

The housing identified in the plan is for high density development with an urban scale. The buildings are encouraged to be close to the street. Rowhouse style with underground parking or parking in the rear of the building is ideal. Development should provide for pedestrian and vehicular circulation and create links to existing and proposed sidewalks/trails.

Design Elements

Façade: Façade articulation shall be provided through any of the following elements:

1

A projecting bay, entry vestibule, or recess extending from the ground level through the second floor.

3

A change in the rhythm of windows at the ground level and second floor, combined with change of parapet height or material.

2

A ground-level recess.

4

Awnings.



Multi-Family Residential



Balcony/Patio

Outdoor balconies or patios should be provided for the majority of the units.

Building Entrance

One primary entrance which faces the street should be clearly defined and be directly from a vehicular or pedestrian street. Entryway may be covered by projection from the façade. Sliding doors should not be used in the primary entrance.

Ground Floor Window

All buildings are to provide ground floor windows along facades, parks, plazas or other public outdoor spaces. Glass should be clear and free of tint.

Multi-Family Residential

Materials

At least fifty percent (50%) of a combination of at least three (3) of the following materials with all materials present on each elevation. All buildings must meet and be consistent with design guidelines.

1. Brick
2. Natural or cultured stone
3. Glass
4. Stucco or EIFS
5. Cementitious siding
6. Architectural metal
7. Integrally colored rock faced block

The remaining portion of all exterior wall finishes shall be comprised of any combination of decorative, rock faced concrete block and textured concrete panels, or other comparable or superior materials as approved by the zoning administrator. All materials subject to Zoning Administrator approval.

Flat roofs are encouraged. If dormers are used they shall correlate with occupied space and used to conceal equipment if proportional to the main roof.



Multi-Family Residential



Parking

Parking shall be underground or in a structure. Townhome parking shall mostly take place within an attached garage with possible parking in the driveway. Guest parking should be accommodated within the development.

Landscaping

The use of window boxes, hanging flower baskets, or other season landscaping should be used when possible. Window boxes and planters should be located near entrances.



Commercial

Use building massing to develop strong and consistent spatial definition of the street and outdoor spaces. Building exteriors should promote day and nighttime commercial uses through ample exterior lighting, adequate public access and exterior openings where possible. Promote active uses of sidewalks through ground floor building design elements such as transparent windows, open partitions, awnings, goods, and wares visible in front and displayed.

Design Elements

Façade enhancements and windows to act as business identity. Awnings to define entry. As well as façade articulation shall be provided through any of the following elements:

1

A projecting bay, entry vestibule, or recess extending from the ground level through the second floor.

2

A ground-level recess.

3

A change in the rhythm of windows at the ground level and second floor, combined with a change of parapet height or material.



Commercial



4

All buildings shall have at least one customer entrance facing an abutting public or private street, rather than just the parking area. A building may have more than one entrance. Customer entrances shall be open to the public during business hours.

5

Main building entrances shall be architectural emphasized and visible from the street by utilizing design features such as awnings, pillars, special building materials or architectural details.

6

All buildings shall provide ground floor windows along facades, parks, plazas or other public outdoor spaces. Darkly tinted windows or windows that block two-way visibility are prohibited.

Commercial

Corner buildings should actively face onto both streets with pedestrian friendly entrances. Creative corner treatments such as rounded or cut corners, corner roof features and distinctive shop windows are highly encouraged.



Commercial

Materials

Materials and color: At least fifty percent (75%) of all exterior wall finishes on any building shall be comprised of a combination of at least three (3) of the following materials with all materials present on each elevation. All buildings must meet and be consistent with design guidelines.

- | | |
|------------------------------|--|
| 1. Brick | 5. Cementitious siding |
| 2. Natural or cultured stone | 6. Architectural metal |
| 3. Glass | 7. Integrally colored rock faced block |
| 4. Stucco | |

The remaining portion of all exterior wall finishes shall be comprised of any combination of decorative, rock faced concrete block and other comparable or superior materials as approved by the zoning administrator. All materials subject to Zoning Administrator approval.

All buildings to incorporate four-sided design.

Building articulation elements shall be provided at a maximum average spacing of 40 feet. Dynamic rooflines are ideal.

Building height and character should vary to create more interest. There should be appropriate transitions of scale between new and existing buildings.



Commercial

Parking

Parking areas shall have access to public alley or street. When feasible parking should be located to the rear of buildings or side yard. When parking area abut the street, the sidewalk edge must be delineated with landscaping, architectural fencing or other decorative features.



Commercial



Commercial



Streetscape/Landscaping

- Provide landscape treatments at side streets to enhance connections.
- Planters, window boxes and hanging plants should be located near entrances.
- Integrate sidewalk area into building entrances.
- Setback entrance from the rest of the building.
- Provide outdoor seating.

Commercial

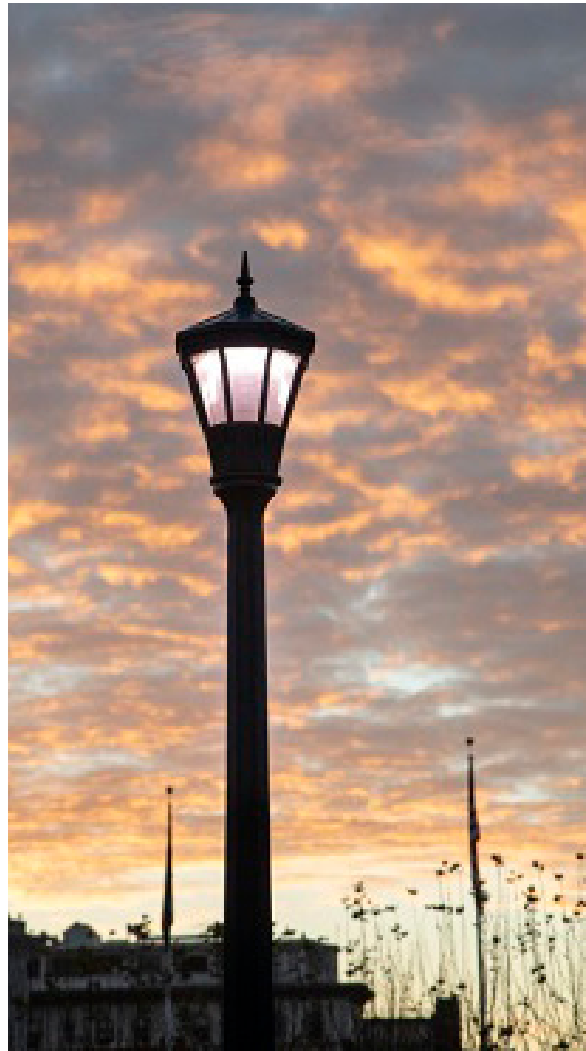


Commercial

District Lighting

Connexus Energy provides street lighting for the City. This area will use the "Lantern" for freestanding street signs. Building lighting should be the same or similar. Entrances.

- Integrate sidewalk area into building entrances.
- Setback entrance from the rest of the building.
- Provide outdoor seating.



Commercial

District Signage

Signage should be Unique and creative. Types of signs are identified in Appendix A. When designing use simple shapes, bold lettering, complement architecture of building when possible..



Commercial

Projecting Signs

The arm of the projecting sign shall be black metal material and designed as a decorative element of the sign.



Commercial

Neon Signage

Neon signage is allowed and should contain some design element not simply just the name of the business. If using neon signage it should be part of the overall site plan that is reviewed.



Commercial

Awning Signage

Awnings are a great way to incorporate signage. The lettering should be proportional to the space available.



Commercial

Roof Signs

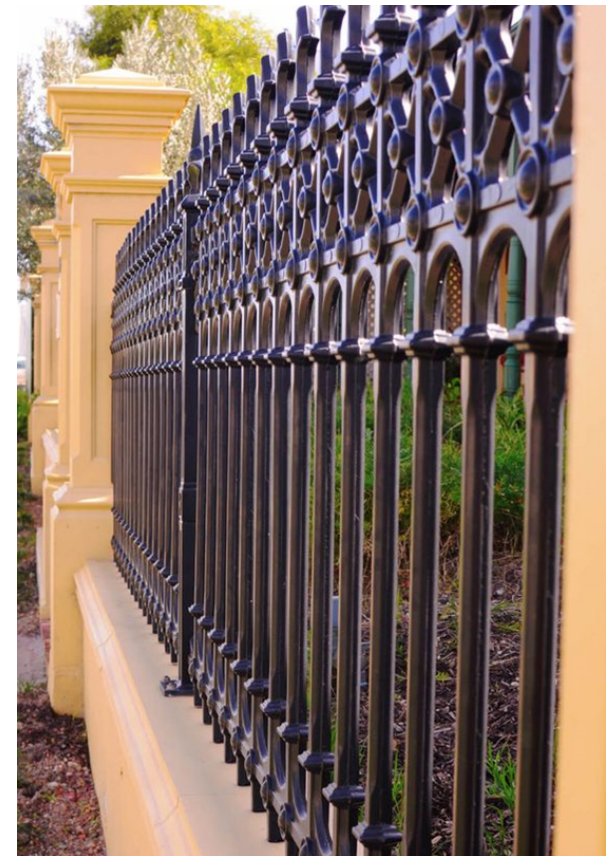
Roof signs are allowed with individual letter signs. The height of the building and surrounding buildings should be taken into consideration.



Commercial

Fences

Fences where permitted shall be black wrought iron and have a decorative component. The fence length may be broken up with a pillar type structure typically made of brick or material to match the building.





Sign Examples

10801 Town Square Drive NE, Blaine MN 55449
Planning Department
phone: 763-785-6180 | BlaineMN.gov



- 1 Monument Sign** - A ground-level sign that a driver notices or a person passing by can easily see the business information.
- 2 Window or Door Sign** - A sign or symbol located on a window pane or within 3 feet of the interior of a business intended to be seen from the street. Typically provides secondary information and comprises 20 percent or less of each window's area.
- 3 Banner Sign** - A temporary sign which is painted or displayed upon a sheet composed of fabric, pliable plastic, paper, or other non-rigid material, fastened to the exterior of a building or exterior structure, other than a flag pole.
- 4 Roof Sign** - A sign that projects above the fascia of a building and is supported wholly or in part of the roof structure.
- 5 Wall Sign** - A sign attached to or painted on the outside of a building. Wall signs are typically mounted flush in the traditional sign band above a storefront. Other wall signs can be mounted flush or within 2 feet of the wall surface.
- 6 Sandwich Board Sign** - A temporary freestanding sign which is typically shaped like an "A" or "T" and has one or two faces which is not anchored to the ground.
- 7 Awning Sign** - A sign printed or affixed to the surface of an awning. The signage lettering appears incidental and is limited to 10 square feet per awning face. Awning signage may be primary signage in some cases.
- 8 Projecting Sign** - A sign attached to and projecting from the wall of a building or hanging from a bracket. Typically two-dimensional with external lighting and 6 square feet or less in size. Primary signs in some cases, such as small businesses with minimal storefronts.







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Blaine MN 55449

Telephone
763-784-6700

Email:
Planning@BlaineMN.gov





City of Blaine Staff Report

File Number: 2023-414

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Motion

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.6

Motion to Approve or Deny a 12-Month Extension to a Conditional Use Permit to Construct a 111-Unit Apartment Building in a DF (Development Flex) Zoning District at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0048/SAS)

Executive Summary

The applicant is requesting a 12-month extension to the conditional use permit to construct a 111-unit apartment at 111 99th Ave NE.

Background

Planning Commission Public Hearing	08/10/22
City Council (Conditional Use Permit)	12/05/22
City Council (Conditional Use Permit Extension)	09/06/23
Action Deadline	10/03/23

Staff report prepared by Sheila Sellman, City Planner

History of Project

The developer met with city staff on January 27, 2022, to review the comprehensive plan and zoning requirements for the subject site. The developer made a formal application for rezoning to Development Flex (DF), conditional use permit (for a 111-unit apartment building) and preliminary plat to create one lot and two outlots with additional right-of-way, in July 2022, and it was deemed complete on July 8, 2022. The developer held a neighborhood meeting on August 2, 2022 and the Planning Commission held a public hearing on August 10, 2022. The Planning Commission recommended approval.

The first reading of the rezoning was at the September 7, 2022, City Council meeting. The second reading, Conditional Use Permit (CUP) and preliminary plat, were considered at the September 19, 2022

meeting, and action was tabled at this meeting. The application was denied at the October 3, 2022 meeting by a vote of 7-0. On November 21, 2022, the Council voted to rescind the denial vote (Motion No 22-195) by a 4-3 vote and placed the request on the December 5, 2022 meeting. At the December 5, 2022 meeting, the Council approved the request by a vote of 5-2. A final plat was approved on February 22, 2023. On March 6, 2023, a motion was made to "Rescind the City Council's Previous Approval of Blaine Apartments, LLC Rezoning, Preliminary Plat and Conditional Use Permit Application". The motion failed due to lack of a second.

As stated above, the City Council granted the CUP on December 5, 2022 that would allow for the construction of a 111-unit apartment building. Section 27.04 (f) (1) of the Blaine City Code states "Where a conditional use permit has been issued pursuant to provisions of this ordinance, such permit shall become null and void without further action by The Planning Commission or City Council unless construction commences within one (1) year of the date of granting such conditional use. A conditional use permit shall be deemed to authorize only one (1) particular use and shall expire if that use shall cease for more than one (1) year." To date, construction has not started, therefore the applicant has requested a one-year extension. Attached is a narrative explaining the reason for the delay and extension request.

The Council does not have a legal obligation to extend the CUP deadline. The decision on whether to grant the extension is exercised under its quasi-legislative authority and therefore discretionary. The Council may ultimately determine its preference whether it feels extension is warranted in this instance. The Council has regularly approved these extensions, establishing a precedent of extending in the past, but that history does not necessitate that the council must approve an extension. The City Council should consider each request on a case-by-case basis and determine whether an extension is warranted or not.

Because the decision whether to approve or deny is discretionary, there are no specific "legal reasons" or strict guidance upon which the Council must base its decision. That said, the Council will still be required to adopt general findings that support its decision in adopting a resolution to either approve or deny the request. Those findings can be fairly generic by simply determining that the Council has or has not found that there are circumstances to support approval or denial of the extension. New conditions cannot be added to the extended CUP.

History of Extensions

There have been five extension requests in the past 10 years, all of which were approved. The first was in 2013 for Crest View Senior Housing at 120th and Ulysses Street. A one-year extension was granted. This project is complete. The second was in 2016 for a project on Ball Road near Wal-Mart. An extension was granted for six-months. The project never occurred. The third was in 2017 for a bakery at 10130 Sunset Avenue. A one-year extension was granted. This project has been completed. The fourth was for the Hy-Vee project on 125th Avenue and Jefferson Street in 2021. The extension was granted, however, Hy-Vee chose not to build and their approvals, including the extension, have expired. The fifth was Public Storage at 115th and Ulysses Street in 2020. Public Storage completed their project. Further research indicated that dating back to 2007, there have been a total of 16 CUP extension requests, all of which were approved.

Approve Extension

If the extension is approved, the developer will have until September 6, 2024 to commence

construction. The original resolution of approval is valid.

Deny Extension

The existing approvals are still valid under the originally approved CUP which requires commencement of construction by December 5, 2023. If construction is commenced prior to the original one year deadline, the City would be precluded from revoking the CUP for failure to commence construction within one year. If commencement of construction doesn't occur prior to the deadline, the city council would need to formally revoke the conditional use permit by resolution. Commencement of construction is when site work has commenced (grading, etc.) and/or issuance of a building permit. In this instance, demolishing the existing house would not constitute commencement of construction. If the CUP is revoked and the developer desires to still construct the project, they would need to reapply and go through the full approval process again (planning commission, city council). Under this scenario, the city council would be considering a new conditional use permit application and could place new or different conditions than what currently exist. The rezoning approval for Development Flex is still valid.

Updates Since the Project was Approved on December 5, 2022.

Below is information on what has occurred since the December 5, 2022 approval. The information from the developer is relevant to the request to assist the Council in understanding the reason for the delay. Information related to the traffic study and Alexandra House is intended to inform council that work has occurred to address concerns that were brought up during the approval process last year.

Developer

In October 2022, the developer was fully financed for the project. All of the equity was raised and an interest rate of 4.5% was locked in. When the project received the denial, the equity partners pulled out and the interest rate was lost. The developer was in a holding pattern until the final plat was approved in February 2023. Interest rates continue to climb, which means more equity is required for the project. The developer has met with 20 lenders and 5 general contractors and continues to meet with potential investors. The developer is again in a holding pattern until the approvals are extended, which will give him more time to raise the equity and establish partnerships.

Traffic Study

During the approval process, there was considerable discussion on traffic/safety concerns related to the potential development and existing concerns in the overall area generally bounded by 97th Avenue, University Avenue, 101st Avenue and Cloverleaf Parkway. Direction was given from council to staff to complete a traffic study in the overall area. The city attorney advised, because the traffic study would be initiated by the city and include a larger area than the proposed development, that it could not be a condition of the approval. A traffic study was initiated by the Engineering Department earlier this year. Bolton and Menk were hired on behalf of the City to complete the study. A neighborhood open house was held in March to obtain initial feedback from residents on current issues/concerns in the area mentioned above. Over the last four months, the consultant has been compiling necessary traffic data and has completed a draft study. The study identifies potential improvements and mitigation strategies that address existing issues and considerations to coincide with the potential development of the apartment building. The report is attached.

The findings of the report will be shared with the neighborhood at an open house the week of September 11. The study and neighborhood comments will be shared with council in October at one of the regularly scheduled council workshops to determine what improvements should be implemented.

Alexandra House

Alexandra House is west of the proposed project and they expressed concerns about the relationship of the proposed building to their outdoor space. The proposed building is 297'-429' away from the Alexandra House. Staff have met with Alexandra House staff several times, most recently on May 4, 2023. Staff walked the area with representatives from Alexandra House, including a board member, to identify existing vegetative screening and elevations of the two properties. Staff received a drawing showing the distances and elevations of the two properties. Pictures were also taken of the third floor balcony height to understand view-sheds and vegetation. Staff will continue to work with the Alexandra House to identify potential screening options for the outdoor space.

Whether the Council approves or denies the extension, the Council must adopt general findings that support its decision in adopting a resolution to either approve or deny the request. Based on findings stated at the meeting, staff will provide the resolution with those findings at the next Council meeting for adoption.

A copy of the original staff report is attached for further details on this project.

Attachments

Extension Request

Resolution 22-147

Traffic Study

Original Staff Report

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission does not review conditional use permit extensions.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of the extension request were mailed to property owners within 350 feet of the property boundaries. The boundary was extended to include the entire townhome neighborhood across 101st Avenue that was within the 350-foot boundary. As of the publication of this staff report, one resident has contacted city staff based on the letter that was sent. The resident was curious about the status of the project and the letter sent addressed his questions.

Staff Recommendation

Approve findings for approval or denial and direct staff to bring back a resolution for adoption reflecting those findings to the next City Council Meeting.

Attachment List

1. Extension Request
2. RES 22-147
3. Traffic Study
4. Original CC Report
5. Public Comments

08/04/2023

City of Blaine
10801 Town Square Drive NE
Blaine, MN 55449

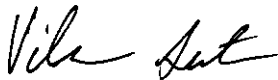
Re: 111 99th Ave NE

To Whom It May Concern:

Blaine Apartments, LLC is requesting a 12-month extension to the Conditional Use Permit (CUP) approved 12/05/2022 in Resolution No. 22-47 and a 10-month extension for the Final Plat that was approved 02/22/23 in Resolution No. 23-19 at the property located at 111 99th Avenue NE in Blaine, MN, 55434. There have been several factors affecting our ability to commence construction. Rising costs and interest rates since we were initially denied the project back in October 2022 are working against the viability of the project as currently designed. This has made securing financing and equity for all multifamily new construction more difficult. We are seeking this extension to ensure the quality and thoroughness of this project which we believe will be an asset to the city and community. We are in discussions with another local developer to joint venture with us and assist in completing the project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vishal Dutt', written in a cursive style.

Vishal Dutt



**City of Blaine
Anoka County, Minnesota
Signature Copy**

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

Resolution: RES 22-147

File Number: RES 22-147

**Granting a Conditional Use Permit to Construct a 111-Unit Apartment Building in
a DF (Development Flex) Zoning District at 111 99th Avenue NE. Blaine
Apartments LLC (Case File No. 22-0048/EES)**

WHEREAS, an application has been filed by Goers Mark J & Debra J as Conditional Use Permit Case File No. 22-0048 for Blaine Apartments; and

WHEREAS, said case involves the property described as follows:

Parcel 1:

Outlot A, Pleasure Creek, according to the recorded plat thereof, Anoka County, Minnesota.
(Abstract Property)

Parcel 2:

The East Half of the North Half of Lot 30, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.
(Abstract Property)

Parcel 3:

The North Half of Lot 31, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.
(Abstract Property)

Parcel 4:

South Half (S 1/2) of Lot Thirty-one (31), Green Acres Addition, Anoka County, Minnesota.
Being Registered land as is evidenced by Certificate of Title No. 80190.

WHEREAS, the Blaine Planning Commission held a public hearing on August 10, 2022, and recommended approval regarding said Conditional Use Permit; and

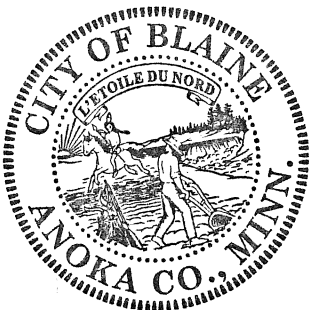
WHEREAS, the Blaine City Council has reviewed said case on September 19, 2022, October 3, 2022 and December 5, 2022; and

WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit has been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 29.110 and 27.04 of the Zoning Ordinance to allow for the construction of a 111-unit apartment building in a DF (Development Flex) zoning district with the following conditions:

1. Floor plans, elevations, and civil plans shall be generally consistent with the plans submitted on July 11, 2022, and dated July 8, 2022 (floor plans and elevations) and June 15, 2022 (civil plans). The 36-stall parking lot on the southern portion of the property shall be constructed upon development.
2. The following setbacks shall be met:
 - Front (101st Avenue): 50-foot building/30 feet parking
 - Rear (west): 20 feet building/30 feet parking
 - Side (south and north): 15 feet building/15 feet parking
 - Driveway: 10 feet
3. At least three premium materials shall be present on each elevation comprising at least 50% of the wall area of each façade and the building and all elevations shall be treated similarly. Premium materials include any materials listed in 32.54(a)(1) of the zoning code.
4. All disturbed areas, except for those within stormwater basins or associated buffers shall be sodded.
5. At least 204 parking stalls shall be constructed on site.
6. The following tree quantities are required:
 - Overstory: 26 (2.5 caliper inch)
 - Conifer: 18 (8-foot height)
 - Ornamental: 18 (2 caliper inch)
 - Shrubs: 120
7. Eight high quality trees shall be preserved as shown on the above referenced plans.

PASSED by the City Council of the City of Blaine this 5th day of December, 2022.



Signed by: _____

Tim Sanders, Mayor

Date

December 5, 2022

Attest by: _____

Catherine Sorensen, CMC, City Clerk

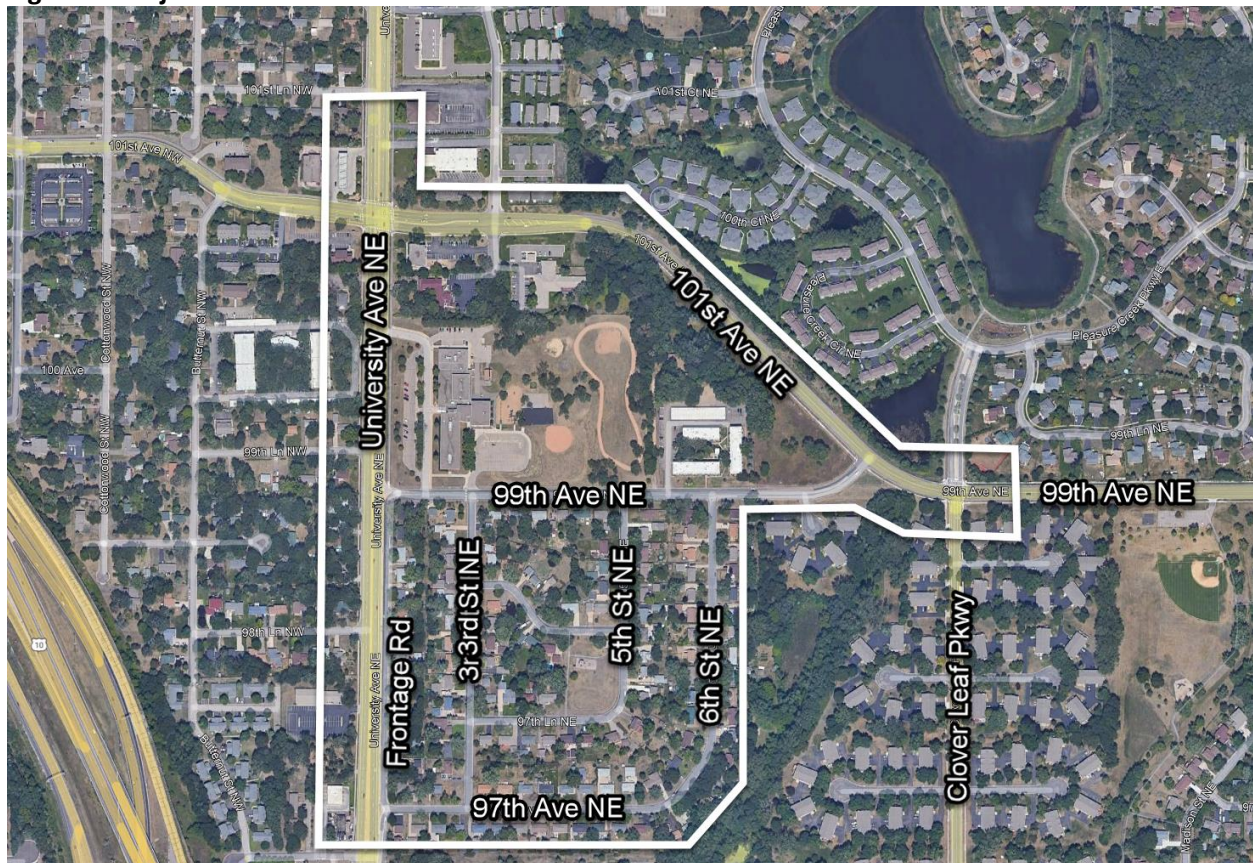
Date

December 5, 2022

Introduction

The City of Blaine directed that a traffic study be conducted to determine the traffic impacts of a proposed apartment building and to evaluate traffic concerns in the surrounding neighborhood. The study includes analysis of vehicular and pedestrian traffic in the neighborhood to the south of 101st Avenue NE and to the east of University Avenue NE. This includes analysis of traffic patterns at multiple key intersections in and around the neighborhood, driver speed behavior within the neighborhood, pedestrian facilities and level of comfort, and traffic operations both as they exist today and as they would perform with a future apartment building development on the northwest corner of the intersection of 99th Avenue NE and 101st Avenue NE. The limits of the study area are shown in **Figure 1**, below.

Figure 1. Project Area



Existing Conditions

University Ave NE runs north-south on the western limit of the study area. In this segment, University Ave NE is an A Minor Reliever, divided four-lane roadway with a concrete median restricting access at 99th Ave NE to right-in right-out only and 97th Ave NE to right-in only. At the intersection with 101st Ave NE, there is signalized traffic controlled intersection with dedicated left and right turn lanes on each approach (with the exception of a shared thru/right lane on the westbound approach). The daily traffic

volume on University is 22,800 per a 2018 Average Daily Traffic (ADT) count available from MnDOT State Aid counts.

101st Ave NE is a Major Collector, four-lane undivided roadway that transitions to 99th Ave NE to the east of the intersection of 99th Ave NE and 101st Ave NE. The most recent ADT listed by MnDOT is 6,900, per a 2019 count west of Polk Street. At the intersection with 99th Ave NE, there are no dedicated turn lanes at any approach. The intersection is approximately 275 feet west of the intersection of Clover Leaf Parkway and 99th Ave NE.

The remainder of the roads in the study area are considered local, undivided two-lane residential roads that do not have an official MnDOT ADT count. However, **Table 2** and **Table 3** show vehicular volumes from traffic count data collection in April 2023.

Data Collection

24-hour turning movement count data was collected Tuesday, April 11th, 2023, capturing one day of normal weekday conditions. Additionally, pedestrian and bicyclist data were captured. The weather was warm and clear on this day and is considered representative of daily pedestrian and bicyclist traffic in the area. **Table 1** shows the AM and PM peak hours found at each intersection for vehicular traffic.

Table 1. AM and PM Peak Hours of Intersection

Intersection	AM Peak Hour	PM Peak Hour
University Ave NE at 101st Ave NE	7:00 AM - 8:00 AM	4:00 PM - 5:00 PM
99th Ave NE at 101st Ave NE	7:00 AM - 8:00 AM	3:15 PM - 4:15 PM
Clover Leaf Pkwy at 99th Ave NE	7:00 AM - 8:00 AM	4:30 PM - 5:30 PM
99th Ave NE at University Ave/Frontage Rd	8:30 AM - 9:30 AM	3:45 PM - 4:45 PM
97th Ave NE at University Ave/Frontage Rd	8:30 AM - 9:30 AM	3:15 PM - 4:15 PM
99th Ave NE at 3rd St NE	8:30 AM - 9:30 AM	3:15 PM - 4:15 PM
99th Ave NE at 6th St NE	8:30 AM - 9:30 AM	3:30 PM - 4:30 PM

Existing turning movement counts by intersection can be found in the **Appendix**.

Speed Analysis

Speed data was collected at multiple locations within the project area using radars. The radar units were mounted to collect data in both directions and lanes without any sort of display of speeds to the driver. The posted speed limit is 30 miles per hour (mph) in all locations. Some locations were collected for a single weekday while others were collected across a seven-day period to best understand the weekly variation in traffic volume and speed. The locations of radar-collected data were:

Seven-day data collection:

1. Frontage road (parallel to University Ave, north of 97th Ave NE and south of 99th Ave NE)
2. 97th Ave NE (east of 3rd St NE and west of 6th St NE)
3. 99th Ave NE (east of University Ave NE and west of 101st Ave NE)

24-hour weekday data collection:

4. 3rd St NE (north of 97th Ave NE and south of 99th Ave NE)
5. 6th St NE (south of 99th Ave NE and northeast of 97th Ave NE)

Data was compiled from each location to determine the volume of traffic, average speed, and 85th percentile speed, as the 85th percentile speed is generally used to set speed limits.

Table 2 below summarizes the five locations and the respective weekday average speed, 85th percentile speed, 10 MPH pace, and daily volume. The 85th percentile speed is the speed that 85% of drivers drive at or below on a particular stretch of roadway. The 10 MPH pace metric is the range of speed at which most vehicles are recorded traveling. These metrics are considered benchmarks that highlight the range and frequency of driver speeds at the respective section of roadway. Additionally, the weekday average traffic volume and maximum speed recorded is listed per direction of roadway.

Table 2. Average Weekday Speed Summary

Roadway	Direction	Average Speed (mph)	85th Percentile Speed (mph)	10 mph Pace	Daily Volume (weekday average)	Speed Limit
University Ave Frontage Road	NB	32	42	24-34	310	30
	SB	22	27	15-25	14	30
99th Avenue	EB	30	35	26-36	242	30
	WB	30	35	26-36	569	30
97th Avenue	EB	25	31	19-29	176	30
	WB	21	26	14-24	32	30
6th Street NE	NB	25	30	19-29	219	30
	SB	23	30	17-27	88	30
3rd Street NE	NB	27	32	23-33	228	30
	SB	24	29	21-31	31	30

Per **Table 2**, it is notable that most sections of roadway have a dominant direction for traffic. These directions coincide with traffic exiting University Ave NE and traveling toward 99th Ave NE on the frontage road, 3rd St NE, or 6th St NE. On 99th Ave NE, the dominant direction is westbound, which coincides with vehicles traveling to the school or exiting onto University Ave NE. The location with the highest average speed was the northbound direction of the University Ave NE Frontage Road, at 32 MPH which provides the most direct route from University Avenue to the school and also is a parallel route to University Avenue. The highest 85th percentile speed was in the same location, at 42 MPH. The corresponding 10 MPH pace in this location is 24-34 MPH, which indicates that the majority of vehicles traveling on this section of roadway are traveling between 24 and 34 MPH. All other locations and directions had 85th percentile speeds within 5 MPH of the 30 MPH speed limit.

For the locations where seven days of data was collected, an analysis was conducted to determine the trend of vehicular traffic throughout the week. **Table 3** below summarizes these three locations (split by direction) across the days of the week. **Figure 2** graphically represents the same data.

Table 3. Vehicular Volume per Day of the Week

Roadway	Direction	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
University Ave Frontage Road	NB	67	333	294	309	323	291	108
	SB	3	8	16	10	20	16	6
99th Avenue	EB	78	230	234	261	253	232	106
	WB	158	556	546	619	570	557	181
97th Avenue	EB	99	166	184	168	178	188	92
	WB	35	33	33	32	26	36	18

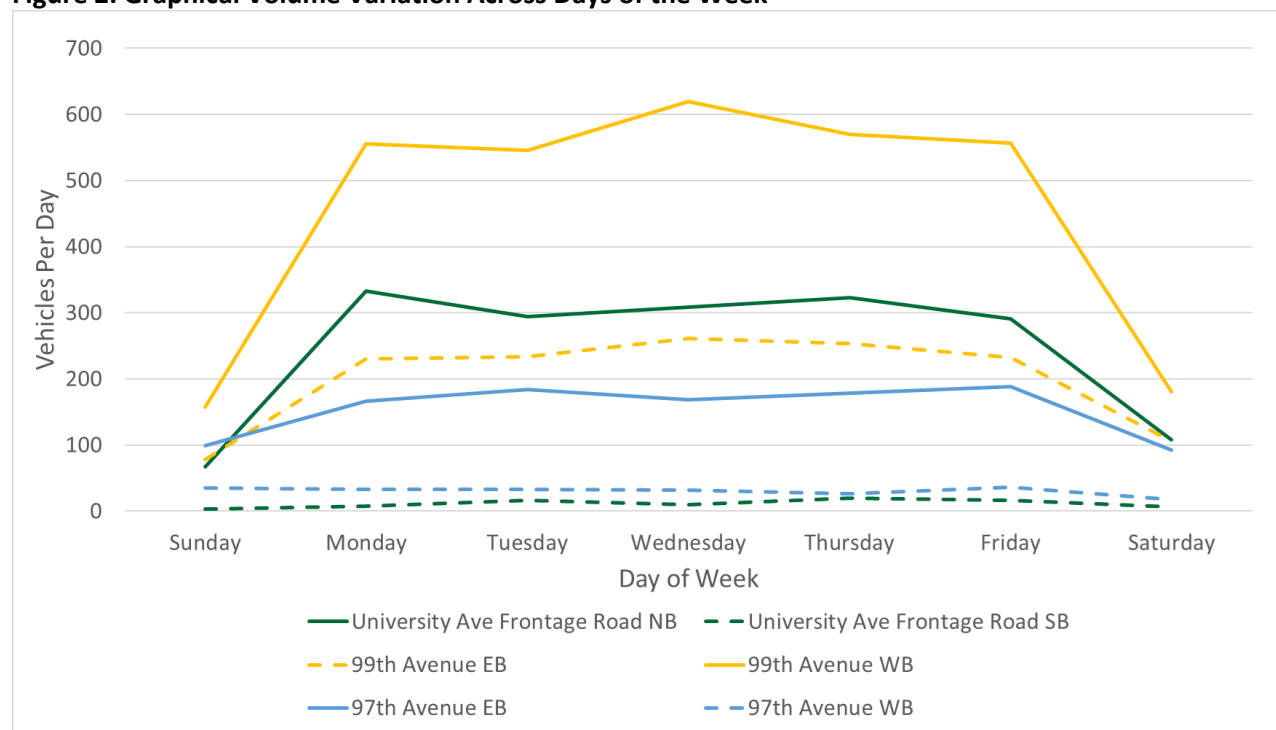
Figure 2. Graphical Volume Variation Across Days of the Week

Figure 2 shows the dominant directions in a bolded line, where the non-dominant counterpart is shown in the same color as a dashed line. The roadway with the most variation is 99th Ave NE, specifically in the westbound direction. The variation lies mostly in weekday versus weekend traffic, which can be attributed to 99th Ave NE serving the main entrances to the elementary school. Southbound University Ave Frontage Rd and westbound 97th Ave show the lowest traffic volumes and least variation in volume throughout the week.

Pedestrian Facilities

A review was done to determine the availability and reliability of the existing pedestrian facilities within the study area.

Sidewalks currently exist in the following locations of the project area:

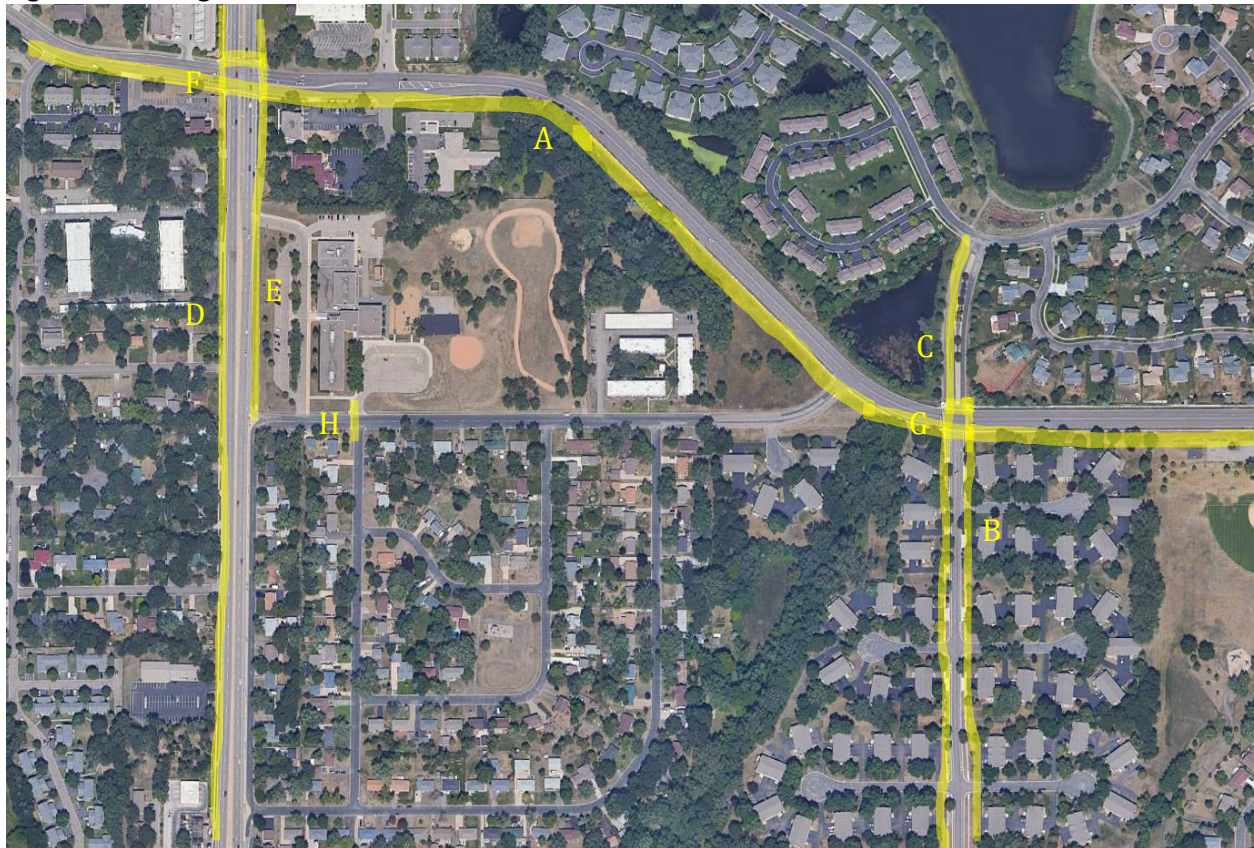
- A. South side of 101st Ave NE west of 99th Ave NE, continued on south side of 99th Ave NE east of 101st Ave NE.
- B. East side of Clover Leaf Pkwy south of 99th Ave NE
- C. West side of Clover Leaf Pkwy
- D. West side of University Ave NE (throughout project area)
- E. East side of University Ave NE from 99th Ave NE to 101st Ave NE and beyond

Marked crosswalks exist at the following locations:

- F. Signalized Intersection of University Ave NE (all legs)
- G. Signalized Intersection of 99th Ave NE and Clover Leave Pkwy (all legs)
- H. 3rd St NE crossing 99th Ave NE (west side of intersection)

Figure 3 highlights the locations of the sidewalk facilities.

Figure 3. Existing Pedestrian Facilities



With the elementary school, neighborhood, and local park all located in the study area, pedestrians traveling to and from these locations do not have off-street facilities outside of the trails along University Ave NE and 101st Ave NE to access the destinations.

The two existing pedestrian crossings nearest the neighborhood were reviewed for pedestrian accommodations including the striped crosswalk in front of the school that crosses 99th Ave NE and the unstriped crossing at 101st Ave NE and 99th Ave NE.

99th Ave NE and 101st Ave NE

Along 101st Ave NE, there is an existing sidewalk on the south side of the roadway as well as pedestrian ramps to street level as it approaches 99th Ave NE. However, at this intersection, there is no striped crosswalk. Per table 3-4 in NCHRP 992 "Guide to Pedestrian Analysis", an unmarked crossing may expect an average motorist yield rate of 24%. Based on the existing volumes and a footage review of the peak hours, the delay experienced by pedestrians may be noticeable, but not inconvenient.

99th Ave NE and 3rd St NE / Elementary School Entrance

Along 99th Ave NE, there are no off-street pedestrian facilities except those on school property. The crosswalk that crosses 99th Ave NE at 3rd St NE is marked and signed- providing an estimated 33% motorist yield rate, per the report mentioned previously. During most school peaks, there are school crossing guards to assist pedestrians in crossing 99th Ave NE, which is anticipated to increase the motorist yield rate to 86%, further reducing delay for pedestrians. Based on the existing volumes and a video footage review of the peak hours, pedestrians may experience occasional delay but is not considered to be a concern.

The addition of striping, signage, and other pedestrian crosswalk structures (such as crossing flags, in-road signs, RRFB, etc.) increase visibility and may further improve the pedestrian experience at these intersections. However, based on the review of existing conditions, implementing changes to reduce delay is not deemed to be necessary.

Safety Analysis

Crash data was collected for the study area using the Minnesota Crash mapping Analysis Tool, version 2 (MnCMAT2). There were 56 crashes reported in the last five years (2018-2022) within the study area. 34 of the crashes occurred at the intersection of University Ave and 101st Ave. None of the crashes reported in the last ten years involved a pedestrian or bicyclist. However, a pedestrian fatality occurred in the neighborhood prior to the ten-year time period analyzed, per feedback received at the March 2023 neighborhood meeting.

A summary of the crash types and severities from 2018-2022 are listed in **Table 4 and Table 5** below. Intersections in the study area that did not have any reported crashes in this time frame were omitted.

Table 4. Five-Year Intersection Crash Summary by Severity

Intersection	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Total
University Ave at 101st Ave	-	1	4	8	21	34
99th Ave at 101st Ave	-	-	-	1	5	6
99th Ave at University Ave/Frontage Rd	-	-	-	1	1	2
97th Ave at University Ave/Frontage Rd	-	-	1	-	-	1
99th at 6th St/Royal Oaks Entrance	-	-	-	-	1	1
99th Ave at 5th St	-	-	-	-	1	1
Clover Leaf Pkwy at 99th Ave	-	-	-	1	10	11
Total	0	1	5	11	39	56

Table 5. Five-Year Intersection Crash Summary by Crash Type

Intersection	Angle	Left Turn	Rear-End	Single Vehicle Run Off Road	Sideswipe (Same Direction)	Other	Total
University Ave at 101st Ave	9	1	19	1	2	2	34
99th Ave at 101st Ave	1	-	2	2	1	-	6
99th Ave at University Ave/Frontage Rd	-	-	2	-	-	-	2
97th Ave at University Ave/Frontage Rd	-	-	-	1	-	-	1
99th at 6th St/Royal Oaks Entrance	1	-	-	-	-	-	1
99th Ave at 5th St	-	-	-	-	1	-	1
Clover Leaf Pkwy at 99th Ave	4	4	1	2	-	-	11
Total	15	5	24	6	4	2	56

There are some concerns with the crash types that are occurring at multiple intersections.

- University Ave at 101st Ave
 - High number of angle crashes involved a driver running a red light. Many of the crashes cited inattention due to being on an electronic device. Many of the crashes also cited high traffic speeds and trying to get through an intersection as the light changed. Since this is a county owned signal, the information will be reported to the county to see if any adjustments to the intersection could be implemented to potentially reduce some of the crashes.

- 99th Ave at 101st Ave
 - Multiple crash types that can likely be attributed to a combination of the four-lane section, the horizontal curvature of the roadway, and sightlines.
- Clover Leaf Pkwy at 99th Ave
 - Angle crashes involved a driver running a red light. Three of the crashes noted winter weather conditions. The crashes may be due to a combination of the roadway curvature, traffic speeds, and the weather conditions.
 - Left turn crashes occurred due to failure to yield. These may be partially due to the shared/through lane, the roadway curvature, and traffic speeds.

A comparison of the crash rate and the critical rate was completed to determine if there is a safety concern at an intersection. The crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside of the expected, normal range. The critical index reports the magnitude of this difference and a critical index of less than one indicates that the intersection is operating within the normal range. The latest available statewide average crash rates are from 2020 and were used for comparison purposes. **Table 6** below summarizes these rates and indices for both the total crashes as well as the fatal and serious crashes that occurred between 2018 and 2022.

Table 6. Five-Year Intersection Crash Summary by Crash Type

Intersection	Total				Fatal and Serious			
	Observed	Statewide Average	Critical Rate	Critical Index	Observed	Statewide Average	Critical Rate	Critical Index
University Ave at 101st Ave	0.62	0.59	0.87	0.71	1.81	0.82	3.29	0.55
99th Ave at 101st Ave	0.37	0.13	0.39	0.94	0.00	0.31	5.12	0.00
99th Ave at University Ave/Frontage Rd	1.90	0.13	1.50	1.27	0.00	0.31	54.79	0.00
97th Ave at University Ave/Frontage Rd	1.01	0.13	1.56	0.65	0.00	0.31	58.09	0.00
99th at 6th St/Royal Oaks Entrance	0.43	0.13	0.95	0.45	0.00	0.31	26.46	0.00
99th Ave at 5th St	0.43	0.13	0.95	0.45	0.00	0.31	26.46	0.00
Clover Leaf Pkwy at 99th Ave	0.65	0.51	0.99	0.66	0.00	0.69	6.25	0.00

Per **Table 6**, each intersection is operating within an acceptable range for fatal and serious crashes over the five years observed. Each intersection, with the exception of 99th Ave NE at the University Ave Frontage Rd, is operating within the normal range for total crashes observed. The intersection of 99th Ave NE and the University Ave Frontage Rd is above the normal range when compared to similar intersections statewide. The total observed crash rate was found to be 1.90 which is nearly fifteen times higher than the average for similar intersections statewide (0.13). Only two crashes occurred at this intersection in the last five years, but due to the low traffic volume at this intersection, the critical index (1.27) shows that the intersection is operating above the normal range compared to similar intersections statewide.

The crash worksheets for intersections with reported crashes can be found in the **Appendix**.

Warrant Analysis

A warrant analysis was completed for the intersection of 99th Ave NE at 101st Ave NE as well as the intersection of Clover Leaf Pkwy and 99th Ave NE. Both the existing volumes as well as anticipated volumes with a potential development at the northwest corner of 99th Ave NE and 101st Ave NE were considered. More details of the potential development can be found in the "Build Analysis" section of this memorandum.

When analyzing the traffic signal warrants, half of the right turning volumes on the minor approach were included, due to the shared lane usage. When analyzing the all-way stop control warrants, all of the rights on the minor approaches were included.

Traffic Control Signal Warrant Analysis

The Minnesota Manual on Traffic Control Devices (MnMUTCD) states that the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing

99th Ave NE at 101st Ave NE

The traffic control signal warrant analysis concluded a signalized intersection is not justified with the existing volumes. However, with the volumes added from the potential apartment development, warrant 1B is met, which may justify a traffic signal if determined to be needed for a safety or operational improvement.

99th Ave NE at Clover Leaf Pkwy

When considering both existing and the build scenario, based on recent traffic counts, no warrants are met for the intersection. Due to its location near a curve which can impact sight lines and the traffic speeds the signal is considered justified and was justified when constructed. A Signal Justification Letter was completed in 2021 which justified that the existing signalized intersection was to remain in place.

All-Way Stop Control Warrant Analysis

All-way stop control can be useful as a safety measure at intersections if safety concerns exist because of high traffic volumes in multiple directions or if there is an insufficient sight distance available to see conflicting traffic on an approach to an intersection. The MnMUTCD states that the need for an all-way stop control shall be considered if one of the following conditions is met:

- Criteria A: Where traffic control signals are justified, an all-way stop can be installed as an interim measure.

- Criteria B: Five or more crashes are reported in a 12-month period that are susceptible to correction by an all-way stop installation.
- Criteria C: Where:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. Where the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. but,
 3. If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- Criteria D: Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

99th Ave NE at 101st Ave NE

Considering the no build condition, no criteria are met to warrant an all-way stop control at this intersection. With the added volumes from the proposed development, Criteria A is met, as a signal is justified under these conditions. Therefore, an all-way stop control is warranted at this intersection if the proposed development would occur and if needed based on safety or operations.

99th Ave NE at Clover Leaf Pkwy

No criteria are met at this intersection under either the existing or build condition.

The detailed warrant analyses can be found in the **Appendix**.

Traffic Operations

An operations analysis was completed for the AM and PM peak hours using the existing (2023) turning movements. The operational analysis results are described as a Level of Service (LOS) ranging from A to F. These letters serve to describe a range of operating conditions for different types of facilities. Levels of Service are calculated based on the Highway Capacity Manual 6th Edition, which bases the level of service on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. Level of service D for an intersection is commonly taken as an acceptable design year LOS in the suburban area of the Twin Cities metro region. LOS E or F may be considered acceptable for lower volume or minor movements.

The level of service and its associated intersection delay for a signalized and unsignalized intersection is presented below. The delay threshold for unsignalized intersections is lower compared to signalized intersections, which accounts for the fact that people expect a higher level of service when at a stop-controlled intersection. Roundabouts are considered unsignalized intersections. **Table 7** details the control delay thresholds for signalized and unsignalized intersections.

Table 7: Level of Service Criteria

LOS	Signalized	Unsignalized
	Control Delay per Vehicle (sec.)	Control Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

It is noted that the peak hours were slightly different amongst the intersections in the study area. Because the intersections through the neighborhood and along 99th Ave NE were determined to be the most critical for this analysis and the elementary school is the largest generator of traffic in the neighborhood, the volumes from the 8:30-9:30 AM was considered to be the AM peak hour, and 4:00-5:00 was considered to be the PM peak hour. The 8:30-9:30 AM peak hour highlights the highest volumes along 99th Ave and through the neighborhood streets. The 4:00-5:00 PM peak hour highlights the highest volume of the day at both University Ave NE at 101st Ave NE as well as the majority of the peak hour at 99th Ave NE at University Ave/Frontage Rd. This also coincides with a 4:00 school release time. In both peak hours that were modeled, any volume disparity was increased to analyze a 'worst case scenario' situation. **Table 8** details the approach delay, intersection delay, LOS, and queuing information for each intersection under the existing roadway network and traffic volumes.

Table 8: Existing Conditions Operational Results

		AM Peak Hour																	
Intersection	Approach	Traffic Delay (sec/veh)				Intersection (Delay - LOS)	Traffic Queuing (feet)												
		Movement (Delay - LOS)			Approach (Delay - LOS)		Left Turn			Through			Right Turn						
		L	T	R			Storage	Avg	Max	Link Length	Avg	Max	Storage	Avg	Max				
University Ave NE at 101st Ave NE <i>Signalized Intersection</i>	EB	42 - D	46 - D	21 - C	39 - D	25 - C	175	50	125	250	75	175	-	75	175				
	WB	43 - D	39 - D	19 - B	38 - D		175	75	175	375	50	125	-	50	125				
	NB	56 - E	14 - B	2 - A	21 - C		300	75	200	2300	75	175	450	25	75				
	SB	54 - D	16 - B	3 - A	18 - B		300	50	150	1050	125	250	300	25	50				
99th Ave NE at 101st Ave NE <i>Side Street Stop Controlled</i>	EB	8 - A	-	3 - A	6 - A	3 - A	-	25	75	-	-	-	-	25	75				
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	NB	4 - A	1 - A	-	2 - A		-	25	75	250	25	75	-	-	-				
	SB	-	4 - A	4 - A	4 - A		-	-	-	-	25	25	-	25	25				
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	3 - A	3 - A	2 - A	3 - A	8 - A	-	25	50	250	25	100	-	25	100				
	WB	4 - A	3 - A	0 - A	3 - A		-	25	75	1525	25	75	-	25	50				
	NB	30 - C	27 - C	5 - A	24 - C		150	75	125	225	25	75	-	25	75				
	SB	30 - C	24 - C	4 - A	13 - B		-	25	50	400	25	50	200	25	50				
Frontage Rd at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	1 - A	-	-	-	-	-	-	-	-	-				
	WB	0 - A	0 - A	1 - A	1 - A		-	25	50	-	-	-	-	25	50				
	NB	-	2 - A	2 - A	2 - A		-	-	-	-	-	-	-	-	-				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
3rd St NE/School Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	2 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	1 - A	0 - A	1 - A		-	0	25	-	0	25	-	0	25				
	NB	4 - A	7 - A	3 - A	5 - A		-	25	75	275	25	75	-	25	75				
	SB	5 - A	-	4 - A	5 - A		-	25	75	75	25	75	-	25	75				
5th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	0 - A	-	1 - A		-	-	-	150	-	-	-	-	-				
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
6th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	0 - A	-	1 - A		-	-	-	325	-	-	-	-	-				
	NB	5 - A	-	2 - A	3 - A		-	25	50	-	-	-	-	25	50				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
Frontage Rd at 97th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	4 - A	-	-	-	-	-	-	-	-	-				
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	NB	-	6 - A	3 - A	5 - A		-	-	-	275	50	50	-	50	50				
	SB	0 - A	-	-	0 - A		-	-	-	-	-	-	-	-	-				
		Traffic Delay (sec/veh)				PM Peak Hour													
Intersection	Approach	Traffic Delay (sec/veh)				Intersection (Delay - LOS)	Traffic Queuing (feet)												
		Movement (Delay - LOS)			Approach (Delay - LOS)		Left Turn			Through			Right Turn						
		L	T	R			Storage	Avg	Max	Link Length	Avg	Max	Storage	Avg	Max				
University Ave NE at 101st Ave NE <i>Signalized Intersection</i>	EB	36 - D	45 - D	27 - C	39 - D	32 - C	175	100	200	250	125	250	-	125	250				
	WB	41 - D	45 - D	32 - C	42 - D		175	100	175	375	100	175	-	100	175				
	NB	74 - E	30 - C	6 - A	31 - C		300	150	375	2300	325	500	450	50	200				
	SB	56 - E	21 - C	4 - A	23 - C		300	75	175	1050	150	225	300	25	75				
99th Ave NE at 101st Ave NE <i>Side Street Stop Controlled</i>	EB	12 - B	-	7 - A	11 - B	3 - A	-	50	100	-	-	-	-	50	100				
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	NB	5 - A	1 - A	-	2 - A		-	25	50	250	25	50	-	-	-				
	SB	-	3 - A	2 - A	3 - A		-	-	-	-	-	-	-	-	-				
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	6 - A	5 - A	2 - A	5 - A	7 - A	-	50	125	250	50	150	-	50	150				
	WB	6 - A	4 - A	1 - A	4 - A		-	50	100	1525	50	100	-	25	75				
	NB	30 - C	25 - C	6 - A	26 - C		150	75	125	225	25	75	-	25	75				
	SB	25 - C	26 - C	4 - A	14 - B		-	25	75	400	25	75	200	25	50				
Frontage Rd at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	10 - B	-	-	-	-	-	-	-	-	-				
	WB	-	0 - A	14 - B	12 - B		-	25	100	-	-	-	-	25	100				
	NB	-	2 - A	2 - A	2 - A		-	-	-	-	-	-	-	-	-				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
3rd St NE/School Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	-	0 - A	2 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	0 - A	0 - A	1 - A		-	-	-	-	-	-	-	-	-				
	NB	4 - A	9 - A	2 - A	4 - A		-	25	50	275	25	50	-	25	50				
	SB	5 - A	-	3 - A	4 - A		-	25	75	75	25	75	-	25	75				
5th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	0 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	0 - A	-	1 - A		-	0	25	150	0	25	-	-	-				
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
6th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	1 - A	-	-	-	-	-	-	-	-	-				
	WB	2 - A	0 - A	-	1 - A		-	25	25	325	25	25	-	-	-				
	NB	6 - A	-	2 - A	3 - A		-	25	50	-	-	-	-	25	50				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				
Frontage Rd at 97th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	3 - A	-	-	-	-	-	-	-	-	-				
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-				
	NB	-	6 - A	2 - A	3 - A		-	-	-	275	50	75	-	50	75				
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-				

Table 8 shows that all intersections are currently operating with LOS C or better in both peak hours of the day. The side street stop-controlled intersections all operate with LOS A overall, with the exception of the frontage road and University Ave NE connection at 99th in the PM peak hour due to the delay of the westbound right. The intersection operates with an overall delay of 10 seconds per vehicle and LOS B. The higher delay is likely due to the backup that occurs on University Ave NE from the signal at 101st Ave NE.

Build Analysis

Traffic operations were additionally considered under a scenario in which an 111-unit apartment building is constructed on the corner of 101st Ave NE and 99th Ave NE. The ITE Trip Generation Manual (11th Edition) was used to determine how many trips the proposed residential development would add to the roadway network during the peak hours. **Table 9** below shows the total number of trips generated during each of the peak hours with the anticipated 111 dwelling units, as well as their proportional split between trips entering and exiting the proposed site. The proposed site was assumed to have a driveway on to 99th Ave NE to the east of the Royal Oaks Apartment entrance for the purposes of this analysis.

Table 9: Trip Generation for 111-Unit Apartment Building

(ITE Land Use Code 221) MultiFamily Housing- Mid Rise			
Based on 111 Dwelling Units			
	Entering	Exiting	Total
AM Peak	10	32	42
PM Peak	27	17	44
Weekday	252	252	504

During the AM peak hour 10 trips are anticipated to enter the proposed site and 32 are anticipated to exit, 42 trips total. In the PM peak hour, 27 trips are anticipated to enter the proposed site, and 17 are anticipated to exit, 44 trips total. Over the whole day, it is anticipated that 504 total new trips will be produced by the addition of the proposed site. These new trips include residents, visitors, delivery vehicles, and any other vehicles that may visit during a typical day.

These volumes were added to the proposed driveway and spread through the network proportionally based on existing traffic patterns. The build scenario turning movement counts by intersection can be found in the **Appendix**.

An operational analysis was also conducted for the build condition. **Table 10** shows the operational results with the proposed apartment building driveway intersecting 99th Ave NE between 6th St NE and 7th St NE.

Table 10: Build Condition Operational Results

		AM Peak Hour													
Intersection	Approach	Traffic Delay (sec/veh)				Intersection (Delay - LOS)	Traffic Queuing (feet)								
		Movement (Delay - LOS)			Approach (Delay - LOS)		Left Turn			Through			Right Turn		
		L	T	R			Storage	Avg	Max	Link Length	Avg	Max	Storage	Avg	Max
University Ave NE at 101st Ave NE <i>Signalized Intersection</i>	EB	38 - D	46 - D	20 - C	38 - D	24 - C	175	50	125	250	75	175	-	75	175
	WB	44 - D	39 - D	19 - B	38 - D		175	100	200	375	75	125	-	75	125
	NB	54 - D	13 - B	2 - A	19 - B		300	75	200	2300	75	150	450	25	75
	SB	55 - E	16 - B	3 - A	19 - B		300	50	150	1050	150	225	300	25	75
99th Ave NE at 101st Ave NE <i>Side Street Stop Controlled</i>	EB	8 - A	0 - A	5 - A	7 - A	3 - A	-	25	100	-	-	-	-	25	100
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	3 - A	1 - A	-	2 - A		-	25	75	250	25	75	-	-	-
	SB	-	4 - A	3 - A	4 - A		-	-	-	-	0	25	-	0	25
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	4 - A	4 - A	2 - A	4 - A	8 - A	-	25	75	250	25	75	-	25	75
	WB	3 - A	3 - A	0 - A	3 - A		-	25	75	1525	25	75	-	25	50
	NB	30 - C	23 - C	4 - A	24 - C		150	75	150	225	25	75	-	25	75
	SB	24 - C	25 - C	4 - A	13 - B		-	25	75	400	25	75	200	25	50
Frontage Rd at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	1 - A	-	-	-	-	-	-	-	-	-
	WB	0 - A	0 - A	1 - A	1 - A		-	25	75	-	-	-	-	25	75
	NB	-	2 - A	2 - A	2 - A		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
3rd St NE/School Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	2 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	1 - A	0 - A	1 - A		-	-	-	-	-	-	-	-	-
	NB	5 - A	7 - A	3 - A	6 - A		-	25	50	275	25	50	-	25	50
	SB	6 - A	4 - A	4 - A	5 - A		-	25	75	75	25	75	-	25	75
5th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	0 - A	-	1 - A		-	-	-	150	-	-	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
6th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-
	WB	1 - A	0 - A	-	1 - A		-	-	-	325	-	-	-	-	-
	NB	4 - A	-	2 - A	3 - A		-	25	50	-	-	-	-	25	50
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
Frontage Rd at 97th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	4 - A	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	-	6 - A	3 - A	5 - A		-	-	-	275	50	50	-	50	50
	SB	-	0 - A	-	0 - A		-	-	-	-	-	-	-	-	-
Proposed Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	3 - A	0 - A	-	1 - A	1 - A	-	0	25	100	0	25	-	-	-
	WB	-	0 - A	0 - A	0 - A		-	-	-	-	-	-	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	5 - A	-	3 - A	5 - A		-	25	50	-	-	-	-	25	50

		PM Peak Hour													
Intersection	Approach	Traffic Delay (sec/veh)				Intersection (Delay - LOS)	Traffic Queuing (feet)								
		Movement (Delay - LOS)			Approach (Delay - LOS)		Left Turn			Through			Right Turn		
		L	T	R			Storage	Avg	Max	Link Length	Avg	Max	Storage	Avg	Max
University Ave NE at 101st Ave NE <i>Signalized Intersection</i>	EB	40 - D	47 - D	26 - C	41 - D	32 - C	175	100	200	250	100	225	-	100	225
	WB	40 - D	44 - D	32 - C	41 - D		175	75	175	375	100	175	-	100	175
	NB	68 - E	31 - C	7 - A	32 - C		300	150	375	2300	325	550	450	50	200
	SB	58 - E	20 - C	3 - A	24 - C		300	100	200	1050	125	225	300	25	75
99th Ave NE at 101st Ave NE <i>Side Street Stop Controlled</i>	EB	14 - B	0 - A	6 - A	11 - B	3 - A	-	50	100	-	-	-	-	50	100
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	4 - A	1 - A	-	2 - A		-	25	50	250	25	50	-	-	-
	SB	-	3 - A	2 - A	3 - A		-	-	-	-	0	25	-	0	25
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	5 - A	5 - A	2 - A	5 - A	8 - A	-	50	100	250	50	125	-	50	125
	WB	8 - A	4 - A	1 - A	5 - A		-	50	100	1525	50	100	-	25	75
	NB	32 - C	26 - C	6 - A	27 - C		150	75	150	225	25	75	-	25	75
	SB	20 - C	29 - C	4 - A	14 - B		-	25	75	400	25	75	200	25	50
Frontage Rd at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	10 - B	-	-	-	-	-	-	-	-	-
	WB	-	0 - A	15 - C	13 - B		-	25	100	-	-	-	-	25	100
	NB	-	2 - A	2 - A	2 - A		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
3rd St NE/School Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	1 - A	0 - A	-	1 - A	2 - A	-	0	25	-	0	25	-	0	25
	WB	2 - A	0 - A	0 - A	1 - A		-	0	25	-	0	25	-	0	25
	NB	4 - A	6 - A	3 - A	4 - A		-	25	50	275	25	50	-	25	50
	SB	5 - A	-	3 - A	4 - A		-	25	75	75	25	75	-	25	75
5th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	0 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	0 - A	-	1 - A		-	0	25	150	0	25	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
6th St NE at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	-	0 - A	0 - A	0 - A	1 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	0 - A	-	1 - A		-	25	50	325	25	50	-	-	-
	NB	4 - A	-	3 - A	4 - A		-	25	50	-	-	-	-	25	50
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
Frontage Rd at 97th Ave NE <i>Side Street Stop Controlled</i>	EB	-	-	-	-	4 - A	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	-	6 - A	3 - A	5 - A		-	-	-	275	50	75	-	50	75
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
Proposed Driveway at 99th Ave NE <i>Side Street Stop Controlled</i>	EB	3 - A	0 - A	-	1 - A	1 - A	-	25	25	100	25	25	-	-	-
	WB	-	0 - A	0 - A	0 - A		-	-	-	-	-	-	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	6 - A	-	6 - A	6 - A		-	25	50	-	-	-	-	25	50

Each intersection movement remains operating with the same LOS or within 2 seconds of delay when compared to the existing condition. Based on this analysis, the proposed driveway does not impact nearby intersections' operational performance or capacity, nor does it produce queues that back into nearby intersections or residential driveways.

Alternatives Analysis

While operations are acceptable with the proposed development, as previously stated, the intersection of 99th Ave NE and 101st Ave NE meets warrants for a change in traffic control. Four scenarios were preliminarily analyzed for traffic operations at the intersections of 99th Ave NE and 101st Ave NE as well as 99th Ave NE at Cloverleaf Pkwy. The intersection of 99th Ave NE and 101st Ave NE is warranted for a traffic signal and all-way stop control (via the signal warrant). Because it is warranted for these, a roundabout is also considered a reasonable option and was therefore included in this analysis.

Scenario 1 includes an all-way stop control at the intersection of 99th Ave NE and 101st Ave NE and maintains the current signal and lane configuration at 99th Ave NE at Clover Leaf Pkwy. Scenario 2 considers a signal at both intersections- these would operate in coordination and were considered to have identical phasing and lane configurations (without the second minor street approach at 99th Ave NE and 101st Ave NE). Scenario 3 considers a single lane roundabout at 99th Ave NE and 101st Ave NE and maintains the signal at 99th Ave NE and Clover Leaf Pkwy. A single lane roundabout would require the mainline to have a lane drop or restriped to a three-lane roadway. Scenario 3 assumes 100 feet of storage for the eastbound left turn lane at Clover Leaf Pkwy. Lastly, Scenario 4 consists of both intersections as single lane roundabout, the same lane-drop or conversion needs from scenario 3 apply.

The all-way stop controlled and signalized intersections were analyzed in traffic simulation software, SimTraffic, where the single lane roundabout results were derived from the HCM 6th Edition calculations in Synchro. **Tables 11-14** show the operational results at these two intersections under each scenario. These changes were not considered to impact other nearby intersections, and therefore only these two intersections were included in this analysis.

Table 11: Build Condition- Alternative Scenario 1

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue			Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue		
				Storage	Avg	Max			Storage	Avg	Max
99th Ave NE at 101st Ave NE <i>All-Way Stop Controlled Intersection</i>	EB	5 - A	8 - A	250	25	75	5 - A	10 - B	250	50	75
	WB	-		-	-	-	-		-	-	-
	NB	8 - A		250	50	75	9 - A		250	50	100
	SB	10 - B		-	-	-	12 - B		-	75	125
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	6 - A	10 - B	250	25	75	7 - A	9 - A	250	50	125
	WB	4 - A		1525	25	75	5 - A		1525	50	125
	NB	26 - C		225	75	150	25 - C		225	75	150
	SB	16 - B		400	25	50	14 - B		400	25	75

Table 12: Build Condition- Alternative Scenario 2

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue			Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue		
				Storage	Avg	Max			Storage	Avg	Max
99th Ave NE at 101st Ave NE <i>Signalized Intersection</i>	EB	26 - C	6 - A	250	50	200	29 - C	7 - A	250	75	150
	WB	-		-	-	-	-		-	-	-
	NB	4 - A		250	25	75	4 - A		250	25	100
	SB	5 - A		-	-	-	6 - A		-	-	-
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	4 - A	10 - B	250	25	75	5 - A	8 - A	250	25	100
	WB	4 - A		1525	25	75	6 - A		1525	50	125
	NB	29 - C		225	75	150	28 - C		225	75	150
	SB	14 - B		400	25	75	16 - B		400	25	75

Table 13: Build Condition- Alternative Scenario 3

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue			Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue		
				Storage	Avg	Max			Storage	Avg	Max
99th Ave NE at 101st Ave NE <i>Single Lane Roundabout</i>	EB	4 - A	6 - A	250	-	-	6 - A	6 - A	250	-	-
	WB	-		-	-	-	-		-	-	-
	NB	5 - A		250	-	25	6 - A		250	-	25
	SB	5 - A		-	-	25	7 - A		-	-	50
Clover Leaf Pkwy at 99th Ave NE <i>Signalized Intersection</i>	EB	4 - A	10 - B	250	25	25	6 - A	9 - A	250	25	50
	WB	4 - A		1525	25	50	6 - A		1525	25	75
	NB	26 - C		225	75	150	26 - C		225	75	150
	SB	13 - B		400	25	50	15 - B		400	25	50

Table 14: Build Condition- Alternative Scenario 4

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue			Approach (Delay - LOS)	Intersection (Delay - LOS)	Approach Queue		
				Storage	Avg	Max			Storage	Avg	Max
99th Ave NE at 101st Ave NE <i>Single Lane Roundabout</i>	EB	4 - A	6 - A	250	-	-	6 - A	6 - A	250	-	-
	WB	-		-	-	-	-		-	-	-
	NB	5 - A		250	-	25	6 - A		250	-	25
	SB	5 - A		-	-	25	7 - A		-	-	50
Clover Leaf Pkwy at 99th Ave NE <i>Single Lane Roundabout</i>	EB	4 - A	4 - A	250	-	25	7 - A	6 - A	250	-	50
	WB	4 - A		1525	-	25	6 - A		1525	-	25
	NB	4 - A		225	-	-	5 - A		225	-	25
	SB	4 - A		400	-	-	5 - A		400	-	-

Tables 11-14 indicate that any of the four scenarios would operate with LOS B or better for the entire intersection during both peak hours.

At 99th Ave NE and 101st Ave NE, the delay for the entire intersection increases just slightly in each scenario due to the distribution of delay across all approaches. They all remain LOS A except for scenario 1, which indicates that the intersection would operate at LOS B with an all-way stop control, where it previously operated at LOS A in its existing condition. The eastbound approach of 99th Ave NE at 101st Ave NE improves in every scenario except when signalized in scenario 2 due to the nature of the cycle and phasing required to accommodate all vehicles. This is true for both peak hours.

At 99th Ave NE and Clover Leaf Pkwy, delay remains within 2 seconds of the existing configuration when the 99th/101st intersection undergoes changes and therefore introduces new traffic volume patterns to

the intersection. Scenario 4 is the only scenario in which the configuration changes, where delay decreases for both peak hours, and LOS improves to A.

None of the scenarios induce a queue from one intersection that is anticipated to compromise the operations of the other. With build volumes, any of the above scenarios would be acceptable options for reconfiguration of the two intersections. Though they operate effectively with the volumes proposed, there may be concerns under some of the scenarios that should be considered when determining the appropriate traffic control and geometric option and should be weighed in when determining a final reconfiguration choice:

- Alternative Scenarios 1 and 3 would distribute volume between the intersections unevenly due to the presence of an all-way stop controlled intersection (even distribution of vehicles) close to a signal (vehicles generally move together) or the presence of a roundabout (uneven distribution of vehicles) close to a signal (vehicles generally move together). This has the ability to potentially create uneven traffic flow between the mixed intersection control types, all based on arrival of the traffic at the intersection of 99th Ave NE and 101st Ave NE. It should be noted that a signal and roundabout in close proximity can work effectively depending on the traffic arrival under specific site conditions but it is preferred that a roundabout be located far enough away from a signal to not impact the traffic movements at the signal.
- Alternative 2, dual signals, would likely be designed in coordination, where the mainline would get the green phase at the same time. This would prevent large volumes being released at one intersection getting stuck immediately at the next. The side-street volumes are anticipated to be low enough in the build condition, where they are not anticipated to block the space between intersections while waiting for the next green. Alternative 2 would be recommended with a three-lane section along 99th Ave NE, so that mainline left turning volume has its own space to wait for a gap in traffic and make their turn. This would also alleviate any confusion of a vehicle's lane placement and intended maneuver at one intersection from the next.
- Alternative 4, two single-lane roundabouts, is anticipated to work the best in alleviating uneven traffic flow, reducing speed, improving pedestrian and vehicular safety, and improving sightlines.
- While the horizontal curvature of the road along 101st Ave NE northwest of 99th Ave NE is maneuverable, the combination of a four-lane section and two intersections may make it difficult to discern oncoming traffic speed or the location of turns.
- At the intersection of Clover Leaf Parkway and 99th Ave NE, four angle crashes and four left-turn crashes have occurred in the last five years. These types of crashes are typical at a signalized intersection and are anticipated to be reduced with the installation of a roundabout.

Additional Considerations

School Peak Queuing

The proximity of University Avenue Elementary School has an impact on daily traffic volume and patterns within the neighborhood and surrounding roadways. Based on a field and video review, it was noted that pick-up and drop-off queues for the school occur in the morning and afternoon peak hours as consistent with neighborhood comments. The queue occurs on the north side of 99th Ave NE as vehicles wait to enter the school circulation lot. The roadway width in this section of roadway is approximately 42 feet and vehicles line up along the edge of the roadway. Due to this there is minimal operational

impact from this queue to other motorists intending to drive straight through this area bypassing the school queue, although it may feel uncomfortable to a driver. This can be a positive to reduce traffic speeds, but sudden vehicle movements and the presence of pedestrians can make it feel unsafe with a constant queue of slow-moving vehicles next to vehicles moving at a higher speed. Some sections of 99th Ave NE are signed as no parking or restricted parking, which may cause these queues to move into neighboring streets during the school peak hours. In a review of footage from data collection on April 11th, 2023, the maximum queue seen started at approximately 3:37 pm and was cleared by 3:59 pm. As seen in **Figure 4**, the longest queue observed along the north side of 99th Ave NE was approximately 9-10 vehicles (approximately 250 feet long). Additional space within the school property for drop-off and pick-up may help reduce the number of vehicles queued along 99th Ave NE waiting to enter the school property and should be considered if the school property undergoes changes in the future.

Figure 4: School Pick-Up Queue along 99th Avenue NE



At the pedestrian crossings nearest to the elementary school, there are school crossing guards to assist pedestrians crossing 99th Ave NE in both peak hours. This can also be seen in **Figure 4**, above.

Cut-Through Traffic

During some peak hours, congestion along University Ave NE may cause some drivers to choose an alternate route to get to their destination. An analysis was done to estimate the portion of neighborhood traffic volume that may just be drivers bypassing University Ave NE. From the data collected in April 2023, the traffic volume coming into the neighborhood and leaving the neighborhood was compared to the estimated trips generated for the single-family homes, townhomes, and apartments in the neighborhood. In the PM hour, slightly past school release (in order to analyze only residential traffic), approximately 120 vehicles entered the neighborhood. The estimated trips generated per ITE Trip Generation would be approximately 91 vehicles entering the neighborhood area. This concludes that there may be up to 29 'cut-through' trips throughout the neighborhood throughout the PM peak. This equates to about a quarter of the trips entering the neighborhood. However, the 29 extra trips could partially consist of people coming home and leaving again within an hour, delivery or mail trucks stopping and passing through, or a vehicle dropping off or picking someone up within the neighborhood.

Conclusions

The roadway network within the study area provides connection to multiple land use types, but most notably residential and school traffic. Due to the proximity of the school, vehicular and pedestrian traffic is heaviest at the beginning and end of the school day. This also induces parking and queuing within and near the school property that may not otherwise occur throughout the day. Using data collected in April 2023, the analysis indicated that vehicular operations are within an acceptable level of service and delay thresholds. Additionally, pedestrian traffic at unsignalized crosswalks on or near 99th Ave NE operate within a generally acceptable range. Analysis of the proposed apartment building does not indicate operational concerns due to the increased volume, although the average delay out of the neighborhood would increase (though not enough to decrease the level of service) in the existing roadway configuration. The four alternative intersection traffic control and geometric considerations along 99th/101st (combinations of traffic control at 99th Ave NE and 101st Ave NE and at 99th Ave NE and Clover Leaf Pkwy) suggest that reconfiguration of the two intersections would be operationally acceptable in the build condition. In order to reduce speeds, improve sightlines, and more efficiently move vehicular traffic through the two intersections, it is recommended that two single-lane roundabouts be installed at these intersections. Additionally, a three-lane roadway section on 99th Ave NE to the east and 101st Ave NE to the west would operate effectively with the single-lane nature of the roundabout while still accommodating traffic volumes on these roadways. Due to resident concerns, the potential for development, and upcoming roadway rehabilitation plans, there are opportunities for improvements to the area that may improve the pedestrian experience, reduce vehicle speeds, and/or improve safety and operations at intersections. These mitigation strategies are identified below.

Potential Improvements and Mitigation Strategies

The following identifies potential improvements for the area and are subject to further discussion and potentially additional studies. Should the potential apartment development occur, some improvements are best included with the design and construction of the new site.

General Considerations

- A. Add pedestrian sidewalks and facilities along 99th Ave NE. This would assist residents in the neighborhood, and students get to their destination in a safer manner than walking along the roadway. This could be included on both the north and south side of 99th Ave NE.
- B. Stripe and sign the crosswalks at intersection legs where sidewalk facilities are present (or proposed).
- C.
 - 1) Based on the speed data collected, speed humps or a speed table may be an option to reduce speeds and cut-through traffic on the frontage road. However, the viability of adding speed humps or altering this stretch is subject to first responder vehicle needs and usage.
 - 2) Based on the speed data collected, the speeds measured on the other streets within the area are within the expected range. Curb extensions to narrow the roadway width along these roadways at select locations may be an option to further slow traffic flow.
 - 3) Another consideration for speed and traffic reduction may be to close the access from University Ave NE at 97th Ave NE. With this potential change in access the travel time and distance for someone destined for a location in the neighborhood would increase. For example, in an off-peak hour, a driver starting on University Ave destined for Swan Park in the

neighborhood would travel 0.4 miles (approx. 1 minute) using the current roadway configuration and accessing the neighborhood via 99th Ave NE. If the access was closed, the same driver would continue on University Ave NE, turn right at 101st Ave NE, and then enter the neighborhood on 99th. This route is 1.2 miles and is estimated to take approximately 3 minutes. This change would also be subject to first responder vehicle needs and usage.

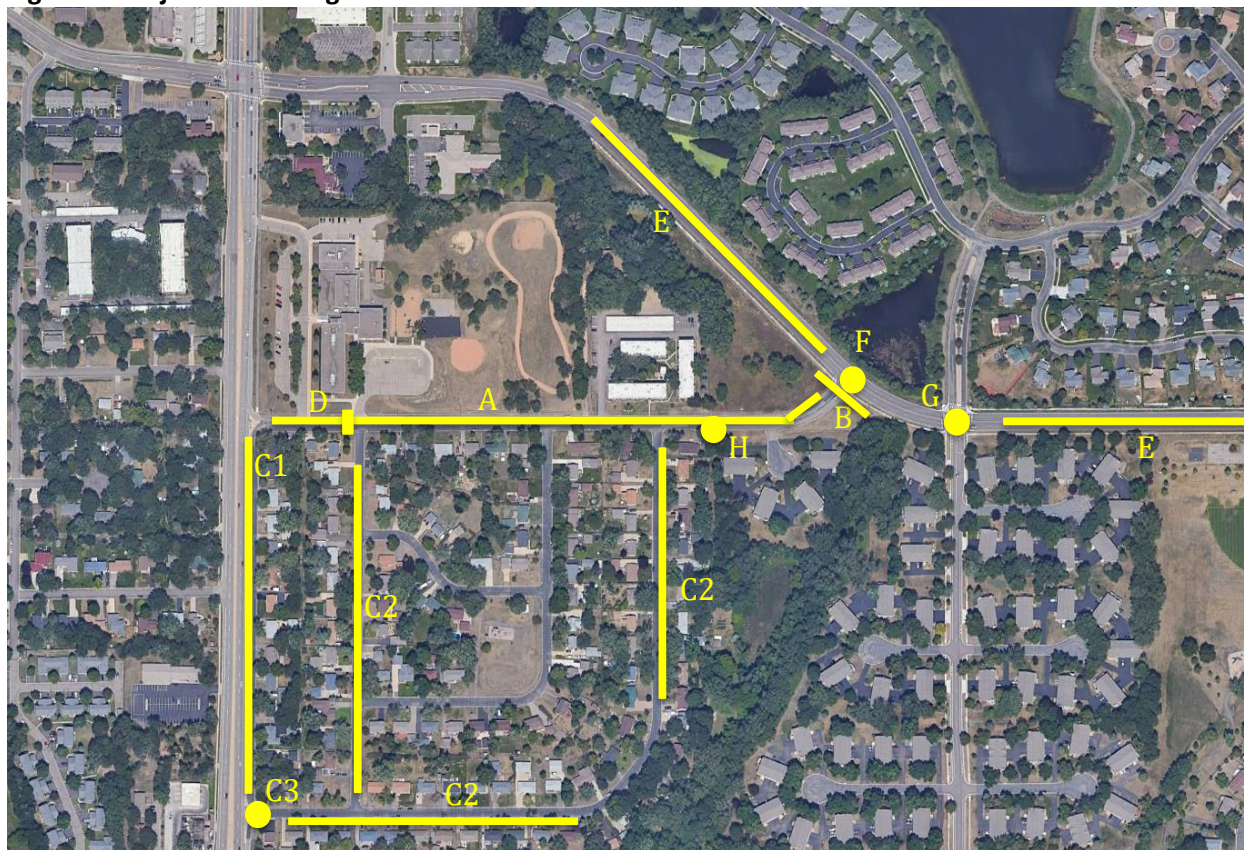
- D. Curb extensions at existing pedestrian crossings would be anticipated to improve visibility of a pedestrian crossing the road, as well as cause drivers to slow down at the narrowed roadway portion. Curb extensions are specifically recommended at the marked school crosswalk across 99th Ave NE to improve pedestrian visibility and reduce crossing length.
- E. 101st Ave NE west of 99th Ave NE and 99th Ave NE east of 101st Ave NE should be further studied as single lane or mini-roundabouts and the corridor considered for a three-lane conversion which would be recommended on the roadway, especially with a change in traffic control on 99th/101st. A three-lane roadway would reduce speeds and provide safety benefits for pedestrians crossing the roadway. This mainline configuration is compatible with the existing condition, or any alternate configuration mentioned previously.

Considerations to Coincide with Potential Development

- F. Though not currently needed for operations or safety, the intersection improvements previously mentioned for the intersection of 99th Ave NE and 101st NE could potentially reduce speeds on 101st Ave NE, assist in turning movements that are potentially challenging due to sightlines and curvature of the roadway, and may reduce delay for the eastbound approach. Additionally, improvements may reduce the potential for crashes at this intersection and assist pedestrians in crossing the street in an easier and more visible manner. A roundabout is recommended at the intersection.
- G. If intersection configuration changes were made at 99th Ave NE and 101st Ave NE, similar changes should be considered at the intersection of 99th Ave NE and Clover Leaf Parkway. A roundabout is recommended at the intersection.
- H. Intersection lighting and a stop sign for the driveway approach at the proposed intersection location on 99th Ave NE is recommended to improve visibility and traffic control. The lighting should be oriented to highlight the intersection and pedestrian facilities on the north side of the roadway.

Figure 5 below highlights the locations of each of these items.

Figure 5: Project Area Mitigation Identification



Appendix

Bolton & Menk, Inc.

12224 Nicollet Avenue
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97th Ave NE at Frontage Rd
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Groups Printed- Cars + - Trucks

	Frontage Rd Southbound					97th Ave Ne Westbound					University Ave Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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97th Ave NE at Frontage Rd
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08:15 PM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5
08:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
08:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
Total	0	0	1	0	1	0	0	0	0	0	14	5	0	0	19	0	0	0	0	0	20
09:00 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	5
09:15 PM	0	0	0	0	0	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	10
09:30 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	5
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	2	0	0	0	2	14	7	0	0	21	0	0	0	0	0	23
10:00 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	8
10:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
10:30 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	15	1	0	0	16	0	0	0	0	0	17
11:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	12	3	15	22	0	0	8	30	341	166	0	4	511	0	0	0	0	0	556
Apprch %	0	0	80	20		73.3	0	0	26.7		66.7	32.5	0	0.8		0	0	0	0		
Total %	0	0	2.2	0.5	2.7	4	0	0	1.4	5.4	61.3	29.9	0	0.7	91.9	0	0	0	0	0	
Cars +	0	0	11	3	14	20	0	0	4	24	334	158	0	3	495	0	0	0	0	0	533
% Cars +	0	0	91.7	100	93.3	90.9	0	0	50	80	97.9	95.2	0	75	96.9	0	0	0	0	0	95.9
Trucks	0	0	1	0	1	2	0	0	4	6	7	8	0	1	16	0	0	0	0	0	23
% Trucks	0	0	8.3	0	6.7	9.1	0	0	50	20	2.1	4.8	0	25	3.1	0	0	0	0	0	4.1

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

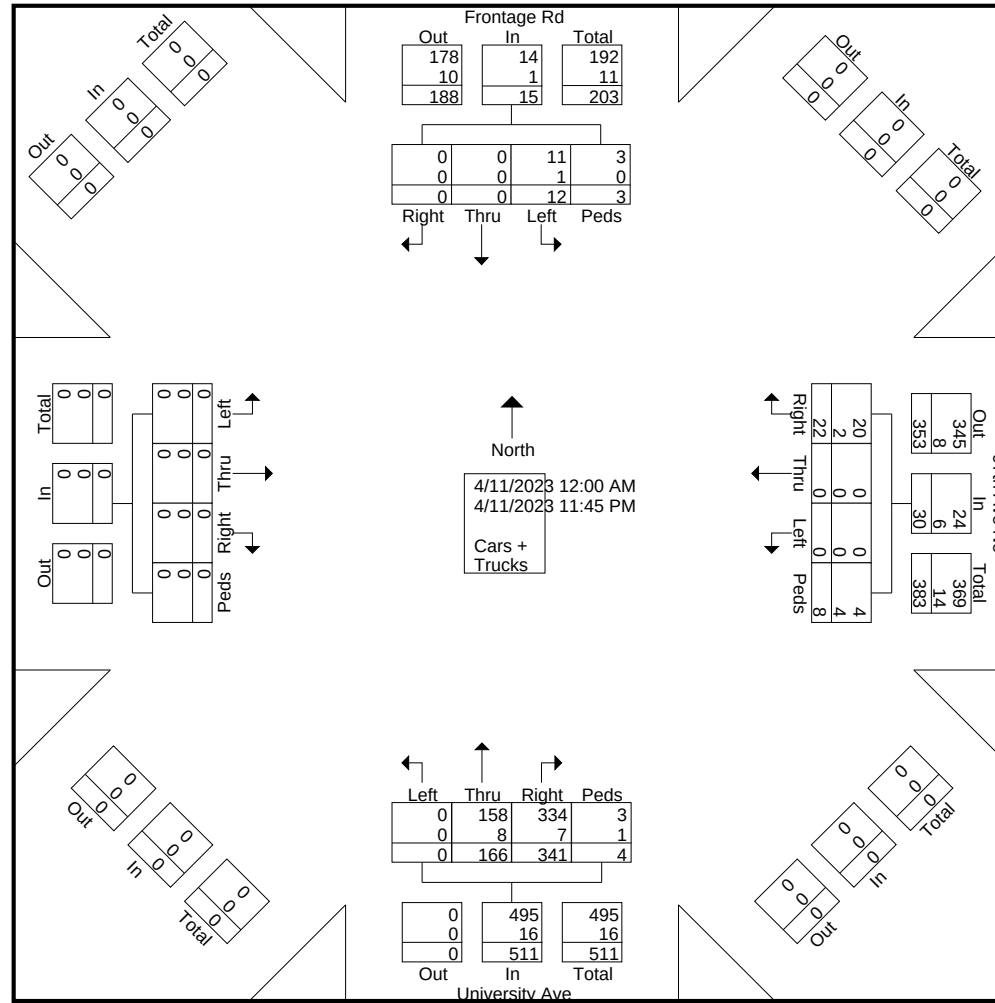
File Name : 97th Ave and Frontage Rd_04112023_0000-2400

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97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

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97th Ave NE at Frontage Rd
Blaine, Minnesota

	Frontage Rd Southbound					97th Ave Ne Westbound					University Ave Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	4	9	0	0	13	0	0	0	0	0	13
08:45 AM	0	0	0	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	7	13	0	0	20	0	0	0	0	0	20
09:15 AM	0	0	1	0	1	0	0	0	0	0	8	9	0	0	17	0	0	0	0	0	18
Total Volume	0	0	1	0	1	0	0	0	0	0	24	33	0	0	57	0	0	0	0	0	58
% App. Total	0	0	100	0		0	0	0	0		42.1	57.9	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.635	.000	.000	.713	.000	.000	.000	.000	.000	.725

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12224 Nicollet Avenue
Burnsville, MN 55337

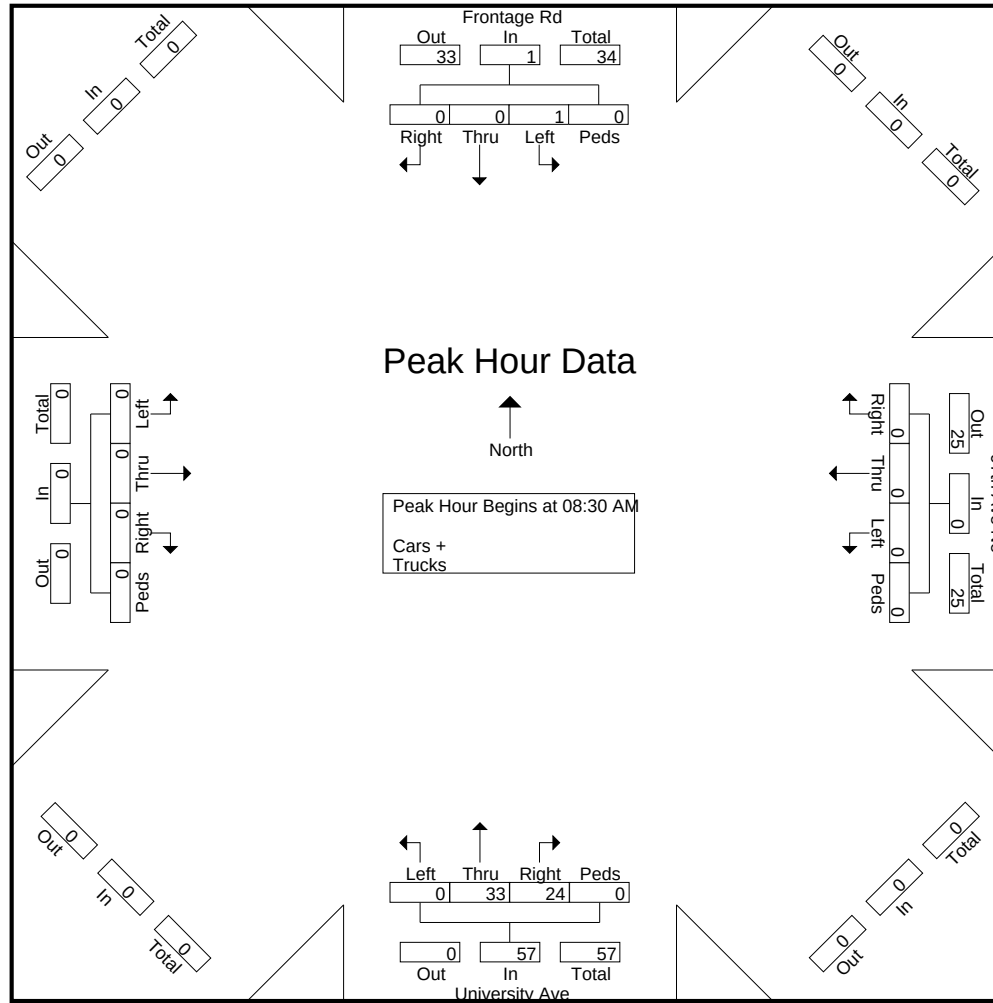
File Name : 97th Ave and Frontage Rd_04112023_0000-2400

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97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400

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97th Ave NE at Frontage Rd
Blaine, Minnesota

	Frontage Rd Southbound					97th Ave Ne Westbound					University Ave Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	14	4	0	0	18	0	0	0	0	0	18
03:30 PM	0	0	1	0	1	0	0	0	0	0	10	4	0	0	14	0	0	0	0	0	15
03:45 PM	0	0	0	1	1	0	0	0	2	2	18	1	0	0	19	0	0	0	0	0	22
04:00 PM	0	0	0	0	0	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	16
Total Volume	0	0	1	1	2	0	0	0	2	2	55	12	0	0	67	0	0	0	0	0	71
% App. Total	0	0	50	50		0	0	0	100		82.1	17.9	0	0		0	0	0	0		
PHF	.000	.000	.250	.250	.500	.000	.000	.000	.250	.250	.764	.750	.000	.000	.882	.000	.000	.000	.000	.000	.807

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12224 Nicollet Avenue
Burnsville, MN 55337

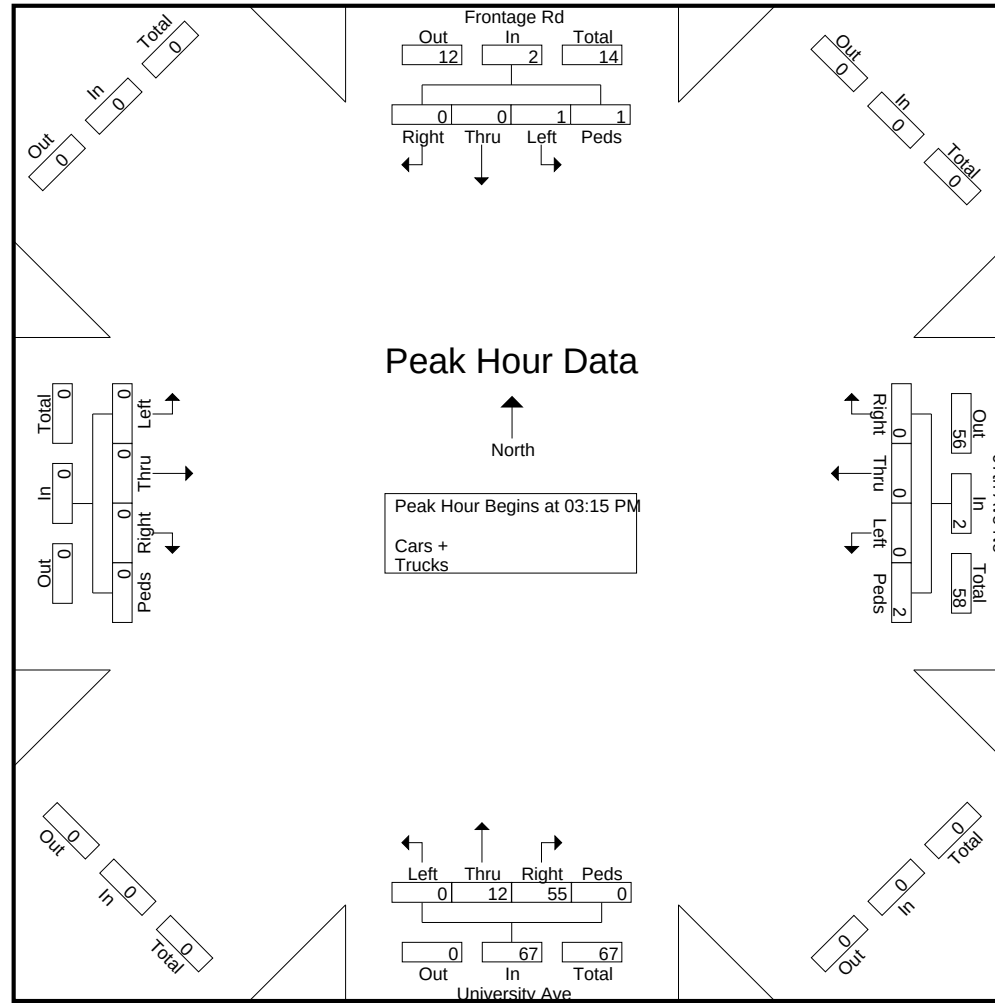
File Name : 97th Ave and Frontage Rd_04112023_0000-2400

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97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 3rd St_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE and 3rd St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
05:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
05:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	4	0	0	4	1	0	4	0	5	0	0	0	0	0	9
06:00 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	0	0	0	0	0	12
06:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	8

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 3rd St_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE and 3rd St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	0	3	0	1	4	13
Total	0	0	0	0	0	0	19	1	0	20	1	0	9	0	10	0	5	0	1	6	36
07:00 AM	0	0	0	0	0	1	11	0	0	12	1	0	1	0	2	0	0	0	0	0	14
07:15 AM	0	0	0	0	0	0	13	3	0	16	0	0	6	0	6	0	1	0	0	1	23
07:30 AM	0	0	0	0	0	1	14	0	0	15	0	0	4	0	4	1	0	0	0	1	20
07:45 AM	0	0	0	0	0	7	12	0	0	19	4	1	2	0	7	2	1	0	0	3	29
Total	0	0	0	0	0	9	50	3	0	62	5	1	13	0	19	3	2	0	0	5	86
08:00 AM	0	0	0	0	0	6	9	2	0	17	0	4	2	0	6	4	1	0	0	5	28
08:15 AM	0	0	0	0	0	6	11	1	0	18	1	1	2	0	4	4	1	0	0	5	27
08:30 AM	3	0	0	0	3	4	10	0	0	14	3	0	1	0	4	1	2	0	0	3	24
08:45 AM	0	0	0	0	0	3	11	2	0	16	0	1	5	0	6	0	0	0	4	4	26
Total	3	0	0	0	3	19	41	5	0	65	4	6	10	0	20	9	4	0	4	17	105
09:00 AM	17	0	2	5	24	18	26	3	1	48	4	5	1	0	10	3	1	0	31	35	117
09:15 AM	34	1	17	4	56	28	13	0	0	41	3	7	2	0	12	8	2	0	14	24	133
09:30 AM	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	1	0	0	0	1	6
Total	52	1	19	9	81	46	42	5	1	94	9	12	4	0	25	12	3	0	45	60	260
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
10:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	0	1	0	0	1	9
10:30 AM	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	0	1	0	0	1	10
10:45 AM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	15	3	0	18	2	0	3	0	5	0	3	0	0	3	26
11:00 AM	0	0	0	1	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	6
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	6
11:45 AM	0	0	0	8	8	0	3	1	0	4	0	0	4	0	4	0	0	0	3	3	19
Total	0	0	0	9	9	0	13	1	0	14	0	0	7	0	7	0	1	0	3	4	34
12:00 PM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	0	0	0	0	10
12:15 PM	0	0	0	0	0	0	5	2	0	7	0	0	2	0	2	0	0	0	0	0	9
12:30 PM	0	0	1	0	1	0	8	1	0	9	0	0	2	0	2	0	0	0	0	0	12
12:45 PM	0	0	0	0	0	0	9	0	0	9	1	0	2	0	3	0	1	0	0	1	13
Total	0	0	1	0	1	0	30	3	0	33	2	0	7	0	9	0	1	0	0	1	44

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 3rd St_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE and 3rd St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:00 PM	0	0	0	0	0	2	4	0	0	6	0	2	3	0	5	0	0	0	0	0	11
01:15 PM	4	0	1	0	5	0	4	0	0	4	1	0	2	0	3	0	2	0	0	2	14
01:30 PM	0	0	0	2	2	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	7
01:45 PM	0	0	1	0	1	0	4	1	0	5	2	0	3	0	5	0	0	0	0	0	11
Total	4	0	2	2	8	2	14	3	0	19	4	2	8	0	14	0	2	0	0	2	43
02:00 PM	0	0	0	0	0	0	3	2	0	5	1	0	4	0	5	0	1	0	0	1	11
02:15 PM	0	0	0	1	1	0	3	0	0	3	3	0	2	0	5	0	3	0	0	3	12
02:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	1	0	0	1	7
02:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	1	1	0	2	6
Total	0	0	0	1	1	1	11	3	0	15	5	0	8	0	13	0	6	1	0	7	36
03:00 PM	1	0	0	0	1	3	3	1	0	7	0	1	0	0	1	0	1	0	0	1	10
03:15 PM	1	0	0	0	1	6	8	2	0	16	2	2	5	1	10	0	1	2	0	3	30
03:30 PM	0	0	0	1	1	10	15	2	0	27	2	1	2	0	5	0	1	0	4	5	38
03:45 PM	14	1	4	0	19	13	15	3	0	31	4	0	7	7	18	0	0	0	98	98	166
Total	16	1	4	1	22	32	41	8	0	81	8	4	14	8	34	0	3	2	102	107	244
04:00 PM	19	0	15	0	34	9	5	1	0	15	3	0	4	0	7	0	1	0	8	9	65
04:15 PM	5	0	10	0	15	0	5	0	0	5	1	0	3	0	4	0	5	1	0	6	30
04:30 PM	3	0	1	0	4	0	2	0	0	2	5	1	2	0	8	0	2	0	0	2	16
04:45 PM	2	0	1	0	3	1	6	2	0	9	4	0	3	0	7	0	4	0	0	4	23
Total	29	0	27	0	56	10	18	3	0	31	13	1	12	0	26	0	12	1	8	21	134
05:00 PM	0	0	1	0	1	2	6	0	0	8	3	0	0	0	3	0	11	0	0	11	23
05:15 PM	1	0	1	0	2	0	7	0	0	7	4	0	2	0	6	0	4	0	0	4	19
05:30 PM	3	0	2	0	5	1	4	1	1	7	0	0	4	0	4	0	6	0	2	8	24
05:45 PM	2	0	1	0	3	0	4	2	0	6	3	0	1	0	4	0	1	1	0	2	15
Total	6	0	5	0	11	3	21	3	1	28	10	0	7	0	17	0	22	1	2	25	81
06:00 PM	1	0	0	0	1	0	6	0	0	6	2	0	5	0	7	0	2	0	0	2	16
06:15 PM	0	0	1	0	1	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	0	0	0	0	5
Total	1	0	1	0	2	0	9	2	0	11	6	0	6	0	12	0	3	0	0	3	28
07:00 PM	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	5
07:15 PM	0	0	0	0	0	0	1	2	0	3	3	0	1	0	4	0	2	0	0	2	9
07:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	0	0	0	0	0	5

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 3rd St_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 4

99th Ave NE and 3rd St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 PM	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	0	1	0	0	1	5
Total	0	0	0	0	0	2	3	8	0	13	4	0	4	0	8	0	3	0	0	3	24
08:00 PM	2	0	0	0	2	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	7
08:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
08:30 PM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	6
08:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
Total	2	0	0	0	2	0	10	3	0	13	2	0	2	0	4	0	4	0	0	4	23
09:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	4	0	4	0	0	0	1	1	7
09:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	2	0	4	1	0	5	0	6	0	4	0	1	5	15
10:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	5	0	0	5	2	0	2	0	4	0	0	0	0	0	9
11:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
11:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	5
Grand Total	113	2	59	22	196	124	350	60	2	536	81	26	127	8	242	24	79	5	166	274	1248
Apprch %	57.7	1	30.1	11.2		23.1	65.3	11.2	0.4		33.5	10.7	52.5	3.3		8.8	28.8	1.8	60.6		
Total %	9.1	0.2	4.7	1.8	15.7	9.9	28	4.8	0.2	42.9	6.5	2.1	10.2	0.6	19.4	1.9	6.3	0.4	13.3	22	
Cars +	113	2	59	22	196	123	307	57	2	489	73	26	127	8	234	22	75	5	164	266	1185
% Cars +	100	100	100	100	100	99.2	87.7	95	100	91.2	90.1	100	100	100	96.7	91.7	94.9	100	98.8	97.1	95
Trucks	0	0	0	0	0	1	43	3	0	47	8	0	0	0	8	2	4	0	2	8	63
% Trucks	0	0	0	0	0	0.8	12.3	5	0	8.8	9.9	0	0	0	3.3	8.3	5.1	0	1.2	2.9	5

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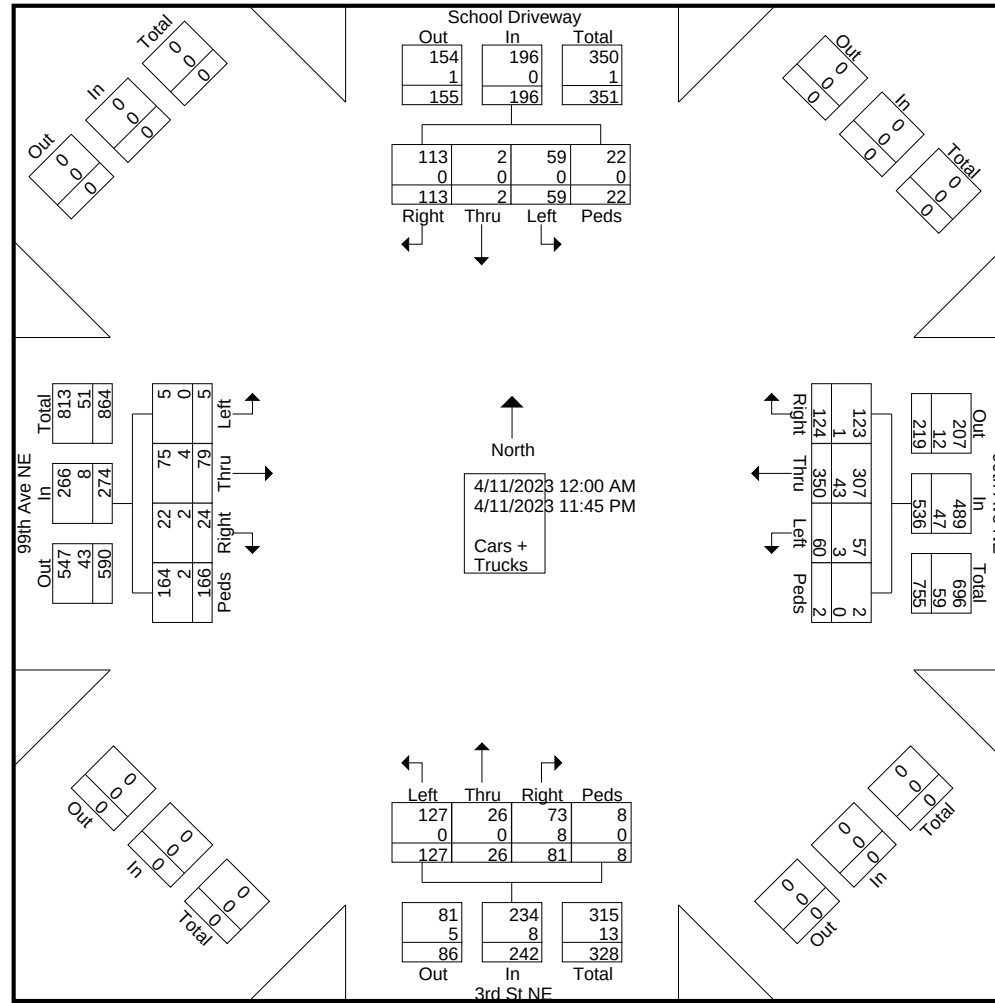
File Name : 99th Ave and 3rd St_04112023_0000-2400

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99th Ave NE and 3rd St NE
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99th Ave NE and 3rd St NE
Blaine, Minnesota

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	3	0	0	0	3	4	10	0	0	14	3	0	1	0	4	1	2	0	0	3	24
08:45 AM	0	0	0	0	0	3	11	2	0	16	0	1	5	0	6	0	0	0	4	4	26
09:00 AM	17	0	2	5	24	18	26	3	1	48	4	5	1	0	10	3	1	0	31	35	117
09:15 AM	34	1	17	4	56	28	13	0	0	41	3	7	2	0	12	8	2	0	14	24	133
Total Volume	54	1	19	9	83	53	60	5	1	119	10	13	9	0	32	12	5	0	49	66	300
% App. Total	65.1	1.2	22.9	10.8		44.5	50.4	4.2	0.8		31.2	40.6	28.1	0		18.2	7.6	0	74.2		
PHF	.397	.250	.279	.450	.371	.473	.577	.417	.250	.620	.625	.464	.450	.000	.667	.375	.625	.000	.395	.471	.564

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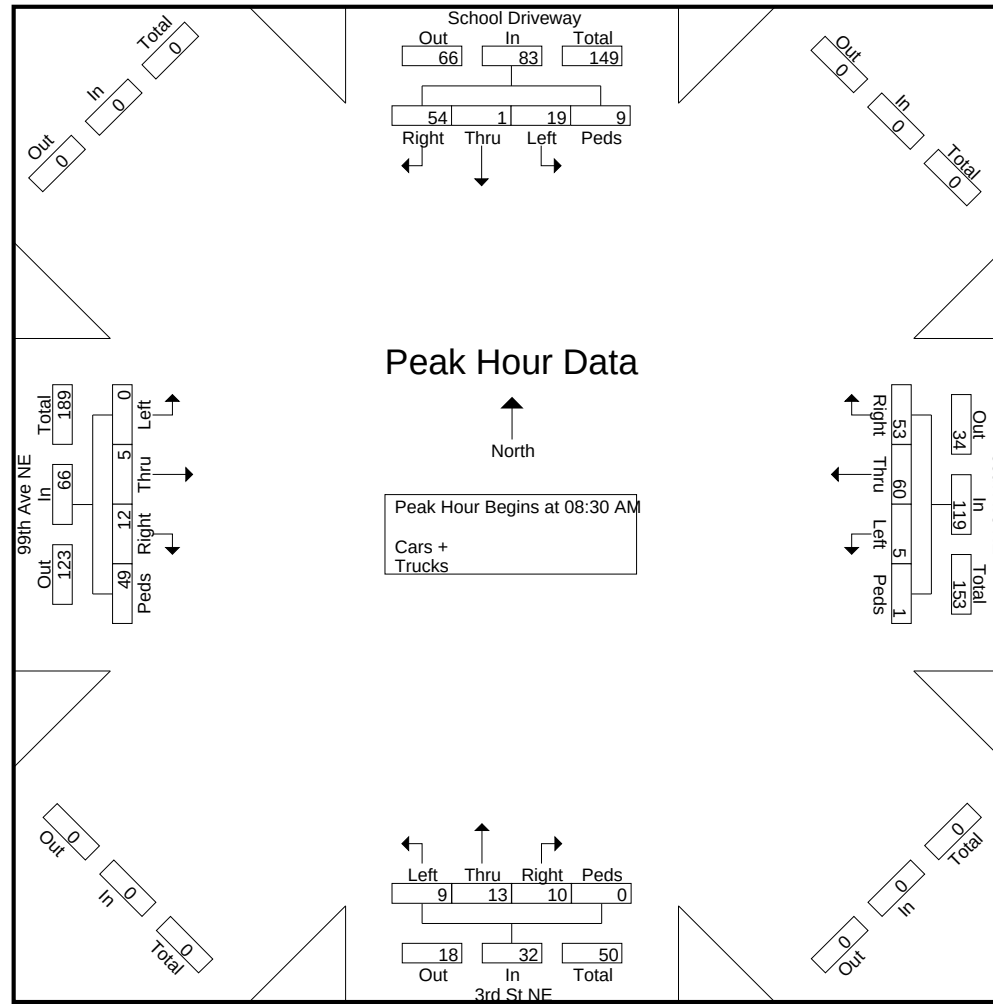
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99th Ave NE and 3rd St NE
Blaine, Minnesota

	School Driveway Southbound					99th Ave NE Westbound					3rd St NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	1	0	0	0	1	6	8	2	0	16	2	2	5	1	10	0	1	2	0	3	30
03:30 PM	0	0	0	1	1	10	15	2	0	27	2	1	2	0	5	0	1	0	4	5	38
03:45 PM	14	1	4	0	19	13	15	3	0	31	4	0	7	7	18	0	0	0	98	98	166
04:00 PM	19	0	15	0	34	9	5	1	0	15	3	0	4	0	7	0	1	0	8	9	65
Total Volume	34	1	19	1	55	38	43	8	0	89	11	3	18	8	40	0	3	2	110	115	299
% App. Total	61.8	1.8	34.5	1.8		42.7	48.3	9	0		27.5	7.5	45	20		0	2.6	1.7	95.7		
PHF	.447	.250	.317	.250	.404	.731	.717	.667	.000	.718	.688	.375	.643	.286	.556	.000	.750	.250	.281	.293	.450

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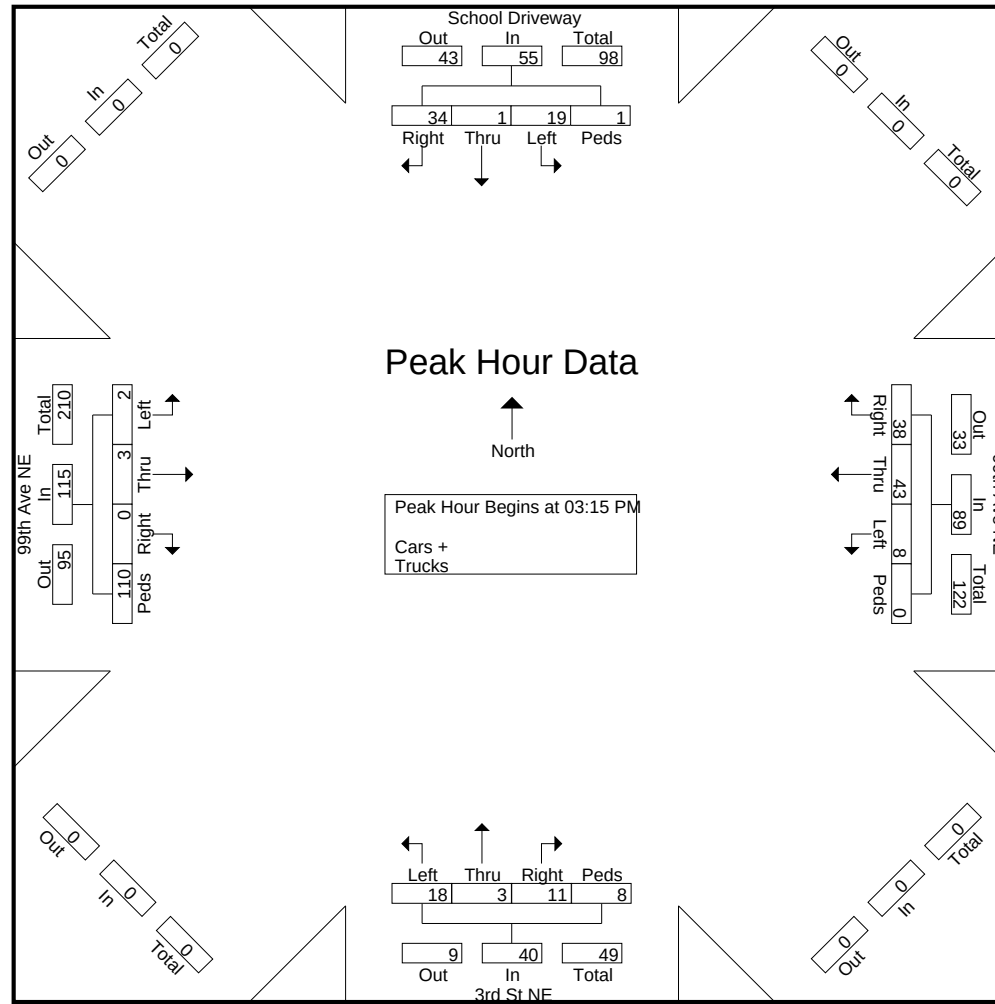
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99th Ave NE and 6th St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
12:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	1	0	0	1	7
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	9
05:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
05:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
05:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	0	1	0	0	1	6
05:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
Total	0	0	0	0	0	0	1	0	0	1	6	0	2	0	8	0	9	0	0	9	18
06:00 AM	0	0	0	0	0	0	2	2	0	4	3	0	0	0	3	0	4	0	0	4	11
06:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
06:30 AM	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	0	5	0	0	5	15

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Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	0	0	0	0	0	0	6	1	0	7	1	0	1	1	3	0	8	0	0	8	18
Total	0	0	0	0	0	0	17	3	0	20	8	0	1	1	10	0	21	0	0	21	51
07:00 AM	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	0	7	0	0	7	18
07:15 AM	0	0	0	0	0	0	13	1	0	14	5	0	1	0	6	0	6	0	2	8	28
07:30 AM	0	0	0	0	0	0	10	1	0	11	2	0	1	0	3	0	2	0	0	2	16
07:45 AM	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	1	10	0	0	11	30
Total	0	0	0	0	0	0	49	3	0	52	10	0	2	0	12	1	25	0	2	28	92
08:00 AM	0	0	0	0	0	0	16	0	0	16	5	0	1	0	6	0	3	0	0	3	25
08:15 AM	0	0	0	0	0	0	15	1	0	16	1	0	0	0	1	0	4	0	0	4	21
08:30 AM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	4	0	0	4	18
08:45 AM	0	0	0	0	0	0	17	2	0	19	1	0	1	0	2	0	0	0	0	0	21
Total	0	0	0	0	0	0	61	3	0	64	8	0	2	0	10	0	11	0	0	11	85
09:00 AM	0	0	0	0	0	0	55	0	0	55	4	0	0	0	4	0	5	0	0	5	64
09:15 AM	0	0	0	0	0	0	39	0	0	39	2	0	1	0	3	0	31	0	0	31	73
09:30 AM	0	0	0	0	0	0	6	1	0	7	2	0	1	0	3	1	5	0	0	6	16
09:45 AM	0	0	0	0	0	0	5	1	0	6	1	0	0	1	2	0	7	0	0	7	15
Total	0	0	0	0	0	0	105	2	0	107	9	0	2	1	12	1	48	0	0	49	168
10:00 AM	0	0	0	0	0	0	3	1	0	4	1	0	2	1	4	0	2	0	0	2	10
10:15 AM	0	0	0	0	0	0	6	2	0	8	3	0	0	1	4	0	1	0	1	2	14
10:30 AM	0	0	0	0	0	0	10	2	0	12	1	0	1	1	3	0	4	0	0	4	19
10:45 AM	0	0	0	0	0	0	4	1	0	5	4	0	0	0	4	0	3	0	0	3	12
Total	0	0	0	0	0	0	23	6	0	29	9	0	3	3	15	0	10	0	1	11	55
11:00 AM	0	0	0	0	0	0	4	1	0	5	6	0	0	0	6	0	1	0	1	2	13
11:15 AM	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	3	0	0	3	11
11:30 AM	0	0	0	0	0	0	5	1	0	6	3	0	0	0	3	0	1	0	0	1	10
11:45 AM	0	0	0	0	0	0	8	2	0	10	3	0	0	0	3	0	0	0	0	0	13
Total	0	0	0	0	0	0	22	5	0	27	14	0	0	0	14	0	5	0	1	6	47
12:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	0	2	0	0	2	8
12:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	2	0	0	2	8
12:30 PM	0	0	0	0	0	0	8	0	0	8	2	0	2	0	4	0	2	0	0	2	14
12:45 PM	0	0	0	0	0	0	10	2	0	12	5	0	1	0	6	0	4	0	0	4	22
Total	0	0	0	0	0	0	25	3	0	28	9	0	5	0	14	0	10	0	0	10	52

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	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:00 PM	0	0	0	0	0	0	6	1	0	7	5	0	1	0	6	0	1	0	0	1	14
01:15 PM	0	0	0	0	0	0	5	0	0	5	5	0	0	0	5	1	5	0	0	6	16
01:30 PM	0	0	0	0	0	0	6	1	0	7	4	0	0	0	4	0	3	0	0	3	14
01:45 PM	0	0	0	0	0	0	2	3	0	5	3	0	0	1	4	0	3	0	0	3	12
Total	0	0	0	0	0	0	19	5	0	24	17	0	1	1	19	1	12	0	0	13	56
02:00 PM	0	0	0	0	0	0	6	2	0	8	3	0	0	0	3	0	3	0	0	3	14
02:15 PM	0	0	0	0	0	0	3	1	0	4	3	0	0	0	3	0	5	0	0	5	12
02:30 PM	0	0	0	0	0	0	5	0	0	5	3	0	1	0	4	0	2	0	0	2	11
02:45 PM	0	0	0	0	0	0	6	2	0	8	5	0	0	0	5	0	3	0	0	3	16
Total	0	0	0	0	0	0	20	5	0	25	14	0	1	0	15	0	13	0	0	13	53
03:00 PM	0	0	0	0	0	0	8	2	0	10	3	0	2	0	5	0	0	0	0	0	15
03:15 PM	0	0	0	0	0	0	16	2	0	18	2	0	0	0	2	0	5	0	0	5	25
03:30 PM	0	0	0	0	0	0	41	3	0	44	6	0	0	0	6	0	3	0	0	3	53
03:45 PM	0	0	0	0	0	0	27	4	0	31	4	0	3	1	8	0	13	0	6	19	58
Total	0	0	0	0	0	0	92	11	0	103	15	0	5	1	21	0	21	0	6	27	151
04:00 PM	0	0	0	0	0	0	16	3	0	19	7	0	2	0	9	1	22	0	4	27	55
04:15 PM	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	0	17	0	0	17	26
04:30 PM	0	0	0	0	0	0	7	3	0	10	5	0	0	0	5	0	10	0	2	12	27
04:45 PM	0	0	0	0	0	0	13	4	0	17	4	0	1	0	5	0	6	0	0	6	28
Total	0	0	0	0	0	0	41	12	0	53	18	0	3	0	21	1	55	0	6	62	136
05:00 PM	0	0	0	0	0	0	11	1	0	12	7	0	1	0	8	0	16	0	0	16	36
05:15 PM	0	0	0	0	0	0	5	2	0	7	3	0	1	0	4	0	9	0	1	10	21
05:30 PM	0	0	0	0	0	0	7	1	0	8	4	0	1	0	5	0	7	0	3	10	23
05:45 PM	0	0	0	0	0	0	11	1	0	12	1	0	1	1	3	0	9	0	1	10	25
Total	0	0	0	0	0	0	34	5	0	39	15	0	4	1	20	0	41	0	5	46	105
06:00 PM	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	0	6	0	0	6	17
06:15 PM	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	3	0	0	3	9
06:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	0	4	0	0	4	12
06:45 PM	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	1	2	0	0	3	9
Total	0	0	0	0	0	0	19	5	0	24	5	0	2	0	7	1	15	0	0	16	47
07:00 PM	0	0	0	0	0	0	8	0	0	8	5	0	0	0	5	0	1	0	0	1	14
07:15 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	6	0	0	6	13
07:30 PM	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	2	0	0	2	10

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 6th St_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 4

99th Ave NE and 6th St NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	1	0	1	0	6	0	0	6	12
Total	0	0	0	0	0	0	20	5	0	25	8	0	1	0	9	0	15	0	0	15	49
08:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	1	0	2	3	9
08:15 PM	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	0	2	0	0	2	9
08:30 PM	0	0	0	0	0	0	4	2	0	6	2	0	0	0	2	0	3	0	0	3	11
08:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	0	2	0	0	2	11
Total	0	0	0	0	0	0	18	4	0	22	5	0	3	0	8	0	8	0	2	10	40
09:00 PM	0	0	0	0	0	0	2	1	0	3	2	0	1	0	3	0	1	0	0	1	7
09:15 PM	0	0	0	0	0	0	4	2	0	6	2	0	1	0	3	0	3	0	0	3	12
09:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	5
09:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	3	0	0	3	7
Total	0	0	0	0	0	0	9	3	0	12	8	0	2	0	10	0	9	0	0	9	31
10:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
10:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
10:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	7	1	0	8	2	0	0	0	2	0	3	0	0	3	13
11:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
11:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	594	82	0	676	182	0	40	8	230	5	341	0	23	369	1275
Apprch %	0	0	0	0	0	0	87.9	12.1	0	79.1	0	17.4	3.5	0	0	1.4	92.4	0	6.2	0	0
Total %	0	0	0	0	0	0	46.6	6.4	0	53	14.3	0	3.1	0.6	18	0.4	26.7	0	1.8	28.9	0
Cars +	0	0	0	0	0	0	548	82	0	630	180	0	36	8	224	3	326	0	23	352	1206
% Cars +	0	0	0	0	0	0	92.3	100	0	93.2	98.9	0	90	100	97.4	60	95.6	0	100	95.4	94.6
Trucks	0	0	0	0	0	0	46	0	0	46	2	0	4	0	6	2	15	0	0	17	69
% Trucks	0	0	0	0	0	0	7.7	0	0	6.8	1.1	0	10	0	2.6	40	4.4	0	0	4.6	5.4

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

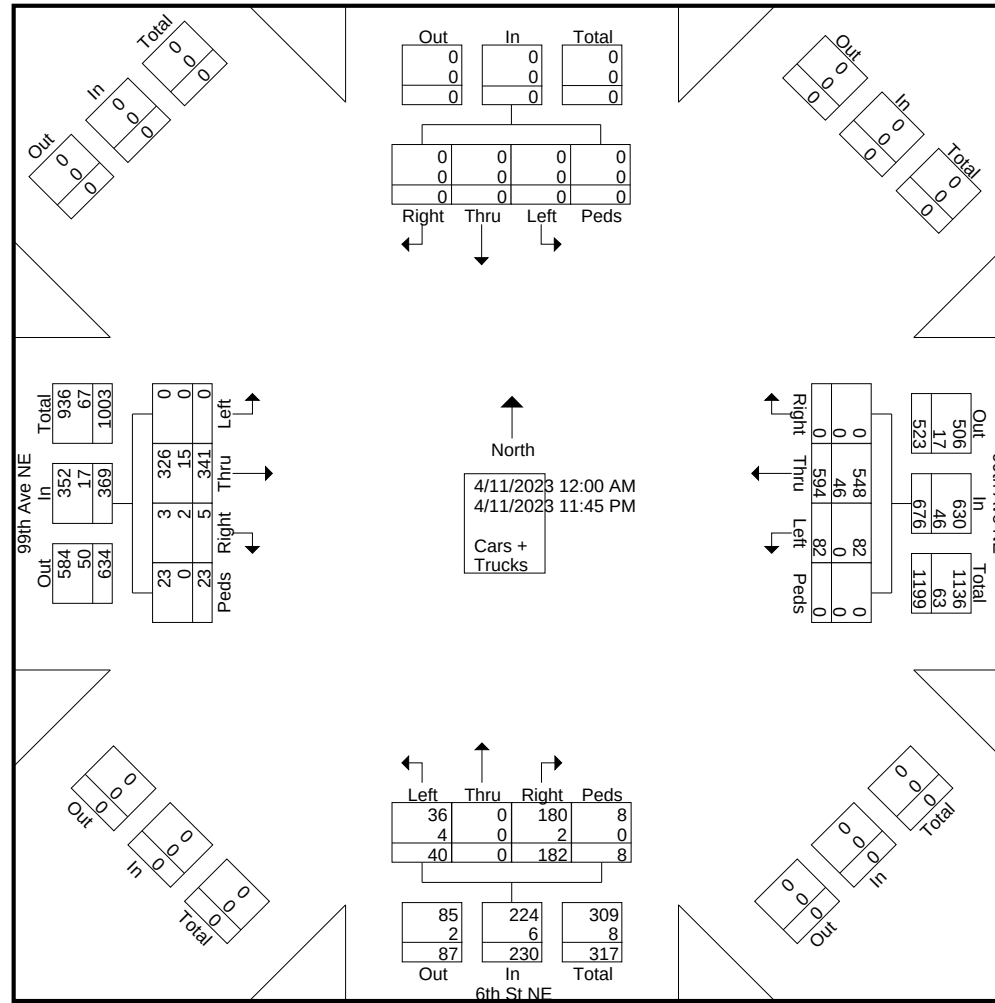
File Name : 99th Ave and 6th St_04112023_0000-2400

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99th Ave NE and 6th St NE
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 6th St_04112023_0000-2400

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99th Ave NE and 6th St NE
Blaine, Minnesota

	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	4	0	0	4	18
08:45 AM	0	0	0	0	0	0	17	2	0	19	1	0	1	0	2	0	0	0	0	0	21
09:00 AM	0	0	0	0	0	0	55	0	0	55	4	0	0	0	4	0	5	0	0	5	64
09:15 AM	0	0	0	0	0	0	39	0	0	39	2	0	1	0	3	0	31	0	0	31	73
Total Volume	0	0	0	0	0	0	124	2	0	126	8	0	2	0	10	0	40	0	0	40	176
% App. Total	0	0	0	0	0	0	98.4	1.6	0		80	0	20	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.564	.250	.000	.573	.500	.000	.500	.000	.625	.000	.323	.000	.000	.323	.603

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

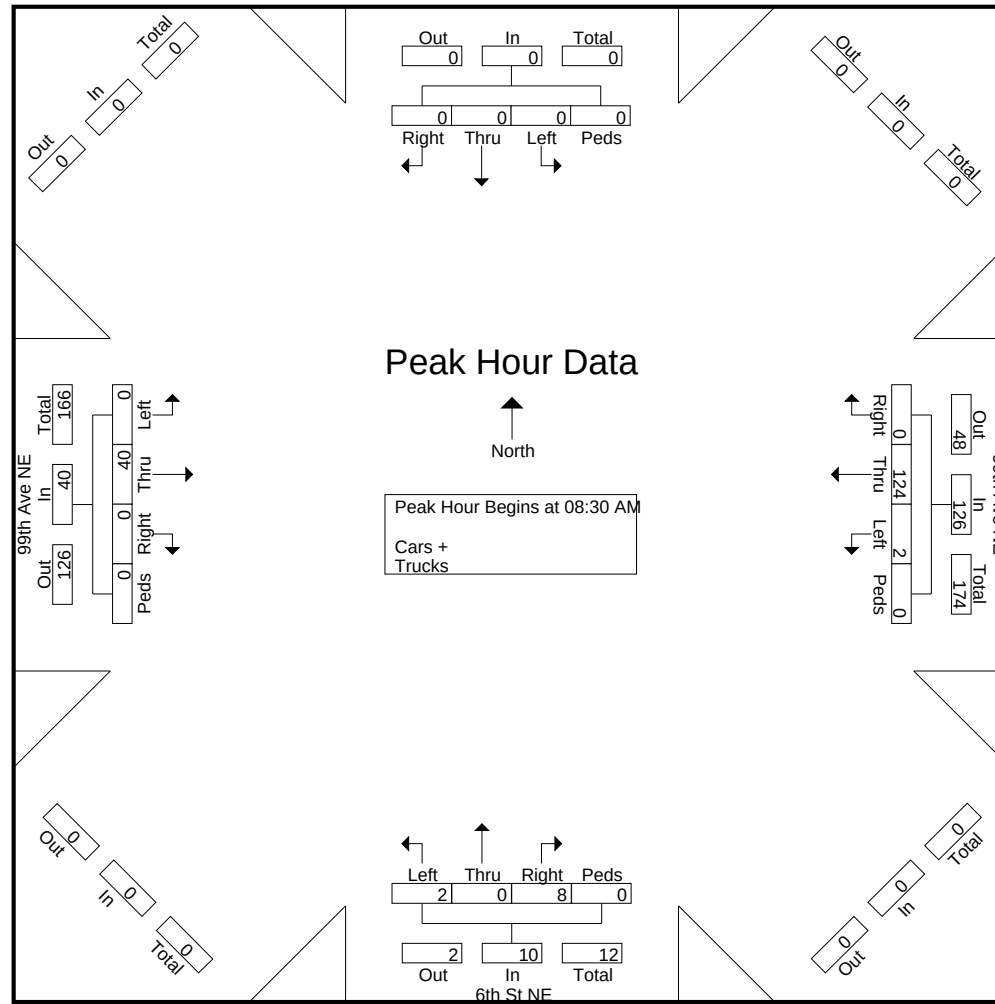
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99th Ave NE and 6th St NE
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
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File Name : 99th Ave and 6th St_04112023_0000-2400

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99th Ave NE and 6th St NE
Blaine, Minnesota

	Southbound					99th Ave NE Westbound					6th St NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	41	3	0	44	6	0	0	0	6	0	3	0	0	3	53
03:45 PM	0	0	0	0	0	0	27	4	0	31	4	0	3	1	8	0	13	0	6	19	58
04:00 PM	0	0	0	0	0	0	16	3	0	19	7	0	2	0	9	1	22	0	4	27	55
04:15 PM	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	0	17	0	0	17	26
Total Volume	0	0	0	0	0	0	89	12	0	101	19	0	5	1	25	1	55	0	10	66	192
% App. Total	0	0	0	0	0	0	88.1	11.9	0		76	0	20	4		1.5	83.3	0	15.2		
PHF	.000	.000	.000	.000	.000	.000	.543	.750	.000	.574	.679	.000	.417	.250	.694	.250	.625	.000	.417	.611	.828

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Burnsville, MN 55337

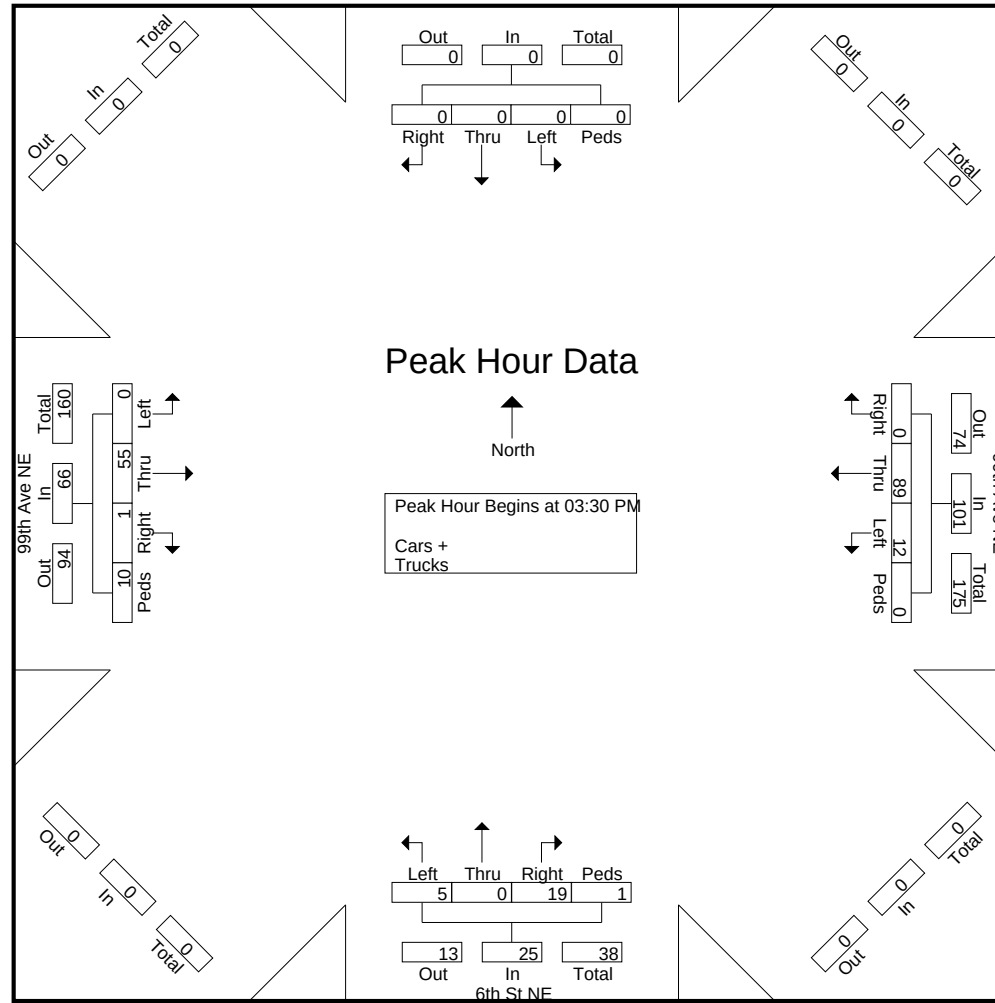
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99th Ave NE and 6th St NE
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400

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99th Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
12:00 AM	2	6	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	12
12:15 AM	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	11
12:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
12:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Total	2	21	0	0	23	0	0	0	0	0	0	13	2	0	15	3	0	0	0	3	41
01:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
01:15 AM	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
01:30 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
01:45 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Total	1	26	0	0	27	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	43
02:00 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
02:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
02:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	19	0	0	19	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	24
03:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6
03:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
03:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	7	0	0	7	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	24
04:00 AM	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	17
04:15 AM	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	19
04:30 AM	2	2	0	0	4	0	0	0	0	0	0	13	0	0	13	1	0	1	0	2	19
04:45 AM	0	4	0	0	4	0	0	0	0	0	0	18	0	0	18	0	0	2	0	2	24
Total	2	14	0	0	16	0	0	0	0	0	0	56	0	0	56	1	0	6	0	7	79
05:00 AM	0	10	0	0	10	0	0	0	0	0	0	17	0	0	17	1	0	3	0	4	31
05:15 AM	1	4	0	0	5	0	0	0	0	0	0	32	0	0	32	1	0	3	0	4	41
05:30 AM	0	10	0	0	10	0	0	0	0	0	0	50	1	0	51	1	0	2	0	3	64
05:45 AM	1	12	0	0	13	0	0	0	0	0	0	35	0	0	35	3	0	4	0	7	55
Total	2	36	0	0	38	0	0	0	0	0	0	134	1	0	135	6	0	12	0	18	191
06:00 AM	3	11	0	0	14	0	0	0	0	0	0	45	3	0	48	3	0	2	0	5	67
06:15 AM	1	24	0	0	25	0	0	0	0	0	0	45	2	0	47	0	0	4	0	4	76
06:30 AM	8	29	0	0	37	0	0	0	0	0	0	78	0	0	78	4	0	7	0	11	126

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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Site Code : 7

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99th Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	4	27	0	0	31	0	0	0	0	0	0	78	5	0	83	6	0	2	1	9	123
Total	16	91	0	0	107	0	0	0	0	0	0	246	10	0	256	13	0	15	1	29	392
07:00 AM	4	24	0	0	28	0	0	0	0	0	0	86	4	0	90	3	0	5	0	8	126
07:15 AM	10	27	0	0	37	0	0	0	0	0	0	82	5	0	87	2	0	9	0	11	135
07:30 AM	8	45	0	0	53	0	0	0	0	0	0	87	2	0	89	2	0	6	0	8	150
07:45 AM	16	50	0	0	66	0	0	0	0	0	0	74	4	0	78	3	0	7	0	10	154
Total	38	146	0	0	184	0	0	0	0	0	0	329	15	0	344	10	0	27	0	37	565
08:00 AM	12	31	0	0	43	0	0	0	0	0	0	58	5	0	63	3	0	5	0	8	114
08:15 AM	10	34	0	0	44	0	0	0	0	0	0	59	5	0	64	1	0	4	0	5	113
08:30 AM	10	36	0	0	46	0	0	0	0	0	0	49	3	0	52	3	0	3	0	6	104
08:45 AM	19	44	0	0	63	0	0	0	0	0	0	68	3	0	71	1	0	1	0	2	136
Total	51	145	0	0	196	0	0	0	0	0	0	234	16	0	250	8	0	13	0	21	467
09:00 AM	38	37	0	0	75	0	0	0	0	0	0	49	18	0	67	4	0	5	0	9	151
09:15 AM	25	40	0	0	65	0	0	0	0	0	0	44	11	0	55	19	0	14	0	33	153
09:30 AM	4	28	0	0	32	0	0	0	0	0	0	65	3	0	68	4	0	4	1	9	109
09:45 AM	4	32	0	0	36	0	0	0	0	0	0	57	2	0	59	5	0	4	0	9	104
Total	71	137	0	0	208	0	0	0	0	0	0	215	34	0	249	32	0	27	1	60	517
10:00 AM	2	33	0	0	35	0	0	0	0	0	0	49	2	0	51	2	0	1	0	3	89
10:15 AM	4	42	0	0	46	0	0	0	0	0	0	46	4	0	50	2	0	3	0	5	101
10:30 AM	9	39	0	0	48	0	0	0	0	0	0	58	1	0	59	1	0	3	0	4	111
10:45 AM	5	37	0	0	42	0	0	0	0	0	0	46	0	0	46	6	0	3	0	9	97
Total	20	151	0	0	171	0	0	0	0	0	0	199	7	0	206	11	0	10	0	21	398
11:00 AM	1	42	0	0	43	0	0	0	0	0	0	42	3	0	45	4	0	3	1	8	96
11:15 AM	5	45	0	0	50	0	0	0	0	0	0	46	2	0	48	2	0	4	0	6	104
11:30 AM	2	42	0	0	44	0	0	0	0	0	0	51	4	0	55	3	0	2	0	5	104
11:45 AM	5	54	0	0	59	0	0	0	0	0	0	55	5	0	60	1	0	2	0	3	122
Total	13	183	0	0	196	0	0	0	0	0	0	194	14	0	208	10	0	11	1	22	426
12:00 PM	3	50	0	0	53	0	0	0	0	0	0	59	1	0	60	3	0	2	0	5	118
12:15 PM	3	55	0	0	58	0	0	0	0	0	0	49	4	0	53	2	0	2	0	4	115
12:30 PM	2	49	0	0	51	0	0	0	0	0	0	48	6	0	54	2	0	2	0	4	109
12:45 PM	11	62	0	0	73	0	0	0	0	0	0	56	2	0	58	6	0	3	0	9	140
Total	19	216	0	0	235	0	0	0	0	0	0	212	13	0	225	13	0	9	0	22	482

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400

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99th Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:00 PM	7	51	0	0	58	0	0	0	0	0	0	53	2	0	55	6	0	0	0	6	119
01:15 PM	3	35	0	0	38	0	0	0	0	0	0	59	3	0	62	5	0	5	0	10	110
01:30 PM	5	44	0	0	49	0	0	0	0	0	0	52	3	0	55	4	0	4	1	9	113
01:45 PM	2	56	0	0	58	0	0	0	0	0	0	49	3	0	52	5	0	1	0	6	116
Total	17	186	0	0	203	0	0	0	0	0	0	213	11	0	224	20	0	10	1	31	458
02:00 PM	3	59	0	0	62	0	0	0	0	0	0	49	4	0	53	2	0	5	0	7	122
02:15 PM	4	75	0	0	79	0	0	0	0	0	0	50	2	0	52	5	0	2	0	7	138
02:30 PM	3	65	0	0	68	0	0	0	0	0	0	56	3	0	59	2	0	4	1	7	134
02:45 PM	8	84	0	0	92	0	0	0	0	0	0	60	1	0	61	4	0	4	0	8	161
Total	18	283	0	0	301	0	0	0	0	0	0	215	10	0	225	13	0	15	1	29	555
03:00 PM	7	95	0	0	102	0	0	0	0	0	0	62	4	0	66	1	0	2	0	3	171
03:15 PM	11	100	0	0	111	0	0	0	0	0	0	72	8	0	80	5	0	0	0	5	196
03:30 PM	32	127	0	0	159	0	0	0	0	0	0	63	12	0	75	3	0	5	1	9	243
03:45 PM	22	83	0	0	105	0	0	0	0	0	0	65	9	0	74	9	0	11	0	20	199
Total	72	405	0	0	477	0	0	0	0	0	0	262	33	0	295	18	0	18	1	37	809
04:00 PM	15	121	0	0	136	0	0	0	0	0	0	77	6	0	83	10	0	17	0	27	246
04:15 PM	7	98	0	0	105	0	0	0	0	0	0	65	2	0	67	4	0	14	1	19	191
04:30 PM	8	96	0	0	104	0	0	0	0	0	0	66	3	0	69	9	0	10	0	19	192
04:45 PM	15	109	0	0	124	0	0	0	0	0	0	78	3	0	81	5	0	5	3	13	218
Total	45	424	0	0	469	0	0	0	0	0	0	286	14	0	300	28	0	46	4	78	847
05:00 PM	6	112	0	0	118	0	0	0	0	0	0	76	8	0	84	20	0	6	1	27	229
05:15 PM	7	118	0	0	125	0	0	0	0	0	0	63	1	0	64	6	0	7	0	13	202
05:30 PM	5	88	0	0	93	0	0	0	0	0	0	64	3	0	67	5	0	6	4	15	175
05:45 PM	9	87	0	0	96	0	0	0	0	0	0	59	4	0	63	7	0	5	3	15	174
Total	27	405	0	0	432	0	0	0	0	0	0	262	16	0	278	38	0	24	8	70	780
06:00 PM	6	81	0	0	87	0	0	0	0	0	0	86	4	0	90	2	0	6	0	8	185
06:15 PM	8	62	0	0	70	0	0	0	0	0	0	53	2	0	55	2	0	4	0	6	131
06:30 PM	3	64	0	0	67	0	0	0	0	0	0	67	4	0	71	2	0	4	0	6	144
06:45 PM	2	59	0	0	61	0	0	0	0	0	0	46	3	0	49	3	0	1	0	4	114
Total	19	266	0	0	285	0	0	0	0	0	0	252	13	0	265	9	0	15	0	24	574
07:00 PM	7	66	0	0	73	0	0	0	0	0	0	50	2	0	52	3	0	3	0	6	131
07:15 PM	3	54	0	0	57	0	0	0	0	0	0	46	5	0	51	5	0	2	0	7	115
07:30 PM	6	66	0	0	72	0	0	0	0	0	0	45	1	0	46	2	0	2	0	4	122

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400

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99th Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 PM	4	43	0	0	47	0	0	0	0	0	0	44	0	0	44	4	0	2	0	6	97
Total	20	229	0	0	249	0	0	0	0	0	0	185	8	0	193	14	0	9	0	23	465
08:00 PM	3	50	0	0	53	0	0	0	0	0	0	32	1	0	33	2	0	2	0	4	90
08:15 PM	5	56	0	0	61	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	96
08:30 PM	6	39	0	0	45	0	0	0	0	0	0	37	1	0	38	2	0	2	0	4	87
08:45 PM	2	47	0	0	49	0	0	0	0	0	0	20	5	0	25	0	0	2	0	2	76
Total	16	192	0	0	208	0	0	0	0	0	0	122	8	0	130	5	0	6	0	11	349
09:00 PM	4	40	0	0	44	0	0	0	0	0	0	43	1	0	44	2	0	2	0	4	92
09:15 PM	5	36	0	0	41	0	0	0	0	0	0	24	3	0	27	3	0	1	0	4	72
09:30 PM	0	27	0	0	27	0	0	0	0	0	0	15	1	0	16	2	0	2	0	4	47
09:45 PM	1	25	0	0	26	0	0	0	0	0	0	9	1	0	10	0	0	2	0	2	38
Total	10	128	0	0	138	0	0	0	0	0	0	91	6	0	97	7	0	7	0	14	249
10:00 PM	3	32	0	0	35	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	52
10:15 PM	1	28	0	0	29	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	46
10:30 PM	0	16	0	0	16	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	27
10:45 PM	1	17	0	0	18	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	28
Total	5	93	0	0	98	0	0	0	0	0	0	48	3	0	51	2	0	2	0	4	153
11:00 PM	1	20	0	0	21	0	0	0	0	0	0	8	1	0	9	2	0	1	0	3	33
11:15 PM	1	14	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	21
11:30 PM	0	22	0	0	22	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	27
11:45 PM	1	12	0	0	13	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	16
Total	3	68	0	0	71	0	0	0	0	0	0	22	1	0	23	2	0	1	0	3	97
Grand Total	487	3871	0	0	4358	0	0	0	0	0	0	3826	237	0	4063	263	0	283	18	564	8985
Apprch %	11.2	88.8	0	0		0	0	0	0		0	94.2	5.8	0		46.6	0	50.2	3.2		
Total %	5.4	43.1	0	0	48.5	0	0	0	0	0	0	42.6	2.6	0	45.2	2.9	0	3.1	0.2	6.3	
Cars +	455	3802	0	0	4257	0	0	0	0	0	0	3772	224	0	3996	250	0	279	7	536	8789
% Cars +	93.4	98.2	0	0	97.7	0	0	0	0	0	0	98.6	94.5	0	98.4	95.1	0	98.6	38.9	95	97.8
Trucks	32	69	0	0	101	0	0	0	0	0	0	54	13	0	67	13	0	4	11	28	196
% Trucks	6.6	1.8	0	0	2.3	0	0	0	0	0	0	1.4	5.5	0	1.6	4.9	0	1.4	61.1	5	2.2

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

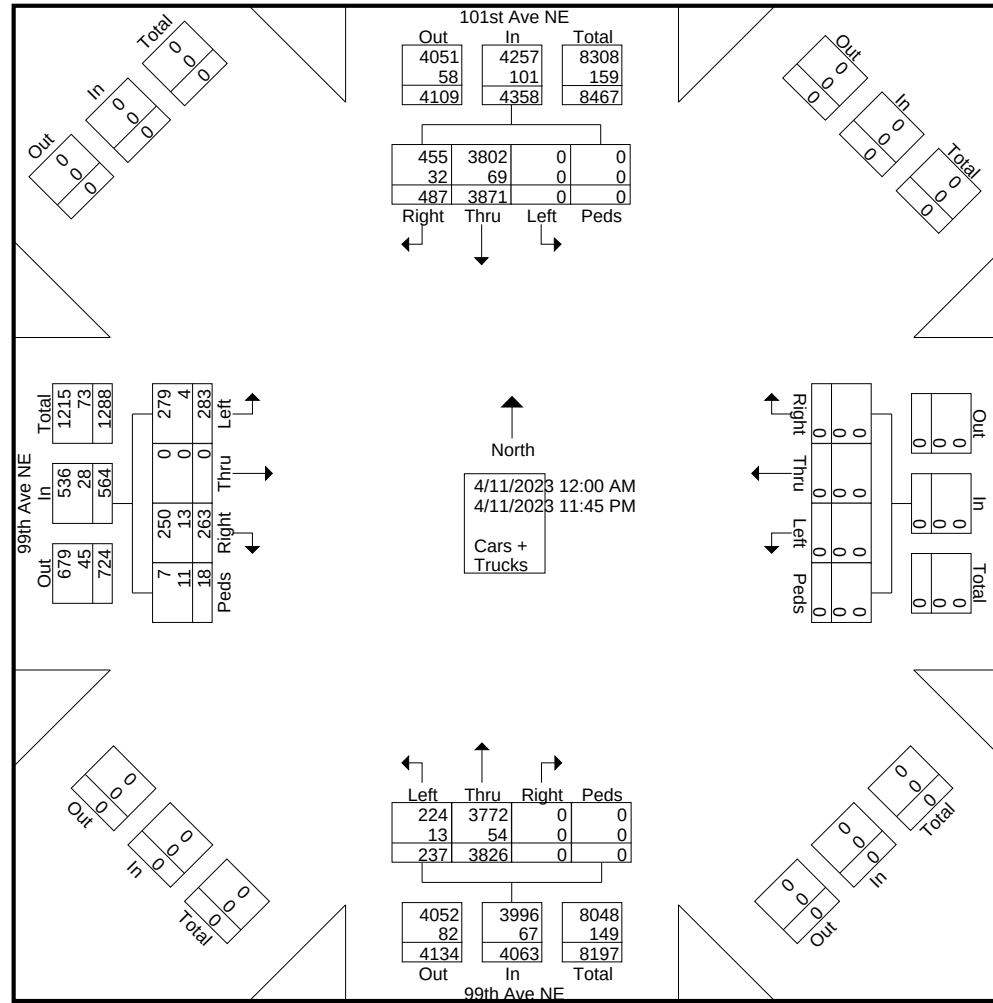
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99th Ave NE and 101st Ave NE
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400

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99th Ave NE and 101st Ave NE
Blaine, Minnesota

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	24	0	0	28	0	0	0	0	0	0	86	4	0	90	3	0	5	0	8	126
07:15 AM	10	27	0	0	37	0	0	0	0	0	0	82	5	0	87	2	0	9	0	11	135
07:30 AM	8	45	0	0	53	0	0	0	0	0	0	87	2	0	89	2	0	6	0	8	150
07:45 AM	16	50	0	0	66	0	0	0	0	0	0	74	4	0	78	3	0	7	0	10	154
Total Volume	38	146	0	0	184	0	0	0	0	0	0	329	15	0	344	10	0	27	0	37	565
% App. Total	20.7	79.3	0	0		0	0	0	0		0	95.6	4.4	0		27	0	73	0		
PHF	.594	.730	.000	.000	.697	.000	.000	.000	.000	.000	.000	.945	.750	.000	.956	.833	.000	.750	.000	.841	.917

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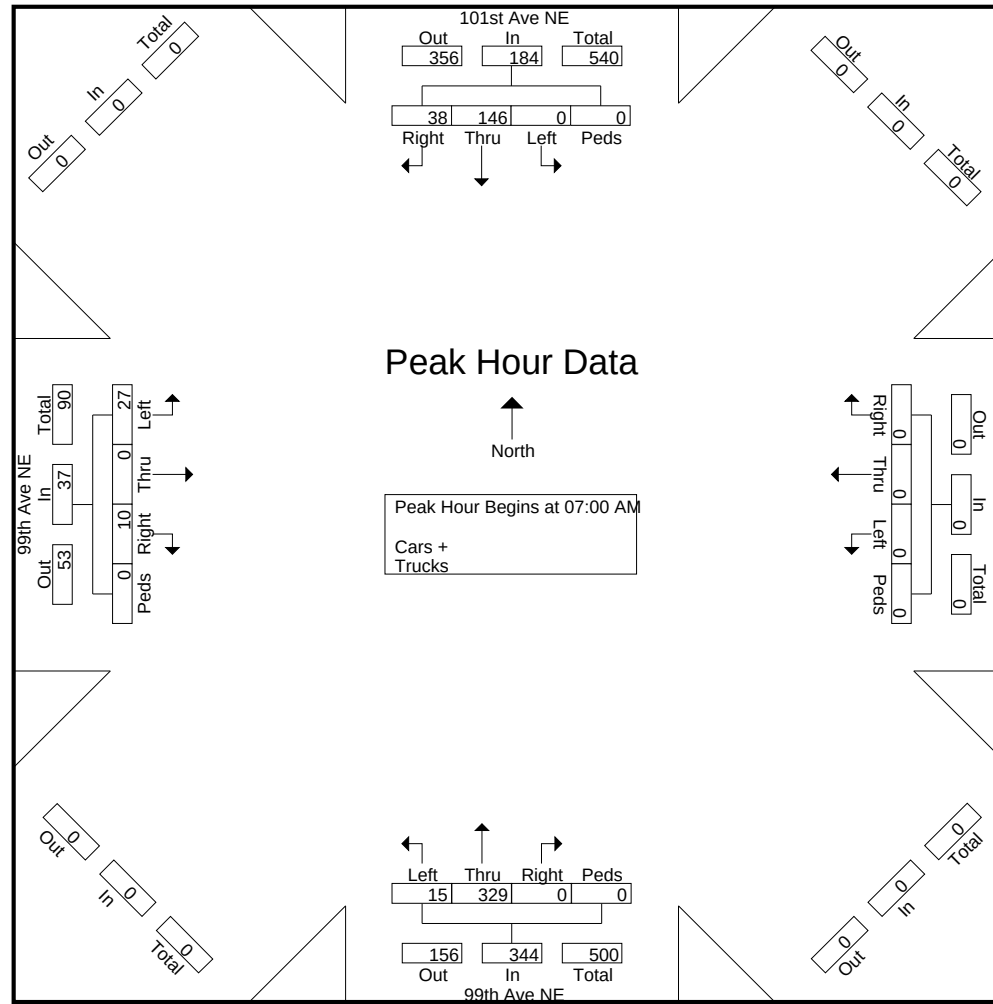
File Name : 99th Ave and 101st Ave_04112023_0000-2400

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99th Ave NE and 101st Ave NE
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99th Ave NE and 101st Ave NE
Blaine, Minnesota

	101st Ave NE Southbound					Westbound					99th Ave NE Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	11	100	0	0	111	0	0	0	0	0	0	72	8	0	80	5	0	0	0	5	196
03:30 PM	32	127	0	0	159	0	0	0	0	0	0	63	12	0	75	3	0	5	1	9	243
03:45 PM	22	83	0	0	105	0	0	0	0	0	0	65	9	0	74	9	0	11	0	20	199
04:00 PM	15	121	0	0	136	0	0	0	0	0	0	77	6	0	83	10	0	17	0	27	246
Total Volume	80	431	0	0	511	0	0	0	0	0	0	277	35	0	312	27	0	33	1	61	884
% App. Total	15.7	84.3	0	0		0	0	0	0		0	88.8	11.2	0		44.3	0	54.1	1.6		
PHF	.625	.848	.000	.000	.803	.000	.000	.000	.000	.000	.000	.899	.729	.000	.940	.675	.000	.485	.250	.565	.898

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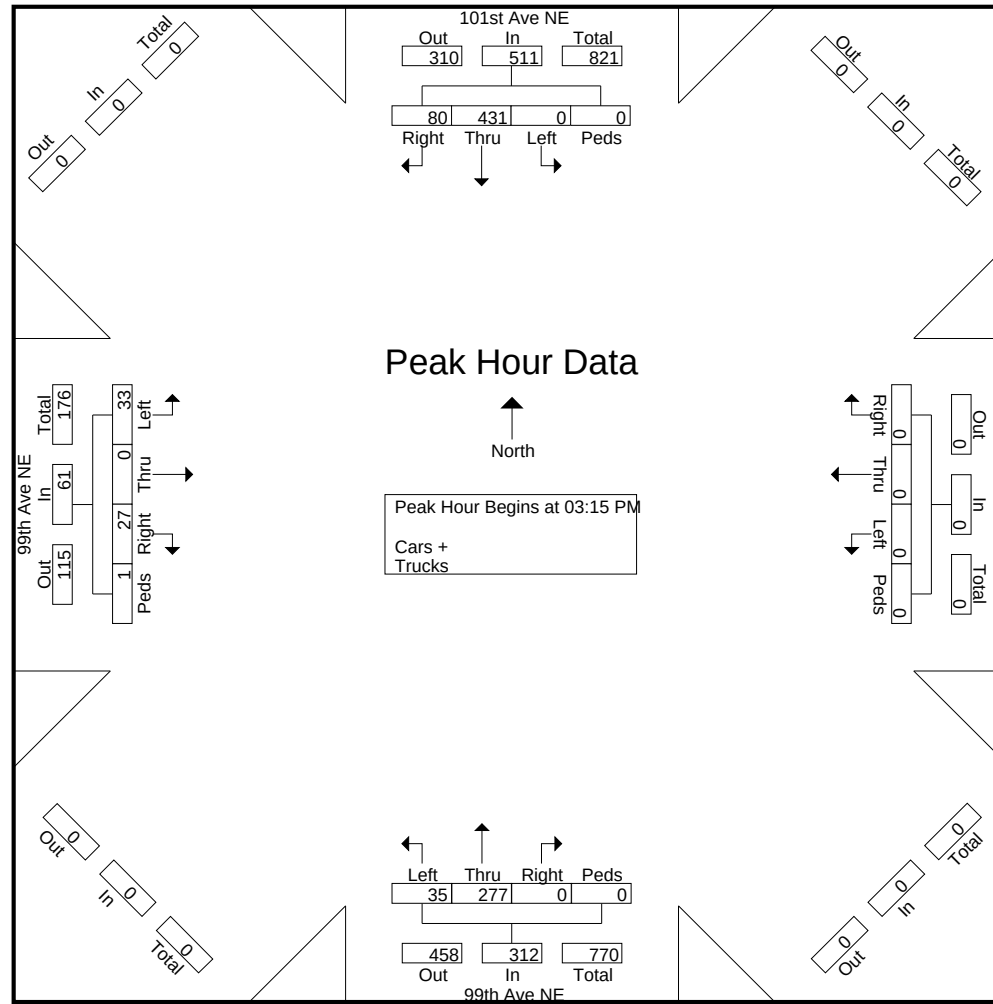
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99th Ave NE and 101st Ave NE
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Bolton & Menk, Inc.

12224 Nicollet Avenue
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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4	4	0	0	8	12
12:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	4	4	0	0	8	12
12:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	2	0	0	3	7
12:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	1	0	0	6	11
Total	0	0	0	0	0	0	11	0	0	11	2	0	4	0	6	14	11	0	0	25	42
01:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
01:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	1	9	0	0	10	14
01:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	1	4	1	0	6	12
01:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	10
Total	0	0	1	0	1	0	11	1	0	12	0	0	4	0	4	4	20	1	0	25	42
02:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	4	0	0	7	9
02:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	3	1	0	5	7
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
02:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Total	1	0	0	0	1	1	3	0	0	4	0	0	1	0	1	7	12	1	0	20	26
03:00 AM	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	0	1	0	0	1	8
03:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
03:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
03:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	0	0	0	0	0	16	1	0	17	1	0	1	0	2	1	6	0	0	7	26
04:00 AM	0	0	0	0	0	0	10	0	0	10	1	0	3	0	4	0	3	0	0	3	17
04:15 AM	4	0	0	0	4	0	5	0	0	5	0	0	3	0	3	1	4	0	0	5	17
04:30 AM	3	1	0	0	4	0	8	2	0	10	3	1	3	0	7	0	3	0	0	3	24
04:45 AM	1	0	2	0	3	0	12	0	0	12	2	0	4	0	6	1	3	0	0	4	25
Total	8	1	2	0	11	0	35	2	0	37	6	1	13	0	20	2	13	0	0	15	83
05:00 AM	3	0	2	0	5	0	9	0	0	9	1	0	5	0	6	2	9	0	0	11	31
05:15 AM	2	0	1	0	3	0	25	0	0	25	0	0	5	0	5	0	6	0	0	6	39
05:30 AM	3	0	0	0	3	0	35	0	0	35	1	0	12	0	13	2	9	0	0	11	62
05:45 AM	3	0	0	0	3	0	22	0	0	22	5	1	10	0	16	5	10	1	0	16	57
Total	11	0	3	0	14	0	91	0	0	91	7	1	32	0	40	9	34	1	0	44	189
06:00 AM	8	1	0	0	9	0	24	1	0	25	5	0	14	0	19	6	9	0	0	15	68
06:15 AM	3	0	0	0	3	0	26	0	0	26	0	0	18	0	18	5	18	1	0	24	71
06:30 AM	11	0	2	0	13	0	40	1	0	41	1	0	27	0	28	10	21	1	0	32	114

Bolton & Menk, Inc.

12224 Nicollet Avenue
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Site Code : 7

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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	3	0	1	0	4	0	47	0	0	47	3	0	30	1	34	4	25	2	2	33	118
Total	25	1	3	0	29	0	137	2	0	139	9	0	89	1	99	25	73	4	2	104	371
07:00 AM	8	1	4	0	13	1	54	2	0	57	3	0	28	0	31	5	20	0	0	25	126
07:15 AM	14	4	3	0	21	3	49	2	0	54	3	0	22	0	25	10	19	2	1	32	132
07:30 AM	12	4	5	0	21	2	42	0	0	44	1	1	35	0	37	10	32	5	1	48	150
07:45 AM	8	1	5	0	14	1	50	3	0	54	6	1	20	0	27	14	38	1	0	53	148
Total	42	10	17	0	69	7	195	7	0	209	13	2	105	0	120	39	109	8	2	158	556
08:00 AM	8	3	4	0	15	1	38	1	0	40	4	3	19	0	26	3	29	3	0	35	116
08:15 AM	6	3	2	0	11	0	35	0	0	35	3	1	21	0	25	9	24	3	0	36	107
08:30 AM	6	1	1	2	10	1	27	2	3	33	6	2	17	0	25	9	28	1	0	38	106
08:45 AM	5	1	6	2	14	1	45	2	1	49	5	1	20	0	26	13	29	0	4	46	135
Total	25	8	13	4	50	3	145	5	4	157	18	7	77	0	102	34	110	7	4	155	464
09:00 AM	2	1	2	1	6	1	49	1	2	53	9	1	17	2	29	12	29	1	0	42	130
09:15 AM	3	1	1	1	6	0	31	2	0	33	8	3	22	0	33	15	43	3	0	61	133
09:30 AM	7	2	3	0	12	2	41	3	1	47	3	0	19	1	23	13	16	2	0	31	113
09:45 AM	5	2	6	0	13	1	40	1	0	42	2	2	12	0	16	8	26	3	1	38	109
Total	17	6	12	2	37	4	161	7	3	175	22	6	70	3	101	48	114	9	1	172	485
10:00 AM	2	0	2	2	6	1	37	1	0	39	1	0	14	0	15	11	24	1	0	36	96
10:15 AM	1	0	2	0	3	4	30	0	0	34	5	0	19	0	24	17	26	1	1	45	106
10:30 AM	5	1	1	2	9	2	39	3	2	46	5	0	14	0	19	11	25	3	1	40	114
10:45 AM	1	3	2	1	7	2	29	3	0	34	3	0	17	0	20	8	33	1	1	43	104
Total	9	4	7	5	25	9	135	7	2	153	14	0	64	0	78	47	108	6	3	164	420
11:00 AM	3	0	2	0	5	3	30	6	0	39	5	1	11	0	17	9	32	7	0	48	109
11:15 AM	4	2	3	1	10	3	38	4	0	45	7	1	6	0	14	16	27	4	0	47	116
11:30 AM	6	2	4	0	12	1	40	2	1	44	2	0	9	0	11	7	34	3	0	44	111
11:45 AM	7	1	1	2	11	1	34	3	0	38	3	2	17	0	22	13	39	3	2	57	128
Total	20	5	10	3	38	8	142	15	1	166	17	4	43	0	64	45	132	17	2	196	464
12:00 PM	2	2	1	0	5	1	45	4	1	51	3	2	13	0	18	11	39	3	2	55	129
12:15 PM	5	3	2	0	10	4	32	5	0	41	7	2	16	1	26	9	42	5	3	59	136
12:30 PM	3	1	0	0	4	2	35	7	2	46	7	1	15	1	24	14	33	5	2	54	128
12:45 PM	3	3	3	0	9	4	46	4	0	54	3	2	9	1	15	18	44	5	1	68	146
Total	13	9	6	0	28	11	158	20	3	192	20	7	53	3	83	52	158	18	8	236	539

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:00 PM	1	0	1	0	2	4	39	3	0	46	4	1	14	0	19	18	36	3	0	57	124
01:15 PM	3	1	2	0	6	3	40	4	0	47	4	1	19	0	24	12	25	3	2	42	119
01:30 PM	5	2	5	0	12	0	28	7	0	35	6	2	22	0	30	14	31	3	1	49	126
01:45 PM	6	0	3	0	9	1	33	4	0	38	2	1	14	0	17	20	36	5	2	63	127
Total	15	3	11	0	29	8	140	18	0	166	16	5	69	0	90	64	128	14	5	211	496
02:00 PM	2	2	1	0	5	1	31	3	0	35	6	2	18	2	28	24	36	1	4	65	133
02:15 PM	5	1	1	0	7	3	34	7	0	44	2	2	13	0	17	29	48	3	1	81	149
02:30 PM	5	4	2	1	12	2	40	7	0	49	3	1	12	0	16	16	43	6	4	69	146
02:45 PM	1	0	2	0	3	2	39	6	0	47	3	2	20	0	25	25	64	2	0	91	166
Total	13	7	6	1	27	8	144	23	0	175	14	7	63	2	86	94	191	12	9	306	594
03:00 PM	1	2	3	1	7	4	50	3	0	57	6	2	15	0	23	19	73	5	2	99	186
03:15 PM	4	4	3	1	12	2	48	4	0	54	8	0	22	0	30	25	70	11	2	108	204
03:30 PM	2	2	5	0	9	5	52	5	0	62	4	4	17	0	25	32	95	4	2	133	229
03:45 PM	3	2	2	1	8	6	52	7	2	67	4	1	17	0	22	28	63	3	1	95	192
Total	10	10	13	3	36	17	202	19	2	240	22	7	71	0	100	104	301	23	7	435	811
04:00 PM	2	2	2	1	7	11	67	8	0	86	4	4	16	3	27	36	82	10	2	130	250
04:15 PM	8	6	1	0	15	10	42	11	0	63	10	5	16	1	32	23	68	9	1	101	211
04:30 PM	4	1	2	0	7	2	49	6	0	57	5	5	13	0	23	39	54	10	6	109	196
04:45 PM	8	3	3	2	16	3	51	9	0	63	4	3	26	1	34	38	71	9	7	125	238
Total	22	12	8	3	45	26	209	34	0	269	23	17	71	5	116	136	275	38	16	465	895
05:00 PM	5	1	7	0	13	7	44	7	1	59	4	2	34	2	42	38	85	12	6	141	255
05:15 PM	7	1	6	7	21	2	38	2	8	50	5	2	20	2	29	34	83	11	5	133	233
05:30 PM	8	1	2	4	15	4	41	5	2	52	8	1	16	0	25	28	61	5	3	97	189
05:45 PM	5	1	2	2	10	6	37	8	1	52	3	0	19	6	28	29	56	12	12	109	199
Total	25	4	17	13	59	19	160	22	12	213	20	5	89	10	124	129	285	40	26	480	876
06:00 PM	6	3	2	0	11	1	60	9	0	70	4	1	23	1	29	19	58	7	6	90	200
06:15 PM	1	5	2	1	9	6	35	5	0	46	3	1	20	0	24	25	36	3	6	70	149
06:30 PM	10	4	5	0	19	4	40	2	0	46	4	1	22	1	28	19	44	3	5	71	164
06:45 PM	3	0	1	0	4	1	36	4	0	41	1	0	11	1	13	19	39	6	1	65	123
Total	20	12	10	1	43	12	171	20	0	203	12	3	76	3	94	82	177	19	18	296	636
07:00 PM	2	1	2	0	5	1	39	4	0	44	2	2	9	0	13	18	46	4	0	68	130
07:15 PM	6	2	1	0	9	1	30	3	0	34	4	2	15	0	21	25	30	5	0	60	124
07:30 PM	2	0	3	0	5	2	29	1	0	32	5	1	16	2	24	20	41	6	0	67	128

Bolton & Menk, Inc.

12224 Nicollet Avenue
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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 PM	2	1	4	1	8	3	32	5	0	40	1	1	8	0	10	14	31	2	0	47	105
Total	12	4	10	1	27	7	130	13	0	150	12	6	48	2	68	77	148	17	0	242	487
08:00 PM	2	0	2	0	4	4	23	5	1	33	6	0	7	2	15	16	34	3	0	53	105
08:15 PM	1	0	2	0	3	3	24	5	0	32	0	1	8	2	11	20	33	5	0	58	104
08:30 PM	1	2	1	0	4	3	23	6	1	33	3	0	13	0	16	12	29	1	1	43	96
08:45 PM	3	0	1	0	4	2	17	2	0	21	1	1	5	0	7	19	27	1	0	47	79
Total	7	2	6	0	15	12	87	18	2	119	10	2	33	4	49	67	123	10	1	201	384
09:00 PM	3	0	1	0	4	6	30	5	0	41	2	0	10	0	12	15	24	3	1	43	100
09:15 PM	1	0	0	0	1	1	22	5	0	28	5	0	4	0	9	13	24	3	0	40	78
09:30 PM	3	1	0	0	4	2	12	1	0	15	1	2	1	0	4	9	17	3	0	29	52
09:45 PM	0	1	0	0	1	1	5	3	0	9	1	0	5	0	6	7	17	2	0	26	42
Total	7	2	1	0	10	10	69	14	0	93	9	2	20	0	31	44	82	11	1	138	272
10:00 PM	0	0	0	0	0	1	12	1	0	14	1	0	5	0	6	12	17	5	0	34	54
10:15 PM	0	0	1	0	1	2	11	1	0	14	0	0	5	0	5	13	16	1	0	30	50
10:30 PM	1	0	2	0	3	0	7	2	0	9	1	0	2	0	3	5	10	1	0	16	31
10:45 PM	0	0	0	0	0	2	6	3	0	11	0	0	2	0	2	6	10	3	0	19	32
Total	1	0	3	0	4	5	36	7	0	48	2	0	14	0	16	36	53	10	0	99	167
11:00 PM	0	0	0	0	0	0	5	0	0	5	1	1	4	0	6	6	16	0	0	22	33
11:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	1	0	1	3	9	2	0	14	22
11:30 PM	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	9	11	2	0	22	28
11:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	7	4	1	0	12	16
Total	1	0	0	0	1	2	14	1	0	17	1	2	8	0	11	25	40	5	0	70	99
Grand Total	304	100	159	36	599	169	2602	256	29	3056	270	84	1118	33	1505	1185	2703	271	105	4264	9424
Apprch %	50.8	16.7	26.5	6		5.5	85.1	8.4	0.9		17.9	5.6	74.3	2.2		27.8	63.4	6.4	2.5		
Total %	3.2	1.1	1.7	0.4	6.4	1.8	27.6	2.7	0.3	32.4	2.9	0.9	11.9	0.4	16	12.6	28.7	2.9	1.1	45.2	
Cars +	299	93	156	31	579	165	2570	251	21	3007	260	80	1092	22	1454	1164	2659	268	92	4183	9223
% Cars +	98.4	93	98.1	86.1	96.7	97.6	98.8	98	72.4	98.4	96.3	95.2	97.7	66.7	96.6	98.2	98.4	98.9	87.6	98.1	97.9
Trucks	5	7	3	5	20	4	32	5	8	49	10	4	26	11	51	21	44	3	13	81	201
% Trucks	1.6	7	1.9	13.9	3.3	2.4	1.2	2	27.6	1.6	3.7	4.8	2.3	33.3	3.4	1.8	1.6	1.1	12.4	1.9	2.1

Bolton & Menk, Inc.

12224 Nicollet Avenue
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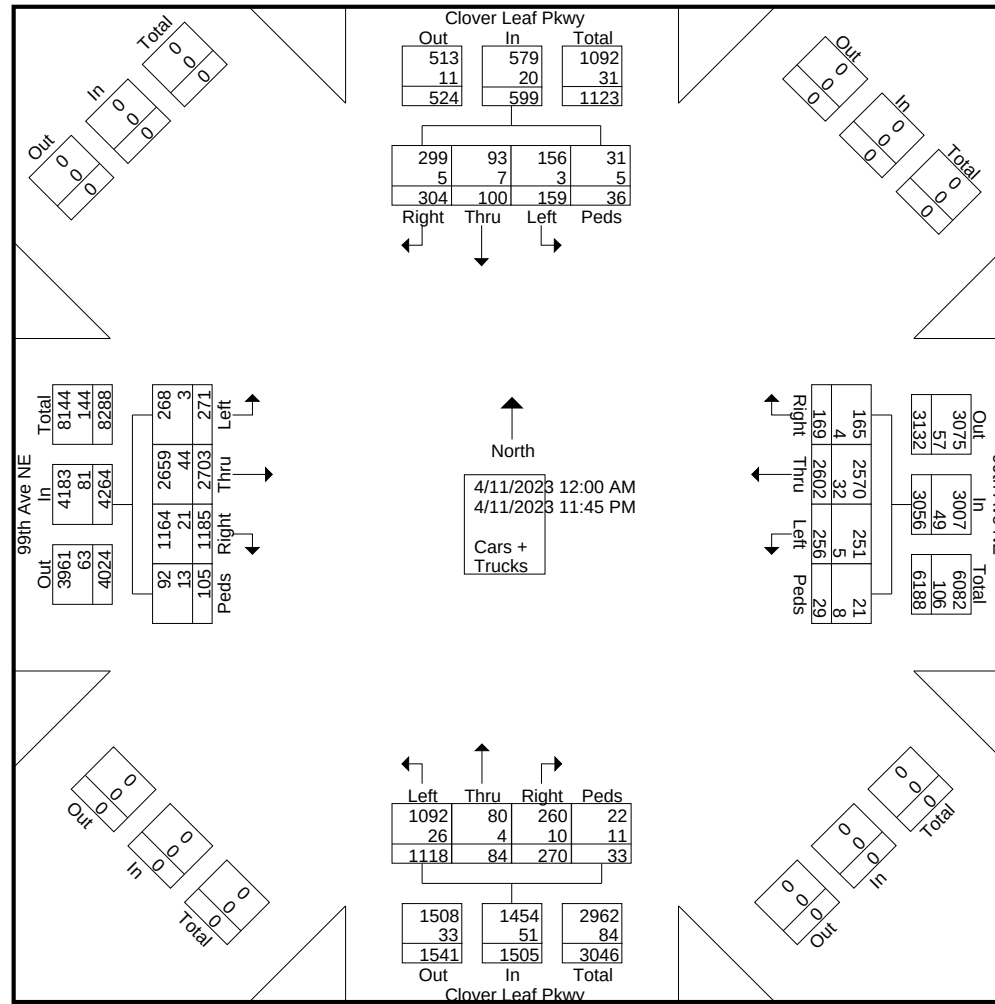
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99th Ave NE and Clover Leaf Pkwy
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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	8	1	4	0	13	1	54	2	0	57	3	0	28	0	31	5	20	0	0	25	126
07:15 AM	14	4	3	0	21	3	49	2	0	54	3	0	22	0	25	10	19	2	1	32	132
07:30 AM	12	4	5	0	21	2	42	0	0	44	1	1	35	0	37	10	32	5	1	48	150
07:45 AM	8	1	5	0	14	1	50	3	0	54	6	1	20	0	27	14	38	1	0	53	148
Total Volume	42	10	17	0	69	7	195	7	0	209	13	2	105	0	120	39	109	8	2	158	556
% App. Total	60.9	14.5	24.6	0		3.3	93.3	3.3	0		10.8	1.7	87.5	0		24.7	69	5.1	1.3		
PHF	.750	.625	.850	.000	.821	.583	.903	.583	.000	.917	.542	.500	.750	.000	.811	.696	.717	.400	.500	.745	.927

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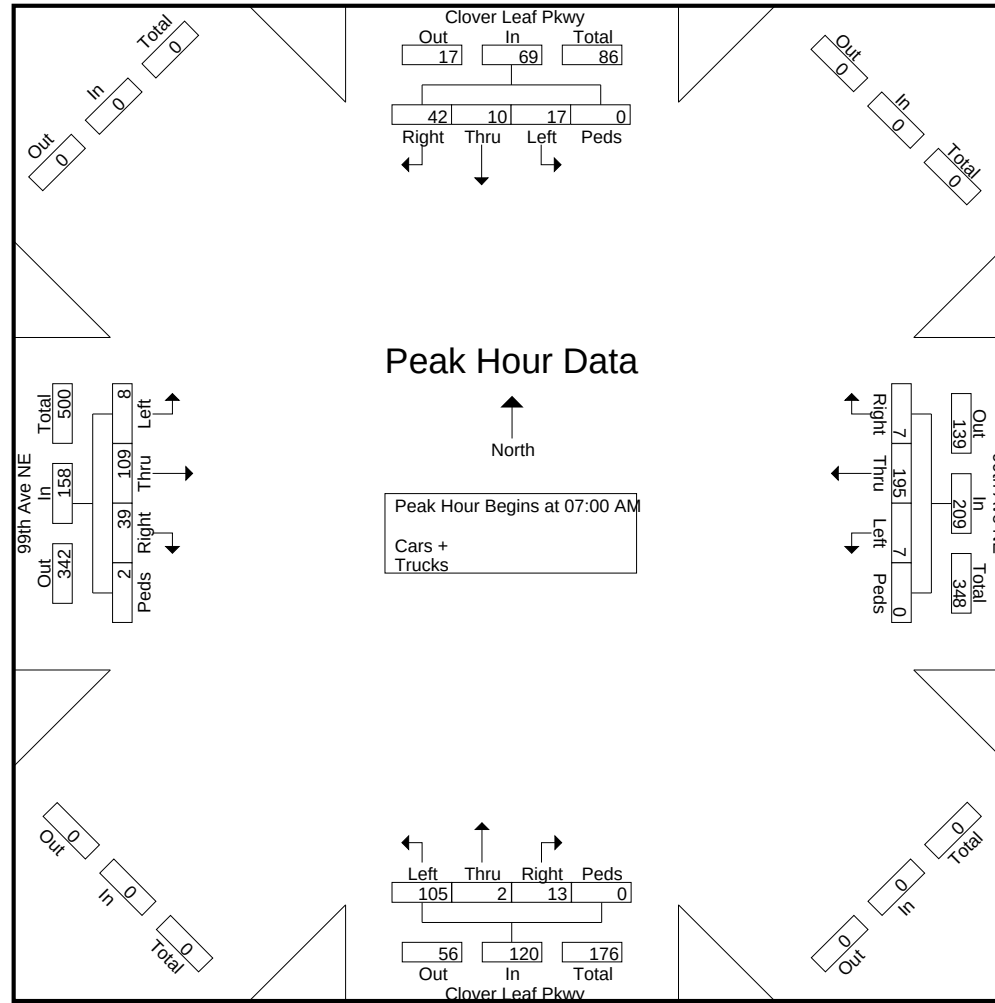
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99th Ave NE and Clover Leaf Pkwy
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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	1	2	0	7	2	49	6	0	57	5	5	13	0	23	39	54	10	6	109	196
04:45 PM	8	3	3	2	16	3	51	9	0	63	4	3	26	1	34	38	71	9	7	125	238
05:00 PM	5	1	7	0	13	7	44	7	1	59	4	2	34	2	42	38	85	12	6	141	255
05:15 PM	7	1	6	7	21	2	38	2	8	50	5	2	20	2	29	34	83	11	5	133	233
Total Volume	24	6	18	9	57	14	182	24	9	229	18	12	93	5	128	149	293	42	24	508	922
% App. Total	42.1	10.5	31.6	15.8		6.1	79.5	10.5	3.9		14.1	9.4	72.7	3.9		29.3	57.7	8.3	4.7		
PHF	.750	.500	.643	.321	.679	.500	.892	.667	.281	.909	.900	.600	.684	.625	.762	.955	.862	.875	.857	.901	.904

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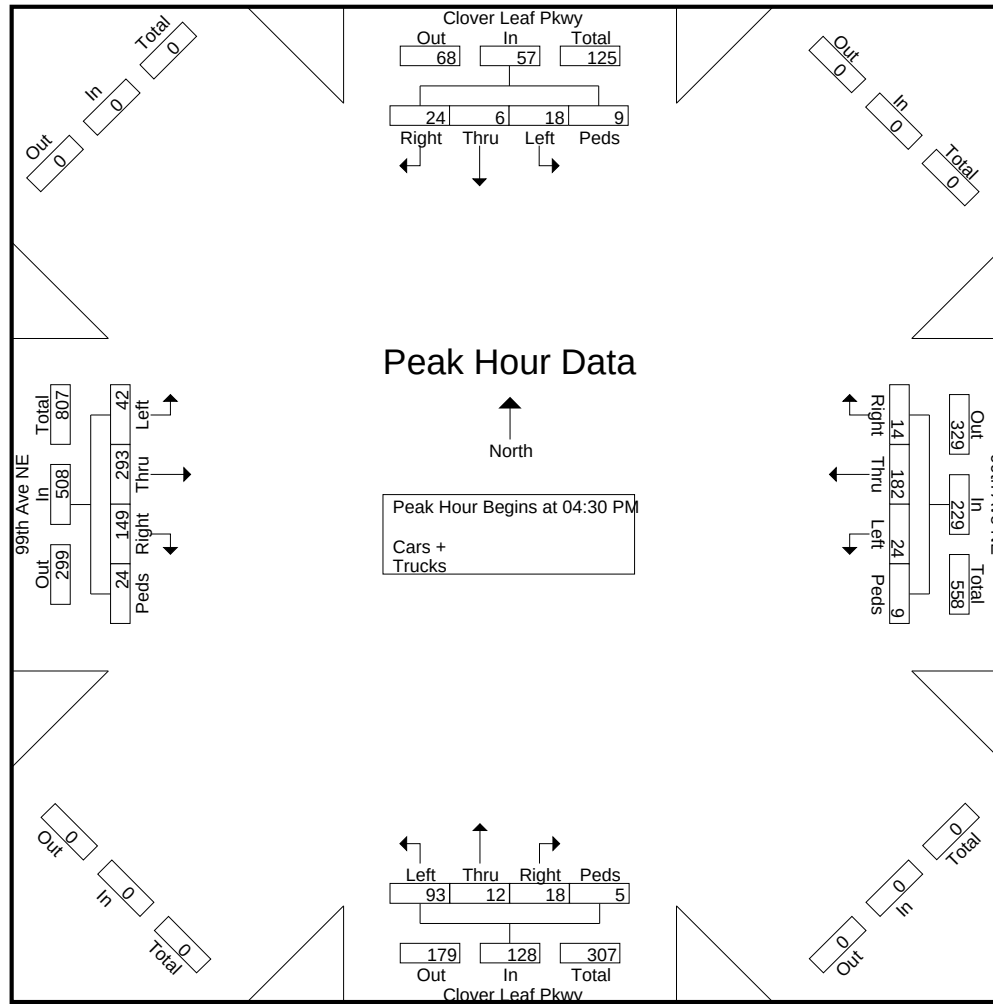
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99th Ave NE and Clover Leaf Pkwy
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File Name : 99th Ave and Frontage Rd_04112023_0000-2400

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99th Ave NE at Frontage Rd
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
05:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	7	0	0	1	8	1	0	0	0	1	0	0	0	0	0	9
06:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
06:30 AM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5

Bolton & Menk, Inc.

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99th Ave NE at Frontage Rd
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	0	0	0	0	0	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	8
Total	0	0	0	0	0	15	0	0	0	15	8	0	0	0	8	0	0	0	0	0	23
07:00 AM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	11	0	0	0	11	2	0	0	0	2	0	0	0	0	0	13
07:45 AM	0	0	0	0	0	8	0	0	0	8	5	0	0	0	5	0	0	0	0	0	13
Total	0	0	0	0	0	31	0	0	0	31	10	0	0	0	10	0	0	0	0	0	41
08:00 AM	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	0	0	0	0	0	15
08:15 AM	0	0	0	0	0	4	0	0	0	4	7	0	0	0	7	0	0	0	0	0	11
08:30 AM	0	0	0	0	0	3	0	0	0	3	10	0	0	0	10	0	0	0	0	0	13
08:45 AM	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	0	0	0	0	0	9
Total	0	0	0	0	0	21	0	0	0	21	27	0	0	0	27	0	0	0	0	0	48
09:00 AM	0	0	0	0	0	20	0	0	0	20	11	0	0	0	11	0	0	0	0	0	31
09:15 AM	0	0	0	0	0	36	0	1	0	37	10	0	0	0	10	0	0	0	0	0	47
09:30 AM	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	7
09:45 AM	0	0	0	0	0	2	0	1	1	4	2	0	0	0	2	0	0	0	0	0	6
Total	0	0	0	0	0	60	0	2	1	63	28	0	0	0	28	0	0	0	0	0	91
10:00 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	4	0	2	0	6	7	0	0	0	7	0	0	0	0	0	13
10:30 AM	0	0	0	0	0	0	0	0	2	2	2	0	0	0	2	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	6	0	2	3	11	12	0	0	0	12	0	0	0	0	0	23
11:00 AM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	5	0	1	0	6	2	0	0	0	2	0	0	0	0	0	8
11:45 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	16	0	1	0	17	5	0	0	0	5	0	0	0	0	0	22
12:00 PM	0	0	0	0	0	9	0	0	1	10	2	0	0	0	2	0	0	0	0	0	12
12:15 PM	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	5	0	2	1	8	0	0	0	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	0	7	0	1	0	8	2	0	0	0	2	0	0	0	0	0	10
Total	0	0	0	0	0	26	0	3	3	32	4	0	0	0	4	0	0	0	0	0	36

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 3

99th Ave NE at Frontage Rd
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:00 PM	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	6
01:15 PM	0	0	0	0	0	6	0	2	1	9	2	0	0	0	2	0	0	0	0	0	11
01:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	19	0	2	2	23	4	0	0	0	4	0	0	0	0	0	27
02:00 PM	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
Total	0	0	0	0	0	12	0	1	0	13	7	0	0	0	7	0	0	0	0	0	20
03:00 PM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
03:15 PM	0	0	0	0	0	11	0	0	0	11	3	0	0	0	3	0	0	0	0	0	14
03:30 PM	0	0	0	0	0	5	0	0	0	5	5	0	0	0	5	0	0	0	0	0	10
03:45 PM	0	0	0	0	0	19	0	2	2	23	0	0	0	0	0	0	0	0	0	0	23
Total	0	0	0	0	0	39	0	2	2	43	9	0	0	0	9	0	0	0	0	0	52
04:00 PM	0	0	0	0	0	28	0	0	0	28	4	0	0	0	4	0	0	0	0	0	32
04:15 PM	0	0	0	0	0	18	0	0	2	20	4	0	0	0	4	0	0	0	0	0	24
04:30 PM	0	0	0	0	0	8	0	0	1	9	2	0	0	0	2	0	0	0	0	0	11
04:45 PM	0	0	0	0	0	7	0	0	0	7	5	0	0	0	5	0	0	0	0	0	12
Total	0	0	0	0	0	61	0	0	3	64	15	0	0	0	15	0	0	0	0	0	79
05:00 PM	0	0	0	0	0	5	0	1	0	6	5	0	0	0	5	0	0	0	0	0	11
05:15 PM	0	0	0	0	0	9	0	0	2	11	6	0	0	0	6	0	0	0	0	0	17
05:30 PM	0	0	0	0	0	11	0	0	0	11	4	0	0	0	4	0	0	0	0	0	15
05:45 PM	0	0	0	0	0	5	0	2	0	7	1	0	0	0	1	0	0	0	0	0	8
Total	0	0	0	0	0	30	0	3	2	35	16	0	0	0	16	0	0	0	0	0	51
06:00 PM	0	0	0	0	0	11	0	1	0	12	2	0	0	0	2	0	0	0	0	0	14
06:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	16	0	1	1	18	3	0	0	0	3	0	0	0	0	0	21
07:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
07:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 4

99th Ave NE at Frontage Rd
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	0	0	0	0	0	11
08:00 PM	0	0	0	0	0	4	0	1	1	6	1	0	0	0	1	0	0	0	0	0	7
08:15 PM	0	0	0	0	0	2	0	1	2	5	3	0	0	0	3	0	0	0	0	0	8
08:30 PM	0	0	0	0	0	3	0	0	1	4	1	0	0	0	1	0	0	0	0	0	5
08:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	11	0	2	4	17	5	0	0	0	5	0	0	0	0	0	22
09:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
09:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:30 PM	0	0	0	0	0	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	3
09:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	6	0	0	1	7	4	0	0	0	4	0	0	0	0	0	11
10:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
10:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	393	0	20	23	436	163	0	0	0	163	0	0	0	0	0	599
Apprch %	0	0	0	0		90.1	0	4.6	5.3		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	65.6	0	3.3	3.8	72.8	27.2	0	0	0	27.2	0	0	0	0	0	
Cars +	0	0	0	0	0	392	0	19	12	423	153	0	0	0	153	0	0	0	0	0	576
% Cars +	0	0	0	0	0	99.7	0	95	52.2	97	93.9	0	0	0	93.9	0	0	0	0	0	96.2
Trucks	0	0	0	0	0	1	0	1	11	13	10	0	0	0	10	0	0	0	0	0	23
% Trucks	0	0	0	0	0	0.3	0	5	47.8	3	6.1	0	0	0	6.1	0	0	0	0	0	3.8

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

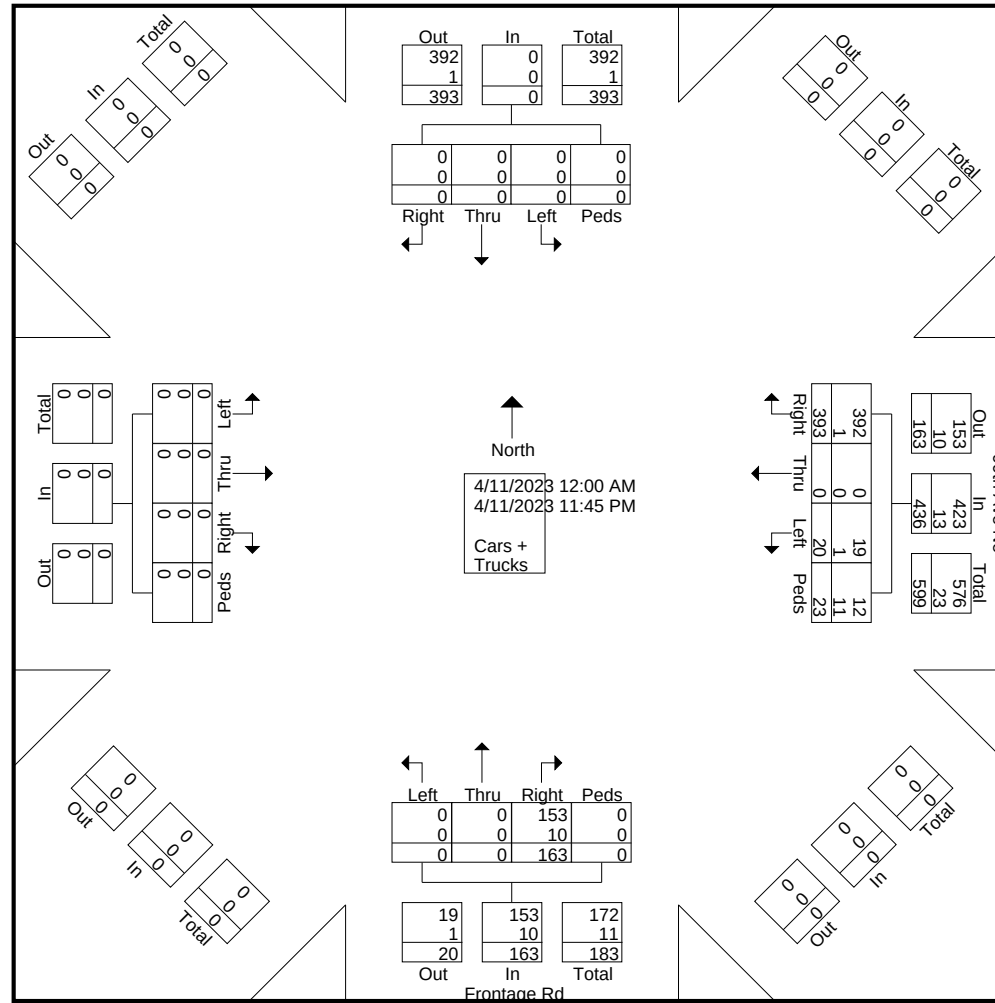
File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 6

99th Ave NE at Frontage Rd
Blaine, Minnesota

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	3	0	0	0	3	10	0	0	0	10	0	0	0	0	0	13
08:45 AM	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	0	0	0	0	0	9
09:00 AM	0	0	0	0	0	20	0	0	0	20	11	0	0	0	11	0	0	0	0	0	31
09:15 AM	0	0	0	0	0	36	0	1	0	37	10	0	0	0	10	0	0	0	0	0	47
Total Volume	0	0	0	0	0	66	0	1	0	67	33	0	0	0	33	0	0	0	0	0	100
% App. Total	0	0	0	0		98.5	0	1.5	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.458	.000	.250	.000	.453	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.532

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

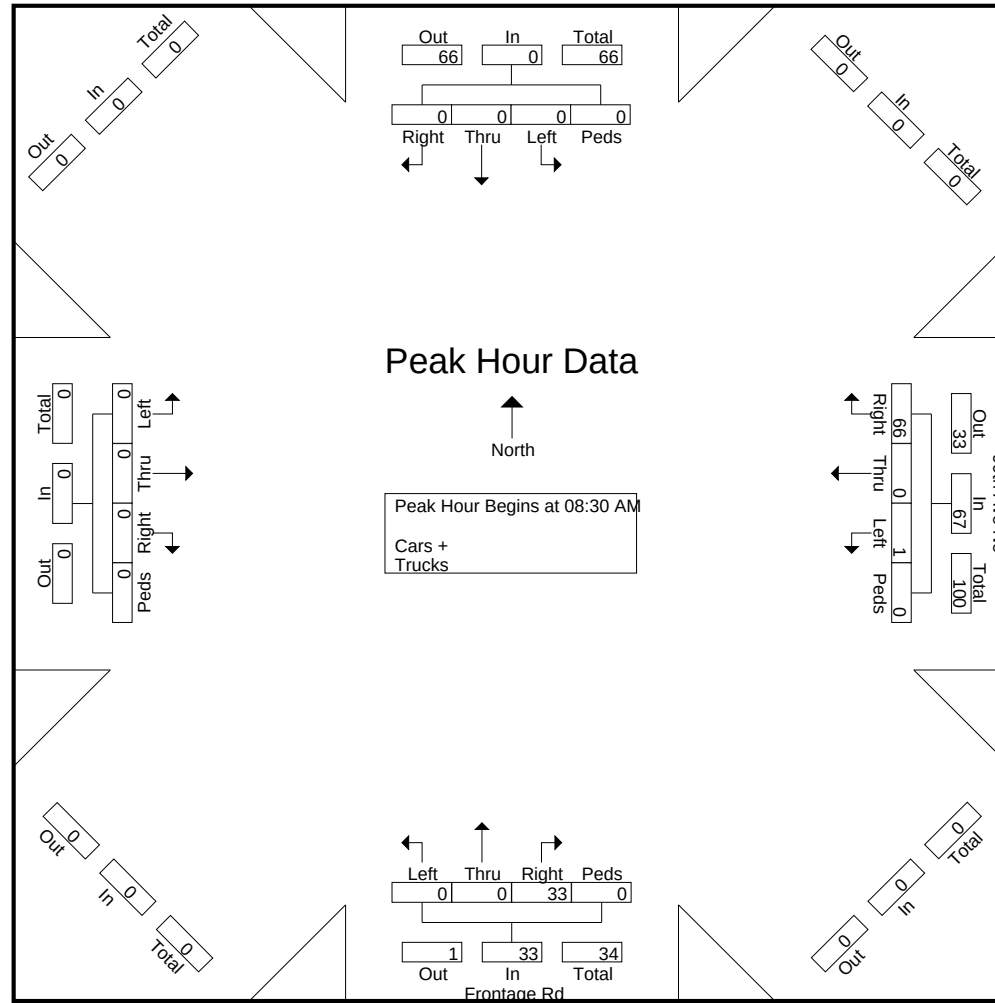
File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

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99th Ave NE at Frontage Rd
Blaine, Minnesota

	Southbound					99th Ave Ne Westbound					Frontage Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	19	0	2	2	23	0	0	0	0	0	0	0	0	0	0	23
04:00 PM	0	0	0	0	0	28	0	0	0	28	4	0	0	0	4	0	0	0	0	0	32
04:15 PM	0	0	0	0	0	18	0	0	2	20	4	0	0	0	4	0	0	0	0	0	24
04:30 PM	0	0	0	0	0	8	0	0	1	9	2	0	0	0	2	0	0	0	0	0	11
Total Volume	0	0	0	0	0	73	0	2	5	80	10	0	0	0	10	0	0	0	0	0	90
% App. Total	0	0	0	0	0	91.2	0	2.5	6.2		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.652	.000	.250	.625	.714	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.703

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

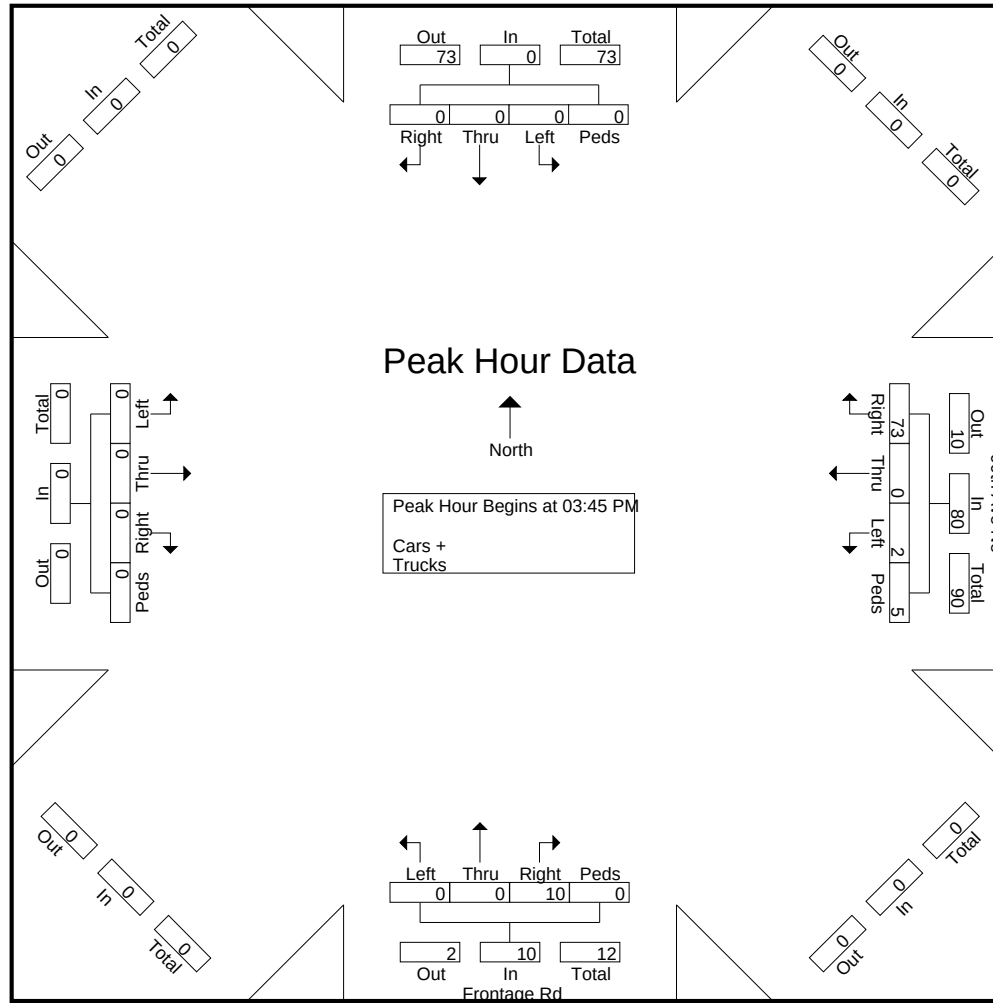
File Name : 99th Ave and Frontage Rd_04112023_0000-2400

Site Code : 7

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99th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : University Ave at 101st Ave NE_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 1

University Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
12:00 AM	1	7	3	0	11	0	0	2	0	2	3	30	4	0	37	1	3	2	0	6	56
12:15 AM	0	7	0	0	7	0	0	2	0	2	3	13	3	0	19	2	5	1	0	8	36
12:30 AM	1	4	0	0	5	1	3	0	0	4	0	16	1	0	17	4	1	4	0	9	35
12:45 AM	1	7	1	0	9	1	3	1	0	5	5	16	2	0	23	2	1	1	0	4	41
Total	3	25	4	0	32	2	6	5	0	13	11	75	10	0	96	9	10	8	0	27	168
01:00 AM	2	10	1	0	13	0	3	0	0	3	1	14	2	0	17	3	1	4	0	8	41
01:15 AM	1	4	0	0	5	1	2	1	0	4	8	11	1	0	20	3	3	2	0	8	37
01:30 AM	1	6	2	0	9	1	3	1	0	5	4	8	4	0	16	1	1	1	0	3	33
01:45 AM	2	4	4	0	10	2	2	0	0	4	2	12	2	0	16	2	2	3	0	7	37
Total	6	24	7	0	37	4	10	2	0	16	15	45	9	0	69	9	7	10	0	26	148
02:00 AM	0	7	1	0	8	1	1	0	0	2	2	10	0	0	12	2	2	0	0	4	26
02:15 AM	0	3	0	0	3	1	0	0	0	1	3	16	1	0	20	1	2	0	0	3	27
02:30 AM	1	6	0	0	7	0	0	0	0	0	1	17	1	0	19	1	2	2	0	5	31
02:45 AM	1	3	1	0	5	0	1	1	0	2	3	6	3	0	12	0	1	3	0	4	23
Total	2	19	2	0	23	2	2	1	0	5	9	49	5	0	63	4	7	5	0	16	107
03:00 AM	0	13	0	0	13	2	1	1	0	4	1	6	0	0	7	0	1	1	0	2	26
03:15 AM	2	10	0	0	12	1	2	0	0	3	1	3	1	1	6	0	1	0	1	2	23
03:30 AM	0	18	1	0	19	0	0	2	0	2	1	4	2	0	7	4	1	3	0	8	36
03:45 AM	2	12	0	0	14	0	4	2	0	6	1	5	0	0	6	2	1	0	0	3	29
Total	4	53	1	0	58	3	7	5	0	15	4	18	3	1	26	6	4	4	1	15	114
04:00 AM	1	21	0	0	22	1	6	9	0	16	2	5	2	0	9	5	2	1	0	8	55
04:15 AM	4	32	1	0	37	0	4	10	0	14	0	8	0	0	8	5	3	0	0	8	67
04:30 AM	4	66	0	0	70	0	7	4	0	11	0	3	0	0	3	3	3	2	0	8	92
04:45 AM	4	54	3	0	61	1	9	12	0	22	0	9	3	0	12	7	3	0	0	10	105
Total	13	173	4	0	190	2	26	35	0	63	2	25	5	0	32	20	11	3	0	34	319
05:00 AM	11	66	4	1	82	1	8	14	0	23	1	5	2	0	8	14	2	3	0	19	132
05:15 AM	4	105	1	0	110	0	12	20	0	32	0	10	4	0	14	10	6	3	0	19	175
05:30 AM	9	130	2	1	142	0	23	25	0	48	4	15	7	0	26	19	5	4	0	28	244
05:45 AM	8	119	3	0	130	3	19	24	0	46	3	16	5	0	24	15	5	0	0	20	220
Total	32	420	10	2	464	4	62	83	0	149	8	46	18	0	72	58	18	10	0	86	771
06:00 AM	14	139	5	0	158	5	20	32	0	57	3	27	6	0	36	16	9	5	0	30	281
06:15 AM	17	209	3	1	230	3	14	32	0	49	9	32	8	1	50	26	10	7	0	43	372
06:30 AM	20	218	7	0	245	9	29	60	0	98	12	51	13	0	76	18	19	4	0	41	460

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : University Ave at 101st Ave NE_04112023_0000-2400

Site Code : 7

Start Date : 4/11/2023

Page No : 2

University Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	18	211	9	0	238	5	32	44	1	82	7	65	9	1	82	27	19	9	0	55	457
Total	69	777	24	1	871	22	95	168	1	286	31	175	36	2	244	87	57	25	0	169	1570
07:00 AM	13	210	9	0	232	9	44	55	0	108	9	94	12	0	115	23	16	7	0	46	501
07:15 AM	14	252	10	0	276	9	42	64	0	115	15	75	11	0	101	23	24	11	0	58	550
07:30 AM	24	267	15	0	306	10	42	62	0	114	17	79	12	0	108	33	46	16	0	95	623
07:45 AM	17	237	10	0	264	7	35	53	1	96	13	97	15	1	126	37	44	17	0	98	584
Total	68	966	44	0	1078	35	163	234	1	433	54	345	50	1	450	116	130	51	0	297	2258
08:00 AM	22	152	7	0	181	5	30	43	0	78	23	80	17	2	122	29	23	13	0	65	446
08:15 AM	9	163	7	0	179	10	26	40	0	76	15	68	9	0	92	18	33	16	0	67	414
08:30 AM	16	179	5	0	200	4	18	42	0	64	15	79	16	0	110	19	23	12	0	54	428
08:45 AM	13	157	8	0	178	17	30	26	0	73	20	95	15	1	131	14	36	16	1	67	449
Total	60	651	27	0	738	36	104	151	0	291	73	322	57	3	455	80	115	57	1	253	1737
09:00 AM	12	113	21	0	146	9	28	16	0	53	15	91	18	0	124	14	42	19	0	75	398
09:15 AM	13	154	20	1	188	13	24	34	0	71	14	97	45	3	159	23	37	14	0	74	492
09:30 AM	9	137	11	0	157	10	35	37	0	82	17	88	16	1	122	14	13	21	0	48	409
09:45 AM	13	101	8	0	122	11	31	24	1	67	11	82	12	0	105	24	18	14	0	56	350
Total	47	505	60	1	613	43	118	111	1	273	57	358	91	4	510	75	110	68	0	253	1649
10:00 AM	10	94	6	0	110	3	22	28	0	53	17	73	10	0	100	11	22	17	0	50	313
10:15 AM	9	104	10	0	123	11	27	21	0	59	16	71	15	0	102	18	20	13	0	51	335
10:30 AM	11	96	11	0	118	8	34	26	1	69	12	83	12	0	107	21	28	12	0	61	355
10:45 AM	9	88	3	0	100	9	27	21	0	57	14	87	10	0	111	16	24	13	1	54	322
Total	39	382	30	0	451	31	110	96	1	238	59	314	47	0	420	66	94	55	1	216	1325
11:00 AM	9	82	5	0	96	7	26	17	0	50	18	83	8	0	109	8	25	12	0	45	300
11:15 AM	6	88	8	1	103	8	25	19	0	52	22	100	13	0	135	16	20	18	0	54	344
11:30 AM	15	91	11	0	117	10	32	18	0	60	15	91	18	0	124	11	28	18	0	57	358
11:45 AM	15	92	11	0	118	11	23	24	1	59	15	111	31	0	157	13	29	20	0	62	396
Total	45	353	35	1	434	36	106	78	1	221	70	385	70	0	525	48	102	68	0	218	1398
12:00 PM	7	83	10	0	100	10	32	16	0	58	19	119	15	1	154	17	21	26	1	65	377
12:15 PM	9	106	18	3	136	12	27	19	1	59	21	126	9	1	157	12	25	29	1	67	419
12:30 PM	14	93	8	0	115	16	21	21	0	58	25	118	10	0	153	15	25	16	2	58	384
12:45 PM	9	106	14	1	130	10	25	22	1	58	28	109	24	0	161	22	28	26	0	76	425
Total	39	388	50	4	481	48	105	78	2	233	93	472	58	2	625	66	99	97	4	266	1605

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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University Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:00 PM	9	106	15	1	131	9	28	17	1	55	20	132	13	0	165	17	27	15	0	59	410
01:15 PM	11	115	7	0	133	13	31	23	0	67	18	150	11	0	179	24	14	25	0	63	442
01:30 PM	12	109	4	0	125	10	29	19	1	59	29	151	13	0	193	24	17	15	0	56	433
01:45 PM	12	107	10	1	130	15	16	27	1	59	23	155	14	0	192	15	30	19	0	64	445
Total	44	437	36	2	519	47	104	86	3	240	90	588	51	0	729	80	88	74	0	242	1730
02:00 PM	13	116	10	0	139	11	24	27	0	62	22	153	20	0	195	19	34	22	0	75	471
02:15 PM	6	122	13	0	141	9	27	12	0	48	43	186	26	0	255	19	29	16	0	64	508
02:30 PM	15	129	13	0	157	8	30	26	0	64	28	206	27	0	261	22	28	27	1	78	560
02:45 PM	16	88	15	0	119	10	27	25	0	62	43	252	22	0	317	20	42	30	0	92	590
Total	50	455	51	0	556	38	108	90	0	236	136	797	95	0	1028	80	133	95	1	309	2129
03:00 PM	11	120	12	0	143	14	31	23	0	68	33	240	16	0	289	12	50	23	0	85	585
03:15 PM	17	125	16	0	158	13	42	32	0	87	46	308	37	0	391	18	53	37	2	110	746
03:30 PM	16	133	33	2	184	17	42	16	0	75	58	292	26	1	377	23	66	35	1	125	761
03:45 PM	19	108	11	2	140	19	38	20	1	78	47	314	15	1	377	25	61	45	0	131	726
Total	63	486	72	4	625	63	153	91	1	308	184	1154	94	2	1434	78	230	140	3	451	2818
04:00 PM	16	140	21	0	177	20	48	36	0	104	58	363	39	0	460	26	46	24	0	96	837
04:15 PM	15	132	11	0	158	23	53	28	0	104	50	319	34	0	403	24	62	39	1	126	791
04:30 PM	24	143	23	0	190	21	35	29	0	85	54	373	26	1	454	21	32	33	0	86	815
04:45 PM	18	103	27	0	148	19	43	29	0	91	55	359	44	1	459	16	58	36	0	110	808
Total	73	518	82	0	673	83	179	122	0	384	217	1414	143	2	1776	87	198	132	1	418	3251
05:00 PM	13	111	23	0	147	25	43	37	0	105	59	339	20	0	418	14	51	34	0	99	769
05:15 PM	12	119	19	2	152	22	37	25	0	84	52	300	19	0	371	18	50	44	3	115	722
05:30 PM	21	118	10	1	150	15	38	32	1	86	39	295	19	1	354	27	45	33	2	107	697
05:45 PM	16	99	21	0	136	17	27	33	0	77	49	224	19	3	295	13	33	34	1	81	589
Total	62	447	73	3	585	79	145	127	1	352	199	1158	77	4	1438	72	179	145	6	402	2777
06:00 PM	16	117	14	0	147	18	46	27	0	91	47	178	21	0	246	10	24	28	0	62	546
06:15 PM	13	112	16	0	141	17	21	24	0	62	28	204	14	1	247	18	26	22	0	66	516
06:30 PM	11	92	16	0	119	21	28	28	2	79	24	145	17	0	186	15	32	23	0	70	454
06:45 PM	15	84	12	0	111	14	21	22	0	57	26	136	16	1	179	12	25	21	1	59	406
Total	55	405	58	0	518	70	116	101	2	289	125	663	68	2	858	55	107	94	1	257	1922
07:00 PM	9	74	22	0	105	7	25	19	0	51	28	142	13	6	189	12	23	16	7	58	403
07:15 PM	10	67	9	0	86	8	26	15	2	51	25	123	8	1	157	11	27	14	1	53	347
07:30 PM	8	75	12	0	95	11	28	15	1	55	27	126	15	0	168	11	39	18	1	69	387

Bolton & Menk, Inc.

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University Ave NE and 101st Ave NE
Blaine, Minnesota

Groups Printed- Cars + - Trucks

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:45 PM	10	53	15	0	78	7	22	15	0	44	14	109	14	0	137	8	15	15	0	38	297
Total	37	269	58	0	364	33	101	64	3	201	94	500	50	7	651	42	104	63	9	218	1434
08:00 PM	10	61	12	0	83	12	17	8	1	38	19	112	19	2	152	11	24	19	4	58	331
08:15 PM	7	70	7	0	84	6	16	12	0	34	34	110	9	0	153	15	22	10	0	47	318
08:30 PM	8	68	6	0	82	6	14	18	0	38	26	85	13	0	124	4	22	15	0	41	285
08:45 PM	6	58	8	0	72	6	14	1	0	21	16	82	10	0	108	14	29	19	0	62	263
Total	31	257	33	0	321	30	61	39	1	131	95	389	51	2	537	44	97	63	4	208	1197
09:00 PM	10	66	13	0	89	13	16	7	0	36	14	72	11	0	97	15	14	17	1	47	269
09:15 PM	4	36	3	0	43	7	12	7	0	26	15	70	11	0	96	9	22	9	0	40	205
09:30 PM	9	37	2	0	48	2	9	4	0	15	11	60	12	0	83	7	15	14	1	37	183
09:45 PM	6	32	7	0	45	5	3	5	0	13	14	63	8	0	85	4	9	6	0	19	162
Total	29	171	25	0	225	27	40	23	0	90	54	265	42	0	361	35	60	46	2	143	819
10:00 PM	9	36	4	0	49	4	4	6	0	14	13	77	10	0	100	5	17	8	0	30	193
10:15 PM	6	25	5	0	36	7	8	2	0	17	19	53	14	0	86	2	7	8	0	17	156
10:30 PM	2	21	3	0	26	2	5	5	0	12	7	65	4	0	76	5	11	5	0	21	135
10:45 PM	4	21	0	0	25	3	4	2	0	9	7	43	8	0	58	7	7	3	0	17	109
Total	21	103	12	0	136	16	21	15	0	52	46	238	36	0	320	19	42	24	0	85	593
11:00 PM	4	23	1	0	28	4	1	2	0	7	10	49	7	0	66	2	10	3	0	15	116
11:15 PM	2	19	2	0	23	0	3	2	0	5	10	36	4	0	50	2	4	4	0	10	88
11:30 PM	3	5	2	0	10	2	2	1	0	5	12	26	5	0	43	3	8	3	0	14	72
11:45 PM	1	7	2	0	10	0	2	3	0	5	8	21	4	0	33	4	5	5	0	14	62
Total	10	54	7	0	71	6	8	8	0	22	40	132	20	0	192	11	27	15	0	53	338
Grand Total	902	8338	805	18	10063	760	1950	1813	18	4541	1766	9927	1186	32	12911	1247	2029	1352	34	4662	32177
Apprch %	9	82.9	8	0.2		16.7	42.9	39.9	0.4		13.7	76.9	9.2	0.2		26.7	43.5	29	0.7		
Total %	2.8	25.9	2.5	0.1	31.3	2.4	6.1	5.6	0.1	14.1	5.5	30.9	3.7	0.1	40.1	3.9	6.3	4.2	0.1	14.5	
Cars +	883	8248	788	10	9929	754	1925	1790	10	4479	1742	9784	1155	16	12697	1229	1981	1333	21	4564	31669
% Cars +	97.9	98.9	97.9	55.6	98.7	99.2	98.7	98.7	55.6	98.6	98.6	98.6	97.4	50	98.3	98.6	97.6	98.6	61.8	97.9	98.4
Trucks	19	90	17	8	134	6	25	23	8	62	24	143	31	16	214	18	48	19	13	98	508
% Trucks	2.1	1.1	2.1	44.4	1.3	0.8	1.3	1.3	44.4	1.4	1.4	1.4	2.6	50	1.7	1.4	2.4	1.4	38.2	2.1	1.6

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

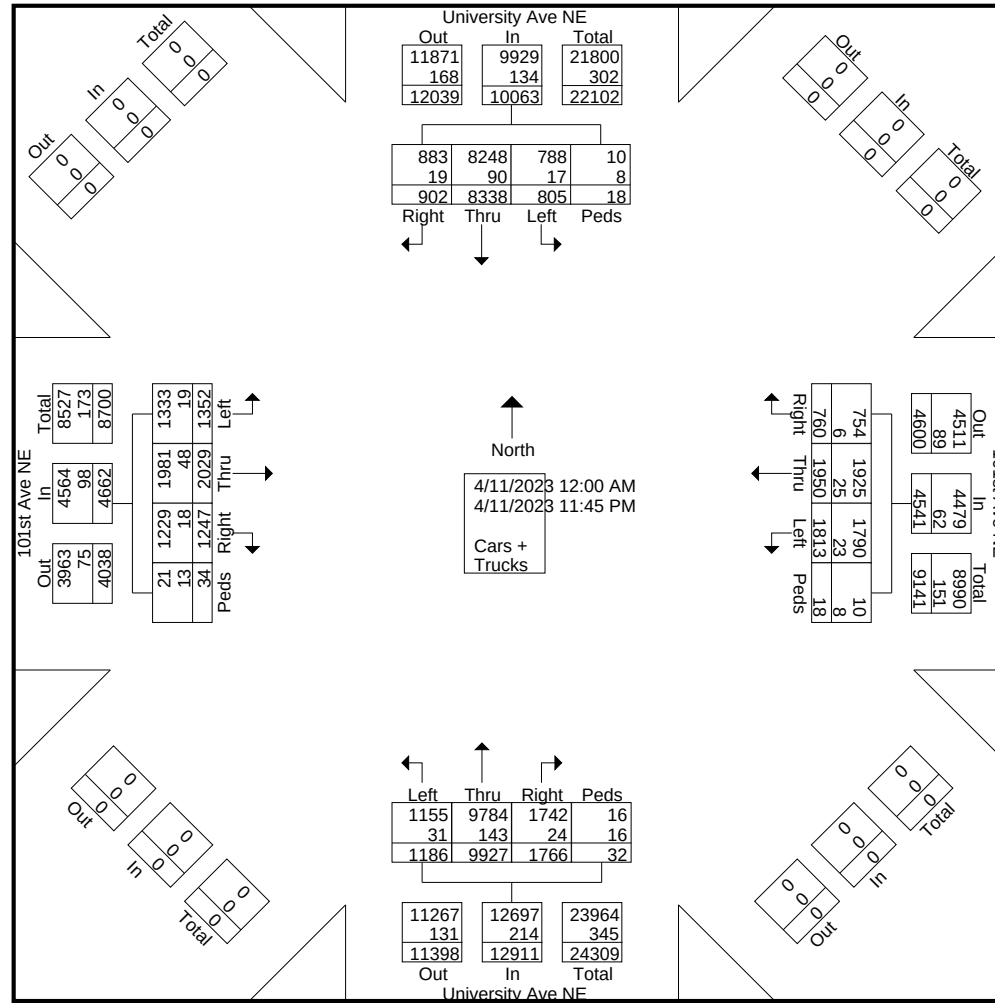
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University Ave NE and 101st Ave NE
Blaine, Minnesota



Bolton & Menk, Inc.

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University Ave NE and 101st Ave NE
Blaine, Minnesota

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	13	210	9	0	232	9	44	55	0	108	9	94	12	0	115	23	16	7	0	46	501
07:15 AM	14	252	10	0	276	9	42	64	0	115	15	75	11	0	101	23	24	11	0	58	550
07:30 AM	24	267	15	0	306	10	42	62	0	114	17	79	12	0	108	33	46	16	0	95	623
07:45 AM	17	237	10	0	264	7	35	53	1	96	13	97	15	1	126	37	44	17	0	98	584
Total Volume	68	966	44	0	1078	35	163	234	1	433	54	345	50	1	450	116	130	51	0	297	2258
% App. Total	6.3	89.6	4.1	0		8.1	37.6	54	0.2		12	76.7	11.1	0.2		39.1	43.8	17.2	0		
PHF	.708	.904	.733	.000	.881	.875	.926	.914	.250	.941	.794	.889	.833	.250	.893	.784	.707	.750	.000	.758	.906

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

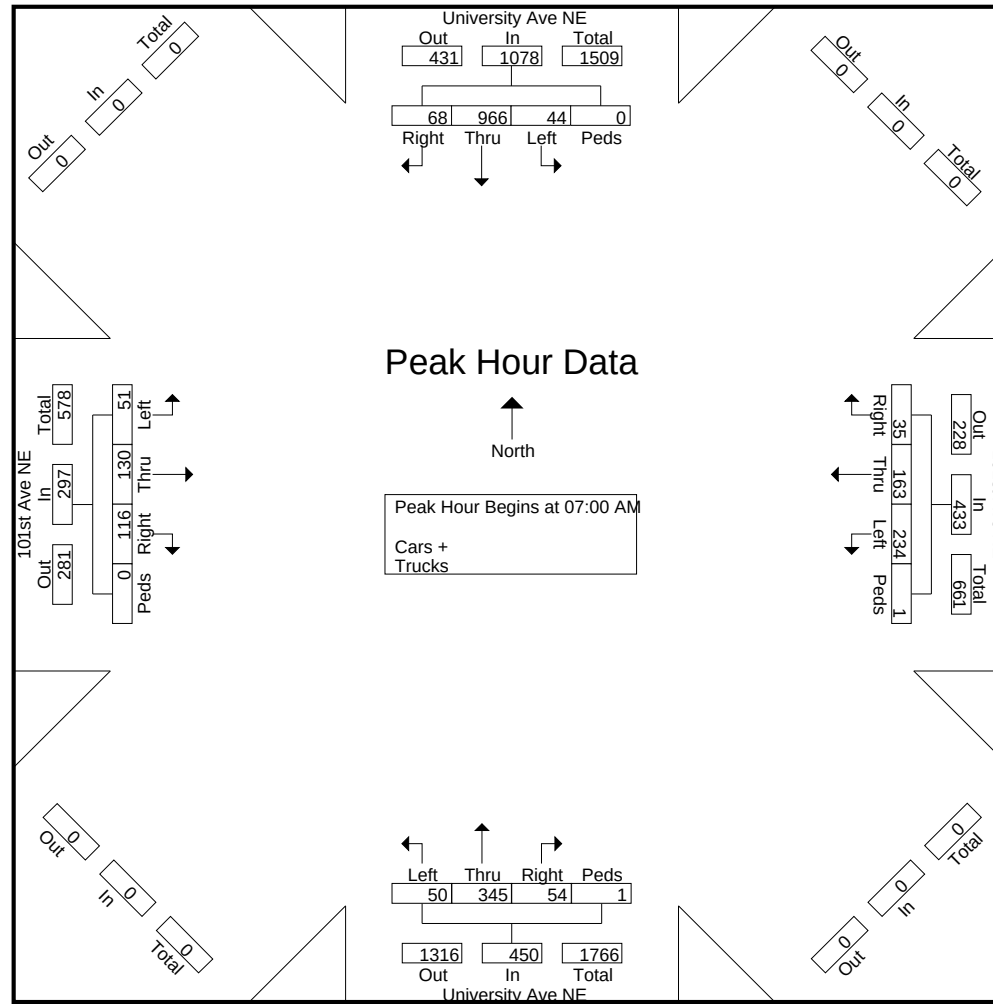
File Name : University Ave at 101st Ave NE_04112023_0000-2400

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University Ave NE and 101st Ave NE
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University Ave NE and 101st Ave NE
Blaine, Minnesota

	University Ave NE Southbound					101st Ave NE Westbound					University Ave NE Northbound					101st Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	140	21	0	177	20	48	36	0	104	58	363	39	0	460	26	46	24	0	96	837
04:15 PM	15	132	11	0	158	23	53	28	0	104	50	319	34	0	403	24	62	39	1	126	791
04:30 PM	24	143	23	0	190	21	35	29	0	85	54	373	26	1	454	21	32	33	0	86	815
04:45 PM	18	103	27	0	148	19	43	29	0	91	55	359	44	1	459	16	58	36	0	110	808
Total Volume	73	518	82	0	673	83	179	122	0	384	217	1414	143	2	1776	87	198	132	1	418	3251
% App. Total	10.8	77	12.2	0		21.6	46.6	31.8	0		12.2	79.6	8.1	0.1		20.8	47.4	31.6	0.2		
PHF	.760	.906	.759	.000	.886	.902	.844	.847	.000	.923	.935	.948	.813	.500	.965	.837	.798	.846	.250	.829	.971

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Burnsville, MN 55337

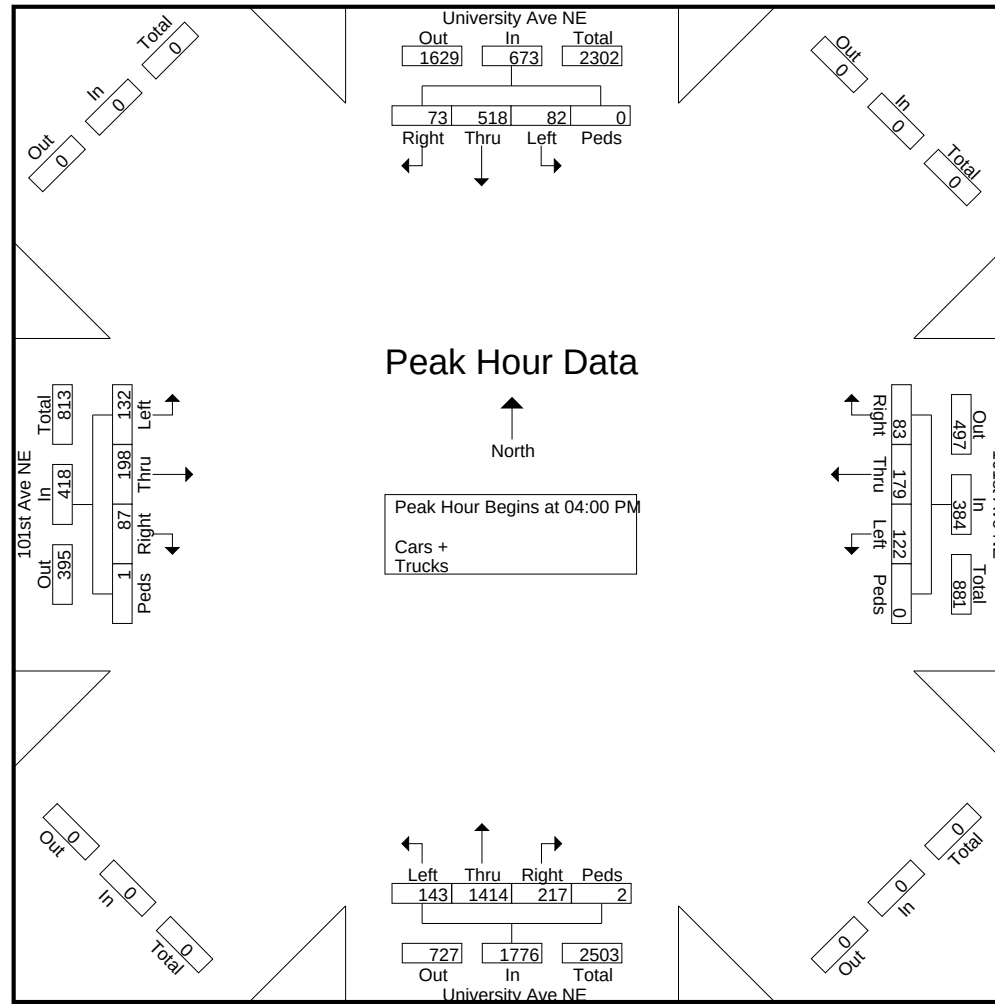
File Name : University Ave at 101st Ave NE_04112023_0000-2400

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University Ave NE and 101st Ave NE
Blaine, Minnesota



Intersection Safety Screening

Intersection: 99th Ave NE at 5th St NE

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	1,275
Serious Injury (A)	0	Environment	Urban
Minor Injury (B)	0	Lighting	Lit
Possible Injury (C)	0	Traffic Control	Thru-Stop
Property Damage (PDO)	1		
Total Crashes	1		

Annual crash cost = \$2,600

Statewide comparison = Urban, Thru/STOP

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	0.429	Observed	0.000
Statewide Average	0.128	Statewide Average	0.311
Critical Rate	0.950	Critical Rate	26.460
Critical Index	0.45	Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.43 per MEV; this is 55% below the critical rate. Based on similar statewide intersections, an additional 2 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: 99th Ave NE at 6th St NE

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	0
Property Damage (PDO)	1
Total Crashes	1

Intersection Characteristics	
Entering Volume	1,275
Environment	Urban
Lighting	Lit
Traffic Control	Thru-Stop

Annual crash cost = \$2,600

Statewide comparison = Urban, Thru/STOP

Total Crash Rate	
Observed	0.429
Statewide Average	0.128
Critical Rate	0.950
Critical Index	0.45

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.311
Critical Rate	26.460
Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.43 per MEV; this is 55% below the critical rate. Based on similar statewide intersections, an additional 2 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: 97th Ave NE at University Ave Frontage Rd

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	541
Serious Injury (A)	0	Environment	Urban
Minor Injury (B)	0	Lighting	Lit
Possible Injury (C)	1	Traffic Control	Thru-Stop
Property Damage (PDO)	0		
Total Crashes	1		

Annual crash cost = \$24,000

Statewide comparison = Urban, Thru/STOP

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	1.012	Observed	0.000
Statewide Average	0.128	Statewide Average	0.311
Critical Rate	1.560	Critical Rate	58.090
Critical Index	0.65	Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 1.01 per MEV; this is 35% below the critical rate. Based on similar statewide intersections, an additional 1 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: 99th Ave NE at 101st Ave NE

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	1
Property Damage (PDO)	5
Total Crashes	6

Intersection Characteristics	
Entering Volume	8,985
Environment	Urban
Lighting	Lit
Traffic Control	Thru-Stop

Annual crash cost = \$37,000

Statewide comparison = Urban, Thru/STOP

Total Crash Rate	
Observed	0.366
Statewide Average	0.128
Critical Rate	0.390
Critical Index	0.94

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.311
Critical Rate	5.120
Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.37 per MEV; this is 6% below the critical rate. Based on similar statewide intersections, an additional 1 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: 99th Ave NE at University Ave Frontage Rd

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	576
Serious Injury (A)	0	Environment	Urban
Minor Injury (B)	0	Lighting	Lit
Possible Injury (C)	1	Traffic Control	Thru-Stop
Property Damage (PDO)	1		
Total Crashes	2		

Annual crash cost = \$26,600

Statewide comparison = Urban, Thru/STOP

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	1.901	Observed	0.000
Statewide Average	0.128	Statewide Average	0.311
Critical Rate	1.500	Critical Rate	54.790
Critical Index	1.27	Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 1.90 per MEV; this is 1.3 times the critical rate. If crashes were reduced by 1 over five years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Clover Leaf Pkwy at 99th Ave NE

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	1
Property Damage (PDO)	10
Total Crashes	11

Intersection Characteristics	
Entering Volume	9,221
Environment	Urban
Lighting	Lit
Traffic Control	Signal

Annual crash cost = \$50,000

Statewide comparison = Signal, Low Volume (<=20K)

Total Crash Rate	
Observed	0.653
Statewide Average	0.508
Critical Rate	0.990
Critical Index	0.66

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.690
Critical Rate	6.250
Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.65 per MEV; this is 34% below the critical rate. Based on similar statewide intersections, an additional 6 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: University Ave NE at 101st Ave NE

Statewide Averages based on 2016-2020 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	1
Minor Injury (B)	4
Possible Injury (C)	8
Property Damage (PDO)	21
Total Crashes	34

Intersection Characteristics	
Entering Volume	30,250
Environment	Urban
Lighting	Lit
Traffic Control	Signal

Annual crash cost = \$580,600

Statewide comparison = Signal, High Volume (>20K)

Total Crash Rate	
Observed	0.615
Statewide Average	0.592
Critical Rate	0.870
Critical Index	0.71

Fatal & Serious Injury Crash Rate	
Observed	1.809
Statewide Average	0.824
Critical Rate	3.290
Critical Index	0.55

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.62 per MEV; this is 29% below the critical rate. Based on similar statewide intersections, an additional 15 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 1.81 per 100 MEV; this is 45% below the critical rate. The intersection operates within the normal range.



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SIGNAL WARRANTS ANALYSIS FOR

**99th Avenue at 101st Avenue
Blaine, Minnesota
2023- Existing Conditions**

LOCATION: 99th Ave at 101st Ave
COUNTY: Anoka

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED?

YES

POPULATION < 10,000?

No

N/A

No

THRESHOLDS 1A/1B:

420/630

105/52

105/52

Hour	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A/1B	MINOR APP. 2	MINOR 2 1A/1B	MINOR APP. 4	MINOR 4 (	MET SAME 1A/1B
0:00 - 1:00	23	15	38	/	2	/	0	/	/
1:00 - 2:00	27	16	43	/	0	/	0	/	/
2:00 - 3:00	19	5	24	/	0	/	0	/	/
3:00 - 4:00	7	17	24	/	0	/	0	/	/
4:00 - 5:00	16	56	72	/	7	/	0	/	/
5:00 - 6:00	38	135	173	/	15	/	0	/	/
6:00 - 7:00	107	256	363	/	22	/	0	/	/
7:00 - 8:00	184	344	528	X/	32	/	0	/	/
8:00 - 9:00	196	250	446	X/	17	/	0	/	/
9:00 - 10:00	208	249	457	X/	43	/	0	/	/
10:00 - 11:00	171	206	377	/	16	/	0	/	/
11:00 - 12:00	196	208	404	/	16	/	0	/	/
12:00 - 13:00	235	225	460	X/	16	/	0	/	/
13:00 - 14:00	203	224	427	X/	20	/	0	/	/
14:00 - 15:00	301	225	526	X/	22	/	0	/	/
15:00 - 16:00	477	295	772	X/X	27	/	0	/	/
16:00 - 17:00	469	300	769	X/X	60	/X	0	/	/X
17:00 - 18:00	432	278	710	X/X	43	/	0	/	/
18:00 - 19:00	285	265	550	X/	20	/	0	/	/
19:00 - 20:00	249	193	442	X/	16	/	0	/	/
20:00 - 21:00	208	130	338	/	9	/	0	/	/
21:00 - 22:00	138	97	235	/	11	/	0	/	/
22:00 - 23:00	98	51	149	/	3	/	0	/	/
23:00 - 24:00	71	23	94	/	2	/	0	/	/

Met (Hr) Required (Hr)

Warrant 1A	0	8	Not satisfied
Warrant 1B	1	8	Not satisfied
Warrant 2	0	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	2	8	Not satisfied

LOCATION: 99th Ave at 101st Ave
COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED? YES
POPULATION < 10,000? No
EXISTING SIGNAL ? No

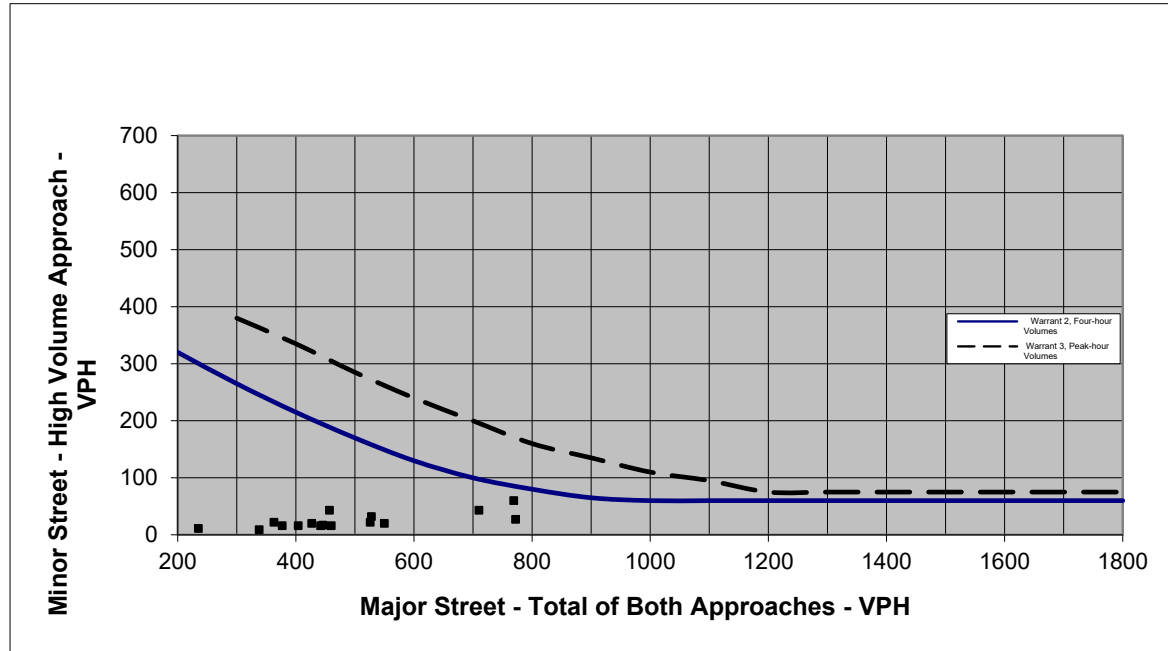


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria			Actual Hourly Count	
Major	Warrant 2, F	Warrant 3, Pe	Major	Actual Hourly Count
200	320		38	2
300	265	380	43	0
400	215	335	24	0
500	170	285	24	0
600	130	240	72	7
700	100	200	173	15
800	80	160	363	22
900	65	135	528	32
1000	60	110	446	17
1100	60	95	457	43
1200	60	75	377	16
1300	60	75	404	16
1400	60	75	460	16
1500	60	75	427	20
1600	60	75	526	22
1700	60	75	772	27
1800	60	75	769	60
			710	43
			550	20
			442	16
			338	9
			235	11
			149	3
			94	2



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SIGNAL WARRANTS ANALYSIS FOR

**99th Avenue at 101st Avenue
Blaine, Minnesota
2023- Build Conditions**

LOCATION: 99th Ave at 101st Ave
COUNTY: Anoka

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED?

YES

POPULATION < 10,000?

No

N/A

No

THRESHOLDS 1A/1B:

420/630

105/52

Hour	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A/1B	MINOR APP. 2	MINOR 2 1A/1B	MINOR APP. 4	MINOR 4 (	MET SAME 1A/1B
0:00 - 1:00	38	24	62	/	4	/	0		/
1:00 - 2:00	43	24	67	/	0	/	0		/
2:00 - 3:00	28	7	35	/	0	/	0		/
3:00 - 4:00	10	27	37	/	0	/	0		/
4:00 - 5:00	28	83	111	/	23	/	0		/
5:00 - 6:00	61	202	263	/	52	/X	0		/
6:00 - 7:00	192	391	583	X/	73	/X	0		/
7:00 - 8:00	352	527	879	X/X	111	X/X	0		X/X
8:00 - 9:00	396	388	784	X/X	59	/X	0		/X
9:00 - 10:00	455	406	861	X/X	143	X/X	0		X/X
10:00 - 11:00	296	313	609	X/	52	/X	0		/
11:00 - 12:00	319	324	643	X/X	53	/X	0		/X
12:00 - 13:00	390	348	738	X/X	51	/	0		/
13:00 - 14:00	338	344	682	X/X	65	/X	0		/X
14:00 - 15:00	486	345	831	X/X	73	/X	0		/X
15:00 - 16:00	858	473	1331	X/X	90	/X	0		/X
16:00 - 17:00	791	461	1252	X/X	205	X/X	0		X/X
17:00 - 18:00	700	430	1130	X/X	140	X/X	0		X/X
18:00 - 19:00	464	407	871	X/X	67	/X	0		/X
19:00 - 20:00	412	295	707	X/X	52	/X	0		/X
20:00 - 21:00	343	201	544	X/	28	/	0		/
21:00 - 22:00	226	150	376	/	35	/	0		/
22:00 - 23:00	157	79	236	/	10	/	0		/
23:00 - 24:00	113	36	149	/	7	/	0		/

Met (Hr) Required (Hr)

Warrant 1A	4	8	Not satisfied
Warrant 1B	11	8	Satisfied
Warrant 2	5	4	Satisfied
Warrant 3	3	1	Satisfied
Warrant 7	14	8	Satisfied, check accident record

LOCATION: 99th Ave at 101st Ave
COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED? YES
POPULATION < 10,000? No
EXISTING SIGNAL ? No

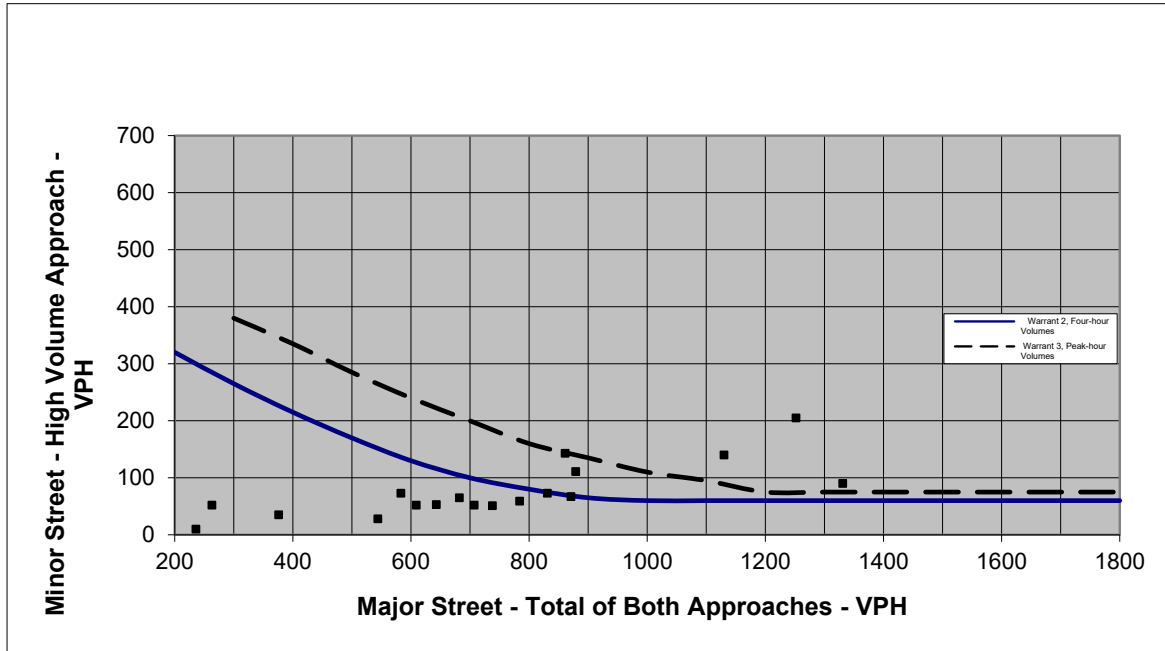


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria			Actual Hourly Count	
Major	Warrant 2, F	Warrant 3, Pe	Major	Actual Hourly Count
200	320		62	4
300	265	380	67	0
400	215	335	35	0
500	170	285	37	0
600	130	240	111	23
700	100	200	263	52
800	80	160	583	73
900	65	135	879	111
1000	60	110	784	59
1100	60	95	861	143
1200	60	75	609	52
1300	60	75	643	53
1400	60	75	738	51
1500	60	75	682	65
1600	60	75	831	73
1700	60	75	1331	90
1800	60	75	1252	205
			1130	140
			871	67
			707	52
			544	28
			376	35
			236	10
			149	7



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SIGNAL WARRANTS ANALYSIS FOR

**99th Avenue at Clover Leaf Parkway
Blaine, Minnesota
2023- Existing Conditions**

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

0.70 FACTOR USED?

YES

POPULATION < 10,000?

No

N/A

No

THRESHOLDS 1A/1B:

420/630

105/52

105/52

HOUR	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A/1B	MINOR APP. 2	MINOR 2 1A/1B	MINOR APP. 4	MINOR 4 (	MET SAME 1A/1B
0:00 - 1:00	25	11	36	/	5	/	0	/	/
1:00 - 2:00	25	12	37	/	4	/	1	/	/
2:00 - 3:00	20	4	24	/	1	/	1	/	/
3:00 - 4:00	7	17	24	/	2	/	0	/	/
4:00 - 5:00	15	37	52	/	17	/	7	/	/
5:00 - 6:00	44	91	135	/	37	/	9	/	/
6:00 - 7:00	102	139	241	/	94	/X	17	/	/
7:00 - 8:00	156	209	365	/	114	X/X	48	/	/
8:00 - 9:00	151	153	304	/	93	/X	34	/	/
9:00 - 10:00	171	172	343	/	87	/X	27	/	/
10:00 - 11:00	161	151	312	/	71	/X	16	/	/
11:00 - 12:00	194	165	359	/	56	/X	25	/	/
12:00 - 13:00	228	189	417	/	70	/X	22	/	/
13:00 - 14:00	206	166	372	/	82	/X	22	/	/
14:00 - 15:00	297	175	472	X/	77	/X	20	/	/
15:00 - 16:00	428	238	666	X/X	89	/X	28	/	/X
16:00 - 17:00	449	269	718	X/X	100	/X	31	/	/X
17:00 - 18:00	454	201	655	X/X	104	/X	34	/	/X
18:00 - 19:00	278	203	481	X/	85	/X	32	/	/
19:00 - 20:00	242	150	392	/	60	/X	20	/	/
20:00 - 21:00	200	117	317	/	40	/	12	/	/
21:00 - 22:00	137	93	230	/	27	/	7	/	/
22:00 - 23:00	99	48	147	/	15	/	4	/	/
23:00 - 24:00	70	17	87	/	11	/	1	/	/

Met (Hr) Required (Hr)

Warrant 1A	0	8	Not satisfied
Warrant 1B	3	8	Not satisfied
Warrant 2	1	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	6	8	Not satisfied

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

0.70 FACTOR USED? YES

POPULATION < 10,000? No

EXISTING SIGNAL ? No

Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

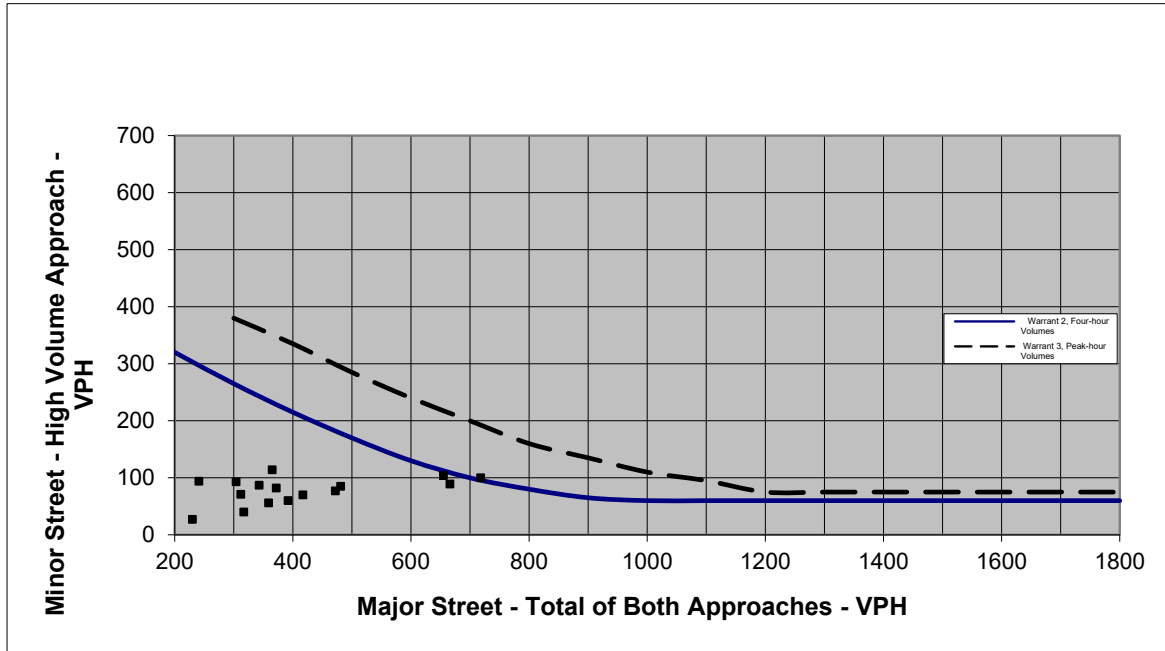


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria			Actual Hourly Count	
Major	Warrant 2, F	Warrant 3, Pe	Major	Actual Hourly Count
200	320		36	5
300	265	380	37	4
400	215	335	24	1
500	170	285	24	2
600	130	240	52	17
700	100	200	135	37
800	80	160	241	94
900	65	135	365	114
1000	60	110	304	93
1100	60	95	343	87
1200	60	75	312	71
1300	60	75	359	56
1400	60	75	417	70
1500	60	75	372	82
1600	60	75	472	77
1700	60	75	666	89
1800	60	75	718	100
			655	104
			481	85
			392	60
			317	40
			230	27
			147	15
			87	11



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SIGNAL WARRANTS ANALYSIS FOR

**99th Avenue at Clover Leaf Parkway
Blaine, Minnesota
2023- Build Conditions**

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

0.70 FACTOR USED?

YES

POPULATION < 10,000?

No

N/A

No

THRESHOLDS 1A/1B:

420/630

105/52

105/52

Hour	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A/1B	MINOR APP. 2	MINOR 2 1A/1B	MINOR APP. 4	MINOR 4 (	MET SAME 1A/1B
0:00 - 1:00	25	11	36	/	6	/	0	/	/
1:00 - 2:00	26	12	38	/	4	/	1	/	/
2:00 - 3:00	20	4	24	/	1	/	1	/	/
3:00 - 4:00	7	17	24	/	2	/	0	/	/
4:00 - 5:00	15	37	52	/	20	/	7	/	/
5:00 - 6:00	45	91	136	/	40	/	7	/	/
6:00 - 7:00	104	139	243	/	99	/X	15	/	/
7:00 - 8:00	158	208	366	/	123	X/X	42	/	/
8:00 - 9:00	154	153	307	/	105	X/X	30	/	/
9:00 - 10:00	173	171	344	/	99	/X	23	/	/
10:00 - 11:00	163	150	313	/	76	/X	14	/	/
11:00 - 12:00	196	164	360	/	63	/X	22	/	/
12:00 - 13:00	231	187	418	/	80	/X	20	/	/
13:00 - 14:00	208	165	373	/	92	/X	19	/	/
14:00 - 15:00	301	173	474	X/	87	/X	18	/	/
15:00 - 16:00	435	236	671	X/X	101	/X	25	/	/X
16:00 - 17:00	453	265	718	X/X	119	X/X	28	/	X/X
17:00 - 18:00	458	198	656	X/X	115	X/X	29	/	X/X
18:00 - 19:00	281	201	482	X/	93	/X	29	/	/
19:00 - 20:00	245	149	394	/	69	/X	18	/	/
20:00 - 21:00	202	115	317	/	46	/	10	/	/
21:00 - 22:00	138	92	230	/	31	/	6	/	/
22:00 - 23:00	99	47	146	/	17	/	3	/	/
23:00 - 24:00	71	17	88	/	13	/	1	/	/

Met (Hr) Required (Hr)

Warrant 1A	2	8	Not satisfied
Warrant 1B	3	8	Not satisfied
Warrant 2	2	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	8	8	Satisfied, check accident record

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

0.70 FACTOR USED? YES

POPULATION < 10,000? No

EXISTING SIGNAL ? No

Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

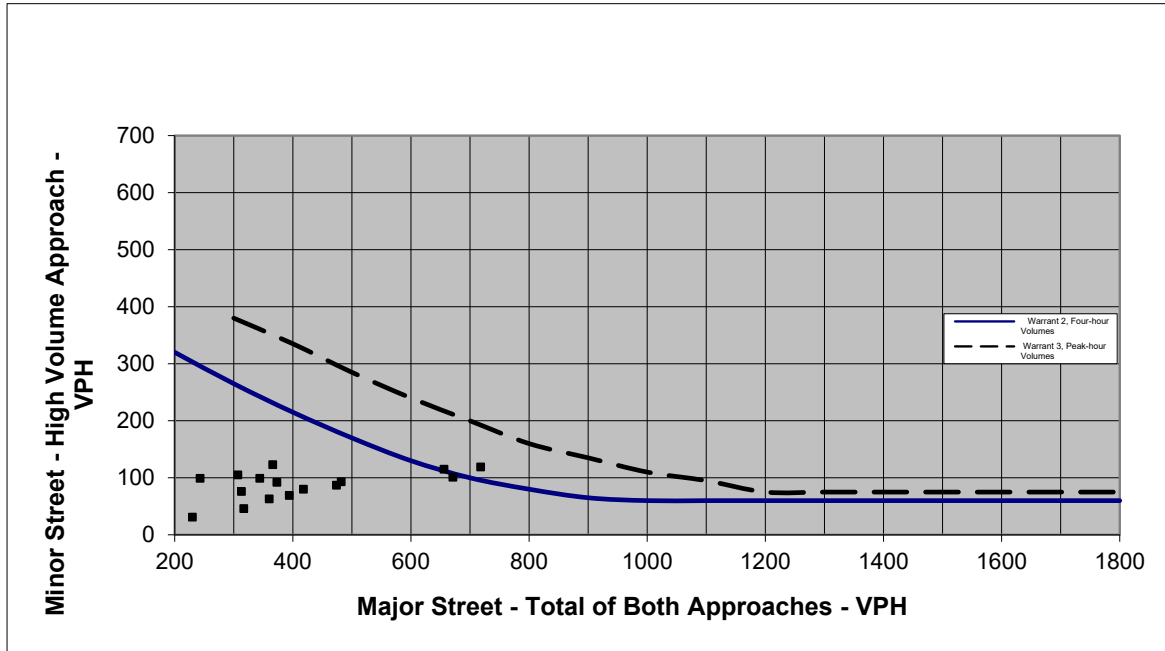


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria			Actual Hourly Count	
Major	Warrant 2, F	Warrant 3, Pe	Major	Actual Hourly Count
200	320		36	6
300	265	380	38	4
400	215	335	24	1
500	170	285	24	2
600	130	240	52	20
700	100	200	136	40
800	80	160	243	99
900	65	135	366	123
1000	60	110	307	105
1100	60	95	344	99
1200	60	75	313	76
1300	60	75	360	63
1400	60	75	418	80
1500	60	75	373	92
1600	60	75	474	87
1700	60	75	671	101
1800	60	75	718	119
			656	115
			482	93
			394	69
			317	46
			230	31
			146	17
			88	13



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ALL WAY STOP WARRANT ANALYSIS FOR 99th Avenue at 101st Avenue Blaine, Minnesota 2023- Existing Conditions

LOCATION: 99th Ave at 101st Ave

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED?

Yes

HOUR	210				140		WARRANT MET
	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	
0:00 - 1:00	23	15	3	0	38	3	/
1:00 - 2:00	27	16	0	0	43	0	/
2:00 - 3:00	19	5	0	0	24	0	/
3:00 - 4:00	7	17	0	0	24	0	/
4:00 - 5:00	16	56	7	0	72	7	/
5:00 - 6:00	38	135	18	0	173	18	/
6:00 - 7:00	107	256	28	0	363	28	X/
7:00 - 8:00	184	344	37	0	528	37	X/
8:00 - 9:00	196	250	21	0	446	21	X/
9:00 - 10:00	208	249	59	0	457	59	X/
10:00 - 11:00	171	206	21	0	377	21	X/
11:00 - 12:00	196	208	21	0	404	21	X/
12:00 - 13:00	235	225	22	0	460	22	X/
13:00 - 14:00	203	224	30	0	427	30	X/
14:00 - 15:00	301	225	28	0	526	28	X/
15:00 - 16:00	477	295	36	0	772	36	X/
16:00 - 17:00	469	300	74	0	769	74	X/
17:00 - 18:00	432	278	62	0	710	62	X/
18:00 - 19:00	285	265	24	0	550	24	X/
19:00 - 20:00	249	193	23	0	442	23	X/
20:00 - 21:00	208	130	11	0	338	11	X/
21:00 - 22:00	138	97	14	0	235	14	X/
22:00 - 23:00	98	51	4	0	149	4	/
23:00 - 24:00	71	23	3	0	94	3	/

Allway Stop Warrant: Met (Hr) 0 Required (Hr) 8 Not satisfied

REMARKS:



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ALL WAY STOP WARRANT ANALYSIS FOR 99th Avenue at 101st Avenue Blaine, Minnesota 2023- Build Conditions

LOCATION: 99th Ave at 101st Ave

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

Speed	Approach Description	Lanes
45	Major App1: SB 101st Avenue	2
45	Major App3: NB 99th Avenue	2
30	Minor App2: EB 99th Avenue	1
	Minor App4:	

0.70 FACTOR USED? Yes

HOUR	210				140		WARRANT MET
	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	
0:00 - 1:00	38	24	8	0	62	8	/
1:00 - 2:00	43	24	0	0	67	0	/
2:00 - 3:00	28	7	0	0	35	0	/
3:00 - 4:00	10	27	0	0	37	0	/
4:00 - 5:00	28	83	24	0	111	24	/
5:00 - 6:00	61	202	60	0	263	60	X/
6:00 - 7:00	192	391	91	0	583	91	X/
7:00 - 8:00	352	527	125	0	879	125	X/
8:00 - 9:00	396	388	70	0	784	70	X/
9:00 - 10:00	455	406	188	0	861	188	X/X
10:00 - 11:00	296	313	67	0	609	67	X/
11:00 - 12:00	319	324	67	0	643	67	X/
12:00 - 13:00	390	348	69	0	738	69	X/
13:00 - 14:00	338	344	93	0	682	93	X/
14:00 - 15:00	486	345	91	0	831	91	X/
15:00 - 16:00	858	473	115	0	1331	115	X/
16:00 - 17:00	791	461	244	0	1252	244	X/X
17:00 - 18:00	700	430	194	0	1130	194	X/X
18:00 - 19:00	464	407	79	0	871	79	X/
19:00 - 20:00	412	295	72	0	707	72	X/
20:00 - 21:00	343	201	35	0	544	35	X/
21:00 - 22:00	226	150	45	0	376	45	X/
22:00 - 23:00	157	79	13	0	236	13	X/
23:00 - 24:00	113	36	10	0	149	10	/

Allway Stop Warrant: Met (Hr) 3 Required (Hr) 8 Not satisfied

REMARKS: _____



Real People. Real Solutions.

ALL WAY STOP WARRANT ANALYSIS FOR 99th Avenue at Clover Leaf Parkway Blaine, Minnesota 2023- Existing Conditions

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

0.70 FACTOR USED?

Yes

Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

HOUR	210				140		WARRANT MET
	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	
0:00 - 1:00	25	11	6	0	36	6	/
1:00 - 2:00	25	12	4	1	37	5	/
2:00 - 3:00	20	4	1	1	24	2	/
3:00 - 4:00	7	17	2	0	24	2	/
4:00 - 5:00	15	37	20	11	52	31	/
5:00 - 6:00	44	91	40	14	135	54	/
6:00 - 7:00	102	139	98	29	241	127	X/
7:00 - 8:00	156	209	120	69	365	189	X/X
8:00 - 9:00	151	153	102	46	304	148	X/X
9:00 - 10:00	171	172	98	35	343	133	X/
10:00 - 11:00	161	151	78	20	312	98	X/
11:00 - 12:00	194	165	64	35	359	99	X/
12:00 - 13:00	228	189	80	28	417	108	X/
13:00 - 14:00	206	166	90	29	372	119	X/
14:00 - 15:00	297	175	84	26	472	110	X/
15:00 - 16:00	428	238	100	33	666	133	X/
16:00 - 17:00	449	269	111	42	718	153	X/X
17:00 - 18:00	454	201	114	46	655	160	X/X
18:00 - 19:00	278	203	91	42	481	133	X/
19:00 - 20:00	242	150	66	26	392	92	X/
20:00 - 21:00	200	117	45	15	317	60	X/
21:00 - 22:00	137	93	31	10	230	41	X/
22:00 - 23:00	99	48	16	4	147	20	/
23:00 - 24:00	70	17	11	1	87	12	/

Allway Stop Warrant: Met (Hr) 4 Required (Hr) 8 Not satisfied

REMARKS: _____



Real People. Real Solutions.

ALL WAY STOP WARRANT ANALYSIS FOR 99th Avenue at Clover Leaf Parkway Blaine, Minnesota 2023- Build Conditions

LOCATION: 99th Ave NE at Clover Leaf Pkwy

COUNTY: Anoka

REF. POINT:

DATE: 4/27/2023

OPERATOR: CW

0.70 FACTOR USED?

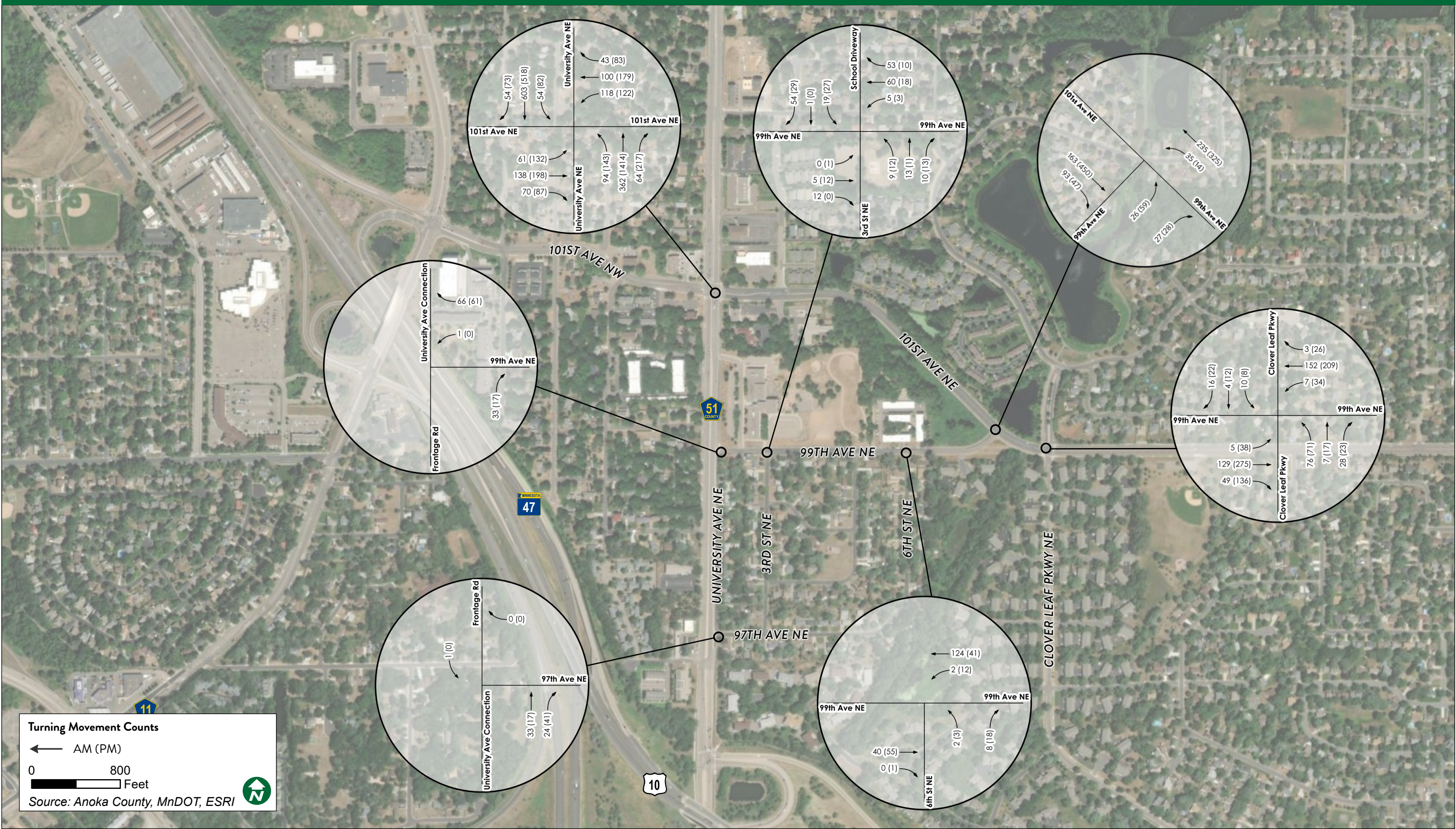
Yes

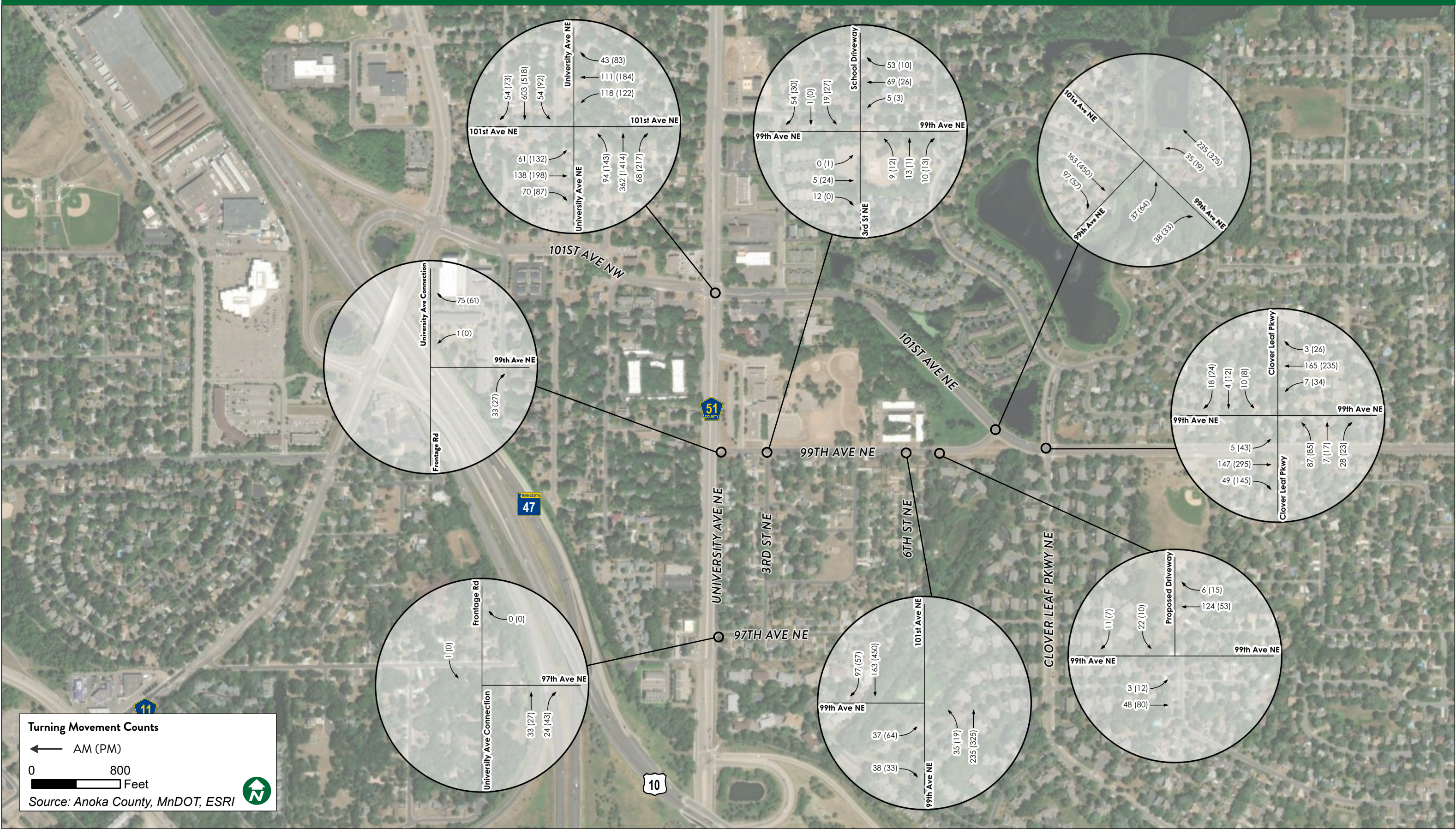
Speed	Approach Description	Lanes
45	Major App1: EB 99th Avenue	2
45	Major App3: WB 99th Avenue	2
30	Minor App2: NB Clover Leaf Parkway	1
30	Minor App4: SB Clover Leaf Parkway	1

HOUR	210				140		WARRANT MET
	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	
0:00 - 1:00	25	11	7	0	36	7	/
1:00 - 2:00	26	12	4	1	38	5	/
2:00 - 3:00	20	4	1	1	24	2	/
3:00 - 4:00	7	17	2	0	24	2	/
4:00 - 5:00	15	37	24	10	52	34	/
5:00 - 6:00	45	91	44	12	136	56	/
6:00 - 7:00	104	139	105	26	243	131	X/
7:00 - 8:00	158	208	131	61	366	192	X/X
8:00 - 9:00	154	153	117	41	307	158	X/X
9:00 - 10:00	173	171	113	30	344	143	X/X
10:00 - 11:00	163	150	85	18	313	103	X/
11:00 - 12:00	196	164	74	31	360	105	X/
12:00 - 13:00	231	187	93	26	418	119	X/
13:00 - 14:00	208	165	102	26	373	128	X/
14:00 - 15:00	301	173	96	24	474	120	X/
15:00 - 16:00	435	236	115	29	671	144	X/X
16:00 - 17:00	453	265	134	38	718	172	X/X
17:00 - 18:00	458	198	128	40	656	168	X/X
18:00 - 19:00	281	201	101	38	482	139	X/
19:00 - 20:00	245	149	77	23	394	100	X/
20:00 - 21:00	202	115	52	13	317	65	X/
21:00 - 22:00	138	92	37	9	230	46	X/
22:00 - 23:00	99	47	18	3	146	21	/
23:00 - 24:00	71	17	13	1	88	14	/

Allway Stop Warrant: Met (Hr) 6 Required (Hr) 8 Not satisfied

REMARKS: _____







City of Blaine

Anoka County, Minnesota

Text File

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

File Number: RES 22-147

Agenda Date: 12/5/2022

Version: 3

Status: Passed

In Control: City Council

File Type: Resolution

Agenda Number: 10.-5

Development Business - *Sheila Sellman, City Planner*

Title

Granting a Conditional Use Permit to Construct a 111-Unit Apartment Building in a DF (Development Flex) Zoning District at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0048/EES)

Executive Summary

The requested conditional use permit is required for any development within the Development Flex (DF) zoning district. The proposed development generally follows the Planned Business District (PBD) standards for multifamily buildings except for a 1.5-foot shortfall from a setback on the northern property line. In exchange for that flexibility, the developer is leaving 1.3 acres of the property as untouched open space and will be oversizing all the required conifer trees.

Schedule of Actions

Planning Commission Public Hearing	08/10/22
City Council (Conditional Use Permit)	09/19/22 (Tabled)
City Council (Conditional Use Permit)	10/03/22 (Denied)
City Council (Conditional Use Permit)	12/05/22

Background

Staff report prepared by Elizabeth Showalter, Community Development Specialist and Teresa Barnes, Project Engineer

On October 3, 2022 the City Council denied the Conditional Use Permit request. On November 21, 2022 the City Council voted to rescind the vote (Motion No. 22-195) and have placed the CUP request on the December 5, 2022 City Council agenda for consideration.

Zoning

The subject property is made up of four parcels with a variety of zoning designations including R-1 (Single Family), R-3B (Medium Density Multifamily), R-3C (High Density Multifamily), and DF. The majority of the property would be retained by the developer to construct the proposed apartment building and are proposed to be rezoned to DF. Properties to be conveyed to the city for existing stormwater and right-of-way will retain their existing zoning as will a strip of land being conveyed to the neighboring apartment

property which will retain its current R-3C zoning. The zoning designations of each portion of the property can be seen in the attached existing and proposed zoning map.

Land Use Designations

The subject property is made up of four parcels with a variety of land use designations including HDR, L-MDR (Low to Medium Density Residential), and right-of-way. The land use designations of each portion of the property can be seen in the attached land use map.

The portion of the property proposed for development is guided HDR with an allowed density of 12-25 units/acre. All land guided high density residential is proposed for development and no construction is proposed on any of the other portions of the property. The portion guided HDR and to be retained by the developer is 4.5 acres resulting in a density of 24.6 units/acre, meeting the density allotment for the HDR land use. A large portion of the proposed lot is not proposed for development due to poor soils and low topography. This area is proposed to remain as privately owned open space. This area cannot be developed into residential units while meeting the maximum density of 25 units per acre.

Surrounding Zoning and Land Uses

- Northwest: Alexandra House (Residential Flex/Low to Medium Density Residential)
- West: University Avenue Elementary (R-1 Single Family Residential/Low Density Residential)
- South: Royal Oaks Apartments (R3-C High Density Residential/High Density Residential)
- South of 99th Avenue: Single family homes (R-1 Single Family Residential/Low Density Residential) and quad homes (R-3C High Density Residential/Medium Density Residential)
- North of 101st Avenue: Pleasure Creek neighborhood townhomes and twin homes (Development Flex/Low to Medium Density Residential)

Density Ranges are as follows: LDR 2.5-6 units/acre. L-MDR 2.5-12 units/acre. MDR 6-12 units/acre. M-HDR 6-25 units/acre and HDR is 12-25 units/acre.

Existing Conditions

The property has an existing single-family home that is proposed to be removed with development.

History

Most of the property was zoned R-1 until 1993 when a portion was rezoned to R-3B to conform to the 2010 Comprehensive Plan. The portion with the existing home was left as R-1 to prevent the structure from becoming non-conforming. At that time, non-conforming laws were much more restrictive and prevented a home from being rebuilt in the case of a fire, natural disaster, etc.

Portions of the site where the development will occur were re-guided in 2018 as part of

the 2040 Comprehensive Plan update. Previously, it was guided as Medium Density Residential (MDR) in the 2030 Comprehensive Plan and was changed to High Density Residential (HDR) in the 2040 Comprehensive Plan to meet Metropolitan Council requirements (oversees comprehensive plans), where cities need to guide a certain amount of undeveloped land for high density residential to accomplish affordable housing allocation goals. The logic is that HDR land use is more conducive for affordable housing, and by requiring cities to set aside vacant land for high density, it creates an opportunity for affordable housing to be built, though it's not required when those sites develop. With that said, the proposed project is not considered an affordable housing project.

Evaluation of Request

Plat

The applicant is proposing to plat the four existing parcels into one lot, two outlots, and right-of-way. The portion of the property that is located north of 101st Avenue is currently used as a regional stormwater pond serving Pleasure Creek and is shown as an outlot. A condition has been included that the outlot be deeded to the City.

The city currently maintains the pond and holds a drainage and utility easement over the pond. A portion of the property is located south of 99th Avenue and is proposed to be platted as right-of-way, which is consistent with the comprehensive plan.

No construction is proposed on the proposed outlot or in the proposed right-of-way. The second outlot (Outlot B) is in the location of an existing driveway from 99th Avenue serving the existing home. That outlot is proposed to be sold to the owners of the Royal Oaks Apartments to allow for the construction of additional parking.

Construction of that parking would require the outlot be combined with the Royal Oaks parcel either through a lot combination at the county or a plat.

Architecture

The proposed apartment building consists of three stories of apartments over one story of parking. The parking level is partially below grade.

The proposed building utilizes burnished block, brick, fiber cement siding, wood look metal panels, and glass on all elevations. The design meets the requirements for the use of at least three premium materials comprising at least 50% of each wall area and four-sided design typically applied to developments in the DF district.

The floor plan consists of 111 units and an office, fitness room, mail room, and two club rooms. The unit mix is:

- 18 - studios
- 19 - one bedrooms
- 41 - one bedrooms with dens
- 24 - two bedrooms
- 9 - three bedrooms

Setbacks

The following setbacks are being met:

- Front (101st Avenue and 99th Avenue): 50-foot building/30 feet parking
- Rear (west): 20 feet building/20 feet parking
- Side (south and north): 15 feet building/15 feet parking

These setbacks are generally guided by the PBD setbacks, except that the PBD setbacks require that the building setback be a minimum of 50% of the height of the building. The proposed building is 43 feet tall, so the side and rear yard setbacks would need to be 21.5 feet if zoned PBD. The site plan shows a 20-foot setback on the north property line. The adjacent property to the north is a wooded area adjacent to Alexandra House and will not be adversely impacted by the 1.5-foot shortfall in setback (shortfall if zoned PBD), therefore staff is supportive of allowing the 20-foot setback as part of the DF zoning. The DF zoning district does not provide setback requirements.

Landscaping

The following tree quantities are required:

- Overstory: 26
- Conifer: 18
- Ornamental: 18
- Shrubs: 120

Eight existing significant trees of high-quality species are proposed to remain, which may be counted towards the landscaping requirements. The landscaping quantities proposed by the developer therefore meet the landscaping requirements. Significant trees are any live healthy tree measuring eight inches in diameter or greater, measured at four and one-half feet above the ground.

In many cases the landscaping requirements are increased as described in the Highway Overlay District for apartment projects utilizing DF zoning. Since this project is not located on any arterial roads and is not located within the Highway Overlay District, staff is not recommending increasing the landscaping requirements.

In response to the concerns raised by neighbors about tree removal, the applicant has agreed to oversize the 18 conifer trees to 8-foot trees instead of the required 6-foot height. This has been added as a condition in the conditional use permit resolution.

Tree Preservation

A tree survey has been submitted showing 157 trees being removed. The grading plan shows 3.2 acres disturbed, which results in a tree replacement requirement of 26 trees (8 trees per disturbed acre), which is met by the landscaping requirements.

The developer is retaining trees on the perimeter of the development and on the 1.3 acres of land on the east and north of the property that are not proposed for development.

Park Dedication

The properties were previously platted prior to the incorporation of the City of Blaine and no park dedication has been paid. With the platting of the property, park dedication

becomes due for the 111 residential units at a rate of \$4,449 per unit for a total park dedication payment of \$493,839.

Parking

The code requires one parking space per studio unit and two parking spaces per non-studio unit, with at least half of the spaces underground or within the building. The parking requirement based on the code is 204 spaces. Originally, the developer proposed 169 spaces, with 114 of them within the building, which resulted in a parking ratio of 1.5 spaces per unit or one space per bedroom and was requesting that the DF zoning be utilized to reduce the parking requirement. Following the public hearing before the Planning Commission, the developer decided to construct an additional 36 parking stalls on the southern portion of the property, resulting in a total of 205 spaces, meeting the parking requirement.

The developer has reached an agreement with the owners of the Royal Oaks Apartments to sell a strip of land to allow for the construction of additional parking at Royal Oaks. It should be noted that the developer is not responsible for the parking shortfall at Royal Oaks Apartments. Construction of the parking lot expansion would require Royal Oaks receive separate approval and is not part of this application. It is likely that a setback variance would be required to fit the additional parking desired. That variance would be considered by the Planning Commission and Council after submittal of an application by the property owner. Any expansion of the parking lot would require the property owner to go through the administrative site plan review process.

Grading/Storm Drainage

The developer is proposing to grade the entire site as shown on the Coon Creek Water District (CCWD) and city approved grading, drainage, erosion protection and sediment control plans prepared by the Developer's engineer. The plans shall include existing drainage patterns (contours) with flow arrows, soil boring locations, perimeter site protection, tree preservation, tree clearing limits, custom grading, proposed grading contours, proposed drainage patterns with flow arrows, storm water management, SWPPP information, temporary erosion protection Best Management Practices (BMPs), and temporary sediment control BMPs information for the site. The SWPPP may be included in the construction plan sheet(s) or prepared as a separate document and included in the development construction contract specifications.

The developer will also need to submit construction contract documents that include a mass (rough) grading, erosion protection, sediment control, development, utilities, roadway, and storm drainage plan sheets. Supporting wetland delineation report, geotechnical investigation report, soil boring logs, and hydrology report shall be included in the submittal for city review and approval.

The grading plan shall provide greater detail on protecting existing trees and providing additional information on adjacent property.

Utilities

Standard water and sanitary sewer access charges (WAC & SAC) become due at the

rate established at the time the building permit is issued.

The developer shall be responsible for assessments for trunk sanitary sewer for parcels 30-31-23-21-0004 and 30-31-23-21-0037. 2022 Typical assessment rate for sanitary sewer trunk is \$4,377 per acre. At 0.25 acres of development for these parcels, the assessment total is \$1,904.25.

Wetlands/Watershed

The developer will need to submit the project to CCWD for review, approval and permits required prior to city plan approval and start of site work.

Access/Street Design/Sidewalks/Trails

The development is proposing to gain/provide access from a connection to 99th Avenue NE at an approved location. This proposed access is appropriate as 101st Avenue is a collector street with limited access points. This collector street has additional capacity available as it currently has 7,000 trips per day and can carry 15,000 trips a day as long as access continues to be limited. According to the Institute of Transportation Engineers (ITE) manual, the proposed project is anticipated to generate an additional 750 trips per day.

No additional sidewalks or trails are required nor proposed with the project.

Easements/Right-of-Way/Permits

The developer will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the city prior to any site work.

Standard drainage and utility easements shall be dedicated along all lot lines and over areas of delineated wetlands, wetland mitigation, infiltration trenches, drainage swales, and storm water management ponds.

Conditional Use Permit

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands.

Among other things, the Council shall consider the following findings where applicable.

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area. *The land is guided for high density residential. The proposed apartment use will not put an excessive burden on parks, schools, streets, or utilities. The site is served by existing parks Cloverleaf Park and Swan Park.*
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district. *The surrounding properties are developed as medium to high density development or public uses. The proposed use is compatible.*
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties. *The proposed use is well designed. The proposed building*

utilizes burnished block, brick, fiber cement siding, wood look metal panels, and glass on all elevations. About one and one-third an acre will remain as open space.

4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use. *The proposed DF district is to provide for flexibility in land use and maximize housing choice. The proposed development is consistent with that purpose.*
6. The use shall not be in conflict with the comprehensive plan of the City. *The use has a net density of 24.6 units per acre, which is consistent with the High-Density Residential land use which allows for 12-25 units per acre.*
7. The use will not cause traffic hazard or congestion. *This proposed development will access 99th Avenue this access is appropriate as 101st Avenue is a collector street with limited access points. This collector street has additional capacity available as it currently has 7,000 trips per day and is capable of carrying 15,000 trips a day as long as access continues to be limited. According to the Institute of Transportation Engineers (ITE) manual, the proposed project is anticipated to generate an additional 750 trips per day. Based on this volume both 99th Avenue (residential) and 101st Avenue (collector) have the capacity to accommodate the existing and added traffic of the proposed development.*
8. The use shall have adequate utilities, access roads, drainage, and necessary facilities. *The proposed development, once constructed, will have the required utility services, adequate roads and necessary drainage facilities to service the proposed development. This proposed development will access 99th Avenue this access is appropriate as 101st Avenue is a collector street with limited access points. This collector street has additional capacity available as it currently has 7,000 trips per day and is capable of carrying 15,000 trips a day as long as access continues to be limited.*

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission voted 2 (Goracke and Swanson) to 1 (Gorzycki) to recommend approval of the rezoning. Commissioner Homan recused herself.

Comments at the public hearing included:

1. Opposition to the removal of trees and natural space.
2. Concern about existing traffic and increase in traffic from the proposed development.
3. General opposition to apartments in that location.
4. Concern about the current shortfall in parking at the Royal Oaks apartments and concern that the proposed apartments will not have enough parking.

Minutes from the Planning Commission meeting are attached where staff provided responses to the questions/concerns that were brought up by the public.

Following the public hearing the applicant has made the following changes to the proposed project:

1. Eliminated the request for a reduced parking ratio by adding 36 additional parking stalls (meets code requirement).
2. Reached an agreement with the owners of the Royal Oaks Apartments to sell a portion of the property allowing for Royal Oaks to construct additional parking to assist in alleviating Royal Oaks parking issues that are not associated with this proposal.
3. Oversized 18 conifer trees to 8 feet in height to better mitigate for proposed tree removal.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Mailed to property owners within 350 feet of the property boundaries. The boundary was extended to include the entire townhome neighborhood across 101st Avenue that was within the 350-foot boundary.
2. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
3. Posted on the City's website.
4. Posted (sign) on the property with contact information for the Planning Department.

In accordance with the Neighborhood Meeting Policy, a neighborhood meeting was held on August 2, 2022. A summary of the meeting is attached.

Comments included:

1. Concern about the current traffic in the area and that the proposed development would make traffic worse.
2. Concern about parking, especially in light of the undersupply of parking at the existing Royal Oaks Apartments.
3. Opposition to the proposed density.

The neighborhood meeting was held on Night to Unite. Upon discovering the conflict, the developer offered to answer questions from neighboring property owners outside of the scheduled meeting and to hold another meeting if desired by neighboring property owners. The neighborhood policy requires the meeting to be held at least seven days before the public hearing, that requirement was met.

Public comment was allowed at the October 3, 2022 City Council meeting, the minutes from that meeting are attached.

Staff Recommendation

By motion, approve the Resolution.

Attachment List

Zoning and Location Map
Narrative
Property Owner's Letter
Blaine Management Letter
Existing and Proposed Land Use
Existing and Proposed Zoning
Preliminary Plat
Existing Conditions
Site Plan
Grading Plan
Utility Plan
Tree Preservation Plan
Landscape Plan
Floor Plans
Elevations
Renderings
Market Study
Neighborhood Meeting Summary
Public Comments
Letter from Property Owner
Unapproved Planning Commission Minutes 8/10/22
City Council Minutes 10/03/22
Additional Public Comments

Body

WHEREAS, an application has been filed by Mark J. Goers and Debra J. Goers as Conditional Use Permit Case File No. 22-0048 for Blaine Apartments; and

WHEREAS, said case involves the property described as follows:

Lot 1 Block 1 Green Acres Second Addition

WHEREAS, the Blaine Planning Commission held a public hearing on August 10, 2022, and recommended approval regarding said Conditional Use Permit; and

WHEREAS, the Blaine City Council has reviewed said case on September 19, 2022, October 3, 2022 and December 5, 2022; and

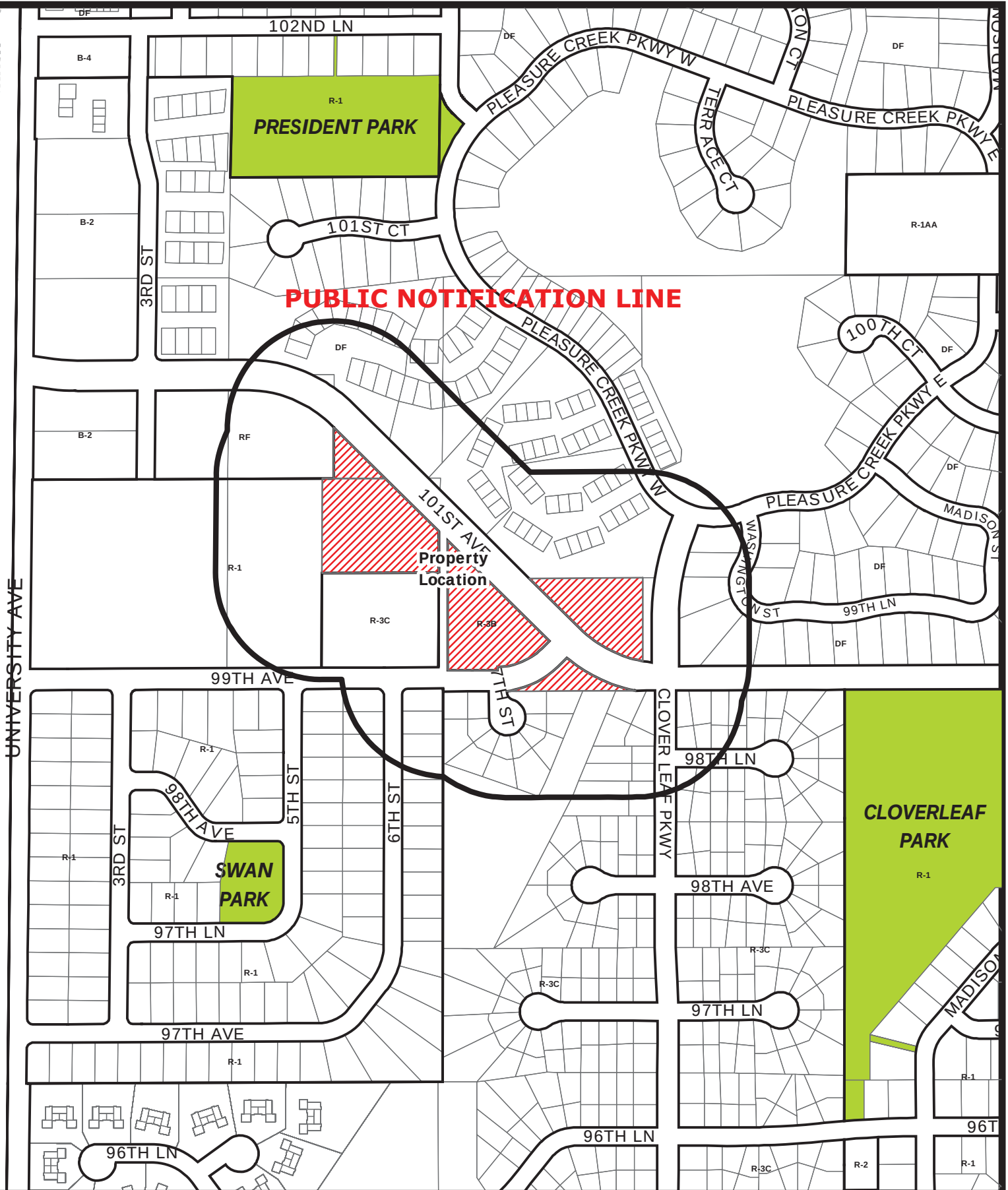
WHEREAS, the criteria identified in Section 27.04 for granting a conditional use permit has been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 29.110 and 27.04 of the Zoning Ordinance to allow for the construction of a 111-unit apartment building in a DF

(Development Flex) zoning district with the following conditions:

1. Floor plans, elevations, and civil plans shall be generally consistent with the plans submitted on July 11, 2022, and dated July 8, 2022 (floor plans and elevations) and June 15, 2022 (civil plans). The 36-stall parking lot on the southern portion of the property shall be constructed upon development.
2. The following setbacks shall be met:
 - Front (101st Avenue): 50-foot building/30 feet parking
 - Rear (west): 20 feet building/30 feet parking
 - Side (south and north): 15 feet building/15 feet parking
 - Driveway: 10 feet
3. At least three premium materials shall be present on each elevation comprising at least 50% of the wall area of each façade and the building and all elevations shall be treated similarly. Premium materials include any materials listed in 32.54(a)(1) of the zoning code.
4. All disturbed areas, except for those within stormwater basins or associated buffers shall be sodded.
5. At least 204 parking stalls shall be constructed on site.
6. The following tree quantities are required:
 - Overstory: 26 (2.5 caliper inch)
 - Conifer: 18 (8-foot height)
 - Ornamental: 18 (2 caliper inch)
 - Shrubs: 120
7. Eight high quality trees shall be preserved as shown on the above referenced plans.

PASSED by the City Council of the City of Blaine this 5th day of December, 2022.



BlaineMN.gov

Case File No. 22-0048 Blaine Apartments

Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180



Development Flex Rezone & Conditional Use Permit Application Project Narrative for Blaine Apartments

Location: 111 99th Avenue Northeast
Blaine, MN

Applicant: VRBB Development, LLC

Architect: September Son Architecture, LLC

Civil Engineer: Sambatek, Inc.

Proposal: VRBB Development, LLC is proposing to construct a three-story, 111-unit market rate apartment building.

The property is currently within the R-1: Single Family and R-3B: Medium Density Multi Family zoning districts. The applicant will undergo a rezone of this property to DF: Development Flex zoning district.

The current use is a single family detached dwelling.
The proposed use will be multiple dwelling.

The request is for a rezone to DF: Development Flex and Conditional Use Permit to establish district standards.

Site Access: The project proposes to add an access point on 99th Avenue NE, approximately 160 feet west of 7th Street NE.

Parking: The building provides for 114 interior parking stalls, while the site provides an additional 55. This totals 169 total stalls, or 1.50 stalls per dwelling unit.

The unit mix totals 151 bedrooms, so the parking count exceeds a 1:1 stall/bedroom ratio.

Landscaping & Screening:

Landscaping requirements will be met. A variety of coniferous, deciduous, and ornamental trees will be provided throughout the site. Trees will be a hardy mix of native of non-native species. Site photo analysis of existing trees was used to determine which trees on the periphery could be preserved to supplement screening and provide mature specimen trees. Evergreen trees provide the main screening, accented with ornamental trees and shrubs. Deciduous trees were used closer to walkways and buildings.

Lighting: Lighting will be LED on poles with concrete bases. Lighting will be in conformance with City Code and located/shielded to avoid overlap to adjacent properties.

Signage: One monument sign is being proposed to the east of the proposed access point as indicated in the plans.

Development Flex Standards:

The Development Flex zoning district has no fixed standards. All standards shall be established in the conditional use permit. In determining appropriate standards, the regulations will be reviewed against the PBD: Planned Business District standards.

		PBD Standards	Requested DF Standards
Building Setbacks	Front Yard (along 101 st Ave)	Fifty (50) feet	Complies
	Rear Yard (west)	Twenty (20) feet	Complies
	Side Yard (south)	Fifteen (15) feet	Complies
Parking Setbacks	Front Yard (along 101 st Ave)	Thirty (30) feet	Complies
	Rear Yard (west)	Twenty (20) feet	Complies
	Side Yard (south)	Fifteen (15) feet	Complies
Building Size (minimum)		Five thousand (5,000) square feet	Complies
Minimum Parking Requirements		Two (2) spaces per apartment unit other than studio apartments, a minimum of one of which must be underground. Studio units require one space per unit. Half of the parking spaces for studio apartments shall be underground.	One (1) stall per bedroom
Open Space		The minimum area of permeable surface shall be thirty percent (30%) of the total project area.	Complies
Height		No height limitation	Complies

Requested Modifications From PBD Standards to DF Standards:

Generally, performance standards for this project comply with the PBD standards. One modification is requested, however.

Minimum Parking Requirements:

Required parking spaces for multiple dwelling are 2 spaces per apartment unit other than studio apartments, a minimum of one of which must be underground. Studio units require one space per unit. Half of the parking spaces for studio apartments shall be underground. In this case, the project is proposing a minimum parking requirement of 1 stall per bedroom. This ratio has worked for the developer in the past and is comparable to other projects within the metro for the type of use.

Development Flex Rezone & Conditional Use Permit Review Criteria:

That the proposal shall provide for a wider range of housing types, price ranges and styles than could be accomplished under the existing zoning.

The current zoning districts, R-1: Single Family and R-3B: Medium Density Multi Family either do not allow multiple dwellings as a permitted use or allow for the desired density. Rezone to DF:

Development Flex will allow for the multiple dwelling use at a higher density that aligns with the City of Blaine's 2040 Comprehensive Plan.

That the proposal shall provide amenities and facilities and open spaces greater than the minimum requirements under existing zoning.

The existing zoning, PBD: Planned Business District has a minimum open space standard of 30%. The project is proposing to have open space totaling 74%.

That the proposed development is compatible with the purposes and intents of this ordinance and with the comprehensive plan.

The property is designated as HDR: High Density Residential in the 2040 Comprehensive Plan. This land use would allow multiple dwellings at a density of 12-25 units/acre.

That the proposal shall in no way be detrimental to the environment. Scenic aspects and natural features, such as streams, trees, topography, and geological features, shall be protected and preserved to the greatest extent possible.

The project will preserve existing, natural features to the greatest extent possible. Tree removal is being limited to what is necessary for construction of the building and site amenities. Tree preservation along the perimeter was prioritized to protect screening to adjacent properties, with desirable species and existing tree form given a higher save value.

That the proposal shall not impose any undue burden upon the public services and facilities, such as fire and police protection, schools, streets, water systems, sanitary sewer systems, and storm sewer systems.

There are existing utilities in the area which are adequate to serve the proposed development. Sanitary sewer, storm sewer, water, electric, and gas are existing and available in the perimeter streets of 99th Avenue, 101st Street, or within the site already. The proposed development will connect to these utilities.

That the proposed development is designed in such a manner to form a desirable and unified environment within its own boundaries, and also which will not be detrimental to future land uses in the surrounding areas.

The project is intended to be cohesive with the existing natural landscape. Proposed overstory trees will help blend the site and back to the existing landscape and screening on the south side of the property will provide a visual barrier from the residential zoning district to the south. Trees selected for screening along the northern property boundary match preserved species where appropriate and complimentary species were chosen for infill. The southeastern section of the property was left as undisturbed as possible for potential future land use and environmental conformity.

That the proposal be consistent with all other applicable City and State regulations.

The project will meet all applicable City Code and State requirements.

We respectfully request City support for the enclosed application by VRBB Development, LLC MN for Rezone and Conditional Use Permit for the proposed multi-family project. We look forward to reviewing this application with the City in the weeks ahead.

Sincerely,

Brian Frank, PE
Sambatek, Inc.

Blaine Apartments – 111 Units

Please describe your timeline and what this delay has done to that and why you have to go on the meeting on the 3rd.

Blaine Apartments, LLC is requesting that it be placed on the City Council Agenda on October 3, 2022 rather than the later date suggested by City Council of October 17, 2022 since a delay in the decision is going to affect the economic viability of the Project due to the fact that: (1) the Developer will lose the fixed interest rate lock it secured with its lender that has committed to finance the Project (the interest rate will significantly increase due to the federal reserve increasing rates); (2) construction costs will increase because the general contractor selected has advised that this delay will result in increased costs due to winter condition construction costs and supply costs for materials that need to be preordered; (3) all the equity has been raised for the project, the firm that is raising the equity has vetted the City of Blaine, they are impressed with the area, we might lose the investors if there is a delay in the project; (4) we need to keep architectural drawings to progress to meet the project timeline and not hit winter conditions; and (5) the purchase agreement with seller will expire on October 11th, we will need to cancel it.

We have been working on this project with our team of professional since this past June and are going to deliver a project that the City of Blaine will be very proud to have. We have a combined 75 + years of experience in development and real estate in general, the general contractor (North Shore Contractors) has been building projects like these for the last 20 plus years, the equity that is being invested is from investors all over the country.

We would greatly appreciate the City's consideration given to this request so that in the event the City Council determines to approve the Project we are able to move forward on a timeline that makes the Project viable.

September 15, 2022

Dear Blaine Mayor, City Council Members and area neighbors.

We have been residents of Blaine since 1982. Over those 40 years we have seen a lot of changes. We have seen sod fields change to neighborhoods and shopping centers. We have seen other farm fields and forests change to athletic complexes, apartments and even new City Halls. The reason that the city is the fastest growing in the state is because of these changes **and** that it is a great place to live.

Part of the changes involved the realignment of 99th /101st Ave, which cut thru our property at an angle. This is what gave our parcels such an odd shape and isolated some property on the north side of the road. We were forced to sell the isolated property to the developer of the housing north of 101st. About this same time the city determined that the best future use for our property was medium density or high density residential. When they rezoned the property they made our house a nonconforming structure and thus un-insurable. We had to go through the whole process to get it rezoned back to the R1 designation so we could continue to live there and raise our family, but the future use designation never changed.

We talked to the city planning staff early on with other ideas to develop our property. Some ideas were a mini storage or a daycare facility. All of which they replied “no” that use would not be recommended. We gave up on asking about other uses and decided that we would market it to developers when we were ready to move on.

We have had this property listed for sale since 2017. In that time a few developers have approached us with their development ideas, and some have talked to the city staff. All of these inquiries were for apartment complexes. A few of the developers that contacted us were looking to build public assistance housing. We were told that the site was not conducive to town homes, quads or single family housing because of the lot size, shape and close proximity to the existing Royal Oak Apartments. All of the other proposed developments involved many more units than is being currently proposed. All of the others also planned building on both triangle sections thus eliminating even more green space.

With our knowledge that the city has wanted this location to be higher density housing for 30+ years and a developer that has the nicest plan we had seen, we went forward with a purchase agreement. We were not surprised that a few of the neighbors have issues. Change is hard, we know, we have seen 40 years of it. From what we have been told the actual units will be well managed and have nice amenities that should attract quality renters. They will not be adding to the issue of cars parked on the street and have been working with the neighboring apartments to help with their parking issues. In addition, they will keep the lawns and parking areas mowed and maintained which will look nice and prevent calls to the city for an un-mowed out lot. The trees on the property seem nice but unfortunately many of them are old cottonwoods and oaks and are starting to die off. This creates a lot of deadfalls which creates hazards of its own.

We believe that the time is right for the proposed zoning change and development to take place. It is a good fit for this location and the new residents will love living here as we have.

Sincerely

Mark and Debra Goers
111 99th Ave NE
Blaine MN 55434



September 19, 2022

Dear Vishal Dutt,

Level 10 Management is excited to provide professional property management services at Blaine Apartments (Marketing Name TBD). As we've discussed previously, we have the following in place as it relates to property management and leasing:

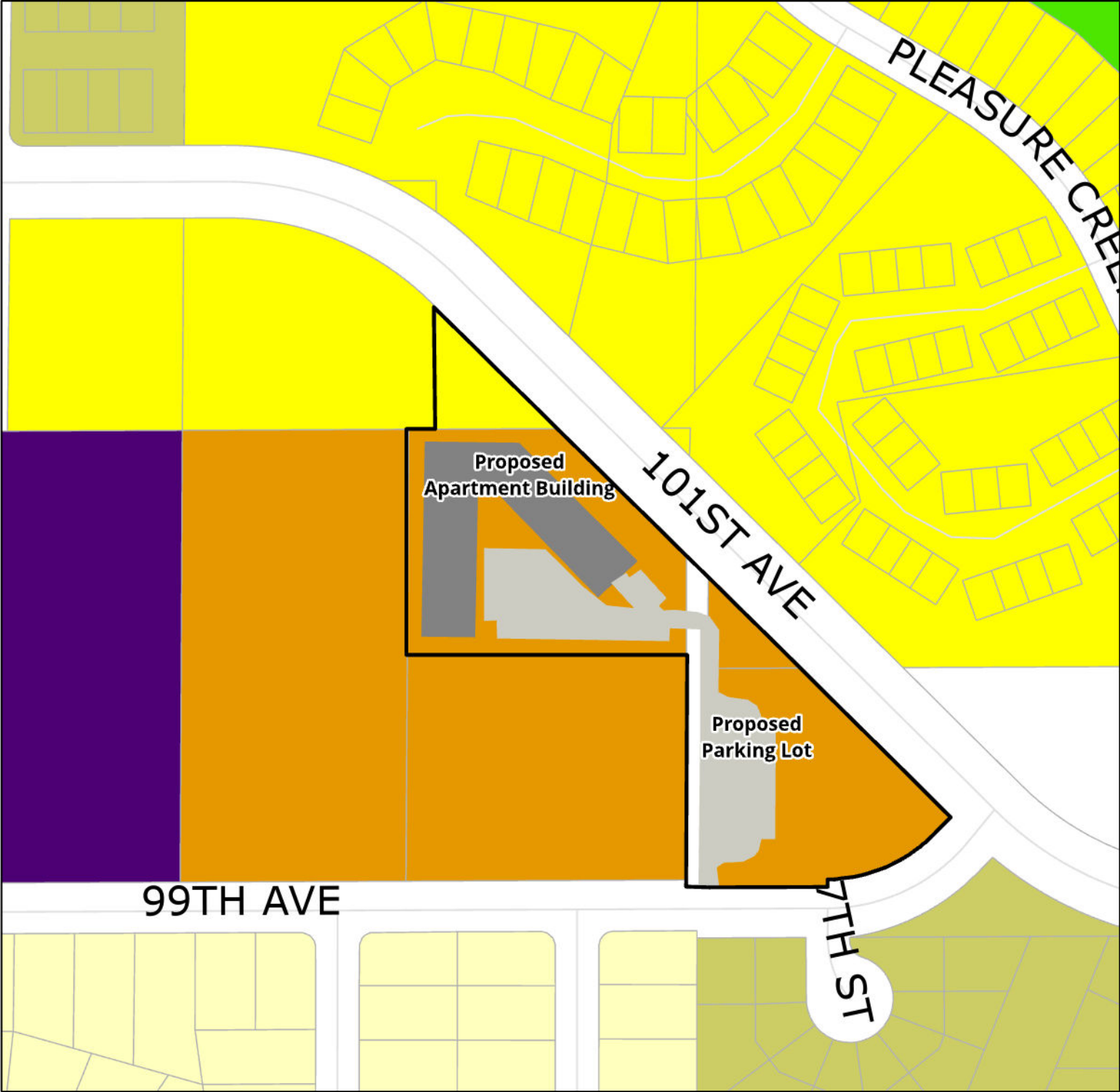
1. We require background checks that include credit, housing, and criminal history for all Residents aged 18 or older. Key access is given to only leaseholders who have passed a background check.
2. Our staffing plan calls for one full-time Property Manager and one full-time Maintenance Technician to be onsite. Having a full-time professional manager onsite will ensure that the property is well maintained, and that Residents have a great experience. The Property Manager will work closely with the Maintenance Technician to ensure maintenance requests promptly completed and resident satisfaction remains high.
3. Grounds, including outdoor amenities, parking lots, entrances, will be regularly monitored and maintained. Level 10 takes pride in the appearance of our communities and will ensure that curb appeal remains a top priority.
4. The site team will receive ongoing support and resources from our leadership team, including regular site visits to ensure that the property meets Level 10 standards.

Please let me know if you have any questions.

Thank you,

Josh Hinchley
Senior Vice President
Level 10 Management, LLC
(612) 554-9674
Josh.Hinchley@Level10Mgmt.com

Land Use Designation

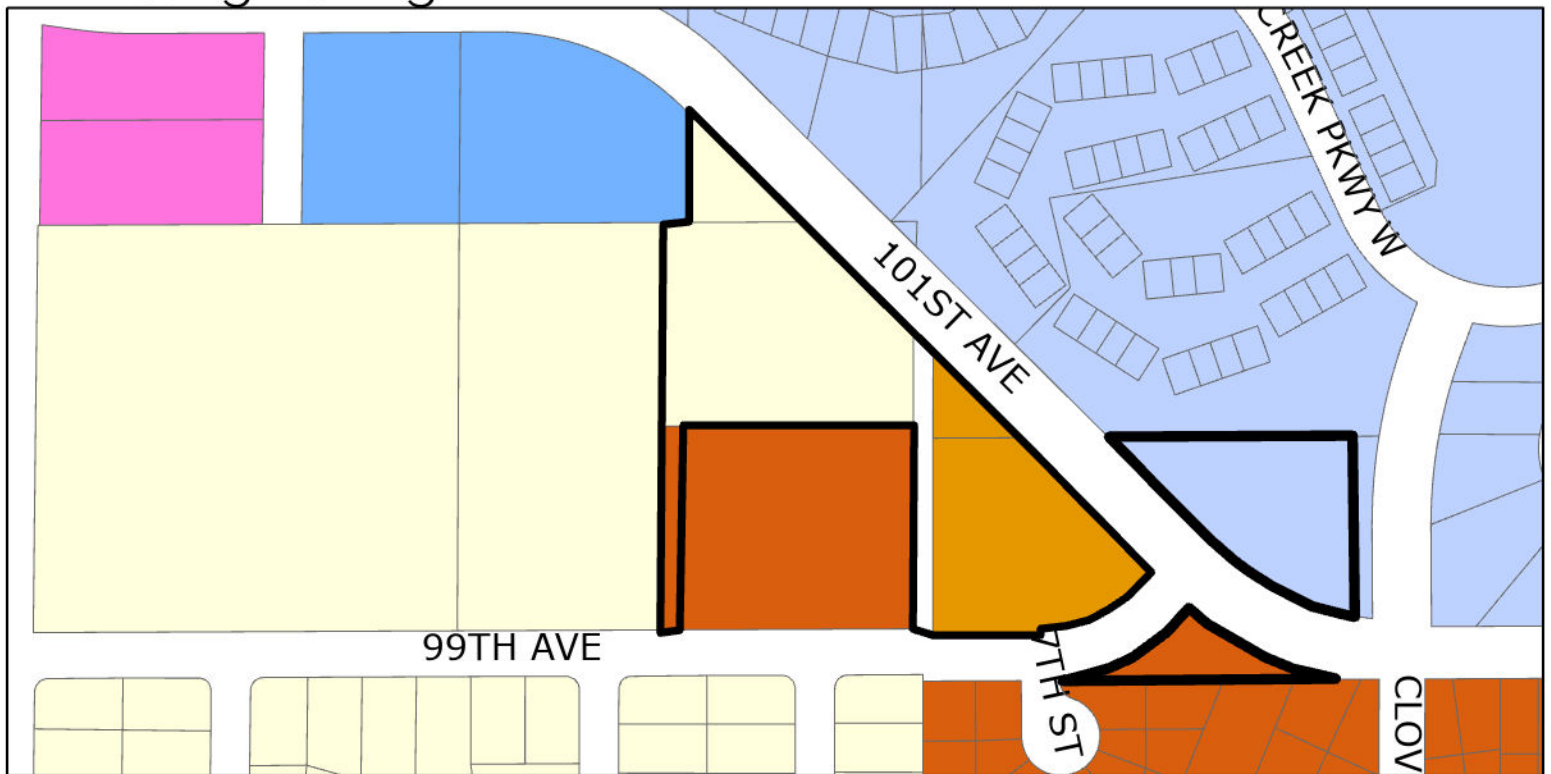


Land Use

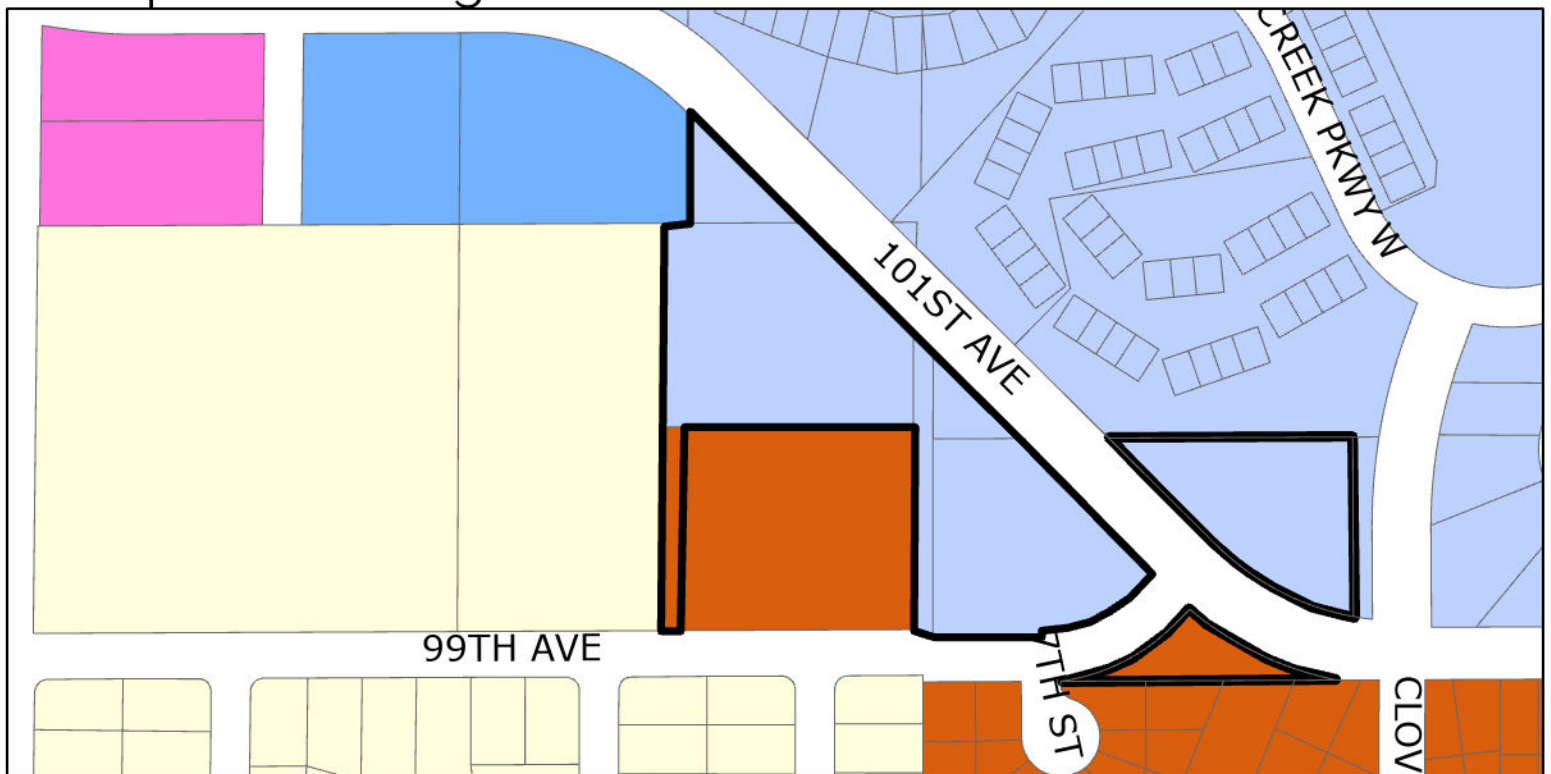
 LDR - Low Density Residential	 HDR - High Density Residential
 L-MDR - Low-Medium Density Residential	 P/OS - Park/ Open Space
 MDR - Medium Density Residential	 PUB/S-PUB - Public/Semi-Public

Existing and Proposed Zoning

Existing Zoning

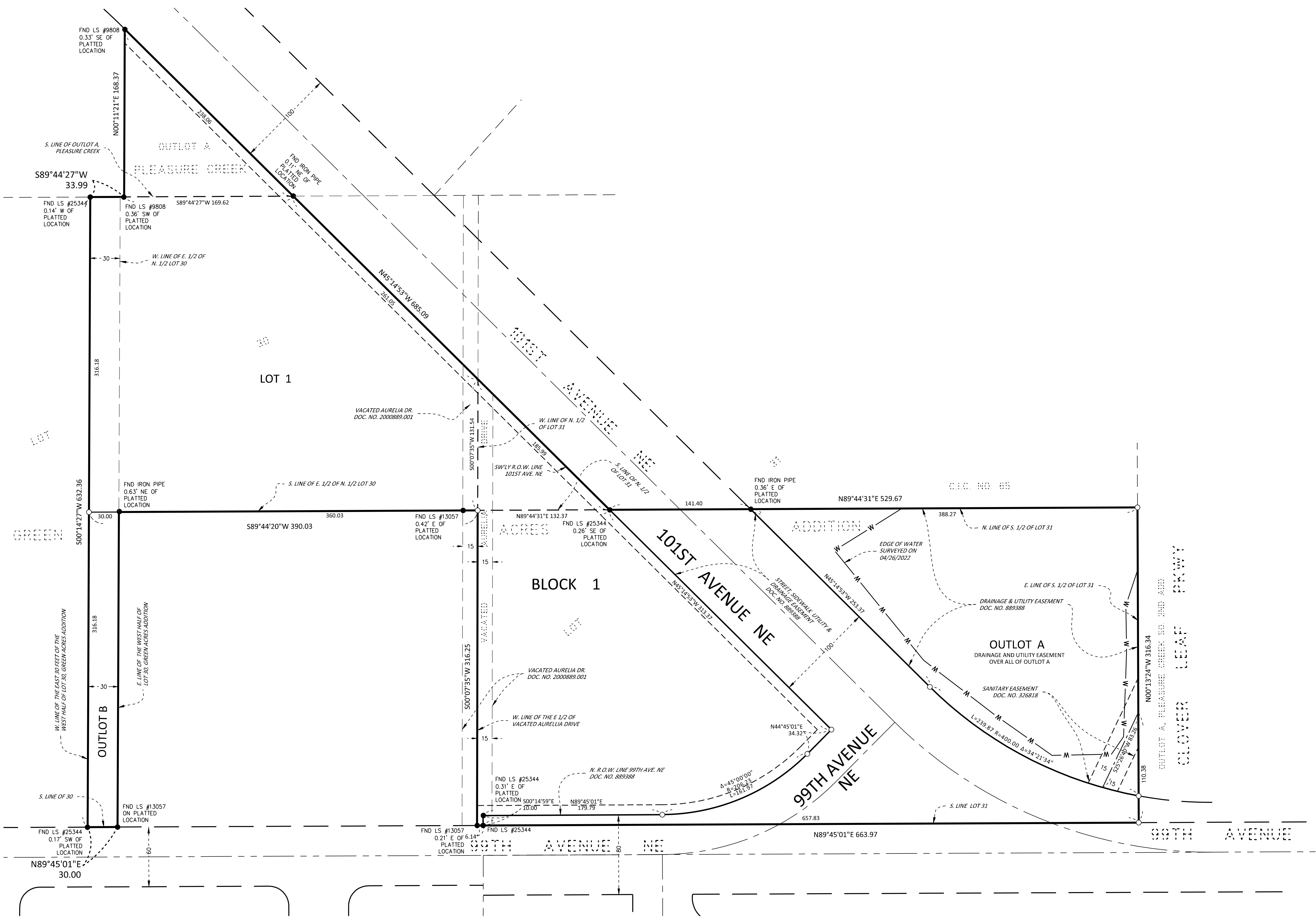


Proposed Zoning

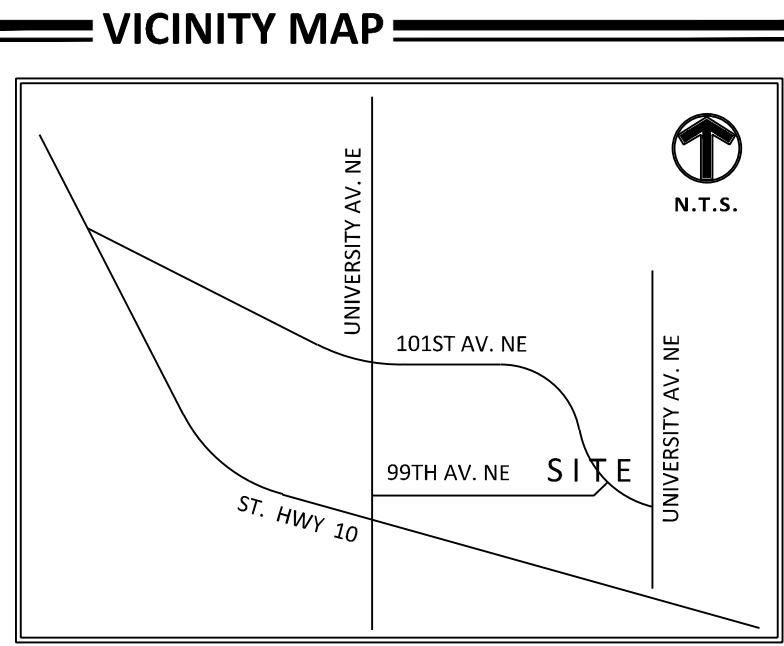


- | | | |
|--|--|--|
|  B-2 - Community Commercial |  R-3B - Medium Density Multi-Family |  RF - Residential Flex |
|  DF - Development Flex |  R-3C - High Density Multi-Family | |
|  R-1 - Single Family | | |

GREEN ACRES 2ND ADDITION



LEGEND			
● FOUND MONUMENT	○ SET MONUMENT	○ SANITARY SEWER	— EASEMENT LINE
○ MARKED L.S. 43933	○ STORM SEWER	— RESTRICTED ACCESS	— SETBACK LINE
⊠ ELECTRIC METER	⊠ FLARED END SECTION	— CONCRETE CURB	— BUILDING LINE
⊠ LIGHT	⊠ ELECTRIC TRANSFORMER	— BITUMINOUS SURFACE	— BUILDING CANOPY
⊠ AIR CONDITIONER	⊠ TELEPHONE PEDESTAL	— CONCRETE SURFACE	— LANDSCAPE SURFACE
⊠ GUY ANCHOR	⊠ GAS METER	— DECIDUOUS TREE	— CONIFEROUS TREE
⊠ HANDICAP STALL	— OVERHEAD WIRE		
⊠ UTILITY POLE	— CHAIN LINK FENCE		
⊠ POST	— IRON FENCE		
⊠ SIGN	— WIRE FENCE		
	— WOOD FENCE		



SUBJECT PROPERTY

Parcel 1:
Outlot A, Pleasure Creek, according to the recorded plat thereof, Anoka County, Minnesota.
(Abstract Property)

Parcel 2:
The East Half of the North Half of Lot 30, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.
The East 30 feet of the West Half of Lot 30, Green Acres Addition, according to the recorded plat thereof, Anoka County, Minnesota.
(Abstract Property)

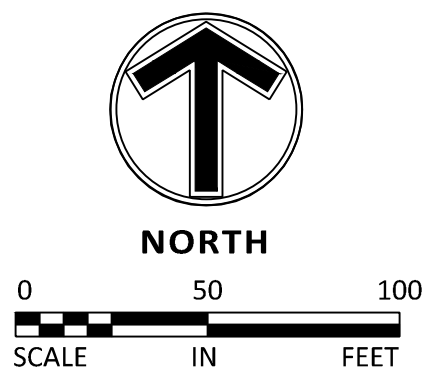
Parcel 3:
The North Half of Lot 31, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.
(Abstract Property)

Parcel 4:
South Half (S 1/2) of Lot Thirty-one (31), Green Acres Addition, Anoka County, Minnesota.
Being Registered land as is evidenced by Certificate of Title No. 80190.

SURVEY NOTES

- The bearing system is based on the Anoka County coordinate system, NAD83 (1986 Adjust).
- Subject property's identification numbers are: PID's: 303123220016, 03123220018, 303123210037 & 303123210004.
- The subject property lies within Flood Plain Zone X, per FEMA, FIRM Map No. 27003C0319E dated 12/16/2015.
- The gross area of the subject property is 7.994 acres or 348,239 square feet.
- The properties are currently zoned R-1: Single Family, and R-3A Low Density Multifamily.

AREAS	
The gross area of the subject property is 7.994 acres or 348,239 square feet.	
Proposed Lot Areas	
Lot 1, Block 1	208,770 sq. ft. or 4.792 Acres
Outlot A	67,870 sq. ft. or 1.558 Acres
Outlot B	9,484 sq. ft. or 0.2177 Acres
Right-of-Way	62,113 sq. ft. or 1.426 Acres



NO	DATE	BY	CKD	APPR	COMMENT

I hereby certify that this plan, survey, 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.

Print Name: Mark R. Salo

Date: 09/09/2022 License #: 43933

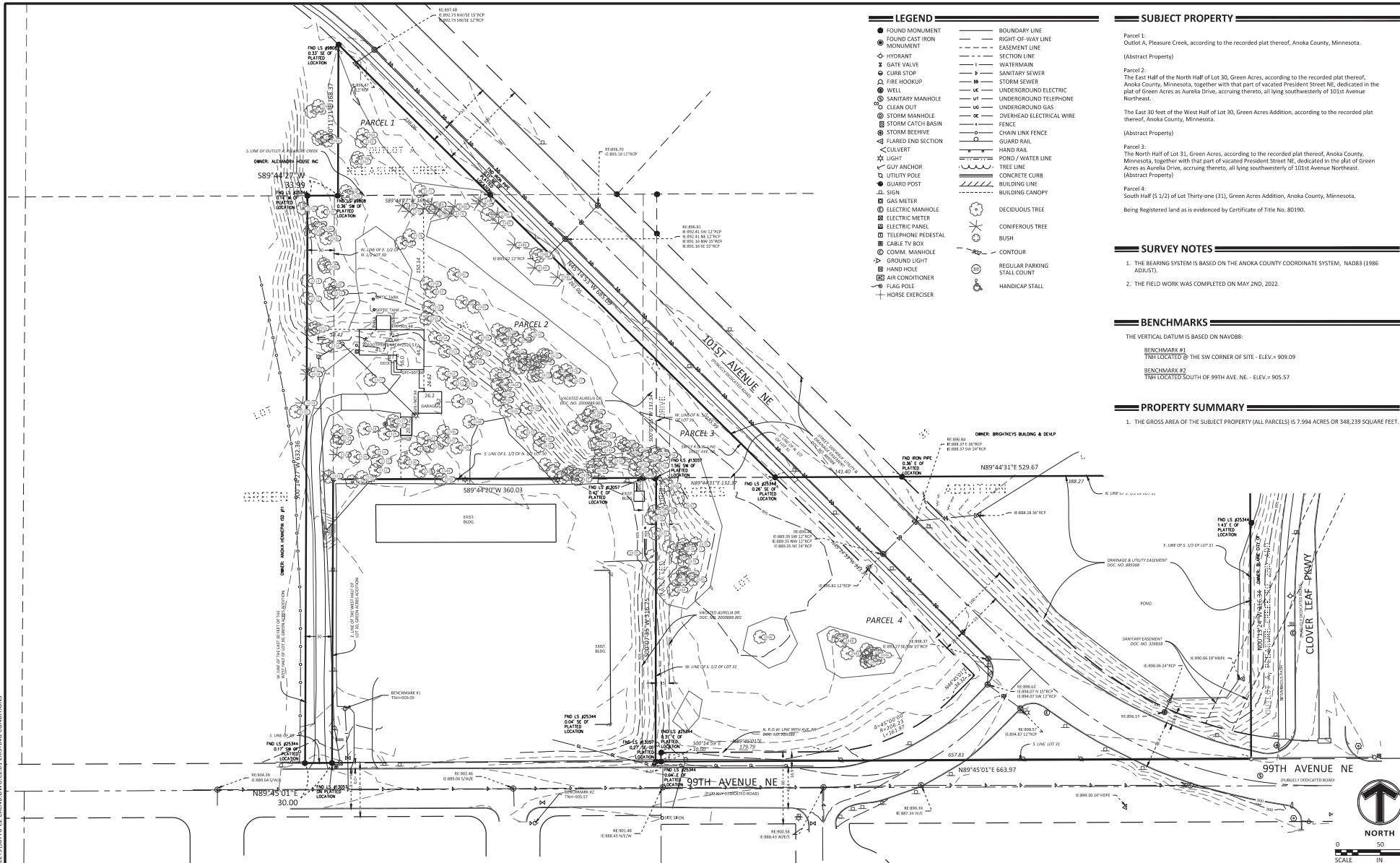
INITIAL SUBMITTAL
06/10/2022
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS

DRAWN BY
LC
DESIGNED BY
CHECKED BY
MRS
PROJECT NO.
50770



PRELIMINARY PLAT
11199th AVE BLAINE LLC
111 99th Avenue NE
Blaine, MN.

SHEET
1
OF 1
REV.



NO	DATE	BY	CHKD	APPR	COMMENT
06/15/2022	EAB	EJC/JGR	GDA		WATERSHED SUBMITTAL

I hereby certify that this plan, survey, 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. Print Name: _____ WITHDRAW Date: 6/15/2022 License # _____	PRELIMINARY DESIGN REVIEW PERMIT SUBMITTAL CONSTRUCTION DOCUMENTS	DRAWN BY LC DESIGNED BY LC CHECKED BY EW PROJECT NO. 50770	 www.sambatek.com Engineering Surveying Planning Environmental	EXISTING CONDITIONS VRBB DEVELOPMENT LLC BLAINE APARTMENTS PRELIMINARY BLAINE, MN	SHEET C2.01 02 OF 31
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24.15 (LMS TECH) | EMILY CASTANEDA, ET (NIN) | 6/30/2022 8:50:32 AM
L:\PROJECTS\50770\GDS\50770-03 SITE DWG\CS-03 OVERALL SITE PLAN

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA) THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).
IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NO	DATE	BY	CHKD	APPR	COMMENT
	06/15/2022	EAB	EJC/JGR	GDA	WATERSHED SUBMITTAL

© 2021 Sambatek

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.
Print Name: D. ABERNATHY
Date: XX/XX/2022 License # 43505

PRELIMINARY
06/15/2022
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS

DRAWN BY
EAB
DESIGNED BY
EJC/JGR
CHECKED BY
GDA
PROJECT NO.
50770



OVERALL SITE PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
C3.01
03 OF 31

LEGEND	
PROPOSED	EXISTING
BOUNDARY LINE	CONCRETE CURB
EASEMENT LINE	BUILDING LINE
RETAINING WALL	WETLAND
TREE LINE	SAW CUT LINE
SIGN	BOLLARD
REGULAR PARKING STALL COUNT	KEYNOTE
STANDARD DUTY ASPHALT PAVING	HEAVY DUTY ASPHALT PAVING
CONCRETE PAVING	CONCRETE SIDEWALK
PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)	

DEVELOPMENT SUMMARY	
BUILDING SETBACKS	50 FT
FRONT YARD	20 FT
REAR YARD	20 FT
SIDE YARD	20 FT
PARKING SETBACKS	30 FT
FRONT YARD	20 FT
REAR YARD	20 FT
SIDE YARD	20 FT
ZONING	(R-1) SINGLE FAMILY
EXISTING ZONING	(R-3B) MEDIUM DENSITY MULTI-FAMILY
PROPOSED ZONING	(DF) DEVELOPMENT FLEX
PARKING SUMMARY	
TOTAL PARKING REQUIRED	204 STALLS
COVERED PARKING REQUIRED	102 STALLS
TOTAL PARKING PROVIDED	169 STALLS
SURFACE PARKING PROVIDED	55 STALLS
COVERED PARKING PROVIDED	114 STALLS
AREA	238,256 SF 5.010 ACRES
LOT 1, BLOCK 1	67,870 SF 1.558 ACRES
OUTLOT A	62,116 SF 1.426 ACRES
ROW	348,239 SF 7.994 ACRES
GROSS AREA	

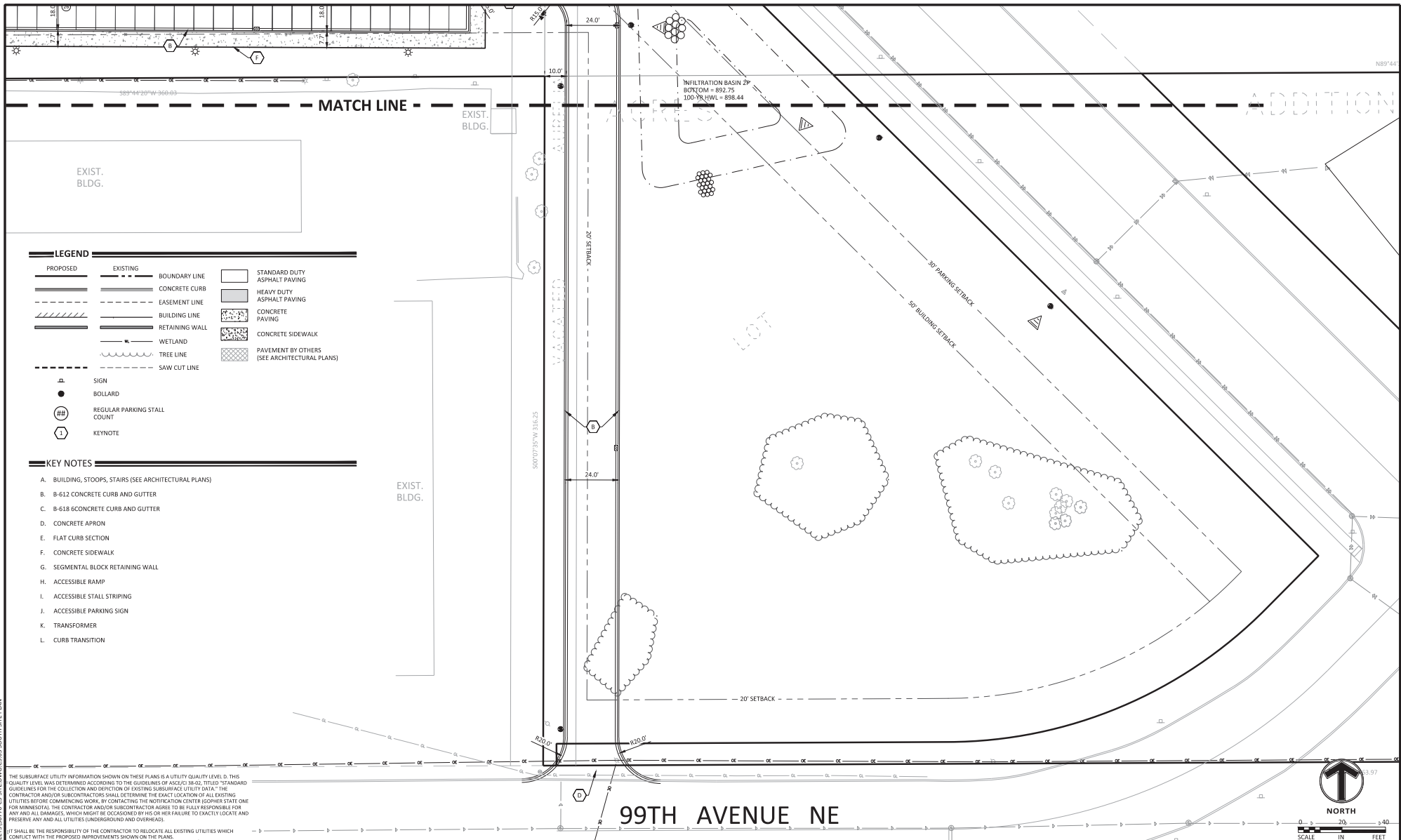
- #### DEVELOPMENT NOTES
- ##### SITE DEVELOPMENT NOTES
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL DIMENSIONS SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL PARKING STALLS TO BE 9' IN WIDTH AND 20' IN LENGTH UNLESS OTHERWISE INDICATED.
 - CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - SEE ARCHITECTURAL PLANS FOR PYLON AND/OR MONUMENT SIGN DETAILS.
 - SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.
 - REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
 - ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE HAVE BEEN DESIGNED WITH A MAXIMUM LONGITUDINAL SLOPE OF 4.5%, AND A MAXIMUM CROSS SLOPE OF 1.5%. THIS IS LESS THAN THE ADA CODE MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). THE MAXIMUM DESIGN SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE IS 1.5%, LESS THAN THE ADA CODE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE OF 2.00% (1:50). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.
 - "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.
 - STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.

CIVIL 3D MODEL LIMITATIONS

SAMBATEK'S DELIVERABLE AND GOVERNING DOCUMENTS FOR CONSTRUCTION SHALL BE A HARD COPY AND/OR PDF PLAN SHEETS. IF A CIVIL 3D MODEL IS GENERATED IN THE PROCESS OF PREPARING THE PLAN SHEETS, IT IS AS A DESIGN TOOL ONLY AND NOT AS A SEPARATE DELIVERABLE. AT THE OWNER'S REQUEST, WE WILL RELEASE OUR CIVIL 3D MODEL FOR THE CONTRACTOR'S USE. HOWEVER, ITS USE IS AT THE CONTRACTOR'S RISK AND SHALL NOT BE USED FOR STAKING OF CURB, SIDEWALK, OR OTHER HARD SURFACE IMPROVEMENTS. IF A CIVIL 3D MODEL FOR STAKING HARD SURFACE IMPROVEMENTS IS REQUIRED, WE CAN PROVIDE A SUPPLEMENTAL AGREEMENT FOR REFINEMENT AND PREPARATION OF THE CIVIL 3D MODEL.



24.15 (LMS TECH) | EMILY CASTANAS, EIT (MN) | 6/30/2022 8:50:32 AM
L:\PROJECTS\150770\GDS\150770-03-SITE\DWG\150770-03-SOUTH SITE PLAN



NO	DATE	BY	CHK	APPR	COMMENT
	06/15/2022	EAB	BJC/JGR	GDA	WATERSHED SUBMITTAL

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.

Print Name: D. ABERNATHY

Date: XX/XX/2022 License # 43505

PRELIMINARY
06/15/2022
DESIGN REVIEW

PERMIT SUBMITTAL

CONSTRUCTION DOCUMENTS

DRAWN BY
EAB

DESIGNED BY
EJC/JGP

CHECKED BY
GDA

PROJECT NO.
50770

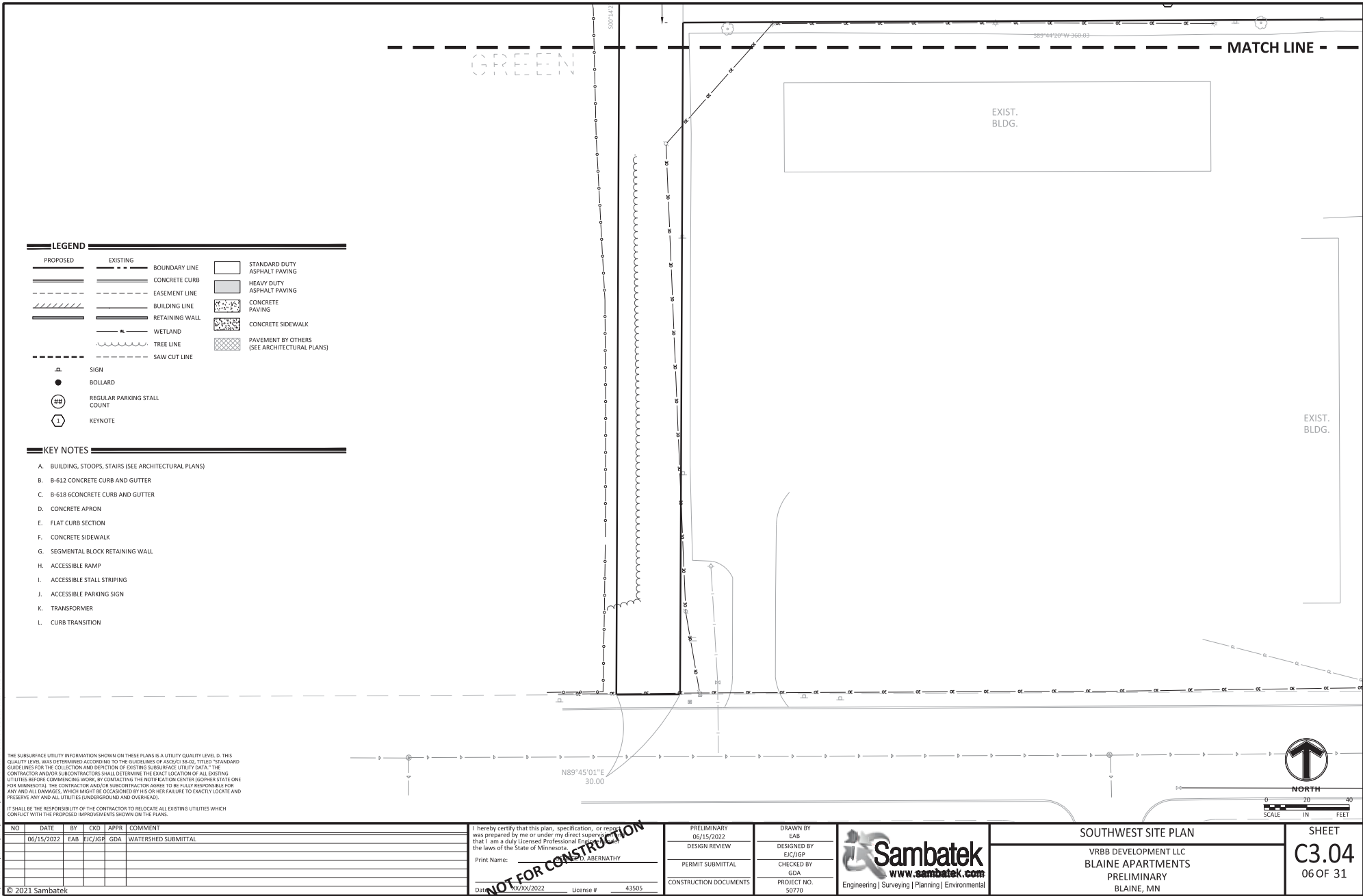


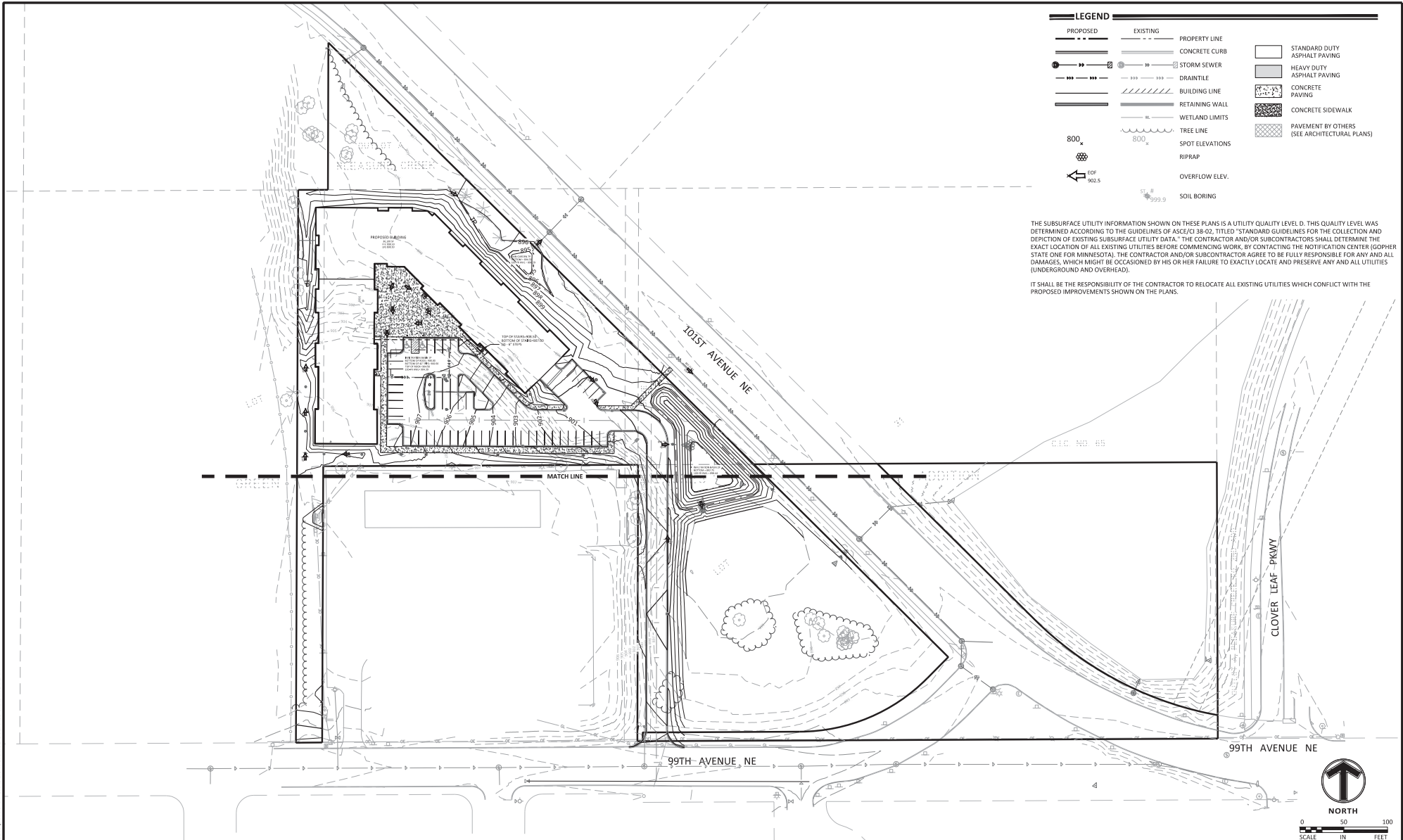
SOUTH SITE PLAN

VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
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05 OF 31

24.15 (LMS TECH) | EMBLY CASTANAS, EIT (MN) | 6/30/2022 8:50:32 AM
L:\PROJECTS\150770\GDS\DWG\150770-03 SITE\DWG\150770-03 SOUTH WEST SITE PLAN





LEGEND			
PROPOSED	EXISTING	PROPERTY LINE	STANDARD DUTY ASPHALT PAVING
CONCRETE CURB	CONCRETE CURB	CONCRETE CURB	HEAVY DUTY ASPHALT PAVING
STORM SEWER	STORM SEWER	CONCRETE PAVING	CONCRETE SIDEWALK
DRAIN TILE	DRAIN TILE	CONCRETE SIDEWALK	PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)
BUILDING LINE	BUILDING LINE		
RETAINING WALL	RETAINING WALL		
WETLAND LIMITS	WETLAND LIMITS		
TREE LINE	TREE LINE		
SPOT ELEVATIONS	SPOT ELEVATIONS		
RIPRAP	RIPRAP		
OVERFLOW ELEV.	OVERFLOW ELEV.		
SOIL BORING	SOIL BORING		

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

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NO	DATE	BY	CHKD	APPR	COMMENT
06/15/2022	EAB	EJC/JGR	GDA		WATERSHED SUBMITTAL

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.

Print Name: D. ABERNATHY

Date: XX/XX/2022 License # 43505

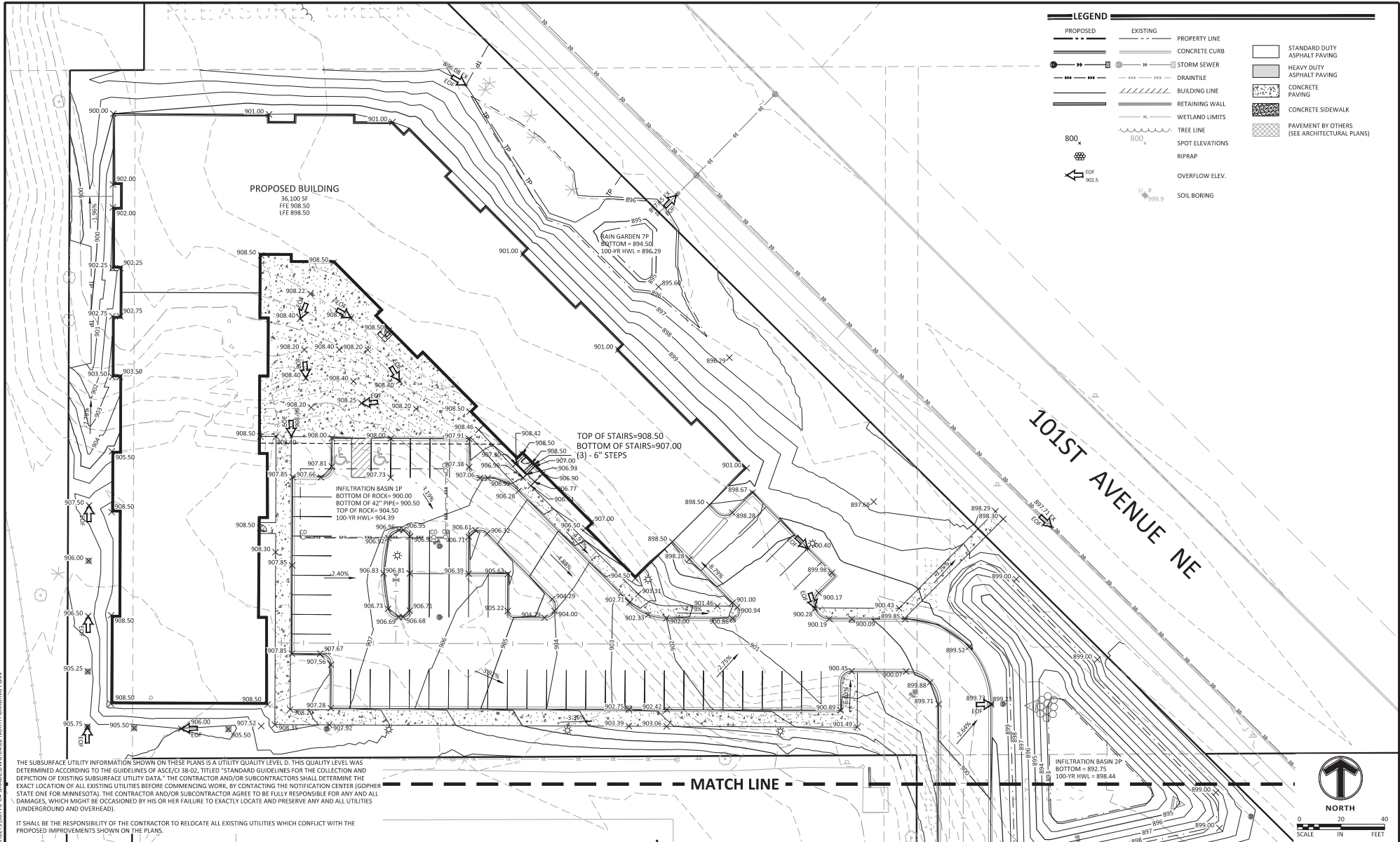
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DRAWN BY
EAB
DESIGNED BY
EJC/JGR
CHECKED BY
GDA
PROJECT NO.
50770



OVERALL GRADING PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
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07 OF 31



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IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NO	DATE	BY	CHKD	APPR	COMMENT
06/15/2022	EAB	EJC/JGR	GDA		WATERSHED SUBMITTAL

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 in the laws of the State of Minnesota.

Print Name: D. ABERNATHY

Date: XX/XX/2022 License # 43505

PRELIMINARY
06/15/2022
DESIGN REVIEW

PERMIT SUBMITTAL

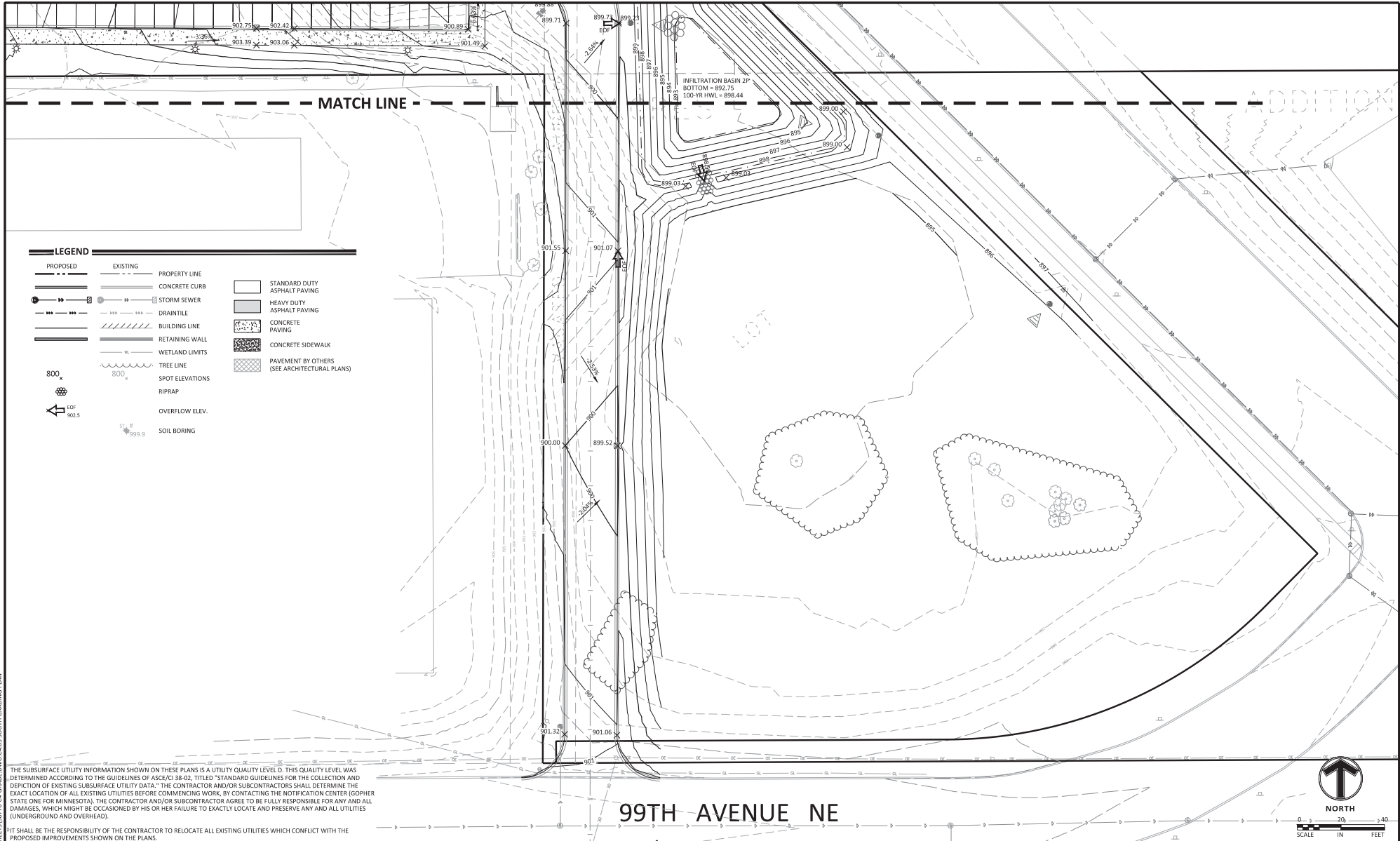
CONSTRUCTION DOCUMENTS

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EAB
DESIGNED BY
EJC/JGR
CHECKED BY
GDA
PROJECT NO.
50770



NORTH GRADING PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
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06/15/2022	EAB	EJC/JGR	GDA		WATERSHED SUBMITTAL

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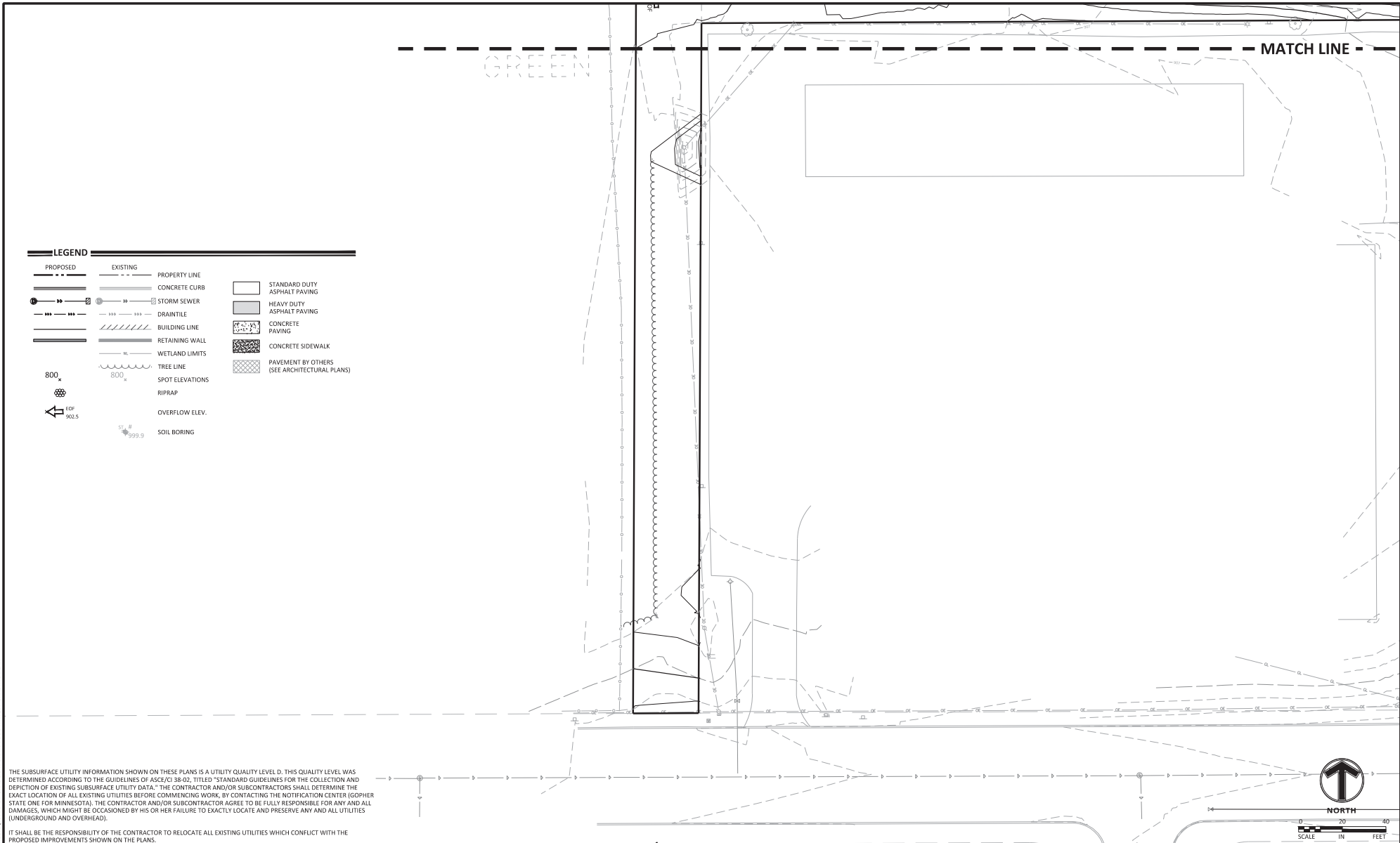


SOUTH GRADING PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN



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C4.03
09 OF 31

24.15 (LMS TECH) | EMBLY CASTANAS, EIT (MN) | 6/30/2022 3:10:56 PM
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Print Name: D. ABERNATHY
Date: XX/XX/2022 License # 43505

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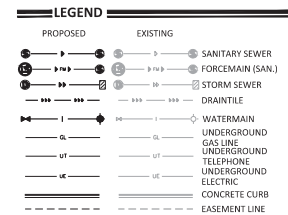
SOUTHWEST GRADING PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN



SHEET
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10 OF 31

UTILITY CONSTRUCTION NOTES

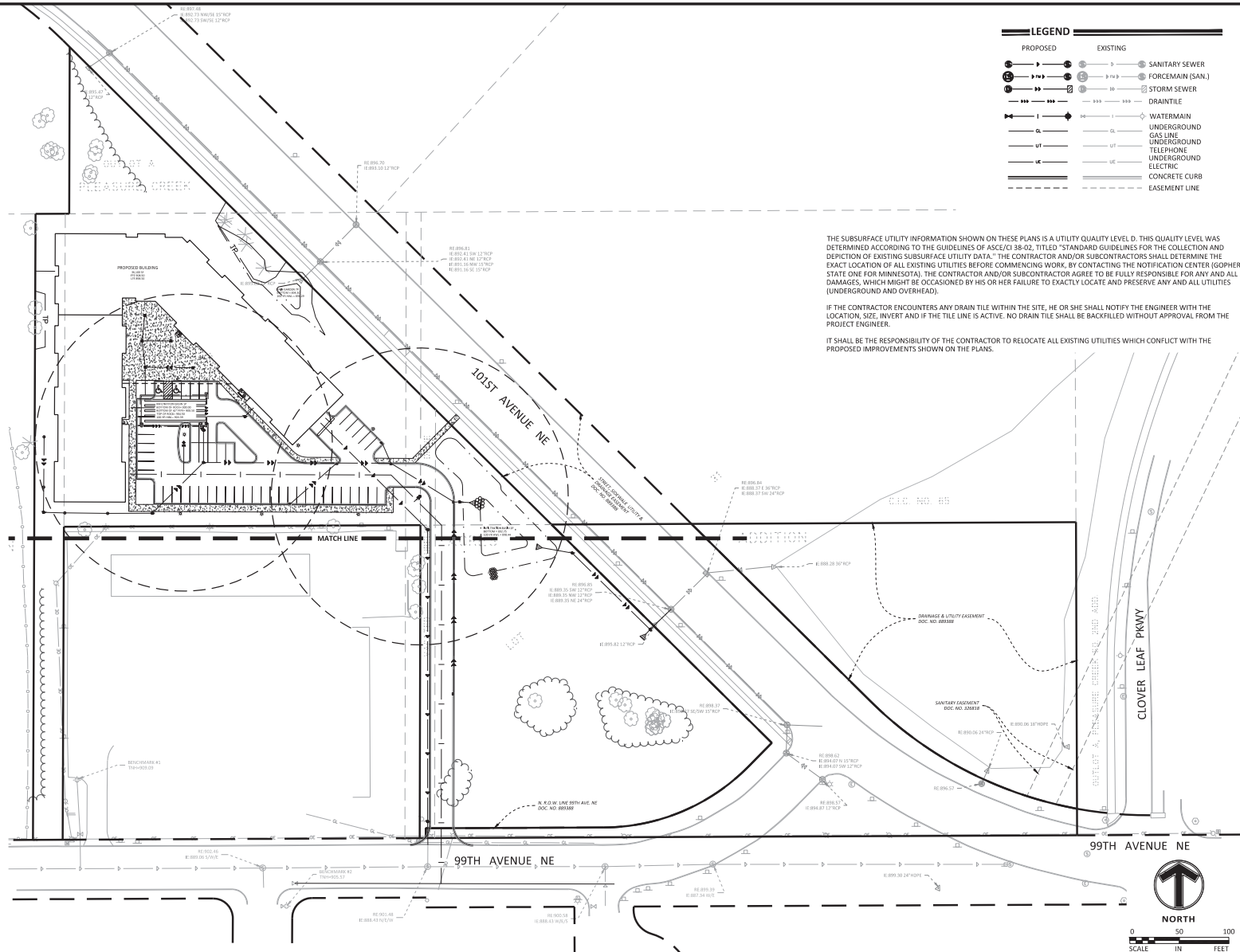
- THE UTILITY IMPROVEMENTS FOR THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD UTILITIES SPECIFICATIONS" AS PUBLISHED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), EXCEPT AS MODIFIED HEREIN. CONTRACTOR SHALL OBTAIN A COPY OF THESE SPECIFICATIONS.
 - ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CITY, DEPARTMENT OF LABOR AND INDUSTRY AND MINNESOTA DEPARTMENT OF HEALTH REQUIREMENTS.
 - CONTRACTOR SHALL NOT OPEN, TURN OFF, INTERFERE WITH, OR ATTACH ANY PIPE OR HOSE TO OR TAP WATERMAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF ANY SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE THE LIABILITY OF CONTRACTOR.
 - A MINIMUM VERTICAL SEPARATION OF 18 INCHES, AND HORIZONTAL SEPARATION OF 10-FEET, BETWEEN OUTSIDE PIPE DIAMETERS AND/OR STRUCTURE WALLS, IS REQUIRED AT ALL WATERMAIN AND SEWER MAIN (BUILDING, STORM AND SANITARY) CROSSINGS.
- ALL MATERIALS SHALL BE AS SPECIFIED IN CEAM SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.
 - ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY.
 - ALL SANITARY SEWER TO BE PVC SDR-35, UNLESS NOTED OTHERWISE.
 - ALL SANITARY SEWER SERVICES TO BUILDING SHALL BE PVC SCH 40 CONFORMING TO ASTM D2665.
 - ALL WATERMAIN TO PVC C-900, UNLESS NOTED OTHERWISE.
 - ALL WATERMAIN TO HAVE 7.5-FEET OF COVER OVER TOP OF WATERMAIN.
 - PROVIDE THRUST BLOCKING AND MECHANICAL JOINT RESTRAINTS ON ALL WATERMAIN JOINTS PER CITY STANDARDS.
 - ALL STORM SEWER PIPE TO BE SMOOTH INTERIOR DUAL WALL HDPE PIPE WITH WATERTIGHT GASKETS, UNLESS NOTED OTHERWISE.
 - ALL STORM SEWER PIPE FOR ROOF DRAIN SERVICES TO BUILDING SHALL BE PVC SCH 40 CONFORMING TO ASTM D2665.
 - RIP RAP SHALL BE MIN/DOT CLASS 3.
- COORDINATE ALL BUILDING SERVICE CONNECTION LOCATIONS AND INVERT ELEVATIONS WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION.
- ALL BUILDING SERVICE CONNECTIONS (STORM, SANITARY, WATER) WITH FIVE FEET OR LESS COVER ARE TO BE INSULATED FROM BUILDING TO POINT WHERE 5 FEET OF COVER IS ACHIEVED.
- CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
- ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
- ALL SOILS TESTING SHALL BE COMPLETED BY AN INDEPENDENT SOILS ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSUITABLE OR UNSATURABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. THE UTILITY BACKFILL CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND SOIL INSPECTIONS WITH THE SOILS ENGINEER. A GEOTECHNICAL ENGINEERING REPORT HAS BEEN COMPLETED BY COMPANY: ADDRESS: PHONE: DATED: CONTRACTOR SHALL OBTAIN A COPY OF THIS SOILS REPORT.
- CONTRACTOR SHALL SUBMIT 2 COPIES OF SHOP DRAWINGS FOR MANHOLE AND CATCH BASIN STRUCTURES TO _____. CONTRACTOR SHALL ALLOW 5 WORKING DAYS FOR SHOP DRAWING REVIEW.
- CONTRACTOR AND MATERIAL SUPPLIER SHALL DETERMINE THE MINIMUM DIAMETER REQUIRED FOR EACH STORM SEWER STRUCTURE.
- THE UNDERGROUND STORMWATER SYSTEM SHOWN ON THE UTILITY PLAN AND THE DETAIL SHEETS IS FOR INFORMATIONAL PURPOSES ONLY AND DEPICTS THE MINIMUM STORAGE REQUIREMENTS AND THE SYSTEM ELEVATIONS. THE CONTRACTOR (WITH THEIR SUPPLIER OR DESIGNER) SHALL SUBMIT DESIGN DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE DESIGN DRAWINGS SHALL DEPICT THE FINAL LAYOUT AND DETAILS FOR CONSTRUCTION. THE DRAWINGS SHALL BE CERTIFIED BY A LICENSED ENGINEER FOR THE STATE IN WHICH THE PROJECT IS CONSTRUCTED. THE SUBMITTAL SHALL INCLUDE ALL NECESSARY PRODUCT INFORMATION, DESIGN CALCULATIONS AND BEDDING REQUIREMENTS FOR THE PROPOSED STORMWATER SYSTEM. FOLLOWING CONSTRUCTION, THE CERTIFYING ENGINEER SHALL SUBMIT A LETTER TO THE OWNER AND ENGINEER INDICATING THEY OBSERVED THE INSTALLATION AND THE INSTALLATION OF THE STORMWATER SYSTEM WAS IN CONFORMANCE WITH THE CERTIFIED DRAWINGS.



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IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



NO	DATE	BY	CHKD	APPR	COMMENT
	06/15/2022	EAB	EJC/JGR	GDA	WATERSHED SUBMITTAL

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Print Name: _____ D. ABERNATHY

Out: XX/XX/2022 License # 43505

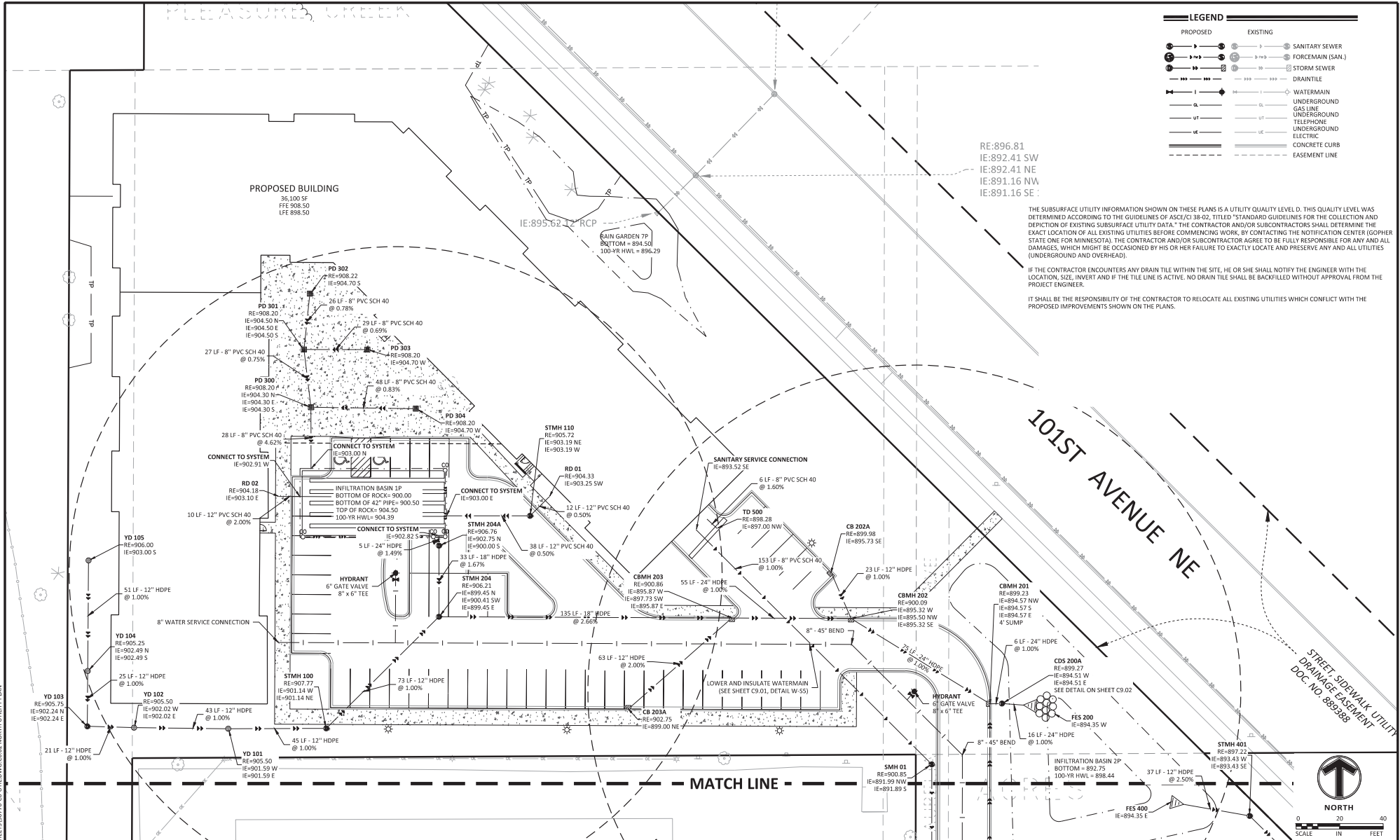
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06/15/2022
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CONSTRUCTION DOCUMENTS

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DESIGNED BY
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CHECKED BY
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PROJECT NO.
50770



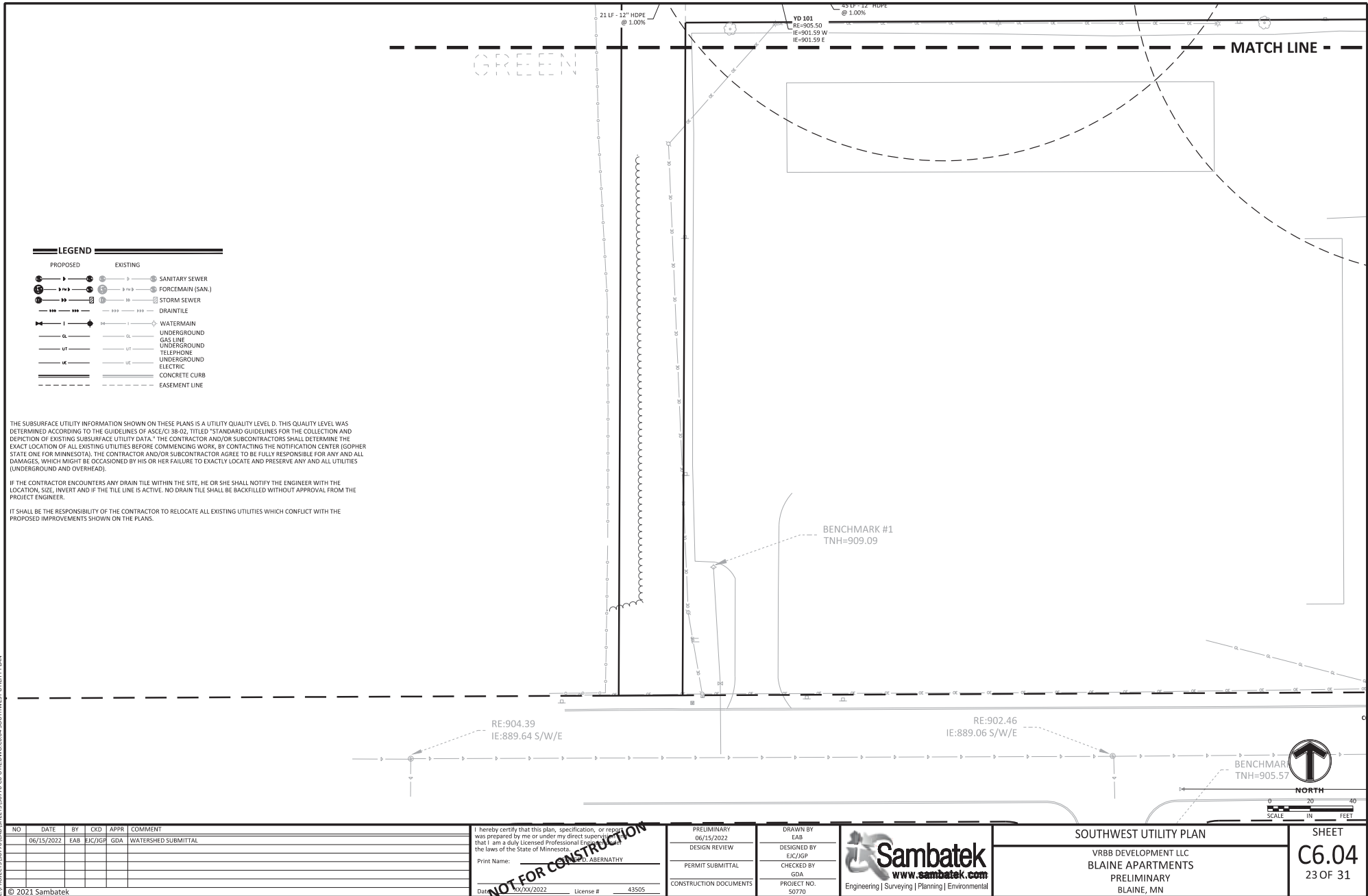
OVERALL UTILITY PLAN
VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
C6.01
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						06/15/2022	EAB	JC/JGR	GDA	WATERSHED SUBMITTAL	Print Name: _____			DESIGN REVIEW		DESIGNED BY EJC/JGR			VRBB DEVELOPMENT LLC		C6.02	
											Date: 06/XX/2022 License # 43505			PERMIT SUBMITTAL		CHECKED BY GDA			BLAINE APARTMENTS		21 OF 31	
														CONSTRUCTION DOCUMENTS		PROJECT NO. 50770			PRELIMINARY			
																			BLAINE, MN			
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24.15 (LMS TECH) | EMILY CASTANAS, EIT (MN) | 6/30/2022 3:10:28 PM
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24.15 (LMS TECH) | EMBLY CASTANAS, ET AL (NIN) | 6/30/2022 8:32:30 AM
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NO	DATE	BY	CHKD	APPR	COMMENT
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Print Name: _____ WORKMAN

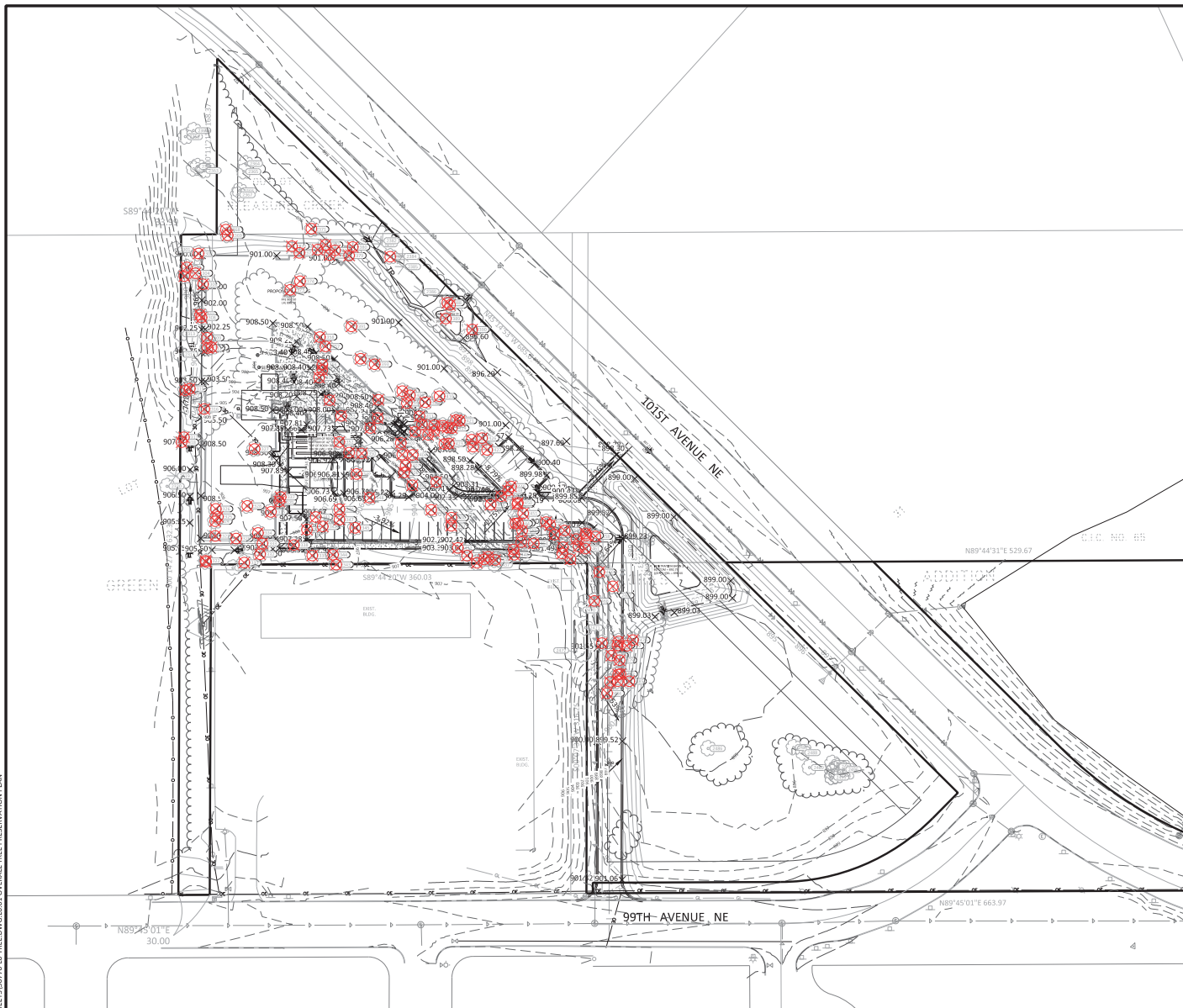
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DESIGNED BY
JRW
CHECKED BY
ML
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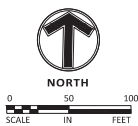


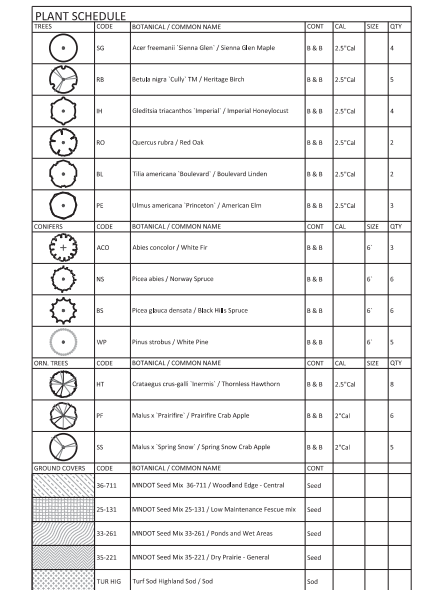
OVERALL TREE PRESERVATION PLAN	SHEET
VRBB DEVELOPMENT LLC BLAINE APARTMENTS PRELIMINARY BLAINE, MN	L0.01 26 OF 31

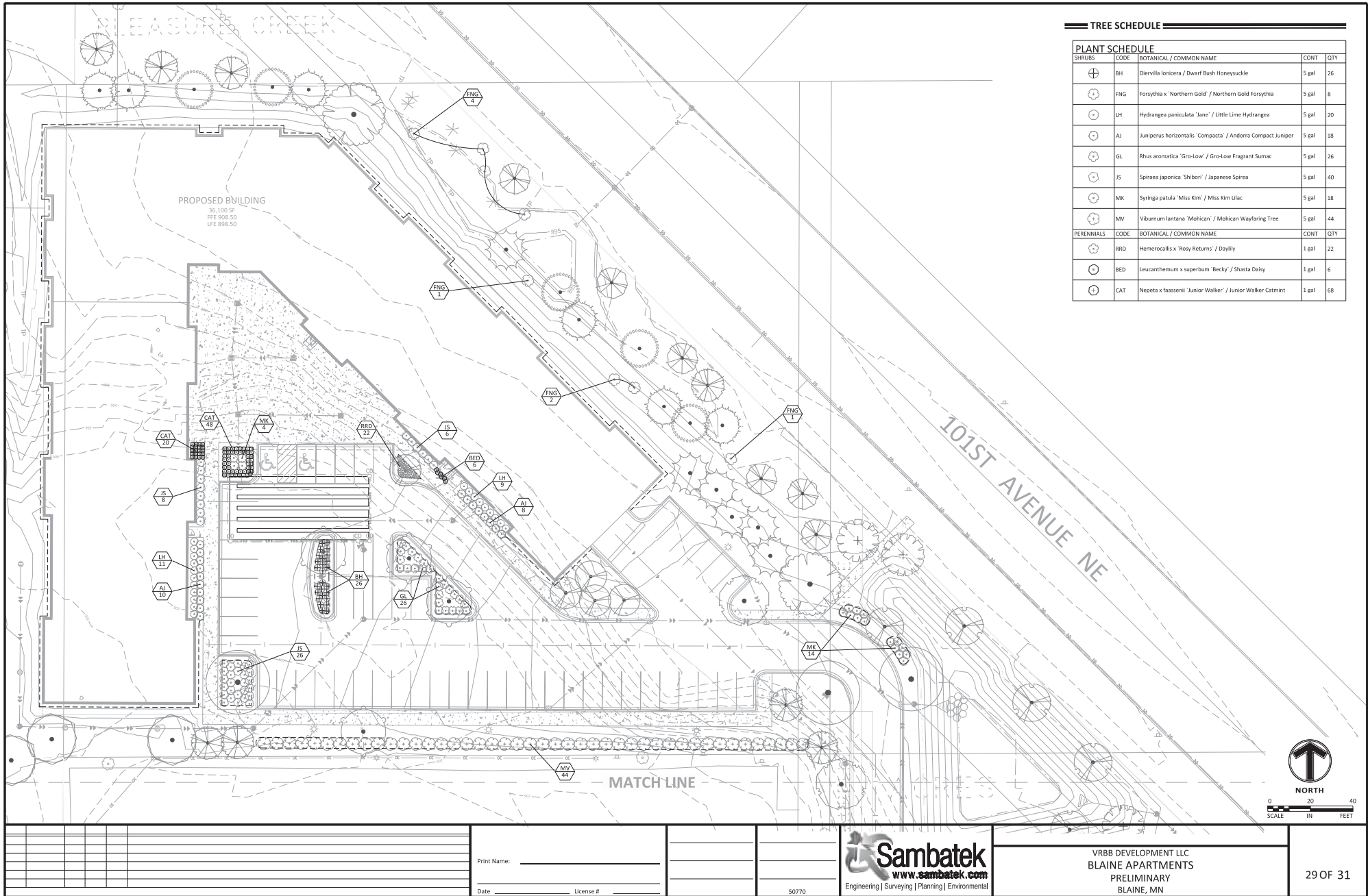


LEGEND	
PROPOSED	EXISTING
PROPERTY LIMIT	PROPERTY LIMIT
CURB & GUTTER	CURB & GUTTER
EASEMENT	EASEMENT
BUILDING	BUILDING
RETAINING WALL	RETAINING WALL
WETLAND LIMITS	WETLAND LIMITS
TREELINE	TREELINE
LANDSCAPE EDGING	LANDSCAPE EDGING
STORM SEWER	STORM SEWER
SANITARY SEWER	SANITARY SEWER
FORCE MAIN (SAN.)	FORCE MAIN (SAN.)
WATER MAIN	WATER MAIN
YARD DRAIN	YARD DRAIN
LIMITS OF DISTURBANCE	LIMITS OF DISTURBANCE
TREE PROTECTION FENCE	TREE PROTECTION FENCE
TREE TO BE REMOVED	TREE TO BE REMOVED
SIGN	SIGN
PIPE BOLLARD	PIPE BOLLARD
RIPRAP	RIPRAP
STANDARD DUTY ASPHALT PAVING	STANDARD DUTY ASPHALT PAVING
CONCRETE PAVING	CONCRETE PAVING
CONCRETE SIDEWALK	CONCRETE SIDEWALK

BLAINE TREE PRESERVATION SUMMARY	
CALCULATIONS	PROPOSED
GROSS SITE AREA:	5.01 AC
SIGNIFICANT TREES REMOVED:	157 TREES
REQUIRED REPLACEMENT TREES:	40 TREES
33.09(3)(c): ON RESIDENTIALLY ZONED LOTS, ON PUBLIC RIGHT-OF-WAY IN RESIDENTIAL ZONING DISTRICTS AND ON RESIDENTIALLY ZONED LOTS EXCEEDING ONE (1) ACRE IN SIZE THE TOTAL NUMBER OF REPLACEMENT TREES SHALL NOT EXCEED EIGHT (8) TREES PER ACRE OF UPLAND.	
SIGNIFICANT TREE: ANY LIVE HEALTHY TREE MEASURING EIGHT (8) INCHES IN DIAMETER OR GREATER, MEASURED AT FOUR AND ONE-HALF (4.5) FEET ABOVE THE GROUND.	
SEE SHEET L0.01 FOR REPLACEMENT TREE PLANTING PLAN.	







24.15 (LWS TECH) | TRYNGVE LODIN | 8/9/2022 12:41:12 PM
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NO	DATE	BY	CKD	APPR	COMMENT
	06/15/2022	EAB	EJC/JGF	GDA	WATERSHED SUBMITTAL

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Print Name: WILLIAM D. ABERNATHY

Date: XX/XX/2022 License # 43505

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06/15/2022
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GDA

PROJECT NO.
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OVERALL SITE PLAN

VRBB DEVELOPMENT LLC
BLAINE APARTMENTS
PRELIMINARY
BLAINE, MN

SHEET
C3.01
03 OF 31

PROPOSED

EXISTING

BOUNDARY LINE

CONCRETE CURB

EASEMENT LINE

BUILDING LINE

RETAINING WALL

WETLAND

TREE LINE

SAW CUT LINE

SIGN

BOLLARD

REGULAR PARKING STALL COUNT

KEYNOTE

STANDARD DUTY ASPHALT PAVING

HEAVY DUTY ASPHALT PAVING

CONCRETE PAVING

CONCRETE SIDEWALK

PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)

DEVELOPMENT SUMMARY

BUILDING SETBACKS

FRONT YARD

REAR YARD

SIDE YARD

50 FT

20 FT

20 FT

PARKING SETBACKS

FRONT YARD

REAR YARD

SIDE YARD

30 FT

20 FT

20 FT

ZONING

EXISTING ZONING

PROPOSED ZONING

(R-1) SINGLE FAMILY

(R-3B) MEDIUM DENSITY MULTI-FAMILY

(DF) DEVELOPMENT FLEX

PARKING SUMMARY

TOTAL PARKING REQUIRED

COVERED PARKING REQUIRED

204 STALLS

102 STALLS

TOTAL PARKING PROVIDED

SURFACE PARKING PROVIDED

COVERED PARKING PROVIDED

PROOF OF PARKING PROVIDED

205 STALLS

55 STALLS

114 STALLS

36 STALLS

AREA

LOT 1, BLOCK 1

OUTLOT A

ROW

GROSS AREA

218,256 SF

67,870 SF

62,116 SF

348,239 SF

5.010 ACRES

1.558 ACRES

1.426 ACRES

7.994 ACRES

DEVELOPMENT NOTES

SITE DEVELOPMENT NOTES

1. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.

2. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

3. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.

4. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.

5. ALL PARKING STALLS TO BE 9' IN WIDTH AND 20' IN LENGTH UNLESS OTHERWISE INDICATED.

6. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.

7. SEE ARCHITECTURAL PLANS FOR PYLON AND/OR MONUMENT SIGN DETAILS

8. SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.

9. REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.

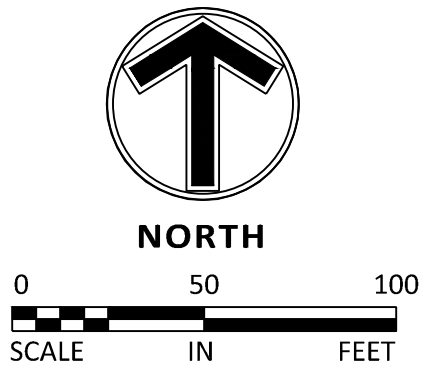
10. ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE HAVE BEEN DESIGNED WITH A MAXIMUM LONGITUDINAL SLOPE OF 4.5%, AND A MAXIMUM CROSS SLOPE OF 1.5%. THIS IS LESS THAN THE ADA CODE MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). THE MAXIMUM DESIGN SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE IS 1.5%, LESS THAN THE ADA CODE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE OF 2.00% (1:50). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.

11. "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.

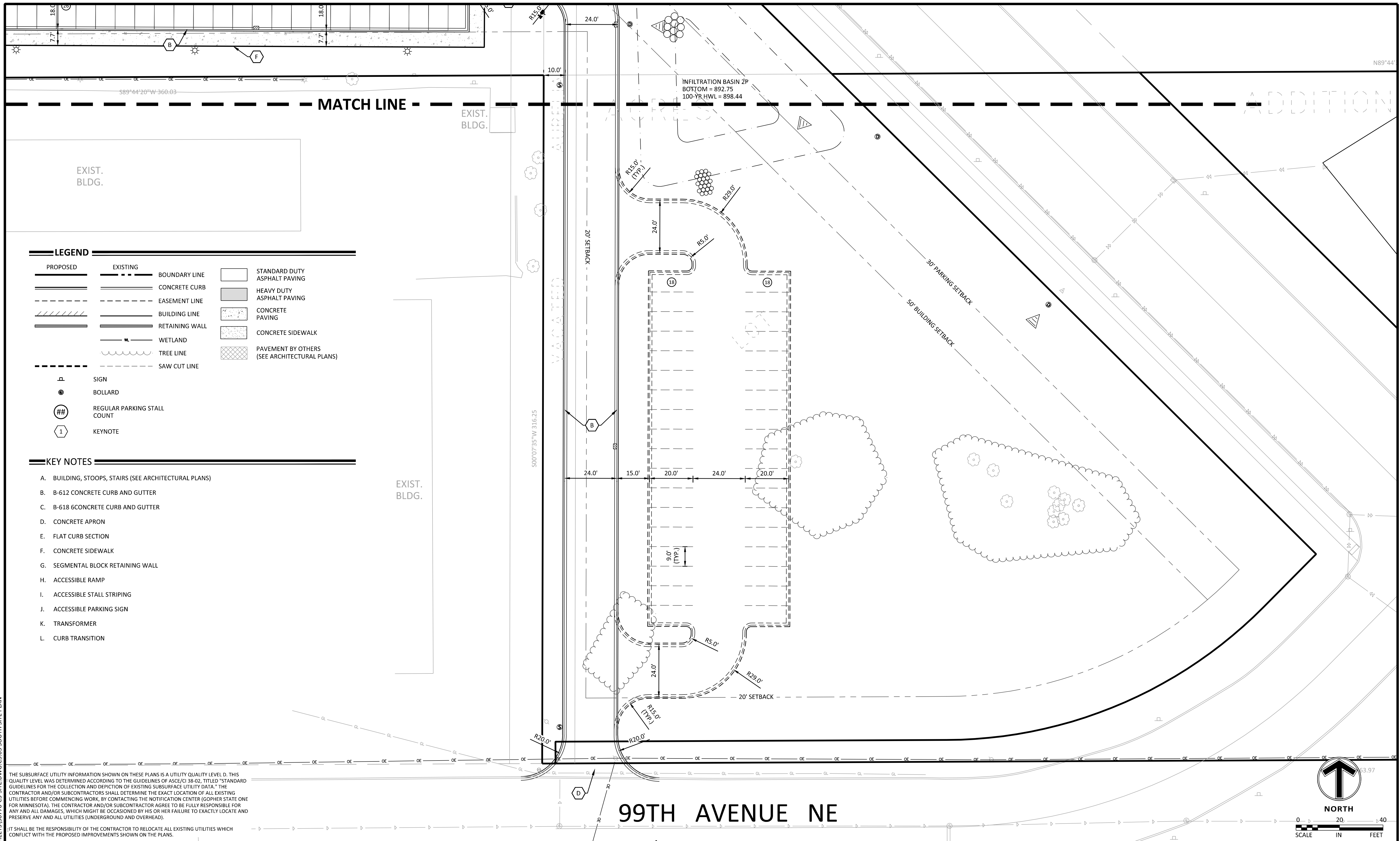
12. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.

CIVIL 3D MODEL LIMITATIONS

SAMBATEK'S DELIVERABLE AND GOVERNING DOCUMENTS FOR CONSTRUCTION SHALL BE A HARD COPY AND/OR PDF PLAN SHEETS. IF A CIVIL 3D MODEL IS GENERATED IN THE PROCESS OF PREPARING THE PLAN SHEETS, IT IS AS A DESIGN TOOL ONLY AND NOT AS A SEPARATE DELIVERABLE. AT THE OWNER'S REQUEST, WE WILL RELEASE OUR CIVIL 3D MODEL FOR THE CONTRACTOR'S USE. HOWEVER, ITS USE IS AT THE CONTRACTOR'S RISK AND SHALL NOT BE USED FOR STAKING OF CURB, SIDEWALK, OR OTHER HARD SURFACE IMPROVEMENTS. IF A CIVIL 3D MODEL FOR STAKING HARD SURFACE IMPROVEMENTS IS REQUIRED, WE CAN PROVIDE A SUPPLEMENTAL AGREEMENT FOR REFINEMENT AND PREPARATION OF THE CIVIL 3D MODEL.



NOT FOR CONSTRUCTION



NO	DATE	BY	CKD	APPR	COMMENT
	06/15/2022	EAB	EJC/JGP	GDA	WATERSHED SUBMITTAL

PRELIMINARY
06/15/2022
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS



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SHEET
C3.03
05 OF 31

[illegible]

LIST MATRIX BY TYPE			
Sequence	Component	Attribute	
0001	1	10	00
00			
0001-02	02		00
01			
0001	00		00
04			
0001	00		00
00			
STUDIED	00		00
00			
END OF LIST			

ISSUE	DATE
-------	------

A1.1





1 EAST ELEVATION - COLOR
1/8" = 1'-0"

EXTERIOR MATERIALS LEGEND	
A	FACE BRICK MASONRY
B	BURNISHED BLOCK MASONRY
C	SHIP LAP SIDING (FIBER CEMENT)
D	LAP BOARD SIDING (FIBER CEMENT)
E	"WOOD LOOK" METAL SIDING
F	HUNG ALUMINUM BALCONY
G	ALUMINUM GUARD RAIL
H	COMPOSITE WINDOW/SLIDING DOOR
I	MECHANICAL GRILL
J	PREFINISHED ALUMINUM FLASHING



3 NORTH ELEVATION - COLOR
1/8" = 1'-0"



2 SOUTH ELEVATION - COLOR
1/8" = 1'-0"



4 WEST ELEVATION - COLOR
1/8" = 1'-0"



1 EAST COURTYARD ELEVATION - COLOR
1/8" = 1'-0"



2 WEST COURTYARD ELEVATION - COLOR
1/8" = 1'-0"

EXTERIOR MATERIALS LEGEND	
A	FACE BRICK MASONRY
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H	COMPOSITE WINDOW/SLIDING DOOR
I	MECHANICAL GRILL
J	PREFINISHED ALUMINUM FLASHING

2024.09.07

1/20/2024

NOT FOR
CONSTRUCTION

PROJECT INFORMATION	
PROJECT NAME	BLAINE APARTMENTS
DATE	09/06/24
DESIGNED BY	SEPTEMBER SON
ARCHITECT	ARCHITECT

SCALE	DATE
-------	------

PERSPECTIVE IMAGES
BLAINE APARTMENTS

DATE: 09/06/24

A3.0

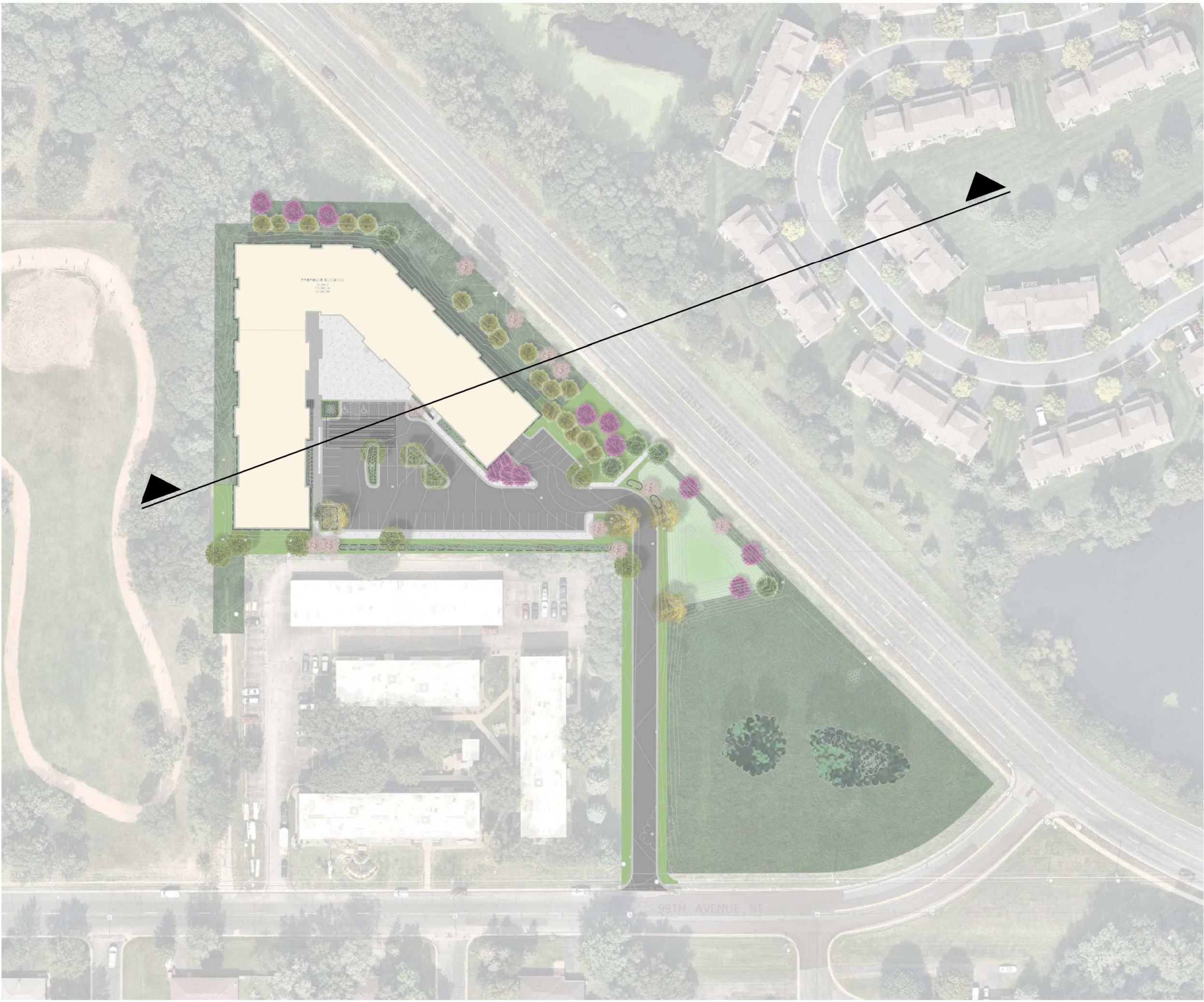


PERSPECTIVE IMAGE FROM SOUTHEAST

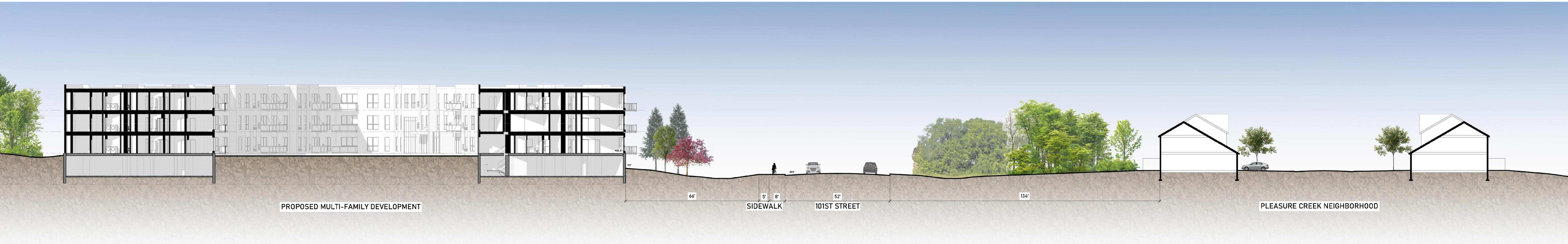


PERSPECTIVE IMAGE FROM EAST





SITE PLAN KEY



SITE SECTION



CONSULTANT

CERTIFICATION

NOT FOR
CONSTRUCTION

DRAWING INFORMATION

PROJECT NUMBER	22-004
DATE	09/12/22
DRAWN BY	Author
CHECKED BY	Checker

NORTH ARROW

ISSUE

DATE

SHEET NAME
SITE SECTION

PROJECT TITLE

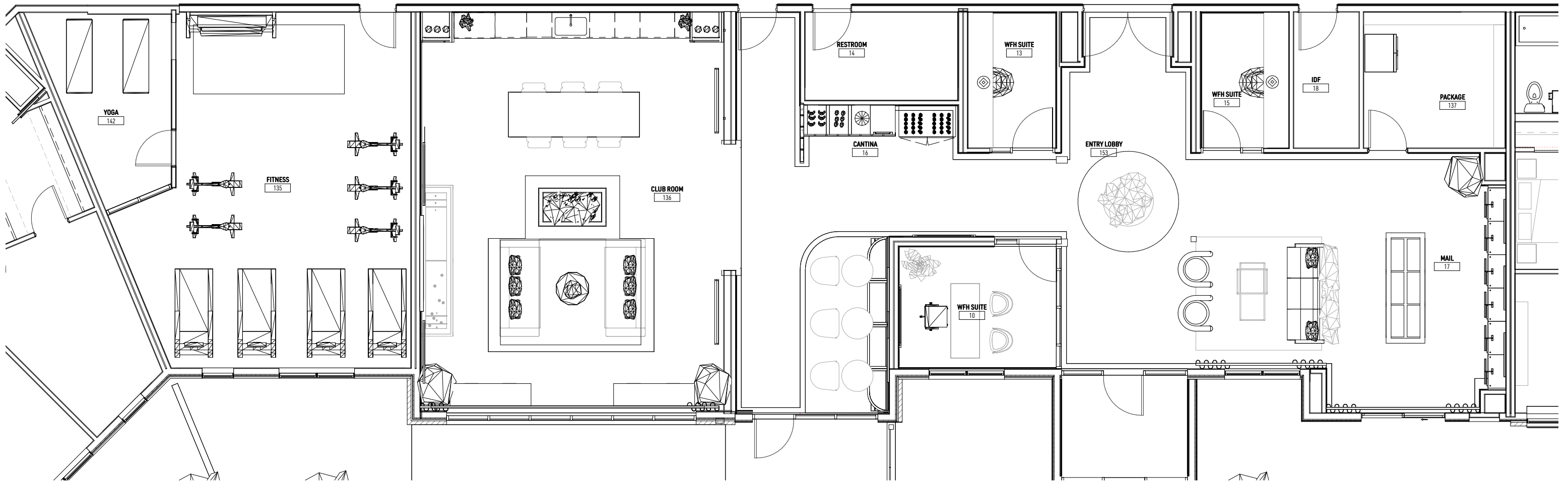
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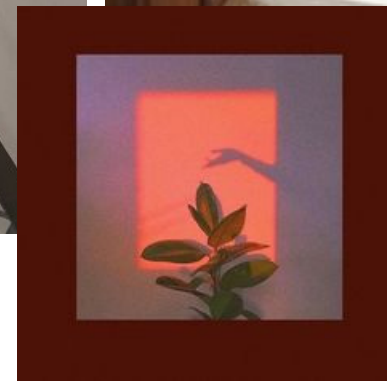
BLAINE, MN

SHEET NUMBER

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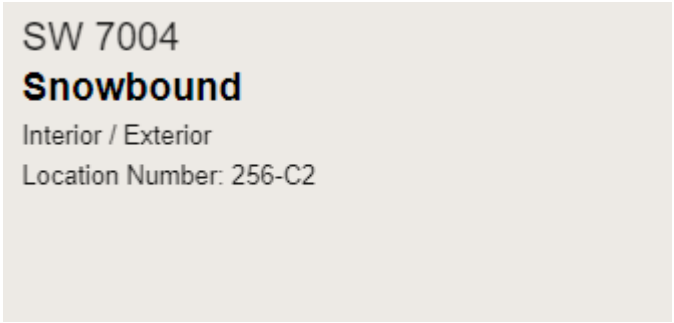
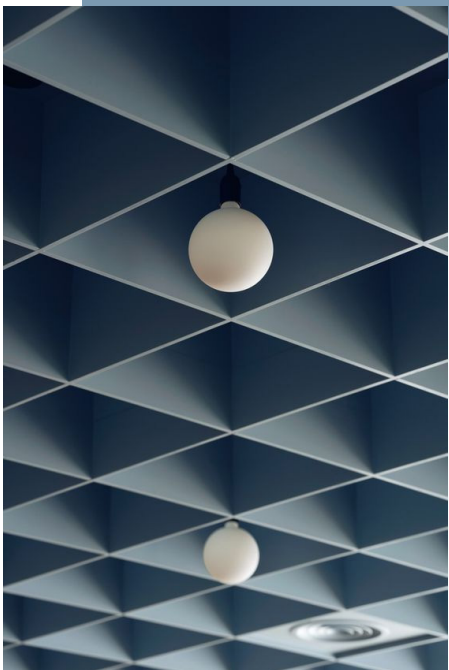
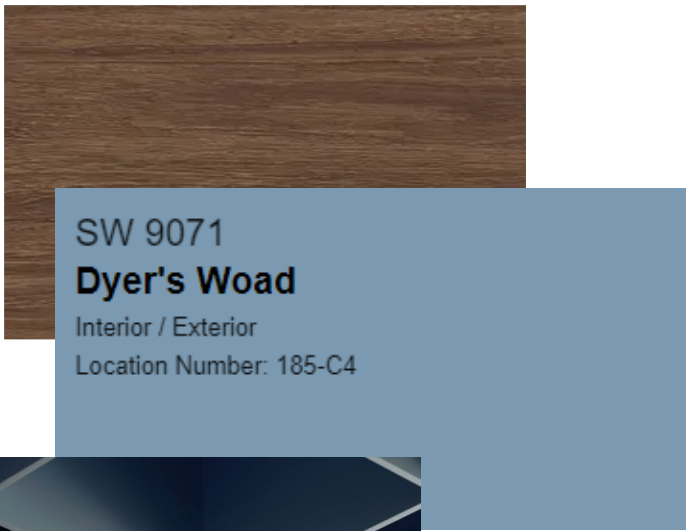
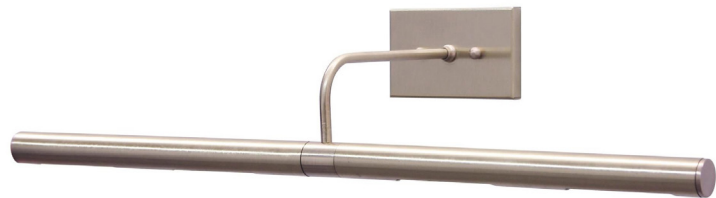
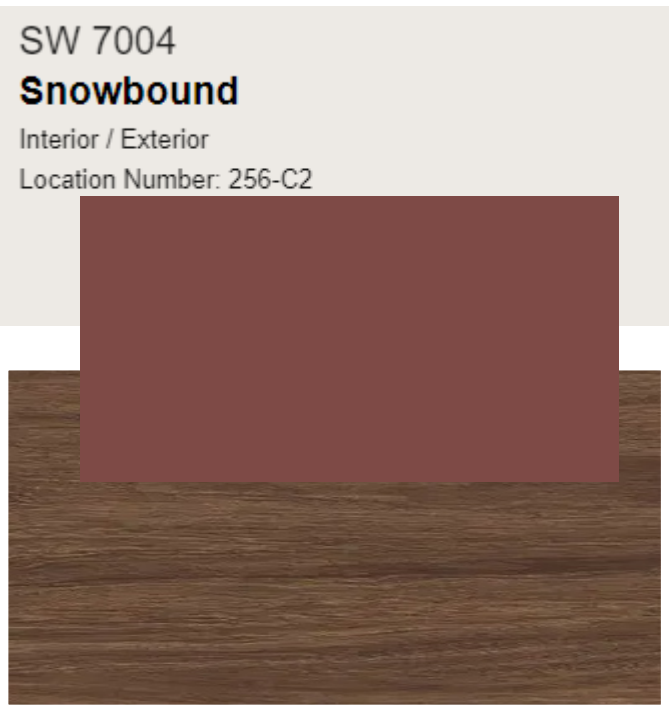


FLOORING

WALLS

CEILING

MISC.









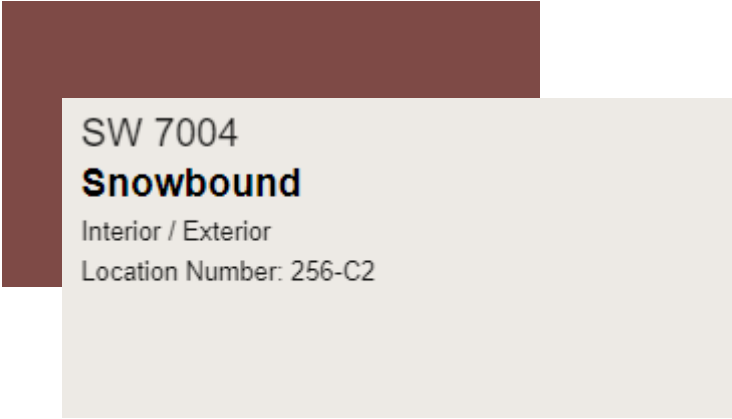




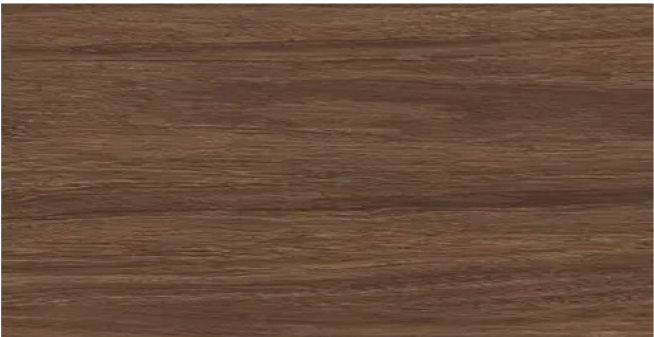
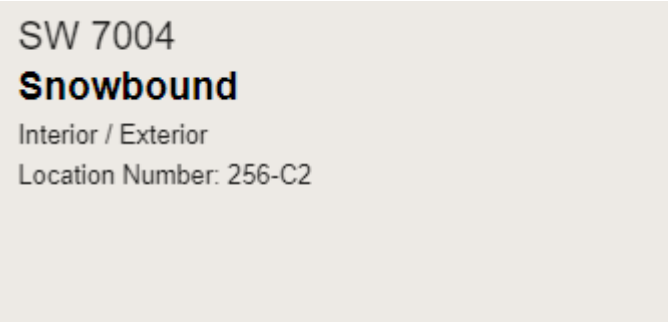
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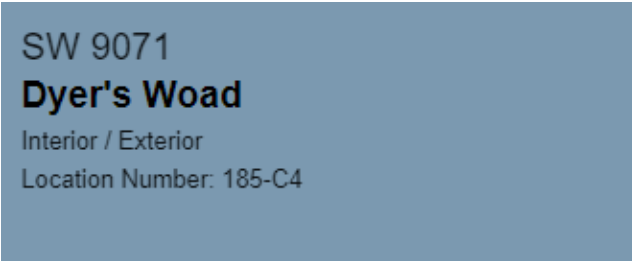
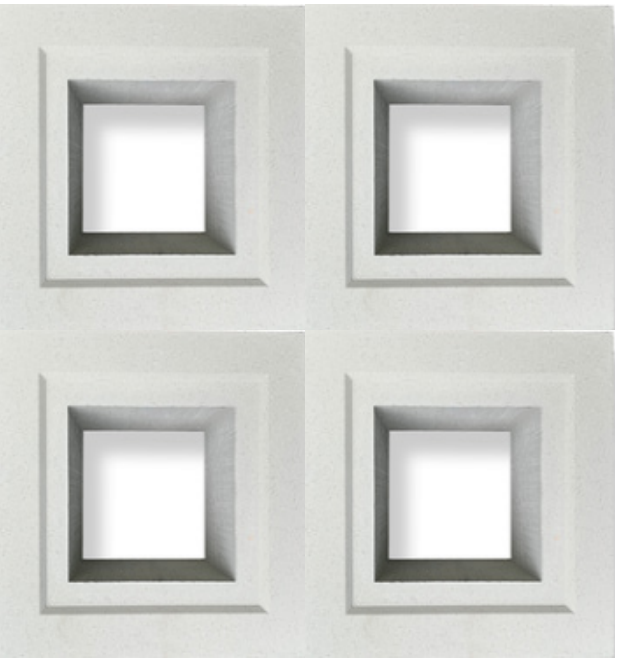
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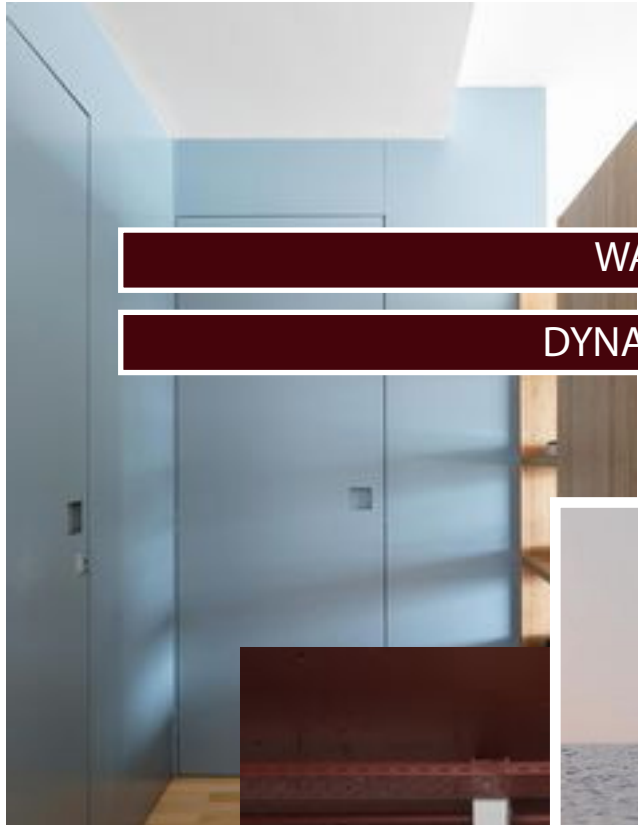
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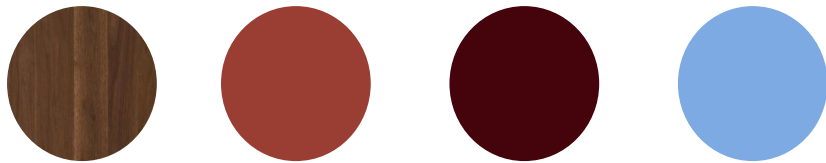
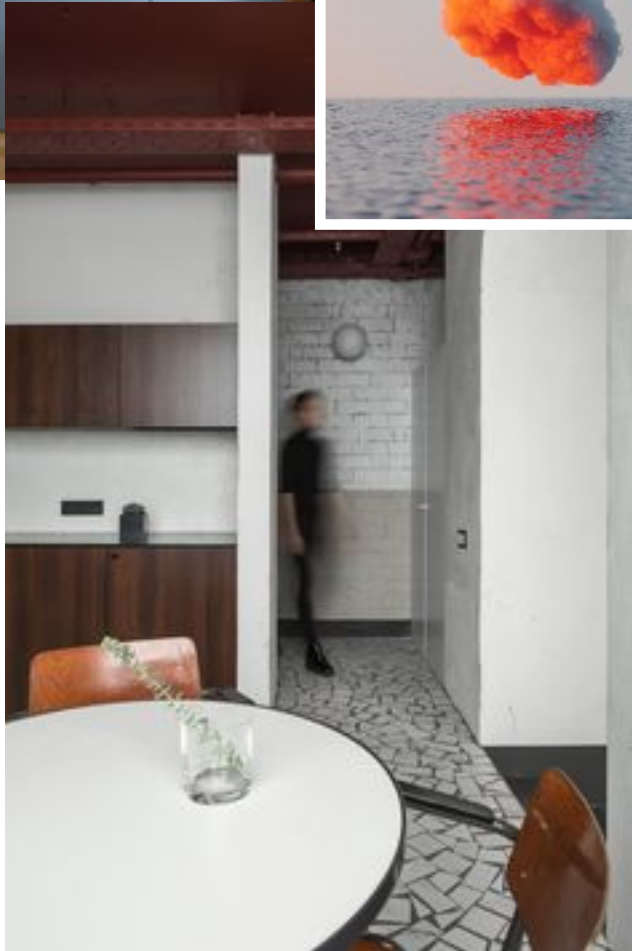
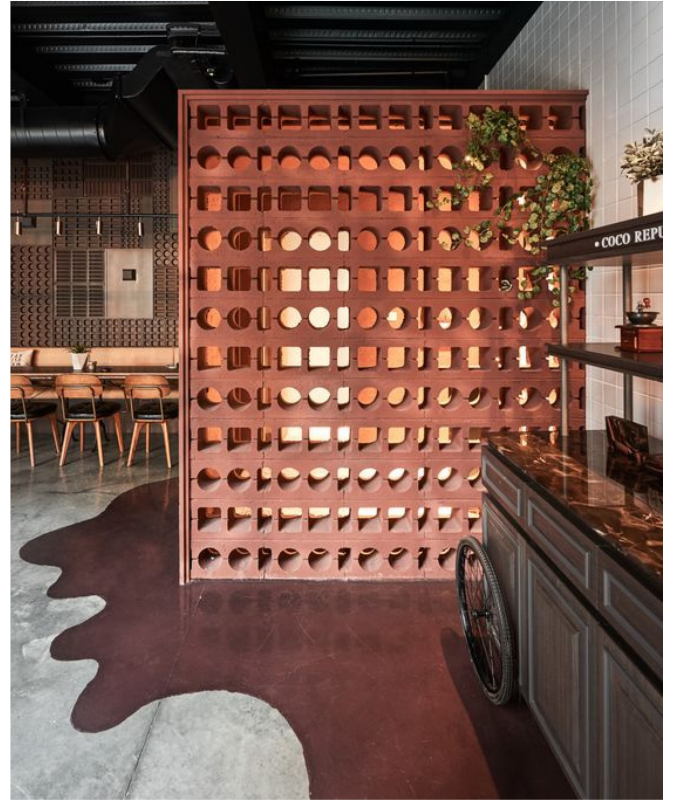
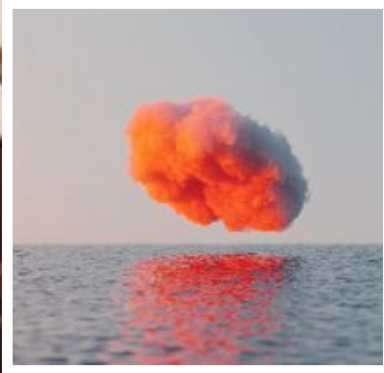






WARM

DYNAMIC









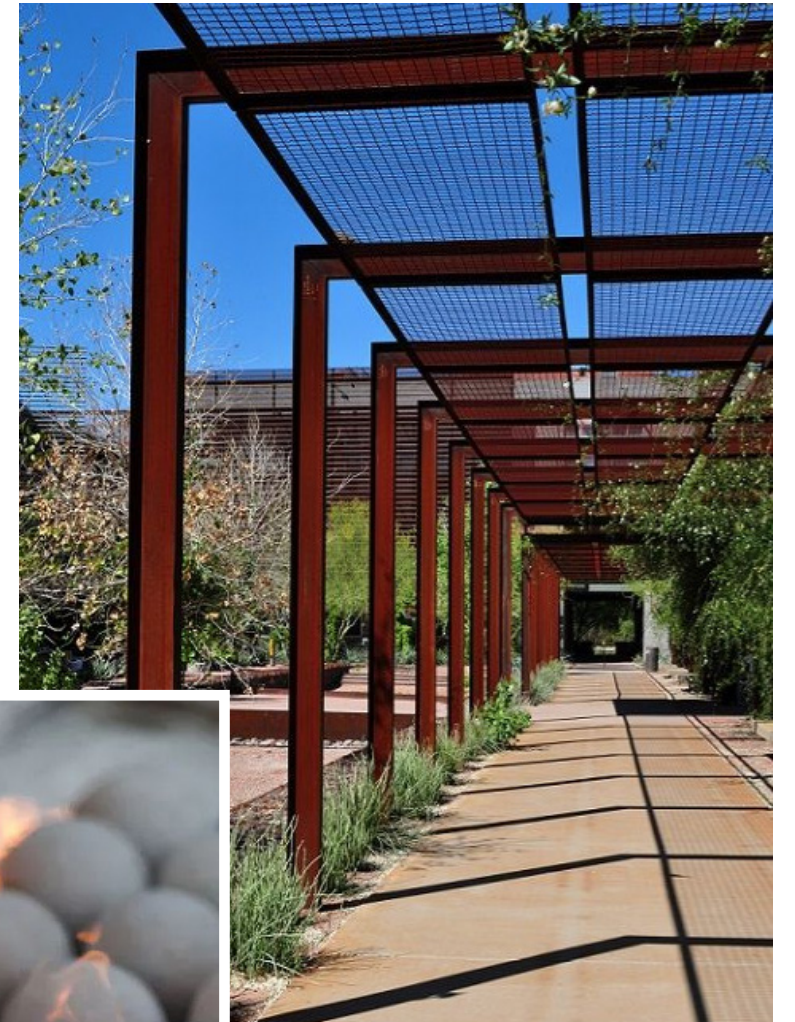














CONTRAST

DYNAMIC



Demand Assessment for Market Rate Rental Housing in Blaine, Minnesota

Site Location:

111 99th Avenue Northeast, Blaine, Minnesota

Prepared for:

VRRB Development, LLC

Prepared by:

Viewpoint Consulting Group, Inc.

Date:

March 31, 2022



March 31, 2022

To: Vishal Dutt
VRRB Development, LLC

From: Jay Thompson
Viewpoint Consulting Group, Inc.

RE: Demand Assessment for Market Rate Rental Housing in Blaine, Minnesota

Introduction

This memorandum provides an assessment of demand for market rate rental housing in Blaine, Minnesota. The purpose of this initial assessment is to quantify the depth of demand for rental housing in the local area to determine if potential exists to support a new development. The location for the new development is a parcel at 111 99th Avenue Northeast.

Included in this initial assessment:

1. Delineation of a primary draw area for rental housing on the subject site.
2. Analysis of key demographic growth trends in the primary draw area.
3. Analysis of the most competitive rental properties, including information on location, building type, total units, unit types and sizes, monthly rents, common area amenities, and occupancy.
4. Inventory of pending rental developments in the construction pipeline.
5. Calculation of demand for market rate rental housing in the primary draw area and estimate of the portion of demand that can be captured by the subject Site.
6. Recommendation on the number of units supportable and monthly rents achievable.

Site Location

The subject site for the proposed rental housing development is in Blaine, Minnesota. Blaine is a suburban community of 70,222 (2020 census) located about 13 miles north of Downtown Minneapolis. It is in Anoka County, covering about 34 square miles. Blaine has an ample supply of available land to accommodate new housing, which has enabled it to be among the population growth leaders in the Metro Area for the past two decades.

More specifically, the subject Site ("Site") is a parcel of land west of the intersection of 99th Avenue Northeast and 101 Avenue. It would be adjacent to Royal Oaks Apartments, east of University Avenue Elementary School. Royal Oaks Apartments is a 1969 property that consists of three three-story buildings totaling 63 units. The Site is a couple blocks east of University Avenue, which is a major north-south artery in the north Metro Area (it is also on the border between Blaine and Coon Rapids).

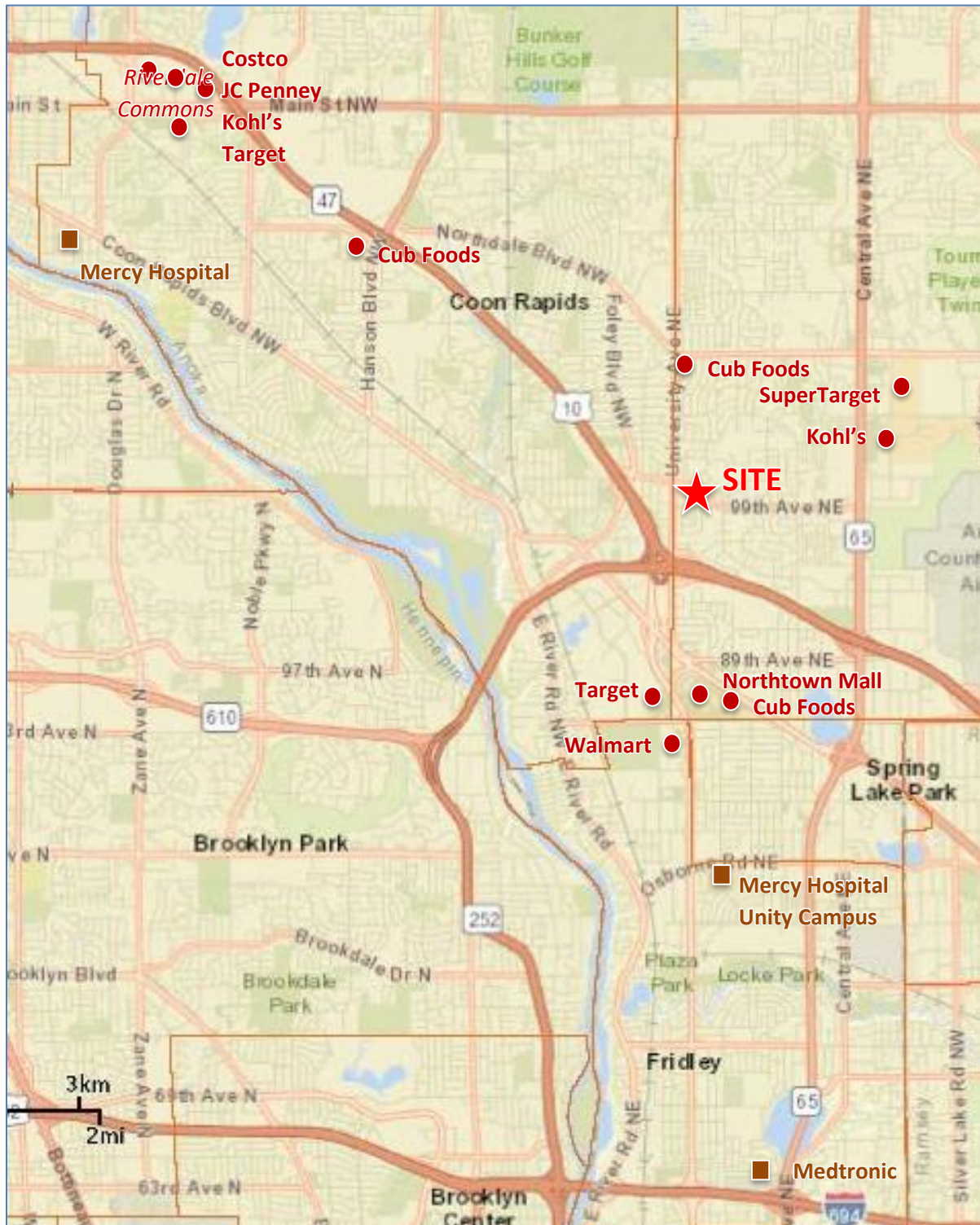
University Avenue intersects with Highway 10/610 less than a half mile south of the Site. Highways 10 and 610 are limited-access freeways that connect the local neighborhood to the greater Twin Cities Metro Area, thereby providing access to jobs and other places of interest throughout the metro area. The Site's access would be from both 99th Avenue and 101st Avenues. 101st Avenue would provide good visibility as it had an average annual daily traffic volume of 6,900 vehicles at the Site in 2019. University Avenue at 99th Avenue had an annual average daily traffic volume of 22,800 vehicles in 2018. At its intersection with University Avenue, Highway 610 had an annual average daily traffic volume of 61,000 vehicles in 2020. Residents could also access the freeway network at the Highway 10/Foley Avenue intersection less than a mile from the Site.

Overall, the Site has good access to jobs and shopping in the surrounding area. The Northtown Mall area is about 1.5 miles south of the Site. Northtown Mall is an enclosed mall which has over 100 stores and is anchored by Burlington, Best Buy, Hobby Lobby, and Becker Furniture. Target, Walmart, and Cub Foods are among several other big box stores surrounding Northtown Mall. Another Cub Foods is on University Avenue a mile north of the Site. On Highway 65, about two miles northeast of the Site, is a retail node that is anchored by Kohl's, SuperTarget, and Menards. Several restaurants are found in the areas around Northtown Mall and the Highway 65 shopping node.

Major employers in Blaine include Aveda and Infinite Campus while major employers in Coon Rapids include Mercy Health (Mercy Hospital), RMS Company, and Honeywell Aerospace. Other major employers near Blaine include Medtronic, Cummins, Mercy Hospital – Unity Campus, and BAE Systems.

Overall, the Site is well suited for multifamily housing. It has good highway access that should enable residents to easily travel to places of employment in the north-central Metro Area. The Site is also a relatively short drive to grocery, restaurants, and shopping.

Site Location



Primary Market Area Definition

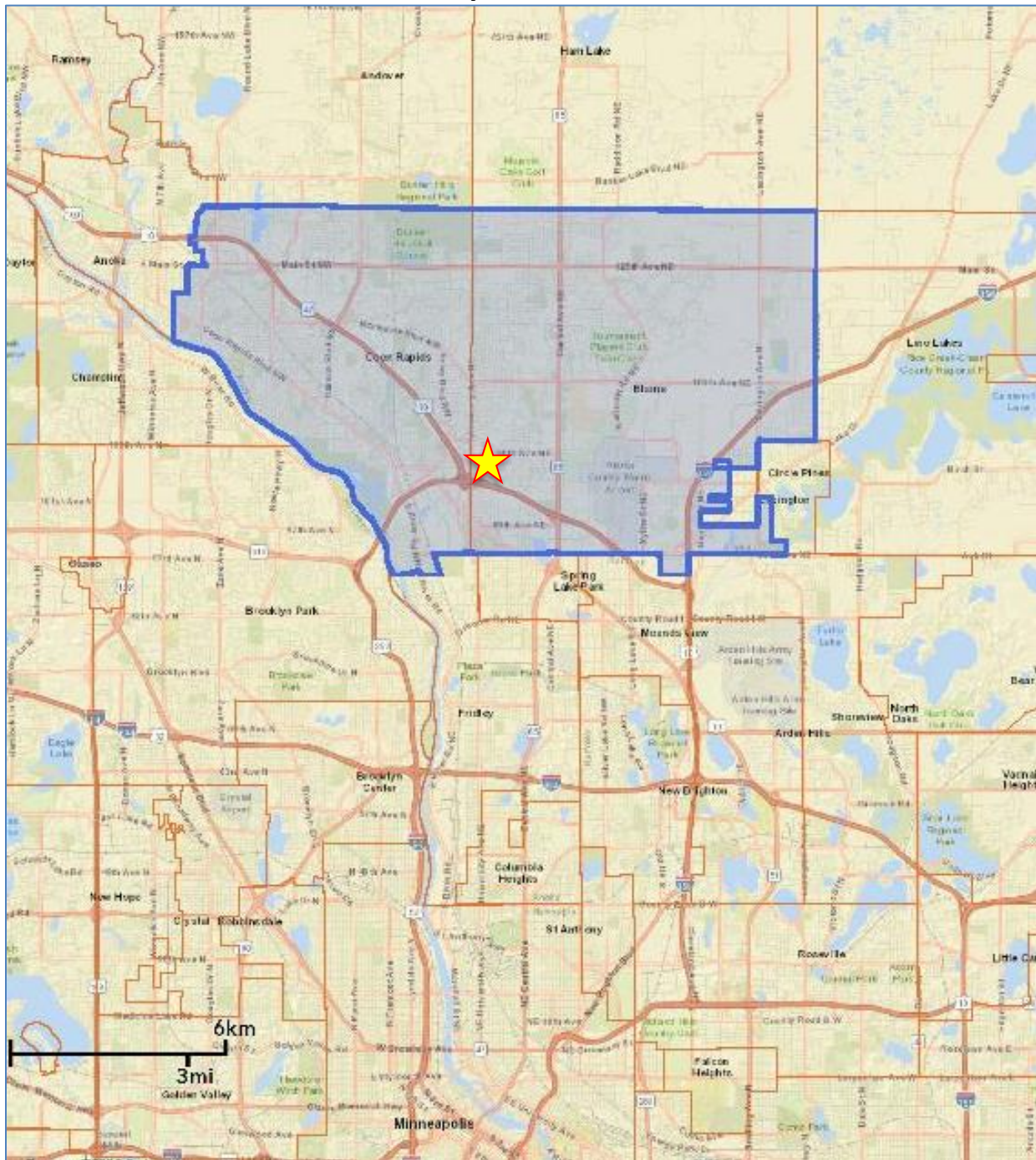
Proximity to employment and shopping are key factors when choosing where to live. For employment, not only does Blaine have several major employers, but it also has excellent access to jobs in surrounding suburbs provided by Highway 10. The draw area (Primary Market Area, or “PMA”) for rental housing on the Site in Blaine is defined as the following communities, which are in the north-central Twin Cities Metro Area.

Blaine
Coon Rapids

Most of the people working in and near the PMA and seeking rental housing would consider a development on the Site in Blaine as a place to live. The following sections in this assessment review demographic growth trends and characteristics and competitive properties in the PMA.

A map of the PMA – is shown on the following page.

Primary Market Area



Demographic Analysis

Tables 1 through 4 on Pages 8 through 11 show key demographic variables related to the demand for rental housing in the PMA (population and household growth, household age distribution and incomes, and homeownership rates). This demographic data is from various sources, including the U.S. Census, ESRI (a national demographics firm), and Metropolitan Council.

The key demographic and economic findings are summarized on the following pages.

Population and Household Growth Trends

- ▶ The total population in the PMA increased by 12.8% last decade, reaching a population of 133,821 in 2020. This growth rate was above the overall growth rate of the Twin Cities Metro Area (+11.0%). Within the PMA, Blaine has the most land available to accommodate new housing and thus, it led the PMA in growth by adding over 13,000 people last decade (+22.8%). Coon Rapids, which was mostly fully developed, still managed to add over 2,100 people (+3.5%). Leading to the PMA's population growth was the addition of 5,081 households last decade (including +4,095 households in Blaine).
- ▶ Projections made by Metropolitan Council and Viewpoint Consulting Group, Inc. are that the PMA will reach a population of 149,400 in 2030. It is projected that 7,210 households will be added this decade, including 4,228 households in Blaine.

Household Tenure

- ▶ Renter households in the PMA grew by 34.8% during the 2000s (+2,066 renters) while owner households grew by 12.5%. This is a reflection of the housing downturn toward the end of the 2000s that resulted in a shift toward renting. Lending became more difficult to obtain and households were also concerned about equity loss of homeownership and their ability to sell. From 2010 to 2019, it is estimated that both owner and renter households have grown – owner households by 7.7% and renter households by 20.7% (+1,659 renters).
- ▶ Of the household growth in the PMA between 2010 and 2019, 37% was estimated to be among renters.
- ▶ Of the renter growth in the PMA between 2010 and 2019, 69% was estimated to have come from households younger than age 65, or the target market for the subject development.

Household Incomes

- ▶ Incomes in the PMA are just below average compared to the Twin Cities Metro Area, meaning that a just below average percentage of households would likely be able to afford market rate housing. As of 2021, the median income in the PMA was estimated at \$81,762, compared to the Metro Area's median of \$84,106.
- ▶ The target market for market rate rental housing is households under age 65 with incomes above \$50,000. A household with an income of \$50,000 could afford a gross rent of \$1,250 by allocating 30% of their income toward housing. As of 2020, there were approximately 30,500 households under age 65 in the PMA estimated to be income-qualified (most are homeowners, however). The number of age-/income-qualified households is projected to increase by over 2,800 households over the next five years.

Household Income by Tenure

- ▶ Data on household incomes by tenure in the PMA is obtained from the Census Bureau's American Community Survey for 2019. Based on the data, it is estimated that 21.2% percent of households with incomes between \$50,000 and \$75,000 are renters. The percentage that rent their housing increases among lower-income households and decreases among higher-income households.
- ▶ When applying the percentages in Table 4 to the 2020 households by income data in Table 3, it is revealed that about 49% of the renters in the PMA are income-qualified for market rate housing (incomes of \$50,000+). It is also revealed that among all households with incomes above \$50,000, about 12% are renters.

Table 1
Population and Household Growth Trends and Projections
Primary Market Area
2000 to 2030

	2000	Census 2010	2020	Projection 2030	Change			
					-- 2010 - 2020 -- No.	Pct.	-- 2020 - 2030 -- No.	Pct.
POPULATION								
Blaine	44,942	57,186	70,222	81,000	13,036	22.8	10,778	18.8
Coon Rapids	61,627	61,476	63,599	68,400	2,123	3.5	4,801	7.8
Primary Market Area	106,569	118,662	133,821	149,400	15,159	12.8	15,579	13.1
<i>Anoka County</i>	<i>298,084</i>	<i>330,844</i>	<i>363,887</i>	<i>402,730</i>	<i>33,043</i>	<i>10.0</i>	<i>38,843</i>	<i>11.7</i>
<i>Twin Cities Metro</i>	<i>2,642,056</i>	<i>2,849,567</i>	<i>3,163,104</i>	<i>3,451,000</i>	<i>313,537</i>	<i>11.0</i>	<i>287,896</i>	<i>10.1</i>
HOUSEHOLDS								
Blaine	15,898	21,077	25,172	29,400	4,095	19.4	4,228	20.1
Coon Rapids	22,578	23,532	24,518	27,500	986	4.2	2,982	12.7
Primary Market Area	38,476	44,609	49,690	56,900	5,081	11.4	7,210	16.2
<i>Anoka County</i>	<i>106,428</i>	<i>121,227</i>	<i>133,879</i>	<i>153,770</i>	<i>12,652</i>	<i>10.4</i>	<i>19,891</i>	<i>16.4</i>
<i>Twin Cities Metro</i>	<i>1,021,454</i>	<i>1,117,749</i>	<i>1,239,526</i>	<i>1,351,000</i>	<i>121,777</i>	<i>10.9</i>	<i>111,474</i>	<i>10.0</i>
Sources: US Census, Metropolitan Council, Viewpoint Consulting Group, Inc.								

Table 2
Tenure by Age of Householder
Primary Market Area
2000, 2010, & 2019

	Primary Market Area			Twin Cities Metro Area		
	2000	2010	2019*	2000	2010	2019*
Households	38,476	44,609	49,075	1,021,454	1,117,749	1,187,423
Owner Households	32,537	36,604	39,411	728,966	782,475	811,023
< age 25	768	542	344	9,790	7,947	5,526
25 to 34	6,037	5,625	5,046	114,071	102,236	96,271
35 to 44	9,601	7,510	7,221	203,729	154,678	148,193
45 to 54	7,784	9,255	7,818	177,090	202,404	174,975
55 to 64	4,705	7,298	9,230	102,583	162,595	185,395
65 to 74	2,572	4,035	6,239	68,030	85,347	124,466
75+	1,070	2,339	3,512	53,673	67,268	76,197
Renter Households	5,939	8,005	9,664	292,488	335,274	376,400
< age 25	999	784	755	46,699	41,789	35,170
25 to 34	1,804	2,124	2,060	91,342	99,716	114,907
35 to 44	1,300	1,581	2,202	58,438	59,303	67,289
45 to 54	712	1,413	1,575	36,077	51,379	50,263
55 to 64	366	812	1,270	18,205	34,355	46,435
65 to 74	273	484	688	14,491	17,998	27,442
75+	485	807	1,114	27,236	30,734	34,894
Homeownership Rate	85%	82%	80%	71%	70%	68%
* Estimate based on data from the Census Bureau: American Community Survey and Metropolitan Council.						
Sources: US Census; Metropolitan Council; Viewpoint Consulting Group, Inc.						

Table 3
Household Incomes by Age of Householder
Primary Market Area
2021 and 2026

2021 Households by Age								
Income	Total	< 25	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 +
<\$15,000	2,088	115	294	287	276	415	329	372
\$15,000 to \$24,999	2,583	127	335	260	266	430	445	719
\$25,000 to \$34,999	2,784	129	427	334	288	380	536	689
\$35,000 to \$49,999	5,582	207	886	769	673	859	1,051	1,137
\$50,000 to \$74,999	9,104	284	1,319	1,596	1,518	1,857	1,652	879
\$75,000 to \$99,999	8,905	185	1,559	1,641	1,757	1,994	1,418	351
\$100,000 to \$149,999	11,253	120	1,867	3,250	2,260	2,184	1,262	310
\$150,000+	8,101	30	1,205	2,136	2,119	1,649	744	217
Total	50,400	1,198	7,894	10,272	9,157	9,768	7,437	4,674
Median HH Income	\$81,762	\$51,109	\$83,905	\$102,102	\$96,280	\$84,661	\$68,890	\$40,778
<i>Twin Cities Median</i>	<i>\$84,106</i>	<i>\$40,362</i>	<i>\$79,038</i>	<i>\$103,283</i>	<i>\$108,470</i>	<i>\$96,960</i>	<i>\$75,472</i>	<i>\$44,338</i>
2026 Households by Age								
Income	Total	< 25	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 +
<\$15,000	1,856	120	232	255	242	300	280	428
\$15,000 to \$24,999	2,230	124	265	208	208	314	389	721
\$25,000 to \$34,999	2,511	123	340	295	229	295	493	736
\$35,000 to \$49,999	5,465	207	789	748	613	734	1,024	1,350
\$50,000 to \$74,999	9,131	322	1,217	1,564	1,431	1,653	1,753	1,191
\$75,000 to \$99,999	9,639	215	1,594	1,787	1,870	1,959	1,670	544
\$100,000 to \$149,999	13,070	157	2,060	3,861	2,576	2,307	1,594	516
\$150,000+	10,197	45	1,453	2,730	2,642	1,950	989	388
Total	54,100	1,314	7,949	11,449	9,812	9,511	8,192	5,874
Median HH Income	\$87,870	\$54,350	\$90,934	\$106,702	\$103,737	\$91,938	\$76,645	\$45,589
<i>Twin Cities Median</i>	<i>\$93,689</i>	<i>\$44,742</i>	<i>\$89,301</i>	<i>\$110,723</i>	<i>\$115,833</i>	<i>\$106,935</i>	<i>\$83,732</i>	<i>\$51,696</i>
Change From 2021 - 2026								
Income	Total	< 25	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 +
<\$15,000	-232	5	-62	-32	-34	-115	-49	56
\$15,000 to \$24,999	-353	-3	-70	-51	-57	-117	-56	2
\$25,000 to \$34,999	-273	-6	-87	-40	-59	-85	-43	47
\$35,000 to \$49,999	-117	0	-97	-21	-60	-125	-27	213
\$50,000 to \$74,999	27	38	-102	-31	-86	-205	101	312
\$75,000 to \$99,999	734	30	34	146	113	-35	252	193
\$100,000 to \$149,999	1,817	37	193	611	315	124	332	206
\$150,000+	2,097	15	247	594	523	301	245	171
Total	3,700	115	55	1,176	655	-257	755	1,200

Sources: ESRI; Viewpoint Consulting Group, Inc.

Table 4
Estimated Tenure by Household Income
Primary Market Area
2019

Income Range	Percent Owners	Percent Renters	Twin Cities Metro Area Percent Renters
<\$15,000	50.2%	49.8%	71.5%
\$15,000 - \$24,999	59.7%	40.3%	61.0%
\$25,000 - \$34,999	59.1%	40.9%	55.2%
\$35,000 - \$49,999	72.6%	27.4%	47.2%
\$50,000 - \$74,999	78.8%	21.2%	36.3%
\$75,000 - \$99,999	81.9%	18.1%	26.6%
\$100,000 - \$149,999	92.7%	7.3%	16.0%
\$150,000+	97.2%	2.8%	7.8%
Median Household Income	\$86,708	\$45,461	
Sources: American Community Survey 2019; Viewpoint Consulting Group, Inc.			

Employment Growth Trends

Employment is a key driver of rental demand. Table 5 provides data on employed people and Table 6 provides data on the number of jobs. The data is from the Minnesota Department of Employment and Economic Development. The following are key highlights about employment.

- ▶ The unemployment rate in Anoka County steadily decreased from its high of 8.0% in 2010 to 2.8% in 2018, before inching up to 3.1% in 2019. Due to the COVID-19 pandemic, the unemployment rate spiked at 9.8% in May 2020. It declined to back to 3.2% in December 2021, but total employment remains about 575 persons lower than 2019. With many unfilled jobs in the County, and the Metro Area, it's likely that total employment will soon surpass the 2019 peak.
- ▶ For the past decade, Anoka County and the Twin Cities Metro Area have had a strong economy as measured by unemployment rate. The unemployment rate in the Twin Cities Metro Area has been consistently below that of the nation, even during the pandemic.

Table 5
Resident Employment Trends
Anoka County, 2010 to 2021

	Labor Force	--- Anoka County --- Employment	% Unemploy.	Twin Cities Metro Area	MN	USA
2010	187,355	172,342	8.0%	7.2%	7.4%	9.6%
2011	187,000	174,217	6.8%	6.2%	6.5%	8.9%
2012	187,260	176,226	5.9%	5.5%	5.6%	8.1%
2013	188,160	178,715	5.0%	4.7%	4.9%	7.4%
2014	188,288	180,473	4.2%	3.9%	4.1%	6.2%
2015	188,414	181,555	3.6%	3.4%	3.7%	5.3%
2016	190,604	183,438	3.8%	3.4%	4.0%	4.7%
2017	195,304	188,873	3.3%	3.2%	3.6%	4.4%
2018	196,586	191,154	2.8%	2.6%	2.9%	3.9%
2019	198,938	192,712	3.1%	2.9%	3.3%	3.7%
2020	196,510	184,703	6.0%	6.0%	6.2%	8.1%
2021	193,761	186,748	3.6%	3.6%	3.6%	5.3%
March 2020	198,612	192,116	3.3%	2.9%	3.5%	4.5%
May 2020	195,974	176,786	9.8%	10.1%	9.4%	13.0%
Dec. 2020	191,013	182,689	4.4%	4.4%	4.6%	6.5%
Dec. 2021	198,493	192,140	3.2%	2.5%	2.7%	3.7%

Source: MN Department of Employment and Economic Development; Viewpoint Consulting Group, Inc.

- ▶ There were 20,370 more employed persons living in Anoka County in 2019 than in 2010 (Table 5). Due to COVID-19, employment declined, but it is rebounding as the pandemic subsides (15,354 jobs were gained between May 2020 and December 2021).
- ▶ Table 6 shows that in 2019, Anoka County had added 22,644 jobs since 2010. This was a 21.5% increase over nine years. The job base declined since the COVID-19 pandemic began in March 2020. Again, the decline will likely be temporary, as many jobs are coming back as the pandemic subsides.
- ▶ Blaine added about 5,000 jobs between 2010 and 2019 and Coon Rapids added about 2,700 jobs. Combined, the two communities had 50,892 jobs in 2019. This represents about 40% of all jobs in Anoka County (127,963 jobs in 2019).

Table 6
Employment Trends (Number of Jobs)
Blaine & Blaine
2010 to 2021

	Blaine	Coon Rapids	Anoka County	Twin Cities Metro Area
2010	20,055	23,150	105,319	1,537,052
2011	20,381	23,590	107,499	1,564,365
2012	21,519	24,374	111,082	1,590,991
2013	22,689	25,067	114,738	1,620,612
2014	23,048	24,644	116,843	1,643,371
2015	23,553	23,877	118,624	1,675,292
2016	24,038	23,839	120,907	1,706,026
2017	24,314	24,231	122,480	1,738,403
2018	24,687	25,175	125,811	1,762,315
2019	25,052	25,840	127,963	1,766,439
2020	23,127	25,106	120,776	1,645,202
2021*	23,788	25,981	123,655	1,665,455
Change, '10 - '19				
Number	4,997	2,690	22,644	229,387
Percent	24.9%	11.6%	21.5%	14.9%
* 2021 through 3rd Quarter				
Source: MN Dept. of Employment and Economic Development - Quarterly Census of Employment and Wages; Viewpoint Consulting Group, Inc.				

Rental Market Overview

Marquette Advisors conducts a quarterly survey of the rental housing market in the Twin Cities Metro Area. The 4th Quarter 2021 Apartment Trends report found that the metrowide vacancy rate was 3.6% for stabilized properties (excluding newly built properties still in their initial lease-up period). This was down from 4.4% in 4th Quarter 2020 as the Twin Cities Metro Area experienced record absorption of 8,900 apartment units during 2021. Suburbs captured almost two-thirds of the metrowide absorption. The vacancy rate was lower in the suburban markets (3.0%) compared to 4.9% in Minneapolis and 4.8% in St. Paul.

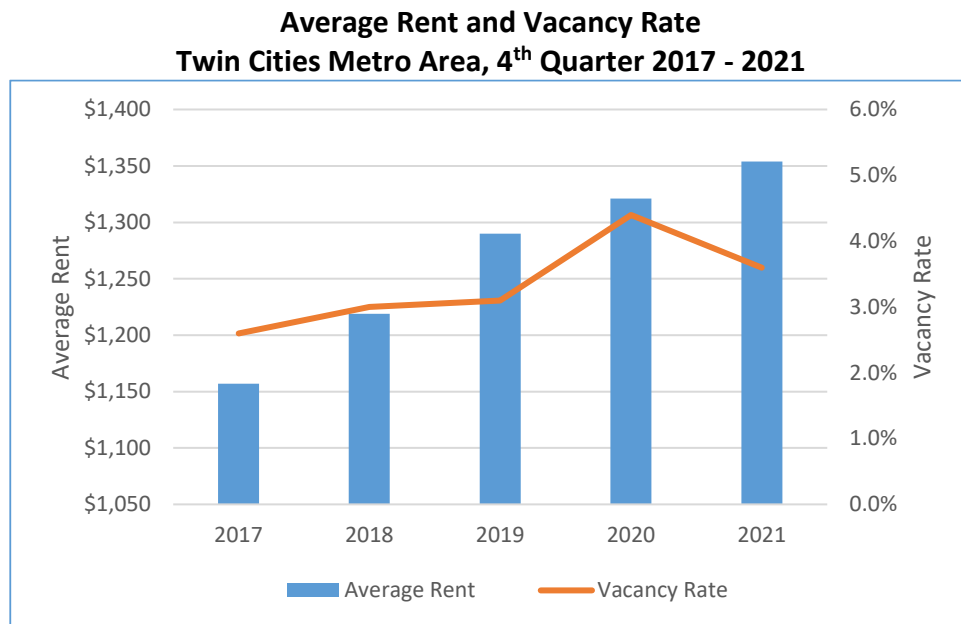


Table 7 shows information from the Marquette Advisors Apartment Trends report for the communities in and near the PMA. The following are key highlights from the report.

- ▶ In 4th Quarter 2021, monthly rents metrowide averaged \$1,189 for one-bedroom units and \$1,486 for two-bedroom units. For properties built since 2000, monthly rents averaged \$1,600 for one-bedroom units and \$2,159 for two-bedroom units.
- ▶ The survey by Marquette Advisors found vacancy rates of 1.9% in the Blaine submarket and 1.8% in the Coon Rapids submarket in 4th Quarter 2021. Out of 4,226 units in these two PMA submarkets, only 77 were vacant (1.8%).
- ▶ Vacancy rates were low in nearby communities as well. Mounds View / Spring Lake Park's vacancy rate was 1.6% and Fridley's was 2.8%. Overall, with the low vacancy rates, there is very little consumer choice available to households seeking to move into rental housing on short notice.

Table 7
Average Rent and Vacancy Trends
4th Quarter 2020 and 4th Quarter 2021

	Units Surveyed	Average Rent		Pct Change	Vacancy Rate	
		4Q / 2021	4Q /2020		4Q / 2021	4Q /2020
Anoka / Champlin						
1BR	452	\$1,054	\$1,038	1.5%	2.2%	3.3%
2BR	731	\$1,117	\$1,113	0.4%	2.9%	2.3%
Total	1,261	\$1,107	\$1,099	0.7%	2.6%	2.7%
Blaine						
1BR	514	\$1,212	\$1,171	3.5%	1.2%	1.1%
2BR	737	\$1,396	\$1,339	4.3%	2.3%	2.6%
3BR	120	\$1,671	\$1,661	0.6%	2.5%	1.7%
Total	1,414	\$1,344	\$1,305	3.0%	1.9%	2.0%
Coon Rapids						
1BR	882	\$1,010	\$971	4.0%	1.9%	2.4%
2BR	1,492	\$1,194	\$1,130	5.7%	1.6%	3.1%
3BR	321	\$1,266	\$1,248	1.4%	2.2%	4.4%
Total	2,812	\$1,134	\$1,084	4.6%	1.8%	3.0%
Fridley / Columbia Heights						
1BR	852	\$1,000	\$977	2.4%	2.9%	3.3%
2BR	970	\$1,485	\$1,217	22.0%	3.2%	4.0%
3BR	265	\$1,453	\$1,437	1.1%	1.1%	3.1%
Total	2,116	\$1,281	\$1,148	11.6%	2.8%	3.7%
Mounds View / Spring Lake Park						
1BR	592	\$901	\$872	3.3%	1.2%	1.5%
2BR	588	\$1,094	\$1,010	8.3%	2.0%	1.9%
Total	1,200	\$1,008	\$942	7.0%	1.6%	1.7%
Twin Cities Metro Area						
Studio	11,596	\$1,132	\$1,106	2.4%	5.6%	7.1%
1BR	73,144	\$1,189	\$1,175	1.2%	3.6%	4.4%
2BR	66,143	\$1,468	\$1,425	3.0%	3.3%	4.2%
3BR	8,295	\$1,816	\$1,707	6.4%	2.7%	3.4%
Total	165,534	\$1,354	\$1,321	2.5%	3.6%	4.4%
Sources: Marquette Advisors: Apartment Trends; Viewpoint Consulting Group, Inc.						

Competitive Rental Housing Supply

Table 8 shows the inventory of selected rental properties that would be the primary competition and/or would be comparable to a new development on the Site. Information on these properties, including monthly rents and occupancy, was collected in March 2022. More detailed information on the competitive properties surveyed is shown in Tables 9 and 10. The following are key highlights about the competitive supply.

- ▶ Ten properties were surveyed, including four in the PMA and six comparable properties outside the PMA (in Brooklyn Park, Mounds View, Lexington, Shoreview, and Fridley). The oldest property surveyed opened in 2016 (Emberwood) and six opened since 2020 (Altair, Cedar Green, The Edison at Rice Creek, Grey Stone Flats, Lyra at Riverdale Station, and Axle). Excluding properties in their initial lease-up period or not yet open, the overall vacancy rate among the surveyed properties is 98%.
- ▶ The competitive/comparable properties in Table 8 have an average rent of \$1.87 per square foot. The market leader is Altair (\$2.24/sf), followed by The Ephesians at Lexington (\$2.04/sf), Urbana Court (\$1.95/sf), and Cedar Green (\$1.90/sf). Axle in Fridley is market rate in that it does not have income-limits, but it was developed as workforce and has rents slightly below market rate – its overall rents average \$1.89 per square foot, which is still higher than five other market rate properties surveyed.

Table 8
Competitive/Comparable Rental Properties
In and Near the Primary Market Area
March 2022

	Location	Year Built	Number of Units	Occupancy*	Avg. Rent	Avg. Sq. Ft.	Avg. Rent / SF
Altair	Fridley	Jan. 2021	98	87%	\$1,782	794	\$2.24
The Ephesians at Lexington	Lexington	April 2019	90	99%	\$1,575	771	\$2.04
Urbana Court	Brooklyn Park	April 2021	207	85%	\$1,738	891	\$1.95
Cedar Green	Blaine	Mar. 2021	138	99%	\$1,738	914	\$1.90
Axle	Fridley	May 2022	262	n.a.	\$1,462	776	\$1.89
The Edison at Rice Creek	Shoreview	2020	151	97%	\$1,796	968	\$1.86
Berkshire Central	Blaine	2017	191	98%	\$1,648	900	\$1.83
Lyra at Riverdale Station	Coon Rapids	March 2020	180	99%	\$1,791	981	\$1.83
Grey Stone Flats	Mounds View	April 2021	128	99%	\$1,552	928	\$1.67
Emberwood	Blaine	2016	114	96%	\$1,682	1,025	\$1.64
Average/Total*			1,559	98%	\$1,667	892	\$1.87
* Occupancy average excludes Altair and Urbana Court, which are all in their initial lease-up periods, and Axle, which is not yet open.							
Source: Viewpoint Consulting Group, Inc.							

- ▶ Cedar Green is the newest property in Blaine. It is a five-story, 138-unit building that opened in March 2021, about three and a half miles east of the Site. It has rents of \$1,323 to \$1,414 for studio units, \$1,571 to \$1,777 for one-bedroom units, \$1,881 to \$2,031 for two-bedroom units. The rents include underground parking and exclude utilities. Cedar Green is 99.3% leased. It leased at an average rate of about 15 units per month until it reached stabilized occupancy.
- ▶ Altair opened in January 2021 in Fridley, about seven miles south of the Site. It is a four-story, 98-unit building adjacent to a Northstar commuter rail station. It has rents of \$1,350 for studio units, \$1,522 to \$1,559 for one-bedroom units, \$2,095 to \$2,286 for two-bedroom units, and \$2,211 to \$2,544 for three-bedroom units. The rents do not include utilities or underground parking (\$85/month). While Altair has rents that are higher than the average of other competitive/comparable properties surveyed, it also has unit sizes that are lower than average. The smaller unit sizes contribute to its high average rent per square foot (\$2.24/sf). Altair is 87% occupied.
- ▶ The newest property in Coon Rapids is Lyra at Riverdale, which is about six and a half miles northwest of the Site. It is a 180-unit building that opened in March 2020. It has rents of \$1,307 to \$1,418 for studio units, \$1,452 to \$1,562 for one-bedroom units, \$1,861 to \$2,114 for two-bedroom units, and \$2,385 to \$2,395 for three-bedroom units. The rents do not include utilities or underground parking (\$70/month). Lyra at Riverdale is 98.9% occupied. It had an average absorption of about 11 units per month until it reached stabilized occupancy.
- ▶ Before Cedar Green, the two newest properties in Blaine were Emberwood and Berkshire Central. Both are along the Central Avenue corridor. Berkshire Central is a four-story, 191-unit building that opened in 2017. It is about two miles east of the Site and has rents of \$1,177 to \$1,271 for studio units, \$1,434 to \$1,480 for one-bedroom units, \$1,636 to \$2,077 for two-bedroom units, and \$2,105 to \$2,475 for three-bedroom units. The rents include underground parking and exclude utilities. Emberwood is a 114-unit building that opened in 2016. It has rents of \$1,402 to \$1,519 for one-bedroom units, \$1,643 to \$1,760 for two-bedroom units, and \$1,990 to \$2,000 for three-bedroom units. Emberwood's rent includes trash removal. Underground parking is an additional \$60 per month.
- ▶ Table 9 shows average monthly rents by unit type for the 10 properties surveyed, sorted from left to right by the highest average rent per square foot for one-bedroom units. Overall, Table 9 shows that rents per square foot generally decrease from smaller to larger units. The properties surveyed have combined average rent per square foot of \$2.43 for studio units, \$1.99 for one-bedroom units, \$1.76 for two-bedroom units, and \$1.75 for three-bedroom units.

- ▶ The average rents by unit type of the properties in Table 9 are \$1,250 for studio units, \$1,515 for one-bedroom units, \$1,890 for two-bedroom units, and \$2,265 for three-bedroom units. Residents pay utilities at most of the properties.
- ▶ The combined unit mix at the 10 properties is 14% studios, 41% one-bedroom units, 3% one-bedroom plus den, 35% two-bedroom units, and 7% three-bedroom units.
- ▶ The competitive/comparable properties are the newest properties in and near the PMA. They feature in-unit washer/dryers and underground parking. Common areas at the properties generally include a club house/community room, fitness center, patio/terrace with grills, fire pits, bike storage, dog washing station, and package receiving area. Five of the properties surveyed have a swimming pool.

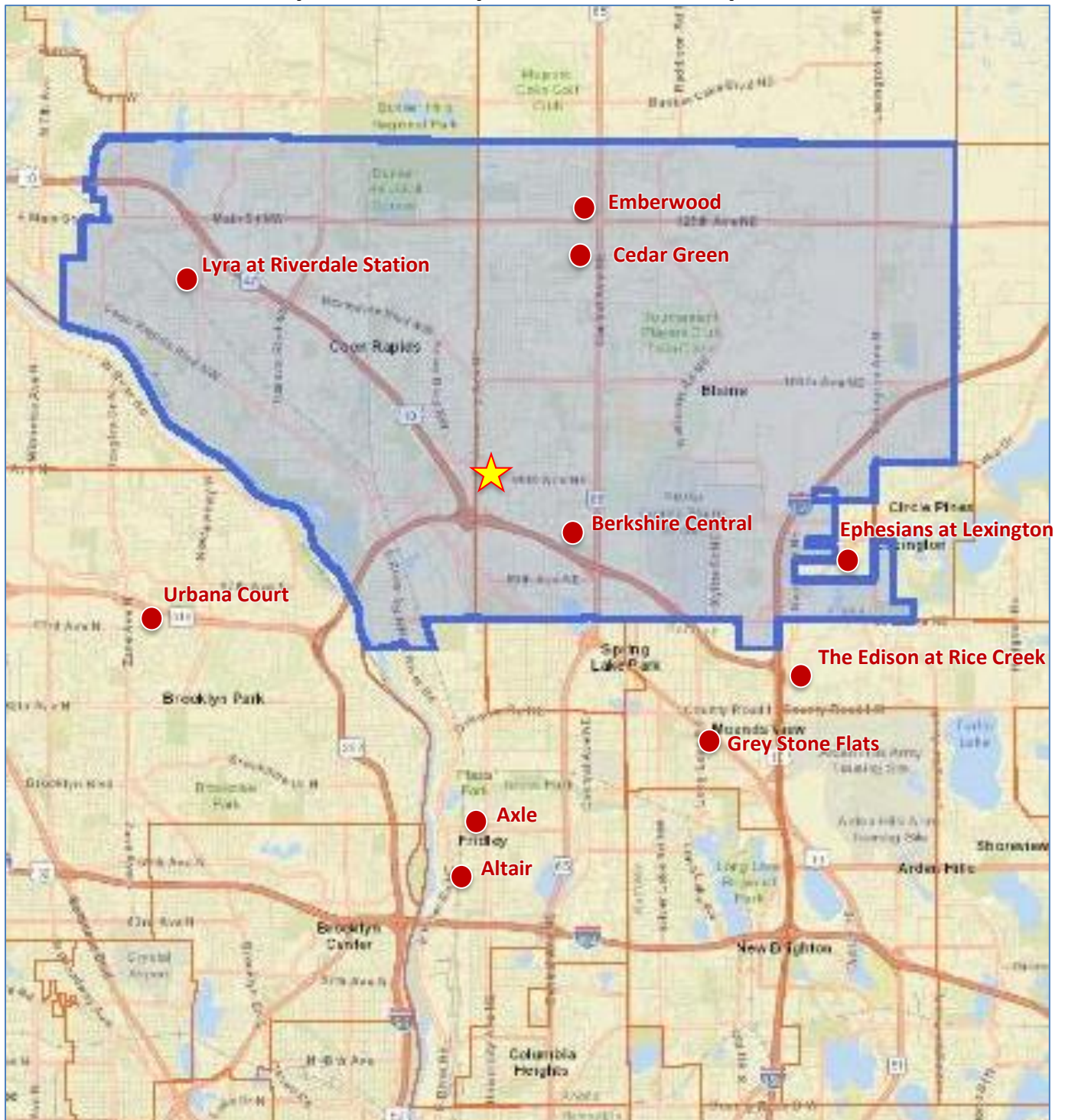
Table 9
Summary of Unit Rents and Sizes
Competitive/Comparable Rental Properties
March 2022

	Altair	The Ephesians at Lexington	Urbana Court	The Edison at Rice Creek	Cedar Green	Lyra at Riverdale Station	Berkshire Central	Axle	Emberwood	Grey Stone Flats
Studio										
Avg. Monthly Rent	\$1,350	\$1,158	\$1,265	--	\$1,369	\$1,363	\$1,224	\$1,120	--	\$1,176
Avg. Unit Size	443	452	583	--	552	600	476	497	--	566
Avg. Rent per Sq. Ft.	\$3.05	\$2.56	\$2.17	--	\$2.48	\$2.27	\$2.57	\$2.25	--	\$2.08
1 Bedroom										
Avg. Monthly Rent	\$1,541	\$1,500	\$1,546	\$1,638	\$1,674	\$1,507	\$1,457	\$1,368	\$1,461	\$1,441
Avg. Unit Size	660	709	754	806	824	745	750	733	810	831
Avg. Rent per Sq. Ft.	\$2.34	\$2.12	\$2.05	\$2.03	\$2.03	\$2.02	\$1.94	\$1.87	\$1.80	\$1.73
1 Bedroom + Den										
Avg. Monthly Rent	--	--	\$1,839	\$1,789	--	\$1,697	\$1,608	--	--	\$1,591
Avg. Unit Size	--	--	977	1,010	--	986	932	--	--	932
Avg. Rent per Sq. Ft.	--	--	\$1.88	\$1.77	--	\$1.72	\$1.73	--	--	\$1.71
2 Bedroom										
Avg. Monthly Rent	\$2,191	\$1,705	\$2,087	\$1,926	\$1,956	\$1,988	\$1,857	\$1,755	\$1,702	\$1,808
Avg. Unit Size	1,040	932	1,112	1,117	1,165	1,147	1,087	954	1,085	1,185
Avg. Rent per Sq. Ft.	\$2.11	\$1.83	\$1.88	\$1.73	\$1.68	\$1.73	\$1.71	\$1.84	\$1.57	\$1.53
3 Bedroom										
Avg. Monthly Rent	\$2,378	\$2,275	\$2,456	\$2,327	--	\$2,390	\$2,290	\$2,110	\$1,995	\$2,158
Avg. Unit Size	1,371	1,191	1,423	1,117	--	1,444	1,361	1,297	1,179	1,352
Avg. Rent per Sq. Ft.	\$1.73	\$1.91	\$1.73	\$2.08	--	\$1.66	\$1.68	\$1.63	\$1.69	\$1.60
Source: Viewpoint Consulting Group, Inc.										

Table 10
Unit Features and Common Area Amenities
Competitive/Comparable Rental Properties
March 2022

Properties	In-Unit			Common Area								Utilities & Parking				
	Walk-in Closet	Washer/Dryer	Patio/Balcony	Business Center	Community Room	Laundry Facility	Elevator	Fitness Center	Picnic Area	Play Area	Swimming Pool	Heat/Gas	Electricity	Water/Sewer	Trash	Parking Fee
Altair	X	X	X		X		X	X	X		X					UG, \$85/mo.
Axle	X	X	X		X		X	X	X	X						UG, n.a.
Berkshire Central	X	X	X	X	X		X	X	X		X					UG, Included
Cedar Green	X	X	X		X		X	X	X	X						UG, Included
The Edison at Rice Creek	X	X	X		X		X	X	X	X	X					UG, \$125/mo.
Emberwood	X	X	X		X		X	X							X	UG, \$60/mo.
The Ephesians at Lexington	X	X	X	X	X		X	X	X			X		X	X	UG, Included
Grey Stone Flats	X	X	X	X	X		X	X	X	X						UG, Included
Lyra at Riverdale Station	X	X	X	X	X		X	X	X		X					UG, \$70/mo.
Urbana Court	X	X	X		X		X	X	X	X	X					UG, Included
Note: X indicates features/amenities that are available or utilities that are included in the monthly rents.																
Source: Viewpoint Consulting Group, Inc.																

Competitive/Comparable Rental Properties



Name:	Altair						
Address:	6060 Main St. NE Fridley						
Building Type:	Four-story						
Number of Units:	98						
Year Built:	January 2021						
Occupancy Level:	87.4%						
Unit Type	Units	Sq. Ft.		Monthly Rent		Avg. Rent/SF	
Studio	12	443	- 443	\$1,350	- \$1,350	\$3.05	
1 BR	47	631	- 688	\$1,522	- \$1,559	\$2.34	
2BR	36	982	- 1,097	\$2,095	- \$2,286	\$2.11	
3BR	3	1,371	- 1,371	\$2,211	- \$2,544	\$1.73	
Total/Average:	98	794		\$1,782		\$2.24	
Common Area Amenities				Unit Features		Included in Rent	
Business Center	No	Picnic/Patio	Yes	Washer/Dryer	Yes	Water	No
Community Room	Yes	Play Area	No	Walk-in Closet	Yes	Electric	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes	Heat	No
Elevator	Yes	Mgmt.	Yes	AC	Yes	Trash	No
Pool	Yes					Parking	
Hot Tub	No					Garage	Underground
Fitness Room	Yes					Fee	\$85/mo.
Notes:Property features concierge, a pet washing station, dog park, lounge, and coffee bar.							
Sources: Costar; Viewpoint Consulting Group, Inc.							

Name:	Berkshire Central						
Address:	9436 Ulysses St. NE Blaine						
Building Type:	4-story						
Number of Units:	191						
Year Built:	2017						
Occupancy Level:	98.4%						
Unit Type	Units	Sq. Ft.		Monthly Rent	Avg. Rent/SF		
Stu	23	428 - 524		\$1,177 - \$1,271	\$2.57		
1 BR	75	718 - 782		\$1,434 - \$1,480	\$1.94		
1BR+D	3	932	932	\$1,608 - \$1,608	\$1.73		
2 BR	75	945 - 1,228		\$1,636 - \$2,077	\$1.71		
2BR+D	3	1,383	1,383	\$1,949 - \$1,949	\$1.41		
3 BR	12	1,358 - 1,363		\$2,105 - \$2,475	\$1.68		
Total/Average	191	900		\$1,648	\$1.83		
Common Area Amenities			Unit Features		Included in Rent		
Business Center	Yes	Picnic/Patio	Yes	Washer/Dryer	Yes	Water	No
Community Room	Yes	Play Area	No	Walk-in Closet	Yes	Electric	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes	Heat	No
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes	Trash	No
Pool	Yes					Parking	
Hot Tub	No					Garage	UG
Fitness Room	Yes					Fee	Included
Note: Property features a community garden, package system, media room, and bike share program.							
Source: Costar; Viewpoint Consulting Group, Inc.							

Name:	Cedar Green						
Address:	1145 116th Ave NE Blaine						
Building Type:	5-story						
Number of Units:	138						
Year Built:	Mar. 2021						
Occupancy Level:	99.3%						
Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF			
Stu	18	552 - 552	\$1,323 - \$1,414	\$2.48			
1BR	69	742 - 906	\$1,571 - \$1,777	\$2.03			
2BR	51	1,149 - 1,180	\$1,881 - \$2,031	\$1.68			
Total/Average	138	914	\$1,738	\$1.90			
Common Area Amenities			Unit Features		Included in Rent		
Business Center	No	Picnic/Patio	Yes	Washer/Dryer	Yes	Water	No
Community Room	Yes	Play Area	Yes	Walk-in Closet	Yes	Electric	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes	Heat	No
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes	Trash	No
Pool	No	On-Site Mgmt.	Yes				
Hot Tub	No					Parking	
Fitness Room	Yes					Garage	UG
						Fee	Included
Notes: Property features a game room, 5th-floor sky view community room, conference room, outdoor kitchen and fireplace, pet wash station, and storage lockers.							
Source: Costar; Viewpoint Consulting Group, Inc.							

Name:

Emberwood

Address:

12664 Central Ave. NE

Blaine

Building Type:

3-story

Number of Units:

114

Year Built:

2016

Occupancy Level:

96.5%



Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF
1 BR	31	750 - 870	\$1,402 - \$1,519	\$1.80
2 BR	65	1,050 - 1,120	\$1,643 - \$1,760	\$1.57
3 BR	18	1,170 - 1,188	\$1,990 - \$2,000	\$1.69
Total/Average	114	1,025	\$1,682	\$1.64

Common Area Amenities		Unit Features		Included in Rent	
Business Center/WiFi	No	Picnic/Patio	No	Washer/Dryer	Yes
Community Room	Yes	Play Area	No	Walk-in Closet	Yes
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes
Pool	No				
Hot Tub	No				
Fitness Room	Yes				

Name:	The Edison at Rice Creek				
Address:	2020 Bluestem Lane Shoreview				
Building Type:	4-story & townhomes				
Number of Units:	151				
Year Built:	May/Nov. 2020				
Occupancy Level:	97.2%				
Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF	
Apartment Units					
1BR	84	752 - 860	\$1,540 - \$1,736	\$2.03	
1BR+D	16	1,010 - 1,010	\$1,789 - \$1,789	\$1.77	
2BR	34	1,100 - 1,133	\$1,892 - \$1,960	\$1.73	
3BR	17	1,337 - 1,521	\$2,296 - \$2,357	\$1.63	
Subtotal	151	968	\$1,796	\$1.86	
Townhome Units					
1BR TH	24	995 - 995	\$1,983 - \$1,983	\$1.99	
2BR TH	24	1,347 - 1,347	\$2,150 - \$2,150	\$1.60	
3BR TH	13	1,389 - 1,389	\$2,350 - \$2,350	\$1.69	
Subtotal	61	1,217	\$2,127	\$1.75	
Total/Average*	212	1,040	\$1,891	\$1.82	
* Total Average is of the 151-unit apartment units only					
Common Area Amenities		Unit Features		Included in Rent	
Business Center	No	Picnic/Patio	Yes	Washer/Dryer	Yes
Community Room	Yes	Play Area	Yes	Walk-in Closet	Yes
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes
Pool	Yes				
Hot Tub	No				
Fitness Room	Yes				
				Parking	
				Garage	UG
				Fee	\$125/mo.
Notes: The Edison at Rice Creek consists of a 151-unit apartment building that opened in November 2020 and 61 townhome units that opened in May 2020. Property features bike racks, courtyard with fireside seating and turf for yard games, cyber café and coffee bar, private garages for townhomes, pet spa, outdoor gated dog park, and outdoor kitchen.					
Source: Costar; Viewpoint Consulting Group, Inc.					

Name:	The Ephesians at Lexington				
Address:	8927 Syndicate Ave Lexington				
Building Type:	4-story	19			
Number of Units:	90	34			
Year Built:	April 2019	3			
Occupancy Level:	98.8%	7			
		16			
		8			
		3			
Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF	
Stu	19	452 - 452	\$1,090 - \$1,225	\$2.56	
1 BR	37	692 - 726	\$1,390 - \$1,610	\$2.12	
2 BR	23	902 - 962	\$1,700 - \$1,710	\$1.83	
3 BR	11	1,190 - 1,192	\$2,260 - \$2,290	\$1.91	
Total/Average	90	771	\$1,575	\$2.04	
Common Area Amenities			Unit Features		Included in Rent
Business Center/WiFi	Yes	Picnic/Patio	Yes	Washer/Dryer	Yes
Community Room	Yes	Play Area	No	Walk-in Closet	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes
Pool	No				
Hot Tub	No				
Fitness Room	Yes				
					Parking
					Garage UG
					Fee Included
Note: Property features a dog walk/pet excersise area, gaming station, storage unit, putting green, and a lounge.					
Source: Costar; Viewpoint Consulting Group, Inc.					

Name:	Grey Stone Flats						
Address:	2390 Mounds View Blvd Mounds View						
Building Type:	3-story						
Number of Units:	128						
Year Built:	April 2021						
Occupancy Level:	99.2%						
Unit Type	Units	Sq. Ft.		Monthly Rent		Avg. Rent/SF	
Studio	18	526	- 605	\$1,143 - \$1,208		\$2.08	
1BR	62	762	- 900	\$1,347 - \$1,535		\$1.73	
1 BR + Den	3	932	- 932	\$1,591 - \$1,591		\$1.71	
2BR	39	1,073	- 1,297	\$1,716 - \$1,899		\$1.53	
3BR	6	1,352	- 1,352	\$2,158 - \$2,158		\$1.60	
Total/Average	128	928		\$1,552		\$1.67	
Common Area Amenities				Included in Rent			
Business Center	Yes	Picnic/Patio Area	Yes	Washer/Dryer	Yes	Water	No
Community Room	Yes	Play Area	Yes	Walk-in Closet	Yes	Electric	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes	Heat	No
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes	Trash	No
Pool	No					Parking	
Hot Tub	No					Garage	UG
Fitness Room	Yes					Fee	Included
Notes: Property features a theater, game room, dog park, pet spa, bike rack storage, and fire pit.							
Source: Costar; Viewpoint Consulting Group, Inc.							

Name: Lyra at Riverdale Station
Address: 3120 Northdale Blvd
 Coon Rapids
Building Type: 4-story
Number of Units: 180
Year Built: March 2020
Occupancy Level: 98.9%



Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF
Studio	10	572 - 627	\$1,307 - \$1,418	\$2.27
1BR	66	709 - 781	\$1,452 - \$1,562	\$2.02
1BR+ Den	2	986 - 986	\$1,697 - \$1,697	\$1.72
2BR	94	1,046 - 1,248	\$1,861 - \$2,114	\$1.73
3BR	8	1,443 - 1,444	\$2,385 - \$2,395	\$1.66
Total/Average	180	981	\$1,791	\$1.83

Common Area Amenities				Unit Features		Included in Rent	
<i>Business Center</i>	Yes	<i>Picnic/Patio</i>	Yes	<i>Washer/Dryer</i>	Yes	<i>Water</i>	No
<i>Community Room</i>	Yes	<i>Play Area</i>	No	<i>Walk-in Closet</i>	Yes	<i>Electric</i>	No
<i>Secure Entrance</i>	Yes	<i>Laundry</i>	No	<i>Patio/Balcony</i>	Yes	<i>Heat</i>	No
<i>Elevator</i>	Yes	<i>On-Site Mgmt.</i>	Yes	<i>AC</i>	Yes	<i>Trash</i>	No
<i>Pool</i>	Yes					Parking	
<i>Hot Tub</i>	No					<i>Garage</i>	Underground
<i>Fitness Room</i>	Yes					<i>Fee</i>	\$70/mo.

NOTES: Amenities include a golf simulator, game room, and coffee bar. A second phase with 192 units is under construction and scheduled to open in 2023.

Source: Costar; Viewpoint Consulting Group, Inc.

Name:	Urbana Court						
Address:	5401 94th Ave. N Brooklyn Park						
Building Type:	3-story						
Number of Units:	207						
Year Built:	April 2021						
Occupancy Level:	85.0%						
Unit Type	Units	Sq. Ft.	Monthly Rent	Avg. Rent/SF			
Stu	45	495 - 671	\$1,110 - \$1,420	\$2.17			
1BR	65	728 - 779	\$1,513 - \$1,578	\$2.05			
1BR+D	18	951 - 1,003	\$1,815 - \$1,863	\$1.88			
2 BR	67	992 - 1,232	\$1,853 - \$2,321	\$1.88			
2BR+D	12	1,423 - 1,423	\$2,417 - \$2,494	\$1.73			
Total/Average	207	891	\$1,738	\$1.95			
Common Area Amenities			Unit Features		Included in Rent		
Business Center/WiFi	No	Picnic/Patio	Yes	Washer/Dryer	Yes	Water	No
Community Room	Yes	Play Area	Yes	Walk-in Closet	Yes	Electric	No
Secure Entrance	Yes	Laundry	No	Patio/Balcony	Yes	Heat	No
Elevator	Yes	On-Site Mgmt.	Yes	AC	Yes	Trash	No
Pool	Yes					Parking	
Hot Tub	No					Garage	UG
Fitness Room	Yes					Fee	Included
Notes: Property amenities include outdoor grilling stations, lawn games, pickleball courts, bike storage racks, gated dog park, TV & game lounge, and tenant storage.							
Source: Costar; Viewpoint Consulting Group, Inc.							

Market Rate Rental Housing Development Pipeline

Five pending market rate rental projects in the development pipeline that may add to the competitive supply in the PMA were identified. Three are in Blaine and the other two are in Coon Rapids. The following is a summary of the pending developments in the PMA.

Blaine

1. Construction is underway on Glenfield Estates. It is an apartment development located west of 93rd Lane, between Highway 10 and 85th Avenue. Glenfield Estates, by Kuepers, consists of 152 market rate units in two buildings: one with 70 units and the other with 82 units. Each of the buildings are three stories consisting of studio, one-, two-, and three-bedroom units. Amenities include a community room, fitness room, patio area with outdoor kitchen, children's play area, and swimming pool. Glenfield Park Estates units will accommodate a portion of unmet demand and thus, its units are subtracted from demand calculations presented later in this assessment.
2. Construction is anticipated to begin in Spring 2022 on Arris Apartments. It is a market rate building in at 9440 Ulysses Street NE (adjacent to Berkshire Central). It will have 64 units in a four-story building (three levels of apartments above ground-level parking). The unit mix is 21 studios, 33 one-bedroom units, seven two-bedroom units, and five three-bedroom units. Common areas would include a community room, fitness room, pet spa, conference room, and game room. Arris Apartments will accommodate a portion of the unmet demand in the PMA. Thus, its units are subtracted from demand calculations presented later in this assessment.
3. Roers Companies is approved for a 182-unit, four-story building at 10717 Austin Street NE in Blaine. As approved, Lexington Meadows will contain a mix of 58 studio units, 88 one-bedroom, and 32 two-bedroom units and will have amenities such as a business center, fitness center, community lounge, underground parking, outdoor pool, coffee bar, and pet spa. Lexington Meadows will accommodate a portion of the unmet demand in the PMA. Thus, its units are subtracted from demand calculations presented later in this assessment.

Coon Rapids

1. Construction is underway on the second market rate apartment at Riverdale Station. The first was Lyra at Riverdale Station, which is a 180-unit property that opened in 2020 (See Table 8). An affordable rental building also was built, and the two new buildings are under construction. They include a 192-unit market rate building and an 81-unit affordable senior building. The 192-unit market rate building will accommodate a portion of demand in the PMA and thus, these units are subtracted from demand calculations presented later in this assessment. Construction is anticipated to be completed in early 2023.

2. In May 2021, Copeland Building Corp. received Planning Commission approval for a 152-unit market rate rental development at 102nd Avenue Northwest and Goldenrod Street in Coon Rapids. As approved, it is a four-story building with enclosed parking on the main floor and housing on floors two through four. The unit mix will be 26 studio units, 52 one-bedroom units, 14 one-bedroom plus den units, 54 two-bedroom units, and six three-bedroom units. It is anticipated that construction will begin in September 2021 and be completed in 2023. This building will accommodate a portion of demand in the PMA and thus, these units are subtracted from demand calculations presented later in this assessment.

Market Rate Rental Housing Demand Calculation

Table 11 outlines the demand calculation of the number of market rate rental housing units that can be supported in the PMA from 2021 to 2026. Table 11 also estimates the number of units that can be supported on the subject Site in Blaine. The following points summarize the calculations:

The three primary sources of rental demand in the PMA are household growth, pent-up demand, and turnover of existing renter households.

Household Growth

Over the next five years, the number of age-/income-qualified households in the PMA (households under age 65 with incomes of \$50,000 and above in 2021) is projected to grow by 2,863 households. Based on data from the Census Bureau and recent development trends, it is estimated that 35% of the age-/income-qualified households will seek to rent their housing. This equates to demand for 1,002 market rate units in the PMA over the next five years to accommodate projected household growth.

Pent-up Demand

The PMA has an estimated rental vacancy rate of 1.8%. The industry standard for a healthy rental market is 5%, which allows for consumer choice and turnover. To reach a 5% vacancy rate, 215 units would need to be added to the PMA's supply of approximately 6,700 non-senior, market rate rental supply.

Turnover Demand

There are an estimated 9,925 renter households in the PMA as of 2021. Based on data from the Census Bureau and ESRI, it is estimated that 64% of the renter households will turn over during the next five years and 48% of renter households are age-/income-qualified for market rate units. It is also estimated that 15% would prefer new product over older, existing units. This equates to demand from turnover of existing households for 457 units over the next five years.

Table 11
Market Rate Rental Demand Calculation
Blaine PMA
2021 to 2026

Demand from household growth in the PMA		
A	Age/income-qualified households in 2021 ¹	30,530
B	Age/income-qualified households in 2026 ¹	33,392
C	Projected growth of the age/income-qualified household base (B - A)	2,863
D	Proportion of qualified base estimated to rent their housing ²	35%
E	Demand for rental housing, 2021 to 2026 (C x D)	1,002
Pent-up Demand		
F	Units needed to reduce the apartment vacancy rate to 95%	215
Demand from turnover of existing households in the PMA		
G	Estimated number of renter households in 2021	9,925
H	Estimated % turnover between 2021 and 2026 ²	64%
I	Estimated % of renter households age-/income-qualified	48%
J	Estimated % desiring new rental housing	15%
K	Demand from turnover of existing households (G x H x I x J)	457
Total Demand for market rate rental housing in the PMA		
L	Demand from household growth, pent-up demand, and turnover (E + F + K)	1,674
M	Demand from outside the PMA	15%
N	Total Demand for market rate rental housing in the PMA (L / (1 - M))	1,970
M	Market rate units opened since 2021 or under construction	922
N	Unmet market rate rental demand, 2021 to 2026 (N - O)	1,048
O	Estimated % of unmet demand capturable by the Site	15% - 20%
P	Market rate units supportable on the Site (P x Q)	157 - 210
¹ Households under age 65 with incomes above \$50,000 in 2021. Households with incomes of \$50,000+ could afford gross monthly rents of \$1,250+		
² Based on 2019 American Community Survey data.		
Source: Viewpoint Consulting Group, Inc.		

Total Rental Demand

Household growth, pent-up demand, and turnover combine to create demand for 1,674 additional market rate units in the PMA over the next five years. This is from households with incomes above \$50,000 who can afford to pay \$1,250 per month or more in gross rent.

The PMA is an appealing residential location with strong employment. The growth projections in Table 1 partly reflect past growth trends in the PMA. If more than anticipated housing were made available to accommodate the growing workforce, the PMA would likely exceed the growth projections in Table 1. The demand calculation in Table 11 takes this into account by estimating that 15% of demand would come from projected growth outside the PMA. Including this demand from outside the PMA, total demand is increased to 1,970 units. These demand projections assume that as the COVID-19 pandemic subsides, overall employment in the area will rebound to levels before the pandemic began.

One new development has come on-line since 2021 to meet a portion of the unmet demand calculated in Table 11 (Cedar Pointe with 138 units). In addition, there are five other properties either under construction or scheduled to begin construction soon that will also meet a portion of the demand (Glenfield Estates with 152 units, Arris Apartments with 64 units, Riverdale Station III with 192 units, Lexington Meadows with 182 units, and Goldenrod Street with 193 units). Subtracting these 922 units from total demand results in unmet demand for 1,048 units in the PMA from 2021 through 2026.

No single site or development can capture all the unmet demand in a PMA. Based on the strength of the Site, with good access and proximity to retail in and around Northtown Mall, it is reasonable that the Site can capture between 15% and 20% of the unmet demand potential in the PMA. This results in the support for 157 to 210 units on the Site through 2026. Other proposed developments would compete for the remaining 80% to 85% of unmet demand in the PMA over the next five years.

Conclusions and Recommendations

The Blaine and Coon Rapids submarkets have a combined 1.8% vacancy rate. This low vacancy rate indicates potential for additional units in the area. With strong household growth projected in the PMA over the next five years, this assessment demonstrates sufficient demand to support approximately 150 to 210 units of market rate rental housing on the Site, which has good access to University Avenue and Highways 10/610. This demand calculation takes into account other new properties under construction or approved that will add to the competitive supply in the PMA. The calculations also assume that as the COVID-19 pandemic subsides, overall employment in the area will rebound to levels before the pandemic began.

Table 12 shows the recommended unit sizes and monthly rents for market rate units at the proposed development on 99th Avenue Northeast. Given that it would be a new property and would have good access, it should be able to command rents that average about \$2.19 per square foot for studio units to \$1.65 for three-bedroom units in 2022 dollars (average of about \$1.85 per square foot among all unit types combined), excluding utilities and including underground parking.

To achieve the recommended rents, the proposed development should have amenities similar to other market rate properties in the area. At a minimum, we recommend underground parking, in-unit washer/dryers, kitchen islands, a community room, fitness room, outdoor patio with grills, fire pit and picnic area, bike storage, coffee lounge, work-from-home spaces, and dog washing station. Landscaping and/or building positioning should also be utilized to create visual separation from the adjacent Royal Oaks apartment property.

Table 12
Rent and Unit Size Recommendations
Proposed Blaine Rental Development
March 2022

Unit Type	Monthly Rent*	Sq. Ft.	Rent/SF
Stu	\$1,100 - \$1,200	500 - 550	\$2.19
1BR	\$1,375 - \$1,525	725 - 800	\$1.90
2BR	\$1,750 - \$2,000	1,000 - 1,150	\$1.74
3BR	\$2,150 - \$2,225	1,300 - 1,350	\$1.65
* Monthly rents are quoted in 2022 dollars and include underground parking.			
Source: Viewpoint Consulting Group, Inc.			

Neighborhood Meeting Summary

Please see below for the summary of the main concerns voiced by the residents.

1. There were 9 residents who attended the virtual meeting held on 8/2/22 at 7 pm.
2. The residents voiced concerns about the following:
 1. Noise and views from the upper level of the building to the homes along 101st.
 2. Traffic issues
 1. Several voiced that there has been a significant traffic issue caused by the restricted access at University. Our project would exacerbate that traffic issue in their view.
 2. Traffic issues and visibility concerns on 101st. Our project would exacerbate that traffic issue in their view.
3. Pedestrian connectivity on 99th and the lack of sidewalks on either side of the road. We explained there is little we can do given our limited frontage.
4. Limited access to the school due to lack of sidewalks was also a concern.
5. Buses park along 99th, restricting the roadway width.
6. Parking was a concern voiced due to the existing apartment being under parked and those residents parking on the street, particularly in the winter.
7. Density of the housing. Several voiced that they did not believe that an apartment building was appropriate for this area and that it may affect the value of their homes.

Josh McKinney, PLA

RE:

CASE: 22-0048

APPLICANT: Blaine Apartments (VRBB Development)

LOCATION: 111 99th Avenue NE (see map)

Legal description on file at city hall.

PETITION: The applicant is requesting the following:

1. Rezoning from R-1 (Single Family), R-3B (Medium Density Multifamily), and R-3C (High Density Multifamily) to DF (Development Flex).
2. Preliminary plat to create one lot and one outlot to be known as Green Acres 2nd Addition.
3. Conditional use permit to construct a 111-unit apartment building in a DF (Development Flex) zoning district. The proposed building is four stories including three stories of apartments over one story of parking.

All interested persons are invited to attend and be heard. If you cannot attend, public comments that are emailed to PRObinson@BlaineMN.gov by 4:30PM on Tuesday, August 9, 2022, will be shared with the Planning Commission at this meeting. Unsigned or anonymous comments will not be included in the public record.

We are Kathy and Bob Sydejko, 9831 6th Street NE, across the street from, and close to, the entrance to this new proposed development.

The project proposes to add an access point on 99th Avenue NE, approximately 160 feet west of 7th Street NE.

We are concerned with the probable increase in traffic and parking on 99th Avenue and the surrounding neighborhood (i.e., 6th St NE) should this zoning change and new development be approved.

With the University Avenue reconstruction project in the 1990's that changed access from University Avenue to 99th Avenue (redirected to 101st Avenue), we were assured that the changes would not increase the traffic flow in our neighborhood (on 6th Street), with all traffic now going to 101st.

This has not proven to be true.

Drivers going north on University wanting to get to 99th and proceed East on 99th, are not continuing on University to 101st as intended.

Instead drivers are taking a "shortcut" through the neighborhood residential streets, exiting from University onto 97th avenue, which curves into 6th St, and then taking 6th street to 99th Ave.

So, while the intention was to reduce the traffic on 99th Ave from University by diverting it to 101st Ave, it has instead increased the traffic on 97th Ave and 6th St, by drivers seeking to bypass 101st Ave.

With this proposed development, with 111 new apartments, there is the potential of at least 200 additional vehicles driving these roads. With the entrance to these apartments being just east of 6th Street, the traffic on 6th Street can only increase even more than it already has since the initial University reconstruction changes.

Additionally, we already have issues with street parking from residents from the Royal Oaks apartments on 99th. They are allowed to park on 99th even during the restricted Winter parking times (Rszizq fiv\$5\$Etw\$5\$EQ \$\$EQ \$Hem)), because they do not have enough parking provided by Royal Oaks. The city does not ticket them, because Royal Oaks does not have enough parking of its own for them. Additionally, the parking from Royal Oaks sometimes overflows onto 6th Street.

The increase in traffic and parking on 99th is also a concern for neighborhood walkers. Currently, walkers from the neighborhood wishing to access the trails and paths in the Cloverleaf neighborhoods, must use 99th Avenue to get there, and 99th Avenue has no sidewalks, making the journey treacherous at times when the traffic is heavy. The increase in traffic from this proposed development can only increase the safety hazards already existing to even more dangerous levels, especially with turns onto and from this new proposed entrance.

Further, there are children in the neighborhood that walk to and from University School, walking in the street on 99th to do so. This proposed increase in traffic will make this more dangerous for them.

The increased traffic flow on 99th from this proposed development will exacerbate existing issues with accessing 101st Avenue from the existing 99th and 101st intersection. When traffic is heavy on 101st, it can be problematic turning onto 101st Avenue from 99th, especially when turning left. More traffic will only make this worse.

With the limited access points to this neighborhood (tightened with the University Avenue reconstruction project in the 1990's), adding more population density to this already constricted area seems ill advised.

Bob and Kathy Sydejko
9831 6th Street NE
Blaine, MN 55434
(763) 786-2342

From: Kevin Hakarine <khakarine@yahoo.com>
Date: August 3, 2022 at 10:53:19 AM CDT
To: Impatrin@gmail.com, TLHOMAN@yahoo.com
Subject: Proposed apartment building on 101st avenue

Hello Lauren and Terri,

I live in the pleasure creek townhomes adjacent 101st avenue and University in blaine. I just found out about a proposed new development on what was the Goers property, next to the existing apartments on 99th Avenue. The developer set up a last minute zoom call for yesterday at 7pm, conveniently the same night as national night out. We didn't get the notice until 3 days earlier. Only about 5 or 6 residents attended. My entire block was doing national night out. I sent an emergency notice to our property management company. Expect a lot of people at your planning commission meeting on 8/10/2022.

This development is wrong on so many levels. First, the property will make existing parking and traffic on residential streets even worse (especially with all the kids walking from the school). Royal Oaks apartments already results in overflow parking on the street, and the new development has very inadequate parking. The uncontrolled corner at 99th Ave and 101st is dangerous as it is. Now you will have stacked cars waiting to turn, and it's around a blind corner. This developer also promised a ton of things that are pure speculation, like background checks, residents that are "doctors, professionals, and other upstanding citizens", security guard on premises, etc. What about impact to the womens shelter next door? We do NOT need yet another apartment building in blaine, and especially not in that tight residential location. All they do is bring traffic, parking issues, and crime. This will be right across the street from my back yard, and I don't want it. It is not right for our area.

Kevin Hakarine
320 100th CT NE
Blaine, MN 55434

RE:

CASE: 22-0048

APPLICANT: Blaine Apartments (VRBB Development)

LOCATION: 111 99th Avenue NE (see map)

Legal description on file at city hall.

PETITION: The applicant is requesting the following:

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Additionally, we already have issues with street parking from residents from the Royal Oaks apartments on 99th. They are allowed to park on 99th even during the restricted Winter parking times (November 1 - April 1, 2AM-7AM Daily), because they do not have enough parking provided by Royal Oaks. The city does not ticket them, because Royal Oaks does not have enough parking of its own for them. Additionally, the parking from Royal Oaks sometimes overflows onto 6th Street.

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With the limited access points to this neighborhood (tightened with the University Avenue reconstruction project in the 1990's), adding more population density to this already constricted area seems ill advised.

Bob and Kathy Sydejko
9831 6th Street NE
Blaine, MN 55434
(763) 786-2342

Hello,

I am writing to express my disapproval of the proposal referenced above. I live in the Cloverleaf Farms group of homes, so I would be very close and feel the effects of this development.

It is a small area and I think it would add a lot of traffic congestion to the area.

In addition, the road at that point has a lot of greenery on both sides of the road and is a very beautiful and peaceful part of Blaine. Putting in this development would remove most of one side of that greenery and be sorely missed. I understand they have included some landscaping and trees, but it will not be able to replace the beauty of the trees that are now there.

Thank you

Mary Kne
131 96th Lane NE
Blaine, MN 55434

From: Tara xoxo <vilenestudioarts@yahoo.com>
Sent: Friday, August 5, 2022 5:13 PM
To: Patricia Robinson <probinson@blainemn.gov>
Subject: RE: Development/new apartments/99th ave Blaine MN

I live at 210 101st court NE. Tara Lynn. At the night to unite I discussed this with my neighbors and on behalf of all the families in my cul de sac, we ware putting you on notice that we are vehemently against this project, for the reasons I stated previously. Additional addresses are 228, 192, 175 101st court NE. We are determined to get anyone who votes in favor of this out of office. We all vote. The destruction of open land in Blaine must stop. The damage to the environment is devastating. I don't know who is getting kick backs from developers, but we are investigating that as well.

From: [Patricia Robinson](#)
Sent: Monday, August 1, 2022 8:28 AM
To: [Tara xoxo](#)
Subject: RE: Development/new apartments/99th ave Blaine MN

Good morning Tara,

Thank you for your email. In order to include your comments in the public hearing, could you please include your name and address for public record.

All interested persons are invited to attend and be heard. If you cannot attend, public comments that are emailed to PRObinson@BlaineMN.gov by 4:30PM on Tuesday, August 9, 2022, will be shared with the Planning Commission at this meeting. Unsigned or anonymous comments will not be included in the public record.

Thanks.



Pat Robinson

Administrative Assistant
Planning & Community Development

City of Blaine

10801 Town Square Drive NE, Blaine MN 55449
o: 763-785-6180 f: 763-717-2634

BlaineMN.gov

From: Tara xoxo <vilenestudioarts@yahoo.com>
Sent: Sunday, July 31, 2022 9:59 AM
To: Patricia Robinson <probinson@blainemn.gov>
Subject: Development/new apartments/99th ave Blaine MN

NO. NO, NO, NO. Do not dare cut down more trees and clear more land. The single most devastating thing for the environment is the clearing of open land for development. We do not need or want anymore people moving here. There is enough traffic in our neighborhood now, and certainly enough undesirable people living here. Apartments attract the wrong type and our crime rates reflect that. My entire neighborhood is against this project. And all of us vote. If you approve this, you will be out of a job. We will be relentless in our campaign to get rid of every single council member who votes in favor of this. We want this area left alone. It is full of wildlife. Stop destroying our city.

I would like to voice my opposition to the proposed 111 unit apartment building at 101st ave east of University.
That stretch of road is already a traffic hazard.

--

Dave Szaflarski
9977 Madison St NE,
Blaine, MN 55434

612-201-5197

Planning committee,

I would like to voice my concerns on the rezoning at 101st. I don't want to see more apartments going in there. 1) it's to close to University Elementary school and the other apartment complex already there. What about changing the area into a wild & prairie field with walking paths. The kiddos at the elementary school can maintain the area and learn about the wild flowers and pollination in the prairie area. That why Blaine can help out monarch butterflies and other pollinators such as Bees.

Thank you,

Ichretien

Cloverleaf Parkway

Blaine 55434

PS: Please can you also work on control the speeding up and down the Parkway!

I am writing in opposition to the proposed 111 unit apartment complex being proposed near 99th/101st between University Ave and Hwy 65. The proposed high density housing is not a good fit for the area. 99th/101st avenue is already a busy street. This will only increase the traffic in this area. Vehicles entering this street will do so at an uncontrolled intersection at a bend in the road. This will only serve to increase accidents in the area. Kids walking to the nearby elementary school will also have to deal with this increased traffic along 99th avenue. This portion of 99th does not have sidewalks. The Royal Oak apartments next to the proposed site does not have enough on site parking for its tenants which must then park on the street. The proposed apartment complex will not have the parking spaces to meet the current code of 204 spaces. The proposed 169 parking spaces falls 35 spaces short of the current code. These 35 vehicles will need to compete for already limited on street parking. Now factor in the winter parking restrictions in Blaine (no on street parking from 2AM-7AM) and you will be adding to the parking issues in the area. How will crime increase in the area due to tenants not having an ownership stake in where they live?

I am strongly opposed to this apartment complex and hope you see that it is not a good fit for the area.

Dave Kellner
9951 Madison St NE
Blaine

Attached is previous correspondence with the City of Blaine regarding our need for additional parking at Royal Oaks Apartments. We have met in the past with Wes Hovland and Dick Swanson regarding our parking issues and they understood our predicament. Mark Goers in the past was not interested in selling us a part of his land and wanted to find a developer for the entire parcel. We have rented a parcel of Mark's land for our parking needs for many years.

We will not be able to meet at the August 10th hearing and would like for you to discuss our needs. Now would be the time to present this need to the developers and try to work out some agreement for our parking. We currently have 102 parking spaces with the 40 garages included. We would need at least 20 more parking spaces for Royal Oaks, maybe more depending on current zoning requirements. Please write or call me with any questions.

Thank You for your assistance.
Royal Oaks Apartments
Dennis Homel
dahomel@aol.com
cell# 651-492-5450.



City of Blaine

10801 Town Square Drive NE
Blaine, MN 55449-8101
www.ci.blaine.mn.us

September 29, 2014

Ms. Kristine Meide, Property Manager
Royal Oaks Apartments
245 99th Avenue NE
Blaine, MN 55434

Subject: Winter Parking on 99th Avenue Adjacent to Royal Oaks Apartments, Blaine MN

Dear Ms. Kristine Meide:

The Blaine Code of Ordinances, Section 82-151 allows an emergency parking permit to be issued by the Police Department. This letter will serve as a temporary November 2014 to April 2015 parking permit for 350 feet on the north 99th Avenue adjacent to the Royal Oaks Apartments. A condition of allowing winter parking on the north side of 99th Avenue is that the City will plow two lanes to clear a snow event and the cars parked on 99th Avenue will be plowed in. It will be your responsibility to notify your tenants that their vehicles will be plowed in and that it will be the responsibility of the apartment complex to clear snow from the parking area on 99th Avenue when you plow your property.

We do understand the limitations you are facing given your location and the need to supply parking to your residents. We will be allowing parking again, under the above requirements, for this winter season. However, as you read from the Ordinance, this exception is supposed to be based upon emergency situations. Prior to next winter's (2015/2016) parking restrictions, I am strongly recommending that you help identify a more permanent solution to this issue.

I would like to emphasize that the City Council also stated that when the property adjacent to you develops, you should purchase additional property to add parking to your site.

If you have questions about this emergency parking permit for this winter, November 2014 to April 2015, you can contact Lieutenant Johnson at 763.785.6159 or email him at sjohnsonson@ci.blaine.mn.us. You can also contact Jean Keely, City Engineer at 763.785.6171 or email her at jkeely@ci.blaine.mn.us.

Sincerely,

Chris Olson
Safety Services Manager/Police Chief

cc: Robert Therres, Public Services Manager
Jean Keely, City Engineer
Stephen Johnson, Patrol Lieutenant

241-249-257 Ninety Ninth Avenue LLC
C/o Dennis Homel
14 N. Mallard Ct.
St. Paul, MN 55127
651-482-1175

December 6, 2013

Mr. Clark Arneson,
City Manager of Blaine
10801 Town Square Drive Northeast
Blaine, MN 55449

Re: **Parking Request for City Council Consideration**
Royal Oaks Apartments
241-249-251 99th Avenue Northeast

Mr. Arneson:

To address a serious need for additional parking for residents, we are requesting the City Council approve a modification of winter parking restrictions along 99th Avenue Northeast. Our examination, and discussions with Mayor Tom Ryan, Council members Wes Hovland and Dick Swanson, and with Bryan Schafer, led us to this request for Council consideration.

We have been working to address the parking need since early in 2011. We have completed boundary survey and topographic survey to allow the review of options for the expansion of the existing parking on the site.

When the site was developed in the 1960's, the buildings and parking were placed efficiently and effectively on the site and now occupy nearly all of the buildable portions. The parking/driveway areas were built to the, then, required setback of 5 feet from the property lines. The three buildings enclose a courtyard area that is extensively landscaped with mature trees, planting beds, and walkways. In addition, there is a 38 stall parking garage on the rear portion of the site. Currently, 2 of the garage stalls are used for storage of maintenance equipment.

There is little room to construct additional parking. The possible removal of courtyard trees, plantings, and walkways, would only provide approximately 7 additional stalls, a small portion of the 20 needed stalls. The effects on the apartment complex would be very detrimental to its appearance and rent ability.

The east side of the easterly building is the only area large enough to construct a parking lot that would provide most, but not all of the needed parking. Constructing a parking lot at this location would be difficult and expensive. With the current setback requirements, variances would be required. Further, the terrain slope is up to 17% and is such that a 210-foot long, 6 to 8 foot tall retaining wall would be required. This would also require removal of 8 to 10 mature trees. With all of that, only 12 of the needed 20 stalls could be provided. Like the construction of parking in the courtyard, the

construction of a parking lot and retaining wall would be obviously harmful to the overall environment of the site with significant tree removal, lawn removal, substantial grading and filling, together with the sizable retaining wall.

We have been leasing a small area from the adjacent property owner for some of the necessary parking. We have been informed that this area will not be available after December 1, 2014. Additionally, that adjacent homeowner also owns all properties surrounding Royal Oaks Apartments. This homeowner has stated that he wants to retain all of his current parcels with a long-term plan to have the entire property developed as a single parcel. He does not want to divide and sell any portion of the property. This, of course, limits our ability to expand into adjacent property.

Further to the west is University Avenue Elementary School with the playgrounds/athletic fields/green area being nearest to the apartments. Nearest, but not contiguous with Royal Oaks Apartments property due to the relatively narrow parcel owned by the previously mentioned homeowner.

There is approximately 350 feet of frontage along 99th Avenue that is used for parking by the residents except from November 1 through April 1 when parking is restricted so that between 2:00 am and 7:00 am parking is not allowed. With some modification to this restriction, parking along the street can work and still provide for the necessary unhindered snow removal. The modification of this restriction would provide the needed parking for the residents.

Our request is for City approval to modify the parking restriction to provide for a "snow emergency" rule that would provide for the moving of parked vehicles when necessary in a "snow emergency. Several cities have such "snow emergency" provisions. For example,

City of Bloomington

Snow emergency parking ban

A snow emergency parking ban is declared when the National Weather service announces that three or more inches of snow have fallen.

This means that no motor vehicles are allowed to park on any street for 48 hours, or until the streets have been plowed from curb to curb. Failure to move vehicles from the street could result in the vehicle being towed.

City of Excelsior

Snow emergency means every occurrence of snowfall where snow has accumulated to a depth of two inches or more. Each snow emergency shall commence at 1:00 a.m. following the accumulation of snow to a depth of two inches and shall remain in effect on each city street until 7:00 a.m.

Additional information regarding the "snow emergency" provisions for many Minnesota cities can be found at minnesota.cbslocal.com/snow-emergency-information.

This email is in opposition of the proposed 111 Unit apartment building at 101st Ave East of University. I oppose this plan.

David Smith
664 100th CT N.E. Blaine, MN 55434
Cell 763-350-3823

Hello,

We oppose the apartment building proposal that is to be voted on off of 99th Ave, East of University that is on the agenda for Wednesday August 10th.

We are concerned about increased traffic & the potential for more crime that can come with apartment buildings. The neighborhood is already more than congested.

Please take our concerns into account when voting on this proposal

Sincerely,

Jeff & Jennifer Moss

To the members of the City of Blaine Planning Commission,

This letter of objection is in regard to the construction of the apartment complex currently being proposed to be built at 99th and 101st Avenues.

I understand that all people need a place to call home, and more and more of them are choosing Blaine as their preferred location to live, just as I did, but why do the builders feel the need to choose a beautifully wooded lot, only to turn around and cut down a great majority of those big beautiful trees to do so? They admit that they are planning to remove 157 healthy significant sized trees (that are 8" or greater in diameter) from that approximately 5 acre lot should they be allowed to get their hands on it. Look carefully at pages 20 & 21 of their proposal showing all the sizes and species of trees presently growing there, which they don't want, and say they will remove, if you approve their application. Who in their right mind would even think that that kind of decimation would be acceptable to the people living in this neighborhood? There are parcels of land all around Blaine without big beautiful trees growing on them that would be much better suited for a building of this size without having to remove ANY trees at all. I would like to suggest that they look for a different location for their building that wouldn't involve taking nature out of our neighborhood.

If this is not possible, could you ask that they PLEASE NOT REMOVE any more trees than ABSOLUTELY NECESSARY to fit their building, their parking lot, and their driveway on this particular property? You must admit that removing 157 healthy significant trees for their proposed project is quite excessive. Maybe there could be a compromise between what they are proposing, and what the neighbors want, so that all could be happy. It is hard enough for us to accept the possibility of 111 apartments, 166 parking spots, and approximately 200 or so cars driving in and out of that complex on a daily basis, without the shock of the devastation they are proposing in order to make it all happen. High density housing is just not a good trade for the beauty of nature!

Patricia A. Beberg
10004 Pleasure Creek Circle NE
Blaine, MN 55434

P.S. Neighbors I have talked to, have the feeling that you have already made your decision on this proposal, and that you aren't really seeking input from any of us, or you wouldn't have scheduled the initial meeting for August 2nd at 7:00 PM, which was the exact day and time as our annual Neighborhood Night Out, and you had to have known that.

Planning commission,

I wanted to send my support for high density housing since single family zoning is not sustainable and is actually more detrimental to the environment through increased commuting. There is a significant homeless population in Blaine so it would be great if there were low income housing available, including section 8. It would actually be more environmentally friendly if businesses were built on the ground floor with housing above so that people are more likely to walk or bike for their needs. Please check out this short video about the damage single family housing is causing: <https://youtu.be/s19okTYl8MA>

Thank you,

Jessica Rasmussen

116 91st Lane NE, Ward 1 Blaine resident

I have lived in this area since 1979. The area on 99th and 101st Ave is already too congested. The apt complex already in this area has high crime and there is always parking on the street. When University Elementary has an activity you can hardly drive through this area. Please vote no. If it is voted in it will make people wonder who were Paid off.

Michelle Klemz

From: HEIDI MARTHALER <hahm93@hotmail.com>
Sent: Monday, August 29, 2022 6:33 PM
To: Jess Robertson <jrobertson@blainemn.gov>
Subject: Blaine CC.docx

Hi, Jess.

I saw your response on Melissa Hurd's Facebook post regarding the proposed rezoning of land for an apartment complex off 99th Avenue that will be discussed at the upcoming City Council meeting. I appreciate your willingness to have conversation in regards to this.

I live in the neighborhood of 99th Avenue and am opposed to the rezoning and the apartment complex in general. I have attached a document with my reasoning.

I have had correspondence with Teresa Barnes (city Engineering Department) and can furnish that email chain if there are questions regarding the content.

Please read the attachment and forward on to the rest of the council for consideration.

Thank you
Heidi Marthaler

8/23/22

Council members,

I have lived on 99th Avenue for the past 24 years. We made the initial decision to move out of Roseville due to the congestion in that city. Blaine was experiencing growth back then as well, but had ample green space and -apart from highway 65 -less congestion. Blaine continues to grow at a rapid pace, but not every green space needs development. Is “progress” adding more and more development until home owners pack up and leave due to the increased congestion? For the reasons listed below, I am opposed to the rezoning of the property at 99th Avenue for high-density apartment building construction.

Traffic concerns

At the 8/10 Planning Commission meeting, in regards to allowing rezoning of the land off 101st and 99 avenue, the city’s Engineering Department made reference to traffic counts that were performed on 99th Ave. Teresa Barnes stated that the traffic counts showed that the road was not used at even half of its capacity. Attendees were not allowed to ask questions after she spoke because the public forum portion of the meeting had been already been completed, so I reached out to Teresa for clarification, via email, on the following questions:

1. The date/year that the referenced traffic study was completed
 - a. Response: (week of June 10th 2019) No reference as to if counts took place during the school year or not
2. The time frame over which the data for the traffic study was collected.
 - a. Response: “this depends on the location and time – there are 3 day counts and others that are 7 day counts; the stretch along collector 99th has had several of both”
3. The amount of city growth that has occurred since the traffic study was conducted
 - a. Response: “While this City is continuing to grow, the growth within the southwest area has been more limited.”
4. If the traffic counts included the two-lane residential portion of 99th Avenue that will host the proposed apartment entrance
 - a. Response: “We do not have specific counts for the roads within this residential subdivision.”

Why are these questions important? If the city Engineering Committee used traffic counts that are based on the four-lane collector portion of 99th Avenue and only an estimation on the two-lane residential portion of 99th Avenue -which is the main portion that would be affected by congestion -then the Planning Commission was provided with misinformation on both the two-lane portion’s current usage level and the road’s future ability to handle increased congestion. That misinformation then resulted in the Planning Commission recommendation to approve the rezoning of the property. Are more up-to-date traffic counts needed? Should rezoning approval be delayed so that an adequate assessment on the two-lane portion can be made?

At the Planning Commission meeting, Teresa Barnes stated that the proposed apartment complex would not contribute to additional congestion because the 200 or-so cars that would be added to both the two-lane and four-lane portion of the road would only add slightly-over an additional “750 daily trips” to

the roadway -can the residential two-lane portion of 99th avenue really support this? In her email response on how the number of trips was determined, Teresa states: **“The Institute of Transportation Engineers published a Trip Generation Manual. The 11th edition of this manual was released September of 2021. The manual considers the land use type and with the use of a variety of historical counts and other statistical information, provides the estimated trips per day the proposed land use will generate. This information is where the anticipated 750 trips per day was determined and yes – it takes into account all types of trips for the proposed use.”**

I believe the amount of potential traffic congestion is severely underestimated. For one thing, per the Engineering Department, no actual traffic counts have been performed on the residential portion of 99th Avenue, so historical counts cannot be used in the trip estimation. The additional 200 car owners that would live at the apartment building, would total 400 trips just going to and from work. If they go to Target, go out to eat, grocery shop, get their hair done, bring their dog to the dog park, or their child to a school event, visit urgent care, get together with friends, etc. that would double the estimated daily trips. Then there are family, friends, and associates who will now be making multiple trips back and forth on 99th to visit, help, celebrate events, etc. Plus, the additional Amazon, UPS, FedEx, post office, Door Dash, Uber Eats, moving vans, garbage trucks and maintenance vehicles that will now be traversing 99th to deliver goods and services to the proposed apartment residents. It could be well over 750 daily trips. An estimation that looks good/right on paper, is not often reality.

The two-lane portion of 99th Avenue -that would house the entrance to the apartment complex- also feeds University Avenue Elementary. That portion of the road only has one outlet for traffic leaving the neighborhood and that outlet is at the 99th/101st junction. In regards to congestion concerns, Teresa’s response to my email is as follows: **“The conditions for the residential section of 99th Ave become more prominent during the school year as more parents are electing to pick up/drop off their child/children rather than having them ride the bus. As stated at the meeting, the City is continuing to work with the school district to help to address these issues that occur along 99th Ave during those limited time frames. The conditions with the school is considered a limited time frame factor. The school is able to address all of the bus issues, when a majority of the students are bused to school. When the parents elect to pick-up/drop-off their student(s) – additional consideration by the school has to be accounted for. These limited time frame factors do not result in the re-design of an existing residential road nor does that trigger the reconstruction project. The City does continue to work with the school district to find the best possible solution for the school and the roadway conditions to allow for the short-term traffic considerations.”** Acknowledgement that there are issues with congestion nine months out of the year. Stating that congestion occurs short-term, (only during pick-up or drop-off) does not take into consideration the other activities that will be held at the school such as sports-team practices, sporting events, club meetings, parent/teacher conferences, fairs/events, etc. that the proposed apartment complex will now add traffic congestion to.

According to the city website, Blaine’s projected growth is 24.3% in the next 20 years. Traffic counts on Hwy 65 and University Avenue together equal over 71,000 cars on a daily basis (per the Blaine city website). The four-lane portion of 99th Avenue is a connector for travel between Hwy 65 and University Avenue.

- Adding an apartment building would increase the traffic on 99th Avenue
- When the proposed improvements to Hwy 65 at 99th Avenue are completed, traffic will increase on 99th Avenue

- When the Hwy 65 /109th project begins, diverted cars will increase the traffic on 99th Avenue.
- One new business has opened since the traffic counts were completed and four other new businesses are going in at the corner of Ulysses and 99th Avenue - traffic will increase on 99th Avenue

The city of Blaine has a bad habit of ignoring infrastructure needs while letting growth run rampant. Representatives and council members then campaign on fixing the traffic problems when, with proper planning, infrastructure and traffic congestion don't need to become an issue in the first place.

To proactively prepare for Blaine's projected growth and the upcoming spill-off from the Hwy 65 reconstruction projects -which will span 2-4 years -consider leaving the current land at 99th Avenue undeveloped, or just adding extra parking for the Royal Oaks apartments, so there can be options for road improvement, potential to improve access for University Avenue Elementary and the residents who live in that area. Or consider mid-density zoning to allow growth, but not over-growth. Don't approve adding another apartment building to an already congested area, as this would further increase traffic counts, lock in the land-use, and remove options and solutions when future-overcrowding or traffic safety issues occur.

Parking

The developer is requesting to build less parking spaces than number of apartment residents; the builder was able to site ONE other instance where this plan actually worked. The apartments that are already present at that location -Royal Oaks - currently do not have enough parking and have addressed the city regarding this. When pushed on the parking concern at the Planning Commission meeting, the builder's representative stated that they would work with the Royal Oaks to find a parking solution for both complexes. Vague at best, especially when they are under-planning parking availability to begin with -176 spaces with only 60 being outdoor parking spaces. Again, being ignored, is the fact that the 200 apartment residents plus the Royal Oaks apartment residents, have family, friends, and associates who will visit them at their complexes. If there are less than 200 parking spaces available for 200 residents where then will their guests park? On the street? How will this not negatively affect current residents? Under-building the outdoor parking spaces at the apartment complex also forces people to have to rent the indoor parking spaces just to be guaranteed that they will have a spot to park at their own residence.

I drove past the school last week in the early evening and saw that sports teams were using the University Avenue Elementary practice field. Every single one of the parents, who brought their child to practice, was parked on residential 99th next to the practice field -not in the school parking lot -because the 99th is closer to the practice field than the school parking lot is. This along with the on-street parking from residents of the Royal Oaks apartments created a congestion of its own.

Property Values

Many residents who spoke at the Planning Commission meeting in opposition to the proposed rezoning of 99th Avenue property are long-time residents who stated that they moved to Blaine for better quality of life -to get away from over-crowding and traffic congestion. Concern was raised that the property values of current home-owners would decrease if rental property is constructed. Homeowner, Melissa

Hurd, shared that she had spoken with three different relators who stated that this would indeed be the case. How is this a benefit to current local residents?

Privacy

Allowing a three-story building to be erected at the 99th Avenue location would infringe on the privacy of surrounding home owners/residents. The proposed apartment's second and third story vantage points along with the outdoor balconies would negate the current privacy that home owners/residents now enjoy. How is this a benefit to current local residents?

Increase in noise levels and environmental disturbance

Adding an additional 200+ residents to the neighborhood will increase noise levels from cars, pets, children, and various foot-traffic and deliveries in and out of the residence at all hours of the day and night. There will be additional outdoor lighting that will disrupt the current peaceful ambiance and will be a barrage of headlights continually flashing into windows of the local homeowners along the residential portion of 99th Avenue as cars enter and exit the parking lot directly across the street. Residents who now have a view of trees and greenspace will lose that to brick and pavement. How is this a benefit to current local residents?

At the Planning Commission meeting, on 8/10, the only people who spoke in support of the proposed rezoning were the two parties that stand to profit from the project. The current property owner stated that, years ago, she had to ask the city for rezoning in order to get insurance on the property because the property had been initially zoned for high-density multi-family use. Her current argument for calling to revert back to high-density multi-family use is that the city always meant for the property to be for that purpose. Convenient argument now that she's done with the property; however, her reasoning does not take into consideration that the high-density multi-family zoning met the city's development needs years ago- and that additional development has occurred in the area since that time, so a high-density multi-family zoning designation may not fit the neighborhood plan in its current 2022 state.

When reading the information in the builder's proposal packet, I also learned that construction of this complex will provide almost \$500,000 to the city in park dedication funds for park improvements. How it is even possible that council members decisions to approve or reject this rezoning project would not be influenced by this? These funds, while great for the city, will not directly benefit the current neighborhood residents who are the ones negatively affected by this "progress."

Would you, as council members, want an apartment complex -and the traffic, activity, noise, litter, and parking issues that come with it -added to your neighborhood? By opposing the high-density multi-family rezoning and construction of Green Acres apartments, you can demonstrate to long-term home owners/residents in the area of 101st and 99th Avenues that Blaine city government hears the concerns of the people, supports preserving the existing home-owners quality of life, and values long-term community members and home owners over increased congestion, over-crowding, and a rezoning decision that allows only a few parties to profit.

Sincerely,

Heidi Marthaler

From: Judy Carlson <jcarlson20@gmail.com>

Sent: Wednesday, September 7, 2022 2:47 PM

To: Tom Newland <tnewland@blainemn.gov>; Wes Hovland <WHovland@blainemn.gov>; Tim Sanders <tsanders@blainemn.gov>; Michelle Wolfe <mwolfe@blainemn.gov>

Subject: City Council Meeting 9/7/22

Hello,

I have resided at 10101 Pleasure Creek Parkway W in Blaine MN for over 20 years. It is a beautiful community with lots of green space. We have deer, fox, of course, rabbits and squirrels, many birds also. Its a delightful area to call home.

In August we were informed of the planned developments of Blaine Apartments at 111 99th Avenue NE. At the planning Commission meeting many of our residents addressed concerns regarding adding 111 units in that area. The parking has been quite an issue for the existing apartments down the street. Many have to park on the street. And to add the possibility of 200 more cars to the area is a very serious concern. There is also a great deal of traffic, the entry to Clover Leaf Parkway was "improved" however it has quite a dip and one needs to drive slowly to enter that street. Many area residents walk from the south to get to the path around the pond to continue their walks and must cross 99th to get here. Also, a lot of cars are racing down 99th, not a good situation for our quiet neighborhood.

While it is understandable that the owner would like to sell the property, it is not a favorable situation. Even though it may meet "criteria" that does not mean it would be the best use of this property for the entire neighborhood.

The developer assured us that the 157 trees that are being removed would be replaced according to requirements, the deer and fox would need more trees than the stated "requirements". Where are the deer and fox and other wildlife to reside?

Please consider all of the residents involved.

Respectfully submitted,

Judy Carlson

763-715-2950 h

Patricia Robinson

From: Rosemary Wallace <rmw1953@comcast.net>
Sent: Saturday, September 2, 2023 7:37 PM
To: PublicComment
Subject: 99th Ave Apartment Complex

PLEASE VOTE "NO" on September 6th, 2023!!

As a resident of 99th Ave there are many reasons this large complex should not be built on that small site.

One of them being the added amount of traffic. Its impossible to have windows open or enjoy any time outdoors with all the traffic noise now, all hours of the day and night ... dangerous to cross the street in the crosswalk at 99th/Clover Leaf Pkwy The safety of our kids at the school and Alexandria House. Numerous more reasons.

I agree with a "NO" vote.

Thank you,

Rosemary Wallace
9890 Clover Leaf Pkwy NE
Blaine, Mn. 55434
Sent from my iPhone

Patricia Robinson

From: R O'Steen <timefourbusiness@gmail.com>
Sent: Sunday, September 3, 2023 6:10 PM
To: PublicComment
Cc: R O'Steen
Subject: 111-Unit Apartment Building(Case File No. 22-0048/SAS)

Dear council member. As a resident of Blaine near the proposed construction site, I request that you vote NO for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk.

Sincerely,

Tasha Brooks

Patricia Robinson

From: Sandra Connor <sjconnor01@yahoo.com>
Sent: Sunday, September 3, 2023 6:38 PM
To: PublicComment
Subject: file 22-0048/SAS

As a resident of Blaine near the proposed construction site, I request that you vote **NO** for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk. It also seriously threatens the quality of life for those of us living close to the site. There will be increased noise, increased littering, and more wear on the nearby park. The extra wear on the park will cost Blaine extra maintenance or leave us with decreased quality. I have a nice home where I have lived for 30 years, and where I intend to spend my retirement years. This extension request would have a serious negative impact on my quality of life. Please vote against it.

Sincerely,

Sandra Connor
516 98th Lane NE
Blaine, Minnesota 55434

Patricia Robinson

From: Katrina Geske <katrina.geske@gmail.com>
Sent: Sunday, September 3, 2023 4:37 PM
To: CityCouncil; PublicComment
Subject: 22-0048/SAS

Dear council member,

As a resident of Blaine near the proposed construction site, I request that you vote **NO** for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk. The traffic on 101st/99th and Cloverleaf will become heavier. We are so near many parks and an elementary school that this is not ideal.

Additionally, the proximity of the new development to the Alexandra House is quite upsetting. I am a former volunteer and advocate for women being able to safely leave abusive relationships. This development would take privacy away from the shelter and jeopardize the safety of the women and children who need to reside in the Alexandra House.

Thank you,
Katrina Geske
531 98th Ave NE, Blaine, MN 55434

Patricia Robinson

From: Heather Schaper <hsschaper@yahoo.com>
Sent: Monday, September 4, 2023 9:31 PM
To: PublicComment
Subject: NO case 22-0048/SAS

Dear council member. As a resident of Blaine near the proposed construction site, I request that you vote **NO** for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk.

Thank you for your time.
Heather Schaper 516 98th LN NE

[Sent from Yahoo Mail on Android](#)

Patricia Robinson

From: Lisa Derr on behalf of PublicComment
Sent: Wednesday, September 6, 2023 7:59 AM
To: Patricia Robinson
Subject: FW: 99th Ave Apartment Complex

From: Orlin Lewis <orlinl@msn.com>
Sent: Tuesday, September 5, 2023 5:28 PM
To: PublicComment <publiccomment@blainemn.gov>
Subject: 99th Ave Apartment Complex

Dear council member. As a resident of Blaine near the proposed construction site, I request that you vote **NO** for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk.

Orlin Lewis

Cloverleaf IV Association

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Patricia Robinson

From: Lisa Derr on behalf of PublicComment
Sent: Wednesday, September 6, 2023 7:58 AM
To: Patricia Robinson
Subject: FW: 99th apartment extension

From: Lori Monteith <LLZM3@live.com>
Sent: Tuesday, September 5, 2023 4:11 PM
To: CityCouncil <CityCouncil@blainemn.gov>
Cc: PublicComment <publiccomment@blainemn.gov>
Subject: 99th apartment extension

Dear council member.

As a resident of Blaine near the proposed construction site, we request that you vote **NO** for the extension request to case file 22-0048/SAS. Increased traffic flow from a development of this type puts our neighborhood safety at risk.

Lori & Larry Monteith
Cloverleaf IV Townhomes

Sent from my iPad



City of Blaine Staff Report

File Number: 2023-415

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Motion

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.7

Motion to Approve or Deny a 10-Month Extension for Recording the Final Plat of Green Acres 2nd Addition Creating One Lot and Two Outlots at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0064/SAS)

Executive Summary

The applicant is requesting a 10-month extension on recording the final plat for Green Acres 2nd Addition.

Background

Planning Commission Public Hearing	08/10/22
City Council (Preliminary Plat)	12/05/22
City Council (Final Plat)	02/22/23
City Council (Final Plat Extension)	09/06/23
Action Deadline	10/03/23

Staff report prepared by Sheila Sellman, City Planner

Project History and Request

The developer met with city staff on January 27, 2022, to review the comprehensive plan and zoning requirements for the subject site. The developer made a formal application for rezoning to Development Flex (DF), conditional use permit (for a 111-unit apartment building) and preliminary plat to create one lot and two outlots with additional right-of-way, in July 2022, and it was deemed complete on July 8, 2022. The developer held a neighborhood meeting on August 2, 2022 and the Planning Commission held a public hearing on August 10, 2022. The Planning Commission recommended approval.

The first reading of the rezoning was at the September 7, 2022, City Council meeting. The second

reading, Conditional Use Permit (CUP) and preliminary plat, were considered at the September 19, 2022 meeting, and action was tabled at this meeting. The application was denied at the October 3, 2022 meeting by a vote of 7-0. On November 21, 2022, the Council voted to rescind the denial vote (Motion No 22-195) by a 4-3 vote and placed the request on the December 5, 2022 meeting. At the December 5, 2022 meeting, the Council approved the request by a vote of 5-2. A final plat was approved on February 22, 2023. On March 6, 2023, a motion was made to "Rescind the City Council's Previous Approval of Blaine Apartments, LLC Rezoning, Preliminary Plat and Conditional Use Permit Application". The motion failed due to lack of a second.

Section 75-33 (8) of the city code states: "Unless the council specifically approves a different time period, the approval of a final plat shall expire one year from the date it was approved, unless the subdivider has recorded the final plat with Anoka or Ramsey County; or, unless before expiration of the one year period, the subdivider submits a written request for an extension thereof." The City Council may approve one such extension for a term established in the resolution approving the extension. No more than one extension shall be granted.

The applicant has requested a 10-month extension on recording the final plat of Green Acres 2nd addition (the request is attached). If granted, the conditions remain the same with the exception of the trunk sanitary sewer, which has increased and is reflected in the new resolution. If the extension is not approved, the applicant will still have until February 22, 2023 to record the plat. If they do not record the plat by that time, the plat will expire and they will need to go through the preliminary and final plat process.

The Council does not have a legal obligation to extend the plat deadline. The decision on whether to grant the extension is exercised under its quasi-legislative authority and therefore discretionary. The Council may ultimately determine its preference whether it feels extension is warranted in this instance. The Council has regularly approved these extensions, establishing a precedent of extending in the past, but that history does not necessitate that the council must approve an extension. The City Council should consider each request on a case-by-case basis and determine whether an extension is warranted or not.

Because the decision whether to approve or deny is discretionary, there are no specific "legal reasons" or strict guidance upon which the Council must base its decision. That said, the Council will still be required to adopt general findings that support its decision in adopting a resolution to either approve or deny the request. Those findings can be fairly generic by simply determining that the Council has or has not found that there are circumstances to support approval or denial of the extension.

History of Extensions

From 2007 to 2022, fourteen final plat extensions have been granted, two in the last five years.

Approve Extension

If the extension is approved, the developer will have until December 22, 2024 to record the final plat, assuming a 10-month extension is granted. The City Council has the ability to extend it for any period of time they deem necessary.

Deny Extension

The existing approval of the final plat is still valid until February 22, 2024. If the final plat is not recorded,

the plat will expire and they will need to go through the preliminary and final plat process.

Whether the Council approves or denies the extension, the Council must adopt general findings that support its decision in adopting a resolution to either approve or deny the request. Based on findings stated at the meeting, staff will provide the resolution with those findings at the next Council meeting for adoption.

A copy of the original staff report is attached providing further details on this project.

Attachment List:

Zoning and Location Map

Plat

Extension Request

Original Staff Report

Resolution 23-19

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission voted unanimously to approve the preliminary plat. The Planning Commission does not review final plats or extensions.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of the extension request were mailed to property owners within 350 feet of the property boundaries. The boundary was extended to include the entire townhome neighborhood across 101st Avenue that was within the 350-foot boundary. As of the publication of this staff report, one resident contacted city staff based on the letter that was sent. The resident was curious about the status of the project and the letter sent addressed his questions.

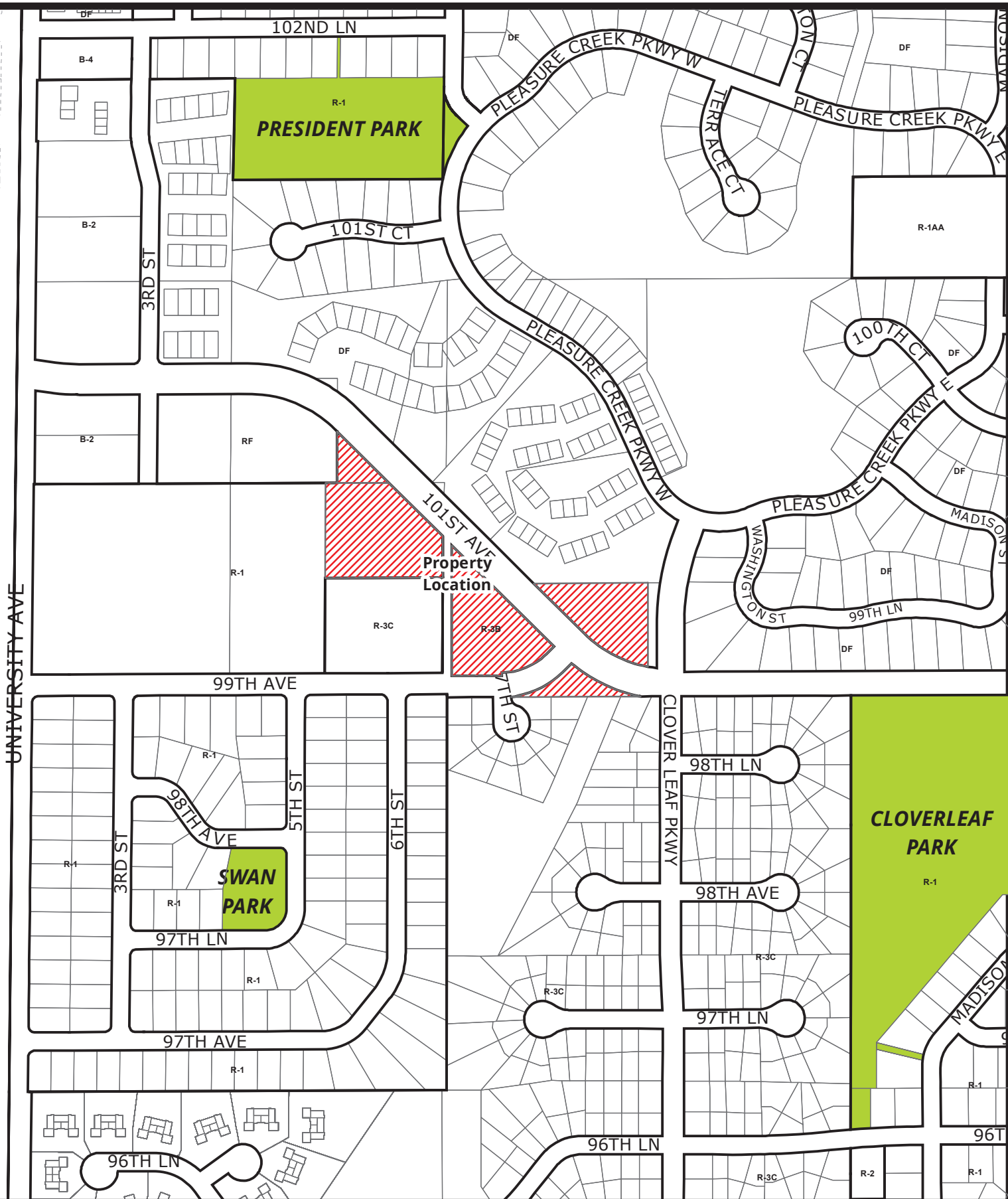
Staff Recommendation

Approve findings for approval or denial and direct staff to bring back a resolution for adoption reflecting those findings to the next City Council Meeting.

Attachment List

1. Attachments
2. Extension Request

3. CC Report_Plat 120522
4. RES 23-19



BlaineMN.gov

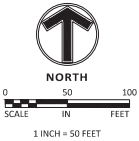
Case File No. 22-0064 Green Acres 2nd Addition

Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180

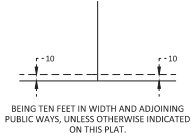


GREEN ACRES SECOND ADDITION

CITY OF BLAINE
COUNTY OF ANOKA
SEC. 30, T. 31, R. 23

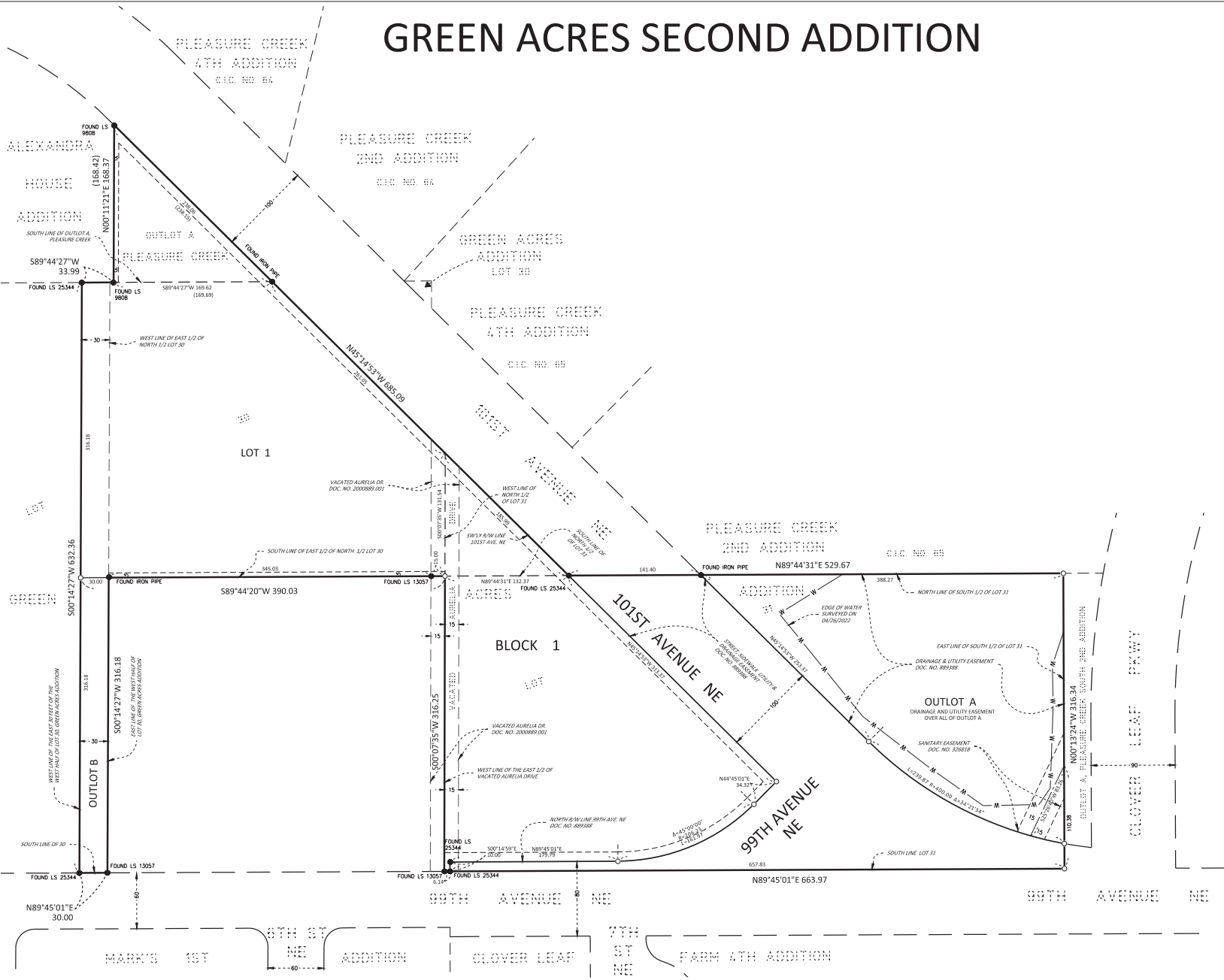


DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:
(NOT TO SCALE)



- DENOTES FOUND 1/2 INCH IRON PIPE MONUMENT MARKED BY LS 13057, UNLESS OTHERWISE INDICATED
- DENOTES 1 INCH BY 14 INCH IRON MONUMENT MARKED BY LICENSE NO. 49393
- (XXX.XX) DENOTE DEED DISTANCE

THE SOUTH LINE OF LOT 31, IS ASSUMED TO HAVE A BEARING OF NORTH 89 DEGREES 45 MINUTES 01 SECONDS EAST.



SAMBATEK, INC.
ENGINEERING, PLANNING
AND LAND SURVEYING

08/04/2023

City of Blaine
10801 Town Square Drive NE
Blaine, MN 55449

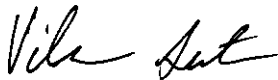
Re: 111 99th Ave NE

To Whom It May Concern:

Blaine Apartments, LLC is requesting a 12-month extension to the Conditional Use Permit (CUP) approved 12/05/2022 in Resolution No. 22-47 and a 10-month extension for the Final Plat that was approved 02/22/23 in Resolution No. 23-19 at the property located at 111 99th Avenue NE in Blaine, MN, 55434. There have been several factors affecting our ability to commence construction. Rising costs and interest rates since we were initially denied the project back in October 2022 are working against the viability of the project as currently designed. This has made securing financing and equity for all multifamily new construction more difficult. We are seeking this extension to ensure the quality and thoroughness of this project which we believe will be an asset to the city and community. We are in discussions with another local developer to joint venture with us and assist in completing the project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vishal Dutt', written in a cursive style.

Vishal Dutt



City of Blaine Anoka County, Minnesota Text File

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

File Number: RES 22-148

Agenda Date: 12/5/2022

Version: 3

Status: Agenda Ready

In Control: City Council

File Type: Resolution

Agenda Number: 10.-4

Development Business - *Sheila Sellman, City Planner*

Title

Granting a Preliminary Plat to Create One Lot and Two Outlots to be Known as Green Acres 2nd Addition at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0048/EES)

Executive Summary

The proposed plat will combine several parcels under common ownership and allow for right-of-way and a portion of an existing stormwater pond to be conveyed to the City and for a portion of the property to be conveyed to a neighboring property owner to facilitate the construction of additional parking for an apartment building currently not meeting the parking minimums.

Schedule of Actions

Planning Commission Public Hearing	08/10/22
City Council (Preliminary Plat)	09/19/22 (Tabled)
City Council (Preliminary Plat)	10/03/22 (Denied)
City Council (Preliminary Plat)	12/05/22
City Council (Final Plat)	TBD

Background

Staff report prepared by Elizabeth Showalter, Community Development Specialist and Teresa Barnes, Project Engineer

On October 3, 2022 the City Council denied the preliminary plat request. On November 21, 2022, the City Council voted to rescind the vote (Motion No. 22-195) and have placed the preliminary plat request on the December 5, 2022 City Council agenda for consideration.

Zoning

The subject property is made up of four parcels with a variety of zoning designations including R-1 (Single Family), R-3B (Medium Density Multifamily), R-3C (High Density Multifamily), and DF. The majority of the property would be retained by the developer to construct the proposed apartment building and are proposed to be rezoned to DF. Properties to be conveyed to the city for existing stormwater and right-of-way will retain their existing zoning as will a strip of land being conveyed to the neighboring apartment

property which will retain its current R-3C zoning. The zoning designations of each portion of the property can be seen in the attached existing and proposed zoning map.

Land Use Designations

The subject property is made up of four parcels with a variety of land use designations including HDR, L-MDR (Low to Medium Density Residential), and right-of-way. The land use designations of each portion of the property can be seen in the attached land use map.

The portion of the property proposed for development is guided HDR with an allowed density of 12-25 units per acre. All land guided high density residential is proposed for development and no construction is proposed on any of the other portions of the property. The portion guided HDR and to be retained by the developer is 4.5 acres resulting in a density of 24.6 units per acre, meeting the density allotment for the HDR land use. A large portion of the proposed lot is not proposed for development due to poor soils and low topography. This area is proposed to remain as privately owned open space. This area cannot be developed into residential units while meeting the maximum density of 25 units per acre.

Surrounding Zoning and Land Uses

- Northwest: Alexandra House (Residential Flex/Low to Medium Density Residential)
- West: University Avenue Elementary (R-1 Single Family Residential/Low Density Residential)
- South: Royal Oaks Apartments (R3-C High Density Residential/High Density Residential)
- South of 99th Avenue: Single family homes (R-1 Single Family Residential/Low Density Residential) and quad homes (R-3C High Density Residential/Medium Density Residential)
- North of 101st Avenue: Pleasure Creek neighborhood townhomes and twin homes (Development Flex/Low to Medium Density Residential)
- Density Ranges are as follows: LDR 2.5-6 units/acre. L-MDR 2.5-12 units/acre. MDR 6-12 units/acre. M-HDR 6-25 units/acre and HDR is 12-25 units/acre.

Existing Conditions

The property has an existing single-family home that is proposed to be removed with development.

History

Most of the property was zoned R-1 until 1993 when a portion was rezoned to R-3B to conform to the 2010 Comprehensive Plan. The portion with the existing home was left as R-1 to prevent the structure from becoming non-conforming. At the time, non-conforming laws were much more restrictive and prevented a home from being rebuilt in the case of a fire, natural disaster, etc.

Portions of the site where the development will occur were re-guided in 2018 as part of the 2040 Comprehensive Plan update. Previously, it was guided as medium density

residential in the 2030 Comprehensive Plan and was changed to high density residential in the 2040 Comprehensive Plan to meet Metropolitan Council requirements (oversees comprehensive plans), where cities need to guide a certain amount of undeveloped land for high density residential to accomplish affordable housing allocation goals. The logic is that high density residential land use is more conducive for affordable housing, and by requiring cities to set aside vacant land for high density, it creates an opportunity for affordable housing to be built, though it's not required when those sites develop. With that said, the proposed project is not considered an affordable housing project.

Evaluation of Request

Plat

The applicant is proposing to plat the four existing parcels into one lot, two outlots, and right-of-way. The portion of the property that is located north of 101st Avenue is currently used as a regional stormwater pond serving Pleasure Creek and is shown as an outlot. A condition has been included that the outlot be deeded to the City.

The city currently maintains the pond and holds a drainage and utility easement over the pond. A portion of the property is located south of 99th Avenue and is proposed to be platted as right-of-way, which is consistent with the comprehensive plan.

No construction is proposed on the proposed outlot or in the proposed right-of-way. The second outlot (Outlot B) is in the location of an existing driveway from 99th Avenue serving the existing home. That outlot is proposed to be sold to the owners of the Royal Oaks Apartments to allow for the construction of additional parking.

Construction of that parking would require the outlot be combined with the Royal Oaks parcel either through a lot combination at the county or a plat.

Architecture

The proposed apartment building consists of three stories of apartments over one story of parking. The parking level is partially below grade.

The proposed building utilizes burnished block, brick, fiber cement siding, wood look metal panels, and glass on all elevations. The design meets the requirements for the use of at least three premium materials comprising at least 50% of each wall area and four-sided design typically applied to developments in the DF district.

The floor plan consists of 111 units and an office, fitness room, mail room, and two club rooms. The unit mix is:

- 18 - studios
- 19 - one bedrooms
- 41 - one bedrooms with dens
- 24 - two bedrooms
- 9 - three bedrooms

Setbacks

The following setbacks are being met:

- Front (101st Avenue and 99th Avenue): 50-foot building/30 feet parking
- Rear (west): 20 feet building/20 feet parking
- Side (south and north): 15 feet building/15 feet parking

These setbacks are generally guided by the PBD setbacks, except that the PBD setbacks require that the building setback be a minimum of 50% of the height of the building. The proposed building is 43 feet tall, so the side and rear yard setbacks would need to be 21.5 feet if zoned PBD. The site plan shows a 20-foot setback on the north property line. The adjacent property to the north is a wooded area adjacent to Alexandra House and will not be adversely impacted by the 1.5-foot shortfall in setback (shortfall if zoned PBD), therefore staff is supportive of allowing the 20-foot setback as part of the DF zoning. The DF zoning district does not provide setback requirements.

Landscaping

The following tree quantities are required:

- Overstory: 26
- Conifer: 18
- Ornamental: 18
- Shrubs: 120

Eight existing significant trees of high-quality species are proposed to remain, which may be counted towards the landscaping requirements. The landscaping quantities proposed by the developer therefore meet the landscaping requirements. Significant trees are any live healthy tree measuring eight inches in diameter or greater, measured at four and one-half feet above the ground.

In many cases the landscaping requirements are increased as described in the Highway Overlay District for apartment projects utilizing DF zoning. Since this project is not located on any arterial roads and is not located within the Highway Overlay District, staff is not recommending increasing the landscaping requirements.

In response to the concerns raised by neighbors about tree removal, the applicant has agreed to oversize the 18 conifer trees to 8-foot trees instead of the required 6-foot height. This has been added as a condition in the conditional use permit resolution.

Tree Preservation

A tree survey has been submitted showing 157 trees being removed. The grading plan shows 3.2 acres disturbed, which results in a tree replacement requirement of 26 trees (8 trees per disturbed acre), which is met by the landscaping requirements.

The developer is retaining trees on the perimeter of the development and on the 1.3 acres of land on the east and north of the property that are not proposed for development.

Park Dedication

The properties were previously platted prior to the incorporation of the City of Blaine and no park dedication has been paid. With the platting of the property, park dedication becomes due for the 111 residential units at a rate of \$4,449 per unit for a total park

dedication payment of \$493,839.

Parking

The code requires one parking space per studio unit and two parking spaces per non-studio unit, with at least half of the spaces underground or within the building. The parking requirement based on the code is 204 spaces. Originally, the developer proposed 169 spaces, with 114 of them within the building, which resulted in a parking ratio of 1.5 spaces per unit or one space per bedroom and was requesting that the DF zoning be utilized to reduce the parking requirement. Following the public hearing before the Planning Commission, the developer decided to construct an additional 36 parking stalls on the southern portion of the property, resulting in a total of 205 spaces, meeting the parking requirement.

The developer has reached an agreement with the owners of the Royal Oaks Apartments to sell a strip of land to allow for the construction of additional parking at Royal Oaks. It should be noted that the developer is not responsible for the parking shortfall at Royal Oaks Apartments. Construction of the parking lot expansion would require Royal Oaks receive separate approval and is not part of this application. It is likely that a setback variance would be required to fit the additional parking desired. That variance would be considered by the Planning Commission and Council after submittal of an application by the property owner. Any expansion of the parking lot would require the property owner to go through the administrative site plan review process.

Grading/Storm Drainage

The developer is proposing to grade the entire site as shown on the Coon Creek Water District (CCWD) and city approved grading, drainage, erosion protection and sediment control plans prepared by the Developer's engineer. The plans shall include existing drainage patterns (contours) with flow arrows, soil boring locations, perimeter site protection, tree preservation, tree clearing limits, custom grading, proposed grading contours, proposed drainage patterns with flow arrows, storm water management, SWPPP information, temporary erosion protection Best Management Practices (BMPs), and temporary sediment control BMPs information for the site. The SWPPP may be included in the construction plan sheet(s) or prepared as a separate document and included in the development construction contract specifications.

The developer will also need to submit construction contract documents that include a mass (rough) grading, erosion protection, sediment control, development, utilities, roadway, and storm drainage plan sheets. Supporting wetland delineation report, geotechnical investigation report, soil boring logs, and hydrology report shall be included in the submittal for city review and approval.

The grading plan shall provide greater detail on protecting existing trees and providing additional information on adjacent property.

Utilities

Standard water and sanitary sewer access charges (WAC & SAC) become due at the rate established at the time the building permit is issued.

The developer shall be responsible for assessments for trunk sanitary sewer for parcels 30-31-23-21-0004 and 30-31-23-21-0037. 2022 Typical assessment rate for sanitary sewer trunk is \$4,377 per acre. At 0.25 acres of development for these parcels, the assessment total is \$1,904.25.

Wetlands/Watershed

The developer will need to submit the project to CCWD for review, approval and permits required prior to city plan approval and start of site work.

Access/Street Design/Sidewalks/Trails

The development is proposing to gain/provide access from a connection to 99th Avenue NE at an approved location. This proposed access is appropriate as 101st Avenue is a collector street with limited access points. This collector street has additional capacity available as it currently has 7,000 trips per day and can carry 15,000 trips a day as long as access continues to be limited. According to the Institute of Transportation Engineers (ITE) manual, the proposed project is anticipated to generate an additional 750 trips per day.

No additional sidewalks or trails are required nor proposed with the project.

Easements/Right-of-Way/Permits

The developer will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the city prior to any site work.

Standard drainage and utility easements shall be dedicated along all lot lines and over areas of delineated wetlands, wetland mitigation, infiltration trenches, drainage swales, and storm water management ponds.

This proposed development will access 99th Avenue this access is appropriate as 101st Avenue is a collector street with limited access points. This collector street has additional capacity available as it currently has 7,000 trips per day and is capable of carrying 15,000 trips a day as long as access continues to be limited.

Strategic Plan Relationship

Not applicable.

Board/Commission Review

The Planning Commission voted 2 (Goracke and Swanson) to 1 (Gorzycki) to recommend approval of the rezoning. Commissioner Homan recused herself.

Comments at the public hearing included:

1. Opposition to the removal of trees and natural space.
2. Concern about existing traffic and increase in traffic from the proposed development.
3. General opposition to apartments in that location.
4. Concern about the current shortfall in parking at the Royal Oaks apartments and

concern that the proposed apartments will not have enough parking.

Minutes from the Planning Commission meeting are attached where staff provided responses to the questions/concerns that were brought up by the public.

Following the public hearing the applicant has made the following changes to the proposed project:

1. Eliminated the request for a reduced parking ratio by adding 36 additional parking stalls (meets code requirements).
2. Reached an agreement with the owners of the Royal Oaks Apartments to sell a portion of the property allowing for Royal Oaks to construct additional parking to assist in alleviating Royal Oaks parking issues that are not associated with this proposal.
3. Oversized 18 conifer trees to 8 feet in height to better mitigate for proposed tree removal.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Mailed to property owners within 350 feet of the property boundaries. The boundary was extended to include the entire townhome neighborhood across 101st Avenue that was within the 350-foot boundary.
2. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
3. Posted on the City's website.
4. Posted (sign) on the property with contact information for the Planning Department.

In accordance with the Neighborhood Meeting Policy, a neighborhood meeting was held on August 2, 2022. A summary of the meeting is attached.

Comments included:

1. Concern about the current traffic in the area and that the proposed development would make traffic worse.
2. Concern about parking, especially in light of the undersupply of parking at the existing Royal Oaks Apartments.
3. Opposition to the proposed density.

The neighborhood meeting was held on Night to Unite. Upon discovering the conflict, the developer offered to answer questions from neighboring property owners outside of the scheduled meeting and to hold another meeting if desired by neighboring property owners. The neighborhood policy requires the meeting to be held at least seven days before the public hearing, that requirement was met.

At the October 3, 2022 Council meeting the Mayor allowed limited public comment the minutes from that meeting are attached.

Staff Recommendation

By motion, approve the Resolution.

Attachment List

Zoning and Location Map

Preliminary Plat

Letter from Property Owner

Unapproved Planning Commission Minutes 8/10/22

City Council Minutes 10/3/22

Additional Public Comments

Body

WHEREAS, an application has been filed by Goers Mark J & Debra J as Case File No. 22-0048 for a preliminary plat known as Green Acres 2nd Addition; and

WHEREAS, said case involves the division of land described as follows:

Parcel 1:

Outlot A, Pleasure Creek, according to the recorded plat thereof, Anoka County, Minnesota.

(Abstract Property)

Parcel 2:

The East Half of the North Half of Lot 30, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast. The East 30 feet of the West Half of Lot 30, Green Acres Addition, according to the recorded plat thereof, Anoka County, Minnesota .

(Abstract Property)

Parcel 3:

The North Half of Lot 31, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.

(Abstract Property)

Parcel 4:

South Half (S 1/2) of Lot Thirty-one (31), Green Acres Addition, Anoka County, Minnesota. Being Registered land as is evidenced by Certificate of Title No. 80190.

WHEREAS, the preliminary plat meets the general requirements of section 74-81 of the Blaine Zoning Code; and

WHEREAS, the Blaine Planning Commission held a public hearing on August 10, 2022, and recommend approval regarding said plat with conditions.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that preliminary plat approval per Section 74-42 of the subdivision regulations is hereby granted for Green Acres 2nd Addition permitting preparation of a final plat for approval per Section 74-43 subject to the listed conditions. **NOW, THEREFORE, BE IT FURTHER RESOLVED** The Mayor, City Clerk and City Manager are hereby authorized to execute all necessary documents, agreement and releases related to the approval, recording or administration of Green Acres 2nd Addition.

1. Park dedication is required for the 111 new residential units being constructed at the rate of \$4,449 per unit, for a total park dedication fee of \$493,839 if paid and recorded in 2022. This amount must be paid prior to releasing the plat mylars for recording at Anoka County.
2. The developer shall be responsible for assessments for trunk sanitary sewer for parcels 30-31-23-21-0004 and 30-31-23-21-0037. 2022 Typical assessment rate for sanitary sewer trunk is \$4,377 per acre. At 0.25 acres of development for these parcels, the assessment total is \$1,904.25.
3. All development signage by separate review.
4. All existing structure removals require demolition permits. All wells and septic systems shall be properly abandoned per all local and state requirements.
5. The developer is responsible for recording the plat mylars with Anoka County. Proof of recording must be provided to the City prior to issuance of building permits.
6. Execution and recording of a development agreement, which sets forth in greater detail the plat conditions as well as other responsibilities for the development of this plat.
7. Outlot A shall be deeded to the City prior to release of any financial guarantees associated with the project.
8. The existing driveway shall be removed and restored to turf grass prior to release of any financial guarantees associated with the project.

PASSED by City Council of the City of Blaine this 5th day of December, 2022.



City of Blaine
Anoka County, Minnesota
Signature Copy

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

Resolution: RES 23-19

File Number: RES 23-19

Granting a Final Plat to Create One Lot and Two Outlots to be Known as Green Acres 2nd Addition at 111 99th Avenue NE. Blaine Apartments LLC (Case File No. 22-0064/SAS)

WHEREAS, an application has been filed by Goers Mark J & Goers Debra J as Case File No. 22-0064 for a final plat known as Green Acres 2nd Addition; and

WHEREAS, said case involves the division of land in Anoka County, Minnesota, described as follows:

Parcel 1:

Outlot A, Pleasure Creek, according to the recorded plat thereof, Anoka County, Minnesota.
(Abstract Property)

Parcel 2:

The East Half of the North Half of Lot 30, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast. The East 30 feet of the West Half of Lot 30, Green Acres Addition, according to the recorded plat thereof, Anoka County, Minnesota .
(Abstract Property)

Parcel 3:

The North Half of Lot 31, Green Acres, according to the recorded plat thereof, Anoka County, Minnesota, together with that part of vacated President Street NE, dedicated in the plat of Green Acres as Aurelia Drive, accruing thereto, all lying southwesterly of 101st Avenue Northeast.
(Abstract Property)

Parcel 4:

South Half (S 1/2) of Lot Thirty-one (31), Green Acres Addition, Anoka County, Minnesota. Being Registered land as is evidenced by Certificate of Title No. 80190.

WHEREAS, the Blaine City Council granted preliminary plat approval on December 5, 2022, subject to the conditions as contained in Blaine City Council Resolution No. 22-148; and

WHEREAS, the final plat is in general conformance with the approved preliminary plat.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that final plat approval for Green Acres 2nd Addition per Section 75-33 of the subdivision regulations is hereby granted subject to the listed conditions. **NOW, THEREFORE, BE IT FURTHER RESOLVED** The Mayor, City Clerk and City Manager are hereby authorized to execute any and all necessary documents, agreement and releases related to the approval, recording or administration of Green Acres 2nd Addition.

1. The developer is responsible for recording plat mylars with Anoka County. Proof of recording must be provided prior to issuance of building permits.
2. Park dedication is due for the 111 residential units at a rate of \$4,894 per unit for a total park dedication payment of \$543,234. This fee shall be paid prior to the final plat mylars being released for recording purposes at Anoka County.
3. All existing structure removals require demolition permits. All wells and septic systems shall be properly abandoned per all local and state requirements.
4. Execution and recording of a development agreement, which sets forth in greater detail the plat/development conditions as well as other responsibilities for the development of this plat.
5. Outlot A shall be deeded to the City prior to release of any financial guarantees associated with the project.
6. The existing driveway shall be removed and restored to turf grass prior to release of any financial guarantees associated with the project.
7. Assessments for trunk sanitary sewer for parcels 30-31-23-21-0004 and 30-31-23-21-0037 for 2022 are due prior to recording the final plat mylars. The assessment total is \$1,133.

PASSED by the City Council of the City of Blaine this 22nd day of February, 2023.

Signed by 
Tim Sanders, Mayor

Date February 22, 2023

Attest by 
Catherine Sorensen, CMC, City Clerk

Date February 22, 2023



City of Blaine

Staff Report

File Number: ORD 23-2528

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Ordinance

Development Business - Sheila Sellman, City Planner

Agenda Item # 10.8

First Reading

Ordinance Approving an Amendment to Section 26.06 (Nonconforming Structures, Uses) of the Zoning Ordinance to Allow the Creation of Nonconformities by Public Action to be Deemed in Compliance with the Zoning Ordinance. City of Blaine (Case File No. 23-0063/SLK)

Executive Summary

The proposed ordinance amendment is to allow any conveyance of land to a federal, state, or local government for public purposes to allow that lot and any structures existing at the time of public action to be deemed in compliance with the minimum lot area, lot width and setbacks of the Zoning Ordinance.

Background

Planning Commission Public Hearing	08/08/23
City Council (1st Reading)	09/06/23
City Council (2nd Reading)	09/18/23

Staff report prepared by Shawn Kaye, Planner.

The City of Blaine, Anoka County and MNDOT are improving Trunk Highway (TH) 65 from 97th Avenue to 119th Avenue NE in Blaine. TH65 is a vital link to the Twin Cities urban core for commuters, businesses, freight traffic and visitors. TH 65 will be converted to a freeway type highway with grade-separated interchanges at 99th Avenue, 105th Avenue, 109th Avenue and 117th Avenue/Cloud Drive intersections. Existing local street/driveway connections to TH 65 will be rerouted using frontage roads. This project will improve safety and travel time, and reduce crashes along TH65.

Recently, it was announced that the State of Minnesota will be investing in improvements to Highway 65 through transportation and bonding bills. In the near future, the project will move into the final design

and right-of-way acquisition phase. Therefore, right of way may be needed for improvements on the Highway 65 project and any other future road projects in the City.

The need for additional right of way may leave some sites with nonconforming setbacks, lot area or width for existing parking lots and buildings. The proposed code amendment would allow any conveyance of land to a federal, state, or local government for public purposes to allow that lot and any structures existing at the time of public action to be deemed in compliance with the minimum lot area, lot width and setbacks of the Zoning Ordinance.

Attachment List:

Unapproved Planning Commission Minutes 8/8/23

Strategic Plan Relationship

Not applicable

Board/Commission Review

The Planning Commission voted unanimously to approve the code amendment. There were no comments at the public hearing.

Financial Impact

Not applicable.

Public Outreach/Input

Notices of a public hearing were:

1. Published in Blaine/Spring Lake Park/Columbia Heights/Fridley Life.
2. Posted on the City website.

Staff Recommendation

By motion, introduce the ordinance for first reading and direct that it be placed on file for second reading at the September 18, 2023 Council meeting.

Attachment List

1. Unapproved PC Minutes 08/08/23



City of Blaine

Signature Copy

Ordinance: ORD 23-2528

First Reading

Ordinance Approving an Amendment to Section 26.06 (Nonconforming Structures, Uses) of the Zoning Ordinance to Allow the Creation of Nonconformities by Public Action to be Deemed in Compliance with the Zoning Ordinance. City of Blaine (Case File No. 23-0063/SLK)

THE CITY OF BLAINE DOES ORDAIN: (Added portions are underscored and deleted portions are shown in overstrike.)

26.06 - Nonconforming structures, uses.

(d) Creation of nonconformities by public action.

(1) When lot area, width or setbacks are reduced as a result of conveyance to a federal, state, or local government for a public purpose then that lot and any structures existing at the time of public action shall be deemed to be in compliance with the minimum lot area, lot width and setbacks of this ordinance.

INTRODUCED and read in full this 6th day of September, 2023.

PASSED by the City Council of the City of Blaine the day of , 2023 .



City of Blaine

Planning Commission

August 8, 2023 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Tuesday, August 8, 2023. Chair Goracke called the meeting to order at 7:00PM.

2. Roll Call

Members Present: Commission Members Deonauth, Gorzycki, Halpern, Homan, Olson, Swanson, and Chair Goracke.

Members Absent: None.

Staff Present: Shawn Kaye, Planner
Teresa Barnes, Project Engineer

3. Approval of Minutes

3.1. 2023-351 Approval of the July 11, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Gorzycki to approve the minutes of July 11, 2023, as presented. Motion seconded by Commissioner Homan. The motion passed 7-0.

3.2. 2023-314 Approval of the July 19, 2023 Planning Commission Minutes
Sponsors:

Motion by Commissioner Olson to approve the minutes of July 19, 2023, as presented. Motion seconded by Commissioner Gorzycki. The motion passed 7-0.

4. Public Hearing

- 4.3.** 2023-313 Case File No. 23-0063 // City of Blaine
The City is requesting a code amendment to section 26.06 (Nonconforming structures, uses) of the Zoning Ordinance to allow the creation of nonconformities by public action to be deemed in compliance with the Zoning Ordinance.
Sponsors: Shawn Kaye, Planner

The report to the planning commission was presented by Shawn Kaye, Planner. The public hearing for Case File 23-0063 was opened at 7:14PM. As no one wished to appear, the public hearing was closed at 7:14PM.

Motion by Commissioner Olson to recommend approval of Planning Case 23-0063 to recommend approval of a code amendment to section 26.06 Nonconforming structures, uses of the Zoning Ordinance to allow the creation of nonconformities by public action to be deemed to be in compliance with the Zoning Ordinance. Motion seconded by Commissioner Deonauth. The motion passed 7-0.

Chair Goracke noted this would be on the agenda of the September 6, 2023 city council meeting.



City of Blaine Staff Report

File Number: RES 23-148

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Resolution

Administration - Jerome Krieger, Sr. Recreation Manager

Agenda Item # 11.1

Resolution Accepting a Quote from Winberg Companies, LLC. in the Amount of \$164,487.85 for the Sunrise Pond Park - Parking Lot and Trail Project, Improvement Project No. 23-41.

Executive Summary

The City Council previously approved a Parks Capital Budget which included \$975,000 for the Sunrise Pond Park Improvements. Improvements include playground equipment/construction, parking lot, trail connection, irrigation, and lighting. Twelve (12) quotes were received on August 28, 2023 and Winberg Companies, LLC was the low bidder with a quote of \$164,487.85. The project consists of excavating and grading, subgrade preparation, installing storm sewer, placing aggregate base, concrete curb and gutter, paving a parking lot and trail, and turf restoration in the City's Sunrise Pond Park as shown in the plans. Construction Plans are attached

Background

Bids were received electronically at 10:00 AM, August 28, 2023, for Project No. 23-41. A total of 12 quotes were received. Winberg Companies LLC of Shafer, Minnesota is the lowest bidder with a quote of \$164,487.85. The three lowest bidders are listed below with the full bid tabulation attached.

Engineer's Estimate	\$135,781.24
Winberg Companies, LLC	\$164,487.85
Douglas-Kerr Underground, LLC	\$171,062.19
Forest Lake Contracting, Inc	\$178,046.72

Bids have been checked and tabulated, and it has been determined that Winberg Companies, LLC of Shafer, Minnesota is the lowest bidder. The Engineering Department has not worked with Winberg Companies on previous contracts. The engineering staff has checked references for Winberg Companies and they have successfully completed similar previous as subcontractors for Allied Blacktop and Metro Paving Companies as well as work for Chicaprojects for the Chisago County and the National

Guard in the City fo Arden Hills. Staff recommends that the low bid be accepted, and a contract entered into with Winberg Companies, LLC. City Council is also asked to approve a 10% contingency to bring the total project budget to \$180,935.64.

Strategic Plan Relationship

This project aligns with the City's strategic plan goal of well-maintained infrastructure by providing high-quality park and trail infrastructure.

Board/Commission Review

N/A

Financial Impact

The 2023 Parks and Trails Capital Improvement Program budget includes \$975,000 for Sunrise Pond Park improvements. The playground improvements have been installed at a current cost of approximately \$703,491. The remaining funds are planned to be used for additional improvements including the parking lot, irrigation, and lighting. The remaining balance of \$271,509 is sufficient to cover the parking lot costs of \$145,717, including the requested 10% contingency, and leaves \$125,792 to be used towards other Sunrise Pond Park site improvements.

The costs for the trail portion of the project will be funded from the Open Space budget. The Sunrise Trail project was started in 2022 and was able to be 3/4 completed. The city had to wait for the developer to put a culvert in for the ponds before final trail work could be completed. The 2022 Open Space budget included \$275,000 for open space trail improvements and \$166,940 has been spent to date. The remaining balance of \$108,060 is sufficient to cover the cost of the final trail connection of \$35,220, including the requested 10% contingency, and leaves \$72,840 to go towards other open space trail improvements.

Public Outreach/Input

N/A

Staff Recommendation

By motion, adopt the resolution.

Attachment List

1. Bid Tabulation
2. Plans



City of Blaine

Signature Copy

Resolution: RES 23-148

Resolution Accepting a Quote from Winberg Companies, LLC. in the Amount of \$164,487.85 for the Sunrise Pond Park - Parking Lot and Trail Project, Improvement Project No. 23-41.

WHEREAS, pursuant to request for quotes for Improvement Project No. 23-41, said quotes were received on August 28, 2023, electronically opened and tabulated.

AND WHEREAS, Winberg Companies LLC of Shafer, Minnesota is the lowest responsible bidder with a quote of \$164,487.85.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Blaine as follows:

1. The Mayor and City Manager are hereby authorized and directed to enter into a contract with Winberg Companies LLC for the designated improvements in the amount of \$164,487.85.
2. A 10% contingency is hereby approved to bring the total project budget to \$180,936.64 and the Senior Park and Recreation Manager is hereby authorized to sign all change orders up to the authorized project budget amount.

PASSED by the City Council of the City of Blaine this 6th day of September, 2023.

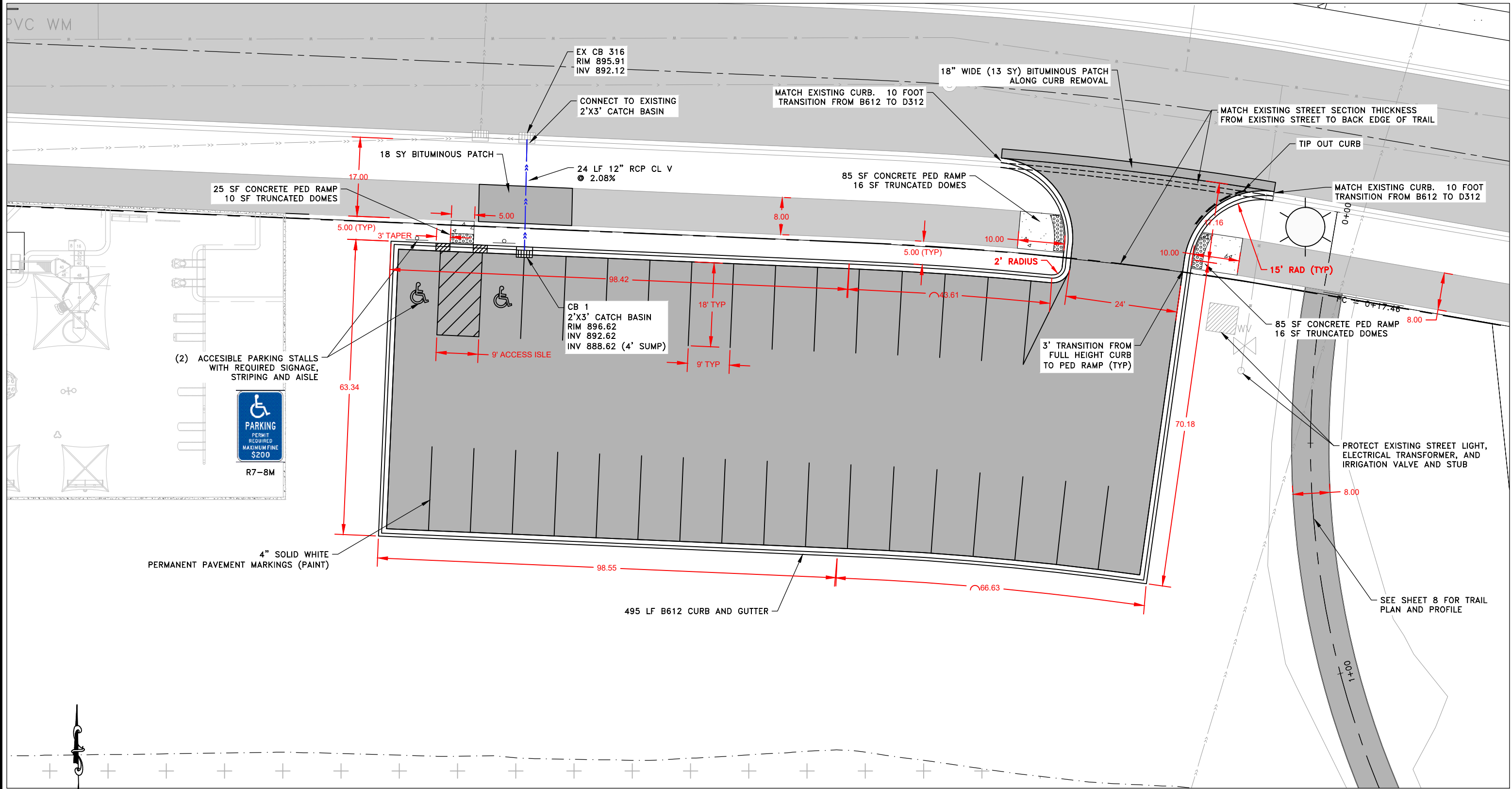
Sunrise Pond Park - Parking Lot and Trail Project (#23-41)
Owner: City of Blaine
Solicitor: Blaine MN, City of - Engineering Department
8/28/2023 10:00 AM CDT

					Engineer Estimate				Winberg Companies LLC				Douglas-Kerr Underground, L.L.C				Forest Lake Contracting, Inc.				Asphalt Surface Technologies Corp.				Peterson Companies				Blackstone Contractors LLC				Dresel Contracting Inc.			
Item No.	Spec. Ref.	Description	Unit	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension						
BID SCHEDULE A - PARKING LOT																																				
1	2021.501	MOBILIZATION	LS	1	\$5,002.37	\$5,002.37	\$8,500.00	\$8,500.00	\$39,576.00	\$39,576.00	\$10,000.00	\$10,000.00	\$17,500.00	\$17,500.00	\$27,208.61	\$27,208.61	\$20,180.00	\$20,180.00	\$46,350.00	\$46,350.00																
2	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	97	\$20.00	\$1,940.00	\$7.00	\$679.00	\$3.90	\$378.30	\$7.00	\$679.00	\$5.00	\$485.00	\$2.84	\$275.48	\$5.86	\$568.42	\$3.60	\$349.20																
3	2104.503	REMOVE CURB AND GUTTER	LF	63	\$10.00	\$630.00	\$18.00	\$1,134.00	\$5.50	\$346.50	\$8.00	\$504.00	\$13.20	\$831.60	\$4.06	\$255.78	\$11.27	\$710.01	\$10.67	\$672.21																
4	2104.504	REMOVE BITUMINOUS PAVEMENT	SY	74	\$20.00	\$1,480.00	\$18.50	\$1,369.00	\$4.80	\$355.20	\$15.00	\$1,110.00	\$11.00	\$814.00	\$5.22	\$386.28	\$19.19	\$1,420.06	\$8.11	\$604.14																
5	2106.507	EXCAVATION - COMMON (EV)	CY	639	\$20.00	\$12,780.00	\$21.00	\$13,419.00	\$18.35	\$11,725.65	\$30.00	\$19,170.00	\$28.60	\$18,275.40	\$12.11	\$7,738.29	\$33.33	\$21,297.87	\$22.54	\$14,403.06																
6	2106.507	HAIL AND DISPOSE OF EXCESS MATERIAL (LV)	CY	106	\$25.00	\$2,650.00	\$35.00	\$3,695.00	\$9.50	\$995.00	\$26.00	\$27,360.00	\$30.80	\$32,648.00	\$21.27	\$2,184.00	\$14.84	\$14,840.00	\$21.30	\$2,130.00																
7	2211.509	AGGREGATE BASE CLASS 5 (P)	TON	424	\$35.00	\$14,840.00	\$35.00	\$14,840.00	\$33.05	\$14,013.20	\$55.00	\$23,320.00	\$46.20	\$19,588.80	\$33.65	\$14,267.60	\$30.44	\$12,906.56	\$28.63	\$12,139.12																
8	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	108	\$100.00	\$10,800.00	\$159.00	\$17,172.00	\$141.05	\$15,233.40	\$141.04	\$15,232.32	\$135.41	\$14,624.28	\$149.50	\$16,146.00	\$150.69	\$16,274.52	\$123.90	\$13,381.20																
9	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)	TON	144	\$100.00	\$14,400.00	\$159.00	\$22,896.00	\$136.95	\$19,720.80	\$136.95	\$19,720.80	\$121.00	\$17,424.00	\$145.17	\$20,904.48	\$165.56	\$23,840.64	\$110.25	\$15,876.00																
10	2503.503	12" RC PIPE SEWER DESIGN 3006	LF	24	\$90.00	\$2,160.00	\$85.00	\$2,040.00	\$94.00	\$2,256.00	\$110.00	\$2,640.00	\$142.78	\$3,426.72	\$99.34	\$2,384.16	\$84.17	\$2,020.08	\$154.00	\$3,696.00																
11	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	1	\$1,500.00	\$1,500.00	\$1,285.00	\$1,285.00	\$2,887.00	\$2,887.00	\$1,500.00	\$1,500.00	\$1,320.00	\$1,320.00	\$1,608.02	\$1,608.02	\$1,420.00	\$1,420.00	\$1,200.00	\$1,200.00																
12	2506.502	CONST DRAINAGE STRUCTURE DES 2'x3'	EACH	1	\$3,500.00	\$3,500.00	\$4,225.00	\$4,225.00	\$5,903.00	\$5,903.00	\$7,000.00	\$7,000.00	\$5,022.60	\$5,022.60	\$5,018.45	\$5,018.45	\$3,020.00	\$3,020.00	\$3,600.00	\$3,600.00																
13	2512.518	6" CONCRETE PEDESTRIAN RAMP	SF	296	\$12.00	\$3,552.00	\$23.00	\$6,808.00	\$12.50	\$3,700.00	\$28.00	\$8,288.00	\$27.50	\$8,140.00	\$29.97	\$8,871.12	\$37.87	\$11,209.52	\$27.50	\$8,140.00																
14	2531.503	CONCRETE CURB DESIGN B612	LF	520	\$35.00	\$18,200.00	\$49.00	\$25,480.00	\$29.50	\$15,340.00	\$40.50	\$21,060.00	\$49.50	\$25,740.00	\$45.66	\$23,743.20	\$49.08	\$25,521.60	\$49.50	\$25,740.00																
15	2531.618	TRUNCATED DOMES	SF	42	\$55.00	\$2,310.00	\$60.00	\$2,520.00	\$60.00	\$2,520.00	\$80.00	\$3,360.00	\$71.50	\$3,003.00	\$84.80	\$3,561.60	\$78.75	\$3,307.50	\$71.50	\$3,003.00																
16	2564.502	FBI ACCESSIBLE PARKING STALL SIGN	EACH	2	\$250.00	\$500.00	\$475.00	\$950.00	\$400.00	\$800.00	\$300.00	\$600.00	\$440.00	\$880.00	\$424.00	\$848.00	\$242.00	\$484.00	\$240.00	\$480.00																
17	2573.501	STABILIZED CONSTRUCTION EXIT	LS	1	\$2,250.00	\$2,250.00	\$1,200.00	\$1,200.00	\$1,084.00	\$1,084.00	\$1,500.00	\$1,500.00	\$550.00	\$550.00	\$2,650.00	\$2,650.00	\$968.00	\$968.00	\$2,772.00	\$2,772.00																
18	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$180.00	\$540.00	\$250.00	\$750.00	\$132.60	\$397.80	\$250.00	\$750.00	\$250.00	\$750.00	\$159.00	\$477.00	\$192.00	\$576.00	\$222.00	\$666.00																
19	2573.503	SEDIMENT CONTROL LOG TYPE MULCH	LF	256	\$4.00	\$1,024.00	\$2.50	\$640.00	\$1.90	\$486.40	\$2.00	\$512.00	\$2.00	\$512.00	\$3.18	\$814.08	\$2.84	\$727.04	\$4.80	\$1,228.80																
20	2573.503	SILT FENCE (MS)	LF	222	\$4.50	\$999.00	\$2.00	\$444.00	\$1.60	\$355.20	\$2.00	\$444.00	\$2.20	\$488.40	\$3.18	\$705.96	\$4.96	\$1,101.12	\$4.80	\$1,065.60																
21	2575.501	TURF ESTABLISHMENT - HYDROSEEDING	AC	0.01	\$10,000.00	\$10.00	\$12,000.00	\$120.00	\$8,199.00	\$81.99	\$8,199.00	\$81.99	\$9,020.00	\$90.20	\$325,821.00	\$3,258.21	\$38,400.00	\$384.00	\$120,000.00	\$1,200.00																
22	2575.501	TURF ESTABLISHMENT - TEMPORARY	AC	0.5	\$10,000.00	\$5,000.00	\$2,500.00	\$1,250.00	\$1,999.50	\$999.50	\$1,999.50	\$999.50	\$2,750.00	\$1,375.00	\$10,024.00	\$5,012.00	\$3,840.00	\$1,920.00	\$7,200.00	\$3,600.00																
23	2582.603	PERMANENT PAVEMENT MARKING 4" SOLID WHITE (PAINT)	LF	385.9	\$1.25	\$732.38	\$1.50	\$578.85	\$1.10	\$424.49	\$3.00	\$1,157.70	\$1.21	\$708.94	\$4.24	\$2,484.22	\$8.96	\$5,249.66	\$2.40	\$1,406.16																
24	2582.603	PERMANENT PAVEMENT MARKING SYMBOL (PAINT)	EACH	2	\$125.00	\$250.00	\$185.00	\$370.00	\$50.00	\$100.00	\$300.00	\$600.00	\$55.00	\$110.00	\$159.00	\$318.00	\$315.00	\$630.00	\$600.00	\$1,200.00																
Subtotal						\$106,989.74		\$132,469.85		\$139,854.43		\$143,429.31		\$144,791.14		\$151,063.54		\$157,220.60		\$164,898.49																
BID SCHEDULE B - TRAIL																																				
25	2101.501	CLEAR AND GRUB	LS	1	\$1,500.00	\$1,500.00	\$3,025.00	\$3,025.00	\$4,000.00	\$4,000.00	\$750.00	\$750.00	\$5,000.00	\$5,000.00	\$1,855.53	\$1,855.53	\$1,420.00	\$1,420.00	\$5,500.00	\$5,500.00																
26	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	17	\$20.00	\$340.00	\$8.00	\$136.00	\$3.70	\$62.90	\$8.00	\$136.00	\$5.00	\$85.00	\$16.21	\$275.57	\$16.71	\$284.07	\$3.60	\$61.20																
27	2104.503	REMOVE BARB WIRE FENCE	LF	205	\$5.00	\$1,025.00	\$5.50	\$1,127.50	\$16.90	\$3,464.50	\$10.00	\$2,050.00	\$4.40	\$902.00	\$2.34	\$479.70	\$6.93	\$1,420.65	\$5.85	\$1,199.25																
28	2106.507	EXCAVATION - COMMON (EV)	CY	137	\$20.00	\$2,740.00	\$35.00	\$4,795.00	\$21.40	\$2,931.80	\$35.00	\$4,795.00	\$30.80	\$4,219.60	\$37.64	\$5,156.68	\$31.09	\$4,259.33	\$52.55	\$7,199.35																
29	2211.509	AGGREGATE BASE CLASS 5 (P)	TON	258	\$35.00	\$9,030.00	\$35.00	\$9,030.00	\$34.40	\$8,875.20	\$58.00	\$14,964.00	\$49.50	\$12,771.00	\$42.58	\$10,985.64	\$29.32	\$7,564.56	\$29.75	\$7,675.50																
30	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) (Trail)	TON	63	\$150.00	\$9,450.00	\$159.00	\$10,017.00	\$141.05	\$8,886.15	\$141.04	\$8,885.52	\$137.50	\$8,662.50	\$149.50	\$9,418.50	\$161.27	\$10,160.01	\$219.60	\$13,834.80																
31	2573.503	SEDIMENT CONTROL LOG TYPE MULCH	LF	497	\$4.00	\$1,988.00	\$2.50	\$1,242.50	\$1.90	\$944.30	\$2.00	\$994.00	\$2.20	\$1,093.40	\$3.18	\$1,580.46	\$2.43	\$1,207.71	\$4.80	\$2,385.60																
32	2573.503	SILT FENCE, HAND INSTALLED	LF	498	\$3.25	\$1,618.50	\$2.50	\$1,245.00	\$2.00	\$996.00	\$2.00	\$996.00	\$2.20	\$1,093.40	\$4.24	\$2,111.52	\$6.71	\$3,341.58	\$6.00	\$2,988.00																
33	2575.501	TURF ESTABLISHMENT - HYDROSEEDING	AC	0.05	\$10,000.00	\$500.00	\$12,000.00	\$600.00	\$8,199.00	\$409.95	\$8,199.00	\$409.95	\$9,020.00	\$451.00	\$73,878.00	\$3,693.90	\$38,400.00	\$1,920.00	\$78,000.00	\$3,900.00																
34	2575.501	TURF ESTABLISHMENT - FIBER BLANKET	AC	0.04	\$15,000.00	\$600.00	\$20,000.00	\$800.00	\$15,924.00	\$636.96	\$15,923.60	\$636.94	\$17,600.00	\$704.00	\$79,825.00	\$3,193.00	\$48,000.00	\$1,920.00	\$30,000.00	\$1,200.00																
Subtotal						\$28,791.50		\$32,018.00		\$31,207.76		\$34,617.41		\$34,984.10		\$38,750.50		\$33,497.91		\$45,943.70																
Total Bid Schedule						\$135,781.24		\$164,487.85		\$171,062.19		\$178,046.72		\$179,775.24		\$189,814.04		\$190,718.51		\$210,842.19																

Sunrise Pond Park - Parking Lot and Trail Project (#23-41)
Owner: City of Blaine
Solicitor: Blaine MN, City of - Engineering Department
8/28/2023 10:00 AM CDT

				T. A. Schifsky & Sons, Inc				LinnCo, Inc.		Veit & Company, Inc.		Parkstone Contracting, LLC		Urban Companies		
Item No.	Spec. Ref.	Description	Unit	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
BID SCHEDULE A - PARKING LOT																
1	2021.501	MOBILIZATION	LS	1	\$28,000.00	\$28,000.00	\$43,000.00	\$43,000.00	\$63,500.00	\$63,500.00	\$63,500.00	\$39,000.00	\$39,000.00	\$23,500.00	\$23,500.00	
2	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	97	\$4.00	\$388.00	\$8.25	\$800.25	\$5.50	\$533.50	\$5.00	\$485.00	\$15.00	\$1,455.00		
3	2104.503	REMOVE CURB AND GUTTER	LF	63	\$12.00	\$756.00	\$18.20	\$1,146.60	\$6.50	\$409.50	\$10.00	\$630.00	\$25.00	\$1,575.00		
4	2104.504	REMOVE BITUMINOUS PAVEMENT	SY	74	\$12.00	\$888.00	\$8.15	\$603.10	\$7.25	\$536.50	\$20.00	\$1,480.00	\$30.00	\$2,220.00		
5	2106.507	EXCAVATION - COMMON (EV)	CY	639	\$20.00	\$12,780.00	\$18.00	\$11,502.00	\$22.75	\$14,537.25	\$45.00	\$28,755.00	\$75.00	\$47,925.00		
6	2106.507	HAIL AND DISPOSE OF EXCESS MATERIAL (LV)	CY	100	\$60.00	\$6,000.00	\$34.20	\$3,420.00	\$31.00	\$3,100.00	\$40.00	\$4,000.00	\$10.00	\$1,000.00		
7	2211.509	AGGREGATE BASE CLASS 5 (P)	TON	424	\$58.00	\$24,592.00	\$43.10	\$18,274.40	\$35.50	\$15,052.00	\$50.00	\$21,200.00	\$50.00	\$21,200.00		
8	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	108	\$155.00	\$16,740.00	\$192.50	\$20,790.00	\$168.00	\$18,144.00	\$165.00	\$17,820.00	\$163.00	\$17,604.00		
9	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)	TON	144	\$150.00	\$21,600.00	\$153.00	\$22,032.00	\$140.50	\$20,232.00	\$145.00	\$20,880.00	\$158.00	\$22,752.00		
10	2503.503	12" RC PIPE SEWER DESIGN 3006	LF	24	\$150.00	\$3,600.00	\$82.80	\$1,987.20	\$140.00	\$3,360.00	\$125.00	\$3,000.00	\$250.00	\$6,000.00		
11	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	1	\$1,500.00	\$1,500.00	\$4,710.00	\$4,710.00	\$1,186.00	\$1,186.00	\$1,500.00	\$1,500.00	\$2,500.00	\$2,500.00		
12	2506.502	CONST DRAINAGE STRUCTURE DES 2'x3'	EACH	1	\$5,800.00	\$5,800.00	\$4,765.00	\$4,765.00	\$9,362.00	\$9,362.00	\$7,500.00	\$7,500.00	\$5,000.00	\$5,000.00		
13	2512.518	6" CONCRETE PEDESTRIAN RAMP	SF	296	\$25.00	\$7,400.00	\$30.00	\$8,880.00	\$28.00	\$8,288.00	\$25.00	\$7,400.00	\$35.00	\$10,360.00		
14	2531.503	CONCRETE CURB DESIGN R612	LF	520	\$45.00	\$23,400.00	\$51.50	\$26,780.00	\$50.50	\$26,260.00	\$45.00	\$23,400.00	\$65.00	\$33,800.00		
15	2531.618	TRUNCATED DOMES	SF	42	\$80.00	\$3,360.00	\$92.95	\$3,903.90	\$73.00	\$3,066.00	\$85.00	\$3,570.00	\$80.00	\$3,360.00		
16	2564.502	FBI ACCESSIBLE PARKING STALL SIGN	EACH	2	\$350.00	\$700.00	\$522.65	\$1,045.30	\$443.75	\$887.50	\$400.00	\$800.00	\$500.00	\$1,000.00		
17	2573.501	STABILIZED CONSTRUCTION EXIT	LS	1	\$2,500.00	\$2,500.00	\$3,173.00	\$3,173.00	\$2,018.00	\$2,018.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00		
18	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$150.00	\$450.00	\$341.20	\$1,023.60	\$198.00	\$594.00	\$300.00	\$900.00	\$400.00	\$1,200.00		
19	2573.503	SEDIMENT CONTROL LOG TYPE MULCH	LF	256	\$4.50	\$1,152.00	\$4.40	\$1,126.40	\$2.25	\$576.00	\$2.00	\$512.00	\$8.00	\$2,048.00		
20	2573.503	SILT FENCE (MS)	LF	222	\$4.50	\$999.00	\$4.05	\$899.10	\$1.75	\$388.50	\$2.00	\$444.00	\$7.00	\$1,554.00		
21	2575.501	TURF ESTABLISHMENT - HYDROSEEDING	AC	0.01	\$100,000.00	\$1,000.00	\$10,675.00	\$106.75	\$9,199.00	\$91.99	\$15,000.00	\$150.00	\$1,000,000.00	\$10,000.00		
22	2575.501	TURF ESTABLISHMENT - TEMPORARY	AC	0.5	\$10,000.00	\$5,000.00	\$2,530.00	\$1,265.00	\$9,187.00	\$4,593.50	\$2,000.00	\$1,000.00	\$10,000.00	\$5,000.00		
23	2582.603	PERMANENT PAVEMENT MARKING 4" SOLID WHITE (PAINT)	LF	585.9	\$1.00	\$585.90	\$1.70	\$996.03	\$2.25	\$1,318.28	\$2.75	\$1,611.23	\$5.00	\$2,929.50		
24	2582.603	PERMANENT PAVEMENT MARKING SYMBOL (PAINT)	EACH	2	\$350.00	\$700.00	\$137.65	\$275.30	\$555.00	\$1,110.00	\$350.00	\$700.00	\$500.00	\$1,000.00		
Subtotal							\$169,890.90		\$182,504.93		\$195,144.52		\$189,737.23		\$227,982.50	
BID SCHEDULE B - TRAIL																
25	2101.501	CLEAR AND GRUB	LS	1	\$9,000.00	\$9,000.00	\$9,330.02	\$9,330.02	\$4,382.00	\$4,382.00	\$6,500.00	\$6,500.00	\$10,000.00	\$10,000.00		
26	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	17	\$4.00	\$68.00	\$13.00	\$221.00	\$5.50	\$93.50	\$5.00	\$85.00	\$15.00	\$255.00		
27	2104.503	REMOVE BARB WIRE FENCE	LF	205	\$3.00	\$615.00	\$5.80	\$1,189.00	\$3.50	\$717.50	\$5.00	\$1,025.00	\$10.00	\$2,050.00		
28	2106.507	EXCAVATION - COMMON (EV)	CY	137	\$60.00	\$8,220.00	\$47.55	\$6,514.35	\$12.25	\$1,678.25	\$85.00	\$11,645.00	\$75.00	\$10,275.00		
29	2211.509	AGGREGATE BASE CLASS 5 (P)	TON	258	\$58.00	\$14,964.00	\$48.75	\$12,577.50	\$54.50	\$14,061.00	\$55.00	\$14,190.00	\$50.00	\$12,900.00		
30	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) (Trail)	TON	63	\$175.00	\$11,025.00	\$189.95	\$11,966.85	\$208.00	\$13,104.00	\$215.00	\$13,545.00	\$163.00	\$10,269.00		
31	2573.503	SEDIMENT CONTROL LOG TYPE MULCH	LF	497	\$4.50	\$2,236.50	\$4.40	\$2,186.80	\$2.25	\$1,118.25	\$2.00	\$994.00	\$8.00	\$3,976.00		
32	2573.503	SILT FENCE, HAND INSTALLED	LF	498	\$4.50	\$2,241.00	\$4.50	\$2,241.00	\$2.25	\$1,120.50	\$2.00	\$996.00	\$7.00	\$3,486.00		
33	2575.501	TURF ESTABLISHMENT - HYDROSEEDING	AC	0.05	\$25,000.00	\$1,250.00	\$10,675.00	\$533.75	\$9,186.00	\$459.30	\$15,000.00	\$750.00	\$25,000.00	\$1,250.00		
34	2575.501	TURF ESTABLISHMENT - FIBER BLANKET	AC	0.04	\$50,000.00	\$2,000.00	\$18,345.00	\$733.80	\$17,663.00	\$706.52	\$25,000.00	\$1,000.00	\$15,000.00	\$600.00		
Subtotal						\$51,619.50		\$47,494.07		\$37,440.82		\$50,730.00		\$55,061.00		
Total Bid Schedule						\$221,510.40		\$229,999.00		\$232,585.34		\$240,467.23		\$283,043.50		

Aug 14, 2023 - 3:37pm
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ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

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.
[Signature]
Date 8/11/23 Reg. No. 45850

DATE

REVISION

PROJECT NO.

DESIGN BY: BML

DRAWN BY: BML

CHECKED BY: STH

APPROVED BY: DSS

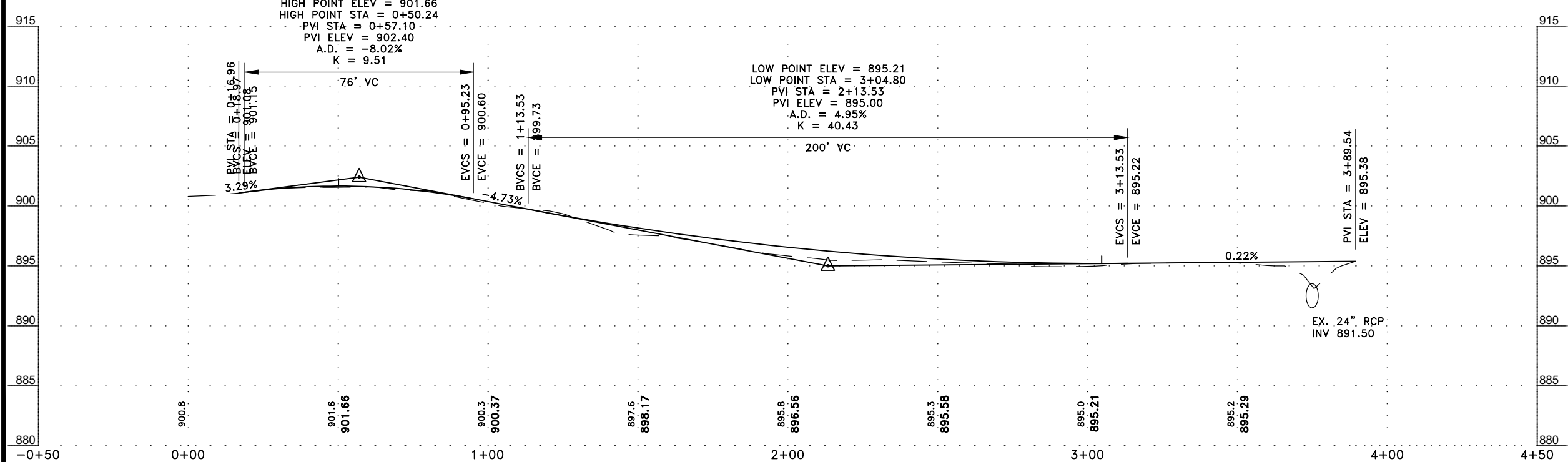
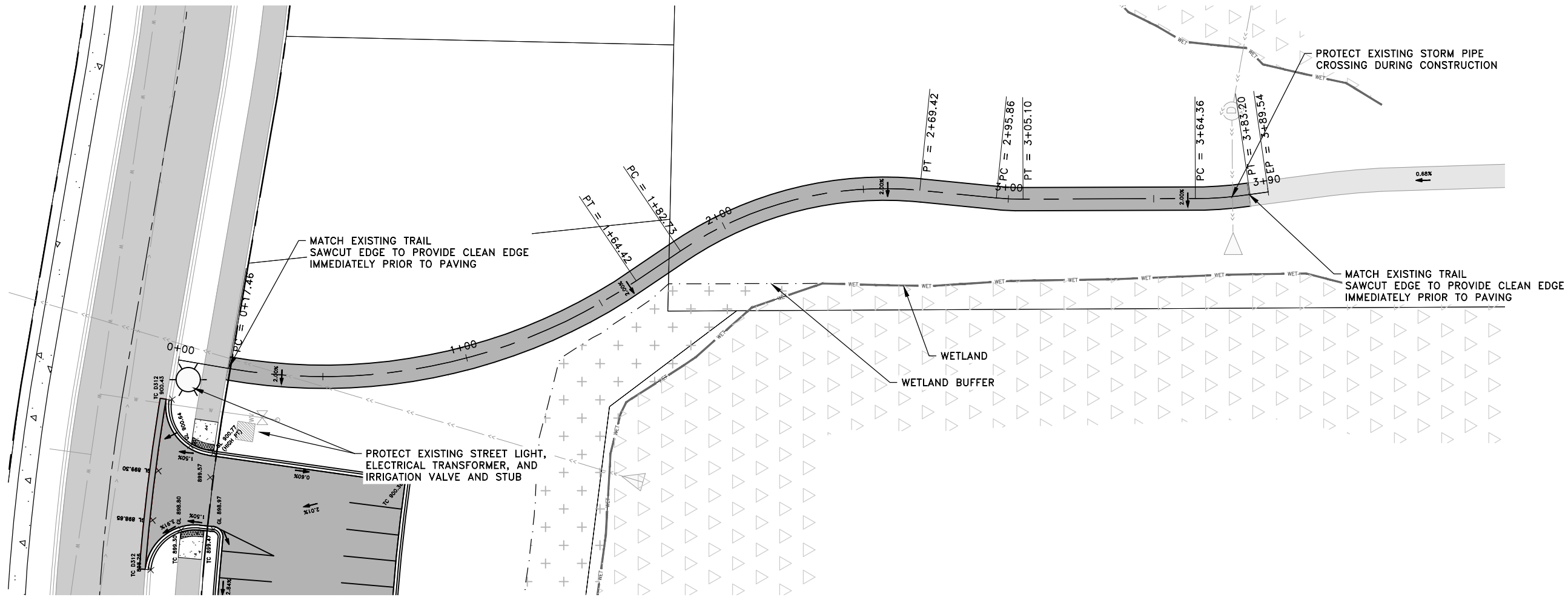
AS BUILT BY:

PARKING LOT PLAN

CITY PROJ. NO. 23-41
SUNRISE POND PARK - PARKING LOT AND TRAIL PROJECT

SHEET NO. 7 OF 9 SHEETS

Aug 28, 2023 - 12:20pm
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- NOTES:
1. BITUMINOUS PATCHES ARE PAID AS SP 9.5 WEARING COURSE MIX AT UNIT PRICE (TONS).



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

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.
[Signature]
Date 8/11/23 Reg. No. 45850

DATE	REVISION	PROJECT NO.
		DESIGN BY: BML
		DRAWN BY: BML
		CHECKED BY: STH
		APPROVED BY: DSS
		AS BUILT BY:

TRAIL PLAN AND PROFILE
CITY PROJ. NO. 23-41
SUNRISE POND PARK - PARKING LOT AND TRAIL PROJECT
SHEET NO. 8 OF 9 SHEETS



City of Blaine

Staff Report

File Number: ORD 23-2529

Agenda Date	Status
September 6, 2023	
In Control	File Type
City Council	Ordinance

Administration - Erik Thorvig, Community Development Director

Agenda Item # 11.2

Second Reading
Adopt an Interim Ordinance for a Moratorium on Car Washes

Executive Summary

Background

At the August 14, 2023 workshop, the City Council discussed the potential of establishing a zoning moratorium to allow time for the City to study zoning related to car washes in the community. Since 2021, three standalone car washes have received approval. Another car wash is going through the approval process. Staff are aware of interest in two other potential standalone car washes. However, applications have not been applied for.

Adoption of an interim ordinance (more commonly known as a moratorium) may aid cities in the zoning ordinance amendment process by allowing a city to study an issue without the pressure of time generated by pending applications. Cities may use a moratorium, as allowed by law, to protect the planning process, particularly when formal studies may be needed on a particular issue.

Direction was given at the August 14, 2023 workshop to place an item on the August 21 agenda to consider a six-month moratorium on car washes citywide to allow for a zoning study to be completed. The study would analyze the following:

- Appropriate locations where car washes should be located. Things to be considered will include what zoning districts car washes are currently allowed in, and existing zoning of priority development areas. The study will generally focus on stand-alone car washes. Car washes as an accessory use to convenience stores will also be reviewed. The zoning ordinance treats these uses differently.
- The general impact on the health, safety and welfare that car washes may impose specifically related to traffic, infrastructure, environment, noise and light.

- Economic impact and benefits of the nature of the business as it relates to the intent of certain zoning districts.

If the moratorium is adopted, staff will begin the necessary research and schedule an item for a future workshop.

Strategic Plan Relationship

Not applicable.

Board/Commission Review

Not applicable.

Financial Impact

Not applicable.

Public Outreach/Input

No public hearing is required for adoption of an interim ordinance, unless it relates to a housing proposal.

Staff Recommendation

Consider the ordinance and determine whether to adopt.

Attachment List

None



City of Blaine

Signature Copy

Ordinance: ORD 23-2529

Second Reading

Adopt an Interim Ordinance for a Moratorium on Car Washes

THE CITY OF BLAINE DOES ORDAIN: (Added portions are underscored and deleted portions are shown in overstrike.)

WHEREAS, the City has approved three applications for standalone car washes since 2021; and

WHEREAS, an application is currently being considered for a fourth standalone carwash; and

WHEREAS, the City is aware of the potential of additional applications for car washes being submitted; and

WHEREAS, concern about the number and location of car washes in the City has been expressed by the City Council publically; and

WHEREAS, at a workshop on August 14, 2023, the City Council discussed the potential of a moratorium on car washes to study the issue; and

WHEREAS, the study will include, but is not limited to the following:

- Appropriate locations where car washes should be located.
- The general impact on the health, safety and welfare that car washes may impose specifically related to traffic, infrastructure, environment, noise and light.
- Economic impact and benefits of the nature of the business as it relates to the intent of certain zoning districts.

WHEREAS, pursuant to Minnesota Statute Sections 462.355, Subd. 4., the City has the authority to establish an interim ordinance that regulates, restricts or prohibits any use, development or subdivision within the City or a portion thereof; for up to one year, while the City is conducting a study, has authorized a study to be completed, or has scheduled a hearing to consider the adoption of the comprehensive plan or official controls; and

WHEREAS, the health, safety and welfare of the residents of Blaine will be enhanced by preventing further applications related to car washes until the study of the issue is complete.

NOW, THEREFORE, THE CITY OF BLAINE DOES ORDAIN:

1. The City will be conducting a study on amendments to official controls related to car washes. Pursuant to the authority granted by Minnesota Statute 462.355, Subd. 4, the City hereby

adopts an interim ordinance placing a temporary moratorium on the filling and consideration of applications for new construction, rezoning, conditional use permits, site plan, variances, subdivision and platting for standalone and car washes as an accessory use to convenience stores.

2. The City shall not grant approval of any application for new construction, rezoning, conditional use permits, site plan, variances, subdivision and platting for standalone and car washes as an accessory use to convenience stores until March 6, 2024.
3. The moratorium shall not apply to previously approved development actions prior to September 6, 2023 or applications that have already been formally submitted and are in the process of being considered by the City Council.
4. The moratorium shall also not apply to building permits applied for existing car washes that do not expand the use and/or require a conditional use permit, site plan or variance.
5. This interim ordinance shall be in full force and effect after its adoption and publication as required by law.

INTRODUCED and read in full this 21st day of August, 2023.

PASSED by the City Council of the City of Blaine this 6th day of September, 2023.