City of Blaine
Planning Commission

April 9, 2024 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

The Planning Commission is an advisory board to the City Council. One of the Commission's functions is to hold public hearings and make recommendations to the City Council. The City Council makes all final decisions on these matters. For each agenda item the Commission will receive reports prepared by the City staff, open the public hearing, discuss and act on the application.

Public comments prior to the meeting must be received by 4:30 PM on the Monday prior to the meeting date. Email comments to: Planning@BlaineMN.gov or phone 763-785-6180.

AGENDA

1. Call to Order

2. Roll Call

3. Approval of Minutes

3.1. 2024-809 Approval of the March 12, 2024 Planning Commission Minutes
Sponsors:

4. Public Hearing

4.1. 2024-773 Case File No. 24-0016 // Jacob Andersen // 10900 National Street NE
The applicant is requesting a conditional use permit to construct a 1,440 square foot detached accessory building in a Farm Residential (FR) zoning district.
Sponsors: Elizabeth Showalter, Community Development Specialist

4.2. 2024-774 Case File No. 24-0017 // Clover Leaf Farms 5th Addition (Parkway I Townhome Association) // 288-591 97th Lane NE, 292-570 96th Lane NE and 405-595 Clover Leaf Parkway NE

The applicant is requesting a variance to the front, side, and rear yard setbacks for decks for all units within Clover Leaf Farms 5th Addition.
Sponsors: Elizabeth Showalter, Community Development Specialist

4.3. 2024-775 Case File No. 24-0018 // 99th Apartments Sand Companies // 111 99th Avenue NE

The applicant is requesting a conditional use permit to allow for the construction of a 48-unit apartment in a Development Flex (DF) zoning district.

Sponsors: Sheila Sellman, City Planner

4.4. 2024-776 Case File No. 24-0021 // 88 Legacy Xylite Building (RJ Ryan) // 8888 Xylite Street NE

The applicant is requesting a conditional use permit to allow a 14,524 square foot outside storage area in the Light Industrial (I-1A) zoning district.

Sponsors: Elizabeth Showalter, Community Development Specialist

4.5. 2024-771 Case File No. 24-0020 // Crispin Cove (Capital Trust Investment LLC) // 4255 125th Avenue NE

The applicant is requesting the following:

1. Rezoning from Farm Residential (FR) to Development Flex (DF).
2. Preliminary plat to subdivide 21.52 acres into 40 single family lots and two outlots to be known as Crispin Cove.
3. Conditional use permit to allow for the construction of 40 single family lots in the Development Flex (DF) zoning district.

Sponsors: Shawn Kaye, Planner

5. Adjournment

City of Blaine
Planning Commission

March 12, 2024 | 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, March 12, 2024. 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: Elizabeth Showalter, Community Development Specialist
Shelia Sellman, City Planner
Teresa Barnes, Project Engineer

3. Approval of Minutes

3.1. 2024-728 Approval of the February 13, 2024 Planning Commission Minutes
Sponsors:

Motion by Commissioner Halpern to approve the minutes of February 13, 2024, as presented. Motion seconded by Commissioner Olson. The motion passed 7-0.

4. Public Hearing

4.1. 2024-707 Case File No. 23-0087 // Blaine Quality Automotive // 9664 Central Avenue NE
The applicant is requesting a conditional use permit amendment to increase the number of vehicles allowed for overnight outside storage from 11 to 16 in the Community Commercial (B-2) zoning district.
Sponsors: Elizabeth Showalter, Community Development Specialist

The report to the planning commission was presented by Elizabeth Showalter, Community Development Specialist. The public hearing for Case File 23-0087 was opened at 7:11PM.

Jeff Carson, attorney for Derrel Singh, explained the applicant, his client, was requesting an application for an amendment to an existing CUP. He stated he took issue with the criteria for beautification and compatibility. He suspected this was more often viewed when the original CUP was issued. He noted there was a CUP on this property and the property was what it was. He indicated Mr. Singh would do what he could, but he had questions about staff's recommendations. He reported the 21 parking spaces would fit on the property. He understood his client's property was located on Highway 65 but this business has been in operation for some time. He explained there were two outside storage units on the property and these have been the subject of compliance actions. His client was in the process of having the storage units removed. He commented on the plantings suggested by staff. He stated he believed a MNDOT easement was over much of the property and he wanted to be assured that any plantings were allowed before plantings were put in place. He discussed how the property owners along Highway 65 were anticipating a noise wall would be constructed by MNDOT in the near future. If this were the case, he questioned if the plantings would be necessary. Other than the planting requirements, he explained his client would accept the conditions for granting approval.

Derrel Singh, Blaine Quality Automotive, stated the initial site plan Blaine has had on file since 1993 was an old for an old Fina Gas Station. He indicated that he believed the plan on file was not to scale and that his plan was based on measurements he took on site that he believed we more accurate than the plan on file He explained his drawing shows that 21 parking stalls fit on the site. He provided the commission with historical information on his business noting he opened his doors in 1995. He indicated he worked through three recessions, COVID and he now owns the business. He discussed how the city's stipulatons would adversely impact his small business. He discussed how he could not complete with mainstream auto repair businesses. He hoped the commission could work with him to address the parking situation on his property. He described how he works to get cars in and out for service, stating he was not willing to turn away work because he was a small business owner. He asked that the commission take into consideration the size of his property, along with the amount of outdoor storage and parking that he was allowed.

The public hearing was closed at 7:23PM.

Chair Goracke requested further information regarding the MNDOT easement.

Community Development Specialist Showalter explained the property does have a drainage and utility easement. She noted language could be added that if MNDOT objected in writing to the placement of landscaping in the easement that this condition would be waived. She reiterated that this easement has been in place the entire time, including when the landscaping was first planted. She indicated the applicant has raised concerns that some of their planting materials have been damaged or removed, but this was typical when utility work occurs, and many commercial properties place required landscaping in easements.

Chair Goracke questioned if a noise wall would be constructed along Highway 65.

Community Development Specialist Showalter reported MNDOT was completing a noise study along the Highway 65 corridor which was required for the federal funding as part of this project. She indicated the effected property owners have until March 27 to submit their ballots and based on the ballots a determination will be made whether or not noise walls will be constructed within the segments of the corridor. She explained she could confirm this fact with MNDOT prior to the council meeting and conditions of the CUP could be altered at that time if needed.

Chair Goracke commented on how the property owner had walked the property and he was convinced the parking spaces would fit. He discussed how staff had a site plan of the property from 1993.

Community Development Specialist Showalter explained staff did not contend that the stalls will not fit on the property. However, the stalls have to be marked on site by the applicant and measured by staff to verify the dimensional requirement in the code were met and this was being allowed as a more cost effective option for the applicant, since a survey would typically be required.

Chair Goracke indicated he drove by the property today and there were 19 cars onsite.

Community Development Specialist Showalter stated the question before the commission was not whether or not this many spaces fit on the property, but rather, should the site have up to 16 vehicles parked overnight.

Chair Goracke asked why the applicant had not installed any of the landscaping as per the city's requirement from last October.

Mr. Singh stated he was scared. He indicated he got approached by a Blaine city official stating a bench warrant was issued for his arrest unless he amended his CUP to allow for additional overnight parking and outdoor storage. He explained he was uncertain how to proceed and was fearful for his business, so he applied for a smaller amount of storage. He stated this time around he had more time to think and present his case to the commission. It was his hope the commission would take into consideration the facts on the property.

Commissioner Olson questioned if the applicant could agree with the recommendations for the outside storage.

Mr. Singh indicated he could agree with the recommedations regarding outside storage. However, he noted he was concerned with how the sewer drain on his property would be impacted by the foundation for the outdoor storage buidling. He requested the city allow him to install an eight foot privacy fence with a gate for the outdoor storage.

Community Development Specialist Showalter explained the requirement for the trash enclosure was a requirement within the zoning code and deviations from these standards were not granted within a CUP. As such, the applicant could apply for a variance from the trash enclosure requirements in the zoning code, but that it is also a requirement in the fire code, and there is no opportunity to receive a variance from fire code requirements.

Commissioner Olson inquired if the city could allow the outdoor storage area to be fenced.

She noted there were other businesses in Blaine that have fences surrounding their outdoor storage areas.

Community Development Specialist Showalter commented the commission could add a condition to allow fencing for the outdoor storage area if the commission believed the criteria for granting a CUP would be met. She indicated that other auto repair businesses had fenced vehicle storage areas behind buildings, but was not aware of any located in front of a building. She stated it would be up to the commission to determine if this proposed fenced in area meets the CUP criteria.

Commissioner Homan questioned if the applicant received a code enforcement violation for having too many cars stored onsite overnight.

Community Development Specialist Showalter explained the city has ceased code enforcement efforts regarding overnight storage, since the applicant applied for a CUP amendment to address the number of vehicles allowed onsite for overnight parking. She was uncertain how many cars were on the most recent code enforcement report, but noted the number was more than 11, which was the number currently allowed within the CUP for the property.

Chair Goracke commended Mr. Singh for keeping his business operational through the past three recessions and COVID. He explained this was a hard request for the commission to consider.

Commissioner Halpern asked if the 16 parking stalls would meet the actual needs for the business.

Mr. Singh stated the drawing he submitted supports utilization of the property. He indicated he got the vertical or diagonal parking dimensional numbers from the Planning and Zoning Department. He reviewed the proposed parking lot changes in further detail with the commission. He explained the 16 overnight parking spaces would be adequate with the four open spots during the day. He commented on how he was unable to determine if and when tow trucks drop off cars in the overnight hours. He stated he was running a business and believed he was stuck between a rock and a hard place.

Commissioner Halpern questioned if this business had outgrown the amount of real estate that it currently had.

Mr. Singh indicated the challenge he was facing with his business was getting parts on time and the availability of parts. He stated cars were now sitting onsite longer than they used to while he waits for parts. He asked for clarification from staff on how the city defined an access aisle.

Community Development Specialist Showalter described how the city defined an access aisle noting they had to be the same width as a parking stall (eight feet) and must be located next to the required accessible parking stall. She commented on how staff had used the 21 stall layout submitted by the applicant and removed four stalls for daily parking and one stall for the access aisle, which resulted in 16 stalls that could be used for overnight parking, if allowed by an approved CUP.

Motion by Commissioner Halpern to recommend approval of Planning Case 23-0087 based on the following conditions:

<u>Case 23-0087:</u>

1. **Any vehicle storage beyond the 16 vehicles permitted by this CUP shall be removed by June 30, 2024.**
2. **All stalls must meet the dimensional requirements listed in 33.13 of the zoning code.**
3. **One accessible parking stall is required, which shall include the associated access aisle.**
4. **The applicant shall mark the proposed striping on site prior to final striping to verify the dimensional requirements of 33.13 are met prior to June 30, 2024.**
5. **Outside overnight storage shall be limited to the 16 parking stalls indicated on the attached site plan. If the proposed stalls do not fit on site at the dimensions required by 33.13, the applicant will need to reduce the number of vehicles stored outside overnight to have 4 stalls remaining that are not used for storage and vehicles may not be stored in the required access aisle.**
6. **The parking lot shall be striped, including any required accessible parking stalls, by July 31, 2024.**
7. **Two six foot tall conifer trees and thirteen shrubs shall be planted along the Highway 65 frontage prior to July 31, 2024. A landscape plan showing the proposed trees and shrubs shall be provided by June 30, 2024.**
8. **Hours of operation are limited to 7AM to 7PM on weekdays, and 8:30AM to 1PM on Saturday.**
9. **All vehicle parking to be on-site. No vehicle parking on the frontage road.**
10. **No vehicle repair may occur outside.**
11. **All vehicles stored outside must be licensed with current registration and appear drivable. Vehicles on blocks may not be stored outside overnight.**
12. **Recommending the applicant work with staff and MNDOT to properly locating any plantings to come into compliance and to minimize the impact on the easement.**

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

Chair Goracke noted this would be on the agenda of the April 1, 2024 city council meeting.

4.2. 2024-712 Case File No. 24-0012 // 35W Logistics Center // 11008 Sunset Avenue NE
The applicant is requesting the following:

1. Rezoning from Farm Residential (FR) to Light Industrial (I-1).
2. Preliminary plat to create two lots.
3. Conditional use permit for shared access and zero lot line parking in the Light Industrial (I-1) zoning district.

Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0012 was opened at 7:52PM.

Janet Hatcher, 7287 Meadow Court, Lino Lakes, explained she was concerned about the proposed development that would be located in her backyard. She asked what the height of the proposed building would be. She questioned how the area would be signed. She suggested more trees be planted between the existing homes and the proposed industrial building. She commented on how traffic in the area would be adversely impacted by these new businesses with employee traffic. She encouraged the commission to reconsider the use of this site. She suggested the site remain greenspace or that it be developed into a residential neighborhood.

Larry Swenson, 11001 National Street NE, explained he was the landowner adjacent to this project to the west. He indicated he was concerned with the amount of trees that would be removed, which served as a good buffer zone to the adjacent neighbors. He commented on how the existing trees deflect noise from the freeway and he anticipated the proposed buildings would not. He stated another concern for him was the loss of wetlands on this property. He discussed how traffic on 109th Avenue would be adversely impacted and noted there were no paved shoulders or sidewalks along this roadway for pedestrians.

Chair Goracke stated 109th Avenue was a county road which meant the maintenance and decisions for this roadway were determined by Anoka County.

Mr. Swenson requested further information regarding the park dedication that was required for this project.

City Planner Sellman reported all new subdivisions were required to pay park dedication fees or provided park space. She explained the park dedication fees from this project would assist the city with maintaining its existing parks.

Mr. Swenson questioned if the developer would be required to construct a trail along 109th Avenue that connects to the existing trail. He asked if there was any requirement for an environmental impact study given how the ponds and wetlands would be impacted. He stated it was his opinion this project did not fit next to residential homes even though it fit with the city's long range plan.

Bethany Kelch, 11324 Sunset Avenue, resident and homeowner, stated she had concerns with the industrial traffic that would be entering and exiting the proposed project. She indicated the noise from this traffic would adversely impact the adjacent homes. She questioned if the roadways and roundabout would handle this type of traffic. She discussed how she was rear ended trying to enter her driveway. She feared how her property would be adversely impacted by noise and light pollution and stated the proposed project was not a good fit next to the existing residential homes.

Ralph Anderson, 11151 National Street, explained he was not able to attend the neighborhood meeting becuase he was out of town. He commented on the power line that runs on the north end of Lot 1, noting this line serves his home. He asked if this power line would remain in tact. He stated he understood the concerns of his neighbors when it came

to traffic and he encouraged the city to collaborate with the county to address the traffic concerns along 109th Avenue. He suggested bypass lanes be considered.

Joe Radach, Capital Partners Director of Development, explained Capital Partners owns and manages 15 million square feet of space in the Twin Cities metro area. He indicated they have 150 buildings and 600 tenants. He commented on the three buildings they already have in Blaine. He discussed how this site has great visibility from 35W and would be an excellent project. He reported he was looking to bring med tech clients or office warehouse clients to this site. He explained the building would be 38 feet in height and the zoning district would allow up to 50 feet. He described the signage that would be posted on the site noting the signs would be facing 35W and 109th Avenue. He commented on how he would be doubling the setback to the north and would also be planting additional trees as a buffer. He indicated he would be planting back 480 trees and 1,100 shrubs to assist with screening the buildings. He reported a trail would be constructed along the front of the building on 109th Avenue and discussed how he did not control the county trail system. He commented on the traffic that would be generated by this project noting traffic along 109th Avenue would increase by 20%, which was 1,000 more cars. He stated the roadway capacity for 109th Avenue was 10,000 cars per day and the roadway would have approximately 6,500 cars per day. He indicated a privacy fence would be constructed on the west and north property lines that will buffer the residential properties. He explained he would not be taking down any of the power lines and he would be happy to discuss burying the power lines if this provided better service for Mr. Anderson. He thanked staff for presenting this item and thanked the commission for their consideration.

The public hearing was closed at 8:11PM.

Chair Goracke asked if an environmental impact study had to be completed for this project.

Project Engineer Barnes reported an environmental impact study was not required for this project. She stated the applicant would have to work with the Rice Creek Watershed District. She commented on how the applicant was working to preserve the middle of the property as much as possible. She noted the shaded or hatched areas would be up for wetland credit consideration.

Chair Goracke requested further information regarding the traffic study that was completed for this project.

Project Engineer Barnes explained a traffic memo was completed and has been reviewed by both the city and county. She reported the city has had conversations with Anoka County and noted 109th Avenue can carry 10,000 cars per day. She stated the county has placed restrictions that will require turn lanes at the east and west entrance. She indicated the east entrance may be a right-in, right-out only.

Chair Goracke questioned if the lighting on the rear of the building would be downlit.

City Planner Sellman reported this would be the case.

Commissioner Gorzycki questioned if these businesses would have proposed operating business hours.

Mr. Radach stated there were not and he asked that no prescribed hours be set by the city. He indicated his potential tenants would operate from 7AM to 5PM. He did not envision this site having overnight manufacturing or a distribution facility.

Commissioner Halpern expressed concern with the fact this project would have homes on three sides and that it would be disturbing existing wetlands. He feared this project would be creating some of the same mistakes that were made near the Sanctuary neighborhood. He understood this was a challenging property, but he did not believe this project was the right fit.

Commissioner Olson questioned where else in Blaine the city had I-1 adjacent to Residential. She inquired if overnight manufacturing would be allowed if this project were to proceed.

Mr. Radach explained the property is guided for high density residential or industrial. He indicated the city has targeted this property for the proposed use or apartments. He understood change was hard and that the neighbors did not want the 27 acres of green space to be developed. He stated after the neighborhood meeting, he believed most of the neighbors would prefer to have a light industrial project on this site versus a high density residential development. He discussed how the proposed development would be quiet at night versus an apartment complex.

City Planner Sellman reviewed the areas in Blaine where light industrial was located directly adjacent to residential. There were five areas in total.

Chair Goracke reopened the public hearing at 8:21PM to allow one additional resident to speak.

Nancy Purdy-Swenson, 11001 National Street, stated the changing of the land behind her home, has not been brought to her. She explained she purchased her home as acreage and she was shown the plan for this land and it was for housing. She believed a street would be running from her neighborhood through the subject property which led her to place her home to one side of the property. She indicated she was comfortable with this and knew it would happen. She commented on how all of the people surrounding this parcel were not involved in the planning process. She explained her husband attended the neighborhood meeting where he was told this project was better than high density. However, she believed both were not the right fit for this site given the fact it was completely surrounded by residential homes. She indicated she moved to Blaine 37 years ago because this was a great place for families. She discussed how the city was turning a great deal of land into commercial and industrial space, which was adversely impacting homeowners. She questioned how much high density land the city needed. She encouraged the city to pursue starter homes on this property instead of the proposed light industrial project.

Chair Goracke closed the public hearing at 8:24PM.

Chair Goracke commented on how the planning commissioners were residents of Blaine too and how the city was dealing with the challenges of growth. He asked if staff could further information on the comprehensive plan as it pertains to residential and other properties.

City Planner Sellman explained the comprehensive land use plan was the city's guiding document for how the city develops. She noted the plan sets land use designations as well as zoning. She provided history on this site noting it was guided for medium and high density residential as part of the northeast area plan that was adopted in 2002. She commented the land use was changed to high density residential and planned commercial in the 2030 comprehensive plan that was adopted in 2009. She stated the property was high density and planned industrial in the 2040 plan which was adopted in 2018. She indicated the council held a retreat in 2022 where all high density residential properties were reviewed. At that time, the council's recommendation was to leave this property as is.

Chair Goracke questioned how the city notifies the residents when a change is proposed for the land use.

City Planner Sellman explained when the city receives an application to change the land use, property owners within 350 feet are notified of the public hearing.

Commissioner Halpern requested staff speak to how many of the industrial uses existed prior to the residential housing versus the other way around.

Community Development Specialist Showalter discussed the history of the properties noting the industrial use in the Lakes area near North Point Preschool predated the residential homes. She indicated the industrial uses in the Sanctuary neighborhood that was northernmost was guided for industrial prior to the residential properties being developed. She stated there was a conditional use permit for one of these properties. She commented the former John's Auto Parts came after the single family homes. She indicated the Xylite industrial predated the housing.

Commissioner Halpern thanked staff for this information. He stated there were multiple cases where industrial uses predated the residential developments, which meant the residents knew what they were moving into.

Commissioner Olson explained she supported high density residential on this property, but did not recommend the commission support the rezoning of this property to light industrial.

Motion by Commissioner Olson to recommend denial of Planning Case 24-0012A a rezoning from Farm Residential (FR) to Light Industrial (I-1). Motion seconded by Commissioner Swanson. The motion passed 7-0.

Motion by Commissioner Olson to recommend denial of Planning Case 24-0012B a preliminary plat to create two lots. Motion seconded by Commissioner Swanson. The motion passed 7-0.

Motion by Commissioner Olson to recommend denial of Planning Case 24-0012C a conditional use permit for shared access and zero lot line parking in the Light Industrial (I-1) zoning district. Motion seconded by Commissioner Swanson. The motion passed 7-0.

Chair Goracke noted this would be on the agenda of the April 1, 2024 city council meeting.

4.3. 2024-713 Case File No. 24-0013 // Highway 65 Overlay District // City of Blaine
The City is requesting an amendment to the zoning code 32.50 Highway 65 Overlay District (HOD) adding conditional uses, prohibited uses and modifying performance standards.
Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0013 was opened at 8:35PM. As no one wished to appear, the public hearing was closed at 8:35PM.

Commissioner Swanson asked if self-storage and car washes would or would not be allowed south of Highway 10.

City Planner Sellman reported no car washes would be allowed within the corridor, but self-storage would be allowed south of Highway 10. She explained specific development parameters have been written into the code to allow for only one self-storage facility. She indicated if this was something the commission did not want to recommend, this could be taken out.

Commissioner Olson stated a CUP would be required for the self-storage use.

City Planner Sellman reported this would be the case.

Community Development Specialist Showalter explained self-storage was currently only allowed in the heavy industrial zoning district.

Chair Goracke indicated the previous changes were done to tighten up the comprehensive plan in preparation for the build out of Blaine.

City Planner Sellman stated the changes were made per the direction the council provided staff after holding discussions with the property owners south of Highway 10.

Commissioner Halpern commented on the number of self storage operations that were in Blaine. He clarified that this language would allow for one new development of self storage south of Highway 10 in Blaine.

City Planner Sellman reported the way the ordinance was written was that self storage would be allowed via a CUP south of Highway 10.

Commissioner Halpern indicated going into Spring Lake Park and Coon Rapids, there was a plethora of self storage businesses. He did not believe this was the best use of the real estate for this high trafficked area. He recommended self-storage be restricted from the area south of Highway 10

Motion by Commissioner Halpern to recommend approval of Planning Case 24-0013 recommending approval of the code amendment as amended not allowing self

storage south along Highway 65 south of Highway 10. Motion seconded by Commissioner Olson. The motion passed 7-0.

Chair Goracke noted this would be on the agenda of the April 1, 2024 city council meeting.

5. Adjournment

Motion by Commissioner Halpern to adjourn the regular planning commission meeting. Motion seconded by Commissioner Homan. The motion passed 7-0.

Adjournment time was 8:42PM.

City of Blaine
Staff Report

File Number: 2024-773

Agenda Date	Status
April 9, 2024	
In Control	**File Type**
Planning Commission	Report

Public Hearing - Elizabeth Showalter, Community Development Specialist

Agenda Item # 4.1

Case File No. 24-0016 // Jacob Andersen // 10900 National Street NE
The applicant is requesting a conditional use permit to construct a 1,440 square foot detached accessory building in a Farm Residential (FR) zoning district.

Background

Zoning	Farm Residential (FR)
Land Use	Low Density Residential (LDR)
Area	3.66 Acres
Applicable Regulations	Sections 27.04, 29.014(k) and 29.015(v)
Attachments	Zoning and Location Map Site Plan Pictures Narrative Public Comments
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24

Staff report prepared by Alex Koberoski, Zoning Technician, and Teresa Barnes, Project Engineer

Executive Summary

Zoning

The property is zoned Farm Residential (FR) and has a Low Density Residential (LDR) land use designation.

Surrounding Zoning and Uses

The property is surrounded by FR zoned properties to the north, west, and east. A vacant lot zoned Development Flex (DF) and guided Planned Industrial/Planned Commercial (PI/PC) is located to the south across 109th Avenue.

Existing Conditions
The parcel contains a single-family home with an attached 644 square-foot garage.

History
The home was built in 1987. No previous approvals apply to the property.

Evaluation of Request
Site Plan
The applicant is proposing a 36-foot by 40-foot (1,440 square feet) detached accessory building in the rear yard. Total accessory structure building space is limited to 1,200 square feet or 3,000 square feet with a conditional use permit. The existing attached garage is 644 square feet, bringing the total garage and accessory building space to 2,084 square feet with the Conditional Use Permit (CUP) request.

The proposed structure will be located in the rear yard and meet a 100-foot setback from the north and south property lines and be located more than 150 feet from the east and west property lines. This exceeds the required accessory structure setbacks for the FR district.

The applicant is proposing to use the building for personal storage, including a camper, boat, and vehicles.

The applicant constructed a 180-foot gravel driveway off of National Street in August 2023 to provide access to the proposed accessory structure. The applicant will be required to pave the first 35 feet of the driveway with asphalt as required in section 29.015(v) of the zoning code.

Architecture
Accessory buildings are required to be compatible with the principal building. The proposed structure matches the principal dwelling architecturally, and the applicant has stated their intent to paint the dwelling to match the color of the proposed accessory structure.

Tree Preservation
The applicant stated no significant trees were removed when clearing the area for the proposed structure.

Grading/Storm Drainage
The proposed project does not include any alterations to the existing grading or storm water drainage patterns on the property.

Utilities
The proposed accessory structure will not require utility services. The existing building will continue to utilize the existing utilities into the building. No new connections are proposed.

Wetlands/Watershed/FEMA
There are no wetlands or FEMA floodplain on the existing site. A Rice Creek Watershed District review is not required.

Access/Street Design/Sidewalks/Trails

The development will utilize the existing access points to the property. No new access points will be granted. No additional street design, sidewalks or trails will be required.

Easements/Right-of-way/Permits
The developer will need to obtain any and 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 proposed accessory building will not create an additional burden on existing 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. (Ord. No. 20-2447, 7-20-2020)
    - The proposed accessory building will be located approximately 310 feet from the nearest neighboring dwelling to the east, and will be consistent with other properties in the area that have received similar approvals for larger detached accessory structures.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
    - The accessory structure will be constructed to match the existing dwelling, and therefore will not have an adverse effect upon 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 FR district is intended to preserve natural and agricultural uses and promotes orderly development in areas of the city where urban services are not presently available. The larger accessory building use is consistent with other farm residential properties. Therefore, the use is consistent with the zoning code.
6. The use shall not be in conflict with the comprehensive plan of the City.
    - The use is not in conflict with the LDR designation in 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.

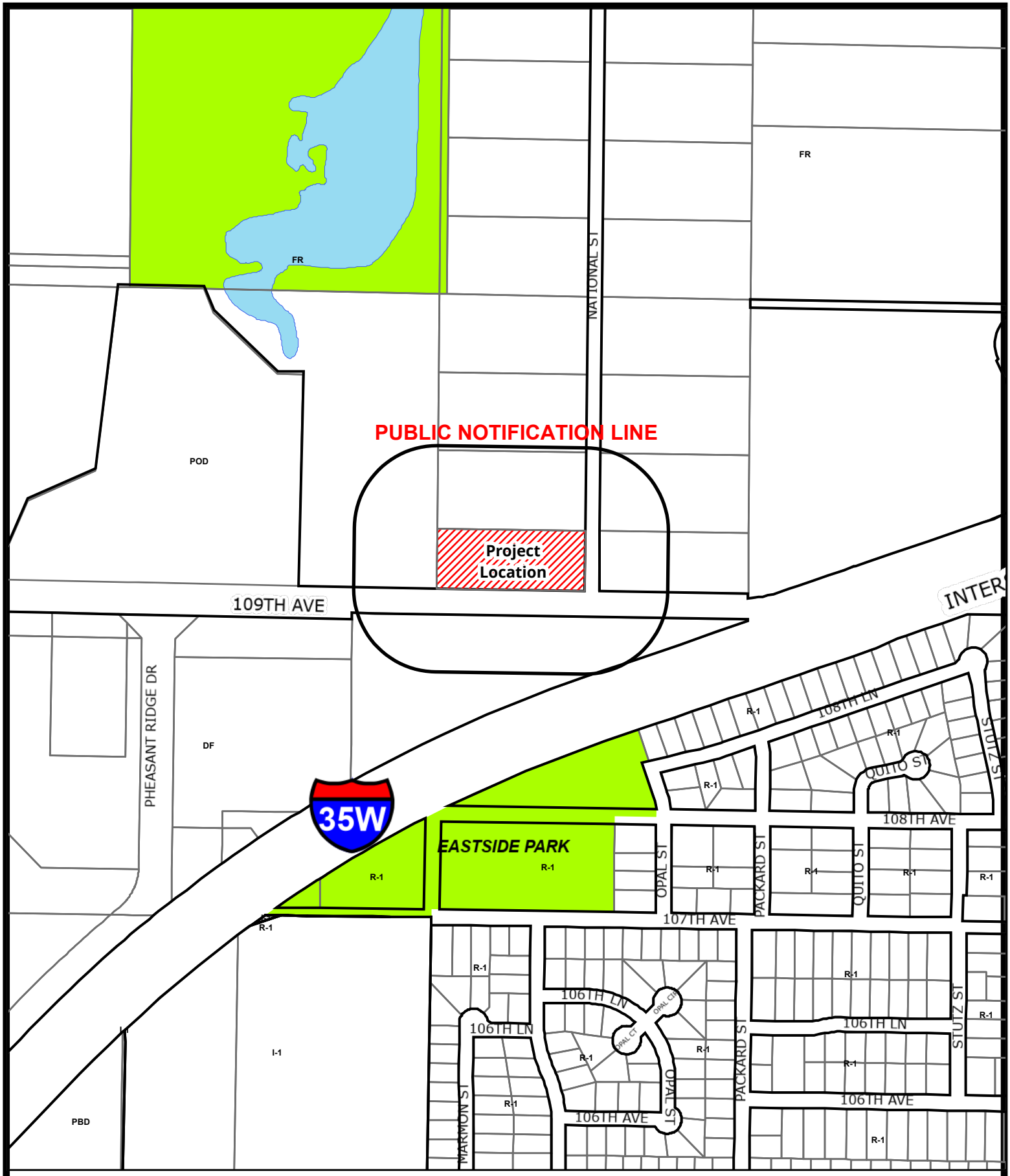
Recommendation

In Planning Case File No. 24-0016, it is recommended that the Planning Commission recommend approval of a conditional use permit to construct a 1,440 square foot detached accessory building in an Farm Residential (FR) zoning district with the following conditions:

1. The proposed accessory structure to match the existing dwelling in terms of architectural style and exterior color.
2. Any proposed home occupation shall meet the requirements as outlined in section 33.10 of the zoning code.
3. The detached accessory structure (total accessory building space) is limited to 2,084 square feet.
4. The driveway shall be paved with asphalt for the first 35 feet off of National Street. This work shall be completed at the time of the Certificate of Occupancy (C/O) walk through.

Attachment List

1. Attachments



Case File No. 24-0016
Jacob Andersen

BlaineMN.gov

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

10900 National Street NE

Parcel Information:
13-31-23-43-0004
10900 NATIONAL ST NE
BLAINE
MN 55449

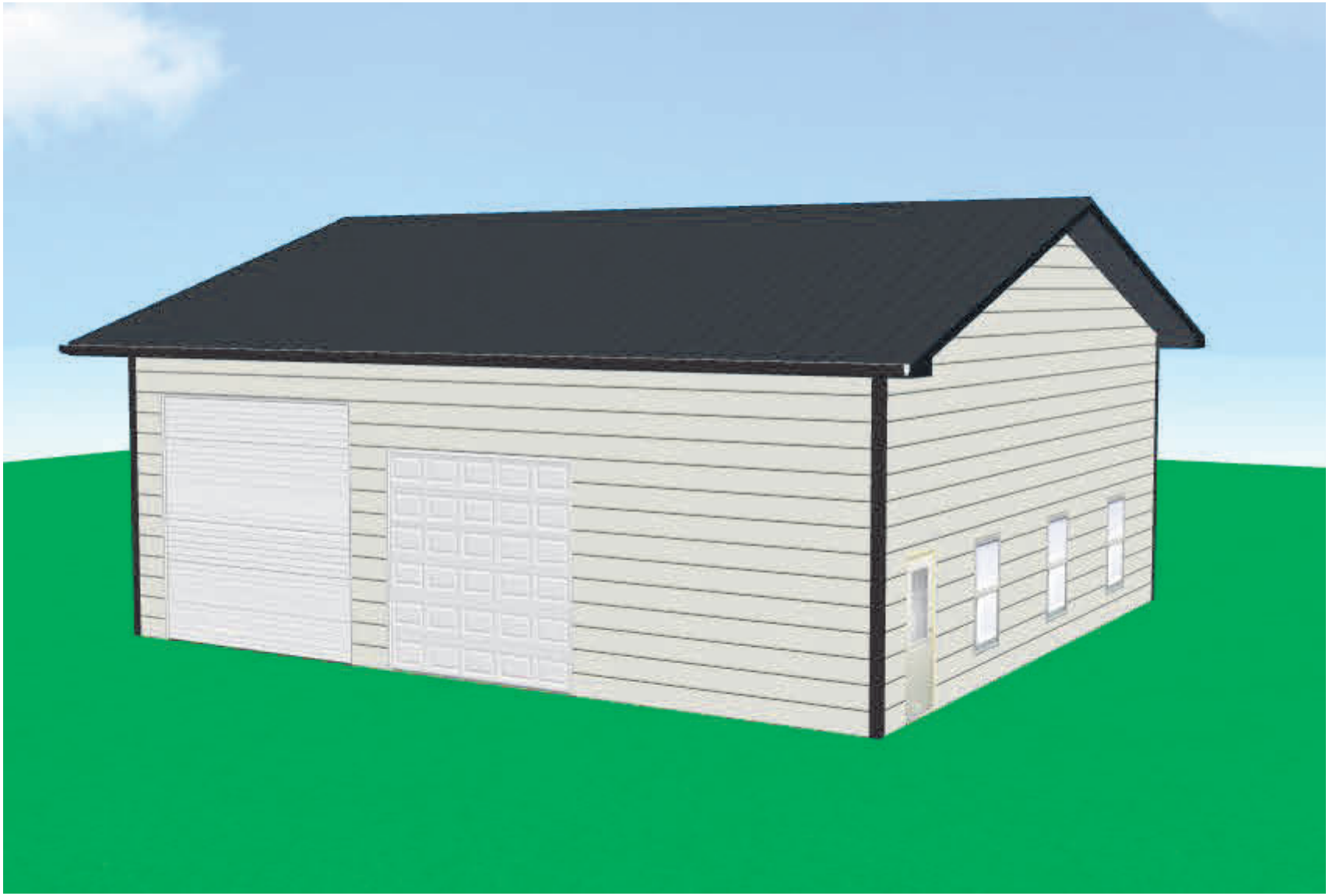
Approx. Acres: 3.66
Plat: JOY ACRES
Commissioner: JEFF REINERT

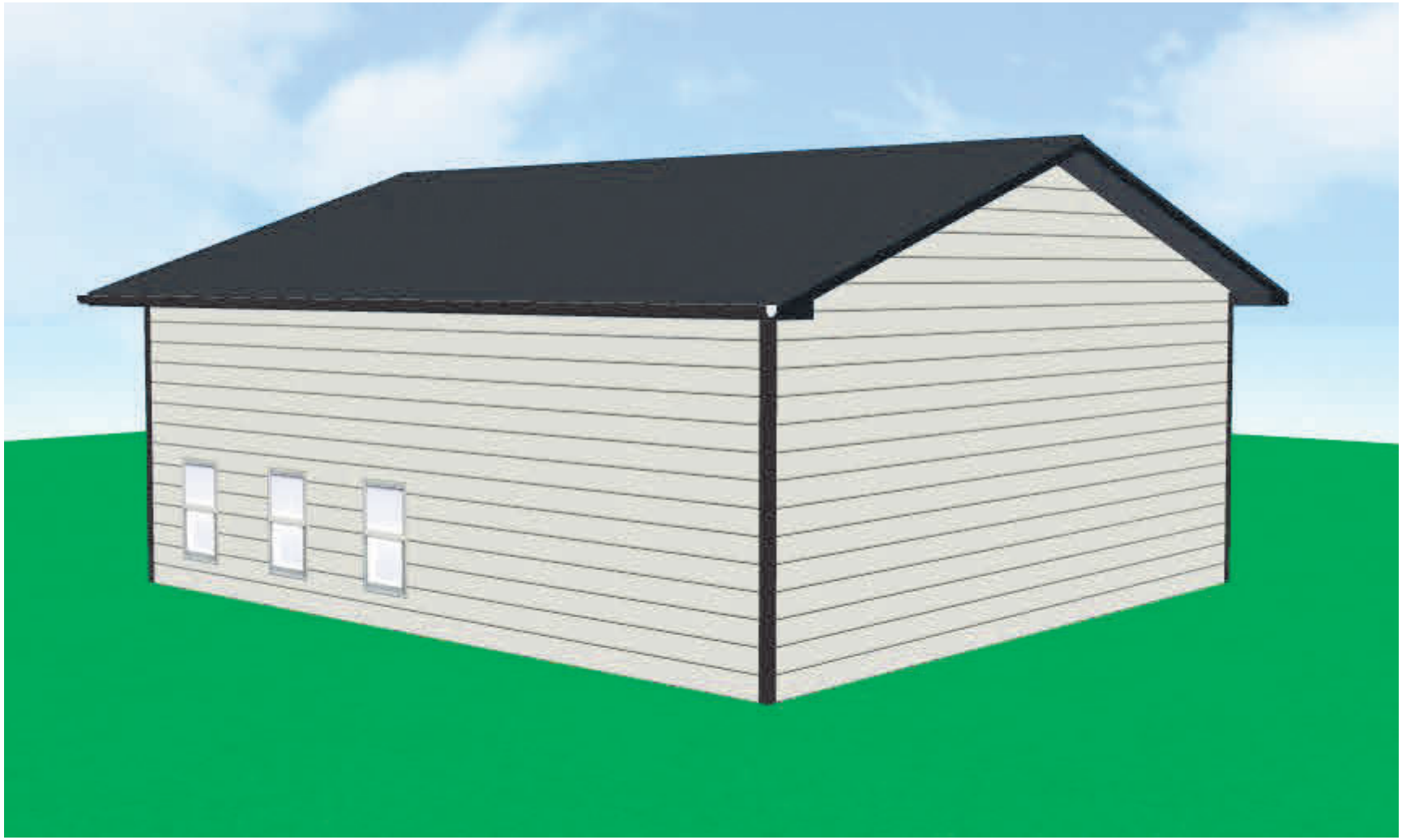
Owner Information:
ANDERSEN, KIMBERLY A
10900 NATIONAL ST NE
BLAINE
MN
55449

Anoka County GIS | 1:600 | Date: 2/14/2024

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

10900





10900 National Street NE Accessory Building Project

We, Jacob and Kimberly Andersen, are requesting a conditional use permit to allow up to 3,000 sq feet of accessory building on our property, 10900 National Street NE. Currently, we have a 644 sq ft attached garage where we park one of our two vehicles and all of our various bicycles, lawn mower, and a small workspace. The current garage needs to be deeper to accommodate our second vehicle. As our family has grown, we want to add larger items, such as a boat and camper, to take on vacations. We need more space to park them out of the weather in our current driveway. Constructing a new 36 ft x 40 ft accessory building would allow us to park our items on our property and within a safe space out of the harsh winters of Minnesota. Within this space, I would have a work area for my projects as they come up. I would enjoy working on my vehicles and lawn mower in a space that is more conducive to working on these items instead of our garage, where there is no room to work. This building would allow our family to grow and have the space to protect our property and allow room for our family to utilize in many different ways as our family grows and gets older. Having a indoor large space to allow the girls to play, ride their bikes, and practice sports during the long winter with shorter days will be a great benefit for our family. As well this would allow space for our kids to gather with their friends in a space conducive to being active.

The building would be located in our backyard, away from National Street. We selected this location on the property so that the building would not remove any already open space for our children to play. The building would also be set back away from both streets and not be very visible from either National Street or 109th Avenue. The accessory building will not be seen from either street. We selected the location on the property due to the ease of access and the privacy provided by the trees. The location has already had a few trees and scrub brush removed so we can park a trailer and provide more open space for our girls to run around. Our house is currently painted red with white trim, however, the proposed building design would be white with black trim and a black roof. The plan is that when we paint the siding on the proposed building, we will change the paint scheme of the house at the same time to match the building.

The grading around the building would be done so that any rainwater would be funneled around the building and would still have proper drainage and flow in the same direction so as not to hinder any other property. There is plenty of dirt around the property to correct the grading. We are prepared to bring in more if necessary to ensure that the rainwater runoff will not affect any other building or property. We understand that any work that we do on the property is required to limit the impact to our neighbors as well.

So I appreciate your consideration for the Conditional Use Permit for our property and would be willing to answer any question or requests for additional information.

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From: daly
To: Planning
Subject: Case: PC24-0016
Date: Tuesday, April 9, 2024 10:28:13 AM

I have the house next door to Jacob Anderson and I just wanted to let your know that building is fine with me. After all this is why we all live out here and I have wanted to do the same for quite some time.

Patrick Daly
10950 National St NE

City of Blaine
Staff Report

File Number: 2024-774

Agenda Date	Status
April 9, 2024	
In Control	**File Type**
Planning Commission	Report

Public Hearing - Elizabeth Showalter, Community Development Specialist

Agenda Item # 4.2

Case File No. 24-0017 // Clover Leaf Farms 5th Addition (Parkway I Townhome Association) // 288-591 97th Lane NE, 292-570 96th Lane NE and 405-595 Clover Leaf Parkway NE

The applicant is requesting a variance to the front, side, and rear yard setbacks for decks for all units within Clover Leaf Farms 5th Addition.

Background

Zoning	High Density Multifamily Residential (R-3C)
Land Use	Medium Density Residential (MDR)
Area	29.4 Acres
Applicable Regulations	27.06 and 29.106
Attachments	Zoning and Location Map Applicant Narrative Variance Criteria Board Authorization for Application Public Comments
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24

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

Executive Summary

Zoning

Clover Leaf Farms 5th Addition is zoned High Density Multifamily Residential (R-3C) which allows for townhomes, quad homes, and apartments.

Surrounding Zoning and Uses

The subdivision is adjacent to similar R-3C subdivisions to the north and south, on both sides of Clover

Leaf Parkway. The homes in the subdivision furthest from Clover Leaf Parkway are adjacent to single family homes zoned Single Family (R-1) or Development Flex (DF).

Comprehensive Land Use
The subdivison is guided Medium Density Residential (MDR).

History
Clover Leaf Farms 5th Addition was platted in 1982 and the property was zoned R-3 at the time. In 1984, a new zoning code was adopted, establishing the R-3 A, B, and C districts, which allow for varying levels of density. The homes in the subdivision were constructed between 1982 and 1986. The R-3 district did not have setbacks for quad homes, other than a requirement that structures be at least 25 feet from each other. The properties were rezoned to R-3C in 1986. The R-3C district established setbacks for townhomes and quads, which the homes already completed or under construction did not meet. Since the homes were in conformance with the code at the time of construction, they are considered legal nonconforming and may remain in their current condition, but cannot be expanded. This is also true of many other townhome and quad developments in the Clover Leaf Parkway area.

Evaluation of Request
Code Requirement
The applicant is requesting a variance from the front, side, and rear yard setbacks for decks. Decks are permitted to encroach into the building setback up to 25% of the setback. The required building setbacks and deck setbacks and the requested deck setbacks are listed below:

	Buidling Setback	Deck Setback	Requested Deck Setback
Front	55 feet	41.25 feet	12 feet
Side	30 feet	22.5 feet	15 feet
Rear	30 feet	22.5 feet	15 feet

The requested deck setbacks were based on the construction of 10 foot by 20 foot decks on all properties. The original decks are 8 feet by 10 feet. No decks are located in front yards adjacent to Clover Leaf Parkway, which is a thruway road. Of the 160 units located in the plat, 10 are adjacent to single-family detached homes. The narrowest existing building setback on those 10 lots is 50 feet. The remaining lots are either adjacent to other homes within the subject plat or are adjacent to similarly nonconforming townhome developments.

Grading/Storm Drainage
The expansion of any deck should be reviewed during the building permit process to ensure that the existing grading is not altered with any significance. The existing storm drainage pattern of the area will be required to be maintained.

Wetlands/Watershed
Some properties located within the Cloverleaf Farm 5th Addition may have additional floodplain concerns to be addressed prior to expanding the existing decks. A map and list are included for reference. Sixteen parcels have been identified by the Coon Creek Watershed District as having potential floodplain near the existing deck footings. Expanding the deck footings into the floodplain could cause the properties to be required to carry additional FEMA flood insurance. These 16 parcels

should be reviewed by the Engineering Department to compare proposed footing locations to the Coon Creek Watershed District's flood elevations prior to expansion of the decks to ensure compliance with FEMA flood insurance requirements. Depending on findings, it may be in the homeowner's best interest to not expand the deck to avoid FEMA flood insurance requirements and to protect potential flooding of the property.

Access/Street Design
The alteration to the required setbacks of the properties and potential expansion of a deck will not result in any additional access to any property. Additional street design is not required.

Easements/Right-of-way/Permits
The alteration to the required setbacks of the properties and potential expansion of a deck will not require any additional easements or right-of-way changes. If a deck is rebuilt or expanded, a building permit will be required to be obtained.

Variances (Section 27.06)
(a) Criteria for granting variances. A variance to the provision of the zoning ordinance may be issued by the City Council to provide relief to the land owner in those cases where the ordinance imposes practical difficulty on the property owner in the use of his land. No use variances may be issued. The applicant has provided responses to the variance criteria which are attached.

(1) Variances shall only be permitted:

(a) When they are in harmony with the general purposes and intent of the ordinance, and

- The proposed variance is in harmony with the purposes of the zoning code to ensure compatible land and structures.

(b) When the variances are consistent with the comprehensive plan.

- The proposed variance is consistent with the comprehensive plan and the proposed deck setbacks are consistent with similar setbacks on other MDR guided townhome developments with Development Flex zoning.

(2) Variances may be granted when the applicant for the variances establishes that there are practical difficulties in complying with the zoning. Practical difficulties, as used in connection with the granting of a variance, means that:

(a) The property owner proposes to use the property in a reasonable manner not permitted by the zoning code;

- The construction of decks up to 10 feet by 20 feet is a reasonable use of the subject properties.

(b) The plight of the landowner is due to circumstances unique to the property not created by the land owner; and

- The nonconforming nature of the decks is due to the rezoning that occurred following construction of the subject units from a district with no setbacks for buildings or decks to one with setback requirements that were not met by the existing homes.

(c) The variance, if granted will not alter the essential character of the locality.

- The narrower setbacks will primarily impact homes within the subject subdivision and homes in neighboring subdivisions that are similarity nonconforming, since the 10 homes adjacent to single family homes have at least 50-foot setbacks from the property lines shared with single family homes. This ensures that the variance would not alter the essential character of the locality.

(d) Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.

- The requested variance is not for economic considerations.

(e) The variance requested is the minimum variance which would alleviate the unique circumstances.

- The requested variance is the minimum necessary to facilitate the proposed maximum deck size of 10 feet by 20 feet, which is a reasonable deck size on a quad home.

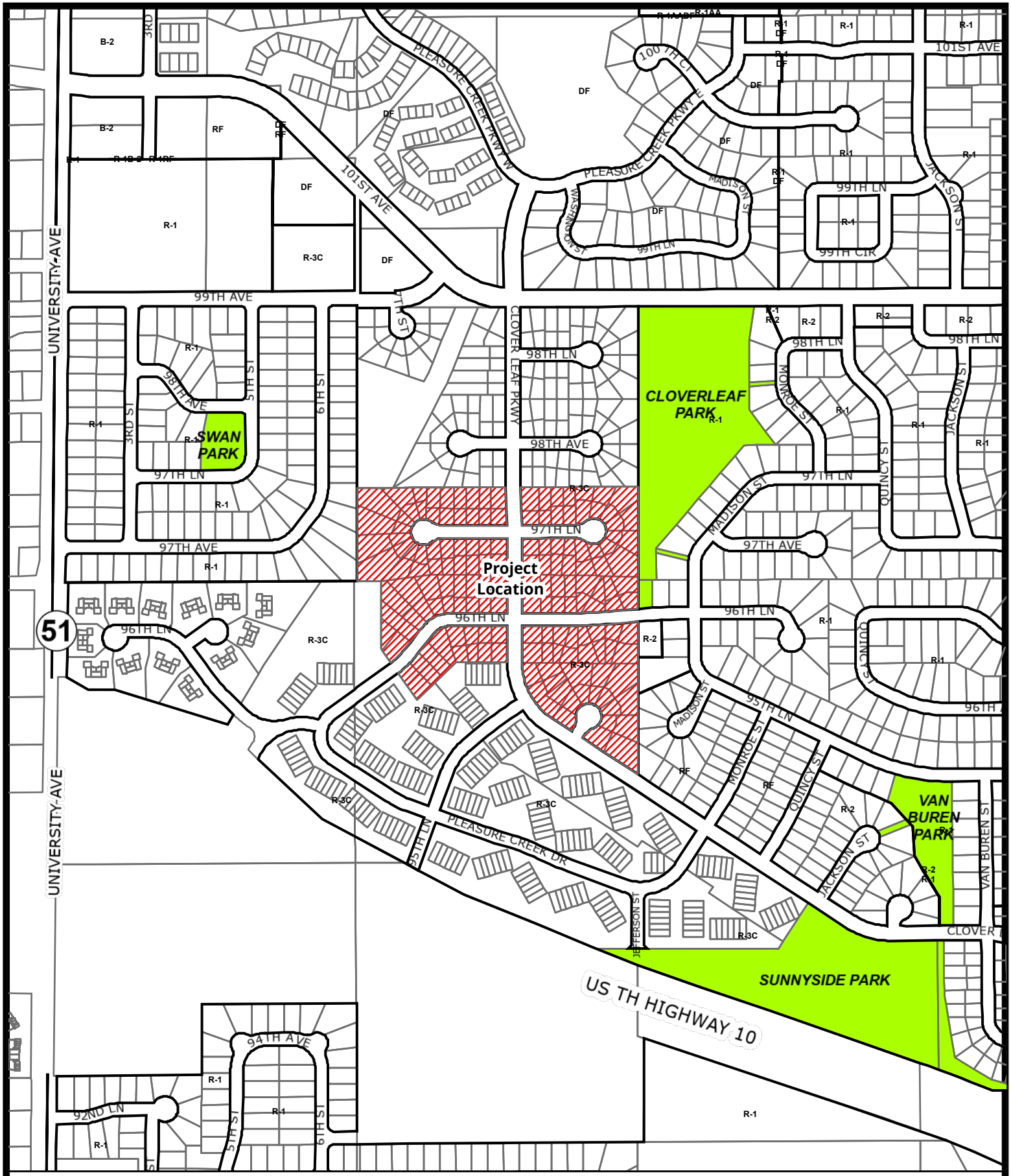
Recommendation

In Planning Case File No. 24-0017, it is recommended that the Planning Commission recommend approval of a variance to reduce the setbacks for decks in Clover Leaf Farms 5th Addition to 12 feet in front yards, other than those facing Clover Leaf Parkway, and 15 feet in rear and side yards based on the following rationale:

1. The nonconforming nature of the existing townhomes limits the ability to have reasonably sized decks and constitutes a practical difficulty.
2. The nonconforming property lines are generally within the subdivision or are adjacent to similarly nonconforming townhome and quad developments. Properties that are adjacent to single family neighborhoods have at least 50 foot building setbacks, which ensures that the proposed deck expansions would still be in harmony with the intent of the zoning ordinance and not alter the essential character of the locality.
3. The variance is not for economic reasons.
4. The requested variance is the minimum necessary to facilitate the proposed maximum deck size of 10 feet by 20 feet, which is a reasonable deck size on a quad home.

Attachment List

1. Attachments



Case File No. 24-0017
Clover Leaf Farms 5th Addition

BlaineMN.gov

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

This application for a variance is being applied for on behalf of the Parkway 1 Townhome Association. The Association encompasses the townhomes from 288 – 591 on 97th Lane Ne, 292 – 570 on 96th Lane NE, and 405 – 595 on Cloverleaf Parkway NE. The townhomes were built in the early 1980s. The association and the City of Blaine have allowed for the expansion of decks from the original 8' x 10' size to one of 5 association approved plans with the largest being 12' x 20' in size.

It was recently brought to our attention by the City Planning Department that the decks on many of the units do not meet City setback requirements for this zoning district. It turns out that many of the buildings do not meet those setback requirements either. We were informed that any decks which are 8' x 10' will not be allowed to expand, but if a deck has been expanded then it can be rebuilt to match the expanded dimensions.

Due to the age and condition of the current decks we plan on having 10 to 15 decks rebuilt each year. Since 8' x 10' does not allow for much usable deck space, some homeowners then ask about expanding the size of their deck. We don't believe it is fair to those homeowners to now tell them that they are not allowed to have a larger deck while many of their neighbors are enjoying expanded decks.

With this application for a variance, we simply ask that expansion of decks be allowed to meet the following setbacks.

Front yard 12'
Side yard 15'
Rear yard 15'

Those measurements reflect the buildings which are closest to the property lines. While not all decks would need a variance to be expanded most would. We are requesting this variance for the expansion of decks only and want to assure everyone involved that we do not want this for the construction of additions to the structures such as 3 or 4 season porches.

Applicant Variance Criteria

1. **Use in a reasonable manner.**
   This proposed setback variance would allow homeowners to enlarge their existing 8’ x 10’ decks which is inline with decks that have been allowed to be enlarged in the past.

2. **Circumstances unique to the property not created by the landowner.**
   It has only recently come to our attention that many of the decks and the buildings do not meet the City of Blaine setback requirements for this zoning district. Due to the way the quad home buildings are situated on the lots, half of the decks in our association face the street which is the front yard setback and in most cases the buildings and the decks do not meet the setback standards.

3. **Will not alter the essential character of the locality.**

   The expansion of the decks throughout the association blends beautifully with the surrounding areas and does not degrade the overall look of the community. In fact, the expanded decks enhance the character of the units as well as improve the overall value of the properties. The expansion of the decks has been allowed in this association as well as within two other quad home associations along Cloverleaf Parkway.

4. **Economic Considerations.**

   This is not a request based on economic consideration, rather it is a request based on fairness as well as enhancing the aesthetics and values of the homes in the association.

5. **Minimum Variance.**
   We are seeking a minimum variance request of the required setbacks to allow for the expansion of decks only. We do not want the expansion of the buildings, such as 3 or 4 season porches. The largest deck size allowed by the association has historically been 12’ x 20’ with most homeowners requesting a 10’ x 16’ expansion. We respectfully request a variance for the front yard setback to be 12’, the side yard setback to be 15’, and the rear yard setback to be 15’.

The ***Parkway I Townhouse Association*** Board of Directors has unanimously voted and approves this application asking for a variance to the zoning district setbacks to allow for the expansion of the deck if a homeowner so chooses. Elected Directors to the Board include:

Tom Schmolke, President
288 97th Lane NE
Blaine, MN 55434

Gary Montague, Vice President
561 96th Lane NE
Blaine, MN 55434

Natalie Hideg, Treasurer
494 97th Lane NE
Blaine, MN 55434

Derek Walton, Secretary
510 97th Lane NE
Blaine, MN 55434

Steve Zechmeister, Director At Large
457 96th Lane NE
Blaine, MN 55434

Jean Jorgenson, Director At Large
482 96th Lane NE
Blaine, MN 55434

Laurie Scott, Director At Large
369 97th Lane NE
Blaine, MN 55434

This application was submitted originally on March 6, 2024, on behalf of the Association by, Natalie Hideg, Treasurer. Phone number: 630-439-5109.

Natalie Hideg 3/12/2024

From:	Derek Walton
To:	Planning
Subject:	Notice of Public Hearing Before the Blaine Planning Commission for The residents of Parkway 1 Townhome Association
Date:	Wednesday, April 3, 2024 10:32:29 PM

Hello, my Name is Derek Walton and I am a resident at 510 97th lane NE in Blaine, at the Parkway 1 Townhome association. I am writing in to express my dissatisfaction of the zoning set back rules recently that effect our community. This is the language tha was used to describe the set back " The Planning Department has determined that we, the Homeowners in Parkway 1, are no longer able to enlarge our decks due to the zoning setback requirements for this zoning district."

I do not think it is fair all of a sudden for this to happen taking away some of the possibilities for current and future owners of homes in the community to not have a larger deck. Especially when up until 2024 all of our enlargement permits and applications were successful.

I am unable to make it to the hearing on 4/9/2024 but I would really appreciate it if this new set back rules are not to impact my and other future owners deck options. I would like for the application for exception to be approved.
Thank you,

Derek Walton
CHS Inc. Enterprise Data Analyst
763-458-6491

From:	Joni Bria
To:	Planning
Subject:	Case: PC24-0017, Parkway I Townhouse variance application
Date:	Sunday, April 7, 2024 6:31:43 PM

Case: PC24-0017

I am a resident of Parkway I Townhouse complex (Clover Leaf Farm 5th Addition) and am writing regarding the variance request for deck enlargements on our properties. As a homeowner, I'm requesting that you vote to allow the variance. When I purchased my Townhouse 4 years ago, one of the things I considered when putting in an offer was the ability to enlarge the deck in the future. Many of the neighbors have been able to expand their decks and those of us with smaller decks are now being told an expansion would not be allowed.

As stated in the submitted application, we don't believe it is fair to homeowners with smaller decks to now be told they are not allowed to have a larger deck while many of the neighbors are enjoying expanded decks.

If approved, this would allow for more space for deck furniture, and would improve the resale value of our townhomes.

As a townhouse owner in Parkway I, I'm asking that you approve the variance application.

Thank you for your time.

Joni B
465 96th Lane NE
Blaine, MN 55434

From: aimee thunborg
To: Planning
Subject: Duck enlargements for homeowners in parkway 1
Date: Sunday, April 7, 2024 6:57:02 AM

I am writing to express my concern of the planning committee to not allow deck enlargements in my community. This should be the home owners choice and financial responsibility. There are currently many enlarged decks that raise the value and eye appeal for selling your home. Our enlarged decks also give our home owners a more functional outdoor space as we do not have patios or large enough yards to entertain guests. Thank you for your time and consideration to what this does to our home values and outdoor space usage.

Aimee thunborg
535 97th ln

Get Outlook for iOS

From: Bonita
To: Planning
Subject: Case: PC24-0017
Date: Monday, April 8, 2024 2:33:38 PM

Please consider approving the variance request submitted by the Parkway 1 Townhome Association with regard to zoning setback requirements for enlarging our decks.

As a resident who has an enlarged deck and appreciated the opportunity to do so, we would like our other neighborhood residents to have the same opportunities.

Thank you for your consideration of this variance request.

Grayle and Bonita Dishon
Parkway 1 Townhome Residents

Bonnie ... Sent from my iPhone

From: Luke Zabler
To: Planning
Subject: Case: PC24-0017
Date: Monday, April 8, 2024 8:39:32 AM

This email is regarding the variance proposal for Parkway 1 Townhome Association on the Clover Leaf Farm 5th.

Please support and approve variance.

Thank you!

Luke Zabler
389 96th Ln NE, Blaine, MN 55434

City of Blaine
Staff Report

File Number: 2024-775

Agenda Date	Status
April 9, 2024	
In Control	**File Type**
Planning Commission	Report

Public Hearing - Sheila Sellman, City Planner

Agenda Item # 4.3

Case File No. 24-0018 // 99th Apartments Sand Companies // 111 99th Avenue NE
The applicant is requesting a conditional use permit to allow for the construction of a 48-unit apartment in a Development Flex (DF) zoning district.

Background

Zoning	Development Flex (DF)
Land Use	High Density Residential (HDR)
Area	3.9 Acres
Applicable Regulations	Sections 27.04 and 29.110
Attachments	Zoning and Location Map Land Use Designation Site Plans Narrative Public Comments Traffic Study Neighborhood Meeting Summary
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24

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

Executive Summary

The applicant is requesting a Conditional Use Permit (CUP) for a 48-unit apartment. The site is currently four existing parcels and contains a single-family house. If approved, the applicant will need to apply for a preliminary plat or a final plat for the previously approved preliminary plat. The portion of the property that is proposed for the apartments is 3.9 acres.

Zoning

The subject site is zoned Development Flex (DF).

Land Use Designations

The subject property is made up of four parcels with the land use designation of High Density Residential (HDR), Low to Medium Density Residential (L-MDR), 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 HDR 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 3.9 acres, resulting in a density of 12 units per acre, meeting the density allotment for the HDR land use. A large portion of the proposed site is not proposed for development due to poor soils and low topography. This area is proposed to remain as privately owned open space and ponding for the project. This area cannot be developed into residential units while meeting the maximum density of 25 units per acre.

Surrounding Zoning and 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
- HDR:12-25 units/acre

History

Most of the property was zoned R-1 until 1993 when a portion was rezoned to Medium Density Multi-Family (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 event 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 MDR in the 2030 Comprehensive Plan and was changed to 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 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 is not required when those sites develop.

In December 2022, the site was rezoned to DF, approved for a CUP for a 111-unit apartment, and received preliminary plat approval creating one lot, two outlots, and right-of-way dedication. In September 2023, the CUP and preliminary plat for the 111-unit apartment was extended through September 4, 2024. To date, the developer has not moved forward with any permits. A new developer has made an application for the site and is requesting a CUP for a 48-unit apartment. If the new proposal is not approved, the 111-unit approvals are still valid until September 4, 2024.

At the March 18, 2024 workshop, the applicant sought feedback for parkland dedication in lieu of fees. There is an area of land that could be dedicated for open space or possibly a city pond. A formal request would be made as part of the preliminary plat application.

The applicant held a neighborhood meeting on March 25, 2024. About 20 people attended the meeting, including two council members. According to information provided by the developer, questions related to traffic, schools, and neighborhood and environmental impacts were asked. A majority of the residents present were opposed to an apartment project. There were questions around the public hearing process and why another application was being considered. The developer explained the property is zoned DF and is governed by a CUP, therefore this project needs a new CUP approval.

Existing Conditions

The property has an existing single-family home that is proposed to be removed with development. Outlot E, as shown on the plans, is currently used as a regional stormwater pond serving Pleasure Creek.

Evaluation of Request

TTT Development LLC (Sand Companies) has applied for a conditional use permit to allow a 48-unit apartment building. The units will include a range from one bedroom up to four bedrooms. The building will include a community room, on-site management, playground for kids and outdoor space. Sand Property Management LLC will provide professional on-site management and compliance services to review screening criteria for each applicant.

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 is comprised of architectural CMU, modular brick, LP or wood siding, metal sofits/facia. The design meets the requirements for the use of at least three premium materials comprising at least 50% of each wall area, and a four-sided design typically applied to developments in the DF district. The building is 3 stories over parking that is partially underground.

The unit mix is as follows:

- 12 - one bedrooms
- 17 - two bedrooms

- 15 - three bedrooms
- 4 - four bedrooms

Setbacks

The DF zone does not have minimum setbacks, the setbacks are determined by the CUP. The previously approved setbacks for the original CUP included a front setback of 50 feet for the building and 30 feet for parking, a rear setback of 20 feet for building and 30 feet for parking, and a side setback of 15 feet for building and 15 feet for parking with a driveway setback of 10 feet.

The following setbacks are being met:

- Front (101st Avenue and 99th Avenue): 50 foot building/50 foot parking
- Rear (west): 25 foot building/50 foot parking
- Side (north): 25 foot building - no parking is proposed on this side of the building
- Side (south): 25 foot building/15 foot parking
- Driveway: 30 feet

For reference these setbacks meet or exceed the Planned Business District setback requirements which have been used for other multi-family developments utilizing development flex.

Parking

The parking ordinance requires one space per studio apartment, one and one half spaces per one-bedroom apartment, and two spaces doer unit for all other units. Half of the required parking stalls must be underground. Based on the proposed unit count, 90 total parking stalls are required. Forty surface stalls are provided with 50 underground stalls. As proposed this requirement is met.

Landscaping

The following tree quantities are required:

- Overstory: 11
- Conifers: 11
- Shrubs: 76
- Ornamental: 11

The proposed landscape plan meets this requirement.

Tree Preservation

A tree removal plan has not been submitted at this time and is required with the platting process. The preliminary landscape plan indicated 81 trees are being preserved. The tree preservation ordinance requires replacement of 8 trees per disturbed acre, preserved trees and landscape trees can be included in replacement requirements. The exact amount of replacement trees will be determined with the platting process.

Grading/Storm Drainage

The developer will 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 provide additional information on adjacent property.

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.

If hydrants are required, locations must be reviewed and approved by the Fire Marshal.

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. This is provided with the preliminary plat application. The application for the previous apartment project on this site was submitted to the CCWD and received approval for their storm sewer management and wetland review. This approval included the confirmation that the site contained no wetlands, therefore no wetland impacts or mitigation requirements. This approval also noted that the site did not contain any threatened and endangered species and therefore did not need to provide any mitigation measures.

Access/Street Design/Sidewalks/Trails

The development is proposing to gain/provide access from a connection to 99th Avenue NE.

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 Analysis

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. The standards are reviewed for a 48-unit apartment.

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 in the 2040 Comprehensive Plan 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 including Cloverleaf Park and Swan Park.

Fire capacity
The building will be fully sprinkled and meet all applicable state fire codes. The SBM Fire Department has adequate equipment to service a building of this size.

Water capacity
An existing City of Blaine 8-inch water main runs along the south side of 99th Avenue NE; the proposed development will be able to tap this main line to serve the proposed development with both the domestic water service and fire service requirements. The city's water system can accommodate the additional water demands.

Sewer capacity
An existing City of Blaine 10-inch sanitary sewer main runs along 99th Avenue NE; the proposed development will be able to connect to this main line to serve the proposed development and meet the necessary sanitary sewer service requirements. The city's sewer system can accommodate the additional sewer demands.

Stormwater Drainage
A full storm drainage design will be required prior to construction of the project. The previous project had a stormwater design completed and was able to meet all storm drain requirements regarding water quality and quantity. Because the proposed project is smaller and has less impact, it is anticipated that this proposed site will also meet all required standards for development. If the project moves forward, the Coon Creek Watershed District will review all stormwater plans to ensure compliance with all applicable rules and regulations.

School Capacity
According to the chief operations officer of Anoka-Hennepin school district:

"The Anoka-Hennepin School District had a demographic report done in the Fall of 2023. That report shows a slight decline in enrollment for University Avenue Elementary School in the next five years.

In addition, we tend to see very small enrollments coming out of condominiums, townhomes, and apartments in our district and across the Twin Cities metro area. Therefore, given the project you described, I do not anticipate that it would place an enrollment strain on University Avenue in the next five years. In addition, given the lack of developable land in University's attendance boundaries, we do not anticipate significant growth or decline in this attendance area during the next decade. We anticipate a very steady enrollment during that time frame."

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 project is located directly adjacent to an existing apartment building to the south and therefore is compatible with this use.

Alexandra House is located northwest of the subject project. City staff and the developer have met with Alexandra House. In general, representatives of Alexandra House have stated that the proposed project adequately addresses the concerns they had over the previously approved project. In addition, the project provides affordable housing units which is viewed by Alexandra House as a positive change.

University Elementary School is located directly to the west. School administration staff are aware of the project and have not expressed any specific concerns regarding operations or enrollment challenges due to the project.

There are existing townhomes located across 101st Avenue from the project. The closest residential unit will be approximately 250’ away from the apartment building. The 101st Avenue right-of-way is 100’ wide. Typical residential streets have a 60’ wide right-of-way. Additionally, there is a vegetative buffer on the east side of 101st Avenue which will provide visual screening for residents. The building is located on the site so that it is directly across 101st Avenue from a stormwater pond and not a row of townhouses.

The southwest corner of the site will remain undeveloped and will provide a sufficient visual buffer for residential properties south of 99thAvenue.

3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.

The building is 3-stories above parking and is approximately 52’ at the center of the roofline. The proposed use is well designed utilizing architectural CMU, modular brick, LP or wood siding, metal sofits/facia, with a four-sided design. The pitched roofs give more of a residential feel. The building will not include balconies, which was a concern brought up with the previous project.

There are existing townhomes located across 101st Avenue from the project. The closest residential unit will be approximately 250’ away from the apartment building. The 101st Avenue right-of-way is 100’ wide. Typical residential streets have a 60’ wide right-of-way. Additionally, there is a vegetative buffer on the east side of 101st Avenue which will provide visual screening for residents. The building is located on the site so that it is directly across 101st Avenue from a stormwater pond and not a row of townhouses.

The southwest corner of the site will remain undeveloped and will provide a sufficient visual buffer for residential properties south of 99thAvenue.

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.

The 2040 Comprehensive Plan guides the land use for the property as High Density Residential. As such, the proposed project reasonably relates 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 property was rezoned in 2022 to DF. The purpose of the DF district is to provide for greater flexibility in land use planning and maximize the choice of housing types and styles than possible under strict application of other sections of this ordinance.

The DF zoning district requires a CUP for all uses. Based on the analysis of the criteria to grant a CUP, and that the project provides choice in housing types in the community, staff believes the proposed use is consistent with the purpose and intent of the Development Flex zoning district.

6. *T*he use shall not be in conflict with the comprehensive plan of the City.

The proposed project has a proposed density of 12 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 hazards or congestion.

In 2023, the City of Blaine completed a traffic study for the general area (see attached study). The study was conducted to understand existing roadway network conditions/concerns in the surrounding neighborhood by including analysis of vehicular and pedestrian traffic in the neighborhood south of 101st Avenue NE and east of University Avenue NE. The study also analyzed the potential traffic impacts of a 111-unit apartment building. Two neighborhood open houses occurred to gather feedback.

The analysis indicated that (existing and proposed with development) vehicular operations are within an acceptable level of service and daily thresholds. Additionally, pedestrian traffic operates within a generally acceptable range, however there are no pedestrian facilities within the existing neighborhood.

The study showed that the proposed development of an apartment complex (111 units) did not negatively change the level of service at any of the intersections due to the increased volume of traffic. Based on the results of the study, the City is considering potential opportunities for improvements to the area that would improve pedestrian experience, reduce vehicle speeds and/or improve safety.

With the scheduled roadway improvements to the neighborhood area (occurring regardless of development), there are several improvements listed in the study that could be implemented, such as introducing sidewalks/crosswalks on 99th Avenue, and improvements to 97th Avenue that would reduce/eliminate cut-thru traffic that is being experienced by the residents.

The study further states that the intersections of 99th/101st Avenue and Cloverleaf Parkway/99th Avenue, though they do not require any mitigation improvements based on existing and proposed development conditions, could have improvements done to increase safety within this corridor. The study reviewed three intersection control types, all-way stop, traffic signal, and roundabout. These intersection improvements would need to be analyzed further based on the direction of the city council. These intersection safety improvements are not listed as mitigation needed for the proposed development as the additional traffic generated from the proposed development does not require them, but instead would be considered based on existing corridor conditions.

8. The use shall have adequate utilities, access roads, drainage and necessary facilities.

See Findings #1 and 7.

Additional Comments/Concerns Raised at Council Workshop and Neighborhood Meeting

Timeline

The applicant submitted a complete application on March 8, 2024. Per State Statute 15.99 a conditional use permit application must be approved or denied within 60 days of a complete application. Failure to act within that timeline is an approval. As such the regular review process started on March 8, 2024. The applicant held a neighborhood meeting for March 25, 2024, the public hearing/planning commission meeting is scheduled for April 9, 2024 and city council consideration is scheduled for May 6, 2024.

Land Use Designation

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.

Environmental - Wetland

A wetland delineation was performed for the property in 2022. The determination concluded that wetlands do not exist on-site. Given that the wetland delineation reports are considered accurate for 5-years, a wetland replacement plan will not be required.

Environmental - Endangered species

Per the Coon Creek Watershed District approved permit for the previous project, the site does not include any endangered or threatened species, rare natural communities, colonial waterbird nesting sites, migratory waterfowl concentration areas, deer wintering areas or wildlife travel corridors. There is no apparent reason that this status would change. Therefore, the property will not be required to contact the MDNR natural heritage or endangered species program. There was a comment raised that there was a red-headed woodpecker spotted on this site. As of the date of this report, the red-headed woodpecker is not on the U.S. Fish and Wildlife Service threatened or endangered species list.

Environmental Assessment Worksheet (EAW) Requirements

Minnesota Rules 4410.4300 governs when an environmental assessment worksheet is required to be completed. Proposed development for this subject site does not exceed the thresholds listed in subsection 19 - for residential development. An EAW is required when there are 250 unattached units, or 375 attached units proposed. The current proposal is for 48 attached units.

Population Density and Number of Residents Living in the Building

The proposed project meets the High-Density Residential density requirements of 12-25 units/acre. City approvals do not consider the number of potential residents living in the building directly.

Affordable Housing Component

The developer is not seeking any funding from the City of Blaine. The affordability component is not a factor in the conditional use permit analysis.

Location of High-Density Residential Sites in the City

The City Council reviewed various sites guided for High Density Residential land use at workshops in 2022 and 2023 to determine whether changes could occur to reduce density. At the time of said discussions, the subject property either was going through an approval process or had approvals for an apartment project. As such, it wasn't appropriate to consider land use changes for the site. If, in the future, there are no active or pending approvals being considered for the property, it could be appropriate for the City Council to discuss the land use designation of the property. However, if the land use designation were reduced to a different category (i.e. medium density residential), the density projection on this site would need to be made up elsewhere in the city to meet Metropolitan Council requirements.

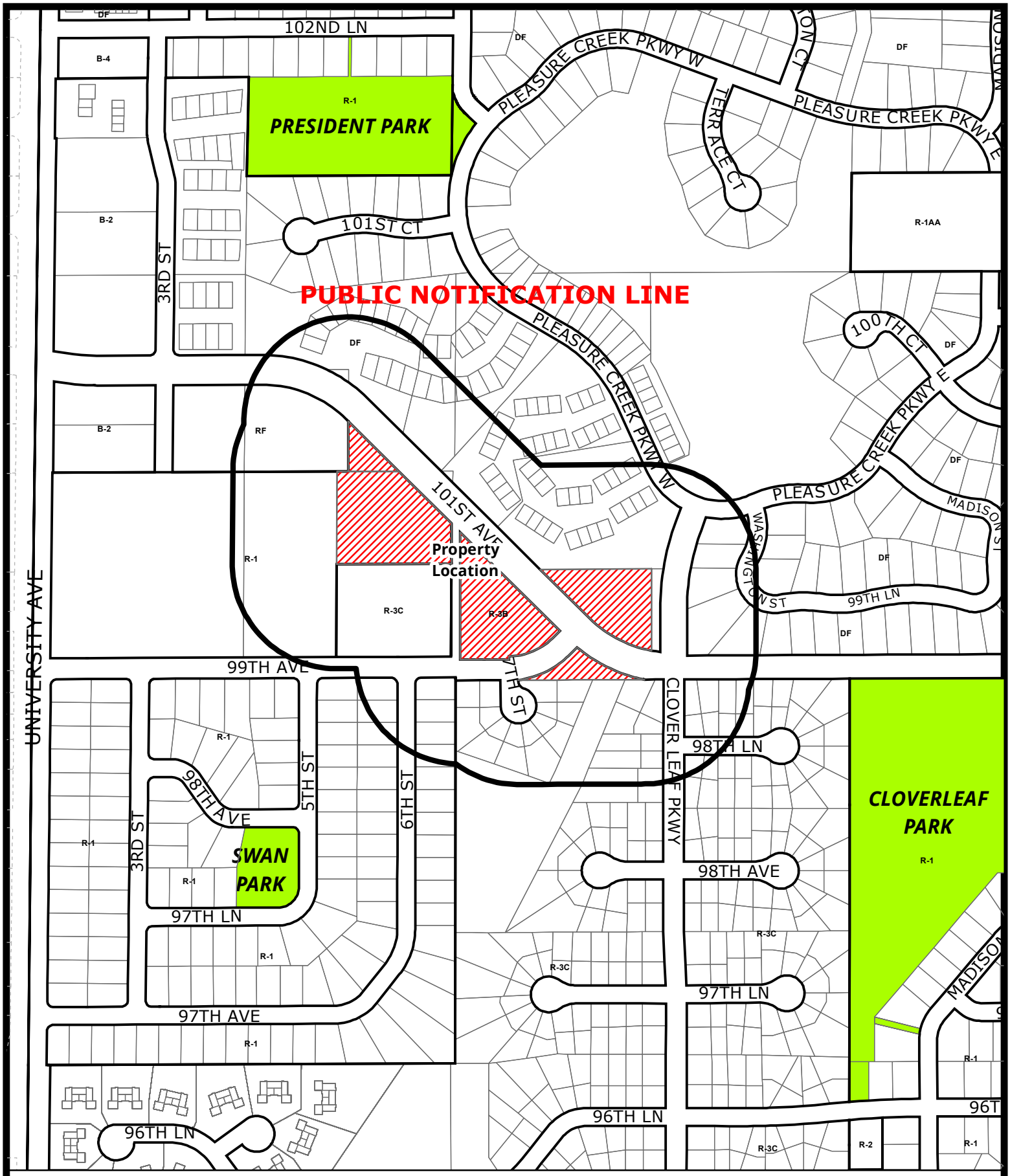
Recommendation

In Planning Case File No. 24-0018, it is recommended that the Planning Commission recommend approval of a conditional use permit to allow for the construction of a 48-unit apartment building in the Development Flex (DF) zoning district with the following conditions:

1. The elevations and site plan shall be consistent with the attached plans.
2. The following setbacks shall be met:
    - Front (101st Avenue and 99th Avenue): 50-foot building/50 foot parking
    - Rear (west): 25 foot building/50 foot parking
    - Side (north): 25 foot building - no parking is proposed on this side of the building
    - Side (south): 25 foot building/15 foot parking
    - Driveway: 30 feet
3. The following tree quantities are required:
    - Overstory: 11
    - Conifers: 11
    - Shrubs: 76
    - Ornamental: 11
4. A final plat shall be approved prior to issuance of a building permit.
5. All disturbed areas, except for those within stormwater basins or associated buffers, shall be sodded.

Attachment List

1. Attachments
2. 99th and 101st Final Traffic Study
3. Neighborhood Meeting Summary

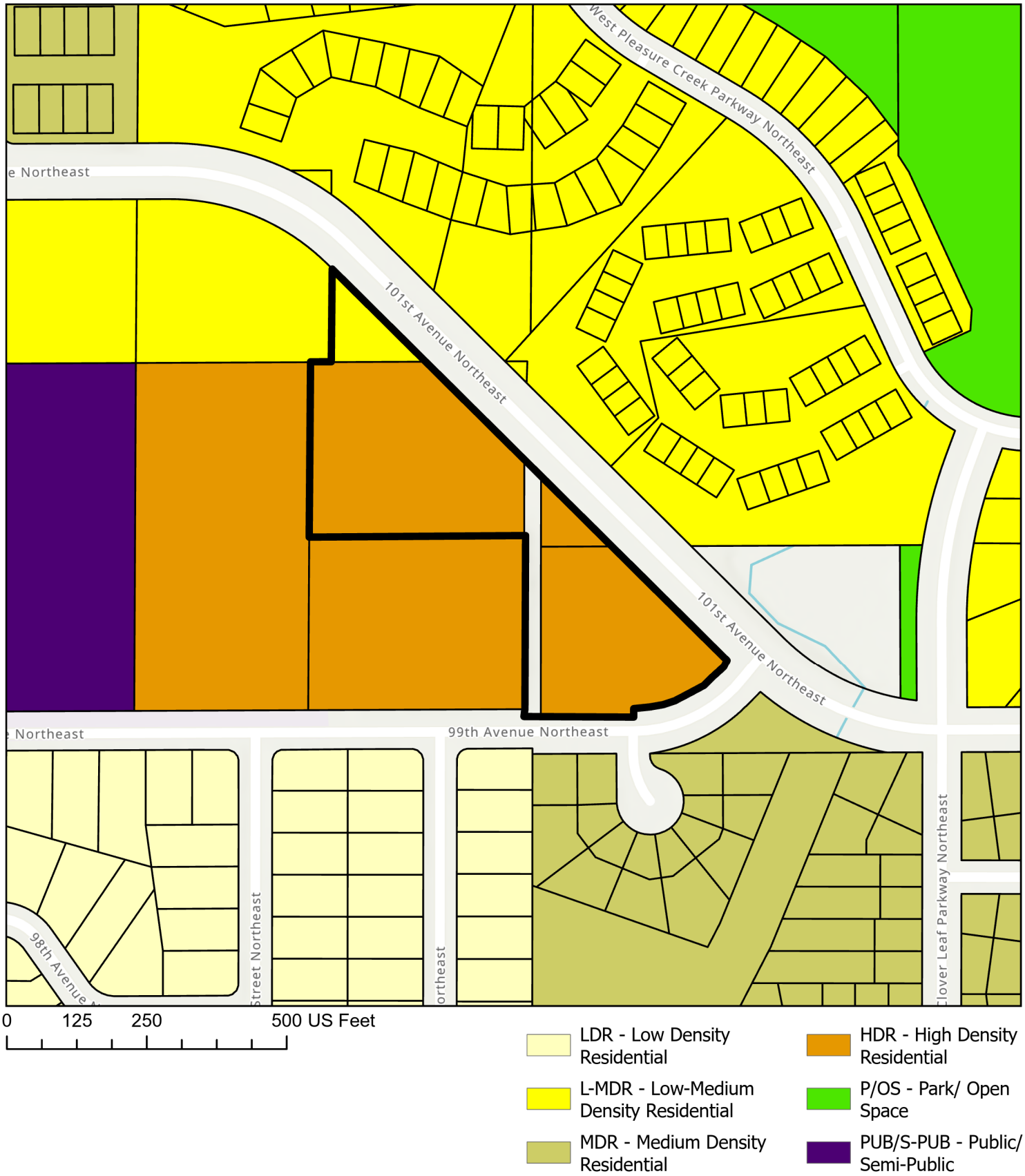


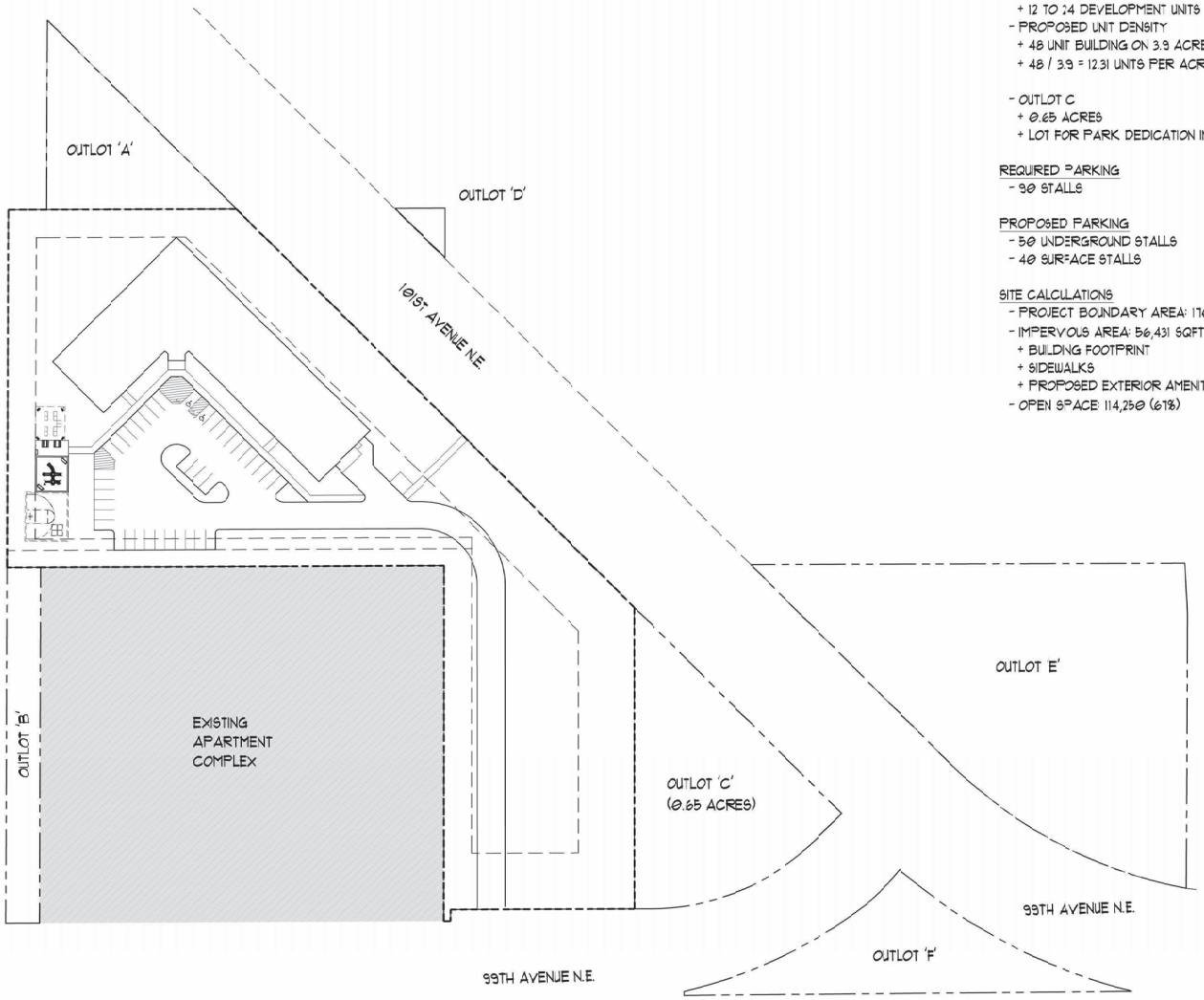
Case File No. 24-0018
99th Apartments Sand Companies

BlaineMN.gov

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

Land Use Designation





CURRENT ZONING:
- DEVELOPMENT FLEX

LAND USE:
- HIGH DENSITY RESIDENTIAL

UNIT DENSITY:
- ALLOWED UNIT DENSITY
  + 12 TO 24 DEVELOPMENT UNITS PER ACRE
- PROPOSED UNIT DENSITY
  + 48 UNIT BUILDING ON 3.9 ACRES
  + 48 / 3.9 = 12.31 UNITS PER ACRE

- OUTLOT C
  + 0.65 ACRES
  + LOT FOR PARK DEDICATION IN LIEU OF FEES

REQUIRED PARKING
- 90 STALLS

PROPOSED PARKING
- 50 UNDERGROUND STALLS
- 40 SURFACE STALLS

SITE CALCULATIONS
- PROJECT BOUNDARY AREA: 170,681 SQFT
- IMPERVOUS AREA: 56,431 SQFT (33%)
  + BUILDING FOOTPRINT
  + SIDEWALKS
  + PROPOSED EXTERIOR AMENITIES
- OPEN SPACE: 114,250 (67%)

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	%
ONE BEDROOM UNIT	4	5	3	12	25.0%
TWO BEDROOM UNIT	5	6	6	17	34.0%
THREE BEDROOM UNIT	5	5	5	15	31.5%
FOUR BEDROOM UNIT	1	1	2	4	8.5%
TOTAL	15	17	16	48	100%

OUTLOT BOUNDARY LINES

PROJECT BOUNDARY LINES

BUILDING SETBACKS

PARKING
SURFACE PARKING: 40
GARAGE PARKING: 50
TOTAL PARKING: 90 STALLS

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 03-07-24

Sand Architects, LLC
366 South Tenth Avenue
PO Box 727
Waite Park, MN 56387-0727
Office: (320) 202-3100
Fax: (320) 202-4139
Website: www.SandCompanies.com
E-Mail: Sand@SandCompanies.com

BLAINE, MN
APARTMENTS

XXX 99TH AVE NE
BLAINE, MN

(CITY SUBMITTAL)

A-0

TRUE N

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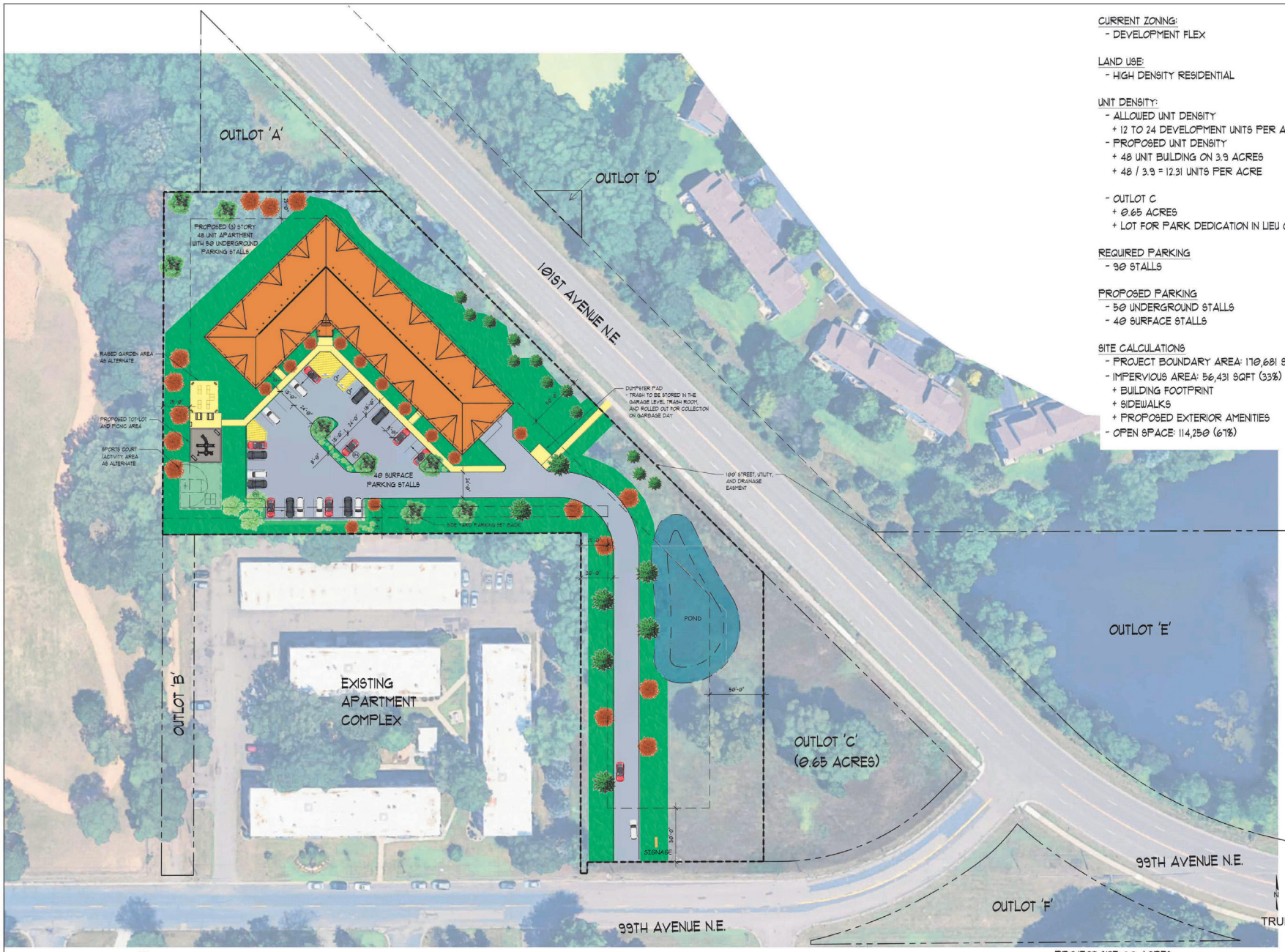

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PROJECT BOUNDARY LINES

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GARAGE PARKING: 50
TOTAL PARKING: 90 STALLS

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Sand Architects, LLC
366 South Tenth Avenue
PO Box 727
Waite Park, MN 56387-0727
Office: (320) 202-3100
Fax: (320) 202-3139
Website: www.SandCompanies.com
E-Mail: Sand@SandCompanies.com

BLAINE, MN APARTMENTS

XXX 99TH AVE NE BLAINE, MN

(CITY SUBMITTAL)

A-1

1 / A-1 PROPOSED SITE PLAN
SCALE: 1" = 40'

PROJECT SITE: 3.9 ACRES

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3 A-4 EAST ELEVATION
SCALE: 3/32" = 1'-0"

1 A-4 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

sensible hue (sw 6198)

black of night (sw 6993)

web gray (sw 7075)

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 03-06-24

Sand Architects, LLC
366 South Tenth Avenue
PO Box 727
Waite Park, MN 56387-0727
Office: (320) 202-3100
Fax: (320) 202-3139
Website: www.SandCompanies.com
E-Mail: Sand@SandCompanies.com

BLAINE, MN APARTMENTS

XXX 99TH AVE NE
BLAINE, MN

(CITY SUBMITTAL)

A-4

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1 A-3.2 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

2 A-3.2 WEST ELEVATION
SCALE: 3/32" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 03-07-24

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BLAINE, MN APARTMENTS

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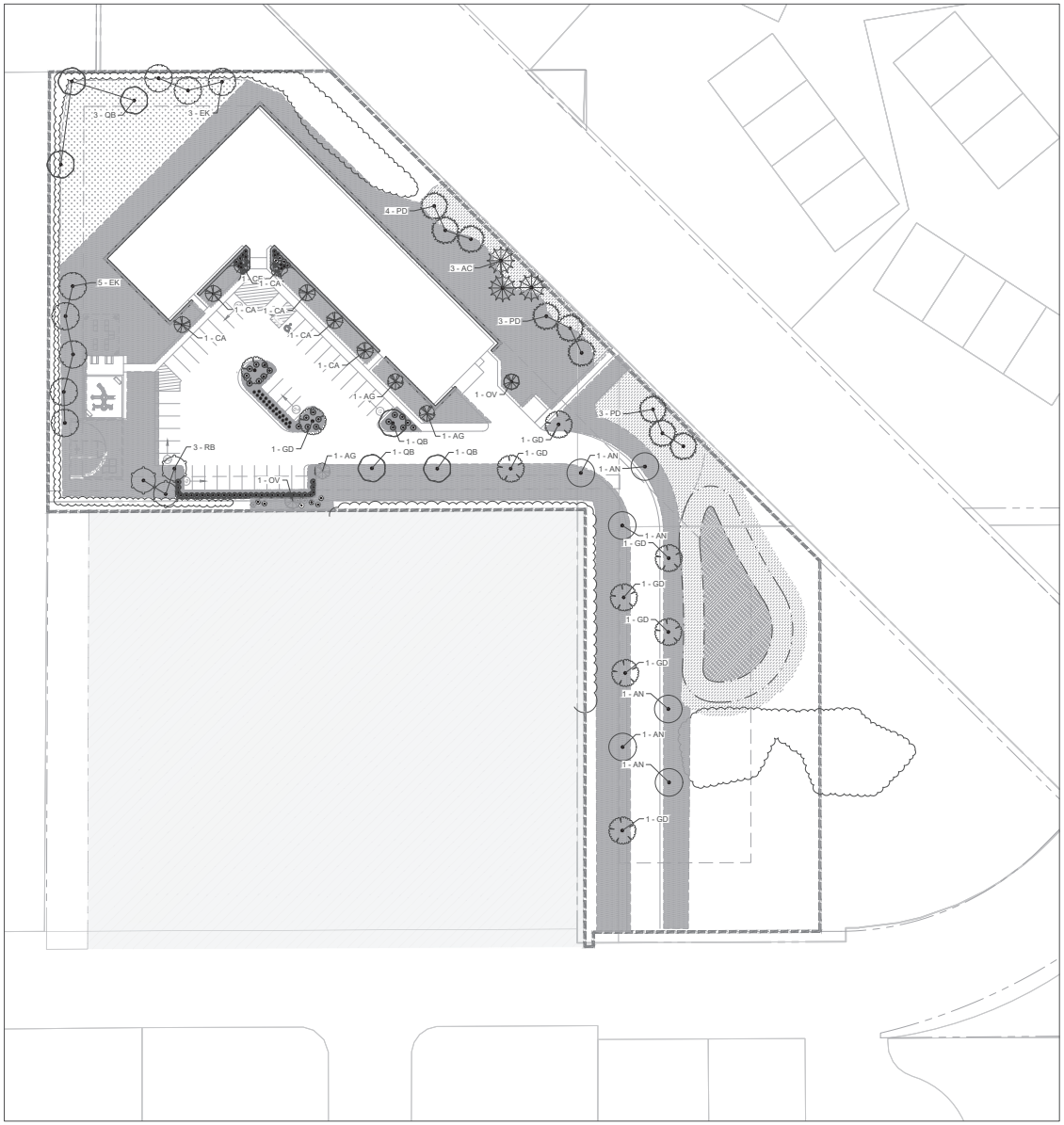
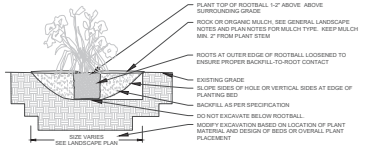


MULCH SCHEDULE

AREA	MULCH TYPE	EDGING	FABRIC	REMARKS
TREE RINGS	4" DEPTH, SHREDDED CEDAR	YES	NO	SEE DETAIL SHT. L1.1
PLANTING BEDS	1-1/2" CRUSHED LIMESTONE	YES	NO	
MAINT. STRIP AT BUILDING FOUNDATION	3" CRUSHED LIMESTONE	YES	YES	SEE DETAIL
PLAYGROUND MULCH	12" DEPTH ENGINEERED PLAYGROUND MULCH, SEE REMARKS. DEPTH AS SPECIFIED BY PLAYGROUND EQUIPMENT MANUFACTURER.	SEE SITE PLAN	YES	ORGANIC MULCH DESIGNED SPECIFICALLY FOR USE ON PLAYGROUNDSCERTIFIED BY ANSI/ASTM FOR PLAYGROUND USE. (I.E. SYLVA SOFTSTEP, SET,INC. PLAYGROUND, OR EQUIVALENT)
NATIVE SEED AREAS	STRAW MULCH - PUNCHED	NA	NA	SEE GRADING PLAN FOR REINFORCED BLANKET COVERAGE. INSTALL PER MNDOT SEEDING MANUAL
NOTE: COORDINATE ALL MULCH AND PLANTING BED MATERIAL PRIOR TO INSTALLATION, PROVIDE SAMPLES AND SHOP DRAWINGS/PHOTOS/DATA SHEETS OF ALL MATERIALS				

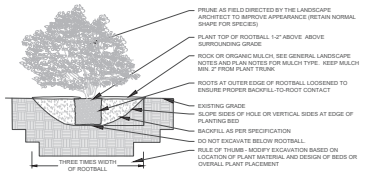
LANDSCAPE NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. REFERENCE MULCH SCHEDULE FOR MULCH MATERIALS AND LOCATIONS.
3. ALL TREES SHALL BE MULCHED WITH SHREDDED CEDAR MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2" FROM TREE TRUNK.
4. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLES PRIOR TO INSTALLATION.
5. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
6. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
7. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR TWO (2) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
8. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 6" LAYER TOPSOIL AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
9. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
10. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
11. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

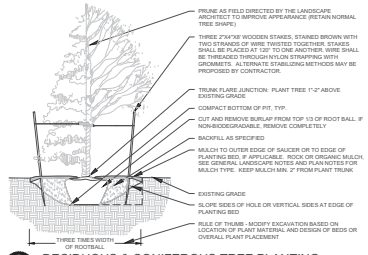


PERENNIAL BED PLANTING
N T S

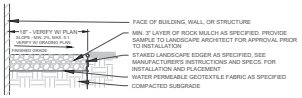
DRAWN @ 1" scale



DECIDUOUS & CONIFEROUS SHRUB PLANTING
N T S



DECIDUOUS & CONIFEROUS TREE PLANTING
N T S



AGGREGATE MAINTENANCE STRIP
N T S

DRAWN @ 1" scale

LEGEND

PLANT SCHEDULE			
SYMBOL	COMMON / BOTANICAL NAME	QTY	SIZE
GROUND COVERS			
	Decorative Rock Mulch / Decorative Rock Mulch	1,457 sf	Mulch
	Shooting Star Dry Short Paraine Mix / Dry Short Prairie Seed Mix	24,009 sf	Seed Mix
	Lower Basin Native Seed Mix	4,232 sf	Seed Mix
	Rock Maintanence Strip / Rock Maintanence Strip	1,531 sf	Mulch
	Blue Grass Based / Sod	21,802 sf	Sod
	Shooting Star Sunny Lawn Mix / Turf Seed	10,293 sf	Seed Mix

PROPOSED CANOPY TREE SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED EVERGREEN TREE SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED ORNAMENTAL TREE SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

PROPOSED PERENNIAL PLANT SYMBOLS - SEE PLANT SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES

EDGING - SHALL BE COMMERCIAL GRADE, 4" DEPTH ALUMINUM, BLACK OR DARK GREEN IN COLOR. INCLUDE ALL CONNECTORS, STAKES, & ALL APPURTENANCES PER MANUF. INSTALL PER MANUF. INSTRUC./SPECS.

DECORATIVE BOULDERS (ROUNDED & BLOCK STYLE), 18"-30" DIA.

CONSTRUCTION LIMITS

SEE SHEET L1.1 FOR ENLARGED PLAN & PLANT SCHEDULE

Know what's below. Call before you dig.

1" = 20'-0"
10'-0" 0 20'-0"

BLAINE APARTMENTS

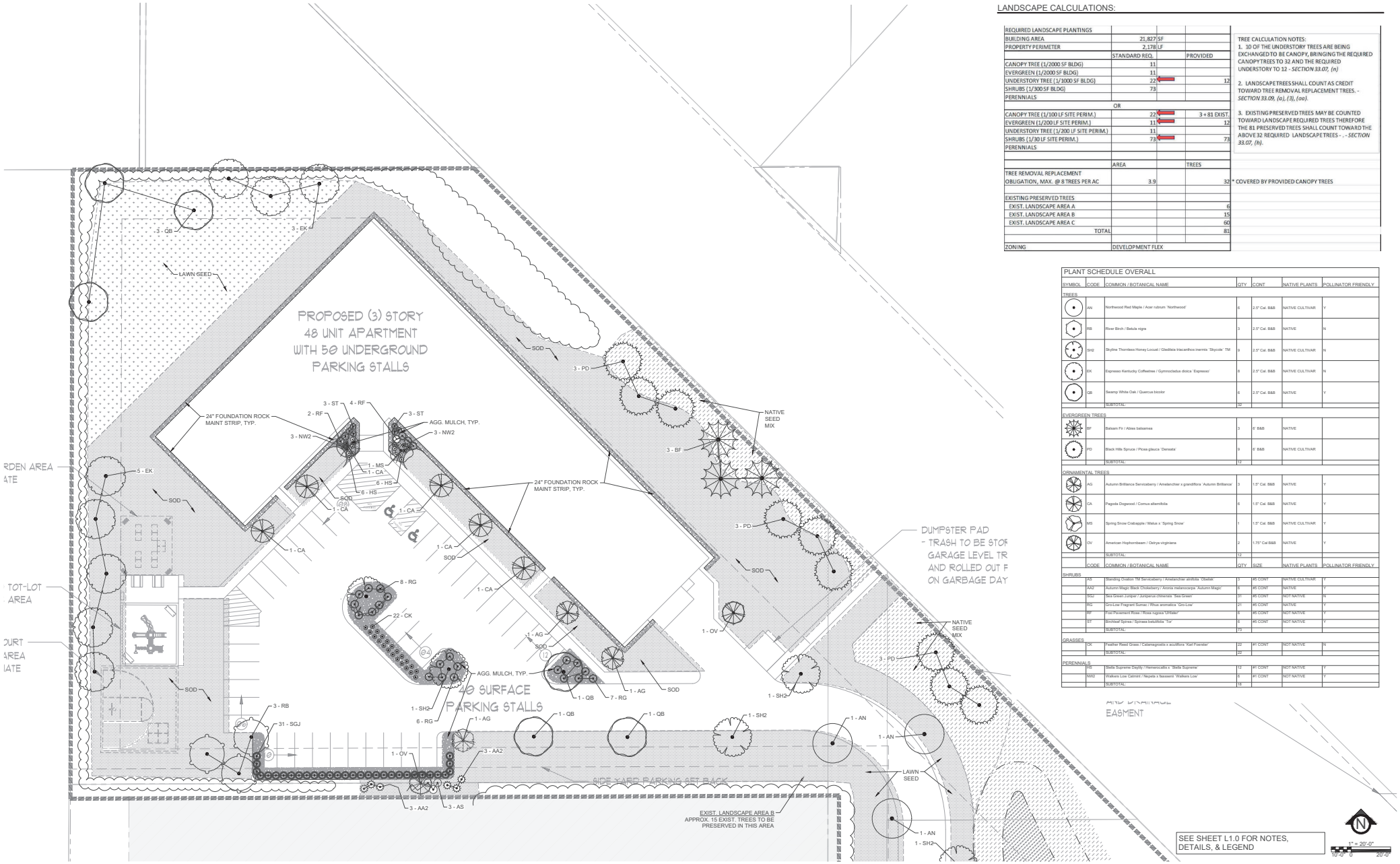
CivilSite GROUP
5050 Glenwood Avenue
Golden Valley, MN 55422
612-615-0060
www.CivilSiteGroup.com

CONCEPTUAL LANDSCAPE PLAN

101ST AVE NE & 99TH LN NE

Project Number:	24118	Revision Number:	-
Issue Date:	-	Revision Date:	-

L1.0



LANDSCAPE CALCULATIONS:

REQUIRED LANDSCAPE PLANTINGS			
BUILDING AREA	21,827	SF	
PROPERTY PERIMETER	2,178	LF	
	STANDARD REQ.		PROVIDED
CANOPY TREE (1/2000 SF BLDG)	11		
EVERGREEN (1/2000 SF BLDG)	11		
UNDERSTORY TREE (1/3000 SF BLDG)	22		12
SHRUBS (1/300 SF BLDG)	73		
PERENNIALS			
OR			
CANOPY TREE (1/100 LF SITE PERIM.)	22		3 + 81 EXIST.
EVERGREEN (1/200 LF SITE PERIM.)	11		12
UNDERSTORY TREE (1/200 LF SITE PERIM.)	11		
SHRUBS (1/30 LF SITE PERIM.)	73		73
PERENNIALS			
	AREA		TREES
TREE REMOVAL REPLACEMENT OBLIGATION, MAX. @ 8 TREES PER AC	3.9		32
EXISTING PRESERVED TREES			
EXIST. LANDSCAPE AREA A			6
EXIST. LANDSCAPE AREA B			15
EXIST. LANDSCAPE AREA C			60
TOTAL			81
ZONING	DEVELOPMENT FLEX		

TREE CALCULATION NOTES:
1. 10 OF THE UNDERSTORY TREES ARE BEING EXCHANGED TO BE CANOPY, BRINGING THE REQUIRED CANOPY TREES TO 32 AND THE REQUIRED UNDERSTORY TO 12 - *SECTION 33.07, (n)*

2. LANDSCAPE TREES SHALL COUNT AS CREDIT TOWARD TREE REMOVAL REPLACEMENT TREES. - *SECTION 33.09, (o), (3), (oo).*

3. EXISTING PRESERVED TREES MAY BE COUNTED TOWARD LANDSCAPE REQUIRED TREES THEREFORE THE 81 PRESERVED TREES SHALL COUNT TOWARD THE ABOVE 32 REQUIRED LANDSCAPE TREES - . - *SECTION 33.07, (h).*

* COVERED BY PROVIDED CANOPY TREES

PLANT SCHEDULE OVERALL

SYMBOL	CODE	COMMON / BOTANICAL NAME	QTY	CONT	NATIVE PLANTS	POLLINATOR FRIENDLY
TREES						
	AN	Northwood Red Maple / Acer rubrum 'Northwood'	6	2.5" Cal. B&B	NATIVE CULTIVAR	Y
	RB	River Birch / Betula nigra	3	2.5" Cal. B&B	NATIVE	N
	SH2	Skyline Thornless Honey Locust / Gleditsia triacanthos inermis 'Skycole' TM	9	2.5" Cal. B&B	NATIVE CULTIVAR	N
	EK	Espresso Kentucky Coffeetree / Gymnocladus dioica 'Espresso'	6	2.5" Cal. B&B	NATIVE CULTIVAR	N
	QB	Swamp White Oak / Quercus bicolor	6	2.5" Cal. B&B	NATIVE	Y
		SUBTOTAL:	32			
EVERGREEN TREES						
	BF	Balsam Fir / Abies balsamea	3	6' B&B	NATIVE	
	PD	Black Hills Spruce / Picea glauca 'Densata'	9	6' B&B	NATIVE CULTIVAR	
		SUBTOTAL:	12			
ORNAMENTAL TREES						
	AG	Autumn Brilliance Serviceberry / Amelanchier x grandiflora 'Autumn Brilliance'	3	1.5" Cal. B&B	NATIVE	Y
	CA	Pagoda Dogwood / Cornus alternifolia	6	1.5" Cal. B&B	NATIVE	Y
	MS	Spring Snow Crabapple / Malus x 'Spring Snow'	1	1.5" Cal. B&B	NATIVE CULTIVAR	Y
	OV	American Hophornbeam / Ostrya virginiana	2	1.75" Cal B&B	NATIVE	Y
		SUBTOTAL:	12			
	CODE	COMMON / BOTANICAL NAME	QTY	SIZE	NATIVE PLANTS	POLLINATOR FRIENDLY
SHRUBS	AS	Standing Ovation TM Serviceberry / Amelanchier alnifolia 'Obelisk'	3	#5 CONT	NATIVE CULTIVAR	Y
	AA2	Autumn Magic Black Chokeberry / Aronia melanocarpa 'Autumn Magic'	6	#5 CONT	NATIVE	Y
	SGJ	Sea Green Juniper / Juniperus chinensis 'Sea Green'	31	#5 CONT	NOT NATIVE	N
	RG	Gro-Low Fragrant Sumac / Rhus aromatica 'Gro-Low'	21	#5 CONT	NATIVE	Y
	RF	Frau Pavement Rose / Rosa rugosa 'Uhlfaller'	6	#5 CONT	NOT NATIVE	Y
	ST	Birchleaf Spirea / Spiraea betulifolia 'Tor'	6	#5 CONT	NOT NATIVE	Y
		SUBTOTAL:	73			
GRASSES						
	CK	Feather Reed Grass / Calamagrostis x acutiflora 'Karl Foerster'	22	#1 CONT	NOT NATIVE	N
		SUBTOTAL:	22			
PERENNIALS						
	PS	Stella Supreme Daylily / Hemerocallis x 'Stella Supreme'	12	#1 CONT	NOT NATIVE	Y
	NW2	Walkers Low Catmint / Nepeta x faassenii 'Walkers Low'	6	#1 CONT	NOT NATIVE	Y
		SUBTOTAL:	18			

SEE SHEET L1.0 FOR NOTES, DETAILS, & LEGEND

1" = 20'-0"

BLAINE APARTMENTS

CivilSite GROUP
5500 Glenwood Avenue
Golden Valley, MN 55422
612-615-0060
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CONCEPTUAL LANDSCAPE PLAN

101ST AVE NE & 99TH LN NE

Project Number: 24118
Issue Date:
Revision Number:
Revision Date:

L1.1

PROJECT NARRATIVE: 111 99th Ave NE, Blaine, Minnesota

This apartment community will feature 48 units for families with a range of bedroom sizes from one- to four-bedroom units. The building will include 12 one-bedroom, 17 two-bedroom, 15 three-bedroom and 4 four-bedroom units. Some of the unit features include in-unit washer and dryer, walk-in closets, full kitchen appliance layout, open-concept throughout the living spaces, and much more. For persons with disabilities, the community will include some units with accessible features, including roll-under sinks, transfer and roll-in showers, grab bars in the bathroom, 3'0" doorways throughout, open concept designs in the kitchens and living (injury/fall prevention) and many more. The community will include covered parking, community room for gatherings, on-site management, playground for kids, and outdoor space for families to play. Passive building (PHIUS) will be utilized to design the building. Passive building is a set of design principles for energy efficiency while also creating comfortable indoor living spaces. The project will be at the forefront of Passive building in Minnesota as only a handful of projects have been completed to date within the State of Minnesota.

Further, the building owner will contract with Sand Property Management, LLC to provide professional on-site management and compliance services to review screening criteria for each applicant. Sand Property Management, LLC has been managing multifamily communities since 1994. They have extensive knowledge and experience managing similarly sized communities. The team includes four Regional Managers, Director of Operations, Director of Compliance, Compliance Technicians, and Operations and Marketing Manager that work together to oversee over 40 communities (2,000+ units) throughout Iowa and Minnesota.

This community is anticipated to start construction in late 2025/early 2026 with approximately 16 months needed for construction. It is anticipated that the building will be fully occupied within 3-4 months of opening.

From:	Erik Thorvig
To:	Patricia Robinson
Cc:	Sheila Sellman
Subject:	FW: Propossed development at 111 99th Avenue
Date:	Monday, March 18, 2024 1:50:35 PM
Attachments:	image002.png image003.png image004.png image005.png

---

Pat,

Please add to the public comment folder for this application. Thanks.

Erik Thorvig, EDFP
Community Development Director
City of Blaine
Community Development Department
10801 Town Square Drive NE, Blaine MN 55449

p: 763-785-6147
BlaineMN.gov

From: Lori Saroya <lsaroya@blainemn.gov>
Sent: Monday, March 18, 2024 1:47 PM
To: Michelle Wolfe <mwolfe@blainemn.gov>; Erik Thorvig <ethorvig@blainemn.gov>; Sheila Sellman <ssellman@blainemn.gov>; PublicComment <publiccomment@blainemn.gov>
Cc: sjconnor01@yahoo.com
Subject: Fw: Propossed development at 111 99th Avenue

Please see the comment below from Ms. Conner. She would like to add it as a public comment.

From: Sandra Connor <sjconnor01@yahoo.com>
Sent: Monday, March 18, 2024 1:37 PM
To: Lori Saroya <lsaroya@blainemn.gov>
Cc: Sandy Connor <sjconnor01@yahoo.com>
Subject: Propossed development at 111 99th Avenue

Hello Councilwoman Saroya,

I am Sandra Connor at 516 98th Lane NE, Blaine, Minnesota 55434. I live in your ward.

Please continue to oppose the possible development of multiunit housing at 111 99th Avenue.

This project will diminish the quality of life for many people in the surrounding area. It is a project that will benefit only one family, and that family has already stated their intention to leave Blaine. It will hurt many families who intend to continue living in Blaine. I and others have our homes paid for, and we hope to live, shop, and pay property taxes in Blaine for the rest of our lives. Please ask the Council to put the needs of many who plan to live in Blaine ahead of one family who plans to move away. Please consider the impact of traffic, noise, over use of resources, water supply, etc. Blaine already has a challenge providing water to current residents. Some of these problems can be mitigated, but only a considerable expense to the City of Blaine and ultimately all of us on our property taxes. Putting all that expense into benefitting one family and one developer is not fair to the many home owners who will be harmed. Increased property tax are not limited to one ward. If the City needs to increase its share of property tax or find other sources of revenue to cover the cost of mitigating damage for the benefit of one family and one development it will causse hardship and complaints all over Blaine.

My neighbor, Rosemary Wallace, who lives at 9890 Cloverleaf Parkway has asked me to add her name to this letter because she thinks I express our feelings better.

Thank you for your consideration.

From:	Dave Falk
To:	CityCouncil; Planning
Subject:	Construction of apartment building at 111 99th Avenue NE
Date:	Wednesday, April 3, 2024 10:53:10 AM

Hello Mr. Mayor, CIty Council Members and Planning Department members,

First of all, I would like to thank all of you for working to make Blaine the best that it can be. I am especially excited about the upcoming work on the Highway 65 Project. Considering how many times that I cross Highway 65 every week, the proposed change will save me a significant amount of time over the years (not to mention the reduction in pollution by eliminating all of the idling engines).

In regards to the discussions of the proposed apartment building at 111 99th Avenue NE, I would like to let you know that, as a Blaine resident living about 300 feet from the location, I am 100% against developing an apartment at this location. Instead, I would like Blaine to purchase the land using EDA funds and keep it as a wooded area.

Among other things, developing an apartment complex at this location would:
- Increase traffic near an elementary school. More traffic correlates to more traffic accidents.
- Border with Alexandra House, for which privacy is a major concern.
- Destroy a beautiful natural area. Natural areas always rank highly as a reason for cities making "Best Places to Live" surveys.
- Increase general congestion. This will increase pollution (affecting Blaine residents' health), emergency response times, strain city services (water, sewage, roads), etc.

The only positive impact that I can think of is that it will slightly increase the tax base. Qualitatively, I cannot understand how this tax money would outweigh all of the negative aspects that I have listed above, especially given that all of the neighbors that I talk to do not want this area developed.

In closing, I would like to reiterate my request for you to vote "no" to developing an apartment complex in this location and vote "yes" to the city purchasing this land and keeping it as a natural area. I hope that you put the school children, vulnerable women, and the most-affected residents first.

Thank you for your consideration and your work in keeping Blaine a beautiful city!

Dave Falkowski

Patricia Robinson

From: Laurie Palermo <laurie_49@yahoo.com>
Sent: Thursday, April 4, 2024 11:37 PM
To: Planning
Cc: Laurie Palermo
Subject: Re: I'm against an apt. Bldg being built

To whom it may concern,

I am against an apartment bldg. being built at 111 99th Ave. NE

FYI, I've lived here over 42 years at:

453 98th Lane NE
Blaine, MN 55434

-Laurie Palermo

Sent from my iPad

From: mary seeling
To: Planning
Subject: 99th Ave NE Apartment development
Date: Thursday, April 4, 2024 7:24:43 PM

Good evening,
I am a resident of this neighborhood, my address is 150 97th Ave NE, and I fully support this new apartment building.
I'm happy the number of units was reduced, which will help with the traffic coming through our neighborhood. I know that you performed a traffic study, but unfortunately, I was not able to attend the open house. I read the study findings but could not find if anything was decided about changes or improvements in this area. Will there be sidewalks added to 99th and any other alterations to the roads in this area to handle the current traffic and the added traffic? Other than that, I fully support this apartment.

I look forward to your response,

Best regards,
Mary Seeling

From: Sheila Sellman
To: Patricia Robinson
Subject: FW: 99th Ave apartment plan
Date: Friday, April 5, 2024 11:54:28 AM

Please include in public comments for 24-0018 packet

Please understand that the proposed apartment complex at 99th Ave and 101st Ave conjunction is a terrible idea. Any apartment complex in this particular area should NEVER be considered for many reasons. The shape of the property is difficult to configure, and the nearness to Alexandra House women's shelter is dangerous. The added traffic control costs will be ridiculous. And the loss of woodland is downright dumb as well. We need the trees and the critters. Please consider the neighbors' desires for not adding an apartment complex in this small neighborhood area. I do not drive so cannot attend the city council meetings to protest, but protest I do, indeed. Please be smart for a change with your decisions... ...There is so much other property available for apartments, (which are needed) in Blaine, just not this small tract of property (that was never zoned for multi-family use). I support the purchase by the city for a park area.

--
Marna McComb 763-780-3813
"The truly happy person enjoys the scenery on a detour."

Am in total agreement with neighbors objecting to this project. Rezoning this area was the first mistake at being totally unfair to residents in the area. My major concern is the congestion of people and traffic in a very confined area. To try to insert another apartment building into such a small area surrounded by another apartment building, a school, a womens shelter, and multiple neighborhoods that are single family units, is unfair to everyone.
This is a very odd shaped lot, being narrow and long. I doubt that it will be easy to be kept filled in any event. You can put pretty plans of picnic area, playground, etc, but the fact remains it is NOT going to look like a family friendly area next to a very busy street that will need further improvements to handle the traffic. This is the time to stand up for people already in the neighborhood and do the right thing by stopping this. Build a park or build single level twin homes. I live in a twin home adjacent to proposed area and there are 22 twin homes housing mostly retired people as myself. These homes sell quickly and that may no longer be after a 3 story apartment goes up. No one sees the benefit to building a 3 story apartment building in such a congested area. I know of two council members who have listened to us and I hope a majority will change their thoughts on this and not let this take place.

Linda Hanno

From: seelis
To: Planning
Subject: Case PC24-0018 TTT Development LLC
Date: Sunday, April 7, 2024 6:46:43 PM

Dear City of Blaine,

My name is Sheng Lee and I live/own a townhouse at 328 100th Court NE, Blaine MN.
The apartment building planned on 99th Ave NE will be near my townhouse.

I am strongly in opposition of this project and there are many concerns regarding this project that you should take into consideration. I'm sure you have already heard them but here they are again:

The City's own traffic study shows that this is not an ideal location for an apartment building. The City is adding two roundabouts and a host of other traffic improvements near University Avenue and 99th Avenue NE to accommodate an apartment building. This will create a significant expense for the City and taxpayers.

However, traffic is not the only issue. The concern is that we are taking a single family home with 5 occupants and turning it into an apartment building with hundreds of occupants in a small space. Multi-family dwellings carry a host of fire, water, sewer, emergency response, stormwater, and neighborhood impacts. This project will have a direct impact on neighboring properties.

Recently, the city council agreed to create parameters on the placement of new apartment buildings near existing homes. Yet, here we are trying to build another massive apartment building near existing homes.

Environmental concerns have been raised: 1) endangered species; 2) destruction of natural resources. Residents are seeking relief under the Minnesota Environmental Rights Act, similar to a ruling against the city of Minneapolis in September 2023 stating that the city's "significant land use changes, including measures designed to increase population density, could destroy natural resources."

My suggestion is to not have any apartments on that site and for the City to purchase the property using EDA funds as they have done throughout the City.

Please, do NOT allow this project to go through. This project is harmful to the residents and environment/nature surrounding that area. Please, purchase the property using EDA funds.

Regards,

Sheng Lee

From:	seelis
To:	Planning
Cc:	CityCouncil; PublicComment
Subject:	Re: Case PC24-0018 TTT Development LLC
Date:	Tuesday, April 9, 2024 8:40:16 AM

Dear City of Blaine,

Recently the Veterans Memorial Park of Blaine has a donated F-5 jet and this property would be the perfect space for it. It is near an aerospace and science school, a great opportunity for students who are already learning about flight. Many veterans live in the neighborhood and walk in the area. There are beautiful trees, birds, and other species. There could be a nature trail leading to the F-5. The City is adding a pond there so we could also have a reflecting pool, nature walks, bird watching, a playground for the kids. It could be a smaller-scale version of the Veterans Oasis Park in Chandler.

This project would be so much healthier and better for everyone involved (resident and nature), rather than having an apartment complex built there.

Please conduct an Environmental Assessment Worksheet (EAW) under MN Rule 4410.4500. Please strongly consider this F-5 jet project instead of the apartment building one, for the sake of Blaine residents in that area, and the endangered species.

Thank you and regards,

Sheng

> On Sunday, April 7, 2024 at 06:46:31 PM CDT, seelis <seelis84@yahoo.com> wrote:
>
> Dear City of Blaine,
>
> My name is Sheng Lee and I live/own a townhouse at 328 100th Court NE, Blaine MN.
> The apartment building planned on 99th Ave NE will be near my townhouse.
>
> I am strongly in opposition of this project and there are many concerns regarding this project that you should take into consideration. I'm sure you have already heard them but here they are again:
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> The City's own traffic study shows that this is not an ideal location for an apartment building. The City is adding two roundabouts and a host of other traffic improvements near University Avenue and 99th Avenue NE to accommodate an apartment building. This will create a significant expense for the City and taxpayers.
>
> However, traffic is not the only issue. The concern is that we are taking a single family home with 5 occupants and turning it into an apartment building with hundreds of occupants in a small space. Multi-family dwellings carry a host of fire, water, sewer, emergency response, stormwater, and neighborhood impacts. This project will have a direct impact on neighboring properties.
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My suggestion is to not have any apartments on that site and for the City to purchase the property using EDA funds as they have done throughout the City.

Please, do NOT allow this project to go through. This project is harmful to the residents and environment/nature surrounding that area. Please, purchase the property using EDA funds.

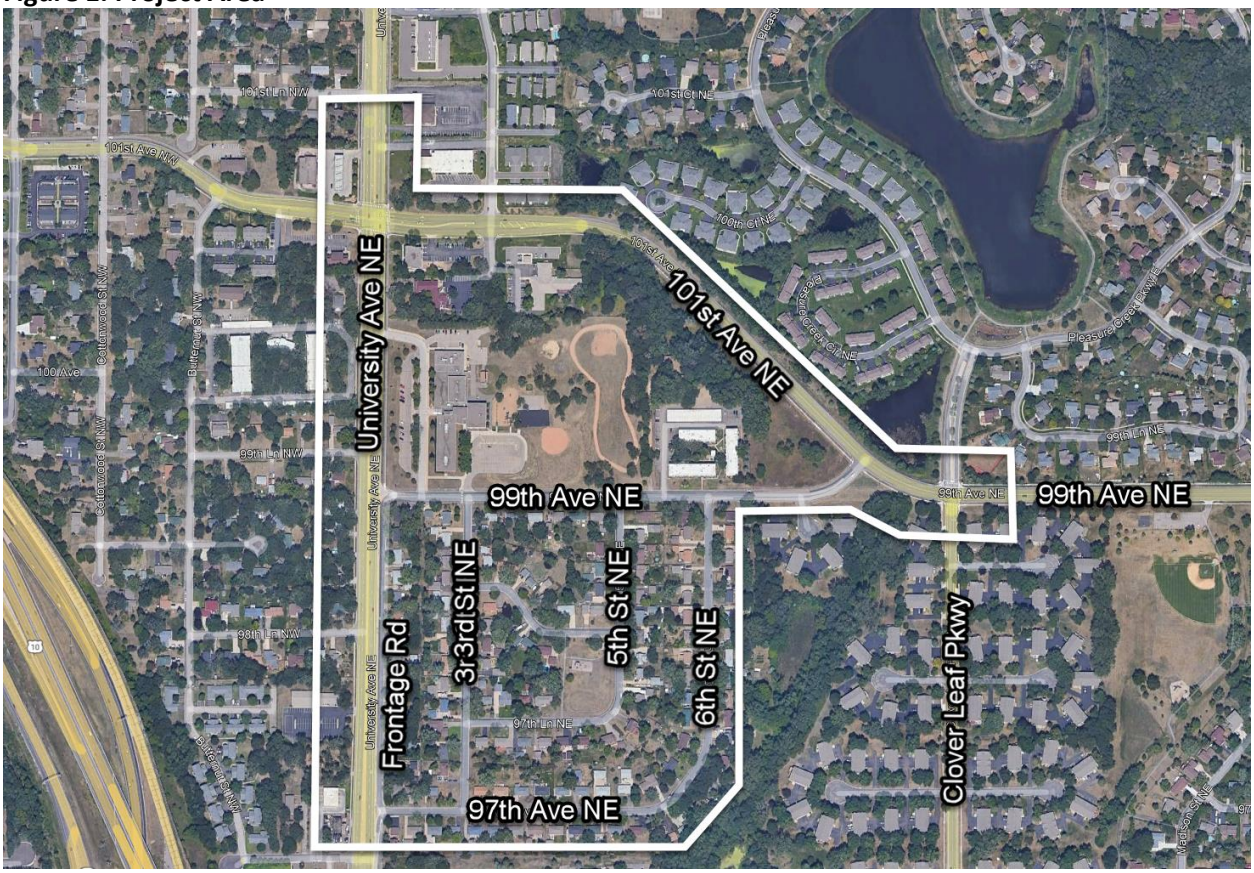
Regards,

Sheng Lee

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

Bolton & Menk is an equal opportunity employer.

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

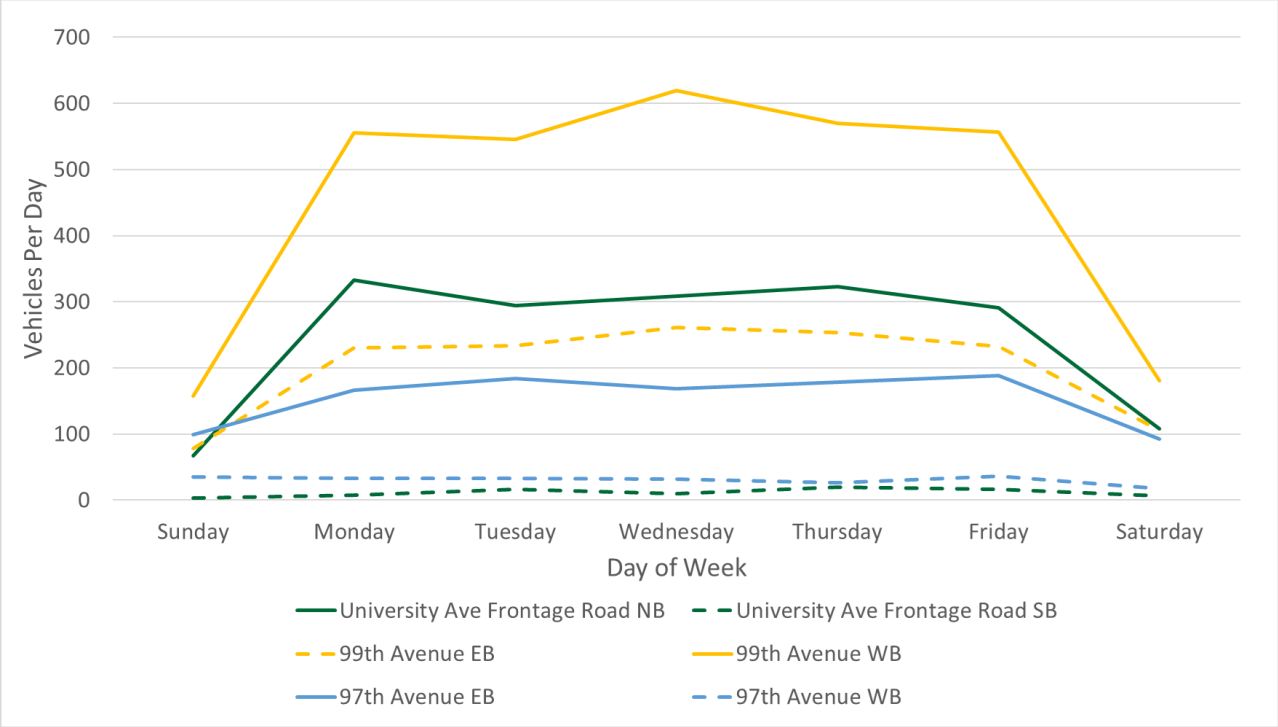


Figure 2 shows the dominant directions in a bolded line, where the non-dominant counterpart is shown in the same color as a dashed line. The roadway with the most variation is 99th Ave NE, specifically in the westbound direction. The variation lies mostly in weekday versus weekend traffic, which can 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.

<u>99th Ave NE and 101st Ave NE</u>
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.

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

<u>99th Ave NE at 101st Ave NE</u>
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.

<u>99th Ave NE at Clover Leaf Pkwy</u>
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.

<u>99th Ave NE at 101st Ave NE</u>
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.

<u>99th Ave NE at Clover Leaf Pkwy</u>
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)					Traffic Queuing (feet)								
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	0 - A	-	1 - A		-	-	-	150	-	-	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
6th St NE at 99th Ave NE *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	EB	-	-	-	-	4 - A	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	-	6 - A	3 - A	5 - A		-	-	-	275	50	50	-	50	50
	SB	0 - A	-	-	0 - A		-	-	-	-	-	-	-	-	-

PM Peak Hour

Intersection	Approach	Traffic Delay (sec/veh)					Traffic Queuing (feet)								
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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): Movement (Delay - LOS) L	T	R	Approach (Delay - LOS)	Intersection (Delay - LOS)	Traffic Queuing (feet): Left Turn Storage	Avg	Max	Through Link Length	Avg	Max	Right Turn Storage	Avg	Max
University Ave NE at 101st Ave NE *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	EB	-	0 - A	-	0 - A	0 - A	-	-	-	-	-	-	-	-	-
	WB	2 - A	0 - A	-	1 - A		-	-	-	150	-	-	-	-	-
	NB	-	-	-	-		-	-	-	-	-	-	-	-	-
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
6th St NE at 99th Ave NE *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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): Movement (Delay - LOS) L	T	R	Approach (Delay - LOS)	Intersection (Delay - LOS)	Traffic Queuing (feet): Left Turn Storage	Avg	Max	Through Link Length	Avg	Max	Right Turn Storage	Avg	Max
University Ave NE at 101st Ave NE *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Signalized Intersection*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	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 *Side Street Stop Controlled*	EB	-	-	-	-	4 - A	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-		-	-	-	-	-	-	-	-	-
	NB	-	6 - A	3 - A	5 - A		-	-	-	275	50	75	-	50	75
	SB	-	-	-	-		-	-	-	-	-	-	-	-	-
Proposed Driveway at 99th Ave NE *Side Street Stop Controlled*	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

		AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
Intersection	Approach	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 *All-Way Stop Controlled Intersection*	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 *Signalized Intersection*	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

		AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
Intersection	Approach	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 *Signalized Intersection*	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 *Signalized Intersection*	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

		AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
Intersection	Approach	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 *Single Lane Roundabout*	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 *Signalized Intersection*	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

		AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)		Traffic Queuing (feet)			Traffic Delay (sec/veh)		Traffic Queuing (feet)		
Intersection	Approach	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 *Single Lane Roundabout*	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 *Single Lane Roundabout*	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 operative 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

<u>School Peak Queuing</u>

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.

<u>General Considerations</u>

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 97th 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.

<u>Considerations to Coincide with Potential Development</u>

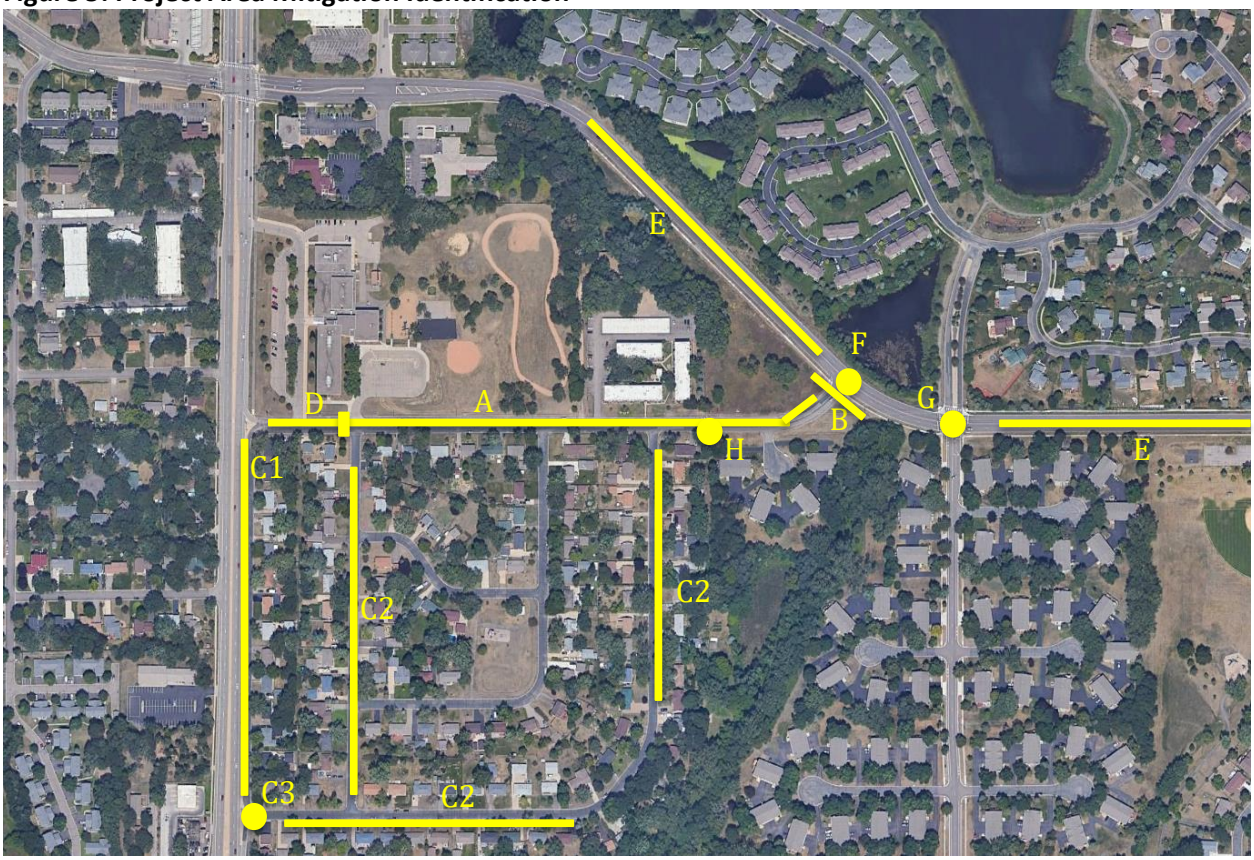
F. Though not currently needed for operations or safety, the intersection improvements previously mentioned for the intersection of 99th Ave NE and 101st NE could potentially reduce speeds on 101st Ave NE, assist in turning movements that are potentially challenging due to sightlines and curvature of 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
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 1

97th Ave NE at Frontage Rd
Blaine, Minnesota

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
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	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	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	0	0	0	3	0	0	0	3	0	0	0	0	0	3
01:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
01:15 AM	0	0	0	0	0	1	0	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	1	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	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	1
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	2	0	0	0	2	0	0	0	0	0	2
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	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 2

97th Ave NE at Frontage Rd
Blaine, Minnesota

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
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	0	1	0	1	1	0	0	0	1	2	9	0	0	11	0	0	0	0	0	13
07:00 AM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	8
Total	0	0	0	0	0	3	0	0	0	3	7	10	0	0	17	0	0	0	0	0	20
08:00 AM	0	0	0	0	0	1	0	0	0	1	9	6	0	0	15	0	0	0	0	0	16
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	9
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
Total	0	0	0	0	0	1	0	0	0	1	20	24	0	0	44	0	0	0	0	0	45
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
09:30 AM	0	0	1	0	1	2	0	0	0	2	4	3	0	0	7	0	0	0	0	0	10
09:45 AM	0	0	0	0	0	1	0	0	1	2	2	1	0	0	3	0	0	0	0	0	5
Total	0	0	2	0	2	3	0	0	1	4	21	26	0	0	47	0	0	0	0	0	53
10:00 AM	0	0	0	0	0	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	6
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	7
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	5	0	0	0	0	0	5
10:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	1	0	0	0	1	8	12	0	1	21	0	0	0	0	0	22
11:00 AM	0	0	0	1	1	1	0	0	1	2	6	1	0	0	7	0	0	0	0	0	10
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total	0	0	1	1	2	1	0	0	1	2	10	3	0	0	13	0	0	0	0	0	17
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	1	6	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	1	5	0	0	0	0	0	5
12:30 PM	0	0	1	0	1	0	0	0	1	1	6	1	0	0	7	0	0	0	0	0	9
12:45 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	1	0	1	1	0	0	1	2	15	4	0	2	21	0	0	0	0	0	24

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 3

97th Ave NE at Frontage Rd
Blaine, Minnesota

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
01:00 PM	0	0	1	0	1	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	9
01:15 PM	0	0	0	0	0	1	0	0	1	2	6	0	0	0	6	0	0	0	0	0	8
01:30 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	1	0	0	0	1	7	1	0	0	8	0	0	0	0	0	9
Total	0	0	1	0	1	3	0	0	1	4	23	3	0	0	26	0	0	0	0	0	31
02:00 PM	0	0	1	0	1	1	0	0	0	1	3	1	0	1	5	0	0	0	0	0	7
02:15 PM	0	0	0	0	0	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	9
02:30 PM	0	0	1	0	1	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	7
02:45 PM	0	0	0	0	0	0	0	0	0	0	7	3	0	0	10	0	0	0	0	0	10
Total	0	0	2	0	2	1	0	0	0	1	21	8	0	1	30	0	0	0	0	0	33
03:00 PM	0	0	0	0	0	0	0	0	0	0	10	2	0	0	12	0	0	0	0	0	12
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
Total	0	0	1	1	2	0	0	0	2	2	52	11	0	0	63	0	0	0	0	0	67
04:00 PM	0	0	0	0	0	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	16
04:15 PM	0	0	0	0	0	0	0	0	1	1	7	4	0	0	11	0	0	0	0	0	12
04:30 PM	0	0	0	0	0	0	0	0	0	0	12	3	0	0	15	0	0	0	0	0	15
04:45 PM	0	0	0	0	0	0	0	0	0	0	9	7	0	0	16	0	0	0	0	0	16
Total	0	0	0	0	0	0	0	0	1	1	41	17	0	0	58	0	0	0	0	0	59
05:00 PM	0	0	0	0	0	1	0	0	0	1	12	4	0	0	16	0	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	14	7	0	0	21	0	0	0	0	0	21
05:30 PM	0	0	0	0	0	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	10
05:45 PM	0	0	1	0	1	0	0	0	1	1	6	1	0	0	7	0	0	0	0	0	9
Total	0	0	1	0	1	1	0	0	1	2	38	16	0	0	54	0	0	0	0	0	57
06:00 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	6
06:30 PM	0	0	0	1	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
Total	0	0	0	1	1	1	0	0	0	1	14	4	0	0	18	0	0	0	0	0	20
07:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
07:15 PM	0	0	0	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	0	0	11
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 4

97th Ave NE at Frontage Rd
Blaine, Minnesota

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
07:45 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	1	0	0	0	1	15	4	0	0	19	0	0	0	0	0	20
08:00 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
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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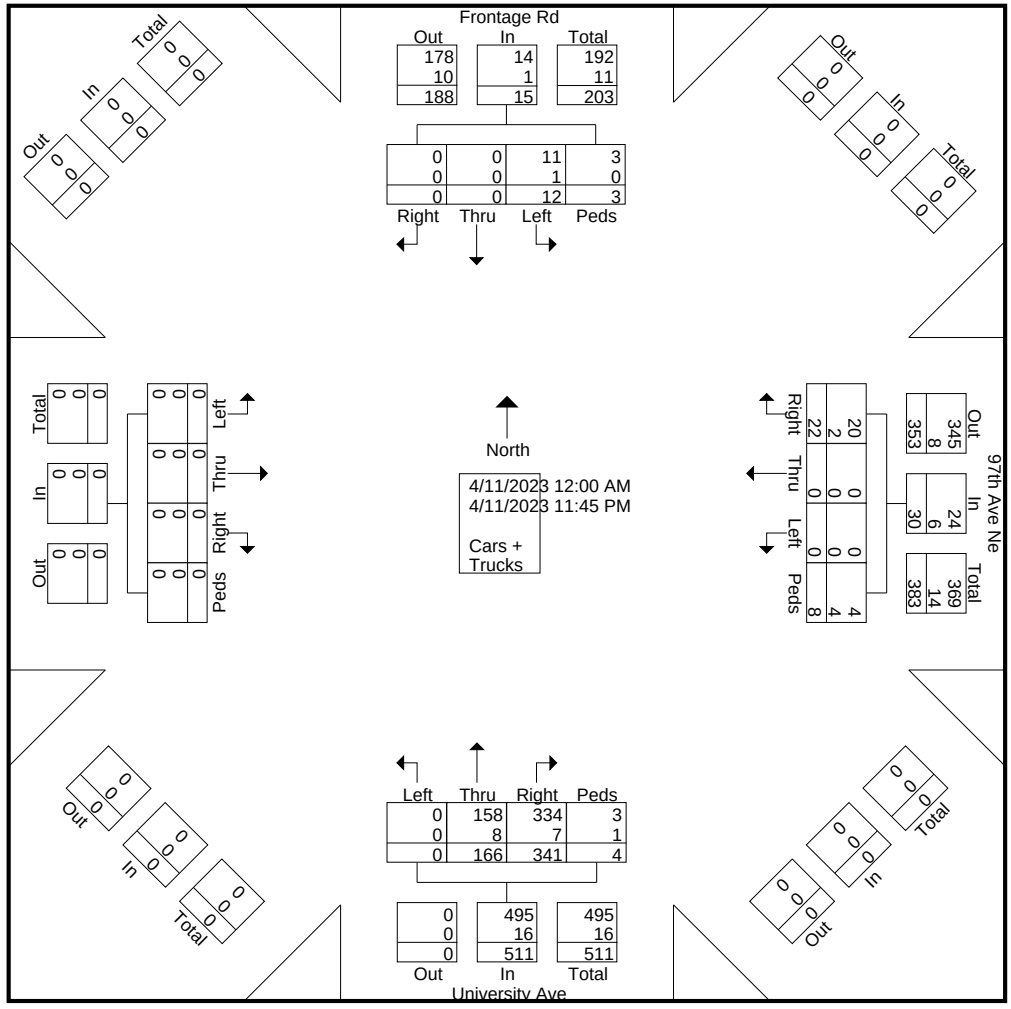
97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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

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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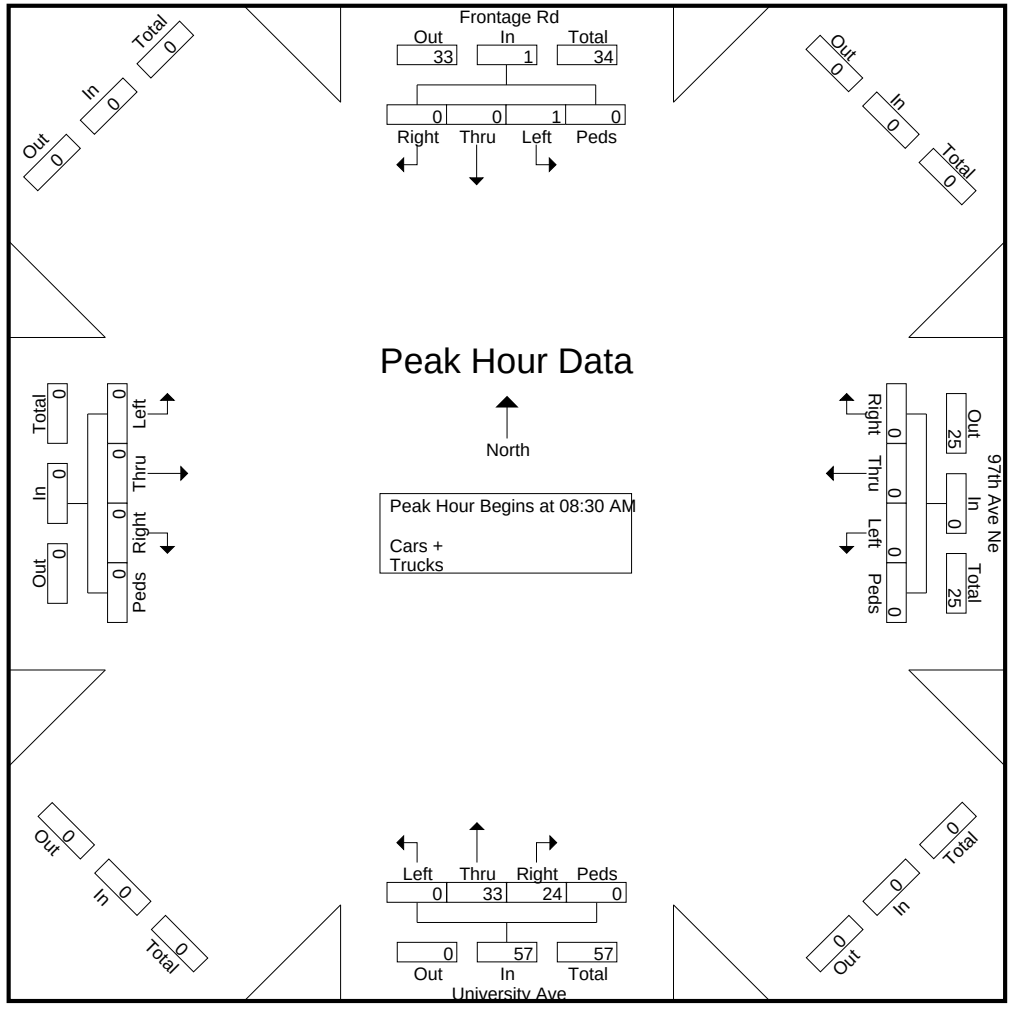
97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 97th Ave and Frontage Rd_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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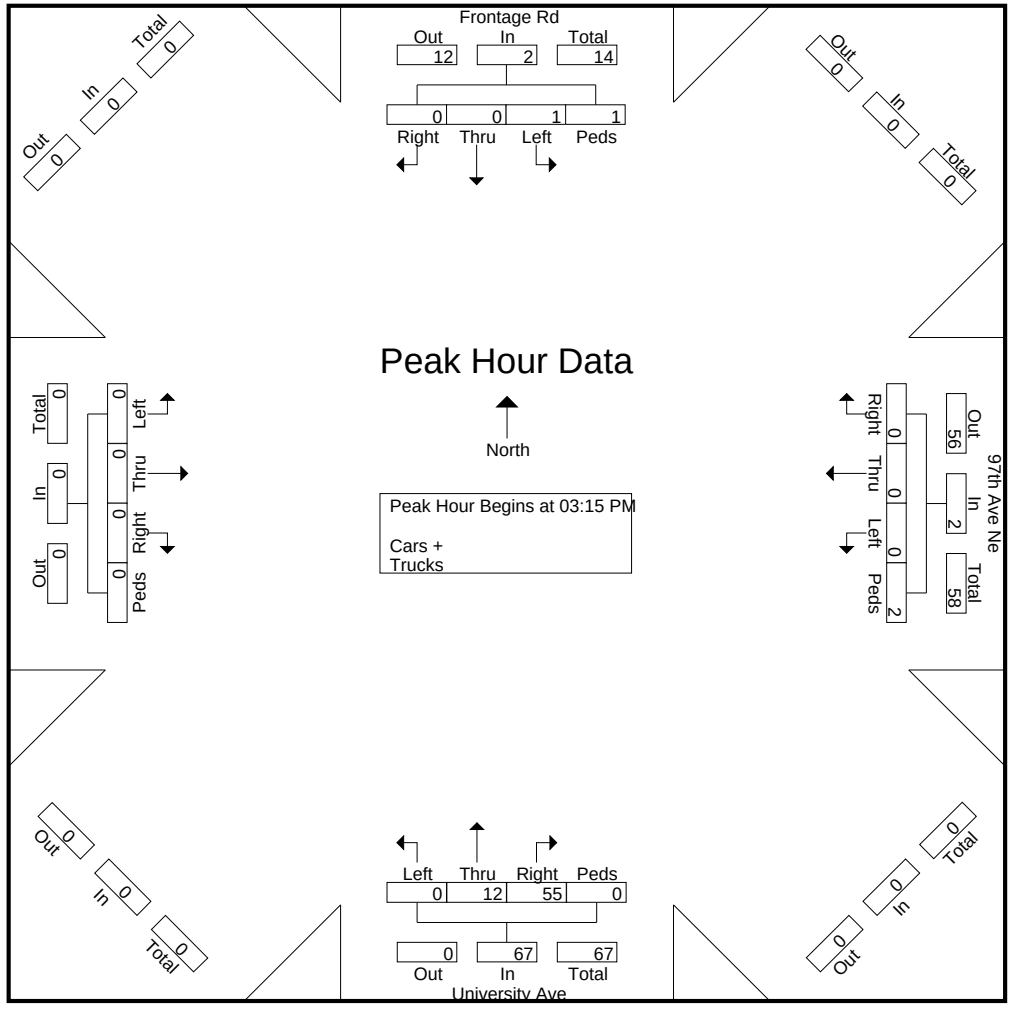
97th Ave NE at Frontage Rd
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 3rd St_04112023_0000-2400
Site Code : 7
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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					
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	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
Page No : 2

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					
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	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
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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					
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	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
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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					
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	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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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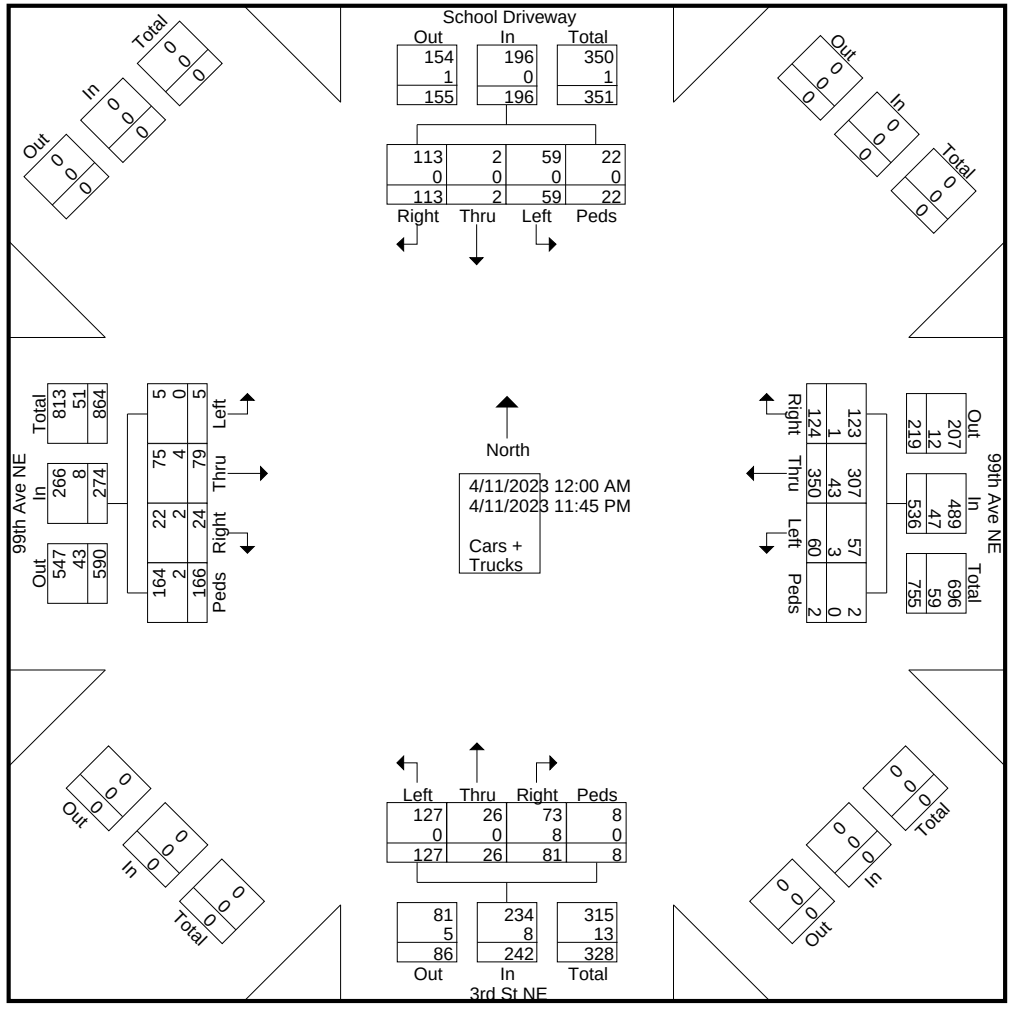
99th Ave NE and 3rd St NE
Blaine, Minnesota



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

	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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

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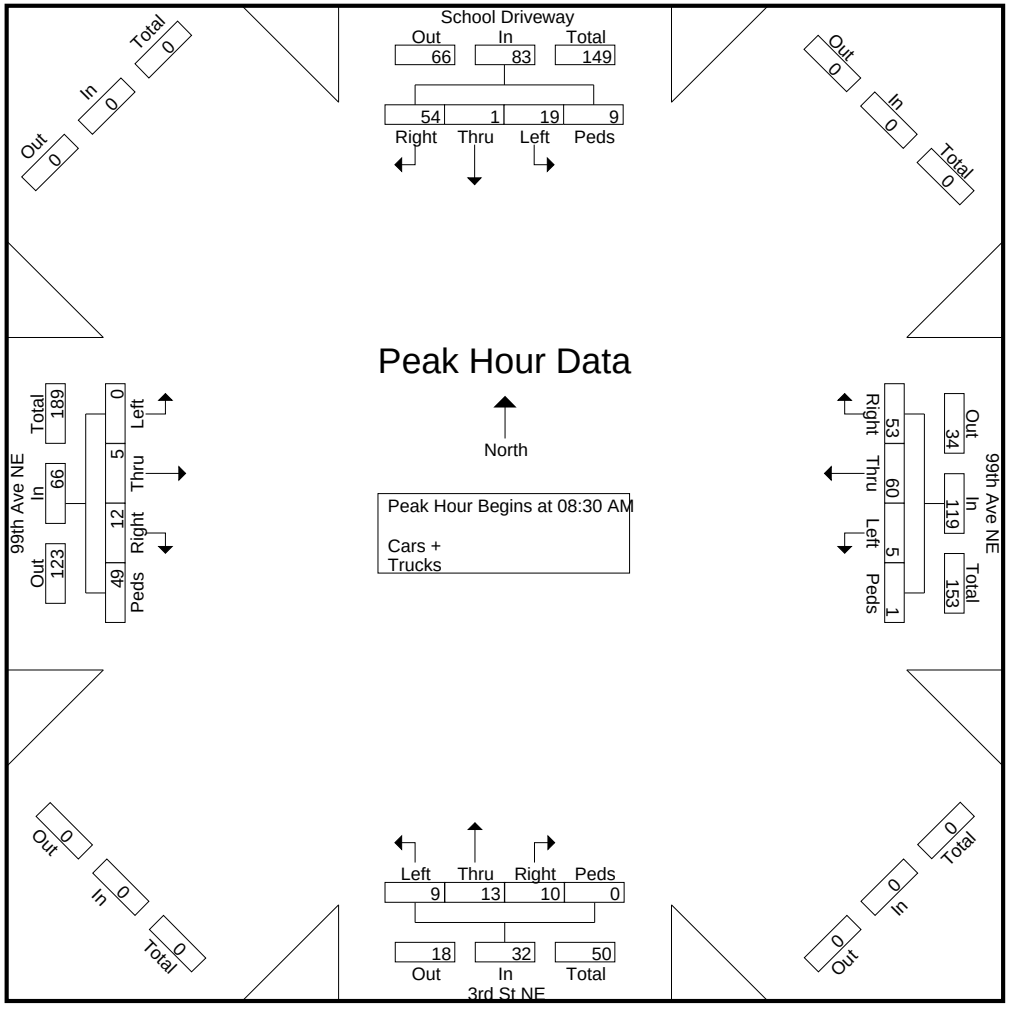

Bolton & Menk, Inc.

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Burnsville, MN 55337

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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

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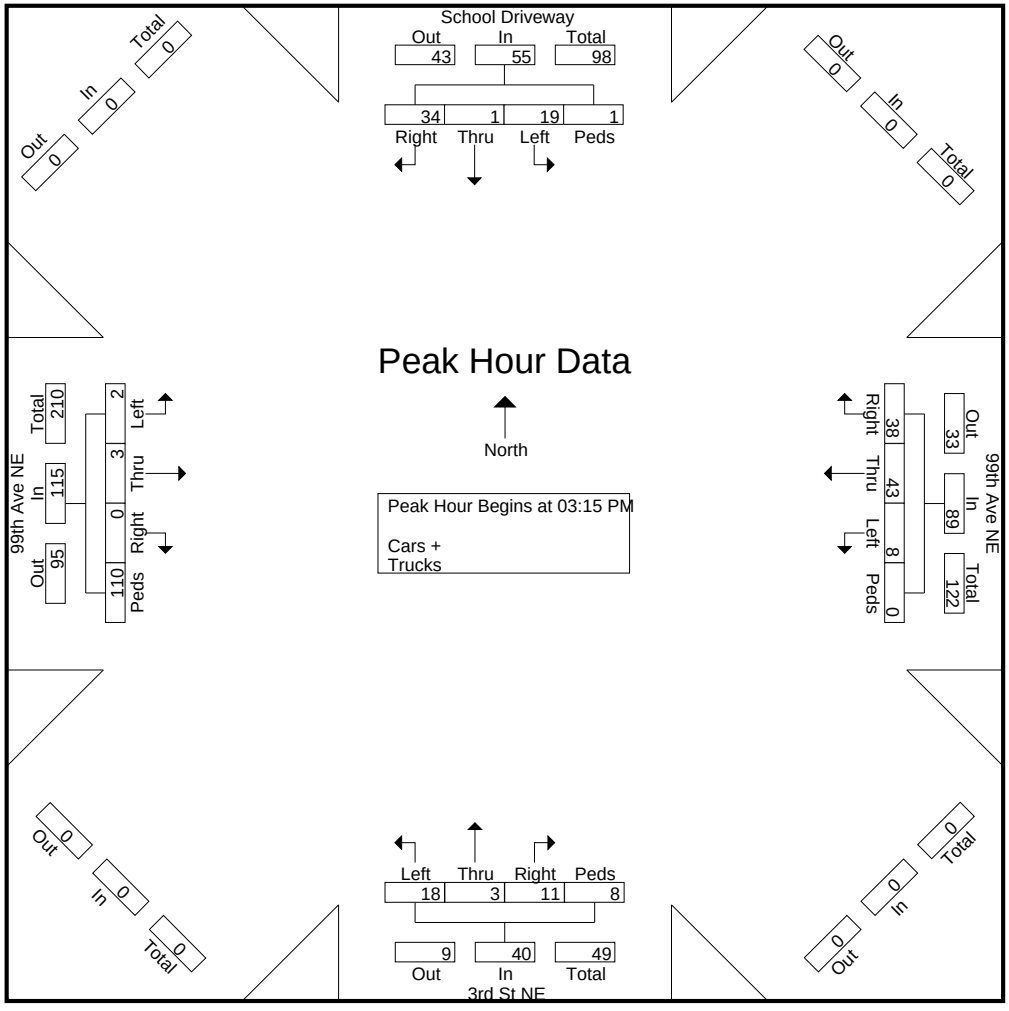

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 6th St_04112023_0000-2400
Site Code : 7
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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					
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	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

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

Groups Printed- Cars + - Trucks

	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
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

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

Groups Printed- Cars + - Trucks

	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
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
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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					
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	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	87.9	12.1	0		79.1	0	17.4	3.5		1.4	92.4	0	6.2		
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	
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

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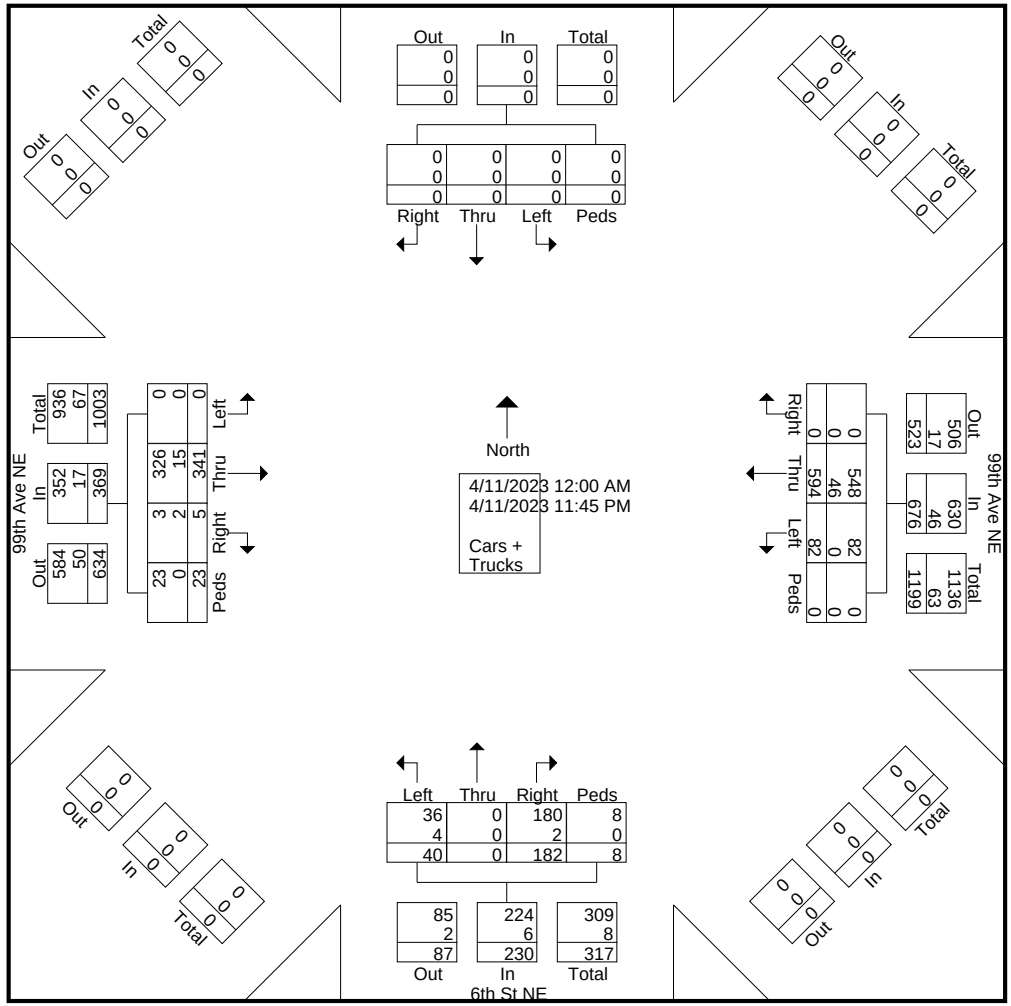
99th Ave NE and 6th St NE
Blaine, Minnesota



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 6th St_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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	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

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

File Name : 99th Ave and 6th St_04112023_0000-2400
Site Code : 7
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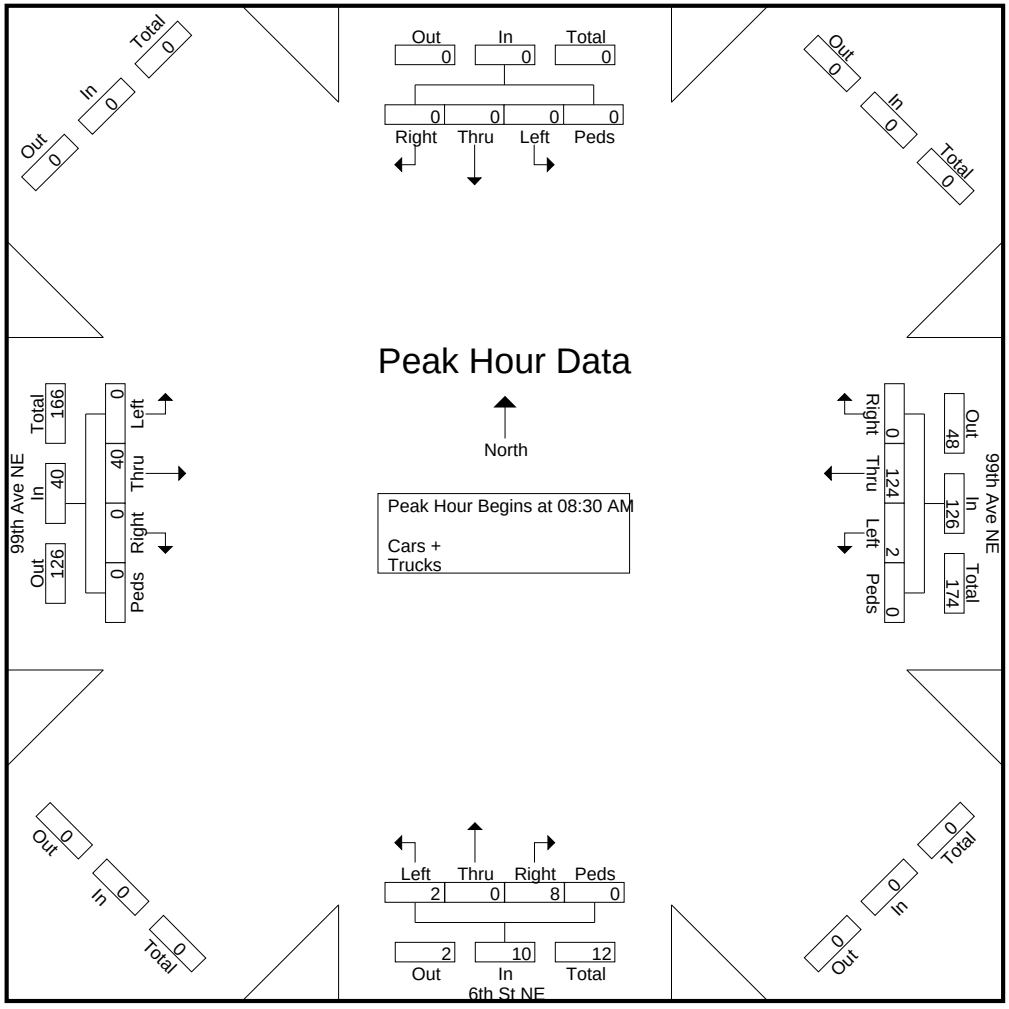

Bolton & Menk, Inc.

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 12:15 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	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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

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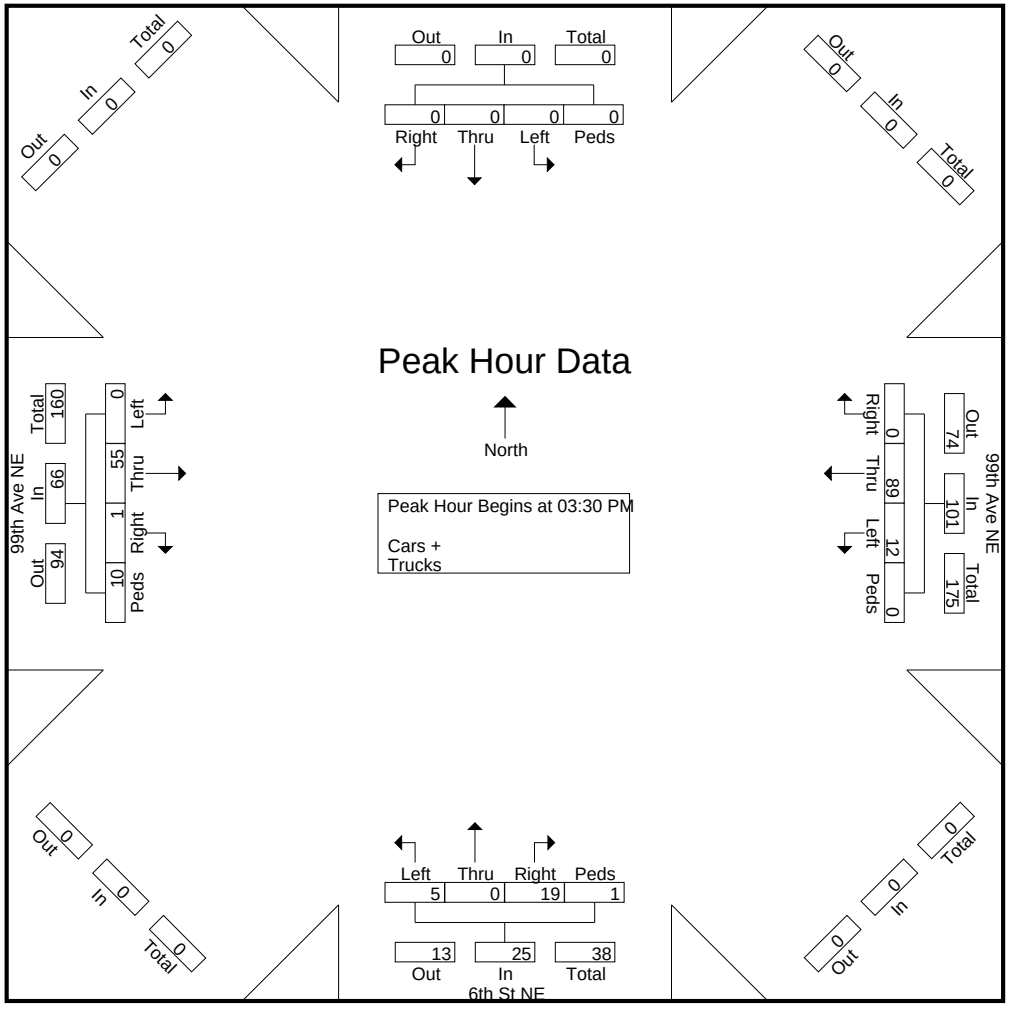

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

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
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					
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	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

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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
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

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

File Name : 99th Ave and 101st Ave_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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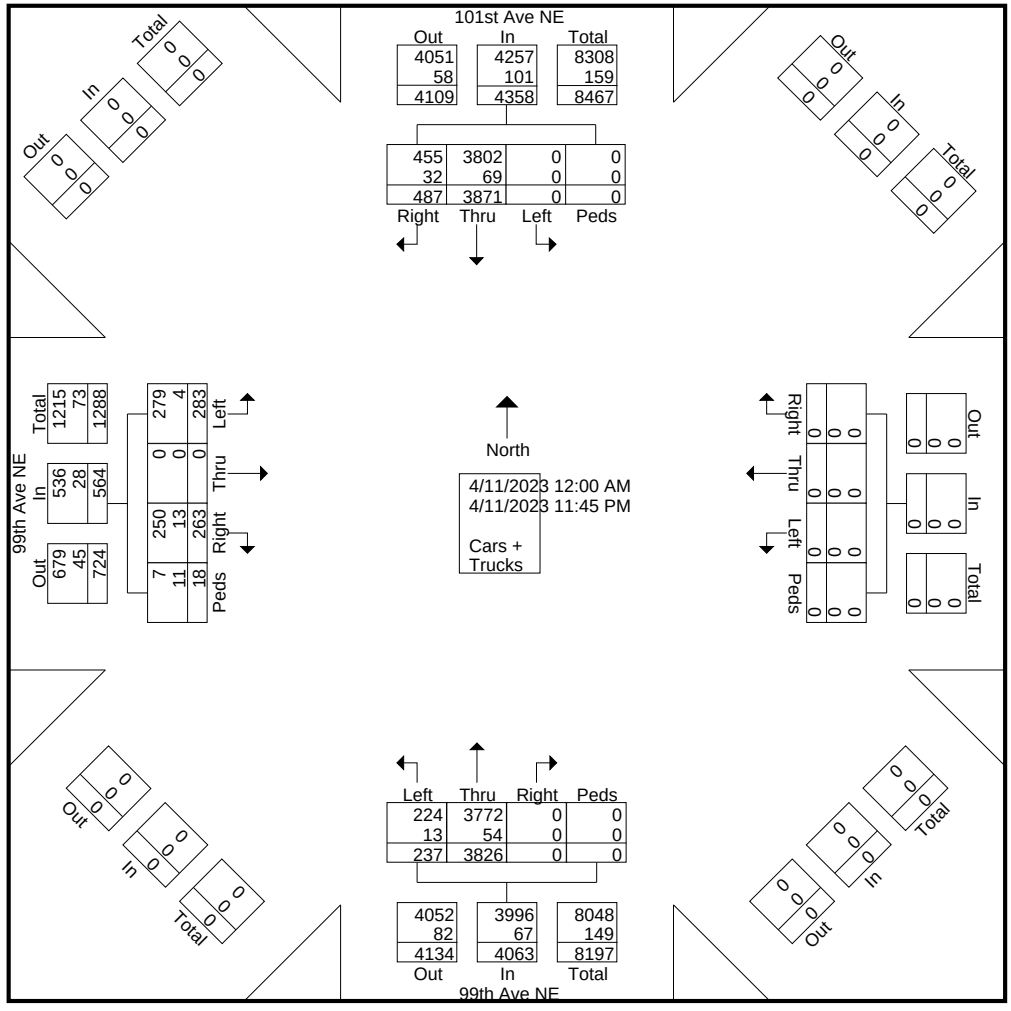

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

File Name : 99th Ave and 101st Ave_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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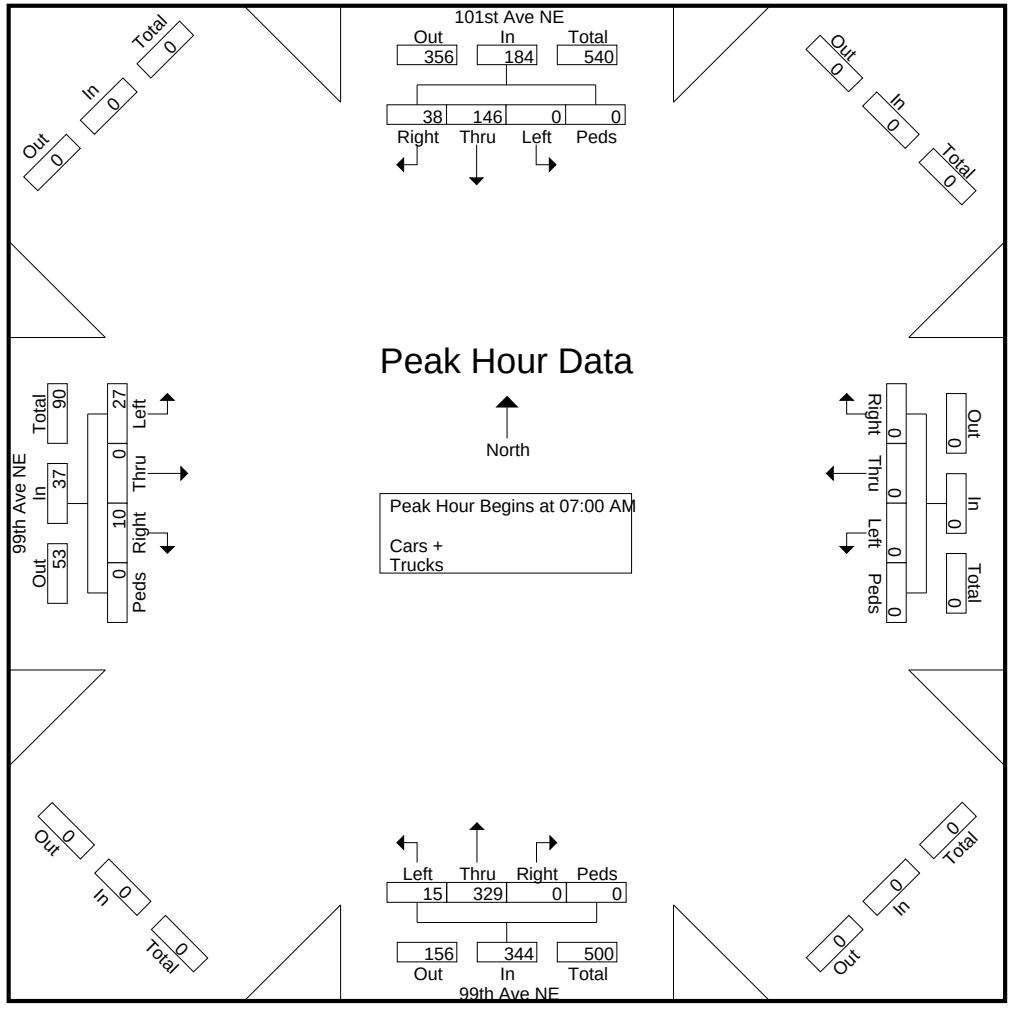

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and 101st Ave_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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

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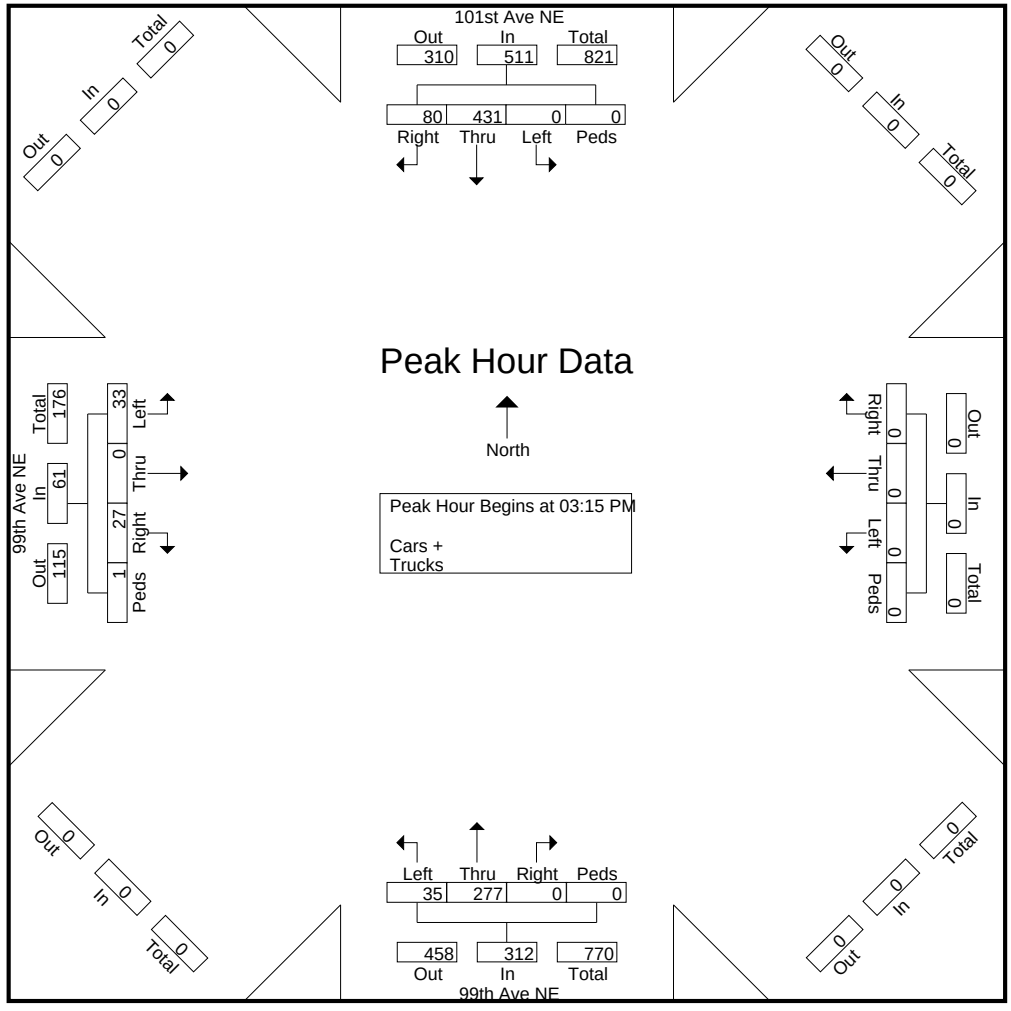

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 1

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
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
Burnsville, MN 55337

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
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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
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

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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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
Burnsville, MN 55337

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99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

Groups Printed- Cars + - Trucks

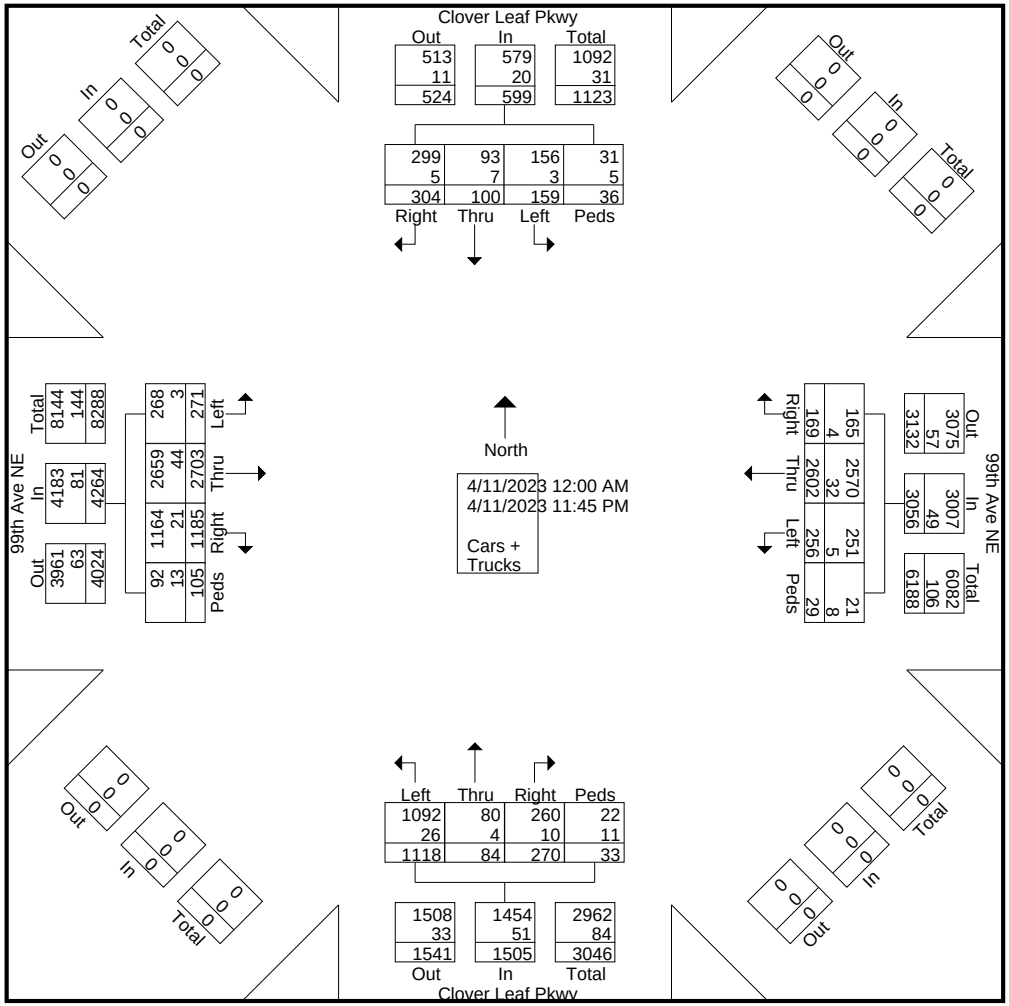
	Clover Leaf Pkwy Southbound					99th Ave NE Westbound					Clover Leaf Pkwy Northbound					99th Ave NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:45 PM	2	1	4	1	8	3	32	5	0	40	1	1	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
Burnsville, MN 55337

99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
Page No : 5



Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
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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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
Site Code : 7
Start Date : 4/11/2023
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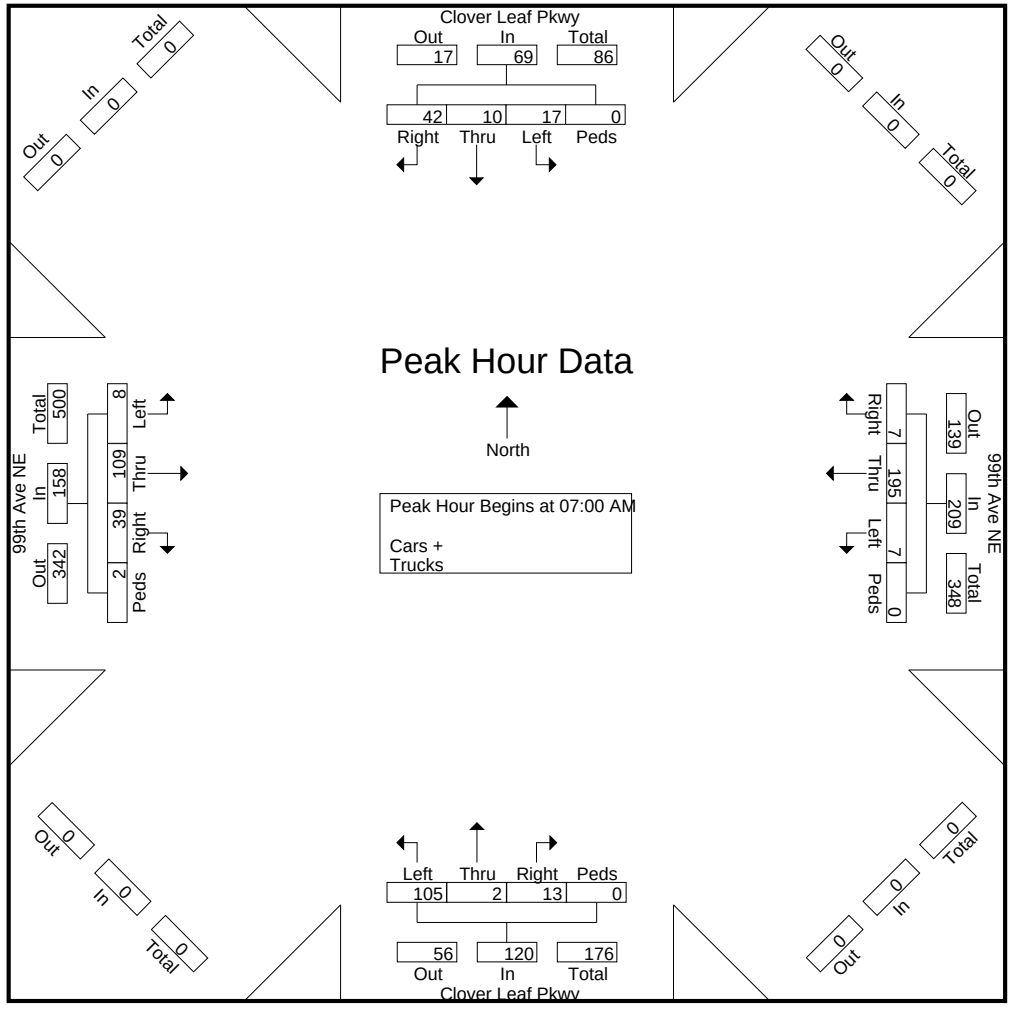

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
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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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

99th Ave NE and Clover Leaf Pkwy
Blaine, Minnesota

File Name : 99th Ave and Clover Leaf Pkwy_04112023_0000-2400
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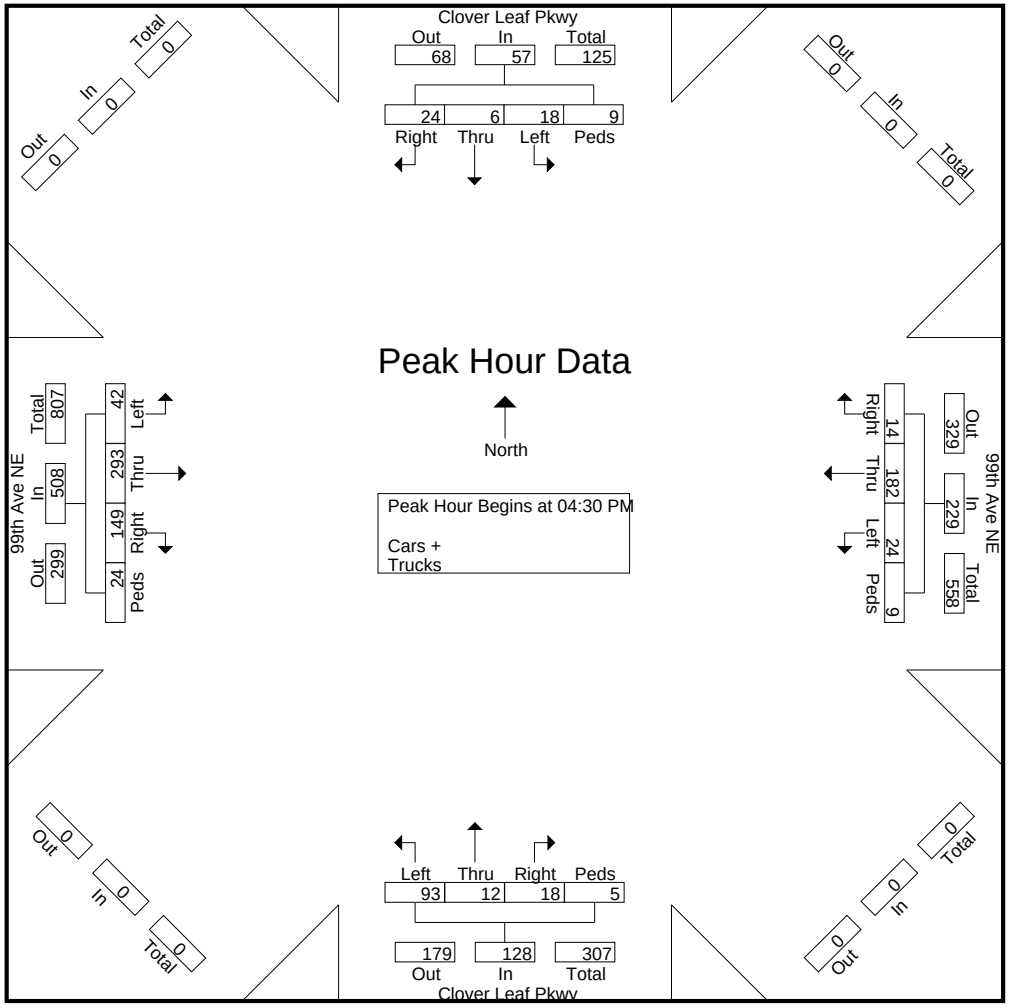

Bolton & Menk, Inc.

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 : 1

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.

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 : 2

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
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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

99th Ave NE at Frontage Rd
Blaine, Minnesota

File Name : 99th Ave and Frontage Rd_04112023_0000-2400
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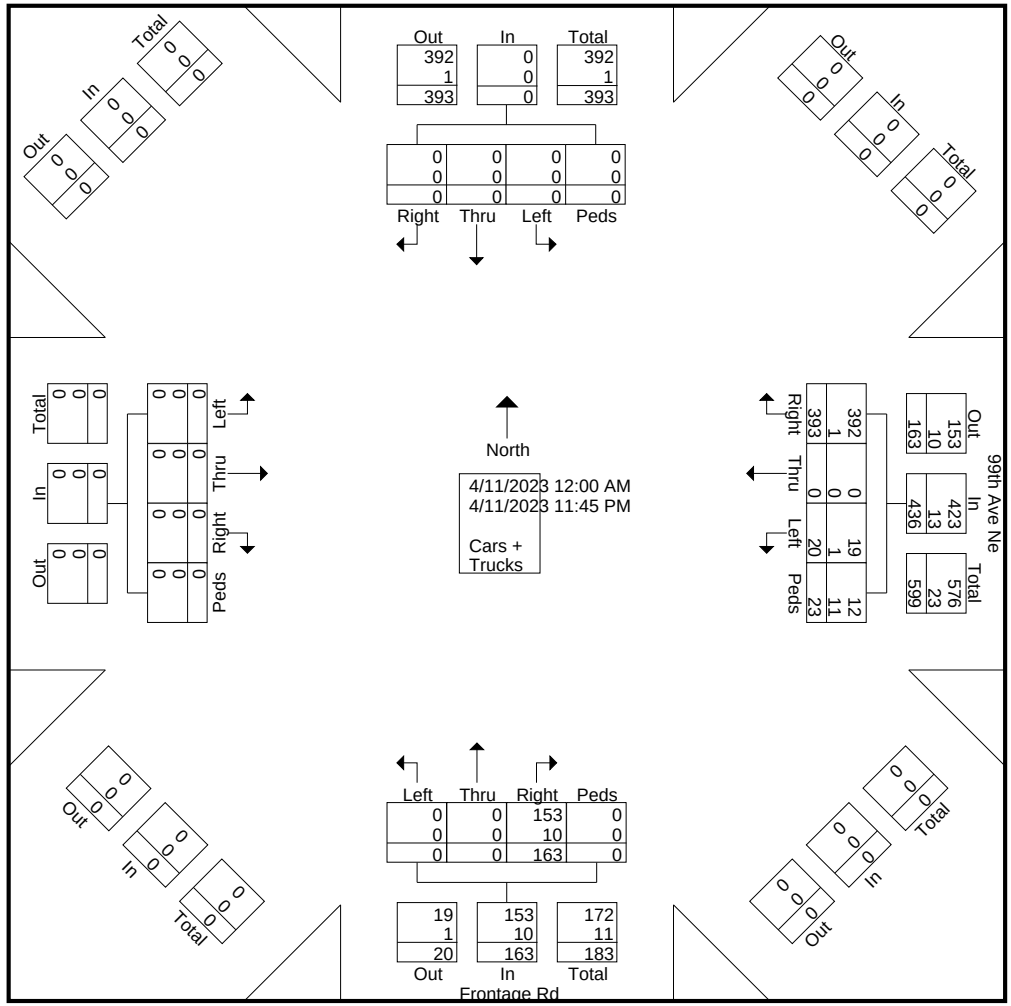

Bolton & Menk, Inc.

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 12:00 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

99th Ave NE at Frontage Rd
Blaine, Minnesota

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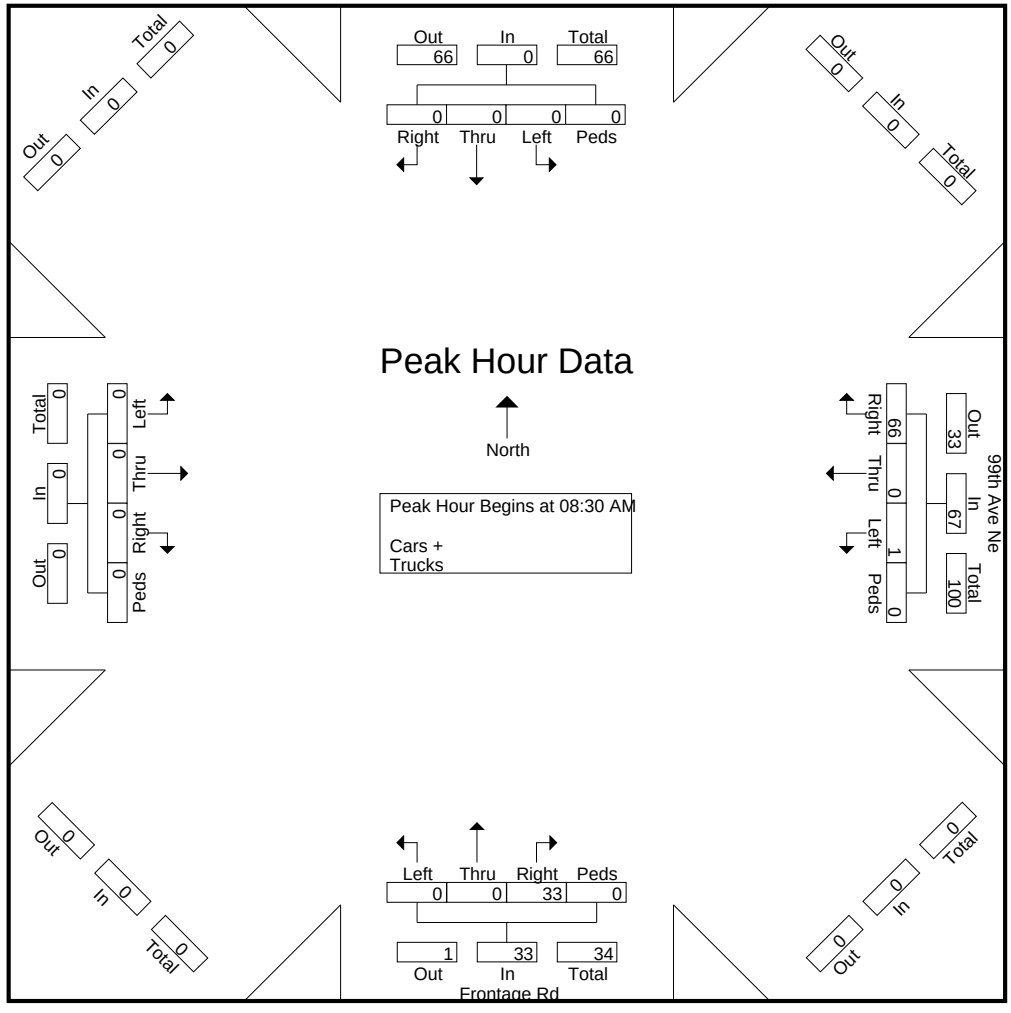

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : 99th Ave and Frontage Rd_04112023_0000-2400
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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		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.

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99th Ave NE at Frontage Rd
Blaine, Minnesota

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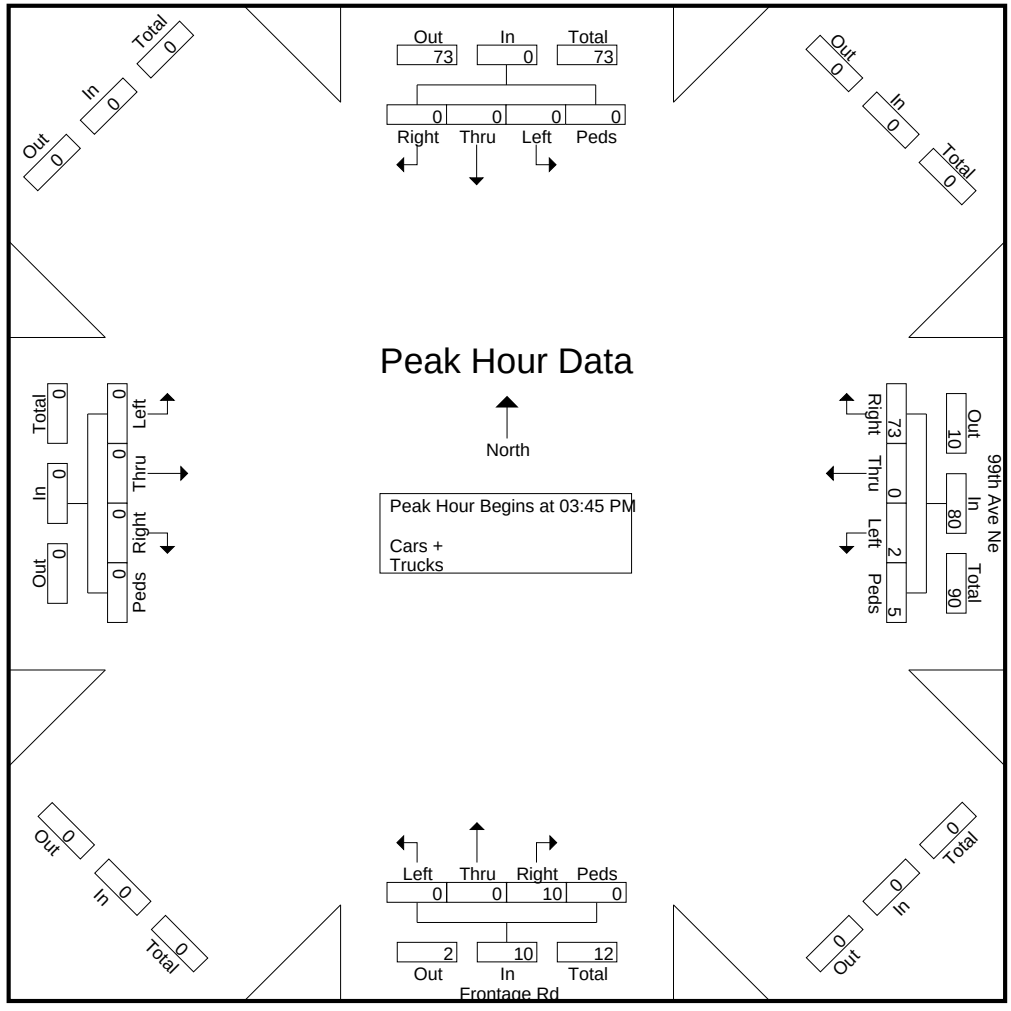

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : University Ave at 101st Ave NE_04112023_0000-2400
Site Code : 7
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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
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
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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
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.

12224 Nicollet Avenue
Burnsville, MN 55337

File Name : University Ave at 101st Ave NE_04112023_0000-2400
Site Code : 7
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Page No : 4

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

File Name : University Ave at 101st Ave NE_04112023_0000-2400
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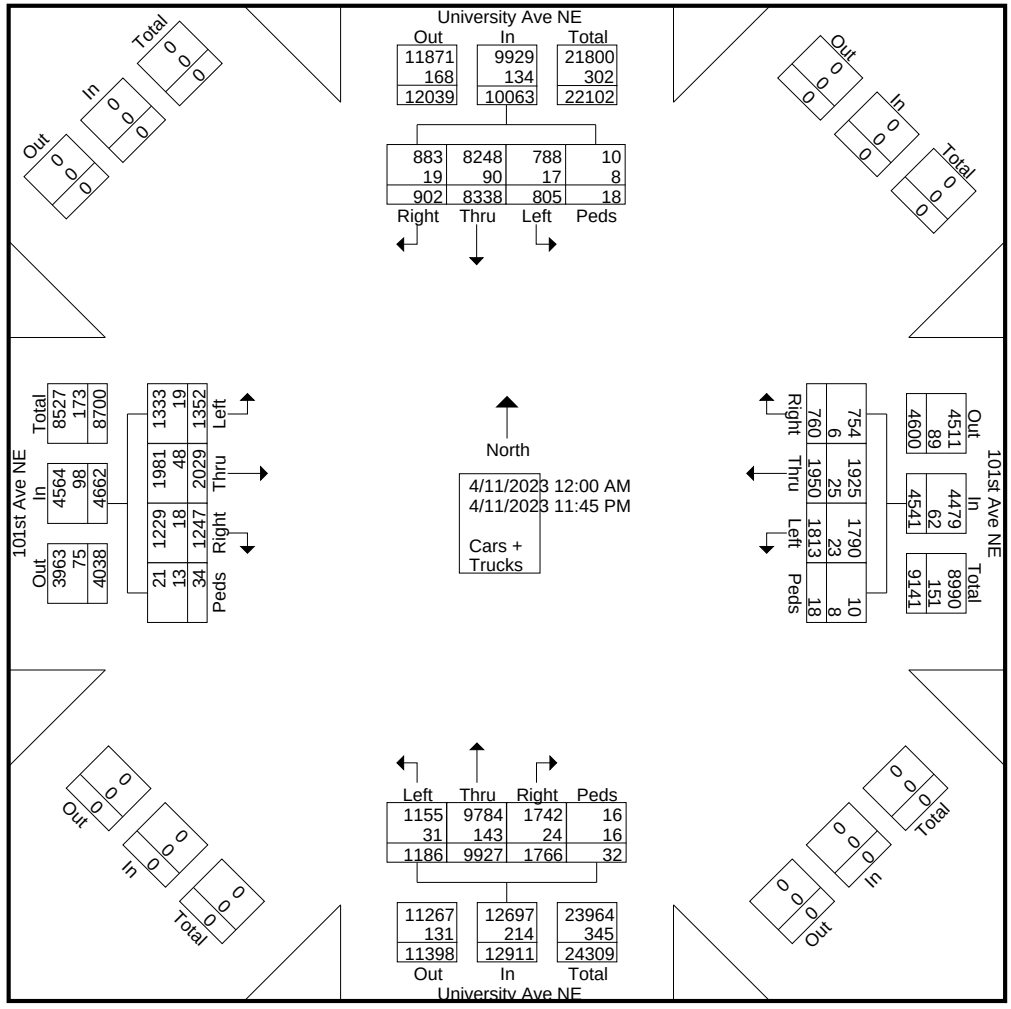
University Ave NE and 101st Ave NE
Blaine, Minnesota



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
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

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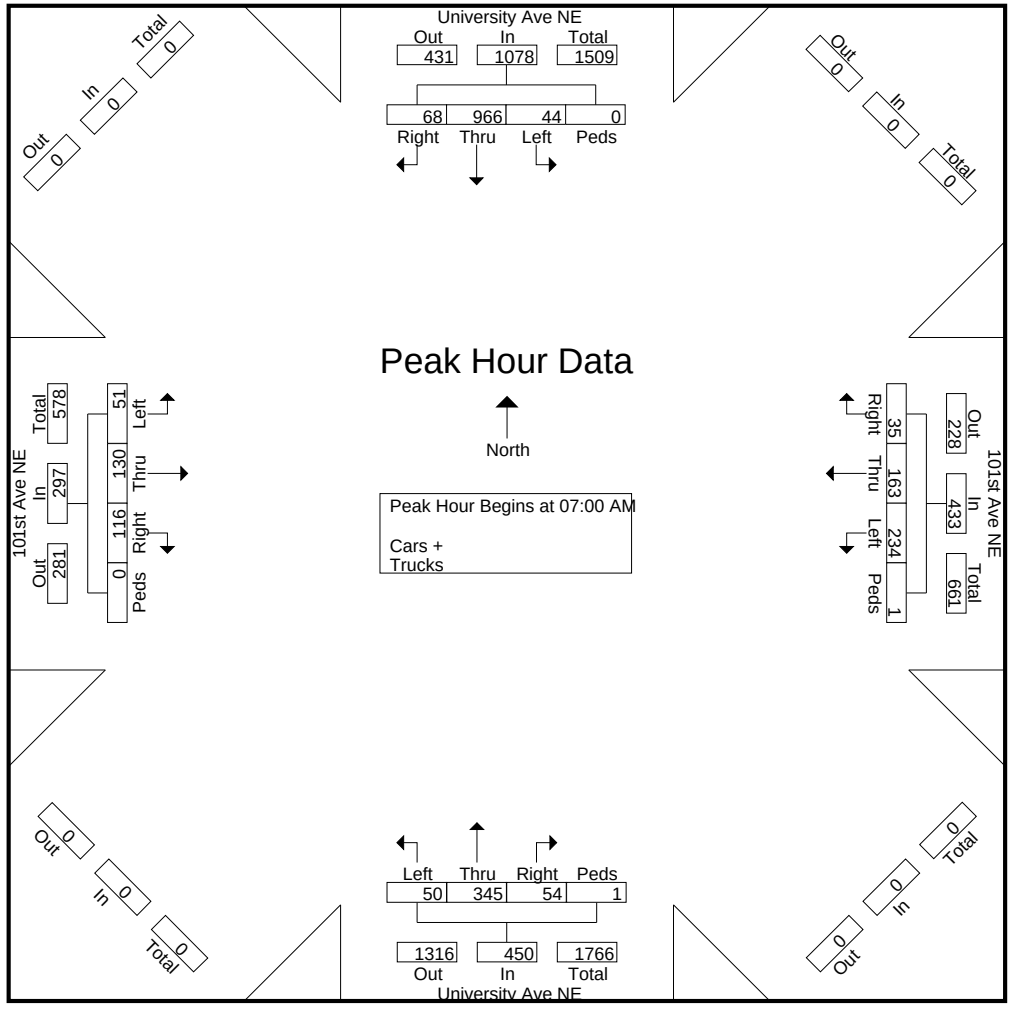
University Ave NE and 101st Ave NE
Blaine, Minnesota



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
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

Bolton & Menk, Inc.

12224 Nicollet Avenue
Burnsville, MN 55337

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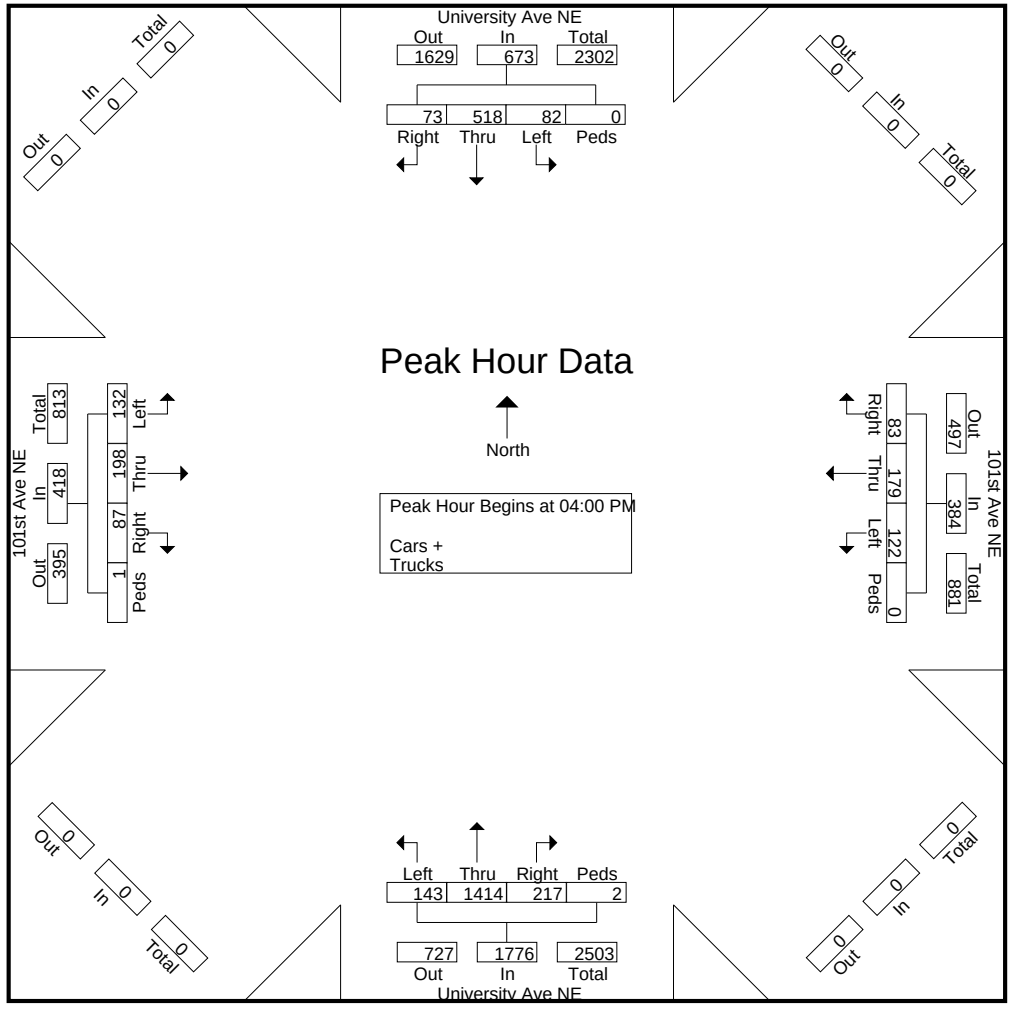
University Ave NE and 101st Ave NE
Blaine, Minnesota



Intersection Safety Screening

Intersection: 99th Ave NE at 5th St NE

Statewide Averages based on 2016-2020 crashes

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

Intersection Characteristics	
Entering Volume	541
Environment	Urban
Lighting	Lit
Traffic Control	Thru-Stop

Annual crash cost = $24,000

Statewide comparison = Urban, Thru/STOP

Total Crash Rate	
Observed	1.012
Statewide Average	0.128
Critical Rate	1.560
Critical Index	**0.65**

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.311
Critical Rate	58.090
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	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	1
Property Damage (PDO)	1
Total Crashes	2

Intersection Characteristics	
Entering Volume	576
Environment	Urban
Lighting	Lit
Traffic Control	Thru-Stop

Annual crash cost = $26,600

Statewide comparison = Urban, Thru/STOP

Total Crash Rate	
Observed	1.901
Statewide Average	0.128
Critical Rate	1.500
Critical Index	**1.27**

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.311
Critical Rate	54.790
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.

BOLTON & MENK

Real People. Real Solutions.

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

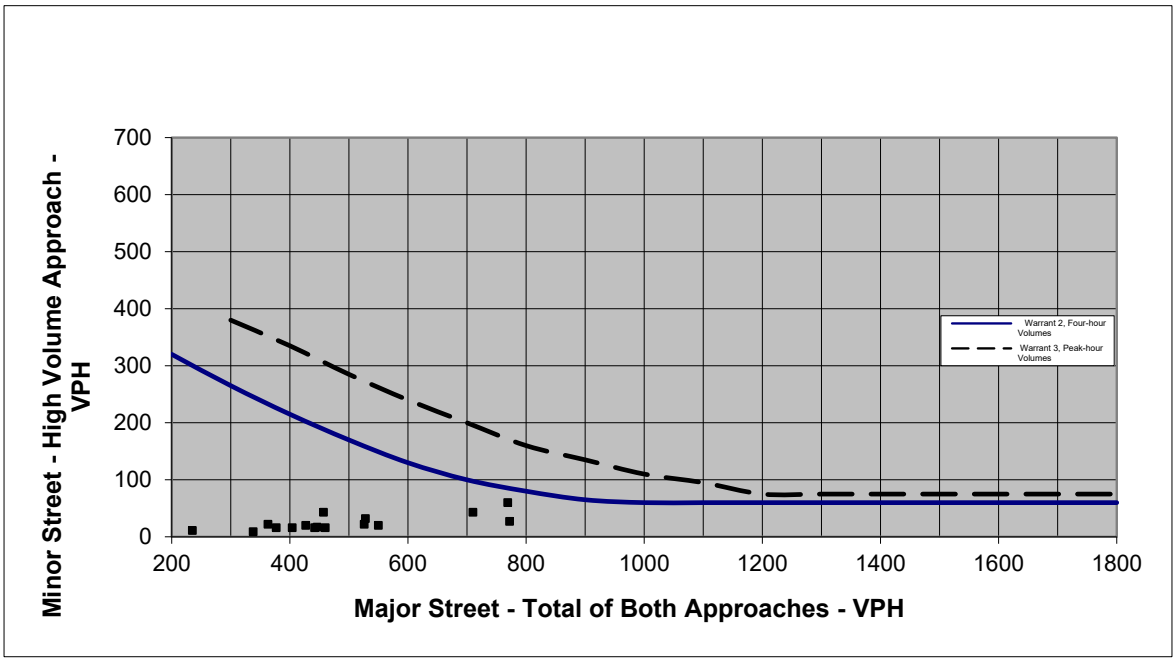


Figure 1. Four Hour and Peak Hour Warrant Analysis

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

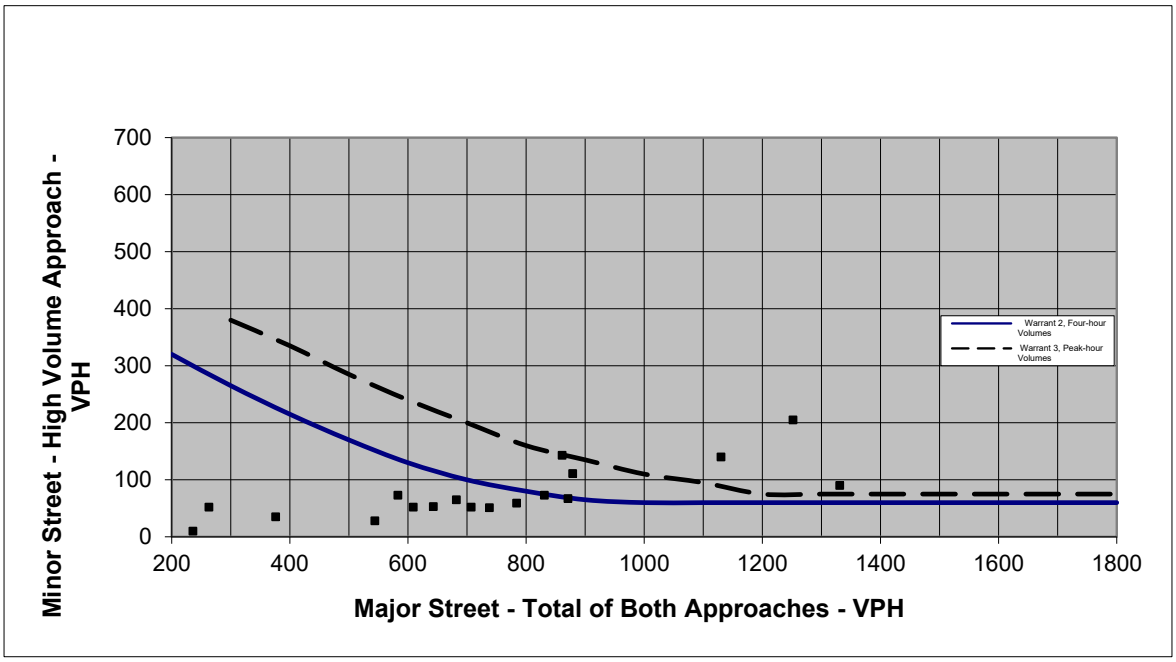

Figure 1. Four Hour and Peak Hour Warrant Analysis

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

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
EXISTING SIGNAL ?	No

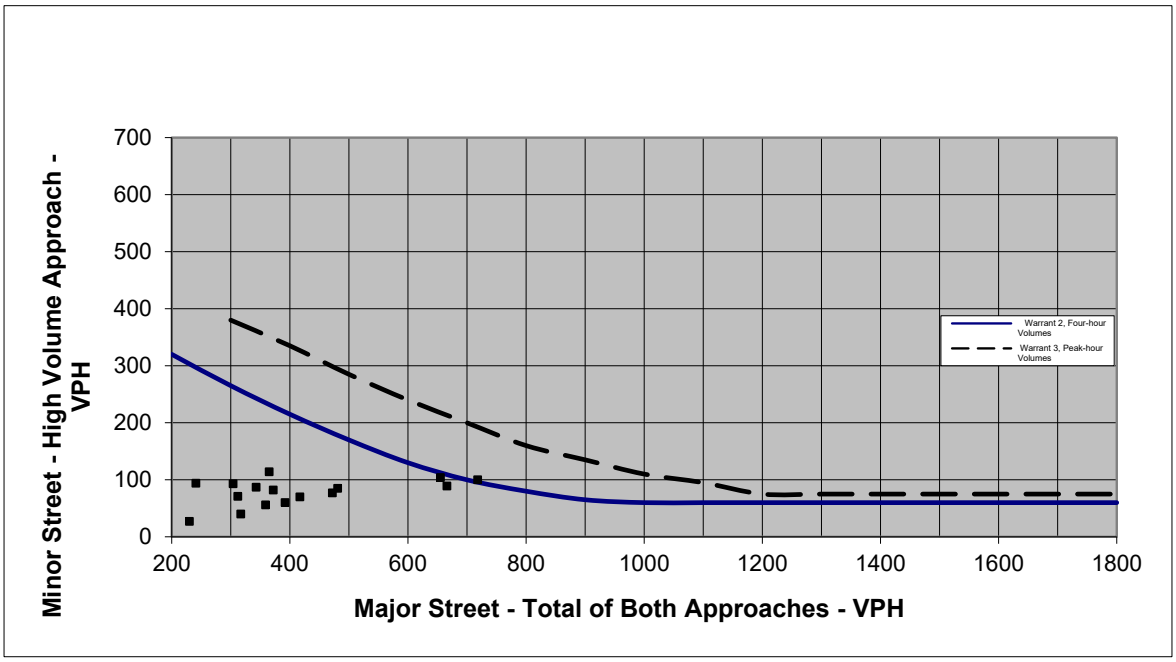

Figure 1. Four Hour and Peak Hour Warrant Analysis

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		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

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
EXISTING SIGNAL ? No

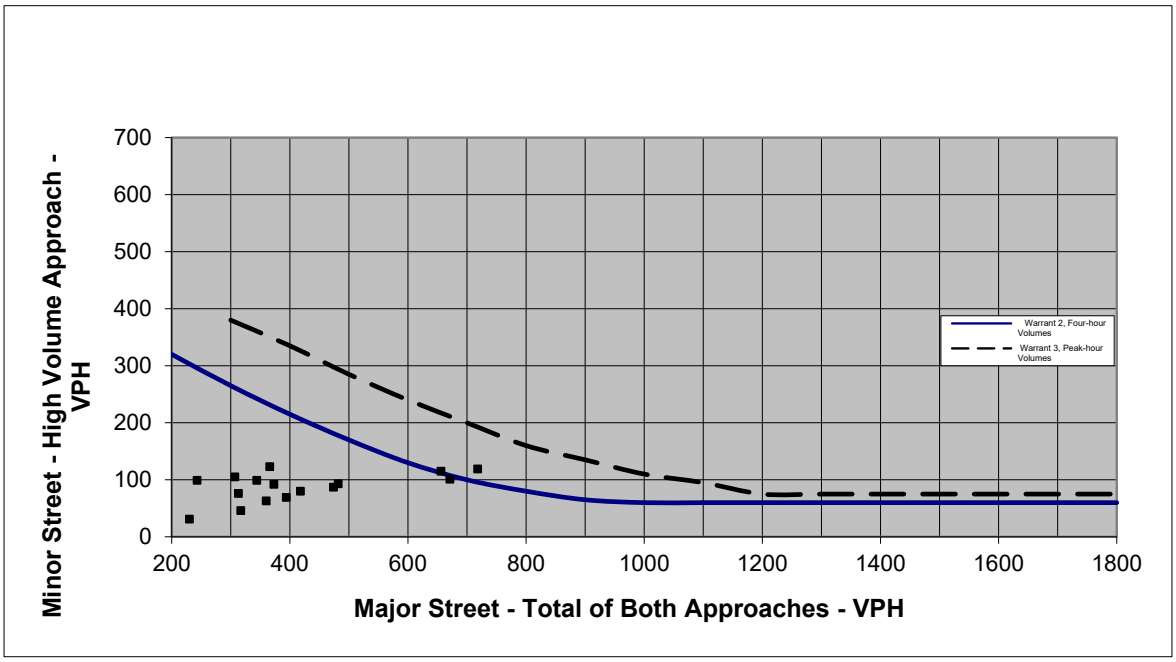

Figure 1. Four Hour and Peak Hour Warrant Analysis

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		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	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3) 210	MINOR TOTAL APP. 2 + APP. 4 140	WARRANT MET
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	/

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

REMARKS:

BOLTON & MENK

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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	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	WARRANT MET
					210	140	
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	/

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

REMARKS:

BOLTON & MENK

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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

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

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL Σ (APP. 1 & APP. 3)	MINOR TOTAL APP. 2 + APP. 4	WARRANT MET
					210	140	
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	/

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

REMARKS:

BOLTON & MENK

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

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

HOUR	MAJOR	MAJOR	MINOR	MINOR	210 MAJOR TOTAL Σ (APP. 1 & APP. 3)	140 MINOR TOTAL APP. 2 + APP. 4	WARRANT MET
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	/

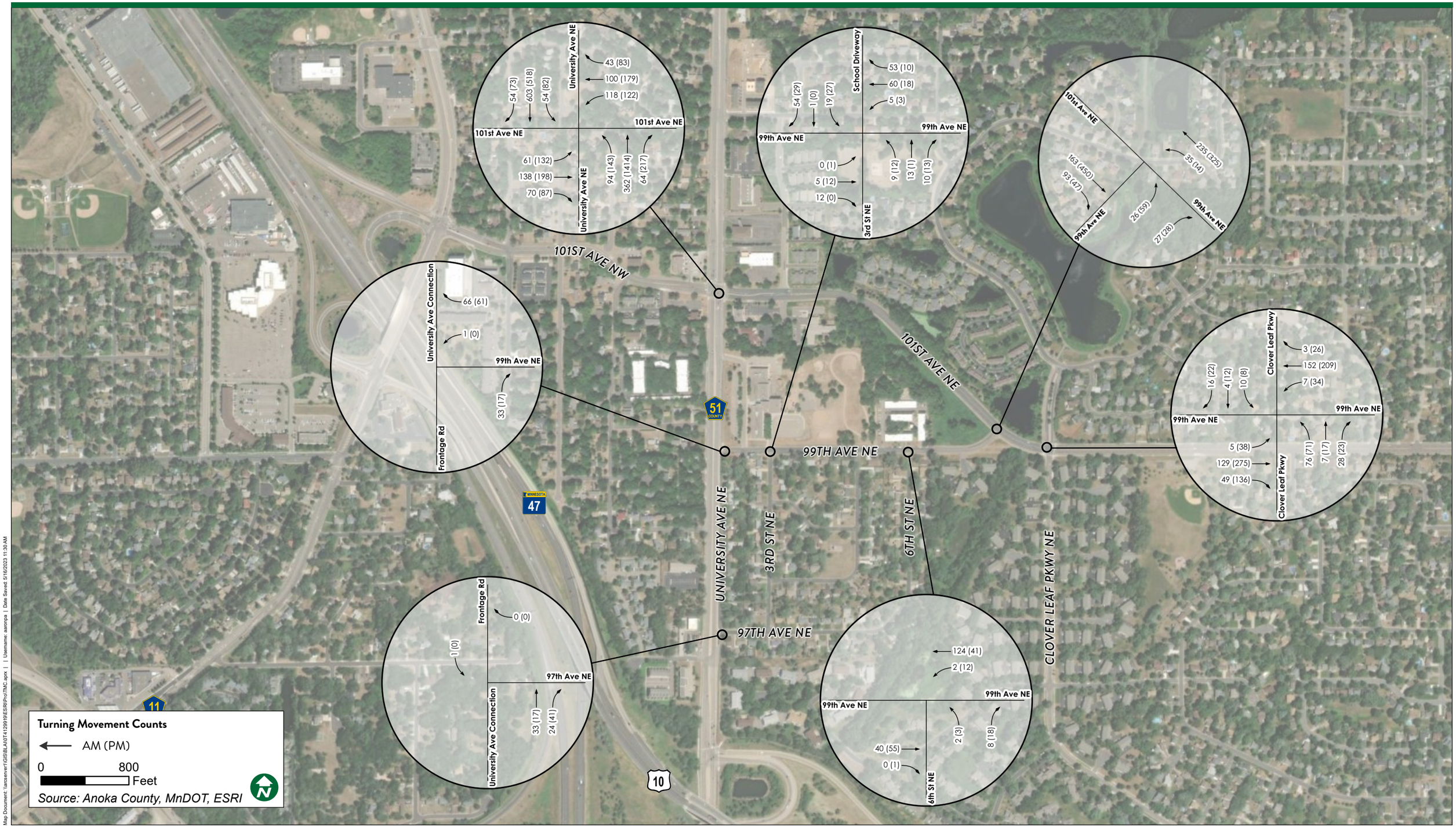
	Met (Hr)	Required (Hr)	
Allway Stop Warrant:	6	8	Not satisfied

REMARKS:

Existing Turning Movements

May 2023

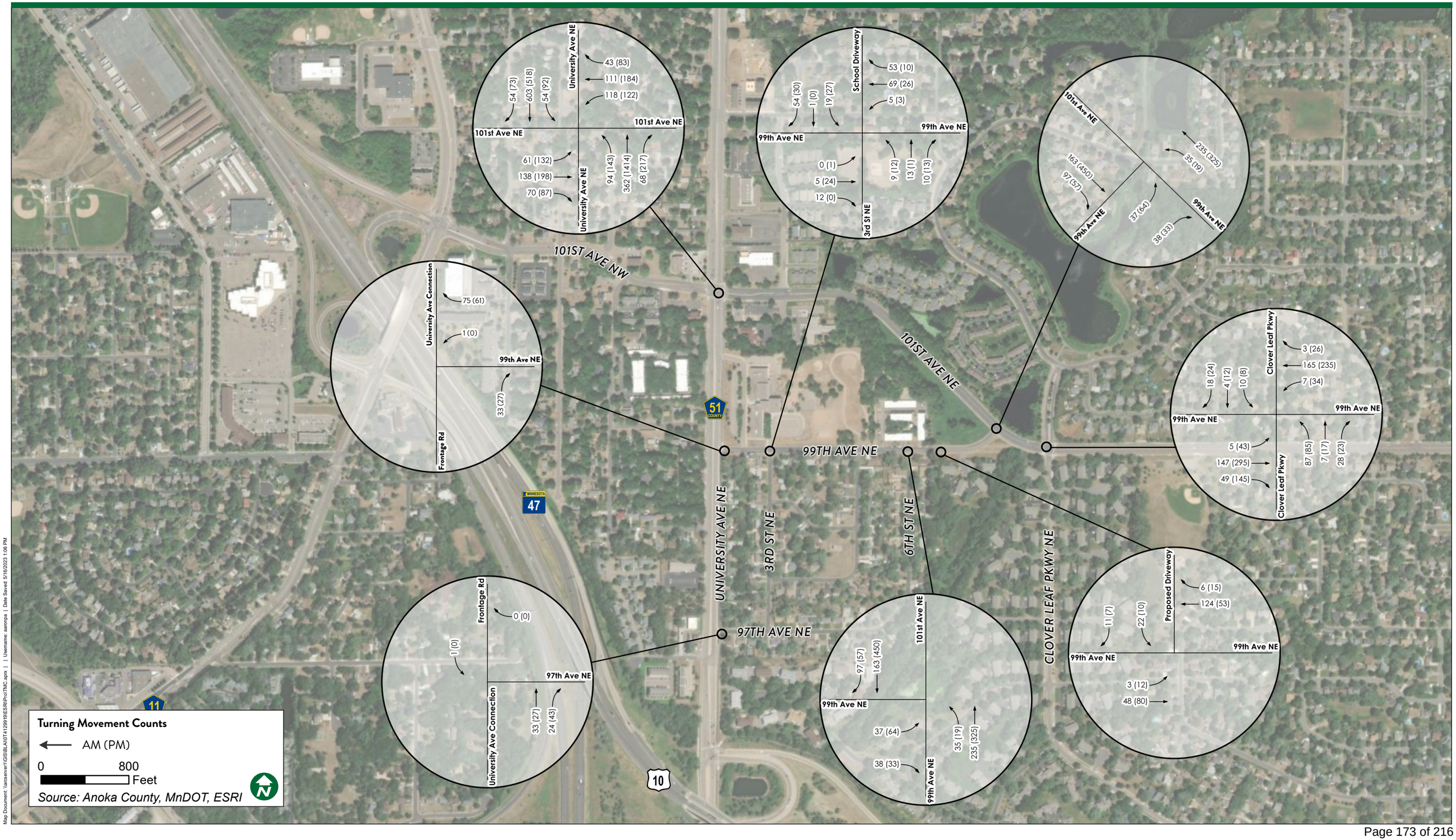
BOLTON & MENK



Build Turning Movements

May 2023

BOLTON & MENK



March 25, 2024 Neighborhood meeting summary PC24-0018

About 20 neighbors attended the neighborhood meeting on March 25, 2024 at the Mary Ann Young to learn about the development at 111 99th Ave NE in Blaine. Two City Council members were in attendance as well. The Developer presented on the proposed project and answered questions from the audience. Unfortunately, the technology was not working as expected, but the developer past around site plans that were available. Some of the audience questions were related to traffic, school, neighborhood and environmental impacts. These questions were addressed one by one. In addition, some neighbors had questions or concerns about the public hearing process and why there was another proposal brought forward. The Developer explained the Development Flex zoning and the need to have proposed projects reviewed through a conditional use permit. In addition, the Developer advised residents of the upcoming public hearing meeting for the Planning Commission and the meeting for the City Council.

City of Blaine
Staff Report

File Number: 2024-776

Agenda Date	Status
April 9, 2024	
In Control	**File Type**
Planning Commission	Report

Public Hearing - Elizabeth Showalter, Community Development Specialist

Agenda Item # 4.4

Case File No. 24-0021 // 88 Legacy Xylite Building (RJ Ryan) // 8888 Xylite Street NE
The applicant is requesting a conditional use permit to allow a 14,524 square foot outside storage area in the Light Industrial (I-1A) zoning district.

Background

Zoning	Light Industrial (I-1A)
Land Use	Light Industrial (LI)
Area	3.77 Acres
Applicable Regulations	Sections 27.04, 31.14 (k), and 33.08 (f)
Attachments	Zoning and Location Map Applicant Narrative Existing Conditions Site Plan Grading Plan Utility Plan Landscape Plan Neighborhood Meeting Summary
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24

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

Executive Summary

Zoning

The subject property is zoned Light Industrial (I-1A) and is guided Light Industrial (LI)

Surrounding Zoning and Uses

The property to the north and east (across Xylite Street) are zoned R-1 and R-1AA, both single family districts. The property to the east is the airport and the property to the south is I-1 (occupied by a multi-tenant industrial building, including auto repair).

Existing Conditions
The property is currently undeveloped.

History
The applicant applied for a rezoning in 2023 from I-1 to I-1A to allow for limited outside storage as a conditional use. The requested rezoning was approved on October 16, 2023. The applicant is now applying for the necessary conditional use permit to allow for limited outside storage.

Evaluation of Request
Site Plan
The applicant is proposing a 29,239 square foot office warehouse building and a 14,524 square foot outdoor storage area. The applicant proposed that the outdoor storage area be enclosed by an 8-foot tall PVC coated chain link fence with slats. Staff recommends that the fence on the north side, which will be visible from the adjacent residential properties, be an 8-foot-high maintenance free solid fence, such as vinyl or composite.

The outside storage area is proposed to be used for the applicant's commercial lighting contractor business. Storage is proposed to include 2-3 cargo containers, vehicles, light construction equipment that can be pulled on a trailer by a pickup truck, and trailers. The I-1A district establishes specific standards for limited outside storage and contractor yards in the district. Those are:

1. Outside storage is limited to 50% of the square footage of the building.
2. Outdoor storage shall be fully screened from the right of way.
3. Screen shall be achieved through masonry walls, fencing, berming, landscaping, additional setbacks, etc,.
4. Height is limited to 12 feet.
5. Outside storage of semi-trucks, semi-trailers, or heavy construction equipment is not permitted.
6. Outside storage areas shall be hard surfaced and surrounded by curb or fencing, as determined by the zoning administrator.
7. Additional screening may be required to effectively screen outside storage from the view of adjacent properties.
8. Storage shall be located in the rear or side yards.

The applicant's proposal meets those requirements with the recommended conditions.

Lighting will be reviewed as part of the building permit process and must meet code requirements for a maximum footcandle level of 0.4 at residential property lines and 1.0 at the road right of way.

Architecture
The building is proposed to be constructed of precast concrete in two colors with textured accents. The entry to the building, on the northeast corner, is proposed to have large glass windows, a metal canopy and a cornice. The I-1A district specifies materials that may be used in the district, and the proposed

precast concrete and glass meet that requirement.

Landscaping
The applicant provided a landscape plan that meets the requirements of the city code for industrial properties. The following quantities are required:

- Overstory Trees: 16
- Conifer Trees: 12
- Ornamental Trees: 12
- Shrubs: 82

The applicant is receiving credit for the preservation of 5 existing overstory trees (poplar and birch) on the southwest of the site.

Tree Preservation
The applicant is proposing the removal of six trees near the southern property line, including two ash trees, which do not require replacement. Replacement of four trees is required, which is being met by the landscaping provided.

Grading/Storm Drainage
The developer will also need to submit construction contract documents that include a grading, erosion protection, sediment control, development, utilities, 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.

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

Wetlands/Watershed/FEMA
The construction documents will need to provide for a protective buffer strip of natural vegetation at least 15-feet in width (25-feet is preferred), and shall surround all wetlands.

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 is proposing to gain/provide access from two access drives with connection to Xylite Street NE.

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 outside storage will not create a 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. (Ord. No. 20-2447, 7-20-2020)
    - The outside storage, with the condition that the fence on the northern side be a maintenance free solid fence, will be compatible with adjoining properties and the intent of the I-1A zoning district.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
    - The location and screening of the outside storage will not have an appearance that has an adverse effect upon 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 is consistent with the purposes of the zoning district, which is intended to allow for limited outside storage.
6. The use shall not be in conflict with the comprehensive plan of the City.
    - The use is consistent with the Light Industrial designation in 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.

Recommendation

In Planning Case File No. 24-0021, it is recommended that the Planning Commission recommend approval of a conditional use permit to allow a 14,524 square foot outside storage area and an 8-foot tall special purpose fence in the Light Industrial (I-1A) zoning district with the following conditions:

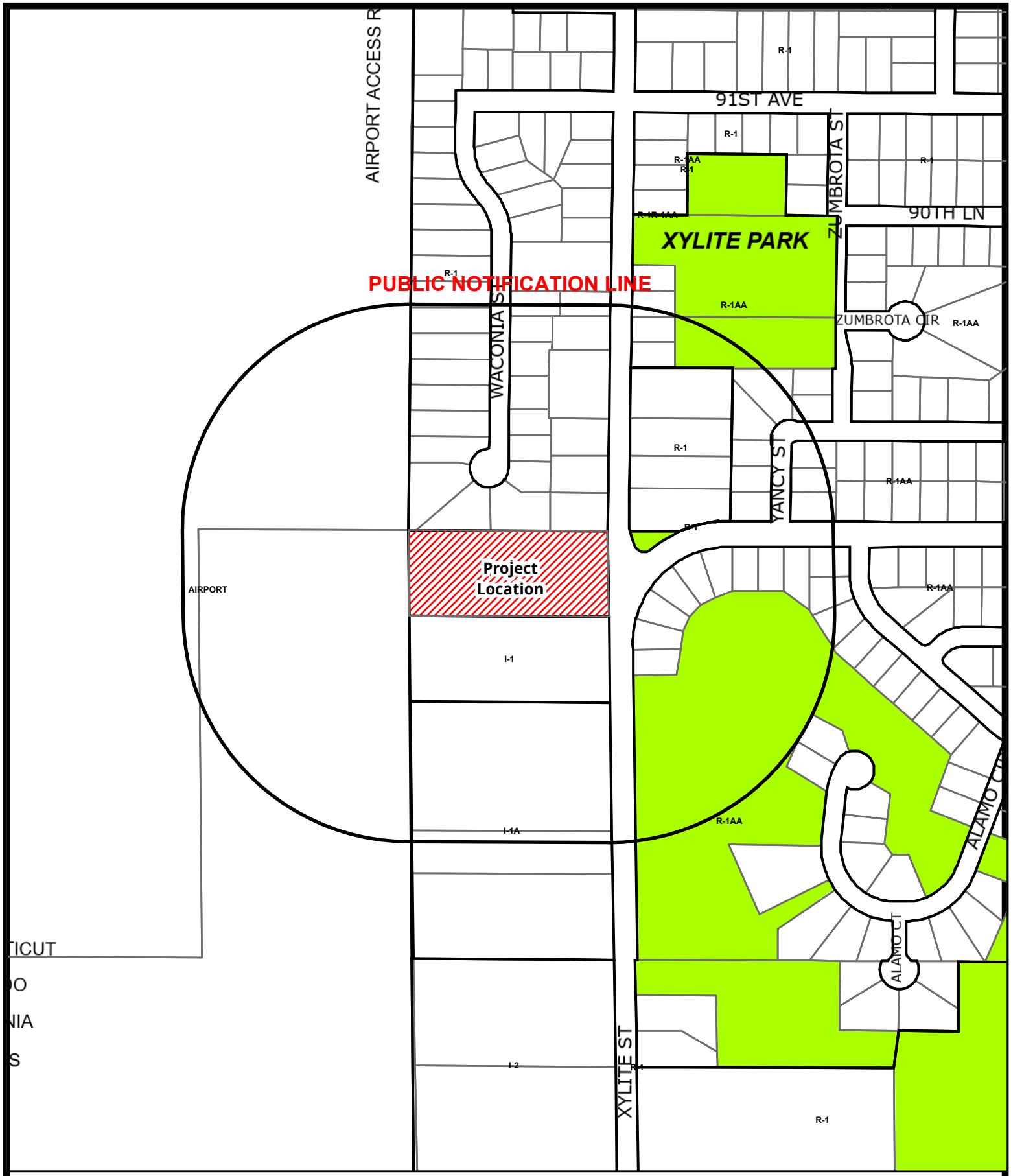
1. The building, outside storage, and landscaping shall be consistent with the attached site plan.
2. The outside storage area is limited to 14,524 square feet or half of the square footage of the building, whichever is less.
3. The outside storage area shall be enclosed by an 8-foot opaque fence. The northern side of the fence shall be a maintenance-free solid fence, such as vinyl or composite. The remaining sides

may be a maintenance free solid fence or PVC coated chain link with slats in a color matching the maintenance free solid fence.

4. Storage is limited to 12 feet in height.
5. Storage is limited to vehicles under 10,000 GVW, trailers that can be towed by a pick-up truck, equipment that can be towed by a pick-up truck (such mini excavators, scissor lifts, and skid steers), and cargo containers. One vehicle over 10,000 GVW is permitted for each dock door present on the building.

Attachment List

1. Attachments



Case File No. 24-0021
88 Legacy Xylite Building

BlaineMN.gov

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

Stinson Electric Inc. / Legacy 88 LLC
8888 Xylite St NE
33-31-23-41-0006
Outdoor Storage CUP Narrative

We are interested in CUP to allow outdoor storage for the property that we have purchased at 8888 Xylite St NE. The city council granted re-zoning to I1a in October of 2023. We will be building a 29,239 square foot building in the next few months.

This CUP request is for 14,600 square feet of outdoor storage with permanent screening and landscaping. This area is less than 50% of the building footprint.

Our outdoor yard is used primarily to store our three delivery vehicles, two towable boom lifts, 2-3, 20-foot Conex boxes between projects and various trailers to deliver a trencher, scissor lifts, two small skid steers and two mini excavators. Our current property has a 10,000 square foot lot that is concealed from our neighbor's view by an 8-foot screened fence. One of our main incentives for relocating is to increase our yard space.

The parcels to the north are residential and are partially screened from the property by trees and undergrowth. Additional landscaping will be added once the new building is finished to fill in and complete this landscape screening.

The parcel to the south of our lot houses multiple car, truck and bus repair and restoration businesses that generate noise, fumes and utilize a significant amount of the property for unscreened outdoor storage of vehicles in various states of repair. Our building and screened / landscaped storage would provide a buffer between the residences and the existing businesses.

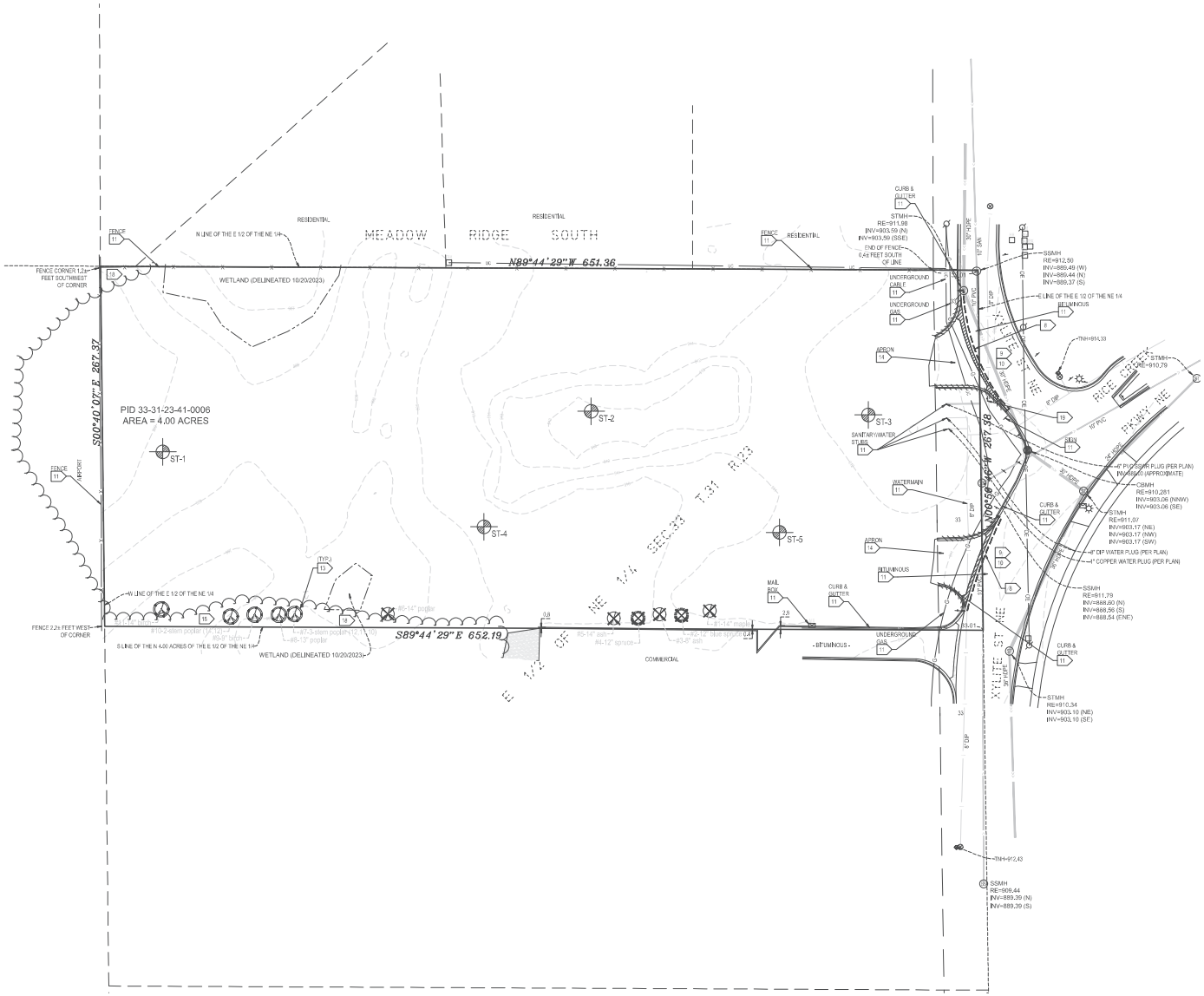
As an electrical contractor, we are a fairly low impact neighbor. Our hours of operation for yard operations and deliveries are 6 am -4 pm Monday through Friday. The office staff work between 6 am and 5 pm M-F. Seventy-five percent of our employees report to remote jobsites each day and drive their company vehicles home each night. All of our trucks are gas powered and we receive only about ten tractor trailer deliveries per week.

We employ about fifty people including engineers, project managers, administrators, logistics team and electricians. We seldom have customers or vendors visit our facility. Our company operates from a business-to-business model, and we do not sell any material or equipment wholesale or retail at the warehouse. Our warehouse is used to store conduit, wire, lighting fixtures and electrical panels we have purchased for specific jobs and held until the projects are ready for the materials.

We have provided the electrical design and construction of numerous industrial, commercial, warehouse and medical facilities in the city of Blaine. We provide ongoing electrical services to these businesses.

We are committed to creating a project that will be a significant aesthetic improvement to our new neighborhood. We appreciate your help in securing this CUP.

Thank you,



EXISTING CONDITIONS

1. Background information shown is from survey by Landform, Minneapolis, MN, on July 6th, 2023, expressly for this project. City of Blaine, MN record drawings; utility service providers; and wetland boundaries from a delineation report prepared by Kjellburg Environmental Services dated 11/13/2023. Landform offers no warranty, expressed or written, for information provided by others. Existing project conditions shall be verified prior to beginning construction. Errors, inconsistencies, or omissions discovered shall be reported to the Engineer IMMEDIATELY.
2. Geotechnical boring locations are approximate and are based on information provided in the Geotechnical Report prepared by Braun Intertec, Minneapolis, MN, on November 7th, 2023.

GENERAL NOTES

3. For construction staking and surveying services contact Landform at 612.252.9070.

DEMOLITION AND CLEARING NOTES

3. Obtain permits for demolition, clearing, and disposal prior to beginning.
4. Contact utility service providers for field location of services 72 hours prior to beginning demolition and clearing.
5. See Sheets C3.1-C3.2 for erosion prevention and sediment control measures that must be in place prior to disturbances to site.
6. Reserved.
7. Dimensions shown for removal are approximate. Coordinate with new construction to ensure appropriate removal of existing facilities.
8. Pavement sawcut. Remove concrete walks and curbing to the nearest existing joint beyond construction limits.
9. Complete demolition with minimal disruption of traffic. Coordinate lane closures with the regulatory authority and provide advance notification to affected emergency response providers.
10. Provide barricades, lights, signs, traffic control, and other measures necessary for protection and safety of the public and maintain throughout construction.
11. Protect structures, utilities, trees, plant material, sod, and adjacent property from damage during construction unless noted for removal. Damage shall be repaired to equal or better condition at no additional cost.
12. Reserved.
13. Protect trees indicated with tree protection fencing per Detail C7.15.
14. Remove existing site features including, but not limited to, underground utilities, paving, curbing, aprons, related foundations, and landscaping within the construction limits unless noted otherwise.
15. Coordinate removal, relocation, termination, and re-use of existing private utility services and appurtenances with the utility companies. Restore electric handholes, pedestals, powerpoles, guylines, and structures disturbed by construction in accordance with utility owner requirements.
16. Existing piping and conduits may be abandoned in-place if filled with sand and if not in location of proposed building or in conflict with proposed utilities or structures. Terminate existing services at the supply side in conformance with provider's standards.
17. Haul demolition debris off-site to a facility approved by regulatory authorities for the handling of demolition debris, unless noted otherwise.
18. Protect wooded areas outside of the grading limits from construction activity at all times during construction. Contractor shall protect the entirety of the tree including but not limited to the roots, foliage, trunk, and branches. Refer to Sheet C3.1-C3.3 for proposed grading limits
19. Remove and salvage existing street sign. Refer to Sheet C2.1 for proposed location.

LEGEND

- Tree Protection
- Tree Removal
- Concrete Removal
- B-X Soil Boring
- Curb Removal
- Pavement Sawcut

DEVELOPER

RJ RYAN CONSTRUCTION INC.
110 MENDOTA HEIGHTS RD
MENDOTA HEIGHTS, MN 55120
TEL 651-681-0200

MUNICIPALITY

BLAINE

PROJECT

XYLITE BUILDING
BLAINE, MN

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR REPORT

DATE	ISSUE / REVISION	REVIEW
22 DEC 2023	CLIENT REVIEW SET	TGM
24 JAN 2024	PRICING SET	CNC
13 FEB 2024	OPTIONS PRICING SET	TGM
26 FEB 2024	PERMIT SET	TGM

CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the state of MINNESOTA.

Tom O. Meyer
License No: 42016 Date: 02/26/2024

Signature shown is a digital representation of original, wet signed copy of this plan on file at Landform Professional Services, LLC office and is valid for upon receipt.

IF THIS SEAL/SIGNATURE, SEAL OR FOOTER LINES DIRECTLY BEHIND ARE NOT VISIBLE, THE DRAFT HAS BEEN REPRODUCED BEYOND THE INTENDED REASONABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PERMIT SET
02/26/2024

LANDFORM
From Site to Finish
105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C101RJR003
PROJECT NO. RJR23003

EXISTING CONDITIONS & DEMOLITION
C1.1

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NORTH
0 40 80

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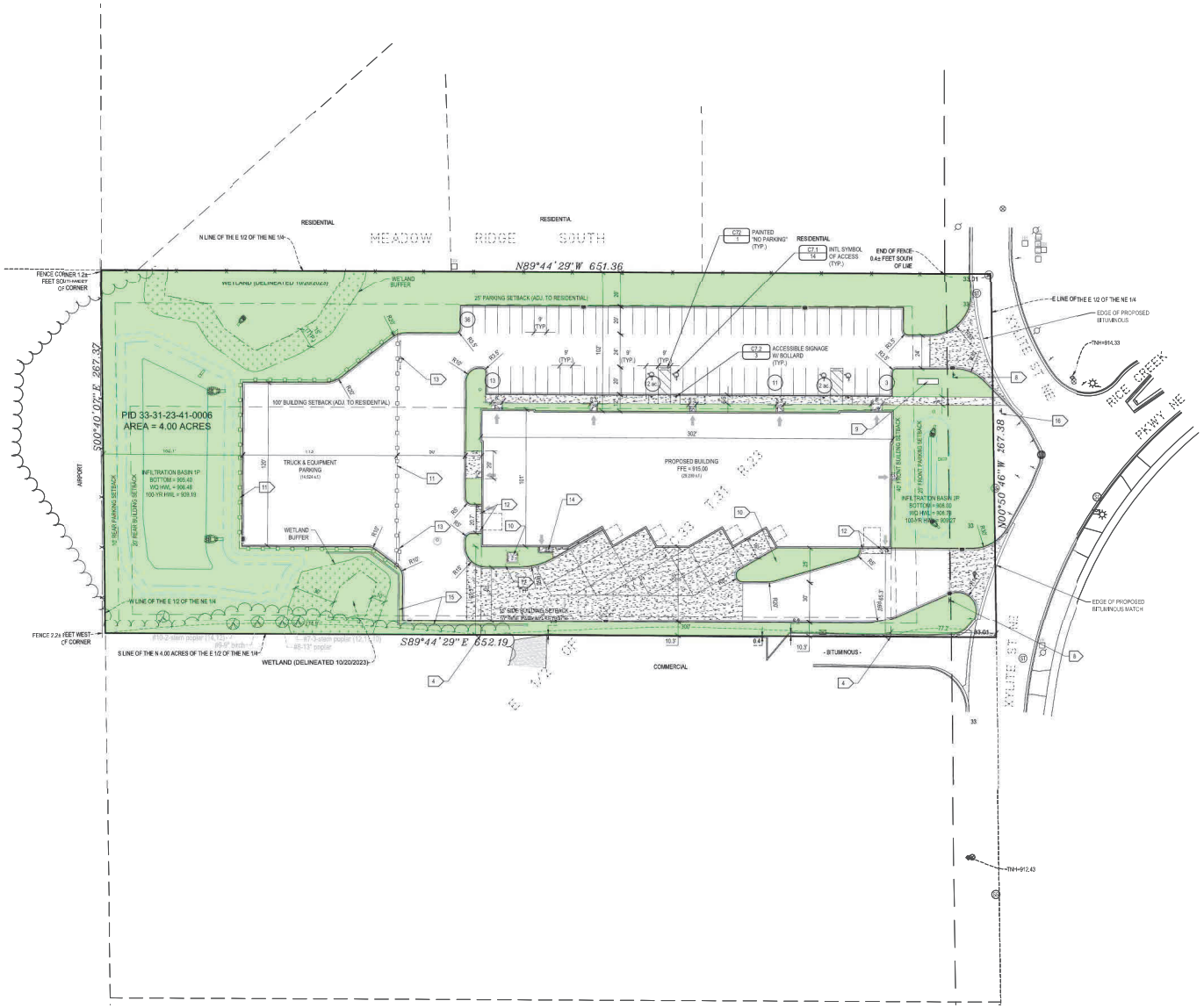

GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

SITE PLAN NOTES

2. Obtain all necessary permits for construction within, or use of, public right-of-way.
3. The digital file, which can be obtained from the Engineer, shall be used for staking. Discrepancies between the drawings and the digital file shall be reported to the Engineer. The building footprint, as shown on these drawings, and the digital file, shall be competed to the structural drawings prior to staking.
4. Building layout angles are parallel with or perpendicular to the property line at the location indicated.
5. Dimensions shown are to face of curb and exterior face of building unless noted otherwise.
6. Delineate parking stalls with a 4-inch wide white painted stripe. Delineate access aisles with 4-inch wide white painted stripes 18 inches on center and at 45 degree angle to direction of travel.
7. Reserved.
8. Install new stop sign and pole per City of Blaine Standards and Specifications.
9. Monument sign. Designed and permitted by others.
10. Transformer pad location. Refer to electrical plans for details.
11. Install 8' tall black vinyl coated chain link fence with privacy slats.
12. Install bollard per Detail C7.2c2.
13. Install access gate to truck equipment parking and storage area. Refer to Architectural.
14. Metal stairs, railing, and landing. Refer to Architectural.
15. Block retaining wall, refer to Grading Plan.
16. Reinstall salvaged road sign. Follow all City of Blaine Standards and Specifications.

ZONING AND SETBACK SUMMARY

The Property is Zoned L-1A Light Industrial

Building Setback Information is as follows:
Front = 40 ft.
Rear = 20 ft.
Side = 15 ft.
Adjacent to Residential = 100 ft.

Parking Setback Information is as follows:
Front = 25 ft.
Rear = 10 ft.
Side = 10 ft.
Adjacent to Residential = 25 ft.

Lot Coverage Information is as follows:
Lot Area Minimum = 43,560 s.f. = 1.0 ac.
Lot Width Minimum = 150 ft.
Total Site Area = 174,240 s.f. = 4.0 ac.

AREA SUMMARY

Existing:					97.4%
Pervious	169,655	s.f.	3.89	ac.	2.6%
Impervious	4,584	s.f.	0.11	ac.	100.0%
Total	174,239	s.f.	4.00	ac.	
Proposed:					
Pervious	73,406	s.f.	1.69	ac.	42.1%
Impervious	100,833	s.f.	2.31	ac.	57.9%
Total	174,239	s.f.	4.00	ac.	100.0%

PARKING SUMMARY

Required Parking:

Warehouse - One Stall per 2,000 s.f. of Building or One Stall per 2 Employees
21835 s.f. Total
21835 s.f. / 2,000 s.f. = 11 Stalls

Office - One Stall per 250 s.f. of Building
7,26 s.f. Total
7,26 s.f. / 250 s.f. = 30 Stalls

Total Parking Stalls Required		41 ea.
Provided Parking:		
Standard Stalls	(9x20)	63 ea.
Accessible Stalls	(9x20)	4 ea.
Total Parking Stalls Provided		67 ea.

LEGEND

Green Space (Landscape Area)

Proposed Wetland Buffer Area

WETLAND BUFFER SUMMARY

1. Existing on site wetlands are Manage 2, as classified by the Coon Creek Watershed District.
   a) Manage 2 wetlands require a 15 ft. buffer, or equivalent buffer area with a minimum buffer width of 10 ft. and maximum buffer width of 30 ft.

SOUTH WETLAND REQUIRED BUFFER AREA = 2,317 S.F.
SOUTH WETLAND PROVIDED BUFFER AREA = 2,673 S.F.

NORTH WETLAND REQUIRED BUFFER AREA = 3,259 S.F.
NORTH WETLAND PROVIDED BUFFER AREA = 3,259 S.F.

811 Know what's Below. Call before you dig.

NORTH

0 40 80

DEVELOPER

RJ RYAN CONSTRUCTION INC.
110 MENDOTA HEIGHTS RD
MENDOTA HEIGHTS, MN 55120
TEL 651-681-0200

MUNICIPALITY

BLAINE

PROJECT

XYLITE BUILDING
BLAINE, MN

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	INITIALS
22 DEC 2023	CLIENT REVIEW SET	TOM
24 JAN 2024	PRICING SET	CNC
12 FEB 2024	OPTIMIZED PRICING SET	TOM
26 FEB 2024	PERMIT SET	TOM

CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the state of MINNESOTA.

Tom O. Meyer
License No. 42016 Date: 02/26/2024

Signature shown is a digital reproduction of original, wet signed copy of the plans on file at Landform Professional Services, LLC office and is valid for user receipt.

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PERMIT SET
02/26/2024

LANDFORM
From Site to Finish

105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C201RJR003
PROJECT NO. RJR23003

SITE PLAN
C2.1

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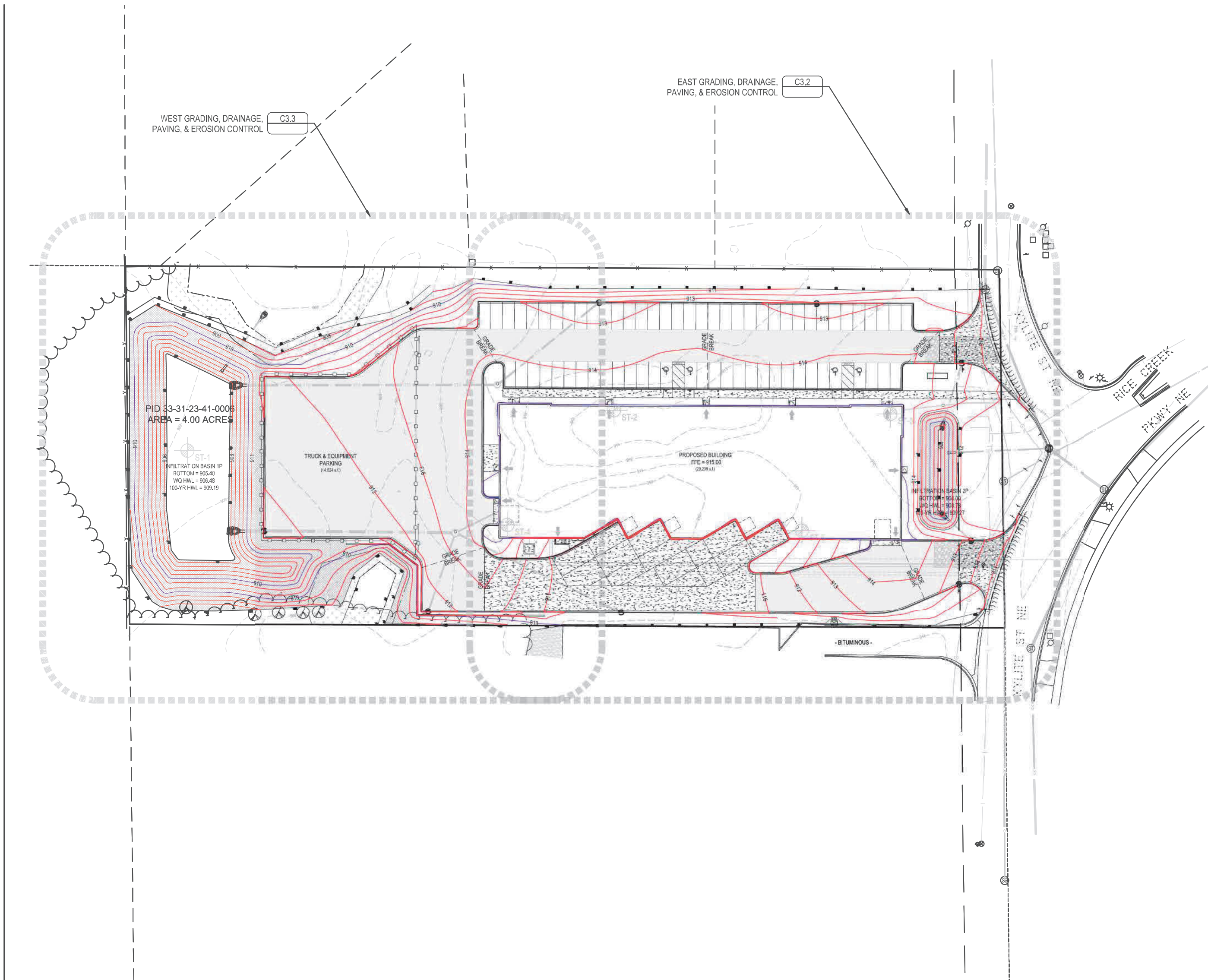

LEGEND

SYMBOL	DESCRIPTION	ESTIMATED QUANTITY
	Inlet Protection	9 ea.
	Silt Fence	2,700 ft.
	Compost or Bio Log	200 ft.
	Vehicle Tracking Pad	2 ea.
	Erosion Control Blanket	2,400 s.y.
	Tip Out Curb	
	Pavement Sawcut	

DRY CAST RETAINING WALL NOTES

44. Dry Cast Concrete Segmental Retaining Wall. Color to be determined by Owner or Architect. Wall shall have a MAXIMUM height of 2.5 feet.

45. Provide structural design of retaining walls, following MNDOT Retaining Wall specifications for minimum design and performance. Provide construction of walls in accordance with approved design.

46. Confirm architectural requirements for wall units with owner.

47. Submit design to City for approval prior to Building Permit issuance.

48. Provide coordination and assurance that related work constructed within the reinforced earth zone; including fences, underground utilities, guard rails, etc.; is in accordance with approved design and does no damage to reinforcing elements of the retaining wall.

Know what's **Below.** **Call** before you dig.

NORTH

0 40 80

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EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2. Install perimeter sediment controls prior to beginning work and maintain for duration of construction. Remove controls after areas contributing runoff are permanently stabilized and dispose of off site.

3. Install inlet protection: Wimco RD or CG models as appropriate, or approved equal. Maintain protection until project is stabilized.

4. Limit soil disturbance to the grading limits shown. Schedule operations to minimize length of exposure of disturbed areas.

5. Management practices shown are the minimum requirement. Install and maintain additional controls as work proceeds to prevent erosion and control sediment carried by wind or water.

6. Refer to SWPPP Notes on Sheet C3.4 for additional requirements.

7. Reserved.

8. Contractor shall prevent sediment laden water from entering the infiltration system until the site is completely stabilized.

9. Stabilization must be started immediately to limit soil erosion when the construction activity in that portion of the site has temporarily or permanently ceased and will not resume for 14 calendar days.

10. Seed, Sod, Mulch, Erosion Control Blanket, and Fertilizer shall meet the following Specifications, as modified. Seeded areas without erosion control blanket shall be disc mulched.

Item	Specification Number
Sod	MNDOT 3878
Seed	MNDOT 3876
MN Type 21-111 @ 100 lb./ac. - Temporary Erosion Control - Temporary Erosion Control, May 1 - Jul 31	
MN Type 21-112 @ 100 lb./ac. - Temporary Erosion Control - Temporary Erosion Control, Aug 1 - Oct 31	
MN Type (25-141 @ 59 lbs./ac. for General Roadside) - Permanent Turf	
Mulch	MNDOT 3882
(MNDOT Type 1 @ 2 ton/ac., Disc Anchored)	
Erosion Control Blanket	MNDOT 3885; NDDOT xxx.xx; SDDOT xxx; WISDOT xxx
(MNDOT Type 3N)	
Fertilizer	MNDOT 3881
General Placement	MNDOT 2575

11. See Landscape Sheets for permanent turf and landscape establishment.

12. Scrape adjacent streets clean daily and sweep clean weekly.

13. Install a double row of silt fence spaced 5' apart around wetlands.

14. Reserved.

GRADING NOTES

15. Contact utility service providers for field location of services 72 hours prior to beginning grading.

16. Refer to the Geotechnical Report prepared by Braun Intertec, Dated 11/07/23, for additional information on backfill material and groundwater conditions.

17. Remove topsoil from grading areas and stockpile sufficient quantity for reuse.

18. Remove surface and ground water from excavations. Provide initial lifts of stable foundation material if exposed soils are wet and unstable.

19. Rough grade Building Pad to 12 Inches below Finished Floor Elevation (FFE).

20. Refer to Structural Specifications for earthwork requirements for building pads.

21. An Independent Testing Firm shall verify the removal of organic and unsuitable soils, soil correction, and compaction and provide periodic reports to the Owner.

22. Place and compact fill using lift thicknesses matched to soil type and compaction equipment to obtain specified compaction throughout the lift.

23. Compact cohesive soils in paved areas to 95% of maximum dry density, Standard Proctor (ASTM D698) except the top 3 feet which shall be compacted to 100%. Compact to 98% density where fill depth exceeds 10 feet. The soils shall be within 3% of optimum moisture content. In granular soils all portions of the embankment shall be compacted to not less than 95% of Modified Proctor Density (ASTM D1557).

24. Coordinate with Architectural for building stoop locations. Slopes shown on adjacent walks and pavements should continue over stoops.

25. Reserved.

INFILTRATION BASIN INFORMATION & TESTING

26. Avoid soil compaction of infiltration practices. Any equipment used in infiltration areas should be small scaled and tracked. Install protective fencing as shown after basin is constructed.

27. The bottom of surface infiltration basins shall be scarified to a depth of 12" prior to placement of topsoil or planting media.

28. DESIGN PERMEABILITY RATES:
Infiltration Basins 1P and 2P were designed with a permeability of 0.45 inches/hour.

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c. Contractor to contact the following to schedule testing. Representative staff from each entity may wish to observe the tests. Contact shall be made 72 hours prior to testing.

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Infiltration Basin I.D.	Basin Area (s.f.)	No. of Tests Required
1P	6,619	3
2P	122	1

31. Test results shall be provided to the Civil Engineer and Geotechnical Engineer.

32. Reserved.

PAVING NOTES

33. Spot Elevations at curblines indicate flowlines unless noted otherwise. See Sheet C4.1 for rim elevations of catch basins.

34. Grades between proposed spot elevations shall be continuous and nonvariable Spot Elevations shall govern over contour lines.

35. Meet and Match existing curb. Transition as needed.

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a. Bituminous Paving (Light Duty)
b. Bituminous Paving (Heavy Duty)
c. Concrete Walkways
4-inch Concrete Walk, 4000 PSI, 5%-8% Air Entrained, Max. 4" Slump (MNDOT 2301)
4-inch Aggregate Base (MNDOT 3138, CLASS 5)
Compacted Subsoil
d. Concrete Drives, Aprons, and Exterior Slabs
5-inch Concrete, 4000 PSI, 5%-8% Air Entrained, Max. 4" Slump (MNDOT 2301)
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37. Concrete Joints
Install joints as shown and align across sidewalks, curbs, and pavement, paying attention to spacing of expansion joints. Joint spacing shall be as follows:
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42. Replace existing bituminous pavement in kind.

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DEVELOPER

RJ RYAN CONSTRUCTION INC.
110 MENDOTA HEIGHTS RD
MENDOTA HEIGHTS, MN 55120
TEL 651-681-0200

MUNICIPALITY

BLAINE

PROJECT

XYLITE BUILDING
BLAINE, MN

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DATE	ISSUE / REVISION	REVIEW
22 DEC 2023	CLIENT REVIEW SET	TOM
24 JAN 2024	PRICING SET	CNC
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26 FEB 2024	PERMIT SET	TOM

CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the state of MINNESOTA.

Tom O. Meyer
License No: 42016 Date: 02/26/2024

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PERMIT SET
02/26/2024

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME	C301RJR003
PROJECT NO.	RJR23003

OVERALL GRADING, DRAINAGE, PAVING, & EROSION CONTROL
C3.1

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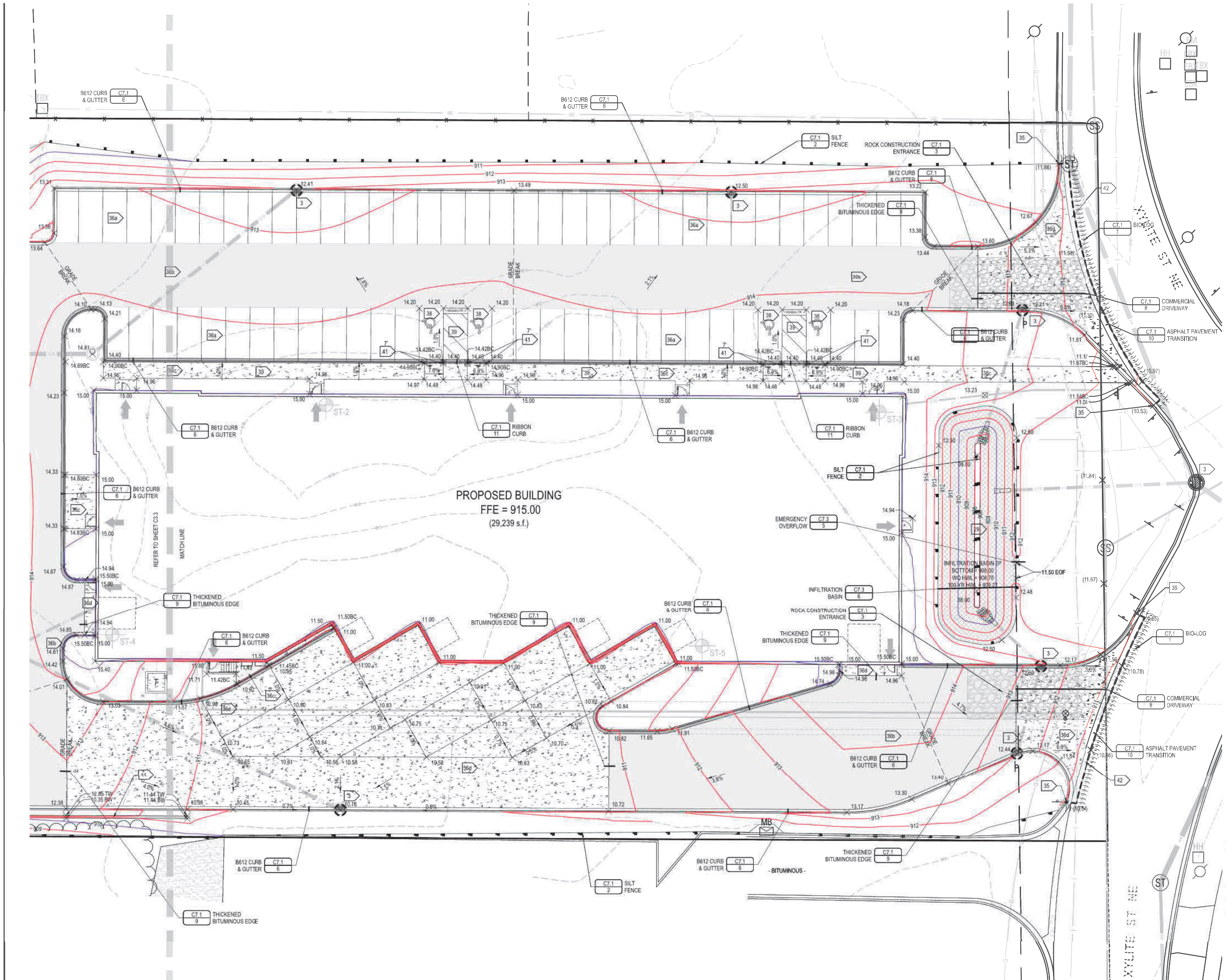

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PROJECT

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02/26/2024

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From Site to Finish
105 South Fifth Avenue, Suite 513, Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C301RJR003
PROJECT NO. RJR23003

EAST GRADING, DRAINAGE, PAVING, & EROSION CONTROL
C3.2

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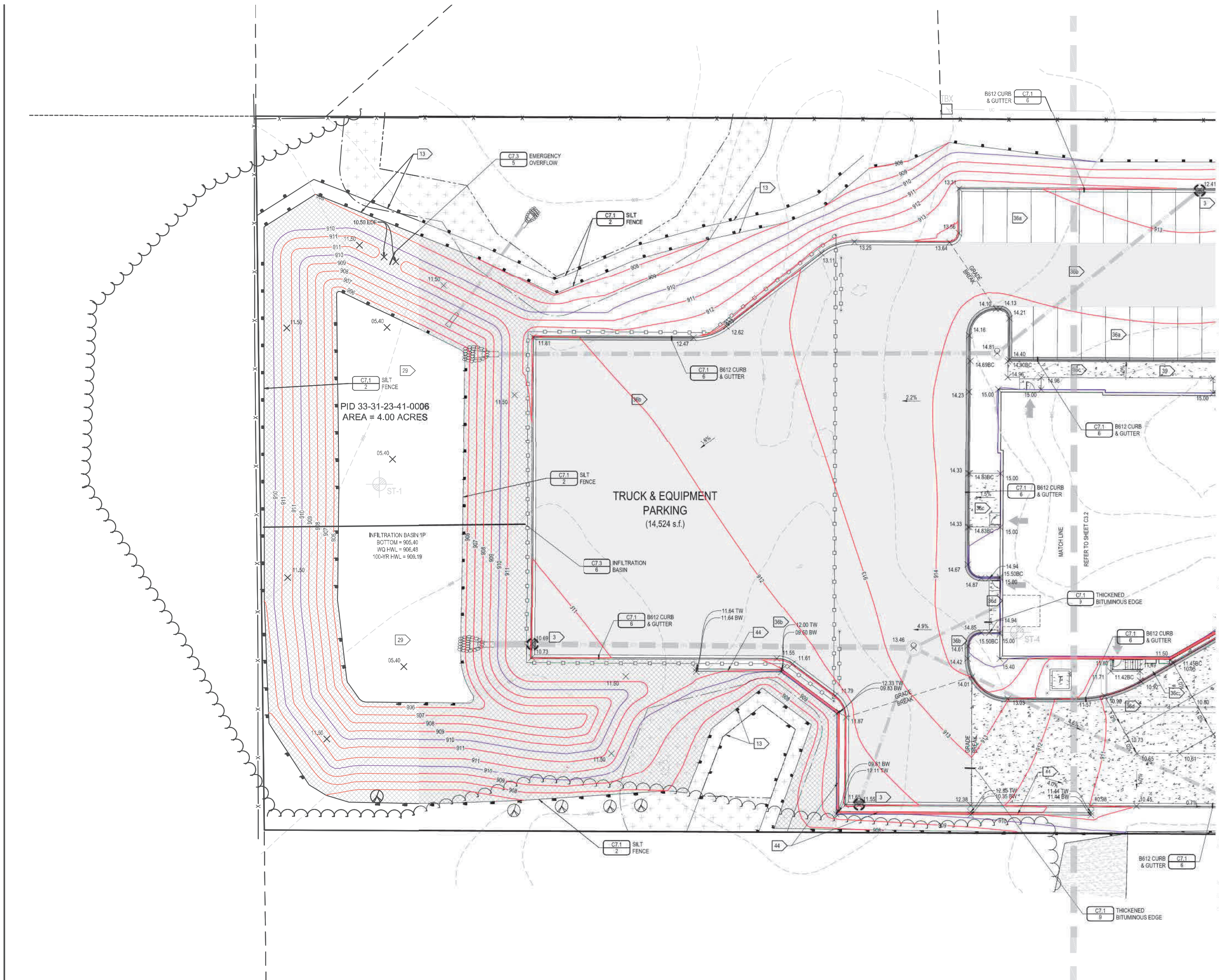

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CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
22 DEC 2023	CLIENT REVIEW SET	TOM
24 JAN 2024	PRICING SET	CNC
13 FEB 2024	UPDATED PRICING SET	TOM
26 FEB 2024	PERMIT SET	TOM

CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the state of MINNESOTA.

Tom O. Meyer
License No: 42016 Date: 02/26/2024

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02/26/2024

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From Site to Finish
105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C301RJR003
PROJECT NO. RJR23003

WEST GRADING, DRAINAGE, PAVING, & EROSION CONTROL
C3.3

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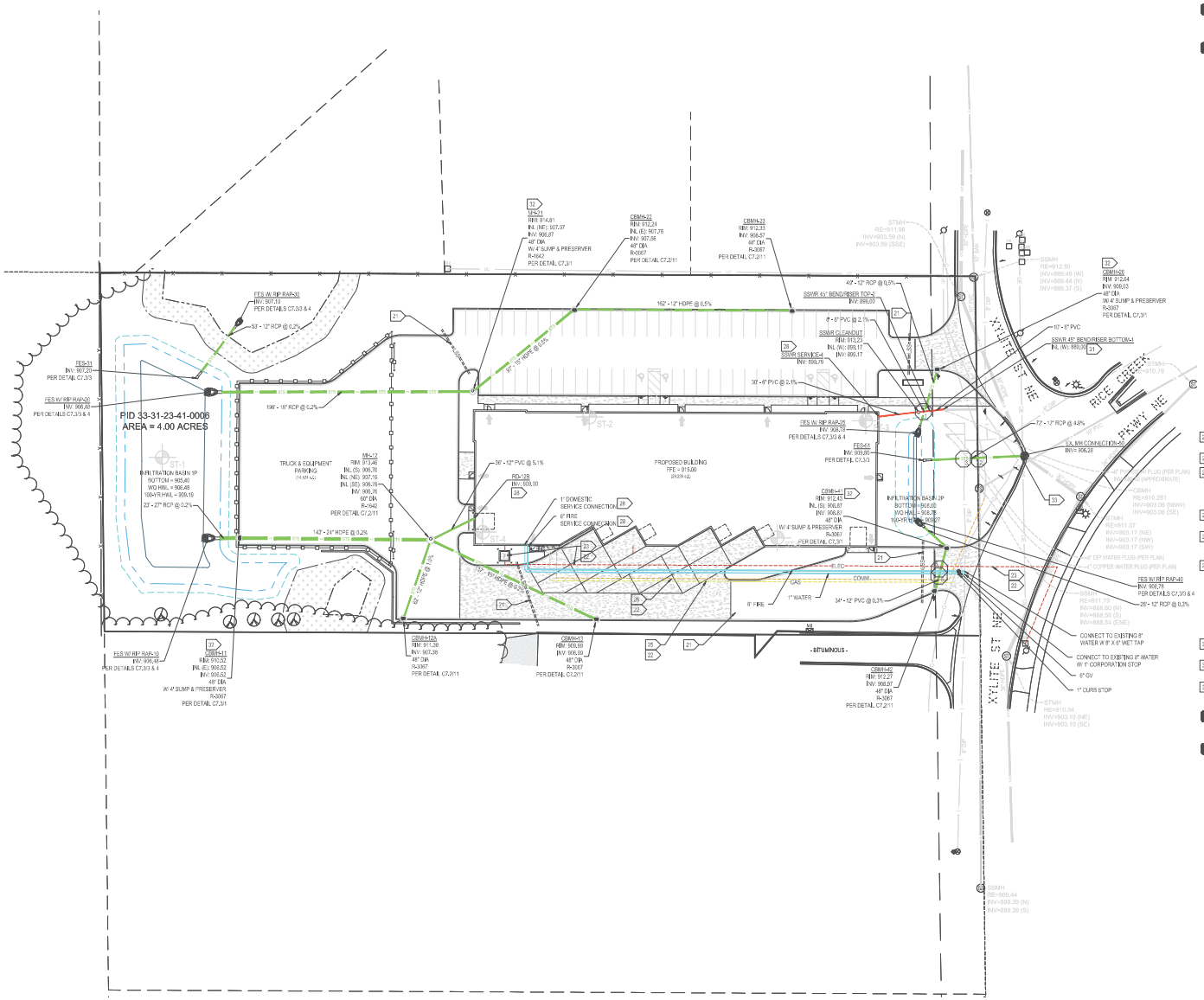

GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

UTILITY NOTES

2. Pipe Materials:

Fire Services	C900 PVC
Water Service	Copper Type K (ASTM B88)
Private Sanitary Sewer	PVC Schedule 40 (ASTM: D1785, D2665, F891, F1488 & F1765)
Storm Sewer	PVC Schedule 40 (ASTM: D1785, D2665, F891, F1488 & F1765)
	RCP 12"-18" Class 5 (ASTM C76)
	RCP 21" Class 4 (ASTM C76)
	RCP 24"-48" Class 3 (ASTM C76)
	HDPE - Corrugated, Smooth Interior, Water Tight (ASTM D3350, ASTM D4976, ASTM F2306, AASHTO M252)

3. Contact utility service providers for field location of services 72 hours prior to beginning.
4. Contractor to field verify location and elevation of all utility points of connection prior to construction of any proposed utilities. Contractor to notify Engineer immediately if there is any discrepancy.
5. Contractor to potholes all utility crossings prior to construction of new utilities to verify depths of existing lines. Contact Engineer immediately if any conflicts are discovered.
6. Provide means and measures to protect adjacent property from damage during utility installation.
7. Pipe lengths shown are from center of structure to center of structure or end of end section.
8. Install tracer wire with all non-conductive utilities in accordance with City of Blaine Standards.
9. Connect to City utilities in accordance with City of Blaine Standards.
10. Contact City of Blaine Public Works Department for wet tap inspection.
11. Maintain 7.5 feet of cover on water.
12. Deflect water to maintain 18-inch minimum outside separation at sewer crossings. Center pipe lengths to provide greatest separation between joints.
13. Contact City of Blaine Public Works Department for flushing and pressure test inspections.
14. The water distribution system shall be disinfected per Minnesota Rules, Part 4714.
15. Reserved.
16. Reserved.
17. All portions of the storm sewer system, located within 10 feet of the building or water service line must be tested in accordance with Minnesota Rules, Part 4714.
18. All joints and connections in the storm sewer system shall be gastight or water tight. Approved resilient rubber joints must be used to make watertight connections to manholes, catch basins, and other structures.
19. Catch basins in curb and gutter are sumped 2 inches below the gutter grade. Refer to Detail 10 on Sheet C7.2.
20. Reserved.
21. Irrigation sleeve to be 4 inch Schedule 80 PVC buried 24" below grade. Extend sleeves 3-feet beyond the edge of pavement. Mark each end of sleeve with 3/4-inch rebar 12 inches below finish grade. (Coordinate with irrigation contractor.)
22. Coordinate with Private Utilities to provide electric, natural gas, and communications services to building.
23. The primary electric feed, transformer, and meter are provided and installed by Connexus Energy. The transformer pad design is provided by the Utility and construction is by the Contractor. Contact Utility for pad detail. The secondary electric and conduits shall be installed by the Electrical Contractor.
24. See site lighting plan for additional information.
25. CenterPoint Energy will furnish and install gas service piping from the mainline to the meter and the meter. Gas service from the meter shall be installed by the Mechanical Contractor.
26. Provide one 4-inch PVC conduit with pull-string from existing telephone service to building.
27. Provide conduits for cable television and other electronic communication.
28. Coordinate with Mechanical, Plumbing, and Electrical Drawings for locations of service connections and continuation of services within building.
29. Compact cohesive soils in paved areas to 95% of maximum dry density, Standard Proctor (ASTM D698) except the top 3 feet which shall be compacted to 100%, compact to 98% density where fill depth exceeds 10 feet. The soils shall be within 3% of optimum moisture content. In granular soils all portions of the embankment shall be compacted to not less than 95% of Modified Proctor Density (ASTM D1557).
30. Adjust structures to final grade where disturbed. Comply with requirements of Utility. Meet requirements for traffic loading in paved areas.
31. Connect to existing sanitary sewer stub with sanitary sewer riser per Detail C7.3/7. Install cleanout structure per Detail C7.2/9 at top of riser. Contractor shall field verify existing inverts.
32. All sump structures shall be installed with Momentum Environmental Preservers. Install with both the energy dissipater and skimmer devices. Refer to Detail C7.3/2.
33. Core drill existing structure for proposed pipe connection. Connection shall be water-tight.
34. Reserved.

INFILTRATION BASIN REQUIREMENTS

35. Refer to the C3.1-C3.3 sheet notes for requirements.

UTILITY CROSSINGS

1. Crossing 1
   Storm Sewer Bottom=908.70
   Sanitary Sewer Top=899.60
   Clearance = 9.10'
2. Crossing 2
   Storm Sewer Bottom=907.66
   Sanitary Sewer Top=888.57
   Clearance = 18.09'
3. Crossing 3
   Storm Sewer Bottom=908.13
   Watermain Top=900.00
   Clearance = 8.13'
4. Crossing 4
   Storm Sewer Bottom=908.84
   Watermain Top=905.10
   Clearance = 3.69'
5. Crossing 5
   Storm Sewer Bottom=908.86
   Watermain Top=905.21
   Clearance = 3.64'

Know what's Below. Call before you dig.

NORTH

0 40 80

DEVELOPER

RJ RYAN CONSTRUCTION INC.
110 MENDOTA HEIGHTS RD
MENDOTA HEIGHTS, MN 55120
TEL: 651-452-0200

MUNICIPALITY

BLAINE

PROJECT

XYLITE BUILDING
BLAINE, MN

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Tom Ollmann
License No: 42016 Date: 02/26/2024

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FILE NAME	C401RJR003
PROJECT NO.	RJR23003

UTILITIES
C4.1

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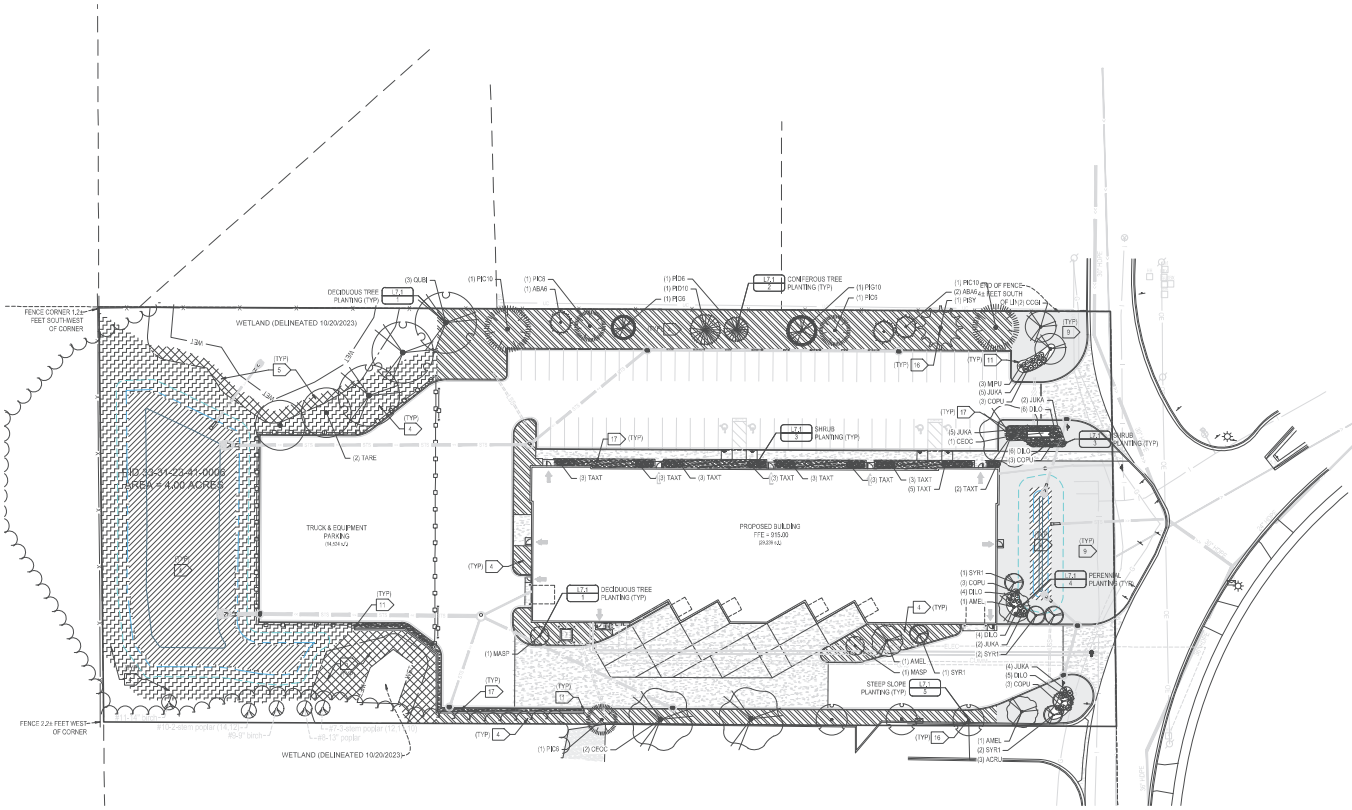

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	MATURE SIZE	PLANTING SIZE	ROOT CONDITION
DECIDUOUS TREES						
	ACRU	3	Acer rubrum 'Autumn Spire' / Autumn Spire Maple	50'H x 25'W	2.5" Cal.	B & B
	CEOC	3	Celtis occidentalis / Common Hackberry	50'H x 50'W	2.5"Cal	B & B
	QUBI	3	Quercus bicolor / Swamp White Oak	55'H x 55'W	2.5"Cal	B & B
	TARE	2	Tilia americana 'Redmond' / Redmond American Linden	60'H x 40'W	2.5"Cal	B & B
EVERGREEN TREES						
	ABA6	3	Abies concolor / White Fir	40'H x 20'W	6' HT.	B & B
	PIC10	2	Picea abies / Norway Spruce	50'H x 30'W	10' HT.	B & B
	PIC6	3	Picea abies / Norway Spruce	50'H x 30'W	6' HT.	B & B
	PIG10	1	Picea glauca / White Spruce	50'H x 20'W	10' HT.	B & B
	PIG6	1	Picea glauca / White Spruce	50'H x 20'W	6' HT.	B & B
	PID10	1	Picea glauca 'Densata' / Black Hills Spruce	45'H x 20'W	10' HT.	B & B
	PID6	1	Picea glauca 'Densata' / Black Hills Spruce	45'H x 20'W	6' HT.	B & B
	PISY	1	Pinus sylvestris / Scotch Pine	45'H x 35'W	8' HT	B & B
ORNAMENTAL TREES						
	AMEL	3	Amelanchier x grandiflora 'Autumn Brilliance' / 'Autumn Brilliance' Serviceberry	20'H x 25'W	1.5"Cal	POT
	CCGI	2	Crataegus crus-galli 'Inermis' / Thornless Hawthorn	25'H x 25'W	1.5"Cal	POT
	MASP	2	Malus x 'Spring Snow' / Spring Snow Crab Apple	25'H x 20'W	1.5"Cal	POT
	SYR1	6	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	25'H x 20'W	1.5"Cal	POT
SHRUBS						
	COPU	12	Cornus pumila / Dwarf Red Tipped Dogwood	4'H x 4'W	3` HEIGHT	POT
	DILO	25	Diervilla lonicera / Dwarf Bush Honeysuckle	4'H x 3'W	#3 Cont.	POT
	JUKA	18	Juniperus x pfitzeriana 'Kallay's Compact' / Kallay's Compact Juniper	3'H x 5'W	3 GAL.	POT
	TAXT	28	Taxus x media 'Tauntonii' / Taunton Yew	4'H x 5'W	3` HEIGHT	POT
GRASSES						
	MIPU	3	Miscanthus purpurascens / Silver Grass	5'H x 3'W	2 GAL.	POT

LEGEND

- Sod area
- Rock mulch
- Seed mix Stormwater South and West (MNDOT 33-261) Seed at rate of 35.0 lbs/acre.
- Seed mix Dry Prairie General (MNDOT 35-221) Seed at rate of 36.5 lbs/acre.
- Seed mix Low Diversity Buffer General (BWSR 32-242A) Seed at rate of 35.0 lbs/acre.
- Seed mix Mesic General Roadside (MNDOT 25-141) Seed at rate of 59.0 lbs/acre.

GENERAL NOTES

1. For construction Staking and Surveying services contact Landform at 612.252.9070.

LANDSCAPE NOTES

2. Contact Utility Service providers for field location of services 72 hours prior to beginning.
3. Coordinate installation with Contractors performing related work.
4. Seed mixes Stormwater South and West (MNDOT 33-261), Mesic General Roadside (MNDOT 25-141) and Dry Prairie General (MNDOT 35-221) as defined in current MNDOT Seeding Manual. Native Seeds shall be of Minnesota origin and certified by the Minnesota Crop Improvement Association (MCIA). Provide verifying documentation to the Owner 30 days minimum prior to installation.
5. Seed mix Low Diversity Buffer General (BWSR 32-242A) as defined in the current BWSR Seeding Manual. Native Seeds shall be of Minnesota origin and certified by the Minnesota Crop Improvement Association (MCIA). Provide verifying documentation to the Owner 30 days minimum prior to installation.
6. Plant material shall conform to the American Association of Nurserymen Standards and be of hardy stock, free from disease, infestation, damage, and disfiguration.
7. All existing deciduous/coniferous trees are to be trimmed of dead wood and pruned to a natural uniform shape.
8. Planting soil shall consist of 4 parts topsoil to 1 part peat humus, with 3 pounds of commercial fertilizer added per cubic yard.
9. Spread a minimum of 4 inches of topsoil and sod all turf areas disturbed by Construction.
10. Follow MNDOT Seeding Manual for planting instructions for establishment of native seed and provide coordination for required erosion prevention and sediment control.
11. Edge planting beds with 6-inch Black Vinyl Edging (Black Diamond or approved equal) except where adjacent to curbing, walks or buildings.
12. Place plants according to layout with proper nominal spacing. For discrepancy between the number of plants on the Schedule and the number shown on the Drawing, the Drawing shall govern.
13. See Details for depth of planting soil.
14. Reserved.
15. Reserved.
16. Install a 4-foot diameter triple-shredded hardwood mulch disk around trees not placed within a Shrub or Perennial Planting Bed. Edging is not required, unless noted otherwise.
17. Install 2 to 3 inch (nominal size) grey trap rock to a depth of 4 inches in all planting beds unless noted otherwise. Landscape fabric shall be installed under all areas of rock mulch. Secure all edges and seams of fabric with 6-inch landscape staples.
18. Irrigation is required. Irrigation shall be designed by irrigation contractor. Contractor shall submit design plans and all shop drawings and system components to Landscape Architect for review, prior to purchase and installation. Contractor shall follow all applicable codes and obtain all necessary permits from local jurisdiction.
19. All plant material shall have a 1-year warranty. The warranty shall begin after the last plant has been installed and the Landscape Architect has approved the installation. Landscape contractor is responsible for replacing any and all plant material that dies during the warranty period. Landscape contractor shall assume all costs to any replacements. All replacements shall be same species and sizes and equal or better vigor as original installation.

CITY REQUIREMENTS

City of Blaine, MN, City Code (33.07)

	Required (greater of)	Proposed*
Deciduous trees		
(1) per 2,000 s.f. bldg footprint	14.5	18 (11 proposed + 5 preserved)
(1) per 100 l.f. site perimeter	18.4	
Coniferous trees		
(1) per 2,000 s.f. bldg footprint	14.5	13
(1) per 200 l.f. site perimeter	9.2	
Ornamental trees		
(1) per 2,000 s.f. bldg footprint	14.5	13
(1) per 200 l.f. site perimeter	9.2	
Shrubs		
(1) per 300 s.f. bldg footprint	97	83
(1) per 30 l.f. site perimeter	61.3	

* 15% reduction in required quantities is allowed in I-1 Zoning per City Code

DEVELOPER

RJ RYAN CONSTRUCTION INC.
110 MENDOTA HEIGHTS RD
MENDOTA HEIGHTS, MN 55120
TEL 651-681-0200

MUNICIPALITY

BLAINE

PROJECT

XYLITE BUILDING
BLAINE, MN

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CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the state of MINNESOTA.

Joshua K. Pfeifer
License No. 48803 Date: 02/26/2024

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Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME L2.1RJR003.DWG
PROJECT NO. RJR23003

LANDSCAPE PLAN
L2.1

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STINSON electric inc

Quality • Integrity • Service

MEMO TO: Elizabeth Showalter

RE: 8888 Xylite Street NE Conditional Use Permit Neighborhood Meeting

Date: April 3, 2024

From: Paul Archambault

On Tuesday, April 2nd at 7pm a Neighborhood Meeting was held for neighbors within 700 feet of 8888 Xylite Street NE to discuss the proposed Conditional Use Permit.

- No neighbors or city council members attended the meeting.

With no attendance or communication from neighbors or city council members, we left the meeting space at 7:30pm.

The notice letter mailed to neighbors provided contact information for any questions. None have been received.

PO Box 18455• Minneapolis, MN 55418 • Ph: 612.788.0244 • Fax 866.593.3678 www.StinsonElectricInc.com

City of Blaine
Staff Report

File Number: 2024-771

Agenda Date	Status
April 9, 2024	
In Control	**File Type**
Planning Commission	Report

Public Hearing - Shawn Kaye, Planner

Agenda Item # 4.5

Case File No. 24-0020 // Crispin Cove (Capital Trust Investment LLC) // 4255 125th Avenue NE
The applicant is requesting the following:

1. Rezoning from Farm Residential (FR) to Development Flex (DF).
2. Preliminary plat to subdivide 21.52 acres into 40 single family lots and two outlots to be known as Crispin Cove.
3. Conditional use permit to allow for the construction of 40 single family lots in the Development Flex (DF) zoning district.

Background

Zoning	Farm Residential (FR)
Land Use	Low Density Residential (LDR)
Area	21.52 Acres
Applicable Regulations	Sections 27.04 and 29.110 of the Zoning Ordinance
Attachments	Zoning and Location Map Existing Conditions Preliminary Plat Landscape Plan Grading Plan Utility Plan Tree Preservation Plan House Plans Narrative
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24 and 05/20/24

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

Zoning
The subject site is zoned Farm Residential (FR) and the applicant is requesting a rezoning to Development Flex (DF).

Land Use Designation
The land use is Low Density Residential (LDR) which allows for 2.5 to 6 units per acre. The proposed subdivision meets that density requirement with 3.25 units per acre.

Surrounding Zoning and Uses
The subject site is surrounded by DF zoned property to the north with single family homes present and Sunrise Elementary school to the east. Lexington Avenue is located on the west and 125th Avenue is on the south.

Existing Conditions
The two existing parcels have two single family homes that will be removed as a part of the development.

History
There are no previous approvals on this property.

Rezoning
Section 27.03 Criteria for granting zoning/comprehensive plan amendments:
The City Council may adopt amendments to the zoning ordinance, zoning map, and comprehensive plan relative to land uses within a particular district or to the location of the district lines. Zoning amendments shall only be used as a means to reflect changes in the goals and policies of the City as reflected in the comprehensive plan or changes in conditions in the City. Although there are no explicit findings that must be made in conjunction with rezoning, appropriate considerations include:

- Whether the proposed District is consistent with the Comprehensive Plan.
- How the proposed district differs from the existing district.
- How the proposed district meets the goals and polices of the City.

The Development Flex (DF) District is intended to provide for greater flexibility in land use planning and maximize the choice of housing types and styles than is possible under the strict application of other sections of this ordinance. The Development Flex District also attempts to create a reasonable balance between the interests of the property owner in freely developing his property with greater flexibility in land uses, and at the same time protect the interest of surrounding properties in the following ways:

(a) By encouraging a more creative approach in housing developments, that will result in quality living environments through innovative design and aesthetic controls;
(b) By permitting a combination of housing types and style, including single, two-family, and multiple family dwellings, with the exception of mobile homes;
(c) By allowing flexibility in design by permitting cluster developments and a variety of architectural styles and treatments;
(d) By allowing for any type of ownership, private, condominium, or rental;
(e) By allowing flexibility in setback and height restrictions;

(f) By allowing non-residential uses, such as commercial or light industrial uses which will serve the inhabitants of such district, provided such non-residential uses will enhance the character, amenities, and convenience of those who live in the proposed development;
(g) By providing an efficient use of land resulting in more cost efficient installation of utilities, streets, and other facilities.
(h) By encouraging the preservation of common open space, recreational facilities, natural features, such as woodland and wetland areas;
(i) By contributing to the tax base of the community without making undue demands on the community services; and
(j) By providing the means for greater creativity and flexibility in environmental design than is provided under the strict application of the Blaine Zoning Ordinance and Subdivision Ordinance, while, at the same time, preserving the health, safety, order, convenience, prosperity, and general welfare of the City of Blaine and its inhabitants.

The developer proposes that the proposed development meets the following criteria for the Development Flex Zoning District:

a. 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 DF zoning will provide opportunities for a cohesive development that blends with the neighboring single family homes, providing a mix of architecture and price to provide opportunities for a broad demographic group.
b. That the proposal shall provide amenities and facilities and open spaces greater than the minimum requirements under existing zoning;
    - The proposal provides connectivity to adjacent development and trails through an extensive sidewalk system and an approximately 9 acre wetland area provides an open undeveloped area.
c. That the proposed development is compatible with the purposes and intents of this ordinance and with the comprehensive plan;
    - Crispin Cove development is compatible with the purpose and intent of the ordinance and aligns with the comprehensive plan as it is being developed into single family homes with a density of 3.25 units per acre.
d. 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;
    - This proposal is not detrimental to the environment. The site plan embraces the existing wetlands and was designed specifically around the wetlands and proposes no wetland impacts.
e. 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;
    - The proposal will hook up to existing services and create connections that maximize serviceability and access to the site.
f. 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;

    - This site and the connections create a unified neighborhood and will have no impact on future uses in the surrounding areas.

g. That the proposal be consistent with all other applicable City and State regulations.
    - Crispin Cove is consistent with city and state regulations.

Preliminary Plat

Section 74-81 General requirements:

1. The Planning Commission and the Council, in their review of the preliminary plat, will consider the requirements of the community, the best use of the land being subdivided, the size and arrangement of the proposed lots, open space requirements, and necessary fire protection.
2. The subdivision shall conform to the adopted comprehensive plan, official maps, and the zoning ordinance.
3. The arrangement, character, extent, width and location of all streets shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographic conditions, to water supply, and sewage disposal, to drainage of stormwater, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets. Wherever possible and necessary, the arrangement of streets in new subdivisions shall provide for the continuation of existing streets in adjoining areas. Where adjoining unsubdivided areas may be subdivided, the arrangement of streets in a new subdivision shall make provision for the proper projection of streets into adjoining areas by carrying the new streets to the boundaries of the new subdivision at appropriate locations.

Evaluation of Request

<u>Plat</u>

The preliminary plat creates 40 single family lots and two outlots for ponding and wetlands. The DF zoning district does not have minimum lot sizes. The narrowest lot width is 53 feet (one lot) with most lots being 55 feet wide.

As proposed, the lot sizes are as follows:

- Single family lots range from 6,728 s.f to 11,549 s.f.
- Outlot A (ponding and wetland): 10.34 acres
- Outlot B: .12 acres (5,197 s.f.)

<u>Architecture</u>

The proposed single family homes will have varying roof styles and exterior treatments. Vinyl/metal siding can be utilized on all elevations, which is proposed. No materials requirements are proposed.

<u>Setbacks</u>

The DF zoning district does not have set standards for setbacks; these are determined as part of the CUP.

The setbacks are as follows:

- Front yard setback - 25 feet
- Side yard setback - 7.5 feet for house and 7.5 feet for garage.
- Corner side yard setback - 20 feet.
- Rear yard setback - 25 feet, 50 feet (rear yard of Lexington Avenue and 125th Avenue lots)

Landscaping

The standard landscaping requirements are proposed, which are three trees on corner lots and two trees on all other lots. The landscape plan also includes extensive plantings and a 6-foot vinyl fence adjacent to Lexington Avenue and 125th Avenue.

Tree Preservation

Approximately 7.38 acres of trees will be disturbed during construction and the City's tree preservation requirement includes replacing eight trees per acre for all disturbed portions of the development. This would mean that 59 trees would be required for tree replacement purposes. The developer has proposed a total of 119 trees within this development. The tree preservation replacement requirement has been met.

Park Dedication

Park dedication will be required for the 40 new lots being constructed at the rate of $4,894 per unit (2024 rate), for a total park dedication fee of $195,760 if paid in 2024. This amount must be paid prior to releasing the plat mylars for recording at Anoka County.

Grading/Storm Drainage

The developer is proposing to grade the entire site as shown on the Rice Creek Watershed District (RCWD) 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.

For each lot a house is proposed to be constructed on, as-built surveys shall be required to verify structure elevations, custom grading requirements, and final lot grading elevations.

Utilities

The developer will be responsible for Trunk Sanitary Sewer Area Charges (SAC). These charges become due with platting for upland acreage. The 2024 rate for Sanitary Sewer District 7 is $7,451.00 per upland acre and will be applied to the acreage platted. This phase is proposing to develop 9.5 acres of upland for a total sewer area charge of $70,784.50.

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.

Hydrant locations must be reviewed and approved by the Fire Department.

Wetlands/Watershed/FEMA

The plat will need to provide for a protective buffer strip of natural vegetation at least 15-feet in width (25-feet is preferred) and shall surround all wetlands. This buffer strip shall be placed in easement.

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

The development shall indicate that all structures are protected from flooding by processing a Letter of Map Change with FEMA prior to issuance of building permits within the unnumbered A-Zone on the FEMA flood map. Developer shall provide all FEMA paperwork and structure as-built surveys to homeowners at time of lot closing. Developer is responsible for following through with FEMA (as necessary) to receive final documents, to provide those documents to the homeowners, and to record the these on the certificate of title for each parcel in the development.

Access/Street Design/Sidewalks/Trails

The development is proposing to gain/provide access from a connection to 125th Avenue NE/Main Street NE. As this is a county road, should the county approve the access point, the developer will need to construct as outlined in the development review of Anoka County's plat review comments.

All local roads shall be constructed to 29-feet back-to-back of width and will be extended from the existing stub ends of Erskin Street NE and Fraizer Street NE at the north property line. This development will be required to complete the street connections and remove the existing temporary turn-arounds.

Six-foot concrete sidewalks are required to be constructed on one side of all local streets. Location to be determined in the plan review process.

As part of the street design, the development will be required to provide street lights installed in the manner, location and type prescribed by the city engineer. The developer shall pay the costs of all the street lighting installations. The City agrees to pay the cost of maintaining the portion of the lights that are installed that reflect the normal and typical lighting requirements by the City.

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.

All local public streets require dedication of 60 feet of right-of-way.

The Developer is to provide access for inspection and maintenance of storm water management infrastructure. This maintenance access shall be a minimum of 10-feet wide and allow for vehicular access. Restrictions will be placed on lot lines as needed to limit fences and landscaping to ensure access.

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 subdivision is consistent with the development to the north, and is guided LDR which allows up to 6 units per acre and will not create excessive 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 architectural standards listed in the proposed conditions will ensure the use is compatible with neighboring properties and the intent of the DF zoning district.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
    - The architectural standards listed in the proposed conditions will ensure the use is compatible with neighboring properties and the intent of the DF zoning district.
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 is consistent with the purpose of the district to allow for flexible residential development.
6. The use shall not be in conflict with the comprehensive plan of the City.
    - The use is consistent with the LDR land use.
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.

Recommendation

In Planning Case File No. 24-0020, it is recommended that the Planning Commission recommend approval of a rezoning from Farm Residential (FR) to Development Flex (DF) with the following rationale:

1. The Development Flex (DF) zoning standards to be incorporated are consistent with and will complement homes and housing options that have been constructed within recent developments. The standards will create quality homes with a desired range in appearance, style, density, and construction value and market appeal.
2. Development Flex is consistent with the land use designation Low Density Residential (LDR).
3. The DF zoning district allows the City the opportunity to have some flexibility when approving developments that warrant higher standards than what is allowed with the traditional zoning districts. It affords the City the opportunity to provide input on items that would benefit the surrounding neighborhoods and the City as a whole.

In Planning Case File No. 24-0020, it is recommended that the Planning Commission recommend approval of a preliminary to subdivide 21.52 acres into 40 single family lots and two outlots to be known as Crispin Cove with the following conditions:

1. Park dedication is required for the 40 new lots being constructed at the rate of $4,894 per unit, for a total park dedication fee of $195,760 if paid in 2024. This amount must be paid prior to releasing the plat mylars for recording at Anoka County.
2. The developer is responsible for Trunk Sanitary Sewer area charges. These charges become due with platting for upland acreage. The 2024 rate for Sanitary Sewer District 7 is $7,451.00 per upland acre and will be applied to the acreage platted. This phase is proposing to develop 9.5 acres of upland for a total sewer area charge of $70,784.50.
3. Plans and specifications must be approved by the City prior to the start of construction.
4. An Anoka County right-of-way permit is required prior to the start of any site work.
5. A Rice Creek Watershed District (RCWD) permit is required prior to city approval of construction plans and specifications.
6. All development signage by separate review.
7. All existing structure removals require demolition permits. All wells and septic systems shall be properly abandoned per all local and state requirements.
8. The developer must meet the City's tree preservation requirements by planting 59 replacement trees for the 7.38 disturbed acres. This is part of the overall landscape plan that includes 119 trees being planted.
9. Each lot in the development will be required to have the standard two trees per lot (one front yard and one rear yard) with an additional tree on corner lots. The landscape plan also includes an extensive screening effort along Lexington Avenue and 125th Avenue. This landscaping will also help to meet tree preservation requirements. All trees to be a minimum of 2.5 inch caliper for overstory or 6 feet in height for conifers.
10. Developer to install grouped mailboxes with design and locations approved by the City and US Postal Service.
11. Construction contract documents shall 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.

12. The grading plan shall provide greater detail on protecting existing trees and provide additional information on adjacent property.
13. Standard utility and drainage easements must be dedicated along all lot lines and over areas of delineated wetlands, wetland mitigation, infiltration trenches, drainage swales, and storm water management ponds.
14. A protective buffer strip of natural vegetation, at least 15-feet in width (25-feet is preferred) shall surround all wetlands. This buffer strip shall be placed in easement.
15. The Developer is to provide access for inspection and maintenance of storm water management infrastructure. Restrictions will be placed on lot lines as needed to limit fences and landscaping to ensure access.
16. The developer has the responsibility for constructing 125th Avenue NE improvements associated with this development per Anoka County plat review comments.
17. All local public streets require dedication of 60 feet of right-of-way and shall be constructed to 29 feet back to back of width.
18. All streets will follow the Anoka County street name grid system.
19. Sidewalks and/or trails are required on all streets and location will be determined in the plan review process.
20. Street lights shall be installed in the manner, location and type prescribed by the City Engineer. The Developer shall pay the costs of all the street lighting installations. The City agrees to pay the cost of maintaining the portion of lights that are installed that reflect the normal and typical lighting requirements of the City. Additional lights, and those within neighborhoods that are installed by the Developer, will be required to be maintained by the Homeowners Association.
21. Hydrant locations must be reviewed and approved by the Fire Department.
22. Water and Sanitary Sewer Availability Charges (WAC & SAC) become due with each building permit at the rate established at the time the building permit is issued.
23. As-built surveys shall be required to verify structure elevations, custom grading requirements, and final lot grading elevations.
24. 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.
25. A 6-foot maintenance free fence, tan/light beige to match the fence in Lexington Woods must be provided along the west side of the lots on Lexington Avenue and south side of the lots on 125th Avenue. A site plan with fence details is required prior to mylars being released for recording with Anoka County.
26. 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.
27. The Developer to require the Homeowners Association to maintain the six-foot fence along the west side of the lots along Lexington Avenue and 125th Avenue. If/when the fence needs replacement, the entire fence must be consistent in style regardless of whether lots are under the same ownership or controlled by an HOA.

In Planning Case File No. 24-0020, it is recommended that the Planning Commission recommend approval of a conditional use permit to allow for the construction of 40 single family lots in the Development Flex (DF) zoning district with the following conditions:

Single Family - DF Development Standards

Permitted Uses

1. Single-family detached dwellings.
2. Group family daycare.

Accessory Uses

1. Private garages - one detached accessory structure, with area less than 120 square feet, will be permitted.
2. Private swimming pools/meeting the requirements of Blaine Municipal Code Section 6-121.
3. Keeping of not more than two (2) boarders and/or roomers per dwelling unit.

Conditional Uses

1. Home occupations listed as Conditional Uses in Section 33.10.

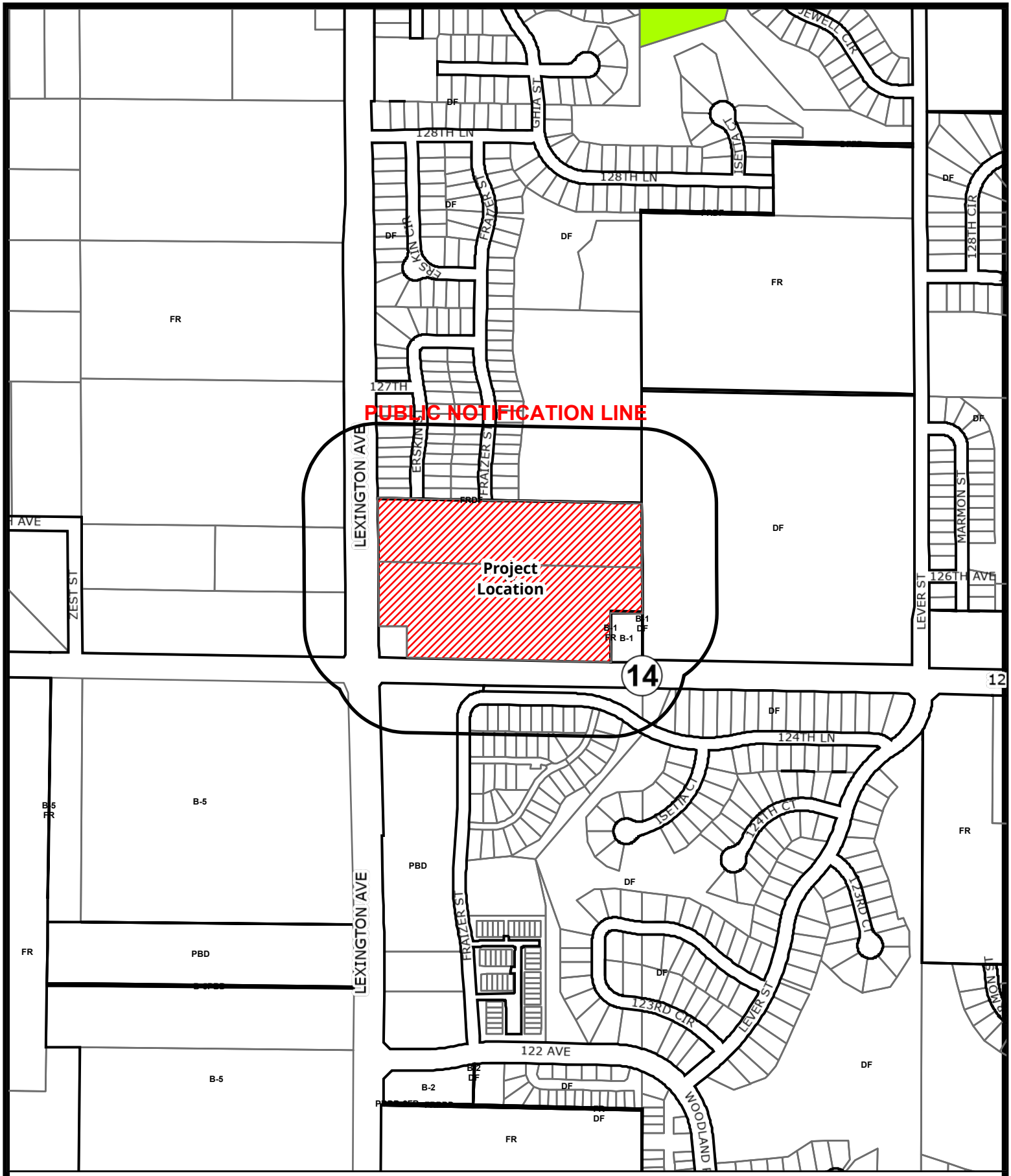
Standards

1. Front yard setback - 25 feet
2. Side yard setback - 7.5 feet for house and 7.5 feet for garage
3. Corner side yard setback - 20 feet
4. Rear yard setbacks:
    a. 25 feet
    b. 50 feet (Lexington Avenue and 125th Avenue lots)

5. Maximum building height - 2 1/2 stories or 35 feet.
6. It shall be required for all single-family dwellings that there be an attached garage constructed of a minimum of four hundred (400) square feet, with no dimension less than 20 feet. Total garage space shall not exceed one thousand (1,000) square feet. Detached garages or accessory storage buildings above 120 square feet are not permitted. One detached accessory storage building below 120 square feet is permitted provided it meets 5-foot side and rear yard setbacks and is located within the rear yard.
7. The minimum finished floor area above grade for all homes shall be 1,500 square feet.
8. All homes shall have a minimum depth and width of 24 feet.
9. All homes to incorporate multiple gables or varied roof lines and articulation of the front façade.
10. Driveways shall not be constructed closer than three feet to the property line. All driveways and approaches shall be hard surfaced using concrete, bituminous asphalt or other city-approved material that is consistent in durability and quality.
11. It shall be required that all yards of a new single-family dwelling be sodded over a minimum of 4-inches of topsoil (black dirt containing not more than 35 percent sand). Yards may be seeded over 4-inches of black dirt if underground irrigation is installed with the home.
12. Each lot in the development will be required to have the standard two trees per lot (one front yard and one rear yard) with an additional tree on corner lots. Trees must be a minimum of 2.5 inch caliper for overstory or 6 feet in height for conifers. The landscape plan also to include an extensive screening effort along Lexington Avenue and 125th Avenue. This landscaping will also help to meet tree preservation requirements.
13. A 6-foot maintenance free fence, tan/light beige to match the fence in Lexington Woods must be provided along the west side of the lots on Lexington Avenue and south side of the lots on 125th Avenue.

Attachment List

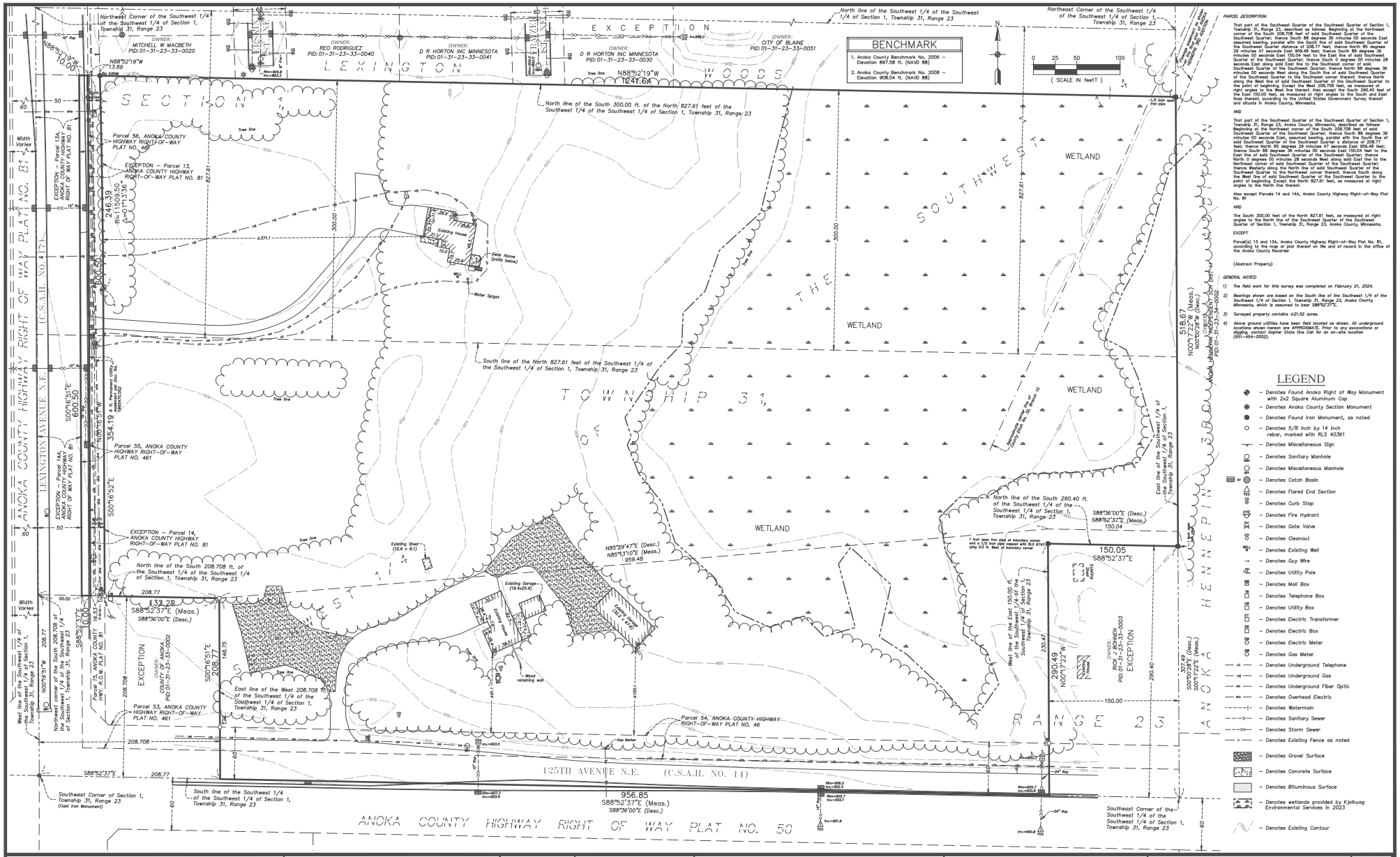
1. Attachments



Case File No. 24-0020
Crispin Cove

BlaineMN.gov

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



CARLSON McCAIN

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 3/01/24 License #: 40361

DRAWN BY: bjb
ISSUE DATE: 3/01/24
FILE NO: 2730

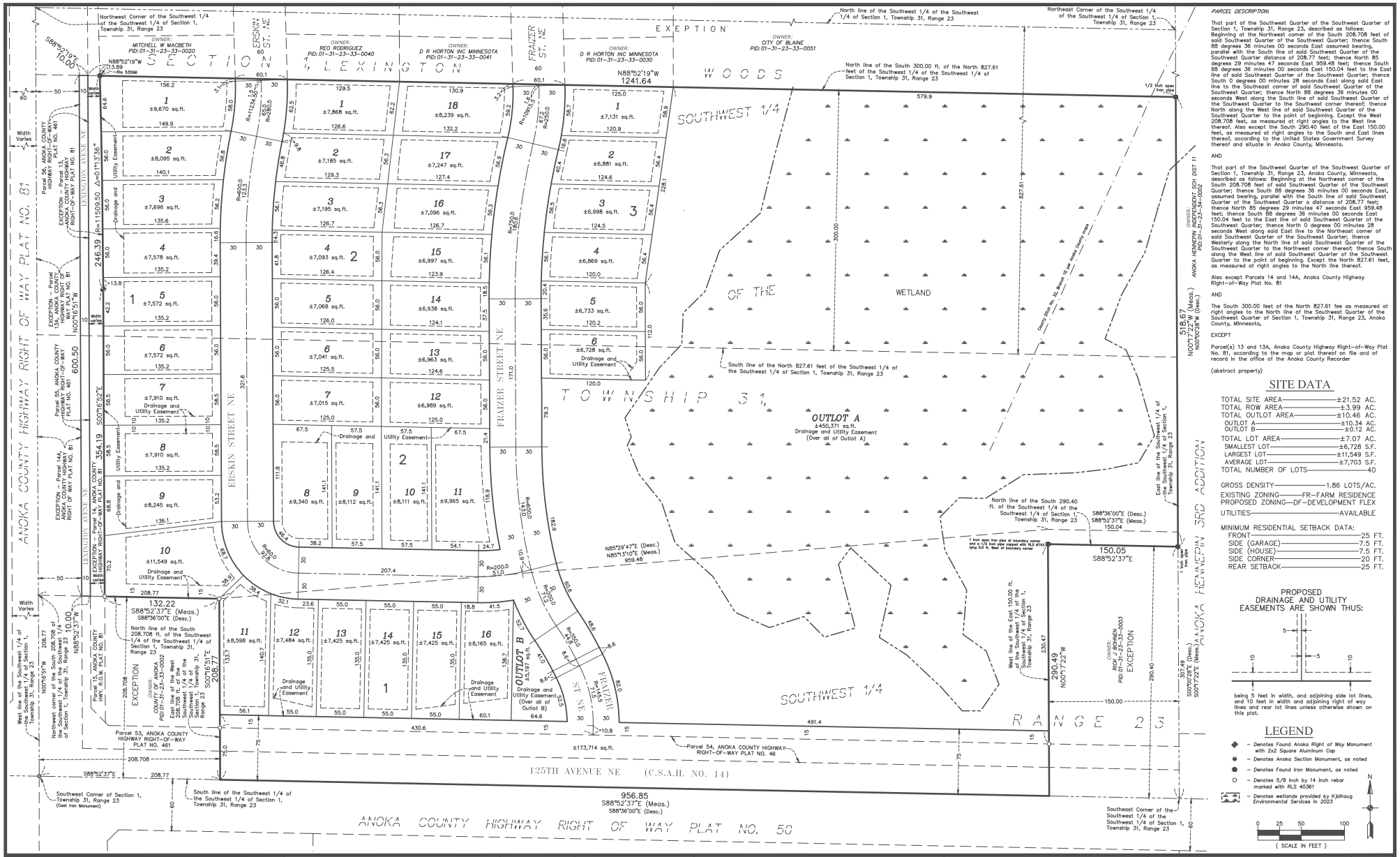
Revisions:

CAPITAL TRUST DEVELOPMENT, LLC
17746 Old Excelsior Blvd.
Minnetonka, MN 5 5345

CRISPIN COVE
Blaine, Minnesota

EXISTING CONDITIONS

2 of 8



PARCEL DESCRIPTION:

That part of the Southwest Quarter of the Southwest Quarter of Section 1, Township 31, Range 23, described as follows: Beginning at the Northwest corner of the South 208.708 feet of said Southwest Quarter of the Southwest Quarter; thence South 88 degrees 36 minutes 00 seconds East assumed bearing, parallel with the South line of said Southwest Quarter of the Southwest Quarter distance 208.77 feet; thence North 85 degrees 29 minutes 47 seconds East 959.48 feet; thence South 88 degrees 36 minutes 00 seconds East 150.04 feet to the East line of said Southwest Quarter of the Southwest Quarter; thence South 0 degrees 00 minutes 28 seconds East along said East line to the Southeast corner of said Southwest Quarter of the Southwest Quarter; thence North 88 degrees 36 minutes 00 seconds West along the South line of said Southwest Quarter of the Southwest Quarter to the Southwest corner thereof; thence North along the West line of said Southwest Quarter of the Southwest Quarter to the point of beginning. Except the West 208.708 feet, as measured at right angles to the West line thereof. Also except the South 290.40 feet of the East 150.00 feet, as measured at right angles to the South and East lines thereof, according to the United States Government Survey thereof and situate in Anoka County, Minnesota.

AND

That part of the Southwest Quarter of the Southwest Quarter of Section 1, Township 31, Range 23, Anoka County, Minnesota, described as follows: Beginning at the Northwest corner of the South 208.708 feet of said Southwest Quarter of the Southwest Quarter; thence South 88 degrees 36 minutes 00 seconds East, assumed bearing, parallel with the South line of said Southwest Quarter of the Southwest Quarter a distance of 208.77 feet; thence North 85 degrees 29 minutes 47 seconds East 959.48 feet; thence South 88 degrees 36 minutes 00 seconds East 150.04 feet to the East line of said Southwest Quarter of the Southwest Quarter; thence North 0 degrees 00 minutes 28 seconds West along said East line to the Northeast corner of said Southwest Quarter of the Southwest Quarter; thence Westerly along the North line of said Southwest Quarter of the Southwest Quarter to the Northwest corner thereof; thence South along the West line of said Southwest Quarter of the Southwest Quarter to the point of beginning. Except the North 827.61 feet, as measured at right angles to the North line thereof.

Also except Parcels 14 and 14A, Anoka County Highway Right-of-Way Plat No. 81

AND

The South 300.00 feet of the North 827.61 fee as measured at right angles to the North line of the Southwest Quarter of the Southwest Quarter of Section 1, Township 31, Range 23, Anoka County, Minnesota.

EXCEPT

Parcel(s) 13 and 13A, Anoka County Highway Right-of-Way Plat No. 81, according to the map or plat thereof on file and of record in the office of the Anoka County Recorder

(abstract property)

CARLSON McCAIN

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 3/01/24 License #: 40361

DRAWN BY: NJS
ISSUE DATE: 3/01/24
FILE NO: 2730

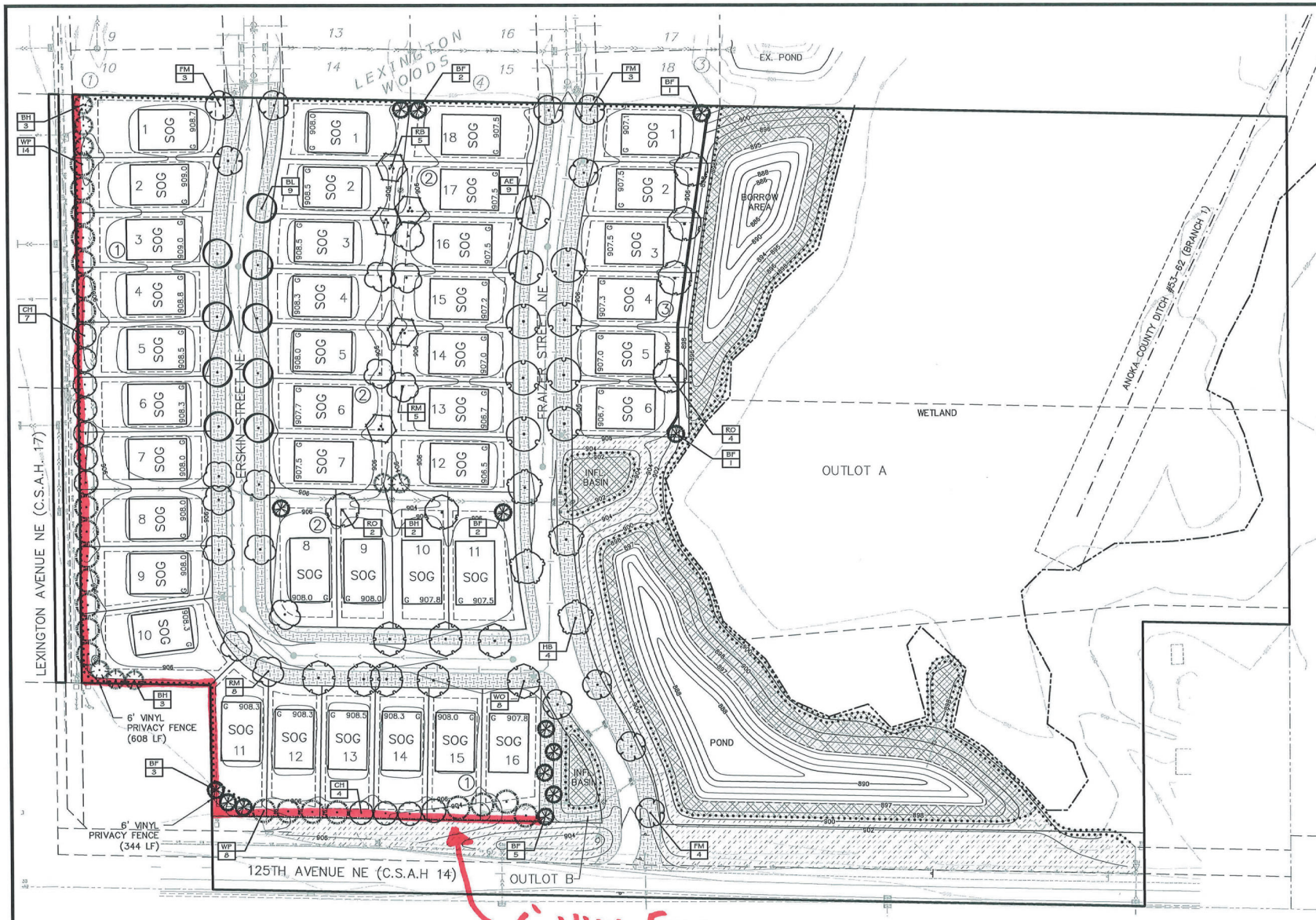
Revisions:

CAPITAL TRUST DEVELOPMENT, LLC
17746 Old Excelsior Blvd.
Minnetonka, MN 55345

CRISPIN COVE
Blaine, Minnesota

PRELIMINARY PLAT

3 of 8



1 / L1 OVERALL LANDSCAPE PLAN

CITY OF BLAINE LANDSCAPE REQUIREMENTS

TREES REQUIRED – SINGLE FAMILY

1) MINIMUM OF ONE (1) OVERSTORY DECIDUOUS TREE WITHIN THE BOULEVARD PER LOT = 40
2) MINIMUM OF ONE (1) OVERSTORY DECIDUOUS OR EVERGREEN TREE WITHIN THE FRONT/REAR YARD = 40
3) MINIMUM OF ONE (1) OVERSTORY DECIDUOUS TREE WITHIN CORNER LOT SIDE YARDS = 2
4) BUFFER TREES REQUIRED ALONG LEXINGTON AVE AND 125TH AVE.

TOTAL TREES REQUIRED = 82 (INCLUDES 60 REPLACEMENT TREES REQUIRED PER TREE PRESERVATION PLAN)

TOTAL TREES PROVIDED = 119

LANDSCAPE PLAN NOTES

1. EXISTING CONDITIONS. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION START. ANY DISCREPANCIES FOUND THAT AFFECT THE WORK SHALL BE REPORTED TO THE OWNER/LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO BIDDING OR APPROVING ANY ADDITIONAL WORK REQUIRED.
2. UTILITY LOCATES. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING ALL PUBLIC AND PRIVATE UTILITIES, INCLUDING IRRIGATION LINES, AT LEAST 48 HOURS BEFORE EXCAVATING OR IN ACCORDANCE WITH STATE LAW. IN MINNESOTA, CALL GOPHER STATE ONE-CALL AT 651-454-0002 FOR FIELD LOCATION OF PUBLIC UNDERGROUND UTILITY LINES. ALL LOCATES AND ITEMS NOTED AS "FIELD VERIFY" ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR AT THEIR EXPENSE.
3. PERMITS. CONTRACTOR SHALL VERIFY WITH THE OWNER/LANDSCAPE ARCHITECT THAT THE REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION START. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.
4. EXISTING ITEMS TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING PAVEMENT, STRUCTURES, UTILITIES, TREES, SITE AMENITIES, ETC. THAT ARE TO REMAIN FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGE (AT CONTRACTOR'S EXPENSE) TO EXISTING ITEMS TO REMAIN.
5. CONSTRUCTION STAGING AND ACCESS. CONTRACTOR SHALL VERIFY THE LOCATION FOR CONSTRUCTION STAGING AND SITE ACCESS WITH THE OWNER/LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PEDESTRIAN AND VEHICLE ACCESS WITHIN AND ADJACENT TO THE SITE THROUGHOUT THE CONSTRUCTION PERIOD UNLESS OTHERWISE NOTED. LONG-TERM STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE PERMITTED. ALL WASTE AND/OR UNUSED MATERIAL SHALL BE PROMPTLY REMOVED FROM THE SITE.
6. SITE REMOVALS. REFER TO CIVIL PLANS FOR GENERAL SITE REMOVALS. ALL ITEMS NOTED TO BE REMOVED SHALL BE COMPLETED BY THE CONTRACTOR AND IMMEDIATELY DISPOSED OF OFF-SITE, IN ACCORDANCE WITH LOCAL REGULATIONS, UNLESS OTHERWISE NOTED. COORDINATE WITH OWNER/LANDSCAPE ARCHITECT FOR ANY ITEMS NOTED AS "REMOVED BY OTHERS" OR "REMOVE AND SALVAGE."
7. UTILITY COORDINATION. REFER TO CIVIL PLAN SHEETS FOR INFORMATION RELATED TO PROPOSED UTILITIES. COORDINATE WITH ELECTRICAL CONTRACTORS FOR SITE ELECTRICAL WORK AND SITE LIGHTING.
8. CONSTRUCTION STAKING. UNLESS OTHERWISE NOTED, CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING CONTROL POINTS AND ALL CONSTRUCTION FIELD STAKING DURING THE COURSE OF THE PROJECT.
9. DIMENSIONS. DIMENSIONS TAKE PRECEDENCE OVER SCALE. DIMENSIONS ARE TO FACE OF CURB, EDGE OF PAVEMENT/WALKWAY, OR OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
10. PLAN QUANTITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL MATERIAL QUANTITIES PER PLAN. MATERIAL SCHEDULES ARE PROVIDED SOLELY FOR CONTRACTOR'S CONVENIENCE.
11. REFERENCE SPECIFICATIONS. THE FOLLOWING SPECIFICATIONS SHALL GOVERN THIS PROJECT ACCORDING TO THE FOLLOWING ORDER:
    1. ADDENDA, WITH THOSE OF A LATER DATE HAVING PRECEDENCE OVER THOSE OF AN EARLIER DATE.
    2. LANDSCAPE SPECIFICATIONS.
    3. PLAN DRAWINGS.
    4. PLANT / MATERIAL SCHEDULES.
    5. CITY STANDARD SPECIFICATIONS AND DETAILS.
    6. MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST EDITION.

N

0 25 50 100 (IN FEET)

CALL BEFORE YOU DIG! 811 Know what's below. Call before you dig.

CARLSON McCAIN ENGINEERING SURVEYING ENVIRONMENTAL
3890 PHEASANT RIDGE DR NE
SUITE 100
BLAINE, MN 55449
TEL 763.489.7000
FAX 763.489.7989
CARLSONMCCAIN.COM

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

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 3/1/24 License #: 56346

Drawn: RJR
Designed: RJR
Date: 3/1/24

Revisions:
1.

CAPITAL TRUST DEVELOPMENT, LLC
17746 Old Excelsior Blvd
Minnetonka, MN 55345

CRISPIN COVE
Blaine, Minnesota

PRELIMINARY LANDSCAPE PLAN

L1 of 2

Save Date: 03/07/24 J:\Jobs\9861 - 9880\9861-01 - Merwachter\cad c3d\landscape\9861-01_landscape.dwg

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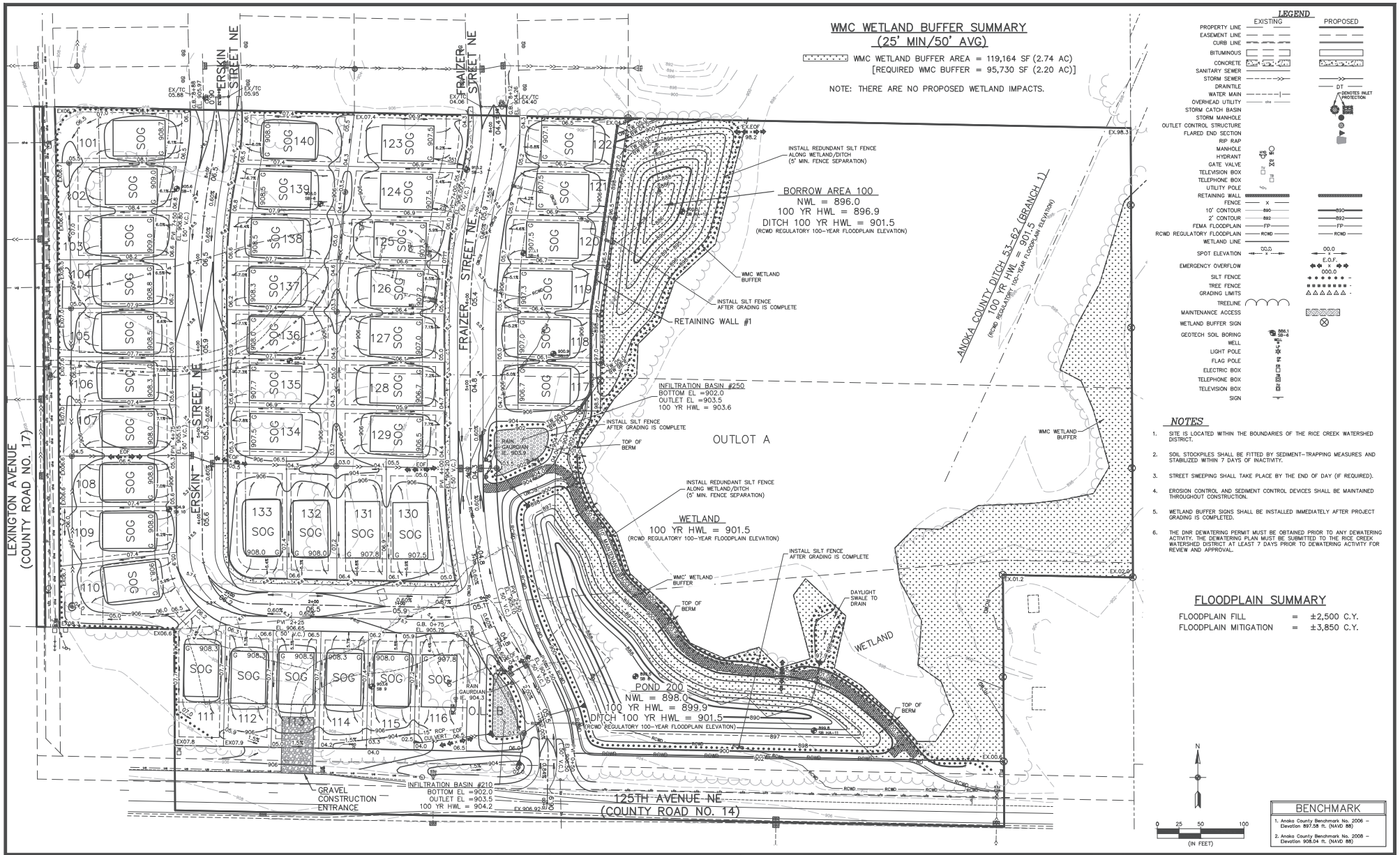

CARLSON McCAIN

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: Brian J. Krystofiak, P.E.
Signature:
Date: 3/1/24 License #: 25063

Drawn: GJS
Designed: BJK
Date: 3/1/24

Revisions:
1.

CAPITAL TRUST DEVELOPMENT, LLC
17746 Old Excelsior Blvd
Minnetonka, MN 55345

CRISPIN COVE
Blaine, Minnesota

PRELIMINARY GRADING & EROSION CONTROL PLAN

6 of 8

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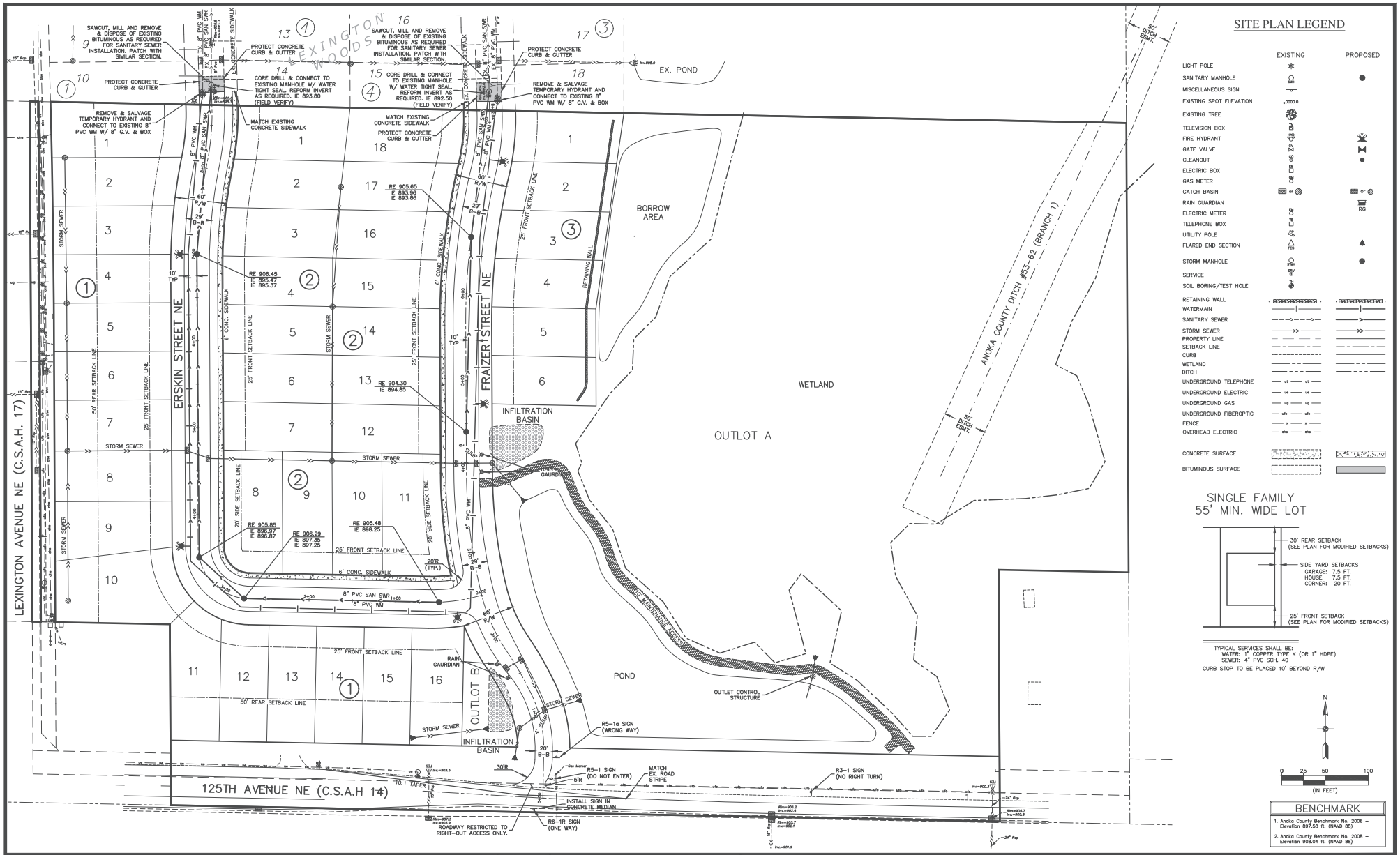
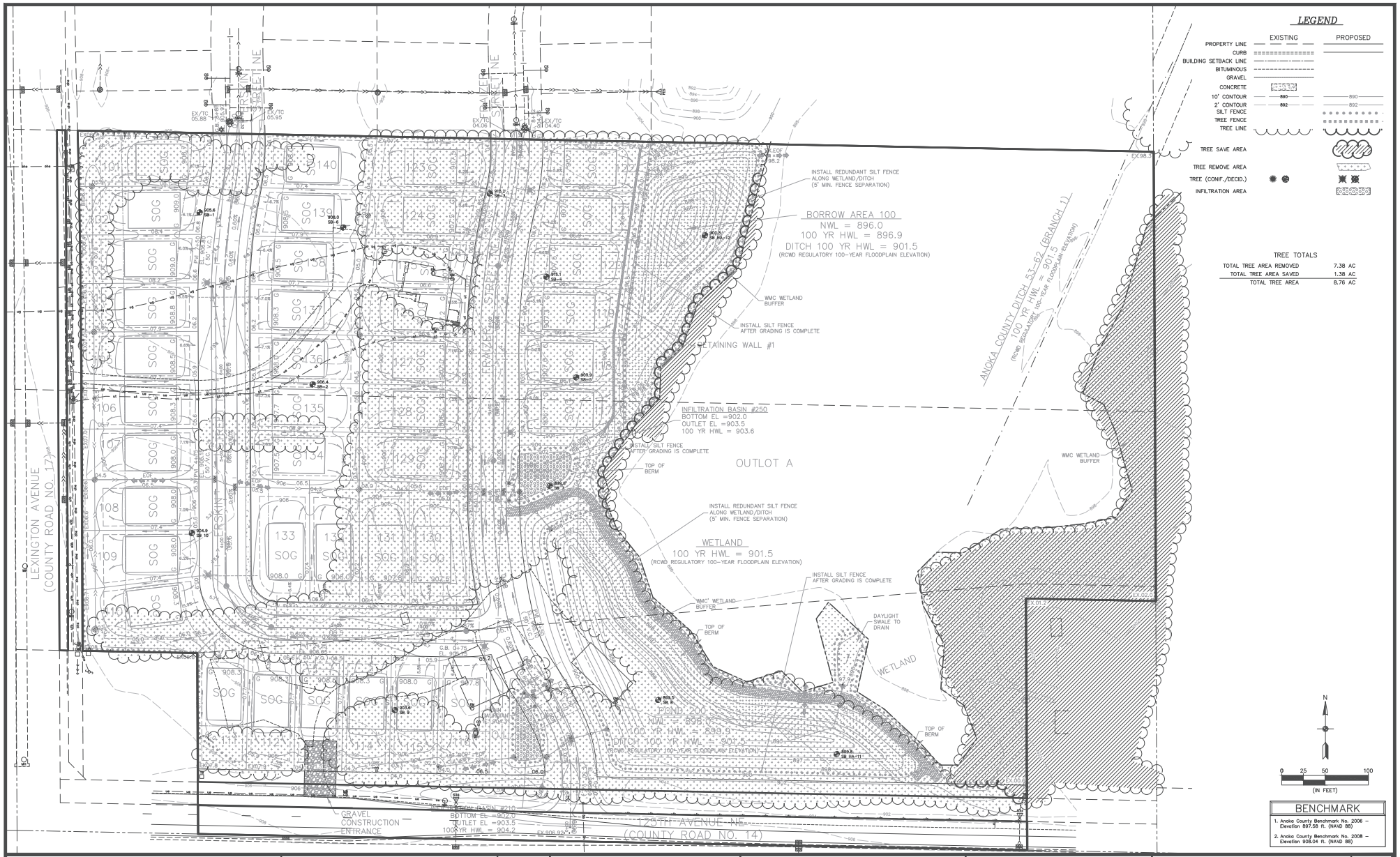

SITE PLAN LEGEND
EXISTING
PROPOSED
LIGHT POLE
SANITARY MANHOLE
MISCELLANEOUS SIGN
EXISTING SPOT ELEVATION
EXISTING TREE
TELEVISION BOX
FIRE HYDRANT
GATE VALVE
CLEANOUT
ELECTRIC BOX
GAS METER
CATCH BASIN
RAIN GUARDIAN
ELECTRIC METER
TELEPHONE BOX
UTILITY POLE
FLARED END SECTION
STORM MANHOLE
SERVICE
SOIL BORING/TEST HOLE
RETAINING WALL
WATERMAIN
SANITARY SEWER
STORM SEWER
PROPERTY LINE
SETBACK LINE
CURB
WETLAND
DITCH
UNDERGROUND TELEPHONE
UNDERGROUND ELECTRIC
UNDERGROUND GAS
UNDERGROUND FIBEROPTIC
FENCE
OVERHEAD ELECTRIC
CONCRETE SURFACE
BITUMINOUS SURFACE
SINGLE FAMILY
55' MIN. WIDE LOT
30' REAR SETBACK
(SEE PLAN FOR MODIFIED SETBACKS)
SIDE YARD SETBACKS
GARAGE: 7.5 FT.
HOUSE: 7.5 FT.
CORNER: 20 FT.
25' FRONT SETBACK
(SEE PLAN FOR MODIFIED SETBACKS)
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K (OR 1" HDPE)
SEWER: 4" PVC SCH. 40
CURB STOP TO BE PLACED 10' BEYOND R/W
0 25 50 100
(IN FEET)
BENCHMARK
1. Anoka County Benchmark No. 2006 – Elevation 897.58 ft. (NAVD 88)
2. Anoka County Benchmark No. 2008 – Elevation 908.04 ft. (NAVD 88)
LEXINGTON AVENUE NE (C.S.A.H. 17)
ERSKIN STREET NE
FRAIZER STREET NE
125TH AVENUE NE (C.S.A.H 14)
EXINGTON WOODS
EX. POND
BORROW AREA
WETLAND
OUTLOT A
OUTLOT B
POND
INFILTRATION BASIN
ANOKA COUNTY DITCH #53-62 (BRANCH 1)
OUTLET CONTROL STRUCTURE
RAIN GAURDIAN
RETAINING WALL
STORM SEWER
6' CONC. SIDEWALK
25' FRONT SETBACK LINE
50' REAR SETBACK LINE
20' SIDE SETBACK LINE
8" PVC SAN SWR
8" PVC WM
SAWCUT, MILL AND REMOVE & DISPOSE OF EXISTING BITUMINOUS AS REQUIRED FOR SANITARY SEWER INSTALLATION. PATCH WITH SIMILAR SECTION.
PROTECT CONCRETE CURB & GUTTER
CORE DRILL & CONNECT TO EXISTING MANHOLE W/ WATER TIGHT SEAL. REFORM INVERT AS REQUIRED. IE 893.80 (FIELD VERIFY)
CORE DRILL & CONNECT TO EXISTING MANHOLE W/ WATER TIGHT SEAL. REFORM INVERT AS REQUIRED. IE 892.50 (FIELD VERIFY)
REMOVE & SALVAGE TEMPORARY HYDRANT AND CONNECT TO EXISTING 8" PVC WM W/ 8" G.V. & BOX
MATCH EXISTING CONCRETE SIDEWALK
RE 905.65 IE 893.96 IE 893.86
RE 906.45 IE 895.47 IE 895.37
RE 904.30 IE 894.85
RE 905.85 IE 896.97 IE 896.87
RE 906.29 IE 897.35 IE 897.25
RE 905.48 IE 898.25
R5-1a SIGN (WRONG WAY)
R5-1 SIGN (DO NOT ENTER)
R3-1 SIGN (NO RIGHT TURN)
R6-1R SIGN (ONE WAY)
MATCH EX. ROAD STRIPE
INSTALL SIGN IN CONCRETE MEDIAN
ROADWAY RESTRICTED TO RIGHT-OUT ACCESS ONLY.
10:1 TAPER
CARLSON McCAIN
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: Brian J. Krystofiak, P.E.
Signature:
Date: 3/1/24 License #: 25063
Drawn: GJS
Designed: BJK
Date: 3/1/24
Revisions:
1.
CAPITAL TRUST DEVELOPMENT, LLC
17746 Old Excelsior Blvd
Minnetonka, MN 55345
CRISPIN COVE
Blaine, Minnesota
PRELIMINARY SITE & UTILITY PLAN
5 of 8
#9861_01



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17746 Old Excelsior Blvd
Minnetonka, MN 55345

CRISPIN COVE
Blaine, Minnesota

TREE PRESERVATION PLAN

T1 of T1

#9861_01

Crispin Cove

Crispin Cove will consist of 40 single family homes designed and built by Pulte Homes. With significant experience and commitment to the community of Blaine Pulte Homes will provide a variety of housing opportunities for a broad demographic group for the local market.

Single Family Homes

The single-family homes will consist primarily of two-story homes ranging in size from approximately 1,500 square feet to 2,100 square feet. The architecture will provide a diversity of design options that blend cohesively with the existing environment. Home prices will start in the $400,000's.

Architectural Design

Pulte Homes assists each customer in selecting and designing a home that fits their particular needs. Individual homeowners have the ability to choose from a wide variety of plans, exterior materials, architectural features, and landscape designs. This process creates variety and interest in the architecture of the neighborhood to ensure diversity in aesthetic and liveability.

Connections and Amenities

Through the incorporation of sidewalks and green space connections to the existing wetlands the land plan and site development provide walkability and community gather through the relationship with the adjacent neighborhoods. Ease of bike and trail use and ability to connect to many locations provides a desirable neighborhood feel within the City of Blaine.

Compatibility

As a single family development Crispin Cove will be an extension of existing adjacent single family homes and development. This project is compatible with the City of Blaine Land Use Plan and Comprehensive plan and currently has access to City infrastructure without any undue burden to services or utilities. Through thoughtful land planning every effort has been made to preserve and protect the existing environment and adjacent wetlands. There will be no wetland impacts proposed to complete this project.

Crispin Cove is a small project that will provide unique homebuying opportunities that are needed throughout the broader market. With the experience and commitment of this team we look forward to bringing this project to Blaine.

From: Mitchell Macbeth
To: Patricia Robinson
Subject: Crispin Cove Proposal
Date: Monday, April 1, 2024 8:41:32 AM

Good morning! My name is Mitchell Macbeth. I currently live on 12654 Erskin St NE. We have seen that the Crispin Cove proposal is being presented. I have a few quick questions.

1. Is it safe to assume that the privately owned land that is next to my property has been acquired?
2. How soon would this project potentially begin?
3. There is a row of trees next to my property that separates my property and the privately owned land I was referencing in #1. Will they remain? That was part of the appeal of us purchasing our home.
4. Will the proposed vinyl fence go up to Lexington Woods' privacy fence that is already along the length of Lexington?

Thank you so much for your time and I hope you have a great week!

From:	Nick Karnuth
To:	Planning
Subject:	Written Comments for Case PC24-0020
Date:	Wednesday, April 3, 2024 10:20:06 AM

Hello,

I'm concerned with the proposed development leveling out the dense forest in the proposed development area. There is hawks, birds, squirrels, and occasionally deer that call this forest home. This proposal, if approved, would be devastating to the surrounding wildlife. I hope the committee will take this into consideration.

Sincerely,
Nicholas Karnuth