HOPKINS CITY COUNCIL
AGENDA
Tuesday, December 7, 2021
7:00 pm

THIS AGENDA IS SUBJECT TO CHANGE
UNTIL THE START OF THE CITY COUNCIL MEETING

Schedule HRA Meeting, 7 p.m. – City Council Meeting immediately following HRA Meeting

I. CALL TO ORDER

II. ADOPT AGENDA

III. CONSENT AGENDA

1. Minutes of the November 16, 2021 City Council Regular Meeting Proceedings
2. Amendment to 2022 City Council Meeting Schedule; Domeier
3. Ratify Checks Issued in November 2021; Bishop
4. Second Reading of Ordinance Amending Fees in Appendix A; Imihy Bean
5. Renewal of General Liability and Property Insurance and Authorize not Waiving the Statutory Tort Liability of the League of Minnesota Cities Insurance Trust Policy; Bishop
6. Resolution Approving Increase in Relief Association Benefit; Specken

IV. PUBLIC HEARING

V. OLD BUSINESS

VI. NEW BUSINESS

1. Conditional Use Permit for the Blake School Campus Improvements; Lindahl
2. 325 Blake Road Environmental Assessment Worksheet (EAW); Lindahl
3. First Reading: 325 Blake Road Rezoning and Planned Unit Development (PUD); Lindahl
4. Preliminary Plat Review – Mile 14 on Minnehaha Creek Addition; Lindahl
5. 325 Blake Road Site Plan Review – Site A; Lindahl
6. 325 Blake Road Site Plan Review – Site B; Lindahl
7. 325 Blake Road Site Plan Review – Site C; Lindahl
8. 325 Blake Road Site Plan Review – Site D; Lindahl

VII. PRESENTATIONS

1. Financial Assistance Request – 325 Blake; Elverum
2. TIF Management Plan Update; Elverum

VIII. PUBLIC COMMENT

IX. ANNOUNCEMENTS

- Next City Council Special Meeting: Tuesday, December 14 at 6:30 p.m.
- Next City Council Regular Meeting: Tuesday, December 21 at 7 p.m.

X. ADJOURN

HOPKINS CITY COUNCIL
REGULAR MEETING PROCEEDINGS
NOVEMBER 16, 2021

CALL TO ORDER

Pursuant to due call and notice thereof a regular meeting of the Hopkins City Council was held on Tuesday, November 16, 2021 at 7:00 p.m. in the Council Chambers at City Hall, 1010 1st Street South.

Mayor Gadd called the meeting to order with Council Members Beck, Brausen, Halverson and Hunke attending. Others attending included City Manager Mornson, City Clerk Domeier, Assistant City Manager Lenz and Management Analyst Imihy Bean.

ADOPT AGENDA

Motion by Beck. **Second** by Hunke.

Motion to Adopt the Agenda.

Ayes: Beck, Brausen, Halverson, Hunke, Gadd
Nays: None. Motion carried.

CONSENT AGENDA

Motion by Halverson. **Second** by Brausen.

Motion to Approve the Consent Agenda.

1. Minutes of the November 3, 2021 City Council Regular Meeting Proceedings
2. Minutes of the November 9, 2021 City Council Special Meeting Proceedings
3. Minutes of the November 9, 2021 City Council Work Session Proceedings
4. Approval of Resolution 2021-074 Declaring the Official Intent of the City of Hopkins to Reimburse Certain Expenditures from the Proceeds of Equipment Certificates to be Issued by the City; Bishop
5. Second Reading: Ordinance 2021-1174 amending the City Code regarding conditional uses in the R Districts and authorizing its publication; Lindahl
6. Second Reading: Ordinance 2021-1175 amending the City Code regarding accessory uses in the Mixed Use district and authorizing its publication; Lindahl
7. Approval of Special Assessment of Private Waterline Repairs; Bishop

Ayes: Beck, Brausen, Halverson, Hunke, Gadd
Nays: 0. Motion carried.

PUBLIC HEARINGS

V.1. First Reading: Ordinance Amending Fees in Appendix A of the Hopkins City Code; Imihy Bean

Management Analyst Imihy Bean provided a summary of Council Report 2021-110. Staff has been reviewing the amount of combined time spent on all types of applications between the Community Development Director, City Planner, Community Development Coordinator, and the department's Administrative Assistant. Staff also consulted with the City Attorney for best practice advice on establishing new fees.

Council Member Hunke questioned the escrow payment process. Ms. Imihy Bean explained how the escrow would be used, tracked and potentially increased. Council Member Hunke also questioned if the park dedication fees were comparable to other cities. Ms. Imihy Bean stated the $5,000 fee is based upon projected park initiatives and as proposed are comparable to other cities fees.

Council Member Beck questioned the solar permit fees and if the fees will encourage the use of green energy. He wondered if the City wanted to absorb the fees. Assistant City Manager Lenz stated that a majority fees are for electrical inspections. She noted there is a cost for the electrical inspection fees since the inspections are not done by staff. Council Member Hunke considered the solar fees to be reasonable. Ms. Imihy Bean explained more about the SolSmart program. Council Member Beck preferred to see a lower inspection fee but understood Council Member Hunke's concerns. Council Member Halverson preferred the $400 fee versus paying for it out of City funds. Council Member Brausen did not think the proposed fee would discourage someone from applying for the permit. Mayor Gadd supported eliminating the fee. Ms. Imihy Bean stated the fee could be reviewed again in the future.

Mayor Gadd opened the Public Hearing at 7:21 p.m. No comments were received.

Motion by Brausen. **Second** by Halverson.

> **Motion** to close the Public Hearing.
>
> **Ayes: Beck, Brausen, Halverson, Hunke, Gadd**
> **Nays: 0. Motion carried.**

Motion by Hunke. **Second** by Beck.

> **Motion** to approve the first reading of Ordinance 2021-1076 Amending Fees in Appendix A of the Hopkins City Code.
>
> **Ayes: Beck, Brausen, Halverson, Hunke, Gadd**
> **Nays: 0. Motion carried.**

ANNOUNCEMENTS

Mayor Gadd provided the upcoming meeting schedule. Council Member Beck suggested making December 14 a regular meeting instead of a work session due to the projected amount of action items on the December 7 agenda.

Motion by Beck. **Second** by Halverson.

> **Motion** to make the December 14 meeting a regular meeting that starts at 6:30 p.m. in lieu of a work session that starts at 6:30 p.m.

Ayes: Beck, Brausen, Halverson, Hunke, Gadd
Nays: 0. Motion carried.

City Manager Mornson thanked staff for special events and additional meetings they have been preparing for and attending.

ADJOURNMENT
There being no further business to come before the City Council and upon a motion by Brausen, second by Halverson, the meeting was unanimously adjourned at 7:26 p.m.

Respectfully Submitted,
Amy Domeier, City Clerk

ATTEST:

_____
Kristi Halverson, Mayor Pro Tempore

_____
Amy Domeier, City Clerk

December 7, 2021 Council Report 2021-113

Amendment to the 2022 City Council Meeting Schedule

Proposed Action.
Staff recommends adoption of the following motion: Move to approve the Amendment to the 2022 City Council Meeting Schedule.

The Amendment would change the HRA and City Council Meetings scheduled for February 1 to January 31.

Overview:
The HRA Meeting and City Council Meeting were scheduled to be held on Tuesday, February 1. Due to precinct caucuses, the HRA Meeting and City Council meetings will now be held on Monday, January 31.

Regular City Council meetings will be held the first and third Tuesday of each month at 7:00 p.m. Work Session meetings will be held the second Tuesday of each month at 6:30 p.m. and/or immediately following the adjournment of regular Council meetings. Occasionally meeting dates are changed to avoid conflicts with holidays or other events.

Primary Issues to Consider:
- When creating the calendar staff attempts to foresee all dates and times for meeting, and attempts to address as many potential conflicts as possible; there are times where a special meeting may need to be scheduled during the course of the year.

Amy Domeier, City Clerk

CITY OF HOPKINS

FINANCE DEPARTMENT

MEMORANDUM

Date: November 24, 2021

To: Honorable Mayor and Members of the City Council

From: Nicholas Bishop, Finance Director

Subject: Ratify Checks Issued in November 2021

The checks issued between October 29, 2021and November 24, 2021were number 124902 through 125230, for a total distribution of $1,170,058.22.

The checks issued, along with the purpose for those payments are attached for your review.

The check registers and detail of those checks can be reviewed at any time in the Finance Department.

Accounts Payable

Checks by Date - Summary by Check Date

User: jthoennes
Printed: 11/24/2021 8:53 AM



Check No	Vendor No	Vendor Name	Check Date	Void Checks	Check Amount
124902	29691	AMERICAN GLASS & MIRROR, INC.	11/04/2021	0.00	2,079.00
124903	30660	PATRICIA MAUREEN ANDERSON	11/04/2021	0.00	280.00
124904	28600	APPLE VALLEY FORD LINCOLN	11/04/2021	0.00	71.36
124905	31174	ARTISTIC PLUMBING INC	11/04/2021	0.00	606.00
124906	31112	ALLYSON ASHLEY	11/04/2021	0.00	100.00
124907	02047	BADGER METER INC	11/04/2021	0.00	224.58
124908	26976	BUCKEYE INTERNATIONAL INC	11/04/2021	0.00	280.99
124909	31175	ANNIKA BURMAN	11/04/2021	0.00	60.00
124910	29416	CDW GOVERNMENT	11/04/2021	0.00	496.00
124911	03160	CENTERPOINT ENERGY MINNEGASC(	11/04/2021	0.00	38.97
124912	31158	JOSH CLARK	11/04/2021	0.00	1,710.00
124913	26951	COMCAST	11/04/2021	0.00	14.63
124914	26951	COMCAST	11/04/2021	0.00	10.45
124915	30560	COMPUTER INTEGRATION TECHNOL(	11/04/2021	0.00	1,279.00
124916	03640	CPT SERVICES, INC	11/04/2021	0.00	192.50
124917	28747	CULLIGAN BOTTLED WATER CO	11/04/2021	0.00	248.38
124918	31134	DUNSMORE ASPHALT CO	11/04/2021	0.00	956.54
124919	28898	ECM PUBLISHERS INC	11/04/2021	0.00	261.80
124920	27569	EMERGENCY AUTOMOTIVE TECHNOI	11/04/2021	0.00	565.35
124921	29661	ESS BROTHERS & SONS	11/04/2021	0.00	1,683.00
124922	29923	ELAINE GOEPFERT	11/04/2021	0.00	345.00
124923	30555	MARGARET GONGOLL	11/04/2021	0.00	405.00
124924	07564	GOPHER STATE ONE-CALL, INC	11/04/2021	0.00	513.00
124925	29377	GRAINGER, INC	11/04/2021	0.00	304.05
124926	31143	SARA HALPERN	11/04/2021	0.00	420.00
124927	08004	HANCE HARDWARE, INC	11/04/2021	0.00	914.12
124928	08179	HENNEPIN CTY TREASURER	11/04/2021	0.00	3,321.30
124929	27454	HENNEPIN CTY TREASURER	11/04/2021	0.00	8,874.76
124930	29818	HIAWATHA TREE SERVICE INC.	11/04/2021	0.00	4,320.00
124931	08324	HIGHVIEW PLUMBING INC	11/04/2021	0.00	726.10
124932	30048	RICH HILL	11/04/2021	0.00	500.00
124933	08336	HIRSHFIELDS	11/04/2021	0.00	200.88
124934	08593	HOPKINS CARPET ONE	11/04/2021	0.00	982.50
124935	08576	HOPKINS F.D. RELIEF ASSOC	11/04/2021	0.00	960.00
124936	30625	ICMA MEMBERSHIP RENEWALS	11/04/2021	0.00	1,400.00
124937	09578	INNOVATIVE OFFICE SOLUTIONS	11/04/2021	0.00	1,153.93
124938	09539	INTERNATIONAL CODE COUNCIL	11/04/2021	0.00	262.00
124939	09002	I-STATE TRUCK CENTER	11/04/2021	0.00	92,128.00
124940	29759	JAMES ARTHUR BRENNER	11/04/2021	0.00	1,950.00
124941	30768	JAMES DUNCAN AND ASSOCIATES IN	11/04/2021	0.00	4,255.00
124942	30269	JANELLE JASPERS JONES	11/04/2021	0.00	240.00
124943	10172	JEFFERSON FIRE & SAFETY	11/04/2021	0.00	1,300.00
124944	31142	KILLIAN MASONRY & CONCRETE INC	11/04/2021	0.00	2,086.56
124945	03369	LEAGUE OF MN CITIES	11/04/2021	0.00	70.00
124946	29059	MANSFIELD OIL COMPANY	11/04/2021	0.00	19,227.31
124947	13167	MENARDS	11/04/2021	0.00	76.23
124948	13172	METRO ELEVATOR, INC	11/04/2021	0.00	175.00

Check No	Vendor No	Vendor Name	Check Date	Void Checks	Check Amount
124949	29177	RENEE A MEUWISSEN	11/04/2021	0.00	345.00
124950	13275	MICRO CENTER	11/04/2021	0.00	1,009.93
124951	31171	MINNESOTA TRUCKING ASSOCIATIOI	11/04/2021	0.00	245.00
124952	13354	MN BENEFIT ASSOCIATION	11/04/2021	0.00	37.18
124953	29939	MOBOTREX, INC.	11/04/2021	0.00	5,520.00
124954	31064	MR CUTTING EDGE LLC	11/04/2021	0.00	38.00
124955	30300	NORDIC SOLAR HOLDCO LLC	11/04/2021	0.00	6,016.44
124956	14587	NORTHLAND BUSINESS SYSTEMS	11/04/2021	0.00	1,995.00
124957	14582	NORTHWEST ASPHALT INC	11/04/2021	0.00	417,359.33
124958	31173	PHILIP NOYED	11/04/2021	0.00	2,000.00
124959	30600	ROBERT OLSON	11/04/2021	0.00	435.00
124960	29625	DANTE PIRTLE	11/04/2021	0.00	20.00
124961	30199	PULSE ELECTRIC	11/04/2021	0.00	8,479.00
124962	18164	RED WING BUSINESS ADVANTAGE AC	11/04/2021	0.00	202.49
124963	19085	SCHINDLER ELEVATOR CORP	11/04/2021	0.00	377.49
124964	30615	SEACHANGE PRINTING AND MARKET	11/04/2021	0.00	93.50
124965	19290	SHADYWOOD TREE EXPERTS, INC	11/04/2021	0.00	1,168.20
124966	31172	NEDA SHAHGHASEMI	11/04/2021	0.00	210.00
124967	29537	SMSC ENTERPRISES	11/04/2021	0.00	351.60
124968	30973	JAKE SODERBERG	11/04/2021	0.00	20.00
124969	29115	MANUEL SOTELO	11/04/2021	0.00	775.00
124970	30091	RAY STAFFORD	11/04/2021	0.00	480.00
124971	29205	CHRIS STRONER	11/04/2021	0.00	360.00
124972	31157	THOMPSON INSPECTIONS INC	11/04/2021	0.00	1,106.25
124973	30093	TRANSUNION RISK AND ALTERNATIV	11/04/2021	0.00	214.30
124974	20883	TWIN CITY GARAGE DOOR INC	11/04/2021	0.00	5,248.84
124975	29458	VERIZON WIRELESS	11/04/2021	0.00	1,878.27
124976	29473	VERIZON WIRELESS	11/04/2021	0.00	464.76
124977	29475	VERIZON WIRELESS	11/04/2021	0.00	105.03
124978	30631	VITALS AWARE SERVICES INC	11/04/2021	0.00	2,626.00
			Total for 11/4/2021:	0.00	617,450.90
11082021	29950	CREDIT CARD - WELLS FARGO	11/08/2021	0.00	36,242.44
			Total for 11/8/2021:	0.00	36,242.44
124979	29270	A-1 OUTDOOR POWER INC	11/11/2021	0.00	503.75
124980	29400	AMERICAN PLANNING ASSOCIATION	11/11/2021	0.00	476.00
124981	02031	B & W SPECIALTY COFFEE CO	11/11/2021	0.00	930.11
124982	31176	JON & AMY BAUGH	11/11/2021	0.00	10,350.00
124983	27353	BLAISDELL & WESTLIE INC	11/11/2021	0.00	860.00
124984	02563	BOLTON & MENK, INC	11/11/2021	0.00	64,402.80
124985	27822	BRADS PRO AUDIO	11/11/2021	0.00	250.00
124986	26976	BUCKEYE INTERNATIONAL INC	11/11/2021	0.00	110.64
124987	02985	C & E AUTO UPHOLSTERY	11/11/2021	0.00	282.85
124988	30127	CINTAS CORPORATION NO. 2	11/11/2021	0.00	455.12
124989	31158	JOSH CLARK	11/11/2021	0.00	12,599.00
124990	26951	COMCAST	11/11/2021	0.00	348.35
124991	26951	COMCAST	11/11/2021	0.00	286.85
124992	29981	CORE & MAIN LP	11/11/2021	0.00	397.52
124993	31032	COVERALL NORTH AMERICA	11/11/2021	0.00	5,423.50
124994	03800	CULLIGAN - METRO	11/11/2021	0.00	200.12
124995	04165	DELEGARD TOOL CO	11/11/2021	0.00	597.17
124996	29303	DIVERSIFIED COFFEE PRODUCTS	11/11/2021	0.00	216.50
124997	04690	DRISKILLS FOODS	11/11/2021	0.00	528.71
124998	29006	ENTERPRISE FLEET MANAGEMENT	11/11/2021	0.00	4,542.50

Check No	Vendor No	Vendor Name	Check Date		Void Checks	Check Amount
124999	06567	FORCE AMERICA	11/11/2021		0.00	220.00
125000	07681	GRAINGER, INC	11/11/2021		0.00	51.78
125001	08038	HAWKINS, INC	11/11/2021		0.00	3,790.28
125002	08223	HENNEPIN CTY TREASURER	11/11/2021		0.00	10,509.03
125003	30771	HILLBILLY TOURING LLC	11/11/2021		0.00	8,750.00
125004	08336	HIRSHFIELDS	11/11/2021	VOID	200.88	0.00
125005	08576	HOPKINS F.D. RELIEF ASSOC	11/11/2021		0.00	120.00
125006	09085	ICMA - ROTH IRA - 706260	11/11/2021		0.00	1,228.17
125007	10172	JEFFERSON FIRE & SAFETY	11/11/2021		0.00	148.80
125008	03369	LEAGUE OF MN CITIES	11/11/2021		0.00	40.00
125009	29529	LEXISNEXIS RISK SOLUTIONS	11/11/2021		0.00	91.06
125010	30145	ZACH LUNDBERG	11/11/2021		0.00	675.00
125011	13012	MACQUEEN EQUIPMENT INC	11/11/2021		0.00	325.10
125012	13167	MENARDS	11/11/2021		0.00	226.43
125013	29025	METERING & TECHNOLOGY SOLUTIC	11/11/2021		0.00	2,117.01
125014	13179	METROPOLITAN COUNCIL	11/11/2021		0.00	123,225.39
125015	13275	MICRO CENTER	11/11/2021		0.00	679.95
125016	30363	MINNEAPOLIS OXYGEN COMPANY	11/11/2021		0.00	75.52
125017	17806	QWEST CORP	11/11/2021		0.00	60.76
125018	28997	R & R SPECIALTIES OF WISCONSIN IN	11/11/2021		0.00	172.23
125019	18327	REINDERS INC	11/11/2021		0.00	589.47
125020	09084	ICMA RETIREMENT TRUST- 300824	11/11/2021		0.00	2,671.09
125021	19520	SNAP PRINT INC	11/11/2021		0.00	2,026.25
125022	29200	SPRINGBROOK SOFTWARE INC	11/11/2021		0.00	1,258.50
125023	19602	SPS COMPANIES INC	11/11/2021		0.00	191.63
125024	19777	STREICHERS	11/11/2021		0.00	5,774.08
125025	20887	TWIN CITY WATER CLINIC	11/11/2021		0.00	340.00
125026	30189	VAN PAPER SUPPLY COMPANY	11/11/2021		0.00	363.81
125027	29466	VERIZON WIRELESS	11/11/2021		0.00	1,201.45
125028	22563	VOSS LIGHTING	11/11/2021		0.00	431.22
125029	28123	WRAP CITY GRAPHICS INC	11/11/2021		0.00	365.00
125030	25080	XCEL ENERGY	11/11/2021		0.00	292.74
125031	25080	XCEL ENERGY	11/11/2021		0.00	925.08
125032	25080	XCEL ENERGY	11/11/2021		0.00	38.09
125033	25080	XCEL ENERGY	11/11/2021		0.00	24.03
125034	25080	XCEL ENERGY	11/11/2021		0.00	9,060.97
			Total for 11/11/2021:		200.88	281,821.41
125086	01125	ADT SECURITY SERVICES	11/18/2021		0.00	335.04
125087	28600	APPLE VALLEY FORD LINCOLN	11/18/2021		0.00	100.00
125088	20006	AXON ENTERPRISES, INC.	11/18/2021		0.00	2,487.75
125089	02031	B & W SPECIALTY COFFEE CO	11/18/2021		0.00	274.34
125090	30481	BATTERIES PLUS BULBS #018	11/18/2021		0.00	53.97
125091	30899	BAUERS MINNOCO	11/18/2021		0.00	166.85
125092	02162	BECKER ARENA PRODUCTS, INC	11/18/2021		0.00	2,457.39
125093	03160	CENTERPOINT ENERGY MINNEGASC	11/18/2021		0.00	4,101.45
125094	28981	CHESTNUT CAMBRONNE PA	11/18/2021		0.00	14,039.36
125095	30127	CINTAS CORPORATION NO. 2	11/18/2021		0.00	290.61
125096	31158	JOSH CLARK	11/18/2021		0.00	449.10
125097	26951	COMCAST	11/18/2021		0.00	149.74
125098	26951	COMCAST	11/18/2021		0.00	94.20
125099	03628	COMMERCIAL ASPHALT CO	11/18/2021		0.00	525.16
125100	30560	COMPUTER INTEGRATION TECHNOL	11/18/2021		0.00	7,722.00
125101	31182	COVERTTRACK GROUP INC	11/18/2021		0.00	1,710.00
125102	03800	CULLIGAN - METRO	11/18/2021		0.00	81.73
125103	03800	CULLIGAN - METRO	11/18/2021		0.00	77.84

Check No	Vendor No	Vendor Name	Check Date	Void Checks	Check Amount
125104	04168	DEM-CON LANDFILL, INC	11/18/2021	0.00	304.30
125105	04690	DRISKILLS FOODS	11/18/2021	0.00	382.49
125106	28898	ECM PUBLISHERS INC	11/18/2021	0.00	615.00
125107	29520	ECOLAB	11/18/2021	0.00	622.95
125108	06567	FORCE AMERICA	11/18/2021	0.00	180.00
125109	07185	GENUINE PARTS	11/18/2021	0.00	248.92
125110	07563	GOODIN COMPANY	11/18/2021	0.00	4,386.98
125111	28609	GRANICUS INC	11/18/2021	0.00	716.82
125112	29820	GROUP HEALTH PLAN INC	11/18/2021	0.00	1,770.00
125113	08001	HACH COMPANY	11/18/2021	0.00	330.77
125114	29748	HENNEPIN COUNTY PUBLIC WORKS -	11/18/2021	0.00	9,942.05
125115	08166	HENNEPIN CTY TREASURER	11/18/2021	0.00	245.50
125116	08179	HENNEPIN CTY TREASURER	11/18/2021	0.00	3,228.90
125117	08186	HENNEPIN CTY TREASURER	11/18/2021	0.00	87.00
125118	29345	IMPACT MAILING OF MN	11/18/2021	0.00	3,817.32
125119	28021	INTERNATIONAL SECURITY PRODUC	11/18/2021	0.00	964.00
125120	09002	I-STATE TRUCK CENTER	11/18/2021	0.00	17.23
125121	28825	JOBS FOUNDATION	11/18/2021	0.00	1,104.22
125122	29465	KLEIN UNDERGROUND	11/18/2021	0.00	1,023.00
125123	03369	LEAGUE OF MN CITIES	11/18/2021	0.00	10.00
125124	13012	MACQUEEN EQUIPMENT INC	11/18/2021	0.00	425.25
125125	30179	MEDIANEWS GROUP, INC.	11/18/2021	0.00	1,708.00
125126	13167	MENARDS	11/18/2021	0.00	260.13
125127	13179	METROPOLITAN COUNCIL	11/18/2021	0.00	17,221.05
125128	31179	ANDY MEYER	11/18/2021	0.00	166.83
125129	13275	MICRO CENTER	11/18/2021	0.00	94.97
125130	28599	MN PUBLIC RADIO	11/18/2021	0.00	828.00
125131	31064	MR CUTTING EDGE LLC	11/18/2021	0.00	61.00
125132	28540	OAK RIDGE COUNTRY CLUB	11/18/2021	0.00	2,676.08
125133	31181	PFIFFNER HEATING & AIR CONDITIOI	11/18/2021	0.00	422.50
125134	30125	PROJECT COMPANY FINCO PHASE III	11/18/2021	0.00	23,507.19
125135	04573	QUALITY RESOURCE GROUP INC	11/18/2021	0.00	125.35
125136	31120	REPUBLIC SERVICES INC	11/18/2021	0.00	14,510.88
125137	28309	SCOTT COUNTY TREASURER	11/18/2021	0.00	1,550.00
125138	19520	SNAP PRINT INC	11/18/2021	0.00	49.29
125139	19564	SOUTH METRO PUBLIC SAFETY	11/18/2021	0.00	150.00
125140	19581	SOUTHWEST LOCK & KEY	11/18/2021	0.00	194.00
125141	30495	SPEEDWAY LLC	11/18/2021	0.00	30.00
125142	19824	SUNSHINE CAR WASH	11/18/2021	0.00	105.88
125143	20294	THYSSENKRUPP ELEVATOR	11/18/2021	0.00	622.33
125144	20560	TOLL GAS & WELDING SUPPLY	11/18/2021	0.00	12.03
125145	22002	VALLEY-RICH COMPANY, INC	11/18/2021	0.00	3,202.40
125146	29458	VERIZON WIRELESS	11/18/2021	0.00	3,543.43
125147	31178	NATHAN WALLESTAD	11/18/2021	0.00	19.35
125148	31180	STACY WELLS	11/18/2021	0.00	192.00
125149	28624	MICHEAL J WHITE	11/18/2021	0.00	613.55
125150	31177	RONALD WOLFF	11/18/2021	0.00	20.00
125151	28123	WRAP CITY GRAPHICS INC	11/18/2021	0.00	445.00
			Total for 11/18/2021:	0.00	137,870.47
125152	29535	ADVANCED ENGINEERING	11/24/2021	0.00	1,290.75
125153	30728	AFSCME COUNCIL 5	11/24/2021	0.00	874.90
125154	01328	AIRGAS USA	11/24/2021	0.00	173.18
125155	30933	ANCHOR SOLAR INVESTMENTS LLC	11/24/2021	0.00	423.11
125156	30933	ANCHOR SOLAR INVESTMENTS LLC	11/24/2021	0.00	1,276.26
125157	30933	ANCHOR SOLAR INVESTMENTS LLC	11/24/2021	0.00	1,754.71

Check No	Vendor No	Vendor Name	Check Date	Void Checks	Check Amount
125158	01543	ANCOM COMMUNICATIONS INC	11/24/2021	0.00	414.00
125159	UB*00707	APACHE INVESTMENTS LLC	11/24/2021	0.00	72.30
125160	28600	APPLE VALLEY FORD LINCOLN	11/24/2021	0.00	612.03
125161	02031	B & W SPECIALTY COFFEE CO	11/24/2021	0.00	158.48
125162	30481	BATTERIES PLUS BULBS #018	11/24/2021	0.00	46.68
125163	30213	DAVID BEDDOW	11/24/2021	0.00	175.00
125164	29817	GARY BINGER	11/24/2021	0.00	2,900.00
125165	27782	BOUND TREE MEDICAL LLC	11/24/2021	0.00	907.48
125166	UB*00706	ELIZABETH BRAMA	11/24/2021	0.00	211.45
125167	28430	CENTURY LINK	11/24/2021	0.00	687.20
125168	30127	CINTAS CORPORATION NO. 2	11/24/2021	0.00	44.85
125169	26951	COMCAST	11/24/2021	0.00	404.74
125170	26951	COMCAST	11/24/2021	0.00	142.43
125171	26951	COMCAST	11/24/2021	0.00	348.35
125172	26951	COMCAST	11/24/2021	0.00	135.97
125173	26951	COMCAST	11/24/2021	0.00	2.09
125174	03628	COMMERCIAL ASPHALT CO	11/24/2021	0.00	97.58
125175	28209	CTM SERVICES	11/24/2021	0.00	4,374.07
125176	05282	EHLERS AND ASSOCIATES, INC	11/24/2021	0.00	24,222.50
125177	29398	ENTERPRISE FLEET MANAGEMENT	11/24/2021	0.00	2,207.93
125178	UB*00710	TANYA ERICKSON	11/24/2021	0.00	80.36
125179	06008	FASTENAL CO	11/24/2021	0.00	724.62
125180	29377	GRAINGER, INC	11/24/2021	0.00	1,405.38
125181	UB*00695	LYMAN HAAG	11/24/2021	0.00	72.47
125182	08170	HENNEPIN CTY FIRE CHIEFS ASSN	11/24/2021	0.00	182.00
125183	08243	HENNEPIN HEALTHCARE	11/24/2021	0.00	1,575.00
125184	08336	HIRSHFIELDS	11/24/2021	0.00	22.58
125185	08625	HOPKINS POLICE ASSOCIATION	11/24/2021	0.00	1,200.00
125186	09801	I.U.O.E. CENTRAL PENSION FUND	11/24/2021	0.00	1,560.00
125187	09085	ICMA - ROTH IRA - 706260	11/24/2021	0.00	1,228.17
125188	09534	INTERSTATE BATTERY SYSTEM	11/24/2021	0.00	917.70
125189	12009	J. H. LARSON COMPANY	11/24/2021	0.00	1,429.40
125190	29249	JR'S ADVANCED RECYCLERS	11/24/2021	0.00	235.00
125191	28469	KELLY GREEN IRRIGATION INC	11/24/2021	0.00	4,420.81
125192	11161	KENNEDY & GRAVEN, CHARTERED	11/24/2021	0.00	10,043.73
125193	12012	LAW ENFORCEMENT LABOR SERVICI	11/24/2021	0.00	444.50
125194	30392	CIGNA LIFE INS COMP OF AMERICA -	11/24/2021	0.00	366.94
125195	30391	CIGNA LIFE INS COMP OF AMERICA -	11/24/2021	0.00	2,688.27
125196	30390	CIGNA LIFE INS COMP OF AMERICA -	11/24/2021	0.00	2,651.08
125197	30023	CIGNA LIFE INS COMP OF N AMERICA	11/24/2021	0.00	770.20
125198	29440	MCFOA	11/24/2021	0.00	45.00
125199	13160	MEDICINE LAKE TOURS	11/24/2021	0.00	1,615.00
125200	13251	MINNEAPOLIS SAW INC	11/24/2021	0.00	136.04
125201	13446	MN DEPT OF LABOR & INDUSTRY	11/24/2021	0.00	100.00
125202	29598	MN DVS RENEWAL/TITLE & REGISTR	11/24/2021	0.00	20.25
125203	31185	GAYLE L NOVICK	11/24/2021	0.00	63.00
125204	29317	OFFICE OF MN IT SERVICES	11/24/2021	0.00	327.60
125205	15521	ON SITE COMPANIES	11/24/2021	0.00	739.45
125206	16166	PETTY CASH	11/24/2021	0.00	200.00
125207	UB*00709	JEFFREY POPE	11/24/2021	0.00	94.69
125208	04573	QUALITY RESOURCE GROUP INC	11/24/2021	0.00	602.41
125209	08568	RESOURCE WEST	11/24/2021	0.00	15.40
125210	09084	ICMA RETIREMENT TRUST- 300824	11/24/2021	0.00	2,671.09
125211	31184	RITEWAY BUSINESS FORMS	11/24/2021	0.00	186.22
125212	19296	SHAKOPEE GRAVEL INC	11/24/2021	0.00	443.68
125213	29143	SHRED IT USA	11/24/2021	0.00	67.20
125214	29115	MANUEL SOTELO	11/24/2021	0.00	3,050.00

Check No	Vendor No	Vendor Name	Check Date	Void Checks	Check Amount
125215	19581	SOUTHWEST LOCK & KEY	11/24/2021	0.00	463.00
125216	30170	LAWRENCE SPIEGEL	11/24/2021	0.00	105.00
125217	19602	SPS COMPANIES INC	11/24/2021	0.00	1,509.32
125218	19681	SRF CONSULTING GROUP INC	11/24/2021	0.00	1,657.31
125219	19766	STAR TRIBUNE	11/24/2021	0.00	296.30
125220	31183	SURE-CLOSE INC	11/24/2021	0.00	1,650.00
125221	20120	TDS METROCOM - MN	11/24/2021	0.00	348.59
125222	20687	TRI-STATE BOBCAT INC	11/24/2021	0.00	35.88
125223	20883	TWIN CITY GARAGE DOOR INC	11/24/2021	0.00	212.50
125224	03440	ULTIMATE SAFETY CONCEPTS INC	11/24/2021	0.00	320.78
125225	21523	UNION LOCAL 49	11/24/2021	0.00	700.00
125226	29490	VERIZON WIRELESS	11/24/2021	0.00	1,394.16
125227	22563	VOSS LIGHTING	11/24/2021	0.00	200.00
125228	23720	WSB & ASSOCIATES INC	11/24/2021	0.00	1,120.00
125229	26160	ZEE MEDICAL SERVICE	11/24/2021	0.00	296.70
125230	UB*00708	XIJUNG ZHANG	11/24/2021	0.00	10.18
			Total for 11/24/2021:	0.00	96,673.00
			Report Total (279 checks):	200.88	1,170,058.22

CITY OF HOPKINS

Memorandum

To: Honorable Mayor and Council Members

From: PeggySue Imihy Bean, Management Analyst

Copy: Mike Mornson, City Manager

Date: December 7, 2021

Subject: Second Reading of Ordinance 2021-1176

Staff recommends that the Council approve the following motion: Move to Adopt Ordinance 2021-1176 An Ordinance Amending Fees in Appendix A of the Hopkins City Code.

No changes have been made to the ordinance since the November 16 first reading.

Attachment:

Ordinance 2021-1176

CITY OF HOPKINS
COUNTY OF HENNEPIN

ORDINANCE 2021-1176

ORDINANCE AMENDING FEES IN APPENDIX A OF THE HOPKINS CITY CODE

THE CITY COUNCIL OF THE CITY OF HOPKINS HEREBY ORDAINS AS FOLLOWS:

SECTION 1. Hopkins City Code, Appendix A, is hereby amended by adding the double-underlined language and deleting the ~~stricken~~ language as follows:

~~Zoning and Planning~~ Planning & Zoning			
	Base Fee	Escrow*	
Concept review	~~$250.00~~ $350.00		As per ordinance
Site plan review	$500.00		As per ordinance
~~(with C.U.P. application)~~			
~~Conditional use permit:~~			
Conditional Use Permit	$800.00	$1000.00	As per ordinance
Conditional Use Permit for fences, signs, and other uses:	$150.00		As per ordinance
~~Construction projects valued up to $1,000,000.00~~	~~$400.00~~		~~As per ordinance~~
~~Construction projects valued over $1,000,000.00~~	~~$800.00~~		~~As per ordinance~~
Variance	~~$150.00~~ $500.00		As per ordinance
Vacate street or alley	~~$250.00~~ $500.00		As per ordinance
Rezoning or text amendment	~~$350.00~~ $1000.00	$3000.00	As per ordinance

~~Zoning amendment~~	~~$300.00~~		~~As per ordinance~~
~~Waiver of platting requirements~~ Administrative Subdivision	~~$200.00~~ $300.00		As per ordinance
Subdivision approval, preliminary	~~$150.00~~ $1000.00	$1500.00	As per ordinance
Subdivision approval, final	~~$100.00~~ $1000.00	$1500.00	As per ordinance
Subdivision, Combined Application	$1800.00	$3000.00	As per ordinance
Planned unit development	~~$300.00~~ $2500.00	$5000.00	As per ordinance
Comprehensive plan amendment	~~$200.00~~ $2000.00	$3000.00	As per ordinance
Park dedication fee per residential unit	~~$1,000.00~~ $5000.00		Per unit
~~Multiple units (three or more)~~	~~$3,000.00~~		~~Per unit~~
Environmental Review	$1000.00	$10,000 or based on estimate	As per ordinance
Traffic / Travel Demand Management Study	$500.00	$5000.00 or based on estimate	As per ordinance
Zoning Verification Letter	$100.00 per parcel		As per ordinance
Extension of Approvals	$250.00		As per ordinance
Application for City Financial Assistance	$2000.00	$25,000 or based on estimate	As per ordinance
Zoning Appeal	$350.00		As per ordinance

Interim Use Permit	~~$800.00~~		As per ordinance
*Escrow may be adjusted as needed dependent on project size and scope at staff discretion			
Solar Permit Fees			
Residential Units	Based on valuation, not to exceed $400.00		As per ordinance
Commercial or Industrial	Based on valuation		As per ordinance

SECTION 2. In accordance with Section 3.03 of the City Charter and Minn. Stat. § 412.191, subd. 4, due to the significant length of this Ordinance, City staff shall have the following summary printed in the official City newspaper in lieu of the complete ordinance:

> On Decemebr 7, 2021, the Hopkins City Council adopted Ordinance 2020-1176 an Ordinance Amending Appendix A of Hopkins City Code.
>
> A printed copy of the ordinance is available for inspection during regular business hours at Hopkins City Hall and is available online at the City's web site located at www.hopkinsmn.com.

SECTION 3. The effective date of this ordinance shall be January 1, 2022.

First Reading: November 16, 2021
Second Reading: December 7, 2021
Date of Publication: December 16, 2021
Date Ordinance Takes Effect: January 1, 2022

By:

_____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

December 7, 2021 **Council Report 2021-122**

City of Hopkins

RENEWAL OF GENERAL LIABILITY AND PROPERTY INSURANCE AND AUTHORIZE NOT WAIVING OF THE STATUTORY TORT LIABILITY ON THE LEAGUE OF MINNESOTA CITIES INSURANCE TRUST POLICY

Proposed Action

Staff recommends adoption of the following: Move to approve renewal of the LMCIT Insurance Policy and to not waive the statutory tort liability limits to the extent of the coverage purchased.

Adoption of this motion will result in staff moving forward with the proposed LMCIT insurance coverage including not waiving the statutory tort liability limits. The staff recommendation to not waive the statutory tort liability limits is based on liability exposure to the city in the form of higher premiums.

Overview

The LMCIT notified its members of 2021-2022 coverage rates on November 22, 2021. They indicated that insurance rates will decrease by 1.5% in the property/casualty programs. Auto physical damage and scheduled mobile equipment rates will also see an average rate decrease of 1.5%. The overall rate changes may not necessarily correspond with a specific City's insurance premiums. Actual premiums are also affected by changes in city expenditures, property values, payrolls, experience rating and other exposure measures. Property/Casualty insurance premiums were $223,526 in 2021. The 2022 budgeted amount was set at 234,987. We anticipate that insurance premiums overall for Hopkins will be within the budgeted amounts for 2022.

Finance continues to recommend the deductible amount of $20,000/$40,000 with $1,000 per occurrence after reaching the maximum of $40,000. The current amount available in the insurance risk fund to cover deductible costs is $224,486. In addition we will be sharing in a $15 Million LMCIT dividend this year. LMCIT has consistently paid out dividends since 1987, totaling approximately $347 million. The dividend will add to our insurance reserves for potential claims and deductibles.

Primary Issues to Consider

- Deductible amount
- Tort liability exposure

Staff Recommendation

Finance recommends renewal of the LMCIT Insurance Policy and to not waive the monetary limits on the tort liability established by Minnesota Statutes 466.04, to the extent of the limits of the liability coverage obtained from LMCIT.

Supporting Information

- Election of waiver of tort limits for liability



Nick Bishop, CPA
Finance Director

Financial Impact: $ 234,987 Budgeted: Y/N Y Source: All Funds
Related Documents (CIP, ERP, etc.): Notes:

LEAGUE of MINNESOTA CITIES

LIABILITY COVERAGE – WAIVER FORM

Members who obtain liability coverage through the League of Minnesota Cities Insurance Trust (LMCIT) must complete and return this form to LMCIT before the member's effective date of coverage. Return completed form to your underwriter or email to pstech@lmc.org.

The decision to waive or not waive the statutory tort limits must be made annually by the member's governing body, in consultation with its attorney if necessary.

Members who obtain liability coverage from LMCIT must decide whether to waive the statutory tort liability limits to the extent of the coverage purchased. The decision has the following effects:

- *If the member does not waive the statutory tort limits*, an individual claimant could recover no more than $500,000 on any claim to which the statutory tort limits apply. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would be limited to $1,500,000. These statutory tort limits would apply regardless of whether the member purchases the optional LMCIT excess liability coverage.

- *If the member waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could recover up to $2,000,000 for a single occurrence (under the waive option, the tort cap liability limits are only waived to the extent of the member's liability coverage limits, and the LMCIT per occurrence limit is $2,000,000). The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to $2,000,000, regardless of the number of claimants.

- *If the member waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

LMCIT Member Name:
City of Hopkins

Check one:

☑ The member **DOES NOT WAIVE** the monetary limits on municipal tort liability established by Minn. Stat. § 466.04.

☐ The member **WAIVES** the monetary limits on municipal tort liability established by Minn. Stat. § 466.04, to the extent of the limits of the liability coverage obtained from LMCIT.

Date of member's governing body meeting: December 7, 2021

Signature: _____ Position: Finance Director

December 7, 2021 Council Report 2021-120

Increase in Relief Association Benefit

Proposed Action

Staff recommends adoption of the following motion: Move to adopt Resolution 2021-120 Changing the Benefit Amount for the Hopkins Fire Department Relief Association.

Overview

Each year the Relief Association evaluates its benefit increase based on investment gains and/or losses, contributions from the City, and Minnesota state aid money. Each year the Relief Association and their Financial Company Vector Wealth Management look at the fund and how the funds are trending. The Relief Association reduced the pay out in 2008 due to the down turn in the economy. In June of 2019 the contribution was raised from $6,900 to $7,900. It is the thought of both the Relief Association and the Fire Department Members to be conservative in raising the fund in case another financial crash.

The Hopkins Fire Department Relief Association is looking to raise the pension from $7,900.00 to $8,600.00. The relief association in consultation with the accounting firm has verified that the market and funds are conducive to raising the pension fund and still be protected if the market should fall. The pension fund will still be funded with this increase at 102%

Primary Issues to Consider

- Increase in pension?

  The relief association has been working with both the state auditor and our Financial advisor both agree the fund is doing well and the recommend an increase in the relief benefits. The increase will still leave the fund at 102% funded.

Supporting Information

- Resolution No 2021 - 083
- Detailed information on ordinance.

_____

Dale Specken
Fire Chief

CITY OF HOPKINS

HENNEPIN COUNTY, MINNESOTA

RESOLUTION 2021-083

Changing the Benefit Amount for the Hopkins Fire Department Relief Association

WHEREAS, the City of Hopkins Fire Department Relief Association has requested the benefit amount be changed to $8,600.00 per year of service; and

WHEREAS, the City of Hopkins provides the Relief Association with a set amount of funding each year and has agreed to allow the Relief Association to determine the benefit amount as long as no additional city funds are requested; and

WHEREAS, according to State of Minnesota law the Relief Association can maintain the new benefit amount without additional city contributions.

NOW, THEREFORE, BE IT RESOLVED that the City of Hopkins Mayor and City Council that we hereby change the Hopkins Fire Department Relief Association benefit amount to $8,600.00 per year of service.

Adopted this 7th day of December, 2021.

_____

Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____

Amy Domeier, City Clerk

December 7, 2021 City Council Report 2021-112

Conditional Use Permit for The Blake School Campus Improvements

Proposed Action: Staff recommends the City Council approve the following motion:

- Move to adopt Resolution 2021-075, approving a conditional use permit for The Blake School located at 110 Blake Road, subject to conditions.

Overview

The applicant, The Blake School, requests approval of a conditional use permit to allow for the construction of an Early Learning Center (ELC), pedestrian and vehicle improvements to Campus Drive and the construction of a Transportation and Grounds Maintenance Facility. Staff recommends approval of this request subject to conditions.

Primary Issues to Consider

- Neighborhood Meeting
- Background
- Conditional Use Permit
- Site Plan
- Alternatives

Supporting Documents

- Planning & Zoning Commission Resolution 2021-22 Approving a Conditional Use Permit
- Applicant's Narrative + Supplemental Narrative
- Neighborhood Meeting Minutes
- Plans and Building Elevations

Financial Impact: $ N/A Budgeted: ___ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The Blake School has proposed the construction of a 38,000 square feet Early Learning Center for pre-k through 1st grade students and accompanying 61-stall parking lot on the south end of the campus and a 2,572 square foot building for transportation and grounds maintenance on the northeast corner of the site. The applicant also proposes the reconstruction of Campus drive to allow for a new concrete pedestrian sidewalk and connections to the new parking lot and a round-about for bus drop off for the Early Learning Center. The proposed improvements are scheduled to be constructed begin in spring 2022 and be completed by fall 2023.

Neighborhood Meeting. City policy requires conditional use permit (CUP) applicants to hold a meeting to provide information and answer questions from the surrounding neighborhood. This meeting took place on November 10 from 6:30 to 7:30 p.m. at The Blake School and was attended by 6 people from both Hopkins and Edina. Questions from the attendees related to landscaping, screening and noise related to the transportation and grounds maintenance facility and parking. A full summary of the meeting is attached to this item.

Community Comment. Under state law, conditional use permit applications require a public hearing. Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to the city by mail, phone or email or to attend the public hearing where they could learn about the request, ask questions and provide feedback. As of the writing of this report, the City had received no comments or questions regarding this request. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission held a public hearing to review this item during their November 23, 2021 regular meeting. During the meeting, the commission heard a summary presentation from staff and held a public hearing where one resident spoke and voiced concerns regarding noise and existing exterior storage. The Blake School responded noting that the proposed transportation and grounds maintenance facility would help clean up some of the existing storage on the site and that work will not begin until 7 a.m. most mornings with the exception of snow plowing. After some general discussion of the project with the applicant, the Planning & Zoning Commission voted to recommend the City Council approve this request.

CONDITIONAL USE PERMIT REVIEW

Conditional use permit applications are considered quasi-judicial actions. In such cases, the City is acting as a judge to determine if the regulations within the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance are being followed. Generally, if the application meets these requirements they are approved. In evaluating a conditional use permit application, the Planning & Zoning Commission and City Council shall consider and require compliance with the standards, conditions and requirements detailed in Section 102-94, of the City Code. In many cases these requirements overlap with, and are covered in more detail in, the site plan review section of this report.

a) The consistency with the elements and objectives of the City's development plan, including the comprehensive plan and any other relevant plans at the time of the request.

   FINDING: The land use and zoning designations are consistent with the proposed improvements to The Blake School campus. The subject property is both guided and zoned Institutional. According to the Comprehensive Plan, the Institutional land use category is intended to capture public and semi-public uses such as schools, churches, government buildings and other civic use. By comparison, the Institutional zoning district identifies schools and all structures, facilities, and physical improvements as a conditional use.

b) Consistency with this ordinance;

FINDING: The subject property and proposed development are consistent with the city ordinances. More specifically, these ordinances relate to the City's development standards contained in the zoning regulations. Staff's review of this project and the City's zoning regulations are detailed in the site plan section of this report.

c) Creation of a harmonious relationship of buildings and open spaces with natural site features and with existing and future buildings having a visual relationship to the development;

FINDING: Staff finds the proposed campus improvements will not significantly alter the existing relationship of buildings and open space with natural site features or their visual relationship to the development.

d) Creation of a functional and harmonious design for structures and site features, with special attention to the following:

1.) An internal sense of order for the buildings and uses on the site and provision of a desirable environment for occupants, visitors, and the general community;

FINDING: The proposed campus improvements will improve the internal sense of order for the buildings and uses on the site and provide a desirable environment for occupants, visitors, and the general community. In total, these improvements will provide modernized and expanded facilities, improved pedestrian access for students, faculty, and visitors.

2.) The amount and location of open space and landscaping;

FINDING: The proposed campus improvements will not substantially alter the amount and location of open space and landscaping. These improvements are detailed in the landscaping section of the Site Plan Review.

3.) Materials, textures, colors, and details of construction as an expression of the design concept and the compatibility of the same with the adjacent and neighboring structures and uses.

FINDING: The proposed campus improvements include the construction of a new Early Learning Center and a Transportation and Grounds Maintenance Facility. In each case, the new buildings were designed to use materials, textures, colors, and details that are consistent with the City's zoning standards and compatible with both the surrounding neighborhood and the school's existing buildings. The proposed additions and their exterior materials are detailed in the exterior building materials section of the Site Plan Review.

4.) Vehicular and pedestrian circulation, including walkways, interior drives, and parking in terms of location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic and arrangements and amount of parking.

FINDING: The proposed campus improvements will improve vehicle and pedestrian circulation throughout the site. These improvements are detailed in the Access and Parking and Pedestrian Circulation section of the Site Plan Review.

e.) Promotion of energy conservation through design, location, orientation and elevation of

structures, the use and location of glass in structures and the use of landscape materials and site grading;

FINDING: The ELC building will be heated and cooled by a geothermal system and utilizes daylighting strategies to reduce electric lighting use. The building will have high-efficiency window systems and is seeking LEED Certification.

f.) Protection of adjacent and neighboring properties through reasonable provision for surface water drainage, sound and sight buffers, preservation of views, light and air and those aspects of design not adequately covered by other regulations which may have substantial effects on neighboring land uses, and;

FINDING: The applicant has taken several steps to protect adjacent and neighboring properties. These steps are detailed in the Landscaping and Engineering section of the Site Plan Review.

g.) The use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor tend to or actually diminish and impair property values within the neighborhood.

FINDING: The proposed campus improvements will not be injurious to the use and enjoyment of other property in the immediate vicinity or diminish and impair property values within the neighborhood.

h.) In Institutional zoning districts, the Conditional Use Permit application shall comply with the standards, conditions and requirements stated in Section 102.309 of this Ordinance.

FINDING: Section 102.309 provides for standards related to a conditional use that includes demolition or removal of dwelling units and does not apply to this application.

i.) Traffic impacts such as increases in vehicular traffic, changes in traffic movements, traffic congestion, interference with other transportation systems or pedestrian traffic, and traffic hazards shall be considered by the Planning & Zoning Commission and City Council in evaluating an application for a Conditional Use Permit.

FINDING: The proposed campus improvement will improve internal traffic circulation and provide an improved pedestrian experience. Details about the proposed changes can be found in the Access and Parking and Landscaping sections of the Site Plan Review.

SITE PLAN REVIEW

Standards for reviewing a site plan application are detailed in Section 102-126 of the City Code. This section establishes site plan review procedures and provides regulations pertaining to the enforcement of site design standards consistent with the requirements of this section. These procedures are established to promote high quality development to ensure the long-term stability of residential neighborhoods and enhance the built and natural environment within the City as new development and redevelopment activities occur.

Land Use and Zoning Standards. The land use and zoning designations are consistent with the proposed improvements to The Blake School campus. The subject property is both guided and zoned Institutional. According to the Comprehensive Plan, the Institutional land use category is intended to capture public and semi-public uses such as schools, churches, government buildings and other civic use. By comparison, the Institutional zoning district identifies schools and all structures, facilities, and physical improvements as a conditional use.

Lot and Building Standards. The subject property is zoned Institutional and the lot and building standards for this district are detailed in the table below. Given the size of The Blake School property (more than 49 acres) and the internal orientation of the existing buildings and proposed additions, the site remains in compliance with the setback standards listed below.

Lot & Building Standards for the Institutional District	
Standard	**Required**
Front Setback	35 feet
Side Setback (east)	35 feet
Side Setback (west)	35 feet
Rear Setback	35 feet
Maximum Height	35 feet

Exterior Building Materials. While the Institutional district does not provide specific exterior building materials criteria, the conditional use permit standards do require building materials, textures, colors, and details are compatible with the adjacent and neighboring structures and uses. The proposed additions were designed to use materials, textures, colors, and details that are consistent with the City's zoning standards and compatible with both the surrounding neighborhood and the schools existing buildings. Specifics for each building are detailed below.

According to the applicant, the Early Learning Center will be constructed using modular brick and brick accents for the exterior walls, with aluminum-clad wood doors and windows. Two skybox features made of aluminum and glass. Mechanicals will be stored next to the building, rather than on the roof and will be enclosed in corrugated metal paneling. The Transportation and maintenance facility will be constructed with concrete masonry block and will have aluminum and metal accent materials.

Building Height. The proposed Early Learning Center will be two-story design with a finished height of 27 feet. The building does include three skyboxes, which are utilized to increase light and decrease energy consumption, which have a height of 39 feet. Staff finds that while these are over the allowable height within the district, they are similar in nature to items found in Section 102.621, such as belfries and steeples which are allowed to over the height requirement with a Conditional Use Permit.

The Transportation and Grounds Maintenance Facility will be a single-story structure measuring 16 feet, 10 inches in height.

Access and Parking. The applicant has proposed improvements to Campus Drive to create better pedestrian access as well as provide some room for overflow parking during events. A roundabout, located in front of the Early Learning Center, will provide improved circulation for bus drop off and helping limit bus-vehicle interactions.

The applicant proposes to remove an informal, gravel parking lot to create the Transportation and Grounds Maintenance facility, as well as provide stormwater retention area and add 61 additional stalls in front of the Early Learning Center. Section 102-484 of the City Code requires that the school use and accessory uses of the theater, hockey arena and football stadiums have a total of 371 parking spaces. The applicant has proposed a total of 373 parking spaces and is in compliance with this standard.

Pedestrian Circulation. The proposed campus improvements will improve pedestrian circulation through significant improvements to Campus Drive. The applicant has proposed to reconstruct all of Campus drive, from Blake Road through campus to the Early Learning Center and connecting with the existing parking lot on the southside of the parcel and the newly constructed parking lot which serves

the early learning center. Campus Drive will now have a concrete sidewalk along the south side which will run the length of the drive, and in front of drive lanes along Blake Road. There will also be improved crossings along the stretch of the drive and detectable warning plates (also called truncated domes), will be installed along Blake Road to improve accessibility. The City Engineer has requested that as a condition of approval the applicant install a refuge island, complete with truncated domes, at the entrance monument sign.

Landscaping. The applicant's landscape plans include the removal of 28 trees where the Early Learning Center will be constructed and does not show removal of trees for the construction of the transportation and grounds maintenance facility. The applicant plans to replace the trees and the landscaping plan is consistent with Section 102-524 of the City Code, adding 96 total deciduous and coniferous trees. Twenty-five trees will be located at the transportation and grounds maintenance facility and are concentrated between the building and Blake Road to screen the building. Seventy-one trees will be located around the early learning center near the new access drive, and around and throughout the parking area.

Staff recommends a condition of approval require the applicant provide a landscape security in the form acceptable to the City Attorney equal to 1.5 times the value of the proposed plantings. The letter of credit shall be provided prior to the issuance of any building permit and shall be valid for a period of time equal to two growing seasons after the date of installation of the landscaping.

Signage. The applicant's plans to submit a new signage package for the campus outside of these approvals and is aware that any new signage must conform to the City's sign regulations and be approved through a separate administrative sign permit.

Exterior Lighting. The applicant's plans do not include an exterior lighting plan or light fixture details. The applicant is still developing plans but is planning to obtain LEED certification for the building and has noted that as such will be paying special attention to minimizing light pollution and monitoring light levels. Staff recommends that a condition of approval require the applicant to receive approval of their exterior lighting plans and light fixture details prior to issuance of a building permit.

Refuse Enclosure. The applicant's plans for the Early Learning Center have refuse located within the service yard and refuse for the transportation and grounds maintenance building will be located within the fenced, outdoor storage area.

Exterior Storage. The applicant's plan includes exterior storage located adjacent to the transportation and grounds maintenance facility. The plan set indicates that this would be a chain link fence with vinyl inserts, which would not be an allowed material, and will instead be a 6-foot cedar fence which is 90% opaque. The revision to the fence material is shown in the supplemental narrative.

Engineering Standards. The City Engineer has reviewed the applicant's plans and offers the following comments:

- Access to trail and city easement on southern edge of parcel required at all times.
- Please add a pedestrian refuge island, complete with truncated domes, at the entrance monument sign.
- Provide a minimum 10' concrete or bituminous apron at all public trail connections. The Blake School maintenance will be responsible for removing any excess materials which spill onto the trail.
- Provide detail for connection to existing sanitary manhole.
    - Sanitary sewer connection will require ROW permit and restoration.

Staff recommends a condition of approval require the applicant to comply with all conditions of the City Engineer and receive all necessary approvals from the Minnehaha Watershed District.

ALTERNATIVES

1. **Vote to approve the conditional use permit application**. By voting to approve this application, the conditional use permit application for an early learning center, transportation and grounds maintenance building and improvements to Campus drive at 110 Blake Road will be approved.

2. **Vote to deny the conditional use permit application**. By voting to deny this application, the conditional use permit application for an early learning center, transportation and grounds maintenance building and improvements to Campus drive at 110 Blake Road will not be approved. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council finds that further information is needed, the item should be continued.

CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-075

A RESOLUTION APPROVING A CONDITIONAL USE PERMIT FOR THE BLAKE SCHOOL CAMPUS IMPROVEMENTS

WHEREAS The Blake School has initiated a conditional use permit (CUP) application for the properties currently located at 110 Blake Road;

WHEREAS, these properties are legally described as Lot 1, Block 1, The Blake School Addition, except that part embraced within the east 1/2 of the southwest 1/4 of Section 19 Township 117 Range 21 Hennepin County, Minnesota;

WHEREAS the procedural history of the application is as follows:

1. That a site plan application was initiated by the applicant on October 20, 2021;
2. That the Hopkins Planning and Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021, all persons present were given an opportunity to be heard; and,
3. That the written comments and analysis of City staff were considered; and,
4. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

AND, WHEREAS staff recommended approval of the site plan based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Planning & Zoning Commission of the City of Hopkins hereby recommends the City Council approve a conditional use permit for The Blake School, subject to the conditions listed below.

1. Issuance of a building permit.
2. Submission of a landscape security in a form acceptable to the City Attorney equal to 1.5 times the value of the proposed plantings. The letter of credit shall be provided prior to the issuance of any building permit and shall be valid for a period equal to two growing seasons after the date of installation of the landscaping.
3. All exterior signage shall be approved through a separate sign permit.
4. Approval of an exterior lighting plan prior to issuance of a building permit.
5. Conformance with all conditions of the City Engineer listed in the December, 2021, staff report.
6. Approval of all necessary permits from the Minnehaha Creek Watershed District prior to issuance of a building permit.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

HGA

420 North 5th Street, Suite 100
Minneapolis, MN 55401

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HGA.COM

October 22, 2021

Writer's Direct Dial 612-758-4729

Jason Lindahl
City Planner
City of Hopkins
1010 1st Street South
Hopkins, Minnesota 55343

Re: Blake School Early Learning Center
Detailed Narrative in support of Conditional Use Permit application for the Blake School Campus
HGA Commission Number 0512-004-00

Dear Jason Lindahl:

The Blake School seeks approval to build a new Early Learning Center, to make pedestrian and vehicular access improvements to Campus Drive, and to build a replacement accessory structure for the transportation and grounds maintenance services. The proposed projects are scheduled to be built from the spring of 2022 and to be completed by early fall of 2023.

A new state of the art Early Learning Center for pre-kindergarten through first grade students will be located near the southern boundary of the site and situated along Campus Drive. The building will feature nine classrooms, as well as spaces for art, music, indoor movement, performance, dining and on-site food preparation. The site design includes dedicated areas for student drop off, parent and staff parking, as well as outdoor spaces for gathering and play. Outdoor play areas surround the building to the south and west and the two outdoor courtyards face east and south. The building is also situated in close proximity to the Blake Forest to encourage use of that site resource.

The primary exterior material of the Early Learning Center is brick, with accents of wood and metal panel, matching the primary colors and materials of the existing education campus. The new building will be pursuing third party sustainability accreditation and will incorporate a geothermal mechanical system, a glue laminated wood structure and high performance windows. Upgrades to the site are also planned to address and showcase stormwater management practices.

Campus Drive improvements include road repaving, supplemental event overflow parking and enhancements to pedestrian access into the campus from Blake Road. Pedestrian access is essential to encourage mass transit usage and to encourage better intercampus connection.

The transportation and grounds maintenance building is an accessory structure that will house campus-wide transit and grounds maintenance staff offices, as well as garage space for routine bus repair, and site maintenance equipment. This building is a relocation of an existing use that was situated on the site of the proposed Early Learning Center. The primary exterior material of this building is burnished block with accents of metal, matching the materials utilized in the athletic fields portion of the campus.

Sincerely,



Robert Good
Project Architect, HGA

u:\0000\512\004-00\01 general communications\correspondence\20211022-rg-zoning detailed narrative.docx

HGA

420 North 5th Street, Suite 100
Minneapolis, MN 55401

612.758.4000
HGA.COM

November 12, 2021

Writer's Direct Dial 612-758-4729

Jason Lindahl
City Planner
City of Hopkins
1010 1st Street South
Hopkins, Minnesota 55343

Re: Blake School Early Learning Center
Supplemental Narrative for Zoning Application
HGA Commission Number 0512-004-00

Dear Jason Lindahl:

This supplemental narrative addresses site fencing and campus-wide parking.

SITE FENCING REVISION

FNC-1 originally listed on A405 as chain link fencing with vinyl privacy inserts will be replaced with natural cedar fencing of the same height and layout as shown on the drawings. The fencing will be primarily opaque (over 90%) with only small gaps between boards and the base board and the ground.

CAMPUS-WIDE PARKING SUMMARY

See summary below of parking uses and a table showing total new parking counts provided at the completion of the project.

Total new parking counts at the Blake Hopkins Campus:

PARKING SUMMARY	ADA	STD	TOTAL
LOWER LOT	3	83	86
MAIN LOT INCL. DROP-OFF	7	123	130
AAMOTH LOT + ARENA	4	92	96
ELC LOT	4	57	61
TOTAL PARKING STALLS			373

The total proposed parking exceeds the minimum zoning parking requirements as summarized below.

Hopkins Zoning Code Parking Requirements:

The total required parking for the Blake Hopkins Campus is 371 stalls.

School, Elementary and Junior High
1 per classroom at 54 = 54
1 per 100 students at 770 = 8

Theater, Hockey Arena, Stadium
1 per 5 seats for the following:
Football stadium at 750 = 150
Auditorium at 382 = 77
Hockey Arena at 410 = 82

Total Required = 371

Parking Operational Usage

The primary uses summarized above are not anticipated to run concurrently on the Blake Campus based on current and ongoing operations. The football stadium and hockey arena events do not typically overlap because they have separate seasons. Athletic and theatrical events do not typically occur during the school day.

Blake has calculated an anticipated campus-wide parking demand during a typical day to be a total of 250 stalls. This number includes parking for teachers, employees, and visiting parents during the regular school day. After 3:00 p.m. students will be arriving for use of the athletic fields and/or hockey arena. During this time, most of the school day parking demand is substantially reduced and is not anticipated to go above the peak demand that occurs during the day.
To streamline peak traffic demand during pick up and drop off, East Entry Drive is being widened to four traffic lanes. The two outer lanes will be converted to parallel parking spots to supplement event parking in the evenings when campus traffic is reduced.

Sincerely,



Robert Good
Project Architect, HGA

ELC Neighborhood Meeting Minutes 11.10.21
Blake Dining Commons 6:30pm

Attendees: Dan Kelley Blake's CFOO, Rob Good - HGA Architect, Roxanne Nelson - HGA Architect, Kelly Polk - Mortenson Project Manager, Ramona Haines - Blake Project Manager. Neighbors: Scott Kistner, Shelley Sheperd, Kim Sheats, Andrew Quirt, Bill Gleason, Brian Hunker

Called to order: 6:35pm

1. Welcome and team introductions
    a. Dan introduced himself, Rob and Roxanne from HGA introduced themselves, Ramona introduced herself, Kelly with Mortenson introduced herself
    b. Shared our relationships with neighbors are very important
2. Site plan and schedule review
    a. Rob talked through the three parts of the project - Early Learning Center, Transportation & Grounds Maintenance Facility and East Entry Drive
    b. Rob walked through schedule Spring 2022-Fall 2023
3. Early Learning Center
    a. Building to house grades PK, K & 1, 9 classrooms
    b. Focus on Reggio Emilia - nature focus, lots of natural light
    c. Exterior materials
        i. Goal is to blend in with existing materials on campus, tie into existing buildings with red brick and white frames around the windows
        ii. Wood elements to tie into nature focused curriculum
    d. Sustainability
        i. LEED certified - Silver but aspiring to reach Gold
        ii. Geothermal system - uses heat in ground to heat/cool the building
            1. Also helps with aesthetic - no mechanical equipment on the roof as an eyesore
        iii. Focusing on using healthy/safe materials
4. Transportation & Grounds Maintenance Facility
    a. Extensive landscape screening around the whole building
    b. Yard will be fenced in, low visibility of work/materials inside
    c. Will not create any new traffic in the area, enter and exit off of interior entry drive
5. Parking & Traffic Flow Improvements
    a. East entry drive improvements
        i. Widening to 4 lanes, adding curb and sidewalk
        ii. Bus loop at ELC - will not change bus traffic direction or flow
        iii. Widening of the road will increase parking during events, athletic games, etc.
    b. Traffic flow
        i. Blake is now using golf carts and small buses to shuttle people during large scale events. These measures make it easier to park on campus and reduces parking on neighborhood streets..
        ii. Adding 175 students (max number) to campus with closure of Highcroft campus but expect half of those will ride the bus and about 25 staff/faculty.

ELC Neighborhood Meeting Minutes 11.10.21

Blake Dining Commons 6:30pm

iii. With ELC Parking lot and added entry drive parking, we will have more than enough to accommodate the additional people on campus.
iv. Have streamlined pick up and drop off to move much more quickly as part of the Blake Renewal projects and continue to streamline the process.

6. City of Hopkins meeting dates
    a. Planning & Zoning Commission 11/23/21 6:30pm
    b. City Council 12/7/21 7:00pm
7. Questions/Comments
    a. Harrison Ave residents cannot park on their own street when there are sporting events, how does Blake plan to resolve this?
        i. Response: Dan shared Blake is aware of this concern and we have been working to improve the situation. Since adding golf carts and a shuttle bus to major events, we have seen much greater use of our lower lot by visiting fans. We will continue to work on our communication with parents from the home and visiting team to use our lots.
    b. How many parking spaces is Blake adding?
        i. Response: Blake is building a new lot by the ELC with 61 spaces. In addition more parents will be able to park along the main driveway after school, due to the widening of the driveway to 4 lanes.
    c. Any plans for Blake owned properties on Harrison Ave- they've just sat since they were purchased and are run down.
        i. Response: No plans at this time, those homes are not part of this project.
    d. Have traffic studies been done about this project?
        i. Response: No, because we expect minimal impact to Blake Road and Excelsior Blvd traffic given the significant investment we are making into a new parking lot, widening our driveway and enhancing our bus travel path.
    e. Can the walking path be turned into a road?
        i. Response: Blake doesn't own that land.
    f. Concern about noise at Transportation & Grounds Maintenance Facility before 8am and it being a dumping ground, visibility to equipment:
        i. Response: Dan stated that Blake works closely with neighbors during construction and during normal operations to address concerns. Dan shared his contact information with the neighbor and encouraged him to call anytime if there is a noise issue. Dan also shared the yard will be fenced in and will have extensive landscape screening around the facility.
    g. Will this project direct additional water to the south of the property? The neighbor was concerned about this.
        i. Response: All water from the ELC project area will flow north into existing or new stormwater ponds.
    h. Is it possible to improve pedestrian crossing where the trail meets Blake Rd?
        i. Response: Not within the scope of this project and this issue is in the City's jurisdiction, but Blake is happy to help in that effort in any way they can.

ELC Neighborhood Meeting Minutes 11.10.21

Blake Dining Commons 6:30pm

i. How is this project going to impact the tree line along the path?
    i. Blake is actively working to keep as many old growth trees as possible, and will replace any that need to be taken out. Blake will also be working to mitigate invasive species in that area over the next few years.

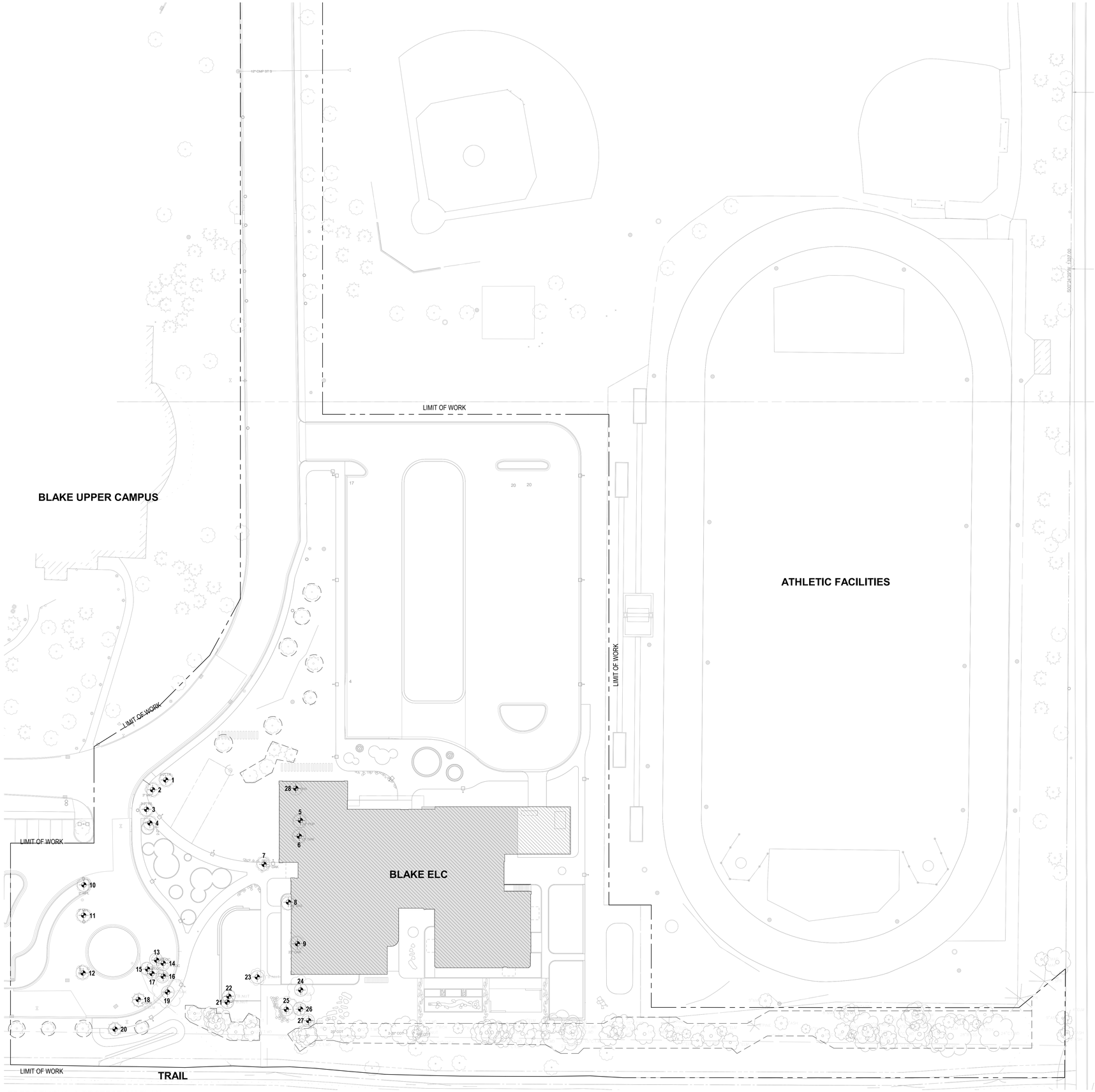
Meeting adjourned: 7:20pm

ELC Neighborhood Meeting - Sign-in Sheet

November 10, 2021 6:30 PM

Blake Campus Dining Commons

Name	Signature
Scott Kistner	
Shelly Shepherd	
Kim dRuss Sheats	
Andrew Quirt	
Bill Gleese	
Brian Hunker	
Kelly Pork	
Ramona Haines	
Rob Goco	
Don Kelly	
Roxanne Nelson	



2 TREE REMOVAL& PROTECTION PLAN
1" = 30'-0"

GENERAL NOTES - TREE REMOVAL

ONLY THOSE PERSONS AUTHORIZED BY THE CITY MAY REMOVE ANY TREES FROM PUBLIC LAND. TREES REMOVED FROM ANY PUBLIC LAND INCLUDING CITY, COUNTRY OR STATE RIGHT-OF-WAY SHALL BE REPLACED BY THE PERSON OR ENTITY WHO REMOVED IT. REPLACEMENT SHALL BE IN THE FOLLOWING MANNER:

A. REPLACEMENT OF ANY LIVE TREE WHICH IS REMOVED FROM ANY PUBLIC LAND SHALL BE REQUIRED ON A CALIPER INCH FOR CALIPER INCH BASIS. THE CITY MAY ALSO ELECT TO RECEIVE CASH IN LIEU OF TREES BASED ON FREE PER CALIPER INCH DETERMINED BY THE CITY COUNCIL.
B. REPLACEMENT TREES SHALL BE OF SPECIES APPROVED BY THE CITY FORESTER.

KEYNOTES - TREE PROTECTION

#	DESCRIPTION

LEGEND - TREE REMOVAL

EXISTING TREES TO BE REMOVED; QUANTIFY LINEAR FEET OF USABLE WOOD BY TYPE; STOCK PILE WOOD ON SITE ACCORDING TO SIZE:

TYPE 1: LOGS SIZE 12" AND GREATER IN DIAMETER;
TYPE 2: SIZE 4" - 11" IN DIAMETER;
TYPE 3: SIZE 2" - 3" IN DIAMETER

TREE PROTECTIVE BARRIER; REFER TO SPEC. 320190

SCHEDULE - TREE REMOVAL

#	Tree Species	Size
1	Other Deciduous	2'-2"
2	Maple	3"
3	Other Deciduous	3-2"
4	Other Deciduous	2'-2"
5	Poplar	24"
6	Oak	15"
7	Oak	31"
8	Basswood	26"
9	Oak	23"
10	Maple	2"
11	Maple	2"
12	Maple	2"
13	Locust	6"
14	Locust	7"
15	Locust	8"
16	Locust	7"
17	Locust	8"
18	Spruce	4"
19	Oak	21"
20	Spruce	2"
21	Butternut	8"
22	Butternut	9"
23	Butternut	11"
24	Basswood	18"
25	Basswood	16"
26	Basswood	9"
27	Basswood	6"
28	Spruce	20"

Scale: 1" = 30'-0"
0' 15' 30' 60' 120'

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Telephone 612.758.4000

BLAKE

BLAKE SCHOOL EARLY LEARNING CENTER
110 BLAKE SCHOOL ROAD SOUTH
HOPKINS, MN 55343

AREA A	AREA B
AREA C	AREA D

KEYPLAN

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.

NOT FOR CONSTRUCTION

NAME:
DATE: PROJECT ISSUE DATE
REGISTRATION NUMBER:

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

TREE REMOVAL & PROTECTION PLAN

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

L100

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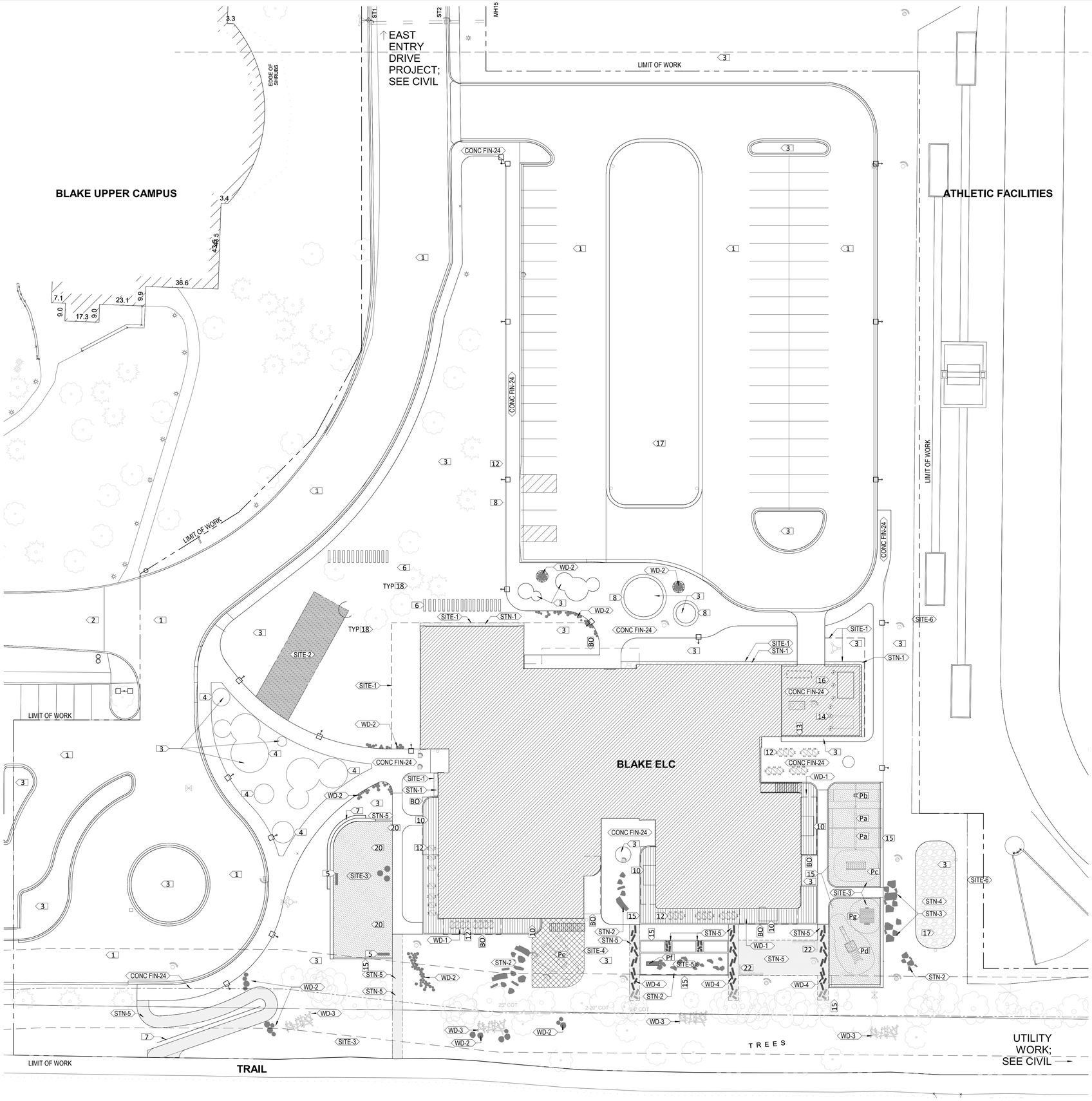

1 LANDSCAPE PLAN
1" = 20'-0"

GENERAL NOTES - LAYOUT & MATERIALS

1. UTILIZE "CALL 811" UTILITY LOCATION PRIOR TO ALL EXCAVATION ACTIVITY.
2. REFER TO CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION
3. SITE LIGHT POLES TO BE CENTERED 24" FROM FACE OF CURB OR EDGE OR PAVING
4. CONTRACTOR TO OBTAIN DIGITAL DRAWING FILE FOR LAYOUT OF LOCATION VERIFICATION OF ALL SITE AND LANDSCAPE FEATURES
5. CONTRACTOR RESPONSIBLE FOR VERIFYING ALL QUANTITIES
6. CONTRACTOR RESPONSIBLE FOR COORDINATING ALL WORK WITH ADJACENT GOLD COURSE WORK.
7. CONTRACTOR TO FIELD COORDINATE PLACEMENT/LAYOUT OF BOULDERS WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

KEYNOTES - LAYOUT & MATERIALS PLAN

#	DESCRIPTION
1	NEW BITUMINOUS PAVING; SEE CIVIL
2	EXISTING BITUMINOUS PAVING; SEE CIVIL
3	PLANTING AREA
4	CONCRETE PLANTING CURB; REFER TO DETAIL X/L220
5	EXISTING LOG BENCH TO BE RELOCATED
6	PLANK STEP; PRECAST
7	PRECAST MASONRY SITE WALL; 27" HT, 36' W., VARIOUS LENGTHS
8	SITE BENCH; DUNCAN AND GROVE NO. 9 BENCH
10	RECESSSED STOOP; SEE L900
12	SITE FURNISHINGS
13	SERVICE ENCLOSURE; SEE ARCHITECTURE
14	GENERATOR AND SECURITY BOLLARDS; SEE CIVIL
15	PLAY CONTAINER CURB; SEE X/L220
16	3-YARD DUMPSTER
17	PLANTED STORMWATER FEATURE; REFER TO CIVIL
18	EXISTING TREE TO REMAIN; PROVIDE TREE PROTECTION BARRIER FOR ALL TREES TO REMAIN
19	PLAY EQUIPMENT; SWING
20	EXISTING PLAY EQUIPMENT TO BE RELOCATED
22	SITE BENCH; DUNCAN AND GROVE NO. 2 BENCH
BO	BUILDING OVERHANG ABOVE; SEE ARCH
Pa	PLAY EQUIPMENT; D&G SWING NO. 5 FLAT, OR SIMILAR
Pb	PLAY EQUIPMENT; D&G SWING NO.5 ACCESSIBLE, OR SIMILAR
Pc	PLAY EQUIPMENT; D&G MONKEY BARS NO. 8, OR SIMILAR
Pd	PLAY EQUIPMENT; D&G CLIMBING FRAME NO. 21, OR SIMILAR
Pe	PLAY EQUIPMENT; D&G WIDE SLIDE 2.5 M, OR SIMILAR
Pf	PLAY EQUIPMENT; D&G WATER PUMP, OR SIMILAR
Pg	PLAY EQUIPMENT; D&G PLAYHUT NO.2, OR SIMILAR

LEGEND - LAYOUT & MATERIALS

PLAY SAND (SITE-5) SEE L900-8

PLAYGROUND PROTECTIVE SURFACING 1; (SITE-3)

PLAYGROUND PROTECTIVE SURFACING 2; (SITE-4) SEE L900-8

WOOD TERRACE (WD-1) SEE L900-5

(SITE-1) METAL EDGING; PREFINISHED; BLACK

(SITE-2) GRASS COVERED POROUS PAVEMENT SYSTEM; MODULAR HDPE GRID; GRASSPAVE2 BY INVISIBLE STRUCTURES

(SITE-6) CHAINLINK FENCE

(STN-1) STONE SURFACING 1; DRESSER TRAP ROCK CHIPS

(STN-2) SITE BOULDERS; DRESSER TRAP ROCK; 20-36"

(STN-3) STACKED OUTCROPPING STONE; DRESER TRAP ROCK BOULDERS; 24-36"

(STN-4) STONE SURFACING 2; DRESSER TRAP ROCK; 1.5" TO 2"

(STN-5) STONE SURFACING 3; DRESSER TRAP ROCK; 817 BLEND (1/2" MINUS)

(WD-1) THERMALLY MODIFIED ASH DECKING; ARBORWOOD, THERMORY OR APPROVED EQUAL

(WD-2) WOOD STUMP; STOCKPILE DEMO TREES ON SITE PER L1OO; RETAIN BARK

(WD-3) WOOD LOGS AND BRANCHES; STOCKPILE AS DIRECTED PER L1OO

(WD-4) TIMBER PLANKS; 2" THICKNESS; VARIOUS LENGTHS (IN 12" INCREMENTS UP TO 48")

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BLAKE

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HOPKINS, MN 55343

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

NOT FOR CONSTRUCTION

NAME:
DATE: PROJECT ISSUE DATE
REGISTRATION NUMBER:

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

LANDSCAPE PLAN

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

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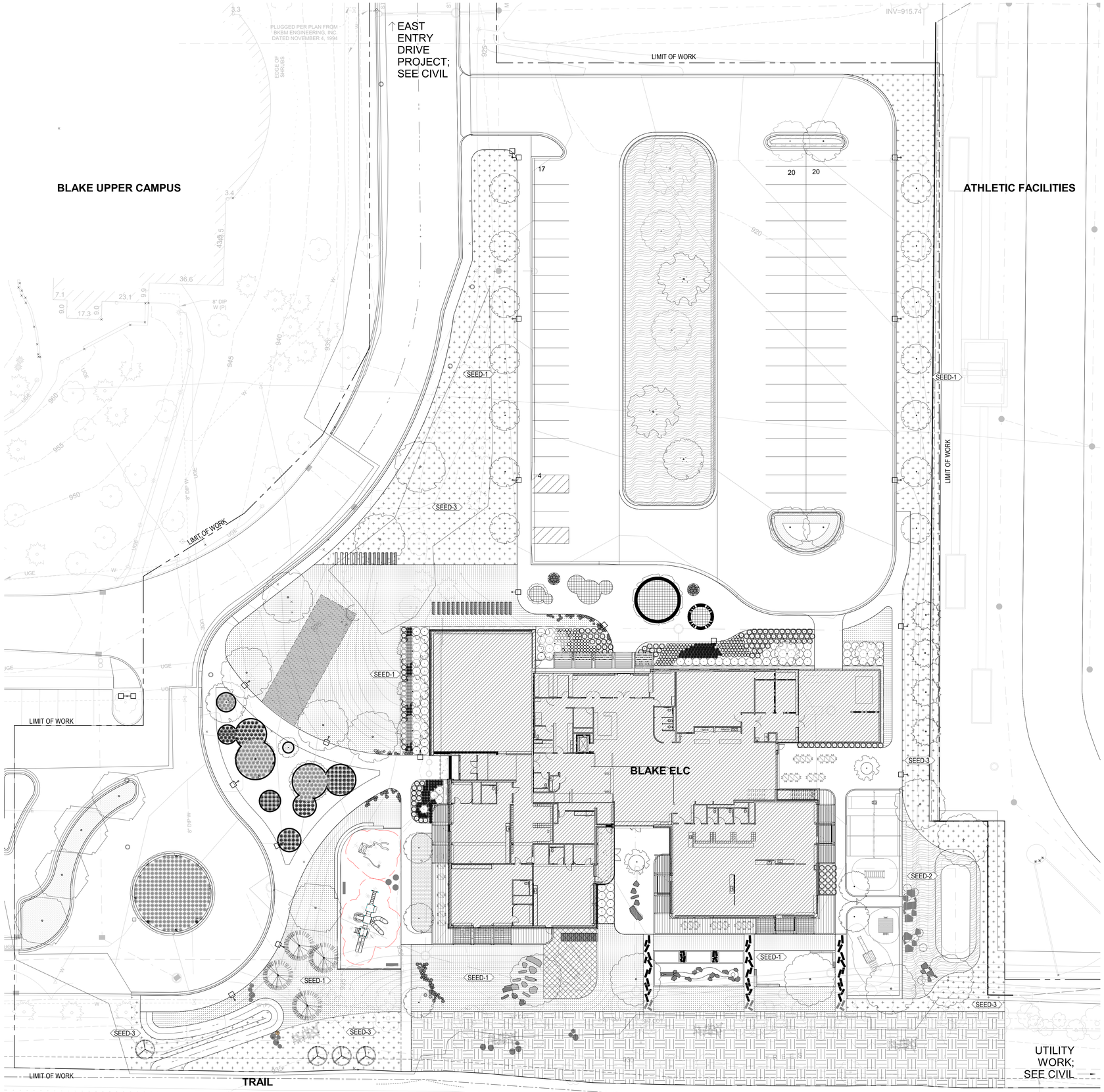

2 PLANTING PLAN
1" = 20'-0"

GENERAL NOTES - PLANTING PLAN

1. UTILIZE "CALL 811" UTILITY LOCATION PRIOR TO ALL EXCAVATION ACTIVITY.
2. REFER TO L440 FOR PLANT MATERIAL SCHEDULE
3. REFER TO L200s & CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION.
4. CONTRACTOR TO OBTAIN DIGITAL DRAWING FILE FOR LAYOUT AND LOCATION VERIFICATION
5. CONTRACTOR RESPONSIBLE FOR VERIFYING ALL QUANTITIES.

LEGEND - PLANTING

- ECOTURF SEED (SEED-1)
- STORMWATER BIORETENTION BASIN SEED (SEED-2)
- MN WOODLAND SEED MIX (SEED-3)
- EDGING
  REFER TO SPEC. 321540
- INVASIVE SPECIES MITIGATION AREA; ADD ALTERNATE
  REMOVE BUCKTHORN AND REPLACE WITH NATIVE SHRUB MASSING; DIERVILLA, SUMAC, OR SIMILAR
- PARKING LOT ISLAND PLANTING;
  1 GALLON CONT. GROW LOW SUMAC; 18" O.C.TRIANGULATED
- SUN ACCENT PERENNIAL PLANTING;
  1 GALLON CONT.;18" O.C.TRIANGULATED
- GRASS PAVE

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HOPKINS, MN 55343

AREA A	AREA B
AREA C	AREA D

KEYPLAN

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.

NOT FOR CONSTRUCTION

NAME:
DATE: PROJECT ISSUE DATE
REGISTRATION NUMBER:

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

PLANTING PLAN

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

L400

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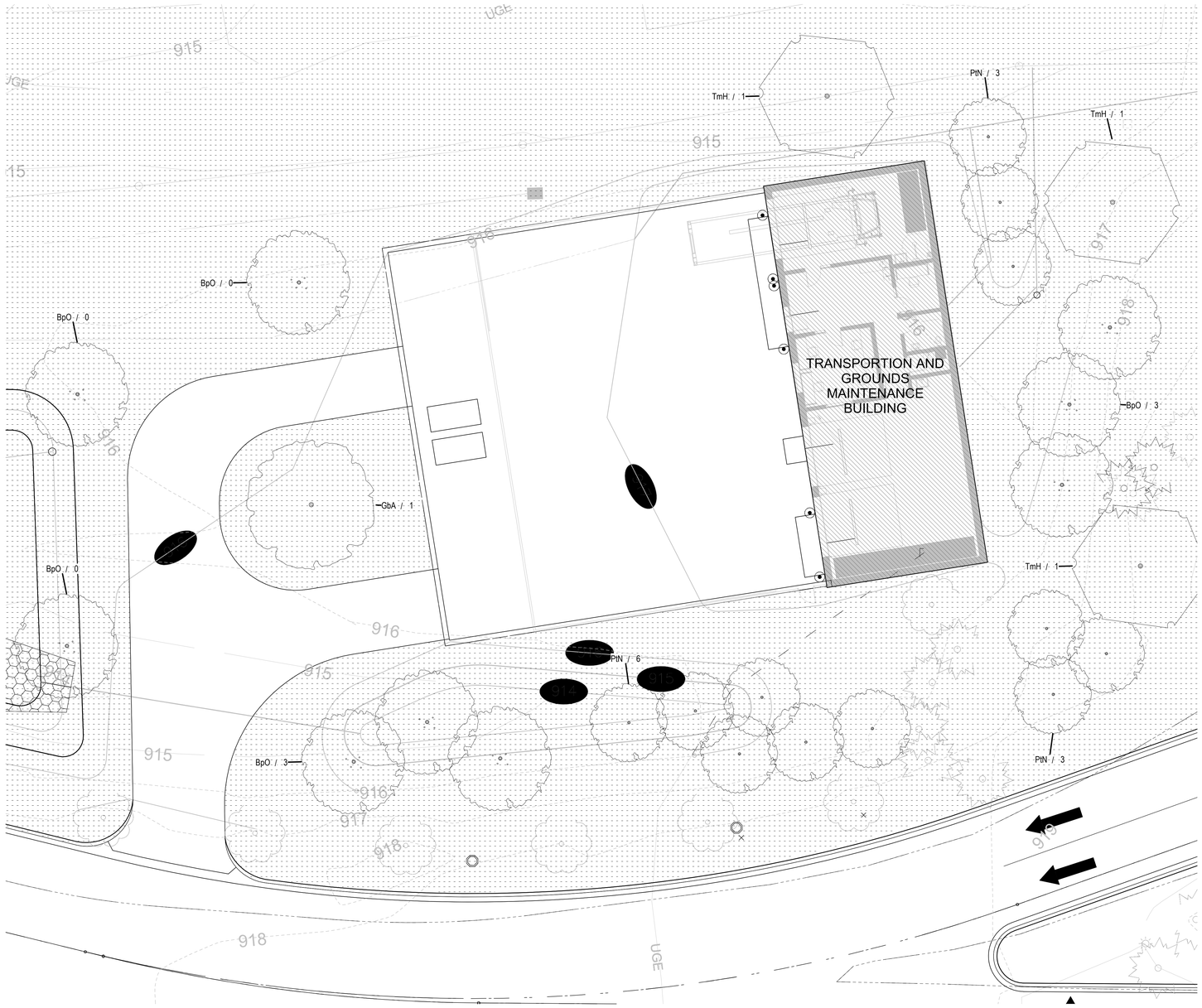

1 PLANTING - TRANSPORTATION AND GROUNDS MAINTENANCE BUILDING
1" = 10'-0"

GENERAL NOTES - PLANTING PLAN

1. UTILIZE "CALL 811" UTILITY LOCATION PRIOR TO ALL EXCAVATION ACTIVITY.
2. REFER TO L440 FOR PLANT MATERIAL SCHEDULE
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4. CONTRACTOR TO OBTAIN DIGITAL DRAWING FILE FOR LAYOUT AND LOCATION VERIFICATION
5. CONTRACTOR RESPONSIBLE FOR VERIFYING ALL QUANTITIES.

LEGEND - PLANTING

- ECOTURF SEED 〈SEED-1〉
- STORMWATER BIORETENTION BASIN SEED 〈SEED-2〉
- MN WOODLAND SEED MIX 〈SEED-3〉
- EDGING
  REFER TO SPEC. 321540
- INVASIVE SPECIES MITIGATION AREA: ADD ALTERNATE
  REMOVE BUCKTHORN AND REPLACE WITH NATIVE SHRUB MASSING; DIERVILLA, SUMAC, OR SIMILAR
- PARKING LOT ISLAND PLANTING:
  1 GALLON CONT. GROW LOW SUMAC; 18" O.C.TRIANGULATED
- SUN ACCENT PERENNIAL PLANTING:
  1 GALLON CONT.;18" O.C.TRIANGULATED
- GRASS PAVE

Scale: 1" = 10'-0"
0' 5' 10' 20' 40'

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NAME:
DATE: PROJECT ISSUE DATE
REGISTRATION NUMBER:

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

ENLARGED PLANTING PLANS

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

L405

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2 NORTH RENDER VIEW
1 1/2" = 1'-0"



3 SOUTH RENDER VIEW
1 1/2" = 1'-0"



1 EAST RENDER VIEW
1 1/2" = 1'-0"



4 WEST RENDER VIEW
1 1/2" = 1'-0"

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ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

EXTERIOR RENDERINGS

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

A406

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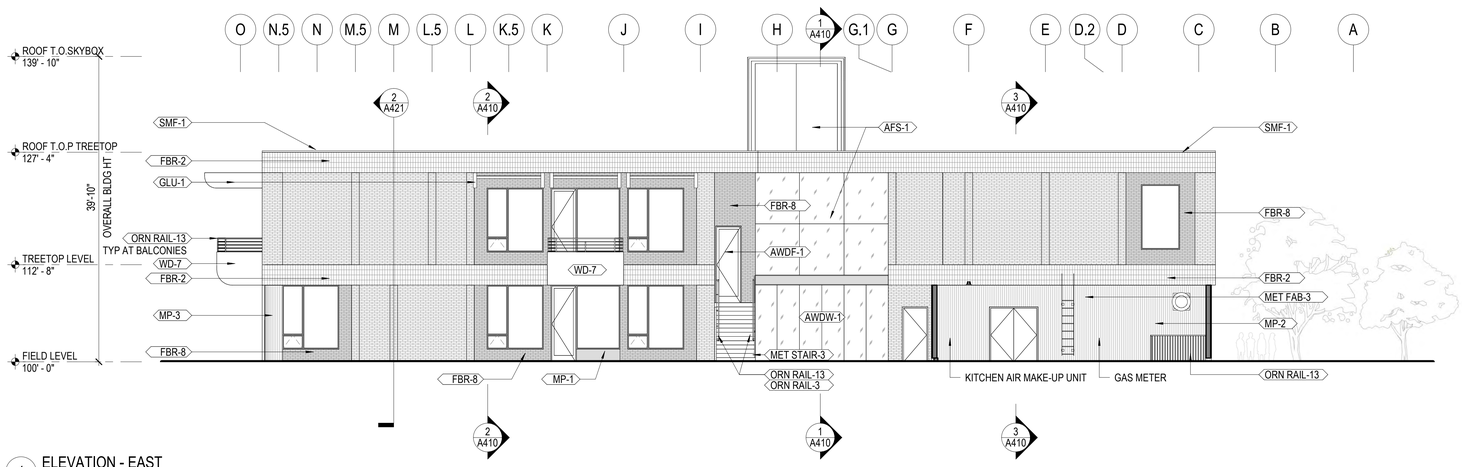
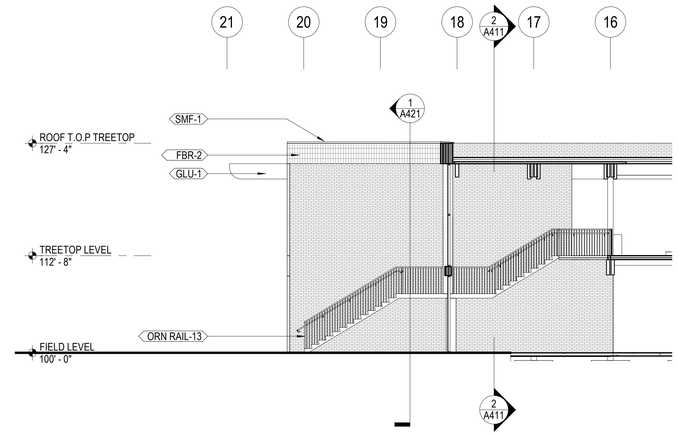
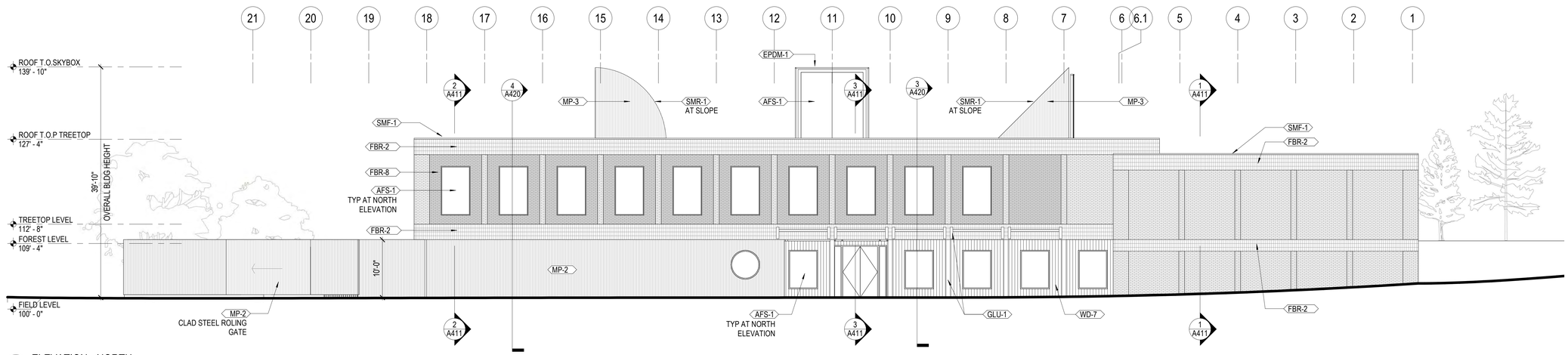


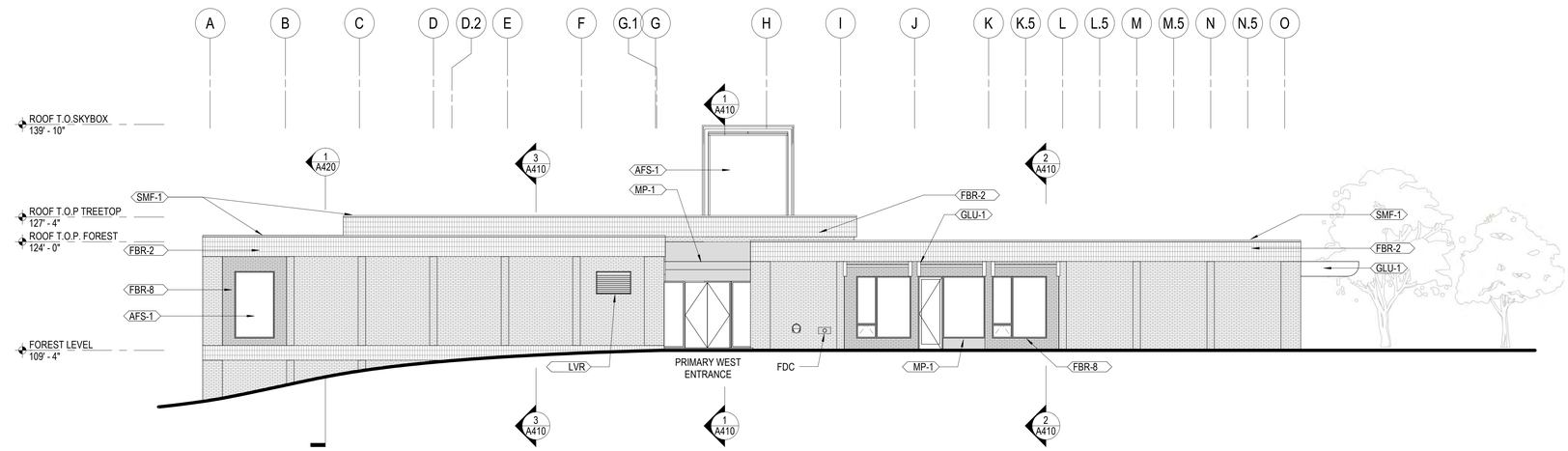
1 ELEVATION - EAST
1/8" = 1'-0"



2 ELEVATION - COMMONS NORTH
1/8" = 1'-0"



3 ELEVATION - NORTH
1/8" = 1'-0"



4 ELEVATION - WEST
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

A. ELEVATIONS OF EXISTING FLOORS ARE BASED ON SURVEY INFORMATION AND\OR AS-BUILT DRAWINGS PROVIDED BY THE OWNER. THE SURVEY DATA MAY NOT BE COMPLETE AND THE ACTUAL EXISTING ELEVATIONS MAY VARY IN DIFFERENT PORTIONS OF THE EXISTING BUILDING. ALL INFORMATION MUST BE FIELD VERIFIED AND COORDINATED BETWEEN NEW AND EXISTING CONSTRUCTION TO PROVIDE MATCHING FLOOR ELEVATIONS WHERE REQUIRED.
B. EXTERIOR BRICK TO BE <FBR-1> U.N.O.
C. EXTERIOR WINDOWS TO BE <AWDW-1> U.N.O.
D. EXTERIOR DOORS ADJACENT TO ALUMINUM-CLAD WOOD WINDOWS TO BE <AWDF-1> U.N.O.

EXTERIOR MATERIALS LEGEND

AFS-1	ALUMINUM FRAMED GLAZING SYSTEM, PVDF RESIN BASED FINISH (KYNAR)
AWDF-1	ALUMINUM-CLAD WOOD DOORS AND FRAMES, PVDF RESIN BASED FINISH (KYNAR)
AWDW-1	ALUMINUM-CLAD WOOD WINDOWS, PVDF RESIN BASED FINISH (KYNAR)
EPDM-1	FULLY ADHERED ELASTOMERIC ROOFING SYSTEM
FBR-1	MATTE FINISH MODULAR BRICK, STANDARD RUNNING BOND
FBR-2	MODULAR BRICK, SOLDIER STACK BOND
FBR-8	MODULAR ACCENT BRICK, STANDARD RUNNING BOND, COLOR TBD
GLU-1	DOUGLAS FIR GLULAMS
LVR	PREFINISHED METAL LOUVER, COLOR TO MATCH BRICK
MP-1	FORMED ALUMINUM METAL PANEL, PVDF FINISH TO MATCH WINDOW MULLIONS
MP-2	CORRUGATED METAL PANEL, PVDF RESIN BASED FINISH
MP-3	CORRUGATED METAL PANEL, PVDF RESIN BASED FINISH
ORN RAIL-13	EXTERIOR GUARDRAIL, GALVANIZED STEEL BAR RAILS AND VERTICAL PICKETS, HPC FINISH
SMF-1	PREFINISHED ALUMINUM SHEET METAL FLASHING
SMR-1	ROOF CLADDING ASSEMBLY WITH MP-3 FINISH PANEL
WD-7	THERMALLY MODIFIED ASH

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110 BLAKE SCHOOL ROAD SOUTH
HOPKINS, MN 55343

NOT FOR CONSTRUCTION

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

OVERALL EXTERIOR ELEVATIONS

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

A400

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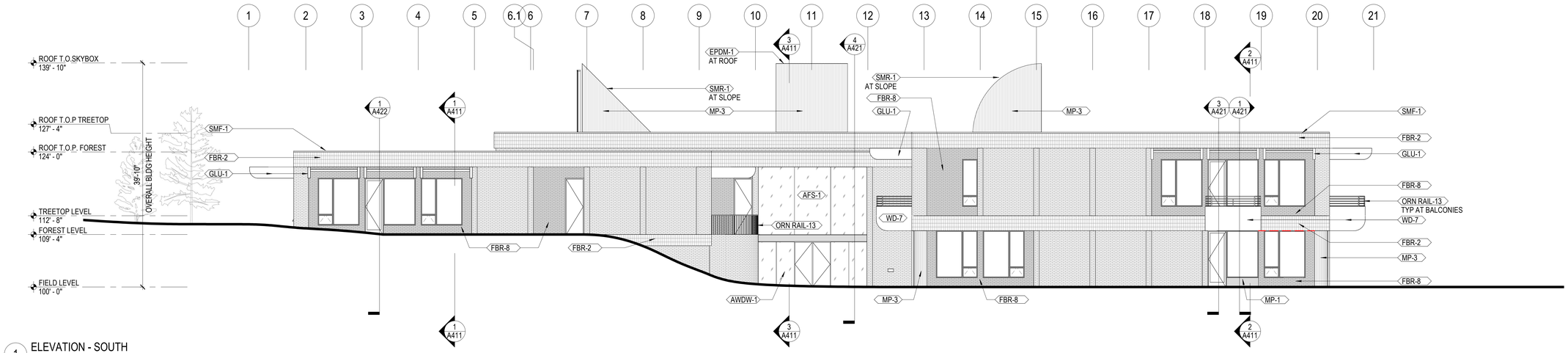
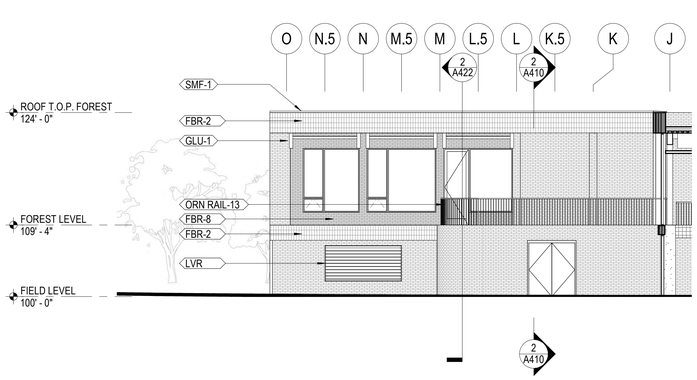
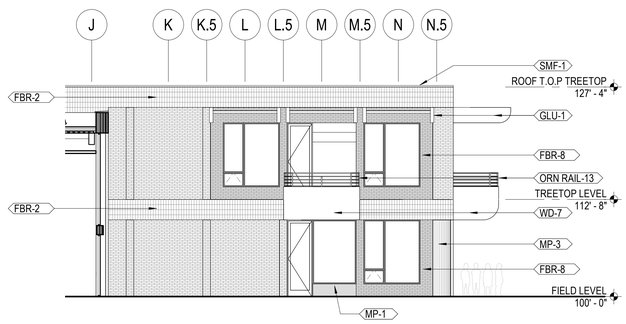


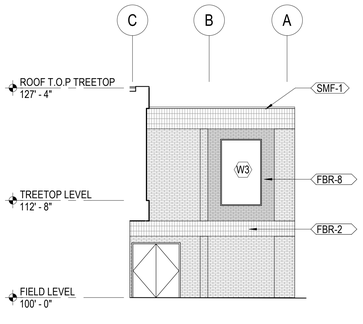
1 ELEVATION - SOUTH
1/8" = 1'-0"



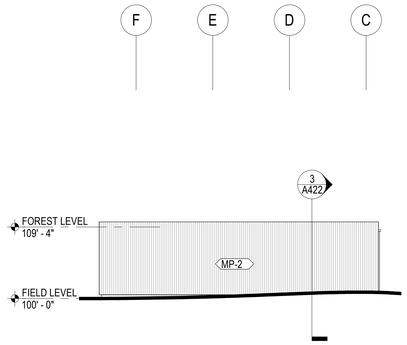
2 ELEVATION - PIAZZA EAST
1/8" = 1'-0"



3 ELEVATION - PIAZZA WEST
1/8" = 1'-0"



4 ELEVATION - EAST @ ENTRY
1/8" = 1'-0"



5 ELEVATION - SERVICE EAST
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

A. ELEVATIONS OF EXISTING FLOORS ARE BASED ON SURVEY INFORMATION AND\OR AS-BUILT DRAWINGS PROVIDED BY THE OWNER. THE SURVEY DATA MAY NOT BE COMPLETE AND THE ACTUAL EXISTING ELEVATIONS MAY VARY IN DIFFERENT PORTIONS OF THE EXISTING BUILDING. ALL INFORMATION MUST BE FIELD VERIFIED AND COORDINATED BETWEEN NEW AND EXISTING CONSTRUCTION TO PROVIDE MATCHING FLOOR ELEVATIONS WHERE REQUIRED.
B. EXTERIOR BRICK TO BE <FBR-1> U.N.O.
C. EXTERIOR WINDOWS TO BE <AWDW-1> U.N.O.
D. EXTERIOR DOORS ADJACENT TO ALUMINUM-CLAD WOOD WINDOWS TO BE <AWDF-1> U.N.O.

EXTERIOR MATERIALS LEGEND

AFS-1	ALUMINUM FRAMED GLAZING SYSTEM, PVDF RESIN BASED FINISH (KYNAR)
AWDF-1	ALUMINUM-CLAD WOOD DOORS AND FRAMES, PVDF RESIN BASED FINISH (KYNAR)
AWDW-1	ALUMINUM-CLAD WOOD WINDOWS, PVDF RESIN BASED FINISH (KYNAR)
EPDM-1	FULLY ADHERED ELASTOMERIC ROOFING SYSTEM
FBR-1	MATTE FINISH MODULAR BRICK, STANDARD RUNNING BOND
FBR-2	MODULAR BRICK, SOLDIER STACK BOND
FBR-8	MODULAR ACCENT BRICK, STANDARD RUNNING BOND, COLOR TBD
GLU-1	DOUGLAS FIR GLULAMS
LVR	PREFINISHED METAL LOUVER, COLOR TO MATCH BRICK
MP-1	FORMED ALUMINUM METAL PANEL, PVDF FINISH TO MATCH WINDOW MULLIONS
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MP-3	CORRUGATED METAL PANEL, PVDF RESIN BASED FINISH
ORN RAIL-13	EXTERIOR GUARDRAIL, GALVANIZED STEEL BAR RAILS AND VERTICAL PICKETS, HPC FINISH
SMF-1	PREFINISHED ALUMINUM SHEET METAL FLASHING
SMR-1	ROOF CLADDING ASSEMBLY WITH MP-3 FINISH PANEL
WD-7	THERMALLY MODIFIED ASH

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HOPKINS, MN 55343

NOT FOR CONSTRUCTION

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-004-00

OVERALL EXTERIOR ELEVATIONS

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

A401

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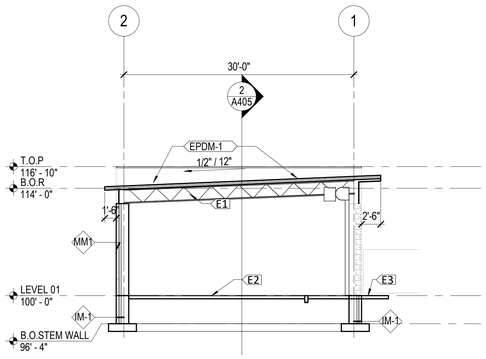
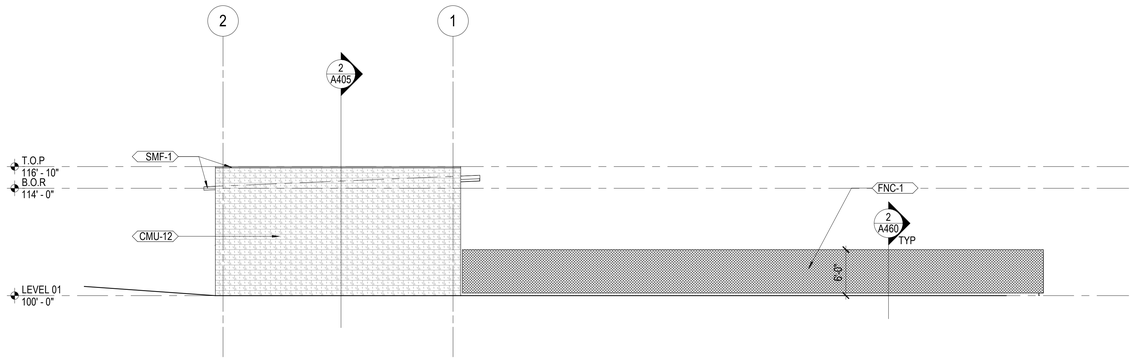
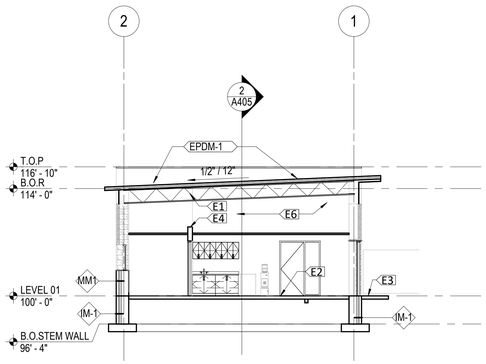


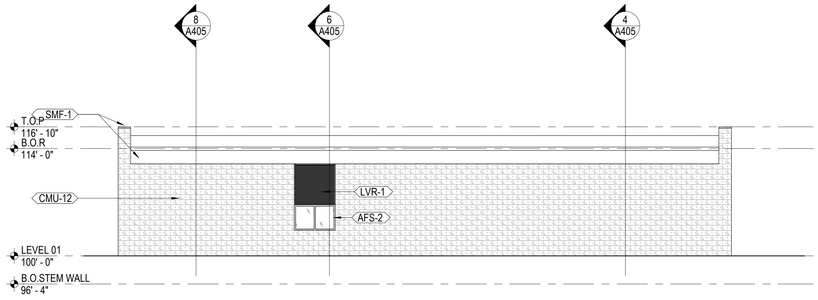
8 SECTION AT TRANSPORTATION SERVICE BAY
1/8" = 1'-0"



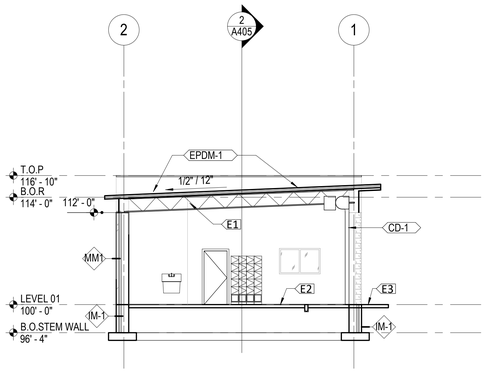
7 NORTH EXTERIOR ELEVATION
1/8" = 1'-0"



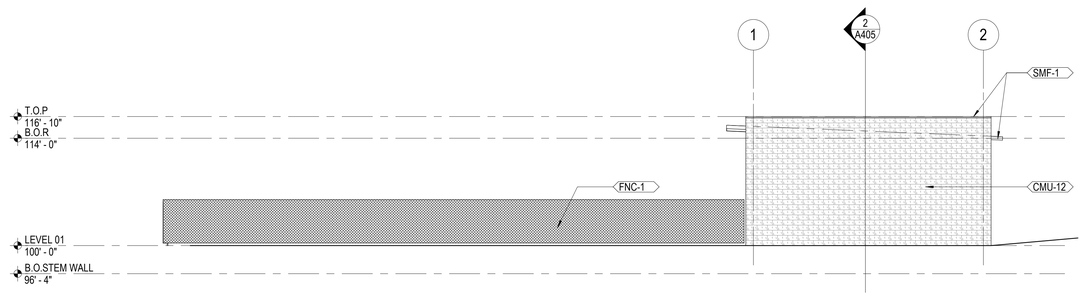
6 SECTION AT OFFICE
1/8" = 1'-0"



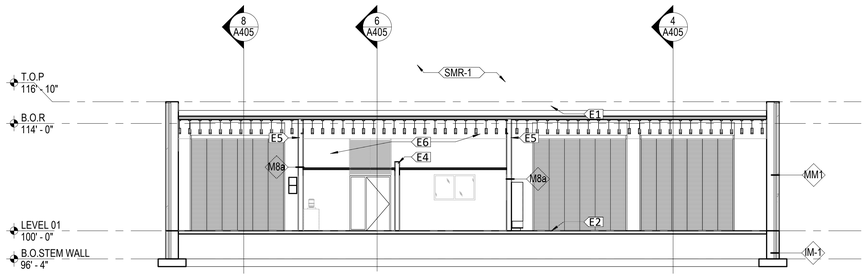
5 EAST EXTERIOR ELEVATION
1/8" = 1'-0"



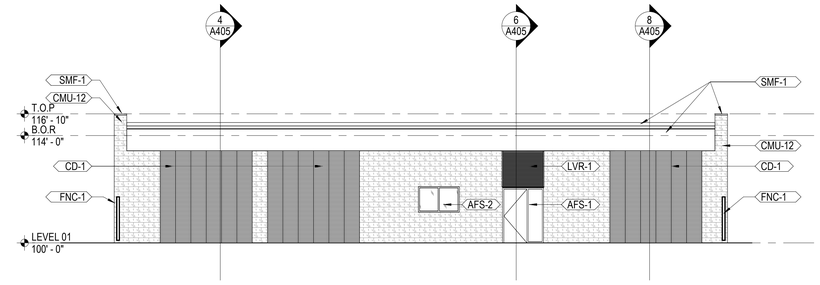
4 SECTION AT GROUNDS MAINTENANCE BAY
1/8" = 1'-0"



3 SOUTH EXTERIOR ELEVATION
1/8" = 1'-0"



2 LONGITUDINAL SECTION
1/8" = 1'-0"



1 WEST EXTERIOR ELEVATION
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

A. SEE A460 FOR EXTERIOR WALL TYPES AND ASSEMBLIES.
B. SEE A600 FOR EXTERIOR DOOR AND WINDOW FRAME TYPES AND SIZES

KEYNOTE - ELEVATION/SECTION

Keynote Number	Keynote Text
E1	WOOD TRUSS; SEE STRUCTURAL NARRATIVE
E2	CONCRETE SLAB ON GRADE; SEE STRUCTURAL NARRATIVE
E3	CONCRETE APRON; SEE CIVIL
E4	MET STUD PARTITIONS 6" ABOVE FINISHED CEILING; BRACE TO ABOVE
E5	INTERIOR CMU BRACED WALL TO UNDERSIDE OF ROOF DECK; SEE STRUCTURAL NARRATIVE
E6	ENCLOSED OVERHEAD SPACE FOR DESIGN BUILD MECHANICAL

EXTERIOR MATERIALS LEGEND

CMU-12	CONCRETE MASONRY BLOCK; BURNISHED FINISH
SMF-1	ALUMINUM SHEET METAL FLASHING; PREFINISHED PAINTED
AFS-2	ALUMINUM FRAMED GLAZING SYSTEM, PREFINISHED PAINTED
AFS-2	OPERABLE ALUMINUM FRAMED GLAZING SYSTEM, PREFINISHED PAINTED
LVR-1	PREFINISHED METAL LOUVER, PREFINISHED PAINTED
CD-1	INSULATED COILING DOOR, PREFINISHED PAINTED
EPDM-1	EPDM MEMBRANE ROOFING, BLACK
FNC-1	CHAIN LINK FENCING WITH VINYL PRIVACY INSERTS

LEGEND - EXTERIOR MATERIALS
12" = 1'-0"

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HOPKINS, MN 55343

NOT FOR CONSTRUCTION

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: 0512-006-00

OVERALL EXTERIOR ELEVATIONS & SECTIONS

DATE: OCTOBER 22, 2021

PLANNING & ZONING SUBMISSION

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December 7, 2021 City Council Report 2021-113

325 Blake Road Development Environmental Assessment Worksheet (EAW)

Proposed Action

Move to adopt Resolution 2021-076 making a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road Development.

Overview

Pursuant to Minnesota Rule 4410.4300, the City of Hopkins is the Responsible Government Unit (RGU) for the Environmental Assessment Worksheet (EAW) for the proposed 325 Blake Road Development (Project). In this role, the City of Hopkins retained Alison Harwood, Director of Natural Resources with WSB to review the EAW prepared by the developer's consultant, Kimley Horn. Per the City Code Article II - Environmental Review Program, after an EAW is prepared, the Planning & Zoning Commission shall review the EAW and recommend to the City Council whether it should require the preparation of an Environmental Impact Statement (EIS). The City Council shall require an EIS when it finds under Minnesota Rule 4410 that an action is major and has potential for significant environmental effects.

Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in this memo, it is our assessment that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. Through future land use review and permitting, the City can consider the information obtained in the EAW process and address mitigation measures as part of approvals or denials of a project. Therefore, staff recommends the Planning & Zoning Commission adopt the attached resolution recommending the City Council make a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road Development.

Primary Issues to Consider

- Background
- Environmental Assessment Worksheet Review & Comment
- Findings of Fact and Conclusion
- Alternative

Supporting Documents

- Site Location Map
- Resolution 2021-076
- Appendix A – Comments Received
- Appendix B – Response to Comments
- Appendix C – Permits and Approvals Required

_____

Jason Lindahl, City Planner

Financial Impact: $ N/A Budgeted: _ Y/N ____ Source: _____

Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The purpose of an EAW is to determine whether an Environmental Impact Statement (EIS) is needed. The EAW does not confer approval or denial of a project but rather is a tool to identify issues or impacts that can and cannot be addressed through the permitting process. An EAW was required to be prepared pursuant to Minnesota Rules 4410.4300, subpart 32 – Mixed residential and industrial-commercial projects.

The EAW analyzes a standard list of questions based on Minnesota Rule and guidance from the Minnesota Environmental Quality Board (EQB). The EQB is the State's organization that oversees the rules and implementation of Minnesota's environmental review process. The standard list of questions includes reviewing impacts to storm water quality and quantity, habitat, traffic, municipal infrastructure, soils, land use, and a few other topics as noted in the EAW. The full 325 Blake Road EAW is available for review on the City's website by clicking here.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-14) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and Alison Harwood, Director of Natural Resources with WSB, Inc. After some general discussion, the Commission voted 7-0 to recommend the City Council make a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road Development.

ENVIRONMENTAL ASSESSMENT WORKSHEET REVIEW AND COMMENT

The EAW was provided to the required review agencies and made available to the public on the City's website for the required 30-day comment period beginning on October 5, 2021. The comment period ended November 4, 2021. No public hearing by the Planning & Zoning Commission or City Council is required as part of this process. Comments through the EAW process can help inform the permitting process and future steps for projects like this one. Six comment letters were received during the comment period and are attached in Appendix A. These comments letters are from the state agencies listed below. No members of the public commented.

- Minnesota Department of Natural Resources
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency
- State Historic Preservation Office
- Metropolitan Council
- Hennepin County

The environmental review process requires RGU's to respond to substantive comments related to the required elements of the environmental review. Responses to comments have been prepared for Planning & Zoning Commission and City Council review and are attached in Appendix B.

FINDINGS OF FACT AND CONCLUSION

City staff has worked with our consultant, Alison Harwood, Director of Natural Resources with WSB, to review the EAW prepared by the developer's consultant, Kimley Horn, and the comments received from various state agencies and members of the public. Based on this review and the criteria in Minnesota Rules, Part 4410.1700 and City Code Part III, Chapter 100, Article II – Environmental Review, the City makes the findings of fact listed below and concludes the project does not have the potential for significant environmental effects and an EIS is not required for the 325 Blake Road Development.

1. Alatus, LLC is proposing the redevelopment of approximately 17 acres of a former parcel at the intersection of Lake Street NE and Blake Road N in Hopkins. The proposed project is transit-oriented, mixed-use development that will include residential, commercial, recreational opportunities associated with the Minnehaha Creek, and regional stormwater management that will be constructed in two phases starting in the spring of 2022. After the two phases are complete, the development will have up to 875 multi-family dwelling units, up to 17,000 square feet of retail and restaurants, and up to 1,191 parking stalls.
2. An Environmental Assessment Worksheet (EAW) was required for the project in accordance with Minnesota Rules, part 4410.4300, subpart 32 (Mixed residential and industrial-commercial projects).
3. The City of Hopkins is the Responsible Governmental Unit (RGU).
4. The EAW was prepared using the form approved by the Minnesota Environmental Quality Board in accordance with Minnesota Rules, part 4410.1300.
5. The EAW is incorporated by reference in this Record of Decision.
6. The EAW was published in the *EQB Monitor* on October 5, 2021. The EAW was sent to all persons on the EQB Distribution List and was posted on the City's website.
7. The 30-day public review and comment period opened on October 5, 2021 and ended on November 4, 2021. Six comment letters were received and are included in Appendix A.
8. Based on the comments received, the City does not find any corrections are necessary to the EAW.
9. The proposed project does not have the potential for significant environmental effects based on the above findings and the evaluation of the following four criteria per Minnesota Rules, part 4410.1700, subpart 7:
    a. Type, extent, and reversibility of environmental effects
    b. Cumulative potential effects
    c. Extent to which the environmental effects are subject to mitigation on ongoing public regulatory authority
    d. Extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other Environmental Impact Statements (EISs)

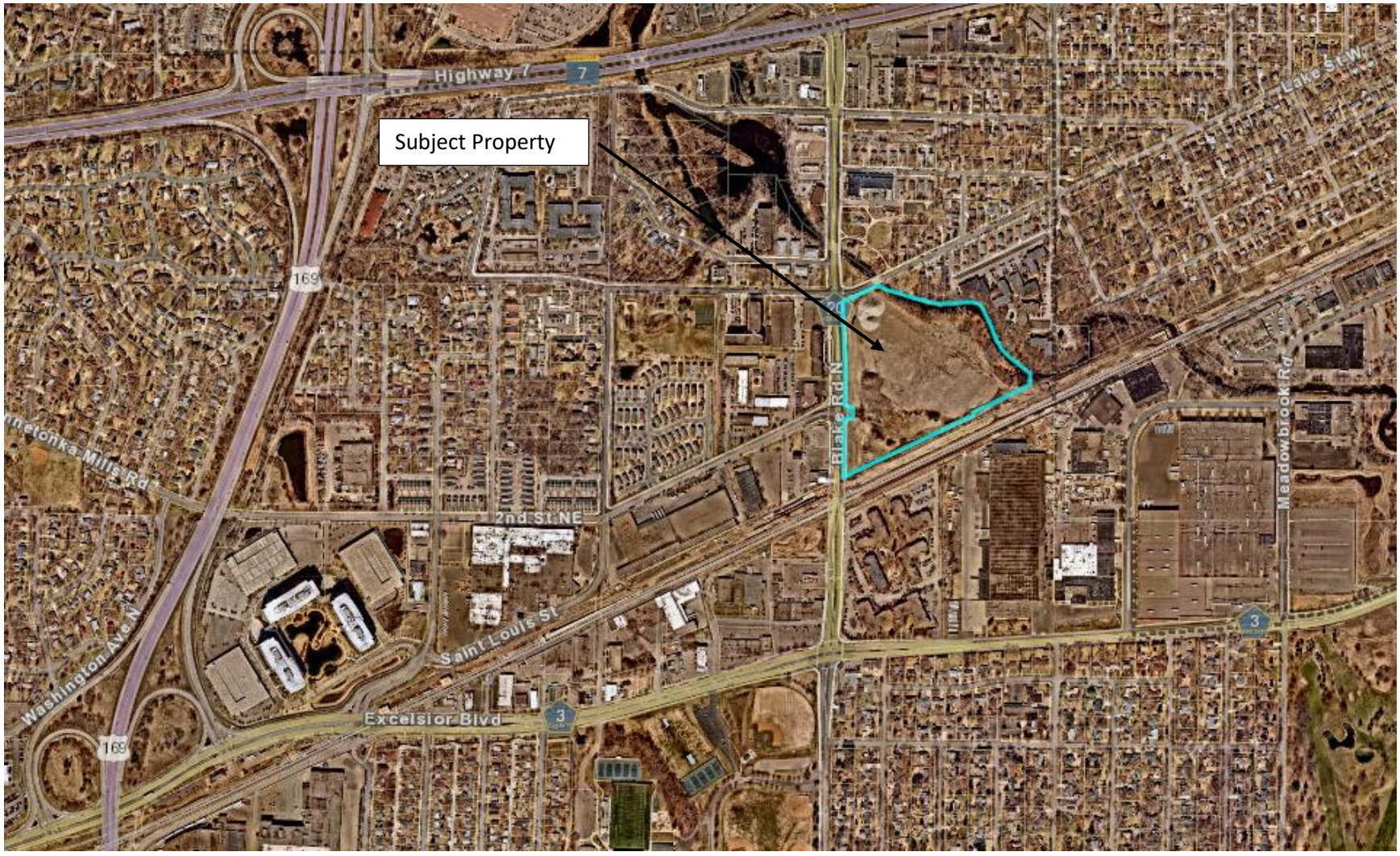
ALTERNATIVES

- **Vote to Approve**. By voting to approve the motion, the City Council will make a negative declaration of need regarding an Environmental Impact Statement (EIS) for the 325 Blake Road Development.

- **Vote to Deny**. By voting to deny the motion, the City Council will not make a negative declaration of need regarding an Environmental Impact Statement (EIS) for the 325 Blake Road Development. Should the City Council consider this option, it must also identify specific findings that support this alternative.

- **Continue for Further Information**. If the City Council finds that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS, MINNESOTA
HENNEPIN COUNTY, MINNESOTA

RESOLUTION 2021-076

A RESOLUTION MAKING A NEGATIVE DECLARATION OF NEED REGARDING AN ENVIRONMENTAL IMPACT STATEMENT FOR THE 325 BLAKE ROAD DEVELOPMENT

WHEREAS, the City of Hopkins prepared an Environmental Assessment Worksheet (EAW) for the 325 Blake Road Development pursuant to Minnesota Rules 4410; and

WHEREAS, the EAW was distributed to the agencies and public for the required 30-day comment period beginning October 5, 2021; and

WHEREAS, the 30-day comment period ended on November 4, 2021; and

WHEREAS, the preparation of the 325 Blake Road Development EAW and comments received on the EAW have generated information adequate to determine whether the proposed project has the potential for environmental impacts; and

WHEREAS, the EAW has identified areas where the potential for environmental effects exist, but appropriate measures have or will be incorporated into the project plan and/or permits to reasonably mitigate these impacts; and

WHEREAS, the development is expected to comply with all the City of Hopkins and review agency standards; and

WHEREAS, based on the criteria established in Minnesota Rules 4410.1700 and the Findings of Fact and Conclusions, the project does not have the potential for significant environmental effects; and

WHEREAS, as required by City Code Part III, Chapter 100, Article II – Environmental Review, the Planning & Zoning Commission of the City of Hopkins reviewed all the information in the staff memo dated November 23, 2021 and agreed with the findings detailed in the staff memo; and

WHEREAS, the City Council of the City of Hopkins reviewed all the information in City Council Report 2021-113 dated December 7, 2021 and the Planning and Zoning Commission's recommendation; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hopkins hereby makes a negative declaration of need regarding an environmental impact statement for the 325 Blake Road Development.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

Appendix A

Comments Received

MINNESOTA POLLUTION CONTROL AGENCY

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

November 2, 2021

Kersten Elverum
Director of Planning and Economic Development
1010 1st Street South
Hopkins, MN 55343

RE: 325 Blake Road Development Environmental Assessment Worksheet

Dear Kersten Elverum:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the 325 Blake Road Development project (Project) in the City of Hopkins, Hennepin County, Minnesota. The Project consists of a 17-acre mixed-use development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

Permits and Approvals (Item 8)

This section includes the U.S. Army Corps of Engineers 404 Permit and hence must also include the Minnesota Pollution Control Agency 401 Water Quality Certification. The 401 Water Quality Certification becomes an enforceable component of the associated federal license or permit, issued under either Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. The scope of a Clean Water Act Section 401 certification is limited to assuring that a discharge from a federally licensed or permitted activity will comply with water quality requirements. Along with an Antidegradation Assessment, the applicant is also required to request a pre-filing meeting from the certifying agency at least 30 days prior to submitting a 401 Water Quality Certification request. The MPCA is the certifying authority in the State of Minnesota.

Water Resources (Item 11)

Wastewater

- Table 5: Utility Demand Comparison indicates that there are 875 apartment units and 33 townhome units in the scope of the Project. This conflicts with Table 1: Project Magnitude, in Section 6, and the Table on the Architectural Site Plan, all of which indicate that there are total of 875 residential units, which include the 33 townhome units.
- The number of units identified for each building within the Table on the Architectural Site Plan conflicts with the units identified on this site plan for each building.
- Table 5: Utility Demand Comparison does not include the retail space, the boat house, and the four club houses all shown on the Architectural Site Plan. Please indicate if these spaces have sewer service that should be included in Table 5 and discussed in the EAW.

Stormwater

- The redevelopment will improve existing stormwater runoff to Minnehaha Creek by installing a stormwater management system. The MPCA strongly encourages plans mentioned in the EAW to add additional treatment through use of permeable pavements, tree trenches and green and blue roofs. The permeable pavements will also help reduce the need for chloride in the winter months.

- Due to the presence of Minnehaha Creek and a wetland on the Project site, redundant (double) down gradient sediment controls will be required if the construction requires encroachment within 50 feet of existing buffers to the water bodies. Also, due to the construction-related water impairments of the creek, temporarily or permanently inactively worked soils on any portion of the site will require stabilization within 7 days even if work will resume in the area. A temporary sediment basin will also be required if 5 or more acres drain to a common location on the Project. Please direct questions regarding CSW Permit requirements to Roberta Getman at 507-206-2629 or roberta.getman@state.mn.us.

Noise (Item 17)

- The MPCA appreciates the opportunity to review the noise components of this EAW. At this time, it is unlikely that any noise generated from the proposed Project after completion would have negative, long-term impacts on existing and new receptors in the vicinity.
- Although noise generated by construction activities may be exempt from city ordinance, there are best practices that the MPCA recommends to help mitigate noise impacts on existing nearby receptors. The MPCA recommends that construction activities take place during daytime hours as defined in the state noise rules (Minn. R. ch. 7030), or 7:00 am to 10:00 pm, to the extent possible. The MPCA also recommends the appropriate use of mufflers and quieter backup alarms on all construction equipment, as applicable. In the case of the Project, these mitigation techniques would be especially important during phase II of construction, when completed buildings on-site may be occupied by new residents that are particularly close to buildout activities. For noise related questions, please contact Fawkes Char at 651-757-2327 or fawkes.char@state.mn.us.

We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

Karen Kromar

This document has been electronically signed.

Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK/RG/FC:vs

cc: Dan Card, MPCA, St. Paul
Roberta Getman, MPCA, Rochester
Fawkes Char, MPCA, St. Paul

DEPARTMENT OF NATURAL RESOURCES

Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

November 4, 2021

Kersten Elverum
Director of Economic Development & Planning
City of Hopkins
1010 1st Street South
Hopkins, MN 55343

Dear Kersten Elverum,

Thank you for the opportunity to review the 325 Blake Road Development EAW. The DNR respectfully submits the following comments for your consideration:

1. Page 8, Groundwater. The site is located within the Drinking water Supply Management Area of the City of Edina. Pollutants that are spilled in this area will reach the drinking water of the City of Edina within ten years. Potential groundwater pollutants should be handled carefully during continued cleanup of the site and during construction of the development.
2. Page 15, Wastewater. The proposed plan to add up to 875 residential units, 33 townhomes, as well as commercial facilities would presumably add a significant number of residential water softeners and greatly increase water softening needs due to the water hardness levels of the City of Hopkins municipal water supply. Many Minnesota municipalities are wrestling with high chloride levels in their wastewater (See this recent study on sources of chloride in Minnesota). Chloride is one of the components of salt, which is used in forms such as sodium chloride (table salt), calcium chloride and magnesium chloride (road salts). Sodium chloride is commonly used in home water softeners and by water treatment plants to treat "hard" water. Minnesota generally has groundwater with high levels of calcium and magnesium that must be removed through softening in order to improve taste and prevent lime scale buildup in appliances, pipes and water fixtures. The majority of home water softeners use sodium chloride (NaCl) in a softening process that replaces calcium and magnesium ions with sodium, while the chloride ions are discharged in the wastewater and eventually end up in the environment.

   Each community needs to determine which tool is appropriate for their situation. This factsheet suggests ways for homeowners to optimize their water softener salt use, while this link provides resources for cities and examples of how other communities in Minnesota are

addressing their high chloride levels. We suggest that as this development moves forward, the City of Hopkins consider what strategies can be used to minimize chloride use.

3. Page 11, Stormwater. The proposer should consider utilizing the stormwater ponds as a source for irrigation to the rest of the site. Using that water as a resource will also reduce the volume that must be treated before discharge.
4. Page 11, Stormwater. Minnehaha Creek is currently impaired due to chloride, and we appreciate that the developer will look for methods to minimize chloride use. The amount of impervious surfaces planned for the project area will require large amounts of road salt for winter maintenance. Chloride released into local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

   We also encourage cities and counties to provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.
5. Page 16, Rare Features. The DNR concurs with the EAW's assessment that impacts to rare features are unlikely to occur as a result of the proposed project. We recommend using native plants and seed mixes in development landscaping and stormwater features to the greatest extent possible in order to provide pollinator habitat for the federally-endangered, rusty patched bumble bee.
6. Page 19, Dust & Odors. If the water for dust control is taken from a stream or lake, then the use of more than 10,000 gallons of water per day will require a DNR Water Appropriation Permit.
7. Page 19, Dust & Odors. Please do not use products that contain chloride for dust control in areas that drain to Public Waters.

Thank you again for the opportunity to review this document. Please let me know if you have any questions.

Sincerely,



Melissa Collins
Regional Environmental Assessment Ecologist | Ecological and Water Resources
Minnesota Department of Natural Resources
1200 Warner Road

St. Paul, MN 55106
Phone: 651-259-5755
Email: melissa.collins@state.mn.us

CC: Chris Osmundson, Alatus, LLC.

Equal Opportunity Employer

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

November 2, 2021

Kersten Elverum
Director of Planning & Economic Development
1010 1st St S
Hopkins, MN 55343

RE: EAW- 325 Blake Road Development
Hopkins, Hennepin County
SHPO Number: 2022-0020

Dear Kevin Elverum:

Thank you for providing this office with a copy of the Environmental Assessment Worksheet (EAW) for the above-referenced project.

Based on our review of the project information, we conclude that there are **no properties** listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

Please contact Kelly Gragg-Johnson, Environmental Review Program Specialist, at kelly.graggjohnson@state.mn.us if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

From:	Kersten Elverum
To:	Jason Lindahl
Cc:	Jan Youngquist
Subject:	FW: [EXTERNAL] MnDOT review: EAW21-011 325 Blake Rd mixed use development
Date:	Friday, November 5, 2021 9:59:15 AM
Attachments:	image001.png

From: Elvin, David (DOT) [mailto:David.Elvin@state.mn.us]
Sent: Tuesday, October 19, 2021 4:08 PM
To: Kersten Elverum <kelverum@hopkinsmn.com>
Cc: Swenson, Jason (DOT) <Jason.Swenson@state.mn.us>; Craig, E (DOT) <buck.craig@state.mn.us>; #DOT_Metro Traffic Plan Review <MetroTrafficPlanReview.DOT@state.mn.us>; Junge, Jason (DOT) <jason.junge@state.mn.us>; Turner Bargen, Mackenzie M (DOT) <mackenzie.turnerbargen@state.mn.us>; Thornsen, Jesse (DOT) <Jesse.Thornsen@state.mn.us>; Tag, Aaron E (DOT) <aaron.tag@state.mn.us>; Schowalter, Lance (DOT) <lance.schowalter@state.mn.us>; Constant, Jeffrey (DOT) <jeffrey.constant@state.mn.us>; Sherman, Tod (DOT) <tod.sherman@state.mn.us>; Muhic, P Cameron (DOT) <cameron.muhic@state.mn.us>; Kratz, David (DOT) <David.Kratz@state.mn.us>; Owen, Russell <Russell.Owen@metc.state.mn.us>
Subject: [EXTERNAL] MnDOT review: EAW21-011 325 Blake Rd mixed use development

Dear Kersten,

MnDOT has reviewed the Environmental Assessment Worksheet dated September 2021 for the 325 Blake Road Development and has no comments. Thank you for including MnDOT in your review, and please feel welcome to contact me with any questions.

Best regards,

David Elvin, AICP | Principal Planner
Metro District Planning, Program Management, and Transit
1500 County Road B-2 West, Roseville MN 55113
651-234-7795 | teleworking 651-440-1934
DEPARTMENT OF TRANSPORTATION

HENNEPIN COUNTY
MINNESOTA

November 4, 2021

Kersten Elverum
City of Hopkins
Planning Manager
1010 1st Street South
Hopkins, MN 55343

Re: Comments to Hopkins' 325 Blake Road Development EAW as advertised in the EQB Monitor October 5, 2021

Dear Ms. Elverum:

This letter provides our comments to the above noted EAW for the 325 Blake Road Development in Hopkins. This redevelopment involves a portion of the approximately 17-acre former industrial parcel at the intersection of Lake Street NE and Blake Road N in Hopkins. The proposed project is a transit-oriented, mixed-use development that will include residential, commercial, recreational opportunities associated with the Minnehaha Creek, regional stormwater management and connections to City utilities to serve neighborhood residents.

- Right of there is a typo on page 24 in Table 14 second section in the chart should read PM and not AM.

- Please verify that MnDOT is involved in this project review, as will affect their system at Trunk Highway 7.

We would like acknowledge that we have been in discussions with city staff and their consultant discussing the DRAFT traffic study and concept plan, and more specifically, that those concerns are now reflected in the revised plans on Page 91. These issues included:

- The need for northbound right-turn lane at the signalized entrance at Blake road and 2nd Street Northeast.

- And that one of our primary outlying concern with the site plans were with the limited setback from the intersection to the internal drive aisle on the south.

Hennepin County will continue to retain all the rights that our access control provides us along this portion of CSAH 20/Blake Road and that permitting of this access will be only be provided following final review of plans.

We appreciate your consideration of Hennepin County comments at this time and look forward to your response. If you have any questions, please contact me a 612-348-5714 or david.jaeger@hennepin.us.

Sincerely,

David Jaeger

David Jaeger
Environmental Specialist

Cc: Chad Ellos, Jason Gottfried, Transportation Planning
Ryan Allers, Cole Pardridge, Transportation Design
Jon Krieg, Ken Levine, Transportation Operations

November 4, 2020

Kersten Elverum, Director of Economic Development & Planning
City of Hopkins
1010 1st Street South
Hopkins, MN 55343

RE: City of Hopkins Environmental Assessment Worksheet (EAW) – 325 Blake Road Development
Metropolitan Council Review No. 22695-1
Metropolitan Council District No. 5

Dear Kersten Elverum:

The Metropolitan Council received the EAW for the 325 Blake Road Development project on October 21, 2021. The proposed project is located on 16.8 acres southeast of the intersection of Blake Road and Lake Street NE. The proposed development will consist of 875 multi-family residential units; 17,000 square feet of retail/restaurant space; and 1,191 parking stalls. Environmental and open space amenities include 4.2 acres adjacent to Minnehaha Creek for stormwater management, green space, and trails. The project represents a significant collaboration between the City of Hopkins, Minnehaha Creek Watershed District, and the developer Alatus. As proposed, the integrated development would support many regional policy objectives related to transit-oriented development and the environment.

The staff review finds that the EAW is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. An EIS is not necessary for regional purposes.

We offer the following comments for your consideration.

Item 9b – Planned Land Use (Todd Graham, 651-602-1322; Michael Larson, 651-602-1407) Although no change in guiding land use is necessary, the project would result in greater development than the City's 2040 comprehensive plan anticipated. The project is located in Transportation Analysis Zone (TAZ) #1406, where the City's comprehensive plan allocated a gain of +320 households and +614 population by 2040. In contrast, the project as proposed would result in as many as 875 housing units. The Council made similar forecast comments regarding the nearby Blake Road Station development (Review File No. 22484-1) on September 29, 2020. This latter project has recently received City approvals and may consist of as many as 770 multifamily units. These two projects constitute as many as 1,645 units, which contrasts with the current citywide forecasted growth of only 800 households from 2020-2040.

The Council expects that the City initiate a commensurate forecast increase through a comprehensive plan amendment. City staff can contact Council staff to discuss the following recommendations:

- Should the 325 Blake Road Project proceed, add +550 households and +1200 population to the forecast for TAZ #1406, and to the citywide forecast as well.

- As previously recommended for the review for the Blake Road Station development, add +800 households and +1700 population to the forecast for TAZ #1407, and to the citywide forecast as well.

Please be advised that a future forecast increase for the 2021-2030 decade will result in an increase in the City's allocation of affordable housing need.

Item 11a – Wastewater (Roger Janzig, 651-602-1119)
The Metropolitan Disposal System has adequate capacity for this project location, but Metropolitan Council Dual Forcemain Interceptors (8041-A & B) are within the Lake Street NE right-of way, north of this proposed project. The interceptors were both built in 2018 and are both 18-inch PVC Pipes. There are specific processes that must be followed before any encroachment can occur on our property, including a required Encroachment Agreement. To assess the potential impacts to our interceptor system, and to obtain an Encroachment Agreement Application, please contact and share preliminary plans with Tim Wedin, Interceptor Engineering Assistant Manager (651-602-4571) at the Metropolitan Council Environmental Services.

Item 18 – Transportation (Steve Mahowald, 612-349-7775)
Currently, there is no transit service on northbound Blake Road between the Cedar Lake Trail and Lake Street. Thus, there is no existing bus stop adjacent to the proposed development. In 2020, the Transportation Advisory Board (TAB) approved Regional Solicitation funds for improvements on Route 17 for 2024 and 2025. The funds ($2,511,123 federal dollars plus $627,781 local match) will be used to extend all Route 17 trips to the Blake Road Station and double the frequency of service from every 30 minutes to 15 minutes.

The extension of Route 17 service to the Blake Road Station will establish service on northbound Blake Road between the Cedar Lake Trail and Lake Street. The City and developer will need to work with Metro Transit to ensure that a bus stop is included along northbound Blake Road between Cedar Lake Trail and Lake Street.

Furthermore, the Council has an existing temporary construction easement on the site granted to it by the Minnehaha Creek Watershed District to enable the construction of the METRO Green Line Extension. The Council has proposed an amendment to the easement to extend its duration from November 1, 2022 to December 1, 2024 with the option for two additional 6-month extensions thereafter. The Council's temporary construction easement enables the construction of METRO Green Line, which will serve and support the development. Coordination and cooperation with the Metropolitan Council's contractors is essential for construction of the project, including, but not limited to, the area along Blake Road and rail corridor.

Item 12 – Contamination/Hazardous Materials/Wastes (Cameran J. Bailey, 651-602-1212)
Council staff recommend adding the following as potential mitigation methods:

- Select building insulation, roofing, structural, and exterior facade materials for their minimum embedded greenhouse gas emissions, and for their non-toxic, reusable, recyclable, and biodegradable qualities.

Item 16 – Air (Cameran J. Bailey, 651-602-1212)
Council staff recommend adding the following as potential mitigation methods:

- Solicit the developer to integrate electric vehicle (EV) chargers, or EV-ready infrastructure, into the design of the development.
- Solicit the developer to recruit an EV "car share hub" within, or adjacent to, the development.

This concludes the Council's review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact Michael Larson, Principal Reviewer, at 651-602-1407.

Sincerely,



Angela R. Torres, AICP, Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Molly Cummings, Metropolitan Council District 5
Michael Larson, AICP, Sector Representative / Principal Reviewer
Reviews Coordinator

N:\CommDev\LPA\Communities\Hopkins\Letters\Hopkins 2020 325 Blake Road EAW 22695-1.docx

Appendix B

Response to Comments

Commenter	Comment	Response
State Historic Preservation Office	Based on our review of the project information, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.	Comment noted. Thank you for your review.
Minnesota Pollution Control Agency	Permits and Approvals (Item 8) This section includes the U.S. Army Corps of Engineers 404 Permit and hence must also include the Minnesota Pollution Control Agency 401 Water Quality Certification. The 401 Water Quality Certification becomes an enforceable component of the associated federal license or permit – issued under either Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. The scope of a Clean Water Act Section 401 Certification is limited to assuring that a discharge from a federally licensed or permitted activity will comply with water quality requirements. Along with an Antidegradation Assessment, the applicant is also required to request a pre-filling meeting from the certifying agency at least 30 days prior to submitting a 401 Water Quality Certification request. The MPCA is the certifying authority in the State of Minnesota."	Thank you for your comment. An MPCA 401 Water Quality Certification has been added to the Permits and Approvals table in Section 2.4.3 and Section 8 of the EAW. If required, a pre-filing meeting will be requested from the MPCA at least 30 days prior to submitting the 401 Water Quality Certification request.
	Water Resources (Item 11) Table 5: Utility Demand Comparison indicates that there are 875 apartment units and 33 townhome units in the scope of the Project. This conflicts with Table 1: Project Magnitude, in Section 6, and the Table on the Architectural Site Plan, all of	Below is an updated Table 5: Utility Demand Comparison to reflect the total of 875 proposed residential units, including the 33 townhomes.

<table>
<tr><th>Commenter</th><th>Comment</th><th>Response</th></tr>
<tr><td></td><td>which indicate that there are a total of 875 residential units, which include the 33 townhomes.</td><td>
<table>
<tr><th></th><th></th><th colspan="2">2021</th></tr>
<tr><th></th><th></th><th colspan="2">Size</th><th>Average Flow (GPD)</th></tr>
<tr><td>Restaurant (Full Service)*</td><td></td><td>9,000</td><td>SF</td><td>8,220</td></tr>
<tr><td>Townhomes</td><td></td><td>33</td><td>units</td><td>9,042</td></tr>
<tr><td>Apartments (w/ washer/dryer units)</td><td></td><td>842</td><td>units</td><td>230,708</td></tr>
<tr><td>Clubhouse (Kitchen & Bathroom)</td><td></td><td>2</td><td>units</td><td>548</td></tr>
<tr><td>Boathouse</td><td></td><td>1</td><td>units</td><td>274</td></tr>
<tr><td>Demolition (Cold Storage)</td><td></td><td>277,000</td><td>SF</td><td>-10,921</td></tr>
<tr><td>Total Average GPD</td><td></td><td></td><td></td><td>237,871</td></tr>
</table>
</td></tr>
<tr><td></td><td>The number of units identified for each building within the Table on the Architectural Site Plan conflicts with the units identified on this site plan for each building.</td><td>The number of units identified for each building within the Table on the Architectural Site Plan are the correct unit numbers. The units identified on the site plan for each corresponding building were not edited after the table was updated.</td></tr>
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</table>

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<tr><td>Boat House</td><td></td><td>1</td><td>Unit</td><td>274</td></tr>
<tr><td>Demolition (Cold Storage)</td><td></td><td>277,000</td><td>SF</td><td>-10,921</td></tr>
<tr><td>Total Average GPD</td><td></td><td></td><td></td><td>237,871</td></tr>
</table>
</td></tr>
<tr><td></td><td>Water Resources (Item 11) The redevelopment will improve existing stormwater runoff to Minnehaha Creek by installing a stormwater management system. The MPCA strongly encourages plans mentioned in the EAW to add additional treatment through use of permeable pavements, tree trenches and green and blue roofs. The permeable pavements will also help reduce the need for chloride in the winter months.</td><td>Section 11 of the EAW states that the private development will have BMP's such as permeable pavement, tree trenches, green roofs, and blue roofs to provide additional treatment onsite.</td></tr>
<tr><td></td><td>Water Resources (Item 11) Due to the presence of Minnehaha Creek and a wetland on the Project site, redundant (double) down gradient sediment controls will be required if</td><td>Comment noted. Sediment controls will be used during construction and inactively worked soils will be stabilized within 7 days.</td></tr>
</table>

Commenter	Comment	Response
	the construction requires encroachment within 50 feet of existing buffers to the water bodies. Also, due to the construction-related water impairments of the creek, temporarily or permanently inactively worked soils on any portion of the site will require stabilization within 7 days even if work will resume in the area. A temporary sediment basin will also be required if 5 or more acres drain to a common location on the Project. Please direct questions regarding CSW Permit requirements to Roberta Getman at 507-206-2629 or at roberta.getman@state.mn.us.	
	Noise (Item 17) The MPCA appreciates the opportunity to review the noise components of this EAW. At this time, it is unlikely that any noise generated from the proposed Project after completion would have negative, long-term impacts on existing and new receptors in the vicinity.	Comment noted.
	Noise (Item 17) Although noise generated by construction activities may be exempt from city ordinance, there are best practices that the MPCA recommends that construction activities take place during daytime hours as defined in the state noise rules (Minn. R. ch. 7030), or 7:00 am to 10:00 pm, to the extent possible. The MPCA also recommends the appropriate use of mufflers and quieter backup alarms on all construction equipment, as applicable. In the case of the Project, these mitigation techniques would be especially	Comment noted.

Commenter	Comment	Response
	important during phase II of construction, when completed buildings on-site may be occupied by new residents that are particularly close to buildout activities. For noise related questions, please contact Fawkes Char at 651-757-2327 or fawkes.char@state.mn.us.	
Hennepin County	Right off there is a typo on page 24 in Table 14 second section in the chart should read PM and not AM.	Table 14 in the Traffic Impact Analysis has been updated.
	Please verify that MnDOT is involved in this project review, as will affect their system at Trunk Highway 7.	As plans progress, the project proposer will involve MnDOT as needed for any changes to Trunk Highway 7.
	We would like to acknowledge that we have been in discussions with city staff and their consultant discussing the DRAFT traffic study and concept plan, and more specifically, that those concerns are now reflected in the revised plans on Page 91. These issues included: • The need for northbound right-turn lane at the signalized entrance at Blake Road and 2nd Street Northeast. • And that one of our primary outlying concern with the site plans were with the limited setback from the intersection to the internal drive aisle on the south.	Comment noted.
	Hennepin County will continue to retain all the rights that our access control provides us along this portion of CSAH 20/Blake Road and	Comment noted. The project proposer will provide final plans to Hennepin County for review.

Commenter	Comment	Response
	that permitting of this access will be only provided following final review of plans.	
Metropolitan Council	Item 9b – Planned Land Use (Todd Graham, 651-602-1322; Michael Larson, 651-602-1407) Although no change in guiding land use is necessary, the project would result in greater development than the City's 2040 comprehensive plan anticipated. The project is located in Transportation Analysis Zone (TAZ) #1406, where the City's comprehensive plan allocated a gain of +320 households and +614 population by 2040. In contrast, the project as proposed would result in as many as 875 housing units. The Council made similar forecast comments regarding the nearby Blake Road Station development (Review File No. 22484-1) on September 29, 2020. This latter project has recently received City approvals and may consist of as many as 770 multifamily units. These two projects constitute as many as 1,645 units, which contrasts with the current citywide forecasted growth of only 800 households from 2020-2040. The Council expects that the City initiate a commensurate forecast increase through a comprehensive plan amendment. City staff can contact Council staff to discuss the following recommendations: • Should the 325 Blake Road Project proceed, add +550 households and +1200	The City will continue to monitor growth and will coordinate with the Metropolitan Council regarding the TAZ forecasts for the area and a comprehensive plan amendment, if needed.

Commenter	Comment	Response
	population to the forecast for TAZ #1406, and to the citywide forecast as well. • As previously recommended for the Blake Road Station development, add +800 households and +1700 population to the forecast for TAZ #1407, and to the citywide forecast as well. Please be advised that a future forecast increase for the 2021-2030 decade will result in an increase in the City's allocation of affordable housing need.	
	Item 11a – Wastewater (Roger Janzig, 651-602-1119) The Metropolitan Disposal System has adequate capacity for this project location, but Metropolitan Council Dual Forcemain Interceptors (8041-A & B) are within the Lake Street NE right-of-way, north of this proposed project. The interceptors were both built in 2018 and are both 18-inch PVP Pipes. There are specific processes that must be followed before any encroachment can occur on our property, including a required Encroachment Agreement. To assess the potential impacts to our interceptor system, and to obtain an Encroachment Agreement Application, please contact and share preliminary plans with Tim Wedin, Interceptor Engineering Assistant Manager (651-602-4571) at the Metropolitan Council Environmental Services.	The project proposer will contact Tim Wedin to share preliminary plans and obtain an Encroachment Agreement Application.
	Item 18 – Transportation (Steve Mahowald, 612-349-7775) Currently, there is no transit	Comment noted. The City will continue to coordinate with Metro Transit on the bus stop planned near the Blake Road Station.

Commenter	Comment	Response
	service on northbound Blake Road between the Cedar Lake Trail and Lake Street. Thus, there is no existing bus stop adjacent to the proposed development. In 2020, the Transportation Advisory Board (TAB) approved Regional Solicitation funds for improvements on Route 17 for 2024 and 2025. The funds ($2,511,123 federal dollars plus $627,781 local match) will be used to extend all Route 17 trips to the Blake Road Station and double the frequency of service from every 30 minutes to 15 minutes. The extension of Route 17 service to the Blake Road Station will establish service on northbound Blake Road between the Cedar Lake Trail and Lake Street. The City and developer will need to work with Metro Transit to ensure that a bus stop is included along northbound Blake Road between Cedar Lake Trail and Lake Street.	
	Item 12 – Contamination/Hazardous Materials/Wastes (Cameran J. Bailey, 651-602-1212) Council staff recommend adding the following as potential mitigation methods: • Select building insulation, roofing, structural, and exterior façade materials for their minimum embedded greenhouse gas emissions, and for their non-toxic, reusable, recyclable, and biodegradable qualities.	The project proposer will consider methods of potential mitigation as design advances.

Commenter	Comment	Response
	Item 16 – Air (Cameran J. Bailey, 651-602-1212) Council staff recommend adding the following as potential mitigation methods: • Solicit the developer to integrate electric vehicle (EV) chargers, or EV-ready infrastructure, into the design of the development. • Solicit the developer to recruit an EV "car share hub" within, or adjacent to, the development.	The project proposer will consider methods of potential mitigation as design advances.
Minnesota Department of Natural Resources	Page 8, Groundwater. The site is located within the Drinking water Supply Management Area of the City of Edina. Pollutants that are spilled in this area will reach the drinking water of the City of Edina within 10 years. Potential groundwater pollutants should be handled carefully during continued cleanup of the site and during construction of the development.	Comment noted. The project proposer will complete an updated Phase I/II ESA prior to construction and coordinate with the MPCA on safe handling and disposal of any contamination and hazardous materials found on the site prior and during construction.
	Page 15, Wastewater. The proposed plan to add up to 875 residential units, 33 townhomes, as well as commercial facilities would presumably add a significant number of residential water softeners and greatly increase water softening needs due to the water hardness levels of the City of Hopkins municipal water supply. Many Minnesota municipalities are wrestling with high chloride levels in their wastewater (See this recent study on sources of chloride in Minnesota). Chloride is one of the components of salt, which is used in forms such as sodium	Comment noted. The City will consider ways to make the factsheet and other educational resources provided by the DNR above available to homeowners.

Commenter	Comment	Response
	chloride (table salt), calcium chloride and magnesium chloride (road salts). Sodium chloride is commonly used I home water softeners and by water treatment plants to treat "hard" water. Minnesota generally has groundwater with high levels of calcium and magnesium that must be removed through softening in order to improve taste and prevent lime scale buildup in appliances, pipes and water fixtures. The majority of home water softeners use sodium chloride (NaCl) in a softening process that replaces calcium and magnesium ions with sodium, while the chloride ions are discharged in the wastewater and eventually end up in the environment. Each community needs to determine which tool is appropriate for their situation. This factsheet suggests ways for homeowners to optimize their water softener salt use, while this link provides resources for cities and examples of how other communities in Minnesota are addressing their high chloride levels. We suggest that as this development moves forward, the City of Hopkins consider what strategies can be used to minimize chloride use.	
	Page 11, Stormwater. The proposer should consider utilizing stormwater ponds as a source for irrigation to the rest of the site. Using that water as a resource will also reduce the volume that must be treated before discharge.	Minnehaha Creek Watershed District is planning a coordinated project nearby to the proposed development to use the 4.2 acres adjacent to the creek for stormwater management to improve the water quality of Minnehaha Creek and its downstream waterbodies and provide a system of green space and trails around Minnehaha Creek.

Commenter	Comment	Response
	Page 11, Stormwater. Minnehaha Creek is currently impaired due to chloride, and we appreciate that the developer will look for methods to minimize chloride use. The amount of impervious surfaces planned for the project area will require large amounts of road salt for winter maintenance. Chloride released into local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider supporting local business and the city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk application, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training – both from cities and counties and from private companies – have used their knowledge to reduce salt use and save money for their organizations. We also encourage cities and counties to provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.	Comment noted.
	Page 16, Rare Features. The DNR concurs with the EAW's assessment that impacts to rare features are unlikely to occur as a result of the	Comment noted. As discussed in Section 13 of the EAW, disturbed areas would be reestablished using appropriate native and stabilization seed mix. The planned development will increase the landscaped area with a blend of

Commenter	Comment	Response
	proposed project. We recommend using native plants and seed mixes in development landscaping and stormwater features to the greatest extent possible in order to provide pollinator habitat for the federally-endangered rusty patched bumble bee.	biodiverse, native, drought-tolerant plant species that could provide pollinator habitat.
	Page 19, Dust & Odors. If the water for dust control is taken from a stream of lake, then the use of more than 10,000 gallons of water per day will require a DNR Water Appropriation Permit."	Comment noted. Water appropriation for new wells or an increase in authorized volume is not anticipated for the project as the city's current system can accommodate the development.
	Page 19, Dust & Odors. Please do not use products that contain chloride for dust control in areas that drain to Public Waters."	Comment noted.
Minnesota Department of Transportation	MnDOT has reviewed the Environmental Assessment Worksheet dated September 2021 for the 325 Blake Road Development and has no comments	Comment noted. Thank you for your review.

Appendix C

Permits and Approvals Required

Permits and Approvals Required

Unit of Government	Type of Application	Status
Local		
Minnehaha Creek Watershed District	Watershed District Permit	To be applied for
	Wetland Conservation Act (WCA) Replacement Plan	To be applied for, if needed
City of Hopkins	Rezoning	To be applied for
	Preliminary and Final Plat	To be applied for
	Planned Unit Development (PUD) and Site Plan Approval	To be applied for
	Right-of-Way Permit	To be applied for
	Building Permits	To be applied for
	Erosion Control, Grading, and Stormwater Permit	To be applied for
	Sewer and Water Permit	To be applied for, if needed
	EIS need decision	In process
	Traffic Impact Analysis	In process; to be updated as needed through permitting and PUD process
Regional		
Metropolitan Council	Construction Site Stormwater Permit	To be applied for, if needed
	Sewer Connection Permit	To be applied for, if needed
	METRO Green Line Extension Project Office Coordination	Ongoing
Hennepin County	Work in Right-of-Way Permit	To be applied for
	Driveway Permit	To be applied for
State		
Minnesota Department of Health	Water Extension Permit	To be applied for, if needed
Minnesota Department of Natural Resources	Water Appropriation Permit	To be applied for, if needed
	Public Waters Work Permit	To be applied for, if needed
Minnesota Pollution Control Agency	401 Water Quality Certification	To be applied for
	Construction Site Stormwater Permit	To be applied for
	National Pollutant Discharge Elimination System (NPDES) permit	To be applied for
Federal		
US Army Corps of Engineers	Section 404 Permit	To be applied for, if needed

December 7, 2021 City Council Report 2021-114

325 Blake Road Rezoning and Planned Unit Development (PUD)

Proposed Action: Staff recommends the City Council adopt the following motion:

- Move to adopt Resolution 2021-077 approving the first reading of Ordinance 2021-1177 rezoning the property at 325 Blake Road North (PID 19-117-21-14-0002) from I-2, General Industrial to Mixed Use with a Planned Unit Development (PUD), subject to conditions.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests rezoning and planned unit development (PUD) approvals for the property located at 325 Blake Road. This 16.87-acre property is located on the west side of Blake Road between Lake Street Northeast and the Southwest Light Rail Transit/Cedar Lake Regional Trail corridor. The rezoning and PUD requests are necessary to facilitate the applicant's plans to subdivide and redevelop the subject property into an 883-unit mixed use, commercial and residential transit-oriented development across Blake Road from the future Blake Road light rail transit station.

The request would rezone the property from I-2, General Industrial to Mixed Use with a planned unit development. The planned unit development approval is necessary to allow for deviations from some of the development standards of the Mixed Uses district which are summarized below and detailed in the individual site plan review applications for Sites A-D. Based on the findings in this report, both the Planning & Zoning Commission and staff recommend approval of these requests subject to the conditions detailed in the attached resolution.

Primary Issues to Consider

- Background
- Rezoning & PUD Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-077
- Ordinance 2021-1177
- Plans and Elevations
- Concept Plan
- Applicant's Narrative
- Neighborhood Meeting Comments
- Multi-Purpose Parking Solution
- Traffic Impact Analysis

_____

Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: ____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The 16.87 subject property was originally platted as Lot 74, of Auditor's Subdivision Number 239 in 1929 (see attached plat). In the early 1950's Merchant Refrigerating Company constructed a cold storage warehouse on the site that operated until December 2017. In 2018, the Minnehaha Creek Watershed District (MCWD) and the City worked together to demolish the cold storage warehouse building and prepare the site for redevelopment.

In 2011, the MCWD acquired the site as a key element in the restoration of the Minnehaha Creek Greenway. MCWD's goal was to implement a regional stormwater improvement project on a portion of the site and restore more than 1,000 feet of creek frontage. MCWD identified that the stormwater improvement project could treat polluted stormwater from approximately 270 acres of surrounding area that flows into the creek.

Early in this process, MCWD and the City of Hopkins identified the potential to integrate a restored Minnehaha Creek with a transit-oriented, mixed-use development near the future Blake Road LRT Station of the METRO Green Line Extension (Southwest LRT). In January of 2021, MCWD and the City solicited interest in redeveloping the property through a request for letters of interest. After a thorough review process, MCWD and the City selected Alatus, LLC as the master developer in June of 2021.

In the summer of 2021, Alatus submitted a concept plan review application for the subject property. That concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD). Alatus offers this subdivision application to facilitate the redevelopment envisioned in the concept plan.

Project Summary. The attached Applicant's Project Narrative provides a detailed summary of all the various components of the 325 redevelopment project. Generally, Alatus intends to redevelop approximately 12.75 acres of the nearly 17-acre site with the remaining property to be retained by the MCWD for stormwater management and creek restoration. The applicant proposes to redevelop their portion of the property into a mixed use, transit-oriented development near the future Blake Road light rail transit station. The applicant proposes a two-phased redevelopment consisting of approximately 833 housing units targeted to owners, renters (both affordable and market rate) and seniors in both multiple unit buildings and townhome units. Features of the development include an overall design focus to connect both residents and the public with the Minnehaha Creek, a mix of housing types and affordability levels, a mix of residential and commercial uses at transit supportive densities, an enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity, sustainability components, enhance stormwater management and shared parking.

The nature of the proposed development is concentrated on creating a spectrum of opportunities for community members of all different backgrounds. The proposed housing mix will include the creation of a 14-story mid-rise multiple unit building that will have views unlike any seen in the west-suburban market, interspersed with low-rise market-rate developments, an affordable housing tax credit property with 50% to 60% AMI rental and income restrictions, and for-sale townhome/condominium offerings with affordable ownership opportunities as well. The Site Plan estimates the following unit types and counts for housing options on the

development site:

Blake Road Station Development Summary				
Site	**Phase**	**Use**	**Parcel Size (Acres)**	**Density (Units/Acre)**
A	1	112 Unit Affordable Rental at 50%-60% AMI	1.34	94.8
B	1	112 Unit For-Sale Senior Cooperative	1.45	77.2
C	1	389 Market Rate Rental 15% Hotel 9,000 sq. ft. Commercial	3.45	112.7
D	1	187 Unit Mixed Income Rental 38 Units at 60% AMI 149 Units at Market Rate	2.56	73
Outlot C	2	33 For-Sale Townhomes	1.59	20.75
Lot 1, Block 1	2	Boat House	0.94	N/A
Lot 2, Block 1	2	Central Plaza & 2 Commercial Pads	0.12	N/A
Total			10.39	80

Review Process to Date. The review process for this project to date included both a concept plan review with a neighborhood meeting and Environmental Assessment Worksheet (EAW). The concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD).

The EAW is being reviewed concurrently with the land use approvals for this project. Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in the EAW, the City finds that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. The collection of land use applications (subdivision, rezoning and PUD and individual site plans) are subject to approval of the EAW.

Neighborhood Meeting. As part of the associated rezoning application, the applicant was required to hold a neighborhood meeting. This meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from this meeting are attached as a reference.

Community Comment. Under state law, rezoning applications require a public hearing. Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to City Planner Jason Lindahl by mail, phone or email or to attend the public hearing where they could learn about the request, ask questions and provide feedback. As of the writing of this report, the City had received one email comment from Dale Johnson regarding this request (attached). Mr. Johnson's questions focused comparisons between the Trilogy Blake Road Station and the 325

Blake Road projects, snow removal, and concerns over long term developer accountability. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-20) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public hearing. During the public hearing, Pat Beddor of 220 Ashley Road stated concerns about the PUD allowing a deviation for the 14-story building on Site C. Mr. Beddor went on to state the proposed height was inconsistent with the 2009 Blake Road Corridor Small Area Plan he worked on as a Planning & Zoning Commissioner. Commissioner Sedoff also expressed her concerns about the PUD allowing the 14-story building. City Planner Lindahl acknowledged the 14-story building requires a deviation from the current Mixed Use district standards but it is consistent with the transit supportive density goals of the 2040 Comprehensive Plan. The rest of the commissioners were generally supportive of the proposed height citing consistency with the concept plan and the density goals of the 2040 Comprehensive Plan. After some additional general discussion, the Commission voted 5-1-1 (with Commissioner Sedoff voting against and Commission Terrill abstaining) to recommend the City Council approve an ordinance rezoning the 325 Blake Road Development site from I-2, General Industrial to Mixed Use with a Planned Unit Development.

REZONING & PLANNED UNIT DEVELOPMENT REVIEW

The applicant requests rezoning of the subject property from I-2 General Industrial to Mixed Use with a planned unit development (PUD) consistent with the Activity Center Future Land Use guiding in the 2040 Comprehensive Plan. Rezoning applications are considered a legislative action. When considering legislative actions, the City is advancing health, safety, and welfare by making rules that apply throughout the entire community. By including the PUD in this case, the zoning standards are only specific to the subject properties.

The PUD establishes the Mixed Use district and its development regulations as the base zone and standards for review. Overall, the PUD entitles lot configuration, access and private road configuration, setbacks and building height for sites A – D and will be used to evaluate each of the separate associated site plan review applications. The boat house, central plaza and commercial pads site and Outlot C will require separate approval. Deviations from the Mixed Use standards other than those noted for each site below will require either a minor or major amendment to the planned unit development. The specifics of each deviation are detailed in the site plan review staff report for each site.

325 Blake Road Redevelopment Deviations from the Mixed Use District Zoning Standards				
Category	**Site A**	**Site B**	**Site C**	**Site D**
Building Height	✓	✓	✓	✓
Floor to Area Ratio			✓	✓
Setbacks	✓	✓	✓	✓
Parking			✓	✓
Exterior Materials	✓	✓	✓	✓

In exchange for the deviations noted above, the applicant pledges the items listed below. Staff

finds that these additions create a higher quality development than could have otherwise occured under the straight Mixed Use district zoning regulations.

- An overall design focus to connect both residents and the public with the Minnehaha Creek.
- A mix of housing types and affordability levels.
- A mix of residential and commercial uses at transit supportive densities.
- An enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity.
- Sustainability components including rooftop solar on Sites A, B, & D and LEED certification for Site C.
- Enhance stormwater management.
- Shared parking.
- Privately owned and maintained open space that will be open to the general public.
- Public Art.

There are three key criteria for the City to weigh when considering a rezoning request – consistency with the comprehensive plan, compatibility with present and future land uses and how the proposed development conforms with the new zoning standards. These criteria and staff's findings for each are detailed below.

Consistency with the Comprehensive Plan. Rezoning the subject properties from I-2, General Industrial to Mixed Use with a planned unit development (PUD) is consistent with the Activity Center Future Land Use guiding in the 2040 Comprehensive Plan. Activity Centers surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit.

The Activity Center areas are expected to experience significant reinvestment and redevelopment to absorb a substantial portion of the city's anticipated future growth. Development in the Activity Center areas is expected to be medium to larger scale neighborhood and regional uses with an approximate mix of 75% residential and 25% commercial. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The applicant's plan illustrates an overall residential density of 80 units per acre, which is within the Activity Center category standards for areas close to an LRT station; however, it falls short of the commercial space percentage guideline. The following goals from the comprehensive plan support the proposed development:

- Encourage transit-oriented development (development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at densities that support transit) in areas with high quality transit service, especially within a quarter mile of light rail stations or high-frequency bus routes.
- Plan for appropriate amenities, high-quality design, pedestrian and bicycle facilities, and open space in high growth areas, particularly in the Neighborhood Center, Activity Center, and Downtown Center future land use categories or other areas in close proximity to transit.
- Encourage the transition of selected auto-oriented areas into Activity Centers, as defined and designated in the comprehensive plan.

- Improve pedestrian and bicycle access throughout the community, particularly in the Centers future land use categories as defined and designated in the comprehensive plan or other areas in close proximity to transit.
- Engage the community to explore how to increase the mix of housing types near transit corridors, parks, and the Centers future land use categories as defined and designated in the comprehensive plan.
- Encourage all new projects to have a positive relationship to the street by orienting main entrances to the front of the property, connecting the front door to the sidewalk, and reducing parking between the building and the street as much as possible.

Compatibility with Present and Future Land Uses. Rezoning the subject properties from I-2, General Industrial to Mixed Use with a planned unit development (PUD) is consistent with surrounding present and future land uses. These uses are detailed in the table below.

Surrounding Existing and Future Land Uses Analysis		
Direction	**Existing**	**2040 Future Land Use**
North	Park, Minnehaha Creek & Multiple Unit Residential	Activity Center & Open and Social Space
South	Southwest LRT & Cedar Lake Regional Trail Corridor, Multiple Unit Residential & Industrial	Activity Center
East	Minnehaha Creek & Multiple Unit Residential	Activity Center
West	Multiple Unit Residential & Commercial	Activity Center

Conformance with New Zoning Standards. Generally, the overall development site meets or exceeds the development standards for the Mixed Uses district with the exception of the items summarized above and detailed in the individual site plan review applications for sites A-D. These deviations are acceptable based on the overall planned unit development proposal from the applicant which includes the items listed above. Future development of Lot 2, Block 1 or Outlot C will require separate approvals.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Sites A - D and offers the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater, water quality, and construction permit requirements satisfies City of Hopkins requirements.
- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

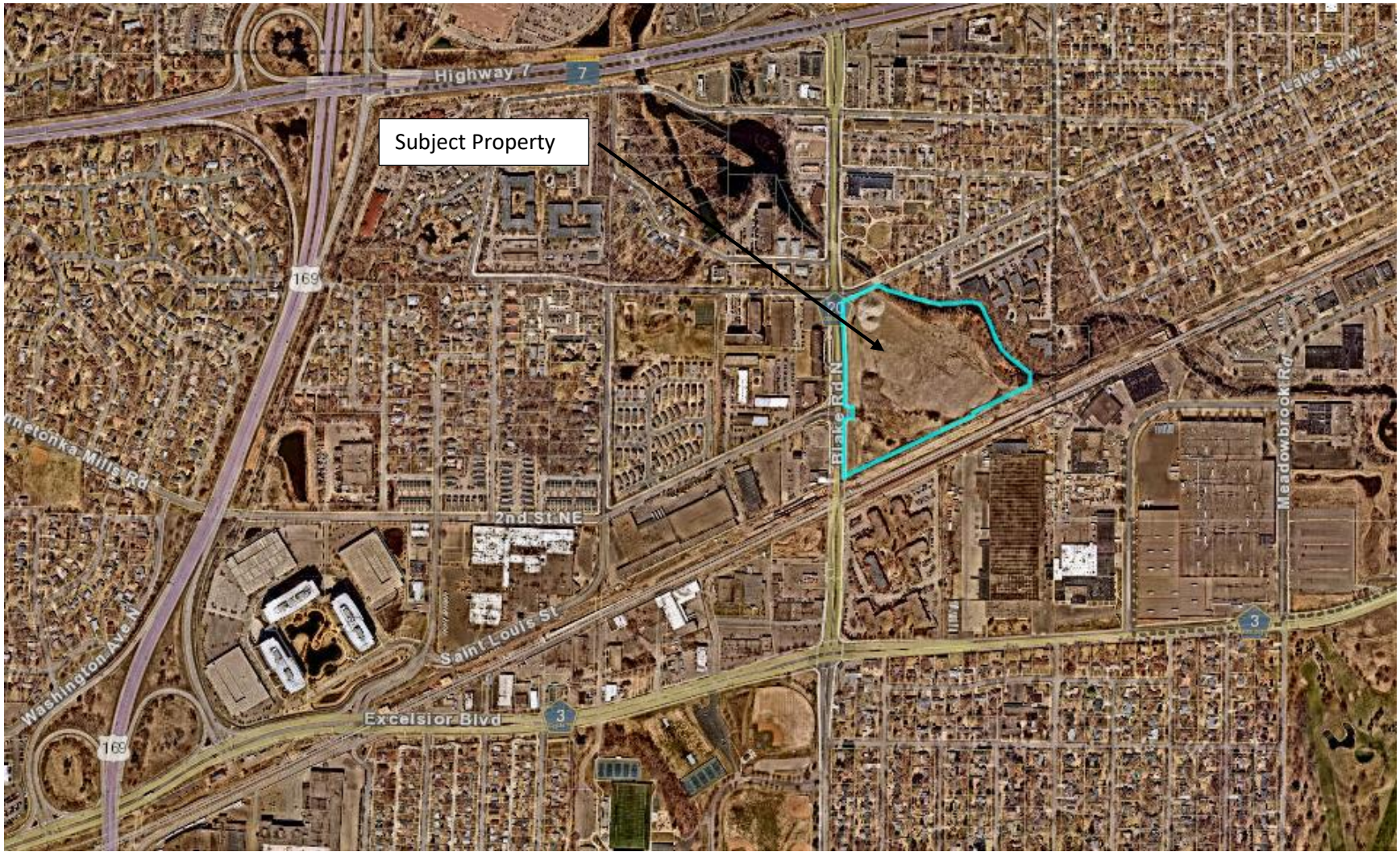
ALTERNATIVES

1. **Vote to approve the rezoning and planned unit development for 325 Blake Road**. By voting to approve this application, the development will receive approval of the first reading of the rezoning and be schedule for a second reading on December 21, 2021.

2. **Vote to deny the rezoning and planned unit development for 325 Blake Road**. By voting to deny this application, the development will not receive approval of the first reading of the rezoning or be schedule for a second reading on December 21, 2021. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council finds that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-077

A RESOLUTION APPROVING THE FIRST READING OF ORDINANCE 2021-1177 REZONING THE PROPERTY AT 325 BLAKE ROAD NORTH WITH PID 19-117-21-14-0002 FROM 1-2, GENERAL INDUSTRIAL TO MIXED USE WITH A PLANNED UNIT DEVELOPMENT (PUD), SUBJECT TO CONDITIONS

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated site plan review application for 325 Blake Road North Site A within PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated applications based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves an the first reading of Ordinance 2021-1177 rezoning the property at 325 Blake Road North with PID 19-117-21-14-0002 from I-2, General Industrial to Mixed Use with a Planned Unit Development (PUD), subject to the conditions listed below.

1. Approval of a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road development.

2. Execution of a Planned Unit Development Agreement in a form acceptable to the City Attorney.

3. Conformance with all requirements of the City Engineer.

4. Approval of the development by the Minnehaha Creek Watershed District and conformance with all related conditions.

5. Payment of all applicable development fees including, but not limited to SAC, park dedication and City Attorney fees.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

CITY OF HOPKINS
Hennepin County, Minnesota

ORDINANCE NO. 2021-1177

AN ORDINANCE REZONING THE PROPERTY AT 325 BLAKE ROAD NORTH WITH PID 19-117-21-14-0002 FROM 1-2, GENERAL INDUSTRIAL TO MIXED USE WITH A PLANNED UNIT DEVELOPMENT (PUD), SUBJECT TO CONDITIONS

THE COUNCIL OF THE CITY OF HOPKINS DOES HEREBY ORDAIN AS FOLLOWS:

1. That the present zoning classification of I-2, General Industrial, upon the following described premises is hereby repealed, and in lieu thereof, said premises is hereby zoned to Mixed Use with a Planned Unit Development (PUD).

2. The legal description of the property to be rezoned is as follows:

   LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

First Reading:	December 7, 2021
Second Reading:	December 21, 2021
Date of Publication:	December 30, 2021
Date Ordinance Takes Effect:	December 30, 2021

_____
Jason Gadd, Mayor

ATTEST:

_____
Amy Domeier, City Clerk

325 BLAKE ROAD - OVERALL SITE PLAN

325 BLAKE ROAD, HOPKINS, MN



PROJECT LOCATION



Neighborhood Context Map



Site Location

BUILDING METRICS

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION - BUILDING A-5 STORY RESIDENTIAL WITH 2 LVL PODIUM PARKING — 10/28/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	437	4	4	4%	1,748	
A1	1br/1ba	680	44	44	39%	29,920	55%
A+ DEN	1br/1ba	850	14	14	13%	11,900	
B1	2br/2ba	910	15	30	13%	13,650	
B2	2br/2ba	1,000	5	10	4%	5,000	31%
B3	2br/2ba	1,100	15	30	13%	16,500	
C1	3br/2ba	1,360	10	30	9%	13,600	9%
D1	4br/2.5ba	1,590	5	20	4%	7,950	4%
TOTALS			112	182	100%	100,268	100%

UNIT AVERAGE NET SF : 895

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	895 S.F.
Clubhouse	2,300 S.F.
RESIDENTIAL PARKING:	124 SPACES
RATIO:	0.98 SPACES/UNIT

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION - BUILDING B-5 STORY SENIOR COOP WITH 2 LVL PODIUM PARKING — 10/22/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
A0	1br/1ba	800	4	4	4%	3,200	8%
A1	1br/1ba	840	5	5	4%	4,200	
A2	1br/1ba	1,060	10	10	9%	10,600	9%
B1	2br/2ba	1,070	10	20	9%	10,700	9%
B2	2br/2ba	1,120	18	36	16%	20,160	16%
B3	2br/2ba	1,140	9	18	8%	10,260	
B4	2br/2ba	1,180	5	10	4%	5,900	17%
B5	2br/2ba	1,280	5	10	4%	6,400	
B6	2br/2ba	1,300	10	20	9%	13,000	
B7	2br/2ba	1,400	5	10	4%	7,000	20%
B8	2br/2ba	1,470	7	14	6%	10,290	
B9	2br/2ba	1,500	5	10	4%	7,500	9%
B10	2br/2ba	1,515	5	10	4%	7,575	
B11	2br/2ba	1,600	10	20	9%	16,000	13%
B12	2br/2ba	1,700	4	8	4%	6,800	
TOTALS			112	205	100%	139,585	100%

UNIT AVERAGE NET SF : 1,246

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	1,246 S.F.
Clubhouse	5,400 S.F.
PARKING:	184 SPACES
RATIO:	1.64 SPACES/UNIT

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION - BUILDING C-15 STORY RESIDENTIAL — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	BALCONY	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL A/C AREA	TOTAL BALCONY	% BREAKDOWN
S1-HI	1br/1ba	440	0	48	48	22%	21,120	0	22%
A1-HI	1br/1ba	592	66	24	24	11%	14,208	1,584	
A2-HI	1br/1ba	752	66	24	24	11%	18,048	1,584	
A3-HI	1br/1ba	674	66	24	24	11%	16,176	1,584	49%
A4-HI	1br/1ba	708	66	32	32	15%	22,656	2,112	
A5-HI	1br/den/1ba	816	66	1	1	0%	816	66	
B2-HI	2br/2ba	946	66	8	16	4%	7,568	528	
B3-HI	2br/2ba	1,102	66	22	44	10%	24,244	1,452	
B4-HI	2br/2ba	1,149	66	18	36	8%	20,682	1,188	29%
C1-HI	3br/3ba	1,634	134	1	3	0%	1,634	134	
C2-HI	3br/3ba	1,378	132	12	24	6%	16,536	1,584	
TOTALS			860	214	276	100%	163,688	11,816	100%

UNIT AVERAGE NET SF : 765

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	765 S.F.
RETAIL AREA:	8,000 S.F.
PARKING:	
TOTAL PROVIDED:	520 SPACES
GARAGE	511 SPACES
SURFACE	9 SPACES
PARING RATIO	1.34 SPACES /UNIT

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION -BUILDING C WRAP -5 STORY RESIDENTIAL — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	576	39	39	22%	22,464	22%
A1	1br/1ba	689	45	45	26%	31,005	52%
A2	1br/1ba	739	26	26	15%	19,214	
A3	1br/1ba	793	20	20	11%	15,860	
B1	2br/2ba	923	4	8	2%	3,692	
B2	2br/2ba	986	4	8	2%	3,944	23%
B3	2br/2ba	1,067	23	46	13%	24,541	
B4	2br/2ba	1,100	10	20	6%	11,000	
C1	3br/2ba	1,368	4	12	2%	5,472	2%
TOTALS			175		100%	126,192	100%

UNIT AVERAGE NET SF : 721

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	721 S.F.

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION -BUILDING D 5 STORY RESIDENTIAL WITH 5 LVL GARAGE PARKING — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S0	1br/1ba	403	20	20	10.7%	8,060	31.6%
S1	1br/1ba	576	39	39	20.9%	22,464	
A1	1br/1ba	689	25	25	13.4%	17,225	
A2	1br/1ba	698	40	40	21.4%	27,920	55.6%
A3	1br/1ba	793	20	20	10.7%	15,860	
A4	2br/2ba	730	19	19	10.2%	13,870	
B1	2br/2ba	1,067	4	8	2.1%	4,268	8.6%
B2	2br/2ba	1,101	12	24	6.4%	13,212	
C1	3br/3ba	1,368	3	9	1.6%	4,104	4.28%
C2	3br/3ba	1,546	5	15	2.7%	7,730	
TOTALS			187	219	89%	126,653	100%

UNIT AVERAGE NET SF : 677

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	677 S.F.
CLUBHOUSE	3,454 S.F
PARKING	277 SPACES
RATIO	1.48 SPACES/UNIT

DRAWING INDEX

Sheet Number	Sheet Name
GENERAL INFORMATION	
A101	OVERALL SITE PLAN - TITLE SHEET
ARCHITECTURAL	
A201	ARCHITECTURAL SITE PLAN - OVERALL
A202	PARKING PLAN - OVERALL
A501	SHADOW STUDY
A502	SHADOW STUDY
CIVIL	
LUA/PUD SUBMITTAL	
C1-1	EXISTING CONDITIONS PLAN
C1-2	DEMOLITION PLAN
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP PLAN
C3-3	SWPPP DETAILS
C4-1	SANITARY SEWER & WATERMAN PLAN
C4-2	STORM SEWER PLAN
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
PLAT SUBMITTAL	
1 OF 1	ALTA/NSPS LAND TITLE SURVEY
1 OF 1	PRELIMINARY PLAT
1 OF 2	FINAL PLAT DEDICATION
2 OF 2	FINAL PLAT GRAPHIC
LANDSCAPE	
L1-1	OVERALL SITE PLAN
L1-2	OVERALL SITE LIGHTING NORTH
L1-3	OVERALL SITE LIGHTING SOUTH
L3-1	PLANTING AND MATERIALS SCHEDULES
L4-1A	SECTIONS
L4-1B	SECTIONS
L4-1C	SECTIONS
L4-1D	SECTIONS
L5-1	PLANTING AND SCREENING DETAILS

PROJECT TEAM

OWNER/DEVELOPER: Alatus, LLC

ARCHITECT: Humphreys & Partners Architects, LP
5339 Alpha Road, Suite 300
Dallas, TX 75240
Ph: 972-701-9636

LANDSCAPE ARCHITECT: Damon Farber Landscape Architects
401 North 2nd Avenue, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522

CIVIL ENGINEER: Loucks Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763-424-5505

STRUCTURAL ENGINEER:

MEP:

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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

Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
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City of Hopkins

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SHEET CONTENTS:
OVERALL SITE PLAN - TITLE SHEET

SHEET NO.
A101

21180

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325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	214 units	15 story	765 s.f
Building C-Wrap	175 units	5 story	721 s.f
Building D	187 units	5 story	677 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	833 units		

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.

SENIOR COOP

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

BUILDING C 15 story	214 units	765 s.f.
5 story	175 units	721 s.f.

PARKING - 7 levels-520 spaces

BUILDING D 5 story	187 units	677 s.f.

PARKING - 5 levels- 277 spaces

RESTAURANTS-8,900 s.f.

BIKETRAIL

WETLAND

CLUBHOUSE -3,500 s.f.

ACCESS

ACCESS

Pavillion

Edge of water

Minnehaha Creek

CEDAR LAKE REGIONAL TRAIL

SOO LINE RAILROAD

LAKE STREET NE

2ND STREET NE

BLAKE ROAD N (F.K.A. MONCK AVENUE)

PARCEL 29

PARCEL 20

H.C.S.A.H. NO. 20 PLAT 20

H.C.R.W. MAP NO. 2

6 Short Term Bike Park

5 Short Term Bike Park

4 Short Term Bike Park

11 Short Term Bike Park

TRASH STORAGE/PICK UP

LEASING & CLUBHOUSE 2,300 s.f.

Drainage & Utility Easement

OUTLOT A

OUTLOT B

OUTLOT C

Block 1

Block 2

Block 3

WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21

+908'

CLVT

N

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201

21180

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
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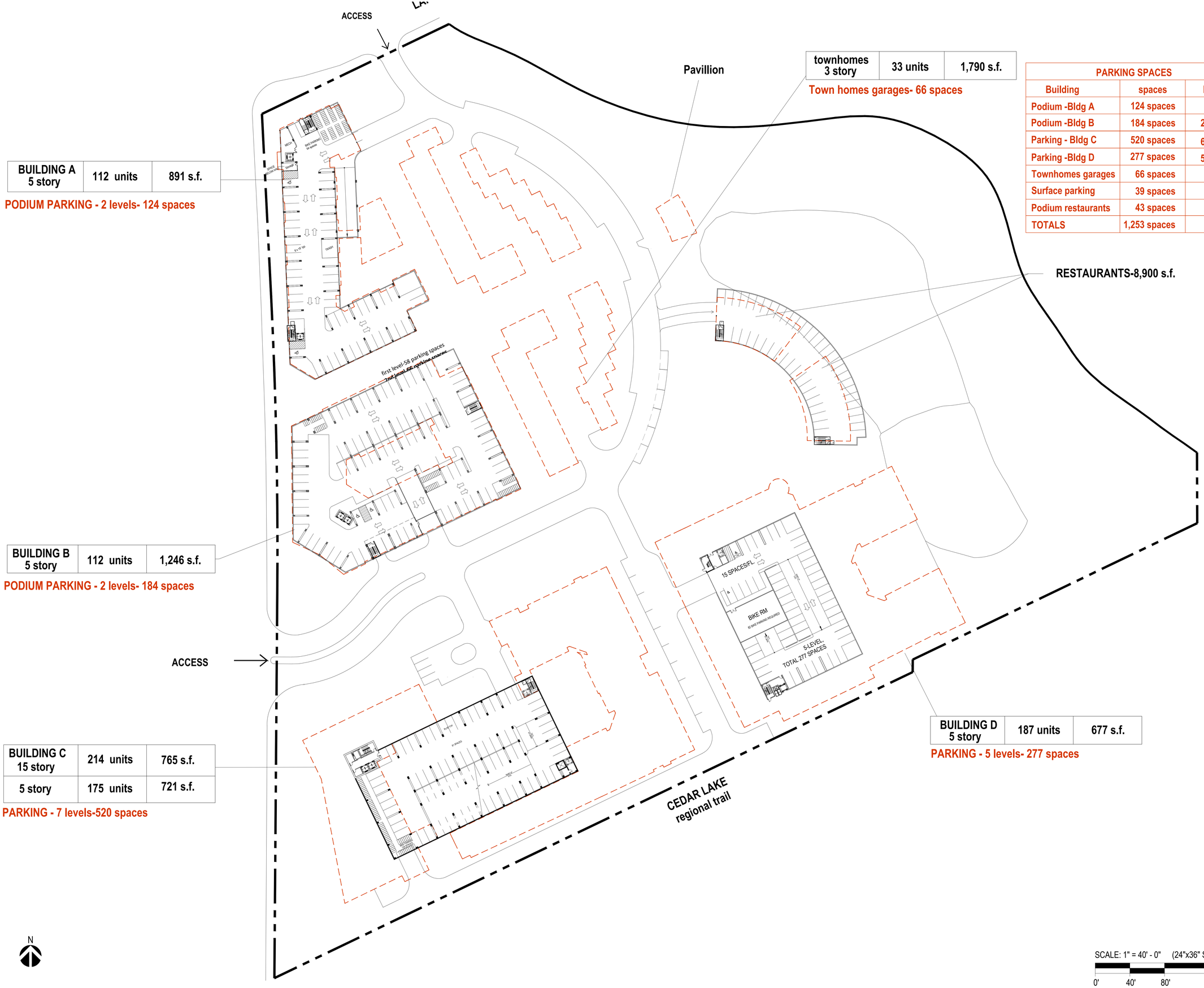

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	124 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,253 spaces	

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

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PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A202

21180

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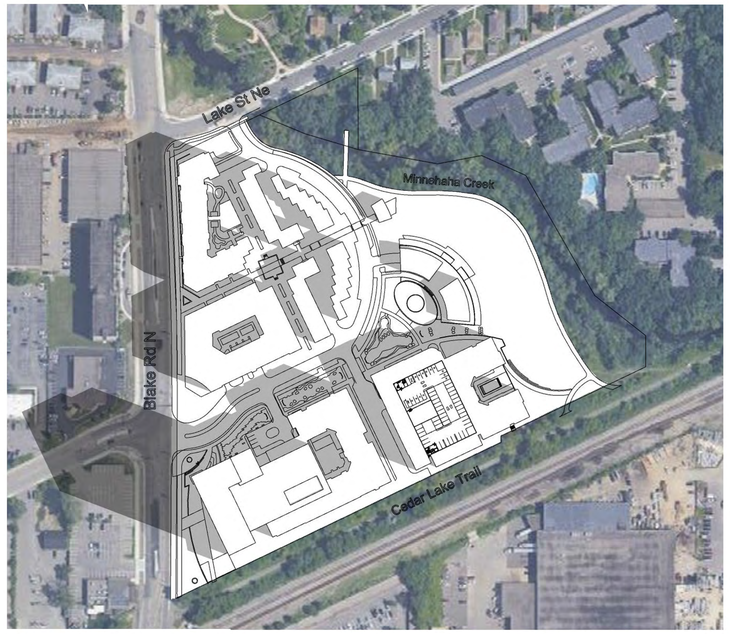

March 21, 9AM



March 21, NOON



March 21, 3PM



June 21, 9AM



June 21,NOON



June 21, 3PM

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
SHADOW STUDY

SHEET NO.
A501

21180

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September 21, 9AM



September 21, NOON



September 21, 3PM



December 21, 9AM



December 21, NOON



December 21, 3PM

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

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SHEET CONTENTS:
SHADOW STUDY

SHEET NO.
A502

21180

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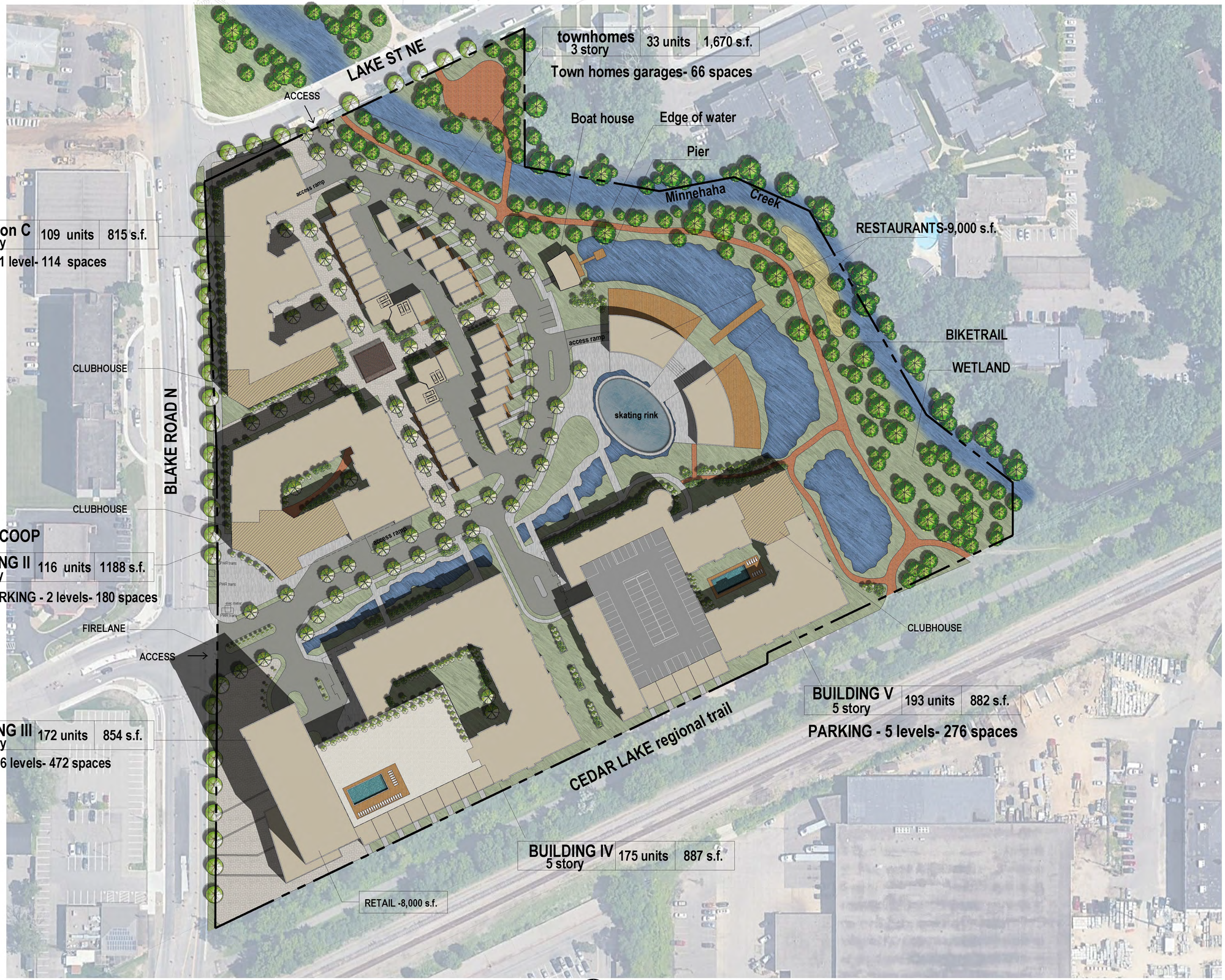

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ALATUS LLC | City of Hopkins | MINNEHAHA CREEK WATERSHED DISTRICT

SITEPLAN
August 18, 2021

325 BLAKE ROAD
Hopkins, Minnesota
HPA# 21180

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325 Blake Road
Project Narrative
10-22-2021

PROJECT OVERVIEW

The 325 Blake Road project (the "Project") is the redevelopment of [16.84] acres if infill suburban land located at the intersection of the Cedar Creek Regional Trail, as maintained by Three Rivers District, and Blake Road N, a recently enhanced major north-south arterial roadway in Hopkins, MN. Alatus LLC and its assigns ("Alatus") are proposing a two-phased development proposal consisting of approximately 800 housing units of different designations, 17,000 total sq ft of retail and commercial use pads, and public and private realm infrastructure tied into the Minnehaha Creek Watershed District revitalization of the Minnehaha Creek, just to the northeast of what will be the parcels ultimately owned by Alatus. The project will serve as a tremendous complement to the Trilogy Real Estate Group project located at the intersection of Blake Road and Excelsior Boulevard and will also seek to enhance the existing and pending infrastructure improvements already made by the City of Hopkins, Three Rivers District, and the Met Council and the pending infrastructure improvements that Minnehaha Creek Watershed District has committed to making in the regional stormwater facilities. Furthermore, the project has been designed in close compliance with numerous planning efforts made to date including: *East Hopkins Land Use & Market Study* (2003), *Blake Road Corridor Small Area Plan* (2009), *Blake Road Corridor Study* (2015) and the *Blake Road LRT Station Area Development Guidelines* (2015).

STREETSCAPE AND PUBLIC REALM

The development team has approached this site as a unique opportunity to create a water-centric development that capitalizes on its' adjacency to Minnehaha Creek, the Blake Road LRT station, and the Cedar Lake Regional Trail. The proposed 325 Blake Road development project will transform the former cold storage site with a rich variety of green open spaces and streetscape design improvements. Proposed open spaces and streetscapes are designed to not only provide safe and convenient connections to the creek, regional trail, and LRT station, but to create a rich outdoor environment for future residents, visitors, and community members.

Gateway Plaza and Cascade

Central to the open space network are a series of plazas, water features, stormwater treatment features, and landscaped gathering areas, reaching from the project entry at Blake Road to the Central Plaza located next to future restaurants and the Minnehaha Creek Greenway. The primary vehicular and pedestrian entry at Blake Road features gateway plazas on either side of the entry road. These will include water features, special paving, lighting, and seating areas. The central water cascade feature, located adjacent to the entry road/parkway, provides a water channel designed to manage stormwater. Stormwater will be pumped from the future MCWD stormwater pond to the west end of the water cascade feature, providing the ability to create a water feature that not only provides an amenity for the development, but also filters and delivers cleaner stormwater back into the pond. It is designed to provide places for people to gather and stroll along the waterway. Native plant materials, special paving and lighting, site furnishings, and native stone elements will be incorporated to create an environment that will reconnect people to local and regional landscape experiences.

Central Plaza and Greenway Commons

The plazas and restaurant deck spaces, located at the east end of the water cascade, will provide outdoor gathering spaces, and connect people to the future stormwater pond and Minnehaha Creek.

The central plaza, located to the west of the future restaurants, will feature a large area for people to gather, a splash pad, outdoor seating, plantings, and a pergola. It is designed to provide places for people to interact with the restaurants and the water cascade. The central plaza will also provide a place for ice skating in the winter. The pocket plaza between the future restaurants and deck spaces outside the restaurants will provide opportunities for outdoor dining, and the ability to engage with and view the pond and creek. The Central Plaza and Greenway Commons will feature special paving, native plantings, native stone elements, and site lighting to create an inviting outdoor environment.

Blake Road Plaza

The plaza area located to the west of Building C provides ideal opportunities to connect the proposed development to the Cedar Lake Regional Trail and the future Blake Road LRT station while also providing an outdoor gathering area and dining spaces adjacent to the ground level restaurant in the building. The plaza design incorporates a significant public art opportunity at the corner of Blake Road and the Cedar Lake Trail, a designated plaza space for bike parking adjacent to the regional trail, special paving, native plantings, seat walls, site lighting, and site furnishings. Building loading and utility areas are screened from the plaza with decorative fencing.

Woonerf

The drive located between buildings C and D is designed to be pedestrian-oriented (woonerf) while providing important vehicular access to Building D and fire access to both buildings. The driving surface will incorporate decorative permeable pavers. Parallel parking spaces are provided along the west side of the drive. While the entire woonerf is designed to be pedestrian-friendly, sidewalks are provided along the west side of the driving/parking surface and on the east side of the drive at the north end/entry to building D. At the south end of the woonerf pedestrian and bike facilities will connect people to the Cedar Lake Trail. A pergola at this terminus provides a focal element drawing people to the trail. Materials will include permeable paving, native plantings, site lighting, pavement markings, wayfinding, and bollards.

North/South Pedestrian Spine

The site is designed to provide a pedestrian walkway between Buildings A and B, and the townhomes. Building B and the townhomes will connect to a central walkway with front stoops/walks from individual residential units. The central walkway, running north/south, is designed to include permeable pavers and stormwater treatment planting areas to provide this area with stormwater infiltration. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

East/West Pedestrian Spine and Courtyard

An east/west pedestrian walkway is located between Buildings A and B and the townhomes, connecting people from Blake Road to the Minnehaha Creek Greenway. The corridor is anchored at the west end with a small plaza and public art to invite people off Blake Road. At the center of the corridor a courtyard is provided, featuring a small gathering area with a lawn area and patio with pergola. Buildings A and B, as well as the townhomes will connect to the central walkway with front stoops/walks from individual residential units. The walkway, running east/west, is designed to include permeable pavers and stormwater treatment planting areas to provide stormwater infiltration. Cutouts for site furnishings/seating are provided along the central walkway. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

Cedar Lake Trail Connections

Three opportunities to connect with the Cedar Lake Regional Trail are provided – at the Tower Plaza, the Woonerf, and promenade that connects the Central Plaza and Greenway Commons to the future trailhead designed by MCWD. The goal is to provide safe and convenient connections to the regional trail from the proposed development, encouraging people to walk, bicycle, and utilize public transit, and to invite trail users to visit the amenities provided within the development at 325 Blake Road.

Streetscapes

The primary roadway through the site is designed as a tree-lined parkway, delivering people from Blake Road through the site to development parcels, parking garages, open spaces, the Minnehaha Creek Greenway, and eventually connecting to Lake Street. The parkway will include turf boulevards, street tree plantings, pedestrian-scaled street lighting, site furnishings, and wayfinding signage. On-street parallel parking and detached sidewalks will provide a safe environment for pedestrians. Raised benches are designed to provide traffic calming measures and safe pedestrian crossings where pedestrian spines cross the parkway. ADA compliant concrete sidewalks will be provided for pedestrian movement throughout the site, providing connections to open spaces and trails for everyone.

BUILDING DESIGN

Blake Road creates an exciting, high density, mixed-use development oriented towards pedestrians, bicyclists, and public transportation. It offers not only its residents but the neighborhood and the regional network in its entirety, a place to live, work and play.

Buildings A and B, both offer two levels of mostly below grade podium parking and five stories of wood frame residential construction above those.

Building C, comprises both a concrete 15-story residential structure and a 5 story wood frame residential building wrapping around a six-level concrete parking structure. Of note, the concrete mid-rise will offer amenities for the whole development such as a 5,000 s.f. gym, lounge, and remote work facilities on top of a publicly accessed roof deck bar with outstanding citywide views in three directions.

Building D, is to be constructed as a wood frame building, five-story wrapping around a 5 level parking structure. The project seeks to minimize the externalities created by surface level parking and maximize the density and pedestrian configurations for an urban experience in an otherwise suburban location. The site plan has significant design characteristics that will make public transportation, multi-modal sharing, and access to the Green Line Blake Road LRT Station a comfortable and intuitive experience to encourage alternatives to single occupancy vehicles and corresponding trips. This could only be done with the tremendous infrastructure improvements that the City of Hopkins, Three Rivers District, and Met Council have already invested in.

For-sale townhomes along the main boulevard, are all three stories, with rooftop access and double car garages. The project also proposes another set of amenities open to the public. Restaurants retail pads open to the creek and to a newly developed skating rink, pond, and water cascade area via generous outdoor cantilevered decks and a boat house where items such as kayaks and canoes can be stored and rented out with ease and direct access to the adjacent waterflows.

Architecturally, the project proposes a contemporary but timeless architecture. Designed for human scale and with the pedestrian at top of mind, the Project offers a distinct base on all buildings including ground floor access to many of its units, and a clear top level with distinct materials and color palette.

While all buildings follow this format, each one has its own character and individually unique characteristics. The design looks for individuality without sacrificing being contextual within the overall development project.

All dwelling units will support the latest in technology while striving to provide a sustainable living experience. Housing units, common areas, and amenities incorporate high efficiency and WiFi controlled appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and solar panels for electricity generation. Acoustical performance between units will exceed Building Code requirements for resident comfort and privacy. Select buildings within the Project will also seek LEED Certification and commissioning.

Exterior materials used are a combination of brick, cast stone, metal and glazing to ensure durability and quality for a generational development asset. Conceptually, lower levels use a combination of brick and cast stone as primary materials at the base, corners, building entries and garage entries. Metal, in various forms, is used mostly on upper levels and above the pedestrian scale that will be encountered. Intermediate levels are a combination of these two materials mentioned plus different cementitious panel solutions with multiple façade aesthetic options. An enhanced and energy efficient HVAC variable refrigerant flow (VRF) system ensures that building facades are uninterrupted, rather than the common solution that presents louvers into the façade design for a sometimes unsightly exterior aesthetic.

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions now and into the future as well as other external factors relating to the various entities and stakeholders that will be working through the redevelopment effort for the site located at 325 Blake Road. Subject to those conditions, the development team currently anticipates the following construction start dates for the various phases:

Phase I: Q2 2022 – Spine Road, Buildings B & C
Phase II: Q2 2023 – Buildings A (pending Low-Income Housing Tax Credit Allocation), Building D, Restaurants, Boat House & Townhomes

CITY APPLICATIONS/APPROVALS

- Zoning Application: Requesting rezoning from I-1 (Industrial) to Mixed Use District
- Final Planned Unit Development (PUD) Submittal (for the Project)
- Site Plan Approval(s) for Building A, Building B, Building C, and Building D Site Plan Review Application(s)
- Preliminary & Final Subdivision and proposed Re-Plat of the single parcel located at 325 Blake Road N.
- Travel Demand Management Study approval by the City of Hopkins and Hennepin County – via Environmental Assessment Worksheet and attached exhibits and addendums
- Approvals from the Minnehaha Creek Watershed District
- Execution of a Development Agreement (to be finalized with the City of Hopkins and submitted at a later date)

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed-Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety, or welfare of the residents of the development, the surrounding area, or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

1. Building A is below the parking minimum of 1 space per unit. It provides 110 spaces for 127 units.
2. Building B exceeds the parking maximum. It currently has 184 spaces for 113 units.
3. Building D exceeds the parking maximum. It currently has 277 spaces for 162 units. If 35 spaces get allocated to the Restaurants, it will be right at the maximum allowed.
4. Transparency requirements. Building C will exceed the percentage of glass allowed by providing a 90% transparency at the ground floor.
5. Building Articulation: Building C and D exceed the 45' maximum bay width. However, we believe the negative space generated by individual balconies provide more than enough articulation.
6. The proposed development exceeds the maximum block length of 600 feet, however, multiple pedestrian connectors are provided within each block.
7. Front yard setback requirements along Blake Road in the Mixed-Use zone are 15-25 feet for a residential building. Building C as proposed is located 45 feet from Blake Road. The added space provides the opportunity to create a plaza for gathering spaces between Blake Road and the ground level retail/restaurant in Building C, public art opportunities, and the ability to infiltrate stormwater.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and aligns with overall Comprehensive Plan goals. To ensure a high-quality development, the applicant is proposing the following enhancements in support of the proposed deviations:

Site Access Improvements

A new network of publicly accessible streets and pedestrian corridors divides the site into pedestrian-scaled, walkable quadrants and connects the surrounding context to the Blake Road LRT station, Minnehaha Creek, and the Cedar Lake Regional Trail. The new tree-lined parkway becomes the crucial spine from which stems primary building entries, active uses, and a series of common open spaces. The East/West and North/South pedestrian spines further break down proposed development sites, improving pedestrian circulation and creating a tree-lined pedestrian ways and walk-up residential units.

As described under the 'Streetscape and Public Realm' section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. The street trees, parallel parking zones, and raised pedestrian crossings provided along the parkway will help to calm traffic and provide a safer environment for people, bikers, and drivers. The pedestrian zone along the proposed parkway supports public street amenities including benches, bike racks, street lighting and planting beds.

Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins' minimum standards for stormwater treatment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. The pump will have a base flow to keep water flowing through the Cascade continuously, then will be throttled up during stormwater events to engage the upper portions of the Cascade storage and overflow into the underground stormwater chambers under the skating plaza. This pumped system allows for water level control and continuous infiltration that is not feasible with a traditional gravity system.

This is a substantial improvement from the Cold Storage site condition that was primarily impervious surface with stormwater that ran off without any treatment or attenuation. A total existing (previous) assumed impervious for the site was 10.57 acres, the proposed impervious is 9.75 acres, a reduction of 0.82 acres.

The required infiltration of the 1-inch event requires volume control of 0.8125 acre-ft. The infiltration systems as proposed provide 0.689 acre-ft of volume at a conservative 0.45 in/hr infiltration rate. The soil infiltration rates will be confirmed and adjusted to actual rates using Double Ring Infiltrometer testing. The remaining 0.124 acre-ft will come from the Cascade and the pumping system, the proposed design displaces approximately 12,000 cf of treatment volume = 0.275 acre-ft.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates will be reduced significantly, by approximately 25% in all rainfall events from the existing condition. The system also takes on offsite drainage from the Cedar Lake Trail that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a 'positive relationship to the street' by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

High Quality Common Open Spaces

As previously mentioned under 'Streetscape and Public Realm,' the master plan includes a series of high quality common open spaces for residents, visitors, and community members to gather, recreate, and

connect to nature. They also provide important opportunities to reduce urban heat island effect and stormwater runoff, while improving water and air quality.

Multi-Modal Opportunities

With immediate access to the Minnehaha Creek Greenway, Cedar Lake Trail, and Blake Road LRT station, proposed pedestrian and bike facilities will promote the use of multiple modes of transportation for residents and patrons to and from the project site. The proposed project exceeds the bike parking requirements for Mixed-Use Districts and includes additional bike facilities such as bike pump/repair stations, trail maps, seating for trail users and wayfinding signage.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2030 Comprehensive Plan and draft 2040 Cultivate Hopkins Plan. See summary of these goals below within the PUD statement section.

PLANNED UNIT DEVELOPMENT STATEMENT

Per Hopkins, Minnesota, Code of Ordinances, Part III – Land Development, Chapter 102 – Planning and Zoning, Article XX. – Planned Unit Development, Sec. 102-680, (e), (6), the applicant is responding to the following:

- A written statement generally describing the proposed PUD and the market which it is intended to serve and its demand showing its relationship to the city's comprehensive plan and how the proposed PUD is to be designed, arranged, and operated in order to permit the development and use of neighboring property in accordance with the applicable regulations of the city.

Market

Project goals and public benefits envisioned for the development site at 325 Blake Road N are as follows:

- Environmentally and Fiscally Sustainable – the project will not create negative environmental externalities while also fiscally supporting itself due to dense, usable infrastructure with a significant tax base to benefit projects outside of the MCWD development project for years to come. The process of ensuring that the project makes the space better than it was before is underway in the Environmental Assessment Worksheet and will culminate with a state-of-the-art regional stormwater infrastructure installment in and around a dense, vibrant housing development, that will add vitality to the already vulnerable Minnehaha Creek Watershed District.

- Spectrums of Housing & Affordability – Market-rate, mixed-income, and low-income rental opportunities partnered with townhome living arrangements in for-sale product mean that a diverse demographic and socioeconomic population can live here and enjoy the same quality of life. The concept of the "15 Minute City" will further enhance affordability for residents, nearby residents, and the public alike by reducing dependency via the tax that is vehicular ownership, maintenance, etc. thanks in no small part to multi-modal connections with the Green Line LRT and Cedar Lake Regional Trail bike and pedestrian corridor. The Development Team has also included a large fitness, wellness, and remote work facility to be shared by all residents of the community to facilitate the creation of a true neighborhood center.

- Progressive Sub-Urban Design Concepts – High quality housing, retail, and infrastructure improvements, along with a pedestrian and bicycle first infrastructure scope, that will be a baseline benchmark for future development projects in the city of Hopkins and in the larger Twin Cities region, at a minimum.

- Inclusivity of Natural and Man-Made Resources for All – Too often natural resources in urban corridors are only eligible to the privileged able to afford a "lake" or "waterfront" private parcel. By inviting residents of Hopkins to enjoy the substantial investment from the Minnehaha Creek Watershed District into this regional corridor, this natural resource will remain a public attraction and amenity for all to enjoy for years to come in a multitude of ways.

The nature of the proposed development is concentrated on creating a spectrum of opportunities for community members of all different backgrounds. The proposed housing mix will include the creation of a 15-story mid-rise for views unlike any seen in the west-suburban market, interspersed with low-rise market-rate developments, a low-income housing tax credit property with 50% to 60% AMI rental and income restrictions, and for-sale townhome / condominium offerings with affordable ownership opportunities as well. The Site Plan estimates the following unit types and counts for housing options on the development site:

- **Building A**: 5-story, 127-unit low-income housing tax credit development (50% to 60% AMI rental and income restricted units) with 110 underground parking stalls
- **Building B**: 5-story, 112-unit for-sale senior co-op development with 184 underground parking stalls
- **Building C**: 15-story, 187-unit multi-family market-rate Type I development; 5-story, 155-unit multi-family market-rate development; 17,000 SF of retail; 520 above-ground parking stalls; 43 parking spaces below restaurants and 39 surface stalls
- **Building D**: 5-story, 162-unit multi-family mixed-income development (33 of the units we be designated at 60% AMI) with 277 above-ground parking stalls; some stalls available for flexible commercial space parking
- **Townhome**s: 3-story, 33 townhome units with variable pricing; 66 attached garage parking stalls

The commercial space envisioned for the property, currently at approximately [17,000 sq ft], is envisioned to be community oriented with an eye toward attracting the existing residents of Hopkins that enjoy the density of their Downtown Hopkins and also for the bike or pedestrian commuter stopping through on the public infrastructure tied into the backbone of the project. The impact of the Green Line Southwest LRT will be compounded with the proposed development improvements.

We expect to have a mixture of locally sourced restaurateurs, brewery, and distillery opportunities with indoor and outdoor experiences for optimization of space in both the summer and winter, as well as more affordable commercial space leasing options for the relocation of existing Hopkins community retail locations that are having to make decisions about their upcoming leasehold interests.

Alatus will deliver an incredibly important development node along Blake Road, as envisioned in numerous planning documents, including the East Hopkins Land Use & Market Study, Blake Road Corridor Study and the Blake Road LRT Station Area Development Guidelines. This project will be an

important link between the LRT station and the Minnehaha Creek Greenway and continued momentum for development in the area. Many of the development recommendations outlined in the station area development guidelines are being realized within the proposed project. Here are just a few of the stated goals that will be supported by the project's site and building design:

Site Design:

- Create a connected, walkable, mixed-use, sustainable neighborhood, with a pedestrian-oriented and human-scaled streetscape, and a vibrant public realm.
- Improve safety and security with strategies such as "eyes on the street", improved lighting, and other practices such as CPTED (Crime Prevention Through Environmental Design).
- Support transit-oriented development by providing site design features that enhance multi-modal access, provide bicycle accommodations (racks, lockers, trail maps, signage, etc.) for businesses and residents, and improve pedestrian and bicycle connections to the future Blake Road LRT Station and the Cedar Lake Regional Trail.
- Provide high quality common open spaces that offer places for residents, visitors, and community members to gather, recreate, and connect with nature.
- Utilize landscaping and streetscape amenities to create a pedestrian-friendly environment.
- Limit surface parking with new development by incorporating underground or structured parking.

Neighborhood Diversity:

- Provide for a range of housing types and price points to meet the needs of people in all stages of life, with the design flexibility to accommodate changing lifestyle needs.
- Utilize universal design principles that can respond to changing demographic needs and anticipate in innovative ways to address the dynamic and changing needs of residents.
- Strengthen the vitality of the area through increased density and a mix of retail/restaurant and residential uses.
- Promote high-quality design.
- Enhance a sustainable neighborhood by promoting energy efficiency and renewable energy.
- Create opportunities to live, work, learn, play – the spectrum of elements for a healthy community.
- Engage with diverse communities to develop opportunities for public art, interpretation, and wayfinding.

Sustainable Design:

- Improve water and environmental quality.
- Incorporate sustainable development practices into new construction projects.
- Utilize native plantings to conserve water use and reduce maintenance needs.
- Incorporate best practices for stormwater management.

Neighborhood vitality and livability:

- Multi-family housing amenities that provide work-from-home opportunities and shared spaces for larger gatherings.
- Medium to high density residential that preserve green space and enhance street-level amenities.
- Ground level uses that enhance the public realm.
- Enhanced connections to Minnehaha Creek.

- High quality open spaces that provide places for outdoor gathering, recreation, and healthy living.
- Increased opportunities for residents of all ages to live and work in the area.
- The potential for commercial uses that enhance rather than compete with downtown Hopkins Mainstreet vitality.
- Potential to support small cultural businesses that serve the community.
- Convenience services (e.g. pet maintenance areas, bike repair, etc.).
- Welcome developers and businesses that operate with equity principles of hiring and wages.

Comprehensive Plan

The 2040 Comprehensive Plan Update – Cultivate Hopkins – guides this property as Activity Center. Activity Centers surround and support the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas will include moderate density to high-density mixed-use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. The Activity Center areas are expected to experience significant reinvestment and redevelopment to absorb a substantial portion of the city's anticipated future growth.

Development in the Activity Center areas is expected to be medium to larger scale neighborhood and regional uses with an approximate mix of 75% residential and 25% commercial. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform.

The proposed project illustrates a residential density that is consistent with the Activity Center guidance, but it falls short of the 2040 guidance for commercial space percentage. Building C will provide 8,000 sq ft of retail/restaurant space fronting Blake Road, 5,000 sq ft of health club space shared by the residents, 2800 sq ft of co-working space shared by the residents, and 1,000 sq ft of roof top bar with public access. The free-standing restaurants located near the MCWD stormwater pond will provide 6,800 sq ft of retail/restaurant space open to the public. The applicant believes strongly that multi-family residential is highest and best use for this location. The constraints of the site are prohibitive to adding traditional retail space to the development.

The Applicant is responding to the 2040 Comprehensive Plan with an overall development project that supports the following stated goals:

- Encourage transit-oriented development (development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at densities that support transit) in areas with high quality transit service, especially within a quarter mile of light rail stations or high-frequency bus routes.
- Plan for appropriate amenities, high-quality design, pedestrian and bicycle facilities, and open space in high growth areas, particularly in the Neighborhood Center, Activity Center, and Downtown Center future land use categories or other areas in close proximity to transit.
- Improve pedestrian and bicycle access throughout the community, particularly in the Centers future land use categories as defined and designated in the comprehensive plan or other areas in close proximity to transit.
- Engage the community to explore how to increase the mix of housing types near transit corridors, parks, and the Centers future land use categories as defined and designated in the comprehensive plan.

- Encourage all new projects to have a positive relationship to the street by orienting main entrances to the front of the property, connecting the front door to the sidewalk, and reducing parking between the building and the street as much as possible.
- Promote the development of high-density transit oriented mixed-use development around planned Green Line Extension light rail stations.
- Establish strong identities for emerging Centers and Districts as defined and designated in the comprehensive plan. Their identities should evolve from unique features of the area.
- Design streets, parks, and open spaces to encourage pedestrian activity, public gathering, and art in its various forms.
- Encourage creative placemaking throughout the city, particularly in the Neighborhood Center, Activity Center, and Downtown Center future land use categories as defined and designated in the comprehensive plan.
- Support community events hosted in public parks and facilities to help foster a sense of community and celebrate Hopkins' distinct character and diversity.
- Use urban design elements, building massing, land use strategies, and public realm improvements to provide appropriate transitions between developments – particularly those of different scale and intensity.
- Encourage pedestrian and bicycle continuity and connection between established and developing areas of the city.
- Carefully manage vehicular access and parking to minimize its impact on individual developments, the public realm, and the overall fabric of the community.
- Encourage all development projects to be durable and environmentally responsible.
- Encourage all developments to incorporate common spaces (interior or exterior) that help enhance the public realm and sense of community.
- Assist adults and kids in maintaining healthy, active lifestyles by providing a range of recreational facilities and programming that are accessible and convenient.
- Support development in areas that are or will be served by transit, bicycle, and pedestrian infrastructure to reduce dependency on automobiles for travel.
- Support greener development patterns through stormwater management and landscaping of sites.
- Encourage the use of drought-tolerant plantings, promote irrigation systems that utilize reclaimed water, and incentivize systems that collect rainwater for reuse.
- Implement and encourage the use of stormwater Best Management Practices to reduce the speed and impact of stormwater runoff.
- Incorporate permeable paving, bioretention cells, buffer strips, swales, and other strategies that address stormwater runoff, where applicable.
- Support a reduction in vehicle emissions by improving travel efficiency and promoting non-auto modes of transportation, including walking, biking, and public transportation alternatives.

<u>Designed, Arranged, Operated</u>

This project will not impede improvement of surrounding properties, and the PUD is designed and arranged to permit the orderly development and use of neighboring property in accordance with the applicable regulations of the City. The organization of the parcels within this development is specifically intended to create a walkable, bikeable, transit-oriented urban community in a suburban location. The height and associated density of the project will provide housing to help meet City goals for increasing housing options in Hopkins along transit corridors. The Project has intentionally focused density on the southwest portion of 325 Blake Road closest to the Southwest Green Line station at Blake Road. The

proposed housing density as one travels to the northeast tapers to better align with surrounding densities in existing neighborhoods and to minimize the visual impacts on the Minnehaha Creek Greenway. The proposed residential and retail uses are compatible with and will enhance the existing character of the Blake Road Station area. High-density, mixed-use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the Blake Road Corridor.

The contemporary, high-quality building design will be an attractive addition to the built environment along Blake Road and the Cedar Lake Regional Trail and the mix of uses will improve and activate the pedestrian realm along Blake Road but also provide an improved experience for pedestrians wishing to access the Minnehaha Creek Greenway. The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and approving the PUD will allow a transit-oriented, mixed-use development that is consistent with the goals of City's comprehensive plan. Redevelopment of this once industrial site will have a positive effect on the health, safety and vitality of the area. The new construction will comply with all building, health, and site development codes.

From: Chris Osmundson
To: Jason Lindahl
Cc: Robert C. Lux; Chris Osmundson
Subject: [EXTERNAL] 325 Blake Road N - Nov 15th Engagement Summary
Date: Wednesday, November 17, 2021 2:57:04 PM
Attachments: image001.png
Importance: High

"A neighborhood community engagement session was hosted by Alatus LLC at 6:30pm on Monday, November 15th, 2021 at 43 Hoops, a basketball training facility just across Blake Road N from the proposed redevelopment site at 325 Blake Road. Members of Alatus LLC, the Minnehaha Creek Watershed District, and the City of Hopkins were in attendance. The meeting consisted of a presentation by Bob Lux and Chris Osmundson with Alatus, and Gabe Sherman with Minnehaha Creek Watershed District, about the proposed master development plan, focusing on both high level and detailed components of the proposed land use applications and integration with Minnehaha Creek, respectively. Materials presented via a digital Power Point presentation included the latest images and schematic design concepts from Alatus's land use application, in addition to the most recent engineered drawings from Minnehaha Creek Watershed District. Further discussion was also had regarding the municipal process that the development is working through, overall site timing, and forthcoming engagement opportunities even after land use approvals have been proposed to be received. After the approximately 40 minute presentation, members of the development team and Minnehaha Creek Watershed District answered specific questions with attendees on a one-on-one basis. Based on the sign-in sheets provided by Alatus at the entry to the facility, 27 people were signed in and were in attendance, in addition to those from the development team, Minnehaha Creek Watershed District, and the City of Hopkins.

Questions asked included: (1) questions related to the multi-family affordable housing rental rent and income limitations in the proposed low-income housing tax credit building and how long those would be in place; (2) questions about how a joint health club / fitness facility would practically work and whether or not certain buildings would have certain amenities while others would not; (3) questions about the how senior co-ops are different and the same from/as a condominium ownership model and what pricing the senior co-op units would range in price from; (4) various questions about bike and pedestrian infrastructure and connections to existing infrastructure and under-construction infrastructure; (5) questions related to parking availability and sufficiency for guests, retail, and parkland/watershed district visitors; (6) questions about the proposed stories and floorplans associated with the for-sale townhomes; (7) questions about integration of trash, recycling, and composting services for all residential units, retail uses, and public parkland and public spaces and how the owner(s) would ensure cleanliness for the whole space; (8) questions about the timing and functionality of the solar arrays on each building and when those would be active and generating electricity for the given residential facilities. While this list is not all inclusive, it is an accurate representation of the questions that the development team members fielded after the presentation.

Attendees had the opportunity to pick-up a take-away handout that contained a QR code that could be scanned to link them directly to the 325blakeroadn.com website that is maintained by Alatus LLC. Additionally, the presentation was recorded and the presentation, presentation materials, and other items will be made available on the website for questions and comments and further

feedback. Invitations to the meeting were distributed via municipal notice provisions in addition to social media postings and general word of mouth."

Chris Osmundson
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From: Dale Johnson
To: Jason Lindahl; Dale Johnson
Subject: [EXTERNAL] Public Hearing
Date: Friday, November 12, 2021 5:36:39 PM

Dear Mr. Lindahl,
I got your letter regarding the meeting on 11/23.
I have also received a letter from a developer named Alatus.
Is this the same company that is developing or wants to develop the property in the NW corner of Blake and Excelsior by the Goodwill?
I was at a council meeting several weeks ago when that project was being presented. They brought in an upper management person from out of town who started out by mentioning he was a minority. That starts the process off on the wrong foot for me. I don't care if he is from Mars but if he and his company feel that is important it tells me they are playing the ethiscity card. Maybe they get better financial deals from the feds, the state or Hopkins or the county. I don't know.
A question that I did not ask was where does the snow go when the roads get plowed. If this is a private project, I presume they will incur the cost to plow the streets in **their** development, not the city! Have they really set aside a realistic sized area for the snow? The same questions need to be asked about this new development.
Are there time tables in the agreements? Can the person developing the property just sell out when it is finished and therefore have no concern as to the problems that might come up? Any person who has been educated on city planning must be aware that developers build and split.
I hope you can educate me so I can have answers before your meeting and the one next Tuesday put on by Alatus.
Sincerely,
Lion Dale Johnson

325 Blake Road N. Master Development

Multi-Purpose Parking Solution

The Master Development ("Development") created by the Alatus-Hopkins-MCWD partnership located at 325 Blake Road N. was designed as a landmark destination for the residents of Hopkins and beyond. This is evidenced by the variety of housing, entertainment, and public realm features within the Development, all of which are easily accessible by multiple forms of transportation (walk, bike, light rail, vehicle). One of the forms of transportation will be vehicular traffic, and a destination like this requires attention to detail and creativity when designing a parking solution to meet the needs of the residents and public alike, while preserving the aesthetics and value of the landscape and structures.

In total, the Development includes 1,239 parking stalls throughout the developable acreage with a high concentration located below ground underneath the various housing projects. "Exhibit A" displays the parking volume at each location.

The key to any successful parking solution is maximizing the utilization rate of the parking such that the supply adequately and precisely meets demand at all hours of the day. The Development will include a variety of uses that have complementary parking needs. For instance, an average resident that does not work from home will primarily use their parking stall from 5pm-9am, while an average employee at one of the various retail outlets would use their parking stall from 9am-5pm (standard workday hours).

Buildings C & D (pictured in Exhibit A) will include "multi-purpose" parking garages that serve both the residents of the housing projects and the patrons of the public realms and entertainment node within the Development – these garages will include a combined 797 parking stalls (see table below). The Developer (Alatus) has experience curating multi-purpose parking solutions and seeing them through to reality.

Below are some general guidelines for the multi-purpose garages operated in Buildings C & D:

- Approximately one-third of the parking stalls (250-300 of the approx. 800) would be dedicated reserved stalls leased to residents of the buildings.
- The remaining two-thirds of the parking stalls (500-550 of the approx. 800) would be split between unreserved resident parking and transient parking.
- In our recent experience with similar suburban projects, the parking needs of the average rental community is approx. 1.20 parking stalls per unit.
- Buildings C & D are currently designed to include approx. 576 rental units, which would equate to 576 total parking stalls (reserved + unreserved) dedicated to the residents based on a 1.20 parking factor. That would leave 105 parking stalls for transient/overflow demand.
- The parking garages will be equipped with state-of-the-art parking technology that uses machine learning to make sure there are no inventory problems; this technology would ensure that there is ample parking for residents and track the utilization by the public.

TRAFFIC IMPACT ANALYSIS

325 BLAKE ROAD DEVELOPMENT

HOPKINS, MINNESOTA

Prepared for:

ALATUS, LLC
80 S 8th Street, Suite 4155

Minneapolis, MN 55402

Prepared By:

Kimley-Horn and Associates, Inc.
767 N Eustis Street, Suite 100
St. Paul, MN 55114

SEPTEMBER 2021

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

325 BLAKE ROAD DEVELOPMENT

HOPKINS, MINNESOTA

REPORT CERTIFICATION

I hereby certify that this 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.



Date: 9/27/2021

Jacob A. Rojer, P.E.

License No. 56767

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INTRODUCTION

Alatus, LLC is proposing a mixed-use development that includes townhomes and five multifamily housing buildings varying in height from 3 stories to 14 stories, with up to 875 dwelling units on site. There will also be a 9,000 square feet of standalone restaurant space and 8,000 square feet of retail on site. The development is located on the southeast corner of Blake Road (CSAH 20) and Lake Street in Hopkins, MN. The site was previously occupied by a cold storage facility. **Exhibit 1** shows the proposed project location. All exhibits referenced in this report are provided in **Appendix A**. The proposed site plan is included in **Appendix B**.

EXISTING ROADWAY CONDITIONS

The proposed development is in the southeast corner of Blake Road & Lake Street in Hopkins, MN. The following study intersections are included in the traffic analysis.

- Blake Road (CSAH 20) & Excelsior Boulevard (CSAH 3)
- Blake Road (CSAH 20) & 2nd Street
- Blake Road (CSAH 20) & Lake Street
- Blake Road (CSAH 20) & Cambridge Street
- Blake Road (CSAH 20) & Trunk Highway 7 (TH 7)

The study intersections listed above are shown in **Exhibit 1**.

EXISTING ROADWAYS

The key surrounding roadway network consists of Blake Road, Lake Street, Excelsior Boulevard, and TH 7. The redevelopment will have site accesses on Blake Road and Lake Street. The following provides a detailed description of roads in the study network.

Blake Road (CSAH 20) is a four lane north-south roadway with left turn lanes at accesses. Blake Road was reconstructed in 2018 and 2019 and there is ongoing construction at the Cedar Lake Trail crossing, freight rail crossing, and future Southwest Light Rail (SWLRT) crossing. Blake Road is classified as a Major Collector according to the Hennepin County 2040 Comprehensive Plan. The MnDOT Traffic Mapping Application reports the 2016 Annual Average Daily Traffic (AADT) on Blake Road as 12,200 vehicles per day (vpd) north of Excelsior Boulevard. South of TH 7 the 2014 AADT is reported as 16,200 vpd. The current posted speed limit on Blake Road is 30 miles per hour (mph).

Lake Street is a two-lane east-west roadway with a westbound left turn lane at Blake Road. Lake Street is classified as a Local Road according to the City of Hopkins 2040 Comprehensive Plan. There is no reported AADT for Lake Street on the MnDOT Traffic Mapping Application. The current posted speed limit on Lake Street is 30 mph.

Excelsior Boulevard (CSAH 3) is a four-lane divided east-west roadway with left turn lanes at intersecting streets. Excelsior Boulevard is classified as an A-Minor Reliever according to the Hennepin County 2040 Comprehensive Plan. The MnDOT Traffic Mapping Application reports the 2016 AADT of Excelsior Boulevard as 19,100 vpd west of Blake Road and 20,300 vpd east of Blake

Road. The current posted speed limit on Excelsior Boulevard is 35 miles per hour west of Blake Road and 40 miles per hour east of Blake Road.

TH 7 is a four-lane divided east-west highway with turn lanes at roadway intersections. TH 7 is classified as an A-Principal Arterial according to the MnDOT functional classification map. The MnDOT Traffic Mapping Application reports the AADT Excelsior Boulevard as 37,500 vpd west of Blake Road and 36,000 vpd east of Blake Road. The current posted speed limit on Excelsior Boulevard is 50 mph in the study area.

Exhibit 2 provides the lane geometry and intersection control for the study intersections.

EXISTING TRAFFIC VOLUMES

To analyze the traffic operations at the study intersections, weekday peak period turning movement counts were compiled from various sources. The following list provides the date of data collection and agency that provided the data:

- Blake Road & TH 7 – Wednesday, March 7, 2018; MnDOT
- Blake Road & Cambridge Street – Wednesday, March 7, 2018; MnDOT
- Blake Road & 2nd Street – Wednesday, February 26, 2020; Blake & Excelsior Redevelopment, Traffic Impact Analysis
- Blake Road & Excelsior Boulevard – Tuesday, March 10, 2020; Blake & Excelsior Redevelopment, Traffic Impact Analysis

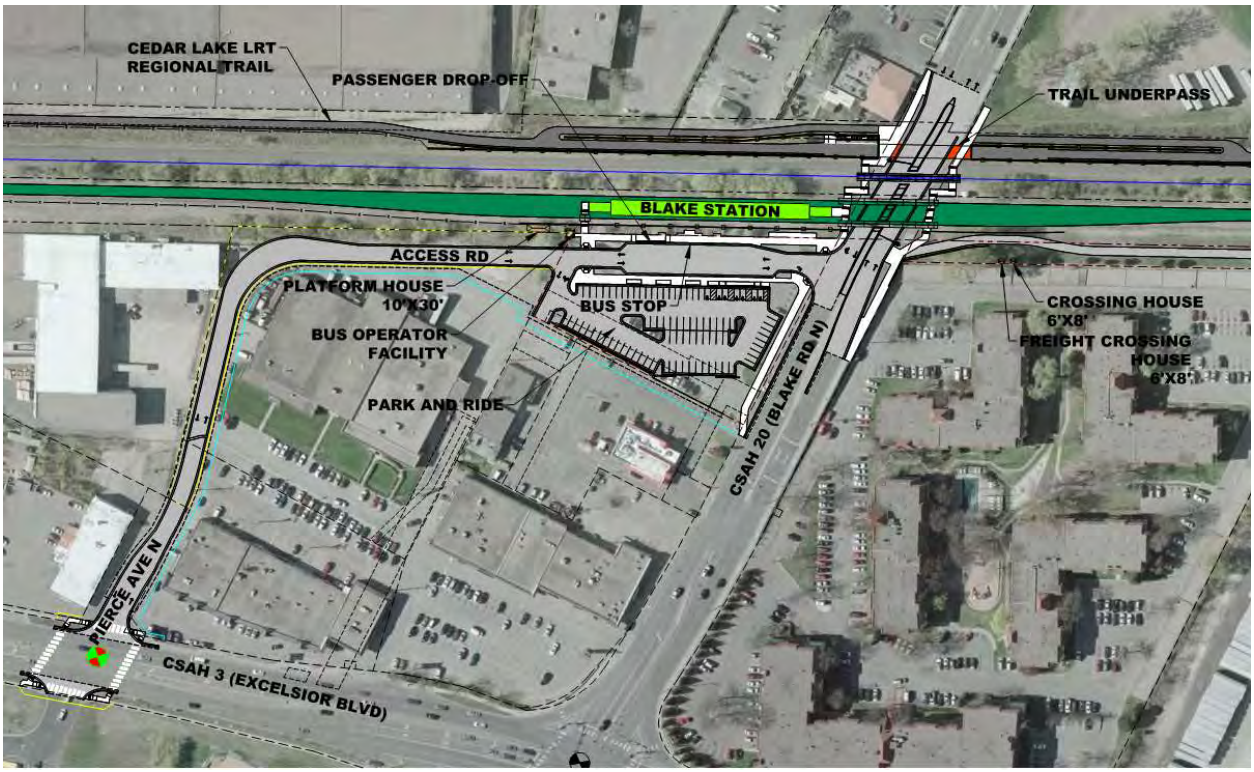
The final intersection, Blake Road & Lake Street, did not have any recent Turning Movement Counts (TMCs) so new count data was collected on Thursday, August 12, 2021. During the 2021 data collection, southbound Blake Road was closed at the Cedar Lake Regional Trail. Due to the road closure, volumes on Blake Road were balanced with the previous counts taken at Blake Road & 2nd Street to account for traffic that rerouted to avoid construction. All TMCs collected prior to 2021 were grown to Existing Year (2021) conditions using the same factors that were used to grow existing volumes to future volumes; these factors are outlined in the background growth section. The COVID-19 pandemic was not believed to have any effects on the traffic volumes based on the dates of the previous counts, so no adjustments were made.

Exhibit 3 provides a summary of the adjusted existing weekday AM and PM peak hour turning traffic volumes used in the analysis. The raw turning movement count data is provided in **Appendix C**. The network AM peak hour was determined to be 7:30 AM to 8:30 AM and the network PM peak hour was determined to be 4:30 PM to 5:30 PM.

ROADWAY IMPROVEMENTS

The Cedar Lake Trail crossing at Blake Road is being reconstructed as an underpass with ramps from the trail providing access to Blake Road. Blake Station will be constructed as part of the Southwest LRT project, southwest of the proposed development site. Additionally, the Access Road will be reconstructed and connect to Blake road just south of Blake Station. The geometric changes to Pierce Avenue and the Access Road will not impact this study. **Figure 1** below shows the Metro Transit plan for the improvements to be completed in conjunction with the Southwest light rail project (SWLRT). These improvements were included in the opening year and horizon year analysis.

Figure 1 – Metro Transit Blake Station SWLRT Improvements



BACKGROUND GROWTH

The first phase of the proposed development is anticipated to be completed and open by 2025 with the complete buildout of the site completed by 2040. The City of Hopkins Comprehensive Plan was reviewed to identify a background growth rate for Blake Road and Excelsior Boulevard. The Blake Road Corridor Study was reviewed to determine a background growth rate for TH 7, the study projected AADTs for TH 7 to 2035. These rates were used to develop forecast peak hour volumes at the study intersections for Opening Year (2025) and Horizon Year (2040).

Table 1 provides a summary of the AADT and the proposed annual growth rates. These growth rates were applied to the adjusted Existing (2021) TMCs to develop the Opening Year No-Build (2025) and Horizon Year No-Build (2040) turning movement volumes.

Table 1 – Annual Growth Rate Calculation

Street Segment	Most Recent AADT		Projected AADT		Calculated Background Annual Growth Rate
	Year	Volume	Year	Volume	
Excelsior Boulevard	2018	19,100	2040	22,000	0.6%
Blake Road	2018	12,200	2040	13,400	0.4%
TH 7, West of Blake Road	2019	37,500	2035	39,000	0.2%
TH 7, East of Blake Road	2019	36,000	2035	38,900	0.5%

In addition to the background growth rate, the Blake & Excelsior Redevelopment phase 1 traffic was added to the 2025 background growth and the Full Buildout traffic was added to the 2040 background growth. The Blake & Excelsior Redevelopment is located in the northwest quadrant of the Blake Rd & Excelsior Blvd intersection. Additionally, the future LRT Park N Ride trips were added to the background growth, separate from the growth rates. The trip generation was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Tenth Edition*. Standard ITE trip rates were used to develop the total trips generated.

A 0.6% annual growth rate was applied to Blake Road and Excelsior Boulevard. The growth rate on Excelsior Boulevard and Blake Road was used to be consistent with previous studies and be conservative based on calculations in Table 1. A 0.4% annual growth rate was applied to TH 7. The growth rate along TH 7 was averaged based on the two calculated growth rates. Growth Rates used are consistent with previous the Blake Road Corridor Study and the Hennepin County Comprehensive Plan.

Exhibits 4 and 5 shows the Opening Year No-Build (2025) & Horizon Year No-Build (2040) turning movement volumes, respectively.

PROPOSED DEVELOPMENT

SITE TRIP GENERATION

The trip-generating potential of the proposed 325 Blake Road development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Tenth Edition*. ITE average trip rates for each land use were used to develop the total trips generated by the site. **Table 2** provides the proposed new land uses for each building on the site. The site plan is currently fluctuating between 801 and 875 units; therefore 875 dwelling units were analyzed to account for the highest trip generation, the actual unit count in each building may vary as the site plan continues to evolve. The proposed retail in building III does not have a known tenant, so for the purposes of the analysis it was assumed that the space would be a restaurant because that is a more conservative trip generator.

Table 2 – Proposed Site Development

Building	Height	Intensity/Units	Parking (Stalls)
Building I	3 Story	126 Dwelling Units	114
Building II (Senior Living)	5 Story	115 Dwelling Units	183
Building III	14 Story	173 Dwelling Units/ 8,000 SF Retail	482
Building IV	5 Story	191 Dwelling Units	
Building V	5 Story	163 Dwelling Units	276
Townhomes	-	33 Dwelling Units	66
Standalone Restaurant	-	9,000 SF	48
Surface Parking	-	-	22

The studies completed by the Metropolitan Council for the SWLRT project forecasts that Blake Station, adjacent to the proposed site, will serve 1,300 riders per day in 2040 and that most riders are expected to walk to the station. Based on its proximity and density, this development will likely have a significant portion of trips via transit. This analysis assumed a transit mode share of 10% due to the proximity of Blake Station to the proposed site.

Construction is expected to happen in two phases. For the purposes of this traffic study, Phase 1 will include Building II, Building III, Building IV, the townhomes, and restaurant and is expected to be completed prior to 2025. Phase 2 will include the entire buildout of the site (adding Building I and Building V) and is expected to be complete prior to 2040. All on-site infrastructure will be built as part of Phase 1.

From the data in **Table 3,** the Opening Year (2025) site is anticipated to generate 3,505 daily vehicle trips, 225 vehicle trips in the AM Peak Hour (85 entering and 140 exiting), and 285 vehicle trips in the PM Peak Hour (180 entering and 105 exiting). The additional units not shown on the site plan were assumed to be constructed in Phase 2. The Horizon Year (2040) site is anticipated to generate 4,870 daily vehicle trips, 320 vehicle trips in the AM Peak Hour (110 entering and 210 exiting), and 385 vehicle trips in PM Peak Hour (245 entering and 140 exiting).

Table 3 – Proposed Site Trip Generation

Land Use Description	ITE Land Use Code (LUC)	Intensity/ Units	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Opening Year (2025) Development (Partial Build Out)									
Multifamily Housing (Low-Rise) **(Townhomes)**	220	33 Dwelling Units	220	5	10	15	10	5	15
Multifamily Housing (Mid-Rise) **(Building IV)**	221	191 Dwelling Units	1,370	25	65	90	70	45	115
Multifamily Housing (High-Rise) **(Building III)**	222	173 Dwelling Units	700	15	35	50	35	20	55
Senior Adult Housing-Attached **(Building II)**	252	115 Dwelling Units	390	10	15	25	15	10	25
Quality Restaurant	931	8 KSF	575	5	0	5	35	15	50
High-Turnover (Sit-Down) Restaurant	932	9 KSF	860	40	40	80	45	25	70
Total Trips After Internal Capture			3,895	95	155	250	200	115	315
Total Trips with Internal Capture and 10% Transit Mode Share			**3,505**	**85**	**140**	**225**	**180**	**105**	**285**
Horizon Year (2040) Development (Full Build Out)									
Multifamily Housing (Low-Rise) **(Townhomes)**	220	33 Dwelling Units	230	5	10	15	10	5	15
Multifamily Housing (Mid-Rise) **(Building I, IV, V, & 74 additional units)**	221	554 Dwelling Units	2,845	50	140	190	140	85	225
Multifamily Housing (High-Rise) **(Building III)**	222	173 Dwelling Units	725	15	40	55	35	20	55
Senior Adult Housing-Attached **(Building II)**	252	115 Dwelling Units	405	10	15	25	15	10	25
Quality Restaurant	931	8 KSF	575	5	0	5	35	15	50
High-Turnover (Sit-Down) Restaurant	932	9 KSF	860	40	40	80	45	25	70
Total Trips After Internal Capture			5,410	120	235	355	270	155	425
Total Trips with Internal Capture and 10% Transit Mode Share			**4,870**	**110**	**210**	**320**	**245**	**140**	**385**

SITE TRIP DISTRIBUTION AND ACCESS

The site trips were distributed to adjacent roadways based on the current traffic patterns in the area and a general assessment of the major regional roadways surrounding the study area. In general, the following global trip distribution was assumed for the development:

- 20% west on TH 7
- 35% east on TH 7 (20% utilize Texas Avenue/Lake Street to access the site)
- 20% east on Excelsior Boulevard
- 5% south on Blake Road
- 15% west on Excelsior Boulevard

- 5% west on 2nd Street

Based on discussions with the City of Hopkins and Hennepin County, it was determined that while some traffic would likely use the Texas Avenue & TH 7 to get to the site, the intersection does not require analysis due to the amount of trips anticipated to use the intersection.

The trip distribution for the site-generated traffic used the same overall distribution pattern for the Opening Year (2025) and the Horizon Year (2040) conditions. **Exhibit 6** shows the distributions for both Build conditions and **Exhibits 7 & 8** show the Opening Year (2025) trip assignment and Horizon Year (2040) trip assignment, respectively.

The site will have two site accesses, which are listed below:

- Blake Road & 2nd Street/Site Access 1
- Lake Street & Site Access 2

Site Access 1 will be at Blake Road at 2nd Street, this access is signalized. Site Access 2 is proposed to be on Lake Street, approximately 90 feet east of Blake Road, this site access cannot be moved further to the east due to the Minnehaha Creek. The proposed site plan is included in **Appendix B**.

PARKING

Per the City of Hopkins code of Ordinances sec. 102-365 on mixed-use development parking, “A minimum of one and maximum of 1.5 parking spaces per multifamily unit is permitted; one guest space per 15 units is permitted. All uses other than residential shall require a parking study to determine the necessary parking required.” The parking needs for the restaurant space could vary greatly based on the tenant. Because the site is a mixed-use development, a parking study should be completed to determine if the 48 provided stalls will be adequate for the stand-alone restaurant space. It is assumed that adequate parking will be provided for the retail space located in Building III.

The proposed parking ratios for the five multifamily buildings are shown in **Table 4**. Overall, the entire development has a ratio of 1.40 parking spaces per multifamily unit and meets City of Hopkins requirements. The townhomes are proposed to have a higher parking ratio because they are considered to be more similar with parking needs for one and two family homes. It was also noted that Buildings III & IV will use the same parking structure, so the two buildings have a combined parking ratio.

Table 4 – Residential Parking Ratios

Building	Dwelling Units	Parking Stalls	Parking Ratio
Building I	126	114	0.90
Building II	115	183	1.59
Building III	173	482	1.32
Building IV	191		
Building V	163	276	1.69
Townhomes	33	66	2.00
Total	**801**	**1,121**	**1.40**

PEDESTRIAN, BICYCLE, AND TRANSIT INFRASTRUCTURE

The site is in a predominately industrial and residential area in the east part of Hopkins. The site is surrounded by mainly residential with some industrial developments southeast of the site. The site is bordered by the Cedar Lake Trail and Canadian Pacific (CP) Railroad on the south side of the site. Blake Road provides trails on both sides of the roadway and provides access to the Cedar Lake Trail which will have a grade separated crossing under Blake Road. Blake Road & 2nd Street NE also has a pedestrian crossing at the signal. Excelsior Boulevard provides sidewalks on both sides of the roadway west of Blake Road and has pedestrian crossings at the signals. The proposed development site will have sidewalks along interior roadways, which connect to Blake Road and the Cedar Lake Regional Trial.

The site is well connected to promote bicycling as a viable mode of transportation as there is access to the regional trail system along the south side of the site, there are on-street bike lanes on Blake Road south of Excelsior Boulevard, and there are existing trails on Blake Road north of Excelsior Boulevard.

This is a transit-oriented development as it will be located adjacent to a SWLRT station. As previously stated, the adjacent Blake Station is projected to serve 1,300 riders per day in 2040 and a significant portion of development trips are expected to use transit. The addition of a bus stop near the SWLRT station will provide more options to utilize transit.

CAPACITY ANALYSIS

A capacity analysis was performed to quantify the vehicle delay and level of service at the study intersections during the weekday AM and PM peak hours. The capacity analysis was performed using Synchro/SimTraffic.

The capacity of an intersection quantifies its ability to accommodate traffic volumes and is measured in average delay per vehicle. It is expressed in terms of level of service (LOS) which ranges from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating and the range of control delays for each rating can be found in **Table 5**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, higher delays are tolerated for the corresponding LOS ratings. For side street stop intersections, the intersection LOS is reported as the worst individual movement.

Table 5 – Level of Service Information

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	0-10 (Unsignalized); 0-10 (Signalized)	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	>10-15 (Unsignalized); >10-20 (Signalized)	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	>15-25 (Unsignalized); >20-35 (Signalized)	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	>25-35 (Unsignalized); >35-55 (Signalized)	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	>35-50 (Unsignalized); >55-80 (Signalized)	High control delay; average travel speed no more than 33 percent of free flow speed.
F	>50 (Unsignalized); >80 (Signalized)	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

Traffic models for each scenario were developed using Synchro/SimTraffic, and the delay and queueing were evaluated for each scenario. The scenarios that were analyzed are as follows:

- Existing Year (2021)
- Opening Year (2025) No-Build
- Horizon Year (2040) No-Build
- Opening Year (2025) Build
- Horizon Year (2040) Build

EXISTING YEAR (2021) CONDITIONS

The Existing Year (2021) Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area and calibrate the model compared to observed conditions. The traffic volumes shown in **Exhibit 3** were used in the Existing Year (2021) analysis. As previously discussed, the raw traffic counts were adjusted to all be based on year 2021. The existing signal timings supplied by MnDOT and Hennepin County were used for analysis.

Tables 6 and **7** provide a summary of the average delay (seconds per vehicle) and LOS under Existing Year (2021) Conditions for each movement at the study intersections during the AM peak hour and PM peak hour, respectively. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix D**.

Table 6 – Existing Year (2021) AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	83.5	F	48.2	D	16.1	B	44.8	D
		WB	74.0	E	28.7	C	6.7	A		
		NB	71.4	E	68.7	E	40.2	D		
		SB	97.4	F	91.2	F	2.9	A		
Blake Road & Cambridge Street	Signal	EB	36.2	D	38.4	D	6.7	A	13.7	B
		WB	36.1	D	27.8	C	5.0	A		
		NB	42.5	D	6.0	A	4.1	A		
		SB	63.8	E	6.0	A	4.2	A		
Blake Road & Lake Street	Side Street Stop	EB	11.8	B	11.7	B	5.3	A	12.0	B
		WB	12.0	B	11.5	B	4.4	A		
		NB	6.5	A	1.1	A	0.8	A		
		SB	4.1	A	0.4	A	0.2	A		
Blake Road & 2nd Street	Signal	EB	18.5	B	-	-	10.2	B	12.2	B
		WB	-	-	-	-	-	-		
		NB	25.1	C	7.9	A	-	-		
		SB	-	-	11.0	B	8.2	A		
Blake Road & Excelsior Boulevard	Signal	EB	44.3	D	18.9	B	4.0	A	26.1	C
		WB	47.3	D	22.0	C	4.1	A		
		NB	40.8	D	35.1	D	12.0	B		
		SB	40.6	D	38.0	D	28.8	C		

Table 7 – Existing Year (2021) PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	82.0	F	51.4	D	17.4	B	62.1	E
		WB	95.5	F	43.8	D	11.9	B		
		NB	68.9	E	83.7	F	65.3	E		
		SB	100+	F	100+	F	14.3	B		
Blake Road & Cambridge Street	Signal	EB	36.8	D	38.8	D	6.9	A	16.8	B
		WB	29.9	C	29.3	C	6.2	A		
		NB	47.7	D	11.1	B	11.3	B		
		SB	54.4	D	11.3	B	8.8	A		
Blake Road & Lake Street	Side Street Stop	EB	19.4	C	19.1	C	8.8	A	20.1	C
		WB	20.1	C	26.3	D	7.7	A		
		NB	5.9	A	2.1	A	2.1	A		
		SB	8.5	A	0.7	A	0.6	A		
Blake Road & 2nd Street	Signal	EB	20.6	C	-	-	12.9	B	14.1	B
		WB	-	-	-	-	-	-		
		NB	29.3	C	10.5	B	-	-		
		SB	-	-	14.8	B	9.8	A		
Blake Road & Excelsior Boulevard	Signal	EB	49.2	D	19.3	B	5.8	A	26.8	C
		WB	57.7	E	20.4	C	7.1	A		
		NB	53.6	D	44.5	D	25.9	C		
		SB	56.9	E	45.0	D	35.2	D		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, the study intersections are currently operating at LOS D or better during the AM peak hour. In the PM peak hour, Blake Road & TH 7 operates at LOS E. Under Existing Year (2021) Conditions, all intersection movements are anticipated to operate at LOS D or better except for the following:

- AM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, southbound left, and southbound through movements are expected to operate at LOS F. Additionally, the westbound left, northbound left, and northbound through are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (190 s).
  - **Blake Road & Cambridge Street** – the southbound left movement operates at LOS E; this is due to the movement being low volume and the coordination of the signals.
- PM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, northbound through, and southbound through movements are expected to operate at LOS F. Additionally, the northbound left and northbound right are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (200 s).
  - **Blake Road & Excelsior Boulevard** – the westbound left and southbound left movements are expected to operate at LOS E, this is due to priority being given to the high east-west volumes on Excelsior Boulevard.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that have extended queues or have high levels of delay are listed below.

- PM Peak Hour
  - **Blake Road & TH 7 –** The southbound left 95th percentile queue is expected to extend approximately 130 feet outside the storage bay. The southbound through queues may impact the upstream intersection of Aquilas Avenue & West 37th Street, these queues are the result of heavy traffic volumes through the intersection and are a known issue.

It should be noted that SimTraffic reports longer queues than the actual 95th percentile queues for turn lanes if the through lane queues on that approach extend beyond the provided turn lane storage bay. The traffic models were observed to determine which queues were actually extending out of storages bays. Only the actual queuing issues are documented above.

The capacity analysis results for Existing Year (2021) Conditions are consistent with the findings in the Blake Road Corridor Study conducted in 2015, with undesirable delays at the intersection of Blake Road & TH 7.

OPENING YEAR (2025) NO-BUILD CONDITIONS

The Opening Year (2025) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area without the addition of the development traffic. The traffic volumes shown in **Exhibit 4** were used in the Opening Year (2025) No-Build analysis. As previously discussed, these volumes were developed based on traffic projections from the City of Hopkins Comprehensive Plan and the Blake Road Corridor Study, which are consistent with Hennepin County growth rates.

The signal timings used in Existing (2021) were used for Opening Year (2025) No-Build conditions. Signal timings were not adjusted for background growth.

Tables 8 and **9** provide a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) No-Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour, respectively. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix D**.

Table 8 – Opening Year (2025) No-Build AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	83.0	F	53.0	D	19.1	B	46.5	D
		WB	71.3	E	27.9	C	7.6	A		
		NB	72.7	E	70.6	E	39.7	D		
		SB	100+	F	88.6	F	3.2	A		
Blake Road & Cambridge Street	Signal	EB	37.3	D	37.8	D	6.6	A	14.2	B
		WB	30.2	C	30.7	C	5.3	A		
		NB	44.4	D	6.9	A	4.2	A		
		SB	64.4	E	6.3	A	4.8	A		
Blake Road & Lake Street	Side Street Stop	EB	14.6	B	16.1	C	6.7	A	16.1	C
		WB	11.2	B	11.7	B	4.6	A		
		NB	5.1	A	1.2	A	1.1	A		
		SB	4.4	A	0.5	A	0.4	A		
Blake Road & 2nd Street	Signal	EB	18.5	B	-	-	10.9	B	13.1	B
		WB	-	-	-	-	-	-		
		NB	27.9	C	8.3	A	-	-		
		SB	-	-	12.5	B	8.7	A		
Blake Road & Excelsior Boulevard	Signal	EB	42.7	D	20.2	C	4.0	A	26.5	C
		WB	47.3	D	22.3	C	4.3	A		
		NB	39.0	D	33.4	C	12.3	B		
		SB	45.1	D	37.0	D	30.2	C		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Table 9 – Opening Year (2025) No-Build PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	88.9	F	65.4	E	25.8	C	67.5	E
		WB	97.0	F	45.2	D	12.7	B		
		NB	74.3	E	87.4	F	70.5	E		
		SB	100+	F	100+	F	10.4	B		
Blake Road & Cambridge Street	Signal	EB	37.0	D	39.2	D	6.9	A	18.1	B
		WB	30.6	C	33.6	C	7.7	A		
		NB	46.0	D	12.7	B	14.2	B		
		SB	58.2	E	12.5	B	10.5	B		
Blake Road & Lake Street	Side Street Stop	EB	22.2	C	25.4	D	10.8	B	25.4	D
		WB	21.4	C	24.3	C	8.9	A		
		NB	6.7	A	2.1	A	2.0	A		
		SB	5.9	A	0.8	A	0.6	A		
Blake Road & 2nd Street	Signal	EB	21.9	C	-	-	14.4	B	14.2	B
		WB	-	-	-	-	-	-		
		NB	29.9	C	10.4	B	-	-		
		SB	-	-	13.8	B	9.6	A		
Blake Road & Excelsior Boulevard	Signal	EB	52.4	D	20.1	C	6.5	A	27.7	C
		WB	57.4	E	20.3	C	7.7	A		
		NB	56.6	E	43.8	D	29.0	C		
		SB	56.1	E	45.9	D	40.6	D		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, the study intersections are expected to operate at LOS D or better during the AM peak hour. In the PM peak hour, Blake Road & TH 7 operates at LOS E. Under Opening Year (2025) No-Build Conditions, all intersection movements are anticipated to operate at LOS D or better except for the following:

- AM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, southbound left, and southbound through movements are expected to operate at LOS F. Additionally, the westbound left, northbound left, and northbound through are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (190 seconds).
  - **Blake Road & Cambridge Street** – the southbound left movement is expected to operate at LOS E; this is due to the movement being low volume and the coordination of the signals.
- PM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, northbound through, and southbound through movements are expected to operate at LOS F. Additionally, the northbound left, eastbound through, and northbound right are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (200 seconds).
  - **Blake Road & Cambridge Street** – the southbound left movement is expected to operate at LOS E; this is due to the movement being low volume and the coordination of the signals.
  - **Blake Road & Excelsior Boulevard** – the westbound left, northbound left, and southbound left movements are expected to operate at LOS E, this is due to priority being given to the high east-west volumes on Excelsior Boulevard.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that have extended queues or have high levels of delay are listed below.

- AM Peak Hour
  - **Blake Road & TH 7 –** the southbound left 95th percentile queue is expected to fill the storage bay, but queues will be accommodated in the taper of the turn lane.
  - **Blake Road & Excelsior Boulevard –** the northbound left 95th percentile queue is anticipated to extend past the storage bay by 17 feet, this will be accommodated within the taper of the turn lane.
- PM Peak Hour
  - **Blake Road & TH 7 –** the westbound left and northbound left 95th percentile queues are expected to fill their respective storage bays, but queues will be accommodated in the taper of the turn lanes. The southbound left 95th percentile queue is expected to extend approximately 130 feet outside the storage bay. The southbound through queues may impact the upstream intersection of Aquilas Avenue & West 37th Street, these queues are the result of heavy traffic volumes through the intersection and are a known issue.

It should be noted that SimTraffic reports longer queues than the actual 95th percentile queues for turn lanes if the through lane queues on that approach extend beyond the provided turn lane storage bay. The traffic models were observed to determine which queues were actually extending out of storages bays. Only the actual queuing issues are documented above.

The capacity analysis results for Opening Year (2025) No-Build Conditions are consistent with the findings in the Blake Road Corridor Study conducted in 2015 and the Existing Year (2021) analysis.

HORIZON YEAR (2040) NO-BUILD CONDITIONS

The Horizon Year (2040) No-Build Condition analysis was completed to develop an understanding of the baseline horizon year operating conditions for the study area without the addition of the development traffic. The traffic volumes shown in **Exhibit 5** were used in the Horizon Year (2040) No-Build analysis. As previously discussed, these volumes were developed based on traffic projections from the City of Hopkins Comprehensive Plan and the Blake Road Corridor Study.

The signal timings used in Existing (2021) and Opening Year (2025) No-Build conditions were optimized for Horizon Year analysis because it is anticipated signal timings at all intersections will be modified prior to 2040.

Tables 10 and **11** provide a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Conditions for each movement at the study intersections during the AM peak hour and PM peak hour, respectively. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix D**.

Table 10 – Horizon Year (2040) No Build AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	87.9	F	49.9	D	19.3	B	47.7	D
		WB	97.2	F	30.1	C	8.1	A		
		NB	71.0	E	65.2	E	45.7	D		
		SB	96.1	F	85.9	F	2.6	A		
Blake Road & Cambridge Street	Signal	EB	35.7	D	34.3	C	7.5	A	14.7	B
		WB	28.0	C	30.3	C	5.0	A		
		NB	40.8	D	7.6	A	6.3	A		
		SB	66.3	E	8.0	A	6.4	A		
Blake Road & Lake Street	Side Street Stop	EB	16.9	C	17.6	C	6.5	A	18.6	C
		WB	13.1	B	18.6	C	6.1	A		
		NB	3.9	A	1.2	A	0.7	A		
		SB	4.8	A	0.6	A	0.4	A		
Blake Road & 2nd Street	Signal	EB	20.1	C	-	-	12.7	B	14.8	B
		WB	-	-	-	-	-	-		
		NB	30.7	C	8.9	A	-	-		
		SB	-	-	15.0	B	11.2	B		
Blake Road & Excelsior Boulevard	Signal	EB	41.4	D	21.5	C	4.3	A	28.2	C
		WB	45.5	D	23.0	C	4.5	A		
		NB	40.1	D	34.7	C	14.7	B		
		SB	47.8	D	43.4	D	37.3	D		

Table 11 – Horizon Year (2040) No Build PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	100+	F	99.6	F	57.1	E	84.6	F
		WB	100+	F	53.7	D	16.9	B		
		NB	76.2	E	86.1	F	82.6	F		
		SB	100+	F	85.3	F	3.4	A		
Blake Road & Cambridge Street	Signal	EB	61.5	E	56.3	E	10.2	B	28.6	C
		WB	27.3	C	32.1	C	15.7	B		
		NB	45.8	D	30.5	C	45.0	D		
		SB	58.9	E	14.2	B	12.3	B		
Blake Road & Lake Street	Side Street Stop	EB	28.1	D	34.2	D	17.5	C	41.7	E
		WB	23.0	C	41.7	E	9.9	A		
		NB	8.6	A	2.2	A	2.2	A		
		SB	11.2	B	0.9	A	0.7	A		
Blake Road & 2nd Street	Signal	EB	24.1	C	-	-	16.5	B	16.2	B
		WB	-	-	-	-	-	-		
		NB	34.5	C	12.0	B	-	-		
		SB	-	-	15.6	B	11.8	B		
Blake Road & Excelsior Boulevard	Signal	EB	48.2	D	21.7	C	7.7	A	29.8	C
		WB	62.2	E	23.3	C	8.6	A		
		NB	63.6	E	45.4	D	30.0	C		
		SB	55.2	E	48.3	D	47.2	D		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, all study intersections are anticipated to operate at LOS C or better except for the intersection of Blake Road & TH 7, which operates at LOS F in the PM Peak Hour and the intersection of Blake Road & Lake Street, which operates at LOS E in the PM Peak. Under Horizon Year (2040) No-Build Conditions, all intersection movements are anticipated to operate at LOS D or better except for the following:

- AM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, and southbound through movements are expected to operate at LOS F. Additionally, northbound left, and northbound through are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (190 seconds).
  - **Blake Road & Cambridge Street** – the southbound left movement is expected to operate at LOS E; this is due to the movement being low volume and the coordination of the signals.
- PM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, eastbound through, northbound through, southbound through, and northbound right movements are all expected to operate at LOS F. Additionally, the northbound left and eastbound right are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (200 seconds). Delays should be monitored in the future to determine the feasibility of mitigation options.
  - **Blake Road & Cambridge Street** – the eastbound left, southbound left, and eastbound through movements are expected to operate at LOS E; this is due to the signal prioritizing the higher volume Blake Road movements. The northbound right, eastbound left, and eastbound through turn

movements operates at LOS E due to northbound right movement from Blake Road & TH 7 queueing into the intersection and blocking the right turn movement at Blake Road & Cambridge Street.

- **Blake Road & Lake Street** – the westbound left movement is anticipated to operate at LOS E; this is not uncommon for a side street stop-controlled intersection with a high-volume main street such as Blake Road.
- **Blake Road & Excelsior Boulevard** – the westbound left, northbound left, and southbound left movements are expected to operate at LOS E, this is due to priority being given to the high east-west volumes on Excelsior Boulevard.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that have extended queues or have high levels of delay are listed below.

- AM Peak Hour
  - **Blake Road & TH 7 –** The westbound left 95th percentile queue is anticipated to fill the provided storage bays, again this can be accommodated within the taper of the dual left turn lanes.
  - **Blake Road & Excelsior Boulevard –** The northbound left 95th percentile queue is anticipated to extend past the storage bay by approximately 20 feet, this queue is not expected to affect the upstream intersection.
- PM Peak Hour
  - **Blake Road & TH 7 –**The northbound left 95th percentile queue is expected to extend approximately 40 feet past the provided storage bay, this queue will be accommodated in the taper of the dual left-turn lanes. The southbound left 95th percentile queue is expected to extend approximately 125 feet outside the storage bay. The southbound queues are expected to impact the upstream intersection of Aquilas Avenue & West 37th Street. Queues should be monitored in the future to determine the feasibility of mitigation options.

It should be noted that SimTraffic reports longer queues than the actual 95th percentile queues for turn lanes if the through lane queues on that approach extend beyond the provided turn lane storage bay. The traffic models were observed to determine which queues were actually extending out of storages bays. Only the actual queuing issues are documented above.

The capacity analysis results for Horizon Year (2040) No-Build Conditions are consistent with the findings in the Blake Road Corridor Study future year (2035) analysis.

OPENING YEAR (2025) BUILD CONDITIONS

The Opening Year (2025) Build Condition analysis was completed to develop an understanding of the impact of site traffic to operating conditions for the study area. The traffic volumes shown in **Exhibit 9** were used in the Opening Year (2025) Build analysis. As previously discussed, these volumes were calculated by adding the Opening Year (2025) trips generated by the site to the Opening Year (2025) No-Build volumes.

Site access 1 ties into the signalized intersection of Blake Road & 2nd Street and was assumed to have a dedicated left-turn lane and a shared through/right lane on the site. Site Access 2, on Lake Street, was assumed to be side street stop controlled and have a single shared left/right lane on the site. Both accesses were assumed to have a single inbound lane.

The signal timings used in Existing (2021) and Opening Year (2025) No-Build conditions were used for Opening Year (2025) Build conditions. Signal timings were not adjusted for the Opening Year (2025) Build condition except the addition of a couple of seconds of green time to the westbound approach at Blake Road & 2nd Street/Site Access 1.

Tables 12 and **13** provide a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour, respectively. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix D**.

Table 12 – Opening Year (2025) Build AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	87.0	F	57.6	E	21.5	C	48.4	D
		WB	73.8	E	29.1	C	7.1	A		
		NB	71.8	E	67.3	E	39.2	D		
		SB	89.6	F	88.1	F	2.5	A		
Blake Road & Cambridge Street	Signal	EB	37.8	D	34.2	C	7.0	A	14.0	B
		WB	33.1	C	29.3	C	5.9	A		
		NB	41.7	D	6.7	A	4.6	A		
		SB	68.1	E	6.9	A	5.2	A		
Blake Road & Lake Street	Side Street Stop	EB	14.0	B	16.8	C	5.9	A	16.8	C
		WB	11.5	B	10.3	B	5.5	A		
		NB	6.3	A	1.3	A	0.9	A		
		SB	3.3	A	0.5	A	0.3	A		
Blake Road & 2nd Street/Site Access 1	Signal	EB	19.2	B	22.5	C	12.5	B	14.5	B
		WB	26.0	C	25.5	C	5.3	A		
		NB	30.1	C	10.7	B	7.6	A		
		SB	35.7	D	12.8	B	8.9	A		
Blake Road & Excelsior Boulevard	Signal	EB	41.0	D	22.6	C	4.6	A	27.1	C
		WB	48.5	D	23.5	C	4.5	A		
		NB	41.4	D	32.8	C	14.0	B		
		SB	41.4	D	35.9	D	27.9	C		
Lake Street & Site Access 2	Side Street Stop	EB	-	-	0.6	A	0.7	A	4.5	A
		WB	2.1	A	0.3	A	-	-		
		NB	4.5	A	-	-	2.9	A		
		SB	-	-	-	-	-	-		

Table 13 – Opening Year (2025) Build PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	88.7	F	62.1	E	23.9	C	66.8	E
		WB	100+	F	46.0	D	13.2	B		
		NB	73.8	E	87.1	F	76.8	E		
		SB	99.2	F	100+	F	4.2	A		
Blake Road & Cambridge Street	Signal	EB	42.6	D	44.0	D	8.0	A	20.4	C
		WB	33.5	C	28.3	C	9.9	A		
		NB	45.7	D	16.4	B	20.1	C		
		SB	57.4	E	13.2	B	10.0	A		
Blake Road & Lake Street	Side Street Stop	EB	26.5	D	27.7	D	12.9	B	27.7	D
		WB	26.7	D	22.7	C	10.1	B		
		NB	7.5	A	2.3	A	2.3	A		
		SB	7.6	A	0.8	A	0.7	A		
Blake Road & 2nd Street/Site Access 1	Signal	EB	23.8	C	24.8	C	16.5	B	18.3	B
		WB	30.5	C	27.8	C	6.5	A		
		NB	37.8	D	16.1	B	13.6	B		
		SB	45.1	D	15.5	B	11.2	B		
Blake Road & Excelsior Boulevard	Signal	EB	52.4	D	20.3	C	6.7	A	28.2	C
		WB	54.0	D	21.2	C	8.0	A		
		NB	53.8	D	45.2	D	29.7	C		
		SB	56.3	E	44.9	D	43.6	D		
Lake Street & Site Access 2	Side Street Stop	EB	-	-	0.6	A	0.5	A	6.5	A
		WB	3.5	A	0.4	A	-	-		
		NB	6.5	A	-	-	5.9	A		
		SB	-	-	-	-	-	-		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, the study intersections are expected to operate at LOS D or better during the AM peak hour. In the PM peak hour, Blake Road & TH 7 is expected to operate at LOS E under Opening Year (2025) Build Conditions. Additionally, both site accesses are anticipated to operate at LOS B or better in the AM & PM Peak Hours. All intersection movements are anticipated to operate at LOS D or better except for the following:

- AM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, southbound left, and southbound through movements are expected to operate at LOS F. Additionally, the westbound left, northbound left, eastbound through, and northbound through are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (190 s). These are the same movements that were shown to operate at LOS E or F in the Opening Year (2025) No-Build analysis, with the exception of the eastbound through which operated at LOS D in the Opening Year (2025) No-Build Analysis.
  - **Blake Road & Cambridge Street** – the southbound left movement operates at LOS E; this is due to the movement being low volume and the coordination of the signals. The same movement operated at LOS E the Opening Year (2025) No-Build analysis.
- PM Peak Hour

- **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, northbound through, and southbound through movements are expected to operate at LOS F. Additionally, the northbound left, eastbound through, and northbound right are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (200 s). These are the same movements that were shown to operate at LOS E or F in the Opening Year (2025) No-Build analysis.
- **Blake Road & Cambridge Street** – the southbound left movement is expected to operate at LOS E; this is due to the movement being low volume and the coordination of the signals. The same movement operated at LOS E the Opening Year (2025) No-Build analysis.
- **Blake Road & Excelsior Boulevard** – the southbound left movement is expected to operate at LOS E, this is due to priority being given to the high east-west volumes on Excelsior Boulevard. In the Opening Year (2025) No-Build Analysis the westbound left and northbound left, as well as the southbound left, operated at LOS E. The westbound left and northbound left movements improve due to the random seeding in the SimTraffic model.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that have extended queues or have high levels of delay are listed below.

- AM Peak Hour
  - **Blake Road & TH 7 –** the southbound left 95th percentile queue is expected to remain within the storage bay.
  - **Blake Road & 2nd Street/Site Access 1 –** All 95th percentile queues are within their respective storage bays. The westbound left and westbound through/right 95th percentile queues are approximately 65 feet and 55 feet, respectively.
  - **Blake Road & Excelsior Boulevard –** the northbound left 95th percentile queue is anticipated to extend past the storage bay by approximately 20 feet, this will be accommodated within the taper of the turn lane.
- PM Peak Hour
  - **Blake Road & TH 7 –** the westbound left 95th percentile queue is expected to extend past the storage bay by approximately 43 feet, this queue will be accommodated in the taper of the turn lane. The northbound left 95th percentile queue is expected to extend approximately 20 feet past the provided storage bay, this queue will be accommodated in the taper of the turn lane. The southbound left 95th percentile queue is expected to extend approximately 130 feet outside the storage bay. The southbound through queues are expected to impact the upstream intersection of Aquilas Avenue & West 37th Street, this is consistent with Opening Year (2025) No-Build Conditions.
  - **Blake Road & 2nd Street/Site Access 1 –** All 95th percentile queues are within their respective storage bays. The westbound left and westbound through/right 95th percentile queues are 50 feet and 40 feet, respectively.

It should be noted that SimTraffic reports longer queues than the actual 95th percentile queues for turn lanes if the through lane queues on that approach extend beyond the provided turn lane storage bay. The traffic models were observed to determine which queues were actually extending out of storages bays. Only the actual queuing issues are documented above.

The capacity analysis results for Opening Year (2025) Build Conditions are consistent with the results of the Opening Year (2025) No-Build analysis. The site traffic did not have a significant impact on operations at the study area intersections.

With the recent reconstruction of Blake Road, a northbound right turn lane was not constructed at 2nd Street/Site Access 1, this is consistent along the Blake Road corridor. By not including right turn lanes, it allows for a more pedestrian/bicycle friendly corridor. At the time, there was not a known 325 Blake road redevelopment, therefore a right turn lane has also been analyzed to determine the operational impacts with the proposed development. **Table 14** shows both the AM and PM Peak hour results at the site access.

Table 14 – Opening Year (2025) Build Peak Hour Intersection Analysis with NBR Turn Lane

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
Blake Road & 2nd Street/Site Access 1	Signal	EB	20.1	C	21.5	C	13.6	B	15.1	B
		WB	26.1	C	19.5	B	4.9	A		
		NB	30.4	C	10.4	B	4.0	A		
		SB	37.5	D	13.9	B	9.9	A		
AM Peak Hour										
Blake Road & 2nd Street/Site Access 1	Signal	EB	23.0	C	23.2	C	16.6	B	17.5	B
		WB	32.1	C	25.1	C	7.0	A		
		NB	36.2	D	15.7	B	4.9	A		
		SB	40.3	D	14.9	B	10.4	B		

The northbound right turn does not have a significant impact on delay or LOS. In both peak hours, the northbound right turn movement improves by a few seconds. In the AM Peak Hour, the overall intersection delay increases by less than a second. In the PM Peak Hour, the overall intersection delay decreases by less than a second. While the turn lane doesn't have a significant impact on operations Hennepin County has expressed their desire for the install of a northbound right turn lane as they have proven safety benefits for vehicles.

HORIZON YEAR (2040) BUILD CONDITIONS

The Horizon Year (2040) Build Condition analysis was completed to develop an understanding of the impact of site traffic to operating conditions for the study area. The traffic volumes shown in **Exhibit 10** were used in the Horizon Year (2040) Build analysis. As previously discussed, these volumes were calculated by adding the Horizon Year (2040) No-Build volumes to the Horizon Year (2040) trips generated by the site.

The same geometry and intersection control devices were assumed for the accesses as in the Opening Year (2025) Build analysis. As previously discussed, site access 1 was assumed to be signalized and have a dedicated left-turn lane and a shared through/right lane on the site. Site Access 2 was assumed to be side street stop controlled and have a single shared left/right lane on the site.

The signal timings used in Existing (2021) and Opening Year (2025) Build conditions were optimized for Horizon Year analysis because it is anticipated signal timings at all intersections will be modified prior to 2040.

Tables 15 and **16** provide a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour, respectively. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix D**.

Table 15 – Horizon Year (2040) Build AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	92.6	F	85.2	F	47.7	D	60.6	E
		WB	77.2	E	30.9	C	9.1	A		
		NB	72.6	E	61.8	E	40.9	D		
		SB	98.2	F	92.0	F	3.3	A		
Blake Road & Cambridge Street	Signal	EB	36.6	D	33.3	C	7.2	A	15.0	B
		WB	29.2	C	34.2	C	5.2	A		
		NB	44.8	D	8.6	A	6.6	A		
		SB	64.8	E	8.4	A	7.3	A		
Blake Road & Lake Street	Side Street Stop	EB	17.3	C	21.2	C	9.6	A	21.2	C
		WB	16.0	C	12.6	B	6.3	A		
		NB	6.8	A	1.5	A	1.2	A		
		SB	5.1	A	0.7	A	0.5	A		
Blake Road & 2nd Street/Site Access 1	Signal	EB	21.7	C	22.2	C	14.0	B	16.8	B
		WB	25.1	C	24.5	C	5.8	A		
		NB	33.3	C	12.9	B	6.4	A		
		SB	41.4	D	15.3	B	12.4	B		
Blake Road & Excelsior Boulevard	Signal	EB	41.9	D	22.1	C	5.1	A	28.3	C
		WB	47.6	D	24.7	C	4.9	A		
		NB	40.6	D	31.4	C	14.6	B		
		SB	43.1	D	39.5	D	32.7	C		
Lake Street & Site Access 2	Side Street Stop	EB	-	-	0.8	A	0.5	A	4.6	A
		WB	2.1	A	0.3	A	-	-		
		NB	4.6	A	-	-	3.1	A		
		SB	-	-	-	-	-	-		

Table 16 – Horizon Year (2040) Build PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Blake Road & TH 7	Signal	EB	100+	F	100+	F	63.5	E	100+	F
		WB	100+	F	51.1	D	16.6	B		
		NB	76.6	E	99.0	F	86.9	F		
		SB	100+	F	100+	F	20.8	C		
Blake Road & Cambridge Street	Signal	EB	51.4	D	54.9	D	10.9	B	24.2	C
		WB	28.0	C	25.8	C	14.8	B		
		NB	48.3	D	22.5	C	35.3	D		
		SB	53.3	D	15.2	B	12.6	B		
Blake Road & Lake Street	Side Street Stop	EB	31.1	D	38.9	E	18.1	C	38.9	E
		WB	28.9	D	26.2	D	10.1	B		
		NB	9.9	A	2.5	A	2.4	A		
		SB	9.1	A	0.9	A	0.8	A		
Blake Road & 2nd Street/Site Access 1	Signal	EB	28.2	C	27.4	C	19.9	B	21.8	C
		WB	31.1	C	25.0	C	8.6	A		
		NB	42.8	D	18.7	B	16.0	B		
		SB	47.0	D	18.4	B	14.6	B		
Blake Road & Excelsior Boulevard	Signal	EB	55.2	E	22.2	C	8.1	A	30.8	C
		WB	58.5	E	22.6	C	10.0	A		
		NB	55.4	E	45.7	D	32.6	C		
		SB	61.9	E	49.6	D	51.2	D		
Lake Street & Site Access 2	Side Street Stop	EB	-	-	0.6	A	0.5	A	7.2	A
		WB	3.5	A	0.5	A	-	-		
		NB	7.2	A	-	-	6.1	A		
		SB	-	-	-	-	-	-		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, all study intersections are anticipated to operate LOS C or better except for the intersection of Blake Road & TH 7, which operates at an LOS E in the AM Peak Hour and LOS F in the PM Peak Hour and the intersection of Blake Road & Lake Street, which operates at LOS E in the PM Peak. Additionally, both site accesses are anticipated to operate at LOS C or better in the AM & PM Peak Hours. Under Horizon Year (2040) Build Conditions, all intersection movements are anticipated to operate at LOS D or better except for the following:

- AM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, and southbound through movements are expected to operate at LOS F. Additionally, the northbound left, eastbound through, and northbound through are expected to operate at LOS E. The projected delays are not unexpected, considering the high volumes and long cycle length (190 s). These results are similar to the Horizon Year (2040) No-Build analysis.
  - **Blake Road & Cambridge Street** – the southbound left movement is expected to operate at LOS E; this is due to the movement being low volume and the coordination of the signals. The same movement operated at LOS E the Horizon Year (2040) No-Build analysis.
- PM Peak Hour
  - **Blake Road & TH 7** – the eastbound left, westbound left, southbound left, eastbound through, northbound through, southbound through, eastbound right, and northbound right movements are all expected to operate at LOS F. Additionally, the northbound left is expected to operate at LOS

E. The projected delays are not unexpected, considering the high volumes and long cycle length (200 s). These are the same movements that were shown to operate at LOS E or F in the Horizon Year (2040) No-Build analysis. Delays should be monitored in the future to determine the feasibility of mitigation options.

- **Blake Road & Lake Street** – the eastbound through movement is anticipated to operate at LOS E; this is not uncommon for a side street stop-controlled intersection with a high-volume main street such as Blake Road. In the Horizon Year (2040) No-Build model, the westbound left movement also operated at LOS E and not the eastbound left.
- **Blake Road & Excelsior Boulevard** – the eastbound left, westbound left, northbound left and southbound left movements are expected to operate at LOS E, this is due to priority being given to the high east-west volumes on Excelsior Boulevard. In the Horizon Year (2040) No-Build model the westbound left, northbound left, and southbound left also operated at LOS E, but the eastbound left operated at LOS D and degraded to LOS E with the addition of site traffic.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that have extended queues or have high levels of delay are listed below.

- AM Peak Hour
  - **Blake Road & TH 7 –** The westbound left is anticipated to extend beyond the provided storage bay by approximately 40 feet, the queue can be accommodated within the taper of the dual left turn lanes. The northbound left 95th percentile queue is expected to extend past the storage bay by approximately 30 feet, the queue can be accommodated within the taper of the dual left-turn lanes. The southbound left turn 95th percentile queue extends past the provided storage bay by 15 feet, this can be accommodated within the taper of the turn lane.
  - **Blake Road & 2nd Street/Site Access 1 –** All 95th percentile queues are within their respective storage bays. The westbound left and westbound through/right 95th percentile queues are 85 feet and 65 feet, respectively.
  - **Blake Road & Excelsior Boulevard –** the northbound left 95th percentile queue is anticipated to extend past the storage bay by approximately 23 feet, this queue is not expected to affect the upstream intersection. The southbound left 95th percentile queue is anticipated to extend past the storage bay by approximately 3 feet; this queue can be accommodated within the taper of the turn lane.
- PM Peak Hour
  - **Blake Road & TH 7 –** The northbound left 95th percentile queue is expected to extend 70 feet past the provided storage bay, this queue will be accommodated in the taper of the dual left-turn lanes. The southbound left 95th percentile queue is expected to extend approximately 110 feet outside the storage bay. The southbound queues are expected to impact operations at the upstream intersection of Aquilas Avenue & West 37th Street. Queues should be monitored in the future to determine the feasibility of mitigation options.
  - **Blake Road & 2nd Street/Site Access 1 –** All 95th percentile queues are within their respective storage bays. The westbound left and westbound through/right 95th percentile queues are 75 feet and 60 feet, respectively.
  - **Blake Road & Excelsior Boulevard –** The northbound left 95th percentile queue is anticipated to extend approximately 20 feet beyond the storage bay; this can be accommodated within the taper of the turn lane. The southbound left 95th percentile queue is expected to fill the storage bay.

It should be noted that SimTraffic reports longer queues than the actual 95th percentile queues for turn lanes if the through lane queues on that approach extend beyond the provided turn lane storage bay. The

traffic models were observed to determine which queues were actually extending out of storages bays. Only the actual queuing issues are documented above.

The capacity analysis results for Horizon Year (2040) Build Conditions are consistent with the results from the Horizon Year (2040) No-Build conditions. The site traffic did not have a significant impact on operations at any intersections within the study network.

As previously discussed, a northbound right turn lane was not constructed at 2nd Street/Site Access 1 with the reconstruction of Blake Road. this is consistent with other roadway connections along the Blake Road corridor. By not including right turn lanes, it allows for a more pedestrian/bicycle friendly corridor. At the time, there was not a known 325 Blake road redevelopment, therefore a right turn lane has also been analyzed to determine the operational impacts with the proposed development. **Table 14** shows both the AM and PM Peak hour results at the site access

Table 17 – Horizon Year (2040) Build Peak Hour Intersection Analysis with NBR Turn Lane

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
Blake Road & 2nd Street/Site Access 1	Signal	EB	21.7	C	19.3	B	14.6	B	17.4	B
		WB	26.9	C	21.0	C	4.8	A		
		NB	33.7	C	13.7	B	3.8	A		
		SB	43.4	D	16.1	B	13.1	B		
PM Peak Hour										
Blake Road & 2nd Street/Site Access 1	Signal	EB	26.5	C	27.1	C	18.5	B	20.8	C
		WB	28.5	C	24.1	C	8.8	A		
		NB	38.0	D	19.7	B	6.3	A		
		SB	45.4	D	17.9	B	13.6	B		

The northbound right turn does not have a big impact on Delay or LOS. In both peak hours, the northbound right turn movement improves by a few seconds. In the AM Peak Hour, the overall intersection delay increases by a second. In the PM Peak Hour, the overall intersection delay decreases by a second. A northbound turn lane doesn't have a significant impact on operations and maintaining the existing geometry is in line with the vision for the Blake Road corridor.

CONCLUSIONS AND RECOMMENDATIONS

Alatus, LLC is proposing a mixed-use development that includes townhomes and five multifamily housing buildings varying in height from 3 stories to 14 stories, with up to 875 dwelling units on site. There will also be a 9,000 square feet of standalone restaurant space and 8,000 square feet of retail on site. The development is located on the southeast corner of Blake Road (CSAH 20) and Lake Street in Hopkins, MN. The site was previously occupied by a cold storage facility.

In the Opening Year, Buildings II, III, IV, the townhomes, and the restaurant space is expected to be constructed and open. With that assumed development, the Site is anticipated to generate 225 new trips during the AM peak hour (85 entering, 140 exiting) and 285 new trips during the PM peak hour (180 entering, 105 exiting).

In the Horizon Year, full buildout of the site was assumed (Opening Year development plus the construction of Buildings I & V). In the Horizon Year, the site is anticipated to generate 320 new trips during the AM peak hour (110 entering, 210 exiting) and 385 new trips during the PM peak hour (245 entering, 140 exiting).

The site will have two accesses. Site Access 1 will be at Blake Road at 2nd Street, which is signalized. Site Access 2 is proposed to be on Lake Street approximately 90 feet east of Blake Road. Access 1 is anticipated to have two outbound lanes, a dedicated left-turn lane, and a shared through/right lane on the site. Access 2 is anticipated to have 1 outbound lane that is a shared left/right lane on the site.

Existing year (2021), Opening Year (2025) No-Build, and Horizon Year (2040) No-Build are anticipated to have similar operations, with slight increases in vehicle delays due to background growth. The intersection of Blake Road & TH 7 consistently has movements with LOS E or F operations and the other study intersections generally operate acceptably. The movements that get significantly worse with the addition of background growth are the left-turning and through movements at the intersection of Blake Road & TH 7 and the eastbound leg at the intersection of Blake Road & Lake Street.

Opening Year (2025) Build and Horizon Year (2040) Build operations are very similar to their No-Build counterparts. The Opening Year No-Build & Build models generally have the same results with LOS E/F operations for the same movements. The Horizon Year models showed that the eastbound through movement at the intersection of Blake Road & TH 7 changed from LOS D in No-Build AM Peak Hour model to LOS E in the Build AM Peak Hour model. Additionally, four movements changed from LOS D in the No-Build PM Peak Hour to LOS E in the Build PM Peak Hour. Overall, the No-Build models were consistent with their respective Build models. It should be noted that delays and queues at Blake Road & TH 7 will be extensive in all Horizon Year (2040) analysis conditions. These should be monitored in the future to determine the feasibility of mitigation options.

As seen across the five analysis conditions, the background growth caused overall vehicle delays to increase. In comparison to the background growth, site traffic didn't have a significant impact on the intersection LOS. Based on the analysis results, the following mitigation is recommended:

- Site access 1 should have a dedicated left turn lane and a shared through/right lane. The left-turn lane should have a storage bay length of at least 100 feet based on the 95th percentile queue of 85 feet.
- The signal at Blake Road & 2nd Street/Access 1 should be optimized for the additional approach. Cycle Length at Blake Road & 2nd Street/Access 1 should be kept consistent with the corridor but provide adequate time for development and 2nd street traffic to operate acceptably.
- Site access 2 should have a shared left/right turn lane and be side street stop controlled.
- The eastbound queue at the intersection of Blake Road and Lake Street should be monitored to ensure it does not affect operations at site access 2.

APPENDIX

A. Exhibits

B. Site Plan

C. Raw Turning Movement Counts

D. SimTraffic Analysis Results



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EXHIBIT 1

PROJECT SITE LOCATION AND STUDY AREA

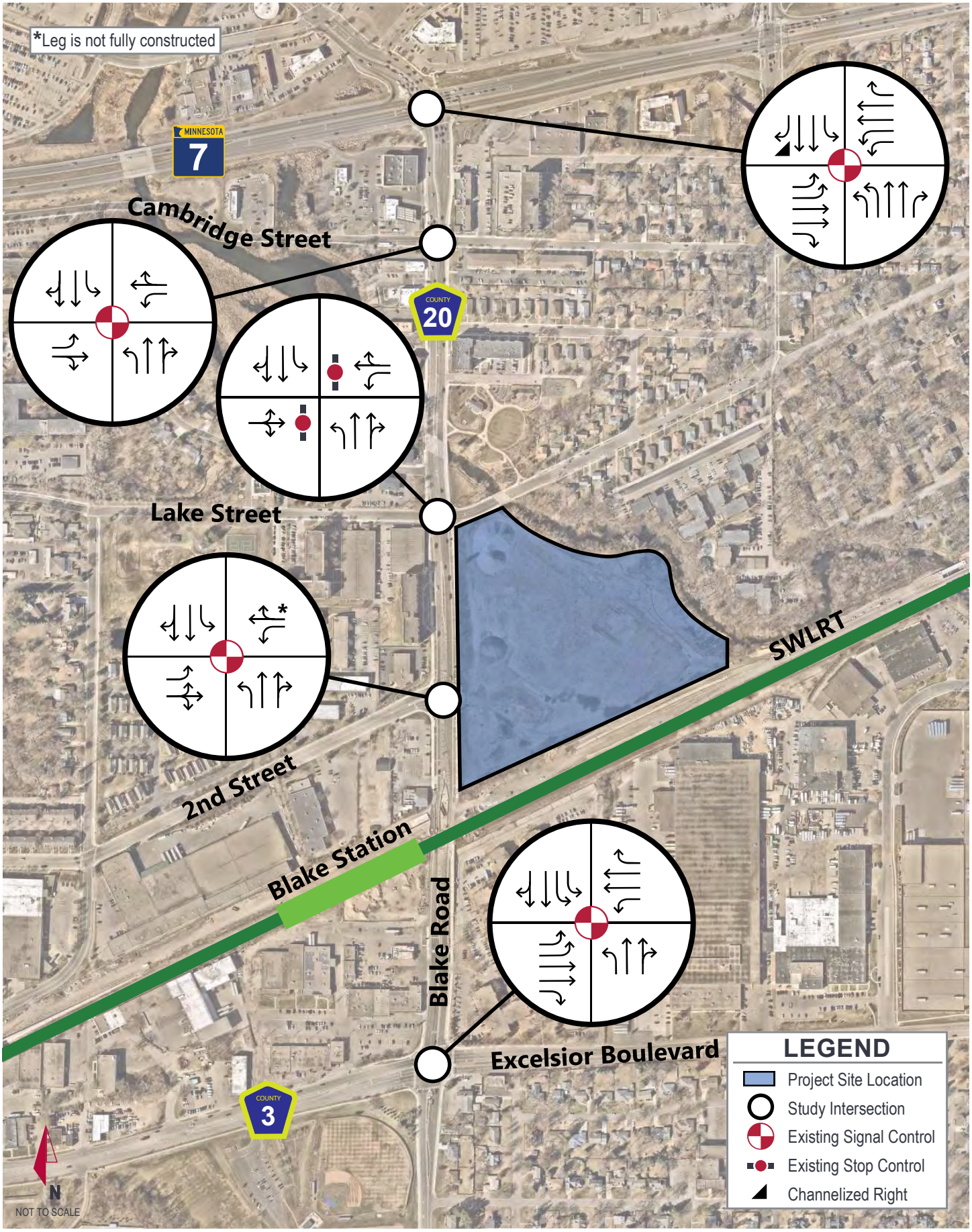

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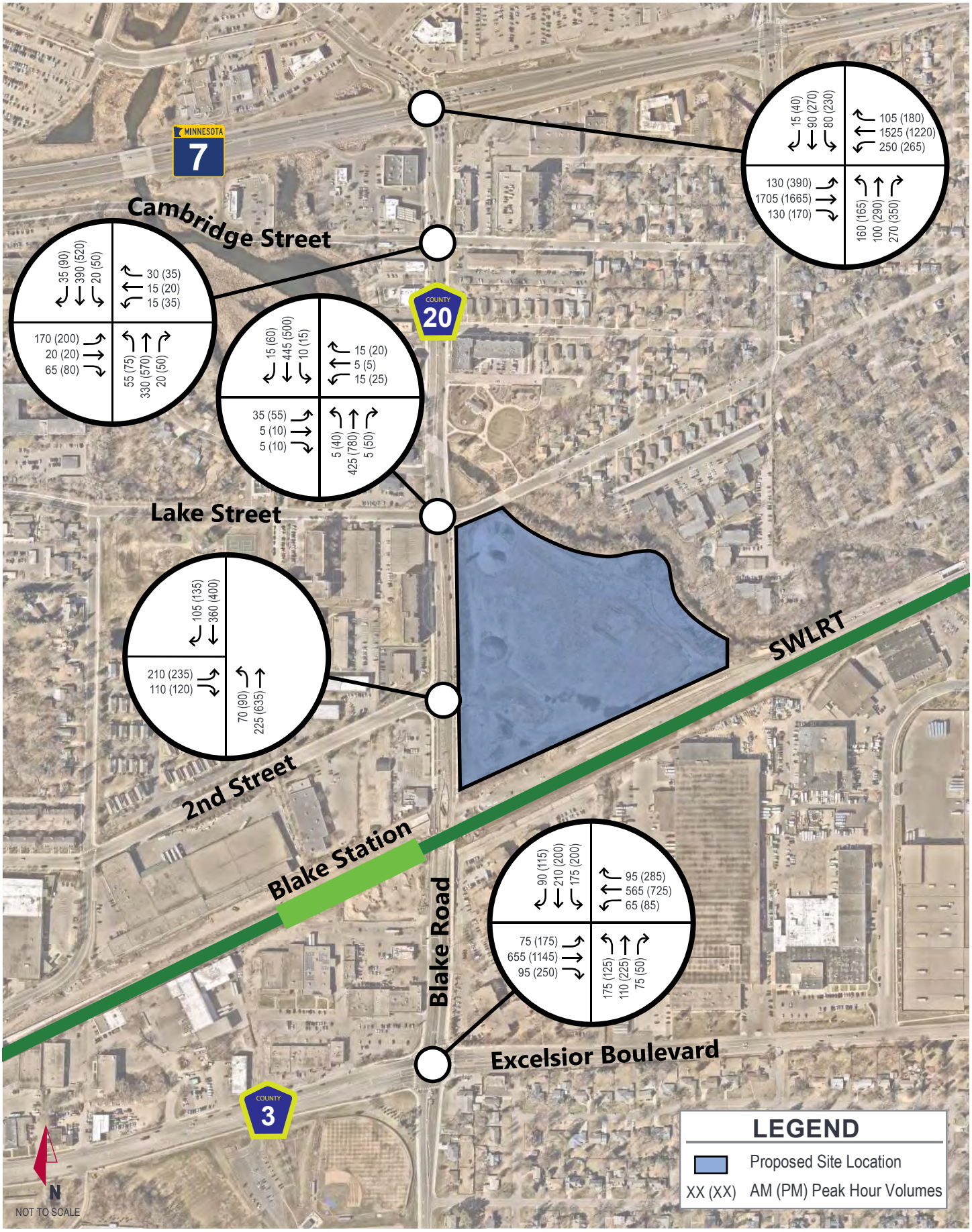
EXHIBIT 2

EXISTING GEOMETRY AND INTERSECTION CONTROL



Kimley»Horn

EXHIBIT 3

EXISTING YEAR (2021)
PEAK HOUR TRAFFIC VOLUMES

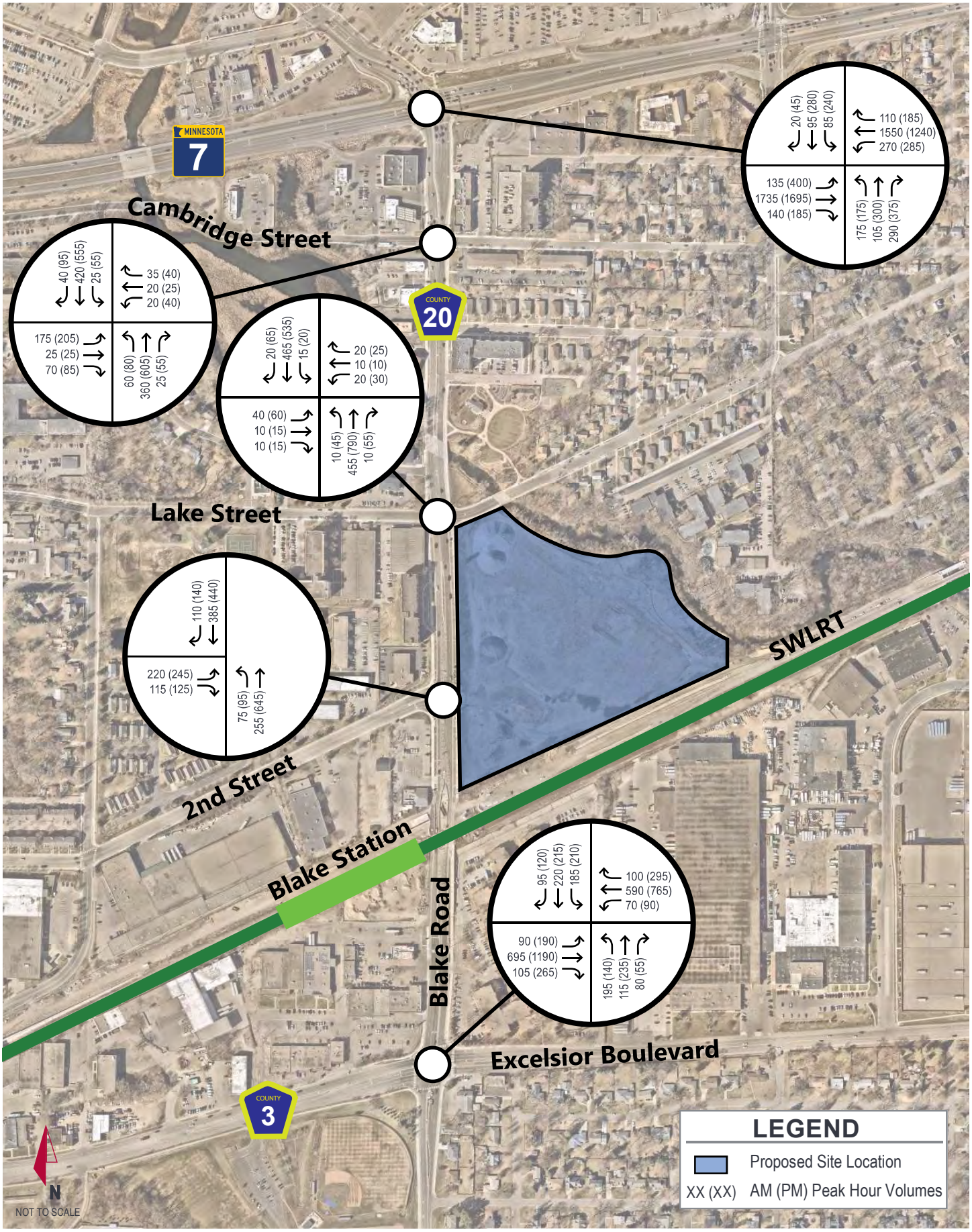


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EXHIBIT 4

OPENING YEAR (2025) NO-BUILD PEAK HOUR TRAFFIC VOLUMES

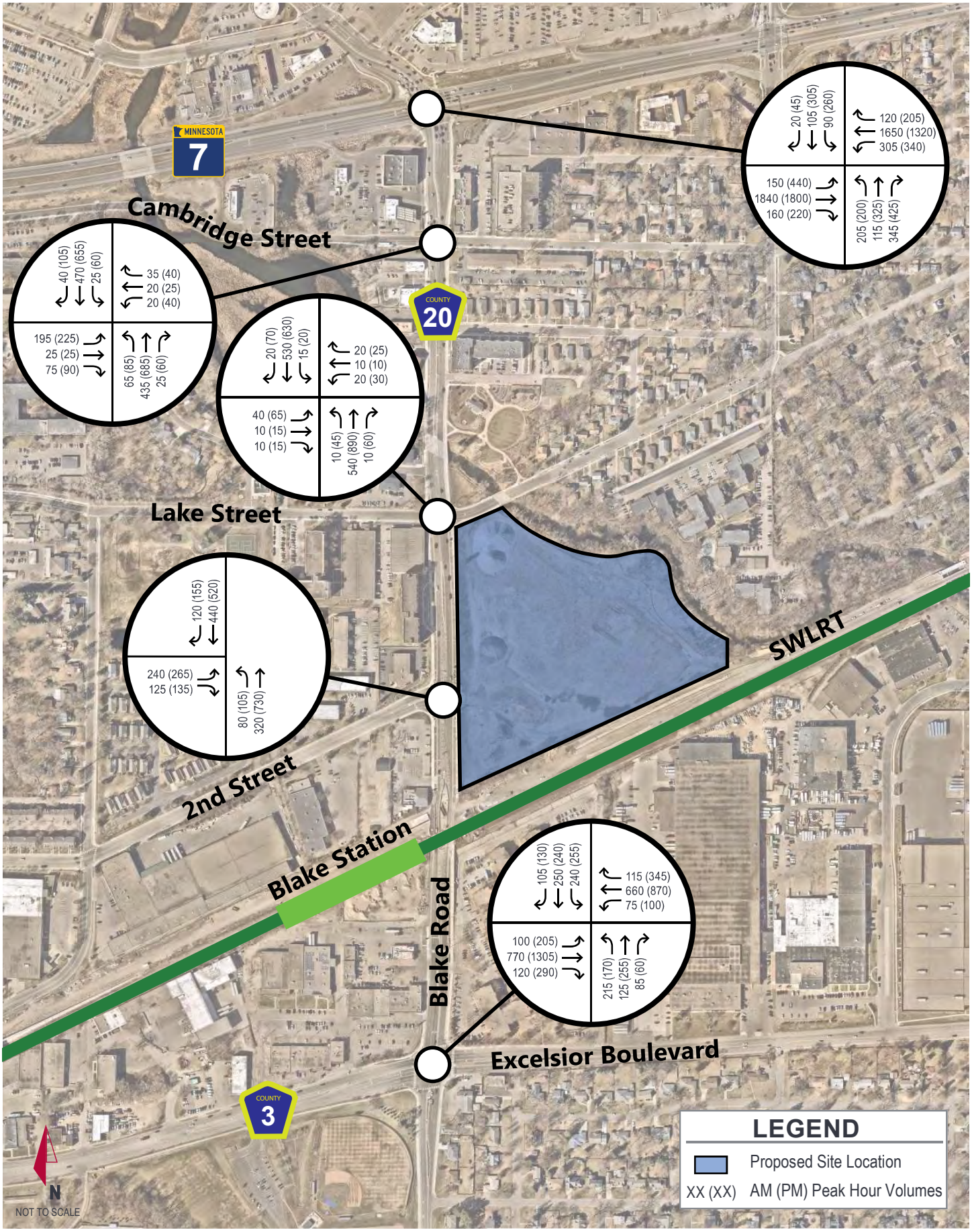

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EXHIBIT 5

HORIZON YEAR (2040) NO-BUILD PEAK HOUR TRAFFIC VOLUMES

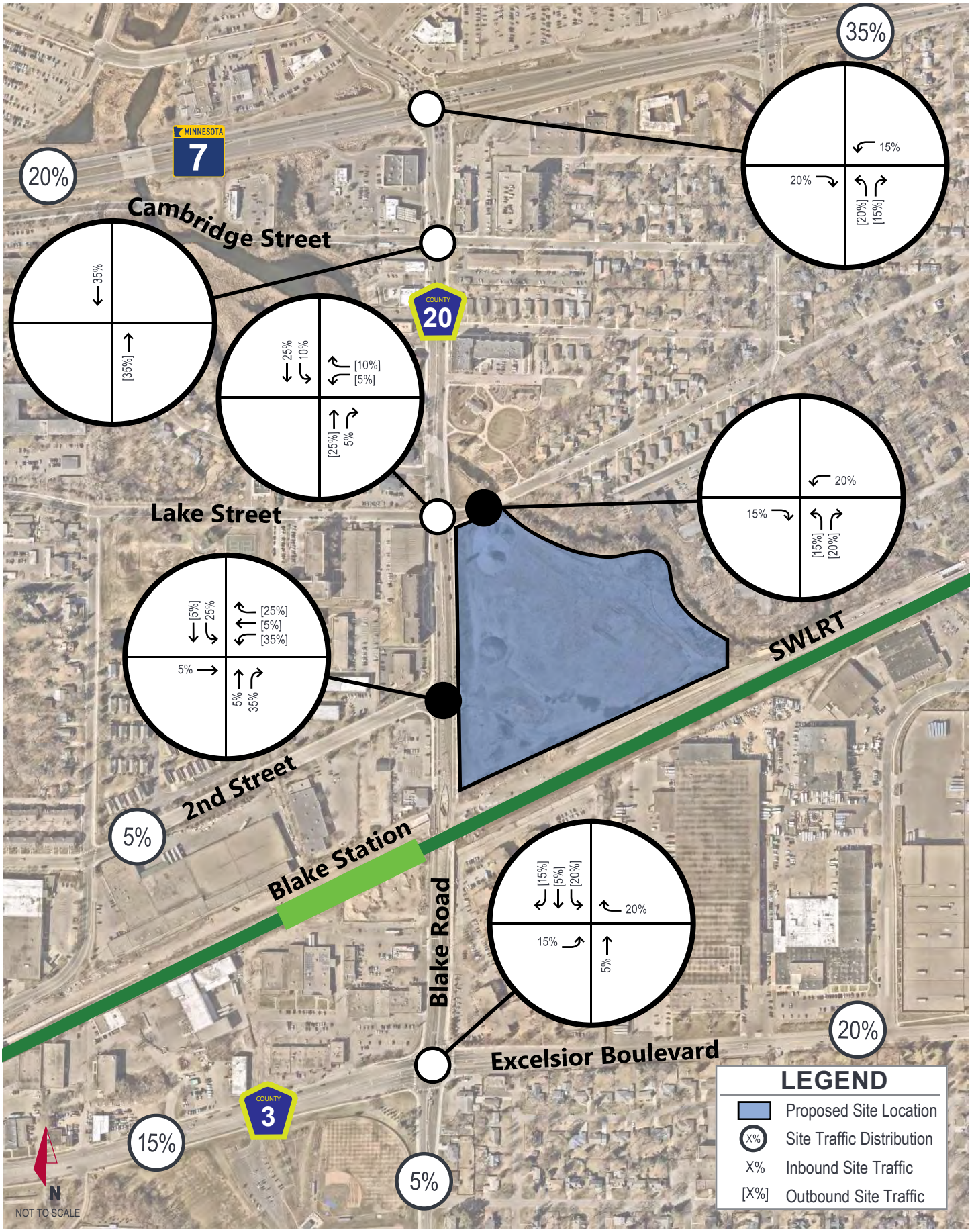

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EXHIBIT 6

SITE DISTRIBUTION

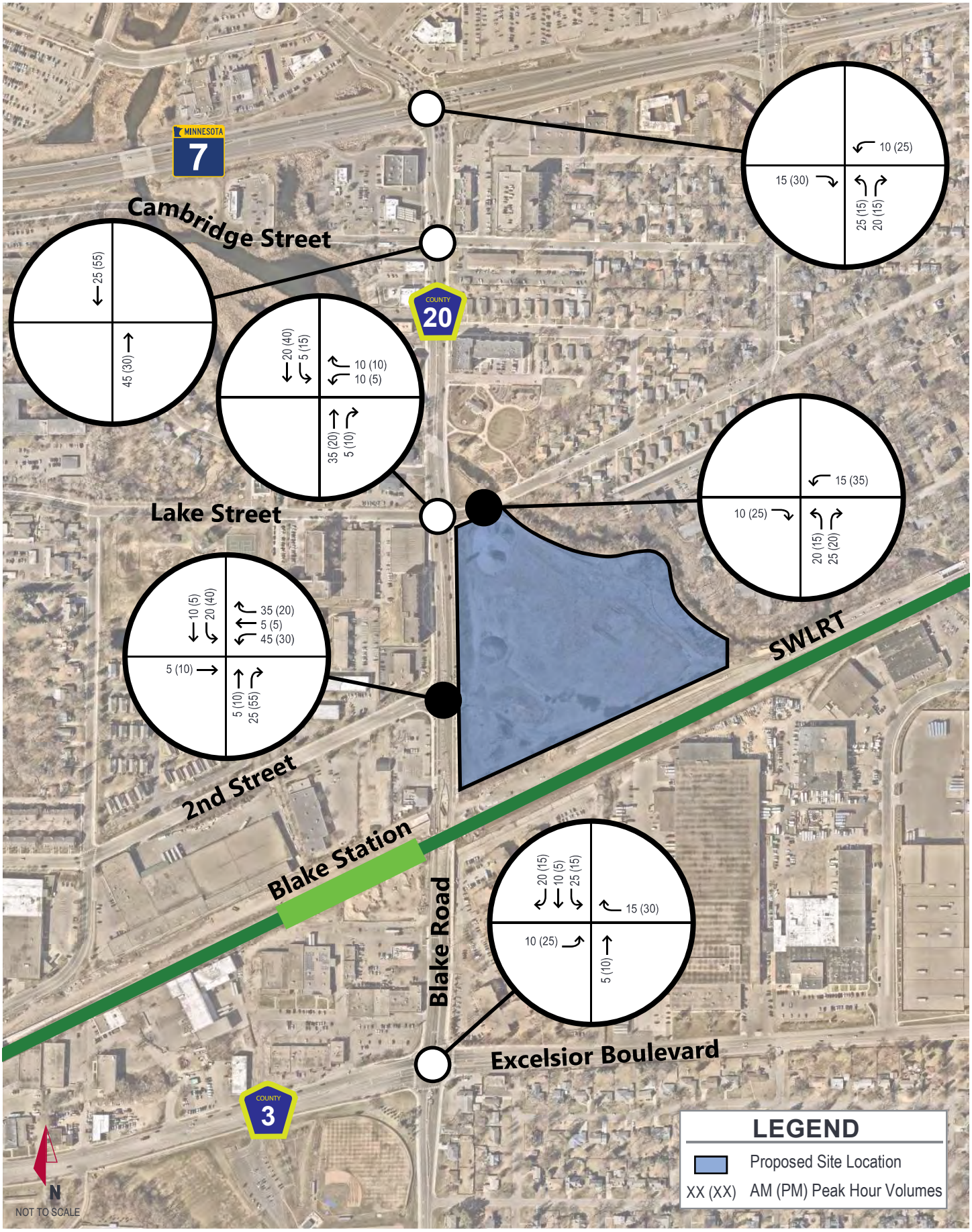

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EXHIBIT 7

OPENING YEAR (2025)
TRIP ASSIGNMENT

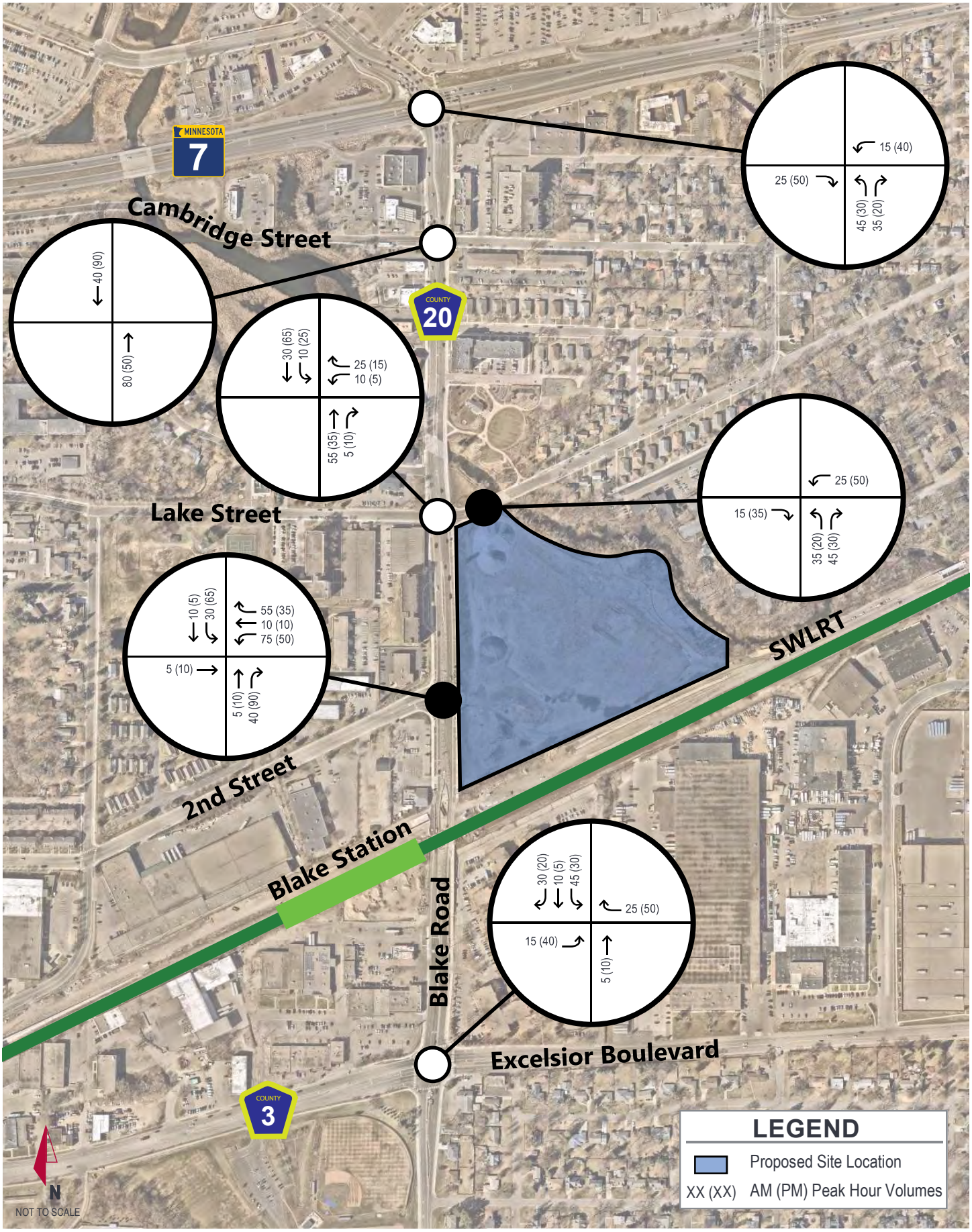

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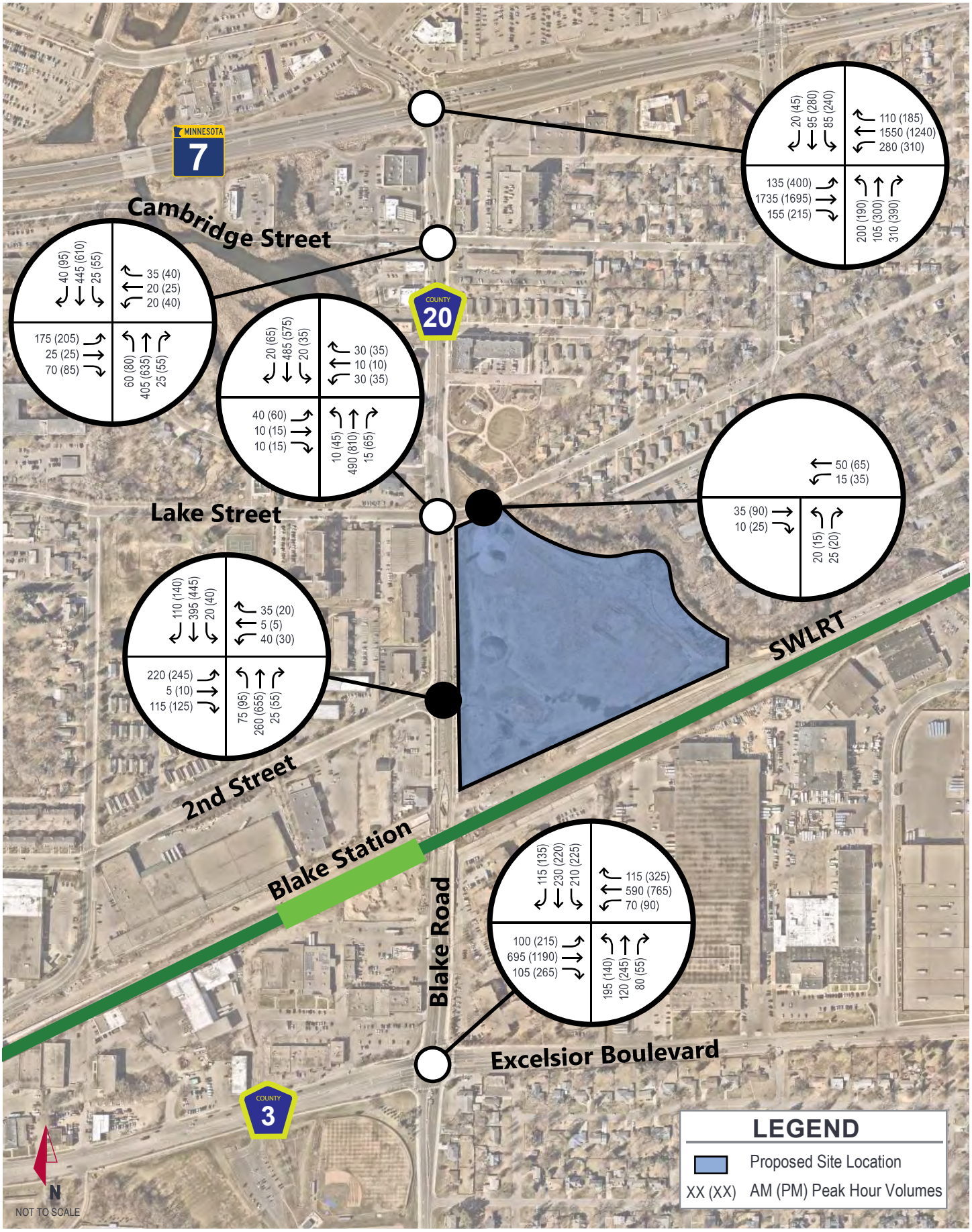
EXHIBIT 8

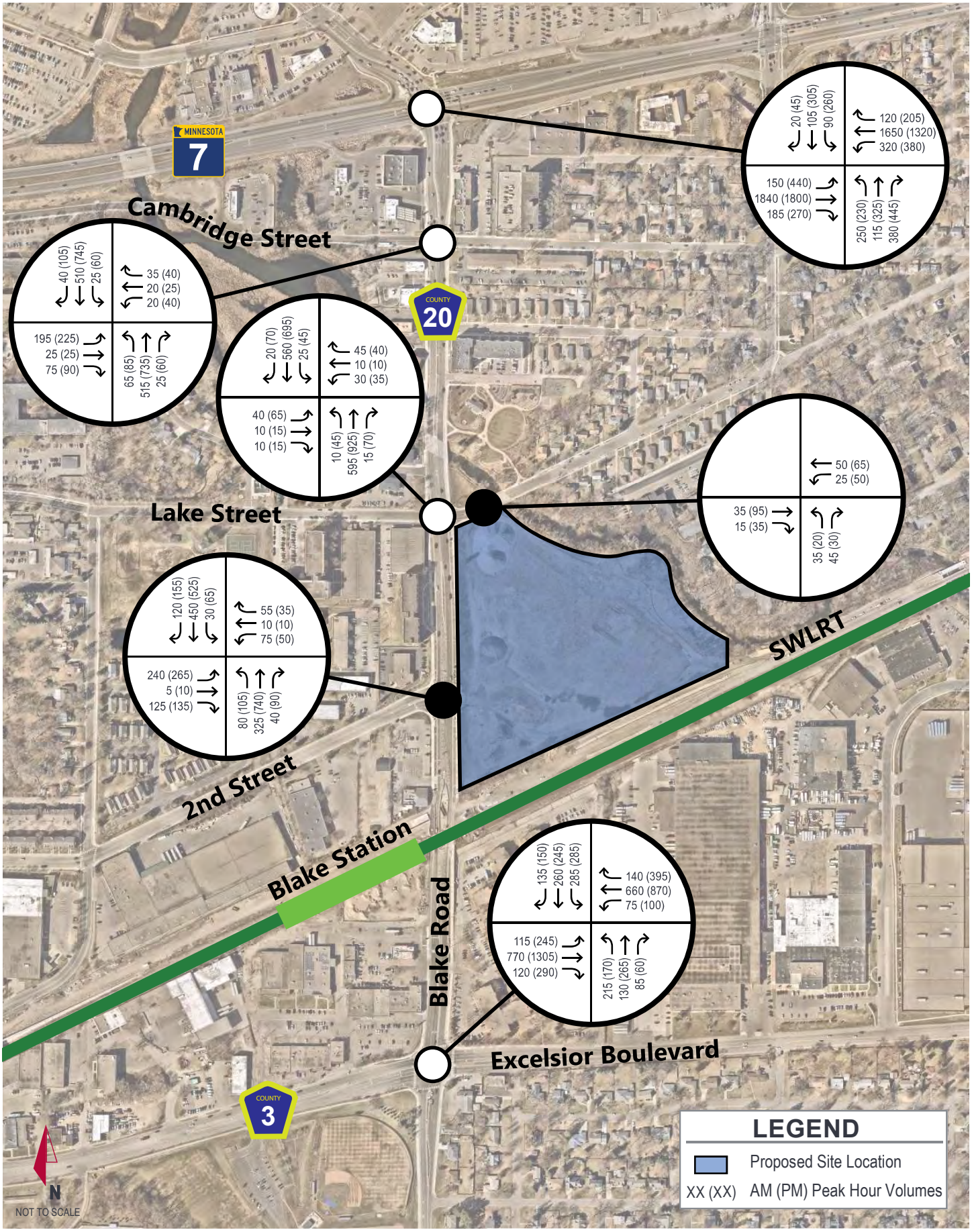
HORIZON YEAR (2040) TRIP ASSIGNMENT



Kimley»Horn

EXHIBIT 9

OPENING YEAR (2025) BUILD PEAK HOUR TRAFFIC VOLUMES

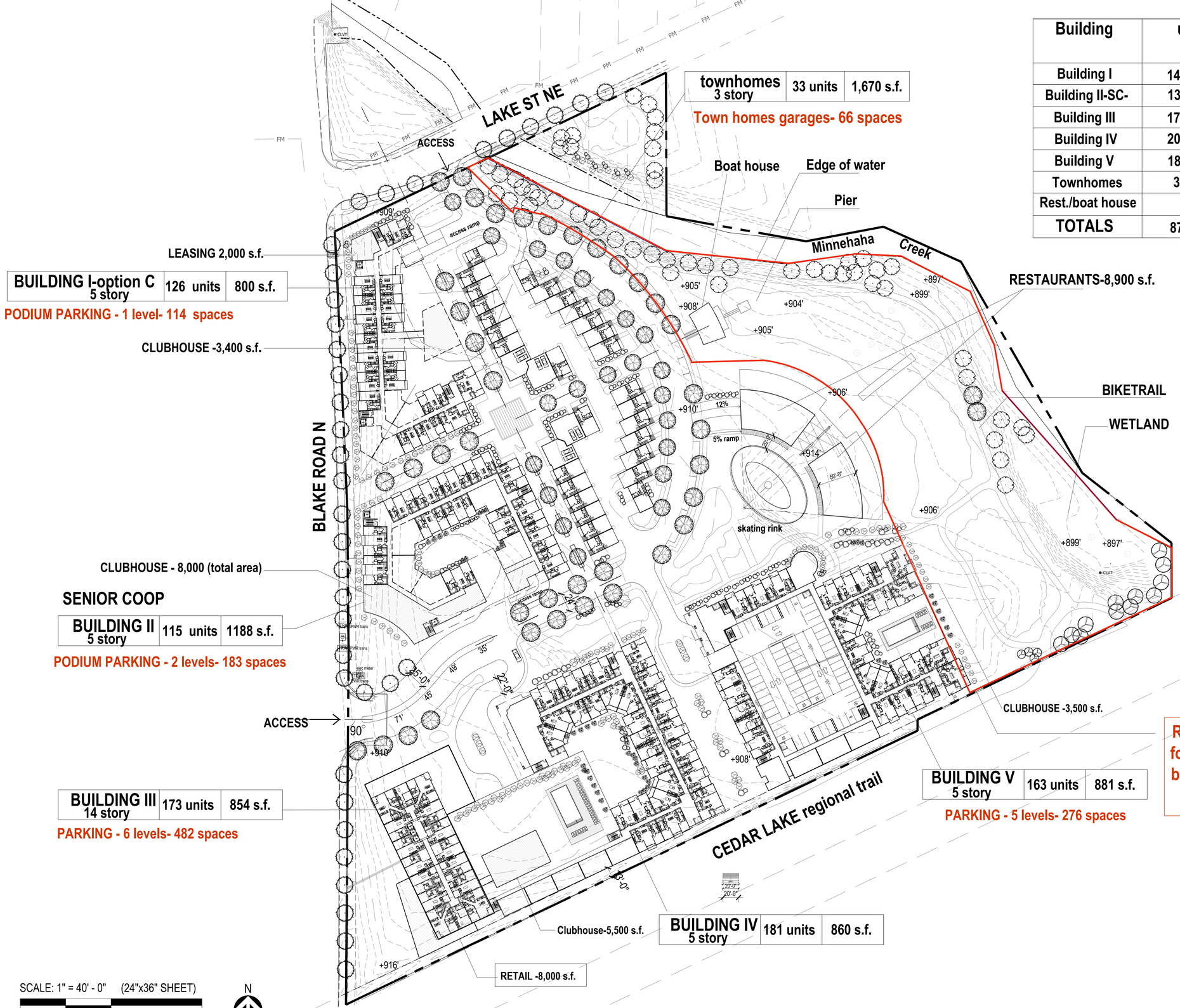


Kimley»Horn

EXHIBIT 10

HORIZON YEAR (2040) BUILD PEAK HOUR TRAFFIC VOLUMES

Building	units	stories	NET avg
Building I	144 units	5 story	712 s.f
Building II-SC-	130 units	5 story	1,050 s.f
Building III	173 units	14 story	854 s.f
Building IV	207 units	5 story	766 s.f
Building V	188 units	5 story	765 s.f
Townhomes	33 units	3 story	1,670 s.f
Rest./boat house		1 story	
TOTALS	875 units		



SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

N

ARCHITECTURAL SITEPLAN

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com

ALATUS,LLC

September 25, 2021

325 BLAKE ROAD
Hopkins, Minnesota
HPA# 21180

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Intersection Traffic Counts

Intersection: #21 MN7 & Aquila Ave
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

All Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #21 MN7 & Aquila Ave

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
6:00	-	7	6	2	**15**	-	-	23	49	8	**80**	-	-	22	6	21	**49**	-	-	9	115	4	**128**	-	**272**	-
6:15	1	3	-	-	**4**	-	-	25	98	12	**135**	-	-	22	6	29	**57**	-	-	8	179	14	**201**	1	**397**	**1**
6:30	-	9	12	2	**23**	-	-	22	147	13	**182**	-	1	34	6	19	**60**	-	-	19	229	16	**264**	-	**529**	-
6:45	-	11	12	-	**23**	-	-	43	174	18	**235**	-	-	28	19	40	**87**	-	1	11	220	15	**247**	-	**592**	-
7:00	-	10	18	3	**31**	-	-	31	258	15	**304**	-	-	38	12	52	**102**	-	1	14	286	18	**319**	1	**756**	**1**
7:15	-	14	15	2	**31**	-	-	55	297	19	**371**	-	-	30	22	50	**102**	1	-	23	424	25	**472**	1	**976**	**2**
7:30	-	19	15	1	**35**	-	-	48	378	25	**451**	1	-	42	14	64	**120**	-	1	15	421	21	**458**	-	**1064**	**1**
7:45	-	16	25	5	**46**	-	-	54	444	21	**519**	-	-	40	30	47	**117**	-	-	37	462	38	**537**	1	**1219**	**1**
8:00	-	22	23	2	**47**	-	-	59	363	27	**449**	-	1	33	21	68	**123**	-	-	33	445	32	**510**	-	**1129**	-
8:15	-	17	22	2	**41**	-	-	83	321	30	**434**	-	-	42	32	82	**156**	-	-	42	354	34	**430**	-	**1061**	-
8:30	-	25	22	1	**48**	-	-	47	338	31	**416**	-	-	39	22	62	**123**	1	-	40	336	31	**407**	2	**994**	**3**
8:45	-	19	29	4	**52**	-	-	36	247	26	**309**	-	-	46	31	48	**125**	-	-	61	283	31	**375**	-	**861**	-
9:00	-	26	23	2	**51**	1	-	39	165	33	**237**	1	-	37	24	49	**110**	-	-	48	274	32	**354**	2	**752**	**4**
9:15	-	15	27	4	**46**	-	-	29	154	27	**210**	-	-	26	34	39	**99**	-	2	62	242	24	**330**	-	**685**	-
9:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
9:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
10:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
10:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
10:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
10:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
11:00	-	49	40	14	**103**	-	-	36	128	45	**209**	1	-	36	44	44	**124**	-	-	79	125	24	**228**	1	**664**	**2**
11:15	-	35	43	12	**90**	-	-	38	151	39	**228**	-	-	23	62	49	**134**	-	-	68	150	43	**261**	2	**713**	**2**
11:30	-	33	59	10	**102**	2	-	59	144	53	**256**	-	-	40	43	35	**118**	-	-	80	149	31	**260**	3	**736**	**5**
11:45	-	47	48	10	**105**	-	3	40	149	39	**231**	5	-	42	47	46	**135**	-	-	81	165	41	**287**	1	**758**	**6**
12:00	-	34	52	7	**93**	2	1	50	152	52	**255**	1	-	48	55	54	**157**	-	1	95	154	36	**286**	-	**791**	**3**
12:15	-	46	65	10	**121**	2	-	56	160	48	**264**	-	-	40	44	46	**130**	-	2	93	161	36	**292**	4	**807**	**6**
12:30	-	53	67	6	**126**	-	-	60	161	41	**262**	1	-	37	51	70	**158**	-	-	83	164	34	**281**	-	**827**	**1**
12:45	-	43	43	12	**98**	1	-	58	143	38	**239**	2	-	45	57	59	**161**	2	-	84	152	38	**274**	2	**772**	**7**
13:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
13:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
13:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
13:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
14:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
14:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	-
14:30	-	57	61	12	**130**	-	-	55	192	44	**291**	1	-	35	46	35	**116**	-	-	83	174	20	**277**	-	**814**	**1**
14:45	-	40	58	11	**109**	-	-	58	199	37	**294**	-	2	37	52	47	**138**	-	2	72	177	44	**295**	-	**836**	-
15:00	-	45	62	6	**113**	-	-	50	240	31	**321**	2	1	38	49	58	**146**	-	-	70	221	27	**318**	2	**898**	**4**
15:15	-	45	54	9	**108**	-	-	56	256	52	**364**	1	-	38	62	54	**154**	-	2	78	252	35	**367**	3	**993**	**4**
15:30	-	33	54	14	**101**	-	-	63	277	37	**377**	3	-	45	63	72	**180**	-	-	101	284	43	**428**	-	**1086**	**3**
15:45	-	48	53	8	**109**	-	-	66	236	42	**344**	1	-	49	54	59	**162**	2	-	70	317	44	**431**	1	**1046**	**4**
16:00	-	66	44	11	**121**	1	-	49	267	46	**362**	3	-	38	48	60	**146**	2	-	104	372	31	**507**	5	**1136**	**11**
16:15	-	51	74	10	**135**	-	-	55	275	35	**365**	2	-	43	56	74	**173**	-	1	113	400	36	**550**	1	**1223**	**3**
16:30	1	56	76	8	**141**	-	-	50	321	35	**406**	2	-	44	75	87	**206**	-	-	81	417	35	**533**	4	**1286**	**6**
16:45	-	47	44	10	**101**	1	-	78	300	44	**422**	4	-	33	57	87	**177**	-	-	102	419	46	**567**	1	**1267**	**6**
17:00	-	66	72	14	**152**	1	-	51	294	43	**388**	2	1	41	66	79	**187**	-	1	92	411	39	**543**	-	**1270**	**3**
17:15	-	56	71	7	**134**	-	2	79	290	51	**422**	1	-	40	82	90	**212**	-	-	104	395	43	**542**	1	**1310**	**2**
17:30	-	42	67	4	**113**	-	-	57	278	44	**379**	-	-	49	80	89	**218**	-	-	85	382	45	**512**	5	**1222**	**5**
17:45	-	46	59	3	**108**	1	-	69	257	41	**367**	5	-	35	63	74	**172**	-	-	92	342	48	**482**	2	**1129**	**8**
Total	2	1251	1515	238	**3006**	12	6	1827	8303	1242	**11378**	39	6	1355	1535	2038	**4934**	8	14	2332	10053	1154	**13553**	46	**32871**	**105**
% App	0%	42%	50%	8%	**100%**	-	0%	16%	73%	11%	**100%**	-	0%	27%	31%	41%	**100%**	-	0%	17%	74%	9%	**100%**	-	**-**	**-**
% Total	0%	4%	5%	1%	**9%**	11%	0%	6%	25%	4%	**35%**	37%	0%	4%	5%	6%	**15%**	8%	0%	7%	31%	4%	**41%**	44%	**100%**	**100%**
Passenger Vehicles	1	1244	1480	236	**2961**	-	5	1773	8114	1219	**11111**	-	6	1298	1504	2004	**4812**	-	14	2311	9885	1092	**13302**	-	**32186**	**-**
Passenger Vehicles %	50%	99%	98%	99%	**99%**	-	83%	97%	98%	98%	**98%**	-	100%	96%	98%	98%	**98%**	-	100%	99%	98%	95%	**98%**	-	**98%**	**-**
HC Vehicles	1	7	35	2	**45**	-	1	54	189	23	**267**	-	-	57	31	34	**122**	-	-	21	168	62	**251**	-	**685**	**-**
HC Vehicles %	50%	1%	2%	1%	**1%**	-	17%	3%	2%	2%	**2%**	-	-	4%	2%	2%	**2%**	-	-	1%	2%	5%	**2%**	-	**2%**	**-**

U = U-Turn, L = Left, T = Thru, R = Right, App = Approach Total
asterisk (*) indicates pedestrians and bicyclists on crosswalk
dash (-) in the table indicates zero or not applicable
% App = percentage of specific movement total in relation to its approach total
% Total = percentage of specific movement total in relation to its intersection total
Passenger Vehicles % = percentage of passenger vehicle total in a specific movement
HC Vehicles % = percentage of heavy commercial vehicle total in a specific movement

Intersection Traffic Counts

Intersection: #21 MN7 & Aquila Ave
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

All Vehicles_AM Peak (7:30AM-8:30AM) at #21 MN7 & Aquila Ave

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
7:30	-	19	15	1	**35**	-	-	48	378	25	**451**	1	-	42	14	64	**120**	-	1	15	421	21	**458**	-	**1064**	**1**
7:45	-	16	25	5	**46**	-	-	54	444	21	**519**	-	-	40	30	47	**117**	-	-	37	462	38	**537**	1	**1219**	**1**
8:00	-	22	23	2	**47**	-	-	59	363	27	**449**	-	1	33	21	68	**123**	-	-	33	445	32	**510**	-	**1129**	**-**
8:15	-	17	22	2	**41**	-	-	83	321	30	**434**	-	-	42	32	82	**156**	-	-	42	354	34	**430**	-	**1061**	**-**
Total	-	74	85	10	**169**	-	-	244	1506	103	**1853**	1	1	157	97	261	**516**	-	1	127	1682	125	**1935**	1	**4473**	**2**
% App	-	44%	50%	6%	**100%**	-	-	13%	81%	6%	**100%**	-	0%	30%	19%	51%	**100%**	-	0%	7%	87%	6%	**100%**	-	**-**	**-**
% Total	-	2%	2%	0%	**4%**	-	-	5%	34%	2%	**41%**	50%	0%	4%	2%	6%	**12%**	-	0%	3%	38%	3%	**43%**	50%	**100%**	**100%**
PHF	-	0.841	0.850	0.500	**0.899**	-	-	0.735	0.848	0.858	**0.893**	-	0.250	0.935	0.758	0.796	**0.827**	-	0.250	0.756	0.910	0.822	**0.901**	-	**0.917**	**-**
Passenger Vehicles	-	73	82	10	**165**	-	-	239	1478	99	**1816**	-	1	150	96	258	**505**	-	1	123	1662	115	**1901**	-	**4387**	**-**
Passenger Vehicles %	-	99%	96%	100%	**98%**	-	-	98%	98%	96%	**98%**	-	100%	96%	99%	99%	**98%**	-	100%	97%	99%	92%	**98%**	-	**98%**	**-**
HC Vehicles	-	1	3	-	**4**	-	-	5	28	4	**37**	-	-	7	1	3	**11**	-	-	4	20	10	**34**	-	**86**	**-**
HC Vehicles %	-	1%	4%	-	**2%**	-	-	2%	2%	4%	**2%**	-	-	4%	1%	1%	**2%**	-	-	3%	1%	8%	**2%**	-	**2%**	**-**

All Vehicles_Midday Peak (12:00PM-1:00PM) at #21 MN7 & Aquila Ave

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
12:00	-	34	52	7	**93**	2	1	50	152	52	**255**	1	-	48	55	54	**157**	-	1	95	154	36	**286**	-	**791**	**3**
12:15	-	46	65	10	**121**	2	-	56	160	48	**264**	-	-	40	44	46	**130**	-	2	93	161	36	**292**	4	**807**	**6**
12:30	-	53	67	6	**126**	-	-	60	161	41	**262**	1	-	37	51	70	**158**	-	-	83	164	34	**281**	-	**827**	**1**
12:45	-	43	43	12	**98**	1	-	58	143	38	**239**	2	-	45	57	59	**161**	2	-	84	152	38	**274**	2	**772**	**7**
Total	-	176	227	35	**438**	5	1	224	616	179	**1020**	4	-	170	207	229	**606**	2	3	355	631	144	**1133**	6	**3197**	**17**
% App	-	40%	52%	8%	**100%**	-	0%	22%	60%	18%	**100%**	-	-	28%	34%	38%	**100%**	-	0%	31%	56%	13%	**100%**	-	**-**	**-**
% Total	-	6%	7%	1%	**14%**	29%	0%	7%	19%	6%	**32%**	24%	-	5%	6%	7%	**19%**	12%	0%	11%	20%	5%	**35%**	35%	**100%**	**100%**
PHF	-	0.830	0.847	0.729	**0.869**	-	0.250	0.933	0.957	0.861	**0.966**	-	-	0.885	0.908	0.818	**0.941**	-	0.375	0.934	0.962	0.947	**0.970**	-	**0.966**	**-**
Passenger Vehicles	-	176	219	35	**430**	-	1	213	597	177	**988**	-	-	164	204	222	**590**	-	3	354	610	139	**1106**	-	**3114**	**-**
Passenger Vehicles %	-	100%	96%	100%	**98%**	-	100%	95%	97%	99%	**97%**	-	-	96%	99%	97%	**97%**	-	100%	100%	97%	97%	**98%**	-	**97%**	**-**
HC Vehicles	-	-	8	-	**8**	-	-	11	19	2	**32**	-	-	6	3	7	**16**	-	-	1	21	5	**27**	-	**83**	**-**
HC Vehicles %	-	-	4%	-	**2%**	-	-	5%	3%	1%	**3%**	-	-	4%	1%	3%	**3%**	-	-	0%	3%	3%	**2%**	-	**3%**	**-**

All Vehicles_PM Peak (4:30PM-5:30PM) at #21 MN7 & Aquila Ave

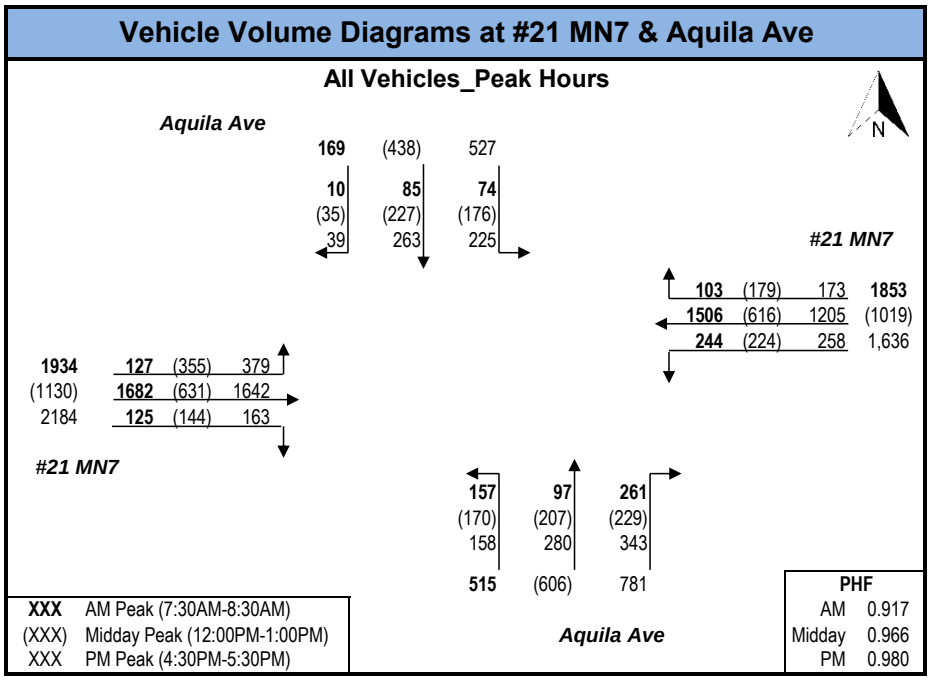
Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
16:30	1	56	76	8	**141**	-	-	50	321	35	**406**	2	-	44	75	87	**206**	-	-	81	417	35	**533**	4	**1286**	**6**
16:45	-	47	44	10	**101**	1	-	78	300	44	**422**	4	-	33	57	87	**177**	-	-	102	419	46	**567**	1	**1267**	**6**
17:00	-	66	72	14	**152**	1	-	51	294	43	**388**	2	1	41	66	79	**187**	-	1	92	411	39	**543**	-	**1270**	**3**
17:15	-	56	71	7	**134**	-	2	79	290	51	**422**	1	-	40	82	90	**212**	-	-	104	395	43	**542**	1	**1310**	**2**
Total	1	225	263	39	**528**	2	2	258	1205	173	**1638**	9	1	158	280	343	**782**	-	1	379	1642	163	**2185**	6	**5133**	**17**
% App	0%	43%	50%	7%	**100%**	-	0%	16%	74%	11%	**100%**	-	0%	20%	36%	44%	**100%**	-	0%	17%	75%	7%	**100%**	-	**-**	**-**
% Total	0%	4%	5%	1%	**10%**	12%	0%	5%	23%	3%	**32%**	53%	0%	3%	5%	7%	**15%**	-	0%	7%	32%	3%	**43%**	35%	**100%**	**100%**
PHF	0.250	0.852	0.865	0.696	**0.868**	-	0.250	0.816	0.938	0.848	**0.970**	-	0.250	0.898	0.854	0.953	**0.922**	-	0.250	0.911	0.980	0.886	**0.963**	-	**0.980**	**-**
Passenger Vehicles	1	224	260	39	**524**	-	2	254	1194	170	**1620**	-	1	152	276	341	**770**	-	1	379	1626	160	**2166**	-	**5080**	**-**
Passenger Vehicles %	100%	100%	99%	100%	**99%**	-	100%	98%	99%	98%	**99%**	-	100%	96%	99%	99%	**98%**	-	100%	100%	99%	98%	**99%**	-	**99%**	**-**
HC Vehicles	-	1	3	-	**4**	-	-	4	11	3	**18**	-	-	6	4	2	**12**	-	-	-	16	3	**19**	-	**53**	**-**
HC Vehicles %	-	0%	1%	-	**1%**	-	-	2%	1%	2%	**1%**	-	-	4%	1%	1%	**2%**	-	-	-	1%	2%	**1%**	-	**1%**	**-**

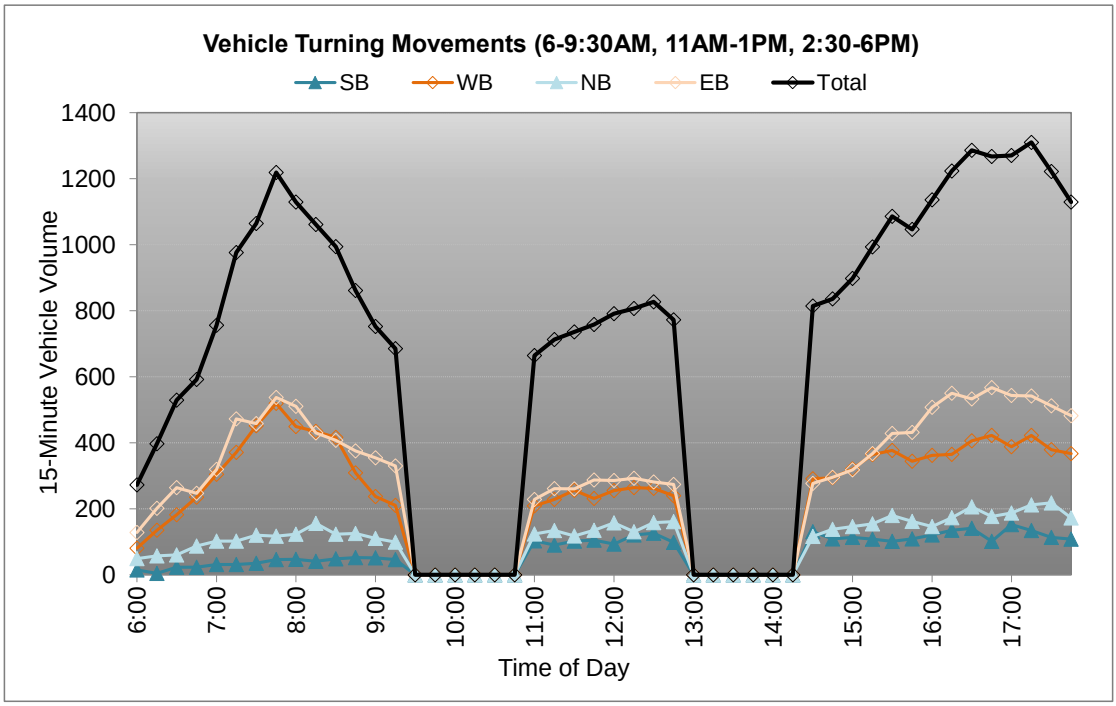
U = U-Turn, L = Left, T = Thru, R = Right, App = Approach Total
asterisk (*) indicates pedestrians and bicyclists on crosswalk
dash (-) in the table indicates zero or not applicable
% App = percentage of specific movement total in relation to its approach total
% Total = percentage of specific movement total in relation to its intersection total
Passenger Vehicles % = percentage of passenger vehicle total in a specific movement
HC Vehicles % = percentage of heavy commercial vehicle total in a specific movement

Intersection Traffic Counts

Intersection: #21 MN7 & Aquila Ave
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227





Intersection Traffic Counts

Intersection: #21 MN7 & Aquila Ave
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

Passenger Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #21 MN7 & Aquila Ave																				
Start Time	From North (Southbound)					From East (Westbound)					From South (Northbound)					From West (Eastbound)				
	U	L	T	R	Ped*	U	L	T	R	Ped*	U	L	T	R	Ped*	U	L	T	R	Ped*
6:00	-	7	6	1	-	-	22	44	8	-	-	22	6	20	-	-	9	115	3	-
6:15	-	3	-	-	-	-	24	94	12	-	-	21	5	29	-	-	8	176	12	1
6:30	-	9	12	2	-	-	22	144	13	-	1	34	6	19	-	-	17	225	12	-
6:45	-	11	12	-	-	-	42	165	17	-	-	27	18	39	-	1	10	216	13	-
7:00	-	10	18	2	-	-	30	255	14	-	-	36	12	51	-	1	14	281	14	1
7:15	-	14	15	2	-	-	52	289	18	-	-	27	20	50	1	-	23	419	25	1
7:30	-	19	15	1	-	-	47	375	24	1	-	41	14	63	-	1	13	416	17	-
7:45	-	16	24	5	-	-	53	438	21	-	-	39	30	47	-	-	35	457	35	1
8:00	-	22	21	2	-	-	58	353	25	-	1	30	21	66	-	-	33	442	31	-
8:15	-	16	22	2	-	-	81	312	29	-	-	40	31	82	-	-	42	347	32	-
8:30	-	25	19	1	-	-	44	324	30	-	-	38	22	61	1	-	38	329	29	2
8:45	-	19	29	4	-	-	35	242	26	-	-	42	30	47	-	-	59	279	27	-
9:00	-	25	21	2	1	-	34	158	32	1	-	37	24	48	-	-	47	267	29	2
9:15	-	14	26	4	-	-	29	147	27	-	-	24	31	39	-	2	61	234	24	-
9:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	49	37	14	-	-	35	124	45	1	-	32	43	43	-	-	79	123	23	1
11:15	-	35	41	12	-	-	38	144	38	-	-	22	59	48	-	-	68	142	43	2
11:30	-	32	58	10	2	-	58	141	52	-	-	38	43	35	-	-	79	143	29	3
11:45	-	47	47	10	-	2	40	143	38	5	-	42	47	45	-	-	80	162	40	1
12:00	-	34	50	7	2	1	49	149	51	1	-	46	54	51	-	1	95	146	35	-
12:15	-	46	62	10	2	-	54	156	48	-	-	38	42	44	-	2	93	161	36	4
12:30	-	53	65	6	-	-	54	151	41	1	-	35	51	69	-	-	82	158	32	-
12:45	-	43	42	12	1	-	56	141	37	2	-	45	57	58	2	-	84	145	36	2
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	57	59	12	-	-	54	184	44	1	-	34	46	34	-	-	82	167	20	-
14:45	-	40	58	11	-	-	55	193	36	-	2	37	51	45	-	2	72	170	36	-
15:00	-	45	60	6	-	-	49	234	29	2	1	38	47	57	-	-	69	219	26	2
15:15	-	45	54	9	-	-	53	249	52	1	-	37	59	53	-	2	77	245	35	3
15:30	-	33	53	14	-	-	59	271	36	3	-	44	62	71	-	-	100	279	37	-
15:45	-	48	52	8	-	-	66	232	42	1	-	44	54	57	2	-	70	316	43	1
16:00	-	66	42	11	1	-	48	264	44	3	-	35	46	58	2	-	103	368	29	5
16:15	-	50	74	10	-	-	55	273	35	2	-	39	55	73	-	1	113	393	36	1
16:30	1	56	75	8	-	-	49	319	34	2	-	41	74	86	-	-	81	411	35	4
16:45	-	47	44	10	1	-	77	298	43	4	-	32	56	87	-	-	102	415	45	1
17:00	-	65	70	14	1	-	49	289	43	2	1	40	66	79	-	1	92	407	38	-
17:15	-	56	71	7	-	2	79	288	50	1	-	39	80	89	-	-	104	393	42	1
17:30	-	41	67	4	-	-	57	276	44	-	-	47	79	88	-	-	85	379	45	5
17:45	-	46	59	3	1	-	66	255	41	5	-	35	63	73	-	-	92	340	48	2

U = U-Turn, L = Left, T = Thru, R = Right
asterisk (*) indicates pedestrians and bicyclists on crosswalk
dash (-) in the table indicates zero or not applicable

Intersection Traffic Counts

Intersection: #21 MN7 & Aquila Ave
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

HC Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #21 MN7 & Aquila Ave																
Start Time	From North (Southbound)				From East (Westbound)				From South (Northbound)				From West (Eastbound)			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
6:00	-	-	-	1	-	1	5	-	-	-	-	1	-	-	-	1
6:15	1	-	-	-	-	1	4	-	-	1	1	-	-	-	3	2
6:30	-	-	-	-	-	-	3	-	-	-	-	-	-	2	4	4
6:45	-	-	-	-	-	1	9	1	-	1	1	1	-	1	4	2
7:00	-	-	-	1	-	1	3	1	-	2	-	1	-	-	5	4
7:15	-	-	-	-	-	3	8	1	-	3	2	-	-	-	5	-
7:30	-	-	-	-	-	1	3	1	-	1	-	1	-	2	5	4
7:45	-	-	1	-	-	1	6	-	-	1	-	-	-	2	5	3
8:00	-	-	2	-	-	1	10	2	-	3	-	2	-	-	3	1
8:15	-	1	-	-	-	2	9	1	-	2	1	-	-	-	7	2
8:30	-	-	3	-	-	3	14	1	-	1	-	1	-	2	7	2
8:45	-	-	-	-	-	1	5	-	-	4	1	1	-	2	4	4
9:00	-	1	2	-	-	5	7	1	-	-	-	1	-	1	7	3
9:15	-	1	1	-	-	-	7	-	-	2	3	-	-	1	8	-
9:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	3	-	-	1	4	-	-	4	1	1	-	-	2	1
11:15	-	-	2	-	-	-	7	1	-	1	3	1	-	-	8	-
11:30	-	1	1	-	-	1	3	1	-	2	-	-	-	1	6	2
11:45	-	-	1	-	1	-	6	1	-	-	-	1	-	1	3	1
12:00	-	-	2	-	-	1	3	1	-	2	1	3	-	-	8	1
12:15	-	-	3	-	-	2	4	-	-	2	2	2	-	-	-	-
12:30	-	-	2	-	-	6	10	-	-	2	-	1	-	1	6	2
12:45	-	-	1	-	-	2	2	1	-	-	-	1	-	-	7	2
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	-	2	-	-	1	8	-	-	1	-	1	-	1	7	-
14:45	-	-	-	-	-	3	6	1	-	-	1	2	-	-	7	8
15:00	-	-	2	-	-	1	6	2	-	-	2	1	-	1	2	1
15:15	-	-	-	-	-	3	7	-	-	1	3	1	-	1	7	-
15:30	-	-	1	-	-	4	6	1	-	1	1	1	-	1	5	6
15:45	-	-	1	-	-	-	4	-	-	5	-	2	-	-	1	1
16:00	-	-	2	-	-	1	3	2	-	3	2	2	-	1	4	2
16:15	-	1	-	-	-	-	2	-	-	4	1	1	-	-	7	-
16:30	-	-	1	-	-	1	2	1	-	3	1	1	-	-	6	-
16:45	-	-	-	-	-	1	2	1	-	1	1	-	-	-	4	1
17:00	-	1	2	-	-	2	5	-	-	1	-	-	-	-	4	1
17:15	-	-	-	-	-	-	2	1	-	1	2	1	-	-	2	1
17:30	-	1	-	-	-	-	2	-	-	2	1	1	-	-	3	-
17:45	-	-	-	-	-	3	2	-	-	-	-	1	-	-	2	-

U = U-Turn, L = Left, T = Thru, R = Right
dash (-) in the table indicates zero or not applicable

Intersection Traffic Counts

Intersection: #23 Blake Rd & Cambridge
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

All Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #23 Blake Rd & Cambridge																										
Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
6:00	1	-	29	2	**32**	-	-	-	1	4	**5**	-	-	6	27	1	**34**	1	-	25	-	4	**29**	1	**100**	**2**
6:15	2	2	33	6	**43**	1	-	2	1	5	**8**	1	-	3	28	2	**33**	1	-	23	-	9	**32**	-	**116**	**3**
6:30	1	-	59	4	**64**	1	-	3	-	3	**6**	1	-	3	61	2	**66**	1	-	22	7	12	**41**	-	**177**	**3**
6:45	-	3	55	9	**67**	3	-	7	3	6	**16**	-	-	3	68	2	**73**	1	-	38	2	10	**50**	-	**206**	**4**
7:00	-	2	67	9	**78**	-	-	4	4	6	**14**	1	-	6	70	-	**76**	-	-	30	2	16	**48**	-	**216**	**1**
7:15	3	-	75	3	**81**	2	-	8	1	10	**19**	2	-	9	72	3	**84**	-	-	38	4	20	**62**	-	**246**	**4**
7:30	1	6	91	10	**108**	1	-	7	6	9	**22**	-	-	9	74	4	**87**	2	-	30	8	17	**55**	1	**272**	**4**
7:45	-	2	93	7	**102**	-	-	1	3	2	**6**	-	-	16	81	7	**104**	2	-	44	2	16	**62**	1	**274**	**3**
8:00	2	4	117	8	**131**	-	-	2	1	7	**10**	-	-	11	75	2	**88**	-	-	48	1	15	**64**	-	**293**	**-**
8:15	1	4	81	7	**93**	2	-	3	2	7	**12**	2	-	14	90	2	**106**	-	-	44	4	14	**62**	1	**273**	**5**
8:30	-	3	75	9	**87**	2	-	2	3	5	**10**	-	-	5	75	5	**85**	2	-	44	2	16	**62**	-	**244**	**4**
8:45	-	5	74	9	**88**	1	-	2	4	4	**10**	2	1	10	71	2	**84**	2	-	36	3	8	**47**	2	**229**	**7**
9:00	1	4	64	3	**72**	1	-	3	2	5	**10**	2	1	10	49	2	**62**	-	-	40	3	8	**51**	-	**195**	**3**
9:15	1	2	56	5	**64**	1	-	-	3	2	**5**	1	-	11	63	2	**76**	2	-	28	5	7	**40**	-	**185**	**4**
9:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
9:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
10:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
10:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
10:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
10:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
11:00	1	20	75	15	**111**	1	-	4	5	6	**15**	1	-	12	86	10	**108**	2	-	35	3	14	**52**	-	**286**	**4**
11:15	3	15	94	21	**133**	2	-	4	5	16	**25**	3	1	20	67	6	**94**	6	-	41	3	20	**64**	1	**316**	**12**
11:30	1	21	93	7	**122**	-	-	5	3	14	**22**	2	-	13	88	9	**110**	3	-	33	6	25	**64**	3	**318**	**8**
11:45	-	17	88	14	**119**	1	-	8	4	19	**31**	2	-	20	97	10	**127**	3	-	43	4	20	**67**	-	**344**	**6**
12:00	1	9	104	27	**141**	2	-	8	4	14	**26**	3	-	17	70	13	**100**	2	-	44	4	16	**64**	2	**331**	**9**
12:15	4	15	112	23	**154**	1	-	12	3	22	**37**	-	-	21	81	9	**111**	-	-	48	3	22	**73**	-	**375**	**1**
12:30	1	14	87	18	**120**	-	-	8	5	8	**21**	1	-	11	84	11	**106**	-	-	63	7	11	**81**	2	**328**	**3**
12:45	1	13	101	27	**142**	1	-	9	3	10	**22**	-	-	21	97	9	**127**	2	-	54	5	16	**75**	1	**366**	**4**
13:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
13:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
13:30	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
13:45	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
14:00	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
14:15	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**	**-**
14:30	2	9	119	20	**150**	-	-	4	3	7	**14**	1	-	14	76	4	**94**	1	-	50	1	18	**69**	-	**327**	**2**
14:45	2	8	106	15	**131**	1	-	6	7	12	**25**	2	1	13	87	2	**103**	2	-	41	5	15	**61**	2	**320**	**7**
15:00	1	14	103	9	**127**	-	-	5	2	6	**13**	1	-	11	106	6	**123**	2	-	46	6	11	**63**	1	**326**	**4**
15:15	3	15	119	16	**153**	1	-	8	3	5	**16**	-	-	13	129	6	**148**	1	-	41	4	15	**60**	-	**377**	**2**
15:30	2	9	128	18	**157**	2	-	4	3	15	**22**	3	-	16	106	12	**134**	4	-	40	5	27	**72**	1	**385**	**10**
15:45	1	9	102	16	**128**	3	-	8	3	8	**19**	4	-	16	123	16	**155**	6	-	33	2	21	**56**	2	**358**	**15**
16:00	-	11	93	21	**125**	-	-	8	2	6	**16**	3	1	18	110	10	**139**	5	-	48	5	23	**76**	1	**356**	**9**
16:15	2	8	114	13	**137**	1	-	9	4	12	**25**	-	-	19	133	12	**164**	2	-	45	7	30	**82**	3	**408**	**6**
16:30	3	8	129	26	**166**	-	-	7	6	8	**21**	4	-	21	139	20	**180**	1	-	40	5	17	**62**	1	**429**	**6**
16:45	1	20	118	22	**161**	3	-	9	3	9	**21**	-	1	12	133	8	**154**	6	-	52	5	18	**75**	4	**411**	**13**
17:00	2	7	130	27	**166**	2	-	5	8	7	**20**	3	1	19	148	11	**179**	4	-	47	5	18	**70**	1	**435**	**10**
17:15	5	14	130	13	**162**	1	-	10	-	10	**20**	4	-	17	134	9	**160**	1	-	54	1	25	**80**	4	**422**	**10**
17:30	2	15	111	23	**151**	-	-	5	5	10	**20**	4	2	15	142	11	**170**	1	-	38	4	17	**59**	2	**400**	**7**
17:45	2	20	110	24	**156**	-	-	9	4	10	**23**	3	1	23	124	9	**157**	-	-	56	8	28	**92**	-	**428**	**3**
Total	53	328	3335	506	**4222**	37	-	199	119	309	**627**	56	10	478	3264	249	**4001**	68	-	1482	141	599	**2222**	37	**11072**	**198**
% App	1%	8%	79%	12%	**100%**	-	-	32%	19%	49%	**100%**	-	0%	12%	82%	6%	**100%**	-	-	67%	6%	27%	**100%**	-	**-**	**-**
% Total	0%	3%	30%	5%	**38%**	19%	-	2%	1%	3%	**6%**	28%	0%	4%	29%	2%	**36%**	34%	-	13%	1%	5%	**20%**	19%	**100%**	**100%**
Passenger Vehicles	53	318	3207	480	**4058**	-	-	195	115	302	**612**	-	10	471	3191	241	**3913**	-	-	1433	138	573	**2144**	-	**10727**	**-**
Passenger Vehicles %	100%	97%	96%	95%	**96%**	-	-	98%	97%	98%	**98%**	-	100%	99%	98%	97%	**98%**	-	-	97%	98%	96%	**96%**	-	**97%**	**-**
HC Vehicles	-	10	128	26	**164**	-	-	4	4	7	**15**	-	-	7	73	8	**88**	-	-	49	3	26	**78**	-	**345**	**-**
HC Vehicles %	-	3%	4%	5%	**4%**	-	-	2%	3%	2%	**2%**	-	-	1%	2%	3%	**2%**	-	-	3%	2%	4%	**4%**	-	**3%**	**-**

U = U-Turn, L = Left, T = Thru, R = Right, App = Approach Total
asterisk (*) indicates pedestrians and bicyclists on crosswalk
dash (-) in the table indicates zero or not applicable
% App = percentage of specific movement total in relation to its approach total
% Total = percentage of specific movement total in relation to its intersection total
Passenger Vehicles % = percentage of passenger vehicle total in a specific movement
HC Vehicles % = percentage of heavy commercial vehicle total in a specific movement

Intersection Traffic Counts

Intersection: #23 Blake Rd & Cambridge
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

All Vehicles_AM Peak (7:30AM-8:30AM) at #23 Blake Rd & Cambridge

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
7:30	1	6	91	10	**108**	1	-	7	6	9	**22**	-	-	9	74	4	**87**	2	-	30	8	17	**55**	1	**272**	**4**
7:45	-	2	93	7	**102**	-	-	1	3	2	**6**	-	-	16	81	7	**104**	2	-	44	2	16	**62**	1	**274**	**3**
8:00	2	4	117	8	**131**	-	-	2	1	7	**10**	-	-	11	75	2	**88**	-	-	48	1	15	**64**	-	**293**	**-**
8:15	1	4	81	7	**93**	2	-	3	2	7	**12**	2	-	14	90	2	**106**	-	-	44	4	14	**62**	1	**273**	**5**
Total	4	16	382	32	**434**	3	-	13	12	25	**50**	2	-	50	320	15	**385**	4	-	166	15	62	**243**	3	**1112**	**12**
% App	1%	4%	88%	7%	**100%**	-	-	26%	24%	50%	**100%**	-	-	13%	83%	4%	**100%**	-	-	68%	6%	26%	**100%**	-	**-**	**-**
% Total	0%	1%	34%	3%	**39%**	25%	-	1%	1%	2%	**4%**	17%	-	4%	29%	1%	**35%**	33%	-	15%	1%	6%	**22%**	25%	**100%**	**100%**
PHF	0.500	0.667	0.816	0.800	**0.828**	-	-	0.464	0.500	0.694	**0.568**	-	-	0.781	0.889	0.536	**0.908**	-	-	0.865	0.469	0.912	**0.949**	-	**0.949**	**-**
Passenger Vehicles	4	15	362	29	**410**	-	-	13	11	25	**49**	-	-	49	313	14	**376**	-	-	159	15	56	**230**	-	**1065**	**-**
Passenger Vehicles %	100%	94%	95%	91%	**94%**	-	-	100%	92%	100%	**98%**	-	-	98%	98%	93%	**98%**	-	-	96%	100%	90%	**95%**	-	**96%**	**-**
HC Vehicles	-	1	20	3	**24**	-	-	-	1	-	**1**	-	-	1	7	1	**9**	-	-	7	-	6	**13**	-	**47**	**-**
HC Vehicles %	-	6%	5%	9%	**6%**	-	-	-	8%	-	**2%**	-	-	2%	2%	7%	**2%**	-	-	4%	-	10%	**5%**	-	**4%**	**-**

All Vehicles_Midday Peak (12:00PM-1:00PM) at #23 Blake Rd & Cambridge

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
12:00	1	9	104	27	**141**	2	-	8	4	14	**26**	3	-	17	70	13	**100**	2	-	44	4	16	**64**	2	**331**	**9**
12:15	4	15	112	23	**154**	1	-	12	3	22	**37**	-	-	21	81	9	**111**	-	-	48	3	22	**73**	-	**375**	**1**
12:30	1	14	87	18	**120**	-	-	8	5	8	**21**	1	-	11	84	11	**106**	-	-	63	7	11	**81**	2	**328**	**3**
12:45	1	13	101	27	**142**	1	-	9	3	10	**22**	-	-	21	97	9	**127**	2	-	54	5	16	**75**	1	**366**	**4**
Total	7	51	404	95	**557**	4	-	37	15	54	**106**	4	-	70	332	42	**444**	4	-	209	19	65	**293**	5	**1400**	**17**
% App	1%	9%	73%	17%	**100%**	-	-	35%	14%	51%	**100%**	-	-	16%	75%	9%	**100%**	-	-	71%	6%	22%	**100%**	-	**-**	**-**
% Total	1%	4%	29%	7%	**40%**	24%	-	3%	1%	4%	**8%**	24%	-	5%	24%	3%	**32%**	24%	-	15%	1%	5%	**21%**	29%	**100%**	**100%**
PHF	0.438	0.850	0.902	0.880	**0.904**	-	-	0.771	0.750	0.614	**0.716**	-	-	0.833	0.856	0.808	**0.874**	-	-	0.829	0.679	0.739	**0.904**	-	**0.933**	**-**
Passenger Vehicles	7	50	383	93	**533**	-	-	36	13	54	**103**	-	-	67	324	40	**431**	-	-	201	18	63	**282**	-	**1349**	**-**
Passenger Vehicles %	100%	98%	95%	98%	**96%**	-	-	97%	87%	100%	**97%**	-	-	96%	98%	95%	**97%**	-	-	96%	95%	97%	**96%**	-	**96%**	**-**
HC Vehicles	-	1	21	2	**24**	-	-	1	2	-	**3**	-	-	3	8	2	**13**	-	-	8	1	2	**11**	-	**51**	**-**
HC Vehicles %	-	2%	5%	2%	**4%**	-	-	3%	13%	-	**3%**	-	-	4%	2%	5%	**3%**	-	-	4%	5%	3%	**4%**	-	**4%**	**-**

All Vehicles_PM Peak (4:30PM-5:30PM) at #23 Blake Rd & Cambridge

Start Time	From North (Southbound)						From East (Westbound)						From South (Northbound)						From West (Eastbound)						15-min Veh Total	15-min Ped Total
	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*	U	L	T	R	App	Ped*		
16:30	3	8	129	26	**166**	-	-	7	6	8	**21**	4	-	21	139	20	**180**	1	-	40	5	17	**62**	1	**429**	**6**
16:45	1	20	118	22	**161**	3	-	9	3	9	**21**	-	1	12	133	8	**154**	6	-	52	5	18	**75**	4	**411**	**13**
17:00	2	7	130	27	**166**	2	-	5	8	7	**20**	3	1	19	148	11	**179**	4	-	47	5	18	**70**	1	**435**	**10**
17:15	5	14	130	13	**162**	1	-	10	-	10	**20**	4	-	17	134	9	**160**	1	-	54	1	25	**80**	4	**422**	**10**
Total	11	49	507	88	**655**	6	-	31	17	34	**82**	11	2	69	554	48	**673**	12	-	193	16	78	**287**	10	**1697**	**39**
% App	2%	7%	77%	13%	**100%**	-	-	38%	21%	41%	**100%**	-	0%	10%	82%	7%	**100%**	-	-	67%	6%	27%	**100%**	-	**-**	**-**
% Total	1%	3%	30%	5%	**39%**	15%	-	2%	1%	2%	**5%**	28%	0%	4%	33%	3%	**40%**	31%	-	11%	1%	5%	**17%**	26%	**100%**	**100%**
PHF	0.550	0.613	0.975	0.815	**0.986**	-	-	0.775	0.531	0.850	**0.976**	-	0.500	0.821	0.936	0.600	**0.935**	-	-	0.894	0.800	0.780	**0.897**	-	**0.975**	**-**
Passenger Vehicles	11	48	500	87	**646**	-	-	31	17	34	**82**	-	2	69	549	48	**668**	-	-	186	16	77	**279**	-	**1675**	**-**
Passenger Vehicles %	100%	98%	99%	99%	**99%**	-	-	100%	100%	100%	**100%**	-	100%	100%	99%	100%	**99%**	-	-	96%	100%	99%	**97%**	-	**99%**	**-**
HC Vehicles	-	1	7	1	**9**	-	-	-	-	-	**-**	-	-	-	5	-	**5**	-	-	7	-	1	**8**	-	**22**	**-**
HC Vehicles %	-	2%	1%	1%	**1%**	-	-	-	-	-	**-**	-	-	-	1%	-	**1%**	-	-	4%	-	1%	**3%**	-	**1%**	**-**

U = U-Turn, L = Left, T = Thru, R = Right, App = Approach Total
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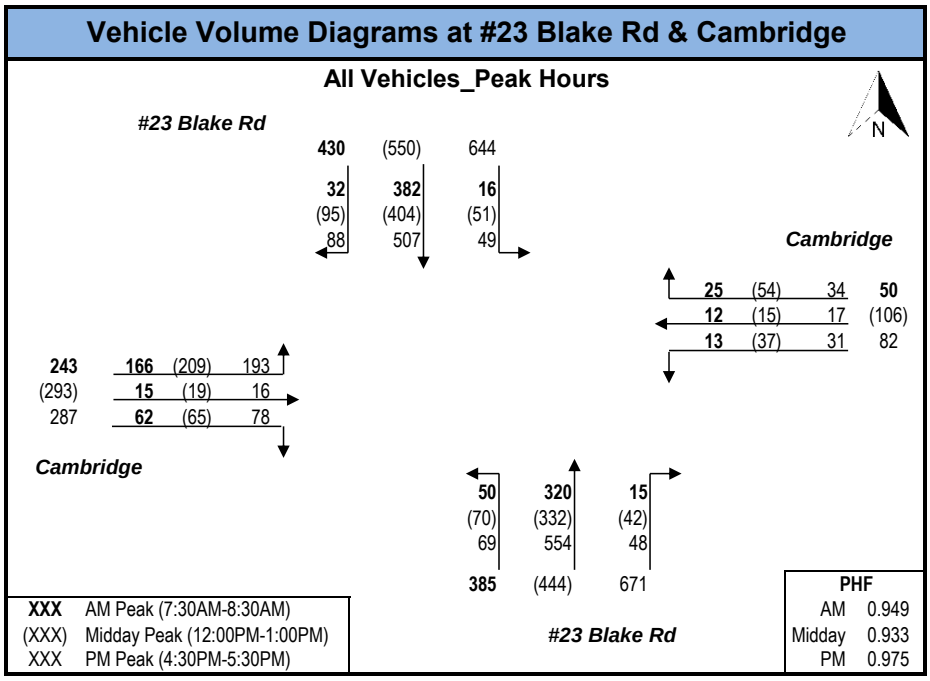
% App = percentage of specific movement total in relation to its approach total
% Total = percentage of specific movement total in relation to its intersection total
Passenger Vehicles % = percentage of passenger vehicle total in a specific movement
HC Vehicles % = percentage of heavy commercial vehicle total in a specific movement

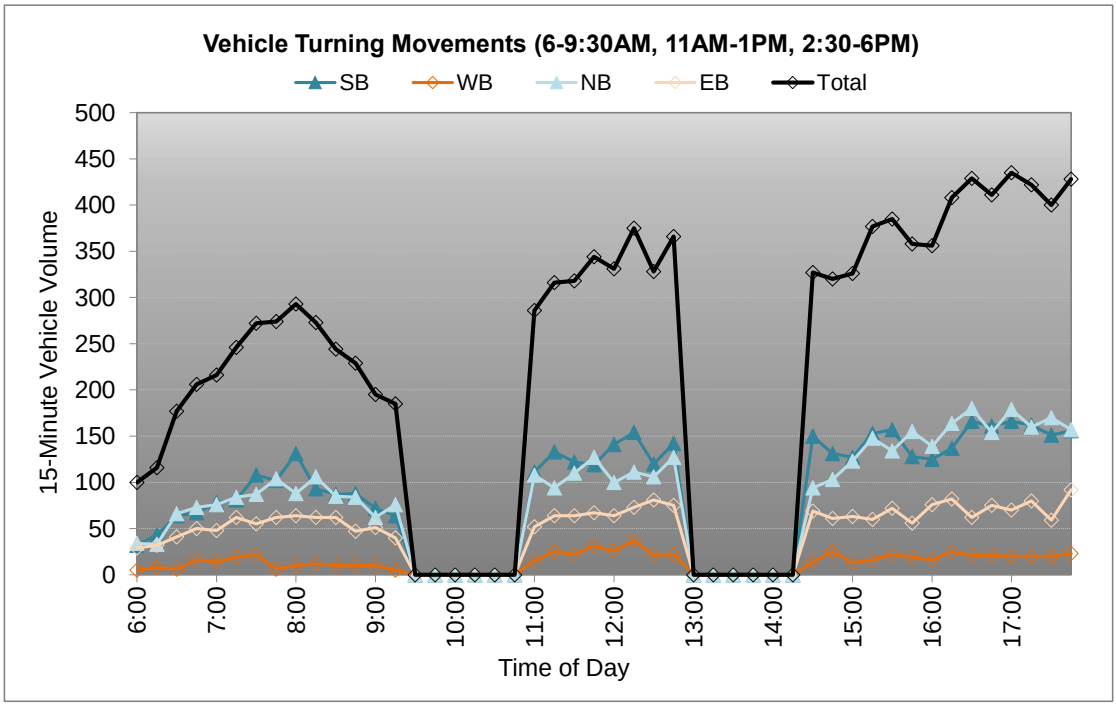
Intersection Traffic Counts

Intersection: #23 Blake Rd & Cambridge
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
www.acsteam.com
(612) 568-3227

Vehicle Volume Diagrams at #23 Blake Rd & Cambridge





Intersection Traffic Counts

Intersection: #23 Blake Rd & Cambridge
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

Prepared by: Associated Consulting Services LLC
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Passenger Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #23 Blake Rd & Cambridge																				
Start Time	From North (Southbound)					From East (Westbound)					From South (Northbound)					From West (Eastbound)				
	U	L	T	R	Ped*	U	L	T	R	Ped*	U	L	T	R	Ped*	U	L	T	R	Ped*
6:00	1	-	28	1	-	-	-	1	3	-	-	6	27	-	1	-	24	-	3	1
6:15	2	2	31	5	1	-	1	1	5	1	-	3	28	2	1	-	23	-	9	-
6:30	1	-	56	2	1	-	3	-	3	1	-	3	58	2	1	-	22	7	12	-
6:45	-	2	50	8	3	-	7	3	5	-	-	3	67	2	1	-	37	2	8	-
7:00	-	2	65	8	-	-	4	4	5	1	-	6	66	-	-	-	29	2	14	-
7:15	3	-	72	1	2	-	8	1	10	2	-	9	71	3	-	-	36	4	18	-
7:30	1	5	86	9	1	-	7	6	9	-	-	9	74	4	2	-	29	8	15	1
7:45	-	2	91	5	-	-	1	3	2	-	-	15	78	7	2	-	42	2	15	1
8:00	2	4	112	8	-	-	2	1	7	-	-	11	74	1	-	-	46	1	12	-
8:15	1	4	73	7	2	-	3	1	7	2	-	14	87	2	-	-	42	4	14	1
8:30	-	3	70	9	2	-	2	3	5	-	-	5	74	4	2	-	42	2	15	-
8:45	-	5	65	8	1	-	2	4	3	2	1	9	71	2	2	-	36	3	6	2
9:00	1	4	64	3	1	-	2	2	5	2	1	10	47	2	-	-	37	2	6	-
9:15	1	2	51	4	1	-	-	3	2	1	-	11	61	2	2	-	28	5	7	-
9:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	1	18	73	14	1	-	4	5	6	1	-	11	85	9	2	-	32	3	14	-
11:15	3	15	92	21	2	-	4	5	16	3	1	20	66	6	6	-	39	3	18	1
11:30	1	21	88	7	-	-	5	3	14	2	-	13	87	7	3	-	33	6	25	3
11:45	-	16	86	11	1	-	8	4	17	2	-	20	94	10	3	-	42	4	20	-
12:00	1	9	101	27	2	-	8	3	14	3	-	17	68	12	2	-	40	4	16	2
12:15	4	14	104	23	1	-	12	3	22	-	-	19	79	8	-	-	46	2	20	-
12:30	1	14	83	18	-	-	7	4	8	1	-	11	83	11	-	-	63	7	11	2
12:45	1	13	95	25	1	-	9	3	10	-	-	20	94	9	2	-	52	5	16	1
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	2	8	111	17	-	-	4	3	7	1	-	14	73	4	1	-	49	1	18	-
14:45	2	7	103	14	1	-	6	7	12	2	1	13	86	2	2	-	39	5	15	2
15:00	1	14	99	9	-	-	5	2	6	1	-	11	102	6	2	-	44	6	11	1
15:15	3	15	111	16	1	-	8	3	5	-	-	13	124	6	1	-	40	4	15	-
15:30	2	8	125	18	2	-	4	3	14	3	-	16	100	12	4	-	40	4	26	1
15:45	1	9	98	15	3	-	7	3	8	4	-	16	116	16	6	-	32	2	20	2
16:00	-	11	93	21	-	-	8	2	6	3	1	18	107	10	5	-	46	5	22	1
16:15	2	8	113	13	1	-	9	3	12	-	-	18	130	12	2	-	44	7	30	3
16:30	3	8	128	26	-	-	7	6	8	4	-	21	138	20	1	-	38	5	17	1
16:45	1	20	113	21	3	-	9	3	9	-	1	12	133	8	6	-	51	5	18	4
17:00	2	7	129	27	2	-	5	8	7	3	1	19	147	11	4	-	44	5	18	1
17:15	5	13	130	13	1	-	10	-	10	4	-	17	131	9	1	-	53	1	24	4
17:30	2	15	109	23	-	-	5	5	10	4	2	15	141	11	1	-	38	4	17	2
17:45	2	20	109	23	-	-	9	4	10	3	1	23	124	9	-	-	55	8	28	-

U = U-Turn, L = Left, T = Thru, R = Right
asterisk (*) indicates pedestrians and bicyclists on crosswalk
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Intersection Traffic Counts

Intersection: #23 Blake Rd & Cambridge
Count Date(s): Wed, Mar 7, 2018
Peaks: 6-9:30AM, 11AM-1PM, 2:30-6PM

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HC Vehicles_Entire Duration (6-9:30AM, 11AM-1PM, 2:30-6PM) at #23 Blake Rd & Cambridge																
Start Time	From North (Southbound)				From East (Westbound)				From South (Northbound)				From West (Eastbound)			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
6:00	-	-	1	1	-	-	-	1	-	-	-	1	-	1	-	1
6:15	-	-	2	1	-	1	-	-	-	-	-	-	-	-	-	-
6:30	-	-	3	2	-	-	-	-	-	-	3	-	-	-	-	-
6:45	-	1	5	1	-	-	-	1	-	-	1	-	-	1	-	2
7:00	-	-	2	1	-	-	-	1	-	-	4	-	-	1	-	2
7:15	-	-	3	2	-	-	-	-	-	-	1	-	-	2	-	2
7:30	-	1	5	1	-	-	-	-	-	-	-	-	-	1	-	2
7:45	-	-	2	2	-	-	-	-	-	1	3	-	-	2	-	1
8:00	-	-	5	-	-	-	-	-	-	-	1	1	-	2	-	3
8:15	-	-	8	-	-	-	1	-	-	-	3	-	-	2	-	-
8:30	-	-	5	-	-	-	-	-	-	-	1	1	-	2	-	1
8:45	-	-	9	1	-	-	-	1	-	1	-	-	-	-	-	2
9:00	-	-	-	-	-	1	-	-	-	-	2	-	-	3	1	2
9:15	-	-	5	1	-	-	-	-	-	-	2	-	-	-	-	-
9:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	2	2	1	-	-	-	-	-	1	1	1	-	3	-	-
11:15	-	-	2	-	-	-	-	-	-	-	1	-	-	2	-	2
11:30	-	-	5	-	-	-	-	-	-	-	1	2	-	-	-	-
11:45	-	1	2	3	-	-	-	2	-	-	3	-	-	1	-	-
12:00	-	-	3	-	-	-	1	-	-	-	2	1	-	4	-	-
12:15	-	1	8	-	-	-	-	-	-	2	2	1	-	2	1	2
12:30	-	-	4	-	-	1	1	-	-	-	1	-	-	-	-	-
12:45	-	-	6	2	-	-	-	-	-	1	3	-	-	2	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	1	8	3	-	-	-	-	-	-	3	-	-	1	-	-
14:45	-	1	3	1	-	-	-	-	-	-	1	-	-	2	-	-
15:00	-	-	4	-	-	-	-	-	-	-	4	-	-	2	-	-
15:15	-	-	8	-	-	-	-	-	-	-	5	-	-	1	-	-
15:30	-	1	3	-	-	-	-	1	-	-	6	-	-	-	1	1
15:45	-	-	4	1	-	1	-	-	-	-	7	-	-	1	-	1
16:00	-	-	-	-	-	-	-	-	-	-	3	-	-	2	-	1
16:15	-	-	1	-	-	-	1	-	-	1	3	-	-	1	-	-
16:30	-	-	1	-	-	-	-	-	-	-	1	-	-	2	-	-
16:45	-	-	5	1	-	-	-	-	-	-	-	-	-	1	-	-
17:00	-	-	1	-	-	-	-	-	-	-	1	-	-	3	-	-
17:15	-	1	-	-	-	-	-	-	-	-	3	-	-	1	-	1
17:30	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-	-
17:45	-	-	1	1	-	-	-	-	-	-	-	-	-	1	-	-

U = U-Turn, L = Left, T = Thru, R = Right
dash (-) in the table indicates zero or not applicable

Kimley - Horn and Associates, Inc.
4201 Winfield Road Suite 600

Warrenville, Illinois, United States 60555
(630) 487-5550 riley.mitts@kimley-horn.com

Count Name: Blake Road North & Lake Street Northeast
Site Code:
Start Date: 08/12/2021

Turning Movement Data

Start Time	Eastbound Lake Street NE						Westbound Lake Street NE						Northbound Blake Road N						Southbound Blake Road N						
	Eastbound						Westbound						Northbound						Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	8	1	1	0	1	10	1	1	2	0	0	4	0	44	3	0	0	47	0	22	0	0	0	22	83
7:15 AM	10	1	0	0	2	11	1	3	2	0	0	6	1	40	1	0	0	42	2	26	1	0	1	29	88
7:30 AM	13	0	1	0	0	14	3	1	2	0	1	6	0	57	1	0	0	58	0	30	3	0	0	33	111
7:45 AM	4	1	1	0	0	6	2	1	1	0	2	4	1	63	0	1	0	65	1	44	3	0	0	48	123
Hourly Total	35	3	3	0	3	41	7	6	7	0	3	20	2	204	5	1	0	212	3	122	7	0	1	132	405
8:00 AM	10	1	2	0	1	13	3	0	2	0	0	5	1	76	0	0	0	77	4	23	5	0	0	32	127
8:15 AM	5	1	1	0	0	7	3	0	6	0	1	9	2	83	2	2	0	89	5	22	4	1	0	32	137
8:30 AM	5	1	1	0	2	7	0	0	6	0	1	6	2	67	3	0	1	72	1	34	5	0	0	40	125
8:45 AM	11	0	0	0	3	11	2	0	3	0	0	5	0	73	0	0	0	73	4	34	4	0	0	42	131
Hourly Total	31	3	4	0	6	38	8	0	17	0	2	25	5	299	5	2	1	311	14	113	18	1	0	146	520
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	7	1	4	0	4	12	4	3	5	0	1	12	2	140	4	0	2	146	7	52	13	0	1	72	242
4:15 PM	10	2	2	0	0	14	5	4	7	0	4	16	3	138	3	0	0	144	2	45	11	0	0	58	232
4:30 PM	17	2	2	0	2	21	8	2	3	0	2	13	6	144	2	0	0	152	4	54	14	0	0	72	258
4:45 PM	12	3	2	0	3	17	6	0	4	0	2	10	7	135	8	0	0	150	4	65	17	1	0	87	264
Hourly Total	46	8	10	0	9	64	23	9	19	0	9	51	18	557	17	0	2	592	17	216	55	1	1	289	996
5:00 PM	13	2	3	0	1	18	5	2	3	0	0	10	6	150	5	0	0	161	1	61	11	1	0	74	263
5:15 PM	9	1	3	0	2	13	5	0	8	0	1	13	4	132	4	0	0	140	4	53	14	1	0	72	238
5:30 PM	14	3	3	0	6	20	1	2	4	0	5	7	3	133	3	0	0	139	5	68	10	0	0	83	249
5:45 PM	7	3	3	0	4	13	7	1	7	0	0	15	6	141	3	0	1	150	3	43	14	0	1	60	238
Hourly Total	43	9	12	0	13	64	18	5	22	0	6	45	19	556	15	0	1	590	13	225	49	2	1	289	988
Grand Total	155	23	29	0	31	207	56	20	65	0	20	141	44	1616	42	3	4	1705	47	676	129	4	3	856	2909
Approach %	74.9	11.1	14.0	0.0	-	-	39.7	14.2	46.1	0.0	-	-	2.6	94.8	2.5	0.2	-	-	5.5	79.0	15.1	0.5	-	-	-
Total %	5.3	0.8	1.0	0.0	-	7.1	1.9	0.7	2.2	0.0	-	4.8	1.5	55.6	1.4	0.1	-	58.6	1.6	23.2	4.4	0.1	-	29.4	-
Lights	153	19	29	0	-	201	54	16	62	0	-	132	43	1571	39	3	-	1656	44	657	124	4	-	829	2818
% Lights	98.7	82.6	100.0	-	-	97.1	96.4	80.0	95.4	-	-	93.6	97.7	97.2	92.9	100.0	-	97.1	93.6	97.2	96.1	100.0	-	96.8	96.9
Mediums	1	0	0	0	-	1	0	0	1	0	-	1	0	36	2	0	-	38	1	14	5	0	-	20	60
% Mediums	0.6	0.0	0.0	-	-	0.5	0.0	0.0	1.5	-	-	0.7	0.0	2.2	4.8	0.0	-	2.2	2.1	2.1	3.9	0.0	-	2.3	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	9	0	0	-	9	0	3	0	0	-	3	13
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.5	-	-	0.7	0.0	0.6	0.0	0.0	-	0.5	0.0	0.4	0.0	0.0	-	0.4	0.4
Bicycles on Road	1	4	0	0	-	5	2	4	1	0	-	7	1	0	1	0	-	2	2	2	0	0	-	4	18
% Bicycles on Road	0.6	17.4	0.0	-	-	2.4	3.6	20.0	1.5	-	-	5.0	2.3	0.0	2.4	0.0	-	0.1	4.3	0.3	0.0	0.0	-	0.5	0.6
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	16.1	-	-	-	-	-	5.0	-	-	-	-	-	25.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	26	-	-	-	-	-	19	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	83.9	-	-	-	-	-	95.0	-	-	-	-	-	75.0	-	-	-	-	-	66.7	-	-

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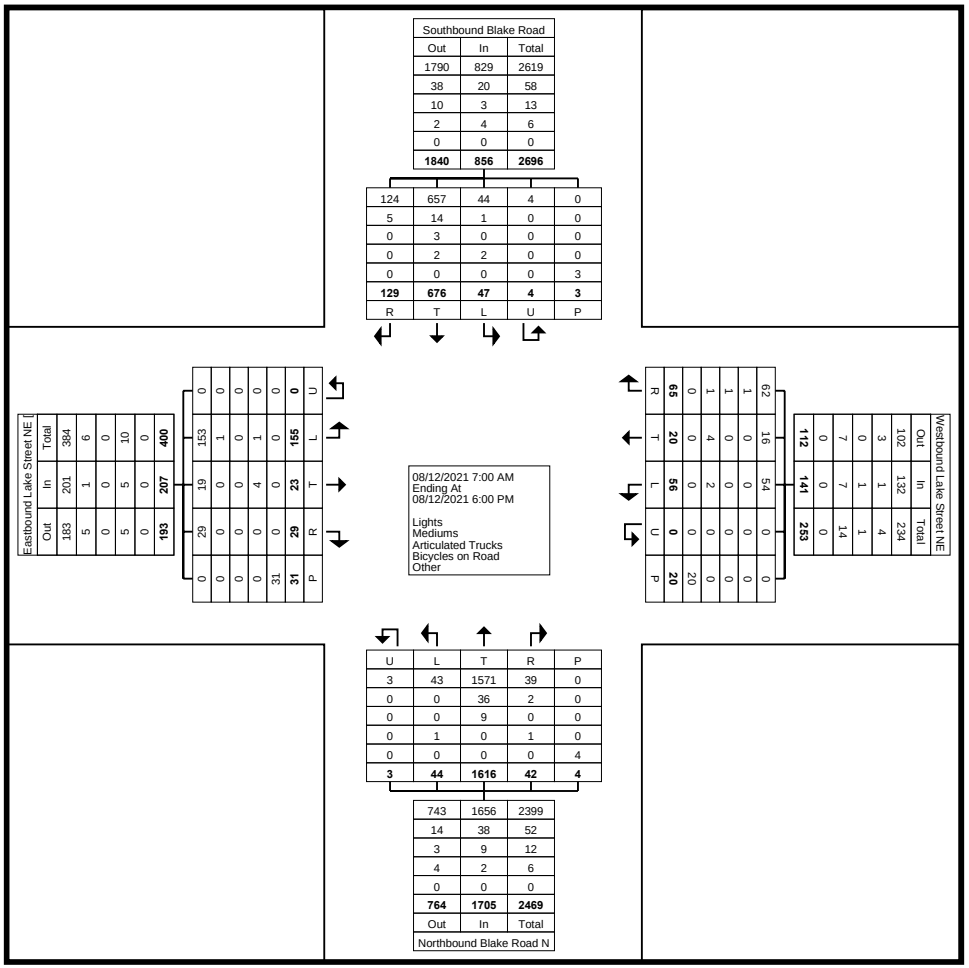
Count Name: Blake Road North & Lake Street Northeast
Site Code:
Start Date: 08/12/2021



Turning Movement Data Plot

Kimley - Horn and Associates, Inc.
4201 Winfield Road Suite 600

Warrenville, Illinois, United States 60555
(630) 487-5550 riley.mitts@kimley-horn.com

Count Name: Blake Road North & Lake Street
Northeast
Site Code:
Start Date: 08/12/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Eastbound Lake Street NE						Westbound Lake Street NE						Northbound Blake Road N						Southbound Blake Road N						
	Eastbound						Westbound						Northbound						Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	10	1	2	0	1	13	3	0	2	0	0	5	1	76	0	0	0	77	4	23	5	0	0	32	127
8:15 AM	5	1	1	0	0	7	3	0	6	0	1	9	2	83	2	2	0	89	5	22	4	1	0	32	137
8:30 AM	5	1	1	0	2	7	0	0	6	0	1	6	2	67	3	0	1	72	1	34	5	0	0	40	125
8:45 AM	11	0	0	0	3	11	2	0	3	0	0	5	0	73	0	0	0	73	4	34	4	0	0	42	131
Total	31	3	4	0	6	38	8	0	17	0	2	25	5	299	5	2	1	311	14	113	18	1	0	146	520
Approach %	81.6	7.9	10.5	0.0	-	-	32.0	0.0	68.0	0.0	-	-	1.6	96.1	1.6	0.6	-	-	9.6	77.4	12.3	0.7	-	-	-
Total %	6.0	0.6	0.8	0.0	-	7.3	1.5	0.0	3.3	0.0	-	4.8	1.0	57.5	1.0	0.4	-	59.8	2.7	21.7	3.5	0.2	-	28.1	-
PHF	0.705	0.750	0.500	0.000	-	0.731	0.667	0.000	0.708	0.000	-	0.694	0.625	0.901	0.417	0.250	-	0.874	0.700	0.831	0.900	0.250	-	0.869	0.949
Lights	30	2	4	0	-	36	8	0	17	0	-	25	4	282	5	2	-	293	12	111	17	1	-	141	495
% Lights	96.8	66.7	100.0	-	-	94.7	100.0	-	100.0	-	-	100.0	80.0	94.3	100.0	100.0	-	94.2	85.7	98.2	94.4	100.0	-	96.6	95.2
Mediums	1	0	0	0	-	1	0	0	0	0	-	0	0	14	0	0	-	14	1	2	1	0	-	4	19
% Mediums	3.2	0.0	0.0	-	-	2.6	0.0	-	0.0	-	-	0.0	0.0	4.7	0.0	0.0	-	4.5	7.1	1.8	5.6	0.0	-	2.7	3.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	1.0	0.0	0.0	-	1.0	0.0	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	1	0	0	0	-	1	3
% Bicycles on Road	0.0	33.3	0.0	-	-	2.6	0.0	-	0.0	-	-	0.0	20.0	0.0	0.0	0.0	-	0.3	7.1	0.0	0.0	0.0	-	0.7	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-

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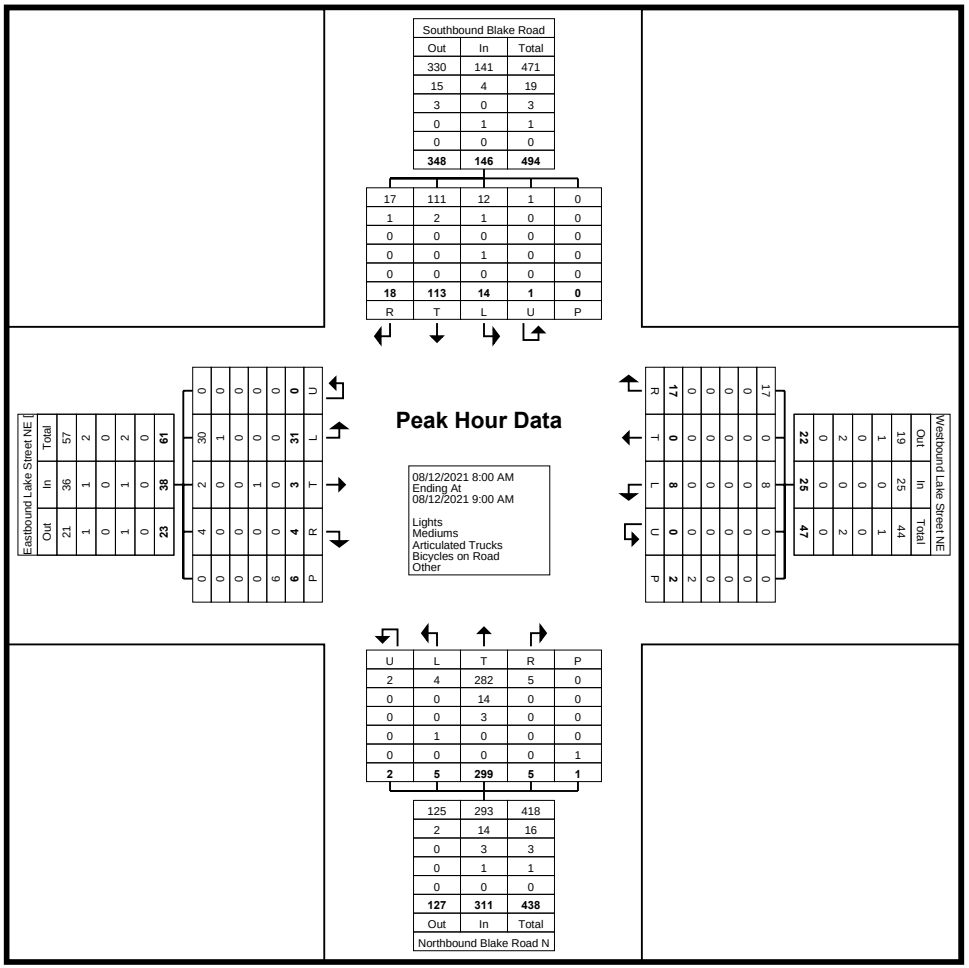
Count Name: Blake Road North & Lake Street Northeast
Site Code:
Start Date: 08/12/2021



Turning Movement Peak Hour Data Plot (8:00 AM)

Kimley - Horn and Associates, Inc.
4201 Winfield Road Suite 600

Warrenville, Illinois, United States 60555
(630) 487-5550 riley.mitts@kimley-horn.com

Count Name: Blake Road North & Lake Street
Northeast
Site Code:
Start Date: 08/12/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Eastbound Lake Street NE						Westbound Lake Street NE						Northbound Blake Road N						Southbound Blake Road N						
	Eastbound						Westbound						Northbound						Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	17	2	2	0	2	21	8	2	3	0	2	13	6	144	2	0	0	152	4	54	14	0	0	72	258
4:45 PM	12	3	2	0	3	17	6	0	4	0	2	10	7	135	8	0	0	150	4	65	17	1	0	87	264
5:00 PM	13	2	3	0	1	18	5	2	3	0	0	10	6	150	5	0	0	161	1	61	11	1	0	74	263
5:15 PM	9	1	3	0	2	13	5	0	8	0	1	13	4	132	4	0	0	140	4	53	14	1	0	72	238
Total	51	8	10	0	8	69	24	4	18	0	5	46	23	561	19	0	0	603	13	233	56	3	0	305	1023
Approach %	73.9	11.6	14.5	0.0	-	-	52.2	8.7	39.1	0.0	-	-	3.8	93.0	3.2	0.0	-	-	4.3	76.4	18.4	1.0	-	-	-
Total %	5.0	0.8	1.0	0.0	-	6.7	2.3	0.4	1.8	0.0	-	4.5	2.2	54.8	1.9	0.0	-	58.9	1.3	22.8	5.5	0.3	-	29.8	-
PHF	0.750	0.667	0.833	0.000	-	0.821	0.750	0.500	0.563	0.000	-	0.885	0.821	0.935	0.594	0.000	-	0.936	0.813	0.896	0.824	0.750	-	0.876	0.969
Lights	51	7	10	0	-	68	22	3	17	0	-	42	23	556	19	0	-	598	13	231	53	3	-	300	1008
% Lights	100.0	87.5	100.0	-	-	98.6	91.7	75.0	94.4	-	-	91.3	100.0	99.1	100.0	-	-	99.2	100.0	99.1	94.6	100.0	-	98.4	98.5
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	4	0	0	-	4	0	1	3	0	-	4	8
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.7	0.0	0.4	5.4	0.0	-	1.3	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	0	0	-	1	2	1	1	0	-	4	0	0	0	0	-	0	0	1	0	0	-	1	6
% Bicycles on Road	0.0	12.5	0.0	-	-	1.4	8.3	25.0	5.6	-	-	8.7	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	0.0	-	0.3	0.6
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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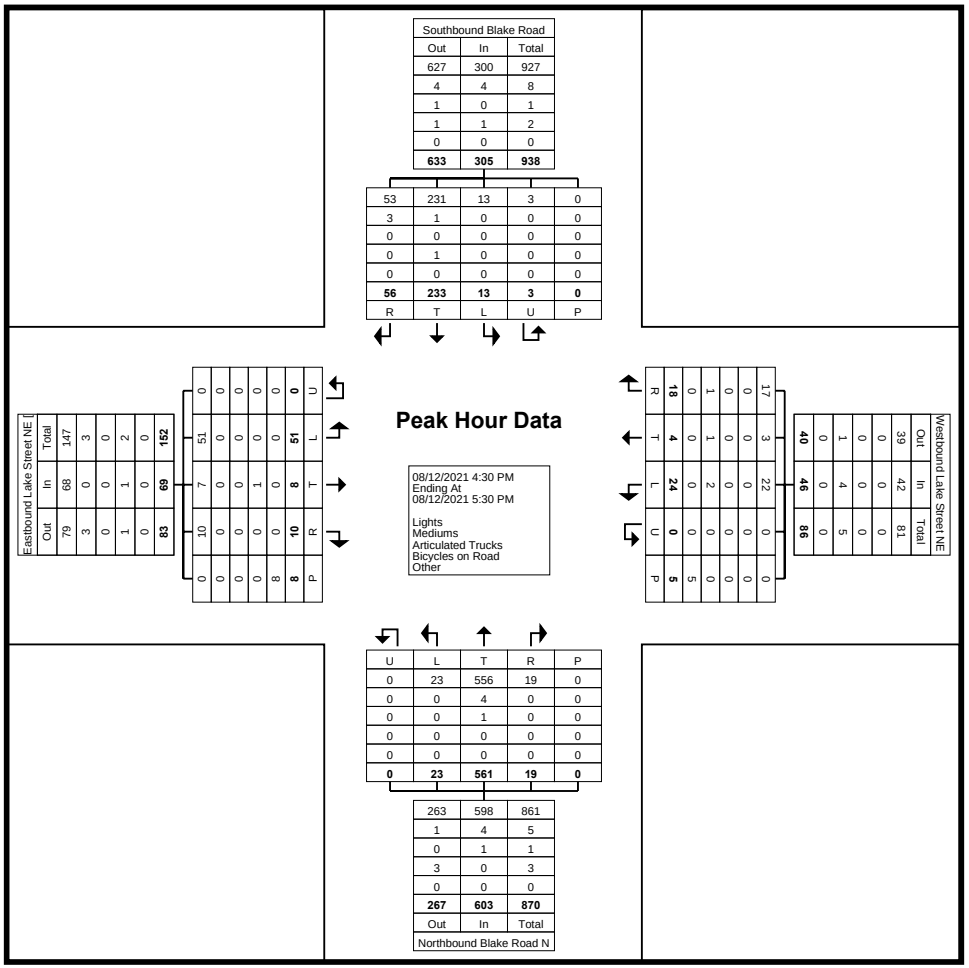

Turning Movement Peak Hour Data Plot (4:30 PM)

Kimley-Horn : Lisle (IL)
1001 Warrenville Road, Suite 350

Lisle, Illinois, United States 60532
331.481.7332 jack.olsson@kimley-horn.com

Count Name: 7_Blake Road & 2nd Street
Site Code:
Start Date: 02/26/2020

Turning Movement Data

Start Time	2nd Street Westbound					2nd Street Eastbound					Blake Road Southbound					Blake Road Northbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	1	0	12	0	13	0	25	0	20	31	0	51	7	28	0	0	35	111
7:15 AM	0	0	0	1	0	23	0	26	0	49	0	42	37	0	79	14	31	0	0	45	173
7:30 AM	0	0	0	0	0	28	0	21	0	49	0	53	55	0	108	15	31	0	0	46	203
7:45 AM	0	0	0	0	0	35	0	13	0	48	0	46	64	0	110	23	58	0	0	81	239
Hourly Total	0	0	0	2	0	98	0	73	0	171	0	161	187	0	348	59	148	0	0	207	726
8:00 AM	0	0	0	0	0	24	0	20	0	44	0	67	40	0	107	21	54	0	0	75	226
8:15 AM	0	0	0	0	0	19	0	11	0	30	0	61	41	0	102	8	65	0	1	73	205
8:30 AM	0	0	0	0	0	11	0	18	0	29	0	48	34	0	82	11	41	0	0	52	163
8:45 AM	0	0	0	0	0	10	0	14	0	24	0	41	36	0	77	20	41	0	1	61	162
Hourly Total	0	0	0	0	0	64	0	63	0	127	0	217	151	0	368	60	201	0	2	261	756
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	38	0	25	2	63	2	56	24	0	82	20	103	0	1	123	268
4:15 PM	0	0	0	3	0	44	0	32	0	76	0	62	28	1	90	17	108	0	0	125	291
4:30 PM	0	0	0	1	0	61	0	28	0	89	0	72	34	2	106	18	120	0	0	138	333
4:45 PM	0	0	0	1	0	50	0	30	1	80	0	73	29	1	102	24	99	0	0	123	305
Hourly Total	0	0	0	5	0	193	0	115	3	308	2	263	115	4	380	79	430	0	1	509	1197
5:00 PM	0	0	0	1	0	61	0	29	0	90	0	76	28	0	104	24	119	0	0	143	337
5:15 PM	0	0	0	3	0	58	0	32	0	90	0	49	40	2	89	20	103	0	0	123	302
5:30 PM	0	0	0	2	0	36	0	27	0	63	0	73	26	0	99	19	110	0	1	129	291
5:45 PM	0	0	0	0	0	38	0	21	0	59	0	68	31	0	99	14	70	0	0	84	242
Hourly Total	0	0	0	6	0	193	0	109	0	302	0	266	125	2	391	77	402	0	1	479	1172
Grand Total	0	0	0	13	0	548	0	360	3	908	2	907	578	6	1487	275	1181	0	4	1456	3851
Approach %	0.0	0.0	0.0	-	-	60.4	0.0	39.6	-	-	0.1	61.0	38.9	-	-	18.9	81.1	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	14.2	0.0	9.3	-	23.6	0.1	23.6	15.0	-	38.6	7.1	30.7	0.0	-	37.8	-
Lights	0	0	0	-	0	532	0	345	-	877	2	882	557	-	1441	265	1146	0	-	1411	3729
% Lights	-	-	-	-	-	97.1	-	95.8	-	96.6	100.0	97.2	96.4	-	96.9	96.4	97.0	-	-	96.9	96.8
Mediums	0	0	0	-	0	15	0	12	-	27	0	22	20	-	42	8	29	0	-	37	106
% Mediums	-	-	-	-	-	2.7	-	3.3	-	3.0	0.0	2.4	3.5	-	2.8	2.9	2.5	-	-	2.5	2.8
Articulated Trucks	0	0	0	-	0	1	0	3	-	4	0	3	1	-	4	2	6	0	-	8	16
% Articulated Trucks	-	-	-	-	-	0.2	-	0.8	-	0.4	0.0	0.3	0.2	-	0.3	0.7	0.5	-	-	0.5	0.4
Bicycles on Crosswalk	-	-	-	4	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	30.8	-	-	-	-	0.0	-	-	-	-	16.7	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	9	-	-	-	-	3	-	-	-	-	5	-	-	-	-	4	-	-
% Pedestrians	-	-	-	69.2	-	-	-	-	100.0	-	-	-	-	83.3	-	-	-	-	100.0	-	-

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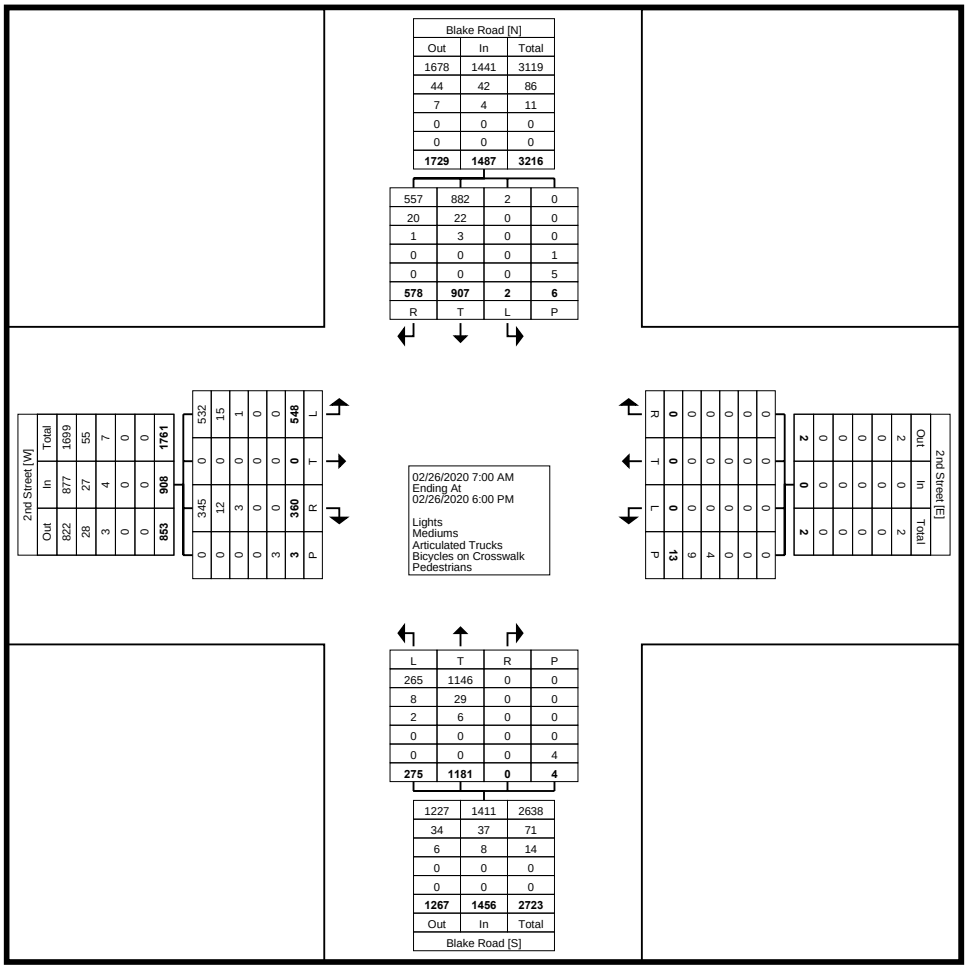
Site Code:
Start Date: 02/26/2020



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Start Time	2nd Street Westbound					2nd Street Eastbound					Blake Road Southbound					Blake Road Northbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	0	0	0	28	0	21	0	49	0	53	55	0	108	15	31	0	0	46	203
7:45 AM	0	0	0	0	0	35	0	13	0	48	0	46	64	0	110	23	58	0	0	81	239
8:00 AM	0	0	0	0	0	24	0	20	0	44	0	67	40	0	107	21	54	0	0	75	226
8:15 AM	0	0	0	0	0	19	0	11	0	30	0	61	41	0	102	8	65	0	1	73	205
Total	0	0	0	0	0	106	0	65	0	171	0	227	200	0	427	67	208	0	1	275	873
Approach %	0.0	0.0	0.0	-	-	62.0	0.0	38.0	-	-	0.0	53.2	46.8	-	-	24.4	75.6	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	12.1	0.0	7.4	-	19.6	0.0	26.0	22.9	-	48.9	7.7	23.8	0.0	-	31.5	-
PHF	0.000	0.000	0.000	-	0.000	0.757	0.000	0.774	-	0.872	0.000	0.847	0.781	-	0.970	0.728	0.800	0.000	-	0.849	0.913
Lights	0	0	0	-	0	101	0	62	-	163	0	218	196	-	414	66	199	0	-	265	842
% Lights	-	-	-	-	-	95.3	-	95.4	-	95.3	-	96.0	98.0	-	97.0	98.5	95.7	-	-	96.4	96.4
Mediums	0	0	0	-	0	4	0	3	-	7	0	7	4	-	11	1	7	0	-	8	26
% Mediums	-	-	-	-	-	3.8	-	4.6	-	4.1	-	3.1	2.0	-	2.6	1.5	3.4	-	-	2.9	3.0
Articulated Trucks	0	0	0	-	0	1	0	0	-	1	0	2	0	-	2	0	2	0	-	2	5
% Articulated Trucks	-	-	-	-	-	0.9	-	0.0	-	0.6	-	0.9	0.0	-	0.5	0.0	1.0	-	-	0.7	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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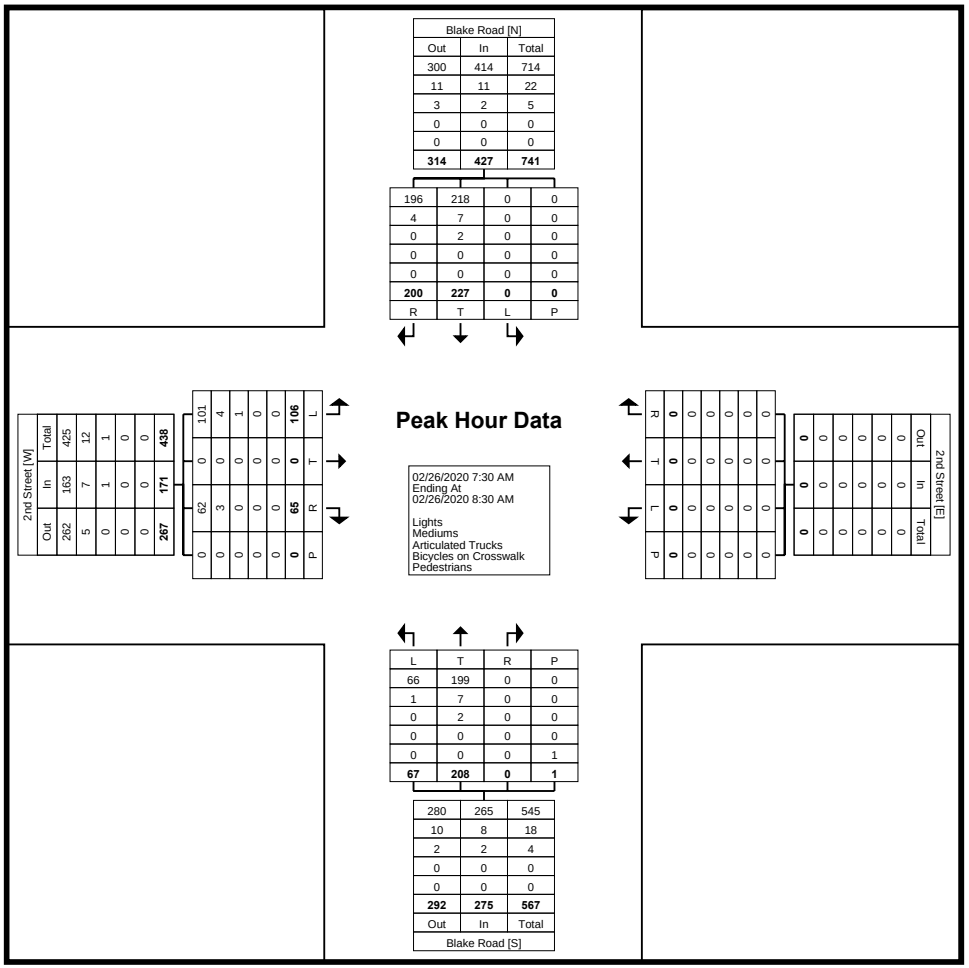

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Start Time	2nd Street Westbound					2nd Street Eastbound					Blake Road Southbound					Blake Road Northbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	0	1	0	61	0	28	0	89	0	72	34	2	106	18	120	0	0	138	333
4:45 PM	0	0	0	1	0	50	0	30	1	80	0	73	29	1	102	24	99	0	0	123	305
5:00 PM	0	0	0	1	0	61	0	29	0	90	0	76	28	0	104	24	119	0	0	143	337
5:15 PM	0	0	0	3	0	58	0	32	0	90	0	49	40	2	89	20	103	0	0	123	302
Total	0	0	0	6	0	230	0	119	1	349	0	270	131	5	401	86	441	0	0	527	1277
Approach %	0.0	0.0	0.0	-	-	65.9	0.0	34.1	-	-	0.0	67.3	32.7	-	-	16.3	83.7	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	18.0	0.0	9.3	-	27.3	0.0	21.1	10.3	-	31.4	6.7	34.5	0.0	-	41.3	-
PHF	0.000	0.000	0.000	-	0.000	0.943	0.000	0.930	-	0.969	0.000	0.888	0.819	-	0.946	0.896	0.919	0.000	-	0.921	0.947
Lights	0	0	0	-	0	224	0	119	-	343	0	267	127	-	394	83	434	0	-	517	1254
% Lights	-	-	-	-	-	97.4	-	100.0	-	98.3	-	98.9	96.9	-	98.3	96.5	98.4	-	-	98.1	98.2
Mediums	0	0	0	-	0	6	0	0	-	6	0	3	3	-	6	3	6	0	-	9	21
% Mediums	-	-	-	-	-	2.6	-	0.0	-	1.7	-	1.1	2.3	-	1.5	3.5	1.4	-	-	1.7	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Articulated Trucks	-	-	-	-	-	0.0	-	0.0	-	0.0	-	0.0	0.8	-	0.2	0.0	0.2	-	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	16.7	-	-	-	-	0.0	-	-	-	-	20.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	83.3	-	-	-	-	100.0	-	-	-	-	80.0	-	-	-	-	-	-	-

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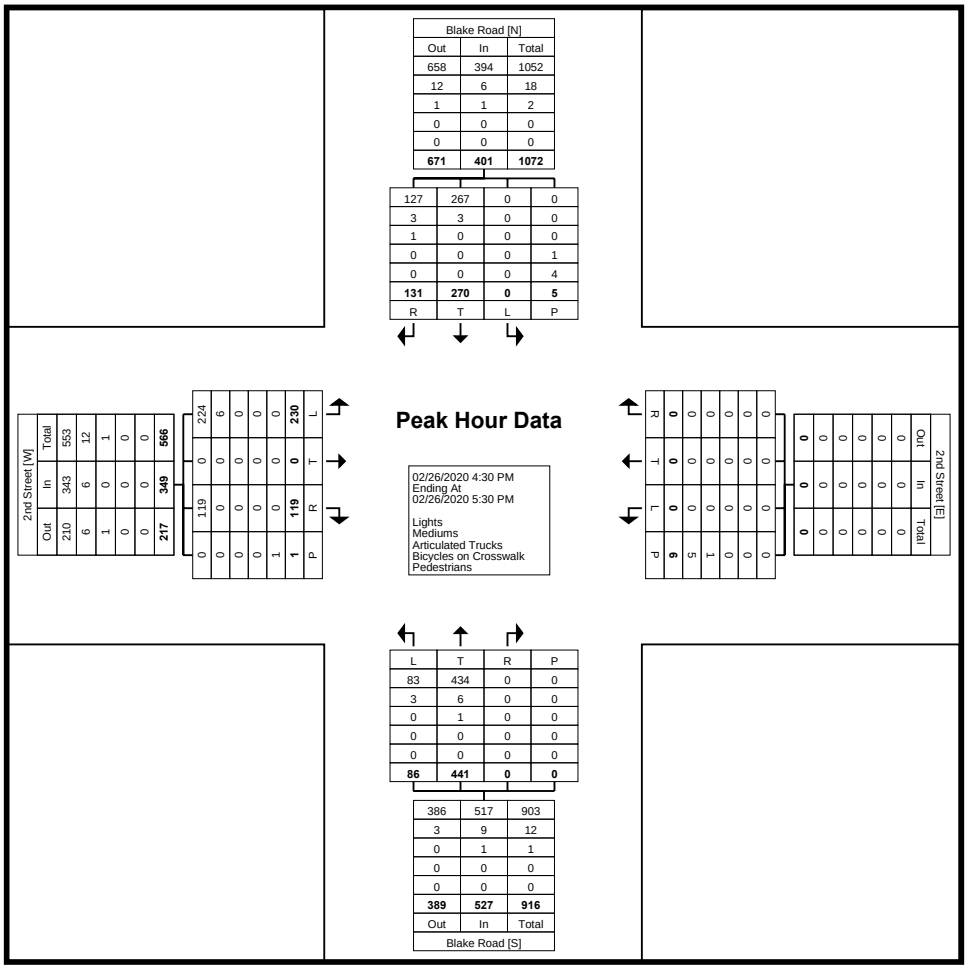

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331.481.7332 jack.olsson@kimley-horn.com

Count Name: 3_Blake Road & Excelsior Boulevard
Site Code:
Start Date: 03/10/2020

Turning Movement Data

Start Time	Excelsior Boulevard Westbound					Excelsior Boulevard Eastbound					Blake Road Southbound					Blake Road Northbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	4	44	11	0	59	12	67	8	0	87	14	10	7	0	31	13	11	13	0	37	214
7:15 AM	7	66	14	0	87	15	95	12	0	122	22	22	12	0	56	8	11	14	0	33	298
7:30 AM	11	98	20	0	129	15	104	15	1	134	29	13	17	0	59	14	24	18	1	56	378
7:45 AM	21	134	23	0	178	10	143	18	2	171	35	21	20	1	76	28	21	16	0	65	490
Hourly Total	43	342	68	0	453	52	409	53	3	514	100	66	56	1	222	63	67	61	1	191	1380
8:00 AM	17	131	38	0	186	20	147	24	0	191	24	17	29	0	70	40	28	21	0	89	536
8:15 AM	12	127	11	0	150	26	134	33	0	193	23	13	19	0	55	24	34	16	0	74	472
8:30 AM	12	67	28	0	107	12	113	24	0	149	24	12	11	0	47	17	30	15	0	62	365
8:45 AM	9	96	23	0	128	8	97	6	0	111	22	20	19	0	61	20	9	11	0	40	340
Hourly Total	50	421	100	0	571	66	491	87	0	644	93	62	78	0	233	101	101	63	0	265	1713
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	12	141	39	0	192	25	130	24	1	179	33	23	17	0	73	16	19	6	0	41	485
4:15 PM	18	132	44	3	194	21	149	38	0	208	39	23	18	1	80	29	28	5	4	62	544
4:30 PM	31	150	50	1	231	26	149	34	2	209	29	31	15	6	75	18	38	9	0	65	580
4:45 PM	22	121	54	0	197	22	158	31	5	211	32	17	21	0	70	21	35	10	0	66	544
Hourly Total	83	544	187	4	814	94	586	127	8	807	133	94	71	7	298	84	120	30	4	234	2153
5:00 PM	14	138	51	3	203	23	167	37	1	227	25	42	20	0	87	20	38	16	0	74	591
5:15 PM	17	99	40	0	156	26	164	36	0	226	38	34	23	0	95	28	43	14	0	85	562
5:30 PM	16	111	36	0	163	29	122	22	0	173	34	32	21	0	87	16	24	10	0	50	473
5:45 PM	14	69	36	0	119	24	83	21	3	128	30	25	19	0	74	26	30	13	0	69	390
Hourly Total	61	417	163	3	641	102	536	116	4	754	127	133	83	0	343	90	135	53	0	278	2016
Grand Total	237	1724	518	7	2479	314	2022	383	15	2719	453	355	288	8	1096	338	423	207	5	968	7262
Approach %	9.6	69.5	20.9	-	-	11.5	74.4	14.1	-	-	41.3	32.4	26.3	-	-	34.9	43.7	21.4	-	-	-
Total %	3.3	23.7	7.1	-	34.1	4.3	27.8	5.3	-	37.4	6.2	4.9	4.0	-	15.1	4.7	5.8	2.9	-	13.3	-
Lights	223	1674	498	-	2395	310	1971	380	-	2661	439	343	284	-	1066	334	412	201	-	947	7069
% Lights	94.1	97.1	96.1	-	96.6	98.7	97.5	99.2	-	97.9	96.9	96.6	98.6	-	97.3	98.8	97.4	97.1	-	97.8	97.3
Mediums	14	40	17	-	71	4	40	2	-	46	9	11	4	-	24	4	11	5	-	20	161
% Mediums	5.9	2.3	3.3	-	2.9	1.3	2.0	0.5	-	1.7	2.0	3.1	1.4	-	2.2	1.2	2.6	2.4	-	2.1	2.2
Articulated Trucks	0	10	3	-	13	0	11	1	-	12	5	1	0	-	6	0	0	1	-	1	32
% Articulated Trucks	0.0	0.6	0.6	-	0.5	0.0	0.5	0.3	-	0.4	1.1	0.3	0.0	-	0.5	0.0	0.0	0.5	-	0.1	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	15	-	-	-	-	8	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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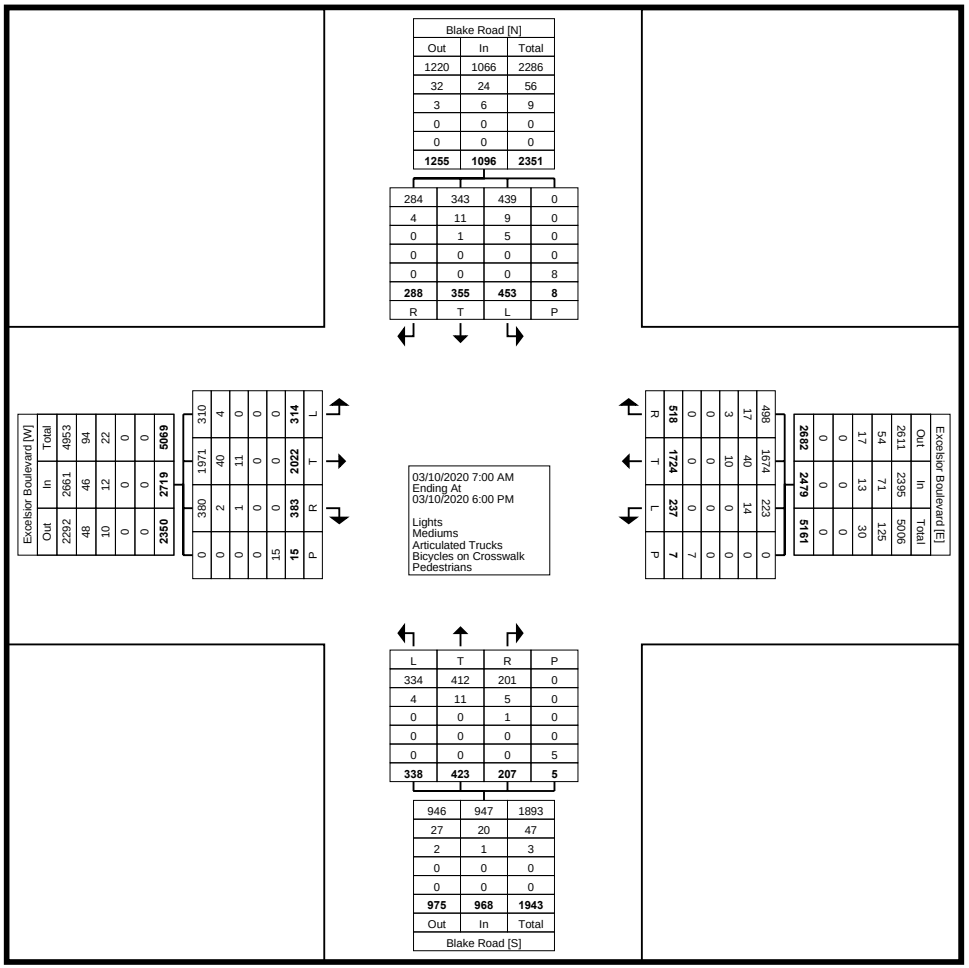

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Start Date: 03/10/2020

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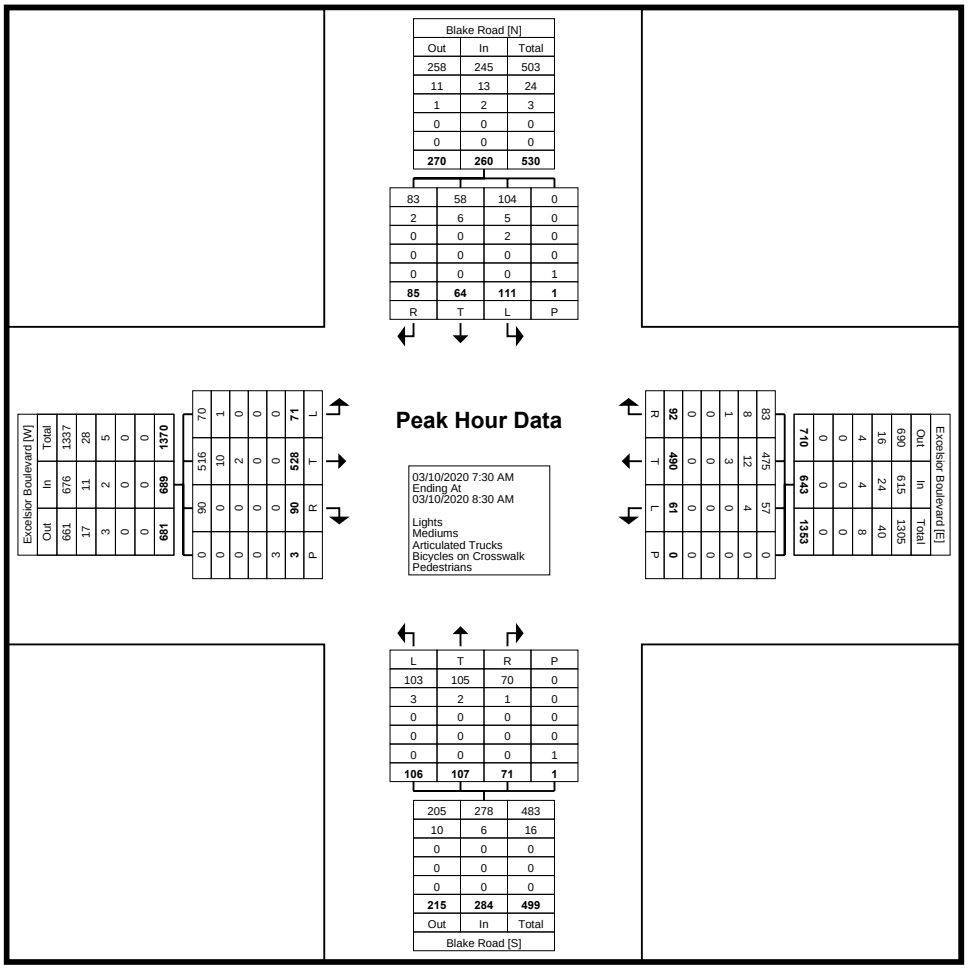
7:30 AM	11	98	20	0	129	15	104	15	1	134	29	13	17	0	59	14	24	18	1	56	378
7:45 AM	21	134	23	0	178	10	143	18	2	171	35	21	20	1	76	28	21	16	0	65	490
8:00 AM	17	131	38	0	186	20	147	24	0	191	24	17	29	0	70	40	28	21	0	89	536
8:15 AM	12	127	11	0	150	26	134	33	0	193	23	13	19	0	55	24	34	16	0	74	472
Total	61	490	92	0	643	71	528	90	3	689	111	64	85	1	260	106	107	71	1	284	1876
Approach %	9.5	76.2	14.3	-	-	10.3	76.6	13.1	-	-	42.7	24.6	32.7	-	-	37.3	37.7	25.0	-	-	-
Total %	3.3	26.1	4.9	-	34.3	3.8	28.1	4.8	-	36.7	5.9	3.4	4.5	-	13.9	5.7	5.7	3.8	-	15.1	-
PHF	0.726	0.914	0.605	-	0.864	0.683	0.898	0.682	-	0.892	0.793	0.762	0.733	-	0.855	0.663	0.787	0.845	-	0.798	0.875
Lights	57	475	83	-	615	70	516	90	-	676	104	58	83	-	245	103	105	70	-	278	1814
% Lights	93.4	96.9	90.2	-	95.6	98.6	97.7	100.0	-	98.1	93.7	90.6	97.6	-	94.2	97.2	98.1	98.6	-	97.9	96.7
Mediums	4	12	8	-	24	1	10	0	-	11	5	6	2	-	13	3	2	1	-	6	54
% Mediums	6.6	2.4	8.7	-	3.7	1.4	1.9	0.0	-	1.6	4.5	9.4	2.4	-	5.0	2.8	1.9	1.4	-	2.1	2.9
Articulated Trucks	0	3	1	-	4	0	2	0	-	2	2	0	0	-	2	0	0	0	-	0	8
% Articulated Trucks	0.0	0.6	1.1	-	0.6	0.0	0.4	0.0	-	0.3	1.8	0.0	0.0	-	0.8	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kimley-Horn : Lisle (IL)
1001 Warrenville Road, Suite 350

Lisle, Illinois, United States 60532
331.481.7332 jack.olsson@kimley-horn.com

Count Name: 3_Blake Road & Excelsior Boulevard
Site Code:
Start Date: 03/10/2020



Turning Movement Peak Hour Data Plot (7:30 AM)

Kimley-Horn : Lisle (IL)
1001 Warrenville Road, Suite 350

Lisle, Illinois, United States 60532
331.481.7332 jack.olsson@kimley-horn.com

Count Name: 3_Blake Road & Excelsior Boulevard
Site Code:
Start Date: 03/10/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Excelsior Boulevard Westbound					Excelsior Boulevard Eastbound					Blake Road Southbound					Blake Road Northbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	31	150	50	1	231	26	149	34	2	209	29	31	15	6	75	18	38	9	0	65	580
4:45 PM	22	121	54	0	197	22	158	31	5	211	32	17	21	0	70	21	35	10	0	66	544
5:00 PM	14	138	51	3	203	23	167	37	1	227	25	42	20	0	87	20	38	16	0	74	591
5:15 PM	17	99	40	0	156	26	164	36	0	226	38	34	23	0	95	28	43	14	0	85	562
Total	84	508	195	4	787	97	638	138	8	873	124	124	79	6	327	87	154	49	0	290	2277
Approach %	10.7	64.5	24.8	-	-	11.1	73.1	15.8	-	-	37.9	37.9	24.2	-	-	30.0	53.1	16.9	-	-	-
Total %	3.7	22.3	8.6	-	34.6	4.3	28.0	6.1	-	38.3	5.4	5.4	3.5	-	14.4	3.8	6.8	2.2	-	12.7	-
PHF	0.677	0.847	0.903	-	0.852	0.933	0.955	0.932	-	0.961	0.816	0.738	0.859	-	0.861	0.777	0.895	0.766	-	0.853	0.963
Lights	80	495	192	-	767	96	625	137	-	858	121	121	78	-	320	87	152	48	-	287	2232
% Lights	95.2	97.4	98.5	-	97.5	99.0	98.0	99.3	-	98.3	97.6	97.6	98.7	-	97.9	100.0	98.7	98.0	-	99.0	98.0
Mediums	4	11	2	-	17	1	9	1	-	11	1	3	1	-	5	0	2	1	-	3	36
% Mediums	4.8	2.2	1.0	-	2.2	1.0	1.4	0.7	-	1.3	0.8	2.4	1.3	-	1.5	0.0	1.3	2.0	-	1.0	1.6
Articulated Trucks	0	2	1	-	3	0	4	0	-	4	2	0	0	-	2	0	0	0	-	0	9
% Articulated Trucks	0.0	0.4	0.5	-	0.4	0.0	0.6	0.0	-	0.5	1.6	0.0	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	4	-	-	-	-	8	-	-	-	-	6	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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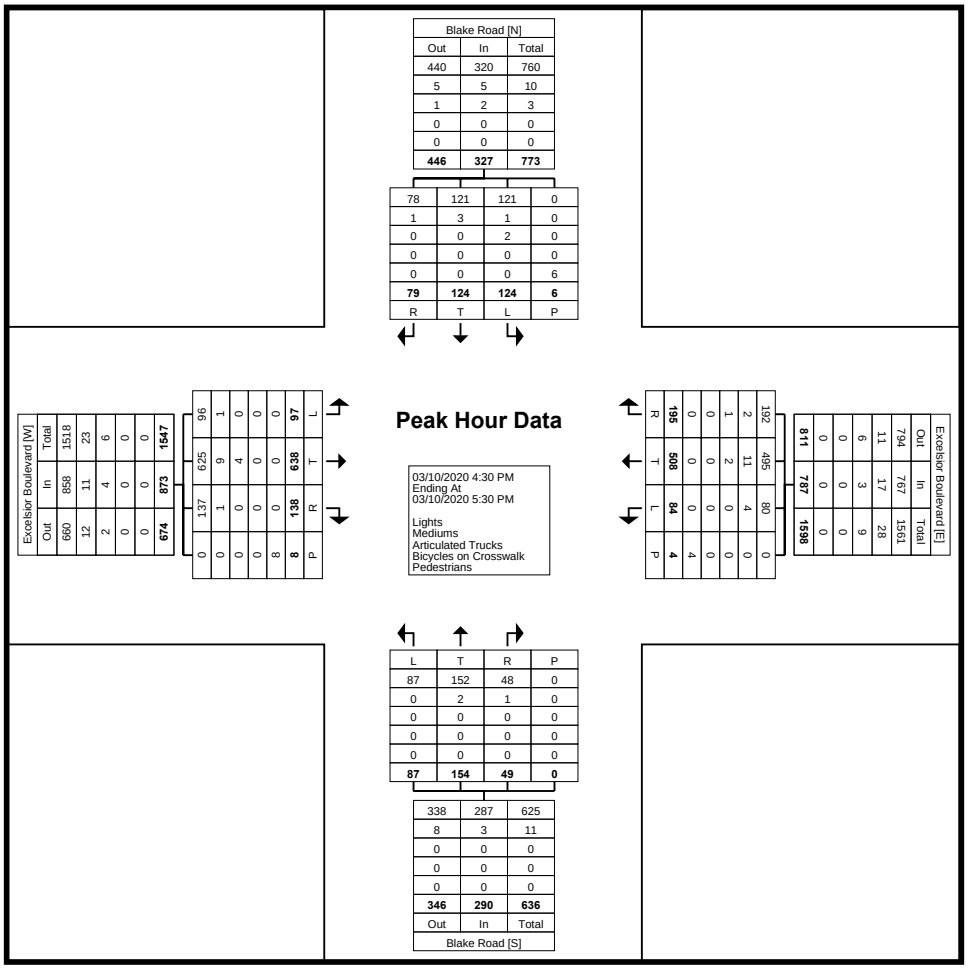
Count Name: 3_Blake Road & Excelsior Boulevard
Site Code:
Start Date: 03/10/2020



Turning Movement Peak Hour Data Plot (4:30 PM)

Kimley-Horn : Lisle (IL)
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1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.5	2.0	2.1	0.5	2.1	0.1	0.0	0.0	3.9	1.0	3.8
Total Del/Veh (s)	83.5	48.2	16.1	74.0	28.7	6.7	71.4	68.7	40.2	97.4	91.2	2.9

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	44.8

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	3.7	0.2	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.2	38.4	6.7	36.1	27.8	5.0	42.5	6.0	4.1	63.8	6.0	4.2

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	13.7

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	4.1	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	11.8	11.7	5.3	12.0	11.5	4.4	6.5	1.1	0.8	4.1	0.4	0.2

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.6

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.3	0.4	0.3	0.0	0.0	0.0	0.3
Total Del/Veh (s)	18.5	10.2	25.1	7.9	11.0	8.2	12.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.2	2.6	3.6	0.3	0.3	0.1	0.0	0.0
Total Del/Veh (s)	44.3	18.9	4.0	47.3	22.0	4.1	40.8	35.1	12.0	40.6	38.0	28.8

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	26.1

Total Zone Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	1099.8

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	152	328	840	848	420	189	369	538	557	190	178	183
Average Queue (ft)	47	96	521	516	112	104	137	315	295	15	77	97
95th Queue (ft)	119	234	786	794	416	177	253	511	511	129	144	155
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			3	24				11	9		0	0
Queuing Penalty (veh)			5	32				28	9		0	0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	98	123	321	186	202	146
Average Queue (ft)	43	61	176	86	78	35
95th Queue (ft)	84	108	285	156	150	101
Link Distance (ft)	410	410	410		525	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)				160		250
Storage Blk Time (%)				2	1	
Queuing Penalty (veh)				2	2	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	234	82	72	61	99	77	125	54	123	147
Average Queue (ft)	116	33	20	20	41	26	44	18	19	31
95th Queue (ft)	189	66	52	49	85	64	98	47	75	92
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	1		0						0	
Queuing Penalty (veh)	1		0						0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	L	L
Maximum Queue (ft)	58	37	59	21	44
Average Queue (ft)	26	11	14	2	4
95th Queue (ft)	49	35	41	12	24
Link Distance (ft)	794		874		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		85	100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	111	171	101	84	90	184	226
Average Queue (ft)	42	85	40	27	35	67	74
95th Queue (ft)	87	144	79	67	79	153	172
Link Distance (ft)		544		1263	1263	619	619
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	0				1	
Queuing Penalty (veh)	0	0				0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	65	66	246	194	132	129	226	215	68	190	98	112
Average Queue (ft)	16	23	135	106	34	52	140	109	32	100	35	31
95th Queue (ft)	43	54	210	178	93	108	208	188	62	174	80	81
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			2	0	0							
Queuing Penalty (veh)			5	1	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				0	0					1		
Queuing Penalty (veh)				0	0					1		

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	138	147	163	202
Average Queue (ft)	49	65	68	98
95th Queue (ft)	106	124	142	179
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Zone Summary

Zone wide Queuing Penalty: 86

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.8	2.0	2.2	0.5	2.1	0.0	0.0	0.0	11.2	7.6	9.1
Total Del/Veh (s)	82.0	51.4	17.4	95.5	43.8	11.9	68.9	83.7	65.3	116.8	131.4	14.3

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	1.7
Total Del/Veh (s)	62.1

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.5	3.5	0.2	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.8	38.8	6.9	29.9	29.3	6.2	47.7	11.1	11.3	54.4	11.3	8.8

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.8

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	4.1	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.4	19.1	8.8	20.1	26.3	7.7	5.9	2.1	2.1	8.5	0.7	0.6

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.8

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.1	0.5	0.3	0.0	0.0	0.0	0.2
Total Del/Veh (s)	20.6	12.9	29.3	10.5	14.8	9.8	14.1

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.7	0.3	2.6	3.5	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	49.2	19.3	5.8	57.7	20.4	7.1	53.6	44.5	25.9	56.9	45.0	35.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	26.8

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	953.1

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	289	312	794	834	420	224	501	566	571	420	154	206
Average Queue (ft)	173	199	519	520	197	129	169	344	328	55	72	103
95th Queue (ft)	267	293	791	810	539	218	302	527	523	250	139	167
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			3	26		0	0	18	15		0	0
Queuing Penalty (veh)			11	45		0	2	49	27		0	0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	R
Maximum Queue (ft)	258	266	420	250	541	340	118
Average Queue (ft)	152	158	293	225	347	235	6
95th Queue (ft)	230	238	438	292	587	384	76
Link Distance (ft)	410	410	410		525		
Upstream Blk Time (%)			3		12		
Queuing Penalty (veh)			7		0		
Storage Bay Dist (ft)				160		250	250
Storage Blk Time (%)	6			47	33	2	
Queuing Penalty (veh)	9			144	134	7	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	261	113	77	64	125	172	277	94	190	240
Average Queue (ft)	136	36	30	20	55	62	115	37	47	71
95th Queue (ft)	225	81	66	49	98	132	224	76	129	166
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	2		0	0		0			1	
Queuing Penalty (veh)	2		0	0		0			0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	81	66	53	47	26	48	9
Average Queue (ft)	37	18	17	12	1	10	1
95th Queue (ft)	71	49	42	37	14	35	6
Link Distance (ft)	794		874		619		251
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		85		100	
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	146	202	111	197	211	182	217
Average Queue (ft)	44	103	51	79	89	77	91
95th Queue (ft)	107	168	95	153	163	150	177
Link Distance (ft)		544		1263	1263	619	619
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	2		0		2	
Queuing Penalty (veh)	0	2		0		0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	113	135	268	270	184	144	278	246	164	174	149	166
Average Queue (ft)	44	64	226	206	125	71	169	147	61	80	79	66
95th Queue (ft)	90	113	295	281	238	131	245	223	117	146	136	136
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)		0	15	9	1							
Queuing Penalty (veh)		0	60	37	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				9	1		0			1	0	
Queuing Penalty (veh)				24	5		0			1	0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	141	159	163	221
Average Queue (ft)	60	80	57	97
95th Queue (ft)	115	133	128	182
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	1	

Zone Summary

Zone wide Queuing Penalty: 568

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.5	1.9	2.1	0.6	2.0	0.0	0.0	0.0	3.9	0.8	3.9
Total Del/Veh (s)	83.0	53.0	19.1	71.3	27.9	7.6	72.7	70.6	39.7	102.8	88.6	3.2

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	46.5

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.5	3.6	0.2	0.2	3.7	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	37.3	37.8	6.6	30.2	30.7	5.3	44.4	6.9	4.2	64.4	6.3	4.8

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.2

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	4.2	0.2	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	14.6	16.1	6.7	11.2	11.7	4.6	5.1	1.2	1.1	4.4	0.5	0.4

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.9

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.3	0.4	0.5	0.0	0.0	0.0	0.3
Total Del/Veh (s)	18.5	10.9	27.9	8.3	12.5	8.7	13.1

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	0.2	2.5	3.5	0.3	0.2	0.1	0.0	0.0
Total Del/Veh (s)	42.7	20.2	4.0	47.3	22.3	4.3	39.0	33.4	12.3	45.1	37.0	30.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	26.5

Total Zone Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	1018.2

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	141	648	1033	1017	420	226	250	528	500	344	187	196
Average Queue (ft)	47	104	552	535	107	112	135	313	293	27	86	105
95th Queue (ft)	115	325	887	872	405	202	218	498	483	177	157	169
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			6	27		0	0	10	8		0	1
Queuing Penalty (veh)			9	38		0	0	28	9		0	0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	151	119	324	196	185	135
Average Queue (ft)	57	68	184	92	84	36
95th Queue (ft)	112	114	307	166	157	98
Link Distance (ft)	410	410	410		525	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)				160		250
Storage Blk Time (%)	0			3	1	
Queuing Penalty (veh)	0			3	1	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	240	79	83	50	101	92	134	88	106	141
Average Queue (ft)	128	31	25	18	38	34	53	24	21	34
95th Queue (ft)	207	67	63	45	79	77	112	65	72	91
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	2		0						0	
Queuing Penalty (veh)	1		0						0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	83	33	64	26	8	40	4
Average Queue (ft)	32	14	22	3	0	4	0
95th Queue (ft)	62	38	50	18	4	26	3
Link Distance (ft)	794		874		619		251
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		85		100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	122	219	105	92	91	202	231
Average Queue (ft)	38	97	40	32	38	71	83
95th Queue (ft)	86	173	80	75	78	154	182
Link Distance (ft)		544		1263	1263	619	619
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	1				1	
Queuing Penalty (veh)	0	1				0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	72	88	255	222	162	124	240	208	91	192	91	97
Average Queue (ft)	20	28	146	117	41	49	146	113	36	109	31	35
95th Queue (ft)	51	67	228	193	112	97	215	189	73	181	72	84
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			3	1	0							
Queuing Penalty (veh)			8	2	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				1	0		0			1		
Queuing Penalty (veh)				1	0		0			0		

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	160	166	176	211
Average Queue (ft)	52	74	72	104
95th Queue (ft)	120	138	148	186
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	1	0	
Queuing Penalty (veh)	0	1	1	

Zone Summary

Zone wide Queuing Penalty: 104

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.3	0.9	2.0	2.2	0.5	2.2	0.0	0.0	0.0	4.7	3.1	5.3
Total Del/Veh (s)	88.9	65.4	25.8	97.0	45.2	12.7	74.3	87.4	70.5	107.1	124.5	10.4

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	67.5

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.4	3.6	0.3	0.2	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.0	39.2	6.9	30.6	33.6	7.7	46.0	12.7	14.2	58.2	12.5	10.5

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.1

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	4.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.2	25.4	10.8	21.4	24.3	8.9	6.7	2.1	2.0	5.9	0.8	0.6

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.1

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.2	0.5	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	21.9	14.4	29.9	10.4	13.8	9.6	14.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.5	0.4	2.5	3.5	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	52.4	20.1	6.5	57.4	20.3	7.7	56.6	43.8	29.0	56.1	45.9	40.6

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	27.7

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	1026.4

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	304	597	1072	1092	420	275	465	558	584	420	189	236
Average Queue (ft)	182	283	660	665	192	142	184	358	340	81	89	116
95th Queue (ft)	272	657	1129	1125	528	231	321	554	550	319	161	196
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)			0	0								
Queuing Penalty (veh)			0	0								
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			9	31		0	0	19	16		0	1
Queuing Penalty (veh)			36	58		0	2	54	29		0	1

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	R
Maximum Queue (ft)	260	261	422	250	547	340	60
Average Queue (ft)	159	166	309	222	333	227	3
95th Queue (ft)	247	253	454	288	582	381	34
Link Distance (ft)	410	410	410		525		
Upstream Blk Time (%)			4		5		
Queuing Penalty (veh)			11		0		
Storage Bay Dist (ft)				160		250	250
Storage Blk Time (%)	7			47	35	2	
Queuing Penalty (veh)	12			151	151	7	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	295	108	94	61	123	188	280	131	202	218
Average Queue (ft)	141	34	37	22	56	68	126	41	55	76
95th Queue (ft)	231	78	75	50	106	147	236	91	142	158
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	3		0			0		0	1	
Queuing Penalty (veh)	2		0			0		0	0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	93	64	80	52	7	20	47	9
Average Queue (ft)	43	18	23	17	0	1	12	1
95th Queue (ft)	77	47	54	44	5	8	37	7
Link Distance (ft)	794		874		619	619		251
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		100		85			100	
Storage Blk Time (%)		0	0	0				
Queuing Penalty (veh)		0	0	0				

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	168	228	144	194	175	185	219
Average Queue (ft)	49	113	53	79	92	79	95
95th Queue (ft)	117	192	102	156	164	162	186
Link Distance (ft)		544		1263	1263	619	619
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	2		0		1	
Queuing Penalty (veh)	0	3		0		0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	115	132	285	276	184	178	291	276	138	184	214	179
Average Queue (ft)	55	70	237	220	128	73	182	160	67	99	90	71
95th Queue (ft)	107	121	301	295	239	140	265	240	116	172	175	148
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			19	12	1							
Queuing Penalty (veh)			77	51	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				12	1		0			1	0	
Queuing Penalty (veh)				33	4		0			1	0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	146	157	229	228
Average Queue (ft)	62	79	80	108
95th Queue (ft)	120	139	176	198
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	0	1	
Queuing Penalty (veh)	0	0	1	

Zone Summary

Zone wide Queuing Penalty: 687

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.5	1.9	2.1	0.6	2.0	0.0	0.1	0.1	3.7	0.2	3.7
Total Del/Veh (s)	87.9	49.9	19.3	97.2	30.1	8.1	71.0	65.2	45.7	96.1	85.9	2.6

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	47.7

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.4	3.6	0.2	0.2	3.6	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	35.7	34.3	7.5	28.0	30.3	5.0	40.8	7.6	6.3	66.3	8.0	6.4

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.7

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	4.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	16.9	17.6	6.5	13.1	18.6	6.1	3.9	1.2	0.7	4.8	0.6	0.4

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.1

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.4	0.5	0.6	0.0	0.0	0.0	0.4
Total Del/Veh (s)	20.1	12.7	30.7	8.9	15.0	11.2	14.8

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.5	0.2	2.6	3.4	0.3	0.2	0.2	0.0	0.0
Total Del/Veh (s)	41.4	21.5	4.3	45.5	23.0	4.5	40.1	34.7	14.7	47.8	43.4	37.3

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	28.2

Total Zone Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	1112.3

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	136	493	1031	986	420	272	359	570	542	420	189	202
Average Queue (ft)	58	128	557	550	118	143	169	345	321	37	96	115
95th Queue (ft)	131	403	934	931	422	246	305	528	519	222	168	186
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			6	24		0	1	13	11		0	1
Queuing Penalty (veh)			9	39		2	5	41	13		0	0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	135	138	412	207	169	140
Average Queue (ft)	56	68	228	83	77	47
95th Queue (ft)	110	117	375	156	147	110
Link Distance (ft)	410	410	410		634	634
Upstream Blk Time (%)			1			
Queuing Penalty (veh)			1			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)	0			3	1	
Queuing Penalty (veh)	0			1	1	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	257	123	78	45	114	104	187	74	117	115
Average Queue (ft)	129	33	24	17	52	37	69	24	27	39
95th Queue (ft)	213	64	59	41	96	83	144	59	80	87
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	2		0						0	
Queuing Penalty (veh)	2		0						0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	T
Maximum Queue (ft)	77	45	65	29	6	42	11
Average Queue (ft)	34	12	21	2	0	7	0
95th Queue (ft)	63	38	52	16	4	31	8
Link Distance (ft)	794		874		631		251
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		85		100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	182	250	117	123	117	298	309
Average Queue (ft)	57	113	50	37	46	104	106
95th Queue (ft)	127	198	94	88	99	234	237
Link Distance (ft)		544		1263	1263	631	631
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	2				5	
Queuing Penalty (veh)	0	2				0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	73	84	266	228	182	135	267	229	85	198	234	111
Average Queue (ft)	22	28	163	137	46	55	151	122	38	122	52	43
95th Queue (ft)	55	64	244	213	116	107	234	203	68	196	146	92
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			5	2	0							
Queuing Penalty (veh)			13	4	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				2	0		0			3		
Queuing Penalty (veh)				2	0		0			2		

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	170	184	233	238
Average Queue (ft)	75	92	85	118
95th Queue (ft)	152	164	182	210
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	1	1	
Queuing Penalty (veh)	0	1	3	

Zone Summary

Zone wide Queuing Penalty: 142

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	7.2	5.9	7.7	2.2	0.6	2.1	0.0	0.0	0.1	3.3	0.5	3.1
Total Del/Veh (s)	105.8	99.6	57.1	156.5	53.7	16.9	76.2	86.1	82.6	109.9	85.3	3.4

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	3.2
Total Del/Veh (s)	84.6

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.4	3.6	0.2	0.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	61.5	56.3	10.2	27.3	32.1	15.7	45.8	30.5	45.0	58.9	14.2	12.3

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	28.6

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.2	4.1	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.1	34.2	17.5	23.0	41.7	9.9	8.6	2.2	2.2	11.2	0.9	0.7

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.8

4: Blake Road & 2nd Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.2	0.6	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	24.1	16.5	34.5	12.0	15.6	11.8	16.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.4	0.4	2.5	3.4	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	48.2	21.7	7.7	62.2	23.3	8.6	63.6	45.4	30.0	55.2	48.3	47.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	29.8

Total Zone Performance

Denied Del/Veh (s)	2.8
Total Del/Veh (s)	1138.8

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	338	974	1533	1528	420	373	552	757	717	420	207	266
Average Queue (ft)	199	449	1003	1010	226	228	275	432	428	166	96	135
95th Queue (ft)	311	1032	1608	1595	557	360	459	680	676	483	172	227
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)			6	5								
Queuing Penalty (veh)			0	0								
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			27	43		7	10	26	24		0	2
Queuing Penalty (veh)			119	95		46	67	90	49		0	3

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	320	281	426	250	561	519
Average Queue (ft)	185	179	382	227	318	236
95th Queue (ft)	276	260	482	283	560	457
Link Distance (ft)	410	410	410		634	634
Upstream Blk Time (%)	0		20		1	0
Queuing Penalty (veh)	0		64		0	0
Storage Bay Dist (ft)				160		
Storage Blk Time (%)	9			50	12	1
Queuing Penalty (veh)	18			75	31	0

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	B8	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	T	L	T	TR
Maximum Queue (ft)	408	213	106	72	170	420	543	33	186	294	303
Average Queue (ft)	192	52	39	23	59	123	272	3	48	94	113
95th Queue (ft)	379	163	78	57	114	282	577	28	105	227	253
Link Distance (ft)	738		1036			652	652	251		410	410
Upstream Blk Time (%)						0	1				
Queuing Penalty (veh)						0	5				
Storage Bay Dist (ft)		200		100	200				140		
Storage Blk Time (%)	14		1	0		1			0	2	
Queuing Penalty (veh)	12		0	0		1			0	1	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	112	62	67	61	10	47	22
Average Queue (ft)	50	22	26	15	0	11	1
95th Queue (ft)	92	52	56	45	6	36	10
Link Distance (ft)	794		874		631		251
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		85		100	
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 4: Blake Road & 2nd Street

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	LTR	L	T	TR	T	TR
Maximum Queue (ft)	184	282	165	200	223	239	278
Average Queue (ft)	65	134	66	93	107	107	122
95th Queue (ft)	149	228	124	171	193	205	233
Link Distance (ft)		544		1263	1263	631	631
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	160		200				
Storage Blk Time (%)	0	5		0		5	
Queuing Penalty (veh)	0	7		0		0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	129	141	288	292	184	254	342	297	173	195	285	233
Average Queue (ft)	57	75	253	242	142	92	221	191	75	117	108	79
95th Queue (ft)	110	124	299	303	242	184	315	277	135	194	225	171
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)		0	24	18	1							
Queuing Penalty (veh)		0	110	80	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				18	1		2			6	0	
Queuing Penalty (veh)				52	6		2			7	1	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	160	176	244	254
Average Queue (ft)	86	102	98	133
95th Queue (ft)	151	168	188	220
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	1	1	
Queuing Penalty (veh)	0	1	3	

Zone Summary

Zone wide Queuing Penalty: 948

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.5	1.9	2.1	0.5	2.0	0.0	0.0	0.0	3.8	0.2	3.6
Total Del/Veh (s)	87.0	57.6	21.5	73.8	29.1	7.1	71.8	67.3	39.2	89.6	88.1	2.5

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	48.4

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.3	3.8	0.1	0.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.8	34.2	7.0	33.1	29.3	5.9	41.7	6.7	4.6	68.1	6.9	5.2

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.0

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.0	16.8	5.9	11.5	10.3	5.5	6.3	1.3	0.9	3.3	0.5	0.3

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.1

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.4	0.3	0.5	4.1	0.6	0.2	0.4	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	19.2	22.5	12.5	26.0	25.5	5.3	30.1	10.7	7.6	35.7	12.8	8.9

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.5

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.4	0.2	2.7	3.5	0.3	0.3	0.1	0.0	0.0
Total Del/Veh (s)	41.0	22.6	4.6	48.5	23.5	4.5	41.4	32.8	14.0	41.4	35.9	27.9

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	27.1

6: Site Access 2 & Lake Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.7	2.1	0.3	4.5	2.9	1.5

Total Zone Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	1055.6

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	152	495	1044	1013	420	236	367	614	554	420	182	194
Average Queue (ft)	55	145	588	585	144	111	137	332	309	19	95	112
95th Queue (ft)	133	488	987	993	468	201	250	534	509	147	165	173
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			8	28			0	12	9		0	0
Queuing Penalty (veh)			11	44			0	33	10		0	0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	112	119	351	158	172	145
Average Queue (ft)	45	63	189	86	72	39
95th Queue (ft)	96	110	305	149	137	97
Link Distance (ft)	410	410	410		525	525
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				1	1	
Queuing Penalty (veh)				0	0	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	207	77	85	55	108	96	146	67	132	151
Average Queue (ft)	120	33	26	19	41	30	59	24	24	38
95th Queue (ft)	197	65	65	45	87	72	124	57	78	102
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	1		0						0	
Queuing Penalty (veh)	1		0						0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	NB	SB
Directions Served	LTR	L	TR	L	T	TR	L
Maximum Queue (ft)	74	56	67	32	4	8	40
Average Queue (ft)	31	23	25	3	0	0	7
95th Queue (ft)	59	51	54	17	3	4	28
Link Distance (ft)	794	136	136		634	634	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				85			100
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	141	197	69	65	98	113	118	109	200	221
Average Queue (ft)	43	96	33	24	42	37	50	20	81	92
95th Queue (ft)	100	172	63	52	80	81	96	64	173	182
Link Distance (ft)		544		464		1263	1263		634	634
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	160		100		200			140		
Storage Blk Time (%)	0	1	0	0					2	
Queuing Penalty (veh)	0	2	0	0					0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	67	86	277	244	182	124	252	225	82	197	184	112
Average Queue (ft)	16	31	157	131	48	53	148	118	36	115	36	38
95th Queue (ft)	46	67	239	211	127	107	226	206	68	192	101	87
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			4	1	0							
Queuing Penalty (veh)			10	3	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				1	0		0			2		
Queuing Penalty (veh)				1	0		0			1		

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	154	156	198	200
Average Queue (ft)	56	76	75	103
95th Queue (ft)	122	135	165	181
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	0	1	
Queuing Penalty (veh)	0	0	1	

Intersection: 6: Site Access 2 & Lake Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	45
Average Queue (ft)	2	26
95th Queue (ft)	18	47
Link Distance (ft)	1022	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 119

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.8	2.1	2.2	0.5	2.1	0.0	0.0	0.0	3.9	0.9	4.1
Total Del/Veh (s)	88.7	62.1	23.9	108.3	46.0	13.2	73.8	87.1	76.8	99.2	117.0	4.2

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	66.8

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.6	3.6	0.2	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.6	44.0	8.0	33.5	28.3	9.9	45.7	16.4	20.1	57.4	13.2	10.0

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.4

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.5	27.7	12.9	26.7	22.7	10.1	7.5	2.3	2.3	7.6	0.8	0.7

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.8

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.2	0.4	0.5	4.1	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.8	24.8	16.5	30.5	27.8	6.5	37.8	16.1	13.6	45.1	15.5	11.2

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.3

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.5	0.4	2.6	3.4	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	52.4	20.3	6.7	54.0	21.2	8.0	53.8	45.2	29.7	56.3	44.9	43.6

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	28.2

6: Site Access 2 & Lake Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.5	3.5	0.4	6.5	5.9	1.8

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	1032.0

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	301	457	994	996	420	289	572	650	607	420	195	246
Average Queue (ft)	178	253	632	637	186	168	203	373	351	81	93	119
95th Queue (ft)	277	578	1039	1046	525	265	343	575	555	318	171	207
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			8	30		0	0	19	17		0	2
Queuing Penalty (veh)			31	66		2	2	60	32		1	2

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	R
Maximum Queue (ft)	291	282	423	250	486	419	68
Average Queue (ft)	159	160	345	223	296	207	7
95th Queue (ft)	244	241	486	288	504	376	88
Link Distance (ft)	410	410	410		525	525	
Upstream Blk Time (%)			9		3	0	
Queuing Penalty (veh)			28		0	0	
Storage Bay Dist (ft)				160			250
Storage Blk Time (%)	5			43	28	4	
Queuing Penalty (veh)	9			61	66	2	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	305	165	97	68	135	206	291	175	249	290
Average Queue (ft)	161	42	42	24	58	80	150	49	72	88
95th Queue (ft)	275	119	86	56	110	165	272	119	183	204
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	5		1	0		0			1	
Queuing Penalty (veh)	5		0	0		0			1	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	111	83	91	50	21	62	18
Average Queue (ft)	46	28	30	14	1	18	1
95th Queue (ft)	89	63	65	40	8	48	8
Link Distance (ft)	794	136	136		634		251
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)				85		100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	180	267	62	44	150	241	263	124	204	247
Average Queue (ft)	55	126	22	14	58	102	130	36	88	109
95th Queue (ft)	132	219	50	40	116	195	229	83	181	211
Link Distance (ft)		544		464		1263	1263		634	634
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	160		100		200			140		
Storage Blk Time (%)	0	4	0			1			3	
Queuing Penalty (veh)	0	5	0			1			1	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	137	155	287	276	184	216	330	295	160	173	182	170
Average Queue (ft)	60	83	236	219	133	78	179	157	67	91	79	73
95th Queue (ft)	114	140	295	295	241	150	267	247	124	155	148	146
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)		0	18	11	1							
Queuing Penalty (veh)		0	75	48	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				11	1		1	0		0	0	
Queuing Penalty (veh)				30	5		1	0		0	0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	149	150	172	262
Average Queue (ft)	74	89	80	121
95th Queue (ft)	128	143	156	213
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	1	

Intersection: 6: Site Access 2 & Lake Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	30	35
Average Queue (ft)	4	22
95th Queue (ft)	23	45
Link Distance (ft)	1022	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 536

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.6	2.0	2.1	0.7	2.0	0.0	0.0	0.1	3.7	0.2	3.9
Total Del/Veh (s)	84.5	59.7	26.8	107.3	33.8	9.8	70.5	62.5	45.1	106.8	84.7	2.5

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	53.7

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.6	3.6	0.2	0.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.8	33.8	7.0	33.0	26.8	6.9	45.3	8.8	6.1	63.0	8.0	5.9

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.7

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	18.5	19.9	13.1	14.8	10.2	5.7	4.7	1.4	1.2	5.6	0.7	0.5

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.4

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.4	0.5	0.6	3.9	0.3	0.3	0.6	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	21.6	22.4	14.2	25.6	19.7	5.9	30.9	12.6	8.5	39.5	14.3	11.2

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	16.4

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.4	0.2	2.5	3.4	0.3	0.2	0.2	0.0	0.0
Total Del/Veh (s)	42.7	22.8	5.0	48.9	25.0	5.1	41.8	32.4	14.4	42.6	39.2	30.9

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	28.4

6: Site Access 2 & Lake Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	1.0	0.8	2.2	0.4	4.6	2.9	2.0

Total Zone Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	1109.5

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	150	814	1147	1184	420	276	504	707	686	420	216	232
Average Queue (ft)	58	139	656	661	182	173	197	378	362	82	124	142
95th Queue (ft)	130	460	1059	1074	517	269	338	603	596	348	204	219
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			10	30		0	1	16	15		1	3
Queuing Penalty (veh)			15	55		4	5	52	18		0	2

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T
Maximum Queue (ft)	143	129	419	203	183	147
Average Queue (ft)	51	64	248	100	84	48
95th Queue (ft)	107	112	387	175	157	111
Link Distance (ft)	410	410	410		525	525
Upstream Blk Time (%)			1			
Queuing Penalty (veh)			2			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				4	1	
Queuing Penalty (veh)				2	1	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	258	122	83	55	120	137	178	82	150	148
Average Queue (ft)	132	31	26	18	49	50	82	21	30	41
95th Queue (ft)	220	62	63	47	98	111	160	57	90	101
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	2		0			0		0	0	
Queuing Penalty (veh)	2		0			0		1	0	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	L	L	TR
Maximum Queue (ft)	102	56	76	28	59	4
Average Queue (ft)	36	21	34	3	12	0
95th Queue (ft)	73	50	63	18	43	3
Link Distance (ft)	794	136	136			251
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				85	100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	166	241	105	85	117	126	153	145	266	283
Average Queue (ft)	50	115	44	32	51	51	64	35	95	105
95th Queue (ft)	111	195	85	65	99	107	122	89	201	219
Link Distance (ft)		544		464		1263	1263		634	634
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	160		100		200			140		
Storage Blk Time (%)	0	2	1	0					3	
Queuing Penalty (veh)	0	2	1	0					1	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	80	99	268	252	183	179	263	243	92	192	161	112
Average Queue (ft)	23	36	178	151	61	59	165	138	41	126	40	41
95th Queue (ft)	59	74	266	230	159	125	243	222	78	198	109	90
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)			7	2	0							
Queuing Penalty (veh)			17	6	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				2	0		0			4		
Queuing Penalty (veh)				3	1		0			3		

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	166	174	191	209
Average Queue (ft)	89	103	83	120
95th Queue (ft)	161	168	162	199
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	1	0	
Queuing Penalty (veh)	0	1	1	

Intersection: 6: Site Access 2 & Lake Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	29	63
Average Queue (ft)	1	34
95th Queue (ft)	13	53
Link Distance (ft)	1022	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 194

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	13.0	11.5	12.4	2.3	0.8	2.2	0.0	0.0	0.0	70.3	66.4	59.6
Total Del/Veh (s)	117.2	106.3	63.5	252.7	51.1	16.6	76.6	99.0	86.9	194.9	178.3	20.8

1: Blake Rd/Aquila Ave & TH 7 Performance by movement

Movement	All
Denied Del/Veh (s)	12.5
Total Del/Veh (s)	104.2

2: Blake Rd & Cambridge St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.6	3.6	0.2	0.2	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.4	54.9	10.9	28.0	25.8	14.8	48.3	22.5	35.3	53.3	15.2	12.6

2: Blake Rd & Cambridge St Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.2

3: Blake Road & Lake Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	31.1	38.9	18.1	28.9	26.2	10.1	9.9	2.5	2.4	9.1	0.9	0.8

3: Blake Road & Lake Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.1

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.3	0.6	0.5	4.0	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	28.2	27.4	19.9	31.1	25.0	8.6	42.8	18.7	16.0	47.0	18.4	14.6

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	21.8

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.4	0.4	2.4	3.4	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	55.2	22.2	8.1	58.5	22.6	10.0	55.4	45.7	32.6	61.9	49.6	51.2

5: Blake Road & Excelsior Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	30.8

6: Site Access 2 & Lake Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	0.6	0.5	3.5	0.5	7.2	6.1	2.1

Total Zone Performance

Denied Del/Veh (s)	9.6
Total Del/Veh (s)	1261.7

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	350	975	1583	1574	420	427	598	1003	925	420	233	279
Average Queue (ft)	206	517	1102	1099	268	358	431	538	487	129	114	151
95th Queue (ft)	306	1128	1842	1828	589	516	659	992	918	418	195	257
Link Distance (ft)			1614	1614				1315	1315			
Upstream Blk Time (%)			11	8				1	0			
Queuing Penalty (veh)			0	0				0	0			
Storage Bay Dist (ft)	675	675			300	300	300			300	190	190
Storage Blk Time (%)			28	42		46	54	20	20		0	3
Queuing Penalty (veh)			123	114		304	358	77	41		0	4

Intersection: 1: Blake Rd/Aquila Ave & TH 7

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	R
Maximum Queue (ft)	374	349	425	250	552	526	204
Average Queue (ft)	195	193	393	243	496	386	34
95th Queue (ft)	327	310	479	269	648	613	198
Link Distance (ft)	410	410	410		525	525	
Upstream Blk Time (%)	1	0	19		48	4	
Queuing Penalty (veh)	2	0	64		0	0	
Storage Bay Dist (ft)				160			250
Storage Blk Time (%)	13			75	44	23	
Queuing Penalty (veh)	30			113	115	10	

Intersection: 2: Blake Rd & Cambridge St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	365	168	109	67	150	307	493	179	314	324
Average Queue (ft)	178	49	36	22	59	110	211	41	104	125
95th Queue (ft)	329	147	79	53	120	235	414	104	247	277
Link Distance (ft)	738		1036			652	652		410	410
Upstream Blk Time (%)							0			
Queuing Penalty (veh)							1			
Storage Bay Dist (ft)		200		100	200			140		
Storage Blk Time (%)	10		0	0	0	1		0	2	
Queuing Penalty (veh)	9		0	0	0	0		0	1	

Intersection: 3: Blake Road & Lake Street

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	101	82	65	62	8	39	69	17
Average Queue (ft)	50	26	30	15	0	2	21	1
95th Queue (ft)	89	61	57	44	6	15	53	11
Link Distance (ft)	794	136	136		634	634		251
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				85			100	
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	185	331	85	66	181	281	281	151	254	281
Average Queue (ft)	70	149	36	26	77	127	152	54	118	130
95th Queue (ft)	159	252	73	59	149	223	248	116	226	250
Link Distance (ft)		544		464		1263	1263		634	634
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	160		100		200			140		
Storage Blk Time (%)	0	6	0		0	1		0	7	
Queuing Penalty (veh)	0	8	0		0	1		1	5	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	154	162	284	292	184	207	303	287	184	198	240	196
Average Queue (ft)	73	88	252	244	145	87	207	188	90	116	97	86
95th Queue (ft)	133	143	301	308	242	158	295	278	151	191	187	160
Link Distance (ft)	184	184	184	184			1140	1140			607	607
Upstream Blk Time (%)	0	0	25	19	1							
Queuing Penalty (veh)	0	0	114	87	0							
Storage Bay Dist (ft)					185	280			350	175		
Storage Blk Time (%)				19	1		1			3	0	
Queuing Penalty (veh)				54	7		1			4	0	

Intersection: 5: Blake Road & Excelsior Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	174	188	236	260
Average Queue (ft)	99	112	100	144
95th Queue (ft)	169	176	188	233
Link Distance (ft)			1263	1263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165	165		
Storage Blk Time (%)	0	2	2	
Queuing Penalty (veh)	1	3	5	

Intersection: 6: Site Access 2 & Lake Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	40	55
Average Queue (ft)	4	27
95th Queue (ft)	23	49
Link Distance (ft)	1022	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1660

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.5	0.5	0.5	4.0	0.3	0.2	0.4	0.0	0.2	0.2	0.0	0.0
Total Del/Veh (s)	20.1	21.5	13.6	26.1	19.5	4.9	30.4	10.4	4.0	37.5	13.9	9.9

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	15.1

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	168	216	77	44	105	109	134	38	119	233	235
Average Queue (ft)	48	99	27	15	43	36	43	9	18	89	96
95th Queue (ft)	110	172	61	35	83	84	91	29	55	180	196
Link Distance (ft)		544		452		1263	1263			634	634
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	160		100		200			100	140		
Storage Blk Time (%)	0	2	0				1			2	
Queuing Penalty (veh)	0	2	0				0			0	

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.1	0.4	0.5	4.1	0.2	0.2	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	23.0	23.2	16.6	32.1	25.1	7.0	36.2	15.7	4.9	40.3	14.9	10.4

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.5

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	180	257	76	41	132	189	225	118	123	193	214
Average Queue (ft)	54	128	22	14	59	107	121	17	34	93	105
95th Queue (ft)	134	215	57	34	107	172	198	64	83	166	188
Link Distance (ft)		544		452		1263	1263			634	634
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	160		100		200			100	140		
Storage Blk Time (%)	0	5	0			0	10			3	
Queuing Penalty (veh)	0	6	0			0	6			1	

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.4	0.5	0.5	3.9	0.3	0.3	0.5	0.0	0.7	0.1	0.0	0.0
Total Del/Veh (s)	21.7	19.3	14.6	26.9	21.0	4.8	33.7	13.7	3.8	43.4	16.1	13.1

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	17.4

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	814.8

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	164	229	100	80	121	132	129	47	124	281	269
Average Queue (ft)	51	115	42	22	47	54	62	12	35	102	120
95th Queue (ft)	117	190	83	51	98	109	110	35	95	218	245
Link Distance (ft)		544		452		1263	1263			634	634
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	160		100		200			100	140		
Storage Blk Time (%)	0	2	1	0			1			5	
Queuing Penalty (veh)	0	3	0	0			1			1	

Zone Summary

Zone wide Queuing Penalty: 5

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.3	0.7	0.6	4.0	0.4	0.2	0.1	0.0	0.2	0.1	0.0	0.0
Total Del/Veh (s)	26.5	27.1	18.5	28.5	24.1	8.8	38.0	19.7	6.3	45.4	17.9	13.6

4: Blake Road & 2nd Street/Site Access 1 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.8

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	1257.4

Intersection: 4: Blake Road & 2nd Street/Site Access 1

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	185	277	76	82	209	253	258	220	146	248	268
Average Queue (ft)	70	146	28	18	75	131	147	37	51	119	133
95th Queue (ft)	159	242	63	54	146	225	241	127	112	221	244
Link Distance (ft)		544		452		1263	1263			634	634
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	160		100		200			100	140		
Storage Blk Time (%)	0	6	0	0	0	1	16		0	7	
Queuing Penalty (veh)	0	8	0	0	0	2	15		0	4	

Zone Summary

Zone wide Queuing Penalty: 29

December 7, 2021 City Council Report 2021-115

Preliminary Plat Review
Mile 14 on Minnehaha Creek Addition

Proposed Action: Staff recommends the following motion:

- Move to adopt Resolution 2021-078, approving the Mile 14 on Minnehaha Creek preliminary plat.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests approval of the Mile 14 on Minnehaha Creek preliminary plat. This 16.87-acre property is located on the west side of Blake Road between Lake Street Northeast and the Southwest Light Rail Transit/Cedar Lake Regional Trail corridor. The applicant proposes to plat the property into multiple parcels to facilitate future redevelopment. Based on the findings contained in this report, both the Planning & Zoning Commission and staff recommend approval of the preliminary plat, subject to the conditions detailed in the attached resolutions.

Primary Issues to Consider

- Background
- Community Comment
- Subdivision Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-078
- Mile 14 on Minnehaha Creek Preliminary Plat
- Master Development Plan
- Auditor's Subdivision #239

_____
Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: _____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The 16.87 subject property was originally platted as Lot 74, of Auditor's Subdivision Number 239 in 1929 (see attached plat). In the early 1950's Merchant Refrigerating Company constructed a cold storage warehouse on the site that operated until December 2017. In 2018, the Minnehaha Creek Watershed District (MCWD) and the City worked together to demolish the cold storage warehouse building to prepare the site for redevelopment.

In 2011, the MCWD acquired the site as a key element in the restoration of the Minnehaha Creek Greenway. MCWD's goal was to implement a regional stormwater improvement project on a portion of the site and restore more than 1,000 feet of creek frontage. MCWD identified that the stormwater improvement project could treat polluted stormwater from approximately 270 acres of surrounding area that flows into the creek.

Early in this process, MCWD and the City of Hopkins identified the potential to integrate a restored Minnehaha Creek with a transit-oriented, mixed-use development near the future Blake Road LRT Station of the METRO Green Line Extension (Southwest LRT). In January of 2021, MCWD and the City solicited interest in redeveloping the property through a request for letters of interest. After a thorough review process, MCWD and the City selected Alatus, LLC as the master developer in June of 2021.

In the summer of 2021, Alatus submitted a concept plan review application for the subject property. That concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD). Alatus offers this subdivision application to facilitate the redevelopment envisioned in the concept plan.

COMMUNITY COMMENT

Under state law, this subdivision application requires a public hearing. Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all property owners and residents within 500' of the subject property. In addition, a sign informing the public of the proposed project was placed on the site. These notices directed all interest parties that they could review the project plans on the City's website, send questions or comments to City Planner Jason Lindahl by mail, phone or email or attend the public hearing where they could learn about the project, ask questions and provide in person feedback to the Planning & Zoning Commission. As of the writing of this report, the City had received no comments or questions regarding this request. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

As part of the associated rezoning application, the applicant held a neighborhood meeting. That meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from that meeting are detailed in the associated rezoning staff report, but there were no comments or questions that directly related to the subdivision application.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-20) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public

hearing. During the public hearing, Bill Gleason of 33 Blake Road South asked if the subdivision application only addressed splitting up the site into individual lots or if it also addressed development of those sites. City Planner Jason Lindahl commented that the subdivision application only addressed splitting the property and that development on individual sites would be covered in the specific site plan review applications later on the agenda. After some general discussion, the Commission voted 7-0 to recommend the City Council approve the Mile 14 on Minnehaha Creek preliminary plat.

SUBDIVISION REVIEW

Subdivision approvals are considered quasi-judicial actions. As such, the City is acting as a judge to determine if the regulations within the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance are being followed. Generally, if the application meets these requirements, the subdivision application should be approved. The City also has the authority to add conditions to an approval that are directly related to the application.

Standards for reviewing subdivision requests are outlined in Chapter 100 of the City Code. This section of the Code details a two-step preliminary and final plats process for land subdivision. In this case, the Planning & Zoning Commission held public hearings to review both the preliminary and final plats concurrently. Tonight, the City Council will review the preliminary plat but the final plat will follow on December 21st to link it with the second reading of the rezoning ordinance.

Land Use & Zoning. The subject property is guided as Activity Center in the 2040 Comprehensive Plan. The Activity Centers future land use category surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The subject property is within the ¼ mile radius of the future Blake Road Station.

To implement the Activity Center future land use classification, Alatus has filed a separate application to rezone the subject property from I-2 General Industrial to Mixed Use. Staff finds this rezoning request consistent with the Activity Center future land use category. A more detailed review of the rezoning proposal can be found in the associated rezoning application. As such, the subdivision evaluation that follows reviews the property against the zoning standards in the Mixed Use district and any deviation allowed through the planned unit development (PUD). Staff recommends that a condition of subdivision approval requires the applicant to receive approval of their separate rezoning application.

Preliminary Plat Design. The applicant proposes to subdivide the existing 16.87 acre property into a series of parcels, public right-of-way and outlots for future redevelopment. Under the plan, Outlots A and B totaling 4.12 acres would be retained by the MCWD for creek restoration and stormwater management while the remaining 12.75 acres would be sold to Alatus for redevelopment.

The plat illustrates 6 parcels, 4 outlots and a right-of-way for a new public street (see table below). The new public road will extend east and north from the existing intersection at Blake

Road and 2nd Street Northeast through the development and connect with Lake Street Northeast. There are also several drainage & utility easements on the site that are necessary to accommodate pedestrian walkways, water features and the Minnehaha Creek. It should also be noted that there is a temporary construction easement in favor of the Metropolitan Council over the southern end of Lots 3 and 4, Block 1. A condition of approval will require the applicant to coordinate their development schedule with Metropolitan Council's Southwest LRT construction schedule.

Mile 14 on Minnehaha Creek		
Description	**Square Feet**	**Acres**
Lot 1, Block 1	5,144	0.12
Lot 2, Block 1	40,920	0.94
Lot 3, Block 1	111,532	2.56
Lot 4, Block 1	150,396	3.45
Lot 1, Block 2	63,359	1.45
Lot 2, Block 2	58,306	1.34
Outlot A	112,896	2.59
Outlot B	66,695	1.53
Outlot C	69,070	1.59
Right-of-Way Dedication	56,736	1.30
Creek Area	23,305	0.53
Net Property Area (No ROW or Creek)	655,014	15.04
Total Property Area	735,014	16.87

The legal description and sizes of all the proposed parcels are detailed in the table above. While all of these parcels will be subdivided as part of the plat, Outlots A and B will be retained by the MCWD for creek restoration and stormwater management and Outlot C will be retained by Alatus for a planned future townhome development.

According to the City's Subdivision Regulations, Outlots are a parcel of land, included in a plat, which are one or more of the following:

- Smaller than the minimum size permitted for lots and which is thereby declared unbuildable until combined through platting with additional land;
- A parcel of land which is included in a plat and which is at least double the minimum size and which is thereby subject to future platting prior to development;
- A parcel of land which is included in a plat and which is designated for public or private open space, right-of-way, utilities or other similar purposes.

Generally, an outlot is unbuildable and no permits to construct upon or improve an outlot may be issued. Accordingly, Outlot C cannot be developed until it has been subdivided into specific lots and block in accordance with the approved Mixed Use zoning standards and any deviation approved through the planned unit development (PUD).

The balance of the site is planned to be platted into 6 separate lots in 2 different blocks. Block 1 includes 4 parcels which are planned to include a boathouse, central plaza with 2 commercial pads and dedicated privately owned public space, and 2 separate parcels for multiple unit residential buildings. Similarly, Block 2 includes 3 parcels which are planned to include 2

separate lots for multiple unit residential buildings and an outlot for a future townhouse development. Development of the lots created as part of this subdivision is subject to separate rezoning and site plan review approvals.

Streets and Access Standards. The plat illustrates that the developer will dedicate approximately 1.30 acres of right-of-way to the City of Hopkins for a new public street. The street will be owned and maintained by the City of Hopkins from curb to curb. Areas between the development sites and the curb on either side of the street will be maintained by the property owner.

The new street will extend east and north from the existing intersection at Blake Road and 2nd Street Northeast through the development and connect with Lake Street Northeast. Individual curb cuts or private driveways will extend from the public street and provide access to the individual development sites. With the primary access to this site coming from the Blake Road and 2nd Street Northeast intersection, the developer will be required to apply for and receive all necessary permits from Hennepin County prior to issuance of a grading permit from the MCWD or any building permits from the City of Hopkins.

Park and Open Space Standards. With any subdivision, the City has the ability to collect park dedication in the form of land or a fee-in-lieu. The current park dedication fee for multiple family residential subdivisions is $3,000 per unit while the commercial fee is an amount equal to five (5) percent of the fair market value of the commercial land as estimated by the county assessor. The applicant will be required to pay park dedication for the number of units and amount of commercial space in each development site at the time of building permit.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Site A and offer the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater, water quality, and construction permit requirements satisfies City of Hopkins requirements.
- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

ALTERNATIVES

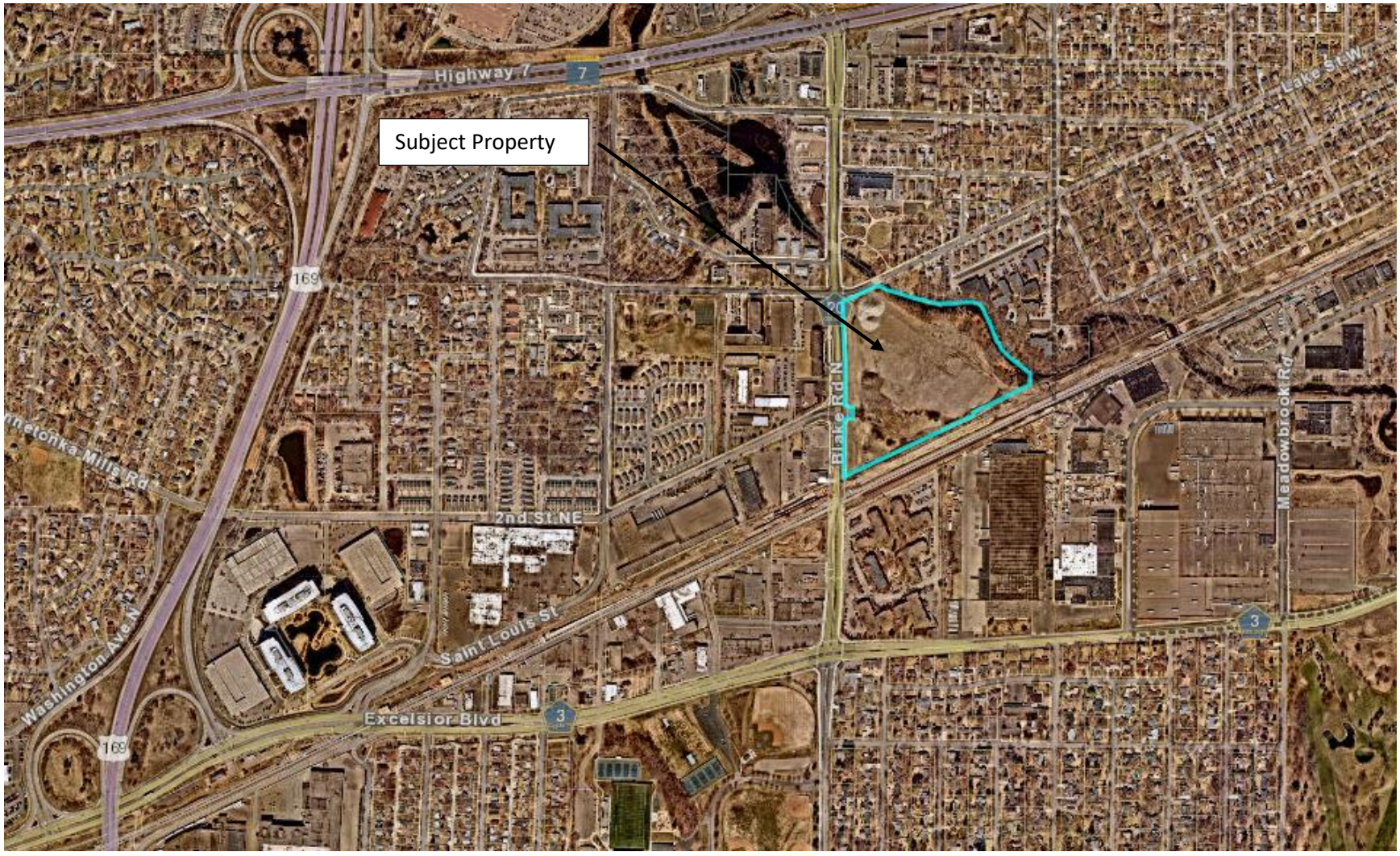
1. **Vote to approve the preliminary plat**. By approving the preliminary plat application, the City Council will approve the preliminary design of the Mile 14 on Minnehaha Creek plat and the final plat will move forward for consideration during the December 21, 2021 City Council agenda.

2. **Vote to deny the preliminary plat**. By denying the preliminary plat application, the City Council will not approve the preliminary design of the Mile 14 on Minnehaha Creek plat and

the final plat will not move forward for consideration during the December 21, 2021 City Council agenda. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council finds that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-078

A RESOLUTION APPROVING THE PRELIMINARY PLAT FOR MILE 14 ON MINNIHAHA CREEK

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated preliminary plat application to subdivide the property at 325 Blake Road North with PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated application based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves the Mile 14 on Minnehaha Creek preliminary plat to subdivide the property at 325 Blake Road North with PID 9-117-21-14-0002, subject to the conditions listed below.

1. Rezoning of the subject property from 1-2, General Industrial to Mixed Use with a Planned Unit Development (PUD).
2. Execution of a Planned Unit Development Agreement in a form acceptable to the City Attorney.
3. Approval of the associated final plat and conformance with all related conditions.
4. Payment of all applicable development fees including, but not limited to, attorney's fees and park dedication. All development fees except park dedication shall be paid prior to execution of the

planned unit development agreement. Park dedication fees shall be paid prior to issuance of a building permit for each individual parcel.

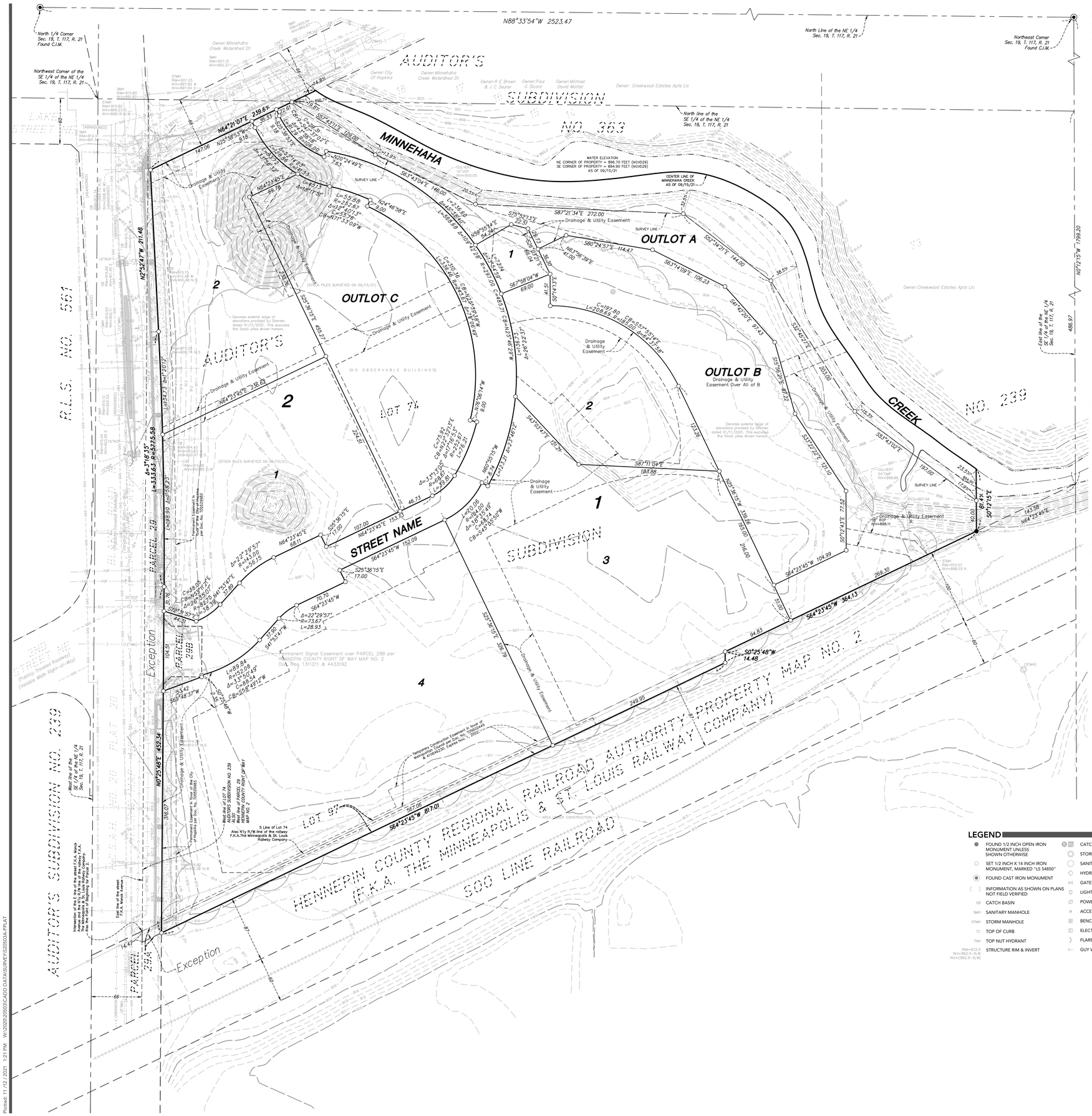
5. Development of any individual lot created by this subdivision shall require separate site plan approval.
6. Development of Outlot C shall require separate subdivision approval consistent with the approved zoning and planned unit development.
7. Conformance with all requirements of the City Engineer.
8. Conformance with all requirements of Hennepin County.
9. Approval of the development by the Minnehaha Creek Watershed District and conformance with all related conditions.
10. Approval of the associated Environmental Assessment Worksheet (EAW).
11. Submission and review of a title commitment by the City Attorney and adherence to conditions.
12. Additional easements shall be recorded as required by the City Attorney.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk


N88°33'54"W 2523.47
North 1/4 Corner Sec. 19, T. 117, R. 21 Found C.I.M.
Northwest Corner of the SE 1/4 of the NE 1/4 Sec. 19, T. 117, R. 21
North Line of the NE 1/4 Sec. 19, T. 117, R. 21
Northeast Corner Sec. 19, T. 117, R. 21 Found C.I.M.
North line of the SE 1/4 of the NE 1/4 Sec. 19, T. 117, R. 21
East line of the SE 1/4 of the NE 1/4 Sec. 19, T. 117, R. 21
N0°12'15"W 1329.20
486.97
AUDITOR'S SUBDIVISION NO. 383
AUDITOR'S SUBDIVISION NO. 239
MINNEHAHA CREEK
OUTLOT A
OUTLOT B
Drainage & Utility Easement Over All of B
OUTLOT C
Drainage & Utility Easement
STREET NAME
(Public Traveler Roadway) (Variable Width Right-of-Way)
PARCEL 29
PARCEL 29A
PARCEL 29B
Exception
Exception
LOT 97
LOT 74
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY PROPERTY MAP NO. 2
(F.K.A. THE MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY)
SOO LINE RAILROAD
Permanent Easement In favor of Hennepin County per Doc. No. 10052983
Permanent Signal Easement over PARCEL 29B per HENNEPIN COUNTY RIGHT OF WAY MAP NO. 2 Doc. Nos. 1311211 & 4433192
Temporary Construction Easement in favor of Hennepin County per Doc. No. 10955445 and Agmt. # 3104642R3 Expires April 1, 2022
Denotes exterior edge of elevations provided by Stantec dated 01/11/2021. This excludes the Stock piles shown hereon.
(STOCK PILES SURVEYED ON 09/15/21)
(NO OBSERVABLE BUILDINGS)
WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21
CENTER LINE OF MINNEHAHA CREEK AS OF 09/15/21
SURVEY LINE
Owner: Minnehaha Creek Watershed Dt
Owner: City Of Hopkins
Owner: Creekwood Estates Apts Llc
Owner: R E Brown & J C Saurer
Owner: Poul C Sicard
Owner: Michael David Matter
Owner: Creekwood Estates Apts Llc
Intersection of the E line of the street F.K.A. Minch Avenue and the N'ly R/W line of the railway F.K.A. The Minneapolis & St. Louis Railway Company. Also the Point of Beginning for Parcel 29.
East line of the street F.K.A. Minch Avenue
West line of the E 1/2 of the NE 1/4 Sec. 19, T. 117, R. 21
West line of LOT 74 AUDITORS SUBDIVISION NO. 239
West line of PARCEL 29 HENNEPIN COUNTY RIGHT OF WAY MAP NO. 2
S Line of Lot 74 Also N'ly R/W line of the railway F.K.A.The Minneapolis & St. Louis Railway Company
N64°21'07"E 239.61
S64°23'45"E 68.11
S64°23'45"W 152.09
S64°23'45"W 104.59
S64°23'45"W 364.13
S64°23'45"W 817.01
S64°23'45"W 367.06
S64°23'45"W 249.95
S50°25'48"W 14.48
N25°38'53"W 318
N64°23'45"E 239.68
N64°23'45"E 153.33
N64°23'45"E 107.00
N64°23'45"E 68.11
N64°23'45"E 143.58
S25°36'15"E 17.00
S25°36'15"E 455.27
S25°36'15"E 328.79
S50°21'15"E 81.41
S50°21'15"E 77.52
S50°21'15"E 269.30
N25°52'47"W 211.48
N0°25'48"E 452.34
N0°25'48"E 316.07
S64°23'45"E 238.69
S64°23'45"E 224.31
S64°23'45"E 107.00
S64°23'45"E 104.59
S64°23'45"E 94.83
S64°23'45"E 249.95
S64°23'45"E 269.30
S64°23'45"E 364.13
S64°23'45"E 817.01
S64°23'45"E 367.06

townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 110 spaces

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

BUILDING C 15 story	187 units	854 s.f.
5 story	155 units	794 s.f.

PARKING - 7 levels-520 spaces

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	187 units	15 story	854 s.f
Building C-Wrap	155 units	5 story	794 s.f
Building D	162 units	5 story	841 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	761 units		



0 40 80 120
SCALE: 1" = 40'

NORTH

OVERALL SITE PLAN LEGEND

HARDSCAPE

- ARTIFICIAL TURF
- DECKING
- BRIDGE
- CONCRETE PAVING
- CONCRETE PAVING - VEHICULAR
- DECORATIVE CONCRETE PAVING
- CONCRETE UNIT PAVERS
- CONCRETE UNIT PAVERS - VEHICULAR
- PERMEABLE CONCRETE UNIT PAVERS
- PERMEABLE CONCRETE UNIT PAVERS - VEHICULAR
- LIMESTONE UNIT PAVERS
- LIMESTONE FLAGGING
- CUT LIMESTONE TIERED BLOCKS
- CRUSHED AGGREGATE

LANDSCAPE

- LANDSCAPE PLANTING AREA
- STORMWATER PLANTING AREA
- TURF GRASS
- DECIDUOUS TREE
- ORNAMENTAL TREE
- EVERGREEN TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- PERGOLA
- WATER / WATER FEATURE

OVERALL SITE INFORMATION

SITE AREA:	543,446 sf
BUILDING FOOTPRINT:	224,881 sf (43%)
HARDSCAPE / MPERVIOUS AREA:	185,168 sf (34%)
LANDSCAPE / PERVIOUS AREA:	123,397 sf (23%)
TREES:	316
SHRUBS:	3,066
GROUNDCOVER:	51,500 sf

BUILDING D 5 story	162 units	841 s.f.

PARKING - 5 levels- 277 spaces

325 BLAKE ROAD N
HOPKINS, MN

ALATUS LLC
80 S 8th ST. STE. 4155
MINNEAPOLIS, MN 55402

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

DF/ DAMON FARBER LANDSCAPE ARCHITECTS
310 South 4th Avenue Suite 7050
Minneapolis, MN 55415 p: 612.332.7522

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. In the event of unauthorized reuse, additions or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

10/22/21	CITY SUBMITTAL
10/29/21	CITY RESUBMITTAL
11/15/21	CITY RESUBMITTAL

PROFESSIONAL SIGNATURE

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.

QUALITY CONTROL

DF/ Project No.	19-199B
Project Lead	JM
Drawn By	AM/JH
Checked By	JM/TW
Review Date	

SHEET INDEX

MASTER DEVELOPMENT PLAN

L1-1

Plotted: 11 /15 / 2021 1:45 PM By: Jeff Miller File: J:\2020 Projects\20-199B 325 Blake Road - Alatus\0 CAD\20-199B_PUD

COMPARED BY

Original 1555682

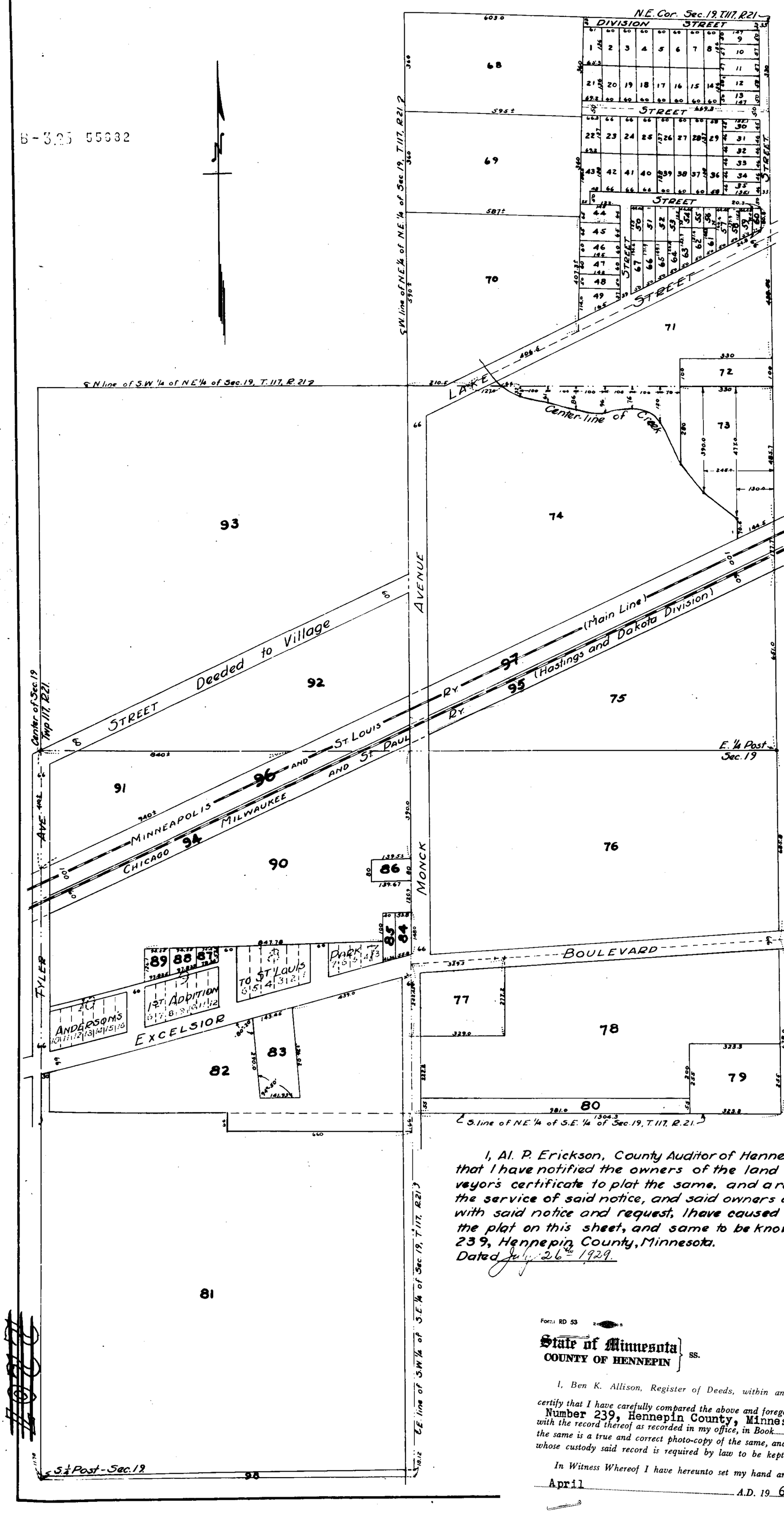
AUDITORS SUBDIVISION NUMBER 239

HENNEPIN COUNTY MINNESOTA.

Scale: 1 inch = 200 feet.

Registered Vol. 63 Pg. 20243
" 77 Pgs 24631 + 24632
" 112 " 35838 + 36105
" 27 " 8364
" 33 " 10389
" 116 " 37374
" 131 Pgs 44072 + 44073

B-3.25 55682



OFFICE OF REGISTER OF DEEDS
HENNEPIN COUNTY, MINNESOTA

I Hereby Certify, That the within Plat of Auditor's Subdivision Number 239 Hennepin County Minnesota was filed in the office for record this 23rd day of August A. D., 1929 at 1 o'clock P M and was duly Recorded in Book 108 of Plats, Page 40

August W. Stolz
Register of Deeds.

By I. E. Peterson Deputy.

I hereby certify that in accordance with Section 2219, Chapter 11, General Statutes of 1923, and in accordance with the order of the County Auditor of Hennepin County, Minnesota, I have platted the following described land in the County of Hennepin and State of Minnesota. To wit: The N.E. 1/4 of the N.E. 1/4; the S. 1/2 of the N.E. 1/4; the N. 1/2 of the S.E. 1/4; and the S.W. 1/4 of the S.E. 1/4, all in Section 19, Township 117, Range 21, excepting therefrom lots 3 to 7 inclusive in Block 7, all of Block 8, lots 6 to 12 inclusive, Block 9, and lots 10 to 16 inclusive Block 10, all in Anderson's 1st. Addition to St. Louis Park, according to the recorded plat thereof, that the plat on this sheet is a correct delineation of said platting, and to be known as Auditors Subdivision Number 239, Hennepin County, Minnesota, and that all distances are shown in feet and decimals of a foot.

Dated July 24th 1929

John W. Shaffer
County Surveyor
Hennepin County, Minn.

87129

OFFICE OF REGISTRAR OF TITLES
HENNEPIN COUNTY, MINNESOTA.

I Hereby Certify, That the within Plat of Auditors Subdivision Number 239 Hennepin County Minnesota was filed in this office this 8 day of Aug A. D. 1929 at 2:30 o'clock PM and was duly filed in Book ... of Plats, Page ...

August A. Stolz
Registrar of Titles.

By I. E. Hann Deputy.

I, Al. P. Erickson, County Auditor of Hennepin County, Minnesota, hereby certify that I have notified the owners of the land described in the foregoing County Surveyor's certificate to plat the same, and a reasonable time having elapsed since the service of said notice, and said owners of said land having failed to comply with said notice and request, I have caused same to be platted in accordance with the plat on this sheet, and same to be known as Auditor's Subdivision Number 239, Hennepin County, Minnesota.

Dated July 26th 1929.

Al. P. Erickson
County Auditor
Hennepin County, Minn.

Form RD 53

State of Minnesota
COUNTY OF HENNEPIN } ss.

OFFICE OF
Register of Deeds

I, Ben K. Allison, Register of Deeds, within and for said County of Hennepin and State of Minnesota, do hereby certify that I have carefully compared the above and foregoing copy of original plat of Auditor's Subdivision Number 239, Hennepin County, Minnesota. Doc#1555682 *with the record thereof as recorded in my office, in Book* 108 *of* Plats *page* 40 / *and that the same is a true and correct photo-copy of the same, and of the whole thereof, and I do further certify that I am the officer in whose custody said record is required by law to be kept.*

In Witness Whereof I have hereunto set my hand and official seal this 23rd *day of* April *A.D. 19* 64

Ben K. Allison
Register of Deeds, County of Hennepin, State of Minnesota.
BY ... DEPUTY

December 7, 2021 City Council Report 2021-116

325 Blake Road Site A Site Plan Review

Proposed Action: Staff recommends the City Council adopt the following motions:

- Move to adopt Resolution 2021-079 approving the site plan for 325 Blake Site A, subject to conditions.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests site plan approval for Site A within the overall 325 Blake Road redevelopment. Site A includes a 6-story, 112-unit affordable housing multiple unit building. Site A is proposed on Lot 2, Block 2 of the newly created Mile 14 on Minnehaha Creek Addition. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Based on the findings in this report, both the Planning & Zoning Commission and staff recommend approval of the site plan for Site A subject to the conditions detailed in the attached resolutions.

Primary Issues to Consider

- Background
- Site Plan Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-079
- Plans and Building Elevations
- Applicant's Narrative
- Neighborhood Meeting Comments

_____

Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: ____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The attached Applicant's Project Narrative provides a detailed summary of all the various components of the 325 redevelopment project. Generally, Alatus intends to redevelop approximately 12.75 acres of the nearly 17-acre site with the remaining property to be retained by the MCWD for stormwater management and creek restoration. The applicant proposes to redevelop their portion of the property into a mixed use, transit-oriented development near the future Blake Road light rail transit station. The applicant proposes a two-phased redevelopment consisting of approximately 833 housing units targeted to owners, renters (both affordable and market rate) and seniors in both multiple unit buildings and townhome units. Features of the development include an overall design focus to connect both residential and the public with the Minnehaha Creek, a mix of housing types and affordability levels, a mix of residential and commercial uses at transit supportive densities, an enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity, sustainability components, enhance stormwater management and shared parking.

Site A is proposed on Lot 2, Block 2 of the newly created Mile 14 on Minnehaha Creek Addition. Site A is proposed to contain a 6-story, 112-unit Low Income Housing Tax Credit (LIHTC) multiple unit apartment building. This income restricted building will be available for those making between 50% and 60% of the Area Median Income. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Residents of this building will have use of the on-site community building located directly behind their building as well as access to the common areas throughout the site and the exercise facility on Site C. Other notable features of Site A include:

- A minimum of 10% of the 110 parking spaces will have electric vehicle charging stations
- Rooftop solar energy system
- High efficiency appliances
- Community club house
- Entry plaza with public art

Review Process to Date. The review process for this project to date included both a concept plan review with a neighborhood meeting and Environmental Assessment Worksheet (EAW). The concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD).

The EAW is being reviewed concurrently with the land use approvals for this project. Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in the EAW, the City finds that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. The collection of land use applications (subdivision, rezoning and PUD and individual site plans) are subject to approval of the EAW.

Neighborhood Meeting. As part of the associated rezoning application, the applicant was required to hold a neighborhood meeting. This meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from this meeting are attached as a reference and detailed in the associated rezoning staff report.

Community Comment. Under state law, site plan review applications require a public hearing.

Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to City Planner Jason Lindahl by mail, phone or email or to attend the public hearing where they could learn about the request, ask questions and provide feedback. As of the writing of this report, the City had received one email comment from Dale Johnson regarding this request (attached). Mr. Johnson's questions focused comparison between the Trilogy Blake Road Station and the 325 Blake Road projects, snow removal, and concerns over long term developer accountability. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-21) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public hearing. During the public hearing, Pat Beddor of 220 Ashley Road asked questions about both parking and why affordable units were concentrated in this building. The applicant responded that they plan to revise Site A to provide additional parking to meet the City's parking requirements within the site (see parking section below). The applicant went on to describe the Low Income Housing Tax Credit (LIHTC) finance process that requires competitive development proposals to maximize the number of affordable units in each project which results in concentrating affordable units within a particular building. After some additional general discussion, the Commission voted 7-0 to recommend the City Council approve the site plan for 325 Blake Road Development Site A.

SITE PLAN REVIEW FOR SITE A

Standards for reviewing site plan applications are detailed in Article IV of the City Code. This section establishes the site plan review procedure and provides regulations pertaining to the enforcement of site design standards. These procedures are established to promote high quality development that ensures long-term stability of residential neighborhoods and enhance the built and natural environments within the City as new development and redevelopment activities occur. In this case, site plan review is required to review construction of a new building. Staff has reviewed the proposed development against the zoning regulations for the Mixed Use district. Staff's review and findings for each of these regulations are detailed below.

Land Use & Zoning. The subject property is guided as Activity Center in the 2040 Comprehensive Plan. The Activity Centers future land use category surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The subject property is within the ¼ mile radius of the future Blake Road Station and has a density of 77 units/acre.

To implement the Activity Center future land use classification, Alatus has filed a separate application to rezone the subject property from I-2 General Industrial to Mixed Use. Staff finds this rezoning request consistent with the Activity Center future land use category. A more detailed review of the rezoning proposal can be found in the associated rezoning application. As

such, this site plan review for Site A evaluates the property against the zoning standards in the Mixed Use district and any specific deviations granted through the planned unit development. Staff recommends that a condition of site plan approval require the applicant to also receive approval of the separate rezoning application.

Height. The applicant's plans call for the height of the building on Site A to exceed the Mixed Use district standard. The Mixed Use district height standards for the Blake Road Station Area allows 3-4 stories for residential structures and 5-6 stories for mixed use buildings. Physically, the overall height of the building is 6-stories because of the partially exposed garage level along the north (Lake Street Northeast) side. As seen from Blake Road, the building will appear to have 5 stories. From an overall design perspective, the greater height is necessary to achieve the transit supportive densities called in the Activity Center future land use category of the 2040 Comprehensive Plan. The increased height of this building is acceptable under the planned unit development as the overall development site will include substantial open space, Outlot C is planned to include 3-story townhouse units and Lot 2, Block 1 is planned to include 1-story commercial buildings.

Floor to Area Ratio (FAR). As designed, the Floor to Area Ratio (FAR) for site A meets the standard of the Mixed Use district. Floor to Area Ratio (FAR) is a measurement of density calculated by dividing the floor area of a building by the lot area of the parcel on which the building is located. In the Blake Road Station Area, the FAR standard is a minimum of 2 and a maximum of 3 for residential buildings and a minimum of 3 and a maximum of 5 for mixed use buildings. With a proposed FAR of 2.0, the building on Site A conforms to the Mixed Use district FAR standard for residential buildings.

Setbacks. As designed, the building on Site A meet the setback standards for the Mixed Use district on only the front (west) side of the building. The table below compares the required and proposed setbacks for Site A. It demonstrates the site meets the front (west) side setback along Blake Road North. However, setbacks on the other 3 sides of the building exceed the Mixed Use district standards. This design results in additional pedestrian and landscape area and is acceptable under the overall planned unit development.

Setback Review for Blake Road Station – Site A			
Setback	**Standard**	**Proposed**	**Status**
Front (West)	15' – 25'	20.3'	Conforming
Side (North)	5-15'	22'	+7 Non-Conforming
Side (South)	10'	18.6'	+8.6' Non-Conforming
Rear (East)	10'	17.4'	+7.4' Non-Conforming

Off-Street Parking & Travel Demand Management. Overall, the applicant's traffic impact analysis study for the entire 325 Blake Road site confirms the City's off-street parking requirements and the number of parking stalls proposed by the developer are adequate. However, a specific review of Site A finds the proposed off-street parking does not meet the requirements of the Mixed Use district. The Mixed Use district requires residential uses provide a minimum of 1 and a maximum of 1.5 enclosed parking stalls per unit and 1 guest stall per 15 units. Using these standards, the 112 unit building proposed for Site A is required to provide at least 120 off-street parking stalls and 124 enclosed stalls are proposed. It should be recognized that nearby on-street parking could supplement the parking provided on-site.

Bicycle Parking. Site A exceeds the bicycle parking standards for the Mixed Use district. For multifamily residential uses, the Mixed Use district requires 1 long-term space per 2 units and 1 short-term spaces per 20 units. With this standard, Site A must provide 55 long-term and 6 short-term spaces or a total of 61 bicycle parking spaces. The number of bicycle parking stalls provided on Site A is different on the plan and in the narrative. The applicant shall revise their plans prior to action on this item by the City Council to consistently demonstrate Site A will have at least 55 long-term and 6 short-term bicycle parking stalls and the short-term bicycle parking stalls shown on the northwest corner of the building shall be relocated closer to an entrance to the building. And the exterior bicycle parking stalls shall be relocated so they are in close proximity to a primary entrance.

Shadow Study. The Mixed Use district requires a shadow study for all buildings four stories or higher and the applicant has included this study with their plans. According to the Mixed Use district standards, the shadow study must indicate the shadows cast at the shortest and longest days of the year. Impacts of a shadow on the surrounding property may be a reason to lower and/or adjust the location or height of buildings. Staff review of the shadow study finds little to no impact on adjacent properties even with the additional height to 6-stories allowed through the PUD.

Exterior. Exterior materials proposed for Site A do not meet the standards of the Mixed Use district. The proposed exterior materials for the building on Site A are summarized in the table below. The Mixed Use district requires the primary exterior treatment of walls facing a public right-of–way or parking lot on a structure shall be brick, cast concrete, stone, marble or other material similar in appearance and durability. Regular or decorative concrete block, float finish stucco, EIFS-type stucco, cementitious fiberboard, or wood clapboard may be used on the front façade as a secondary treatment or trim but shall not be a primary exterior treatment of a wall facing a public right-of-way. Staff interprets primary to be at least 65 percent and secondary to not exceed 35 percent of the side of a building.

Site A Exterior Materials				
Material	**North Lake Street**	**South Pedestrian Way**	**East Pedestrian Way**	**West Blake Road**
Brick	61%	18%	25%	35%
Cast Stone	19%	14%	29%	10%
Metal Panel	0%	28%	13%	35%
Fiber Cement Panel-Reveal System	20%	40%	29%	20%
Total	100%	100%	100%	100%

Since the Planning & Zoning Commission meeting, the applicant has revised the exterior materials as detailed in the table above. These changes include additional brick on the north, east sides, redistributing brick along the west side and enhancements to the pedestrian access on the north side of the building along Lake Street Northeast. Overall, these deviations in materials are acceptable on the planned unit development agreement.

Building Orientation. Site A exceeds the building orientation standards of the Mixed Use district. Buildings within the Mixed Use district must be oriented toward the pedestrian by

providing a direct link between each building and the pedestrian walking system, with emphasis on directing people to a transit station. The applicant's plans for Site A show the building will have pedestrian connections to the City's existing sidewalk system along Blake Road and Lake Street Northeast. Site A will also have direct access to both the east/west and north/south pedestrian spines that provide an enhanced public realm and pedestrian and bicycle access to the development, Minnehaha Creek, the Cedar Lake Regional Trail and the Blake Road light rail transit station.

Façade. The building on Site A meets the façade articulation standards of the Mixed Use district. These standards require the primary street side façades of a building shall not consist of unarticulated blank walls, flat front facades or an unbroken series of garage doors. The front of a building shall be broken up into individual bays of a minimum of 25 feet and maximum of 40 feet wide. In this case, the primary street facades of the building are the north and west elevations. These are articulated through a combination of elevation and roofline variation, breaks in materials and balconies.

Transparency & Fenestration. The building on Site A meets the transparency & fenestration standards of the Mixed Use district. The Mixed Use district requires at least 30 percent fenestration for windows above the first floor for all sides that abut a public right-of-way. For Site A, that applies to the north and west sides of the building. According to the applicant, the north side of the building has 30 percent fenestration while the west side has 34 percent.

Sidewalks. Site A meets the sidewalk standards of the Mixed Use district. The Mixed Use district requires a minimum 5-foot wide sidewalk along the frontage of all public streets and within and along the frontage of all new development or redevelopment. As noted in the Building Orientation section above, the applicant's plans for Site A show an enhanced pedestrian realm and sidewalks along the south and east sides of the building through the abutting pedestrian spines.

Landscaping. The applicant's plans have yet to demonstrate conformance with the Mixed Use district's landscape standards. This standard requires sites in excess of $4 million to provide landscape improvements equal to 1 percent of the project's value plus 0.10 of the value over $4 million. The applicant shall provide detailed landscape and planting plans demonstrating compliance with these standards.

Staff recommends a condition of approval require the applicant to provide a landscape and pedestrian/streetscape letter of credit in a form acceptable to the City Attorney for 125% of the value of all improvements. The City will hold the letter of credit until the plantings have survived at least one growing season and the applicant has installed the pedestrian/streetscape improvements.

Pedestrian/Streetscapes. The Mixed Use district requires pedestrian streetscape improvements along all sidewalks. Pedestrian improvements of at least 25 percent of the landscaping budget shall be included in the development. These improvements shall create a high quality pedestrian experience through the provision of benches, planters, drinking fountains, waste containers, median landscaping and the like. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees,

residents, and customers. The applicant's plans appear to meet these standards. Staff recommends a condition of approval require the applicant to provide more detailed streetscape information demonstrating compliance with this standard prior to execution of the planned unit development agreement.

Signs, Canopies and Awnings. The site plan for Site A does not include a sign plan. All signs must be approved through a separate administrative permit subject to conformance with the standards of the Mixed Use district and sign regulations contained in Article XXI - Signs.

Trash Enclosure. The applicant plans to store trash containers within the underground parking garage. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.

Exterior Lighting. The applicant's plans for Site A do not include exterior lighting or photometric plans. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. Staff recommends a condition of approval require the applicant submit and receive approval of a detailed lighting and photometric plan for Site A prior to action on this item by the City Council. This plan shall include both pedestrian-scale street lights (no greater than 12' in height) as well as all building exterior lighting, light fixture spec sheets and photometric data.

Stormwater Treatment. The applicant's narrative includes stormwater treatment information that indicates it exceeds both the City's and Minnehaha Creek Watershed District's (MCWD) standards. According to the applicant, building A treatment is part of a more comprehensive approach to stormwater developed described in the PUD for the entire 325 Blake Road redevelopment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. A condition of approval shall require the applicant's stormwater design to comply with all requirements of the City Engineer and the Minnehaha Creek Watershed District.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Site A and offer the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater,

water quality, and construction permit requirements satisfies City of Hopkins requirements.

- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

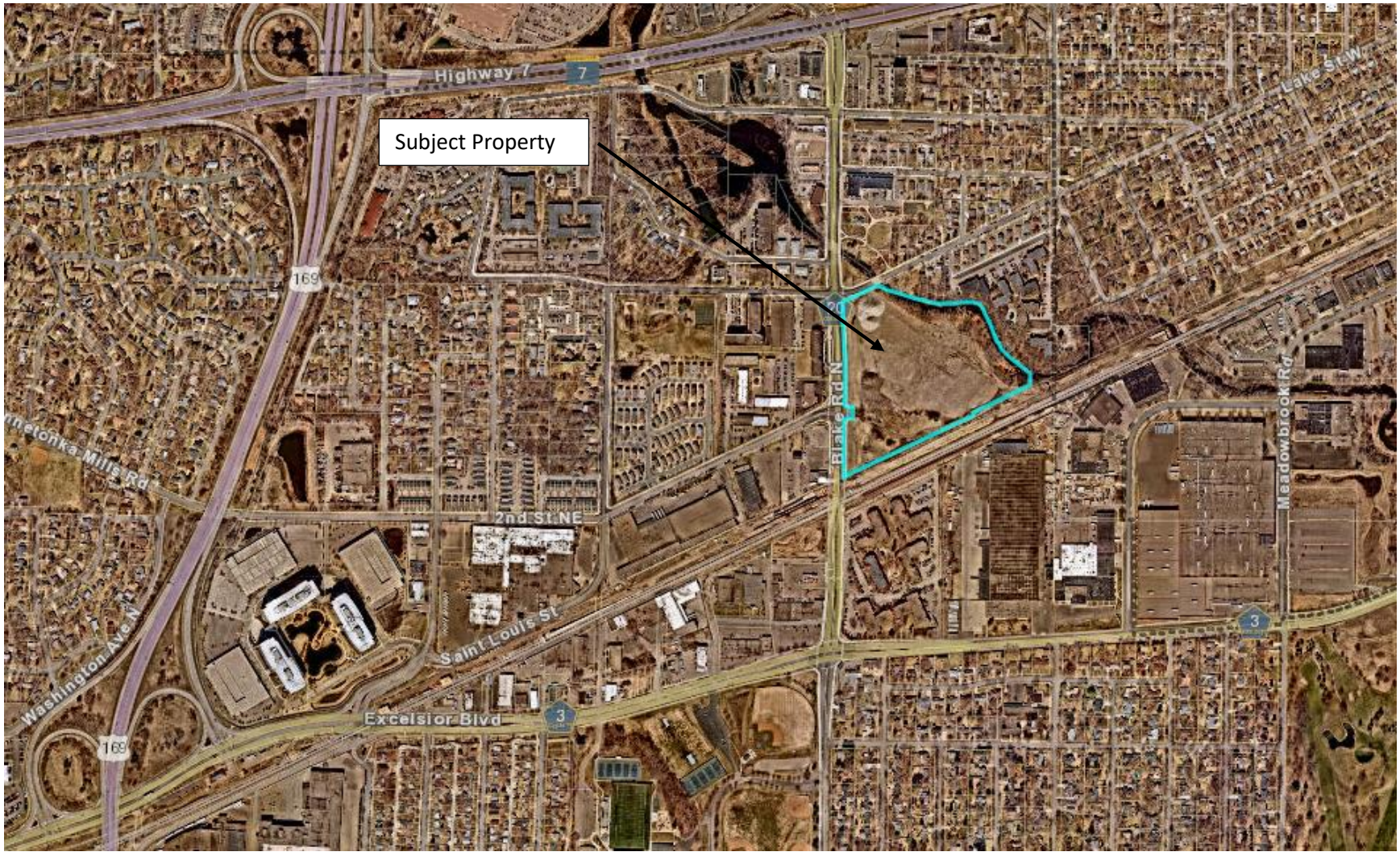
ALTERNATIVES

1. **Vote to approve the site plan application for 325 Blake Road Site A**. By voting to approve, the site plan application for Site A will be approved.

2. **Vote to deny the site plan application for 325 Blake Road Site A**. By voting to deny, the site plan application for Site A will not be approved. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council indicates that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-079

A RESOLUTION APPROVING THE SITE PLAN FOR 325 BLAKE ROAD SITE A, SUBJECT TO CONDITIONS

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated site plan review application for 325 Blake Road North Site A within PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the applicant has also requested to subdivide the property legally described above to facilitate development on Site A and that plat proposes to assign Site A to Lot 2, Block 2, Mile 14 on Minnehaha Creek Addition; and

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated application based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves the site plan application for 325 Blake Road North Site A, subject to the conditions listed below.

1. Approval of a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road development.

2. Approval of the associated rezoning application and execution of a Planned Unit Development (PUD) Agreement in a form acceptable to the City Attorney.
3. Conformance with all applicable standards of the Mixed Use district and approved planned unit development agreement.
4. Approval of the associated preliminary and final plat applications for Mile 14 on Minnehaha Creek Addition and conformance with all conditions of approval.
5. Revise the site plan application to demonstrate Site A will provide the required number of bicycle parking stalls. Short-term stalls shall be located near a pedestrian entrance.
6. Revise the exterior materials table for the east elevation to remove the stone material that is part of the retaining wall along the north/south pedestrian spine and not part of the building.
7. Submission and approval of a detailed landscape and streetscape plan prior to execution of the planned unit development agreement.
8. Provision of a landscape security equal to 1.5 times the cost of all plantings and streetscape improvements in a form acceptable to the City Attorney prior to issuance of a building permit. The City shall hold this security until all streetscape improvements have been installed and all plantings have survived at least one full growing season.
9. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.
10. Submission and approval of exterior lighting and photometric plans prior to issuance of a building permit. These plans shall cover the entire site and demonstrate downward directed light fixtures, poles no higher than twenty (20) feet and light levels equal to or less than 1.0 lumens at any non-residential property line or 0.5 lumens at any residential property line.
11. Conformance with all requirements of the City Engineer.
12. Approval of all necessary permits from the Building, Engineering and Fire Departments.
13. Approval of the development by the Minnehaha Creek Watershed District and conforms with all related conditions.
14. Payment of all applicable development fees including, but not limited to SAC, park dedication and City Attorney fees.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

325 BLAKE ROAD - SITE A (BUILDING A)

325 BLAKE ROAD, HOPKINS, MN



PROJECT LOCATION



Neighborhood Context Map



Site Location

BUILDING METRICS

325 BLAKE ROAD — ***ALATUS, LLC*** — 2021180

UNIT TABULATION - BUILDING A-5 STORY RESIDENTIAL WITH 2 LVL PODIUM PARKING — 10/28/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	437	4	4	4%	1,748	
A1	1br/1ba	680	44	44	39%	29,920	55%
A+ DEN	1br/1ba	850	14	14	13%	11,900	
B1	2br/2ba	910	15	30	13%	13,650	
B2	2br/2ba	1,000	10	20	9%	10,000	31%
B3	2br/2ba	1,100	10	20	9%	11,000	
C1	3br/2ba	1,360	10	30	9%	13,600	9%
D1	4br/2.5ba	1,590	5	20	4%	7,950	4%
TOTALS			112	182	100%	99,768	100%

UNIT AVERAGE NET SF : 891

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIOS/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	891	S.F.
Clubhouse	2,300	S.F.
RESIDENTIAL PARKING:	124	SPACES
RATIO:	1.1	SPACES/UNIT

DRAWING INDEX

Sheet Number	Sheet Name
GENERAL INFORMATION	
A101A	SITE A - TITLE SHEET
ARCHITECTURAL	
A201	ARCHITECTURAL SITE PLAN - OVERALL
A202	PARKING PLAN - OVERALL
A201A	ARCHITECTURAL SITE PLAN - SITE A
A410	BUILDING A - FLOOR PLANS
A411	BUILDING A - FLOOR PLANS
A412	BUILDING A - ELEVATIONS
A413	BUILDING A - ELEVATIONS
A414	BUILDING A - MATERIAL BOARD
CIVIL	
C1-1	EXISTING CONDITIONS PLAN - OVERALL
C1-1A	EXISTING CONDITIONS PLAN - SITE A
C1-2	DEMOLITION PLAN - OVERALL
C1-2A	DEMOLITION PLAN - SITE A
C2-1	SITE PLAN - OVERALL
C2-1A	SITE PLAN - SITE A
C3-1	GRADING PLAN - OVERALL
C3-1A	GRADING PLAN - SITE A
C4-1	SANITARY SEWER & WATERMAN PLAN - OVERALL
C4-1A	SANITARY SEWER & WATERMAN PLAN - SITE A
C4-2	STORM SEWER PLAN - OVERALL
C4-2A	STORM SEWER PLAN - SITE A
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
LANDSCAPE	
L1-1A	SITE MATERIALS PLAN AND SCHEDULES
L2-1A	LANDSCAPE PLAN AND SCHEDULES
L4-1A	SECTIONS
L5-1	PLANTING AND SCREENING DETAILS

PROJECT TEAM

OWNER/DEVELOPER: Alatus, LLC

ARCHITECT: Humphreys & Partners Architects, LP
5339 Alpha Road, Suite 300
Dallas, TX 75240
Ph: 972-701-9636

LANDSCAPE ARCHITECT: Damon Farber Landscape Architects
401 North 2nd Avenue, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522

CIVIL ENGINEER: Loucks Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763-424-5505

STRUCTURAL ENGINEER:

MEP:

FILE: Z:\1 JOBS\2021\21180 - Hopkins\PROCESS\21180-COVER - SITE A.dwg LAYOUT: 30x42
SCALE: 3/64" DATE/TIME: Oct 28, 2021 - 2:42pm
USER: mhoff XREFs: Z:\180 TBLK\1 MT.dwg Elevs_bldg 1.dwg K:\BLDG Product\Lang 21180 TBLK 30X42_2.dwg

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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

Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 11/12/2021

PUD SUBMITTAL
11/12/2021

Revisions:

#	DATE	COMMENTS

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 ALPHA ROAD - SUITE 300 - DALLAS, TEXAS 75240
PHONE: 972.701.9636 FAX: 972.701.9644
DALLAS · CHARLOTTE · CHICAGO · DENVER · NEW ORLEANS · NEW YORK · NEWPORT BEACH · ORLANDO · SCOTTSDALE · CHENNAI · HANOI · LONDON · MONTEVERDE · MEXICO CITY · TORONTO
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City of Hopkins

Artery Hopkins has been recognized by the American Planning Association as a 2019 Great Street in America.

ALATUS LLC

DF/ DAMON FARBER LANDSCAPE ARCHITECTS
310 South 4th Avenue Suite 7050
Minneapolis, MN 55415 p: 612.332.7522

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ENVIRONMENTAL
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

SHEET CONTENTS:
SITE A - TITLE SHEET

SHEET NO.
A101A

21180

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	214 units	15 story	765 s.f
Building C-Wrap	175 units	5 story	721 s.f
Building D	187 units	5 story	677 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	833 units		

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.

SENIOR COOP

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

BUILDING C 15 story	214 units	765 s.f.
5 story	175 units	721 s.f.

PARKING - 7 levels-520 spaces

BUILDING D 5 story	187 units	677 s.f.

PARKING - 5 levels- 277 spaces

RESTAURANTS-8,900 s.f.

BIKETRAIL

WETLAND

CLUBHOUSE -3,500 s.f.

ACCESS

ACCESS

Pavillion

Edge of water

Minnehaha Creek

CEDAR LAKE REGIONAL TRAIL

SOO LINE RAILROAD

LAKE STREET NE

2ND STREET NE

BLAKE ROAD N (F.K.A. MONCK AVENUE)

PARCEL 29

PARCEL 20

H.C.S.A.H. NO. 20 PLAT 20

H.C.R.W. MAP NO. 2

6 Short Term Bike Park

5 Short Term Bike Park

4 Short Term Bike Park

11 Short Term Bike Park

TRASH STORAGE/PICK UP

LEASING & CLUBHOUSE 2,300 s.f.

Drainage & Utility Easement

OUTLOT A

OUTLOT B

OUTLOT C

Block 1

Block 2

Block 3

WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21

+908'

CLVT

N

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201

21180

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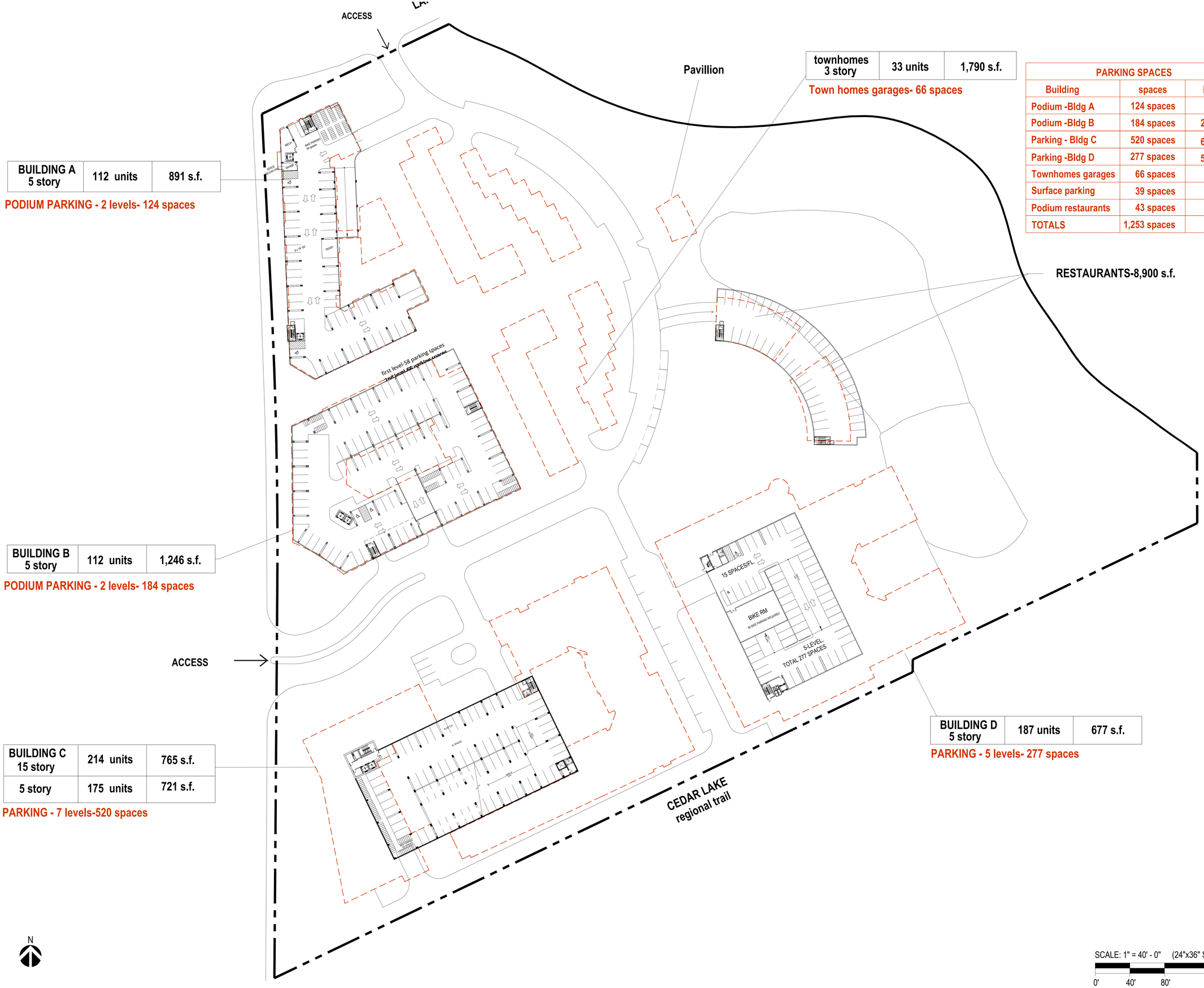

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	124 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,253 spaces	

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A202

21180

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BLDG-A

TOTAL BUILDING GROSS AREA: 126,330 S.F.
LOT AREA: 1.45 ACRES
FAR 2

BUILDING A 5 story	**112 units**	**891 s.f.**

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.



Setback	Residenti al (Blake) 15'-25' Residen tial (2nd) 5'-15' Side & Rear – 10'	North (side) – 22' South (side) – 20'10" East (rear) – 7.4' West (front) Blake –15'6"(includes trail) See Proposed Deviation 10	North +7' relocate building to meet 15' setback. This eliminates setback deviation and increase area for pedestrian walkway between sites A & B. Not provided South +8.6'. Not provided Ok with pedestrian walkway between sites A & B. East -3.6'. Relocated eastern property line on sites A & B to inside of sidewalk. This will eliminate setback issue and stair encroachment on Site B. Provided West conforms if trail is ok to include Setback table proposed zoning should be Mixed Use with PUD Remove office setback info Provided Add front (Blake) setback Provided

N

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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License #: 40199
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PUD SUBMITTAL
12/1/2021

Revisions:

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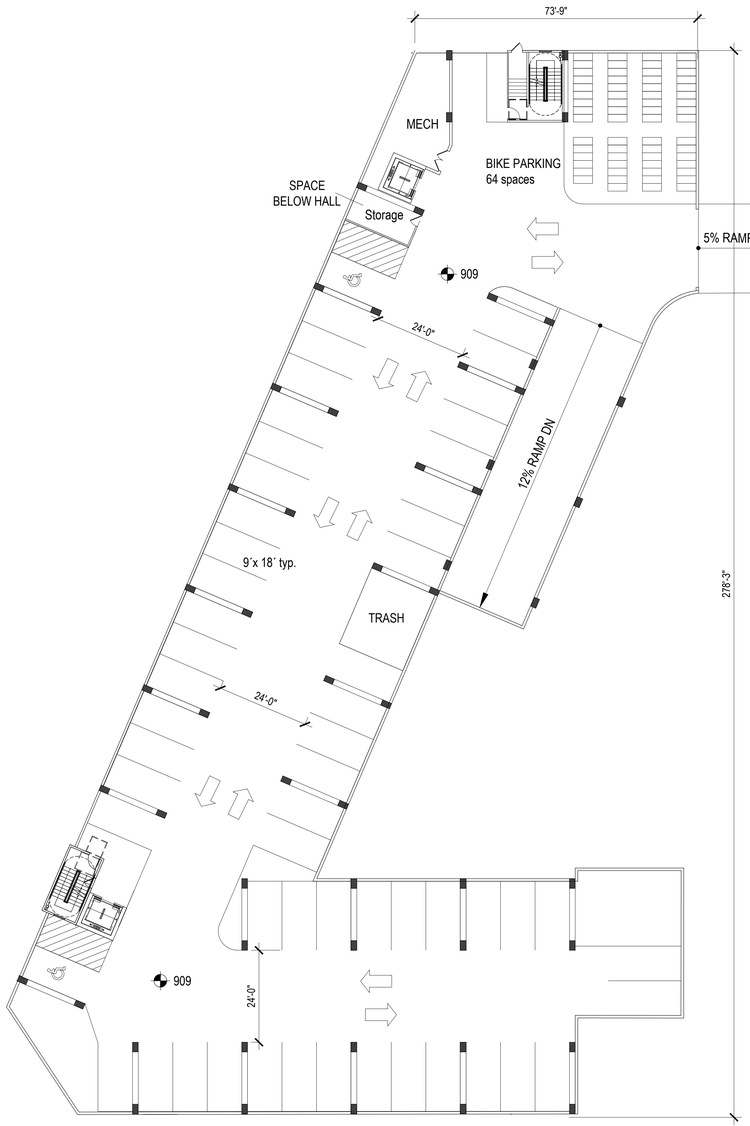
SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201A

21180



BASEMENT LEVEL B1



BASEMENT LEVEL B2

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

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11/19/2021

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SHEET CONTENTS:

BUILDING A - BUILDING PLANS

SHEET NO.

A410

21180

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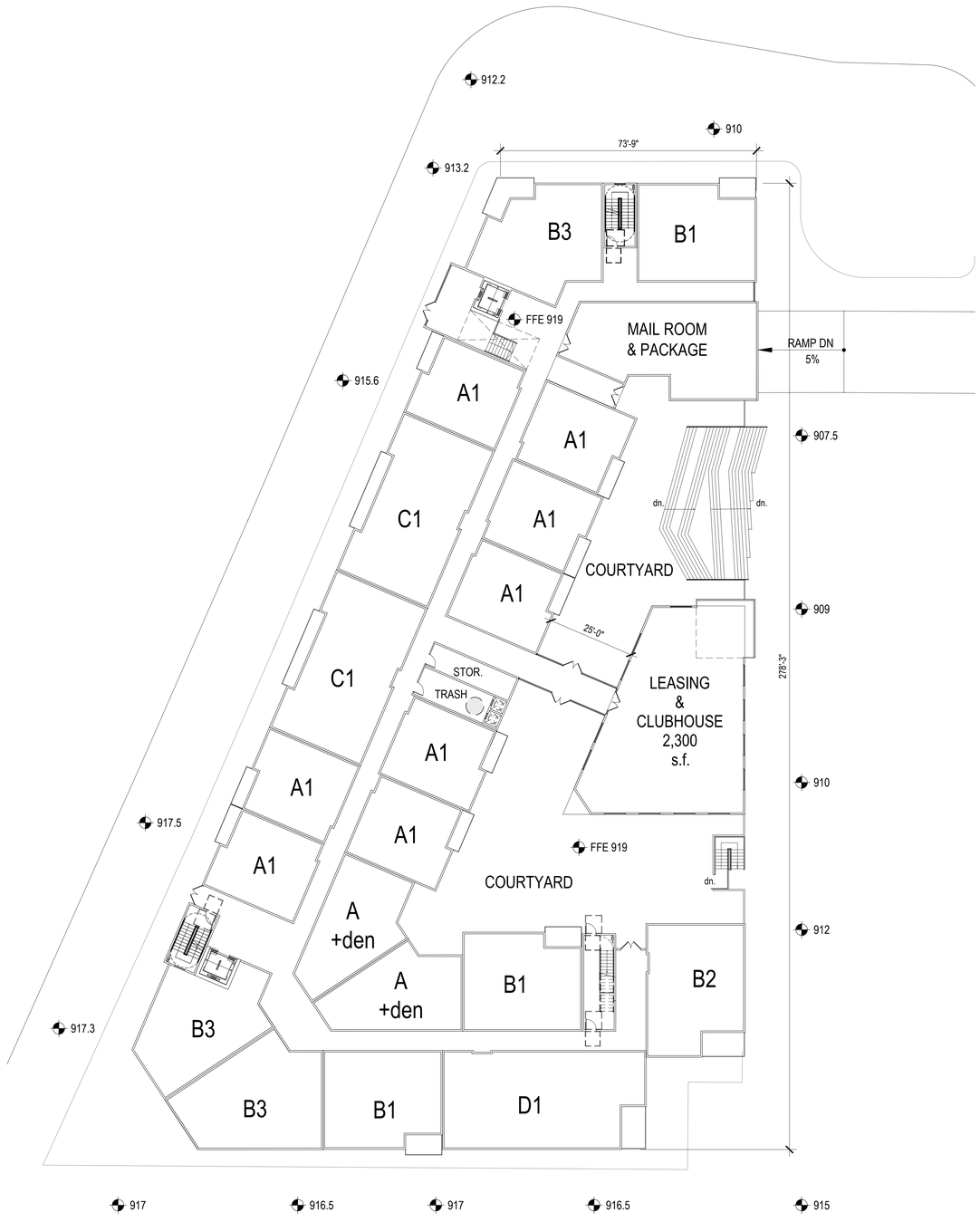
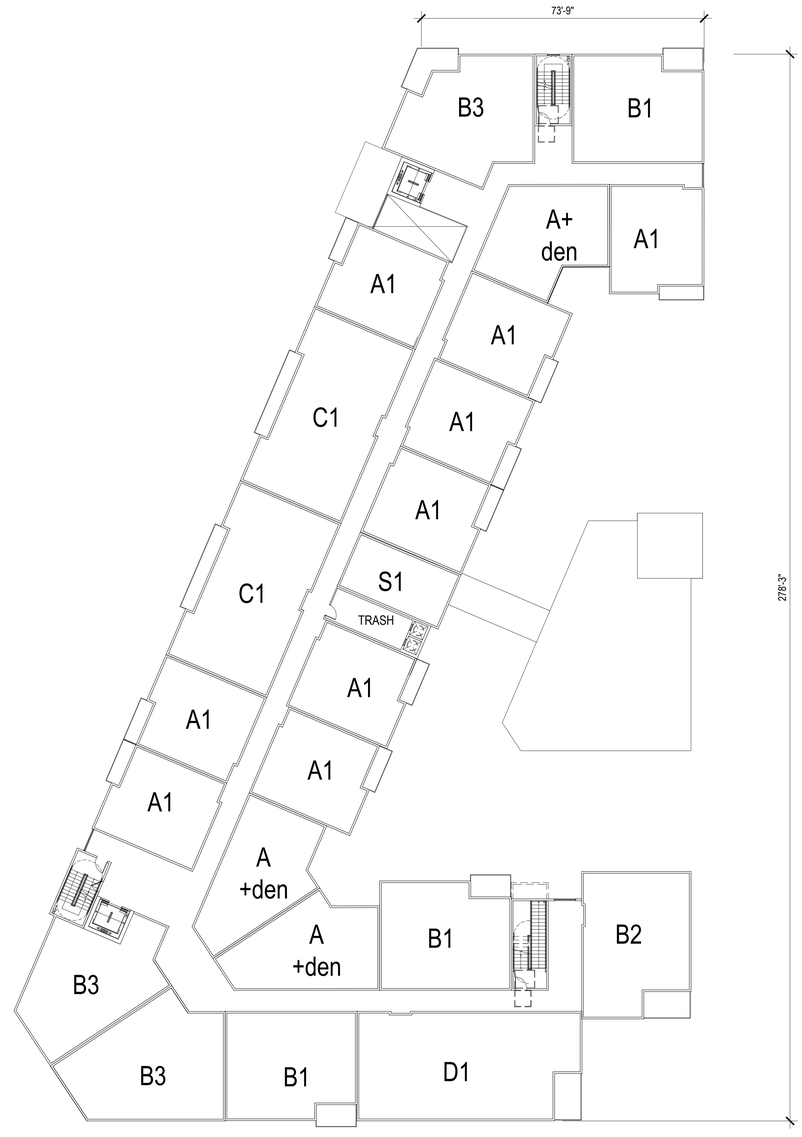


1st FLOOR



2nd - 5th FLOOR

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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11/19/2021

Revisions:

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SHEET CONTENTS:
BUILDING A - BUILDING PLANS

SHEET NO.
A411

21180

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BUILDING A - BLAKE ROAD ELEVATION (WEST)



	MATERIAL %	North (Lake Street)	WEST (Blake Road)	EAST	SOUTH
Primary	BRICK VENEER	61 %	35 %	25 %	18 %
	METAL PANEL	-	35 %	13 %	28 %
	CAST STONE	19%	10%	29 %	14 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM/ WOODTONE PANEL	20%	20 %	33 %	40 %

	NORTH	WEST	EAST	SOUTH
TRANSPARENCY OVER 2ND FL. %	30 %	34 %	30 %	32 %

BUILDING A - SOUTH ELEVATION

SCALE: 3/32" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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SHEET CONTENTS:
BUILDING A - ELEVATIONS

SHEET NO.
A412

21180



BUILDING A - LAKE ST ELEVATION (NORTH)

	MATERIAL %	North (Lake Street)	WEST (Blake Road)	EAST	SOUTH
Primary	BRICK VENEER	61 %	35 %	25 %	18 %
	METAL PANEL	-	35 %	13 %	28 %
	CAST STONE	19%	10%	29 %	14 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM/ WOODTONE PANEL	20%	20 %	33 %	40 %

	NORTH	WEST	EAST	SOUTH
TRANSPARENCY OVER 2ND FL. %	30 %	34 %	30 %	32 %



BUILDING A - EAST ELEVATION

SCALE: 3/32" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

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HOPKINS, MINNESOTA

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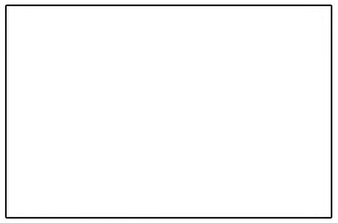
SHEET CONTENTS:
BUILDING A - ELEVATIONS

SHEET NO.
A413

21180

BUILDING A - MATERIAL BOARD



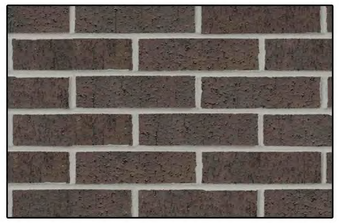
PURE WHITE
FIBER CEMENT PANEL



METAL PANEL



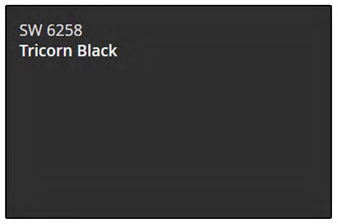
WOOD TONE FIBER
CEMENT SIDING



BRICK
COLOR: ALLENTOWN



CONCRETE MASONRY UNIT



RAILING
AWNINGS
WINDOWS

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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SHEET CONTENTS:
BUILDING A
MATERIAL BOARD

SHEET NO.
A414

21180

325 Blake Road
Building A Narrative
10-29-2021

BLDG A OVERVIEW

Building A of the 325 Blake Road project will be a 4-story, 112-unit low-income housing tax credit development (50% to 60% AMI rental and income restricted units) with 110 underground parking stalls. The project is at the southeast corner of the Blake Road and Lake Street intersection.

BUILDING DESIGN

The 325 Blake Road project creates an exciting, high density, mixed-use development oriented towards pedestrians, bicyclists, and public transportation. It offers not only its residents but the neighborhood and the regional network in its entirety, a place to live, work and play.

Building A offers two levels of mostly below grade podium parking and five stories of wood frame residential construction above those.

Architecturally, the project proposes a contemporary but timeless architecture. Designed for human scale and with the pedestrian at top of mind, the project offers a distinct architectural base including ground floor access to many of its units, and a clear top level with distinct materials and color palette. While all buildings follow this format, each one has its own character and individually unique characteristics. The design looks for individuality without sacrificing being contextual within the overall development project.

All dwelling units will support the latest in technology while striving to provide a sustainable living experience. Housing units, common areas, and amenities incorporate high efficiency and Wi-Fi controlled appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and solar panels for electricity generation. Acoustical performance between units will exceed Building Code requirements for resident comfort and privacy. Select buildings within the Project will also seek LEED Certification and commissioning.

Exterior materials used are a combination of brick, cast stone, metal and glazing to ensure durability and quality for a generational development asset. Conceptually, lower levels use a combination of brick and cast stone as primary materials at the base, corners, building entries and garage entries. Metal, in various forms, is used mostly on upper levels and above the pedestrian scale that will be encountered. Intermediate levels are a combination of these two materials mentioned plus different cementitious panel solutions with multiple façade aesthetic options. An enhanced and energy efficient HVAC variable refrigerant flow (VRF) system ensures that building facades are uninterrupted, rather than the common solution that presents louvers into the façade design for a sometimes-unsightly exterior aesthetic.

STREETSCAPE AND PUBLIC REALM

The development team has approached this site as a unique opportunity to create a water-centric development that capitalizes on its' adjacency to Minnehaha Creek, the Blake Road LRT station, and the Cedar Lake Regional Trail. The proposed 325 Blake Road development project will transform the former cold storage site with a rich variety of green open spaces and streetscape design improvements. Proposed open spaces and streetscapes are designed to not only provide safe and convenient connections to the creek, regional trail, and LRT station, but to create a rich outdoor environment for future residents, visitors, and community members. Building A is surrounded by urban pedestrian ways. Blake road streetscape on the west, the North/South spine on the east and the East/West spine on the south.

North/South Pedestrian Spine

The site is designed to provide a pedestrian walkway between Buildings A and B, and the townhomes. Building B and the townhomes will connect to a central walkway with front stoops/walks from individual residential units. The central walkway, running north/south, is designed to include permeable pavers and stormwater treatment planting areas to provide this area with stormwater infiltration. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

East/West Pedestrian Spine and Courtyard

An east/west pedestrian walkway is located between Buildings A and B and the Townhomes, connecting people from Blake Road to the Minnehaha Creek Greenway. The corridor is anchored at the west end with a small plaza and public art to invite people off Blake Road. At the center of the corridor a courtyard is provided, featuring a small gathering area with a lawn area and patio with pergola. Buildings A and B, as well as the townhomes will connect to the central walkway with front stoops/walks from individual residential units. The walkway, running east/west, is designed to include permeable pavers and stormwater treatment planting areas to provide stormwater infiltration. Cutouts for site furnishings/seating are provided along the central walkway. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions now and into the future as well as other external factors relating to the various entities and stakeholders that will be working through the redevelopment effort for the site located at 325 Blake Road. Subject to those conditions, the development team currently anticipates the following construction start date for Building A:

Q4 2023 – pending Low-Income Housing Tax Credit Allocation

CITY APPLICATIONS/APPROVALS

- Site Plan Approval for Building A

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed-Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety, or welfare of the residents of the development, the surrounding area, or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

1. Building A is below the parking minimum of 1 space per unit. It provides 110 spaces for 112 units.
2. The proposed development exceeds the maximum block length of 600 feet, however, the East/West Spine and the North/South spine provides public pedestrian ways that breakdown the size of blocks and promotes a smaller more explorable scale development that connects the public to the Minnehaha Creek greenway. Current access restrictions on Blake Road only allow for one access point.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and aligns with overall Comprehensive Plan goals. To

ensure a high-quality development, the applicant is proposing the following enhancements in support of the proposed deviations:

Site Access Improvements

A new network of publicly accessible streets and pedestrian corridors divides the site into pedestrian-scaled, walkable quadrants and connects the surrounding context to the Blake Road LRT station, Minnehaha Creek, and the Cedar Lake Regional Trail. The East/West and North/South pedestrian spines further break down proposed development sites (Including Building A), improving pedestrian circulation and creating a tree-lined pedestrian ways and walk-up residential units.

As described under the 'Streetscape and Public Realm' section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins' minimum standards for stormwater treatment. Building A treatment is part of a more comprehensive approach to stormwater developed described in the PUD for the entire 325 Blake Road redevelopment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. The pump will have a base flow to keep water flowing through the Cascade continuously, then will be throttled up during stormwater events to engage the upper portions of the Cascade storage and overflow into the underground stormwater chambers under the skating plaza. This pumped system allows for water level control and continuous infiltration that is not feasible with a traditional gravity system.

This is a substantial improvement from the Cold Storage site condition that was primarily impervious surface with stormwater that ran off without any treatment or attenuation. A total existing (previous) assumed impervious for the site was 10.57 acres, the proposed impervious is 9.75 acres, a reduction of 0.82 acres.

The required infiltration of the 1-inch event requires volume control of 0.8125 acre-ft. The infiltration systems as proposed provide 0.689 acre-ft of volume at a conservative 0.45 in/hr infiltration rate. The soil infiltration rates will be confirmed and adjusted to actual rates using Double Ring Infiltrometer testing. The remaining 0.124 acre-ft will come from the Cascade and the pumping system, the proposed design displaces approximately 12,000 cf of treatment volume = 0.275 acre-ft.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates will be reduced significantly, by approximately 25% in all rainfall events from the existing condition. The system also takes on offsite drainage from the Cedar Lake Trail that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a 'positive relationship to the street' by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

High Quality Common Open Spaces

As previously mentioned under 'Streetscape and Public Realm,' the master plan includes a series of high quality common open spaces for residents, visitors, and community members to gather, recreate, and connect to nature. They also provide important opportunities to reduce urban heat island effect and stormwater runoff, while improving water and air quality. The East/West and North/South pedestrian spines are on the east and South sides of Building A and will provide significant space for pedestrian connectivity and respite.

Multi-Modal Opportunities

With immediate access to the Minnehaha Creek Greenway, Cedar Lake Trail, and Blake Road LRT station, proposed pedestrian and bike facilities will promote the use of multiple modes of transportation for residents and patrons to and from the project site. The proposed project exceeds the bike parking requirements for Mixed-Use Districts and includes additional bike facilities such as bike pump/repair stations, trail maps, seating for trail users and wayfinding signage.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2040 Cultivate Hopkins Plan.

From: Chris Osmundson
To: Jason Lindahl
Cc: Robert C. Lux; Chris Osmundson
Subject: [EXTERNAL] 325 Blake Road N - Nov 15th Engagement Summary
Date: Wednesday, November 17, 2021 2:57:04 PM
Attachments: image001.png
Importance: High

"A neighborhood community engagement session was hosted by Alatus LLC at 6:30pm on Monday, November 15th, 2021 at 43 Hoops, a basketball training facility just across Blake Road N from the proposed redevelopment site at 325 Blake Road. Members of Alatus LLC, the Minnehaha Creek Watershed District, and the City of Hopkins were in attendance. The meeting consisted of a presentation by Bob Lux and Chris Osmundson with Alatus, and Gabe Sherman with Minnehaha Creek Watershed District, about the proposed master development plan, focusing on both high level and detailed components of the proposed land use applications and integration with Minnehaha Creek, respectively. Materials presented via a digital Power Point presentation included the latest images and schematic design concepts from Alatus's land use application, in addition to the most recent engineered drawings from Minnehaha Creek Watershed District. Further discussion was also had regarding the municipal process that the development is working through, overall site timing, and forthcoming engagement opportunities even after land use approvals have been proposed to be received. After the approximately 40 minute presentation, members of the development team and Minnehaha Creek Watershed District answered specific questions with attendees on a one-on-one basis. Based on the sign-in sheets provided by Alatus at the entry to the facility, 27 people were signed in and were in attendance, in addition to those from the development team, Minnehaha Creek Watershed District, and the City of Hopkins.

Questions asked included: (1) questions related to the multi-family affordable housing rental rent and income limitations in the proposed low-income housing tax credit building and how long those would be in place; (2) questions about how a joint health club / fitness facility would practically work and whether or not certain buildings would have certain amenities while others would not; (3) questions about the how senior co-ops are different and the same from/as a condominium ownership model and what pricing the senior co-op units would range in price from; (4) various questions about bike and pedestrian infrastructure and connections to existing infrastructure and under-construction infrastructure; (5) questions related to parking availability and sufficiency for guests, retail, and parkland/watershed district visitors; (6) questions about the proposed stories and floorplans associated with the for-sale townhomes; (7) questions about integration of trash, recycling, and composting services for all residential units, retail uses, and public parkland and public spaces and how the owner(s) would ensure cleanliness for the whole space; (8) questions about the timing and functionality of the solar arrays on each building and when those would be active and generating electricity for the given residential facilities. While this list is not all inclusive, it is an accurate representation of the questions that the development team members fielded after the presentation.

Attendees had the opportunity to pick-up a take-away handout that contained a QR code that could be scanned to link them directly to the 325blakeroadn.com website that is maintained by Alatus LLC. Additionally, the presentation was recorded and the presentation, presentation materials, and other items will be made available on the website for questions and comments and further

feedback. Invitations to the meeting were distributed via municipal notice provisions in addition to social media postings and general word of mouth."

Chris Osmundson
Alatus, LLC – Director of Development
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From: Dale Johnson
To: Jason Lindahl; Dale Johnson
Subject: [EXTERNAL] Public Hearing
Date: Friday, November 12, 2021 5:36:39 PM

Dear Mr. Lindahl,
I got your letter regarding the meeting on 11/23.
I have also received a letter from a developer named Alatus.
Is this the same company that is developing or wants to develop the property in the NW corner of Blake and Excelsior by the Goodwill?
I was at a council meeting several weeks ago when that project was being presented. They brought in an upper management person from out of town who started out by mentioning he was a minority. That starts the process off on the wrong foot for me. I don't care if he is from Mars but if he and his company feel that is important it tells me they are playing the ethiscity card. Maybe they get better financial deals from the feds, the state or Hopkins or the county. I don't know.
A question that I did not ask was where does the snow go when the roads get plowed. If this is a private project, I presume they will incur the cost to plow the streets in **their** development, not the city! Have they really set aside a realistic sized area for the snow? The same questions need to be asked about this new development.
Are there time tables in the agreements? Can the person developing the property just sell out when it is finished and therefore have no concern as to the problems that might come up? Any person who has been educated on city planning must be aware that developers build and split.
I hope you can educate me so I can have answers before your meeting and the one next Tuesday put on by Alatus.
Sincerely,
Lion Dale Johnson

December 7, 2021 City Council Report 2021-117

325 Blake Road Site B Site Plan Review

Proposed Action: Staff recommends the City Council adopt the following motions:

- Move to adopt Resolution 2021-080 approving the site plan for 325 Blake Road Site B, subject to conditions.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests site plan approval for Site B within the overall 325 Blake Road redevelopment. Site B includes a 5-story, 112-unit for-sale senior cooperative building. Site B is proposed on Lot 1, Block 2 of the newly create Mile 14 on Minnehaha Creek Addition. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Based on the findings in this report, both the Planning & Zoning Commission and staff recommend approval of the site plan for Site B subject to the conditions detailed in the attached resolutions.

Primary Issues to Consider

- Background
- Site Plan Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-080
- Plans and Building Elevations
- Applicant's Narrative
- Neighborhood Meeting Comments

_____

Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: ____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The attached Applicant's Project Narrative provides a detailed summary of all the various components of the 325 redevelopment project. Generally, Alatus intends to redevelop approximately 12.75 acres of the nearly 17-acre site with the remaining property to be retained by the MCWD for stormwater management and creek restoration. The applicant proposes to redevelop their portion of the property into a mixed use, transit-oriented development near the future Blake Road light rail transit station. The applicant proposes a two-phased redevelopment consisting of approximately 833 housing units targeted to owners, renters (both affordable and market rate) and seniors in both multiple unit buildings and townhome units. Features of the development include an overall design focus to connect both residential and the public with the Minnehaha Creek, a mix of housing types and affordability levels, a mix of residential and commercial uses at transit supportive densities, an enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity, sustainability components, enhance stormwater management and shared parking.

Site B is proposed on Lot 1, Block 2 of the newly create Mile 14 on Minnehaha Creek Addition. Site B is proposed to contain a 5-story, 112-unit for-sale senior cooperative building. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Residents of this building will have use of the on-site shared amenities in this building as well as access to the common areas throughout the site and the exercise facility in Site C. Other notable features of Site B include:

- Central plaza in the southwest corner of the site.
- Rooftop solar energy system
- A minimum of 10% of the 184 parking spaces will have electric vehicle charging stations.

Review Process to Date. The review process for this project to date included both a concept plan review with a neighborhood meeting and Environmental Assessment Worksheet (EAW). The concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD).

The EAW is being reviewed concurrently with the land use approvals for this project. Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in the EAW, the City finds that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. The collection of land use applications (subdivision, rezoning and PUD and individual site plans) are subject to approval of the EAW.

Neighborhood Meeting. As part of the associated rezoning application, the applicant was required to hold a neighborhood meeting. This meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from this meeting are attached as a reference and detailed in the associated rezoning staff report.

Community Comment. Under state law, site plan review applications require a public hearing. Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to City Planner Jason Lindahl by mail, phone or email or to attend the public hearing where they could learn about the

request, ask questions and provide feedback. As of the writing of this report, the City had received one email comment from Dale Johnson regarding this request (attached). Mr. Johnson's questions focused comparison between the Trilogy Blake Road Station and the 325 Blake Road projects, snow removal, and concerns over long term developer accountability. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-22) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public hearing that produced no comments. After some general discussion, the Commission voted 7-0 to recommend the City Council approve the site plan for 325 Blake Road Development Site B.

SITE PLAN REVIEW FOR SITE B

Standards for reviewing site plan applications are detailed in Article IV of the City Code. This section establishes the site plan review procedure and provides regulations pertaining to the enforcement of site design standards. These procedures are established to promote high quality development that ensures long-term stability of residential neighborhoods and enhance the built and natural environments within the City as new development and redevelopment activities occur. In this case, site plan review is required to review construction of a new building. Staff has reviewed the proposed development against the zoning regulations for the Mixed Use district. Staff's review and findings for each of these regulations are detailed below.

Land Use & Zoning. The subject property is guided as Activity Center in the 2040 Comprehensive Plan. The Activity Centers future land use category surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The subject property is within the ¼ mile radius of the future Blake Road Station and results in a density of 84 units/acre.

To implement the Activity Center future land use classification, Alatus has filed a separate application to rezone the subject property from I-2 General Industrial to Mixed Use. Staff finds this rezoning request consistent with the Activity Center future land use category. A more detailed review of the rezoning proposal can be found in the associated rezoning application. As such, this site plan review for Site B evaluates the property against the zoning standards in the Mixed Use district and any specific deviations granted through the planned unit development. Staff recommends that a condition of site plan approval require the applicant to also receive approval of the separate rezoning application.

Height. The applicant's plans call for the height of the buildings Site B to exceed the Mixed Use district standard. The Mixed Use district height standards for the Blake Road Station Area allows 3-4 stories for residential structures and 5-6 stories for mixed use buildings. In this case, Site B will have 5-stories or 1 story higher than allowed through the Mixed Use district. From an overall design perspective, the greater height is necessary to achieve the transit supportive densities called in the Activity Center future land use category of the 2040 Comprehensive Plan.

The increased height of this building is acceptable under the planned unit development as the overall development site will include substantial open space, Outlot C is planned to include 3-story townhouse units and Lot 2, Block 1 is planned to include 1-story commercial buildings.

Floor to Area Ratio (FAR). As designed, the Floor to Area Ratio (FAR) for site B meets the standard of the Mixed Use district. Floor to Area Ratio (FAR) is a measurement of density calculated by dividing the floor area of a building by the lot area of the parcel on which the building is located. In the Blake Road Station Area, the FAR standard is a minimum of 2 and a maximum of 3 for residential buildings and a minimum of 3 and a maximum of 5 for mixed use buildings. In this case, the FAR for Site B is calculated to be 3.0 and conforms to the Mixed Use district FAR standard for residential buildings.

Setbacks. As designed, the building on Site B meets the setback standards for the Mixed Use district on only the front (west) side of the building. The table below compares the required and proposed setbacks for Site B. It demonstrates the site meets the front (west) side setback along Blake Road North. However, setbacks on the other 3 sides of the building exceed the Mixed Use district standards. This design results in additional pedestrian and landscape area and is acceptable under the overall planned unit development.

Setback Review for Blake Road Station – Site B			
Setback	**Standard**	**Proposed**	**Status**
Front (West)	15' – 25'	18.5'	Conforming
Side (North)	10'	17.7'	+7.7 Non-Conforming
Side (South)	10'	11.7'	+1.7 Non-Conforming
Rear (East)	10'	16.3'	+6.3' Non-Conforming

Off-Street Parking & Travel Demand Management. Overall, the applicant's traffic impact analysis study for the entire 325 Blake Road site confirms the City's off-street parking requirements and the number of parking stalls proposed by the developer are adequate. A specific review of Site B finds the proposed off-street parking exceeds the requirements of the Mixed Use district. The Mixed Use district require residential uses provide a minimum of 1 and a maximum of 1.5 enclosed parking stalls per unit and 1 guest stall per 15 units. Using these standards, the 112 unit building proposed for Site B is required to provide at least 120 and no more than 176 off-street parking stalls. With 184 stalls showed on the plans, Site B exceeds the off-street parking maximum standard of the Mixed Use district. This excess parking is acceptable under the planned unit development.

Bicycle Parking. Site B exceeds the bicycle parking standards for the Mixed Use district. For multifamily residential uses, the Mixed Use district requires 1 long-term space per 2 units and 1 short-term space per 20 units. With this standard, Site B must provide 56 long-term and 6 short-term spaces or a total of 62 bicycle parking spaces.

The plans for Site B show a total of 64 bicycle parking stalls. Fifty-eight long-term stalls are shown in 3 separate bike parking rooms within the underground parking. And 6 short-term stalls are shown on the south side of the building between the Gateway Plaza and the vehicle drop-off area.

Shadow Study. The Mixed Use district requires a shadow study for all buildings four stories or

higher and the applicant has included this study with their plans. According to the Mixed Use district standards, the shadow study must indicate the shadows cast at the shortest and longest days of the year. Impacts of a shadow on the surrounding property may be a reason to lower and/or adjust the location or height of buildings. Staff review of the shadow study finds little to no impact on adjacent properties even with the additional height to 5-stories allowed through the PUD.

Exterior. Exterior materials proposed for Site B do not meet the standards of the Mixed Use district. The proposed exterior materials for the building on Site B are summarized in the table below.

Site B Exterior Materials				
Material	**North Pedestrian Way**	**South New Street**	**East Pedestrian Way**	**West Blake Road**
Brick	0%	0%	0%	0%
Cast Stone	44%	42%	40%	48%
Metal Panel	26%	20%	28%	20%
Fiber Cement Panel-Reveal System	30%	38%	32%	32%
Total	100%	100%	100%	100%

The Mixed Use district requires the primary exterior treatment of walls facing a public right-of–way or parking lot on a structure shall be brick, cast concrete, stone, marble or other material similar in appearance and durability. Regular or decorative concrete block, float finish stucco, EIFS-type stucco, cementitious fiberboard, or wood clapboard may be used on the front façade as a secondary treatment or trim but shall not be a primary exterior treatment of a wall facing a public right-of-way. Staff interprets primary to be at least 65 percent and secondary to not exceed 35 percent of the side of a building.

Since the Planning & Zoning Commission review, the applicant has revised the exterior materials to decrease the amount of cast stone and increase the amount of metal and fiber cement panels on the east elevation. The materials on the other sides of the building remain the unchanged. Overall, the proposed deviations in materials are acceptable under the planned unit development agreement.

Building Orientation. The building on Site B exceeds the building orientation standards of the Mixed Use district. Buildings within the Mixed Use district must be oriented toward the pedestrian by providing a direct link between each building and the pedestrian walking system, with emphasis on directing people to a transit station. The applicant's plans for Site B show the building will have pedestrian connections to the City's existing sidewalk system along both Blake Road and the new spine road. Site B will also have direct access to both the east/west and north/south pedestrian spines that provide an enhanced public realm and pedestrian and bicycle access to the development, Minnehaha Creek, the Cedar Lake Regional Trail and the Blake Road light rail transit station.

Façade. The building on Site B meets the façade articulation standards of the Mixed Use district. These standards require the primary street side façade of a building shall not consist of an unarticulated blank walls, flat front facades or an unbroken series of garage doors.

The front of a building shall be broken up into individual bays of a minimum of 25 feet and maximum of 40 feet wide. In this case, the primary street side (south and west) facades of the building are articulated through a combination of breaks in materials and balconies.

Transparency & Fenestration. The building on Site B meets the transparency & fenestration standards of the Mixed Use district. The Mixed Use district requires at least 30 percent fenestration for windows above the first floor for all sides that abut a public right-of-way. For Site B, that applies to the south and west sides of the building. According to the applicant, the south side of the building has 30 percent fenestration while the west side has 32 percent.

Sidewalks. Site B meets the sidewalk standards of the Mixed Use district. The Mixed Use district requires a minimum 5-foot wide sidewalk along the frontage of all public streets and within and along the frontage of all new development or redevelopment. As noted in the Building Orientation section above, the applicant's plans for Site B show an enhanced pedestrian realm and sidewalks along the south and east sides of the building through the abutting pedestrian spines.

Landscaping. The applicant's plans have yet to demonstrate conformance with the Mixed Use district's landscape standards. This standard requires sites in excess of $4 million to provide landscape improvements equal to 1 percent of the project's value plus 0.10 of the value over $4 million. The applicant shall provide detailed landscape and planting plans demonstrating compliance with these standards prior to execution of the planned unit development agreement.

Staff recommends a condition of approval require the applicant to provide a landscape and pedestrian/streetscape letter of credit in a form acceptable to the City Attorney for 125% of the value of all improvements. The City will hold the letter of credit until the plantings have survived at least one growing season and the applicant has installed the pedestrian/streetscape improvements.

Pedestrian/Streetscapes. The Mixed Use district requires pedestrian streetscape improvements along all sidewalks. Pedestrian improvements of at least 25 percent of the landscaping budget shall be included in the development. These improvements shall create a high quality pedestrian experience through the provision of benches, planters, drinking fountains, waste containers, median landscaping and the like. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. The applicant's plans appear to meet these standards. Staff recommends a condition of approval require the applicant to provide more detailed streetscape information demonstrating compliance with this standard prior to execution of the planned unit development agreement.

Signs, Canopies and Awnings. The site plan for Site B does not include a sign plan. All signs must be approved through a separate administrative permit subject to conformance with the standards of the Mixed Use district and sign regulations contained in Article XXI - Signs.

Trash Enclosure. The applicant plans to store trash containers within the underground parking garage. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.

Exterior Lighting. The applicant's plans for Site B do not include exterior lighting or photometric plans. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. Staff recommends a condition of approval require the applicant submit and receive approval of a detailed lighting and photometric plan for Site B prior to execution of the planned unit development agreement. This plan shall include both pedestrian-scale street lights (no greater than 12' in height) as well as all building exterior lighting, light fixture spec sheets and photometric data.

Stormwater Treatment. The applicant's narrative includes stormwater treatment information that indicates it exceeds both the City's and Minnehaha Creek Watershed District's (MCWD) standards. According to the applicant, building B treatment is part of a more comprehensive approach to stormwater developed in the PUD for the entire 325 Blake Road redevelopment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. A condition of approval shall require the applicant's stormwater design to comply with all requirements of the City Engineer and the Minnehaha Creek Watershed District.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Site B and offers the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater, water quality, and construction permit requirements satisfies City of Hopkins requirements.
- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

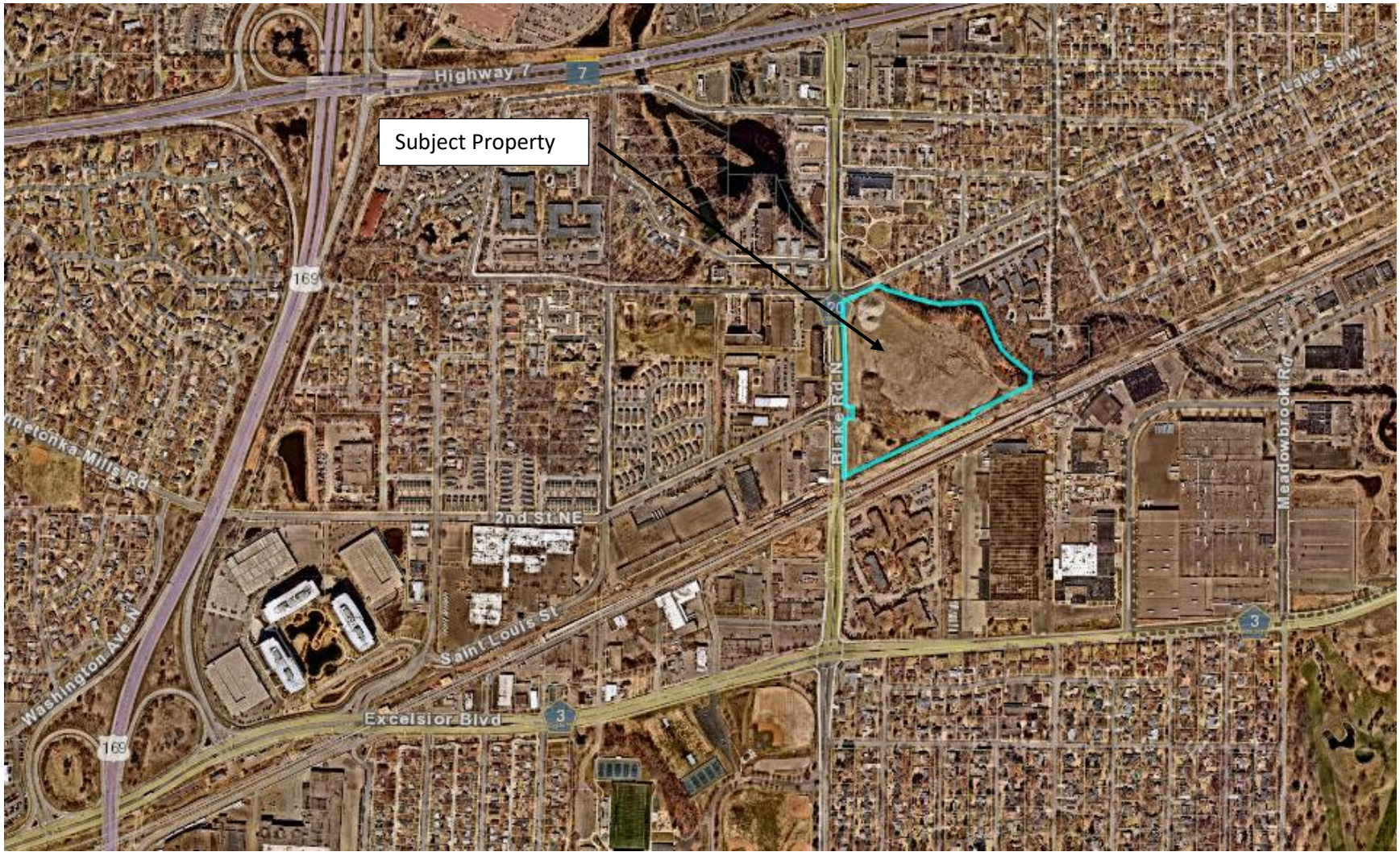
ALTERNATIVES

1. **Vote to approve the site plan application for 325 Blake Road Site B**. By voting to approve, the site plan application for Site B will be approved.

2. **Vote to deny the site plan application for 325 Blake Road Site B**. By voting to deny, the site plan application for Site B will not be approved. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council indicates that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-080

A RESOLUTION APPROVING THE SITE PLAN FOR 325 BLAKE ROAD SITE B, SUBJECT TO CONDITIONS

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated site plan review application for 325 Blake Road North Site B within PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the applicant has also requested to subdivide the property legally described above to facilitate development on Site B and that plat proposes to assign Site B to Lot 1, Block 2, Mile 14 on Minnehaha Creek Addition; and

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated application based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves the site plan application for 325 Blake Road North Site B, subject to the conditions listed below.

1. Approval of a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road development.

2. Approval of the associated rezoning application and execution of a Planned Unit Development (PUD) Agreement in a form acceptable to the City Attorney.
3. Conformance with all applicable standards of the Mixed Use district and approved planned unit development agreement.
4. Approval of the associated preliminary and final plat applications for Mile 14 on Minnehaha Creek Addition and conformance with all conditions of approval.
5. Submission and approval of a detailed landscape and streetscape plan prior to execution of the planned unit development agreement.
6. Provision of a landscape security equal to 1.5 times the cost of all plantings and streetscape improvements in a form acceptable to the City Attorney prior to issuance of a building permit. The City shall hold this security until all streetscape improvements have been installed and all plantings have survived at least one full growing season.
7. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.
8. Submission and approval of exterior lighting and photometric plans prior to issuance of a building permit. These plans shall cover the entire site and demonstrate downward directed light fixtures, poles no higher than twenty (20) feet and light levels equal to or less than 1.0 lumens at any non-residential property line or 0.5 lumens at any residential property line.
9. Conformance with all requirements of the City Engineer.
10. Approval of all necessary permits from the Building, Engineering and Fire Departments.
11. Approval of the development by the Minnehaha Creek Watershed District and conforms with all related conditions.
12. Payment of all applicable development fees including, but not limited to SAC, park dedication and City Attorney fees.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

325 BLAKE ROAD - SITE B (BUILDING B)

325 BLAKE ROAD, HOPKINS, MN



PROJECT LOCATION



Neighborhood Context Map



Site Location

BUILDING METRICS

325 BLAKE ROAD — ***ALATUS, LLC*** — 2021180

UNIT TABULATION - BUILDING B-5 STORY SENIOR COOP WITH 2 LVL PODIUM PARKING — 10/22/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
A0	1br/1ba	800	4	4	4%	3,200	8%
A1	1br/1ba	840	5	5	4%	4,200	
A2	1br/1ba	1,060	10	10	9%	10,600	9%
B1	2br/2ba	1,070	10	20	9%	10,700	9%
B2	2br/2ba	1,120	18	36	16%	20,160	16%
B3	2br/2ba	1,140	9	18	8%	10,260	17%
B4	2br/2ba	1,180	5	10	4%	5,900	
B5	2br/2ba	1,280	5	10	4%	6,400	
B6	2br/2ba	1,300	10	20	9%	13,000	20%
B7	2br/2ba	1,400	5	10	4%	7,000	
B8	2br/2ba	1,470	7	14	6%	10,290	
B9	2br/2ba	1,500	5	10	4%	7,500	9%
B10	2br/2ba	1,515	5	10	4%	7,575	
B11	2br/2ba	1,600	10	20	9%	16,000	13%
B12	2br/2ba	1,700	4	8	4%	6,800	
TOTALS			**112**	**205**	**100%**	**139,585**	**100%**

UNIT AVERAGE NET SF : **1,246**

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF : **1,246 S.F.**
Clubhouse **5,400 S.F.**

PARKING: **184 SPACES**
RATIO: **1.64 SPACES/UNIT**

DRAWING INDEX

Sheet Number	Sheet Name
GENERAL INFORMATION	
A101B	SITE B - TITLE SHEET
ARCHITECTURAL	
A201	ARCHITECTURAL SITE PLAN - OVERALL
A202	PARKING PLAN
A201B	ARCHITECTURAL SITE PLAN - SITE B
A420	BUILDING B - FLOOR PLANS
A421	BUILDING B - FLOOR PLANS
A422	BUILDING B - ELEVATIONS
A423	BUILDING B - ELEVATIONS
A424	BUILDING B - MATERIAL BOARD
CIVIL	
C1-1	EXISTING CONDITIONS PLAN - OVERALL
C1-1B	EXISTING CONDITIONS PLAN - SITE B
C1-2	DEMOLITION PLAN - OVERALL
C1-2B	DEMOLITION PLAN - SITE B
C2-1	SITE PLAN - OVERALL
C2-1B	SITE PLAN - SITE B
C3-1	GRADING PLAN - OVERALL
C3-1B	GRADING PLAN - SITE B
C4-1	SANITARY SEWER & WATERMAN PLAN - OVERALL
C4-1B	SANITARY SEWER & WATERMAN PLAN - SITE B
C4-2	STORM SEWER PLAN - OVERALL
C4-2B	STORM SEWER PLAN - SITE B
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
LANDSCAPE	
L1-1B	SITE MATERIALS PLAN AND SCHEDULES
L2-1B	LANDSCAPE PLAN AND SCHEDULES
L4-1B	SECTIONS
L5-1	PLANTING AND SCREENING DETAILS

PROJECT TEAM

OWNER/DEVELOPER: Alatus, LLC

ARCHITECT: Humphreys & Partners Architects, LP
5339 Alpha Road, Suite 300
Dallas, TX 75240
Ph: 972-701-9636

LANDSCAPE ARCHITECT: Damon Farber Landscape Architects
401 North 2nd Avenue, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522

CIVIL ENGINEER: Loucks Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763-424-5505

STRUCTURAL ENGINEER:

MEP:

FILE: Z:\1 JOBS\2021\21180 - Hopkins\PROCESS\21180-COVER - SITE B.dwg LAYOUT: 30x42
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325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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

Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

HUMPHREYS & PARTNERS
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City of Hopkins

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ALATUS LLC

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SHEET CONTENTS:
SITE B - TITLE SHEET

SHEET NO.
A101B

21180

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	214 units	15 story	765 s.f
Building C-Wrap	175 units	5 story	721 s.f
Building D	187 units	5 story	677 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	833 units		

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Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.

SENIOR COOP

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

BUILDING C 15 story	214 units	765 s.f.
5 story	175 units	721 s.f.

PARKING - 7 levels-520 spaces

BUILDING D 5 story	187 units	677 s.f.

PARKING - 5 levels- 277 spaces

RESTAURANTS-8,900 s.f.

BIKETRAIL

WETLAND

CLUBHOUSE -3,500 s.f.

ACCESS

ACCESS

Pavillion

Edge of water

Minnehaha Creek

CEDAR LAKE REGIONAL TRAIL

SOO LINE RAILROAD

LAKE STREET NE

2ND STREET NE

BLAKE ROAD N (F.K.A. MONCK AVENUE)

PARCEL 29

PARCEL 20

H.C.S.A.H. NO. 20 PLAT 20

H.C.R.W. MAP NO. 2

6 Short Term Bike Park

5 Short Term Bike Park

4 Short Term Bike Park

11 Short Term Bike Park

TRASH STORAGE/PICK UP

LEASING & CLUBHOUSE 2,300 s.f.

Drainage & Utility Easement

OUTLOT A

OUTLOT B

OUTLOT C

Block 1

Block 2

Block 3

WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21

+908'

CLVT

N

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201

21180

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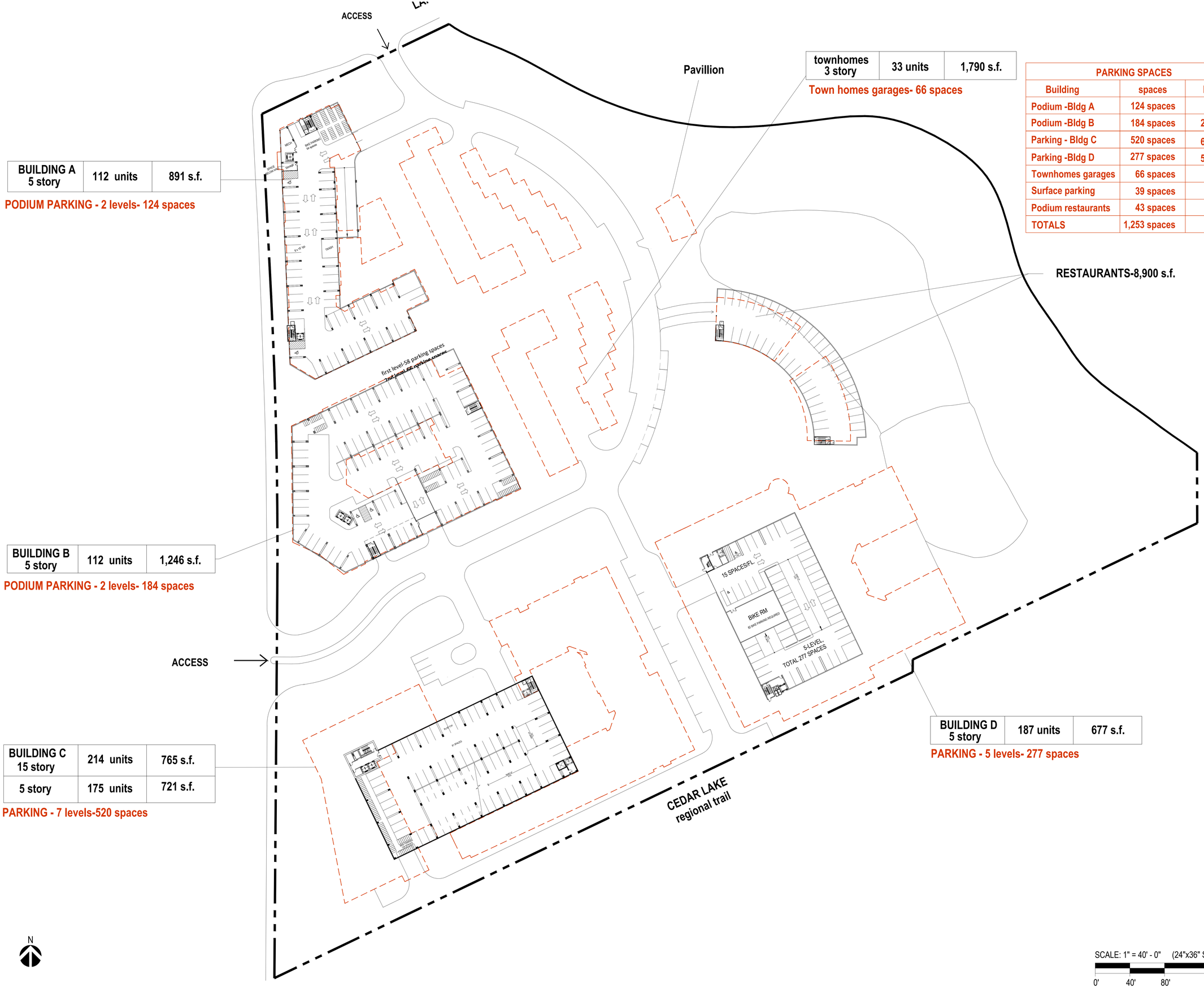

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	124 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,253 spaces	

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A202

21180

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BLDG-B

TOTAL BUILDING GROSS AREA: 175,500 S.F.
LOT AREA: 1.34 ACRES
FAR 3

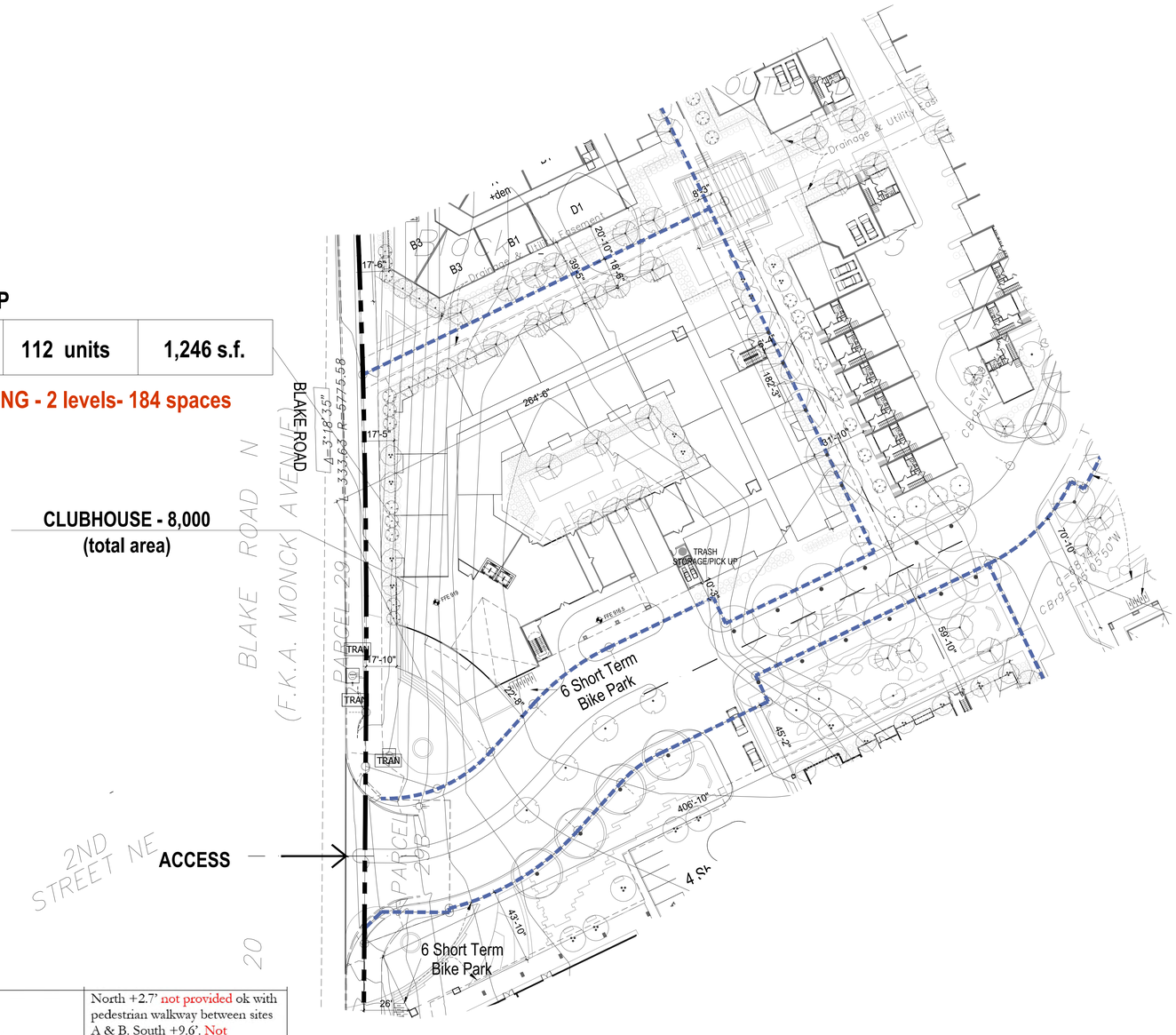
SENIOR COOP

BUILDING B 5 story	**112 units**	**1,246 s.f.**

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

ACCESS



Setback	Residential (Blake) 15'-25' Residential (2nd) 5'-15' Side & Rear – 10'	North (side) – 18.5' South (side) –10'3" East (rear) – 6.4' West (front) Blake – 17'5" (includes trail)	North +2.7' not provided ok with pedestrian walkway between sites A & B. South +9.6'. Not provided Relocate lot line to inside of sidewalk. Provided Continue this property line in townhouse lots. Provided East - 3.6' relocated eastern property line on sites A & B to inside of sidewalk. Provided This will eliminate setback issue and stair encroachment on Site B. Provided West conforms if trail is ok to include Setback table proposed zoning should be Mixed Use with PUD Remove office setback info Add front (Blake) setback Provided

N

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 11/12/2021

PUD SUBMITTAL
11/12/2021

Revisions:

#	DATE	COMMENTS

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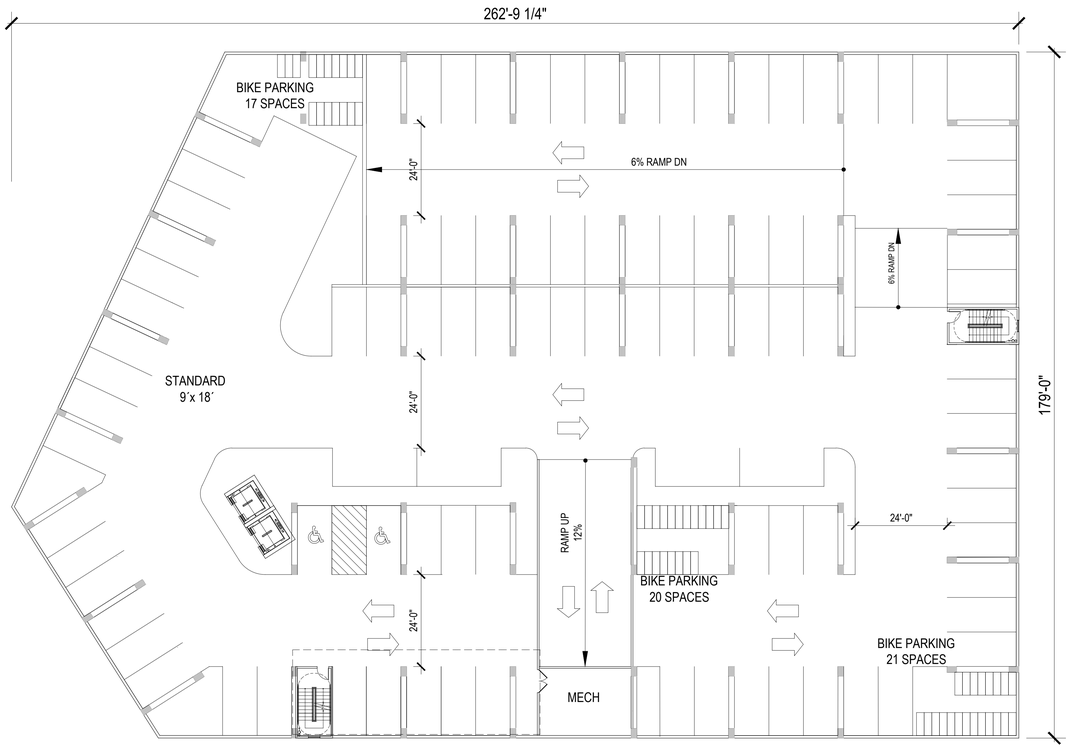
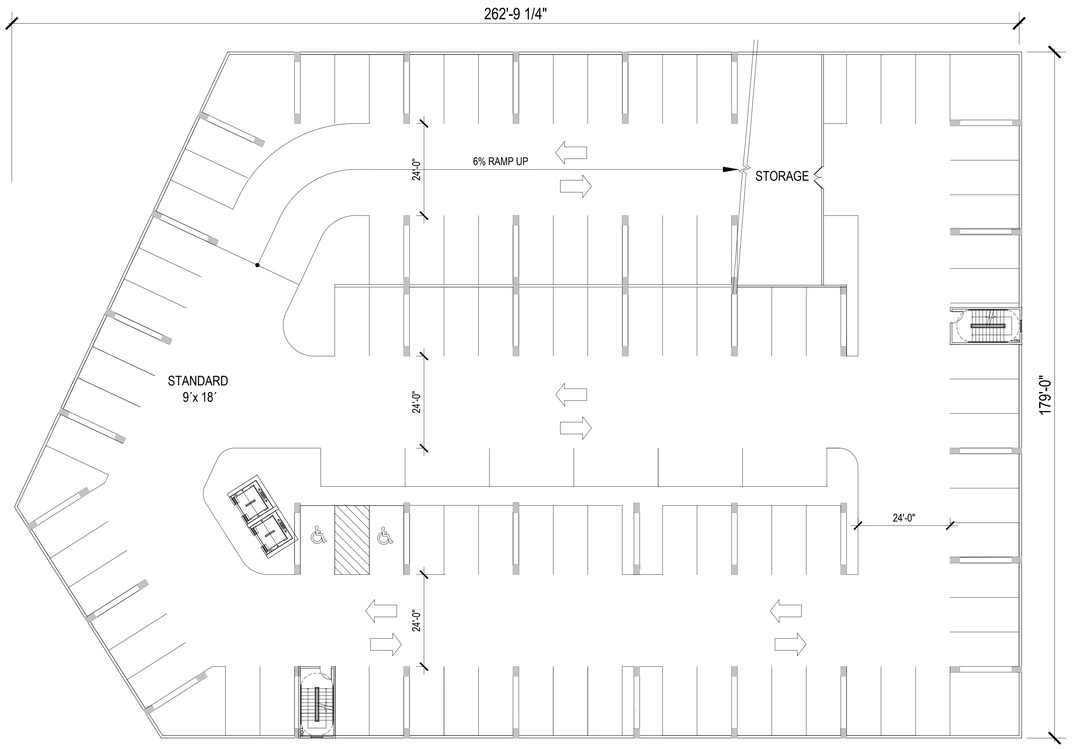
SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201B

21180



PODIUM PARKING -First LEVEL



PODIUM PARKING -Second LEVEL

first level-99 parking spaces
2nd level-85 parking spaces
TOTAL- 184 parking spaces

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
BUILDING B - BUILDING PLANS

SHEET NO.
A420

21180

FILE: Z:\1-JOBS\2021\21180 - Hopkins\PROCESS\BUILDINGS\PODIUM\21180-A420.dwg LAYOUT: A420 30x42
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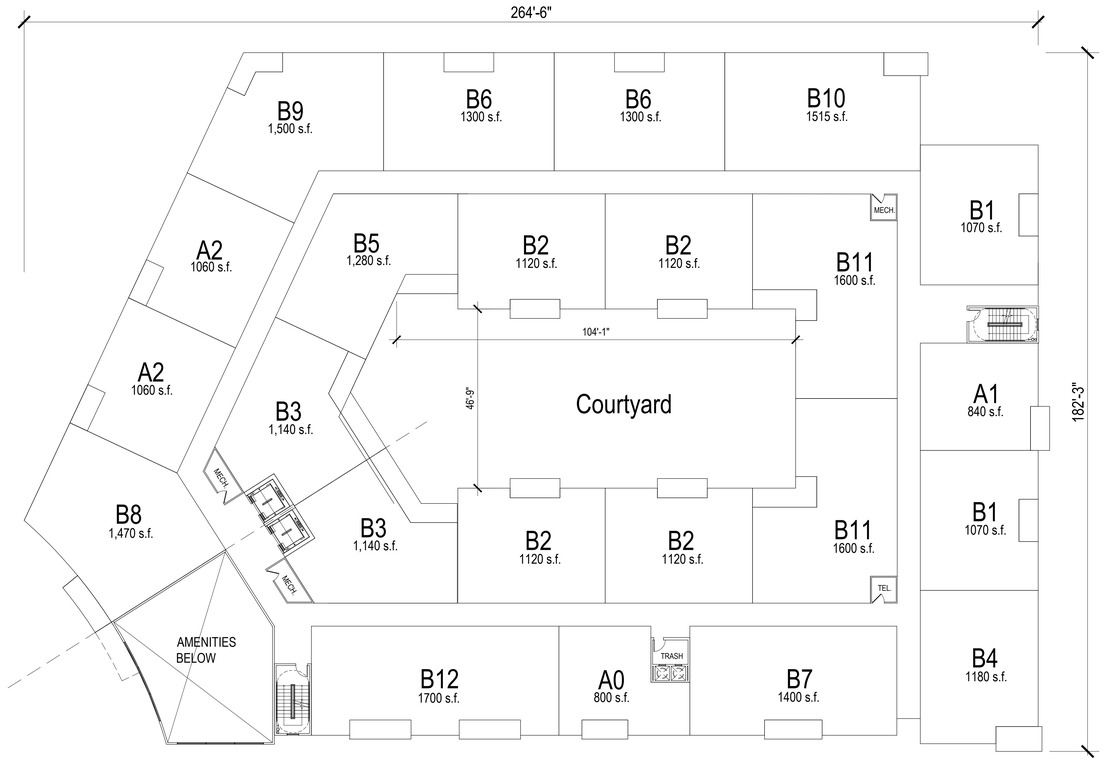
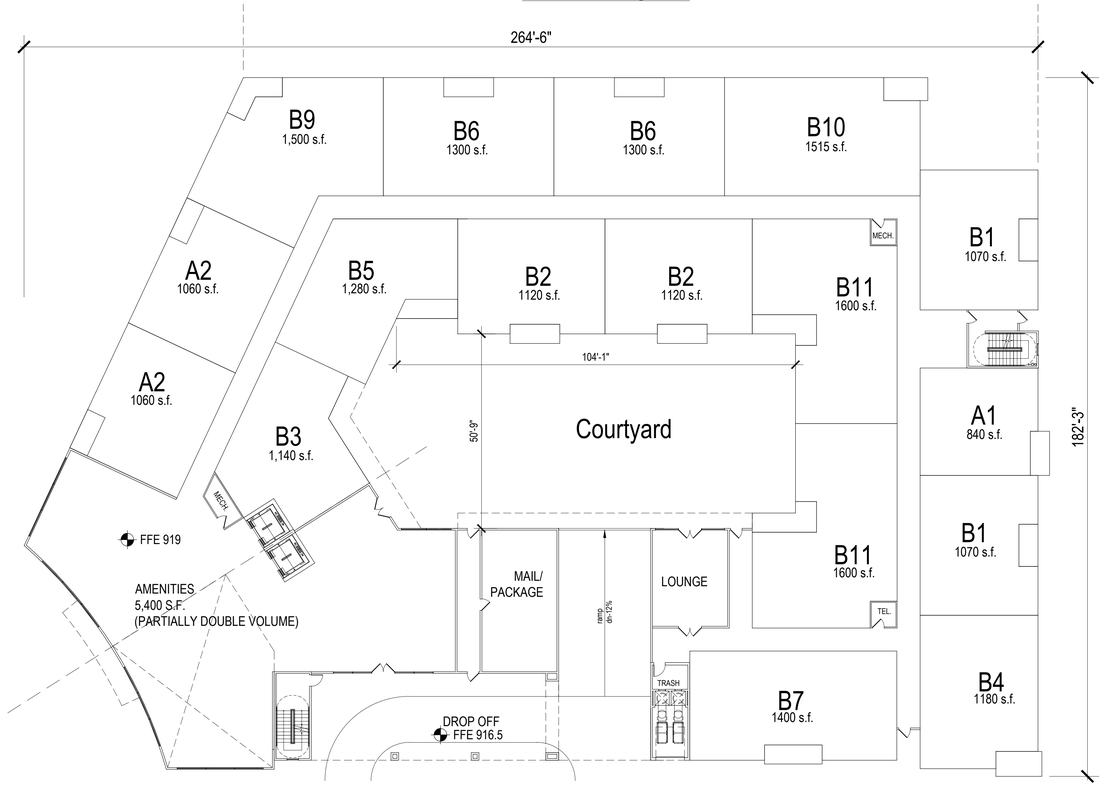
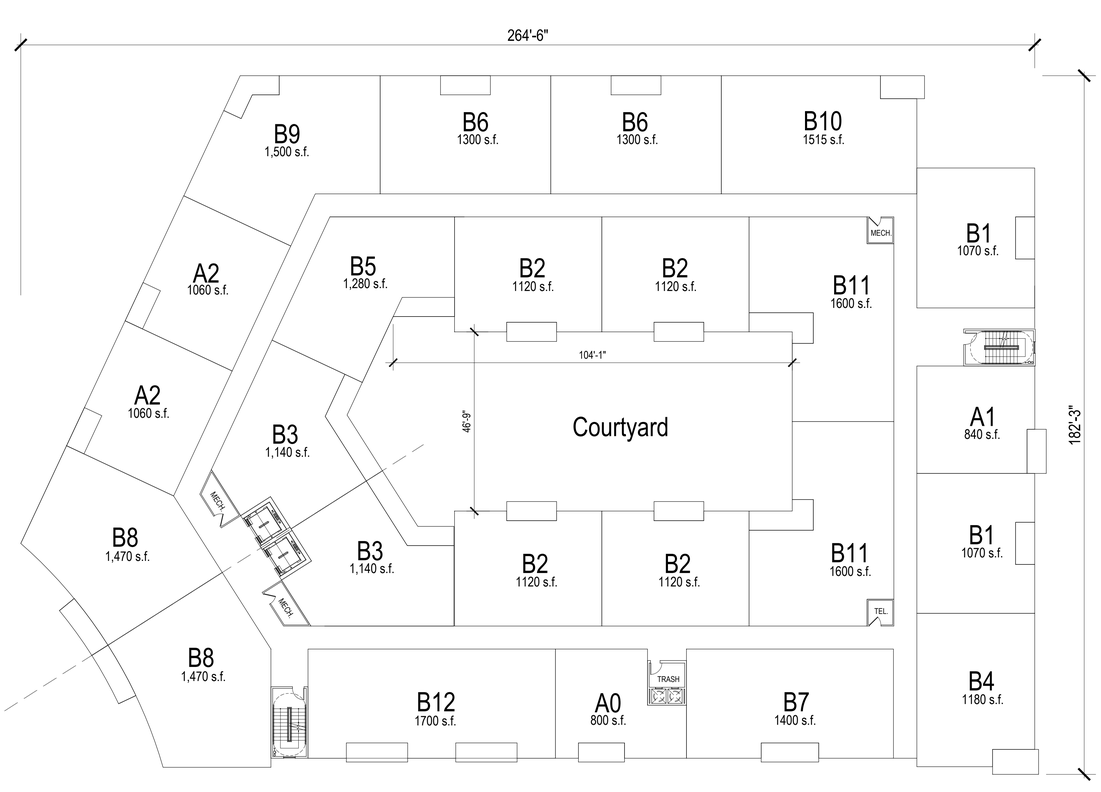


2nd floor plan



Ground floor plan



Typical floor plan

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

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City of Hopkins

Artery Hopkins has been recognized by the American Planning Association as a 2019 Great Street in America.

ALATUS LLC

DF/ DAMON FARBER LANDSCAPE ARCHITECTS
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SHEET CONTENTS:
BUILDING B - BUILDING PLANS

SHEET NO.
A421

21180

FILE: Z:\1_JOBS\2021\21180 - Hopkins\PROCESS\BUILDINGS\PODIUM\21180-A420.dwg LAYOUT: A421 30x42
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BUILDING B -BLAKE ROAD ELEVATION (west)



BUILDING B -BLAKE ROAD AND 2nd ELEVATION

	MATERIAL %	NORTH	WEST (Blake Road including chamfer)	EAST	SOUTH
Primary	CAST STONE	44 %	48 %	40 %	42 %
	METAL PANEL	26 %	20 %	28 %	20 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM/ WOODTONE PANEL	30 %	32 %	32 %	38 %

	NORTH	WEST	EAST	SOUTH
TRANSPARENCY OVER 2ND FL. %	30 %	34 %	32 %	32 %

SCALE: 1/8" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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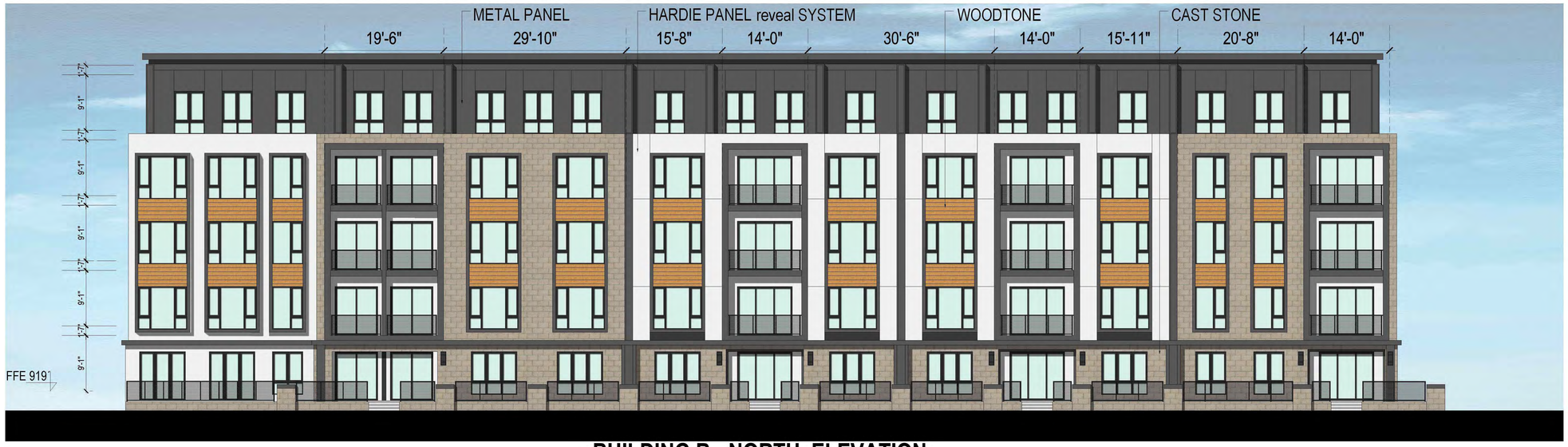
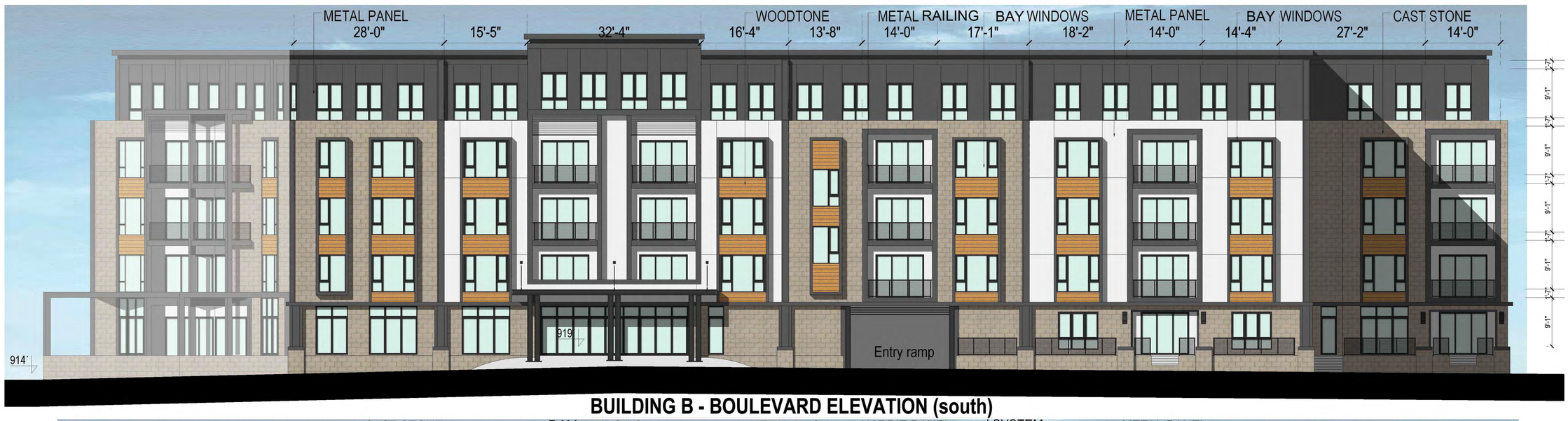
SHEET CONTENTS:
BUILDING B - ELEVATIONS

SHEET NO.
A422

21180



BUILDING B - NORTH ELEVATION



BUILDING B - BOULEVARD ELEVATION (south)



BUILDING B - EAST ELEVATION

SCALE: 1/8" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Signature:

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License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

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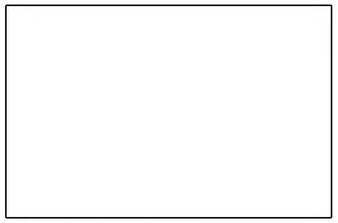
SHEET CONTENTS:
BUILDING B - ELEVATIONS

SHEET NO.
A423

21180

BUILDING B - MATERIAL BOARD



PURE WHITE
FIBER CEMENT PANEL
METAL PANEL



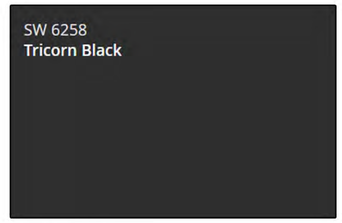
METAL PANEL



WOOD TONE FIBER
CEMENT SIDING



CAST STONE



RAILING
AWNINGS
WINDOWS

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 10/29/2021

PUD SUBMITTAL
10/29/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
BUILDING B
MATERIAL BOARD

SHEET NO.
A424

21180

325 Blake Road
Building B Narrative
10-29-2021

PROJECT OVERVIEW

Building B is a 5-story, 112-unit for-sale senior co-op development with 184 underground parking stalls. The project is at the northeast corner of the Blake Road and 2nd Street NE.

BUILDING DESIGN

The 325 Blake Road project creates an exciting, high density, mixed-use development oriented towards pedestrians, bicyclists, and public transportation. It offers not only its residents but the neighborhood and the regional network in its entirety, a place to live, work and play.
Building B offers two levels of mostly below grade podium parking and five stories of wood frame residential construction above those.

Architecturally, the project proposes a contemporary but timeless architecture. Designed for human scale and with the pedestrian at top of mind, the Project offers a distinct base on all buildings including ground floor access to many of its units, and a clear top level with distinct materials and color palette. While all buildings follow this format, each one has its own character and individually unique characteristics. The design looks for individuality without sacrificing being contextual within the overall development project.

All dwelling units will support the latest in technology while striving to provide a sustainable living experience. Housing units, common areas, and amenities incorporate high efficiency and Wi-Fi controlled appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and solar panels for electricity generation. Acoustical performance between units will exceed Building Code requirements for resident comfort and privacy. Select buildings within the Project will also seek LEED Certification and commissioning.

Exterior materials used are a combination of brick, cast stone, metal and glazing to ensure durability and quality for a generational development asset. Conceptually, lower levels use a combination of brick and cast stone as primary materials at the base, corners, building entries and garage entries. Metal, in various forms, is used mostly on upper levels and above the pedestrian scale that will be encountered. Intermediate levels are a combination of these two materials mentioned plus different cementitious panel solutions with multiple façade aesthetic options. An enhanced and energy efficient HVAC variable refrigerant flow (VRF) system ensures that building facades are uninterrupted, rather than the common solution that presents louvers into the façade design for a sometimes-unsightly exterior aesthetic.

STREETSCAPE AND PUBLIC REALM

The development team has approached this site as a unique opportunity to create a water-centric development that capitalizes on its' adjacency to Minnehaha Creek, the Blake Road LRT station, and the Cedar Lake Regional Trail. The proposed 325 Blake Road development project will transform the former cold storage site with a rich variety of green open spaces and streetscape design improvements. Proposed open spaces and streetscapes are designed to not only provide safe and convenient connections to the creek, regional trail, and LRT station, but to create a rich outdoor environment for future residents, visitors, and community members.

Building B is surrounded by rich pedestrian oriented pedestrian ways. The East/West spine on the north side of the building, the North/South spine on the east side of the building, the Gateway plaza and spine road streetscape on the south side and the Blake Road streetscape on the west side.

Gateway Plaza and Cascade

Central to the open space network are a series of plazas, water features, stormwater treatment features, and landscaped gathering areas, reaching from the project entry at Blake Road to the Central Plaza located next to future restaurants and the Minnehaha Creek Greenway. The primary vehicular and pedestrian entry at Blake Road features gateway plazas on either side of the entry road. These will include water features, special paving, lighting, and seating areas. The central water cascade feature, located adjacent to the entry road/parkway, provides a water channel designed to manage stormwater. Stormwater will be pumped from the future MCWD stormwater pond to the west end of the water cascade feature, providing the ability to create a water feature that not only provides an amenity for the development, but also filters and delivers cleaner stormwater back into the pond. It is designed to provide places for people to gather and stroll along the waterway. Native plant materials, special paving and lighting, site furnishings, and native stone elements will be incorporated to create an environment that will reconnect people to local and regional landscape experiences.

North/South Pedestrian Spine

The site is designed to provide a pedestrian walkway between Buildings A and B, and the townhomes. Building B and the townhomes will connect to a central walkway with front stoops/walks from individual residential units. The central walkway, running north/south, is designed to include permeable pavers and stormwater treatment planting areas to provide this area with stormwater infiltration. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

East/West Pedestrian Spine and Courtyard

An east/west pedestrian walkway is located between Buildings A and B and the townhomes, connecting people from Blake Road to the Minnehaha Creek Greenway. The corridor is anchored at the west end with a small plaza and public art to invite people off Blake Road. At the center of the corridor a courtyard is provided, featuring a small gathering area with a lawn area and patio with pergola. Buildings A and B, as well as the townhomes will connect to the central walkway with front stoops/walks from individual residential units. The walkway, running east/west, is designed to include permeable pavers and stormwater treatment planting areas to provide stormwater infiltration. Cutouts for site furnishings/seating are provided along the central walkway. Native plantings include shade and ornamental trees, shrubs, and groundcovers. Pedestrian-scaled site lighting and wayfinding will provide a safe and convenient pedestrian environment.

Streetscapes

The primary roadway through the site is designed as a tree-lined parkway, delivering people from Blake Road through the site to development parcels, parking garages, open spaces, the Minnehaha Creek Greenway, and eventually connecting to Lake Street. The parkway will include turf boulevards, street tree plantings, pedestrian-scaled street lighting, site furnishings, and wayfinding signage. On-street parallel parking and detached sidewalks will provide a safe environment for pedestrians. Raised benches are designed to provide traffic calming measures and safe pedestrian crossings where pedestrian spines cross the parkway. ADA compliant concrete sidewalks will be provided for pedestrian movement throughout the site, providing connections to open spaces and trails for everyone.

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions now and into the future as well as other external factors relating to the various entities and stakeholders that will be working through the redevelopment effort for the site located at 325 Blake Road. Subject to those conditions, the development team currently anticipates the following construction start date for Building B:

Q2 2022

CITY APPLICATIONS/APPROVALS

- Site Plan Approval for Building B

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed-Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety, or welfare of the residents of the development, the surrounding area, or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

1. Building B exceeds the parking maximum. It currently has 184 spaces for 113 units.
2. The proposed development exceeds the maximum block length of 600 feet, however, multiple pedestrian connectors are provided within each block.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and aligns with overall Comprehensive Plan goals. To ensure a high-quality development, the applicant is proposing the following enhancements in support of the proposed deviations:

Site Access Improvements

A new network of publicly accessible streets and pedestrian corridors divides the site into pedestrian-scaled, walkable quadrants and connects the surrounding context to the Blake Road LRT station, Minnehaha Creek, and the Cedar Lake Regional Trail. The new tree-lined parkway becomes the crucial spine from which stems primary building entries, active uses, and a series of common open spaces. The East/West and North/South pedestrian spines further break down proposed development sites, improving pedestrian circulation and creating a tree-lined pedestrian ways and walk-up residential units.

As described under the 'Streetscape and Public Realm' section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins' minimum standards for stormwater treatment. Building B contributes to the overall stormwater management approach described in the PUD application. Runoff from this site will be conveyed to the proposed 325

Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. The pump will have a base flow to keep water flowing through the Cascade continuously, then will be throttled up during stormwater events to engage the upper portions of the Cascade storage and overflow into the underground stormwater chambers under the skating plaza. This pumped system allows for water level control and continuous infiltration that is not feasible with a traditional gravity system.

This is a substantial improvement from the Cold Storage site condition that was primarily impervious surface with stormwater that ran off without any treatment or attenuation. A total existing (previous) assumed impervious for the site was 10.57 acres, the proposed impervious is 9.75 acres, a reduction of 0.82 acres.

The required infiltration of the 1-inch event requires volume control of 0.8125 acre-ft. The infiltration systems as proposed provide 0.689 acre-ft of volume at a conservative 0.45 in/hr infiltration rate. The soil infiltration rates will be confirmed and adjusted to actual rates using Double Ring Infiltrometer testing. The remaining 0.124 acre-ft will come from the Cascade and the pumping system, the proposed design displaces approximately 12,000 cf of treatment volume = 0.275 acre-ft.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates will be reduced significantly, by approximately 25% in all rainfall events from the existing condition. The system also takes on offsite drainage from the Cedar Lake Trail that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a ‘positive relationship to the street’ by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

High Quality Common Open Spaces

As previously mentioned under ‘Streetscape and Public Realm,’ the master plan includes a series of high quality common open spaces for residents, visitors, and community members to gather, recreate, and connect to nature. They also provide important opportunities to reduce urban heat island effect and stormwater runoff, while improving water and air quality. The pedestrian ways surrounding building B offer important connections to nearby amenities and pleasant green spaces for respite.

Multi-Modal Opportunities

With immediate access to the Minnehaha Creek Greenway, Cedar Lake Trail, and Blake Road LRT station, proposed pedestrian and bike facilities will promote the use of multiple modes of transportation for residents and patrons to and from the project site. The proposed project exceeds the bike parking requirements for Mixed-Use Districts and includes additional bike facilities such as bike pump/repair stations, trail maps, seating for trail users and wayfinding signage.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2040 Cultivate Hopkins Plan. See summary of these goals below within the PUD statement section.

From: Chris Osmundson
To: Jason Lindahl
Cc: Robert C. Lux; Chris Osmundson
Subject: [EXTERNAL] 325 Blake Road N - Nov 15th Engagement Summary
Date: Wednesday, November 17, 2021 2:57:04 PM
Attachments: image001.png
Importance: High

"A neighborhood community engagement session was hosted by Alatus LLC at 6:30pm on Monday, November 15th, 2021 at 43 Hoops, a basketball training facility just across Blake Road N from the proposed redevelopment site at 325 Blake Road. Members of Alatus LLC, the Minnehaha Creek Watershed District, and the City of Hopkins were in attendance. The meeting consisted of a presentation by Bob Lux and Chris Osmundson with Alatus, and Gabe Sherman with Minnehaha Creek Watershed District, about the proposed master development plan, focusing on both high level and detailed components of the proposed land use applications and integration with Minnehaha Creek, respectively. Materials presented via a digital Power Point presentation included the latest images and schematic design concepts from Alatus's land use application, in addition to the most recent engineered drawings from Minnehaha Creek Watershed District. Further discussion was also had regarding the municipal process that the development is working through, overall site timing, and forthcoming engagement opportunities even after land use approvals have been proposed to be received. After the approximately 40 minute presentation, members of the development team and Minnehaha Creek Watershed District answered specific questions with attendees on a one-on-one basis. Based on the sign-in sheets provided by Alatus at the entry to the facility, 27 people were signed in and were in attendance, in addition to those from the development team, Minnehaha Creek Watershed District, and the City of Hopkins.

Questions asked included: (1) questions related to the multi-family affordable housing rental rent and income limitations in the proposed low-income housing tax credit building and how long those would be in place; (2) questions about how a joint health club / fitness facility would practically work and whether or not certain buildings would have certain amenities while others would not; (3) questions about the how senior co-ops are different and the same from/as a condominium ownership model and what pricing the senior co-op units would range in price from; (4) various questions about bike and pedestrian infrastructure and connections to existing infrastructure and under-construction infrastructure; (5) questions related to parking availability and sufficiency for guests, retail, and parkland/watershed district visitors; (6) questions about the proposed stories and floorplans associated with the for-sale townhomes; (7) questions about integration of trash, recycling, and composting services for all residential units, retail uses, and public parkland and public spaces and how the owner(s) would ensure cleanliness for the whole space; (8) questions about the timing and functionality of the solar arrays on each building and when those would be active and generating electricity for the given residential facilities. While this list is not all inclusive, it is an accurate representation of the questions that the development team members fielded after the presentation.

Attendees had the opportunity to pick-up a take-away handout that contained a QR code that could be scanned to link them directly to the 325blakeroadn.com website that is maintained by Alatus LLC. Additionally, the presentation was recorded and the presentation, presentation materials, and other items will be made available on the website for questions and comments and further

feedback. Invitations to the meeting were distributed via municipal notice provisions in addition to social media postings and general word of mouth."

Chris Osmundson
Alatus, LLC – Director of Development
(O): 612.455.0712 | (C): 612.201.8487
cbosmundson@alatusllc.com

Stay Connected: Alatus LLC | Facebook | LinkedIn

IDS Center, 80 S 8th Street, Suite 4155
Minneapolis, MN 55402

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From: Dale Johnson
To: Jason Lindahl; Dale Johnson
Subject: [EXTERNAL] Public Hearing
Date: Friday, November 12, 2021 5:36:39 PM

Dear Mr. Lindahl,
I got your letter regarding the meeting on 11/23.
I have also received a letter from a developer named Alatus.
Is this the same company that is developing or wants to develop the property in the NW corner of Blake and Excelsior by the Goodwill?
I was at a council meeting several weeks ago when that project was being presented. They brought in an upper management person from out of town who started out by mentioning he was a minority. That starts the process off on the wrong foot for me. I don't care if he is from Mars but if he and his company feel that is important it tells me they are playing the ethiscity card. Maybe they get better financial deals from the feds, the state or Hopkins or the county. I don't know.
A question that I did not ask was where does the snow go when the roads get plowed. If this is a private project, I presume they will incur the cost to plow the streets in **their** development, not the city! Have they really set aside a realistic sized area for the snow? The same questions need to be asked about this new development.
Are there time tables in the agreements? Can the person developing the property just sell out when it is finished and therefore have no concern as to the problems that might come up? Any person who has been educated on city planning must be aware that developers build and split.
I hope you can educate me so I can have answers before your meeting and the one next Tuesday put on by Alatus.
Sincerely,
Lion Dale Johnson

December 7, 2021 City Council Report 2021-118

325 Blake Road Site C Site Plan Review

Proposed Action: Staff recommends the City Council adopt the following motions:

- Move to adopt Resolution 2021-081 recommending the City Council approve the site plan for 325 Blake Site C, subject to conditions.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests site plan approval for Site C within the overall 325 Blake Road redevelopment. Site C includes a 14-story, 389-unit market rate multiple unit building, a hotel and 9,000 square feet of commercial space. Site C is proposed on Lot 4, Block 1 of the newly create Mile 14 on Minnehaha Creek Addition. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Based on the findings in this report, both the Planning & Zoning Commission and staff recommend approval of the site plan for Site C subject to the conditions detailed in the attached resolutions.

Primary Issues to Consider

- Background
- Rezoning & PUD Review
- Site Plan Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-081
- Plans and Building Elevations
- Applicant's Narrative
- Neighborhood Meeting Comments
- Multi-Purpose Parking Solution Summary

_____

Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: ____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The attached Applicant's Project Narrative provides a detailed summary of all the various components of the 325 redevelopment project. Generally, Alatus intends to redevelop approximately 12.75 acres of the nearly 17-acre site with the remaining property to be retained by the MCWD for stormwater management and creek restoration. The applicant proposes to redevelop their portion of the property into a mixed use, transit-oriented development near the future Blake Road light rail transit station. The applicant proposes a two-phased redevelopment consisting of approximately 833 housing units targeted to owners, renters (both affordable and market rate) and seniors in both multiple unit buildings and townhome units. Features of the development include an overall design focus to connect both residential and the public with the Minnehaha Creek, a mix of housing types and affordability levels, a mix of residential and commercial uses at transit supportive densities, an enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity, sustainability components, enhance stormwater management and shared parking.

Site C is proposed on Lot 4, Block 1 of the newly created Mile 14 on Minnehaha Creek Addition. As proposed, Site C includes a 14-story, 389-unit market rate multiple unit building with 9,000 square feet of commercial space. Fifteen percent of the 389 apartment units (or 58 units) may be used as a hotel. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Residents of this building will have use of the on-site shared amenities in this building as well as access to the common areas throughout the development. Other notable features of Site C include:

- Leadership in Energy and Environmental Design (LEED) certification
- Cascade stormwater management features along the north side of the building
- Tower plaza along Blake Road
- Central plaza in the northwest corner of the site
- A minimum of 10% of the 520 parking spaces will have electric vehicle charging stations

Review Process to Date. The review process for this project to date included both a concept plan review with a neighborhood meeting and Environmental Assessment Worksheet (EAW). The concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD).

The EAW is being reviewed concurrently with the land use approvals for this project. Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in the EAW, the City finds that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. The collection of land use applications (subdivision, rezoning and PUD and individual site plans) are subject to approval of the EAW.

Neighborhood Meeting. As part of the associated rezoning application, the applicant was required to hold a neighborhood meeting. This meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from this meeting are attached as a reference and detailed in the associated rezoning staff report.

Community Comment. Under state law, site plan review applications require a public hearing. Accordingly, the City published notice of this request and public hearing in the Sun Sailor and

mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to City Planner Jason Lindahl by mail, phone or email or to attend the public hearing where they could learn about the request, ask questions and provide feedback. As of the writing of this report, the City had received one email comment from Dale Johnson regarding this request (attached). Mr. Johnson's questions focused comparison between the Trilogy Blake Road Station and the 325 Blake Road projects, snow removal, and concerns over long term developer accountability. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-23) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public hearing. During the public hearing, Pat Beddor of 220 Ashley Road stated concerns about the PUD allowing a deviation for the 14-story building on Site C. Mr. Beddor went on to state the proposed height was inconsistent with the 2009 Blake Road Corridor Small Area Plan he worked on as a Planning & Zoning Commissioner. Commissioner Sedoff also expressed her concerns about the PUD allowing the 14-story building. City Planner Lindahl acknowledged the 14-story building requires a deviation from the current Mixed Use district standards but it is consistent with the transit supportive density goals of the 2040 Comprehensive Plan. The rest of the commissioners were generally supportive of the proposed height citing consistency with the concept plan and the density goals of the 2040 Comprehensive Plan. The Commissioners also liked the applicant's commitment to seek environmental certification for Site C. After some additional general discussion, the Commission voted 6-1 (with Commissioner Sedoff voting against) to recommend the City Council approve the site plan application for Site C.

SITE PLAN REVIEW FOR SITE C

Standards for reviewing site plan applications are detailed in Article IV of the City Code. This section establishes the site plan review procedure and provides regulations pertaining to the enforcement of site design standards. These procedures are established to promote high quality development that ensures long-term stability of residential neighborhoods and enhance the built and natural environments within the City as new development and redevelopment activities occur. In this case, site plan review is required to review construction of a new building. Staff has reviewed the proposed development against the zoning regulations for the Mixed Use district. Staff's review and findings for each of these regulations are detailed below.

Land Use & Zoning. The subject property is guided as Activity Center in the 2040 Comprehensive Plan. The Activity Centers future land use category surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The subject property is within the ¼ mile radius of the future Blake Road Station and results in a density of 99 units/acre.

To implement the Activity Center future land use classification, Alatus has filed a separate application to rezone the subject property from I-2 General Industrial to Mixed Use. Staff finds

this rezoning request consistent with the Activity Center future land use category. A more detailed review of the rezoning proposal can be found in the associated rezoning application. As such, this site plan review for Site C evaluates the property against the zoning standards in the Mixed Use district and any specific deviations granted through the planned unit development. Staff recommends that a condition of site plan approval require the applicant to also receive approval of the separate rezoning application.

Height. The applicant's plans call for the height of the buildings on Site C to exceed the Mixed Use district standard. The Mixed Use district height standards for the Blake Road Station Area allows 3-4 stories for residential structures and 5-6 stories for mixed use buildings. In this case, Site C will have 14-stories or 8 stories higher than allowed through the Mixed Use district. From an overall design perspective, the greater height is necessary to achieve the transit supportive densities called for in the Activity Center future land use category of the 2040 Comprehensive Plan. The increased height of this building is acceptable under the planned unit development as the overall development site will include substantial open space, Outlot C is planned to include 3-story townhouse units and Lot 2, Block 1 is planned to include 1-story commercial buildings.

Floor to Area Ratio (FAR). As designed, the Floor to Area Ratio (FAR) for site C does not meet the standard of the Mixed Use district. Floor to Area Ratio (FAR) is a measurement of density calculated by dividing the floor area of a building by the lot area of the parcel on which the building is located. In the Blake Road Station Area, the FAR standard is a minimum of 2 and a maximum of 3 for residential buildings and a minimum of 3 and a maximum of 5 for mixed use buildings. In this case, the FAR for Site C is calculated to be 2.39 and does not conforms to the Mixed Use district FAR standard for residential buildings. This deviation from the FAR standards is acceptable under the planned unit development.

Setbacks. As designed, Site C does not meet the setback standards for the Mixed Use district on any side of the building. The table below compares the required and proposed setbacks for Site C. It shows the largest deviations on the west, north and south sides of the building. Generally, the additional setback area helps lessen the visual impact of the higher building. More specifically, the extra setback along the west (Blake Road) and north (spine road) provide additional area for the plaza, pedestrian, and water feature areas while the additional setback along the south side provides additional area for a fire, trash and delivery access driveway. This design is acceptable under the overall planned unit development.

Setback Review for Blake Road Station – Site C			
Setback	**Standard**	**Proposed**	**Status**
Front (West)	15' – 25'	46.5'	+21.5 Non-Conforming
Side (North)	10'	43.4'	+33.4' Non-Conforming
Side (South)	10'	27.9'	+17.9 Non-Conforming
Rear (East)	10'	13.5'	+3.5' Non-Conforming

Off-Street Parking & Travel Demand Management. Overall, the applicant's traffic impact analysis study for the entire 325 Blake Road site confirms the City's off-street parking requirements and the number of parking stalls proposed by the developer are adequate.

A specific review of Site C finds the proposed off-street parking exceeds the requirements of the Mixed Use district. The Mixed Use district requires residential uses provide a minimum of 1 and

a maximum of 1.5 enclosed parking stalls per unit and 1 guest stall per 15 units. Using these standards, the 342 unit building proposed for Site C is required to provide at least 415 while 520 are provided. The applicant proposes to address the parking needs for the accessory hotel and commercial uses through a multi-purpose automated parking system described below.

Buildings C & D will include "multi-purpose" parking garages that serve both the residents of the housing projects and the patrons of the public realms and entertainment node within the Development – these garages will include a combined 797 parking stalls (520 in Site C and 277 in Site D).

The applicant has experience curating multi-purpose parking solutions and seeing them through to reality. The key to any successful parking solution is maximizing the utilization rate of the parking such that the supply adequately and precisely meets demand at all hours of the day. The Development will include a variety of uses that have complementary parking needs. For instance, an average resident that does not work from home will primarily use their parking stall from 5pm-9am, while an average employee at one of the various retail outlets would use their parking stall from 9am-5pm (standard workday hours).

General guidelines for the multi-purpose garages operated in Buildings C & D are provided below. The City is agreeable to this parking system give the transit-oriented design of the development under the overall planned unit development agreement.

- Approximately one-third of the parking stalls (250-300 of the approx. 800) would be dedicated reserved stalls leased to residents of the buildings.
- The remaining two-thirds of the parking stalls (500-550 of the approx. 800) would be split between unreserved resident parking and transient parking.
- In our recent experience with similar suburban projects, the parking needs of the average rental community is approx. 1.20 parking stalls per unit.
- Buildings C & D are currently designed to include approx. 576 rental units, which would equate to 576 total parking stalls (reserved + unreserved) dedicated to the residents based on a 1.20 parking factor. That would leave 105 parking stalls for transient/overflow demand.
- The parking garages will be equipped with state-of-the-art parking technology that uses machine learning to make sure there are no inventory problems; this technology would ensure that there is ample parking for residents and track the utilization by the public.

Bicycle Parking. Site C meets the bicycle parking standards for residential uses the Mixed Use district. For multifamily residential uses, the Mixed Use district requires 1 long-term space per 2 units and 1 short-term space per 20 units. With this standard, Site C must provide 195 long-term and 20 short-term spaces or a total of 215 bicycle parking spaces. In this case, the plans for Site C show 188 long-term stalls in two bicycle parking rooms in the basement and 2nd levels of the parking structure. The site plan shows an undetermined number of short-term stalls near the entrance to the residential lobby on the north side of the building. Staff recommends a condition of approval require the applicant to revise their plans to show the required amount of bicycle parking stalls prior to execution of the planned unit development agreement.

As a mixed use building, Site C is also required to provide bicycle parking for the commercial space. The Mixed Use district requires commercial uses to provide at least 0.5 long-term spaces per employee and 0.5 spaces per 1,000 square feet of net building area. Site C is planned to have

9,000 (gross) square feet of commercial space; however, the exact commercial uses, net square footage and number of employees are unknown at this time. As a result, staff recommends a condition of approval require the applicant to provide bicycle parking in accordance with the Mixed Use district standards at the time of building permit for build-out of the commercial spaces.

Shadow Study. The Mixed Use district requires a shadow study for all buildings four stories or higher and the applicant has included this study with their plans. According to the Mixed Use district standards, the shadow study must indicate the shadows cast at the shortest and longest days of the year. Impacts of a shadow on the surrounding property may be a reason to lower and/or adjust the location or height of buildings. Review of the shadow study finds little to no impact on adjacent properties even with the additional height of the building allowed through the planned unit development.

Exterior. Exterior materials proposed for Site C do not meet the standards of the Mixed Use district. The proposed exterior materials for the building on Site C are summarized in the table below. The Mixed Use district requires the primary exterior treatment of walls facing a public right-of–way or parking lot on a structure shall be brick, cast concrete, stone, marble or other material similar in appearance and durability. Regular or decorative concrete block, float finish stucco, EIFS-type stucco, cementitious fiberboard, or wood clapboard may be used on the front façade as a secondary treatment or trim but shall not be a primary exterior treatment of a wall facing a public right-of-way. Staff interprets primary to be at least 65 percent and secondary to not exceed 35 percent of the side of a building.

Site C Exterior Materials				
Material	**North Spine Road**	**South LRT/Trail**	**East Pedestrian Way**	**West Blake Road**
Brick	23.5%	49.7%	37%	30%
Cast Stone	0%	0%	0%	0%
Metal Panel	41.5%	15.3%	30.2%	60%
Fiber Cement Panel-Reveal System	35%	35%	32.8%	10%
Total	100%	100%	100%	100%

Since the Planning & Zoning Commission review, the applicant has revised the exterior materials as detailed in the table above. These changes include redistributing the materials but keeping the percentages on each elevation the same. Overall, these deviations in materials are acceptable under the planned unit development agreement.

Building Orientation. The building on Site C exceeds the building orientation standards of the Mixed Use district. Buildings within the Mixed Use district must be oriented toward the pedestrian by providing a direct link between each building and the pedestrian walking system, with emphasis on directing people to a transit station. The applicant's plans for Site C show an enhanced public realm along the north (cascade stormwater feature), east (woonerf) and west (Blake Road Plaza) sides of the building.

Façade. The building on Site C meets the façade articulation standards of the Mixed Use district. These standards require the primary street side façade of a building shall not

consist of an unarticulated blank walls, flat front facades or an unbroken series of garage doors. The front of a building shall be broken up into individual bays of a minimum of 25 feet and maximum of 40 feet wide. In this case, the primary street facades (north and west) of the building are articulated through a combination of architectural features, breaks in materials and balconies.

Transparency & Fenestration. The building on Site C exceeds the transparency & fenestration standards of the Mixed Use district. The Mixed Use district requires at least 30 percent fenestration for windows above the first floor for all sides that abut a public right-of-way. For Site C, that applies to the north and west sides of the building. According to the applicant, the north side of the building has 43.8 percent fenestration while the west side has 38 percent.

Sidewalks. Site C exceeds the sidewalk standards of the Mixed Use district. The Mixed Use district requires a minimum 5-foot wide sidewalk along the frontage of all public streets and within and along the frontage of all new development or redevelopment. As noted in the Building Orientation section above, the applicant's plans for Site C show an enhanced pedestrian realm and sidewalks along the north (cascade stormwater feature), east (woonerf) and west (Blake Road Plaza) sides of the building.

Landscaping. The applicant's plans have yet to demonstrate conformance with the Mixed Use district's landscape standards. This standard requires sites in excess of $4 million to provide landscape improvements equal to 1 percent of the project's value plus 0.10 of the value over $4 million. The applicant shall provide detailed landscape and planting plans demonstrating compliance with these standards prior to execution of the planned unit development agreement.

Staff recommends a condition of approval require the applicant to provide a landscape and pedestrian/streetscape letter of credit in a form acceptable to the City Attorney for 125% of the value of all improvements. The City will hold the letter of credit until the plantings have survived at least one growing season and the applicant has installed the pedestrian/streetscape improvements.

Pedestrian/Streetscapes. The Mixed Use district requires pedestrian streetscape improvements along all sidewalks. Pedestrian improvements of at least 25 percent of the landscaping budget shall be included in the development. These improvements shall create a high quality pedestrian experience through the provision of benches, planters, drinking fountains, waste containers, median landscaping and the like. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. The applicant's plans appear to meet these standards. Staff recommends a condition of approval require the applicant to provide more detailed streetscape information demonstrating compliance with this standard prior to execution of the planned unit development agreement.

Signs, Canopies and Awnings. The site plan for Site C does not include a sign plan. All signs must be approved through a separate administrative permit subject to conformance with the standards of the Mixed Use district and sign regulations contained in Article XXI - Signs.

Trash Enclosure. The applicant plans to store trash containers within the underground parking

Garage which will be accessed through the access drive along the south side of the building. Trash pick-up shall not occur within the public right-of-way.

Exterior Lighting. The applicant's plans for Site C do not include exterior lighting or photometric plans. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. Staff recommends a condition of approval require the applicant submit and receive approval of a detailed lighting and photometric plan for Site C prior to execution of the planned unit development agreement. This plan shall include both pedestrian-scale street lights (no greater than 12' in height) as well as all building exterior lighting, light fixture spec sheets and photometric data.

Stormwater Treatment. The applicant's narrative includes stormwater treatment information that indicates it exceeds both the City's and Minnehaha Creek Watershed District's (MCWD) standards. According to the applicant, building C treatment is part of a more comprehensive approach to stormwater developed in the PUD for the entire 325 Blake Road redevelopment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. A condition of approval shall require the applicant's stormwater design to comply with all requirements of the City Engineer and the Minnehaha Creek Watershed District.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Site C and offers the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater, water quality, and construction permit requirements satisfies City of Hopkins requirements.
- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

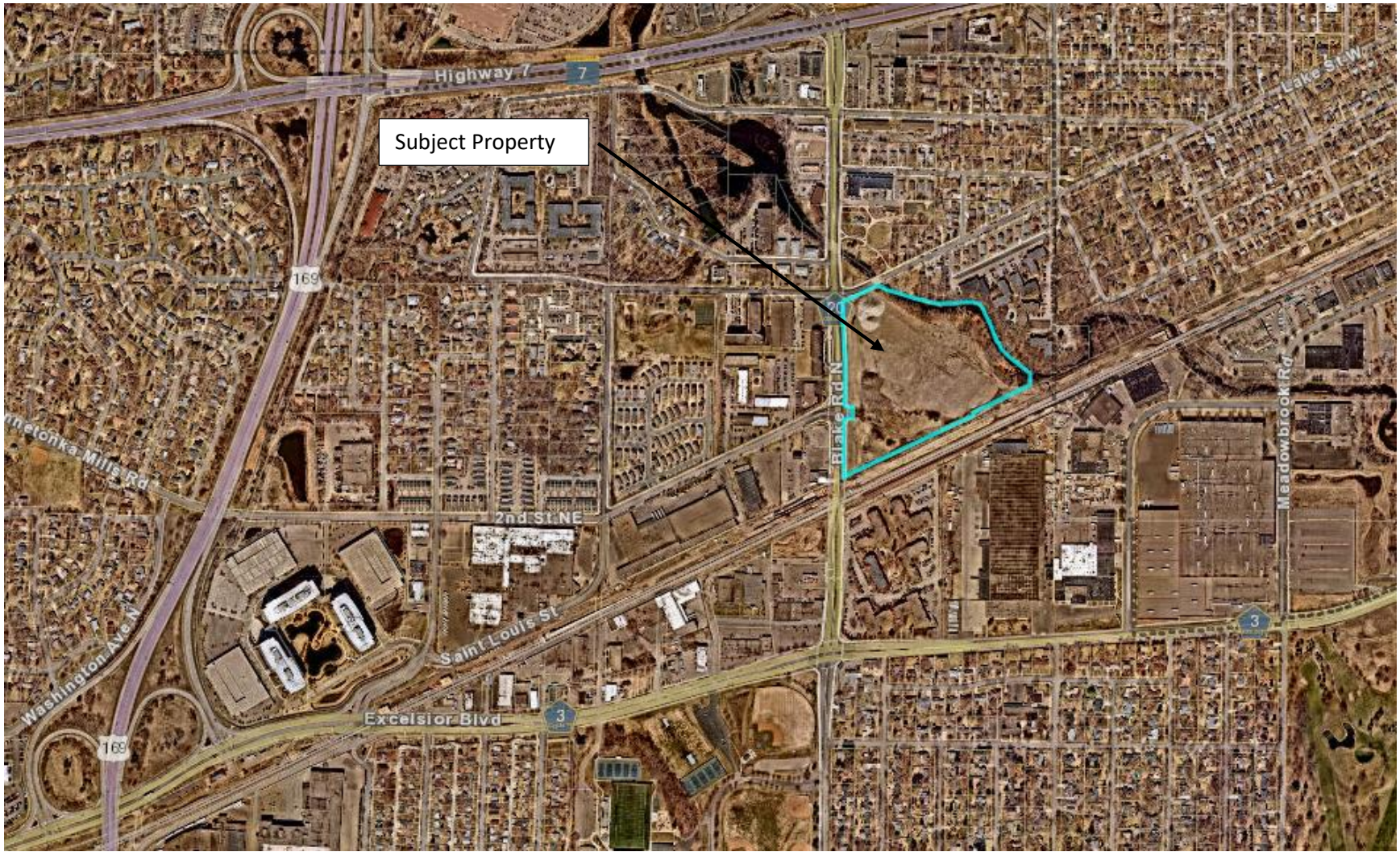
ALTERNATIVES

1. **Vote to approve the site plan application for 325 Blake Road Site C**. By voting to approve, the site plan application for Site C will be approved.

2. **Vote to deny the site plan application for 325 Bale Road Site C**. By voting to deny, the site plan application for Site C will not be approved. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council indicates that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-081

A RESOLUTION APPROVING THE SITE PLAN FOR 325 BLAKE ROAD SITE C, SUBJECT TO CONDITIONS

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated site plan review application for 325 Blake Road North Site C within PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the applicant has also requested to subdivide the property legally described above to facilitate development on Site C and that plat proposes to assign Site C to Lot 4, Block 1, Mile 14 on Minnehaha Creek Addition; and

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated application based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves the site plan application for 325 Blake Road North Site C, subject to the conditions listed below.

1. Approval of a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road development.

2. Approval of the associated rezoning application and execution of a Planned Unit Development (PUD) Agreement in a form acceptable to the City Attorney.
3. Conformance with all applicable standards of the Mixed Use district and approved planned unit development agreement.
4. Approval of the associated preliminary and final plat applications for Mile 14 on Minnehaha Creek Addition and conformance with all conditions of approval.
5. Revise the site plan application to show the required amount of bicycle parking stalls prior to execution of the planned unit development agreement. Short-term bicycle parking stalls shall be located near the pedestrian entrance to the lobby on the north side of the building.
6. The property owner shall provide bicycle parking in accordance with the Mixed Use district commercial standards at the time of building permit for build-out of the commercial spaces.
7. Submission and approval of a detailed landscape and streetscape plan prior to execution of the planned unit development agreement.
8. Provision of a landscape security equal to 1.5 times the cost of all plantings and streetscape improvements in a form acceptable to the City Attorney prior to issuance of a building permit. The City shall hold this security until all streetscape improvements have been installed and all plantings have survived at least one full growing season.
9. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.
10. Submission and approval of exterior lighting and photometric plans prior to issuance of a building permit. These plans shall cover the entire site and demonstrate downward directed light fixtures, poles no higher than twenty (20) feet and light levels equal to or less than 1.0 lumens at any non-residential property line or 0.5 lumens at any residential property line.
11. Conformance with all requirements of the City Engineer.
12. Approval of all necessary permits from the Building, Engineering and Fire Departments.
13. Approval of the development by the Minnehaha Creek Watershed District and conforms with all related conditions.
14. Payment of all applicable development fees including, but not limited to SAC, park dedication and City Attorney fees.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

325 BLAKE ROAD - SITE C (BUILDING C)

325 BLAKE ROAD, HOPKINS, MN



PROJECT LOCATION



Neighborhood Context Map



Site Location

BUILDING METRICS

325 BLAKE ROAD — ***ALATUS, LLC*** — 2021180

UNIT TABULATION -BUILDING C-15 STORY RESIDENTIAL — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	BALCONY	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AC AREA	TOTAL BALCONY	% BREAKDOWN
S1-HI	1br/1ba	440	0	48	48	22%	21,120	0	22%
A1-HI	1br/1ba	592	66	24	24	11%	14,208	1,584	
A2-HI	1br/1ba	752	66	24	24	11%	18,048	1,584	
A3-HI	1br/1ba	674	66	24	24	11%	16,176	1,584	49%
A4-HI	1br/1ba	708	66	32	32	15%	22,656	2,112	
A5-HI	1br/den/1ba	816	66	1	1	0%	816	66	
B2-HI	2br/2ba	946	66	8	16	4%	7,568	528	
B3-HI	2br/2ba	1,102	66	22	44	10%	24,244	1,452	
B4-HI	2br/2ba	1,149	66	18	36	8%	20,682	1,188	
C1-HI	3br/3ba	1,634	134	1	3	0%	1,634	134	29%
C2-HI	3br/3ba	1,378	132	12	24	6%	16,536	1,584	
TOTALS				**860**	**214**	**276**	**100%**	**163,688**	**11,816**	100%

UNIT AVERAGE NET SF : **765**

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF : **765 S.F.**

RETAIL AREA: **8,000 S.F.**

PARKING:

TOTAL PROVIDED: **520 SPACES**

GARAGE **511 SPACES**

SURFACE **9 SPACES**

PARING RATIO **1.34 SPACES /UNIT**

325 BLAKE ROAD — ***ALATUS, LLC*** — 2021180

UNIT TABULATION -BUILDING C WRAP -5 STORY RESIDENTIAL — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	576	39	39	22%	22,464	22%
A1	1br/1ba	689	45	45	26%	31,005	52%
A2	1br/1ba	739	26	26	15%	19,214	
A3	1br/1ba	793	20	20	11%	15,860	
B1	2br/2ba	923	4	8	2%	3,692	
B2	2br/2ba	986	4	8	2%	3,944	23%
B3	2br/2ba	1,067	23	46	13%	24,541	
B4	2br/2ba	1,100	10	20	6%	11,000	
C1	3br/2ba	1,368	4	12	2%	5,472	2%
TOTALS			**175**		**100%**	**126,192**	**100%**

UNIT AVERAGE NET SF : **721**

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF : **721 S.F.**

DRAWING INDEX

Sheet Number	Sheet Name
GENERAL INFORMATION	
A101C	SITE C - TITLE SHEET
ARCHITECTURAL	
A201	ARCHITECTURAL SITE PLAN - OVERALL
A202	PARKING PLAN
A201C	ARCHITECTURAL SITE PLAN - SITE C
A430	BUILDING C - FLOOR PLANS
A431	BUILDING C - FLOOR PLANS
A432	BUILDING C - FLOOR PLANS
A433	BUILDING C- FLOOR PLANS
A434	BUILDING C - FLOOR PLANS
A435	BUILDING C - FLOOR PLANS
A436	BUILDING C - SECTION
A437	BUILDING C - ELEVATIONS
A438	BUILDING C - ELEVATIONS
A439	BUILDING C - ELEVATIONS
A440	BUILDING C - MATERIAL BOARD
CIVIL	
C1-1	EXISTING CONDITIONS PLAN - OVERALL
C1-1C	EXISTING CONDITIONS PLAN - SITE C
C1-2	DEMOLITION PLAN - OVERALL
C1-2C	DEMOLITION PLAN - SITE C
C2-1	SITE PLAN - OVERALL
C2-1C	SITE PLAN - SITE C
C3-1	GRADING PLAN - OVERALL
C3-1C	GRADING PLAN - SITE C
C4-1	SANITARY SEWER & WATERMAN PLAN - OVERALL
C4-1C	SANITARY SEWER & WATERMAN PLAN - SITE C
C4-2	STORM SEWER PLAN - OVERALL
C4-2C	STORM SEWER PLAN - SITE C
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
LANDSCAPE	
L1-1C	SITE MATERIALS PLAN AND SCHEDULES
L2-1C	LANDSCAPE PLAN AND SCHEDULES
L4-1C	SECTIONS
L5-1	PLANTING AND SCREENING DETAILS

PROJECT TEAM

OWNER/DEVELOPER: Alatus, LLC

ARCHITECT: Humphreys & Partners Architects, LP
5339 Alpha Road, Suite 300
Dallas, TX 75240
Ph: 972-701-9636

LANDSCAPE ARCHITECT: Damon Farber Landscape Architects
401 North 2nd Avenue, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522

CIVIL ENGINEER: Loucks Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763-424-5505

STRUCTURAL ENGINEER:

MEP:

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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HUMPHREYS & PARTNERS ARCHITECTS, L.P.
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SHEET CONTENTS:
SITE C - TITLE SHEET

SHEET NO.
A101C

21180

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325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	214 units	15 story	765 s.f
Building C-Wrap	175 units	5 story	721 s.f
Building D	187 units	5 story	677 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	833 units		

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townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.

SENIOR COOP

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

BUILDING C 15 story	214 units	765 s.f.
5 story	175 units	721 s.f.

PARKING - 7 levels-520 spaces

BUILDING D 5 story	187 units	677 s.f.

PARKING - 5 levels- 277 spaces

RESTAURANTS-8,900 s.f.

BIKETRAIL

WETLAND

CLUBHOUSE -3,500 s.f.

ACCESS

ACCESS

Pavillion

Edge of water

Minnehaha Creek

CEDAR LAKE REGIONAL TRAIL

SOO LINE RAILROAD

LAKE STREET NE

2ND STREET NE

BLAKE ROAD N (F.K.A. MONCK AVENUE)

PARCEL 29

PARCEL 20

H.C.S.A.H. NO. 20 PLAT 20

H.C.R.W. MAP NO. 2

6 Short Term Bike Park

5 Short Term Bike Park

4 Short Term Bike Park

11 Short Term Bike Park

TRASH STORAGE/PICK UP

LEASING & CLUBHOUSE 2,300 s.f.

Drainage & Utility Easement

OUTLOT A

OUTLOT B

OUTLOT C

Block 1

Block 2

Block 3

WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21

+908'

CLVT

N

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201

21180

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
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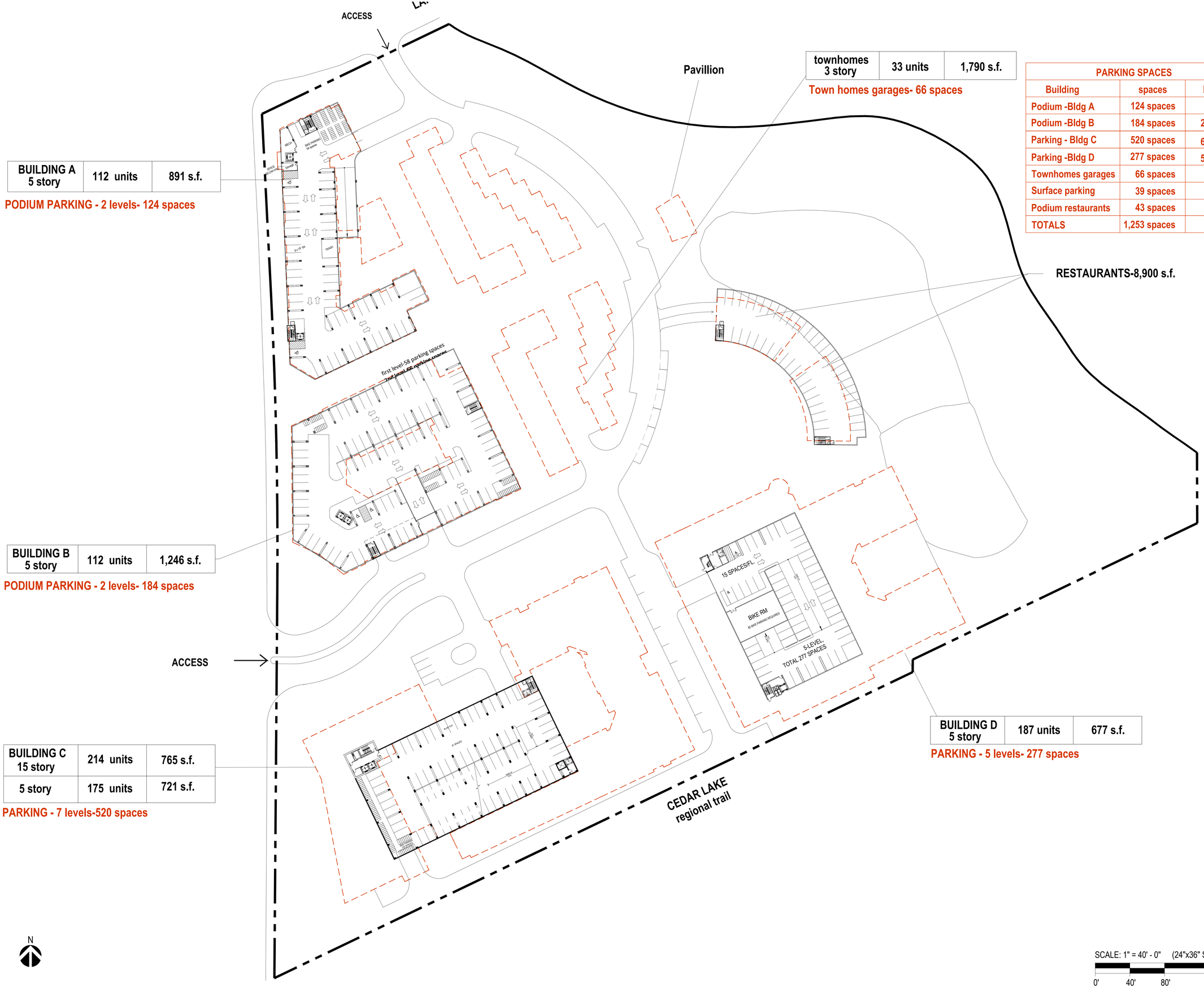

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	124 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,253 spaces	

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A202

21180

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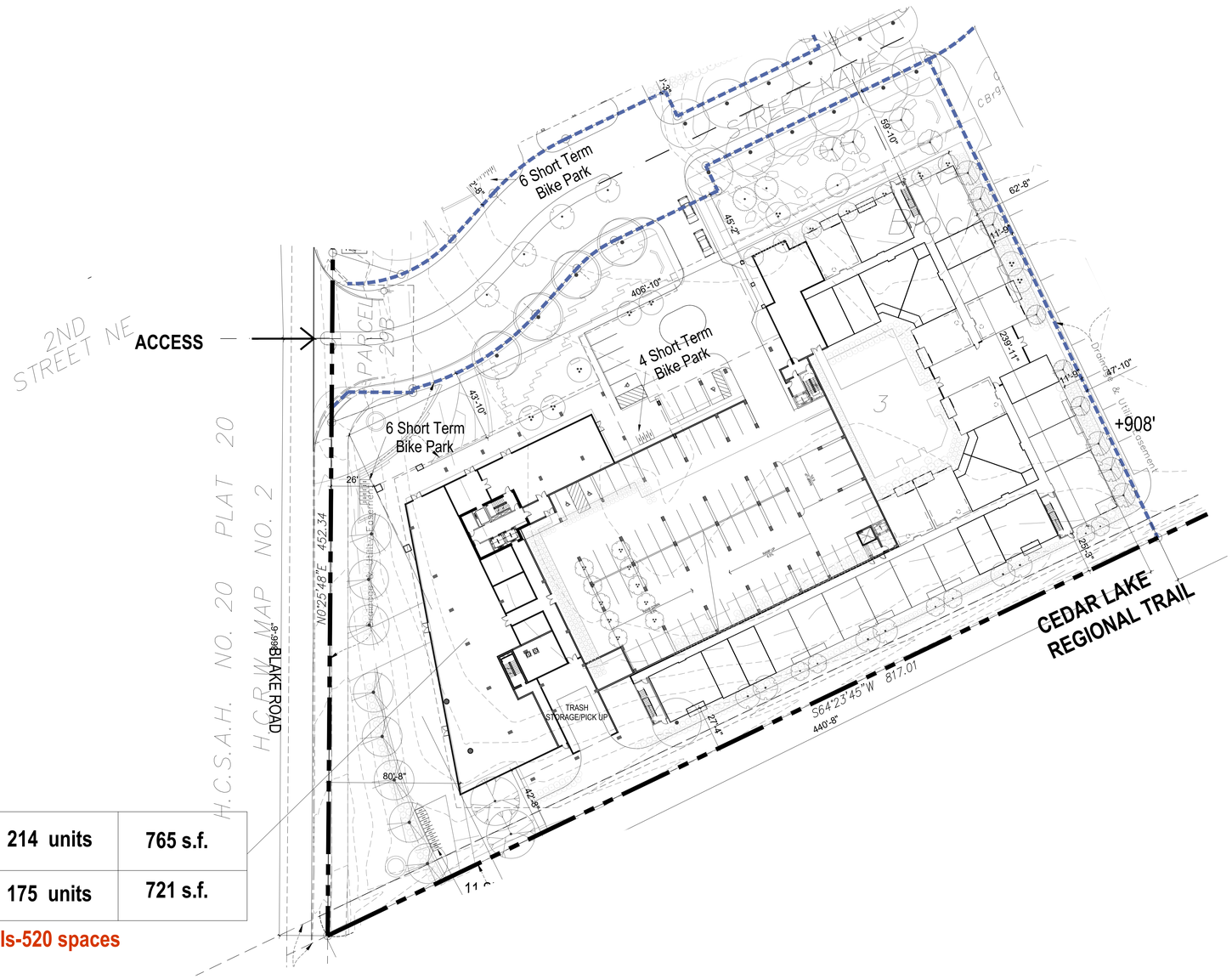
Setback	Residential (Blake) 15'-25' Residential (2nd) 5'-15' Side & Rear – 10'	North (side) – 43'10" South (side) –25'3" East (rear) – 11'9" West (front) – 26'(show setback from building to property line including road)	The site plan does not show the entire parcel. Add north and east setbacks. Consider revising northern property line to inside of sidewalk

BLDG-C

TOTAL BUILDING GROSS AREA: 395,589 S.F.
LOT AREA: 3.45 ACRES
FAR 2.63



BUILDING C **15 story**	**214 units**	**765 s.f.**
5 story	**175 units**	**721 s.f.**

PARKING - 7 levels-520 spaces

N

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201C

21180

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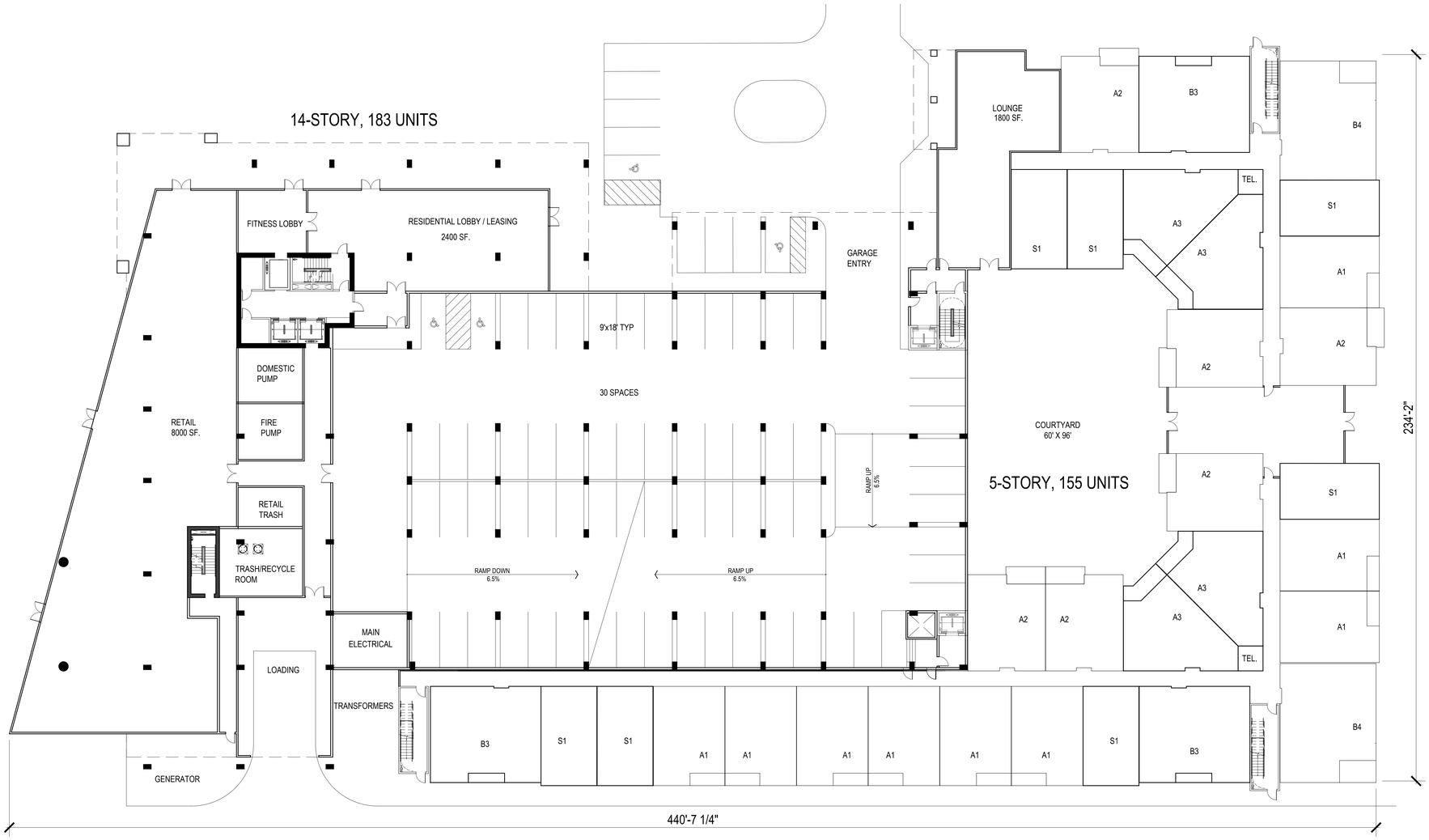
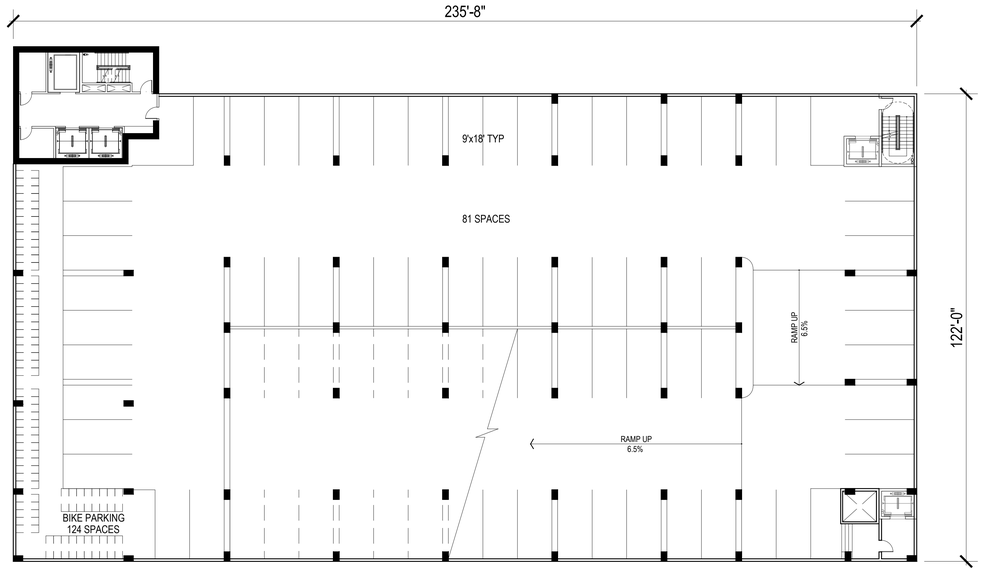


GROUND FLOOR PLAN



SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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SHEET CONTENTS:
BUILDING C - BUILDING PLANS

SHEET NO.

A430

21180

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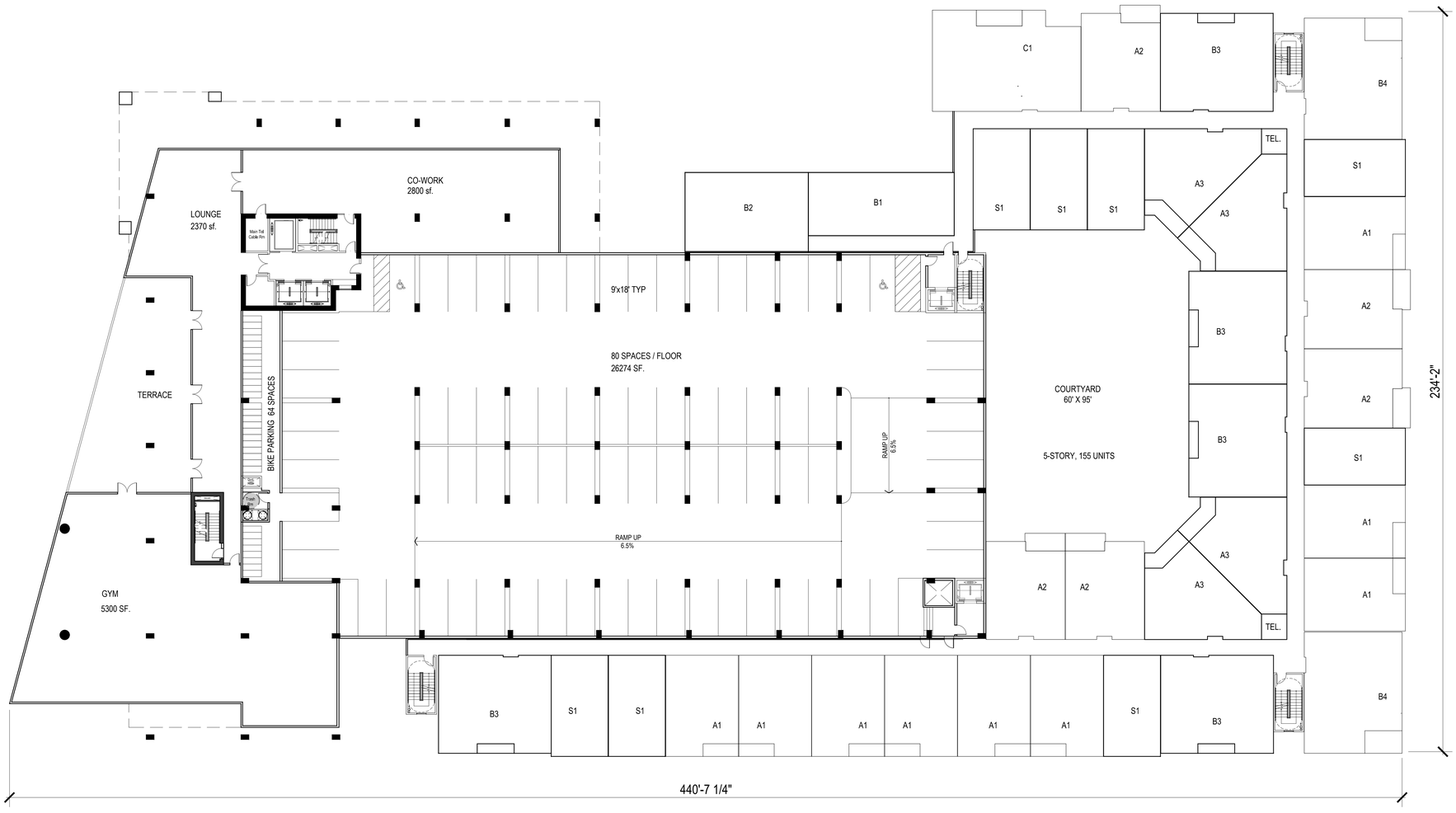

2ND FLOOR PLAN

SCALE: 1/16" = 1'-0" 30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

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SHEET CONTENTS:

BUILDING C -
BUILDING PLANS

SHEET NO.

A431

21180

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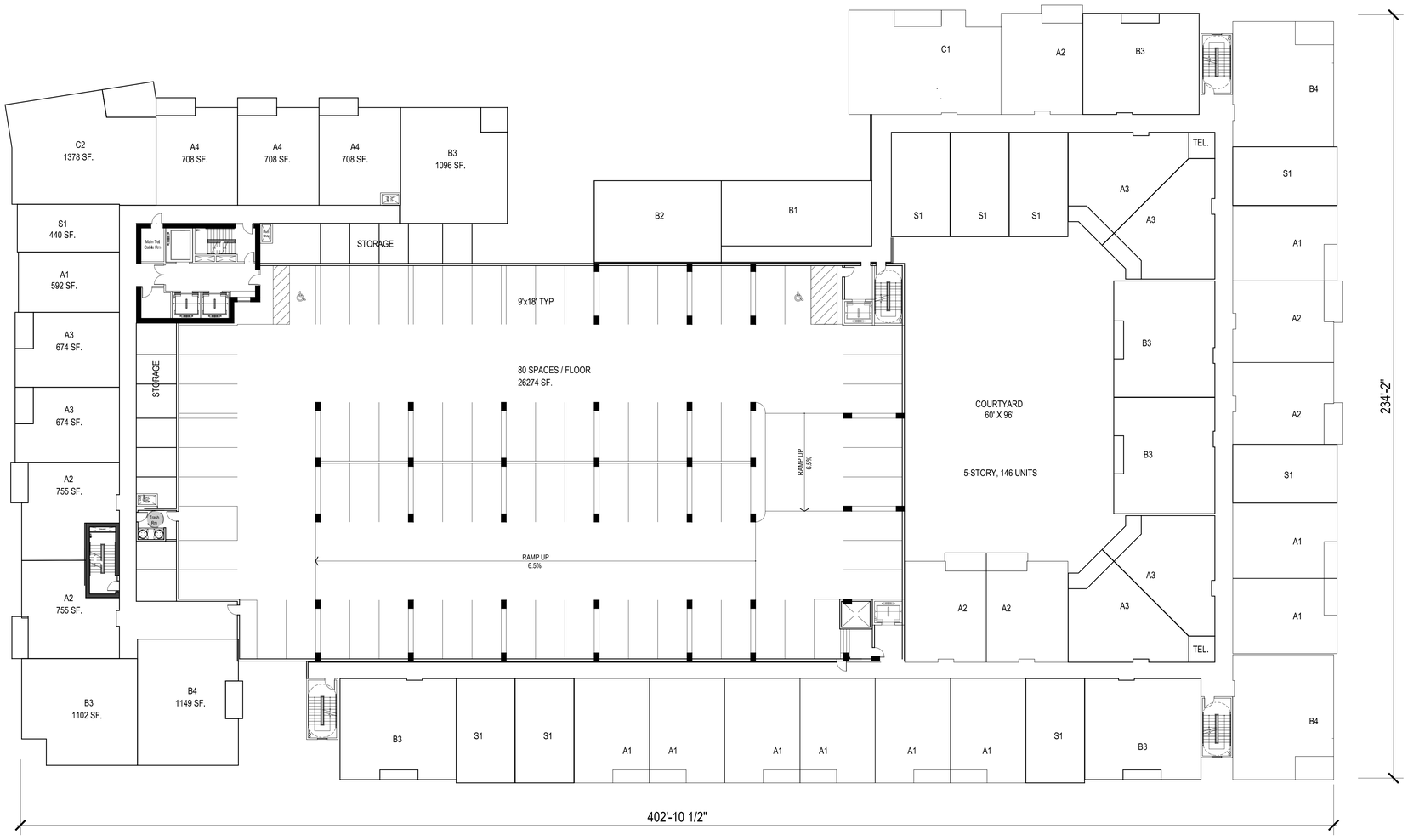

4th-5TH FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

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SHEET CONTENTS:
BUILDING C - BUILDING PLANS

SHEET NO.

A432

21180

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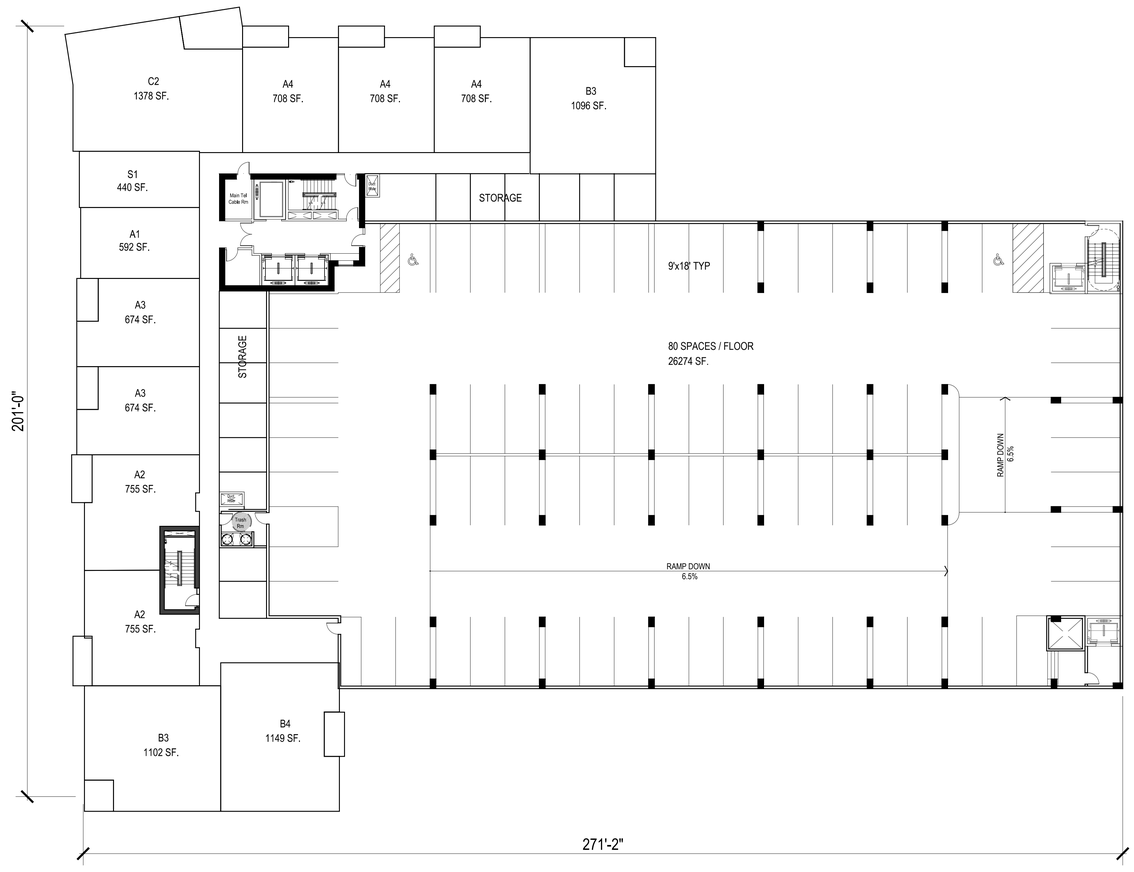

6TH FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

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SHEET CONTENTS:

BUILDING C -
BUILDING PLANS

SHEET NO.

A433

21180

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7TH FLOOR PLAN



8TH-13TH FLOOR PLAN

FLOOR PLATE: 19,116 SF.
CIRCULATION: 2682 SF.

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
BUILDING C - BUILDING PLANS

SHEET NO.
A434
21180

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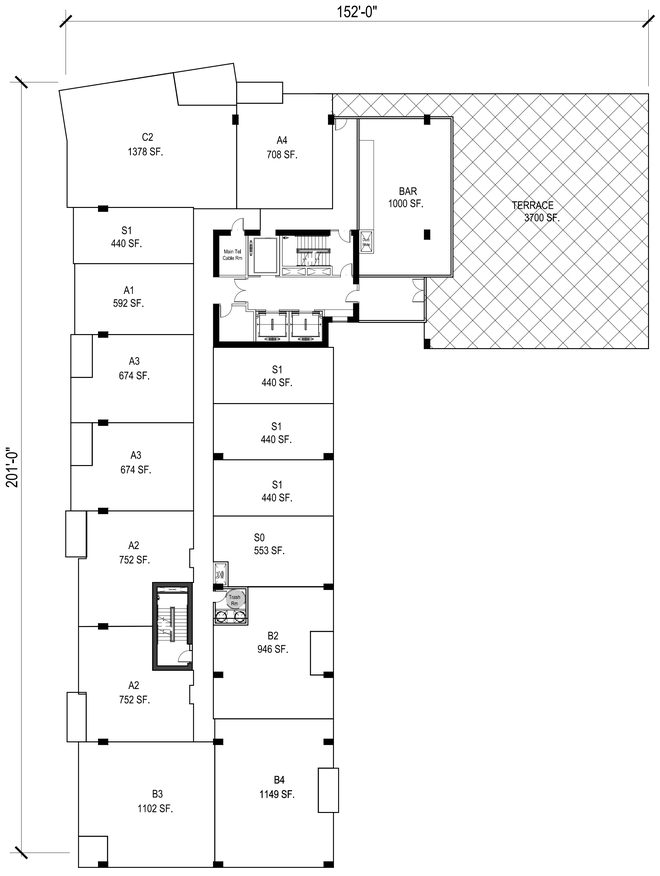
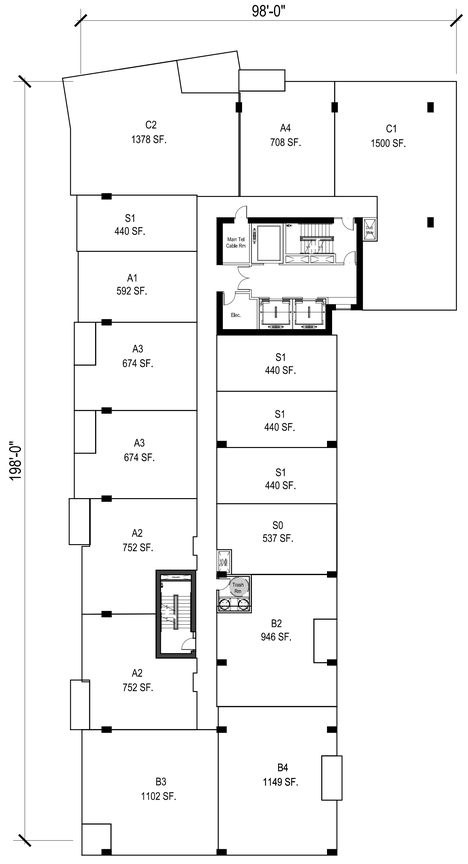


14TH FLOOR PLAN



15TH FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

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License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

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SHEET CONTENTS:

BUILDING C - BUILDING PLANS

SHEET NO.

A435

21180

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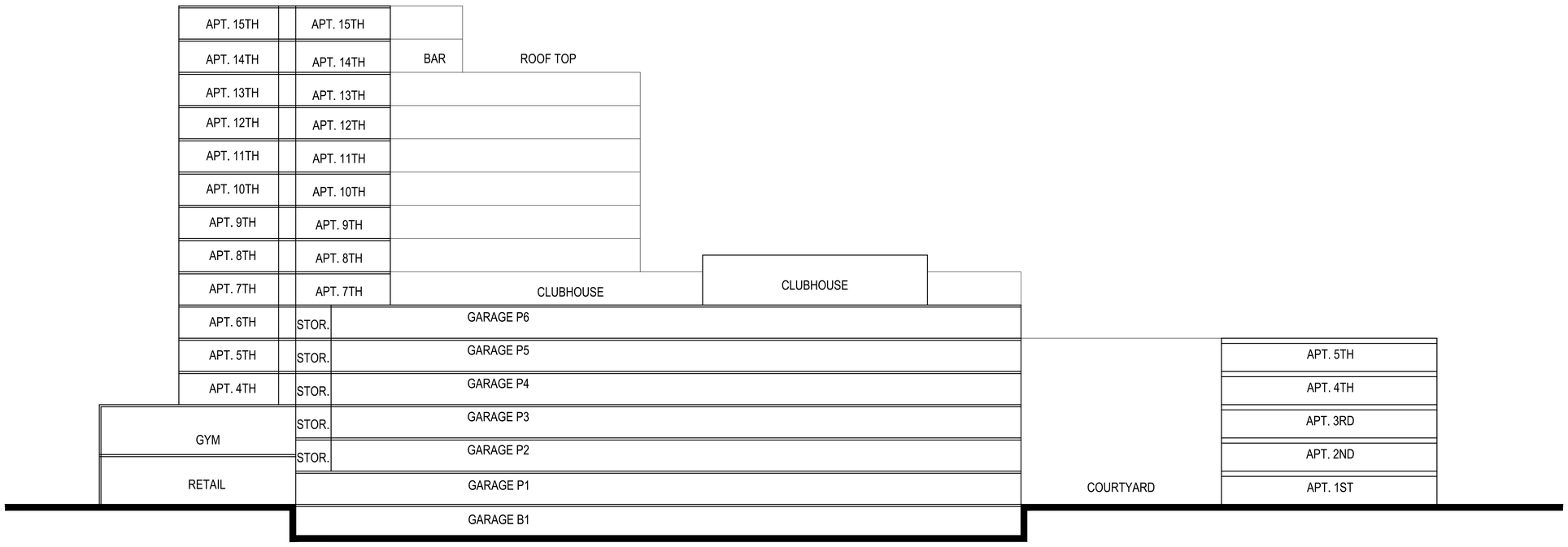

SECTION DIAGRAM

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

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SHEET CONTENTS:
BUILDING C -
BUILDING PLANS

SHEET NO.

A436

21180

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	MATERIAL %	NORTH	EAST	WEST	SOUTH
Primary	BRICK VENEER	23.5 %	37 %	30 %	49.7%
Primary	METAL PANEL	41.5 %	30.2 %	60 %	15.3 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM WOODTONE PANEL	35 %	32.8%	10 %	35%

	NORTH	EAST	WEST	SOUTH
TRANSPARENCY OVER 2ND FL. %	43.8 %	40.8 %	53 %	38 %



BUILDING C-BLAKE ROAD ELEVATION



BUILDING C-EAST ELEVATION

SCALE: 1/16" = 1'-0"

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

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License # 40199

Date Plotted: 11/18/2021

PUD SUBMITTAL
11/18/2021

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SHEET CONTENTS:

BUILDING C -ELEVATIONS

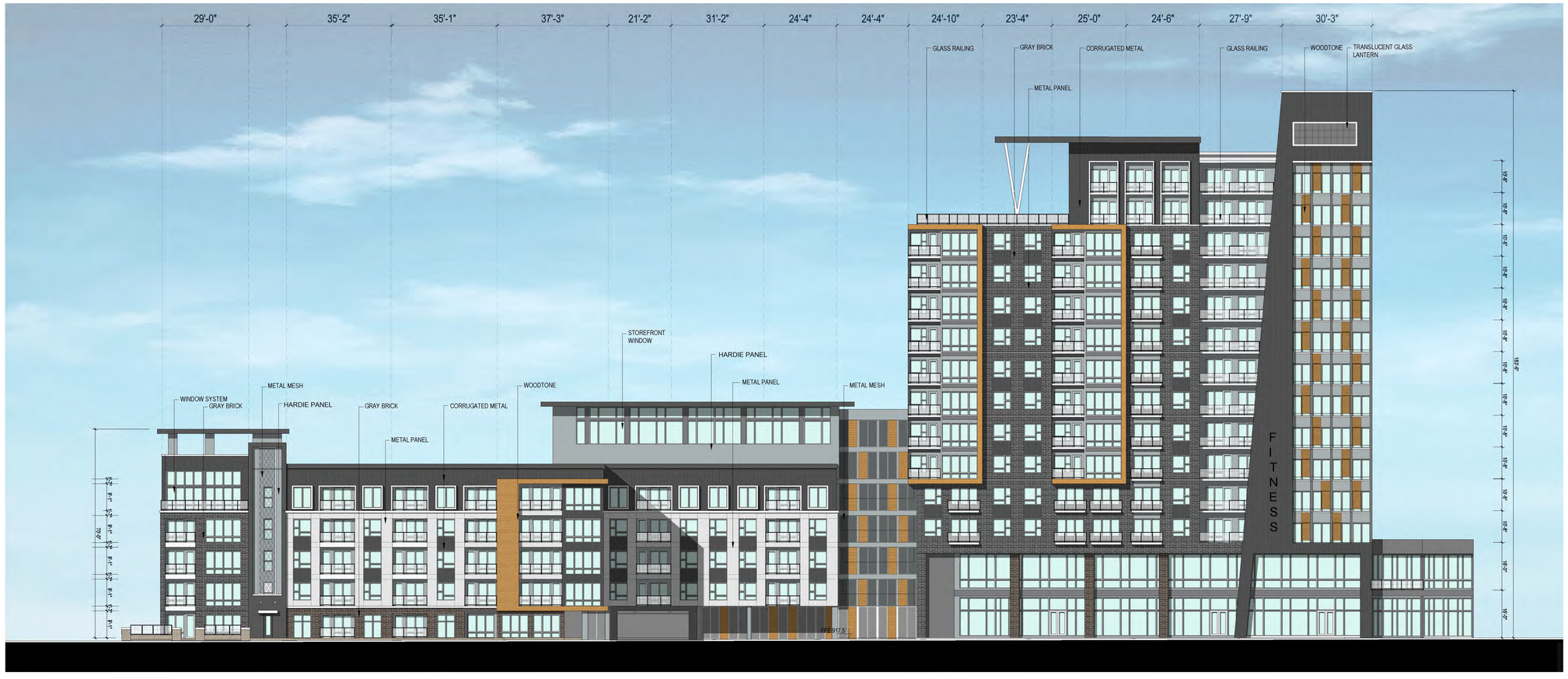
SHEET NO.

A438

21180

	MATERIAL %	NORTH	EAST	WEST	SOUTH
Primary	BRICK VENEER	23.5 %	37 %	30 %	49.7%
Primary	METAL PANEL	41.5 %	30.2 %	60 %	15.3 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM WOODTONE PANEL	35 %	32.8%	10 %	35%

	NORTH	EAST	WEST	SOUTH
TRANSPARENCY OVER 2ND FL. %	43.8 %	40.8 %	53 %	38 %


29'-0"
35'-2"
35'-1"
37'-3"
21'-2"
31'-2"
24'-4"
24'-4"
24'-10"
23'-4"
25'-0"
24'-6"
27'-9"
30'-3"
GLASS RAILING
GRAY BRICK
CORRUGATED METAL
GLASS RAILING
WOODTONE
TRANSLUCENT GLASS LANTERN
METAL PANEL
STOREFRONT WINDOW
HARDIE PANEL
METAL PANEL
METAL MESH
WINDOW SYSTEM
GRAY BRICK
METAL MESH
HARDIE PANEL
GRAY BRICK
CORRUGATED METAL
WOODTONE
METAL PANEL
FITNESS
FF:917.5'
49'-0"
48'-0"
48'-0"
48

	MATERIAL %	NORTH	EAST	WEST	SOUTH
Primary	BRICK VENEER	23.5 %	37 %	30 %	49.7%
Primary	METAL PANEL	41.5 %	30.2 %	60 %	15.3 %
Secondary	FIBER CEMENT PANEL-REVEAL SYSTEM WOODTONE PANEL	35 %	32.8%	10 %	35%

	NORTH	EAST	WEST	SOUTH
TRANSPARENCY OVER 2ND FL. %	43.8 %	40.8 %	53 %	38 %



BUILDING C -SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

0' 16' 32' 64'

SCALE: 3/32" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

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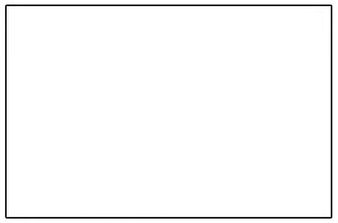
SHEET CONTENTS:
BUILDING C -ELEVATIONS

SHEET NO.
A440

21180

BUILDING C - MATERIAL BOARD



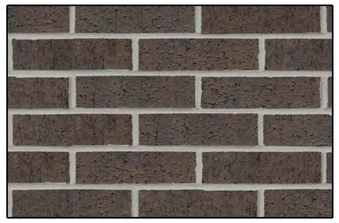
PURE WHITE
METAL PANEL



METAL PANEL



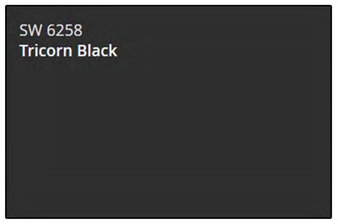
WOOD TONE FIBER
CEMENT SIDING



BRICK
COLOR: ALLENTOWN



CONCRETE MASONRY UNIT



RAILING
AWNINGS
WINDOWS

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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10/29/2021

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SHEET CONTENTS:
BUILDING C
MATERIAL BOARD

SHEET NO.
A441

21180

325 Blake Road
Building C Narrative
10-22-2021

PROJECT OVERVIEW

Building C is a 15-story, 187-unit multi-family market-rate Type I development with 17,000 SF of retail, 520 above-ground parking stalls and a 5-story, 155-unit multi-family market-rate development. The project is located at the Southeast corner of the Blake Road and 2nd St NE intersection.

BUILDING DESIGN

Blake Road creates an exciting, high density, mixed-use development oriented towards pedestrians, bicyclists, and public transportation. It offers not only its residents but the neighborhood and the regional network in its entirety, a place to live, work and play.

Building C, comprises both a concrete 15-story residential structure and a 5 story wood frame residential building wrapping around a six-level concrete parking structure. Of note, the concrete mid-rise will offer amenities for the whole development such as a 5,000 s.f. gym, lounge, and remote work facilities on top of a publicly accessed roof deck bar with outstanding citywide views in three directions.

Architecturally, the project proposes a contemporary but timeless architecture. Designed for human scale and with the pedestrian at top of mind, the Project offers a distinct base on all buildings including ground floor access to many of its units, and a clear top level with distinct materials and color palette. While all buildings follow this format, each one has its own character and individually unique characteristics. The design looks for individuality without sacrificing being contextual within the overall development project.

All dwelling units will support the latest in technology while striving to provide a sustainable living experience. Housing units, common areas, and amenities incorporate high efficiency and WiFi controlled appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and solar panels for electricity generation. Acoustical performance between units will exceed Building Code requirements for resident comfort and privacy. Select buildings within the Project will also seek LEED Certification and commissioning.

Exterior materials used are a combination of brick, cast stone, metal and glazing to ensure durability and quality for a generational development asset. Conceptually, lower levels use a combination of brick and cast stone as primary materials at the base, corners, building entries and garage entries. Metal, in various forms, is used mostly on upper levels and above the pedestrian scale that will be encountered. Intermediate levels are a combination of these two materials mentioned plus different cementitious panel solutions with multiple façade aesthetic options. An enhanced and energy efficient HVAC variable refrigerant flow (VRF) system ensures that building facades are uninterrupted, rather than the common solution that presents louvers into the façade design for a sometimes unsightly exterior aesthetic.

STREETSCAPE AND PUBLIC REALM

The development team has approached this site as a unique opportunity to create a water-centric development that capitalizes on its' adjacency to Minnehaha Creek, the Blake Road LRT station, and the Cedar Lake Regional Trail. The proposed 325 Blake Road development project will transform the former cold storage site with a rich variety of green open spaces and streetscape design improvements.

Proposed open spaces and streetscapes are designed to not only provide safe and convenient connections to the creek, regional trail, and LRT station, but to create a rich outdoor environment for future residents, visitors, and community members. Building C overlooks the Cedar Lake Regional Trail to the south, incorporates a large plaza overlooking Blake Road to the west, fronts the Spine road and Cascade to the north and a woonerf to the east that provides access to Building D but also pedestrian access to the Trail and fire truck access.

Gateway Plaza and Cascade

Central to the open space network are a series of plazas, water features, stormwater treatment features, and landscaped gathering areas, reaching from the project entry at Blake Road to the Central Plaza located next to future restaurants and the Minnehaha Creek Greenway. The primary vehicular and pedestrian entry at Blake Road features gateway plazas on either side of the entry road. These will include water features, special paving, lighting, and seating areas. The central water cascade feature, located adjacent to the entry road/parkway, provides a water channel designed to manage stormwater. Stormwater will be pumped from the future MCWD stormwater pond to the west end of the water cascade feature, providing the ability to create a water feature that not only provides an amenity for the development, but also filters and delivers cleaner stormwater back into the pond. It is designed to provide places for people to gather and stroll along the waterway. Native plant materials, special paving and lighting, site furnishings, and native stone elements will be incorporated to create an environment that will reconnect people to local and regional landscape experiences.

Blake Road Plaza

The plaza area located to the west of Building C provides ideal opportunities to connect the proposed development to the Cedar Lake Regional Trail and the future Blake Road LRT station while also providing an outdoor gathering area and dining spaces adjacent to the ground level restaurant in the building. The plaza design incorporates a significant public art opportunity at the corner of Blake Road and the Cedar Lake Trail, a designated plaza space for bike parking adjacent to the regional trail, special paving, native plantings, seat walls, site lighting, and site furnishings. Building loading and utility areas are screened from the plaza with decorative fencing.

Woonerf

The drive located between buildings C and D is designed to be pedestrian-oriented (woonerf) while providing important vehicular access to Building D and fire access to both buildings. The driving surface will incorporate decorative permeable pavers. Parallel parking spaces are provided along the west side of the drive. While the entire woonerf is designed to be pedestrian-friendly, sidewalks are provided along the west side of the driving/parking surface and on the east side of the drive at the north end/entry to building D. At the south end of the woonerf pedestrian and bike facilities will connect people to the Cedar Lake Trail. A pergola at this terminus provides a focal element drawing people to the trail. Materials will include permeable paving, native plantings, site lighting, pavement markings, wayfinding, and bollards.

Cedar Lake Trail Connections

Three opportunities to connect with the Cedar Lake Regional Trail are provided – at the Tower Plaza, the Woonerf, and promenade that connects the Central Plaza and Greenway Commons to the future trailhead designed by MCWD. The goal is to provide safe and convenient connections to the regional trail from the proposed development, encouraging people to walk, bicycle, and utilize public transit, and to invite trail users to visit the amenities provided within the development at 325 Blake Road.

Streetscapes

The primary roadway through the site is designed as a tree-lined parkway, delivering people from Blake Road through the site to development parcels, parking garages, open spaces, the Minnehaha Creek Greenway, and eventually connecting to Lake Street. The parkway will include turf boulevards, street tree plantings, pedestrian-scaled street lighting, site furnishings, and wayfinding signage. On-street parallel parking and detached sidewalks will provide a safe environment for pedestrians. Raised benches are designed to provide traffic calming measures and safe pedestrian crossings where pedestrian spines cross the parkway. ADA compliant concrete sidewalks will be provided for pedestrian movement throughout the site, providing connections to open spaces and trails for everyone.

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions now and into the future as well as other external factors relating to the various entities and stakeholders that will be working through the redevelopment effort for the site located at 325 Blake Road. Subject to those conditions, the development team currently anticipates the following construction start date for Building C:

Q2 2022

CITY APPLICATIONS/APPROVALS

- Site Plan Approval for Building C

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed-Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety, or welfare of the residents of the development, the surrounding area, or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

1. Transparency requirements. Building C will exceed the percentage of glass allowed by providing a 90% transparency at the ground floor.
2. Building Articulation: Building C exceeds the 45' maximum bay width. However, we believe the negative space generated by individual balconies provide more than enough articulation.
3. The proposed development exceeds the maximum block length of 600 feet, however, multiple pedestrian connectors are provided within each block.
4. Front yard setback requirements along Blake Road in the Mixed-Use zone are 15-25 feet for a residential building. Building C as proposed is located 45 feet from Blake Road. The added space provides the opportunity to create a plaza for gathering spaces between Blake Road and the ground level retail/restaurant in Building C, public art opportunities, and the ability to infiltrate stormwater.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and aligns with overall Comprehensive Plan goals. To ensure a high-quality development, the applicant is proposing the following enhancements in support of the proposed deviations:

Site Access Improvements

A new network of publicly accessible streets and pedestrian corridors divides the site into pedestrian-scaled, walkable quadrants and connects the surrounding context to the Blake Road LRT station, Minnehaha Creek, and the Cedar Lake Regional Trail. The new tree-lined parkway becomes the crucial spine from which stems primary building entries, active uses, and a series of common open spaces. The East/West and North/South pedestrian spines further break down proposed development sites, improving pedestrian circulation and creating a tree-lined pedestrian ways and walk-up residential units.

As described under the 'Streetscape and Public Realm' section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. The street trees, parallel parking zones, and raised pedestrian crossings provided along the parkway will help to calm traffic and provide a safer environment for people, bikers, and drivers. The pedestrian zone along the proposed parkway supports public street amenities including benches, bike racks, street lighting and planting beds.

Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins' minimum standards for stormwater treatment. Building C treatment is integrated into the overall 325 Blake Road development stormwater strategy. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. The pump will have a base flow to keep water flowing through the Cascade continuously, then will be throttled up during stormwater events to engage the upper portions of the Cascade storage and overflow into the underground stormwater chambers under the skating plaza. This pumped system allows for water level control and continuous infiltration that is not feasible with a traditional gravity system.

This is a substantial improvement from the Cold Storage site condition that was primarily impervious surface with stormwater that ran off without any treatment or attenuation. A total existing (previous) assumed impervious for the site was 10.57 acres, the proposed impervious is 9.75 acres, a reduction of 0.82 acres.

The required infiltration of the 1-inch event requires volume control of 0.8125 acre-ft. The infiltration systems as proposed provide 0.689 acre-ft of volume at a conservative 0.45 in/hr infiltration rate. The soil infiltration rates will be confirmed and adjusted to actual rates using Double Ring Infiltrometer

testing. The remaining 0.124 acre-ft will come from the Cascade and the pumping system, the proposed design displaces approximately 12,000 cf of treatment volume = 0.275 acre-ft.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates will be reduced significantly, by approximately 25% in all rainfall events from the existing condition. The system also takes on offsite drainage from the Cedar Lake Trail that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a 'positive relationship to the street' by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

High Quality Common Open Spaces

As previously mentioned under 'Streetscape and Public Realm,' the master plan includes a series of high quality common open spaces for residents, visitors, and community members to gather, recreate, and connect to nature. They also provide important opportunities to reduce urban heat island effect and stormwater runoff, while improving water and air quality.

Multi-Modal Opportunities

With immediate access to the Minnehaha Creek Greenway, Cedar Lake Trail, and Blake Road LRT station, proposed pedestrian and bike facilities will promote the use of multiple modes of transportation for residents and patrons to and from the project site. The proposed project exceeds the bike parking requirements for Mixed-Use Districts and includes additional bike facilities such as bike pump/repair stations, trail maps, seating for trail users and wayfinding signage.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2030 Comprehensive Plan and draft 2040 Cultivate Hopkins Plan. See summary of these goals below within the PUD statement section.

From: Chris Osmundson
To: Jason Lindahl
Cc: Robert C. Lux; Chris Osmundson
Subject: [EXTERNAL] 325 Blake Road N - Nov 15th Engagement Summary
Date: Wednesday, November 17, 2021 2:57:04 PM
Attachments: image001.png
Importance: High

"A neighborhood community engagement session was hosted by Alatus LLC at 6:30pm on Monday, November 15th, 2021 at 43 Hoops, a basketball training facility just across Blake Road N from the proposed redevelopment site at 325 Blake Road. Members of Alatus LLC, the Minnehaha Creek Watershed District, and the City of Hopkins were in attendance. The meeting consisted of a presentation by Bob Lux and Chris Osmundson with Alatus, and Gabe Sherman with Minnehaha Creek Watershed District, about the proposed master development plan, focusing on both high level and detailed components of the proposed land use applications and integration with Minnehaha Creek, respectively. Materials presented via a digital Power Point presentation included the latest images and schematic design concepts from Alatus's land use application, in addition to the most recent engineered drawings from Minnehaha Creek Watershed District. Further discussion was also had regarding the municipal process that the development is working through, overall site timing, and forthcoming engagement opportunities even after land use approvals have been proposed to be received. After the approximately 40 minute presentation, members of the development team and Minnehaha Creek Watershed District answered specific questions with attendees on a one-on-one basis. Based on the sign-in sheets provided by Alatus at the entry to the facility, 27 people were signed in and were in attendance, in addition to those from the development team, Minnehaha Creek Watershed District, and the City of Hopkins.

Questions asked included: (1) questions related to the multi-family affordable housing rental rent and income limitations in the proposed low-income housing tax credit building and how long those would be in place; (2) questions about how a joint health club / fitness facility would practically work and whether or not certain buildings would have certain amenities while others would not; (3) questions about the how senior co-ops are different and the same from/as a condominium ownership model and what pricing the senior co-op units would range in price from; (4) various questions about bike and pedestrian infrastructure and connections to existing infrastructure and under-construction infrastructure; (5) questions related to parking availability and sufficiency for guests, retail, and parkland/watershed district visitors; (6) questions about the proposed stories and floorplans associated with the for-sale townhomes; (7) questions about integration of trash, recycling, and composting services for all residential units, retail uses, and public parkland and public spaces and how the owner(s) would ensure cleanliness for the whole space; (8) questions about the timing and functionality of the solar arrays on each building and when those would be active and generating electricity for the given residential facilities. While this list is not all inclusive, it is an accurate representation of the questions that the development team members fielded after the presentation.

Attendees had the opportunity to pick-up a take-away handout that contained a QR code that could be scanned to link them directly to the 325blakeroadn.com website that is maintained by Alatus LLC. Additionally, the presentation was recorded and the presentation, presentation materials, and other items will be made available on the website for questions and comments and further

feedback. Invitations to the meeting were distributed via municipal notice provisions in addition to social media postings and general word of mouth."

Chris Osmundson
Alatus, LLC – Director of Development
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cbosmundson@alatusllc.com

Stay Connected: Alatus LLC | Facebook | LinkedIn

IDS Center, 80 S 8th Street, Suite 4155
Minneapolis, MN 55402

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From: Dale Johnson
To: Jason Lindahl; Dale Johnson
Subject: [EXTERNAL] Public Hearing
Date: Friday, November 12, 2021 5:36:39 PM

Dear Mr. Lindahl,
I got your letter regarding the meeting on 11/23.
I have also received a letter from a developer named Alatus.
Is this the same company that is developing or wants to develop the property in the NW corner of Blake and Excelsior by the Goodwill?
I was at a council meeting several weeks ago when that project was being presented. They brought in an upper management person from out of town who started out by mentioning he was a minority. That starts the process off on the wrong foot for me. I don't care if he is from Mars but if he and his company feel that is important it tells me they are playing the ethiscity card. Maybe they get better financial deals from the feds, the state or Hopkins or the county. I don't know.
A question that I did not ask was where does the snow go when the roads get plowed. If this is a private project, I presume they will incur the cost to plow the streets in **their** development, not the city! Have they really set aside a realistic sized area for the snow? The same questions need to be asked about this new development.
Are there time tables in the agreements? Can the person developing the property just sell out when it is finished and therefore have no concern as to the problems that might come up? Any person who has been educated on city planning must be aware that developers build and split.
I hope you can educate me so I can have answers before your meeting and the one next Tuesday put on by Alatus.
Sincerely,
Lion Dale Johnson

325 Blake Road N. Master Development

Multi-Purpose Parking Solution

The Master Development ("Development") created by the Alatus-Hopkins-MCWD partnership located at 325 Blake Road N. was designed as a landmark destination for the residents of Hopkins and beyond. This is evidenced by the variety of housing, entertainment, and public realm features within the Development, all of which are easily accessible by multiple forms of transportation (walk, bike, light rail, vehicle). One of the forms of transportation will be vehicular traffic, and a destination like this requires attention to detail and creativity when designing a parking solution to meet the needs of the residents and public alike, while preserving the aesthetics and value of the landscape and structures.

In total, the Development includes 1,239 parking stalls throughout the developable acreage with a high concentration located below ground underneath the various housing projects. "Exhibit A" displays the parking volume at each location.

The key to any successful parking solution is maximizing the utilization rate of the parking such that the supply adequately and precisely meets demand at all hours of the day. The Development will include a variety of uses that have complementary parking needs. For instance, an average resident that does not work from home will primarily use their parking stall from 5pm-9am, while an average employee at one of the various retail outlets would use their parking stall from 9am-5pm (standard workday hours).

Buildings C & D (pictured in Exhibit A) will include "multi-purpose" parking garages that serve both the residents of the housing projects and the patrons of the public realms and entertainment node within the Development – these garages will include a combined 797 parking stalls (see table below). The Developer (Alatus) has experience curating multi-purpose parking solutions and seeing them through to reality.

Below are some general guidelines for the multi-purpose garages operated in Buildings C & D:

- Approximately one-third of the parking stalls (250-300 of the approx. 800) would be dedicated RESERVED stalls leased to residents of the buildings.

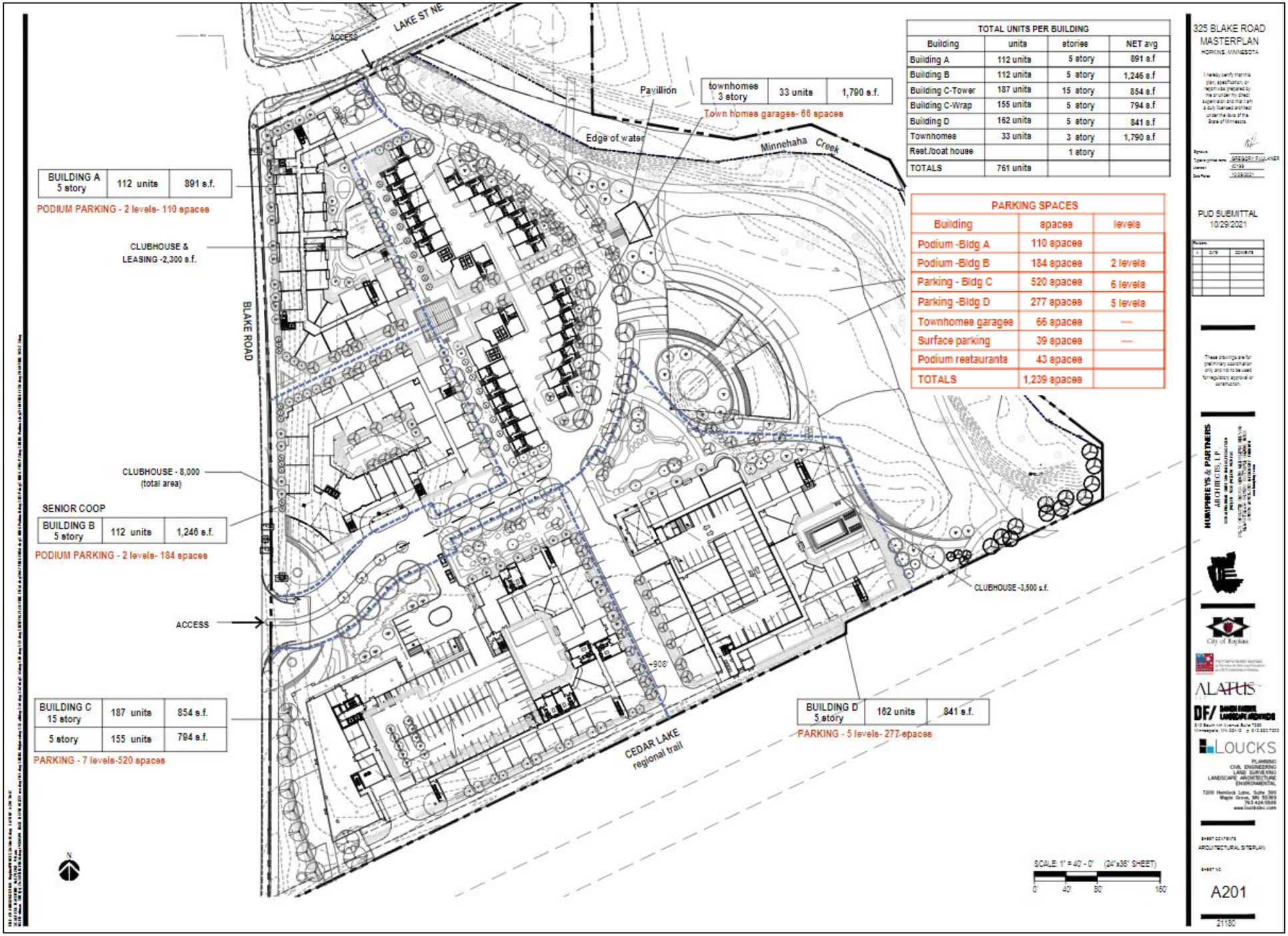
- The remaining two-thirds of the parking stalls (500-550 of the approx. 800) would be split between UNRESERVED resident parking and transient parking.

- In our recent experience with similar suburban projects, the parking needs of the average rental community is approx. 1.20 parking stalls per unit.

- Buildings C & D are currently designed to include approx. 500 rental units, which would equate to 605 total parking stalls (RESERVED + UNRESERVED) dedicated to the residents based on a 1.20 parking factor. That would leave almost 200 parking stalls for transient/overflow demand.

- The parking garages will be equipped with state-of-the-art parking technology that uses machine learning to make sure there are no inventory problems; this technology would ensure that there is ample parking for residents and track the utilization by the public.

Exhibit A: 325 Blake Road N. Site Plan



TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	187 units	15 story	854 s.f
Building C-Wrap	155 units	5 story	794 s.f
Building D	162 units	5 story	841 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	761 units		

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	110 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,239 spaces	

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

PUD SUBMITTAL
10/29/2021

These drawings are for preliminary approval only and not to be used for regulatory approval or construction.

HUMPHREYS & PARTNERS ARCHITECTS, L.P.

City of Hopkins

ALATUS

DF/ DAVID FRIDLEY LANDSCAPE ARCHITECTS

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

SHEET CONTENTS
ARCHITECTURAL SITEPLAN

SHEET NO.
A201

21150

December 7, 2021 City Council Report 2021-119

325 Blake Road Site D Site Plan Review

Proposed Action: Staff recommends the City Council adopt the following motions:

- Move to adopt Resolution 2021-082 approving the site plan for 325 Blake Road Site D, subject to conditions.

Overview

The applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), requests site plan approval for Site D within the overall 325 Blake Road redevelopment. Site D includes a 5-story, 187-unit mixed income multiple unit building. As a mixed-income building, 80 percent of the units would be market rate while the remaining 20 percent would be designated for tenants at 60 percent of the Area Median Income (AMI). Site D is proposed on Lot 3, Block 1 of the newly create Mile 14 on Minnehaha Creek Addition. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Based on the findings in this report, both the Planning & Zoning Commission and staff recommend approval of the site plan for Site A subject to the conditions detailed in the attached resolutions.

Primary Issues to Consider

- Background
- Site Plan Review
- Engineering Review
- Alternatives

Supporting Documents

- Site Location Map
- Resolution 2021-082
- Plans and Building Elevations
- Applicant's Narrative
- Neighborhood Meeting Comments
- Multi-Purpose Parking Solution Summary

_____

Jason Lindahl, AICP
City Planner

Financial Impact: $ N/A Budgeted: ____ Y/N ____ Source: _____
Related Documents (CIP, ERP, etc.): _____
Notes:

BACKGROUND

The attached Applicant's Project Narrative provides a detailed summary of all the various components of the 325 redevelopment project. Generally, Alatus intends to redevelop approximately 12.75 acres of the nearly 17-acre site with the remaining property to be retained by the MCWD for stormwater management and creek restoration. The applicant proposes to redevelop their portion of the property into a mixed use, transit-oriented development near the future Blake Road light rail transit station. The applicant proposes a two-phased redevelopment consisting of approximately 833 housing units targeted to owners, renters (both affordable and market rate) and seniors in both multiple unit buildings and townhome units. Features of the development include an overall design focus to connect both residential and the public with the Minnehaha Creek, a mix of housing types and affordability levels, a mix of residential and commercial uses at transit supportive densities, an enhanced public realm intended to activate public spaces and promote pedestrian and bicycle activity, sustainability components, enhance stormwater management and shared parking.

Site D is proposed on Lot 3, Block 1 of the newly create Mile 14 on Minnehaha Creek Addition As proposed, Site D includes a 5-story, 187-unit mixed-income multiple unit building. Of the total units, 20 percent will be designated affordable for those residents at 60 of the area median income (AMI) while 80 percent of the units will be market rate. This site plan design is subject to the applicant's associated subdivision and rezoning applications currently before the city. Residents of this building will have use of the on-site shared amenities in this building as well as access to the common areas throughout the development and the exercise facility in Site C. Other notable features of Site D include:

- Cascade stormwater management features along the north side of the building
- A minimum of 10% of the 277 parking spaces will have electric vehicle charging stations
- Rooftop solar energy system
- High efficiency applicances
- Shared parking

Review Process to Date. The review process for this project to date included both a concept plan review with a neighborhood meeting and Environmental Assessment Worksheet (EAW). The concept plan was reviewed by the Planning & Zoning Commission in August and the City Council in September. Generally, both bodies and the public expressed support for the concept plan, rezoning to mixed use and use of a Planned Unit Development (PUD).

The EAW is being reviewed concurrently with the land use approvals for this project. Based on the review of the project, reasonably expected environmental impacts, and the findings of fact and conclusions in the EAW, the City finds that the project does not have the potential for significant environmental effects and that where there may be environmental impacts, they can be addressed through the permitting process. The collection of land use applications (subdivision, rezoning and PUD and individual site plans) are subject to approval of the EAW.

Neighborhood Meeting. As part of the associated rezoning application, the applicant was required to hold a neighborhood meeting. This meeting took place on November 15, 2021 at 1002 – 2nd Street Northeast (43 Hoops). Comments from this meeting are attached as a reference and detailed in the associated rezoning staff report.

Community Comment. Under state law, site plan review applications require a public hearing.

Accordingly, the City published notice of this request and public hearing in the Sun Sailor and mailed notice directly to all residents and property owners within 500' of the subject property. That notice directed all interested parties to send questions or comments to City Planner Jason Lindahl by mail, phone or email or to attend the public hearing where they could learn about the request, ask questions and provide feedback. As of the writing of this report, the City had received one email comment from Dale Johnson regarding this request (attached). Mr. Johnson's questions focused comparison between the Trilogy Blake Road Station and the 325 Blake Road projects, snow removal, and concerns over long term developer accountability. During the public hearing, staff will provide an update on all public comments received prior to the Planning & Zoning Commission meeting.

Planning & Zoning Commission Action. The Planning & Zoning Commission reviewed this item (Planning Application 2021-24) during the November 23, 2021 regular meeting. During that meeting, the Commission heard a summary presentation from City staff and held a public hearing that produced no comments. After some general discussion, the Commission voted 7-0 to recommend the City Council approve the site plan for 325 Blake Road Development Site D.

SITE PLAN REVIEW FOR SITE D

Standards for reviewing site plan applications are detailed in Article IV of the City Code. This section establishes the site plan review procedure and provides regulations pertaining to the enforcement of site design standards. These procedures are established to promote high quality development that ensures long-term stability of residential neighborhoods and enhance the built and natural environments within the City as new development and redevelopment activities occur. In this case, site plan review is required to review construction of a new building. Staff has reviewed the proposed development against the zoning regulations for the Mixed Use district. Staff's review and findings for each of these regulations are detailed below.

Land Use & Zoning. The subject property is guided as Activity Center in the 2040 Comprehensive Plan. The Activity Centers future land use category surrounds and supports the planned Blake Road and Shady Oak light rail stations along the Southwest LRT Green Line Extension. These areas are planned to include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. Densities in these areas will typically range from 20-60 units per acre, with 75-150 units per acre within ¼ mile of an LRT station platform. The subject property is within the ¼ mile radius of the future Blake Road Station and results in a density of 63 units/acre.

To implement the Activity Center future land use classification, Alatus has filed a separate application to rezone the subject property from I-2 General Industrial to Mixed Use. Staff finds this rezoning request consistent with the Activity Center future land use category. A more detailed review of the rezoning proposal can be found in the associated rezoning application. As such, this site plan review for Site D evaluates the property against the zoning standards in the Mixed Use district and any specific deviations granted through the planned unit development. Staff recommends that a condition of site plan approval require the applicant to also receive approval of the separate rezoning application.

Height. The applicant's plans call for the height of the buildings on Site D to exceed the Mixed Use district standard. The Mixed Use district height standard for the Blake Road Station Area

allows 3-4 stories for residential structures and 5-6 stories for mixed use buildings. In this case, Site D will have 5-stories or 1 more story than allowed through the Mixed Use district. From an overall design perspective, the greater height is necessary to achieve the transit supportive densities called for in the Activity Center future land use category of the 2040 Comprehensive Plan. The increased height of this building is acceptable under the planned unit development as the overall development site will include substantial open space, Outlot C is planned to include 3-story townhouse units and Lot 2, Block 1 is planned to include 1-story commercial buildings.

Floor to Area Ratio (FAR). As designed, the Floor to Area Ratio (FAR) for site D does not meet the standard of the Mixed Use district. Floor to Area Ratio (FAR) is a measurement of density calculated by dividing the floor area of a building by the lot area of the parcel on which the building is located. In the Blake Road Station Area, the FAR standard is a minimum of 2 and a maximum of 3 for residential buildings and a minimum of 3 and a maximum of 5 for mixed use buildings. In this case, the FAR for Site D is calculated to be 1.57 and does not conforms to the Mixed Use district FAR standard for residential buildings. This deviation from the FAR standards is most directly related to the additional land on the north side of the building for the cascade stormwater feature is acceptable under the planned unit development.

Setbacks. As designed, Site D does not meet the setback standards for the Mixed Use district on any side of the building. The table below compares the required and proposed setbacks for Site D. It shows the largest deviations on the north, east and west sides of the building. The greater setback along the west side of the building provide additional space for the woonerf (or shared pedestrian, bicycle and vehicle space) while the additional space on the north side of the building allows additional area for the cascade stormwater management feature. This design is acceptable under the overall planned unit development.

Setback Review for Blake Road Station – Site D			
Setback	**Standard**	**Proposed**	**Status**
Front (North)	15’ – 25’	76.8’	+51.8 Non-Conforming
Side (East)	10’	14.9’	+4.9’ Non-Conforming
Side (West)	10’	48.4’	+38.4’ Non-Conforming
Rear (South)	10’	11.3’	+1.3’ Non-Conforming

Off-Street Parking & Travel Demand Management. Overall, the applicant’s traffic impact analysis study for the entire 325 Blake Road site confirms the City’s off-street parking requirements and the number of parking stalls proposed by the developer are adequate.

A specific review of Site D finds the proposed off-street parking exceeds the requirements of the Mixed Use district. The Mixed Use district require residential uses provide a minimum of 1 and a maximum of 1.5 enclosed parking stalls per unit and 1 guest stall per 15 units. Using these standards, the 187-unit building proposed for Site D would be required to provide at least 200 off-street parking stalls. With 277 stalls show on the plans, Site D exceeds the off-street parking maximum standard of the Mixed Use district. The applicant plans to use the access parking to supplement the parking needs for the 2 commercial pods on neighboring Lot 2, Block 1. Further parking analysis of the shared parking will be done under the future site plan review for Lot 2, Block 1.

Buildings C & D will include “multi-purpose” parking garages that serve both the residents of

the housing projects and the patrons of the public realms and entertainment node within the Development – these garages will include a combined 797 parking stalls (520 in Site C and 277 in Site D).

The applicant has experience curating multi-purpose parking solutions and seeing them through to reality. The key to any successful parking solution is maximizing the utilization rate of the parking such that the supply adequately and precisely meets demand at all hours of the day. The Development will include a variety of uses that have complementary parking needs. For instance, an average resident that does not work from home will primarily use their parking stall from 5pm-9am, while an average employee at one of the various retail outlets would use their parking stall from 9am-5pm (standard workday hours).

General guidelines for the multi-purpose garages operated in Buildings C & D are provided below. The City is agreeable to this parking system give the transit-oriented design of the development under the overall planned unit development agreement.

- Approximately one-third of the parking stalls (250-300 of the approx. 800) would be dedicated reserved stalls leased to residents of the buildings.
- The remaining two-thirds of the parking stalls (500-550 of the approx. 800) would be split between unreserved resident parking and transient parking.
- In our recent experience with similar suburban projects, the parking needs of the average rental community is approx. 1.20 parking stalls per unit.
- Buildings C & D are currently designed to include approx. 576 rental units, which would equate to 576 total parking stalls (reserved + unreserved) dedicated to the residents based on a 1.20 parking factor. That would leave 105 parking stalls for transient/overflow demand.
- The parking garages will be equipped with state-of-the-art parking technology that uses machine learning to make sure there are no inventory problems; this technology would ensure that there is ample parking for residents and track the utilization by the public.

Bicycle Parking. Site D does not meet the bicycle parking standards for residential uses in the Mixed Use district. For multifamily residential uses, the Mixed Use district requires 1 long-term space per 2 units and 1 short-term space per 20 units. With this standard, Site D must provide 94 long-term and 10 short-term spaces or a total of 104 bicycle parking spaces. In this case, the plans for Site D show 82 long-term stalls in a bicycle parking rooms on the ground floor levels of the parking structure. The site plan also shows 6 short-term stalls near the entrance to the leasing office/lobby on the north side of the building. Staff recommends a condition of approval require the applicant to revise their plans to show the required amount of bicycle parking stalls prior to execution of the planned unit development agreement.

Shadow Study. The Mixed Use district requires a shadow study for all buildings four stories or higher and the applicant has included this study with their plans. According to the Mixed Use district standards, the shadow study must indicate the shadows cast at the shortest and longest days of the year. Impacts of a shadow on the surrounding property may be a reason to lower and/or adjust the location or height of buildings. Review of the shadow study finds little to no impact on adjacent properties even with the additional height to 5-stories allowed through the PUD.

Exterior. Exterior materials proposed for Site D do not meet the standards of the Mixed Use

district. The proposed exterior materials for the building on Site D are summarized in the table below.

The Mixed Use district requires the primary exterior treatment of walls facing a public right-of–way or parking lot on a structure shall be brick, cast concrete, stone, marble or other material similar in appearance and durability. Regular or decorative concrete block, float finish stucco, EIFS-type stucco, cementitious fiberboard, or wood clapboard may be used on the front façade as a secondary treatment or trim but shall not be a primary exterior treatment of a wall facing a public right-of-way. Staff interprets primary to be at least 65 percent and secondary to not exceed 35 percent of the side of a building.

Site D Exterior Materials				
Material	**North Pedestrian Way**	**South New Street**	**East Pedestrian Way**	**West Blake Road**
Brick	14%	16%	14%	15%
Cast Stone	0%	0%	0%	0%
Metal Panel	58.4%	60.8%	54%	54%
Fiber Cement Panel-Reveal System	27.6%	23.2%	32%	31%
Total	100%	100%	100%	100%

Since the Planning & Zoning Commission review the applicant has revised the exterior materials as detailed in the table above. This includes redistributing the materials on north, south and east sides and increasing the amount of brick on the north and east of the building. Overall, these deviations in materials are acceptable on the planned unit development agreement.

Building Orientation. The building on Site D exceeds the building orientation standards of the Mixed Use district. Buildings within the Mixed Use district must be oriented toward the pedestrian by providing a direct link between each building and the pedestrian walking system, with emphasis on directing people to a transit station. The applicant's plans for Site D show an enhanced public realm along the north (cascade stormwater feature), east (connection to the Cedar Lake Regional Trail) and west (Woonerf) sides of the building.

Façade. The building on Site D meets the façade articulation standards of the Mixed Use district. These standards require the primary street side façade of a building shall not consist of an unarticulated blank walls, flat front facades or an unbroken series of garage doors. The front of a building shall be broken up into individual bays of a minimum of 25 feet and maximum of 40 feet wide. In this case, the primary street side (south and west) facades of the building are articulated through a combination of architectural features, breaks in materials and balconies.

Transparency & Fenestration. The building on Site D meets the transparency & fenestration standards of the Mixed Use district. The Mixed Use district requires at least 30 percent fenestration for windows above the first floor for all sides that abut a public right-of-way. For Site B, that applies to the south and west sides of the building. According to the applicant, the north side of the building has 37 percent fenestration while the west side has 40 percent.

Sidewalks. Site D exceeds the sidewalk standards of the Mixed Use district. The Mixed Use

district requires a minimum 5-foot wide sidewalk along the frontage of all public streets and within and along the frontage of all new development or redevelopment. As noted in the Building Orientation section above, the applicant's plans for Site D show an enhanced pedestrian realm and sidewalks along the north (cascade stormwater feature), east (woonerf) and west (Blake Road Plaza) sides of the building.

Landscaping. The applicant's plans have yet to demonstrate conformance with the Mixed Use district's landscape standards. This standard requires sites in excess of $4 million to provide landscape improvements equal to 1 percent of the project's value plus 0.10 of the value over $4 million. The applicant shall provide detailed landscape and planting plans demonstrating compliance with these standards prior to execution of the planned unit development agreement.

Staff recommends a condition of approval require the applicant to provide a landscape and pedestrian/streetscape letter of credit in a form acceptable to the City Attorney for 125% of the value of all improvements. The City will hold the letter of credit until the plantings have survived at least one growing season and the applicant has installed the pedestrian/streetscape improvements.

Pedestrian/Streetscapes. The Mixed Use district requires pedestrian streetscape improvements along all sidewalks. Pedestrian improvements of at least 25 percent of the landscaping budget shall be included in the development. These improvements shall create a high quality pedestrian experience through the provision of benches, planters, drinking fountains, waste containers, median landscaping and the like. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. The applicant's plans appear to meet these standards. Staff recommends a condition of approval require the applicant to provide more detailed streetscape information demonstrating compliance with this standard prior to execution of the planned unit development agreement.

Signs, Canopies and Awnings. The site plan for Site D does not include a sign plan. All signs must be approved through a separate administrative permit subject to conformance with the standards of the Mixed Use district and sign regulations contained in Article XXI - Signs.

Trash Enclosure. The applicant plans to store trash containers within the ground level parking Garage which will be accessed from the driveway along the south side of the building. Trash pick-up shall not occur within the public right-of-way.

Exterior Lighting. The applicant's plans for Site D do not include exterior lighting or photometric plans. Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers. Staff recommends a condition of approval require the applicant submit and receive approval of a detailed lighting and photometric plan for Site B prior to execution of the planned unit development agreement. This plan shall include both pedestrian-scale street lights (no greater than 12' in height) as well as all building exterior lighting, light fixture spec sheets and photometric data.

Stormwater Treatment. The applicant's narrative includes stormwater treatment information that indicates it exceeds both the City's and Minnehaha Creek Watershed District's (MCWD) standards. According to the applicant, building D treatment is part of a more comprehensive approach to stormwater developed in the PUD for the entire 325 Blake Road redevelopment. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. A condition of approval shall require the applicant's stormwater design to comply with all requirements of the City Engineer and the Minnehaha Creek Watershed District.

ENGINEERING REVIEW

The Engineering Department has reviewed the applicant's plans for the overall 325 Blake Road redevelopment and the specific site plan for Site D and offers the following comments listed below.

- Addresses will be assigned once PIDs are provided.
- MCWD rules are as or more stringent than City of Hopkins. Meeting MCWD stormwater, water quality, and construction permit requirements satisfies City of Hopkins requirements.
- All utilities will be private. Provide appropriate watermain valves to isolate private system from public network.
- Currently plans show connecting to two 8" existing stubs. A 12" watermain is located in Lake Street NE if water system modeling requires additional flow.
- A full engineering review will be completed once construction documents are provided.

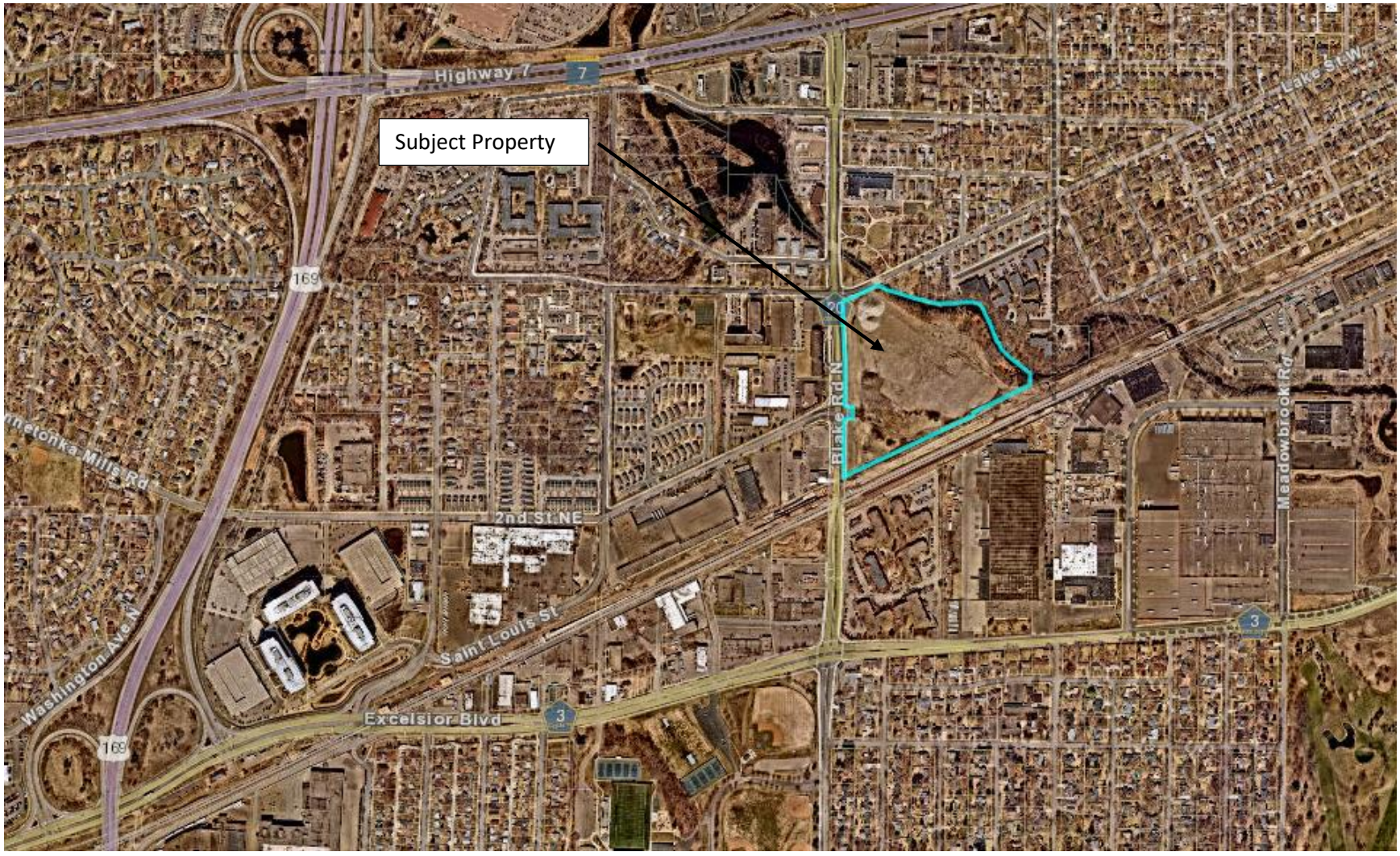
ALTERNATIVES

1. **Vote to approve the site plan application for 325 Blake Road Site D**. By voting to approve, the site plan application for Site D will be approved.

2. **Vote to deny the site plan application for 325 Blake Road Site D**. By voting to deny, the site plan application for Site D will not be approved. Should the City Council consider this option, it must also identify specific findings that support this alternative.

3. **Continue for further information**. If the City Council indicates that further information is needed, the items should be continued.

Site Location Map for 325 Blake Road North



CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION 2021-082

A RESOLUTION APPROVING THE SITE PLAN FOR 325 BLAKE ROAD SITE D, SUBJECT TO CONDITIONS

WHEREAS, the applicant, Alatus, LLC on behalf of the property owner the Minnehaha Creek Watershed District (MCWD), initiated site plan review application for 325 Blake Road North Site D within PID 19-117-21-14-0002, and

WHEREAS, this property is legally described as follows:

LOT 74 AND COM AT A PT IN THE E LINE OF MONK AVE DIST 14 48/100 FT S FROM ITS INTERSEC WITH THE NWLY LINE OF LOT 97 TH N 14 48/100 FT TO SAID NWLY LINE THEREOF TH NELY 845 FT ALONG SAID NWLY LINE TH S14 48/100 FT PAR WITH E LINE OF MONK AVE TH SWLY 845 FT TO BEG EXROAD, AUDITOR'S SUBDIVISION NO. 239 HENNEPIN COUNTY, MINN

WHEREAS, the applicant has also requested to subdivide the property legally described above to facilitate development on Site D and that plat proposes to assign Site D to Lot 3, Block 1, Mile 14 on Minnehaha Creek Addition; and

WHEREAS, the procedural history of the application is as follows:

1. That the above stated application was initiated by the applicant on October 22, 2021; and,

2. That the Hopkins Planning & Zoning Commission, pursuant to published and mailed notice, held a public hearing on the application and reviewed such application on November 23, 2021 and all persons present were given an opportunity to be heard; and,

3. That written comments and analysis of City staff were considered; and,

4. That the Hopkins Planning & Zoning Commission reviewed this application during their November 23, 2021 meeting and recommended approval by the City Council, subject to conditions; and

5. That the Hopkins City Council reviewed this application during their December 7, 2021 meeting and agreed with the findings of the Planning & Zoning Commission.

WHEREAS, staff recommended approval of the above stated application based on the findings outlined in the staff report dated December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hopkins hereby approves the site plan application for 325 Blake Road North Site D, subject to the conditions listed below.

1. Approval of a negative declaration of need regarding an Environmental Impact Statement for the 325 Blake Road development.

2. Approval of the associated rezoning application and execution of a Planned Unit Development (PUD) Agreement in a form acceptable to the City Attorney.
3. Conformance with all applicable standards of the Mixed Use district and approved planned unit development agreement.
4. Approval of the associated preliminary and final plat applications for Mile 14 on Minnehaha Creek Addition and conformance with all conditions of approval.
5. Revise the site plan application to show the required amount of bicycle parking stalls prior to execution of the planned unit development agreement. The short-term stalls shall be located near the pedestrian entrance to the leasing office/lobby on the north side of the building.
6. Submission and approval of a detailed landscape and streetscape plan prior to execution of the planned unit development agreement.
7. Provision of a landscape security equal to 1.5 times the cost of all plantings and streetscape improvements in a form acceptable to the City Attorney prior to issuance of a building permit. The City shall hold this security until all streetscape improvements have been installed and all plantings have survived at least one full growing season.
8. The applicant shall designate an on-site location for trash pickup. Trash pick-up shall not occur within the public right-of-way.
9. Submission and approval of exterior lighting and photometric plans prior to issuance of a building permit. These plans shall cover the entire site and demonstrate downward directed light fixtures, poles no higher than twenty (20) feet and light levels equal to or less than 1.0 lumens at any non-residential property line or 0.5 lumens at any residential property line.
10. Conformance with all requirements of the City Engineer.
11. Approval of all necessary permits from the Building, Engineering and Fire Departments.
12. Approval of the development by the Minnehaha Creek Watershed District and conforms with all related conditions.
13. Payment of all applicable development fees including, but not limited to SAC, park dedication and City Attorney fees.

Adopted by the City Council of the City of Hopkins this 7th day of December, 2021.

By: _____
Kristi Halverson, Mayor Pro Tempore

ATTEST:

_____
Amy Domeier, City Clerk

325 BLAKE ROAD - SITE D (BUILDING D)

325 BLAKE ROAD, HOPKINS, MN



BUILDING METRICS

325 BLAKE ROAD — **ALATUS, LLC** — 2021180

UNIT TABULATION -BUILDING D 5 STORY RESIDENTIAL WITH 5 LVL GARAGE PARKING — 12/1/21

UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S0	1br/1ba	403	20	20	10.7%	8,060	31.6%
S1	1br/1ba	576	39	39	20.9%	22,464	
A1	1br/1ba	689	25	25	13.4%	17,225	
A2	1br/1ba	698	40	40	21.4%	27,920	55.6%
A3	1br/1ba	793	20	20	10.7%	15,860	
A4	2br/2ba	730	19	19	10.2%	13,870	
B1	2br/2ba	1,067	4	8	2.1%	4,268	8.6%
B2	2br/2ba	1,101	12	24	6.4%	13,212	
C1	3br/3ba	1,368	3	9	1.6%	4,104	4.28%
C2	3br/3ba	1,546	5	15	2.7%	7,730	
TOTALS			187	219	**89%**	126,653	**100%**

UNIT AVERAGE NET SF : **677**

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

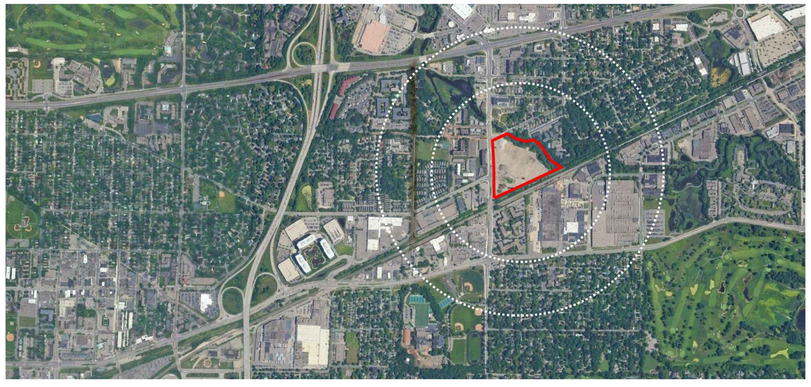
UNIT AVERAGE NET SF : **677 S.F.**
CLUBHOUSE **3,454 S.F**

PARKING **277 SPACES**
RATIO **1.48 SPACES/UNIT**

DRAWING INDEX

Sheet Number	Sheet Name
GENERAL INFORMATION	
A101D	SITE D - TITLE SHEET
ARCHITECTURAL	
A201	ARCHITECTURAL SITE PLAN - OVERALL
A202	PARKING PLAN
A201D	ARCHITECTURAL SITE PLAN - SITE D
A450	BUILDING D - FLOOR PLANS
A451	BUILDING D - FLOOR PLANS
A452	BUILDING D - FLOOR PLANS
A453	BUILDING D - FLOOR PLANS
A455	BUILDING D - ELEVATIONS
A456	BUILDING D - ELEVATIONS
A457	BUILDING D - ELEVATIONS
A458	BUILDING D - ELEVATIONS
A459	BUILDING D - MATERIAL BOARD
CIVIL	
C1-1	EXISTING CONDITIONS PLAN - OVERALL
C1-1D	EXISTING CONDITIONS PLAN - SITE D
C1-2	DEMOLITION PLAN - OVERALL
C1-2D	DEMOLITION PLAN - SITE D
C2-1	SITE PLAN - OVERALL
C2-1D	SITE PLAN - SITE D
C3-1	GRADING PLAN - OVERALL
C3-1D	GRADING PLAN - SITE D
C4-1	SANITARY SEWER & WATERMAN PLAN - OVERALL
C4-1D	SANITARY SEWER & WATERMAN PLAN - SITE D
C4-2	STORM SEWER PLAN - OVERALL
C4-2D	STORM SEWER PLAN - SITE D
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS
LANDSCAPE	
L1-1D	SITE MATERIALS PLAN AND SCHEDULES
L2-1D	LANDSCAPE PLAN AND SCHEDULES
L4-1D	SECTIONS
L5-1	PLANTING AND SCREENING DETAILS

PROJECT LOCATION



Neighborhood Context Map



Site Location

PROJECT TEAM

OWNER/DEVELOPER: Alatus, LLC

ARCHITECT: Humphreys & Partners Architects, LP
5339 Alpha Road, Suite 300
Dallas, TX 75240
Ph: 972-701-9636

LANDSCAPE ARCHITECT: Damon Farber Landscape Architects
401 North 2nd Avenue, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522

CIVIL ENGINEER: Loucks Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763-424-5505

STRUCTURAL ENGINEER:

MEP:

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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

Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 11/12/2021

PUD SUBMITTAL
11/12/2021

Revisions:

#	DATE	COMMENTS

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HUMPHREYS & PARTNERS ARCHITECTS, L.P.
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DALLAS CHARLOTTE CHICAGO DENVER NEW ORLEANS NEW YORK
NEWPORT BEACH ORLANDO SCOTTSDALE CHENNAI HANOI
LONDON MONTEVIDEO MEXICO CITY TORONTO
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City of Hopkins

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SHEET CONTENTS:
SITE D - TITLE SHEET

SHEET NO.
A101D

21180

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325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	214 units	15 story	765 s.f
Building C-Wrap	175 units	5 story	721 s.f
Building D	187 units	5 story	677 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	833 units		

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

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townhomes 3 story	33 units	1,790 s.f.

Town homes garages- 66 spaces

BUILDING A 5 story	112 units	891 s.f.

PODIUM PARKING - 2 levels- 124 spaces

CLUBHOUSE & LEASING -2,300 s.f.

SENIOR COOP

BUILDING B 5 story	112 units	1,246 s.f.

PODIUM PARKING - 2 levels- 184 spaces

CLUBHOUSE - 8,000 (total area)

BUILDING C 15 story	214 units	765 s.f.
5 story	175 units	721 s.f.

PARKING - 7 levels-520 spaces

BUILDING D 5 story	187 units	677 s.f.

PARKING - 5 levels- 277 spaces

RESTAURANTS-8,900 s.f.

BIKETRAIL

WETLAND

CLUBHOUSE -3,500 s.f.

ACCESS

ACCESS

Pavillion

Edge of water

Minnehaha Creek

CEDAR LAKE REGIONAL TRAIL

SOO LINE RAILROAD

LAKE STREET NE

2ND STREET NE

BLAKE ROAD N (F.K.A. MONCK AVENUE)

PARCEL 29

PARCEL 20

H.C.S.A.H. NO. 20 PLAT 20

H.C.R.W. MAP NO. 2

6 Short Term Bike Park

5 Short Term Bike Park

4 Short Term Bike Park

11 Short Term Bike Park

TRASH STORAGE/PICK UP

LEASING & CLUBHOUSE 2,300 s.f.

Drainage & Utility Easement

OUTLOT A

OUTLOT B

OUTLOT C

Block 1

Block 2

Block 3

WATER ELEVATION
NE CORNER OF PROPERTY = 896.70 FEET (NGVD29)
SE CORNER OF PROPERTY = 894.90 FEET (NGVD29)
AS OF 09/15/21

+908'

CLVT

N

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A201

21180

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 ALPHA ROAD · SUITE 300 · DALLAS, TEXAS 75240
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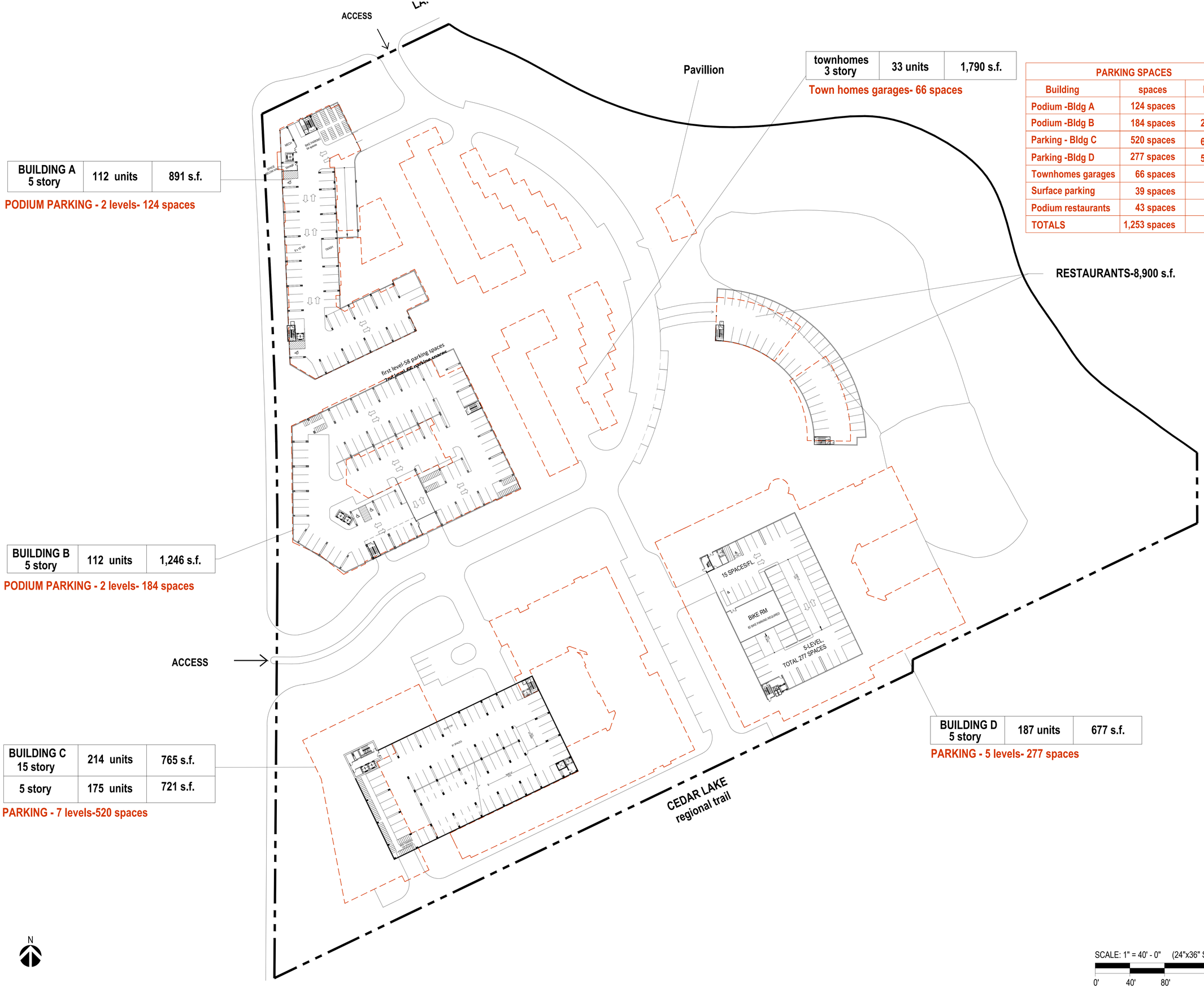

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	124 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,253 spaces	

SCALE: 1" = 40' - 0" (24"x36" SHEET)

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
ARQUITECTURAL SITEPLAN

SHEET NO.
A202

21180

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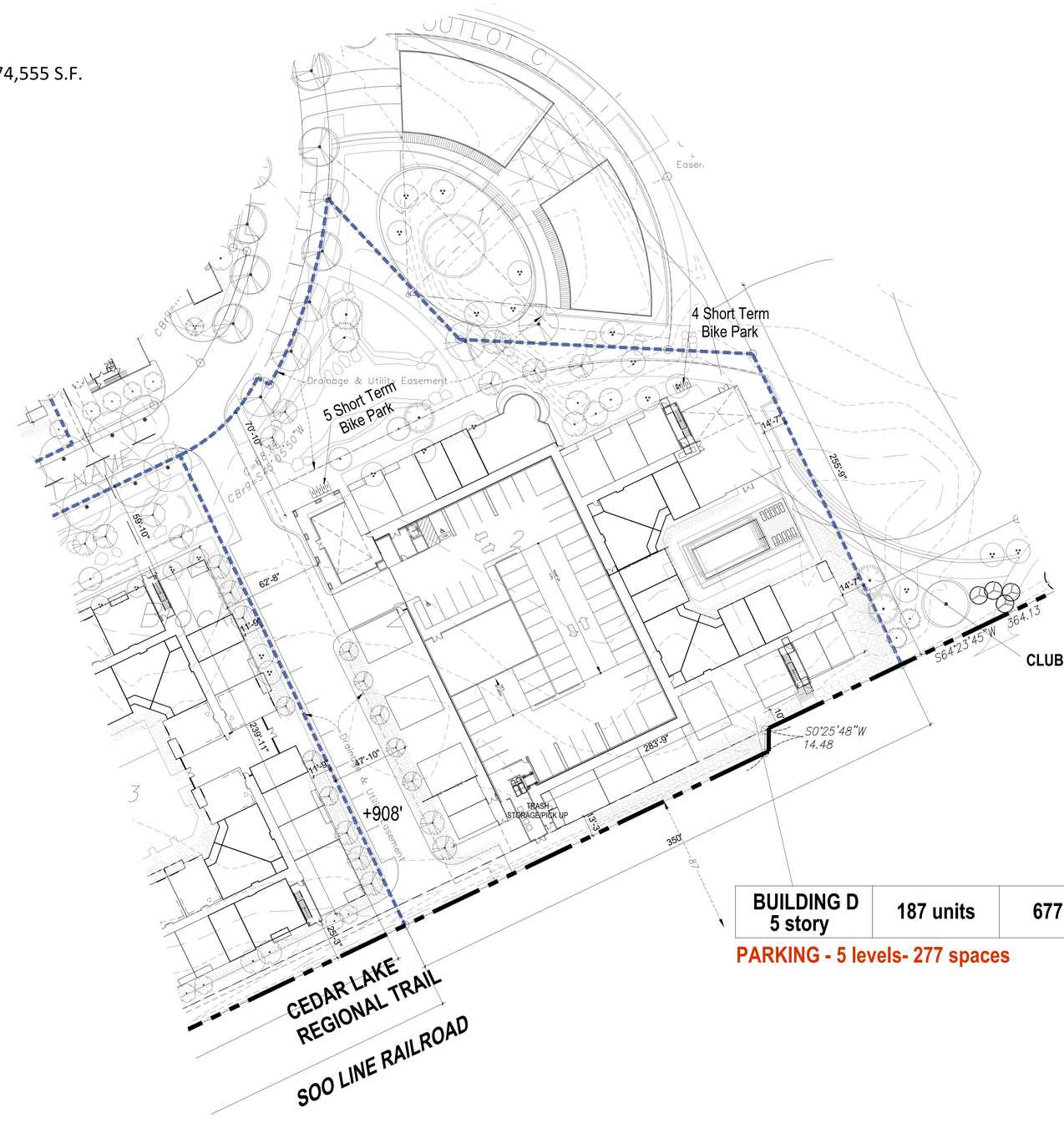
BLDG-D

TOTAL BUILDING GROSS AREA: 174,555 S.F.
LOT AREA: 2.56 Acres,
FAR 1.57



Setback	Residential (Blake) 15'-25' Residential (2nd) 5'-15' Side & Rear – 10'	North (front) – 70'10" (Show min setback to ring road) South (rear) – 10' East (side) – 14' West (side) – 47'10"(show setback from building to property line including road)	Add north and west setbacks. Address stormwater pond encroachment in northeast corner. Consider revising norther property line to outside of sidewalk

N

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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A201D

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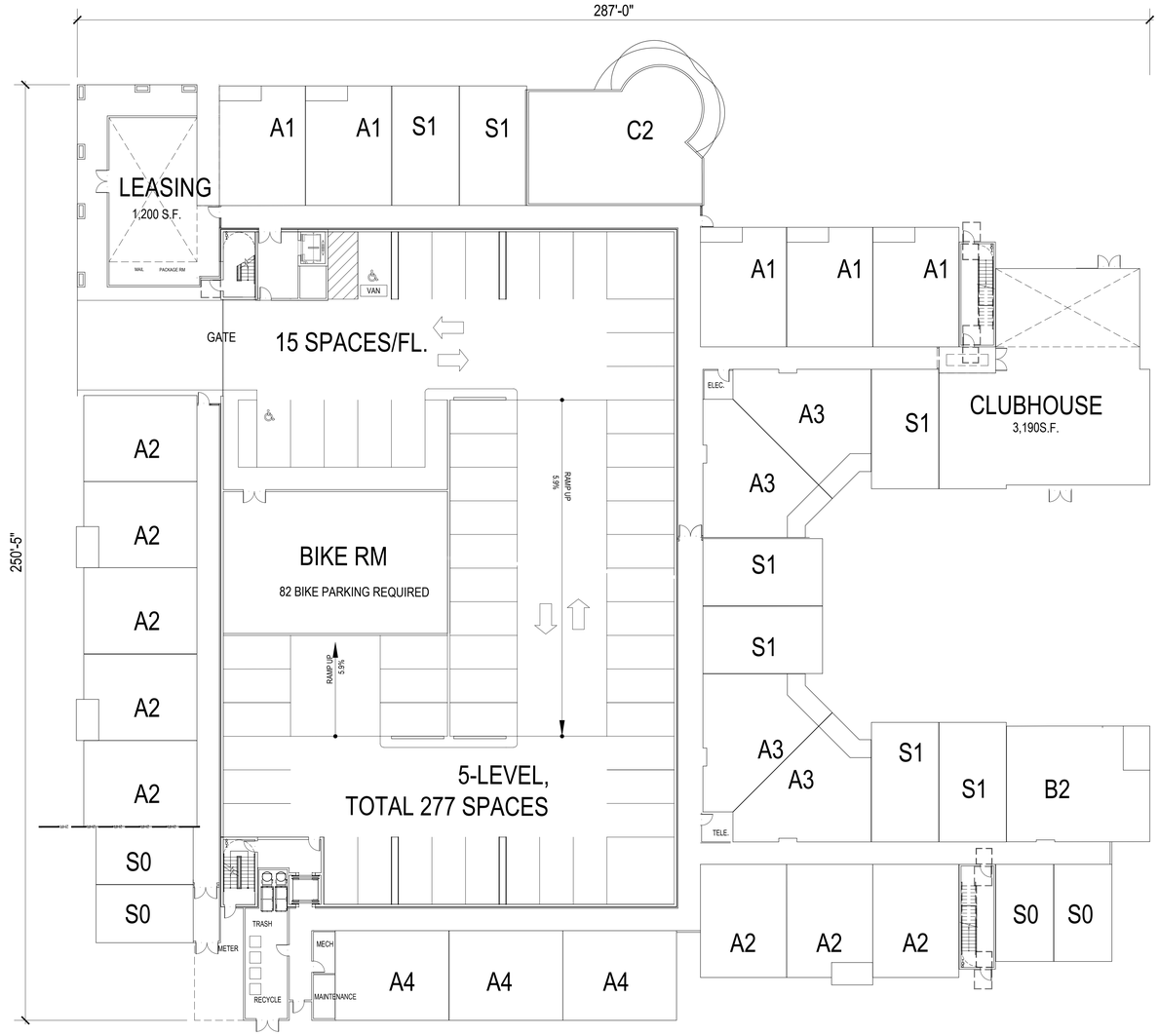

GROUND FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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

Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
BUILDING D -
BUILDING PLANS

SHEET NO.

A450

21180

FILE: M:\2021\21180-Hopkins\01.5 CONCEPT\01.01 DRAWINGS\BUILDINGS\Wiepsi\21180-A450.dwg LAYOUT: 1ST 30x42
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2ND FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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Signature:

Typed or printed name: GREGORY FAULKNER

License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

#	DATE	COMMENTS

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SHEET CONTENTS:
BUILDING D - BUILDING PLANS

SHEET NO.

BUILDING V - BUILDING PLANS

A451

21180

FILE: M:\2021\21180-Hopkins\015 CONCEPT\01.01 DRAWINGS\BUILDINGS\Wings\21180-A450.dwg LAYOUT: 2ND 30x42
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TYPICAL FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

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325 BLAKE ROAD MASTERPLAN

HOPKINS, MINNESOTA

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SHEET CONTENTS:
BUILDING D - BUILDING PLANS

SHEET NO.

BUILDING V - BUILDING PLANS

A452

21180



5TH FLOOR PLAN

SCALE: 1/16" = 1'-0" (30"x42" SHEET)

0' 16' 32' 64'

325 BLAKE ROAD MASTERPLAN

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License #: 40199

Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

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SHEET CONTENTS:
BUILDING D - BUILDING PLANS

SHEET NO.

BUILDING V - BUILDING PLANS

A453

21180

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MATERIAL %	NORTH	WEST	EAST	SOUTH
BRICK VENEER	14 %	15 %	14 %	16 %
METAL PANEL	58.4 %	54 %	54 %	60.8 %
FIBER CEMENT PANEL/ WOODTONE PANEL	27.6 %	31 %	32 %	23.2 %

	NORTH	WEST	EAST	SOUTH
TRANSPARENCY OVER 2ND FL. %	37 %	40 %	33 %	30 %

BUILDING D -WEST ELEVATION



SCALE: 1" = 40' - 0"

0' 40' 80' 160'

BUILDING D -NORTH ELEVATION

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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Signature:
Typed or printed name: GREGORY FAULKNER
License #: 40199
Date Plotted: 12/1/2021

PUD SUBMITTAL
12/1/2021

Revisions:

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SHEET CONTENTS:
BUILDING D -ELEVATIONS

SHEET NO.
A454



BUILDING D - EAST ELEVATION

MATERIAL %	NORTH	WEST	EAST	SOUTH
BRICK VENEER	14 %	15 %	14 %	16 %
METAL PANEL	58.4 %	54 %	54 %	60.8 %
FIBER CEMENT PANEL/ WOODTONE PANEL	27.6 %	31 %	32 %	23.2 %

	NORTH	WEST	EAST	SOUTH
TRANSPARENCY OVER 2ND FL. %	37 %	40 %	33 %	30 %



BUILDING D - SOUTH ELEVATION

SCALE: 1" = 40' - 0"

0' 40' 80' 160'

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

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License #: 40199
Date Plotted: 12/1/21

PUD SUBMITTAL
12/1/21

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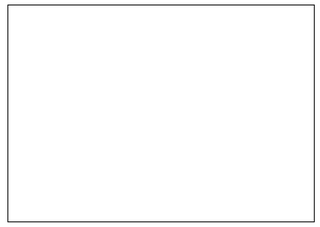
SHEET CONTENTS:
BUILDING D -ELEVATIONS

SHEET NO.
A455

21180

BUILDING D - MATERIAL BOARD



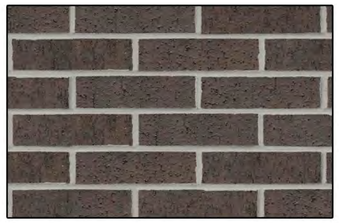
PURE WHITE
METAL PANEL



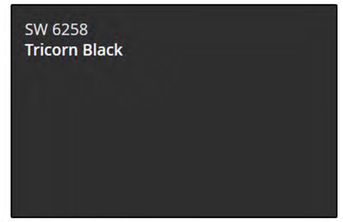
SW 7674 PEPPERCORN
METAL PANEL



WOOD TONE FIBER
CEMENT SIDING



BRICK
COLOR: ALLENTOWN



RAILING
AWNINGS
WINDOWS



SW 6246
HARDIE PANEL

325 BLAKE ROAD
MASTERPLAN
HOPKINS, MINNESOTA

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PUD SUBMITTAL
10/29/2021

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SHEET CONTENTS:
BUILDING D
MATERIAL BOARD

SHEET NO.
A456

21180

325 Blake Road
Building D Narrative
10-22-2021

PROJECT OVERVIEW

Building D is a 5-story, 162-unit multi-family mixed-income development with 277 above-ground parking stalls; some stalls available for flexible commercial space parking for nearby restaurants. 33 of the units we be designated at 60% AMI. The project is located to the east of proposed Building C and just to the north of the Cedar Lake Regional Trail.

BUILDING DESIGN

Blake Road creates an exciting, high density, mixed-use development oriented towards pedestrians, bicyclists, and public transportation. It offers not only its residents but the neighborhood and the regional network in its entirety, a place to live, work and play.

Building D, is to be constructed as a wood frame building, five-story wrapping around a 5 level parking structure. The project seeks to minimize the externalities created by surface level parking and maximize the density and pedestrian configurations for an urban experience in an otherwise suburban location. The site plan has significant design characteristics that will make public transportation, multi-modal sharing, and access to the Green Line Blake Road LRT Station a comfortable and intuitive experience to encourage alternatives to single occupancy vehicles and corresponding trips. This could only be done with the tremendous infrastructure improvements that the City of Hopkins, Three Rivers District, and Met Council have already invested in.

Architecturally, the project proposes a contemporary but timeless architecture. Designed for human scale and with the pedestrian at top of mind, the Project offers a distinct base on all buildings including ground floor access to many of its units, and a clear top level with distinct materials and color palette. While all buildings follow this format, each one has its own character and individually unique characteristics. The design looks for individuality without sacrificing being contextual within the overall development project.

All dwelling units will support the latest in technology while striving to provide a sustainable living experience. Housing units, common areas, and amenities incorporate high efficiency and WiFi controlled appliances, low-flow water fixtures, low-VOC paints, building-wide recycling practices and solar panels for electricity generation. Acoustical performance between units will exceed Building Code requirements for resident comfort and privacy. Select buildings within the Project will also seek LEED Certification and commissioning.

Exterior materials used are a combination of brick, cast stone, metal and glazing to ensure durability and quality for a generational development asset. Conceptually, lower levels use a combination of brick and cast stone as primary materials at the base, corners, building entries and garage entries. Metal, in various forms, is used mostly on upper levels and above the pedestrian scale that will be encountered. Intermediate levels are a combination of these two materials mentioned plus different cementitious panel solutions with multiple façade aesthetic options. An enhanced and energy efficient HVAC variable refrigerant flow (VRF) system ensures that building facades are uninterrupted, rather than the common solution that presents louvers into the façade design for a sometimes-unsightly exterior aesthetic.

STREETSCAPE AND PUBLIC REALM

The development team has approached this site as a unique opportunity to create a water-centric development that capitalizes on its' adjacency to Minnehaha Creek, the Blake Road LRT station, and the Cedar Lake Regional Trail. The proposed 325 Blake Road development project will transform the former cold storage site with a rich variety of green open spaces and streetscape design improvements. Proposed open spaces and streetscapes are designed to not only provide safe and convenient connections to the creek, regional trail, and LRT station, but to create a rich outdoor environment for future residents, visitors, and community members. Building D is surrounded by vibrant public open space on all sides. The northern edge fronts onto the Cascade and Central plaza, with the western edge facing the woonerf and pedestrian access to the regional trail, the southern façade looks over the Cedar Lake Regional Trail and the eastern edge looks over the Minnehaha Creek Greenway.

Cascade

Central to the open space network are a series of plazas, water features, stormwater treatment features, and landscaped gathering areas, reaching from the project entry at Blake Road to the Central Plaza located next to future restaurants and the Minnehaha Creek Greenway. The primary vehicular and pedestrian entry at Blake Road features gateway plazas on either side of the entry road. These will include water features, special paving, lighting, and seating areas. The central water cascade feature, located adjacent to the entry road/parkway, provides a water channel designed to manage stormwater. Stormwater will be pumped from the future MCWD stormwater pond to the west end of the water cascade feature, providing the ability to create a water feature that not only provides an amenity for the development, but also filters and delivers cleaner stormwater back into the pond. It is designed to provide places for people to gather and stroll along the waterway. Native plant materials, special paving and lighting, site furnishings, and native stone elements will be incorporated to create an environment that will reconnect people to local and regional landscape experiences.

Central Plaza and Greenway Commons

The plazas and restaurant deck spaces, located at the east end of the water cascade, will provide outdoor gathering spaces, and connect people to the future stormwater pond and Minnehaha Creek. The central plaza, located to the west of the future restaurants, will feature a large area for people to gather, a splash pad, outdoor seating, plantings, and a pergola. It is designed to provide places for people to interact with the restaurants and the water cascade. The central plaza will also provide a place for ice skating in the winter. The pocket plaza between the future restaurants and deck spaces outside the restaurants will provide opportunities for outdoor dining, and the ability to engage with and view the pond and creek. The Central Plaza and Greenway Commons will feature special paving, native plantings, native stone elements, and site lighting to create an inviting outdoor environment.

Woonerf

The drive located between buildings C and D is designed to be pedestrian-oriented (woonerf) while providing important vehicular access to Building D and fire access to both buildings. The driving surface will incorporate decorative permeable pavers. Parallel parking spaces are provided along the west side of the drive. While the entire woonerf is designed to be pedestrian-friendly, sidewalks are provided along the west side of the driving/parking surface and on the east side of the drive at the north end/entry to building D. At the south end of the woonerf pedestrian and bike facilities will connect people to the Cedar Lake Trail. A pergola at this terminus provides a focal element drawing people to the trail. Materials will include permeable paving, native plantings, site lighting, pavement markings, wayfinding, and bollards.

Cedar Lake Trail Connections

Three opportunities to connect with the Cedar Lake Regional Trail are provided – at the Tower Plaza, the Woonerf, and promenade that connects the Central Plaza and Greenway Commons to the future trailhead designed by MCWD. The goal is to provide safe and convenient connections to the regional trail from the proposed development, encouraging people to walk, bicycle, and utilize public transit, and to invite trail users to visit the amenities provided within the development at 325 Blake Road.

Streetscapes

The primary roadway through the site is designed as a tree-lined parkway, delivering people from Blake Road through the site to development parcels, parking garages, open spaces, the Minnehaha Creek Greenway, and eventually connecting to Lake Street. The parkway will include turf boulevards, street tree plantings, pedestrian-scaled street lighting, site furnishings, and wayfinding signage. On-street parallel parking and detached sidewalks will provide a safe environment for pedestrians. Raised benches are designed to provide traffic calming measures and safe pedestrian crossings where pedestrian spines cross the parkway. ADA compliant concrete sidewalks will be provided for pedestrian movement throughout the site, providing connections to open spaces and trails for everyone.

DEVELOPMENT PHASING

Commencement of construction of the various phases is dependent upon market conditions now and into the future as well as other external factors relating to the various entities and stakeholders that will be working through the redevelopment effort for the site located at 325 Blake Road. Subject to those conditions, the development team currently anticipates the following construction start date for Building D:

Q2 2023

CITY APPLICATIONS/APPROVALS

- Site Plan Approval Building D

PROPOSED DEVIATIONS FROM MIXED USE DISTRICT STANDARDS

Strict adherence to the Mixed-Use District standards and requirements is not required in this case to satisfy the intent of the City's planned unit development provisions and the proposed deviations from those standards will not prejudice the health, safety, or welfare of the residents of the development, the surrounding area, or the city as a whole. The proposed deviations from Mixed Use District standards for the Blake Road Station project are as follows:

1. Building D exceeds the parking maximum. It currently has 277 spaces for 162 units. If 35 spaces get allocated to the Restaurants, it will be right at the maximum allowed.
2. Building Articulation: Building D exceeds the 45' maximum bay width. However, we believe the negative space generated by individual balconies provide more than enough articulation.
3. The proposed development exceeds the maximum block length of 600 feet, however, multiple pedestrian connectors are provided within each block.

SUPPORT FOR PROPOSED DEVIATIONS

The applicant believes the development, as proposed with deviations from zoning code ordinances, is a high-quality proposal for the City of Hopkins and aligns with overall Comprehensive Plan goals. To

ensure a high-quality development, the applicant is proposing the following enhancements in support of the proposed deviations:

Site Access Improvements

A new network of publicly accessible streets and pedestrian corridors divides the site into pedestrian-scaled, walkable quadrants and connects the surrounding context to the Blake Road LRT station, Minnehaha Creek, and the Cedar Lake Regional Trail. The new tree-lined parkway becomes the crucial spine from which stems primary building entries, active uses, and a series of common open spaces. The East/West and North/South pedestrian spines further break down proposed development sites, improving pedestrian circulation and creating a tree-lined pedestrian ways and walk-up residential units.

As described under the 'Streetscape and Public Realm' section, the project vision includes extensive pedestrian improvements for the area, including sidewalk connections through the site that do not exist today. Building setbacks provide comfortable buffer zones between street right-of-way and the building edges. The proposed setbacks offer a balance of enough distance to create green zones without compromising the more urban goals of transit-oriented development. This balance of ample though not excessive setbacks prioritizes pedestrians and human activity in and around the site.

Exceeding Stormwater Standards

The applicant is exceeding the Minnehaha Creek Watershed District and City of Hopkins' minimum standards for stormwater treatment. Building D stormwater is managed by the overall system described in the 325 Blake Road PUD. Runoff from this site will be conveyed to the proposed 325 Blake Road regional stormwater treatment facilities via a combination of proposed storm sewer, the Lake Street Diversion and recirculation of pumped stormwater through the Cascade. The previous Cold Storage facility had large impervious area of both rooftop and pavement that flowed untreated to Minnehaha Creek. The proposed project reduces the amount of impervious surface and provides rate control, treatment, and volume control through the use of permeable pavements, filtration, infiltration, underground storage and cycling of pumped stormwater through the Cascade to provide biofiltration, infiltration and storage. The pumped stormwater will flow through Cascade in a series of pools and riffles and end in a waterfall into the upper cell of the MCWD pond, then flow over a weir to the lower cell, where the water will be drawn up at the Pavilion, screened of floatables and pumped through a forcemain to the west end of the Cascade to start the cycle over. The pump will have a base flow to keep water flowing through the Cascade continuously, then will be throttled up during stormwater events to engage the upper portions of the Cascade storage and overflow into the underground stormwater chambers under the skating plaza. This pumped system allows for water level control and continuous infiltration that is not feasible with a traditional gravity system.

This is a substantial improvement from the Cold Storage site condition that was primarily impervious surface with stormwater that ran off without any treatment or attenuation. A total existing (previous) assumed impervious for the site was 10.57 acres, the proposed impervious is 9.75 acres, a reduction of 0.82 acres.

The required infiltration of the 1-inch event requires volume control of 0.8125 acre-ft. The infiltration systems as proposed provide 0.689 acre-ft of volume at a conservative 0.45 in/hr infiltration rate. The soil infiltration rates will be confirmed and adjusted to actual rates using Double Ring Infiltrometer testing. The remaining 0.124 acre-ft will come from the Cascade and the pumping system, the proposed design displaces approximately 12,000 cf of treatment volume = 0.275 acre-ft.

MCWD requires proposed runoff rates to be equal to or less than the existing condition. Total proposed site runoff rates will be reduced significantly, by approximately 25% in all rainfall events from the existing condition. The system also takes on offsite drainage from the Cedar Lake Trail that would otherwise go untreated.

The majority of the new/reconstructed site area will be dedicated to roof drainage, which is assumed cleaner than pavement runoff. This will further reduce pollutant loadings discharged from the site.

Enhanced Landscaping

The deviations in setbacks offer yards that are both deep enough for landscaping and green space and reasonable for creating a "street wall" for the pedestrian experience. The deviations also help to implement a comprehensive plan goal of creating a 'positive relationship to the street' by proposing appropriate setbacks for the residential density guided by the 2040 Comprehensive Plan (75-150 units per acre within ¼ mile of an LRT station platform).

High Quality Common Open Spaces

As previously mentioned under 'Streetscape and Public Realm,' the master plan includes a series of high quality common open spaces for residents, visitors, and community members to gather, recreate, and connect to nature. They also provide important opportunities to reduce urban heat island effect and stormwater runoff, while improving water and air quality.

Multi-Modal Opportunities

With immediate access to the Minnehaha Creek Greenway, Cedar Lake Trail, and Blake Road LRT station, proposed pedestrian and bike facilities will promote the use of multiple modes of transportation for residents and patrons to and from the project site. The proposed project exceeds the bike parking requirements for Mixed-Use Districts and includes additional bike facilities such as bike pump/repair stations, trail maps, seating for trail users and wayfinding signage.

Support of Comprehensive Plan Goals

The project supports and further advances a number of goals outlined in the City's 2030 Comprehensive Plan and draft 2040 Cultivate Hopkins Plan. See summary of these goals below within the PUD statement section.

From: Chris Osmundson
To: Jason Lindahl
Cc: Robert C. Lux; Chris Osmundson
Subject: [EXTERNAL] 325 Blake Road N - Nov 15th Engagement Summary
Date: Wednesday, November 17, 2021 2:57:04 PM
Attachments: image001.png
Importance: High

"A neighborhood community engagement session was hosted by Alatus LLC at 6:30pm on Monday, November 15th, 2021 at 43 Hoops, a basketball training facility just across Blake Road N from the proposed redevelopment site at 325 Blake Road. Members of Alatus LLC, the Minnehaha Creek Watershed District, and the City of Hopkins were in attendance. The meeting consisted of a presentation by Bob Lux and Chris Osmundson with Alatus, and Gabe Sherman with Minnehaha Creek Watershed District, about the proposed master development plan, focusing on both high level and detailed components of the proposed land use applications and integration with Minnehaha Creek, respectively. Materials presented via a digital Power Point presentation included the latest images and schematic design concepts from Alatus's land use application, in addition to the most recent engineered drawings from Minnehaha Creek Watershed District. Further discussion was also had regarding the municipal process that the development is working through, overall site timing, and forthcoming engagement opportunities even after land use approvals have been proposed to be received. After the approximately 40 minute presentation, members of the development team and Minnehaha Creek Watershed District answered specific questions with attendees on a one-on-one basis. Based on the sign-in sheets provided by Alatus at the entry to the facility, 27 people were signed in and were in attendance, in addition to those from the development team, Minnehaha Creek Watershed District, and the City of Hopkins.

Questions asked included: (1) questions related to the multi-family affordable housing rental rent and income limitations in the proposed low-income housing tax credit building and how long those would be in place; (2) questions about how a joint health club / fitness facility would practically work and whether or not certain buildings would have certain amenities while others would not; (3) questions about the how senior co-ops are different and the same from/as a condominium ownership model and what pricing the senior co-op units would range in price from; (4) various questions about bike and pedestrian infrastructure and connections to existing infrastructure and under-construction infrastructure; (5) questions related to parking availability and sufficiency for guests, retail, and parkland/watershed district visitors; (6) questions about the proposed stories and floorplans associated with the for-sale townhomes; (7) questions about integration of trash, recycling, and composting services for all residential units, retail uses, and public parkland and public spaces and how the owner(s) would ensure cleanliness for the whole space; (8) questions about the timing and functionality of the solar arrays on each building and when those would be active and generating electricity for the given residential facilities. While this list is not all inclusive, it is an accurate representation of the questions that the development team members fielded after the presentation.

Attendees had the opportunity to pick-up a take-away handout that contained a QR code that could be scanned to link them directly to the 325blakeroadn.com website that is maintained by Alatus LLC. Additionally, the presentation was recorded and the presentation, presentation materials, and other items will be made available on the website for questions and comments and further

feedback. Invitations to the meeting were distributed via municipal notice provisions in addition to social media postings and general word of mouth."

Chris Osmundson
Alatus, LLC – Director of Development
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Stay Connected: Alatus LLC | Facebook | LinkedIn

IDS Center, 80 S 8th Street, Suite 4155
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From: Dale Johnson
To: Jason Lindahl; Dale Johnson
Subject: [EXTERNAL] Public Hearing
Date: Friday, November 12, 2021 5:36:39 PM

Dear Mr. Lindahl,
I got your letter regarding the meeting on 11/23.
I have also received a letter from a developer named Alatus.
Is this the same company that is developing or wants to develop the property in the NW corner of Blake and Excelsior by the Goodwill?
I was at a council meeting several weeks ago when that project was being presented. They brought in an upper management person from out of town who started out by mentioning he was a minority. That starts the process off on the wrong foot for me. I don't care if he is from Mars but if he and his company feel that is important it tells me they are playing the ethiscity card. Maybe they get better financial deals from the feds, the state or Hopkins or the county. I don't know.
A question that I did not ask was where does the snow go when the roads get plowed. If this is a private project, I presume they will incur the cost to plow the streets in **their** development, not the city! Have they really set aside a realistic sized area for the snow? The same questions need to be asked about this new development.
Are there time tables in the agreements? Can the person developing the property just sell out when it is finished and therefore have no concern as to the problems that might come up? Any person who has been educated on city planning must be aware that developers build and split.
I hope you can educate me so I can have answers before your meeting and the one next Tuesday put on by Alatus.
Sincerely,
Lion Dale Johnson

325 Blake Road N. Master Development

Multi-Purpose Parking Solution

The Master Development ("Development") created by the Alatus-Hopkins-MCWD partnership located at 325 Blake Road N. was designed as a landmark destination for the residents of Hopkins and beyond. This is evidenced by the variety of housing, entertainment, and public realm features within the Development, all of which are easily accessible by multiple forms of transportation (walk, bike, light rail, vehicle). One of the forms of transportation will be vehicular traffic, and a destination like this requires attention to detail and creativity when designing a parking solution to meet the needs of the residents and public alike, while preserving the aesthetics and value of the landscape and structures.

In total, the Development includes 1,239 parking stalls throughout the developable acreage with a high concentration located below ground underneath the various housing projects. "Exhibit A" displays the parking volume at each location.

The key to any successful parking solution is maximizing the utilization rate of the parking such that the supply adequately and precisely meets demand at all hours of the day. The Development will include a variety of uses that have complementary parking needs. For instance, an average resident that does not work from home will primarily use their parking stall from 5pm-9am, while an average employee at one of the various retail outlets would use their parking stall from 9am-5pm (standard workday hours).

Buildings C & D (pictured in Exhibit A) will include "multi-purpose" parking garages that serve both the residents of the housing projects and the patrons of the public realms and entertainment node within the Development – these garages will include a combined 797 parking stalls (see table below). The Developer (Alatus) has experience curating multi-purpose parking solutions and seeing them through to reality.

Below are some general guidelines for the multi-purpose garages operated in Buildings C & D:

- Approximately one-third of the parking stalls (250-300 of the approx. 800) would be dedicated RESERVED stalls leased to residents of the buildings.

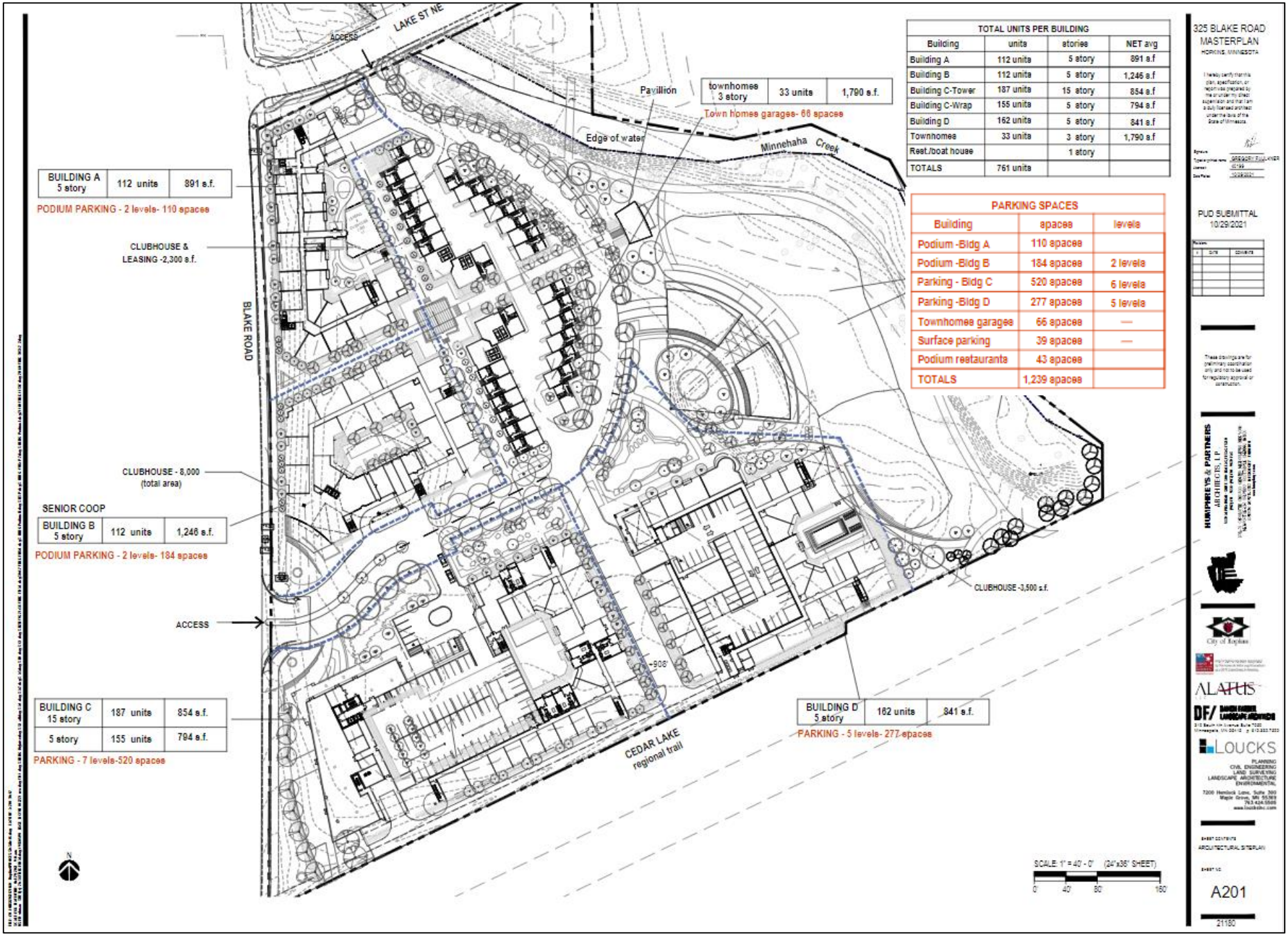
- The remaining two-thirds of the parking stalls (500-550 of the approx. 800) would be split between UNRESERVED resident parking and transient parking.

- In our recent experience with similar suburban projects, the parking needs of the average rental community is approx. 1.20 parking stalls per unit.

- Buildings C & D are currently designed to include approx. 500 rental units, which would equate to 605 total parking stalls (RESERVED + UNRESERVED) dedicated to the residents based on a 1.20 parking factor. That would leave almost 200 parking stalls for transient/overflow demand.

- The parking garages will be equipped with state-of-the-art parking technology that uses machine learning to make sure there are no inventory problems; this technology would ensure that there is ample parking for residents and track the utilization by the public.

Exhibit A: 325 Blake Road N. Site Plan



TOTAL UNITS PER BUILDING			
Building	units	stories	NET avg
Building A	112 units	5 story	891 s.f
Building B	112 units	5 story	1,246 s.f
Building C-Tower	187 units	15 story	854 s.f
Building C-Wrap	155 units	5 story	794 s.f
Building D	162 units	5 story	841 s.f
Townhomes	33 units	3 story	1,790 s.f
Rest./boat house		1 story	
TOTALS	761 units		

PARKING SPACES		
Building	spaces	levels
Podium -Bldg A	110 spaces	
Podium -Bldg B	184 spaces	2 levels
Parking - Bldg C	520 spaces	6 levels
Parking -Bldg D	277 spaces	5 levels
Townhomes garages	66 spaces	—
Surface parking	39 spaces	—
Podium restaurants	43 spaces	
TOTALS	1,239 spaces	

325 BLAKE ROAD MASTERPLAN
HOPKINS, MINNESOTA

PUD SUBMITTAL
10/29/2021

These drawings are for preliminary approval only and not to be used for regulatory approval or construction.

HUMPHREYS & PARTNERS ARCHITECTS, L.P.

City of Hopkins

ALATUS

DF/ DAVID FRIDLEY LANDSCAPE ARCHITECTS

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PLANNING
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LAND SURVEYING
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ENVIRONMENTAL

SHEET CONTENTS
ARCHITECTURAL SITEPLAN

SHEET NO.
A201

21150

Planning & Economic Development

CITY OF HOPKINS

Memorandum

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Kersten Elverum, Director of Planning & Development

Date: December 7, 2021

Subject: Financial Assistance Request – 325 Blake

PURPOSE

The purpose of the discussion on December 7, 2021, is to present the preliminary request for financial assistance and draft terms for the redevelopment project by Alatus for 325 Blake Road and receive City Council feedback. Stacie Kvilvang, Ehlers Public Municipal Advisors, will be at the meeting to provide an overview of the request. A copy of the draft term sheet is attached for reference.

INFORMATION

It has been anticipated that the redevelopment of 325 Blake Road will result in a gap in project financing and that the gap would likely be closed using a combination of grant funds and tax increment financing (TIF). Factors driving the gap include the cost of infrastructure needed to facilitate development (roads, utilities, pedestrian and bike infrastructure and other public amenities), affordable housing and the cost of construction for elements such as structured parking. All of the development proposals narrowed through a joint Request for Proposals, issued by the Minnehaha Creek Watershed District and the City of Hopkins, reflected a gap in the project proformas and a need for TIF.

Adding to the cost of development has been the significant increase in construction costs due to material price increases, increased labor cost due to a labor shortage, and increased carry time due to prolonged construction timelines due to material shortages. Project costs for the Alatus development have increased from approximately $239,000,000 to approximately $319,000,000.

Originally, the project was anticipated to have a gap of approximately 13.2% of total development cost, or $31,619,000 in public financing, including $26 million to $29 million in TIF, dependent upon how much grant funding is secured. As the project was refined and current cost estimates were applied, the project gap is approximately $32,450,000, or 10.17%. Stacie Kvilvang, Ehlers Public Municipal Advisors, has been reviewing preliminary project financials throughout the development of the project from

concept to land use applications and has confirmed that financial assistance will be needed for the project to move forward. The amount of TIF assistance in the term sheet will be a not to exceed amount for the entire project. A formal detailed analysis for each project element requesting assistance will be completed as those elements progress forward to construction to determine the level of assistance actually required.

The developer currently has approximately $6.1 million in grant funding identified in their proformas. The recommendation is to continue to pursue these grants and others not yet identified that can help bridge the gap, utilize Spending Plan TIF from District 2-11 and issue up to three (3) pay-as-you-go TIF Notes from District 1-6 in an amount not to exceed $31,900,000, or 10% of the development cost.

TIF would be used to offset the cost of infrastructure, underground parking and affordable housing under terms outlined in a development agreement. In addition to the commitment of TIF, the agreement would include the following:

Affordable Housing

- 25% of the total number of units will be affordable at a range of incomes at 30, 50, 60 and 80% of area median income (AMI)
- Specific income requirements (number and AMI) identified for various housing types including senior cooperative, 100% affordable tax credit apartment and mixed-income apartment
- Requirements for the affordability to remain in place for a minimum of 30 years through covenants recorded with the property with annual reporting requirements to the City
- Requirement to apply for project-based housing choice vouchers
- Distribution of affordable units throughout the mixed-income buildings

Construction and Maintenance of Public and Private Improvements

- Responsibility of developer to construct public improvements to City standards and turn over the ownership of the main road to the City
- Agreement that the City will provide snow removal and maintenance of the main road, from curb to curb
- Developer and/or HOA will be responsible for the maintenance of the driveways, service drives, surface parking lots, parking structures, sidewalks, street lights, landscaping, streetscape improvements, storm water facilities, bicycle parking, plazas, pavilion, cascade promenade and greenway commons
- Installation of public art in cooperation with the City, with a minimum budget established
- Developer will provide perpetual public access, drainage and utility easements over applicable public improvements at no cost to the City

Property Tax

- Developer will enter into a Minimum Value Assessment Agreement setting a minimum property tax value of the portions of the development receiving TIF assistance which will terminate with each TIF Note

- Developer will apply for 4d tax classification for 100% of building A (tax credit apartments) and 20% of units in building D (mixed-income apartments)
- Developer or its successors will not cause a reduction in property taxes paid and provides provisions if a tax petition is initiated

Miscellaneous Provisions

- Requirement that the Homeowner's Association (HOA) documents set a maximum on number of rental units allowed
- Payment of Park Dedication Fee at time of building permit issuance
- Incorporation of a look back provision that will be completed upon stabilization of the development to assure the appropriate level of public assistance
- Performance dates including developer closing on the purchase of phase I by June 30, 2023 and phase II by December 31, 2024. Construction of minimum improvements, including the five residential developments and approximately 18,000 square feet of commercial space, will be completed between June 2025 and June 2028 (depending on financing and other market conditions)
- Retention of experienced property management company
- Acknowledgement that additional grant funds awarded to the project, not currently identified in the project proforma, will reduce the principle amount of TIF
- Commitment to provide lower than market rents for commercial space for neighborhood-serving commercial uses

FUTURE ACTION

The commitment of TIF and the associated development agreement is planned to be brought to the Hopkins HRA at the December 21, 2021, meeting for consideration. It will incorporate the terms listed as well as other direction provided through discussion on December 7, 2021.

DRAFT Term Sheet

This Term Sheet as of this 7th day of December, 2021 by and between Alatus Hopkins MD LLC, (the "Developer") and the Hopkins Housing and Redevelopment Authority (the "Authority") and is intended to set forth the general terms upon which the parties hereto are willing to enter into a TIF Agreement.

1. Developer: Alatus Hopkins MD LLC

   IDS Center
   80 South 8th Street, Suite 4155
   Minneapolis, MN 55402
   Attn: Robert Lux

2. Property: 325 Blake Road North (PID# 19-117-21-14-0002)

3. Legal Description of Property: A portion of the property legally described below that is to be platted as MILE 14 ON MINNEHAHA CREEK:

   PARCEL 1:

   Lot 74, Auditor's Subdivision No. 239, Hennepin County, Minnesota, except that part of said Lot 74 which is designated and delineated as Parcel 29, Hennepin County Right of Way Map No. 2, according to the plat thereof on file or of record in the office of the County Recorder in and for said County.

   (Torrens Property, Certificate of Title No. 1341193)

   PARCEL 2:

   That part of Lot 97, Auditor's Subdivision No. 239, Hennepin County, Minnesota, described as follows: Beginning at the point of intersection of the East line of Monck Avenue, (as shown on the recorded plat of said subdivision), with the most Northerly right of way line of The Minneapolis & St. Louis Railway Company; thence in a Northeasterly direction along said Northerly right of way line, a distance of 845 feet to a point; thence South parallel with and 845 feet from the East line of Monck Avenue, (as shown on the recorded plat of said subdivision), a distance of 14.48 feet to a point; thence in a Southwesterly direction parallel with and 13 feet from the most Northerly right of way line, a distance of 845 feet to a point on said East line of Monck Avenue, (as shown on the recorded plat of said subdivision); thence North along said East line of Monck Avenue, (as shown on the recorded plat of said subdivision), a distance of 14.48 feet to the point of beginning, except that part of said Lot 97 which is designated and delineated as Parcel 29A, Hennepin County Right of Way Map No. 2, according to the map thereof on file and of record in the office of the County Recorder in and for Hennepin County, Minnesota, all being located in the Southeast Quarter of the Northeast Quarter of Section 19, Township 117 North, Range 21 West of the 5th Principal Meridian.

   (Abstract Property)

4. Acquisition of Property: The property located at 325 Blake Road North (the "Property") is privately owned. The Developer will secure a Purchase Agreement for approximately 12.75 acres of the Property in which they will close in two phases. The purchase price for the Property is $11,250,000

of which Phase I purchase price is $8,000,000 and Phase II purchase price is $3,250,000. The Developer agrees to close on the acquisition of Phase I of the Third-Party Property by June 30, 2023. Developer agrees to close on Phase II of the Third-Party Property by December 31, 2024.

5. Minimum Improvements: Construction of multiple buildings containing approximately 800 multi-family units, with 688 units of apartments, and 112 Sr. Cooperative units with affordable levels within each building noted in the table below:

	Bldg C Market Rate	Bldg D Mixed Income	Bldg A LIHTC	Bldg B Sr. Coop	Total		% Affordable of TOTAL Units
No. of Units	389	187	112	112	800		N/A
50% AMI	0	0	112	0	112		**14%**
60% AMI	0	38	0	12	50		**6%**
80% AMI	0	38	0	0	38		**5%**
Total Affordable	0	76	112	12	200		**25%**
% Affordable by Building	**0%**	**40%**	**100%**	**11%**	**25%**		

In addition, construction of 33 for sale town homes, 8,000 sq. ft. of ground floor retail, 1,000 sq. ft. sky lounge and two (2) 4,500 sq. ft. standalone restaurant pads. Details of each Phase are noted below in the table. Total Development Costs are estimated to be approximately $319,000,000.

Phase	**Use**
Phase IA – Building C	Single building with a 14-Story component consisting of approximately 202-units of market rate apartments with up to 15% of the units designated as hotel units, approximately 8,000 sq. ft. of ground floor retail and a 1,000 sq/ft sky lounge and a 5-story component consisting of approximately 175-units of market rate apartments
Phase IB	Two single-story 4,500 sq. ft. restaurant pads and greenway commons, 1,400 sq. ft. boathouse and rental center and pavilion, with the greenway commons and pavilion available for public use
Phase IC – Building B	5-Story building with approximately a 112-unit senior cooperative, in which 12 units (approximately 11%) are affordable to persons at or below 60% AMI
Phase ID	Approximately 33 for-sale town home units
Phase IIA – Building A	5-Story building with approximately a 112-Unit LIHTC apartments with 100% of the units affordable at or below 50% of AMI
Phase IIB – Building D	5-Story building with approximately 192-units of mixed income apartments in which 20% of the units (38) are affordable at or below 60% AMI and 20% of the units (38) are affordable at or below 80% AMI

6. Construction Schedule: Commence construction of each Phase by the Commencement Date, and substantially complete construction of each Phase by the Completion Date as set forth below. For the purpose hereof, "Commence" shall mean beginning of physical improvement to the Property for the respective Phase, including excavation, or footings and in the case of Phase I, mass grading other physical site preparation work. "Complete" shall mean that the Minimum Improvements are sufficiently complete for the issuance of a Certificate of Occupancy.

Phase	Commencement Date	Completion Date
Phase IA – Building C	December 31, 2022	June 30, 2025
Phase IB	December 31, 2023	June 30, 2026
Phase IC - Building B	December 31, 2024	June 30, 2027
Phase ID	December 31, 2023	June 30, 2026
Phase IIA – Building A	December 31, 2025	June 30, 2028
Phase IIB – Building D	December 31, 2022	June 30, 2025

The Developer and the Authority agree that the dates for each Phase of the construction schedule may be revised based upon timing of actual construction schedules, financing, market conditions, etc. Revisions to the dates of each Phase of the construction schedule shall not require approval or further action by the Authority and may be approved administratively by staff and legal counsel, so long as such revisions are no more than 18 months from each Phase of the construction schedule as noted above. Any revision to the dates beyond 18 months for each Phase in the construction schedule shall require renegotiation between the parties.

7. Affordability Covenants Phase IC – Building B: Developer covenants to make at least 10% of the Phase IC – Building B units constructed to be "affordable" and agrees that they are subject to the following affordability covenants:

(a) Twelve (12) cooperative Housing Units (the "Affordable Housing Units") must be initially sold (as a membership interest in the cooperative) to owner-occupants with household income not to 60% ($62,940) of the Minneapolis-St. Paul metropolitan statistical area (the "Metro Area") median income for the calendar year in which the Developer receives a certificate of occupancy. The Affordable Housing Units will be equally distributed throughout the building and floors. Each owner-occupant of the Affordable Housing Units will be required to pay a pro rata share of ongoing operating expenses of the cooperative. Future transfers of the Affordable Housing Units (or the membership interests in the cooperative representing the Affordable Housing Units) will be restricted to maintain the ability of future buyers to purchase the Affordable Housing Units at affordable prices for thirty (30) years following the first purchase of each of the Affordable Housing Units pursuant to the Affordable Housing Agreement described below.

(b) Upon or before closing on the initial sale of each affordable Housing Unit to any person, the Developer shall deliver or cause to be delivered written evidence satisfactory to the Authority of compliance with the covenants. Such evidence shall include, at a minimum, a fully executed purchase agreement and certificate of real estate value, certification by the buyer that he or she intends to occupy the Housing Unit, and evidence of the buyer's household income determined in accordance with Metropolitan Council's affordability limits for ownership; provided that income shall be determined as of the date of application for acquisition financing.

(c) The Authority and its representatives shall have the right at all reasonable times while the covenants are in effect, after reasonable notice to inspect, examine and copy all books and records of the Developer and its successors and assigns relating to the covenants.

(d) The Developer shall execute with the Authority an agreement in recordable form and satisfactory to the Authority, that substantially reflects the covenants (the "Affordable Housing Agreement") before the Developer obtains its financing. The Affordable Housing Agreement shall include reasonable reporting and monitoring requirements as necessary to ensure compliance with the covenants therein, and shall be recorded by the Developer, at its cost, against the appropriate portion

of the Development Property on which the subject affordable Housing Units are to be constructed. Failure to enter into, record or comply with the Affordable Housing Agreement in accordance with this Section shall be an Event of Default. If the Developer fails to comply with this Article or with the covenants of the Affordable Housing Agreement, the Developer will reimburse the Authority for any reasonable attorney fees incurred by the Authority in an effort to gain the Developer's compliance with this Article or with the covenants of the Affordable Housing Agreement.

8. Affordability Covenants Phase IIA – Building A and IIB – Building D: Developer agrees that the Minimum Improvements are subject to the following affordability covenants:

(a) The Developer expects that the Phase IIA – Building A and Phase IIB – Building D Minimum Improvements will include the mix of rental housing units as noted in the table above. These units constitute approximately 28% of the overall rental units. In addition the Developer will apply to Metropolitan Council HRA and/or Hennepin County for project based housing choice vouchers. The Developer will be required to enter into a Declaration of Restrictive Covenants that will cause the affordable restrictions to remain in effect for a thirty (30) year period. On the date of execution of the TIF Agreement, the Developer will deliver an executed Declaration to the Authority in recordable form.

(b) The Developer agrees to distribute the affordable Rental Housing Units among the different Rental Housing Unit types throughout the building and floors.

(c) The Developer intends to rent parking spaces in the underground garage to tenants of the Minimum Improvements for approximately $75 to $150 per parking space per month initially. The Developer agrees that the monthly rental rate charged for each underground parking space will be the same for all tenants of the applicable Phase within the Minimum Improvements.

(d) During the term of the Declaration, the Developer shall not adopt any policies specifically prohibiting or excluding rental to tenants holding certificates/vouchers under Section 8 of the United States Housing Act of 1937, as amended, codified as 42 U.S.C. Sections 1401 et seq., or its successor because of such prospective tenant's status as such a certificate/voucher holder.

(e) The Developer will promptly notify the Authority if at any time during the term of the Declaration the number of Rental Housing Units in the Minimum Improvements occupied by Qualifying Tenants (as defined in the Declaration) or held vacant and available for occupancy by Qualifying Tenants pursuant to the Declaration are fewer than the number required by the terms of the Declaration.

(f) The Authority and its representatives will have the right at all reasonable times during normal business hours while the covenants in this Section are in effect, after reasonable notice to inspect, examine and copy all books and records of the Developer and its successors and assigns relating to the covenants described in this Section and in the Declaration.

(g) The Developer must submit evidence of tenant incomes, showing that the Phase IIA – Building A and Phase IIB – Building D Minimum Improvements meet the income requirements set forth in the Declaration by April 1st of each year. The Authority will review the submitted evidence related to the income restrictions and to the extent the thresholds are not met, the Authority will withhold the TIF payment for that time period.

9. Affordable Housing Reporting Phase IIA – Building A and IIB – Building D: At least annually, no later than April 1 of each year commencing on the April 1 first following the issuance of the

Certificate of Completion for the applicable Phase Minimum Improvements, the Developer shall provide a report to the Authority evidencing that the Developer complied with the income affordability covenants during the previous calendar year. The income affordability reporting shall be on the form entitled "Tenant Income Certification" from the Minnesota Housing Finance Agency (MHFA HTC Form 14), or if unavailable, any similar form. The Authority may require the Developer to provide additional information reasonably necessary to assess the accuracy of such certification. Unless earlier excused by the Authority, the Developer shall send affordable housing reports to the Authority until the Declaration terminates.

10. Change in Construction Plans: If the Developer desires to make any material change in the Construction Plans after their approval by the Authority, the Developer shall submit the proposed change to the Authority for its approval. The term "material" means a change in the exterior elements of the applicable Phase that affects the original character and visual preference that was approved by the City.

11. City Public Improvements: Construction of the Spine Road between Blake Road and Lake Street: The Developer shall construct the City Public Improvements by June 30, 2025, in accordance with plans and specifications approved by the City. The City may inspect the City Public Improvements as the improvements are being constructed and the Developer will dedicate the City Public Improvements to the City upon completion.

12. Homeowners' Associations and Restrictive Covenants: The Authority acknowledges that the Developer may utilize deed restrictions, covenants, agreements, architectural controls, homeowners' associations (HOA) and other means to control the use and to ensure the maintenance of the land within the Project. No such instruments shall adversely affect the rights of the City or Authority under this Agreement, without their consent, which consent shall not be unreasonably withheld. The Developer shall submit any such instruments to the City and Authority for their review and comment.

    For Phase ID (for sale town homes) the HOA documents should have a stipulation on the number of rental units allowed. The stipulation is at the discretion of the HOA and applicable laws governing HOA's and shall be submitted to the Authority for their review and comment.

13. Maintenance: The Developer and the Authority agree that the Applicable Developer or HOA shall be responsible for all maintenance (including snow and ice removal) and repair costs associated with the Private Improvements on the Property including:

    - Driveways, service drives, and surface parking stalls.
    - Parking structure
    - Sidewalks
    - Streetlights
    - Landscaping
    - Streetscape improvements
    - Storm water ponding
    - Bicycle Parking
    - Plazas
    - Pavilion
    - Cascade promenade
    - Greenway commons

    Developer shall not be responsible for the maintenance and repair of the Spine Road.

14. Reciprocal Easement and Operating Agreement: The Developer and City will enter into a mutually acceptable reciprocal easement and operating agreement (the "REOA") or other easement agreements to include, without limitation, the following key terms:

(a) Developer and/or City responsibility for maintenance and operation of the private applicable Phase Minimum Improvements, road network, and other City Public Improvements, with such costs being allocated to and among Developer, the City and/or any other owners of applicable Phase Minimum Improvements;

(b) perpetual public access easements and perpetual drainage and utility easements, in each case, over the applicable City Public Improvements and at no cost to the City;

(c) perpetual license or public access easements for greenway commons, pavilion or other private areas that provide public benefit that the City and Developer deem appropriate.

15. TIF District: The City established TIF District 1-6 (325 Blake) on August 17, 2021.

16. Public Assistance: Subject to all terms and conditions of the TIF Agreement, the Authority shall provide the Developer with up to $31,900,000 in public assistance for Qualified Costs and Public Improvements noted in #11. Currently it is anticipated that approximately $3,750,000 will be from TIF Spending Plan funds from TIF District 2-11 and provided up front to pay for costs associated with the Public Improvements and some private outdoor improvements that provide a benefit to the general public as part of Phase I development. In addition, the Authority will reimburse the Developer with Tax Increment generated from the applicable Phase Minimum Improvements for the remaining amount up to a principal amount of $28,150,000 (Present Value). The HRA will complete an analysis of the applicable Phase when construction is ready to commence to determine the amount and term of the assistance to be provided to that Phase. Payments from TIF District 1-6 (325 Blake) will be made through one or more TIF Notes (the "Notes") issued on a pay-as-you-go basis for an applicable Phase assuming up to 95% of increment at the rate of the lesser of 4% or the Developers actual financing rate. The Notes will be issued upon completion of the Public Improvements, issuance of a CO and proof of expenditure related to the Qualified Costs for each respective Phase.

At the Authority's discretion, the parcels containing Phase IB, Phase IC – Building B and Phase ID may be decertified from the TIF district as development commences since no assistance is required for those Phases.

17. Look Back: The Authority will complete a lookback for each applicable Phase that receives TIF assistance. The lookback will be completed upon stabilization and upon potential sale of the property in the future.

18. Fees: The City acknowledges the Developer made an escrow deposit of $25,000 for out-of-pocket expenses for legal and financial consultant services related to TIF district creation, drafting, negotiation and approval of the Development Agreement, analysis, and administrative fees associated with this transaction. This includes costs related to the above incurred to date as well as future expenditures.

The Developer will be required to deposit additional funds if the initial deposit is fully drawn. The Developer shall pay all other normal and customary City fees and expenses for the approval and construction of the Minimum Improvements.

19. Minimum Assessment Agreement: Developer and Authority will enter into a Minimum Market Value Assessment Agreement (MAA) setting a minimum property tax value for the rental portions of the various Phases as noted below:

Phase	**Amount**	**Date**
Phase IA – Building C	$103,000,000	January 2, 2025 for payable 2026_
Phase IIA – Building A	$22,400,000	January 2, 2026 for payable 2027
Phase IIB – Building D	$51,800,000	January 2, 2025 for payable 2026

The Developer and the Authority agree that the dates for the applicable Phase MAA may be revised based upon timing of actual construction schedules. Revisions to the dates of the applicable Phase MAA and execution thereof shall not require approval or further action by the Authority and can be completed administratively by staff and legal counsel, so long as such revision is no more than 18 months from the applicable Phase MAA as noted in the above schedule. Any revisions to the dates beyond 18 months for the applicable Phase MAA shall require renegotiation between the parties.

The Assessment Agreement shall terminate on the Termination Date of each TIF Note.

20. 4d Tax Classification: The Developer will be applying for 4d tax classification status for 100% of Phase IIA – Building A and 20% of the units on Phase IIB- Building D.

21. Taxes: Developer agrees for itself and its successors and assigns that prior to the end term of the Note it will not:

(a) Cause a reduction in real property taxes paid;

(b) Transfer the property or any Phases to an entity that would result in the Minimum Improvements being exempt from property taxes;

(c) Will not seek tax exemption, deferral or abatement for the Minimum Improvements;

(d) If Developer brings a petition challenging a Market Value determination exceeding the minimum value established in the Assessment Agreement, the Developer must inform the Authority of such petition. The Authority will pay principal and interest on the TIF Note only to the extent of Available Tax Increment attributable to the minimum value until final resolution of such petition. Upon resolution of Redeveloper's tax petition, any Available Tax Increment deferred and withheld will be paid, without interest thereon, to the extent payable under the assessor's final determination of Market Value.

22. Public Art: Developer is obligated to expend at least $250,000.00 for public artwork to be placed in a prominent location on the Property, on the exterior of the Minimum Improvements. Prior to its installation, the public artwork shall be approved by the City, which approval shall not be unreasonably withheld. The artwork shall be installed prior to issuance of the certificate of occupancy for the project.

23. Park Dedication: The Developer will pay applicable park dedication fees to the City at the time of issuance of a building permit for any applicable Phase. The City agrees that when a building permit is pulled for any Phase, the Developer's park dedication payment (which may be required by the City in lieu of land dedication) will be calculated based on the City's park dedication fees that are in existence as of the effective date of this Agreement and, unless otherwise agreed to by the parties

in the future, said payments shall be made at the time of issuance of a building permit for the applicable Phase, as the case may be. The current park dedication fee for multiple family residential subdivisions is $3,000 per unit while the commercial fee is an amount equal to five (5) percent of the fair market value of the commercial land as estimated by the county assessor. Park dedication fees are typically due with final plat approval.

24. Business Subsidy: The Developer and the Authority agree that any assistance provided to the Redeveloper under the Contract does not constitute a "business subsidy" under Minnesota Statutes because the assistance is for redevelopment.

25. Miscellaneous:

(a) No transfer of Property or Development Agreement without EDA consent which will not be unreasonably withheld;

(b) Developer will retain a management company with experience in the management of multifamily rental housing developments, subject to reasonable approval by the Authority;

(c) Grants: The Developer has applied for Metropolitan Council TOD Grant of $1,250,000. The Authority and Developer expect to apply for Hennepin County TOD Grant funding in January and MN DEED Redevelopment Grant funding as well. These grants have been accounted for in the Developers Proforma. Any other future grants beyond these for any future applicable Phase that are received will reduce the principal amount of the TIF Note(s) for the applicable Phase;

26. Commercial Space in Phase IA – Building C and Phase IB: The intent is to create opportunities for neighborhood serving commercial apace for small business including minority owned, Hopkins displaced businesses or startups. The Authority and Developer agree to collaborate to accomplish the goal of providing at least 50% of the 17,000 square feet of Commercial Space available to these users. The outcomes of the collaboration will be outlined in a business plan approved by staff and the Developer.

CITY OF HOPKINS

Memorandum

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Kersten Elverum, Director of Planning & Development

Date: December 7, 2021

Subject: TIF Management Plan Update

PURPOSE

The purpose of the discussion on December 7, 2021, is to present an update to the City of Hopkins TIF Management Plan including the use of Spending Plan dollars, incorporation of special legislation received in 2019 and allowing an additional 10% to be spent on affordable housing from TIF 2-11, and modification to TIF Note C in TIF 1-5 to allow for payment from TIF 2-11. Stacie Kvilvang, Ehlers Public Municipal Advisors, will be at the meeting to present and make recommendations for future action.

INFORMATION

Tax Increment Financing (TIF) is primary community development tool cities have to further their development goals. The use of TIF is regulated by the State of Minnesota with strict rules around its use. Hopkins has used TIF to facilitate key redevelopment projects that have had catalytic impacts. The presentation by Ehlers will provide an overview of the City's use of TIF and current districts.

Additionally, in an effort to maximize its impact and bring development projects back onto the full tax roll of the City, Ehlers is recommending slight modifications to our existing Plan and TIF Notes issued including the following:

- Use of Spending Plan dollars, previously approved by the HRA and City Council to support the Trilogy project commitment of $685,000 in environmental clean-up funds
- Use of up to $3.75 million in Spending Plan dollars for 325 Blake Road redevelopment
- Incorporation of special legislation secured in 2019 for TIF 2-11 and to make the election to allow an additional 10% to be spent on affordable housing
- Allocation of pooling dollars from 2-11 to 1-5 to start payments on the $8 million C Note in order to pay it off at the same time as the A and B Notes. This will result in the district obligations being paid in nine years.

FUTURE ACTION

The plan is to bring a resolution approving the modification to TIF 2-11 incorporating special legislation and electing the additional 10% for affordable housing and a resolution approving an amended TIF Note C for 1-5 to the HRA at the December 21, 2021, special meeting.